

MEMORANDUM

Date: April 8, 2019
To: Scott Gregory, Lamphier-Gregory
From: Matt Goynes, Neil Smolen, and Jarrett Mullen, Fehr & Peers
Subject: **Sid Commons FEIR: 2019 Supplemental Traffic Evaluation**

SF06-0299

This memorandum presents a supplemental traffic evaluation to supplement the information contained in the Sid Commons Draft Environmental Impact Report (DEIR). The DEIR analyzed environmental impacts of the Sid Commons multifamily development project (herein referred to as “the Project”) located in the City of Petaluma, CA. Since the completion of the DEIR, the Project was revised to include fewer residential units among other changes (“Revised Project”). This memorandum presents additional data and analysis conducted for the FEIR to determine whether the DEIR adequately accounts for the potential transportation impacts of the Revised Project while addressing the following four questions raised by City Council:

1. Are the traffic counts used in the DEIR analysis (from 2007 and 2015) reflective of current conditions?
2. Would the Revised Project generate more traffic compared to what was presented in the DEIR, based on national and local data?
3. To what extent might traffic generated by the Revised Project use Jess Avenue instead of Graylawn Avenue to access Payran Street? Would this traffic along Jess Avenue result in an impact to traffic operations on that street?
4. Do traffic conditions on Graylawn or Jess avenues with or without the Revised Project exceed the City’s livable streets standards based on 2019 traffic data, and therefore warrant consideration of a traffic calming program?

A separate memorandum *Sid Common FEIR: Traffic Calming Strategies* (Fehr & Peers, April 2019) documents preliminary traffic calming strategies to address the findings of question 4.



Project Background

The Project presented in the DEIR included 278 apartment units. Based on a January 2019 site plan and project description, the Revised Project evaluated within this memorandum for the FEIR consists of 205 low-rise apartment units. The Project site is at the northern end of Graylawn Avenue, a local residential street, which provides vehicle, bicycle, and pedestrian access to the site. Jess Avenue, along with Graylawn Avenue, connects the Project site to West Payran Street. Compared to Jess Avenue, Graylawn Avenue is the shortest and most direct pathway for people to access the Project site (see **Figure 1**).

Earlier Project plans featured site access via an easterly extension of Shasta Avenue, including a new at-grade railroad crossing of the SMART commuter rail corridor. The street extension was subsequently removed in response to public agency comments received during the environmental review process referencing State policies that discourage new at-grade railroad crossings.

Data Collection

New traffic volume and speed data was collected in January and February 2019 to help answer the four questions outlined above. The count locations are shown on **Figure 1**. The days the counts were collected were sunny days and area schools were in session.

First, pneumatic tube counting machines were deployed in three locations to record average daily traffic (ADT) volumes along Graylawn and Jess avenues. One additional tube counting machine on Graylawn Avenue north of Cordelia Drive recorded vehicle speed. The counting machines were active for a continuous 72-hour period, starting Tuesday January 22, 2019 and ending Thursday January 24, 2019. For technical reasons, the traffic counting equipment was placed just north of several houses on Graylawn or Jess avenues, and therefore would not capture vehicles leaving these homes and traveling to Payran Avenue. Based on standard the Institute of Transportation Engineers' *Trip Generation 10th ed.* rates, these houses approximately 20 to 30 vehicle trips per day. This topic is briefly discussed in the qualitative discussion of the results of these analyses.



Figure 1
Traffic Count Locations
Sid Commons FEIR 2019
Supplementary Traffic Evaluation





Second, counting cameras were deployed at four intersections on January 23, 2019, to capture movements made by motorists, bicyclists and pedestrians during typical weekday morning (7-9AM) and evening (4-6PM) peak commute periods. Turning movement counts were collected at the following intersections (numbers match the DEIR):

6. Payran Street / Petaluma Boulevard
9. Payran Street / East Washington Street
12. Payran Street / Graylawn Avenue20. Graylawn Avenue / Jess Avenue

The first three intersections were study intersections in the DEIR. The fourth intersection at Graylawn Avenue / Jess Avenue was not evaluated in the DEIR but was selected to aid the evaluation of potential impacts on Jess Avenue.

Supplemental intersection peak period and 72-hour counts were conducted in March to confirm that the January counts were not influenced by the adjacent MLK Holiday, which was the one week without rain during the initial data collection period. The March counts (**Appendix B**) are not substantially different from the January counts (**Appendix A**), thus confirming that the January counts adequately represented 2019 conditions.

Evaluation

Traffic Volume Comparison

The Project development application has been under review for more than ten years. In that time, Bay Area regional traffic congestion has increased as the has economy boomed and housing options close to jobs have not kept pace. The traffic counts for the DEIR were collected in 2007 and 2008 and again in 2015, when the traffic analysis was conducted. Members of the public and Petaluma's City Council questioned whether the vehicle congestion and delay results from the traffic analysis adequately represented current traffic conditions.

Fehr & Peers compared turning movement counts at three of the 14 study intersections from the DEIR (Figure 1) to determine whether traffic volumes have changed since 2015. These intersections were selected due to their proximity to the Project site as they would experience the greatest concentration of Project trips and the greatest potential for a significant impact if traffic volumes changed substantially. The three intersection turning movement counts are summarized in **Table 1** and the detailed count sheets are provided in **Appendix A**.



Table 1: Vehicle Volume Comparison at Study Intersections

Study Intersection	DEIR Existing Volumes		2019 Counts		Change			
	AM	PM	AM	PM	Count		Percent	
					AM	PM	AM	PM
6: Petaluma Blvd / Payran St.	2,616	2,961	2,971	2,717	355	-244	14%	-8%
9: Payran St. / E. Washington St.	2,289	3,007	2,344	2,515	55	-492	2%	-16%
12: Payran St. / Graylawn Ave.	586	908	897	817	311	-91	53%	-10%
TOTAL	5,491	6,876	6,212	6,049	721	- 827	13%	-12%

Overall, total traffic volumes in the PM peak hour decreased by twelve percent, while increasing by 13 percent in the AM peak hour. The DEIR found that the intersections were more congested during the PM peak hour than the AM peak hour. The 2019 counts indicate that the AM peak hour congestion may have increased and is now similar to the PM peak hour. One possible reason that PM peak hour traffic volumes adjacent to the project site have decreased during the PM peak hour is due to peak period spreading, where the traffic volumes during the peak hour don't change substantially but the length of the peak period increases. The locations where volumes have increased during the AM peak hour are discussed further below.

