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A. Collision History Analysis

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MEMORANDUM

Date: December 1, 2020

To: Pete Vollmann, City of Oakland
Nicole Ferrara, City of Oakland

From: Rob Rees and Lee Reis, Fehr & Peers

Subject: Howard Terminal – Collision History Analysis

OK16-0125.06

The Oakland A's are proposing a ballpark and non-ballpark development at Howard Terminal in Oakland, California. The City of Oakland Transportation Impact Review Guidelines (TIRG) approved April 14, 2017 requires an evaluation of the most recent five years of vehicle, pedestrian, and bicycle collision data for all study intersections plus roadway segments in proximity to the project. Fehr & Peers identified 76 study intersections based on the TIRG criteria and communications with the City of Oakland. This analysis also considers 52 study segments.

1. Safety Analysis

A five-year history (January 1, 2012 to December 31, 2016) of collision data in the study area was obtained from the Statewide Integrated Traffic Records System (SWITRS) and evaluated for this collision analysis. The 76 study intersections are shown in **Figure 1**, and the 52 study segments are shown in **Figure 2**. Collision data from the Federal Railroad Administration was also reviewed for the railroad crossings along Embarcadero West, but no collisions were reported in the analysis timeframe.¹ **Table 1A** summarizes the collision data by type and location for intersections, and **Table 1B** summarizes the same information for segments. **Table 2A** summarizes the collision data by severity and location for intersections, and **Table 2B** summarizes the same information for segments.

¹ There was one railroad collision in 2017 at the Washington Street crossing that caused two injuries and no fatalities, one collision in 2019 at the Market Street crossing that caused no injuries, and one collision at the Broadway crossing that caused no injuries. This memorandum considers 2012-2016 because SWITRS data for 2017 and later was considered provisional at the time of the Notice of Preparation (NOP).



Table 1A: Summary of Collisions by Type – Intersection Collisions

ID #	Intersection	Head-on	Side-swipe	Rear End	Broad-side	Hit Object	Over-turned	Not Stated / Other	Pedestrian-Involved	Bicycle-Involved	Total
1	Union at 5th	0	2	0	1	0	1	1	0	0	5
2	Union at 7th	2	3	4	6	0	0	0	0	1	16
3	Adeline at 3rd	1	5	1	0	0	0	0	0	0	7
4	Adeline at 5th	0	2	2	5	1	3	0	0	1	14
5	Adeline at 7th	1	1	1	8	1	0	0	0	1	13
6	Market at Embarcadero	0	0	0	0	0	0	0	0	0	0
7	Market at 3rd	0	0	1	12	0	1	0	0	0	14
8	Market at 5th	1	4	3	20	0	0	0	1	2	31
9	Market at 6th	0	1	0	2	0	0	0	0	1	4
10	Market at 7th	2	2	5	8	0	0	1	0	1	19
11	Market at 8th	0	1	1	3	2	0	0	1	1	9
12	Market at 10th	0	1	1	4	0	0	0	1	1	8
13	Market at 12th	0	0	0	5	0	0	0	0	1	6
14	Market at 14th	1	0	0	4	2	0	0	2	2	11
15	Market at 18th	1	3	0	5	1	0	0	2	1	13
16	Market at 24th	0	0	3	0	0	0	0	1	0	4
17	Market at 26th	0	2	0	4	1	0	0	0	0	7
18	Market at West Grand	4	2	5	3	3	0	0	1	0	18
19	Market at San Pablo	1	0	0	0	0	0	0	0	2	3
20	Brush at 3rd	2	2	1	5	0	0	1	0	0	11
21	Brush at 5th	0	0	1	11	0	1	0	0	0	13
22	Brush at 6th	0	1	0	2	0	0	0	0	0	3



Table 1A: Summary of Collisions by Type – Intersection Collisions

ID #	Intersection	Head-on	Side-swipe	Rear End	Broad-side	Hit Object	Over-turned	Not Stated / Other	Pedestrian-Involved	Bicycle-Involved	Total
23	Brush at 7th	0	7	2	7	0	0	0	0	0	16
24	Brush at 11th	0	4	1	6	0	0	0	1	0	12
25	Brush at 12th	1	4	2	7	1	0	0	7	1	23
26	Brush at 14th	0	5	1	7	1	0	0	0	0	14
27	Brush at 17th	2	6	3	13	2	0	0	0	2	28
28	Brush at 18th	0	3	2	18	1	0	1	1	0	26
29	Castro at 3rd	0	0	0	0	0	0	0	0	0	0
30	Castro at 5th	0	3	1	6	0	0	0	0	1	11
31	Castro at 6th	0	0	1	2	0	0	0	0	0	3
32	Castro at 7th	0	3	1	0	1	0	0	0	0	5
33	Castro at 11th	1	2	5	9	0	0	0	0	1	18
34	Castro at 12th	0	5	1	13	1	0	0	0	0	20
35	Castro at 14th	1	4	1	8	0	0	1	1	3	19
36	Castro at 17th	0	3	7	8	0	0	0	1	0	19
37	Castro at 18th	0	0	1	5	0	0	0	1	0	7
38	Martin Luther King Jr. Way at Embarcadero West	0	0	0	0	0	0	0	0	0	0
39	Martin Luther King Jr. Way at 2nd	0	0	0	0	0	0	0	0	1	1
40	Martin Luther King Jr. Way at 3rd	0	1	0	2	0	0	0	0	1	4
41	Martin Luther King Jr. Way at 4th	0	1	0	1	0	0	0	0	0	2
42	Martin Luther King Jr. Way at 5th	0	1	1	15	2	0	0	0	0	19
43	Martin Luther King Jr. Way at 6th	0	0	0	2	0	0	0	0	0	2



Table 1A: Summary of Collisions by Type – Intersection Collisions

ID #	Intersection	Head-on	Side-swipe	Rear End	Broad-side	Hit Object	Over-turned	Not Stated / Other	Pedestrian-Involved	Bicycle-Involved	Total
44	Martin Luther King Jr. Way at 7th	1	3	0	19	0	0	0	1	1	25
45	Martin Luther King Jr. Way at 8th	0	3	0	9	0	1	0	0	0	13
46	Martin Luther King Jr. Way at 10th	0	1	0	5	0	0	0	0	0	6
47	Martin Luther King Jr. Way at 11th	1	0	0	25	0	0	0	1	0	27
48	Martin Luther King Jr. Way at 12th	0	0	1	8	0	0	0	0	0	9
49	Martin Luther King Jr. Way at 14th	2	7	0	12	0	0	0	0	1	22
50	Martin Luther King Jr. Way at 16 th	0	0	2	1	0	0	0	0	0	3
51	Martin Luther King Jr. Way at 17th	2	3	1	9	1	0	0	0	0	16
52	Martin Luther King Jr. Way at 18th	0	1	0	2	1	0	1	1	0	6
53	Jefferson at 3rd	0	0	0	1	0	0	0	0	1	2
54	Jefferson at 5th	0	2	1	2	0	0	1	0	0	6
55	Jefferson at 7th	0	2	2	9	0	0	0	0	0	13
56	Jefferson at 8th	0	1	1	3	0	0	0	0	0	5
57	Clay at Embarcadero West	0	0	0	0	2	0	0	0	0	2
58	Clay at 3rd	0	0	1	2	0	0	0	0	0	3
59	Washington at Embarcadero West	1	0	0	0	0	0	0	1	1	3
60	Washington at 3rd	0	0	0	0	0	0	0	0	0	0
61	Washington at 5th	1	3	0	10	0	0	0	1	0	15
62	Washington at 6th	0	0	2	0	0	0	2	0	3	7
63	Washington at 7th	1	1	2	1	0	0	0	0	0	5
64	Washington at 8th	0	3	2	1	0	0	0	2	0	8
65	Broadway at Embarcadero West	0	1	1	0	2	0	1	0	0	5



Table 1A: Summary of Collisions by Type – Intersection Collisions

ID #	Intersection	Head-on	Side-swipe	Rear End	Broad-side	Hit Object	Over-turned	Not Stated / Other	Pedestrian-Involved	Bicycle-Involved	Total
66	Broadway at 3rd	0	2	3	1	0	0	1	3	2	12
67	Broadway at 5th	4	13	9	7	0	0	1	3	0	37
68	Broadway at 6th	1	4	8	3	1	0	0	1	2	20
69	Broadway at 7th	0	8	7	8	2	0	0	1	0	26
70	Broadway at 8th	1	3	3	4	0	0	0	0	2	13
71	Franklin at 7th	0	1	2	0	0	0	0	2	1	6
72	Franklin at 8th	0	4	4	2	1	0	1	1	0	13
73	Webster at 7th	0	6	3	8	0	0	1	6	1	25
74	Webster at 8th	0	19	4	4	0	0	1	1	0	29
75	Harrison at 7th	0	10	16	1	5	0	0	3	0	35
76	Harrison at 8th	0	1	4	7	0	0	2	1	2	17
Total		36	186	138	401	35	7	17	50	42	912

Source: SWITRS, 2012-2016; Fehr & Peers, 2020.



Table 1B: Summary of Collisions by Type - Segment Collisions

ID #	Segment	Head-on	Side-swipe	Rear End	Broad-side	Hit Object	Over-turned	Not Stated / Other	Pedestrian-Involved	Bicycle-Involved	Total
1	3rd: Union to Magnolia	0	0	0	0	0	0	0	0	1	1
2	3rd: Magnolia to Adeline	0	0	0	0	0	0	0	0	0	0
3	3rd: Adeline to Chestnut	0	0	0	0	0	0	0	0	0	0
4	3rd: Chestnut to Linden	0	0	0	0	0	0	0	0	0	0
5	3rd: Linden to Filbert	0	0	0	0	0	0	0	0	0	0
6	3rd: Filbert to Myrtle	0	0	0	0	0	0	0	0	0	0
7	3rd: Myrtle to Market	0	0	0	0	0	0	0	0	0	0
8	3rd: Market to Brush	0	0	0	0	0	0	0	0	0	0
9	3rd: Brush to Castro	0	0	0	0	0	0	0	0	0	0
10	3rd: Castro to Martin Luther King Jr. Way	0	0	0	0	0	0	0	0	0	0
11	3rd: Martin Luther King Jr. Way to Jefferson	0	2	0	0	0	0	0	0	0	2
12	3rd: Jefferson to Clay	0	0	0	0	0	0	0	0	0	0
13	3rd: Clay to Washington	0	0	0	0	0	0	0	0	0	0
14	3rd: Washington to Broadway	0	0	0	0	0	0	0	0	0	0
15	Embarcadero West: Market to Martin Luther King Jr. Way	0	0	0	0	0	0	0	0	0	0
16	Embarcadero West: Martin Luther King Jr. Way to Jefferson	0	0	0	0	1	0	1	0	0	2
17	Embarcadero West: Jefferson to Clay	0	0	0	0	0	0	1	0	0	1
18	Embarcadero West: Clay to Washington	0	0	0	0	0	0	0	0	0	0
19	Embarcadero West: Washington to Broadway	0	0	0	0	1	1	0	0	0	2



Table 1B: Summary of Collisions by Type - Segment Collisions

ID #	Segment	Head-on	Side-swipe	Rear End	Broad-side	Hit Object	Over-turned	Not Stated / Other	Pedestrian-Involved	Bicycle-Involved	Total
41	Washington: 6th to 7th	0	0	0	0	0	0	0	0	0	0
42	Washington: 7th to 8th	0	0	0	0	0	0	0	0	0	0
43	Washington: 8th to 9th	0	0	0	0	0	0	0	0	0	0
44	Washington: 9th to 10th	0	0	0	0	0	0	0	0	0	0
45	Broadway: Embarcadero West to 2nd	0	0	0	0	1	0	0	0	0	1
46	Broadway: 2nd to 3rd	0	0	0	0	0	0	0	1	0	1
47	Broadway: 3rd to 4th	0	1	0	0	0	0	0	0	0	1
48	Broadway: 4th to 5th	0	0	0	0	0	0	0	0	0	0
49	Broadway: 5th to 6th	0	0	0	0	0	0	0	0	0	0
50	Broadway: 6th to 7th	0	0	0	0	0	0	0	0	0	0
51	Broadway: 7th to 8th	0	0	0	0	0	0	0	1	0	1
52	Broadway: 8th to 9th	0	0	0	0	0	0	0	0	0	0
Total		0	4	0	0	4	1	3	2	1	15

Source: SWITRS, 2012-2016; Fehr & Peers, 2020.



Table 2A: Summary of Collision Severity - Intersection Collisions

ID#	Intersection	Property Damage Only Collisions	Injury Collisions	Fatality Collisions	Total	Person-Injuries			
						Bike	Pedestrian	Driver/Passenger	Total
1	Union at 5th	3	1	1	5	0	0	2	2
2	Union at 7th	9	7	0	16	1	0	7	8
3	Adeline at 3rd	7	0	0	7	0	0	0	0
4	Adeline at 5th	5	9	0	14	1	0	15	16
5	Adeline at 7th	7	6	0	13	0	0	9	9
6	Market at Embarcadero	0	0	0	0	0	0	0	0
7	Market at 3 rd	10	4	0	14	0	0	6	6
8	Market at 5th	18	12	1	31	1	1	16	18
9	Market at 6th	3	1	0	4	0	0	1	1
10	Market at 7th	12	7	0	19	1	0	13	14
11	Market at 8th	6	3	0	9	1	1	3	5
12	Market at 10th	5	3	0	8	1	1	1	3
13	Market at 12th	3	3	0	6	1	0	2	3
14	Market at 14th	4	7	0	11	1	2	7	10
15	Market at 18th	8	5	0	13	1	1	5	7
16	Market at 24th	3	1	0	4	0	1	0	1
17	Market at 26th	2	5	0	7	0	0	9	9
18	Market at West Grand	13	5	0	18	0	1	6	7
19	Market at San Pablo	0	3	0	3	2	1	0	3
20	Brush at 3rd	8	3	0	11	0	0	3	3



Table 2A: Summary of Collision Severity - Intersection Collisions

ID#	Intersection	Property Damage Only Collisions	Injury Collisions	Fatality Collisions	Total	Person-Injuries			
						Bike	Pedestrian	Driver/ Passenger	Total
21	Brush at 5th	9	4	0	13	0	0	9	9
22	Brush at 6th	2	1	0	3	0	0	1	1
23	Brush at 7th	8	8	0	16	0	0	11	11
24	Brush at 11th	9	3	0	12	0	1	7	8
25	Brush at 12th	9	14	0	23	1	8	7	16
26	Brush at 14th	6	8	0	14	0	0	11	11
27	Brush at 17th	21	7	0	28	2	0	9	11
28	Brush at 18th	14	12	0	26	0	2	17	19
29	Castro at 3rd	0	0	0	0	0	0	0	0
30	Castro at 5th	5	6	0	11	1	0	9	10
31	Castro at 6th	1	2	0	3	0	0	6	6
32	Castro at 7th	5	0	0	5	0	0	0	0
33	Castro at 11th	13	5	0	18	1	0	4	5
34	Castro at 12th	14	6	0	20	0	1	8	9
35	Castro at 14th	11	8	0	19	2	1	8	11
36	Castro at 17th	10	9	0	19	0	1	8	9
37	Castro at 18th	4	3	0	7	0	1	4	5
38	Martin Luther King Jr. Way at Embarcadero	0	0	0	0	0	0	0	0
39	Martin Luther King Jr. Way at 2nd	0	1	0	1	1	0	0	1
40	Martin Luther King Jr. Way at 3rd	3	1	0	4	1	0	0	1



Table 2A: Summary of Collision Severity - Intersection Collisions

ID#	Intersection	Property Damage Only Collisions	Injury Collisions	Fatality Collisions	Total	Person-Injuries			
						Bike	Pedestrian	Driver/ Passenger	Total
61	Washington at 5th	8	7	0	15	0	1	7	8
62	Washington at 6th	4	3	0	7	2	0	4	6
63	Washington at 7th	5	0	0	5	0	0	0	0
64	Washington at 8th	3	5	0	8	0	2	4	6
65	Broadway at Embarcadero West	5	0	0	5	0	0	0	0
66	Broadway at 3rd	4	8	0	12	1	3	5	9
67	Broadway at 5th	28	8	1	37	0	2	10	12
68	Broadway at 6th	13	7	0	20	2	1	5	8
69	Broadway at 7th	16	10	0	26	0	1	11	12
70	Broadway at 8th	9	4	0	13	1	1	2	4
71	Franklin at 7th	3	2	1	6	1	1	0	2
72	Franklin at 8th	10	3	0	13	0	1	2	3
73	Webster at 7th	12	13	0	25	1	6	8	15
74	Webster at 8th	27	2	0	29	0	1	1	2
75	Harrison at 7th	26	9	0	35	0	3	10	13
76	Harrison at 8th	7	10	0	17	1	1	9	11
Total		552	356	4	912	32	54	413	499

Source: SWITRS, 2012-2016; Fehr & Peers, 2020.



Table 2B: Summary of Collision Severity - Segment Collisions

ID #	Segment	Property Damage Only Collisions	Injury Collisions	Fatality Collisions	Total	Person-Injuries			
						Bike	Ped	Driver/ Passenger	Total
38	Washington: 3rd to 4th	0	0	0	0	0	0	0	0
39	Washington: 4th to 5th	0	0	0	0	0	0	0	0
40	Washington: 5th to 6th	0	0	0	0	0	0	0	0
41	Washington: 6th to 7th	0	0	0	0	0	0	0	0
42	Washington: 7th to 8th	0	0	0	0	0	0	0	0
43	Washington: 8th to 9th	0	0	0	0	0	0	0	0
44	Washington: 9th to 10th	0	0	0	0	0	0	0	0
45	Broadway: Embarcadero West to 2nd	1	0	0	1	0	0	0	0
46	Broadway: 2nd to 3rd	0	1	0	1	0	1	0	1
47	Broadway: 3rd to 4th	1	0	0	1	0	0	0	0
48	Broadway: 4th to 5th	0	0	0	0	0	0	0	0
49	Broadway: 5th to 6th	0	0	0	0	0	0	0	0
50	Broadway: 6th to 7th	0	0	0	0	0	0	0	0
51	Broadway: 7th to 8th	0	1	0	1	0	1	0	1
52	Broadway: 8th to 9th	0	0	0	0	0	0	0	0
Total		11	4	0	15	1	2	1	4

Source: SWITRS, 2012-2016; Fehr & Peers, 2020.



As shown in **Table 1A**, 912 collisions were reported during this five-year timeframe at the study intersections. The top three collision types were broadside (44 percent), sideswipe (20 percent), and rear-end (15 percent) collisions and most collisions were due to failure to follow traffic signals and signs (37 percent) and improper turning (18 percent). Pedestrians were involved in five percent of the reported collisions, and bicyclists were involved in seven percent. Thirty-nine percent of the reported collisions resulted in injuries and four resulted in a fatality, as shown in **Table 2A**.

As shown in **Table 1B**, 15 collisions were reported during this five-year timeframe at the study segments. The top two collision types were sideswipe (27 percent) and hit object (27 percent). Most collisions were due to unsafe starting and backing (20 percent), improper turning (20 percent), and driving or bicycling under the influence of alcohol and drugs (20 percent). Pedestrians were involved in 13 percent of the reported collisions, and bicyclists were involved in 7 percent. Twenty-seven percent of the reported collisions resulted in injuries, as shown in **Table 2B**.

The following describes the four fatal collisions:

- A fatal single-party collision occurred at the 5th Street/Union Street intersection on April 21, 2014 in the early morning as the motorist turned westbound at the signalized intersection onto the I-880 ramp. The data does not identify any other information about this collision.
- A fatal collision occurred at the Market Street/5th Street intersection on December 17, 2013, as a northbound bicyclist was stopped at the signalized intersection and hit by a truck. The collision occurred at night. There are streetlights present on the north leg and the east leg but are absent at the south leg and west leg of the intersection.
- A fatal collision occurred in the early morning hours at the intersection of Broadway/5th Street intersection on May 19, 2015. A motorist was hit broadside by a truck violating the traffic signal and travelling at an unsafe speed in the southbound direction. The southbound intersection approach is under the I-880 freeway and is illuminated with minimal lighting. The collision involved alcohol. This intersection is currently under design review as part of the larger Oakland Alameda Access and Circulation Project.
- A fatal collision occurred at the intersection of Franklin Street/7th Street intersection on December 18, 2015 involving a pedestrian crossing southbound on the crosswalk violating a walk sign at a signalized intersection.



A Critical Crash Rate analysis² was conducted to determine which study intersections and segments experienced high crash rates (number of crashes per million entering vehicles per year) when compared to similar intersection and segment types within the analysis population. Intersections or segments with crash rates greater than the critical rate are identified as intersections or segments to be evaluated for collision trends. Appendix A, **Table A-1** and **Table A-2**, present predicted and actual collision frequencies for the 76 study intersections and the 52 study segments, respectively. See Appendix B for the methodology used to identify the critical crash rate for each study intersection and study segment.

According to the TIRG, intersections or roadway segments with collision frequency greater than the predicted frequency should have their collision trends and potential roadway or intersection modifications evaluated in greater detail to determine if the project could influence the frequency. If the project does contribute to an existing problem, improvements are recommended to alleviate the potential effects of the project. The project is assumed to contribute to an existing problem if it adds 100 or more vehicles in the AM or PM peak periods to an intersection or segment that is identified through the Critical Crash Rate analysis. This analysis only considers vehicle volumes in the AM and PM peak periods from non-ballpark development since that would be the daily conditions, rather than including special event volumes.

The next section describes the recommendations for the eleven study intersections with collision frequency greater than the predicted frequency where the project is assumed to contribute to an existing problem. As detailed in the section, two study intersections and two study segments have a collision frequency greater than the predicted frequency, but the project is not assumed to contribute to an existing problem.

² Highway Safety Manual (Part B, Chapter 4, Section 4.4.2.5)



2. Recommended Improvements

Recommended improvements have been developed referencing the Federal Highway Administration’s Crash Modification Factor (CMF) Clearinghouse. Safety treatments from the CMF Clearinghouse recommended at study locations that have a higher reported collision frequency than predicted by HSM are described in **Table 3**.

Table 3: CMF Clearinghouse Recommendations 4- and 5-Star Ratings

#	CMF Recommendation Measure	CMF ID	CMF	CMF Standard Error	CRF ¹	CRF Standard Error	FHWA Rating
1	Convert minor-road stop control to all-way stop control	310	0.25	0.03	75	3	5-star
2	Install a traffic signal	320	0.33	0.24	67	24	4-star
3	Illumination	578	0.69	0.07	32	7	4-star
4	Road diet from 4- to 3- lanes	5554	0.81	.005	19	54	4-star
5	Add 3-inch yellow reflective sheeting to signal backplates	1410	0.85	0.005	15	0.5	4-star
6	Replace 8-inch red signal heads with 12-inch ²	2333	0.58	0.07	42	7	4-star

Notes:

1. CRF = Crash Reduction Factor
2. The stated CRF applies to angle crash types only.

Source: CMF Clearinghouse, 2019; Fehr & Peers, 2019.

As shown in **Table A-1**, thirteen study intersections have a higher reported collision frequency than predicted by the HSM, as discussed below.

- **Market Street & 3rd Street (#7):** This two-way stop-controlled intersection experienced 14 collisions over the course of the five-year period. Broadside collisions were the primary collisions at this intersection (86%); 83% of the collisions involved motorists travelling in the southbound direction and 57% of the collisions involved vehicle right-of-way violations.

Recommendation:

- Install a traffic signal: Signalize the intersection with permitted east/west phasing, a protected southbound left-turn phase, and left-turn prohibition for northbound



left-turns. (CMF #2). Add 3-inch yellow reflective sheeting to signal backplates. (CMF #5)

- Market Street & 5th Street (#8): This signalized intersection experienced 31 collisions over the five-year period. Collisions that occurred were primarily broadside (65%) of which 80% included traffic signals and signs violation as the primary collision factor and 75% included motorists travelling in the northbound or southbound direction. There was one collision involving a pedestrian and 2 collisions involving a bicyclist of which one was fatality. Two of the three bicycle and pedestrian collisions involved a northbound motorist.

Recommendations:

- Evaluate luminance using lighting criteria published by Illuminating Engineering Society (IES). Or, the City may use its own lighting design criteria. (CMF #3)
- Add 3-inch yellow reflective sheeting to signal backplates. (CMF #5)
- Replace 8-inch red signal heads with 12-inch signal heads. (CMF #6)

Other measures to consider include improving signal visibility, upgrading traffic signals, adding overhead signal heads, and installing high visibility crosswalks and bicycle lane markings through the intersection. These considerations do not have 4- and 5-Star ratings and so there is less confidence in the results of the studies that produced their CMF.

- Brush Street & 3rd Street (#20): This two-way stop-controlled intersection experienced 11 collisions over the course of the five-year period. The collisions that occurred at this intersection were primarily broadside (45%) and primarily involved trucks. 80% of the broadside collisions involved a motorist travelling in the southbound direction. Other types of collisions which occurred at this intersection are head-on and side-swipe collisions.

Recommendations:

- Convert minor-road stop control to all-way stop control: Install stop signs at all intersection approaches. (CMF #1)
- Brush Street & 17th Street (#27): This signalized intersection experienced 28 collisions over the course of the five-year period. The collisions that occurred at this intersection were primarily broadside (54%) of which 80% of the collisions involved a violation of traffic signals and signs as the primary collision factor and 87% involved motorists travelling in the southbound direction. Two of the broadside collisions caused by motorists involved bicyclists resulting in complaints of pain.



Recommendations:

- Add 3-inch yellow reflective sheeting to signal backplates at the Brush Street southbound approach. (CMF #5)
- Replace 8-inch red signal heads with 12-inch signal heads at the Brush Street southbound approach. (CMF #6)

Other measures to consider include improving signal visibility, evaluating red clearance intervals, and installing an additional signal head(s). These considerations do not have 4- and 5-Star ratings and so there is less confidence in the results of the studies that produced their CMF.

- Brush Street & 18th Street (#28): This signalized intersection experienced 26 collisions over the course of the five-year period of which one collision involved a pedestrian. The collisions that occurred at this intersection were primarily broadside (69%). 88% of the broadside collisions involved a motorist travelling the southbound direction and 78% of the collisions involved a traffic signal or signs violation.

Recommendations:

- Add 3-inch yellow reflective sheeting to signal backplates at the Brush Street southbound approach. (CMF #5)
- Replace 8-inch red signal heads with 12-inch signal heads at the Brush Street southbound approach. (CMF #6)

Other measures to consider include improving signal visibility, evaluating red clearance intervals, installing an additional signal head(s), and installing high visibility crosswalks. These considerations do not have 4- and 5-Star ratings and so there is less confidence in the results of the studies that produced their CMF.

- Martin Luther King Jr. Way & 7th Street (#44): This signalized intersection experienced 25 collisions over the five-year period of which one collision involved a pedestrian and another involved a bicyclist. The collisions that occurred at this intersection were primarily broadside (76%). 53% of the broadside collisions occurred by motorists travelling in the northbound direction and 89% of the collisions involved a traffic signal or signs violation.

Recommendations:

- Road diet from 4- to 3-lanes: Evaluate Martin Luther King Jr. Way for a 4- to 3-lane road diet (CMF #4)



- Add 3-inch yellow reflective sheeting to signal backplates. (CMF #5)
- Replace 8-inch red signal heads with 12-inch signal heads. (CMF #6)

Other measures to consider include improving lighting and signal visibility, adding overhead signal heads, evaluating red clearance intervals, providing left-turn lanes, and installing high visibility crosswalks and bicycle lane markings through the intersection. These non-CEQA considerations do not have 4- and 5-Star ratings and so there is less confidence in the results of the studies that produced their CMF.

- Martin Luther King Jr. Way & 8th Street (#45): This signalized intersection experienced 13 collisions over the five-year period. Collisions that occurred were primarily broadside (69%). 66% of the broadside collisions occurred by motorists travelling in the westbound direction and 89% of the collisions involved a traffic signal or signs violation.

Recommendations:

- Road diet from 4- to 3-lanes: Evaluate Martin Luther King Jr. Way for a 4- to 3-lane road diet (CMF #4)
- Add 3-inch yellow reflective sheeting to signal backplates. (CMF #5)
- Replace 8-inch red signal heads with 12-inch signal heads. (CMF #6)

Other measures to consider include improving lighting and signal visibility, adding overhead signal heads, evaluating red clearance intervals, providing left-turn lanes, and installing high visibility crosswalks and bike lane markings through the intersection. These non-CEQA considerations do not have 4- and 5-Star ratings so there is less confidence in results of studies that produced their CMF.

- Martin Luther King Jr. Way & 11th Street (#47): This signalized intersection experienced 27 collisions over the course of the five-year period of which one collision involved a pedestrian. The collisions that occurred at this intersection were primarily broadside (93%) of which 92% involved a traffic signal or signs violation. 48% of the broadside collisions occurred by motorists travelling in the northbound direction and 40% of the broadside collisions occurred by motorists travelling in the southbound direction.

Recommendations:

- Road diet from 4- to 3-lanes: Evaluate Martin Luther King Jr. Way for a 4- to 3-lane road diet (CMF #4)
- Add 3-inch yellow reflective sheeting to signal backplates. (CMF #5)



- Replace 8-inch red signal heads with 12-inch signal heads. (CMF #6)

Other measures to consider include improving lighting and signal visibility, adding overhead signal heads, evaluating red clearance intervals, providing left-turn lanes, and installing high visibility crosswalks and bicycle lane markings through the intersection if bike lanes are provided with the road diet. These non-CEQA considerations do not have 4- and 5-Star ratings and so there is less confidence in the results of the studies that produced their CMF.

- Martin Luther King Jr. Way & 14th Street (#49): This signalized intersection experienced 26 collisions over the course of the five-year period of which one collision involved a pedestrian and another which involved a bicyclist. The collisions that occurred at this intersection were primarily broadside (55%) and sideswipe (32%). 62% of the broadside collisions occurred by motorists travelling in the northbound direction, 46% involved a traffic signals or signs violation, and 23% involved automobile right of way violations.

Recommendations:

- Road diet from 4- to 3-lanes: Evaluate Martin Luther King Jr. Way for a 4- to 3-lane road diet (CMF #4)
- Add 3-inch yellow reflective sheeting to signal backplates at the 14th Street northbound approach. (CMF #5)
- Replace 8-inch red signal heads with 12-inch signal heads at the 14th Street northbound approach. (CMF #6)

Other measures to consider include improving lighting and signal visibility, adding overhead signal heads, evaluating red clearance intervals, installing high visibility crosswalks and bicycle lane markings through the intersection if bike lanes are provided with the road diet. These considerations do not have 4- and 5-Star ratings and so there is less confidence in the results of the studies that produced their CMF.

- Martin Luther King Jr. Way & 17th Street (#51): This signalized intersection experienced 16 collisions over the course of the five-year period. The collisions that occurred at this intersection were primarily broadside (56%). 44% of the broadside collisions occurred by motorists travelling in the eastbound direction and 78% of the collisions involved traffic signals and signs violation.

Recommendations:

- Road diet from 4- to 3-lanes: Evaluate Martin Luther King Jr. Way for a 4- to 3-lane road diet (CMF #4)



- Add 3-inch yellow reflective sheeting to signal backplates at the Martin Luther King Jr. Way eastbound approach. (CMF #5)
- Replace 8-inch red signal heads with 12-inch signal heads at the Martin Luther King Jr. Way eastbound approach. (CMF #6)

Other measures to consider include improving lighting and signal visibility, upgrading signal timing, adding overhead signal heads, evaluating red clearance intervals, installing an additional signal head(s), and installing high visibility crosswalks. These considerations do not have 4- and 5-Star ratings and so there is less confidence in the results of the studies that produced their CMF.

- Broadway & 5th Street (#67): This signalized intersection experienced 37 collisions over the course of the five-year period. The collisions that occurred at this intersection were primarily sideswipe (35%) and rear-end (24%). Primary collision factors involved in these collisions were improper turning (32%), traffic signals and signs violation (24%) and unsafe speeds (14%). Broadway through 5th Street has a combination of shared lanes and lane offsets that contribute to collisions. There were three collisions involving a pedestrian and one collision involving a fatality as described in the section above. All three pedestrians were travelling in the crosswalk during the time of the collision with two pedestrians travelling in the northbound direction and one travelling in the southbound direction. Additionally, two of the three pedestrian collisions involved a motorist travelling in the eastbound direction. This intersection is currently under design review as part of the larger Oakland Alameda Access and Circulation Project.

Recommendations:

- Evaluate luminance using the lighting design criteria published by the Illuminating Engineering Society (IES). Alternatively, the City may use its own lighting design requirements. (CMF #3)
- Add 3-inch yellow reflective sheeting to signal backplates at approaches. (CMF #5)
- Replace 8-inch red signal heads with 12-inch heads at all approaches. (CMF #6)

Other measures to consider include removing one motor vehicle lane in either direction to provide bus-only lanes, removing the eastbound right-turn lane, improving signal visibility, upgrading traffic signals, evaluating red clearance intervals, and installing high visibility crosswalks and pedestrian curb extensions. These considerations do not have 4- and 5-Star ratings and so there is less confidence in the results of the studies that produced their CMF.



- Franklin Street & 8th Street (#72): This signalized intersection experienced 13 collisions over the course of the five-year period of which one collision involved a pedestrian. The collisions that occurred at this intersection were primarily sideswipe (31%) and rear-end (31%). 54% of the collisions occurred by motorists travelling in the westbound direction of which 71% involved an improper turning violation. Other primary collision factors at this intersection include unsafe speed, and unsafe backing of vehicle. The project contributes a low number of trips to the intersection. Based on TIRG guidelines, the intersection does not qualify for improvement recommendations as part of the project development.
- Webster Street & 8th Street (#74): This signalized intersection experienced 29 collisions over the course of the five-year period of which one collision involved a pedestrian. The collisions were primarily sideswipe (66%). 74% of the sideswipe collisions occurred by motorists travelling in the southbound direction and 79% of the collisions involved an improper turning violation. These crashes are consistent with drivers making lane changes to get in the correct lane for the Webster Tube. The project contributes a low number of trips to the intersection. Based on TIRG guidelines, the intersection does not qualify for improvement recommendations as part of the project development.

As shown in **Table A-2**, two study segments have a higher reported collision frequency than predicted by the HSM, as discussed below.

- Embarcadero West: Martin Luther King Junior Way to Jefferson Street (#16): This segment experienced two collisions over the course of the five-year period. One collision involved a hit object and the reason for the other collision was not stated in the data. Both collisions resulted in property damage. The Project would change this segment of Embarcadero West to a bike and pedestrian corridor.
- Embarcadero West: Washington Street to Broadway (#19): This segment experienced two collisions over the course of the five-year period. One collision involved a hit object and the second involved an overturn which resulted in an injury. The project contributes a low number of trips to the segment. Railroad improvements proposed with the Project would change this segment of Embarcadero West to a bike and pedestrian corridor.

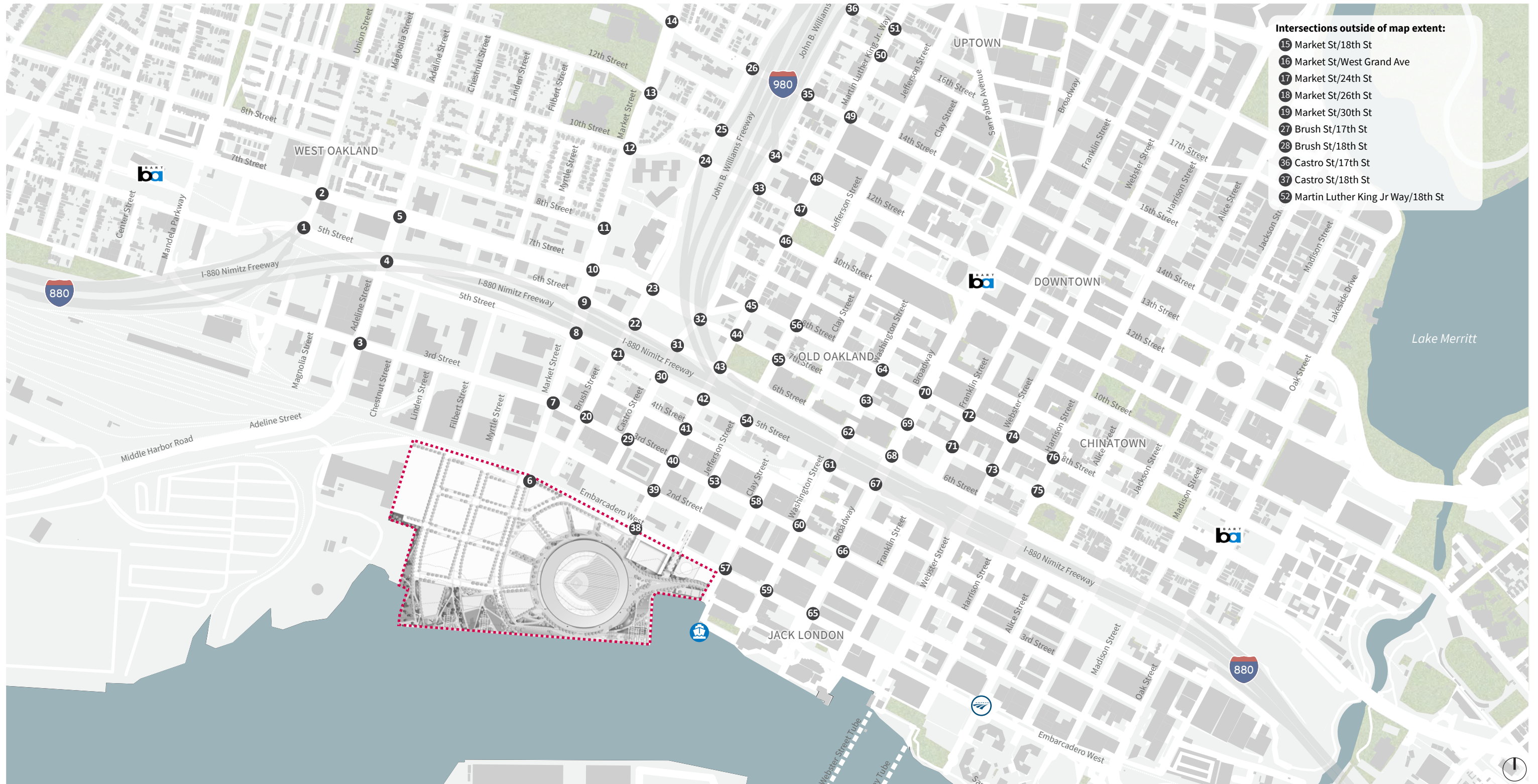
Attachments:

Figure 1 – Study Intersections

Figure 2 – Study Segments

Appendix A – HSM Critical Rate Analysis Worksheets

Appendix B – Critical Crash Rate Methodology



- Intersections outside of map extent:**
- 15 Market St/18th St
 - 16 Market St/West Grand Ave
 - 17 Market St/24th St
 - 18 Market St/26th St
 - 19 Market St/30th St
 - 27 Brush St/17th St
 - 28 Brush St/18th St
 - 36 Castro St/17th St
 - 37 Castro St/18th St
 - 52 Martin Luther King Jr Way/18th St

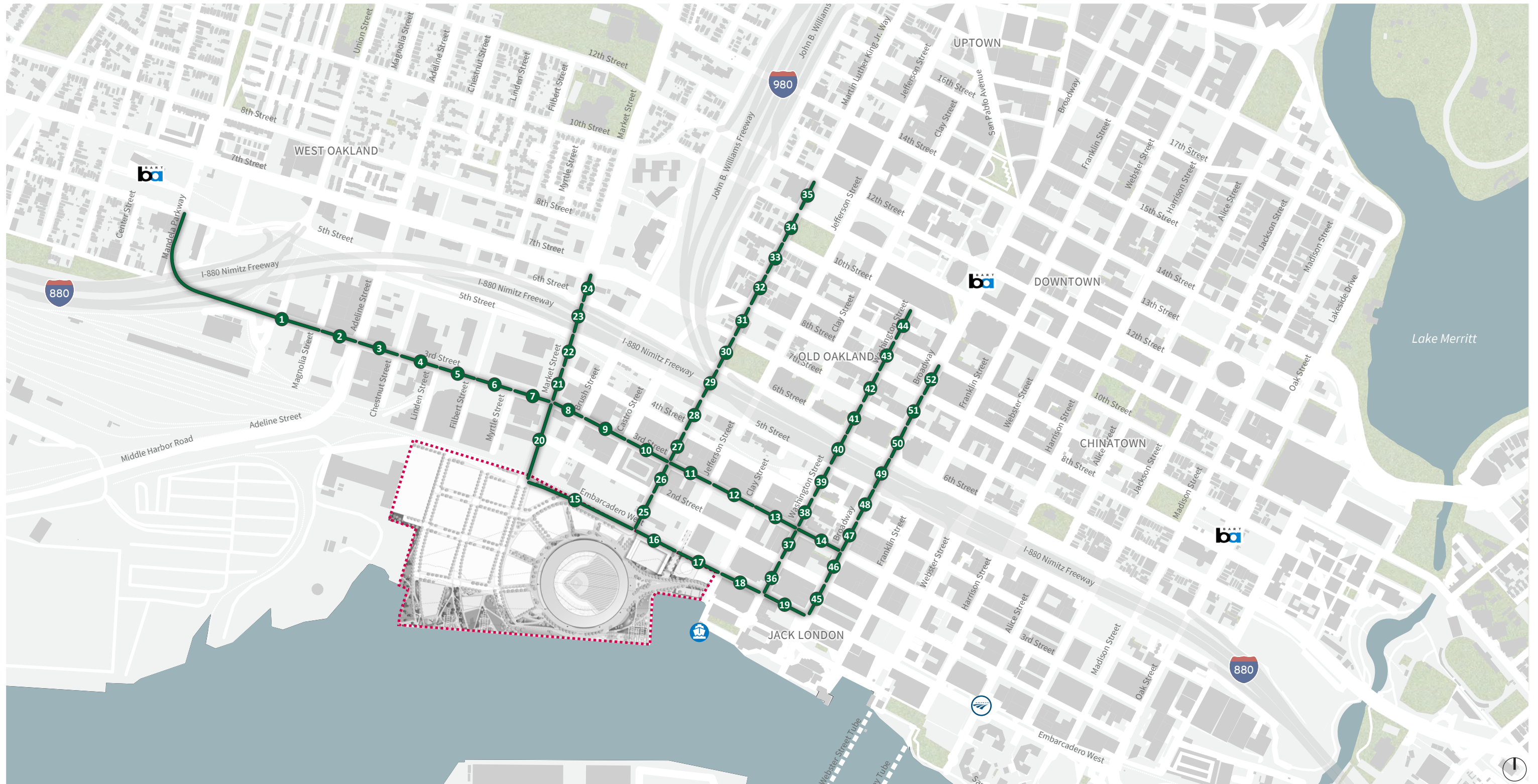
- LEGEND**
- Project Boundary
 - Study Intersection

- BART Station
- Amtrak
- Ferry



Figure 1

Study Intersection Locations



LEGEND
 Project Boundary
 Study Segment

BART Station
 Amtrak
 Ferry



Figure 2

Study Segment Locations

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APPENDIX A – HSM Critical Rate Analysis Worksheets

**TABLE A-1
CRITICAL RATE ANALYSIS - INTERSECTION COLLISIONS**

Int ID	Intersection	AADT Entering Intersection [a]	5 Year MEV [b]	5 Year Crash Total	Int Type [c]	Crash Rate [d]	Ref Crash Rate [e]	Critical Rate [f]	Over Critical [g]
1	Union St/5th St	19,420	35	5	Urban 4SG	0.14	0.53	0.75	Under
2	Union St/7th St	18,190	33	16	Urban 4SG	0.48	0.53	0.76	Under
3	Adeline St/3rd St	11,460	21	7	Urban 5+SG	0.33	0.49	0.77	Under
4	Adeline St/5th St	15,750	29	14	Urban 4SG	0.49	0.53	0.77	Under
5	Adeline St/7th St	21,570	39	13	Urban 4SG	0.33	0.53	0.74	Under
6	Market St/Embarcadero	1,500	3	0	Urban 4ST	0.00	0.33	1.08	Under
7	Market St/3rd	9,910	18	14	Urban 4ST	0.77	0.33	0.58	Over
8	Market St/5th St	10,640	19	31	Urban 4SG	1.60	0.53	0.83	Over
9	Market St/6th St	7,400	14	4	Urban 5+SG	0.30	0.49	0.84	Under
10	Market St/7th St	23,790	43	19	Urban 4SG	0.44	0.53	0.73	Under
11	Market St/8th St	9,510	17	9	Urban 4SG	0.52	0.53	0.85	Under
12	Market St/10th St	9,160	17	8	Urban 4SG	0.48	0.53	0.86	Under
13	Market St/12th St	7,600	14	6	Urban 4SG	0.43	0.53	0.89	Under
14	Market St/14th St	18,470	34	11	Urban 4SG	0.33	0.53	0.75	Under
15	Market St/18th St	11,300	21	13	Urban 4SG	0.63	0.53	0.82	Under
16	Market St/24th St	6,060	11	4	Urban 4ST	0.36	0.33	0.66	Under
17	Market St/26th St	5,940	11	7	Urban 4SG	0.65	0.53	0.94	Under
18	Market St/West Grand	22,150	40	18	Urban 4SG	0.45	0.53	0.73	Under
19	Market St/San Pablo Av	17,620	32	3	Urban 5+SG	0.09	0.49	0.71	Under
20	Brush St/3rd St	8,610	16	11	Urban 4ST	0.70	0.33	0.60	Over
21	Brush St/5th St	13,950	25	13	Urban 4SG	0.51	0.53	0.79	Under
22	Brush St/6th St	6,050	11	3	Urban 4SG	0.27	0.53	0.94	Under
23	Brush St/7th St	27,120	49	16	Urban 4SG	0.32	0.53	0.71	Under
24	Brush St/11th St	20,420	37	12	Urban 5+SG	0.32	0.49	0.69	Under
25	Brush St/12th St	19,420	35	23	Urban 5+SG	0.65	0.49	0.70	Under
26	Brush St/14th St	18,310	33	14	Urban 4SG	0.42	0.53	0.76	Under
27	Brush St/17th St	9,960	18	28	Urban 5+SG	1.54	0.49	0.79	Over
28	Brush St/18th St	18,800	34	26	Urban 5+SG	0.76	0.49	0.70	Over
29	Castro St/3rd St	7,630	14	0	Urban 4ST	0.00	0.33	0.62	Under
30	Castro St/5th St	14,620	27	11	Urban 4ST	0.41	0.33	0.53	Under
31	Castro St/6th St	4,960	9	3	Urban 4SG	0.33	0.53	0.99	Under
32	Castro St/7th St	23,530	43	5	Urban 5+SG	0.12	0.49	0.68	Under
33	Castro St/11th St	21,400	39	18	Urban 5+SG	0.46	0.49	0.69	Under
34	Castro St/12th St	22,810	42	20	Urban 5+SG	0.48	0.49	0.68	Under
35	Castro St/14th St	17,840	33	19	Urban 4SG	0.58	0.53	0.76	Under
36	Castro St/17th St	20,080	37	19	Urban 5+SG	0.52	0.49	0.70	Under
37	Castro St/18th St	20,160	37	7	Urban 5+SG	0.19	0.49	0.70	Under
38	Martin Luther King Jr Way/Embarcadero	2,620	5	0	Urban 4ST	0.00	0.33	0.87	Under
39	Martin Luther King Jr Way/2nd St	3,870	7	1	Urban 4ST	0.14	0.33	0.76	Under
40	Martin Luther King Jr Way/3rd St	8,960	16	4	Urban 4ST	0.24	0.33	0.59	Under
41	Martin Luther King Jr Way/4th St	6,490	12	2	Urban 4ST	0.17	0.33	0.65	Under
42	Martin Luther King Jr Way/5th St	14,780	27	19	Urban 4SG	0.70	0.53	0.78	Under

**TABLE A-1
CRITICAL RATE ANALYSIS - INTERSECTION COLLISIONS**

Int ID	Intersection	AADT Entering Intersection [a]	5 Year MEV [b]	5 Year Crash Total	Int Type [c]	Crash Rate [d]	Ref Crash Rate [e]	Critical Rate [f]	Over Critical [g]
43	Martin Luther King Jr Way/6th St	4,320	8	2	Urban 4SG	0.25	0.53	1.02	Under
44	Martin Luther King Jr Way/7th St	16,330	30	25	Urban 4SG	0.84	0.53	0.77	Over
45	Martin Luther King Jr Way/8th St	7,120	13	13	Urban 5+SG	1.00	0.49	0.85	Over
46	Martin Luther King Jr Way/10th St	4,270	8	6	Urban 4SG	0.77	0.53	1.03	Under
47	Martin Luther King Jr Way/11th St	9,570	17	27	Urban 4SG	1.55	0.53	0.85	Over
48	Martin Luther King Jr Way/12th St	11,040	20	9	Urban 4SG	0.45	0.53	0.83	Under
49	Martin Luther King Jr Way/14th St	15,350	28	22	Urban 4SG	0.79	0.53	0.78	Over
50	Martin Luther King Jr Way/16th St	5,660	10	3	Urban 4SG	0.29	0.53	0.96	Under
51	Martin Luther King Jr Way/17th St	7,760	14	16	Urban 4SG	1.13	0.53	0.89	Over
52	Martin Luther King Jr Way/18th St	7,900	14	6	Urban 4SG	0.42	0.53	0.88	Under
53	Jefferson St/3rd St	6,030	11	2	Urban 4ST	0.18	0.33	0.66	Under
54	Jefferson St/5th St	11,630	21	6	Urban 4SG	0.28	0.53	0.82	Under
55	Jefferson St/7th St	16,880	31	13	Urban 4SG	0.42	0.53	0.77	Under
56	Jefferson St/8th St	6,080	11	5	Urban 4SG	0.45	0.53	0.94	Under
57	Clay St/Embarcadero West	3,350	6	2	Urban 4ST	0.33	0.33	0.79	Under
58	Clay St/3rd St	6,940	13	3	Urban 4ST	0.24	0.33	0.63	Under
59	Washington St/Embarcadero West	3,500	6	3	Urban 4ST	0.47	0.33	0.78	Under
60	Washington St/3rd St	7,900	14	0	Urban 4ST	0.00	0.33	0.61	Under
61	Washington St/5th St	14,810	27	15	Urban 4SG	0.55	0.53	0.78	Under
62	Washington St/6th St	4,100	7	7	Urban 4SG	0.94	0.53	1.04	Under
63	Washington St/7th St	18,480	34	5	Urban 4SG	0.15	0.53	0.75	Under
64	Washington St/8th St	5,840	11	8	Urban 4SG	0.75	0.53	0.95	Under
65	Broadway/Embarcadero West	5,140	9	5	Urban 4ST	0.53	0.33	0.69	Under
66	Broadway/3rd St	10,030	18	12	Urban 4SG	0.66	0.53	0.84	Under
67	Broadway/5th St	25,670	47	37	Urban 5+SG	0.79	0.49	0.67	Over
68	Broadway/6th St	15,990	29	20	Urban 4SG	0.69	0.53	0.77	Under
69	Broadway/7th St	29,200	53	26	Urban 4SG	0.49	0.53	0.71	Under
70	Broadway/8th St	15,250	28	13	Urban 4SG	0.47	0.53	0.78	Under
71	Franklin St/7th St	20,110	37	6	Urban 4SG	0.16	0.53	0.75	Under
72	Franklin St/8th St	7,940	14	13	Urban 4SG	0.90	0.53	0.88	Over
73	Webster St/7th St	29,060	53	25	Urban 5+SG	0.47	0.49	0.66	Under
74	Webster St/8th St	16,680	30	29	Urban 4SG	0.95	0.53	0.77	Over
75	Harrison St/7th St	31,360	57	35	Urban 4SG	0.61	0.53	0.70	Under
76	Harrison St/8th St	16,670	30	17	Urban 4SG	0.56	0.53	0.77	Under

Notes:

Based on 2010 Highway Safety Manual Critical Rate Methodology

[a] AADT = (PM peak hour intersection volume)*k-factor

[b] 5-year MEV = (AADT)*5*365/1,000,000

[c] 3ST = 3 legged stop-controlled intersections

4ST = 4 legged stop-controlled intersections

3SG = 3 legged signalized intersection

4SG = 4 legged signalized intersection

**TABLE A-1
CRITICAL RATE ANALYSIS - INTERSECTION COLLISIONS**

Int ID	Intersection	AADT Entering Intersection [a]	5 Year MEV [b]	5 Year Crash Total	Int Type [c]	Crash Rate [d]	Ref Crash Rate [e]	Critical Rate [f]	Over Critical [g]
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5+ SG = 5 or more legged signalized intersection

[d] Crash rate = (5-Year Crash Total)/(5-Year MEV)

[e] Ref. Crash Rate = weighted average crash rate based on local data by intersection type

[f] Critical Rate is based on 95% confidence interval

[g] Intersections with a crash rate greater than Critical Rate are flagged for further review, these locations are shown in bold

**TABLE A-2
CRITICAL RATE ANALYSIS - SEGMENT COLLISIONS**

Seg ID	Segment	AADT Entering Intersection [a]	Segment Length	5 Year MVMT [b]	5 Year Crash Total	Segment Type [c]	Crash Rate [d]	Ref Crash Rate [e]	Critical Rate [f]	Over Critical [g]
1	3rd Street: Union Street to Magnolia Street	3,630	0	0	1	Urban 2U	2.42	0.63	3.86	Under
2	3rd Street: Magnolia Street to Adeline Street	3,630	0	0	0	Urban 2U	0.00	0.63	4.08	Under
3	3rd Street: Adeline Street to Chestnut Street	4,100	0	0	0	Urban 2U	0.00	0.63	3.58	Under
4	3rd Street: Chestnut Street to Linden Street	4,100	0	0	0	Urban 2U	0.00	0.63	3.67	Under
5	3rd Street: Linden Street to Filbert Street	4,100	0	0	0	Urban 2U	0.00	0.63	3.70	Under
6	3rd Street: Filbert Street to Myrtle Street	8,200	0	1	0	Urban 2U	0.00	0.63	2.59	Under
7	3rd Street: Myrtle Street to Market Street	8,270	0	1	0	Urban 2U	0.00	0.63	2.50	Under
8	3rd Street: Market Street to Brush Street	8,010	0	1	0	Urban 2U	0.00	0.63	2.83	Under
9	3rd Street: Brush Street to Castro Street	6,860	0	1	0	Urban 2U	0.00	0.63	2.56	Under
10	3rd Street: Castro Street to Martin Luther King Jr Way	6,450	0	1	0	Urban 2U	0.00	0.63	2.64	Under
11	3rd Street: Martin Luther King Jr Way to Jefferson Street	5,730	0	1	2	Urban 2U	2.66	0.63	2.80	Under
12	3rd Street: Jefferson Street to Clay Street	5,560	0	1	0	Urban 2U	0.00	0.63	2.86	Under
13	3rd Street: Clay Street to Washington Street	5,460	0	1	0	Urban 2U	0.00	0.63	2.87	Under
14	3rd Street: Washington Street to Broadway	5,160	0	1	0	Urban 2U	0.00	0.63	2.91	Under
15	Embarcadero West: Market Street to Martin Luther King Jr Way	610	0	0	0	Urban 2U	0.00	0.63	6.19	Under
16	Embarcadero West: Martin Luther King Jr Way to Jefferson Street	1,470	0	0	2	Urban 2U	10.09	0.63	6.08	Over
17	Embarcadero West: Jefferson Street to Clay Street	1,470	0	0	1	Urban 2U	5.25	0.63	6.24	Under
18	Embarcadero West: Clay Street to Washington Street	2,540	0	0	0	Urban 2U	0.00	0.63	4.42	Under
19	Embarcadero West: Washington Street to Broadway	2,880	0	0	2	Urban 2U	5.02	0.63	3.95	Over
20	Market Street: Embarcadero West to 3rd Street	1,140	0	0	1	Urban 4U	3.85	0.89	5.86	Under
21	Market Street: 3rd Street to 4th Street	2,500	0	0	0	Urban 4D	0.00	0.53	4.97	Under
22	Market Street: 4th Street to 5th Street	2,750	0	0	0	Urban 4D	0.00	0.53	4.62	Under
23	Market Street: 5th Street to 6th Street	2,940	0	0	0	Urban 4D	0.00	0.53	4.81	Under
24	Market Street: 6th Street to 7th Street	4,610	0	0	0	Urban 4D	0.00	0.53	3.59	Under
25	Martin Luther King Jr Way: Embarcadero West to 2nd Street	1,990	0	0	1	Urban 4U	4.41	0.89	6.36	Under
26	Martin Luther King Jr Way: 2nd Street to 3rd Street	2,950	0	0	0	Urban 4U	0.00	0.89	5.61	Under
27	Martin Luther King Jr Way: 3rd Street to 4th Street	2,870	0	0	0	Urban 4U	0.00	0.89	5.64	Under
28	Martin Luther King Jr Way: 4th Street to 5th Street	4,240	0	0	0	Urban 4U	0.00	0.89	4.54	Under
29	Martin Luther King Jr Way: 5th Street to 6th Street	3,160	0	0	0	Urban 4U	0.00	0.89	5.39	Under
30	Martin Luther King Jr Way: 6th Street to 7th Street	2,230	0	0	0	Urban 4U	0.00	0.89	6.56	Under
31	Martin Luther King Jr Way: 7th Street to 8th Street	2,590	0	0	0	Urban 4U	0.00	0.89	6.06	Under
32	Martin Luther King Jr Way: 8th Street to 9th Street	2,520	0	0	0	Urban 4U	0.00	0.89	6.03	Under
33	Martin Luther King Jr Way: 9th Street to 10th Street	3,130	0	0	1	Urban 4U	3.36	0.89	5.42	Under
34	Martin Luther King Jr Way: 10th Street to 11th Street	3,190	0	0	0	Urban 4U	0.00	0.89	5.31	Under
35	Martin Luther King Jr Way: 11th Street to 12th Street	2,960	0	0	0	Urban 4U	0.00	0.89	5.54	Under
36	Washington Street: Embarcadero West to 2nd Street	1,020	0	0	0	Urban 2U	0.00	0.63	9.60	Under
37	Washington Street: 2nd Street to 3rd Street	2,030	0	0	0	Urban 2U	0.00	0.63	6.12	Under
38	Washington Street: 3rd Street to 4th Street	3,010	0	0	0	Urban 2U	0.00	0.63	4.81	Under
39	Washington Street: 4th Street to 5th Street	4,200	0	0	0	Urban 2U	0.00	0.63	3.90	Under
40	Washington Street: 5th Street to 6th Street	2,830	0	0	0	Urban 2U	0.00	0.63	4.95	Under
41	Washington Street: 6th Street to 7th Street	2,680	0	0	0	Urban 2U	0.00	0.63	5.18	Under
42	Washington Street: 7th Street to 8th Street	2,090	0	0	0	Urban 2U	0.00	0.63	6.00	Under
43	Washington Street: 8th Street to 9th Street	1,760	0	0	0	Urban 2U	0.00	0.63	6.81	Under
44	Washington Street: 9th Street to 10th Street	1,760	0	0	0	Urban 2U	0.00	0.63	6.72	Under
45	Broadway: Embarcadero West to 2nd Street	2,730	0	0	1	Urban 4D	3.78	0.53	4.75	Under

TABLE A-2 CRITICAL RATE ANALYSIS - SEGMENT COLLISIONS										
Seg ID	Segment	AADT Entering Intersection [a]	Segment Length	5 Year MVMT [b]	5 Year Crash Total	Segment Type [c]	Crash Rate [d]	Ref Crash Rate [e]	Critical Rate [f]	Over Critical [g]
46	Broadway: 2nd Street to 3rd Street	3,970	0	0	1	Urban 4D	2.56	0.53	3.72	Under
47	Broadway: 3rd Street to 4th Street	6,360	0	1	1	Urban 4D	1.65	0.53	2.89	Under
48	Broadway: 4th Street to 5th Street	8,800	0	1	0	Urban 4D	0.00	0.53	2.41	Under
49	Broadway: 5th Street to 6th Street	9,870	0	1	0	Urban 4D	0.00	0.53	2.30	Under
50	Broadway: 6th Street to 7th Street	12,260	0	1	0	Urban 4D	0.00	0.53	2.01	Under
51	Broadway: 7th Street to 8th Street	10,650	0	1	1	Urban 4D	0.99	0.53	2.21	Under
52	Broadway: 8th Street to 9th Street	11,130	0	1	0	Urban 4D	0.00	0.53	2.15	Under

Notes:

Based on 2010 Highway Safety Manual Critical Rate methodology

[a] AADT = (PM peak hour intersection volume)*k-factor

[b] 5-year MVMT = (AADT)*5*365/1,000,000

[c] Urban 2U = Urban 2-lane undivided roadway

Urban 3T = Urban 3-lane roadway with a two-way left-turn lane

Urban 4U = Urban 4-lane undivided roadway

Urban 4D = Urban 4-lane divided roadway

Urban 5T = Urban 5-lane roadway with a two-way left-turn lane

[d] Crash rate = (5-Year Crash Total)/(5-Year MEV)

[e] Ref. Crash Rate = weighted average crash rate based on local data by intersection type

[f] Critical Rate is based on 95% confidence interval

[g] Intersections with a crash rate greater than Critical Rate are flagged for further review, these locations are shown in bold



APPENDIX B – Critical Crash Rate Methodology

This methodology is presented in the Highway Safety Manual, Part B, Chapter 4, Section 4.4.2.5.

Step 1: At each intersection, calculate the volume on a Million Entering Vehicle (MEV) basis

$$MEV = \frac{AADT \times 365 \times n}{1,000,000}$$

MEV = Million Entering Years

n = Number of Years

Step 2: Calculate the crash rate at each intersection

$$R = \frac{\text{Crash Total}}{MEV_n}$$

R = Observed Crash Rate

Step 3: Calculate the average crash per population

Divide the intersections into varying populations (groups) based on operational (e.g., signalized, stop-controlled, roundabout) and/or geometric (e.g., three-leg, four-leg) differences.

$$R_a = \frac{\sum_{i=1} (N_{obs,i})}{\sum_{i=1} (MEV_i)}$$

R_a = Average crash rate for reference population a

Step 4: Calculate a critical crash rate for each intersection

$$R_c = R_a + \text{Confidence Level} \times \sqrt{\frac{R_a}{MEV_n} + \frac{1}{2 \times MEV_n}}$$

R_c = Critical Crash Rate

Table 4-9 in the Highway Safety Manual gives P-levels to correspond to differing confidence levels. Typical use would be 95% confidence (P=1.645).

Step 5: Compare observed crash rate with critical crash rate

Compare the critical crash rate with the crash rate for each intersection. Any intersection with a crash rate that exceeds its critical rate should be flagged for further review.

B. CMP and MTS Analysis

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MEMORANDUM

Date: December 1, 2020

To: Pete Vollmann, City of Oakland
Nicole Ferrara, City of Oakland

From: Lee Reis and Rob Rees, Fehr & Peers

Subject: Howard Terminal – CMP and MTS Analysis

OK16-0125.06

The Alameda County Congestion Management Program (CMP) requires the assessment of development-driven impacts to regional roadways. Because the proposed Howard Terminal development (the Project) would generate more than 100 “net new” peak hour trips, the Alameda CTC requires the use of the Countywide Travel Demand Forecasting Model to assess the impacts on regional roadways near the Project site. The forecasted CMP and MTS roadway segment volumes are determined using a standardized methodology in which Project trips are added to the “No Project” scenario taken directly from the travel demand model. The Alameda CTC Model used in this study is a regional travel demand model that uses socio-economic data and roadway and transit network assumptions to forecast traffic volumes and transit ridership using a four-step modeling process that includes trip generation, trip distribution, mode split, and trip assignment. This process accounts for changes in travel patterns due to future growth and balances trip productions and attractions. This version of the Countywide Model is dated May 2018 and reflects land use forecasts from Plan Bay Area 2040.

For the purposes of this CMP and Metropolitan Transportation System (MTS) analysis, development under the Project is assumed to not be included in the Alameda CTC Model to present a more conservative analysis. The traffic forecasts for the 2020 and 2040 scenarios are extracted from the Alameda CTC Model for the CMP and MTS roadway segments and used as the “No Project” forecasts. Vehicle trips generated by the Plan development are added to the “No Project” forecasts to estimate the “Plus Project” forecasts. The trip distribution is determined from the Alameda CTC Model. Vehicles are then assigned to the roadway network following standard routes of travel.

This analysis uses both travel time surveys and Volume to Capacity (V/C) ratios to assess the impact of vehicle volumes on roadway segments. The CMP and MTS roadways in the Project vicinity include



I-580, I-980, I-880, State Route 24 (SR 24), Grand Avenue, Broadway, San Pablo Avenue, Telegraph Avenue, Harrison Street, Webster Street, Martin Luther King Junior Way, Castro Street, Brush Street, Market Street, Middle Harbor Road, 14th Street, 12th Street, 11th Street, 8th Street, and 7th Street.

1. Travel Time Surveys

For the road segment analysis, the vehicle Level of Service (LOS) grade system ranges from LOS A representing free flow conditions with little to no motor vehicle delay to LOS F representing at-capacity conditions with extensive motor vehicle delay. The transition between LOS E and LOS F represents the road segment capacity per the *2010 Highway Capacity Manual*. As of the publication of the Notice of Preparation (NOP), the most recent LOS Monitoring Report was released by Alameda CTC in December 2017.¹ The Alameda CTC monitoring report assesses existing freeway operations through commercial speed data or “floating car” travel time surveys, which are conducted on all freeway segments during the evening peak hours (4:00 p.m. to 6:00 p.m.). Based on the results of these surveys, Alameda CTC assigns a LOS grade to each segment according to the method described in the 1985 Highway Capacity Manual (HCM) with the exception that Tier 2 arterial segments are reported using HCM 2000. Any freeway segment with an average speed less than 30 mph is assigned LOS F by Alameda CTC.

The travel time surveys conclude that 40 freeway segments, five freeway ramps and special freeway segments, and 16 arterial segments within Alameda County operate at LOS F during the PM peak hours, including the following 14 freeway segments and six freeway ramps and special freeway segments within the vicinity of the Project site:

Freeway Segments

- I-80 eastbound: Toll Plaza to I-580 (grandfathered segment)²
- I-580 eastbound: I-80 to I-980 (grandfathered segment)
- I-580 eastbound: I-980 to Harrison Street
- I-580 eastbound: Harrison Street to Lakeshore Avenue
- I-580 eastbound: Coolidge Avenue to SR 13

¹ https://www.alamedactc.org/wp-content/uploads/2018/11/2017_Alameda_County_CMP.pdf?x333781. The TMP went through a minor update published in 2019 that focused on work performed by the Alameda CTC since the 2017 update.

² Grandfathered segments operated at LOS F during the initial data collection effort in 1991 by the Alameda County Congestion Management Agency, a predecessor to Alameda CTC, and are therefore “grandfathered,” meaning that they are exempt from LOS standards. The other segments are not exempt meaning that they operate at unacceptable conditions based on Alameda CTC standards. Alameda CTC requires preparation of a deficiency plan for non-grandfathered segments that fail to meet the established standards.



- I-580 westbound: SR 24 to I-80/580 Split (grandfathered segment)
- I-880 northbound: between I-80 Ramps
- I-880 southbound: between I-80 merge and Junction I-980
- I-880 southbound: between I-980 and 23rd Avenue
- SR 13 northbound: Moraga Avenue to Hiller Drive
- SR 13 southbound: Redwood Road to I-580
- SR 24 eastbound: I-580 to Broadway/SR 13 (grandfathered segment)
- SR 24 eastbound: Broadway/SR 13 to Caldecott Tunnel (grandfathered segment)
- SR 24 eastbound: Caldecott Tunnel to Fish Ranch Road (grandfathered segment)

Freeway Ramps

- I-80/I-580 Interchange: I-580 westbound to I-80 northbound
- I-580/SR 24 Interchange: I-580 westbound to SR 24 eastbound
- I-580/SR 24 Interchange: SR 24 westbound to I-580 eastbound
- SR 13/SR 24 Interchange: SR 13 northbound to SR 24 eastbound (grandfathered segment)
- I-880/SR 260 Connection: SR 260 eastbound to I-880 northbound
- I-880 Northbound Off-Ramp to 5th Street/Broadway intersection

In addition, the travel time surveys conclude that 28 freeway segments, three freeway ramps and special freeway segments, and six arterial segments within Alameda County operate at LOS F during the AM peak hours, including the following eight freeway segments and one freeway ramp and special freeway segment in the vicinity of the Project site:

Freeway Segments

- I-80 westbound: I-580 to Toll Plaza
- I-80 westbound: Toll Plaza to San Francisco County
- I-580 westbound: Foothill Boulevard to MacArthur Boulevard/SR 13
- I-580 westbound: SR 13 to Fruitvale Avenue
- I-580 westbound: SR 24 to I-880/580
- I-880 northbound: SR 112 to Hegenberger Road
- I-880 northbound: Hegenberger Road to High Street/42nd Avenue
- I-880 northbound: High Street/42nd Avenue to 23rd Avenue

Freeway Ramps

- I-880/SR 260 Connection: SR 260 eastbound to I-880 northbound



Based on the LOS Monitoring Report, all non-freeway CMP and MTS roadway segments in the Plan Area operate at LOS E or better during both AM and PM peak hours.

2. V/C Ratios

The CMP and MTS segments without and with the Project are assessed using a V/C ratio methodology. For freeway segments, a per-lane capacity of 2,000 vehicles per hour (vph) is used, consistent with the latest CMP documents. For surface streets, a per-lane capacity of 800 vph is used. Roadway segments with a V/C ratio greater than 1.00 signify LOS F.

The “No Project” scenario represents roadway conditions near the Project site. The 2020 “No Project” volumes are summarized for each freeway segments in **Table 1** and for local roadway segments in **Table 2**. LOS and V/C ratios for the freeway segments are listed in **Table 3** and for the local segments in **Table 4**. Using the V/C ratio methodology, four freeway segments and four roadway segments are forecasted to operate at LOS F in 2020 in the No Project scenario:

- I-580 eastbound between I-80/I-580 and MacArthur Boulevard and between Oakland Avenue and Grand Avenue
- SR 24 eastbound between SR 13 and Tunnel Lane and between Tunnel Lane and the Caldecott Tunnel
- Telegraph Avenue northbound between Grand Avenue and 27th Street
- San Pablo Avenue northbound between 40th Street and Powell Street
- Posey Tube eastbound between the City of Alameda and the City of Oakland
- Webster Tube westbound between the City of Oakland and the City of Alameda

As stated previously, vehicle trips generated by the non-ballpark development are added to the “No Project” forecasts to estimate the “Plus Project” forecasts. The trip distribution is also determined from the Alameda CTC Model. Vehicles are assigned to the roadway network following standard routes of travel. It is found that the Project would contribute to the significant degradation of the following CMP or MTS segments in 2020, experiencing a change to LOS F or a change in V/C ratio greater than three percent:

- Posey Tube in the eastbound direction between the City of Alameda and the City of Oakland.
- Webster Tube in the westbound direction between the City of Oakland and the City of Alameda.

The Alameda CTC Model also produced the 2040 roadway segment volumes for the “No Project” scenario; trips generated by the non-ballpark development are added to the “No Project” volumes



to determine the 2040 "Plus Project" forecasts; 2040 freeway volumes are shown in Table 1 and local segment volumes are shown in Table 2. The 2040 "No Project" freeway V/C ratios in Table 3 and the local V/C ratios in Table 4 indicate LOS F on 16 freeway segments and 24 roadway segments. The 2040 "Plus Project" volumes are expected to significantly degrade the following CMP or MTS segments by changing to LOS F or increasing the V/C ratio by greater than three percent:

- I-880 northbound between 23rd Avenue and Embarcadero
- SR 24 eastbound between Broadway and SR 13
- Posey Tube in the eastbound direction between the City of Alameda and the City of Oakland.
- Webster Tube in the westbound direction between the City of Oakland and the City of Alameda.
- Market Street in the northbound direction between 12th Street and 14th Street
- Market Street in the southbound direction between Grand Avenue and 18th Street

The Project includes policies and strategies that encourage walking, biking and transit, including a TDM program and a TMP for the ballpark. These policies and strategies would reduce the Project's vehicle trip generation, which would reduce but not eliminate the magnitude of the impacts to the above listed roadway segments.

No other feasible mitigation measures are available that would mitigate the Project impacts at the adversely affected roadway segments. The LOS at these roadway segments can be improved by providing additional automobile travel lanes on the affected roadway segments. However, additional travel lanes cannot be accommodated within the existing automobile right-of-way and would require additional right-of-way. The City of Oakland through its CEQA thresholds has identified as a significant environmental impact a Project that substantially induces additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network. So, the addition of travel lanes to these congested corridors would represent a significant impact.



Table 1: CMP and MTS Freeway Segment Volumes

Link Location	Segment Limits		Volumes				
			Project Trips	2020 No Project	2020 Plus Project	2040 No Project	2040 Plus Project
<i>I-580 Eastbound</i>							
Between	I-80/I-580	MacArthur Blvd	45	9,095	9,140	10,298	10,343
Between	MacArthur Blvd	I-980/SR 24	45	8,662	8,707	9,168	9,213
Between	I-980/SR 24	Oakland Avenue	90	7,844	7,934	8,997	9,087
Between	Oakland Avenue	Grand Avenue	63	8,469	8,532	9,672	9,735
Between	Grand Avenue	Lakeshore Avenue	81	7,393	7,474	8,983	9,064
Between	Lakeshore Avenue	Park Blvd	63	8,721	8,784	10,558	10,621
Between	Park Blvd	Fruitvale Avenue	63	8,310	8,373	10,959	11,022
Between	Fruitvale Avenue	35th Avenue	54	7,438	7,492	10,091	10,145
Between	35th Avenue	High Street	45	6,696	6,741	8,649	8,694
Between	High Street	MacArthur Blvd	36	6,072	6,108	7,893	7,929
Between	MacArthur Blvd	SR 13	27	5,724	5,751	7,102	7,129
<i>I-580 Westbound</i>							
Between	SR 13	MacArthur Blvd	55	4,121	4,176	5,717	5,772
Between	MacArthur Blvd	High Street	73	4,290	4,363	6,081	6,154
Between	High Street	35th Avenue	91	4,546	4,637	6,372	6,463
Between	35th Avenue	Fruitvale Avenue	100	5,096	5,196	6,942	7,042
Between	Fruitvale Avenue	Park Blvd	109	5,947	6,056	7,833	7,942
Between	Park Blvd	Lakeshore Avenue	109	6,123	6,232	8,084	8,193
Between	Lakeshore Avenue	Grand Avenue	109	5,760	5,869	7,280	7,389
Between	Grand Avenue	Oakland Avenue	118	6,472	6,590	8,100	8,218
Between	Oakland Avenue	I-980/SR 24	127	6,202	6,329	7,309	7,436
Between	I-980/SR 24	I-580/I-880	136	4,110	4,246	4,718	4,854
<i>I-980 Eastbound</i>							
Between	I-880	12th Street	0	2,724	2,724	3,201	3,201
Between	12th Street	27th Street	425	3,755	4,180	4,184	4,609
Between	27th Street	I-580	425	4,990	5,415	6,249	6,674
<i>I-980 Westbound</i>							
Between	I-580	27th Street	320	3,085	3,405	3,555	3,875
Between	27th Street	12th Street	209	2,235	2,444	3,315	3,524
Between	12th Street	I-880	52	2,645	2,697	3,834	3,886



Table 1: CMP and MTS Freeway Segment Volumes

Link Location	Segment Limits		Volumes				
			Project Trips	2020 No Project	2020 Plus Project	2040 No Project	2040 Plus Project
<i>I-880 Northbound</i>							
Between	42nd Avenue	29th Avenue	189	7,012	7,201	8,007	8,196
Between	29th Avenue	23rd Avenue	189	6,452	6,641	7,044	7,233
Between	23rd Avenue	Embarcadero	189	7,020	7,209	7,884	8,073
Between	Embarcadero	Oak Street	189	6,851	7,040	7,538	7,727
Between	Oak Street	Broadway	189	6,316	6,505	7,069	7,258
Between	Broadway	I-980	132	6,192	6,324	7,069	7,201
Between	I-980	Market Street	132	4,893	5,025	5,344	5,476
Between	Market Street	Union Street	0	4,622	4,622	4,867	4,867
Between	Union Street	7th Street	225	4,747	4,972	5,288	5,513
Between	7th Street	I-80	225	4,203	4,428	4,079	4,304
<i>I-880 Southbound</i>							
Between	I-80	7th Street	169	4,256	4,425	5,062	5,231
Between	7th Street	Union Street	169	4,632	4,801	5,677	5,846
Between	Union Street	Market Street	0	3,945	3,945	5,634	5,634
Between	Market Street	I-980	0	4,154	4,154	4,781	4,781
Between	I-980	Broadway	52	2,645	2,697	3,834	3,886
Between	Broadway	Oak Street	253	6,266	6,519	7,498	7,751
Between	Oak Street	Embarcadero	253	7,374	7,627	8,861	9,114
Between	Embarcadero	23rd Avenue	253	7,434	7,687	8,245	8,498
Between	23rd Avenue	42nd Avenue	253	7,320	7,573	8,958	9,211
<i>SR 24 Eastbound</i>							
Between	I-580	MLK Jr. Way	199	4,626	4,825	6,985	7,184
Between	MLK Jr. Way	Claremont Avenue	199	6,530	6,729	8,479	8,678
Between	Claremont Avenue	Broadway	154	7,308	7,462	9,297	9,451
Between	Broadway	SR 13	127	7,800	7,927	9,866	9,993
Between	SR 13	Tunnel Lane	109	8,745	8,854	11,327	11,436
Between	Tunnel Lane	Caldecott Tunnel	109	9,070	9,179	12,080	12,189
<i>SR 24 Westbound</i>							
Between	Caldecott Tunnel	Tunnel Lane	66	5,859	5,925	6,991	7,057
Between	Tunnel Lane	SR 13	66	5,839	5,905	6,466	6,532
Between	SR 13	Broadway	66	4,055	4,121	4,780	4,846



Table 1: CMP and MTS Freeway Segment Volumes

Link Location	Segment Limits		Volumes				
			Project Trips	2020 No Project	2020 Plus Project	2040 No Project	2040 Plus Project
Between	Broadway	Telegraph Avenue	94	3,814	3,908	4,611	4,705
Between	Telegraph Avenue	I-580	141	4,392	4,533	5,270	5,411

Source: Fehr & Peers, 2020.



Table 2: CMP and MTS Roadway Segment Volumes

Link Location	Segment Limits		Volumes				
			Project Trips	2020 No Project	2020 Plus Project	2040 No Project	2040 Plus Project
Grand Avenue Eastbound							
Between	I-880	Mandela Parkway	0	1,426	1,426	1,949	1,949
Between	Mandela Parkway	Adeline Street	0	1,379	1,379	2,408	2,408
Between	Adeline Street	San Pablo Ave	0	1,395	1,395	2,517	2,517
Between	San Pablo Ave	Telegraph Avenue	0	542	542	1,289	1,289
Between	Telegraph Avenue	Broadway	0	400	400	668	668
Between	Broadway	Harrison Street	0	884	884	1,173	1,173
Between	Harrison Street	MacArthur Blvd/I-580	0	1,100	1,100	1,234	1,234
Between	MacArthur Blvd/I-580	Lake Park Avenue	0	855	855	815	815
Between	Lake Park Avenue	Oakland Avenue	0	278	278	619	619
Grand Avenue Westbound							
Between	Oakland Avenue	Lake Park Avenue	0	349	349	570	570
Between	Lake Park Avenue	MacArthur Blvd/I-580	0	516	516	750	750
Between	MacArthur Blvd/I-580	Harrison Street	0	422	422	540	540
Between	Harrison Street	Broadway	0	677	677	965	965
Between	Broadway	Telegraph Avenue	0	1,009	1,009	1,439	1,439
Between	Telegraph Avenue	San Pablo Ave	0	611	611	938	938
Between	San Pablo Ave	Adeline Street	0	745	745	1,152	1,152
Between	Adeline Street	Mandela Parkway	0	826	826	1,271	1,271
Between	Mandela Parkway	I-880	0	1,058	1,058	1,918	1,918
Broadway Northbound							
Between	Embarcadero	5th Street	0	233	233	322	322
Between	7th Street	12th Street	0	48	48	15	15
Between	12th Street	14th Street	0	5	5	6	6
Between	14th Street	20th Street	0	187	187	267	267
Between	20th Street	Grand Avenue	0	464	464	611	611
Between	Grand Avenue	27th Street	0	391	391	625	625
Between	27th Street	Piedmont Avenue	0	448	448	851	851
Between	Piedmont Avenue	MacArthur Blvd	0	622	622	1,042	1,042
Between	MacArthur Blvd	40th Street	0	538	538	1,204	1,204



Table 2: CMP and MTS Roadway Segment Volumes

Link Location	Segment Limits		Volumes				
			Project Trips	2020 No Project	2020 Plus Project	2040 No Project	2040 Plus Project
Between	40th Street	51st Street	0	895	895	1,356	1,356
Between	51st Street	College Avenue	0	600	600	1,023	1,023
Between	College Avenue	SR 24	0	706	706	1,046	1,046
<i>Broadway Southbound</i>							
Between	SR 24	College Avenue	0	345	345	591	591
Between	College Avenue	51st Street	0	479	479	745	745
Between	51st Street	40th Street	0	309	309	822	822
Between	40th Street	MacArthur Blvd	0	392	392	1,830	1,830
Between	MacArthur Blvd	Piedmont Avenue	0	482	482	1,469	1,469
Between	Piedmont Avenue	27th Street	0	569	569	2,003	2,003
Between	27th Street	Grand Avenue	0	375	375	536	536
Between	Grand Avenue	20th Street	0	353	353	462	462
Between	20th Street	14th Street	0	157	157	204	204
Between	14th Street	12th Street	0	214	214	331	331
Between	12th Street	7th Street	0	74	74	52	52
Between	7th Street	5th Street	0	313	313	508	508
Between	5th Street	Embarcadero	0	163	163	178	178
<i>Telegraph Avenue Northbound</i>							
Between	15th Street	17th Street	0	210	210	278	278
Between	17th Street	19th Street	0	254	254	357	357
Between	19th Street	Grand Avenue	0	391	391	553	553
Between	Grand Avenue	27th Street	0	853	853	870	870
Between	27th Street	29th Street	0	284	284	558	558
Between	29th Street	MacArthur Blvd	0	365	365	741	741
<i>Telegraph Avenue Southbound</i>							
Between	MacArthur Blvd	29th Street	0	508	508	1,313	1,313
Between	29th Street	27th Street	0	561	561	979	979
Between	27th Street	Grand Avenue	0	249	249	296	296
Between	Grand Avenue	19th Street	0	184	184	239	239
Between	19th Street	17th Street	0	244	244	291	291
Between	17th Street	15th Street	0	130	130	165	165



Table 2: CMP and MTS Roadway Segment Volumes

Link Location	Segment Limits		Volumes				
			Project Trips	2020 No Project	2020 Plus Project	2040 No Project	2040 Plus Project
San Pablo Avenue Northbound							
Between	17th Street	19th Street	0	328	328	364	364
Between	19th Street	20th Street	0	224	224	257	257
Between	20th Street	Castro St/MLK	0	223	223	255	255
Between	Castro St/MLK	Grand Avenue	0	711	711	630	630
Between	Grand Avenue	27th Street	0	844	844	956	956
Between	27th Street	Market Street	0	900	900	1,021	1,021
Between	Market Street	MacArthur Blvd	0	723	723	613	613
Between	MacArthur Blvd	40th Street	0	1,348	1,348	976	976
Between	40th Street	Powell Street	0	1,653	1,653	1,033	1,033
San Pablo Avenue Southbound							
Between	Powell Street	40th Street	0	830	830	1,067	1,067
Between	40th Street	MacArthur Blvd	0	1,302	1,302	1,058	1,058
Between	MacArthur Blvd	Market Street	0	1,169	1,169	793	793
Between	Market Street	27th Street	0	457	457	1,028	1,028
Between	27th Street	Grand Avenue	0	320	320	479	479
Between	Grand Avenue	Castro St/MLK	0	609	609	782	782
Between	Castro St/MLK	20th Street	0	718	718	912	912
Between	20th Street	19th Street	0	612	612	773	773
Between	19th Street	17th Street	0	565	565	716	716
Posey Tube Northbound							
Between	Alameda	7th Street	60	2,725	2,785	3,339	3,399
Harrison Street Northbound							
Between	7th Street	12th Street	0	1,345	1,345	979	979
Between	12th Street	14th Street	0	420	420	607	607
Between	14th Street	20th Street	0	443	443	646	646
Between	20th Street	Grand Avenue	0	637	637	853	853
Between	Grand Avenue	27th Street	0	531	531	1,164	1,164
Between	27th Street	Oakland Avenue	0	499	499	1,853	1,853
Harrison Street Southbound							
Between	Monte Vista Avenue	I-580	0	726	726	1,041	1,041
Between	I-580	27th Street	0	229	229	346	346



Table 2: CMP and MTS Roadway Segment Volumes

Link Location	Segment Limits		Volumes				
			Project Trips	2020 No Project	2020 Plus Project	2040 No Project	2040 Plus Project
Between	27th Street	Grand Avenue	0	228	228	444	444
Between	Grand Avenue	20th Street	0	146	146	176	176
Between	20th Street	14th Street	0	355	355	462	462
Between	14th Street	12th Street	0	374	374	471	471
Between	12th Street	7th Street	0	1,345	1,345	979	979
Webster Street Northbound							
Between	Grand Avenue	Broadway	0	72	72	155	155
Webster Street Southbound							
Between	Broadway	Grand Avenue	0	76	76	167	167
Between	Grand Avenue	20th Street	0	85	85	175	175
Between	20th Street	14th Street	0	191	191	288	288
Between	14th Street	12th Street	0	777	777	986	986
Between	12th Street	7th Street	7	811	818	1,015	1,022
Webster Tube Southbound							
Between	7th Street	Alameda	65	3,559	3,624	4,277	4,342
Martin Luther King Jr. Way Northbound							
Between	Embarcadero	5th Street	192	2	194	2	194
Between	5th Street	6th Street	189	3	192	3	192
Between	6th Street	7th Street	172	3	175	3	175
Between	7th Street	8th Street	54	15	69	37	91
Between	8th Street	11th Street	127	24	151	47	174
Between	11th Street	12th Street	199	171	370	205	404
Between	12th Street	14th Street	73	70	143	110	183
Between	14th Street	17th Street	107	70	177	110	217
Between	17th Street	19th Street	87	70	157	110	197
Between	19th Street	San Pablo Ave	75	1	76	12	87
Between	San Pablo Ave	Grand Avenue	50	80	130	120	170
Between	Grand Avenue	27th Street	25	10	35	11	36
Between	27th Street	MacArthur Blvd	25	36	61	55	80
Martin Luther King Jr. Way Southbound							
Between	MacArthur Blvd	27th Street	10	16	26	151	161
Between	27th Street	Grand Avenue	10	1	11	4	14



Table 2: CMP and MTS Roadway Segment Volumes

Link Location	Segment Limits		Volumes				
			Project Trips	2020 No Project	2020 Plus Project	2040 No Project	2040 Plus Project
Between	Grand Avenue	San Pablo Ave	20	77	97	109	129
Between	San Pablo Ave	19th Street	20	97	117	122	142
Between	19th Street	17th Street	33	26	59	29	62
Between	17th Street	14th Street	40	26	66	29	69
Between	14th Street	12th Street	123	119	242	130	253
Between	12th Street	11th Street	59	51	110	71	130
Between	11th Street	8th Street	223	43	266	65	288
Between	8th Street	7th Street	325	90	415	120	445
Between	7th Street	6th Street	211	4	215	4	215
Between	6th Street	5th Street	232	4	236	4	236
Between	5th Street	Embarcadero	371	4	375	4	375
Castro Street Northbound							
Between	6th Street	7th Street	119	402	521	1,331	1,450
Between	7th Street	8th Street	165	656	821	1,583	1,748
Between	8th Street	12th Street	211	1,325	1,536	2,026	2,237
Between	12th Street	14th Street	38	1,080	1,118	1,850	1,888
Between	14th Street	San Pablo Avenue	85	1,210	1,295	2,085	2,170
Brush Street Southbound							
Between	Grand Avenue	18th Street	111	596	707	719	830
Between	18th Street	14th Street	118	219	337	296	414
Between	14th Street	12th Street	328	39	367	78	406
Between	12th Street	7th Street	315	1,170	1,485	1,207	1,522
Between	7th Street	6th Street	120	604	724	447	567
Market Street Northbound							
Between	6th Street	7th Street	668	276	944	840	1,508
Between	7th Street	8th Street	359	404	763	996	1,355
Between	8th Street	12th Street	208	355	563	955	1,163
Between	12th Street	14th Street	208	617	825	1,476	1,684
Between	14th Street	18th Street	116	553	669	1,351	1,467
Between	18th Street	Grand Avenue	116	554	670	1,398	1,514
Market Street Southbound							
Between	Grand Avenue	18th Street	87	895	982	1,863	1,950



Table 2: CMP and MTS Roadway Segment Volumes

Link Location	Segment Limits		Volumes				
			Project Trips	2020 No Project	2020 Plus Project	2040 No Project	2040 Plus Project
Between	18th Street	14th Street	87	340	427	609	696
Between	14th Street	12th Street	93	347	440	625	718
Between	12th Street	8th Street	93	466	559	902	995
Between	8th Street	7th Street	93	489	582	938	1,031
Between	7th Street	6th Street	742	307	1,049	398	1,140
Middle Harbor Road Northbound							
Between	Maritime Street	3rd Street	0	170	170	314	314
Between	3rd Street	5th Street	50	204	254	361	411
Between	5th Street	6th Street	0	108	108	226	226
Between	6th Street	7th Street	0	82	82	192	192
Middle Harbor Road Southbound							
Between	7th Street	6th Street	0	192	192	162	162
Between	6th Street	5th Street	0	151	151	201	201
Between	5th Street	3rd Street	10	131	141	174	184
Between	3rd Street	Maritime Street	0	107	107	134	134
14th Street Eastbound							
Between	Brush Street	Castro Street	92	181	273	224	316
Between	Castro Street	Broadway	20	192	212	240	260
Between	Broadway	Harrison Street	21	38	59	77	98
Between	Harrison Street	Lakeside Drive	45	4	49	5	50
Between	Lakeside Drive	Lake Merritt Blvd	31	598	629	902	933
Between	Lake Merritt Blvd	5th Avenue	20	340	360	545	565
Between	5th Avenue	14th Avenue	20	238	258	383	403
14th Street Westbound							
Between	14th Avenue	5th Avenue	20	350	370	606	626
Between	5th Avenue	Lake Merritt Blvd	20	560	580	612	632
Between	Lake Merritt Blvd	Lakeside Drive	44	864	908	1,680	1,724
Between	Lakeside Drive	Harrison Street	30	3	33	3	33
Between	Harrison Street	Broadway	54	98	152	145	199
Between	Broadway	Castro Street	5	141	146	255	260
Between	Castro Street	Brush Street	0	1	1	4	4
12th Street Westbound							



Table 2: CMP and MTS Roadway Segment Volumes

Link Location	Segment Limits		Volumes				
			Project Trips	2020 No Project	2020 Plus Project	2040 No Project	2040 Plus Project
Between	14th Avenue	5th Avenue	0	313	313	1,410	1,410
Between	5th Avenue	Lake Merritt Blvd	0	341	341	1,289	1,289
Between	Lake Merritt Blvd	Lakeside Drive	0	864	864	1,680	1,680
Between	Lakeside Drive	Harrison Street	0	992	992	1,670	1,670
Between	Harrison Street	Broadway	0	1,301	1,301	1,981	1,981
Between	Broadway	Castro Street	0	1,899	1,899	2,452	2,452
Between	Castro Street	Brush Street	14	767	781	1,198	1,212
11th Street Eastbound							
Between	Brush Street	Castro Street	101	333	434	468	569
Between	Castro Street	Broadway	93	286	379	466	559
Between	Broadway	Harrison Street	93	885	978	1,343	1,436
Between	Harrison Street	Oak Street	93	1,422	1,515	1,997	2,090
East 8th Street Eastbound							
Between	5th Avenue	14th Avenue	15	770	785	2,563	2,578
8th Street Westbound							
Between	14th Avenue	5th Avenue	0	167	167	378	378
Between	5th Avenue	Oak Street	0	258	258	658	658
Between	Oak Street	Harrison Street	0	1,583	1,583	1,626	1,626
Between	Harrison Street	Broadway	53	672	725	548	601
Between	Broadway	Castro Street	53	669	722	443	496
7th Street Eastbound							
Between	Brush Street	Castro Street	126	645	771	1,406	1,532
Between	Castro Street	Broadway	65	568	633	1,304	1,369
Between	Broadway	Harrison Street	26	249	275	967	993
Between	Harrison Street	Oak Street	26	917	943	2,548	2,574
Between	Oak Street	5th Avenue	20	1,131	1,151	2,852	2,872

Source: Fehr & Peers, 2020.



Table 3: CMP and MTS Freeway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
<i>I-580 Eastbound</i>														
Between	I-80/I-580	MacArthur Blvd	1.14	F	1.14	F	1.29	F	1.29	F	-	No	-	No
Between	MacArthur Blvd	I-980/SR 24	0.87	D	0.87	D	0.92	E	0.92	E	No	-	No	-
Between	I-980/SR 24	Oakland Ave	0.78	D	0.79	D	0.90	D	0.91	E	No	-	No	-
Between	Oakland Ave	Grand Ave	1.06	F	1.07	F	1.21	F	1.22	F	-	No	-	No
Between	Grand Ave	Lakeshore Ave	0.92	E	0.93	E	1.12	F	1.13	F	No	-	-	No
Between	Lakeshore Ave	Park Blvd	0.87	D	0.88	D	1.06	F	1.06	F	No	-	-	No
Between	Park Blvd	Fruitvale Ave	0.83	D	0.84	D	1.10	F	1.10	F	No	-	-	No
Between	Fruitvale Ave	35th Ave	0.74	C	0.75	C	1.01	F	1.01	F	No	-	-	No
Between	35th Ave	High Street	0.84	D	0.84	D	1.08	F	1.09	F	No	-	-	No
Between	High Street	MacArthur Blvd	0.76	D	0.76	D	0.99	E	0.99	E	No	-	No	-
Between	MacArthur Blvd	SR 13	0.72	C	0.72	C	0.89	D	0.89	D	No	-	No	-
<i>I-580 Westbound</i>														
Between	SR 13	MacArthur Blvd	0.52	B	0.52	B	0.71	C	0.72	C	No	-	No	-
Between	MacArthur Blvd	High Street	0.54	B	0.55	B	0.76	D	0.77	D	No	-	No	-
Between	High Street	35th Ave	0.57	B	0.58	B	0.80	D	0.81	D	No	-	No	-
Between	35th Ave	Fruitvale Ave	0.51	B	0.52	B	0.69	C	0.70	C	No	-	No	-
Between	Fruitvale Ave	Park Blvd	0.74	C	0.76	D	0.98	E	0.99	E	No	-	No	-
Between	Park Blvd	Lakeshore Ave	0.77	D	0.78	D	1.01	F	1.02	F	No	-	-	No
Between	Lakeshore Ave	Grand Ave	0.72	C	0.73	C	0.91	E	0.92	E	No	-	No	-



Table 3: CMP and MTS Freeway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
Between	Grand Ave	Oakland Ave	0.81	D	0.82	D	1.01	F	1.03	F	No	-	-	No
Between	Oakland Ave	I-980/SR 24	0.62	C	0.63	C	0.73	C	0.74	C	No	-	No	-
Between	I-980/SR 24	I-580/I-880	0.68	C	0.71	C	0.79	D	0.81	D	No	-	No	-
<i>I-980 Eastbound</i>														
Between	I-880	12th Street	0.68	C	0.68	C	0.80	D	0.80	D	No	-	No	-
Between	12th Street	27th Street	0.63	C	0.70	C	0.70	C	0.77	D	No	-	No	-
Between	27th Street	I-580	0.50	B	0.54	B	0.62	C	0.67	C	No	-	No	-
<i>I-980 Westbound</i>														
Between	I-580	27th Street	0.31	A	0.34	A	0.36	B	0.39	B	No	-	No	-
Between	27th Street	12th Street	0.37	B	0.41	B	0.55	B	0.59	C	No	-	No	-
Between	12th Street	I-880	0.44	B	0.45	B	0.64	C	0.65	C	No	-	No	-
<i>I-880 Northbound</i>														
Between	42nd Ave	29th Ave	0.88	D	0.90	D	1.00	F	1.02	F	No	-	-	No
Between	29th Ave	23rd Ave	0.81	D	0.83	D	0.88	D	0.90	D	No	-	No	-
Between	23rd Ave	Embarcadero	0.88	D	0.90	D	0.99	E	1.01	F	No	-	Yes	-
Between	Embarcadero	Oak Street	0.86	D	0.88	D	0.94	E	0.97	E	No	-	No	-
Between	Oak Street	Broadway	0.79	D	0.81	D	0.88	D	0.91	E	No	-	No	-
Between	Broadway	I-980	0.62	C	0.63	C	0.71	C	0.72	C	No	-	No	-
Between	I-980	Market Street	0.61	C	0.63	C	0.67	C	0.68	C	No	-	No	-
Between	Market Street	Union Street	0.77	D	0.77	D	0.81	D	0.81	D	No	-	No	-



Table 3: CMP and MTS Freeway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
Between	Union Street	7th Street	0.79	D	0.83	D	0.88	D	0.92	E	No	-	No	-
Between	7th Street	I-80	0.70	C	0.74	C	0.68	C	0.72	C	No	-	No	-
<i>I-880 Southbound</i>														
Between	I-80	7th Street	0.71	C	0.74	C	0.84	D	0.87	D	No	-	No	-
Between	7th Street	Union Street	0.77	D	0.80	D	0.95	E	0.97	E	No	-	No	-
Between	Union Street	Market Street	0.66	C	0.66	C	0.94	E	0.94	E	No	-	No	-
Between	Market Street	I-980	0.52	B	0.52	B	0.60	C	0.60	C	No	-	No	-
Between	I-980	Broadway	0.44	B	0.45	B	0.64	C	0.65	C	No	-	No	-
Between	Broadway	Oak Street	0.63	C	0.65	C	0.75	C	0.78	D	No	-	No	-
Between	Oak Street	Embarcadero	0.74	C	0.76	D	0.89	D	0.91	E	No	-	No	-
Between	Embarcadero	23rd Ave	0.93	E	0.96	E	1.03	F	1.06	F	No	-	-	No
Between	23rd Ave	42nd Ave	0.92	E	0.95	E	1.12	F	1.15	F	No	-	-	No
<i>SR 24 Eastbound</i>														
Between	I-580	MLK Jr. Way	0.58	B	0.60	C	0.87	D	0.90	D	No	-	No	-
Between	MLK Jr. Way	Claremont Ave	0.82	D	0.84	D	1.06	F	1.08	F	No	-	-	No
Between	Claremont Ave	Broadway	0.91	E	0.93	E	1.16	F	1.18	F	No	-	-	No
Between	Broadway	SR 13	0.78	D	0.79	D	0.99	E	1.00	F	No	-	Yes	-
Between	SR 13	Tunnel Lane	1.09	F	1.11	F	1.42	F	1.43	F	-	No	-	No
Between	Tunnel Lane	Caldecott	1.13	F	1.15	F	1.51	F	1.52	F	-	No	-	No



Table 3: CMP and MTS Freeway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
SR 24 Westbound														
Between	Caldecott	Tunnel Lane	0.73	C	0.74	C	0.87	D	0.88	D	No	-	No	-
Between	Tunnel Lane	SR 13	0.73	C	0.74	C	0.81	D	0.82	D	No	-	No	-
Between	SR 13	Broadway	0.41	B	0.41	B	0.48	B	0.48	B	No	-	No	-
Between	Broadway	Telegraph Ave	0.48	B	0.49	B	0.58	B	0.59	C	No	-	No	-
Between	Telegraph Ave	I-580	0.55	B	0.57	B	0.66	C	0.68	C	No	-	No	-



Table 4: CMP and MTS Roadway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
Grand Ave Eastbound														
Between	I-880	Mandela Pkwy	0.89	D	0.89	D	1.22	F	1.22	F	No	-	-	No
Between	Mandela Pkwy	Adeline Street	0.57	B	0.57	B	1.00	F	1.00	F	No	-	-	No
Between	Adeline Street	San Pablo Ave	0.58	B	0.58	B	1.05	F	1.05	F	No	-	-	No
Between	San Pablo Ave	Telegraph Ave	0.34	A	0.34	A	0.81	D	0.81	D	No	-	No	-
Between	Telegraph Ave	Broadway	0.25	A	0.25	A	0.42	B	0.42	B	No	-	No	-
Between	Broadway	Harrison Street	0.55	B	0.55	B	0.73	C	0.73	C	No	-	No	-
Between	Harrison Street	MacArthur Blvd/I-580	0.69	C	0.69	C	0.77	D	0.77	D	No	-	No	-
Between	MacArthur Blvd/I-580	Lake Park Ave	0.53	B	0.53	B	0.51	B	0.51	B	No	-	No	-
Between	Lake Park Ave	Oakland Ave	0.17	A	0.17	A	0.39	B	0.39	B	No	-	No	-
Grand Ave Westbound														
Between	Oakland Ave	Lake Park Ave	0.22	A	0.22	A	0.36	B	0.36	B	No	-	No	-
Between	Lake Park Ave	MacArthur Blvd/I-580	0.32	A	0.32	A	0.47	B	0.47	B	No	-	No	-
Between	MacArthur Blvd/I-580	Harrison Street	0.26	A	0.26	A	0.34	A	0.34	A	No	-	No	-
Between	Harrison Street	Broadway	0.42	B	0.42	B	0.60	C	0.60	C	No	-	No	-
Between	Broadway	Telegraph Ave	0.63	C	0.63	C	0.90	D	0.90	D	No	-	No	-



Table 4: CMP and MTS Roadway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
Between	Telegraph Ave	San Pablo Ave	0.38	B	0.38	B	0.59	C	0.59	C	No	-	No	-
Between	San Pablo Ave	Adeline Street	0.31	A	0.31	A	0.48	B	0.48	B	No	-	No	-
Between	Adeline Street	Mandela Pkwy	0.34	A	0.34	A	0.53	B	0.53	B	No	-	No	-
Between	Mandela Pkwy	I-880	0.66	C	0.66	C	1.20	F	1.20	F	No	-	-	No
Broadway Northbound														
Between	Embarcadero	5th Street	0.15	A	0.15	A	0.20	A	0.20	A	No	-	No	-
Between	5th Street	7th Street	0.41	B	0.41	B	0.61	C	0.61	C	No	-	No	-
Between	7th Street	12th Street	0.02	A	0.02	A	0.01	A	0.01	A	No	-	No	-
Between	12th Street	14th Street	0.00	A	0.00	A	0.00	A	0.00	A	No	-	No	-
Between	14th Street	20th Street	0.08	A	0.08	A	0.11	A	0.11	A	No	-	No	-
Between	20th Street	Grand Ave	0.29	A	0.29	A	0.38	B	0.38	B	No	-	No	-
Between	Grand Ave	27th Street	0.24	A	0.24	A	0.39	B	0.39	B	No	-	No	-
Between	27th Street	Piedmont Ave	0.28	A	0.28	A	0.53	B	0.53	B	No	-	No	-
Between	Piedmont Ave	MacArthur Blvd	0.39	B	0.39	B	0.65	C	0.65	C	No	-	No	-
Between	MacArthur Blvd	40th Street	0.34	A	0.34	A	0.75	C	0.75	C	No	-	No	-
Between	40th Street	51st Street	0.56	B	0.56	B	0.85	D	0.85	D	No	-	No	-
Between	51st Street	College Ave	0.25	A	0.25	A	0.43	B	0.43	B	No	-	No	-
Between	College Ave	SR 24	0.88	D	0.88	D	1.31	F	1.31	F	No	-	-	No



Table 4: CMP and MTS Roadway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
<i>Broadway Southbound</i>														
Between	SR 24	College Ave	0.43	B	0.43	B	0.74	C	0.74	C	No	-	No	-
Between	College Ave	51st Street	0.20	A	0.20	A	0.31	A	0.31	A	No	-	No	-
Between	51st Street	40th Street	0.19	A	0.19	A	0.51	B	0.51	B	No	-	No	-
Between	40th Street	MacArthur Blvd	0.25	A	0.25	A	1.14	F	1.14	F	No	-	-	No
Between	MacArthur Blvd	Piedmont Ave	0.30	A	0.30	A	0.92	E	0.92	E	No	-	No	-
Between	Piedmont Ave	27th Street	0.36	B	0.36	B	1.25	F	1.25	F	No	-	-	No
Between	27th Street	Grand Ave	0.23	A	0.23	A	0.34	A	0.34	A	No	-	No	-
Between	Grand Ave	20th Street	0.22	A	0.22	A	0.29	A	0.29	A	No	-	No	-
Between	20th Street	14th Street	0.07	A	0.07	A	0.08	A	0.08	A	No	-	No	-
Between	14th Street	12th Street	0.13	A	0.13	A	0.21	A	0.21	A	No	-	No	-
Between	12th Street	7th Street	0.03	A	0.03	A	0.02	A	0.02	A	No	-	No	-
Between	7th Street	5th Street	0.20	A	0.20	A	0.32	A	0.32	A	No	-	No	-
Between	5th Street	Embarcadero	0.10	A	0.10	A	0.11	A	0.11	A	No	-	No	-
<i>Telegraph Ave Northbound</i>														
Between	15th Street	17th Street	0.26	A	0.26	A	0.35	B	0.35	B	No	-	No	-
Between	17th Street	19th Street	0.32	A	0.32	A	0.45	B	0.45	B	No	-	No	-
Between	19th Street	Grand Ave	0.49	B	0.49	B	0.69	C	0.69	C	No	-	No	-
Between	Grand Ave	27th Street	1.07	F	1.07	F	1.09	F	1.09	F	-	No	-	No



Table 4: CMP and MTS Roadway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
Between	27th Street	29th Street	0.35	B	0.35	B	0.70	C	0.70	C	No	-	No	-
Between	29th Street	MacArthur Blvd	0.23	A	0.23	A	0.46	B	0.46	B	No	-	No	-
Telegraph Ave Southbound														
Between	MacArthur Blvd	29th Street	0.32	A	0.32	A	0.82	D	0.82	D	No	-	No	-
Between	29th Street	27th Street	0.70	C	0.70	C	1.22	F	1.22	F	No	-	-	No
Between	27th Street	Grand Ave	0.31	A	0.31	A	0.37	B	0.37	B	No	-	No	-
Between	Grand Ave	19th Street	0.23	A	0.23	A	0.30	A	0.30	A	No	-	No	-
Between	19th Street	17th Street	0.30	A	0.30	A	0.36	B	0.36	B	No	-	No	-
Between	17th Street	15th Street	0.16	A	0.16	A	0.21	A	0.21	A	No	-	No	-
San Pablo Ave Northbound														
Between	17th Street	19th Street	0.20	A	0.20	A	0.23	A	0.23	A	No	-	No	-
Between	19th Street	20th Street	0.14	A	0.14	A	0.16	A	0.16	A	No	-	No	-
Between	20th Street	Castro St/MLK	0.14	A	0.14	A	0.32	A	0.32	A	No	-	No	-
Between	Castro St/MLK	Grand Ave	0.44	B	0.44	B	0.79	D	0.79	D	No	-	No	-
Between	Grand Ave	27th Street	0.53	B	0.53	B	1.19	F	1.19	F	No	-	-	No
Between	27th Street	Market Street	0.56	B	0.56	B	1.28	F	1.28	F	No	-	-	No
Between	Market Street	MacArthur Blvd	0.45	B	0.45	B	0.77	D	0.77	D	No	-	No	-
Between	MacArthur Blvd	40th Street	0.84	D	0.84	D	1.22	F	1.22	F	No	-	-	No



Table 4: CMP and MTS Roadway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
Between	40th Street	Powell Street	1.03	F	1.03	F	1.29	F	1.29	F	-	No	-	No
<i>San Pablo Ave Southbound</i>														
Between	Powell Street	40th Street	0.52	B	0.52	B	1.33	F	1.33	F	No	-	-	No
Between	40th Street	MacArthur Blvd	0.81	D	0.81	D	1.32	F	1.32	F	No	-	-	No
Between	MacArthur Blvd	Market Street	0.73	C	0.73	C	0.99	E	0.99	E	No	-	No	-
Between	Market Street	27th Street	0.29	A	0.29	A	1.28	F	1.28	F	No	-	-	No
Between	27th Street	Grand Ave	0.20	A	0.20	A	0.60	C	0.60	C	No	-	No	-
Between	Grand Ave	Castro St/MLK	0.38	B	0.38	B	0.98	E	0.98	E	No	-	No	-
Between	Castro St/MLK	20th Street	0.45	B	0.45	B	1.14	F	1.14	F	No	-	-	No
Between	20th Street	19th Street	0.38	B	0.38	B	0.48	B	0.48	B	No	-	No	-
Between	19th Street	17th Street	0.35	B	0.35	B	0.45	B	0.45	B	No	-	No	-
<i>Posey Tube Northbound</i>														
Between	Alameda	7th Street	1.70	F	1.74	F	2.09	F	2.12	F	-	Yes	-	Yes
<i>Harrison Street Northbound</i>														
Between	7th Street	12th Street	0.56	B	0.56	B	0.41	B	0.41	B	No	-	No	-
Between	12th Street	14th Street	0.26	A	0.26	A	0.38	B	0.38	B	No	-	No	-
Between	14th Street	20th Street	0.28	A	0.28	A	0.40	B	0.40	B	No	-	No	-
Between	20th Street	Grand Ave	0.40	B	0.40	B	0.53	B	0.53	B	No	-	No	-
Between	Grand Ave	27th Street	0.22	A	0.22	A	0.49	B	0.49	B	No	-	No	-



Table 4: CMP and MTS Roadway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
Between	27th Street	Oakland Ave	0.31	A	0.31	A	1.16	F	1.16	F	No	-	-	No
Harrison Street Southbound														
Between	Monte Vista	I-580	0.30	A	0.30	A	0.43	B	0.43	B	No	-	No	-
Between	I-580	27th Street	0.14	A	0.14	A	0.22	A	0.22	A	No	-	No	-
Between	27th Street	Grand Ave	0.10	A	0.10	A	0.19	A	0.19	A	No	-	No	-
Between	Grand Ave	20th Street	0.09	A	0.09	A	0.11	A	0.11	A	No	-	No	-
Between	20th Street	14th Street	0.22	A	0.22	A	0.29	A	0.29	A	No	-	No	-
Between	14th Street	12th Street	0.23	A	0.23	A	0.29	A	0.29	A	No	-	No	-
Between	12th Street	7th Street	0.56	B	0.56	B	0.41	B	0.41	B	No	-	No	-
Webster Street Northbound														
Between	Grand Ave	Broadway	0.09	A	0.09	A	0.19	A	0.19	A	No	-	No	-
Webster Street Southbound														
Between	Broadway	Grand Ave	0.10	A	0.10	A	0.21	A	0.21	A	No	-	No	-
Between	Grand Ave	20th Street	0.04	A	0.04	A	0.07	A	0.07	A	No	-	No	-
Between	20th Street	14th Street	0.08	A	0.08	A	0.12	A	0.12	A	No	-	No	-
Between	14th Street	12th Street	0.32	A	0.32	A	0.41	B	0.41	B	No	-	No	-
Between	12th Street	7th Street	0.34	A	0.34	A	0.42	B	0.43	B	No	-	No	-
Webster Tube Southbound														
Between	7th Street	Alameda	2.22	F	2.27	F	2.67	F	2.71	F	-	Yes	-	Yes



Table 4: CMP and MTS Roadway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
<i>Martin Luther King Jr. Way Northbound</i>														
Between	Embarcadero	5th Street	0.00	A	0.12	A	0.00	A	0.12	A	No	-	No	-
Between	5th Street	6th Street	0.00	A	0.12	A	0.00	A	0.12	A	No	-	No	-
Between	6th Street	7th Street	0.00	A	0.11	A	0.00	A	0.11	A	No	-	No	-
Between	7th Street	8th Street	0.01	A	0.04	A	0.02	A	0.06	A	No	-	No	-
Between	8th Street	11th Street	0.02	A	0.09	A	0.03	A	0.11	A	No	-	No	-
Between	11th Street	12th Street	0.11	A	0.23	A	0.13	A	0.25	A	No	-	No	-
Between	12th Street	14th Street	0.04	A	0.09	A	0.07	A	0.11	A	No	-	No	-
Between	14th Street	17th Street	0.04	A	0.11	A	0.07	A	0.14	A	No	-	No	-
Between	17th Street	19th Street	0.04	A	0.10	A	0.07	A	0.12	A	No	-	No	-
Between	19th Street	San Pablo Ave	0.00	A	0.05	A	0.01	A	0.05	A	No	-	No	-
Between	San Pablo Ave	Grand Ave	0.05	A	0.08	A	0.08	A	0.11	A	No	-	No	-
Between	Grand Ave	27th Street	0.01	A	0.02	A	0.01	A	0.02	A	No	-	No	-
Between	27th Street	MacArthur Blvd	0.02	A	0.04	A	0.03	A	0.05	A	No	-	No	-
<i>Martin Luther King Jr. Way Southbound</i>														
Between	MacArthur Blvd	27th Street	0.01	A	0.02	A	0.09	A	0.10	A	No	-	No	-
Between	27th Street	Grand Ave	0.00	A	0.01	A	0.00	A	0.01	A	No	-	No	-
Between	Grand Ave	San Pablo Ave	0.05	A	0.06	A	0.07	A	0.08	A	No	-	No	-
Between	San Pablo Ave	19th Street	0.06	A	0.07	A	0.08	A	0.09	A	No	-	No	-



Table 4: CMP and MTS Roadway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
Between	19th Street	17th Street	0.02	A	0.04	A	0.02	A	0.04	A	No	-	No	-
Between	17th Street	14th Street	0.02	A	0.04	A	0.02	A	0.04	A	No	-	No	-
Between	14th Street	12th Street	0.07	A	0.15	A	0.08	A	0.16	A	No	-	No	-
Between	12th Street	11th Street	0.03	A	0.07	A	0.04	A	0.08	A	No	-	No	-
Between	11th Street	8th Street	0.03	A	0.17	A	0.04	A	0.18	A	No	-	No	-
Between	8th Street	7th Street	0.06	A	0.26	A	0.07	A	0.28	A	No	-	No	-
Between	7th Street	6th Street	0.00	A	0.13	A	0.00	A	0.13	A	No	-	No	-
Between	6th Street	5th Street	0.00	A	0.15	A	0.00	A	0.15	A	No	-	No	-
Between	5th Street	Embarcadero	0.00	A	0.23	A	0.00	A	0.23	A	No	-	No	-
Castro Street Northbound														
Between	6th Street	7th Street	0.25	A	0.33	A	0.83	D	0.91	E	No	-	No	-
Between	7th Street	8th Street	0.27	A	0.34	A	0.66	C	0.73	C	No	-	No	-
Between	8th Street	12th Street	0.55	B	0.64	C	0.84	D	0.93	E	No	-	No	-
Between	12th Street	14th Street	0.45	B	0.47	B	0.77	D	0.79	D	No	-	No	-
Between	14th Street	San Pablo Ave	0.50	B	0.54	B	0.87	D	0.90	D	No	-	No	-
Brush Street Southbound														
Between	Grand Ave	18th Street	0.25	A	0.29	A	0.30	A	0.35	B	No	-	No	-
Between	18th Street	14th Street	0.09	A	0.14	A	0.12	A	0.17	A	No	-	No	-
Between	14th Street	12th Street	0.02	A	0.15	A	0.03	A	0.17	A	No	-	No	-
Between	12th Street	7th Street	0.49	B	0.62	C	0.50	B	0.63	C	No	-	No	-



Table 4: CMP and MTS Roadway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
Between	7th Street	6th Street	0.25	A	0.30	A	0.19	A	0.24	A	No	-	No	-
Market Street Northbound														
Between	6th Street	7th Street	0.17	A	0.59	C	0.53	B	0.94	E	No	-	No	-
Between	7th Street	8th Street	0.25	A	0.48	B	0.62	C	0.85	D	No	-	No	-
Between	8th Street	12th Street	0.22	A	0.35	B	0.60	C	0.73	C	No	-	No	-
Between	12th Street	14th Street	0.39	B	0.52	B	0.92	E	1.05	F	No	-	Yes	-
Between	14th Street	18th Street	0.35	B	0.42	B	0.84	D	0.92	E	No	-	No	-
Between	18th Street	Grand Ave	0.35	B	0.42	B	0.87	D	0.95	E	No	-	No	-
Market Street Southbound														
Between	Grand Ave	18th Street	0.56	B	0.61	C	1.16	F	1.22	F	No	-	-	Yes
Between	18th Street	14th Street	0.21	A	0.27	A	0.38	B	0.44	B	No	-	No	-
Between	14th Street	12th Street	0.22	A	0.27	A	0.39	B	0.45	B	No	-	No	-
Between	12th Street	8th Street	0.29	A	0.35	B	0.56	B	0.62	C	No	-	No	-
Between	8th Street	7th Street	0.31	A	0.36	B	0.59	C	0.64	C	No	-	No	-
Between	7th Street	6th Street	0.19	A	0.66	C	0.25	A	0.71	C	No	-	No	-
Middle Harbor Road Northbound														
Between	Maritime Street	3rd Street	0.11	A	0.11	A	0.20	A	0.20	A	No	-	No	-
Between	3rd Street	5th Street	0.13	A	0.16	A	0.23	A	0.26	A	No	-	No	-
Between	5th Street	6th Street	0.07	A	0.07	A	0.14	A	0.14	A	No	-	No	-



Table 4: CMP and MTS Roadway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
Between	6th Street	7th Street	0.05	A	0.05	A	0.12	A	0.12	A	No	-	No	-
Middle Harbor Road Southbound														
Between	7th Street	6th Street	0.12	A	0.12	A	0.10	A	0.10	A	No	-	No	-
Between	6th Street	5th Street	0.09	A	0.09	A	0.13	A	0.13	A	No	-	No	-
Between	5th Street	3rd Street	0.08	A	0.09	A	0.11	A	0.12	A	No	-	No	-
Between	3rd Street	Maritime Street	0.07	A	0.07	A	0.08	A	0.08	A	No	-	No	-
14th Street Eastbound														
Between	Brush Street	Castro Street	0.11	A	0.17	A	0.14	A	0.20	A	No	-	No	-
Between	Castro Street	Broadway	0.12	A	0.13	A	0.15	A	0.16	A	No	-	No	-
Between	Broadway	Harrison Street	0.02	A	0.04	A	0.05	A	0.06	A	No	-	No	-
Between	Harrison Street	Lakeside Drive	0.00	A	0.03	A	0.00	A	0.03	A	No	-	No	-
Between	Lakeside Drive	Lake Merritt Blvd	0.37	B	0.39	B	0.56	B	0.58	B	No	-	No	-
Between	Lake Merritt Blvd	5th Ave	0.43	B	0.45	B	0.68	C	0.71	C	No	-	No	-
Between	5th Ave	14th Ave	0.30	A	0.32	A	0.48	B	0.50	B	No	-	No	-
14th Street Westbound														
Between	14th Ave	5th Ave	0.44	B	0.46	B	0.76	D	0.78	D	No	-	No	-
Between	5th Ave	Lake Merritt Blvd	0.70	C	0.72	C	0.76	D	0.79	D	No	-	No	-



Table 4: CMP and MTS Roadway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
Between	Lake Merritt Blvd	Lakeside Drive	0.36	B	0.38	B	0.70	C	0.72	C	No	-	No	-
Between	Lakeside Drive	Harrison Street	0.00	A	0.02	A	0.00	A	0.02	A	No	-	No	-
Between	Harrison Street	Broadway	0.06	A	0.09	A	0.09	A	0.12	A	No	-	No	-
Between	Broadway	Castro Street	0.09	A	0.09	A	0.16	A	0.16	A	No	-	No	-
Between	Castro Street	Brush Street	0.00	A	0.00	A	0.00	A	0.00	A	No	-	No	-
12th Street Westbound														
Between	14th Ave	5th Ave	0.20	A	0.20	A	0.88	D	0.88	D	No	-	No	-
Between	5th Ave	Lake Merritt Blvd	0.21	A	0.21	A	0.81	D	0.81	D	No	-	No	-
Between	Lake Merritt Blvd	Lakeside Drive	0.36	B	0.36	B	0.70	C	0.70	C	No	-	No	-
Between	Lakeside Drive	Harrison Street	0.41	B	0.41	B	0.70	C	0.70	C	No	-	No	-
Between	Harrison Street	Broadway	0.54	B	0.54	B	0.83	D	0.83	D	No	-	No	-
Between	Broadway	Castro Street	0.79	D	0.79	D	1.02	F	1.02	F	No	-	-	No
Between	Castro Street	Brush Street	0.32	A	0.33	A	0.50	B	0.51	B	No	-	No	-
11th Street Eastbound														
Between	Brush Street	Castro Street	0.14	A	0.18	A	0.20	A	0.24	A	No	-	No	-
Between	Castro Street	Broadway	0.12	A	0.16	A	0.19	A	0.23	A	No	-	No	-



Table 4: CMP and MTS Roadway Segment V/C Ratios and LOS

Link Location	Segment Limits		2020				2040				2020		2040	
			No Project		Plus Project		No Project		Plus Project		Change to LOS F	LOS F and Change in V/C > 3%	Change to LOS F	LOS F and Change in V/C > 3%
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS				
Between	Broadway	Harrison Street	0.37	B	0.41	B	0.56	B	0.60	C	No	-	No	-
Between	Harrison Street	Oak Street	0.59	C	0.63	C	0.83	D	0.87	D	No	-	No	-
East 8th Street Eastbound														
Between	5th Ave	14th Ave	0.32	A	0.33	A	1.07	F	1.07	F	No	-	-	No
8th Street Westbound														
Between	14th Ave	5th Ave	0.07	A	0.07	A	0.16	A	0.16	A	No	-	No	-
Between	5th Ave	Oak Street	0.11	A	0.11	A	0.27	A	0.27	A	No	-	No	-
Between	Oak Street	Harrison Street	0.49	B	0.49	B	0.51	B	0.51	B	No	-	No	-
Between	Harrison Street	Broadway	0.21	A	0.23	A	0.17	A	0.19	A	No	-	No	-
Between	Broadway	Castro Street	0.42	B	0.45	B	0.28	A	0.31	A	No	-	No	-
7th Street Eastbound														
Between	Brush Street	Castro Street	0.27	A	0.32	A	0.59	C	0.64	C	No	-	No	-
Between	Castro Street	Broadway	0.18	A	0.20	A	0.41	B	0.43	B	No	-	No	-
Between	Broadway	Harrison Street	0.08	A	0.09	A	0.30	A	0.31	A	No	-	No	-
Between	Harrison Street	Oak Street	0.29	A	0.29	A	0.80	D	0.80	D	No	-	No	-
Between	Oak Street	5th Ave	0.47	B	0.48	B	1.19	F	1.20	F	No	-	-	No

Source: Fehr & Peers, 2020

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**C. **Toward a High-Performance
Parking Management System for
a Thriving Oakland: A Plan****

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Toward a High-Performance Parking Management System for a Thriving Oakland: a Plan

January 2020

DRAFT as of 2/6/20

Prepared by

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Context

Over the last five years the Oakland Department of Transportation (OakDOT) has taken several steps to modernize its parking management program, including:

- Articulating its principles and goals
- Modernizing parking payment systems, including credit-card enabled meters and pay-by-phone options
- Completing a comprehensive study of Downtown Oakland's parking supply
- Launching pilot projects for demand-responsive pricing to make it easier to find parking
- Integrating parking enforcement into OakDOT to provide more effective enforcement
- Taking steps towards developing a data management system and building initial data sets
- Establishing OakPark as its brand for parking and curb management

Another important step was capturing OakDOT's existing policies for parking and curb management in one document titled "Policies and Guidelines for Curb, Parking, & Mobility Management". That document transparently communicates OakDOT's tools for curb management (which includes parking) and where and when it uses them. Capturing those policies in one document also makes it easier for OakDOT to improve them.

These have been essential steps in the right direction. However, OakDOT's current approach to parking management is limited in how much it can help achieve overall goals for safety, congestion, emissions, economic vitality, and equity. These limitations will become more acute as Oakland continues to grow. Many projects are underway and more growth is envisioned as outlined in the new Downtown Area Specific Plan. There is also the possibility of a new major league baseball ballpark for the Oakland A's at the Howard Terminal site to the west of Jack London Square that presents unique curb and parking management challenges.

To better meet its current issues and the even bigger challenges on the horizon, Oakland should put in place a high performance approach to parking management. Oakland can be ready for this growth rather than reactive.

This moment also presents an opportunity for Oakland to lead. This plan's recommendations draw on best practice from around the world. If fully implemented, Oakland would arguably have the world's most effective and innovative parking management.

This plan builds on the City's recent efforts to become more effective, nimble, data driven, transparent, financially sustainable, and operationally intelligent. It will provide staff the strategies, tools, organizational capacity, and operational efficiency they need to manage parking more effectively, both now and as Oakland becomes more populous, vital, and dynamic.

The planned extensive development at the Howard Terminal site, especially the ballpark, can be a catalyst for the implementation of this plan. How OakDOT manages parking within walking distance of Howard Terminal, especially during special events and baseball games, is part of an overall transportation plan, and will require OakDOT to take a significant step forward in how it manages and enforces parking, in particular during special events. The final section of this document further details how a high-performance parking management system could effectively support the Howard Terminal site. OakDOT will refine this initial recommendation as the transportation planning, outreach, and development process for Howard Terminal continues.

Summary of High-Performance Parking Management Recommendations

Strategy	Must update DOT Policies	Must update municipal code
Residential parking permits		
Adopt consistent grace period time limits	✓	✓
Remove expired temporary RPP designations	✓	✓
Move to virtual RPP permits	✓	
Formalize ability to disallow some new developments from getting RPP	✓	✓
Cap RPP permits issued per household	✓	
Raise RPP annual permit rate to enable discounted low income RPP permit	✓	✓
Use more efficient enforcement technology	✓	
Adopt two possible RPP enforcement schedules	✓	✓
Adopt three possible RPP enforcement end times	✓	✓
Paid on-street parking		
Determine where new meters are merited and implement	✓	✓
Enforce meters 362 days a year	✓	✓
Adopt three possible meter enforcement end times	✓	✓
Minor policy improvements to make demand-responsive pricing more effective <ul style="list-style-type: none"> • Ability to adjust rates up or down by up to \$0.50/hr • Ability to adjust rates as frequently as every 28 days • Adopt \$0/hr as rate on blocks where average occupancy does not exceed 30% during a time band (eg, the 9am-12pm) • Allow the Parking & Mobility Division Director to approve on- and off-street rate adjustments (including special event rates) 	✓	✓
Improve broken meter payment and enforcement policy	✓	✓
Review all reserved on-street parking spaces	✓	✓
Engage in effort to reform state law for disabled placards		
All publicly-available parking garages and lots		
Require parking to be sold by the hour (not day, month, year, etc.)	✓	✓
Require a peak-period discount	✓	✓
OakDOT garages		
Move to time-of-day pricing and periodically adjust rates according to demand	✓	✓
Prohibit all permits, discounts, validations, etc. wherever possible	✓	✓

Goals & Principles

In support of this plan, this section summarizes OakDOT's goals and principles for parking and curb management as first established by the City Council in 2013 (Resolution 84664 C.M.S.) and developed in OakDOT's Strategic Plan (2016) and more recently in its Policies and Guidelines for Curb, Parking, & Mobility Management.

OakDOT strives to manage the curb, parking, and travel demand to support Oakland's overall goals for the transportation system, including:

- **Increase transportation options.** The quality of transportation options shouldn't hinge on who you are, how much you earn, or where you live in Oakland. Increasing options will help make Oakland more affordable, more equitable, and improve access to its economic opportunities.
- **Improve safety for all road users.** Reduce circling and double-parking, and thereby hazards for pedestrians, bicyclists, and other drivers presented by illegal parking or distracted drivers looking for parking.
- **Improve public transit's speed and reliability.** Reduce circling and double-parking, helping public transit and other transit operators operate more reliably and safely, especially on busy commercial corridors.
- **Improve neighborhood quality of life.** Manage parking to improve access, reduce congestion and greenhouse gas emissions, and enhance the quality of life in Oakland's diverse neighborhoods.
- **Increase economic vitality and competitiveness.** Improve access to commercial areas whether by car, foot, bicycle, or transit. This facilitates deliveries, commerce, and overall economic activity for Oakland's businesses.

Specific to parking policies, per Resolution No. 84664 C.M.S., OakDOT uses the following principles to guide parking and curb management decisions:

- **Parking is part of a multimodal approach to developing neighborhood transportation infrastructure.**
 - Users of commercial districts (shoppers, employees, visitors) have varied needs for access, via private auto, transit, bicycle and foot.
 - Curbside parking must be balanced with multiple complementary and competing needs, including but not limited to delivery vehicles, taxis, car share vehicles, bus stops, bicycle parking and sidewalk widening.
 - Parking and curb management policies should encourage travel by public transit and sustainable modes of transportation. When making decisions about how to manage parking and curb, OakDOT prioritizes public transit, walking, bicycling, paratransit, commercial deliveries, and passenger loading.
- **Parking should be actively managed to maximize efficient use of a public resource.**
 - Limited right of way should be well-used. Oakland has a finite amount of public right of way which is a valuable public asset. OakDOT's parking and curb management strives to maximize the utility of any right of way and discourage long-term on-street vehicle storage.
 - Parking should be priced to achieve usage goals ("market rate pricing"); market prices may vary by area; by time of day and may be adjusted occasionally to reflect current use. Pricing and policies should encourage use of off-street parking lots where they are available.
 - Parking should be managed to achieve an approximate 85 percent maximum occupancy per block so that there will always be some parking available to shoppers and visitors.

- Parking availability is a primary goal¹. Maintaining a minimum level of parking availability is critical for delivering the OakDOT's goals for parking and transportation and is a core measure of parking management success. When a minimum level of availability is achieved, it is easier to find a parking space, drivers double park and circle less, and access to businesses, public safety, and transit performance are improved.
- Maintaining a minimum level of availability creates a desirable level of turnover². Parking turnover is a consequence of maintaining parking availability. On blocks with low parking demand, availability can be maintained with little turnover. Conversely, blocks with high parking demand require more turnover in order to maintain a minimum level of availability. Thus, the desirable amount of turnover can vary block to block and will result from achieving a minimum level of parking availability³. In other words, the availability of parking is both a primary goal and measure. Turnover is incidental.
- **Parking should be easy for customers.**
 - Costs, rules, and penalties should be easily comprehensible. Fees should be payable by a variety of fare media (prepaid cards, credit cards, cash, and cell phones).
 - If possible, and where appropriate, time limits should be avoided in favor of market pricing. The role of tickets should be minimized in generating parking revenue; it should be easier to pay parking fees, which may lower the incidence of tickets.
 - Parking policies should be reasonably consistent across the city so that drivers have a predictable, simple, and positive experience when parking.
- **Parking policy and regulations should help the City meet other transportation, land use and environmental goals.**
 - Pricing policies should encourage a "park once" approach, to minimize driving from store-to-store within a commercial district and adding to congestion and air pollution.
 - Whenever possible, a portion of parking revenue should be reinvested directly back to neighborhood commercial district improvements, potentially through a mechanism such as a parking benefit district."
 - Parking and curb management is a tool to reduce greenhouse gas emissions and vehicle miles travelled. The OakDOT manages parking to minimize environmental impacts as summarized in the Oakland Energy and Climate Action Plan.

¹ Parking availability is defined as the percentage of legal parking spaces in an area that are not in use at a given time. Parking occupancy is simply the inverse of availability. For example, if a block with 20 curbside spaces has 18 spaces occupied and two empty spaces, parking availability is 10 percent and parking occupancy is 90 percent. Parking occupancy can exceed 100 percent when cars are parked illegally, for example in red zones or in front of driveways.

² Turnover refers to the number of cars that park on a block or blockface over some period of time. For example, if there were ten spaces on a blockface and a total of twenty cars parked in these spaces over a period of 8 hours then the average turnover per space would be $2.0/8.0 = 0.25$ cars per hour per space.

³ To illustrate how turnover flows from creating availability (rather than availability flowing from turnover), consider the example of an area where there is high parking demand managed by time limits without parking meters. Drivers who need to park longer than two hours do the "two hour shuffle," moving their car every two hours in response to time limits. This creates turnover, but does not create parking availability. Similarly, many cities use a combination of time limits and parking meters but do not successfully create a minimum level of availability.

Recommendations for High Performance Parking Management

The remainder of this document recommends how OakDOT and the City of Oakland could change its approach to parking management to meet challenges and take advantage of opportunities. For the purpose of this plan “high performance” means managing parking in a way that actively, effectively, responsibly, and cost-efficiently helps Oakland achieve its overall goals for safety, congestion, emissions, economic vitality, and equity. These changes would also improve the experience of parking in Oakland, making the parking system easier to use and more customer-friendly, whether from paying for parking to obtaining visitor permits in residential parking permit (RPP) areas.

Recommendations are grouped into the following sections: RPP, on-street paid parking (including municipal parking lots), off-street parking facilities, and a final section with recommendations specific to the Howard Terminal project and unique challenges of large development and new ballpark.

Recommendations for RPP

When the RPP program was established in 1986 its purpose was to discourage non-residents (e.g., commuters, employees, shoppers, or visitors) from parking for extended periods of time in residential areas. While Oakland has grown and changed since then, its rules for the RPP program have not.

This section recommends how OakDOT should update its RPP policies and practices to more effectively protect residents, make the program easier and more customer friendly, and be more efficient for OakDOT to administer and enforce. Improving the RPP program is especially urgent as current, pending, and planned development will continue to increase demand for parking in residential areas.

Improving the RPP program policies

To improve the current RPP program and anticipate coming issues, OakDOT should:

- **Improve consistency of policy** – RPP offers extraordinary privileges for how some people can use the public right of way, so OakDOT should take steps to ensure RPP is only used where it is the appropriate parking management tool. Three actions are recommended:
 - Only add RPP on blockfaces that are consistent with OakDOT policies about where RPP is used (as summarized in OakDOT’s “Policies and Guidelines for Curb, Parking, & Mobility Management”).
 - Remove RPP from blockfaces that received temporary RPP designations, including all RPP in the Jack London Square area.⁴
 - Make the grace period or time limit for parking in RPP areas without a permit more consistent. Currently some RPP areas have grace periods of either 2 or 4 hours, which can be confusing for drivers. OakDOT should adopt 2 hours as the standard time limit for any new RPP areas going forward, and consider converting any RPP areas with 4 hour limits to 2 hours to provide consistent rules throughout the city, offer better protection for residents, and ease enforcement (because 4 hour time limits are impractical to enforce cost effectively).
- **Move to virtual permits** – OakDOT should transition its RPP program to use virtual or electronic permits

⁴ In 2007, the City Council established a temporary RPP permit area in Jack London Square that was to last no longer than three years to address a temporary problem.

based on license plate number instead of bumper decals. This offers many benefits, including the possibility of better options for customers (e.g., making it easier to purchase temporary permits for visitors), more efficient program administration, and much more effective enforcement.

- **Make it easy to buy temporary virtual permits online** – As part of transitioning to electronic permits, OakDOT should ensure that it is very easy for customers to buy temporary permits for guests online, addressing a common complaint about the RPP system.
- **Formalize the City’s ability to disallow some new developments from getting RPP permits** – OakDOT should formally establish in its policies the ability to disallow future residents in some new developments from being eligible for any type of program for on-street parking permits (including the RPP program). For example, the City could prohibit residents of any new development with more than four units and within ½ mile of transit service OR that has received any parking reduction credits from ever being able to participate in RPP.

This strategy would accomplish two goals. First, it would help to ensure that the finite number of on-street parking spaces in an RPP area are not overwhelmed by new residents. Second, permanently disallowing new residents in large new transit-accessible buildings would help to protect current residents and remove a common concern and argument against new housing.

- **Do not allow people to buy an unlimited number of RPP permits** – Under current rules for RPP, residents in Area M can purchase an unlimited number of permits per address (with only one permit allowed in Area F, two permits allowed in Area N and Q, and no more than three permits in all other areas). Until Area M is dissolved, OakDOT policy should limit residents in Area M to purchasing no more than three permits per address.
- **Provide discounted RPP permits for people with low income** – To improve equity and make adding RPP to new areas more acceptable, OakDOT should provide discounted RPP permits (e.g., a 50% discount) to people who have already been certified as low income via another trusted program. Because RPP is (by state law) a cost recovery fee program, for this program to be revenue neutral, OakDOT would need to increase the cost of RPP permits citywide to enable some people to purchase discounted RPP permits.

Enforcing RPP citywide

The RPP program only offers benefits and protection for residents and residential areas when it is enforced and when it is enforced effectively (i.e., drivers know they will likely receive a citation if they stay too long in a RPP area). At present, Oakland RPP areas are often not enforced when parking demand from non-residents is high, such as in the evening. And because RPP is extremely labor intensive to enforce when using bumper sticker permits, the effectiveness of OakDOT’s RPP enforcement is relatively low. Recommendations to improve the effectiveness of current and future OakDOT RPP areas:

- **Use license plate recognition (LPR) equipment to enforce** – As part of transitioning to virtual RPP permits, OakDOT should move aggressively towards using LPR as the only way it can cost-effectively offer a high level of enforcement in RPP areas and therefore ensure that RPP protections are meaningful. LPR offers dramatic efficiency gains over the current practice where enforcement officers must visually inspect each vehicle to see if it has a valid RPP permit, manually entering license plate information of vehicles that do not, and then circling back at least two hours later to see if any non-resident vehicles have exceeded the two-hour grace period. Investing in LPR will enable more sophisticated parking management and more efficient enforcement (e.g., with virtual RPP permits as well as, as discussed later in this document, pay-by-license-plate parking meters).
- **Adopt two possible enforcement schedules for RPP** – RPP areas have been established where there is a

high amount of parking demand from non-residents. In some areas, that demand occurs on any day when many stores or businesses are open, not just from commuters. To expand OakDOT's RPP toolbox to address these types of areas, OakDOT should adopt two possible enforcement schedules for RPP: the current schedule of 5 days a week as well as a more comprehensive schedule that would enforce 362 days a year (as the only days that most businesses are closed are Thanksgiving, Christmas, and New Year's days).

- **Enforce RPP as late as necessary to protect residents** – At present, OakDOT enforces RPP in all areas from 8am until 6pm. However, parking demand in many commercial areas (e.g., Uptown, Temescal, etc.) from non-residents is high until much later in the evening. Rather than this “one size fits all” approach, OakDOT should have three different possible end times for RPP enforcement, either 6pm, 8pm, or 11pm and enforce as late as needed in each area. Three options (rather than, say, nine) will provide a reasonably consistent set of rules for when people might expect RPP to be enforced.

Recommendations for priced on-street parking _____

Paid parking (whether via parking meters or phone/app) is the essential tool cities have to effectively manage demand for a finite parking supply. OakDOT is already moving towards a more sophisticated approach to managing priced on-street parking via the recent OakPark pilot projects in Montclair and Chinatown. To help policies be more effective and easier to administer, this section recommends small improvements to OakDOT's existing policies for priced on-street parking.

Use parking meters where they are needed

OakDOT's policies for where OakDOT place meters (as articulated in its “Policies and Guidelines for Curb, Parking, & Mobility Management” document) are sound and do not need improvement. Rather, what is needed is strong execution.

With clear policies in hand, OakDOT should comprehensively review all unmetered commercial blocks to determine where parking occupancy is an issue when businesses are open and therefore where parking meters are merited. OakDOT should then develop a phased implementation plan for installing meters where they are currently merited and, in some cases, to anticipate future demand (e.g., around pending development).

Adding meters in commercial areas will support the economic vitality of Oakland's commercial districts by helping to ensure parking is available for customers who drive. It will also help to achieve goals for congestion, safety, and emissions by reducing double parking and circling to find parking.

For any meters that are added to blocks in Port of Oakland jurisdiction, it is recommended that the Port and OakDOT enter into an agreement to pay OakDOT its costs to operate and manage the Port's on-street parking & curb including policy, operations, enforcement as it does in the rest of the city. Consistency will avoid any jurisdictional differences that would be confusing for customers.

Use parking meters when they are needed

Regardless of where OakDOT uses parking meters to manage parking demand and achieve goals, OakDOT should update its policies about when it uses those parking meters as tools to achieve goals. Current OakDOT policy of ending parking meters at 6pm and not metering on Sundays is an outdated approach to parking management that reflects the conditions of the 1950s when parking meters were first introduced.

OakDOT should charge for parking on days and times when a significant number of businesses are open to help ensure there is a minimum level of parking availability – that is the purpose of parking meters. That includes evenings, Sunday, and holidays when stores are open. In many Oakland commercial areas (e.g., Uptown, Temescal, etc.) parking demand is highest on Sundays or other days after 6pm when OakDOT stops using meters to manage demand. In other words, OakDOT stops using meters right when they could provide the most benefit.

Recommendations for OakDOT meters:

- **Enforce meters 362 days a year including Sundays** – Thanksgiving, Christmas, and New Year’s days are the only holidays when the vast majority of businesses are closed and there’s little parking demand, so it is sensible to not operate meters on those holidays. Meters should be used on all other days to improve access to Oakland’s commercial areas and support its economic vitality, in particular other holidays that have become important for commerce.
- **Enforce meters until 6pm, 8pm, or 11pm** – OakDOT should adopt three standard options for metering as late as business are open and there is high demand for parking. To determine when to extend metering hours through the city, the following process is recommended:
 - Evaluate parking occupancies in all commercial areas from 6pm—11pm to determine how late into the evening parking availability is an issue when businesses are open.
 - Prior to extending meter hours of operation, develop a sound “before/after” data collection and evaluation plan to be able to evaluate the effectiveness of the change in some sample areas.
 - Use a consistent schedule for all days of the week so that it is easy for customers to remember (e.g., “in this area, parking meters operate 9am-8pm every day”).
 - Evaluate current 8am meter start times to see if demand merits changing enforcement start times.

Sharpen the OakPark approach to pricing

Under the OakPark brand, OakDOT is already using a high performance approach to pricing on-street parking in two areas, Montclair and Chinatown. In this approach, OakDOT uses occupancy data to determine the lowest price possible that achieves a minimum level of availability or open spaces. OakDOT can vary prices according to demand by block, time-of-day, and day of week (e.g., weekday vs. weekend).

Before OakDOT expands the OakPark approach to other metered areas in the city, OakDOT could update its policies to clarify how OakDOT intends to adjust rates in OakPark areas and provide more operational flexibility. These suggested improvements include:

- OakDOT can adjust rates up or down by up to \$0.50/hr.
- On blocks where average occupancy does not exceed 30% during a time band (eg, the 9am-12pm period on weekdays), OakDOT could adopt \$0/hr as the floor for rates.
- OakDOT can adjust rates as frequently as every 28 days.
- Assign responsibility for approving all on- and off-street rate adjustments (including special event rates) to the Parking & Mobility Division Director rather than, as it is currently, the City Administrator. This removes the administrative overhead of this unnecessary step in what should be a routine data-driven process within Council-approved parameters.

Improve broken meter payment and enforcement policy

To improve the effectiveness of pricing, reduce meter vandalism, and therefore reduce maintenance costs, OakDOT should adopt a more effective policy for payment and enforcement at broken meters. The recommended policy:

- If a parking meter can accept at least one form of payment (eg, either coins or credit/debit cards), the meter is not considered broken or inoperable.
- If a meter cannot accept either coins or credit/debit cards as payment, then the meter is considered broken. In that case, someone parking at the meter is subject to a 60 minute time limit.

Payment technology

Currently OakDOT uses pay-by-space single space parking meters or pay-and-display multispace meters. If OakDOT were to expand parking pricing to new areas (e.g., the area west of Jack London Square for the Howard Terminal project), it should consider using sparse pay-by-plate multispace meters and heavily promote pay-by-phone/app. In this approach, payment (via phone/app or at multispace meters or kiosks) is associated with a license plate, which is then used for efficient enforcement. The rationale for this recommendation includes:

- Minimizes the up-front capital costs of installing new equipment (when compared to adding dense single space meters or pay-by-space multispace meters).
- Promotes OakDOT's pay-by-phone/app service as a means to pay for parking.
- Retains ability for people to pay with coins/cards via meters with lowest possible capital and operating costs. State law does not allow OakDOT to create newly metered areas using only pay-by-phone, i.e., with no physical parking meters, as has been done in other cities.
- Allows very efficient cost-effective enforcement via license plate recognition – equipment on enforcement vehicles can rapidly read license plates to see which vehicles have paid.

The pay-by-license plate approach works best in large contiguous areas to enable one type of enforcement and allow customers to get used to one approach to parking payment. For the foreseeable future, OakDOT will continue to use single space meters. Where those are already in place, OakDOT may want to install additional single space meters in some areas to be contiguous with blocks that are currently managed by single space meters, and in particular where parking demand is already consistently high. In other cases, OakDOT may choose to remove single space meters to create a larger continuous pay-by-plate environment.

To further promote the pay-by-phone in these newly metered areas and the rest of the city, OakDOT could consider eliminating any additional transaction fee for customers. In the mid- to longer-term, OakDOT should also consider joining with other cities to advocate a change in state law that requires cities to offer customers a way to pay with coins at parking meters to allow for a purely pay-by-phone environment, an approach used in other cities for more than 15 years.

Make sure everyone is subject to the same rules and pricing

Parking pricing works best as a strategy to increase availability and access if everyone has to pay. OakDOT should take the following steps to ensure the parking management system is fair:

- Review all reserved unmetered on-street spaces – The City has reserved a significant number of

on-street parking spaces for the use of the City. OakDOT should formalize and articulate its policies and criteria about where it will allow on-street reserved parking and for what groups or purposes. After clarifying policy, OakDOT should systematically document and review all reserved on-street spaces and revoke any that do not meet the criteria.

- Eliminate all parking permits for city employees – Currently some city departments have issued themselves free parking passes for parking meters. OakDOT should clarify to all departments that only OakDOT can issue parking permits, that non-OakDOT permits will no longer be honored, and that OakDOT will not issue permits to city agencies for their vehicles or employee vehicles.
- Engage in an effort to change state law to charge for disabled placards – California is among a small (and shrinking) number of states that exempt drivers displaying disabled placards from paying parking meters. Placards are widely abused and do little to improve access or the ability to park on-street near a destination. Many California cities are currently working together to change state law to enable cities to improve access and parking management by removing the disabled placard meter exemption. Oakland should join that effort as the only effective strategy to address disabled placard abuse and, in conjunction with OakPark’s focus on providing a minimum level of parking availability, as a means to improve access for the disabled.

Recommendations for off-street parking _____

OakDOT should update its approach to pricing parking in municipal parking garages to use the same principles and approach as it does for OakPark on-street metered parking.

That would mean changing the pricing approach at garages from the current length-of-stay pricing approach to time-of-day. OakDOT should also eliminate monthly and daily parking to eliminate the discounts they imply (and the commuting by car they encourage) so that more parking spaces are available, and at lower cost, for short term parkers.

Adjusting rates at OakPark garages would use the same data-driven, transparent, demand-responsive approach to pricing to ensure a minimum level of availability. Adopting this approach to adjusting rates removes political consideration from garage rate setting so parking management can be a technical exercise to achieve specific goals. OakDOT would find the lowest rates that ensure that garages always have at least a few open spaces, thereby improving access for customers to commercial districts. This focuses public garages on their original purpose, which is to support economic vitality for Oakland’s commercial areas.

Utilize off-street parking policy as a powerful tool to achieve Oakland’s goals

The following recommendations outline an innovative and effective approach for Oakland to utilize a parking-based approach to reducing congestion and greenhouse gas emissions.

- **At all publicly-available parking in the city, prohibit monthly and daily pricing and require parking be sold by the hour** – Perhaps the most important and effective recommendation in this plan is for OakDOT to prohibit any existing or future parking garages or lots in the city, including those that are not municipally-owned, from selling publicly-available parking (ie, parking that is not leased to residents or dedicated solely to a specific use) on a yearly, monthly, or daily basis. Instead, Oakland would require publicly-available parking to only be sold by the hour. Instead of an “all you can eat”, Oakland would require parking to be sold “a la carte”.

The sale of parking by the month provides encourages people to commute by car, which runs counter to OakDOT's policy goals. Once someone has paid for a monthly parking pass at the beginning of the month, the cost of parking is no longer part of their decision about how to make each trip. This is especially counterproductive because trips to work are typically those most easily served by alternatives.

It would still be possible for building owners and tenants to pay to ensure some portion of a garage or lot's supply would be reserved for only their use, addressing a core concern for landlords and tenants. But drivers would still need to pay each time to park.

Prohibiting the sale of parking by the month or day throughout Oakland would ensure that every person must consider the cost of parking each time they drive. Ensuring that everyone must pay to park each time they choose to drive will reduce the number of commuters using municipal garages, freeing spaces for shoppers and other short-term trips. It would also eliminate the administrative costs and burden of administering monthly passes and managing wait lists.

This change would not necessarily increase how much people pay for parking, nor does it dictate or limit prices at parking garages and lots – each operator would set their own hourly rates. By requiring all parking to be sold by the hour, Oakland would create a highly transparent, efficient, and competitive market for parking where prices would be readily comparable. That will tend to lower prices and require garage and lot operators to compete on the quality of service they provide.

- **Require a peak period discount** – Oakland should also consider requiring garages to also offer an off-peak discount. This would mean that drivers that park for at least four hours would get a discount of, say, \$2 for entering and/or exiting a garage or lot before or after a certain time (e.g., before 7am and after 7pm) for a total discount of up to \$4. This offers a significant incentive to reduce driving during peak times and, crucially, does that in the form of a discount rather than peak period surcharge. Garage owners would still set prices for their facilities, and their prices would take this required discount into account. To ensure this strategy is effective at achieving overall goals for congestion management, OakDOT would annually adjust the mandated discount amount and schedule (i.e., before 7am and after 7pm).

Improve management of OakDOT garages

In addition to the prior recommendations for all publicly-available parking garages and lots in the city, the following steps are recommended to OakDOT to improve how it manages its parking garages.

- **Move to time of day pricing** – Move OakDOT garages to time of day pricing as a strategy to effectively manage demand for parking to ensure garages never fill as well as to influence when people drive, and therefore reduce congestion, by encouraging people to drive when roads (and parking) are less busy. Rate time bands at OakDOT garages should match those at on-street meters so people can readily compare prices, using the following time bands at garages: 12am – 9am, 9am – 12pm, 12pm – 3pm, 3pm – 6pm, and 6pm – 12am.
- **Move to day of week pricing if/where necessary** – In addition to time-of-day pricing, OakDOT should retain the option to also vary rates by weekdays vs. weekend days at locations where parking demand patterns vary significantly. This would allow OakDOT to, for example, offer lower rates on weekends when demand is lower.

- **To adjust hourly rates at garages, OakDOT should adopt the following policies:**
 - Each garage has its own rates (i.e., some garages have higher demand than others)
 - Adjust rates every one to three months to find the lowest rate possible that achieves goals
 - Adjust rates using occupancy data for each time band according to the following rules:
 - When occupancy is 80-100 percent, increase the hourly rate by \$0.50 or \$1.00
 - When occupancy is 40-80 percent, do not change the rate
 - When occupancy is less than 40 percent, decrease the hourly rate by \$0.50 or \$1.00
- **Motorcycle rates** – If OakDOT ever allows motorcycles to park in its garages, because of typical operational challenges, it is usually sensible to charge motorcycles a flat daily rate. For OakDOT garages, the flat motorcycle rate could be 1/5 of the cost of parking a car from 9am to 5pm (as one car parking space can usually accommodate five motorcycles), with the motorcycle rates rounded to the nearest dollar.
- **Special events** – To manage demand during special events, to preserve operational flexibility OakDOT should be able to charge higher hourly rates or a flat rate.
- **Do not offer permits, passes, special discounts, or validations** – OakDOT should vigorously avoid and eliminate the complexity and complication of counterproductive permit and discount programs at its garages. Besides their administrative burden, discounts and permits erode the effectiveness of pricing to manage demand and achieve goals. Recommendations to make sure everyone is subject to the same rules:
 - Establish OakDOT policy that it will not allow parking validation as it provides an inequitable discount for a certain class of drivers.
 - Establish OakDOT policy to prohibit any new discount or permit programs.
 - Eliminate any existing discount or passes for city employees. For agreements that are already in place, including as part of labor agreements for city employees, prioritize eliminating those in the next version of agreements.
 - To the extent that some discounts or monthly passes must be retained until they can be eliminated, increase the rates to the maximum allowable amount.

Customer experience improvements

to encourage people to park in OakDOT garages rather than circle for on-street spaces, OakDOT should improve the experience of using its garages. OakDOT should hire an outside firm to formally and systematically assess OakDOT garages and develop a plan to improve the user experience including:

- How they can be made to feel safer – many people avoid parking garages because they perceive them as dangerous.
- How the garages can be made to feel more inviting and attractive (e.g., paint, lighting, cleanliness, maintenance).
- How to improve wayfinding to and within those facilities.
- How to effectively brand the garages (inside and out) as trusted municipal OakPark facilities.

Recommendations related to Howard Terminal _____

This final section of the document contains recommendations specific to the Howard Terminal project and the unique challenges of that large development and new ballpark. These recommendations are based on what is known about Howard Terminal development as of August 2019, and may change somewhat as plans for the Howard Terminal development evolve as a result of the transportation planning, outreach, and approval process.

RPP

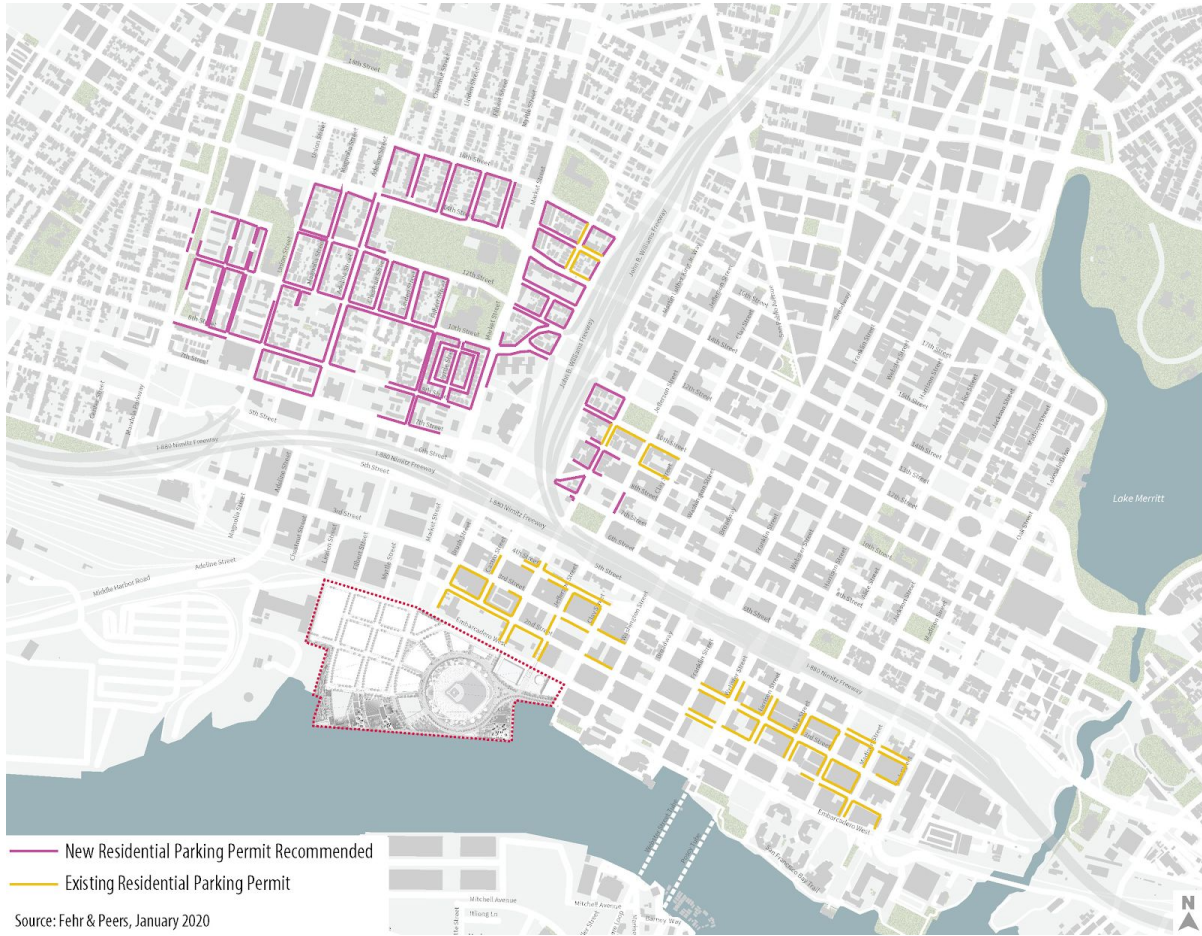
Special events, including baseball games, at a new ballpark at Howard Terminal will mean a lot more people searching for cheap or free on-street parking in residential areas, in particular in West Oakland. Creating new on-street residential parking permit areas, especially in areas of West Oakland, will protect Oakland residents.

Notes about potential new RPP areas:

- To have those areas be effective for all special events, enforce new RPP areas 362 days a year until 11pm.
- Prioritize West Oakland when implementing virtual permits and making it easy to buy visitor permits.
- Establishing a low income discount for RPP permits will help to make new RPP areas more acceptable.

The following map summarizes which blocks are recommended for new RPP areas. Before determining where to establish RPP, OakDOT must refine this recommendation via a public community process. After the new ballpark opens, OakDOT should monitor parking demand in the area to see to what extent, if any, it may need to expand.

Map of recommended new RPP areas in relation to a new ballpark at Howard Terminal



Priced on-street parking

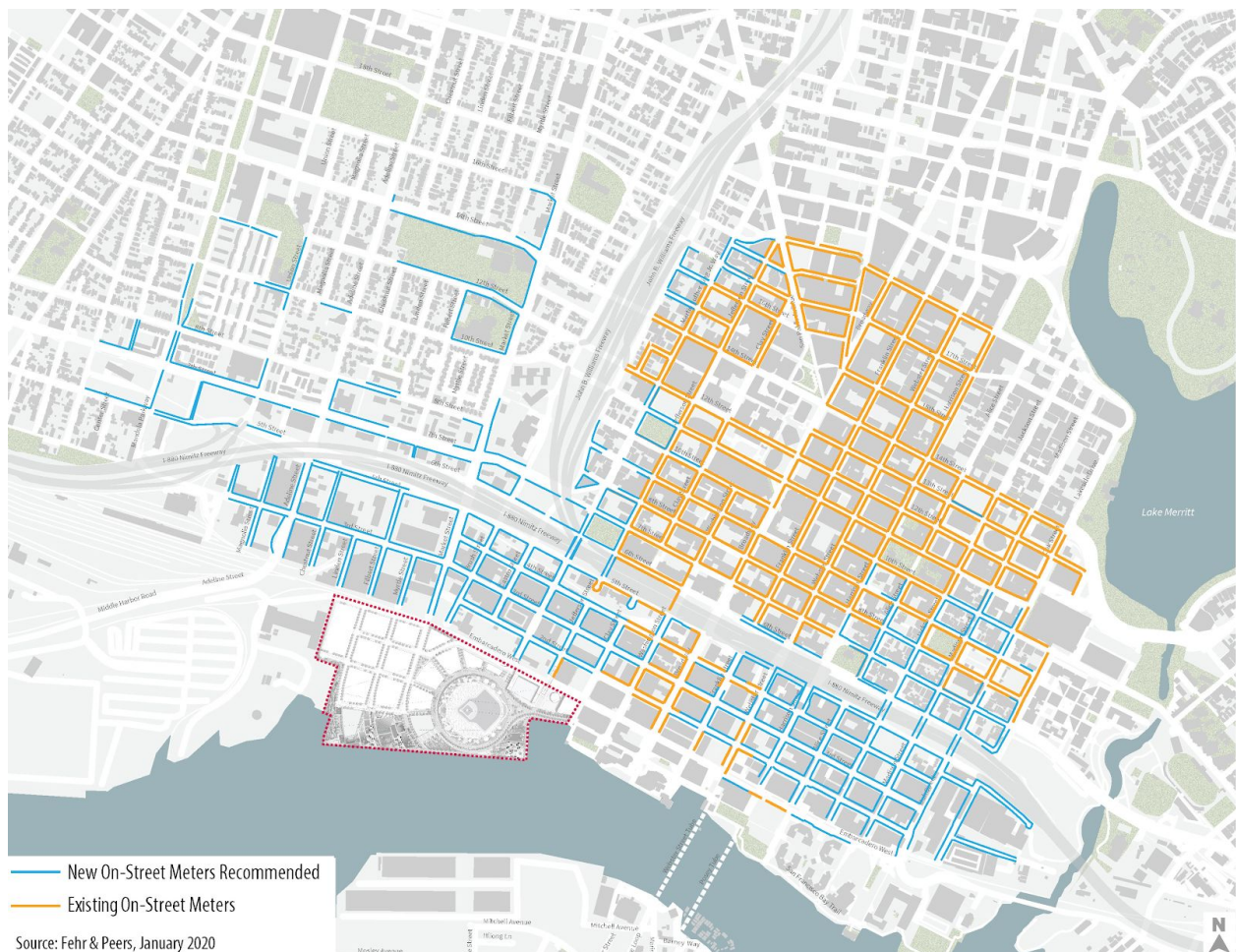
Special events, including baseball games, at a new ballpark at Howard Terminal will mean a lot more people searching for cheap or free on-street parking.

To anticipate that parking demand and prevent congestion, emissions, and safety issues caused by people searching for free parking, this section recommends where OakDOT should use pricing to manage on-street parking and how it could adjust its policies to better manage parking during special events.

Where to use prices on-street

- OakDOT should add meters to all block faces that do not have RPP where it anticipates people may park for events at Howard Terminal. Ensuring no unmanaged parking in the event area will reduce circling.
- On many block faces in the Jack London Square and Howard Terminal areas, installing parking meters will require improvements to sidewalks and establishing the public right of way where private landowners are using it for private parking. This is also an opportunity to construct sidewalks to the newest ADA access standards (as described in OakDOT's parking and curb management policy document).
- During detailed curb management implementation planning, OakDOT will use its policies for the number and location of ADA accessible on-street parking spaces.

Map of recommended new metered blocks areas in relation to Howard Terminal



How to price on-street parking during special events

OakDOT should establish policies to manage parking demand during special events. Recommendations:

- **Approach**
 - Use a higher rate per hour during special events at meters within walking distance of the ballpark (or other special event venues elsewhere in the city).
 - Set special event rates by area, not block by block, as shown in the following map so they can be communicated more easily.
 - Enforce meters within walking distance of Howard Terminal until 11pm everyday so that a higher rate can be used during evening special events. When there is not a special event, it is recommended that OakDOT set initial rates at its rate floor (\$0.50/hr) and increase if necessary to achieve goals for minimum availability.
 - During special events on blocks near the Howard Terminal, OakDOT may use 2-hour time limits at metered spaces to help discourage parking by those attending special events, meet trip reduction goals, and increase parking availability for those visiting area merchants. The specific locations for these possible 2-hour time limits will be determined as part of the Howard Terminal Transportation Management Plan and in relation to street closures, pick up/drop off zones, etc.
- **Timing & duration**
 - Begin special event rates 60-90 minutes before the event's scheduled start time.
 - Have special event rates for baseball games last four hours.
 - Duration of special event rates for other events will be determined by OakPark staff.
 - When baseball games or other special events are rained out or cancelled, endeavor to cancel special event rates at meters/payment systems (though this is not always operationally or technically possible).
- **To set initial special event rates**
 - Roughly match market prices for off-street parking.
 - Lower rates for rate areas that are farther from the ballpark (e.g., in the following map, parking hourly rates in area C will cost less than B).
 - When initiating special event rates, OakDOT may determine that special event rates are only necessary in rate areas A and B, or adjust the boundaries of these areas. Area C is shown as a possible next step in that scenario.
 - Begin with one set of special event hourly rates.
 - If necessary to better manage demand OakDOT may use up to four sets of special event rates to better match anticipated parking demand for that event (e.g., playing a preseason game vs. world series game).
- **To adjust special event rates**
 - Adjust special event rates demand-responsively to find the lowest rate possible to achieve the target minimum availability to preserve access to parking for those visiting area businesses.
 - Adjust special event rates every 30-90 days.
 - Adjust rates up or down by up to \$2.00/hr based on occupancy as well as data about off-street market prices, expected event attendance, as well as OakDOT staff judgement.

Map of recommended special event on-street rate areas in relation to Howard Terminal



Off-street parking at garages & lots

How OakDOT manages off-street parking is a crucial aspect of the transportation plan for special events at Howard Terminal. This section outlines recommended strategies related to off-street parking.

Reservation system

Encouraging parking off-street and ensuring that most off-street parking is reserved ahead of time is critical to minimize congestion and conflicts caused by people who drive directly to the ballpark to circle to find parking.

- **Approach**
 - A reservation system will work best if there is a single large marketplace (website/app) for the vast majority of relevant off-street parking spaces rather than having many small marketplaces.
 - To help ensure an active and successful marketplace for parking, OakDOT should have the exclusive right to provide parking reservations for all publicly-available parking in the Howard Terminal area that would be available for use during ballpark events (eg, this would not include

parking dedicated exclusively for residents).

- o OakDOT should operate/manage the reservation system and contract out this service (in other words, OakDOT should not develop its own software/app).
 - o Operate this special event system at all of its garages at all times (regardless of special events). Allowing it to be used at all times will provide a year-round benefit to customers and for the city.
 - o Use the OakPark brand for the reservation system to ensure the system has a useful name and to build the utility of that brand.
 - o OakDOT should consider providing the customer service so that it more completely is responsible for the experience of using the reservation system.
- **How the reservation system will work for customers**
 - o Customers can use the system to see which garages have spots available and at what price.
 - o Customers who purchase parking ahead of time will receive a QR code (or similar) that can be read by garage gate arm equipment or via handheld device by garage attendant, or their license plate number can serve as their credential.
- **How the reservation system will work for privately-owned parking that is currently publicly-available**
 - o The goal is to have most off-street parking operators choose to be part of OakPark reservation system.
 - o OakDOT should invite privately-owned/operated parking garage and lot operators to participate in the OakPark reservation system. It is expected they will participate because the reservation system will help increase their revenues.
 - o Operators that participate can specify what days or times they do not want to accept reservations as well as the number of spaces available for reservations.
 - o For private parking garages that meet criteria set by OakDOT about size and operating practices, OakDOT could include those facilities in static wayfinding signage to help drivers find that garage and get off the road as quickly as possible. This would provide an additional benefit to the garage/lot operators for participating in the system not just during special events but year round.
 - o In exchange for being part of the reservation system, OakDOT would take up to 15% of gross revenue for parking reservations made via system, revenue to be used to cover the cost of parking management and operations (in addition to the existing 18.5% City of Oakland parking tax).
 - o OakDOT should consider the possibility of co-branding, meaning that a private garage that meets additional criteria (e.g., pricing structure, off-peak discounts, branding standards, etc.) could become a branded “OakPark” garage to enjoy the same cachet and trust that comes with being a municipally-managed parking garage.
 - o OakDOT or the Planning Department should ensure that each private garage offers at least the legally mandated number of ADA accessible parking spaces.
- **For privately-owned parking that is not current publicly-available or not yet built**
 - o Oakland should, via the conditions of approval/use permit process and/or changes to the Planning Code, require new publicly-available parking facilities to participate exclusively in the

OakPark reservation program.

- For the 3,500 spaces built for the ballpark
 - For special events that are NOT baseball games
 - No drive up parking is allowed – ie, all parking must be reserved ahead of time
 - All reservations must be made via the OakPark reservation system
 - During baseball games
 - No drive up parking is allowed – ie, all parking must be reserved ahead of time
 - To support the reservation system, the city should require the A's to some minimum percentage (eg, 20%) of the total parking spaces to be reserved via the OakPark reservation system

Special event pricing at OakDOT municipal garages

For special events OakDOT will need to have special event parking rates to manage demand at its garages. Rates should be lower for those who reserve parking before an event compared to driving up to the garage the day of an event.

- **For people who purchase/reserve special event parking in advance**
 - OakDOT should sell no more than 66% of total spaces in a garage by reservation to leave room for some drive-up customers. That maximum may vary by garage based on number of monthly parking levels and other obligations, and OakDOT may adjust that ceiling over time.
 - Charge a flat rate (e.g., \$20).
 - OakDOT should express this flat rate as a 25-50% discount from the higher special event rate/cost if someone were to drive up to the garage on the day of the event (e.g., if it costs \$20 to reserve ahead of time, it will cost \$30 to drive up the day of the event).
 - Each facility has its own special event rate (some more desirable than others).
 - OakDOT will not offer a carpool rate because they are unnecessary to achieve the goal of higher occupancies because higher parking prices for special events already provide a strong incentive to maximize the number of occupants per vehicle. This also avoids the costly complexity of enforcing carpool rates.
- **Special event garage pricing for people who pull up to the garage the day of an event**
 - Charge a higher “time of day” hourly rate (not a flat rate or length of stay rate), which allows people who are not attending the special event and only want to park for, say, 90 minutes to park without paying a high flat rate.
 - All drive up customers pay higher hourly rate during the special event period, regardless of whether they would be attending the special event
 - Special event rate applies beginning 60-90 minutes before the event.
 - Cost of parking during the special event period to cost 25-50% more than the cost of reserving a space.
 - At some garages, for some events OakDOT should reserve the ability to use a flat rate (rather than hourly pricing during special events) at some locations and for some events if OakDOT determines it needs this operational flexibility.

- **Adjusting flat special event rate**
 - OakDOT should vary the hourly rate during special events to manage parking demand to ensure garages do not fill beyond 80 - 95% during events. A range, rather than a single target, provides OakDOT with useful operational flexibility.
 - The price ceiling for special event hourly rates is determined by the City's Master Fee Schedule; beginning with \$15 per hour is recommended as a ceiling that will address even the biggest special events.
 - To set and adjust rates, OakDOT staff should:
 - Sets rates based on expectations for demand for those events and informed by past demand data
 - Uses A's attendance figures to estimate demand and therefore price
 - Adjust rates as needed to achieve goals
 - OakDOT will get better at setting rates as it learns relationship between attendance, parking demand, and parking pricing

Operational improvements ---

To be ready for special events, OakDOT needs to ensure that garages, and in particular the revenue and gate systems and business operating practices, are operationally up to the task. At present, special events can overwhelm OakDOT garage operations, in large part because its revenue and gate arm (PARCs) systems are antiquated. To address this, OakDOT must replace its revenue and gate systems. Careful attention should be paid to ensure new PARCS systems meet the highest standards for ADA accessibility.

OakDOT should also formally assess what other operational improvements are necessary to ensure that garages are ready to accommodate a steady stream of special events from a new ballpark at Howard Terminal. This should include assessing the correct staffing levels during special events to hasten entry and exit as well as customer issues.

**D. Oakland A's Howard Terminal
Project Railroad Corridor and
Grade Crossing Improvements**

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OAKLAND A'S HOWARD TERMINAL PROJECT RAILROAD CORRIDOR AND GRADE CROSSING IMPROVEMENTS

MAY 31, 2019



RSE, INC

INTRODUCTION

The City of Oakland is the lead agency for the new Oakland Waterfront Ballpark District at Howard Terminal. This development will include a new MLB ballpark with a capacity of 35,000 people, up to approximately 3,000 housing units, 1.5 million square feet of office use, 270,000 square feet of retail and restaurant use, a 400-room hotel, a performance venue and associated parking.

PURPOSE

This report will review the existing surrounding site conditions, the forecasted increase in vehicular, pedestrian, and bicycle traffic, as well as any forecasted increases in rail service, propose safety improvements to the existing railroad at-grade crossings and rail corridor from Market Street to Broadway, and discuss potential grade separated pedestrian options. The railroad corridor improvements presented in this document took into consideration the information presented in the *Final Report Oakland Railroad Quiet Zone Study* (Quiet Zone Study) prepared for the City of Oakland in June 2011.

BACKGROUND

A'S DEVELOPMENT LOCATION

SURROUNDING LAND USE

Howard Terminal is located along the waterfront surrounded immediately by a primarily industrial area, with commercial businesses and the busy Jack London Square commercial area to the east. Immediately north of Howard Terminal is the Union Pacific Railroad (UPRR) rail corridor. UPRR operates freight in and out of the West Oakland Yard west of Howard Terminal and east along Embarcadero West through Jack London Square and beyond. The CCJPA (Capitol Corridor) and Amtrak operate passenger service along the corridor as well. The Jack London Square (JLS) passenger station is located several blocks east of the site.

CURRENT ROAD CONDITIONS

Embarcadero West runs east/west from East Oakland up to Schnitzer Steel near the Adeline/Middle Harbor Road overpass. From Oak Street to Clay Street it passes the Jack London Amtrak station and goes west through the commercial Jack London Square area. From Clay Street to Market Street it is primarily industrial/port. The UPRR mainlines are in the middle of Embarcadero West which is an unusual situation. Between Broadway and Market Street there are 5 existing at-grade crossings, 1 permanently closed at-grade crossing, and 1 pedestrian bridge connecting a public parking garage and an office building. The at-grade crossings are described in detail in the grade crossing improvement section below. The Jack London Ferry service runs from the end of Clay Street.

North of the UPRR corridor is a roadway system with adjacent parallel and perpendicular streets; 2nd Street, 3rd Street, and so on moving north into downtown Oakland. From Clay Street east this area is commercial with restaurants and shops, and west of Clay Street it is primarily industrial with some commercial and loft living space.

South of the UPRR corridor, Embarcadero West runs west to Schnitzer Steel and east to Jack London Square. There is limited parking, including a relatively small parking lot at Clay Street and a small parking garage at Broadway, along with a large open walking mall area known as Water Street.

CURRENT RAIL CONDITIONS

There are 3 UPRR mainlines through Market and 2 active mains from Martin Luther King Jr. east which run down the middle of Embarcadero West. To the west is the UPRR West Oakland Yard, which is accessed both from the Desert Yard to the east and west from JLS.

The crossings currently are protected with warning devices and gates on each side of the crossings and no pedestrian gates or signals. The railroad tracks are in pavement through Jack London Square without any type of barrier or fencing to restrict vehicle, pedestrian, and bicyclist movements to the rail corridor.

Amtrak has a maintenance yard adjacent to UPRR's West Oakland Yard. CCJPA trains originate in this yard which add dead head moves as well as through movements between the JLS station and the maintenance facility.

Passenger trains run on a set schedule, while the freight trains do not.

CURRENT AND FORECASTED TRAFFIC CONDITIONS

EXISTING RAIL OPERATIONS/TRAFFIC

The Project's traffic consultant, Fehr & Peers, has conducted Traffic Studies for the proposed development. Two sets of existing traffic surveillance of current train counts and gate downtimes were done, one in January 2018 and the other in October 2018 to establish the existing rail traffic and gate downtimes. Each surveillance included video at the intersections for 7 days. The surveillance results in Appendix B summarize the findings. The average gate downtime was 1.2 minutes, with some freight train downtimes exceeding 5 minutes.

FORECASTED RAIL OPERATIONS/TRAFFIC

Freight traffic will increase if necessary as business increases or as changes in train operations are made. The CCJPA will increase service eventually, but it will require completion of other infrastructure projects along the UPRR corridor.

EXISTING VEHICLES, PEDESTRIAN, AND BIKE VOLUMES AND PATTERNS

The traffic counts at 5 at-grade crossings from Market Street to Broadway were also included in the Traffic Studies to gather the existing vehicular, pedestrian, and bicycle traffic volumes and patterns. The summary of the Traffic Studies, by crossing, is included in Appendix C. The existing pedestrian and bike traffic at Market Street and Martin Luther King Junior Way are minimal, while large truck traffic is significant. The large truck traffic will decrease when Howard Terminal is closed. Clay Street through Broadway currently see a much higher volume of pedestrians, bicycles, and vehicles crossing the railroad tracks.

FORECASTED VEHICLES, PEDESTRIAN, AND BIKE VOLUMES AND PATTERNS

The projected traffic volumes after the development is also included in the Traffic Studies. The projected railroad crossing traffic volumes in Appendix C include hourly traffic volumes from 3pm to 8pm of Full Buildout Development Plus Afternoon Game, Full Buildout Development Plus Evening Game, and Weekday daily traffic at Full Buildout with and without the game. The projection shows a large percentage of the truck traffic will be eliminated with the redevelopment of Howard Terminal, the remaining truck traffic will be accessing Schnitzer Steel,

with some truck traffic making deliveries to the planned development and ballpark at Howard Terminal. Assuming only the existing 5 at-grade crossings are retained without any additional access to the development site at Full Buildout, the majority of the vehicle traffic (about 3/4 of non-game day and 2/3 of game days) will pass through the Market Street at-grade crossing and the rest through the MLK at-grade crossing. For pedestrians, more than 60% of projected pedestrian volumes (of both non-game day and game day) are projected to use Broadway and Washington at-grade crossings or the potential grade-separated pedestrian overpass at Clay/Jefferson, if developed as a Project variant. Of the remaining 40%, most will use Market Street on non-game days but MLK at-grade crossing will also be used on game days.

Vehicle traffic queuing was studied in the vicinity of Market Street and Martin Luther King Jr. Street at-grade crossings with the projected traffic volumes during peak hours of game days. The results are included in Appendix F. This study covers the periods of Weekday Day Game Departures and Weekday Evening Game Arrivals. It was assumed traffic preemption of a series of linkages between railroad gates, adjacent intersections' signals and queue cutter loops is to be facilitated along the Market Street and Martin Luther King Street corridors on both sides of the at-grade crossing. A key feature at both crossings is a traffic signal that would operate to keep the railroad crossings clear of vehicles. It's also assumed a ballpark parking reservation and management system is in place that is designed to admit the vehicles without vehicle backup onto the at-grade crossings. In Appendix F, the exhibit "At-Grade Railroad Crossing Characteristics – Motor Vehicle Speeds", prepared by Fehr & Peers, contains the graphics generated with Vissim microsimulation software showing the vehicle queues at 5-minute intervals. These graphics demonstrate no queue spillage onto the at-grade crossings and these two at-crossings will remain clear from the vehicle traffic.

PROPOSED ROADWAY CHANGES

EMBARCADERO WEST

Embarcadero West currently has one vehicular lane in each direction. The on-street parking was removed in the mid 1990's. The proposed fencing improvements would eliminate the eastbound lane from Market Street to Broadway, from Broadway south the eastbound vehicular lane would remain. The roadway off-site road changes are highlighted in Appendix D and the circulation changes along Embarcadero West resulting from the grade crossing improvements are also shown in Appendix D.

PROPOSED GRADE CROSSING IMPROVEMENTS

Appendix A shows the proposed changes to the roadway system in the vicinity of the development. These proposed changes are intended to move the vehicles in and out of the development area as safely and efficiently as possible. Special emphasis is given on designing an overall system which will quickly clear the at-grade railroad crossings and prevent traffic from queuing across the crossing. In addition, the design of the proposed grade crossing improvements have incorporated requirements for a future Quiet Zone. All proposed crossing improvements would be reviewed and approved through the CPUC process. A future Quiet Zone would need to follow all of the FRA guidelines as well.

MARKET STREET

Current Condition: Market is a 4-Lane road with sidewalks on both sides and no bike lanes. It is mainly used for truck access to and from Howard Terminal and Schnitzer Steel on the south side of the tracks. On the south side of the tracks, there are ADA ramps on the curbed corners and no bike lanes. The crossing has two vehicular gates (9A warning devices), 1 in each direction. There are no pedestrian gates or signals currently at the crossing. It is a designated truck route.

Proposed Changes: Market will remain a 4-lane road. The sidewalks will be rebuilt on each side of the street and both sides of the tracks. Quad gates prevent cars from going around the gates and entering the crossing envelope. Traffic islands are proposed to be constructed between the northbound and southbound lanes in order to place a vehicular gate in the islands to protect the center lanes. Vehicular gates and warning devices are proposed to be placed adjacent to the sidewalks to protect the outside vehicular lanes. Pedestrian signals and gates with escape gates are proposed to be added at all quadrants. Channelization railing for the pedestrians and widened areas for pedestrian queuing are proposed to be added. The road will remain a designated truck route. ADA ramps will be added or rebuilt if needed at each quadrant of West Embarcadero West. Vehicular traffic signals with railroad preemption are proposed to be installed. Embarcadero West is proposed to be closed east of Market.

MARTIN LUTHER KING JUNIOR WAY

Current Condition: North of the tracks Martin Luther King Jr Way is a 4-lane road with parking and sidewalk on both side of the street. South of the tracks, it is a 2-lane road with no sidewalks, but an ADA ramp on each curbed corner. The road is currently a designated truck route. The crossing has two vehicular gates (9A warning devices), 1 in each direction.

Proposed Changes: The road will be a 2-lane road on both sides of the track with a separate two-way 2-lane cycle track on the east side of the road adjacent to the sidewalk from Embarcadero West to 3rd Street. The parking on the north side of the tracks will be removed. The sidewalk on the northwest side of the road will be removed and a wider sidewalk will be constructed adjacent to the bike lanes on the northeast side of the road. Signage will be posted to have bicyclists walk their bikes before the crossing and the bikes and pedestrians will share the grade crossing across the tracks. Channelization railing for the pedestrians and widened areas for pedestrian queuing on the north side of the tracks will be added. A pedestrian signal and gate with escape gate will be constructed on the northeast & southeast quadrant of the crossing. A median will be installed on each side of the crossing with vehicular gates (9A warning devices), 1 in each direction. Traffic signals with railroad preemption will be installed on both sides of the crossing. Embarcadero West will be closed both east and west of Martin Luther King Jr Way.

JEFFERSON STREET

Current Condition: The at-grade crossing is closed.

Proposed Changes: The at-grade crossing will remain closed. A potential pedestrian overpass is being studied in this location as a project variant, as described later in this report.

CLAY STREET

Current Condition: Clay Street is a 2-lane road with sidewalks on all 4 quadrants with ADA ramps only on the east quadrants. The crossing has two vehicular gates (9A warning devices), 1 in each direction.

Proposed Changes: Clay Street will remain a 2-lane road. New ADA ramps will be constructed in all 4 quadrants if needed. Pedestrian signals & gates and escape gates will be installed at all 4 quadrants. A center island will be constructed on the south side of the tracks. A small “porkchop” island will be constructed on the northeast quadrant to force a right-turn only movement for vehicles headed west on Embarcadero West. This will prevent vehicles from turning across the railroad tracks.

A potential pedestrian overpass is being studied in this location as a project variant, as described later in this report.

WASHINGTON STREET

Current Condition: Washington Street is a 2-lane road with sidewalks and ADA ramps on both sides of the tracks. The crossing has two vehicular gates (9A warning devices), 1 in each direction.

Proposed Changes: Washington Street will remain a 2-lane road with new ADA ramps on all 4 quadrants. The two 9A warning devices will be replaced and pedestrian signals and gates and escape gates will be installed on all 4 quadrants. A center island will be constructed on the south side of the tracks. A small “porkchop” island will be constructed on the northeast quadrant to force a right-turn only movement for vehicles headed west on Embarcadero West.

BROADWAY

Current Condition: Broadway is currently 4 lanes on the east side of the tracks and 2 lanes on the west side. The crossing has A signal cantilever on the north side of the tracks and a vehicular gate on the south side of the tracks.

Proposed Improvements: Broadway will remain 4 lanes on the north side and 2 lanes on the south. On the north side of the tracks, one southbound lane will become a right-turn only. A small “porkchop” island will be built on west bound Embarcadero West to force traffic to make a right-turn only at Broadway. The existing railroad signals will be replaced. New ADA ramps along with pedestrian signals if needed and gates and escape gates will be installed on all 4 quadrants.

PROPOSED PEDESTRIAN AND BICYCLE GRADE SEPARATED CROSSING AND PROPOSED GONDOLA

A pedestrian/bicycle overpass is being investigated at Clay Street or Jefferson Street as a project variant. The overpass would be 18 to 20 feet wide, with ADA-compatible ramps on each side of the tracks. Appendix E includes conceptual layouts for the 2 locations.

A high-speed gondola is proposed along the Washington Street alignment, running from Jack London Square, over I-880, to 10th Street in downtown Oakland as a project variant. The gondola could move up to 6,000 people per hour. In downtown Oakland the gondola would serve the

12th Street BART Station and nearby parking garages that are likely to be used by many of those attending the games. This gondola will serve those patrons, safely transporting them over the rail corridor.

Both proposed pedestrian/bicycle overpass crossings and the gondola would meet UPRR vertical and horizontal standard clearances and would be reviewed and approved through the CPUC process.

PROPOSED FENCING IMPROVEMENTS

Current condition: The rail corridor is open from west of Market Street to Webster Street. The tracks are in pavement in the Embarcadero West roadway from Clay Street to Webster Street, and while the striping and signage are designed to restrict certain movements, physically vehicles, pedestrians, and bikes may freely cross the tracks at any location, not just at the designated grade crossings.

Proposed condition: To restrict all movements to the signalized at-grade crossings, a fence is proposed to be installed parallel to the UPRR tracks on both the north and south side of the tracks, between the at-grade crossings. While it is preferred to have this fence on the UPRR right of way (ROW) line, this would impact sidewalks and building access, as well as close portions of the road to vehicular traffic movements in several locations due to the lack of space between the ROW and the existing sidewalks, driveways, and buildings.

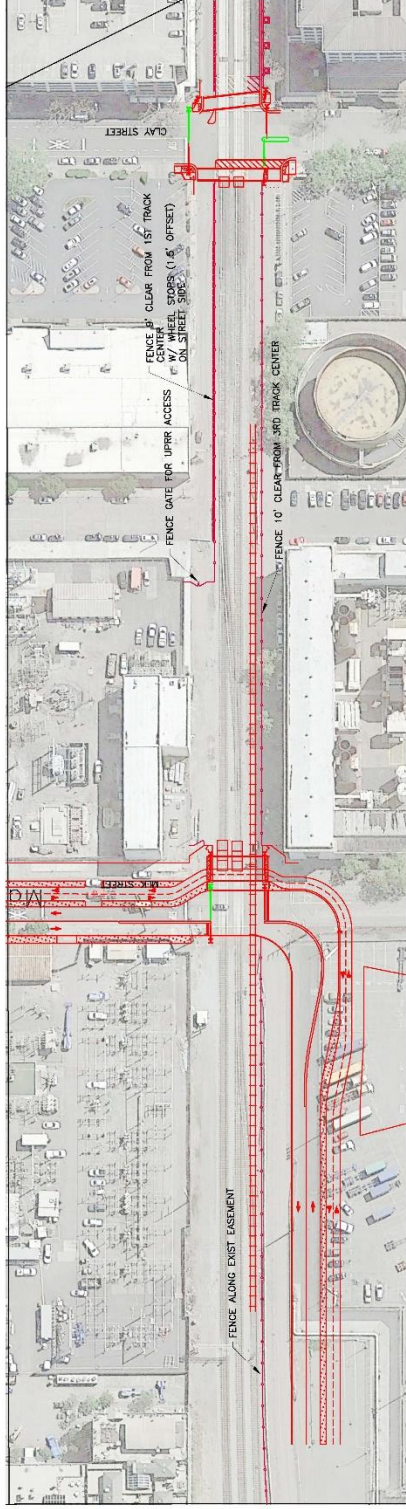
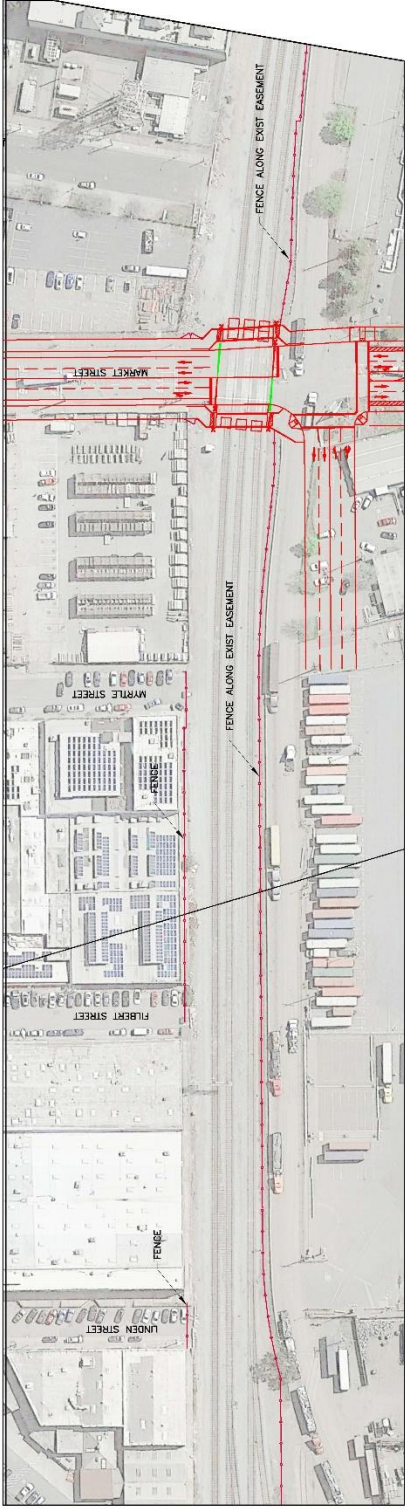
The placement of the proposed fencing would at a minimum meet the UPRR and CPUC minimum horizontal clearance requirements. This would allow a vehicular traffic lane on the north side of the tracks but require closure of the vehicular lane on the south side from Martin Luther King Junior Way to Broadway. By closing the eastbound lane, there may be the option for the UPRR to reopen the 3rd track through Jack London Square at a later date with agency coordination and additional civil and roadway work. The south side would continue to provide emergency vehicle access and potentially provide a multi-use path for pedestrians and bicyclists

EMERGENCY VEHICLE ACCESS

There is currently a temporary emergency vehicle access (EVA) west of the site. This access connects Embarcadero West to Middle Harbor Road at Adeline Street, by crossing existing spur tracks near Schnitzer Steel. It is proposed to permanently retain this access with at least a 20-foot pavement width. This access would be used if the existing at-grade crossings were blocked by a train. In addition, Embarcadero West on the south side of the railroad tracks would remain available for emergency vehicle access between Martin Luther King Jr Way and Broadway.

APPENDIX A

PROPOSED AT-GRADE CROSSING & FENCING IMPROVEMENTS MARKET STREET TO BROADWAY



- EXISTING FACILITIES TO REMAIN IN FUNCTION
- IMPROVEMENTS FOR GRADE CROSSING SAFETY
- IMPROVEMENTS FOR QUITE ZONE



RFE, Inc.
1075 SO. COLLETT ROAD
TAMPA, FL 33610

RAILROAD GRADE CROSSING STUDY - EMBARCADERO RAILROAD CORRIDOR FENCING

HOWARD TERMINAL

6

DRAFT

03/20/2019
EXHIBIT
EB-1

APPENDIX B

CURRENT GATE DOWNTIMES VEHICULAR & PEDESTRIAN QUEUES DURING GATE DOWNTIME MARKET STREET & BROADWAY (PEAK)

Gate Down Time Study - October 2018

Date for this analysis was collected from Monday, October 15, 2018 through Sunday, October 21, 2018

This study was conducted at the intersection of Embarcadero West and Market Street

All Gate Downtimes

3 PM - 8 PM

Day of Week	Average Gate Down Time (min)	Count of Gate Down Time	Minimum Gate Down Time (min)	Maximum Gate Down Time (min)
Monday	1.07	23	0.30	4.35
Tuesday	1.13	24	0.75	4.77
Wednesday	1.48	21	0.75	7.73
Thursday	1.17	21	0.77	4.60
Friday	1.26	23	0.77	3.37
Saturday	0.88	19	0.30	1.95
Sunday	1.45	19	0.78	4.98
Total	1.20	150	0.30	7.73

Freight Trains

3 PM - 8 PM

Day of Week	Average Gate Down Time (min)	Count of Gate Down Time	Minimum Gate Down Time (min)	Maximum Gate Down Time (min)
Monday	2.66	3	0.88	4.35
Tuesday	2.59	3	0.75	4.77
Wednesday	4.73	2	1.72	7.73
Thursday	2.86	2	1.12	4.60
Friday	2.35	4	0.97	3.30
Saturday	5.53	1	5.53	5.53
Sunday	3.68	3	2.65	4.98
Total	3.49	18	0.75	7.73

Passenger Trains

3 PM - 8 PM

Day of Week	Average Gate Down Time (min)	Count of Gate Down Time	Minimum Gate Down Time (min)	Maximum Gate Down Time (min)
Monday	0.89	18	0.70	1.23
Tuesday	0.92	20	0.77	1.35
Wednesday	1.14	18	0.75	4.97
Thursday	0.99	19	0.77	1.85
Friday	1.03	19	0.77	3.37
Saturday	0.91	18	0.65	1.95
Sunday	1.03	15	0.78	2.28
Total	0.98	127	0.65	4.97

All Gate Downtimes

11 AM - 11

PM

Timeframe	Average Gate Down Time (min)	Count of Gate Down Time	Minimum Gate Down Time (min)	Maximum Gate Down Time (min)
Total	1.39	269	0.30	35.10

APPENDIX C
CURRENT AND FORECASTED VEHICLE, BICYCLISTS &
PEDESTRIAN COUNTS

EXISTING

Existing Railroad Crossing Volumes: Pedestrian, Bicycle, and Vehicle

Cross	PM Peak Hour			Daily		
	Pedestrians	Bicycles	Vehicles	Pedestria	Bicycles	Vehicles
Market Street Crossing	0	0	200	0	0	2,000
Martin Luther King Jr Way Crossing	0	0	200	0	0	1,900
Clay Street Crossing	140	20	110	1,500	200	1,200
Washington Street Crossing	120	10	80	1,300	100	900
Broadway Crossing	180	0	190	1,900	0	2,600

FORECASTED

Railroad Crossing Volumes Generated By Howard Terminal Project: Pedestrian, Bicycle, and Vehicle

Railroad Crossing Volumes Generated By Howard Terminal Project: Pedestrian, Bicycle, and Vehicle

Crossing	3 to 4			4 to 5			5 to 6			6 to 7			7 to 8		
	Pedestrians	Bicycles	Vehicles	Pedestrians	Bicycles	Vehicles	Pedestrians	Bicycles	Vehicles	Pedestrians	Bicycles	Vehicles	Pedestrians	Bicycles	Vehicles
Market Street Crossing	1,930	0	2,050	2,030	0	2,280	540	0	1,560	290	0	1,110	220	0	850
Martin Luther King Jr Way Crossing	2,150	410	1,330	2,230	470	1,550	430	280	880	150	200	650	110	150	490
Clay Street Crossing	1,390	100	--	1,450	120	--	280	70	--	100	50	--	70	40	--
Washington Street Crossing	2,710	--	--	2,830	--	--	650	--	--	280	--	--	210	--	--
Broadway Crossing	2,620	--	--	2,760	--	--	780	--	--	400	--	--	300	--	--

Crossing	3 to 4			4 to 5			5 to 6			6 to 7			7 to 8		
	Pedestrians	Bicycles	Vehicles	Pedestrians	Bicycles	Vehicles	Pedestrians	Bicycles	Vehicles	Pedestrians	Bicycles	Vehicles	Pedestrians	Bicycles	Vehicles
Market Street Crossing	260	0	1,320	880	0	1,920	1,050	0	2,090	1,710	0	2,180	750	0	1,320
Martin Luther King Jr Way Crossing	140	190	450	1,050	310	820	1,270	350	940	2,340	390	1,170	930	220	620
Clay Street Crossing	90	50	--	550	80	--	670	90	--	1,190	100	--	480	60	--
Washington Street Crossing	280	--	--	1,460	--	--	1,760	--	--	3,090	--	--	1,260	--	--
Broadway Crossing	400	--	--	1,290	--	--	1,520	--	--	2,440	--	--	1,060	--	--

Crossing	3 to 4			4 to 5			5 to 6			6 to 7			7 to 8		
	Pedestrians	Bicycles	Vehicles	Pedestrians	Bicycles	Vehicles	Pedestrians	Bicycles	Vehicles	Pedestrians	Bicycles	Vehicles	Pedestrians	Bicycles	Vehicles
Market Street Crossing	260	0	1,250	310	0	1,470	340	0	1,530	290	0	1,240	220	0	940
Martin Luther King Jr Way Crossing	140	240	530	170	240	660	190	260	710	150	200	540	110	150	410
Clay Street Crossing	80	60	--	110	60	--	120	60	--	100	50	--	70	40	--
Washington Street Crossing	280	--	--	340	--	--	360	--	--	280	--	--	210	--	--
Broadway Crossing	400	--	--	480	--	--	510	--	--	400	--	--	300	--	--

Crossing	Development W/out Ballgame			Baseball Game		
	Pedestrians	Bicycles	Vehicles	Pedestrians	Bicycles	Vehicles
Market Street Crossing	4,100	--	18,200	6,800	--	3,900
Martin Luther King Jr Way Crossing	2,200	2,900	6,200	9,300	900	3,300
Clay Street Crossing	1,400	700	--	5,300	200	--
Washington Street Crossing	4,200	--	--	11,600	--	--
Broadway Crossing	5,900	--	--	9,400	--	--

Crossing	Development W/out Ballgame			Baseball Game		
	Pedestrians	Bicycles	Vehicles	Pedestrians	Bicycles	Vehicles
Market Street Crossing	4,100	--	18,200	6,800	--	3,900
Martin Luther King Jr Way Crossing	2,200	2,900	6,200	9,300	900	3,300
Clay Street Crossing	1,400	700	--	5,300	200	--
Washington Street Crossing	4,200	--	--	11,600	--	--
Broadway Crossing	5,900	--	--	9,400	--	--

APPENDIX D
PROPOSED ROADWAY CHANGES
SURROUNDING ROADWAY SYSTEM



TRANSPORTATION INFRASTRUCTURE BUILDOUT (INCLUDES PHASE I)

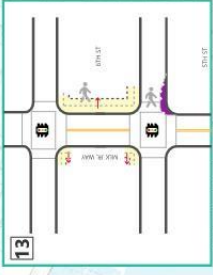
1. Through re-striping convert one westbound through lane to a 2nd left-turn lane from westbound 7th Street to eastbound 5th and 7th Streets to add a northbound right-turn lane from Market Street to eastbound 7th Street and introduce a right turn overlap traffic signal phase.
2. Re-strip Martin Luther King Junior Way from 4. to 2-lanes to provide right- and/or left-turn lanes at key intersections including northbound/right-turn lanes at 3rd Street, northbound right-turn and southbound left-turn lanes at 5th Street, northbound right-turn and southbound left-turn lanes at 7th Street, and northbound left-turn lane at 8th Street.
3. Redesign sidewalks to include a 12-foot wide bicycle and pedestrian lane for eastbound and adding design development.
4. Bike and pedestrian bridge over the railroad tracks at either Jefferson Street or Clay Street. As currently contemplated it would be about 18 feet wide and designed to accommodate both bicyclists and pedestrians and ramping to meet ADA requirements.
5. Class B Bike Lanes and sidewalk gap closure on 3rd Street between Market Street and Martin Luther King Junior Way, 5th Street between Martin Luther King Junior Way and 7th Street, and 7th Street between Martin Luther King Junior Way and Jefferson Street (one-way).
6. Enhance 20-foot paved emergency vehicle access route connecting Adaline Street at Middle Harbor Road with East 2nd Street.
7. Upgrade pedestrian sidewalk on the east side of Market Street to 12-foot effective width between the railroad tracks and 2nd Street.
8. Adjust Adaline Street traffic signals at 3rd Street and provide a traffic signal ahead sign with flashing beacons on the northbound lanes to a left-turn only, optimize signal timing and add leading left-turn phasing, accounting for truck turning requirements provide curb extensions on 3rd Street at each southern corner shortening 3rd Street crossing distances.
9. Install new traffic signals on Market Street at three intersections including the Internal Road/MLK Street, Embury/Adaline Street, and 5th Street. Install a traffic signal on Clay Street at 5th Street, install a traffic signal on Martin Luther King Junior Way at 3rd Street and 2nd Street.
10. Through re-striping convert one eastbound through lane to a right turn only lane from eastbound 5th Street to eastbound Adaline Street.
11. Through re-striping convert one northbound through lane to a right turn only lane at the I-885 Off Ramp to eastbound 5th Street.

Consider Projects

- A. Incorporate traffic signal coordination on Market Street, Martin Luther King Junior Way, 5th Street, 6th Street, and 7th Street.
- B. Continue the reduced vehicle lane cross section and two-way cycle track on Martin Luther King Junior Way from 3rd Street onto the site extending through to Hardest Street. (Alternative Design Option).
- C. Upgrade existing tree wells (up to 100) with tree grates or decomposed granite to expand the effective sidewalk width for pedestrians walking between West Cultural and Howard Terminal.
- D. Close Washington Street between railroad and 10th Street prior to and after high demand ball games.



Based on truck turning requirements, provide curb extensions on 3rd Street at Market Street to shorten the Market Street crossing distance and on the north side of Market Street to shorten the crossing distance on the north side of the intersection.



On Martin Luther King Junior Way relocate the fence on the west side (and the fence corner) between 5th and 8th Streets to the west side of the intersection and add a curb extension on the south side of 5th Street.