At study intersection 12, Payran Street / Graylawn Avenue, traffic volumes increased by approximately 300 vehicles, or 53 percent, during the AM peak hour. To determine if the increase in volumes would significantly affect intersection operations, we compared the level of service analysis from the DEIR to with the 2019 counts. In the DEIR, this intersection operated at level of service (LOS) B in the weekday morning peak hour during the AM and PM peak hours, which indicates the intersection had excess capacity and drivers experienced small levels of delay. The higher 2019 AM volumes are similar to the DEIR PM peak hour volumes, when the intersection also operated at LOS B. Under the future scenarios presented in the DEIR, the traffic operations at this intersection not exceed LOS C operations in the AM or PM peak hours. This indicates that this change in AM peak hour traffic volumes would not substantially affect the traffic operations and the 2019 traffic volumes would not substantially change intersection operations.

Study intersection 6, Petaluma Boulevard / Payran Street, saw the largest absolute increase in traffic volumes over the four-year period, but the findings are the similar to intersection 12. In 2015 this intersection operated at LOS C in the weekday AM peak hour. As shown in Appendix A, nearly all the increase in morning peak-hour volumes occurs in the northbound and southbound through



movements, which were not congested and had excess capacity under 2015. The 2019 volumes are similar to those analyzed for the PM peak hour in the DEIR, which also operated at LOS C. Under the future scenarios presented in the DEIR, the traffic operations at this intersection continue to operate at LOS C. Therefore, the effects of these volume changes on vehicle delay would be minimal and the traffic counts used in the DEIR adequately reflect 2019 conditions.

Trip Generation

City Council and the public questioned whether the data used for the Project's trip generation forecast was suited to the Project's setting. The DEIR estimated project-generated vehicle trips based on rates from the Institute of Transportation Engineers' (ITE) *Trip Generation 9th edition* manual, which contain data based on research conducted in the United States over the past few decades for various land use categories, predominantly in suburban settings with limited alternatives to auto travel. These rates tend to overestimate vehicle travel in compact urban areas with a mix of land uses, but are generally applicable to suburban settings, such as the Project site.

To evaluate the suitability of the DEIR trip generation rates for the FEIR Revised Project, we compared the estimated traffic generated by the Project in the DEIR to the amount generated by the existing Oak Creek Apartments (low-rise apartment building neighboring the Project site) to determine whether the national rates were locally appropriate. We also estimated traffic that would be generated by the Revised Project using the recently published the 10th edition of ITE's *Trip Generation* manual.

Parking on Graylawn Avenue north of Jess Avenue is restricted to the residents and visitors of the Oak Creek Apartments. Therefore, vehicles on Graylawn Avenue north of Jess Avenue are most likely associated with the Oak Creek Apartments. As shown in Table 2, the number of vehicle trips divided by the number of occupied units at the Oak Creek Apartments represents the trip generation rates for this residential complex. These local trip generation rates can be used to estimate the number of vehicle trips that the Revised Project would generate if it has similar characteristics as the Oak Creek Apartments.



Table 2: Oak Creek Apartments Trip Rates

Dwelling Units (a)	Daily Volume				AM Peak Hour				PM Peak Hour			
	In	Out	Total (b)	Rate (b/a)	In	Out	Total (b)	Rate (b/a)	In	Out	Total (b)	Rate (b/a)
76	266	257	523	6.88	8	36	44	0.58	31	21	52	0.68

As presented in **Table 3**, the local trip generation rates from Table 2 do not differ substantially from the ITE *Trip Generation* 9th Edition rates from the DEIR nor the ITE *Trip Generation* 10th Edition rates, which are the most recent nationally available data. The daily rate for the 10th Edition is the highest, while the local rate is the highest for the AM and PM peak hours. For either of the three data sources, the Revised Project would generate fewer vehicle trips than the DEIR Project. Therefore, the Revised Project would not generate more traffic or create more substantial impacts compared to what was evaluated in the DEIR. For the purposes of the FEIR, the 10th Edition rates was selected to represent the most conservative analysis on a daily basis.

Table 3: Project Trip Generation Comparison

Data Source		Daily		AM Peak Hour				PM Peak Hour			
Reference	Size	Trip Rate ¹	Trips	Trip Rate	In	Out	Total	Trip Rate	In	Out	Total
DEIR Project ²	278 DU	6.5	1,808	0.50	28	112	140	0.61	111	60	171
ITE 9 th Ed.	205 DU	6.5	1,366	0.51	21	84	105	0.62	85	46	131
ITE 10th Ed.	205 DU	7.32	1,591	0.46	22	73	95	0.56	71	42	113
Local Rate ³	205 DU	6.88	1,410	0.58	21	97	119	0.68	84	56	140
Net Change ⁴	-73 DU	--	-217	--	-6	-39	-45	--	-40	-18	-58

Notes:

1. ITE-based trip rates based on data for fitted curve equations published in the respective version of ITE's *Trip Generation*.
2. Original Proposed Project was 278 units, however the DEIR analysis used trip generation for a 312-unit project to be consistent with previous analyses of the Project and to present a more conservative (worst case) analysis of the Project.
3. From Table 2.
4. ITE *Trip Generation 10th ed.* trip rates was selected to forecast the Revised Project's trip generation because it results in the highest daily trip volume and the most conservative value for the local street capacity analysis.



Neighborhood Trip Assignment

The DEIR assumed all inbound and outbound Project trips would use Graylawn Avenue, the local street which connects to Payran Street to present a conservative (worst case) traffic analysis. As noted previously, Graylawn Avenue and Jess Avenue are the two local streets which connect to Payran Street but Graylawn is more direct route (**Figure 1**). Generally, drivers select the fastest and most direct routes to reach their destinations but unique circumstances could affect route choice. City Council and members of the public asked how much Project-generated traffic would use Jess Avenue and whether this traffic would create a significant impact to traffic operations.

To test this possibility, Fehr & Peers conducted weekday morning and evening peak-period turning movement counts at the intersection of Graylawn Avenue / Jess Avenue to determine how existing drivers use each street. Given the adjacency of the Oak Creek Apartments and the Project site, the existing travel patterns would be similar to conditions with the Revised Project.

As shown in **Table 4**, between 10 and 20 percent of drivers used Jess Avenue to access Oak Creek Apartments during the data collection period. This matches overserved conditions and the daily vehicle counts that traffic volumes are much lower on Jess Avenue compared to Graylawn Avenue.

Table 4: Oak Creek Apartments Trip assignment

Street	AM Peak Hour				PM Peak Hour				AM+PM Peak Hour Percentage
	In	Out	Total	Percentage	In	Out	Total	Percentage	
Graylawn Ave.	7	29	36	82%	29	18	47	90%	86%
Jess Ave.	1	7	8	18%	2	3	5	10%	14%
TOTAL			44				52		

Applying these percentages to the Revised Project, an estimated 11 to 21 vehicle trips (depending on the rate and peak hour) would use Jess Avenue during the AM or PM peak hours (**Table 5**). As Graylawn Avenue operates at an acceptable LOS with and without the project, this level of Project-generated traffic on Jess Avenue would not result in additional traffic operational impacts.



Table 5: Revised Project Trip Assignment to Jess Avenue

Street	AM Peak Hour			PM Peak Hour		
	Total Vehicle Trips	Percent using Jess	Vehicles using Jess	Total Vehicle Trips	Percent using Jess	Vehicles using Jess
10 th Edition	95	18%	17	113	10%	11
Local Rate	119		21	140		14

Local Roadway Capacity

Pursuant to the City of Petaluma Department of Engineering’s Street Design and Construction Standards & Specifications,² local residential streets are intended to carry up to a maximum ADT of 2,000 trips, serving approximately 200 dwellings. Therefore, the City’s 2,000 ADT local street capacity standard is the primary performance measure for this analysis. If the City’s standard is exceeded, the City and Project Sponsor could consider implementing traffic calming measures enhance livability. As noted in the DEIR, the City’s roadway design standards as defined in the 2025 Mobility Report are not CEQA thresholds but do provide a relative means of measuring the effect of vehicle traffic on the street environment and adjacent residential uses.

Table 6 summarizes the traffic volume data collection for each of the days individually, as well as for the average of the three days, and compares the 2019 counts to the average volumes from 2015 for Graylawn Avenue.³ The 2019 two-way ADT for Graylawn Avenue the street section ranged between 1,112 and 1,161 vehicles per day. The two-way ADT for Jess Avenue ranged between 404 and 441 vehicles per day, with an average volume of 418 vehicles per day. All traffic count data are attached to the end of this memorandum (**Appendix A, Appendix B**).

Overall, the three-day average volume on Graylawn Avenue increased by 20% to 1,142 vehicles per day in 2019 from 954 vehicles per day in 2015. Most of this increase in traffic is due to the increase in traffic generated during the AM and PM peak periods (**Chart 1**), with the peak traffic conditions occurring over a longer period in the evening. However, as noted above, compared to what was analyzed in the DEIR, the peak hour traffic operations have not substantially changed at the

² City of Petaluma Department of Engineering, Street Design and Construction Standards & Specifications, Street Standards Design and Application Guidelines (page 3), May 1999

³ 2015 counts were documented in the memorandum Graylawn Data Collection Summary and Roadway Capacity Analysis (Fehr & Peers, April 2016).



intersection of Graylawn Avenue / Payran Street. Therefore, the traffic evaluation presented in the DEIR remains adequate.

Table 6: ADT Count Comparison for Graylawn and Jess Avenues

Count Year	Tuesday	Wednesday	Thursday	Three-Day Average
Graylawn Avenue				
2019	1,152	1,161	1,112	1,142
2015				954
Net Change				+ 188
Jess Avenue				
2019	441	404	411	419

Chart 1: 3-Day Average Traffic Volume by Time

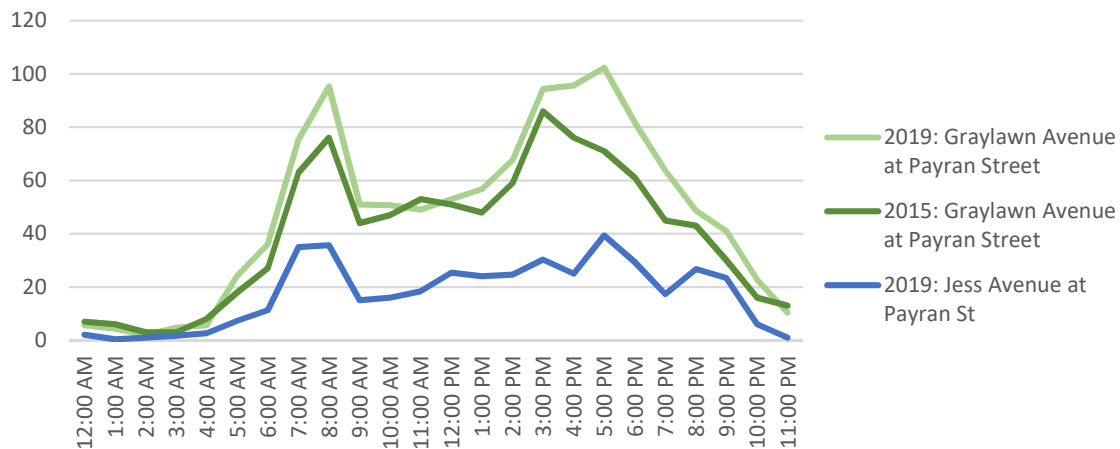


Table 7 presents the 2019 daily traffic volumes on Graylawn and Jess avenues with the addition of the Revised Project. The Revised Project would cause Graylawn Avenue to exceed the City's local street standard of 2,000 ADT while traffic volumes on Jess Avenue would remain less than half of this standard. These findings are consistent with the DEIR. This analysis is based on the trip generation data for the Revised Project from Table 3, using the *Trip Generation 10th edition* rates, and the trip assignment split from Table 3. Use of other trip generation rates or the DEIR's assumption that all Project-generated vehicles would use Graylawn Avenue would not change these conclusions.