→ Allowed Inbound Turning Movements
 → Allowed Outbound Turning Movements
 - - - EVA Access

Allowed Vehicle turning Movements with Railroad Improvements



APPENDIX E
PROPOSED PEDESTRIAN OVERPASS
CLAY STREET OR JEFFERSON STREET



THE OAKLAND ATHLETICS
HOWARD TERMINAL MASTERPLAN
 1400 BAY STREET, OAKLAND, CALIFORNIA 94612, USA
 CEDA SUBMITTAL

ARCHITECT
 THE OAKLAND ATHLETICS
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CONTRACTOR
 Gensler
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 MACINTOSH ENGINEERING ASSOCIATES
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MECHANICAL ENGINEER
 SKF
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ELECTRICAL ENGINEER
 FEHR-PFEILERS
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PLUMBING ENGINEER
 HLB
 1000 BAY STREET, SUITE 1000
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 CONTACT: JAMES HARRIS
 TEL: +1 510 461 4100

CONTRACTOR
 NOT FOR CONSTRUCTION



PROJECT VARIANT:
PEDESTRIAN AND BIKE OVERPASS AT CLAY STREET

DATE: 2018/01/10

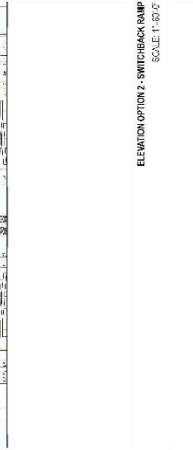
PROJECT NO.: PV2120



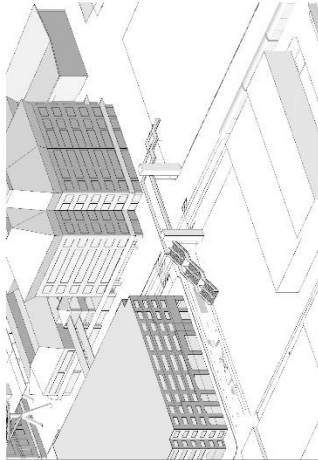
ELEVATION OPTION 1 - STAIR AND ELEVATOR
 SCALE 1:150.0'



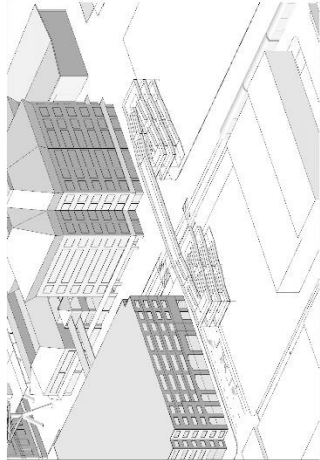
ELEVATION OPTION 2 - SWITCHBACK RAMP
 SCALE 1:150.0'



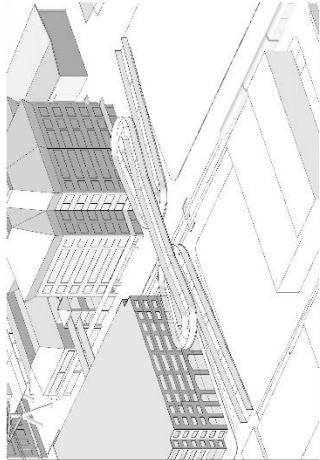
ELEVATION OPTION 3 - LOOPED RAMP
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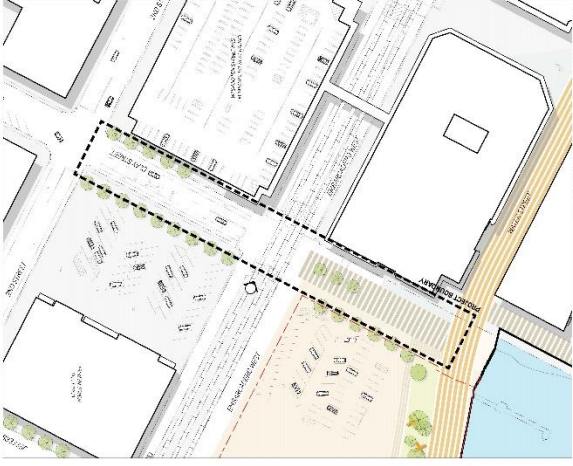
AXONOMETRIC OPTION 1 - STAIR AND ELEVATOR



AXONOMETRIC OPTION 2 - SWITCHBACK RAMP

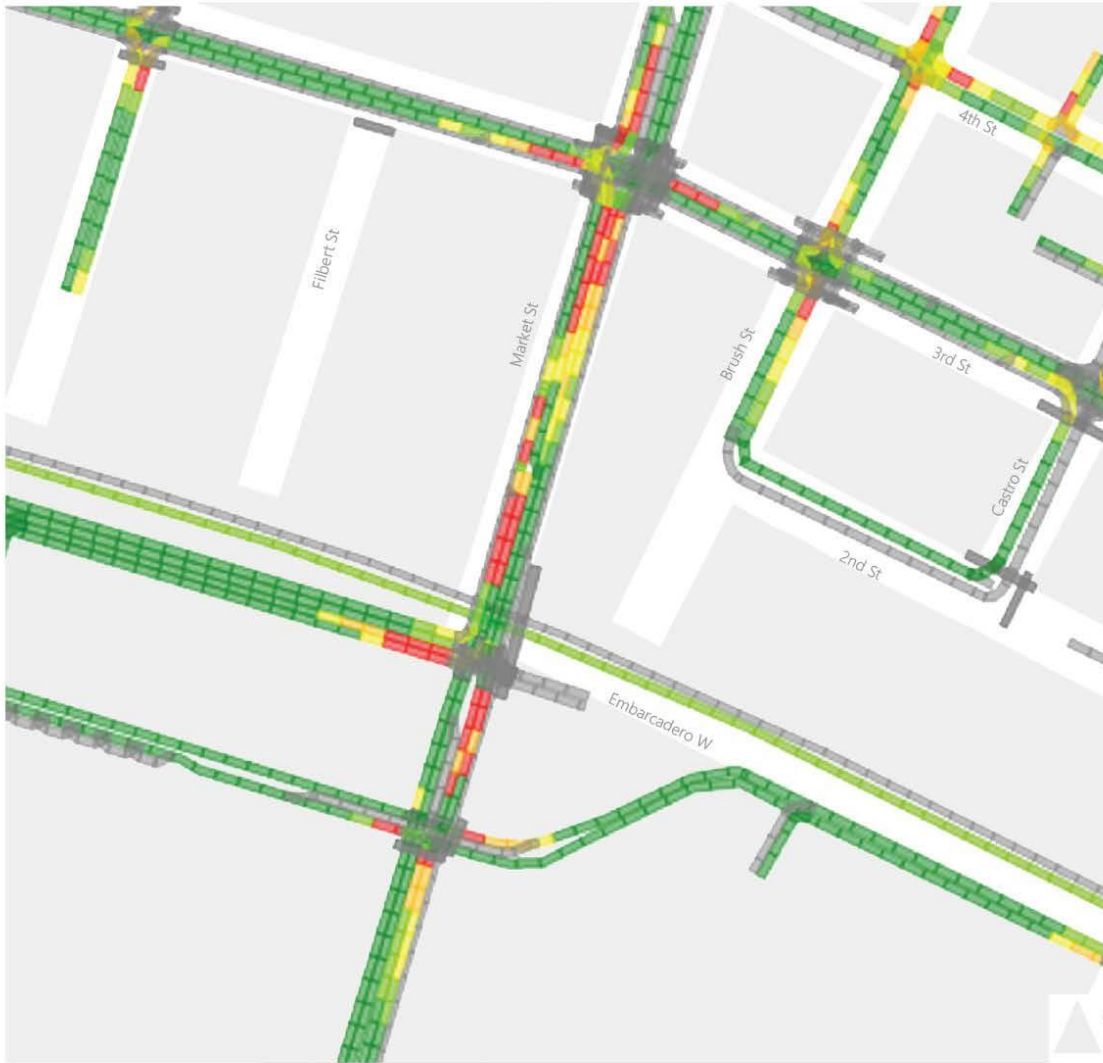


AXONOMETRIC OPTION 3 - LOOPED RAMP

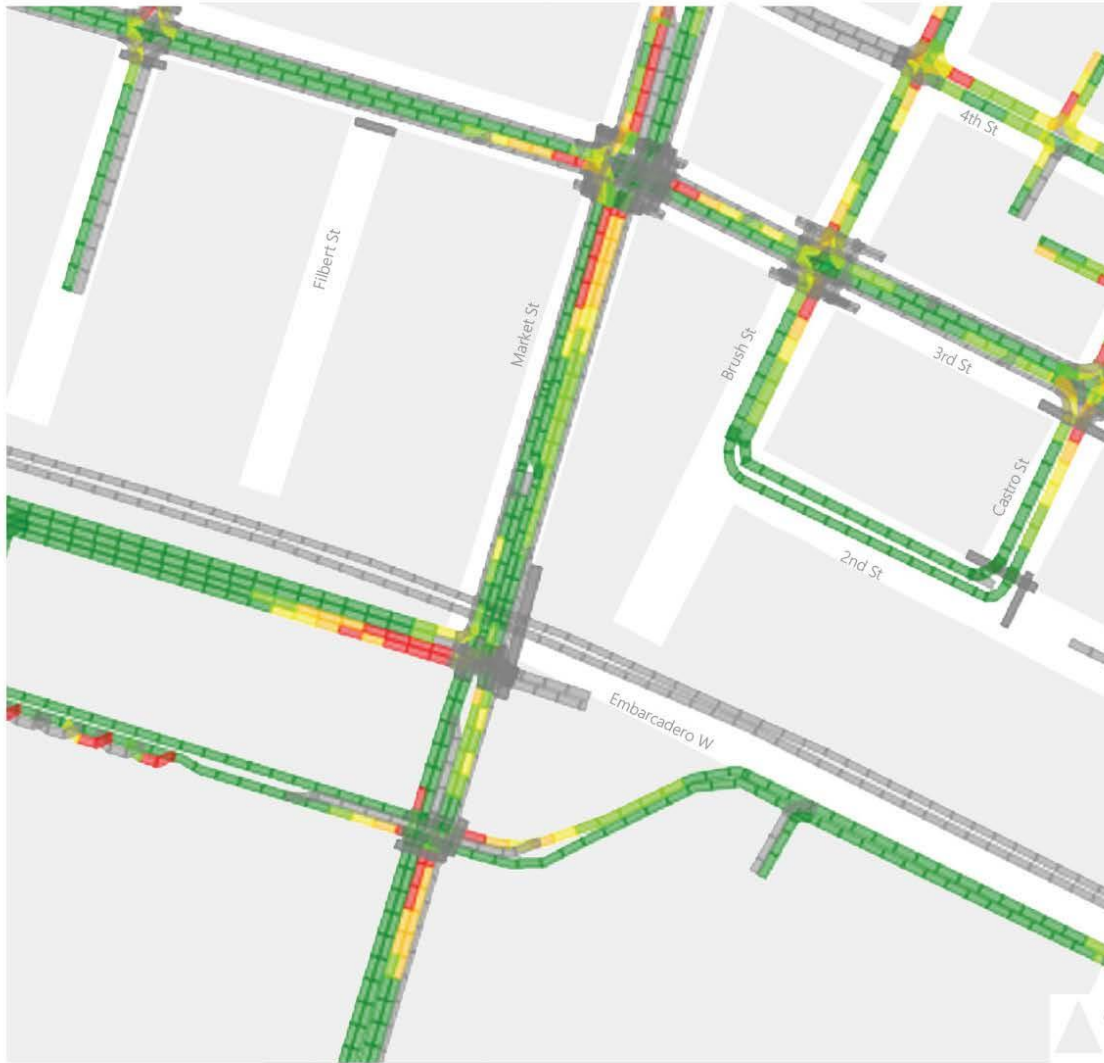


PEDESTRIAN AND BIKE OVERPASS AT CLAY STREET PLAN
 SCALE 1:150.0'

APPENDIX F
TRAFFIC QUEUES AT CROSSINGS

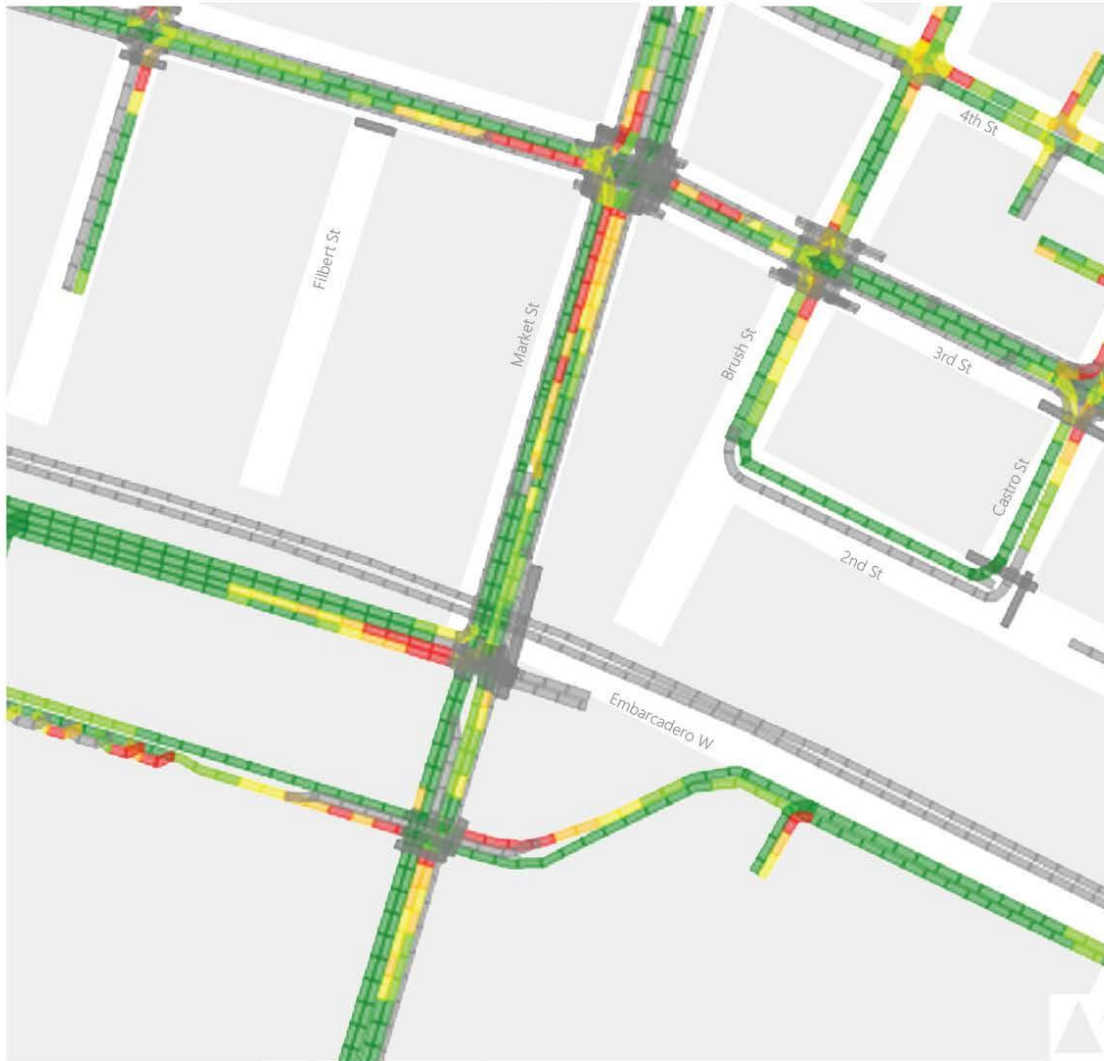


Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 3:00 PM - 3:05 PM



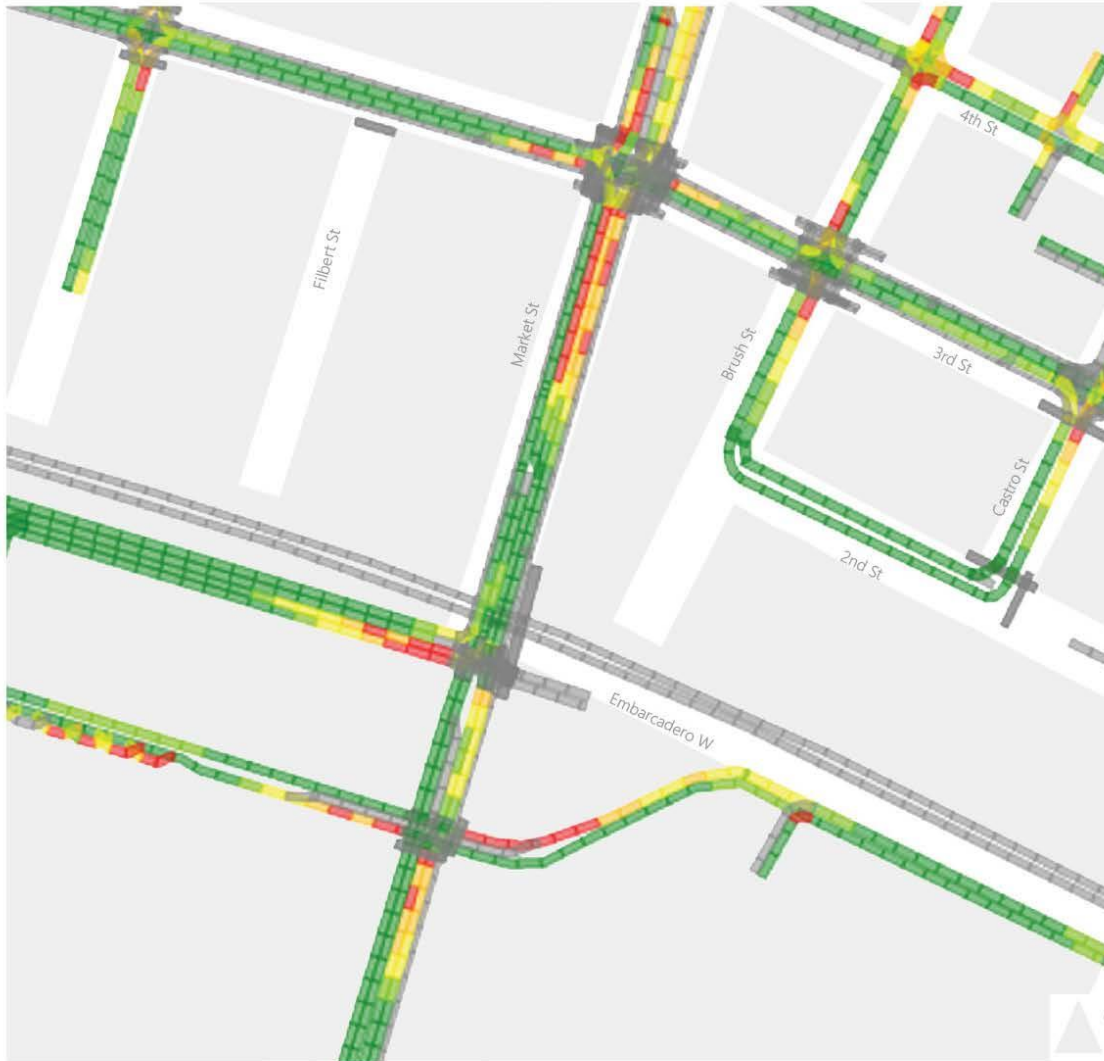
Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 3:05 PM - 3:10 PM





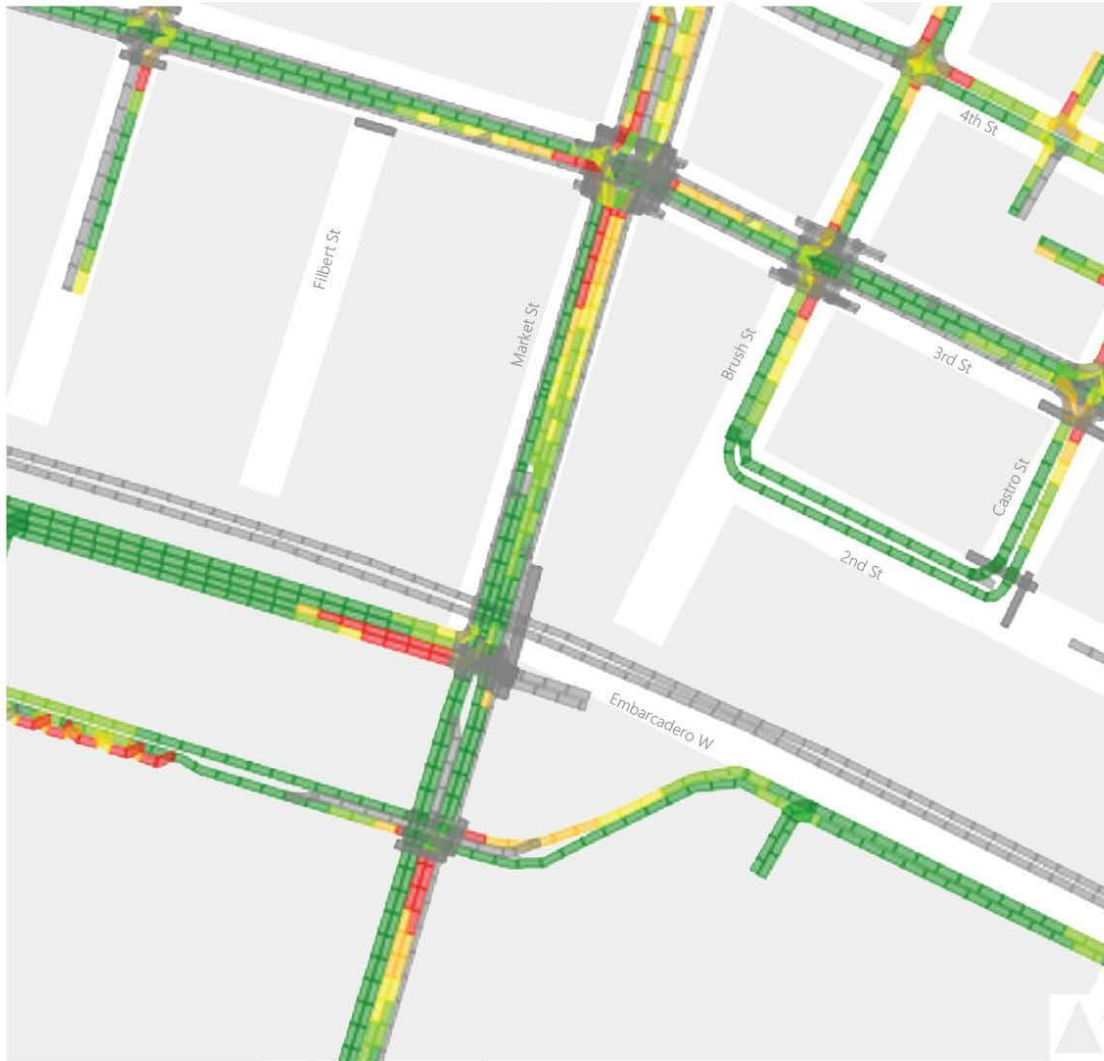
Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 3:10 PM - 3:15 PM





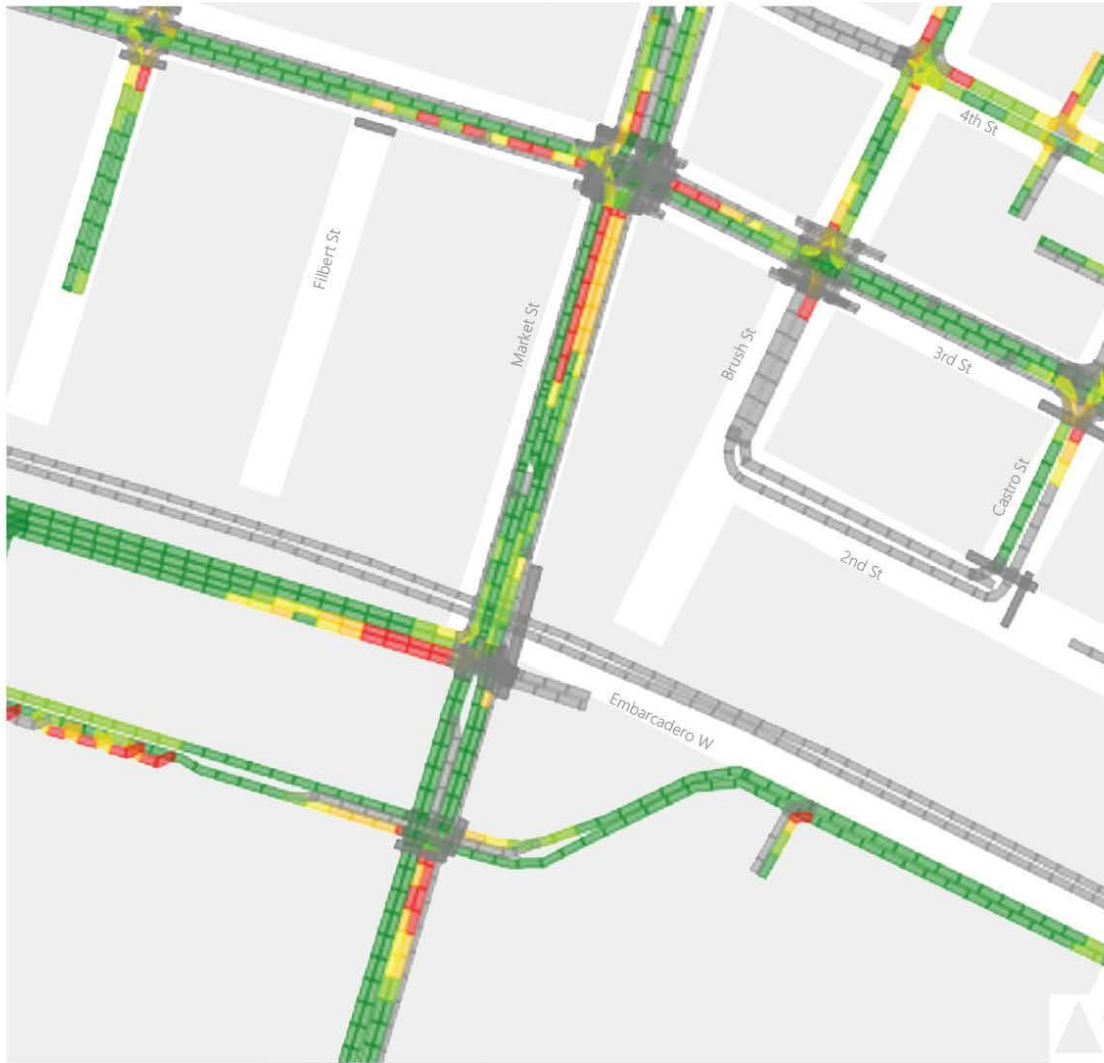
Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 3:15 PM - 3:20 PM





Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 3:20 PM - 3:25 PM



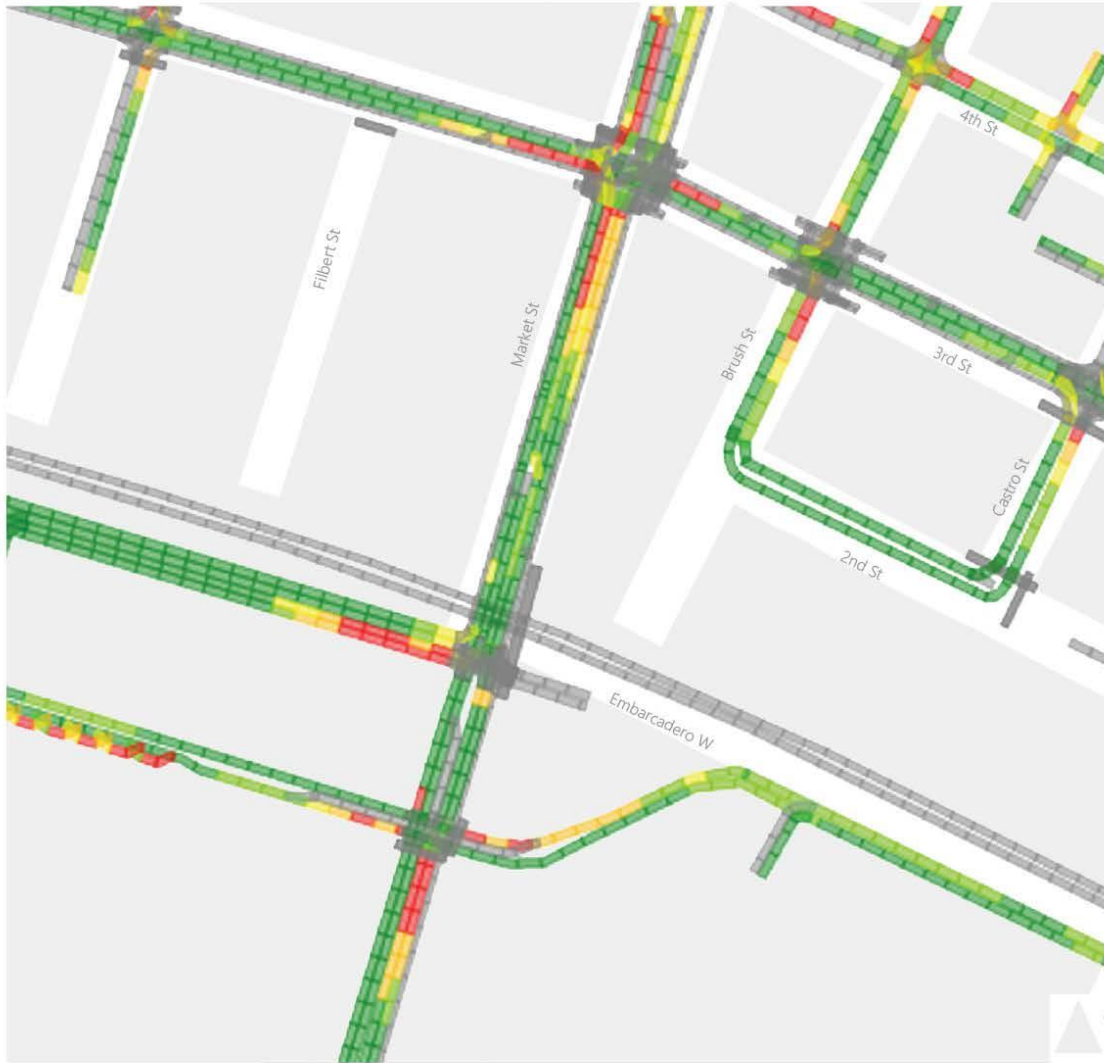


Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 3:25 PM - 3:30 PM



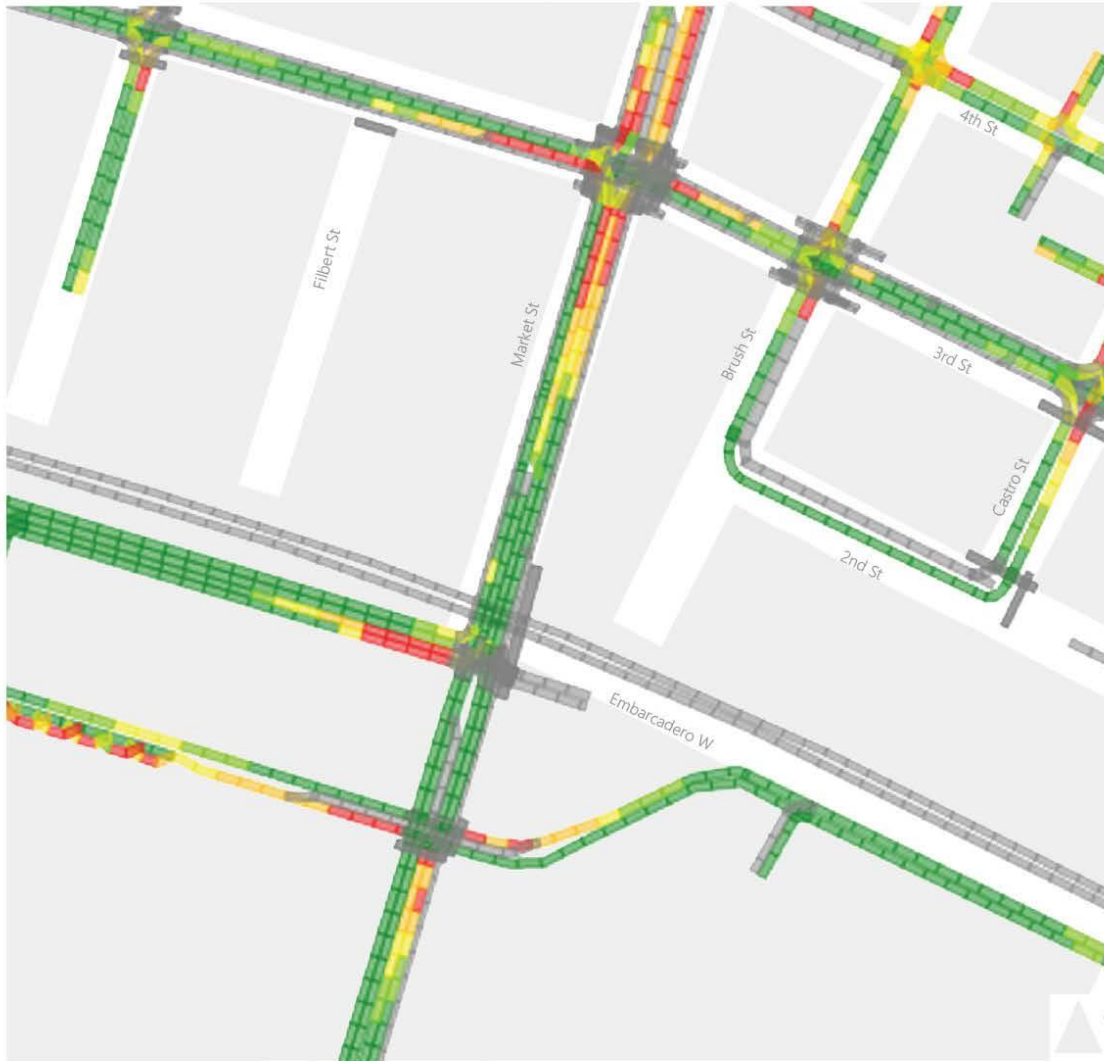
Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 3:30 PM - 3:35 PM





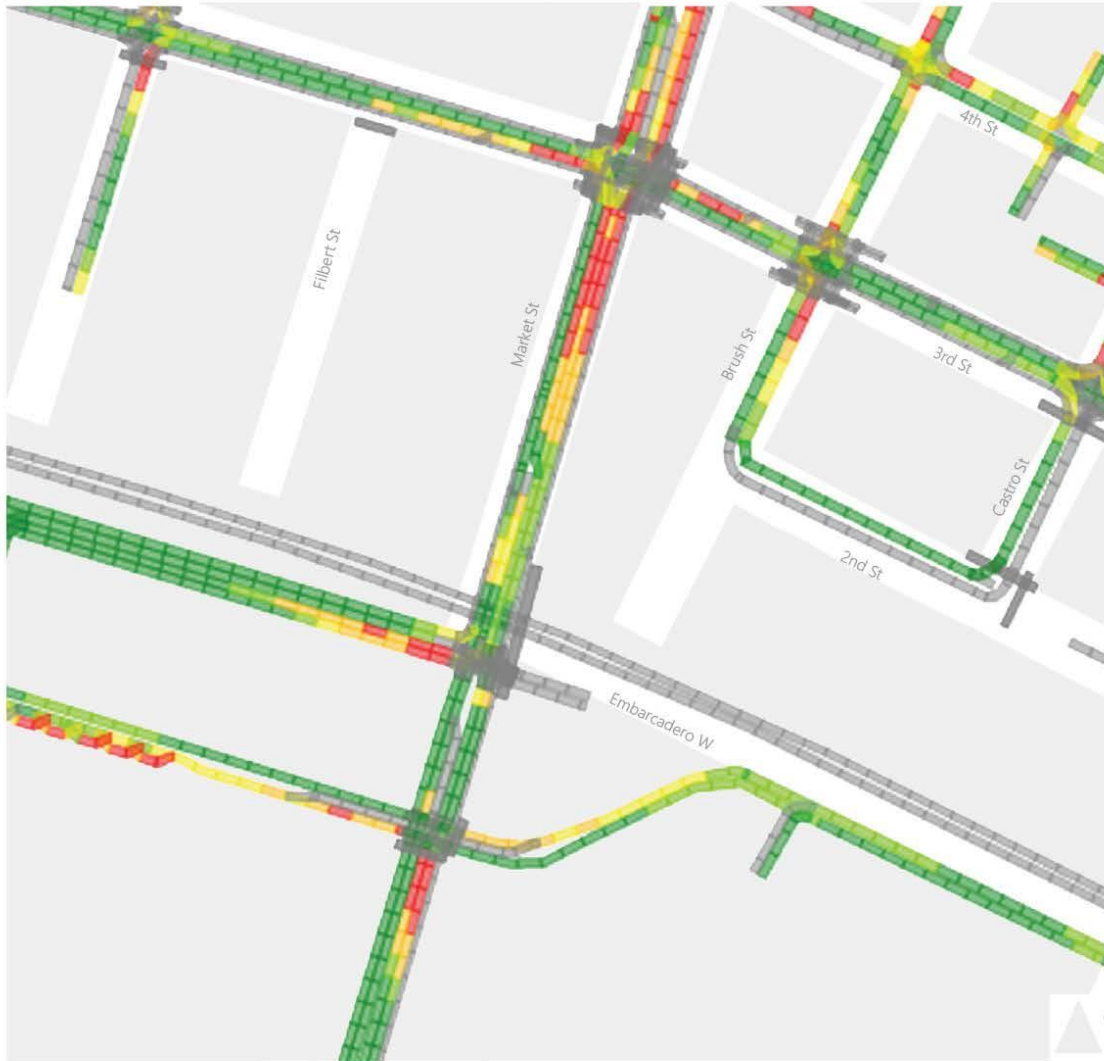
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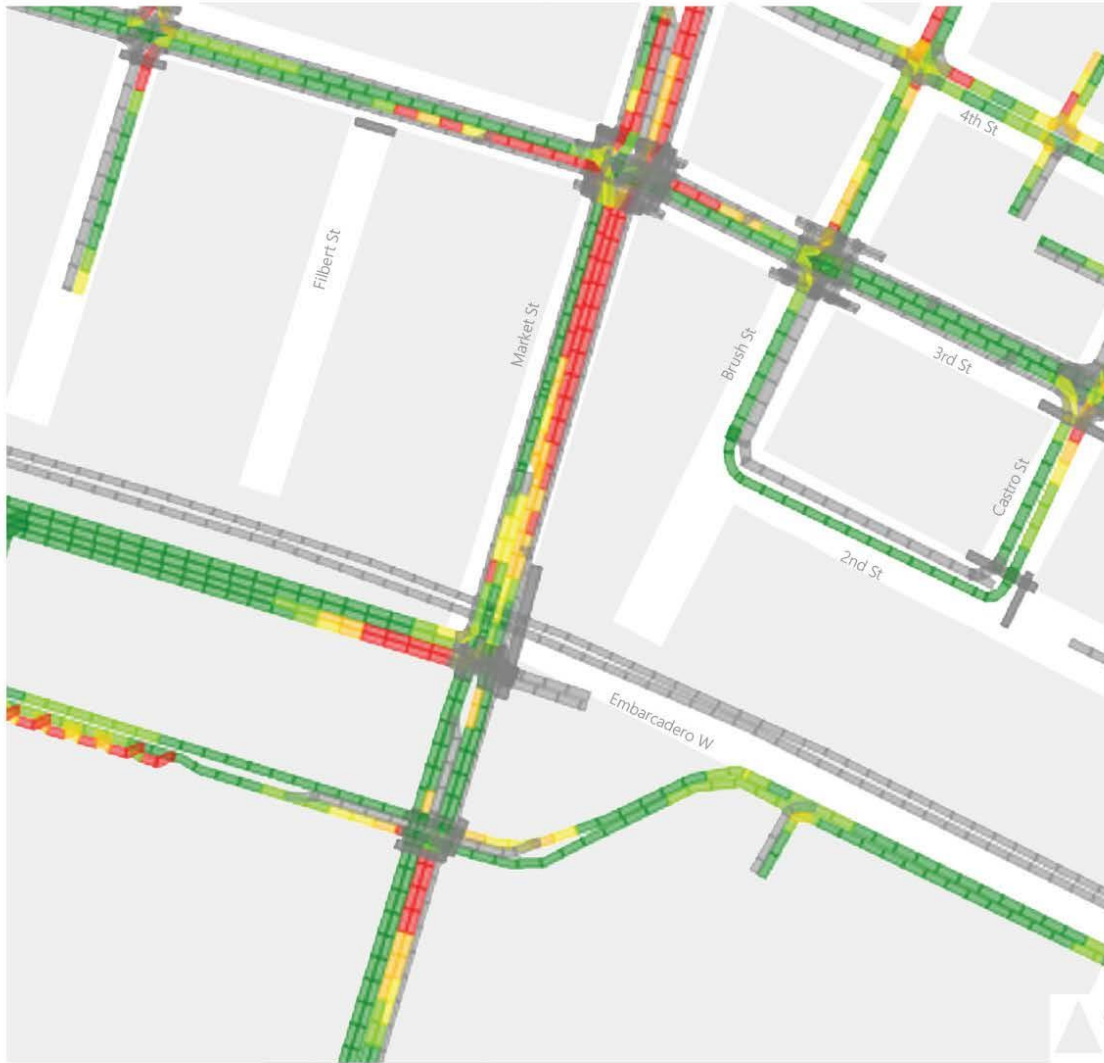


Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
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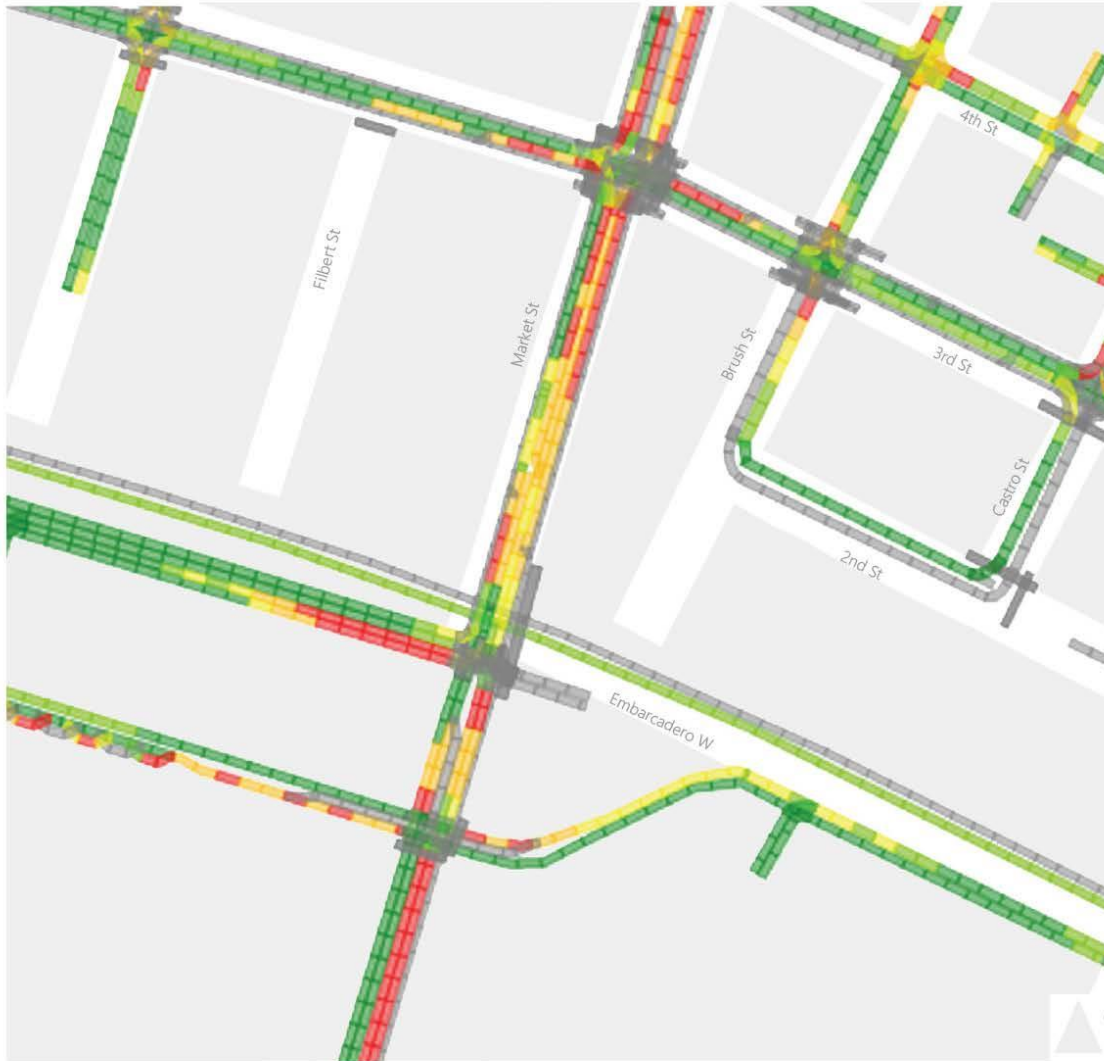


Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 3:45 PM - 3:50 PM

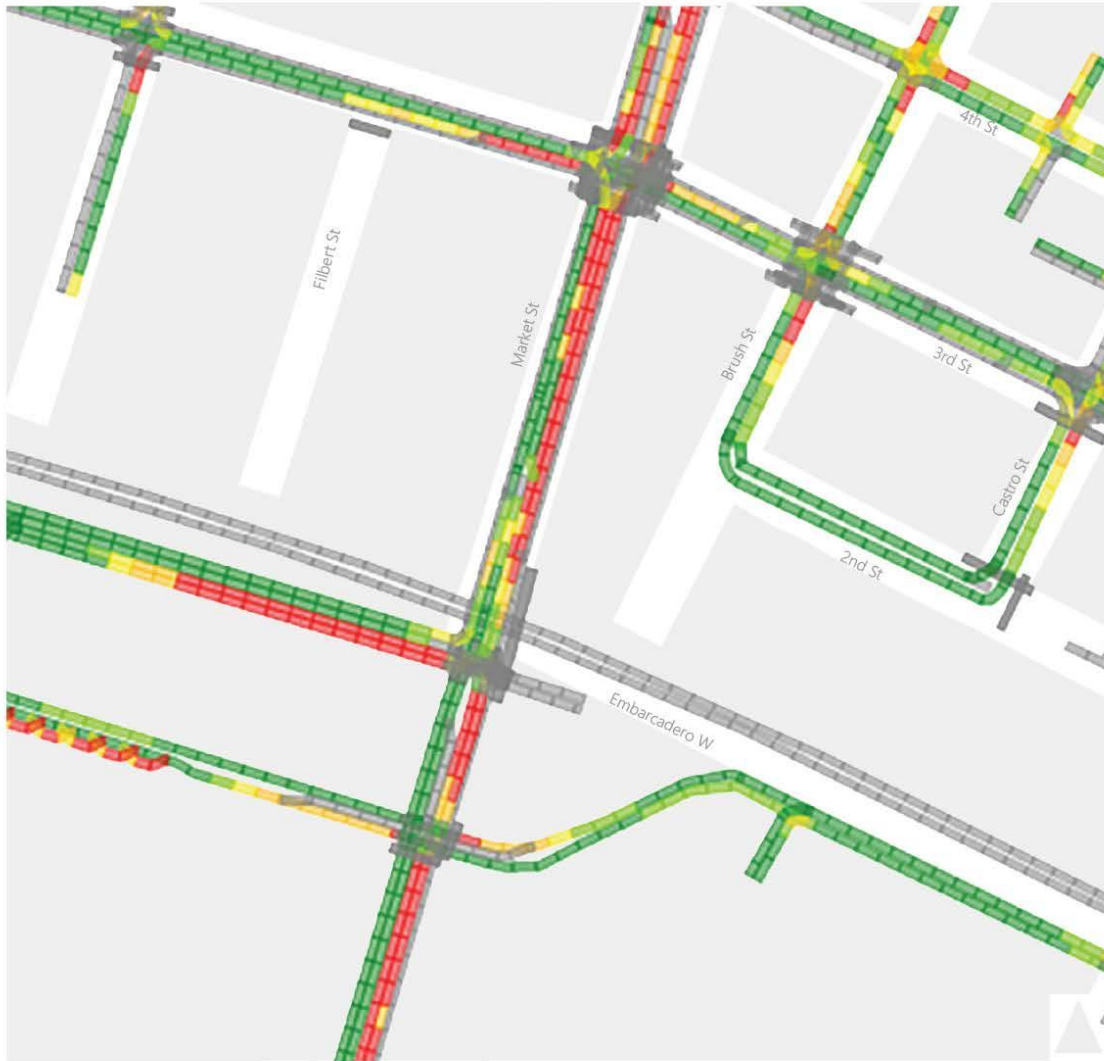


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 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
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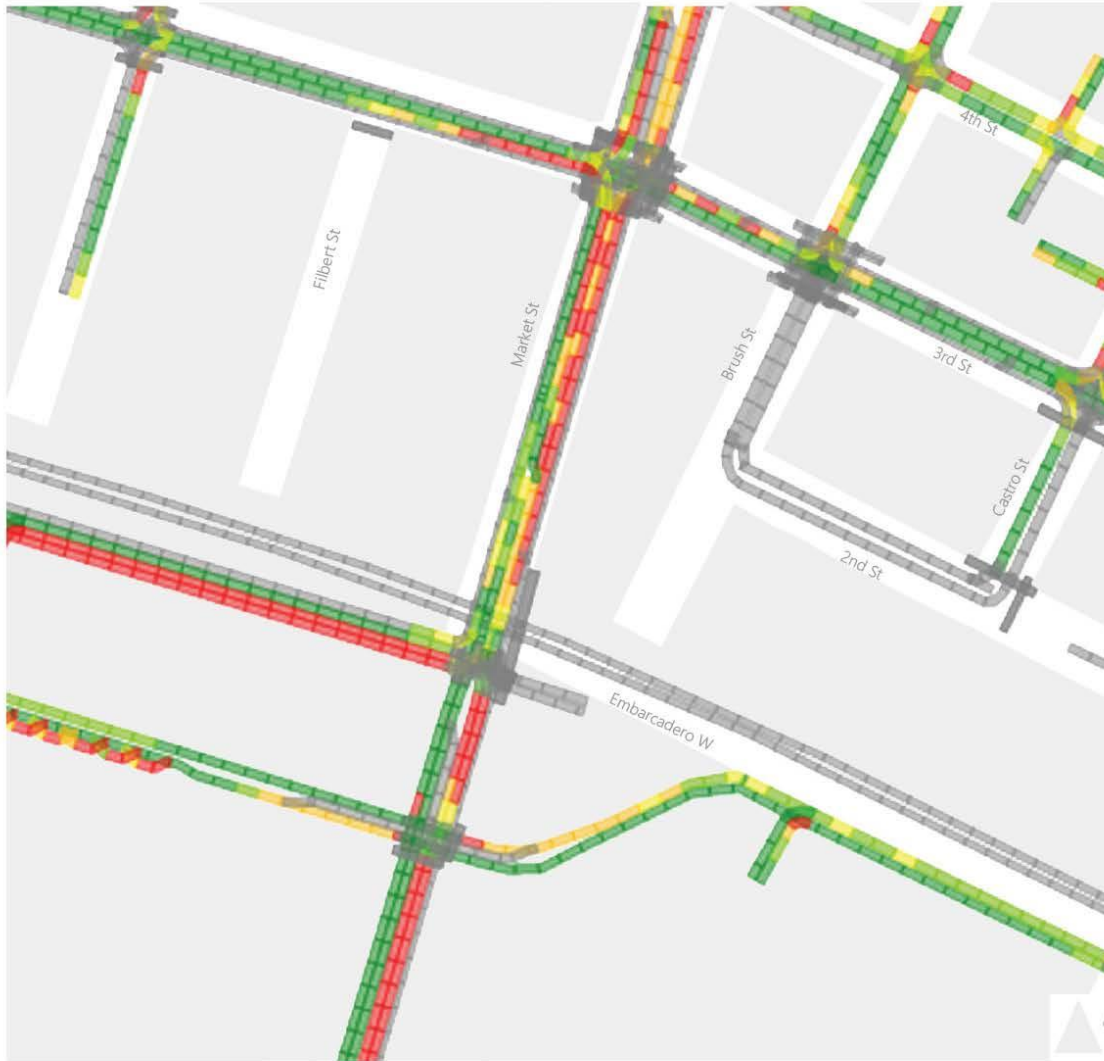




Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 3:55 PM - 4:00 PM

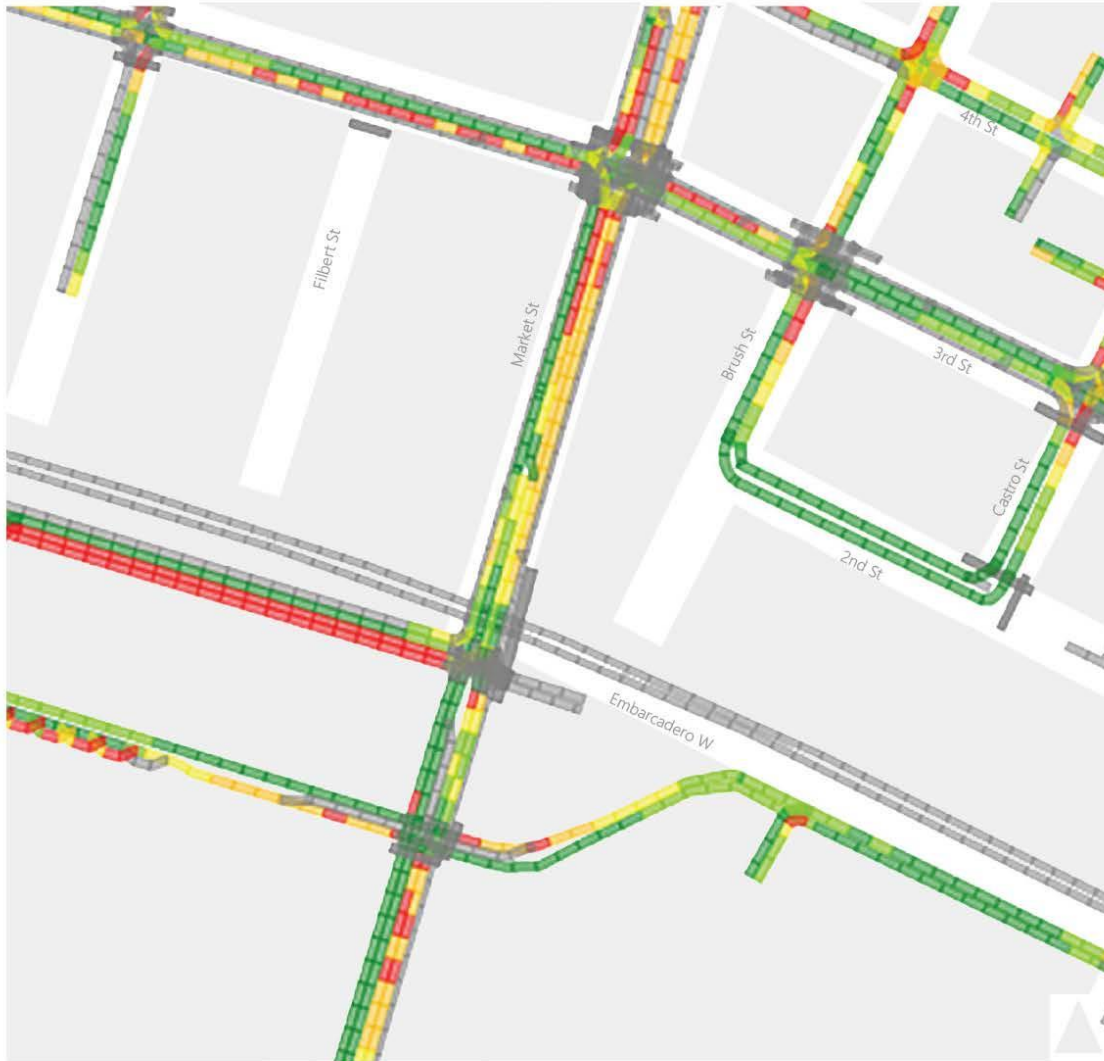


Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 4:00 PM - 4:05 PM



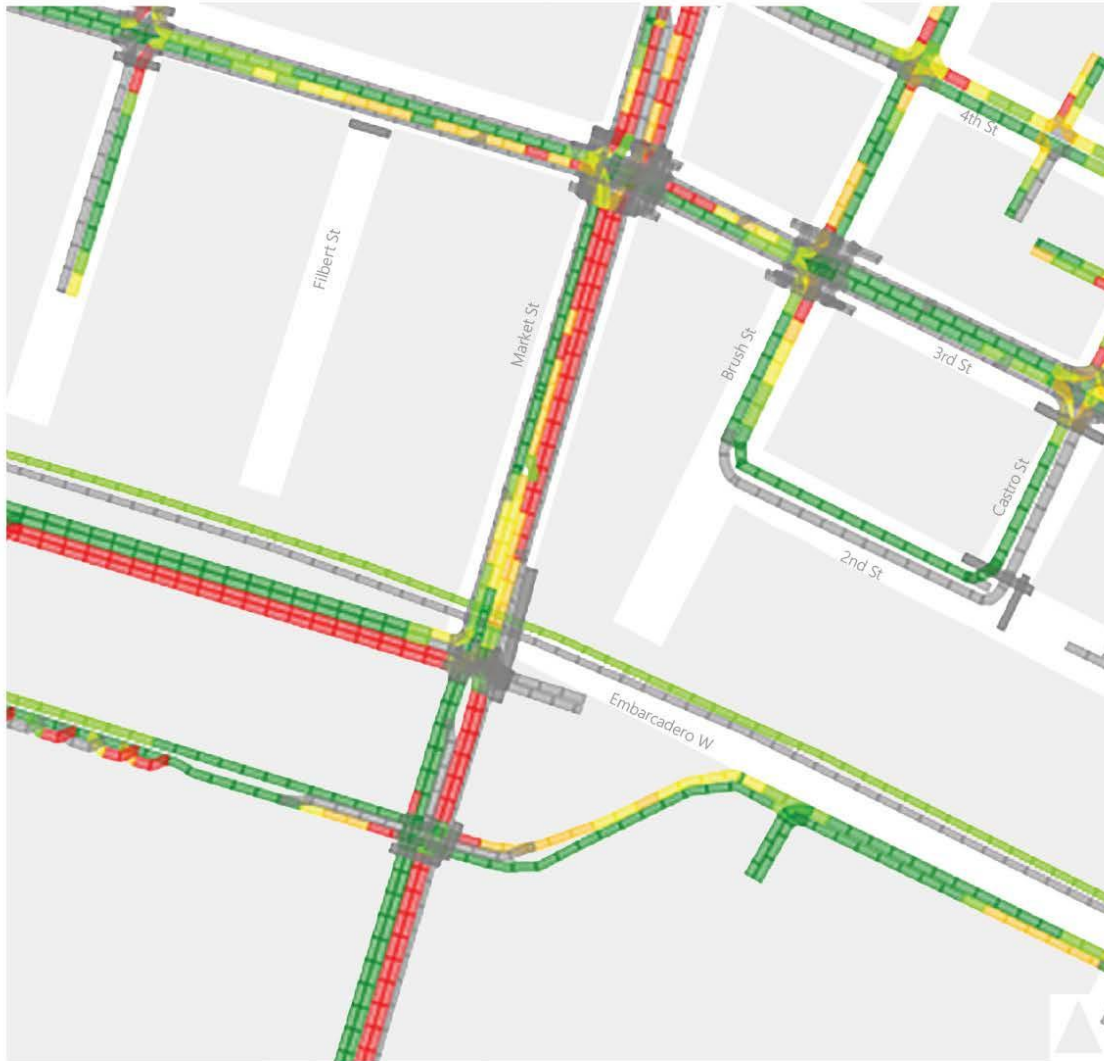
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 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 4:05 PM - 4:10 PM



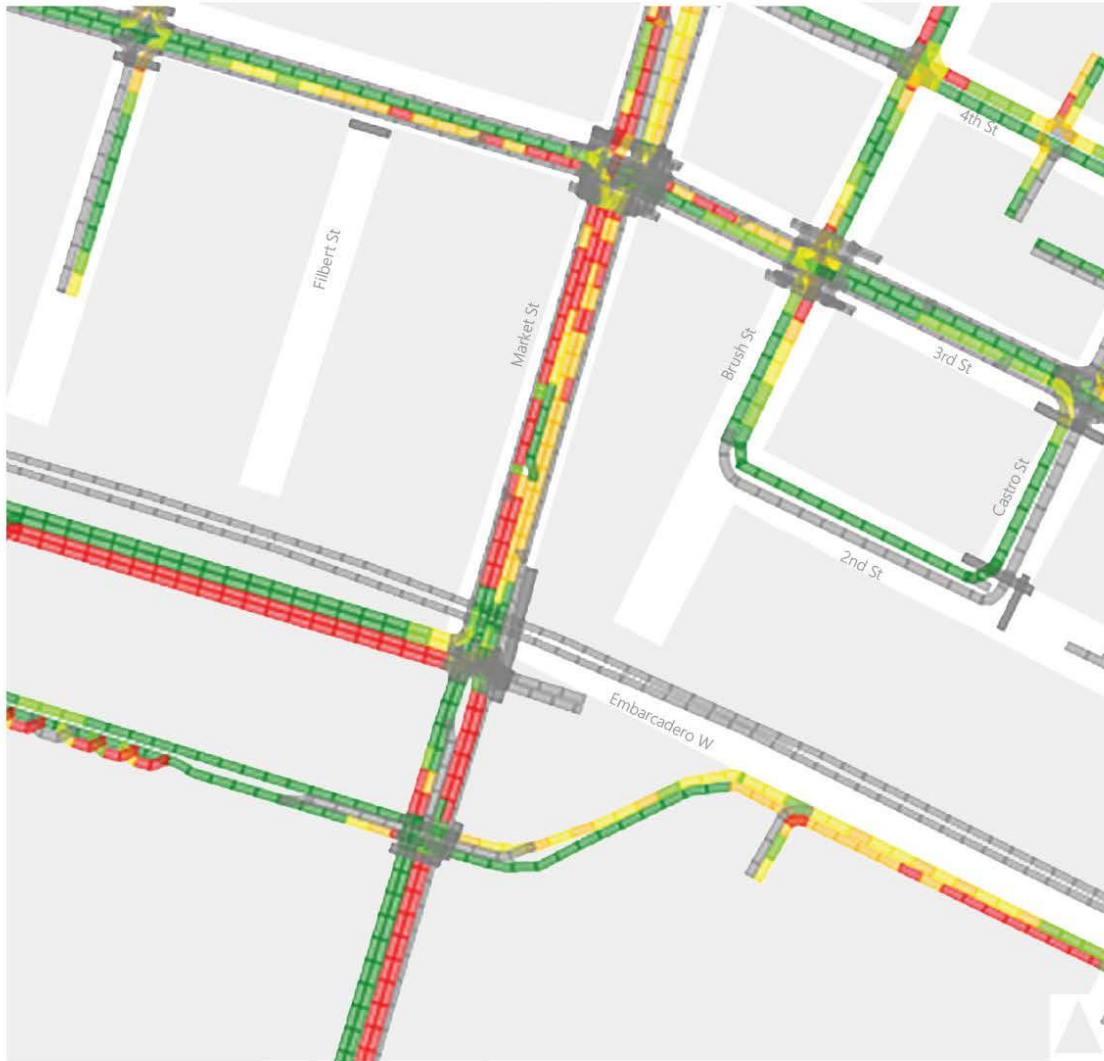


Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 4:10 PM - 4:15 PM





Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 4:15 PM - 4:20 PM



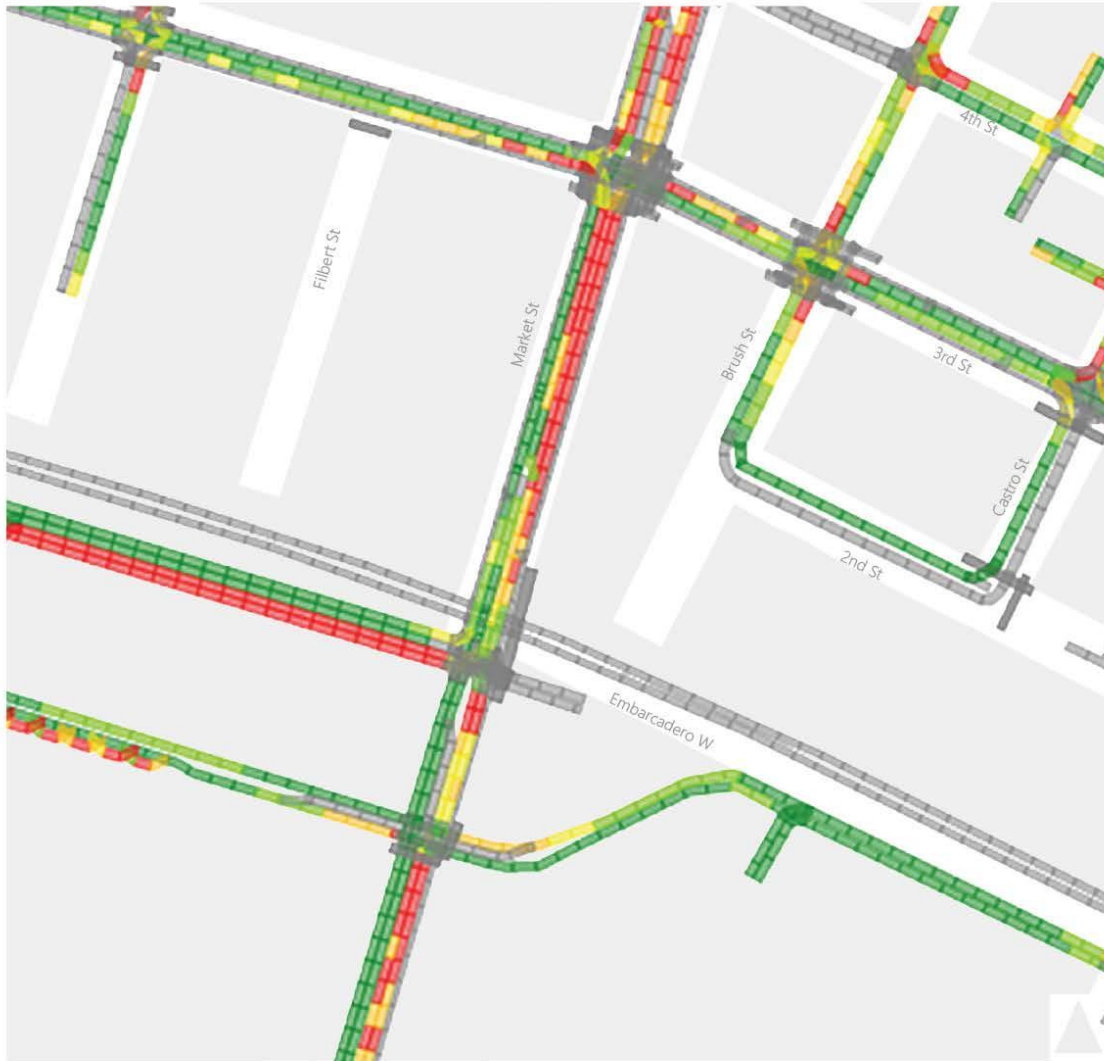
Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 4:20 PM - 4:25 PM





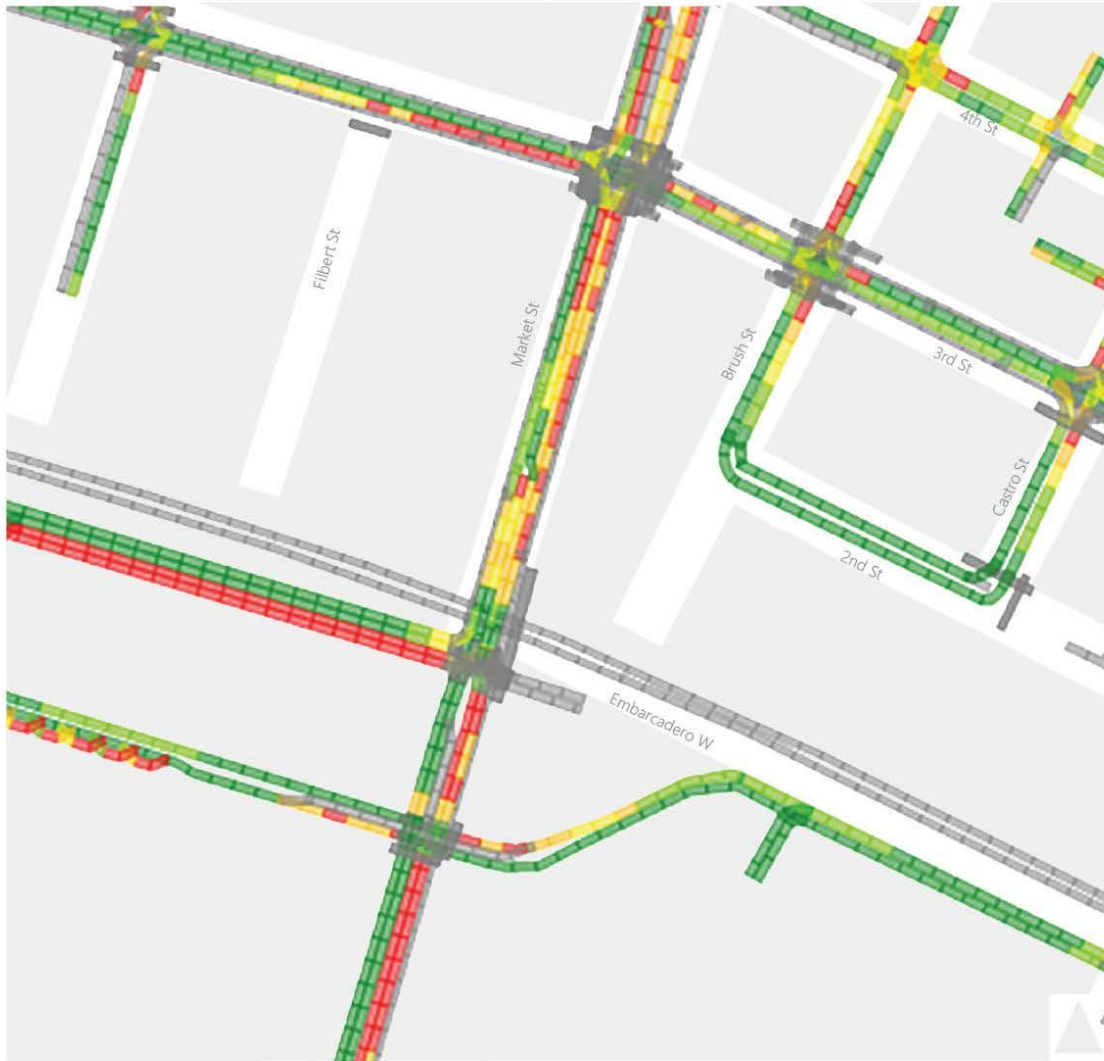
Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 4:25 PM - 4:30 PM





Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 4:30 PM - 4:35 PM

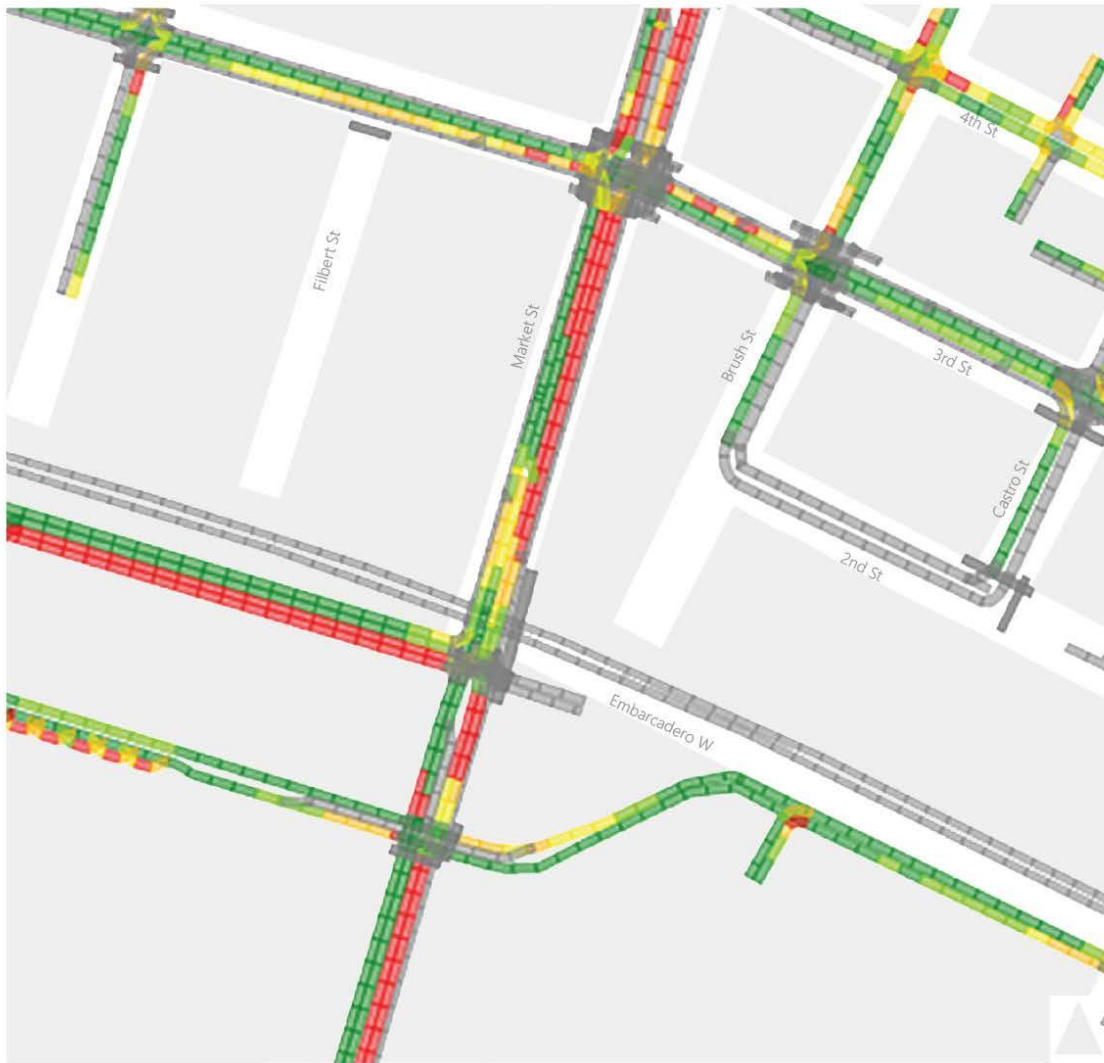




Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 4:35 PM - 4:40 PM

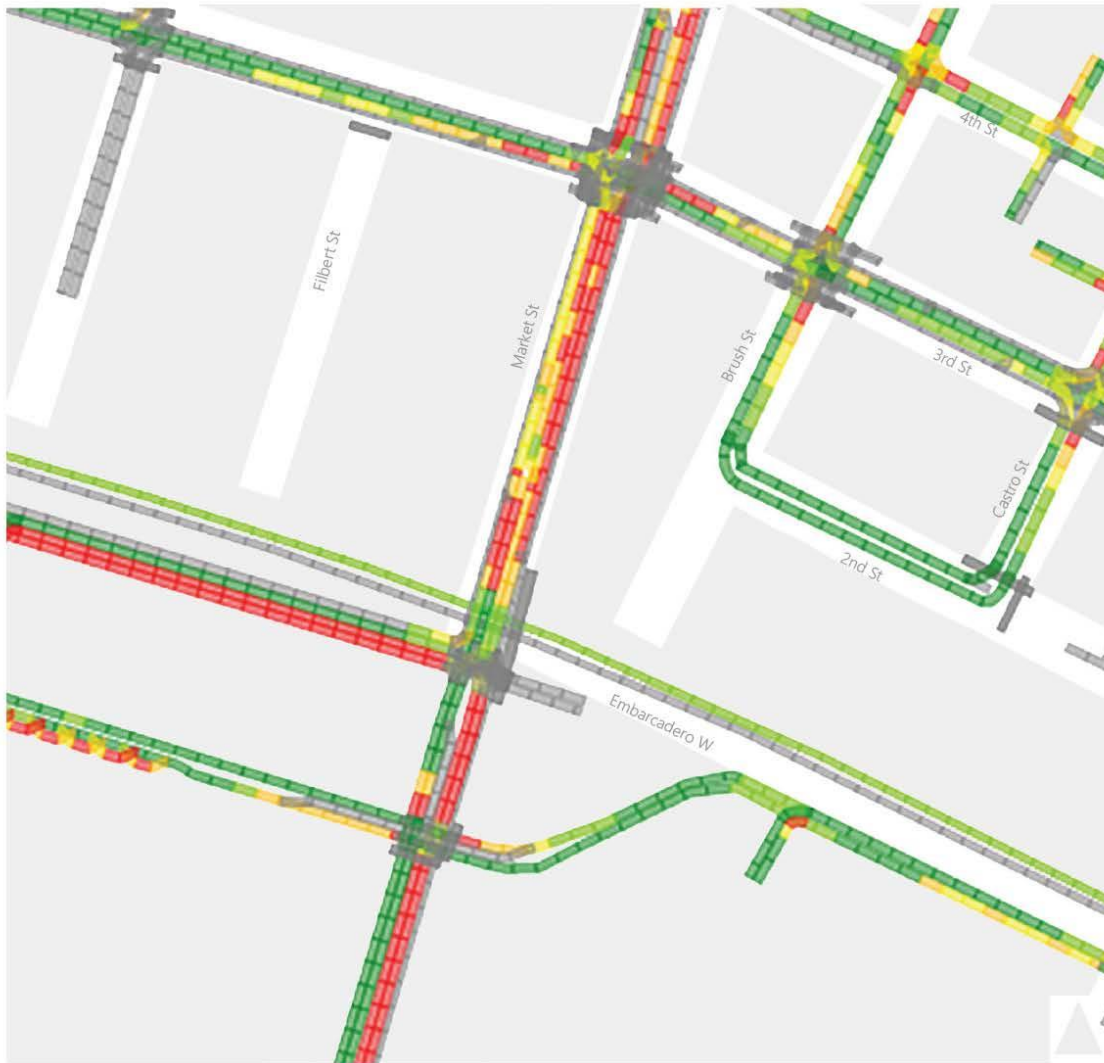


Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 4:40 PM - 4:45 PM



Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 4:45 PM - 4:50 PM

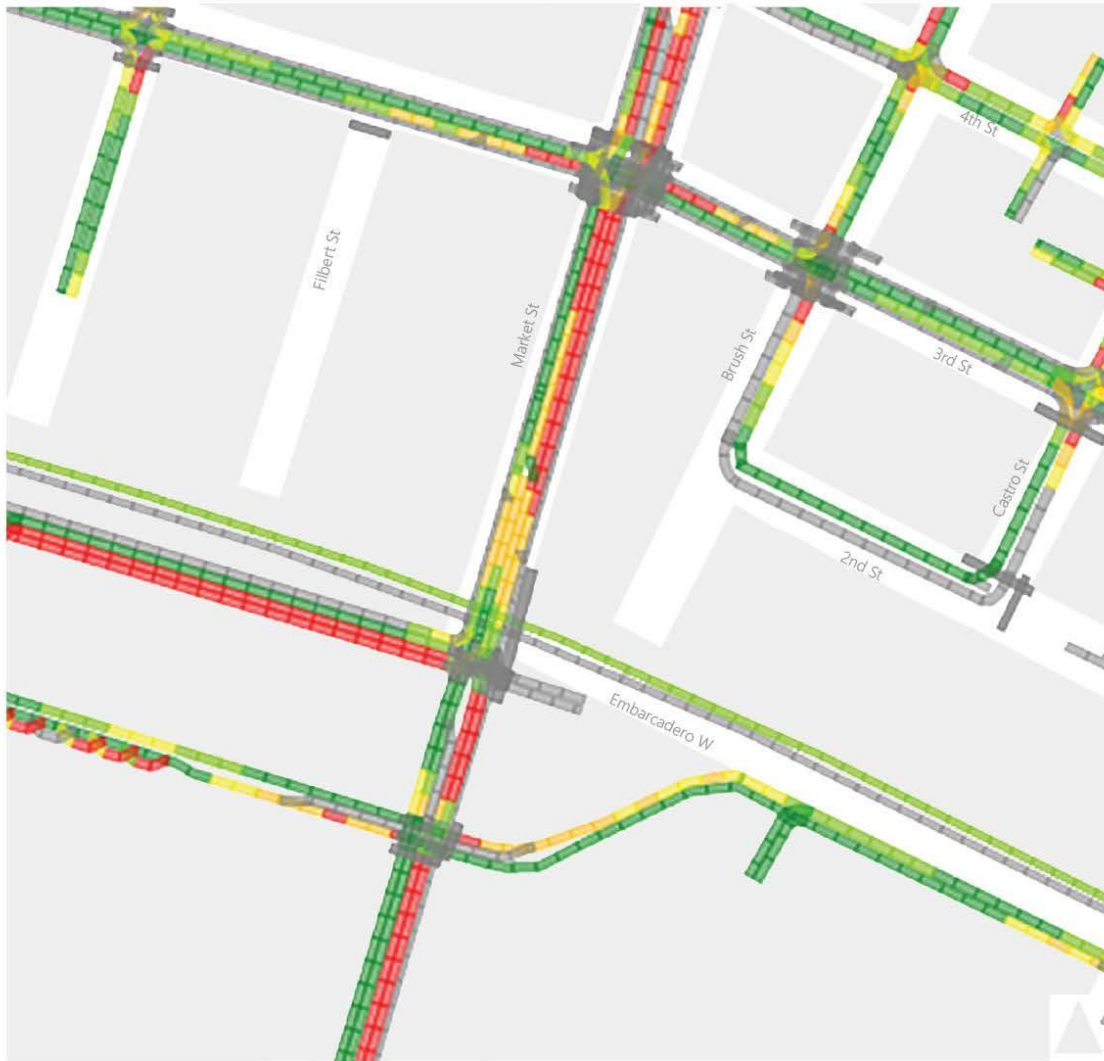




- 0 mph - 5 mph
- 5 mph - 10 mph
- 10 mph - 15 mph
- 15 mph - 20 mph
- >20 mph

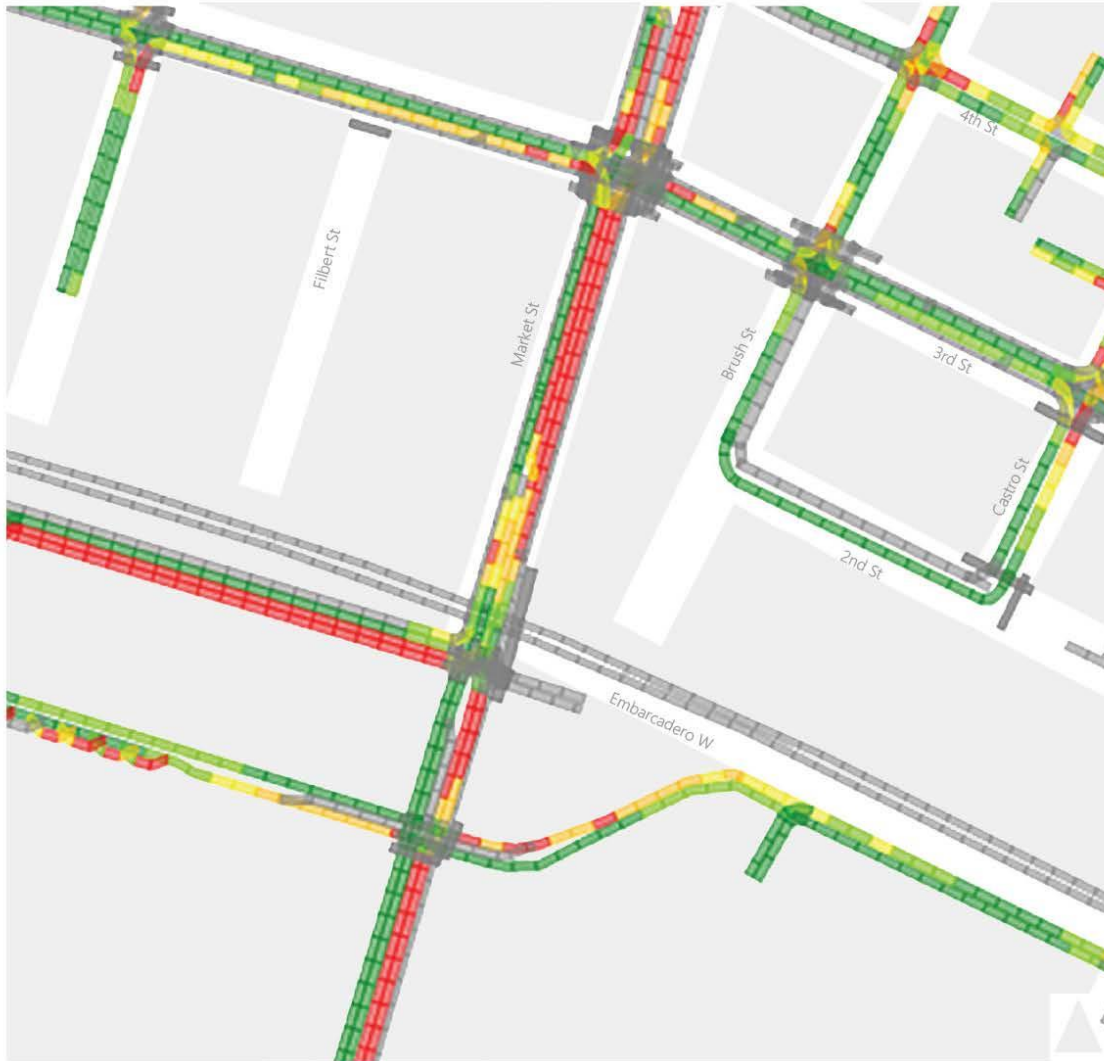


Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 4:50 PM - 4:55 PM



Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 4:55 PM - 5:00 PM





Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:00 PM - 5:05 PM



Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:05 PM - 5:10 PM

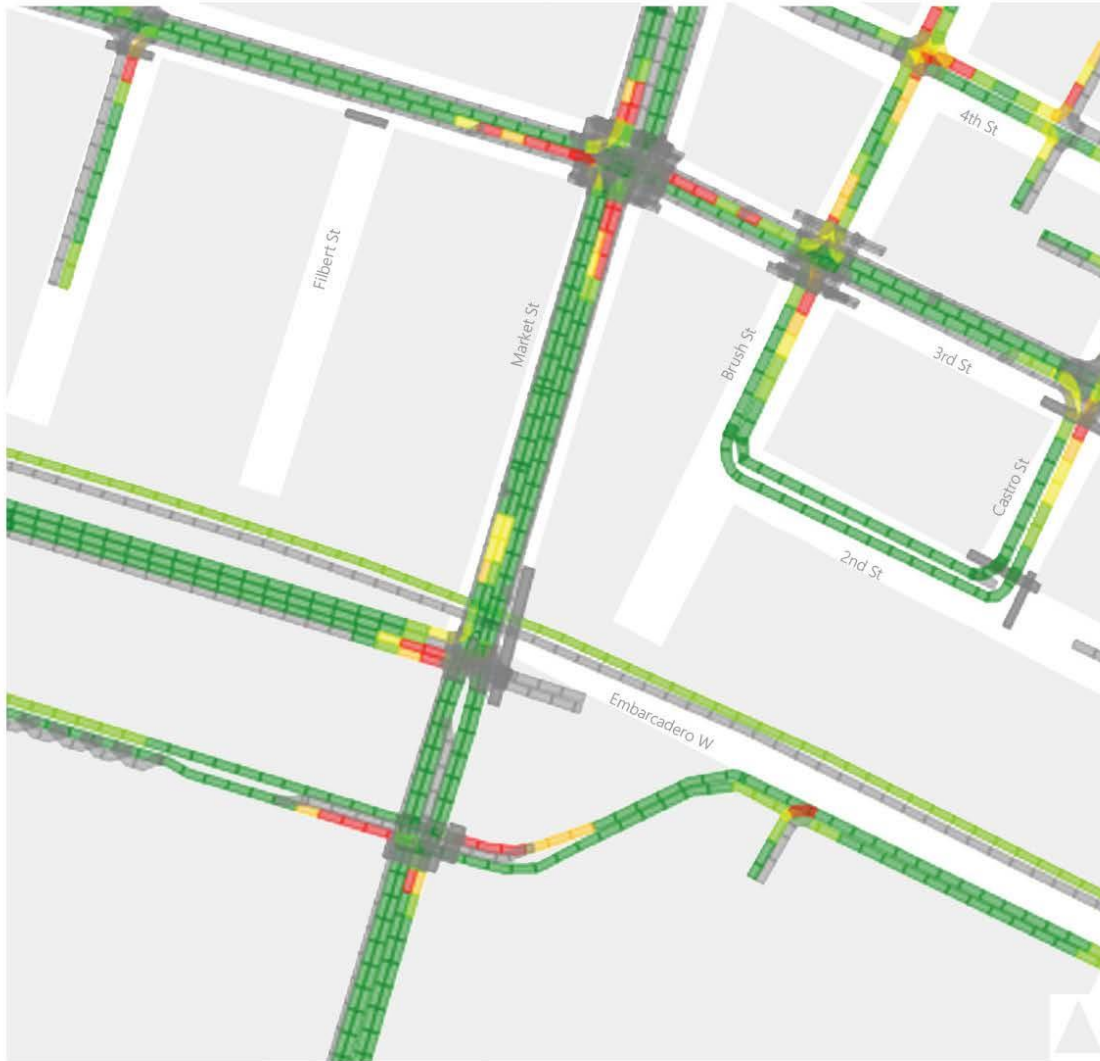




- 0 mph - 5 mph
- 5 mph - 10 mph
- 10 mph - 15 mph
- 15 mph - 20 mph
- >20 mph



Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:10 PM - 5:15 PM



Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:15 PM - 5:20 PM



Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:20 PM - 5:25 PM



Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:25 PM - 5:30 PM



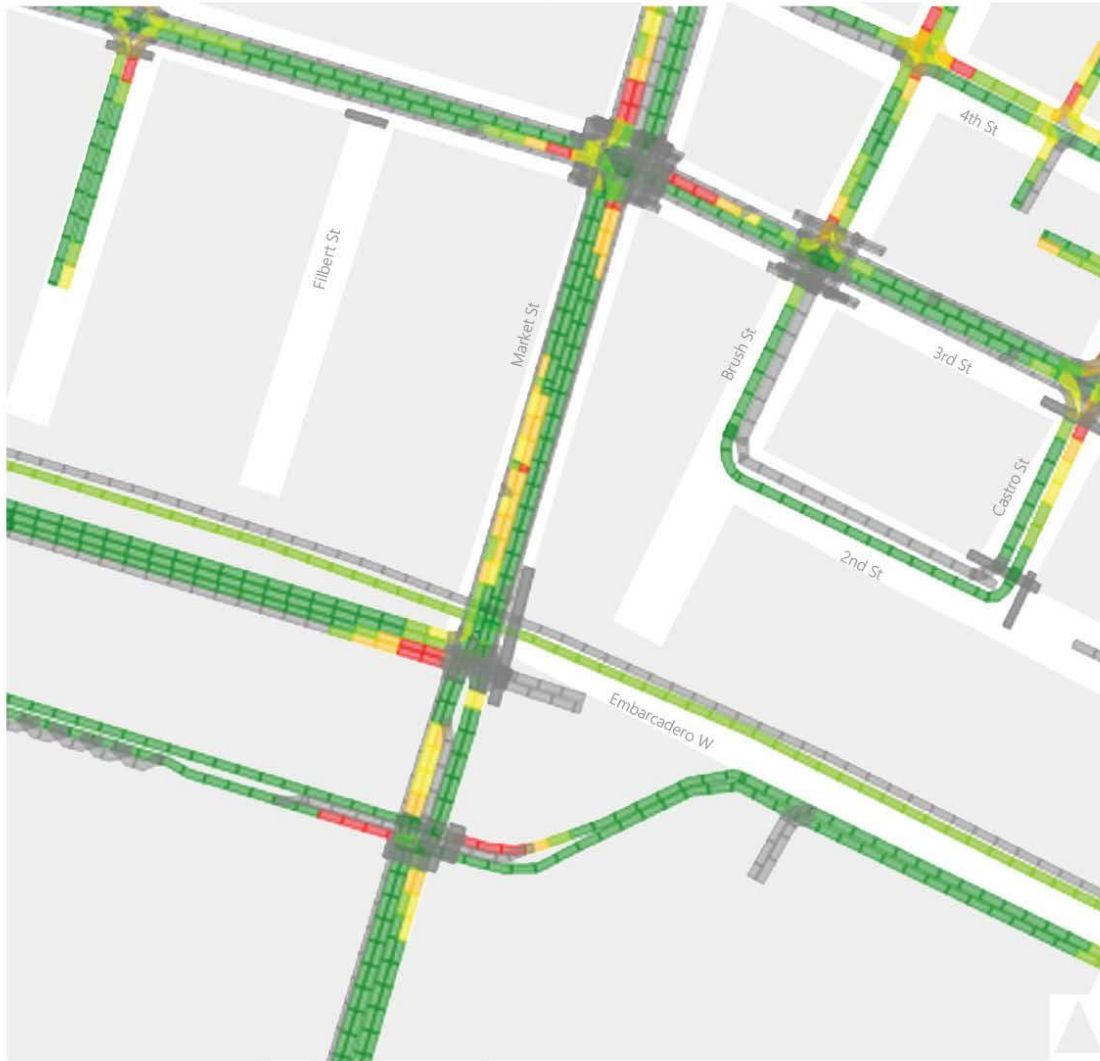


Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:30 PM - 5:35 PM





Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:35 PM - 5:40 PM



Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:40 PM - 5:45 PM



Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:45 PM - 5:50 PM





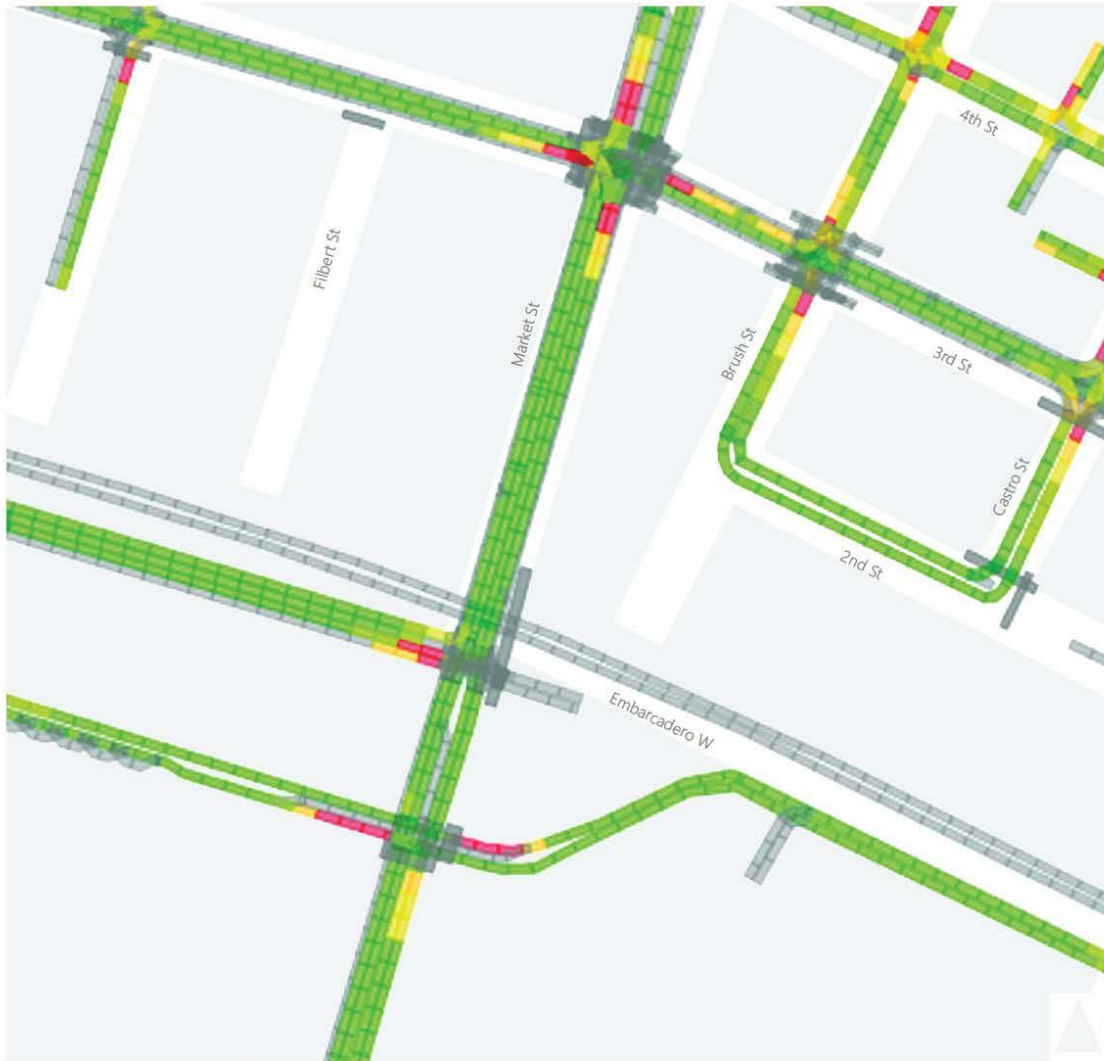
Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:50 PM - 5:55 PM





Weekday Afternoon Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:55 PM - 6:00 PM





Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:00 PM - 5:05 PM





Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:05 PM - 5:10 PM



Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:10 PM - 5:15 PM



Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:15 PM - 5:20 PM



Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:20 PM - 5:25 PM





Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:25 PM - 5:30 PM

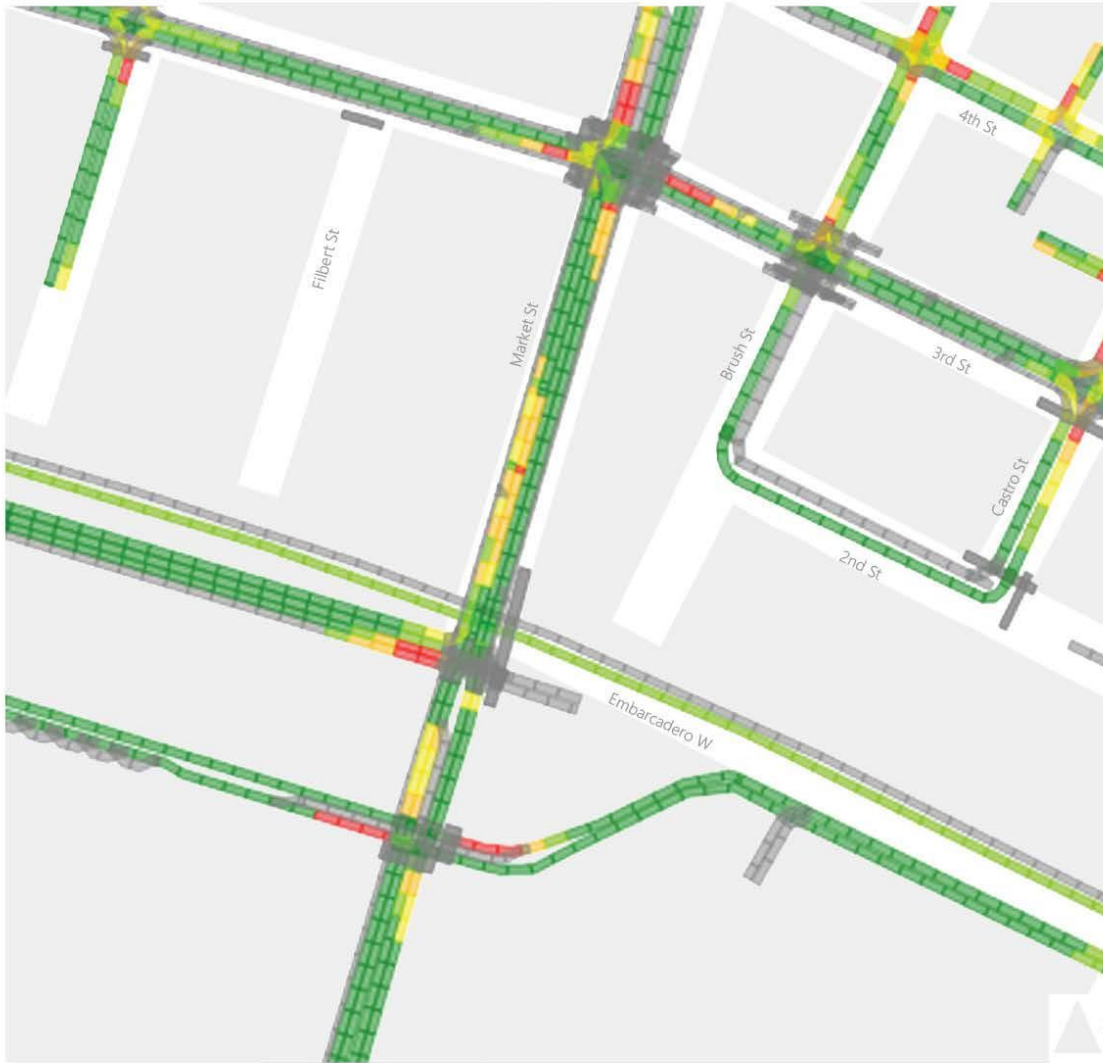


Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:30 PM - 5:35 PM





Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:35 PM - 5:40 PM



Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:40 PM - 5:45 PM



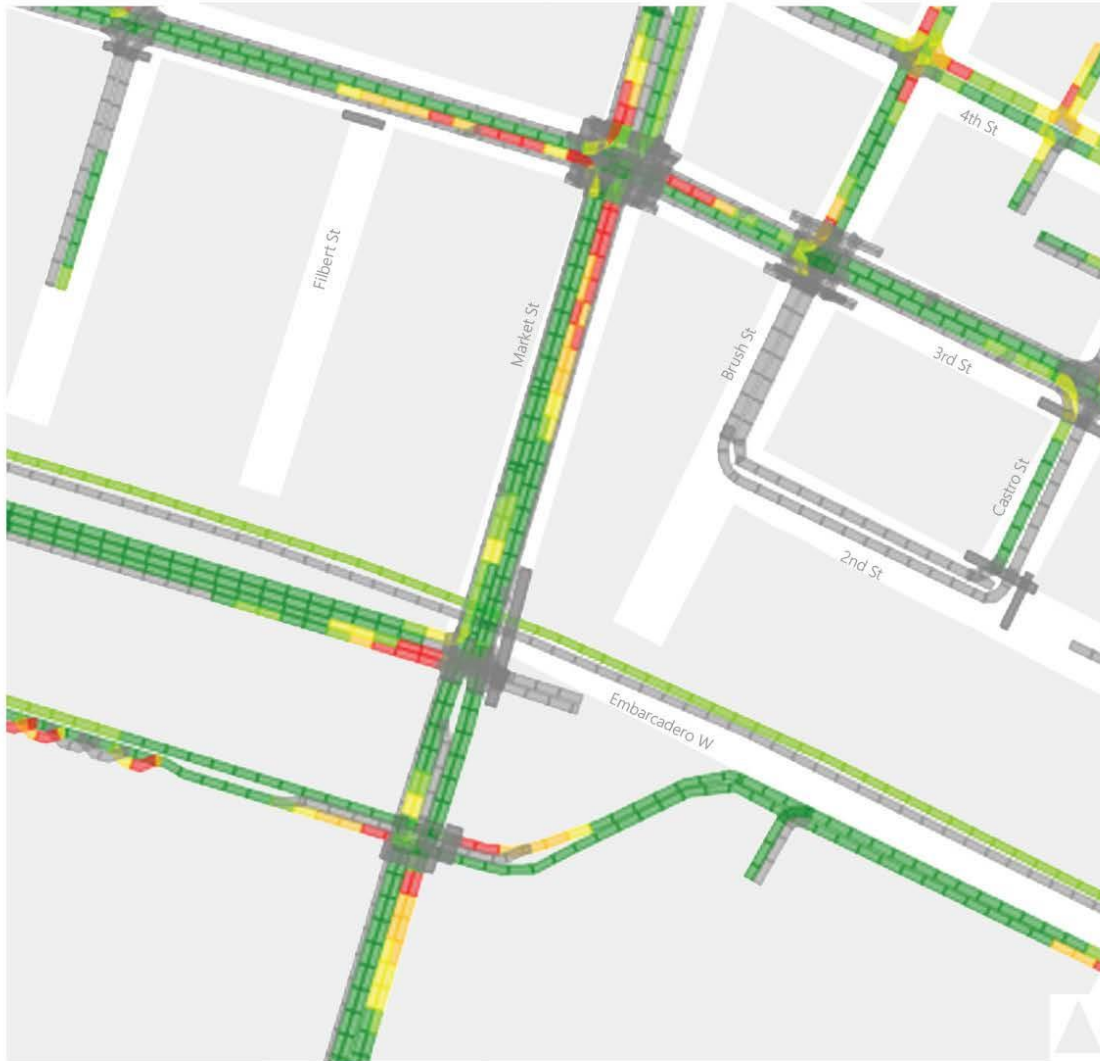
Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:45 PM - 5:50 PM



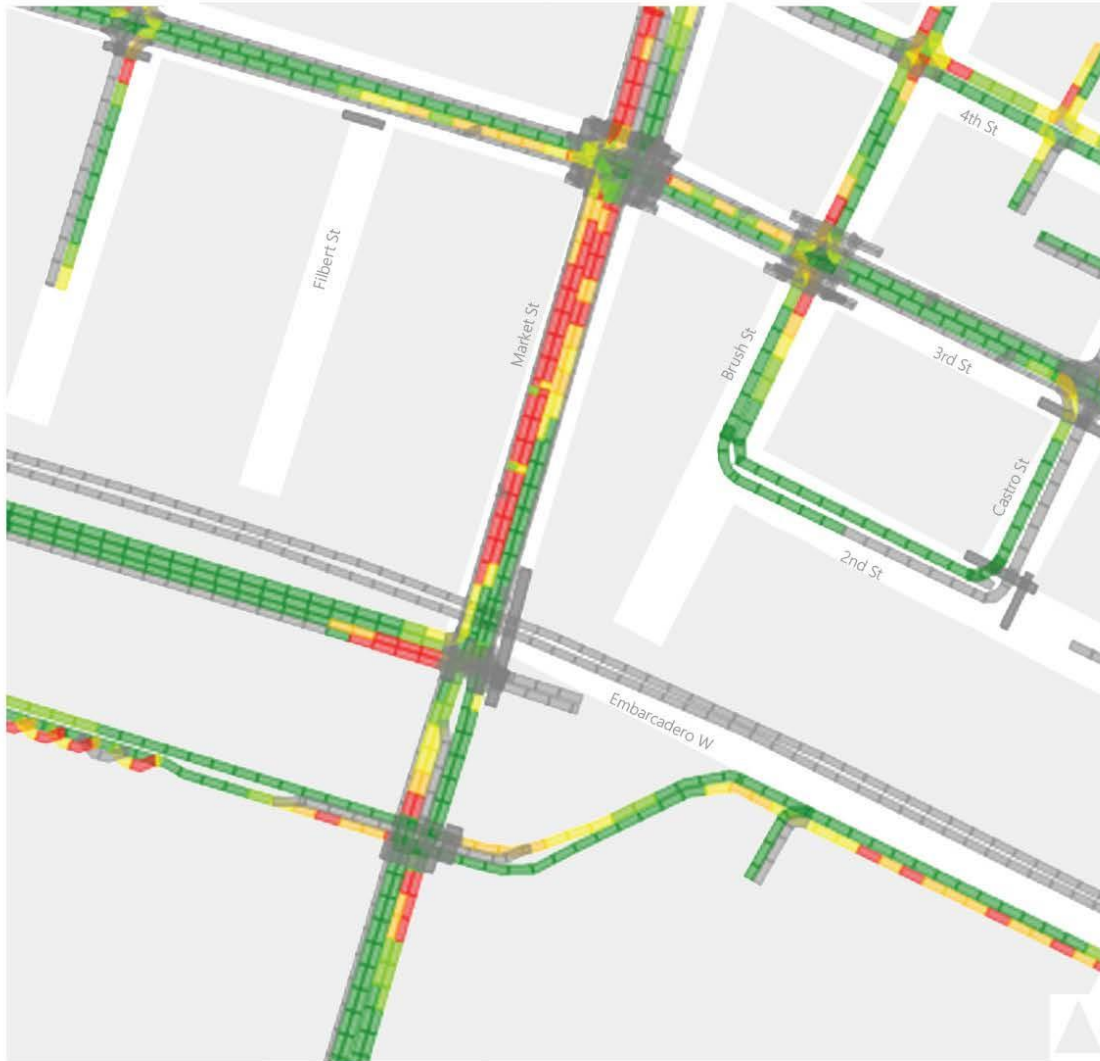
Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:50 PM - 5:55 PM



Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 5:55 PM - 6:00 PM



Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 6:00 PM - 6:05 PM



Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 6:05 PM - 6:10 PM



Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 6:10 PM - 6:15 PM

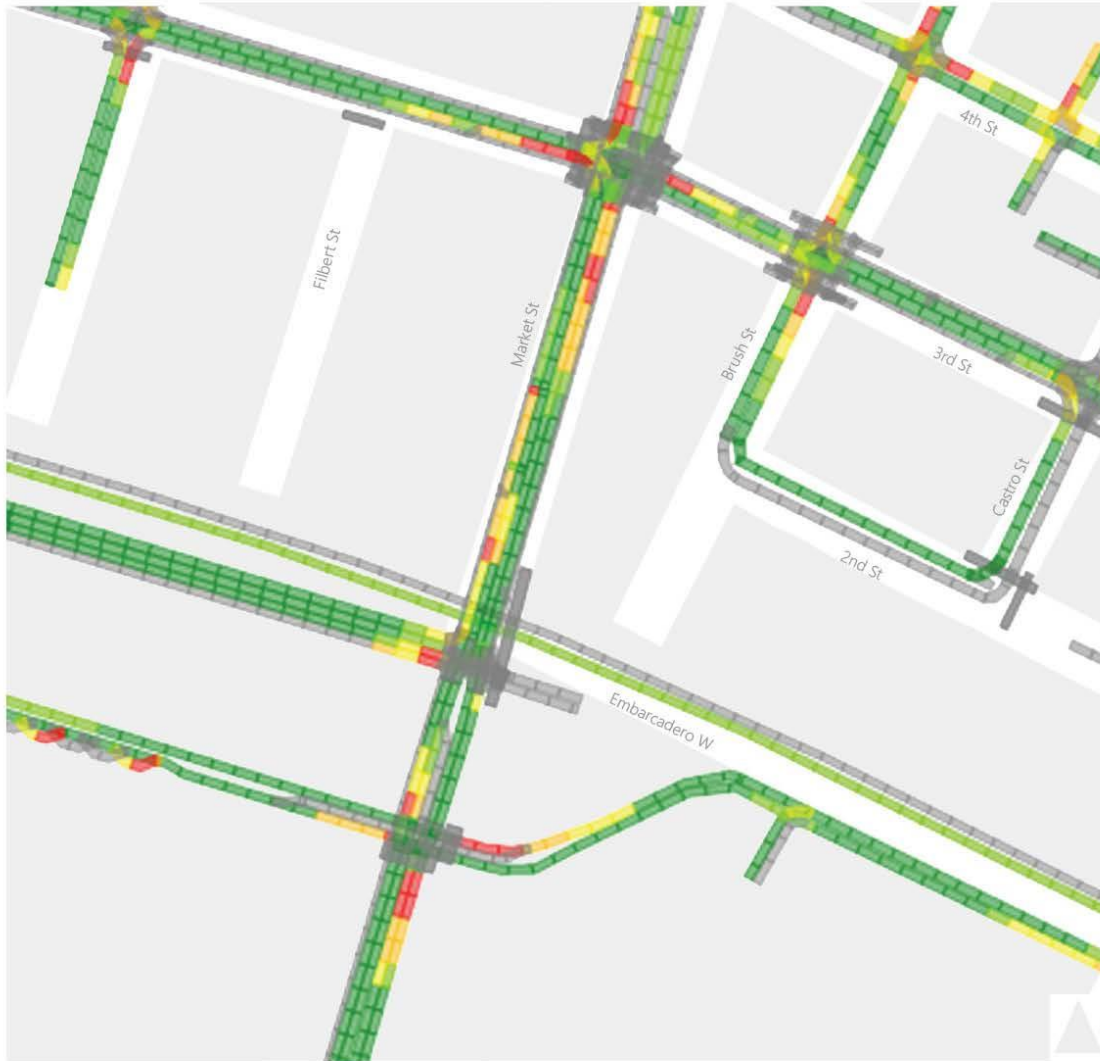


Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 6:15 PM - 6:20 PM



Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 6:20 PM - 6:25 PM



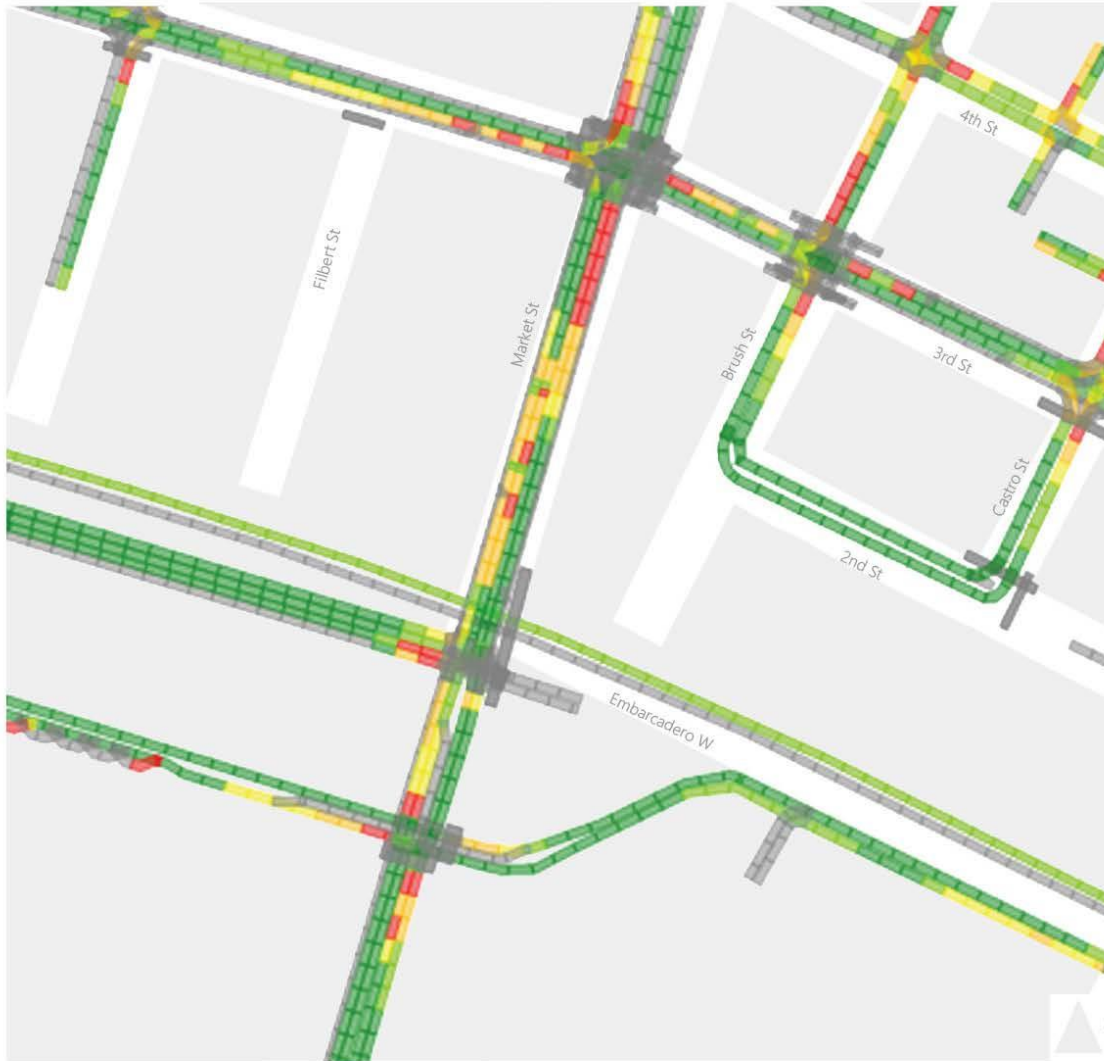


Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 6:25 PM - 6:30 PM



Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 6:30 PM - 6:35 PM





Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 6:35 PM - 6:40 PM



Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 6:40 PM - 6:45 PM



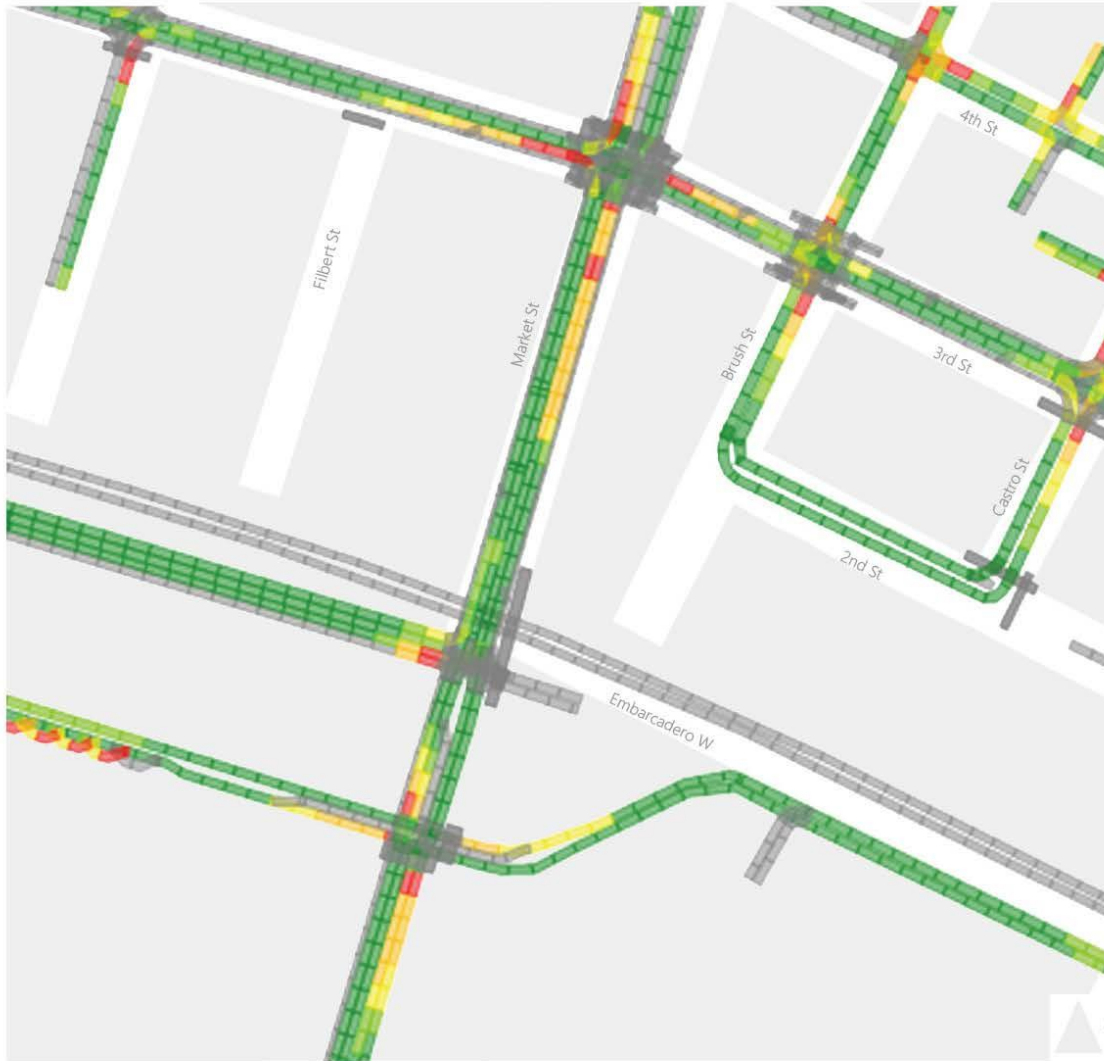
Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 6:45 PM - 6:50 PM





Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 6:50 PM - 6:55 PM





Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 6:55 PM - 7:00 PM

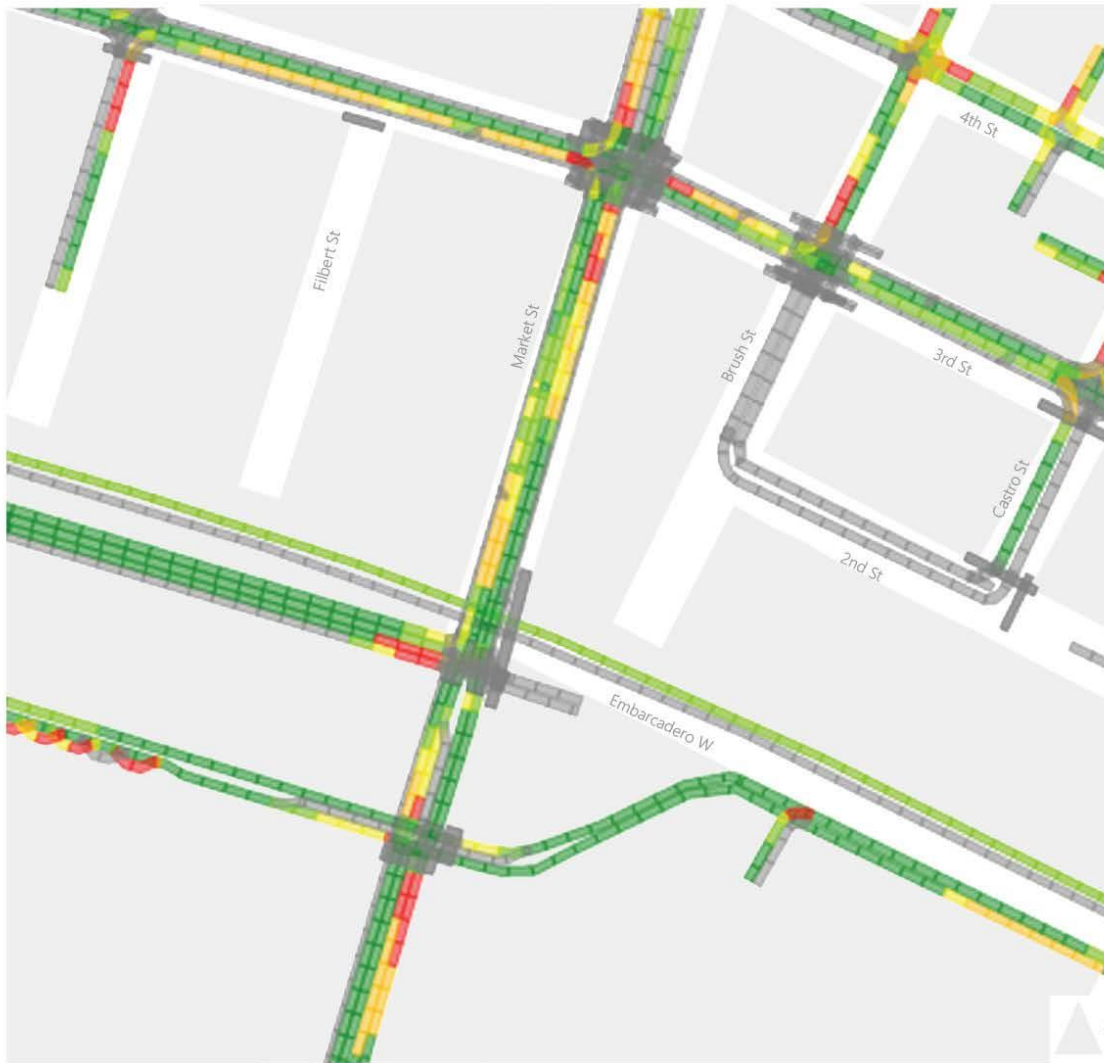




Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 7:00 PM - 7:05 PM



Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 7:05 PM - 7:10 PM



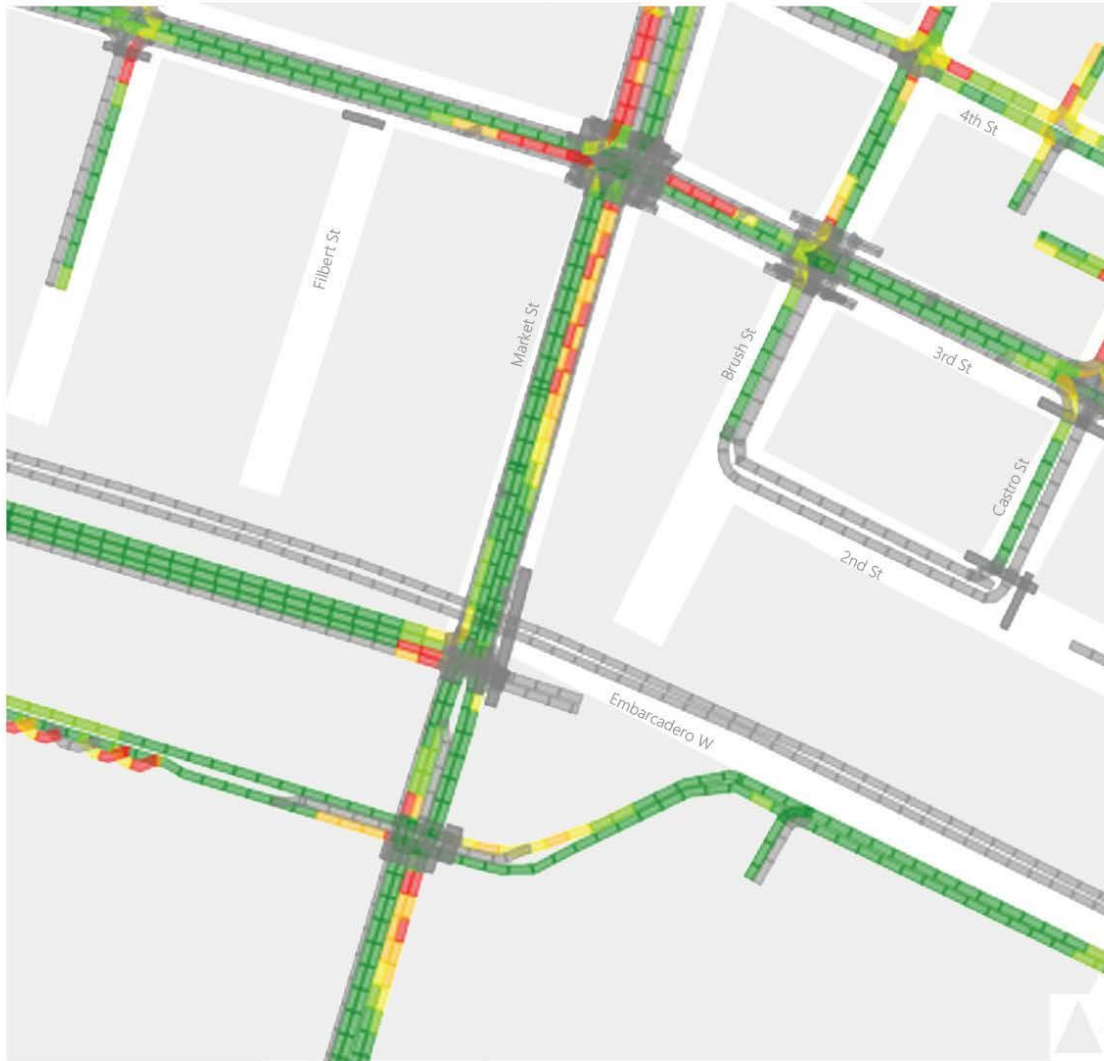
- 0 mph - 5 mph
- 5 mph - 10 mph
- 10 mph - 15 mph
- 15 mph - 20 mph
- >20 mph



Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 7:10 PM - 7:15 PM



Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 7:15 PM - 7:20 PM



Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 7:20 PM - 7:25 PM





Weekday Evening Baseball Game
 At-Grade Railroad Crossing Characteristics - Motor Vehicle Speeds
 7:25 PM - 7:30 PM



APPENDIX G
FRA ACCIDENT DATA
MARKET TO BROADWAY

Crossing Location	US DOT #	Date	Freight (F) or Passenger (P) Train	Description	Injury (I) or Fatality (F)	Damage \$
Market Street	749580R	12/2/1977	F	Car moving over crossing	None	1,000
		5/20/1981	F	Car stopped on crossing	None	11,000
		6/26/1992	P	Car drove onto crossing in front of or after 1st train, struck by 2nd train	1 (I)	2,000
		10/9/2007	P	Car drove onto crossing in front of or after 1st train, struck by 2nd train	None	8,000
Martin Luther King Jr. Way (formerly Grove Street)		3/16/1978	F	Car moving over crossing	None	3,500
		12/29/1999	P	Car moving over crossing	None	1,500
Clay Street	749583L	1/17/1976	F	Stalled on crossing	None	300
		7/12/2000	P	Car drove onto crossing in front of or after 1st train, struck by 2nd train	None	5,000
		9/26/2005	P	Car drove onto crossing in front of or after 1st train, struck by 2nd train	None	60,000
Washington Street	749748T	12/11/1995	P	Car drove onto crossing in front of or after 1st train, struck by 2nd train	None	700
		9/19/2001	P	Car drove by other waiting	1 (I)	2,775

		1/12/2017	P	vehicles and around the gates 2 trespassers went around gates in front or behind 1st train, struck by 2nd train	2 (I)	-
Broadway	749585A	8/12/1975	F	Car drove in front of train	None	200
		12/25/1975	P	Car drove in front of train	None	100
		8/13/1976	F	Car drove in front of train	None	100
		4/23/1977	F	Car moving over crossing	None	-
		9/16/1978	F	Car moving over crossing	None	1,500
		9/30/1978	F	Car moving over crossing	None	50
		2/9/1980	F	Car stopped on crossing	1 (I)	500
		12/13/1980	P	Car moving over crossing	None	2,500
		5/11/1999	P	Trespasser lying on crossing	1 (F)	-
		10/25/2000	P	Car moving over crossing	None	2,000
		11/14/2003	P	Car hit train in crossing	None	5,000
		12/1/2006	P	Car stopped on crossing	None	3,000
6/19/2007	P	Pedestrian struck in crossing	1 (F)	-		

E. Transportation Data Collection Sheets

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MEMORANDUM

Date: December 1, 2020
To: Pete Vollmann, City of Oakland
Nicole Ferrara, City of Oakland
From: Rob Rees and Lee Reis, Fehr & Peers
Subject: **Howard Terminal – Transportation Data Collection Sheets**

OK16-0125.06

This memorandum collects the transportation data collection used for Fehr & Peers' analysis of the Howard Terminal project. Railroad gate downtime studies are included in **Appendix A**, intersection count studies are included in **Appendix B**, and baseball game day data collection at the Coliseum is included in **Appendix C**. These studies were conducted between 2017 and 2019. Parking lot supply and occupancy is included in **Appendix D** from measurements conducted in 2015 that were updated in 2019 to reflect known parking supply removed from inventory. On-street parking supply and occupancy is included in **Appendix E** from measurements conducted in 2019. **Table 1** provides a listing of the intersections included in Appendix B, as well as the corresponding study intersection numbering for the Vissim microsimulation, documented in the *Howard Terminal – Operations Analysis* memorandum (January 2020) and the Port analysis documented in the *Howard Terminal – Port of Oakland Intersection Operations Sensitivity Analysis* memorandum (January 2020).

Table 1: Intersection Listing and Cross-Reference

Intersection Name	Appendix B Intersection #	Vissim Intersection Letter	Port Analysis Intersection #
Union Street/5th Street	1	A	
Union Street/7th Street	2		1
Adeline Street/3rd Street	3	B	5
Adeline Street/5th Street	4	C	4
Adeline Street/7th Street	5		3
Market Street/Embarcadero West	6	D	



Table 1: Intersection Listing and Cross-Reference

Intersection Name	Appendix B Intersection #	Vissim Intersection Letter	Port Analysis Intersection #
Market Street/3rd Street	7	E	
Market Street/4th Street	8	F	
Market Street/5th Street	9	G	
Market Street/6th Street	10	H	
Market Street/7th Street	11	I	
Market Street/8th Street	12		
Market Street/10th Street	13		
Market Street/12th Street	14		
Market Street/14th Street	15		
Market Street/18th Street	16		
Market Street/West Grand	17		
Market Street/24th Street	18		
Market Street/26th Street	19		
Market Street/San Pablo Avenue	20		
Brush Street/3rd Street	21		
Brush Street/5th Street	22	J	
Brush Street/6th Street	23	K	
Brush Street/7th Street	24	L	
Brush Street/11th Street	25	M	
Brush Street/12th Street	26	N	
Brush Street/14th Street	27		
Brush Street/17th Street	28		
Brush Street/18th Street	29		
Castro Street/3rd Street	30		
Castro Street/5th Street	31	O	
Castro Street/6th Street	32		
Castro Street/7th Street	33	P	
Castro Street/11th Street	34	Q	
Castro Street/12th Street	35	R	
Castro Street/14th Street	36		
Castro Street/17th Street	37		



Table 1: Intersection Listing and Cross-Reference

Intersection Name	Appendix B Intersection #	Vissim Intersection Letter	Port Analysis Intersection #
Castro Street/18th Street	38		
Martin Luther King Jr Way/Embarcadero West	39	S	
Martin Luther King Jr Way/2nd Street	40	T	
Martin Luther King Jr Way/3rd Street	41	U	
Martin Luther King Jr Way/4th Street	42	V	
Martin Luther King Jr Way/5th Street	43	W	
Martin Luther King Jr Way/6th Street	44	X	
Martin Luther King Jr Way/7th Street	45	Y	
Martin Luther King Jr Way/8th Street	46	Z	
Martin Luther King Jr Way/10th Street	47		
Martin Luther King Jr Way/11th Street	48		
Martin Luther King Jr Way/12th Street	49		
Martin Luther King Jr Way/14th Street	50		
Martin Luther King Jr Way/16th Street	51		
Martin Luther King Jr Way/17th Street	52		
Martin Luther King Jr Way/18th Street	53		
Jefferson Street/3rd Street	54		
Jefferson Street/4th Street	55	AA	
Jefferson Street/5th Street	56		
Jefferson Street/7th Street	57		
Jefferson Street/8th Street	58		
Clay Street/Embarcadero West	59		
Clay Street/3rd Street	60		
Clay Street/4th Street	61	BB	
Washington Street/Embarcadero West	62		
Washington Street/3rd Street	63		
Washington Street/4th Street	64	CC	
Washington Street/5th Street	65	DD	
Washington Street/6th Street	66		
Washington Street/7th Street	67		
Washington Street/8th Street	68		



Table 1: Intersection Listing and Cross-Reference

Intersection Name	Appendix B Intersection #	Vissim Intersection Letter	Port Analysis Intersection #
Broadway/Embarcadero West	69		
Broadway/3rd Street	70		
Broadway/5th Street	71	EE	
Broadway/6th Street	72	FF	
Broadway/7th Street	73		
Broadway/8th Street	74		
Franklin Street/7th Street	75		
Franklin Street/8th Street	76		
Webster Street/7th Street	77		
Webster Street/8th Street	78		
Harrison Street/7th Street	79		
Harrison Street/8th Street	80		
Market Street/Martin Luther King Jr Way	81	GG	
Union Street/I-880 On and Off Ramp & 5th Street	82		2
Middle Harbor Rd/Maritime Street	83		6
Maritime Street/7th Street	84		7
I-880 On-Ramp/7th Street	85		8
I-880 Off-Ramp/Frontage Road & 7th Street	86		9
Maritime Street/Wake Avenue & West Grand Avenue	87		10
I-80/Frontage Rd & West Grand Avenue	88		11

Source: Fehr & Peers, 2020.

Attachments:

- Appendix A – Gate Downtime Studies
- Appendix B – Intersection Counts
- Appendix C – Coliseum Game Day Data Collection
- Appendix D – Parking Lot Supply and Occupancy
- Appendix E – On-Street Parking Supply and Occupancy

Appendix A: Gate Downtime Studies

TRAIN OBSERVATION STUDY

Location: Broadway & Embarcadero West
City: Oakland

Day: Monday
Date: 1/8/2018

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Side of Train & WB) (EB	Type of Train (Passenger or Freight)	Train Length (# of locomotives & railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)
1	11:09:20 AM	11:09:29 AM	Yes	EB	Freight	2	11:10:10 AM	11:10:17 AM
2	11:10:40 AM	11:10:48 AM	No	-	-	-	11:11:23 AM	11:11:29 AM
3	12:01:10 PM	12:01:18 PM	Yes	EB	Passenger	6	12:01:59 PM	12:02:06 PM
4	12:04:30 PM	12:04:38 PM	Yes	EB	Passenger	5	12:05:26 PM	12:05:33 PM
5	12:15:21 PM	12:15:29 PM	Yes	WB	Passenger	5	12:16:02 PM	12:16:09 PM
6	12:35:11 PM	12:35:20 PM	Yes	WB	Passenger	5	12:35:58 PM	12:36:05 PM
7	12:38:42 PM	12:38:51 PM	Yes	WB	Passenger	6	12:39:21 PM	12:39:28 PM
8	1:26:36 PM	1:26:44 PM	Yes	WB	Passenger	6	1:27:20 PM	1:27:27 PM
9	1:59:17 PM	1:59:26 PM	Yes	EB	Passenger	6	2:00:11 PM	2:00:18 PM
10	2:03:07 PM	2:03:16 PM	Yes	EB	Passenger	6	2:03:56 PM	2:04:02 PM
11	2:07:08 PM	2:07:16 PM	Yes	EB	Passenger	7	2:08:08 PM	2:08:15 PM
12	2:12:23 PM	2:12:31 PM	Yes	EB	Passenger	5	2:13:11 PM	2:13:18 PM
13	2:20:30 PM	2:20:39 PM	Yes	WB	Passenger	7	2:21:23 PM	2:21:30 PM
14	2:30:32 PM	2:30:41 PM	Yes	WB	Passenger	5	2:31:15 PM	2:31:21 PM
15	2:51:03 PM	2:51:11 PM	Yes	WB	Passenger	6	2:51:49 PM	2:51:56 PM
16	3:04:35 PM	3:04:44 PM	Yes	EB	Passenger	6	3:05:23 PM	3:05:30 PM
17	3:30:45 PM	3:30:53 PM	Yes	WB	Passenger	6	3:31:38 PM	3:31:45 PM
18	3:58:09 PM	3:58:17 PM	Yes	EB	Passenger	6	3:58:56 PM	3:59:03 PM
19	4:16:05 PM	4:16:13 PM	Yes	WB	Passenger	5	4:16:46 PM	4:16:53 PM
20	4:35:18 PM	4:35:26 PM	Yes	EB	Passenger	5	4:36:03 PM	4:36:10 PM
21	4:45:34 PM	4:45:42 PM	Yes	WB	Passenger	5	4:46:14 PM	4:46:21 PM
22	4:50:30 PM	4:50:39 PM	Yes	WB	Passenger	6	4:51:20 PM	4:51:27 PM
23	5:21:36 PM	5:21:45 PM	Yes	EB	Passenger	5	5:22:24 PM	5:22:30 PM
24	5:43:17 PM	5:43:25 PM	Yes	EB	Passenger	5	5:44:01 PM	5:44:08 PM
25	5:58:36 PM	5:58:45 PM	Yes	EB	Passenger	7	5:59:35 PM	5:59:42 PM
26	6:11:31 PM	6:11:40 PM	Yes	WB	Passenger	5	6:12:11 PM	6:12:18 PM
27	6:15:20 PM	6:15:29 PM	Yes	WB	Passenger	7	6:16:04 PM	6:16:11 PM
28	6:21:38 PM	6:21:47 PM	Yes	WB	Passenger	6	6:22:21 PM	6:22:28 PM
29	6:40:25 PM	6:40:34 PM	Yes	EB	Passenger	6	6:41:11 PM	6:41:18 PM
30	6:47:44 PM	6:47:53 PM	Yes	WB	Passenger	6	6:48:23 PM	6:48:30 PM
31	6:53:50 PM	6:53:58 PM	Yes	WB	Freight	2	6:54:48 PM	6:54:55 PM
32	7:03:15 PM	7:03:24 PM	Yes	WB	Passenger	6	7:04:03 PM	7:04:10 PM
33	7:23:31 PM	7:23:40 PM	Yes	EB	Passenger	6	7:24:22 PM	7:24:29 PM
34	7:31:50 PM	7:31:59 PM	Yes	WB	Passenger	6	7:32:39 PM	7:32:46 PM

TRAIN OBSERVATION STUDY

Location: Broadway & Embarcadero West
City: Oakland

Day: Monday
Date: 1/8/2018

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Side of Train & WB) (EB)	Type of Train (Passenger or Freight)	Train Length (# of locomotives & railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)
35	7:50:35 PM	7:50:44 PM	Yes	EB	Passenger	6	7:51:27 PM	7:51:34 PM
36	8:31:35 PM	8:31:44 PM	Yes	WB	Passenger	5	8:32:22 PM	8:32:29 PM
37	8:33:02 PM	8:33:11 PM	No	-	-	-	8:33:41 PM	8:33:48 PM
38	8:39:10 PM	8:39:19 PM	Yes	EB	Freight	4	8:40:04 PM	8:40:12 PM
39	8:40:43 PM	8:40:52 PM	No	-	-	-	8:41:35 PM	8:41:43 PM
40	8:44:36 PM	8:44:45 PM	Yes	EB	Passenger	5	8:45:25 PM	8:45:32 PM
41	9:22:42 PM	9:22:51 PM	Yes	WB	Freight	10	9:24:07 PM	9:24:14 PM
42	9:45:55 PM	9:46:03 PM	Yes	EB	Passenger	7	9:46:45 PM	9:46:53 PM
43	9:49:01 PM	9:49:10 PM	Yes	WB	Passenger	13	9:49:50 PM	9:49:57 PM
44	9:59:40 PM	9:59:49 PM	Yes	WB	Passenger	7	10:00:23 PM	10:00:30 PM
45	10:09:13 PM	10:09:22 PM	Yes	WB	Passenger	5	10:09:53 PM	10:10:01 PM
46	10:57:04 PM	10:57:13 PM	Yes	EB	Passenger	5	10:57:50 PM	10:57:58 PM

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Broadway & Embarcadero West
 City: Oakland

Day: Tuesday
 Date: 1/9/2018

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Side of Train & WB) (EB	Type of Train (Passenger or Freight)	Train Length (# of locomotives & railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)
1	11:06:30 AM	11:06:38 AM	Yes	WB	Passenger	15	11:10:12 AM	11:10:18 AM
2	12:04:09 PM	12:04:17 PM	Yes	EB	Passenger	6	12:05:21 PM	12:05:27 PM
3	12:10:30 PM	12:10:38 PM	Yes	EB	Passenger	5	12:17:28 PM	12:17:34 PM
4	12:41:13 PM	12:41:21 PM	Yes	WB	Freight	84	12:49:12 PM	12:49:19 PM
5	12:49:24 PM	12:49:33 PM	No	-	-	-	12:49:45 PM	12:49:50 PM
6	12:54:27 PM	12:54:35 PM	Yes	EB	Freight	4	12:55:36 PM	12:55:42 PM
7	12:56:13 PM	12:56:21 PM	No	-	-	-	12:57:05 PM	12:57:11 PM
8	1:49:00 PM	1:49:09 PM	Yes	EB	Passenger	6	1:50:13 PM	1:50:20 PM
9	1:58:56 PM	1:59:04 PM	Yes	EB	Passenger	6	2:00:02 PM	2:00:09 PM
10	2:05:14 PM	2:05:22 PM	Yes	EB	Passenger	6	2:06:25 PM	2:06:31 PM
11	2:12:28 PM	2:12:36 PM	Yes	EB	Passenger	7	2:13:29 PM	2:13:36 PM
12	2:26:20 PM	2:26:29 PM	Yes	WB	Passenger	7	2:27:27 PM	2:27:33 PM
13	2:31:23 PM	2:31:31 PM	Yes	WB	Passenger	6	2:32:24 PM	2:32:30 PM
14	2:46:00 PM	2:46:08 PM	Yes	WB	Passenger	5	2:47:24 PM	2:47:30 PM
15	2:50:47 PM	2:50:56 PM	Yes	WB	Passenger	6	2:51:58 PM	2:52:04 PM
16	3:09:49 PM	3:09:57 PM	Yes	EB	Passenger	6	3:10:39 PM	3:10:46 PM
17	3:31:04 PM	3:31:12 PM	Yes	WB	Passenger	6	3:31:50 PM	3:31:57 PM
18	3:55:57 PM	3:56:06 PM	Yes	EB	Passenger	5	3:56:44 PM	3:56:51 PM
19	4:18:17 PM	4:18:25 PM	Yes	WB	Passenger	6	4:19:07 PM	4:19:13 PM
20	4:35:59 PM	4:36:08 PM	Yes	EB	Passenger	5	4:36:46 PM	4:36:53 PM
21	4:45:29 PM	4:45:38 PM	Yes	WB	Passenger	5	4:46:09 PM	4:46:15 PM
22	4:50:30 PM	4:50:38 PM	Yes	WB	Passenger	5	4:51:08 PM	4:51:14 PM
23	5:21:13 PM	5:21:21 PM	Yes	EB	Passenger	6	5:22:01 PM	5:22:08 PM
24	5:26:59 PM	5:27:07 PM	Yes	WB	Passenger	6	5:27:40 PM	5:27:47 PM
25	5:46:05 PM	5:46:13 PM	Yes	WB	Passenger	5	5:47:03 PM	5:47:09 PM
26	6:04:21 PM	6:04:31 PM	Yes	EB	Passenger	7	6:05:16 PM	6:05:22 PM
27	6:07:05 PM	6:07:13 PM	Yes	EB	Freight	22	6:10:02 PM	6:10:08 PM
28	6:11:00 PM	6:11:08 PM	Yes	WB	Passenger	5	6:11:38 PM	6:11:43 PM
29	6:40:49 PM	6:40:57 PM	Yes	EB	Freight	64	6:51:33 PM	6:51:39 PM
30	6:59:14 PM	6:59:23 PM	Yes	WB	Passenger	6	6:59:59 PM	7:00:05 PM
31	7:19:10 PM	7:19:18 PM	Yes	EB	Passenger	5	7:19:57 PM	7:20:04 PM
32	7:26:58 PM	7:27:06 PM	Yes	WB	Passenger	5	7:27:45 PM	7:27:51 PM
33	7:31:26 PM	7:31:34 PM	Yes	EB	Passenger	5	7:32:13 PM	7:32:19 PM
34	7:33:48 PM	7:33:56 PM	Yes	WB	Freight	20	7:35:44 PM	7:35:50 PM

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Broadway & Embarcadero West
City: Oakland

Day: Tuesday
Date: 1/9/2018

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Side of Train & WB) (EB)	Type of Train (Passenger or Freight)	Train Length (# of locomotives & railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)
35	7:40:49 PM	7:40:57 PM	Yes	EB	Passenger	6	7:41:38 PM	7:41:45 PM
36	7:44:33 PM	7:44:41 PM	Yes	WB	Passenger	5	7:45:08 PM	7:45:15 PM
37	8:26:31 PM	8:26:40 PM	Yes	WB	Passenger	6	8:27:19 PM	8:27:25 PM
38	8:48:56 PM	8:49:04 PM	Yes	EB	Passenger	6	8:49:44 PM	8:49:50 PM
39	9:33:12 PM	9:33:20 PM	Yes	WB	Freight	107	9:38:50 PM	9:38:56 PM
40	9:42:26 PM	9:42:34 PM	Yes	EB	Passenger	7	9:43:16 PM	9:43:22 PM
41	9:50:49 PM	9:50:58 PM	Yes	WB	Passenger	7	9:51:29 PM	9:51:36 PM
42	10:07:59 PM	10:08:07 PM	No	-	-	-	10:08:20 PM	10:08:27 PM
43	10:08:38 PM	10:08:47 PM	Yes	WB	Passenger	6	10:09:48 PM	10:09:54 PM
44	10:56:04 PM	10:56:13 PM	Yes	EB	Passenger	5	10:56:51 PM	10:56:58 PM

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Broadway & Embarcadero West
 City: Oakland

Day: Wednesday
 Date: 1/10/2018

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Side of Train & WB) (EB	Type of Train (Passenger or Freight)	Train Length (# of locomotives & railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)
1	11:59:04 AM	11:59:13 AM	Yes	EB	Passenger	6	11:59:54 AM	12:00:01 PM
2	12:15:40 PM	12:15:48 PM	Yes	WB	Passenger	5	12:16:23 PM	12:16:30 PM
3	12:35:01 PM	12:35:10 PM	Yes	WB	Passenger	6	12:35:50 PM	12:35:57 PM
4	1:16:42 PM	1:16:51 PM	Yes	EB	Passenger	6	1:17:30 PM	1:17:37 PM
5	1:27:30 PM	1:27:38 PM	Yes	WB	Passenger	6	1:28:14 PM	1:28:20 PM
6	1:30:52 PM	1:31:01 PM	Yes	WB	Passenger	6	1:31:36 PM	1:31:42 PM
7	1:56:36 PM	1:56:45 PM	Yes	EB	Passenger	6	1:57:23 PM	1:57:30 PM
8	2:04:21 PM	2:04:30 PM	Yes	EB	Passenger	7	2:05:14 PM	2:05:21 PM
9	2:12:34 PM	2:12:43 PM	Yes	EB	Passenger	5	2:13:20 PM	2:13:27 PM
10	2:17:50 PM	2:17:59 PM	Yes	WB	Passenger	7	2:18:43 PM	2:18:50 PM
11	2:30:29 PM	2:30:38 PM	Yes	WB	Passenger	5	2:31:01 PM	2:31:08 PM
12	2:34:41 PM	2:34:50 PM	Yes	EB	Passenger	6	2:35:30 PM	2:35:37 PM
13	2:50:23 PM	2:50:32 PM	Yes	WB	Passenger	6	2:51:06 PM	2:51:13 PM
14	3:03:23 PM	3:03:32 PM	Yes	EB	Passenger	6	3:04:14 PM	3:04:21 PM
15	3:30:14 PM	3:30:23 PM	Yes	WB	Passenger	6	3:31:03 PM	3:31:10 PM
16	3:57:11 PM	3:57:20 PM	Yes	EB	Passenger	6	3:58:01 PM	3:58:08 PM
17	4:16:38 PM	4:16:47 PM	Yes	WB	Passenger	5	4:17:19 PM	4:17:26 PM
18	4:23:05 PM	4:23:14 PM	Yes	EB	Freight	34	4:25:41 PM	4:25:48 PM
19	4:44:19 PM	4:44:28 PM	Yes	EB	Passenger	6	4:45:08 PM	4:45:15 PM
20	4:50:24 PM	4:50:34 PM	Yes	WB	Passenger	6	4:51:13 PM	4:51:20 PM
21	4:55:29 PM	4:55:38 PM	Yes	EB	Freight	1	4:57:03 PM	4:57:10 PM
22	4:55:29 PM	4:55:38 PM	Yes	WB	Passenger	6	4:57:03 PM	4:57:10 PM
23	5:22:59 PM	5:23:09 PM	Yes	EB	Passenger	5	5:23:46 PM	5:23:53 PM
24	5:27:11 PM	5:27:20 PM	Yes	WB	Passenger	6	5:27:54 PM	5:28:01 PM
25	5:48:52 PM	5:49:01 PM	Yes	WB	Freight	27	5:51:44 PM	5:51:51 PM
26	5:48:52 PM	5:49:01 PM	Yes	EB	Passenger	6	5:51:44 PM	5:51:51 PM
27	6:02:11 PM	6:02:21 PM	Yes	EB	Passenger	7	6:03:07 PM	6:03:14 PM
28	6:10:33 PM	6:10:42 PM	Yes	WB	Passenger	6	6:11:23 PM	6:11:30 PM
29	6:14:09 PM	6:14:18 PM	Yes	WB	Passenger	7	6:14:57 PM	6:15:04 PM
30	6:33:04 PM	6:33:12 PM	Yes	EB	Passenger	6	6:33:51 PM	6:33:59 PM
31	6:40:42 PM	6:40:52 PM	Yes	WB	Passenger	6	6:41:26 PM	6:41:33 PM
32	6:57:57 PM	6:58:07 PM	Yes	WB	Passenger	6	6:58:46 PM	6:58:53 PM
33	7:20:13 PM	7:20:23 PM	Yes	EB	Passenger	5	7:20:59 PM	7:21:06 PM
34	7:27:53 PM	7:28:02 PM	Yes	WB	Passenger	5	7:32:59 PM	7:33:06 PM

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Broadway & Embarcadero West
City: Oakland

Day: Wednesday
Date: 1/10/2018

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Side of Train & WB) (EB)	Type of Train (Passenger or Freight)	Train Length (# of locomotives & railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)
35	7:27:53 PM	7:28:02 PM	Yes	EB	Freight	66	7:32:59 PM	7:33:06 PM
36	7:42:10 PM	7:42:20 PM	Yes	EB	Passenger	6	7:43:00 PM	7:43:07 PM
37	8:24:30 PM	8:24:39 PM	Yes	WB	Passenger	5	8:25:17 PM	8:25:24 PM
38	8:42:58 PM	8:43:07 PM	Yes	EB	Passenger	5	8:43:45 PM	8:43:52 PM
39	9:41:28 PM	9:41:38 PM	Yes	EB	Passenger	7	9:42:22 PM	9:42:29 PM
40	9:48:59 PM	9:49:08 PM	Yes	WB	Passenger	7	9:49:45 PM	9:49:53 PM
41	9:51:41 PM	9:51:50 PM	Yes	WB	Freight	38	9:55:22 PM	9:55:30 PM
42	10:19:20 PM	10:19:28 PM	Yes	WB	Passenger	5	10:20:02 PM	10:20:10 PM
43	10:58:46 PM	10:58:55 PM	Yes	EB	Passenger	6	10:59:35 PM	10:59:41 PM

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Broadway & Embarcadero West
 City: Oakland

Day: Thursday
 Date: 1/11/2018

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Side of Train & WB)	(EB	Type of Train (Passenger or Freight)	Train Length (# of locomotives & railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)
1	11:06:48 AM	11:07:00 AM	No	-	-	-	-	11:07:32 AM	11:07:40 AM
2	11:59:35 AM	11:59:45 AM	Yes	EB		Passenger	6	12:00:21 PM	12:00:29 PM
3	12:04:04 PM	12:04:12 PM	Yes	EB		Passenger	5	12:04:58 PM	12:05:06 PM
4	12:20:23 PM	12:20:32 PM	No	-	-	-	-	12:21:32 PM	12:21:40 PM
5	12:22:20 PM	12:22:28 PM	Yes	WB		Passenger	6	12:23:10 PM	12:23:17 PM
6	12:30:37 PM	12:30:45 PM	Yes	WB		Passenger	6	12:31:13 PM	12:31:20 PM
7	12:35:46 PM	12:35:55 PM	Yes	WB		Passenger	5	12:36:43 PM	12:36:50 PM
8	1:35:07 PM	1:35:17 PM	Yes	WB		Passenger	5	1:35:50 PM	1:35:57 PM
9	1:52:31 PM	1:52:40 PM	Yes	EB		Passenger	6	1:53:29 PM	1:53:36 PM
10	1:57:37 PM	1:57:46 PM	Yes	EB		Passenger	5	1:58:25 PM	1:58:33 PM
11	2:02:50 PM	2:02:58 PM	Yes	EB		Passenger	6	2:03:46 PM	2:03:53 PM
12	2:09:13 PM	2:09:21 PM	Yes	EB		Passenger	7	2:10:08 PM	2:10:15 PM
13	2:24:49 PM	2:24:57 PM	Yes	WB		Passenger	7	2:25:43 PM	2:25:50 PM
14	2:29:43 PM	2:29:54 PM	Yes	EB		Freight	34	2:32:48 PM	2:32:55 PM
15	2:29:43 PM	2:29:54 PM	Yes	WB		Passenger	5	2:32:48 PM	2:32:55 PM
16	2:50:42 PM	2:50:51 PM	Yes	WB		Passenger	6	2:51:16 PM	2:51:23 PM
17	3:12:33 PM	3:12:41 PM	Yes	EB		Passenger	6	3:13:20 PM	3:13:26 PM
18	3:30:48 PM	3:30:56 PM	Yes	WB		Passenger	6	3:31:32 PM	3:31:38 PM
19	3:56:00 PM	3:56:08 PM	Yes	EB		Passenger	5	3:56:53 PM	3:57:00 PM
20	4:16:03 PM	4:16:13 PM	Yes	WB		Passenger	6	4:16:48 PM	4:16:55 PM
21	4:50:07 PM	4:50:16 PM	Yes	WB		Passenger	5	4:50:50 PM	4:50:57 PM
22	5:06:50 PM	5:06:58 PM	Yes	EB		Passenger	5	5:07:49 PM	5:07:56 PM
23	5:18:13 PM	5:18:21 PM	Yes	EB		Freight	37	5:20:54 PM	5:21:01 PM
24	5:18:13 PM	5:18:21 PM	Yes	WB		Passenger	5	5:20:54 PM	5:21:01 PM
25	5:26:38 PM	5:26:47 PM	Yes	EB		Passenger	6	5:27:33 PM	5:27:40 PM
26	5:42:00 PM	5:42:09 PM	Yes	EB		Passenger	7	5:42:55 PM	5:43:02 PM
27	5:48:28 PM	5:48:36 PM	Yes	WB		Passenger	6	5:49:19 PM	5:49:26 PM
28	5:54:24 PM	5:54:33 PM	Yes	EB		Passenger	5	5:55:15 PM	5:55:22 PM
29	5:58:28 PM	5:58:37 PM	Yes	WB		Passenger	7	5:59:13 PM	5:59:20 PM
30	6:10:20 PM	6:10:29 PM	Yes	WB		Passenger	5	6:11:08 PM	6:11:15 PM
31	6:33:31 PM	6:33:40 PM	Yes	EB		Passenger	5	6:34:16 PM	6:34:23 PM
32	6:42:25 PM	6:42:35 PM	Yes	WB		Passenger	5	6:43:02 PM	6:43:10 PM
33	6:54:45 PM	6:54:54 PM	Yes	WB		Freight	28	6:57:07 PM	6:57:14 PM
34	7:07:41 PM	7:07:50 PM	Yes	WB		Freight	13	7:09:33 PM	7:09:42 PM

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TRAIN OBSERVATION STUDY

Location: Broadway & Embarcadero West
 City: Oakland

Day: Thursday
 Date: 1/11/2018

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Side of Train & WB) (EB)	Type of Train (Passenger or Freight)	Train Length (# of locomotives & railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)
35	7:27:32 PM	7:27:41 PM	Yes	WB	Passenger	6	7:28:16 PM	7:28:23 PM
36	7:31:40 PM	7:31:48 PM	Yes	EB	Passenger	6	7:32:39 PM	7:32:46 PM
37	7:41:11 PM	7:41:19 PM	Yes	WB	Passenger	6	7:41:57 PM	7:42:04 PM
38	7:48:11 PM	7:48:21 PM	Yes	EB	Passenger	6	7:49:03 PM	7:49:11 PM
39	8:40:13 PM	8:40:22 PM	Yes	WB	Passenger	6	8:40:57 PM	8:41:03 PM
40	8:45:20 PM	8:45:29 PM	Yes	EB	Passenger	6	8:46:12 PM	8:46:20 PM
41	9:53:49 PM	9:53:57 PM	Yes	EB	Passenger	7	9:54:47 PM	9:54:54 PM
42	10:09:51 PM	10:10:00 PM	Yes	WB	Passenger	6	10:10:35 PM	10:10:42 PM
43	10:13:07 PM	10:13:16 PM	Yes	WB	Passenger	7	10:13:57 PM	10:14:04 PM
44	10:56:39 PM	10:56:48 PM	Yes	EB	Passenger	5	10:57:22 PM	10:57:30 PM

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Broadway & Embarcadero West
 City: Oakland

Day: Friday
 Date: 1/12/2018

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Side of Train & WB) (EB	Type of Train (Passenger or Freight)	Train Length (# of locomotives & railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)
1	11:56:38 AM	11:56:46 AM	Yes	EB	Passenger	6	11:57:26 AM	11:57:33 AM
2	12:03:45 PM	12:03:54 PM	Yes	EB	Passenger	5	12:04:30 PM	12:04:37 PM
3	12:15:14 PM	12:15:22 PM	Yes	WB	Passenger	5	12:15:55 PM	12:16:01 PM
4	12:22:17 PM	12:22:25 PM	Yes	WB	Passenger	6	12:22:56 PM	12:23:03 PM
5	12:34:32 PM	12:34:41 PM	Yes	WB	Passenger	5	12:35:16 PM	12:35:23 PM
6	1:27:13 PM	1:27:22 PM	Yes	WB	Passenger	6	1:27:54 PM	1:28:01 PM
7	1:51:47 PM	1:51:55 PM	Yes	WB	Freight	4	1:52:49 PM	1:52:56 PM
8	1:58:37 PM	1:58:46 PM	Yes	EB	Passenger	6	1:59:27 PM	1:59:33 PM
9	2:02:27 PM	2:02:35 PM	Yes	EB	Passenger	6	2:03:11 PM	2:03:17 PM
10	2:06:34 PM	2:06:42 PM	Yes	EB	Passenger	6	2:07:37 PM	2:07:43 PM
11	2:10:49 PM	2:10:58 PM	Yes	EB	Passenger	7	2:12:48 PM	2:12:54 PM
12	2:30:45 PM	2:30:54 PM	Yes	WB	Passenger	6	2:31:24 PM	2:31:30 PM
13	2:34:18 PM	2:34:27 PM	Yes	WB	Passenger	7	2:35:08 PM	2:35:15 PM
14	2:50:37 PM	2:50:45 PM	Yes	WB	Passenger	6	2:51:30 PM	2:51:37 PM
15	2:59:45 PM	2:59:54 PM	Yes	EB	Passenger	6	3:00:34 PM	3:00:41 PM
16	3:30:10 PM	3:30:18 PM	Yes	WB	Passenger	6	3:30:57 PM	3:31:03 PM
17	4:05:53 PM	4:06:01 PM	Yes	EB	Passenger	6	4:06:50 PM	4:06:57 PM
18	4:24:32 PM	4:24:40 PM	Yes	WB	Passenger	5	4:25:18 PM	4:25:25 PM
19	4:50:06 PM	4:50:15 PM	Yes	WB	Passenger	6	4:50:56 PM	4:51:02 PM
20	5:00:52 PM	5:01:01 PM	Yes	EB	Passenger	5	5:01:44 PM	5:01:51 PM
21	5:12:59 PM	5:13:07 PM	Yes	WB	Passenger	5	5:13:46 PM	5:13:52 PM
22	5:14:41 PM	5:14:49 PM	Yes	EB	Freight	90	5:20:01 PM	5:20:08 PM
23	5:24:51 PM	5:25:00 PM	Yes	EB	Passenger	5	5:25:38 PM	5:25:45 PM
24	5:27:48 PM	5:27:56 PM	Yes	WB	Passenger	6	5:28:30 PM	5:28:38 PM
25	5:28:51 PM	5:29:00 PM	No	-	-	-	5:29:32 PM	5:29:39 PM
26	5:40:56 PM	5:41:05 PM	Yes	EB	Passenger	7	5:41:57 PM	5:42:04 PM
27	5:46:39 PM	5:46:48 PM	Yes	EB	Passenger	5	5:47:27 PM	5:47:34 PM
28	5:55:30 PM	5:55:38 PM	Yes	WB	Passenger	7	5:56:15 PM	5:56:22 PM
29	6:10:07 PM	6:10:15 PM	Yes	WB	Passenger	5	6:11:01 PM	6:11:08 PM
30	6:34:37 PM	6:34:45 PM	Yes	EB	Passenger	6	6:35:29 PM	6:35:36 PM
31	6:44:14 PM	6:44:23 PM	Yes	WB	Passenger	6	6:44:56 PM	6:45:03 PM
32	7:04:19 PM	7:04:27 PM	No	-	-	-	7:05:00 PM	7:05:07 PM
33	7:35:31 PM	7:35:40 PM	Yes	EB	Passenger	5	7:36:17 PM	7:36:24 PM
34	7:47:57 PM	7:48:05 PM	Yes	EB	Passenger	6	7:48:46 PM	7:48:53 PM

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35	7:51:34 PM	7:51:43 PM	Yes	WB	Passenger	5	7:52:20 PM	7:52:27 PM
36	8:14:51 PM	8:15:00 PM	Yes	WB	Passenger	6	8:15:34 PM	8:15:41 PM
37	8:15:54 PM	8:16:03 PM	No	-	-	-	8:16:34 PM	8:16:41 PM
38	8:28:48 PM	8:28:56 PM	Yes	WB	Passenger	5	8:29:28 PM	8:29:34 PM
39	8:49:23 PM	8:49:30 PM	Yes	EB	Passenger	5	8:50:18 PM	8:50:25 PM
40	9:53:36 PM	9:53:44 PM	Yes	EB	Passenger	7	9:54:26 PM	9:54:33 PM
41	10:11:30 PM	10:11:39 PM	Yes	WB	Passenger	5	10:12:04 PM	10:12:11 PM
42	10:14:26 PM	10:14:34 PM	Yes	WB	Passenger	7	10:15:19 PM	10:15:26 PM
43	10:27:11 PM	10:27:19 PM	Yes	WB	Passenger	12	10:28:03 PM	10:28:10 PM
44	10:55:58 PM	10:56:07 PM	Yes	WB	Freight	19	10:57:57 PM	10:58:04 PM
45	10:58:21 PM	10:58:29 PM	Yes	EB	Passenger	5	10:59:08 PM	10:59:15 PM

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TRAIN OBSERVATION STUDY

Location: Broadway & Embarcadero West
 City: Oakland

Day: Saturday
 Date: 1/13/2018

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Side of Train & WB) (EB	Type of Train (Passenger or Freight)	Train Length (# of locomotives & railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)
1	11:02:22 AM	11:02:30 AM	Yes	EB	Passenger	6	11:03:16 AM	11:03:22 AM
2	11:16:05 AM	11:16:14 AM	Yes	EB	Passenger	23	11:18:29 AM	11:18:36 AM
3	11:30:37 AM	11:30:46 AM	No	-	-	-	11:30:54 AM	11:31:02 AM
4	11:33:03 AM	11:33:12 AM	Yes	WB	Passenger	5	11:33:41 AM	11:33:48 AM
5	11:59:53 AM	12:00:02 PM	Yes	EB	Freight	63	12:04:40 PM	12:04:48 PM
6	12:11:02 PM	12:11:10 PM	Yes	EB	Passenger	5	12:11:49 PM	12:11:56 PM
7	12:12:46 PM	12:12:54 PM	No	-	-	-	12:13:49 PM	12:13:57 PM
8	12:19:51 PM	12:20:00 PM	Yes	EB	Passenger	5	12:20:36 PM	12:20:43 PM
9	12:34:46 PM	12:34:55 PM	Yes	WB	Passenger	5	12:35:25 PM	12:35:32 PM
10	12:42:43 PM	12:42:51 PM	Yes	WB	Passenger	5	12:43:25 PM	12:43:32 PM
11	12:46:28 PM	12:46:38 PM	No	-	-	-	12:47:05 PM	12:47:14 PM
12	2:02:48 PM	2:02:58 PM	Yes	EB	Passenger	6	2:03:35 PM	2:03:43 PM
13	2:10:56 PM	2:11:06 PM	Yes	EB	Passenger	7	2:11:44 PM	2:11:52 PM
14	2:22:57 PM	2:23:07 PM	Yes	WB	Passenger	6	2:23:43 PM	2:23:50 PM
15	2:26:50 PM	2:26:59 PM	Yes	EB	Passenger	6	2:27:35 PM	2:27:43 PM
16	2:30:05 PM	2:30:15 PM	Yes	WB	Passenger	7	2:30:50 PM	2:30:57 PM
17	2:33:40 PM	2:33:48 PM	Yes	WB	Passenger	6	2:34:20 PM	2:34:28 PM
18	2:59:22 PM	2:59:30 PM	Yes	EB	Passenger	6	3:00:03 PM	3:00:12 PM
19	3:11:12 PM	3:11:22 PM	Yes	WB	Passenger	6	3:12:10 PM	3:12:17 PM
20	3:18:06 PM	3:18:15 PM	Yes	EB	Freight	2	3:19:04 PM	3:19:11 PM
21	3:46:45 PM	3:46:55 PM	Yes	EB	Passenger	5	3:47:30 PM	3:47:38 PM
22	4:02:13 PM	4:02:23 PM	Yes	EB	Passenger	5	4:03:06 PM	4:03:14 PM
23	4:10:40 PM	4:10:50 PM	Yes	WB	Passenger	5	4:11:20 PM	4:11:29 PM
24	4:35:10 PM	4:35:19 PM	Yes	EB	Passenger	6	4:35:58 PM	4:36:07 PM
25	4:37:07 PM	4:37:16 PM	No	-	-	-	4:37:41 PM	4:37:49 PM
26	4:43:45 PM	4:43:55 PM	Yes	WB	Passenger	6	4:44:29 PM	4:44:37 PM
27	5:05:39 PM	5:05:48 PM	No	-	-	-	5:06:11 PM	5:06:19 PM
28	5:17:58 PM	5:18:08 PM	Yes	WB	Passenger	6	5:18:57 PM	5:19:05 PM
29	5:32:47 PM	5:32:56 PM	Yes	EB	Passenger	7	5:33:44 PM	5:33:52 PM
30	5:46:37 PM	5:46:45 PM	Yes	EB	Passenger	5	5:47:23 PM	5:47:30 PM
31	5:55:26 PM	5:55:35 PM	Yes	WB	Passenger	7	5:56:09 PM	5:56:15 PM
32	6:31:12 PM	6:31:22 PM	Yes	WB	Passenger	6	6:34:04 PM	6:34:12 PM
33	6:50:36 PM	6:50:45 PM	Yes	EB	Passenger	6	6:51:25 PM	6:51:32 PM
34	7:25:40 PM	7:25:49 PM	Yes	EB	Passenger	6	7:26:29 PM	7:26:36 PM

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Broadway & Embarcadero West
 City: Oakland

Day: Saturday
 Date: 1/13/2018

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Side of Train & WB) (EB)	Type of Train (Passenger or Freight)	Train Length (# of locomotives & railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)
35	7:29:12 PM	7:29:21 PM	Yes	WB	Freight	16	7:31:10 PM	7:31:18 PM
36	7:34:30 PM	7:34:39 PM	Yes	EB	Passenger	6	7:35:24 PM	7:35:32 PM
37	7:53:32 PM	7:53:43 PM	Yes	WB	Passenger	5	7:54:14 PM	7:54:22 PM
38	7:57:35 PM	7:57:45 PM	Yes	WB	Passenger	6	7:58:34 PM	7:58:41 PM
39	8:30:06 PM	8:30:15 PM	Yes	WB	Passenger	6	8:30:53 PM	8:31:00 PM
40	9:21:22 PM	9:21:30 PM	Yes	EB	Passenger	5	9:22:13 PM	9:22:20 PM
41	9:28:39 PM	9:28:48 PM	Yes	WB	Passenger	5	9:29:27 PM	9:29:34 PM
42	9:53:24 PM	9:53:32 PM	Yes	EB	Passenger	7	9:54:13 PM	9:54:21 PM
43	10:03:39 PM	10:03:48 PM	Yes	WB	Passenger	7	10:04:27 PM	10:04:34 PM
44	10:14:21 PM	10:14:30 PM	Yes	WB	Passenger	5	10:15:00 PM	10:15:08 PM
45	10:33:57 PM	10:34:07 PM	Yes	WB	Passenger	11	10:35:01 PM	10:35:09 PM

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Broadway & Embarcadero West
 City: Oakland

Day: Sunday
 Date: 1/14/2018

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Side of Train & WB) (EB	Type of Train (Passenger or Freight)	Train Length (# of locomotives & railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)
1	11:11:40 AM	11:11:48 AM	Yes	EB	Passenger	6	11:12:36 AM	11:12:41 AM
2	11:27:23 AM	11:27:31 AM	Yes	WB	Passenger	6	11:28:11 AM	11:28:17 AM
3	11:28:31 AM	11:28:39 AM	No	-	-	-	11:29:12 AM	11:29:18 AM
4	11:30:26 AM	11:30:32 AM	Yes	EB	Freight	34	11:33:53 AM	11:33:59 AM
5	12:02:15 PM	12:02:23 PM	Yes	EB	Passenger	5	12:03:00 PM	12:03:05 PM
6	12:19:59 PM	12:20:07 PM	Yes	EB	Passenger	5	12:20:45 PM	12:20:51 PM
7	12:35:05 PM	12:35:13 PM	Yes	WB	Passenger	5	12:35:45 PM	12:35:51 PM
8	12:45:32 PM	12:45:39 PM	Yes	WB	Passenger	5	12:46:15 PM	12:46:20 PM
9	1:10:22 PM	1:10:29 PM	Yes	WB	Freight	76	1:14:10 PM	1:14:16 PM
10	2:05:09 PM	2:05:17 PM	Yes	EB	Passenger	7	2:06:03 PM	2:06:08 PM
11	2:10:07 PM	2:10:15 PM	Yes	WB	Passenger	5	2:10:45 PM	2:10:51 PM
12	2:18:52 PM	2:19:01 PM	Yes	EB	Passenger	6	2:19:49 PM	2:19:55 PM
13	2:22:27 PM	2:22:34 PM	Yes	EB	Passenger	5	2:24:52 PM	2:25:00 PM
14	2:27:17 PM	2:27:24 PM	Yes	WB	Passenger	7	2:28:09 PM	2:28:16 PM
15	2:30:43 PM	2:30:51 PM	Yes	WB	Passenger	5	2:31:31 PM	2:31:37 PM
16	2:39:29 PM	2:39:37 PM	Yes	EB	Passenger	6	2:40:19 PM	2:40:25 PM
17	3:00:03 PM	3:00:11 PM	Yes	WB	Passenger	6	3:00:52 PM	3:00:58 PM
18	3:18:17 PM	3:18:24 PM	Yes	EB	Freight	87	3:23:24 PM	3:23:31 PM
19	3:44:57 PM	3:45:06 PM	Yes	EB	Passenger	5	3:45:43 PM	3:45:50 PM
20	4:08:21 PM	4:08:29 PM	Yes	EB	Passenger	6	4:09:16 PM	4:09:23 PM
21	4:12:46 PM	4:12:54 PM	Yes	WB	Passenger	5	4:13:27 PM	4:13:35 PM
22	4:20:32 PM	4:20:39 PM	Yes	EB	Freight	13	4:22:26 PM	4:22:32 PM
23	4:35:11 PM	4:35:19 PM	Yes	EB	Passenger	6	4:36:03 PM	4:36:10 PM
24	4:50:44 PM	4:50:53 PM	Yes	WB	Passenger	6	4:51:25 PM	4:51:32 PM
25	5:18:01 PM	5:18:10 PM	Yes	WB	Passenger	6	5:18:54 PM	5:19:00 PM
26	5:41:11 PM	5:41:19 PM	Yes	EB	Passenger	5	5:41:54 PM	5:42:00 PM
27	5:45:45 PM	5:45:54 PM	Yes	EB	Passenger	7	5:46:34 PM	5:46:40 PM
28	5:55:23 PM	5:55:30 PM	Yes	WB	Passenger	7	5:56:19 PM	5:56:25 PM
29	6:28:53 PM	6:29:01 PM	Yes	WB	Passenger	6	6:29:47 PM	6:29:55 PM
30	6:42:48 PM	6:42:55 PM	Yes	EB	Passenger	64	6:47:50 PM	6:47:56 PM
31	6:50:38 PM	6:50:46 PM	Yes	EB	Passenger	5	6:51:24 PM	6:51:29 PM
32	7:05:23 PM	7:05:30 PM	Yes	WB	Freight	25	7:08:34 PM	7:08:40 PM
33	7:25:27 PM	7:25:35 PM	Yes	EB	Passenger	6	7:26:23 PM	7:26:29 PM
34	7:33:31 PM	7:33:39 PM	Yes	EB	Passenger	5	7:34:27 PM	7:34:33 PM

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Broadway & Embarcadero West
 City: Oakland

Day: Sunday
 Date: 1/14/2018

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Side of Train & WB) (EB	Type of Train (Passenger or Freight)	Train Length (# of locomotives & railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)
35	7:45:22 PM	7:45:30 PM	Yes	WB	Passenger	6	7:46:05 PM	7:46:12 PM
36	7:48:28 PM	7:48:36 PM	Yes	WB	Passenger	5	7:49:12 PM	7:49:17 PM
37	7:52:42 PM	7:52:50 PM	Yes	WB	Freight	2	7:53:40 PM	7:53:46 PM
38	8:30:33 PM	8:30:39 PM	Yes	WB	Passenger	5	8:31:15 PM	8:31:21 PM
39	8:37:49 PM	8:37:56 PM	Yes	WB	Freight	44	8:41:17 PM	8:41:22 PM
40	9:22:22 PM	9:22:30 PM	Yes	EB	Passenger	5	9:23:13 PM	9:23:19 PM
41	9:29:45 PM	9:29:52 PM	Yes	WB	Passenger	5	9:30:28 PM	9:30:35 PM
42	9:43:33 PM	9:43:41 PM	Yes	WB	Passenger	11	9:44:23 PM	9:44:29 PM
43	9:53:41 PM	9:53:50 PM	Yes	EB	Passenger	7	9:54:35 PM	9:54:42 PM
44	10:02:05 PM	10:02:12 PM	Yes	WB	Passenger	7	10:02:48 PM	10:02:54 PM
45	10:13:40 PM	10:13:47 PM	Yes	WB	Passenger	5	10:14:17 PM	10:14:23 PM

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
 City: Oakland

Day: 10/15/2018
 Date: Monday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	NA	NA	Yes	Passenger	12	11:00:45	11:00:50	Arms were fully down prior to 11 AM
2	11:43:31	11:43:46	No	N/A	0	11:43:56	11:44:00	Arms went down partially & went up immediately
3	12:07:38	12:07:53	Yes	Passenger	6	12:08:27	12:08:32	
4	12:17:59	12:18:13	Yes	Passenger	6	12:18:40	12:18:45	
5	12:31:19	12:31:33	No	N/A	0	12:31:38	12:31:42	
6	12:38:08	12:38:23	Yes	Passenger	6	12:38:55	12:39:00	
7	12:39:41	12:39:56	Yes	Freight	48	12:43:02	12:43:07	
8	13:10:40	13:10:55	No	N/A	0	13:11:02	13:11:07	
9	13:29:08	13:29:22	Yes	Passenger	5	13:29:47	13:29:52	
10	13:48:40	13:48:54	Yes	Passenger	6	13:49:16	13:49:21	
11	14:02:04	14:02:19	Yes	Passenger	5	14:02:53	14:02:58	
12	14:09:38	14:09:53	Yes	Passenger	9	14:11:04	14:11:09	
13	14:37:23	14:37:38	Yes	Passenger	9	14:38:10	14:38:14	
14	14:52:17	14:52:31	Yes	Passenger	6	14:52:57	14:53:02	
15	15:22:53	15:23:08	Yes	Passenger	5	15:23:34	15:23:38	
16	15:27:56	15:28:08	No	N/A	0	15:28:09	15:28:14	
17	15:28:43	15:28:57	Yes	Passenger	7	15:29:28	15:29:33	
18	16:13:26	16:13:41	No	N/A	0	16:13:42	16:13:48	Arms went down partially & went up immediately
19	16:14:11	16:14:25	Yes	Passenger	5	16:15:21	16:15:25	
20	16:21:40	16:21:54	Yes	Passenger	5	16:22:20	16:22:25	
21	16:52:38	16:52:52	Yes	Passenger	5	16:53:18	16:53:23	
22	17:12:14	17:12:29	Yes	Only Locomotives	5	17:13:02	17:13:07	
23	17:32:59	17:33:13	Yes	Passenger	6	17:33:44	17:33:48	
24	17:35:30	17:35:45	Yes	Passenger	6	17:36:22	17:36:27	
25	17:39:28	17:39:42	Yes	Passenger	5	17:40:20	17:40:25	
26	17:47:08	17:47:23	Yes	Passenger	5	17:48:04	17:48:09	
27	18:00:35	18:00:49	Yes	Passenger	5	18:01:13	18:01:17	
28	18:12:13	18:12:28	Yes	Passenger	5	18:12:55	18:13:00	
29	18:24:20	18:24:34	Yes	Passenger	5	18:25:11	18:25:15	
30	18:26:09	18:26:24	Yes	Freight	15	18:30:25	18:30:30	
31	18:36:26	18:36:41	Yes	Passenger	5	18:37:10	18:37:15	
32	18:42:55	18:43:10	Yes	Passenger	5	18:43:49	18:43:54	
33	18:48:14	18:48:29	Yes	Passenger	5	18:49:10	18:49:15	
34	19:05:22	19:05:35	Yes	Passenger	5	19:06:02	19:06:06	
35	19:49:37	19:49:49	Yes	Passenger	6	19:50:23	19:50:28	
36	20:32:43	20:32:55	Yes	Passenger	6	20:33:44	20:33:49	
37	20:57:42	20:57:55	Yes	Freight	29	21:00:23	21:00:27	
38	21:01:57	21:02:09	No	N/A	0	21:02:18	21:02:22	
39	21:31:44	21:31:59	Yes	Passenger	5	21:32:29	21:32:33	
40	21:36:35	21:36:48	Yes	Passenger	9	21:37:27	21:37:32	
41	21:47:57	21:48:10	Yes	Passenger	9	21:48:55	21:49:00	
42	22:10:56	22:11:09	Yes	Passenger	5	22:11:34	22:11:39	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
 City: Oakland

Day: 10/15/2018
 Date: Monday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
43	22:28:08	22:28:20	No	N/A	0	22:28:55	22:28:59	
44	22:29:21	22:29:33	Yes	Only Locomotives	4	22:29:56	22:30:00	
45	22:35:21	22:35:34	Yes	Only Locomotives	4	22:36:27	22:36:31	
46	22:56:03	22:56:15	Yes	Passenger	5	22:57:44	22:57:49	
47	22:56:03	22:56:15	Yes	Only Locomotives	4	22:57:44	22:57:49	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
 City: Oakland

Day: 10/16/2018
 Date: Tuesday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	11:29:45	11:29:55	Yes	Passenger	9	11:30:38	11:30:45	
2	11:51:55	11:52:05	Yes	Freight	53	11:55:20	11:55:27	
3	12:04:09	12:04:17	Yes	Passenger	5	12:04:54	12:05:00	
4	12:16:46	12:16:55	Yes	Passenger	5	12:17:23	12:17:31	
5	12:32:24	12:32:34	Yes	Passenger	5	12:33:04	12:33:11	
6	13:23:55	13:24:05	Yes	Freight	36	13:27:33	13:27:39	
7	13:28:16	13:28:24	Yes	Passenger	5	13:28:55	13:29:02	
8	13:56:51	13:57:00	Yes	Passenger	5	13:57:24	13:57:31	
9	14:07:35	14:07:45	Yes	Passenger	6	14:08:23	14:08:29	
10	14:16:48	14:16:57	Yes	Passenger	9	14:17:44	14:17:50	
11	14:29:54	14:30:04	Yes	Freight	28	14:45:56	14:46:02	Train stopped after entering partially
12	14:29:54	14:30:04	Yes	Passenger	9	14:45:56	14:46:02	Train crossing overlapped with previous train.
13	14:51:45	14:51:54	Yes	Passenger	5	14:52:26	14:52:32	
14	14:58:41	14:58:51	Yes	Passenger	6	14:59:38	14:59:44	
15	15:37:12	15:37:21	Yes	Passenger	6	15:37:53	15:38:00	
16	15:57:00	15:57:08	Yes	Passenger	5	15:57:53	15:57:59	
17	16:03:46	16:03:56	Yes	Passenger	5	16:04:46	16:04:53	
18	16:11:34	16:11:42	Yes	Passenger	5	16:12:31	16:12:37	
19	16:20:23	16:20:32	Yes	Passenger	6	16:21:06	16:21:12	
20	16:42:08	16:42:17	Yes	Freight	2	16:46:48	16:46:54	
21	16:53:32	16:53:41	Yes	Passenger	5	16:54:13	16:54:19	
22	17:21:23	17:21:31	Yes	Passenger	5	17:22:11	17:22:17	
23	17:24:32	17:24:41	No	N/A	0	17:25:28	17:25:35	
24	17:29:23	17:29:31	Yes	Passenger	6	17:30:37	17:30:44	
25	17:29:23	17:29:31	Yes	Locomotives	4	17:30:37	17:30:44	
26	17:35:02	17:35:12	Yes	Locomotives	4	17:35:41	17:35:47	
27	17:42:22	17:42:32	Yes	Passenger	4	17:43:08	17:43:15	
28	17:54:52	17:55:02	Yes	Passenger	5	17:55:41	17:55:48	
29	17:58:28	17:58:38	Yes	Freight	17	18:00:37	18:00:44	
30	18:11:27	18:11:36	Yes	Passenger	4	18:12:06	18:12:13	
31	18:19:08	18:19:18	Yes	Passenger	5	18:20:02	18:20:08	
32	18:23:34	18:23:42	Yes	Passenger	5	18:24:27	18:24:34	
33	18:39:45	18:39:53	Yes	Passenger	5	18:40:29	18:40:36	
34	18:45:46	18:45:54	Yes	Passenger	5	18:46:31	18:46:38	
35	18:52:33	18:52:41	Yes	Passenger	5	18:53:21	18:53:27	
36	19:05:07	19:05:15	Yes	Passenger	6	19:05:49	19:05:56	
37	19:40:26	19:40:36	Yes	Passenger	5	19:41:13	19:41:18	
38	20:29:13	20:29:22	Yes	Passenger	5	20:29:55	20:30:00	
39	20:44:18	20:44:27	Yes	Passenger	6	20:45:04	20:45:10	
40	21:47:48	21:47:57	Yes	Freight	25	21:50:09	21:50:15	
41	22:11:09	22:11:20	Yes	Passenger	6	22:13:14	22:13:21	
42	22:13:42	22:13:53	Yes	Passenger	9	22:14:48	22:14:54	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
City: Oakland

Day: 10/16/2018
Date: Tuesday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
43	22:24:03	22:24:13	Yes	Passenger	12	22:24:58	22:25:04	
44	22:30:59	22:31:08	Yes	Passenger	9	22:32:05	22:32:13	
45	22:58:32	22:58:41	Yes	Passenger	5	22:59:16	22:59:23	

TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
City: Oakland

Day: 10/17/2018
Date: Wednesday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	11:10:26	11:10:35	No	N/A	0	11:11:48	11:11:56	
2	11:20:31	11:20:41	No	N/A	0	11:20:44	11:20:52	
3	11:32:32	11:32:41	Yes	Freight	26	11:34:50	11:34:56	
4	11:46:21	11:46:31	No	N/A	0	11:48:26	11:48:33	A truck arrived from the railroad tracks and turned onto the road.
5	11:59:19	11:59:28	Yes	Passenger	5	12:00:08	12:00:15	
6	12:17:06	12:17:15	Yes	Passenger	5	12:17:44	12:17:51	
7	12:28:01	12:28:10	Yes	Passenger	5	12:28:47	12:28:53	
8	13:32:34	13:32:44	Yes	Passenger	6	13:33:15	13:33:21	
9	13:58:53	13:59:02	Yes	Passenger	5	13:59:41	13:59:46	
10	14:03:05	14:03:15	Yes	Passenger	5	14:03:38	14:03:44	
11	14:11:27	14:11:36	Yes	Passenger	9	14:12:19	14:12:25	
12	14:37:26	14:37:36	Yes	Passenger	9	14:38:15	14:38:21	
13	14:51:49	14:51:59	Yes	Passenger	5	14:52:31	14:52:37	
14	15:12:54	15:13:03	Yes	Passenger	6	15:13:43	15:13:49	
15	15:20:42	15:20:51	Yes	Passenger	5	15:21:27	15:21:33	
16	15:24:03	15:24:13	No	N/A	0	15:25:10	15:25:16	
17	15:30:28	15:30:38	Yes	Freight	13	15:38:06	15:38:12	Train stopped after entering partially.
18	15:30:28	15:30:38	Yes	Passenger	6	15:38:06	15:38:12	
19	15:40:26	15:40:36	Yes	Passenger	5	15:41:20	15:41:26	
20	16:01:18	16:01:28	Yes	Passenger	6	16:02:05	16:02:12	
21	16:17:33	16:17:43	Yes	Passenger	6	16:18:15	16:18:21	
22	16:52:11	16:52:20	Yes	Passenger	6	16:52:52	16:52:57	
23	17:20:58	17:21:08	Yes	Passenger	5	17:21:41	17:21:46	
24	17:27:35	17:27:44	Yes	Passenger	5	17:29:18	17:29:25	
25	17:35:52	17:36:01	Yes	Passenger	5	17:36:34	17:36:40	
26	17:56:02	17:56:11	Yes	Passenger	4	18:00:54	18:01:00	
27	17:56:02	17:56:11	Yes	Passenger	5	18:00:54	18:01:00	
28	18:12:13	18:12:23	Yes	Passenger	4	18:12:52	18:12:58	
29	18:34:42	18:34:52	Yes	Passenger	6	18:35:27	18:35:34	
30	18:40:26	18:40:36	Yes	Passenger	5	18:41:13	18:41:19	
31	18:49:23	18:49:33	Yes	Passenger	6	18:50:14	18:50:20	
32	18:53:57	18:54:07	Yes	Freight	9	18:55:33	18:55:40	
33	18:53:57	18:54:07	Yes	Passenger	5	18:55:33	18:55:40	
34	19:03:17	19:03:29	Yes	Passenger	5	19:03:57	19:04:04	
35	19:42:01	19:42:12	Yes	Passenger	5	19:42:46	19:42:54	
36	20:23:51	20:24:02	Yes	Passenger	5	20:24:31	20:24:38	
37	20:43:05	20:43:16	Yes	Passenger	6	20:43:57	20:44:00	
38	21:00:29	21:00:39	Yes	Freight	20	21:02:34	21:02:41	
39	21:51:56	21:52:06	Yes	Passenger	13	21:52:52	21:52:58	
40	22:05:24	22:05:35	Yes	Freight	29	22:16:20	22:16:26	
41	22:05:24	22:05:35	Yes	Passenger	6	22:16:20	22:16:26	Train was reversing

TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
City: Oakland

Day: 10/18/2018
Date: Thursday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	12:10:43	12:10:54	Yes	Passenger	6	12:11:32	12:11:39	
2	12:18:07	12:18:18	Yes	Passenger	6	12:18:49	12:18:56	
3	12:40:38	12:40:49	Yes	Passenger	6	12:41:30	12:41:36	
4	13:04:22	13:04:32	No	N/A	0	13:05:01	13:05:07	A pickup truck arrives from the railroad tracks and turns onto the road.
5	13:31:16	13:31:26	Yes	Passenger	6	13:31:59	13:32:05	
6	13:56:28	13:56:38	Yes	Passenger	5	13:57:11	13:57:17	
7	14:01:29	14:01:39	Yes	Passenger	6	14:02:07	14:02:12	
8	14:27:46	14:27:57	Yes	Passenger	9	14:29:32	14:29:38	
9	14:42:49	14:42:59	Yes	Passenger	9	14:43:44	14:43:50	
10	14:51:55	14:52:06	Yes	Passenger	6	14:52:37	14:52:44	
11	15:00:28	15:00:38	Yes	Passenger	6	15:01:29	15:01:35	
12	15:38:02	15:38:12	Yes	Passenger	6	15:38:52	15:38:59	
13	15:58:42	15:58:51	Yes	Passenger	5	15:59:28	15:59:35	
14	16:16:27	16:16:37	Yes	Passenger	5	16:17:07	16:17:13	
15	16:52:11	16:52:21	Yes	Passenger	5	16:53:08	16:53:15	
16	17:08:39	17:08:49	Yes	Passenger	5	17:09:22	17:09:29	
17	17:21:52	17:22:02	Yes	Passenger	5	17:22:57	17:23:04	
18	17:23:27	17:23:38	Yes	Passenger	6	17:24:24	17:24:31	
19	17:30:33	17:30:43	Yes	Passenger	5	17:31:14	17:31:21	
20	17:41:59	17:42:09	Yes	Passenger	9	17:42:54	17:43:00	
21	18:11:57	18:12:07	Yes	Passenger	9	18:13:41	18:13:48	
22	18:16:26	18:16:36	Yes	Freight	12	18:17:27	18:17:33	
23	18:36:46	18:36:56	Yes	Passenger	5	18:37:32	18:37:39	
24	18:47:16	18:47:27	Yes	Passenger	6	18:48:09	18:48:15	
25	18:54:05	18:54:15	Yes	Passenger	5	18:54:51	18:54:58	
26	19:05:28	19:05:38	Yes	Passenger	5	19:06:12	19:06:20	
27	19:09:07	19:09:17	Yes	Passenger	6	19:10:07	19:10:15	
28	19:41:06	19:41:16	Yes	Passenger	6	19:41:55	19:42:02	
29	20:24:14	20:24:24	Yes	Passenger	6	20:24:54	20:25:01	
30	20:35:24	20:35:34	Yes	Freight	28	20:39:53	20:40:00	
31	20:48:40	20:48:50	Yes	Passenger	5	20:49:25	20:49:32	
32	21:14:03	21:14:13	Yes	Locomotive	3	21:14:52	21:14:59	
33	21:15:30	21:15:40	Yes	Passenger	5	21:16:43	21:16:50	
34	21:42:09	21:42:19	Yes	Passenger	5	21:42:53	21:43:00	
35	22:10:32	22:10:42	Yes	Passenger	5	22:11:12	22:11:19	
36	22:18:35	22:18:45	Yes	Locomotive	1	22:19:08	22:19:15	
37	22:56:00	22:56:10	Yes	Passenger	5	22:56:41	22:56:47	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
 City: Oakland

Day: 10/19/2018
 Date: Friday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	12:01:50	12:02:00	Yes	Passenger	5	12:02:38	12:02:45	
2	12:17:39	12:17:50	Yes	Passenger	6	12:18:20	12:18:26	
3	12:29:46	12:29:57	Yes	Passenger	5	12:30:33	12:30:40	
4	12:35:52	12:36:02	Yes	Freight	31	12:38:30	12:38:36	
5	12:44:46	12:44:56	No	N/A	0	12:45:52	12:45:58	
6	12:50:43	12:50:55	Yes	Freight	70	12:54:49	12:54:55	
7	13:29:43	13:29:55	Yes	Passenger	5	13:30:25	13:30:32	
8	14:02:36	14:02:46	Yes	Passenger	5	14:03:10	14:03:16	
9	14:09:49	14:10:00	Yes	Passenger	6	14:10:37	14:10:44	
10	14:14:57	14:15:08	Yes	Passenger	9	14:16:31	14:16:38	
11	14:37:47	14:37:55	Yes	Passenger	9	14:38:35	14:38:42	
12	14:51:52	14:52:04	Yes	Passenger	5	14:52:33	14:52:39	
13	15:02:27	15:02:37	Yes	Passenger	5	15:03:12	15:03:20	
14	15:13:59	15:14:06	Yes	Passenger	7	15:16:46	15:16:54	
15	15:13:59	15:14:06	Yes	Freight	26	15:16:46	15:16:54	
16	15:24:24	15:24:33	Yes	Passenger	5	15:25:05	15:25:12	
17	15:37:06	15:37:14	Yes	Passenger	7	15:37:49	15:37:56	
18	15:59:53	16:00:01	Yes	Passenger	5	16:00:38	16:00:45	
19	16:18:29	16:18:38	Yes	Passenger	5	16:19:09	16:19:15	
19	16:18:29	16:18:38	Yes	Passenger	5	16:19:09	16:19:15	
21	16:52:09	16:52:18	Yes	Passenger	5	16:52:48	16:52:55	
22	17:10:30	17:10:39	Yes	Freight	18	17:12:38	17:12:44	
23	17:20:57	17:21:05	Yes	Passenger	6	17:21:41	17:21:48	
24	17:36:08	17:36:18	Yes	Passenger	6	17:36:53	17:37:00	
25	17:43:04	17:43:14	Yes	Passenger	5	17:43:53	17:44:00	
26	17:46:56	17:47:06	Yes	Passenger	4	17:47:51	17:47:58	
27	17:49:24	17:49:32	Yes	Freight	4	17:52:34	17:52:42	
28	17:58:24	17:58:51	Yes	Passenger	5	18:01:40	18:01:46	
29	18:11:48	18:11:58	Yes	Passenger	4	18:12:29	18:12:36	
30	18:14:47	18:14:57	Yes	Passenger	6	18:15:58	18:16:05	
31	18:20:37	18:20:45	Yes	Freight	5	18:21:28	18:21:35	
32	18:36:03	18:36:12	Yes	Passenger	5	18:36:47	18:36:53	
33	18:44:38	18:44:48	Yes	Passenger	5	18:45:29	18:45:36	
34	19:01:00	19:01:08	Yes	Passenger	6	19:01:41	19:01:49	
35	19:40:55	19:41:03	Yes	Passenger	5	19:41:44	19:41:49	
36	20:24:18	20:24:27	Yes	Passenger	6	20:25:16	20:25:22	
37	20:42:58	20:43:08	Yes	Passenger	5	20:43:43	20:43:51	
38	21:53:20	21:53:30	Yes	Passenger	9	21:54:12	21:54:18	
39	22:14:48	22:14:57	Yes	Passenger	5	22:15:27	22:15:33	
40	22:18:03	22:18:13	Yes	Passenger	9	22:19:20	22:19:26	
41	22:51:33	22:51:43	Yes	Passenger	12	22:52:27	22:52:33	
42	22:55:49	22:55:59	Yes	Passenger	5	22:56:35	22:56:41	

TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
City: Oakland

Day: 10/20/2018
Date: Saturday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	11:07:27	11:07:37	YES	Passenger	9	11:08:19	11:08:27	
2	11:15:41	11:15:51	YES	Passenger	7	11:16:32	11:16:40	
3	11:22:17	11:22:27	YES	Passenger	9	11:23:25	11:23:33	
4	11:31:46	11:31:56	YES	Freight	73	11:37:31	11:37:39	
5	11:31:46	11:31:56	YES	Passenger	5	11:37:31	11:37:39	Train was reversing
6	12:17:50	12:18:00	YES	Passenger	6	12:18:36	12:18:44	
7	12:44:48	12:44:58	YES	Passenger	6	12:45:30	12:45:38	
8	13:57:01	13:57:11	YES	Passenger	5	13:57:45	13:57:53	
9	14:04:06	14:04:16	YES	Passenger	9	14:05:10	14:05:17	
10	14:36:34	14:36:44	YES	Passenger	9	14:37:22	14:37:29	
11	15:02:21	15:02:31	YES	Passenger	5	15:03:07	15:03:14	
12	15:06:38	15:06:48	YES	Passenger	6	15:07:21	15:07:28	
13	15:20:46	15:20:56	YES	Passenger	5	15:21:38	15:21:46	
14	15:56:11	15:56:21	YES	Passenger	5	15:56:55	15:57:03	
15	15:59:39	15:59:49	YES	Passenger	6	16:00:16	16:00:24	
16	16:12:15	16:12:25	YES	Passenger	6	16:12:58	16:13:06	
17	16:20:17	16:20:27	YES	Passenger	6	16:21:02	16:21:10	
18	17:27:39	17:27:48	YES	Passenger	5	17:28:17	17:28:25	
19	17:32:18	17:32:31	YES	Passenger	5	17:33:00	17:33:07	
20	17:47:12	17:47:23	YES	Passenger	6	17:47:58	17:48:05	
21	17:57:04	17:57:14	YES	Passenger	5	17:57:43	17:57:50	
22	18:00:06	18:00:14	YES	Passenger	5	18:00:53	18:01:00	
23	18:01:42	18:01:50	NO	N/A	0	18:01:53	18:02:00	
24	18:11:52	18:12:00	YES	Passenger	5	18:12:39	18:12:45	
25	18:41:39	18:41:48	YES	Passenger	6	18:42:29	18:42:36	
26	18:50:21	18:50:32	YES	Passenger	7	18:51:09	18:51:15	
27	19:52:21	19:52:28	YES	Passenger	5	19:52:55	19:53:00	
28	20:31:03	20:31:13	Yes	passenger	6	20:32:53	20:33:00	
29	20:34:17	20:34:25	Yes	passenger	6	20:35:01	20:35:08	
30	21:06:31	21:06:41	Yes	passenger	9	21:07:19	21:07:26	
31	21:19:41	21:19:51	Yes	passenger	9	21:20:37	21:20:45	
32	21:31:45	21:31:56	Yes	passenger	6	21:32:35	21:32:43	
33	21:44:36	21:44:46	Yes	passenger	6	21:45:31	21:45:39	
34	22:04:11	22:04:21	Yes	passenger	12	22:05:06	22:05:13	
35	22:31:30	22:31:41	Yes	passenger	6	22:32:12	22:32:20	

TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
City: Oakland

Day: 10/21/2018
Date: Sunday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	N/A	N/A	Yes	Passenger	6	11:00:17	11:00:23	Arm was already fully down at 11 AM
2	11:22:01	11:22:09	Yes	Passenger	6	11:22:40	11:22:47	
3	12:21:46	12:21:55	Yes	Passenger	5	12:22:29	12:22:38	
4	12:47:03	12:47:21	Yes	Passenger	5	12:47:45	12:47:52	
5	14:03:08	14:03:16	Yes	Passenger	6	14:03:55	14:04:02	
6	14:10:43	14:10:52	Yes	Passenger	5	14:11:30	14:11:37	
7	14:22:23	14:22:32	Yes	Passenger	6	14:23:05	14:23:11	
8	14:27:42	14:27:51	Yes	Passenger	5	14:28:25	14:28:32	
9	14:37:21	14:37:30	Yes	Passenger	5	14:38:07	14:38:09	
10	15:02:04	15:02:15	Yes	Passenger	5	15:02:47	15:02:54	
11	15:13:44	15:13:55	Yes	Passenger	5	15:14:40	15:14:48	
12	15:27:13	15:27:23	Yes	Passenger	5	15:28:04	15:28:11	
13	15:34:58	15:35:06	Yes	Passenger	5	15:35:51	15:35:58	
14	15:59:41	15:59:49	Yes	Passenger	6	16:00:28	16:00:35	
15	16:11:49	16:11:59	Yes	Passenger	5	16:12:29	16:12:36	
16	17:10:39	17:10:49	Yes	Freight	60	17:15:32	17:15:38	
17	17:25:46	17:25:57	Yes	Passenger	6	17:26:29	17:26:37	
18	17:30:34	17:30:43	Yes	Passenger	5	17:31:24	17:31:32	
19	17:42:51	17:43:01	Yes	Freight	29	17:46:08	17:46:16	Train was reversing
20	17:42:51	17:43:01	Yes	Passenger	6	17:46:08	17:46:16	
21	17:57:29	17:57:39	Yes	Passenger	5	17:59:42	17:59:46	Train was reversing
22	17:57:29	17:57:39	Yes	Passenger	5	17:59:42	17:59:46	
23	18:12:58	18:13:13	Yes	Passenger	5	18:13:49	18:13:56	
24	18:34:50	18:35:00	Yes	Passenger	7	18:35:34	18:35:41	
25	18:55:10	18:55:19	No	N/A	0	18:56:07	18:56:13	
26	19:08:35	19:08:46	Yes	Passenger	6	19:09:36	19:09:42	
27	19:32:53	19:33:04	Yes	Passenger	5	19:33:51	19:33:58	
28	19:52:44	19:52:56	Yes	Passenger	6	19:53:31	19:53:37	
29	19:57:19	19:57:29	Yes	Freight	24	19:59:52	19:59:58	
30	20:32:13	20:32:23	Yes	Passenger	6	20:32:58	20:33:04	
31	21:24:45	21:24:55	Yes	Passenger	5	21:25:35	21:25:41	
32	21:37:30	21:37:40	Yes	Passenger	5	21:38:18	21:38:24	
33	21:41:08	21:41:18	Yes	Passenger	9	22:16:08	22:16:14	
34	22:28:02	22:28:12	Yes	Passenger	13	22:29:07	22:29:13	
35	22:32:32	22:32:42	Yes	Passenger	6	22:33:12	22:33:18	
36	22:36:56	22:37:06	Yes	Passenger	9	22:38:18	22:38:24	

TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West

City: Oakland

Date: 7/22/2019

Day: Monday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	11:03:08	11:03:22	Yes	Freight	1	11:03:58	11:04:04	
2	11:11:52	11:12:09	Yes	Passenger	5	11:12:52	11:12:57	
3	11:38:53	11:39:09	Yes	Passenger	5	11:39:45	11:39:50	
4	12:09:48	12:10:04	Yes	Passenger	5	12:10:45	12:10:50	
5	12:17:50	12:18:05	Yes	Passenger	5	12:18:35	12:18:39	
6	12:44:07	12:44:21	Yes	Passenger	5	12:45:11	12:45:16	
7	13:19:53	13:20:09	Yes	Passenger	5	13:20:36	13:20:41	
8	13:30:19	13:30:34	Yes	Passenger	5	13:31:05	13:31:10	
9	13:43:44	13:44:00	Yes	Passenger	5	13:44:29	13:44:33	
10	14:01:54	14:02:10	Yes	Passenger	5	14:02:40	14:02:45	
11	14:06:43	14:06:59	Yes	Passenger	5	14:07:32	14:07:38	
12	14:23:34	14:23:49	Yes	Passenger	6	14:24:28	14:24:33	
13	14:37:29	14:37:45	Yes	Passenger	6	14:38:37	14:38:43	
14	14:52:16	14:52:31	yes	Passenger	5	14:53:03	14:53:08	
15	15:02:15	15:02:30	Yes	Passenger	5	15:03:01	15:03:06	
16	15:36:40	15:36:55	Yes	Passenger	5	15:37:25	15:37:30	
17	15:56:53	15:57:08	Yes	Passenger	4	15:57:42	15:57:46	
18	16:15:27	16:15:43	Yes	Passenger	5	16:16:13	16:16:18	
19	16:51:45	16:52:00	Yes	Passenger	4	16:52:25	16:52:30	
20	17:14:19	17:14:35	Yes	Passenger	7	17:15:22	17:15:27	
21	17:24:47	17:25:01	Yes	Passenger	6	17:25:32	17:25:37	
22	17:31:30	17:31:45	Yes	Passenger	5	17:32:21	17:32:26	
23	17:39:32	17:39:46	Yes	Passenger	6	17:40:22	17:40:27	
24	17:45:28	17:45:42	Yes	Passenger	3	17:46:13	17:46:18	
25	18:17:30	18:17:45	Yes	Passenger	3	18:18:12	18:18:16	
26	18:35:40	18:35:55	Yes	Passenger	5	18:36:36	18:36:41	
27	18:48:58	18:49:14	Yes	Freight	19	18:51:55	18:52:00	
28	18:48:58	18:49:14	Yes	Passenger	5	18:51:55	18:52:00	
29	18:56:32	18:56:48	Yes	Passenger	4	18:57:56	18:58:01	
30	19:09:42	19:09:58	Yes	Passenger	5	19:10:28	19:10:33	
31	19:14:34	19:14:50	Yes	Passenger	4	19:16:27	19:16:32	
32	19:36:44	19:37:00	Yes	Engine		19:37:27	19:37:32	
33	20:00:20	20:00:35	Yes	Passenger	5	20:01:12	20:01:17	
34	20:23:17	20:23:32	Yes	Passenger	5	20:24:01	20:24:06	

Prepared by National Data & Surveying Services

TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
City: Oakland

Date: 7/22/2019
Day: Monday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
35	20:35:11	20:35:31	Yes	Passenger	4	20:35:59	20:36:03	
36	20:50:18	20:50:33	Yes	Freight	44	20:54:49	20:54:53	
37	20:50:18	20:50:33	Yes	Passenger	4	20:54:49	20:54:53	
38	21:08:22	21:08:36	Yes	Passenger	5	21:09:12	21:09:17	
39	22:15:55	22:16:10	Yes	Passenger	5	22:16:46	22:16:51	
40	22:52:44	22:52:59	Yes	Passenger	4	22:53:33	22:53:37	

TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
City: Oakland

Date: 7/23/2019
Day: Tuesday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	11:06:27	11:06:43	Yes	Passenger	5	11:07:30	11:07:35	
2	11:22:40	11:22:56	Yes	Passenger	5	11:23:22	11:23:26	
3	11:46:40	11:46:55	Yes	Passenger	5	11:47:23	11:47:27	
4	12:00:35	12:00:51	Yes	Passenger	4	12:01:49	12:01:54	
5	12:17:06	12:17:22	Yes	Passenger	5	12:17:53	12:17:57	
6	12:31:57	12:32:13	Yes	Passenger	4	12:33:01	12:33:06	
7	13:08:35	13:08:49	Yes	Passenger	5	13:09:20	13:09:25	
8	13:23:55	13:24:10	Yes	Passenger	5	13:24:41	13:24:45	
9	13:37:57	13:38:12	Yes	Passenger	5	13:38:42	13:38:47	
10	13:47:37	13:47:51	Yes	Passenger	4	13:48:15	13:48:21	
11	13:59:32	13:59:47	Yes	Passenger	6	14:00:22	14:00:26	
12	14:51:19	14:51:34	Yes	Passenger	4	14:52:03	14:52:08	
13	15:12:47	15:13:02	Yes	Passenger	5	15:13:30	15:13:35	
14	15:37:37	15:37:52	Yes	Passenger	5	15:38:24	15:38:29	
15	15:52:06	15:52:21	Yes	Passenger	6	15:53:22	15:53:27	
16	15:58:23	15:58:38	Yes	Passenger	5	15:59:12	15:59:16	
17	16:11:45	16:12:00	Yes	Passenger	6	16:12:59	16:13:03	
18	16:18:50	16:19:05	Yes	Passenger	6	16:19:39	16:19:44	
19	16:38:08	16:38:24	Yes	Freight		17:03:49	17:03:54	Did not fully cross, reversed.
20	16:38:08	16:38:24	Yes	Passenger	5	17:03:49	17:03:54	
21	17:10:21	17:10:37	Yes	Freight	60	17:15:18	17:15:22	
22	17:23:37	17:23:53	Yes	Passenger	5	17:25:10	17:25:14	
23	17:26:23	17:26:39	Yes	Passenger	5	17:27:11	17:27:15	
24	17:30:08	17:30:23	Yes	Passenger	6	17:31:50	17:31:56	
25	17:41:16	17:41:30	Yes	Passenger	3	17:41:54	17:41:58	
26	17:45:34	17:45:50	No			17:45:58	17:46:02	
27	17:47:40	17:47:55	Yes	Passenger	6	17:48:29	17:48:34	
28	18:01:26	18:01:42	No			18:01:51	18:01:55	
29	18:17:24	18:17:38	Yes	Passenger	3	18:18:05	18:18:10	
30	18:36:50	18:37:05	Yes	Passenger	5	18:47:42	18:47:46	
31	18:57:06	18:57:21	Yes	Passenger	5	18:57:53	18:57:57	
32	19:01:08	19:01:23	Yes	Passenger	5	19:02:15	19:02:20	
33	19:34:45	19:35:00	Yes	Passenger	4	19:35:33	19:35:37	
34	20:05:09	20:05:25	Yes	Passenger	5	20:05:58	20:06:03	
35	20:15:39	20:15:55	Yes	Passenger	5	20:16:28	20:16:33	
36	20:25:51	20:26:06	Yes	Passenger	5	20:26:42	20:26:46	

TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
City: Oakland

Date: 7/23/2019
Day: Tuesday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
37	20:30:22	20:30:36	Yes	Passenger	5	20:31:12	20:31:17	
38	20:42:16	20:42:31	Yes	Passenger	5	20:43:12	20:43:17	
39	20:46:24	20:46:39	Yes	Passenger	6	20:47:58	20:48:03	
40	21:16:10	21:16:25	No			21:16:57	21:17:02	
41	21:18:44	21:18:58	Yes	Freight	19	21:41:08	21:41:12	
42	21:18:44	21:18:58	Yes	Freight	19	21:41:08	21:41:12	
43	21:56:18	21:56:33	Yes	Freight	8	21:59:40	21:59:45	
44	22:05:48	22:06:03	Yes	Freight	8	22:08:54	22:08:59	
45	22:15:45	22:16:00	Yes	Passenger	6	22:16:34	22:16:38	
46	22:20:21	22:20:36	Yes	Freight	44	22:24:27	22:24:32	
47	22:42:19	22:42:34	Yes	Passenger	6	22:43:15	22:43:19	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
 City: Oakland

Date: 7/24/2019
 Day: Wednesday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	11:12:46	11:13:02	Yes	Passenger	5	11:14:38	11:14:44	
2	11:37:53	11:38:08	Yes	Passenger	5	11:39:04	11:39:10	
3	12:04:01	12:04:16	Yes	Passenger	5	12:05:20	12:05:26	
4	12:16:00	12:16:15	Yes	Passenger	5	12:18:17	12:18:23	
5	12:35:47	12:36:02	No			12:36:04	12:36:09	
6	12:36:44	12:36:58	Yes	Passenger	5	12:41:52	12:41:58	
7	13:13:20	13:13:32	No			13:15:35	13:15:40	
8	13:16:02	13:16:17	Yes	Passenger	5	13:17:01	13:17:07	
9	13:29:08	13:29:22	Yes	Passenger	6	13:29:55	13:30:00	
10	13:37:51	13:38:07	Yes	Passenger	5	13:39:09	13:39:14	
11	13:49:14	13:49:28	Yes	Passenger	5	13:53:44	13:53:49	
12	13:57:09	13:57:23	Yes	Passenger	4	13:57:58	13:58:02	
13	14:16:24	14:16:39	Yes	Passenger	6	14:17:18	14:17:24	
14	14:28:45	14:28:59	Yes	Passenger	6	14:29:52	14:29:57	
15	14:52:22	14:52:36	Yes	Passenger	5	14:52:59	14:53:05	
16	15:09:58	15:10:12	Yes	Passenger	5	15:10:49	15:10:55	
17	15:17:00	15:17:14	Yes	Freight	3	15:17:57	15:18:02	
18	15:19:07	15:19:19	No			15:19:19	15:19:24	
19	15:36:24	15:36:37	Yes	Passenger	5	15:37:08	15:37:13	
20	15:58:34	15:58:48	Yes	Passenger	5	15:59:25	15:59:30	
21	16:16:31	16:16:45	Yes	Passenger	5	16:17:14	16:17:20	
22	16:52:20	16:52:34	Yes	Passenger	5	16:53:10	16:53:15	
23	17:06:01	17:06:18	Yes	Passenger	6	17:06:50	17:06:56	
24	17:20:37	17:20:51	No			17:21:12	17:21:18	
25	17:24:25	17:24:41	Yes	Passenger	5	17:25:08	17:25:14	
26	17:30:30	17:30:45	Yes	Freight	41	17:33:39	17:33:44	
27	17:38:12	17:38:28	Yes	Freight	41	17:44:41	17:44:46	
28	17:38:12	17:38:28	Yes	Passenger	5	17:44:41	17:44:46	
29	17:45:42	17:45:56	Yes	Passenger	6	17:46:30	17:46:35	
30	17:51:37	17:51:52	Yes	Passenger	3	17:52:10	17:52:15	
31	17:56:33	17:56:49	Yes	Freight	6	17:58:05	17:58:11	
32	18:02:21	18:02:36	Yes	Freight	6	18:06:12	18:06:17	
33	18:07:28	18:07:45	No			18:07:47	18:07:52	
34	18:16:51	18:17:06	Yes	Passenger	3	18:17:33	18:17:36	

TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West

City: Oakland

Date: 7/24/2019

Day: Wednesday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
35	18:36:12	18:36:28	Yes	Passenger	6	18:38:04	18:38:09	
36	18:52:44	18:53:01	No			18:53:26	18:53:32	
37	18:54:21	18:54:37	Yes	Freight	34	18:57:35	18:57:42	
38	18:58:24	18:58:41	Yes	Passenger	4	18:59:10	18:59:15	
39	19:02:14	19:02:30	Yes	Passenger	6	19:03:25	19:03:30	
40	19:06:10	19:06:27	Yes	Passenger	5	19:07:18	19:07:23	
41	19:18:23	19:18:39	Yes	Passenger	5	19:19:36	19:19:41	
42	20:11:19	20:11:36	Yes	Passenger	5	20:12:09	20:12:15	
43	20:25:53	20:26:10	Yes	Passenger	5	20:26:37	20:26:43	
44	20:45:48	20:46:05	Yes	Passenger	4	20:46:40	20:46:46	
45	20:59:39	20:59:55	Yes	Passenger	4	21:00:37	21:00:41	
46	21:14:51	21:15:08	Yes	Passenger	5	21:15:41	21:15:46	
47	21:42:01	21:42:13	Yes	Passenger	10	21:42:51	21:42:57	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
 City: Oakland

Date: 7/25/2019
 Day: Thursday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	11:45:58	11:46:12	Yes	Passenger	6	11:48:38	11:48:43	
2	12:02:07	12:02:21	Yes	Passenger	6	12:03:04	12:03:10	
3	12:05:36	12:05:51	Yes	Passenger	6	12:06:27	12:06:33	
4	12:07:13	12:07:28	No			12:07:50	12:07:56	
5	12:12:46	12:13:00	No			12:13:42	12:13:48	
6	12:16:20	12:16:34	Yes	Passenger	7	12:17:07	12:17:13	
7	12:23:25	12:23:40	Yes	Freight	30	12:26:46	12:26:52	
8	12:39:18	12:39:33	Yes	Freight	9	12:40:27	12:40:33	
9	12:46:54	12:47:09	Yes	Freight	30	13:13:25	13:13:31	
10	12:46:54	12:47:09	Yes	Passenger	6	13:13:25	13:13:31	
11	13:14:37	13:14:51	Yes	Passenger	6	13:15:36	13:15:41	
12	13:28:01	13:28:16	Yes	Passenger	6	13:29:11	13:29:17	
13	13:37:35	13:37:50	Yes	Passenger	6	13:38:51	13:38:58	
14	13:53:09	13:53:23	No			13:55:34	13:55:41	
15	13:57:15	13:57:30	Yes	Passenger	6	13:58:03	13:58:10	
16	14:01:38	14:01:52	Yes	Passenger	6	14:04:04	14:04:11	
17	14:23:31	14:23:48	No					
18	14:29:37	14:29:51	Yes	Passenger	8	14:32:11	14:32:17	
19	14:32:22	14:32:35	No			14:33:15	14:33:21	
20	14:46:01	14:46:16	Yes	Passenger	8	14:47:27	14:47:33	
21	14:51:41	14:51:56	Yes	Passenger	6	14:53:37	14:53:44	
22	15:18:40	15:18:54	Yes	Passenger	6	15:19:25	15:19:31	
23	15:26:04	15:26:18	No			15:35:31	15:35:37	
24	15:37:01	15:37:16	Yes	Passenger	6	15:37:45	15:37:51	
25	15:57:05	15:57:20	Yes	Passenger	5	15:57:55	15:58:01	
26	16:19:38	16:19:53	Yes	Passenger	6	16:20:27	16:20:33	
27	16:51:53	16:52:07	Yes	Passenger	5	16:52:33	16:52:39	
28	16:56:07	16:56:22	Yes	Engine	1	16:56:51	16:56:57	
29	17:13:07	17:13:19	Yes	Passenger	8	17:16:23	17:16:28	
30	17:13:07	17:13:19	Yes	Freight	27	17:16:23	17:16:28	
31	17:24:27	17:24:40	Yes	Passenger	6	17:25:12	17:25:17	
32	17:27:53	17:28:06	Yes	Engine	1	17:28:38	17:28:43	
33	17:37:48	17:38:01	Yes	Passenger	8	17:39:33	17:39:39	
34	17:48:55	17:49:09	Yes	Passenger	7	17:49:47	17:49:53	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
City: Oakland

Date: 7/25/2019
Day: Thursday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
35	17:50:00	17:50:12	No			17:51:24	17:51:28	
36	17:51:51	17:52:00	No			17:52:31	17:52:37	
37	17:54:06	17:54:18	Yes	Passenger	4	17:54:43	17:54:49	
38	18:19:21	18:19:35	Yes	Passenger	4	18:20:04	18:20:09	
39	18:39:51	18:40:03	Yes	Passenger	6	18:40:42	18:40:47	
40	18:46:40	18:46:54	Yes	Passenger	6	18:47:33	18:47:37	
41	18:57:01	18:57:14	Yes	Passenger	6	18:58:08	18:58:13	
42	19:09:37	19:09:49	Yes	Passenger	6	19:10:25	19:10:30	
43	19:14:00	19:14:12	Yes	Passenger	6	19:15:02	19:15:07	
44	19:46:53	19:47:07	Yes	Passenger	6	19:47:44	19:47:49	
45	20:36:53	20:37:04	Yes	Passenger	6	20:37:39	20:37:45	
46	20:39:15	20:39:28	Yes	Passenger	6	20:40:16	20:40:21	
47	20:49:53	20:50:04	Yes	Passenger	6	20:50:43	20:50:48	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
 City: Oakland

Date: 7/26/2019
 Day: Friday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	11:02:19	11:02:34	Yes	Passenger	6	11:11:12	11:11:17	
2	11:11:38	11:11:53	No			11:18:00	11:18:06	
3	11:36:41	11:36:56	Yes	Passenger	6	11:39:05	11:39:10	
4	11:59:31	11:59:47	Yes	Passenger	5	12:02:04	12:02:10	
5	12:15:24	12:15:39	Yes	Passenger	6	12:17:33	12:17:38	
6	12:28:54	12:29:10	Yes	Passenger	5	12:35:12	12:35:17	
7	13:27:02	13:27:18	Yes	Passenger	6	13:28:13	13:28:18	
8	13:30:55	13:31:10	No			13:33:01	13:33:06	
9	13:33:19	13:33:35	Yes	Passenger	6	13:34:06	13:34:11	
10	13:47:28	13:47:43	Yes	Passenger	6	13:49:05	13:49:10	
11	14:05:28	14:05:44	Yes	Passenger	6	14:06:28	14:06:33	
12	14:08:25		No				14:08:38	
13	14:10:50	14:11:06	Yes	Passenger	5	14:11:30	14:11:35	
14	14:12:59		No				14:13:09	
15	14:18:24	14:18:24	Yes	Passenger	8	14:21:05	14:21:10	
16	14:31:32	14:31:47	No			14:32:13	14:32:18	
17	14:32:46	14:33:02	Yes	Passenger	8	14:33:49	14:33:54	
18	14:51:25	14:51:40	Yes	Passenger	5	14:52:09	14:52:14	
19	15:11:46	15:12:01	Yes	Passenger	6	15:14:14	15:14:19	
20	15:30:01	15:30:17	Yes	Freight	29	15:36:19		
21	15:36:19	15:36:27	Yes	Passenger	6	15:37:10	15:37:15	
22	16:01:54	16:02:10	Yes	Passenger	6	16:02:44	16:02:49	
23	16:13:45	16:14:01	Yes	Passenger	6	16:14:30	16:14:35	
24	16:44:37	16:44:52	Yes	Freight	78	16:51:03	16:51:08	
25	16:52:05	16:52:19	Yes	Passenger	6	16:52:51	16:52:56	
26	17:02:30	17:02:46	Yes	Freight	27	17:31:42	17:31:47	
27	17:02:30	17:02:46	Yes	Passenger	8	17:31:42	17:31:47	
28	17:02:30	17:02:46	Yes	Passenger	6	17:31:42	17:31:47	
29	17:40:19	17:40:35	Yes	Passenger	7	17:48:16	17:48:22	
30	17:40:19	17:40:35	Yes	Freight	9	17:48:16	17:48:22	
31	17:40:19	17:40:35	Yes	Passenger	8	17:48:16	17:48:22	
32	17:50:15	17:50:30	Yes	Passenger	4	17:50:55	17:51:01	
33	18:17:32	18:17:49	Yes	Passenger	4	18:18:14	18:18:20	
34	18:26:32	18:26:48	Yes	Passenger	6	18:27:35	18:27:40	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
City: Oakland

Date: 7/26/2019
Day: Friday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
35	18:39:34	18:39:49	Yes	Passenger	6	18:40:23	18:40:28	
36	18:57:39	18:57:55	Yes	Passenger	6	18:59:19	18:59:25	
37	19:00:02	19:00:17	No			19:00:36	19:00:42	
38	19:00:54	19:01:09	Yes	Passenger	6	19:01:40	19:01:46	
39	19:12:50	19:13:05	Yes	Passenger	6	19:13:52	19:13:58	
40	19:24:36	19:24:51	Yes	Engines	2	19:25:42	19:25:48	
41	19:30:25	19:30:40	Yes	Engines	2	19:31:13	19:31:18	
42	19:34:21	19:34:36	No			19:34:58	19:35:03	
43	19:44:34	19:44:49	Yes	Passenger	5	19:45:24	19:45:30	
44	20:13:48	20:14:03	Yes	Passenger	6	20:14:37	20:14:42	
45	20:26:58	20:27:14	Yes	Passenger	6	20:27:40	20:27:45	
46	20:30:13	20:30:28	Yes	Passenger	6	20:31:10	20:31:16	
47	20:48:31	20:48:46	Yes	Passenger	6	20:49:20	20:49:26	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
 City: Oakland

Date: 7/27/2019
 Day: Saturday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	11:04:33	11:04:48	Yes	Passenger	6	11:05:23	11:05:29	
2	11:12:26	11:12:42	Yes	Passenger	6	11:13:10	11:13:15	
3	11:18:02	11:18:18	Yes	Passenger	6	11:18:54	11:18:59	
4	11:24:11	11:24:28	Yes	Passenger	6	11:25:11	11:25:16	
5	11:37:56	11:38:11	Yes	Passenger	6	11:38:39	11:38:44	
6	12:18:29	12:18:45	Yes	Passenger	6	12:19:18	12:19:23	
7	12:48:34	12:48:50	Yes	Passenger	6	12:49:31	12:49:36	
8	13:04:44	13:05:01	Yes	Passenger	6	13:05:26	13:05:31	
9	13:37:22	13:37:36	Yes	Passenger	6	13:38:05	13:38:10	
10	13:57:34	13:57:50	Yes	Passenger	5	13:58:21	13:58:26	
11	14:20:11	14:20:26	No			14:21:10	14:21:15	
12	14:22:31	14:22:45	Yes	Passenger	6	14:23:26	14:23:31	
13	14:24:12	14:24:27	Yes	Passenger	8	14:38:30	14:38:35	
14	14:24:12	14:24:27	Yes	Passenger	6	14:38:30	14:38:35	
15	14:44:52	14:45:08	Yes	Passenger	8	14:45:56	14:46:02	
16	15:03:52	15:04:08	Yes	Passenger	6	15:04:35	15:04:41	
17	15:54:58	15:55:13	Yes	Passenger	6	15:55:46	15:55:51	
18	15:59:48	16:00:03	Yes	Passenger	6	16:00:35	16:00:40	
19	16:12:50	16:13:05	Yes	Passenger	6	16:13:32	16:13:38	
20	16:46:21	16:46:39	Yes	Freight	96	16:51:29	16:51:35	
21	16:52:41	16:52:56	No			16:53:19	16:53:24	
22	17:19:48	17:20:03	Yes	Passenger	5	17:20:29	17:20:35	
23	17:21:12	17:21:27	Yes	Passenger	8	17:22:28	17:22:33	
24	17:36:26	17:36:40	Yes	Freight	52	17:40:50	17:40:55	
25	17:36:26	17:36:40	Yes	Passenger	6	17:40:50	17:40:55	
26	17:42:03	17:42:18	No			17:42:39	17:42:45	
27	17:46:03	17:46:19	Yes	Passenger	8	17:46:53	17:46:59	
28	18:20:59	18:21:16	Yes	Passenger	6	18:21:48	18:21:53	
29	18:28:49	18:29:04	Yes	Passenger	6	18:29:33	18:29:38	
30	18:33:44	18:33:59	Yes	Passenger	6	18:34:43	18:34:49	
31	18:40:02	18:40:17	No			18:41:57	18:42:03	
32	18:44:32	18:44:47	Yes	Passenger	6	18:45:36	18:45:41	
33	18:47:02	18:47:17	Yes	Freight	34	18:49:59	18:50:05	
34	18:58:28	18:58:43	Yes	Freight	34	19:17:34	19:17:39	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
City: Oakland

Date: 7/27/2019
Day: Saturday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
35	19:39:44	19:39:59	No			19:41:07	19:41:12	
36	19:43:35	19:43:50	Yes	Passenger	6	19:44:23		
37		19:44:33	Yes	Passenger	6	19:46:10	19:46:15	
38	20:27:34	20:27:50	No			20:28:17	20:28:22	
39	20:30:14	20:30:30	Yes	Passenger	6	20:35:10	20:35:15	
40	20:35:53	20:36:08	Yes	Engine	2	20:36:39	20:36:44	
41	20:41:17	20:41:32	Yes	Engine	2	20:42:09	20:42:14	
42	20:46:54	20:47:10	No			20:47:30	20:47:35	
43	20:49:02	20:49:17	Yes	Passenger	6	20:50:05	20:50:10	
44	21:02:37	21:02:53	Yes	Freight	31	21:05:35	21:05:40	
45	22:07:46	22:08:00	Yes	Passenger	6	22:08:32	22:08:38	
46	22:19:32	22:19:48	Yes	Passenger	6	22:20:30	22:20:35	
47	22:25:22	22:25:37	Yes	Passenger	8	22:26:30	22:26:36	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
 City: Oakland

Date: 7/28/2019
 Day: Sunday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	11:09:35	11:09:50	Yes	Passenger	6	11:10:20	11:10:25	
2	11:16:42	11:16:57	Yes	Passenger	6	11:17:29	11:17:34	
3	11:38:33	11:38:47	Yes	Passenger	6	11:51:16	11:51:21	
4	12:12:31	12:12:45	Yes	Passenger	6	12:13:22	12:13:27	
5	12:42:03	12:42:17	Yes	Passenger	6	12:43:10	12:43:15	
6	13:16:47	13:17:01	Yes	Passenger	6	13:19:18	13:19:24	
7	13:36:19	13:36:32	No			13:37:09	13:37:14	
8	13:37:48	13:38:02	Yes	Passenger	6	13:39:02	13:39:07	
9	14:00:34	14:00:50	Yes	Passenger	6	14:03:04	14:03:09	
10	14:14:07	14:14:22	Yes	Passenger	8	14:16:43	14:16:48	
11	14:24:01	14:24:15	Yes	Passenger	6	14:26:30	14:26:35	
12	14:30:37	14:30:51	Yes	Passenger	5	14:33:41	14:33:46	
13	14:37:43	14:37:57	Yes	Passenger	7	14:41:33	14:41:38	
14	15:00:23	15:00:37	Yes	Passenger	5	15:03:37	15:03:42	
15	15:43:54	15:44:08	Yes	Passenger	6	15:46:26	15:46:31	
16	15:50:28	15:50:40	Yes	Passenger	6	15:52:51	15:52:56	
17	16:12:36	16:12:50	Yes	Passenger	6	16:15:06	16:15:11	
18	16:56:44	16:56:58	Yes	Freight	76	17:08:05	17:08:10	
19	17:13:20	17:13:34	Yes	Passanger	8	17:17:52	17:17:58	
20	17:22:52	17:23:07	Yes	Passanger	6	17:25:07	17:25:13	
21	17:36:33	17:36:48	Yes	Passanger	8	17:38:47	17:38:53	
22	17:43:38	17:43:52	Yes	Passanger	6	17:47:19	17:47:26	
23	18:32:35	18:32:48	Yes	Passanger	6	18:34:40	18:34:46	
24	18:54:48	18:55:03	Yes	Passanger	6	18:57:17	18:57:24	
25	19:14:13	19:14:28	Yes	Passanger	6	19:17:17	19:17:23	
26	19:24:59	19:25:14	Yes	Passanger	5	19:27:26	19:27:32	
27	19:29:52	19:30:06	Yes	Passanger	6	19:36:22	19:36:29	
28	19:46:33	19:46:48	Yes	Passanger	6	19:48:48	19:48:55	
29	20:30:13	20:30:28	Yes	Passanger	6	20:32:27	20:32:35	
30	21:13:30	21:13:43	Yes	Freight	60	22:40:23	22:40:31	
31	21:13:30	21:13:43	Yes	Passanger	6	22:40:23	22:40:31	
32	21:13:30	21:13:43	Yes	Passanger	6	22:40:23	22:40:31	
33	21:13:30	21:13:43	Yes	Passanger	6	22:40:23	22:40:31	
34	21:13:30	21:13:43	Yes	Passanger	6	22:40:23	22:40:31	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Market St & Embarcadero West
City: Oakland

Date: 7/28/2019
Day: Sunday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
35	21:13:30	21:13:43	Yes	Freight	61	22:40:23	22:40:31	
36	22:41:00	22:41:16	Yes	Passanger	12	22:42:03	22:42:11	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Martin Luther King Jr. Boulevard & Embarcadero West
 City: Oakland

Date: 7/22/2019
 Day: Monday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1						11:00:06	11:00:18	Arms Fully Down Before Start
2	11:01:32	11:01:41	No			11:01:50	11:01:58	
3	11:09:45	11:09:56	Yes	Passenger	5	11:10:32	11:10:40	
4	11:35:19	11:35:30	Yes	Passenger	5	11:36:25	11:36:34	
5	11:37:08	11:37:18	No			11:37:18	11:37:24	
6	12:07:27	12:07:37	Yes	Passenger	5	12:08:22	12:08:30	
7	12:14:02	12:14:14	Yes	Passenger	5	12:15:48	12:15:56	
8	12:40:41	12:40:53	Yes	Passenger	5	12:41:37	12:41:45	
9	13:17:24	13:17:34	Yes	Passenger	5	13:18:10	13:18:17	
10	13:26:51	13:27:01	Yes	Passenger	5	13:27:47	13:27:54	
11	13:40:20	13:40:30	Yes	Passenger	5	13:41:13	13:41:20	
12	13:59:26	13:59:37	Yes	Passenger	5	14:00:13	14:00:20	
13	14:04:22	14:04:32	Yes	Passenger	5	14:05:06	14:05:14	
14	14:21:08	14:21:19	Yes	Passenger	6	14:22:00	14:22:09	
15	14:34:04	14:34:15	Yes	Passenger	6	14:35:05	14:35:13	
16	14:49:00	14:49:11	Yes	Passenger	5	14:49:45	14:49:53	
17	14:59:52	15:00:03	Yes	Passenger	5	15:00:36	15:00:43	
18	15:33:18	15:33:29	Yes	Passenger	5	15:34:09	15:34:17	
19	15:54:28	15:54:39	Yes	Passenger	4	15:55:16	15:55:23	
20	16:11:50	16:12:00	Yes	Passenger	5	16:13:09	16:13:17	
21	16:48:19	16:48:30	Yes	Passenger	4	16:49:10	16:49:18	
22	17:12:11	17:12:22	Yes	Passenger	6	17:12:58	17:13:06	
23	17:21:18	17:21:29	Yes	Passenger	6	17:22:17	17:22:24	
24	17:29:02	17:29:15	Yes	Passenger	5	17:30:10	17:30:19	
25	17:36:06	17:36:18	Yes	Passenger	6	17:37:05	17:37:13	
26	17:43:06	17:43:17	Yes	Passenger	3	17:43:49	17:43:57	
27	18:14:06	18:14:17	Yes	Passenger	3	18:14:55	18:15:03	
28	18:33:08	18:33:37	Yes	Passenger	5	18:34:29	18:34:37	
29	18:46:12	18:46:24	Yes	Passenger	5	18:49:30	18:49:39	
30	18:46:12	18:46:24	Yes	Freight	19	18:49:30	18:49:39	
31	18:54:23	18:54:34	Yes	Passenger	4	18:55:51	18:55:58	
32	19:06:11	19:06:22	Yes	Passenger	5	19:07:43	19:07:51	
33	19:11:13	19:11:25	Yes	Passenger	4	19:12:15	19:12:26	
34	19:34:35	19:34:47	Yes	Engine		19:35:16	19:35:24	
35	19:57:57	19:58:09	Yes	Passenger	5	19:58:53	19:58:59	
36	20:19:13	20:19:22	Yes	Passenger	5	20:20:49	20:20:57	

TRAIN OBSERVATION STUDY

Location: Martin Luther King Jr. Boulevard & Embarcadero West
City: Oakland

Date: 7/22/2019
Day: Monday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
37	20:21:26	20:21:34	No			20:21:35	20:21:41	
38	20:32:45	20:32:56	Yes	Passenger	4	20:33:34	20:33:42	
39	20:47:34	20:47:44	Yes	Passenger	4	20:48:27	20:48:33	
40	20:48:44	20:49:01	Yes	Passenger	4	20:53:02	20:53:10	
41	20:48:44	20:49:01	Yes	Freight	44	20:53:02	20:53:10	
42	21:05:55	21:06:05	Yes	Passenger	5	21:06:46	21:06:53	
43	22:12:23	22:12:33	Yes	Passenger	5	22:13:25	22:13:35	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Martin Luther King Jr. Boulevard & Embarcadero West
 City: Oakland

Date: 7/23/2019
 Day: Tuesday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	11:02:44	11:02:57	Yes	Passenger	5	11:04:06	11:04:14	
2	11:20:13	11:20:25	Yes	Passenger	5	11:20:54	11:21:01	
3	11:43:05	11:43:17	Yes	Passenger	5	11:44:05	11:44:14	
4	11:58:09	11:58:21	Yes	Passenger	4	11:59:49	12:00:00	
5	12:13:44	12:13:56	Yes	Passenger	5	12:14:36	12:14:44	
6	12:28:28	12:28:40	Yes	Passenger	4	12:29:25	12:29:33	
7	13:06:10	13:06:21	Yes	Passenger	5	13:06:53	13:07:00	
8	13:20:17	13:20:29	Yes	Passenger	5	13:21:36	13:21:43	
9	13:34:37	13:34:51	Yes	Passenger	5	13:35:26	13:35:33	
10	13:45:05	13:45:17	Yes	Passenger	4	13:45:49	13:45:57	
11	13:57:06	13:57:18	Yes	Passenger	6	13:57:55	13:58:23	
12	14:47:54	14:48:05	Yes	Passenger	4	14:48:46	14:48:54	
13	15:10:17	15:10:29	Yes	Passenger	5	15:11:04	15:11:11	
14	15:33:01	15:33:12	Yes	Passenger	5	15:35:38	15:35:45	
15	15:49:40	15:49:51	Yes	Passenger	6	15:51:13	15:51:20	
16	15:55:55	15:56:07	Yes	Passenger	5	15:56:45	15:56:53	
17	16:08:25	16:08:37	Yes	Passenger	6	16:09:25	16:09:33	
18	16:14:46	16:14:57	Yes	Passenger	6	16:16:19	16:16:27	
19	16:17:00	16:17:10	No			16:17:10	16:17:18	
20	16:45:42	16:45:54	No			16:46:33	16:46:40	
21	16:46:48	16:47:00	No			16:47:05	16:47:12	
22	16:47:51	16:48:02	Yes	Passenger	5	16:49:11	16:49:18	
23	16:51:35	16:51:46	Yes	Freight		17:00:01	17:00:10	
24	17:08:18	17:08:30	Yes	Freight	60	17:13:21	17:13:28	
25	17:20:33	17:20:44	Yes	Passenger	5	17:21:58	17:22:05	
26	17:23:39	17:23:50	Yes	Passenger	5	17:25:00	17:25:09	
27	17:28:37	17:28:49	Yes	Passenger	6	17:29:36	17:29:43	
28	17:38:46	17:38:57	Yes	Passenger	3	17:39:29	17:39:37	
29	17:44:19	17:44:31	Yes	Passenger	6	17:45:13	17:45:20	
30	18:13:42	18:13:53	Yes	Passenger	3	18:15:00	18:15:08	
31	18:34:25	18:34:36	Yes	Passenger	5	18:35:27	18:35:34	
32	18:53:29	18:53:40	Yes	Passenger	5	18:54:48	18:54:56	
33	18:56:52	18:57:03	Yes	Passenger	5	18:58:51	18:58:58	
34	19:32:19	19:32:30	Yes	Passenger	4	19:33:06	19:33:14	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Martin Luther King Jr. Boulevard & Embarcadero West
City: Oakland

Date: 7/23/2019
Day: Tuesday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
35	20:02:42	20:02:53	Yes	Passenger	5	20:03:30	20:03:39	
36	20:12:20	20:12:32	Yes	Passenger	5	20:13:08	20:13:16	
37	20:22:00	20:22:11	Yes	Passenger	5	20:23:17	20:23:24	
38	20:24:04	20:24:15	No			20:24:15	20:24:23	
39	20:27:56	20:28:09	Yes	Passenger	5	20:28:46	20:28:54	
40	20:38:48	20:38:59	Yes	Passenger	5	20:39:43	20:39:50	
41	20:44:15	20:44:26	Yes	Passenger	6	20:45:51	20:45:59	
42	21:18:14	21:18:25	Yes	Freight	19	21:20:53	21:21:00	
43	21:23:51	21:24:01	Yes	Freight	19	21:26:19	21:26:26	
44	21:55:29	21:55:40	Yes	Freight	8	21:57:03	21:57:10	
45	22:01:55	22:02:05	Yes	Freight	8	22:03:19	22:03:27	
46	22:06:30	22:06:41	No			22:06:48	22:06:55	
47	22:11:49	22:12:00	Yes	Passenger	6	22:14:06	22:14:14	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Martin Luther King Jr. Boulevard & Embarcadero West
 City: Oakland

Date: 7/24/2019
 Day: Wednesday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	11:10:22	11:10:33	Yes	passenger	5	11:11:06	11:11:14	
2	11:34:28	11:34:39	Yes	passenger	5	11:35:22	11:35:29	
3	12:01:28	12:01:48	Yes	passenger	5	12:02:29	12:02:37	
4	12:13:40	12:13:51	Yes	passenger	5	12:14:32	12:14:39	
5	12:33:18	12:33:29	Yes	passenger	5	12:34:17	12:34:25	
6	13:13:56	13:14:06	Yes	passenger	5	13:14:42	13:14:50	
7	13:25:36	13:25:46	Yes	passenger	6	13:26:51	13:26:58	
8	13:34:31	13:34:41	Yes	passenger	5	13:35:22	13:35:29	
9	13:48:52	13:49:03	Yes	passenger	5	13:49:36	13:49:43	
10	13:54:46	13:54:56	Yes	passenger	4	13:55:32	13:55:40	
11	14:14:00	14:14:11	Yes	passenger	6	14:14:53	14:15:00	
12	14:25:21	14:25:31	Yes	passenger	6	14:26:21	14:26:29	
13	14:48:48	14:48:58	Yes	passenger	5	14:49:46	14:49:53	
14	15:07:42	15:07:53	Yes	passenger	5	15:08:26	15:08:33	
15	15:13:30	15:13:41	Yes	Freight	3	15:14:21	15:14:28	
16	15:15:31	15:15:41	No			15:15:45	15:15:53	
17	15:32:48	15:32:49	Yes	passenger	5	15:34:06	15:34:14	
18	15:56:13	15:56:24	Yes	passenger	5	15:57:00	15:57:06	
19	16:12:56	16:13:06	Yes	passenger	5	16:14:12	16:14:19	
20	16:49:07	16:49:17	Yes	passenger	5	16:49:56	16:50:53	
21	17:03:38	17:03:49	Yes	passenger	6	17:04:26	17:04:33	
22	17:20:35	17:20:45	Yes	passenger	5	17:22:44	17:22:51	
23	17:27:27	17:27:37	Yes	Freight	41	17:31:42	17:31:49	
24	17:34:28	17:34:38	Yes	Freight	41	17:40:42	17:40:49	
25	17:34:28	17:34:38	Yes	passenger	5	17:40:42	17:40:49	
26	17:42:07	17:42:18	Yes	passenger	6	17:43:28	17:43:35	
27	17:49:03	17:49:14	yes	passenger	3	17:49:46	17:49:53	
28	17:54:55	17:55:06	Yes	Freight	6	17:56:17	17:56:24	
29	17:58:51	17:59:02	Yes	Freight	6	18:00:02	18:00:08	
30	18:03:44	18:03:55	No			18:04:01	18:04:08	
31	18:13:24	18:13:35	Yes	passenger	3	18:14:18	18:14:25	
32	18:33:55	18:34:05	Yes	passenger	6	18:34:51	18:34:57	
33	18:51:29	18:51:40	Yes	Freight	34	18:56:26	18:56:33	
34	18:51:29	18:51:40	Yes	passenger	4	18:56:26	18:56:33	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Martin Luther King Jr. Boulevard & Embarcadero West
City: Oakland

Date: 7/24/2019
Day: Wednesday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
35	18:58:26	18:58:36	Yes	passenger	6	18:59:57	19:00:03	
36	19:03:47	19:03:56	Yes	passenger	5	19:05:13	19:05:20	
37	19:14:16	19:14:24	Yes	passenger	5	19:17:35	19:17:42	
38	20:08:53	20:09:04	Yes	passenger	5	20:10:57	20:11:05	
39	20:22:06	20:22:17	Yes	passenger	5	20:24:13	20:24:20	
40	20:43:21	20:43:32	Yes	passenger	4	20:45:33	20:45:40	
41	20:55:43	20:55:53	Yes	passenger	4	20:58:30	20:58:40	
42	21:12:23	21:12:34	Yes	passenger	5	21:14:35	21:14:42	
43	21:37:17	21:37:27	Yes	passenger	10	21:40:27	21:40:34	
44	22:12:14	22:12:25	Yes	passenger	5	22:14:28	22:14:35	
45	22:51:59	22:52:10	Yes	passenger	5	22:53:59	22:54:07	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Martin Luther King Jr. Boulevard & Embarcadero West
 City: Oakland

Date: 7/25/2019
 Day: Thursday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	10:53:02	10:53:14	Yes	Passenger	6	10:54:11	10:54:19	
2	11:44:07	11:44:22	Yes	Passenger	6	11:45:01	11:45:10	
3	11:58:19	11:58:29	Yes	Passenger	6	12:00:07	12:00:16	
4	12:03:37	12:03:49	Yes	Passenger	6	12:05:23	12:05:32	
5	12:13:17	12:13:27	Yes	Passenger	7	12:14:17	12:14:27	
6	12:20:58	12:21:10	Yes	Freight	30	12:25:04	12:25:12	
7	12:37:46	12:37:57	Yes	Freight	9	12:38:54	12:39:02	
8	12:46:34	12:46:46	No	No		12:47:06	12:47:15	
9	12:50:31	12:50:43	Yes	Passenger	6	12:51:34	12:51:42	
10	12:55:10	12:55:22	Yes	Freight	15	13:09:35	13:09:43	
11	13:12:28	13:12:39	Yes	Passenger	6	13:13:18	13:13:26	
12	13:24:56	13:25:08	Yes	Passenger	6	13:26:05	13:26:14	
13	13:34:36	13:34:49	Yes	Passenger	6	13:35:31	13:35:39	
14	13:55:20	13:55:31	Yes	Passenger	6	13:56:03	13:56:12	
15	13:59:38	13:59:49	Yes	Passenger	6	14:00:27	14:00:34	
16	14:27:40	14:27:48	Yes	Passenger	8	14:28:32	14:28:40	
17	14:30:40	14:30:48	No	No		14:30:48	14:30:55	
18	14:43:00	14:43:11	Yes	Passenger	8	14:44:04	14:44:11	
19	14:48:15	14:48:27	Yes	Passenger	6	14:49:32	14:49:40	
20	14:50:21	14:50:33	No	No		14:50:34	14:51:32	
21	15:16:40	15:16:52	Yes	Passenger	6	15:17:26	15:17:34	
22	15:34:03	15:34:14	Yes	Passenger	6	15:34:55	15:35:04	
23	15:55:07	15:55:20	Yes	Passenger	5	15:55:55	15:56:04	
24	16:16:25	16:16:36	Yes	Passenger	6	16:17:47	16:17:55	
25	16:48:16	16:48:29	Yes	Passenger	5	16:49:56	16:50:05	
26	16:54:21	16:54:35	Yes	Engine	1	16:55:01	16:55:09	
27	17:11:15	17:11:26	Yes	passenger	8	17:12:00	17:12:08	
28	17:12:27	17:12:38	Yes	freight	27	17:15:06	17:15:14	
29	17:21:19	17:21:29	Yes	passenger	6	17:22:33	17:22:41	
30	17:25:07	17:25:18	Yes	Engine	1	17:25:38	17:25:47	
31	17:34:28	17:34:38	Yes	passenger	8	17:35:47	17:35:55	
32	17:36:35	17:36:45	No			17:36:46	17:36:55	
33	17:46:56	17:47:06	Yes	passenger	7	17:47:48	17:47:56	
34	17:51:57	17:52:08	Yes	passenger	4	17:52:50	17:52:58	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Martin Luther King Jr. Boulevard & Embarcadero West
City: Oakland

Date: 7/25/2019
Day: Thursday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
35	18:15:56	18:16:07	Yes	passenger	4	18:17:05	18:17:13	
36	18:17:54	18:18:04	No			18:18:04	18:18:12	
37	18:37:50	18:38:01	Yes	passenger	6	18:38:42	18:38:51	
38	18:44:46	18:44:56	Yes	passenger	6	18:45:33	18:45:42	
39	18:53:49	18:53:59	Yes	passenger	6	18:55:14	18:55:22	
40	19:06:17	19:06:27	Yes	passenger	6	19:07:28	19:07:36	
41	19:08:15	19:08:25	No			19:08:25	19:08:33	
42	19:10:36	19:10:46	Yes	passenger	6	19:12:06	19:12:15	
43	19:44:53	19:45:04	Yes	passenger	6	19:45:44	19:45:52	
44	20:33:53	20:34:04	Yes	passenger	7	20:34:52	20:35:00	
45	20:37:16	20:37:26	Yes	passenger	6	20:38:34	20:38:42	
46	20:47:48	20:47:59	Yes	passenger	6	20:48:57	20:49:06	
47	20:53:54	20:54:04	Yes	passenger	6	20:54:45	20:54:53	

TRAIN OBSERVATION STUDY

Location: Martin Luther King Jr. Boulevard & Embarcadero West
City: Oakland

Date: 7/26/2019
Day: Friday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	11:05:25	11:05:36	Yes	passenger	6	11:06:07	11:06:12	
2	11:34:19	11:34:32	Yes	passenger	6	11:35:15	11:35:22	
3	11:57:04	11:57:13	Yes	passenger	5	11:57:52	11:57:59	
4	12:12:39	12:12:49	Yes	passenger	6	12:13:58	12:14:03	
5	12:26:33	12:26:42	Yes	passenger	5	12:27:24	12:27:30	
6	13:23:35	13:23:43	Yes	passenger	6	13:24:25	13:24:31	
7	13:30:54	13:31:04	Yes	passenger	6	13:31:36	13:31:42	
8	13:43:33	13:43:44	Yes	passenger	6	13:44:50	13:44:57	
9	13:45:36		No			13:45:45	13:45:51	
10	14:03:00	14:03:10	Yes	passenger	6	14:03:50	14:03:56	
11	14:08:18	14:08:28	Yes	passenger	5	14:08:59	14:09:06	
12	14:15:57	14:16:08	Yes	passenger	8	14:16:52	14:16:59	
13	14:29:22	14:29:33	Yes	passenger	8	14:30:18	14:30:26	
14	14:47:55	14:48:06	Yes	passenger	5	14:48:48	14:48:55	
15	15:09:25	15:09:36	Yes	passenger	6	15:10:08	15:10:15	
16	15:28:04	15:28:15	Yes	freight	29	15:31:18	15:31:25	
17	15:32:56	15:33:07	Yes	passenger	6	15:33:50	15:33:57	
18	15:59:27	15:59:37	Yes	passenger	6	16:00:14	16:00:22	
19	16:10:15	16:10:26	Yes	passenger	6	16:11:10	16:11:18	
20	16:41:01	16:41:12	Yes	freight	78	16:47:22	16:47:30	
21	16:48:33	16:48:42	Yes	passenger	6	16:50:18	16:50:26	
22	16:58:57	16:59:07	No			17:00:59	17:01:06	
23	17:02:55	17:03:05	No			17:03:09	17:03:15	
24	17:08:25	17:08:35	Yes	Passenger	8	17:09:13	17:09:20	
25	17:19:07	17:19:19	Yes	Freight	11	17:27:19	17:27:26	
26	17:19:07	17:19:19	Yes	Passenger	6	17:27:19	17:27:26	
27	17:36:50	17:37:01	Yes	Passenger	7	17:37:47	17:37:54	
28	17:39:48	17:39:58	No			17:40:17	17:40:24	
29	17:40:57	17:41:09	Yes	Passenger	8	17:41:50	17:41:59	
30	17:47:38	17:47:50	Yes	passenger	4	17:48:33	17:48:39	
31	18:14:01	18:14:12	Yes	Passenger	4	18:14:54	18:15:01	
32	18:24:05	18:24:16	Yes	Passenger	6	18:25:25	18:25:32	
33	18:35:54	18:36:06	Yes	Passenger	6	18:37:10	18:37:17	
34	18:54:49	18:55:00	Yes	Passenger	6	18:55:54	18:56:01	
35	18:56:39	18:56:50	No			18:57:27	18:57:35	
36	18:58:32	18:58:44	Yes	Passenger	6	18:59:12	18:59:20	

TRAIN OBSERVATION STUDY

Location: Martin Luther King Jr. Boulevard & Embarcadero West
City: Oakland

Date: 7/26/2019
Day: Friday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
37	19:09:29	19:09:41	Yes	Passenger	6	19:10:17	19:10:24	
38	19:23:08	19:23:20	Yes	Freight	2	19:24:10	19:24:17	
39	19:26:39	19:26:51	Yes	Freight	2	19:27:32	19:27:39	
40	19:28:42	19:28:52						Footage missing 19:28:52-19:30:17
41	19:42:04	19:42:16	Yes	Passenger	5	19:42:55	19:43:02	
42	20:11:17	20:11:29	Yes	Passenger	6	20:12:04	20:12:11	
43	20:23:15	20:23:27	Yes	Passenger	6	20:24:31	20:24:39	
44	20:26:46	20:26:59	Yes	Passenger	6	20:27:37	20:27:45	
45	20:45:59	20:46:11	Yes	Passenger	6	20:46:48	20:46:57	
46	21:36:43	21:36:55	Yes	Passenger	12	21:38:16	21:38:24	
47	22:12:38	22:12:50	Yes	Passenger	6	22:13:29	22:13:37	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Martin Luther King Jr. Boulevard & Embarcadero West
 City: Oakland

Date: 7/27/2019
 Day: Saturday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	11:02:02	11:02:14	Yes	Passenger	6	11:02:52	11:03:00	
2	11:08:54	11:09:05	Yes	Passenger	6	11:09:48	11:09:55	
3	11:15:35	11:15:46	Yes	Passenger	6	11:16:20	11:16:27	
4	11:20:26	11:20:37	Yes	Passenger	6	11:22:06	11:22:14	
5	11:34:13	11:34:25	Yes	Passenger	6	11:35:30	11:35:37	
6	12:15:57	12:16:08	Yes	Passenger	6	12:16:48	12:16:55	
7	12:45:02	12:45:14	Yes	Passenger	6	12:45:59	12:46:06	
8	13:02:09	13:02:21	Yes	Passenger	6	13:02:53	13:03:00	
9	13:33:56	13:34:07	Yes	Passenger	6	13:34:43	13:34:50	
10	13:55:02	13:55:14	Yes	Passenger	5	13:55:48	13:55:55	
11	14:18:33	14:18:44	Yes	Passenger	6	14:20:14	14:20:21	
12	14:20:45	14:20:56	No			14:21:43	14:21:50	
13	14:22:54	14:23:06	Yes	Passenger	8	14:23:36	14:23:43	
14	14:26:46	14:26:58	Yes	Passenger	6	14:27:31	14:27:38	
15	14:41:10	14:41:22	Yes	Passenger	8	14:42:51	14:42:59	
16	15:00:28	15:00:39	Yes	Passenger	6	15:01:15	15:01:22	
17	15:52:26	15:52:37	Yes	Passenger	6	15:53:12	15:53:20	
18	15:57:21	15:57:32	Yes	Passenger	6	15:58:02	15:58:09	
19	16:09:15	16:09:26	Yes	Passenger	6	16:10:10	16:10:17	
20	16:42:45	16:42:56	Yes	Freight	96	16:47:50	16:47:57	
21	16:48:54	16:49:05	No			16:49:07	16:49:14	
22	17:16:01	17:16:12	Yes	Passenger	5	17:17:05	17:17:13	
23	17:17:47		No				17:18:04	Arms do not fully descend
24	17:18:12	17:18:23	No			17:18:40	17:18:47	
25	17:19:14	17:19:25	Yes	Passenger	8	17:19:58	17:20:05	
26	17:32:56	17:33:08	Yes	Freight	52	17:37:09	17:37:16	
27	17:38:15	17:38:26	No			17:38:28	17:38:36	
28	17:42:33	17:42:44	Yes	Passenger	8	17:43:31	17:43:38	
29	18:18:26	18:18:37	Yes	Passenger	6	18:19:17	18:19:24	
30	18:25:20	18:25:31	Yes	Passenger	6	18:26:12	18:26:19	
31	18:30:17	18:30:28	Yes	Passenger	6	18:31:13	18:31:20	
32	18:38:06	18:38:18	Yes	Passenger	6	18:44:16		Arms do not fully ascend
33		18:44:22	Yes	Freight	34	18:48:00	18:48:07	
34	18:53:54	18:54:05	Yes	Freight	34	19:13:13	19:13:20	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Martin Luther King Jr. Boulevard & Embarcadero West
 City: Oakland

Date: 7/27/2019
 Day: Saturday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
35	19:39:43	19:39:54	Yes	Passenger	6	19:40:56	19:41:03	
36	19:41:43	19:41:54	No			19:42:43	19:42:50	
37	19:43:05	19:43:16	Yes	Passenger	6	19:43:40	19:43:47	
38	20:27:42	20:27:55	Yes	passenger	6	20:29:25	20:29:33	
39	20:30:18	20:30:29	No			20:31:30	20:31:40	
40	20:32:03	20:32:14	Yes	passenger	6	20:32:40	20:32:48	
41	20:33:48	20:33:58	Yes	Engine	2	20:34:41	20:34:48	
42	20:37:25	20:37:36	Yes	Engine	2	20:38:10	20:38:18	
43	20:42:48	20:42:59	No			20:43:06	20:43:15	
44	20:45:32	20:45:44	Yes	passenger	6	20:46:30	20:46:38	
45	21:00:29	21:00:41	Yes	freight	31	21:03:23	21:03:32	
46	22:05:12	22:05:22	Yes	passenger	6	22:05:59	22:06:05	
47	22:15:58	22:16:06	Yes	passenger	6	22:17:07	22:17:14	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Martin Luther King Jr. Boulevard & Embarcadero West
 City: Oakland

Date: 7/28/2019
 Day: Sunday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
1	11:06:45	11:06:57	Yes	Passenger	6	11:07:57	11:08:04	
2	11:15:00	11:15:12	Yes	Passenger	6	11:15:43	11:15:51	
3	11:34:43	11:34:54	Yes	Passenger	6	11:36:49	11:36:57	
4	12:10:46	12:10:58	Yes	Passenger	6	12:11:36	12:11:44	
5	12:39:18	12:39:29	Yes	Passenger	6	12:40:16	12:40:24	
6	13:15:11	13:15:22	Yes	Passenger	6	13:15:52	13:16:00	
7	13:35:08	13:35:19	Yes	Passenger	6	13:35:58	13:36:06	
8	13:58:50	13:59:01	Yes	Passenger	6	13:59:39	13:59:47	
9	14:12:28	14:12:39	Yes	Passenger	8	14:13:21	14:13:29	
10	14:22:41	14:22:52	Yes	Passenger	6	14:23:25	14:23:33	
11	14:29:37	14:29:49	Yes	Passenger	5	14:30:21	14:30:29	
12	14:36:10	14:36:22	Yes	Passenger	8	14:37:05	14:37:13	
13	14:58:35	14:58:46	Yes	Passenger	5	15:00:22	15:00:30	
14	15:42:08	15:42:19	Yes	Passenger	6	15:42:58	15:43:06	
15	15:48:43	15:48:54	Yes	Passenger	6	15:49:29	15:49:36	
16	16:11:07	16:11:18	Yes	Passenger	6	16:12:00	16:12:08	
17	16:57:52	16:58:03	Yes	Freight	75	17:05:04	17:05:12	
18	17:13:33	17:13:45	Yes	Passenger	8	17:14:23	17:14:32	
19	17:21:07	17:21:19	Yes	Passenger	6	17:22:02	17:22:10	
20	17:34:43	17:34:54	Yes	Passenger	8	17:35:43	17:35:51	
21	17:42:14	17:42:25	Yes	Passenger	6	17:43:39	17:43:47	
22	18:30:50	18:31:01	Yes	Passenger	6	18:31:40	18:31:48	
23	18:53:06	18:53:18	Yes	Passenger	6	18:53:53	18:54:01	
24	19:12:33	19:12:44	Yes	Passenger	6	19:13:18	19:13:27	
25	19:23:16	19:23:27	Yes	Passenger	5	19:24:03	19:24:11	
26	19:28:42	19:28:53	Yes	Passenger	6	19:29:37	19:29:45	
27	19:44:39	19:44:50	Yes	Passenger	6	19:45:53	19:46:01	
28	20:28:30	20:28:41	Yes	Passenger	6	20:29:24	20:29:31	
29	21:13:07	21:13:18	No			21:14:01	21:14:09	
30	21:22:25	21:22:37	Yes	Passenger	6	21:23:15	21:23:23	
31	21:26:11	21:26:22	Yes	Freight	58	21:31:55	21:32:02	
32	21:26:11	21:26:22	Yes	Passenger	6	21:31:55	21:32:02	
33	21:35:17	21:35:29	Yes	Passenger	6	21:36:09	21:36:16	
34	21:44:12	21:44:24	Yes	Passenger	6	21:45:09	21:45:17	

Prepared by National Data & Surveying Services
TRAIN OBSERVATION STUDY

Location: Martin Luther King Jr. Boulevard & Embarcadero West
City: Oakland

Date: 7/28/2019
Day: Sunday

#	Time Arms Begin to Descend (hh:mm:ss)	Time Arms Are Fully Down (hh:mm:ss)	Train? (Yes or No)	Type of Train (Passenger or Freight)	Train Length (Number of Railcars)	Time Arms Begin to Ascend (hh:mm:ss)	Time Arms Are Fully Up (hh:mm:ss)	Notes
35	22:18:41	22:18:52	Yes	Passenger	6	22:19:43	22:19:51	
36	22:21:30	22:21:41	Yes	Freight	58	22:36:54	22:37:02	
37	22:37:48	22:37:59	Yes	Passenger	12	22:39:38	22:39:47	

Appendix B: Intersection Counts

Intersection #: 1

Intersection Name: Union Street/5th Street

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	5th St				5th St				I-880 On/Off Ramp				Union St				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	13	0	0	0	0	2	9	0	0	5	1	31	0
7:15 AM	0	0	0	2	0	9	2	0	3	1	0	12	0	0	1	0	30	0
7:30 AM	0	0	3	2	0	16	0	0	0	1	3	11	0	0	2	0	38	0
7:45 AM	0	1	0	1	0	16	0	0	0	1	1	12	0	0	3	0	35	134
8:00 AM	0	0	0	2	0	10	1	0	0	0	2	12	0	0	3	0	30	133
8:15 AM	0	0	0	3	0	9	0	1	0	0	2	18	0	0	1	0	34	137
8:30 AM	0	0	0	4	0	17	1	2	0	0	2	17	0	0	2	0	45	144
8:45 AM	0	0	1	4	0	15	2	0	0	0	1	12	0	0	0	0	35	144
Count Total	0	1	5	18	0	105	6	3	3	3	13	103	0	0	17	1	278	0
Peak Hour	0	1	0	10	0	52	2	3	0	1	7	59	0	0	9	0	144	0
Two-Hour Count Summaries - Bikes																		
Interval Start	5th St			5th St			I-880 On/Off Ramp			Union St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	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	0	0	0	0	2
Count Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
Peak Hour	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Union St/I-880 Ramps 5th St

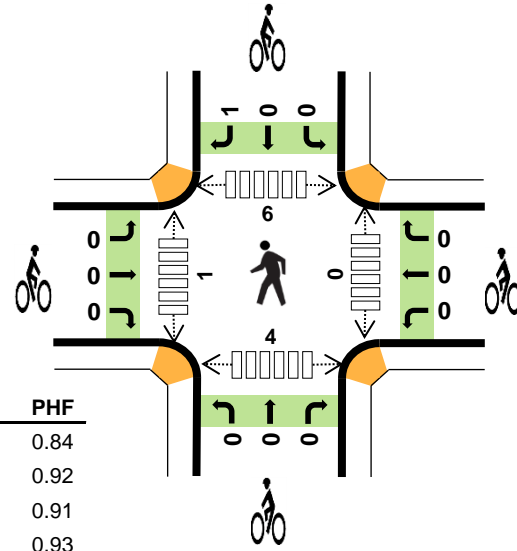
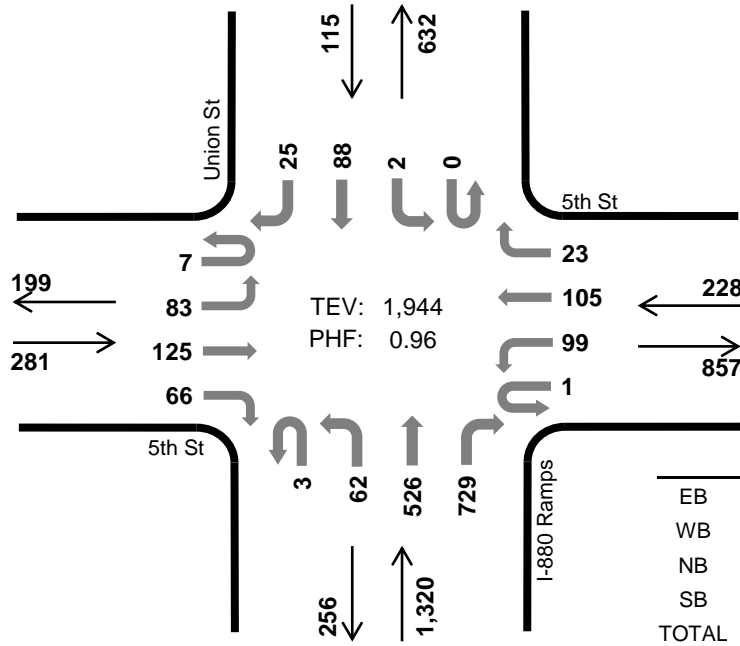


Peak Hour

Date: 09-11-2018

Count Period: 3:00 PM to 8:00 PM

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



	HV %:	PHF
EB	0.7%	0.84
WB	5.7%	0.92
NB	5.0%	0.91
SB	4.3%	0.93
TOTAL	4.4%	0.96

Five-Hour Count Summaries

Interval Start	5th St Eastbound				5th St Westbound				I-880 Ramps Northbound				Union St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	5:00 PM	2	19	31	21	0	30	24	8	0	13	142	168	0	1	21			5
5:15 PM	5	15	28	17	0	27	21	1	0	17	154	192	0	0	24	7	508	0	
5:30 PM	0	27	37	20	1	22	30	7	2	12	117	187	0	0	23	6	491	0	
5:45 PM	0	22	29	8	0	20	30	7	1	20	113	182	0	1	20	7	460	1,944	
Peak Hour	All	7	83	125	66	1	99	105	23	3	62	526	729	0	2	88	25	1,944	0
	HV	1	0	0	1	0	11	2	0	1	4	12	49	0	0	4	1	86	0
	HV%	14%	0%	0%	2%	0%	11%	2%	0%	33%	6%	2%	7%	-	0%	5%	4%	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	
5:00 PM	0	8	20	1	29	0	0	0	0	0	0	0	0	0	2	2
5:15 PM	2	2	15	2	21	0	0	0	1	1	0	0	0	0	0	0
5:30 PM	0	1	16	1	18	0	0	0	0	0	0	1	4	2	7	
5:45 PM	0	2	15	1	18	0	0	0	0	0	0	0	2	0	2	
Peak Hour	2	13	66	5	86	0	0	0	1	1	0	1	6	4	11	

Five-Hour Count Summaries																			
Interval Start	5th St				5th St				I-880 Ramps				Union St				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			
3:00 PM	2	5	20	17	1	30	22	5	1	6	58	145	0	0	14	2	328	0	
3:15 PM	1	6	25	11	0	19	16	5	0	11	35	131	0	0	10	4	274	0	
3:30 PM	0	11	20	12	0	33	14	5	0	9	62	154	0	0	15	3	338	0	
3:45 PM	4	9	22	17	0	21	22	4	1	9	88	148	0	0	13	5	363	1,303	
4:00 PM	1	10	20	18	0	33	20	4	1	9	101	147	0	0	21	5	390	1,365	
4:15 PM	0	9	16	18	1	33	28	10	1	15	132	177	0	0	11	2	453	1,544	
4:30 PM	0	19	35	17	0	19	25	1	0	13	147	188	0	1	16	7	488	1,694	
4:45 PM	0	10	23	28	0	28	23	6	0	17	130	176	0	2	9	6	458	1,789	
5:00 PM	2	19	31	21	0	30	24	8	0	13	142	168	0	1	21	5	485	1,884	
5:15 PM	5	15	28	17	0	27	21	1	0	17	154	192	0	0	24	7	508	1,939	
5:30 PM	0	27	37	20	1	22	30	7	2	12	117	187	0	0	23	6	491	1,942	
5:45 PM	0	22	29	8	0	20	30	7	1	20	113	182	0	1	20	7	460	1,944	
6:00 PM	0	31	28	17	1	24	26	4	0	12	99	163	0	0	9	5	419	1,878	
6:15 PM	0	13	32	12	0	22	21	8	0	16	108	153	0	0	14	3	402	1,772	
6:30 PM	0	24	35	11	1	23	22	6	0	11	57	151	0	2	11	4	358	1,639	
6:45 PM	1	10	30	12	0	17	18	6	1	10	52	129	0	0	7	2	295	1,474	
7:00 PM	0	18	39	12	0	31	17	10	0	13	29	139	0	2	11	3	324	1,379	
7:15 PM	0	10	33	12	0	19	17	2	1	3	19	95	0	0	14	4	229	1,206	
7:30 PM	0	5	29	12	0	16	14	2	0	9	17	114	0	1	12	2	233	1,081	
7:45 PM	2	4	30	11	0	16	18	5	0	9	12	104	0	1	13	2	227	1,013	
Count Total	18	277	562	303	5	483	428	106	9	234	1,672	3,043	0	11	288	84	7,523	0	
Peak Hour	All	7	83	125	66	1	99	105	23	3	62	526	729	0	2	88	25	1,944	0
	HV	1	0	0	1	0	11	2	0	1	4	12	49	0	0	4	1	86	0
	HV%	14%	0%	0%	2%	0%	11%	2%	0%	33%	6%	2%	7%	-	0%	5%	4%	4%	0

Note: Five-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
3:00 PM	0	11	13	1	25	0	1	1	0	2	0	0	1	0	1
3:15 PM	0	7	15	1	23	0	0	0	0	0	0	0	2	0	2
3:30 PM	0	7	9	1	17	1	0	0	0	1	0	2	0	1	3
3:45 PM	1	9	10	0	20	0	1	0	0	1	0	0	0	0	0
4:00 PM	2	12	15	1	30	0	0	0	0	0	0	0	1	0	1
4:15 PM	1	13	23	0	37	0	1	0	0	1	0	0	1	1	2
4:30 PM	2	4	15	1	22	0	0	0	0	0	1	0	3	0	4
4:45 PM	2	8	12	1	23	0	1	0	0	1	0	0	1	1	2
5:00 PM	0	8	20	1	29	0	0	0	0	0	0	0	0	2	2
5:15 PM	2	2	15	2	21	0	0	0	1	1	0	0	0	0	0
5:30 PM	0	1	16	1	18	0	0	0	0	0	0	1	4	2	7
5:45 PM	0	2	15	1	18	0	0	0	0	0	0	0	2	0	2
6:00 PM	0	5	8	0	13	0	0	0	1	1	0	0	0	0	0
6:15 PM	0	5	7	0	12	1	0	0	0	1	0	0	1	0	1
6:30 PM	1	3	9	1	14	0	0	0	0	0	1	0	4	1	6
6:45 PM	0	3	9	0	12	0	0	0	0	0	1	0	1	2	4
7:00 PM	0	6	9	0	15	0	1	0	0	1	0	0	1	1	2
7:15 PM	2	3	8	1	14	2	0	0	0	2	0	0	0	1	1
7:30 PM	1	1	5	1	8	0	0	0	0	0	0	0	0	6	6
7:45 PM	2	2	4	0	8	0	0	0	0	0	0	0	0	1	1
Count Total	16	112	237	14	379	4	5	1	2	12	3	3	22	19	47
Peak Hour	2	13	66	5	86	0	0	0	1	1	0	1	6	4	11

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	5th St				5th St				I-880 Ramps				Union St				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		
3:00 PM	0	0	0	0	0	8	2	1	1	0	3	9	0	0	1	0	25	0
3:15 PM	0	0	0	0	0	7	0	0	0	0	0	15	0	0	1	0	23	0
3:30 PM	0	0	0	0	0	7	0	0	0	1	0	8	0	0	1	0	17	0
3:45 PM	0	0	1	0	0	6	2	1	0	0	2	8	0	0	0	0	20	85
4:00 PM	0	0	0	2	0	10	2	0	1	1	1	12	0	0	1	0	30	90
4:15 PM	0	0	0	1	0	7	4	2	0	2	3	18	0	0	0	0	37	104
4:30 PM	0	0	0	2	0	3	1	0	0	2	3	10	0	0	1	0	22	109
4:45 PM	0	0	1	1	0	6	2	0	0	2	1	9	0	0	0	1	23	112
5:00 PM	0	0	0	0	0	7	1	0	0	2	4	14	0	0	0	1	29	111
5:15 PM	1	0	0	1	0	1	1	0	0	0	0	15	0	0	2	0	21	95
5:30 PM	0	0	0	0	0	1	0	0	1	1	3	11	0	0	1	0	18	91
5:45 PM	0	0	0	0	0	2	0	0	0	1	5	9	0	0	1	0	18	86
6:00 PM	0	0	0	0	0	4	0	1	0	1	1	6	0	0	0	0	13	70
6:15 PM	0	0	0	0	0	4	1	0	0	0	3	4	0	0	0	0	12	61
6:30 PM	0	0	0	1	0	3	0	0	0	1	1	7	0	0	1	0	14	57
6:45 PM	0	0	0	0	0	3	0	0	0	0	0	9	0	0	0	0	12	51
7:00 PM	0	0	0	0	0	6	0	0	0	0	0	9	0	0	0	0	15	53
7:15 PM	0	0	1	1	0	3	0	0	1	0	1	6	0	0	1	0	14	55
7:30 PM	0	0	1	0	0	1	0	0	0	1	1	3	0	0	1	0	8	49
7:45 PM	0	0	1	1	0	2	0	0	0	0	0	4	0	0	0	0	8	45
Count Total	1	0	5	10	0	91	16	5	4	15	32	186	0	0	12	2	379	0
Peak Hour	1	0	0	1	0	11	2	0	1	4	12	49	0	0	4	1	86	0
Five-Hour Count Summaries - Bikes																		
Interval Start	5th St			5th St			I-880 Ramps			Union St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
3:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2		
5:30 PM	0	0	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	0	0	1		
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2		
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
7:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2		
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	3		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
Count Total	0	4	0	0	0	5	0	1	0	0	1	0	1	0	1	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
Note: U-Turn volumes for bikes are included in Left-Turn, if any.																		

Intersection #: 2

Intersection Name: Union Street/7th Street

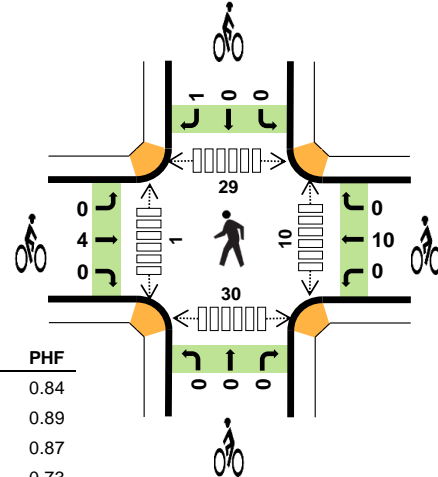
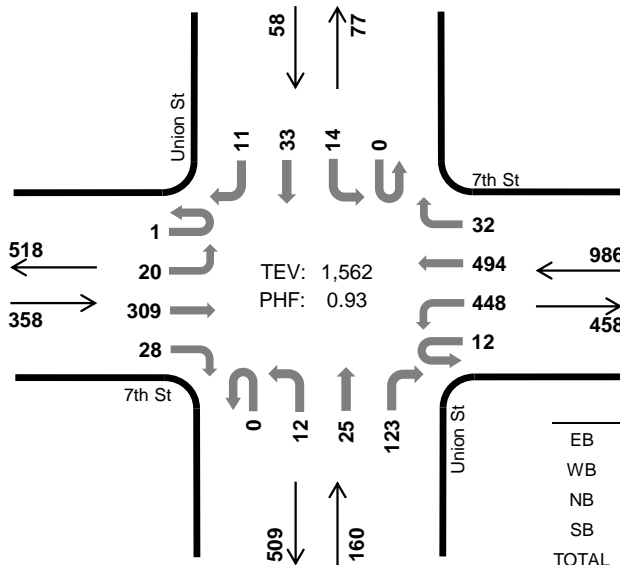
Union St 7th St



Date: 01/31/2019

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	7.5%	0.84
WB	2.3%	0.89
NB	5.0%	0.87
SB	8.6%	0.73
TOTAL	4.0%	0.93

Two-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Union St Northbound				Union St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	4	52	5	1	98	104	6	0	2	6	17	0	1	6	1	303	0	
7:15 AM	0	2	64	7	3	112	93	5	0	0	4	17	0	2	4	3	316	0	
7:30 AM	1	7	74	6	4	110	123	4	0	4	8	36	0	5	11	3	396	0	
7:45 AM	2	1	65	5	2	84	89	7	0	4	6	18	0	7	12	8	310	1,325	
8:00 AM	0	6	63	4	4	113	111	8	0	1	8	37	0	4	7	1	367	1,389	
8:15 AM	0	6	78	5	4	120	145	9	0	3	3	29	0	4	11	5	422	1,495	
8:30 AM	1	5	74	10	2	116	130	9	0	3	8	24	0	3	8	2	395	1,494	
8:45 AM	0	3	94	9	2	99	108	6	0	5	6	33	0	3	7	3	378	1,562	
Count Total	4	34	564	51	22	852	903	54	0	22	49	211	0	29	66	26	2,887	0	
Peak Hour	All	1	20	309	28	12	448	494	32	0	12	25	123	0	14	33	11	1,562	0
	HV	0	3	19	5	0	10	13	0	0	0	1	7	0	2	0	3	63	0
	HV%	0%	15%	6%	18%	0%	2%	3%	0%	-	0%	4%	6%	-	14%	0%	27%	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
7:00 AM	5	12	1	1	19	1	0	0	0	1	0	0	2	3	5
7:15 AM	7	13	1	3	24	1	1	0	0	2	2	1	6	7	16
7:30 AM	6	5	0	1	12	0	3	0	0	3	1	0	3	11	15
7:45 AM	6	6	2	2	16	2	1	0	1	4	2	0	4	11	17
8:00 AM	3	5	2	1	11	2	0	0	1	3	6	0	7	8	21
8:15 AM	5	3	2	1	11	1	4	0	0	5	0	0	9	9	18
8:30 AM	9	7	3	1	20	0	4	0	0	4	3	0	9	6	18
8:45 AM	10	8	1	2	21	1	2	0	0	3	1	1	4	7	13
Count Total	51	59	12	12	134	8	15	0	2	25	15	2	44	62	123
Peak Hour	27	23	8	5	63	4	10	0	1	15	10	1	29	30	70

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Union St				Union St				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	5	0	0	2	9	1	0	0	0	1	0	0	0	1	19	0
7:15 AM	0	1	6	0	0	0	10	3	0	0	1	0	0	1	1	1	24	0
7:30 AM	0	2	4	0	0	2	3	0	0	0	0	0	0	0	0	1	12	0
7:45 AM	0	0	4	2	0	0	6	0	0	1	0	1	0	2	0	0	16	71
8:00 AM	0	1	1	1	0	2	3	0	0	0	0	2	0	0	0	1	11	63
8:15 AM	0	1	2	2	0	1	2	0	0	0	0	2	0	1	0	0	11	50
8:30 AM	0	1	7	1	0	5	2	0	0	0	0	3	0	0	0	1	20	58
8:45 AM	0	0	9	1	0	2	6	0	0	0	1	0	0	1	0	1	21	63
Count Total	0	6	38	7	0	14	41	4	0	1	2	9	0	5	1	6	134	0
Peak Hour	0	3	19	5	0	10	13	0	0	0	1	7	0	2	0	3	63	0
Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Union St			Union St			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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	
7:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	
7:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	1	4	10	
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3	12	
8:15 AM	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	5	15	
8:30 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	16	
8:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	15	
Count Total	0	8	0	0	15	0	0	0	0	0	0	0	0	0	2	25	0	
Peak Hour	0	4	0	0	10	0	0	0	0	0	0	0	0	0	1	15	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection: Union St / 7th St
 Date: Wed, Jun 05, 2019
 Count Period: 7:00 AM to 7:00 PM



Twelve-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Union St Northbound				Union St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	7:00 AM	1	2	63	5	1	72	88	5	0	6	7	22	0	1	3			3
7:15 AM	0	3	69	8	2	105	110	8	0	2	3	16	0	4	7	2	339	0	
7:30 AM	1	3	84	9	0	111	109	7	0	6	9	23	0	6	14	1	383	0	
7:45 AM	1	0	80	9	2	117	105	3	0	5	5	26	0	6	6	4	369	1,370	
8:00 AM	0	3	72	12	4	111	99	9	0	3	4	42	0	7	4	3	373	1,464	
8:15 AM	1	4	71	7	6	90	118	9	0	2	7	34	0	5	6	3	363	1,488	
8:30 AM	1	3	68	3	3	82	109	5	0	3	3	36	0	3	6	1	326	1,431	
8:45 AM	0	5	83	8	3	58	96	6	0	3	7	22	0	5	5	2	303	1,365	
9:00 AM	1	6	64	9	2	76	105	6	0	5	2	29	0	6	7	2	320	1,312	
9:15 AM	1	3	84	7	0	68	96	6	0	2	7	17	0	2	6	6	305	1,254	
9:30 AM	2	2	66	6	4	57	107	9	0	4	4	13	0	0	6	2	282	1,210	
9:45 AM	1	4	56	7	0	40	82	8	0	3	5	20	0	5	2	6	239	1,146	
10:00 AM	3	2	77	6	1	66	81	3	0	3	4	16	0	6	3	9	280	1,106	
10:15 AM	1	4	67	5	3	37	67	9	0	3	3	20	0	5	4	4	232	1,033	
10:30 AM	0	2	50	3	1	41	68	5	0	3	4	20	0	6	2	2	207	958	
10:45 AM	0	2	54	7	1	32	60	7	0	8	4	16	0	5	0	1	197	916	
11:00 AM	1	2	63	5	1	41	68	3	0	2	6	20	0	2	2	4	220	856	
11:15 AM	1	3	76	6	1	56	58	4	0	4	4	23	0	3	5	4	248	872	
11:30 AM	4	2	82	2	2	52	80	5	0	4	6	34	0	2	2	2	279	944	
11:45 AM	0	3	81	3	0	18	71	4	0	7	1	21	0	3	2	2	216	963	
12:00 PM	4	1	78	3	2	19	76	5	0	8	7	16	0	4	1	0	224	967	
12:15 PM	2	5	81	5	2	16	73	3	0	6	6	21	0	4	1	4	229	948	
12:30 PM	1	4	83	5	2	17	61	1	0	4	4	22	0	7	4	2	217	886	
12:45 PM	1	4	68	2	2	11	68	5	0	8	3	19	0	7	2	4	204	874	
1:00 PM	1	3	72	1	3	15	59	4	0	7	4	13	0	7	4	2	195	845	
1:15 PM	1	4	80	5	3	15	65	2	0	8	6	21	0	4	2	5	221	837	
1:30 PM	1	2	79	5	1	14	58	4	0	5	3	15	0	7	5	3	202	822	
1:45 PM	3	1	80	5	3	6	82	8	0	4	5	14	0	4	1	7	223	841	
2:00 PM	0	1	88	3	2	17	76	8	0	4	7	38	0	4	3	5	256	902	
2:15 PM	2	2	91	3	3	9	76	4	0	8	7	29	0	5	2	1	242	923	
2:30 PM	0	4	107	4	2	23	76	5	0	4	7	41	0	1	2	3	279	1,000	
2:45 PM	1	3	77	1	1	16	77	8	0	7	7	35	0	1	2	3	239	1,016	
3:00 PM	1	2	100	4	1	21	82	9	0	4	3	61	0	6	3	2	299	1,059	
3:15 PM	2	3	114	2	3	16	78	7	0	7	6	87	0	6	2	2	335	1,152	
3:30 PM	1	4	116	2	2	14	71	8	0	9	8	114	0	7	4	3	363	1,236	
3:45 PM	1	1	127	3	2	19	62	11	0	3	14	157	0	2	1	5	408	1,405	
4:00 PM	0	2	115	3	4	12	87	5	0	9	12	142	0	3	4	2	400	1,506	
4:15 PM	1	5	146	6	0	15	78	9	0	7	10	133	1	4	4	4	423	1,594	
4:30 PM	0	3	180	9	1	10	73	5	0	4	18	141	0	4	2	8	458	1,689	
4:45 PM	1	7	163	11	0	22	69	7	0	6	19	144	0	3	3	5	460	1,741	
5:00 PM	0	3	190	8	2	22	87	7	0	9	19	141	0	4	1	5	498	1,839	
5:15 PM	3	4	193	6	1	24	101	8	0	6	16	146	0	5	2	3	518	1,934	
5:30 PM	0	8	167	5	0	18	87	8	0	8	26	148	0	8	5	4	492	1,968	
5:45 PM	3	5	175	10	3	19	96	4	0	2	31	166	0	4	3	3	524	2,032	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,534
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,016
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	524
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	50	139	4,180	238	82	1,720	3,595	266	0	225	343	2,334	1	193	155	148	13,669	0	
AM 2-Hour Peak (7:15 - 9:15)	5	27	591	65	22	750	851	53	0	29	40	228	0	42	55	18	2,776	0	
PM 2-Hour Peak (4:00 - 6:00)	8	37	1,329	58	11	142	678	53	0	51	151	1,161	1	35	24	34	3,773	0	
AM Peak-Hour (7:30 - 8:30)	3	10	307	37	12	429	431	28	0	16	25	125	0	24	30	11	1,488	0	
PM Peak-Hour (5:00 - 6:00)	6	20	725	29	6	83	371	27	0	25	92	601	0	21	11	15	2,032	0	

Note: Twelve-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	8	11	2	2	23	0	0	0	0	0	2	1	0	8	11
7:15 AM	11	4	0	2	17	0	2	0	0	2	3	1	0	13	17
7:30 AM	9	8	2	2	21	0	0	0	0	0	1	1	0	10	12
7:45 AM	8	8	1	3	20	3	1	0	1	5	0	0	0	8	8
8:00 AM	7	3	3	3	16	0	0	0	0	0	0	0	5	13	18
8:15 AM	8	8	2	2	20	1	3	0	0	4	8	1	0	12	21
8:30 AM	9	3	0	0	12	2	4	0	0	6	1	2	0	6	9
8:45 AM	10	5	1	3	19	2	4	0	0	6	2	1	0	12	15
9:00 AM	7	10	3	1	21	0	0	0	1	1	2	1	7	4	14
9:15 AM	10	10	1	3	24	1	1	0	0	2	1	0	4	7	12
9:30 AM	7	4	3	0	14	0	1	0	0	1	0	2	4	3	9
9:45 AM	4	8	3	2	17	0	0	0	0	0	1	1	6	6	14
10:00 AM	5	7	1	2	15	1	2	0	1	4	3	1	7	5	16
10:15 AM	6	7	3	3	19	2	0	0	0	2	2	2	7	8	19
10:30 AM	4	10	3	2	19	1	0	0	0	1	3	1	5	5	14
10:45 AM	6	9	2	1	18	2	0	0	0	2	1	1	4	2	8
11:00 AM	10	10	3	0	23	1	0	0	1	2	2	0	0	1	3
11:15 AM	6	8	2	2	18	0	1	0	0	1	5	4	9	4	22
11:30 AM	7	14	1	0	22	1	2	0	0	3	1	0	2	5	8
11:45 AM	9	5	4	1	19	0	0	0	0	0	0	2	4	4	10
12:00 PM	7	9	0	0	16	1	2	0	0	3	1	0	4	1	6
12:15 PM	4	8	2	1	15	0	0	0	0	0	0	0	4	4	8
12:30 PM	8	8	1	1	18	2	1	0	0	3	0	1	6	1	8
12:45 PM	8	8	2	1	19	0	0	0	0	0	1	2	1	1	5

1:00 PM	7	4	0	1	12	0	1	0	0	1	1	0	6	1	8
1:15 PM	6	5	0	1	12	1	4	0	0	5	1	0	7	9	17
1:30 PM	6	8	0	2	16	2	0	0	0	2	1	0	5	7	13
1:45 PM	5	6	1	1	13	0	1	0	0	1	2	0	3	3	8
2:00 PM	7	9	1	0	17	1	1	1	1	4	1	1	4	4	10
2:15 PM	8	5	2	2	17	2	1	0	1	4	0	0	6	3	9
2:30 PM	7	6	1	0	14	0	0	0	1	7	0	0	3	5	8
2:45 PM	6	6	1	1	14	1	0	0	0	1	1	1	4	7	13
3:00 PM	7	6	3	2	18	0	1	0	0	1	0	1	1	4	6
3:15 PM	6	12	0	1	19	0	1	0	0	1	1	1	5	7	14
3:30 PM	3	4	4	2	13	1	0	0	0	1	2	3	3	3	11
3:45 PM	14	7	7	0	28	0	1	1	0	2	5	2	4	11	22
4:00 PM	7	10	9	2	28	2	0	0	1	3	0	5	2	6	13
4:15 PM	10	3	4	1	18	1	3	0	0	4	1	6	5	8	20
4:30 PM	12	2	8	1	23	3	0	0	1	4	1	3	6	5	15
4:45 PM	8	8	3	0	19	1	0	0	0	1	0	3	9	10	22
5:00 PM	12	4	5	1	22	2	1	0	0	3	1	3	12	24	40
5:15 PM	8	2	5	1	16	1	0	0	0	1	2	2	8	19	31
5:30 PM	3	8	2	1	14	2	1	0	0	3	2	3	8	10	23
5:45 PM	9	7	3	0	19	2	2	0	1	5	1	8	12	19	40
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	329	307	104	57	797	42	42	2	10	96	63	67	192	308	630
AM 2-Hour Peak (7:15 - 9:15)	69	49	12	16	146	8	14	0	2	24	17	7	12	78	114
PM 2-Hour Peak (4:00 - 6:00)	69	44	39	7	159	14	7	0	3	24	8	33	62	101	204
AM Peak-Hour (7:30 - 8:30)	32	27	8	10	77	4	4	0	1	9	9	2	5	43	59
PM Peak-Hour (5:00 - 6:00)	32	21	15	3	71	7	4	0	1	12	6	16	40	72	134

Twelve-Hour Count Summaries - Heavy Vehicles

Interval Start	7th St Eastbound				7th St Westbound				Union St Northbound				Union St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	6	1	0	3	8	0	0	1	0	1	0	0	0	2	23	0
7:15 AM	0	1	8	2	0	1	3	0	0	0	1	0	0	1	0	1	17	0
7:30 AM	0	1	6	2	0	0	7	1	0	1	1	0	0	0	2	0	21	0
7:45 AM	0	0	8	0	0	1	7	0	0	0	0	1	0	2	0	1	20	81
8:00 AM	0	1	5	1	0	1	2	0	0	0	0	3	0	2	0	1	16	74
8:15 AM	0	1	5	2	0	3	5	0	0	0	0	2	0	1	0	1	20	77
8:30 AM	0	0	8	1	0	0	3	0	0	0	0	0	0	0	0	0	12	68
8:45 AM	0	1	5	4	0	1	4	0	0	0	0	1	0	2	0	1	19	67
9:00 AM	0	1	4	2	0	3	7	0	0	1	0	2	0	0	0	1	21	72
9:15 AM	0	2	7	1	0	4	6	0	0	1	0	0	0	1	0	2	24	76
9:30 AM	0	0	6	1	0	0	4	0	0	0	0	3	0	0	0	0	14	78
9:45 AM	0	1	3	0	0	1	7	0	0	1	0	2	0	1	0	1	17	76
10:00 AM	0	0	4	1	0	2	5	0	0	0	0	1	0	1	0	1	15	70
10:15 AM	0	1	4	1	0	2	4	1	0	1	0	2	0	0	1	2	19	65
10:30 AM	0	0	3	1	0	4	6	0	0	1	0	2	0	1	0	1	19	70
10:45 AM	0	1	5	0	0	0	9	0	0	1	0	1	0	0	0	1	18	71
11:00 AM	0	0	7	3	0	3	7	0	0	1	0	2	0	0	0	0	23	79
11:15 AM	0	1	5	0	0	2	6	0	0	0	0	2	0	1	0	1	18	78
11:30 AM	0	0	7	0	0	4	10	0	0	0	0	1	0	0	0	0	22	81
11:45 AM	0	1	7	1	0	0	5	0	0	2	0	2	0	0	0	1	19	82
12:00 PM	0	0	7	0	0	3	6	0	0	0	0	0	0	0	0	0	16	75
12:15 PM	0	1	2	1	0	3	5	0	0	0	0	2	0	0	0	1	15	72
12:30 PM	0	0	7	1	0	0	8	0	0	0	0	1	0	1	0	0	18	68
12:45 PM	0	2	5	1	0	1	7	0	0	1	0	1	0	0	0	1	19	68
1:00 PM	0	0	7	0	0	1	3	0	0	0	0	0	0	1	0	0	12	64
1:15 PM	0	1	5	0	0	1	4	0	0	0	0	0	0	0	0	1	12	61
1:30 PM	0	0	5	1	0	1	7	0	0	0	0	0	0	2	0	0	16	59
1:45 PM	0	1	4	0	0	1	5	0	0	0	0	1	0	0	0	1	13	53
2:00 PM	0	0	6	1	0	2	7	0	0	0	0	1	0	0	0	0	17	58
2:15 PM	0	1	7	0	0	0	5	0	0	1	0	1	0	1	0	1	17	63
2:30 PM	0	1	6	0	0	3	3	0	0	1	0	0	0	0	0	0	14	61
2:45 PM	0	0	6	0	0	2	4	0	0	1	0	0	0	0	0	1	14	62
3:00 PM	0	1	5	1	0	0	6	0	0	0	1	2	0	1	0	1	18	63
3:15 PM	0	1	5	0	0	3	9	0	0	0	0	0	0	0	0	1	19	65
3:30 PM	0	1	2	0	0	0	4	0	0	0	1	3	0	1	0	1	13	64
3:45 PM	0	0	14	0	0	1	6	0	0	0	2	5	0	0	0	0	28	78
4:00 PM	0	1	6	0	0	1	9	0	0	1	1	7	0	1	0	1	28	88
4:15 PM	0	1	6	3	0	1	2	0	0	1	0	3	0	0	0	1	18	87
4:30 PM	0	1	8	3	0	0	2	0	0	0	1	7	0	1	0	0	23	97
4:45 PM	0	0	6	2	0	2	6	0	0	0	0	3	0	0	0	0	19	88
5:00 PM	0	0	9	3	0	1	3	0	0	1	0	4	0	0	0	1	22	82
5:15 PM	0	1	5	2	0	1	1	0	0	0	1	4	0	0	0	1	16	80
5:30 PM	0	0	3	0	0	2	6	0	0	0	0	2	0	0	0	1	14	71
5:45 PM	0	1	8	0	0	1	6	0	0	0	0	3	0	0	0	0	19	71
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	29	257	43	0	66	239	2	0	18	8	78	0	22	3	32	797	0
AM 2-Hour Peak (7:15 - 9:15)	0	6	49	14	0	10	38	1	0	2	1	9	0	8	2	6	146	0
PM 2-Hour Peak (4:00 - 6:00)	0	5	51	13	0	9	35	0	0	3	3	33	0	2	0	5	159	0
AM Peak-Hour (7:30 - 8:30)	0	3	24	5	0	5	21	1	0	1	1	6	0	5	2	3	77	0
PM Peak-Hour (5:00 - 6:00)	0	2	25	5	0	5	16	0	0	1	1	13	0	0	0	3	71	0

Twelve-Hour Count Summaries - Bikes

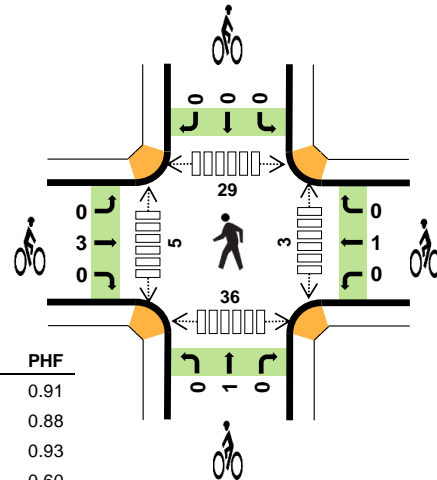
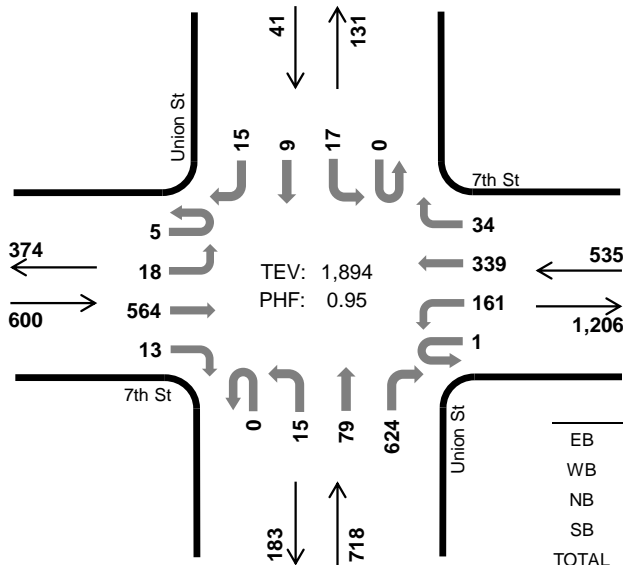
Interval Start	7th St				7th St				Union St				Union St				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	1	5	7	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	9	
8:30 AM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	15	
8:45 AM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	16	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	17	17	
9:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	15	15	
9:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	10	10	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	
10:00 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	4	7	7	
10:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	7	
10:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	7	
10:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	9	
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	7	7	
11:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	6	6	
11:30 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	8	8	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	
12:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	7	7	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	
12:30 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3	6	6	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	
1:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4	4	
1:15 PM	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	5	9	9	
1:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	8	
1:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	9	9	
2:00 PM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	4	12	12	
2:15 PM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	1	4	11	11	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	10	10	
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	10	
3:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7	7	
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	4	4	
3:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	
3:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	5	5	
4:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3	7	7	
4:15 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	10	10	
4:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	4	4	13	13	
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	12	
5:00 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	12	12	
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	9	
5:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	8	8	
5:45 PM	0	1	1	0	0	0	1	1	0	0	0	0	0	0	1	0	5	12	12	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	7	35	0	0	1	39	2	0	0	2	0	0	0	2	8	96	0	0	
AM 2-Hour Peak (7:15 - 9:15)	0	0	8	0	0	0	14	0	0	0	0	0	0	0	0	2	24	0	0	
PM 2-Hour Peak (4:00 - 6:00)	0	3	11	0	0	0	6	1	0	0	0	0	0	0	1	2	24	0	0	
AM Peak-Hour (7:30 - 8:30)	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	1	9	0	0	
PM Peak-Hour (5:00 - 6:00)	0	1	6	0	0	0	3	1	0	0	0	0	0	0	1	0	12	0	0	

Union St 7th St



Peak Hour

Date: 01/31/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	4.5%	0.91
WB	3.0%	0.88
NB	3.1%	0.93
SB	12.2%	0.60
TOTAL	3.7%	0.95

Two-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Union St Northbound				Union St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	1	2	128	4	1	22	80	3	0	4	4	133	0	11	1	3	397	0	
4:15 PM	2	1	122	9	2	29	78	8	0	4	11	140	0	5	2	8	421	0	
4:30 PM	2	4	153	5	0	51	73	6	0	0	23	171	0	3	4	6	501	0	
4:45 PM	2	3	118	6	1	55	83	13	0	2	20	130	0	3	1	3	440	1,759	
5:00 PM	1	6	136	2	0	25	91	7	0	5	19	163	0	2	0	2	459	1,821	
5:15 PM	0	5	157	0	0	30	92	8	0	8	17	160	0	9	4	4	494	1,894	
5:30 PM	2	1	149	3	0	19	107	6	0	1	15	166	0	1	2	4	476	1,869	
5:45 PM	1	5	136	5	1	12	90	11	0	6	13	145	0	1	4	3	433	1,862	
Count Total	11	27	1,099	34	5	243	694	62	0	30	122	1,208	0	35	18	33	3,621	0	
Peak Hour	All	5	18	564	13	1	161	339	34	0	15	79	624	0	17	9	15	1,894	0
	HV	0	4	23	0	0	5	10	1	0	0	1	21	0	1	0	4	70	0
	HV%	0%	22%	4%	0%	0%	3%	3%	3%	-	0%	1%	3%	-	6%	0%	27%	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
4:00 PM	5	4	8	2	19	0	0	0	0	0	0	5	8	4	17
4:15 PM	12	6	5	1	24	0	1	0	0	1	2	4	6	6	18
4:30 PM	8	6	7	2	23	0	0	0	0	0	0	2	10	7	19
4:45 PM	10	5	3	1	19	0	1	0	0	1	3	1	8	7	19
5:00 PM	4	4	4	1	13	1	0	0	0	1	0	1	2	14	17
5:15 PM	5	1	8	1	15	2	0	1	0	3	0	1	9	8	18
5:30 PM	6	6	5	0	17	1	0	0	0	1	1	2	7	8	18
5:45 PM	8	3	3	1	15	0	0	1	0	1	3	1	5	13	22
Count Total	58	35	43	9	145	4	2	2	0	8	9	17	55	67	148
Peak Hour	27	16	22	5	70	3	1	1	0	5	3	5	29	36	73

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Union St				Union St				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	1	4	0	0	0	4	0	0	0	0	8	0	1	0	1	19	0
4:15 PM	0	1	10	1	0	1	5	0	0	0	1	4	0	0	0	1	24	0
4:30 PM	0	1	7	0	0	2	3	1	0	0	0	7	0	1	0	1	23	0
4:45 PM	0	0	10	0	0	3	2	0	0	0	1	2	0	0	0	1	19	85
5:00 PM	0	1	3	0	0	0	4	0	0	0	0	4	0	0	0	1	13	79
5:15 PM	0	2	3	0	0	0	1	0	0	0	0	8	0	0	0	1	15	70
5:30 PM	0	0	6	0	0	1	5	0	0	0	0	5	0	0	0	0	17	64
5:45 PM	0	1	5	2	0	0	3	0	0	0	0	3	0	0	0	1	15	60
Count Total	0	7	48	3	0	7	27	1	0	0	2	41	0	2	0	7	145	0
Peak Hour	0	4	23	0	0	5	10	1	0	0	1	21	0	1	0	4	70	0

Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Union St			Union St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
5:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	5
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6
Count Total	0	4	0	0	2	0	0	0	1	1	0	0	0	0	0	0	8	0
Peak Hour	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	5	0

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

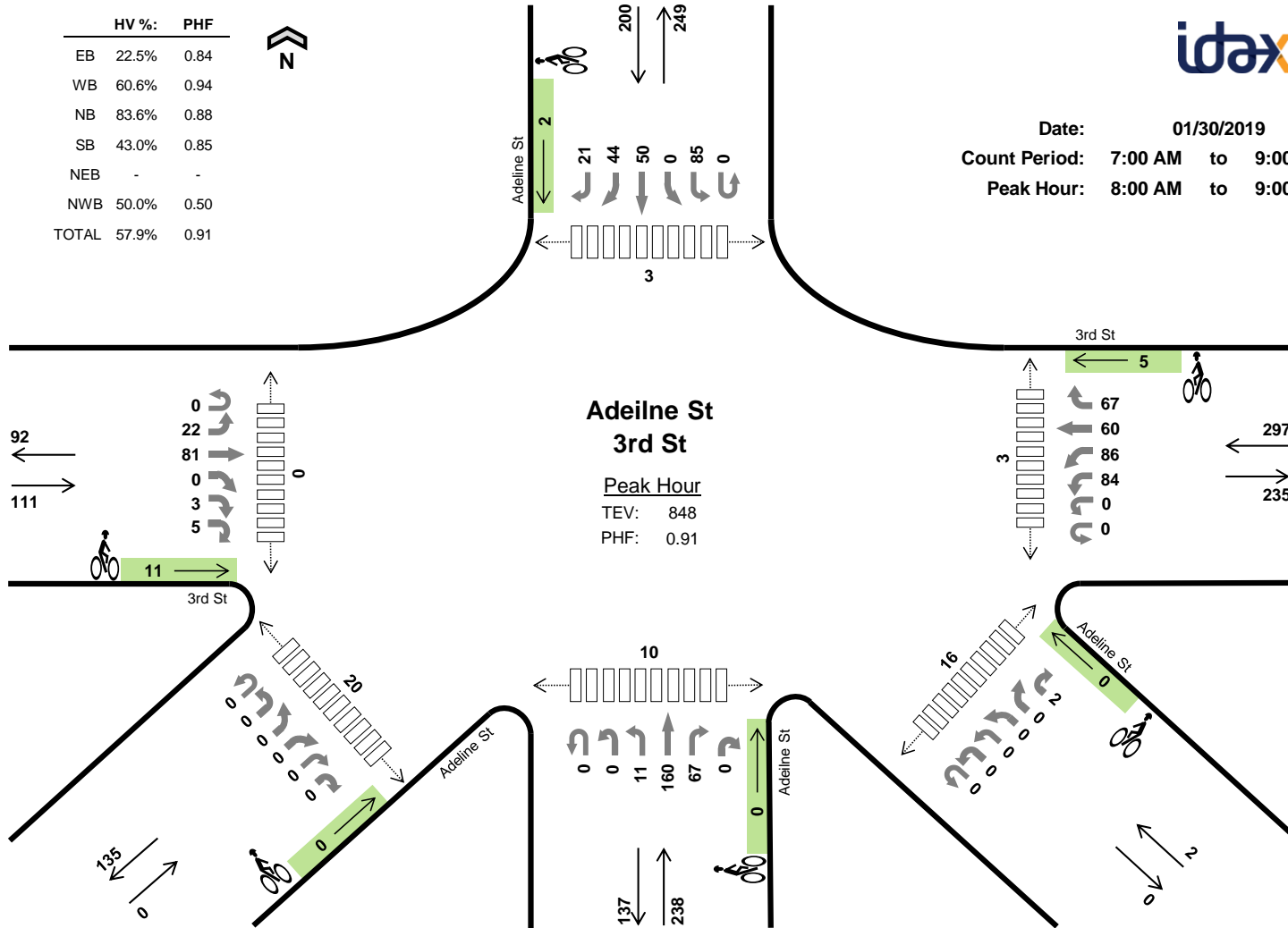
Intersection #: 3

**Intersection Name: Adeline Street/3rd
Street**



Date: 01/30/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM

	HV %:	PHF
EB	22.5%	0.84
WB	60.6%	0.94
NB	83.6%	0.88
SB	43.0%	0.85
NEB	-	-
NWB	50.0%	0.50
TOTAL	57.9%	0.91



Two-Hour Count Summaries

Interval Start	3rd St						3rd St					Adeline St					Adeline St					Adeline St					15-min Total	Rolling One Hour							
	Eastbound						Westbound					Northbound					Southbound					Northeastbound							Northwestbound						
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL			BL	BR	RT	HR	UT	HL	LT
7:00 AM	0	8	9	0	0	9	0	0	39	1	8	11	0	0	1	11	2	0	0	7	0	48	0	4	0	0	0	0	0	0	0	0	158	0	
7:15 AM	0	2	6	0	0	3	0	0	35	0	10	11	0	0	2	10	6	0	0	12	0	53	1	6	0	0	0	0	0	0	0	157	0		
7:30 AM	0	5	16	0	0	5	0	0	23	1	11	14	0	0	1	14	9	0	0	16	0	42	0	6	0	0	0	0	0	0	164	0			
7:45 AM	0	5	13	0	0	5	0	0	25	3	17	19	0	0	2	26	8	0	0	19	0	35	0	8	0	0	0	0	0	0	185	664			
8:00 AM	0	4	16	0	0	3	0	0	21	22	13	20	0	0	2	32	12	0	0	22	0	16	15	6	0	0	0	0	0	1	205	711			
8:15 AM	0	8	25	0	0	0	0	0	18	18	16	14	0	0	3	49	15	0	0	16	0	6	8	4	0	0	0	0	0	0	200	754			
8:30 AM	0	6	18	0	2	2	0	0	25	26	14	14	0	0	3	42	23	0	0	27	0	14	10	6	0	0	0	0	0	1	233	823			
8:45 AM	0	4	22	0	1	0	0	0	20	20	17	19	0	0	3	37	17	0	0	20	0	14	11	5	0	0	0	0	0	0	210	848			
Count Total	0	42	125	0	3	27	0	0	206	91	106	122	0	0	17	221	92	0	0	139	0	228	45	45	0	0	0	0	0	3	1,512	0			
Peak Hour	All HV	0	22	81	0	3	5	0	0	84	86	60	67	0	0	11	160	67	0	0	85	0	50	44	21	0	0	0	0	2	848	0			
	HV%	-	55%	14%	-	33%	20%	-	-	77%	77%	22%	54%	-	-	82%	91%	67%	-	-	26%	-	68%	55%	29%	-	-	-	-	50%	58%	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)						Total
	EB	WB	NB	SB	NEB	NWB	Total	EB	WB	NB	SB	NEB	NWB	Total	East	West	North	South	SE	SW	
7:00 AM	4	22	9	18	0	0	53	0	0	0	1	0	0	1	1	0	0	2	2	3	8
7:15 AM	3	28	6	26	0	0	63	0	1	0	0	0	0	1	0	1	1	1	1	1	5
7:30 AM	9	22	11	25	0	0	67	1	2	0	0	0	0	3	0	0	2	2	1	3	8
7:45 AM	6	29	25	22	0	0	82	1	0	0	0	0	0	1	0	0	0	3	2	3	8
8:00 AM	8	46	37	17	0	0	108	0	1	0	1	0	0	2	0	0	0	2	7	6	15
8:15 AM	6	34	55	20	0	0	115	3	3	0	1	0	0	7	0	0	3	5	8	9	25
8:30 AM	5	51	54	23	0	1	134	5	0	0	0	0	0	5	2	0	0	1	1	2	6
8:45 AM	6	49	53	26	0	0	134	3	1	0	0	0	0	4	1	0	0	2	0	3	6
Count Total	47	281	250	177	0	1	756	13	8	0	3	0	0	24	4	1	6	18	22	30	81
Peak Hr	25	180	199	86	0	1	491	11	5	0	2	0	0	18	3	0	3	10	16	20	52

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	3rd St						3rd St					Adeline St					Adeline St					Adeline St					15-min Total	Rolling One Hour							
	Eastbound						Westbound					Northbound					Southbound					Northeastbound							Northwestbound						
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL			BL	BR	RT	HR	UT	HL	LT
7:00 AM	0	2	0	0	0	2	0	0	13	1	0	8	0	0	0	8	1	0	0	3	0	14	0	1	0	0	0	0	0	0	53	0			
7:15 AM	0	1	0	0	0	2	0	0	17	0	2	9	0	0	0	5	1	0	0	6	0	20	0	0	0	0	0	0	0	63	0				
7:30 AM	0	3	4	0	0	2	0	0	12	0	2	8	0	0	0	5	6	0	0	7	0	15	0	3	0	0	0	0	0	67	0				
7:45 AM	0	2	1	0	0	3	0	0	13	0	4	12	0	0	2	18	5	0	0	3	0	19	0	0	0	0	0	0	0	82	265				
8:00 AM	0	4	3	0	0	1	0	0	16	16	4	10	0	0	2	28	7	0	0	4	0	6	4	3	0	0	0	0	0	108	320				
8:15 AM	0	4	2	0	0	0	0	0	13	13	2	6	0	0	3	43	9	0	0	8	0	6	5	1	0	0	0	0	0	115	372				
8:30 AM	0	2	3	0	0	0	0	0	19	20	3	9	0	0	1	38	15	0	0	6	0	10	6	1	0	0	0	0	0	134	439				
8:45 AM	0	2	3	0	1	0	0	0	17	17	4	11	0	0	3	36	14	0	0	4	0	12	9	1	0	0	0	0	0	134	491				
Count Total	0	20	16	0	1	10	0	0	120	67	21	73	0	0	11	181	58	0	0	41	0	102	24	10	0	0	0	0	1	756	0				
Peak Hour	0	12	11	0	1	1	0	0	65	66	13	36	0	0	9	145	45	0	0	22	0	34	24	6	0	0	0	0	1	491	0				

Two-Hour Count Summaries - Bikes

Interval Start	3rd St						3rd St					Adeline St					Adeline St					Adeline St					15-min Total	Rolling One Hour							
	Eastbound						Westbound					Northbound					Southbound					Northeastbound							Northwestbound						
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL			BL	BR	RT	HR	UT	HL	LT
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0				
7:30 AM	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0					
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6					
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	7					
8:15 AM	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	13					
8:30 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15					
8:45 AM	0	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	18					
Count Total	0	1	12	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	24	0					
Peak Hour	0	1	10	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	18	0					

National Data & Surveying Services Intersection Turning Movement Count

Location: Adeline St & 3rd St
City: Oakland
Control: Signalized

Project ID: 18-08286-007
Date: 5/23/2018

Total

NS/EW Streets:	Adeline St				Adeline St				3rd St				3rd St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
AM	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	TOTAL
7:00 AM	0	10	2	0	10	55	9	0	5	12	2	0	43	14	19	0	181
7:15 AM	2	10	8	0	8	45	6	0	3	17	5	0	18	13	12	0	147
7:30 AM	1	6	9	0	15	57	3	0	2	18	5	0	44	6	23	0	189
7:45 AM	3	26	8	0	9	39	2	0	4	20	4	0	27	10	12	0	164
8:00 AM	3	31	12	0	7	28	5	0	4	11	5	0	25	9	12	0	152
8:15 AM	5	51	22	0	11	28	3	0	1	19	3	0	20	17	9	0	189
8:30 AM	4	60	19	0	20	36	3	0	1	18	6	0	24	20	22	0	230
8:45 AM	4	53	16	0	17	41	8	0	1	23	7	0	30	14	16	0	233
9:00 AM	7	38	12	0	20	28	9	0	2	17	5	0	42	17	13	0	210
9:15 AM	0	31	21	0	13	44	2	0	3	11	6	0	19	27	17	0	194
9:30 AM	6	38	20	0	15	53	4	0	5	21	5	0	28	10	16	0	221
9:45 AM	6	41	23	0	17	43	9	1	6	19	3	0	24	13	19	0	224
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	41	395	172	0	162	497	63	1	37	206	56	0	344	170	190	0	2334
	6.74%	64.97%	28.29%	0.00%	22.41%	68.74%	8.71%	0.14%	12.37%	68.90%	18.73%	0.00%	48.86%	24.15%	26.99%	0.00%	
PEAK HR :	08:30 AM - 09:30 AM																
PEAK HR VOL :	15	182	68	0	70	149	22	0	7	69	24	0	115	78	68	0	TOTAL
PEAK HR FACTOR :	0.536	0.758	0.810	0.000	0.875	0.847	0.611	0.000	0.583	0.750	0.857	0.000	0.685	0.722	0.773	0.000	0.930
			0.798				0.913				0.806				0.906		
NOON	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	TOTAL
10:00 AM	2	51	19	0	13	42	2	0	5	18	3	0	42	13	13	0	223
10:15 AM	1	25	11	0	10	47	10	0	11	16	3	0	33	19	11	0	197
10:30 AM	3	32	20	0	9	50	4	0	6	16	4	0	29	20	12	0	205
10:45 AM	5	41	42	0	8	32	4	0	8	14	6	0	14	14	22	0	210
11:00 AM	5	51	36	0	16	36	3	0	2	16	6	0	31	17	18	0	237
11:15 AM	4	56	23	0	14	49	6	0	6	12	2	0	38	17	22	0	249
11:30 AM	6	52	33	0	12	33	4	0	7	16	2	0	32	12	17	0	226
11:45 AM	9	68	43	0	16	34	3	0	7	22	5	1	32	15	24	0	279
12:00 PM	11	74	57	1	9	45	4	0	4	20	3	0	35	16	19	0	298
12:15 PM	3	24	28	0	18	58	4	0	5	19	6	0	36	21	27	1	250
12:30 PM	7	31	27	1	13	61	10	0	9	17	10	0	49	14	19	0	268
12:45 PM	5	40	21	0	8	60	7	0	4	12	8	1	59	14	14	0	253
1:00 PM	3	33	21	0	14	40	7	0	8	13	4	0	22	30	23	0	218
1:15 PM	2	52	24	1	13	43	5	0	9	20	6	0	17	22	19	0	233
1:30 PM	4	44	38	0	12	35	5	0	10	29	7	0	33	12	29	0	258
1:45 PM	6	61	34	0	9	35	10	0	12	18	6	0	32	13	16	0	252
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	76	735	477	3	194	700	88	0	113	278	81	2	534	269	305	1	3856
	5.89%	56.93%	36.95%	0.23%	19.76%	71.28%	8.96%	0.00%	23.84%	58.65%	17.09%	0.42%	48.15%	24.26%	27.50%	0.09%	
PEAK HR :	11:45 AM - 12:45 PM																
PEAK HR VOL :	30	197	155	2	56	198	21	0	25	78	24	1	152	66	89	1	TOTAL
PEAK HR FACTOR :	0.682	0.666	0.680	0.500	0.778	0.811	0.525	0.000	0.694	0.886	0.600	0.250	0.776	0.786	0.824	0.250	0.919
			0.671				0.818				0.889				0.906		
PM	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	TOTAL
2:00 PM	6	69	41	0	8	33	8	0	10	18	2	0	28	20	22	0	265
2:15 PM	7	64	27	0	8	37	13	0	11	22	4	0	24	15	22	0	254
2:30 PM	5	57	43	0	11	33	15	0	6	12	2	0	22	17	20	0	243
2:45 PM	6	58	25	0	13	35	5	0	12	20	4	0	33	12	13	0	236
3:00 PM	4	47	23	0	12	36	2	0	8	19	1	0	29	16	19	0	216
3:15 PM	3	34	23	0	5	32	4	0	8	22	1	0	12	23	17	0	184
3:30 PM	4	40	36	0	9	29	7	0	11	17	2	0	29	25	26	0	235
3:45 PM	5	63	54	1	16	31	3	0	13	25	4	0	29	22	15	0	281
4:00 PM	13	48	56	0	11	18	7	0	12	22	7	0	22	26	15	0	257
4:15 PM	5	43	46	0	9	18	5	0	3	24	3	0	21	30	20	0	227
4:30 PM	8	92	51	0	10	22	5	0	4	21	6	0	23	26	20	0	288
4:45 PM	17	85	67	0	14	26	5	0	10	37	7	0	23	31	24	0	346
5:00 PM	9	57	47	0	12	29	4	0	12	28	2	0	20	36	21	0	277
5:15 PM	5	30	32	0	18	28	4	0	11	40	4	0	27	33	24	0	256
5:30 PM	7	39	27	0	19	27	4	0	4	50	9	0	12	23	21	0	242
5:45 PM	3	29	25	0	12	23	0	1	5	43	5	0	32	23	17	0	218
6:00 PM	1	19	17	0	22	25	2	0	2	41	0	0	11	21	21	0	182
6:15 PM	3	16	14	0	17	15	3	0	5	30	2	0	11	26	19	0	161
6:30 PM	0	18	15	0	13	16	2	0	7	23	1	0	7	15	19	0	136
6:45 PM	3	18	22	0	9	13	3	0	2	21	0	0	4	18	15	0	128
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	114	926	691	1	248	526	101	1	156	535	66	0	419	458	390	0	4632
	6.58%	53.46%	39.90%	0.06%	28.31%	60.05%	11.53%	0.11%	20.61%	70.67%	8.72%	0.00%	33.07%	36.15%	30.78%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																
PEAK HR VOL :	39	264	197	0	54	105	18	0	37	126	19	0	93	126	89	0	TOTAL
PEAK HR FACTOR :	0.574	0.717	0.735	0.000	0.750	0.905	0.900	0.000	0.771	0.788	0.679	0.000	0.861	0.875	0.927	0.000	0.843
			0.740				0.885				0.827				0.917		

National Data & Surveying Services Intersection Turning Movement Count

Location: Adeline St & 3rd St
City: Oakland
Control: Signalized

Project ID: 18-08286-007
Date: 5/23/2018

Cars

NS/EW Streets:	Adeline St				Adeline St				3rd St				3rd St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	TOTAL
7:00 AM	0	6	2	0	4	37	8	0	3	11	2	0	25	11	5	0	114
7:15 AM	1	3	6	0	5	26	6	0	2	15	3	0	12	9	5	0	93
7:30 AM	0	1	4	0	14	36	3	0	2	16	5	0	21	5	10	0	117
7:45 AM	2	4	4	0	8	20	2	0	3	18	4	0	17	8	5	0	95
8:00 AM	1	4	2	0	6	13	5	0	2	10	3	0	16	9	6	0	77
8:15 AM	2	3	4	0	10	14	3	0	1	19	1	0	6	17	3	0	83
8:30 AM	0	6	6	0	9	12	1	0	0	18	3	0	10	18	12	0	95
8:45 AM	1	4	5	0	16	14	6	0	1	22	2	0	12	10	8	0	101
9:00 AM	4	5	7	0	12	5	9	0	2	17	3	0	15	15	7	0	101
9:15 AM	0	1	5	0	8	12	2	0	2	9	1	0	5	23	8	0	76
9:30 AM	1	4	7	0	9	8	4	0	4	17	0	0	12	10	8	0	84
9:45 AM	2	9	7	0	12	6	8	1	3	18	0	0	8	11	9	0	94
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	14	50	59	0	113	203	57	1	25	190	27	0	159	146	86	0	1130
	11.38%	40.65%	47.97%	0.00%	30.21%	54.28%	15.24%	0.27%	10.33%	78.51%	11.16%	0.00%	40.66%	37.34%	21.99%	0.00%	
PEAK HR :	08:30 AM - 09:30 AM																TOTAL
PEAK HR VOL :	5	16	23	0	45	43	18	0	5	66	9	0	42	66	35	0	373
PEAK HR FACTOR :	0.31	0.667	0.821	0.000	0.703	0.768	0.500	0.000	0.625	0.750	0.750	0.000	0.700	0.717	0.729	0.000	0.923
	0.688				0.736				0.800				0.894				

NS/EW Streets:	Adeline St				Adeline St				3rd St				3rd St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	TOTAL
10:00 AM	1	10	8	0	11	4	1	0	4	17	1	0	13	10	6	0	86
10:15 AM	0	6	7	0	3	4	6	0	8	13	1	0	9	15	6	0	78
10:30 AM	0	7	11	0	3	9	1	0	3	15	1	0	5	18	7	0	80
10:45 AM	3	6	14	0	6	2	3	0	5	13	3	0	5	11	8	0	79
11:00 AM	1	8	12	0	10	7	2	0	0	11	4	0	9	13	9	0	86
11:15 AM	1	9	8	0	4	11	4	0	5	11	1	0	10	14	18	0	96
11:30 AM	2	11	13	0	5	6	2	0	6	15	1	0	9	11	6	0	87
11:45 AM	5	30	20	0	11	9	2	0	5	16	5	1	14	15	8	0	141
12:00 PM	7	36	38	1	4	8	2	0	4	18	2	0	15	13	12	0	160
12:15 PM	3	8	12	0	9	20	4	0	5	16	5	0	17	19	10	0	128
12:30 PM	6	11	11	1	8	25	7	0	7	16	7	0	31	12	11	0	153
12:45 PM	2	7	11	0	6	28	6	0	3	11	7	1	37	13	9	0	141
1:00 PM	1	11	11	0	9	12	4	0	6	13	3	0	14	29	13	0	126
1:15 PM	1	7	6	0	9	10	3	0	5	20	3	0	7	15	12	0	98
1:30 PM	3	12	15	0	9	8	1	0	9	26	6	0	15	10	24	0	138
1:45 PM	3	14	9	0	9	18	8	0	11	15	6	0	18	10	10	0	131
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	39	193	206	2	116	181	56	0	86	246	56	2	228	228	169	0	1808
	8.86%	43.86%	46.82%	0.45%	32.86%	51.27%	15.86%	0.00%	22.05%	63.08%	14.36%	0.51%	36.48%	36.48%	27.04%	0.00%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	21	85	81	2	32	62	15	0	21	66	19	1	77	59	41	0	582
PEAK HR FACTOR :	0.75	0.590	0.533	0.500	0.727	0.620	0.536	0.000	0.750	0.917	0.679	0.250	0.621	0.776	0.854	0.000	0.909
	0.576				0.681				0.892				0.819				

NS/EW Streets:	Adeline St				Adeline St				3rd St				3rd St				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	TOTAL
2:00 PM	2	16	8	0	3	6	4	0	9	17	1	0	4	16	13	0	99
2:15 PM	1	9	5	0	2	12	12	0	7	17	0	0	5	12	10	0	92
2:30 PM	1	12	6	0	3	5	10	0	3	12	0	0	3	14	11	0	80
2:45 PM	2	8	10	0	5	7	4	0	10	17	3	0	7	10	7	0	90
3:00 PM	1	17	10	0	6	10	2	0	8	16	1	0	10	11	14	0	106
3:15 PM	2	6	10	0	4	3	2	0	7	19	0	0	7	21	6	0	87
3:30 PM	2	18	16	0	4	7	4	0	10	14	2	0	11	24	20	0	132
3:45 PM	0	14	12	1	13	11	2	0	13	24	3	0	16	18	10	0	137
4:00 PM	8	17	20	0	7	4	5	0	9	19	5	0	11	22	14	0	141
4:15 PM	2	19	12	0	6	8	1	0	3	21	3	0	11	26	16	0	128
4:30 PM	4	56	23	0	9	15	5	0	3	16	5	0	16	24	14	0	190
4:45 PM	14	67	45	0	9	15	2	0	10	34	5	0	18	29	16	0	264
5:00 PM	9	47	33	0	11	9	4	0	11	26	2	0	15	33	18	0	218
5:15 PM	5	19	27	0	17	11	3	0	11	39	3	0	21	28	22	0	206
5:30 PM	6	30	19	0	19	17	4	0	4	48	9	0	5	22	18	0	201
5:45 PM	3	21	23	0	11	10	0	0	5	42	5	0	25	22	15	0	182
6:00 PM	0	13	12	0	21	8	1	0	2	41	0	0	6	20	18	0	142
6:15 PM	1	9	9	0	14	7	1	0	5	29	1	0	6	26	18	0	126
6:30 PM	0	6	7	0	11	3	1	0	7	22	0	0	1	15	18	0	91
6:45 PM	0	9	6	0	4	2	3	0	1	20	0	0	2	18	13	0	78
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	63	413	313	1	179	170	70	0	138	493	48	0	200	411	291	0	2790
	7.97%	52.28%	39.62%	0.13%	42.72%	40.57%	16.71%	0.00%	20.32%	72.61%	7.07%	0.00%	22.17%	45.57%	32.26%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	32	189	128	0	46	50	14	0	35	115	15	0	70	114	70	0	878
PEAK HR FACTOR :	0.57	0.705	0.711	0.000	0.676	0.833	0.700	0.000	0.795	0.737	0.750	0.000	0.833	0.864	0.795	0.000	0.831
	0.692				0.887				0.778				0.894				

National Data & Surveying Services Intersection Turning Movement Count

Location: Adeline St & 3rd St
City: Oakland
Control: Signalized

Project ID: 18-08286-007
Date: 5/23/2018

HT

NS/EW Streets:	Adeline St				Adeline St				3rd St				3rd St				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
AM	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	TOTAL	
7:00 AM	0	4	0	0	6	18	1	0	2	1	0	0	18	3	14	0	67	
7:15 AM	1	7	2	0	3	19	0	0	1	2	2	0	6	4	7	0	54	
7:30 AM	1	5	5	0	1	21	0	0	0	2	0	0	23	1	13	0	72	
7:45 AM	1	22	4	0	1	19	0	0	1	2	0	0	10	2	7	0	69	
8:00 AM	2	27	10	0	1	15	0	0	2	1	2	0	9	0	6	0	75	
8:15 AM	3	48	18	0	1	14	0	0	0	0	2	0	14	0	6	0	106	
8:30 AM	4	54	13	0	11	24	2	0	1	0	3	0	14	2	10	0	138	
8:45 AM	3	49	11	0	1	27	2	0	0	1	5	0	18	4	8	0	129	
9:00 AM	3	33	5	0	8	23	0	0	0	0	2	0	27	2	6	0	109	
9:15 AM	0	30	16	0	5	32	0	0	1	2	5	0	14	4	9	0	118	
9:30 AM	5	34	13	0	6	45	0	0	1	4	5	0	16	0	8	0	137	
9:45 AM	4	32	16	0	5	37	1	0	3	1	3	0	16	2	10	0	130	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	27	345	113	0	49	294	6	0	12	16	29	0	185	24	104	0	1204	
	5.57%	71.13%	23.30%	0.00%	14.04%	84.24%	1.72%	0.00%	21.05%	28.07%	50.88%	0.00%	59.11%	7.67%	33.23%	0.00%		
PEAK HR :	08:30 AM - 09:30 AM																	TOTAL
PEAK HR VOL :	10	166	45	0	25	106	4	0	2	3	15	0	73	12	33	0	494	
PEAK HR FACTOR :	0.625	0.769	0.703	0.000	0.568	0.828	0.500	0.000	0.500	0.375	0.750	0.000	0.676	0.750	0.825	0.000	0.895	
		0.778				0.912				0.625				0.843				

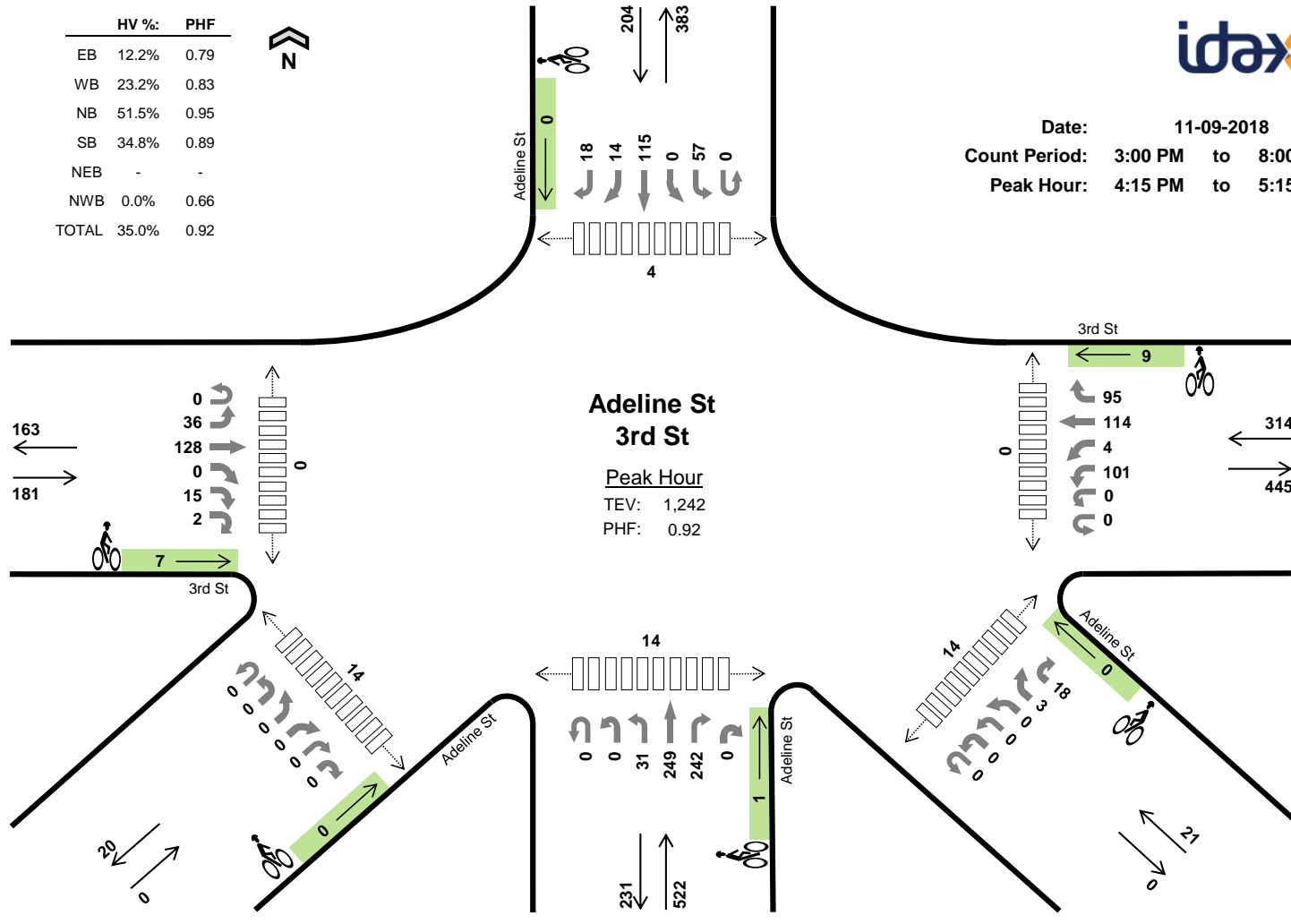
NS/EW Streets:	Adeline St				Adeline St				3rd St				3rd St				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
NOON	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	TOTAL	
10:00 AM	1	41	11	0	2	38	1	0	1	1	2	0	29	3	7	0	137	
10:15 AM	1	19	4	0	7	43	4	0	3	3	2	0	24	4	5	0	119	
10:30 AM	3	25	9	0	6	41	3	0	3	1	3	0	24	2	5	0	125	
10:45 AM	2	35	28	0	2	30	1	0	3	1	3	0	9	3	14	0	131	
11:00 AM	4	43	24	0	6	29	1	0	2	5	2	0	22	4	9	0	151	
11:15 AM	3	47	15	0	10	38	2	0	1	1	1	0	28	3	4	0	153	
11:30 AM	4	41	20	0	7	27	2	0	1	1	1	0	23	1	11	0	139	
11:45 AM	4	38	23	0	5	25	1	0	2	6	0	0	18	0	16	0	138	
12:00 PM	4	38	19	0	5	37	2	0	0	2	1	0	20	3	7	0	138	
12:15 PM	0	16	16	0	9	38	0	0	0	3	1	0	19	2	17	1	122	
12:30 PM	1	20	16	0	5	36	3	0	2	1	3	0	18	2	8	0	115	
12:45 PM	3	33	10	0	2	32	1	0	1	1	1	0	22	1	5	0	112	
1:00 PM	2	22	10	0	5	28	3	0	2	0	1	0	8	1	10	0	92	
1:15 PM	1	45	18	1	4	33	2	0	4	0	3	0	10	7	7	0	135	
1:30 PM	1	32	23	0	3	27	4	0	1	3	1	0	18	2	5	0	120	
1:45 PM	3	47	25	0	0	17	2	0	1	3	0	0	14	3	6	0	121	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	37	542	271	1	78	519	32	0	27	32	25	0	306	41	136	1	2048	
	4.35%	63.69%	31.84%	0.12%	12.40%	82.51%	5.09%	0.00%	32.14%	38.10%	29.76%	0.00%	63.22%	8.47%	28.10%	0.21%		
PEAK HR :	11:45 AM - 12:45 PM																	TOTAL
PEAK HR VOL :	9	112	74	0	24	136	6	0	4	12	5	0	75	7	48	1	513	
PEAK HR FACTOR :	0.56	0.737	0.804	0.000	0.667	0.895	0.500	0.000	0.500	0.500	0.417	0.000	0.938	0.583	0.706	0.250	0.929	
		0.750				0.883				0.656				0.840				

NS/EW Streets:	Adeline St				Adeline St				3rd St				3rd St				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
PM	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	TOTAL	
2:00 PM	4	53	33	0	5	27	4	0	1	1	1	0	24	4	9	0	166	
2:15 PM	6	55	22	0	6	25	1	0	4	5	4	0	19	3	12	0	162	
2:30 PM	4	45	37	0	8	28	5	0	3	0	2	0	19	3	9	0	163	
2:45 PM	4	50	15	0	8	28	1	0	2	3	1	0	26	2	6	0	146	
3:00 PM	3	30	13	0	6	26	0	0	0	3	0	0	19	5	5	0	110	
3:15 PM	1	28	13	0	1	29	2	0	1	3	1	0	5	2	11	0	97	
3:30 PM	2	22	20	0	5	22	3	0	1	3	0	0	18	1	6	0	103	
3:45 PM	5	49	42	0	3	20	1	0	0	1	1	0	13	4	5	0	144	
4:00 PM	5	31	36	0	4	14	2	0	3	3	2	0	11	4	1	0	116	
4:15 PM	3	24	34	0	3	10	4	0	0	3	0	0	10	4	4	0	99	
4:30 PM	4	36	28	0	1	7	0	0	1	5	1	0	7	2	6	0	98	
4:45 PM	3	18	22	0	5	11	3	0	0	3	2	0	5	2	8	0	82	
5:00 PM	0	10	14	0	1	20	0	0	1	2	0	0	5	3	3	0	59	
5:15 PM	0	11	5	0	1	17	1	0	0	1	1	0	6	5	2	0	50	
5:30 PM	1	9	8	0	0	10	0	0	0	2	0	0	7	1	3	0	41	
5:45 PM	0	8	2	0	1	13	0	1	0	1	0	0	7	1	2	0	36	
6:00 PM	1	6	5	0	1	17	1	0	0	0	0	0	5	1	3	0	40	
6:15 PM	2	7	5	0	3	8	2	0	0	1	1	0	5	0	1	0	35	
6:30 PM	0	12	8	0	2	13	1	0	0	1	1	0	6	0	1	0	45	
6:45 PM	3	9	16	0	5	11	0	0	1	1	0	0	2	0	2	0	50	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	51	513	378	0	69	356	31	1	18	42	18	0	219	47	99	0	1842	
	5.41%	54.46%	40.13%	0.00%	15.10%	77.90%	6.78%	0.22%	23.08%	53.85%	23.08%	0.00%	60.00%	12.88%	27.12%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																	TOTAL
PEAK HR VOL :	7	75	69	0	8	55	4	0	2	11	4	0	23	12	19	0	289	
PEAK HR FACTOR :	0.44	0.521	0.616	0.000	0.400	0.688	0.333	0.000	0.500	0.550	0.500	0.000	0.821	0.600	0.594	0.000	0.737	
		0.555				0.798				0.607				0.900				



Date: 11-09-2018
 Count Period: 3:00 PM to 8:00 PM
 Peak Hour: 4:15 PM to 5:15 PM

	HV %:	PHF
EB	12.2%	0.79
WB	23.2%	0.83
NB	51.5%	0.95
SB	34.8%	0.89
NEB	-	-
NWB	0.0%	0.66
TOTAL	35.0%	0.92



Five-Hour Count Summaries

Interval Start	3rd St						3rd St						Adeline St						Adeline St						Adeline St						Adeline St						15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound			Northbound			Southbound			Northbound			Southbound																
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
3:00 PM	0	4	20	0	2	0	0	0	21	2	16	17	1	0	6	46	30	0	1	18	0	27	1	6	0	0	0	0	0	0	0	0	0	0	0	220	0	
3:15 PM	0	5	18	0	3	0	0	0	17	2	21	14	0	0	5	24	25	0	0	12	0	30	1	3	0	0	0	0	0	0	0	0	0	0	184	0		
3:30 PM	0	8	15	0	2	0	0	0	18	1	16	19	0	0	3	35	44	0	0	9	0	27	1	9	0	0	0	0	0	0	0	0	0	213	0			
3:45 PM	0	6	24	0	2	1	0	0	16	1	21	20	0	0	3	37	47	0	0	14	0	18	3	4	0	0	0	0	0	0	0	0	0	219	836			
4:00 PM	0	4	23	0	4	0	0	0	17	2	15	25	0	0	8	61	55	0	0	21	0	22	4	5	0	0	0	0	0	0	0	0	0	271	887			
4:15 PM	0	9	21	0	4	2	0	0	21	1	18	23	0	0	6	45	74	0	0	12	0	26	5	5	0	0	0	0	0	0	0	0	1	7	280	983		
4:30 PM	0	5	34	0	2	0	0	0	28	1	33	20	0	0	8	74	42	0	0	17	0	27	2	4	0	0	0	0	0	0	0	0	0	2	299	1,069		
4:45 PM	0	9	45	0	3	0	0	0	29	0	21	24	0	0	9	56	73	0	0	14	0	30	2	3	0	0	0	0	0	0	0	0	1	6	325	1,175		
5:00 PM	0	13	28	0	6	0	0	0	23	2	42	28	0	0	8	74	53	0	0	14	0	32	5	6	0	0	0	0	0	0	0	1	3	338	1,242			
5:15 PM	0	5	29	0	3	0	0	0	23	2	39	19	1	0	7	41	33	0	0	20	0	21	2	3	0	0	0	0	0	0	0	1	2	5	257	1,219		
5:30 PM	0	4	37	0	9	3	0	0	18	2	23	16	0	0	4	29	21	0	0	25	0	31	3	3	0	0	0	0	0	0	0	1	4	233	1,153			
5:45 PM	0	4	40	0	4	1	0	0	40	1	13	21	0	0	2	21	21	0	0	22	0	32	2	2	0	0	0	0	0	0	0	2	3	231	1,059			
6:00 PM	0	4	35	0	1	0	0	0	16	0	26	23	0	0	1	24	13	0	0	10	0	27	2	5	0	0	0	0	0	0	0	2	1	190	911			
6:15 PM	0	6	23	0	2	0	0	0	14	3	21	23	0	0	1	15	19	0	0	12	0	15	3	3	0	0	0	0	0	0	0	1	3	164	818			
6:30 PM	0	4	19	0	4	2	0	0	12	0	17	16	1	0	0	18	17	0	0	15	0	19	2	3	0	0	0	0	0	0	0	1	6	156	741			
6:45 PM	0	2	14	0	2	0	0	0	4	3	12	24	0	0	4	21	17	0	0	13	0	16	6	1	0	0	0	0	0	0	0	1	3	146	656			
7:00 PM	0	4	16	0	3	0	0	0	10	1	13	23	0	0	4	18	18	0	0	15	0	17	2	2	0	0	0	0	0	0	0	2	3	151	617			
7:15 PM	0	3	13	0	2	0	0	0	12	2	12	13	0	0	6	18	19	0	0	8	0	23	3	1	0	0	0	0	0	0	0	2	5	142	595			
7:30 PM	0	6	5	0	4	1	0	0	14	2	10	14	0	0	1	15	21	0	0	5	0	18	1	2	0	0	0	0	0	0	0	2	4	125	564			
7:45 PM	0	5	18	0	1	0	0	0	14	0	11	11	0	0	2	22	8	0	0	10	0	11	1	2	0	0	0	0	0	0	0	2	1	119	537			
Count Total	0	110	477	0	63	10	0	0	1	367	28	400	393	3	0	88	694	650	0	1	286	0	469	51	72	0	0	0	0	0	0	1	28	69	4,263	0		
Peak Hour	All HV	0	36	128	0	15	2	0	0	101	4	114	95	0	0	31	249	242	0	0	57	0	115	14	18	0	0	0	0	0	0	3	18	1,242	0			
	HV%	0	4	13	0	5	0	0	0	35	0	13	25	0	0	12	118	139	0	0	15	0	52	0	4	0	0	0	0	0	0	0	0	435	0			
	HV%	-	11%	10%	-	33%	0%	-	-	35%	0%	11%	26%	-	-	39%	47%	57%	-	-	26%	-	45%	0%	22%	-	-	-	-	-	-	0%	0%	35%	0			

Note: Five-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	NEB	NWB	Total	EB	WB	NB	SB	NEB	NWB	Total	East	West	South	SE	SW	Total	
3:00 PM	2	20	47	30	0	0	99	2	1	0	0	0	0	3	0	2	0	4	4	4	14
3:15 PM	5	18	28	30	0	0	81	2	2	0	0	0	0	4	0	1	0	6	6	6	19
3:30 PM	2	22	44	27	0	0	95	2	0	0	0	0	0	2	0	2	1	2	2	2	9
3:45 PM	3	19	53	11	0	0	86	2	5	0	0	0	0	7	0	0	1	1	1	3	
4:00 PM	6	21	75	17	0	0	119	2	1	0	0	0	0	3	0	1	1	3	3	11	
4:15 PM	7	19	81	21	0	0	128	1	2	0	0	0	0	3	0	0	3	2	2	9	
4:30 PM	4	19	83	16	0	0	122	3	1	0	0	0	0	4	0	0	0	5	5	15	
4:45 PM	8	21	56	18	0	0	103	1	1	0	0	0	0	2	0	0	0	3	3	9	
5:00 PM	3	14	49	16	0	0	82	2	5	1	0	0	0	8	0	0	1	4	4	13	
5:15 PM	3	14	37	14	0	0	68	2	1	0	0	0	0	5	0	1	1	7	7	23	
5:30 PM	2	5	16	19	0	0	42	1	4	0	0	0	0	7	0	1	4	2	2	11	
5:45 PM	2	25	10	12	0	0	49	1	3	0	0	0	0	6	0	0	0	2	2	6	
6:00 PM	1	13	16	18	0	0	48	3	6	1	1	0	0	11	0	0	2	1	1	6	
6:15 PM	4	6	18	10	0	0	38	3	5	0	0	0	0	8	0	0	2	2	1	7	
6:30 PM	3	10	15	17	0	0	45	2	3	5	0	2	0	12	0	3	1	2	2	10	
6:45 PM	1	8	25	6	0	0	40	3	1	1	2	0	0	7	0	0	1	0	0	1	
7:00 PM	3	9	25	15	0	0	52	0	2	0	1	0	0	3	0	0	0	1	1	3	
7:15 PM	1	5	23	22	0	0	51	1	1	0	0	0	0	2	0	2	4	1	1	9	
7:30 PM	2	10	25	16	0	0	53	1	1	0	0	0	0	2	1	0	0	1	1	4	
7:45 PM	4	12	22	7	0	0	45	2	0	0	2	0	0	4	2	2	0	2	2	10	
Count Total	66	290	748	342	0	0	1,446	36	45	8	12	2	0	103	3	15	21	51	51	192	
Peak Hr	22	73	269	71	0	0	435	7	9	1	0	0	0	17	0	0	4	14	14	46	

Five-Hour Count Summaries - Heavy Vehicles

Interval Start	3rd St						3rd St						Adeline St						Adeline St						Adeline St						15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound			Northbound			Southbound			Northbound			Southbound													
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	BL	BR	RT	HR			UT	HL	LT
3:00 PM	0	1	1	0	0	0	0	0	14	0	3	3	1	0	2	25	19	0	0	6	0	20	0	4	0	0	0	0	0	0	0	0	0	99	0
3:15 PM	0	1	3	0	1	0	0	0	11	0	2	5	0	0	2	13	13	0	0	6	0	23	0	1	0	0	0	0	0	0	0	0	0	81	0
3:30 PM	0	1	0	0	1	0	0	0	12	0	5	5	0	0	2	19	23	0	0	2	0	22	0	3	0	0	0	0	0	0	0	0	0	95	0
3:45 PM	0	1	2	0	0	0	0	0	10	0	1	8	0	0	1	22	30	0	0	3	0	7	0	1	0	0	0	0	0	0	0	0	0	86	361
4:00 PM	0	0	4	0	2	0	0	0	10	0	2	9	0	0	6	39	30	0	0	6	0	9	0	2	0	0	0	0	0	0	0	0	0	119	381
4:15 PM	0	3	3	0	1	0	0	0	9	0	3	7	0	0	3	29	49	0	0	7	0	12	0	2	0	0	0	0	0	0	0	0	128	428	
4:30 PM	0	0	3	0	1	0	0	0	10	0	5	4	0	0	4	47	32	0	0	4	0	11	0	1	0	0	0	0	0	0	0	0	122	455	
4:45 PM	0	0	6	0	2	0	0	0	11	0	2	8	0	0	3	22	31	0	0	3	0	14	0	1	0	0	0	0	0	0	0	0	103	472	
5:00 PM	0	1	1	0	1	0	0	0	5	0	3	6	0	0	2	20	27	0	0	1	0	15													

7:15 PM	0	0	0	0	1	0	0	0	4	0	0	1	0	0	2	12	9	0	0	0	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	188	
7:30 PM	0	1	1	0	0	0	0	0	8	0	0	2	0	0	1	11	13	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	196
7:45 PM	0	1	3	0	0	0	0	0	12	0	0	0	0	0	2	13	7	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	201	
Count Total	0	15	32	0	19	0	0	0	175	0	36	79	1	0	39	350	358	0	0	59	0	262	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,446	0	
Peak Hour	0	4	13	0	5	0	0	0	35	0	13	25	0	0	12	118	139	0	0	15	0	52	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	435	0	

Five-Hour Count Summaries - Bikes

Interval Start	3rd St Eastbound						3rd St Westbound						Adeline St Northbound						Adeline St Southbound						Adeline St Northeastbound						Adeline St Northwestbound						15-min Total	Rolling One Hour		
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR				
3:00 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
3:15 PM	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
3:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
3:45 PM	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	16	
4:00 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	16	
4:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15	
4:30 PM	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	
4:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12		
5:00 PM	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	17		
5:15 PM	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	19		
5:30 PM	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	22		
5:45 PM	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	26		
6:00 PM	0	0	3	0	0	0	0	0	0	0	6	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	29		
6:15 PM	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	32		
6:30 PM	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	12	37			
6:45 PM	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7	38			
7:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	30			
7:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	24			
7:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14			
7:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	11			
Count Total	0	0	35	0	1	0	0	0	5	0	40	0	0	0	0	4	4	0	0	7	0	4	1	0	0	0	0	2	0	0	0	0	0	0	0	103	0			
Peak Hour	0	0	6	0	1	0	0	0	0	0	9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0			

Intersection #: 4

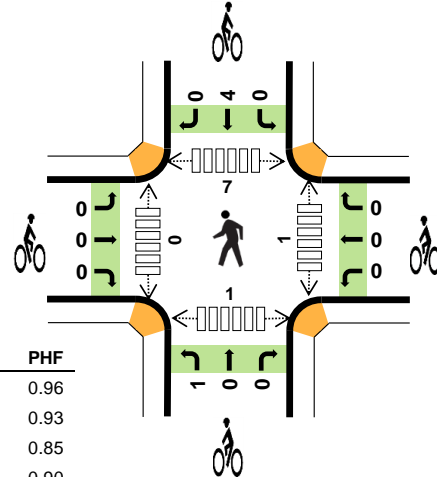
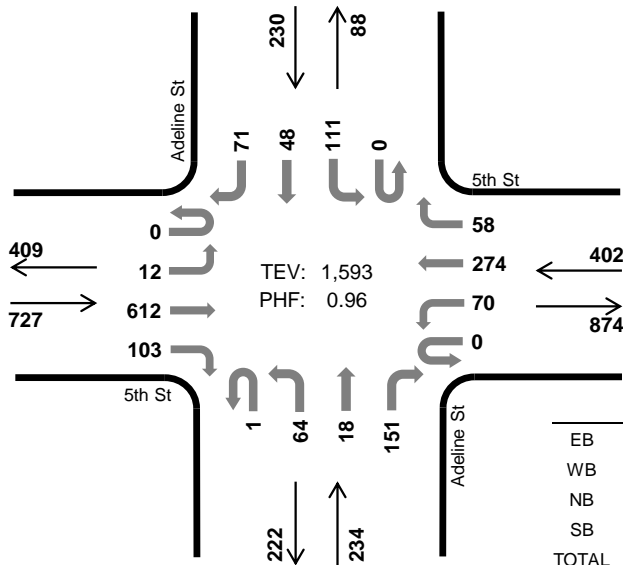
**Intersection Name: Adeline Street/5th
Street**

Adeline St 5th St



Peak Hour

Date: 01/30/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	8.3%	0.96
WB	14.9%	0.93
NB	71.8%	0.85
SB	9.1%	0.90
TOTAL	19.4%	0.96

Two-Hour Count Summaries

Interval Start	5th St Eastbound				5th St Westbound				Adeline St Northbound				Adeline St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	4	118	24	0	23	59	19	0	12	6	16	0	20	22	21	344	0	
7:15 AM	0	2	132	33	0	30	84	14	0	14	4	7	0	18	11	17	366	0	
7:30 AM	0	1	135	29	0	19	82	13	0	16	9	23	0	28	18	21	394	0	
7:45 AM	0	1	154	20	0	25	68	15	0	18	7	20	0	31	18	15	392	1,496	
8:00 AM	0	4	141	32	0	18	63	12	0	14	7	38	0	27	9	22	387	1,539	
8:15 AM	0	2	160	23	0	10	66	19	0	13	2	54	0	27	6	15	397	1,570	
8:30 AM	0	5	157	28	0	17	77	12	1	19	2	39	0	26	15	19	417	1,593	
8:45 AM	0	3	155	19	0	31	56	11	0	19	4	43	0	22	10	15	388	1,589	
Count Total	0	22	1,152	208	0	173	555	115	1	125	41	240	0	199	109	145	3,085	0	
Peak Hour	All	0	12	612	103	0	70	274	58	1	64	18	151	0	111	48	71	1,593	0
	HV	0	1	30	29	0	47	12	1	0	44	3	121	0	11	6	4	309	0
	HV%	-	8%	5%	28%	-	67%	4%	2%	0%	69%	17%	80%	-	10%	13%	6%	19%	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
7:00 AM	11	15	21	10	57	0	0	0	0	0	0	0	2	2	4
7:15 AM	11	28	18	3	60	0	0	0	0	0	0	0	1	0	1
7:30 AM	13	18	22	6	59	0	0	0	0	0	0	1	2	0	3
7:45 AM	14	21	27	6	68	0	0	0	0	0	1	0	4	0	5
8:00 AM	12	11	42	6	71	0	0	0	2	2	0	0	1	0	1
8:15 AM	18	12	50	5	85	0	0	1	2	3	0	0	0	0	0
8:30 AM	16	16	49	4	85	0	0	0	0	0	0	0	2	1	3
8:45 AM	12	30	54	4	100	0	0	0	0	0	1	0	0	0	1
Count Total	107	151	283	44	585	0	0	1	4	5	2	1	12	3	18
Peak Hour	60	60	168	21	309	0	0	1	4	5	1	0	7	1	9

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	5th St				5th St				Adeline St				Adeline St				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	6	5	0	12	3	0	0	8	2	11	0	5	2	3	57	0
7:15 AM	0	1	4	6	0	25	3	0	0	10	3	5	0	2	0	1	60	0
7:30 AM	0	0	4	9	0	12	5	1	0	10	2	10	0	4	1	1	59	0
7:45 AM	0	0	9	5	0	18	2	1	0	12	1	14	0	6	0	0	68	244
8:00 AM	0	1	5	6	0	9	2	0	0	10	2	30	0	2	1	3	71	258
8:15 AM	0	0	9	9	0	8	4	0	0	7	0	43	0	2	3	0	85	283
8:30 AM	0	0	7	9	0	12	4	0	0	15	0	34	0	1	2	1	85	309
8:45 AM	0	0	7	5	0	26	2	2	0	13	0	41	0	3	0	1	100	341
Count Total	0	2	51	54	0	122	25	4	0	85	10	188	0	25	9	10	585	0
Peak Hour	0	1	30	29	0	47	12	1	0	44	3	121	0	11	6	4	309	0
Two-Hour Count Summaries - Bikes																		
Interval Start	5th St			5th St			Adeline St			Adeline St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	5	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	5	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

1:00 PM	17	34	31	3	85	0	0	1	0	1	7	2	1	0	10
1:15 PM	14	30	37	9	90	0	0	0	0	0	0	4	0	1	5
1:30 PM	14	26	66	6	112	0	0	0	0	0	3	1	0	2	6
1:45 PM	18	29	53	3	103	0	0	0	0	0	1	0	0	0	1
2:00 PM	22	36	66	4	128	2	0	0	0	2	1	0	2	0	3
2:15 PM	23	18	57	1	99	0	0	0	0	0	1	1	0	0	2
2:30 PM	24	19	49	2	94	0	0	0	0	0	1	0	7	1	9
2:45 PM	24	14	41	3	82	0	0	0	0	0	1	0	0	0	1
3:00 PM	18	21	42	4	85	1	0	1	0	2	2	2	0	0	4
3:15 PM	16	29	42	1	88	0	0	0	0	0	0	0	1	0	1
3:30 PM	12	17	35	1	65	0	0	0	0	0	3	3	0	0	6
3:45 PM	15	18	37	3	73	0	0	0	0	0	5	1	0	1	7
4:00 PM	19	13	48	4	84	0	0	0	0	0	2	1	0	0	3
4:15 PM	14	18	34	2	68	0	0	0	1	1	1	2	0	2	5
4:30 PM	12	19	24	5	60	0	0	2	1	3	2	1	0	0	3
4:45 PM	9	15	22	1	47	0	0	0	0	0	3	2	0	0	5
5:00 PM	12	14	19	5	50	0	0	0	0	0	1	2	0	0	3
5:15 PM	5	7	12	1	25	1	0	0	0	1	2	3	2	0	7
5:30 PM	13	14	11	1	39	1	0	0	0	1	3	2	1	0	6
5:45 PM	14	4	9	2	29	0	0	0	1	1	2	3	0	0	5
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	715	1,043	1,773	198	3,729	8	1	6	15	30	48	40	45	7	140
AM 2-Hour Peak (7:00 - 9:00)	97	141	294	56	588	2	0	1	5	8	1	3	26	0	30
PM 2-Hour Peak (4:00 - 6:00)	98	104	179	21	402	2	0	2	3	7	16	16	3	2	37
AM Peak-Hour (7:15 - 8:15)	47	71	135	32	285	2	0	1	2	5	0	1	12	0	13
PM Peak-Hour (4:30 - 5:30)	38	55	77	12	182	1	0	2	1	4	8	8	2	0	18

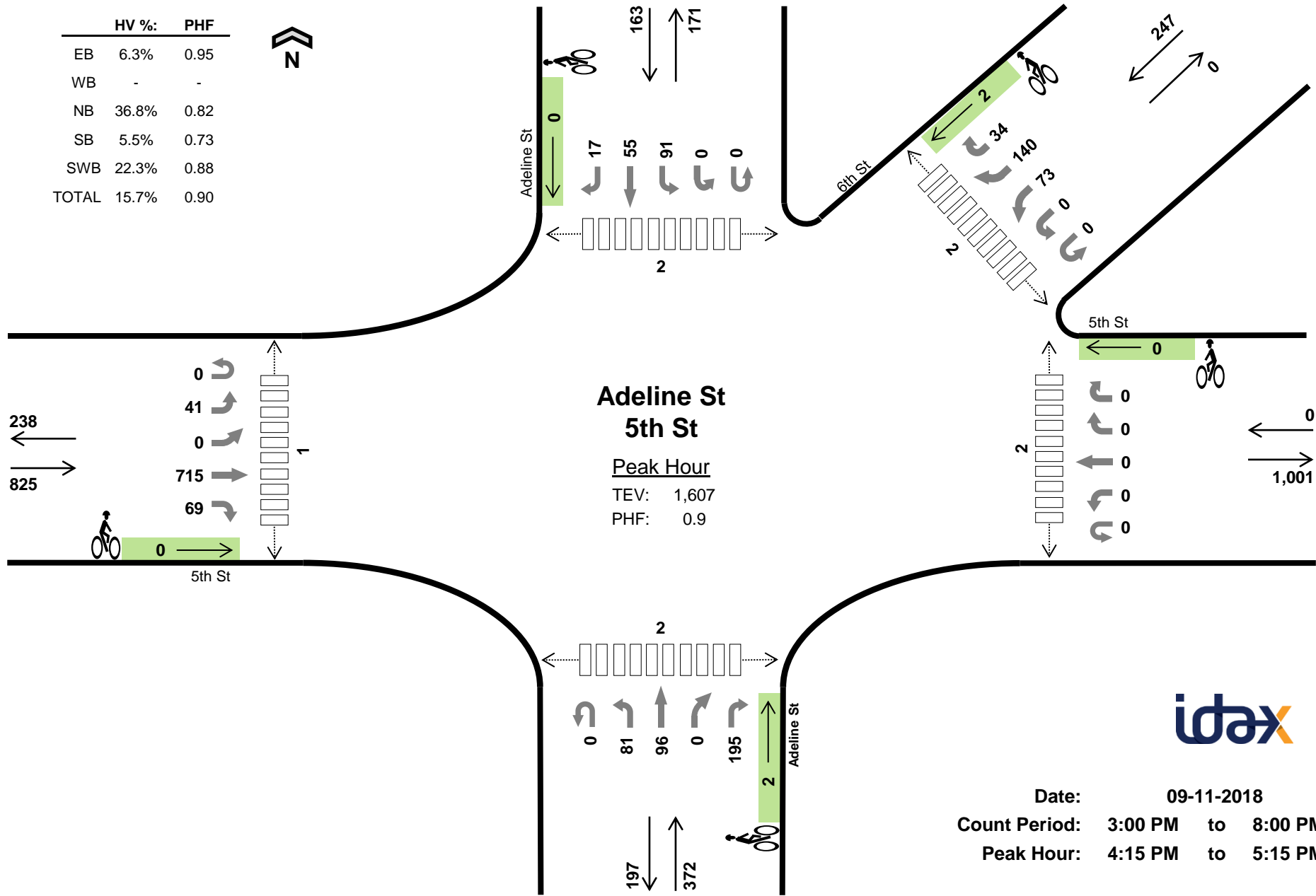
Twelve-Hour Count Summaries - Heavy Vehicles

Interval Start	5th St Eastbound				5th St Westbound				Adeline St Northbound				Adeline St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	6	7	0	17	1	0	0	11	4	18	0	4	2	4	74	0
7:15 AM	0	1	2	12	0	16	3	1	0	14	0	14	0	5	5	2	75	0
7:30 AM	0	0	5	6	1	18	4	0	0	20	4	8	0	1	3	1	71	0
7:45 AM	0	0	8	4	0	10	1	1	0	9	2	20	0	4	3	0	62	282
8:00 AM	0	0	6	3	0	16	1	0	0	13	3	28	0	2	6	0	78	286
8:15 AM	0	0	1	8	0	18	0	1	0	12	1	19	0	4	1	1	66	277
8:30 AM	0	0	5	7	0	17	1	0	0	12	2	29	0	4	1	0	78	284
8:45 AM	0	0	6	10	0	14	1	0	0	12	0	39	0	2	0	1	85	307
9:00 AM	0	1	4	4	0	17	2	3	0	15	2	36	0	1	1	1	87	316
9:15 AM	0	0	6	7	0	27	0	0	0	15	1	30	0	0	4	0	90	340
9:30 AM	0	0	9	16	0	32	1	1	0	8	0	32	0	2	3	0	104	366
9:45 AM	0	0	11	19	0	32	5	1	0	12	3	32	0	0	3	0	118	399
10:00 AM	0	0	10	14	0	28	4	3	0	16	0	30	0	1	3	1	110	422
10:15 AM	0	1	5	12	0	35	3	2	0	17	0	18	0	1	4	0	98	430
10:30 AM	0	0	10	16	0	32	1	2	0	16	0	18	0	3	2	0	100	426
10:45 AM	0	0	10	12	0	29	3	1	0	17	1	31	0	5	5	0	114	422
11:00 AM	0	0	4	14	0	35	5	2	0	24	1	53	0	2	0	0	140	452
11:15 AM	0	0	11	9	0	31	2	1	0	12	0	27	0	4	3	0	100	454
11:30 AM	0	0	5	5	0	20	1	2	0	33	3	30	0	1	2	0	102	456
11:45 AM	0	0	11	13	0	19	3	1	0	18	2	36	0	3	3	0	109	451
12:00 PM	0	0	5	15	0	24	3	2	0	15	1	24	0	2	3	1	95	406
12:15 PM	0	0	5	6	0	26	0	1	0	14	2	15	0	0	5	0	74	380
12:30 PM	0	0	6	15	0	33	1	2	0	12	4	19	0	2	4	0	98	376
12:45 PM	0	0	3	9	0	27	1	1	0	18	3	28	0	4	1	1	96	363
1:00 PM	0	0	7	10	0	29	2	3	0	19	0	12	0	0	3	0	85	353
1:15 PM	0	0	6	8	0	29	1	0	0	11	4	22	0	2	7	0	90	369
1:30 PM	0	0	5	9	0	24	2	0	0	18	2	46	0	3	2	1	112	383
1:45 PM	0	1	5	12	0	25	2	2	0	8	1	44	0	3	0	0	103	390
2:00 PM	0	0	9	13	0	32	4	0	0	16	2	48	0	2	2	0	128	433
2:15 PM	0	0	9	14	0	17	1	0	0	20	6	31	0	0	1	0	99	442
2:30 PM	0	0	13	11	0	18	0	1	0	13	1	35	0	0	1	1	94	424
2:45 PM	0	0	10	14	0	12	1	1	0	9	1	31	0	0	2	1	82	403
3:00 PM	0	0	8	10	0	19	2	0	0	14	2	26	0	1	3	0	85	360
3:15 PM	0	1	10	5	0	24	4	1	0	8	4	30	0	1	0	0	88	349
3:30 PM	0	1	6	5	0	13	3	1	0	11	3	21	0	0	1	0	65	320
3:45 PM	0	0	10	5	0	17	1	0	0	3	2	32	0	1	2	0	73	311
4:00 PM	0	0	12	7	0	11	1	1	0	12	3	33	0	2	2	0	84	310
4:15 PM	0	0	7	7	0	17	1	0	0	9	3	22	0	1	1	0	68	290
4:30 PM	0	0	9	3	0	16	2	1	0	4	1	19	0	2	2	1	60	285
4:45 PM	0	0	7	2	0	12	3	0	0	2	1	19	0	1	0	0	47	259
5:00 PM	0	0	5	7	0	11	2	1	0	5	3	11	0	3	2	0	50	225
5:15 PM	0	0	2	3	0	5	0	2	0	6	0	6	0	1	0	0	25	182
5:30 PM	0	1	9	3	0	10	1	3	0	3	0	8	0	1	0	0	39	161
5:45 PM	0	1	11	2	0	4	0	0	0	1	0	8	0	0	2	0	29	143
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	8	314	393	1	918	80	45	0	557	78	1,138	0	81	100	17	3,730	0
AM 2-Hour Peak (7:00 - 9:00)	0	1	39	57	1	126	12	3	0	103	16	175	0	26	21	9	589	0
PM 2-Hour Peak (4:00 - 6:00)	0	2	62	34	0	86	10	8	0	42	11	126	0	11	9	1	402	0
AM Peak-Hour (7:15 - 8:15)	0	1	21	25	1	60	9	2	0	56	9	70	0	12	17	3	286	0
PM Peak-Hour (4:30 - 5:30)	0	0	23	15	0	44	7	4	0	17	5	55	0	7	4	1	182	0

Twelve-Hour Count Summaries - Bikes

Interval Start	5th St				5th St				Adeline St				Adeline St				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	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	5
9:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	5
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	8
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
11:45 AM	0	0	0	0	0	0	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	0	1	0	0	1	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2
3:15 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	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	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	3	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	8	0	0	1	0	0	1	5	0	0	2	13	0	0	30	0	0
AM 2-Hour Peak (7:00 - 9:00)	0	0	0	2	0	0	0	0	0	0	1	0	0	0	1	4	0	8	0	0
PM 2-Hour Peak (4:00 - 6:00)	0	0	0	2	0	0	0	0	0	1	1	0	0	0	1	2	0	7	0	0
AM Peak-Hour (7:15 - 8:15)	0	0	0	2	0	0	0	0	0	0	1	0	0	0	2	0	0	5	0	0
PM Peak-Hour (4:30 - 5:30)	0	0	0	1	0	0	0	0	0	1	1	0	0	0	1	0	0	4	0	0

	HV %:	PHF
EB	6.3%	0.95
WB	-	-
NB	36.8%	0.82
SB	5.5%	0.73
SWB	22.3%	0.88
TOTAL	15.7%	0.90



Date: 09-11-2018
 Count Period: 3:00 PM to 8:00 PM
 Peak Hour: 4:15 PM to 5:15 PM

Five-Hour Count Summaries

Interval Start	5th St Eastbound					5th St Westbound					Adeline St Northbound					Adeline St Southbound					6th St Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
3:00 PM	0	2	0	145	16	0	0	0	0	0	0	9	19	0	35	0	0	20	11	3	0	0	22	36	8	326	0
3:15 PM	0	5	0	140	17	0	0	0	0	0	0	15	12	0	26	0	0	21	9	2	0	0	25	32	8	312	0
3:30 PM	0	6	0	156	14	0	0	0	0	0	0	23	13	0	26	0	0	16	8	0	0	0	21	24	13	320	0
3:45 PM	0	8	0	146	12	0	0	0	0	0	0	21	10	0	28	0	0	17	16	4	0	0	10	26	8	306	1,264
4:00 PM	0	4	0	140	18	0	0	0	0	0	1	24	17	0	45	0	0	28	15	2	0	0	17	21	17	349	1,287
4:15 PM	0	4	0	172	18	0	0	0	0	0	0	21	16	0	44	0	0	16	10	8	0	0	15	44	5	373	1,348
4:30 PM	0	13	0	186	19	0	0	0	0	0	0	17	20	0	56	0	0	27	13	1	0	0	19	32	7	410	1,438
4:45 PM	0	12	0	176	18	0	0	0	0	0	0	20	25	0	39	0	0	18	12	2	0	0	16	29	10	377	1,509
5:00 PM	0	12	0	181	14	0	0	0	0	0	0	23	35	0	56	0	0	30	20	6	0	0	23	35	12	447	1,607
5:15 PM	0	7	0	187	19	0	0	0	0	0	0	17	19	0	30	0	0	18	14	2	0	0	14	30	11	368	1,602
5:30 PM	0	7	0	195	30	0	0	0	0	0	0	14	19	0	15	0	0	23	20	1	0	0	11	41	7	383	1,575
5:45 PM	0	9	0	183	27	0	0	0	0	0	0	15	20	0	8	0	0	20	18	1	0	1	12	38	8	360	1,558
6:00 PM	0	0	0	166	15	0	0	0	0	0	2	17	21	0	21	0	0	23	11	6	0	0	14	26	14	336	1,447
6:15 PM	2	4	0	175	10	0	0	0	0	0	0	17	14	0	12	0	0	14	10	3	0	0	12	38	9	320	1,399
6:30 PM	1	9	0	169	10	0	0	0	0	0	0	12	14	0	16	0	0	19	13	0	0	0	13	31	13	320	1,336
6:45 PM	0	4	0	137	12	0	0	0	0	0	1	19	14	0	15	0	0	21	13	2	0	0	7	26	11	282	1,258
7:00 PM	1	3	0	171	15	0	0	0	0	0	0	14	13	0	19	0	0	21	6	5	0	0	12	27	7	314	1,236
7:15 PM	0	1	0	116	9	0	0	0	0	0	1	10	14	0	19	0	0	18	8	2	0	1	24	25	10	258	1,174
7:30 PM	0	3	0	134	9	0	0	0	0	0	0	9	9	0	19	0	0	13	4	4	0	0	16	15	12	247	1,101
7:45 PM	0	5	0	121	8	0	0	0	0	0	1	11	3	0	19	0	0	19	5	2	0	0	6	30	10	240	1,059
Count Total	4	118	0	3,196	310	0	0	0	0	0	6	328	327	0	548	0	0	402	236	56	0	2	309	606	200	6,648	0
Peak Hour	All HV	0	41	0	715	69	0	0	0	0	0	81	96	0	195	0	0	91	55	17	0	0	73	140	34	1,607	0
	HV%	0	1	0	29	22	0	0	0	0	0	23	6	0	108	0	0	3	6	0	0	0	42	9	4	253	0
	HV%	-	2%	-	4%	32%	-	-	-	-	-	28%	6%	-	55%	-	-	3%	11%	0%	-	-	58%	6%	12%	16%	0

Note: Five-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	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total			
3:00 PM	9	0	24	1	26	60	0	0	0	1	0	1	1	0	1	1	1	0	0	1	3
3:15 PM	15	0	22	3	25	65	0	0	0	0	0	0	1	1	0	1	1	1	0	1	4
3:30 PM	8	0	22	2	20	52	1	0	0	1	0	2	0	2	0	1	0	1	0	0	3
3:45 PM	9	0	28	2	10	49	0	0	1	0	0	1	0	1	0	1	0	0	0	0	1
4:00 PM	12	0	40	3	11	66	0	0	0	1	0	1	0	1	0	1	0	0	0	0	1
4:15 PM	17	0	40	2	14	73	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:30 PM	10	0	45	3	13	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	11	0	27	2	10	50	0	0	0	0	1	1	0	1	0	1	2	0	0	0	3
5:00 PM	14	0	25	2	18	59	0	0	2	0	1	3	2	0	0	2	0	0	0	2	4
5:15 PM	13	0	18	1	14	46	0	0	1	1	0	2	1	0	2	1	0	0	0	1	2
5:30 PM	13	0	8	1	9	31	0	0	3	3	1	7	0	1	0	0	0	0	0	0	1
5:45 PM	9	0	4	3	8	24	1	0	0	1	0	2	0	0	2	0	0	1	0	0	1
6:00 PM	6	0	16	4	16	42	0	0	2	0	0	2	2	1	0	1	1	1	2	7	
6:15 PM	4	0	11	4	10	29	1	0	3	1	0	5	0	1	0	0	0	0	0	1	
6:30 PM	7	0	10	3	15	35	0	0	2	0	0	2	1	1	0	0	0	1	3		
6:45 PM	9	0	16	2	5	32	0	0	2	1	0	3	2	0	0	6	0	0	8		
7:00 PM	9	0	14	0	11	34	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
7:15 PM	7	0	14	1	22	44	0	0	0	0	0	0	0	1	0	0	0	0	1		
7:30 PM	4	0	13	1	14	32	0	0	0	0	1	1	6	0	1	2	5	14			
7:45 PM	5	0	13	0	7	25	0	0	0	1	0	1	1	1	0	2	1	5			
Count Total	191	0	410	40	278	919	3	0	17	11	4	35	17	13	5	15	14	64			
Peak Hr	52	0	137	9	55	253	0	0	2	0	2	4	2	1	2	2	2	9			

Five-Hour Count Summaries - Heavy Vehicles

Interval Start	5th St Eastbound					5th St Westbound					Adeline St Northbound					Adeline St Southbound					6th St Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
	3:00 PM	0	0	0	1	8	0	0	0	0	0	0	4	3	0	17	0	0	0	1	0	0	0	19	6		
3:15 PM	0	1	0	5	9	0	0	0	0	0	0	6	0	0	16	0	0	2	1	0	0	0	22	2	1	65	0
3:30 PM	0	0	0	3	5	0	0	0	0	0	0	7	0	0	15	0	0	0	2	0	0	0	18	1	1	52	0
3:45 PM	0	1	0	3	5	0	0	0	0	0	0	6	3	0	19	0	0	1	0	1	0	0	5	3	2	49	226
4:00 PM	0	0	0	7	5	0	0	0	0	0	0	8	1	0	31	0	0	1	2	0	0	0	9	1	1	66	232
4:15 PM	0	0	0	8	9	0	0	0	0	0	0	7	1	0	32	0	0	0	2	0	0	0	10	4	0	73	240
4:30 PM	0	0	0	7	3	0	0	0	0	0	0	4	3	0	38	0	0	1	2	0	0	0	11	2	0	71	259
4:45 PM	0	0	0	6	5	0	0	0	0	0	0	6	1	0	20	0	0	0	2	0	0	0	8	1	1	50	260
5:00 PM	0	1	0	8	5	0	0	0	0	0	0	6	1	0	18	0	0	2	0	0	0	0	13	2	3	59	253
5:15 PM	0	0	0	6	7	0	0	0	0	0	0	1	1	0	16	0	0	1	0	0	0	0	10	1	3	46	226
5:30 PM	0	0	0	6	7	0	0	0	0	0	0	1	1	0	6	0	0	1	0	0	0	0	9	0	0	31	186
5:45 PM	0	1	0	4	4	0	0	0	0	0	0	2	0	0	2	0	0	2	1	0	0	0	6	0	1	24	160
6:00 PM	0	0	0	3	3	0	0	0	0	0	0	3	1	0	12	0	0	3	1	0	0	0	12	2	2	42	143
6:15 PM	0	0	0	4	0	0	0	0	0	0	0	4	0	0	7	0	0	3	1	0	0	0	8	1	1	29	126
6:30 PM	0	0	0	4	3	0	0	0	0	0	0	1	1	0	8	0	0	1	2	0	0	0	11	2	2	35	130
6:45 PM	0	0	0	6	3	0	0	0	0	0	0	5	0	0	11	0	0	1	1	0	0	0	2	1	2	32	138
7:00 PM	0	0	0	5	4	0	0	0	0	0	0	3	0	0	11	0	0	0	0	0	0	0	10	0	1	34	130
7:15 PM	0	0	0	5	2	0	0	0	0	0	0	2	0	0	12	0	0	1	0	0	0	0	21	1	0	44	145
7:30 PM	0	0	0	2	2	0	0	0	0	0	0	1	2	0	10	0	0	1	0	0	0	0	13	0	1	32	142
7:45 PM	0	0	0	3	2	0	0	0	0	0	0	1	1	0	11	0	0	0	0	0	0	0	5	2	0	25	135
Count Total	0	4	0	96	91	0	0	0	0	0	0	78	20	0	312	0	0	21	18	1	0	1	222	32	23	919	0
Peak Hour	0	1	0	29	22	0	0	0	0	0	0	23	6	0	108	0	0	3	6	0	0	0	42	9	4	253	0

Five-Hour Count Summaries - Bikes

Interval Start	5th St Eastbound					5th St Westbound					Adeline St Northbound					Adeline St Southbound					6th St Southwestbound					15-min Total	Rolling One Hour	
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR			
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0			0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	6	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	1	7	13	
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	14	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	13	
6:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	5	16	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3	12	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	
Count Total	0	0	0	0	3	0	0	0	0	0	0	0	17	0	0	0	0	0	0	8	3	0	0	0	2	2	35	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	4	0	

Intersection #: 5

**Intersection Name: Adeline Street/7th
Street**

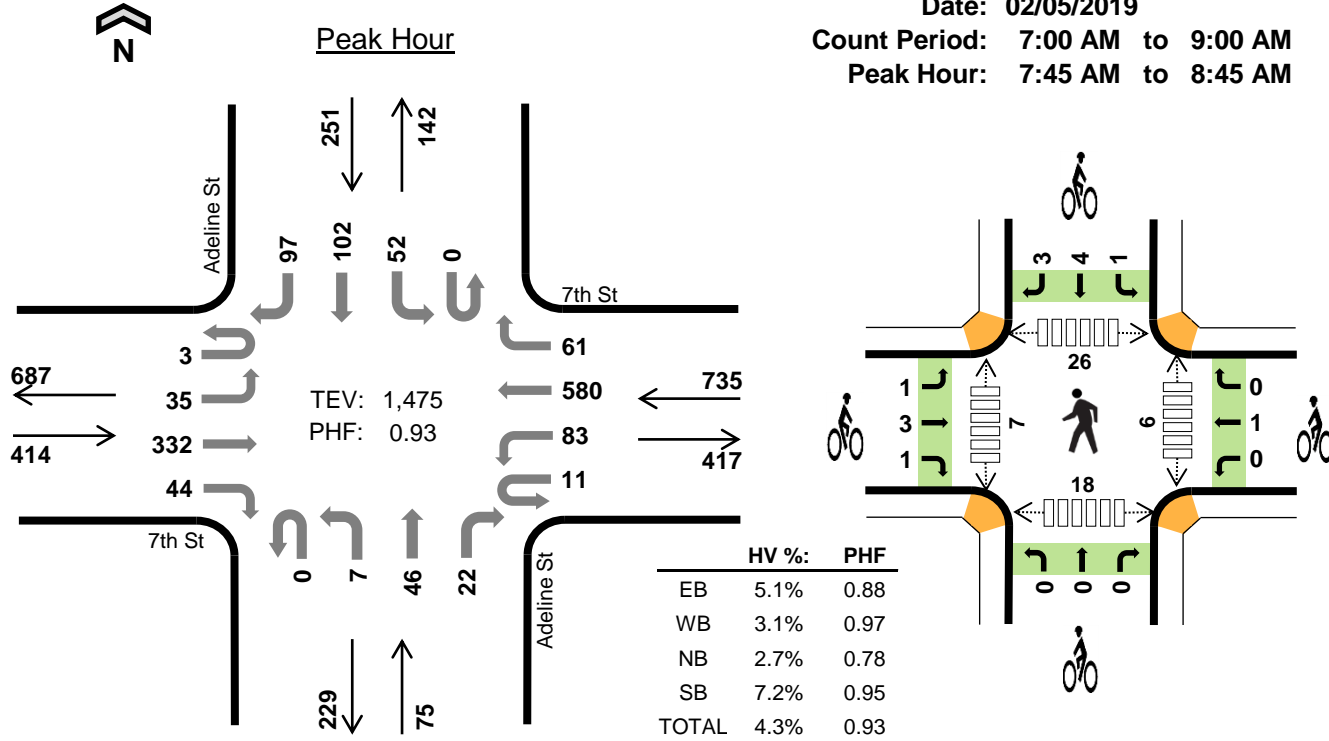
Adeline St 7th St



Date: 02/05/2019

Count Period: 7:00 AM to 9:00 AM

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



Two-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Adeline St Northbound				Adeline St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	3	7	45	7	1	26	141	10	0	2	15	11	0	5	10	18	301	0	
7:15 AM	0	8	61	5	0	22	142	12	0	2	11	6	0	5	30	13	317	0	
7:30 AM	1	9	78	15	1	22	154	22	0	0	12	4	0	4	20	18	360	0	
7:45 AM	2	9	87	19	2	30	135	23	0	2	17	5	0	14	27	25	397	1,375	
8:00 AM	0	11	78	6	2	19	135	13	0	3	8	5	0	15	26	19	340	1,414	
8:15 AM	1	4	71	14	4	14	156	12	0	1	6	6	0	15	21	26	351	1,448	
8:30 AM	0	11	96	5	3	20	154	13	0	1	15	6	0	8	28	27	387	1,475	
8:45 AM	1	7	92	11	0	11	146	9	0	5	6	9	0	13	19	18	347	1,425	
Count Total	8	66	608	82	13	164	1,163	114	0	16	90	52	0	79	181	164	2,800	0	
Peak Hour	All	3	35	332	44	11	83	580	61	0	7	46	22	0	52	102	97	1,475	0
	HV	0	2	14	5	0	11	12	0	0	0	0	2	0	3	11	4	64	0
	HV%	0%	6%	4%	11%	0%	13%	2%	0%	-	0%	0%	9%	-	6%	11%	4%	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
7:00 AM	5	12	3	0	20	0	2	0	0	2	1	2	0	3	6
7:15 AM	7	8	2	4	21	1	1	0	0	2	1	2	8	2	13
7:30 AM	5	8	0	2	15	1	1	0	0	2	2	2	6	5	15
7:45 AM	8	8	1	2	19	0	0	0	0	0	2	3	8	4	17
8:00 AM	4	1	1	4	10	1	0	0	2	3	0	0	3	3	6
8:15 AM	7	7	0	8	22	3	0	0	3	6	2	3	4	9	18
8:30 AM	2	7	0	4	13	1	1	0	3	5	2	1	11	2	16
8:45 AM	5	7	1	5	18	1	0	1	1	3	0	0	7	1	8
Count Total	43	58	8	29	138	8	5	1	9	23	10	13	47	29	99
Peak Hour	21	23	2	18	64	5	1	0	8	14	6	7	26	18	57

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Adeline St				Adeline St				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	3	2	0	4	7	1	0	2	1	0	0	0	0	0	20	0
7:15 AM	0	0	7	0	0	3	5	0	0	1	0	1	0	2	1	1	21	0
7:30 AM	0	1	2	2	0	2	5	1	0	0	0	0	0	0	1	1	15	0
7:45 AM	0	0	5	3	0	4	4	0	0	0	0	1	0	1	0	1	19	75
8:00 AM	0	1	2	1	0	1	0	0	0	0	0	1	0	1	3	0	10	65
8:15 AM	0	0	6	1	0	4	3	0	0	0	0	0	0	1	6	1	22	66
8:30 AM	0	1	1	0	0	2	5	0	0	0	0	0	0	0	2	2	13	64
8:45 AM	0	0	3	2	0	1	6	0	0	0	0	1	0	1	3	1	18	63
Count Total	0	3	29	11	0	21	35	2	0	3	1	4	0	6	16	7	138	0
Peak Hour	0	2	14	5	0	11	12	0	0	0	0	2	0	3	11	4	64	0

Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Adeline St			Adeline St			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	2	0	0	0	0	0	0	0	2	0				
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0				
7:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	2	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6				
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	3	7				
8:15 AM	1	1	1	0	0	0	0	0	0	0	2	1	6	11				
8:30 AM	0	1	0	0	1	0	0	0	0	1	1	1	5	14				
8:45 AM	0	1	0	0	0	0	0	1	0	0	1	0	3	17				
Count Total	1	6	1	1	4	0	0	1	0	1	5	3	23	0				
Peak Hour	1	3	1	0	1	0	0	0	0	1	4	3	14	0				

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

Intersection: Adeline St / 7th St
Date: Wed, Jun 05, 2019
Count Period: 7:00 AM to 7:00 PM



Twelve-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Adeline St Northbound				Adeline St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	7:00 AM	0	4	70	30	1	14	168	8	1	7	18	6	0	4	17			13
7:15 AM	0	7	65	16	1	13	214	9	0	6	14	6	0	11	17	22	401	0	
7:30 AM	2	8	93	26	0	21	194	14	0	3	18	7	0	2	23	21	432	0	
7:45 AM	0	11	89	16	3	14	189	20	0	1	18	3	0	12	35	31	442	1,636	
8:00 AM	0	15	83	12	3	16	201	19	0	3	17	7	0	10	36	24	446	1,721	
8:15 AM	0	6	95	19	3	13	199	17	0	3	12	3	0	14	24	21	429	1,749	
8:30 AM	2	6	88	15	5	15	168	7	0	4	18	4	0	8	30	24	394	1,711	
8:45 AM	0	7	89	12	5	13	148	10	0	6	20	8	0	13	24	14	369	1,638	
9:00 AM	0	7	84	20	2	11	153	13	0	9	16	7	0	10	20	16	368	1,560	
9:15 AM	2	2	85	13	2	10	164	11	0	7	17	9	0	8	11	14	355	1,486	
9:30 AM	1	3	73	10	5	11	133	21	0	5	18	5	0	11	18	18	332	1,424	
9:45 AM	1	5	66	11	4	12	126	14	1	6	18	3	0	3	12	7	289	1,344	
10:00 AM	0	5	80	12	1	8	114	21	0	9	14	5	0	8	17	17	311	1,287	
10:15 AM	3	8	67	11	4	13	100	17	0	4	17	8	0	12	11	10	285	1,217	
10:30 AM	1	9	53	13	2	13	100	18	0	5	22	12	0	14	16	12	290	1,175	
10:45 AM	0	3	56	16	1	14	93	15	0	10	15	7	0	10	19	7	266	1,152	
11:00 AM	0	9	71	11	4	10	87	21	0	3	24	11	0	10	19	11	291	1,132	
11:15 AM	0	4	81	17	6	6	114	7	0	5	15	5	0	9	19	10	298	1,145	
11:30 AM	3	7	100	8	3	11	110	10	0	6	13	11	0	13	13	9	317	1,172	
11:45 AM	0	8	99	11	2	15	84	17	0	6	27	16	0	11	14	15	325	1,231	
12:00 PM	0	5	78	14	1	19	80	11	0	5	27	24	0	13	18	11	306	1,246	
12:15 PM	0	6	95	12	2	18	74	12	0	8	20	13	0	9	33	2	304	1,252	
12:30 PM	0	3	80	20	6	32	64	21	0	7	22	11	0	11	23	9	309	1,244	
12:45 PM	1	6	83	12	1	27	67	15	0	7	18	8	0	11	26	12	294	1,213	
1:00 PM	2	5	77	12	1	11	77	19	0	5	15	11	0	7	16	7	265	1,172	
1:15 PM	3	7	84	7	1	17	66	20	0	5	17	11	0	7	13	9	267	1,135	
1:30 PM	0	4	88	14	3	13	63	8	0	2	17	11	0	12	21	14	270	1,096	
1:45 PM	0	6	84	9	1	12	93	21	0	10	18	19	0	8	20	7	308	1,110	
2:00 PM	2	6	110	12	2	15	73	16	0	9	25	7	0	13	15	17	322	1,167	
2:15 PM	0	8	110	8	2	11	76	17	0	6	12	11	0	17	13	11	302	1,202	
2:30 PM	1	5	141	8	0	9	79	12	0	11	21	12	0	13	15	12	339	1,271	
2:45 PM	1	6	98	12	0	17	83	7	0	3	26	17	0	13	14	16	313	1,276	
3:00 PM	0	12	160	9	1	6	100	14	0	5	25	21	0	18	18	10	399	1,353	
3:15 PM	0	10	177	15	2	3	79	12	0	5	17	13	0	13	13	11	370	1,421	
3:30 PM	0	10	220	18	0	8	81	16	0	6	21	18	0	19	14	13	444	1,526	
3:45 PM	1	11	279	6	0	11	76	14	0	5	18	19	0	28	21	7	496	1,709	
4:00 PM	2	7	254	13	3	13	92	15	0	4	24	17	0	26	35	11	516	1,826	
4:15 PM	0	8	255	18	3	6	87	12	0	2	29	25	0	29	33	11	518	1,974	
4:30 PM	0	11	296	20	1	18	71	8	0	6	27	26	0	26	31	11	552	2,082	
4:45 PM	0	13	289	13	1	7	86	16	0	8	43	37	0	31	29	8	581	2,167	
5:00 PM	0	15	316	21	9	11	86	27	0	4	44	30	0	23	41	23	650	2,301	
5:15 PM	1	16	289	31	5	13	109	11	0	5	34	20	0	19	43	14	610	2,393	
5:30 PM	1	11	295	19	3	8	90	13	0	7	39	20	0	25	44	18	593	2,434	
5:45 PM	1	13	307	14	1	11	112	10	0	3	22	15	0	14	34	13	570	2,423	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,773	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,163	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	570	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	31	338	5,852	636	106	569	4,823	636	2	246	932	559	0	598	978	593	16,899	0	
AM 2-Hour Peak (7:15 - 9:15)	4	67	686	136	22	116	1,466	109	0	35	133	45	0	80	209	173	3,281	0	
PM 2-Hour Peak (4:00 - 6:00)	5	94	2,301	149	26	87	733	112	0	39	262	190	0	193	290	109	4,590	0	
AM Peak-Hour (7:30 - 8:30)	2	40	360	73	9	64	783	70	0	10	65	20	0	38	118	97	1,749	0	
PM Peak-Hour (4:45 - 5:45)	2	55	1,189	84	18	39	371	67	0	24	160	107	0	98	157	63	2,434	0	

Note: Twelve-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	10	9	4	5	28	0	0	0	0	0	0	6	2	3	11
7:15 AM	12	7	5	3	27	0	0	0	1	1	0	1	2	4	7
7:30 AM	8	9	1	1	19	0	0	0	1	1	2	2	5	10	19
7:45 AM	10	8	2	4	24	3	0	1	1	5	3	1	4	6	14
8:00 AM	9	8	3	7	27	1	0	0	3	4	1	0	5	8	14
8:15 AM	13	8	0	1	22	1	2	0	2	5	0	0	4	7	11
8:30 AM	4	4	2	3	13	4	1	0	4	9	1	2	4	6	13
8:45 AM	6	8	0	0	14	3	2	0	5	10	2	2	3	8	15
9:00 AM	8	9	6	1	24	0	0	0	1	1	3	0	4	3	10
9:15 AM	9	7	2	0	18	1	0	0	2	3	0	2	3	3	8
9:30 AM	6	8	1	1	16	0	1	1	2	4	1	1	2	5	9
9:45 AM	8	6	4	2	20	0	0	0	1	1	0	0	6	6	12
10:00 AM	5	8	2	1	16	0	1	0	2	3	2	2	4	1	9
10:15 AM	5	8	3	1	17	2	1	1	0	4	5	1	7	2	15
10:30 AM	8	15	1	3	27	1	0	0	1	2	1	1	4	5	11
10:45 AM	8	7	3	4	22	0	1	1	0	2	1	1	3	1	6
11:00 AM	8	10	2	2	22	1	0	0	1	2	0	1	3	1	5
11:15 AM	10	12	1	0	23	0	1	1	1	3	1	1	2	0	4
11:30 AM	7	11	5	3	26	1	0	0	2	3	1	0	1	3	5
11:45 AM	11	7	3	6	27	0	0	0	1	1	2	0	4	6	12
12:00 PM	5	12	2	0	19	0	0	0	0	0	3	0	8	2	13
12:15 PM	6	7	3	2	18	0	0	0	1	1	1	2	0	4	7
12:30 PM	5	8	6	2	21	1	0	0	0	1	2	1	7	6	16
12:45 PM	8	8	4	4	24	0	0	0	0	0	3	0	6	0	9

1:00 PM	8	5	3	1	17	0	0	1	0	1	7	1	8	0	16
1:15 PM	5	9	5	3	22	2	1	0	1	4	1	0	4	3	8
1:30 PM	8	5	2	5	20	1	0	0	1	2	4	0	6	1	11
1:45 PM	5	9	4	3	21	0	0	0	0	0	0	1	4	0	5
2:00 PM	5	5	2	1	13	2	1	0	0	3	1	1	3	2	7
2:15 PM	9	7	6	1	23	0	1	0	0	1	0	0	2	3	5
2:30 PM	6	5	3	2	16	0	0	0	0	0	3	2	4	0	9
2:45 PM	7	6	2	2	17	0	0	0	0	0	4	1	4	0	9
3:00 PM	7	9	2	2	20	0	0	2	0	2	2	0	5	3	10
3:15 PM	5	5	5	1	16	0	0	0	1	1	4	1	9	1	15
3:30 PM	10	3	6	2	21	1	0	0	0	1	4	2	2	2	10
3:45 PM	18	7	2	2	29	1	1	0	0	2	4	0	3	9	16
4:00 PM	11	7	4	4	26	1	0	1	0	2	4	2	5	2	13
4:15 PM	9	3	3	2	17	1	1	0	0	2	3	3	3	5	14
4:30 PM	16	5	2	2	25	1	0	1	0	2	4	1	1	0	6
4:45 PM	11	8	1	1	21	1	0	0	0	1	1	4	10	0	15
5:00 PM	13	3	5	2	23	1	0	2	0	3	4	2	7	17	30
5:15 PM	9	3	2	0	14	1	1	5	1	8	1	1	8	0	10
5:30 PM	4	6	4	2	16	2	2	5	0	9	2	4	5	0	11
5:45 PM	13	5	1	1	20	2	0	6	0	8	2	2	7	0	11
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	368	319	129	95	911	36	18	28	36	118	90	55	193	148	486
AM 2-Hour Peak (7:15 - 9:15)	70	61	19	20	170	12	5	1	18	36	12	8	31	52	103
PM 2-Hour Peak (4:00 - 6:00)	86	40	22	14	162	10	4	20	1	35	21	19	46	24	110
AM Peak-Hour (7:30 - 8:30)	40	33	6	13	92	5	2	1	7	15	6	3	18	31	58
PM Peak-Hour (4:45 - 5:45)	37	20	12	5	74	5	3	12	1	21	8	11	30	17	66

Twelve-Hour Count Summaries - Heavy Vehicles

Interval Start	7th St Eastbound				7th St Westbound				Adeline St Northbound				Adeline St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	4	5	0	2	6	1	0	1	2	1	0	0	3	2	28	0
7:15 AM	0	0	6	6	0	2	4	1	0	2	2	1	0	1	2	0	27	0
7:30 AM	0	1	5	2	0	5	4	0	0	0	0	1	0	0	0	1	19	0
7:45 AM	0	1	5	4	0	4	4	0	0	0	2	0	0	0	1	3	24	98
8:00 AM	0	1	6	2	0	2	4	2	0	0	3	0	0	1	5	1	27	97
8:15 AM	0	1	8	4	0	0	6	2	0	0	0	0	0	0	1	0	22	92
8:30 AM	0	0	4	0	0	3	1	0	0	1	0	1	0	0	2	1	13	86
8:45 AM	0	1	5	0	0	2	5	1	0	0	0	0	0	0	0	0	14	76
9:00 AM	0	0	6	2	0	1	8	0	0	4	2	0	0	0	0	1	24	73
9:15 AM	0	1	6	2	0	1	6	0	0	2	0	0	0	0	0	0	18	69
9:30 AM	0	0	4	2	0	3	3	2	0	0	1	0	0	0	0	1	16	72
9:45 AM	0	1	6	1	0	1	5	0	0	1	1	2	0	0	1	1	20	78
10:00 AM	0	1	1	3	0	1	5	2	0	1	0	1	0	0	0	1	16	70
10:15 AM	0	1	4	0	0	2	5	1	0	1	0	2	0	0	0	1	17	69
10:30 AM	0	0	5	3	0	3	12	0	0	0	1	0	0	0	2	1	27	80
10:45 AM	0	0	5	3	0	1	6	0	0	1	2	0	0	0	3	1	22	82
11:00 AM	0	2	4	2	0	2	7	1	0	0	2	0	0	0	1	1	22	88
11:15 AM	0	1	6	3	0	2	10	0	0	0	1	0	0	0	0	0	23	94
11:30 AM	0	0	4	3	0	2	9	0	0	1	3	1	0	1	0	2	26	93
11:45 AM	0	1	6	4	0	1	6	0	0	1	2	0	0	2	3	1	27	98
12:00 PM	0	1	3	1	0	3	9	0	0	0	0	2	0	0	0	0	19	95
12:15 PM	0	1	3	2	0	2	5	0	0	1	0	2	0	0	2	0	18	90
12:30 PM	0	0	4	1	0	3	4	1	0	2	4	0	0	0	1	1	21	85
12:45 PM	0	1	5	2	0	1	7	0	0	3	1	0	0	0	3	1	24	82
1:00 PM	0	1	7	0	0	2	2	1	0	1	2	0	0	1	0	0	17	80
1:15 PM	0	1	2	2	0	3	5	1	0	1	0	4	0	0	3	0	22	84
1:30 PM	0	0	5	3	0	0	5	0	0	0	2	0	0	0	3	2	20	83
1:45 PM	0	1	4	0	0	0	9	0	0	3	0	1	0	0	3	0	21	80
2:00 PM	0	0	4	1	0	2	3	0	0	1	1	0	0	0	0	1	13	76
2:15 PM	0	2	7	0	0	2	5	0	0	1	1	4	0	0	1	0	23	77
2:30 PM	0	0	6	0	0	0	5	0	0	0	2	1	0	0	1	1	16	73
2:45 PM	0	0	4	3	0	2	4	0	0	0	1	1	0	0	0	2	17	69
3:00 PM	0	0	5	2	0	1	7	1	0	1	0	1	0	0	1	1	20	76
3:15 PM	0	1	3	1	0	0	4	1	0	3	0	2	0	0	1	0	16	69
3:30 PM	0	0	8	2	0	1	2	0	0	1	2	3	0	0	0	2	21	74
3:45 PM	0	1	15	2	0	0	7	0	0	0	0	2	0	0	2	0	29	86
4:00 PM	0	0	10	1	0	0	7	0	0	1	1	2	0	0	3	1	26	92
4:15 PM	0	0	9	0	0	0	2	1	0	1	0	2	0	0	2	0	17	93
4:30 PM	0	1	13	2	0	3	2	0	0	0	1	1	0	1	0	1	25	97
4:45 PM	0	1	9	1	0	1	7	0	0	1	0	0	0	0	1	0	21	89
5:00 PM	0	0	10	3	0	0	3	0	0	0	2	3	0	0	2	0	23	86
5:15 PM	0	1	7	1	0	0	3	0	0	0	2	0	0	0	0	0	14	83
5:30 PM	0	0	4	0	0	0	6	0	0	0	4	0	0	0	0	2	16	74
5:45 PM	0	1	11	1	0	0	5	0	0	1	0	0	0	0	1	0	20	73
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	28	258	82	0	66	234	19	0	38	50	41	0	7	54	34	911	0
AM 2-Hour Peak (7:15 - 9:15)	0	5	45	20	0	19	36	6	0	7	9	3	0	2	11	7	170	0
PM 2-Hour Peak (4:00 - 6:00)	0	4	73	9	0	4	35	1	0	4	10	8	0	1	9	4	162	0
AM Peak-Hour (7:30 - 8:30)	0	4	24	12	0	11	18	4	0	0	5	1	0	1	7	5	92	0
PM Peak-Hour (4:45 - 5:45)	0	2	30	5	0	1	19	0	0	1	8	3	0	0	3	2	74	0

Twelve-Hour Count Summaries - Bikes

Interval Start	7th St				7th St				Adeline St				Adeline St				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	0	0	0	0	0	0	0	0	0	0	1	1
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	1	2	0	0	0	0	0	0	0	1	0	0	0	0	1	5	7
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	4	11
8:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	2	5	15
8:30 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	1	3	9	23
8:45 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	2	3	10	28
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	25
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3	23
9:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	4	18
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9
10:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	3	11
10:15 AM	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	4	12
10:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	10
10:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	11
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	10
11:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	3	9
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	3	10
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
1:15 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	1	4	6
1:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	7
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2:00 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	9
2:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	6
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
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	0	0	0	0	1	1	0	0	0	0	0	2	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
3:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
3:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	6
4:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	6
4:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	7
4:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	8
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
5:00 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	8
5:15 PM	0	0	1	0	0	0	1	0	0	0	4	1	0	0	1	0	8	14
5:30 PM	0	0	2	0	0	0	0	2	0	1	3	1	0	0	0	0	9	21
5:45 PM	0	1	1	0	0	0	0	0	0	0	5	1	0	0	0	0	8	28
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	2	34	0	0	1	13	4	0	3	22	3	0	3	19	14	118	0
AM 2-Hour Peak (7:15 - 9:15)	0	1	11	0	0	0	5	0	0	0	1	0	0	0	8	10	36	0
PM 2-Hour Peak (4:00 - 6:00)	0	1	9	0	0	0	2	2	0	1	16	3	0	0	1	0	35	0
AM Peak-Hour (7:30 - 8:30)	0	1	4	0	0	0	2	0	0	0	1	0	0	0	4	3	15	0
PM Peak-Hour (4:45 - 5:45)	0	0	5	0	0	0	1	2	0	1	9	2	0	0	1	0	21	0



Adeline St 7th St

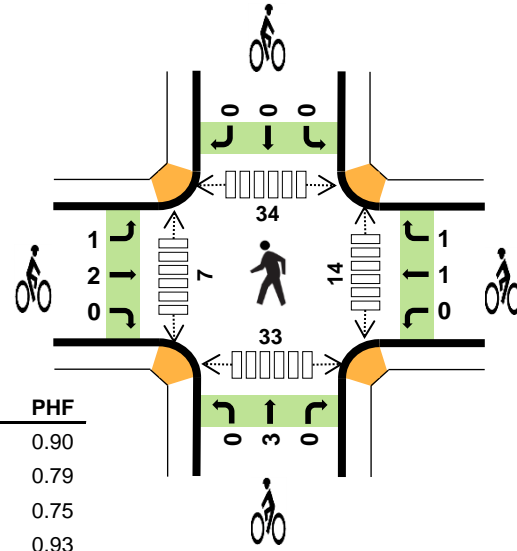
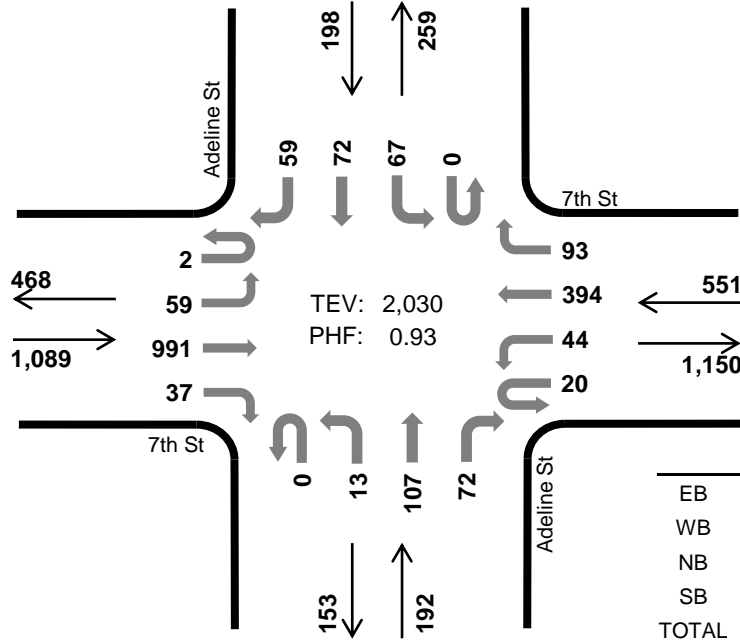


Peak Hour

Date: 02/05/2019

Count Period: 4:00 PM to 6:00 PM

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



	HV %:	PHF
EB	2.5%	0.90
WB	3.8%	0.79
NB	6.8%	0.75
SB	1.0%	0.93
TOTAL	3.1%	0.93

Two-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Adeline St Northbound				Adeline St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	2	131	13	2	4	90	12	0	4	24	17	0	13	13	14	339	0	
4:15 PM	2	10	146	8	1	4	81	17	0	4	17	9	0	7	21	8	335	0	
4:30 PM	0	10	205	8	0	12	89	13	0	7	16	15	0	28	20	12	435	0	
4:45 PM	1	9	212	8	1	6	91	18	0	5	28	17	0	17	19	9	441	1,550	
5:00 PM	0	8	240	7	9	15	116	34	0	3	30	31	0	15	23	12	543	1,754	
5:15 PM	1	18	232	11	7	9	87	26	0	0	23	19	0	20	14	19	486	1,905	
5:30 PM	0	17	244	7	3	10	94	23	0	4	23	17	0	19	15	11	487	1,957	
5:45 PM	1	16	275	12	1	10	97	10	0	6	31	5	0	13	20	17	514	2,030	
Count Total	5	90	1,685	74	24	70	745	153	0	33	192	130	0	132	145	102	3,580	0	
Peak Hour	All	2	59	991	37	20	44	394	93	0	13	107	72	0	67	72	59	2,030	0
	HV	0	2	20	5	0	1	18	2	0	0	11	2	0	0	1	1	63	0
	HV%	0%	3%	2%	14%	0%	2%	5%	2%	-	0%	10%	3%	-	0%	1%	2%	3%	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
4:00 PM	7	4	2	2	15	0	0	0	0	0	1	1	9	1	12
4:15 PM	5	1	1	1	8	5	0	0	0	5	2	0	3	2	7
4:30 PM	7	3	3	3	16	3	0	0	0	3	4	0	10	4	18
4:45 PM	7	4	1	1	13	0	0	2	0	2	0	0	15	4	19
5:00 PM	4	5	6	2	17	0	0	1	0	1	2	1	11	12	26
5:15 PM	5	6	4	0	15	1	2	0	0	3	7	0	8	6	21
5:30 PM	5	3	0	0	8	0	0	0	0	0	2	3	4	11	20
5:45 PM	13	7	3	0	23	2	0	2	0	4	3	3	11	4	21
Count Total	53	33	20	9	115	11	2	5	0	18	21	8	71	44	144
Peak Hour	27	21	13	2	63	3	2	3	0	8	14	7	34	33	88

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Adeline St				Adeline St				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	0	6	1	0	0	4	0	0	0	0	2	0	2	0	0	15	0
4:15 PM	0	0	3	2	0	0	0	1	0	1	0	0	0	0	0	0	8	0
4:30 PM	0	0	7	0	0	0	3	0	0	2	0	1	0	1	1	1	16	0
4:45 PM	0	0	7	0	0	0	4	0	0	0	1	0	0	0	0	1	13	52
5:00 PM	0	1	3	0	0	0	5	0	0	0	5	1	0	0	1	1	17	54
5:15 PM	0	0	5	0	0	0	5	1	0	0	3	1	0	0	0	0	15	61
5:30 PM	0	1	3	1	0	1	1	1	0	0	0	0	0	0	0	0	8	53
5:45 PM	0	0	9	4	0	0	7	0	0	0	3	0	0	0	0	0	23	63
Count Total	0	2	43	8	0	1	29	3	0	3	12	5	0	3	2	4	115	0
Peak Hour	0	2	20	5	0	1	18	2	0	0	11	2	0	0	1	1	63	0

Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Adeline St			Adeline St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
4:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	10
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	11
5:15 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3	9
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4	8
Count Total	1	9	1	0	0	1	1	0	0	5	0	0	0	0	0	0	18	0
Peak Hour	1	2	0	0	0	1	1	0	0	3	0	0	0	0	0	0	8	0

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

Intersection #: 6

**Intersection Name: Market
Street/Embarcadero West**

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Embarcadero				Embarcadero				Market St				Market St				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	2	0	0	0	0	0	0	0	2	0	0	1	2	6	16	0
7:15 AM	0	4	1	0	0	0	1	1	0	0	5	0	0	1	5	5	23	0
7:30 AM	0	3	2	0	0	0	0	3	0	0	3	0	0	0	0	3	14	0
7:45 AM	0	7	0	0	0	0	0	0	0	0	1	0	0	0	2	2	12	65
8:00 AM	0	4	0	0	0	0	0	0	0	0	1	0	0	1	1	7	14	63
8:15 AM	0	7	2	0	0	0	0	1	0	0	3	0	1	1	2	10	27	67
8:30 AM	0	3	2	0	0	0	0	2	0	0	10	0	0	0	3	7	27	80
8:45 AM	0	7	0	0	0	0	0	1	0	0	3	0	0	0	9	4	24	92
Count Total	0	38	9	0	0	0	1	8	0	0	28	0	1	4	24	44	157	0
Peak Hour	0	21	4	0	0	0	0	4	0	0	17	0	1	2	15	28	92	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Embarcadero			Embarcadero			Market St			Market St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1
8:30 AM	0	0	0	0	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	1	0	0	1	2	2
Count Total	0	0	1	0	1	0	0	0	0	0	0	2	2	0	0	4	0	0
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

National Data & Surveying Services Intersection Turning Movement Count

Location: Market St & Embarcadero West
City: Oakland
Control: 3-Way Stop(NB/SB/WB)

Project ID: 18-08286-001
Date: 5/23/2018

Total

NS/EW Streets:	Market St				Market St				Embarcadero West				Embarcadero West				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
AM																	
7:00 AM	0	4	0	0	2	5	14	0	3	1	1	0	0	6	1	0	37
7:15 AM	0	2	0	0	1	0	2	0	1	0	0	0	0	1	1	0	8
7:30 AM	0	6	0	0	3	6	11	0	5	8	0	0	0	4	1	0	44
7:45 AM	0	2	0	0	5	3	4	0	7	5	0	0	0	2	2	0	30
8:00 AM	0	3	0	0	5	4	5	0	1	7	0	0	0	1	3	0	29
8:15 AM	1	3	0	0	3	6	9	0	3	8	0	0	0	1	4	0	38
8:30 AM	0	8	0	0	4	5	7	1	0	10	1	1	1	3	0	0	41
8:45 AM	0	11	0	0	5	4	7	0	4	5	1	0	0	1	4	0	42
9:00 AM	0	3	0	0	4	6	11	0	5	5	0	0	0	2	4	0	40
9:15 AM	1	5	0	0	7	3	10	0	3	3	0	0	0	1	1	0	34
9:30 AM	1	4	1	0	2	5	11	0	7	2	1	0	1	2	1	0	38
9:45 AM	0	6	0	0	8	7	11	1	6	4	0	0	1	1	5	0	50
TOTAL VOLUMES :	3	57	1	0	49	54	102	2	45	58	4	1	3	25	27	0	431
APPROACH %'s :	4.92%	93.44%	1.64%	0.00%	23.67%	26.09%	49.28%	0.97%	41.67%	53.70%	3.70%	0.93%	5.45%	45.45%	49.09%	0.00%	
PEAK HR :	09:00 AM - 10:00 AM																
PEAK HR VOL :	2	18	1	0	21	21	43	1	21	14	1	0	2	6	11	0	162
PEAK HR FACTOR :	0.500	0.750	0.250	0.000	0.656	0.750	0.977	0.250	0.750	0.700	0.250	0.000	0.500	0.750	0.550	0.000	0.810
					0.796				0.900				0.679				
NOON																	
10:00 AM	1	9	1	0	3	8	12	0	9	4	0	0	0	2	4	0	53
10:15 AM	0	10	0	0	6	10	10	0	8	2	0	0	1	1	2	0	50
10:30 AM	2	8	0	0	2	5	10	0	7	1	1	0	0	1	3	0	40
10:45 AM	1	7	0	0	2	7	6	0	5	6	0	0	1	3	2	0	40
11:00 AM	0	10	0	0	6	10	12	0	12	1	2	0	0	2	3	0	58
11:15 AM	0	7	0	0	12	7	10	0	9	2	0	0	2	3	3	0	55
11:30 AM	1	6	1	0	10	8	14	0	3	4	0	0	1	4	4	0	56
11:45 AM	0	8	3	0	5	14	8	1	9	1	0	0	0	3	3	0	55
12:00 PM	1	10	1	0	7	8	6	1	9	5	0	0	0	4	1	0	53
12:15 PM	1	6	0	0	6	7	15	1	10	1	0	0	0	2	7	0	56
12:30 PM	0	6	0	0	5	7	9	0	10	5	0	0	0	1	3	0	46
12:45 PM	0	6	0	0	3	6	8	0	8	4	0	0	0	3	1	0	39
1:00 PM	1	5	0	0	5	3	7	0	10	4	0	0	1	1	0	0	37
1:15 PM	0	5	0	0	3	11	8	0	7	2	0	0	0	3	5	0	44
1:30 PM	0	11	0	0	7	8	8	0	10	1	0	0	0	6	0	0	51
1:45 PM	0	6	0	0	4	6	6	1	12	5	0	0	0	1	4	0	45
TOTAL VOLUMES :	8	120	6	0	86	125	149	4	138	48	3	0	6	40	45	0	778
APPROACH %'s :	5.97%	89.55%	4.48%	0.00%	23.63%	34.34%	40.93%	1.10%	73.02%	25.40%	1.59%	0.00%	6.59%	43.96%	49.45%	0.00%	
PEAK HR :	11:00 AM - 12:00 PM																
PEAK HR VOL :	1	31	4	0	33	39	44	1	33	8	2	0	3	12	13	0	224
PEAK HR FACTOR :	0.250	0.775	0.333	0.000	0.688	0.696	0.786	0.250	0.688	0.500	0.250	0.000	0.375	0.750	0.813	0.000	0.966
					0.914				0.717				0.778				
PM																	
2:00 PM	1	3	1	0	7	11	12	0	16	2	0	0	0	0	6	0	59
2:15 PM	0	8	0	0	7	8	6	0	8	4	0	0	0	2	3	0	46
2:30 PM	0	10	0	0	8	9	9	0	9	9	0	0	0	1	5	0	60
2:45 PM	0	9	0	0	8	11	6	1	12	2	1	0	0	1	5	0	56
3:00 PM	2	9	0	0	11	7	7	1	9	0	0	0	1	0	1	0	48
3:15 PM	1	8	0	0	4	7	7	1	8	2	1	0	0	0	7	0	46
3:30 PM	0	9	4	0	6	8	13	0	8	8	0	0	1	2	7	0	66
3:45 PM	1	6	1	0	12	18	9	0	12	6	0	0	0	0	4	0	69
4:00 PM	1	9	2	0	6	12	3	0	9	10	0	0	0	1	4	0	57
4:15 PM	1	6	1	0	7	14	5	1	4	7	2	1	0	0	6	0	55
4:30 PM	2	3	2	0	8	7	8	0	8	11	0	0	0	1	3	0	53
4:45 PM	1	4	1	0	12	7	4	0	6	3	1	0	0	0	2	0	41
5:00 PM	2	5	0	0	4	7	9	0	4	6	1	0	0	0	2	0	40
5:15 PM	0	7	2	0	5	3	3	0	4	4	1	0	1	0	3	0	33
5:30 PM	0	9	0	0	5	2	6	1	4	6	0	0	1	0	2	0	36
5:45 PM	1	5	0	0	7	1	1	2	2	4	0	0	0	1	0	0	24
6:00 PM	0	5	1	0	13	2	2	0	2	5	0	0	0	0	1	0	31
6:15 PM	0	2	1	0	7	3	2	1	3	6	0	0	0	0	0	0	25
6:30 PM	0	3	0	0	1	3	1	0	4	1	0	0	0	1	1	0	15
6:45 PM	0	4	2	0	3	6	5	0	0	0	0	0	0	0	1	0	21
TOTAL VOLUMES :	13	124	18	0	141	146	118	8	132	96	7	1	4	10	63	0	881
APPROACH %'s :	8.39%	80.00%	11.61%	0.00%	34.14%	35.35%	28.57%	1.94%	55.93%	40.68%	2.97%	0.42%	5.19%	12.99%	81.82%	0.00%	
PEAK HR :	03:30 PM - 04:30 PM																
PEAK HR VOL :	3	30	8	0	31	52	30	1	33	31	2	1	1	3	21	0	247
PEAK HR FACTOR :	0.750	0.833	0.500	0.000	0.646	0.722	0.577	0.250	0.688	0.775	0.250	0.250	0.250	0.375	0.750	0.000	0.895
					0.788				0.731				0.625				

National Data & Surveying Services Intersection Turning Movement Count

Location: Market St & Embarcadero West
City: Oakland
Control: 3-Way Stop(NB/SB/WB)

Project ID: 18-08286-001
Date: 5/23/2018

Cars

NS/EW Streets:	Market St				Market St				Embarcadero West				Embarcadero West				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	2 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	1	0	0	1	3	8	0	0	0	1	0	0	3	0	0	17
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	1	0	0	2	3	6	0	0	0	0	0	0	2	0	0	14
7:45 AM	0	0	0	0	3	3	2	0	2	0	0	0	0	1	0	0	11
8:00 AM	0	0	0	0	3	1	3	0	0	1	0	0	0	0	0	0	8
8:15 AM	1	1	0	0	2	2	2	0	0	2	0	0	0	1	0	0	11
8:30 AM	0	2	0	0	2	0	2	1	0	1	1	0	0	2	0	0	11
8:45 AM	0	2	0	0	3	1	1	0	2	1	1	0	0	0	0	0	11
9:00 AM	0	0	0	0	4	1	6	0	1	1	0	0	0	2	0	0	15
9:15 AM	1	0	0	0	4	0	1	0	1	0	0	0	0	1	0	0	8
9:30 AM	1	0	1	0	1	3	1	0	1	0	1	0	1	2	1	0	13
9:45 AM	0	2	0	0	3	0	0	0	3	0	0	0	1	1	2	0	12
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	23.08%	69.23%	7.69%	0.00%	35.90%	21.79%	41.03%	1.28%	50.00%	30.00%	20.00%	0.00%	9.52%	76.19%	14.29%	0.00%	132
PEAK HR :	09:00 AM - 10:00 AM																TOTAL
PEAK HR VOL :	2	2	1	0	12	4	8	0	6	1	1	0	2	6	3	0	48
PEAK HR FACTOR :	0.50	0.250	0.250	0.000	0.750	0.333	0.333	0.000	0.500	0.250	0.250	0.000	0.500	0.750	0.375	0.000	0.800
	0.625				0.545				0.667				0.688				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
10:00 AM	1	0	0	0	1	2	4	0	3	0	0	0	0	1	0	0	12
10:15 AM	0	2	0	0	0	2	0	0	0	1	0	0	0	0	0	0	5
10:30 AM	1	1	0	0	1	2	1	0	2	0	0	0	0	1	0	0	9
10:45 AM	1	0	0	0	0	0	1	0	2	1	0	0	1	2	0	0	8
11:00 AM	0	0	0	0	1	0	4	0	5	0	2	0	0	0	0	0	12
11:15 AM	0	0	0	0	1	0	2	0	3	0	0	0	2	2	0	0	10
11:30 AM	1	1	1	0	3	0	4	0	1	1	0	0	1	1	0	0	14
11:45 AM	0	3	1	0	2	3	0	1	3	1	0	0	0	1	0	0	15
12:00 PM	1	0	0	0	2	1	0	1	2	2	0	0	0	1	0	0	10
12:15 PM	1	0	0	0	0	2	3	1	2	0	0	0	0	1	3	0	13
12:30 PM	0	0	0	0	2	1	0	0	3	1	0	0	0	0	0	0	7
12:45 PM	0	0	0	0	1	1	2	0	2	2	0	0	0	2	1	0	11
1:00 PM	1	1	0	0	2	0	1	0	2	1	0	0	1	1	0	0	10
1:15 PM	0	1	0	0	1	1	3	0	1	0	0	0	0	3	1	0	11
1:30 PM	0	3	0	0	3	1	2	0	4	1	0	0	0	3	0	0	17
1:45 PM	0	0	0	0	0	1	2	1	7	1	0	0	0	0	2	0	14
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	33.33%	57.14%	9.52%	0.00%	28.57%	24.29%	41.43%	5.71%	75.00%	21.43%	3.57%	0.00%	16.13%	61.29%	22.58%	0.00%	178
PEAK HR :	11:00 AM - 12:00 PM																TOTAL
PEAK HR VOL :	1	4	2	0	7	3	10	1	12	2	2	0	3	4	0	0	51
PEAK HR FACTOR :	0.25	0.333	0.500	0.000	0.583	0.250	0.625	0.250	0.600	0.500	0.250	0.000	0.375	0.500	0.000	0.000	0.850
	0.438				0.750				0.571				0.438				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	2 NT	0 NR	0 NU	0 SL	3 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
2:00 PM	1	1	1	0	2	2	3	0	4	0	0	0	0	0	2	0	16
2:15 PM	0	1	0	0	1	0	1	0	2	1	0	0	0	2	0	0	8
2:30 PM	0	4	0	0	1	0	0	0	5	5	0	0	0	1	0	0	16
2:45 PM	0	2	0	0	1	2	2	1	5	1	1	0	0	1	0	0	16
3:00 PM	2	6	0	0	4	2	4	1	5	0	0	0	1	0	0	0	25
3:15 PM	1	4	0	0	1	2	3	1	5	1	1	0	0	0	5	0	24
3:30 PM	0	3	2	0	1	3	7	0	4	8	0	0	0	2	2	0	32
3:45 PM	1	3	0	0	2	3	5	0	6	4	0	0	0	0	3	0	27
4:00 PM	1	4	1	0	1	2	1	0	7	9	0	0	0	1	0	0	27
4:15 PM	0	3	0	0	0	1	3	0	2	6	1	0	0	0	3	0	19
4:30 PM	2	1	2	0	2	0	6	0	5	10	0	0	0	0	0	0	28
4:45 PM	1	3	1	0	4	2	3	0	5	2	1	0	0	0	0	0	22
5:00 PM	2	4	0	0	3	2	6	0	3	6	1	0	0	0	2	0	29
5:15 PM	0	2	2	0	3	0	3	0	3	4	1	0	1	0	1	0	20
5:30 PM	0	5	0	0	3	1	4	1	4	6	0	0	1	0	0	0	25
5:45 PM	1	3	0	0	4	0	1	1	2	4	0	0	0	1	0	0	17
6:00 PM	0	4	1	0	10	1	1	0	2	4	0	0	0	0	1	0	24
6:15 PM	0	0	1	0	5	1	2	1	3	6	0	0	0	0	0	0	19
6:30 PM	0	2	0	0	0	0	0	0	3	1	0	0	0	1	0	0	7
6:45 PM	0	2	2	0	3	2	1	0	0	0	0	0	0	0	1	0	11
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	14.63%	69.51%	15.85%	0.00%	36.69%	18.71%	40.29%	4.32%	47.17%	49.06%	3.77%	0.00%	9.38%	28.13%	62.50%	0.00%	412
PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	2	13	3	0	4	9	16	0	19	27	1	0	0	3	8	0	105
PEAK HR FACTOR :	0.50	0.813	0.375	0.000	0.500	0.750	0.571	0.000	0.679	0.750	0.250	0.000	0.000	0.375	0.667	0.000	0.820
	0.750				0.659				0.734				0.688				

National Data & Surveying Services Intersection Turning Movement Count

Location: Market St & Embarcadero West
City: Oakland
Control: 3-Way Stop(NB/SB/WB)

Project ID: 18-08286-001
Date: 5/23/2018

HT

NS/EW Streets:	Market St				Market St				Embarcadero West				Embarcadero West				TOTAL
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	2	0	0	1	2	6	0	3	1	0	0	0	3	1	0	20
7:15 AM	0	2	0	0	1	0	2	0	1	0	0	0	0	0	1	0	7
7:30 AM	0	5	0	0	1	3	5	0	5	8	0	0	0	2	1	0	30
7:45 AM	0	2	0	0	2	0	2	0	5	5	0	0	0	1	2	0	19
8:00 AM	0	3	0	0	2	3	2	0	1	6	0	0	0	1	3	0	21
8:15 AM	0	2	0	0	1	4	7	0	3	6	0	0	0	0	4	0	27
8:30 AM	0	6	0	0	2	5	5	0	0	9	0	1	1	1	0	0	30
8:45 AM	0	9	0	0	2	3	6	0	2	4	0	0	0	1	4	0	31
9:00 AM	0	3	0	0	0	5	5	0	4	4	0	0	0	0	4	0	25
9:15 AM	0	5	0	0	3	3	9	0	2	3	0	0	0	0	1	0	26
9:30 AM	0	4	0	0	1	2	10	0	6	2	0	0	0	0	0	0	25
9:45 AM	0	4	0	0	5	7	11	1	3	4	0	0	0	0	3	0	38
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	16.28%	28.68%	54.26%	0.78%	39.77%	59.09%	0.00%	1.14%	2.94%	26.47%	70.59%	0.00%	299
PEAK HR :	09:00 AM - 10:00 AM																TOTAL
PEAK HR VOL :	0	16	0	0	9	17	35	1	15	13	0	0	0	0	8	0	114
PEAK HR FACTOR :	0.000	0.800	0.000	0.000	0.450	0.607	0.795	0.250	0.625	0.813	0.000	0.000	0.000	0.000	0.500	0.000	0.750
	0.800				0.646				0.875				0.500				

NS/EW Streets:	Market St				Market St				Embarcadero West				Embarcadero West				TOTAL
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	0	9	1	0	2	6	8	0	6	4	0	0	0	1	4	0	41
10:15 AM	0	8	0	0	6	8	10	0	8	1	0	0	1	1	2	0	45
10:30 AM	1	7	0	0	1	3	9	0	5	1	1	0	0	0	3	0	31
10:45 AM	0	7	0	0	2	7	5	0	3	5	0	0	0	1	2	0	32
11:00 AM	0	10	0	0	5	10	8	0	7	1	0	0	0	2	3	0	46
11:15 AM	0	7	0	0	11	7	8	0	6	2	0	0	0	1	3	0	45
11:30 AM	0	5	0	0	7	8	10	0	2	3	0	0	0	3	4	0	42
11:45 AM	0	5	2	0	3	11	8	0	6	0	0	0	0	2	3	0	40
12:00 PM	0	10	1	0	5	7	6	0	7	3	0	0	0	3	1	0	43
12:15 PM	0	6	0	0	6	5	12	0	8	1	0	0	0	1	4	0	43
12:30 PM	0	6	0	0	3	6	9	0	7	4	0	0	0	1	3	0	39
12:45 PM	0	6	0	0	2	5	6	0	6	2	0	0	0	1	0	0	28
1:00 PM	0	4	0	0	3	3	6	0	8	3	0	0	0	0	0	0	27
1:15 PM	0	4	0	0	2	10	5	0	6	2	0	0	0	0	4	0	33
1:30 PM	0	8	0	0	4	7	6	0	6	0	0	0	0	3	0	0	34
1:45 PM	0	6	0	0	4	5	4	0	5	4	0	0	0	1	2	0	31
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0.88%	95.58%	3.54%	0.00%	22.45%	36.73%	40.82%	0.00%	72.18%	27.07%	0.75%	0.00%	1.67%	35.00%	63.33%	0.00%	600
PEAK HR :	11:00 AM - 12:00 PM																TOTAL
PEAK HR VOL :	0	27	2	0	26	36	34	0	21	6	0	0	0	8	13	0	173
PEAK HR FACTOR :	0.00	0.675	0.250	0.000	0.591	0.818	0.850	0.000	0.750	0.500	0.000	0.000	0.000	0.667	0.813	0.000	0.940
	0.725				0.923				0.844				0.750				

NS/EW Streets:	Market St				Market St				Embarcadero West				Embarcadero West				TOTAL
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	0	2	0	0	5	9	9	0	12	2	0	0	0	0	4	0	43
2:15 PM	0	7	0	0	6	8	5	0	6	3	0	0	0	0	3	0	38
2:30 PM	0	6	0	0	7	9	9	0	4	4	0	0	0	0	5	0	44
2:45 PM	0	7	0	0	7	9	4	0	7	1	0	0	0	0	5	0	40
3:00 PM	0	3	0	0	7	5	3	0	4	0	0	0	0	0	1	0	23
3:15 PM	0	4	0	0	3	5	4	0	3	1	0	0	0	0	2	0	22
3:30 PM	0	6	2	0	5	5	6	0	4	0	0	0	1	0	5	0	34
3:45 PM	0	3	1	0	10	15	4	0	6	2	0	0	0	0	1	0	42
4:00 PM	0	5	1	0	5	10	2	0	2	1	0	0	0	0	4	0	30
4:15 PM	1	3	1	0	7	13	2	1	2	1	1	1	0	0	3	0	36
4:30 PM	0	2	0	0	6	7	2	0	3	1	0	0	0	1	3	0	25
4:45 PM	0	1	0	0	8	5	1	0	1	1	0	0	0	0	2	0	19
5:00 PM	0	1	0	0	1	5	3	0	1	0	0	0	0	0	0	0	11
5:15 PM	0	5	0	0	2	3	0	0	1	0	0	0	0	0	2	0	13
5:30 PM	0	4	0	0	2	1	2	0	0	0	0	0	0	0	2	0	11
5:45 PM	0	2	0	0	3	1	0	1	0	0	0	0	0	0	0	0	7
6:00 PM	0	1	0	0	3	1	1	0	0	1	0	0	0	0	0	0	7
6:15 PM	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	6
6:30 PM	0	1	0	0	1	3	1	0	1	0	0	0	0	0	1	0	8
6:45 PM	0	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	10
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1.37%	91.78%	6.85%	0.00%	32.85%	43.80%	22.63%	0.73%	74.03%	23.38%	1.30%	1.30%	2.22%	2.22%	95.56%	0.00%	469
PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	1	17	5	0	27	43	14	1	14	4	1	1	1	0	13	0	142
PEAK HR FACTOR :	0.25	0.708	0.625	0.000	0.675	0.717	0.583	0.250	0.583	0.500	0.250	0.250	0.250	0.000	0.650	0.000	0.845
	0.719				0.733				0.625				0.583				

Intersection #: 7

**Intersection Name: Market Street/3rd
Street**

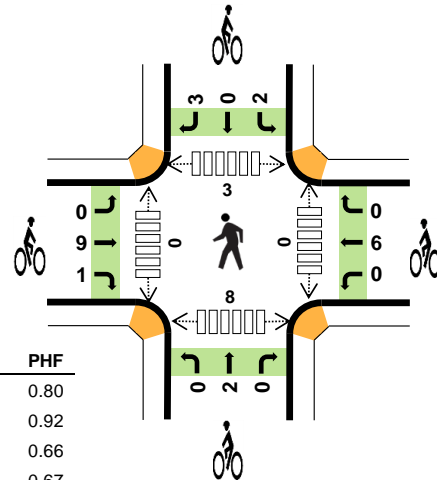
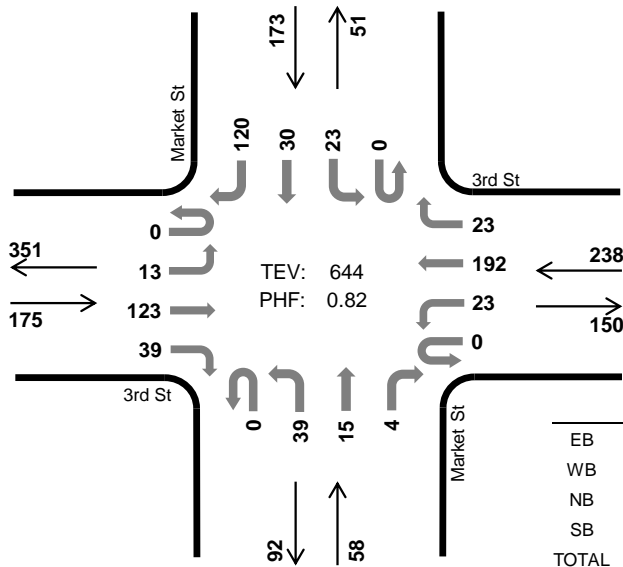


Market St 3rd St



Peak Hour

Date: 01/30/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	36.6%	0.80
WB	27.3%	0.92
NB	75.9%	0.66
SB	26.6%	0.67
TOTAL	34.0%	0.82

Two-Hour Count Summaries

Interval Start	3rd St Eastbound				3rd St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	3	15	3	0	2	47	6	0	4	2	1	0	5	9	26	123	0	
7:15 AM	0	2	14	5	1	1	49	3	0	9	2	1	0	7	15	24	133	0	
7:30 AM	0	6	22	2	0	3	46	3	0	5	6	0	0	4	6	28	131	0	
7:45 AM	0	4	20	4	0	1	50	5	0	9	3	0	1	5	4	32	138	525	
8:00 AM	0	2	25	4	0	6	39	2	0	4	1	0	0	5	6	17	111	513	
8:15 AM	0	1	31	12	0	3	52	7	0	11	3	1	0	2	7	28	158	538	
8:30 AM	0	5	40	10	0	4	53	7	0	13	3	0	0	8	7	28	178	585	
8:45 AM	0	5	27	13	0	10	48	7	0	11	8	3	0	8	10	47	197	644	
Count Total	0	28	194	53	1	30	384	40	0	66	28	6	1	44	64	230	1,169	0	
Peak Hour	All	0	13	123	39	0	23	192	23	0	39	15	4	0	23	30	120	644	0
	HV	0	2	34	28	0	5	58	2	0	35	7	2	0	7	14	25	219	0
	HV%	-	15%	28%	72%	-	22%	30%	9%	-	90%	47%	50%	-	30%	47%	21%	34%	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
7:00 AM	11	17	5	16	49	1	0	0	2	3	0	0	0	0	0
7:15 AM	9	19	11	16	55	0	1	0	1	2	0	0	1	0	1
7:30 AM	10	14	10	8	42	1	2	0	0	3	0	0	1	0	1
7:45 AM	10	18	10	9	47	1	0	0	1	2	1	0	1	3	5
8:00 AM	13	16	4	6	39	3	0	0	5	8	0	0	2	0	2
8:15 AM	13	13	13	8	47	2	4	1	0	7	0	0	1	4	5
8:30 AM	18	15	14	12	59	2	0	0	0	2	0	0	0	3	3
8:45 AM	20	21	13	20	74	3	2	1	0	6	0	0	0	1	1
Count Total	104	133	80	95	412	13	9	2	9	33	1	0	6	11	18
Peak Hour	64	65	44	46	219	10	6	2	5	23	0	0	3	8	11

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd St				3rd St				Market St				Market St				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	6	2	0	1	13	3	0	4	0	1	0	1	8	7	49	0
7:15 AM	0	1	4	4	0	0	19	0	0	9	1	1	0	0	8	8	55	0
7:30 AM	0	4	5	1	0	0	14	0	0	5	5	0	0	2	3	3	42	0
7:45 AM	0	3	4	3	0	0	18	0	0	9	1	0	0	1	1	7	47	193
8:00 AM	0	0	10	3	0	3	12	1	0	4	0	0	0	1	4	1	39	183
8:15 AM	0	0	4	9	0	0	13	0	0	9	3	1	0	0	4	4	47	175
8:30 AM	0	1	11	6	0	0	15	0	0	12	2	0	0	1	4	7	59	192
8:45 AM	0	1	9	10	0	2	18	1	0	10	2	1	0	5	2	13	74	219
Count Total	0	13	53	38	0	6	122	5	0	62	14	4	0	11	34	50	412	0
Peak Hour	0	2	34	28	0	5	58	2	0	35	7	2	0	7	14	25	219	0
Two-Hour Count Summaries - Bikes																		
Interval Start	3rd St			3rd St			Market St			Market St			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	1	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	
7:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	10	
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	2	0	3	8	15	
8:15 AM	0	2	0	0	4	0	0	0	1	0	0	0	0	0	0	7	20	
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	19	
8:45 AM	0	2	1	0	2	0	0	0	1	0	0	0	0	0	0	6	23	
Count Total	0	12	1	0	9	0	0	0	2	0	0	0	4	1	4	33	0	
Peak Hour	0	9	1	0	6	0	0	0	2	0	0	0	2	0	3	23	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		



Market St 3rd St

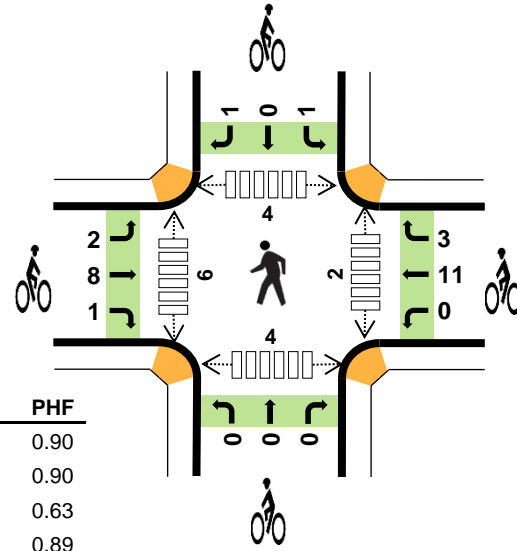
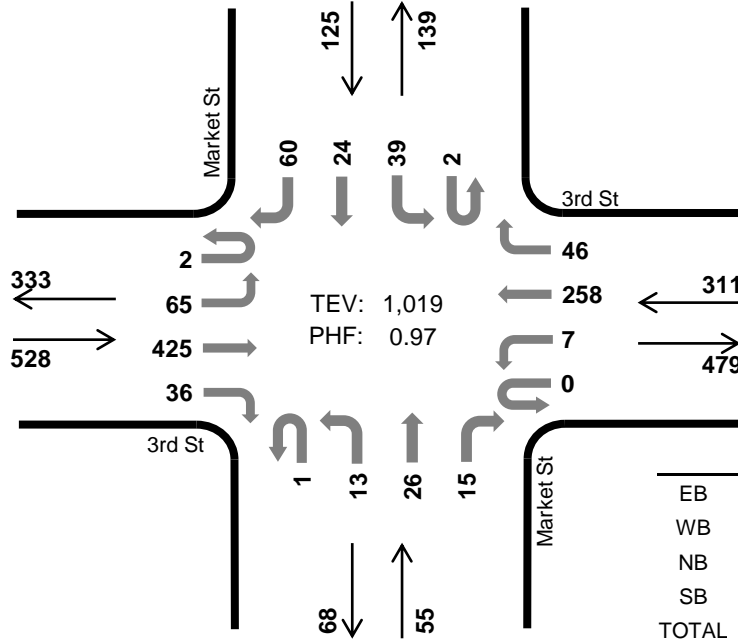


Peak Hour

Date: 09-11-2018

Count Period: 3:00 PM to 8:00 PM

Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	25.9%	0.90
WB	18.3%	0.90
NB	30.9%	0.63
SB	29.6%	0.89
TOTAL	24.3%	0.97

Five-Hour Count Summaries

Interval Start	3rd St Eastbound				3rd St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:30 PM	1	20	104	8	0	3	63	7	1	3	14	4	1	8	8	17	262	0	
4:45 PM	0	16	115	15	0	2	65	8	0	5	5	2	0	11	4	12	260	0	
5:00 PM	0	19	105	8	0	0	68	18	0	4	6	5	1	4	8	16	262	0	
5:15 PM	1	10	101	5	0	2	62	13	0	1	1	4	0	16	4	15	235	1,019	
Peak Hour	All	2	65	425	36	0	7	258	46	1	13	26	15	2	39	24	60	1,019	0
	HV	1	17	94	25	0	1	54	2	0	8	8	1	0	6	7	24	248	0
	HV%	50%	26%	22%	69%	-	14%	21%	4%	0%	62%	31%	7%	0%	15%	29%	40%	24%	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	39	16	5	12	72	3	2	0	1	6	0	0	0	1	1
4:45 PM	42	20	6	6	74	2	1	0	1	4	0	1	0	1	2
5:00 PM	33	11	5	10	59	1	7	0	0	8	1	3	1	1	6
5:15 PM	23	10	1	9	43	5	4	0	0	9	1	2	3	1	7
Peak Hour	137	57	17	37	248	11	14	0	2	27	2	6	4	4	16

Five-Hour Count Summaries																			
Interval Start	3rd St				3rd St				Market St				Market St				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			
3:00 PM	0	11	54	11	0	2	42	6	0	6	9	6	1	2	10	11	171	0	
3:15 PM	0	8	54	8	0	1	42	4	0	10	8	3	0	5	9	10	162	0	
3:30 PM	0	13	64	14	1	0	34	4	0	10	6	3	1	3	10	17	180	0	
3:45 PM	0	12	81	9	0	3	39	8	0	6	4	3	2	10	6	13	196	709	
4:00 PM	0	17	85	16	0	1	43	8	0	8	0	3	1	6	7	16	211	749	
4:15 PM	0	14	84	18	0	2	49	9	0	8	8	3	0	14	4	14	227	814	
4:30 PM	1	20	104	8	0	3	63	7	1	3	14	4	1	8	8	17	262	896	
4:45 PM	0	16	115	15	0	2	65	8	0	5	5	2	0	11	4	12	260	960	
5:00 PM	0	19	105	8	0	0	68	18	0	4	6	5	1	4	8	16	262	1,011	
5:15 PM	1	10	101	5	0	2	62	13	0	1	1	4	0	16	4	15	235	1,019	
5:30 PM	0	7	113	3	0	1	45	10	0	6	3	4	0	21	3	10	226	983	
5:45 PM	0	8	98	7	0	1	51	8	0	9	7	4	0	11	5	10	219	942	
6:00 PM	1	14	63	5	1	0	46	7	0	4	0	3	0	12	5	7	168	848	
6:15 PM	0	3	62	6	0	0	41	5	0	10	2	2	0	11	3	7	152	765	
6:30 PM	0	3	49	7	0	0	34	8	0	5	1	4	1	7	9	3	131	670	
6:45 PM	0	3	41	2	3	0	32	6	0	6	3	0	0	6	5	5	112	563	
7:00 PM	0	6	44	6	0	0	36	6	0	2	3	0	0	12	7	11	133	528	
7:15 PM	0	7	42	2	0	0	33	5	0	2	5	1	0	19	5	6	127	503	
7:30 PM	0	5	28	4	0	0	37	7	0	2	2	0	0	20	2	2	109	481	
7:45 PM	0	2	23	6	0	0	37	6	0	2	5	0	3	14	4	11	113	482	
Count Total	3	198	1,410	160	5	18	899	153	1	109	92	54	11	212	118	213	3,656	0	
Peak Hour	All	2	65	425	36	0	7	258	46	1	13	26	15	2	39	24	60	1,019	0
	HV	1	17	94	25	0	1	54	2	0	8	8	1	0	6	7	24	248	0
	HV%	50%	26%	22%	69%	-	14%	21%	4%	0%	62%	31%	7%	0%	15%	29%	40%	24%	0

Note: Five-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
3:00 PM	19	15	6	12	52	1	2	0	0	3	1	1	0	3	5
3:15 PM	19	15	11	8	53	2	1	1	0	4	0	1	4	1	6
3:30 PM	20	10	9	9	48	4	2	0	0	6	0	0	0	1	1
3:45 PM	31	13	6	9	59	1	2	1	0	4	0	0	0	4	4
4:00 PM	37	12	8	15	72	2	1	0	0	3	2	0	0	3	5
4:15 PM	53	13	10	9	85	1	1	0	0	2	0	0	0	3	3
4:30 PM	39	16	5	12	72	3	2	0	1	6	0	0	0	1	1
4:45 PM	42	20	6	6	74	2	1	0	1	4	0	1	0	1	2
5:00 PM	33	11	5	10	59	1	7	0	0	8	1	3	1	1	6
5:15 PM	23	10	1	9	43	5	4	0	0	9	1	2	3	1	7
5:30 PM	13	7	4	7	31	8	8	0	1	17	1	0	3	1	5
5:45 PM	9	10	9	9	37	5	2	0	0	7	0	0	1	1	2
6:00 PM	4	9	4	6	23	7	10	0	0	17	0	0	0	1	1
6:15 PM	11	1	8	3	23	3	3	0	1	7	2	0	3	2	7
6:30 PM	11	2	2	7	22	4	2	0	1	7	0	0	1	0	1
6:45 PM	12	5	5	4	26	2	5	0	0	7	0	0	0	3	3
7:00 PM	16	6	3	2	27	1	5	0	0	6	0	0	0	0	0
7:15 PM	9	3	4	4	20	2	2	0	0	4	0	0	1	1	2
7:30 PM	14	5	2	5	26	0	1	0	2	3	6	0	0	1	7
7:45 PM	7	9	2	4	22	4	1	0	0	5	0	0	0	1	1
Count Total	422	192	110	150	874	58	62	2	7	129	14	8	17	30	69
Peak Hour	137	57	17	37	248	11	14	0	2	27	2	6	4	4	16

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd St				3rd St				Market St				Market St				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		
3:00 PM	0	2	15	2	0	1	11	3	0	5	1	0	0	1	5	6	52	0
3:15 PM	0	3	13	3	0	0	15	0	0	8	3	0	0	4	2	2	53	0
3:30 PM	0	1	11	8	0	0	10	0	0	6	2	1	0	1	1	7	48	0
3:45 PM	0	2	22	7	0	2	9	2	0	5	1	0	0	1	3	5	59	212
4:00 PM	0	0	22	15	0	0	12	0	0	8	0	0	1	2	4	8	72	232
4:15 PM	0	2	33	18	0	1	11	1	0	8	2	0	0	3	0	6	85	264
4:30 PM	0	5	28	6	0	0	16	0	0	2	3	0	0	1	2	9	72	288
4:45 PM	0	4	28	10	0	0	20	0	0	3	3	0	0	2	0	4	74	303
5:00 PM	0	7	20	6	0	0	9	2	0	3	1	1	0	0	4	6	59	290
5:15 PM	1	1	18	3	0	1	9	0	0	0	1	0	0	3	1	5	43	248
5:30 PM	0	0	11	2	0	0	7	0	0	3	1	0	0	4	1	2	31	207
5:45 PM	0	2	3	4	0	0	9	1	0	7	2	0	0	2	1	6	37	170
6:00 PM	0	0	1	3	0	0	8	1	0	3	0	1	0	1	2	3	23	134
6:15 PM	0	0	6	5	0	0	1	0	0	6	1	1	0	2	0	1	23	114
6:30 PM	0	0	7	4	0	0	2	0	0	2	0	0	0	3	2	2	22	105
6:45 PM	0	0	11	1	1	0	3	1	0	4	1	0	0	2	1	1	26	94
7:00 PM	0	3	7	6	0	0	6	0	0	2	1	0	0	0	2	0	27	98
7:15 PM	0	1	7	1	0	0	3	0	0	2	1	1	0	3	0	1	20	95
7:30 PM	0	1	9	4	0	0	5	0	0	1	1	0	0	3	1	1	26	99
7:45 PM	0	0	4	3	0	0	9	0	0	1	1	0	0	1	1	2	22	95
Count Total	1	34	276	111	1	5	175	11	0	79	26	5	1	39	33	77	874	0
Peak Hour	1	17	94	25	0	1	54	2	0	8	8	1	0	6	7	24	248	0

Five-Hour Count Summaries - Bikes																		
Interval Start	3rd St			3rd St			Market St			Market St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
3:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0				
3:15 PM	0	2	0	0	1	0	1	0	0	0	0	0	4	0				
3:30 PM	2	1	1	0	1	1	0	0	0	0	0	0	6	0				
3:45 PM	0	1	0	0	2	0	1	0	0	0	0	0	4	17				
4:00 PM	1	1	0	0	1	0	0	0	0	0	0	0	3	17				
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	15				
4:30 PM	0	3	0	0	1	1	0	0	0	0	0	1	6	15				
4:45 PM	1	1	0	0	1	0	0	0	0	1	0	0	4	15				
5:00 PM	0	1	0	0	6	1	0	0	0	0	0	0	8	20				
5:15 PM	1	3	1	0	3	1	0	0	0	0	0	0	9	27				
5:30 PM	1	7	0	0	8	0	0	0	0	1	0	0	17	38				
5:45 PM	2	3	0	0	2	0	0	0	0	0	0	0	7	41				
6:00 PM	2	5	0	0	8	2	0	0	0	0	0	0	17	50				
6:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	7	48				
6:30 PM	0	4	0	0	2	0	0	0	0	0	1	0	7	38				
6:45 PM	0	2	0	0	4	1	0	0	0	0	0	0	7	38				
7:00 PM	0	1	0	0	4	1	0	0	0	0	0	0	6	27				
7:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	24				
7:30 PM	0	0	0	0	1	0	0	0	0	2	0	0	3	20				
7:45 PM	1	3	0	0	1	0	0	0	0	0	0	0	5	18				
Count Total	11	45	2	0	54	8	2	0	0	4	1	2	129	0				
Peak Hour	2	8	1	0	11	3	0	0	0	1	0	1	27	0				

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

Intersection #: 8

**Intersection Name: Market Street/4th
Street**

Turning movement counts inferred from adjacent intersections

Intersection #: 9

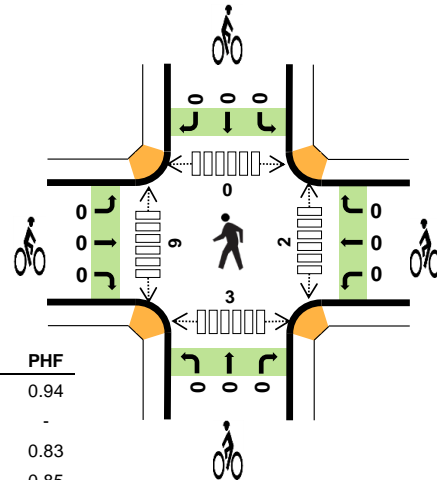
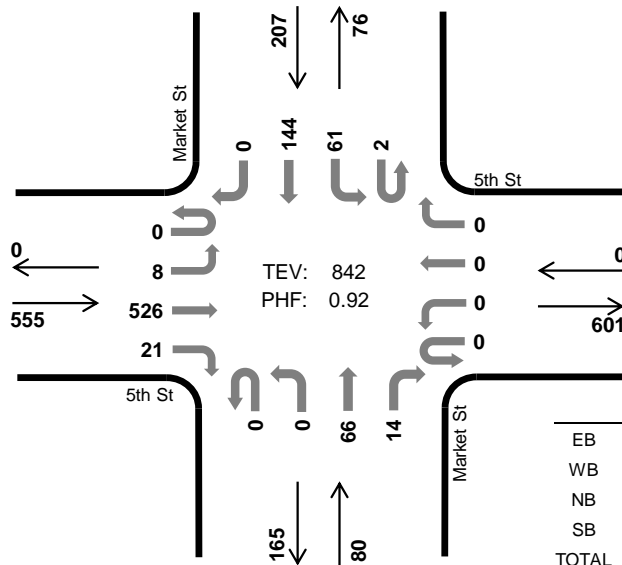
**Intersection Name: Market Street/5th
Street**

Market St 5th St



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	7.4%	0.94
WB	-	-
NB	26.3%	0.83
SB	16.4%	0.85
TOTAL	11.4%	0.92

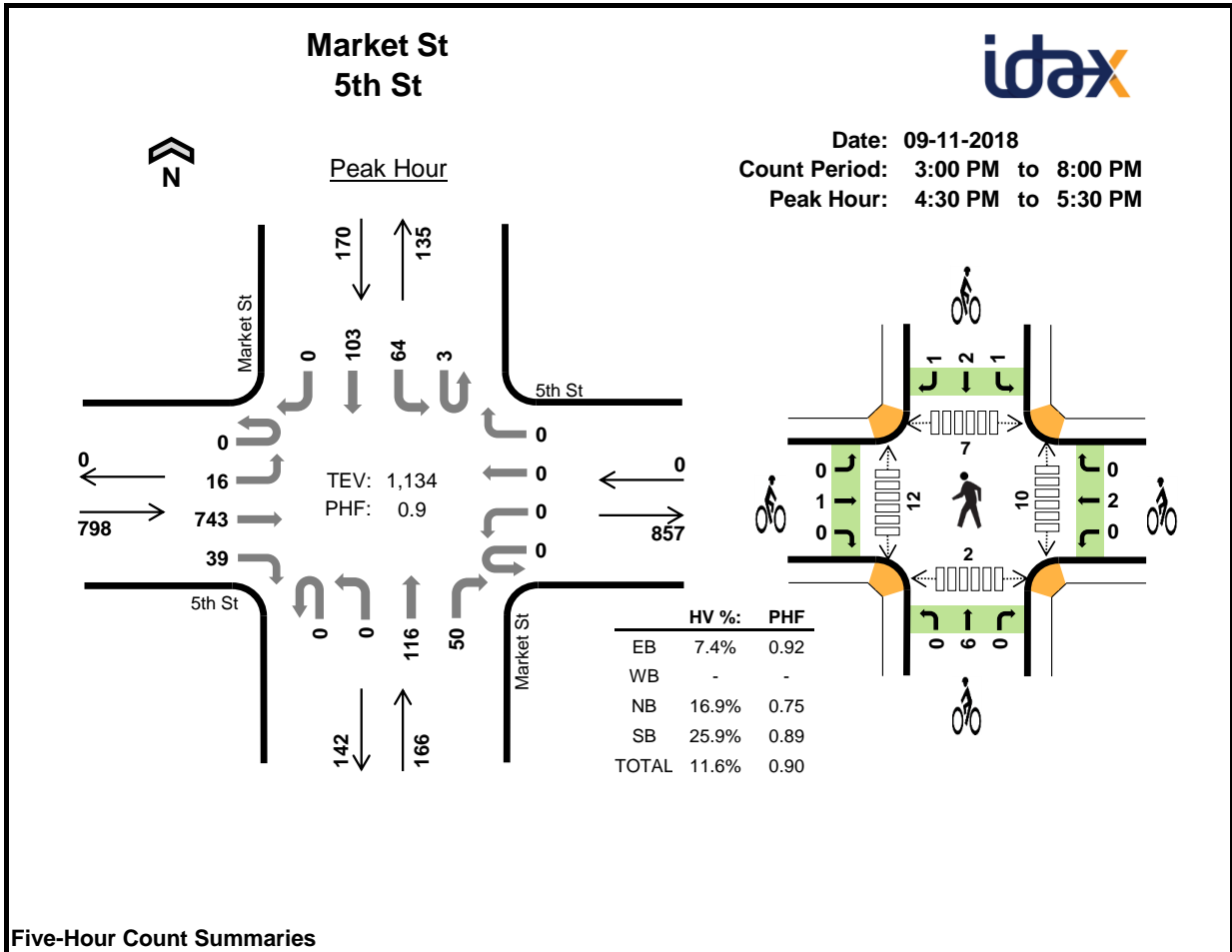
Two-Hour Count Summaries

Interval Start	5th St Eastbound				5th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	3	99	12	0	0	0	0	0	0	13	4	0	4	29	0	164	0	
7:15 AM	0	1	92	5	0	0	0	0	0	0	6	2	1	9	40	0	156	0	
7:30 AM	0	2	139	7	0	0	0	0	0	0	14	5	2	22	37	0	228	0	
7:45 AM	0	1	119	4	0	0	0	0	0	0	16	3	0	21	29	0	193	741	
8:00 AM	0	2	131	6	0	0	0	0	0	0	15	3	0	10	34	0	201	778	
8:15 AM	0	3	137	4	0	0	0	0	0	0	21	3	0	8	44	0	220	842	
8:30 AM	0	2	116	2	0	0	0	0	0	0	10	4	1	15	35	0	185	799	
8:45 AM	0	4	121	5	0	0	0	0	0	0	17	1	1	14	51	0	214	820	
Count Total	0	18	954	45	0	0	0	0	0	0	112	25	5	103	299	0	1,561	0	
Peak Hour	All	0	8	526	21	0	0	0	0	0	0	66	14	2	61	144	0	842	0
	HV	0	5	32	4	0	0	0	0	0	0	15	6	1	5	28	0	96	0
	HV%	-	63%	6%	19%	-	-	-	-	-	-	23%	43%	50%	8%	19%	-	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
7:00 AM	15	0	2	5	22	0	0	0	0	0	1	1	0	0	2
7:15 AM	9	0	3	8	20	0	0	0	0	0	2	2	1	0	5
7:30 AM	8	0	6	7	21	0	0	0	0	0	1	2	0	1	4
7:45 AM	6	0	4	10	20	0	0	0	0	0	1	4	0	2	7
8:00 AM	12	0	3	6	21	0	0	0	0	0	0	2	0	0	2
8:15 AM	15	0	8	11	34	0	0	0	0	0	0	1	0	0	1
8:30 AM	6	0	4	13	23	1	0	0	2	3	0	1	0	2	3
8:45 AM	8	0	3	15	26	0	0	2	2	4	2	1	0	0	3
Count Total	79	0	33	75	187	1	0	2	4	7	7	14	1	5	27
Peak Hour	41	0	21	34	96	0	0	0	0	0	2	9	0	3	14

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	5th St				5th St				Market St				Market St				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	11	2	0	0	0	0	0	0	1	1	0	0	5	0	22	0
7:15 AM	0	0	8	1	0	0	0	0	0	0	2	1	0	1	7	0	20	0
7:30 AM	0	2	6	0	0	0	0	0	0	0	4	2	1	1	5	0	21	0
7:45 AM	0	1	4	1	0	0	0	0	0	0	3	1	0	2	8	0	20	83
8:00 AM	0	1	9	2	0	0	0	0	0	0	2	1	0	0	6	0	21	82
8:15 AM	0	1	13	1	0	0	0	0	0	0	6	2	0	2	9	0	34	96
8:30 AM	0	1	4	1	0	0	0	0	0	0	3	1	0	3	10	0	23	98
8:45 AM	0	2	6	0	0	0	0	0	0	0	3	0	0	1	14	0	26	104
Count Total	0	10	61	8	0	0	0	0	0	0	24	9	1	10	64	0	187	0
Peak Hour	0	5	32	4	0	0	0	0	0	0	15	6	1	5	28	0	96	0
Two-Hour Count Summaries - Bikes																		
Interval Start	5th St			5th St			Market St			Market St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	3	3	3
8:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	7	7
Count Total	0	0	1	0	0	0	0	0	2	0	0	1	3	0	0	7	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		



Five-Hour Count Summaries

Interval Start	5th St Eastbound				5th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:30 PM	0	8	208	2	0	0	0	0	0	0	34	14	1	13	34	0	314	0	
4:45 PM	0	4	187	10	0	0	0	0	0	0	22	11	2	17	27	0	280	0	
5:00 PM	0	2	173	11	0	0	0	0	0	0	37	18	0	12	21	0	274	0	
5:15 PM	0	2	175	16	0	0	0	0	0	0	23	7	0	22	21	0	266	1,134	
Peak Hour	All	0	16	743	39	0	0	0	0	0	0	116	50	3	64	103	0	1,134	0
	HV	0	3	52	4	0	0	0	0	0	0	12	16	0	7	37	0	131	0
	HV%	-	19%	7%	10%	-	-	-	-	-	-	10%	32%	0%	11%	36%	-	12%	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	23	0	8	14	45	0	1	1	2	4	1	2	4	2	9
4:45 PM	14	0	6	8	28	0	1	1	2	4	2	5	1	0	8
5:00 PM	14	0	11	10	35	0	0	1	0	1	5	1	0	0	6
5:15 PM	8	0	3	12	23	1	0	3	0	4	2	4	2	0	8
Peak Hour	59	0	28	44	131	1	2	6	4	13	10	12	7	2	31

Five-Hour Count Summaries																		
Interval Start	5th St				5th St				Market St				Market St				15-min Total	Rolling One Hour
	UT	Eastbound			UT	Westbound			UT	Northbound			UT	Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
3:00 PM	0	4	153	2	0	0	0	0	0	0	16	13	1	11	21	0	221	0
3:15 PM	0	4	119	8	0	0	0	0	0	0	20	9	2	12	20	0	194	0
3:30 PM	0	2	156	8	0	0	0	0	0	0	21	15	0	18	19	0	239	0
3:45 PM	0	2	146	6	0	0	0	0	0	0	21	8	1	16	24	0	224	878
4:00 PM	0	6	160	10	0	0	0	0	0	0	23	9	4	13	24	0	249	906
4:15 PM	0	6	166	9	0	0	0	0	0	0	29	10	1	13	30	0	264	976
4:30 PM	0	8	208	2	0	0	0	0	0	0	34	14	1	13	34	0	314	1,051
4:45 PM	0	4	187	10	0	0	0	0	0	0	22	11	2	17	27	0	280	1,107
5:00 PM	0	2	173	11	0	0	0	0	0	0	37	18	0	12	21	0	274	1,132
5:15 PM	0	2	175	16	0	0	0	0	0	0	23	7	0	22	21	0	266	1,134
5:30 PM	0	7	162	25	0	0	0	0	0	0	22	1	1	11	22	0	251	1,071
5:45 PM	0	4	155	20	0	0	0	0	0	0	21	5	2	8	19	0	234	1,025
6:00 PM	0	4	164	14	0	0	0	0	0	0	25	4	1	8	21	0	241	992
6:15 PM	0	8	135	8	0	0	0	0	0	0	13	2	0	13	17	0	196	922
6:30 PM	0	3	154	9	0	0	0	0	0	0	17	4	3	20	16	0	226	897
6:45 PM	0	3	132	4	0	0	0	0	0	0	14	2	2	11	24	0	192	855
7:00 PM	0	2	139	5	0	0	0	0	0	0	11	5	0	13	29	0	204	818
7:15 PM	0	3	97	7	0	0	0	0	0	0	14	3	4	12	29	0	169	791
7:30 PM	0	2	114	7	0	0	0	0	0	0	14	2	2	13	28	0	182	747
7:45 PM	0	0	106	3	0	0	0	0	0	0	10	8	2	12	29	0	170	725
Count Total	0	76	3,001	184	0	0	0	0	0	0	407	150	29	268	475	0	4,590	0
Peak Hour	All	0	16	743	39	0	0	0	0	0	116	50	3	64	103	0	1,134	0
	HV	0	3	52	4	0	0	0	0	0	12	16	0	7	37	0	131	0
	HV%	-	19%	7%	10%	-	-	-	-	-	-	10%	32%	0%	11%	36%	-	12%

Note: Five-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
3:00 PM	4	0	6	14	24	0	0	0	3	3	2	1	1	0	4
3:15 PM	9	0	7	7	23	1	0	0	0	1	0	1	0	0	1
3:30 PM	4	0	4	9	17	4	0	2	0	6	1	1	1	1	4
3:45 PM	7	0	7	7	21	0	0	0	2	2	0	2	1	0	3
4:00 PM	14	0	1	13	28	1	0	1	0	2	7	1	0	1	9
4:15 PM	12	0	5	9	26	0	0	0	1	1	4	4	2	0	10
4:30 PM	23	0	8	14	45	0	1	1	2	4	1	2	4	2	9
4:45 PM	14	0	6	8	28	0	1	1	2	4	2	5	1	0	8
5:00 PM	14	0	11	10	35	0	0	1	0	1	5	1	0	0	6
5:15 PM	8	0	3	12	23	1	0	3	0	4	2	4	2	0	8
5:30 PM	12	0	0	6	18	0	0	3	2	5	1	2	2	0	5
5:45 PM	7	0	4	8	19	0	0	3	2	5	0	2	0	1	3
6:00 PM	8	0	2	5	15	0	0	7	1	8	1	0	0	0	1
6:15 PM	6	0	1	5	12	0	0	0	0	0	0	0	0	0	0
6:30 PM	4	0	1	6	11	2	0	0	3	5	1	1	0	1	3
6:45 PM	8	0	1	4	13	0	0	0	1	1	0	1	0	0	1
7:00 PM	7	0	4	3	14	0	0	1	2	3	1	0	1	1	3
7:15 PM	6	0	2	3	11	0	0	0	0	0	3	1	1	1	6
7:30 PM	2	0	2	3	7	1	0	1	2	4	2	1	1	1	5
7:45 PM	3	0	1	3	7	1	0	2	2	5	3	0	0	0	3
Count Total	172	0	76	149	397	11	2	26	25	64	36	30	17	9	92
Peak Hour	59	0	28	44	131	1	2	6	4	13	10	12	7	2	31

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	5th St				5th St				Market St				Market St				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		
3:00 PM	0	1	3	0	0	0	0	0	0	0	4	2	0	0	14	0	24	0
3:15 PM	0	3	5	1	0	0	0	0	0	0	3	4	0	1	6	0	23	0
3:30 PM	0	0	3	1	0	0	0	0	0	0	3	1	0	2	7	0	17	0
3:45 PM	0	0	5	2	0	0	0	0	0	0	6	1	0	0	7	0	21	85
4:00 PM	0	1	10	3	0	0	0	0	0	0	1	0	0	2	11	0	28	89
4:15 PM	0	0	11	1	0	0	0	0	0	0	4	1	0	2	7	0	26	92
4:30 PM	0	1	22	0	0	0	0	0	0	0	5	3	0	1	13	0	45	120
4:45 PM	0	1	12	1	0	0	0	0	0	0	1	5	0	0	8	0	28	127
5:00 PM	0	1	11	2	0	0	0	0	0	0	5	6	0	3	7	0	35	134
5:15 PM	0	0	7	1	0	0	0	0	0	0	1	2	0	3	9	0	23	131
5:30 PM	0	1	8	3	0	0	0	0	0	0	0	0	0	2	4	0	18	104
5:45 PM	0	1	5	1	0	0	0	0	0	0	1	3	0	0	8	0	19	95
6:00 PM	0	2	5	1	0	0	0	0	0	0	1	1	0	0	5	0	15	75
6:15 PM	0	2	4	0	0	0	0	0	0	0	0	1	0	2	3	0	12	64
6:30 PM	0	0	3	1	0	0	0	0	0	0	1	0	0	1	5	0	11	57
6:45 PM	0	1	6	1	0	0	0	0	0	0	1	0	0	1	3	0	13	51
7:00 PM	0	2	5	0	0	0	0	0	0	0	2	2	0	1	2	0	14	50
7:15 PM	0	1	4	1	0	0	0	0	0	0	2	0	0	0	3	0	11	49
7:30 PM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	3	0	7	45
7:45 PM	0	0	2	1	0	0	0	0	0	0	0	1	0	0	3	0	7	39
Count Total	0	18	131	23	0	0	0	0	0	0	43	33	0	21	128	0	397	0
Peak Hour	0	3	52	4	0	0	0	0	0	0	12	16	0	7	37	0	131	0

Five-Hour Count Summaries - Bikes																	
Interval Start	5th St			5th St			Market St			Market St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
3:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	0			
3:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0			
3:30 PM	2	0	2	0	0	0	0	2	0	0	0	0	6	0			
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	12			
4:00 PM	1	0	0	0	0	0	0	1	0	0	0	0	2	11			
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	11			
4:30 PM	0	0	0	0	1	0	0	1	0	1	1	0	4	9			
4:45 PM	0	0	0	0	1	0	0	1	0	0	1	1	4	11			
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	10			
5:15 PM	0	1	0	0	0	0	0	3	0	0	0	0	4	13			
5:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5	14			
5:45 PM	0	0	0	0	0	0	0	3	0	2	0	0	5	15			
6:00 PM	0	0	0	0	0	0	0	7	0	0	0	1	8	22			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	18			
6:30 PM	2	0	0	0	0	0	0	0	0	0	1	2	5	18			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	14			
7:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	9			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9			
7:30 PM	1	0	0	0	0	0	0	1	0	0	2	0	4	8			
7:45 PM	1	0	0	0	0	0	0	2	0	0	0	2	5	12			
Count Total	8	1	2	0	2	0	0	26	0	3	13	9	64	0			
Peak Hour	0	1	0	0	2	0	0	6	0	1	2	1	13	0			

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

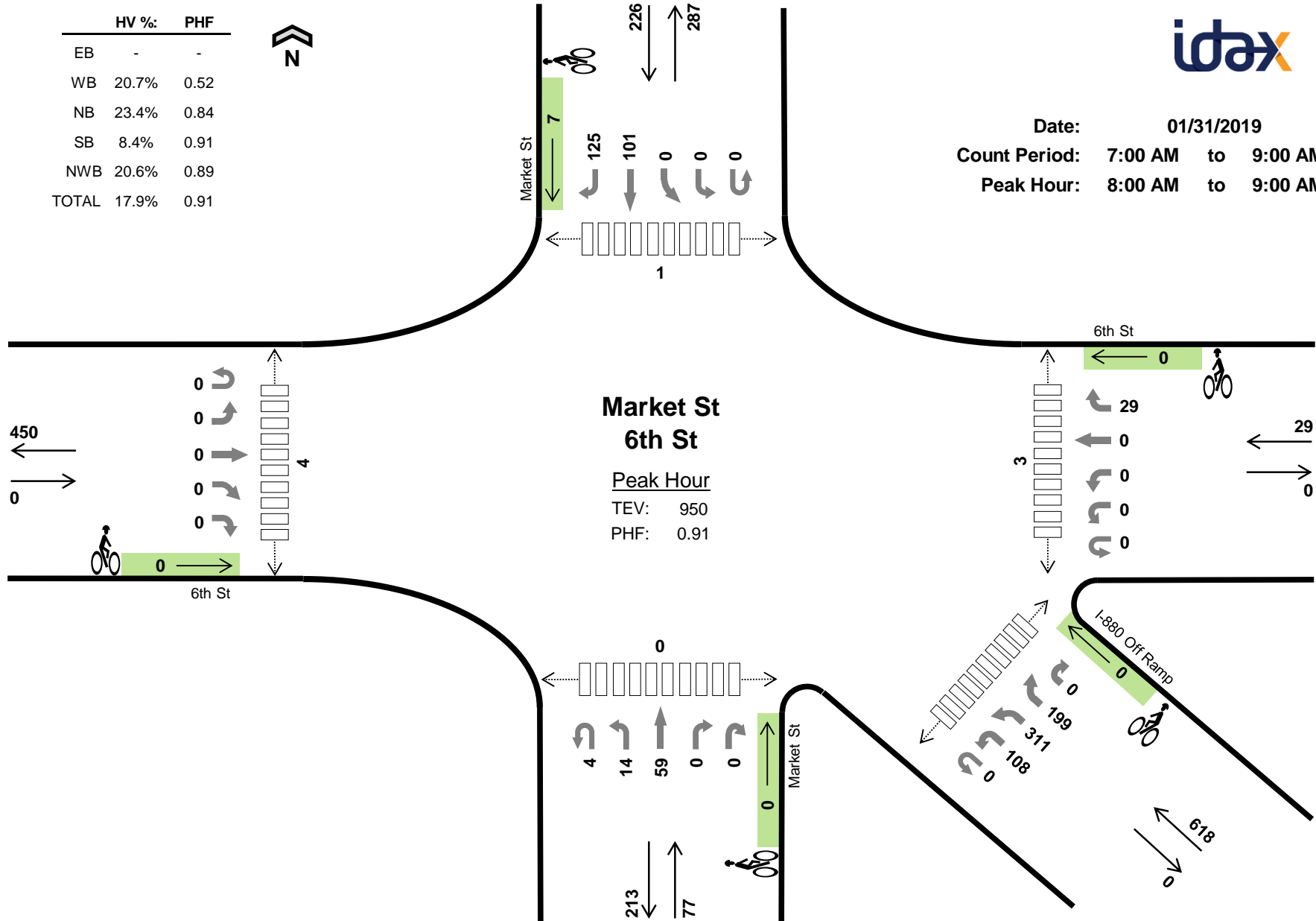
Intersection #: 10

**Intersection Name: Market Street/6th
Street**



Date: 01/31/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM

	HV %:	PHF
EB	-	-
WB	20.7%	0.52
NB	23.4%	0.84
SB	8.4%	0.91
NWB	20.6%	0.89
TOTAL	17.9%	0.91



Two-Hour Count Summaries

Interval Start	6th St Eastbound					6th St Westbound					Market St Northbound					Market St Southbound					I-880 Off Ramp Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	7	0	4	10	0	0	0	0	0	16	23	0	20	80	41	0	201	0
7:15 AM	0	0	0	0	0	0	0	0	0	7	0	3	5	0	0	0	0	0	23	30	0	32	77	52	0	229	0
7:30 AM	0	0	0	0	0	0	0	0	0	4	0	4	12	0	0	0	0	0	40	30	0	23	79	54	0	246	0
7:45 AM	0	0	0	0	0	0	0	0	0	5	0	5	12	0	0	0	0	0	26	38	0	27	71	57	0	241	917
8:00 AM	0	0	0	0	0	0	0	0	0	3	1	4	15	0	0	0	0	0	24	26	0	17	82	48	0	220	936
8:15 AM	0	0	0	0	0	0	0	0	0	7	1	5	17	0	0	0	0	0	19	35	0	32	66	55	0	237	944
8:30 AM	0	0	0	0	0	0	0	0	0	14	2	2	10	0	0	0	0	0	27	33	0	27	82	36	0	233	931
8:45 AM	0	0	0	0	0	0	0	0	0	5	0	3	17	0	0	0	0	0	31	31	0	32	81	60	0	260	950
Count Total	0	0	0	0	0	0	0	0	0	52	4	30	98	0	0	0	0	0	206	246	0	210	618	403	0	1,867	0
Peak Hour	All	0	0	0	0	0	0	0	0	29	4	14	59	0	0	0	0	0	101	125	0	108	311	199	0	950	0
	HV	0	0	0	0	0	0	0	0	6	1	8	9	0	0	0	0	0	13	6	0	30	86	11	0	170	0
	HV%	-	-	-	-	-	-	-	-	-	21%	25%	57%	15%	-	-	-	-	-	13%	5%	-	28%	28%	6%	-	18%

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	NWB	Total	EB	WB	NB	SB	NWB	Total	East	West	North	South	Southeast	Total	
7:00 AM	0	0	2	3	32	37	0	0	0	1	0	1	1	0	0	1	1	1	3
7:15 AM	0	0	1	1	26	28	0	0	0	2	0	2	3	1	0	1	3	8	
7:30 AM	0	0	6	2	20	28	0	1	0	3	0	4	1	0	0	1	2		
7:45 AM	0	0	4	3	22	29	0	0	0	2	0	2	2	1	0	0	2	5	
8:00 AM	0	1	5	3	20	29	0	0	0	1	0	1	0	1	0	0	1		
8:15 AM	0	1	5	6	34	46	0	0	0	2	0	2	0	1	1	0	2		
8:30 AM	0	3	4	6	25	38	0	0	0	2	0	2	0	2	0	0	2		
8:45 AM	0	1	4	4	48	57	0	0	0	2	0	2	3	0	0	0	3	6	
Count Total	0	6	31	28	227	292	0	1	0	15	0	16	10	6	1	2	10	29	
Peak Hr	0	6	18	19	127	170	0	0	0	7	0	7	3	4	1	0	3	11	

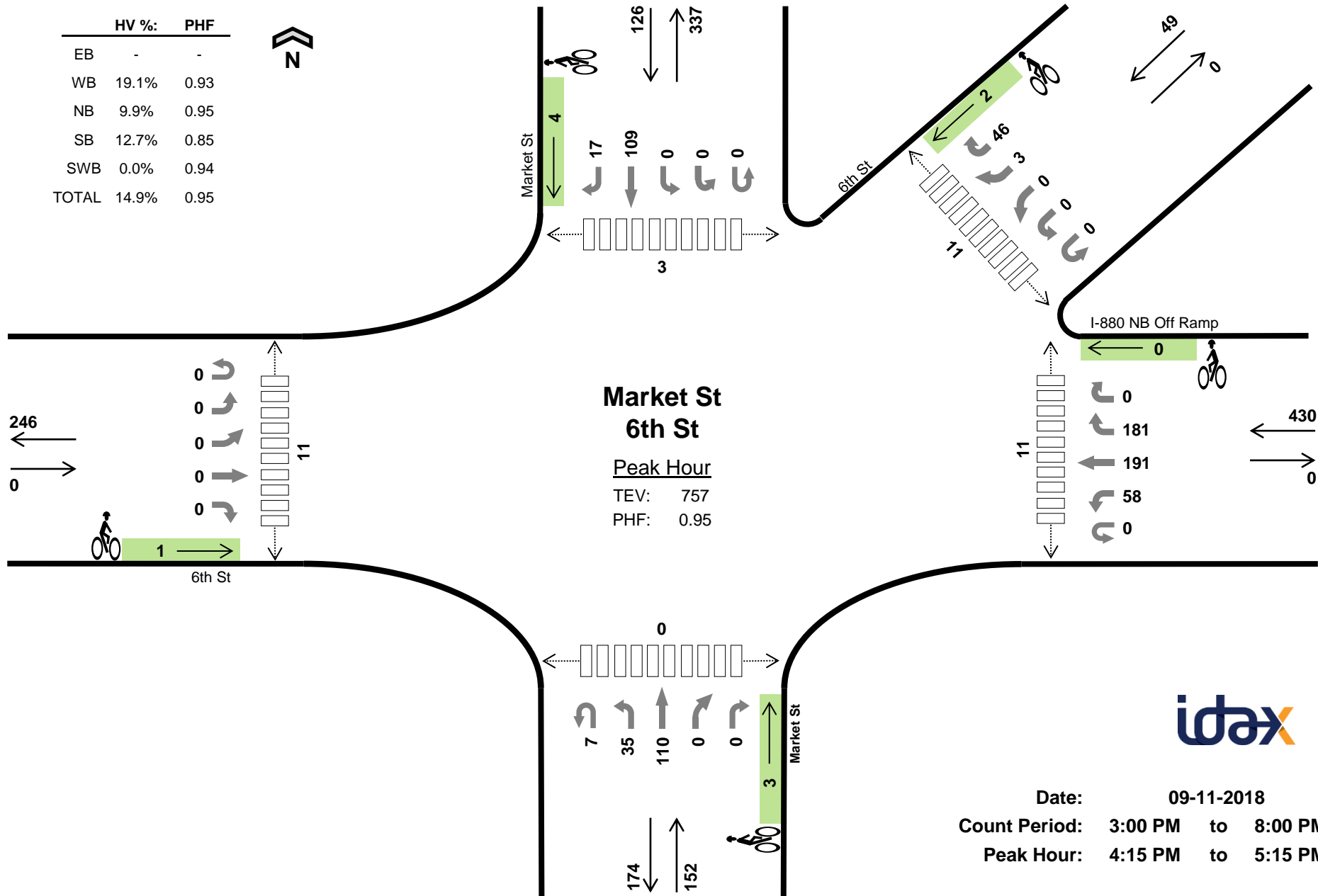
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	6th St					6th St					Market St					Market St					I-880 Off Ramp					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	1	0	5	25	2	0	37	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	7	15	4	0	28	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	2	0	0	3	17	0	0	28	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2	1	0	5	14	3	0	29	122
8:00 AM	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	1	2	0	3	16	1	0	29	114	
8:15 AM	0	0	0	0	0	0	0	0	1	0	3	2	0	0	0	0	0	5	1	0	9	22	3	0	46	132	
8:30 AM	0	0	0	0	0	0	0	0	3	0	1	3	0	0	0	0	0	4	2	0	7	17	1	0	38	142	
8:45 AM	0	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	3	1	0	11	31	6	0	57	170	
Count Total	0	0	0	0	0	0	0	0	6	1	12	18	0	0	0	0	0	20	8	0	50	157	20	0	292	0	
Peak Hour	0	0	0	0	0	0	0	0	6	1	8	9	0	0	0	0	0	13	6	0	30	86	11	0	170	0	

Two-Hour Count Summaries - Bikes

Interval Start	6th St					6th St					Market St					Market St					I-880 Off Ramp					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	9	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	7	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	7	
Count Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	16	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	

	HV %:	PHF
EB	-	-
WB	19.1%	0.93
NB	9.9%	0.95
SB	12.7%	0.85
SWB	0.0%	0.94
TOTAL	14.9%	0.95



Date: 09-11-2018
 Count Period: 3:00 PM to 8:00 PM
 Peak Hour: 4:15 PM to 5:15 PM

Five-Hour Count Summaries

Interval Start	6th St Eastbound					I-880 NB Off Ramp Westbound					Market St Northbound					Market St Southbound					6th St Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
3:00 PM	0	0	0	0	0	0	14	57	52	0	0	10	12	0	0	0	0	0	20	5	0	0	0	13	183	0	
3:15 PM	0	0	0	0	0	0	16	48	37	0	1	7	21	0	0	0	0	0	18	5	0	0	0	12	165	0	
3:30 PM	0	0	0	0	0	0	12	49	38	0	0	2	23	0	0	0	0	0	23	5	0	0	1	9	162	0	
3:45 PM	0	0	0	0	0	0	14	36	54	0	0	4	18	0	0	0	0	0	30	6	0	0	0	7	169	679	
4:00 PM	0	0	0	0	0	0	13	52	44	0	0	3	32	0	0	0	0	0	26	3	0	0	0	8	181	677	
4:15 PM	0	0	0	0	0	0	15	51	49	0	0	9	26	0	0	0	0	30	7	0	0	0	12	199	711		
4:30 PM	0	0	0	0	0	0	18	41	31	0	2	6	31	0	0	0	0	29	2	0	0	3	9	172	721		
4:45 PM	0	0	0	0	0	0	13	51	46	0	3	9	26	0	0	0	0	31	3	0	0	0	12	194	746		
5:00 PM	0	0	0	0	0	0	12	48	55	0	2	11	27	0	0	0	0	19	5	0	0	0	13	192	757		
5:15 PM	0	0	0	0	0	0	14	42	54	0	1	8	19	0	0	0	0	28	4	0	0	0	1	8	179	737	
5:30 PM	0	0	0	0	0	0	9	45	47	0	0	6	26	0	0	0	0	30	7	0	0	0	1	4	175	740	
5:45 PM	0	0	0	0	0	0	7	52	42	0	0	4	22	0	0	0	0	17	3	0	0	0	0	10	157	703	
6:00 PM	0	0	0	0	0	0	14	45	47	0	1	7	21	0	0	1	0	20	1	0	0	0	2	12	171	682	
6:15 PM	0	0	0	0	0	0	6	52	38	0	1	4	16	0	0	0	0	27	4	0	0	0	0	9	157	660	
6:30 PM	0	0	0	0	0	0	12	45	36	0	2	6	19	0	0	0	0	25	3	0	0	0	1	12	161	646	
6:45 PM	0	0	0	0	0	0	19	38	36	0	0	8	11	0	0	0	0	18	2	0	0	0	0	5	137	626	
7:00 PM	0	0	0	0	0	0	25	40	43	0	2	1	10	0	0	0	0	17	4	0	0	0	0	17	159	614	
7:15 PM	0	0	0	0	0	0	26	52	25	0	2	7	5	0	0	0	0	21	2	0	0	0	0	10	150	607	
7:30 PM	0	0	0	0	0	0	25	36	33	0	0	2	17	0	0	0	0	16	2	0	0	1	0	4	136	582	
7:45 PM	0	0	0	0	0	0	20	37	24	0	0	3	11	0	0	0	0	23	4	0	0	0	1	8	131	576	
Count Total	0	0	0	0	0	0	304	917	831	0	17	117	393	0	0	1	0	0	468	77	0	0	1	10	194	3,330	0
Peak Hour	All	0	0	0	0	0	58	191	181	0	7	35	110	0	0	0	0	0	109	17	0	0	0	3	46	757	0
Hour	HV	0	0	0	0	0	29	48	5	0	3	5	7	0	0	0	0	16	0	0	0	0	0	0	0	113	0
	HV%	-	-	-	-	-	50%	25%	3%	-	43%	14%	6%	-	-	-	-	15%	0%	-	-	-	0%	0%	15%	0	0

Note: Five-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	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total	
3:00 PM	0	36	6	3	1	46	0	0	1	3	0	4	2	2	0	0	0	2	6
3:15 PM	0	29	7	1	1	38	0	0	0	0	1	1	0	1	0	0	0	0	1
3:30 PM	0	24	4	3	0	31	0	0	4	0	0	4	2	1	0	0	0	2	5
3:45 PM	0	15	6	2	0	23	0	0	0	0	0	0	2	2	0	1	0	2	7
4:00 PM	0	23	1	4	0	28	0	0	3	0	0	3	6	1	0	0	0	5	12
4:15 PM	0	16	3	5	0	24	1	0	0	0	1	1	1	5	1	0	1	8	
4:30 PM	0	22	3	5	0	30	0	0	1	2	0	3	1	2	0	0	1	4	
4:45 PM	0	21	3	2	0	26	0	0	1	2	2	5	4	1	0	0	4	9	
5:00 PM	0	23	6	4	0	33	0	0	1	0	0	1	5	3	2	0	5	15	
5:15 PM	0	24	2	1	0	27	0	0	3	0	0	3	2	4	0	0	0	2	8
5:30 PM	0	12	0	6	0	18	0	0	4	2	1	7	0	3	2	0	0	5	6
5:45 PM	0	12	2	2	0	16	0	0	1	2	1	4	2	2	0	0	0	2	6
6:00 PM	0	21	2	1	0	24	0	0	8	1	0	9	2	0	0	0	0	4	6
6:15 PM	0	17	0	3	0	20	0	0	1	0	0	1	0	0	0	0	0	0	0
6:30 PM	0	18	1	1	0	20	0	0	2	3	0	5	2	2	0	0	0	2	6
6:45 PM	0	9	1	2	1	13	0	0	1	1	0	2	2	2	0	0	0	2	6
7:00 PM	0	16	3	0	0	19	0	0	1	2	0	3	1	1	0	1	1	4	6
7:15 PM	0	24	1	1	0	26	0	0	0	1	0	1	3	0	0	0	0	3	6
7:30 PM	0	16	1	3	0	20	0	0	3	3	1	6	3	0	0	0	0	3	6
7:45 PM	0	9	2	0	0	11	0	0	3	2	0	5	3	0	0	0	0	3	6
Count Total	0	387	54	49	3	493	1	0	37	24	6	68	43	32	5	2	42	124	
Peak Hr	0	82	15	16	0	113	1	0	3	4	2	10	11	11	3	0	11	36	

Five-Hour Count Summaries - Heavy Vehicles

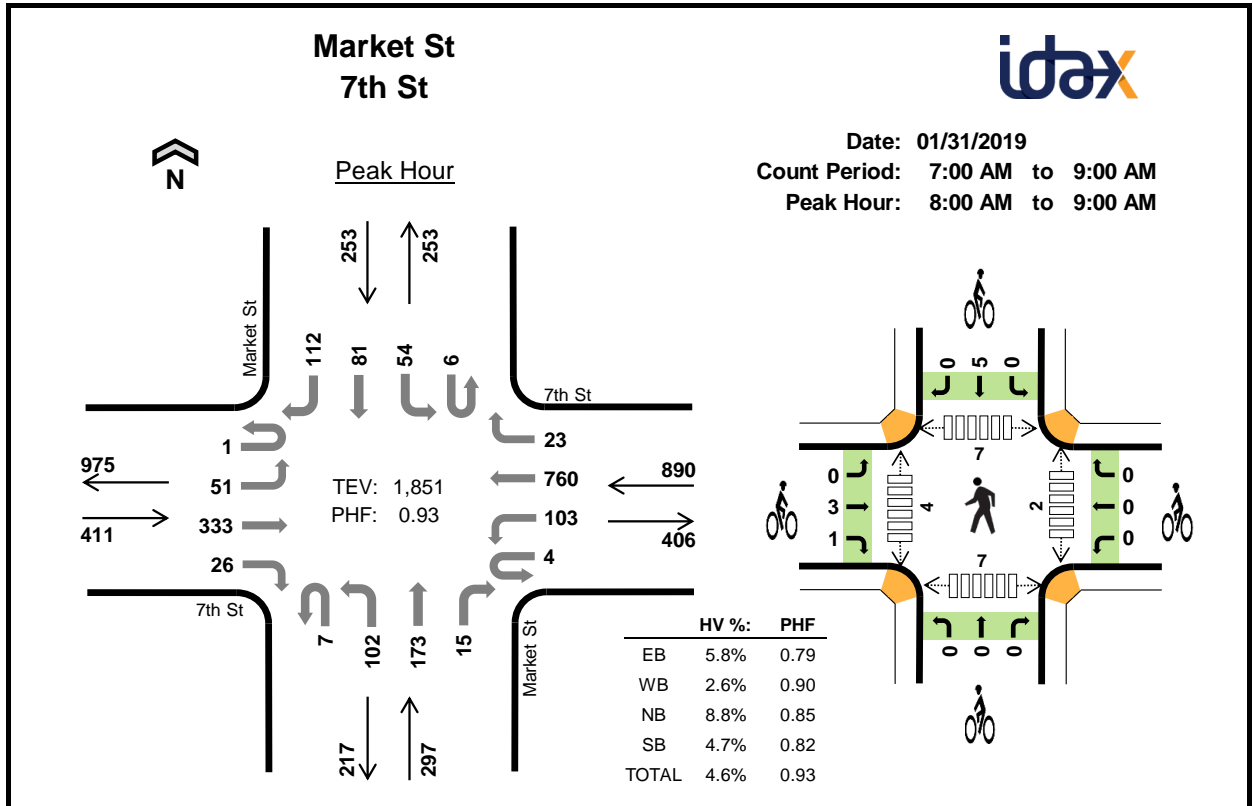
Interval Start	6th St					I-880 NB Off Ramp					Market St					Market St					15-min Total	Rolling One Hour				
	Eastbound					Westbound					Northbound					Southbound										
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT			UT	HL	BL	BR
3:00 PM	0	0	0	0	0	0	10	22	4	0	0	4	2	0	0	0	0	0	3	0	0	0	0	1	46	0
3:15 PM	0	0	0	0	0	0	6	23	0	0	1	2	4	0	0	0	0	0	1	0	0	0	0	1	38	0
3:30 PM	0	0	0	0	0	0	6	17	1	0	0	1	3	0	0	0	0	0	2	1	0	0	0	0	31	0
3:45 PM	0	0	0	0	0	0	7	8	0	0	0	2	4	0	0	0	0	0	2	0	0	0	0	0	23	138
4:00 PM	0	0	0	0	0	0	9	13	1	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	28	120
4:15 PM	0	0	0	0	0	0	4	11	1	0	0	2	1	0	0	0	0	0	5	0	0	0	0	0	24	106
4:30 PM	0	0	0	0	0	0	11	10	1	0	0	2	1	0	0	0	0	0	5	0	0	0	0	0	30	105
4:45 PM	0	0	0	0	0	0	8	12	1	0	2	0	1	0	0	0	0	0	2	0	0	0	0	0	26	108
5:00 PM	0	0	0	0	0	0	6	15	2	0	1	1	4	0	0	0	0	0	4	0	0	0	0	0	33	113
5:15 PM	0	0	0	0	0	0	10	12	2	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	27	116
5:30 PM	0	0	0	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	18	104
5:45 PM	0	0	0	0	0	0	5	7	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	16	94
6:00 PM	0	0	0	0	0	0	5	16	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	24	85
6:15 PM	0	0	0	0	0	0	4	11	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	20	78
6:30 PM	0	0	0	0	0	0	6	11	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	20	80
6:45 PM	0	0	0	0	0	0	4	5	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	1	13	77
7:00 PM	0	0	0	0	0	0	3	12	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	19	72
7:15 PM	0	0	0	0	0	0	3	21	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	26	78
7:30 PM	0	0	0	0	0	0	2	12	2	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	20	78
7:45 PM	0	0	0	0	0	0	2	6	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	11	76
Count Total	0	0	0	0	0	0	115	252	20	0	6	22	26	0	0	0	0	0	46	3	0	0	0	3	493	0
Peak Hour	0	0	0	0	0	0	29	48	5	0	3	5	7	0	0	0	0	0	16	0	0	0	0	0	113	0

Five-Hour Count Summaries - Bikes

Interval Start	6th St					I-880 NB Off Ramp					Market St					Market St					15-min Total	Rolling One Hour					
	Eastbound					Westbound					Northbound					Southbound											
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT			UT	HL	BL	BR	HR
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0	0	0	0	4	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	8	
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3	7	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	1	1	5	12	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	0	0	0	0	1	7	16	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	1	4	15	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	0	0	0	0	0	9	23	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	21	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0	5	19	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	17	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3	11	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	11	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	2	0	0	0	1	0	6	12	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	5	15	
Count Total	0	0	0	0	1	0	0	0	0	0	0	1	35	1	0	0	2	0	22	0	0	0	0	2	4	68	0
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0	0	0	0	1	1	10	0

Intersection #: 11

**Intersection Name: Market Street/7th
Street**



Two-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	2	8	49	5	1	25	210	1	0	25	23	2	0	3	8	14	376	0	
7:15 AM	0	12	57	9	0	29	227	2	1	34	30	1	1	11	14	15	443	0	
7:30 AM	0	10	70	8	2	30	198	1	0	28	41	3	0	11	31	25	458	0	
7:45 AM	1	11	71	8	0	35	200	2	2	21	41	5	1	16	23	23	460	1,737	
8:00 AM	0	5	72	3	0	24	206	1	0	21	41	7	1	14	17	24	436	1,797	
8:15 AM	1	18	77	5	4	32	202	10	3	31	51	2	3	9	15	33	496	1,850	
8:30 AM	0	12	80	8	0	23	194	4	3	28	22	3	2	19	24	32	454	1,846	
8:45 AM	0	16	104	10	0	24	158	8	1	22	59	3	0	12	25	23	465	1,851	
Count Total	4	92	580	56	7	222	1,595	29	10	210	308	26	8	95	157	189	3,588	0	
Peak Hour	All	1	51	333	26	4	103	760	23	7	102	173	15	6	54	81	112	1,851	0
	HV	0	3	21	0	0	6	17	0	1	5	17	3	0	0	9	3	85	0
	HV%	0%	6%	6%	0%	0%	6%	2%	0%	14%	5%	10%	20%	0%	0%	11%	3%	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
7:00 AM	6	12	3	1	22	2	0	0	0	2	1	1	3	7	12
7:15 AM	8	11	3	1	23	2	0	0	1	3	5	1	1	2	9
7:30 AM	2	5	4	4	15	0	0	0	1	1	3	2	1	1	7
7:45 AM	10	7	3	2	22	1	0	0	2	3	5	0	3	3	11
8:00 AM	3	3	5	4	15	1	0	0	1	2	1	1	2	2	6
8:15 AM	6	5	6	1	18	3	0	0	1	4	1	1	2	4	8
8:30 AM	7	8	6	5	26	0	0	0	2	2	0	2	1	0	3
8:45 AM	8	7	9	2	26	0	0	0	1	1	0	0	2	1	3
Count Total	50	58	39	20	167	9	0	0	9	18	16	8	15	20	59
Peak Hour	24	23	26	12	85	4	0	0	5	9	2	4	7	7	20

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Market St				Market St				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	5	1	0	2	10	0	0	0	3	0	0	0	0	1	22	0
7:15 AM	0	1	6	1	0	0	11	0	0	1	2	0	0	0	1	0	23	0
7:30 AM	0	0	2	0	0	0	5	0	0	1	2	1	0	0	2	2	15	0
7:45 AM	0	0	8	2	0	0	7	0	0	1	2	0	0	0	2	0	22	82
8:00 AM	0	1	2	0	0	0	3	0	0	1	2	2	0	0	2	2	15	75
8:15 AM	0	0	6	0	0	2	3	0	1	0	5	0	0	0	1	0	18	70
8:30 AM	0	1	6	0	0	2	6	0	0	4	1	1	0	0	5	0	26	81
8:45 AM	0	1	7	0	0	2	5	0	0	0	9	0	0	0	1	1	26	85
Count Total	0	4	42	4	0	8	50	0	1	8	26	4	0	0	14	6	167	0
Peak Hour	0	3	21	0	0	6	17	0	1	5	17	3	0	0	9	3	85	0
Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Market St			Market St			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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	3	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	9	
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	9	
8:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	4	10	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	11	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9	
Count Total	1	5	3	0	0	0	0	0	0	0	0	0	0	9	0	18	0	
Peak Hour	0	3	1	0	0	0	0	0	0	0	0	0	0	5	0	9	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

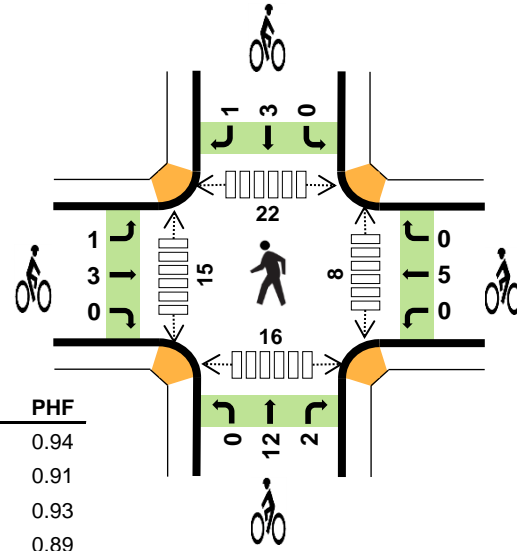
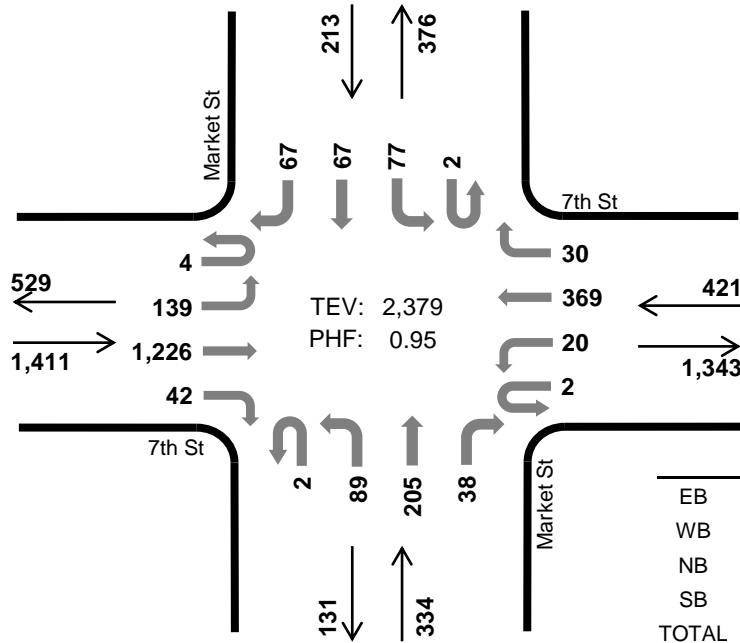


Market St 7th St



Peak Hour

Date: 09-11-2018
 Count Period: 3:00 PM to 8:00 PM
 Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	1.9%	0.94
WB	3.6%	0.91
NB	3.0%	0.93
SB	3.3%	0.89
TOTAL	2.5%	0.95

Five-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:45 PM	2	37	273	13	0	7	76	7	1	21	44	14	0	15	16	14	540	0	
5:00 PM	0	42	330	5	1	2	92	7	0	26	54	10	0	18	14	19	620	0	
5:15 PM	1	41	317	15	1	5	102	5	0	26	50	8	2	20	16	19	628	0	
5:30 PM	1	19	306	9	0	6	99	11	1	16	57	6	0	24	21	15	591	2,379	
Peak Hour	All	4	139	1,226	42	2	20	369	30	2	89	205	38	2	77	67	67	2,379	0
	HV	0	0	22	5	0	2	12	1	0	3	5	2	0	0	6	1	59	0
	HV%	0%	0%	2%	12%	0%	10%	3%	3%	0%	3%	2%	5%	0%	0%	9%	1%	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
4:45 PM	10	3	1	0	14	1	0	1	3	5	1	4	4	4	13
5:00 PM	7	4	6	4	21	2	1	2	0	5	1	1	10	2	14
5:15 PM	5	2	3	1	11	1	3	6	0	10	3	2	3	8	16
5:30 PM	5	6	0	2	13	0	1	5	1	7	3	8	5	2	18
Peak Hour	27	15	10	7	59	4	5	14	4	27	8	15	22	16	61

Five-Hour Count Summaries																			
Interval Start	7th St				7th St				Market St				Market St				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			
3:00 PM	0	28	159	13	0	6	72	11	1	23	37	18	1	18	8	7	402	0	
3:15 PM	0	11	107	6	0	1	76	4	4	18	43	5	3	17	11	9	315	0	
3:30 PM	1	22	170	12	0	3	66	3	0	19	38	5	0	11	12	10	372	0	
3:45 PM	0	16	166	10	0	5	74	6	0	25	49	12	2	15	21	9	410	1,499	
4:00 PM	1	11	216	7	1	5	76	8	1	24	48	13	0	9	16	10	446	1,543	
4:15 PM	2	11	210	7	0	2	63	11	1	29	50	5	0	15	27	12	445	1,673	
4:30 PM	2	25	296	9	0	2	79	11	0	19	40	14	0	21	21	9	548	1,849	
4:45 PM	2	37	273	13	0	7	76	7	1	21	44	14	0	15	16	14	540	1,979	
5:00 PM	0	42	330	5	1	2	92	7	0	26	54	10	0	18	14	19	620	2,153	
5:15 PM	1	41	317	15	1	5	102	5	0	26	50	8	2	20	16	19	628	2,336	
5:30 PM	1	19	306	9	0	6	99	11	1	16	57	6	0	24	21	15	591	2,379	
5:45 PM	1	22	227	4	0	2	96	8	0	20	44	10	0	14	13	14	475	2,314	
6:00 PM	0	28	263	9	0	1	69	6	0	25	45	8	1	15	13	11	494	2,188	
6:15 PM	1	23	212	9	0	1	84	6	0	16	41	8	1	11	21	18	452	2,012	
6:30 PM	2	16	191	7	1	4	66	8	0	23	35	3	0	6	16	15	393	1,814	
6:45 PM	0	12	148	7	1	2	66	7	0	17	37	4	1	10	11	10	333	1,672	
7:00 PM	0	15	159	4	0	3	59	6	0	20	41	6	0	8	13	9	343	1,521	
7:15 PM	3	17	90	6	1	2	54	6	0	14	28	3	2	5	16	11	258	1,327	
7:30 PM	0	12	78	5	0	4	49	8	0	10	39	6	0	4	8	10	233	1,167	
7:45 PM	0	13	72	14	1	2	44	9	0	14	28	3	0	1	11	9	221	1,055	
Count Total	17	421	3,990	171	7	65	1,462	148	9	405	848	161	13	257	305	240	8,519	0	
Peak Hour	All	4	139	1,226	42	2	20	369	30	2	89	205	38	2	77	67	67	2,379	0
	HV	0	0	22	5	0	2	12	1	0	3	5	2	0	0	6	1	59	0
	HV%	0%	0%	2%	12%	0%	10%	3%	3%	0%	3%	2%	5%	0%	0%	9%	1%	2%	0

Note: Five-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
3:00 PM	10	3	7	2	22	4	1	1	1	7	3	3	3	0	9
3:15 PM	5	6	5	1	17	2	1	0	2	5	4	2	3	2	11
3:30 PM	4	6	3	2	15	0	0	3	0	3	1	0	0	0	1
3:45 PM	6	8	5	1	20	0	0	0	0	0	3	1	9	3	16
4:00 PM	6	1	2	5	14	0	0	3	0	3	3	6	4	3	16
4:15 PM	6	1	2	5	14	0	0	0	0	0	0	4	3	5	12
4:30 PM	9	3	2	6	20	2	0	1	0	3	2	4	5	4	15
4:45 PM	10	3	1	0	14	1	0	1	3	5	1	4	4	4	13
5:00 PM	7	4	6	4	21	2	1	2	0	5	1	1	10	2	14
5:15 PM	5	2	3	1	11	1	3	6	0	10	3	2	3	8	16
5:30 PM	5	6	0	2	13	0	1	5	1	7	3	8	5	2	18
5:45 PM	8	5	1	1	15	0	0	4	1	5	2	0	6	1	9
6:00 PM	8	4	1	0	13	1	1	9	0	11	3	5	7	1	16
6:15 PM	4	7	2	1	14	1	0	0	0	1	1	0	5	10	16
6:30 PM	6	9	1	0	16	1	0	2	2	5	4	4	5	10	23
6:45 PM	7	3	0	0	10	1	1	0	0	2	1	2	1	2	6
7:00 PM	5	4	3	0	12	3	2	2	0	7	1	2	1	3	7
7:15 PM	3	2	0	0	5	1	0	0	0	1	4	0	4	3	11
7:30 PM	6	2	3	1	12	2	1	1	2	6	5	0	4	0	9
7:45 PM	3	0	2	0	5	2	2	2	0	6	5	1	2	2	10
Count Total	123	79	49	32	283	24	14	42	12	92	50	49	84	65	248
Peak Hour	27	15	10	7	59	4	5	14	4	27	8	15	22	16	61

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Market St				Market St				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		
3:00 PM	0	0	9	1	0	1	2	0	0	2	3	2	0	0	1	1	22	0
3:15 PM	0	1	4	0	0	0	6	0	0	2	2	1	0	0	1	0	17	0
3:30 PM	0	0	3	1	0	0	6	0	0	1	2	0	0	0	2	0	15	0
3:45 PM	0	0	5	1	0	0	7	1	0	0	5	0	0	0	1	0	20	74
4:00 PM	0	0	6	0	0	0	1	0	0	1	1	0	0	0	4	1	14	66
4:15 PM	0	0	6	0	0	0	0	1	0	1	1	0	0	0	5	0	14	63
4:30 PM	0	0	8	1	0	0	3	0	0	0	1	1	0	0	5	1	20	68
4:45 PM	0	0	9	1	0	1	2	0	0	0	0	1	0	0	0	0	14	62
5:00 PM	0	0	7	0	0	0	3	1	0	2	4	0	0	0	3	1	21	69
5:15 PM	0	0	4	1	0	0	2	0	0	1	1	1	0	0	1	0	11	66
5:30 PM	0	0	2	3	0	1	5	0	0	0	0	0	0	0	2	0	13	59
5:45 PM	0	0	7	1	0	0	5	0	0	1	0	0	0	0	1	0	15	60
6:00 PM	0	0	7	1	0	0	4	0	0	0	1	0	0	0	0	0	13	52
6:15 PM	0	0	2	2	0	0	7	0	0	0	2	0	0	0	1	0	14	55
6:30 PM	0	0	6	0	0	1	8	0	0	0	1	0	0	0	0	0	16	58
6:45 PM	0	1	4	2	0	0	3	0	0	0	0	0	0	0	0	0	10	53
7:00 PM	0	1	4	0	0	0	4	0	0	0	3	0	0	0	0	0	12	52
7:15 PM	0	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0	5	43
7:30 PM	0	0	4	2	0	1	1	0	0	0	2	1	0	1	0	0	12	39
7:45 PM	0	1	2	0	0	0	0	0	0	1	0	1	0	0	0	0	5	34
Count Total	0	4	101	18	0	5	71	3	0	12	29	8	0	1	27	4	283	0
Peak Hour	0	0	22	5	0	2	12	1	0	3	5	2	0	0	6	1	59	0

Five-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Market St			Market St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
3:00 PM	1	0	3	0	0	1	0	0	1	0	0	1	7	0				
3:15 PM	0	2	0	0	1	0	0	0	0	0	1	1	5	0				
3:30 PM	0	0	0	0	0	0	0	2	1	0	0	0	3	0				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15				
4:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	11				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6				
4:30 PM	1	1	0	0	0	0	0	1	0	0	0	0	3	6				
4:45 PM	0	1	0	0	0	0	0	1	0	0	3	0	5	11				
5:00 PM	1	1	0	0	1	0	0	2	0	0	0	0	5	13				
5:15 PM	0	1	0	0	3	0	0	5	1	0	0	0	10	23				
5:30 PM	0	0	0	0	1	0	0	4	1	0	0	1	7	27				
5:45 PM	0	0	0	0	0	0	3	1	0	0	1	0	5	27				
6:00 PM	0	1	0	0	1	0	0	9	0	0	0	0	11	33				
6:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	24				
6:30 PM	0	1	0	0	0	0	0	2	0	0	2	0	5	22				
6:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	2	19				
7:00 PM	0	3	0	0	2	0	0	2	0	0	0	0	7	15				
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	15				
7:30 PM	0	1	1	0	1	0	0	1	0	0	2	0	6	16				
7:45 PM	0	2	0	1	1	0	0	2	0	0	0	0	6	20				
Count Total	4	16	4	1	11	2	3	35	4	0	9	3	92	0				
Peak Hour	1	3	0	0	5	0	0	12	2	0	3	1	27	0				

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

Intersection #: 12

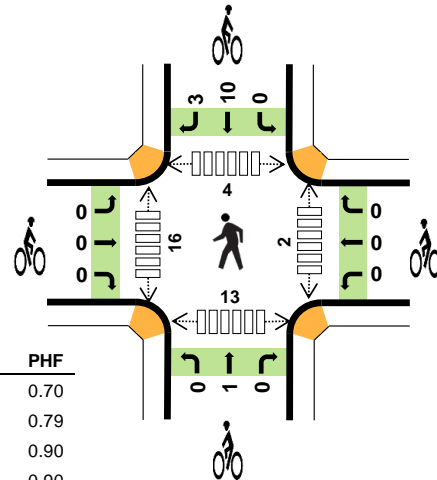
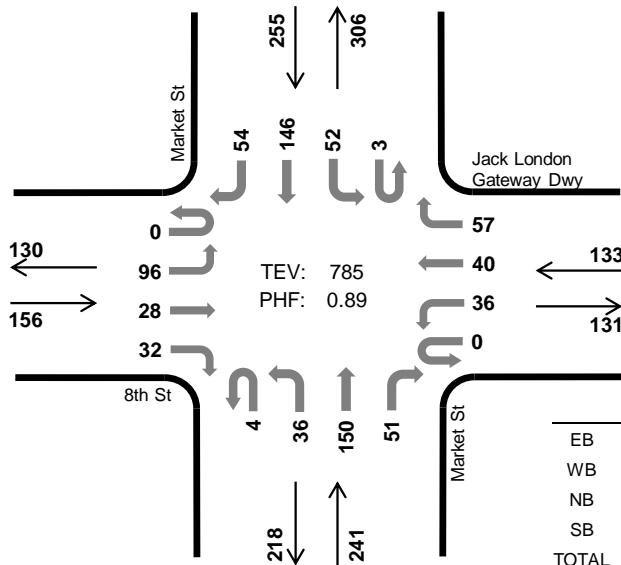
**Intersection Name: Market Street/8th
Street**

Market St 8th St



Peak Hour

Date: 02/06/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	7.1%	0.70
WB	2.3%	0.79
NB	8.7%	0.90
SB	0.8%	0.90
TOTAL	4.7%	0.89

Two-Hour Count Summaries

Interval Start	8th St				Jack London Gateway Dwy				Market St				Market St				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Westbound		Northbound		Southbound		Southbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	14	8	5	0	6	7	9	1	5	23	10	0	5	23	5	121	0	
7:15 AM	0	19	8	2	0	7	10	17	1	0	29	13	0	12	23	8	149	0	
7:30 AM	0	25	10	3	0	6	8	18	3	10	47	7	1	11	41	12	202	0	
7:45 AM	0	35	9	12	0	14	14	14	0	5	33	19	0	14	41	11	221	693	
8:00 AM	0	16	2	8	0	11	7	13	1	9	42	11	0	10	30	13	173	745	
8:15 AM	0	20	7	9	0	5	11	12	0	12	28	14	2	17	34	18	189	785	
8:30 AM	0	15	8	5	0	5	11	15	1	8	35	6	0	6	38	14	167	750	
8:45 AM	0	18	7	7	0	4	11	9	1	8	44	17	1	6	37	14	184	713	
Count Total	0	162	59	51	0	58	79	107	8	57	281	97	4	81	267	95	1,406	0	
Peak Hour	All	0	96	28	32	0	36	40	57	4	36	150	51	3	52	146	54	785	0
	HV	0	6	2	3	0	1	2	0	0	2	15	4	0	0	2	0	37	0
	HV%	-	6%	7%	9%	-	3%	5%	0%	0%	6%	10%	8%	0%	0%	1%	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
7:00 AM	5	1	4	0	10	0	0	1	2	3	1	2	0	1	4
7:15 AM	5	5	3	2	15	0	0	0	0	0	1	0	1	1	3
7:30 AM	4	0	9	1	14	0	0	0	5	5	0	4	0	2	6
7:45 AM	3	2	3	0	8	0	0	1	2	3	2	1	1	4	8
8:00 AM	0	1	5	1	7	0	0	0	2	2	0	2	2	1	5
8:15 AM	4	0	4	0	8	0	0	0	4	4	0	9	1	6	16
8:30 AM	0	0	3	3	6	0	0	0	6	6	0	1	0	2	3
8:45 AM	1	0	5	0	6	0	1	1	2	4	1	0	0	1	2
Count Total	22	9	36	7	74	0	1	3	23	27	5	19	5	18	47
Peak Hour	11	3	21	2	37	0	0	1	13	14	2	16	4	13	35

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	8th St				Jack London Gateway Dwy				Market St				Market St				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	4	0	0	1	0	0	0	1	3	0	0	0	0	0	10	0
7:15 AM	0	3	1	1	0	2	0	3	0	0	1	2	0	0	2	0	15	0
7:30 AM	0	2	2	0	0	0	0	0	0	2	4	3	0	0	1	0	14	0
7:45 AM	0	2	0	1	0	1	1	0	0	0	3	0	0	0	0	0	8	47
8:00 AM	0	0	0	0	0	0	1	0	0	0	5	0	0	0	1	0	7	44
8:15 AM	0	2	0	2	0	0	0	0	0	0	3	1	0	0	0	0	8	37
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	2	0	6	29
8:45 AM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	6	27
Count Total	0	11	7	4	0	4	2	3	0	3	27	6	0	1	6	0	74	0
Peak Hour	0	6	2	3	0	1	2	0	0	2	15	4	0	0	2	0	37	0
Two-Hour Count Summaries - Bikes																		
Interval Start	8th St			Jack London Gateway Dwy			Market St			Market St			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	1	0	0	0	2	0	3	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	11	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	10	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	14	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	6	15	
8:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	4	16	
Count Total	0	0	0	0	0	1	0	0	1	2	0	0	0	18	5	27	0	
Peak Hour	0	0	0	0	0	0	0	0	0	1	0	0	0	10	3	14	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

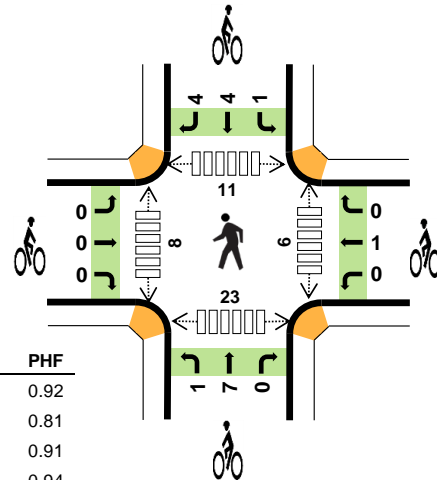
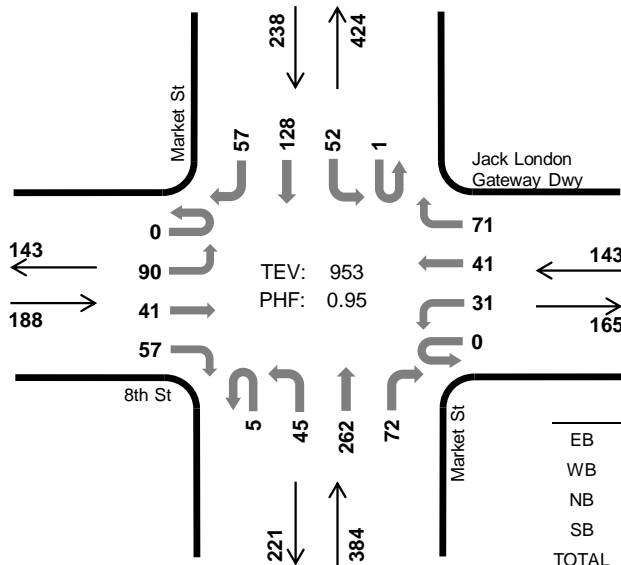


Market St 8th St



Peak Hour

Date: 02/06/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.6%	0.92
WB	1.4%	0.81
NB	2.3%	0.91
SB	1.3%	0.94
TOTAL	1.8%	0.95

Two-Hour Count Summaries

Interval Start	8th St				Jack London Gateway Dwy				Market St				Market St				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Westbound		Northbound		Southbound		Southbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	21	16	10	0	10	5	10	0	11	39	11	1	16	25	16	191	0	
4:15 PM	0	26	8	10	0	7	20	12	0	12	52	19	1	11	23	9	210	0	
4:30 PM	0	13	12	8	0	7	14	12	0	14	52	15	1	14	38	8	208	0	
4:45 PM	0	18	8	13	0	14	12	17	2	7	54	19	1	9	30	14	218	827	
5:00 PM	0	22	12	13	0	9	16	19	0	11	69	25	0	8	37	11	252	888	
5:15 PM	0	25	8	18	0	7	9	20	1	12	62	15	0	17	26	20	240	918	
5:30 PM	0	23	11	13	0	9	10	17	1	14	69	16	1	11	29	17	241	951	
5:45 PM	0	20	10	13	0	6	6	15	3	8	62	16	0	16	36	9	220	953	
Count Total	0	168	85	98	0	69	92	122	7	89	459	136	5	102	244	104	1,780	0	
Peak Hour	All	0	90	41	57	0	31	41	71	5	45	262	72	1	52	128	57	953	0
	HV	0	2	1	0	0	0	0	2	0	0	8	1	0	0	3	0	17	0
	HV%	-	2%	2%	0%	-	0%	0%	3%	0%	0%	3%	1%	0%	0%	2%	0%	2%	0

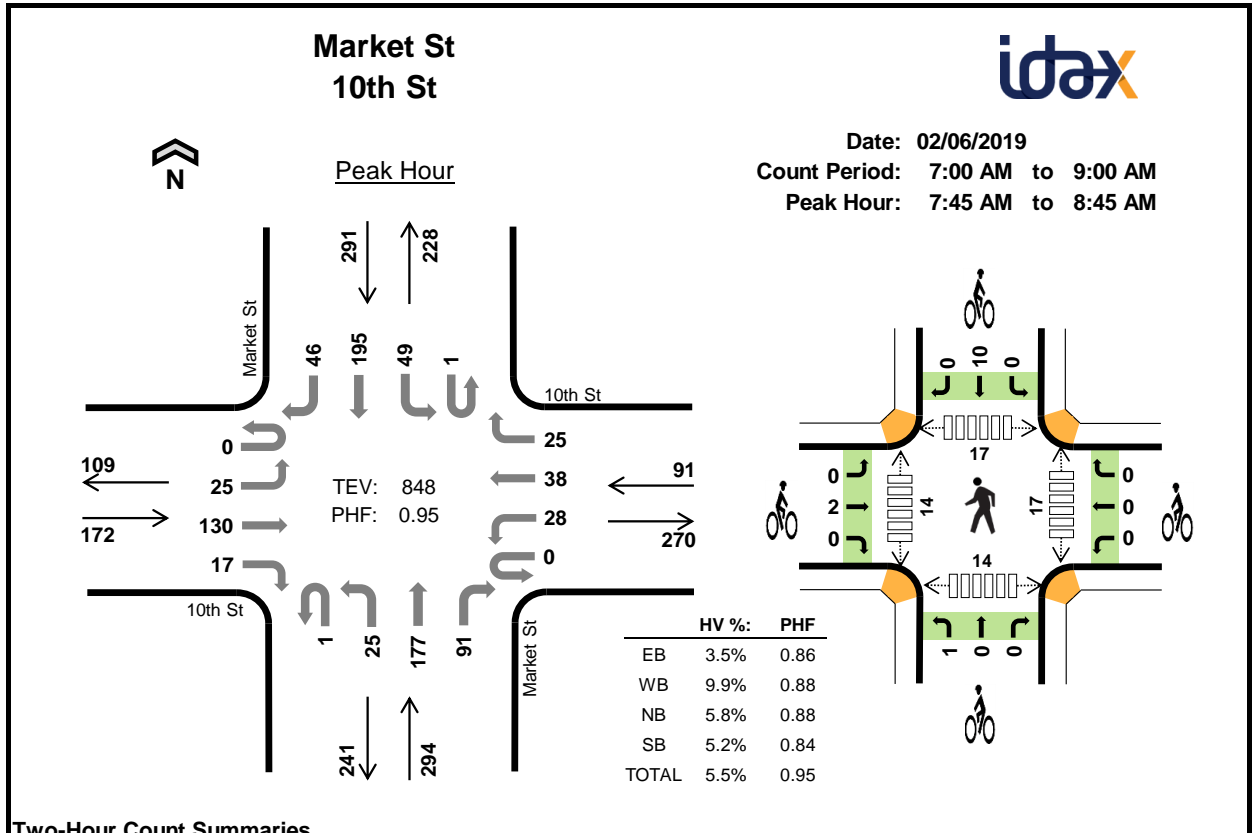
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	3	3	6	0	0	0	1	1	2	0	2	2	6
4:15 PM	0	1	1	1	3	0	0	0	1	1	1	3	3	9	16
4:30 PM	0	1	2	2	5	0	0	1	0	1	0	3	1	9	13
4:45 PM	0	0	4	0	4	0	0	1	1	2	1	2	0	7	10
5:00 PM	1	2	2	2	7	0	1	2	3	6	0	0	2	3	5
5:15 PM	0	0	3	1	4	0	0	1	2	3	3	2	3	4	12
5:30 PM	0	0	3	0	3	0	0	5	3	8	0	1	1	6	8
5:45 PM	2	0	1	0	3	0	0	0	1	1	3	5	5	10	23
Count Total	3	4	19	9	35	0	1	10	12	23	10	16	17	50	93
Peak Hour	3	2	9	3	17	0	1	8	9	18	6	8	11	23	48

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	8th St				Jack London Gateway Dwy				Market St				Market St				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	0	0	0	0	0	0	0	0	1	2	0	0	1	1	1	6	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	3	0
4:30 PM	0	0	0	0	0	0	0	1	0	2	0	0	0	2	0	0	5	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4	18
5:00 PM	0	1	0	0	0	0	0	2	0	0	2	0	0	0	2	0	7	19
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	20
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	18
5:45 PM	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	3	17
Count Total	0	2	1	0	0	0	1	3	0	4	13	2	0	3	4	2	35	0
Peak Hour	0	2	1	0	0	0	0	2	0	0	8	1	0	0	3	0	17	0
Two-Hour Count Summaries - Bikes																		
Interval Start	8th St			Jack London Gateway Dwy			Market St			Market St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	5	
5:00 PM	0	0	0	0	0	1	0	0	0	2	0	1	2	0	6	10		
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	3	12	
5:30 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	1	2	8	19	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	18	
Count Total	0	0	0	0	0	1	0	0	1	9	0	0	1	5	6	23	0	
Peak Hour	0	0	0	0	0	1	0	0	1	7	0	0	1	4	4	18	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 13

**Intersection Name: Market Street/ 10th
Street**



Two-Hour Count Summaries

Interval Start	10th St Eastbound				10th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	9	1	0	3	6	1	0	1	29	14	1	2	29	1	97	0	
7:15 AM	0	4	12	4	0	5	9	1	0	1	46	21	1	6	40	4	154	0	
7:30 AM	0	2	19	3	0	7	6	2	0	1	56	33	1	12	56	5	203	0	
7:45 AM	0	4	34	6	0	7	11	7	0	7	50	27	0	11	49	4	217	671	
8:00 AM	0	6	26	2	0	6	8	8	0	10	43	22	1	8	43	12	195	769	
8:15 AM	0	11	29	4	0	8	13	5	1	2	37	25	0	13	56	18	222	837	
8:30 AM	0	4	41	5	0	7	6	5	0	6	47	17	0	17	47	12	214	848	
8:45 AM	0	2	24	4	0	7	11	5	0	4	51	20	1	10	45	5	189	820	
Count Total	0	33	194	29	0	50	70	34	1	32	359	179	5	79	365	61	1,491	0	
Peak Hour	All	0	25	130	17	0	28	38	25	1	25	177	91	1	49	195	46	848	0
	HV	0	1	4	1	0	0	4	5	0	3	11	3	0	10	4	1	47	0
	HV%	-	4%	3%	6%	-	0%	11%	20%	0%	12%	6%	3%	0%	20%	2%	2%	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
7:00 AM	1	3	3	1	8	0	0	1	2	3	1	5	0	3	9
7:15 AM	2	2	7	3	14	1	0	0	0	1	3	4	8	3	18
7:30 AM	2	2	6	4	14	1	0	0	5	6	2	2	2	4	10
7:45 AM	1	2	7	2	12	0	0	1	2	3	1	4	2	3	10
8:00 AM	2	2	4	4	12	0	0	0	2	2	2	0	5	7	14
8:15 AM	2	3	5	5	15	0	0	0	1	1	9	6	8	2	25
8:30 AM	1	2	1	4	8	2	0	0	5	7	5	4	2	2	13
8:45 AM	2	1	7	2	12	0	1	0	3	4	3	0	1	3	7
Count Total	13	17	40	25	95	4	1	2	20	27	26	25	28	27	106
Peak Hour	6	9	17	15	47	2	0	1	10	13	17	14	17	14	62

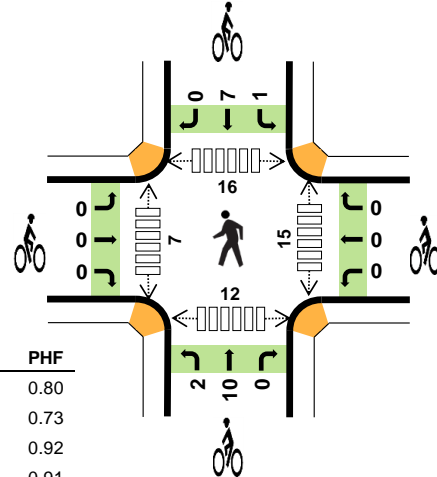
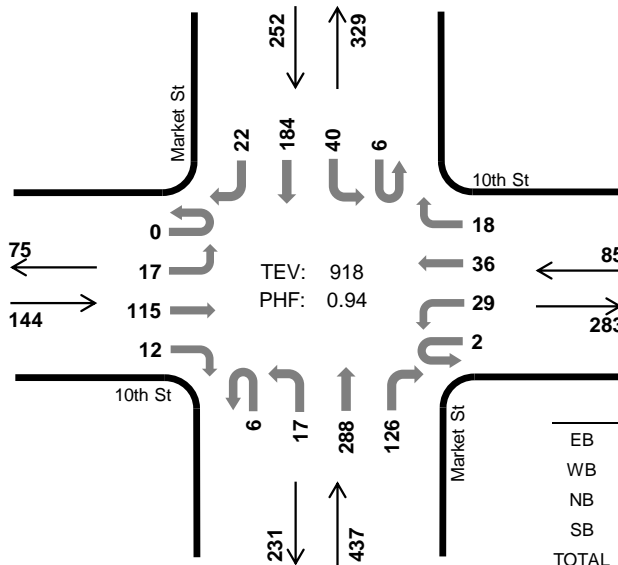
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	10th St				10th St				Market St				Market St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	2	1	0	0	2	1	0	1	0	0	8	0
7:15 AM	0	1	1	0	0	0	1	1	0	0	0	7	0	1	2	0	14	0
7:30 AM	0	0	2	0	0	0	1	1	0	0	3	3	0	3	1	0	14	0
7:45 AM	0	0	1	0	0	0	1	1	0	2	5	0	0	2	0	0	12	48
8:00 AM	0	1	1	0	0	0	0	2	0	0	3	1	0	2	1	1	12	52
8:15 AM	0	0	1	1	0	0	2	1	0	0	3	2	0	5	0	0	15	53
8:30 AM	0	0	1	0	0	0	1	1	0	1	0	0	0	1	3	0	8	47
8:45 AM	0	0	2	0	0	0	0	1	0	2	3	2	0	2	0	0	12	47
Count Total	0	2	10	1	0	0	8	9	0	5	19	16	0	17	7	1	95	0
Peak Hour	0	1	4	1	0	0	4	5	0	3	11	3	0	10	4	1	47	0
Two-Hour Count Summaries - Bikes																		
Interval Start	10th St			10th St			Market St			Market St			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	1	0	0	2	0	3	0				
7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0				
7:30 AM	0	0	1	0	0	0	0	0	0	1	4	0	6	0				
7:45 AM	0	0	0	0	0	0	1	0	0	0	2	0	3	13				
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	12				
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	12				
8:30 AM	0	2	0	0	0	0	0	0	0	0	5	0	7	13				
8:45 AM	0	0	0	0	1	0	0	0	0	0	3	0	4	14				
Count Total	1	2	1	0	1	0	1	1	0	1	19	0	27	0				
Peak Hour	0	2	0	0	0	0	1	0	0	0	10	0	13	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Market St 10th St



Peak Hour

Date: 02/06/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	2.8%	0.80
WB	8.2%	0.73
NB	1.8%	0.92
SB	3.2%	0.91
TOTAL	2.9%	0.94

Two-Hour Count Summaries

Interval Start	10th St Eastbound				10th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	2	23	7	0	6	12	2	0	3	47	25	3	6	48	7	191	0	
4:15 PM	0	0	36	5	0	8	9	3	0	3	59	33	4	13	35	3	211	0	
4:30 PM	0	2	29	1	0	7	9	2	0	5	59	23	2	11	52	6	208	0	
4:45 PM	0	6	29	4	1	10	12	6	2	3	68	25	2	13	37	5	223	833	
5:00 PM	0	4	40	1	0	6	9	5	0	4	70	37	0	10	48	4	238	880	
5:15 PM	0	4	29	5	1	4	10	4	2	8	76	33	3	9	52	5	245	914	
5:30 PM	0	3	17	2	0	9	5	3	2	2	74	31	1	8	47	8	212	918	
5:45 PM	0	1	17	2	0	5	12	1	1	10	77	31	3	7	50	6	223	918	
Count Total	0	22	220	27	2	55	78	26	7	38	530	238	18	77	369	44	1,751	0	
Peak Hour	All	0	17	115	12	2	29	36	18	6	17	288	126	6	40	184	22	918	0
	HV	0	1	3	0	0	0	3	4	0	0	6	2	0	5	3	0	27	0
	HV%	-	6%	3%	0%	0%	0%	8%	22%	0%	0%	2%	2%	0%	13%	2%	0%	3%	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
4:00 PM	2	2	2	3	9	0	1	1	0	2	9	3	5	2	19
4:15 PM	1	2	0	2	5	0	0	1	2	3	2	1	2	3	8
4:30 PM	0	1	0	3	4	0	0	3	0	3	1	0	4	2	7
4:45 PM	2	3	2	2	9	0	0	2	2	4	1	3	4	4	12
5:00 PM	1	1	2	3	7	0	0	3	3	6	5	2	4	3	14
5:15 PM	1	2	1	2	6	0	0	3	1	4	6	1	3	3	13
5:30 PM	0	1	3	1	5	0	0	4	2	6	3	1	5	2	11
5:45 PM	1	2	1	0	4	0	0	3	0	3	8	0	5	3	16
Count Total	8	14	11	16	49	0	1	20	10	31	35	11	32	22	100
Peak Hour	4	7	8	8	27	0	0	12	8	20	15	7	16	12	50

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	10th St				10th St				Market St				Market St				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	0	1	1	0	0	1	1	0	0	0	2	0	1	2	0	9	0
4:15 PM	0	0	1	0	0	0	1	1	0	0	0	0	0	1	1	0	5	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	4	0
4:45 PM	0	1	1	0	0	0	2	1	0	0	2	0	0	2	0	0	9	27
5:00 PM	0	0	1	0	0	0	0	1	0	0	0	2	0	1	2	0	7	25
5:15 PM	0	0	1	0	0	0	1	1	0	0	1	0	0	1	1	0	6	26
5:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	1	0	0	5	27
5:45 PM	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	4	22
Count Total	0	1	6	1	0	0	6	8	0	0	7	4	0	8	8	0	49	0
Peak Hour	0	1	3	0	0	0	3	4	0	0	6	2	0	5	3	0	27	0
Two-Hour Count Summaries - Bikes																		
Interval Start	10th St			10th St			Market St			Market St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0				
4:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0				
4:30 PM	0	0	0	0	0	0	0	2	1	0	0	0	3	0				
4:45 PM	0	0	0	0	0	0	0	1	1	0	0	2	4	12				
5:00 PM	0	0	0	0	0	0	0	0	3	0	1	2	6	16				
5:15 PM	0	0	0	0	0	0	0	0	3	0	0	1	4	17				
5:30 PM	0	0	0	0	0	0	0	1	3	0	0	2	6	20				
5:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	3	19				
Count Total	0	0	0	0	1	0	0	2	17	1	1	9	31	0				
Peak Hour	0	0	0	0	0	0	0	2	10	0	1	7	20	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 14

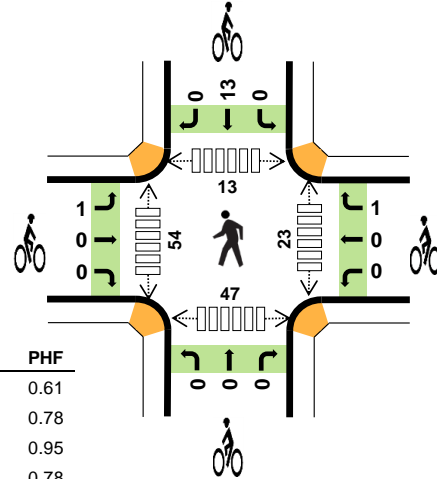
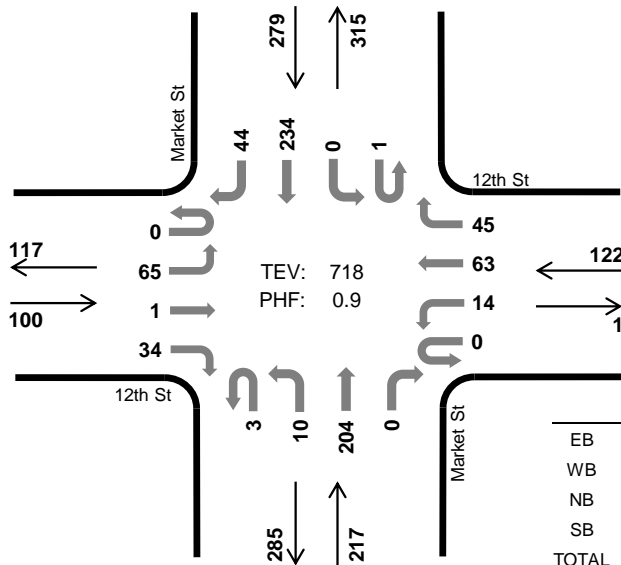
**Intersection Name: Market Street/ 12th
Street**

Market St 12th St



Peak Hour

Date: 02/06/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.0%	0.61
WB	7.4%	0.78
NB	8.3%	0.95
SB	4.7%	0.78
TOTAL	5.7%	0.90

Two-Hour Count Summaries

Interval Start	12th St Eastbound				12th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	4	0	0	0	2	6	5	0	1	33	0	1	0	32	0	84	0	
7:15 AM	0	2	0	3	0	1	3	5	0	2	51	0	1	0	54	5	127	0	
7:30 AM	0	4	0	4	0	7	13	8	0	2	65	0	0	0	63	5	171	0	
7:45 AM	0	10	0	4	0	3	18	12	0	2	55	0	0	0	59	9	172	554	
8:00 AM	0	13	0	3	0	6	19	14	2	2	53	0	0	0	54	7	173	643	
8:15 AM	0	16	0	13	0	2	14	14	1	2	49	0	1	0	70	18	200	716	
8:30 AM	0	26	1	14	0	3	12	5	0	4	47	0	0	0	51	10	173	718	
8:45 AM	0	4	0	7	0	5	9	8	0	6	54	0	2	0	51	7	153	699	
Count Total	0	79	1	48	0	29	94	71	3	21	407	0	5	0	434	61	1,253	0	
Peak Hour	All	0	65	1	34	0	14	63	45	3	10	204	0	1	0	234	44	718	0
	HV	0	1	0	0	0	0	5	4	0	0	18	0	0	0	13	0	41	0
	HV%	-	2%	0%	0%	-	0%	8%	9%	0%	0%	9%	-	0%	-	6%	0%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

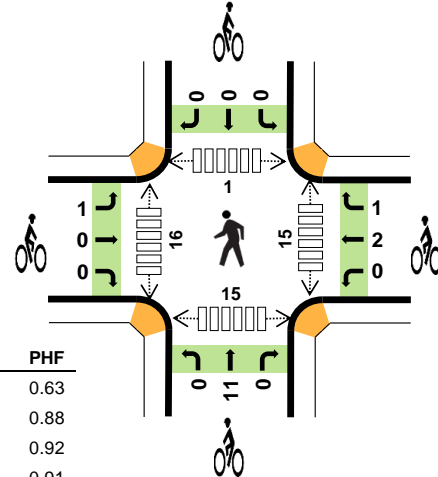
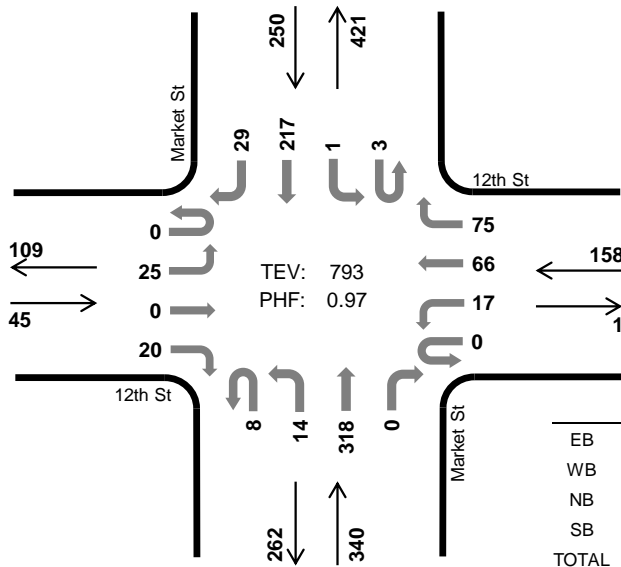
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	3	1	4	0	0	1	2	3	1	5	1	2	9
7:15 AM	0	0	2	4	6	1	0	1	0	2	10	2	0	1	13
7:30 AM	0	3	5	3	11	0	0	0	5	5	1	2	0	1	4
7:45 AM	0	2	4	2	8	0	0	0	3	3	3	4	1	4	12
8:00 AM	1	2	7	4	14	0	0	0	3	3	6	27	4	16	53
8:15 AM	0	2	5	4	11	0	1	0	2	3	12	15	3	22	52
8:30 AM	0	3	2	3	8	1	0	0	5	6	2	8	5	5	20
8:45 AM	0	0	4	2	6	0	0	0	3	3	5	1	5	4	15
Count Total	1	12	32	23	68	2	1	2	23	28	40	64	19	55	178
Peak Hour	1	9	18	13	41	1	1	0	13	15	23	54	13	47	137

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	12th St				12th St				Market St				Market St				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	3	0	0	0	1	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	0
7:30 AM	0	0	0	0	0	0	2	1	0	0	5	0	0	0	3	0	11	0
7:45 AM	0	0	0	0	0	0	0	2	0	0	4	0	0	0	2	0	8	29
8:00 AM	0	1	0	0	0	0	1	1	0	0	7	0	0	0	4	0	14	39
8:15 AM	0	0	0	0	0	0	1	1	0	0	5	0	0	0	4	0	11	44
8:30 AM	0	0	0	0	0	0	3	0	0	0	2	0	0	0	3	0	8	41
8:45 AM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	2	0	6	39
Count Total	0	1	0	0	0	0	7	5	0	1	31	0	0	0	23	0	68	0
Peak Hour	0	1	0	0	0	0	5	4	0	0	18	0	0	0	13	0	41	0
Two-Hour Count Summaries - Bikes																		
Interval Start	12th St			12th St			Market St			Market St			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	1	0	0	2	0	3	0				
7:15 AM	1	0	0	0	0	0	0	1	0	0	0	0	2	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	5	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	13				
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	13				
8:15 AM	0	0	0	0	0	0	1	0	0	0	2	0	3	14				
8:30 AM	1	0	0	0	0	0	0	0	0	0	5	0	6	15				
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	15				
Count Total	2	0	0	0	0	0	1	0	2	0	23	0	28	0				
Peak Hour	1	0	0	0	0	0	1	0	0	0	13	0	15	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Market St 12th St



Date: 02/06/2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.63
WB	0.0%	0.88
NB	3.2%	0.92
SB	2.8%	0.91
TOTAL	2.3%	0.97

Two-Hour Count Summaries

Interval Start	12th St Eastbound				12th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	13	0	5	0	9	12	17	1	3	53	2	1	0	44	5	165	0	
4:15 PM	0	11	0	8	0	1	23	12	1	2	66	0	0	0	45	8	177	0	
4:30 PM	0	8	0	7	0	3	13	16	3	1	66	1	1	0	53	3	175	0	
4:45 PM	0	8	0	4	0	5	18	10	1	1	76	0	0	0	45	4	172	689	
5:00 PM	0	2	0	4	0	4	9	20	4	6	82	0	0	0	56	6	193	717	
5:15 PM	0	5	0	3	0	7	12	24	1	3	80	0	1	0	59	4	199	739	
5:30 PM	0	5	0	8	0	5	25	15	1	1	82	0	0	0	45	10	197	761	
5:45 PM	0	13	0	5	0	1	20	16	2	4	74	0	2	1	57	9	204	793	
Count Total	0	65	0	44	0	35	132	130	14	21	579	3	5	1	404	49	1,482	0	
Peak Hour	All	0	25	0	20	0	17	66	75	8	14	318	0	3	1	217	29	793	0
	HV	0	0	0	0	0	0	0	0	0	0	11	0	0	0	7	0	18	0
	HV%	-	0%	-	0%	-	0%	0%	0%	0%	0%	3%	-	0%	0%	3%	0%	2%	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
4:00 PM	0	0	1	2	3	2	0	1	0	3	6	1	3	1	11
4:15 PM	0	0	1	2	3	0	2	1	2	5	3	2	0	1	6
4:30 PM	0	0	2	4	6	0	0	1	0	1	6	0	0	2	8
4:45 PM	0	0	5	2	7	0	0	0	2	2	4	2	3	0	9
5:00 PM	0	0	1	2	3	1	2	3	0	6	7	6	0	2	15
5:15 PM	0	0	3	3	6	0	0	2	0	2	0	3	0	2	5
5:30 PM	0	0	4	1	5	0	1	3	0	4	4	6	1	7	18
5:45 PM	0	0	3	1	4	0	0	3	0	3	4	1	0	4	9
Count Total	0	0	20	17	37	3	5	14	4	26	34	21	7	19	81
Peak Hour	0	0	11	7	18	1	3	11	0	15	15	16	1	15	47

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	12th St				12th St				Market St				Market St				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	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	7	19
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	19
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	22
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	21
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	18
Count Total	0	0	0	0	0	0	0	0	0	0	20	0	0	0	17	0	37	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	11	0	0	0	7	0	18	0
Two-Hour Count Summaries - Bikes																		
Interval Start	12th St			12th St			Market St			Market St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	1	1	0	0	0	0	0	1	0	0	0	0	3	0				
4:15 PM	0	0	0	0	2	0	0	1	0	0	2	0	5	0				
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0				
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	11				
5:00 PM	1	0	0	0	1	1	0	3	0	0	0	0	6	14				
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	11				
5:30 PM	0	0	0	0	1	0	0	3	0	0	0	0	4	14				
5:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	15				
Count Total	2	1	0	0	4	1	0	14	0	0	4	0	26	0				
Peak Hour	1	0	0	0	2	1	0	11	0	0	0	0	15	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 15

**Intersection Name: Market Street/ 14th
Street**

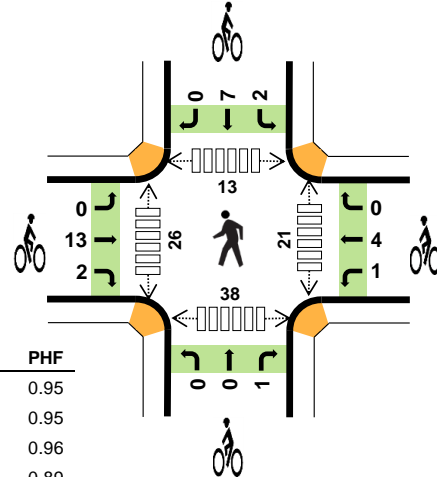
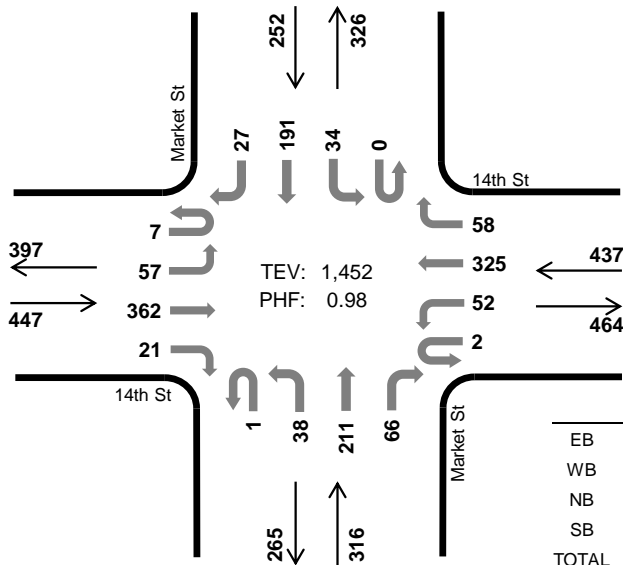


Market St 14th St



Peak Hour

Date: 02/06/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	4.9%	0.95
WB	3.2%	0.95
NB	7.3%	0.96
SB	4.4%	0.89
TOTAL	4.8%	0.98

Two-Hour Count Summaries

Interval Start	14th St Eastbound				14th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	4	34	1	0	9	47	8	0	7	25	7	0	7	23	1	173	0	
7:15 AM	0	11	52	4	1	9	53	8	0	8	43	5	0	6	43	3	246	0	
7:30 AM	0	13	66	4	2	14	67	10	0	11	59	8	0	7	47	4	312	0	
7:45 AM	1	16	85	3	1	12	86	16	0	9	56	17	0	9	48	10	369	1,100	
8:00 AM	1	12	92	7	1	11	81	12	1	13	53	12	0	9	42	3	350	1,277	
8:15 AM	2	13	90	7	0	18	72	17	0	10	51	17	0	11	56	4	368	1,399	
8:30 AM	3	16	95	4	0	11	86	13	0	6	51	20	0	5	45	10	365	1,452	
8:45 AM	0	13	77	6	0	16	65	14	0	7	48	8	0	11	37	9	311	1,394	
Count Total	7	98	591	36	5	100	557	98	1	71	386	94	0	65	341	44	2,494	0	
Peak Hour	All	7	57	362	21	2	52	325	58	1	38	211	66	0	34	191	27	1,452	0
	HV	0	1	20	1	0	2	10	2	0	7	14	2	0	2	8	1	70	0
	HV%	0%	2%	6%	5%	0%	4%	3%	3%	0%	18%	7%	3%	-	6%	4%	4%	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
7:00 AM	3	4	3	1	11	0	0	1	4	5	2	9	4	1	16
7:15 AM	9	5	2	4	20	1	0	2	1	4	7	4	1	1	13
7:30 AM	3	3	4	1	11	0	1	0	7	8	1	3	2	0	6
7:45 AM	3	7	7	1	18	3	3	1	5	12	7	6	2	6	21
8:00 AM	6	5	9	4	24	2	0	0	0	2	3	7	3	15	28
8:15 AM	5	1	6	4	16	2	0	0	2	4	10	3	4	11	28
8:30 AM	8	1	1	2	12	8	2	0	2	12	1	10	4	6	21
8:45 AM	3	4	3	2	12	6	1	1	2	10	2	4	4	0	10
Count Total	40	30	35	19	124	22	7	5	23	57	33	46	24	40	143
Peak Hour	22	14	23	11	70	15	5	1	9	30	21	26	13	38	98

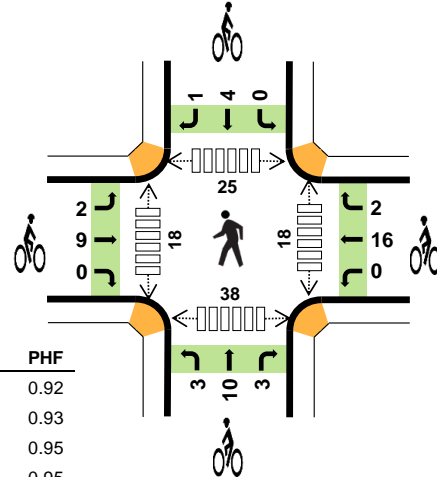
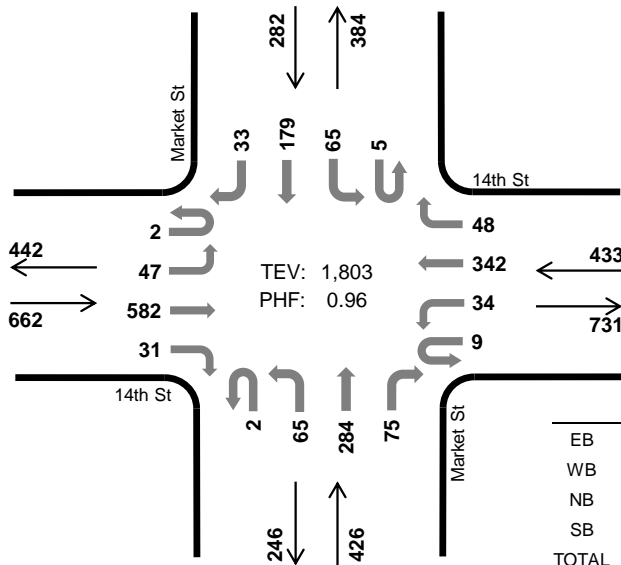
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	14th St				14th St				Market St				Market St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	2	0	0	0	4	0	0	0	3	0	0	0	1	0	11	0
7:15 AM	0	1	7	1	0	0	4	1	0	0	2	0	0	0	3	1	20	0
7:30 AM	0	0	3	0	0	1	2	0	0	0	3	1	0	0	1	0	11	0
7:45 AM	0	0	3	0	0	1	5	1	0	1	5	1	0	0	1	0	18	60
8:00 AM	0	0	6	0	0	0	4	1	0	2	6	1	0	0	4	0	24	73
8:15 AM	0	1	3	1	0	0	1	0	0	4	2	0	0	1	2	1	16	69
8:30 AM	0	0	8	0	0	1	0	0	0	0	1	0	0	1	1	0	12	70
8:45 AM	0	0	3	0	0	0	4	0	0	1	2	0	0	0	2	0	12	64
Count Total	0	3	35	2	0	3	24	3	0	8	24	3	0	2	15	2	124	0
Peak Hour	0	1	20	1	0	2	10	2	0	7	14	2	0	2	8	1	70	0
Two-Hour Count Summaries - Bikes																		
Interval Start	14th St			14th St			Market St			Market St			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	1	0	0	2	2	5	0				
7:15 AM	0	1	0	0	0	0	0	0	2	1	0	0	4	0				
7:30 AM	0	0	0	0	1	0	0	0	0	1	6	0	8	0				
7:45 AM	0	3	0	0	3	0	0	0	1	1	4	0	12	29				
8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	2	26				
8:15 AM	0	2	0	0	0	0	0	0	0	1	1	0	4	26				
8:30 AM	0	7	1	1	1	0	0	0	0	0	2	0	12	30				
8:45 AM	0	6	0	1	0	0	0	0	1	1	1	0	10	28				
Count Total	0	20	2	2	5	0	0	1	4	5	16	2	57	0				
Peak Hour	0	13	2	1	4	0	0	0	1	2	7	0	30	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Market St 14th St



Peak Hour

Date: 02/06/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	2.1%	0.92
WB	1.2%	0.93
NB	2.3%	0.95
SB	2.5%	0.95
TOTAL	2.0%	0.96

Two-Hour Count Summaries

Interval Start	14th St Eastbound				14th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	1	4	73	5	0	9	78	11	0	12	55	18	0	16	39	3	324	0	
4:15 PM	2	10	109	10	2	7	71	18	0	8	63	21	1	14	39	6	381	0	
4:30 PM	0	12	105	13	0	4	66	13	0	16	67	18	0	17	44	6	381	0	
4:45 PM	1	8	126	6	0	9	82	23	1	18	60	20	1	15	31	6	407	1,493	
5:00 PM	1	6	165	7	4	8	90	15	0	15	68	21	1	17	46	7	471	1,640	
5:15 PM	0	13	151	9	2	9	85	16	2	18	70	15	2	11	41	13	457	1,716	
5:30 PM	0	17	150	5	3	5	81	4	0	17	64	24	1	17	48	8	444	1,779	
5:45 PM	1	11	116	10	0	12	86	13	0	15	82	15	1	20	44	5	431	1,803	
Count Total	6	81	995	65	11	63	639	113	3	119	529	152	7	127	332	54	3,296	0	
Peak Hour	All	2	47	582	31	9	34	342	48	2	65	284	75	5	65	179	33	1,803	0
	HV	0	0	14	0	0	0	5	0	0	0	8	2	0	1	6	0	36	0
	HV%	0%	0%	2%	0%	0%	0%	1%	0%	0%	0%	3%	3%	0%	2%	3%	0%	2%	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
4:00 PM	3	1	0	4	8	1	1	2	1	5	4	2	5	1	12
4:15 PM	3	5	2	2	12	6	6	1	2	15	1	4	5	4	14
4:30 PM	2	1	2	3	8	2	4	1	0	7	1	2	2	6	11
4:45 PM	3	1	5	2	11	1	3	1	3	8	11	5	9	11	36
5:00 PM	4	1	1	2	8	4	6	5	2	17	9	7	5	8	29
5:15 PM	4	2	1	2	9	1	6	2	1	10	2	3	4	8	17
5:30 PM	3	1	5	1	10	3	4	5	1	13	1	2	5	12	20
5:45 PM	3	1	3	2	9	3	2	4	1	10	6	6	11	10	33
Count Total	25	13	19	18	75	21	32	21	11	85	35	31	46	60	172
Peak Hour	14	5	10	7	36	11	18	16	5	50	18	18	25	38	99

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	14th St				14th St				Market St				Market St				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	0	3	0	0	0	1	0	0	0	0	0	0	0	4	0	8	0
4:15 PM	0	0	3	0	0	0	4	1	0	0	2	0	0	0	2	0	12	0
4:30 PM	0	0	2	0	0	0	1	0	0	1	1	0	0	0	3	0	8	0
4:45 PM	0	0	3	0	0	0	1	0	0	1	3	1	0	0	2	0	11	39
5:00 PM	0	0	4	0	0	0	1	0	0	0	1	0	0	0	2	0	8	39
5:15 PM	0	0	4	0	0	0	2	0	0	0	1	0	0	0	2	0	9	36
5:30 PM	0	0	3	0	0	0	1	0	0	0	4	1	0	0	1	0	10	38
5:45 PM	0	0	3	0	0	0	1	0	0	0	2	1	0	1	1	0	9	36
Count Total	0	0	25	0	0	0	12	1	0	2	14	3	0	1	17	0	75	0
Peak Hour	0	0	14	0	0	0	5	0	0	0	8	2	0	1	6	0	36	0
Two-Hour Count Summaries - Bikes																		
Interval Start	14th St			14th St			Market St			Market St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	1	0	0	1	0	0	1	1	0	1	0	5	0				
4:15 PM	3	3	0	0	6	0	0	1	0	0	2	0	15	0				
4:30 PM	1	1	0	0	4	0	0	0	1	0	0	0	7	0				
4:45 PM	0	1	0	0	3	0	0	0	1	1	2	0	8	35				
5:00 PM	0	4	0	0	5	1	1	3	1	0	2	0	17	47				
5:15 PM	0	1	0	0	5	1	0	2	0	0	1	0	10	42				
5:30 PM	1	2	0	0	4	0	1	2	2	0	1	0	13	48				
5:45 PM	1	2	0	0	2	0	1	3	0	0	0	1	10	50				
Count Total	6	15	0	0	30	2	3	12	6	1	9	1	85	0				
Peak Hour	2	9	0	0	16	2	3	10	3	0	4	1	50	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 16

**Intersection Name: Market Street/ 18th
Street**

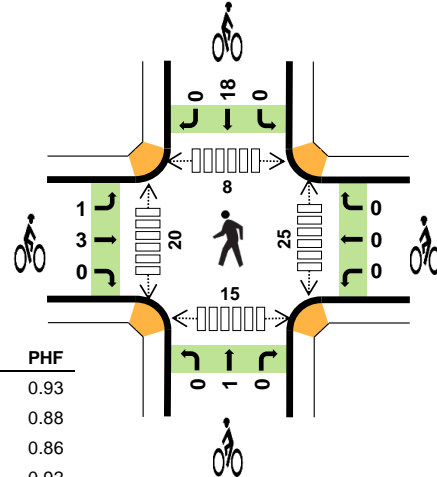
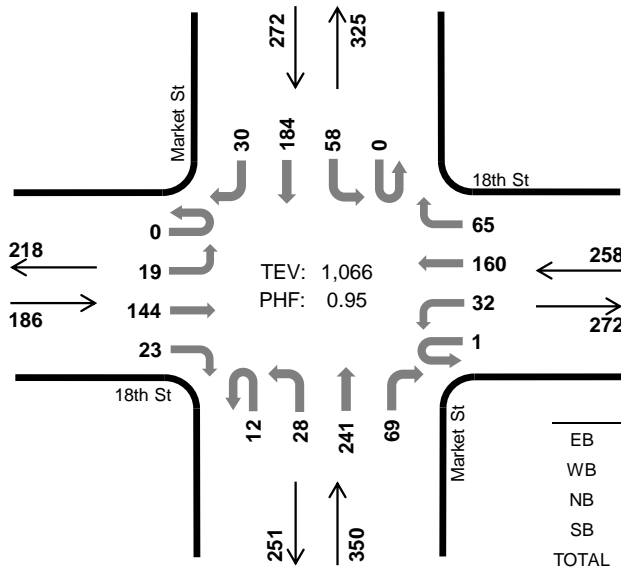


Market St 18th St

Date: 02/06/2019

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	3.8%	0.93
WB	3.1%	0.88
NB	5.4%	0.86
SB	4.4%	0.92
TOTAL	4.3%	0.95

Two-Hour Count Summaries

Interval Start	18th St Eastbound				18th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	5	19	7	0	0	48	26	0	5	21	16	1	13	22	2	185	0	
7:15 AM	0	3	24	1	0	12	42	17	1	7	25	37	0	23	36	1	229	0	
7:30 AM	0	4	39	4	1	8	41	23	1	8	50	36	0	19	42	4	280	0	
7:45 AM	0	4	34	8	0	8	39	13	8	10	65	19	0	11	45	7	271	965	
8:00 AM	0	5	31	7	0	7	45	15	2	3	63	9	0	20	41	9	257	1,037	
8:15 AM	0	6	40	4	0	9	35	14	1	7	63	5	0	8	56	10	258	1,066	
8:30 AM	0	5	30	3	0	9	36	9	0	8	58	9	0	13	52	3	235	1,021	
8:45 AM	0	4	20	6	0	7	36	15	2	7	58	6	0	6	47	3	217	967	
Count Total	0	36	237	40	1	60	322	132	15	55	403	137	1	113	341	39	1,932	0	
Peak Hour	All	0	19	144	23	1	32	160	65	12	28	241	69	0	58	184	30	1,066	0
	HV	0	0	5	2	0	2	4	2	0	0	18	1	0	3	8	1	46	0
	HV%	-	0%	3%	9%	0%	6%	3%	3%	0%	0%	7%	1%	-	5%	4%	3%	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
7:00 AM	0	0	3	1	4	0	0	0	3	3	4	2	1	5	12
7:15 AM	1	2	4	5	12	1	0	0	2	3	9	2	1	13	25
7:30 AM	3	1	3	4	11	1	0	0	5	6	11	6	5	7	29
7:45 AM	1	1	7	2	11	1	0	0	5	6	2	2	0	2	6
8:00 AM	2	5	5	3	15	1	0	0	5	6	7	8	2	2	19
8:15 AM	1	1	4	3	9	1	0	1	3	5	5	4	1	4	14
8:30 AM	0	0	1	2	3	1	0	1	3	5	2	2	1	4	9
8:45 AM	0	2	3	3	8	2	0	0	4	6	2	3	4	7	16
Count Total	8	12	30	23	73	8	0	2	30	40	42	29	15	44	130
Peak Hour	7	8	19	12	46	4	0	1	18	23	25	20	8	15	68

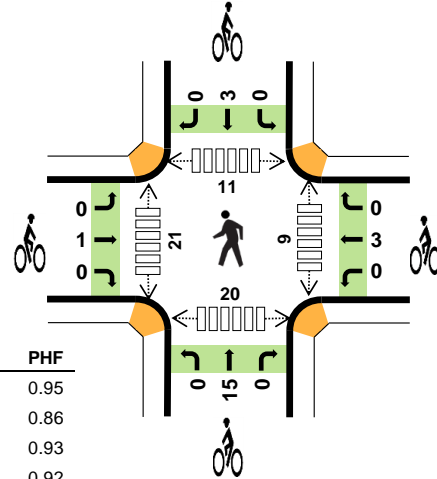
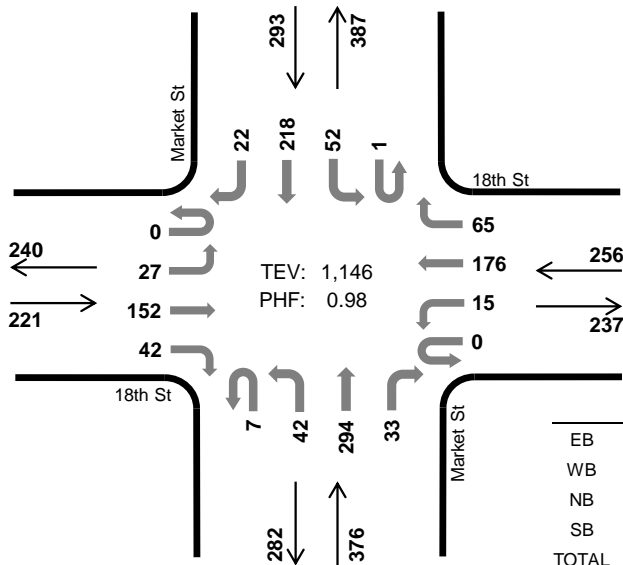
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	18th St				18th St				Market St				Market St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	0
7:15 AM	0	0	1	0	0	0	1	1	0	1	3	0	0	1	4	0	12	0
7:30 AM	0	0	2	1	0	1	0	0	0	0	3	0	0	1	3	0	11	0
7:45 AM	0	0	1	0	0	0	1	0	0	0	7	0	0	1	1	0	11	38
8:00 AM	0	0	1	1	0	1	2	2	0	0	4	1	0	1	2	0	15	49
8:15 AM	0	0	1	0	0	0	1	0	0	0	4	0	0	0	2	1	9	46
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	38
8:45 AM	0	0	0	0	0	0	0	2	0	0	3	0	0	1	2	0	8	35
Count Total	0	0	6	2	0	2	5	5	0	1	28	1	0	5	17	1	73	0
Peak Hour	0	0	5	2	0	2	4	2	0	0	18	1	0	3	8	1	46	0
Two-Hour Count Summaries - Bikes																		
Interval Start	18th St			18th St			Market St			Market St			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	3	0	3	0		
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	2	0	3	0		
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	5	0	6	0		
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	5	0	6	18		
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	5	0	6	21		
8:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	3	0	5	23		
8:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	3	0	5	22		
8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	3	0	6	22	
Count Total	1	6	1	0	0	0	0	0	2	0	0	1	29	0	40	0		
Peak Hour	1	3	0	0	0	0	0	0	1	0	0	0	18	0	23	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Market St 18th St



Peak Hour

Date: 02/06/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.8%	0.95
WB	0.4%	0.86
NB	2.4%	0.93
SB	3.4%	0.92
TOTAL	2.1%	0.98

Two-Hour Count Summaries

Interval Start	18th St Eastbound				18th St Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	9	37	6	0	5	52	15	0	6	51	5	0	5	41	3	235	0	
4:15 PM	0	1	50	7	0	6	51	13	3	6	70	5	0	4	45	10	271	0	
4:30 PM	0	7	41	4	0	4	36	8	1	6	73	7	0	17	54	13	271	0	
4:45 PM	0	8	30	3	0	3	44	14	1	5	81	12	0	19	49	4	273	1,050	
5:00 PM	0	6	45	7	0	7	52	15	2	8	67	5	1	15	60	1	291	1,106	
5:15 PM	0	7	34	9	0	4	45	12	1	15	76	9	0	14	51	5	282	1,117	
5:30 PM	0	6	39	11	0	3	29	23	2	10	71	10	0	16	55	9	284	1,130	
5:45 PM	0	8	34	15	0	1	50	15	2	9	80	9	0	7	52	7	289	1,146	
Count Total	0	52	310	62	0	33	359	115	12	65	569	62	1	97	407	52	2,196	0	
Peak Hour	All	0	27	152	42	0	15	176	65	7	42	294	33	1	52	218	22	1,146	0
	HV	0	1	3	0	0	0	1	0	0	0	8	1	0	2	7	1	24	0
	HV%	-	4%	2%	0%	-	0%	1%	0%	0%	0%	3%	3%	0%	4%	3%	5%	2%	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
4:00 PM	0	2	0	2	4	0	1	1	2	4	2	3	3	2	10
4:15 PM	0	2	3	2	7	1	1	8	3	13	11	4	4	16	35
4:30 PM	0	1	1	2	4	1	0	3	0	4	3	6	2	10	21
4:45 PM	1	1	3	2	7	3	0	0	3	6	4	3	3	5	15
5:00 PM	1	1	1	2	5	0	0	4	1	5	3	7	2	4	16
5:15 PM	2	0	2	2	6	0	0	3	1	4	2	8	1	11	22
5:30 PM	1	0	4	4	9	1	3	4	1	9	1	1	2	4	8
5:45 PM	0	0	2	2	4	0	0	4	0	4	3	5	6	1	15
Count Total	5	7	16	18	46	6	5	27	11	49	29	37	23	53	142
Peak Hour	4	1	9	10	24	1	3	15	3	22	9	21	11	20	61

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	18th St				18th St				Market St				Market St				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	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	4	0
4:15 PM	0	0	0	0	0	0	2	0	0	1	2	0	0	0	2	0	7	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	4	0
4:45 PM	0	0	1	0	0	0	1	0	0	0	3	0	0	0	2	0	7	22
5:00 PM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	0	5	23
5:15 PM	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	6	22
5:30 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	2	2	0	9	27
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	4	24
Count Total	0	1	4	0	0	2	5	0	0	1	14	1	0	2	15	1	46	0
Peak Hour	0	1	3	0	0	0	1	0	0	0	8	1	0	2	7	1	24	0
Two-Hour Count Summaries - Bikes																		
Interval Start	18th St			18th St			Market St			Market St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	1	0	0	1	0	0	2	0	4	0				
4:15 PM	0	1	0	0	1	0	0	8	0	0	2	1	13	0				
4:30 PM	0	1	0	0	0	0	1	2	0	0	0	0	4	0				
4:45 PM	0	3	0	0	0	0	0	0	0	0	3	0	6	27				
5:00 PM	0	0	0	0	0	0	0	4	0	0	1	0	5	28				
5:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	19				
5:30 PM	0	1	0	0	3	0	0	4	0	0	1	0	9	24				
5:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	4	22				
Count Total	0	6	0	0	5	0	1	26	0	0	10	1	49	0				
Peak Hour	0	1	0	0	3	0	0	15	0	0	3	0	22	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 17

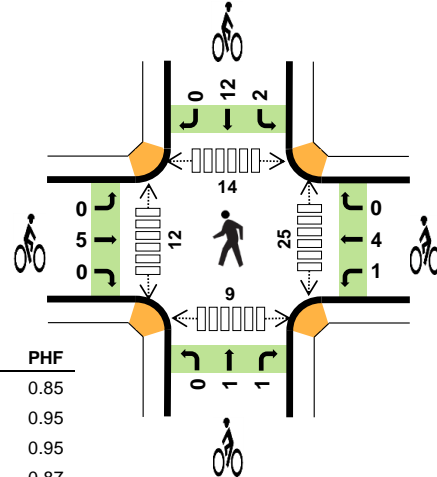
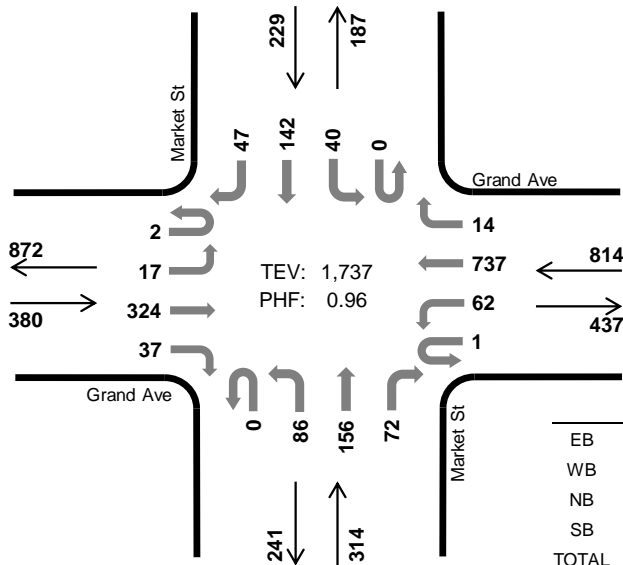
**Intersection Name: Market Street/West
Grand**

Market St Grand Ave



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	10.5%	0.85
WB	3.3%	0.95
NB	6.4%	0.95
SB	6.1%	0.87
TOTAL	5.8%	0.96

Two-Hour Count Summaries

Interval Start	Grand Ave Eastbound				Grand Ave Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	6	53	1	0	10	182	3	0	27	10	9	0	8	9	7	325	0	
7:15 AM	0	2	63	11	1	11	165	2	0	25	21	8	0	5	32	8	354	0	
7:30 AM	1	5	84	11	1	7	158	4	0	20	31	11	0	6	27	10	376	0	
7:45 AM	2	4	73	11	1	6	200	7	0	20	25	23	0	7	28	18	425	1,480	
8:00 AM	1	2	71	9	0	14	183	2	0	22	37	21	0	14	38	14	428	1,583	
8:15 AM	1	1	71	4	1	19	182	7	0	20	51	12	0	12	40	9	430	1,659	
8:30 AM	0	9	87	16	0	17	172	2	0	18	35	19	0	6	32	12	425	1,708	
8:45 AM	0	5	95	8	0	12	200	3	0	26	33	20	0	8	32	12	454	1,737	
Count Total	5	34	597	71	4	96	1,442	30	0	178	243	123	0	66	238	90	3,217	0	
Peak Hour	All	2	17	324	37	1	62	737	14	0	86	156	72	0	40	142	47	1,737	0
	HV	0	1	34	5	0	1	25	1	0	8	9	3	0	1	8	5	101	0
	HV%	0%	6%	10%	14%	0%	2%	3%	7%	-	9%	6%	4%	-	3%	6%	11%	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
7:00 AM	5	10	4	1	20	0	0	0	0	0	2	2	2	0	6
7:15 AM	6	5	4	3	18	0	0	2	1	3	5	2	2	2	11
7:30 AM	12	6	4	3	25	0	0	2	1	3	5	1	1	2	9
7:45 AM	10	5	3	1	19	1	1	0	1	3	10	1	3	6	20
8:00 AM	7	4	6	2	19	1	1	0	6	8	13	1	5	3	22
8:15 AM	5	4	6	4	19	1	2	0	1	4	8	7	4	4	23
8:30 AM	11	7	2	2	22	0	1	1	3	5	2	3	3	2	10
8:45 AM	17	12	6	6	41	3	1	1	4	9	2	1	2	0	5
Count Total	73	53	35	22	183	6	6	6	17	35	47	18	22	19	106
Peak Hour	40	27	20	14	101	5	5	2	14	26	25	12	14	9	60

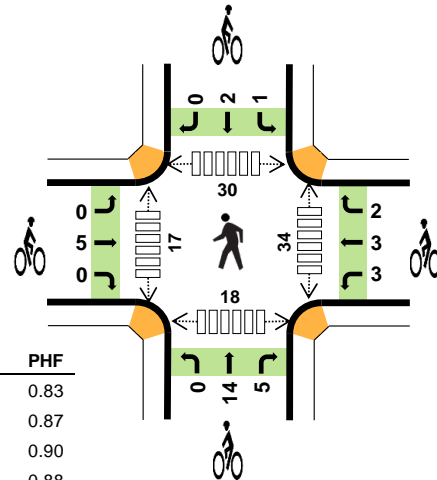
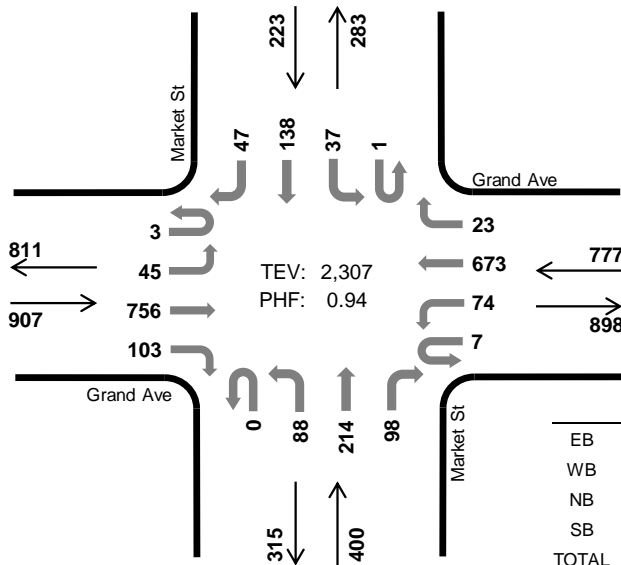
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Grand Ave				Grand Ave				Market St				Market St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	1	0	0	10	0	0	1	2	1	0	0	1	0	20	0
7:15 AM	0	0	6	0	0	1	4	0	0	0	3	1	0	2	1	0	18	0
7:30 AM	0	2	9	1	0	0	6	0	0	1	3	0	0	0	3	0	25	0
7:45 AM	0	1	8	1	0	0	5	0	0	1	1	1	0	0	1	0	19	82
8:00 AM	0	0	5	2	0	0	4	0	0	2	2	2	0	0	1	1	19	81
8:15 AM	0	0	5	0	0	0	4	0	0	3	3	0	0	0	3	1	19	82
8:30 AM	0	1	7	3	0	1	6	0	0	0	2	0	0	1	1	0	22	79
8:45 AM	0	0	17	0	0	0	11	1	0	3	2	1	0	0	3	3	41	101
Count Total	0	4	61	8	0	2	50	1	0	11	18	6	0	3	14	5	183	0
Peak Hour	0	1	34	5	0	1	25	1	0	8	9	3	0	1	8	5	101	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Grand Ave			Grand Ave			Market St			Market St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	1	0	1	0	3	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	1	0	1	0	3	0	0	0	0	0
7:45 AM	0	1	0	1	0	0	0	0	0	0	1	0	3	0	0	0	9	9
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	8	0	0	0	17	17
8:15 AM	0	1	0	0	2	0	0	0	0	0	0	1	4	0	0	0	18	18
8:30 AM	0	0	0	1	0	0	0	0	0	1	1	1	5	0	0	0	20	20
8:45 AM	0	3	0	0	1	0	0	1	0	0	4	0	9	0	0	0	26	26
Count Total	0	6	0	2	4	0	0	3	3	2	15	0	35	0	0	0	0	0
Peak Hour	0	5	0	1	4	0	0	1	1	2	12	0	26	0	0	0	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Market St Grand Ave



Peak Hour

Date: 01/31/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	1.9%	0.83
WB	2.4%	0.87
NB	1.8%	0.90
SB	4.9%	0.88
TOTAL	2.3%	0.94

Two-Hour Count Summaries

Interval Start	Grand Ave Eastbound				Grand Ave Westbound				Market St Northbound				Market St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	11	162	14	0	15	147	10	0	24	55	30	0	5	33	12	518	0	
4:15 PM	0	8	189	18	1	18	138	3	0	26	42	25	0	4	35	19	526	0	
4:30 PM	2	8	231	31	3	19	153	10	0	26	54	30	1	10	26	8	612	0	
4:45 PM	1	9	161	22	1	18	151	6	0	16	47	23	0	7	36	9	507	2,163	
5:00 PM	0	8	190	22	1	16	172	3	0	25	63	23	0	7	39	17	586	2,231	
5:15 PM	0	20	174	28	2	21	197	4	0	21	50	22	0	13	37	13	602	2,307	
5:30 PM	3	11	184	22	1	13	125	6	0	20	47	31	0	10	41	6	520	2,215	
5:45 PM	1	19	164	26	0	22	126	3	0	26	41	25	0	11	36	16	516	2,224	
Count Total	7	94	1,455	183	9	142	1,209	45	0	184	399	209	1	67	283	100	4,387	0	
Peak Hour	All	3	45	756	103	7	74	673	23	0	88	214	98	1	37	138	47	2,307	0
	HV	0	0	15	2	0	2	16	1	0	2	5	0	0	0	8	3	54	0
	HV%	0%	0%	2%	2%	0%	3%	2%	4%	-	2%	2%	0%	0%	0%	6%	6%	2%	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
4:00 PM	6	9	3	6	24	5	2	1	0	8	2	8	6	3	19
4:15 PM	5	7	5	2	19	2	2	4	0	8	4	9	7	0	20
4:30 PM	6	6	2	3	17	1	2	0	1	4	11	6	5	4	26
4:45 PM	4	7	3	3	17	2	1	6	0	9	8	4	7	8	27
5:00 PM	3	5	1	4	13	2	2	6	1	11	5	3	10	4	22
5:15 PM	4	1	1	1	7	0	3	7	1	11	10	4	8	2	24
5:30 PM	5	2	2	2	11	4	3	4	1	12	5	2	3	6	16
5:45 PM	4	0	1	0	5	4	1	4	1	10	4	1	6	2	13
Count Total	37	37	18	21	113	20	16	32	5	73	49	37	52	29	167
Peak Hour	17	19	7	11	54	5	8	19	3	35	34	17	30	18	99

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Grand Ave				Grand Ave				Market St				Market St				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	0	6	0	0	0	8	1	0	1	2	0	0	0	5	1	24	0
4:15 PM	0	0	5	0	0	2	5	0	0	0	5	0	0	0	2	0	19	0
4:30 PM	0	0	5	1	0	1	4	1	0	0	2	0	0	0	2	1	17	0
4:45 PM	0	0	4	0	0	1	6	0	0	1	2	0	0	0	1	2	17	77
5:00 PM	0	0	3	0	0	0	5	0	0	0	1	0	0	0	4	0	13	66
5:15 PM	0	0	3	1	0	0	1	0	0	1	0	0	0	0	1	0	7	54
5:30 PM	1	0	3	1	0	0	2	0	0	0	2	0	0	0	2	0	11	48
5:45 PM	0	1	3	0	0	0	0	0	0	0	1	0	0	0	0	0	5	36
Count Total	1	1	32	3	0	4	31	2	0	3	15	0	0	0	17	4	113	0
Peak Hour	0	0	15	2	0	2	16	1	0	2	5	0	0	0	8	3	54	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Grand Ave			Grand Ave			Market St			Market St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	5	0	0	0	2	0	1	0	0	0	0	8	0				
4:15 PM	0	2	0	0	1	1	0	3	1	0	0	0	8	0				
4:30 PM	0	1	0	1	1	0	0	0	0	0	1	0	4	0				
4:45 PM	0	2	0	1	0	0	0	5	1	0	0	0	9	29				
5:00 PM	0	2	0	1	0	1	0	3	3	0	1	0	11	32				
5:15 PM	0	0	0	0	2	1	0	6	1	1	0	0	11	35				
5:30 PM	1	3	0	0	2	1	0	4	0	1	0	0	12	43				
5:45 PM	0	4	0	0	1	0	0	2	2	0	1	0	10	44				
Count Total	1	19	0	3	7	6	0	24	8	2	3	0	73	0				
Peak Hour	0	5	0	3	3	2	0	14	5	1	2	0	35	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 18

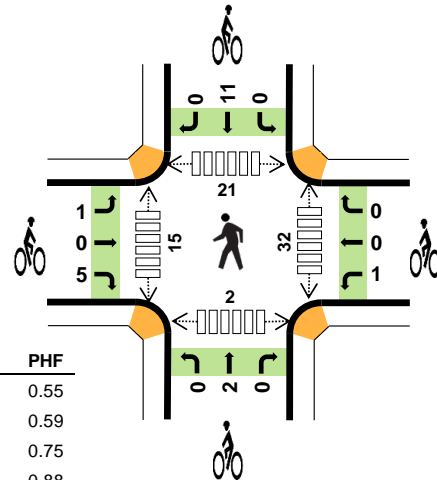
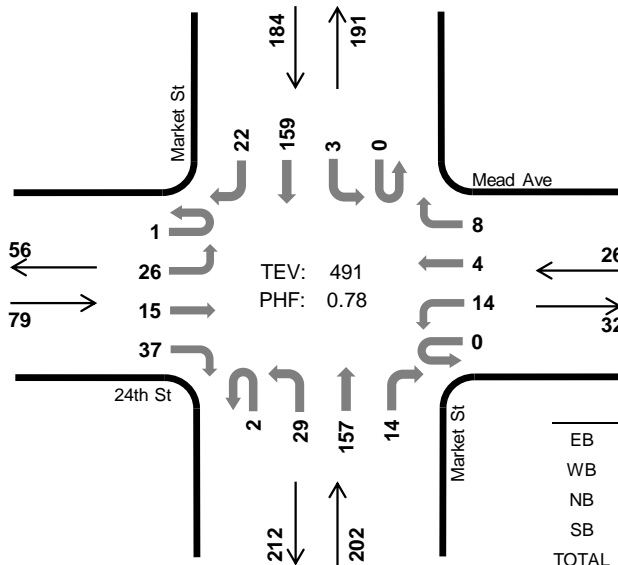
**Intersection Name: Market Street/24th
Street**

Market St 24th St



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	1.3%	0.55
WB	3.8%	0.59
NB	5.0%	0.75
SB	6.5%	0.88
TOTAL	4.9%	0.78

Two-Hour Count Summaries

Interval Start	24th St				Mead Ave				Market St				Market St				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	4	2	4	0	3	2	2	0	1	17	2	0	0	14	1	52	0	
7:15 AM	0	1	0	4	0	6	0	2	0	0	31	0	0	0	35	0	79	0	
7:30 AM	0	2	2	9	1	0	1	0	0	5	37	3	0	1	28	2	91	0	
7:45 AM	0	2	1	11	0	3	0	2	0	5	29	7	0	1	35	1	97	319	
8:00 AM	0	5	0	11	0	3	2	1	1	7	33	3	0	1	42	3	112	379	
8:15 AM	1	7	13	15	0	1	0	4	1	12	50	4	0	1	46	3	158	458	
8:30 AM	0	8	2	6	0	8	1	2	0	5	37	2	0	0	43	9	123	490	
8:45 AM	0	6	0	5	0	2	1	1	0	5	37	5	0	1	28	7	98	491	
Count Total	1	35	20	65	1	26	7	14	2	40	271	26	0	5	271	26	810	0	
Peak Hour	All	1	26	15	37	0	14	4	8	2	29	157	14	0	3	159	22	491	0
	HV	0	0	0	1	0	0	0	1	0	1	9	0	0	0	12	0	24	0
	HV%	0%	0%	0%	3%	-	0%	0%	13%	0%	3%	6%	0%	-	0%	8%	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
7:00 AM	0	0	2	0	2	0	1	1	1	3	4	2	0	0	6
7:15 AM	1	0	3	3	7	1	0	3	2	6	7	0	2	0	9
7:30 AM	2	0	5	2	9	0	1	2	1	4	1	0	4	0	5
7:45 AM	0	0	1	1	2	0	0	0	1	1	3	6	4	2	15
8:00 AM	0	0	2	2	4	2	0	1	5	8	10	4	4	0	18
8:15 AM	0	0	2	5	7	0	0	0	1	1	12	8	12	0	32
8:30 AM	0	1	3	3	7	3	1	0	2	6	4	2	3	2	11
8:45 AM	1	0	3	2	6	1	0	1	3	5	6	1	2	0	9
Count Total	4	1	21	18	44	7	3	8	16	34	47	23	31	4	105
Peak Hour	1	1	10	12	24	6	1	2	11	20	32	15	21	2	70

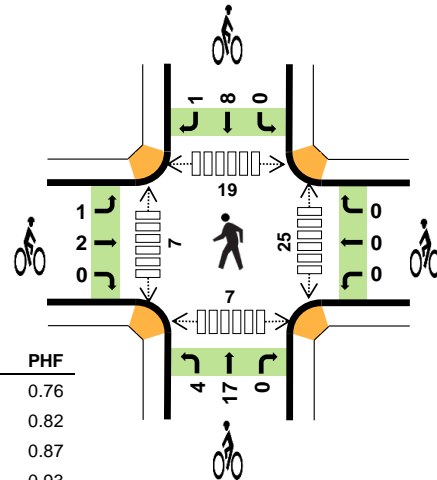
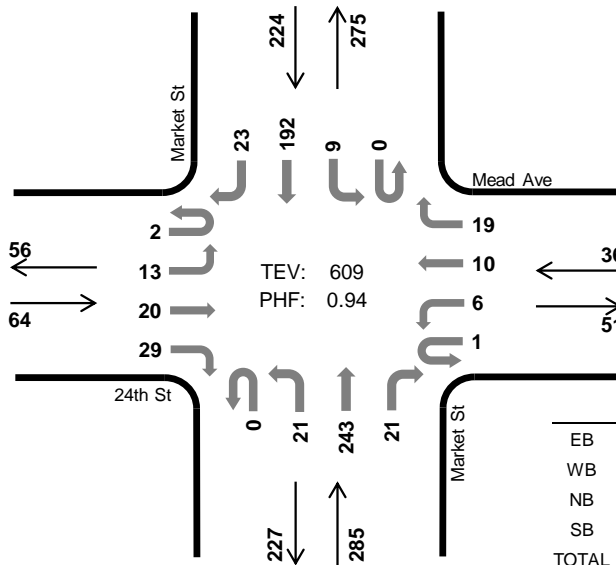
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	24th St				Mead Ave				Market St				Market St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	3	0	0	0	3	0	7	0
7:30 AM	0	0	0	2	0	0	0	0	0	0	4	1	0	0	1	1	9	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	20
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	22
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7	22
8:30 AM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	3	0	7	20
8:45 AM	0	0	0	1	0	0	0	0	0	1	2	0	0	0	2	0	6	24
Count Total	0	0	0	4	0	0	0	1	0	1	19	1	0	0	17	1	44	0
Peak Hour	0	0	0	1	0	0	0	1	0	1	9	0	0	0	12	0	24	0
Two-Hour Count Summaries - Bikes																		
Interval Start	24th St			Mead Ave			Market St			Market St			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	1	0	1	0	1	0	0	3	0				
7:15 AM	0	1	0	0	0	0	1	2	0	0	2	0	6	0				
7:30 AM	0	0	0	1	0	0	0	2	0	0	1	0	4	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	14				
8:00 AM	0	0	2	0	0	0	0	1	0	0	5	0	8	19				
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	14				
8:30 AM	1	0	2	1	0	0	0	0	0	0	2	0	6	16				
8:45 AM	0	0	1	0	0	0	0	1	0	0	3	0	5	20				
Count Total	1	1	5	2	0	1	1	7	0	1	15	0	34	0				
Peak Hour	1	0	5	1	0	0	0	2	0	0	11	0	20	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Market St 24th St



Peak Hour

Date: 01/31/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.0%	0.76
WB	0.0%	0.82
NB	1.4%	0.87
SB	3.1%	0.93
TOTAL	1.8%	0.94

Two-Hour Count Summaries

Interval Start	24th St				Mead Ave				Market St				Market St				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Westbound		Northbound		Northbound		Southbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	3	2	6	0	4	2	1	0	11	71	7	0	1	37	4	149	0	
4:15 PM	0	6	2	3	0	4	5	4	0	6	43	8	0	1	44	4	130	0	
4:30 PM	0	8	1	12	0	4	6	1	0	8	56	6	0	1	30	5	138	0	
4:45 PM	0	9	2	17	0	4	6	7	0	8	54	7	0	2	30	3	149	566	
5:00 PM	0	0	4	7	0	2	3	5	0	5	68	3	0	1	45	3	146	563	
5:15 PM	0	2	6	6	1	2	3	5	0	5	72	5	0	2	48	5	162	595	
5:30 PM	1	4	5	8	0	1	3	5	0	5	50	8	0	3	48	9	150	607	
5:45 PM	1	7	5	8	0	1	1	4	0	6	53	5	0	3	51	6	151	609	
Count Total	2	39	27	67	1	22	29	32	0	54	467	49	0	14	333	39	1,175	0	
Peak Hour	All	2	13	20	29	1	6	10	19	0	21	243	21	0	9	192	23	609	0
	HV	0	0	0	0	0	0	0	0	0	0	4	0	0	0	6	1	11	0
	HV%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%	2%	0%	-	0%	3%	4%	2%	0

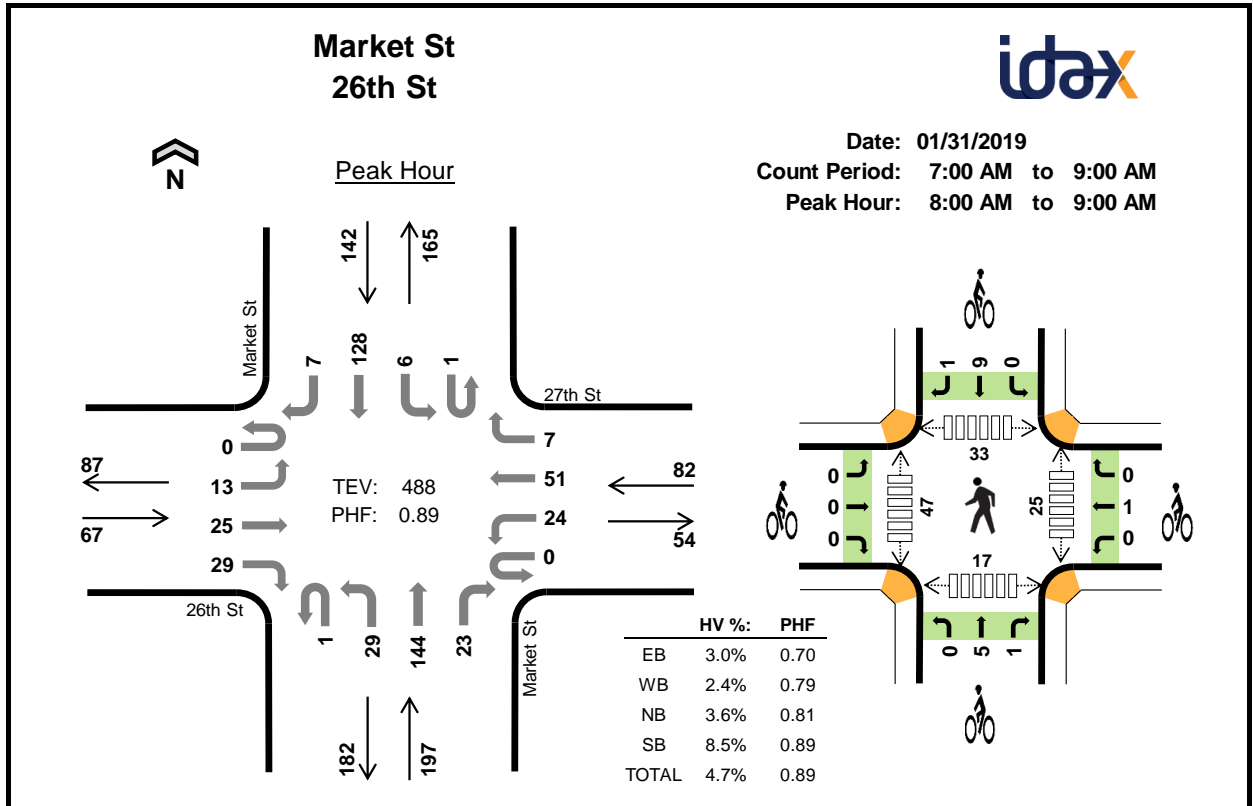
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	3	4	7	0	0	1	0	1	3	3	4	1	11
4:15 PM	0	1	2	3	6	0	0	4	1	5	3	2	4	0	9
4:30 PM	2	0	2	2	6	0	0	2	3	5	12	1	4	0	17
4:45 PM	2	0	2	1	5	2	0	6	0	8	9	3	8	5	25
5:00 PM	0	0	0	3	3	2	0	4	1	7	2	1	8	0	11
5:15 PM	0	0	1	2	3	1	0	6	4	11	12	4	2	4	22
5:30 PM	0	0	2	2	4	0	0	9	1	10	8	1	8	3	20
5:45 PM	0	0	1	0	1	0	0	2	3	5	3	1	1	0	5
Count Total	4	1	13	17	35	5	0	34	13	52	52	16	39	13	120
Peak Hour	0	0	4	7	11	3	0	21	9	33	25	7	19	7	58

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	24th St				Mead Ave				Market St				Market St				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	0	0	0	0	0	0	0	0	0	2	1	0	0	4	0	7	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	3	0	6	0
4:30 PM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	2	0	6	0
4:45 PM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	1	0	5	24
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	20
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	17
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	15
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	11
Count Total	0	0	0	4	0	0	1	0	0	0	12	1	0	0	16	1	35	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	4	0	0	0	6	1	11	0
Two-Hour Count Summaries - Bikes																		
Interval Start	24th St			Mead Ave			Market St			Market St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	5	0	
4:15 PM	0	0	0	0	0	0	0	4	0	1	0	0	0	5	0	5	0	
4:30 PM	0	0	0	0	0	0	0	2	0	0	2	1	0	5	0	5	0	
4:45 PM	1	0	1	0	0	0	0	6	0	0	0	0	0	8	19	8	19	
5:00 PM	1	1	0	0	0	0	0	1	3	0	0	1	0	7	25	7	25	
5:15 PM	0	1	0	0	0	0	0	6	0	0	3	1	0	11	31	11	31	
5:30 PM	0	0	0	0	0	0	0	2	7	0	0	1	0	10	36	10	36	
5:45 PM	0	0	0	0	0	0	0	1	1	0	0	3	0	5	33	5	33	
Count Total	2	2	1	0	0	0	0	4	30	0	1	10	2	52	0	52	0	
Peak Hour	1	2	0	0	0	0	0	4	17	0	0	8	1	33	0	33	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 19

**Intersection Name: Market Street/26th
Street**



Two-Hour Count Summaries

Interval Start	26th St				27th St				Market St				Market St				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	5	0	0	1	8	1	2	2	22	2	0	0	14	0	57	0	
7:15 AM	0	0	1	3	0	6	8	0	1	2	26	5	0	1	23	1	77	0	
7:30 AM	0	3	1	0	0	6	11	0	0	10	33	3	0	0	24	1	92	0	
7:45 AM	0	3	8	4	0	7	12	0	0	8	30	3	0	0	27	3	105	331	
8:00 AM	0	4	8	6	0	3	10	2	0	8	27	5	1	1	33	1	109	383	
8:15 AM	0	5	5	7	0	2	11	3	0	11	45	5	0	0	38	2	134	440	
8:30 AM	0	3	10	11	0	10	14	1	0	5	38	7	0	4	32	2	137	485	
8:45 AM	0	1	2	5	0	9	16	1	1	5	34	6	0	1	25	2	108	488	
Count Total	0	19	40	36	0	44	90	8	4	51	255	36	1	7	216	12	819	0	
Peak Hour	All	0	13	25	29	0	24	51	7	1	29	144	23	1	6	128	7	488	0
	HV	0	1	1	0	0	1	1	0	0	1	6	0	0	1	11	0	23	0
	HV%	-	8%	4%	0%	-	4%	2%	0%	0%	3%	4%	0%	0%	17%	9%	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
7:00 AM	0	0	2	0	2	0	0	2	0	2	1	3	3	0	7
7:15 AM	0	0	2	3	5	0	0	2	2	4	2	3	2	1	8
7:30 AM	0	0	4	1	5	0	0	2	1	3	0	5	0	4	9
7:45 AM	0	1	1	1	3	1	0	0	1	2	4	14	5	2	25
8:00 AM	2	0	2	3	7	0	0	1	4	5	7	12	11	2	32
8:15 AM	0	0	1	4	5	0	1	2	1	4	8	10	9	4	31
8:30 AM	0	0	3	3	6	0	0	1	2	3	3	15	10	3	31
8:45 AM	0	2	1	2	5	0	0	2	3	5	7	10	3	8	28
Count Total	2	3	16	17	38	1	1	12	14	28	32	72	43	24	171
Peak Hour	2	2	7	12	23	0	1	6	10	17	25	47	33	17	122

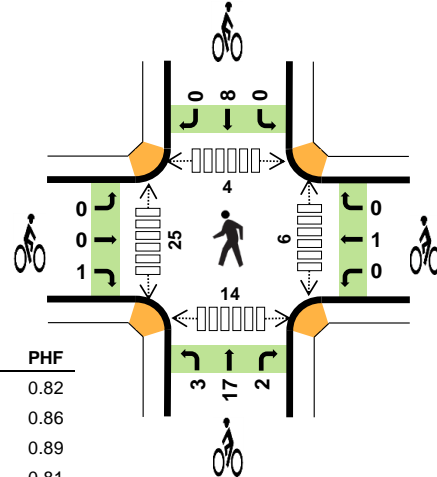
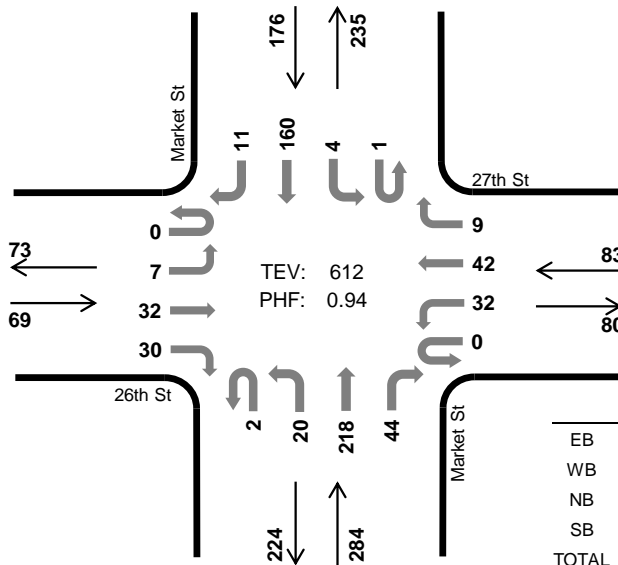
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	26th St				27th St				Market St				Market St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	5	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	3	15
8:00 AM	0	1	1	0	0	0	0	0	0	1	1	0	0	1	2	0	7	20
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5	20
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	21
8:45 AM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	2	0	5	23
Count Total	0	1	1	0	0	1	2	0	0	2	14	0	0	1	16	0	38	0
Peak Hour	0	1	1	0	0	1	1	0	0	1	6	0	0	1	11	0	23	0
Two-Hour Count Summaries - Bikes																		
Interval Start	26th St			27th St			Market St			Market St			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	2	0	0	0	0	0	0	2	0		
7:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	4	0	
7:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	3	0	
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	2	11	
8:00 AM	0	0	0	0	0	0	0	0	1	0	4	0	0	4	0	5	14	
8:15 AM	0	0	0	0	0	1	0	0	2	0	1	0	0	1	0	4	14	
8:30 AM	0	0	0	0	0	0	0	0	1	0	2	0	0	2	0	3	14	
8:45 AM	0	0	0	0	0	0	0	0	2	0	2	1	0	2	1	5	17	
Count Total	0	1	0	0	0	1	0	0	11	1	0	12	2	0	28	0		
Peak Hour	0	0	0	0	0	1	0	0	5	1	0	9	1	0	17	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Market St 26th St



Peak Hour

Date: 01/31/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.4%	0.82
WB	2.4%	0.86
NB	1.4%	0.89
SB	2.8%	0.81
TOTAL	2.0%	0.94

Two-Hour Count Summaries

Interval Start	26th St				27th St				Market St				Market St				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	1	6	8	0	5	8	1	0	6	59	6	0	0	32	3	135	0	
4:15 PM	0	1	7	3	0	9	9	3	1	4	40	14	0	4	35	1	131	0	
4:30 PM	0	2	10	2	0	7	11	4	1	4	53	6	0	1	25	1	127	0	
4:45 PM	0	7	2	3	0	5	14	4	0	4	45	12	0	3	29	0	128	521	
5:00 PM	0	0	5	9	0	8	14	2	2	6	58	11	0	2	32	2	151	537	
5:15 PM	0	2	11	8	0	6	10	4	0	8	60	12	1	1	37	3	163	569	
5:30 PM	0	3	9	7	0	8	6	3	0	3	47	12	0	0	51	3	152	594	
5:45 PM	0	2	7	6	0	10	12	0	0	3	53	9	0	1	40	3	146	612	
Count Total	0	18	57	46	0	58	84	21	4	38	415	82	1	12	281	16	1,133	0	
Peak Hour	All	0	7	32	30	0	32	42	9	2	20	218	44	1	4	160	11	612	0
	HV	0	0	1	0	0	2	0	0	0	0	4	0	0	0	5	0	12	0
	HV%	-	0%	3%	0%	-	6%	0%	0%	0%	0%	2%	0%	0%	0%	3%	0%	2%	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
4:00 PM	2	0	2	2	6	0	2	2	2	6	8	5	1	4	18
4:15 PM	0	0	2	3	5	0	0	5	2	7	1	16	6	4	27
4:30 PM	0	0	1	2	3	0	0	3	2	5	8	5	6	4	23
4:45 PM	0	0	2	1	3	0	0	6	0	6	1	3	0	2	6
5:00 PM	0	1	0	2	3	0	0	7	1	8	0	9	1	6	16
5:15 PM	1	1	1	1	4	0	0	6	4	10	3	6	0	3	12
5:30 PM	0	0	2	2	4	1	0	7	0	8	3	7	0	2	12
5:45 PM	0	0	1	0	1	0	1	2	3	6	0	3	3	3	9
Count Total	3	2	11	13	29	1	3	38	14	56	24	54	17	28	123
Peak Hour	1	2	4	5	12	1	1	22	8	32	6	25	4	14	49

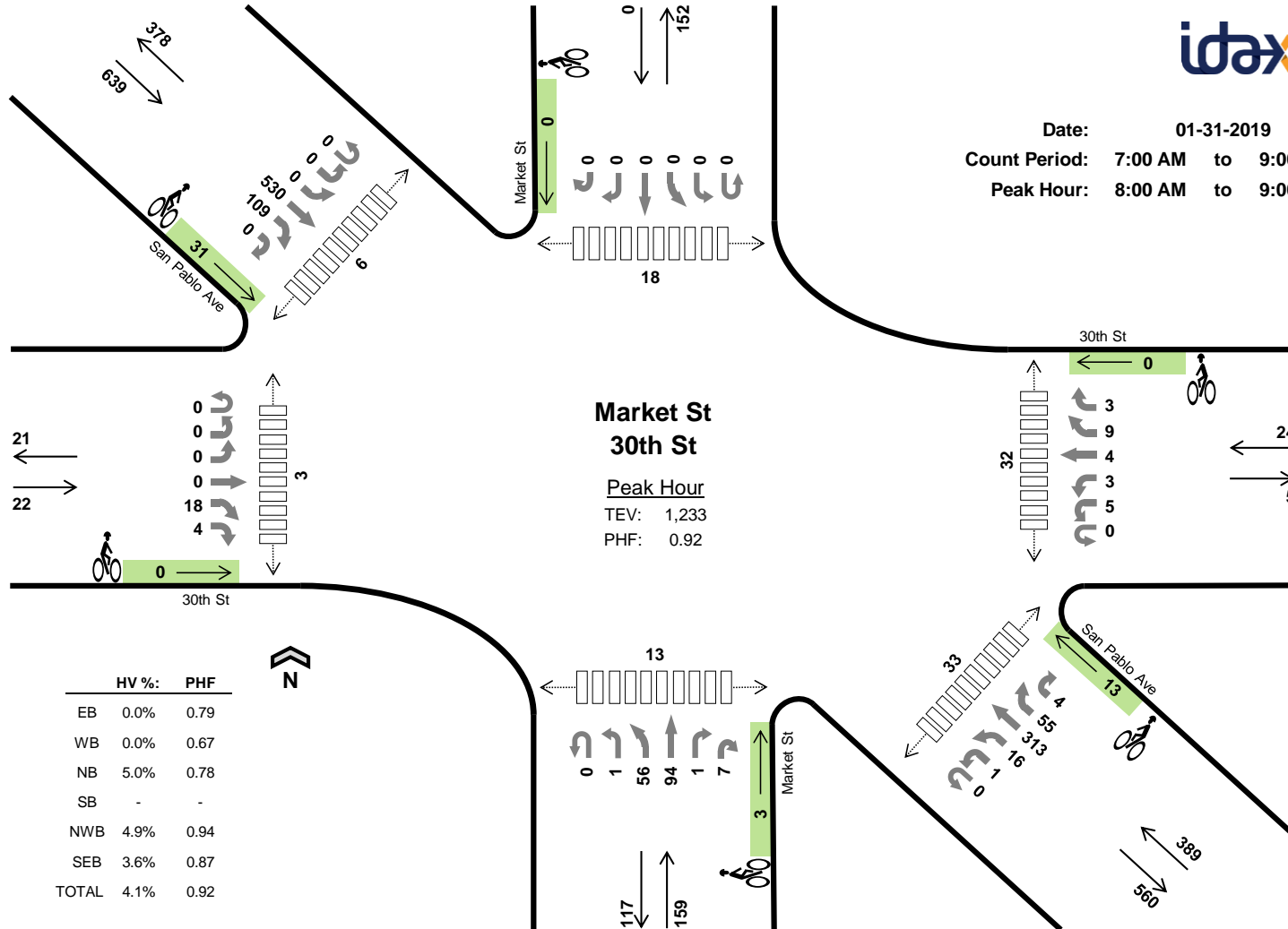
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	26th St				27th St				Market St				Market St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	2	0	6	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	17
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3	14
5:15 PM	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	4	13
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	14
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	12
Count Total	0	0	1	2	0	2	0	0	0	0	11	0	0	0	13	0	29	0
Peak Hour	0	0	1	0	0	2	0	0	0	0	4	0	0	0	5	0	12	0
Two-Hour Count Summaries - Bikes																		
Interval Start	26th St			27th St			Market St			Market St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	2	0	0	2	0	0	2	0	6	0				
4:15 PM	0	0	0	0	0	0	0	4	1	0	2	0	7	0				
4:30 PM	0	0	0	0	0	0	0	1	2	0	2	0	5	0				
4:45 PM	0	0	0	0	0	0	0	6	0	0	0	0	6	24				
5:00 PM	0	0	0	0	0	0	0	2	5	0	0	1	8	26				
5:15 PM	0	0	0	0	0	0	0	1	4	1	0	4	10	29				
5:30 PM	0	0	1	0	0	0	0	6	1	0	0	0	8	32				
5:45 PM	0	0	0	0	1	0	0	2	2	0	0	3	6	32				
Count Total	0	0	1	0	3	0	0	3	30	5	0	14	56	0				
Peak Hour	0	0	1	0	1	0	0	3	17	2	0	8	32	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 20

**Intersection Name: Market Street/San
Pablo Avenue**



Date: 01-31-2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	0.0%	0.79
WB	0.0%	0.67
NB	5.0%	0.78
SB	-	-
NWB	4.9%	0.94
SEB	3.6%	0.87
TOTAL	4.1%	0.92

Two-Hour Count Summaries

Interval Start	30th St Eastbound						30th St Westbound						Market St Northbound						Market St Southbound						San Pablo Ave Northwestbound						San Pablo Ave Southeastbound						15-min Total	Rolling One Hour	
	UT	HL	LT	TH	BR	RT	UT	HL	LT	TH	BR	RT	UT	LT	BL	TH	RT	HR	UT	LT	BL	TH	RT	HR	UT	HL	BL	TH	BR	HR	UT	HL	BL	TH	BR	HR			
	7:00 AM	0	1	0	0	7	2	0	0	0	0	0	1	0	0	8	10	0	0	0	0	0	0	0	0	0	0	2	63	6	0	0	0	0	53	10			0
7:15 AM	0	2	0	0	4	0	0	0	0	0	0	0	0	0	13	15	0	1	0	0	0	0	0	0	0	0	0	1	61	6	1	0	0	0	98	20	0	222	0
7:30 AM	0	0	0	0	7	0	0	0	0	2	1	1	0	0	9	24	1	0	0	0	0	0	0	0	0	0	0	4	55	10	0	0	0	98	22	0	234	0	
7:45 AM	0	0	0	0	5	1	0	0	0	2	2	1	0	0	6	25	1	4	0	0	0	0	0	0	0	0	1	74	17	0	0	0	104	21	0	265	884		
8:00 AM	0	0	0	0	2	3	0	3	0	2	2	2	0	0	14	18	0	2	0	0	0	0	0	0	0	0	1	4	75	14	1	0	0	118	24	0	285	1,006	
8:15 AM	0	0	0	0	7	0	0	0	2	0	2	0	0	1	13	31	1	5	0	0	0	0	0	0	0	0	0	4	82	17	0	0	0	125	33	0	323	1,107	
8:30 AM	0	0	0	0	2	1	0	2	1	1	2	1	0	0	13	26	0	0	0	0	0	0	0	0	0	0	0	4	85	12	2	0	0	151	32	0	335	1,208	
8:45 AM	0	0	0	0	7	0	0	0	0	1	3	0	0	0	16	19	0	0	0	0	0	0	0	0	0	0	0	4	71	12	1	0	0	136	20	0	290	1,233	
Count Total	0	3	0	0	41	7	0	5	3	8	12	6	0	1	92	168	3	12	0	0	0	0	0	0	0	0	2	24	566	94	5	0	0	883	182	0	2,117	0	
Peak Hour	All HV	0	0	0	0	18	4	0	5	3	4	9	3	0	1	56	94	1	7	0	0	0	0	0	0	0	1	16	313	55	4	0	0	530	109	0	1,233	0	
	HV%	-	-	-	-	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	9%	0%	0%	-	-	-	-	-	-	-	0%	6%	5%	5%	0%	-	-	-	3%	8%	-	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	NWB	SEB	Total	EB	WB	NB	SB	NWB	SEB	Total	East	West	North	South	NW	SE	Total	
7:00 AM	0	0	0	0	8	6	14	0	1	2	0	1	2	6	3	4	3	3	2	0	3	15
7:15 AM	0	0	4	0	5	4	13	0	0	2	0	1	4	7	6	2	2	3	0	3	16	
7:30 AM	0	0	3	0	5	7	15	0	0	2	0	2	6	10	1	3	1	3	3	0	11	
7:45 AM	0	0	3	0	3	5	11	1	0	0	1	2	7	11	4	4	5	5	1	2	21	
8:00 AM	0	0	2	0	4	5	11	0	0	0	0	4	6	10	7	1	5	5	1	10	29	
8:15 AM	0	0	2	0	6	8	16	0	0	1	0	3	5	9	10	1	3	1	2	13	30	
8:30 AM	0	0	3	0	5	5	13	0	0	1	0	2	10	13	8	0	3	5	3	9	28	
8:45 AM	0	0	1	0	4	5	10	0	0	1	0	4	10	15	7	1	7	2	0	1	18	
Count Total	0	0	18	0	40	45	103	1	1	9	1	19	50	81	46	16	29	27	12	38	168	
Peak Hr	0	0	8	0	19	23	50	0	0	3	0	13	31	47	32	3	18	13	6	33	105	

Two-Hour Count Summaries - Heavy Vehicles

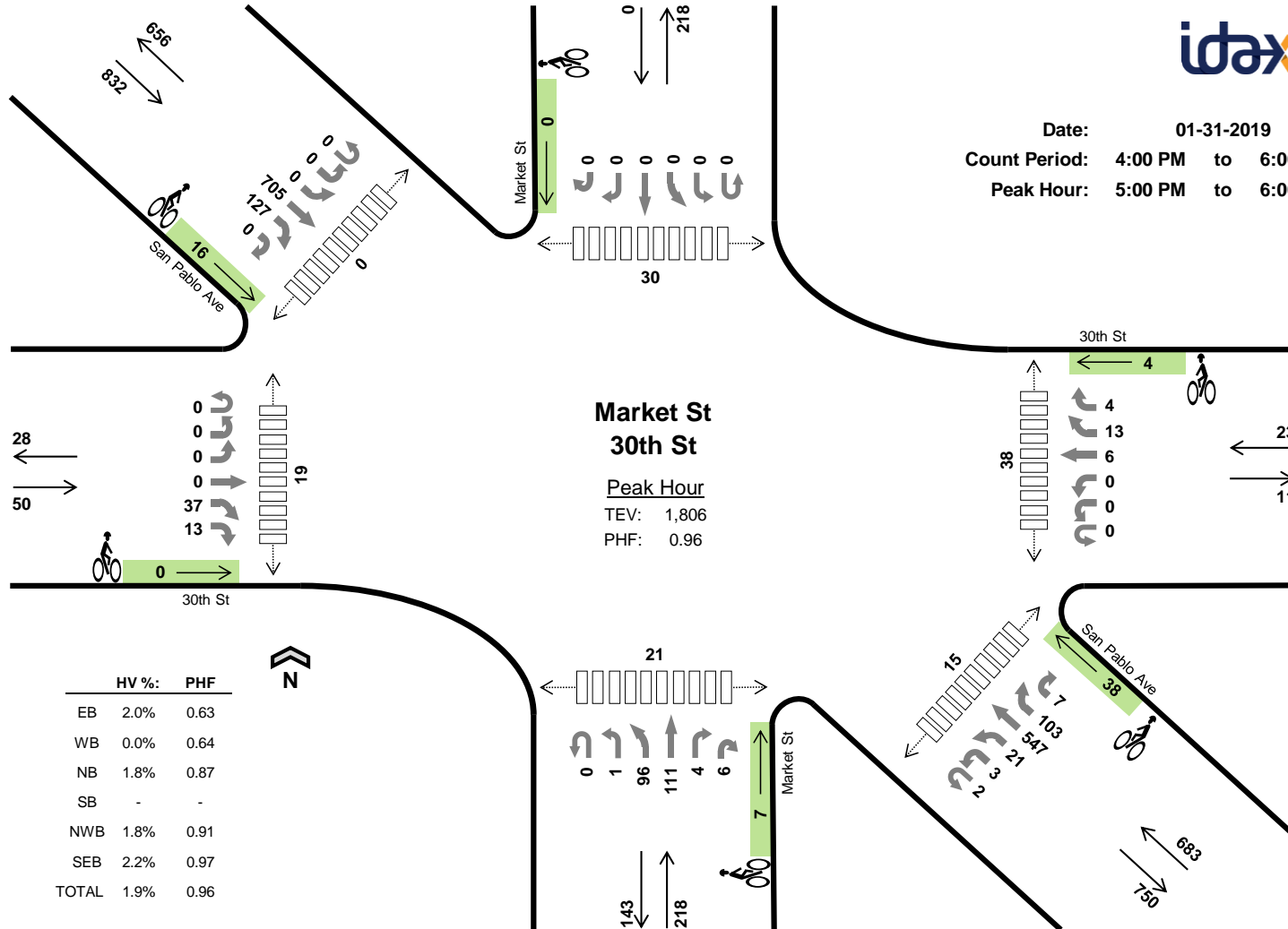
Interval Start	30th St Eastbound						30th St Westbound						Market St Northbound						Market St Southbound						San Pablo Ave Northwestbound						San Pablo Ave Southeastbound						15-min Total	Rolling One Hour	
	UT	HL	LT	TH	BR	RT	UT	HL	LT	TH	BR	RT	UT	LT	BL	TH	RT	HR	UT	LT	BL	TH	RT	HR	UT	HL	BL	TH	BR	HR	UT	HL	BL	TH	BR	HR			
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	2	0	0	0	6	0	0			14
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	3	1	0	13	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	6	1	0	15	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	4	1	0	11	53	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	3	2	0	11	50
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	5	3	0	16	53
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	3	2	0	13	51
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	3	2	0	10	50
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15	0	0	0	0	0	0	0	0	0	0	0	3	30	7	0	0	0	33	12	0	103	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	15	3	0	0	0	0	14	9	0	50	0