Table 7: Traffic Volumes Versus Design Standards

Scenario	Graylawn Avenue	Jess Avenue
Existing ADT	1,142	419
Revised Project Contribution of ADT	1,368	223 ¹
Existing plus Revised Project ADT	2,510	642
Exceed Design Standard of 2,000 ADT?	YES	NO

Notes:

1. 14 percent of daily project vehicles are estimated to Jess Avenue based on the average of the AM and PM peak periods presented in Table 4.

As noted in the DEIR, the Project exceeding the City’s design standard of 2,000 ADT would not result in a significant impact under CEQA. Although not required as CEQA mitigation, traffic calming measures on Graylawn Avenue would help address conflicts with the City’s design standard for residential streets.

Traffic speeds are another measure to determine whether traffic calming strategies are appropriate for a local residential street. A standard engineering measurement of traffic speeds is the 85th percentile speed, which is the maximum speed at which 85 percent of motorists are traveling along a given block. These residential roadways do not have a posted speed limits; therefore, the prima facie speed limit is 25 MPH. As noted in the 2025 Mobility Report, desired speeds for local residential streets are less than 25 miles per hour (mph).⁴ Therefore, this analysis uses 25 mph as the 85th percentile speed where vehicle speeds warrant consideration of traffic calming measures.

Vehicle speed data was collected during a 72-hour mid-week period at a mid-block location on Graylawn Avenue between Payran Street and Jess Avenue to capture “free-flow” driver speed, independent from stopping and turning maneuvers at intersections that result in lower speeds. As shown in **Table 8**, the 85th percentile vehicle speeds on Graylawn Avenue exceed the 25-mph threshold outlined in the 2025 Mobility Report.

⁴ City of Petaluma, Petaluma General Plan 2025 (Table 5.2-2 Typical Attributes of Different Street Types), March 2008



Table 8: Graylawn Avenue 85th Percentile Vehicle Speed

Location	Northbound	Southbound
Graylawn Ave. between Cordelia Ct. & Bernice Dr.	28.4 mph	29.4 mph
Exceed 25 mph 85 th percentile speed?	YES	YES

Conclusion

The supplementary data collection and analysis indicate that the DEIR adequately addresses the potential impacts of the Revised Project. The following are a summary of findings from the initial questions.

1. Are the traffic counts used in the FEIR analysis (from 2007 and 2015) reflective of current conditions?

Yes, for the purpose of analyzing Project impacts on peak-hour intersection operations under CEQA. Turning movement counts collected in January 2019 at study intersections #6, #9, and #12 show volumes decreased in the PM peak hour between eight and 16 percent, while AM peak hour volumes increased between two and 53 percent. These traffic levels are similar to those analyzed for the PM peak hour in the DEIR and were found to operate acceptably under all study scenarios. Therefore, the traffic counts used in the FEIR are reflective of current conditions.

2. Would the Revised Project generate more traffic compared to what was presented in the DEIR, based on national and local data?

No, the trip generation forecasts presented in the DEIR document are greater than what would be generated by the Revised Project. This is confirmed based on local and national data sources.

3. To what extent might traffic generated by the Revised Project use Jess Avenue instead of Graylawn Avenue to access Payran Street? Would this traffic along Jess Avenue result in an impact to traffic operations on that street?



On average, 86 percent of drivers departing or approaching the Oak Creek Apartments use Graylawn Avenue to access Payran Street and the remainder use Jess Avenue. The addition of traffic generated by the Revised Project would not create a significant impact to Jess Avenue.

4. Do traffic conditions on Graylawn or Jess avenues with or without the Revised Project exceed the City's livable streets standards based on 2019 traffic data, and therefore warrant consideration of a traffic calming program?

Yes. Existing traffic speeds and future traffic volumes with the Revised Project exceed the standards outlined in the City of Petaluma's General Plan for a local residential street. The memorandum *Sid Common FEIR: Traffic Calming Strategies* (Fehr & Peers, April 2019) documents preliminary traffic calming strategies for the City, Project Sponsor, and neighborhood residents to consider.

Appendix A

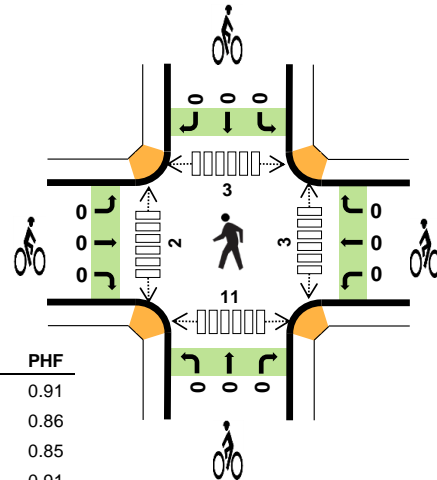
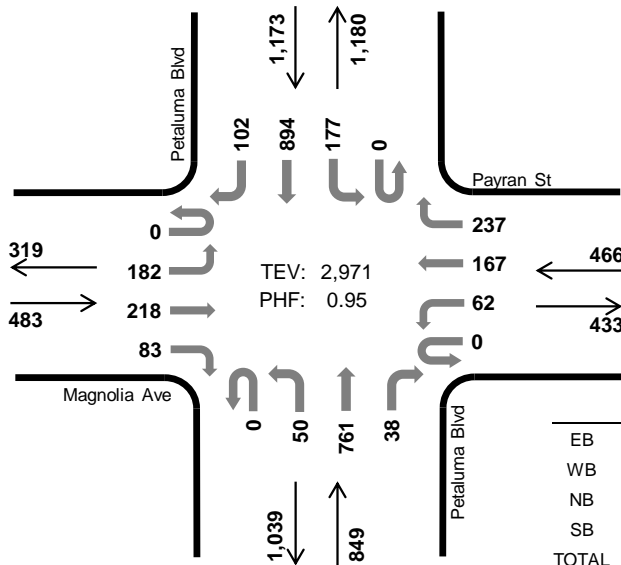
January 2019 Traffic Volume Data Sheets