Two-Hour Count Summaries - Bikes

Interval Start	30th St Eastbound						30th St Westbound						Market St Northbound						Market St Southbound						San Pablo Ave Northwestbound						San Pablo Ave Southeastbound						15-min Total	Rolling One Hour		
	UT	HL	LT	TH	BR	RT	UT	HL	LT	TH	BR	RT	UT	LT	BL	TH	RT	HR	UT	LT	BL	TH	RT	HR	UT	HL	BL	TH	BR	HR	UT	HL	BL	TH	BR	HR				
	7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2			0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0	7	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	5	1	0	10	0	
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	3	0	11	34	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	5	1	0	10	38	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	5	0	0	9	40	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	9	1	0	13	43	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	10	0	0	15	47	
Count Total	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	7	0	0	0	0	0	1	0	0	0	0	0	0	19	0	0	0	0	0	42	8	0	81	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	29	2	0	47	0	



Date: 01-31-2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



Two-Hour Count Summaries

Interval Start	30th St Eastbound						30th St Westbound						Market St Northbound						Market St Southbound						San Pablo Ave Northwestbound						San Pablo Ave Southeastbound						15-min Total	Rolling One Hour	
	UT	HL	LT	TH	BR	RT	UT	HL	LT	TH	BR	RT	UT	LT	BL	TH	RT	HR	UT	LT	BL	TH	RT	HR	UT	HL	BL	TH	BR	HR	UT	HL	BL	TH	BR	HR			
	4:00 PM	0	0	0	0	15	2	0	2	0	0	7	2	0	0	32	28	2	2	0	0	0	0	0	0	0	1	5	127	15	1	0	0	0	158	22			0
4:15 PM	0	1	0	0	7	2	0	1	1	2	4	0	0	1	23	15	3	1	0	0	0	0	0	0	1	1	9	149	17	1	0	0	0	144	27	0	410	0	
4:30 PM	0	0	0	0	14	4	0	0	0	1	3	2	0	0	40	20	4	1	0	0	0	0	0	0	0	0	9	169	13	6	0	0	0	131	20	0	437	0	
4:45 PM	0	0	0	0	7	2	0	0	0	3	2	3	0	2	27	29	2	0	0	0	0	0	0	0	0	1	2	132	27	2	0	0	0	162	24	0	427	1,695	
5:00 PM	0	0	0	0	8	4	0	0	0	2	5	2	0	0	21	31	3	1	0	0	0	0	0	0	0	0	4	127	25	2	0	0	0	184	27	0	446	1,720	
5:15 PM	0	0	0	0	7	3	0	0	0	1	4	0	0	1	28	32	1	1	0	0	0	0	0	0	0	1	3	149	33	1	0	0	0	181	26	0	472	1,782	
5:30 PM	0	0	0	0	7	1	0	0	0	1	1	1	0	0	23	27	0	3	0	0	0	0	0	0	2	2	8	127	18	1	0	0	0	178	36	0	436	1,781	
5:45 PM	0	0	0	0	15	5	0	0	0	2	3	1	0	0	24	21	0	1	0	0	0	0	0	0	0	0	6	144	27	3	0	0	0	162	38	0	452	1,806	
Count Total	0	1	0	0	80	23	0	3	1	12	29	11	0	4	218	203	15	10	0	0	0	0	0	0	3	6	46	1,124	175	17	0	0	0	1,300	220	0	3,501	0	
Peak Hour	All HV	0	0	0	0	37	13	0	0	0	6	13	4	0	1	96	111	4	6	0	0	0	0	0	2	3	21	547	103	7	0	0	0	705	127	0	1,806	0	
	HV%	-	-	-	-	0%	8%	-	-	-	0%	0%	0%	0	-	0%	1%	3%	0%	0%	-	-	-	-	-	0%	0%	5%	2%	0%	0%	-	-	-	2%	2%	-	2%	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)						Total	
	EB	WB	NB	SB	NWB	SEB	Total	EB	WB	NB	SB	NWB	SEB	Total	East	West	North	South	NW		SE
4:00 PM	0	0	2	0	4	10	16	0	1	0	0	0	1	2	17	4	16	5	0	7	49
4:15 PM	1	0	2	0	3	3	9	0	0	2	0	9	1	12	3	7	5	6	0	1	22
4:30 PM	0	1	2	0	3	5	11	0	0	0	0	8	7	15	7	12	8	11	0	1	39
4:45 PM	0	0	2	0	2	4	8	0	0	4	0	9	4	17	8	2	6	2	0	3	21
5:00 PM	1	0	0	0	2	4	7	0	0	3	0	6	5	14	8	4	6	3	0	4	25
5:15 PM	0	0	2	0	4	6	12	0	2	0	0	10	4	16	10	5	8	3	0	3	29
5:30 PM	0	0	1	0	3	4	8	0	2	3	0	9	4	18	9	5	6	10	0	4	34
5:45 PM	0	0	1	0	3	4	8	0	0	1	0	13	3	17	11	5	10	5	0	4	35
Count Total	2	1	12	0	24	40	79	0	5	13	0	64	29	111	73	44	65	45	0	27	254
Peak Hr	1	0	4	0	12	18	35	0	4	7	0	38	16	65	38	19	30	21	0	15	123

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	30th St Eastbound						30th St Westbound						Market St Northbound						Market St Southbound						San Pablo Ave Northwestbound						San Pablo Ave Southeastbound						15-min Total	Rolling One Hour
	UT	HL	LT	TH	BR	RT	UT	HL	LT	TH	BR	RT	UT	LT	BL	TH	RT	HR	UT	LT	BL	TH	RT	HR	UT	HL	BL	TH	BR	HR	UT	HL	BL	TH	BR	HR		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	8	2		
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	1	0	9	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	2	0	11	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	1	0	8	44
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	1	0	7	35	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	5	1	0	12	38	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	1	0	8	35	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	4	0	0	8	35		
Count Total	0	0	0	0	0	2	0	0	0	1	0	0	0	0	5	7	0	0	0	0	0	0	0	0	0	0	1	23	0	0	0	0	31	9	0	79	0	
Peak Hour	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	1	11	0	0	0	0	15	3	0	35	0		

Two-Hour Count Summaries - Bikes

Interval Start	30th St Eastbound						30th St Westbound						Market St Northbound						Market St Southbound						San Pablo Ave Northwestbound						San Pablo Ave Southeastbound						15-min Total	Rolling One Hour
	UT	HL	LT	TH	BR	RT	UT	HL	LT	TH	BR	RT	UT	LT	BL	TH	RT	HR	UT	LT	BL	TH	RT	HR	UT	HL	BL	TH	BR	HR	UT	HL	BL	TH	BR	HR		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	1	0	0	12	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	6	1	0	15	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	3	1	0	17	46	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	5	0	0	14	58	
5:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	2	2	0	16	62		
5:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	6	2	0	0	0	4	0	0	18	65		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	8	4	0	0	0	2	1	0	17	65		
Count Total	0	0	0	0	0	0	0	0	3	0	1	1	0	0	2	9	2	0	0	0	0	0	0	0	0	2	35	27	0	0	0	24	5	0	111	0		
Peak Hour	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	6	1	0	0	0	0	0	0	0	0	2	21	15	0	0	0	13	3	0	65	0		

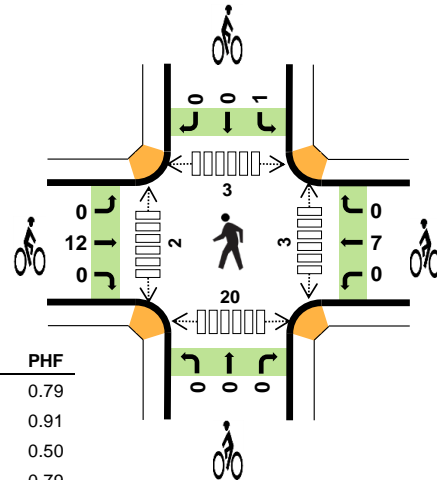
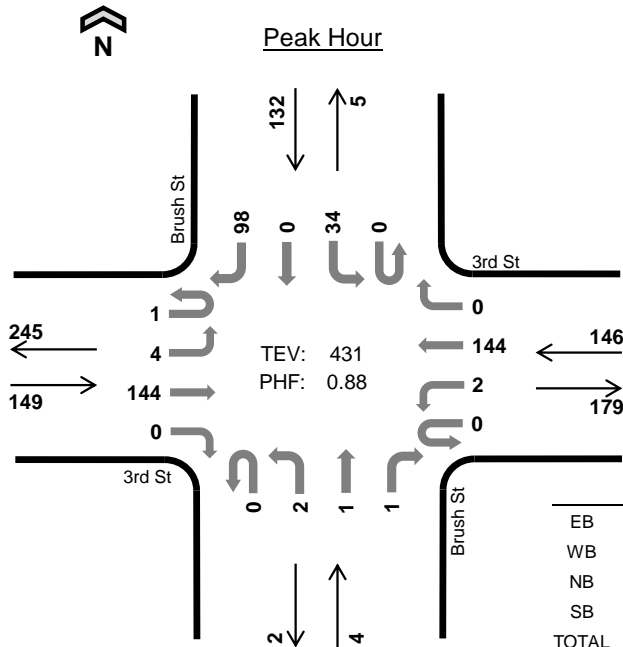
Intersection #: 21

Intersection Name: Brush Street/3rd Street

Brush St 3rd St



Date: 01/30/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	25.5%	0.79
WB	32.2%	0.91
NB	50.0%	0.50
SB	16.7%	0.79
TOTAL	25.3%	0.88

Two-Hour Count Summaries

Interval Start	3rd St Eastbound				3rd St Westbound				Brush St Northbound				Brush St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	1	18	3	0	0	25	1	0	1	1	1	0	5	6	28	90	0	
7:15 AM	0	0	21	0	0	1	32	0	0	3	1	0	0	11	1	25	95	0	
7:30 AM	0	2	25	2	0	0	37	2	0	2	0	0	0	11	0	15	96	0	
7:45 AM	0	1	22	0	0	0	38	0	0	0	0	0	0	9	0	16	86	367	
8:00 AM	1	0	30	0	0	1	34	0	0	1	1	0	0	6	0	14	88	365	
8:15 AM	0	1	32	0	0	0	40	0	0	0	0	0	0	13	0	20	106	376	
8:30 AM	0	1	46	0	0	0	32	0	0	0	0	1	0	5	0	37	122	402	
8:45 AM	0	2	36	0	0	1	38	0	0	1	0	0	0	10	0	27	115	431	
Count Total	1	8	230	5	0	3	276	3	0	8	3	2	0	70	7	182	798	0	
Peak Hour	All	1	4	144	0	0	2	144	0	0	2	1	1	0	34	0	98	431	0
	HV	0	0	38	0	0	1	46	0	0	2	0	0	0	2	0	20	109	0
	HV%	0%	0%	26%	-	-	50%	32%	-	-	100%	0%	0%	-	6%	-	20%	25%	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
7:00 AM	6	13	0	4	23	2	0	0	0	2	2	0	0	2	4
7:15 AM	3	18	1	3	25	0	1	0	0	1	0	0	0	6	6
7:30 AM	9	14	0	1	24	1	2	0	1	4	0	0	0	4	4
7:45 AM	4	16	0	1	21	3	0	0	0	3	1	0	1	2	4
8:00 AM	10	15	1	2	28	5	1	0	0	6	1	0	1	3	5
8:15 AM	4	12	0	4	20	1	5	0	0	6	1	2	2	10	15
8:30 AM	12	8	0	8	28	3	0	0	0	3	0	0	0	5	5
8:45 AM	12	12	1	8	33	3	1	0	1	5	1	0	0	2	3
Count Total	60	108	3	31	202	18	10	0	2	30	6	2	4	34	46
Peak Hour	38	47	2	22	109	12	7	0	1	20	3	2	3	20	28

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd St				3rd St				Brush St				Brush St				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	6	0	0	0	13	0	0	0	0	0	0	1	3	23	0	
7:15 AM	0	0	3	0	0	1	17	0	0	0	1	0	0	1	0	25	0	
7:30 AM	0	1	8	0	0	0	14	0	0	0	0	0	0	0	1	24	0	
7:45 AM	0	0	4	0	0	0	16	0	0	0	0	0	0	0	1	21	93	
8:00 AM	0	0	10	0	0	1	14	0	0	1	0	0	0	0	2	28	98	
8:15 AM	0	0	4	0	0	0	12	0	0	0	0	0	0	2	0	20	93	
8:30 AM	0	0	12	0	0	0	8	0	0	0	0	0	0	0	8	28	97	
8:45 AM	0	0	12	0	0	0	12	0	0	1	0	0	0	0	0	33	109	
Count Total	0	1	59	0	0	2	106	0	0	2	1	0	0	3	1	27	202	
Peak Hour	0	0	38	0	0	1	46	0	0	2	0	0	0	2	0	20	109	
Two-Hour Count Summaries - Bikes																		
Interval Start	3rd St			3rd St			Brush St			Brush St			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	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0		
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0		
7:30 AM	0	1	0	0	2	0	0	0	0	0	0	1	0	0	4	0		
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	10		
8:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6	14		
8:15 AM	0	1	0	0	5	0	0	0	0	0	0	0	0	0	6	19		
8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	18		
8:45 AM	0	3	0	0	1	0	0	0	0	0	0	1	0	0	5	20		
Count Total	0	17	1	0	10	0	0	0	0	0	0	2	0	0	30	0		
Peak Hour	0	12	0	0	7	0	0	0	0	0	0	1	0	0	20	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

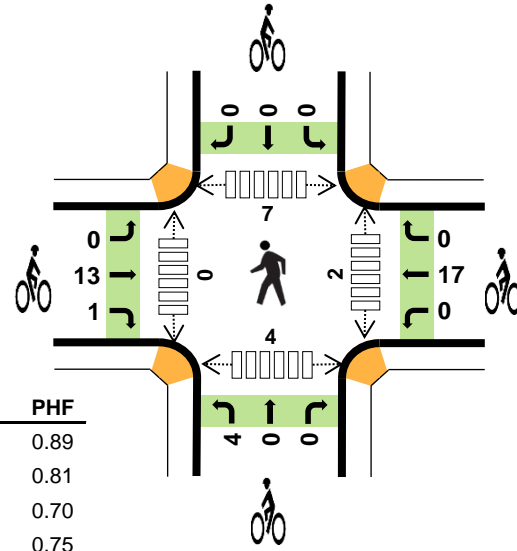
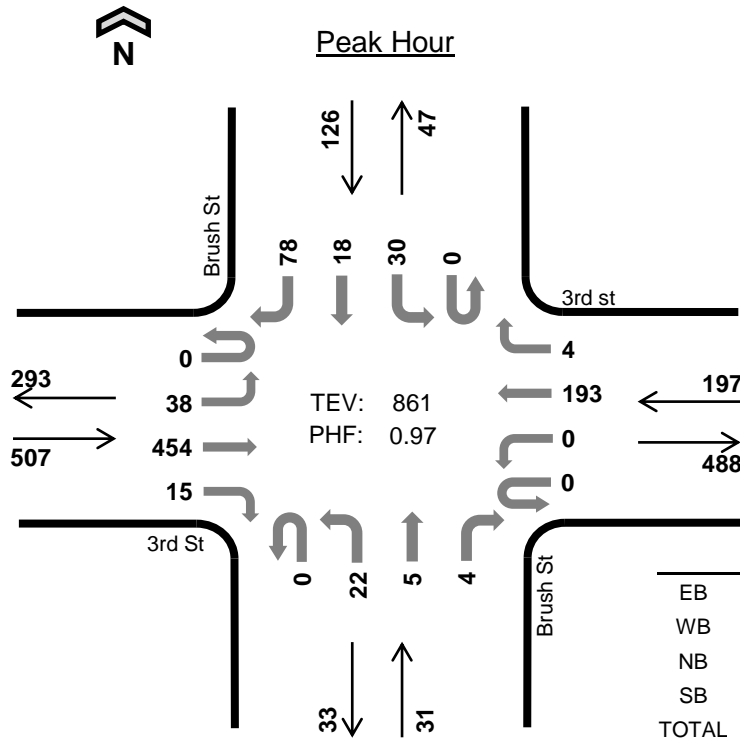


Brush St 3rd St

Date: 09-11-2018

Count Period: 3:00 PM to 8:00 PM

Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	17.9%	0.89
WB	14.7%	0.81
NB	9.7%	0.70
SB	14.3%	0.75
TOTAL	16.4%	0.97

Five-Hour Count Summaries

Interval Start	3rd St				3rd st				Brush St				Brush St				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound								
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:45 PM	0	13	110	7	0	0	39	3	0	6	1	0	0	6	7	29	221	0	
5:00 PM	0	13	103	1	0	0	61	0	0	6	2	2	0	6	3	20	217	0	
5:15 PM	0	7	107	4	0	0	52	0	0	7	2	2	0	9	3	15	208	0	
5:30 PM	0	5	134	3	0	0	41	1	0	3	0	0	0	9	5	14	215	861	
Peak Hour	All	0	38	454	15	0	0	193	4	0	22	5	4	0	30	18	78	861	0
	HV	0	1	86	4	0	0	28	1	0	3	0	0	0	1	0	17	141	0
	HV%	-	3%	19%	27%	-	-	15%	25%	-	14%	0%	0%	-	3%	0%	22%	16%	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
4:45 PM	31	10	1	11	53	2	1	0	0	3	0	0	0	2	2
5:00 PM	22	7	1	3	33	2	5	2	0	9	0	0	0	0	0
5:15 PM	22	6	1	2	31	3	3	1	0	7	1	0	3	1	5
5:30 PM	16	6	0	2	24	7	8	1	0	16	1	0	4	1	6
Peak Hour	91	29	3	18	141	14	17	4	0	35	2	0	7	4	13

Five-Hour Count Summaries																			
Interval Start	3rd St				3rd st				Brush St				Brush St				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			
3:00 PM	0	6	53	4	0	0	27	1	0	3	4	1	0	7	3	16	125	0	
3:15 PM	0	3	59	2	1	0	33	1	0	5	4	1	0	10	4	13	136	0	
3:30 PM	0	5	64	0	0	1	24	0	0	2	1	1	0	2	8	9	117	0	
3:45 PM	1	8	85	1	0	0	41	2	0	3	1	2	0	9	6	9	168	546	
4:00 PM	0	15	81	0	0	0	33	2	0	4	0	0	0	9	3	12	159	580	
4:15 PM	0	7	85	3	0	0	41	2	0	6	1	0	0	4	0	16	165	609	
4:30 PM	0	9	103	3	0	0	38	1	0	7	1	0	0	5	0	27	194	686	
4:45 PM	0	13	110	7	0	0	39	3	0	6	1	0	0	6	7	29	221	739	
5:00 PM	0	13	103	1	0	0	61	0	0	6	2	2	0	6	3	20	217	797	
5:15 PM	0	7	107	4	0	0	52	0	0	7	2	2	0	9	3	15	208	840	
5:30 PM	0	5	134	3	0	0	41	1	0	3	0	0	0	9	5	14	215	861	
5:45 PM	0	5	105	1	0	0	40	2	0	7	0	2	0	10	6	15	193	833	
6:00 PM	0	3	81	0	0	0	41	3	0	6	0	0	0	12	3	10	159	775	
6:15 PM	1	4	67	4	0	0	31	0	0	8	0	0	0	10	2	7	134	701	
6:30 PM	0	4	59	0	0	0	34	3	0	1	0	0	0	11	6	6	124	610	
6:45 PM	0	2	44	0	0	0	28	1	0	2	0	1	0	10	4	11	103	520	
7:00 PM	0	3	53	1	0	0	34	2	0	2	0	1	0	8	7	7	118	479	
7:15 PM	1	3	54	2	0	0	16	0	0	4	0	0	0	9	5	13	107	452	
7:30 PM	0	3	44	1	0	0	26	0	0	6	0	1	0	12	6	13	112	440	
7:45 PM	0	2	31	3	0	1	32	1	0	2	1	0	0	8	5	10	96	433	
Count Total	3	120	1,522	40	1	2	712	25	0	90	18	14	0	166	86	272	3,071	0	
Peak Hour	All	0	38	454	15	0	0	193	4	0	22	5	4	0	30	18	78	861	0
	HV	0	1	86	4	0	0	28	1	0	3	0	0	0	1	0	17	141	0
	HV%	-	3%	19%	27%	-	-	15%	25%	-	14%	0%	0%	-	3%	0%	22%	16%	0

Note: Five-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
3:00 PM	17	10	2	4	33	1	2	0	0	3	1	1	0	1	3
3:15 PM	16	14	0	2	32	3	0	1	0	4	0	2	0	2	4
3:30 PM	12	6	0	3	21	2	0	1	0	3	0	0	0	1	1
3:45 PM	25	11	0	3	39	0	1	1	0	2	0	0	0	4	4
4:00 PM	23	6	0	5	34	0	1	0	0	1	0	1	0	0	1
4:15 PM	36	7	0	7	50	2	1	0	1	4	0	1	0	1	2
4:30 PM	29	10	0	7	46	1	2	0	1	4	0	0	0	0	0
4:45 PM	31	10	1	11	53	2	1	0	0	3	0	0	0	2	2
5:00 PM	22	7	1	3	33	2	5	2	0	9	0	0	0	0	0
5:15 PM	22	6	1	2	31	3	3	1	0	7	1	0	3	1	5
5:30 PM	16	6	0	2	24	7	8	1	0	16	1	0	4	1	6
5:45 PM	3	9	0	1	13	3	3	0	1	7	0	1	2	4	7
6:00 PM	5	8	0	2	15	5	8	1	0	14	0	0	1	0	1
6:15 PM	8	1	0	0	9	4	3	2	0	9	0	0	1	3	4
6:30 PM	11	2	0	0	13	4	2	0	0	6	2	0	1	0	3
6:45 PM	15	4	0	1	20	1	3	1	0	5	0	1	6	7	14
7:00 PM	7	6	0	0	13	3	4	1	0	8	2	0	1	1	4
7:15 PM	10	1	0	0	11	2	0	1	0	3	5	0	5	1	11
7:30 PM	12	5	0	1	18	2	1	0	0	3	5	0	7	1	13
7:45 PM	6	8	0	2	16	2	1	0	0	3	26	2	5	8	41
Count Total	326	137	5	56	524	49	49	13	3	114	43	9	36	38	126
Peak Hour	91	29	3	18	141	14	17	4	0	35	2	0	7	4	13

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd St				3rd st				Brush St				Brush St				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		
3:00 PM	0	1	15	1	0	0	10	0	0	0	1	1	0	0	0	4	33	0
3:15 PM	0	0	15	1	0	0	14	0	0	0	0	0	0	0	0	2	32	0
3:30 PM	0	0	12	0	0	0	6	0	0	0	0	0	0	0	0	3	21	0
3:45 PM	0	0	25	0	0	0	11	0	0	0	0	0	0	0	0	3	39	125
4:00 PM	0	1	22	0	0	0	6	0	0	0	0	0	0	0	0	5	34	126
4:15 PM	0	0	35	1	0	0	7	0	0	0	0	0	0	1	0	6	50	144
4:30 PM	0	0	28	1	0	0	10	0	0	0	0	0	0	1	0	6	46	169
4:45 PM	0	1	29	1	0	0	9	1	0	1	0	0	0	1	0	10	53	183
5:00 PM	0	0	22	0	0	0	7	0	0	1	0	0	0	0	0	3	33	182
5:15 PM	0	0	20	2	0	0	6	0	0	1	0	0	0	0	0	2	31	163
5:30 PM	0	0	15	1	0	0	6	0	0	0	0	0	0	0	0	2	24	141
5:45 PM	0	0	3	0	0	0	9	0	0	0	0	0	0	0	0	1	13	101
6:00 PM	0	0	5	0	0	0	8	0	0	0	0	0	0	1	0	1	15	83
6:15 PM	0	0	8	0	0	0	1	0	0	0	0	0	0	0	0	0	9	61
6:30 PM	0	1	10	0	0	0	2	0	0	0	0	0	0	0	0	0	13	50
6:45 PM	0	0	15	0	0	0	4	0	0	0	0	0	0	0	0	1	20	57
7:00 PM	0	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0	13	55
7:15 PM	0	0	9	1	0	0	1	0	0	0	0	0	0	0	0	0	11	57
7:30 PM	0	0	12	0	0	0	5	0	0	0	0	0	0	0	0	1	18	62
7:45 PM	0	0	6	0	0	0	8	0	0	0	0	0	0	1	0	1	16	58
Count Total	0	4	313	9	0	0	136	1	0	3	1	1	0	5	0	51	524	0
Peak Hour	0	1	86	4	0	0	28	1	0	3	0	0	0	1	0	17	141	0

Five-Hour Count Summaries - Bikes																		
Interval Start	3rd St			3rd st			Brush St			Brush St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
3:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0				
3:15 PM	0	3	0	0	0	0	1	0	0	0	0	0	4	0				
3:30 PM	0	2	0	0	0	0	1	0	0	0	0	0	3	0				
3:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	2	12				
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	10				
4:15 PM	0	2	0	0	1	0	0	0	0	1	0	0	4	10				
4:30 PM	0	1	0	0	2	0	0	0	0	1	0	0	4	11				
4:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	12				
5:00 PM	0	2	0	0	5	0	2	0	0	0	0	0	9	20				
5:15 PM	0	3	0	0	3	0	1	0	0	0	0	0	7	23				
5:30 PM	0	6	1	0	8	0	1	0	0	0	0	0	16	35				
5:45 PM	0	3	0	0	3	0	0	0	0	1	0	0	7	39				
6:00 PM	0	5	0	0	8	0	1	0	0	0	0	0	14	44				
6:15 PM	0	3	1	0	3	0	2	0	0	0	0	0	9	46				
6:30 PM	0	4	0	0	2	0	0	0	0	0	0	0	6	36				
6:45 PM	0	1	0	0	3	0	1	0	0	0	0	0	5	34				
7:00 PM	0	3	0	0	4	0	1	0	0	0	0	0	8	28				
7:15 PM	0	2	0	0	0	0	1	0	0	0	0	0	3	22				
7:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	19				
7:45 PM	0	1	1	0	1	0	0	0	0	0	0	0	3	17				
Count Total	0	46	3	0	49	0	13	0	0	3	0	0	114	0				
Peak Hour	0	13	1	0	17	0	4	0	0	0	0	0	35	0				

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

Intersection #: 22

Intersection Name: Brush Street/5th Street

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	5th St				5th St				Brush St				Brush St				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	11	0	0	0	0	0	0	0	0	0	0	2	3	0	16	0
7:15 AM	0	0	10	0	0	0	0	0	0	0	0	0	0	1	2	0	13	0
7:30 AM	0	0	8	0	0	0	0	0	0	0	0	0	0	0	3	0	11	0
7:45 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	1	3	0	10	50
8:00 AM	0	0	10	0	0	0	0	0	0	0	0	0	0	0	4	0	14	48
8:15 AM	0	0	17	0	0	0	0	0	0	0	0	0	0	0	1	0	18	53
8:30 AM	0	0	8	0	0	0	0	0	0	0	0	0	0	0	4	0	12	54
8:45 AM	0	0	7	0	0	0	0	0	0	0	0	0	0	2	10	0	19	63
Count Total	0	0	77	0	0	0	0	0	0	0	0	0	0	6	30	0	113	0
Peak Hour	0	0	41	0	0	0	0	0	0	0	0	0	0	1	11	0	53	0
Two-Hour Count Summaries - Bikes																		
Interval Start	5th St			5th St			Brush St			Brush St			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	1	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	1	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	0	0	0	
7:45 AM	0	0	0	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	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Count Total	0	1	1	0	0	0	0	0	1	0	0	1	0	0	0	4	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Brush St 5th St

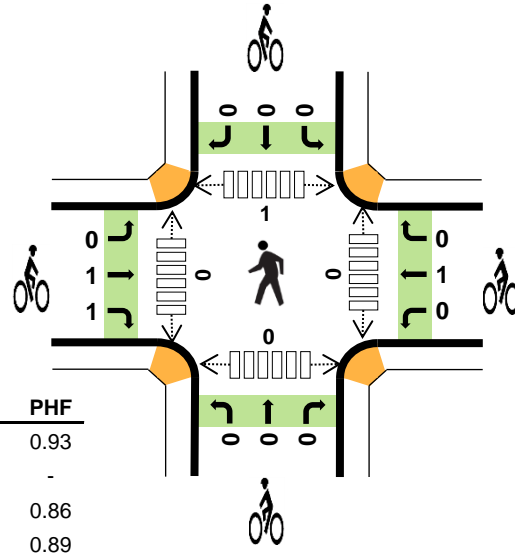
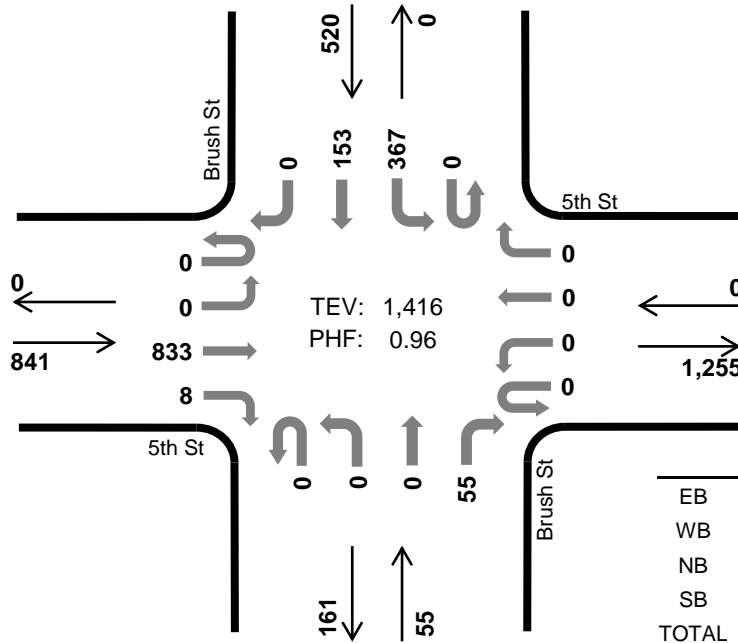


Peak Hour

Date: 09-11-2018

Count Period: 3:00 PM to 8:00 PM

Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	8.6%	0.93
WB	-	-
NB	3.6%	0.86
SB	5.4%	0.89
TOTAL	7.2%	0.96

Five-Hour Count Summaries

Interval Start	5th St Eastbound				5th St Westbound				Brush St Northbound				Brush St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	4:30 PM	0	0	223	4	0	0	0	0	0	0	0	12	0	96	35		
4:45 PM	0	0	207	3	0	0	0	0	0	0	0	16	0	75	44	0	345	0
5:00 PM	0	0	197	0	0	0	0	0	0	0	0	16	0	91	33	0	337	0
5:15 PM	0	0	206	1	0	0	0	0	0	0	0	11	0	105	41	0	364	1,416
Peak Hour	All	0	0	833	8	0	0	0	0	0	0	55	0	367	153	0	1,416	0
	HV	0	0	70	2	0	0	0	0	0	0	2	0	6	22	0	102	0
	HV%	-	-	8%	25%	-	-	-	-	-	-	4%	-	2%	14%	-	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
4:30 PM	26	0	0	9	35	1	0	0	0	1	0	0	0	0	0
4:45 PM	14	0	1	11	26	0	1	0	0	1	0	0	0	0	0
5:00 PM	22	0	0	4	26	0	0	0	0	0	0	0	0	0	0
5:15 PM	10	0	1	4	15	1	0	0	0	1	0	0	1	0	1
Peak Hour	72	0	2	28	102	2	1	0	0	3	0	0	1	0	1

Five-Hour Count Summaries																		
Interval Start	5th St				5th St				Brush St				Brush St				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		
3:00 PM	0	0	164	0	0	0	0	0	0	0	0	10	0	92	32	0	298	0
3:15 PM	0	0	146	3	0	0	0	0	0	0	0	5	0	94	33	0	281	0
3:30 PM	0	0	183	3	0	0	0	0	0	0	0	8	0	98	27	0	319	0
3:45 PM	0	0	173	2	0	0	0	0	0	0	0	10	0	85	24	0	294	1,192
4:00 PM	0	0	174	2	0	0	0	0	0	0	0	23	0	95	28	0	322	1,216
4:15 PM	0	0	180	2	0	0	0	0	0	0	0	11	0	86	20	0	299	1,234
4:30 PM	0	0	223	4	0	0	0	0	0	0	0	12	0	96	35	0	370	1,285
4:45 PM	0	0	207	3	0	0	0	0	0	0	0	16	0	75	44	0	345	1,336
5:00 PM	0	0	197	0	0	0	0	0	0	0	0	16	0	91	33	0	337	1,351
5:15 PM	0	0	206	1	0	0	0	0	0	0	0	11	0	105	41	0	364	1,416
5:30 PM	0	0	170	3	0	0	0	0	0	0	0	5	0	119	47	0	344	1,390
5:45 PM	0	0	172	4	0	0	0	0	0	0	0	5	0	107	38	0	326	1,371
6:00 PM	0	0	159	3	0	0	0	0	0	0	0	4	0	83	36	0	285	1,319
6:15 PM	0	0	157	0	0	0	0	0	0	0	0	3	0	77	20	0	257	1,212
6:30 PM	0	0	168	4	0	0	0	0	0	0	0	5	0	84	23	0	284	1,152
6:45 PM	0	0	150	1	0	0	0	0	0	0	0	4	0	74	22	0	251	1,077
7:00 PM	0	0	143	3	0	0	0	0	0	0	0	5	0	83	26	0	260	1,052
7:15 PM	0	0	110	5	0	0	0	0	0	0	0	4	0	67	25	0	211	1,006
7:30 PM	0	0	135	3	0	0	0	0	0	0	0	3	0	72	29	0	242	964
7:45 PM	0	0	128	1	0	0	0	0	0	0	0	4	0	46	24	0	203	916
Count Total	0	0	3,345	47	0	0	0	0	0	0	0	164	0	1,729	607	0	5,892	0
Peak Hour	All	0	0	833	8	0	0	0	0	0	0	55	0	367	153	0	1,416	0
	HV	0	0	70	2	0	0	0	0	0	0	2	0	6	22	0	102	0
	HV%	-	-	8%	25%	-	-	-	-	-	-	4%	-	2%	14%	-	7%	0

Note: Five-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
3:00 PM	4	0	1	6	11	0	0	0	0	0	0	0	0	0	0
3:15 PM	10	0	0	4	14	0	0	0	0	0	0	1	0	0	1
3:30 PM	7	0	0	8	15	0	0	0	0	0	0	0	0	0	0
3:45 PM	6	0	1	6	13	0	0	2	0	2	0	0	0	0	0
4:00 PM	12	0	0	7	19	0	0	0	0	0	0	0	1	1	2
4:15 PM	12	0	0	11	23	0	0	0	1	1	0	0	0	0	0
4:30 PM	26	0	0	9	35	1	0	0	0	1	0	0	0	0	0
4:45 PM	14	0	1	11	26	0	1	0	0	1	0	0	0	0	0
5:00 PM	22	0	0	4	26	0	0	0	0	0	0	0	0	0	0
5:15 PM	10	0	1	4	15	1	0	0	0	1	0	0	1	0	1
5:30 PM	11	0	0	3	14	0	0	0	0	0	0	2	1	1	4
5:45 PM	6	0	0	5	11	1	0	0	1	2	1	2	1	2	6
6:00 PM	7	0	0	4	11	0	0	0	0	0	0	3	0	1	4
6:15 PM	6	0	0	0	6	0	0	0	0	0	0	1	0	0	1
6:30 PM	5	0	0	2	7	0	0	0	0	0	0	0	0	0	0
6:45 PM	7	0	0	1	8	0	0	0	0	0	1	1	0	0	2
7:00 PM	7	0	0	0	7	0	0	1	0	1	1	0	0	1	2
7:15 PM	5	0	0	0	5	0	0	0	0	0	0	1	0	1	2
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	3	0	0	3	6	0	0	1	1	2	0	0	0	1	1
Count Total	180	0	4	88	272	3	1	4	3	11	3	11	4	8	26
Peak Hour	72	0	2	28	102	2	1	0	0	3	0	0	1	0	1

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	5th St				5th St				Brush St				Brush St				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		
3:00 PM	0	0	4	0	0	0	0	0	0	0	0	1	0	2	4	0	11	0
3:15 PM	0	0	10	0	0	0	0	0	0	0	0	0	0	2	2	0	14	0
3:30 PM	0	0	7	0	0	0	0	0	0	0	0	0	0	4	4	0	15	0
3:45 PM	0	0	6	0	0	0	0	0	0	0	0	1	0	4	2	0	13	53
4:00 PM	0	0	12	0	0	0	0	0	0	0	0	0	0	1	6	0	19	61
4:15 PM	0	0	12	0	0	0	0	0	0	0	0	0	0	4	7	0	23	70
4:30 PM	0	0	24	2	0	0	0	0	0	0	0	0	0	2	7	0	35	90
4:45 PM	0	0	14	0	0	0	0	0	0	0	0	1	0	1	10	0	26	103
5:00 PM	0	0	22	0	0	0	0	0	0	0	0	0	0	1	3	0	26	110
5:15 PM	0	0	10	0	0	0	0	0	0	0	0	1	0	2	2	0	15	102
5:30 PM	0	0	11	0	0	0	0	0	0	0	0	0	0	1	2	0	14	81
5:45 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	3	2	0	11	66
6:00 PM	0	0	7	0	0	0	0	0	0	0	0	0	0	1	3	0	11	51
6:15 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	42
6:30 PM	0	0	4	1	0	0	0	0	0	0	0	0	0	2	0	0	7	35
6:45 PM	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	8	32
7:00 PM	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	28
7:15 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	27
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
7:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	6	18
Count Total	0	0	177	3	0	0	0	0	0	0	0	4	0	32	56	0	272	0
Peak Hour	0	0	70	2	0	0	0	0	0	0	0	2	0	6	22	0	102	0

Five-Hour Count Summaries - Bikes																		
Interval Start	5th St			5th St			Brush St			Brush St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	3
Count Total	0	1	2	0	1	0	0	0	4	0	0	0	0	3	0	0	11	0
Peak Hour	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0

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

Intersection #: 23

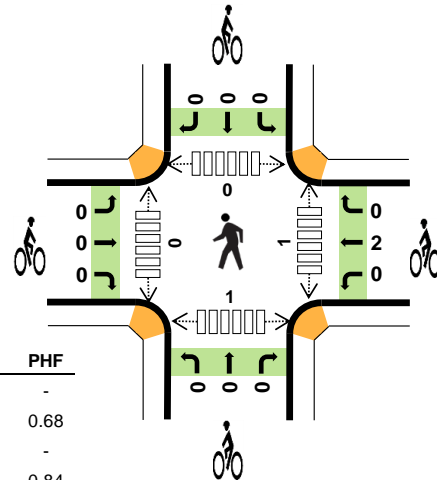
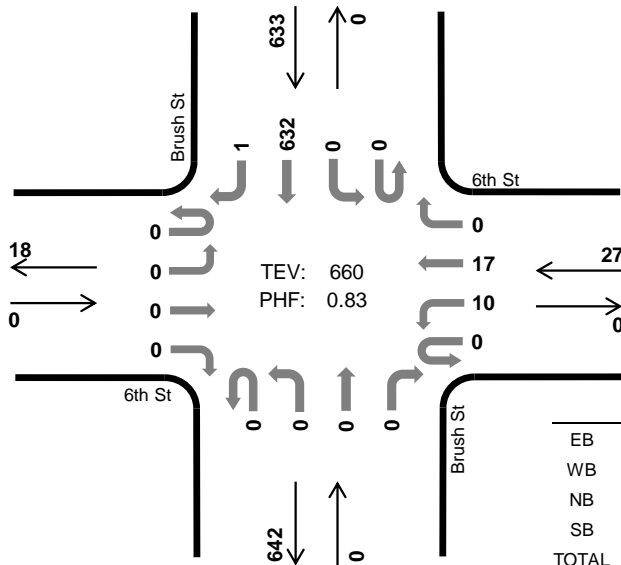
Intersection Name: Brush Street/6th Street

Brush St 6th St



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	-	-
WB	14.8%	0.68
NB	-	-
SB	1.4%	0.84
TOTAL	2.0%	0.83

Two-Hour Count Summaries

Interval Start	6th St Eastbound				6th St Westbound				Brush St Northbound				Brush St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	3	5	0	0	0	0	0	0	0	118	2	128	0	
7:15 AM	0	0	0	0	0	2	6	0	0	0	0	0	0	0	147	1	156	0	
7:30 AM	0	0	0	0	0	2	4	0	0	0	0	0	0	0	166	0	172	0	
7:45 AM	0	0	0	0	0	5	5	0	0	0	0	0	0	0	189	0	199	655	
8:00 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	130	0	133	660	
8:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	140	4	147	651	
8:30 AM	0	0	0	0	0	3	11	0	0	0	0	0	0	0	163	3	180	659	
8:45 AM	0	0	0	0	0	2	4	0	0	0	0	0	0	0	155	1	162	622	
Count Total	0	0	0	0	0	18	40	0	0	0	0	0	0	0	1,208	11	1,277	0	
Peak Hour	All	0	0	0	0	0	10	17	0	0	0	0	0	0	0	632	1	660	0
	HV	0	0	0	0	0	3	1	0	0	0	0	0	0	0	9	0	13	0
	HV%	-	-	-	-	-	30%	6%	-	-	-	-	-	-	-	1%	0%	2%	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
7:00 AM	0	1	0	4	5	0	0	0	0	0	0	1	1	0	2
7:15 AM	0	1	0	2	3	0	0	0	0	0	1	0	0	0	1
7:30 AM	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0
7:45 AM	0	2	0	3	5	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	3	4	0	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	1	0	6	7	0	0	0	1	1	1	0	0	0	1
8:45 AM	0	0	0	12	12	0	0	0	0	0	1	0	0	0	1
Count Total	0	6	0	32	38	0	2	0	1	3	3	1	2	1	7
Peak Hour	0	4	0	9	13	0	2	0	0	2	1	0	0	1	2

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	6th St				6th St				Brush St				Brush St				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	4	0	5	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3	0
7:30 AM	0	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	2	0	0	0	0	0	0	0	0	0	3	0	5	14
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	4	13
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	11
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	2	7	17
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	24
Count Total	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	30	2	38	0
Peak Hour	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	9	0	13	0
Two-Hour Count Summaries - Bikes																			
Interval Start	6th St			6th St			Brush St			Brush St			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	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	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	3	0
Peak Hour	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																			

Brush St 6th St

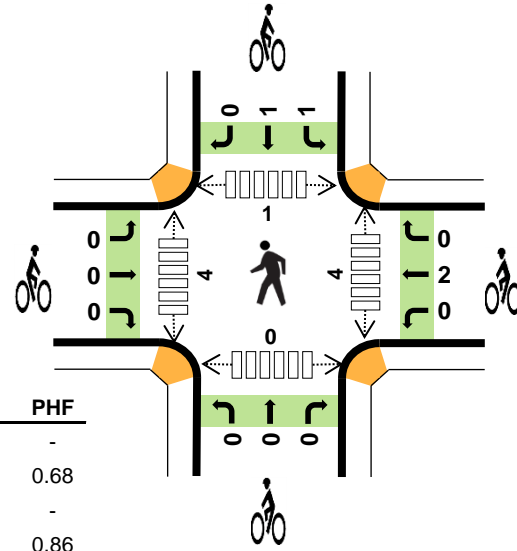
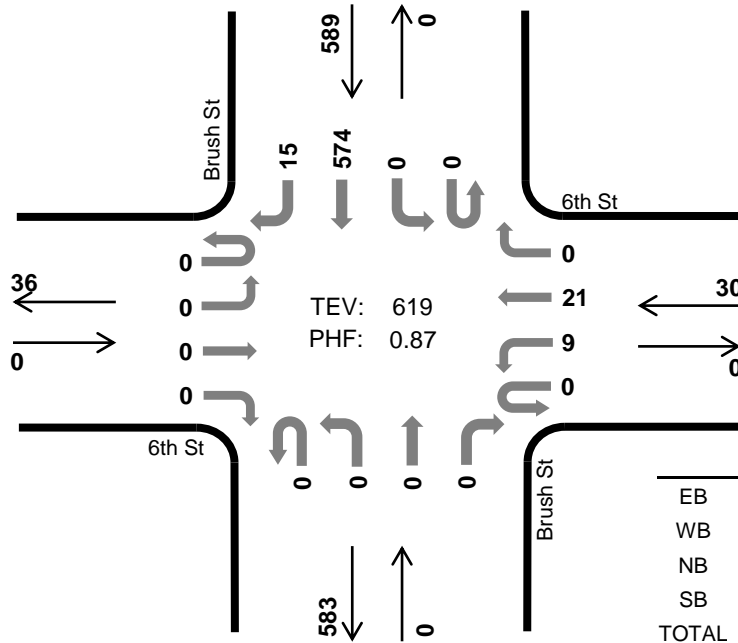


Peak Hour

Date: 09-11-2018

Count Period: 3:00 PM to 8:00 PM

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



	HV %:	PHF
EB	-	-
WB	13.3%	0.68
NB	-	-
SB	2.0%	0.86
TOTAL	2.6%	0.87

Five-Hour Count Summaries

Interval Start	6th St Eastbound				6th St Westbound				Brush St Northbound				Brush St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
	5:00 PM	0	0	0	0	0	3	8	0	0	0	0	0	0	0	0			130
5:15 PM	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	133	5	147	0
5:30 PM	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	170	2	177	0
5:45 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	141	4	150	619
Peak Hour	All	0	0	0	0	0	9	21	0	0	0	0	0	0	0	574	15	619	0
	HV	0	0	0	0	0	4	0	0	0	0	0	0	0	0	12	0	16	0
	HV%	-	-	-	-	-	44%	0%	-	-	-	-	-	-	-	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
5:00 PM	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	3	4	0	0	0	0	0	4	0	1	0	5
5:30 PM	0	2	0	3	5	0	0	0	0	0	0	3	0	0	3
5:45 PM	0	0	0	3	3	0	2	0	2	4	0	1	0	0	1
Peak Hour	0	4	0	12	16	0	2	0	2	4	4	4	1	0	9

Five-Hour Count Summaries																			
Interval Start	6th St				6th St				Brush St				Brush St				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	UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	0	0	0	0	6	9	0	0	0	0	0	0	0	122	1	138	0	
3:15 PM	0	0	0	0	0	4	10	0	0	0	0	0	0	0	127	2	143	0	
3:30 PM	0	0	0	0	0	4	9	0	0	0	0	0	0	0	109	2	124	0	
3:45 PM	0	0	0	0	0	6	7	0	0	0	0	0	0	0	125	1	139	544	
4:00 PM	0	0	0	0	0	1	5	0	0	0	0	0	0	0	117	1	124	530	
4:15 PM	0	0	0	0	0	5	12	0	0	0	0	0	0	0	98	2	117	504	
4:30 PM	0	0	0	0	0	1	9	0	0	0	0	0	0	0	132	1	143	523	
4:45 PM	0	0	0	0	0	3	10	0	0	0	0	0	0	0	120	3	136	520	
5:00 PM	0	0	0	0	0	3	8	0	0	0	0	0	0	0	130	4	145	541	
5:15 PM	0	0	0	0	0	4	5	0	0	0	0	0	0	0	133	5	147	571	
5:30 PM	0	0	0	0	0	2	3	0	0	0	0	0	0	0	170	2	177	605	
5:45 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	141	4	150	619	
6:00 PM	0	0	0	0	0	1	7	0	0	0	0	0	0	0	113	5	126	600	
6:15 PM	0	0	0	0	0	1	6	0	0	0	0	0	0	0	94	3	104	557	
6:30 PM	0	0	0	0	0	2	12	0	0	0	0	0	0	0	101	1	116	496	
6:45 PM	0	0	0	0	0	1	4	0	0	0	0	0	0	0	90	1	96	442	
7:00 PM	0	0	0	0	0	3	12	0	0	0	0	0	0	0	103	3	121	437	
7:15 PM	0	0	0	0	0	1	8	0	0	0	0	0	0	0	86	2	97	430	
7:30 PM	0	0	0	0	0	4	3	0	0	0	0	0	0	0	93	2	102	416	
7:45 PM	0	0	0	0	0	2	7	0	0	0	0	0	0	0	64	1	74	394	
Count Total	0	0	0	0	0	54	151	0	0	0	0	0	0	0	2,268	46	2,519	0	
Peak Hour	All	0	0	0	0	0	9	21	0	0	0	0	0	0	0	574	15	619	0
	HV	0	0	0	0	0	4	0	0	0	0	0	0	0	0	12	0	16	0
	HV%	-	-	-	-	-	44%	0%	-	-	-	-	-	-	-	2%	0%	3%	0

Note: Five-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
3:00 PM	0	5	0	2	7	0	0	0	0	0	0	0	1	0	1
3:15 PM	0	2	0	4	6	0	1	0	0	1	0	1	0	0	1
3:30 PM	0	1	0	6	7	0	0	0	0	0	1	0	0	0	1
3:45 PM	0	1	0	7	8	0	1	2	0	3	0	0	0	0	0
4:00 PM	0	0	0	6	6	0	1	0	0	1	0	1	2	0	3
4:15 PM	0	4	0	7	11	0	0	0	1	1	0	0	1	0	1
4:30 PM	0	1	0	8	9	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	10	11	0	1	0	0	1	0	0	1	0	1
5:00 PM	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	3	4	0	0	0	0	0	4	0	1	0	5
5:30 PM	0	2	0	3	5	0	0	0	0	0	0	3	0	0	3
5:45 PM	0	0	0	3	3	0	2	0	2	4	0	1	0	0	1
6:00 PM	0	1	0	3	4	0	1	0	0	1	0	3	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:30 PM	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1
6:45 PM	0	1	0	1	2	0	0	0	0	0	1	1	1	0	3
7:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1
7:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	2	0	3
7:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	2	0	2
7:45 PM	0	1	0	1	2	0	0	1	1	2	0	0	0	0	0
Count Total	0	22	0	68	90	2	8	4	4	18	7	12	12	0	31
Peak Hour	0	4	0	12	16	0	2	0	2	4	4	4	1	0	9

Five-Hour Count Summaries - Heavy Vehicles																			
Interval Start	6th St				6th St				Brush St				Brush St				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			
3:00 PM	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	2	0	7	0
3:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4	0	6	0
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0	7	0
3:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7	0	8	28
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	27
4:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	7	0	11	32
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0	9	34
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	10	0	11	37
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	4	35
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	4	28
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	5	24
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	16
6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	4	16
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8	
6:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	7	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	2	2
Count Total	0	0	0	0	0	19	3	0	0	0	0	0	0	0	0	68	0	90	0
Peak Hour	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	12	0	16	0

Five-Hour Count Summaries - Bikes																			
Interval Start	6th St			6th St			Brush St			Brush St			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	3	4	4
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
5:15 PM	0	0	0	0	0	0	0	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	0	0	0	0	1	1
5:45 PM	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	4	4	4
6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5	5
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2
7:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4	4
7:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	6	6
Count Total	1	1	0	0	7	1	0	0	1	3	0	1	3	0	0	0	18	0	0
Peak Hour	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	4	0	0

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

Intersection #: 24

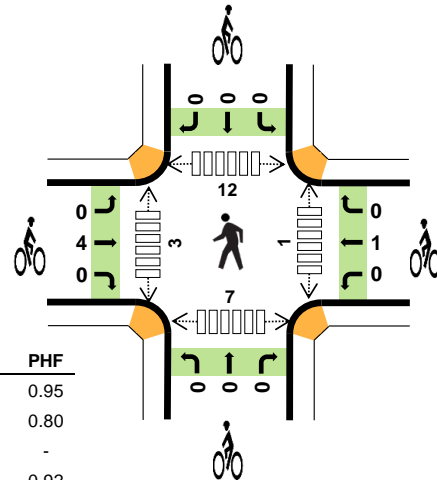
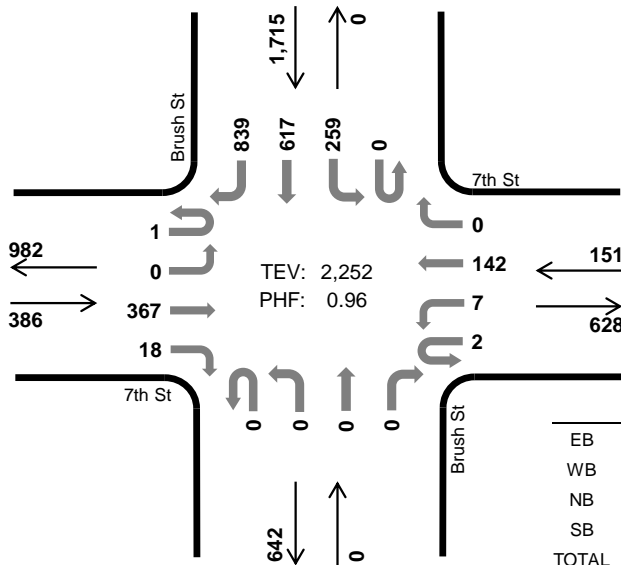
Intersection Name: Brush Street/7th Street

Brush St 7th St



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	5.4%	0.95
WB	6.0%	0.80
NB	-	-
SB	1.5%	0.92
TOTAL	2.5%	0.96

Two-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Brush St Northbound				Brush St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	49	5	2	1	22	0	0	0	0	0	0	49	125	206	459	0	
7:15 AM	0	0	53	1	2	0	19	0	0	0	0	0	0	58	148	232	513	0	
7:30 AM	1	0	91	8	0	0	28	0	0	0	0	0	0	74	158	225	585	0	
7:45 AM	0	0	84	3	0	1	30	0	0	0	0	0	0	66	187	213	584	2,141	
8:00 AM	0	0	94	3	1	4	42	0	0	0	0	0	0	66	130	184	524	2,206	
8:15 AM	0	0	98	4	1	2	42	0	0	0	0	0	0	53	142	217	559	2,252	
8:30 AM	0	0	85	8	1	3	36	0	0	0	0	0	0	78	153	183	547	2,214	
8:45 AM	0	0	122	5	1	1	42	0	0	0	0	0	0	74	149	161	555	2,185	
Count Total	1	0	676	37	8	12	261	0	0	0	0	0	0	518	1,192	1,621	4,326	0	
Peak Hour	All	1	0	367	18	2	7	142	0	0	0	0	0	0	259	617	839	2,252	0
	HV	0	0	21	0	0	2	7	0	0	0	0	0	0	2	9	15	56	0
	HV%	0%	-	6%	0%	0%	29%	5%	-	-	-	-	-	-	1%	1%	2%	2%	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
7:00 AM	6	4	0	12	22	0	0	0	0	0	0	0	4	1	5
7:15 AM	3	5	0	8	16	0	0	0	0	0	1	0	1	2	4
7:30 AM	6	2	0	5	13	0	1	0	0	1	1	1	1	1	4
7:45 AM	7	1	0	9	17	2	0	0	0	2	0	0	3	1	4
8:00 AM	4	2	0	5	11	1	0	0	0	1	0	2	3	2	7
8:15 AM	4	4	0	7	15	1	0	0	0	1	0	0	5	3	8
8:30 AM	5	4	0	9	18	0	0	0	1	1	0	0	2	0	2
8:45 AM	11	4	0	14	29	0	0	0	0	0	2	1	6	2	11
Count Total	46	26	0	69	141	4	1	0	1	6	4	4	25	12	45
Peak Hour	21	9	0	26	56	4	1	0	0	5	1	3	12	7	23

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Brush St				Brush St				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	5	1	0	0	4	0	0	0	0	0	0	2	3	7	22	0
7:15 AM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	2	6	16	0
7:30 AM	0	0	6	0	0	0	2	0	0	0	0	0	0	0	2	3	13	0
7:45 AM	0	0	7	0	0	0	1	0	0	0	0	0	0	0	3	6	17	68
8:00 AM	0	0	4	0	0	1	1	0	0	0	0	0	0	1	2	2	11	57
8:15 AM	0	0	4	0	0	1	3	0	0	0	0	0	0	1	2	4	15	56
8:30 AM	0	0	4	1	0	1	3	0	0	0	0	0	0	1	2	6	18	61
8:45 AM	0	0	8	3	0	0	4	0	0	0	0	0	0	1	9	4	29	73
Count Total	0	0	41	5	0	3	23	0	0	0	0	0	0	6	25	38	141	0
Peak Hour	0	0	21	0	0	2	7	0	0	0	0	0	0	2	9	15	56	0
Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Brush St			Brush St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Count Total	0	4	0	0	1	0	0	0	0	0	0	0	0	1	0	6	0	0
Peak Hour	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Brush St 7th St

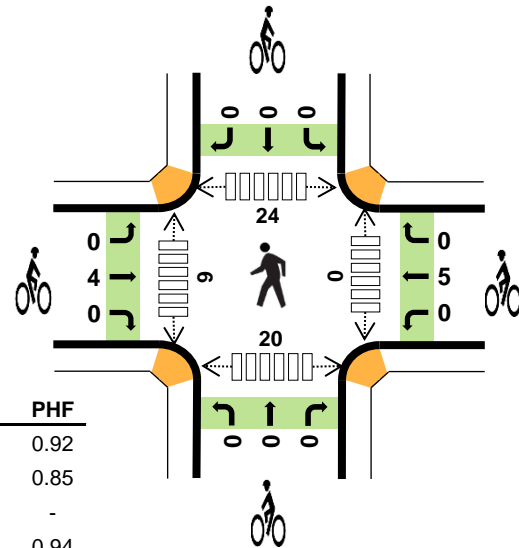
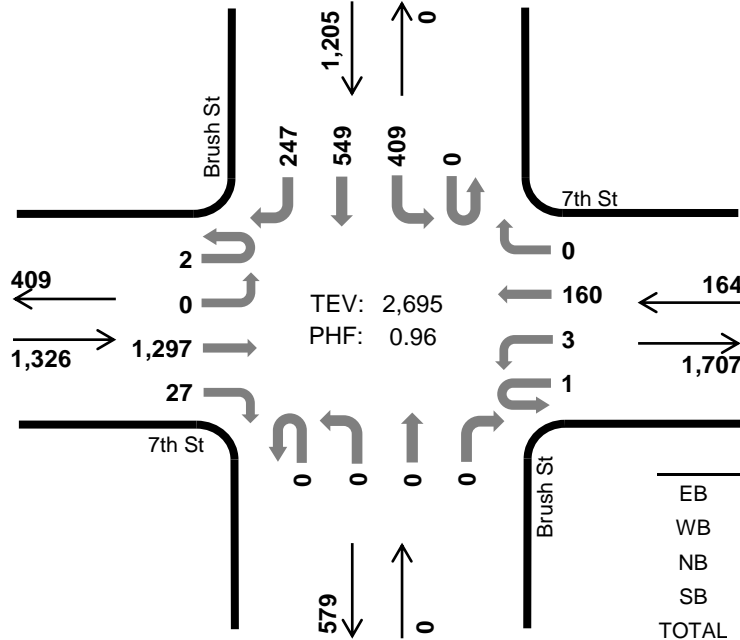


Peak Hour

Date: 09-11-2018

Count Period: 3:00 PM to 8:00 PM

Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	2.0%	0.92
WB	4.9%	0.85
NB	-	-
SB	2.1%	0.94
TOTAL	2.2%	0.96

Five-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Brush St Northbound				Brush St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	4:45 PM	1	0	297	10	1	1	30	0	0	0	0	0	0	98	119		
5:00 PM	1	0	354	4	0	0	37	0	0	0	0	0	0	104	130	60	690	0
5:15 PM	0	0	327	5	0	0	47	0	0	0	0	0	0	114	146	60	699	0
5:30 PM	0	0	319	8	0	2	46	0	0	0	0	0	0	93	154	67	689	2,695
Peak Hour	All	2	0	1,297	27	1	3	160	0	0	0	0	0	409	549	247	2,695	0
	HV	0	0	23	3	0	0	8	0	0	0	0	0	1	17	7	59	0
	HV%	0%	-	2%	11%	0%	0%	5%	-	-	-	-	-	0%	3%	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
4:45 PM	10	2	0	8	20	0	1	0	0	1	0	3	2	7	12
5:00 PM	7	1	0	5	13	1	1	0	0	2	0	0	8	3	11
5:15 PM	4	2	0	4	10	2	3	0	0	5	0	3	8	7	18
5:30 PM	5	3	0	8	16	1	0	0	0	1	0	3	6	3	12
Peak Hour	26	8	0	25	59	4	5	0	0	9	0	9	24	20	53

Five-Hour Count Summaries																		
Interval Start	7th St				7th St				Brush St				Brush St				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	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	187	6	0	1	39	0	0	0	0	0	0	66	125	50	474	0
3:15 PM	0	0	129	2	0	2	32	0	0	0	0	0	0	63	119	48	395	0
3:30 PM	0	0	180	7	0	1	32	0	0	0	0	0	0	81	101	40	442	0
3:45 PM	0	0	183	3	0	1	36	0	0	0	0	0	0	90	131	49	493	1,804
4:00 PM	0	0	239	8	0	2	52	0	0	0	0	0	0	86	102	44	533	1,863
4:15 PM	0	0	256	3	0	1	41	0	0	0	0	0	0	85	102	43	531	1,999
4:30 PM	0	0	306	10	0	1	39	0	0	0	0	0	0	102	119	45	622	2,179
4:45 PM	1	0	297	10	1	1	30	0	0	0	0	0	0	98	119	60	617	2,303
5:00 PM	1	0	354	4	0	0	37	0	0	0	0	0	0	104	130	60	690	2,460
5:15 PM	0	0	327	5	0	0	47	0	0	0	0	0	0	114	146	60	699	2,628
5:30 PM	0	0	319	8	0	2	46	0	0	0	0	0	0	93	154	67	689	2,695
5:45 PM	0	0	275	8	0	1	38	0	0	0	0	0	0	68	132	75	597	2,675
6:00 PM	1	0	268	5	0	1	33	0	0	0	0	0	0	87	102	50	547	2,532
6:15 PM	1	0	216	6	0	0	26	0	0	0	0	0	0	69	97	54	469	2,302
6:30 PM	1	0	195	3	0	2	29	0	0	0	0	0	0	64	90	43	427	2,040
6:45 PM	0	0	150	7	0	1	33	0	0	0	0	0	0	54	82	45	372	1,815
7:00 PM	0	0	161	3	0	1	24	0	0	0	0	0	0	42	97	40	368	1,636
7:15 PM	1	0	94	5	0	0	29	0	0	0	0	0	0	44	80	36	289	1,456
7:30 PM	1	0	81	4	0	0	18	0	0	0	0	0	0	37	90	39	270	1,299
7:45 PM	1	0	78	3	0	1	21	0	0	0	0	0	0	33	64	32	233	1,160
Count Total	8	0	4,295	110	1	19	682	0	0	0	0	0	0	1,480	2,182	980	9,757	0
Peak Hour	All	2	0	1,297	27	1	3	160	0	0	0	0	0	409	549	247	2,695	0
	HV	0	0	23	3	0	0	8	0	0	0	0	0	1	17	7	59	0
	HV%	0%	-	2%	11%	0%	0%	5%	-	-	-	-	-	0%	3%	3%	2%	0

Note: Five-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
3:00 PM	10	2	0	5	17	2	0	0	0	2	0	2	3	1	6
3:15 PM	5	1	0	8	14	3	1	0	0	4	1	1	3	4	9
3:30 PM	4	5	0	12	21	0	0	0	1	1	0	3	4	3	10
3:45 PM	5	2	0	15	22	0	0	0	0	0	2	4	4	3	13
4:00 PM	6	1	0	6	13	0	0	0	0	0	1	3	2	3	9
4:15 PM	5	0	0	7	12	0	2	0	0	2	1	4	5	3	13
4:30 PM	8	2	0	9	19	1	1	0	0	2	0	1	2	1	4
4:45 PM	10	2	0	8	20	0	1	0	0	1	0	3	2	7	12
5:00 PM	7	1	0	5	13	1	1	0	0	2	0	0	8	3	11
5:15 PM	4	2	0	4	10	2	3	0	0	5	0	3	8	7	18
5:30 PM	5	3	0	8	16	1	0	0	0	1	0	3	6	3	12
5:45 PM	6	3	0	3	12	1	3	0	3	7	1	3	8	2	14
6:00 PM	6	2	0	4	12	1	1	1	0	3	0	3	4	0	7
6:15 PM	4	1	0	9	14	1	0	0	1	2	3	2	3	3	11
6:30 PM	4	3	0	7	14	4	1	1	0	6	0	1	5	2	8
6:45 PM	4	2	0	2	8	1	2	0	1	4	2	1	2	2	7
7:00 PM	3	1	0	5	9	2	1	0	0	3	2	0	0	7	9
7:15 PM	2	2	0	0	4	1	1	1	0	3	0	5	1	1	7
7:30 PM	4	1	0	1	6	1	1	0	0	2	0	2	1	5	8
7:45 PM	3	0	0	2	5	2	0	1	0	3	0	1	0	0	1
Count Total	105	36	0	120	261	24	19	4	6	53	13	45	71	60	189
Peak Hour	26	8	0	25	59	4	5	0	0	9	0	9	24	20	53

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Brush St				Brush St				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		
3:00 PM	0	0	10	0	0	0	2	0	0	0	0	0	0	1	2	2	17	0
3:15 PM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	4	4	14	0
3:30 PM	0	0	4	0	0	0	5	0	0	0	0	0	0	3	6	3	21	0
3:45 PM	0	0	5	0	0	0	2	0	0	0	0	0	0	2	9	4	22	74
4:00 PM	0	0	6	0	0	0	1	0	0	0	0	0	0	1	5	0	13	70
4:15 PM	0	0	4	1	0	0	0	0	0	0	0	0	0	1	5	1	12	68
4:30 PM	0	0	8	0	0	0	2	0	0	0	0	0	0	0	8	1	19	66
4:45 PM	0	0	8	2	0	0	2	0	0	0	0	0	0	0	7	1	20	64
5:00 PM	0	0	7	0	0	0	1	0	0	0	0	0	0	0	3	2	13	64
5:15 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	3	1	10	62
5:30 PM	0	0	4	1	0	0	3	0	0	0	0	0	0	1	4	3	16	59
5:45 PM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	1	2	12	51
6:00 PM	0	0	5	1	0	0	2	0	0	0	0	0	0	0	2	2	12	50
6:15 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	1	1	7	14	54
6:30 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	1	6	14	52
6:45 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	1	1	0	8	48
7:00 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	5	9	45
7:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	35
7:30 PM	1	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	6	27
7:45 PM	1	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	5	24
Count Total	2	0	97	6	0	0	36	0	0	0	0	0	0	12	63	45	261	0
Peak Hour	0	0	23	3	0	0	8	0	0	0	0	0	0	1	17	7	59	0

Five-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Brush St			Brush St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
3:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2	0				
3:15 PM	1	2	0	0	1	0	0	0	0	0	0	0	4	0				
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0				
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5				
4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	3				
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	4				
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	5				
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	7				
5:15 PM	0	2	0	0	3	0	0	0	0	0	0	0	5	10				
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	9				
5:45 PM	0	1	0	0	3	0	0	0	0	2	1	0	7	15				
6:00 PM	0	1	0	0	1	0	1	0	0	0	0	0	3	16				
6:15 PM	0	0	1	0	0	0	0	0	0	0	0	1	2	13				
6:30 PM	0	2	2	0	1	0	0	0	1	0	0	0	6	18				
6:45 PM	0	1	0	1	1	0	0	0	0	0	1	0	4	15				
7:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	15				
7:15 PM	0	1	0	0	1	0	1	0	0	0	0	0	3	16				
7:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	12				
7:45 PM	0	2	0	0	0	0	1	0	0	0	0	0	3	11				
Count Total	2	19	3	1	18	0	3	0	1	3	2	1	53	0				
Peak Hour	0	4	0	0	5	0	0	0	0	0	0	0	9	0				

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

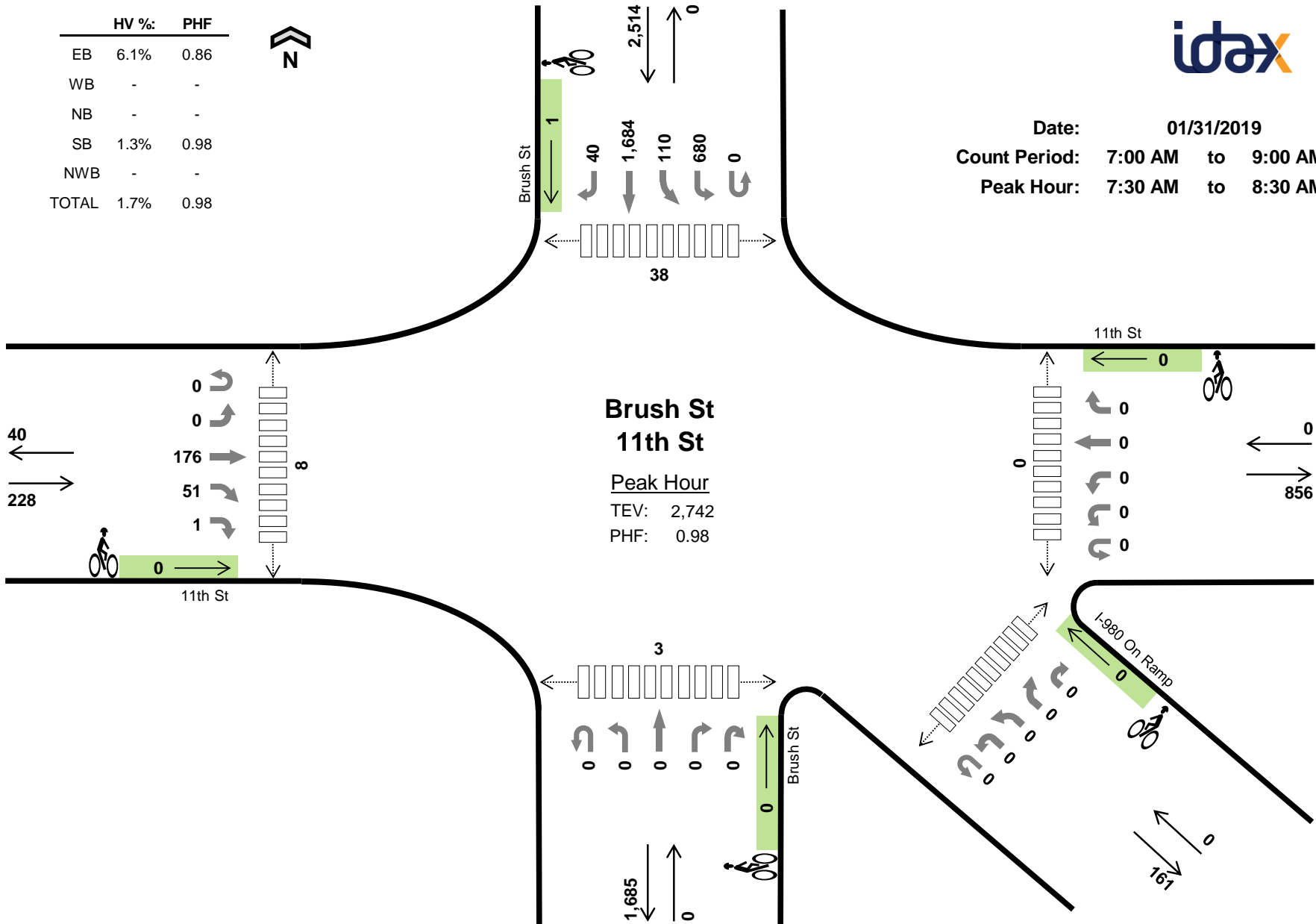
Intersection #: 25

**Intersection Name: Brush Street/11th
Street**



Date: 01/31/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:30 AM to 8:30 AM

	HV %:	PHF
EB	6.1%	0.86
WB	-	-
NB	-	-
SB	1.3%	0.98
NWB	-	-
TOTAL	1.7%	0.98



Two-Hour Count Summaries

Interval Start	11th St Eastbound					11th St Westbound					Brush St Northbound					Brush St Southbound					I-980 On Ramp Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
	7:00 AM	0	0	27	6	1	0	0	0	0	0	0	0	0	0	0	0	125	13	363	2	0	0	0	0		
7:15 AM	0	0	26	10	0	0	0	0	0	0	0	0	0	0	0	0	133	19	455	3	0	0	0	0	0	646	0
7:30 AM	0	0	35	11	0	0	0	0	0	0	0	0	0	0	0	0	162	29	440	9	0	0	0	0	0	686	0
7:45 AM	0	0	50	15	1	0	0	0	0	0	0	0	0	0	0	0	171	23	429	9	0	0	0	0	0	698	2,567
8:00 AM	0	0	48	7	0	0	0	0	0	0	0	0	0	0	0	0	174	29	388	10	0	0	0	0	0	656	2,686
8:15 AM	0	0	43	18	0	0	0	0	0	0	0	0	0	0	0	0	173	29	427	12	0	0	0	0	0	702	2,742
8:30 AM	0	0	45	14	0	0	0	0	0	0	0	0	0	0	0	0	199	21	391	4	0	0	0	0	0	674	2,730
8:45 AM	0	0	47	7	2	0	0	0	0	0	0	0	0	0	0	0	206	25	379	5	0	0	0	0	0	671	2,703
Count Total	0	0	321	88	4	0	0	0	0	0	0	0	0	0	0	0	1,343	188	3,272	54	0	0	0	0	0	5,270	0
Peak Hour	All	0	0	176	51	1	0	0	0	0	0	0	0	0	0	0	680	110	1,684	40	0	0	0	0	0	2,742	0
	HV	0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	3	4	26	0	0	0	0	0	0	47	0
	HV%	-	-	7%	4%	0%	-	-	-	-	-	-	-	-	-	-	0%	4%	2%	0%	-	-	-	-	-	-	2%

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	NWB	Total	EB	WB	NB	SB	NWB	Total	East	West	North	South	Southeast	Total	
7:00 AM	3	0	0	17	0	20	0	0	0	0	0	0	0	1	2	0	0	0	3
7:15 AM	6	0	0	11	0	17	0	0	0	0	0	0	0	2	6	0	0	0	8
7:30 AM	3	0	0	6	0	9	0	0	0	0	0	0	0	2	11	1	1	1	15
7:45 AM	4	0	0	10	0	14	0	0	0	0	0	0	0	6	11	2	2	2	21
8:00 AM	4	0	0	8	0	12	0	0	0	0	0	0	0	0	8	0	0	0	8
8:15 AM	3	0	0	9	0	12	0	0	0	1	0	1	0	0	8	0	0	0	8
8:30 AM	2	0	0	12	0	14	0	0	0	1	0	1	0	0	11	0	0	0	11
8:45 AM	5	0	0	14	0	19	0	0	0	3	0	3	0	0	9	0	0	0	9
Count Total	30	0	0	87	0	117	0	0	0	5	0	5	0	11	66	3	3	3	83
Peak Hr	14	0	0	33	0	47	0	0	0	1	0	1	0	8	38	3	3	3	52

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	11th St Eastbound					11th St Westbound					Brush St Northbound					Brush St Southbound					I-980 On Ramp Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	13	1	0	0	0	0	0	20	0
7:15 AM	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	8	0	0	0	0	0	0	17	0
7:30 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	9	0	
7:45 AM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	0	0	14	60	
8:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	0	0	0	0	0	12	52	
8:15 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	0	12	47	
8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	8	0	0	0	0	0	14	52	
8:45 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	19	57	
Count Total	0	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	7	10	69	1	0	0	0	0	0	117	0
Peak Hour	0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	3	4	26	0	0	0	0	0	0	47	0

Two-Hour Count Summaries - Bikes

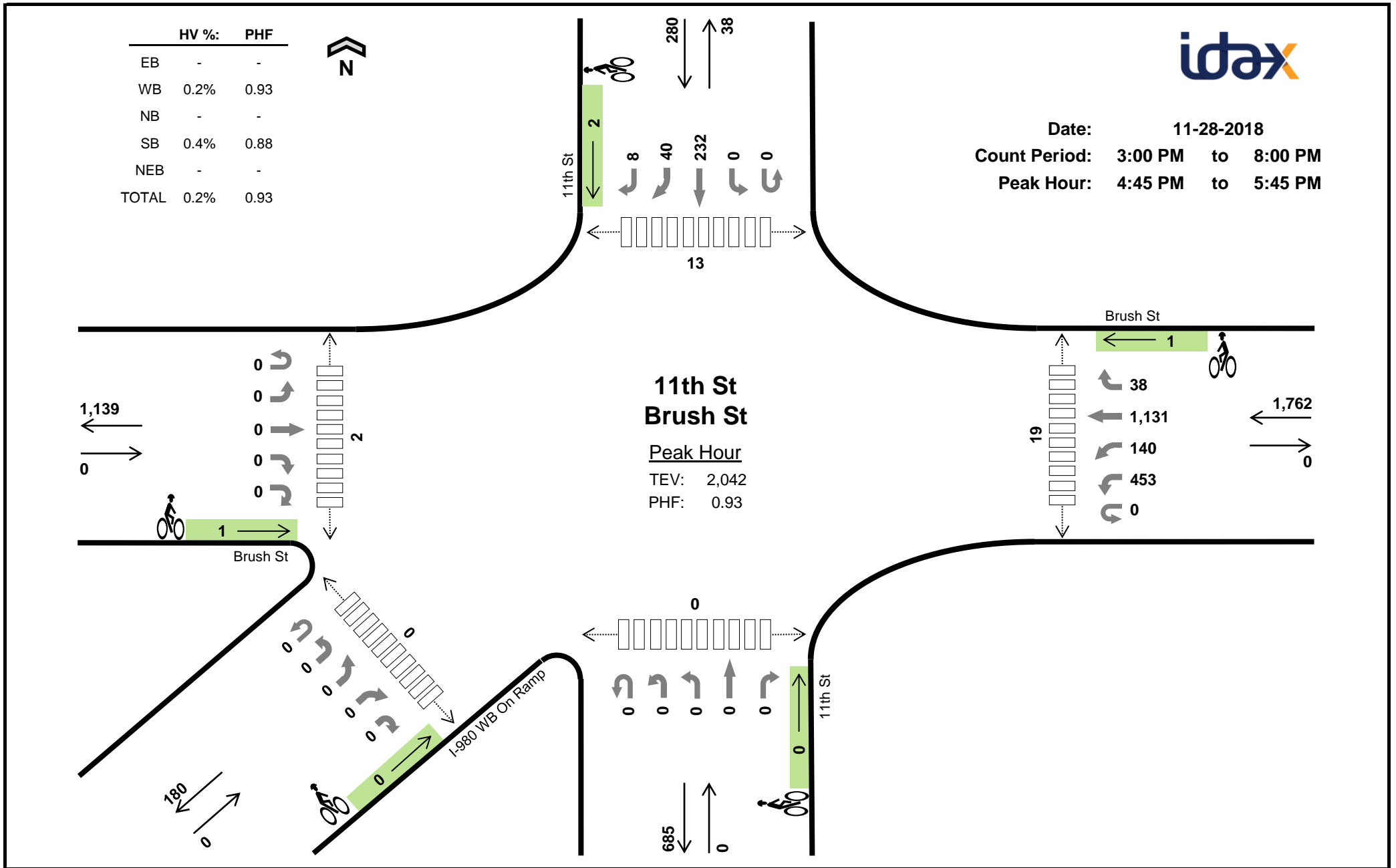
Interval Start	11th St Eastbound					11th St Westbound					Brush St Northbound					Brush St Southbound					I-980 On Ramp Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	5	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0



	HV %:	PHF
EB	-	-
WB	0.2%	0.93
NB	-	-
SB	0.4%	0.88
NEB	-	-
TOTAL	0.2%	0.93



Date: 11-28-2018
 Count Period: 3:00 PM to 8:00 PM
 Peak Hour: 4:45 PM to 5:45 PM



Five-Hour Count Summaries

Interval Start	Brush St Eastbound					Brush St Westbound				11th St Northbound				11th St Southbound				I-980 WB On Ramp Northeastbound					15-min Total	Rolling One Hour			
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL			BL	BR	HR
3:00 PM	0	0	0	0	0	0	69	47	158	5	0	0	0	0	0	0	0	40	6	1	0	0	0	0	0	326	0
3:15 PM	0	0	0	0	0	0	89	43	213	9	0	0	0	0	0	0	0	28	13	0	0	0	0	0	0	395	0
3:30 PM	0	0	0	0	0	0	76	50	240	8	0	0	0	0	0	0	0	37	6	4	0	0	0	0	0	421	0
3:45 PM	0	0	0	0	0	0	80	24	241	5	0	0	0	0	0	0	0	34	8	1	0	0	0	0	0	393	1,535
4:00 PM	0	0	0	0	0	0	77	51	223	4	0	0	0	0	0	0	0	62	8	0	0	0	0	0	0	425	1,634
4:15 PM	0	0	0	0	0	0	83	52	237	8	0	0	0	0	0	0	0	54	13	1	0	0	0	0	0	448	1,687
4:30 PM	0	0	0	0	0	0	104	44	252	7	0	0	0	0	0	0	0	60	13	2	0	0	0	0	0	482	1,748
4:45 PM	0	0	0	0	0	0	93	32	285	9	0	0	0	0	0	0	0	40	10	1	0	0	0	0	0	470	1,825
5:00 PM	0	0	0	0	0	0	110	38	268	11	0	0	0	0	0	0	0	68	10	2	0	0	0	0	0	507	1,907
5:15 PM	0	0	0	0	0	0	131	33	301	9	0	0	0	0	0	0	0	62	11	2	0	0	0	0	0	549	2,008
5:30 PM	0	0	0	0	0	0	119	37	277	9	0	0	0	0	0	0	0	62	9	3	0	0	0	0	0	516	2,042
5:45 PM	0	0	0	0	0	0	127	17	249	4	0	0	0	0	0	0	0	50	6	2	0	0	0	0	0	455	2,027
6:00 PM	0	0	0	0	0	0	118	28	196	10	0	0	0	0	0	0	0	48	5	1	0	0	0	0	0	406	1,926
6:15 PM	0	0	0	0	0	0	102	26	200	2	0	0	0	0	0	1	0	38	6	3	0	0	0	0	0	378	1,755
6:30 PM	0	0	0	0	0	0	84	36	206	8	0	0	0	0	0	0	0	40	13	1	0	0	0	0	0	388	1,627
6:45 PM	0	0	0	0	0	0	65	20	200	3	0	0	0	0	0	0	0	39	3	1	0	0	0	0	0	331	1,503
7:00 PM	0	0	0	0	0	0	58	34	171	3	0	0	0	0	0	0	0	26	9	2	0	0	0	0	0	303	1,400
7:15 PM	0	0	0	0	0	0	61	19	159	5	0	0	0	0	0	0	0	40	7	1	0	0	0	0	0	292	1,314
7:30 PM	0	0	0	0	0	0	47	23	130	7	0	0	0	0	0	0	0	22	11	1	0	0	0	0	0	241	1,167
7:45 PM	0	0	0	0	0	0	43	24	125	6	0	0	0	0	0	0	0	19	8	2	0	0	0	0	0	227	1,063
Count Total	0	0	0	0	0	0	1,736	678	4,331	132	0	0	0	0	0	1	0	869	175	31	0	0	0	0	0	7,953	0
Peak Hour	All	0	0	0	0	0	453	140	1,131	38	0	0	0	0	0	0	0	232	40	8	0	0	0	0	0	2,042	0
	HV	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	0
	HV%	-	-	-	-	-	0%	0%	0%	0%	-	-	-	-	-	-	-	0%	3%	0%	-	-	-	-	-	0%	0

Note: Five-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	NEB	Total	EB	WB	NB	SB	NEB	Total	East	West	North	South	Southwest	Total
3:00 PM	0	2	0	0	0	2	0	1	0	0	0	1	3	0	2	0	0	5
3:15 PM	0	2	0	0	0	2	0	2	0	0	0	2	7	2	5	0	0	14
3:30 PM	0	4	0	0	0	4	0	0	0	1	0	1	3	1	4	0	0	8
3:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	8	0	6	0	0	14
4:00 PM	0	1	0	0	0	1	0	0	0	1	0	1	8	0	3	0	0	11
4:15 PM	0	2	0	1	0	3	0	0	0	0	0	0	8	1	1	0	0	10
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	9	1	8	0	0	18
4:45 PM	0	2	0	0	0	2	1	0	0	0	0	1	3	0	3	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	4	2	2	0	0	8
5:15 PM	0	0	0	1	0	1	0	1	0	1	0	2	3	0	4	0	0	7
5:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	9	0	4	0	0	13
5:45 PM	0	4	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	4	1	3	0	0	8
6:15 PM	0	1	0	0	0	1	0	0	0	2	0	2	1	1	2	0	0	4
6:30 PM	0	3	0	0	0	3	0	0	0	0	0	0	4	0	4	0	0	8
6:45 PM	0	1	0	0	0	1	0	0	1	1	0	2	5	0	3	0	0	8
7:00 PM	0	3	0	2	0	5	0	0	0	0	0	0	4	0	6	0	0	10
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6
7:30 PM	0	1	0	0	0	1	0	1	0	0	0	1	3	0	3	0	0	6
7:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	1	1	3	0	0	5
Count Total	0	31	0	4	0	35	1	6	1	8	0	16	95	10	67	0	0	172
Peak Hr	0	4	0	1	0	5	1	1	0	2	0	4	19	2	13	0	0	34

Five-Hour Count Summaries - Heavy Vehicles

Interval Start	Brush St Eastbound					Brush St Westbound					11th St Northbound					11th St Southbound					I-980 WB On Ramp Northeastbound					15-min Total	Rolling One Hour
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
	3:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
3:30 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
3:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
4:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	10
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
5:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
5:45 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
6:30 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8
6:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
7:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	5	10
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Count Total	0	0	0	0	0	0	1	0	30	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	35	0
Peak Hour	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	0

Five-Hour Count Summaries - Bikes

Interval Start	Brush St Eastbound					Brush St Westbound					11th St Northbound					11th St Southbound					I-980 WB On Ramp Northeastbound					15-min Total	Rolling One Hour
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
	3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	5
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
7:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	0	0	1	0	0	1	0	4	1	0	0	0	0	1	0	0	8	0	0	0	0	0	0	0	16	0
Peak Hour	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0

Intersection #: 26

**Intersection Name: Brush Street/ 12th
Street**

Two-Hour Count Summaries

Interval Start	12th St Eastbound					12th St Westbound					Brush St Northbound					Brush St Southbound					I-980 Off Ramp Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
	7:00 AM	0	0	0	0	0	0	5	14	0	0	0	0	0	0	0	0	0	0	69	4	0	0	438	4		
7:15 AM	0	0	0	0	0	0	10	12	0	0	0	0	0	0	0	0	0	0	113	4	0	0	500	3	0	642	0
7:30 AM	0	0	0	0	1	0	20	18	0	0	0	0	0	0	0	0	0	0	161	13	0	0	472	0	0	685	0
7:45 AM	0	0	0	0	1	0	10	26	0	0	0	0	0	0	0	0	0	0	130	8	0	0	501	3	0	679	2,540
8:00 AM	0	0	0	0	1	0	23	29	0	0	0	0	0	0	0	0	0	0	132	14	0	0	451	15	0	665	2,671
8:15 AM	0	0	0	0	2	0	11	45	0	0	0	0	0	0	0	0	0	0	176	8	0	0	452	5	0	699	2,728
8:30 AM	0	0	0	0	0	0	12	22	0	0	0	0	0	0	0	0	0	0	161	10	0	0	445	7	0	657	2,700
8:45 AM	0	0	0	0	0	0	15	27	0	0	0	0	0	0	0	0	0	0	182	3	0	0	440	3	0	670	2,691
Count Total	0	0	0	0	5	0	106	193	0	0	0	0	0	0	0	0	0	0	1,124	64	0	0	3,699	40	0	5,231	0
Peak Hour	All	0	0	0	5	0	64	118	0	0	0	0	0	0	0	0	0	0	599	43	0	0	1,876	23	0	2,728	0
	HV	0	0	0	0	0	5	11	0	0	0	0	0	0	0	0	0	0	14	0	0	0	20	0	0	50	0
	HV%	-	-	-	0%	-	8%	9%	-	-	-	-	-	-	-	-	-	-	2%	0%	-	-	1%	0%	-	2%	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	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total
7:00 AM	0	2	0	2	15	19	0	0	0	0	0	0	0	2	0	5	0	7
7:15 AM	0	6	0	1	7	14	0	0	0	0	0	0	0	0	2	0	5	7
7:30 AM	0	3	0	4	4	11	0	0	0	0	0	0	0	0	5	0	6	11
7:45 AM	0	2	0	5	8	15	0	0	0	0	0	0	0	0	2	0	3	5
8:00 AM	0	6	0	2	5	13	0	1	0	1	0	2	0	2	0	7	0	9
8:15 AM	0	5	0	3	3	11	0	0	0	0	0	0	0	0	0	0	11	11
8:30 AM	0	4	0	6	6	16	0	1	0	1	0	2	0	1	0	7	0	8
8:45 AM	0	2	0	6	10	18	0	0	0	0	0	0	0	1	0	9	0	10
Count Total	0	30	0	29	58	117	0	2	0	2	0	4	0	15	0	53	0	68
Peak Hr	0	16	0	14	20	50	0	1	0	1	0	2	0	9	0	27	0	36

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	12th St Eastbound					12th St Westbound					Brush St Northbound					Brush St Southbound					I-980 Off Ramp Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	15	0	0	19	0
7:15 AM	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	0	14	0
7:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	11	0
7:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	0	15	59
8:00 AM	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	13	53
8:15 AM	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	11	50
8:30 AM	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	6	0	0	0	5	1	0	16	55
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	0	0	0	10	0	0	18	58
Count Total	0	0	0	0	0	0	10	20	0	0	0	0	0	0	0	0	0	0	29	0	0	0	57	1	0	117	0
Peak Hour	0	0	0	0	0	0	5	11	0	0	0	0	0	0	0	0	0	0	14	0	0	0	20	0	0	50	0

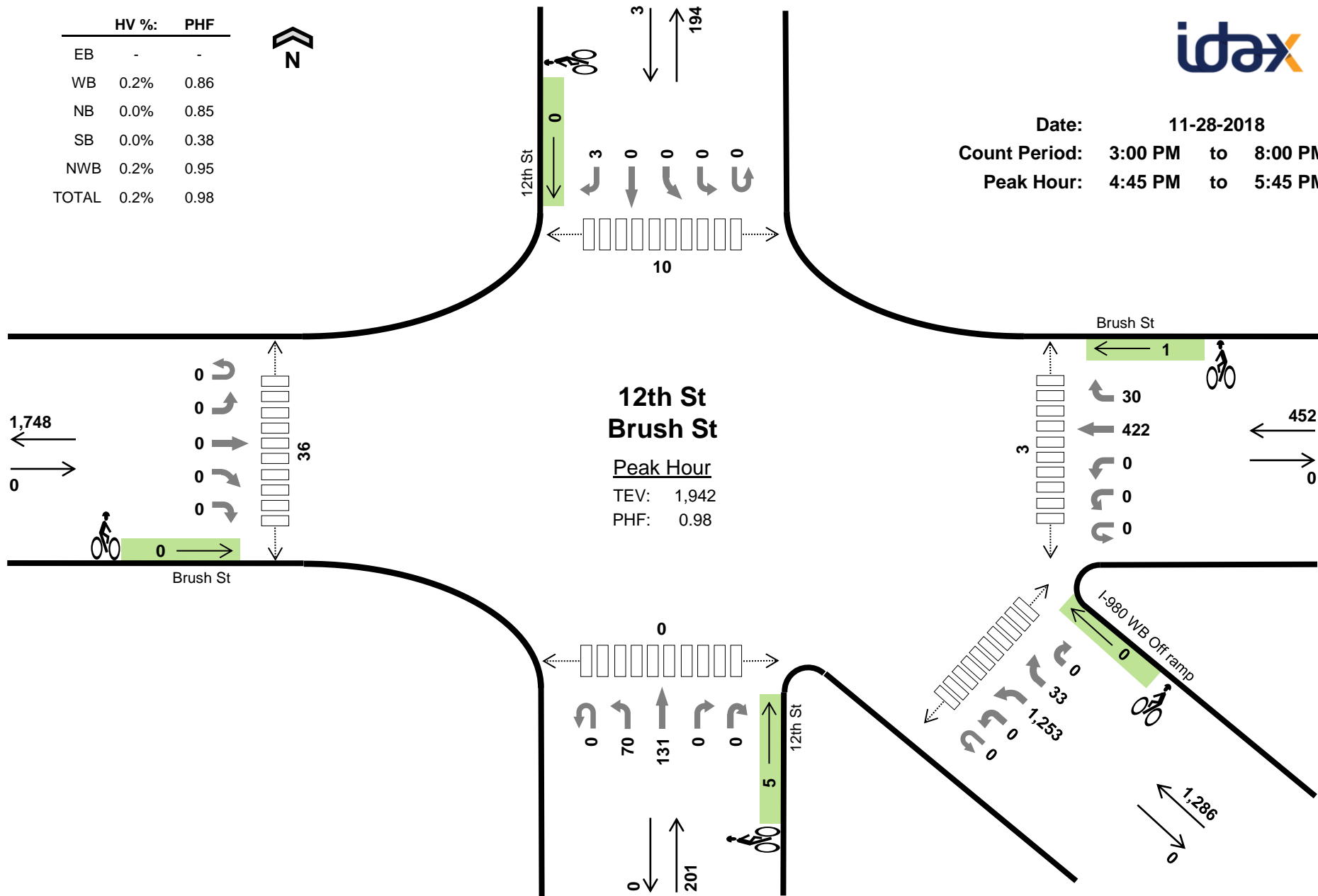
Two-Hour Count Summaries - Bikes

Interval Start	12th St Eastbound					12th St Westbound					Brush St Northbound					Brush St Southbound					I-980 Off Ramp Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0



Date: 11-28-2018
 Count Period: 3:00 PM to 8:00 PM
 Peak Hour: 4:45 PM to 5:45 PM

	HV %:	PHF
EB	-	-
WB	0.2%	0.86
NB	0.0%	0.85
SB	0.0%	0.38
NWB	0.2%	0.95
TOTAL	0.2%	0.98



Five-Hour Count Summaries

Interval Start	Brush St Eastbound					Brush St Westbound					12th St Northbound					12th St Southbound					I-980 WB Off ramp Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
3:00 PM	0	0	0	0	0	0	0	0	71	4	0	23	28	0	0	0	0	0	0	0	0	0	191	12	0	329	0
3:15 PM	0	0	0	0	0	0	0	0	72	11	0	24	40	0	0	0	0	0	0	0	0	0	251	5	0	403	0
3:30 PM	0	0	0	0	0	0	0	0	104	9	0	16	33	0	0	0	0	0	0	0	0	0	252	8	0	422	0
3:45 PM	0	0	0	0	0	0	0	0	83	2	0	9	30	0	0	0	0	0	0	0	0	0	256	10	0	390	1,544
4:00 PM	0	0	0	0	0	0	0	0	73	12	0	18	36	0	0	0	0	0	0	1	0	0	258	8	0	406	1,621
4:15 PM	0	0	0	0	0	0	0	0	96	6	0	18	30	0	0	0	0	0	0	0	0	0	278	8	0	436	1,654
4:30 PM	0	0	0	0	0	0	0	0	88	5	0	17	31	0	0	0	0	0	0	0	0	0	294	11	0	446	1,678
4:45 PM	0	0	0	0	0	0	0	0	85	4	0	15	34	0	0	0	0	0	0	1	0	0	329	6	0	474	1,762
5:00 PM	0	0	0	0	0	0	0	0	123	8	0	18	41	0	0	0	0	0	0	0	0	0	286	6	0	482	1,838
5:15 PM	0	0	0	0	0	0	0	0	99	8	0	19	31	0	0	0	0	0	0	2	0	0	328	10	0	497	1,899
5:30 PM	0	0	0	0	0	0	0	0	115	10	0	18	25	0	0	0	0	0	0	0	0	0	310	11	0	489	1,942
5:45 PM	0	0	0	0	0	0	0	0	89	5	0	8	22	0	0	0	0	0	0	0	0	0	299	22	0	445	1,913
6:00 PM	0	0	0	0	0	0	0	0	89	6	0	12	26	0	0	0	0	0	0	0	0	0	253	9	0	395	1,826
6:15 PM	0	0	0	0	0	0	0	0	79	4	0	8	22	0	0	0	0	0	0	0	0	0	247	11	0	371	1,700
6:30 PM	0	0	0	0	0	0	0	0	76	11	0	11	17	0	0	0	0	0	0	0	0	0	236	8	0	359	1,570
6:45 PM	0	0	0	0	0	0	0	0	60	4	0	11	27	0	0	0	0	0	0	0	0	0	217	12	0	331	1,456
7:00 PM	0	0	0	0	0	0	0	0	56	3	0	17	14	0	0	0	0	0	0	0	0	0	192	15	0	297	1,358
7:15 PM	0	0	0	0	0	0	0	0	54	7	0	9	20	0	0	0	0	0	0	0	0	0	180	11	0	281	1,268
7:30 PM	0	0	0	0	0	0	0	0	55	2	0	6	17	0	0	0	0	0	1	0	0	0	150	10	0	241	1,150
7:45 PM	0	0	0	0	0	0	0	0	49	2	0	13	18	0	0	0	0	0	0	0	0	0	137	6	0	225	1,044
Count Total	0	0	0	0	0	0	0	0	1,616	123	0	290	542	0	0	0	0	0	5	0	0	0	4,944	199	0	7,719	0
Peak Hour	All	0	0	0	0	0	0	0	422	30	0	70	131	0	0	0	0	0	3	0	0	0	1,253	33	0	1,942	0
Hour	HV	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	4	0
	HV%	-	-	-	-	-	-	-	0%	0%	-	0%	0%	-	-	-	-	-	0%	-	-	-	0%	0%	-	0%	0

Note: Five-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	NWB	Total	EB	WB	NB	SB	NWB	Total	East	West	North	South	Southeast	Total
3:00 PM	0	1	0	0	1	2	0	0	0	0	0	0	1	8	6	0	1	16
3:15 PM	0	0	0	0	2	2	0	1	0	1	0	2	0	4	5	0	0	9
3:30 PM	0	1	0	0	2	3	0	0	0	0	0	0	0	5	7	0	0	12
3:45 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	19	5	0	0	24
4:00 PM	0	0	0	0	2	2	1	0	0	0	0	1	0	11	2	0	0	13
4:15 PM	0	0	0	0	2	2	0	0	0	1	0	1	0	6	4	0	0	10
4:30 PM	0	1	0	0	0	1	0	0	1	0	0	1	0	14	3	0	0	17
4:45 PM	0	0	0	0	2	2	0	0	1	0	0	1	0	7	2	0	0	9
5:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	9	3	0	0	12
5:15 PM	0	0	0	0	0	0	0	1	1	0	0	2	1	11	2	0	1	15
5:30 PM	0	1	0	0	1	2	0	0	0	0	0	0	2	9	3	0	2	16
5:45 PM	0	1	0	0	3	4	0	0	0	0	0	0	0	8	3	0	0	11
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	5	1	0	0	6
6:15 PM	0	0	0	0	1	1	0	0	1	0	0	1	0	7	1	0	0	8
6:30 PM	0	0	0	0	3	3	0	0	0	0	0	0	0	1	0	0	0	1
6:45 PM	0	0	0	0	1	1	1	0	1	0	0	2	0	6	1	0	0	7
7:00 PM	0	0	1	0	1	2	0	0	0	0	0	0	0	4	3	0	0	7
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
7:30 PM	0	0	0	0	1	1	0	1	0	0	0	1	0	6	2	0	0	8
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5
Count Total	0	5	1	0	24	30	2	3	8	2	1	16	4	144	56	0	4	208
Peak Hr	0	1	0	0	3	4	0	1	5	0	0	6	3	36	10	0	3	52

Five-Hour Count Summaries - Heavy Vehicles

Interval Start	Brush St Eastbound					Brush St Westbound					12th St Northbound					12th St Southbound					I-980 WB Off ramp Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
	3:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
3:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	9
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	9
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	9
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	4
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	4	6
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	8
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	7
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	24	0	0	30	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	4	0

Five-Hour Count Summaries - Bikes

Interval Start	Brush St Eastbound					Brush St Westbound					12th St Northbound					12th St Southbound					I-980 WB Off ramp Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	1	0	0	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	6
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	7
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	2	0	0	0	0	0	0	3	0	0	1	7	0	0	0	0	0	0	2	0	0	0	1	0	16	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0

Intersection #: 27

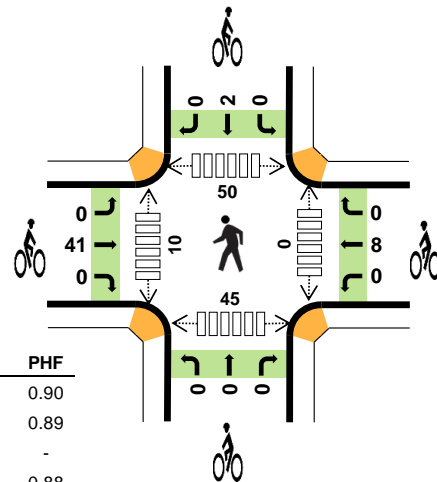
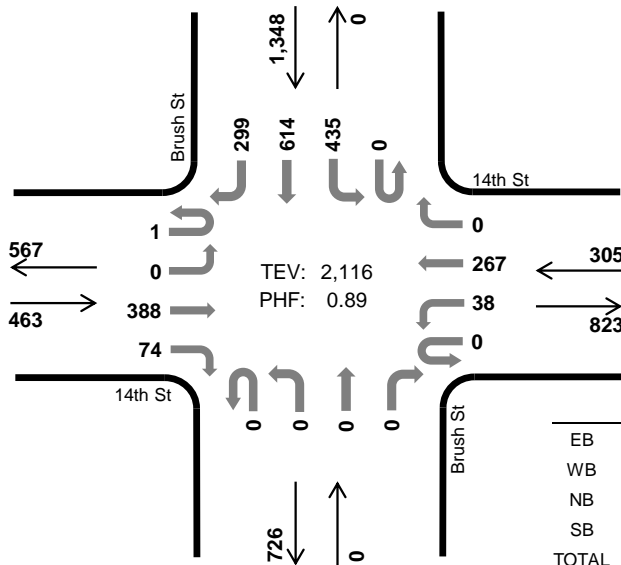
**Intersection Name: Brush Street/ 14th
Street**

Brush St 14th St



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



TEV: 2,116
PHF: 0.89

	HV %:	PHF
EB	3.9%	0.90
WB	3.9%	0.89
NB	-	-
SB	1.9%	0.88
TOTAL	2.6%	0.89

Two-Hour Count Summaries

Interval Start	14th St Eastbound				14th St Westbound				Brush St Northbound				Brush St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	37	10	0	4	25	0	0	0	0	0	0	56	63	42	237	0	
7:15 AM	0	0	55	10	0	13	41	0	0	0	0	0	0	86	101	31	337	0	
7:30 AM	2	0	78	15	0	9	47	0	0	0	0	0	0	93	143	49	436	0	
7:45 AM	0	0	91	20	0	10	58	0	0	0	0	0	0	120	121	58	478	1,488	
8:00 AM	1	0	109	14	0	11	75	0	0	0	0	0	0	92	119	53	474	1,725	
8:15 AM	0	0	109	20	0	12	72	0	0	0	0	0	0	109	200	71	593	1,981	
8:30 AM	0	0	83	16	0	4	68	0	0	0	0	0	0	100	134	85	490	2,035	
8:45 AM	0	0	87	24	0	11	52	0	0	0	0	0	0	134	161	90	559	2,116	
Count Total	3	0	649	129	0	74	438	0	0	0	0	0	0	790	1,042	479	3,604	0	
Peak Hour	All	1	0	388	74	0	38	267	0	0	0	0	0	0	435	614	299	2,116	0
	HV	0	0	16	2	0	0	12	0	0	0	0	0	0	4	16	6	56	0
	HV%	0%	-	4%	3%	-	0%	4%	-	-	-	-	-	-	1%	3%	2%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

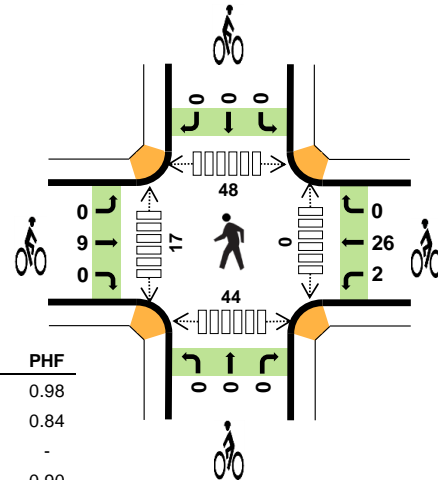
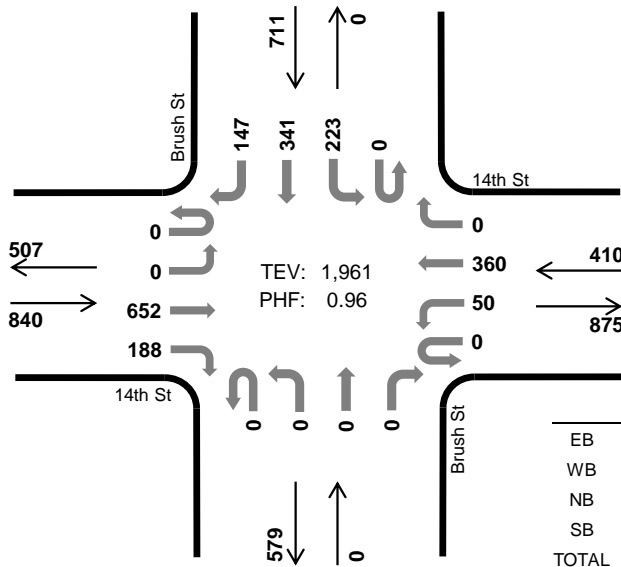
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	3	0	0	6	1	0	0	0	1	0	1	5	1	7
7:15 AM	2	1	0	2	5	5	4	0	0	9	1	0	7	5	13
7:30 AM	7	5	0	6	18	2	0	0	0	2	0	6	12	13	31
7:45 AM	4	7	0	7	18	1	1	0	2	4	0	3	8	12	23
8:00 AM	3	3	0	3	9	4	1	0	1	6	0	4	11	14	29
8:15 AM	3	4	0	5	12	9	3	0	0	12	0	1	9	14	24
8:30 AM	7	2	0	7	16	8	1	0	1	10	0	1	16	11	28
8:45 AM	5	3	0	11	19	20	3	0	0	23	0	4	14	6	24
Count Total	34	28	0	41	103	50	13	0	4	67	1	20	82	76	179
Peak Hour	18	12	0	26	56	41	8	0	2	51	0	10	50	45	105

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	14th St				14th St				Brush St				Brush St				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	2	0	1	2	0	0	0	0	0	0	0	0	0	6	0
7:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	1	5	0
7:30 AM	0	0	5	2	0	2	3	0	0	0	0	0	0	0	2	4	18	0
7:45 AM	0	0	3	1	0	1	6	0	0	0	0	0	0	2	3	2	18	47
8:00 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	2	1	9	50
8:15 AM	0	0	3	0	0	0	4	0	0	0	0	0	0	2	3	0	12	57
8:30 AM	0	0	5	2	0	0	2	0	0	0	0	0	0	0	4	3	16	55
8:45 AM	0	0	5	0	0	0	3	0	0	0	0	0	0	2	7	2	19	56
Count Total	0	0	27	7	0	4	24	0	0	0	0	0	0	7	21	13	103	0
Peak Hour	0	0	16	2	0	0	12	0	0	0	0	0	0	4	16	6	56	0
Two-Hour Count Summaries - Bikes																		
Interval Start	14th St			14th St			Brush St			Brush St			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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
7:15 AM	0	5	0	0	4	0	0	0	0	0	0	0	0	0	0	9	0	
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	4	16	
8:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	1	0	0	6	21	
8:15 AM	0	9	0	0	3	0	0	0	0	0	0	0	0	0	0	12	24	
8:30 AM	0	8	0	0	1	0	0	0	0	0	0	0	1	0	0	10	32	
8:45 AM	0	20	0	0	3	0	0	0	0	0	0	0	0	0	0	23	51	
Count Total	0	50	0	0	13	0	0	0	0	0	0	0	3	1	0	67	0	
Peak Hour	0	41	0	0	8	0	0	0	0	0	0	0	2	0	0	51	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Brush St 14th St



Date: 01/31/2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.3%	0.98
WB	1.2%	0.84
NB	-	-
SB	0.7%	0.90
TOTAL	1.1%	0.96

Two-Hour Count Summaries

Interval Start	14th St Eastbound				14th St Westbound				Brush St Northbound				Brush St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	95	40	0	11	72	0	0	0	0	0	0	39	78	38	373	0	
4:15 PM	0	0	141	32	0	20	80	0	0	0	0	0	0	46	71	32	422	0	
4:30 PM	0	0	125	44	0	16	81	0	0	0	0	0	0	42	78	28	414	0	
4:45 PM	0	0	151	49	0	10	79	0	0	0	0	0	0	56	77	36	458	1,667	
5:00 PM	0	0	165	45	0	8	95	0	0	0	0	0	0	49	92	29	483	1,777	
5:15 PM	0	0	161	47	0	12	110	0	0	0	0	0	0	45	90	47	512	1,867	
5:30 PM	0	0	165	43	0	19	78	0	0	0	0	0	0	62	70	30	467	1,920	
5:45 PM	0	0	161	53	0	11	77	0	0	0	0	0	0	67	89	41	499	1,961	
Count Total	0	0	1,164	353	0	107	672	0	0	0	0	0	0	406	645	281	3,628	0	
Peak Hour	All	0	0	652	188	0	50	360	0	0	0	0	0	0	223	341	147	1,961	0
	HV	0	0	8	3	0	0	5	0	0	0	0	0	0	0	5	0	21	0
	HV%	-	-	1%	2%	-	0%	1%	-	-	-	-	-	-	0%	1%	0%	1%	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
4:00 PM	5	3	0	4	12	3	4	0	1	8	0	2	14	9	25
4:15 PM	3	2	0	7	12	0	1	0	0	1	0	3	2	11	16
4:30 PM	4	2	0	4	10	5	6	0	0	11	0	2	7	7	16
4:45 PM	7	2	0	4	13	1	3	0	0	4	0	3	10	7	20
5:00 PM	6	1	0	0	7	4	6	0	0	10	0	5	12	14	31
5:15 PM	2	1	0	2	5	1	8	0	0	9	0	7	15	10	32
5:30 PM	1	1	0	1	3	2	11	0	0	13	0	2	14	12	28
5:45 PM	2	2	0	2	6	2	3	0	0	5	0	3	7	8	18
Count Total	30	14	0	24	68	18	42	0	1	61	0	27	81	78	186
Peak Hour	11	5	0	5	21	9	28	0	0	37	0	17	48	44	109

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	14th St				14th St				Brush St				Brush St				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	0	2	3	0	0	3	0	0	0	0	0	0	1	1	2	12	0
4:15 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	4	3	12	0
4:30 PM	0	0	2	2	0	0	2	0	0	0	0	0	0	1	3	0	10	0
4:45 PM	0	0	5	2	0	0	2	0	0	0	0	0	0	2	1	1	13	47
5:00 PM	0	0	3	3	0	0	1	0	0	0	0	0	0	0	0	0	7	42
5:15 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	0	5	35
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	3	28
5:45 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	6	21
Count Total	0	0	20	10	0	0	14	0	0	0	0	0	0	4	14	6	68	0
Peak Hour	0	0	8	3	0	0	5	0	0	0	0	0	0	0	5	0	21	0
Two-Hour Count Summaries - Bikes																		
Interval Start	14th St			14th St			Brush St			Brush St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	3	0	0	3	1	0	0	0	0	1	0	0	8	0			
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0			
4:30 PM	0	5	0	0	6	0	0	0	0	0	0	0	0	11	0			
4:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	0	4	24			
5:00 PM	0	4	0	1	5	0	0	0	0	0	0	0	0	10	26			
5:15 PM	0	1	0	0	8	0	0	0	0	0	0	0	0	9	34			
5:30 PM	0	2	0	1	10	0	0	0	0	0	0	0	0	13	36			
5:45 PM	0	2	0	0	3	0	0	0	0	0	0	0	0	5	37			
Count Total	0	18	0	2	39	1	0	0	0	1	0	0	61	0				
Peak Hour	0	9	0	2	26	0	0	0	0	0	0	0	37	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

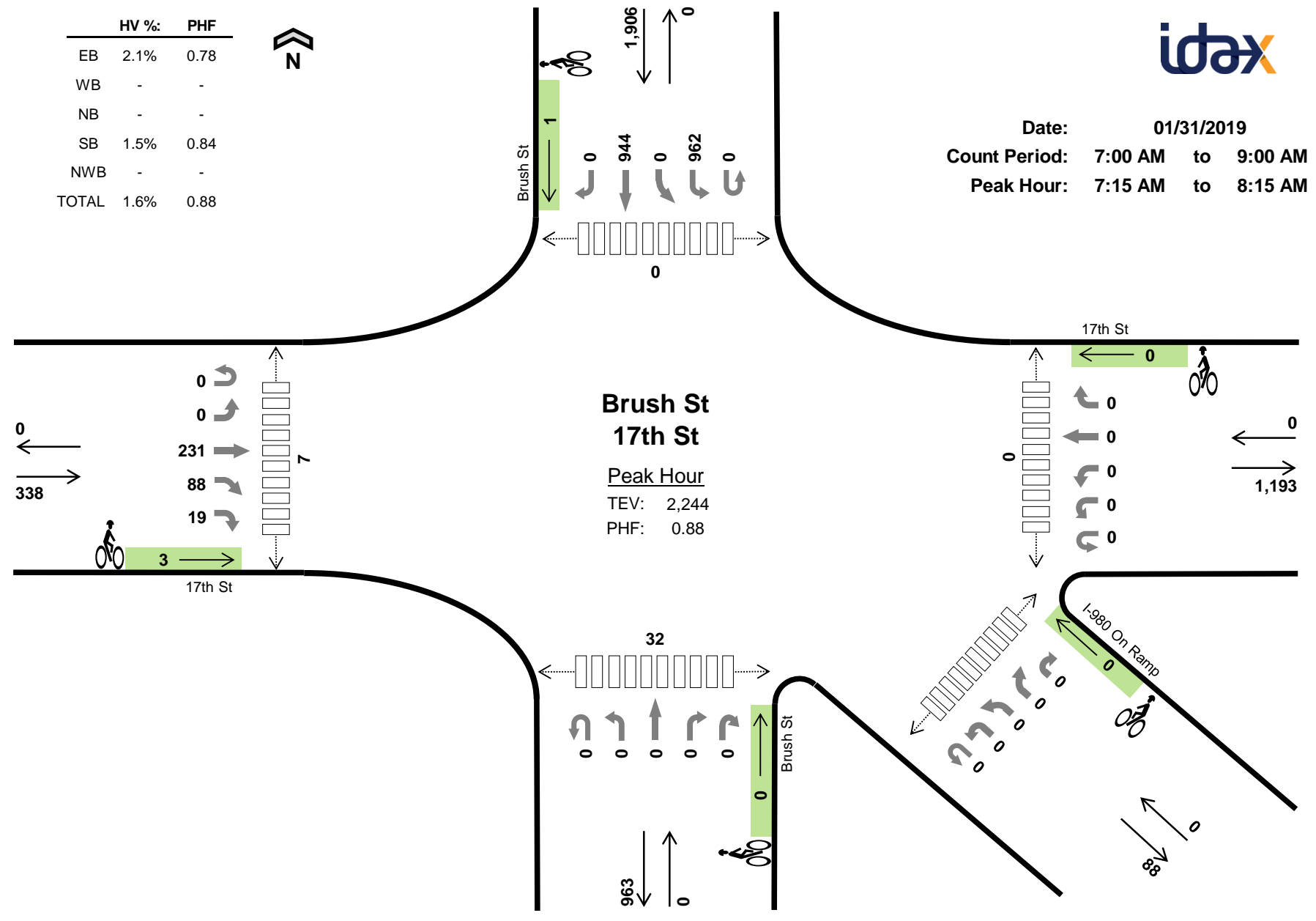
Intersection #: 28

**Intersection Name: Brush Street/17th
Street**



Date: 01/31/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:15 AM to 8:15 AM

	HV %:	PHF
EB	2.1%	0.78
WB	-	-
NB	-	-
SB	1.5%	0.84
NWB	-	-
TOTAL	1.6%	0.88



Two-Hour Count Summaries

Interval Start	17th St Eastbound					17th St Westbound					Brush St Northbound					Brush St Southbound					I-980 On Ramp Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
	7:00 AM	0	0	29	15	1	0	0	0	0	0	0	0	0	0	0	0	147	0	166	0	0	0	0	0		
7:15 AM	0	0	53	23	2	0	0	0	0	0	0	0	0	0	0	0	183	0	234	0	0	0	0	0	0	495	0
7:30 AM	0	0	74	28	7	0	0	0	0	0	0	0	0	0	0	0	216	0	310	0	0	0	0	0	0	635	0
7:45 AM	0	0	45	14	7	0	0	0	0	0	0	0	0	0	0	0	286	0	278	0	0	0	0	0	0	630	2,118
8:00 AM	0	0	59	23	3	0	0	0	0	0	0	0	0	0	0	0	277	0	122	0	0	0	0	0	0	484	2,244
8:15 AM	0	0	45	28	2	0	0	0	0	0	0	0	0	0	0	0	261	0	144	0	0	0	0	0	0	480	2,229
8:30 AM	0	0	51	20	1	0	0	0	0	0	0	0	0	0	0	0	274	4	133	0	0	0	0	0	0	483	2,077
8:45 AM	0	0	41	24	4	0	0	0	0	0	0	0	0	0	0	0	287	0	141	0	0	0	0	0	0	497	1,944
Count Total	0	0	397	175	27	0	0	0	0	0	0	0	0	0	0	0	1,931	4	1,528	0	0	0	0	0	0	4,062	0
Peak Hour	All	0	0	231	88	19	0	0	0	0	0	0	0	0	0	0	962	0	944	0	0	0	0	0	0	2,244	0
	HV	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	11	0	17	0	0	0	0	0	0	35	0
	HV%	-	-	2%	3%	0%	-	-	-	-	-	-	-	-	-	-	1%	-	2%	-	-	-	-	-	-	-	2%

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	NWB	Total	EB	WB	NB	SB	NWB	Total	East	West	North	South	Southeast	Total
7:00 AM	1	0	0	2	0	3	1	0	0	0	0	1	0	1	0	3	0	4
7:15 AM	1	0	0	5	0	6	0	0	0	0	0	0	0	0	0	7	0	7
7:30 AM	3	0	0	10	0	13	1	0	0	0	0	1	0	0	9	0	9	
7:45 AM	1	0	0	11	0	12	1	0	0	0	0	1	0	0	9	0	11	
8:00 AM	2	0	0	2	0	4	1	0	0	1	0	2	0	5	0	7	0	12
8:15 AM	2	0	0	2	0	4	0	0	0	0	0	0	0	1	0	8	0	9
8:30 AM	5	0	0	4	0	9	0	0	0	0	0	0	0	3	0	8	0	11
8:45 AM	2	0	0	6	0	8	1	0	0	0	0	1	0	4	0	8	0	12
Count Total	17	0	0	42	0	59	5	0	0	1	0	6	0	16	0	59	0	75
Peak Hr	7	0	0	28	0	35	3	0	0	1	0	4	0	7	0	32	0	39

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	17th St Eastbound					17th St Westbound					Brush St Northbound					Brush St Southbound					I-980 On Ramp Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	6	0
7:30 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	6	0	0	0	0	0	0	13	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	0	0	0	0	12	34
8:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4	35
8:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4	33
8:30 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	9	29
8:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	8	25
Count Total	0	0	7	10	0	0	0	0	0	0	0	0	0	0	0	18	0	24	0	0	0	0	0	0	0	59	0
Peak Hour	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	11	0	17	0	0	0	0	0	0	0	35	0

Two-Hour Count Summaries - Bikes

Interval Start	17th St Eastbound					17th St Westbound					Brush St Northbound					Brush St Southbound					I-980 On Ramp Northwestbound					15-min Total	Rolling One Hour	
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR			
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	4	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	
Count Total	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6	0	
Peak Hour	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	

Two-Hour Count Summaries

Interval Start	17th St Eastbound					17th St Westbound					Brush St Northbound					Brush St Southbound					I-980 On Ramp Northwestbound					15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	69	22	11	0	0	0	0	0	0	0	0	0	0	0	116	0	60	0	0	0	0	0	0	278	0
4:15 PM	0	0	59	21	7	0	0	0	0	0	0	0	0	0	0	0	107	0	77	0	0	0	0	0	0	271	0
4:30 PM	0	0	57	38	6	0	0	0	0	0	0	0	0	0	0	0	96	0	59	0	0	0	0	0	0	256	0
4:45 PM	0	0	44	28	4	0	0	0	0	0	0	0	0	0	0	0	123	0	61	0	0	0	0	0	0	260	1,065
5:00 PM	0	0	56	19	4	0	0	0	0	0	0	0	0	0	0	0	95	0	52	0	0	0	0	0	0	226	1,013
5:15 PM	0	0	48	29	10	0	0	0	0	0	0	0	0	0	0	0	105	0	70	0	0	0	0	0	0	262	1,004
5:30 PM	0	0	46	23	9	0	0	0	0	0	0	0	0	0	0	0	114	0	56	0	0	0	0	0	0	248	996
5:45 PM	0	0	53	18	4	0	0	0	0	0	0	0	0	0	0	0	122	0	64	0	0	0	0	0	0	261	997
Count Total	0	0	432	198	55	0	0	0	0	0	0	0	0	0	0	0	878	0	499	0	0	0	0	0	0	2,062	0
Peak Hour	All	0	0	229	109	28	0	0	0	0	0	0	0	0	0	0	442	0	257	0	0	0	0	0	0	1,065	0
	HV	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	6	0	8	0	0	0	0	0	0	17	0
	HV%	-	-	1%	0%	4%	-	-	-	-	-	-	-	-	-	-	1%	-	3%	-	-	-	-	-	-	-	2%

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	NWB	Total	EB	WB	NB	SB	NWB	Total	East	West	North	South	Southeast	Total
4:00 PM	0	0	0	2	0	2	1	0	0	0	0	1	0	6	0	13	0	19
4:15 PM	0	0	0	6	0	6	2	0	0	0	0	2	0	3	0	18	0	21
4:30 PM	1	0	0	4	0	5	0	0	0	0	0	0	0	3	0	8	0	11
4:45 PM	2	0	0	2	0	4	1	0	0	0	0	1	0	1	0	6	0	7
5:00 PM	1	0	0	1	0	2	1	0	0	0	0	1	0	1	0	7	0	8
5:15 PM	3	0	0	1	0	4	0	0	0	0	0	0	0	9	0	9	0	18
5:30 PM	2	0	0	1	0	3	1	0	0	0	0	1	0	2	0	8	0	10
5:45 PM	1	0	0	3	0	4	0	0	0	0	0	0	0	6	0	7	0	13
Count Total	10	0	0	20	0	30	6	0	0	0	0	6	0	31	0	76	0	107
Peak Hr	3	0	0	14	0	17	4	0	0	0	0	4	0	13	0	45	0	58

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	17th St					17th St					Brush St					Brush St					I-980 On Ramp					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	0	6	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	5	0
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4	17	
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	17	
5:15 PM	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	15	
5:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	13	
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	13	
Count Total	0	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	30	0	
Peak Hour	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	8	0	0	0	0	0	17	0	

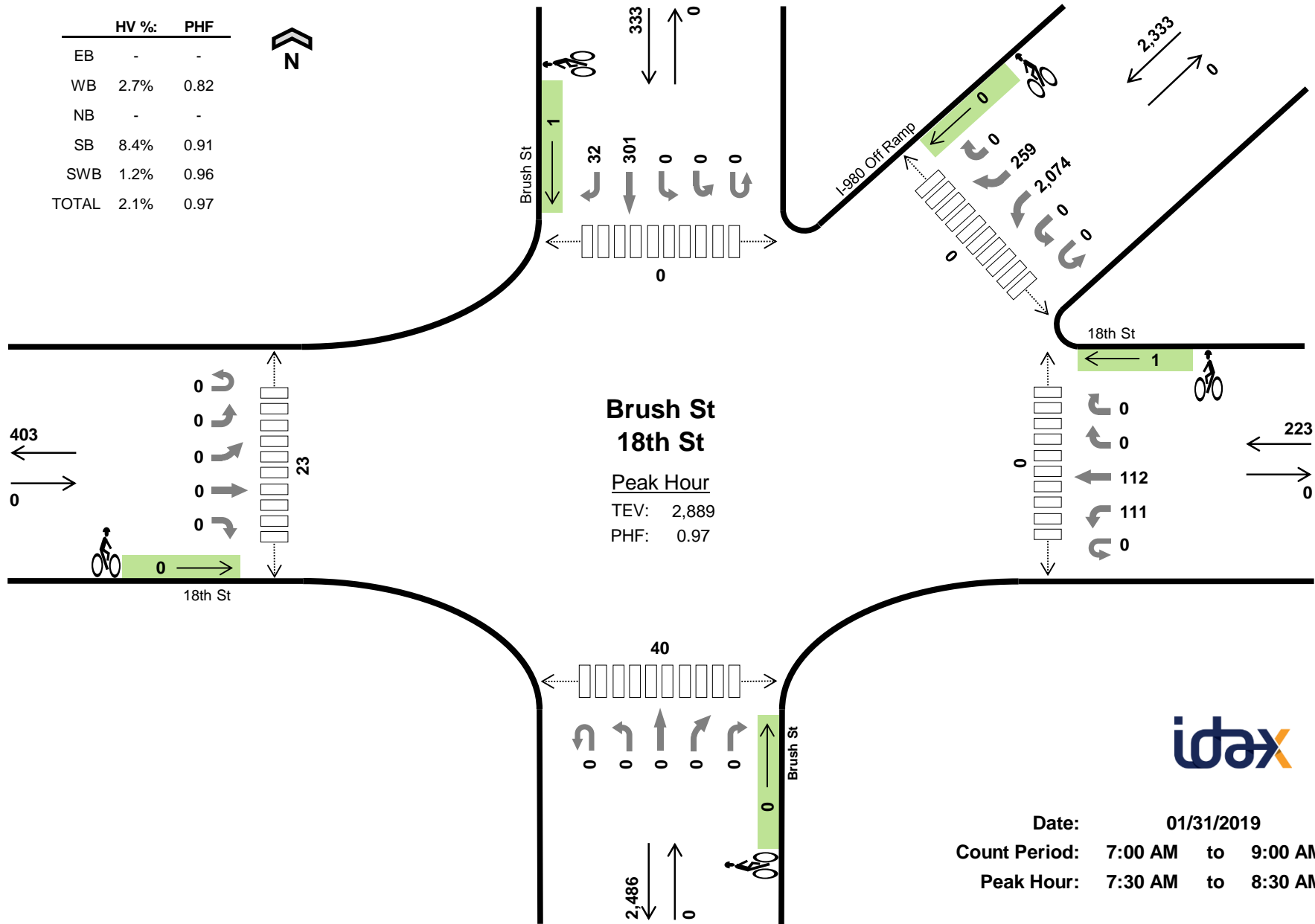
Two-Hour Count Summaries - Bikes

Interval Start	17th St					17th St					Brush St					Brush St					I-980 On Ramp					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
4:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Count Total	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	
Peak Hour	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	

Intersection #: 29

**Intersection Name: Brush Street/ 18th
Street**

	HV %:	PHF
EB	-	-
WB	2.7%	0.82
NB	-	-
SB	8.4%	0.91
SWB	1.2%	0.96
TOTAL	2.1%	0.97



**Brush St
18th St**
Peak Hour
TEV: 2,889
PHF: 0.97



Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Two-Hour Count Summaries

Interval Start	18th St Eastbound					18th St Westbound					Brush St Northbound					Brush St Southbound					I-980 Off Ramp Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
	7:00 AM	0	0	0	0	0	0	17	12	0	0	0	0	0	0	0	0	0	0	63	1	0	0	292	78		
7:15 AM	0	0	0	0	0	0	16	14	0	0	0	0	0	0	0	0	0	0	84	1	0	0	402	72	0	589	0
7:30 AM	0	0	0	0	0	0	18	23	0	0	0	0	0	0	0	0	0	0	66	5	0	0	531	77	0	720	0
7:45 AM	0	0	0	0	0	0	27	28	0	0	0	0	0	0	0	0	0	0	84	6	0	0	549	54	0	748	2,520
8:00 AM	0	0	0	0	0	0	36	23	0	0	0	0	0	0	0	0	0	0	78	13	0	0	469	59	0	678	2,735
8:15 AM	0	0	0	0	0	0	30	38	0	0	0	0	0	0	0	0	0	0	73	8	0	0	525	69	0	743	2,889
8:30 AM	0	0	0	0	0	0	17	23	0	0	0	0	0	0	0	0	0	0	84	14	0	0	445	46	0	629	2,798
8:45 AM	0	0	0	0	0	0	27	28	0	0	0	0	0	0	0	0	0	0	101	1	0	0	491	53	0	701	2,751
Count Total	0	0	0	0	0	0	188	189	0	0	0	0	0	0	0	0	0	0	633	49	0	0	3,704	508	0	5,271	0
Peak Hour	All	0	0	0	0	0	111	112	0	0	0	0	0	0	0	0	0	0	301	32	0	0	2,074	259	0	2,889	0
	HV	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	28	0	0	0	25	3	0	62	0
	HV%	-	-	-	-	-	2%	4%	-	-	-	-	-	-	-	-	-	-	9%	0%	-	-	1%	1%	-	2%	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	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total
7:00 AM	0	3	0	3	4	10	0	0	0	0	0	0	0	5	0	6	0	11
7:15 AM	0	2	0	8	6	16	0	0	0	0	0	0	0	2	0	3	0	5
7:30 AM	0	0	0	9	9	18	0	0	0	0	0	0	0	10	0	14	0	24
7:45 AM	0	1	0	10	11	22	0	1	0	0	0	1	0	2	0	3	0	5
8:00 AM	0	3	0	6	3	12	0	0	0	1	0	1	0	7	0	11	0	18
8:15 AM	0	2	0	3	5	10	0	0	0	0	0	0	0	4	0	12	0	16
8:30 AM	0	2	0	7	6	15	0	1	0	0	0	1	0	7	0	14	0	21
8:45 AM	0	3	0	5	10	18	0	0	0	0	0	0	0	7	0	12	0	19
Count Total	0	16	0	51	54	121	0	2	0	1	0	3	0	44	0	75	0	119
Peak Hr	0	6	0	28	28	62	0	1	0	1	0	2	0	23	0	40	0	63

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	18th St Eastbound					18th St Westbound					Brush St Northbound					Brush St Southbound					I-980 Off Ramp Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	10	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	0	16	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	8	1	0	18	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	11	0	0	22	66
8:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	1	0	12	68
8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	1	0	10	62
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	0	15	59
8:45 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	10	0	0	18	55
Count Total	0	0	0	0	0	0	5	11	0	0	0	0	0	0	0	0	0	0	51	0	0	0	51	3	0	121	0
Peak Hour	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	28	0	0	0	25	3	0	62	0

Two-Hour Count Summaries - Bikes

Interval Start	18th St Eastbound					18th St Westbound					Brush St Northbound					Brush St Southbound					I-980 Off Ramp Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	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	0	0	0	0	0	1	0	0	0	0	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0

Two-Hour Count Summaries

Interval Start	18th St Eastbound					18th St Westbound					Brush St Northbound					Brush St Southbound					I-980 Off Ramp Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
	4:00 PM	0	0	0	0	0	0	21	35	0	0	0	0	0	0	0	0	0	0	109	5	0	0	220	53		
4:15 PM	0	0	0	0	0	0	25	32	0	0	0	0	0	0	0	0	0	0	98	1	0	0	207	50	0	413	0
4:30 PM	0	0	0	0	0	0	32	36	0	0	0	0	0	0	0	0	0	0	106	2	0	0	198	37	0	411	0
4:45 PM	0	0	0	0	0	0	23	43	0	0	0	0	0	0	0	0	0	0	126	2	0	0	226	36	0	456	1,723
5:00 PM	0	0	0	0	0	0	34	40	0	0	0	0	0	0	0	0	0	1	129	4	0	0	209	46	0	463	1,743
5:15 PM	0	0	0	0	0	0	20	37	0	0	0	0	0	0	0	0	0	0	166	1	0	0	211	41	0	476	1,806
5:30 PM	0	0	0	0	0	0	29	32	0	0	0	0	0	0	0	0	0	1	151	4	0	0	235	33	0	485	1,880
5:45 PM	0	0	0	0	0	0	23	31	0	0	0	0	0	0	0	0	0	0	119	2	0	0	241	49	0	465	1,889
Count Total	0	0	0	0	0	0	207	286	0	0	0	0	0	0	0	0	0	2	1,004	21	0	0	1,747	345	0	3,612	0
Peak Hour	All	0	0	0	0	0	106	140	0	0	0	0	0	0	0	0	0	2	565	11	0	0	896	169	0	1,889	0
	HV	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	7	3	0	25	0
	HV%	-	-	-	-	-	2%	0%	-	-	-	-	-	-	-	-	-	0%	2%	0%	-	-	1%	2%	-	1%	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	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total
4:00 PM	0	1	0	7	8	16	0	0	0	0	0	0	0	2	0	6	0	8
4:15 PM	0	3	0	5	4	12	0	2	0	0	0	2	0	7	0	10	0	17
4:30 PM	0	3	0	4	3	10	0	1	0	0	0	1	1	1	1	3	1	7
4:45 PM	0	1	0	1	3	5	0	2	0	0	0	2	0	9	0	14	0	23
5:00 PM	0	1	0	2	2	5	0	2	0	1	0	3	0	8	0	14	0	22
5:15 PM	0	1	0	6	2	9	0	3	0	0	0	3	0	15	0	11	0	26
5:30 PM	0	0	0	1	3	4	0	1	0	0	0	1	0	8	0	14	1	23
5:45 PM	0	0	0	4	3	7	0	4	0	0	0	4	0	5	0	12	0	17
Count Total	0	10	0	30	28	68	0	15	0	1	0	16	1	55	1	84	2	143
Peak Hr	0	2	0	13	10	25	0	10	0	1	0	11	0	36	0	51	1	88

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	18th St Eastbound					18th St Westbound					Brush St Northbound					Brush St Southbound					I-980 Off Ramp Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	2	0	16	0
4:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	12	0
4:30 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	10	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	5	43
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	5	32
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	2	0	9	29
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4	23
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7	25
Count Total	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	30	0	0	0	23	5	0	68	0
Peak Hour	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	7	3	0	25	0

Two-Hour Count Summaries - Bikes

Interval Start	18th St Eastbound					18th St Westbound					Brush St Northbound					Brush St Southbound					I-980 Off Ramp Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	8
5:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
5:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	11
Count Total	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	16	0
Peak Hour	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	11	0

Intersection #: 30

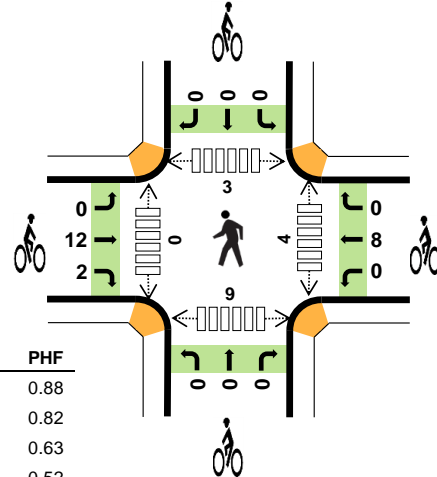
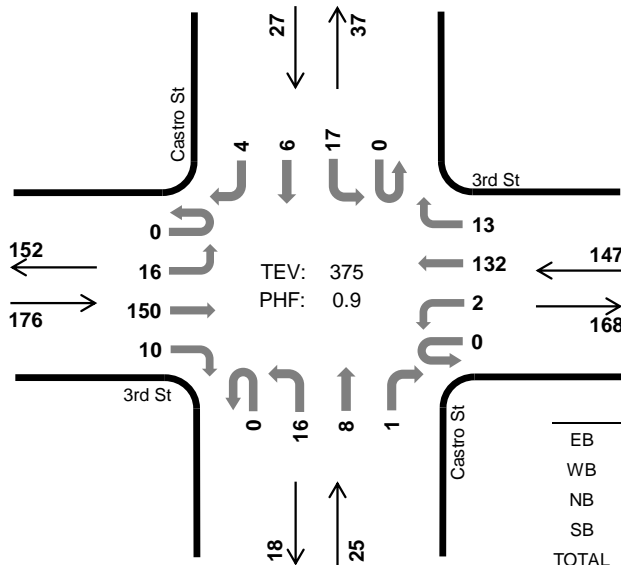
**Intersection Name: Castro Street/3rd
Street**

Castro St 3rd St



Peak Hour

Date: 01/30/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	25.0%	0.88
WB	30.6%	0.82
NB	24.0%	0.63
SB	7.4%	0.52
TOTAL	25.9%	0.90

Two-Hour Count Summaries

Interval Start	3rd St Eastbound				3rd St Westbound				Castro St Northbound				Castro St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	3	19	2	0	0	24	1	0	1	2	0	0	1	1	0	54	0	
7:15 AM	0	1	30	2	0	0	33	2	0	2	3	1	0	2	1	1	78	0	
7:30 AM	0	2	33	1	0	0	37	6	0	1	1	0	0	2	2	0	85	0	
7:45 AM	0	2	29	2	0	0	33	5	0	2	2	0	0	1	1	0	77	294	
8:00 AM	0	6	25	4	0	1	29	0	0	5	4	0	0	4	3	1	82	322	
8:15 AM	0	5	40	0	0	1	40	4	0	3	1	0	0	2	0	0	96	340	
8:30 AM	0	3	44	3	0	0	27	1	0	1	1	0	0	9	2	2	93	348	
8:45 AM	0	2	41	3	0	0	36	8	0	7	2	1	0	2	1	1	104	375	
Count Total	0	24	261	17	0	2	259	27	0	22	16	2	0	23	11	5	669	0	
Peak Hour	All	0	16	150	10	0	2	132	13	0	16	8	1	0	17	6	4	375	0
	HV	0	7	35	2	0	1	43	1	0	5	1	0	0	0	0	2	97	0
	HV%	-	44%	23%	20%	-	50%	33%	8%	-	31%	13%	0%	-	0%	0%	50%	26%	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
7:00 AM	6	12	0	0	18	1	0	0	0	1	0	0	0	0	0
7:15 AM	5	15	2	1	23	0	1	0	0	1	2	0	0	1	3
7:30 AM	8	16	0	0	24	2	2	0	0	4	0	0	0	0	0
7:45 AM	4	16	0	0	20	2	0	0	0	2	0	0	0	2	2
8:00 AM	11	13	3	0	27	5	2	0	0	7	0	0	1	0	1
8:15 AM	7	14	0	0	21	3	4	0	0	7	0	0	0	3	3
8:30 AM	12	5	1	2	20	2	0	0	0	2	4	0	2	3	9
8:45 AM	14	13	2	0	29	4	2	0	0	6	0	0	0	3	3
Count Total	67	104	8	3	182	19	11	0	0	30	6	0	3	12	21
Peak Hour	44	45	6	2	97	14	8	0	0	22	4	0	3	9	16

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd St				3rd St				Castro St				Castro St				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	4	0	0	0	12	0	0	0	0	0	0	0	0	18	0	
7:15 AM	0	1	4	0	0	0	15	0	0	1	1	0	0	0	0	23	0	
7:30 AM	0	0	8	0	0	0	15	1	0	0	0	0	0	0	0	24	0	
7:45 AM	0	0	4	0	0	0	15	1	0	0	0	0	0	0	0	20	85	
8:00 AM	0	3	7	1	0	1	12	0	0	3	0	0	0	0	0	27	94	
8:15 AM	0	1	6	0	0	0	14	0	0	0	0	0	0	0	0	21	92	
8:30 AM	0	1	10	1	0	0	5	0	0	0	1	0	0	0	0	20	88	
8:45 AM	0	2	12	0	0	0	12	1	0	2	0	0	0	0	0	29	97	
Count Total	0	10	55	2	0	1	100	3	0	6	2	0	0	0	0	182	0	
Peak Hour	0	7	35	2	0	1	43	1	0	5	1	0	0	0	0	97	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	3rd St			3rd St			Castro St			Castro St			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	1	0	0	0	0	0	0	0	0	0	0	1	0				
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0				
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	4	0				
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	8				
8:00 AM	0	4	1	0	2	0	0	0	0	0	0	0	7	14				
8:15 AM	0	3	0	0	4	0	0	0	0	0	0	0	7	20				
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	18				
8:45 AM	0	3	1	0	2	0	0	0	0	0	0	0	6	22				
Count Total	0	17	2	0	11	0	0	0	0	0	0	0	30	0				
Peak Hour	0	12	2	0	8	0	0	0	0	0	0	0	22	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

PM turning movement counts inferred from adjacent intersections

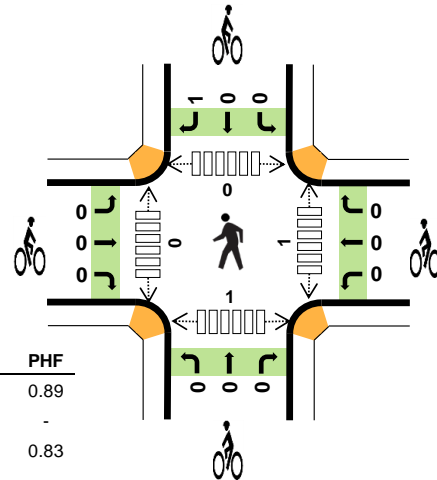
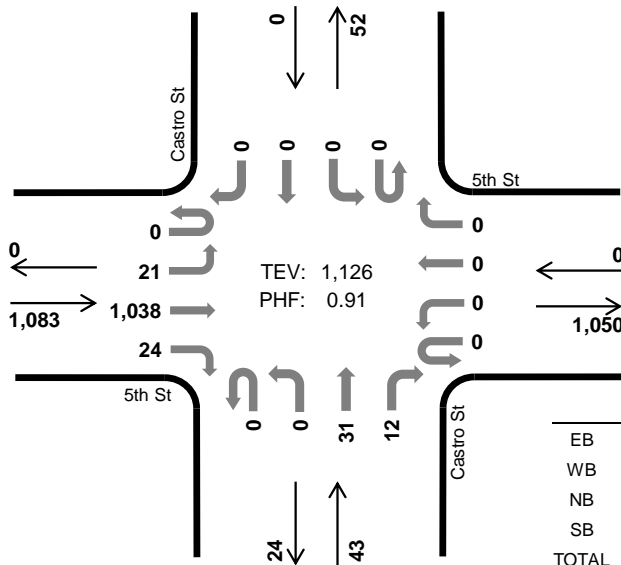
Intersection #: 31

**Intersection Name: Castro Street/5th
Street**

Castro St 5th St



Date: 01/31/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	3.7%	0.89
WB	-	-
NB	9.3%	0.83
SB	-	-
TOTAL	3.9%	0.91

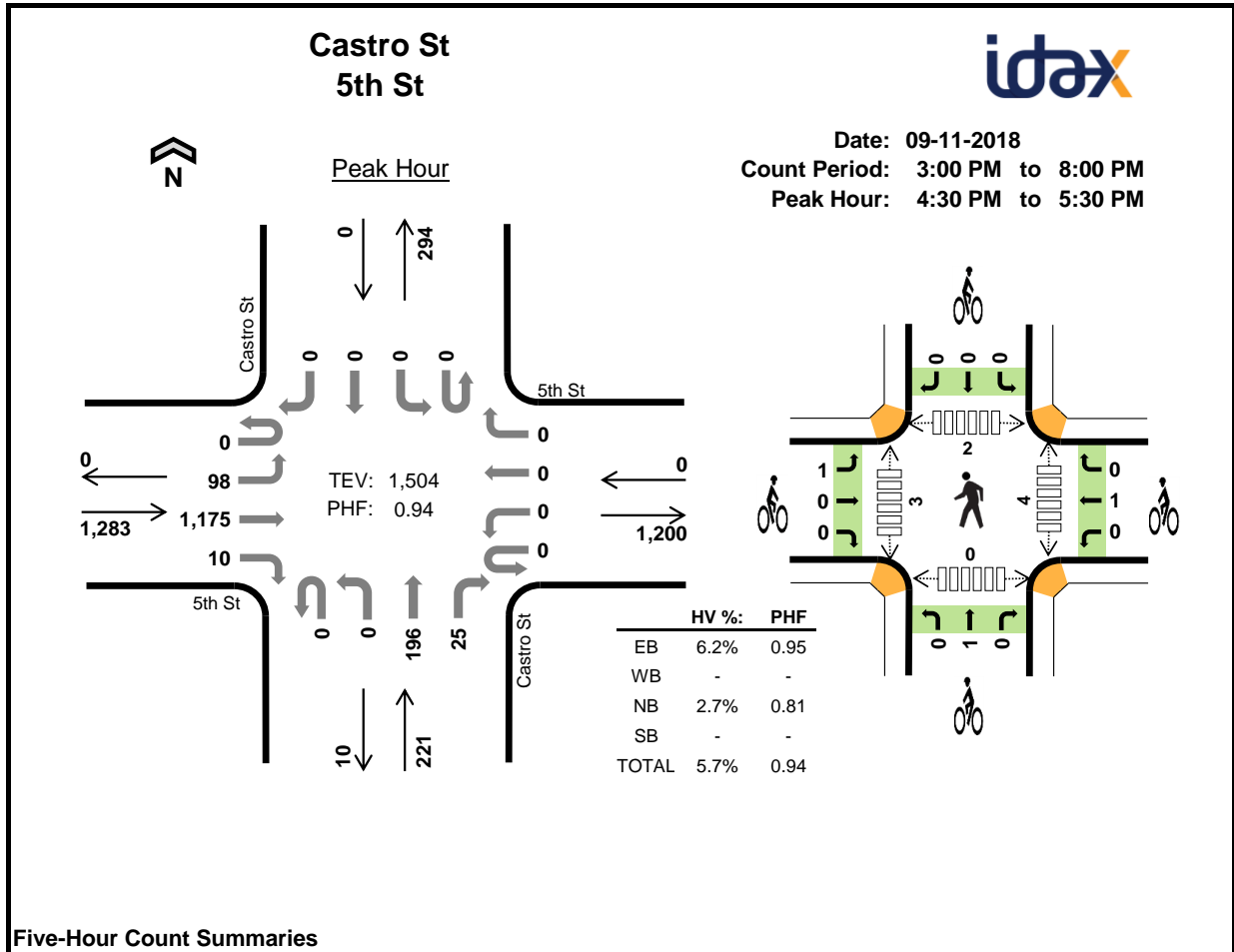
Two-Hour Count Summaries

Interval Start	5th St Eastbound				5th St Westbound				Castro St Northbound				Castro St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	13	166	1	0	0	0	0	0	0	3	1	0	0	0	0	184	0	
7:15 AM	0	7	207	6	0	0	0	0	0	0	6	0	0	0	0	0	226	0	
7:30 AM	0	3	275	3	0	0	0	0	0	0	9	4	0	0	0	0	294	0	
7:45 AM	0	3	289	12	0	0	0	0	0	0	4	3	0	0	0	0	311	1,015	
8:00 AM	0	7	237	7	0	0	0	0	0	0	10	2	0	0	0	0	263	1,094	
8:15 AM	0	8	237	2	0	0	0	0	0	0	8	3	0	0	0	0	258	1,126	
8:30 AM	0	3	218	10	0	0	0	0	0	0	8	1	0	0	0	0	240	1,072	
8:45 AM	0	9	248	3	0	0	0	0	0	0	8	4	0	0	0	0	272	1,033	
Count Total	0	53	1,877	44	0	0	0	0	0	0	56	18	0	0	0	0	2,048	0	
Peak Hour	All	0	21	1,038	24	0	0	0	0	0	0	31	12	0	0	0	0	1,126	0
	HV	0	6	34	0	0	0	0	0	0	0	3	1	0	0	0	0	44	0
	HV%	-	29%	3%	0%	-	-	-	-	-	-	10%	8%	-	-	-	-	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
7:00 AM	14	0	2	0	16	1	0	0	0	1	0	0	0	1	1
7:15 AM	13	0	2	0	15	0	0	0	0	0	0	0	0	1	1
7:30 AM	8	0	2	0	10	0	0	0	1	1	0	0	0	0	0
7:45 AM	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1
8:00 AM	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0
8:15 AM	15	0	2	0	17	0	0	0	0	0	0	0	0	1	1
8:30 AM	6	0	1	0	7	0	0	0	0	0	0	0	0	1	1
8:45 AM	10	0	2	0	12	0	0	0	0	0	1	0	0	1	2
Count Total	83	0	11	0	94	1	0	0	1	2	2	0	0	5	7
Peak Hour	40	0	4	0	44	0	0	0	1	1	1	0	0	1	2

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	5th St				5th St				Castro St				Castro St				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	11	0	0	0	0	0	0	0	1	1	0	0	0	0	16	0
7:15 AM	0	3	10	0	0	0	0	0	0	0	2	0	0	0	0	0	15	0
7:30 AM	0	2	6	0	0	0	0	0	0	0	1	1	0	0	0	0	10	0
7:45 AM	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	48
8:00 AM	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10	42
8:15 AM	0	1	14	0	0	0	0	0	0	0	2	0	0	0	0	0	17	44
8:30 AM	0	1	5	0	0	0	0	0	0	0	1	0	0	0	0	0	7	41
8:45 AM	0	2	8	0	0	0	0	0	0	0	1	1	0	0	0	0	12	46
Count Total	0	15	68	0	0	0	0	0	0	0	8	3	0	0	0	0	94	0
Peak Hour	0	6	34	0	0	0	0	0	0	0	3	1	0	0	0	0	44	0
Two-Hour Count Summaries - Bikes																		
Interval Start	5th St			5th St			Castro St			Castro St			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	1	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	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	
7:45 AM	0	0	0	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	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		



Five-Hour Count Summaries

Interval Start	5th St Eastbound				5th St Westbound				Castro St Northbound				Castro St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:30 PM	0	33	306	0	0	0	0	0	0	0	34	7	0	0	0	0	380	0	
4:45 PM	0	26	275	4	0	0	0	0	0	0	43	7	0	0	0	0	355	0	
5:00 PM	0	24	278	5	0	0	0	0	0	0	58	4	0	0	0	0	369	0	
5:15 PM	0	15	316	1	0	0	0	0	0	0	61	7	0	0	0	0	400	1,504	
Peak Hour	All	0	98	1,175	10	0	0	0	0	0	0	196	25	0	0	0	0	1,504	0
	HV	0	9	71	0	0	0	0	0	0	0	6	0	0	0	0	0	86	0
	HV%	-	9%	6%	0%	-	-	-	-	-	-	3%	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
4:30 PM	27	0	0	0	27	0	1	0	0	1	1	2	0	0	3
4:45 PM	18	0	2	0	20	0	0	0	0	0	1	1	1	0	3
5:00 PM	22	0	3	0	25	0	0	0	0	0	1	0	1	0	2
5:15 PM	13	0	1	0	14	1	0	1	0	2	1	0	0	0	1
Peak Hour	80	0	6	0	86	1	1	1	0	3	4	3	2	0	9

Five-Hour Count Summaries																		
Interval Start	5th St				5th St				Castro St				Castro St				15-min Total	Rolling One Hour
	UT	Eastbound			Westbound			Northbound			Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	14	263	2	0	0	0	0	0	0	27	3	0	0	0	0	309	0
3:15 PM	0	17	222	1	0	0	0	0	0	0	39	2	0	0	0	0	281	0
3:30 PM	0	25	259	1	0	0	0	0	0	0	41	2	0	0	0	0	328	0
3:45 PM	0	19	244	3	0	0	0	0	0	0	46	6	0	0	0	0	318	1,236
4:00 PM	0	29	269	6	0	0	0	0	0	0	40	4	0	0	0	0	348	1,275
4:15 PM	0	23	248	2	0	0	0	0	0	0	31	3	0	0	0	0	307	1,301
4:30 PM	0	33	306	0	0	0	0	0	0	0	34	7	0	0	0	0	380	1,353
4:45 PM	0	26	275	4	0	0	0	0	0	0	43	7	0	0	0	0	355	1,390
5:00 PM	0	24	278	5	0	0	0	0	0	0	58	4	0	0	0	0	369	1,411
5:15 PM	0	15	316	1	0	0	0	0	0	0	61	7	0	0	0	0	400	1,504
5:30 PM	0	18	264	7	0	0	0	0	0	0	47	2	0	0	0	0	338	1,462
5:45 PM	0	18	252	12	0	0	0	0	0	0	47	4	0	0	0	0	333	1,440
6:00 PM	0	24	212	9	0	0	0	0	0	0	50	1	0	0	0	0	296	1,367
6:15 PM	0	11	234	2	0	0	0	0	0	0	39	1	0	0	0	0	287	1,254
6:30 PM	0	11	235	4	0	0	0	0	0	0	33	1	0	0	0	0	284	1,200
6:45 PM	0	16	212	3	0	0	0	0	0	0	15	3	0	0	0	0	249	1,116
7:00 PM	0	11	204	3	0	0	0	0	0	0	37	0	0	0	0	0	255	1,075
7:15 PM	0	10	164	1	0	0	0	0	0	0	28	0	0	0	0	0	203	991
7:30 PM	0	5	206	1	0	0	0	0	0	0	26	3	0	0	0	0	241	948
7:45 PM	0	8	167	0	0	0	0	0	0	0	20	2	0	0	0	0	197	896
Count Total	0	357	4,830	67	0	0	0	0	0	0	762	62	0	0	0	0	6,078	0
Peak Hour	All	0	98	1,175	10	0	0	0	0	0	196	25	0	0	0	0	1,504	0
	HV	0	9	71	0	0	0	0	0	0	6	0	0	0	0	0	86	0
	HV%	-	9%	6%	0%	-	-	-	-	-	-	3%	0%	-	-	-	6%	0

Note: Five-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
3:00 PM	7	0	2	0	9	0	0	0	0	0	0	0	0	0	0
3:15 PM	13	0	1	0	14	0	0	0	0	0	0	0	0	0	0
3:30 PM	10	0	3	0	13	0	0	0	0	0	1	0	0	0	1
3:45 PM	10	0	1	0	11	0	0	0	0	0	0	0	0	0	0
4:00 PM	13	0	3	0	16	0	0	0	0	0	0	0	0	0	0
4:15 PM	17	0	1	0	18	0	0	0	0	0	0	0	0	0	0
4:30 PM	27	0	0	0	27	0	1	0	0	1	1	2	0	0	3
4:45 PM	18	0	2	0	20	0	0	0	0	0	1	1	1	0	3
5:00 PM	22	0	3	0	25	0	0	0	0	0	1	0	1	0	2
5:15 PM	13	0	1	0	14	1	0	1	0	2	1	0	0	0	1
5:30 PM	12	0	1	0	13	0	0	1	0	1	1	0	0	0	1
5:45 PM	9	0	1	0	10	0	0	1	0	1	0	2	1	0	3
6:00 PM	7	0	2	0	9	0	1	0	0	1	0	0	0	0	0
6:15 PM	6	0	1	0	7	0	0	1	0	1	0	0	0	0	0
6:30 PM	6	0	0	0	6	1	0	0	0	1	0	0	0	0	0
6:45 PM	8	0	0	0	8	0	0	0	1	1	1	0	0	0	1
7:00 PM	6	0	2	0	8	0	0	1	0	1	0	0	0	1	1
7:15 PM	5	0	0	0	5	0	0	0	0	0	0	1	0	2	3
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
7:45 PM	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0
Count Total	213	0	25	0	238	2	2	5	1	10	7	7	4	3	21
Peak Hour	80	0	6	0	86	1	1	1	0	3	4	3	2	0	9

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	5th St				5th St				Castro St				Castro St				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		
3:00 PM	0	1	6	0	0	0	0	0	0	0	2	0	0	0	0	0	9	0
3:15 PM	0	3	10	0	0	0	0	0	0	0	1	0	0	0	0	0	14	0
3:30 PM	0	0	10	0	0	0	0	0	0	0	3	0	0	0	0	0	13	0
3:45 PM	0	1	9	0	0	0	0	0	0	0	1	0	0	0	0	0	11	47
4:00 PM	0	1	12	0	0	0	0	0	0	0	3	0	0	0	0	0	16	54
4:15 PM	0	2	15	0	0	0	0	0	0	0	1	0	0	0	0	0	18	58
4:30 PM	0	3	24	0	0	0	0	0	0	0	0	0	0	0	0	0	27	72
4:45 PM	0	1	17	0	0	0	0	0	0	0	2	0	0	0	0	0	20	81
5:00 PM	0	2	20	0	0	0	0	0	0	0	3	0	0	0	0	0	25	90
5:15 PM	0	3	10	0	0	0	0	0	0	0	1	0	0	0	0	0	14	86
5:30 PM	0	2	10	0	0	0	0	0	0	0	1	0	0	0	0	0	13	72
5:45 PM	0	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	10	62
6:00 PM	0	1	6	0	0	0	0	0	0	0	2	0	0	0	0	0	9	46
6:15 PM	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	7	39
6:30 PM	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6	32
6:45 PM	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	8	30
7:00 PM	0	0	6	0	0	0	0	0	0	0	2	0	0	0	0	0	8	29
7:15 PM	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5	27
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
7:45 PM	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	5	18
Count Total	0	24	189	0	0	0	0	0	0	0	25	0	0	0	0	0	238	0
Peak Hour	0	9	71	0	0	0	0	0	0	0	6	0	0	0	0	0	86	0

Five-Hour Count Summaries - Bikes																		
Interval Start	5th St			5th St			Castro St			Castro St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	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	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	3
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4	4	4
6:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5	5	5
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4	4	4
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	4
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	4	4
7:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4	4	4
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Count Total	1	1	0	0	1	1	0	5	0	0	1	0	0	1	0	10	0	0
Peak Hour	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0

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

Intersection #: 32

**Intersection Name: Castro Street/6th
Street**

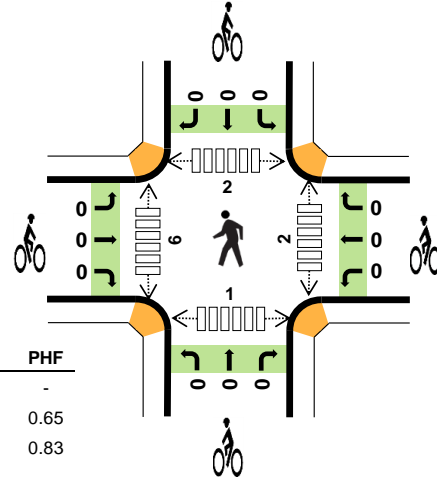
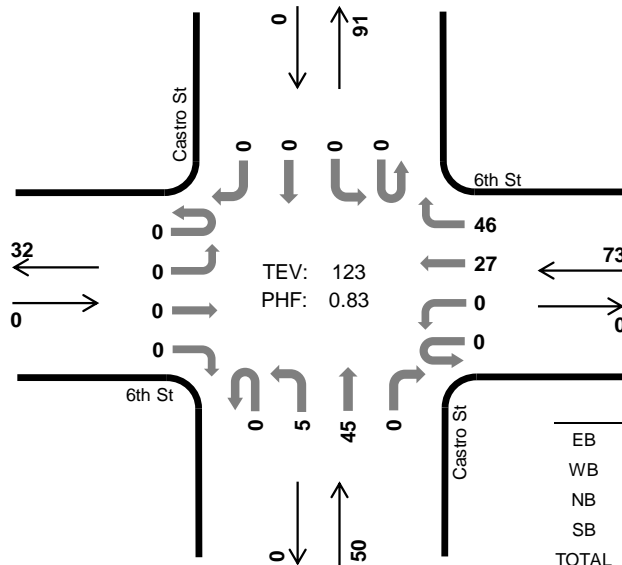


Castro St 6th St



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	-	-
WB	5.5%	0.65
NB	20.0%	0.83
SB	-	-
TOTAL	11.4%	0.83

Two-Hour Count Summaries

Interval Start	6th St Eastbound				6th St Westbound				Castro St Northbound				Castro St Southbound				15-min Total	Rolling One Hour	
	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	8	11	0	2	12	0	0	0	0	0	33	0	
7:15 AM	0	0	0	0	0	0	5	5	0	3	15	0	0	0	0	0	28	0	
7:30 AM	0	0	0	0	0	0	5	6	0	0	13	0	0	0	0	0	24	0	
7:45 AM	0	0	0	0	0	0	8	20	0	3	6	0	0	0	0	0	37	122	
8:00 AM	0	0	0	0	0	0	5	12	0	0	15	0	0	0	0	0	32	121	
8:15 AM	0	0	0	0	0	0	1	7	0	1	11	0	0	0	0	0	20	113	
8:30 AM	0	0	0	0	0	0	13	7	0	1	13	0	0	0	0	0	34	123	
8:45 AM	0	0	0	0	0	0	7	14	0	0	14	0	0	0	0	0	35	121	
Count Total	0	0	0	0	0	0	52	82	0	10	99	0	0	0	0	0	243	0	
Peak Hour	All	0	0	0	0	0	0	27	46	0	5	45	0	0	0	0	0	123	0
	HV	0	0	0	0	0	0	3	1	0	2	8	0	0	0	0	0	14	0
	HV%	-	-	-	-	-	-	11%	2%	-	40%	18%	-	-	-	-	-	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
7:00 AM	0	0	5	0	5	0	0	1	0	1	0	0	0	0	0
7:15 AM	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0
7:45 AM	0	1	2	0	3	0	0	0	0	0	1	1	0	0	2
8:00 AM	0	1	3	0	4	0	0	0	0	0	1	0	0	0	1
8:15 AM	0	1	2	0	3	0	0	0	0	0	0	3	2	1	6
8:30 AM	0	1	3	0	4	0	0	0	0	0	0	2	0	0	2
8:45 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	0	6	26	0	32	1	2	1	0	4	2	6	2	1	11
Peak Hour	0	4	10	0	14	0	0	0	0	0	2	6	2	1	11

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	6th St				6th St				Castro St				Castro St				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	1	4	0	0	0	0	0	5	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	8	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	18
8:00 AM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	4	17
8:15 AM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3	12
8:30 AM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	4	14
8:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3	14
Count Total	0	0	0	0	0	0	3	3	0	4	22	0	0	0	0	0	32	0
Peak Hour	0	0	0	0	0	0	3	1	0	2	8	0	0	0	0	0	14	0

Two-Hour Count Summaries - Bikes																	
Interval Start	6th St			6th St			Castro St			Castro St			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	1	0	0	0	0	0	0	1	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	1	0	2	0	0	0	0	0	0	0	0	3	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	1	0	2	0	1	0	0	0	0	0	0	4	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

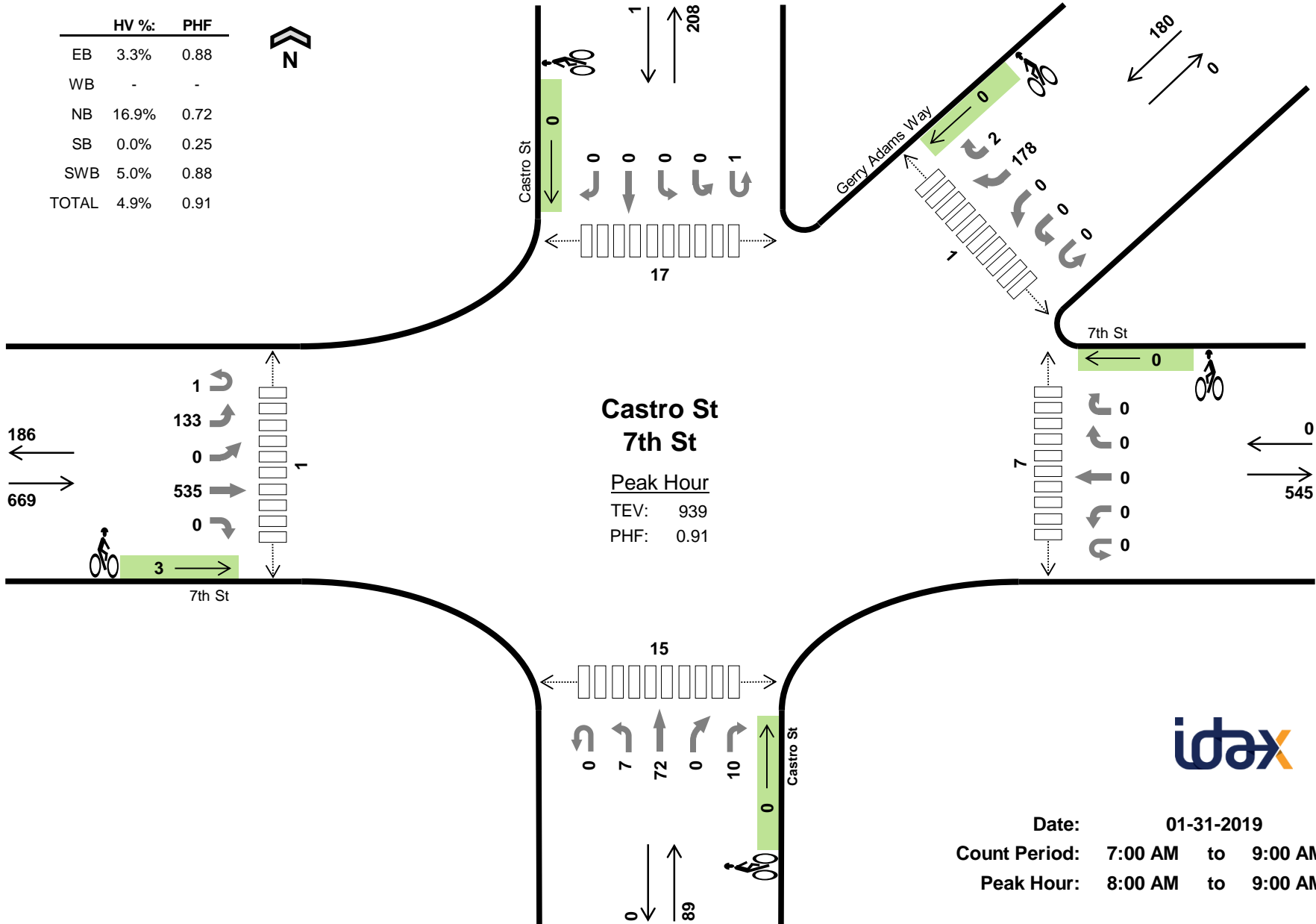
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

PM turning movement counts inferred from adjacent intersections

Intersection #: 33

**Intersection Name: Castro Street/7th
Street**

	HV %:	PHF
EB	3.3%	0.88
WB	-	-
NB	16.9%	0.72
SB	0.0%	0.25
SWB	5.0%	0.88
TOTAL	4.9%	0.91



Date: 01-31-2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM

Two-Hour Count Summaries

Interval Start	7th St Eastbound					7th St Westbound					Castro St Northbound					Castro St Southbound					Gerry Adams Way Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	30	0	74	0	0	0	0	0	0	0	0	17	0	2	0	0	0	0	0	0	0	24	5	152	0	
7:15 AM	1	27	0	83	0	0	0	0	0	0	0	3	19	0	6	1	0	0	0	0	0	0	18	3	161	0	
7:30 AM	0	39	0	127	0	0	0	0	0	0	0	2	16	0	1	0	0	0	0	0	0	0	24	0	209	0	
7:45 AM	0	27	0	114	0	0	0	0	0	0	0	0	20	0	3	0	0	0	0	0	0	0	32	3	199	721	
8:00 AM	0	33	0	128	0	0	0	0	0	0	0	3	25	0	3	0	0	0	0	0	0	0	44	0	236	805	
8:15 AM	0	34	0	119	0	0	0	0	0	0	0	1	17	0	1	0	0	0	0	0	0	0	51	0	223	867	
8:30 AM	0	31	0	135	0	0	0	0	0	0	0	3	11	0	1	0	0	0	0	0	0	0	42	0	223	881	
8:45 AM	1	35	0	153	0	0	0	0	0	0	0	0	19	0	5	1	0	0	0	0	0	0	41	2	257	939	
Count Total	2	256	0	933	0	0	0	0	0	0	0	12	144	0	22	2	0	0	0	0	0	0	276	13	1,660	0	
Peak Hour	All	1	133	0	535	0	0	0	0	0	0	7	72	0	10	1	0	0	0	0	0	0	178	2	939	0	
	HV	0	3	0	19	0	0	0	0	0	0	5	8	0	2	0	0	0	0	0	0	0	9	0	46	0	
	HV%	0%	2%	-	4%	-	-	-	-	-	-	71%	11%	-	20%	0%	-	-	-	-	-	-	-	5%	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	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total
7:00 AM	6	0	5	0	3	14	0	0	0	0	2	2	3	0	4	2	3	12
7:15 AM	4	0	9	0	3	16	1	1	0	0	0	2	1	0	1	1	0	3
7:30 AM	6	0	2	0	1	9	0	0	0	0	1	1	1	0	2	2	1	6
7:45 AM	7	0	1	0	1	9	2	1	0	0	0	3	1	1	4	0	0	6
8:00 AM	4	0	5	0	0	9	1	0	0	0	0	1	1	0	3	6	0	10
8:15 AM	7	0	3	0	4	14	1	0	0	0	0	1	0	0	4	3	0	7
8:30 AM	4	0	3	0	2	9	1	0	0	0	0	1	3	1	5	5	0	14
8:45 AM	7	0	4	0	3	14	0	0	0	0	0	0	3	0	5	1	1	10
Count Total	45	0	32	0	17	94	6	2	0	0	3	11	13	2	28	20	5	68
Peak Hr	22	0	15	0	9	46	3	0	0	0	0	3	7	1	17	15	1	41

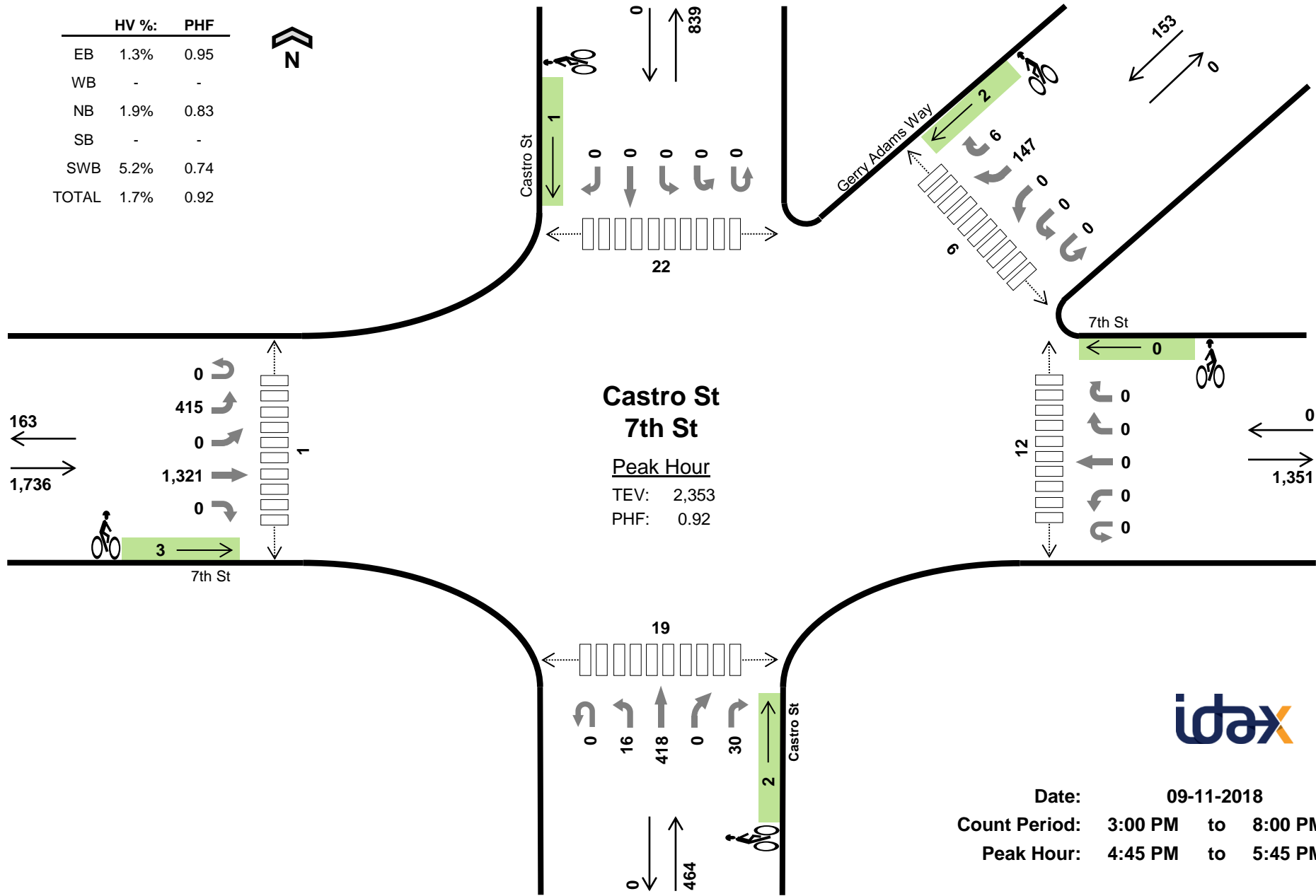
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	7th St Eastbound					7th St Westbound					Castro St Northbound					Castro St Southbound					Gerry Adams Way Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	2	0	4	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	3	0	14	0	
7:15 AM	0	2	0	2	0	0	0	0	0	0	0	2	4	0	3	0	0	0	0	0	0	0	3	0	16	0	
7:30 AM	0	2	0	4	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	9	0	
7:45 AM	0	2	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	9	48	
8:00 AM	0	1	0	3	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	9	43	
8:15 AM	0	1	0	6	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	4	0	14	41	
8:30 AM	0	1	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	9	41	
8:45 AM	0	0	0	7	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	3	0	14	46	
Count Total	0	11	0	34	0	0	0	0	0	0	0	8	17	0	7	0	0	0	0	0	0	0	17	0	94	0	
Peak Hour	0	3	0	19	0	0	0	0	0	0	0	5	8	0	2	0	0	0	0	0	0	0	9	0	46	0	

Two-Hour Count Summaries - Bikes

Interval Start	7th St Eastbound					7th St Westbound					Castro St Northbound					Castro St Southbound					Gerry Adams Way Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	
7:15 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
7:45 AM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Count Total	0	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	11	0	
Peak Hour	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	

	HV %:	PHF
EB	1.3%	0.95
WB	-	-
NB	1.9%	0.83
SB	-	-
SWB	5.2%	0.74
TOTAL	1.7%	0.92



Date: 09-11-2018
 Count Period: 3:00 PM to 8:00 PM
 Peak Hour: 4:45 PM to 5:45 PM

Five-Hour Count Summaries

Interval Start	7th St Eastbound					7th St Westbound					Castro St Northbound					Castro St Southbound					Gerry Adams Way Southwestbound					15-min Total	Rolling One Hour	
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR			
3:00 PM	0	65	0	179	0	0	0	0	0	0	0	1	76	0	3	0	0	0	0	0	0	0	36	3	363	0		
3:15 PM	0	50	0	135	0	0	0	0	0	0	0	1	72	0	3	0	0	0	0	0	0	0	32	1	294	0		
3:30 PM	0	64	0	192	0	0	0	0	0	0	0	3	76	0	8	0	0	0	0	0	0	0	32	3	378	0		
3:45 PM	0	51	0	223	0	0	0	0	0	0	0	6	86	0	5	0	0	0	0	0	0	0	34	0	405	1,440		
4:00 PM	0	78	0	240	0	0	0	0	0	0	0	5	90	0	2	0	0	0	0	0	0	0	49	2	466	1,543		
4:15 PM	0	53	0	281	0	0	0	0	0	0	0	2	89	0	5	0	0	0	0	0	0	0	35	3	468	1,717		
4:30 PM	0	82	0	301	0	0	0	0	0	0	0	4	98	0	9	0	0	0	0	0	0	0	41	1	536	1,875		
4:45 PM	0	87	0	313	0	0	0	0	0	0	0	3	75	0	6	0	0	0	0	0	0	0	26	0	510	1,980		
5:00 PM	0	105	0	332	0	0	0	0	0	0	0	5	127	0	7	0	0	0	0	0	0	0	33	2	611	2,125		
5:15 PM	0	101	0	358	0	0	0	0	0	0	0	6	128	0	4	0	0	0	0	0	0	0	39	1	637	2,294		
5:30 PM	0	122	0	318	0	0	0	0	0	0	0	2	88	0	13	0	0	0	0	0	0	0	49	3	595	2,353		
5:45 PM	0	93	0	254	1	0	0	0	0	0	0	3	72	0	11	0	0	0	0	0	0	0	39	1	474	2,317		
6:00 PM	1	102	0	259	0	0	0	0	0	0	0	1	88	0	4	0	0	0	0	0	0	0	22	4	481	2,187		
6:15 PM	0	72	0	223	0	0	0	0	0	0	0	3	94	0	3	0	0	0	0	0	0	0	30	1	426	1,976		
6:30 PM	0	87	0	163	0	0	0	0	0	0	0	1	65	0	1	0	0	0	0	0	0	0	25	4	346	1,727		
6:45 PM	0	69	0	147	0	0	0	0	0	0	0	2	37	0	2	0	0	0	0	0	0	0	27	2	286	1,539		
7:00 PM	2	86	0	117	0	0	0	0	0	0	0	2	74	0	1	0	0	0	0	0	0	0	27	0	309	1,367		
7:15 PM	0	65	0	85	0	0	0	0	0	0	0	2	61	0	2	0	0	0	0	0	0	0	28	1	244	1,185		
7:30 PM	1	51	0	71	0	0	0	0	0	0	0	1	52	0	0	0	0	0	0	0	0	0	20	2	198	1,037		
7:45 PM	0	48	0	58	0	0	0	0	0	0	0	2	48	0	1	0	0	0	0	0	0	0	19	0	176	927		
Count Total	4	1,531	0	4,249	1	0	0	0	0	0	0	55	1,596	0	90	0	0	0	0	0	0	0	643	34	8,203	0		
Peak Hour	All HV	0	415	0	1,321	0	0	0	0	0	0	16	418	0	30	0	0	0	0	0	0	0	147	6	2,353	0		
	HV%	0	4	0	19	0	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	8	0	40	0		
	HV%	-	1%	-	1%	-	-	-	-	-	-	6%	2%	-	0%	-	-	-	-	-	-	-	-	-	5%	0%	2%	0

Note: Five-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	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total
3:00 PM	10	0	3	0	1	14	3	0	1	0	0	4	1	0	2	1	2	6
3:15 PM	5	0	2	0	1	8	2	2	1	0	1	6	4	0	2	4	2	12
3:30 PM	6	0	2	0	4	12	2	0	0	0	1	3	3	0	6	6	1	16
3:45 PM	6	0	0	0	3	9	2	0	0	0	0	2	1	0	3	3	0	7
4:00 PM	9	0	1	0	1	11	0	0	0	0	0	0	1	0	3	3	0	7
4:15 PM	6	0	2	0	0	8	0	0	0	0	0	0	4	0	7	4	2	17
4:30 PM	7	0	3	0	2	12	1	0	0	0	0	1	2	0	2	3	3	10
4:45 PM	7	0	0	0	2	9	0	0	0	0	0	0	5	1	2	7	2	17
5:00 PM	9	0	4	0	2	15	1	0	0	0	0	1	0	0	7	2	0	9
5:15 PM	4	0	1	0	1	6	1	0	1	1	2	5	3	0	7	9	2	21
5:30 PM	3	0	4	0	3	10	1	0	1	0	0	2	4	0	6	1	2	13
5:45 PM	5	0	3	0	3	11	3	0	1	0	2	6	1	0	8	3	2	14
6:00 PM	6	0	1	0	1	8	1	0	0	0	1	2	2	0	4	2	10	
6:15 PM	4	0	2	0	0	6	0	0	0	0	0	0	1	0	1	0	2	
6:30 PM	5	0	1	0	2	8	3	0	0	0	0	3	1	1	4	3	9	
6:45 PM	5	0	1	0	1	7	1	0	0	0	2	3	2	0	5	1	9	
7:00 PM	5	0	2	0	1	8	2	1	0	0	2	5	3	0	0	3	6	
7:15 PM	2	0	3	0	2	7	1	0	0	0	0	1	3	0	0	1	6	
7:30 PM	3	0	0	0	1	4	1	0	0	0	2	3	4	0	0	5	11	
7:45 PM	2	0	1	0	0	3	2	0	0	0	1	3	0	0	1	0	1	
Count Total	109	0	36	0	31	176	27	3	5	1	14	50	45	2	70	61	25	203
Peak Hr	23	0	9	0	8	40	3	0	2	1	2	8	12	1	22	19	6	60

Five-Hour Count Summaries - Heavy Vehicles

Interval Start	7th St Eastbound					7th St Westbound					Castro St Northbound					Castro St Southbound					Gerry Adams Way Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
	3:00 PM	0	4	0	6	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1		
3:15 PM	0	1	0	4	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	8	0
3:30 PM	0	1	0	5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	12	0	
3:45 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	9	43	
4:00 PM	0	3	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	11	40	
4:15 PM	0	0	0	6	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	8	40	
4:30 PM	0	1	0	6	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	2	0	12	40	
4:45 PM	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	9	40	
5:00 PM	0	0	0	9	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	2	0	15	44	
5:15 PM	0	1	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	6	42	
5:30 PM	0	0	0	3	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	3	0	10	40	
5:45 PM	0	0	0	5	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	0	11	42	
6:00 PM	0	2	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	8	35	
6:15 PM	0	1	0	3	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	35	
6:30 PM	0	1	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	8	33	
6:45 PM	0	1	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	7	29	
7:00 PM	0	3	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	8	29	
7:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	7	30	
7:30 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	26	
7:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	22	
Count Total	0	26	0	83	0	0	0	0	0	0	0	6	27	0	3	0	0	0	0	0	0	0	31	0	176	0	
Peak Hour	0	4	0	19	0	0	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	8	0	40	0	

Five-Hour Count Summaries - Bikes

Interval Start	7th St Eastbound					7th St Westbound					Castro St Northbound					Castro St Southbound					Gerry Adams Way Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
	3:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	6	0
3:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0
3:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:15 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	5
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	8
5:45 PM	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	6	14	
6:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	15	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
6:30 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
6:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	8	
7:00 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	11	
7:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12	
7:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	12	
7:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	12	
Count Total	0	0	3	22	2	0	1	2	0	0	0	1	2	0	2	0	0	0	0	1	0	0	1	13	0	50	0
Peak Hour	0	0	0	3	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	2	0	8	0

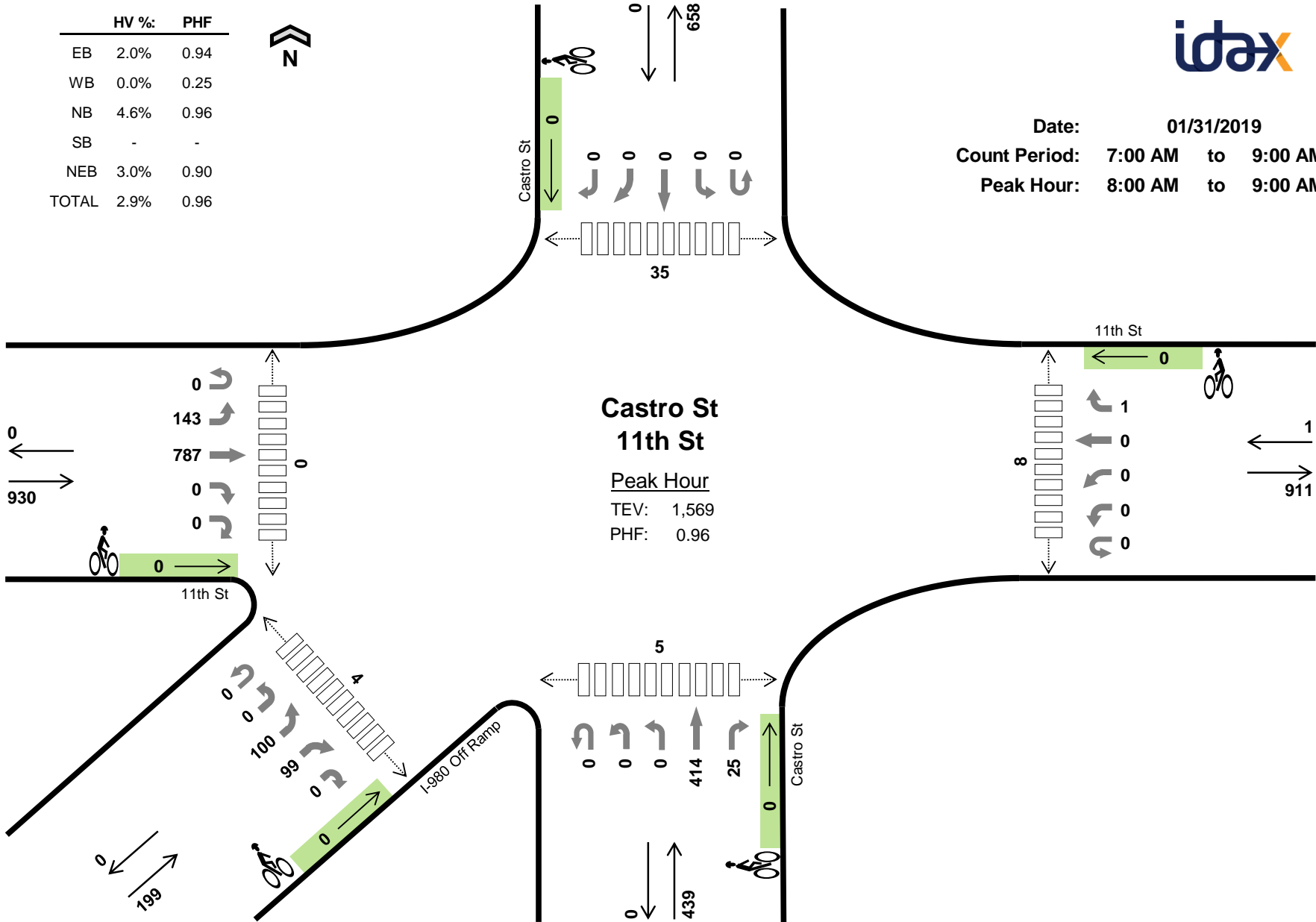
Intersection #: 34

**Intersection Name: Castro Street/11th
Street**



Date: 01/31/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM

	HV %:	PHF
EB	2.0%	0.94
WB	0.0%	0.25
NB	4.6%	0.96
SB	-	-
NEB	3.0%	0.90
TOTAL	2.9%	0.96



Two-Hour Count Summaries

Interval Start	11th St Eastbound					11th St Westbound					Castro St Northbound					Castro St Southbound					I-980 Off Ramp Northeastbound					15-min Total	Rolling One Hour
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
7:00 AM	0	21	132	0	0	0	0	0	0	0	0	0	0	69	5	0	0	0	0	0	0	0	16	15	0	258	0
7:15 AM	0	20	140	0	0	0	0	0	0	0	0	0	0	73	8	0	0	0	0	0	0	0	26	10	0	277	0
7:30 AM	0	29	161	0	0	0	0	0	0	0	0	0	0	90	6	0	0	0	0	0	0	0	20	18	0	324	0
7:45 AM	0	28	183	0	0	0	0	0	0	0	0	0	0	96	2	0	0	0	0	0	0	0	22	15	0	346	1,205
8:00 AM	0	35	195	0	0	0	0	0	0	1	0	0	0	110	4	0	0	0	0	0	0	0	22	26	0	393	1,340
8:15 AM	0	36	184	0	0	0	0	0	0	0	0	0	0	105	5	0	0	0	0	0	0	0	27	19	0	376	1,439
8:30 AM	0	37	195	0	0	0	0	0	0	0	0	0	0	97	7	0	0	0	0	0	0	0	32	23	0	391	1,506
8:45 AM	0	35	213	0	0	0	0	0	0	0	0	0	0	102	9	0	0	0	0	0	0	0	19	31	0	409	1,569
Count Total	0	241	1,403	0	0	0	0	0	0	1	0	0	0	742	46	0	0	0	0	0	0	0	184	157	0	2,774	0
Peak Hour	All	0	143	787	0	0	0	0	0	1	0	0	0	414	25	0	0	0	0	0	0	0	100	99	0	1,569	0
	HV	0	5	14	0	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	0	0	1	5	0	45	0
	HV%	-	3%	2%	-	-	-	-	-	0%	-	-	-	-	4%	12%	-	-	-	-	-	-	-	1%	5%	-	3%

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	NEB	Total	EB	WB	NB	SB	NEB	Total	East	West	North	South	Southwest	Total
7:00 AM	5	0	8	0	0	13	0	0	0	0	0	0	1	0	2	0	0	3
7:15 AM	6	0	8	0	2	16	0	0	0	0	0	0	3	0	4	0	0	7
7:30 AM	3	0	5	0	3	11	3	0	0	0	0	3	3	0	8	3	4	18
7:45 AM	5	0	5	0	1	11	0	0	1	0	0	1	1	0	12	2	2	17
8:00 AM	5	0	7	0	3	15	0	0	0	0	0	0	2	0	8	1	1	12
8:15 AM	2	0	2	0	2	6	0	0	0	0	0	0	4	0	8	0	0	12
8:30 AM	6	0	3	0	1	10	0	0	0	0	0	0	1	0	11	2	2	16
8:45 AM	6	0	8	0	0	14	0	0	0	0	0	0	1	0	8	2	1	12
Count Total	38	0	46	0	12	96	3	0	1	0	0	4	16	0	61	10	10	97
Peak Hr	19	0	20	0	6	45	0	0	0	0	0	0	8	0	35	5	4	52

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	11th St Eastbound					11th St Westbound					Castro St Northbound					Castro St Southbound					I-980 Off Ramp Northeastbound					15-min Total	Rolling One Hour
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
	7:00 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0		
7:15 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	2	0	16	0	
7:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	2	1	11	0	
7:45 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	11	51	
8:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	3	0	15	53	
8:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	6	43	
8:30 AM	0	1	5	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	10	42	
8:45 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	14	45	
Count Total	0	8	30	0	0	0	0	0	0	0	0	0	0	40	6	0	0	0	0	0	0	5	7	0	96	0	
Peak Hour	0	5	14	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	0	1	5	0	45	0	

Two-Hour Count Summaries - Bikes

Interval Start	11th St Eastbound					11th St Westbound					Castro St Northbound					Castro St Southbound					I-980 Off Ramp Northeastbound					15-min Total	Rolling One Hour
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Five-Hour Count Summaries

Interval Start	Castro St Eastbound					Castro St Westbound					11th St Northbound					11th St Southbound					I-980 EB Off Ramp Southeastbound					15-min Total	Rolling One Hour	
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR			
3:00 PM	0	0	0	234	6	0	0	0	0	0	0	0	0	0	0	0	35	71	0	0	0	0	0	16	16	0	378	0
3:15 PM	0	0	0	214	3	0	0	0	0	0	0	0	0	0	0	0	22	96	0	0	0	0	0	19	4	0	358	0
3:30 PM	0	0	0	240	7	0	0	0	0	0	0	0	0	0	0	0	25	89	0	0	0	0	0	19	9	0	389	0
3:45 PM	0	0	0	230	4	0	0	0	0	0	0	0	0	0	0	0	28	87	0	0	0	0	0	13	8	0	370	1,495
4:00 PM	0	0	0	246	9	0	0	0	0	0	0	0	0	0	1	0	29	107	0	0	0	0	0	15	10	0	417	1,534
4:15 PM	0	0	0	239	8	0	0	0	0	0	0	0	0	0	0	0	39	97	0	0	0	0	0	21	6	0	410	1,586
4:30 PM	0	0	0	241	11	0	0	0	0	0	0	0	0	0	0	0	40	119	0	0	0	0	0	28	10	0	449	1,646
4:45 PM	0	0	0	290	8	0	0	0	0	0	0	0	0	0	0	0	25	106	0	0	0	0	0	23	10	0	462	1,738
5:00 PM	0	0	0	310	17	0	0	0	0	0	0	0	0	0	0	0	44	136	0	0	0	0	0	27	9	0	543	1,864
5:15 PM	0	0	0	376	24	0	0	0	0	0	0	0	0	0	0	0	34	164	0	0	0	0	0	21	11	0	630	2,084
5:30 PM	0	0	0	280	16	0	0	0	0	0	0	0	0	0	0	0	39	137	0	0	0	0	0	19	14	0	505	2,140
5:45 PM	0	0	0	228	15	0	0	0	0	0	0	0	0	0	0	0	31	148	0	0	0	0	0	21	10	0	453	2,131
6:00 PM	0	0	0	283	10	0	0	0	0	0	0	0	0	0	0	0	36	137	0	0	0	0	0	16	8	0	490	2,078
6:15 PM	0	0	0	238	10	0	0	0	0	0	0	0	0	0	0	0	27	109	0	0	0	0	0	16	6	0	406	1,854
6:30 PM	0	0	0	233	12	0	0	0	0	0	0	0	0	0	0	0	33	95	0	0	0	0	0	18	5	0	396	1,745
6:45 PM	0	0	0	212	6	0	0	0	0	0	0	0	0	0	0	0	28	73	0	0	0	0	0	25	8	0	352	1,644
7:00 PM	0	0	0	207	6	0	0	0	0	0	0	0	0	0	0	0	23	62	0	0	0	0	0	18	8	0	324	1,478
7:15 PM	0	0	0	180	8	0	0	0	0	0	0	0	0	0	0	0	33	69	0	0	0	0	0	29	9	0	328	1,400
7:30 PM	0	0	0	151	0	0	0	0	0	0	0	0	0	0	0	0	16	56	0	0	0	0	0	12	5	0	240	1,244
7:45 PM	0	0	0	149	5	0	0	0	0	0	0	0	0	0	0	0	17	43	0	0	0	0	0	21	8	0	243	1,135
Count Total	0	0	0	4,781	185	0	0	0	0	0	0	0	0	0	1	0	604	2,001	0	0	0	0	0	397	174	0	8,143	0
Peak Hour	All	0	0	1,256	65	0	0	0	0	0	0	0	0	0	0	0	142	543	0	0	0	0	0	90	44	0	2,140	0
	HV	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	HV%	-	-	0%	0%	-	-	-	-	-	-	-	-	-	-	-	0%	0%	-	-	-	-	-	0%	0%	-	0%	0

Note: Five-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	SEB	Total	EB	WB	NB	SB	SEB	Total	East	West	North	South	Northwest	Total	
3:00 PM	1	0	0	0	1	2	0	0	0	0	0	0	4	0	0	0	0	0	4
3:15 PM	1	0	0	0	0	1	1	0	0	1	0	2	4	1	0	2	1	1	8
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	3	2	9	
3:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	8	0	0	3	1	12	
4:00 PM	1	0	0	0	0	1	0	0	1	2	3	8	1	0	4	1	14		
4:15 PM	1	0	0	0	0	1	0	0	0	0	0	9	1	0	6	1	17		
4:30 PM	1	0	0	0	0	1	1	0	0	0	1	8	1	0	2	1	12		
4:45 PM	0	0	0	0	0	0	1	0	0	1	2	5	0	0	1	0	6		
5:00 PM	1	0	0	0	0	1	0	0	0	1	1	4	1	2	2	1	10		
5:15 PM	0	0	0	0	0	0	0	0	0	2	2	3	2	1	3	1	10		
5:30 PM	0	0	0	0	0	0	0	0	0	1	1	8	0	0	4	0	12		
5:45 PM	2	0	0	0	0	2	0	0	0	0	0	7	1	0	1	1	10		
6:00 PM	1	0	0	0	0	1	0	0	0	1	1	3	1	0	2	1	7		
6:15 PM	0	0	0	0	0	0	0	1	0	2	3	1	0	0	1	0	2		
6:30 PM	0	0	0	1	0	1	0	0	0	1	1	5	1	1	0	1	8		
6:45 PM	0	0	0	0	0	0	0	0	0	1	1	5	0	0	1	0	6		
7:00 PM	0	0	0	0	1	1	0	0	0	0	0	4	2	0	6	6	18		
7:15 PM	2	0	0	0	0	2	0	0	0	0	0	5	1	0	5	1	12		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	4		
7:45 PM	1	0	0	0	0	1	0	0	0	1	1	0	2	0	0	3	5		
Count Total	14	0	0	1	2	17	3	1	1	14	19	96	17	4	47	22	186		
Peak Hr	1	0	0	0	0	1	1	0	0	5	6	20	3	3	10	2	38		

Five-Hour Count Summaries - Heavy Vehicles

Interval Start	Castro St Eastbound					Castro St Westbound					11th St Northbound					11th St Southbound					n/a Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
	3:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
3:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
6:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	4
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
7:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
Count Total	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	17	0
Peak Hour	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Five-Hour Count Summaries - Bikes

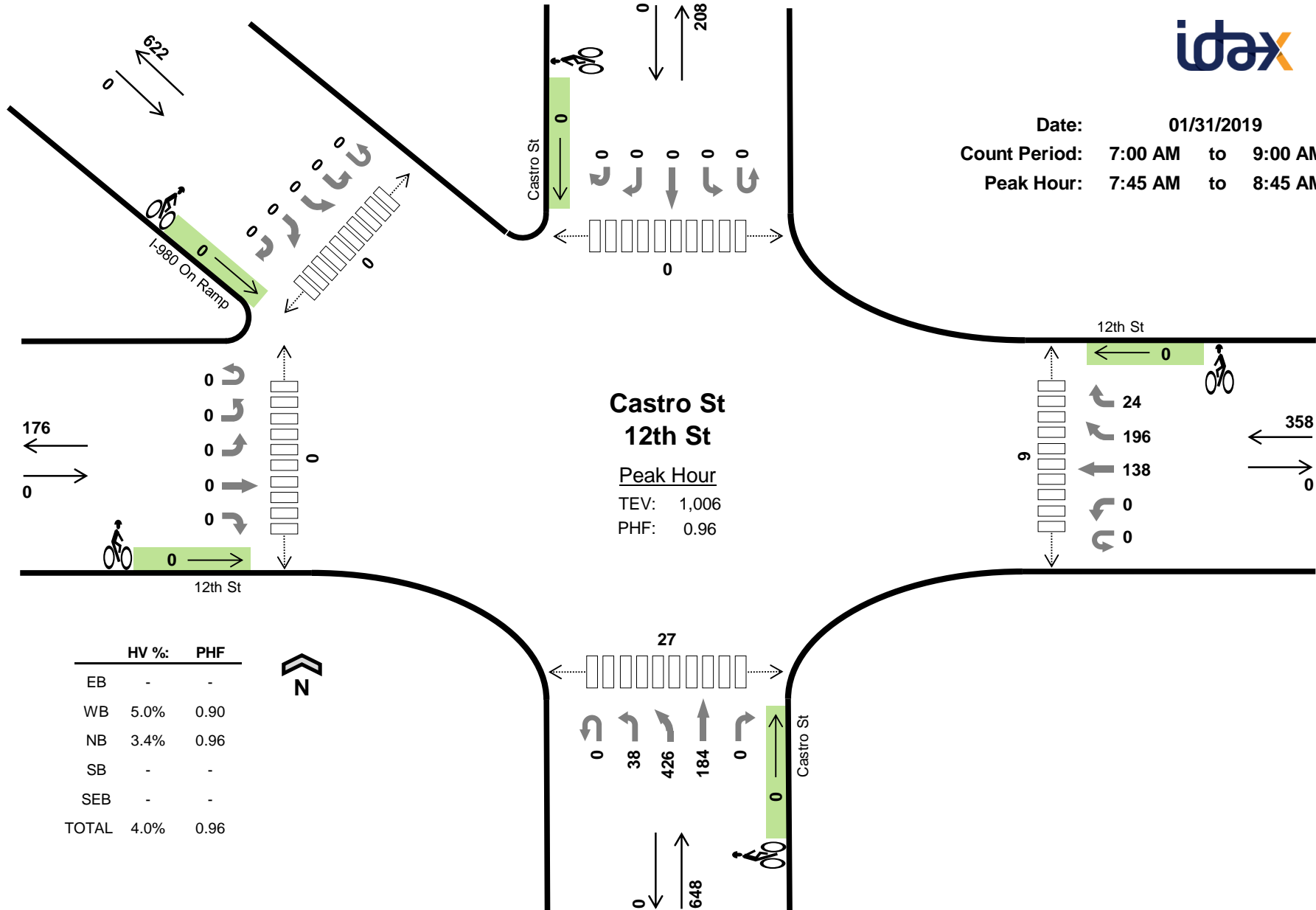
Interval Start	Castro St Eastbound					Castro St Westbound					11th St Northbound					11th St Southbound					n/a Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	1	0	0	0	0	0	0	0	1	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	4
6:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	5
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	5
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Count Total	0	0	0	3	0	0	1	0	0	0	0	0	0	0	1	0	1	13	0	0	0	0	0	0	0	19	0
Peak Hour	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	6	0

Intersection #: 35

**Intersection Name: Castro Street/ 12th
Street**



Date: 01/31/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:45 AM to 8:45 AM



**Castro St
12th St**

Peak Hour
 TEV: 1,006
 PHF: 0.96

	HV %:	PHF
EB	-	-
WB	5.0%	0.90
NB	3.4%	0.96
SB	-	-
SEB	-	-
TOTAL	4.0%	0.96



Two-Hour Count Summaries

Interval Start	12th St Eastbound					12th St Westbound					Castro St Northbound					Castro St Southbound					I-980 On Ramp Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	13	15	7	0	5	69	30	0	0	0	0	0	0	0	0	0	0	139	0	
7:15 AM	0	0	0	0	0	0	0	19	33	2	0	4	77	38	0	0	0	0	0	0	0	0	0	0	173	0	
7:30 AM	0	0	0	0	0	0	0	33	33	10	0	7	97	37	0	0	0	0	0	0	0	0	0	0	217	0	
7:45 AM	0	0	0	0	0	0	0	27	45	6	0	8	111	41	0	0	0	0	0	0	0	0	0	0	238	767	
8:00 AM	0	0	0	0	0	0	0	40	55	4	0	7	100	52	0	0	0	0	0	0	0	0	0	0	258	886	
8:15 AM	0	0	0	0	0	0	0	35	44	7	0	17	98	46	0	0	0	0	0	0	0	0	0	0	247	960	
8:30 AM	0	0	0	0	0	0	0	36	52	7	0	6	117	45	0	0	0	0	0	0	0	0	0	0	263	1,006	
8:45 AM	0	0	0	0	0	0	0	36	36	7	0	7	100	42	0	0	0	0	0	0	0	0	0	0	228	996	
Count Total	0	0	0	0	0	0	0	239	313	50	0	61	769	331	0	0	0	0	0	0	0	0	0	0	1,763	0	
Peak Hour	All	0	0	0	0	0	0	138	196	24	0	38	426	184	0	0	0	0	0	0	0	0	0	0	1,006	0	
	HV	0	0	0	0	0	0	16	1	1	0	1	18	3	0	0	0	0	0	0	0	0	0	0	40	0	
	HV%	-	-	-	-	-	-	12%	1%	4%	-	3%	4%	2%	-	-	-	-	-	-	-	-	-	-	-	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	SEB	Total	EB	WB	NB	SB	SEB	Total	East	West	North	South	Northwest	Total
7:00 AM	0	2	8	0	0	10	0	0	0	0	0	0	2	0	0	3	0	5
7:15 AM	0	7	12	0	0	19	0	0	0	0	0	0	1	0	0	5	0	6
7:30 AM	0	8	7	0	0	15	0	0	0	0	0	0	4	0	0	5	0	9
7:45 AM	0	4	5	0	0	9	0	0	0	0	0	0	1	0	0	3	0	4
8:00 AM	0	5	7	0	0	12	0	0	0	0	0	0	5	0	0	6	0	11
8:15 AM	0	5	7	0	0	12	0	0	0	0	0	0	3	0	0	12	0	15
8:30 AM	0	4	3	0	0	7	0	0	0	0	0	0	0	0	0	6	0	6
8:45 AM	0	1	13	0	0	14	0	0	0	0	0	0	2	0	0	10	0	12
Count Total	0	36	62	0	0	98	0	0	0	0	0	0	18	0	0	50	0	68
Peak Hr	0	18	22	0	0	40	0	0	0	0	0	0	9	0	0	27	0	36

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	12th St Eastbound					12th St Westbound					Castro St Northbound					Castro St Southbound					n/a Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	1	1	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	10	0
7:15 AM	0	0	0	0	0	0	0	5	2	0	0	1	9	2	0	0	0	0	0	0	0	0	0	0	0	19	0
7:30 AM	0	0	0	0	0	0	0	3	4	1	0	0	4	3	0	0	0	0	0	0	0	0	0	0	15	0	
7:45 AM	0	0	0	0	0	0	0	2	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	9	53	
8:00 AM	0	0	0	0	0	0	0	5	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	12	55	
8:15 AM	0	0	0	0	0	0	0	5	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	12	48	
8:30 AM	0	0	0	0	0	0	0	4	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	7	40		
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	10	2	0	0	0	0	0	0	0	0	0	0	14	45	
Count Total	0	0	0	0	0	0	0	26	8	2	0	4	47	11	0	0	0	0	0	0	0	0	0	0	98	0	
Peak Hour	0	0	0	0	0	0	0	16	1	1	0	1	18	3	0	0	0	0	0	0	0	0	0	0	40	0	

Two-Hour Count Summaries - Bikes

Interval Start	12th St Eastbound					12th St Westbound					Castro St Northbound					Castro St Southbound					n/a Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Five-Hour Count Summaries

Interval Start	Castro St Eastbound					Castro St Westbound					12th St Northbound					12th St Southbound					I-980 EB On Ramp Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
3:00 PM	0	7	224	51	0	0	0	0	0	0	0	0	44	105	10	0	0	0	0	0	0	0	0	0	441	0	
3:15 PM	0	14	193	53	0	0	0	0	0	0	0	0	50	99	12	0	0	0	0	0	0	0	0	421	0		
3:30 PM	0	14	217	53	0	0	0	0	0	0	0	0	41	103	11	0	0	0	0	0	0	0	0	439	0		
3:45 PM	0	8	202	52	0	0	0	0	0	0	0	0	24	101	11	0	0	0	0	0	0	0	0	398	1,699		
4:00 PM	0	3	242	54	0	0	0	0	0	0	0	0	53	118	14	0	0	0	0	0	0	0	0	484	1,742		
4:15 PM	0	9	226	59	0	0	0	0	0	0	0	0	38	116	17	0	0	0	0	0	0	0	0	465	1,786		
4:30 PM	0	9	234	73	0	0	0	0	0	0	0	0	37	154	10	0	0	0	0	0	0	0	0	517	1,864		
4:45 PM	0	12	256	70	0	0	0	0	0	0	0	0	40	132	11	0	0	0	0	0	0	0	0	521	1,987		
5:00 PM	0	8	290	84	0	0	0	0	0	0	0	0	49	169	14	0	0	0	0	0	0	0	0	614	2,117		
5:15 PM	0	9	339	84	0	0	0	0	0	0	0	0	43	145	20	0	0	0	0	0	0	0	0	640	2,292		
5:30 PM	0	12	248	73	0	0	0	0	0	0	0	0	28	129	16	0	0	0	0	0	0	0	0	506	2,281		
5:45 PM	0	6	217	65	0	0	0	0	0	0	0	0	28	112	14	0	0	0	0	0	0	0	0	442	2,202		
6:00 PM	0	12	255	67	0	0	0	0	0	0	0	0	25	95	11	0	0	0	0	0	0	0	0	465	2,053		
6:15 PM	0	8	213	57	0	0	0	0	0	0	0	0	21	86	17	0	0	0	0	0	0	0	0	402	1,815		
6:30 PM	0	8	222	56	0	0	0	0	0	0	0	0	23	74	12	0	0	0	0	0	0	0	0	394	1,704		
6:45 PM	0	10	201	51	0	0	0	0	0	0	0	0	28	90	14	0	0	0	0	0	0	0	0	395	1,656		
7:00 PM	0	9	196	45	0	0	0	0	0	0	0	0	18	66	6	0	0	0	0	0	0	0	0	340	1,531		
7:15 PM	0	11	183	44	0	0	0	0	0	0	0	0	20	63	12	0	0	0	0	0	0	0	0	333	1,462		
7:30 PM	0	5	141	37	0	0	0	0	0	0	0	0	15	63	9	0	0	0	0	0	0	0	0	270	1,337		
7:45 PM	0	12	137	29	0	0	0	0	0	0	0	0	20	53	8	0	0	0	0	0	0	0	0	259	1,202		
Count Total	0	186	4,436	1,157	0	0	0	0	0	0	0	0	645	2,073	249	0	0	0	0	0	0	0	0	8,746	0		
Peak Hour	All	0	38	1,119	311	0	0	0	0	0	0	0	169	600	55	0	0	0	0	0	0	0	0	2,292	0		
	HV	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0		
	HV%	-	0%	0%	0%	-	-	-	-	-	-	-	0%	0%	0%	-	-	-	-	-	-	-	-	0%	0		

Note: Five-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	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total
3:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	8	0	6	0	14
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	5	0	1	0	6
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
3:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	16	0	7	0	23	
4:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	13	0	4	0	17	
4:15 PM	1	0	0	0	0	1	1	0	0	0	1	0	6	0	2	0	8	
4:30 PM	1	0	1	0	0	2	1	0	0	0	1	0	15	0	3	0	18	
4:45 PM	0	0	0	0	0	0	1	0	1	0	2	0	9	0	6	0	15	
5:00 PM	1	0	0	0	0	1	0	0	3	0	3	0	8	0	5	0	13	
5:15 PM	0	0	0	0	0	0	0	0	1	0	1	0	10	0	4	0	14	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	12	0	3	0	15	
5:45 PM	2	0	0	0	0	2	0	0	0	0	0	0	9	0	3	0	12	
6:00 PM	0	0	0	0	0	0	0	0	2	0	2	0	4	0	0	0	4	
6:15 PM	0	0	0	0	0	0	1	0	1	0	2	0	6	0	2	0	8	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	
6:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	6	0	1	0	7	
7:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	4	0	2	0	6	
7:15 PM	2	0	0	0	0	2	0	0	0	0	0	0	3	0	1	0	4	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6	
7:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	2	
Count Total	13	0	1	0	0	14	5	0	9	0	14	0	147	0	52	0	199	
Peak Hr	2	0	1	0	0	3	2	0	5	0	7	0	42	0	18	0	60	

Five-Hour Count Summaries - Heavy Vehicles

Interval Start	Castro St Eastbound					Castro St Westbound					12th St Northbound					12th St Southbound					I-980 EB On Ramp Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
	3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	6	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
7:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
Count Total	0	1	12	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	14	0	
Peak Hour	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	

Five-Hour Count Summaries - Bikes

Interval Start	Castro St Eastbound					Castro St Westbound					12th St Northbound					12th St Southbound					I-980 EB On Ramp Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	7	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	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	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	0	0	0	0	0	0	0	0	0	0	0	0	4	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	3	
6:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	1	0	4	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	14	0	
Peak Hour	0	1	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	7	0	

Intersection #: 36

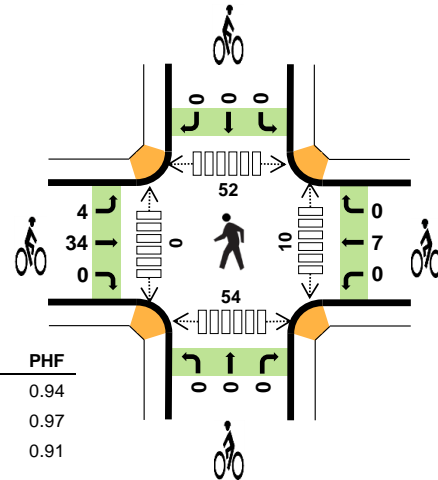
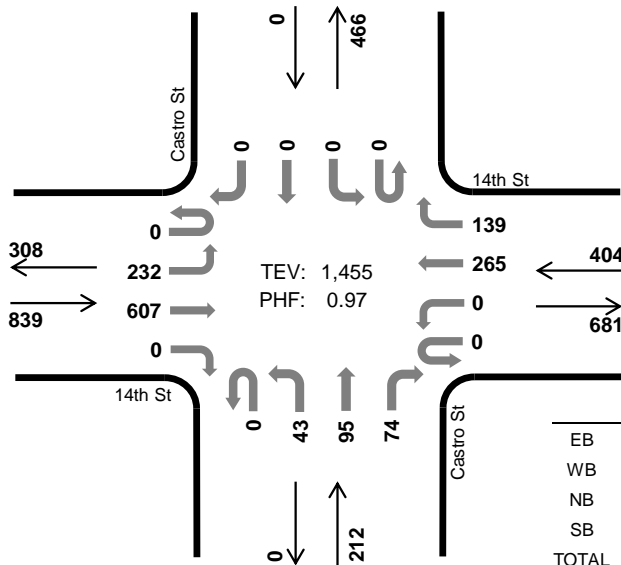
**Intersection Name: Castro Street/ 14th
Street**

Castro St 14th St



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	2.3%	0.94
WB	2.7%	0.97
NB	2.8%	0.91
SB	-	-
TOTAL	2.5%	0.97

Two-Hour Count Summaries

Interval Start	14th St Eastbound				14th St Westbound				Castro St Northbound				Castro St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	26	64	0	0	0	26	23	0	9	14	16	0	0	0	0	178	0	
7:15 AM	0	31	107	0	0	0	34	35	0	16	17	10	0	0	0	0	250	0	
7:30 AM	0	49	117	0	0	0	37	36	0	11	16	11	0	0	0	0	277	0	
7:45 AM	0	54	149	0	0	0	57	51	0	10	20	13	0	0	0	0	354	1,059	
8:00 AM	0	76	134	0	0	0	69	35	0	15	25	18	0	0	0	0	372	1,253	
8:15 AM	0	60	156	0	0	0	73	30	0	13	25	18	0	0	0	0	375	1,378	
8:30 AM	0	48	141	0	0	0	61	37	0	12	17	23	0	0	0	0	339	1,440	
8:45 AM	0	48	176	0	0	0	62	37	0	3	28	15	0	0	0	0	369	1,455	
Count Total	0	392	1,044	0	0	0	419	284	0	89	162	124	0	0	0	0	2,514	0	
Peak Hour	All	0	232	607	0	0	0	265	139	0	43	95	74	0	0	0	0	1,455	0
	HV	0	8	11	0	0	0	9	2	0	1	4	1	0	0	0	0	36	0
	HV%	-	3%	2%	-	-	-	3%	1%	-	2%	4%	1%	-	-	-	-	2%	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
7:00 AM	1	3	1	0	5	1	0	0	0	1	2	1	4	1	8
7:15 AM	3	3	3	0	9	4	4	0	0	8	1	0	6	5	12
7:30 AM	5	3	4	0	12	2	2	0	0	4	5	0	10	12	27
7:45 AM	6	6	1	0	13	1	0	1	0	2	2	0	8	13	23
8:00 AM	3	1	1	0	5	4	1	0	0	5	2	0	11	12	25
8:15 AM	5	3	1	0	9	7	3	0	0	10	3	0	10	21	34
8:30 AM	5	2	2	0	9	8	1	0	0	9	1	0	17	12	30
8:45 AM	6	5	2	0	13	19	2	0	0	21	4	0	14	9	27
Count Total	34	26	15	0	75	46	13	1	0	60	20	1	80	85	186
Peak Hour	19	11	6	0	36	38	7	0	0	45	10	0	52	54	116

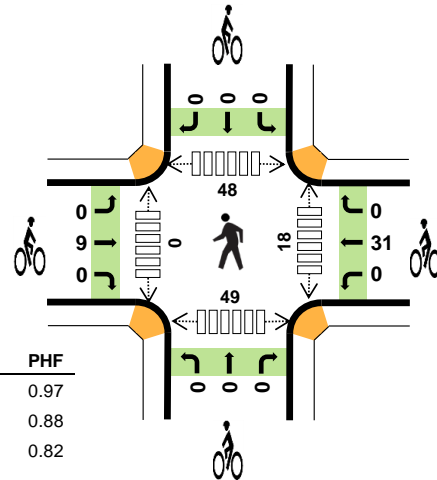
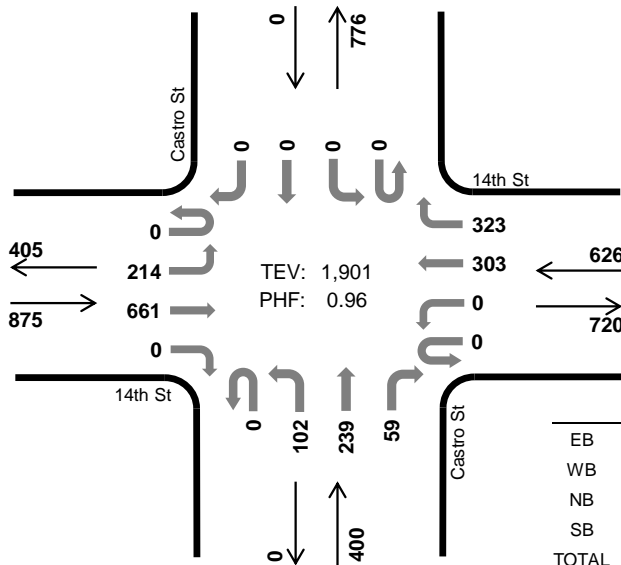
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	14th St				14th St				Castro St				Castro St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	3	0	0	0	0	1	0	0	0	0	5	0
7:15 AM	0	1	2	0	0	0	1	2	0	0	2	1	0	0	0	0	9	0
7:30 AM	0	1	4	0	0	0	3	0	0	1	2	1	0	0	0	0	12	0
7:45 AM	0	2	4	0	0	0	6	0	0	0	1	0	0	0	0	0	13	39
8:00 AM	0	1	2	0	0	0	1	0	0	0	0	1	0	0	0	0	5	39
8:15 AM	0	2	3	0	0	0	3	0	0	1	0	0	0	0	0	0	9	39
8:30 AM	0	3	2	0	0	0	2	0	0	0	2	0	0	0	0	0	9	36
8:45 AM	0	2	4	0	0	0	3	2	0	0	2	0	0	0	0	0	13	36
Count Total	0	13	21	0	0	0	22	4	0	2	9	4	0	0	0	0	75	0
Peak Hour	0	8	11	0	0	0	9	2	0	1	4	1	0	0	0	0	36	0
Two-Hour Count Summaries - Bikes																		
Interval Start	14th St			14th St			Castro St			Castro St			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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
7:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8	0	
7:30 AM	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	4	0	
7:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	15	
8:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5	19	
8:15 AM	1	6	0	0	3	0	0	0	0	0	0	0	0	0	0	10	21	
8:30 AM	1	7	0	0	1	0	0	0	0	0	0	0	0	0	0	9	26	
8:45 AM	2	17	0	0	2	0	0	0	0	0	0	0	0	0	0	21	45	
Count Total	5	41	0	0	12	1	1	0	0	0	0	0	0	0	0	60	0	
Peak Hour	4	34	0	0	7	0	0	0	0	0	0	0	0	0	0	45	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Castro St 14th St



Peak Hour

Date: 01/31/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.0%	0.97
WB	1.1%	0.88
NB	1.0%	0.82
SB	-	-
TOTAL	1.1%	0.96

Two-Hour Count Summaries

Interval Start	14th St Eastbound				14th St Westbound				Castro St Northbound				Castro St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	41	93	0	0	0	57	61	0	23	46	11	0	0	0	0	332	0	
4:15 PM	0	38	147	0	0	0	84	78	0	17	50	6	0	0	0	0	420	0	
4:30 PM	0	41	123	0	0	0	76	82	0	18	57	12	0	0	0	0	409	0	
4:45 PM	0	55	143	0	0	0	61	70	0	26	62	12	0	0	0	0	429	1,590	
5:00 PM	0	57	161	0	0	0	69	84	0	38	63	21	0	0	0	0	493	1,751	
5:15 PM	0	55	155	0	0	0	88	90	0	30	50	13	0	0	0	0	481	1,812	
5:30 PM	0	51	171	0	0	0	80	68	0	17	66	11	0	0	0	0	464	1,867	
5:45 PM	0	51	174	0	0	0	66	81	0	17	60	14	0	0	0	0	463	1,901	
Count Total	0	389	1,167	0	0	0	581	614	0	186	454	100	0	0	0	0	3,491	0	
Peak Hour	All	0	214	661	0	0	0	303	323	0	102	239	59	0	0	0	0	1,901	0
	HV	0	1	8	0	0	0	6	1	0	1	2	1	0	0	0	0	20	0
	HV%	-	0%	1%	-	-	-	2%	0%	-	1%	1%	2%	-	-	-	-	1%	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
4:00 PM	3	2	2	0	7	3	2	0	0	5	6	0	12	11	29
4:15 PM	3	1	1	0	5	0	4	0	0	4	2	0	3	10	15
4:30 PM	3	2	2	0	7	6	4	0	0	10	3	0	7	6	16
4:45 PM	7	2	0	0	9	2	3	0	0	5	1	0	11	9	21
5:00 PM	3	1	0	0	4	4	8	0	0	12	6	0	11	17	34
5:15 PM	2	3	0	0	5	1	6	0	0	7	7	0	15	12	34
5:30 PM	1	1	2	0	4	1	11	0	0	12	3	0	13	11	27
5:45 PM	3	2	2	0	7	3	6	0	0	9	2	0	9	9	20
Count Total	25	14	9	0	48	20	44	0	0	64	30	0	81	85	196
Peak Hour	9	7	4	0	20	9	31	0	0	40	18	0	48	49	115

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	14th St				14th St				Castro St				Castro St				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	0	3	0	0	0	2	0	0	1	1	0	0	0	0	0	7	0
4:15 PM	0	0	3	0	0	0	1	0	0	0	1	0	0	0	0	0	5	0
4:30 PM	0	1	2	0	0	0	2	0	0	0	2	0	0	0	0	0	7	0
4:45 PM	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	9	28
5:00 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	25
5:15 PM	0	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	5	25
5:30 PM	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	4	22
5:45 PM	0	0	3	0	0	0	1	1	0	1	1	0	0	0	0	0	7	20
Count Total	0	2	23	0	0	0	13	1	0	2	6	1	0	0	0	0	48	0
Peak Hour	0	1	8	0	0	0	6	1	0	1	2	1	0	0	0	0	20	0
Two-Hour Count Summaries - Bikes																		
Interval Start	14th St			14th St			Castro St			Castro St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5	0		
4:15 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0		
4:30 PM	0	6	0	0	4	0	0	0	0	0	0	0	0	0	10	0		
4:45 PM	0	2	0	0	3	0	0	0	0	0	0	0	0	0	5	24		
5:00 PM	0	4	0	0	8	0	0	0	0	0	0	0	0	0	12	31		
5:15 PM	0	1	0	0	6	0	0	0	0	0	0	0	0	0	7	34		
5:30 PM	0	1	0	0	11	0	0	0	0	0	0	0	0	0	12	36		
5:45 PM	0	3	0	0	6	0	0	0	0	0	0	0	0	0	9	40		
Count Total	0	20	0	0	44	0	0	0	0	0	0	0	0	0	64	0		
Peak Hour	0	9	0	0	31	0	0	0	0	0	0	0	0	0	40	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

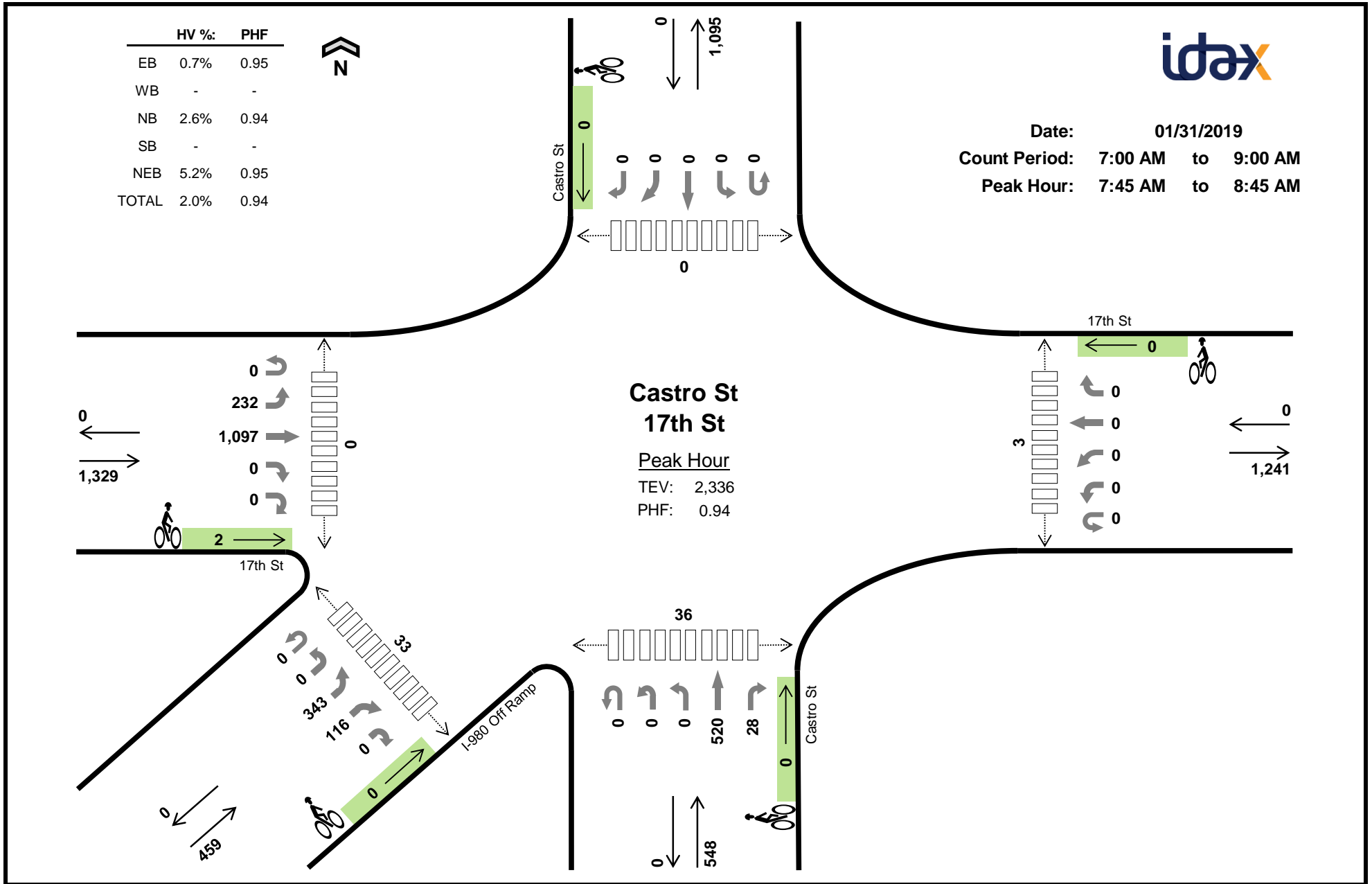
Intersection #: 37

**Intersection Name: Castro Street/17th
Street**



Date: 01/31/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:45 AM to 8:45 AM

	HV %:	PHF
EB	0.7%	0.95
WB	-	-
NB	2.6%	0.94
SB	-	-
NEB	5.2%	0.95
TOTAL	2.0%	0.94



Two-Hour Count Summaries

Interval Start	17th St Eastbound					17th St Westbound					Castro St Northbound					Castro St Southbound					I-980 Off Ramp Northeastbound					15-min Total	Rolling One Hour
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
7:00 AM	0	45	143	0	0	0	0	0	0	0	0	0	61	4	0	0	0	0	0	0	0	0	74	6	0	333	0
7:15 AM	0	61	158	0	0	0	0	0	0	0	0	0	80	9	0	0	0	0	0	0	0	0	81	13	0	402	0
7:30 AM	0	75	211	0	0	0	0	0	0	0	0	0	105	6	0	0	0	0	0	0	0	0	102	24	0	523	0
7:45 AM	0	61	280	0	0	0	0	0	0	0	0	0	137	7	0	0	0	0	0	0	0	0	88	26	0	599	1,857
8:00 AM	0	67	284	0	0	0	0	0	0	0	0	0	139	7	0	0	0	0	0	0	0	0	88	33	0	618	2,142
8:15 AM	0	52	259	0	0	0	0	0	0	0	0	0	132	8	0	0	0	0	0	0	0	0	86	34	0	571	2,311
8:30 AM	0	52	274	0	0	0	0	0	0	0	0	0	112	6	0	0	0	0	0	0	0	0	81	23	0	548	2,336
8:45 AM	0	45	271	0	0	0	0	0	0	0	0	0	124	20	0	0	0	0	0	0	0	0	87	27	0	574	2,311
Count Total	0	458	1,880	0	0	0	0	0	0	0	0	0	890	67	0	0	0	0	0	0	0	0	687	186	0	4,168	0
Peak Hour	All	0	232	1,097	0	0	0	0	0	0	0	0	520	28	0	0	0	0	0	0	0	0	343	116	0	2,336	0
	HV	0	4	5	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	22	2	0	47	0
	HV%	-	2%	0%	-	-	-	-	-	-	-	-	3%	4%	-	-	-	-	-	-	-	-	6%	2%	-	2%	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	NEB	Total	EB	WB	NB	SB	NEB	Total	East	West	North	South	Southwest	Total
7:00 AM	2	0	1	0	11	14	1	0	0	0	0	1	2	0	0	2	2	6
7:15 AM	3	0	4	0	7	14	0	0	0	0	0	0	2	0	0	8	6	16
7:30 AM	6	0	3	0	6	15	3	0	0	0	0	3	4	0	0	7	7	18
7:45 AM	4	0	3	0	10	17	1	0	0	0	0	1	0	0	0	12	11	23
8:00 AM	1	0	1	0	3	5	0	0	0	0	0	0	2	0	0	8	8	18
8:15 AM	1	0	3	0	4	8	0	0	0	0	0	0	1	0	0	14	8	23
8:30 AM	3	0	7	0	7	17	1	0	0	0	0	1	0	0	0	2	6	8
8:45 AM	4	0	6	0	4	14	0	0	1	0	0	1	1	0	0	9	8	18
Count Total	24	0	28	0	52	104	6	0	1	0	0	7	12	0	0	62	56	130
Peak Hr	9	0	14	0	24	47	2	0	0	0	0	2	3	0	0	36	33	72

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	17th St Eastbound					17th St Westbound					Castro St Northbound					Castro St Southbound					I-980 Off Ramp Northeastbound					15-min Total	Rolling One Hour
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
	7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	11	0		
7:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	7	0	0	14	0
7:30 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6	0	0	15	0
7:45 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	9	1	0	17	60
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	5	51
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	1	0	8	45
8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	7	0	0	17	47
8:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	4	0	0	14	44
Count Total	0	9	15	0	0	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	0	0	50	2	0	104	0
Peak Hour	0	4	5	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	0	22	2	0	47	0

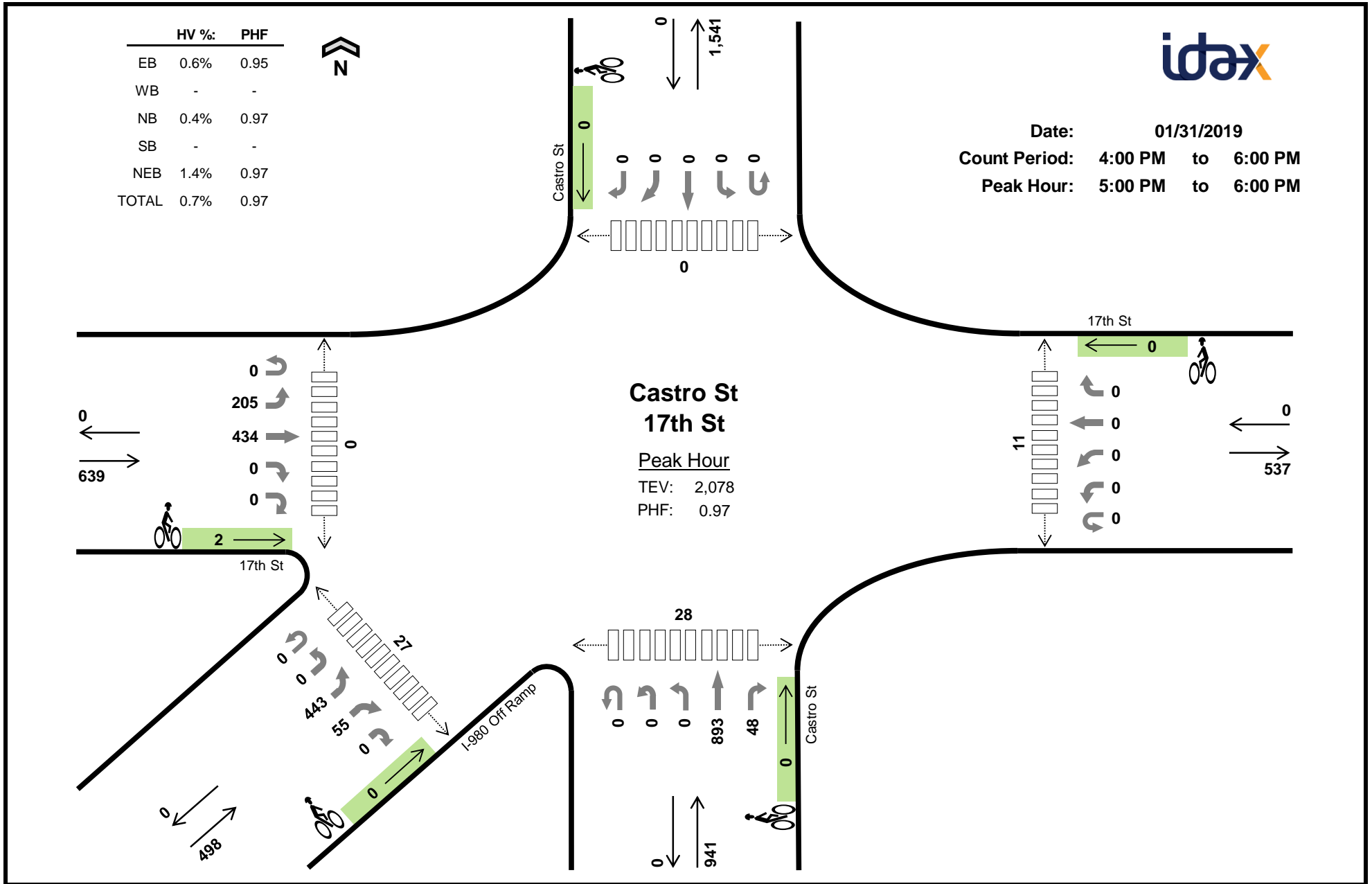
Two-Hour Count Summaries - Bikes

Interval Start	17th St Eastbound					17th St Westbound					Castro St Northbound					Castro St Southbound					I-980 Off Ramp Northeastbound					15-min Total	Rolling One Hour	
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR			
	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	
Count Total	0	1	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7	0	
Peak Hour	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	



Date: 01/31/2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM

	HV %:	PHF
EB	0.6%	0.95
WB	-	-
NB	0.4%	0.97
SB	-	-
NEB	1.4%	0.97
TOTAL	0.7%	0.97



Two-Hour Count Summaries

Interval Start	17th St Eastbound					17th St Westbound					Castro St Northbound					Castro St Southbound					I-980 Off Ramp Northeastbound					15-min Total	Rolling One Hour
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
4:00 PM	0	62	131	0	0	0	0	0	0	0	0	0	0	177	23	0	0	0	0	0	0	0	94	15	0	502	0
4:15 PM	0	56	98	0	0	0	0	0	0	0	0	0	0	184	12	0	0	0	0	0	0	0	103	21	0	474	0
4:30 PM	0	60	83	0	0	0	0	0	0	1	0	0	0	226	15	0	0	0	0	0	0	0	116	11	0	512	0
4:45 PM	0	53	122	0	0	0	0	0	0	0	0	0	0	191	16	0	0	0	0	0	0	0	102	17	0	501	1,989
5:00 PM	0	51	102	0	0	0	0	0	0	0	0	0	0	221	18	0	0	0	0	0	0	0	107	11	0	510	1,997
5:15 PM	0	54	95	0	0	0	0	0	0	0	0	0	0	231	7	0	0	0	0	0	0	0	110	17	0	514	2,037
5:30 PM	0	53	116	0	0	0	0	0	0	0	0	0	0	211	11	0	0	0	0	0	0	0	119	9	0	519	2,044
5:45 PM	0	47	121	0	0	0	0	0	0	0	0	0	0	230	12	0	0	0	0	0	0	0	107	18	0	535	2,078
Count Total	0	436	868	0	0	0	0	0	0	1	0	0	0	1,671	114	0	0	0	0	0	0	0	858	119	0	4,067	0
Peak Hour	All	0	205	434	0	0	0	0	0	0	0	0	0	893	48	0	0	0	0	0	0	0	443	55	0	2,078	0
	HV	0	2	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6	1	0	15	0
	HV%	-	1%	0%	-	-	-	-	-	-	-	-	-	0%	0%	-	-	-	-	-	-	-	-	1%	2%	-	1%

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	NEB	Total	EB	WB	NB	SB	NEB	Total	East	West	North	South	Southwest	Total
4:00 PM	2	0	1	0	4	7	1	0	0	0	0	1	3	0	0	10	10	23
4:15 PM	1	0	2	0	3	6	1	0	0	0	0	1	4	0	0	19	19	42
4:30 PM	3	0	3	0	3	9	0	0	0	0	0	0	2	0	0	6	6	14
4:45 PM	3	0	0	0	0	3	0	0	0	1	0	1	3	0	0	2	2	7
5:00 PM	1	0	0	0	3	4	1	0	0	0	0	1	2	0	0	8	8	18
5:15 PM	0	0	1	0	1	2	0	0	0	0	0	0	2	0	0	8	8	18
5:30 PM	1	0	1	0	2	4	0	0	0	0	0	0	4	0	0	6	6	16
5:45 PM	2	0	2	0	1	5	1	0	0	0	0	1	3	0	0	6	5	14
Count Total	13	0	10	0	17	40	4	0	0	1	0	5	23	0	0	65	64	152
Peak Hr	4	0	4	0	7	15	2	0	0	0	0	2	11	0	0	28	27	66

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	17th St Eastbound					17th St Westbound					Castro St Northbound					Castro St Southbound					I-980 Off Ramp Northeastbound					15-min Total	Rolling One Hour
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
	4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0		
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	6	0
4:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	9	0
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	25
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	4	22
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	18
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	4	13
5:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	5	15
Count Total	0	9	4	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	16	1	0	40	0
Peak Hour	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6	1	0	15	0

Two-Hour Count Summaries - Bikes

Interval Start	17th St Eastbound					17th St Westbound					Castro St Northbound					Castro St Southbound					I-980 Off Ramp Northeastbound					15-min Total	Rolling One Hour
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
	4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0
Peak Hour	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0

Intersection #: 38

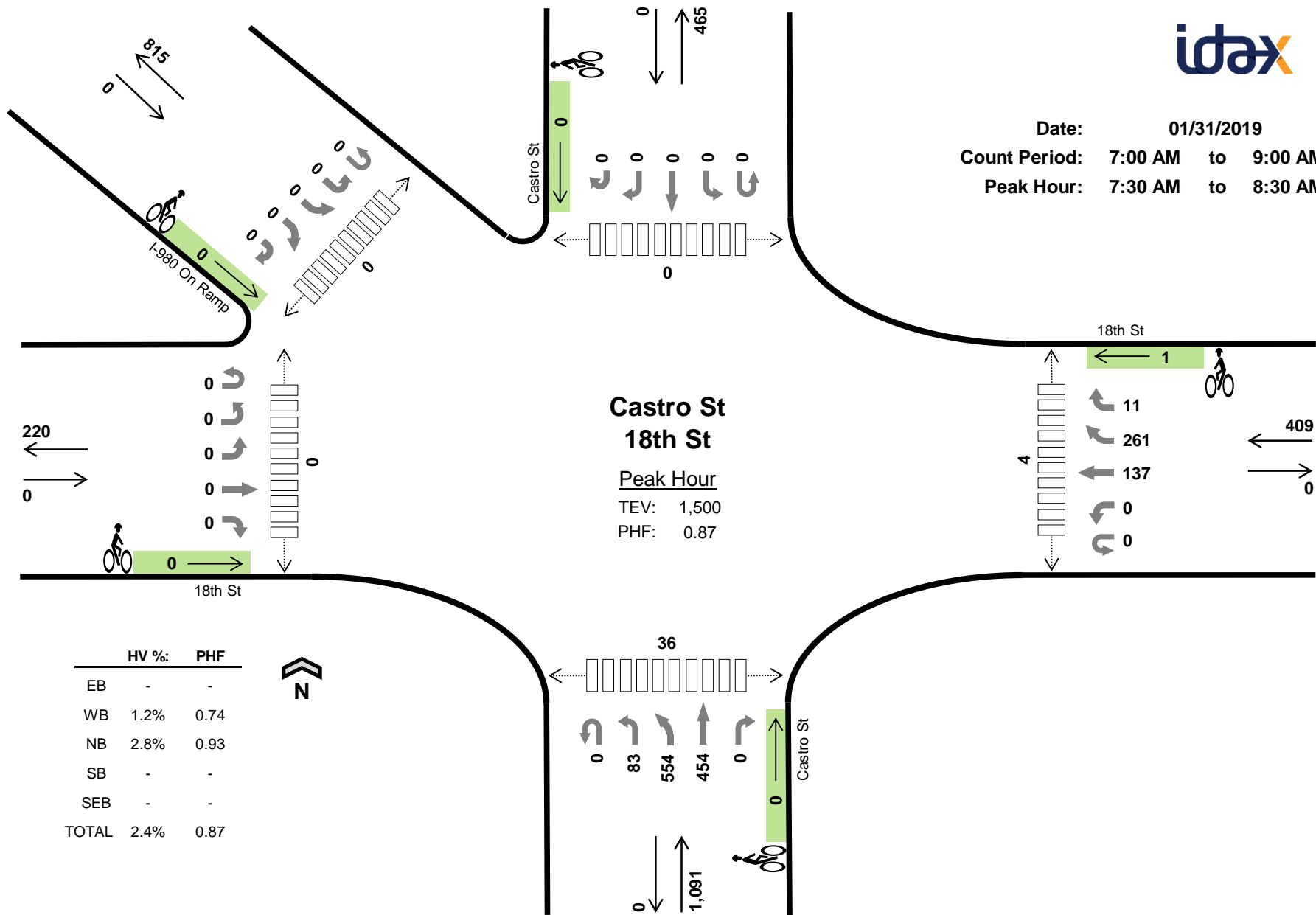
**Intersection Name: Castro Street/ 18th
Street**



Date: 01/31/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:30 AM to 8:30 AM

Castro St 18th St

Peak Hour
 TEV: 1,500
 PHF: 0.87



	HV %:	PHF
EB	-	-
WB	1.2%	0.74
NB	2.8%	0.93
SB	-	-
SEB	-	-
TOTAL	2.4%	0.87

Two-Hour Count Summaries

Interval Start	18th St Eastbound					18th St Westbound					Castro St Northbound					Castro St Southbound					I-980 On Ramp Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
	7:00 AM	0	0	0	0	0	0	0	4	21	3	0	17	72	79	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	16	16	1	0	14	101	105	0	0	0	0	0	0	0	0	0	0	0	253	0
7:30 AM	0	0	0	0	0	0	0	26	40	5	0	18	123	122	0	0	0	0	0	0	0	0	0	0	0	334	0
7:45 AM	0	0	0	0	0	0	0	30	59	6	0	21	151	106	0	0	0	0	0	0	0	0	0	0	0	373	1,156
8:00 AM	0	0	0	0	0	0	0	43	96	0	0	20	148	124	0	0	0	0	0	0	0	0	0	0	0	431	1,391
8:15 AM	0	0	0	0	0	0	0	38	66	0	0	24	132	102	0	0	0	0	0	0	0	0	0	0	0	362	1,500
8:30 AM	0	0	0	0	0	0	0	23	42	0	0	15	123	100	0	0	0	0	0	0	0	0	0	0	0	303	1,469
8:45 AM	0	0	0	0	0	0	0	36	27	0	0	18	109	120	0	0	0	0	0	0	0	0	0	0	0	310	1,406
Count Total	0	0	0	0	0	0	0	216	367	15	0	147	959	858	0	0	0	0	0	0	0	0	0	0	0	2,562	0
Peak Hour	All	0	0	0	0	0	0	137	261	11	0	83	554	454	0	0	0	0	0	0	0	0	0	0	0	1,500	0
	HV	0	0	0	0	0	0	3	2	0	0	2	6	23	0	0	0	0	0	0	0	0	0	0	0	36	0
	HV%	-	-	-	-	-	-	-	2%	1%	0%	-	2%	1%	5%	-	-	-	-	-	-	-	-	-	-	-	2%

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	SEB	Total	EB	WB	NB	SB	SEB	Total	East	West	North	South	Northwest	Total
7:00 AM	0	1	11	0	0	12	0	0	1	0	0	1	2	0	0	5	0	7
7:15 AM	0	0	14	0	0	14	0	0	0	0	0	0	4	0	0	3	0	7
7:30 AM	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	14	0	16
7:45 AM	0	1	10	0	0	11	0	1	0	0	0	1	0	0	0	4	0	4
8:00 AM	0	3	7	0	0	10	0	0	0	0	0	0	1	0	0	8	0	9
8:15 AM	0	1	7	0	0	8	0	0	0	0	0	0	1	0	0	10	0	11
8:30 AM	0	1	14	0	0	15	0	1	1	0	0	2	4	0	0	12	0	16
8:45 AM	0	3	10	0	0	13	0	0	2	0	0	2	2	0	0	11	0	13
Count Total	0	10	80	0	0	90	0	2	4	0	0	6	16	0	0	67	0	83
Peak Hr	0	5	31	0	0	36	0	1	0	0	0	1	4	0	0	36	0	40

Two-Hour Count Summaries - Heavy Vehicles

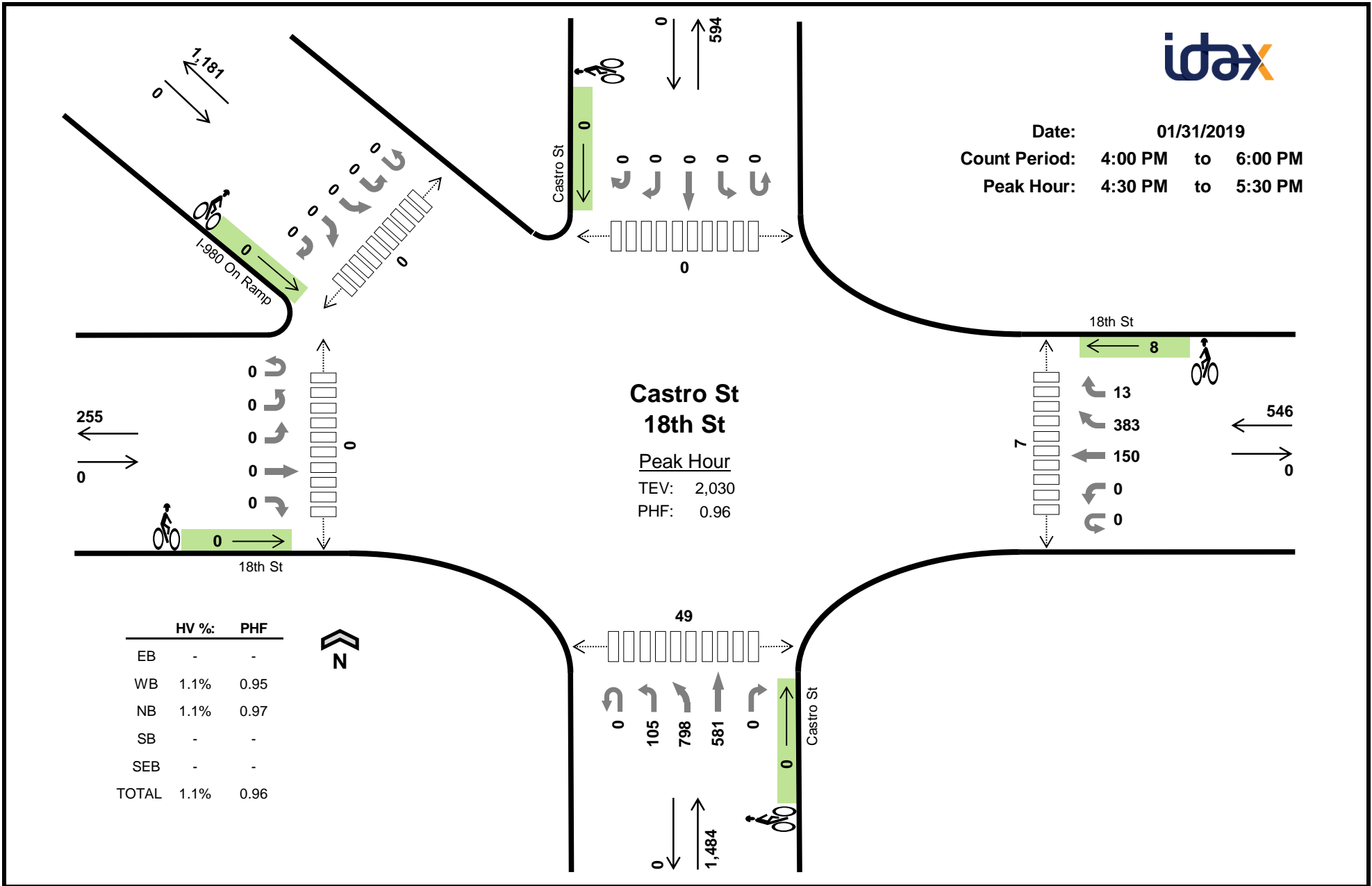
Interval Start	18th St Eastbound					18th St Westbound					Castro St Northbound					Castro St Southbound					n/a Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0	12	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	4	8	0	0	0	0	0	0	0	0	0	0	0	14	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	7	0	
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	11	44	
8:00 AM	0	0	0	0	0	0	0	2	1	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	10	42	
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	8	36	
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	4	9	0	0	0	0	0	0	0	0	0	0	15	44	
8:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	13	46	
Count Total	0	0	0	0	0	0	0	6	4	0	0	6	17	57	0	0	0	0	0	0	0	0	0	0	90	0	
Peak Hour	0	0	0	0	0	0	0	3	2	0	0	2	6	23	0	0	0	0	0	0	0	0	0	0	36	0	

Two-Hour Count Summaries - Bikes

Interval Start	18th St Eastbound					18th St Westbound					Castro St Northbound					Castro St Southbound					n/a Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	4	
Count Total	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	6	0	
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	



Date: 01/31/2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:30 PM to 5:30 PM



Two-Hour Count Summaries

Interval Start	18th St Eastbound					18th St Westbound					Castro St Northbound					Castro St Southbound					I-980 On Ramp Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	31	71	4	0	25	181	132	0	0	0	0	0	0	0	0	0	0	0	444	0
4:15 PM	0	0	0	0	0	0	0	38	88	7	0	21	180	128	0	0	0	0	0	0	0	0	0	0	0	462	0
4:30 PM	0	0	0	0	0	0	0	38	105	1	0	29	207	148	0	0	0	0	0	0	0	0	0	0	528	0	
4:45 PM	0	0	0	0	0	0	0	40	85	3	0	24	184	145	0	0	0	0	0	0	0	0	0	0	0	481	1,915
5:00 PM	0	0	0	0	0	0	0	38	104	2	0	28	207	136	0	0	0	0	0	0	0	0	0	0	0	515	1,986
5:15 PM	0	0	0	0	0	0	0	34	89	7	0	24	200	152	0	0	0	0	0	0	0	0	0	0	0	506	2,030
5:30 PM	0	1	0	0	0	0	0	36	70	6	0	27	204	161	0	0	0	0	0	0	0	0	0	0	0	505	2,007
5:45 PM	0	0	0	0	0	0	0	32	60	8	0	18	160	180	0	0	0	0	0	0	0	0	0	0	0	458	1,984
Count Total	0	1	0	0	0	0	0	287	672	38	0	196	1,523	1,182	0	0	0	0	0	0	0	0	0	0	0	3,899	0
Peak Hour	All	0	0	0	0	0	0	150	383	13	0	105	798	581	0	0	0	0	0	0	0	0	0	0	0	2,030	0
	HV	0	0	0	0	0	0	5	1	0	0	2	3	11	0	0	0	0	0	0	0	0	0	0	0	22	0
	HV%	-	-	-	-	-	-	-	3%	0%	0%	-	2%	0%	2%	-	-	-	-	-	-	-	-	-	-	-	1%

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	SEB	Total	EB	WB	NB	SB	SEB	Total	East	West	North	South	Northwest	Total	
4:00 PM	0	0	7	0	0	7	0	0	0	0	0	0	1	0	0	7	0	0	8
4:15 PM	0	2	5	0	0	7	0	0	0	0	0	0	4	0	0	10	0	0	14
4:30 PM	0	2	9	0	0	11	0	1	0	0	0	1	0	0	0	3	0	3	
4:45 PM	0	1	3	0	0	4	0	2	0	0	0	2	3	0	0	17	0	0	20
5:00 PM	0	1	1	0	0	2	0	3	0	0	0	3	2	0	0	15	0	0	17
5:15 PM	0	2	3	0	0	5	0	2	0	0	0	2	2	0	0	14	0	0	16
5:30 PM	0	0	4	0	0	4	0	0	1	0	0	1	2	0	0	12	0	0	14
5:45 PM	0	1	2	0	0	3	0	3	0	0	0	3	5	0	0	13	0	0	18
Count Total	0	9	34	0	0	43	0	11	1	0	0	12	19	0	0	91	0	0	110
Peak Hr	0	6	16	0	0	22	0	8	0	0	0	8	7	0	0	49	0	0	56

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	18th St Eastbound					18th St Westbound					Castro St Northbound					Castro St Southbound					n/a Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	7	0	
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	7	0	
4:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	1	6	0	0	0	0	0	0	0	0	0	0	11	0	
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	4	29	
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	24	
5:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	5	22	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	15		
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	14		
Count Total	0	0	0	0	0	0	0	7	2	0	0	4	4	26	0	0	0	0	0	0	0	0	0	0	43	0	
Peak Hour	0	0	0	0	0	0	0	5	1	0	0	2	3	11	0	0	0	0	0	0	0	0	0	22	0		

Two-Hour Count Summaries - Bikes

Interval Start	18th St Eastbound					18th St Westbound					Castro St Northbound					Castro St Southbound					n/a Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	
5:00 PM	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	
5:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8		
5:45 PM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9		
Count Total	0	0	0	0	0	0	0	7	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	12	0	
Peak Hour	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0		

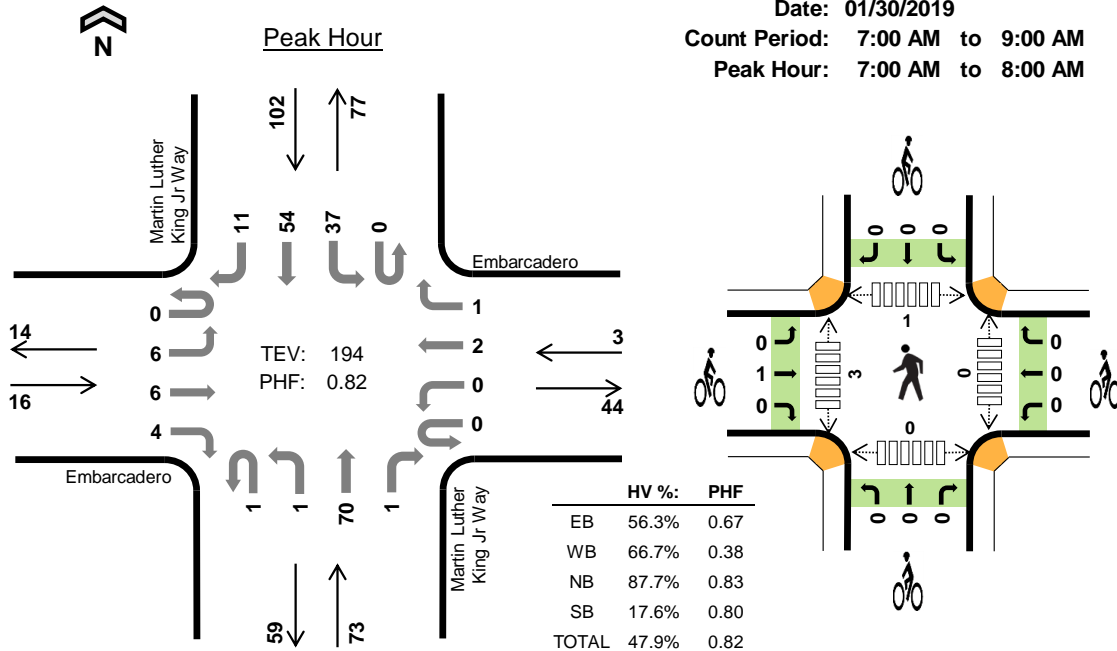
Intersection #: 39

**Intersection Name: Martin Luther King Jr
Way/Embarcadero West**

Martin Luther King Jr Way Embarcadero



Date: 01/30/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:00 AM to 8:00 AM



Two-Hour Count Summaries

Interval Start	Embarcadero Eastbound				Embarcadero Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	2	3	1	0	0	0	0	1	0	21	0	0	4	17	1	50	0	
7:15 AM	0	2	1	2	0	0	0	0	0	0	15	1	0	11	12	1	45	0	
7:30 AM	0	2	2	1	0	0	1	0	0	1	20	0	0	12	16	4	59	0	
7:45 AM	0	0	0	0	0	0	1	1	0	0	14	0	0	10	9	5	40	194	
8:00 AM	0	2	1	0	0	0	0	0	0	0	13	0	0	10	15	1	42	186	
8:15 AM	0	2	2	0	0	0	0	0	0	1	14	0	0	8	6	1	34	175	
8:30 AM	0	0	1	2	0	0	0	0	0	0	5	0	0	5	11	2	26	142	
8:45 AM	0	0	2	1	0	0	0	0	0	1	13	2	0	4	13	3	39	141	
Count Total	0	10	12	7	0	0	2	1	1	3	115	3	0	64	99	18	335	0	
Peak Hour	All	0	6	6	4	0	0	2	1	1	1	70	1	0	37	54	11	194	0
	HV	0	5	3	1	0	0	2	0	0	0	64	0	0	2	15	1	93	0
	HV%	-	83%	50%	25%	-	-	100%	0%	0%	0%	91%	0%	-	5%	28%	9%	48%	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
7:00 AM	4	0	19	2	25	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	0	13	4	20	1	0	0	0	1	0	2	0	0	2
7:30 AM	2	1	18	6	27	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	14	6	21	0	0	0	0	0	0	1	1	0	2
8:00 AM	2	0	13	8	23	0	1	0	0	1	0	0	0	0	0
8:15 AM	2	0	15	3	20	0	0	0	0	0	1	0	1	0	2
8:30 AM	3	0	5	9	17	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	12	12	25	1	0	0	1	2	0	0	0	0	0
Count Total	17	2	109	50	178	2	1	0	1	4	1	3	2	0	6
Peak Hour	9	2	64	18	93	1	0	0	0	1	0	3	1	0	4

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Embarcadero				Embarcadero				Martin Luther King Jr Way				Martin Luther King Jr Way				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	2	0	0	0	0	0	0	0	19	0	0	0	2	0	25	0
7:15 AM	0	1	1	1	0	0	0	0	0	0	13	0	0	1	2	1	20	0
7:30 AM	0	2	0	0	0	0	1	0	0	0	18	0	0	0	6	0	27	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	14	0	0	1	5	0	21	93
8:00 AM	0	1	1	0	0	0	0	0	0	0	13	0	0	0	8	0	23	91
8:15 AM	0	2	0	0	0	0	0	0	0	1	14	0	0	0	3	0	20	91
8:30 AM	0	0	1	2	0	0	0	0	0	0	5	0	0	0	9	0	17	81
8:45 AM	0	0	1	0	0	0	0	0	0	0	12	0	0	0	12	0	25	85
Count Total	0	8	6	3	0	0	2	0	0	1	108	0	0	2	47	1	178	0
Peak Hour	0	5	3	1	0	0	2	0	0	0	64	0	0	2	15	1	93	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Embarcadero			Embarcadero			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	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	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
Count Total	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

National Data & Surveying Services Intersection Turning Movement Count

Location: MLK Jr Way & Embarcadero West
City: Oakland
Control: 3-Way Stop(NB/SB/EB)

Project ID: 18-08286-004
Date: 5/23/2018

Cars

NS/EW Streets:	MLK Jr Way				MLK Jr Way				Embarcadero West				Embarcadero West				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	1	0	0	3	10	3	0	0	0	2	0	0	0	0	0	19
7:15 AM	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0	0	10
7:30 AM	0	3	0	0	5	6	1	1	0	2	0	0	0	0	0	0	18
7:45 AM	0	0	0	0	2	4	1	0	0	0	1	1	0	0	0	0	9
8:00 AM	0	0	0	0	6	6	0	0	1	2	1	0	0	0	0	0	16
8:15 AM	0	0	0	0	10	1	0	0	0	2	0	0	0	0	0	0	13
8:30 AM	0	0	0	0	7	5	1	0	1	1	0	0	0	0	0	0	15
8:45 AM	0	1	2	0	6	8	0	0	1	0	0	0	0	0	0	0	18
9:00 AM	0	2	1	0	4	3	3	0	0	3	2	0	0	0	0	0	18
9:15 AM	0	1	0	0	5	6	1	0	1	3	1	0	0	0	0	0	18
9:30 AM	1	2	0	0	7	3	3	1	1	1	0	0	0	0	0	0	19
9:45 AM	0	1	0	0	5	3	1	0	0	1	0	0	0	0	0	0	11
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	6.67%	73.33%	20.00%	0.00%	43.97%	43.97%	10.64%	1.42%	17.86%	53.57%	25.00%	3.57%	0	0	0	0	184
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	3	0	0	23	17	2	1	1	6	2	1	0	0	0	0	56
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.575	0.708	0.500	0.250	0.250	0.750	0.500	0.250	0.000	0.000	0.000	0.000	0.778
	0.250				0.827				0.625								

NS/EW Streets:	MLK Jr Way				MLK Jr Way				Embarcadero West				Embarcadero West				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
10:00 AM	1	0	1	0	6	2	0	0	0	0	0	0	0	0	0	0	10
10:15 AM	0	0	1	0	4	1	1	0	0	0	0	0	0	0	0	0	7
10:30 AM	0	0	1	0	7	0	0	0	0	2	0	0	0	0	0	0	10
10:45 AM	0	1	0	0	7	2	3	0	1	0	0	0	0	0	0	0	14
11:00 AM	0	2	1	0	5	1	0	0	0	1	0	0	0	0	0	0	10
11:15 AM	0	1	0	0	3	1	2	0	0	1	0	0	0	0	0	0	8
11:30 AM	1	4	0	0	9	3	0	0	2	1	1	0	0	0	0	0	21
11:45 AM	0	6	1	0	8	1	0	0	0	3	1	0	0	0	0	0	20
12:00 PM	0	2	0	0	8	0	1	0	1	4	1	0	0	0	0	0	17
12:15 PM	2	1	0	0	8	3	1	0	1	1	0	0	0	0	0	0	17
12:30 PM	0	2	0	0	2	0	0	0	0	4	0	0	0	0	0	0	8
12:45 PM	0	7	1	0	4	3	3	0	0	2	0	0	0	0	0	0	20
1:00 PM	0	1	0	0	7	0	2	0	0	3	0	0	0	0	0	0	13
1:15 PM	0	1	1	0	6	5	2	0	0	1	1	0	0	0	0	0	17
1:30 PM	0	6	1	0	12	1	3	0	0	2	0	0	0	0	0	0	25
1:45 PM	1	1	0	0	4	1	0	0	0	1	0	0	0	0	0	0	8
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	10.42%	72.92%	16.67%	0.00%	70.42%	16.90%	12.68%	0.00%	14.29%	74.29%	11.43%	0.00%	0	0	0	0	225
PEAK HR :	11:15 AM - 12:15 PM																TOTAL
PEAK HR VOL :	1	13	1	0	28	5	3	0	3	9	3	0	0	0	0	0	66
PEAK HR FACTOR :	0.25	0.542	0.250	0.000	0.778	0.417	0.375	0.000	0.375	0.563	0.750	0.000	0.000	0.000	0.000	0.000	0.786
	0.536				0.750				0.625								

NS/EW Streets:	MLK Jr Way				MLK Jr Way				Embarcadero West				Embarcadero West				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
2:00 PM	1	1	0	0	8	3	0	0	0	1	0	0	0	0	0	0	14
2:15 PM	0	5	0	0	5	2	2	0	0	3	0	0	0	0	0	0	17
2:30 PM	0	9	0	0	6	1	1	0	4	4	0	0	0	0	0	0	25
2:45 PM	0	4	1	0	5	2	2	0	0	3	0	0	0	0	0	0	17
3:00 PM	0	4	0	0	8	1	1	0	0	3	0	0	0	0	0	0	17
3:15 PM	3	3	1	0	3	1	0	0	1	1	0	0	0	0	0	0	13
3:30 PM	1	2	1	0	8	1	2	0	2	6	0	0	0	0	0	0	23
3:45 PM	1	2	0	0	10	2	1	0	1	4	0	0	0	0	0	0	21
4:00 PM	0	15	1	0	9	2	1	0	3	10	0	0	0	0	0	0	41
4:15 PM	3	4	4	0	9	1	1	0	2	4	0	0	0	0	0	0	28
4:30 PM	0	7	1	0	6	1	0	0	2	13	0	0	0	0	0	0	30
4:45 PM	0	15	6	0	6	3	0	0	1	4	2	0	0	0	0	0	37
5:00 PM	2	13	2	0	13	4	0	0	1	8	0	0	0	0	0	0	43
5:15 PM	1	8	3	0	13	0	0	0	1	6	0	0	0	0	0	0	32
5:30 PM	0	6	1	0	15	3	2	0	1	11	0	0	0	0	0	0	39
5:45 PM	0	5	3	0	23	2	1	0	2	5	1	0	0	0	0	0	42
6:00 PM	1	3	1	0	23	0	0	0	0	14	0	0	0	0	0	0	42
6:15 PM	0	4	2	0	16	4	0	0	2	11	1	0	0	0	0	0	40
6:30 PM	0	7	0	0	17	2	1	0	0	1	0	0	0	0	0	0	28
6:45 PM	0	4	1	0	18	7	0	0	0	3	0	0	0	0	0	0	33
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	8.02%	74.69%	17.28%	0.00%	79.50%	15.11%	5.40%	0.00%	16.20%	80.99%	2.82%	0.00%	0	0	0	0	582
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	3	41	12	0	30	7	2	0	8	31	2	0	0	0	0	0	136
PEAK HR FACTOR :	0.25	0.683	0.500	0.000	0.833	0.583	0.500	0.000	0.667	0.596	0.250	0.000	0.000	0.000	0.000	0.000	0.829
	0.667				0.813				0.683								

National Data & Surveying Services Intersection Turning Movement Count

Location: MLK Jr Way & Embarcadero West
City: Oakland
Control: 3-Way Stop(NB/SB/EB)

Project ID: 18-08286-004
Date: 5/23/2018

HT

NS/EW Streets:	MLK Jr Way				MLK Jr Way				Embarcadero West				Embarcadero West				TOTAL
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	1	18	0	0	1	1	2	0	0	1	0	0	0	0	0	0	24
7:15 AM	3	4	0	0	0	4	0	0	0	1	0	2	0	0	0	0	14
7:30 AM	2	17	0	0	0	8	1	0	0	7	3	1	0	0	0	0	39
7:45 AM	3	10	0	0	0	3	1	0	0	4	2	1	0	0	0	0	24
8:00 AM	3	6	0	0	1	2	1	0	0	5	0	2	0	0	0	0	20
8:15 AM	2	8	0	0	0	4	1	0	0	3	0	2	0	0	0	0	20
8:30 AM	1	7	0	0	0	4	1	0	0	7	1	2	0	0	0	0	23
8:45 AM	3	10	0	0	0	4	1	0	0	6	0	2	0	0	0	0	26
9:00 AM	3	4	0	0	0	2	0	0	0	1	2	0	0	0	0	0	12
9:15 AM	1	8	0	0	0	7	0	0	0	3	0	3	0	0	0	0	22
9:30 AM	0	9	0	0	0	8	0	0	0	1	1	1	0	0	0	0	20
9:45 AM	3	10	0	0	1	4	0	0	0	3	1	5	0	0	0	0	27
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	25	111	0	0	3	51	8	0	41	11	21	0	0	0	0	0	271
	18.38%	81.62%	0.00%	0.00%	4.84%	82.26%	12.90%	0.00%	56.16%	15.07%	28.77%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	10	41	0	0	1	17	4	0	19	5	6	0	0	0	0	0	103
PEAK HR FACTOR :	0.833	0.603	0.000	0.000	0.250	0.531	1.000	0.000	0.679	0.417	0.750	0.000	0.000	0.000	0.000	0.000	0.660
			0.671				0.611				0.682						

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
10:00 AM	4	7	0	0	0	4	1	0	1	2	2	0	0	0	0	0	21
10:15 AM	3	4	0	0	0	4	2	0	1	1	6	0	0	0	0	0	21
10:30 AM	3	5	0	0	0	8	0	0	0	1	0	0	0	0	0	0	17
10:45 AM	2	8	0	0	1	7	1	0	2	2	3	0	0	0	0	0	26
11:00 AM	3	4	0	0	0	11	1	0	2	0	5	0	0	0	0	0	26
11:15 AM	4	13	0	0	1	12	1	0	2	1	10	0	0	0	0	0	44
11:30 AM	5	13	0	0	0	9	3	0	1	0	6	0	0	0	0	0	37
11:45 AM	3	11	0	0	0	13	2	0	2	0	4	1	0	0	0	0	36
12:00 PM	1	17	0	0	0	13	1	0	4	1	5	0	0	0	0	0	42
12:15 PM	4	6	0	0	0	8	1	0	2	0	4	0	0	0	0	0	25
12:30 PM	2	10	0	0	0	11	1	0	1	3	2	0	0	0	0	0	30
12:45 PM	0	11	0	0	0	8	1	0	2	0	3	0	0	0	0	0	25
1:00 PM	0	5	0	0	0	3	0	0	1	3	3	0	0	0	0	0	15
1:15 PM	3	7	0	0	0	6	1	0	1	0	2	0	0	0	0	0	20
1:30 PM	0	7	0	0	0	8	3	0	3	1	3	0	0	0	0	0	25
1:45 PM	2	8	1	0	0	10	1	0	0	4	3	0	0	0	0	0	29
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	39	136	1	0	2	135	20	0	25	19	61	1	0	0	0	0	439
	22.16%	77.27%	0.57%	0.00%	1.27%	85.99%	12.74%	0.00%	23.58%	17.92%	57.55%	0.94%					
PEAK HR :	11:15 AM - 12:15 PM																TOTAL
PEAK HR VOL :	13	54	0	0	1	47	7	0	9	2	25	1	0	0	0	0	159
PEAK HR FACTOR :	0.65	0.794	0.000	0.000	0.250	0.904	0.583	0.000	0.563	0.500	0.625	0.250	0.000	0.000	0.000	0.000	0.903
			0.931				0.917				0.712						

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
2:00 PM	4	10	0	0	0	10	0	0	3	0	4	0	0	0	0	0	31
2:15 PM	3	10	0	0	0	15	0	0	2	1	5	0	0	0	0	0	36
2:30 PM	5	7	0	0	0	17	0	0	3	0	7	0	0	0	0	0	39
2:45 PM	5	16	0	0	0	13	0	0	2	0	6	0	0	0	0	0	42
3:00 PM	1	6	0	0	0	7	0	0	0	0	6	0	0	0	0	0	20
3:15 PM	2	7	0	0	0	8	0	0	1	0	4	0	0	0	0	0	22
3:30 PM	5	6	0	0	0	6	1	0	2	2	3	0	0	0	0	0	25
3:45 PM	0	5	0	0	1	10	0	0	4	0	9	0	0	0	0	0	29
4:00 PM	3	8	0	0	0	23	0	0	0	0	5	0	0	0	0	0	39
4:15 PM	3	10	0	0	0	16	0	0	1	2	8	0	0	0	0	0	40
4:30 PM	3	6	0	0	0	14	1	0	0	1	6	0	0	0	0	0	31
4:45 PM	2	7	0	0	0	16	0	0	1	0	8	0	0	0	0	0	34
5:00 PM	0	4	0	0	0	9	0	0	0	0	2	0	0	0	0	0	15
5:15 PM	3	3	0	0	0	3	0	0	0	0	2	0	0	0	0	0	11
5:30 PM	2	3	0	0	0	6	0	0	0	0	2	0	0	0	0	0	13
5:45 PM	0	8	1	0	2	6	0	0	0	0	2	0	0	0	0	0	19
6:00 PM	0	4	0	0	0	2	0	0	1	0	2	0	0	0	0	0	9
6:15 PM	0	2	0	0	0	1	0	0	1	0	2	0	0	0	0	0	6
6:30 PM	1	1	0	0	0	4	0	0	0	0	1	0	0	0	0	0	7
6:45 PM	0	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	14
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	42	126	1	0	3	197	2	0	21	6	84	0	0	0	0	0	482
	24.85%	74.56%	0.59%	0.00%	1.49%	97.52%	0.99%	0.00%	18.92%	5.41%	75.68%	0.00%					
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	11	31	0	0	0	69	1	0	2	3	27	0	0	0	0	0	144
PEAK HR FACTOR :	0.92	0.775	0.000	0.000	0.000	0.750	0.250	0.000	0.500	0.375	0.844	0.000	0.000	0.000	0.000	0.000	0.900
			0.808				0.761				0.727						

Intersection #: 40

**Intersection Name: Martin Luther King Jr
Way/2nd Street**

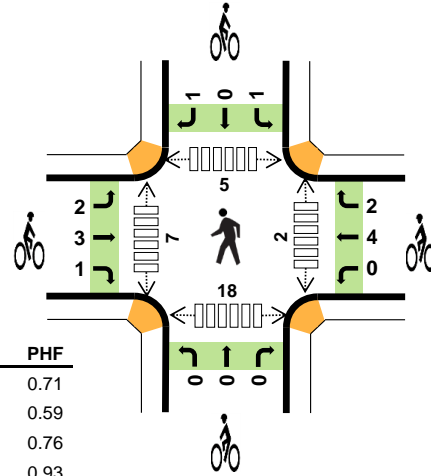
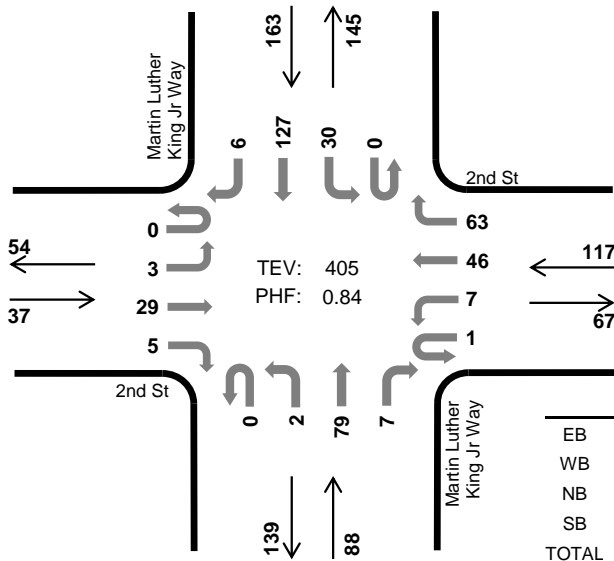
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	2nd St				2nd St				Martin Luther King Jr Way				Martin Luther King Jr Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	0	0	0	18	0	0	0	1	0	20	0
7:15 AM	0	0	0	0	0	0	1	1	0	0	15	1	0	0	4	0	22	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	5	0	24	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	6	0	21	87
8:00 AM	0	0	0	0	0	0	3	0	0	1	11	0	0	1	9	0	25	92
8:15 AM	0	0	0	0	0	0	0	0	0	0	17	0	0	1	2	0	20	90
8:30 AM	0	1	0	0	0	0	0	0	0	0	6	0	0	1	9	0	17	83
8:45 AM	0	0	0	0	0	0	0	1	0	0	12	0	0	1	11	0	25	87
Count Total	0	1	0	0	0	1	4	2	0	1	113	1	0	4	47	0	174	0
Peak Hour	0	0	0	0	0	0	4	1	0	1	60	1	0	1	24	0	92	0
Two-Hour Count Summaries - Bikes																		
Interval Start	2nd St			2nd St			Martin Luther King Jr Way			Martin Luther King Jr Way			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	1	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	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	3	6	
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	8	
8:15 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	3	11	
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	11	
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9	
Count Total	0	5	1	0	0	1	2	0	0	0	0	6	0	0	0	15	0	
Peak Hour	0	1	0	0	0	1	1	0	0	0	0	5	0	0	0	8	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Martin Luther King Jr Way 2nd St



Peak Hour

Date: 09-11-2018
Count Period: 3:00 PM to 8:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	8.1%	0.71
WB	5.1%	0.59
NB	44.3%	0.76
SB	50.9%	0.93
TOTAL	32.3%	0.84

Five-Hour Count Summaries

Interval Start	2nd St Eastbound				2nd St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:30 PM	0	1	1	3	0	2	9	7	0	0	26	3	0	4	33	2	91	0	
4:45 PM	0	0	12	1	0	2	8	12	0	0	21	2	0	4	34	2	98	0	
5:00 PM	0	0	8	0	1	2	16	31	0	1	16	1	0	7	35	2	120	0	
5:15 PM	0	2	8	1	0	1	13	13	0	1	16	1	0	15	25	0	96	405	
Peak Hour	All	0	3	29	5	1	7	46	63	0	2	79	7	0	30	127	6	405	0
	HV	0	0	1	2	0	1	3	2	0	1	37	1	0	0	82	1	131	0
	HV%	-	0%	3%	40%	0%	14%	7%	3%	-	50%	47%	14%	-	0%	65%	17%	32%	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	2	0	11	21	34	1	1	0	0	2	1	0	1	1	3
4:45 PM	0	2	13	26	41	1	2	0	1	4	1	0	0	2	3
5:00 PM	0	2	8	21	31	1	1	0	0	2	0	4	1	9	14
5:15 PM	1	2	7	15	25	3	2	0	1	6	0	3	3	6	12
Peak Hour	3	6	39	83	131	6	6	0	2	14	2	7	5	18	32

Five-Hour Count Summaries																			
Interval Start	2nd St				2nd St				Martin Luther King Jr Way				Martin Luther King Jr Way				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	0	6	4	0	1	9	10	0	0	12	0	0	4	25	0	71	0	
3:15 PM	0	0	3	0	0	0	10	11	0	1	22	0	0	4	22	0	73	0	
3:30 PM	0	0	6	0	1	1	8	6	0	0	15	0	0	4	14	1	56	0	
3:45 PM	0	1	7	4	0	0	9	13	0	1	12	3	0	6	28	1	85	285	
4:00 PM	0	1	3	0	0	1	3	14	0	1	17	0	0	6	28	1	75	289	
4:15 PM	0	1	3	1	0	0	14	12	0	1	18	0	0	3	34	2	89	305	
4:30 PM	0	1	1	3	0	2	9	7	0	0	26	3	0	4	33	2	91	340	
4:45 PM	0	0	12	1	0	2	8	12	0	0	21	2	0	4	34	2	98	353	
5:00 PM	0	0	8	0	1	2	16	31	0	1	16	1	0	7	35	2	120	398	
5:15 PM	0	2	8	1	0	1	13	13	0	1	16	1	0	15	25	0	96	405	
5:30 PM	0	2	4	2	0	1	5	16	0	0	8	1	0	8	26	0	73	387	
5:45 PM	0	1	7	2	0	4	13	14	0	1	19	1	0	8	25	1	96	385	
6:00 PM	0	0	2	1	0	0	8	16	0	1	17	0	0	9	17	1	72	337	
6:15 PM	0	1	3	0	0	1	14	15	0	1	3	2	0	2	22	0	64	305	
6:30 PM	0	1	6	0	1	0	12	11	0	0	9	0	0	8	21	0	69	301	
6:45 PM	0	0	5	0	0	0	2	10	0	0	8	1	0	2	23	0	51	256	
7:00 PM	0	2	1	0	0	2	12	11	0	0	12	0	0	4	23	0	67	251	
7:15 PM	0	1	7	2	0	0	9	4	0	0	15	0	0	4	17	0	59	246	
7:30 PM	0	0	0	1	1	0	10	13	0	1	11	0	0	6	20	1	64	241	
7:45 PM	0	0	5	1	0	0	4	8	0	0	13	0	0	3	12	1	47	237	
Count Total	0	14	97	23	4	18	188	247	0	10	290	15	0	111	484	15	1,516	0	
Peak Hour	All	0	3	29	5	1	7	46	63	0	2	79	7	0	30	127	6	405	0
	HV	0	0	1	2	0	1	3	2	0	1	37	1	0	0	82	1	131	0
	HV%	-	0%	3%	40%	0%	14%	7%	3%	-	50%	47%	14%	-	0%	65%	17%	32%	0

Note: Five-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
3:00 PM	0	0	9	16	25	0	1	0	0	1	0	1	3	1	5
3:15 PM	0	1	16	17	34	0	0	0	0	0	1	0	0	1	2
3:30 PM	1	0	10	7	18	0	1	0	0	1	0	0	1	1	2
3:45 PM	1	1	11	17	30	0	1	0	1	2	0	1	3	0	4
4:00 PM	0	0	5	16	21	0	2	0	1	3	0	0	0	2	2
4:15 PM	0	1	11	23	35	0	1	0	0	1	2	1	2	0	5
4:30 PM	2	0	11	21	34	1	1	0	0	2	1	0	1	1	3
4:45 PM	0	2	13	26	41	1	2	0	1	4	1	0	0	2	3
5:00 PM	0	2	8	21	31	1	1	0	0	2	0	4	1	9	14
5:15 PM	1	2	7	15	25	3	2	0	1	6	0	3	3	6	12
5:30 PM	1	0	2	16	19	1	1	1	0	3	1	0	0	1	2
5:45 PM	0	0	9	3	12	0	2	0	3	5	1	1	2	3	7
6:00 PM	0	0	11	3	14	0	5	0	0	5	0	1	0	0	1
6:15 PM	0	0	2	6	8	0	2	0	0	2	1	1	3	4	9
6:30 PM	0	0	3	10	13	0	1	0	0	1	1	1	1	0	3
6:45 PM	0	0	3	12	15	0	3	1	0	4	0	1	2	2	5
7:00 PM	0	0	5	7	12	0	1	0	2	3	0	1	1	1	3
7:15 PM	1	0	4	9	14	0	1	0	0	1	1	0	1	3	5
7:30 PM	0	0	7	13	20	0	1	0	1	2	0	0	0	0	0
7:45 PM	0	0	9	5	14	1	0	0	0	1	1	0	0	0	1
Count Total	7	9	156	263	435	8	29	2	10	49	11	16	24	37	88
Peak Hour	3	6	39	83	131	6	6	0	2	14	2	7	5	18	32

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	2nd St				2nd St				Martin Luther King Jr Way				Martin Luther King Jr Way				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		
3:00 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	16	0	25	0
3:15 PM	0	0	0	0	0	0	1	0	0	0	16	0	0	0	17	0	34	0
3:30 PM	0	0	1	0	0	0	0	0	0	0	10	0	0	0	7	0	18	0
3:45 PM	0	1	0	0	0	0	0	1	0	0	11	0	0	0	17	0	30	107
4:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	16	0	21	103
4:15 PM	0	0	0	0	0	0	0	1	0	0	11	0	0	0	23	0	35	104
4:30 PM	0	0	1	1	0	0	0	0	0	0	11	0	0	0	20	1	34	120
4:45 PM	0	0	0	0	0	1	0	1	0	0	12	1	0	0	26	0	41	131
5:00 PM	0	0	0	0	0	0	2	0	0	1	7	0	0	0	21	0	31	141
5:15 PM	0	0	0	1	0	0	1	1	0	0	7	0	0	0	15	0	25	131
5:30 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	16	0	19	116
5:45 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	3	0	12	87
6:00 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	3	0	14	70
6:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	8	53
6:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	9	0	13	47
6:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	12	0	15	50
7:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	12	48
7:15 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	9	0	14	54
7:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	13	0	20	61
7:45 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	5	0	14	60
Count Total	0	1	2	4	0	1	4	4	0	1	154	1	0	1	261	1	435	0
Peak Hour	0	0	1	2	0	1	3	2	0	1	37	1	0	0	82	1	131	0

Five-Hour Count Summaries - Bikes																	
Interval Start	2nd St			2nd St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	0	1	0			
3:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	2	4			
4:00 PM	0	0	0	0	1	1	0	0	0	1	0	0	3	6			
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	7			
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	2	8			
4:45 PM	0	0	1	0	2	0	0	0	0	1	0	0	4	10			
5:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	2	9			
5:15 PM	2	1	0	0	2	0	0	0	0	0	0	1	6	14			
5:30 PM	0	1	0	0	0	1	0	1	0	0	0	0	3	15			
5:45 PM	0	0	0	0	1	1	0	0	0	2	1	0	5	16			
6:00 PM	0	0	0	0	2	3	0	0	0	0	0	0	5	19			
6:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	2	15			
6:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	13			
6:45 PM	0	0	0	0	1	2	0	1	0	0	0	0	4	12			
7:00 PM	0	0	0	0	0	1	0	0	0	2	0	0	3	10			
7:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	9			
7:30 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	10			
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	7			
Count Total	2	5	1	1	13	15	0	2	0	7	1	2	49	0			
Peak Hour	2	3	1	0	4	2	0	0	0	1	0	1	14	0			

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

Intersection #: 41

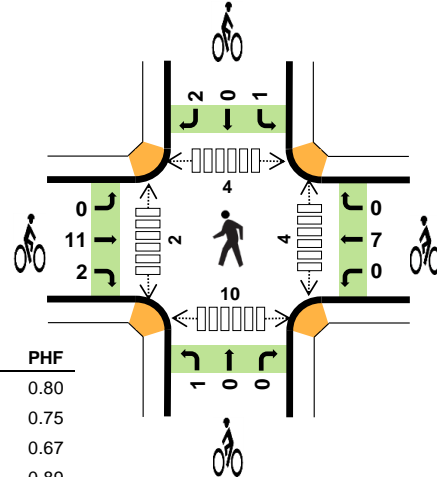
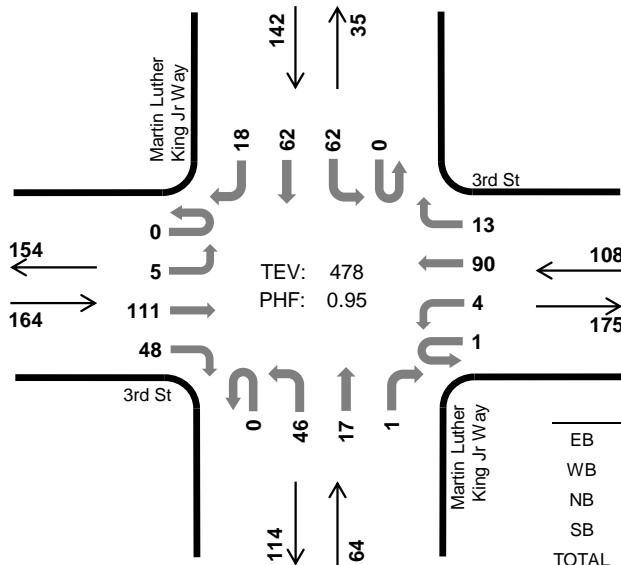
**Intersection Name: Martin Luther King Jr
Way/3rd Street**

Martin Luther King Jr Way 3rd St



Peak Hour

Date: 01/30/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	20.7%	0.80
WB	10.2%	0.75
NB	71.9%	0.67
SB	6.3%	0.89
TOTAL	20.9%	0.95

Two-Hour Count Summaries

Interval Start	3rd St Eastbound				3rd St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	1	13	7	0	1	13	2	0	12	11	0	0	7	14	1	82	0	
7:15 AM	0	2	19	10	0	0	19	3	0	12	13	0	0	11	20	8	117	0	
7:30 AM	0	1	23	10	0	2	22	3	0	18	8	0	0	11	22	3	123	0	
7:45 AM	0	0	18	10	0	1	18	4	0	17	6	0	0	13	13	3	103	425	
8:00 AM	0	4	16	10	0	1	16	5	0	11	5	1	0	13	20	7	109	452	
8:15 AM	0	1	29	10	0	1	22	3	0	19	5	0	0	16	13	7	126	461	
8:30 AM	0	0	36	15	0	0	20	4	0	6	2	0	0	20	15	2	120	458	
8:45 AM	0	0	30	13	1	2	32	1	0	10	5	0	0	13	14	2	123	478	
Count Total	0	9	184	85	1	8	162	25	0	105	55	1	0	104	131	33	903	0	
Peak Hour	All	0	5	111	48	1	4	90	13	0	46	17	1	0	62	62	18	478	0
	HV	0	0	4	30	0	0	10	1	0	32	14	0	0	0	6	3	100	0
	HV%	-	0%	4%	63%	0%	0%	11%	8%	-	70%	82%	0%	-	0%	10%	17%	21%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

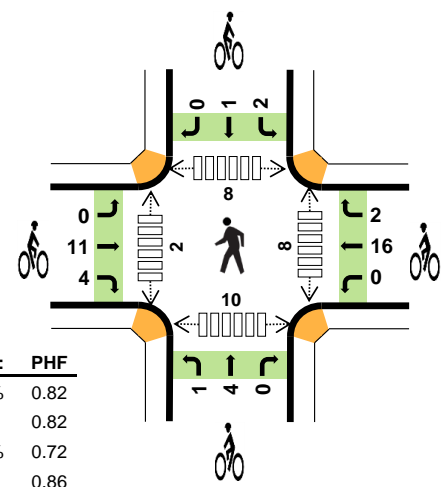
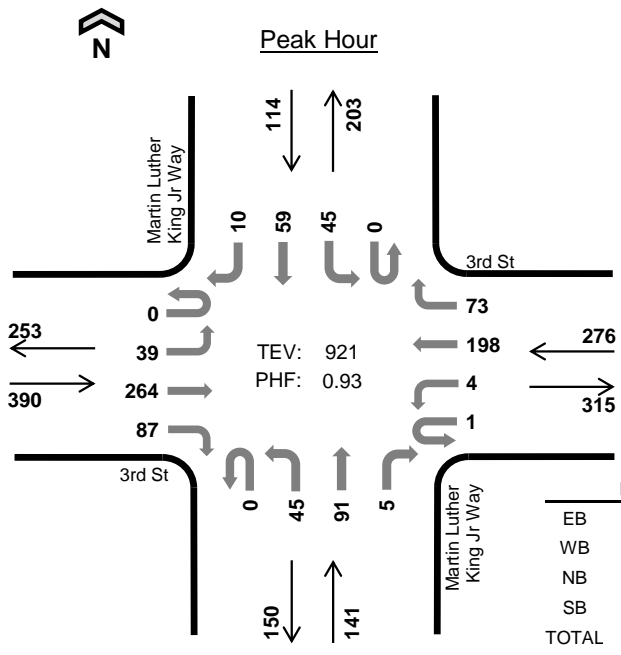
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	1	19	0	25	1	0	0	0	1	0	0	0	0	0
7:15 AM	4	5	16	4	29	0	1	0	0	1	0	0	0	0	0
7:30 AM	7	1	19	0	27	2	0	1	0	3	0	0	0	0	0
7:45 AM	4	3	15	2	24	2	0	0	1	3	0	0	1	1	2
8:00 AM	8	2	11	5	26	4	2	0	0	6	1	2	1	0	4
8:15 AM	5	3	17	1	26	2	2	1	1	6	1	0	2	3	6
8:30 AM	10	2	5	1	18	4	0	0	0	4	2	0	0	3	5
8:45 AM	11	4	13	2	30	3	3	0	2	8	0	0	1	4	5
Count Total	54	21	115	15	205	18	8	2	4	32	4	2	5	11	22
Peak Hour	34	11	46	9	100	13	7	1	3	24	4	2	4	10	20

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd St				3rd St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	3	1	0	0	1	0	0	11	8	0	0	0	0	0	25	0
7:15 AM	0	0	2	2	0	0	5	0	0	8	8	0	0	0	2	2	29	0
7:30 AM	0	0	2	5	0	0	1	0	0	15	4	0	0	0	0	0	27	0
7:45 AM	0	0	0	4	0	0	3	0	0	13	2	0	0	0	2	0	24	105
8:00 AM	0	0	1	7	0	0	2	0	0	9	2	0	0	0	3	2	26	106
8:15 AM	0	0	3	2	0	0	2	1	0	12	5	0	0	0	1	0	26	103
8:30 AM	0	0	0	10	0	0	2	0	0	3	2	0	0	0	1	0	18	94
8:45 AM	0	0	0	11	0	0	4	0	0	8	5	0	0	0	1	1	30	100
Count Total	0	1	11	42	0	0	20	1	0	79	36	0	0	0	10	5	205	0
Peak Hour	0	0	4	30	0	0	10	1	0	32	14	0	0	0	6	3	100	0
Two-Hour Count Summaries - Bikes																		
Interval Start	3rd St			3rd St			Martin Luther King Jr Way			Martin Luther King Jr Way			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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	
7:30 AM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	3	0	
7:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	3	8	
8:00 AM	0	3	1	0	2	0	0	0	0	0	0	0	0	0	0	6	13	
8:15 AM	0	2	0	0	2	0	1	0	0	0	0	0	0	0	1	6	18	
8:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	19	
8:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	1	0	8	24	
Count Total	0	14	4	0	8	0	2	0	0	1	1	2	1	1	2	32	0	
Peak Hour	0	11	2	0	7	0	1	0	0	1	0	2	1	0	2	24	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Martin Luther King Jr Way 3rd St



Date: 09-11-2018
 Count Period: 3:00 PM to 8:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	14.1%	0.82
WB	3.6%	0.82
NB	18.4%	0.72
SB	3.5%	0.86
TOTAL	10.3%	0.93

Five-Hour Count Summaries

Interval Start	3rd St Eastbound				3rd St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
5:00 PM	0	9	52	28	1	1	60	22	0	14	34	1	0	10	14	2	248	0	
5:15 PM	0	11	56	22	0	3	57	24	0	11	19	1	0	12	17	2	235	0	
5:30 PM	0	7	86	26	0	0	48	15	0	5	20	2	0	12	10	2	233	0	
5:45 PM	0	12	70	11	0	0	33	12	0	15	18	1	0	11	18	4	205	921	
Peak Hour	All	0	39	264	87	1	4	198	73	0	45	91	5	0	45	59	10	921	0
	HV	0	2	4	49	0	1	8	1	0	18	7	1	0	0	3	1	95	0
	HV%	-	5%	2%	56%	0%	25%	4%	1%	-	40%	8%	20%	-	0%	5%	10%	10%	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	21	4	7	3	35	1	4	1	0	6	2	2	1	2	7
5:15 PM	16	4	7	0	27	2	4	1	2	9	3	0	1	4	8
5:30 PM	15	2	3	1	21	6	7	2	0	15	1	0	2	2	5
5:45 PM	3	0	9	0	12	6	3	1	1	11	2	0	4	2	8
Peak Hour	55	10	26	4	95	15	18	5	3	41	8	2	8	10	28

Five-Hour Count Summaries																			
Interval Start	3rd St				3rd St				Martin Luther King Jr Way				Martin Luther King Jr Way				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	3	24	20	0	1	20	14	0	12	7	4	0	4	9	3	121	0	
3:15 PM	0	5	34	20	0	1	23	7	0	21	13	0	0	5	5	3	137	0	
3:30 PM	0	9	25	11	0	1	18	10	0	9	10	2	0	4	7	3	109	0	
3:45 PM	0	4	38	25	0	0	36	6	0	14	13	0	0	7	10	2	155	522	
4:00 PM	0	11	48	23	0	1	32	8	0	17	13	2	0	4	11	2	172	573	
4:15 PM	0	8	38	28	0	1	44	8	0	11	19	1	0	6	11	0	175	611	
4:30 PM	0	8	48	24	0	0	34	14	0	13	17	4	0	6	15	4	187	689	
4:45 PM	0	7	59	29	0	0	33	7	0	13	15	2	0	1	13	7	186	720	
5:00 PM	0	9	52	28	1	1	60	22	0	14	34	1	0	10	14	2	248	796	
5:15 PM	0	11	56	22	0	3	57	24	0	11	19	1	0	12	17	2	235	856	
5:30 PM	0	7	86	26	0	0	48	15	0	5	20	2	0	12	10	2	233	902	
5:45 PM	0	12	70	11	0	0	33	12	0	15	18	1	0	11	18	4	205	921	
6:00 PM	0	6	62	9	0	1	37	15	0	17	16	0	0	14	17	4	198	871	
6:15 PM	0	3	48	10	0	0	35	7	0	3	15	1	0	7	14	4	147	783	
6:30 PM	0	3	48	14	0	2	34	8	0	10	10	1	0	9	12	5	156	706	
6:45 PM	0	0	34	17	0	0	33	5	0	10	7	1	0	1	9	0	117	618	
7:00 PM	0	7	31	9	0	0	30	5	0	12	13	0	0	4	18	0	129	549	
7:15 PM	0	0	32	14	0	0	27	12	0	2	18	0	0	3	7	2	117	519	
7:30 PM	0	1	19	15	0	1	26	4	0	12	11	0	0	4	12	0	105	468	
7:45 PM	0	1	14	12	0	1	31	6	0	12	9	0	0	1	2	2	91	442	
Count Total	0	115	866	367	1	14	691	209	0	233	297	23	0	125	231	51	3,223	0	
Peak Hour	All	0	39	264	87	1	4	198	73	0	45	91	5	0	45	59	10	921	0
	HV	0	2	4	49	0	1	8	1	0	18	7	1	0	0	3	1	95	0
	HV%	-	5%	2%	56%	0%	25%	4%	1%	-	40%	8%	20%	-	0%	5%	10%	10%	0

Note: Five-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
3:00 PM	18	3	8	1	30	1	2	0	0	3	4	0	0	1	5
3:15 PM	18	2	17	0	37	1	0	0	0	1	0	0	0	1	1
3:30 PM	11	1	9	0	21	1	0	0	0	1	0	0	0	0	0
3:45 PM	20	1	13	1	35	1	0	0	0	1	0	2	1	1	4
4:00 PM	22	1	5	3	31	0	0	1	2	3	1	0	2	2	5
4:15 PM	34	2	12	0	48	4	2	1	0	7	0	4	0	1	5
4:30 PM	25	1	11	3	40	2	2	1	0	5	1	0	0	0	1
4:45 PM	32	1	13	1	47	3	0	0	0	3	0	0	0	2	2
5:00 PM	21	4	7	3	35	1	4	1	0	6	2	2	1	2	7
5:15 PM	16	4	7	0	27	2	4	1	2	9	3	0	1	4	8
5:30 PM	15	2	3	1	21	6	7	2	0	15	1	0	2	2	5
5:45 PM	3	0	9	0	12	6	3	1	1	11	2	0	4	2	8
6:00 PM	4	0	11	0	15	5	3	3	2	13	0	3	3	0	6
6:15 PM	6	0	2	0	8	2	3	1	0	6	1	0	1	2	4
6:30 PM	10	1	3	1	15	4	1	1	0	6	1	0	1	0	2
6:45 PM	15	2	3	0	20	1	1	2	0	4	1	0	0	7	8
7:00 PM	6	1	5	3	15	3	5	1	0	9	0	0	1	2	3
7:15 PM	9	0	4	0	13	2	0	1	0	3	0	0	0	2	2
7:30 PM	12	0	7	1	20	2	1	0	1	4	0	0	0	2	2
7:45 PM	6	0	9	0	15	2	1	0	0	3	1	0	0	2	3
Count Total	303	26	158	18	505	49	39	17	8	113	18	11	17	35	81
Peak Hour	55	10	26	4	95	15	18	5	3	41	8	2	8	10	28

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd St				3rd St				Martin Luther King Jr Way				Martin Luther King Jr Way				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		
3:00 PM	0	0	1	17	0	0	2	1	0	6	2	0	0	0	0	1	30	0
3:15 PM	0	1	1	16	0	0	2	0	0	14	3	0	0	0	0	0	37	0
3:30 PM	0	2	2	7	0	0	0	1	0	7	2	0	0	0	0	0	21	0
3:45 PM	0	0	3	17	0	0	1	0	0	10	3	0	0	0	0	1	35	123
4:00 PM	0	2	5	15	0	0	1	0	0	5	0	0	0	0	2	1	31	124
4:15 PM	0	3	8	23	0	0	2	0	0	6	6	0	0	0	0	0	48	135
4:30 PM	0	2	3	20	0	0	1	0	0	8	2	1	0	0	2	1	40	154
4:45 PM	0	2	4	26	0	0	1	0	0	9	3	1	0	0	0	1	47	166
5:00 PM	0	1	3	17	0	0	4	0	0	3	4	0	0	0	3	0	35	170
5:15 PM	0	0	1	15	0	1	2	1	0	4	2	1	0	0	0	0	27	149
5:30 PM	0	0	0	15	0	0	2	0	0	3	0	0	0	0	0	1	21	130
5:45 PM	0	1	0	2	0	0	0	0	0	8	1	0	0	0	0	0	12	95
6:00 PM	0	0	1	3	0	0	0	0	0	8	3	0	0	0	0	0	15	75
6:15 PM	0	0	0	6	0	0	0	0	0	1	1	0	0	0	0	0	8	56
6:30 PM	0	0	1	9	0	0	0	1	0	2	1	0	0	0	1	0	15	50
6:45 PM	0	0	3	12	0	0	1	1	0	2	1	0	0	0	0	0	20	58
7:00 PM	0	1	1	4	0	0	1	0	0	5	0	0	0	0	3	0	15	58
7:15 PM	0	0	0	9	0	0	0	0	0	2	2	0	0	0	0	0	13	63
7:30 PM	0	0	0	12	0	0	0	0	0	5	2	0	0	0	1	0	20	68
7:45 PM	0	0	1	5	0	0	0	0	0	8	1	0	0	0	0	0	15	63
Count Total	0	15	38	250	0	1	20	5	0	116	39	3	0	0	12	6	505	0
Peak Hour	0	2	4	49	0	1	8	1	0	18	7	1	0	0	3	1	95	0

Five-Hour Count Summaries - Bikes																	
Interval Start	3rd St			3rd St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
3:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0			
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
3:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	6			
4:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	3	6			
4:15 PM	0	4	0	0	1	1	0	1	0	0	0	0	7	12			
4:30 PM	0	2	0	0	1	1	1	0	0	0	0	0	5	16			
4:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	3	18			
5:00 PM	0	1	0	0	4	0	0	1	0	0	0	0	6	21			
5:15 PM	0	2	0	0	2	2	0	1	0	2	0	0	9	23			
5:30 PM	0	5	1	0	7	0	1	1	0	0	0	0	15	33			
5:45 PM	0	3	3	0	3	0	0	1	0	0	1	0	11	41			
6:00 PM	1	4	0	0	2	1	2	1	0	0	0	2	13	48			
6:15 PM	0	2	0	0	3	0	0	1	0	0	0	0	6	45			
6:30 PM	2	2	0	0	1	0	1	0	0	0	0	0	6	36			
6:45 PM	0	1	0	0	1	0	1	1	0	0	0	0	4	29			
7:00 PM	0	1	2	0	4	1	0	1	0	0	0	0	9	25			
7:15 PM	0	2	0	0	0	0	0	0	1	0	0	0	3	22			
7:30 PM	0	2	0	0	1	0	0	0	0	0	1	0	4	20			
7:45 PM	1	1	0	0	1	0	0	0	0	0	0	0	3	19			
Count Total	4	37	8	0	33	6	6	10	1	3	3	2	113	0			
Peak Hour	0	11	4	0	16	2	1	4	0	2	1	0	41	0			

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

Intersection #: 42

**Intersection Name: Martin Luther King Jr
Way/4th Street**

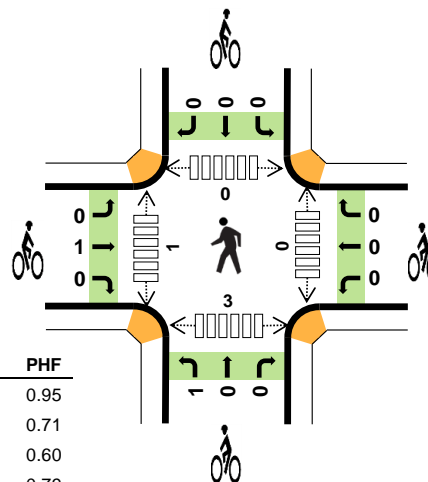
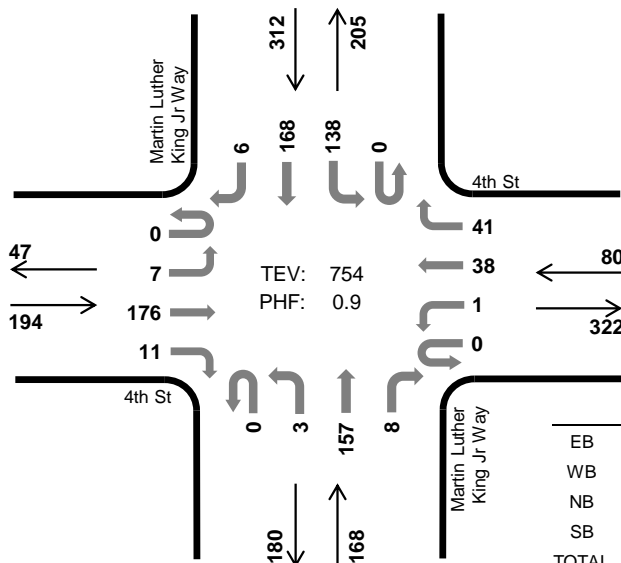
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	4th St				4th St				Martin Luther King Jr Way				Martin Luther King Jr Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	4	0	0	0	1	0	6	0
7:45 AM	0	0	0	0	0	1	1	0	0	0	7	0	0	0	3	0	12	27
8:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	28
8:15 AM	0	0	0	0	0	1	1	0	0	0	4	0	0	0	2	0	8	31
8:30 AM	0	0	0	1	0	0	1	0	0	0	5	0	0	0	2	0	9	34
8:45 AM	0	0	0	1	0	0	0	1	0	1	5	0	0	0	6	0	14	36
Count Total	0	0	0	2	0	2	4	1	0	1	37	1	0	0	15	0	63	0
Peak Hour	0	0	0	2	0	1	2	1	0	1	18	0	0	0	11	0	36	0
Two-Hour Count Summaries - Bikes																		
Interval Start	4th St			4th St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	3
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4	4
8:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	3	6	6
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	3	9	9
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	9	9
Count Total	0	2	1	0	1	1	0	0	0	0	0	1	6	0	0	12	0	0
Peak Hour	0	2	1	0	1	1	0	0	0	0	0	0	4	0	0	9	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Martin Luther King Jr Way 4th St



Peak Hour

Date: 01/31/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	2.1%	0.95
WB	0.0%	0.71
NB	13.1%	0.60
SB	2.6%	0.79
TOTAL	4.5%	0.90

Two-Hour Count Summaries

Interval Start	4th St Eastbound				4th St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	1	8	0	0	0	14	14	0	0	38	2	0	10	28	1	116	0	
4:15 PM	0	1	20	1	0	1	2	5	0	4	40	0	1	26	16	1	118	0	
4:30 PM	0	0	20	4	0	1	10	5	0	2	48	2	0	38	28	1	159	0	
4:45 PM	1	1	40	4	0	0	10	6	0	2	42	5	0	32	32	0	175	568	
5:00 PM	0	3	46	2	0	1	13	14	0	1	66	3	0	30	29	2	210	662	
5:15 PM	0	1	41	3	0	0	6	4	0	0	38	1	0	32	43	2	171	715	
5:30 PM	0	1	46	4	0	0	10	14	0	2	27	4	0	31	43	1	183	739	
5:45 PM	0	2	43	2	0	0	9	9	0	0	26	0	0	45	53	1	190	754	
Count Total	1	10	264	20	0	3	74	71	0	11	325	17	1	244	272	9	1,322	0	
Peak Hour	All	0	7	176	11	0	1	38	41	0	3	157	8	0	138	168	6	754	0
	HV	0	0	2	2	0	0	0	0	0	0	22	0	0	2	6	0	34	0
	HV%	-	0%	1%	18%	-	0%	0%	0%	-	0%	14%	0%	-	1%	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
4:00 PM	0	1	11	2	14	0	0	1	0	1	1	1	1	1	4
4:15 PM	0	0	3	2	5	0	0	0	0	0	1	1	0	1	3
4:30 PM	0	1	4	2	7	0	1	1	0	2	1	0	0	3	4
4:45 PM	1	0	11	0	12	1	0	0	1	2	0	0	0	3	3
5:00 PM	0	0	9	1	10	1	0	0	0	1	0	0	0	2	2
5:15 PM	2	0	5	3	10	0	0	0	0	0	0	0	0	0	0
5:30 PM	2	0	4	1	7	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	4	3	7	0	0	1	0	1	0	1	0	1	2
Count Total	5	2	51	14	72	2	1	3	1	7	3	3	1	11	18
Peak Hour	4	0	22	8	34	1	0	1	0	2	0	1	0	3	4

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	4th St				4th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	0	0	0	0	0	1	0	0	0	11	0	0	0	2	0	14	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	4	0	0	1	1	0	7	0
4:45 PM	0	0	0	1	0	0	0	0	0	0	11	0	0	0	0	0	12	38
5:00 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	1	0	10	34
5:15 PM	0	0	1	1	0	0	0	0	0	0	5	0	0	1	2	0	10	39
5:30 PM	0	0	1	1	0	0	0	0	0	0	4	0	0	0	1	0	7	39
5:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	2	0	7	34
Count Total	0	0	2	3	0	0	2	0	0	0	51	0	0	3	11	0	72	0
Peak Hour	0	0	2	2	0	0	0	0	0	0	22	0	0	2	6	0	34	0
Two-Hour Count Summaries - Bikes																		
Interval Start	4th St			4th St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0		
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	5		
5:00 PM	0	1	0	0	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	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2		
Count Total	0	2	0	0	0	0	1	1	2	0	0	1	0	0	7	0		
Peak Hour	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 43

**Intersection Name: Martin Luther King Jr
Way/5th Street**

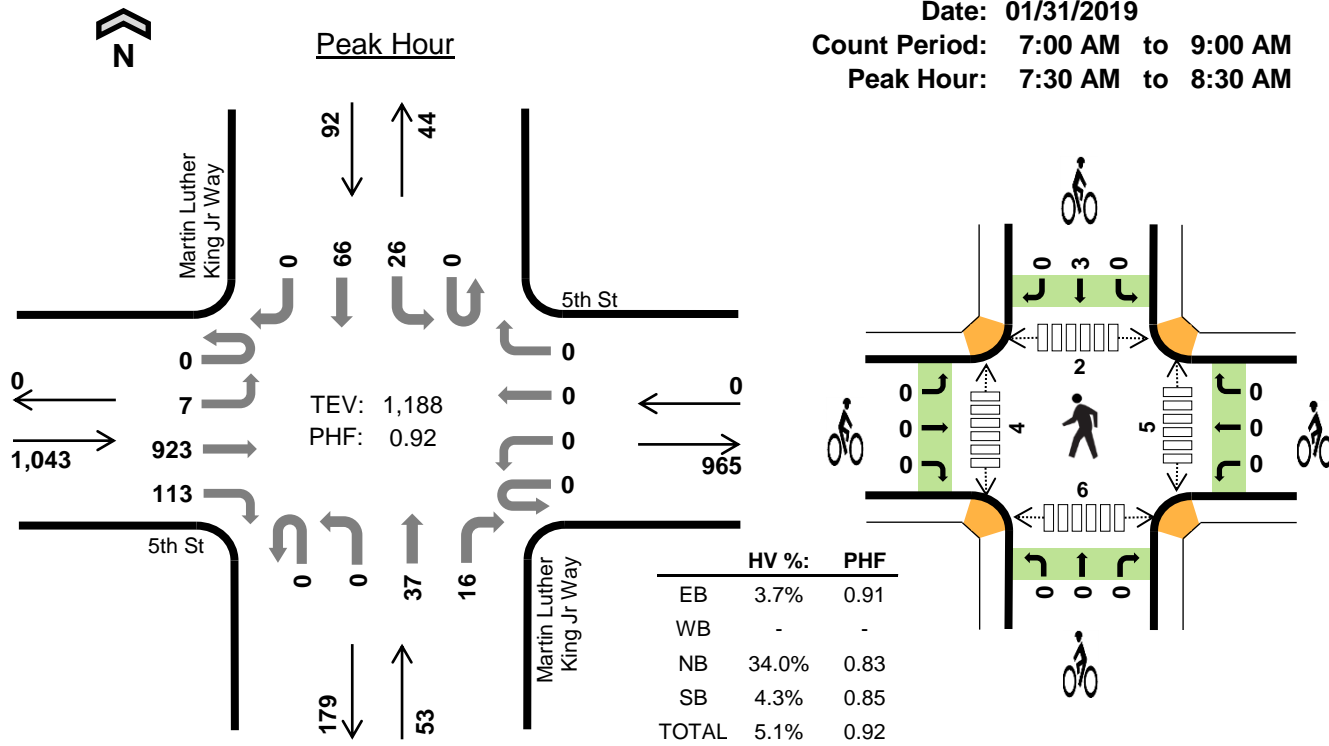
Martin Luther King Jr Way 5th St



Date: 01/31/2019

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	5th St Eastbound				5th St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	1	154	12	0	0	0	0	0	0	5	8	0	2	7	0	189	0	
7:15 AM	0	1	178	29	0	0	0	0	0	0	2	4	0	3	5	0	222	0	
7:30 AM	0	3	242	34	0	0	0	0	0	0	10	2	0	6	17	0	314	0	
7:45 AM	0	1	260	26	0	0	0	0	0	0	9	6	0	5	15	0	322	1,047	
8:00 AM	0	3	207	27	0	0	0	0	0	0	13	3	0	9	13	0	275	1,133	
8:15 AM	0	0	214	26	0	0	0	0	0	0	5	5	0	6	21	0	277	1,188	
8:30 AM	0	0	184	36	0	0	0	0	0	0	6	6	0	4	8	0	244	1,118	
8:45 AM	0	3	207	36	0	0	0	0	0	0	16	8	0	4	18	0	292	1,088	
Count Total	0	12	1,646	226	0	0	0	0	0	0	66	42	0	39	104	0	2,135	0	
Peak Hour	All	0	7	923	113	0	0	0	0	0	0	37	16	0	26	66	0	1,188	0
	HV	0	1	34	4	0	0	0	0	0	0	8	10	0	0	4	0	61	0
	HV%	-	14%	4%	4%	-	-	-	-	-	-	22%	63%	-	0%	6%	-	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
7:00 AM	11	0	6	0	17	1	0	0	0	1	0	0	0	2	2
7:15 AM	9	0	4	0	13	0	0	0	1	1	1	0	0	1	2
7:30 AM	7	0	4	1	12	0	0	0	0	0	0	1	0	0	1
7:45 AM	8	0	6	1	15	0	0	0	2	2	3	0	0	3	6
8:00 AM	7	0	4	0	11	0	0	0	0	0	1	2	1	0	4
8:15 AM	17	0	4	2	23	0	0	0	1	1	1	1	1	3	6
8:30 AM	6	0	5	2	13	0	0	0	1	1	0	0	0	4	4
8:45 AM	10	0	5	3	18	0	0	0	1	1	0	2	0	4	6
Count Total	75	0	38	9	122	1	0	0	6	7	6	6	2	17	31
Peak Hour	39	0	18	4	61	0	0	0	3	3	5	4	2	6	17

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	5th St				5th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	11	0	0	0	0	0	0	0	2	4	0	0	0	0	17	0
7:15 AM	0	0	9	0	0	0	0	0	0	0	0	4	0	0	0	0	13	0
7:30 AM	0	1	6	0	0	0	0	0	0	0	2	2	0	0	1	0	12	0
7:45 AM	0	0	6	2	0	0	0	0	0	0	2	4	0	0	1	0	15	57
8:00 AM	0	0	6	1	0	0	0	0	0	0	3	1	0	0	0	0	11	51
8:15 AM	0	0	16	1	0	0	0	0	0	0	1	3	0	0	2	0	23	61
8:30 AM	0	0	6	0	0	0	0	0	0	0	0	5	0	0	2	0	13	62
8:45 AM	0	1	6	3	0	0	0	0	0	0	1	4	0	1	2	0	18	65
Count Total	0	2	66	7	0	0	0	0	0	0	11	27	0	1	8	0	122	0
Peak Hour	0	1	34	4	0	0	0	0	0	0	8	10	0	0	4	0	61	0

Two-Hour Count Summaries - Bikes																		
Interval Start	5th St			5th St			Martin Luther King Jr Way			Martin Luther King Jr Way			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	1	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	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	2	0	2	4				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	3				
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	4				
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	3				
Count Total	1	0	0	0	0	0	0	0	0	0	6	0	7	0				
Peak Hour	0	0	0	0	0	0	0	0	0	0	3	0	3	0				

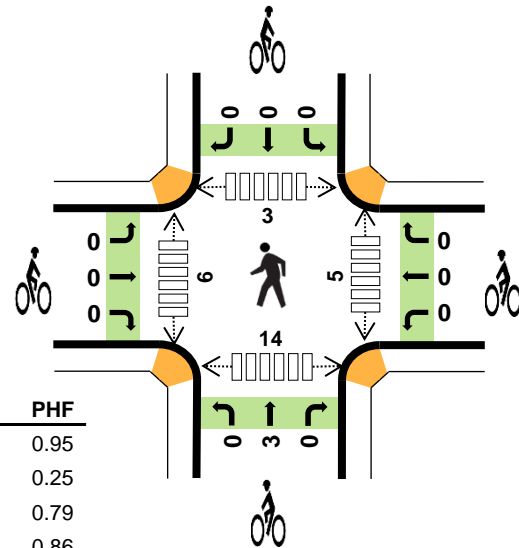
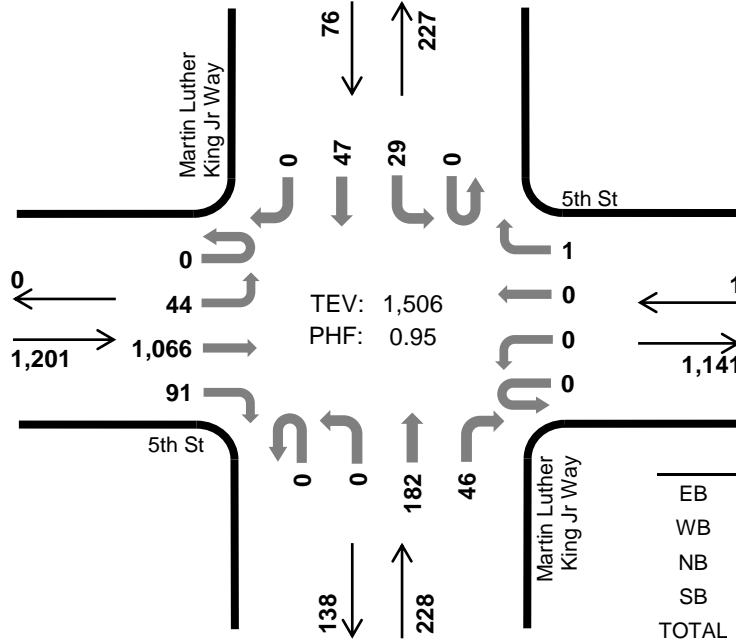
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Martin Luther King Jr Way 5th St



Peak Hour

Date: 09-11-2018
Count Period: 3:00 PM to 8:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	5.9%	0.95
WB	0.0%	0.25
NB	7.0%	0.79
SB	5.3%	0.86
TOTAL	6.0%	0.95

Five-Hour Count Summaries

Interval Start	5th St Eastbound				5th St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:30 PM	0	9	285	22	0	0	0	0	0	0	33	13	0	3	13	0	378	0	
4:45 PM	0	6	262	14	0	0	0	0	0	0	26	13	0	8	14	0	343	0	
5:00 PM	0	9	262	23	0	0	0	1	0	0	66	6	0	11	10	0	388	0	
5:15 PM	0	20	257	32	0	0	0	0	0	0	57	14	0	7	10	0	397	1,506	
Peak Hour	All	0	44	1,066	91	0	0	0	1	0	0	182	46	0	29	47	0	1,506	0
	HV	0	2	66	3	0	0	0	0	0	0	4	12	0	0	4	0	91	0
	HV%	-	5%	6%	3%	-	-	-	0%	-	-	2%	26%	-	0%	9%	-	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
4:30 PM	23	0	4	2	29	0	0	1	0	1	1	1	1	1	4
4:45 PM	13	0	5	1	19	0	0	0	0	0	0	1	0	4	5
5:00 PM	23	0	3	1	27	0	0	1	0	1	1	3	2	5	11
5:15 PM	12	0	4	0	16	0	0	1	0	1	3	1	0	4	8
Peak Hour	71	0	16	4	91	0	0	3	0	3	5	6	3	14	28

Five-Hour Count Summaries																			
Interval Start	5th St				5th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	6	233	12	0	0	0	0	0	0	25	1	0	9	7	0	293	0	
3:15 PM	0	7	226	5	0	0	0	2	0	0	23	9	0	6	8	0	286	0	
3:30 PM	0	8	250	8	0	0	0	1	0	0	24	12	0	14	8	0	325	0	
3:45 PM	0	4	237	15	0	0	0	1	0	0	22	9	0	2	4	0	294	1,198	
4:00 PM	0	4	242	9	0	0	0	0	0	0	33	12	0	5	10	0	315	1,220	
4:15 PM	0	5	250	10	0	0	0	0	0	0	34	13	0	4	7	0	323	1,257	
4:30 PM	0	9	285	22	0	0	0	0	0	0	33	13	0	3	13	0	378	1,310	
4:45 PM	0	6	262	14	0	0	0	0	0	0	26	13	0	8	14	0	343	1,359	
5:00 PM	0	9	262	23	0	0	0	1	0	0	66	6	0	11	10	0	388	1,432	
5:15 PM	0	20	257	32	0	0	0	0	0	0	57	14	0	7	10	0	397	1,506	
5:30 PM	0	3	234	37	0	0	0	3	0	0	47	8	0	9	9	0	350	1,478	
5:45 PM	0	5	190	54	0	0	0	0	0	0	37	7	0	5	12	0	310	1,445	
6:00 PM	0	6	197	37	0	0	0	0	0	0	39	7	0	6	14	0	306	1,363	
6:15 PM	0	4	209	18	0	0	0	0	0	0	30	3	0	1	12	0	277	1,243	
6:30 PM	0	5	220	15	0	0	0	0	0	0	20	4	0	8	15	0	287	1,180	
6:45 PM	0	1	204	8	0	0	0	0	0	0	9	5	0	7	5	0	239	1,109	
7:00 PM	0	2	204	13	0	0	0	0	0	0	20	10	0	6	7	0	262	1,065	
7:15 PM	0	1	155	8	0	0	0	0	0	0	25	5	0	5	5	0	204	992	
7:30 PM	0	4	185	11	0	0	0	0	0	0	14	3	0	6	7	0	230	935	
7:45 PM	0	0	165	6	0	0	0	0	0	0	15	4	0	2	2	0	194	890	
Count Total	0	109	4,467	357	0	0	0	8	0	0	599	158	0	124	179	0	6,001	0	
Peak Hour	All	0	44	1,066	91	0	0	0	1	0	0	182	46	0	29	47	0	1,506	0
	HV	0	2	66	3	0	0	0	0	0	0	4	12	0	0	4	0	91	0
	HV%	-	5%	6%	3%	-	-	-	0%	-	-	2%	26%	-	0%	9%	-	6%	0

Note: Five-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
3:00 PM	7	0	2	0	9	0	0	0	0	0	2	1	0	2	5
3:15 PM	8	0	6	0	14	0	0	0	0	0	1	0	0	1	2
3:30 PM	12	0	5	0	17	0	0	0	0	0	1	0	0	3	4
3:45 PM	8	0	2	0	10	0	0	0	0	0	0	0	0	2	2
4:00 PM	12	0	2	1	15	0	0	1	1	2	0	1	0	3	4
4:15 PM	15	0	9	0	24	0	0	1	1	2	0	0	0	5	5
4:30 PM	23	0	4	2	29	0	0	1	0	1	1	1	1	1	4
4:45 PM	13	0	5	1	19	0	0	0	0	0	0	1	0	4	5
5:00 PM	23	0	3	1	27	0	0	1	0	1	1	3	2	5	11
5:15 PM	12	0	4	0	16	0	0	1	0	1	3	1	0	4	8
5:30 PM	9	0	0	0	9	0	0	1	1	2	0	0	0	2	2
5:45 PM	10	0	1	0	11	0	0	0	0	0	2	0	0	4	6
6:00 PM	8	0	3	0	11	0	0	3	2	5	2	3	0	7	12
6:15 PM	6	0	1	0	7	0	0	1	0	1	0	0	0	1	1
6:30 PM	5	0	2	0	7	1	0	2	1	4	0	0	0	0	0
6:45 PM	6	0	2	1	9	0	0	1	0	1	1	0	0	0	1
7:00 PM	6	0	1	0	7	0	0	1	1	2	2	0	0	2	4
7:15 PM	4	0	2	1	7	0	0	0	0	0	0	3	0	0	3
7:30 PM	0	0	2	1	3	1	0	0	0	1	0	0	0	0	0
7:45 PM	4	0	1	0	5	0	0	0	0	0	1	0	0	1	2
Count Total	191	0	57	8	256	2	0	14	7	23	17	14	3	47	81
Peak Hour	71	0	16	4	91	0	0	3	0	3	5	6	3	14	28

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	5th St				5th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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		
3:00 PM	0	0	7	0	0	0	0	0	0	0	1	1	0	0	0	0	9	0
3:15 PM	0	1	7	0	0	0	0	0	0	0	0	6	0	0	0	0	14	0
3:30 PM	0	1	11	0	0	0	0	0	0	0	1	4	0	0	0	0	17	0
3:45 PM	0	0	7	1	0	0	0	0	0	0	1	1	0	0	0	0	10	50
4:00 PM	0	1	10	1	0	0	0	0	0	0	0	2	0	0	1	0	15	56
4:15 PM	0	0	15	0	0	0	0	0	0	0	1	8	0	0	0	0	24	66
4:30 PM	0	1	21	1	0	0	0	0	0	0	2	2	0	0	2	0	29	78
4:45 PM	0	0	13	0	0	0	0	0	0	0	1	4	0	0	1	0	19	87
5:00 PM	0	0	21	2	0	0	0	0	0	0	1	2	0	0	1	0	27	99
5:15 PM	0	1	11	0	0	0	0	0	0	0	0	4	0	0	0	0	16	91
5:30 PM	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9	71
5:45 PM	0	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	11	63
6:00 PM	0	0	8	0	0	0	0	0	0	0	0	3	0	0	0	0	11	47
6:15 PM	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	7	38
6:30 PM	0	0	4	1	0	0	0	0	0	0	1	1	0	0	0	0	7	36
6:45 PM	0	0	6	0	0	0	0	0	0	0	1	1	0	0	1	0	9	34
7:00 PM	0	0	4	2	0	0	0	0	0	0	0	1	0	0	0	0	7	30
7:15 PM	0	0	4	0	0	0	0	0	0	0	0	2	0	1	0	0	7	30
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	26
7:45 PM	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	5	22
Count Total	0	5	177	9	0	0	0	0	0	0	10	47	0	1	7	0	256	0
Peak Hour	0	2	66	3	0	0	0	0	0	0	4	12	0	0	4	0	91	0

Five-Hour Count Summaries - Bikes																		
Interval Start	5th St			5th St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	5	8
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	8
6:30 PM	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	0	4	10
6:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	11
7:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	8
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	1	1	0	0	0	0	0	0	0	13	1	0	7	0	0	23	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0

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

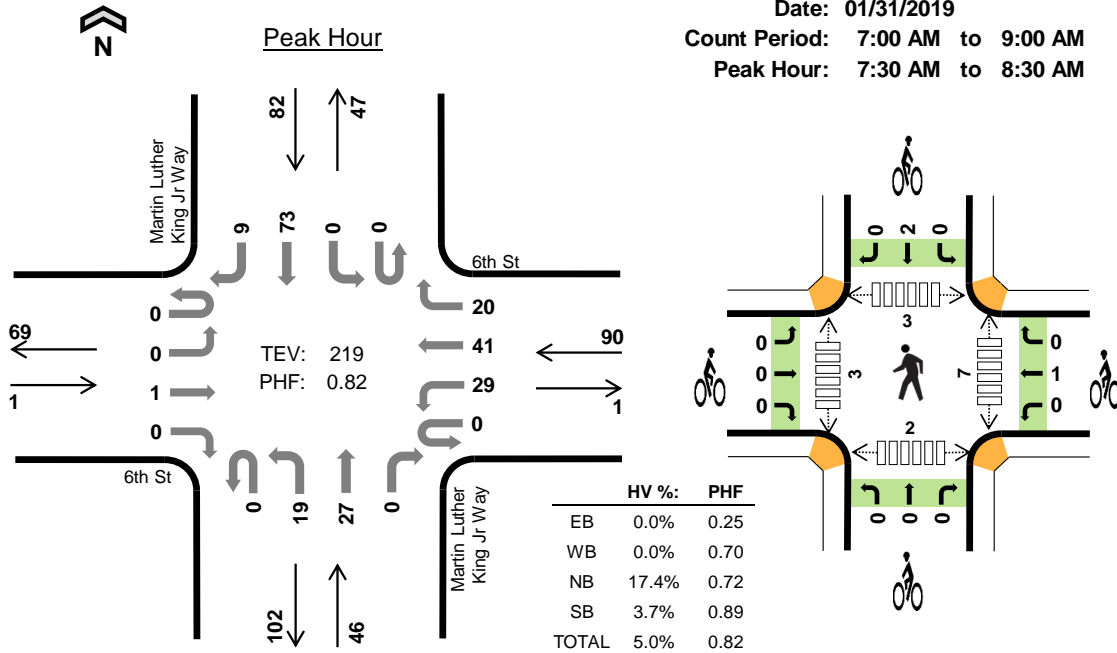
Intersection #: 44

**Intersection Name: Martin Luther King Jr
Way/6th Street**

Martin Luther King Jr Way 6th St



Date: 01/31/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	6th St Eastbound				6th St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	3	13	1	0	6	4	0	0	0	8	2	37	0	
7:15 AM	0	0	0	0	0	1	11	5	0	0	2	0	0	0	16	2	37	0	
7:30 AM	0	0	0	0	0	7	7	2	0	5	9	0	0	0	20	2	52	0	
7:45 AM	0	0	1	0	0	9	18	5	0	8	3	0	0	0	21	2	67	193	
8:00 AM	0	0	0	0	0	7	8	7	0	6	10	0	0	0	11	4	53	209	
8:15 AM	0	0	0	0	0	6	8	6	0	0	5	0	0	0	21	1	47	219	
8:30 AM	0	0	0	0	0	5	18	4	0	2	8	0	0	0	11	1	49	216	
8:45 AM	0	0	0	0	0	7	12	1	0	5	11	0	0	0	18	2	56	205	
Count Total	0	0	1	0	0	45	95	31	0	32	52	0	0	0	126	16	398	0	
Peak Hour	All	0	0	1	0	0	29	41	20	0	19	27	0	0	0	73	9	219	0
	HV	0	0	0	0	0	0	0	0	0	2	6	0	0	0	2	1	11	0
	HV%	-	-	0%	-	-	0%	0%	0%	-	11%	22%	-	-	-	3%	11%	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
7:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	1	1	1	0	2	0	3
7:30 AM	0	0	3	1	4	0	0	0	0	0	2	1	1	2	6
7:45 AM	0	0	1	0	1	0	0	0	1	1	1	1	0	0	2
8:00 AM	0	0	3	0	3	0	0	0	0	0	2	1	1	0	4
8:15 AM	0	0	1	2	3	0	1	0	1	2	2	0	1	0	3
8:30 AM	0	1	0	2	3	0	0	0	1	1	0	2	0	0	2
8:45 AM	0	2	2	1	5	0	0	0	1	1	2	0	0	0	2
Count Total	0	4	12	6	22	0	1	0	5	6	10	5	5	2	22
Peak Hour	0	0	8	3	11	0	1	0	2	3	7	3	3	2	15

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	6th St				6th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	2	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	8
8:00 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	9
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	11
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3	10
8:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	1	0	5	14
Count Total	0	0	0	0	0	2	1	1	0	4	8	0	0	0	5	1	22	0
Peak Hour	0	0	0	0	0	0	0	0	0	2	6	0	0	0	2	1	11	0
Two-Hour Count Summaries - Bikes																		
Interval Start	6th St			6th St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	3	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	4
Count Total	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	6	0	0
Peak Hour	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

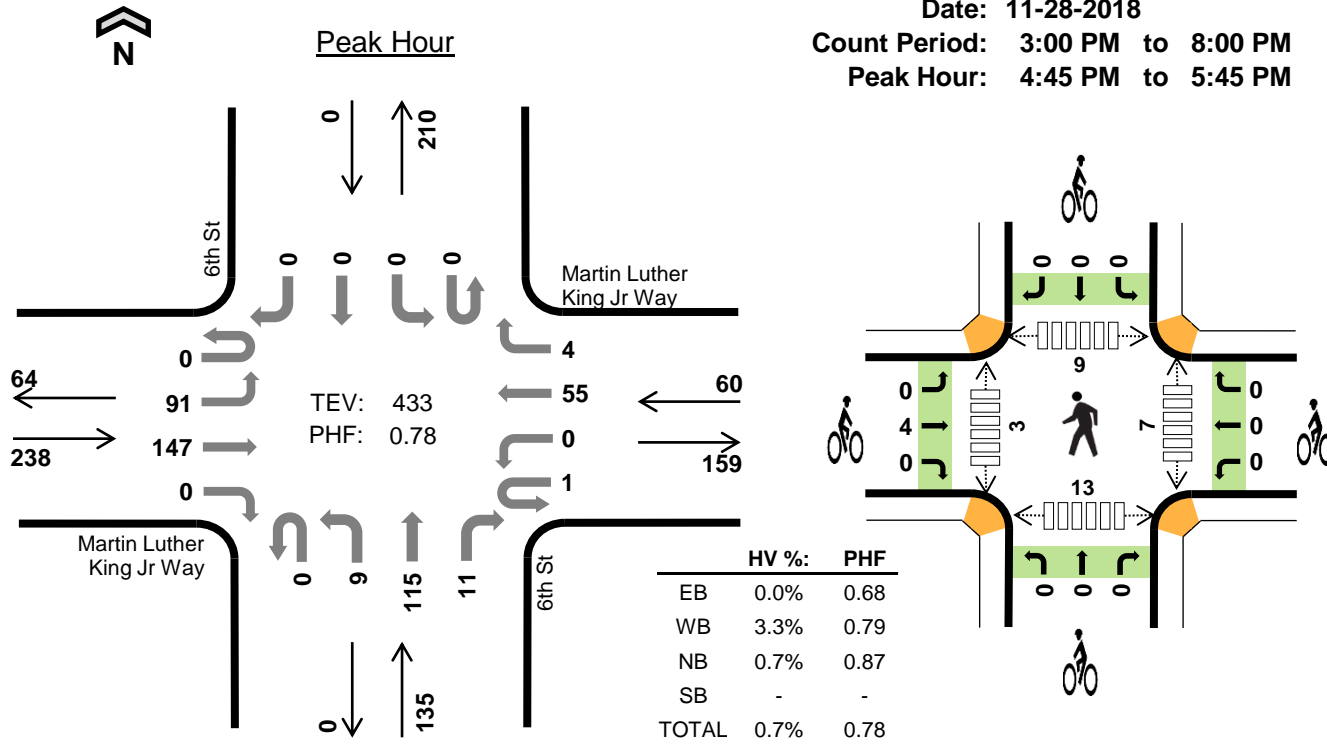
6th St Martin Luther King Jr Way



Date: 11-28-2018

Count Period: 3:00 PM to 8:00 PM

Peak Hour: 4:45 PM to 5:45 PM



Five-Hour Count Summaries

Interval Start	Martin Luther King Jr Way				Martin Luther King Jr Way				6th St				6th St				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			
4:45 PM	0	14	23	0	0	0	12	2	0	0	28	3	0	0	0	0	82	0	
5:00 PM	0	40	48	0	0	0	11	1	0	3	34	2	0	0	0	0	139	0	
5:15 PM	0	18	43	0	0	0	18	1	0	5	32	2	0	0	0	0	119	0	
5:30 PM	0	19	33	0	1	0	14	0	0	1	21	4	0	0	0	0	93	433	
Peak Hour	All	0	91	147	0	1	0	55	4	0	9	115	11	0	0	0	0	433	0
	HV	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3	0
	HV%	-	0%	0%	-	0%	-	2%	25%	-	11%	0%	0%	-	-	-	-	1%	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
4:45 PM	0	0	0	0	0	2	0	0	0	2	1	2	3	2	8
5:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	1	2	4
5:15 PM	0	1	1	0	2	0	0	0	0	0	5	0	2	5	12
5:30 PM	0	0	0	0	0	2	0	0	0	2	0	1	3	4	8
Peak Hour	0	2	1	0	3	4	0	0	0	4	7	3	9	13	32

Five-Hour Count Summaries																		
Interval Start	Martin Luther King Jr Way				Martin Luther King Jr Way				6th St				6th St				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	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	15	24	0	0	0	7	2	0	7	39	4	0	0	0	0	98	0
3:15 PM	0	12	22	0	0	0	21	0	0	7	23	4	0	0	0	0	89	0
3:30 PM	0	19	28	0	0	0	15	4	0	4	32	3	0	0	0	0	105	0
3:45 PM	0	16	27	0	0	0	14	2	0	6	30	3	0	0	0	0	98	390
4:00 PM	0	15	33	0	0	0	12	1	0	5	37	4	0	0	0	0	107	399
4:15 PM	0	16	20	0	0	0	12	1	0	1	25	1	0	0	0	0	76	386
4:30 PM	0	22	26	0	0	0	13	5	0	3	20	1	0	0	0	0	90	371
4:45 PM	0	14	23	0	0	0	12	2	0	0	28	3	0	0	0	0	82	355
5:00 PM	0	40	48	0	0	0	11	1	0	3	34	2	0	0	0	0	139	387
5:15 PM	0	18	43	0	0	0	18	1	0	5	32	2	0	0	0	0	119	430
5:30 PM	0	19	33	0	1	0	14	0	0	1	21	4	0	0	0	0	93	433
5:45 PM	0	16	30	0	0	0	13	1	0	2	15	1	0	0	0	0	78	429
6:00 PM	0	18	19	0	0	0	12	2	0	4	23	0	0	0	0	0	78	368
6:15 PM	0	21	28	0	0	0	10	4	0	2	19	4	0	0	0	0	88	337
6:30 PM	0	11	13	0	0	0	9	1	0	2	23	2	0	0	0	0	61	305
6:45 PM	0	14	15	0	0	0	11	2	0	4	18	3	0	0	0	0	67	294
7:00 PM	0	10	8	0	0	0	13	1	0	1	29	1	0	0	0	0	63	279
7:15 PM	0	10	7	0	0	0	12	1	0	2	25	2	0	0	0	0	59	250
7:30 PM	0	8	8	0	0	0	2	2	0	3	24	0	0	0	0	0	47	236
7:45 PM	0	6	11	0	0	0	5	2	0	3	17	0	0	0	0	0	44	213
Count Total	0	320	466	0	1	0	236	35	0	65	514	44	0	0	0	0	1,681	0
Peak Hour	All	0	91	147	0	1	0	55	4	0	9	115	11	0	0	0	433	0
	HV	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3	0
	HV%	-	0%	0%	-	0%	-	2%	25%	-	11%	0%	0%	-	-	-	1%	0

Note: Five-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
3:00 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	3	5
3:15 PM	0	0	0	0	0	2	0	0	0	2	2	0	1	3	6
3:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	3	7
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	4	5
4:15 PM	1	0	0	0	1	0	0	0	0	0	3	1	0	1	5
4:30 PM	1	0	1	0	2	0	0	0	0	0	2	1	0	2	5
4:45 PM	0	0	0	0	0	2	0	0	0	2	1	2	3	2	8
5:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	1	2	4
5:15 PM	0	1	1	0	2	0	0	0	0	0	5	0	2	5	12
5:30 PM	0	0	0	0	0	2	0	0	0	2	0	1	3	4	8
5:45 PM	1	0	0	0	1	0	0	0	0	0	1	1	0	2	4
6:00 PM	1	1	0	0	2	0	0	0	0	0	1	1	2	2	6
6:15 PM	0	0	0	0	0	1	1	1	0	3	1	1	1	1	4
6:30 PM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2
6:45 PM	0	2	0	0	2	1	0	0	0	1	2	0	2	2	6
7:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3
7:45 PM	0	1	0	0	1	0	1	0	0	1	6	0	5	0	11
Count Total	5	7	2	0	14	10	3	1	0	14	33	12	22	37	104
Peak Hour	0	2	1	0	3	4	0	0	0	4	7	3	9	13	32

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Martin Luther King Jr Way				Martin Luther King Jr Way				6th St				6th St				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		
3:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	4
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
6:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	5
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
6:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	5
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
Count Total	0	1	4	0	0	0	3	4	0	2	0	0	0	0	0	0	14	0
Peak Hour	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3	0

Five-Hour Count Summaries - Bikes																		
Interval Start	Martin Luther King Jr Way				Martin Luther King Jr Way				6th St				6th St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
3:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
3:15 PM	0	2	0		0	0	0		0	0	0		0	0	0		2	0
3:30 PM	0	2	0		0	0	0		0	0	0		0	0	0		2	0
3:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	4
4:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	4
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	0
4:45 PM	0	2	0		0	0	0		0	0	0		0	0	0		2	2
5:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	2
5:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	2
5:30 PM	0	2	0		0	0	0		0	0	0		0	0	0		2	4
5:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	2
6:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	2
6:15 PM	0	1	0		0	1	0		0	1	0		0	0	0		3	5
6:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	3
6:45 PM	0	1	0		0	0	0		0	0	0		0	0	0		1	4
7:00 PM	0	0	0		0	1	0		0	0	0		0	0	0		1	5
7:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	2
7:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	2
7:45 PM	0	0	0		0	1	0		0	0	0		0	0	0		1	2
Count Total	0	10	0		0	3	0		0	1	0		0	0	0		14	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.

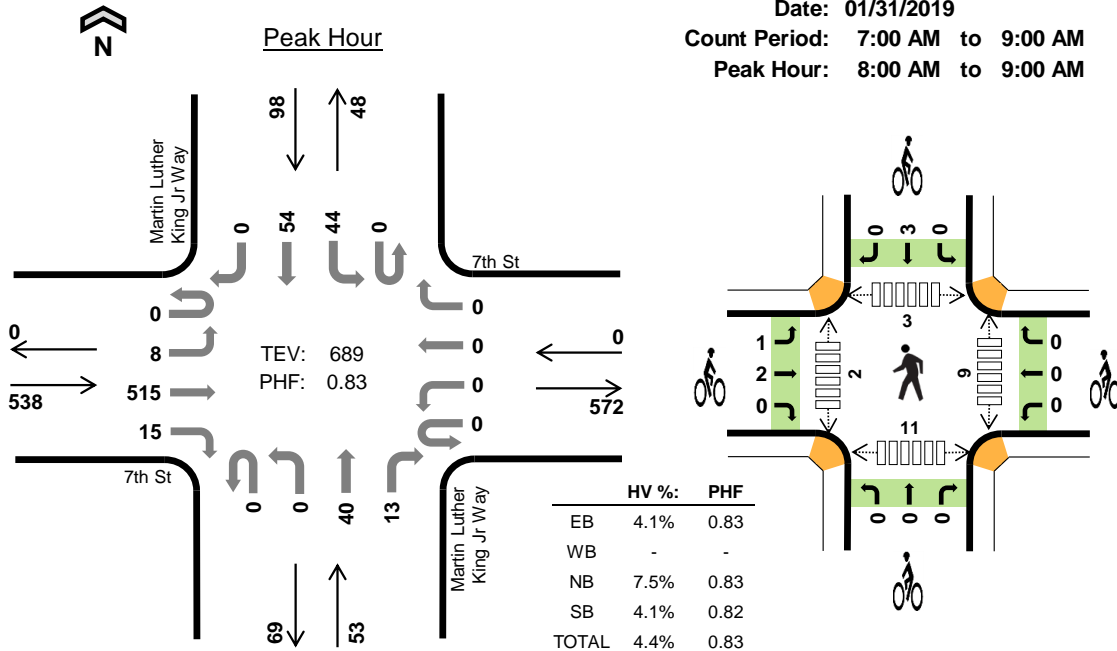
Intersection #: 45

**Intersection Name: Martin Luther King Jr
Way/7th Street**

Martin Luther King Jr Way 7th St



Date: 01/31/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



Two-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	2	67	4	0	0	0	0	0	0	3	2	0	7	5	0	90	0	
7:15 AM	0	3	77	7	0	0	0	0	0	0	5	2	0	6	9	0	109	0	
7:30 AM	0	3	115	10	0	0	0	0	0	0	9	3	0	7	12	0	159	0	
7:45 AM	0	1	115	9	0	0	0	0	0	0	7	2	0	4	12	0	150	508	
8:00 AM	0	0	121	1	0	0	0	0	0	0	13	3	0	9	15	0	162	580	
8:15 AM	0	3	112	5	0	0	0	0	0	0	10	3	0	12	17	0	162	633	
8:30 AM	0	2	127	4	0	0	0	0	0	0	6	3	0	9	6	0	157	631	
8:45 AM	0	3	155	5	0	0	0	0	0	0	11	4	0	14	16	0	208	689	
Count Total	0	17	889	45	0	0	0	0	0	0	64	22	0	68	92	0	1,197	0	
Peak Hour	All	0	8	515	15	0	0	0	0	0	0	40	13	0	44	54	0	689	0
	HV	0	0	21	1	0	0	0	0	0	0	2	2	0	1	3	0	30	0
	HV%	-	0%	4%	7%	-	-	-	-	-	-	5%	15%	-	2%	6%	-	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
7:00 AM	6	0	2	0	8	0	0	1	0	1	0	2	3	4	9
7:15 AM	5	0	1	0	6	0	0	0	1	1	2	0	0	1	3
7:30 AM	5	0	3	1	9	0	0	0	0	0	0	2	1	0	3
7:45 AM	5	0	0	1	6	2	0	0	2	4	2	0	3	1	6
8:00 AM	4	0	3	0	7	1	0	0	0	1	4	1	0	5	10
8:15 AM	7	0	1	2	10	1	0	0	0	1	3	0	0	3	6
8:30 AM	4	0	0	1	5	1	0	0	2	3	0	1	1	1	3
8:45 AM	7	0	0	1	8	0	0	0	1	1	2	0	2	2	6
Count Total	43	0	10	6	59	5	0	1	6	12	13	6	10	17	46
Peak Hour	22	0	4	4	30	3	0	0	3	6	9	2	3	11	25

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	6	0	0	0	0	0	0	0	2	0	0	0	0	0	8	0
7:15 AM	0	1	4	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
7:30 AM	0	0	5	0	0	0	0	0	0	0	3	0	0	0	1	0	9	0
7:45 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	6	29
8:00 AM	0	0	4	0	0	0	0	0	0	0	2	1	0	0	0	0	7	28
8:15 AM	0	0	6	1	0	0	0	0	0	0	0	1	0	0	2	0	10	32
8:30 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	5	28
8:45 AM	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	8	30
Count Total	0	1	41	1	0	0	0	0	0	0	8	2	0	2	4	0	59	0
Peak Hour	0	0	21	1	0	0	0	0	0	0	2	2	0	1	3	0	30	0
Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Martin Luther King Jr Way			Martin Luther King Jr Way			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	1	0	0	0	0	0	0	1	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	4	6		
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6		
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6		
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	9		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6		
Count Total	1	4	0	0	0	0	0	0	1	0	0	0	6	0	12	0		
Peak Hour	1	2	0	0	0	0	0	0	0	0	0	0	3	0	6	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

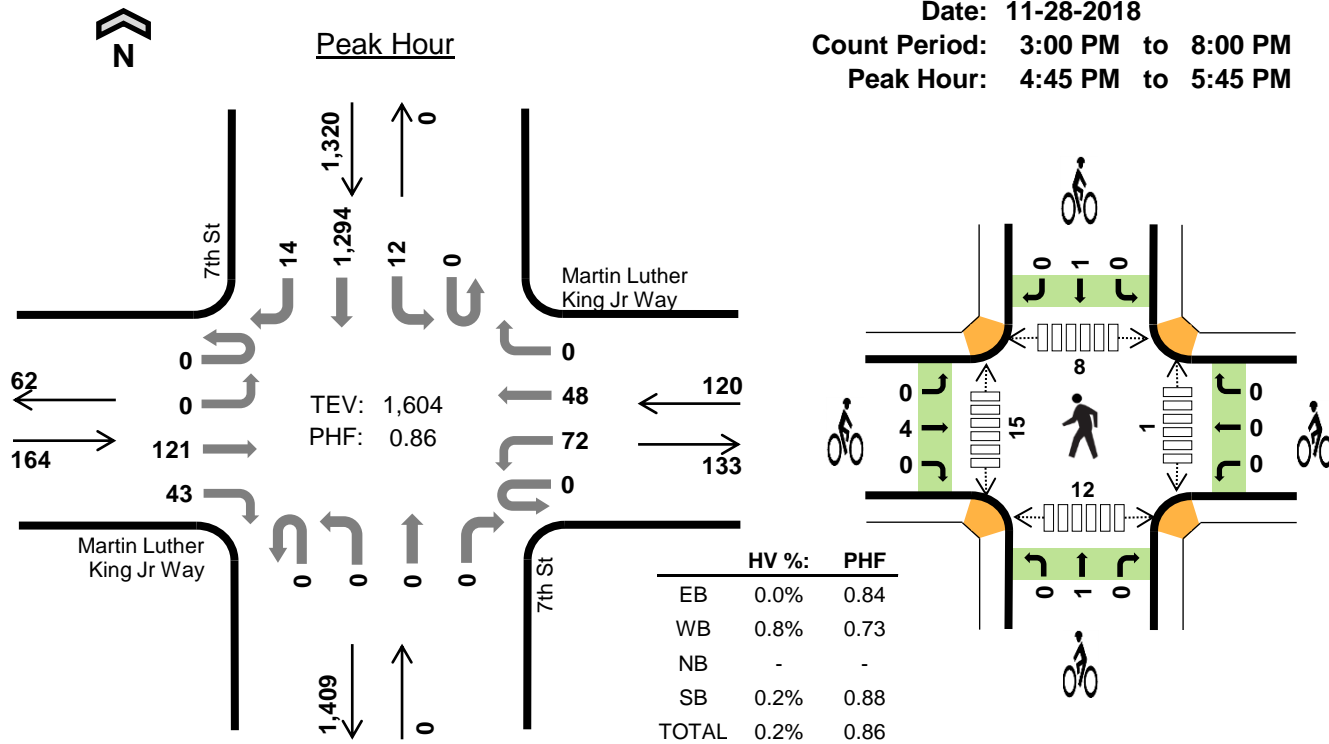
7th St Martin Luther King Jr Way



Date: 11-28-2018

Count Period: 3:00 PM to 8:00 PM

Peak Hour: 4:45 PM to 5:45 PM



Five-Hour Count Summaries

Interval Start	Martin Luther King Jr Way				Martin Luther King Jr Way				7th St				7th St				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			
4:45 PM	0	0	25	4	0	19	12	0	0	0	0	0	0	4	296	3	363	0	
5:00 PM	0	0	40	9	0	15	9	0	0	0	0	0	0	2	313	4	392	0	
5:15 PM	0	0	30	18	0	26	15	0	0	0	0	0	0	3	370	3	465	0	
5:30 PM	0	0	26	12	0	12	12	0	0	0	0	0	0	3	315	4	384	1,604	
Peak Hour	All	0	0	121	43	0	72	48	0	0	0	0	0	0	12	1,294	14	1,604	0
	HV	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	4	0
	HV%	-	-	0%	0%	-	0%	2%	-	-	-	-	-	-	0%	0%	7%	0%	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
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	8	1	1	10
5:00 PM	0	0	0	1	1	0	0	0	1	1	0	3	3	4	10
5:15 PM	0	1	0	1	2	0	0	0	0	0	1	4	2	5	12
5:30 PM	0	0	0	1	1	2	0	1	0	3	0	0	2	2	4
Peak Hour	0	1	0	3	4	4	0	1	1	6	1	15	8	12	36

Five-Hour Count Summaries																			
Interval Start	Martin Luther King Jr Way				Martin Luther King Jr Way				7th St				7th St				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	UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	0	23	6	0	11	8	0	0	0	0	0	0	1	112	1	162	0	
3:15 PM	0	0	18	6	0	18	16	0	0	0	0	0	0	2	157	5	222	0	
3:30 PM	0	0	27	5	0	11	19	0	0	0	0	0	0	0	162	0	224	0	
3:45 PM	0	0	25	7	0	10	15	0	0	0	0	0	0	4	142	5	208	816	
4:00 PM	0	0	24	7	0	16	11	0	0	0	0	0	0	6	215	1	280	934	
4:15 PM	0	0	17	6	0	12	12	0	0	0	0	0	0	3	211	1	262	974	
4:30 PM	0	0	24	3	0	20	14	0	0	0	0	0	0	1	236	4	302	1,052	
4:45 PM	0	0	25	4	0	19	12	0	0	0	0	0	0	4	296	3	363	1,207	
5:00 PM	0	0	40	9	0	15	9	0	0	0	0	0	0	2	313	4	392	1,319	
5:15 PM	0	0	30	18	0	26	15	0	0	0	0	0	0	3	370	3	465	1,522	
5:30 PM	0	0	26	12	0	12	12	0	0	0	0	0	0	3	315	4	384	1,604	
5:45 PM	0	0	22	11	0	12	11	0	0	0	0	0	0	3	257	3	319	1,560	
6:00 PM	0	0	18	2	0	11	10	0	0	0	0	0	0	2	219	6	268	1,436	
6:15 PM	0	0	29	3	0	11	11	0	0	0	0	0	0	3	189	3	249	1,220	
6:30 PM	0	0	13	3	0	8	10	0	0	0	0	0	0	3	170	0	207	1,043	
6:45 PM	0	0	14	2	0	7	11	0	0	0	0	0	0	3	137	2	176	900	
7:00 PM	0	0	8	3	0	9	10	0	0	0	0	0	0	0	101	4	135	767	
7:15 PM	0	0	7	1	0	3	10	0	0	0	0	0	0	1	81	4	107	625	
7:30 PM	0	0	7	1	0	6	0	0	0	0	0	0	0	1	54	3	72	490	
7:45 PM	0	0	10	1	0	4	5	0	0	0	0	0	0	1	73	2	96	410	
Count Total	0	0	407	110	0	241	221	0	0	0	0	0	0	46	3,810	58	4,893	0	
Peak Hour	All	0	0	121	43	0	72	48	0	0	0	0	0	0	12	1,294	14	1,604	0
	HV	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	4	0
	HV%	-	-	0%	0%	-	0%	2%	-	-	-	-	-	-	0%	0%	7%	0%	0

Note: Five-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
3:00 PM	0	1	0	1	2	0	0	0	0	0	1	3	0	2	6
3:15 PM	0	0	0	0	0	2	0	1	0	3	1	1	2	1	5
3:30 PM	0	0	0	0	0	2	0	0	0	2	3	2	7	1	13
3:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	3	1	6
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	3	1	1	6
4:15 PM	0	0	0	1	1	0	1	0	1	2	0	0	0	1	1
4:30 PM	1	0	0	1	2	0	0	0	2	2	0	3	0	1	4
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	8	1	1	10
5:00 PM	0	0	0	1	1	0	0	0	1	1	0	3	3	4	10
5:15 PM	0	1	0	1	2	0	0	0	0	0	1	4	2	5	12
5:30 PM	0	0	0	1	1	2	0	1	0	3	0	0	2	2	4
5:45 PM	1	0	0	0	1	0	0	0	1	1	0	3	0	3	6
6:00 PM	1	0	0	2	3	0	1	0	1	2	1	2	0	4	7
6:15 PM	0	0	0	0	0	1	0	0	1	2	1	0	1	0	2
6:30 PM	1	0	0	0	1	0	0	0	1	1	2	0	2	1	5
6:45 PM	0	1	0	1	2	1	0	0	1	2	1	1	0	3	5
7:00 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3
7:15 PM	0	0	0	0	0	0	0	0	0	0	1	3	2	0	6
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3
7:45 PM	0	0	0	1	1	0	0	0	0	0	3	0	1	0	4
Count Total	4	3	0	10	17	10	3	2	10	25	16	42	28	32	118
Peak Hour	0	1	0	3	4	4	0	1	1	6	1	15	8	12	36

Five-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Martin Luther King Jr Way				Martin Luther King Jr Way				7th St				7th St				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			
3:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 PM	0	0	0	0	0	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	1	0	1	1	1
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	4
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	5	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	4
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	5
6:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3	7	7
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
6:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	5
6:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	2	6	6
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
Count Total	0	0	4	0	0	0	3	0	0	0	0	0	0	0	6	4	17	0	0
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	4	0	0

Five-Hour Count Summaries - Bikes																			
Interval Start	Martin Luther King Jr Way				Martin Luther King Jr Way				7th St				7th St				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT				
3:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
3:15 PM	0	2	0		0	0	0		0	1	0		0	0	0		3	0	0
3:30 PM	1	1	0		0	0	0		0	0	0		0	0	0		2	0	0
3:45 PM	0	0	0		0	0	0		0	0	0		0	1	0		1	6	6
4:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	6	6
4:15 PM	0	0	0		1	0	0		0	0	0		0	1	0		2	5	5
4:30 PM	0	0	0		0	0	0		0	0	0		0	2	0		2	5	5
4:45 PM	0	2	0		0	0	0		0	0	0		0	0	0		2	6	6
5:00 PM	0	0	0		0	0	0		0	0	0		0	1	0		1	7	7
5:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	5	5
5:30 PM	0	2	0		0	0	0		0	1	0		0	0	0		3	6	6
5:45 PM	0	0	0		0	0	0		0	0	0		0	1	0		1	5	5
6:00 PM	0	0	0		0	1	0		0	0	0		0	0	1		2	6	6
6:15 PM	0	1	0		0	0	0		0	0	0		0	1	0		2	8	8
6:30 PM	0	0	0		0	0	0		0	0	0		1	0	0		1	6	6
6:45 PM	0	1	0		0	0	0		0	0	0		0	1	0		2	7	7
7:00 PM	0	0	0		0	1	0		0	0	0		0	0	0		1	6	6
7:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	4	4
7:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	3	3
7:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	1	1
Count Total	1	9	0		1	2	0		0	2	0		1	8	1		25	0	0
Peak Hour	0	4	0		0	0	0		0	1	0		0	1	0		6	0	0

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

Intersection #: 46

**Intersection Name: Martin Luther King Jr
Way/8th Street**

Two-Hour Count Summaries

Interval Start	8th St					8th St					Martin Luther King Jr Way					Martin Luther King Jr Way					Gerry Adams Way					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	6	8	3	0	1	18	12	0	0	0	0	0	0	0	2	1	10	0	61	0
7:15 AM	0	0	0	0	0	0	0	8	3	6	0	2	21	19	2	0	0	0	0	0	0	1	3	2	0	67	0
7:30 AM	0	0	0	0	0	0	0	12	5	4	0	1	26	28	0	0	0	0	0	0	0	3	4	6	0	89	0
7:45 AM	0	0	0	0	0	0	0	14	7	5	0	4	38	43	4	0	0	0	0	0	0	0	0	3	0	118	335
8:00 AM	0	0	0	0	0	0	0	18	9	1	0	3	46	37	3	0	0	0	0	0	0	0	4	7	0	128	402
8:15 AM	0	0	0	0	0	0	0	17	5	1	0	5	33	29	10	0	0	0	0	0	0	1	5	9	0	115	450
8:30 AM	0	0	0	0	0	0	0	17	7	7	0	2	37	44	10	0	0	0	0	0	0	2	5	9	0	140	501
8:45 AM	0	0	0	0	0	0	0	21	5	5	0	5	39	30	8	0	0	0	0	0	0	0	8	8	0	129	512
Count Total	0	0	0	0	0	0	0	113	49	32	0	23	258	242	37	0	0	0	0	0	0	9	30	54	0	847	0
Peak Hour	All	0	0	0	0	0	0	73	26	14	0	15	155	140	31	0	0	0	0	0	0	3	22	33	0	512	0
	HV	0	0	0	0	0	0	4	2	0	0	1	6	1	0	0	0	0	0	0	0	1	3	0	0	18	0
	HV%	-	-	-	-	-	-	-	5%	8%	0%	-	7%	4%	1%	0%	-	-	-	-	-	-	33%	14%	0%	-	4%

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	NEB	Total	EB	WB	NB	SB	NEB	Total	East	West	North	South	Southwest	Total
7:00 AM	0	1	4	0	0	5	0	0	0	0	1	1	2	2	1	0	4	9
7:15 AM	0	0	2	0	2	4	0	0	0	0	0	0	4	1	6	2	2	15
7:30 AM	0	1	2	0	1	4	0	1	1	0	0	2	2	2	4	2	4	14
7:45 AM	0	1	7	0	0	8	0	1	1	0	0	2	4	0	3	0	1	8
8:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	7	4	7	4	0	22
8:15 AM	0	3	3	0	0	6	0	0	0	0	0	0	3	3	5	2	0	13
8:30 AM	0	1	1	0	3	5	0	0	0	0	0	0	6	2	7	0	0	15
8:45 AM	0	2	3	0	1	6	0	0	1	0	1	2	5	2	6	1	0	14
Count Total	0	9	23	0	7	39	0	2	3	0	2	7	33	16	39	11	11	110
Peak Hr	0	6	8	0	4	18	0	0	1	0	1	2	21	11	25	7	0	64

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	8th St					8th St					Martin Luther King Jr Way					Martin Luther King Jr Way					Gerry Adams Way					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	4	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	4	0	
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	8	21	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17		
8:15 AM	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	19		
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	5	20		
8:45 AM	0	0	0	0	0	0	0	1	1	0	0	1	2	0	0	0	0	0	0	0	0	1	0	6	18		
Count Total	0	0	0	0	0	0	0	6	3	0	0	2	16	4	1	0	0	0	0	0	0	2	4	1	39	0	
Peak Hour	0	0	0	0	0	0	0	4	2	0	0	1	6	1	0	0	0	0	0	0	0	1	3	0	18	0	

Two-Hour Count Summaries - Bikes

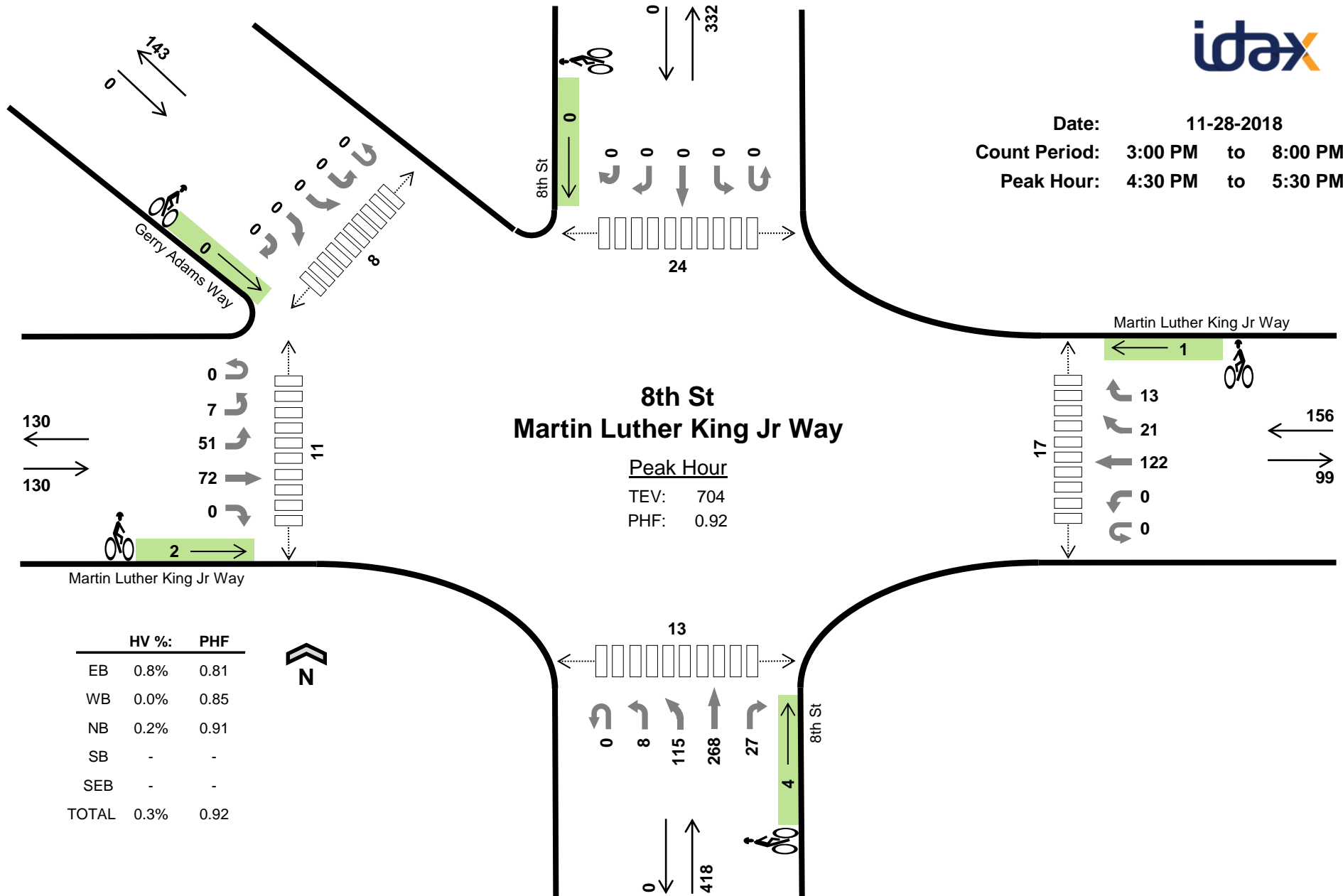
Interval Start	8th St					8th St					Martin Luther King Jr Way					Martin Luther King Jr Way					Gerry Adams Way					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northeastbound						
	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	5	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	2	
Count Total	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	2	7	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	



Date: 11-28-2018
 Count Period: 3:00 PM to 8:00 PM
 Peak Hour: 4:30 PM to 5:30 PM

8th St Martin Luther King Jr Way

Peak Hour
 TEV: 704
 PHF: 0.92



	HV %:	PHF
EB	0.8%	0.81
WB	0.0%	0.85
NB	0.2%	0.91
SB	-	-
SEB	-	-
TOTAL	0.3%	0.92



Five-Hour Count Summaries

Interval Start	Martin Luther King Jr Way Eastbound					Martin Luther King Jr Way Westbound					8th St Northbound					8th St Southbound					Gerry Adams Way Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
3:00 PM	0	1	7	17	0	0	0	17	3	2	0	2	28	57	6	0	0	0	0	0	0	0	0	0	140	0	
3:15 PM	0	1	8	11	0	0	0	31	4	1	0	2	21	54	5	0	0	0	0	0	0	0	0	0	138	0	
3:30 PM	0	3	8	17	0	0	0	28	1	2	0	2	23	49	7	0	0	0	0	0	0	0	0	0	140	0	
3:45 PM	0	0	13	15	0	0	0	21	3	2	0	5	21	54	7	0	0	0	0	0	0	0	0	0	141	559	
4:00 PM	0	0	16	12	0	0	0	24	3	3	0	2	30	63	7	0	0	0	0	0	0	0	0	0	160	579	
4:15 PM	0	0	8	12	0	0	0	18	2	4	0	6	28	47	5	0	0	0	0	0	0	0	0	0	130	571	
4:30 PM	0	1	7	16	0	0	0	35	8	3	0	1	26	52	6	0	0	0	0	0	0	0	0	0	155	586	
4:45 PM	0	2	12	17	0	0	0	27	3	2	0	2	29	68	6	0	0	0	0	0	0	0	0	0	168	613	
5:00 PM	0	2	14	24	0	0	0	24	5	7	0	1	25	81	6	0	0	0	0	0	0	0	0	0	189	642	
5:15 PM	0	2	18	15	0	0	0	36	5	1	0	4	35	67	9	0	0	0	0	0	0	0	0	0	192	704	
5:30 PM	0	1	16	16	0	0	0	22	5	2	0	4	27	50	8	0	0	0	0	0	0	0	0	0	151	700	
5:45 PM	0	0	7	18	0	0	0	23	5	2	0	1	32	55	4	0	0	0	0	0	0	0	0	0	147	679	
6:00 PM	0	2	9	9	0	0	0	18	4	2	0	2	25	46	3	0	0	0	0	0	0	0	0	0	120	610	
6:15 PM	0	1	15	15	0	0	0	22	3	2	0	0	21	39	4	0	0	0	0	0	0	0	0	0	122	540	
6:30 PM	0	3	8	5	0	0	0	17	2	2	0	2	23	40	2	0	0	0	0	0	0	0	0	0	104	493	
6:45 PM	0	0	8	8	0	0	0	18	3	1	0	1	15	46	0	0	0	0	0	0	0	0	0	0	100	446	
7:00 PM	0	0	4	4	0	0	0	15	2	2	0	2	16	42	4	0	0	0	0	0	0	0	0	0	91	417	
7:15 PM	0	0	2	6	0	0	0	11	1	1	0	3	16	49	2	0	0	0	0	0	0	0	0	0	91	386	
7:30 PM	0	1	4	4	0	0	0	7	1	0	0	1	14	33	3	0	0	0	0	0	0	0	0	0	68	350	
7:45 PM	0	1	3	7	0	0	0	7	0	1	0	0	11	22	3	0	0	0	0	0	0	0	0	0	55	305	
Count Total	0	21	187	248	0	0	0	421	63	42	0	43	466	1,014	97	0	0	0	0	0	0	0	0	0	2,602	0	
Peak Hour	All	0	7	51	72	0	0	0	122	21	13	0	8	115	268	27	0	0	0	0	0	0	0	0	704	0	
Hour	HV	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
	HV%	-	0%	0%	1%	-	-	-	0%	0%	0%	-	13%	0%	0%	0%	-	-	-	-	-	-	-	-	0%	0	

Note: Five-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	SEB	Total	EB	WB	NB	SB	SEB	Total	East	West	North	South	Northwest	Total
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	3	1	6	3	2	15
3:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	3	1	8	0	4	16
3:30 PM	0	0	0	0	0	0	1	0	1	0	0	2	3	4	7	1	3	18
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	2	13	2	4	25
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	9	2	2	16
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	8	4	4	1	2	19
4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	3	2	4	1	2	12
4:45 PM	0	0	0	0	0	0	2	1	1	0	0	4	6	1	2	1	0	10
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	2	11	6	3	23
5:15 PM	0	0	1	0	0	1	0	0	2	0	0	2	7	6	7	5	3	28
5:30 PM	0	0	0	0	0	0	2	1	0	0	0	3	2	4	6	7	2	21
5:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	4	1	2	0	1	8
6:00 PM	1	0	0	0	0	1	0	0	2	0	0	2	1	2	2	4	3	12
6:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	5	2	1	1	0	9
6:30 PM	1	0	1	0	0	2	0	0	0	0	0	0	2	2	4	2	1	11
6:45 PM	0	1	0	0	0	1	1	1	0	0	0	2	3	3	2	4	2	14
7:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	1	0	3
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	5
7:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	1	2	2	2	8
7:45 PM	0	0	0	0	0	0	1	2	0	0	0	3	1	1	1	0	3	6
Count Total	4	2	2	0	0	8	9	7	8	0	0	24	64	40	91	45	39	279
Peak Hr	1	0	1	0	0	2	2	1	4	0	0	7	17	11	24	13	8	73

Five-Hour Count Summaries - Heavy Vehicles

Interval Start	Martin Luther King Jr Way					Martin Luther King Jr Way					8th St					8th St					n/a					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southeastbound						
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
6:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	4	
6:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	1	1	2	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	8	0	
Peak Hour	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	

Five-Hour Count Summaries - Bikes

Interval Start	Martin Luther King Jr Way					Martin Luther King Jr Way					8th St					8th St					n/a					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southeastbound						
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
3:30 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	5	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	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	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7	
5:30 PM	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
6:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	7	
6:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
6:45 PM	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	
7:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
7:45 PM	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	
Count Total	0	0	0	9	0	0	0	4	3	0	0	1	6	0	1	0	0	0	0	0	0	0	0	0	24	0	
Peak Hour	0	0	0	2	0	0	0	1	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	7	0	

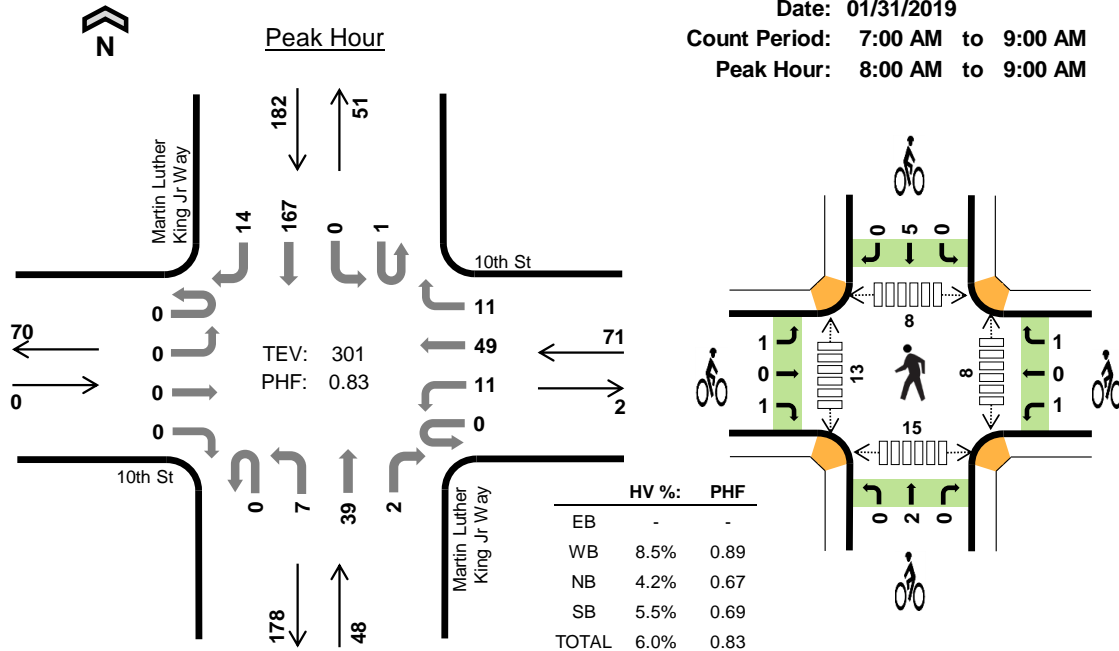
Intersection #: 47

**Intersection Name: Martin Luther King Jr
Way/ 10th Street**

Martin Luther King Jr Way 10th St



Date: 01/31/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



Two-Hour Count Summaries

Interval Start	10th St Eastbound				10th St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	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	12	2	0	1	4	0	1	1	25	0	47	0	
7:15 AM	0	0	0	0	0	1	6	7	0	0	3	0	0	0	26	2	45	0	
7:30 AM	0	0	0	0	0	2	8	3	0	0	8	0	0	0	29	1	51	0	
7:45 AM	0	0	0	0	0	3	8	1	0	2	9	0	0	0	26	2	51	194	
8:00 AM	0	0	0	0	0	5	11	2	0	4	14	0	0	0	39	3	78	225	
8:15 AM	0	0	0	0	0	3	12	2	0	1	9	1	0	0	37	3	68	248	
8:30 AM	0	0	0	0	0	0	16	4	0	1	9	0	1	0	31	2	64	261	
8:45 AM	0	0	0	0	0	3	10	3	0	1	7	1	0	0	60	6	91	301	
Count Total	0	0	0	0	0	18	83	24	0	10	63	2	2	1	273	19	495	0	
Peak Hour	All	0	0	0	0	0	11	49	11	0	7	39	2	1	0	167	14	301	0
	HV	0	0	0	0	0	1	2	3	0	0	1	1	0	0	10	0	18	0
	HV%	-	-	-	-	-	9%	4%	27%	-	0%	3%	50%	0%	-	6%	0%	6%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

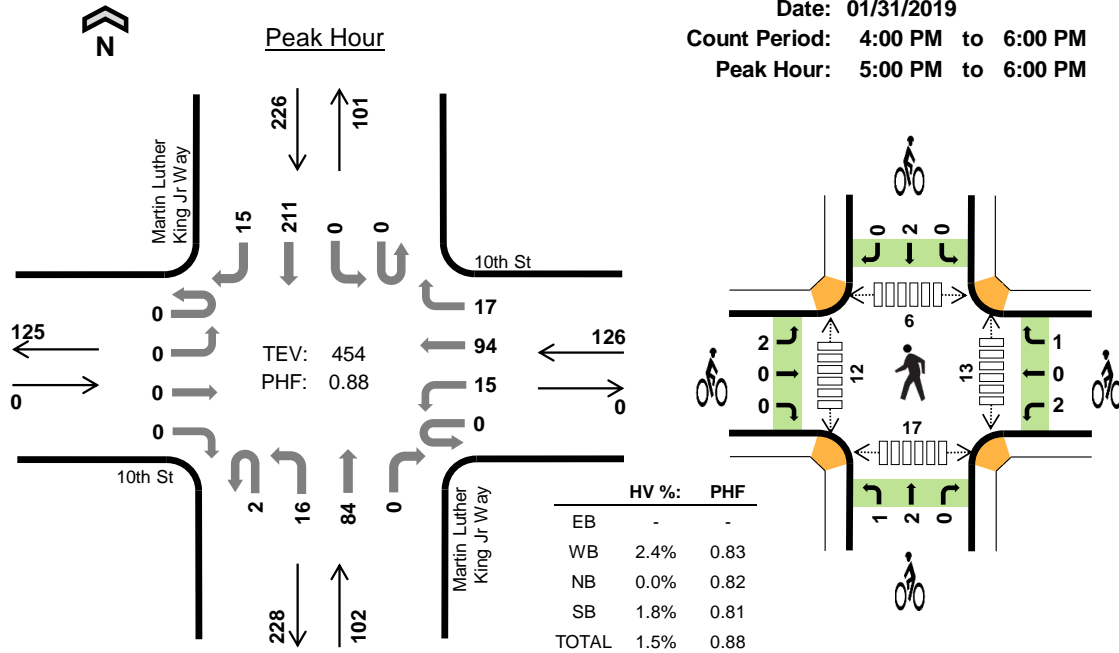
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	1	1	3	0	1	3	0	4	2	1	0	1	4
7:15 AM	0	2	1	1	4	0	0	1	0	1	3	2	2	4	11
7:30 AM	0	1	2	1	4	1	0	0	2	3	2	9	6	3	20
7:45 AM	0	1	1	0	2	0	0	1	2	3	2	2	7	6	17
8:00 AM	0	2	1	1	4	0	0	1	0	1	1	1	1	1	4
8:15 AM	0	1	1	4	6	1	1	0	1	3	3	4	3	3	13
8:30 AM	0	3	0	3	6	1	1	1	2	5	1	3	2	7	13
8:45 AM	0	0	0	2	2	0	0	0	2	2	3	5	2	4	14
Count Total	0	11	7	13	31	3	3	7	9	22	17	27	23	29	96
Peak Hour	0	6	2	10	18	2	2	2	5	11	8	13	8	15	44

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	10th St				10th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	0	0	0	1	0	0	0	1	0	3	0	
7:15 AM	0	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	4	0	
7:30 AM	0	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	4	0	
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	13	
8:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	1	0	4	14
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	4	0	6	16
8:30 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	0	6	18
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	18	
Count Total	0	0	0	0	0	4	3	4	0	1	5	1	0	0	13	0	31	0	
Peak Hour	0	0	0	0	0	1	2	3	0	0	1	1	0	0	10	0	18	0	
Two-Hour Count Summaries - Bikes																			
Interval Start	10th St			10th St			Martin Luther King Jr Way			Martin Luther King Jr Way			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	1	0	0	0	2	1	0	0	0	0	4	0				
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0				
7:30 AM	0	0	1	0	0	0	0	0	0	0	2	0	3	0					
7:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	11					
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	8					
8:15 AM	1	0	0	0	0	1	0	0	0	0	1	0	3	10					
8:30 AM	0	0	1	1	0	0	0	1	0	0	2	0	5	12					
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	11					
Count Total	1	0	2	2	0	1	0	6	1	0	9	0	22	0					
Peak Hour	1	0	1	1	0	1	0	2	0	0	5	0	11	0					
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																			

Martin Luther King Jr Way 10th St



Date: 01/31/2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



Two-Hour Count Summaries

Interval Start	10th St Eastbound				10th St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	5	22	5	0	0	20	0	0	0	45	3	100	0	
4:15 PM	0	0	0	0	0	7	23	1	1	1	14	0	0	0	30	6	83	0	
4:30 PM	0	0	0	0	0	1	24	7	0	0	14	0	0	0	40	3	89	0	
4:45 PM	0	0	0	0	0	3	17	7	0	2	18	0	1	0	33	4	85	357	
5:00 PM	0	0	0	0	0	1	21	5	0	3	28	0	0	0	63	2	123	380	
5:15 PM	0	0	0	0	0	6	19	4	2	7	21	0	0	0	66	4	129	426	
5:30 PM	0	0	0	0	0	3	26	3	0	2	17	0	0	0	38	2	91	428	
5:45 PM	0	0	0	0	0	5	28	5	0	4	18	0	0	0	44	7	111	454	
Count Total	0	0	0	0	0	31	180	37	3	19	150	0	1	0	359	31	811	0	
Peak Hour	All	0	0	0	0	0	15	94	17	2	16	84	0	0	0	211	15	454	0
	HV	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4	0	7	0
	HV%	-	-	-	-	-	0%	0%	18%	0%	0%	0%	0	-	-	2%	0%	2%	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
4:00 PM	0	1	0	2	3	0	1	1	1	3	1	1	3	5	10
4:15 PM	0	0	0	0	0	0	0	0	1	1	2	1	2	4	9
4:30 PM	0	1	0	1	2	0	1	2	0	3	4	2	2	2	10
4:45 PM	0	0	1	1	2	0	1	0	0	1	3	2	0	4	9
5:00 PM	0	1	0	0	1	0	1	2	0	3	3	3	3	2	11
5:15 PM	0	2	0	3	5	0	0	1	2	3	6	3	1	5	15
5:30 PM	0	0	0	0	0	1	1	0	0	2	2	4	2	3	11
5:45 PM	0	0	0	1	1	1	1	0	0	2	2	2	0	7	11
Count Total	0	5	1	8	14	2	6	6	4	18	23	18	13	32	86
Peak Hour	0	3	0	4	7	2	3	3	2	10	13	12	6	17	48

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	10th St				10th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	7
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0	5	10
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7	
Count Total	0	0	0	0	0	0	0	5	0	0	1	0	0	0	8	0	14	0
Peak Hour	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4	0	7	0
Two-Hour Count Summaries - Bikes																		
Interval Start	10th St			10th St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	1	0	0	0	1	0	0	1	0	3	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0				
4:30 PM	0	0	0	1	0	0	0	1	1	0	0	0	3	0				
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	8				
5:00 PM	0	0	0	0	0	1	1	1	0	0	0	0	3	8				
5:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	10				
5:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	2	9				
5:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	2	10				
Count Total	2	0	0	5	0	1	1	4	1	0	4	0	18	0				
Peak Hour	2	0	0	2	0	1	1	2	0	0	2	0	10	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

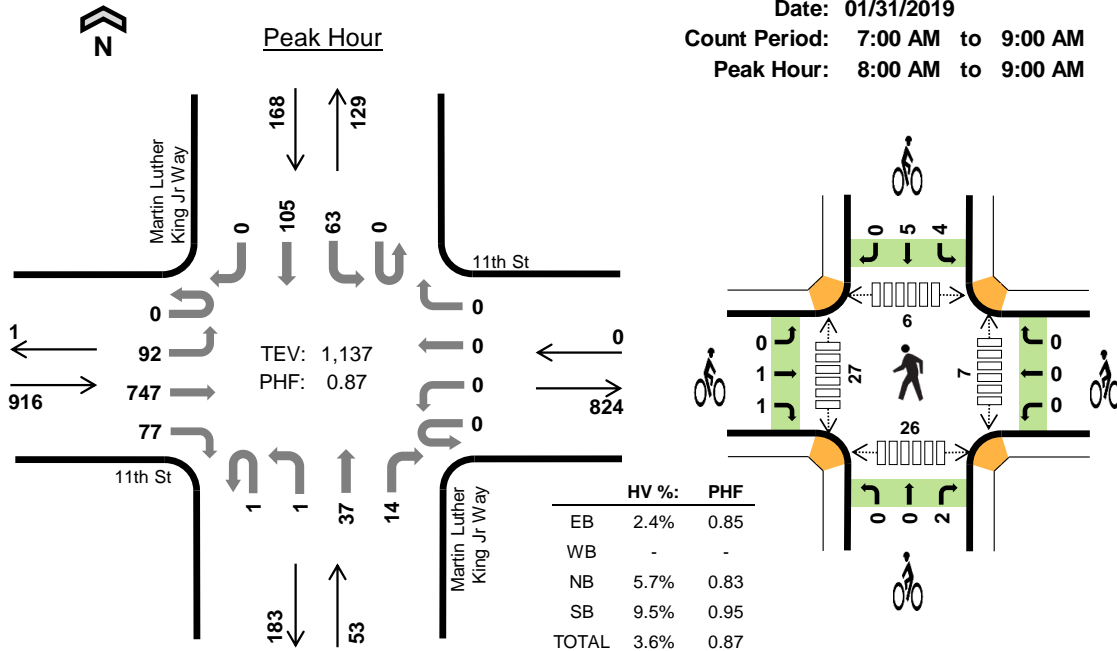
Intersection #: 48

**Intersection Name: Martin Luther King Jr
Way/ 11th Street**

Martin Luther King Jr Way 11th St



Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



Two-Hour Count Summaries

Interval Start	11th St Eastbound				11th St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	21	108	15	0	0	0	0	0	0	3	4	0	5	11	0	167	0	
7:15 AM	0	15	126	18	0	0	0	0	0	0	7	3	0	6	12	0	187	0	
7:30 AM	0	16	164	12	0	0	0	0	0	0	6	5	0	10	17	0	230	0	
7:45 AM	0	20	173	11	0	0	0	0	0	0	8	1	0	6	18	0	237	821	
8:00 AM	0	20	180	20	0	0	0	0	0	1	11	4	0	17	25	0	278	932	
8:15 AM	0	24	171	15	0	0	0	0	0	0	8	4	0	18	26	0	266	1,011	
8:30 AM	0	24	177	14	0	0	0	0	1	0	8	4	0	17	21	0	266	1,047	
8:45 AM	0	24	219	28	0	0	0	0	0	0	10	2	0	11	33	0	327	1,137	
Count Total	0	164	1,318	133	0	0	0	0	1	1	61	27	0	90	163	0	1,958	0	
Peak Hour	All	0	92	747	77	0	0	0	0	1	1	37	14	0	63	105	0	1,137	0
	HV	0	1	18	3	0	0	0	0	0	0	1	2	0	9	7	0	41	0
	HV%	-	1%	2%	4%	-	-	-	-	0%	0%	3%	14%	-	14%	7%	-	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
7:00 AM	6	0	2	1	9	0	0	1	0	1	1	3	3	4	11
7:15 AM	5	0	1	2	8	0	0	0	0	0	1	8	3	7	19
7:30 AM	3	0	3	5	11	1	0	1	3	5	1	6	0	11	18
7:45 AM	7	0	0	1	8	0	0	0	2	2	0	10	0	12	22
8:00 AM	8	0	2	2	12	1	0	0	0	1	5	4	5	4	18
8:15 AM	3	0	0	8	11	0	0	1	3	4	0	6	0	7	13
8:30 AM	6	0	1	5	12	1	0	1	3	5	1	9	0	11	21
8:45 AM	5	0	0	1	6	0	0	0	3	3	1	8	1	4	14
Count Total	43	0	9	25	77	3	0	4	14	21	10	54	12	60	136
Peak Hour	22	0	3	16	41	2	0	2	9	13	7	27	6	26	66

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	11th St				11th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	5	0	0	0	0	0	0	0	2	0	1	0	0	9	0	
7:15 AM	0	0	3	2	0	0	0	0	0	0	1	0	2	0	0	8	0	
7:30 AM	0	0	3	0	0	0	0	0	0	0	1	2	0	4	1	0	11	
7:45 AM	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	8	
8:00 AM	0	1	6	1	0	0	0	0	0	0	1	1	0	2	0	0	12	
8:15 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	4	4	0	11	
8:30 AM	0	0	5	1	0	0	0	0	0	0	0	1	0	3	2	0	12	
8:45 AM	0	0	4	1	0	0	0	0	0	0	0	0	0	0	1	0	6	
Count Total	0	2	36	5	0	0	0	0	0	0	2	7	0	17	8	0	77	
Peak Hour	0	1	18	3	0	0	0	0	0	0	1	2	0	9	7	0	41	
Two-Hour Count Summaries - Bikes																		
Interval Start	11th St			11th St			Martin Luther King Jr Way			Martin Luther King Jr Way			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	1	0	0	0	0	0	0	1	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	1	0	0	0	0	0	1	0	1	2	0	5	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	8			
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	8			
8:15 AM	0	0	0	0	0	0	0	0	1	1	2	0	4	12	0			
8:30 AM	0	0	1	0	0	0	0	0	1	1	2	0	5	12	0			
8:45 AM	0	0	0	0	0	0	0	0	0	2	1	0	3	13	0			
Count Total	0	2	1	0	0	0	0	0	2	2	5	9	0	21	0			
Peak Hour	0	1	1	0	0	0	0	0	0	2	4	5	0	13	0			
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	11th St				11th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	0	4	0	0	0	0	0	0	0	1	0	0	2	2	0	9	0
4:15 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	6	0
4:30 PM	0	0	3	0	0	0	0	0	0	0	0	1	0	2	1	0	7	0
4:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	6	28
5:00 PM	0	0	4	0	0	0	0	0	0	0	2	0	0	2	0	0	8	27
5:15 PM	0	0	4	0	0	0	0	0	0	0	1	1	0	4	3	0	13	34
5:30 PM	0	0	3	0	0	0	0	0	0	0	0	1	0	2	0	0	6	33
5:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	5	32
Count Total	0	0	28	0	0	0	0	0	0	0	4	3	0	17	8	0	60	0
Peak Hour	0	0	14	0	0	0	0	0	0	0	3	2	0	9	4	0	32	0
Two-Hour Count Summaries - Bikes																		
Interval Start	11th St			11th St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	1	0	0	0	0	0	2	0	0	1	0	4	0				
4:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	2	8				
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	8				
5:15 PM	0	0	0	0	0	0	0	3	0	0	0	2	5	13				
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	10				
5:45 PM	0	1	0	0	0	0	0	1	0	0	1	0	3	11				
Count Total	0	3	0	0	0	0	0	10	0	0	3	3	19	0				
Peak Hour	0	1	0	0	0	0	0	7	0	0	1	2	11	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 49

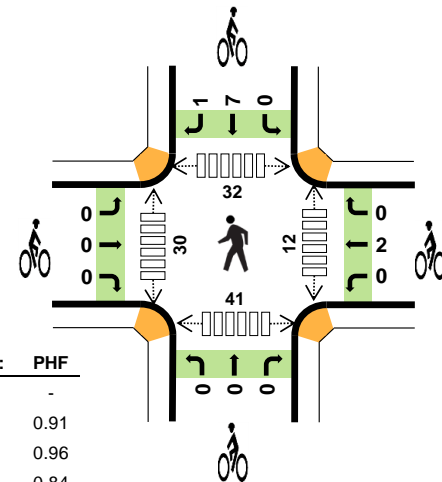
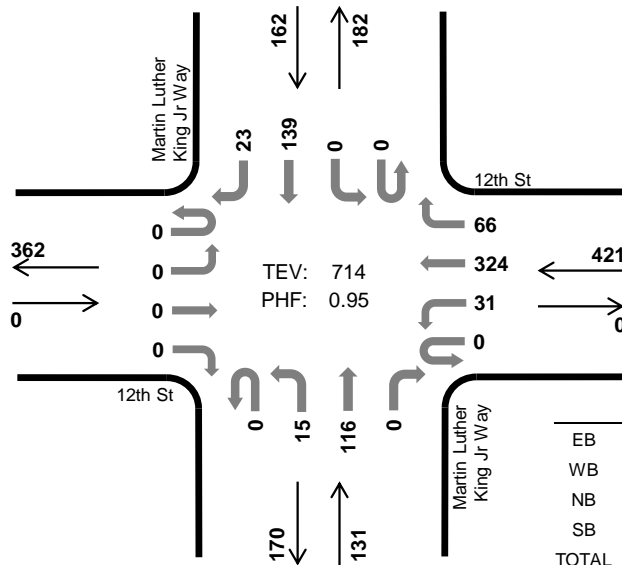
**Intersection Name: Martin Luther King Jr
Way/ 12th Street**

Martin Luther King Jr Way 12th St



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	-	-
WB	6.4%	0.91
NB	2.3%	0.96
SB	4.9%	0.84
TOTAL	5.3%	0.95

Two-Hour Count Summaries

Interval Start	12th St Eastbound				12th St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	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	32	5	0	3	21	0	0	0	15	7	84	0	
7:15 AM	0	0	0	0	0	5	45	11	0	5	18	0	0	0	13	2	99	0	
7:30 AM	0	0	0	0	0	2	61	11	0	4	17	0	0	0	23	15	133	0	
7:45 AM	0	0	0	0	0	1	73	4	0	5	23	0	0	0	22	7	135	451	
8:00 AM	0	0	0	0	0	8	87	21	0	4	28	0	0	0	33	7	188	555	
8:15 AM	0	0	0	0	0	9	82	17	0	5	27	0	0	0	36	3	179	635	
8:30 AM	0	0	0	0	0	8	87	14	0	2	32	0	0	0	30	5	178	680	
8:45 AM	0	0	0	0	0	6	68	14	0	4	29	0	0	0	40	8	169	714	
Count Total	0	0	0	0	0	40	535	97	0	32	195	0	0	0	212	54	1,165	0	
Peak Hour	All	0	0	0	0	0	31	324	66	0	15	116	0	0	0	139	23	714	0
	HV	0	0	0	0	0	9	15	3	0	0	3	0	0	0	8	0	38	0
	HV%	-	-	-	-	-	29%	5%	5%	-	0%	3%	-	-	-	6%	0%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

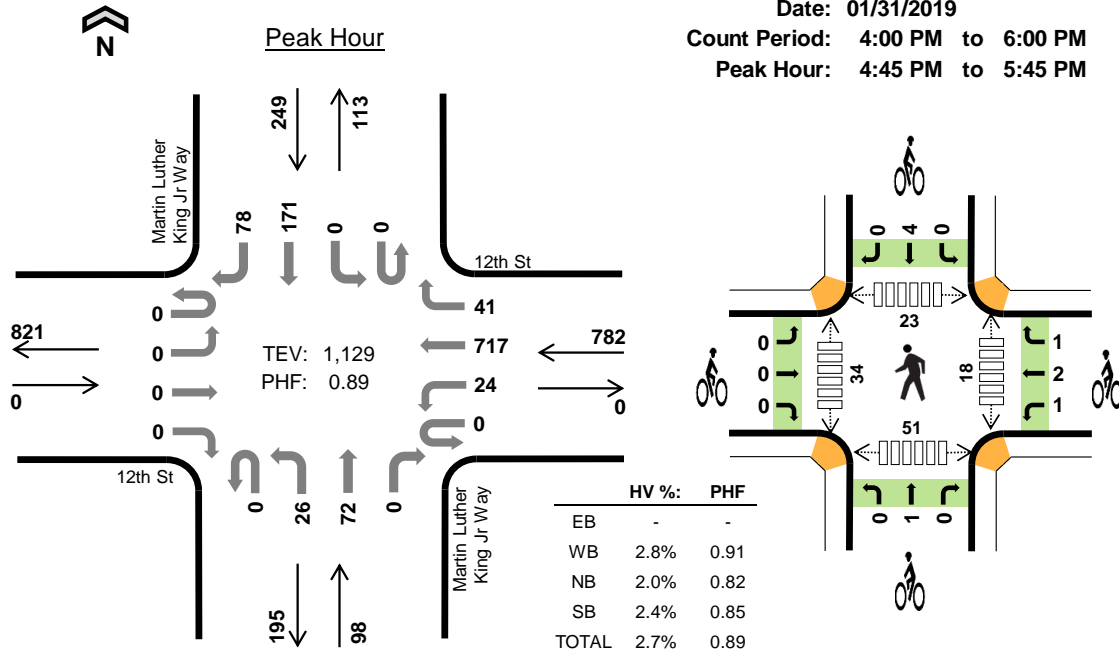
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	4	0	0	4	0	0	0	0	0	9	8	4	7	28
7:15 AM	0	8	1	0	9	0	0	0	0	0	1	8	10	5	24
7:30 AM	0	9	1	5	15	0	1	1	3	5	6	6	5	8	25
7:45 AM	0	4	0	0	4	0	0	0	2	2	7	8	10	3	28
8:00 AM	0	11	3	0	14	0	0	0	1	1	3	5	7	3	18
8:15 AM	0	5	0	5	10	0	0	0	2	2	3	11	10	12	36
8:30 AM	0	8	0	2	10	0	1	0	3	4	2	7	8	10	27
8:45 AM	0	3	0	1	4	0	1	0	2	3	4	7	7	16	34
Count Total	0	52	5	13	70	0	3	1	13	17	35	60	61	64	220
Peak Hour	0	27	3	8	38	0	2	0	8	10	12	30	32	41	115

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	12th St				12th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	3	0	0	0	0	0	0	0	0	4	0	
7:15 AM	0	0	0	0	0	1	6	1	0	1	0	0	0	0	0	9	0	
7:30 AM	0	0	0	0	0	2	7	0	0	0	1	0	0	0	3	2	15	
7:45 AM	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4	32	
8:00 AM	0	0	0	0	0	2	7	2	0	0	3	0	0	0	0	14	42	
8:15 AM	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5	0	10	
8:30 AM	0	0	0	0	0	3	4	1	0	0	0	0	0	0	2	0	10	
8:45 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	1	0	4	
Count Total	0	0	0	0	0	14	34	4	0	1	4	0	0	0	11	2	70	
Peak Hour	0	0	0	0	0	9	15	3	0	0	3	0	0	0	8	0	38	
Two-Hour Count Summaries - Bikes																		
Interval Start	12th St			12th St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	1	0	0	1	0	0	3	0	5	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	7	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	8	10			
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	9	0			
8:30 AM	0	0	0	0	1	0	0	0	0	0	3	0	4	10	0			
8:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3	10	0			
Count Total	0	0	0	0	3	0	0	1	0	0	12	1	17	0	0			
Peak Hour	0	0	0	0	2	0	0	0	0	0	7	1	10	0	0			
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Martin Luther King Jr Way 12th St



Date: 01/31/2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:45 PM to 5:45 PM



Two-Hour Count Summaries

Interval Start	12th St Eastbound				12th St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	7	152	7	0	10	20	0	0	0	35	13	244	0	
4:15 PM	0	0	0	0	0	6	124	7	1	2	13	1	0	0	28	12	194	0	
4:30 PM	0	0	0	0	0	5	141	15	0	6	10	0	0	0	32	17	226	0	
4:45 PM	0	0	0	0	0	4	172	8	0	6	17	0	0	0	34	14	255	919	
5:00 PM	0	0	0	0	0	7	174	12	0	5	21	0	0	0	49	24	292	967	
5:15 PM	0	0	0	0	0	7	198	9	0	10	20	0	0	0	47	25	316	1,089	
5:30 PM	0	0	0	0	0	6	173	12	0	5	14	0	0	0	41	15	266	1,129	
5:45 PM	0	0	0	0	0	5	146	4	0	7	16	0	0	0	37	6	221	1,095	
Count Total	0	0	0	0	0	47	1,280	74	1	51	131	1	0	0	303	126	2,014	0	
Peak Hour	All	0	0	0	0	0	24	717	41	0	26	72	0	0	0	171	78	1,129	0
	HV	0	0	0	0	0	9	13	0	0	0	2	0	0	0	6	0	30	0
	HV%	-	-	-	-	-	38%	2%	0%	-	0%	3%	-	-	-	4%	0%	3%	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
4:00 PM	0	5	1	3	9	0	0	1	1	2	3	6	9	3	21
4:15 PM	0	6	0	0	6	0	0	0	0	0	1	3	0	3	7
4:30 PM	0	6	0	1	7	0	0	0	1	1	5	10	5	9	29
4:45 PM	0	5	0	1	6	0	2	0	1	3	6	11	7	14	38
5:00 PM	0	4	1	0	5	0	0	0	0	0	4	7	7	8	26
5:15 PM	0	5	1	4	10	0	2	1	3	6	3	9	5	12	29
5:30 PM	0	8	0	1	9	0	0	0	0	0	5	7	4	17	33
5:45 PM	0	3	0	1	4	0	1	1	1	3	5	7	6	9	27
Count Total	0	42	3	11	56	0	5	3	7	15	32	60	43	75	210
Peak Hour	0	22	2	6	30	0	4	1	4	9	18	34	23	51	126

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	12th St				12th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	0	0	0	0	2	3	0	0	0	1	0	0	0	2	1	9	0
4:15 PM	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	6	0
4:30 PM	0	0	0	0	0	2	4	0	0	0	0	0	0	0	1	0	7	0
4:45 PM	0	0	0	0	0	2	3	0	0	0	0	0	0	0	1	0	6	28
5:00 PM	0	0	0	0	0	2	2	0	0	0	1	0	0	0	0	0	5	24
5:15 PM	0	0	0	0	0	3	2	0	0	0	1	0	0	0	4	0	10	28
5:30 PM	0	0	0	0	0	2	6	0	0	0	0	0	0	0	1	0	9	30
5:45 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	1	0	4	28
Count Total	0	0	0	0	0	16	26	0	0	0	3	0	0	0	10	1	56	0
Peak Hour	0	0	0	0	0	9	13	0	0	0	2	0	0	0	6	0	30	0
Two-Hour Count Summaries - Bikes																		
Interval Start	12th St			12th St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	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	1	0	1	0				
4:45 PM	0	0	0	1	0	1	0	0	0	0	1	0	3	6				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4				
5:15 PM	0	0	0	0	2	0	0	1	0	0	3	0	6	10				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9				
5:45 PM	0	0	0	0	1	0	0	0	1	0	0	1	3	9				
Count Total	0	0	0	1	3	1	0	3	0	0	7	0	15	0				
Peak Hour	0	0	0	1	2	1	0	1	0	0	4	0	9	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 50

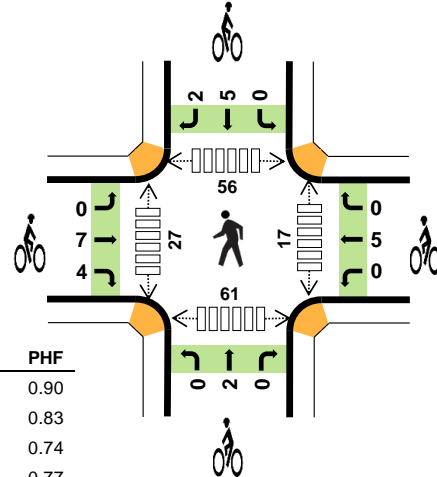
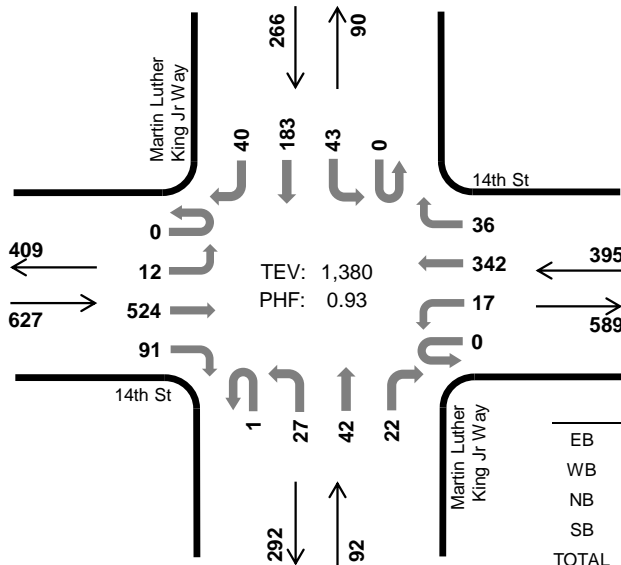
**Intersection Name: Martin Luther King Jr
Way/ 14th Street**

Martin Luther King Jr Way 14th St



Peak Hour

Date: 02/06/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	2.2%	0.90
WB	4.6%	0.83
NB	2.2%	0.74
SB	3.8%	0.77
TOTAL	3.2%	0.93

Two-Hour Count Summaries

Interval Start	14th St Eastbound				14th St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	2	73	13	0	3	42	3	0	3	9	2	0	7	15	3	175	0	
7:15 AM	0	1	70	23	0	4	54	1	0	7	2	4	0	3	14	4	187	0	
7:30 AM	0	3	97	16	0	0	53	2	0	5	12	9	0	15	34	6	252	0	
7:45 AM	0	2	118	19	0	5	78	3	0	11	7	8	0	8	33	15	307	921	
8:00 AM	0	2	109	14	0	3	84	6	0	11	13	7	0	12	32	11	304	1,050	
8:15 AM	0	0	141	26	0	4	77	7	0	9	4	8	0	11	51	6	344	1,207	
8:30 AM	0	6	139	29	0	9	95	15	1	2	13	4	0	11	39	7	370	1,325	
8:45 AM	0	4	135	22	0	1	86	8	0	5	12	3	0	9	61	16	362	1,380	
Count Total	0	20	882	162	0	29	569	45	1	53	72	45	0	76	279	68	2,301	0	
Peak Hour	All	0	12	524	91	0	17	342	36	1	27	42	22	0	43	183	40	1,380	0
	HV	0	1	12	1	0	0	15	3	0	0	1	1	0	1	8	1	44	0
	HV%	-	8%	2%	1%	-	0%	4%	8%	0%	0%	2%	5%	-	2%	4%	3%	3%	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
7:00 AM	2	4	0	1	7	0	0	0	0	0	5	3	7	6	21
7:15 AM	5	3	1	0	9	2	0	0	0	2	2	3	6	8	19
7:30 AM	5	2	0	1	8	1	1	0	0	2	3	8	2	14	27
7:45 AM	7	7	2	4	20	4	0	0	0	4	6	16	13	18	53
8:00 AM	2	5	1	0	8	1	1	0	3	5	3	4	10	20	37
8:15 AM	4	5	0	5	14	1	0	0	0	1	3	11	17	18	49
8:30 AM	6	4	1	2	13	2	1	0	3	6	7	7	17	12	43
8:45 AM	2	4	0	3	9	7	3	2	1	13	4	5	12	11	32
Count Total	33	34	5	16	88	18	6	2	7	33	33	57	84	107	281
Peak Hour	14	18	2	10	44	11	5	2	7	25	17	27	56	61	161

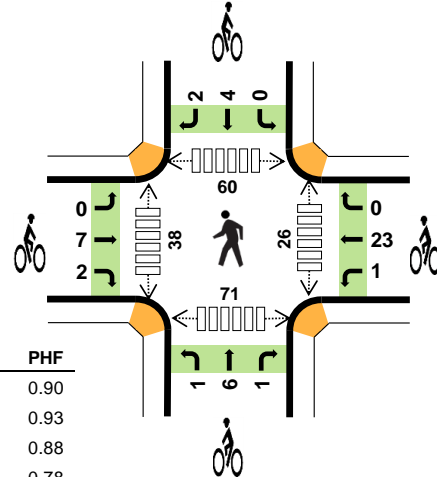
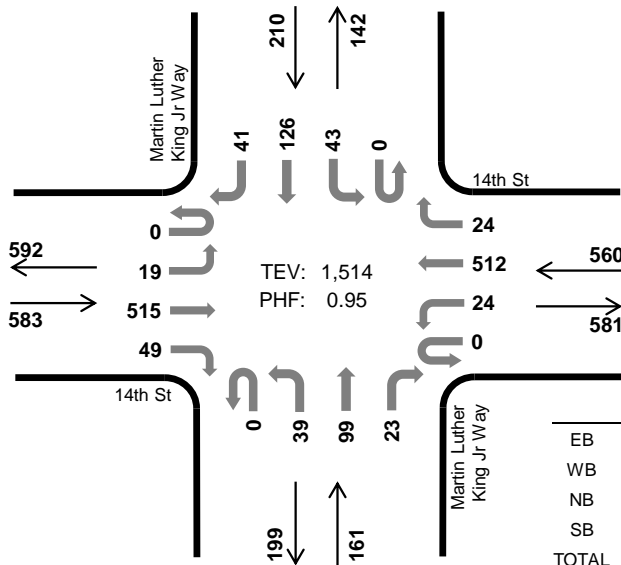
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	14th St				14th St				Martin Luther King Jr Way				Martin Luther King Jr Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	0	3	1	0	0	0	0	0	0	1	0	7	0
7:15 AM	0	1	4	0	0	0	3	0	0	0	0	1	0	0	0	0	9	0
7:30 AM	0	0	3	2	0	0	2	0	0	0	0	0	0	0	1	0	8	0
7:45 AM	0	0	7	0	0	0	4	3	0	0	1	1	0	1	2	1	20	44
8:00 AM	0	0	2	0	0	0	5	0	0	0	0	1	0	0	0	0	8	45
8:15 AM	0	0	3	1	0	0	4	1	0	0	0	0	0	1	4	0	14	50
8:30 AM	0	1	5	0	0	0	2	2	0	0	1	0	0	0	1	1	13	55
8:45 AM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	3	0	9	44
Count Total	0	2	28	3	0	0	27	7	0	0	2	3	0	2	12	2	88	0
Peak Hour	0	1	12	1	0	0	15	3	0	0	1	1	0	1	8	1	44	0
Two-Hour Count Summaries - Bikes																		
Interval Start	14th St			14th St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	2	0	5	13
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
8:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0	0	6	16
8:45 AM	0	4	3	0	3	0	0	2	0	0	1	0	0	1	0	0	13	25
Count Total	0	13	5	0	6	0	0	2	0	0	5	2	0	5	2	0	33	0
Peak Hour	0	7	4	0	5	0	0	2	0	0	5	2	0	5	2	0	25	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Martin Luther King Jr Way 14th St