Petaluma Blvd Payran St



Peak Hour

Date: 01-23-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	0.6%	0.91
WB	0.9%	0.86
NB	2.7%	0.85
SB	2.3%	0.91
TOTAL	1.9%	0.95

Two-Hour Count Summaries

Interval Start	Magnolia Ave				Payran St				Petaluma Blvd				Petaluma Blvd				15-min 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	20	14	11	0	10	14	19	0	1	76	2	0	17	111	3	298	0	
7:15 AM	0	39	24	10	0	16	20	36	0	9	108	4	0	21	146	28	461	0	
7:30 AM	0	23	24	12	0	9	17	45	0	6	108	7	0	20	157	12	440	0	
7:45 AM	0	36	37	17	0	12	31	49	0	8	124	4	0	34	225	19	596	1,795	
8:00 AM	0	49	62	21	0	11	58	41	0	21	139	6	0	35	245	31	719	2,216	
8:15 AM	0	43	67	23	0	18	48	49	0	9	186	14	0	54	241	26	778	2,533	
8:30 AM	0	38	48	24	0	13	37	56	0	11	227	11	0	44	203	32	744	2,837	
8:45 AM	0	52	41	15	0	20	24	91	0	9	209	7	0	44	205	13	730	2,971	
Count Total	0	300	317	133	0	109	249	386	0	74	1,177	55	0	269	1,533	164	4,766	0	
Peak Hour	All	0	182	218	83	0	62	167	237	0	50	761	38	0	177	894	102	2,971	0
	HV	0	1	2	0	0	0	0	4	0	1	22	0	0	3	22	2	57	0
	HV%	-	1%	1%	0%	-	0%	0%	2%	-	2%	3%	0%	-	2%	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)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	1	3	2	7	0	0	0	0	0	1	0	1	0	2
7:15 AM	0	0	2	5	7	0	0	0	0	0	0	1	1	1	3
7:30 AM	3	0	3	11	17	0	0	0	1	1	0	1	1	2	4
7:45 AM	3	0	6	5	14	1	0	0	1	2	0	0	0	4	4
8:00 AM	2	0	1	4	7	0	0	0	0	0	0	0	2	3	5
8:15 AM	0	0	8	8	16	0	0	0	0	0	3	2	0	3	8
8:30 AM	1	1	6	10	18	0	0	0	0	0	0	0	0	2	2
8:45 AM	0	3	8	5	16	0	0	0	0	0	0	0	1	3	4
Count Total	10	5	37	50	102	1	0	0	2	3	4	4	6	18	32
Peak Hour	3	4	23	27	57	0	0	0	0	0	3	2	3	11	19

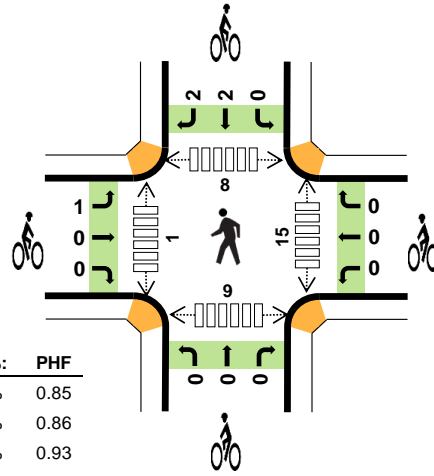
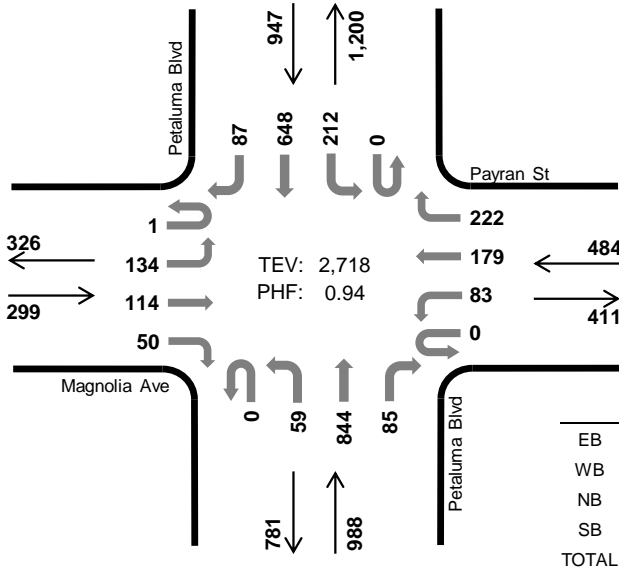
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Magnolia Ave				Payran St				Petaluma Blvd				Petaluma Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	1	0	0	0	3	0	0	0	2	0	7	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	4	0	7	0
7:30 AM	0	0	2	1	0	0	0	0	0	1	2	0	0	1	7	3	17	0
7:45 AM	0	1	1	1	0	0	0	0	0	0	6	0	0	0	4	1	14	45
8:00 AM	0	1	1	0	0	0	0	0	0	0	1	0	0	0	3	1	7	45
8:15 AM	0	0	0	0	0	0	0	0	0	1	7	0	0	1	6	1	16	54
8:30 AM	0	0	1	0	0	0	0	1	0	0	6	0	0	2	8	0	18	55
8:45 AM	0	0	0	0	0	0	0	3	0	0	8	0	0	0	5	0	16	57
Count Total	0	3	5	2	0	0	1	4	0	2	35	0	0	5	39	6	102	0
Peak Hour	0	1	2	0	0	0	0	4	0	1	22	0	0	3	22	2	57	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Magnolia Ave			Payran St			Petaluma Blvd			Petaluma Blvd			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	1	0	1	0	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	3
8:00 AM	0	0	0	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	0	0	0	3
8:30 AM	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	0	0	0	0
Count Total	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	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>																		