Peak Hour

Date: 02/06/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	2.2%	0.90
WB	1.6%	0.93
NB	1.9%	0.88
SB	1.0%	0.78
TOTAL	1.8%	0.95

Two-Hour Count Summaries

Interval Start	14th St Eastbound				14th St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	2	63	8	0	3	120	4	0	3	17	5	1	8	23	13	270	0	
4:15 PM	0	3	86	4	1	6	128	5	0	9	14	3	0	4	26	8	297	0	
4:30 PM	0	3	106	2	0	4	119	13	0	8	15	5	0	12	25	11	323	0	
4:45 PM	0	4	110	9	0	6	135	5	0	11	27	8	0	11	31	9	366	1,256	
5:00 PM	0	7	135	10	0	11	132	3	0	10	21	4	0	11	43	13	400	1,386	
5:15 PM	0	3	120	23	0	6	137	8	0	8	30	8	0	10	25	11	389	1,478	
5:30 PM	0	5	150	7	0	1	108	8	0	10	21	3	0	11	27	8	359	1,514	
5:45 PM	0	4	139	5	0	3	94	7	0	14	11	7	0	7	19	8	318	1,466	
Count Total	0	31	909	68	1	40	973	53	0	73	156	43	1	74	219	81	2,722	0	
Peak Hour	All	0	19	515	49	0	24	512	24	0	39	99	23	0	43	126	41	1,514	0
	HV	0	1	12	0	0	1	7	1	0	0	1	2	0	0	1	1	27	0
	HV%	-	5%	2%	0%	-	4%	1%	4%	-	0%	1%	9%	-	0%	1%	2%	2%	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
4:00 PM	2	0	0	1	3	1	3	1	0	5	7	13	9	14	43
4:15 PM	2	4	0	0	6	2	4	0	1	7	6	10	19	9	44
4:30 PM	3	1	0	0	4	5	4	0	1	10	4	5	7	17	33
4:45 PM	2	3	1	0	6	2	2	0	0	4	8	12	8	18	46
5:00 PM	6	3	1	2	12	5	8	7	1	21	7	9	17	26	59
5:15 PM	1	2	1	0	4	1	8	1	3	13	5	8	18	14	45
5:30 PM	4	1	0	0	5	1	6	0	2	9	6	9	17	13	45
5:45 PM	2	1	0	0	3	2	3	1	2	8	3	5	15	13	36
Count Total	22	15	3	3	43	19	38	10	10	77	46	71	110	124	351
Peak Hour	13	9	3	2	27	9	24	8	6	47	26	38	60	71	195

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	14th St				14th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0
4:15 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	0
4:30 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
4:45 PM	0	0	2	0	0	1	1	1	0	0	1	0	0	0	0	0	6	19
5:00 PM	0	0	6	0	0	0	3	0	0	0	0	1	0	0	1	1	12	28
5:15 PM	0	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	4	26
5:30 PM	0	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	5	27
5:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	24
Count Total	0	1	21	0	0	1	13	1	0	0	1	2	0	0	2	1	43	0
Peak Hour	0	1	12	0	0	1	7	1	0	0	1	2	0	0	1	1	27	0

Two-Hour Count Summaries - Bikes																	
Interval Start	14th St			14th St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	1	0	0	3	0	0	1	0	0	0	0	0	0	5	0	
4:15 PM	1	1	0	0	4	0	0	0	0	0	1	0	0	7	0		
4:30 PM	1	4	0	0	3	1	0	0	0	0	1	0	0	10	0		
4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	4	26		
5:00 PM	0	4	1	0	8	0	0	6	1	0	1	0	0	21	42		
5:15 PM	0	0	1	1	7	0	1	0	0	0	2	1	1	13	48		
5:30 PM	0	1	0	0	6	0	0	0	0	0	1	1	1	9	47		
5:45 PM	0	2	0	0	2	1	0	1	0	0	0	2	8	8	51		
Count Total	2	15	2	1	35	2	1	8	1	0	6	4	77	0			
Peak Hour	0	7	2	1	23	0	1	6	1	0	4	2	47	0			

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

Intersection #: 51

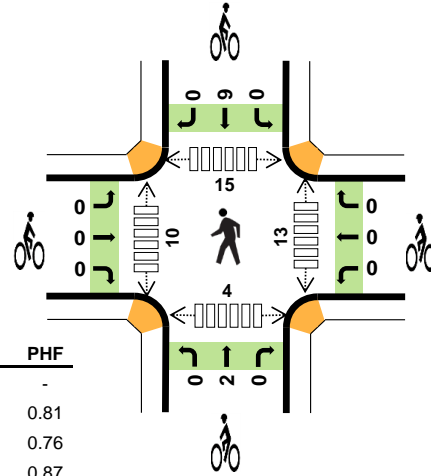
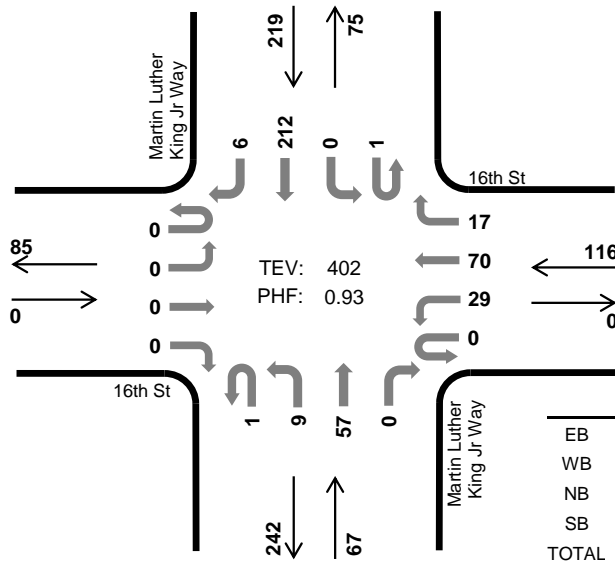
**Intersection Name: Martin Luther King Jr
Way/ 16th Street**

Martin Luther King Jr Way 16th St



Peak Hour

Date: 05-22-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	-	-
WB	1.7%	0.81
NB	1.5%	0.76
SB	1.8%	0.87
TOTAL	1.7%	0.93

Two-Hour Count Summaries

Interval Start	16th St Eastbound				16th St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	4	9	2	0	1	4	0	0	0	23	2	45	0	
7:15 AM	0	0	0	0	0	3	10	1	0	3	12	0	1	0	24	6	60	0	
7:30 AM	0	0	0	0	0	6	10	1	0	3	7	0	1	0	37	3	68	0	
7:45 AM	0	0	0	0	0	6	12	1	0	3	8	0	0	0	40	1	71	244	
8:00 AM	0	0	0	0	0	9	24	3	0	0	14	0	0	0	52	0	102	301	
8:15 AM	0	0	0	0	0	6	13	3	1	3	12	0	0	0	51	3	92	333	
8:30 AM	0	0	0	0	0	6	20	4	0	3	12	0	0	0	60	3	108	373	
8:45 AM	0	0	0	0	0	8	13	7	0	3	19	0	1	0	49	0	100	402	
Count Total	0	0	0	0	0	48	111	22	1	19	88	0	3	0	336	18	646	0	
Peak Hour	All	0	0	0	0	0	29	70	17	1	9	57	0	1	0	212	6	402	0
	HV	0	0	0	0	0	1	0	1	0	1	0	0	0	0	4	0	7	0
	HV%	-	-	-	-	-	3%	0%	6%	0%	11%	0%	-	0%	-	2%	0%	2%	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
7:00 AM	0	0	0	2	2	0	0	0	0	0	13	1	0	2	16
7:15 AM	0	0	0	0	0	0	0	0	2	2	3	2	1	3	9
7:30 AM	0	0	0	0	0	0	0	0	2	2	2	2	3	3	10
7:45 AM	0	0	0	0	0	0	0	2	1	3	2	3	5	0	10
8:00 AM	0	2	0	1	3	0	0	1	1	2	2	3	5	2	12
8:15 AM	0	0	0	2	2	0	0	1	3	4	6	3	6	1	16
8:30 AM	0	0	1	0	1	0	0	0	2	2	1	1	1	1	4
8:45 AM	0	0	0	1	1	0	0	0	3	3	4	3	3	0	10
Count Total	0	2	1	6	9	0	0	4	14	18	33	18	24	12	87
Peak Hour	0	2	1	4	7	0	0	2	9	11	13	10	15	4	42

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	16th St				16th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	2	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	3	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	7	
Count Total	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	6	0	9	0
Peak Hour	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	4	0	7	0
Two-Hour Count Summaries - Bikes																			
Interval Start	16th St			16th St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	0
7:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0	3	7	7
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	2	9	9
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4	0	4	11	11
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	11	11
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	3	11	11
Count Total	0	0	0	0	0	0	0	0	4	0	0	0	14	0	18	0	18	0	0
Peak Hour	0	0	0	0	0	0	0	0	2	0	0	0	9	0	11	0	11	0	0

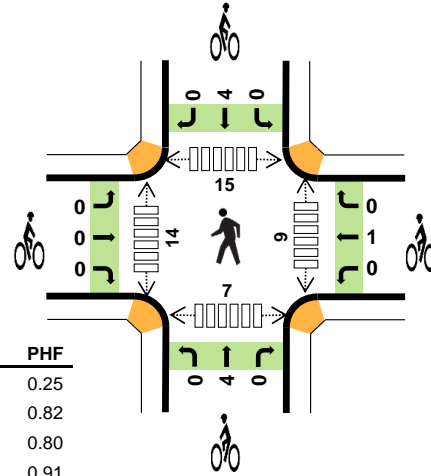
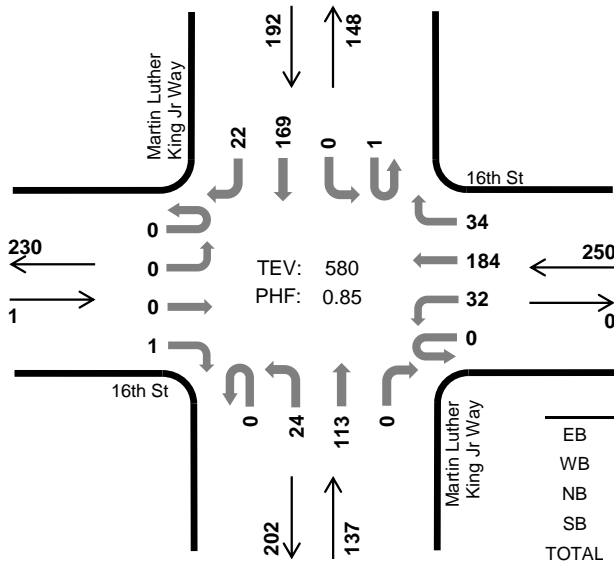
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Martin Luther King Jr Way 16th St



Peak Hour

Date: 05-22-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.0%	0.25
WB	0.8%	0.82
NB	0.7%	0.80
SB	0.5%	0.91
TOTAL	0.7%	0.85

Two-Hour Count Summaries

Interval Start	16th St Eastbound				16th St Westbound				Martin Luther King Jr Way Northbound				Martin Luther King Jr Way Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	6	51	4	0	2	19	0	0	0	30	3	115	0	
4:15 PM	0	0	0	0	0	2	38	2	0	2	18	0	0	0	35	3	100	0	
4:30 PM	0	0	0	1	0	10	45	5	0	3	30	0	0	0	37	3	134	0	
4:45 PM	0	0	0	0	0	7	43	8	0	4	20	0	0	0	47	6	135	484	
5:00 PM	0	0	0	0	0	7	57	12	0	9	34	0	0	0	46	5	170	539	
5:15 PM	0	0	0	0	0	8	39	9	0	8	29	0	1	0	39	8	141	580	
5:30 PM	0	0	0	0	0	9	46	4	0	4	26	0	0	0	30	2	121	567	
5:45 PM	0	0	0	0	0	3	24	2	0	3	15	0	0	0	32	3	82	514	
Count Total	0	0	0	1	0	52	343	46	0	35	191	0	1	0	296	33	998	0	
Peak Hour	All	0	0	0	1	0	32	184	34	0	24	113	0	1	0	169	22	580	0
	HV	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	4	0
	HV%	-	-	-	0%	-	3%	1%	0%	-	0%	1%	-	0%	-	1%	0%	1%	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
4:00 PM	0	1	1	1	3	0	0	0	2	2	5	3	3	2	13
4:15 PM	0	0	0	1	1	0	0	1	0	1	1	4	3	3	11
4:30 PM	0	0	0	1	1	0	0	2	0	2	4	5	4	3	16
4:45 PM	0	2	1	0	3	0	0	0	1	1	1	3	3	0	7
5:00 PM	0	0	0	0	0	0	1	1	1	3	2	4	5	4	15
5:15 PM	0	0	0	0	0	0	0	1	2	3	2	2	3	0	7
5:30 PM	0	1	0	0	1	0	1	0	1	2	4	6	2	3	15
5:45 PM	0	0	0	1	1	0	2	1	1	4	5	5	2	2	14
Count Total	0	4	2	4	10	0	4	6	8	18	24	32	25	17	98
Peak Hour	0	2	1	1	4	0	1	4	4	9	9	14	15	7	45

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	16th St				16th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:45 PM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	1	0	0	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	0	1	0	1	2
Count Total	0	0	0	0	0	2	2	0	0	0	2	0	0	0	4	0	10	0
Peak Hour	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	4	0

Two-Hour Count Summaries - Bikes																
Interval Start	16th St			16th St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0		
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0		
4:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	2	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	6		
5:00 PM	0	0	0	0	1	0	0	1	0	0	1	0	3	7		
5:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	9		
5:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	2	9		
5:45 PM	0	0	0	1	0	1	0	1	0	0	1	0	4	12		
Count Total	0	0	0	1	1	2	0	6	0	0	8	0	18	0		
Peak Hour	0	0	0	0	1	0	0	4	0	0	4	0	9	0		

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

Intersection #: 52

**Intersection Name: Martin Luther King Jr
Way/17th Street**

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	17th St				17th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	1	0	0	0	1	0	3	0
7:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:45 AM	0	0	3	1	0	0	0	0	0	0	2	0	0	0	0	1	7	16
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12
8:30 AM	0	0	2	1	0	0	0	0	0	0	1	0	0	1	0	0	5	14
8:45 AM	0	0	4	0	0	0	0	0	0	0	0	1	0	1	3	0	9	16
Count Total	0	2	14	2	0	0	0	0	0	0	4	1	0	2	7	0	32	0
Peak Hour	0	0	6	1	0	0	0	0	0	0	1	1	0	2	5	0	16	0
Two-Hour Count Summaries - Bikes																		
Interval Start	17th St			17th St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3	6	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	8	8
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	7
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	7	14	14
8:45 AM	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0	6	17	17
Count Total	0	10	0	0	0	0	0	4	0	0	0	0	9	0	0	23	0	0
Peak Hour	0	8	0	0	0	0	0	2	0	0	0	0	7	0	0	17	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	17th St				17th St				Martin Luther King Jr Way				Martin Luther King Jr Way				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	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0
4:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	1	5	0	0	0	0	0	0	0	0	0	0	3	0	9	0	
Peak Hour	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	4	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	17th St			17th St			Martin Luther King Jr Way			Martin Luther King Jr Way			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	2	0				
4:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2	0				
4:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	2	0				
4:45 PM	0	2	0	0	0	0	0	1	0	0	1	0	4	10				
5:00 PM	0	2	0	0	0	0	0	5	0	0	0	0	7	15				
5:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	2	15				
5:30 PM	1	1	0	0	0	0	0	0	0	1	1	0	4	17				
5:45 PM	0	1	0	0	0	0	0	1	2	0	1	0	5	18				
Count Total	1	6	2	0	0	0	0	10	4	1	4	0	28	0				
Peak Hour	0	4	1	0	0	0	0	8	1	0	1	0	15	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

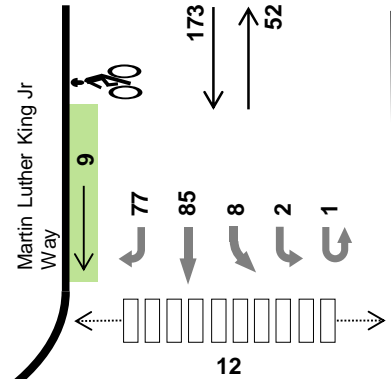
Intersection #: 53

**Intersection Name: Martin Luther King Jr
Way/ 18th Street**



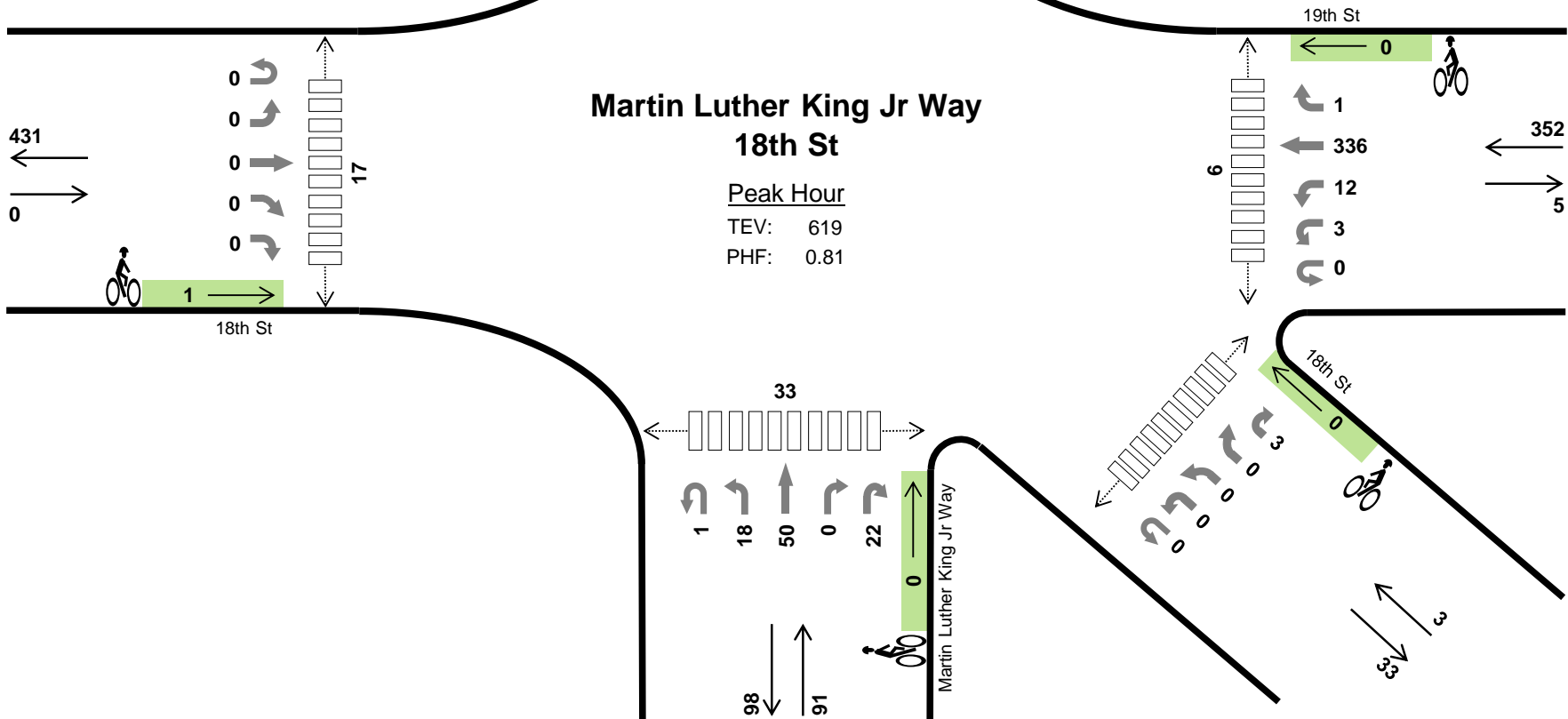
Date: 02/06/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:45 AM to 8:45 AM

	HV %:	PHF
EB	-	-
WB	1.4%	0.72
NB	3.3%	0.81
SB	3.5%	0.82
NWB	0.0%	0.38
TOTAL	2.3%	0.81



**Martin Luther King Jr Way
18th St**

Peak Hour
 TEV: 619
 PHF: 0.81



Two-Hour Count Summaries

Interval Start	18th St					19th St					Martin Luther King Jr Way					Martin Luther King Jr Way					18th St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	1	3	19	1	0	4	9	0	0	0	0	0	8	11	0	0	0	0	56	0	
7:15 AM	0	0	0	0	0	0	1	2	25	1	0	4	6	0	0	0	0	0	10	11	0	0	0	0	60	0	
7:30 AM	0	0	0	0	0	0	0	2	39	1	0	1	13	0	2	0	0	2	14	9	0	0	0	0	83	0	
7:45 AM	0	0	0	0	0	0	0	3	85	0	0	2	9	0	3	0	0	1	20	21	0	0	0	0	144	343	
8:00 AM	0	0	0	0	0	0	2	3	117	0	0	1	17	0	10	0	1	1	17	21	0	0	0	2	192	479	
8:15 AM	0	0	0	0	0	0	0	1	73	1	1	4	12	0	5	1	1	3	23	10	0	0	0	0	135	554	
8:30 AM	0	0	0	0	0	0	1	5	61	0	0	11	12	0	4	0	0	3	25	25	0	0	0	1	148	619	
8:45 AM	0	0	0	0	0	0	3	6	49	1	0	5	16	0	5	0	0	2	35	18	0	0	0	3	143	618	
Count Total	0	0	0	0	0	0	8	25	468	5	1	32	94	0	29	1	2	12	152	126	0	0	0	6	961	0	
Peak Hour	All	0	0	0	0	0	3	12	336	1	1	18	50	0	22	1	2	8	85	77	0	0	0	3	619	0	
	HV	0	0	0	0	0	0	2	3	0	0	1	2	0	0	0	0	0	3	3	0	0	0	0	14	0	
	HV%	-	-	-	-	-	-	0%	17%	1%	0%	0%	6%	4%	-	0%	0%	0%	0%	4%	4%	-	-	-	-	0%	2%

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	NWB	Total	EB	WB	NB	SB	NWB	Total	East	West	North	South	Southeast	Total
7:00 AM	0	1	1	2	0	4	0	1	0	0	0	1	6	14	4	5	7	36
7:15 AM	0	1	1	0	0	2	0	0	2	0	0	2	2	1	2	7	1	13
7:30 AM	0	1	1	0	0	2	0	0	0	1	0	1	3	3	1	10	4	21
7:45 AM	0	1	2	1	0	4	0	0	0	2	0	2	4	2	6	8	5	25
8:00 AM	0	1	0	2	0	3	0	0	0	2	0	2	0	9	0	6	2	17
8:15 AM	0	0	0	3	0	3	1	0	0	0	0	1	1	1	2	8	3	15
8:30 AM	0	3	1	0	0	4	0	0	0	5	0	5	1	5	4	11	1	22
8:45 AM	0	2	1	3	0	6	0	0	2	0	0	2	3	6	5	13	5	32
Count Total	0	10	7	11	0	28	1	1	4	10	0	16	20	41	24	68	28	181
Peak Hr	0	5	3	6	0	14	1	0	0	9	0	10	6	17	12	33	11	79

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	18th St					19th St					Martin Luther King Jr Way					Martin Luther King Jr Way					18th St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	4	0	
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0		
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0		
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	1	0	0	0	0	4	12		
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	11		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	12		
8:30 AM	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	14		
8:45 AM	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3	0	0	0	0	6	16		
Count Total	0	0	0	0	0	0	0	3	7	0	0	3	4	0	0	0	0	0	7	4	0	0	0	28	0		
Peak Hour	0	0	0	0	0	0	0	2	3	0	0	1	2	0	0	0	0	0	3	3	0	0	0	14	0		

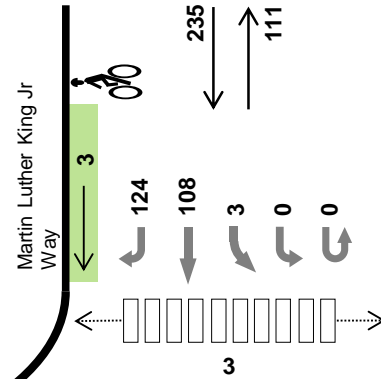
Two-Hour Count Summaries - Bikes

Interval Start	18th St					19th St					Martin Luther King Jr Way					Martin Luther King Jr Way					18th St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	1	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	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	6		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	7		
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	10		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	10		
Count Total	0	0	0	1	0	0	0	0	1	0	0	0	4	0	0	0	0	0	10	0	0	0	0	16	0		
Peak Hour	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	9	0	0	0	0	10	0		



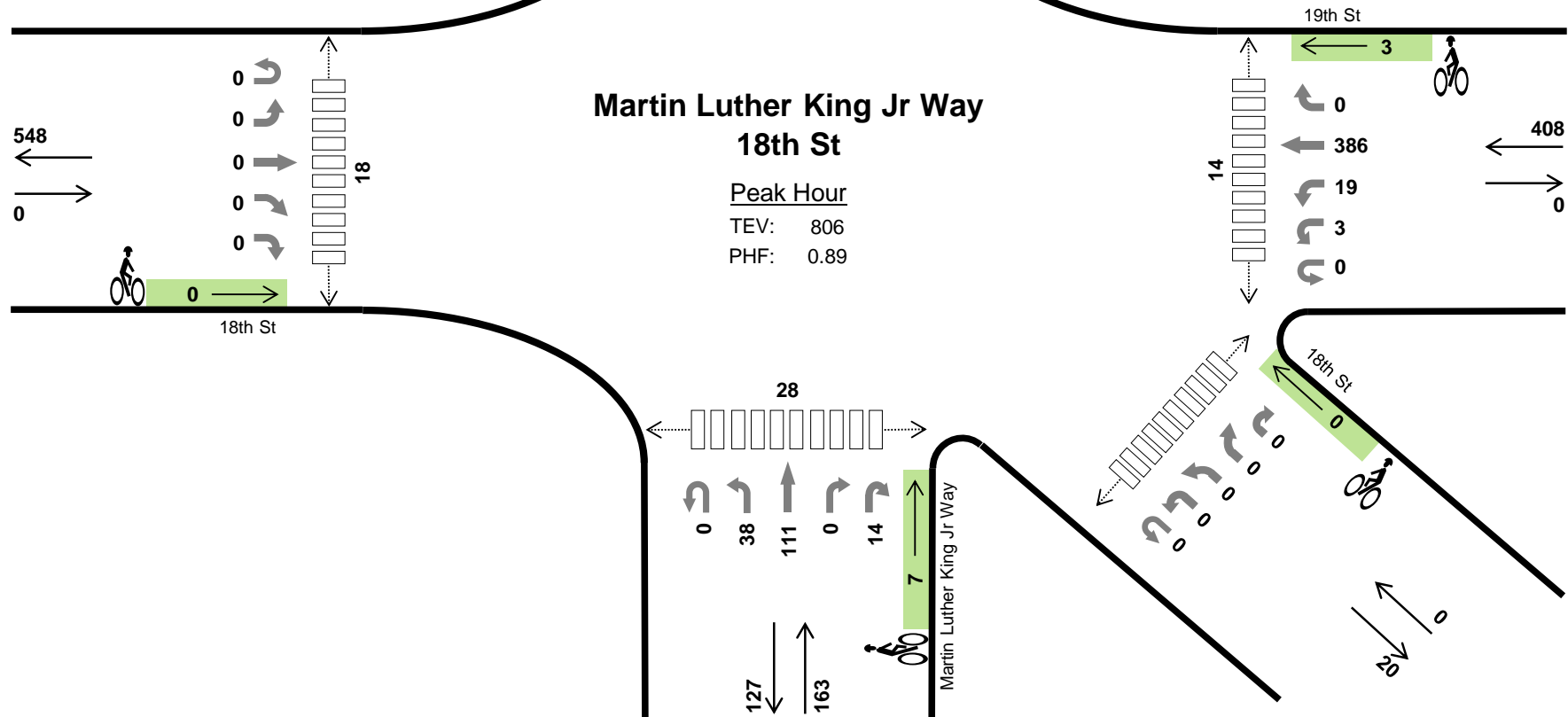
Date: 02/06/2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:30 PM to 5:30 PM

	HV %:	PHF
EB	-	-
WB	0.2%	0.88
NB	0.0%	0.91
SB	2.1%	0.85
NWB	-	-
TOTAL	0.7%	0.89



Martin Luther King Jr Way 18th St

Peak Hour
 TEV: 806
 PHF: 0.89



Two-Hour Count Summaries

Interval Start	18th St					19th St					Martin Luther King Jr Way					Martin Luther King Jr Way					18th St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	1	1	93	1	0	9	23	0	6	0	0	0	19	30	0	0	0	0	1	184	0
4:15 PM	0	0	0	0	0	0	0	2	113	0	0	10	14	0	2	0	0	1	26	19	0	0	0	0	0	187	0
4:30 PM	0	0	0	0	0	0	1	4	89	0	0	4	22	0	7	0	0	1	33	30	0	0	0	0	0	191	0
4:45 PM	0	0	0	0	0	0	2	2	81	0	0	13	25	0	3	0	0	0	19	35	0	0	0	0	0	180	742
5:00 PM	0	0	0	0	0	0	0	8	105	0	0	12	30	0	2	0	0	1	29	39	0	0	0	0	0	226	784
5:15 PM	0	0	0	0	0	0	0	5	111	0	0	9	34	0	2	0	0	1	27	20	0	0	0	0	0	209	806
5:30 PM	0	0	0	0	0	0	0	5	94	0	0	5	24	0	3	0	0	2	26	28	0	0	0	0	0	187	802
5:45 PM	0	0	0	0	0	0	1	3	76	0	0	4	18	0	3	0	0	0	24	23	0	0	0	0	0	152	774
Count Total	0	0	0	0	0	0	5	30	762	1	0	66	190	0	28	0	0	6	203	224	0	0	0	0	1	1,516	0
Peak Hour	All	0	0	0	0	0	3	19	386	0	0	38	111	0	14	0	0	3	108	124	0	0	0	0	0	806	0
	HV	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	6	0
	HV%	-	-	-	-	-	0%	0%	0%	-	-	0%	0%	-	0%	-	-	0%	2%	2%	-	-	-	-	-	-	1%

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	NWB	Total	EB	WB	NB	SB	NWB	Total	East	West	North	South	Southeast	Total
4:00 PM	0	1	0	2	0	3	0	0	0	0	0	0	6	4	4	10	7	31
4:15 PM	0	0	1	0	0	1	0	1	1	0	0	2	1	13	1	9	4	28
4:30 PM	0	0	0	2	0	2	0	1	1	0	0	2	6	4	0	4	7	21
4:45 PM	0	0	0	2	0	2	0	1	0	2	0	3	0	5	0	8	1	14
5:00 PM	0	1	0	0	0	1	0	0	6	0	0	6	5	3	1	7	6	22
5:15 PM	0	0	0	1	0	1	0	1	0	1	0	2	3	6	2	9	7	27
5:30 PM	0	0	0	1	0	1	0	1	1	1	0	3	3	5	3	12	3	26
5:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	6	1	16	4	28
Count Total	0	2	1	9	0	12	0	5	9	4	0	18	25	46	12	75	39	197
Peak Hr	0	1	0	5	0	6	0	3	7	3	0	13	14	18	3	28	21	84

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	18th St					19th St					Martin Luther King Jr Way					Martin Luther King Jr Way					18th St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	8
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	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	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	0	0	1	0	0	0	0	0	1	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	4
Count Total	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	4	5	0	0	0	0	0	12	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	6	0

Two-Hour Count Summaries - Bikes

Interval Start	18th St					19th St					Martin Luther King Jr Way					Martin Luther King Jr Way					18th St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	6	13
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	13
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3	14
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Count Total	0	0	0	0	0	0	0	0	5	0	0	0	8	0	1	0	0	0	4	0	0	0	0	0	0	18	0
Peak Hour	0	0	0	0	0	0	0	0	3	0	0	0	6	0	1	0	0	0	3	0	0	0	0	0	0	13	0

Intersection #: 54

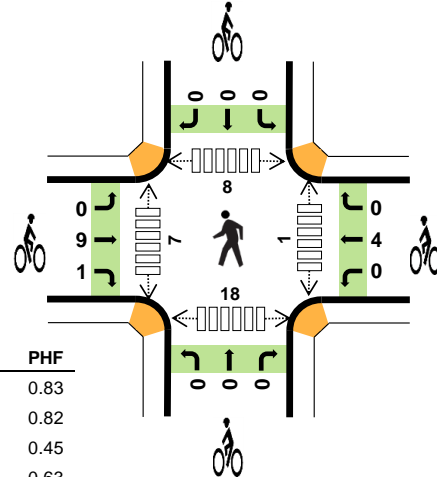
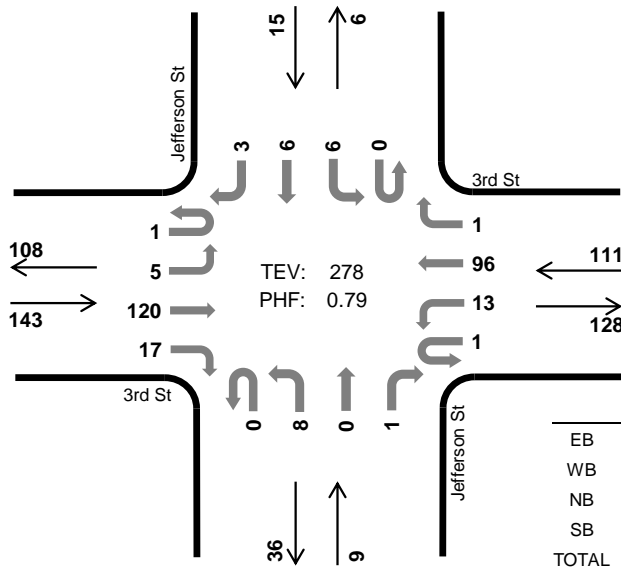
**Intersection Name: Jefferson Street/3rd
Street**

Jefferson St 3rd St



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	4.9%	0.83
WB	9.9%	0.82
NB	11.1%	0.45
SB	0.0%	0.63
TOTAL	6.8%	0.79

Two-Hour Count Summaries

Interval Start	3rd St Eastbound				3rd St Westbound				Jefferson St Northbound				Jefferson St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	1	18	1	0	1	19	0	0	1	0	0	0	0	1	0	42	0	
7:15 AM	0	0	27	1	0	2	14	1	0	0	0	0	0	1	0	1	47	0	
7:30 AM	0	2	42	2	0	0	25	0	0	1	0	1	0	0	0	0	73	0	
7:45 AM	0	1	31	2	0	4	21	0	0	2	0	0	0	0	0	2	63	225	
8:00 AM	1	2	16	2	0	2	21	0	0	1	0	0	0	1	1	0	47	230	
8:15 AM	0	1	38	2	1	2	20	0	0	3	0	0	0	0	1	0	68	251	
8:30 AM	0	1	32	5	0	5	25	1	0	0	0	0	0	3	2	1	75	253	
8:45 AM	0	1	34	8	0	4	30	0	0	4	0	1	0	2	2	2	88	278	
Count Total	1	9	238	23	1	20	175	2	0	12	0	2	0	7	7	6	503	0	
Peak Hour	All	1	5	120	17	1	13	96	1	0	8	0	1	0	6	6	3	278	0
	HV	1	0	6	0	0	0	11	0	0	1	0	0	0	0	0	0	19	0
	HV%	100%	0%	5%	0%	0%	0%	11%	0%	-	13%	-	0%	-	0%	0%	0%	7%	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
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1
7:15 AM	1	1	0	0	2	3	1	0	1	5	0	1	1	0	2
7:30 AM	2	5	0	0	7	0	1	0	0	1	0	1	0	1	2
7:45 AM	2	3	1	0	6	2	1	0	0	3	0	5	0	3	8
8:00 AM	4	2	0	0	6	1	0	0	0	1	1	4	2	3	10
8:15 AM	2	3	1	0	6	6	2	0	0	8	0	2	2	4	8
8:30 AM	0	2	0	0	2	0	1	0	0	1	0	1	2	8	11
8:45 AM	1	4	0	0	5	3	1	0	0	4	0	0	2	3	5
Count Total	12	21	2	0	35	15	7	0	1	23	1	14	9	23	47
Peak Hour	7	11	1	0	19	10	4	0	0	14	1	7	8	18	34

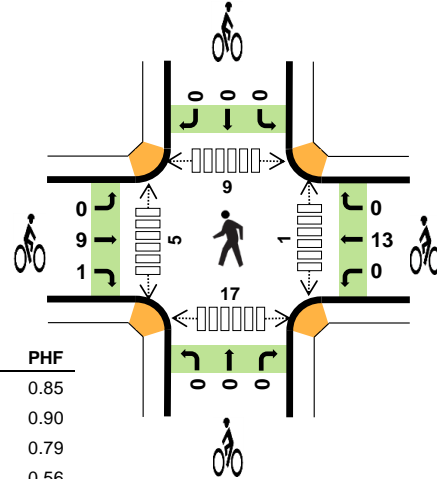
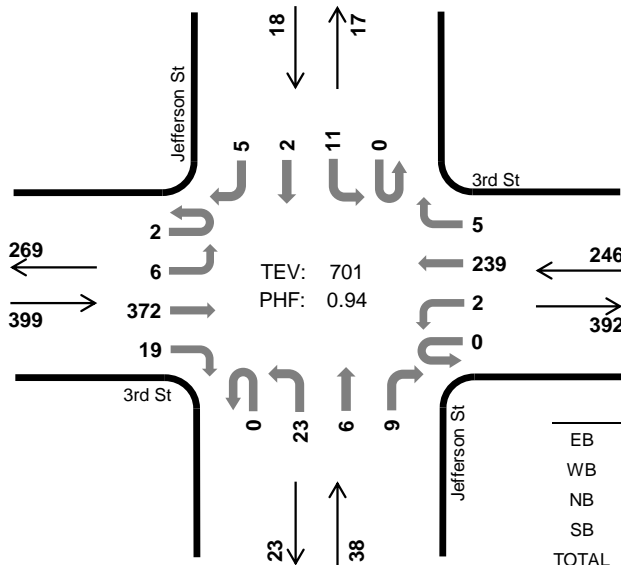
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd St				3rd St				Jefferson St				Jefferson St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	1	1	0	0	0	5	0	0	0	0	0	0	0	0	0	7	0
7:45 AM	0	1	1	0	0	0	3	0	0	1	0	0	0	0	0	0	6	16
8:00 AM	1	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	6	21
8:15 AM	0	0	2	0	0	0	3	0	0	1	0	0	0	0	0	0	6	25
8:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	20
8:45 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	19
Count Total	1	2	9	0	0	0	21	0	0	2	0	0	0	0	0	0	35	0
Peak Hour	1	0	6	0	0	0	11	0	0	1	0	0	0	0	0	0	19	0
Two-Hour Count Summaries - Bikes																		
Interval Start	3rd St			3rd St			Jefferson St			Jefferson St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	5	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	9	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10	0
8:15 AM	0	5	1	0	2	0	0	0	0	0	0	0	0	0	0	8	13	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	13	0
8:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4	14	0
Count Total	0	14	1	1	6	0	0	0	0	1	0	0	0	0	0	23	0	0
Peak Hour	0	9	1	0	4	0	0	0	0	0	0	0	0	0	0	14	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Jefferson St 3rd St



Peak Hour

Date: 01/31/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	2.3%	0.85
WB	1.2%	0.90
NB	2.6%	0.79
SB	11.1%	0.56
TOTAL	2.1%	0.94

Two-Hour Count Summaries

Interval Start	3rd St Eastbound				3rd St Westbound				Jefferson St Northbound				Jefferson St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	2	58	6	0	1	51	0	0	6	1	2	0	0	0	1	128	0	
4:15 PM	2	4	44	1	0	0	44	0	0	3	1	4	0	0	0	0	103	0	
4:30 PM	0	3	68	7	0	0	34	0	0	10	2	7	0	0	0	2	133	0	
4:45 PM	0	3	74	1	0	0	36	0	0	3	0	4	0	0	0	1	122	486	
5:00 PM	0	1	87	1	0	1	64	3	0	7	2	3	0	4	1	3	177	535	
5:15 PM	1	1	75	7	0	0	64	1	0	4	4	2	0	4	0	1	164	596	
5:30 PM	1	1	102	5	0	0	58	0	0	2	0	2	0	2	0	1	174	637	
5:45 PM	0	3	108	6	0	1	53	1	0	10	0	2	0	1	1	0	186	701	
Count Total	4	18	616	34	0	3	404	5	0	45	10	26	0	11	2	9	1,187	0	
Peak Hour	All	2	6	372	19	0	2	239	5	0	23	6	9	0	11	2	5	701	0
	HV	0	0	6	3	0	0	3	0	0	0	1	0	0	1	1	0	15	0
	HV%	0%	0%	2%	16%	-	0%	1%	0%	-	0%	17%	0%	-	9%	50%	0%	2%	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
4:00 PM	4	2	0	0	6	1	1	0	0	2	0	2	3	5	10
4:15 PM	1	0	0	0	1	2	2	0	0	4	0	2	1	6	9
4:30 PM	7	0	0	0	7	0	2	0	0	2	0	2	1	3	6
4:45 PM	6	1	0	0	7	1	3	0	0	4	0	1	1	2	4
5:00 PM	4	0	0	1	5	2	4	0	0	6	0	4	6	9	19
5:15 PM	3	2	1	0	6	3	5	0	0	8	0	0	1	3	4
5:30 PM	0	1	0	0	1	3	3	0	0	6	1	0	2	2	5
5:45 PM	2	0	0	1	3	2	1	0	0	3	0	1	0	3	4
Count Total	27	6	1	2	36	14	21	0	0	35	1	12	15	33	61
Peak Hour	9	3	1	2	15	10	13	0	0	23	1	5	9	17	32

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd St				3rd St				Jefferson St				Jefferson St				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	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0
4:45 PM	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7	21
5:00 PM	0	0	3	1	0	0	0	0	0	0	0	0	0	1	0	0	5	20
5:15 PM	0	0	2	1	0	0	2	0	0	0	1	0	0	0	0	0	6	25
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	19
5:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	3	15
Count Total	0	0	23	4	0	0	6	0	0	0	1	0	0	1	1	0	36	0
Peak Hour	0	0	6	3	0	0	3	0	0	0	1	0	0	1	1	0	15	0
Two-Hour Count Summaries - Bikes																		
Interval Start	3rd St			3rd St			Jefferson St			Jefferson St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0				
4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0				
4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0				
4:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4	12				
5:00 PM	0	1	1	0	4	0	0	0	0	0	0	0	6	16				
5:15 PM	0	3	0	0	5	0	0	0	0	0	0	0	8	20				
5:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	6	24				
5:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	23				
Count Total	0	13	1	0	21	0	0	0	0	0	0	0	35	0				
Peak Hour	0	9	1	0	13	0	0	0	0	0	0	0	23	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 55

**Intersection Name: Jefferson Street/4th
Street**

AM and PM turning movement counts inferred from adjacent intersections

Intersection #: 56

**Intersection Name: Jefferson Street/5th
Street**

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	5th St				5th St				Jefferson St				Jefferson St				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	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
7:15 AM	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
7:30 AM	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
7:45 AM	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10	46
8:00 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	7	39
8:15 AM	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19	44
8:30 AM	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	47
8:45 AM	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	46
Count Total	0	0	91	0	0	0	0	0	0	0	0	0	0	1	0	0	92	0
Peak Hour	0	0	43	0	0	0	0	0	0	0	0	0	0	1	0	0	44	0
Two-Hour Count Summaries - Bikes																		
Interval Start	5th St			5th St			Jefferson St			Jefferson St			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	1	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	1	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

PM turning movement counts inferred from adjacent intersections

Intersection #: 57

**Intersection Name: Jefferson Street/ 7th
Street**

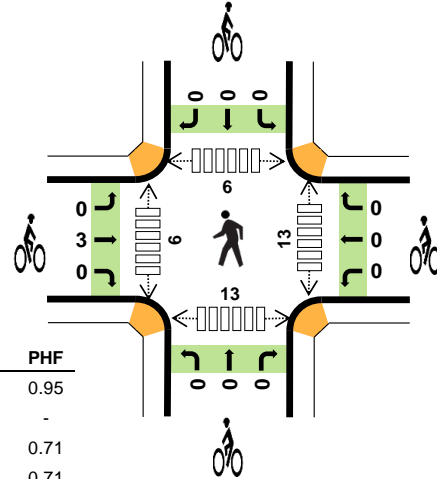
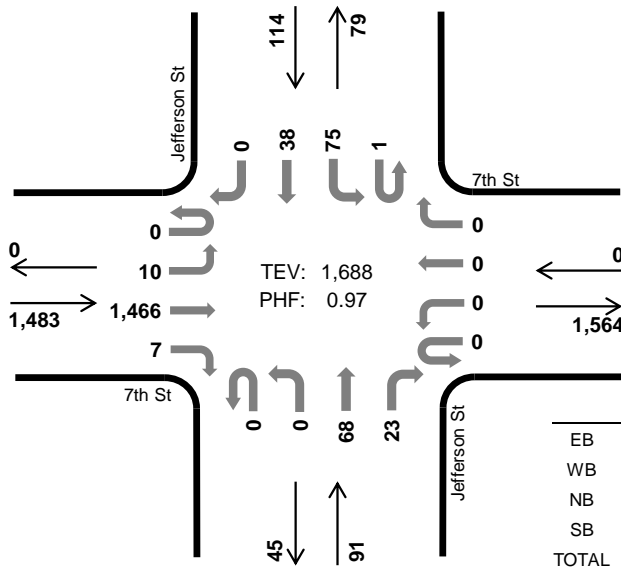
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Jefferson St				Jefferson St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	7	0
7:15 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	6	0
7:30 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	7	0
7:45 AM	0	0	8	0	0	0	0	0	0	0	0	1	0	3	0	0	12	32
8:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	5	30
8:15 AM	0	0	7	0	0	0	0	0	0	0	0	1	0	1	0	0	9	33
8:30 AM	0	1	3	0	0	0	0	0	0	0	1	0	0	1	0	0	6	32
8:45 AM	0	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	8	28
Count Total	0	1	45	0	0	0	0	0	0	0	2	2	0	10	0	0	60	0
Peak Hour	0	1	21	0	0	0	0	0	0	0	2	1	0	3	0	0	28	0
Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Jefferson St			Jefferson St			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	1	0	0	0	0	0	0	0	0	0	0	1	0	
7:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	
8:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	5	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	
Count Total	2	3	0	1	1	0	0	1	0	0	1	0	0	1	0	9	0	
Peak Hour	0	2	0	0	0	0	0	0	1	0	0	0	0	1	0	4	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Jefferson St 7th St



Peak Hour

Date: 01/31/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	1.8%	0.95
WB	-	-
NB	0.0%	0.71
SB	4.4%	0.71
TOTAL	1.8%	0.97

Two-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Jefferson St Northbound				Jefferson St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	2	310	3	0	0	0	0	0	0	9	6	0	8	9	0	347	0	
4:15 PM	0	1	342	2	0	0	0	0	0	0	12	9	0	14	6	0	386	0	
4:30 PM	0	2	343	1	0	0	0	0	0	0	16	9	1	14	11	0	397	0	
4:45 PM	0	2	371	1	0	0	0	0	0	0	13	5	0	13	11	0	416	1,546	
5:00 PM	0	6	323	2	0	0	0	0	0	0	24	8	1	30	9	0	403	1,602	
5:15 PM	0	0	389	1	0	0	0	0	0	0	15	5	0	18	9	0	437	1,653	
5:30 PM	0	2	383	3	0	0	0	0	0	0	16	5	0	14	9	0	432	1,688	
5:45 PM	0	4	281	3	0	0	0	0	0	0	11	9	0	21	10	0	339	1,611	
Count Total	0	19	2,742	16	0	0	0	0	0	0	116	56	2	132	74	0	3,157	0	
Peak Hour	All	0	10	1,466	7	0	0	0	0	0	0	68	23	1	75	38	0	1,688	0
	HV	0	0	26	0	0	0	0	0	0	0	0	0	0	5	0	0	31	0
	HV%	-	0%	2%	0%	-	-	-	-	-	-	0%	0%	0%	7%	0%	-	2%	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
4:00 PM	12	0	0	1	13	0	0	0	0	0	2	1	0	4	7
4:15 PM	8	0	0	2	10	1	0	0	0	1	3	3	1	2	9
4:30 PM	9	0	0	2	11	0	0	0	0	0	2	1	3	1	7
4:45 PM	9	0	0	2	11	1	0	0	0	1	2	1	1	3	7
5:00 PM	4	0	0	0	4	0	0	0	0	0	4	2	3	6	15
5:15 PM	5	0	0	2	7	0	0	0	0	0	5	1	1	1	8
5:30 PM	8	0	0	1	9	2	0	0	0	2	2	2	1	3	8
5:45 PM	10	0	0	2	12	0	0	0	0	0	2	1	2	2	7
Count Total	65	0	0	12	77	4	0	0	0	4	22	12	12	22	68
Peak Hour	26	0	0	5	31	3	0	0	0	3	13	6	6	13	38

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Jefferson St				Jefferson St				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	1	11	0	0	0	0	0	0	0	0	0	0	1	0	0	13	0
4:15 PM	0	0	8	0	0	0	0	0	0	0	0	0	0	2	0	0	10	0
4:30 PM	0	0	9	0	0	0	0	0	0	0	0	0	0	2	0	0	11	0
4:45 PM	0	0	9	0	0	0	0	0	0	0	0	0	0	2	0	0	11	45
5:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	36
5:15 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	7	33
5:30 PM	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	9	31
5:45 PM	0	0	10	0	0	0	0	0	0	0	0	0	0	2	0	0	12	32
Count Total	0	1	64	0	0	0	0	0	0	0	0	0	0	12	0	0	77	0
Peak Hour	0	0	26	0	0	0	0	0	0	0	0	0	0	5	0	0	31	0
Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Jefferson St			Jefferson St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Peak Hour	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 58

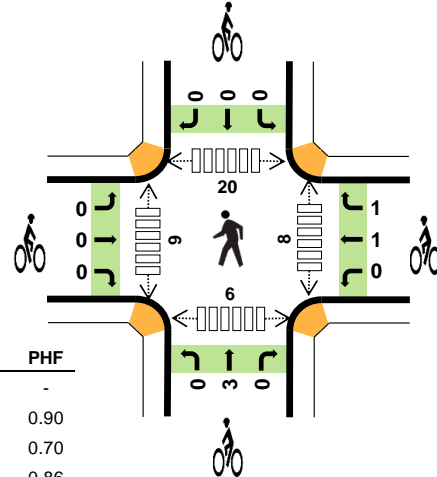
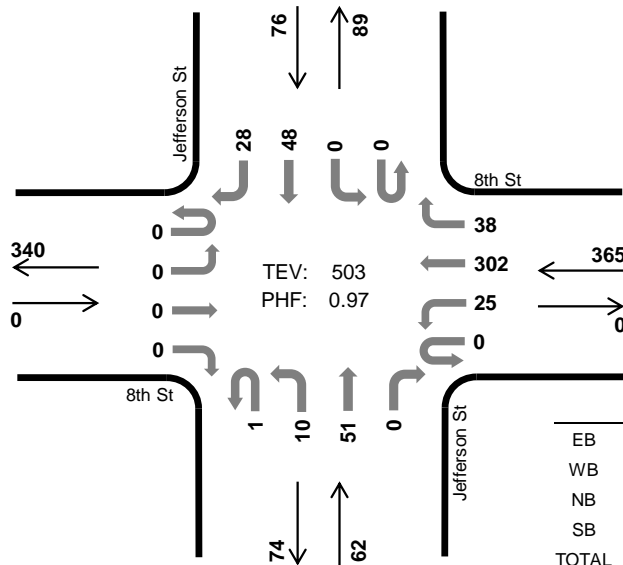
**Intersection Name: Jefferson Street/ 8th
Street**

Jefferson St 8th St



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	-	-
WB	3.0%	0.90
NB	3.2%	0.70
SB	7.9%	0.86
TOTAL	3.8%	0.97

Two-Hour Count Summaries

Interval Start	8th St Eastbound				8th St Westbound				Jefferson St Northbound				Jefferson St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	6	34	4	0	2	8	0	0	0	6	7	67	0	
7:15 AM	0	0	0	0	0	5	32	7	0	3	5	0	0	0	13	3	68	0	
7:30 AM	0	0	0	0	0	14	51	0	0	3	12	0	0	0	7	3	90	0	
7:45 AM	0	0	0	0	0	5	82	14	0	3	5	0	0	0	12	7	128	353	
8:00 AM	0	0	0	0	0	6	70	4	0	2	18	0	0	0	13	9	122	408	
8:15 AM	0	0	0	0	0	5	75	13	0	2	10	0	0	0	13	6	124	464	
8:30 AM	0	0	0	0	0	9	75	7	1	3	18	0	0	0	10	6	129	503	
8:45 AM	0	0	0	0	0	9	66	17	0	6	12	0	0	0	9	4	123	498	
Count Total	0	0	0	0	0	59	485	66	1	24	88	0	0	0	83	45	851	0	
Peak Hour	All	0	0	0	0	0	25	302	38	1	10	51	0	0	0	48	28	503	0
	HV	0	0	0	0	0	0	10	1	0	1	1	0	0	0	5	1	19	0
	HV%	-	-	-	-	-	0%	3%	3%	0%	10%	2%	-	-	-	10%	4%	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
7:00 AM	0	7	0	2	9	0	0	0	0	0	0	1	1	2	4
7:15 AM	0	1	0	2	3	0	0	1	0	1	2	0	2	1	5
7:30 AM	0	1	0	1	2	0	1	0	1	2	1	4	7	2	14
7:45 AM	0	3	0	3	6	0	2	1	0	3	1	4	6	1	12
8:00 AM	0	3	0	1	4	0	0	0	0	0	3	3	8	1	15
8:15 AM	0	3	0	1	4	0	0	2	0	2	1	2	4	1	8
8:30 AM	0	2	2	1	5	0	0	0	0	0	3	0	2	3	8
8:45 AM	0	4	1	0	5	0	0	0	0	0	2	2	6	0	10
Count Total	0	24	3	11	38	0	3	4	1	8	13	16	36	11	76
Peak Hour	0	11	2	6	19	0	2	3	0	5	8	9	20	6	43

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	8th St				8th St				Jefferson St				Jefferson St				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	6	1	0	0	0	0	0	0	1	1	9	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0
7:45 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	2	1	6	20
8:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	4	15
8:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	4	16
8:30 AM	0	0	0	0	0	0	2	0	0	1	1	0	0	0	1	0	5	19
8:45 AM	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	5	18
Count Total	0	0	0	0	0	0	21	3	0	2	1	0	0	0	9	2	38	0
Peak Hour	0	0	0	0	0	0	10	1	0	1	1	0	0	0	5	1	19	0
Two-Hour Count Summaries - Bikes																		
Interval Start	8th St			8th St			Jefferson St			Jefferson St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0
7:45 AM	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	2	1	0	4	0	1	0	0	1	0	0	0	8	0
Peak Hour	0	0	0	0	1	1	0	3	0	0	0	0	0	0	0	0	5	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	8th St				8th St				Jefferson St				Jefferson St				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	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	5	0
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	5	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0
4:45 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	2	0	5	17
5:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	3	15
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3	13
5:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	14
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	4	13
Count Total	0	0	0	0	0	0	16	2	0	1	0	0	0	0	11	0	30	0
Peak Hour	0	0	0	0	0	0	8	0	0	0	0	0	0	0	5	0	13	0
Two-Hour Count Summaries - Bikes																		
Interval Start	8th St			8th St			Jefferson St			Jefferson St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3	3
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	4	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3	3
5:45 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	4	4
Count Total	0	0	0	0	4	3	3	0	0	0	0	0	0	0	0	7	0	0
Peak Hour	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	4	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 59

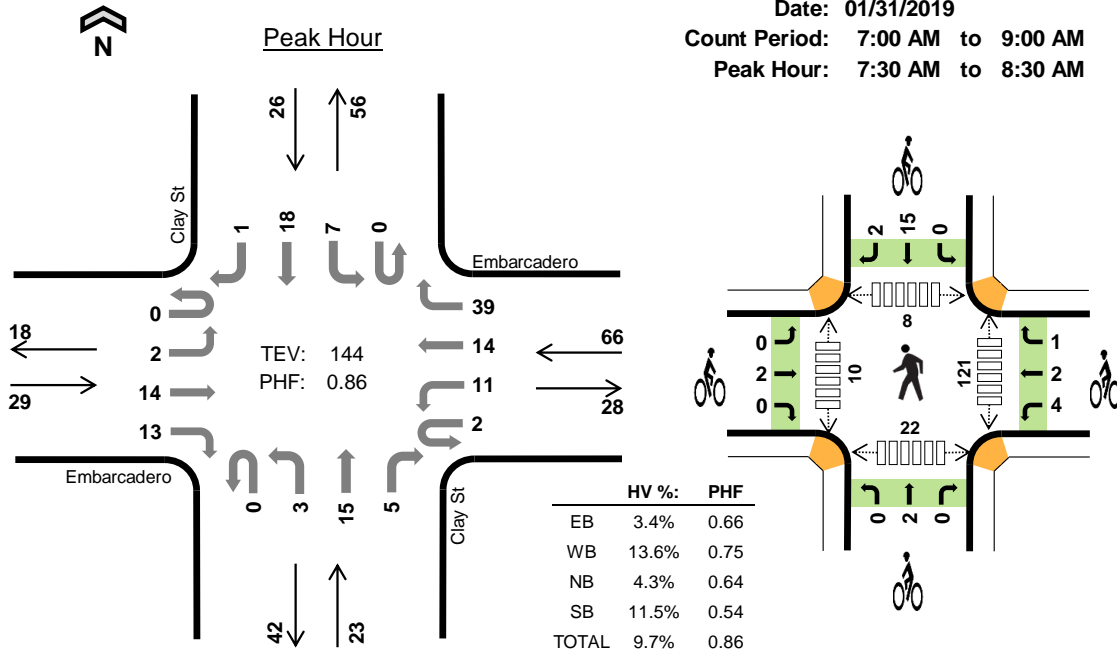
Intersection Name: Clay

Street/Embarcadero West

Clay St Embarcadero



Date: 01/31/2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:30 AM to 8:30 AM



Two-Hour Count Summaries

Interval Start	Embarcadero Eastbound				Embarcadero Westbound				Clay St Northbound				Clay St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	4	1	0	0	0	8	0	0	2	0	0	2	1	0	18	0	
7:15 AM	0	0	4	2	0	1	0	2	0	0	3	0	1	0	5	0	18	0	
7:30 AM	0	0	2	4	1	4	2	8	0	2	7	0	0	2	9	1	42	0	
7:45 AM	0	1	2	1	0	1	5	7	0	0	3	2	0	0	5	0	27	105	
8:00 AM	0	1	5	5	0	5	2	15	0	1	2	1	0	1	3	0	41	128	
8:15 AM	0	0	5	3	1	1	5	9	0	0	3	2	0	4	1	0	34	144	
8:30 AM	0	2	5	1	0	7	1	11	0	0	3	0	0	2	1	0	33	135	
8:45 AM	0	2	2	1	1	2	2	13	0	1	1	0	1	4	3	1	34	142	
Count Total	0	6	29	18	3	21	17	73	0	4	24	5	2	15	28	2	247	0	
Peak Hour	All	0	2	14	13	2	11	14	39	0	3	15	5	0	7	18	1	144	0
	HV	0	0	1	0	0	2	4	3	0	0	0	1	0	2	1	0	14	0
	HV%	-	0%	7%	0%	0%	18%	29%	8%	-	0%	0%	20%	-	29%	6%	0%	10%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

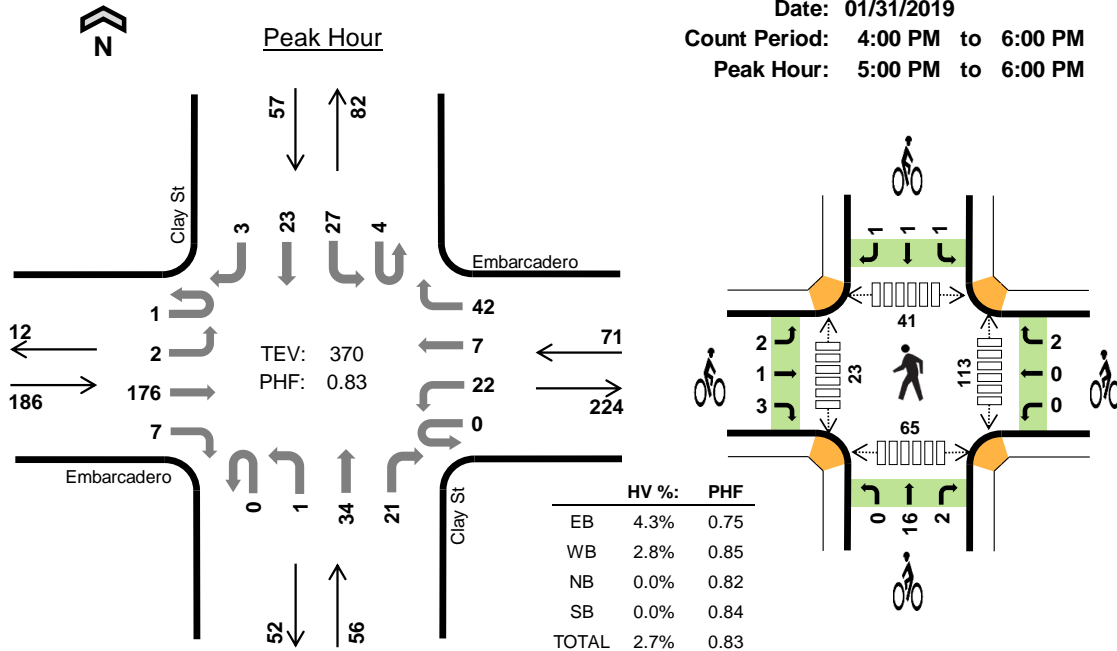
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	1	0	3	2	0	0	0	2	1	0	0	2	3
7:15 AM	2	0	0	0	2	0	2	0	3	5	16	1	0	1	18
7:30 AM	0	1	0	2	3	0	1	1	5	7	61	3	5	6	75
7:45 AM	0	5	0	0	5	1	1	0	6	8	14	2	2	6	24
8:00 AM	0	2	0	0	2	1	3	1	5	10	43	4	0	4	51
8:15 AM	1	1	1	1	4	0	2	0	1	3	3	1	1	6	11
8:30 AM	1	1	0	0	2	0	1	0	1	2	14	3	0	3	20
8:45 AM	2	0	0	1	3	1	0	0	2	3	11	2	2	7	22
Count Total	8	10	2	4	24	5	10	2	23	40	163	16	10	35	224
Peak Hour	1	9	1	3	14	2	7	2	17	28	121	10	8	22	161

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Embarcadero				Embarcadero				Clay St				Clay St				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	0	0	0	0	0	1	0	0	0	0	0	3	0
7:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	3	0
7:45 AM	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5	13
8:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	12
8:15 AM	0	0	1	0	0	1	0	0	0	0	0	1	0	1	0	0	4	14
8:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	13
8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	3	11	
Count Total	0	1	7	0	0	3	4	3	0	0	1	1	0	2	1	1	24	0
Peak Hour	0	0	1	0	0	2	4	3	0	0	0	1	0	2	1	0	14	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Embarcadero			Embarcadero			Clay St			Clay St			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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0		
7:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	3	0	5	0		
7:30 AM	0	0	0	1	0	0	0	0	1	0	0	0	5	0	7	0		
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	4	2	8	22		
8:00 AM	0	1	0	2	0	1	0	1	0	0	0	0	5	0	10	30		
8:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	3	28		
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	2	23		
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3	18		
Count Total	2	3	0	6	2	2	0	2	0	0	2	0	21	2	40	0		
Peak Hour	0	2	0	4	2	1	0	2	0	0	2	0	15	2	28	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Clay St Embarcadero



Date: 01/31/2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



Two-Hour Count Summaries

Interval Start	Embarcadero Eastbound				Embarcadero Westbound				Clay St Northbound				Clay St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	7	19	2	3	0	5	3	1	0	9	3	0	4	7	1	64	0	
4:15 PM	0	10	21	2	0	1	2	7	1	0	11	2	0	6	4	2	69	0	
4:30 PM	0	9	20	2	0	3	4	9	0	0	5	1	0	4	6	1	64	0	
4:45 PM	0	1	10	2	0	5	2	13	0	0	9	4	0	4	7	2	59	256	
5:00 PM	0	1	18	3	0	7	1	9	0	1	8	8	1	7	5	1	70	262	
5:15 PM	1	0	48	1	0	3	3	8	0	0	9	4	0	7	9	1	94	287	
5:30 PM	0	0	62	0	0	7	2	10	0	0	12	2	2	9	5	1	112	335	
5:45 PM	0	1	48	3	0	5	1	15	0	0	5	7	1	4	4	0	94	370	
Count Total	1	29	246	15	3	31	20	74	2	1	68	31	4	45	47	9	626	0	
Peak Hour	All	1	2	176	7	0	22	7	42	0	1	34	21	4	27	23	3	370	0
	HV	0	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	10	0
	HV%	0%	0%	5%	0%	-	0%	29%	0%	-	0%	0%	0%	0%	0%	0%	0%	3%	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
4:00 PM	1	0	0	1	2	0	0	0	0	0	4	7	1	13	25
4:15 PM	0	0	0	0	0	0	0	1	1	2	6	11	2	11	30
4:30 PM	1	1	0	1	3	1	1	0	0	2	9	7	6	18	40
4:45 PM	0	2	0	0	2	1	0	0	0	1	10	4	2	15	31
5:00 PM	2	0	0	0	2	2	1	13	1	17	82	6	13	17	118
5:15 PM	3	0	0	0	3	1	1	3	1	6	6	6	5	17	34
5:30 PM	1	1	0	0	2	1	0	0	0	1	15	6	10	17	48
5:45 PM	2	1	0	0	3	2	0	2	1	5	10	5	13	14	42
Count Total	10	5	0	2	17	8	3	19	4	34	142	52	52	122	368
Peak Hour	8	2	0	0	10	6	2	18	3	29	113	23	41	65	242

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Embarcadero				Embarcadero				Clay St				Clay St				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	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	3	0
4:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	7
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
5:15 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	9
5:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	10
Count Total	0	0	10	0	0	0	4	1	0	0	0	0	0	1	1	0	17	0
Peak Hour	0	0	8	0	0	0	2	0	0	0	0	0	0	0	0	0	10	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Embarcadero			Embarcadero			Clay St			Clay St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	
5:00 PM	1	1	0	0	0	1	0	12	1	1	0	0	1	0	0	17	22	
5:15 PM	0	0	1	0	0	1	0	3	0	0	0	1	0	0	0	6	26	
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	25	
5:45 PM	1	0	1	0	0	0	0	1	1	1	0	0	1	0	0	5	29	
Count Total	3	2	3	0	0	3	0	17	2	1	2	1	0	0	0	34	0	
Peak Hour	2	1	3	0	0	2	0	16	2	1	1	1	0	0	0	29	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 60

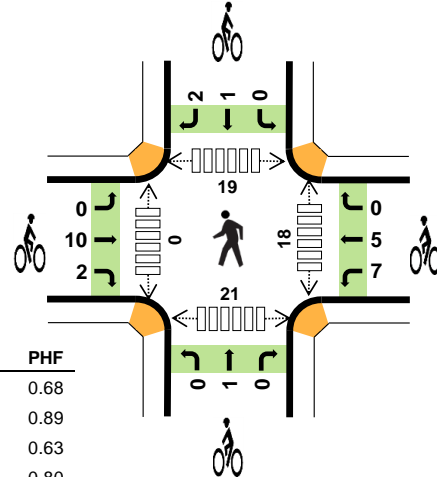
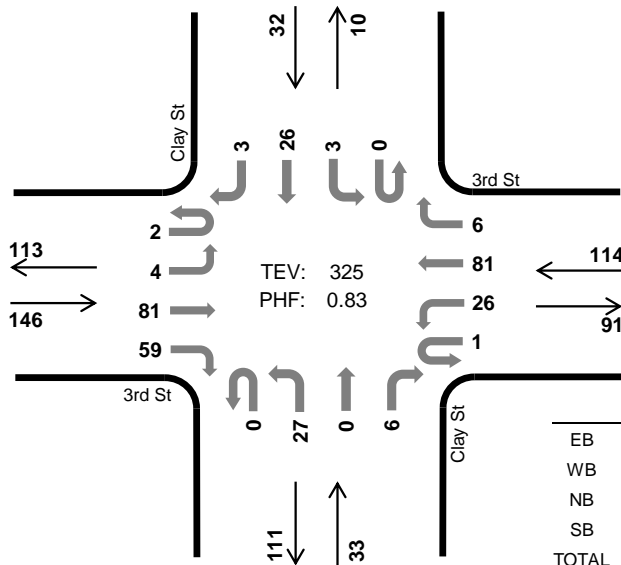
Intersection Name: Clay Street/3rd Street

Clay St 3rd St



Peak Hour

Date: 01/30/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	3.4%	0.68
WB	14.9%	0.89
NB	12.1%	0.63
SB	3.1%	0.80
TOTAL	8.3%	0.83

Two-Hour Count Summaries

Interval Start	3rd St Eastbound				3rd St Westbound				Clay St Northbound				Clay St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	9	5	0	3	17	0	0	2	0	0	0	0	4	0	40	0	
7:15 AM	0	0	14	11	0	6	17	0	0	5	0	2	0	0	5	3	63	0	
7:30 AM	0	1	16	16	0	1	21	0	0	6	3	1	0	0	5	0	70	0	
7:45 AM	0	1	14	9	0	5	19	0	0	3	0	2	0	3	7	2	65	238	
8:00 AM	0	1	19	11	0	5	17	2	0	6	0	0	0	0	10	0	71	269	
8:15 AM	0	1	17	14	0	7	21	1	0	5	0	2	0	0	4	0	72	278	
8:30 AM	1	1	25	27	1	7	18	3	0	5	0	2	0	0	6	2	98	306	
8:45 AM	1	1	20	7	0	7	25	0	0	11	0	2	0	3	6	1	84	325	
Count Total	2	6	134	100	1	41	155	6	0	43	3	11	0	6	47	8	563	0	
Peak Hour	All	2	4	81	59	1	26	81	6	0	27	0	6	0	3	26	3	325	0
	HV	0	0	5	0	0	9	8	0	0	2	0	2	0	0	0	1	27	0
	HV%	0%	0%	6%	0%	0%	35%	10%	0%	-	7%	-	33%	-	0%	0%	33%	8%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

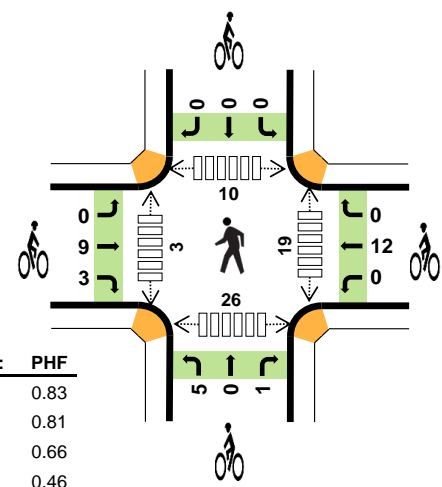
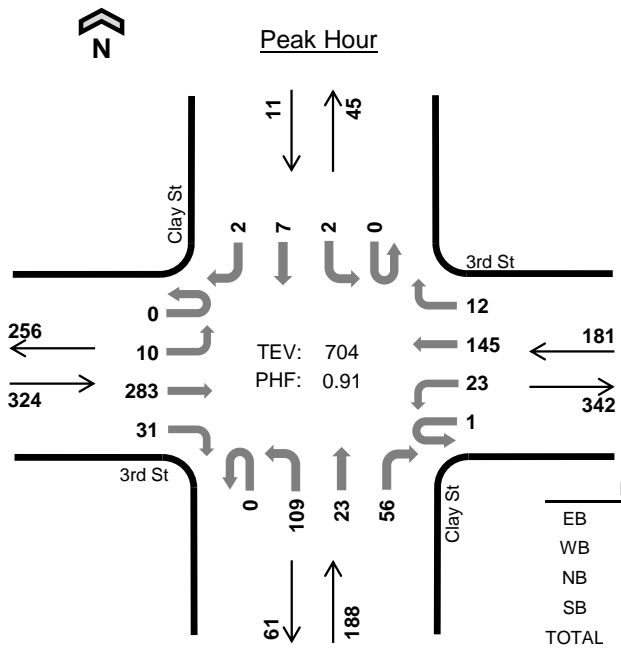
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	3	0	0	6	0	0	0	0	0	0	0	0	1	1
7:15 AM	2	6	1	1	10	2	2	0	0	4	2	1	0	1	4
7:30 AM	3	0	1	0	4	0	0	2	0	2	1	0	0	0	1
7:45 AM	0	3	2	2	7	1	2	0	1	4	2	2	4	0	8
8:00 AM	1	6	0	0	7	3	8	0	1	12	4	0	0	0	4
8:15 AM	2	4	2	0	8	3	3	0	0	6	4	0	6	6	16
8:30 AM	1	3	0	1	5	2	0	1	0	3	5	0	10	9	24
8:45 AM	1	4	2	0	7	4	1	0	2	7	5	0	3	6	14
Count Total	13	29	8	4	54	15	16	3	4	38	23	3	23	23	72
Peak Hour	5	17	4	1	27	12	12	1	3	28	18	0	19	21	58

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd St				3rd St				Clay St				Clay St				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	3	0	0	2	1	0	0	0	0	0	0	0	0	0	6	0
7:15 AM	0	0	1	1	0	4	2	0	0	1	0	0	0	0	0	1	10	0
7:30 AM	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0
7:45 AM	0	0	0	0	0	2	1	0	0	1	0	1	0	0	0	2	7	27
8:00 AM	0	0	1	0	0	3	3	0	0	0	0	0	0	0	0	0	7	28
8:15 AM	0	0	2	0	0	2	2	0	0	1	0	1	0	0	0	0	8	26
8:30 AM	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	1	5	27
8:45 AM	0	0	1	0	0	2	2	0	0	1	0	1	0	0	0	0	7	27
Count Total	0	0	12	1	0	17	12	0	0	5	0	3	0	0	0	4	54	0
Peak Hour	0	0	5	0	0	9	8	0	0	2	0	2	0	0	0	1	27	0
Two-Hour Count Summaries - Bikes																		
Interval Start	3rd St			3rd St			Clay St			Clay St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	4	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0
7:45 AM	0	1	0	1	1	0	0	0	0	0	0	0	1	0	0	4	10	10
8:00 AM	0	3	0	6	2	0	0	0	0	0	0	0	1	0	0	12	22	22
8:15 AM	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0	6	24	24
8:30 AM	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3	25	25
8:45 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	2	7	28	28
Count Total	0	12	3	9	7	0	1	1	1	0	2	2	0	2	2	38	0	0
Peak Hour	0	10	2	7	5	0	0	1	0	0	1	2	0	1	2	28	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Clay St 3rd St



Date: 09-11-2018
 Count Period: 3:00 PM to 8:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.9%	0.83
WB	8.8%	0.81
NB	1.6%	0.66
SB	0.0%	0.46
TOTAL	3.6%	0.91

Five-Hour Count Summaries

Interval Start	3rd St Eastbound				3rd St Westbound				Clay St Northbound				Clay St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
5:00 PM	0	5	58	8	1	5	39	0	0	39	5	27	0	0	4	2	193	0	
5:15 PM	0	1	65	9	0	5	48	3	0	32	9	9	0	0	3	0	184	0	
5:30 PM	0	0	92	6	0	4	31	6	0	26	7	10	0	1	0	0	183	0	
5:45 PM	0	4	68	8	0	9	27	3	0	12	2	10	0	1	0	0	144	704	
Peak Hour	All	0	10	283	31	1	23	145	12	0	109	23	56	0	2	7	2	704	0
	HV	0	1	5	0	0	9	7	0	0	3	0	0	0	0	0	0	25	0
	HV%	-	10%	2%	0%	0%	39%	5%	0%	-	3%	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
5:00 PM	4	5	0	0	9	1	0	0	0	1	3	0	3	5	11
5:15 PM	2	7	1	0	10	4	3	3	0	10	3	0	1	4	8
5:30 PM	0	1	2	0	3	4	6	1	0	11	6	1	3	10	20
5:45 PM	0	3	0	0	3	3	3	2	0	8	7	2	3	7	19
Peak Hour	6	16	3	0	25	12	12	6	0	30	19	3	10	26	58

Five-Hour Count Summaries																			
Interval Start	3rd St				3rd St				Clay St				Clay St				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
3:00 PM	0	0	30	5	0	3	23	1	0	8	1	6	0	0	1	1	79	0	
3:15 PM	0	1	36	3	0	6	16	1	0	5	1	6	0	1	1	2	79	0	
3:30 PM	0	1	26	5	0	5	18	0	0	13	4	8	0	1	1	0	82	0	
3:45 PM	0	2	33	5	0	7	26	1	0	13	3	5	0	1	1	2	99	339	
4:00 PM	0	3	41	7	0	6	26	2	0	11	5	9	0	0	4	1	115	375	
4:15 PM	0	0	40	2	0	4	21	1	0	20	4	9	0	0	0	1	102	398	
4:30 PM	0	2	57	3	0	5	26	1	1	16	7	15	0	1	3	1	138	454	
4:45 PM	0	2	56	3	1	12	25	0	0	9	6	16	0	1	3	0	134	489	
5:00 PM	0	5	58	8	1	5	39	0	0	39	5	27	0	0	4	2	193	567	
5:15 PM	0	1	65	9	0	5	48	3	0	32	9	9	0	0	3	0	184	649	
5:30 PM	0	0	92	6	0	4	31	6	0	26	7	10	0	1	0	0	183	694	
5:45 PM	0	4	68	8	0	9	27	3	0	12	2	10	0	1	0	0	144	704	
6:00 PM	0	3	58	15	0	13	22	2	0	20	8	17	0	0	2	0	160	671	
6:15 PM	0	1	46	9	0	12	17	2	2	18	5	13	0	0	2	0	127	614	
6:30 PM	0	1	51	9	0	7	20	1	1	20	9	6	0	1	2	0	128	559	
6:45 PM	0	0	27	8	0	8	17	1	1	15	6	5	0	1	2	1	92	507	
7:00 PM	0	0	33	5	0	7	23	4	0	8	3	6	0	0	3	0	92	439	
7:15 PM	0	0	30	8	0	5	19	1	0	12	4	11	0	1	2	0	93	405	
7:30 PM	0	1	21	2	0	4	18	1	0	13	4	5	0	0	0	0	69	346	
7:45 PM	0	0	12	4	0	4	24	0	0	12	5	1	0	0	1	1	64	318	
Count Total	0	27	880	124	2	131	486	31	5	322	98	194	0	10	35	12	2,357	0	
Peak Hour	All	0	10	283	31	1	23	145	12	0	109	23	56	0	2	7	2	704	0
	HV	0	1	5	0	0	9	7	0	0	3	0	0	0	0	0	0	25	0
	HV%	-	10%	2%	0%	0%	39%	5%	0%	-	3%	0%	0%	-	0%	0%	0%	4%	0

Note: Five-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
3:00 PM	1	4	0	0	5	2	1	0	0	3	7	0	2	3	12
3:15 PM	1	5	0	0	6	1	1	0	0	2	3	0	0	5	8
3:30 PM	2	1	2	0	5	1	0	0	0	1	4	3	3	4	14
3:45 PM	3	4	1	0	8	0	1	0	0	1	1	2	5	3	11
4:00 PM	5	3	0	0	8	1	2	0	0	3	5	3	3	8	19
4:15 PM	7	2	2	0	11	4	2	1	0	7	8	1	3	9	21
4:30 PM	5	2	0	0	7	2	1	0	0	3	9	2	4	10	25
4:45 PM	4	5	1	0	10	2	0	0	0	2	9	2	10	9	30
5:00 PM	4	5	0	0	9	1	0	0	0	1	3	0	3	5	11
5:15 PM	2	7	1	0	10	4	3	3	0	10	3	0	1	4	8
5:30 PM	0	1	2	0	3	4	6	1	0	11	6	1	3	10	20
5:45 PM	0	3	0	0	3	3	3	2	0	8	7	2	3	7	19
6:00 PM	1	2	0	0	3	4	2	3	0	9	8	2	3	2	15
6:15 PM	0	2	0	0	2	3	2	1	0	6	3	0	0	2	5
6:30 PM	1	4	0	0	5	2	1	0	0	3	3	0	0	4	7
6:45 PM	3	5	0	0	8	1	1	2	0	4	1	2	1	8	12
7:00 PM	1	2	1	0	4	1	5	0	0	6	3	4	1	1	9
7:15 PM	0	1	0	0	1	1	1	0	0	2	4	1	0	4	9
7:30 PM	0	1	0	0	1	4	1	0	0	5	3	0	0	6	9
7:45 PM	0	2	0	0	2	1	0	2	0	3	1	0	0	5	6
Count Total	40	61	10	0	111	42	33	15	0	90	91	25	45	109	270
Peak Hour	6	16	3	0	25	12	12	6	0	30	19	3	10	26	58

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd St				3rd St				Clay St				Clay St				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		
3:00 PM	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0	5	0	
3:15 PM	0	0	1	0	0	3	2	0	0	0	0	0	0	0	0	6	0	
3:30 PM	0	0	2	0	0	1	0	0	0	1	0	1	0	0	0	5	0	
3:45 PM	0	0	3	0	0	4	0	0	0	0	0	1	0	0	0	8	24	
4:00 PM	0	0	5	0	0	2	1	0	0	0	0	0	0	0	0	8	27	
4:15 PM	0	0	7	0	0	1	1	0	0	2	0	0	0	0	0	11	32	
4:30 PM	0	0	5	0	0	1	1	0	0	0	0	0	0	0	0	7	34	
4:45 PM	0	0	4	0	0	4	1	0	0	0	0	1	0	0	0	10	36	
5:00 PM	0	1	3	0	0	1	4	0	0	0	0	0	0	0	9	37		
5:15 PM	0	0	2	0	0	4	3	0	0	1	0	0	0	0	10	36		
5:30 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3	32		
5:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	25		
6:00 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	19	
6:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	11	
6:30 PM	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	5	13	
6:45 PM	0	0	3	0	0	4	1	0	0	0	0	0	0	0	0	8	18	
7:00 PM	0	0	1	0	0	2	0	0	0	1	0	0	0	0	0	4	19	
7:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	18	
7:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	14	
7:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	8	
Count Total	0	1	37	2	0	43	18	0	0	7	0	3	0	0	0	111	0	
Peak Hour	0	1	5	0	0	9	7	0	0	3	0	0	0	0	0	25	0	

Five-Hour Count Summaries - Bikes																	
Interval Start	3rd St			3rd St			Clay St			Clay St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
3:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0			
3:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	2	0			
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
3:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	7			
4:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	7			
4:15 PM	0	3	1	0	1	1	1	0	0	0	0	0	7	12			
4:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	14			
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	15			
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	13			
5:15 PM	0	3	1	0	3	0	3	0	0	0	0	0	10	16			
5:30 PM	0	3	1	0	6	0	1	0	0	0	0	0	11	24			
5:45 PM	0	2	1	0	3	0	1	0	1	0	0	0	8	30			
6:00 PM	0	4	0	0	2	0	0	0	3	0	0	0	9	38			
6:15 PM	0	3	0	0	2	0	0	0	1	0	0	0	6	34			
6:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	26			
6:45 PM	0	1	0	0	1	0	0	0	2	0	0	0	4	22			
7:00 PM	0	1	0	1	4	0	0	0	0	0	0	0	6	19			
7:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	15			
7:30 PM	0	3	1	0	1	0	0	0	0	0	0	0	5	17			
7:45 PM	0	1	0	0	0	0	2	0	0	0	0	0	3	16			
Count Total	0	36	6	1	31	1	8	0	7	0	0	0	90	0			
Peak Hour	0	9	3	0	12	0	5	0	1	0	0	0	30	0			

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

Intersection #: 61

Intersection Name: Clay Street/4th Street

AM and PM turning movement counts inferred from adjacent intersections

Intersection #: 62

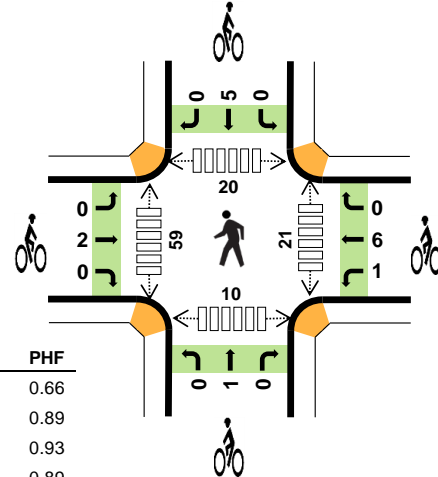
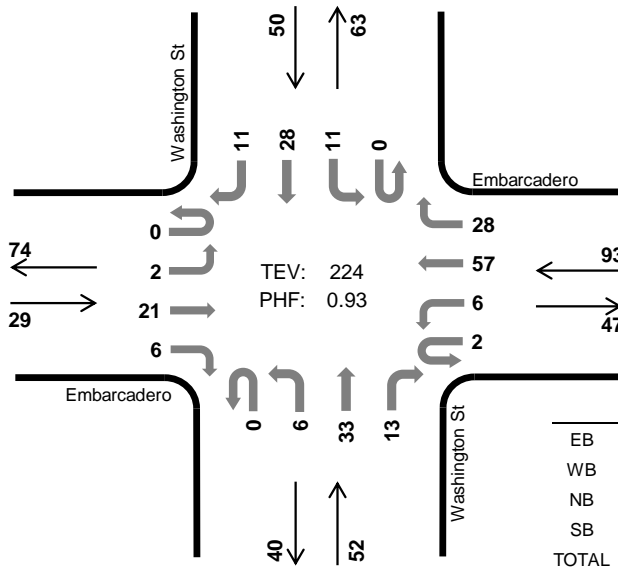
**Intersection Name: Washington
Street/Embarcadero West**

Washington St Embarcadero



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	13.8%	0.66
WB	11.8%	0.89
NB	3.8%	0.93
SB	6.0%	0.89
TOTAL	8.9%	0.93

Two-Hour Count Summaries

Interval Start	Embarcadero Eastbound				Embarcadero Westbound				Washington St Northbound				Washington St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	5	0	0	1	5	6	0	0	4	0	0	2	2	2	27	0	
7:15 AM	0	1	3	0	0	0	2	0	0	0	2	1	0	4	4	1	18	0	
7:30 AM	0	0	4	1	0	3	12	6	0	1	5	3	0	3	3	1	42	0	
7:45 AM	0	0	2	2	0	2	13	8	0	0	10	2	0	2	9	0	50	137	
8:00 AM	0	1	4	2	1	2	17	6	0	1	8	4	0	2	8	4	60	170	
8:15 AM	0	0	10	1	0	2	13	7	0	1	8	4	0	2	7	3	58	210	
8:30 AM	0	1	5	1	1	0	14	7	0	4	7	3	0	5	4	4	56	224	
8:45 AM	1	0	4	0	0	1	13	5	0	0	2	0	1	1	3	3	34	208	
Count Total	1	3	37	7	2	11	89	45	0	7	46	17	1	21	40	18	345	0	
Peak Hour	All	0	2	21	6	2	6	57	28	0	6	33	13	0	11	28	11	224	0
	HV	0	0	4	0	0	0	10	1	0	0	1	1	0	2	1	0	20	0
	HV%	-	0%	19%	0%	0%	0%	18%	4%	-	0%	3%	8%	-	18%	4%	0%	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
7:00 AM	0	0	1	0	1	1	0	0	0	1	2	2	2	1	7
7:15 AM	1	0	0	1	2	0	1	0	1	2	3	9	5	1	18
7:30 AM	1	1	0	0	2	1	2	0	0	3	8	13	3	4	28
7:45 AM	0	5	0	0	5	1	1	0	2	4	5	10	4	1	20
8:00 AM	0	2	1	1	4	1	3	0	2	6	2	17	2	3	24
8:15 AM	3	3	0	1	7	0	1	0	1	2	7	13	9	3	32
8:30 AM	1	1	1	1	4	0	2	1	0	3	7	19	5	3	34
8:45 AM	1	1	0	1	3	0	0	0	2	2	3	23	5	10	41
Count Total	7	13	3	5	28	4	10	1	8	23	37	106	35	26	204
Peak Hour	4	11	2	3	20	2	7	1	5	15	21	59	20	10	110

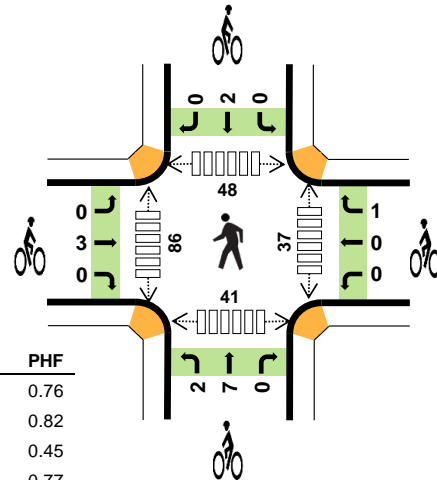
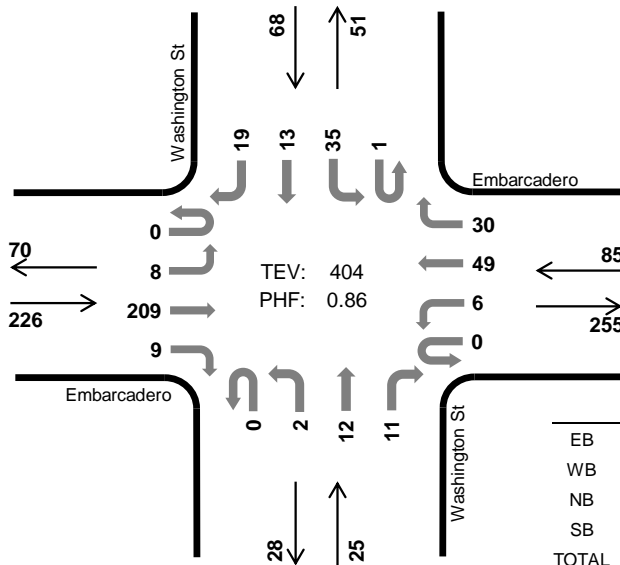
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Embarcadero				Embarcadero				Washington St				Washington St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
7:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5	10
8:00 AM	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	4	13
8:15 AM	0	0	3	0	0	0	2	1	0	0	0	0	0	1	0	0	7	18
8:30 AM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0	4	20
8:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3	18
Count Total	0	0	7	0	0	1	11	1	0	0	2	1	0	3	2	0	28	0
Peak Hour	0	0	4	0	0	0	10	1	0	0	1	1	0	2	1	0	20	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Embarcadero			Embarcadero			Washington St			Washington St			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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	0	
7:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	4	10	
8:00 AM	0	1	0	0	3	0	0	0	0	0	0	0	2	0	0	6	15	
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	15	
8:30 AM	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	3	15	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	13	
Count Total	0	4	0	1	9	0	0	1	0	0	8	0	0	8	0	23	0	
Peak Hour	0	2	0	1	6	0	0	1	0	0	5	0	0	5	0	15	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Washington St Embarcadero



Peak Hour

Date: 01/31/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	3.1%	0.76
WB	2.4%	0.82
NB	0.0%	0.45
SB	1.5%	0.77
TOTAL	2.5%	0.86

Two-Hour Count Summaries

Interval Start	Embarcadero Eastbound				Embarcadero Westbound				Washington St Northbound				Washington St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	2	4	23	1	0	0	10	4	0	0	0	4	0	3	5	0	56	0	
4:15 PM	0	1	24	3	0	0	9	4	0	0	4	4	0	3	6	1	59	0	
4:30 PM	0	2	22	0	0	2	6	5	0	2	2	2	0	4	8	6	61	0	
4:45 PM	0	0	18	0	0	0	15	8	0	1	5	4	0	4	2	6	63	239	
5:00 PM	0	5	29	0	0	2	14	7	0	0	2	0	0	11	2	0	72	255	
5:15 PM	0	1	55	2	0	1	11	2	0	1	1	2	0	14	4	4	98	294	
5:30 PM	0	1	70	3	0	3	14	9	0	0	2	3	1	3	3	5	117	350	
5:45 PM	0	1	55	4	0	0	10	12	0	1	7	6	0	7	4	10	117	404	
Count Total	2	15	296	13	0	8	89	51	0	5	23	25	1	49	34	32	643	0	
Peak Hour	All	0	8	209	9	0	6	49	30	0	2	12	11	1	35	13	19	404	0
	HV	0	1	6	0	0	0	2	0	0	0	0	0	1	0	0	0	10	0
	HV%	-	13%	3%	0%	-	0%	4%	0%	-	0%	0%	0%	100%	0%	0%	0%	2%	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
4:00 PM	2	0	0	0	2	0	1	1	0	2	0	7	3	9	19
4:15 PM	0	0	0	0	0	0	0	0	0	0	5	7	8	10	30
4:30 PM	1	1	0	1	3	1	2	0	0	3	2	21	17	3	43
4:45 PM	0	1	2	0	3	1	0	1	1	3	10	15	10	19	54
5:00 PM	2	0	0	0	2	3	0	8	1	12	18	26	14	16	74
5:15 PM	2	0	0	0	2	0	1	1	0	2	10	24	13	6	53
5:30 PM	1	1	0	1	3	0	0	0	1	1	4	19	5	8	36
5:45 PM	2	1	0	0	3	0	0	0	0	0	5	17	16	11	49
Count Total	10	4	2	2	18	5	4	11	3	23	54	136	86	82	358
Peak Hour	7	2	0	1	10	3	1	9	2	15	37	86	48	41	212

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Embarcadero				Embarcadero				Washington St				Washington St				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	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	3	0
4:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3	8
5:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
5:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	3	10
5:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	10
Count Total	0	1	9	0	0	0	4	0	0	1	1	0	1	0	1	0	18	0
Peak Hour	0	1	6	0	0	0	2	0	0	0	0	0	1	0	0	0	10	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Embarcadero			Embarcadero			Washington St			Washington St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	0		
4:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	1	0	3	8		
5:00 PM	0	3	0	0	0	0	0	1	7	0	0	0	1	0	12	18		
5:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	20		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	18		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15		
Count Total	0	5	0	0	3	1	2	9	0	0	3	0	23	0				
Peak Hour	0	3	0	0	0	1	2	7	0	0	2	0	15	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 63

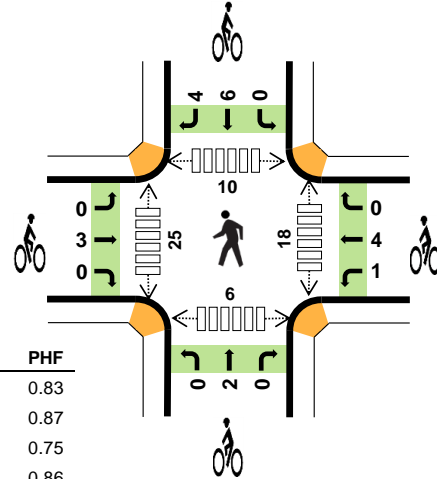
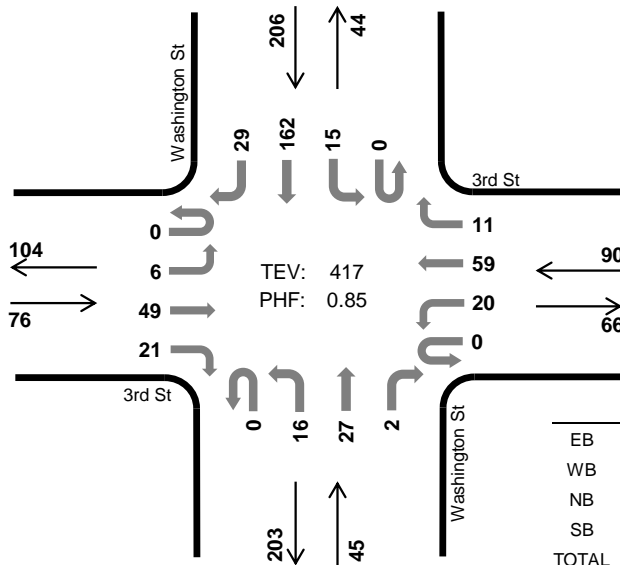
**Intersection Name: Washington Street/3rd
Street**

Washington St 3rd St



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	5.3%	0.83
WB	16.7%	0.87
NB	4.4%	0.75
SB	3.4%	0.86
TOTAL	6.7%	0.85

Two-Hour Count Summaries

Interval Start	3rd St Eastbound				3rd St Westbound				Washington St Northbound				Washington St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	9	1	0	1	22	0	0	2	7	1	0	3	11	3	60	0	
7:15 AM	0	3	9	3	0	3	16	3	0	2	4	0	0	3	36	7	89	0	
7:30 AM	0	0	17	6	0	7	17	2	0	3	6	1	0	5	41	5	110	0	
7:45 AM	0	1	16	6	0	4	16	4	0	7	8	0	0	4	42	14	122	381	
8:00 AM	0	2	7	6	0	6	10	2	0	4	9	1	0	3	43	3	96	417	
8:15 AM	0	2	10	5	0	1	15	1	0	3	12	0	0	3	32	5	89	417	
8:30 AM	1	1	9	5	0	6	24	3	0	2	4	1	0	3	26	4	89	396	
8:45 AM	0	3	10	2	0	7	21	3	0	4	3	1	0	3	22	11	90	364	
Count Total	1	12	87	34	0	35	141	18	0	27	53	5	0	27	253	52	745	0	
Peak Hour	All	0	6	49	21	0	20	59	11	0	16	27	2	0	15	162	29	417	0
	HV	0	0	4	0	0	0	15	0	0	0	2	0	0	3	4	0	28	0
	HV%	-	0%	8%	0%	-	0%	25%	0%	-	0%	7%	0%	-	20%	2%	0%	7%	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
7:00 AM	1	2	0	0	3	0	0	0	0	0	4	5	1	2	12
7:15 AM	1	4	0	2	7	1	2	0	2	5	5	7	0	2	14
7:30 AM	0	4	0	3	7	0	0	0	4	4	3	6	2	0	11
7:45 AM	1	4	0	0	5	1	2	1	3	7	8	6	6	1	21
8:00 AM	2	3	2	2	9	1	1	1	1	4	2	6	2	3	13
8:15 AM	1	3	0	3	7	3	3	2	2	10	4	6	9	0	19
8:30 AM	0	7	1	0	8	1	1	0	1	3	6	8	4	4	22
8:45 AM	3	3	0	2	8	2	0	1	0	3	7	10	7	4	28
Count Total	9	30	3	12	54	9	9	5	13	36	39	54	31	16	140
Peak Hour	4	15	2	7	28	3	5	2	10	20	18	25	10	6	59

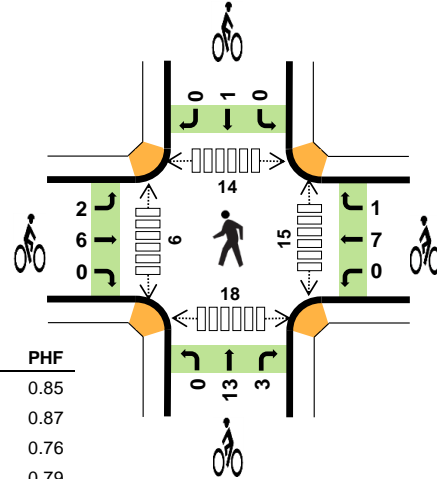
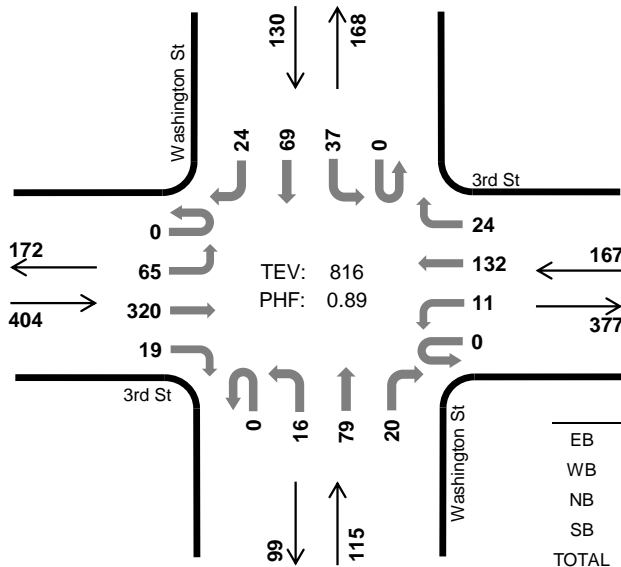
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd St				3rd St				Washington St				Washington St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	1	1	0	7	0
7:30 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	2	1	0	7	0
7:45 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	22
8:00 AM	0	0	2	0	0	0	3	0	0	0	2	0	0	0	2	0	9	28
8:15 AM	0	0	1	0	0	0	2	1	0	0	0	0	0	1	2	0	7	28
8:30 AM	0	0	0	0	0	1	4	2	0	0	0	1	0	0	0	0	8	29
8:45 AM	0	0	2	1	0	0	3	0	0	0	0	0	0	0	2	0	8	32
Count Total	0	0	8	1	0	1	26	3	0	0	2	1	0	4	8	0	54	0
Peak Hour	0	0	4	0	0	0	15	0	0	0	2	0	0	3	4	0	28	0
Two-Hour Count Summaries - Bikes																		
Interval Start	3rd St			3rd St			Washington St			Washington St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	1	1	0	0	0	0	0	2	0	5	2	0	0	5	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	3	4	1	3	0	4	0
7:45 AM	0	1	0	0	2	0	0	1	0	0	3	0	7	1	3	0	7	16
8:00 AM	0	1	0	0	1	0	0	1	0	0	0	1	4	0	1	0	4	20
8:15 AM	0	3	0	0	3	0	0	2	0	0	0	2	10	0	2	0	10	25
8:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	3	24
8:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	3	0	0	0	3	20
Count Total	1	8	0	1	8	0	0	5	0	0	1	6	36	6	6	0	36	0
Peak Hour	0	3	0	1	4	0	0	2	0	0	6	4	20	6	4	0	20	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Washington St 3rd St



Peak Hour

Date: 01/31/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.2%	0.85
WB	5.4%	0.87
NB	1.7%	0.76
SB	0.8%	0.79
TOTAL	2.1%	0.89

Two-Hour Count Summaries

Interval Start	3rd St Eastbound				3rd St Westbound				Washington St Northbound				Washington St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	15	48	6	1	1	35	5	0	2	18	2	0	5	16	4	158	0	
4:15 PM	2	8	40	0	0	0	27	4	0	2	11	4	0	6	10	7	121	0	
4:30 PM	0	5	64	4	0	3	17	10	0	0	15	3	0	7	17	5	150	0	
4:45 PM	0	15	66	0	0	2	21	5	0	5	15	2	1	4	19	4	159	588	
5:00 PM	0	18	72	6	0	2	30	6	0	3	32	3	0	10	15	5	202	632	
5:15 PM	0	18	71	5	0	0	34	4	0	5	22	5	0	6	14	7	191	702	
5:30 PM	0	12	79	4	0	5	32	6	0	4	13	7	0	11	15	6	194	746	
5:45 PM	0	17	98	4	0	4	36	8	0	4	12	5	0	10	25	6	229	816	
Count Total	2	108	538	29	1	17	232	48	0	25	138	31	1	59	131	44	1,404	0	
Peak Hour	All	0	65	320	19	0	11	132	24	0	16	79	20	0	37	69	24	816	0
	HV	0	1	4	0	0	0	9	0	0	0	1	1	0	0	1	0	17	0
	HV%	-	2%	1%	0%	-	0%	7%	0%	-	0%	1%	5%	-	0%	1%	0%	2%	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
4:00 PM	3	2	1	1	7	0	1	2	1	4	4	3	6	3	16
4:15 PM	0	3	0	0	3	3	0	0	1	4	2	5	5	3	15
4:30 PM	5	1	0	1	7	0	0	1	1	2	1	2	7	1	11
4:45 PM	6	2	1	0	9	2	0	1	1	4	1	6	4	1	12
5:00 PM	3	3	1	0	7	1	2	6	0	9	5	1	4	10	20
5:15 PM	1	2	0	1	4	3	4	3	0	10	0	1	1	2	4
5:30 PM	0	3	0	0	3	2	2	4	1	9	3	4	7	3	17
5:45 PM	1	1	1	0	3	2	0	3	0	5	7	0	2	3	12
Count Total	19	17	4	3	43	13	9	20	5	47	23	22	36	26	107
Peak Hour	5	9	2	1	17	8	8	16	1	33	15	6	14	18	53

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd St				3rd St				Washington St				Washington St				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	1	2	0	0	0	2	0	0	0	1	0	0	0	0	1	7	0
4:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0
4:30 PM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	1	0	7	0
4:45 PM	0	0	6	0	0	0	1	1	0	1	0	0	0	0	0	0	9	26
5:00 PM	0	1	2	0	0	0	3	0	0	0	1	0	0	0	0	0	7	26
5:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	4	27
5:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	23
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3	17
Count Total	0	2	17	0	0	0	16	1	0	1	2	1	0	0	2	1	43	0
Peak Hour	0	1	4	0	0	0	9	0	0	0	1	1	0	0	1	0	17	0
Two-Hour Count Summaries - Bikes																		
Interval Start	3rd St			3rd St			Washington St			Washington St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	1	0	2	0	0	0	1	4	0				
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	1	4	0				
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0				
4:45 PM	0	2	0	0	0	0	0	1	0	0	1	0	4	14				
5:00 PM	0	1	0	0	2	0	0	6	0	0	0	0	9	19				
5:15 PM	2	1	0	0	3	1	0	3	0	0	0	0	10	25				
5:30 PM	0	2	0	0	2	0	0	1	3	0	1	0	9	32				
5:45 PM	0	2	0	0	0	0	0	3	0	0	0	0	5	33				
Count Total	2	11	0	0	7	2	0	17	3	2	2	1	47	0				
Peak Hour	2	6	0	0	7	1	0	13	3	0	1	0	33	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 64

**Intersection Name: Washington Street/4th
Street**

AM and PM turning movement counts inferred from adjacent intersections

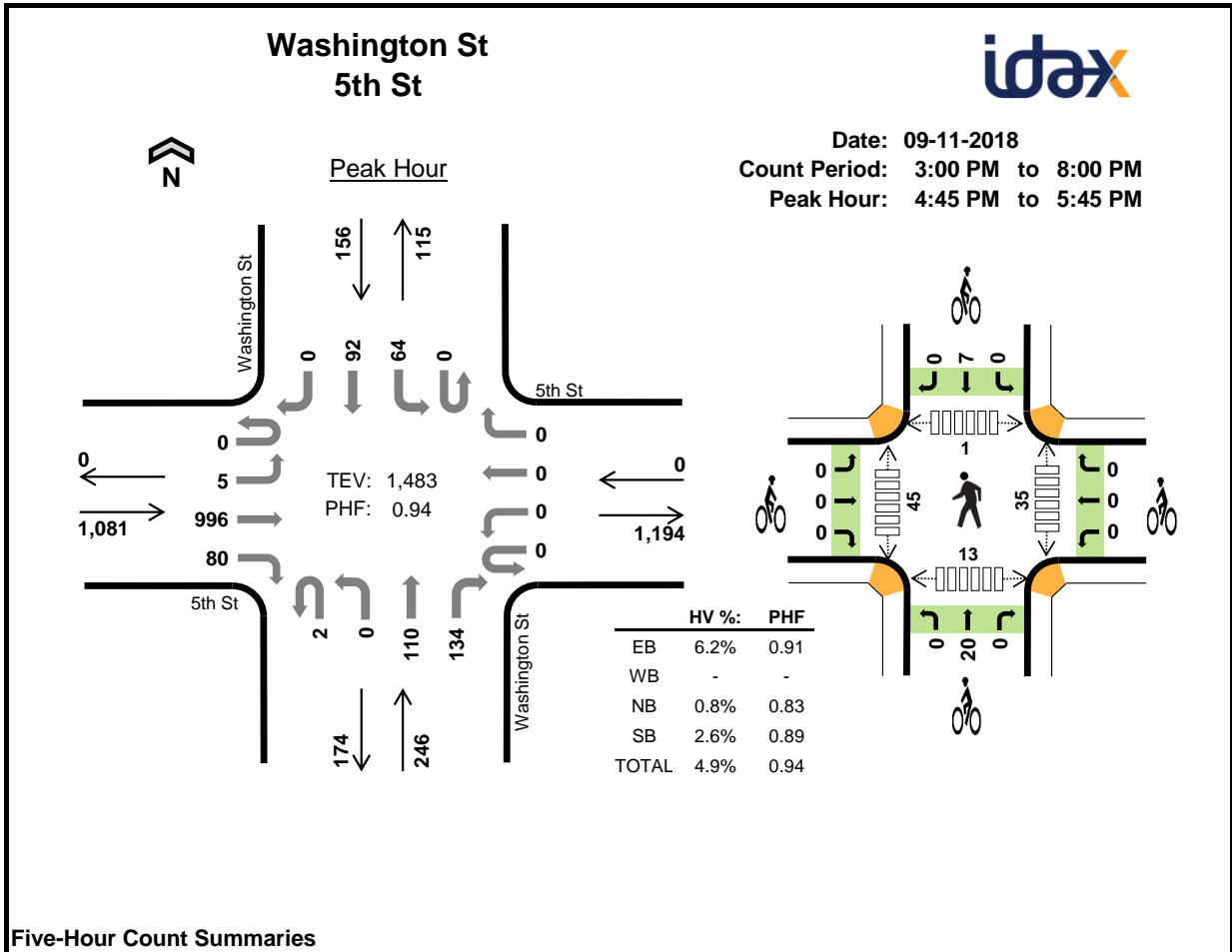
Intersection #: 65

**Intersection Name: Washington Street/5th
Street**

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	5th St				5th St				Washington St				Washington St				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	18	0	0	0	0	0	0	0	1	0	0	1	1	0	21	0
7:15 AM	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
7:30 AM	0	0	12	0	0	0	0	0	0	0	0	0	0	1	0	0	13	0
7:45 AM	0	0	8	2	0	0	0	0	0	0	0	1	0	1	0	0	12	57
8:00 AM	0	0	6	0	0	0	0	0	0	0	5	0	0	0	1	0	12	48
8:15 AM	0	0	13	1	0	0	0	0	0	0	3	0	0	1	2	0	20	57
8:30 AM	0	0	16	0	0	0	0	0	0	0	2	0	0	0	2	0	20	64
8:45 AM	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	67
Count Total	0	0	99	3	0	0	0	0	0	0	11	1	0	4	6	0	124	0
Peak Hour	0	0	37	2	0	0	0	0	0	0	5	1	0	2	1	0	48	0

Two-Hour Count Summaries - Bikes																	
Interval Start	5th St			5th St			Washington St			Washington St			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	2	0	2	0			
7:15 AM	0	0	0	0	0	0	0	1	0	0	4	0	5	0			
7:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0			
7:45 AM	0	0	0	0	0	0	0	1	0	0	3	0	4	14			
8:00 AM	0	0	1	0	0	0	0	1	0	0	3	0	5	17			
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	14			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11			
8:45 AM	0	0	0	0	0	0	0	2	0	0	3	0	5	12			
Count Total	0	0	1	0	0	0	0	6	0	0	19	0	26	0			
Peak Hour	0	0	1	0	0	0	0	4	0	0	12	0	17	0			

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



Five-Hour Count Summaries

Interval Start	5th St Eastbound				5th St Westbound				Washington St Northbound				Washington St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:45 PM	0	0	247	18	0	0	0	0	0	0	21	23	0	13	21	0	343	0	
5:00 PM	0	2	279	16	0	0	0	0	0	0	31	26	0	12	27	0	393	0	
5:15 PM	0	1	247	22	0	0	0	0	1	0	27	46	0	17	22	0	383	0	
5:30 PM	0	2	223	24	0	0	0	0	1	0	31	39	0	22	22	0	364	1,483	
Peak Hour	All	0	5	996	80	0	0	0	0	2	0	110	134	0	64	92	0	1,483	0
	HV	0	0	65	2	0	0	0	0	0	0	1	1	0	1	3	0	73	0
	HV%	-	0%	7%	3%	-	-	-	-	0%	-	1%	1%	-	2%	3%	-	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
4:45 PM	16	0	0	2	18	0	0	2	1	3	7	5	0	2	14
5:00 PM	26	0	1	0	27	0	0	10	3	13	10	14	1	5	30
5:15 PM	15	0	0	2	17	0	0	4	2	6	11	15	0	3	29
5:30 PM	10	0	1	0	11	0	0	4	1	5	7	11	0	3	21
Peak Hour	67	0	2	4	73	0	0	20	7	27	35	45	1	13	94

Five-Hour Count Summaries																			
Interval Start	5th St				5th St				Washington St				Washington St				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			
3:00 PM	0	5	226	12	0	0	0	0	0	0	20	13	0	13	10	0	299	0	
3:15 PM	0	3	255	12	0	0	0	0	0	0	15	14	0	12	17	0	328	0	
3:30 PM	0	5	248	13	0	0	0	0	0	0	17	19	0	6	15	0	323	0	
3:45 PM	0	3	251	7	0	0	0	0	0	0	23	11	0	4	26	0	325	1,275	
4:00 PM	0	2	255	18	0	0	0	0	0	0	20	19	0	17	26	0	357	1,333	
4:15 PM	0	4	216	15	0	0	0	0	0	0	26	22	0	13	23	0	319	1,324	
4:30 PM	0	3	265	20	0	0	0	0	0	0	18	20	0	10	22	0	358	1,359	
4:45 PM	0	0	247	18	0	0	0	0	0	0	21	23	0	13	21	0	343	1,377	
5:00 PM	0	2	279	16	0	0	0	0	0	0	31	26	0	12	27	0	393	1,413	
5:15 PM	0	1	247	22	0	0	0	0	1	0	27	46	0	17	22	0	383	1,477	
5:30 PM	0	2	223	24	0	0	0	0	1	0	31	39	0	22	22	0	364	1,483	
5:45 PM	0	0	187	20	0	0	0	0	0	0	21	50	0	16	28	0	322	1,462	
6:00 PM	0	0	215	23	0	0	0	0	0	0	34	42	0	15	22	0	351	1,420	
6:15 PM	0	4	240	12	0	0	0	0	1	0	29	15	0	8	18	0	327	1,364	
6:30 PM	0	6	221	15	0	0	0	0	0	0	31	23	0	9	25	0	330	1,330	
6:45 PM	0	2	201	16	0	0	0	0	0	0	21	19	0	7	14	0	280	1,288	
7:00 PM	0	4	207	10	0	0	0	0	0	0	20	23	0	13	10	0	287	1,224	
7:15 PM	0	0	158	16	0	0	0	0	0	0	19	22	0	7	18	0	240	1,137	
7:30 PM	0	2	166	19	0	0	0	0	0	0	15	15	0	5	10	0	232	1,039	
7:45 PM	0	2	166	6	0	0	0	0	0	0	12	8	0	9	11	0	214	973	
Count Total	0	50	4,473	314	0	0	0	0	3	0	451	469	0	228	387	0	6,375	0	
Peak Hour	All	0	5	996	80	0	0	0	0	2	0	110	134	0	64	92	0	1,483	0
	HV	0	0	65	2	0	0	0	0	0	0	1	1	0	1	3	0	73	0
	HV%	-	0%	7%	3%	-	-	-	-	0%	-	1%	1%	-	2%	3%	-	5%	0

Note: Five-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
3:00 PM	8	0	0	1	9	0	0	0	1	1	6	7	0	2	15
3:15 PM	11	0	1	3	15	0	0	1	0	1	2	4	1	1	8
3:30 PM	18	0	2	1	21	0	0	0	0	0	6	7	1	0	14
3:45 PM	8	0	0	2	10	0	0	0	3	3	5	7	1	1	14
4:00 PM	11	0	0	3	14	0	0	1	2	3	4	6	0	1	11
4:15 PM	20	0	0	1	21	0	0	3	2	5	3	11	0	2	16
4:30 PM	27	0	0	2	29	0	0	2	1	3	3	14	1	0	18
4:45 PM	16	0	0	2	18	0	0	2	1	3	7	5	0	2	14
5:00 PM	26	0	1	0	27	0	0	10	3	13	10	14	1	5	30
5:15 PM	15	0	0	2	17	0	0	4	2	6	11	15	0	3	29
5:30 PM	10	0	1	0	11	0	0	4	1	5	7	11	0	3	21
5:45 PM	9	0	0	3	12	1	0	1	3	5	8	6	0	4	18
6:00 PM	13	0	0	0	13	0	0	16	0	16	5	9	0	1	15
6:15 PM	8	0	0	0	8	0	0	2	1	3	12	8	0	2	22
6:30 PM	4	0	0	2	6	0	0	4	1	5	7	5	0	2	14
6:45 PM	7	0	0	1	8	0	0	2	1	3	3	9	0	1	13
7:00 PM	5	0	1	0	6	0	0	5	0	5	2	15	1	5	23
7:15 PM	7	0	1	0	8	0	0	0	0	0	6	7	0	1	14
7:30 PM	2	0	0	1	3	0	0	7	1	8	2	10	0	0	12
7:45 PM	5	0	0	0	5	0	0	0	0	0	3	4	0	3	10
Count Total	230	0	7	24	261	1	0	64	23	88	112	174	6	39	331
Peak Hour	67	0	2	4	73	0	0	20	7	27	35	45	1	13	94

Five-Hour Count Summaries - Heavy Vehicles																		
Interval Start	5th St				5th St				Washington St				Washington St				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		
3:00 PM	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	9	0
3:15 PM	0	0	10	1	0	0	0	0	0	0	1	0	0	0	3	0	15	0
3:30 PM	0	1	16	1	0	0	0	0	0	0	2	0	0	1	0	0	21	0
3:45 PM	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	0	10	55
4:00 PM	0	0	10	1	0	0	0	0	0	0	0	0	0	1	2	0	14	60
4:15 PM	0	0	20	0	0	0	0	0	0	0	0	0	0	0	1	0	21	66
4:30 PM	0	0	27	0	0	0	0	0	0	0	0	0	0	1	1	0	29	74
4:45 PM	0	0	16	0	0	0	0	0	0	0	0	0	0	1	1	0	18	82
5:00 PM	0	0	26	0	0	0	0	0	0	0	1	0	0	0	0	0	27	95
5:15 PM	0	0	14	1	0	0	0	0	0	0	0	0	0	0	2	0	17	91
5:30 PM	0	0	9	1	0	0	0	0	0	0	0	1	0	0	0	0	11	73
5:45 PM	0	0	8	1	0	0	0	0	0	0	0	0	0	0	3	0	12	67
6:00 PM	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13	53
6:15 PM	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	44
6:30 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	6	39
6:45 PM	0	0	6	1	0	0	0	0	0	0	0	0	0	0	1	0	8	35
7:00 PM	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	6	28
7:15 PM	0	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	8	28
7:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	3	25
7:45 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	22
Count Total	0	1	221	8	0	0	0	0	0	0	5	2	0	6	18	0	261	0
Peak Hour	0	0	65	2	0	0	0	0	0	0	1	1	0	1	3	0	73	0

Five-Hour Count Summaries - Bikes																	
Interval Start	5th St			5th St			Washington St			Washington St			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0			
3:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	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	3	0	3	5			
4:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	7			
4:15 PM	0	0	0	0	0	0	0	3	0	0	2	0	5	11			
4:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	14			
4:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	14			
5:00 PM	0	0	0	0	0	0	0	10	0	0	3	0	13	24			
5:15 PM	0	0	0	0	0	0	0	4	0	0	2	0	6	25			
5:30 PM	0	0	0	0	0	0	0	4	0	0	1	0	5	27			
5:45 PM	0	1	0	0	0	0	0	1	0	0	3	0	5	29			
6:00 PM	0	0	0	0	0	0	0	16	0	0	0	0	16	32			
6:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	29			
6:30 PM	0	0	0	0	0	0	0	4	0	0	1	0	5	29			
6:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	27			
7:00 PM	0	0	0	0	0	0	0	5	0	0	0	0	5	16			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	13			
7:30 PM	0	0	0	0	0	0	0	7	0	1	0	0	8	16			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	13			
Count Total	0	1	0	0	0	0	0	64	0	1	22	0	88	0			
Peak Hour	0	0	0	0	0	0	0	20	0	0	7	0	27	0			

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

Intersection #: 66

**Intersection Name: Washington Street/ 6th
Street**

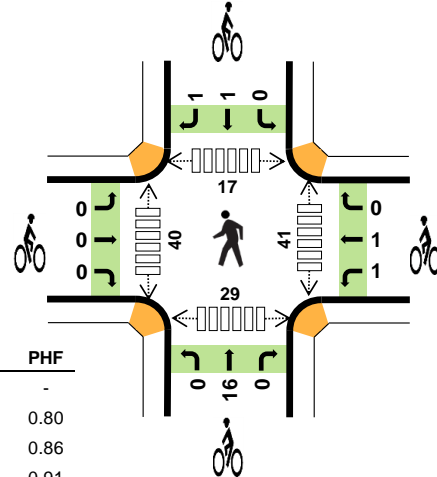
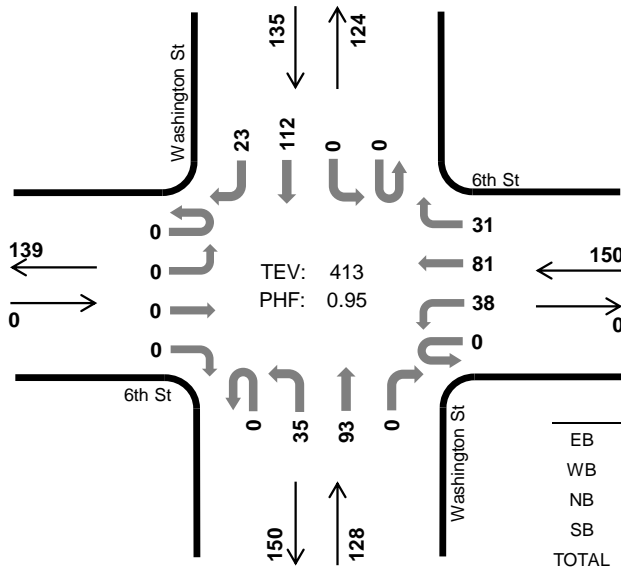
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	6th St				6th St				Washington St				Washington St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3	7	
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	10
8:15 AM	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	6	14
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	14
8:45 AM	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	2	7	18
Count Total	0	0	0	0	0	3	9	1	0	1	6	0	0	0	3	2	25	0
Peak Hour	0	0	0	0	0	0	5	0	0	1	5	0	0	0	3	0	14	0
Two-Hour Count Summaries - Bikes																		
Interval Start	6th St			6th St			Washington St			Washington St			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	2	0	0	2	0	4	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0				
7:30 AM	0	0	0	0	2	0	0	0	0	0	3	0	5	0				
7:45 AM	0	0	0	0	0	0	0	1	0	0	4	0	5	16				
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	13				
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	13				
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	9				
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	6				
Count Total	0	0	0	0	2	0	0	5	0	0	15	0	22	0				
Peak Hour	0	0	0	0	0	0	0	2	0	0	7	0	9	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Washington St 6th St



Peak Hour

Date: 01/31/2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	-	-
WB	2.0%	0.80
NB	0.8%	0.86
SB	0.7%	0.91
TOTAL	1.2%	0.95

Two-Hour Count Summaries

Interval Start	6th St Eastbound				6th St Westbound				Washington St Northbound				Washington St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	11	20	11	0	3	22	0	0	0	29	5	101	0	
4:15 PM	0	0	0	0	0	5	17	7	0	8	17	0	0	0	33	2	89	0	
4:30 PM	0	0	0	0	0	13	28	6	0	7	23	0	0	0	21	9	107	0	
4:45 PM	0	0	0	0	0	9	24	5	0	10	17	0	0	0	30	5	100	397	
5:00 PM	0	0	0	0	0	7	16	12	0	10	27	0	0	0	31	6	109	405	
5:15 PM	0	0	0	0	0	9	13	8	0	8	26	0	0	0	30	3	97	413	
5:30 PM	0	0	0	0	0	13	20	10	0	3	26	0	0	0	27	5	104	410	
5:45 PM	0	0	0	0	0	13	11	9	0	2	18	0	0	0	42	8	103	413	
Count Total	0	0	0	0	0	80	149	68	0	51	176	0	0	0	243	43	810	0	
Peak Hour	All	0	0	0	0	0	38	81	31	0	35	93	0	0	0	112	23	413	0
	HV	0	0	0	0	0	0	3	0	0	1	0	0	0	0	1	0	5	0
	HV%	-	-	-	-	-	0%	4%	0%	-	3%	0%	-	-	-	1%	0%	1%	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
4:00 PM	0	0	0	1	1	0	0	3	1	4	18	13	14	14	59
4:15 PM	0	2	0	0	2	0	0	0	0	0	15	10	6	3	34
4:30 PM	0	1	0	0	1	0	1	3	2	6	13	8	5	10	36
4:45 PM	0	0	1	0	1	0	0	2	0	2	7	14	5	6	32
5:00 PM	0	1	0	1	2	0	0	8	0	8	13	6	4	8	31
5:15 PM	0	1	0	0	1	0	1	3	0	4	8	12	3	5	28
5:30 PM	0	1	0	0	1	0	0	1	2	3	11	14	3	4	32
5:45 PM	0	0	0	1	1	0	0	4	1	5	18	11	9	22	60
Count Total	0	6	1	3	10	0	2	24	6	32	103	88	49	72	312
Peak Hour	0	3	1	1	5	0	2	16	2	20	41	40	17	29	127

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	6th St				6th St				Washington St				Washington St				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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	5
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	6
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5
Count Total	0	0	0	0	0	1	5	0	0	1	0	0	0	0	0	2	1	10	0
Peak Hour	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	1	0	5	0
Two-Hour Count Summaries - Bikes																			
Interval Start	6th St			6th St			Washington St			Washington St			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
4:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	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	1	0	0	3	0	0	1	1	6	0					
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	12					
5:00 PM	0	0	0	0	0	0	0	8	0	0	0	0	8	16					
5:15 PM	0	0	0	1	0	0	0	3	0	0	0	0	4	20					
5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	17					
5:45 PM	0	0	0	0	0	0	0	4	0	0	1	0	5	20					
Count Total	0	0	0	1	1	0	0	24	0	0	5	1	32	0					
Peak Hour	0	0	0	1	1	0	0	16	0	0	1	1	20	0					
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																			

Intersection #: 67

**Intersection Name: Washington Street/7th
Street**

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Washington St				Washington St				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	0	0	0	0	0	1	0	0	0	0	0	8	0
7:15 AM	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
7:30 AM	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0
7:45 AM	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	30
8:00 AM	0	0	4	1	0	0	0	0	0	0	2	0	0	0	0	0	7	29
8:15 AM	0	0	9	0	0	0	0	0	0	0	2	0	0	0	3	0	14	37
8:30 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	36
8:45 AM	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7	34
Count Total	0	0	52	3	0	0	0	0	0	0	6	0	0	0	3	0	64	0
Peak Hour	0	0	25	2	0	0	0	0	0	0	4	0	0	0	3	0	34	0
Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Washington St			Washington St			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	2	0	0	1	0	3	0				
7:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	2	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0				
7:45 AM	0	1	1	0	0	0	1	1	0	0	3	0	7	14				
8:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	2	13				
8:15 AM	0	1	2	0	0	0	0	1	0	0	1	0	5	16				
8:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	2	16				
8:45 AM	0	0	0	0	0	0	0	1	1	0	3	0	5	14				
Count Total	0	2	7	0	0	0	1	7	1	0	10	0	28	0				
Peak Hour	0	1	4	0	0	0	0	4	1	0	4	0	14	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	7th St				7th St				Washington St				Washington St				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	0	11	0	0	0	0	0	0	0	0	0	0	0	0	1	0	12	0
4:15 PM	0	0	13	0	0	0	0	0	0	0	0	0	0	0	1	0	0	14	0
4:30 PM	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
4:45 PM	0	0	12	0	0	0	0	0	0	0	1	0	0	0	0	0	0	13	51
5:00 PM	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	6	45
5:15 PM	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	42
5:30 PM	0	0	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	10	40
5:45 PM	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	41
Count Total	0	0	85	1	0	0	0	0	0	0	2	1	0	2	1	0	0	92	0
Peak Hour	0	0	39	0	0	0	0	0	0	0	2	0	0	1	0	0	0	42	0
Two-Hour Count Summaries - Bikes																			
Interval Start	7th St			7th St			Washington St			Washington St			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
4:00 PM	0	0	1	0	0	0	0	1	1	0	0	0	3	0					
4:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2	0					
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0					
4:45 PM	0	1	1	0	0	0	0	3	0	0	0	0	5	12					
5:00 PM	0	0	0	0	0	0	0	8	1	0	1	0	10	19					
5:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	19					
5:30 PM	0	2	0	0	0	0	0	3	2	0	1	0	8	25					
5:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	23					
Count Total	0	4	2	0	0	0	0	21	4	0	4	0	35	0					
Peak Hour	0	1	1	0	0	0	0	14	1	0	2	0	19	0					
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																			

Intersection #: 68

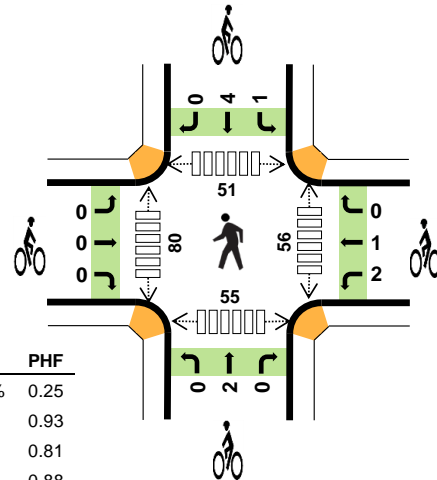
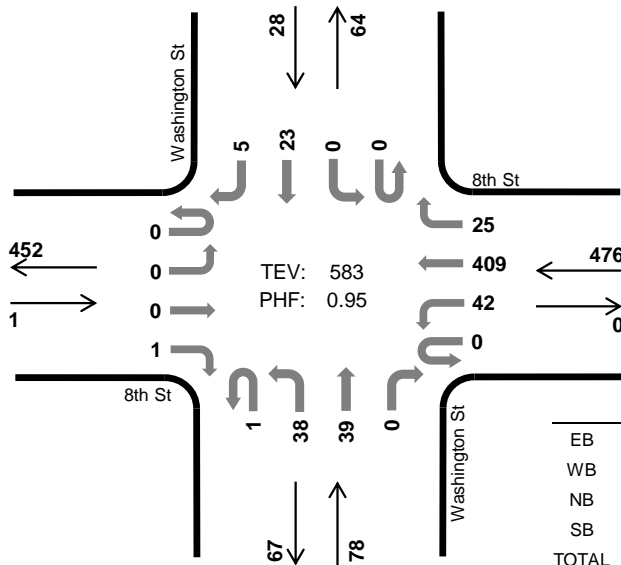
**Intersection Name: Washington Street/8th
Street**

Washington St 8th St



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	100.0%	0.25
WB	3.4%	0.93
NB	5.1%	0.81
SB	10.7%	0.88
TOTAL	4.1%	0.95

Two-Hour Count Summaries

Interval Start	8th St Eastbound				8th St Westbound				Washington St Northbound				Washington St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	3	35	1	0	9	6	0	0	0	2	0	56	0	
7:15 AM	0	0	0	0	0	7	40	2	0	6	4	0	0	0	2	0	61	0	
7:30 AM	0	0	0	0	0	7	51	2	0	7	9	0	0	0	0	1	77	0	
7:45 AM	0	0	0	0	0	8	77	3	1	12	6	0	0	0	5	0	112	306	
8:00 AM	0	0	0	0	0	9	108	6	0	13	9	0	0	0	6	2	153	403	
8:15 AM	0	0	0	1	0	10	103	6	0	11	13	0	0	0	7	0	151	493	
8:30 AM	0	0	0	0	0	8	91	7	1	8	7	0	0	0	4	2	128	544	
8:45 AM	0	0	0	0	0	15	107	6	0	6	10	0	0	0	6	1	151	583	
Count Total	0	0	0	1	0	67	612	33	2	72	64	0	0	0	32	6	889	0	
Peak Hour	All	0	0	0	1	0	42	409	25	1	38	39	0	0	0	23	5	583	0
	HV	0	0	0	1	0	0	14	2	0	2	2	0	0	0	2	1	24	0
	HV%	-	-	-	100%	-	0%	3%	8%	0%	5%	5%	-	-	-	9%	20%	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
7:00 AM	0	6	1	0	7	0	0	1	1	2	10	11	8	6	35
7:15 AM	0	4	1	1	6	0	0	2	2	4	13	5	7	13	38
7:30 AM	0	3	0	0	3	1	1	0	1	3	26	11	16	15	68
7:45 AM	0	2	0	0	2	1	3	0	2	6	8	15	7	8	38
8:00 AM	0	2	2	1	5	0	1	0	1	2	12	17	12	5	46
8:15 AM	1	4	1	1	7	0	0	0	1	1	10	31	14	8	63
8:30 AM	0	4	1	1	6	0	2	0	1	3	17	15	10	15	57
8:45 AM	0	6	0	0	6	0	0	2	2	4	17	17	15	27	76
Count Total	1	31	6	4	42	2	7	5	11	25	113	122	89	97	421
Peak Hour	1	16	4	3	24	0	3	2	5	10	56	80	51	55	242

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	8th St				8th St				Washington St				Washington St				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	6	0	0	1	0	0	0	0	0	0	7	0
7:15 AM	0	0	0	0	0	0	4	0	0	0	1	0	0	0	1	0	6	0
7:30 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	0
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	18
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	1	0	5	16
8:15 AM	0	0	0	1	0	0	4	0	0	0	1	0	0	0	1	0	7	17
8:30 AM	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	1	6	20
8:45 AM	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	6	24
Count Total	0	0	0	1	0	1	28	2	0	3	3	0	0	0	3	1	42	0
Peak Hour	0	0	0	1	0	0	14	2	0	2	2	0	0	0	2	1	24	0
Two-Hour Count Summaries - Bikes																		
Interval Start	8th St			8th St			Washington St			Washington St			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	1	0	0	1	0	2	0				
7:15 AM	0	0	0	0	0	0	0	1	1	0	2	0	4	0				
7:30 AM	0	0	1	1	0	0	0	0	0	0	1	0	3	0				
7:45 AM	0	0	1	0	2	1	0	0	0	0	2	0	6	15				
8:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2	15				
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	12				
8:30 AM	0	0	0	2	0	0	0	0	0	0	1	0	3	12				
8:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	4	10				
Count Total	0	0	2	3	3	1	0	4	1	1	10	0	25	0				
Peak Hour	0	0	0	2	1	0	0	2	0	1	4	0	10	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	8th St				8th St				Washington St				Washington St				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	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4	0
4:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	3	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	10
5:00 PM	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	6	12
5:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	12
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	11
Count Total	0	0	0	0	0	2	17	0	0	0	1	0	0	0	1	0	21	0
Peak Hour	0	0	0	0	0	1	9	0	0	0	1	0	0	0	0	0	11	0
Two-Hour Count Summaries - Bikes																		
Interval Start	8th St			8th St			Washington St			Washington St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0			
4:15 PM	0	0	1	0	1	0	0	1	0	0	0	0	0	3	0			
4:30 PM	0	1	0	0	1	0	0	1	0	0	1	0	0	4	0			
4:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	3	11			
5:00 PM	0	0	0	0	0	0	0	7	0	0	0	1	0	8	18			
5:15 PM	0	0	0	0	1	0	0	4	0	0	0	0	0	5	20			
5:30 PM	1	0	0	0	2	0	0	3	0	0	1	1	0	8	24			
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	1	0	2	23			
Count Total	1	1	1	0	6	0	0	20	0	1	3	1	0	34	0			
Peak Hour	1	0	0	0	4	0	0	14	0	1	2	1	0	23	0			
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 69

Intersection Name:

Broadway/Embarcadero West

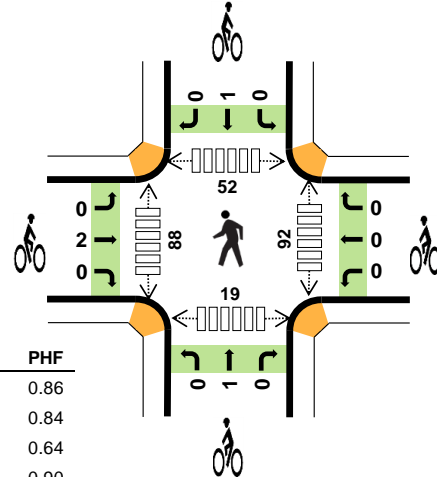
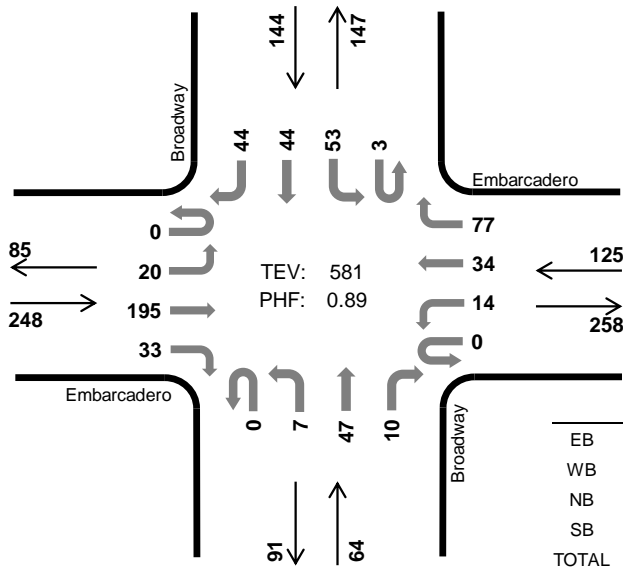
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Embarcadero				Embarcadero				Broadway				Broadway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	8	0
7:15 AM	0	1	2	0	0	0	0	1	0	0	0	0	0	1	1	0	6	0
7:30 AM	0	1	0	0	0	0	1	3	0	0	0	0	0	3	0	0	8	0
7:45 AM	0	0	0	0	0	0	2	4	0	0	0	0	0	2	0	2	10	32
8:00 AM	0	0	1	0	0	1	2	4	0	0	1	0	0	1	0	0	10	34
8:15 AM	0	0	3	0	0	0	2	3	0	0	0	0	0	3	0	0	11	39
8:30 AM	0	0	1	0	0	0	1	5	0	0	0	0	0	2	0	0	9	40
8:45 AM	0	2	0	0	0	0	0	4	0	0	0	0	1	1	1	1	10	40
Count Total	0	4	7	0	0	1	8	28	0	0	1	0	1	17	2	3	72	0
Peak Hour	0	2	5	0	0	1	5	16	0	0	1	0	1	7	1	1	40	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Embarcadero			Embarcadero			Broadway			Broadway			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	1	0	0	0	0	0	0	0	0	0	1	0	0	2	0		
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0		
7:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	1	1	5	0		
7:45 AM	0	1	0	0	1	1	0	0	0	0	0	0	1	0	4	12		
8:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	13		
8:15 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	15		
8:30 AM	0	0	0	0	2	1	0	0	0	0	0	0	2	1	6	16		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	13		
Count Total	0	4	0	1	10	2	0	0	0	1	5	2	25	0				
Peak Hour	0	1	0	1	6	1	0	0	0	0	3	1	13	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Broadway Embarcadero



Peak Hour

Date: 01/31/2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.2%	0.86
WB	4.8%	0.84
NB	1.6%	0.64
SB	5.6%	0.90
TOTAL	3.1%	0.89

Two-Hour Count Summaries

Interval Start	Embarcadero Eastbound				Embarcadero Westbound				Broadway Northbound				Broadway Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	9	15	3	0	4	8	23	0	1	7	1	0	10	3	5	89	0	
4:15 PM	0	6	25	3	0	2	8	17	0	2	7	0	1	6	6	4	87	0	
4:30 PM	0	4	20	4	0	3	10	20	0	2	4	4	1	12	10	3	97	0	
4:45 PM	0	5	15	6	0	4	13	13	0	1	7	1	0	4	19	8	96	369	
5:00 PM	0	8	27	4	0	0	11	20	0	0	12	2	0	12	12	12	120	400	
5:15 PM	0	8	53	10	0	6	6	16	0	1	10	0	0	14	10	7	141	454	
5:30 PM	0	3	54	9	0	2	7	20	0	4	16	5	2	14	7	14	157	514	
5:45 PM	0	1	61	10	0	6	10	21	0	2	9	3	1	13	15	11	163	581	
Count Total	0	44	270	49	0	27	73	150	0	13	72	16	5	85	82	64	950	0	
Peak Hour	All	0	20	195	33	0	14	34	77	0	7	47	10	3	53	44	44	581	0
	HV	0	1	2	0	0	0	2	4	0	0	1	0	0	8	0	0	18	0
	HV%	-	5%	1%	0%	-	0%	6%	5%	-	0%	2%	0%	0%	15%	0%	0%	3%	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
4:00 PM	1	2	0	1	4	0	0	0	0	0	21	8	1	14	44
4:15 PM	1	1	0	1	3	0	0	0	0	0	8	12	2	9	31
4:30 PM	1	2	0	3	6	1	2	2	1	6	26	12	5	3	46
4:45 PM	0	3	0	2	5	0	0	1	3	4	31	31	7	11	80
5:00 PM	1	2	1	2	6	2	0	0	1	3	20	13	8	0	41
5:15 PM	1	1	0	3	5	0	0	1	0	1	28	23	15	1	67
5:30 PM	0	2	0	1	3	0	0	0	0	0	25	35	17	4	81
5:45 PM	1	1	0	2	4	0	0	0	0	0	19	17	12	14	62
Count Total	6	14	1	15	36	3	2	4	5	14	178	151	67	56	452
Peak Hour	3	6	1	8	18	2	0	1	1	4	92	88	52	19	251

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Embarcadero				Embarcadero				Broadway				Broadway				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	0	1	0	0	0	1	1	0	0	0	0	0	1	0	0	4	0
4:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	3	0
4:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	3	0	0	6	0
4:45 PM	0	0	0	0	0	0	2	1	0	0	0	0	0	1	1	0	5	18
5:00 PM	0	0	1	0	0	0	0	2	0	0	1	0	0	2	0	0	6	20
5:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	3	0	0	5	22
5:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	3	19
5:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	4	18
Count Total	0	1	5	0	0	0	7	7	0	0	1	0	0	14	1	0	36	0
Peak Hour	0	1	2	0	0	0	2	4	0	0	1	0	0	8	0	0	18	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Embarcadero			Embarcadero			Broadway			Broadway			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	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	0	0	0	0
4:30 PM	0	1	0	0	2	0	0	2	0	0	1	0	0	1	0	6	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	3	0	0	4	10	10	10
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	1	0	0	3	13	13	13
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	14	14	14
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	8
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
Count Total	0	3	0	0	2	0	0	3	1	0	5	0	14	0	14	0	0	0
Peak Hour	0	2	0	0	0	0	0	1	0	0	1	0	4	0	4	0	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 70

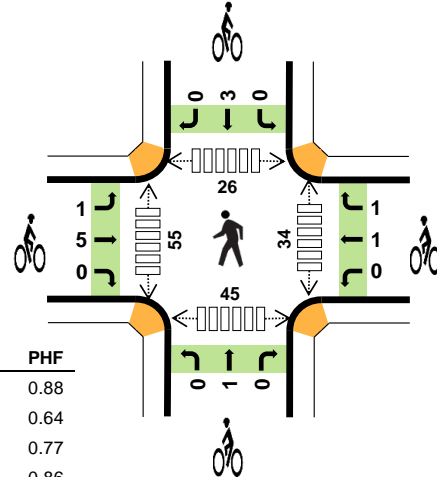
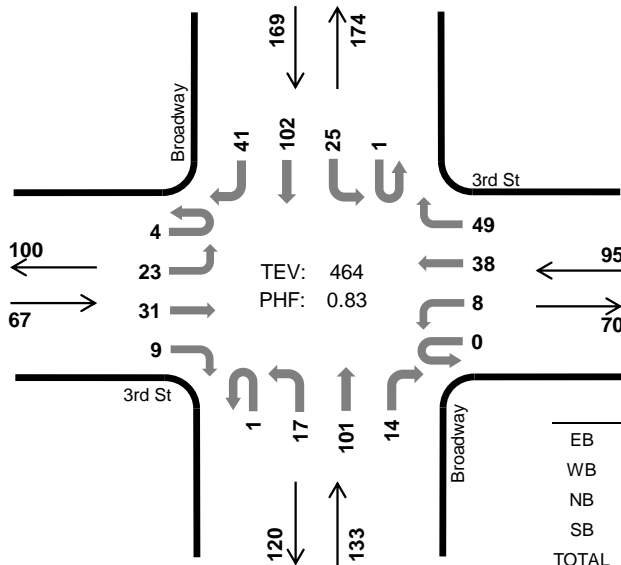
Intersection Name: Broadway/3rd Street

Broadway 3rd St



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	9.0%	0.88
WB	15.8%	0.64
NB	25.6%	0.77
SB	12.4%	0.86
TOTAL	16.4%	0.83

Two-Hour Count Summaries

Interval Start	3rd St Eastbound				3rd St Westbound				Broadway Northbound				Broadway Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	8	4	4	0	3	5	6	0	4	21	4	0	2	25	10	96	0	
7:15 AM	0	4	4	5	0	3	8	8	1	3	29	1	1	2	24	8	101	0	
7:30 AM	0	13	10	6	0	1	8	11	4	2	24	2	3	6	22	13	125	0	
7:45 AM	0	8	8	6	0	1	11	16	2	2	22	4	0	5	24	13	122	444	
8:00 AM	4	6	4	2	0	0	3	9	1	5	22	5	1	7	22	9	100	448	
8:15 AM	0	6	5	5	0	1	7	15	0	3	24	1	0	4	23	10	104	451	
8:30 AM	0	5	13	1	0	4	11	8	0	7	21	1	0	12	23	14	120	446	
8:45 AM	0	6	9	1	0	3	17	17	0	2	34	7	0	2	34	8	140	464	
Count Total	4	56	57	30	0	16	70	90	8	28	197	25	5	40	197	85	908	0	
Peak Hour	All	4	23	31	9	0	8	38	49	1	17	101	14	1	25	102	41	464	0
	HV	0	2	3	1	0	1	3	11	0	2	30	2	0	0	14	7	76	0
	HV%	0%	9%	10%	11%	-	13%	8%	22%	0%	12%	30%	14%	0%	0%	14%	17%	16%	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
7:00 AM	1	1	8	5	15	0	0	0	1	1	2	7	2	3	14
7:15 AM	1	1	7	6	15	1	1	0	1	3	3	7	3	4	17
7:30 AM	1	1	7	8	17	0	1	0	2	3	4	10	3	8	25
7:45 AM	2	4	7	7	20	1	1	1	0	3	6	15	2	10	33
8:00 AM	2	2	11	3	18	1	1	0	1	3	11	17	2	8	38
8:15 AM	2	3	6	7	18	2	0	0	0	2	9	8	13	13	43
8:30 AM	0	4	8	7	19	1	0	1	1	3	5	17	6	13	41
8:45 AM	2	6	9	4	21	2	1	0	1	4	9	13	5	11	38
Count Total	11	22	63	47	143	8	5	2	7	22	49	94	36	70	249
Peak Hour	6	15	34	21	76	6	2	1	3	12	34	55	26	45	160

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd St				3rd St				Broadway				Broadway				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	0	0	0	0	1	0	0	0	6	2	0	0	4	1	15	0
7:15 AM	0	1	0	0	0	0	1	0	0	0	7	0	0	0	3	3	15	0
7:30 AM	0	1	0	0	0	0	1	0	0	1	6	0	0	1	6	1	17	0
7:45 AM	0	1	1	0	0	0	1	3	0	0	7	0	0	1	3	3	20	67
8:00 AM	0	0	1	1	0	0	0	2	0	1	9	1	0	0	1	2	18	70
8:15 AM	0	1	1	0	0	0	1	2	0	0	6	0	0	0	5	2	18	73
8:30 AM	0	0	0	0	0	0	0	4	0	1	7	0	0	0	4	3	19	75
8:45 AM	0	1	1	0	0	1	2	3	0	0	8	1	0	0	4	0	21	76
Count Total	0	6	4	1	0	1	7	14	0	3	56	4	0	2	30	15	143	0
Peak Hour	0	2	3	1	0	1	3	11	0	2	30	2	0	0	14	7	76	0
Two-Hour Count Summaries - Bikes																		
Interval Start	3rd St			3rd St			Broadway			Broadway			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	1	0	0	1	0		
7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	1	3	0		
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	2	0	3	0		
7:45 AM	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3	10		
8:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	1	0	3	12		
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11		
8:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	1	0	3	11		
8:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	4	12		
Count Total	1	6	1	0	3	2	0	2	0	1	5	1	1	5	1	22	0	
Peak Hour	1	5	0	0	1	1	0	1	0	0	3	0	0	3	0	12	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

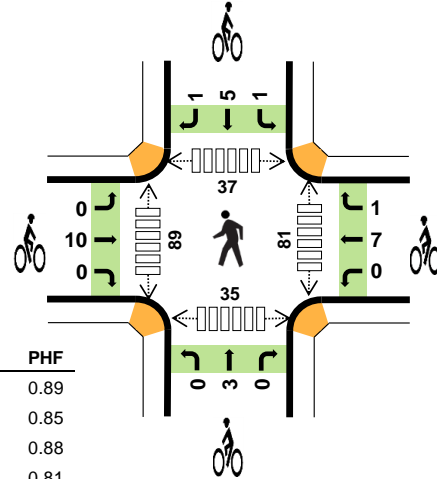
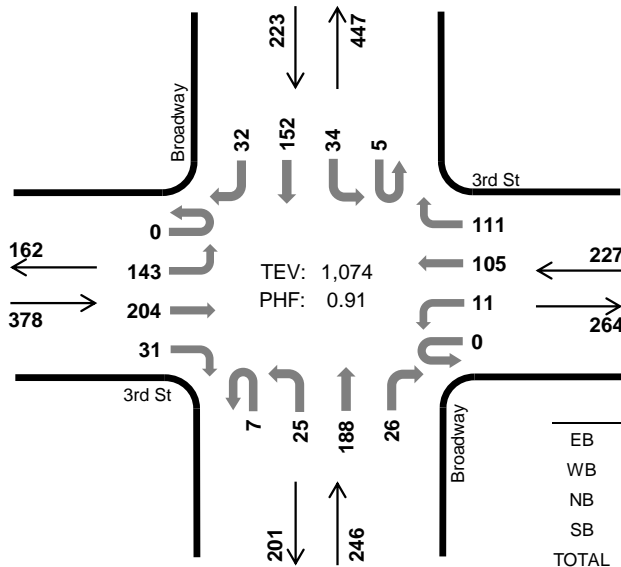


Broadway 3rd St



Peak Hour

Date: 01/31/2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	1.6%	0.89
WB	2.2%	0.85
NB	7.7%	0.88
SB	6.7%	0.81
TOTAL	4.2%	0.91

Two-Hour Count Summaries

Interval Start	3rd St Eastbound				3rd St Westbound				Broadway Northbound				Broadway Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	18	36	1	0	3	23	26	0	4	44	3	4	8	23	9	202	0	
4:15 PM	0	21	25	8	0	3	15	16	0	2	46	2	0	3	16	15	172	0	
4:30 PM	0	29	41	9	0	1	18	19	2	1	36	5	2	8	40	10	221	0	
4:45 PM	0	36	34	9	0	2	18	19	0	1	34	3	3	8	29	8	204	799	
5:00 PM	0	32	48	8	0	2	24	23	3	5	52	10	0	4	30	7	248	845	
5:15 PM	0	31	55	5	0	3	26	23	0	5	54	5	1	7	33	4	252	925	
5:30 PM	0	32	54	7	0	3	26	38	1	6	41	4	1	13	42	12	280	984	
5:45 PM	0	48	47	11	0	3	29	27	3	9	41	7	3	10	47	9	294	1,074	
Count Total	0	247	340	58	0	20	179	191	9	33	348	39	14	61	260	74	1,873	0	
Peak Hour	All	0	143	204	31	0	11	105	111	7	25	188	26	5	34	152	32	1,074	0
	HV	0	1	5	0	0	0	4	1	0	0	19	0	0	0	8	7	45	0
	HV%	-	1%	2%	0%	-	0%	4%	1%	0%	0%	10%	0%	0%	0%	5%	22%	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
4:00 PM	1	0	5	3	9	1	0	0	0	1	9	17	3	7	36
4:15 PM	0	0	6	5	11	4	0	1	0	5	8	19	5	12	44
4:30 PM	3	0	4	4	11	1	4	3	2	10	16	27	7	11	61
4:45 PM	7	1	4	4	16	1	2	2	0	5	25	30	10	9	74
5:00 PM	3	1	5	4	13	2	2	1	1	6	26	29	11	5	71
5:15 PM	1	3	5	3	12	2	4	0	5	11	18	20	6	9	53
5:30 PM	0	1	4	4	9	3	2	2	1	8	18	24	13	12	67
5:45 PM	2	0	5	4	11	3	0	0	0	3	19	16	7	9	51
Count Total	17	6	38	31	92	17	14	9	9	49	139	182	62	74	457
Peak Hour	6	5	19	15	45	10	8	3	7	28	81	89	37	35	242

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	3rd St				3rd St				Broadway				Broadway				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	0	1	0	0	0	0	0	0	0	4	1	0	1	0	2	9	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	4	11	0
4:30 PM	0	1	2	0	0	0	0	0	0	0	4	0	0	0	3	1	11	0
4:45 PM	0	2	3	2	0	0	1	0	0	0	4	0	0	0	2	2	16	47
5:00 PM	0	0	3	0	0	0	1	0	0	0	5	0	0	0	2	2	13	51
5:15 PM	0	0	1	0	0	0	3	0	0	0	5	0	0	0	2	1	12	52
5:30 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	1	3	9	50
5:45 PM	0	1	1	0	0	0	0	0	0	0	5	0	0	0	3	1	11	45
Count Total	0	4	11	2	0	0	5	1	0	0	37	1	0	1	14	16	92	0
Peak Hour	0	1	5	0	0	0	4	1	0	0	19	0	0	0	8	7	45	0
Two-Hour Count Summaries - Bikes																		
Interval Start	3rd St			3rd St			Broadway			Broadway			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
4:15 PM	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	
4:30 PM	0	1	0	0	1	3	0	2	1	0	2	0	0	2	0	10	0	
4:45 PM	0	1	0	0	1	1	0	2	0	0	0	0	0	0	0	5	21	
5:00 PM	0	2	0	0	2	0	0	1	0	0	1	0	0	1	0	6	26	
5:15 PM	0	2	0	0	3	1	0	0	0	0	1	3	1	1	1	11	32	
5:30 PM	0	3	0	0	2	0	0	2	0	0	1	1	0	0	0	8	30	
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	28	
Count Total	0	17	0	0	9	5	0	8	1	0	1	7	1	1	1	49	0	
Peak Hour	0	10	0	0	7	1	0	3	0	1	5	1	1	1	1	28	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 71

Intersection Name: Broadway/5th Street

Two-Hour Count Summaries

Interval Start	5th St					5th St					Broadway					Broadway					I-980 On Ramp					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southwestbound						
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	3	104	31	14	0	0	0	0	0	0	0	19	27	17	0	32	19	38	0	0	0	0	0	0	304	0
7:15 AM	0	3	166	23	12	0	0	0	0	0	0	0	24	28	10	0	50	24	37	0	0	0	0	0	0	377	0
7:30 AM	0	4	206	42	12	0	0	0	0	0	0	0	30	30	10	0	44	20	37	0	0	0	0	0	435	0	
7:45 AM	0	3	187	27	11	0	0	0	0	0	0	0	20	52	9	0	73	25	56	0	0	0	0	0	463	1,579	
8:00 AM	0	5	200	34	9	0	0	0	0	0	0	0	26	39	11	0	52	27	40	0	0	0	0	0	443	1,718	
8:15 AM	0	5	128	27	11	0	0	0	0	0	0	0	27	59	14	0	41	27	58	0	0	0	0	0	397	1,738	
8:30 AM	0	6	189	32	13	0	0	0	0	0	0	0	28	37	6	0	37	28	45	0	0	0	0	0	421	1,724	
8:45 AM	0	5	161	34	20	0	0	0	0	0	0	0	33	52	18	0	51	28	53	0	0	0	0	0	455	1,716	
Count Total	0	34	1,341	250	102	0	0	0	0	0	0	0	207	324	95	0	380	198	364	0	0	0	0	0	3,295	0	
Peak Hour	All	0	17	721	130	43	0	0	0	0	0	0	103	180	44	0	210	99	191	0	0	0	0	0	1,738	0	
	HV	0	2	18	22	2	0	0	0	0	0	0	24	4	8	0	9	13	18	0	0	0	0	0	120	0	
	HV%	-	12%	2%	17%	5%	-	-	-	-	-	-	23%	2%	18%	-	4%	13%	9%	-	-	-	-	-	-	7%	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	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total
7:00 AM	18	0	12	11	0	41	0	0	0	2	0	2	2	4	0	0	3	9
7:15 AM	9	0	9	9	0	27	1	0	0	3	0	4	1	5	0	0	6	
7:30 AM	13	0	7	7	0	27	0	0	0	1	0	1	10	17	0	3	31	
7:45 AM	10	0	6	12	0	28	0	0	0	1	0	1	2	12	0	3	17	
8:00 AM	8	0	9	10	0	27	0	0	0	4	0	4	11	21	0	0	42	
8:15 AM	13	0	14	11	0	38	0	0	0	4	0	4	4	25	0	3	38	
8:30 AM	18	0	8	11	0	37	0	0	0	3	0	3	9	17	0	1	35	
8:45 AM	17	0	10	14	0	41	0	0	0	2	0	2	9	26	0	5	52	
Count Total	106	0	75	85	0	266	1	0	0	20	0	21	48	127	0	15	230	
Peak Hr	44	0	36	40	0	120	0	0	0	10	0	10	27	75	0	9	128	

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	5th St					5th St					Broadway					Broadway					I-980 On Ramp					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southwestbound						
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	2	14	2	0	0	0	0	0	0	0	10	1	1	0	2	1	8	0	0	0	0	0	0	41	0
7:15 AM	0	0	2	7	0	0	0	0	0	0	0	0	6	1	2	0	2	0	7	0	0	0	0	0	0	27	0
7:30 AM	0	0	2	10	1	0	0	0	0	0	0	0	6	0	1	0	2	3	2	0	0	0	0	0	0	27	0
7:45 AM	0	1	3	5	1	0	0	0	0	0	0	0	5	1	0	0	2	6	4	0	0	0	0	0	28	123	
8:00 AM	0	1	5	2	0	0	0	0	0	0	0	0	5	1	3	0	3	1	6	0	0	0	0	0	27	109	
8:15 AM	0	0	8	5	0	0	0	0	0	0	0	0	8	2	4	0	2	3	6	0	0	0	0	0	38	120	
8:30 AM	0	0	8	9	1	0	0	0	0	0	0	0	6	2	0	0	2	3	6	0	0	0	0	0	37	130	
8:45 AM	0	0	7	9	1	0	0	0	0	0	0	0	8	1	1	0	2	7	5	0	0	0	0	0	41	143	
Count Total	0	2	37	61	6	0	0	0	0	0	0	0	54	9	12	0	17	24	44	0	0	0	0	0	266	0	
Peak Hour	0	2	18	22	2	0	0	0	0	0	0	0	24	4	8	0	9	13	18	0	0	0	0	0	120	0	

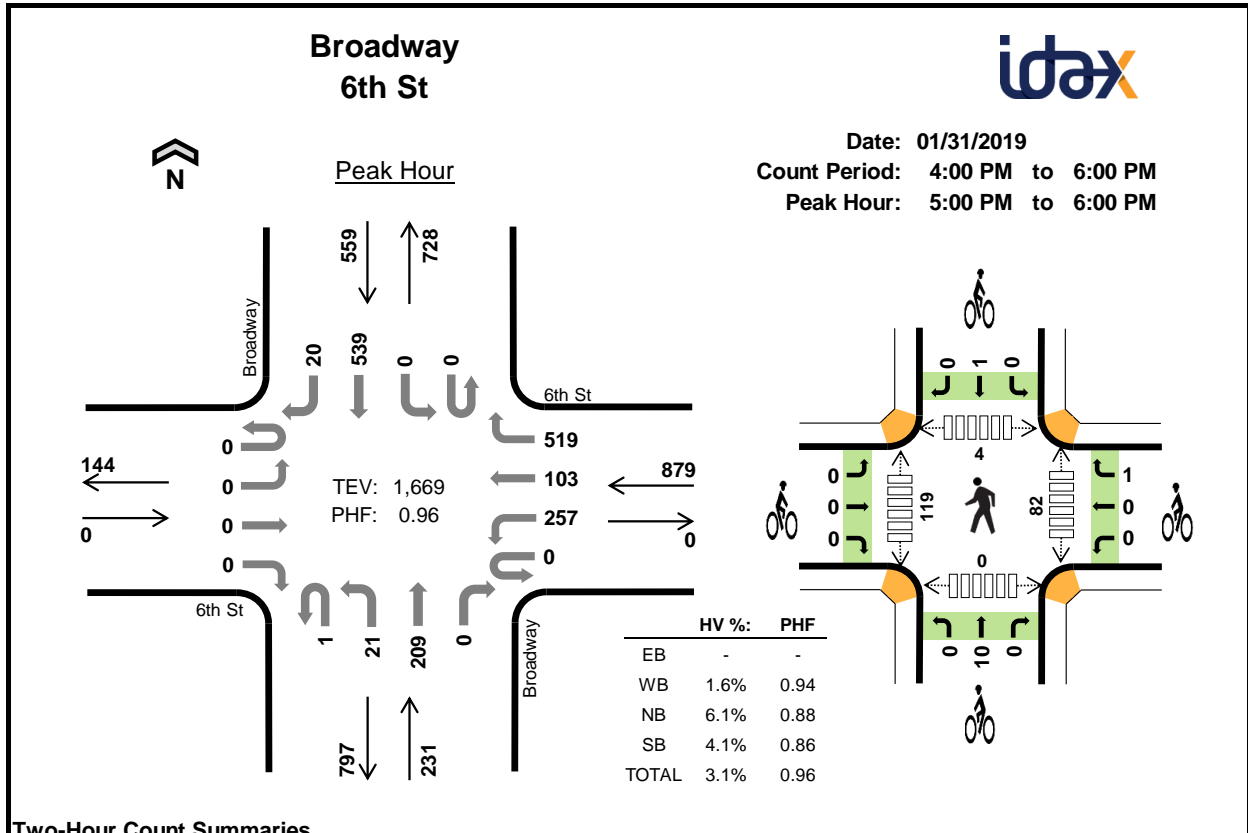
Two-Hour Count Summaries - Bikes

Interval Start	5th St					5th St					Broadway					Broadway					I-980 On Ramp					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southwestbound						
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	8	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	10	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	10	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	12	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	13	
Count Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	21	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	0	

Intersection #: 72

Intersection Name: Broadway/6th Street

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	6th St				6th St				Broadway				Broadway				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	1	6	0	0	6	0	0	0	9	0	23	0
7:15 AM	0	0	0	0	0	5	1	9	0	0	6	0	0	0	11	0	32	0
7:30 AM	0	0	0	0	0	5	0	6	0	0	6	0	0	0	5	0	22	0
7:45 AM	0	0	0	0	0	3	0	4	0	0	2	0	0	0	8	1	18	95
8:00 AM	0	0	0	0	0	4	0	6	0	0	7	0	0	0	8	0	25	97
8:15 AM	0	0	0	0	0	2	2	7	0	0	7	0	0	0	10	0	28	93
8:30 AM	0	0	0	0	0	1	1	6	0	0	8	0	0	0	9	0	25	96
8:45 AM	0	0	0	0	0	3	4	3	0	0	7	0	0	0	6	0	23	101
Count Total	0	0	0	0	0	24	9	47	0	0	49	0	0	0	66	1	196	0
Peak Hour	0	0	0	0	0	10	3	23	0	0	24	0	0	0	35	1	96	0
Two-Hour Count Summaries - Bikes																		
Interval Start	6th St			6th St			Broadway			Broadway			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Count Total	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	7	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		



Two-Hour Count Summaries

Interval Start	6th St Eastbound				6th St Westbound				Broadway Northbound				Broadway Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	53	35	116	0	6	50	0	0	0	94	6	360	0	
4:15 PM	0	0	0	0	0	55	19	122	0	5	35	0	0	0	109	6	351	0	
4:30 PM	0	0	0	0	0	68	26	121	0	12	49	0	0	0	114	7	397	0	
4:45 PM	0	0	0	0	0	47	30	114	1	4	42	0	0	0	126	7	371	1,479	
5:00 PM	0	0	0	0	0	68	22	143	0	5	50	0	0	0	101	7	396	1,515	
5:15 PM	0	0	0	0	0	66	23	118	0	4	47	0	0	0	141	3	402	1,566	
5:30 PM	0	0	0	0	0	56	29	123	1	7	58	0	0	0	156	6	436	1,605	
5:45 PM	0	0	0	0	0	67	29	135	0	5	54	0	0	0	141	4	435	1,669	
Count Total	0	0	0	0	0	480	213	992	2	48	385	0	0	0	982	46	3,148	0	
Peak Hour	All	0	0	0	0	0	257	103	519	1	21	209	0	0	0	539	20	1,669	0
	HV	0	0	0	0	0	3	3	8	0	0	14	0	0	0	23	0	51	0
	HV%	-	-	-	-	-	1%	3%	2%	0%	0%	7%	-	-	-	4%	0%	3%	0

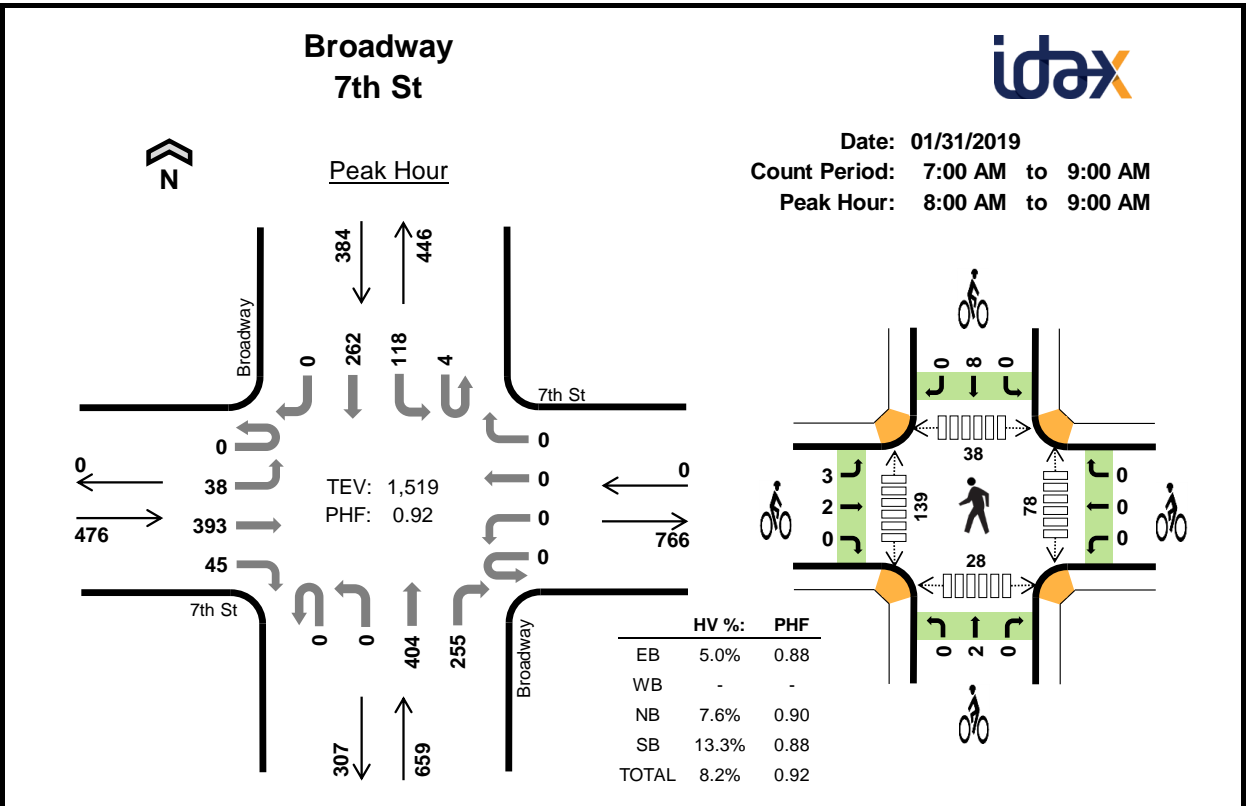
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	5	3	8	0	0	0	0	0	12	27	1	0	40
4:15 PM	0	6	4	7	17	0	0	1	0	1	20	29	0	0	49
4:30 PM	0	6	6	5	17	0	0	4	0	4	17	23	0	0	40
4:45 PM	0	0	4	8	12	0	1	3	0	4	24	39	1	2	66
5:00 PM	0	6	3	4	13	0	0	5	1	6	25	36	0	0	61
5:15 PM	0	5	4	9	18	0	1	1	0	2	22	22	2	0	46
5:30 PM	0	2	4	4	10	0	0	2	0	2	17	30	1	0	48
5:45 PM	0	1	3	6	10	0	0	2	0	2	18	31	1	0	50
Count Total	0	26	33	46	105	0	2	18	1	21	155	237	6	2	400
Peak Hour	0	14	14	23	51	0	1	10	1	12	82	119	4	0	205

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	6th St				6th St				Broadway				Broadway				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	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	8	0
4:15 PM	0	0	0	0	0	0	1	5	0	0	4	0	0	0	6	1	17	0
4:30 PM	0	0	0	0	0	1	2	3	0	0	6	0	0	0	5	0	17	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	12	54
5:00 PM	0	0	0	0	0	1	1	4	0	0	3	0	0	0	4	0	13	59
5:15 PM	0	0	0	0	0	2	1	2	0	0	4	0	0	0	9	0	18	60
5:30 PM	0	0	0	0	0	0	1	1	0	0	4	0	0	0	4	0	10	53
5:45 PM	0	0	0	0	0	0	0	1	0	0	3	0	0	0	6	0	10	51
Count Total	0	0	0	0	0	4	6	16	0	0	33	0	0	0	45	1	105	0
Peak Hour	0	0	0	0	0	3	3	8	0	0	14	0	0	0	23	0	51	0
Two-Hour Count Summaries - Bikes																		
Interval Start	6th St			6th St			Broadway			Broadway			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	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	1	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0
4:45 PM	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4	9
5:00 PM	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	6	15
5:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	16
5:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	14
5:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	12
Count Total	0	0	0	0	0	0	2	0	18	0	0	0	1	0	0	0	21	0
Peak Hour	0	0	0	0	0	0	1	0	10	0	0	0	1	0	0	0	12	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 73

Intersection Name: Broadway/7th Street



Two-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Broadway Northbound				Broadway Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	5	74	13	0	0	0	0	0	0	78	55	1	26	35	0	287	0	
7:15 AM	0	6	48	12	0	0	0	0	0	0	72	83	0	17	49	0	287	0	
7:30 AM	0	11	81	9	0	0	0	0	0	0	74	80	0	27	56	0	338	0	
7:45 AM	0	17	90	7	0	0	0	0	0	0	92	78	0	23	61	0	368	1,280	
8:00 AM	0	5	94	15	0	0	0	0	0	0	92	62	0	32	69	0	369	1,362	
8:15 AM	0	10	92	7	0	0	0	0	0	0	94	69	2	25	82	0	381	1,456	
8:30 AM	0	10	97	10	0	0	0	0	0	0	99	60	0	29	51	0	356	1,474	
8:45 AM	0	13	110	13	0	0	0	0	0	0	119	64	2	32	60	0	413	1,519	
Count Total	0	77	686	86	0	0	0	0	0	0	720	551	5	211	463	0	2,799	0	
Peak Hour	All	0	38	393	45	0	0	0	0	0	0	404	255	4	118	262	0	1,519	0
	HV	0	7	13	4	0	0	0	0	0	0	44	6	1	20	30	0	125	0
	HV%	-	18%	3%	9%	-	-	-	-	-	-	11%	2%	25%	17%	11%	-	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
7:00 AM	7	0	12	17	36	0	0	0	1	1	6	11	3	1	21
7:15 AM	6	0	14	12	32	0	0	0	2	2	16	13	6	5	40
7:30 AM	4	0	13	11	28	0	0	1	2	3	12	21	5	2	40
7:45 AM	8	0	8	15	31	1	0	0	5	6	14	25	1	6	46
8:00 AM	4	0	12	8	24	2	0	1	4	7	27	27	9	5	68
8:15 AM	9	0	12	15	36	2	0	0	1	3	12	24	9	7	52
8:30 AM	5	0	14	15	34	0	0	1	3	4	19	45	13	9	86
8:45 AM	6	0	12	13	31	1	0	0	0	1	20	43	7	7	77
Count Total	49	0	97	106	252	6	0	3	18	27	126	209	53	42	430
Peak Hour	24	0	50	51	125	5	0	2	8	15	78	139	38	28	283

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Broadway				Broadway				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	6	0	0	0	0	0	0	0	9	3	0	8	9	0	36	0
7:15 AM	0	3	3	0	0	0	0	0	0	0	13	1	0	3	9	0	32	0
7:30 AM	0	2	2	0	0	0	0	0	0	0	11	2	0	6	5	0	28	0
7:45 AM	0	3	5	0	0	0	0	0	0	0	7	1	0	6	9	0	31	127
8:00 AM	0	1	2	1	0	0	0	0	0	0	11	1	0	2	6	0	24	115
8:15 AM	0	3	5	1	0	0	0	0	0	0	11	1	0	6	9	0	36	119
8:30 AM	0	2	2	1	0	0	0	0	0	0	13	1	0	6	9	0	34	125
8:45 AM	0	1	4	1	0	0	0	0	0	0	9	3	1	6	6	0	31	125
Count Total	0	16	29	4	0	0	0	0	0	0	84	13	1	43	62	0	252	0
Peak Hour	0	7	13	4	0	0	0	0	0	0	44	6	1	20	30	0	125	0
Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Broadway			Broadway			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	1	0	1	0				
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0				
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	3	0				
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	5	6	12				
8:00 AM	1	1	0	0	0	0	0	0	1	0	0	4	7	18				
8:15 AM	1	1	0	0	0	0	0	0	0	0	0	1	3	19				
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	3	4	20				
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	15				
Count Total	3	3	0	0	0	0	0	0	3	0	0	18	27	0				
Peak Hour	3	2	0	0	0	0	0	0	2	0	0	8	15	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Broadway				Broadway				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	1	9	0	0	0	0	0	0	0	5	0	0	6	3	0	24	0
4:15 PM	0	1	12	0	0	0	0	0	0	0	6	2	0	3	7	0	31	0
4:30 PM	0	5	11	0	0	0	0	0	0	0	5	2	0	1	4	0	28	0
4:45 PM	0	1	9	0	0	0	0	0	0	0	4	0	0	6	8	0	28	111
5:00 PM	0	1	7	0	0	0	0	0	0	0	7	0	0	6	4	0	25	112
5:15 PM	0	3	10	0	0	0	0	0	0	0	6	1	0	3	9	0	32	113
5:30 PM	0	1	9	0	0	0	0	0	0	0	6	1	0	8	5	0	30	115
5:45 PM	0	1	10	0	0	0	0	0	0	0	5	1	0	5	5	0	27	114
Count Total	0	14	77	0	0	0	0	0	0	0	44	7	0	38	45	0	225	0
Peak Hour	0	6	36	0	0	0	0	0	0	0	24	3	0	22	23	0	114	0
Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Broadway			Broadway			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	1	1	0	0	0	0	0	0	0	0	1	0	3	0				
4:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2	0				
4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0				
4:45 PM	0	1	0	0	0	0	0	1	0	0	2	0	4	11				
5:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	11				
5:15 PM	0	1	0	0	0	0	0	0	0	0	5	0	6	15				
5:30 PM	0	0	0	0	0	0	0	2	2	1	1	0	6	19				
5:45 PM	1	0	0	0	0	0	0	1	0	0	0	0	2	17				
Count Total	2	4	0	0	0	0	0	9	2	1	10	0	28	0				
Peak Hour	1	1	0	0	0	0	0	6	2	1	6	0	17	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 74

Intersection Name: Broadway/8th Street

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	8th St				8th St				Broadway				Broadway				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	3	2	0	1	9	0	0	0	18	2	36	0
7:15 AM	0	0	0	0	0	1	2	3	0	0	17	0	0	0	10	0	33	0
7:30 AM	0	0	0	0	0	0	2	4	0	0	13	0	0	0	11	0	30	0
7:45 AM	0	0	0	0	0	1	3	4	0	0	10	0	0	0	14	0	32	131
8:00 AM	0	0	0	0	0	0	3	4	0	1	11	0	0	0	11	0	30	125
8:15 AM	0	0	0	0	0	1	6	5	0	0	15	0	0	0	13	0	40	132
8:30 AM	0	0	0	0	0	0	2	3	0	3	13	0	0	0	15	0	36	138
8:45 AM	0	0	0	0	0	1	2	4	0	2	7	0	0	0	10	1	27	133
Count Total	0	0	0	0	0	5	23	29	0	7	95	0	0	0	102	3	264	0
Peak Hour	0	0	0	0	0	2	13	16	0	6	46	0	0	0	49	1	133	0
Two-Hour Count Summaries - Bikes																		
Interval Start	8th St			8th St			Broadway			Broadway			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	1	0	0	0	0	0	0	2	0	3	0				
7:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3	0				
7:30 AM	0	0	0	1	0	0	0	1	0	0	1	1	4	0				
7:45 AM	0	0	0	0	4	0	0	0	1	0	6	0	11	21				
8:00 AM	0	0	0	0	1	0	0	0	1	0	1	0	3	21				
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	1	5	23				
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	21				
8:45 AM	0	0	0	0	1	0	0	0	1	0	0	1	3	13				
Count Total	0	0	0	2	7	0	0	4	0	0	18	3	34	0				
Peak Hour	0	0	0	0	2	0	0	2	0	0	7	2	13	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

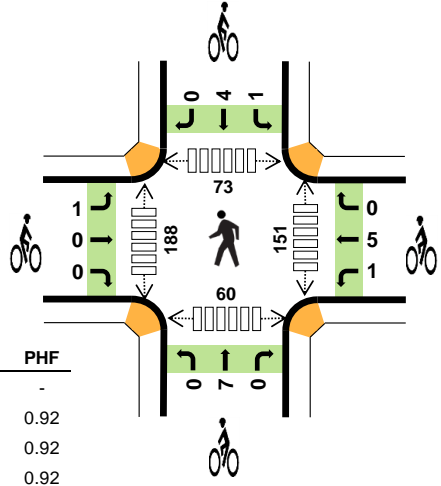
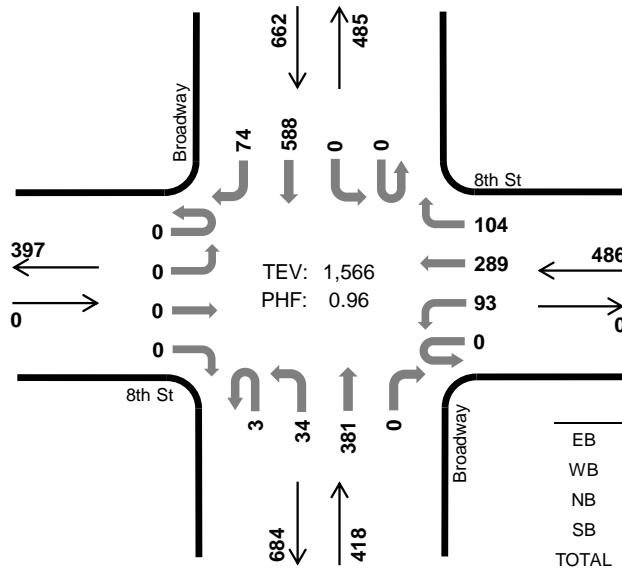
Broadway 8th St



Date: 01/31/2019

Count Period: 4:00 PM to 6:00 PM

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



	HV %:	PHF
EB	-	-
WB	3.7%	0.92
NB	7.9%	0.92
SB	6.5%	0.92
TOTAL	6.0%	0.96

Two-Hour Count Summaries

Interval Start	8th St Eastbound				8th St Westbound				Broadway Northbound				Broadway Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	23	61	24	1	7	89	0	1	0	109	18	333	0	
4:15 PM	0	0	0	0	0	19	47	29	2	7	84	0	0	0	129	12	329	0	
4:30 PM	0	0	0	0	0	20	72	32	0	12	82	0	0	0	118	16	352	0	
4:45 PM	0	0	0	0	0	25	70	21	0	7	100	0	0	0	129	13	365	1,379	
5:00 PM	0	0	0	0	0	19	73	34	1	14	85	0	0	0	142	18	386	1,432	
5:15 PM	0	0	0	0	0	26	60	29	1	5	94	0	0	0	150	19	384	1,487	
5:30 PM	0	0	0	0	0	24	81	27	1	5	98	0	0	0	144	10	390	1,525	
5:45 PM	0	0	0	0	0	24	75	14	0	10	104	0	0	0	152	27	406	1,566	
Count Total	0	0	0	0	0	180	539	210	6	67	736	0	1	0	1,073	133	2,945	0	
Peak Hour	All	0	0	0	0	0	93	289	104	3	34	381	0	0	0	588	74	1,566	0
	HV	0	0	0	0	0	0	6	12	0	1	32	0	0	0	42	1	94	0
	HV%	-	-	-	-	-	0%	2%	12%	0%	3%	8%	-	-	-	7%	1%	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
4:00 PM	0	8	6	10	24	0	2	1	1	4	29	48	22	21	120
4:15 PM	0	4	7	9	20	1	1	1	2	5	34	30	23	18	105
4:30 PM	0	3	8	9	20	0	1	0	4	5	36	60	15	20	131
4:45 PM	0	6	5	13	24	0	1	1	4	6	35	47	19	12	113
5:00 PM	0	8	10	11	29	0	0	4	3	7	46	54	17	25	142
5:15 PM	0	1	9	11	21	1	4	0	1	6	31	35	19	8	93
5:30 PM	0	6	7	12	25	0	1	1	0	2	37	44	16	10	107
5:45 PM	0	3	7	9	19	0	1	2	1	4	37	55	21	17	130
Count Total	0	39	59	84	182	2	11	10	16	39	285	373	152	131	941
Peak Hour	0	18	33	43	94	1	6	7	5	19	151	188	73	60	472

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	8th St				8th St				Broadway				Broadway				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	0	0	0	0	0	4	4	0	1	5	0	0	0	10	0	24	0
4:15 PM	0	0	0	0	0	0	2	2	0	0	7	0	0	0	9	0	20	0
4:30 PM	0	0	0	0	0	0	1	2	0	0	8	0	0	0	9	0	20	0
4:45 PM	0	0	0	0	0	1	3	2	0	0	5	0	0	0	13	0	24	88
5:00 PM	0	0	0	0	0	0	2	6	0	1	9	0	0	0	10	1	29	93
5:15 PM	0	0	0	0	0	0	0	1	0	0	9	0	0	0	11	0	21	94
5:30 PM	0	0	0	0	0	0	3	3	0	0	7	0	0	0	12	0	25	99
5:45 PM	0	0	0	0	0	0	1	2	0	0	7	0	0	0	9	0	19	94
Count Total	0	0	0	0	0	1	16	22	0	2	57	0	0	0	83	1	182	0
Peak Hour	0	0	0	0	0	0	6	12	0	1	32	0	0	0	42	1	94	0
Two-Hour Count Summaries - Bikes																		
Interval Start	8th St			8th St			Broadway			Broadway			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	1	1	0	1	0	0	1	0	4	0				
4:15 PM	1	0	0	0	1	0	0	1	0	0	1	1	5	0				
4:30 PM	0	0	0	0	0	1	0	0	0	0	4	0	5	0				
4:45 PM	0	0	0	0	0	1	0	1	0	0	3	1	6	20				
5:00 PM	0	0	0	0	0	0	0	4	0	0	3	0	7	23				
5:15 PM	1	0	0	0	4	0	0	0	0	0	1	0	6	24				
5:30 PM	0	0	0	1	0	0	0	1	0	0	0	0	2	21				
5:45 PM	0	0	0	0	1	0	0	2	0	1	0	0	4	19				
Count Total	2	0	0	1	7	3	0	10	0	1	13	2	39	0				
Peak Hour	1	0	0	1	5	0	0	7	0	1	4	0	19	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 75

**Intersection Name: Franklin Street/7th
Street**

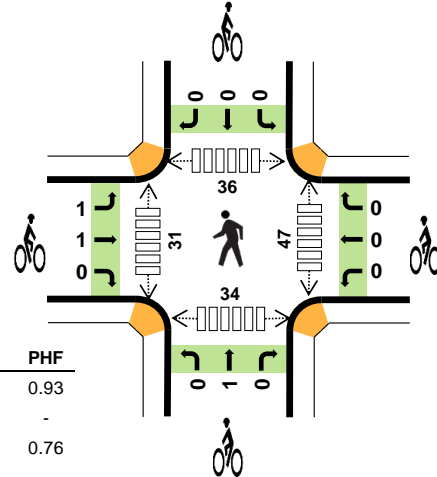
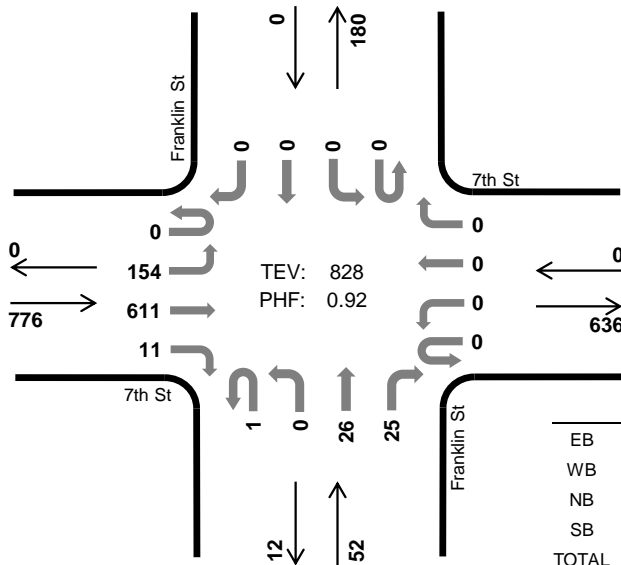


Franklin St 7th St



Peak Hour

Date: 01/31/2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	5.5%	0.93
WB	-	-
NB	7.7%	0.76
SB	-	-
TOTAL	5.7%	0.92

Two-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Franklin St Northbound				Franklin St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	11	132	3	0	0	0	0	0	0	2	4	0	0	0	0	152	0	
7:15 AM	0	21	122	4	0	0	0	0	0	0	4	5	0	0	0	0	156	0	
7:30 AM	0	26	161	2	0	0	0	0	0	0	6	7	0	0	0	0	202	0	
7:45 AM	0	20	169	1	0	0	0	0	0	0	6	4	0	0	0	0	200	710	
8:00 AM	0	29	161	1	0	0	0	0	1	0	8	5	0	0	0	0	205	763	
8:15 AM	0	39	153	4	0	0	0	0	0	0	2	5	0	0	0	0	203	810	
8:30 AM	0	43	136	1	0	0	0	0	0	0	8	6	0	0	0	0	194	802	
8:45 AM	0	43	161	5	0	0	0	0	0	0	8	9	0	0	0	0	226	828	
Count Total	0	232	1,195	21	0	0	0	0	1	0	44	45	0	0	0	0	1,538	0	
Peak Hour	All	0	154	611	11	0	0	0	0	1	0	26	25	0	0	0	0	828	0
	HV	0	6	37	0	0	0	0	0	0	0	2	2	0	0	0	0	47	0
	HV%	-	4%	6%	0%	-	-	-	-	0%	-	8%	8%	-	-	-	-	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
7:00 AM	18	0	1	0	19	0	0	0	0	0	10	2	3	5	20
7:15 AM	7	0	0	0	7	0	0	0	0	0	4	5	7	4	20
7:30 AM	10	0	0	0	10	0	0	0	0	0	3	4	4	0	11
7:45 AM	10	0	2	0	12	1	0	0	0	1	9	8	10	5	32
8:00 AM	7	0	3	0	10	1	0	1	0	2	8	13	7	4	32
8:15 AM	13	0	0	0	13	0	0	0	0	0	17	3	11	14	45
8:30 AM	10	0	1	0	11	0	0	0	0	0	10	7	10	11	38
8:45 AM	13	0	0	0	13	1	0	0	0	1	12	8	8	5	33
Count Total	88	0	7	0	95	3	0	1	0	4	73	50	60	48	231
Peak Hour	43	0	4	0	47	2	0	1	0	3	47	31	36	34	148

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Franklin St				Franklin St				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	17	1	0	0	0	0	0	0	0	1	0	0	0	0	19	0
7:15 AM	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0
7:30 AM	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
7:45 AM	0	0	10	0	0	0	0	0	0	0	0	2	0	0	0	0	12	48
8:00 AM	0	1	6	0	0	0	0	0	0	0	1	2	0	0	0	0	10	39
8:15 AM	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	13	45
8:30 AM	0	1	9	0	0	0	0	0	0	0	1	0	0	0	0	0	11	46
8:45 AM	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	13	47
Count Total	0	6	80	2	0	0	0	0	0	0	2	5	0	0	0	0	95	0
Peak Hour	0	6	37	0	0	0	0	0	0	0	2	2	0	0	0	0	47	0
Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Franklin St			Franklin St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
8:00 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	3	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	
Count Total	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	
Peak Hour	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Franklin St				Franklin St				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	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
4:15 PM	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0
4:30 PM	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0
4:45 PM	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18	62
5:00 PM	0	1	10	0	0	0	0	0	0	0	1	0	0	0	0	0	12	60
5:15 PM	0	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	13	58
5:30 PM	0	1	17	0	0	0	0	0	0	0	0	0	0	0	0	0	18	61
5:45 PM	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13	56
Count Total	0	7	109	1	0	0	0	0	0	0	1	0	0	0	0	0	118	0
Peak Hour	0	5	49	1	0	0	0	0	0	0	1	0	0	0	0	0	56	0
Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Franklin St			Franklin St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	4	0	0	0	3	0	0	0	0	0	1	8	0				
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	10				
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2				
5:30 PM	0	1	0	0	0	0	0	0	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	6	0	0	0	4	0	0	0	0	0	2	12	0				
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	1	2	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 76

**Intersection Name: Franklin Street/8th
Street**

Two-Hour Count Summaries

Interval Start	8th St						8th St						Franklin St						Franklin St						Northeastbound Approach						Southeastbound Approach						15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound			Northeastbound			Southeastbound			Northeastbound			Southeastbound																
	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	LT	BL	TH	RT	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	BR	RT	HR							
7:00 AM	0	0	0	0	0	0	0	0	0	48	0	14	0	0	6	0	8	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	77	0				
7:15 AM	0	0	0	0	0	0	0	0	0	58	0	23	0	0	7	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	0					
7:30 AM	0	0	0	0	0	0	0	0	0	92	0	23	0	0	7	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	141	0						
7:45 AM	0	0	0	0	0	0	0	0	0	117	0	23	0	0	11	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	166	488						
8:00 AM	0	0	0	0	0	0	0	0	0	117	0	24	0	0	15	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	184	595						
8:15 AM	0	0	0	0	0	0	0	0	0	132	0	34	0	0	5	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	204	695						
8:30 AM	0	0	0	0	0	0	0	0	0	111	0	45	0	0	0	12	0	38	0	0	0	0	0	0	0	0	0	0	0	0	206	760						
8:45 AM	0	0	0	0	0	0	0	0	0	136	0	51	0	0	0	18	0	34	0	0	0	0	0	0	0	0	0	0	0	0	239	833						
Count Total	0	0	0	0	0	0	0	0	0	811	0	237	0	0	81	0	191	0	0	0	0	0	1	0	0	0	0	0	0	0	1,321	0						
Peak Hour	All HV	0	0	0	0	0	0	0	0	496	0	154	0	0	0	50	0	133	0	0	0	0	0	0	0	0	0	0	0	0	833	0						
	HV%	0	0	0	0	0	0	0	0	27	0	5	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	40	0							
		-	-	-	-	-	-	-	-	5%	-	3%	-	-	-	6%	-	4%	-	-	-	-	-	-	-	-	-	-	-	-	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)						Total		
	EB	WB	NB	SB	NEB	SEB	Total	EB	WB	NB	SB	NEB	SEB	Total	East	West	North	South	NW		SW	
7:00 AM	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	7	2	2	5	4	1	21
7:15 AM	0	7	0	0	0	0	7	0	1	0	0	0	0	1	8	4	8	13	4	8	45	
7:30 AM	0	6	0	0	0	0	6	0	0	0	0	0	0	0	13	5	10	13	2	4	47	
7:45 AM	0	10	0	0	0	0	10	0	3	0	0	0	0	3	19	8	11	15	8	9	70	
8:00 AM	0	5	3	0	0	0	8	0	1	1	0	0	0	2	27	11	13	4	7	8	70	
8:15 AM	0	14	2	0	0	0	16	0	1	1	0	0	0	2	26	7	9	11	4	3	60	
8:30 AM	0	5	1	0	0	0	6	0	0	0	0	0	0	0	33	8	14	12	12	5	84	
8:45 AM	0	8	2	0	0	0	10	0	2	0	0	0	0	2	46	15	15	23	23	9	131	
Count Total	0	62	8	0	0	0	70	0	8	2	0	0	0	10	179	60	82	96	64	47	528	
Peak Hr	0	32	8	0	0	0	40	0	4	2	0	0	0	6	132	41	51	50	46	25	345	

Two-Hour Count Summaries - Heavy Vehicles

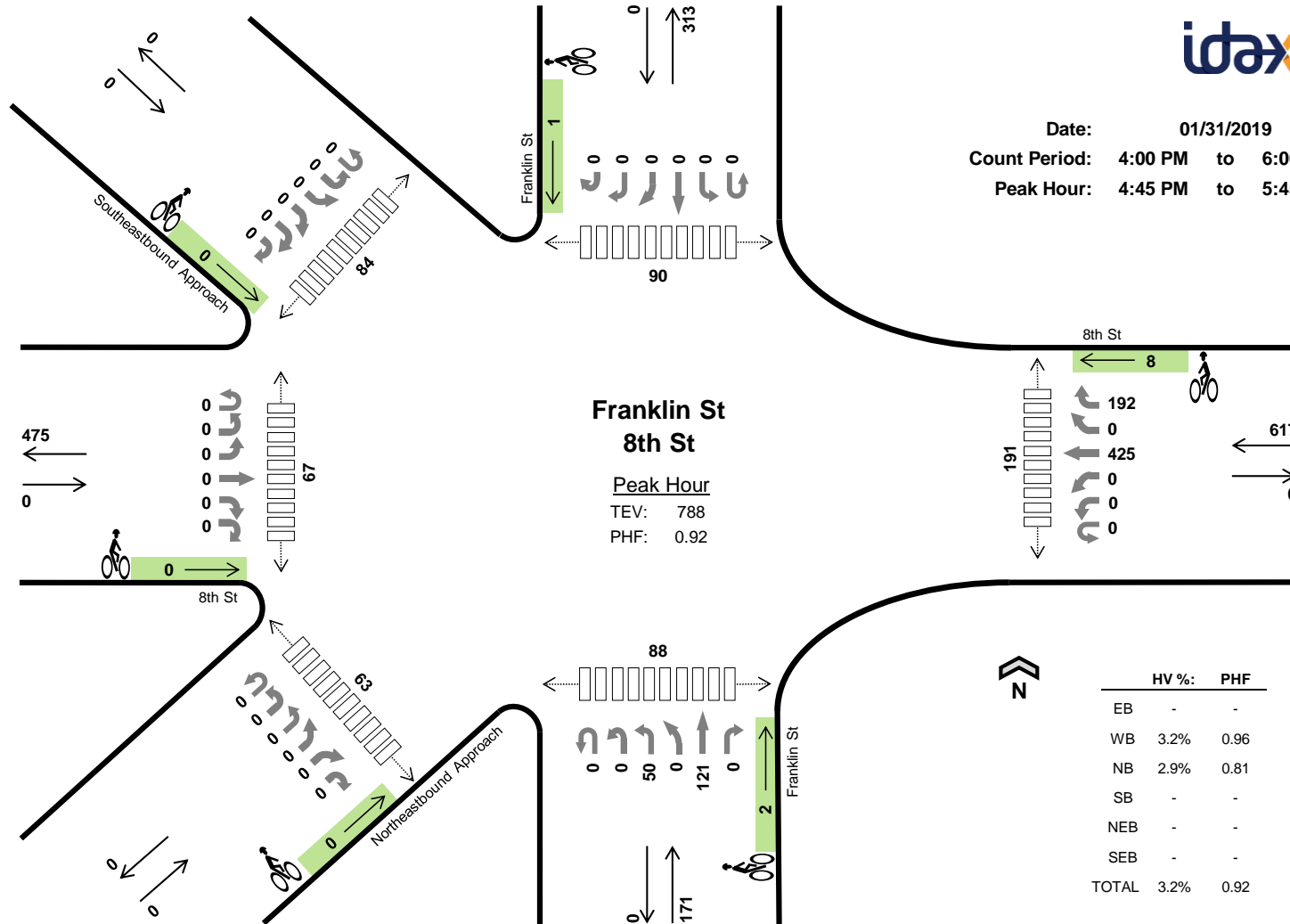
Interval Start	8th St						8th St						Franklin St						Franklin St						Northeastbound Approach						Southeastbound Approach						15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound			Northeastbound			Southeastbound			Northeastbound			Southeastbound																
	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	LT	BL	TH	RT	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	BR	RT	HR							
7:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0						
7:15 AM	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0						
7:30 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0							
7:45 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	30							
8:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	8	31							
8:15 AM	0	0	0	0	0	0	0	0	0	11	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	16	40							
8:30 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	40							
8:45 AM	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	10	40							
Count Total	0	0	0	0	0	0	0	0	0	56	0	6	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	70	0							
Peak Hour	0	0	0	0	0	0	0	0	0	27	0	5	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	40	0							

Two-Hour Count Summaries - Bikes

Interval Start	8th St						Franklin St						Franklin St						Northeastbound Approach						Southeastbound Approach						15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound			Northeastbound			Southeastbound			Northeastbound			Southeastbound										
	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	LT	BL	TH	RT	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	BR	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	
Count Total	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	10	0	
Peak Hour	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6	0	



Date: 01/31/2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:45 PM to 5:45 PM



Two-Hour Count Summaries

Interval Start	8th St						8th St						Franklin St						Franklin St						Northeastbound Approach						Southeastbound Approach						15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound			Northeastbound			Southeastbound			Northeastbound			Southeastbound																					
	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	LT	BL	TH	RT	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	BR	RT	HR												
4:00 PM	0	0	0	0	0	0	0	0	0	92	0	43	0	0	5	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	0	
4:15 PM	0	0	0	0	0	0	0	0	0	80	0	45	0	0	7	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	162	0	
4:30 PM	0	0	0	0	0	0	0	0	0	108	0	40	0	0	11	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189	0	
4:45 PM	0	0	0	0	0	0	0	0	0	101	0	53	0	0	12	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196	714	
5:00 PM	0	0	0	0	0	0	0	0	0	111	0	49	0	0	18	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	760	
5:15 PM	0	0	0	0	0	0	0	0	0	105	0	38	0	0	10	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182	780	
5:30 PM	0	0	0	0	0	0	0	0	0	108	0	52	0	0	10	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	197	788	
5:45 PM	0	0	0	0	0	0	0	0	0	104	0	39	0	0	7	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171	763	
Count Total	0	0	0	0	0	0	0	0	0	809	0	359	0	0	80	0	229	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,477	0	
Peak Hour	All HV HV%	0	0	0	0	0	0	0	0	425	0	192	0	0	50	0	121	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	788	0
		-	-	-	-	-	-	-	-	4%	-	1%	-	-	-	2%	-	3%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3%	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	NEB	SEB	Total	EB	WB	NB	SB	NEB	SEB	Total	East	West	North	South	NW	SW	Total
4:00 PM	0	7	0	0	0	0	7	0	1	1	1	0	0	3	85	21	24	40	39	18	227
4:15 PM	0	5	2	0	0	0	7	0	2	1	0	0	0	3	78	21	24	31	22	14	190
4:30 PM	0	4	1	0	0	0	5	0	0	0	0	0	0	0	63	18	31	32	24	9	177
4:45 PM	0	6	0	0	0	0	6	0	1	0	1	0	0	2	62	16	27	30	21	20	176
5:00 PM	0	8	2	0	0	0	10	0	3	1	0	0	0	4	53	22	23	29	35	23	185
5:15 PM	0	1	2	0	0	0	3	0	3	1	0	0	0	4	47	19	15	15	16	11	123
5:30 PM	0	5	1	0	0	0	6	0	1	0	0	0	0	1	29	10	25	14	12	9	99
5:45 PM	0	4	1	0	0	0	5	0	3	0	0	0	0	3	13	16	16	30	17	8	100
Count Total	0	40	9	0	0	0	49	0	14	4	2	0	0	20	430	143	185	221	186	112	1,277
Peak Hr	0	20	5	0	0	0	25	0	8	2	1	0	0	11	191	67	90	88	84	63	583

Two-Hour Count Summaries - Heavy Vehicles

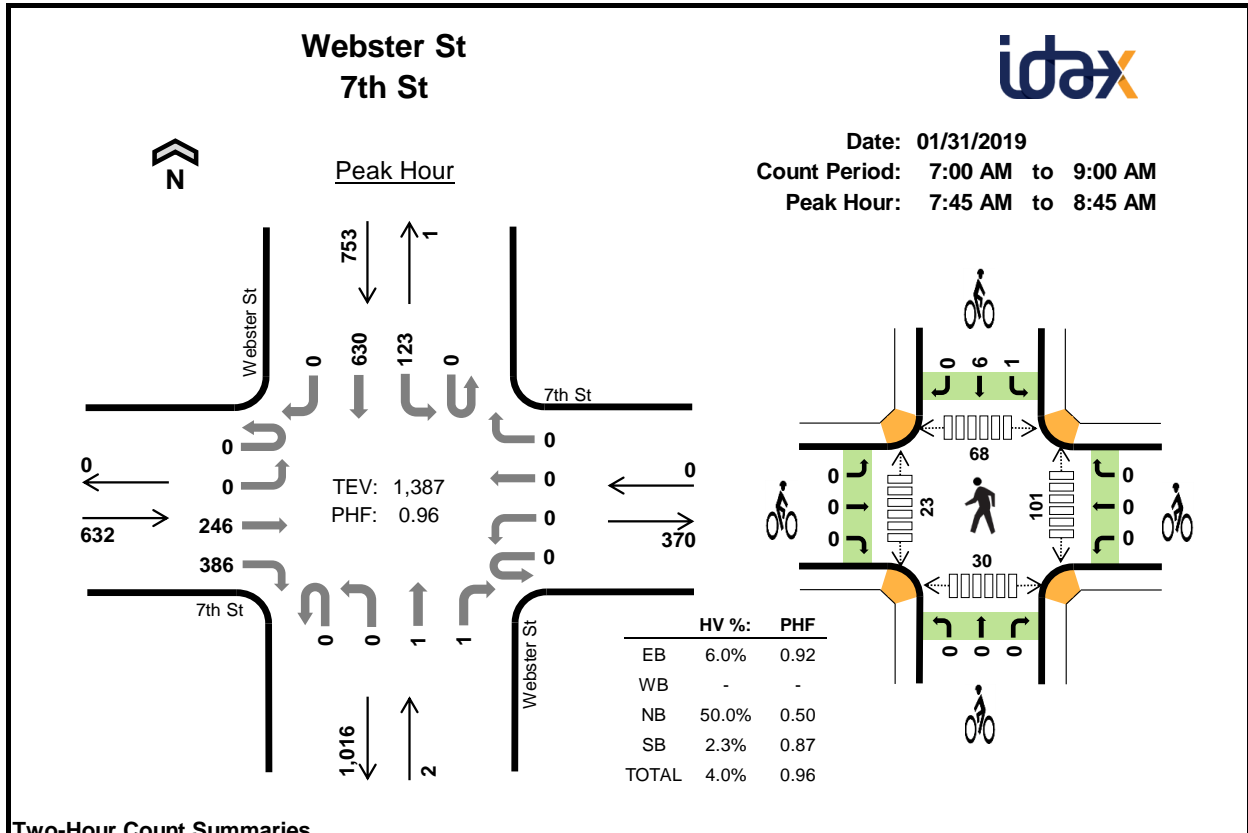
Interval Start	8th St						8th St						Franklin St						Franklin St						Northeastbound Approach						Southeastbound Approach						15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound			Northeastbound			Southeastbound			Northeastbound			Southeastbound																					
	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	LT	BL	TH	RT	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	BR	RT	HR												
4:00 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0		
4:15 PM	0	0	0	0	0	0	0	0	0	4	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
4:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	25
5:00 PM	0	0	0	0	0	0	0	0	0	7	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	28
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24	
5:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	25	
5:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	24	
Count Total	0	0	0	0	0	0	0	0	0	37	0	3	0	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	0
Peak Hour	0	0	0	0	0	0	0	0	0	19	0	1	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0