Petaluma Blvd Payran St



Peak Hour

Date: 01-23-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.3%	0.85
WB	0.0%	0.86
NB	1.5%	0.93
SB	0.8%	0.92
TOTAL	0.9%	0.94

Two-Hour Count Summaries

Interval Start	Magnolia Ave				Payran St				Petaluma Blvd				Petaluma Blvd				15-min 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	46	34	19	0	24	49	46	0	16	174	28	0	46	169	28	679	0	
4:15 PM	0	29	27	6	0	28	49	54	0	9	211	28	0	44	160	16	661	0	
4:30 PM	0	39	36	13	0	30	51	59	0	6	206	25	0	44	143	14	666	0	
4:45 PM	0	27	23	11	0	22	35	49	0	16	195	23	0	52	173	25	651	2,657	
5:00 PM	0	35	28	11	0	10	46	62	0	20	213	17	0	63	150	25	680	2,658	
5:15 PM	1	33	27	15	0	21	47	52	0	17	230	20	0	53	182	23	721	2,718	
5:30 PM	0	25	33	12	0	16	45	51	0	14	211	24	0	35	155	21	642	2,694	
5:45 PM	0	21	30	17	0	24	50	38	0	10	164	17	0	42	161	26	600	2,643	
Count Total	1	255	238	104	0	175	372	411	0	108	1,604	182	0	379	1,293	178	5,300	0	
Peak Hour	All	1	134	114	50	0	83	179	222	0	59	844	85	0	212	648	87	2,718	0
	HV	0	0	1	0	0	0	0	0	0	1	14	0	0	0	8	0	24	0
	HV%	0%	0%	1%	0%	-	0%	0%	0%	-	2%	2%	0%	-	0%	1%	0%	1%	0

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

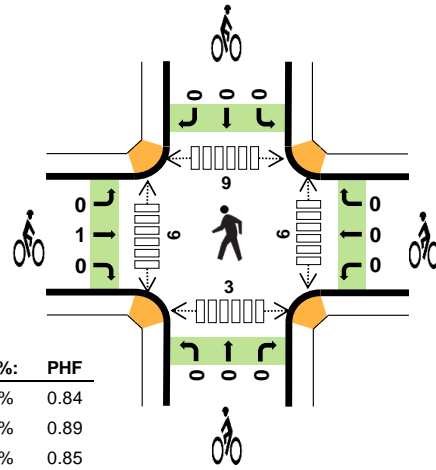
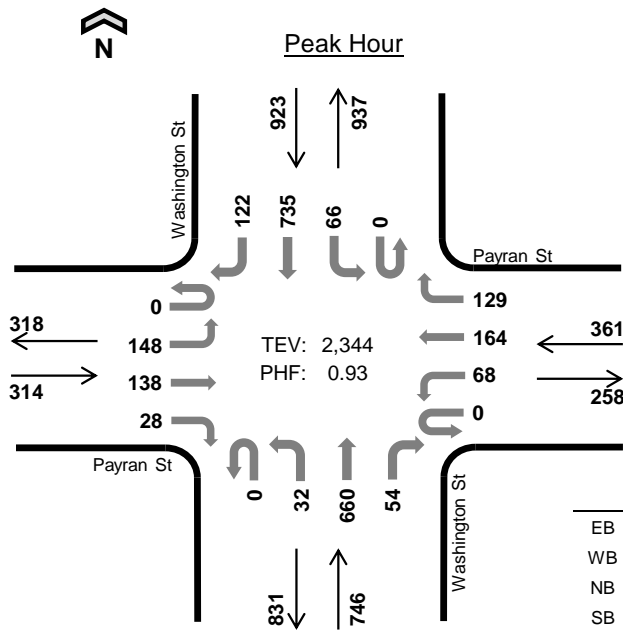
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	0	2	4	10	2	0	0	0	2	0	4	1	5	10
4:15 PM	0	0	3	6	9	0	0	1	0	1	3	0	6	5	14
4:30 PM	1	0	2	1	4	0	0	0	0	0	6	0	2	2	10
4:45 PM	0	0	6	2	8	0	0	0	1	1	4	0	3	2	9
5:00 PM	0	0	3	2	5	0	0	0	3	3	4	1	3	3	11
5:15 PM	0	0	4	3	7	1	0	0	0	1	1	0	0	2	3
5:30 PM	0	0	3	3	6	1	0	2	0	3	0	0	1	2	3
5:45 PM	1	0	2	1	4	0	1	0	0	1	1	0	1	1	3
Count Total	6	0	25	22	53	4	1	3	4	12	19	5	17	22	63
Peak Hour	1	0	15	8	24	1	0	0	4	5	15	1	8	9	33

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Magnolia Ave				Payran St				Petaluma Blvd				Petaluma Blvd				15-min 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	3	0	1	0	0	0	0	0	0	2	0	0	0	4	0	10	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4	1	9	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	4	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	8	31
5:00 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	2	0	5	26
5:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	24
5:30 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	1	2	0	6	26
5:45 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	4	22
Count Total	0	3	1	2	0	0	0	0	0	2	23	0	0	2	19	1	53	0
Peak Hour	0	0	1	0	0	0	0	0	0	1	14	0	0	0	8	0	24	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Magnolia Ave			Payran St			Petaluma Blvd			Petaluma Blvd			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	2	0	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	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	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	5	5
5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	5
5:30 PM	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	3	8	8
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	8	8
Count Total	3	1	0	0	0	1	0	0	2	1	1	0	2	2	2	12	0	0
Peak Hour	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Washington St Payran St



Date: 01-23-2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	1.3%	0.84
WB	1.4%	0.89
NB	2.5%	0.85
SB	2.3%	0.91
TOTAL	2.1%	0.93