Two-Hour Count Summaries - Bikes

Interval Start	8th St						Franklin St						Franklin St						Northeastbound Approach						Southeastbound Approach						15-min Total	Rolling One Hour												
	Eastbound			Westbound			Northbound			Southbound			Northeastbound			Southeastbound			Northeastbound			Southeastbound																						
	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	LT	BL	TH	RT	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	BR	RT			HR											
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	9
5:15 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	10
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12
Count Total	0	0	0	0	0	0	0	0	1	13	0	0	0	0	0	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
Peak Hour	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0

Intersection #: 77

**Intersection Name: Webster Street/7th
Street**



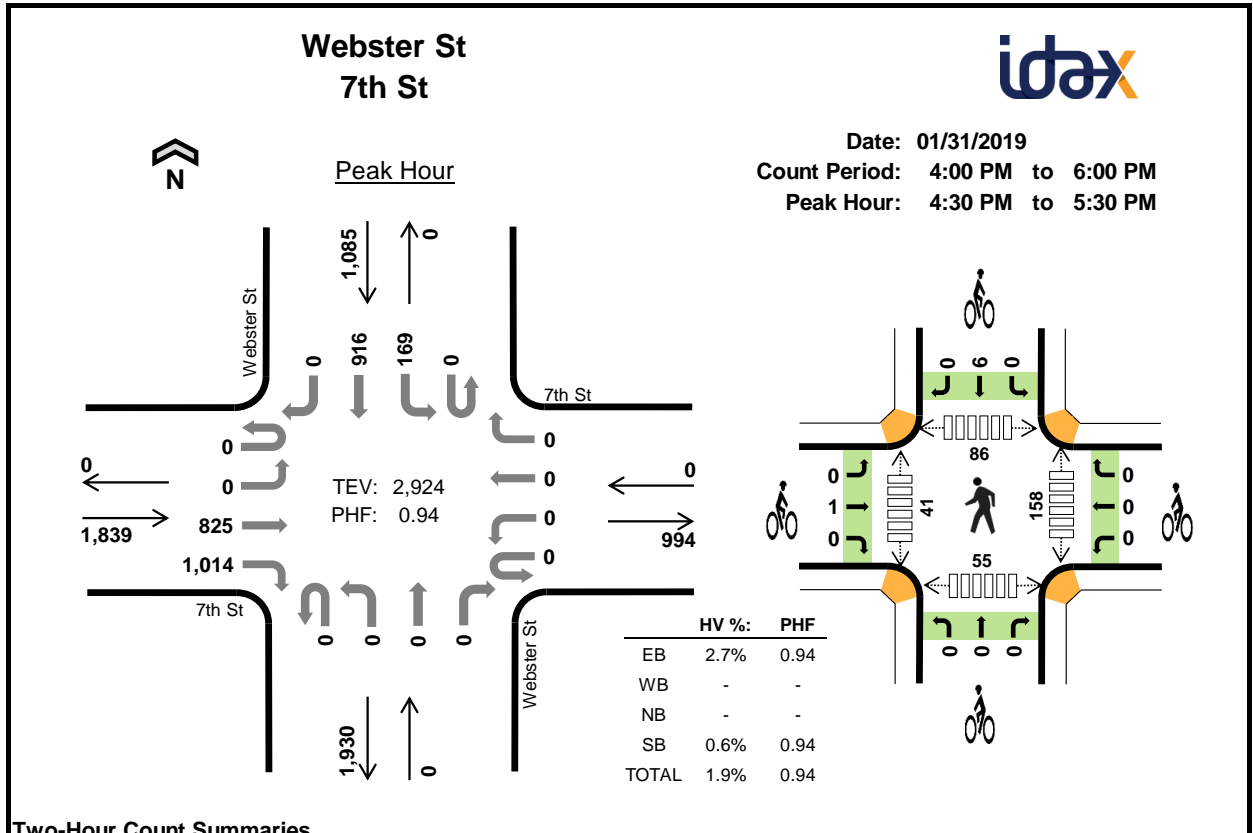
Two-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Webster St Northbound				Webster St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	51	82	0	0	0	0	0	0	1	0	0	6	46	0	186	0	
7:15 AM	0	0	41	82	0	0	0	0	0	0	1	0	0	13	88	0	225	0	
7:30 AM	0	0	53	116	0	0	0	0	0	0	0	0	0	18	122	0	309	0	
7:45 AM	0	0	51	120	0	0	0	0	0	0	0	0	0	19	156	0	346	1,066	
8:00 AM	0	0	67	99	0	0	0	0	0	0	0	0	0	21	163	0	350	1,230	
8:15 AM	0	0	76	77	0	0	0	0	0	0	0	1	0	34	143	0	331	1,336	
8:30 AM	0	0	52	90	0	0	0	0	0	0	1	0	0	49	168	0	360	1,387	
8:45 AM	0	0	80	84	0	0	0	0	0	0	0	0	0	40	142	0	346	1,387	
Count Total	0	0	471	750	0	0	0	0	0	0	3	1	0	200	1,028	0	2,453	0	
Peak Hour	All	0	0	246	386	0	0	0	0	0	0	1	1	0	123	630	0	1,387	0
	HV	0	0	17	21	0	0	0	0	0	0	1	0	0	5	12	0	56	0
	HV%	-	-	7%	5%	-	-	-	-	-	-	100%	0%	-	4%	2%	-	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
7:00 AM	15	0	0	0	15	0	1	1	1	3	9	3	5	1	18
7:15 AM	7	0	1	2	10	1	0	0	2	3	13	6	11	7	37
7:30 AM	10	0	0	4	14	0	0	0	1	1	17	2	17	4	40
7:45 AM	12	0	0	3	15	0	0	0	0	0	23	3	15	5	46
8:00 AM	8	0	0	4	12	0	0	0	1	1	19	5	17	2	43
8:15 AM	11	0	0	4	15	0	0	0	4	4	30	7	19	14	70
8:30 AM	7	0	1	6	14	0	0	0	2	2	29	8	17	9	63
8:45 AM	10	0	0	7	17	0	0	0	1	1	40	6	24	8	78
Count Total	80	0	2	30	112	1	1	1	12	15	180	40	125	50	395
Peak Hour	38	0	1	17	56	0	0	0	7	7	101	23	68	30	222

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Webster St				Webster St				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	8	0	0	0	0	0	0	0	0	0	0	0	0	15	0
7:15 AM	0	0	3	4	0	0	0	0	0	0	1	0	0	0	2	0	10	0
7:30 AM	0	0	6	4	0	0	0	0	0	0	0	0	0	1	3	0	14	0
7:45 AM	0	0	5	7	0	0	0	0	0	0	0	0	0	1	2	0	15	54
8:00 AM	0	0	5	3	0	0	0	0	0	0	0	0	0	1	3	0	12	51
8:15 AM	0	0	5	6	0	0	0	0	0	0	0	0	0	0	4	0	15	56
8:30 AM	0	0	2	5	0	0	0	0	0	0	1	0	0	3	3	0	14	56
8:45 AM	0	0	5	5	0	0	0	0	0	0	0	0	0	2	5	0	17	58
Count Total	0	0	38	42	0	0	0	0	0	0	2	0	0	8	22	0	112	0
Peak Hour	0	0	17	21	0	0	0	0	0	0	1	0	0	5	12	0	56	0
Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Webster St			Webster St			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	1	0	1	0	0	1	0	3	0				
7:15 AM	0	0	1	0	0	0	0	0	0	0	2	0	3	0				
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7				
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	5				
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	6				
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	7				
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	8				
Count Total	0	0	1	0	0	1	0	1	0	1	11	0	15	0				
Peak Hour	0	0	0	0	0	0	0	0	0	1	6	0	7	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		



Two-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Webster St Northbound				Webster St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	184	220	0	0	0	0	0	0	0	0	0	38	215	0	657	0
4:15 PM	0	0	206	225	0	0	0	0	0	0	0	0	0	47	199	0	677	0
4:30 PM	0	0	200	233	0	0	0	0	0	0	0	0	0	43	232	0	708	0
4:45 PM	0	0	216	249	0	0	0	0	0	0	0	0	0	47	226	0	738	2,780
5:00 PM	0	0	213	278	0	0	0	0	0	0	0	0	0	39	249	0	779	2,902
5:15 PM	0	0	196	254	0	0	0	0	0	0	0	0	0	40	209	0	699	2,924
5:30 PM	0	0	190	248	0	0	0	0	0	0	0	0	0	24	228	0	690	2,906
5:45 PM	0	0	211	257	0	0	0	0	0	0	0	0	0	22	186	0	676	2,844
Count Total	0	0	1,616	1,964	0	0	0	0	0	0	0	0	0	300	1,744	0	5,624	0
Peak Hour	All	0	0	825	1,014	0	0	0	0	0	0	0	0	169	916	0	2,924	0
	HV	0	0	27	22	0	0	0	0	0	0	0	0	4	3	0	56	0
	HV%	-	-	3%	2%	-	-	-	-	-	-	-	-	2%	0%	-	2%	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
4:00 PM	16	0	0	2	18	1	0	0	0	1	32	13	30	21	96
4:15 PM	14	0	0	1	15	1	0	0	2	3	41	16	29	15	101
4:30 PM	12	0	0	1	13	0	0	0	2	2	29	10	17	17	73
4:45 PM	21	0	0	3	24	1	0	0	2	3	32	10	21	16	79
5:00 PM	10	0	0	1	11	0	0	0	1	1	43	11	27	5	86
5:15 PM	6	0	0	2	8	0	0	0	1	1	54	10	21	17	102
5:30 PM	17	0	0	1	18	2	0	0	1	3	41	14	22	11	88
5:45 PM	11	0	0	3	14	0	0	0	2	2	25	11	13	7	56
Count Total	107	0	0	14	121	5	0	0	11	16	297	95	180	109	681
Peak Hour	49	0	0	7	56	1	0	0	6	7	158	41	86	55	340

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Webster St				Webster St				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	0	7	9	0	0	0	0	0	0	0	0	0	1	1	0	18	0
4:15 PM	0	0	8	6	0	0	0	0	0	0	0	0	0	0	1	0	15	0
4:30 PM	0	0	4	8	0	0	0	0	0	0	0	0	0	1	0	0	13	0
4:45 PM	0	0	13	8	0	0	0	0	0	0	0	0	0	2	1	0	24	70
5:00 PM	0	0	6	4	0	0	0	0	0	0	0	0	0	0	1	0	11	63
5:15 PM	0	0	4	2	0	0	0	0	0	0	0	0	0	1	1	0	8	56
5:30 PM	0	0	11	6	0	0	0	0	0	0	0	0	0	0	1	0	18	61
5:45 PM	0	0	6	5	0	0	0	0	0	0	0	0	0	1	2	0	14	51
Count Total	0	0	59	48	0	0	0	0	0	0	0	0	0	6	8	0	121	0
Peak Hour	0	0	27	22	0	0	0	0	0	0	0	0	0	4	3	0	56	0
Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Webster St			Webster St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	3	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3	9	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	9	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7	
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	3	8	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	7	
Count Total	0	5	0	0	0	0	0	0	0	0	0	0	10	1	0	16	0	
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	7	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 78

**Intersection Name: Webster Street/8th
Street**

Two-Hour Count Summaries

Interval Start	8th St						8th St						Webster St						Webster St						Northwestbound Approach						Southwestbound Approach						15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound			Northwestbound			Southwestbound			Northwestbound			Southwestbound																
	UT	LT	BL	TH	BR	RT	UT	HL	LT	TH	RT	HR	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	39	50	0	0	0	0	0	0	0	0	0	0	0	0	22	13	0	0	0	0	0	0	0	0	0	0	124	0		
7:15 AM	0	0	0	0	0	0	0	0	57	71	0	0	0	0	0	0	0	0	0	0	0	0	50	20	0	0	0	0	0	0	0	0	0	198	0			
7:30 AM	0	0	0	0	0	0	0	0	78	107	0	0	0	0	0	0	0	0	0	0	0	0	66	19	0	0	0	0	0	0	0	0	270	0				
7:45 AM	0	0	0	0	0	0	0	0	94	111	0	0	0	0	0	0	0	0	0	0	0	0	82	20	0	0	0	0	0	0	0	0	307	899				
8:00 AM	0	0	0	0	0	0	0	0	89	128	0	0	0	1	0	0	0	0	0	0	0	0	101	32	0	0	0	0	0	0	0	0	351	1,126				
8:15 AM	0	0	0	0	0	0	0	0	82	133	0	0	0	0	0	0	0	0	0	0	0	97	36	0	0	0	0	0	0	0	0	348	1,276					
8:30 AM	0	0	0	0	0	0	0	0	97	126	0	0	0	0	0	0	0	0	0	0	0	107	48	0	0	0	0	0	0	0	0	378	1,384					
8:45 AM	0	0	0	0	0	0	0	0	84	156	0	0	0	0	0	0	0	0	0	0	0	102	40	0	0	0	0	0	0	0	0	382	1,459					
Count Total	0	0	0	0	0	0	0	0	620	882	0	0	0	1	0	0	0	0	0	0	0	627	228	0	0	0	0	0	0	0	0	2,358	0					
Peak Hour	All HV	0	0	0	0	0	0	0	352	543	0	0	0	1	0	0	0	0	0	0	0	407	156	0	0	0	0	0	0	0	0	1,459	0					
	HV%	-	-	-	-	-	-	-	2%	6%	-	-	-	0%	-	-	-	-	-	-	-	3%	3%	-	-	-	-	-	-	-	-	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)						Total
	EB	WB	NB	SB	NWB	SEB	Total	EB	WB	NB	SB	NWB	SEB	Total	East	West	North	South	NE	SE	
7:00 AM	0	6	0	2	0	0	8	1	0	0	2	0	0	3	3	4	5	4	2	3	21
7:15 AM	0	7	0	2	0	0	9	0	1	0	1	0	0	2	12	6	14	8	4	7	51
7:30 AM	0	9	0	3	0	0	12	0	1	0	1	0	0	2	10	8	7	10	13	11	59
7:45 AM	0	7	0	2	0	0	9	0	2	0	0	0	0	2	16	16	17	13	15	8	85
8:00 AM	0	10	0	4	0	0	14	0	0	0	1	0	0	1	25	11	15	19	14	11	95
8:15 AM	0	10	0	2	0	0	12	0	0	0	4	0	0	4	33	21	19	21	13	14	121
8:30 AM	0	9	0	5	0	0	14	0	1	0	3	0	0	4	44	19	25	34	20	10	152
8:45 AM	0	7	0	8	0	0	15	0	2	0	1	0	0	3	58	21	37	41	19	21	197
Count Total	0	65	0	28	0	0	93	1	7	0	13	0	0	21	201	106	139	150	100	85	781
Peak Hr	0	36	0	19	0	0	55	0	3	0	9	0	0	12	160	72	96	115	66	56	565

Two-Hour Count Summaries - Heavy Vehicles

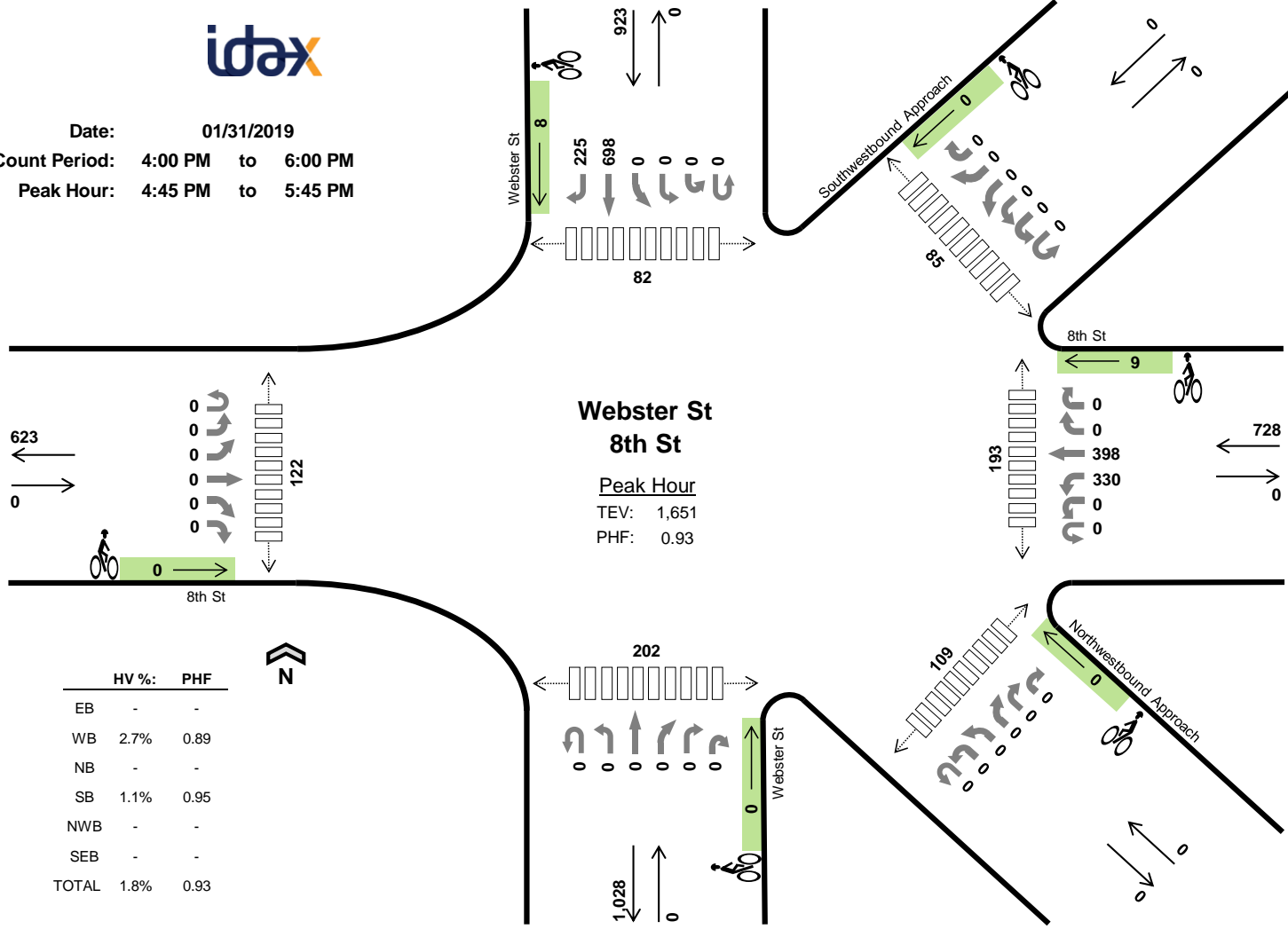
Interval Start	8th St						8th St						Webster St						Webster St						Northwestbound Approach						Southwestbound Approach						15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound			Northwestbound			Southwestbound			Northwestbound			Southwestbound																
	UT	LT	BL	TH	BR	RT	UT	HL	LT	TH	RT	HR	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0			
7:15 AM	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	9	0				
7:30 AM	0	0	0	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	12	0				
7:45 AM	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	9	38				
8:00 AM	0	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	14	44					
8:15 AM	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	12	47					
8:30 AM	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	14	49					
8:45 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	15	55					
Count Total	0	0	0	0	0	0	0	0	10	55	0	0	0	0	0	0	0	0	0	0	0	19	9	0	0	0	0	0	0	0	0	93	0					
Peak Hour	0	0	0	0	0	0	0	0	6	30	0	0	0	0	0	0	0	0	0	0	0	14	5	0	0	0	0	0	0	0	0	55	0					

Two-Hour Count Summaries - Bikes

Interval Start	8th St						8th St						Webster St						Webster St						Northwestbound Approach						Southwestbound Approach						15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound			Northwestbound			Southwestbound			Northwestbound			Southwestbound																
	UT	LT	BL	TH	BR	RT	UT	HL	LT	TH	RT	HR	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0					
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0					
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0					
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9					
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	7						
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	9						
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	4	11						
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	12						
Count Total	0	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	21	0						
Peak Hour	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	12	0						



Date: 01/31/2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:45 PM to 5:45 PM



Two-Hour Count Summaries

Interval Start	8th St												Webster St												Webster St												Northwestbound Approach												Southwestbound Approach												15-min Total	Rolling One Hour
	Eastbound						Westbound						Northbound						Southbound						Northwestbound						Southwestbound																															
	UT	LT	BL	TH	BR	RT	UT	HL	LT	TH	RT	HR	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR																										
4:00 PM	0	0	0	0	0	0	0	0	83	90	0	0	0	0	0	0	0	0	0	0	0	135	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	355	0																							
4:15 PM	0	0	0	0	0	0	0	0	80	85	0	0	0	0	0	0	0	0	0	0	0	139	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	357	0																							
4:30 PM	0	0	0	0	0	0	0	0	73	90	0	0	0	0	0	0	0	0	0	0	0	172	64	0	0	0	0	0	0	0	0	0	0	0	0	0	399	0																								
4:45 PM	0	0	0	0	0	0	0	0	81	75	0	0	0	0	0	0	0	0	0	0	0	155	67	0	0	0	0	0	0	0	0	0	0	0	0	0	378	1,489																								
5:00 PM	0	0	0	0	0	0	0	0	93	111	0	0	0	0	0	0	0	0	0	0	0	196	44	0	0	0	0	0	0	0	0	0	0	0	0	444	1,578																									
5:15 PM	0	0	0	0	0	0	0	0	77	100	0	0	0	0	0	0	0	0	0	0	0	183	59	0	0	0	0	0	0	0	0	0	0	0	0	419	1,640																									
5:30 PM	0	0	0	0	0	0	0	0	79	112	0	0	0	0	0	0	0	0	0	0	0	164	55	0	0	0	0	0	0	0	0	0	0	0	410	1,651																										
5:45 PM	0	0	0	0	0	0	0	0	61	91	0	0	0	0	0	0	0	0	0	0	0	146	59	0	0	0	0	0	0	0	0	0	0	0	357	1,630																										
Count Total	0	0	0	0	0	0	0	0	627	754	0	0	0	0	0	0	0	0	0	0	0	1,290	448	0	0	0	0	0	0	0	0	0	0	0	0	3,119	0																									
Peak Hour	All HV	0	0	0	0	0	0	0	330	398	0	0	0	0	0	0	0	0	0	0	0	698	225	0	0	0	0	0	0	0	0	0	0	0	1,651	0																										
	HV%	-	-	-	-	-	-	-	0%	5%	-	-	-	-	-	-	-	-	-	-	-	1%	1%	-	-	-	-	-	-	-	-	-	-	2%	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	NWB	SEB	Total	EB	WB	NB	SB	NWB	SEB	Total	East	West	North	South	NE	SE	Total
4:00 PM	0	6	0	2	0	0	8	0	1	0	0	0	0	1	72	41	26	88	24	40	297
4:15 PM	0	6	0	2	0	0	8	0	0	0	1	0	0	1	62	36	37	31	43	24	233
4:30 PM	0	3	0	1	0	0	4	0	1	0	0	0	0	1	48	52	44	54	32	26	256
4:45 PM	0	6	0	3	0	0	9	0	2	0	1	0	0	3	53	34	25	45	21	19	197
5:00 PM	0	8	0	2	0	0	10	0	3	0	1	0	0	4	58	39	26	59	28	28	238
5:15 PM	0	2	0	3	0	0	5	0	2	0	5	0	0	7	48	24	16	51	17	37	193
5:30 PM	0	4	0	2	0	0	6	0	2	0	1	0	0	3	34	25	15	47	19	25	165
5:45 PM	0	4	0	3	0	0	7	0	2	0	0	0	0	2	10	29	6	24	24	22	115
Count Total	0	39	0	18	0	0	57	0	13	0	9	0	0	22	385	280	195	399	208	221	1,688
Peak Hr	0	20	0	10	0	0	30	0	9	0	8	0	0	17	193	122	82	202	85	109	793

Two-Hour Count Summaries - Heavy Vehicles

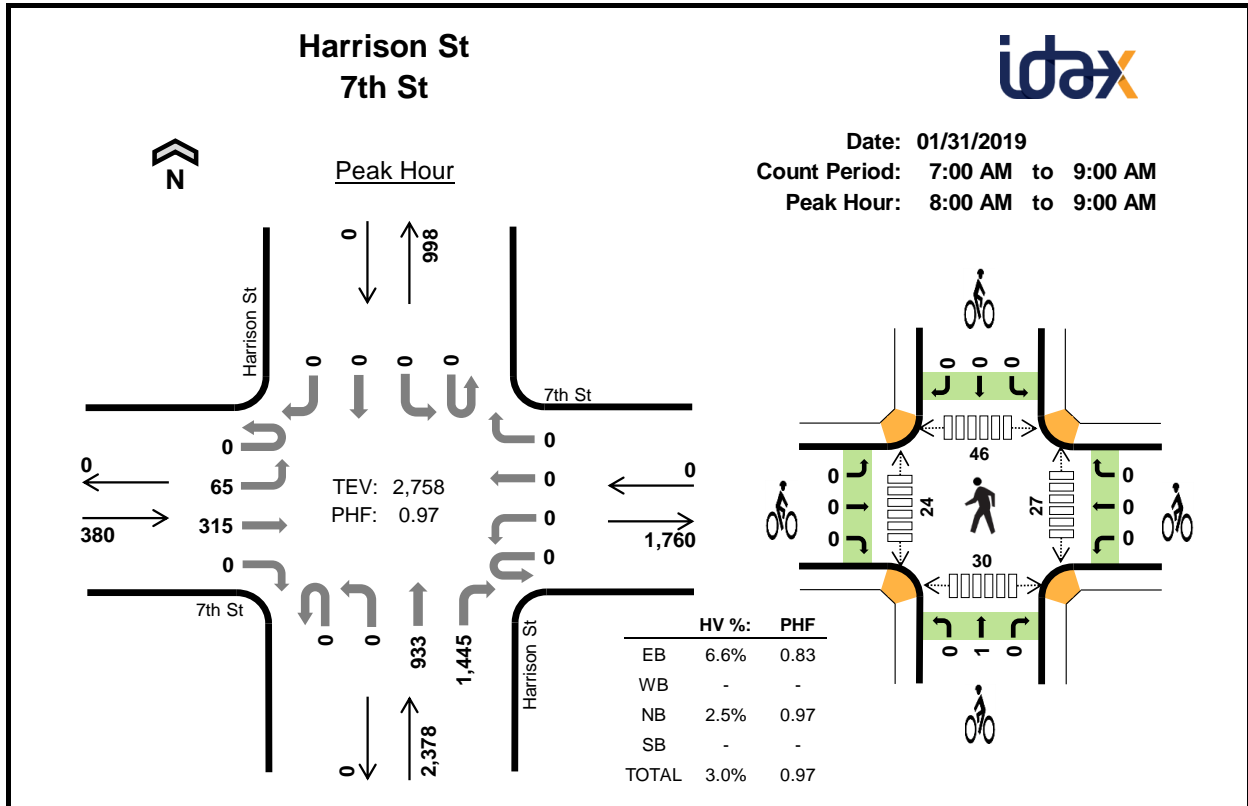
Interval Start	8th St												Webster St												Webster St												Northwestbound Approach												Southwestbound Approach												15-min Total	Rolling One Hour
	Eastbound						Westbound						Northbound						Southbound						Northwestbound						Southwestbound																															
	UT	LT	BL	TH	BR	RT	UT	HL	LT	TH	RT	HR	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR																										
4:00 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0																									
4:15 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8	0																									
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0																										
4:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9	29																										
5:00 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	10	31																										
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	28																											
5:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	6	30																											
5:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	7	28																											
Count Total	0	0	0	0	0	0	0	0	2	37	0	0	0	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	0	0	0	0	0	57	0																											
Peak Hour	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	30	0																											

Two-Hour Count Summaries - Bikes

Interval Start	8th St												Webster St												Webster St												Northwestbound Approach												Southwestbound Approach												15-min Total	Rolling One Hour
	Eastbound						Westbound						Northbound						Southbound						Northwestbound						Southwestbound																															
	UT	LT	BL	TH	BR	RT	UT	HL	LT	TH	RT	HR	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR																										
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0																											
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0																											
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0																											
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	6																											
5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	9																												
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	7	15																												
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	17																												
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16																												
Count Total	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	22	0																												
Peak Hour	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	17	0																												

Intersection #: 79

**Intersection Name: Harrison Street/7th
Street**



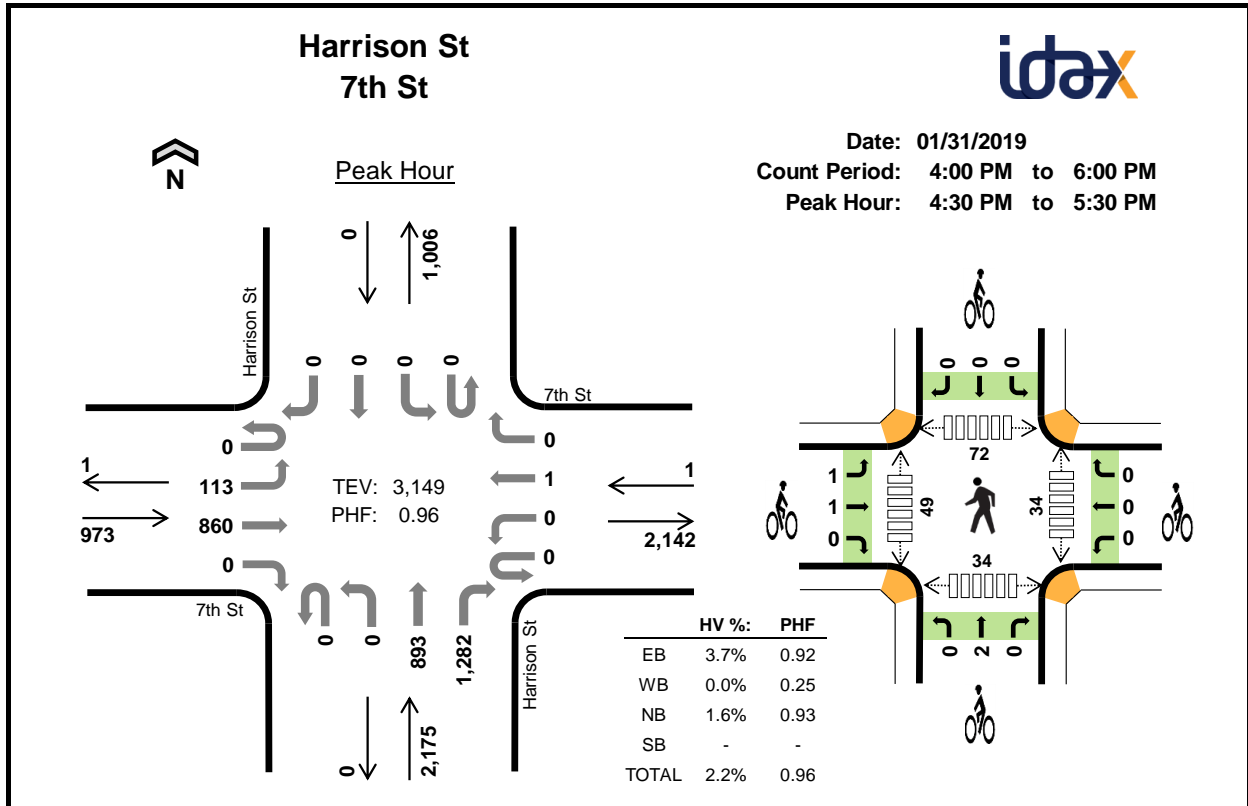
Two-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Harrison St Northbound				Harrison St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	8	44	0	0	0	0	0	0	0	127	370	0	0	0	0	549	0
7:15 AM	0	9	46	0	0	0	0	0	0	0	168	445	0	0	0	0	668	0
7:30 AM	0	15	49	0	0	0	0	0	0	0	219	392	0	0	0	0	675	0
7:45 AM	0	11	56	0	0	0	0	0	0	0	219	383	0	0	0	0	669	2,561
8:00 AM	0	11	74	0	0	0	0	0	0	0	237	375	0	0	0	0	697	2,709
8:15 AM	0	14	84	0	0	0	0	0	0	0	237	379	0	0	0	0	714	2,755
8:30 AM	0	15	68	0	0	0	0	0	0	0	228	323	0	0	0	0	634	2,714
8:45 AM	0	25	89	0	0	0	0	0	0	0	231	368	0	0	0	0	713	2,758
Count Total	0	108	510	0	0	0	0	0	0	0	1,666	3,035	0	0	0	0	5,319	0
Peak Hour	All	0	65	315	0	0	0	0	0	0	933	1,445	0	0	0	0	2,758	0
	HV	0	4	21	0	0	0	0	0	0	24	35	0	0	0	0	84	0
	HV%	-	6%	7%	-	-	-	-	-	-	3%	2%	-	-	-	-	3%	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
7:00 AM	5	0	9	0	14	0	0	0	0	0	2	1	3	4	10
7:15 AM	3	0	12	0	15	0	0	0	0	0	6	3	5	2	16
7:30 AM	7	0	12	0	19	0	0	0	0	0	7	4	8	3	22
7:45 AM	7	0	16	0	23	0	0	1	0	1	4	10	9	3	26
8:00 AM	6	0	12	0	18	0	0	0	0	0	3	2	6	5	16
8:15 AM	5	0	12	0	17	0	0	0	0	0	15	3	9	12	39
8:30 AM	7	0	16	0	23	0	0	0	0	0	5	9	9	6	29
8:45 AM	7	0	19	0	26	0	0	1	0	1	4	10	22	7	43
Count Total	47	0	108	0	155	0	0	2	0	2	46	42	71	42	201
Peak Hour	25	0	59	0	84	0	0	1	0	1	27	24	46	30	127

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Harrison St				Harrison St				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	5	0	0	0	0	0	0	0	4	5	0	0	0	0	14	0
7:15 AM	0	0	3	0	0	0	0	0	0	0	3	9	0	0	0	0	15	0
7:30 AM	0	0	7	0	0	0	0	0	0	0	9	3	0	0	0	0	19	0
7:45 AM	0	1	6	0	0	0	0	0	0	0	8	8	0	0	0	0	23	71
8:00 AM	0	0	6	0	0	0	0	0	0	0	6	6	0	0	0	0	18	75
8:15 AM	0	0	5	0	0	0	0	0	0	0	4	8	0	0	0	0	17	77
8:30 AM	0	1	6	0	0	0	0	0	0	0	7	9	0	0	0	0	23	81
8:45 AM	0	3	4	0	0	0	0	0	0	0	7	12	0	0	0	0	26	84
Count Total	0	5	42	0	0	0	0	0	0	0	48	60	0	0	0	0	155	0
Peak Hour	0	4	21	0	0	0	0	0	0	0	24	35	0	0	0	0	84	0
Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Harrison St			Harrison St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	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	1	0	0	0	0	0	0	1	1
Count Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0
Peak Hour	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		



Two-Hour Count Summaries

Interval Start	7th St Eastbound				7th St Westbound				Harrison St Northbound				Harrison St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	14	192	0	0	0	0	0	0	0	205	339	0	0	0	0	750	0	
4:15 PM	0	25	208	0	0	0	0	0	0	0	185	318	0	0	0	0	736	0	
4:30 PM	0	19	205	0	0	0	0	0	0	0	239	320	0	0	0	0	783	0	
4:45 PM	0	36	227	0	0	0	0	0	0	0	180	326	0	0	0	0	769	3,038	
5:00 PM	0	26	208	0	0	0	0	0	0	0	247	336	0	0	0	0	817	3,105	
5:15 PM	0	32	220	0	0	0	1	0	0	0	227	300	0	0	0	0	780	3,149	
5:30 PM	0	18	184	0	0	0	0	0	0	0	222	332	0	0	0	0	756	3,122	
5:45 PM	0	22	212	0	0	0	0	0	0	0	179	332	0	0	0	0	745	3,098	
Count Total	0	192	1,656	0	0	0	1	0	0	0	1,684	2,603	0	0	0	0	6,136	0	
Peak Hour	All	0	113	860	0	0	0	1	0	0	0	893	1,282	0	0	0	0	3,149	0
	HV	0	3	33	0	0	0	0	0	0	0	21	13	0	0	0	0	70	0
	HV%	-	3%	4%	-	-	-	0%	-	-	-	2%	1%	-	-	-	-	2%	0

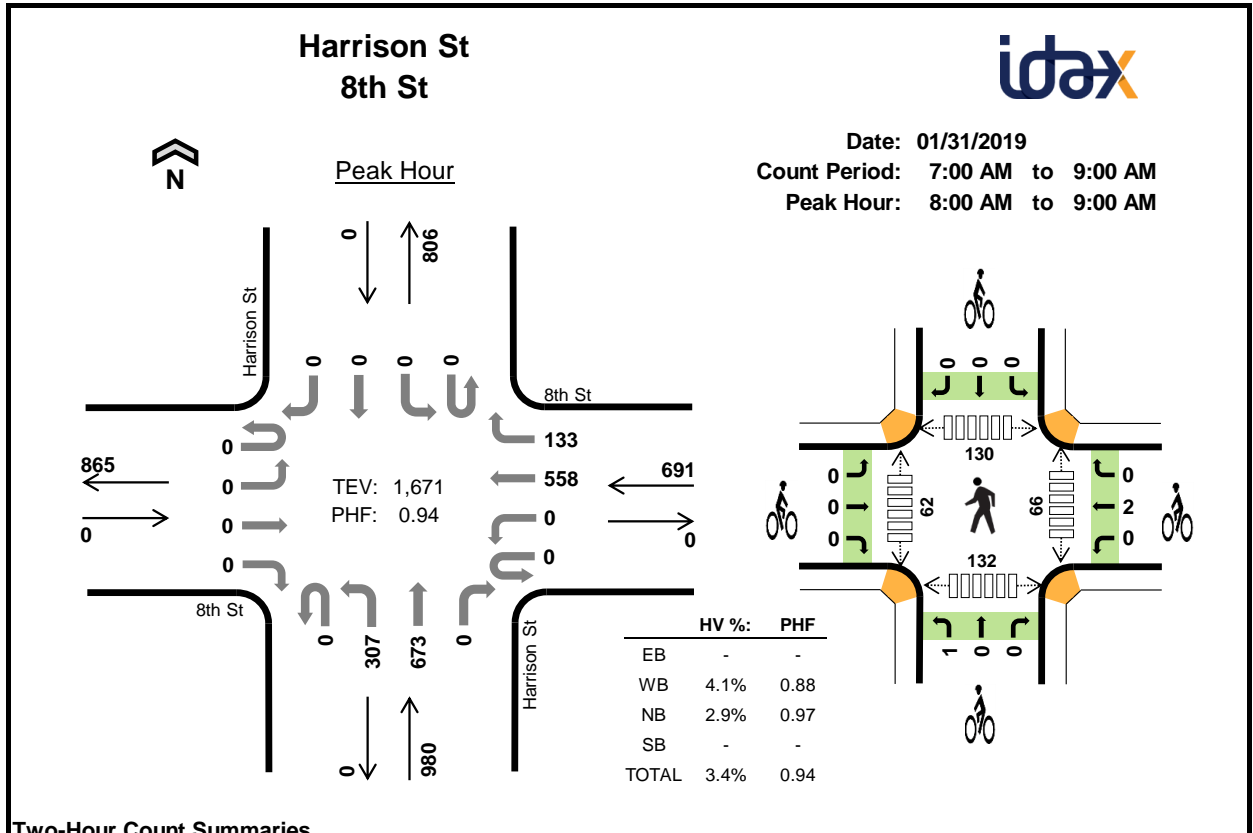
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	7	0	17	0	24	0	0	1	0	1	3	16	18	8	45
4:15 PM	6	0	7	0	13	1	0	0	0	1	13	18	25	4	60
4:30 PM	8	0	13	0	21	0	0	0	0	0	7	9	9	12	37
4:45 PM	15	0	5	0	20	1	0	0	0	1	7	13	17	8	45
5:00 PM	7	0	10	0	17	1	0	2	0	3	7	15	21	6	49
5:15 PM	6	0	6	0	12	0	0	0	0	0	13	12	25	8	58
5:30 PM	13	0	8	0	21	1	1	0	0	2	16	7	17	8	48
5:45 PM	7	0	11	0	18	1	0	2	0	3	3	8	11	15	37
Count Total	69	0	77	0	146	5	1	5	0	11	69	98	143	69	379
Peak Hour	36	0	34	0	70	2	0	2	0	4	34	49	72	34	189

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	7th St				7th St				Harrison St				Harrison St				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	0	7	0	0	0	0	0	0	0	8	9	0	0	0	0	24	0
4:15 PM	0	0	6	0	0	0	0	0	0	0	2	5	0	0	0	0	13	0
4:30 PM	0	1	7	0	0	0	0	0	0	0	8	5	0	0	0	0	21	0
4:45 PM	0	2	13	0	0	0	0	0	0	0	2	3	0	0	0	0	20	78
5:00 PM	0	0	7	0	0	0	0	0	0	0	6	4	0	0	0	0	17	71
5:15 PM	0	0	6	0	0	0	0	0	0	0	5	1	0	0	0	0	12	70
5:30 PM	0	0	13	0	0	0	0	0	0	0	4	4	0	0	0	0	21	70
5:45 PM	0	0	7	0	0	0	0	0	0	0	7	4	0	0	0	0	18	68
Count Total	0	3	66	0	0	0	0	0	0	0	42	35	0	0	0	0	146	0
Peak Hour	0	3	33	0	0	0	0	0	0	0	21	13	0	0	0	0	70	0
Two-Hour Count Summaries - Bikes																		
Interval Start	7th St			7th St			Harrison St			Harrison St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0		
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3		
5:00 PM	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	5		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
5:30 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	6		
5:45 PM	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	8		
Count Total	3	2	0	0	0	0	1	0	5	0	0	0	0	0	11	0		
Peak Hour	1	1	0	0	0	0	0	0	2	0	0	0	0	0	4	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 80

**Intersection Name: Harrison Street/8th
Street**



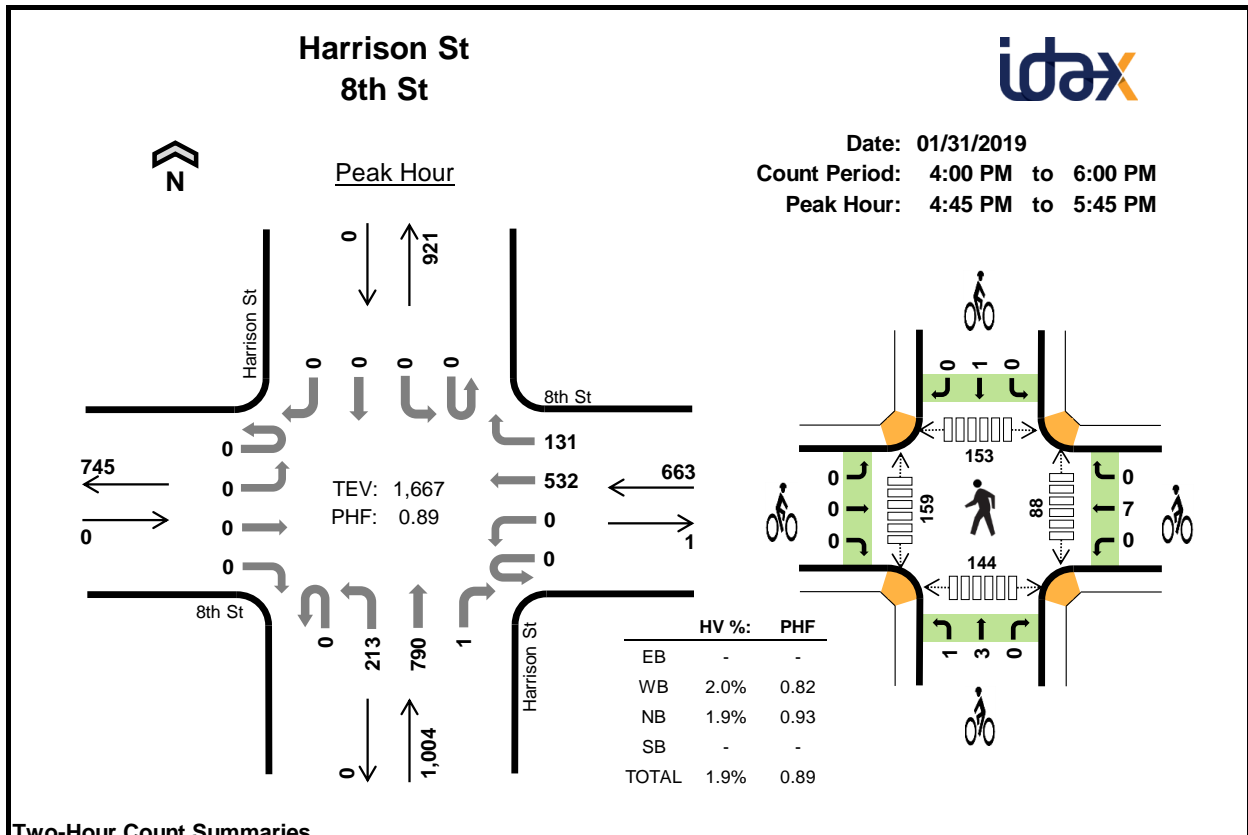
Two-Hour Count Summaries

Interval Start	8th St Eastbound				8th St Westbound				Harrison St Northbound				Harrison St Southbound				15-min Total	Rolling One Hour
	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	46	17	0	42	101	0	0	0	0	0	206	0
7:15 AM	0	0	0	0	0	0	76	18	0	52	130	0	0	0	0	0	276	0
7:30 AM	0	0	0	0	0	0	114	21	0	76	154	0	0	0	0	0	365	0
7:45 AM	0	0	0	0	0	0	144	24	0	66	169	0	0	0	0	0	403	1,250
8:00 AM	0	0	0	0	0	0	118	31	0	88	160	0	0	0	0	0	397	1,441
8:15 AM	0	0	0	0	0	0	131	33	0	75	177	0	0	0	0	0	416	1,581
8:30 AM	0	0	0	0	0	0	154	27	0	63	170	0	0	0	0	0	414	1,630
8:45 AM	0	0	0	0	0	0	155	42	0	81	166	0	0	0	0	0	444	1,671
Count Total	0	0	0	0	0	0	938	213	0	543	1,227	0	0	0	0	0	2,921	0
Peak Hour	All	0	0	0	0	0	0	558	133	0	307	673	0	0	0	0	1,671	0
	HV	0	0	0	0	0	0	23	5	0	13	15	0	0	0	0	56	0
	HV%	-	-	-	-	-	-	4%	4%	-	4%	2%	-	-	-	-	3%	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
7:00 AM	0	4	6	0	10	0	0	0	0	0	5	2	4	3	14
7:15 AM	0	8	3	0	11	0	1	1	0	2	3	9	17	5	34
7:30 AM	0	5	10	0	15	1	1	1	0	3	6	10	14	10	40
7:45 AM	0	4	8	0	12	0	2	2	0	4	11	7	27	5	50
8:00 AM	0	8	5	0	13	0	1	0	0	1	14	8	17	16	55
8:15 AM	0	8	5	0	13	0	0	0	0	0	18	16	31	21	86
8:30 AM	0	7	9	0	16	0	0	0	0	0	11	16	34	35	96
8:45 AM	0	5	9	0	14	0	1	1	0	2	23	22	48	60	153
Count Total	0	49	55	0	104	1	6	5	0	12	91	90	192	155	528
Peak Hour	0	28	28	0	56	0	2	1	0	3	66	62	130	132	390

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	8th St				8th St				Harrison St				Harrison St				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	4	0	0	2	4	0	0	0	0	0	10	0
7:15 AM	0	0	0	0	0	0	5	3	0	2	1	0	0	0	0	0	11	0
7:30 AM	0	0	0	0	0	0	5	0	0	4	6	0	0	0	0	0	15	0
7:45 AM	0	0	0	0	0	0	4	0	0	5	3	0	0	0	0	0	12	48
8:00 AM	0	0	0	0	0	0	6	2	0	2	3	0	0	0	0	0	13	51
8:15 AM	0	0	0	0	0	0	6	2	0	5	0	0	0	0	0	0	13	53
8:30 AM	0	0	0	0	0	0	6	1	0	3	6	0	0	0	0	0	16	54
8:45 AM	0	0	0	0	0	0	5	0	0	3	6	0	0	0	0	0	14	56
Count Total	0	0	0	0	0	0	41	8	0	26	29	0	0	0	0	0	104	0
Peak Hour	0	0	0	0	0	0	23	5	0	13	15	0	0	0	0	0	56	0
Two-Hour Count Summaries - Bikes																		
Interval Start	8th St			8th St			Harrison St			Harrison St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	2	0
7:30 AM	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	3	0
7:45 AM	0	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	4	9
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	3
Count Total	1	0	0	0	6	0	0	1	4	0	0	0	0	0	0	0	12	0
Peak Hour	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		



Two-Hour Count Summaries

Interval Start	8th St Eastbound				8th St Westbound				Harrison St Northbound				Harrison St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	115	26	0	49	167	0	0	0	0	0	357	0	
4:15 PM	0	0	0	0	0	0	112	25	0	57	166	0	0	0	0	0	360	0	
4:30 PM	0	0	0	0	0	0	107	25	0	66	183	0	0	0	0	0	381	0	
4:45 PM	0	0	0	0	0	0	110	25	0	49	175	0	0	0	0	0	359	1,457	
5:00 PM	0	0	0	0	0	0	160	41	0	60	208	1	0	0	0	0	470	1,570	
5:15 PM	0	0	0	0	0	0	143	38	0	44	213	0	0	0	0	0	438	1,648	
5:30 PM	0	0	0	0	0	0	119	27	0	60	194	0	0	0	0	0	400	1,667	
5:45 PM	0	0	0	0	0	0	105	21	0	52	155	0	0	0	0	0	333	1,641	
Count Total	0	0	0	0	0	0	971	228	0	437	1,461	1	0	0	0	0	3,098	0	
Peak Hour	All	0	0	0	0	0	0	532	131	0	213	790	1	0	0	0	0	1,667	0
	HV	0	0	0	0	0	0	13	0	0	7	12	0	0	0	0	0	32	0
	HV%	-	-	-	-	-	-	2%	0%	-	3%	2%	0%	-	-	-	-	2%	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
4:00 PM	0	4	7	0	11	0	1	1	0	2	19	40	45	44	148
4:15 PM	0	4	3	0	7	0	1	0	0	1	31	54	42	65	192
4:30 PM	0	1	8	0	9	0	1	0	0	1	23	35	50	44	152
4:45 PM	0	3	5	0	8	0	2	0	0	2	17	47	33	47	144
5:00 PM	0	4	6	0	10	0	1	2	1	4	26	46	57	41	170
5:15 PM	0	3	5	0	8	0	1	1	0	2	14	30	37	26	107
5:30 PM	0	3	3	0	6	0	3	1	0	4	31	36	26	30	123
5:45 PM	0	3	4	0	7	1	2	3	0	6	17	24	20	28	89
Count Total	0	25	41	0	66	1	12	8	1	22	178	312	310	325	1,125
Peak Hour	0	13	19	0	32	0	7	4	1	12	88	159	153	144	544

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	8th St				8th St				Harrison St				Harrison St				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	0	0	0	0	0	4	0	0	2	5	0	0	0	0	0	11	0
4:15 PM	0	0	0	0	0	0	4	0	0	1	2	0	0	0	0	0	7	0
4:30 PM	0	0	0	0	0	0	1	0	0	3	5	0	0	0	0	0	9	0
4:45 PM	0	0	0	0	0	0	3	0	0	2	3	0	0	0	0	0	8	35
5:00 PM	0	0	0	0	0	0	4	0	0	3	3	0	0	0	0	0	10	34
5:15 PM	0	0	0	0	0	0	3	0	0	1	4	0	0	0	0	0	8	35
5:30 PM	0	0	0	0	0	0	3	0	0	1	2	0	0	0	0	0	6	32
5:45 PM	0	0	0	0	0	0	3	0	0	1	3	0	0	0	0	0	7	31
Count Total	0	0	0	0	0	0	25	0	0	14	27	0	0	0	0	0	66	0
Peak Hour	0	0	0	0	0	0	13	0	0	7	12	0	0	0	0	0	32	0
Two-Hour Count Summaries - Bikes																		
Interval Start	8th St			8th St			Harrison St			Harrison St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0		
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0		
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0		
4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	6		
5:00 PM	0	0	0	0	1	0	1	1	0	0	1	0	0	4	8			
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	2	9			
5:30 PM	0	0	0	0	3	0	0	1	0	0	0	0	0	4	12			
5:45 PM	0	1	0	0	2	0	0	3	0	0	0	0	0	6	16			
Count Total	0	1	0	0	12	0	1	7	0	0	1	0	22	0				
Peak Hour	0	0	0	0	7	0	1	3	0	0	1	0	12	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Intersection #: 81

**Intersection Name: Market Street/
Martin Luther King Jr Way**

**New intersection - AM and PM turning
movement counts developed for Plus Project
scenarios**

Intersection #: 82

**Intersection Name: Union Street/I-880 On
and Off Ramp & 5th Street**

1:00 PM	0	20	17	1	38	0	0	0	0	0	0	0	0	1	1
1:15 PM	3	11	12	1	27	0	0	0	1	1	0	0	0	3	3
1:30 PM	2	21	15	2	40	0	0	0	0	0	0	0	0	3	3
1:45 PM	1	12	15	1	29	1	1	0	0	2	0	0	0	0	0
2:00 PM	1	19	25	3	48	1	0	0	0	1	0	0	0	0	0
2:15 PM	2	21	17	0	40	0	0	0	0	0	0	0	0	0	0
2:30 PM	2	15	29	4	50	0	0	0	0	0	0	0	0	1	1
2:45 PM	1	10	21	2	34	0	0	0	0	0	0	0	0	0	0
3:00 PM	2	14	16	1	33	1	0	0	0	1	0	0	1	0	1
3:15 PM	1	13	17	3	34	0	0	0	0	0	1	0	1	2	4
3:30 PM	1	15	18	0	34	0	0	0	0	0	0	0	0	2	2
3:45 PM	1	6	24	2	33	0	0	0	0	0	0	0	0	1	1
4:00 PM	0	12	34	1	47	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	12	19	4	35	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	7	17	4	29	0	1	0	1	2	0	0	0	1	1
4:45 PM	1	6	14	5	26	0	0	0	0	0	0	0	0	2	2
5:00 PM	1	7	15	4	27	1	0	0	0	1	0	1	0	2	3
5:15 PM	1	7	9	3	20	0	1	0	0	1	1	0	2	5	8
5:30 PM	2	4	13	3	22	0	0	0	0	0	1	0	4	0	5
5:45 PM	3	1	14	1	19	0	0	0	1	1	0	0	0	4	4
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	61	666	783	118	1,628	9	6	4	3	22	5	4	18	37	64
AM 2-Hour Peak (7:15 - 9:15)	10	124	90	27	251	1	0	3	0	4	1	3	5	4	13
PM 2-Hour Peak (4:00 - 6:00)	9	56	135	25	225	1	2	0	2	5	2	1	6	14	23
AM Peak-Hour (7:30 - 8:30)	6	61	41	12	120	0	0	1	0	1	1	1	1	1	4
PM Peak-Hour (5:00 - 6:00)	7	19	51	11	88	1	1	0	1	3	2	1	6	11	20

Twelve-Hour Count Summaries - Heavy Vehicles

Interval Start	5th St Eastbound				5th St Westbound				I-880 Ramps Northbound				Union St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	13	2	0	1	1	2	9	0	0	3	0	35	0
7:15 AM	0	0	2	0	0	19	1	0	0	0	0	12	0	0	3	1	38	0
7:30 AM	0	0	1	0	0	20	2	2	0	0	0	11	0	0	4	0	40	0
7:45 AM	0	0	2	0	0	8	0	1	0	0	0	9	0	0	1	0	21	134
8:00 AM	0	0	1	0	0	15	0	0	0	1	3	8	0	0	1	1	30	129
8:15 AM	0	0	2	0	0	12	1	0	0	0	1	8	0	0	3	2	29	120
8:30 AM	0	0	0	0	0	12	0	1	0	1	0	12	0	0	1	0	27	107
8:45 AM	0	0	2	0	0	12	1	0	0	0	0	12	0	0	1	4	32	118
9:00 AM	0	0	0	0	0	13	3	1	0	0	2	10	0	0	5	0	34	122
9:15 AM	0	0	0	0	0	14	0	0	0	1	1	14	0	0	3	2	35	128
9:30 AM	0	0	3	0	0	10	1	0	0	0	3	21	0	0	0	1	39	140
9:45 AM	0	0	0	0	0	13	3	2	0	1	0	30	0	0	1	0	50	158
10:00 AM	0	0	2	0	0	20	1	1	1	1	0	26	0	0	4	0	56	180
10:15 AM	0	0	1	0	0	16	0	2	1	0	1	18	0	0	2	2	43	188
10:30 AM	0	0	3	0	0	15	2	1	1	1	2	23	0	0	4	0	52	201
10:45 AM	0	0	2	0	0	22	1	1	0	0	1	21	0	0	0	0	48	199
11:00 AM	0	0	1	0	0	24	2	2	0	2	1	19	0	0	4	2	57	200
11:15 AM	0	0	2	0	0	14	2	0	1	0	2	16	0	0	2	0	39	196
11:30 AM	0	0	1	0	0	27	3	0	1	1	1	8	0	0	4	0	46	190
11:45 AM	0	0	3	0	0	18	4	2	0	0	2	25	0	0	1	0	55	197
12:00 PM	0	0	1	0	0	18	1	0	0	0	0	23	0	0	3	0	46	186
12:15 PM	0	0	1	0	0	16	0	0	0	3	1	12	0	0	4	1	38	185
12:30 PM	0	0	1	0	0	12	3	0	1	0	1	20	0	0	1	0	39	178
12:45 PM	0	0	0	0	0	18	2	1	0	0	1	10	0	0	2	0	34	157
1:00 PM	0	0	0	0	0	17	3	0	0	0	0	17	0	0	1	0	38	149
1:15 PM	0	0	3	0	0	10	1	0	0	0	0	12	0	0	1	0	27	138
1:30 PM	0	0	2	0	0	17	4	0	0	1	0	14	0	0	2	0	40	139
1:45 PM	0	0	1	0	0	10	2	0	0	1	1	13	0	0	0	1	29	134
2:00 PM	0	0	1	0	0	16	2	1	0	1	1	23	0	0	2	1	48	144
2:15 PM	0	0	2	0	0	19	2	0	0	0	1	16	0	0	0	0	40	157
2:30 PM	0	0	2	0	0	13	1	1	0	2	0	27	0	0	3	1	50	167
2:45 PM	0	0	1	0	0	6	3	1	0	2	0	19	0	0	1	1	34	172
3:00 PM	0	0	2	0	0	11	2	1	0	0	2	14	0	0	0	1	33	157
3:15 PM	1	0	0	0	0	10	3	0	0	2	0	15	0	0	2	1	34	151
3:30 PM	0	0	1	0	0	12	3	0	0	1	5	12	0	0	0	0	34	135
3:45 PM	0	0	1	0	0	2	3	1	1	2	7	14	0	0	1	1	33	134
4:00 PM	0	0	0	0	0	7	5	0	1	1	11	21	0	0	1	0	47	148
4:15 PM	0	0	0	0	0	8	4	0	0	1	4	14	0	0	2	2	35	149
4:30 PM	0	0	1	0	0	7	0	0	0	0	9	8	0	0	3	1	29	144
4:45 PM	0	0	1	0	0	4	2	0	0	0	3	11	0	0	2	3	26	137
5:00 PM	0	0	1	0	0	4	3	0	0	1	4	10	0	0	0	4	27	117
5:15 PM	0	0	1	0	0	6	1	0	0	0	5	4	0	0	2	1	20	102
5:30 PM	0	0	2	0	0	3	1	0	0	0	0	13	0	0	2	1	22	95
5:45 PM	0	0	3	0	0	1	0	0	2	0	4	8	0	0	1	0	19	88
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	60	0	0	564	80	22	11	28	82	662	0	0	83	35	1,628	0
AM 2-Hour Peak (7:15 - 9:15)	0	0	10	0	0	111	8	5	0	2	6	82	0	0	19	8	251	0
PM 2-Hour Peak (4:00 - 6:00)	0	0	9	0	0	40	16	0	3	3	40	89	0	0	13	12	225	0
AM Peak-Hour (7:30 - 8:30)	0	0	6	0	0	55	3	3	0	1	4	36	0	0	9	3	120	0
PM Peak-Hour (5:00 - 6:00)	0	0	7	0	0	14	5	0	2	1	13	35	0	0	5	6	88	0

Twelve-Hour Count Summaries - Bikes

Interval Start	5th St				5th St				I-880 Ramps				Union St				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	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	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	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
9:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	6
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	5
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
11:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	3
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:15 PM	0	0	0	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	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	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	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	4
5:30 PM	0	0	0	0	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	0	0	1	1	3
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	8	0	0	0	5	1	0	0	0	4	0	0	0	3	22	0
AM 2-Hour Peak (7:15 - 9:15)	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	4	0
PM 2-Hour Peak (4:00 - 6:00)	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2	5	0
AM Peak-Hour (7:30 - 8:30)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
PM Peak-Hour (5:00 - 6:00)	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0

Intersection #: 83

**Intersection Name: Middle Harbor
Rd/Maritime Street**

1:00 PM	24	84	35	8	151	0	0	0	0	0	0	0	0	0	0
1:15 PM	45	75	35	14	169	0	0	0	0	0	0	0	0	0	0
1:30 PM	41	107	67	14	229	0	0	0	0	0	0	0	0	0	0
1:45 PM	39	62	57	24	182	0	0	0	0	0	0	0	0	0	0
2:00 PM	56	95	65	32	248	0	0	0	0	0	0	0	0	0	0
2:15 PM	60	101	83	23	267	0	0	0	0	0	0	0	0	0	0
2:30 PM	40	87	55	12	194	0	0	0	0	0	0	0	0	0	0
2:45 PM	44	75	24	9	152	0	1	0	0	1	0	0	0	0	0
3:00 PM	10	41	16	0	67	0	0	0	0	0	0	0	0	0	0
3:15 PM	24	43	46	6	119	0	0	0	0	0	0	0	0	0	0
3:30 PM	17	84	73	15	189	0	0	0	0	0	0	0	0	0	0
3:45 PM	29	59	65	22	175	0	0	0	0	0	0	0	0	0	0
4:00 PM	50	76	87	17	230	0	0	0	0	0	0	0	0	0	0
4:15 PM	52	77	98	38	265	0	0	0	0	0	0	0	0	0	0
4:30 PM	32	61	66	30	189	0	0	0	0	0	0	0	0	0	0
4:45 PM	15	49	51	24	139	0	0	0	0	0	0	0	0	0	0
5:00 PM	11	43	34	22	110	0	0	0	0	0	0	0	0	0	0
5:15 PM	7	27	25	23	82	0	0	0	0	0	0	0	0	0	0
5:30 PM	7	23	24	19	73	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	20	21	24	66	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1,297	3,144	1,921	897	7,259	0	1	0	0	1	0	0	3	0	3
AM 2-Hour Peak (10:30 - 12:30)	352	712	396	183	1,643	0	0	0	0	0	0	0	3	0	3
PM 2-Hour Peak (3:15 - 5:15)	230	492	520	174	1,416	0	0	0	0	0	0	0	0	0	0
AM Peak-Hour (10:45 - 11:45)	205	371	254	97	927	0	0	0	0	0	0	0	0	0	0
PM Peak-Hour (4:00 - 5:00)	149	263	302	109	823	0	0	0	0	0	0	0	0	0	0

Twelve-Hour Count Summaries - Heavy Vehicles

Interval Start	Middle Harbor Rd				Middle Harbor Rd				California Dr				Maritime St				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	1	0	4	1	0	4	27	10	0	0	0	0	0	4	1	3	55	0
7:15 AM	0	1	8	17	0	22	23	14	0	0	0	0	0	6	1	14	106	0
7:30 AM	0	0	1	16	0	23	15	17	0	1	0	10	0	6	2	7	98	0
7:45 AM	0	0	5	14	0	18	8	12	0	3	2	23	0	6	5	0	96	355
8:00 AM	0	0	9	7	0	24	13	29	0	0	4	34	0	8	6	4	138	438
8:15 AM	0	1	15	4	0	32	22	27	0	1	1	46	0	8	9	1	167	499
8:30 AM	0	0	13	5	0	21	14	36	0	0	9	35	0	6	13	3	155	556
8:45 AM	0	1	16	1	0	31	24	40	0	1	2	38	0	9	6	9	178	638
9:00 AM	0	2	14	12	0	13	31	47	0	0	0	34	0	6	1	13	173	673
9:15 AM	0	1	16	22	0	21	23	58	0	0	2	63	0	8	1	13	228	734
9:30 AM	0	1	10	6	0	31	13	59	0	0	3	54	0	10	8	6	201	780
9:45 AM	0	1	13	8	0	31	14	41	0	0	0	28	0	10	10	12	168	770
10:00 AM	0	0	14	14	0	18	35	24	0	0	1	17	0	12	7	18	160	757
10:15 AM	0	0	5	20	0	25	20	27	0	0	0	15	0	8	3	15	138	667
10:30 AM	0	1	11	26	0	27	30	43	0	0	0	41	0	16	0	4	199	665
10:45 AM	0	1	36	31	0	29	21	49	0	1	0	61	0	16	0	7	252	749
11:00 AM	0	2	21	24	0	19	15	63	0	0	0	77	0	12	1	6	240	829
11:15 AM	0	2	29	5	0	3	29	40	0	0	1	43	0	12	1	6	171	862
11:30 AM	1	1	29	23	0	17	26	60	0	0	0	71	0	17	3	16	264	927
11:45 AM	0	0	24	27	0	30	16	47	0	0	0	31	0	11	2	7	195	870
12:00 PM	0	0	8	28	0	30	14	31	0	0	1	18	0	10	2	8	150	780
12:15 PM	0	0	5	17	1	22	13	38	0	1	0	50	0	18	3	5	173	782
12:30 PM	0	2	5	14	0	15	13	31	0	0	2	31	0	6	3	9	131	649
12:45 PM	0	1	7	13	1	12	10	25	0	0	3	35	0	12	3	7	129	583
1:00 PM	0	0	7	17	0	21	30	33	0	0	0	35	0	4	0	4	151	584
1:15 PM	0	1	19	25	0	27	9	39	0	0	0	35	0	7	0	7	169	580
1:30 PM	0	5	18	18	0	27	23	57	0	0	1	66	0	7	3	4	229	678
1:45 PM	0	7	29	3	0	4	22	36	0	0	5	52	0	11	3	10	182	731
2:00 PM	1	4	22	29	0	25	34	36	0	0	0	65	0	19	1	12	248	828
2:15 PM	1	3	27	29	0	32	48	21	0	2	1	80	0	12	1	10	267	926
2:30 PM	0	2	23	15	0	18	58	11	0	0	0	55	0	6	3	3	194	891
2:45 PM	0	2	21	21	0	30	31	14	0	0	0	24	0	4	3	2	152	861
3:00 PM	0	0	7	3	0	11	30	0	0	4	0	12	0	0	0	0	67	680
3:15 PM	0	1	6	17	0	14	24	5	0	11	3	32	0	4	2	0	119	532
3:30 PM	0	2	9	6	0	24	18	42	0	7	9	57	0	11	4	0	189	527
3:45 PM	0	1	21	7	0	27	7	25	0	0	14	51	0	9	10	3	175	550
4:00 PM	0	1	40	9	0	25	4	47	0	3	17	67	0	6	9	2	230	713
4:15 PM	0	4	24	24	0	26	5	46	0	0	4	94	0	19	13	6	265	859
4:30 PM	0	2	14	16	0	29	0	32	0	0	24	42	0	21	9	0	189	859
4:45 PM	0	1	9	5	0	23	1	25	0	0	18	33	0	14	9	1	139	823
5:00 PM	0	0	3	8	1	27	1	15	0	0	11	23	0	11	10	1	111	704
5:15 PM	0	0	3	4	0	22	0	5	0	2	7	16	0	9	13	1	82	521
5:30 PM	0	0	1	6	0	18	1	4	0	0	9	15	0	7	11	1	73	405
5:45 PM	0	0	0	1	3	13	1	6	0	0	5	16	0	12	10	2	69	335
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	4	54	621	618	6	961	816	1,367	0	37	159	1,725	0	430	205	262	7,265	0
AM 2-Hour Peak (10:30 - 12:30)	1	7	163	181	1	177	164	371	0	2	2	392	0	112	12	59	1,644	0
PM 2-Hour Peak (3:15 - 5:15)	0	12	126	92	1	195	60	237	0	21	100	399	0	95	66	13	1,417	0
AM Peak-Hour (10:45 - 11:45)	1	6	115	83	0	68	91	212	0	1	1	252	0	57	5	35	927	0
PM Peak-Hour (4:00 - 5:00)	0	8	87	54	0	103	10	150	0	3	63	236	0	60	40	9	823	0

Twelve-Hour Count Summaries - Bikes

Intersection #: 84

**Intersection Name: Maritime Street/ 7th
Street**

1:00 PM	15	39	32	22	108	0	0	0	0	0	1	0	0	0	1
1:15 PM	56	63	47	24	190	0	0	0	0	0	0	0	0	0	0
1:30 PM	85	51	65	22	223	0	0	0	0	0	0	0	0	0	0
1:45 PM	91	56	51	34	232	0	0	0	0	0	0	0	0	0	0
2:00 PM	63	63	45	35	206	0	0	0	0	0	2	0	0	0	2
2:15 PM	104	39	39	22	204	0	0	0	0	0	1	0	0	2	3
2:30 PM	126	54	33	25	238	0	0	0	0	0	0	0	0	0	0
2:45 PM	81	48	43	24	196	0	0	0	0	0	0	0	0	0	0
3:00 PM	44	49	23	29	145	1	0	2	0	3	0	0	0	0	0
3:15 PM	44	54	34	29	161	1	0	0	0	1	1	0	0	0	1
3:30 PM	66	39	53	21	179	0	0	0	0	0	1	0	0	0	1
3:45 PM	79	34	39	28	180	0	0	0	0	0	0	0	0	0	0
4:00 PM	95	28	59	21	203	0	0	0	0	0	1	0	0	0	1
4:15 PM	53	22	52	37	164	0	0	0	0	0	1	0	0	0	1
4:30 PM	28	23	57	27	135	1	0	0	0	1	2	0	0	0	2
4:45 PM	22	18	50	26	116	0	0	0	0	0	0	0	0	0	0
5:00 PM	5	27	30	21	83	0	0	0	0	0	1	0	0	0	1
5:15 PM	3	25	21	28	77	0	0	0	0	0	0	0	0	0	0
5:30 PM	5	12	12	14	43	0	0	0	0	0	0	0	0	0	0
5:45 PM	5	11	12	17	45	0	0	0	0	0	0	0	0	2	2
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	2,005	2,127	1,752	1,224	7,108	3	0	2	0	5	18	0	1	6	25
AM 2-Hour Peak (9:45 - 11:45)	397	672	334	200	1,603	0	0	0	0	0	0	0	0	0	0
PM 2-Hour Peak (1:30 - 3:30)	638	414	333	220	1,605	2	0	2	0	4	4	0	0	2	6
AM Peak-Hour (9:30 - 10:30)	135	299	145	112	691	0	0	0	0	0	0	0	0	0	0
PM Peak-Hour (1:45 - 2:45)	384	212	168	116	880	0	0	0	0	0	3	0	0	2	5

Twelve-Hour Count Summaries - Heavy Vehicles

Interval Start	7th St				7th St				Maritime St				Maritime St				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	4	0	0	9	12	11	0	9	8	6	0	25	11	0	98	0
7:15 AM	0	10	2	2	0	6	7	24	0	1	11	5	0	36	12	12	128	0
7:30 AM	0	15	7	3	0	3	9	13	0	0	19	11	0	25	10	0	115	0
7:45 AM	0	21	19	5	0	2	5	11	0	2	17	6	0	24	11	0	123	464
8:00 AM	0	23	17	3	0	2	8	14	0	4	17	8	0	20	10	1	127	493
8:15 AM	0	24	19	9	0	5	11	17	0	5	21	9	0	14	8	0	142	507
8:30 AM	0	14	31	4	0	2	10	10	0	4	22	14	0	27	11	0	149	541
8:45 AM	0	15	22	7	0	5	9	20	0	3	30	26	0	15	13	0	165	583
9:00 AM	0	16	29	6	0	2	12	24	0	0	16	17	0	16	17	0	155	611
9:15 AM	0	16	29	0	0	5	23	25	0	2	52	5	0	20	8	0	185	654
9:30 AM	0	18	31	6	0	4	18	25	0	2	35	9	0	19	20	0	187	692
9:45 AM	0	16	21	1	0	9	11	43	0	1	27	15	0	14	7	1	166	693
10:00 AM	0	11	7	5	0	12	33	38	0	6	20	2	0	16	13	0	163	701
10:15 AM	0	10	7	2	0	14	55	37	0	2	17	9	0	10	12	0	175	691
10:30 AM	0	19	15	8	0	13	38	40	0	2	25	9	0	19	14	0	202	706
10:45 AM	0	21	32	7	0	10	32	30	0	0	24	11	0	15	7	0	189	729
11:00 AM	0	26	29	5	0	14	36	37	0	0	48	13	0	14	5	0	227	793
11:15 AM	0	31	36	2	0	5	39	37	0	4	29	16	0	13	9	0	221	839
11:30 AM	0	36	36	14	0	16	37	36	0	1	40	13	0	16	13	2	260	897
11:45 AM	0	26	30	2	0	9	35	33	0	3	42	24	0	22	9	0	235	943
12:00 PM	0	9	5	3	0	9	30	17	0	2	28	11	0	20	12	0	146	862
12:15 PM	0	3	11	1	0	11	37	27	0	3	25	8	0	12	9	0	147	788
12:30 PM	0	8	3	0	0	13	38	25	0	1	23	11	0	19	5	0	146	674
12:45 PM	0	4	3	0	0	8	27	18	0	5	31	8	0	14	10	1	129	568
1:00 PM	0	11	4	0	0	7	11	21	0	0	23	9	0	17	4	1	108	530
1:15 PM	0	23	29	4	0	13	25	25	0	0	40	7	0	15	8	1	190	573
1:30 PM	0	46	33	6	0	2	30	19	0	3	40	22	0	12	10	0	223	650
1:45 PM	0	41	37	13	0	7	25	24	0	1	40	10	0	23	10	1	232	753
2:00 PM	0	32	28	3	0	10	29	24	0	3	30	12	0	20	15	0	206	851
2:15 PM	0	39	55	10	0	3	22	14	0	6	25	8	0	14	8	0	204	865
2:30 PM	0	35	54	37	0	6	21	27	0	12	15	6	0	19	6	0	238	880
2:45 PM	0	38	29	14	0	7	17	24	0	5	26	12	0	15	9	0	196	844
3:00 PM	0	28	12	4	0	6	33	10	0	8	6	9	0	17	11	1	145	783
3:15 PM	0	29	9	6	0	6	30	18	0	7	13	14	0	20	9	0	161	740
3:30 PM	0	41	12	13	0	7	12	20	0	5	34	14	0	9	12	0	179	681
3:45 PM	0	36	37	6	0	1	23	10	0	1	33	5	0	16	12	0	180	665
4:00 PM	0	43	39	13	0	8	13	7	0	0	45	14	0	8	13	0	203	723
4:15 PM	0	24	23	6	0	4	5	13	0	0	45	7	0	10	27	0	164	726
4:30 PM	0	18	9	1	0	9	3	11	0	0	49	8	0	11	16	0	135	682
4:45 PM	0	9	11	2	0	6	0	12	0	0	49	1	0	9	16	1	116	618
5:00 PM	0	4	1	0	0	8	2	17	0	1	29	0	0	8	13	0	83	498
5:15 PM	0	2	0	1	0	7	1	17	0	2	16	3	0	8	20	0	77	411
5:30 PM	0	3	0	2	0	2	2	8	0	0	10	2	0	4	10	0	43	319
5:45 PM	0	3	0	2	0	2	2	7	0	0	11	1	0	3	11	3	45	248
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	900	867	238	0	309	878	940	0	116	1,206	430	0	703	496	25	7,108	0
AM 2-Hour Peak (9:45 - 11:45)	0	170	183	44	0	93	281	298	0	16	230	88	0	117	80	3	1,603	0
PM 2-Hour Peak (1:30 - 3:30)	0	288	257	93	0	47	207	160	0	45	195	93	0	140	78	2	1,605	0
AM Peak-Hour (9:30 - 10:30)	0	55	66	14	0	39	117	143	0	11	99	35	0	59	52	1	691	0
PM Peak-Hour (1:45 - 2:45)	0	147	174	63	0	26	97	89	0	22	110	36	0	76	39	1	880	0

Twelve-Hour Count Summaries - Bikes

Intersection #: 85

**Intersection Name: I-880 On-Ramp/7th
Street**

1:00 PM	28	51	0	0	79	0	0	0	0	0	0	0	6	0	6	
1:15 PM	52	81	0	0	133	0	0	0	0	0	0	0	1	0	1	
1:30 PM	72	56	0	0	128	0	0	0	0	0	0	0	0	0	0	
1:45 PM	66	59	0	0	125	0	0	0	0	0	0	0	0	0	0	
2:00 PM	62	72	0	0	134	0	2	0	0	0	2	0	3	0	3	
2:15 PM	79	52	0	0	131	0	1	0	0	0	1	0	2	0	2	
2:30 PM	73	58	0	0	131	0	0	0	0	0	0	0	1	0	1	
2:45 PM	64	49	0	0	113	0	0	0	0	0	0	0	1	0	1	
3:00 PM	39	55	0	0	94	2	0	0	0	0	2	0	2	0	2	
3:15 PM	38	59	0	0	97	0	0	0	0	0	0	0	1	0	1	
3:30 PM	37	47	0	0	84	0	0	0	0	0	0	0	1	0	1	
3:45 PM	52	35	0	0	87	0	0	0	0	0	0	0	2	0	2	
4:00 PM	52	32	0	0	84	0	0	0	0	0	0	0	2	0	2	
4:15 PM	44	25	0	0	69	0	1	0	0	0	1	0	2	0	2	
4:30 PM	28	26	0	0	54	3	0	0	0	0	3	0	4	0	4	
4:45 PM	22	24	0	0	46	1	0	0	0	0	1	0	2	0	2	
5:00 PM	9	26	0	0	35	0	0	0	0	0	0	0	5	0	5	
5:15 PM	10	24	0	0	34	0	1	0	0	0	1	0	1	0	1	
5:30 PM	5	15	0	0	20	0	0	0	0	0	0	0	1	0	1	
5:45 PM	5	14	0	0	19	0	0	0	0	0	0	0	1	0	1	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	2,019	2,400	0	0	4,419	6	8	0	0	0	14	0	0	54	0	54
AM 2-Hour Peak (7:00 - 9:00)	398	241	0	0	639	0	0	0	0	0	0	0	0	10	0	10
PM 2-Hour Peak (1:30 - 3:30)	493	460	0	0	953	2	3	0	0	0	5	0	0	10	0	10
AM Peak-Hour (9:30 - 10:30)	165	325	0	0	490	0	0	0	0	0	0	0	0	0	0	0
PM Peak-Hour (0:00 - 1:00)	135	310	0	0	445	0	1	0	0	0	1	0	0	2	0	2

Twelve-Hour Count Summaries - Heavy Vehicles

Interval Start	7th St				7th St				I-880 SB On Ramp				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	9	30	0	5	27	0	0	0	0	0	0	0	0	0	71	0
7:15 AM	0	0	10	26	0	1	38	0	0	0	0	0	0	0	0	0	75	0
7:30 AM	0	0	14	32	0	4	21	0	0	0	0	0	0	0	0	0	71	0
7:45 AM	0	0	26	28	0	0	21	0	0	0	0	0	0	0	0	0	75	292
8:00 AM	0	0	17	29	0	3	32	0	0	0	0	0	0	0	0	0	81	302
8:15 AM	0	0	15	25	0	3	26	0	0	0	0	0	0	0	0	0	69	296
8:30 AM	0	0	23	50	0	6	24	0	0	0	0	0	0	0	0	0	103	328
8:45 AM	0	0	26	38	0	2	28	0	0	0	0	0	0	0	0	0	94	347
9:00 AM	0	0	17	38	0	3	35	0	0	0	0	0	0	0	0	0	93	359
9:15 AM	0	0	15	47	0	4	53	0	0	0	0	0	0	0	0	0	119	409
9:30 AM	0	0	18	40	0	8	45	0	0	0	0	0	0	0	0	0	111	417
9:45 AM	0	0	19	29	0	9	62	0	0	0	0	0	0	0	0	0	119	442
10:00 AM	0	0	9	22	0	5	85	0	0	0	0	0	0	0	0	0	121	470
10:15 AM	0	0	10	18	0	7	104	0	0	0	0	0	0	0	0	0	139	490
10:30 AM	0	0	11	33	0	3	87	0	0	0	0	0	0	0	0	0	134	513
10:45 AM	0	0	13	45	0	9	80	0	0	0	0	0	0	0	0	0	147	541
11:00 AM	0	0	13	41	0	13	87	0	0	0	0	0	0	0	0	0	154	574
11:15 AM	0	0	30	40	0	16	88	0	0	0	0	0	0	0	0	0	174	609
11:30 AM	0	0	22	41	0	8	91	0	0	0	0	0	0	0	0	0	162	637
11:45 AM	0	0	24	54	0	10	77	0	0	0	0	0	0	0	0	0	165	655
12:00 PM	0	0	13	29	0	13	65	0	0	0	0	0	0	0	0	0	120	621
12:15 PM	0	0	8	21	0	14	72	0	0	0	0	0	0	0	0	0	115	562
12:30 PM	0	0	7	29	0	7	77	0	0	0	0	0	0	0	0	0	120	520
12:45 PM	0	0	7	21	0	6	56	0	0	0	0	0	0	0	0	0	90	445
1:00 PM	0	0	7	21	0	8	43	0	0	0	0	0	0	0	0	0	79	404
1:15 PM	0	0	13	39	0	16	65	0	0	0	0	0	0	0	0	0	133	422
1:30 PM	0	0	28	44	0	9	47	0	0	0	0	0	0	0	0	0	128	430
1:45 PM	0	0	20	46	0	5	54	0	0	0	0	0	0	0	0	0	125	465
2:00 PM	0	0	17	45	0	9	63	0	0	0	0	0	0	0	0	0	134	520
2:15 PM	0	0	26	53	0	15	37	0	0	0	0	0	0	0	0	0	131	518
2:30 PM	0	0	21	52	0	10	48	0	0	0	0	0	0	0	0	0	131	521
2:45 PM	0	0	17	47	0	4	45	0	0	0	0	0	0	0	0	0	113	509
3:00 PM	0	0	8	31	0	3	52	0	0	0	0	0	0	0	0	0	94	469
3:15 PM	0	0	4	34	0	8	51	0	0	0	0	0	0	0	0	0	97	435
3:30 PM	0	0	11	26	0	7	40	0	0	0	0	0	0	0	0	0	84	388
3:45 PM	0	0	14	38	0	4	31	0	0	0	0	0	0	0	0	0	87	362
4:00 PM	0	0	26	26	0	4	28	0	0	0	0	0	0	0	0	0	84	352
4:15 PM	0	0	14	30	0	4	21	0	0	0	0	0	0	0	0	0	69	324
4:30 PM	1	0	13	14	0	4	22	0	0	0	0	0	0	0	0	0	54	294
4:45 PM	0	0	6	16	0	5	19	0	0	0	0	0	0	0	0	0	46	253
5:00 PM	0	0	1	8	0	2	24	0	0	0	0	0	0	0	0	0	35	204
5:15 PM	0	0	3	7	0	4	20	0	0	0	0	0	0	0	0	0	34	169
5:30 PM	0	0	1	4	0	3	12	0	0	0	0	0	0	0	0	0	20	135
5:45 PM	0	0	1	4	0	2	12	0	0	0	0	0	0	0	0	0	19	108
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	0	627	1,391	0	285	2,115	0	0	0	0	0	0	0	0	0	4,419	0
AM 2-Hour Peak (7:00 - 9:00)	0	0	140	258	0	24	217	0	0	0	0	0	0	0	0	0	639	0
PM 2-Hour Peak (1:30 - 3:30)	0	0	141	352	0	63	397	0	0	0	0	0	0	0	0	0	953	0
AM Peak-Hour (9:30 - 10:30)	0	0	56	109	0	29	296	0	0	0	0	0	0	0	0	0	490	0
PM Peak-Hour (0:00 - 1:00)	0	0	35	100	0	40	270	0	0	0	0	0	0	0	0	0	445	0

Twelve-Hour Count Summaries - Bikes

Intersection #: 86

**Intersection Name: I-880 Off-
Ramp/Frontage Road & 7th Street**

1:00 PM	6	9	41	20	76	0	0	0	0	0	0	0	6	0	6
1:15 PM	14	8	63	23	108	0	0	0	0	0	0	0	1	0	1
1:30 PM	26	7	46	20	99	0	0	0	0	0	0	0	0	0	0
1:45 PM	21	4	63	18	106	0	0	0	0	0	0	0	0	0	0
2:00 PM	18	11	69	14	112	0	0	0	0	0	0	0	4	0	4
2:15 PM	26	12	45	15	98	0	1	0	0	0	1	0	1	0	1
2:30 PM	19	11	43	10	83	0	0	0	0	0	0	0	1	0	1
2:45 PM	18	9	39	14	80	0	0	0	0	0	0	0	1	0	1
3:00 PM	9	3	46	13	71	2	0	0	0	0	2	0	2	0	2
3:15 PM	4	4	53	17	78	0	1	0	0	0	1	0	1	0	1
3:30 PM	10	7	40	19	76	0	0	0	0	0	0	0	1	0	1
3:45 PM	16	4	32	13	65	0	0	0	0	0	0	0	2	0	2
4:00 PM	23	7	31	14	75	0	0	0	0	0	0	0	2	0	2
4:15 PM	17	7	19	8	51	0	1	0	0	0	1	0	2	0	2
4:30 PM	11	7	16	10	44	1	0	0	0	0	1	0	5	0	5
4:45 PM	8	6	22	7	43	1	0	0	0	0	1	0	2	0	2
5:00 PM	1	2	11	19	33	0	0	0	0	0	0	0	5	0	5
5:15 PM	3	8	23	7	41	0	0	0	0	0	0	0	2	0	2
5:30 PM	1	6	12	4	23	0	0	0	0	0	0	0	1	0	1
5:45 PM	1	2	15	4	22	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	633	471	1,872	837	3,813	4	5	0	0	0	9	0	60	0	60
AM 2-Hour Peak (7:00 - 9:00)	142	124	188	104	558	0	0	0	0	0	0	0	13	0	13
PM 2-Hour Peak (0:00 - 2:00)	101	64	471	176	812	0	1	0	0	0	1	0	10	0	10
AM Peak-Hour (8:00 - 9:00)	84	62	92	51	289	0	0	0	0	0	0	0	0	0	0
PM Peak-Hour (0:00 - 1:00)	34	36	258	95	423	0	1	0	0	0	1	0	3	0	3

Twelve-Hour Count Summaries - Heavy Vehicles

Interval Start	7th St				7th St				I-880 NB Off Ramp				Frontage 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	8	1	0	0	0	9	8	0	7	16	3	0	1	0	14	67	0
7:15 AM	0	10	1	0	0	0	16	6	0	10	16	2	0	1	0	12	74	0
7:30 AM	0	14	0	0	0	0	7	4	0	7	14	1	0	0	0	14	61	0
7:45 AM	0	22	2	0	0	0	8	4	0	5	13	2	0	2	0	9	67	269
8:00 AM	0	19	1	0	0	0	15	2	0	13	9	0	0	1	0	8	68	270
8:15 AM	0	11	3	0	0	0	7	8	0	14	10	1	0	3	0	10	67	263
8:30 AM	0	21	2	0	0	0	11	3	0	10	9	1	0	3	0	11	71	273
8:45 AM	0	25	2	0	0	0	6	10	0	11	11	3	0	2	0	13	83	289
9:00 AM	0	18	0	0	0	0	5	5	0	13	12	1	0	2	0	20	76	297
9:15 AM	0	18	1	0	0	0	17	4	0	18	27	0	0	3	0	23	111	341
9:30 AM	0	17	2	0	0	0	16	11	0	17	11	0	0	5	0	21	100	370
9:45 AM	0	18	0	0	0	0	17	6	0	26	18	1	0	2	0	27	115	402
10:00 AM	1	6	1	0	0	0	9	2	0	55	15	2	0	2	0	27	120	446
10:15 AM	0	10	1	0	0	0	14	1	0	49	19	3	0	1	0	44	142	477
10:30 AM	0	9	0	0	0	0	12	3	0	51	11	3	0	1	0	27	117	494
10:45 AM	0	12	1	0	0	0	11	0	0	43	10	2	0	2	0	33	114	493
11:00 AM	0	13	2	0	0	0	8	4	0	58	12	1	0	4	0	35	137	510
11:15 AM	0	23	3	0	0	0	16	0	0	56	15	3	0	2	0	27	145	513
11:30 AM	0	19	6	0	0	0	6	2	0	59	8	5	0	2	0	35	142	538
11:45 AM	0	21	3	0	0	0	7	1	0	58	8	7	0	4	0	20	129	553
12:00 PM	0	10	1	0	0	0	7	3	0	51	7	1	0	3	0	20	103	519
12:15 PM	0	9	0	0	0	0	4	5	0	54	14	9	0	2	0	25	122	496
12:30 PM	0	6	1	0	0	0	4	1	0	54	8	2	0	2	0	25	103	457
12:45 PM	0	7	0	0	0	0	8	4	0	40	15	3	0	3	0	15	95	423
1:00 PM	0	4	2	0	0	0	1	8	0	31	7	3	0	2	0	18	76	396
1:15 PM	0	13	1	0	0	0	5	3	0	53	5	5	0	1	0	22	108	382
1:30 PM	0	25	1	0	0	0	6	1	0	33	10	3	0	5	0	15	99	378
1:45 PM	0	19	2	0	0	0	2	2	0	44	11	8	0	3	0	15	106	389
2:00 PM	0	17	1	0	0	0	6	5	0	54	10	5	0	4	0	10	112	425
2:15 PM	0	23	3	0	0	0	7	5	0	31	12	2	0	1	0	14	98	415
2:30 PM	0	18	1	0	0	0	10	1	0	34	7	2	0	0	0	10	83	399
2:45 PM	0	15	3	0	0	0	5	4	0	32	5	2	0	3	0	11	80	373
3:00 PM	0	7	2	0	0	0	1	2	0	43	3	0	0	3	0	10	71	332
3:15 PM	0	3	1	0	0	0	3	1	0	38	10	5	0	0	0	17	78	312
3:30 PM	0	10	0	0	0	0	3	4	0	31	6	3	0	5	0	14	76	305
3:45 PM	0	14	2	0	0	0	2	2	0	21	7	4	0	2	0	11	65	290
4:00 PM	0	22	1	0	0	0	2	5	0	22	3	6	0	7	0	7	75	294
4:15 PM	0	16	1	0	0	0	2	5	0	16	1	2	0	2	0	6	51	267
4:30 PM	0	10	1	0	0	0	5	2	0	13	2	1	0	2	0	8	44	235
4:45 PM	0	8	0	0	0	0	1	5	0	16	4	2	0	1	0	6	43	213
5:00 PM	0	1	0	0	0	0	1	1	0	5	3	3	0	0	0	19	33	171
5:15 PM	0	3	0	0	0	0	3	5	0	17	6	0	0	3	0	4	41	161
5:30 PM	0	1	0	0	0	0	3	3	0	7	1	4	0	0	0	4	23	140
5:45 PM	0	1	0	0	0	0	1	1	0	11	2	2	0	2	0	2	22	119
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	1	576	56	0	0	0	309	162	0	1,331	423	118	0	99	0	738	3,813	0
AM 2-Hour Peak (7:00 - 9:00)	0	130	12	0	0	0	79	45	0	77	98	13	0	13	0	91	558	0
PM 2-Hour Peak (0:00 - 2:00)	0	93	8	0	0	0	37	27	0	360	77	34	0	21	0	155	812	0
AM Peak-Hour (8:00 - 9:00)	0	76	8	0	0	0	39	23	0	48	39	5	0	9	0	42	289	0
PM Peak-Hour (0:00 - 1:00)	0	32	2	0	0	0	23	13	0	199	44	15	0	10	0	85	423	0

Twelve-Hour Count Summaries - Bikes

Intersection #: 87

**Intersection Name: Maritime Street/Wake
Avenue & West Grand Avenue**

1:00 PM	17	17	13	3	50	0	0	0	0	0	0	0	0	0	0
1:15 PM	13	16	13	7	49	0	0	0	0	0	0	0	0	0	0
1:30 PM	23	26	23	1	73	0	0	0	0	0	0	0	0	0	0
1:45 PM	16	20	32	3	71	0	0	0	0	0	0	0	0	0	0
2:00 PM	19	20	14	3	56	0	0	0	0	0	0	0	0	0	0
2:15 PM	8	14	15	2	39	0	0	0	0	0	0	0	0	0	0
2:30 PM	18	16	14	7	55	0	0	0	0	0	0	0	0	0	0
2:45 PM	17	19	22	2	60	0	0	0	0	0	0	0	0	0	0
3:00 PM	17	12	15	2	46	0	0	0	0	0	0	0	0	0	0
3:15 PM	12	9	16	2	39	0	0	0	0	0	0	0	0	0	0
3:30 PM	15	12	11	2	40	0	0	0	0	0	0	0	0	0	0
3:45 PM	14	12	7	2	35	0	0	0	0	0	0	0	0	0	0
4:00 PM	15	18	20	2	55	0	0	0	0	0	0	0	0	0	0
4:15 PM	7	10	11	0	28	0	0	0	0	0	0	0	0	0	0
4:30 PM	12	14	7	0	33	0	0	0	0	0	1	0	0	0	1
4:45 PM	10	5	10	1	26	0	0	0	0	0	1	0	0	0	1
5:00 PM	11	10	8	1	30	0	0	0	0	0	0	0	0	0	0
5:15 PM	15	14	4	2	35	1	0	0	0	1	0	0	0	0	0
5:30 PM	10	8	3	0	21	0	0	0	0	0	0	0	0	0	0
5:45 PM	14	8	6	1	29	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	431	598	625	105	1,759	2	0	1	0	3	7	0	0	3	10
AM 2-Hour Peak (10:45 - 12:45)	64	203	191	29	487	0	0	0	0	0	0	0	0	0	0
PM 2-Hour Peak (4:00 - 6:00)	94	87	69	7	257	1	0	0	0	1	2	0	0	0	2
AM Peak-Hour (11:45 - 12:45)	38	116	87	14	255	0	0	0	0	0	0	0	0	0	0
PM Peak-Hour (4:30 - 5:30)	48	43	29	4	124	1	0	0	0	1	2	0	0	0	2

Twelve-Hour Count Summaries - Heavy Vehicles

Interval Start	W Grand Ave				W Grand Ave				Maritime St				Wake Ave				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	2	0	0	0	0	0	2	0	3	0	4	0	0	13	0
7:15 AM	0	0	1	1	0	3	2	0	0	2	0	3	0	1	0	0	13	0
7:30 AM	0	0	0	1	0	0	2	0	0	2	1	2	0	0	0	0	8	0
7:45 AM	0	0	1	2	0	0	5	0	0	2	2	4	0	0	0	1	17	51
8:00 AM	0	0	0	1	0	1	2	1	0	3	3	7	0	0	0	1	19	57
8:15 AM	0	0	5	2	0	0	1	1	0	7	0	5	0	2	0	0	23	67
8:30 AM	0	0	3	1	0	1	1	1	0	1	2	4	0	2	0	0	16	75
8:45 AM	0	0	2	4	0	3	1	2	0	4	0	4	0	1	0	1	22	80
9:00 AM	0	0	1	3	0	2	2	0	0	4	0	4	0	3	0	0	19	80
9:15 AM	0	0	1	4	0	2	4	0	0	5	0	10	0	1	0	0	27	84
9:30 AM	0	0	5	2	0	1	0	0	0	2	3	11	0	0	0	1	25	93
9:45 AM	0	0	1	6	0	2	2	4	0	4	2	11	0	1	0	0	33	104
10:00 AM	0	1	4	9	0	4	5	1	0	4	0	12	0	1	1	2	44	129
10:15 AM	0	0	2	2	0	7	6	1	0	5	0	3	0	3	0	2	31	133
10:30 AM	0	0	1	3	0	8	8	3	0	5	4	9	0	1	1	0	43	151
10:45 AM	0	0	4	1	0	7	6	3	0	8	2	15	0	1	2	0	49	167
11:00 AM	0	0	3	8	0	8	13	3	0	5	3	19	0	1	0	1	64	187
11:15 AM	0	0	1	3	0	20	10	1	0	0	2	22	0	4	0	0	63	219
11:30 AM	0	0	3	3	0	9	5	2	0	3	0	25	0	5	0	1	56	232
11:45 AM	0	0	2	2	0	17	4	1	0	6	0	16	0	3	0	1	52	235
12:00 PM	0	1	2	4	0	18	10	4	0	4	0	16	0	1	1	2	63	234
12:15 PM	1	1	7	1	0	18	11	5	0	3	0	21	0	4	0	0	72	243
12:30 PM	1	0	6	10	0	20	7	1	0	5	1	15	0	2	0	0	68	255
12:45 PM	0	0	4	7	0	15	7	4	0	2	0	7	0	3	0	0	49	252
1:00 PM	1	1	3	12	0	10	6	1	0	1	1	11	0	1	1	1	50	239
1:15 PM	1	1	2	9	0	8	5	3	0	4	0	9	0	4	1	2	49	216
1:30 PM	1	0	4	18	0	14	12	0	0	6	1	16	0	0	0	1	73	221
1:45 PM	0	1	4	11	0	12	7	1	0	9	0	23	0	2	0	1	71	243
2:00 PM	0	1	4	14	0	9	8	3	0	3	0	11	0	2	0	1	56	249
2:15 PM	0	0	2	6	0	9	3	2	0	0	1	14	0	2	0	0	39	239
2:30 PM	0	1	5	12	0	10	4	2	0	3	0	11	0	5	0	2	55	221
2:45 PM	0	1	3	13	0	15	4	0	0	4	0	18	0	2	0	0	60	210
3:00 PM	0	1	5	11	0	3	7	2	0	2	1	12	0	0	1	1	46	200
3:15 PM	0	0	4	8	0	3	5	1	0	3	0	13	0	0	2	0	39	200
3:30 PM	0	0	5	10	0	6	5	1	0	2	1	8	0	2	0	0	40	185
3:45 PM	0	0	4	10	0	6	5	1	0	2	0	5	0	1	0	1	35	160
4:00 PM	0	3	5	7	0	10	8	0	0	6	0	14	0	2	0	0	55	169
4:15 PM	0	0	2	5	0	4	6	0	0	5	0	6	0	0	0	0	28	158
4:30 PM	1	0	8	3	0	6	7	1	0	2	0	5	0	0	0	0	33	151
4:45 PM	1	0	4	5	0	3	2	0	0	1	0	9	0	0	0	1	26	142
5:00 PM	0	0	7	4	0	4	6	0	0	3	0	5	0	0	0	1	30	117
5:15 PM	0	0	2	13	0	4	8	2	0	0	0	4	0	2	0	0	35	124
5:30 PM	0	0	4	6	0	3	5	0	0	1	0	2	0	0	0	0	21	112
5:45 PM	0	0	4	10	0	1	6	1	0	1	0	5	0	1	0	0	29	115
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	7	13	142	269	0	306	233	59	0	146	30	449	0	70	10	25	1,759	0
AM 2-Hour Peak (10:45 - 12:45)	2	2	28	32	0	117	66	20	0	34	8	149	0	21	3	5	487	0
PM 2-Hour Peak (4:00 - 6:00)	2	3	36	53	0	35	48	4	0	19	0	50	0	5	0	2	257	0
AM Peak-Hour (11:45 - 12:45)	2	2	17	17	0	73	32	11	0	18	1	68	0	10	1	3	255	0
PM Peak-Hour (4:30 - 5:30)	2	0	21	25	0	17	23	3	0	6	0	23	0	2	0	2	124	0

Twelve-Hour Count Summaries - Bikes

Intersection #: 88

**Intersection Name: I-80/Frontage Rd &
West Grand Avenue**

1:00 PM	16	18	21	22	77	0	0	0	0	0	0	0	0	0	0
1:15 PM	14	16	23	23	76	0	0	0	0	0	0	0	0	0	0
1:30 PM	21	18	32	26	97	0	0	0	0	0	0	0	0	0	0
1:45 PM	27	19	61	19	126	1	0	0	0	1	0	0	0	0	0
2:00 PM	18	12	31	18	79	0	0	0	0	0	0	0	0	0	0
2:15 PM	18	12	37	12	79	0	0	0	0	0	0	0	0	0	0
2:30 PM	21	9	32	16	78	0	0	0	0	0	0	0	0	0	0
2:45 PM	20	22	26	12	80	0	1	0	0	1	0	0	0	0	0
3:00 PM	21	17	10	15	63	0	0	0	0	0	0	0	0	0	0
3:15 PM	16	11	13	13	53	0	0	0	0	0	0	0	0	0	0
3:30 PM	16	22	22	12	72	0	1	0	0	1	0	0	0	0	0
3:45 PM	9	9	25	17	60	0	0	0	0	0	0	0	0	0	0
4:00 PM	22	11	28	16	77	0	0	0	0	0	0	0	0	1	1
4:15 PM	9	10	28	5	52	0	0	0	0	0	0	0	0	0	0
4:30 PM	12	16	18	9	55	0	0	0	0	0	0	0	0	1	1
4:45 PM	14	11	12	4	41	0	0	0	0	0	0	0	0	2	2
5:00 PM	13	7	6	9	35	0	0	0	0	0	0	0	0	0	0
5:15 PM	8	14	9	5	36	1	0	0	0	1	0	0	0	0	0
5:30 PM	6	8	6	6	26	0	0	0	0	0	0	0	0	1	1
5:45 PM	10	8	3	3	24	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	677	494	1,181	875	3,227	4	3	0	0	7	0	0	0	14	14
AM 2-Hour Peak (11:30 - 1:30)	175	155	197	254	781	0	0	0	0	0	0	0	0	1	1
PM 2-Hour Peak (4:00 - 6:00)	94	85	110	57	346	1	0	0	0	1	0	0	0	5	5
AM Peak-Hour (11:45 - 12:45)	94	77	103	139	413	0	0	0	0	0	0	0	0	0	0
PM Peak-Hour (4:45 - 5:45)	41	40	33	24	138	1	0	0	0	1	0	0	0	3	3

Twelve-Hour Count Summaries - Heavy Vehicles

Interval Start	W Grand Ave				W Grand Ave				Frontage Rd				Frontage 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	6	4	2	0	0	0	2	0	2	21	6	0	0	13	3	59	0
7:15 AM	0	0	3	0	0	2	0	2	0	2	27	2	0	0	11	1	50	0
7:30 AM	0	3	1	1	0	0	0	0	1	2	23	7	0	1	9	0	48	0
7:45 AM	0	2	4	1	0	0	1	1	0	0	29	5	0	1	9	1	54	211
8:00 AM	0	5	1	0	0	0	0	1	0	1	31	3	0	0	7	1	50	202
8:15 AM	0	5	3	4	0	1	1	0	0	2	17	3	0	1	12	0	49	201
8:30 AM	0	2	6	2	0	0	0	1	0	3	26	6	0	0	11	2	59	212
8:45 AM	0	4	3	1	0	0	1	0	1	3	26	7	0	2	13	3	64	222
9:00 AM	0	4	4	2	0	0	3	0	0	1	29	4	0	0	19	1	67	239
9:15 AM	0	7	3	0	0	1	3	0	0	4	39	10	0	2	19	2	90	280
9:30 AM	0	9	5	5	0	0	0	0	0	2	31	6	0	3	27	1	89	310
9:45 AM	0	12	1	1	0	0	3	2	0	2	30	6	0	0	26	1	84	330
10:00 AM	0	8	3	2	0	0	5	1	0	3	12	14	0	2	29	3	82	345
10:15 AM	0	6	5	2	0	0	7	0	0	7	8	11	0	2	38	5	91	346
10:30 AM	0	7	2	1	0	1	9	1	0	6	9	8	0	2	24	3	73	330
10:45 AM	0	9	4	5	0	2	7	6	0	5	9	11	0	2	23	5	88	334
11:00 AM	0	15	5	5	0	8	10	3	0	7	13	9	0	2	24	8	109	361
11:15 AM	0	14	5	7	0	6	7	5	0	5	16	12	0	4	16	10	107	377
11:30 AM	0	20	4	11	0	9	9	8	0	6	14	8	0	5	28	6	128	432
11:45 AM	0	13	4	4	0	10	6	4	0	2	19	14	0	3	12	12	103	447
12:00 PM	0	12	6	3	0	6	8	2	0	3	14	8	0	3	13	18	96	434
12:15 PM	0	19	7	6	0	8	13	9	0	6	8	14	0	4	12	16	122	449
12:30 PM	0	11	8	1	0	3	5	3	0	4	7	4	0	5	25	16	92	413
12:45 PM	0	10	3	3	0	4	8	6	0	3	5	14	0	3	15	13	87	397
1:00 PM	0	7	5	4	0	5	6	7	0	3	11	7	0	5	7	10	77	378
1:15 PM	0	6	5	3	0	9	6	1	0	3	9	11	0	2	13	8	76	332
1:30 PM	0	6	11	4	0	7	6	5	0	3	18	11	0	5	8	13	97	337
1:45 PM	0	8	13	6	0	4	8	7	0	5	12	44	0	3	8	8	126	376
2:00 PM	0	11	5	2	0	4	6	2	0	7	16	8	0	1	10	7	79	378
2:15 PM	0	9	4	5	0	3	6	3	0	6	12	19	0	4	5	3	79	381
2:30 PM	0	6	11	4	0	2	1	6	0	6	13	13	0	4	3	9	78	362
2:45 PM	0	11	7	2	0	3	11	8	0	6	9	11	0	1	9	2	80	316
3:00 PM	0	8	2	11	0	5	6	6	0	3	6	1	0	4	8	3	63	300
3:15 PM	0	5	9	2	0	8	0	3	0	2	1	10	0	4	8	1	53	274
3:30 PM	0	4	10	2	0	3	8	11	0	2	10	10	0	4	5	3	72	268
3:45 PM	0	5	2	2	0	3	5	1	0	2	12	11	0	0	9	8	60	248
4:00 PM	0	9	11	2	0	2	9	0	0	5	10	13	0	5	9	2	77	262
4:15 PM	0	3	5	1	0	4	2	4	0	9	12	7	0	2	3	0	52	261
4:30 PM	0	4	8	0	0	6	9	1	0	1	13	4	0	2	4	3	55	244
4:45 PM	0	10	4	0	0	5	3	3	0	1	3	8	0	1	2	1	41	225
5:00 PM	0	5	7	1	0	1	6	0	0	2	0	4	0	2	5	2	35	183
5:15 PM	0	2	4	2	0	1	13	0	0	3	3	3	0	1	3	1	36	167
5:30 PM	0	3	3	0	0	1	6	1	0	1	1	4	0	2	3	1	26	138
5:45 PM	0	4	3	3	0	1	7	0	0	0	1	2	0	1	2	0	24	121
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	329	223	125	0	138	230	126	2	151	635	393	0	100	559	216	3,227	0
AM 2-Hour Peak (11:30 - 1:30)	0	98	42	35	0	54	61	40	0	30	87	80	0	30	125	99	781	0
PM 2-Hour Peak (4:00 - 6:00)	0	40	45	9	0	21	55	9	0	22	43	45	0	16	31	10	346	0
AM Peak-Hour (11:45 - 12:45)	0	55	25	14	0	27	32	18	0	15	48	40	0	15	62	62	413	0
PM Peak-Hour (4:45 - 5:45)	0	20	18	3	0	8	28	4	0	7	7	19	0	6	13	5	138	0

Twelve-Hour Count Summaries - Bikes

Appendix C: Coliseum Game Day Data Collection

IDAX Data Solutions
 18266 - Oakland - Oracle Driveway Counts
 Saturday, September 8, 2018

Driveway 1		
Time	In's	Out's
11:00	190	33
11:15	201	22
11:30	205	38
11:45	226	23
12:00	298	33
12:15	288	36
12:30	324	41
12:45	307	43
13:00	261	54
13:15	204	49
13:30	170	77
13:45	116	50
14:00	91	62
14:15	60	50
14:30	56	51
14:45	33	67
15:00	19	78
15:15	26	73
15:30	14	95
15:45	16	125
16:00	1	215
16:15	3	135
16:30	0	350
16:45	6	545
17:00	7	316
17:15	16	133
17:30	8	80
17:45	14	110
18:00	6	63
18:15	13	21
Total	3179	3068

Driveway 2		
Time	In's	Out's
11:00	0	0
11:15	0	0
11:30	0	0
11:45	0	0
12:00	0	0
12:15	0	0
12:30	0	0
12:45	0	0
13:00	0	0
13:15	0	0
13:30	0	0
13:45	0	0
14:00	0	0
14:15	0	0
14:30	0	0
14:45	0	0
15:00	0	0
15:15	0	0
15:30	0	0
15:45	0	0
16:00	0	0
16:15	0	0
16:30	0	0
16:45	0	0
17:00	0	0
17:15	0	0
17:30	0	0
17:45	0	0
18:00	0	0
18:15	0	0
Total	0	0

Driveway 3		
Time	In's	Out's
11:00	9	3
11:15	10	0
11:30	4	4
11:45	9	4
12:00	21	1
12:15	20	4
12:30	12	2
12:45	18	3
13:00	9	6
13:15	10	1
13:30	7	4
13:45	5	2
14:00	3	4
14:15	2	3
14:30	4	7
14:45	1	4
15:00	4	5
15:15	1	8
15:30	1	15
15:45	1	4
16:00	4	10
16:15	3	7
16:30	1	55
16:45	1	124
17:00	0	79
17:15	0	22
17:30	2	14
17:45	0	20
18:00	1	7
18:15	0	0
Total	163	422

Driveway 4		
Time	In's	Out's
11:00	18	5
11:15	15	5
11:30	25	7
11:45	30	5
12:00	27	10
12:15	39	11
12:30	24	7
12:45	26	4
13:00	19	2
13:15	10	6
13:30	7	2
13:45	13	1
14:00	2	8
14:15	4	7
14:30	2	16
14:45	3	7
15:00	4	10
15:15	2	5
15:30	4	14
15:45	3	15
16:00	2	21
16:15	2	34
16:30	1	55
16:45	1	67
17:00	1	58
17:15	6	33
17:30	2	18
17:45	1	14
18:00	1	12
18:15	3	17
Total	297	476

Driveway 5		
Time	In's	Out's
11:00	65	4
11:15	59	4
11:30	75	2
11:45	88	5
12:00	120	4
12:15	147	5
12:30	143	11
12:45	111	7
13:00	97	8
13:15	53	7
13:30	47	4
13:45	28	9
14:00	12	14
14:15	8	12
14:30	10	22
14:45	11	17
15:00	1	20
15:15	0	22
15:30	4	35
15:45	4	36
16:00	11	93
16:15	8	70
16:30	3	263
16:45	3	340
17:00	6	131
17:15	6	61
17:30	3	26
17:45	1	61
18:00	1	16
18:15	2	6
Total	1127	1315

IDAX Data Solutions

18266 - Oakland - Oracle Driveway Counts

Wednesday, September 19, 2018

Driveway 1		
Time	In's	Out's
17:00	108	15
17:15	106	10
17:30	141	10
17:45	148	12
18:00	200	16
18:15	217	15
18:30	278	25
18:45	242	43
19:00	188	36
19:15	102	30
19:30	49	19
19:45	35	18
20:00	25	34
20:15	15	38
20:30	9	71
20:45	8	133
21:00	11	208
21:15	2	317
21:30	3	460
21:45	6	360
22:00	10	116
22:15	6	59
22:30	2	45
22:45	2	21
23:00	4	24
23:15	6	13
Total	1923	2148

Driveway 5		
Time	In's	Out's
17:00	18	5
17:15	40	0
17:30	25	0
17:45	58	1
18:00	84	2
18:15	91	2
18:30	114	4
18:45	73	4
19:00	59	3
19:15	27	3
19:30	15	3
19:45	8	8
20:00	9	13
20:15	2	21
20:30	5	27
20:45	7	60
21:00	9	92
21:15	0	140
21:30	0	262
21:45	18	196
22:00	5	67
22:15	4	25
22:30	1	8
22:45	1	3
23:00	0	0
23:15	0	0
Total	673	949

IDAX Data Solutions

18266 - Oakland - Oracle Driveway Counts

Thursday, September 20, 2018

Driveway 1		
Time	In's	Out's
10:30	105	14
10:45	129	14
11:00	158	9
11:15	213	16
11:30	242	23
11:45	300	16
12:00	306	17
12:15	342	37
12:30	195	33
12:45	116	21
13:00	68	24
13:15	48	16
13:30	34	32
13:45	26	24
14:00	16	36
14:15	11	43
14:30	18	92
14:45	20	104
15:00	14	120
15:15	12	162
15:30	5	304
15:45	11	326
16:00	5	351
16:15	22	358
16:30	42	140
16:45	27	58
17:00	28	51
17:15	50	31
17:30	43	33
17:45	37	33
Total	2643	2538

Driveway 5		
Time	In's	Out's
10:30	29	1
10:45	43	3
11:00	66	1
11:15	96	5
11:30	122	5
11:45	161	2
12:00	140	2
12:15	126	2
12:30	90	7
12:45	37	6
13:00	24	6
13:15	12	5
13:30	7	6
13:45	5	5
14:00	1	24
14:15	5	22
14:30	3	39
14:45	1	60
15:00	2	68
15:15	5	70
15:30	0	172
15:45	0	137
16:00	0	234
16:15	1	155
16:30	6	64
16:45	6	39
17:00	4	15
17:15	0	0
17:30	0	0
17:45	0	0
Total	992	1155

Date:	Wednesday, September 19, 2018
Name:	
Location:	Location 1
Duration	5:00PM - 8:00PM

Time:	Occupant:				Unknowns:			
	1	2	3	3+	Compact	SUV	Minivan	Other
17:00	33	48	13	7	0	0	0	0
17:15	34	52	9	11	0	0	0	0
17:30	44	64	17	20	2	0	0	0
17:45	48	76	10	28	2	0	0	0
18:00	37	73	16	24	2	0	0	0
18:15	32	76	21	36	2	0	2	0
18:30	47	110	33	43	1	0	0	0
18:45	51	97	34	26	0	0	0	0
19:00	35	92	23	27	4	0	0	0
19:15	23	35	11	9	7	0	1	0
19:30	14	16	10	3	8	0	0	0
19:45								
Totals:	398	739	197	234	28	0	3	0

Date:	Wednesday, September 19, 2018
Name:	
Location:	Location 5
Duration	5:00PM - 8:00PM

Time:	Occupant:				Unknowns:			
	1	2	3	3+	Compact	SUV	Minivan	Other
17:00	2	13	0	0	2	1	0	0
17:15	6	15	1	5	1	6	2	4
17:30	6	11	1	0	2	3	2	
17:45	13	20	8	9	2	6	1	2
18:00	14	34	7	9	2	10	1	3
18:15	14	35	8	6	11	13	3	7
18:30	15	40	5	6	13	26	1	11
18:45	10	15	4	8	10	10	2	4
19:00	11	18	5	2	5	14	1	3
19:15	2	8	1	1	5	6	2	2
19:30	1	1	1	0	5	5	1	1
19:45	2	1	0	0	1	1	3	0
Totals:	96	211	41	46	59	101	19	37

Date:	Thursday, September 20, 2018
Name:	
Location:	Location 1
Duration	10:30AM - 1:30PM

Time:	Occupant:				Unknowns:			
	1	2	3	3+	Compact	SUV	Minivan	Other
10:30	50	20	6	10	2	0	0	0
10:45	73	60	10	16	2	0	0	0
11:00	111	113	19	29	2	0	1	0
11:15	29	46	6	13	2	0	0	0
11:30	21	58	9	8	2	0	0	0
11:45	39	67	6	18	2	0	0	0
12:00	37	56	9	19	2	0	0	0
12:15	63	106	13	7	2	0	0	0
12:30	74	70	20	17	2	0	0	0
12:45	33	33	5	4	2	1	0	0
13:00	7	3	0	1	2	0	0	0
13:15								
Totals:	537	632	103	142	22	1	1	0

Date:	Thursday, September 20, 2018
Name:	
Location:	Location 5
Duration	10:30AM - 1:30PM

Time:	Occupant:				Unknowns:			
	1	2	3	3+	Compact	SUV	Minivan	Other
10:30	13	12	1	1	1	4	0	1
10:45	10	16	2	3	3	7	0	2
11:00	14	27	6	11	6	9	3	5
11:15	14	27	10	5	7	11	3	6
11:30	22	37	13	14	11	21	3	10
11:45	25	63	6	6	20	29	3	7
12:00	36	57	23	5	15	21	3	9
12:15	26	21	2	10	7	9	1	2
12:30	32	27	8	1	12	8	1	0
12:45	13	5	3	2	4	8	0	2
13:00	4	6	2	2	4	2	1	2
13:15	7							
Totals:	216	298	76	60	90	129	18	46

IDAX Data Solutions
 18266 - Oakland - A's Stadium Counts
 Sunday, June 16, 2019

Driveway 1		
Time	In's	Out's
11:00	233	11
11:15	266	12
11:30	284	9
11:45	331	7
12:00	343	8
12:15	318	5
12:30	316	3
12:45	342	4
13:00	303	15
13:15	268	5
13:30	91	9
13:45	44	10
14:00	28	19
14:15	27	36
14:30	17	36
14:45	14	48
15:00	9	111
15:15	5	260
15:30	0	300
15:45	0	345
16:00	0	497
16:15	1	432
16:30	0	415
16:45	13	415
17:00	2	191
17:15	3	57
17:30	3	86
17:45	2	42
18:00	5	50
18:15	0	26
Total	3268	3464

Driveway 3		
Time	In's	Out's
11:00	9	2
11:15	11	2
11:30	13	1
11:45	8	1
12:00	19	4
12:15	26	3
12:30	15	4
12:45	26	1
13:00	13	5
13:15	12	2
13:30	2	4
13:45	4	4
14:00	1	7
14:15	0	10
14:30	0	3
14:45	1	4
15:00	0	13
15:15	0	33
15:30	0	20
15:45	0	45
16:00	0	106
16:15	0	251
16:30	0	155
16:45	1	65
17:00	5	17
17:15	2	12
17:30	0	0
17:45	0	0
18:00	0	0
18:15	0	0
Total	168	774

Driveway 4		
Time	In's	Out's
11:00	20	2
11:15	17	1
11:30	10	4
11:45	15	1
12:00	16	2
12:15	25	2
12:30	22	1
12:45	18	3
13:00	17	1
13:15	20	4
13:30	2	1
13:45	3	3
14:00	1	4
14:15	2	5
14:30	4	8
14:45	4	6
15:00	1	18
15:15	4	11
15:30	2	29
15:45	0	42
16:00	0	52
16:15	0	96
16:30	0	70
16:45	0	52
17:00	2	44
17:15	1	28
17:30	0	0
17:45	0	0
18:00	0	0
18:15	0	0
Total	206	490

Driveway 5		
Time	In's	Out's
11:00	157	6
11:15	119	3
11:30	156	4
11:45	170	1
12:00	179	2
12:15	136	1
12:30	99	4
12:45	91	4
13:00	83	0
13:15	57	3
13:30	31	3
13:45	19	6
14:00	9	11
14:15	2	19
14:30	1	19
14:45	0	34
15:00	1	77
15:15	0	152
15:30	0	210
15:45	0	242
16:00	0	365
16:15	0	441
16:30	0	334
16:45	1	156
17:00	1	110
17:15	1	32
17:30	0	0
17:45	0	0
18:00	0	0
18:15	0	0
Total	1313	2239

Driveway 6		
Time	In's	Out's
11:00	17	6
11:15	12	3
11:30	19	2
11:45	29	8
12:00	28	4
12:15	36	15
12:30	33	8
12:45	29	9
13:00	22	7
13:15	18	5
13:30	9	7
13:45	3	5
14:00	3	2
14:15	3	2
14:30	2	8
14:45	4	7
15:00	2	11
15:15	3	19
15:30	7	34
15:45	7	34
16:00	13	70
16:15	8	156
16:30	23	90
16:45	6	37
17:00	12	33
17:15	17	16
17:30	8	9
17:45	3	3
18:00	8	6
18:15	1	1
Total	385	617

Location:	1
Collection:	Occupancy
Collector Name:	Jerid

Driveway 1				
Time:	Auto 1	Auto 2	Auto 3	Auto 4+
11:00 AM	4	45	17	21
11:15 AM	21	75	27	39
11:30 AM	15	112	38	37
11:45 AM	17	95	43	59
12:00 PM	7	99	31	53
12:15 PM	16	109	34	32
12:30 PM	18	100	38	32
12:45 PM	12	116	48	51
1:00 PM	10	106	38	46
1:15 PM	9	88	31	36
1:30 PM	7	44	21	13
1:45 PM	4	15	6	2
3:00 PM	19	39	13	12
3:15 PM	26	88	22	30
3:30 PM	30	128	34	33
3:45 PM	25	140	55	49
4:00 PM	22	177	75	66
4:15 PM	17	115	65	54
4:30 PM	14	78	19	31
4:45 PM	39	122	35	40
5:00 PM	30	75	15	19
5:15 PM	21	13	6	5
5:30 PM	42	17	3	2
5:45 PM	19	4	1	2
Pre-game Total	140	1004	372	421
Post-game Total	304	996	343	343
Grand Total	444	2000	715	764

Location:	3
Collection:	Occupancy
Collector Name:	Dan

Driveway 3				
Time:	Auto 1	Auto 2	Auto 3	Auto 4+
11:00 AM	0	1	0	0
11:15 AM	3	8	1	1
11:30 AM	5	3	1	3
11:45 AM	2	5	1	3
12:00 PM	1	5	2	12
12:15 PM	5	9	5	6
12:30 PM	3	5	3	2
12:45 PM	9	7	4	5
1:00 PM	3	8	0	0
1:15 PM	5	7	0	0
1:30 PM	4	0	0	0
1:45 PM	1	0	0	0
3:00 PM	3	2	0	0
3:15 PM	9	11	5	5
3:30 PM	4	7	2	7
3:45 PM	9	19	8	9
4:00 PM	21	42	22	14
4:15 PM	39	75	43	64
4:30 PM	37	45	17	37
4:45 PM	13	19	2	16
5:00 PM	9	3	1	5
5:15 PM	6	0	0	4
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
Pre-game Total	41	58	17	32
Post-game Total	150	223	100	161
Grand Total	191	281	117	193

Gate was closed at this point

Location:	4
Collection:	Occupancy
Collector Name:	Felipe

Driveway 4				
Time:	Auto 1	Auto 2	Auto 3	Auto 4+
11:00 AM	8	10	1	4
11:15 AM	6	3	2	2
11:30 AM	2	5	1	2
11:45 AM	3	4	1	0
12:00 PM	2	6	2	3
12:15 PM	3	20	3	0
12:30 PM	3	9	4	1
12:45 PM	2	11	3	0
1:00 PM	2	10	4	1
1:15 PM	5	6	2	4
1:30 PM	0	1	0	0
1:45 PM	1	1	0	1
3:00 PM	2	3	0	2
3:15 PM	3	8	0	1
3:30 PM	9	8	6	2
3:45 PM	14	14	5	6
4:00 PM	21	24	3	1
4:15 PM	24	29	17	19
4:30 PM	32	17	8	10
4:45 PM	40	6	1	5
5:00 PM	25	10	0	5
5:15 PM	12	8	3	2
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
Pre-game Total	37	86	23	18
Post-game Total	182	127	43	53
Grand Total	219	213	66	71

Gate closed at this point

Location:	5
Collection:	Occupancy
Collector Name:	Joseph

Driveway 5				
Time:	Auto 1	Auto 2	Auto 3	Auto 4+
11:00 AM	5	19	9	6
11:15 AM	8	42	29	12
11:30 AM	4	77	39	30
11:45 AM	7	73	38	15
12:00 PM	6	61	34	32
12:15 PM	9	58	23	12
12:30 PM	6	40	25	21
12:45 PM	3	54	13	9
1:00 PM	7	40	21	13
1:15 PM	3	30	12	8
1:30 PM	3	8	15	7
1:45 PM	2	8	2	2
3:00 PM	10	21	14	2
3:15 PM	18	74	32	14
3:30 PM	20	90	33	19
3:45 PM	21	98	42	43
4:00 PM	29	110	70	41
4:15 PM	32	173	68	45
4:30 PM	37	122	66	51
4:45 PM	29	39	32	43
5:00 PM				
5:15 PM				
5:30 PM				
5:45 PM				
Pre-game Total	63	510	260	167
Post-game Total	196	727	357	258
Grand Total	259	1237	617	425

Location:	6
Collection:	Occupancy
Collector Name:	Craig

Driveway 6				
Time:	Auto 1	Auto 2	Auto 3	Auto 4+
11:00 AM	10	4	2	1
11:15 AM	3	3	1	3
11:30 AM	2	5	2	4
11:45 AM	6	6	5	12
12:00 PM	1	7	2	8
12:15 PM	4	16	5	7
12:30 PM	5	8	6	10
12:45 PM	0	15	5	9
1:00 PM	3	3	8	8
1:15 PM	2	4	5	5
1:30 PM	2	2	2	1
1:45 PM	1	3	2	0
3:00 PM	1	3	1	1
3:15 PM	5	9	1	4
3:30 PM	6	13	6	5
3:45 PM	9	13	6	3
4:00 PM	12	22	15	10
4:15 PM	25	61	29	30
4:30 PM	21	25	13	19
4:45 PM	17	7	5	7
5:00 PM	10	5	3	3
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
Pre-game Total	39	76	45	68
Post-game Total	106	158	79	82
Grand Total	145	234	124	150

Gate closed by this point

19288 - Oakland - A's Stadium Counts
 Sunday, June 16, 2019
 Loading Zone/Passenger Survey
 IDAX Data Solutions

Key
Load/Unload
 passenger being dropped off or picked up
of passengers
 How many people get in/out of car
Arrival Time
 Time vehicle stopped at lot
Leaving Time
 Time vehicle begins leaving lot
Taxi
 Is vehicle a taxi?

Location:	Bus/RV Parking, A's Stadium				
Instance	Load/Unload	# of Passengers	Arrival Time	Leaving Time	Taxi
1	Unload	1	10:02:54	10:04:24	
2	Unload	1	10:09:41	10:09:51	
3	No Activity	0	10:11:17	10:11:30	
4	Unload	1	10:45:08	10:45:23	
5	Unload	1	10:58:47	10:59:20	
6	Unload	2	11:01:54	11:02:08	Yes
7	No Activity	0	11:03:15	11:03:26	
8	Unload	2	11:08:28	11:08:39	Yes
9	Unload	1	11:10:59	11:11:11	Yes
10	Unload	4	11:11:51	11:12:18	
11	Unload	1	11:13:30	11:13:38	
12	Unload	2	11:13:49	11:14:18	Yes
13	Unload	2	11:22:22	11:22:41	
14	No Activity	0	11:27:57	11:28:06	
15	Unload	2	11:42:03	11:42:14	Yes
16	Unload	1	11:44:42	11:45:01	Yes
17	No Activity	0	11:47:44	11:47:56	
18	Unload	2	11:53:39	11:54:05	
19	Unload	3	11:54:13	11:54:35	Yes
20	Unload	2	11:57:20	11:57:42	
21	Unload	3	12:01:32	12:01:57	Yes
22	No Activity	0	12:03:53	12:04:00	
23	Unload	2	12:11:06	12:11:41	
24	No Activity	0	12:11:49	12:12:19	
25	Unload	4	12:13:33	12:14:08	
26	No Activity	0	12:15:05	12:15:14	
27	Unload	2	12:19:41	12:19:50	Yes
28	Unload	3	12:21:47	12:22:14	
29	Unload	2	12:22:02	12:22:23	Yes
30	Load	1	12:22:59	12:23:24	Yes
31	Unload	5	12:23:42	12:24:19	
32	Unload	2	12:24:51	12:25:11	Yes
33	Unload	1	12:32:13	12:32:31	
34	Unload	1	12:32:48	12:32:59	Yes
35	Unload	2	12:36:28	12:36:43	
36	No Activity	0	12:37:43	12:37:58	
37	Unload	2	12:38:06	12:38:28	Yes
38	Unload	2	12:41:45	12:42:04	Yes
39	Unload	2	12:44:49	12:45:08	Yes
40	Unload	1	12:46:25	12:46:38	
41	No Activity	0	12:48:02	12:48:20	
42	Unload	1	13:01:42	13:02:02	Yes
43	Unload	2	13:03:23	13:03:39	
44	Load	1	13:03:54	13:04:21	
45	Load	1	13:17:34	13:20:33	
46	Unload	2	13:27:36	13:28:04	Yes
47	Unload	1	13:28:52	13:29:14	Yes
48	No Activity	0	13:29:52	13:29:59	
49	Unload	1	13:32:43	13:32:53	
50	Unload	4	13:34:19	13:34:53	Yes
51	Unload	2	13:34:22	13:34:35	Yes
52	Unload	1	13:35:56	13:36:11	
53	Unload	2	13:35:56	13:36:24	

54	Unload	2	14:17:19	14:17:27	
55	Load	4	14:27:28	16:16:14	Yes
56	Load	3	14:59:41	16:19:30	
57	Load	3	15:01:01	15:01:47	
58	Load	3	15:21:33	16:22:46	Yes
59	Load	1	15:23:45	15:23:47	Yes
60	Load	2	15:29:40	15:30:42	
61	No Activity	0	15:30:53	16:44:42	
62	No Activity	0	15:36:45	15:45:53	
63	Load	2	15:39:20	15:39:59	
64	Load	1	15:40:07	16:11:30	Yes
65	Load	2	15:41:22	15:41:58	Yes
66	No Activity	0	15:53:57	15:54:11	
67	Load	1	15:54:24	15:54:38	Yes
68	No Activity	0	15:57:46	16:51:11	
69	Load	4	15:58:10	15:59:25	
70	Load	1	16:02:53	16:03:34	
71	Load	4	16:05:54	16:07:40	
72	Load	2	16:06:00	16:06:28	
73	Load	4	16:08:10	16:08:56	
74	Load	3	16:09:27	16:10:02	
75	Load	1	16:11:24	16:11:39	
76	Load	2	16:11:29	16:16:50	
77	Load	2	16:14:30	16:15:06	
78	Load	1	16:16:18	16:16:41	
79	Load	2	16:19:51	16:20:03	Yes
80	Load	2	16:19:53	16:20:26	Yes
81	Load	2	16:26:13	16:26:59	Yes
82	No Activity	0	16:26:21	16:30:05	
83	Load	1	16:29:40	16:30:11	
84	No Activity	0	16:29:41	16:34:46	
85	Load	1	16:29:43	16:30:41	
86	Load	1	16:30:35	16:30:59	
87	Load	2	16:30:40	16:31:18	
88	Load	2	16:30:45	16:31:53	
89	Load	1	16:31:00	16:31:57	
90	Load	3	16:32:47	16:33:23	Yes
91	No Activity	0	16:33:32	16:38:20	
92	Load	2	16:33:54	16:34:45	
93	Load	2	16:34:10	16:34:48	
94	Load	3	16:34:17	16:34:52	Yes
95	Load	3	16:36:46	16:37:30	
96	Load	4	16:36:59	16:37:58	Yes
97	Load	3	16:39:32	16:40:31	
98	Load	3	16:40:40	16:41:31	
99	Load	2	16:41:21	16:41:46	
100	Load	4	16:41:40	16:42:30	
101	Load	3	16:42:09	16:43:11	
102	Load	3	16:44:21	16:44:48	Yes
103	Load	2	16:44:28	16:46:27	
104	Load	3	16:44:50	16:46:19	
105	No Activity	0	16:46:24	16:55:27	
106	Load	2	16:47:05	16:47:36	
107	Load	1	16:48:51	16:49:22	
108	Load	4	17:01:36	17:03:07	
109	Load	1	17:01:36	17:02:23	
110	Load	3	17:03:03	17:03:34	
111	No Activity	0	17:04:05	17:23:54	Yes
112	Load	2	17:08:52	17:09:12	
113	No Activity	0	17:13:55	17:23:54	Yes

IDAX Data Solutions
 18266 - Oakland - A's Stadium Counts
 Date: 7/2/2019

Driveway 1		
Time	In's	Out's
4:00	38	11
4:15	64	9
4:30	68	9
4:45	71	6
5:00	97	8
5:15	119	8
5:30	163	11
5:45	166	9
6:00	237	8
6:15	350	12
6:30	304	12
6:45	287	8
7:00	202	15
7:15	99	10
7:30	40	11
7:45	29	10
9:00	7	60
9:15	7	121
9:30	3	192
9:45	4	195
10:00	6	210
10:15	3	198
10:30	1	566
10:45	5	404
11:00	6	56
11:15	5	44
11:30	19	56
11:45	23	45
12:00	4	23
12:15	0	11
12:30	1	5
12:45	0	7
Total	2428	2350

Driveway 3		
Time	In's	Out's
4:00	7	8
4:15	2	2
4:30	4	3
4:45	5	5
5:00	3	1
5:15	11	4
5:30	7	3
5:45	4	3
6:00	10	2
6:15	14	2
6:30	13	1
6:45	5	3
7:00	8	3
7:15	7	1
7:30	1	3
7:45	0	1
9:00	2	10
9:15	0	5
9:30	0	17
9:45	0	20
10:00	0	22
10:15	0	17
10:30	0	170
10:45	1	106
11:00	0	41
11:15	0	15
11:30	0	2
11:45	0	0
12:00	0	0
12:15	0	0
12:30	0	0
12:45	0	0
Total	104	470

Driveway 4		
Time	In's	Out's
4:00	4	9
4:15	4	5
4:30	3	3
4:45	7	2
5:00	7	5
5:15	6	4
5:30	8	3
5:45	12	1
6:00	23	6
6:15	21	1
6:30	31	1
6:45	18	2
7:00	14	5
7:15	6	3
7:30	2	3
7:45	0	0
9:00	2	5
9:15	2	26
9:30	0	22
9:45	1	35
10:00	1	31
10:15	0	37
10:30	0	76
10:45	1	70
11:00	0	74
11:15	2	17
11:30	0	0
11:45	0	0
12:00	0	0
12:15	0	0
12:30	0	0
12:45	0	0
Total	175	446

Driveway 5		
Time	In's	Out's
4:00	13	2
4:15	18	2
4:30	19	0
4:45	14	2
5:00	31	1
5:15	47	1
5:30	45	1
5:45	80	1
6:00	105	2
6:15	108	3
6:30	125	2
6:45	123	4
7:00	42	2
7:15	15	4
7:30	9	1
7:45	8	6
9:00	0	24
9:15	0	41
9:30	1	80
9:45	1	80
10:00	1	101
10:15	0	92
10:30	0	375
10:45	0	154
11:00	1	59
11:15	0	13
11:30	0	0
11:45	0	0
12:00	0	0
12:15	0	0
12:30	0	0
12:45	0	0
Total	806	1053

Driveway 6		
Time	In's	Out's
4:00	3	5
4:15	3	1
4:30	1	4
4:45	3	1
5:00	11	0
5:15	4	3
5:30	5	3
5:45	7	4
6:00	15	4
6:15	20	5
6:30	20	5
6:45	26	11
7:00	21	12
7:15	7	3
7:30	6	7
7:45	3	2
9:00	5	7
9:15	9	8
9:30	13	23
9:45	17	21
10:00	10	18
10:15	24	32
10:30	22	97
10:45	24	51
11:00	11	27
11:15	0	4
11:30	0	1
11:45	0	0
12:00	0	0
12:15	0	0
12:30	0	0
12:45	0	0
Total	290	359

Location:	1
Collection:	Occupancy
Collector Name:	Jerid

Driveway 1				
Time:	Auto 1	Auto 2	Auto 3	Auto 4+
4:30 PM	24	17	4	2
4:45 PM	29	18	5	2
5:00 PM	29	20	4	1
5:15 PM	35	23	4	4
5:30 PM	42	32	7	3
5:45 PM	34	40	13	3
6:00 PM	39	73	16	5
6:15 PM	28	104	10	9
6:30 PM	15	83	6	7
6:45 PM	19	99	10	3
7:00 PM	11	73	4	4
7:15 PM	13	60	2	0
7:30 PM	6	20	1	0
7:45 PM	5	9	0	0
9:00 PM	24	21	4	5
9:15 PM	41	30	9	4
9:30 PM	60	64	7	6
9:45 PM	53	48	10	5
10:00 PM	49	65	10	3
10:15 PM	47	71	15	6
10:30 PM	95	152	20	10
10:45 PM	60	103	8	3
11:00 PM	20	15	1	0
11:15 PM	28	6	0	0
11:30 PM	25	8	1	0
Pre-game total	329	671	86	43
Post-game total	502	583	85	42
Grand total	831	1254	171	85

Location:	3
Collection:	Occupancy
Collector Name:	Eric

Driveway 3				
Time:	Auto 1	Auto 2	Auto 3	Auto 4+
4:30 PM	4	0	0	0
4:45 PM	3	1	1	0
5:00 PM	3	0	0	0
5:15 PM	3	2	1	1
5:30 PM	2	0	1	2
5:45 PM	0	1	3	1
6:00 PM	4	3	0	0
6:15 PM	3	8	1	2
6:30 PM	4	6	0	3
6:45 PM	2	2	1	0
7:00 PM	3	1	2	1
7:15 PM	2	1	1	3
7:30 PM	0	0	0	1
7:45 PM	0	0	0	0
9:00 PM	4	5	0	0
9:15 PM	1	2	2	0
9:30 PM	10	9	0	1
9:45 PM	6	7	1	1
10:00 PM	5	7	2	2
10:15 PM	3	7	1	1
10:30 PM	64	64	14	9
10:45 PM	55	18	2	3
11:00 PM	23	5	0	1
11:15 PM	7	3	0	0
11:30 PM	2	0	0	0
Pre-game total	33	25	11	14
Post-game total	180	127	22	18
Grand total	213	152	33	32

Location:	4
Collection:	Occupancy
Collector Name:	Dan

Driveway 4				
Time:	Auto 1	Auto 2	Auto 3	Auto 4+
4:30 PM	2	2	0	0
4:45 PM	2	2	1	0
5:00 PM	0	2	3	1
5:15 PM	2	2	0	0
5:30 PM	2	4	2	0
5:45 PM	1	8	1	2
6:00 PM	3	5	8	5
6:15 PM	3	11	5	3
6:30 PM	3	19	3	4
6:45 PM	4	8	2	4
7:00 PM	2	7	3	1
7:15 PM	2	2	0	1
7:30 PM	1	1	0	0
7:45 PM	1	0	0	0
9:00 PM	1	2	0	0
9:15 PM	11	4	1	0
9:30 PM	4	6	2	0
9:45 PM	6	6	1	0
10:00 PM	14	3	1	1
10:15 PM	14	1	0	1
10:30 PM	13	18	2	1
10:45 PM	25	1	1	1
11:00 PM	17	4	1	0
11:15 PM	9	3	0	0
Pre-game total	28	73	28	21
Post-game total	114	48	9	4
Grand total	142	121	37	25

Location:	5
Collection:	Occupancy
Collector Name:	Henry

Driveway 5				
Time:	Auto 1	Auto 2	Auto 3	Auto 4+
4:30 PM	2	11	2	3
4:45 PM	4	9	2	1
5:00 PM	12	18	2	1
5:15 PM	13	20	7	2
5:30 PM	12	15	12	4
5:45 PM	17	28	10	9
6:00 PM	21	57	15	7
6:15 PM	20	5	20	12
6:30 PM	34	62	18	12
6:45 PM	27	51	16	13
7:00 PM	12	18	6	5
7:15 PM	4	8	0	2
7:30 PM	4	4	1	0
7:45 PM	1	5	0	0
9:00 PM	5	13	5	0
9:15 PM	12	15	2	2
9:30 PM	23	26	3	8
9:45 PM	15	20	5	3
10:00 PM	28	36	10	2
10:15 PM	21	31	6	6
10:30 PM	67	142	36	23
10:45 PM	64	29	7	2
11:00 PM	25	13	1	2
11:15 PM	11	2	0	0
Pre-game total	183	311	111	71
Post-game total	271	327	75	48
Grand total	454	638	186	119

Location:	6
Collection:	Occupancy
Collector Name:	Craig

Driveway 6				
Time:	Auto 1	Auto 2	Auto 3	Auto 4+
4:30 PM	1	0	0	0
4:45 PM	1	3	0	0
5:00 PM	5	2	1	0
5:15 PM	1	2	0	1
5:30 PM	1	3	1	1
5:45 PM	10	6	0	1
6:00 PM	6	3	2	2
6:15 PM	7	9	3	3
6:30 PM	5	11	2	2
6:45 PM	7	11	4	3
7:00 PM	4	7	3	4
7:15 PM	1	3	2	0
7:30 PM	3	3	0	1
7:45 PM	2	0	0	0
9:00 PM	1	3	0	0
9:15 PM	1	6	1	1
9:30 PM	5	8	2	1
9:45 PM	2	7	3	2
10:00 PM	4	5	4	2
10:15 PM	4	11	7	1
10:30 PM	34	38	5	2
10:45 PM	19	16	4	5
11:00 PM	9	7	1	3
11:15 PM	3	0	1	0
Pre-game total	54	63	18	18
Post-game total	82	101	28	17
Grand total	136	164	46	35

IDAX Data Solutions
 18266 - Oakland - A's Stadium Counts
 Date: 7/17/2019

Driveway 1		
Time	In's	Out's
9:00	58	7
9:15	46	6
9:30	54	7
9:45	44	7
10:00	71	2
10:15	88	11
10:30	82	7
10:45	100	7
11:00	156	14
11:15	190	16
11:30	239	12
11:45	264	26
12:00	290	13
12:15	277	8
12:30	262	11
12:45	129	17
13:00	83	17
13:15	53	15
13:30	28	22
13:45	22	21
14:00	14	31
14:15	11	66
14:30	8	90
14:45	7	152
15:00	4	247
15:15	7	283
15:30	2	331
15:45	0	254
16:00	0	306
16:15	2	221
16:30	1	49
16:45	3	24
17:00	1	16
17:15	1	15
17:30	1	23
17:45	1	21
Total	2599	2375

Driveway 3		
Time	In's	Out's
9:00	5	1
9:15	5	0
9:30	5	3
9:45	6	1
10:00	4	1
10:15	4	2
10:30	3	0
10:45	4	0
11:00	8	1
11:15	12	1
11:30	7	1
11:45	20	1
12:00	19	2
12:15	12	0
12:30	10	3
12:45	8	2
13:00	4	1
13:15	4	3
13:30	0	5
13:45	1	3
14:00	2	3
14:15	1	11
14:30	2	13
14:45	0	13
15:00	1	22
15:15	1	34
15:30	0	112
15:45	0	84
16:00	1	61
16:15	4	32
16:30	3	16
16:45	0	3
17:00	0	6
17:15	0	3
17:30	0	6
17:45	0	4
Total	156	454

Driveway 4		
Time	In's	Out's
9:00	12	3
9:15	6	4
9:30	6	4
9:45	4	5
10:00	6	5
10:15	9	0
10:30	8	5
10:45	10	3
11:00	3	3
11:15	10	5
11:30	8	1
11:45	21	10
12:00	27	0
12:15	30	6
12:30	30	4
12:45	24	8
13:00	17	3
13:15	5	6
13:30	6	14
13:45	5	7
14:00	3	19
14:15	3	14
14:30	1	18
14:45	1	27
15:00	4	30
15:15	1	38
15:30	1	56
15:45	5	41
16:00	4	63
16:15	5	29
16:30	1	26
16:45	1	18
17:00	0	19
17:15	3	9
17:30	0	6
17:45	0	0
Total	280	509

Driveway 5		
Time	In's	Out's
9:00	2	0
9:15	3	2
9:30	2	1
9:45	8	4
10:00	8	2
10:15	16	7
10:30	29	2
10:45	35	1
11:00	61	9
11:15	64	8
11:30	125	7
11:45	112	3
12:00	121	5
12:15	158	4
12:30	114	7
12:45	41	4
13:00	15	1
13:15	9	8
13:30	7	10
13:45	3	15
14:00	4	19
14:15	2	24
14:30	0	37
14:45	1	62
15:00	1	116
15:15	1	193
15:30	2	339
15:45	4	185
16:00	4	85
16:15	3	70
16:30	0	24
16:45	0	15
17:00	0	5
17:15	1	2
17:30	0	0
17:45	0	0
Total	956	1276

Driveway 6		
Time	In's	Out's
9:00	3	1
9:15	4	6
9:30	4	1
9:45	7	1
10:00	11	2
10:15	7	3
10:30	9	6
10:45	6	3
11:00	12	5
11:15	8	7
11:30	20	13
11:45	21	5
12:00	24	5
12:15	23	12
12:30	26	8
12:45	17	10
13:00	5	9
13:15	7	3
13:30	5	3
13:45	6	3
14:00	6	8
14:15	5	10
14:30	5	8
14:45	9	13
15:00	11	24
15:15	12	37
15:30	21	84
15:45	22	77
16:00	16	51
16:15	1	20
16:30	2	16
16:45	3	2
17:00	0	3
17:15	0	1
17:30	1	2
17:45	0	0
Total	339	462

Location:	1
Collection:	Occupancy
Collector Name:	Jerid

Driveway 1				
Time:	Auto 1	Auto 2	Auto 3	Auto 4+
10:00 AM	35	10	2	8
10:15 AM	16	10	4	3
10:30 AM	17	9	2	3
10:45 AM	19	9	0	0
11:00 AM	18	18	3	5
11:15 AM	39	38	5	11
11:30 AM	37	32	14	11
11:45 AM	35	48	16	6
12:00 PM	33	39	14	9
12:15 PM	53	61	13	9
12:30 PM	55	45	15	7
12:45 PM	34	32	10	3
1:00 PM	15	14	0	1
1:15 PM	10	11	2	0
2:30 PM	39	36	8	3
2:45 PM	48	48	16	10
3:00 PM	85	90	27	17
3:15 PM	66	94	23	16
3:30 PM	35	72	12	19
3:45 PM	40	56	23	16
4:00 PM	48	58	15	22
4:15 PM	21	33	7	5
4:30 PM	7	0	0	1
4:45 PM	6	1	0	1
5:00 PM	5	0	0	0
5:15 PM	4	0	0	0
Pre-game total	416	376	100	76
Post-game total	404	488	131	110
Grand total	820	864	231	186

Location:	3
Collection:	Occupancy
Collector Name:	Eric

Driveway 3				
Time:	Auto 1	Auto 2	Auto 3	Auto 4+
10:00 AM	4	1	0	0
10:15 AM	2	0	1	0
10:30 AM	3	0	0	0
10:45 AM	4	0	0	0
11:00 AM	3	4	0	1
11:15 AM	7	3	1	1
11:30 AM	3	1	2	0
11:45 AM	9	8	2	1
12:00 PM	6	10	1	2
12:15 PM	5	7	1	1
12:30 PM	0	6	2	0
12:45 PM	2	4	1	0
1:00 PM	3	1	0	0
1:15 PM	2	1	0	0
2:30 PM	6	7	1	0
2:45 PM	9	0	1	1
3:00 PM	9	8	2	3
3:15 PM	13	14	3	5
3:30 PM	46	40	13	8
3:45 PM	40	25	12	9
4:00 PM	34	18	5	4
4:15 PM	20	6	2	1
4:30 PM	9	3	0	0
4:45 PM	3	0	0	0
5:00 PM	6	0	0	0
5:15 PM	2	0	1	0
Pre-game total	53	46	11	6
Post-game total	197	121	40	31
Grand total	250	167	51	37

Location:	4
Collection:	Occupancy
Collector Name:	Dan

Driveway 4				
Time:	Auto 1	Auto 2	Auto 3	Auto 4+
10:00 AM	6	0	0	0
10:15 AM	9	0	0	0
10:30 AM	2	2	0	0
10:45 AM	6	4	0	0
11:00 AM	2	0	0	0
11:15 AM	5	3	2	1
11:30 AM	3	4	1	1
11:45 AM	1	4	0	2
12:00 PM	3	6	2	1
12:15 PM	9	12	3	1
12:30 PM	11	17	3	0
12:45 PM	16	18	4	1
1:00 PM	6	7	1	0
1:15 PM	2	3	0	0
2:30 PM	10	4	0	0
2:45 PM	13	11	1	0
3:00 PM	16	11	1	0
3:15 PM	22	9	1	1
3:30 PM	16	19	0	2
3:45 PM	21	8	3	2
4:00 PM	40	9	1	2
4:15 PM	18	6	2	0
4:30 PM	16	5	0	1
4:45 PM	13	1	0	0
5:00 PM	14	6	0	0
5:15 PM	5	2	0	0
Pre-game total	81	80	16	7
Post-game total	204	91	9	8
Grand total	285	171	25	15

Location:	5
Collection:	Occupancy
Collector Name:	Pedro

Driveway 5				
Time:	Auto 1	Auto 2	Auto 3	Auto 4+
10:00 AM	4	1	2	1
10:15 AM	3	13	0	0
10:30 AM	14	7	1	6
10:45 AM	13	21	1	1
11:00 AM	18	40	4	0
11:15 AM	13	37	3	2
11:30 AM	33	55	8	2
11:45 AM	27	53	4	6
12:00 PM	43	57	4	3
12:15 PM	59	70	5	4
12:30 PM	56	41	6	3
12:45 PM	16	17	2	0
1:00 PM	7	10	0	1
1:15 PM	0	5	1	1
2:30 PM	19	16	1	3
2:45 PM	24	30	6	0
3:00 PM	38	56	8	10
3:15 PM	55	86	120	8
3:30 PM	84	130	54	25
3:45 PM	64	50	14	19
4:00 PM	39	11	3	2
4:15 PM	34	10	1	0
4:30 PM	16	2	0	1
4:45 PM	11	0	0	0
5:00 PM	2	1	0	0
5:15 PM	0	1	0	0
Pre-game total	306	427	41	30
Post-game total	386	393	207	68
Grand total	692	820	248	98

Location:	6
Collection:	Occupancy
Collector Name:	Curt

Driveway 6				
Time:	Auto 1	Auto 2	Auto 3	Auto 4+
10:00 AM	5	2	0	2
10:15 AM	3	2	0	2
10:30 AM	3	2	2	1
10:45 AM	3	1	1	2
11:00 AM	3	3	3	3
11:15 AM	3	6	5	2
11:30 AM	5	5	0	0
11:45 AM	4	7	5	6
12:00 PM	7	3	3	8
12:15 PM	5	10	4	11
12:30 PM	5	7	3	8
12:45 PM	10	14	5	9
1:00 PM	0	2	2	1
1:15 PM	4	1	1	0
2:30 PM	2	2	0	3
2:45 PM	5	5	1	1
3:00 PM	3	11	5	3
3:15 PM	11	11	3	7
3:30 PM	30	21	17	13
3:45 PM	30	24	13	13
4:00 PM	24	19	3	5
4:15 PM	10	9	0	0
4:30 PM	8	3	0	2
4:45 PM	3	0	0	0
5:00 PM	1	1	0	0
5:15 PM	1	0	0	0
Pre-game total	60	65	34	55
Post-game total	128	106	42	47
Grand total	188	171	76	102

Key
Load/Unload
 passenger being dropped off or picked up
of passengers
 How many people get in/out of car
Arrival Time
 Time vehicle stopped at lot
Leaving Time
 Time vehicle begins leaving lot
Taxi
 Is vehicle a taxi?

Location: Bus/RV Parking, A's Stadium

Instance	Load/Unload	# of Passengers	Arrival Time	Leaving Time	Taxi
1	Unload	1	9:23:58	9:24:05	
2	Unload	1	10:17:55	10:18:09	
3	Unload	2	10:32:53	10:33:03	
4	Unload	1	10:34:59	10:35:15	
5	Unload	2	10:43:25	10:43:43	
6	Unload	1	10:44:33	10:45:00	
7	Unload	4	10:56:16	10:56:52	
8	Unload	2	10:56:22	10:57:03	
9	Unload	4	11:05:39	11:06:21	
10	Unload	2	11:05:50	11:06:11	
11	Unload	3	11:10:52	11:11:04	
12	Unload	3	11:12:05	11:12:22	
13	Unload	2	11:16:29	11:16:42	
14	Unload	1	11:23:48	11:24:02	
15	Unload	1	11:24:03	11:24:17	
16	Unload	2	11:24:48	11:25:03	
17	Unload	1	11:25:26	11:25:43	
18	Unload	1	11:27:05	11:27:14	
19	Unload	4	11:32:51	11:33:23	
20	Unload	2	11:33:35	11:33:48	
21	Unload	2	11:34:12	11:34:42	
22	Unload	2	11:35:26	11:35:38	
23	Unload	1	11:45:28	11:45:53	
24	Unload	2	11:49:18	11:51:14	
25	Unload	2	11:51:44	11:52:03	Yes
26	Unload	2	11:51:48	11:52:07	Yes
27	Unload	4	11:52:50	11:53:13	
28	Unload	6	11:53:56	11:54:45	
29	Unload	3	11:58:38	11:58:53	
30	Unload	2	12:02:09	12:02:15	
31	Unload	1	12:03:27	12:03:36	Yes
32	Unload	1	12:05:14	12:05:26	
33	Unload	2	12:09:24	12:09:34	
34	Unload	2	12:13:08	12:13:22	
35	Unload	3	12:17:06	12:17:22	
36	Unload	2	12:18:55	12:19:06	
37	Unload	4	12:21:59	12:22:12	
38	Unload	3	12:22:23	12:22:35	
39	Unload	2	12:23:52	12:24:21	
40	Unload	2	12:24:02	12:24:39	
41	Unload	2	12:24:59	12:25:11	
42	Unload	2	12:33:44	12:34:04	
43	Unload	1	12:33:50	12:34:06	
44	Unload	5	12:33:50	12:34:30	
45	Unload	3	12:34:57	12:35:12	
46	Unload	2	12:35:42	12:36:11	
47	Unload	3	12:35:46	12:36:11	
48	Unload	3	12:42:15	12:42:30	
49	Unload	1	12:44:12	12:44:34	
50	Unload	2	12:44:20	12:44:37	
51	Unload	1	12:49:02	12:49:34	
52	Unload	2	12:50:07	12:50:29	
53	Unload	3	12:51:58	12:52:19	
54	Unload	1	12:52:02	12:52:22	
55	Unload	2	12:55:34	12:55:46	
56	Unload	2	13:06:22	13:06:42	
57	Unload	2	13:08:22	13:08:31	
58	Unload	1	13:10:14	13:10:41	
59	Unload	1	13:10:19	13:10:34	Yes
60	Unload	2	13:27:09	13:27:24	
61	Unload	1	13:35:01	13:35:23	Yes
62	Load	2	13:50:18	15:31:55	
63	Load	1	14:00:22	15:16:21	
64	Unload	2	14:04:01	14:04:17	
65	Load	1	14:14:12	14:14:27	
66	Load	3	14:23:48	14:24:49	
67	Load	3	14:27:12	14:27:49	
68	Load	2	14:36:58	14:37:21	
69	Load	2	14:40:51	14:41:13	
70	Load	3	14:46:15	15:39:31	
71	Unload	1	14:49:48	14:50:16	
72	No Activity		14:51:27	14:54:21	
73	Load	1	14:56:45	14:57:06	
74	Load	1	14:56:48	14:57:10	
75	Load	2	14:56:52	14:57:18	
76	Load	1	14:59:39	15:00:04	
77	Load	3	14:59:42	15:00:14	
78	Load	2	15:01:00	15:07:22	
79	Load	2	15:02:38	15:06:03	
80	Load	2	15:03:06	15:03:40	

81	Load	1	15:05:00	15:05:20	
82	Load	2	15:05:58	15:09:05	
83	Load	2	15:07:06	15:08:01	
84	Load	1	15:08:01	15:22:22	Yes
85	Unload	1	15:10:32	15:10:54	
86	Load	1	15:11:27	15:12:11	
87	Load	1	15:15:07	15:15:28	
88	Load	4	15:15:30	15:16:24	
89	Load	1	15:16:19	15:16:44	
90	Load	1	15:17:23	15:17:55	
91	Load	2	15:17:50	15:20:37	
92	Load	2	15:17:57	15:18:32	
93	Load	1	15:19:28	15:28:26	Yes
94	No Activity		15:22:26	15:28:38	
95	No Activity		15:22:29	15:23:18	
96	Load	2	15:25:57	15:26:44	
97	Load	2	15:27:35	15:31:08	Yes
98	No Activity		15:27:53	15:41:53	
99	Load	1	15:28:40	15:28:51	
100	Load	2	15:30:07	15:30:45	
101	Load	1	15:32:10	15:34:29	
102	Load	3	15:33:15	15:33:54	
103	Load	1	15:33:21	15:33:55	
104	Load	3	15:35:32	15:38:51	
105	No Activity		15:36:51	15:56:59	
106	No Activity		15:38:57	15:40:50	Yes
107	Load	3	15:39:01	15:39:48	
108	Load	2	15:39:11	15:39:53	
109	Load	2	15:39:18	15:39:48	
110	Load	1	15:42:10	15:42:30	
111	Load	2	15:42:18	15:42:47	
112	Load	4	15:43:54	15:44:11	
113	Load	2	15:43:57	15:44:30	
114	Load	2	15:43:58	15:44:31	
115	Load	2	15:44:43	15:44:58	
116	No Activity		15:44:45	15:45:25	
117	Load	1	15:45:16	15:45:31	
118	No Activity		15:45:31	15:46:28	
119	Load	1	15:45:35	15:46:09	
120	Load	2	15:45:45	15:46:39	
121	Load	2	15:45:53	15:46:24	
122	Load	3	15:47:58	15:48:34	
123	Load	1	15:48:01	15:48:40	
124	Load	2	15:48:05	15:48:41	
125	Load	2	15:49:40	15:49:56	
126	Load	4	15:50:17	15:51:03	
127	Load	3	15:50:21	15:51:05	
128	Load	4	15:50:58	15:51:58	
129	Load	1	15:51:20	15:51:51	
130	Load	3	15:51:22	15:52:01	
131	No Activity		15:53:11	15:54:32	
132	No Activity		15:54:57	15:56:37	
133	Load	4	15:55:26	15:57:57	
134	Load	2	15:56:29	15:57:11	
135	Load	2	15:56:38	15:57:23	
136	Load	1	15:56:47	16:04:32	
137	Load	3	15:58:44	15:59:11	
138	Load	1	16:00:08	16:00:30	Yes
139	Load	2	16:00:25	16:00:50	
140	Load	1	16:02:55	16:09:17	
141	Load	6	16:03:02	16:04:28	
142	Load	3	16:03:27	16:04:05	
143	Load	1	16:05:05	16:05:45	
144	Load	2	16:06:14	16:06:46	
145	Load	2	16:06:16	16:09:39	
146	Load	2	16:12:54	16:13:10	
147	Load	1	16:13:49	16:14:21	
148	Load	3	16:13:51	16:14:06	
149	Load	1	16:16:10	16:16:30	

Appendix D: Parking Lot Supply and Occupancy

OBJECTID *	Supply	F1PM_Avail	F7PM_Avail	Name	Parkopedia	Garage_or_	Type	Total	Regular	Accessible	Reserved	Other	Notes	Shape_Leng	Shape_Length
1	72	49	65	Lot 3	1405 Franklin St	Lot	Private Pay	75	72	3	0	0		0.001848	0.001848
2	86	53	0	Old Oakland Lot	822 Washington St	Lot	Private Pay	90	86	4	0	0		0.001077	0.001077
3	71	0	0	The Grand Garage	100 Grand Ave	Garage	Private Permit	71	71	0	0	0		0.002338	0.002338
4	75	0	0	Broadway Grand Garage	438 W Grand Ave	Garage	Private Pay	75	75	0	0	0		0.003442	0.003442
5	77	9	54	22V Lot	22nd St. and Valley St.	Lot	Private Permit	77	77	0	0	0		0.001839	0.001839
6	152	50	44	Kaiser Plaza	325 22nd St	Lot	Private Pay	154	152	2	0	0		0.002556	0.002556
7	54	16	16	Lot 6	1446 Harrison St	Lot	Private Pay	60	54	2	0	4		0.001411	0.001411
8	194	29	142	555 12th St	555 12th St	Garage	Private Pay	201	194	7	0	0		0.003158	0.003158
9	170	0	0	Ken's Garage	420 13th St	Garage	Private Pay	170	170	0	0	0		0.001176	0.001176
10	268	15	268	Lake Merritt Plaza, "City Park"	1999 Harrison St	Garage	Private Pay	274	268	6	0	0		0.003777	0.003777
11	70	15	59	729 Clay St	729 Clay St	Lot	Private Pay	74	70	4	0	0		0.001085	0.001085
12	35	17	0	325 7th St	325 7th St	Lot	Private Permit	35	35	0	0	0		0.000561	0.000561
13	62	39	59	Lot 69	1571 Harrison St	Lot	Private Pay	68	62	4	2	0		0.001264	0.001264
14	204	89	53	Trans Pacific Centre	1000 Broadway	Garage	Private Pay	211	204	7	0	0		0.003411	0.003411
15	32	6	19	Lot 23	1624 Webster	Lot	Private Pay	32	32	0	0	0		0.001282	0.001282
16	21	16	19	1520 Harrison St	1520 Harrison St	Lot	Private Pay	21	21	0	0	0		0.000929	0.000929
17	74	15	67	1116 Webster St	1116 Webster St	Lot	Private Pay	74	74	0	0	0		0.003155	0.003155
18	150	3	150	1721 Garage	1721 Webster St	Garage	Private Pay	150	150	0	0	0		0.001576	0.001576
19	53	0	42	AKI parking	435 8th St	Lot	Private Pay	55	53	2	0	0		0.000906	0.000906
20	548	214	101	585 7th St	585 7th St	Garage	Private Pay	588	548	21	0	19		0.003434	0.003434
21	729	32	729	Alco Park Garage	165 13th St	Garage	Public Pay	767	729	38	0	0		0.003159	0.003159
22	29	19	29	7th St and Clay St	7th St and Clay St	Lot	Private Pay	29	29	0	0	0		0.001086	0.001086
23	9	7	1	380 7th St	380 7th St	Lot	Private Pay	10	9	1	0	0		0.000776	0.000776
24	105	26	65	Wells Fargo Center	1901 Harrison St	Garage	Private Pay	107	105	2	0	0		0.001869	0.001869
25	38	0	0	Old Oakland Garage	906 Washington St.	Garage	Private Restricted	38	38	0	0	0		0.000537	0.000537
27	33	0	33	726 Harrison St	726 Harrison St	Lot	Private Pay	33	33	0	0	0		0.001069	0.001069
28	46	35	46	Lot 74	619 16th St	Lot	Private Pay	47	46	0	0	1		0.000875	0.000875
29	76	43	53	Lot 8	1811 Harrison St	Lot	Private Pay	76	76	0	0	0		0.00124	0.00124
30	485	229	350	Oakland Convention Center Garage	550 10th St	Garage	Private Pay	499	485	14	0	0		0.004445	0.004445
31	28	0	28	410 7th St	410 7th St	Garage	Private Pay	29	28	1	0	0		0.001301	0.001301
32	37	5	31	Lot 2	1530 Martin Luther King Jr Way	Lot	Private Pay	37	37	0	0	0		0.000818	0.000818
33	60	19	46	577 11th St	577 11th St	Lot	Private Pay	62	60	2	0	0		0.00191	0.001888
34	30	3	23	Lucky 13 lot	13th St and Alice St	Lot	Private Pay	32	30	2	0	0		0.001883	0.001883
35	465	134	380	City Center Parking	525 14th St	Garage	Private Pay	529	465	14	43	7		0.003561	0.003561
36	193	56	120	Lake Merritt Towers	155 Grand Ave	Garage	Private Pay	224	193	7	13	11		0.003206	0.003188
37	26	0	0	Latham Square Garage	508 16th St	Garage	Private Pay	26	26	0	0	0		0.00127	0.00127
38	22	0	0	328 7th St	328 7th St	Lot	Private Pay	23	22	1	0	0		0.000683	0.000683
39	600	82	518	Kaiser Permanente Garage	410 19th St	Garage	Private Pay	612	600	5	7	0		0.002083	0.002083
40	78	2	70	Paramount Lot	2016 Telegraph/490 Thomas L Berkeley Way	Lot	Private Pay	78	78	0	0	0		0.001243	0.001243
41	44	0	40	21B Lot	489 21st St	Lot	Private Pay	44	44	0	0	0		0.001457	0.001457
42	59	5	56	Greyhound Station	2103 San Pablo Ave	Lot	Private Pay	82	59	3	20	0		0.003188	0.003188
43	211	33	93	Rotunda Garage	1630 San Pablo Ave	Garage	Private Pay	273	211	5	55	2		0.002007	0.002007
44	77	0	15	1309 Madison St	1309 Madison St	Lot	Private Permit	79	77	2	0	0		0.00165	0.00165
45	485	0	0	Oakland Marriott City Center Hotel	1001 Broadway	Garage	Private Restricted	485	485	0	0	0		0.002461	0.002461
46	30	0	9	1434 Harrison St	1434 Harrison St	Lot	Private Pay	33	30	3	0	0		0.001369	0.001369
47	25	5	0	1506 Madison St	1506 Madison St	Lot	Private Pay	30	25	0	0	5		0.00123	0.00123
48	127	80	83	226 13th St	226 13th St	Lot	Private Pay	229	127	0	102	0		0.003155	0.003155
49	27	8	23	Lot 4	431 19th St	Lot	Private Pay	27	27	0	0	0		0.002429	0.002429
50	141	0	0	1111 Broadway	1111 Broadway	Garage	Private Restricted	141	141	0	0	0		0.002537	0.002537
51	88	7	62	80 Grand Ave	80 Grand Ave	Lot	Private Pay	94	88	3	3	0		0.002127	0.002127
52	51	0	15	Tribune Lot	1225 Webster St	Lot	Private Pay	54	51	3	0	0		0.001373	0.001373
53	52	0	12	Lot 58	15th St and Jefferson St	Lot	Private Pay	54	52	2	0	0		0.001403	0.001403
54	29	0	17	1331 Harrison St	1331 Harrison	Lot	Private Pay	32	29	3	0	0		0.001547	0.001547
55	80	0	50	1970 Broadway	1970 Broadway	Garage	Private Pay	80	80	0	0	0		0.002807	0.002807
56	978	22	242	Kaiser Center	300 Lakeside Dr	Garage	Private Pay	1323	978	19	326	0		0.007123	0.007123
57	19	2	15	1610 Harrison St	1610 Harrison St	Lot	Private Pay	19	19	0	0	0		0.001467	0.001467
58	162	10	162	The Oakland Museum of California	1000 Oak St.	Garage	Public Pay	168	162	6	0	0		0.007343	0.007343
59	41	0	34	20th St Lot	351 20th St	Lot	Private Pay	41	41	0	0	0		0.001317	0.001317
60	43	0	39	Web lot	1629 Webster St	Lot	Private Pay	45	43	2	0	0		0.001441	0.001441
61	25	0	25	2111 Franklin St	2111 Franklin St	Lot	Private Pay	25	25	0	0	0		0.001161	0.001161
62	75	0	56	Center 21	370 21st St	Garage	Private Pay	75	75	0	0	0		0.002228	0.002228
63	329	11	329	Harrison St. Garage	1432 Harrison St	Garage	Private Pay	442	329	10	103	0		0.001584	0.001584
64	65	1	39	17B Lot 17th St/Broadway	17th St and Broadway	Lot	Private Pay	70	65	3	0	2		0.001585	0.001585
65	24	4	0	1019 Clay St	1019 Clay St	Lot	Private Pay	24	24	0	0	0		0.000973	0.000973
66	95	1	3	Lake Merritt BART Station Park and Ride Permit Lot	800 Madison St	Lot	Public Pay	132	95	10	9	18		0.003167	0.003167
67	51	0	15	Lot 46	1414 Harrison St	Lot	Private Pay	51	51	0	0	0		0.0015	0.0015
68	0	0	0	Cathedral of Christ the Light	2121 Harrison St	Garage	Private Restricted	0	0	0	0	0		0.004337	0.004354
69	69	5	66	1427 Franklin St	1427 Franklin St	Lot	Private Permit	71	69	2	0	0		0.001932	0.001932
70	100	0	0		6th & Martin Luther King Jr Way	Lot	Private Restricted	100	100	0	0	0		0.003669	0.003669
71	200	0	0		6th b/w Jefferson & Washington	Lot	Private Restricted	200	200	0	0	0		0.00612	0.00612
72	100	0	0		6th b/w Washington & Broadway	Lot	Private Restricted	100	100	0	0	0		0.003562	0.003562
73	200	0	0		6th b/w Broadway & Webster	Lot	Private Restricted	200	200	0	0	0		0.005591	0.005591
74	15	0	0		6th b/w Webster & Webster Place	Lot	Private Restricted	15	15	0	0	0		0.00168	0.00168
75	52	19	52		6th b/w Webster Place & Harrison	Lot	Private Permit	52	52	0	0	0		0.00284	0.00284
76	170	0	0		6th b/w Jackson & Madison	Lot	Private Permit	170	170	0	0	0		0.003338	0.003338
77	220	185	185		6th b/w Madison & Oak	Lot	Private Permit	220	220	0	0	0		0.00347	0.00347
78	566	281	515	Pacific Renaissance Plaza	388 9th St	Garage	Private Pay	582	566	10	6	0		0.003881	0.003881
79	196	0	150	Clay Street Garage	1414 Clay St	Garage	Public Pay	300	196	6	98	0		0.002149	0.002149
80	65	6	47	18th St Uptown Lot	18th St and San Pablo Ave	Lot	Public Pay	69	65	4	0	0		0.002701	0.002701

OBJECTID *	Supply	F1PM_Avail	F7PM_Avail	Name	Parkopedia	Garage_or_	Type	Total	Regular	Accessible	Reserved	Other	Notes	Shape_Leng	Shape_Length
81	100	10	100	Dalziel Garage	250 Frank H Ogawa Plaza	Garage	Public Pay	218	100	8	108	2		0.002849	0.002849
82	204	108	179	UCOP Garage	409 12th St	Garage	Public Pay	211	204	1	6	0		0.002421	0.002421
83	162	39	122	1200 Harrison Garage	1200 Harrison	Garage	Public Pay	174	162	4	8	0		0.002528	0.002528
84	1259	411	1006	City Center West Garage	1250 Martin Luther King Jr	Garage	Public Pay	1452	1259	22	171	0		0.003652	0.003652
85	415	40	415	Franklin Plaza Garage	1719 Franklin St	Garage	Public Pay	480	415	9	56	0		0.002717	0.002717
86	204	29	142	Franklin 88 Garage	989 Franklin St	Garage	Public Pay	211	204	1	6	0		0.00126	0.00126
87	336	0	336	Telegraph Plaza	2100 Telegraph Ave	Garage	Public Pay	339	336	3	0	0		0.003912	0.003912
88	33	16	33	409 Washington Street	409 Washington Street	Lot	Private Permit	33	33	0	0	0		0.001045	0.001045
89	236	104	137	Broadway Garage (Plank)	98 Broadway	Garage	Private Pay	248	236	12	0	0		0.00316	0.00316
90	35	10	35	335 3rd Street	3353 3rd Street	Lot	Private Pay	35	35	0	0	0		0.001583	0.001583
91	20	0	0	Digital Reality Parking	720 2nd Street	Lot	Private Restricted	20	20	0	0	0		0.001689	0.001689
92	44	29	9	Cost Plus World Market	101 Clay St	Lot	Private Retail	48	44	4	0	0		0.002159	0.002159
93	24	0	24	331 Washington Street	331 Washington Street	Lot	Private Permit	24	24	0	0	0		0.001082	0.001082
94	55	12	44	Bevmo	525 Embarcadero West	Lot	Private Retail	58	55	3	0	0		0.001719	0.001719
95	46	23	37	Embarcadero West and Webster Street	Embarcadero West and Webster Street	Lot	Private Permit	46	46	0	0	0		0.00185	0.00185
96	950	80	122	Washington Street Garage(Yoshi)	510 Embarcadero West	Garage	Private Pay	1000	950	50	0	0		0.00319	0.00319
97	1045	755	941	Amtrak Jack London Garage	255 2nd St	Garage	Private Pay	1066	1045	21	0	0		0.002833	0.002833
98	78	0	0	1001 3rd Street	1001 3rd Street	Lot	Private Restricted	80	78	2	0	0		0.002294	0.002294
99	37	7	34	366 Fourth Street	367 Fourth Street	Lot	Private Permit	37	37	0	0	0		0.001994	0.001994
100	48	0	0	1100 3rd Avenue	1100 3rd Avenue	Lot	Private Restricted	48	48	0	0	0		0.002225	0.002225
101	60	36	60	364 2nd Street	364 2nd Street	Lot	Private Pay	60	60	0	0	0		0.001826	0.001826
102	84	0	0	Employment Development Department	1225 4th Ave	Lot	Private Restricted	84	84	0	0	0		0.004413	0.004413
103	86	0	0	Civicorps	985 3rd Street (Civicorps)	Lot	Private Restricted	86	86	0	0	0		0.003015	0.003015
104	168	24	108	Amtrak Jack London Lot	40 Jack London Square	Lot	Private Pay	171	168	3	0	0		0.002742	0.002742
105	68	32	18	Embarcadero West and Broadway (Across from Plank)	Embarcadero West and Broadway	Lot	Private Pay	69	68	1	0	0		0.001615	0.001615
106	125	125	125	Large Private Lot	2 Fourth Street	Lot	Private Lot	125	125	0	0	0		0.0027	0.0027
107	52	0	0	244 Fallon Street	244 Fallon Street	Lot	Private Restricted	52	52	0	0	0		0.004986	0.004986
108	23	0	0	142 Market Street	142 Market Street	Lot	Private Restricted	23	23	0	0	0		0.00167	0.00167
109	52	0	0	54 Embarcadero	54 Embarcadero	Lot	Private Restricted	52	52	0	0	0		0.002964	0.002964
110	160	0	0	KTVU Parking	2 Jack London Square	Lot	Private Restricted	160	160	0	0	0		0.003828	0.003828
111	160	23	96	Kaiser Convention Center	10 10th St	Lot	Public Pay	160	160	0	0	0		0.004587	0.004587
112	104	75	99	580 2nd Street	580 2nd Street	Lot	Private Pay	104	104	0	0	0		0.002493	0.002493
113	60	50	60	48 Embarcadero	48 Embarcadero	Lot	Public Permit	60	60	0	0	0		0.002503	0.002503
114	192	0	154	West Oakland Park n Ride	500 Linden St	Lot	Public Pay	192	192	0	0	0		0.002684	0.002684
115	22	7	22	316 2nd Street	316 2nd Street	Lot	Private Pay	22	22	0	0	0		0.001128	0.001128
116	39	0	0	632 2nd Street	632 2nd Street	Lot	Private Restricted	39	39	0	0	0		0.001615	0.001615
117	40	10	40	409 Washington Street	409 Washington Street	Lot	Private Permit	40	40	0	0	0		0.002451	0.002451
118	170	0	0	11 Embarcadero West	11 Embarcadero West	Lot	Private Restricted	170	170	0	0	0		0.004532	0.004532
119	60	0	0	Oakland Marriott City Center Garage	1001 Broadway	Garage	Private Pay	60	60	0	0	0		0	0.002461
120	243	0	232	533 KIRKHAM STREET PARKING	<Null>	Lot	Private Pay	243	243	0	0	0		<Null>	0.003937
121	377	0	97	WEST OAKLAND BART PARKING	<Null>	Lot	Private Pay	377	377	0	0	0		<Null>	0.006459
122	500	0	480	1357 5TH STREET PARKING	<Null>	Lot	Private Pay	500	500	0	0	0		<Null>	0.005416
123	14	5	13	ADELINE UNDER HIGHWAY LOT	<Null>	Lot	Private Pay	14	14	0	0	0		<Null>	0.001126
124	77	7	77	1470 7TH STREET PARKING	<Null>	Lot	Private Pay	77	77	0	0	0		<Null>	0.001503
125	64	0	27	BART 1451 7TH STREET PARKING	<Null>	Lot	Public Pay	64	64	0	0	0		<Null>	0.002396
126	23	19	21	Virgie Lot	522 20th St	Lot	Private Pay	23	23	0	0	0	0 Parking no longer available (lot closed or developed)	<Null>	0.000862
127	23	0	23	Lot 77	1810 Webster	Lot	Private Pay	23	23	0	0	0	0 Parking no longer available (lot closed or developed)	<Null>	0.001252
128	21	0	18	Lot 1	1414 Martin Luther King Jr Way	Lot	Private Pay	22	21	1	0	0	0 Parking no longer available (lot closed or developed)	<Null>	0.000741
129	465	98	306	Downtown Merchants' Association Parking	1316 Franklin St	Garage	Private Pay	495	465	11	19	0	0 Parking no longer available (lot closed or developed)	<Null>	0.003163
130	39	6	27	1734 Webster St	1734 Webster	Lot	Private Pay	39	39	0	0	0	0 Parking no longer available (lot closed or developed)	<Null>	0.001285
131	36	8	36	7th and Washington St	7th St and Washington St	Lot	Private Pay	36	36	0	0	0	0 Parking no longer available (lot closed or developed)	<Null>	0.001107
132	100	40	65	301 19th St	301 19th St	Lot	Private Pay	100	100	0	0	0	0 Parking no longer available (lot closed or developed)	<Null>	0.001891
133	76	6	0	Alice St and 14th St	Alice and 14th St	Lot	Private Pay	76	76	0	0	0	0 Parking no longer available (lot closed or developed)	<Null>	0.001437
134	65	1	39	17B Lot 17th St/Broadway	17th St and Broadway	Lot	Private Pay	70	65	3	0	2	0 Parking no longer available (lot closed or developed)	<Null>	0.001585

Appendix E: On-Street Parking Supply and Occupancy

OBJECTID *	Supply_1	F1PM_Avail	F7PM_Avail	F1PM_Deman	F7PM_Deman	Shape_Length
1	24	22	21	2	3	0.001375
2	0	0	0	0	0	0.000616
3	35	15	27	20	8	0.001396
4	5	0	3	5	2	0.000628
5	14	11	13	3	1	0.001066
7	7	2	3	5	4	0.000635
10	11	7	11	4	0	0.000901
11	6	0	4	6	2	0.001074
13	0	0	0	0	0	0.000897
15	10	10	10	0	0	0.000361
16	9	6	7	3	2	0.000892
17	8	8	8	0	0	0.00062
18	5	5	4	0	1	0.00066
19	9	9	3	0	6	0.000628
20	8	4	6	4	2	0.000797
21	0	0	0	0	0	0.00061
24	21	18	17	3	4	0.001991
25	16	14	16	2	0	0.001073
26	6	6	6	0	0	0.001127
27	15	15	15	0	0	0.001069
28	14	14	14	0	0	0.001074
30	5	5	5	0	0	0.000607
31	10	10	10	0	0	0.001404
32	5	5	5	0	0	0.000706
33	0	0	0	0	0	0.001404
34	0	0	0	0	0	0.001394
35	24	4	19	20	5	0.001372
36	11	11	11	0	0	0.000881
37	16	0	0	16	16	0.001398
39	11	0	9	11	2	0.001079
40	7	0	3	7	4	0.001104
42	11	3	10	8	1	0.001102
44	0	0	0	0	0	0.001926
45	4	0	0	4	4	0.001394
46	11	4	10	7	1	0.001931
47	0	0	0	0	0	0.001391
48	0	0	0	0	0	0.001401
49	9	5	9	4	0	0.000879
50	17	15	17	2	0	0.001063
51	45	0	39	45	6	0.001368
52	8	8	8	0	0	0.000934
54	4	4	4	0	0	0.000615
55	5	4	5	1	0	0.000609
56	8	8	7	0	1	0.000838
57	6	2	4	4	2	0.001052
58	2	0	2	2	0	0.001046

OBJECTID *	Supply_1	F1PM_Avail	F7PM_Avail	F1PM_Deman	F7PM_Deman	Shape_Length
59	22	0	4	22	18	0.001052
60	7	2	0	5	7	0.000617
61	7	3	6	4	1	0.001043
62	14	11	10	3	4	0.00063
63	9	1	9	8	0	0.001045
64	7	0	6	7	1	0.000618
65	8	0	3	8	5	0.000621
66	7	0	3	7	4	0.00104
67	7	0	6	7	1	0.000625
68	7	0	6	7	1	0.001052
69	20	2	17	18	3	0.001058
70	8	0	6	8	2	0.000637
71	11	4	5	7	6	0.001052
72	3	2	3	1	0	0.000631
73	8	0	8	8	0	0.000628
74	8	1	8	7	0	0.001044
75	9	5	6	4	3	0.000619
76	23	5	23	18	0	0.001053
77	8	4	6	4	2	0.000619
78	7	5	5	2	2	0.00062
79	10	8	9	2	1	0.00062
80	6	0	3	6	3	0.000621
81	15	10	13	5	2	0.001049
82	12	8	11	4	1	0.001033
83	4	3	4	1	0	0.000616
84	27	18	18	9	9	0.002312
85	13	3	6	10	7	0.001067
86	0	0	0	0	0	0.000897
87	7	6	1	1	6	0.000627
88	6	3	0	3	6	0.001045
89	6	5	1	1	5	0.000624
90	7	0	0	7	7	0.001057
91	10	1	0	9	10	0.001052
92	11	5	7	6	4	0.000638
93	8	1	0	7	8	0.001073
94	7	6	0	1	7	0.000625
95	0	0	0	0	0	0.001118
96	17	0	0	17	17	0.000625
97	0	0	0	0	0	0.001032
98	11	0	0	11	11	0.000621
99	0	0	0	0	0	0.001046
100	6	6	6	0	0	0.002716
101	8	0	0	8	8	0.000756
102	7	0	6	7	1	0.001475
103	0	0	0	0	0	0.0015
104	9	0	0	9	9	0.003769

OBJECTID *	Supply_1	F1PM_Avail	F7PM_Avail	F1PM_Deman	F7PM_Deman	Shape_Length
105	22	7	19	15	3	0.003287
106	0	0	0	0	0	0.001234
107	8	8	4	0	4	0.001048
108	6	0	4	6	2	0.000591
109	11	5	0	6	11	0.001051
110	6	0	0	6	6	0.000547
111	5	0	1	5	4	0.000559
112	7	4	3	3	4	0.001072
113	6	3	3	3	3	0.000575
114	7	2	5	5	2	0.000598
115	17	2	0	15	17	0.00234
116	8	1	0	7	8	0.001045
117	1	0	0	1	1	0.000809
118	8	0	0	8	8	0.001039
119	6	1	0	5	6	0.000626
120	8	0	3	8	5	0.001043
121	8	0	4	8	4	0.000631
122	12	0	2	12	10	0.000632
123	0	0	0	0	0	0.00106
124	3	0	1	3	2	0.000623
125	13	0	8	13	5	0.001057
126	8	0	5	8	3	0.00062
127	10	0	5	10	5	0.001067
128	11	0	5	11	6	0.000624
129	9	0	4	9	5	0.001057
130	5	1	4	4	1	0.000626
131	14	0	8	14	6	0.001071
132	9	0	4	9	5	0.00062
133	14	0	3	14	11	0.001068
134	5	0	3	5	2	0.000654
135	23	0	10	23	13	0.001073
136	8	0	4	8	4	0.000627
137	12	0	1	12	11	0.00106
138	6	0	2	6	4	0.000625
139	23	1	15	22	8	0.001066
140	7	0	4	7	3	0.00063
141	19	0	3	19	16	0.001068
142	3	3	1	0	2	0.000652
143	0	0	0	0	0	0.000357
144	6	0	3	6	3	0.000625
145	5	0	4	5	1	0.000611
146	8	0	4	8	4	0.000611
147	12	0	0	12	12	0.001041
148	14	4	3	10	11	0.000614
149	10	8	10	2	0	0.001034
150	7	2	1	5	6	0.000624

OBJECTID *	Supply_1	F1PM_Avail	F7PM_Avail	F1PM_Deman	F7PM_Deman	Shape_Length
151	8	1	3	7	5	0.001026
152	18	0	0	18	18	0.000618
153	9	0	4	9	5	0.001022
154	11	0	0	11	11	0.001057
155	10	0	0	10	10	0.000618
156	8	0	0	8	8	0.001059
157	5	1	0	4	5	0.000622
158	4	0	0	4	4	0.000628
159	0	0	0	0	0	0.001066
160	4	0	0	4	4	0.000636
161	9	2	0	7	9	0.001071
162	4	0	2	4	2	0.001056
163	8	4	8	4	0	0.000624
164	10	1	0	9	10	0.001055
165	5	3	0	2	5	0.000619
166	9	2	7	7	2	0.001059
167	0	0	0	0	0	0.000617
168	0	0	0	0	0	0.001057
169	8	1	0	7	8	0.000624
170	0	0	0	0	0	0.001137
171	0	0	0	0	0	0.00063
172	0	0	0	0	0	0.001048
173	1	0	0	1	1	0.000628
174	0	0	0	0	0	0.001055
175	0	0	0	0	0	0.001048
176	0	0	0	0	0	0.000685
177	10	0	0	10	10	0.00106
178	17	0	17	17	0	0.000498
179	6	0	3	6	3	0.000571
180	15	1	11	14	4	0.001043
181	3	2	2	1	1	0.000613
182	13	0	7	13	6	0.001049
183	8	0	7	8	1	0.000589
184	7	4	7	3	0	0.00063
185	13	2	3	11	10	0.001074
186	7	3	1	4	6	0.000623
187	9	8	0	1	9	0.001075
188	13	1	2	12	11	0.001052
189	7	1	5	6	2	0.000633
190	19	0	15	19	4	0.001051
191	14	0	1	14	13	0.000624
192	8	6	0	2	8	0.000621
193	4	0	0	4	4	0.000626
194	9	0	6	9	3	0.000637
195	10	0	6	10	4	0.00066
196	8	0	8	8	0	0.00065

OBJECTID *	Supply_1	F1PM_Avail	F7PM_Avail	F1PM_Deman	F7PM_Deman	Shape_Length
197	9	1	6	8	3	0.000641
198	7	3	2	4	5	0.000647
199	7	4	5	3	2	0.000652
200	6	6	6	0	0	0.000637
201	8	5	8	3	0	0.001041
202	6	0	5	6	1	0.000622
203	10	4	9	6	1	0.001056
204	3	2	2	1	1	0.000637
205	6	1	6	5	0	0.000619
206	40	4	38	36	2	0.003572
207	7	6	5	1	2	0.000635
208	10	10	10	0	0	0.001046
209	8	2	8	6	0	0.000774
210	12	6	7	6	5	0.001065
211	15	4	8	11	7	0.000772
212	10	0	6	10	4	0.001051
213	4	3	4	1	0	0.000636
214	9	7	1	2	8	0.001058
215	4	1	1	3	3	0.000613
216	12	6	12	6	0	0.001051
217	0	0	0	0	0	0.000622
218	10	3	4	7	6	0.00105
219	5	1	5	4	0	0.000621
220	0	0	0	0	0	0.001059
221	5	4	2	1	3	0.00104
222	18	0	10	18	8	0.000649
223	6	0	2	6	4	0.000627
224	6	0	0	6	6	0.000885
225	5	0	4	5	1	0.000952
226	3	0	2	3	1	0.000641
227	3	0	0	3	3	0.000216
228	13	0	0	13	13	0.001039
229	12	0	1	12	11	0.000625
230	25	0	10	25	15	0.001039
231	8	0	1	8	7	0.000637
232	7	1	3	6	4	0.001052
233	6	3	4	3	2	0.000637
234	24	0	5	24	19	0.001045
235	8	0	4	8	4	0.000631
236	4	0	0	4	4	0.000908
237	10	0	4	10	6	0.000623
238	3	0	0	3	3	0.000958
239	4	0	0	4	4	0.000632
240	17	2	12	15	5	0.001075
241	9	0	1	9	8	0.00062
242	5	0	2	5	3	0.001059

OBJECTID *	Supply_1	F1PM_Avail	F7PM_Avail	F1PM_Deman	F7PM_Deman	Shape_Length
243	13	0	0	13	13	0.000622
244	8	1	7	7	1	0.000647
245	11	0	7	11	4	0.001078
246	7	2	6	5	1	0.00064
247	13	1	9	12	4	0.001062
248	7	0	5	7	2	0.00065
249	0	0	0	0	0	0.000644
250	0	0	0	0	0	0.001046
251	6	3	1	3	5	0.000646
252	0	0	0	0	0	0.001051
253	6	0	2	6	4	0.000643
254	5	0	4	5	1	0.000628
255	8	0	5	8	3	0.000595
256	3	3	0	0	3	0.000308
257	5	0	1	5	4	0.001046
258	2	0	1	2	1	0.000241
259	13	0	6	13	7	0.002108
260	19	0	17	19	2	0.00161
261	25	7	21	18	4	0.002217
262	24	15	21	9	3	0.002221
263	6	2	0	4	6	0.001036
264	22	8	9	14	13	0.002297
265	4	0	1	4	3	0.000625
266	12	0	5	12	7	0.001055
267	6	0	2	6	4	0.000622
268	22	0	4	22	18	0.00107
269	5	0	4	5	1	0.000606
270	17	12	15	5	2	0.000695
271	5	2	1	3	4	0.000655
272	8	1	0	7	8	0.001041
273	0	0	0	0	0	0.001065
274	0	0	0	0	0	0.000953
275	0	0	0	0	0	0.001834
276	10	1	9	9	1	0.001308
277	0	0	0	0	0	0.001775
278	9	2	4	7	5	0.001383
279	0	0	0	0	0	0.00045
280	11	4	9	7	2	0.001477
281	19	3	10	16	9	0.001914
282	21	4	9	17	12	0.001877
283	9	5	9	4	0	0.000734
284	17	4	3	13	14	0.001872
285	14	5	4	9	10	0.001874
286	0	0	0	0	0	0.002905
287	25	14	21	11	4	0.002511
288	6	3	1	3	5	0.001808

OBJECTID *	Supply_1	F1PM_Avail	F7PM_Avail	F1PM_Deman	F7PM_Deman	Shape_Length
289	33	23	29	10	4	0.001775
290	7	3	1	4	6	0.000855
291	19	1	18	18	1	0.001854
292	10	2	0	8	10	0.001922
293	5	0	1	5	4	0.00064
294	0	0	0	0	0	0.001141
295	22	4	9	18	13	0.001881
296	7	5	1	2	6	0.00073
297	8	0	6	8	2	0.000599
298	15	1	14	14	1	0.001142
299	15	2	2	13	13	0.001345
300	0	0	0	0	0	0.001159
301	9	9	0	0	9	0.000954
302	6	0	0	6	6	0.000607
303	7	1	3	6	4	0.000725
304	5	0	0	5	5	0.000606
305	8	1	8	7	0	0.000623
306	9	0	9	9	0	0.000609
307	11	0	2	11	9	0.001034
308	21	11	19	10	2	0.001405
309	23	12	23	11	0	0.001904
310	20	11	12	9	8	0.001401
311	24	16	5	8	19	0.001986
312	21	8	8	13	13	0.001402
313	7	5	3	2	4	0.000874
314	17	6	6	11	11	0.001412
315	5	0	3	5	2	0.00072
316	16	10	7	6	9	0.00143
317	10	8	3	2	7	0.000913
318	20	11	13	9	7	0.001423
319	6	1	3	5	3	0.000635
320	6	0	6	6	0	0.000646
321	19	17	7	2	12	0.00211
322	9	7	2	2	7	0.000874
323	0	0	0	0	0	0.001343
324	6	0	3	6	3	0.00065
325	5	0	0	5	5	0.000736
326	59	55	32	4	27	0.005185
327	14	0	7	14	7	0.001272
328	4	0	0	4	4	0.000653
329	6	3	0	3	6	0.000744
330	8	1	7	7	1	0.000658
331	5	0	4	5	1	0.000898
332	8	0	7	8	1	0.000556
333	15	0	9	15	6	0.0014
334	6	3	1	3	5	0.000648

OBJECTID *	Supply_1	F1PM_Avail	F7PM_Avail	F1PM_Deman	F7PM_Deman	Shape_Length
335	8	4	1	4	7	0.000843
336	11	8	5	3	6	0.001432
337	8	5	6	3	2	0.000651
338	6	0	0	6	6	0.000865
339	8	0	6	8	2	0.00091
340	7	0	1	7	6	0.000902
341	8	0	7	8	1	0.000665
342	23	18	17	5	6	0.001288
343	53	47	28	6	25	0.005231
344	7	6	2	1	5	0.000647
345	10	5	3	5	7	0.000967
346	11	1	6	10	5	0.000664
347	22	21	14	1	8	0.001571
348	17	4	3	13	14	0.001595
349	18	5	3	13	15	0.001989
350	16	0	3	16	13	0.001413
351	6	0	2	6	4	0.000647
352	13	13	1	0	12	0.00101
353	14	0	3	14	11	0.001115
354	14	5	1	9	13	0.00136
355	8	0	0	8	8	0.000945
356	14	0	3	14	11	0.001354
357	9	6	8	3	1	0.000948
358	3	3	1	0	2	0.00033
359	8	0	0	8	8	0.001026
360	12	0	0	12	12	0.001356
361	8	0	2	8	6	0.000899
362	8	1	1	7	7	0.001037
363	17	17	9	0	8	0.001419
364	10	7	8	3	2	0.000898
365	6	0	5	6	1	0.000629
366	14	10	1	4	13	0.001458
367	7	0	6	7	1	0.000893
368	14	1	1	13	13	0.001451
369	10	7	6	3	4	0.000892
370	8	3	1	5	7	0.00063
371	12	12	2	0	10	0.001048
372	7	0	3	7	4	0.00063
373	11	0	2	11	9	0.001049
374	17	0	13	17	4	0.001508
375	18	16	13	2	5	0.001959
376	6	4	5	2	1	0.000584
377	22	0	12	22	10	0.001961
378	14	12	4	2	10	0.001208
379	14	0	1	14	13	0.001208
380	8	6	1	2	7	0.000585

OBJECTID *	Supply_1	F1PM_Avail	F7PM_Avail	F1PM_Deman	F7PM_Deman	Shape_Length
381	12	11	9	1	3	0.001048
382	8	0	0	8	8	0.000584
383	18	1	3	17	15	0.0012
384	11	10	3	1	8	0.000891
385	19	9	8	10	11	0.001201
386	14	1	3	13	11	0.001048
387	0	0	0	0	0	0.000436
388	24	21	11	3	13	0.002075
389	10	3	9	7	1	0.000585
390	21	2	9	19	12	0.002109
391	7	5	2	2	5	0.000592
392	12	0	1	12	11	0.001045
393	10	0	4	10	6	0.000592
394	14	9	3	5	11	0.001044
395	8	0	8	8	0	0.000574
396	17	10	12	7	5	0.001614
397	0	0	0	0	0	0.001074
398	3	0	3	3	0	0.0011
399	0	0	0	0	0	0.000609
400	0	0	0	0	0	0.000645
401	5	5	5	0	0	0.000612
402	0	0	0	0	0	0.001415
403	0	0	0	0	0	0.000674
404	12	12	12	0	0	0.001145
405	12	12	12	0	0	0.001197
406	0	0	0	0	0	0.000458
407	17	0	0	17	17	0.001327
408	11	0	0	5	9	0.000929
409	9	0	0	9	9	0.002197
410	9	0	3	9	6	0.001073
411	23	20	8	3	15	0.002297
412	8	0	0	8	8	0.000908
753	5	2	5	3	0	0.001015
755	19	9	15	10	4	0.002055
756	10	5	9	5	1	0.000913
759	8	3	8	5	0	0.000924
761	12	3	12	9	0	0.000925
762	10	3	10	7	0	0.000998
764	21	15	20	6	1	0.001431
765	0	0	0	0	0	0.001935
766	0	0	0	0	0	0.001522
767	16	11	11	5	5	0.001435
768	8	5	1	3	7	0.001438
769	23	7	21	16	2	0.001596
770	14	8	12	6	2	0.001437
771	0	0	0	0	0	0.002263

OBJECTID *	Supply_1	F1PM_Avail	F7PM_Avail	F1PM_Deman	F7PM_Deman	Shape_Length
772	20	19	13	1	7	0.001372
773	49	37	46	12	3	0.003374
774	9	0	4	9	5	0.001189
776	4	0	2	4	2	0.001167
777	0	0	0	0	0	0.001048
778	17	8	14	9	3	0.001112
779	0	0	0	0	0	0.003391
780	14	4	0	10	14	0.000666
781	11	2	6	9	5	0.001103
782	15	12	11	3	4	0.001034
783	8	0	0	8	8	0.000966
784	6	5	6	1	0	0.000928
785	8	0	1	8	7	0.00079
786	12	5	7	7	5	0.001003
787	0	0	0	0	0	0.002487
788	0	0	0	0	0	0.002286
789	0	0	0	0	0	0.003294
790	14	6	14	8	0	0.00122
791	0	0	0	0	0	0.001717
792	0	0	0	0	0	0.000841
793	20	0	12	20	8	0.002087
794	0	0	0	0	0	0.000841
795	0	0	0	0	0	0.002759
796	19	1	12	18	7	0.002908
797	0	0	0	0	0	0.002672
798	0	0	0	0	0	0.001227
799	39	7	13	32	26	0.003107
800	10	1	10	9	0	0.000822
801	11	0	7	11	4	0.000924
802	6	0	5	6	1	0.000821
803	12	4	1	8	11	0.000851
804	12	6	0	6	12	0.000852
805	20	3	6	17	14	0.00152
806	0	0	0	0	0	0.001212
807	17	2	6	15	11	0.001533
808	0	0	0	0	0	0.000821
809	7	2	2	5	5	0.001104
810	0	0	0	0	0	0.000826
811	21	6	9	15	12	0.001558
812	11	1	6	10	5	0.001051
813	21	5	5	16	16	0.001576
814	22	1	3	21	19	0.002091
815	30	1	4	29	26	0.002295
816	17	9	2	8	15	0.001553
817	8	1	0	7	8	0.001044
818	24	10	6	14	18	0.001551

OBJECTID *	Supply_1	F1PM_Avail	F7PM_Avail	F1PM_Deman	F7PM_Deman	Shape_Length
819	5	0	4	5	1	0.001085
820	24	8	19	16	5	0.001839
821	27	14	26	13	1	0.001105
822	7	2	7	5	0	0.000859
823	36	25	10	11	26	0.003103
824	8	2	0	6	8	0.000896
825	7	3	2	4	5	0.00086
826	38	6	12	32	26	0.003101
827	0	0	0	0	0	0.001131
828	0	0	0	0	0	0.001201
829	14	0	4	14	10	0.001133
830	28	4	6	24	22	0.00309
831	10	1	4	9	6	0.000863
832	26	8	13	18	13	0.0021
833	11	2	3	9	8	0.000865
834	23	4	11	19	12	0.0021
835	12	0	1	12	11	0.00123
836	13	0	1	13	12	0.001113
837	0	0	0	0	0	0.002327
838	13	0	5	13	8	0.001113
839	31	18	15	13	16	0.001719
840	8	2	4	6	4	0.001015
841	14	4	5	10	9	0.001105
842	0	0	0	0	0	0.000909
843	15	3	3	12	12	0.001104
844	25	19	12	6	13	0.00171
845	11	0	0	11	11	0.000872
846	0	0	0	0	0	0.003086
847	11	2	6	9	5	0.000912
848	11	0	2	11	9	0.000874
849	39	3	13	36	26	0.003083
850	13	2	6	11	7	0.000871
851	12	3	2	9	10	0.001279
852	12	0	5	12	7	0.00087
853	22	9	13	13	9	0.001722
854	27	9	4	18	23	0.003094
855	11	1	1	10	10	0.001268
856	22	14	12	8	10	0.001723
857	12	8	4	4	8	0.000876
858	11	1	4	10	7	0.000986
859	8	2	2	6	6	0.000961
860	13	0	6	13	7	0.000877
861	8	1	3	7	5	0.00098
862	14	2	6	12	8	0.000877
863	8	2	2	6	6	0.000922
864	9	5	0	4	9	0.000904

OBJECTID *	Supply_1	F1PM_Avail	F7PM_Avail	F1PM_Deman	F7PM_Deman	Shape_Length
865	11	2	6	9	5	0.000877
866	4	0	4	4	0	0.000685
867	11	2	4	9	7	0.000924
868	4	0	4	4	0	0.000666
869	22	4	6	18	16	0.001723
870	13	2	1	11	12	0.00142
871	22	6	9	16	13	0.001727
872	9	2	5	7	4	0.001037
873	11	4	3	7	8	0.0007
874	10	3	1	7	9	0.001169
875	6	2	2	4	4	0.000599
876	8	4	3	4	5	0.0007
877	12	4	1	8	11	0.001169
878	0	0	0	0	0	0.003511
879	9	4	9	5	0	0.000854
880	8	2	0	6	8	0.000396
881	10	3	10	7	0	0.000712
882	9	5	3	4	6	0.000956
883	8	2	4	6	4	0.000415
884	9	3	4	6	5	0.000953
885	10	1	5	9	5	0.000753
886	0	0	0	0	0	0.003523
887	22	5	13	17	9	0.001748
888	32	8	10	24	22	0.003014
889	5	0	0	5	5	0.000974
890	23	3	11	20	12	0.002074
891	0	0	0	0	0	0.001063
892	15	3	4	12	11	0.001468
893	19	13	9	6	10	0.001466
894	0	0	0	0	0	0.00101
895	10	4	1	6	9	0.001183
896	15	2	6	13	9	0.001273
897	12	6	0	6	12	0.001168
898	16	2	3	14	13	0.001254
899	20	10	4	10	16	0.001458
900	8	2	2	6	6	0.000909
901	13	5	0	8	13	0.001156
902	21	6	5	15	16	0.001455
903	14	6	8	8	6	0.001362
904	11	4	5	7	6	0.000908
905	3	1	2	2	1	0.000413
906	17	6	6	11	11	0.001446
907	11	4	3	7	8	0.001036
908	19	8	10	11	9	0.001243
909	15	8	2	7	13	0.001267
910	13	5	0	8	13	0.001515

OBJECTID *	Supply_1	F1PM_Avail	F7PM_Avail	F1PM_Deman	F7PM_Deman	Shape_Length
911	8	1	2	7	6	0.001035
912	11	6	2	5	9	0.000956
913	13	1	2	12	11	0.001192
914	0	0	0	0	0	0.000961
915	11	2	2	9	9	0.001196
916	12	4	6	8	6	0.000984
917	0	0	0	0	0	0.001122
918	11	6	4	5	7	0.000931
919	21	8	0	13	21	0.001584
920	3	0	0	3	3	0.001291
921	14	3	10	11	4	0.000984
922	5	1	1	4	4	0.001049
923	2	1	1	1	1	0.000714
924	7	1	0	6	7	0.000409
925	1	0	1	1	0	0.000653
926	13	3	2	10	11	0.000883
927	11	4	9	7	2	0.001052
928	0	0	0	0	0	0.00268
929	10	2	3	8	7	0.000889
930	7	1	5	6	2	0.000843