Two-Hour Count Summaries

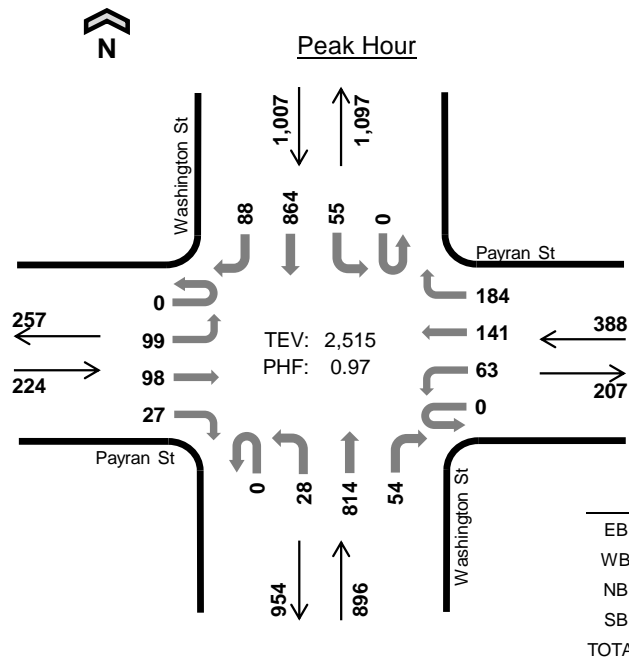
Interval Start	Payran St Eastbound				Payran St Westbound				Washington St Northbound				Washington St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	25	23	2	0	6	8	12	0	1	68	1	0	5	103	11	265	0	
7:15 AM	0	25	22	7	0	3	18	15	0	1	97	3	0	8	124	25	348	0	
7:30 AM	0	23	21	4	0	4	15	17	0	2	113	4	0	5	134	14	356	0	
7:45 AM	0	31	35	3	0	9	40	20	0	6	110	7	0	10	167	21	459	1,428	
8:00 AM	0	31	42	6	0	21	48	31	0	4	125	18	0	16	199	26	567	1,730	
8:15 AM	0	51	30	12	0	31	34	30	0	8	168	15	0	22	202	29	632	2,014	
8:30 AM	0	28	30	6	0	5	27	33	0	9	199	12	0	12	175	36	572	2,230	
8:45 AM	0	38	36	4	0	11	55	35	0	11	168	9	0	16	159	31	573	2,344	
Count Total	0	252	239	44	0	90	245	193	0	42	1,048	69	0	94	1,263	193	3,772	0	
Peak Hour	All	0	148	138	28	0	68	164	129	0	32	660	54	0	66	735	122	2,344	0
	HV	0	3	1	0	0	0	5	0	0	0	16	3	0	1	20	0	49	0
	HV%	-	2%	1%	0%	-	0%	3%	0%	-	0%	2%	6%	-	2%	3%	0%	2%	0

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

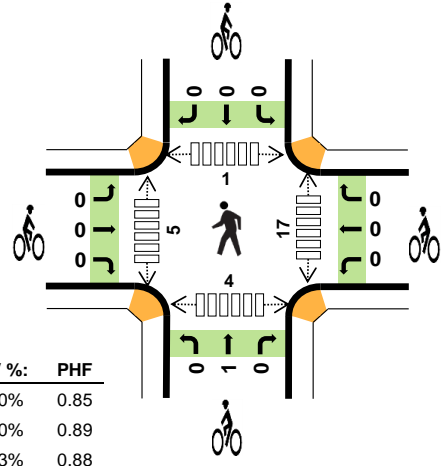
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	4	3	5	13	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	3	5	5	14	0	0	0	0	0	0	1	0	2	3
7:30 AM	1	3	4	6	14	0	0	0	0	0	2	2	1	0	5
7:45 AM	1	2	4	2	9	0	0	1	1	2	0	0	0	2	2
8:00 AM	2	0	2	5	9	0	0	0	0	0	1	2	1	1	5
8:15 AM	0	0	7	6	13	0	0	0	0	0	2	1	4	1	8
8:30 AM	0	1	5	7	13	1	0	0	0	1	1	2	2	1	6
8:45 AM	2	4	5	3	14	0	0	0	0	0	2	1	2	0	5
Count Total	8	17	35	39	99	1	0	1	1	3	8	9	10	7	34
Peak Hour	4	5	19	21	49	1	0	0	0	1	6	6	9	3	24

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Payran St				Payran 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	1	0	0	0	2	1	1	0	0	3	0	0	0	5	0	13	0
7:15 AM	0	0	0	1	0	0	1	2	0	0	4	1	0	0	5	0	14	0
7:30 AM	0	0	1	0	0	1	0	2	0	0	4	0	0	0	6	0	14	0
7:45 AM	0	0	1	0	0	0	2	0	0	0	4	0	0	0	2	0	9	50
8:00 AM	0	2	0	0	0	0	0	0	0	0	2	0	0	1	4	0	9	46
8:15 AM	0	0	0	0	0	0	0	0	0	0	5	2	0	0	6	0	13	45
8:30 AM	0	0	0	0	0	0	1	0	0	0	5	0	0	0	7	0	13	44
8:45 AM	0	1	1	0	0	0	4	0	0	0	4	1	0	0	3	0	14	49
Count Total	0	4	3	1	0	3	9	5	0	0	31	4	0	1	38	0	99	0
Peak Hour	0	3	1	0	0	0	5	0	0	0	16	3	0	1	20	0	49	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Payran St			Payran 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	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	1	0	2	2	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	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	2
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Washington St Payran St



Date: 01-23-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.0%	0.85
WB	1.0%	0.89
NB	1.3%	0.88
SB	0.9%	0.98
TOTAL	1.0%	0.97

Two-Hour Count Summaries

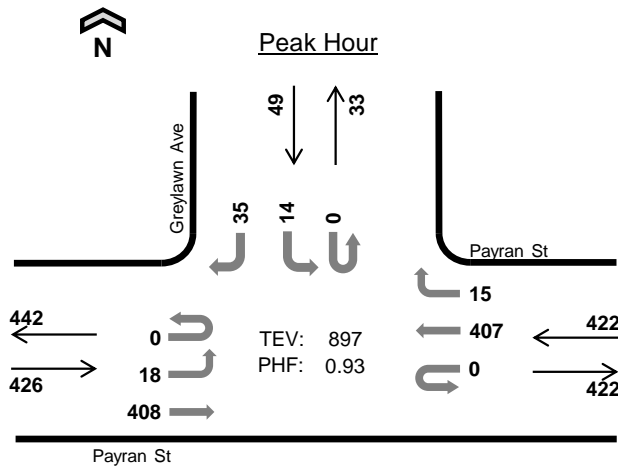
Interval Start	Payran St Eastbound				Payran St Westbound				Washington St Northbound				Washington St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	26	22	6	0	16	39	44	0	9	199	9	0	14	219	23	626	0	
4:15 PM	0	24	19	8	0	11	42	40	0	7	168	8	0	18	188	23	556	0	
4:30 PM	0	28	25	5	0	22	45	39	0	6	195	16	0	22	173	28	604	0	
4:45 PM	0	15	26	3	0	17	39	45	0	9	229	16	0	13	220	17	649	2,435	
5:00 PM	0	31	28	7	0	20	34	55	0	4	200	12	0	16	216	25	648	2,457	
5:15 PM	0	29	25	10	0	15	37	41	0	8	182	13	0	12	219	20	611	2,512	
5:30 PM	0	24	19	7	0	11	31	43	0	7	203	13	0	14	209	26	607	2,515	
5:45 PM	0	18	11	11	0	6	30	55	0	10	191	10	0	9	217	29	597	2,463	
Count Total	0	195	175	57	0	118	297	362	0	60	1,567	97	0	118	1,661	191	4,898	0	
Peak Hour	All	0	99	98	27	0	63	141	184	0	28	814	54	0	55	864	88	2,515	0
	HV	0	0	0	0	0	0	2	2	0	0	12	0	0	0	9	0	25	0
	HV%	-	0%	0%	0%	-	0%	1%	1%	-	0%	1%	0%	-	0%	1%	0%	1%	0

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

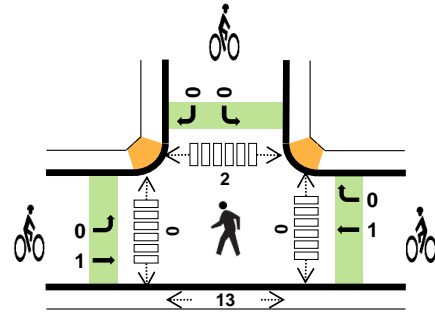
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	8	1	10	0	0	1	0	1	3	6	0	0	9
4:15 PM	0	0	2	3	5	0	0	0	0	0	2	2	2	1	7
4:30 PM	1	0	1	4	6	0	0	0	0	0	5	0	4	2	11
4:45 PM	0	2	3	2	7	0	0	0	0	0	8	0	1	2	11
5:00 PM	0	1	4	2	7	0	0	0	0	0	5	1	0	2	8
5:15 PM	0	1	1	4	6	0	0	1	0	1	2	1	0	0	3
5:30 PM	0	0	4	1	5	0	0	0	0	0	2	3	0	0	5
5:45 PM	0	0	2	3	5	0	0	0	0	0	7	2	0	0	9
Count Total	1	5	25	20	51	0	0	2	0	2	34	15	7	7	63
Peak Hour	0	4	12	9	25	0	0	1	0	1	17	5	1	4	27

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Payran St				Payran 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	1	0	0	8	0	0	0	1	0	10	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	1	0	0	0	0	0	0	0	0	1	0	0	0	4	0	6	0
4:45 PM	0	0	0	0	0	0	1	1	0	0	3	0	0	0	2	0	7	28
5:00 PM	0	0	0	0	0	0	0	1	0	0	4	0	0	0	2	0	7	25
5:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4	0	6	26
5:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	25
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	23
Count Total	0	1	0	0	0	0	2	3	0	0	25	0	0	0	20	0	51	0
Peak Hour	0	0	0	0	0	0	2	2	0	0	12	0	0	0	9	0	25	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Payran St			Payran 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	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	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	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	1	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	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Count Total	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	
Peak Hour	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>																		

Greylawn Ave Payran St



Date: 01-23-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	1.4%	0.79
WB	1.2%	0.87
NB	-	-
SB	0.0%	0.56
TOTAL	1.2%	0.93

Two-Hour Count Summaries

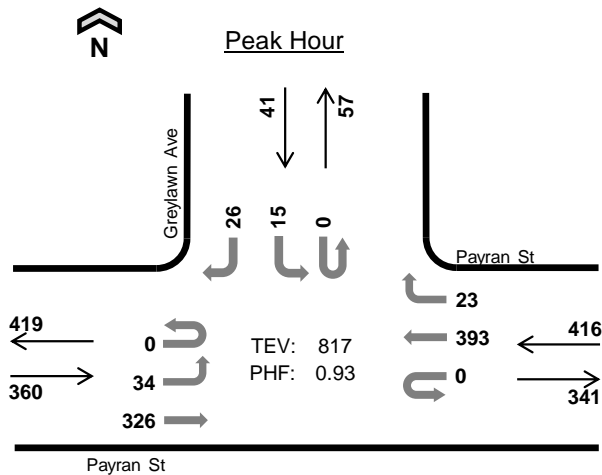
Interval Start	Payran St Eastbound				Payran St Westbound				0 Northbound				Greylawn Ave Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	2	43	0	0	0	30	3	0	0	0	0	0	6	0	5	89	0	
7:15 AM	0	2	44	0	0	0	58	4	0	0	0	0	1	5	0	10	124	0	
7:30 AM	0	2	49	0	0	0	53	2	0	0	0	0	0	2	0	14	122	0	
7:45 AM	0	1	73	0	0	0	78	5	0	0	0	0	0	2	0	7	166	501	
8:00 AM	0	4	99	0	0	0	98	2	0	0	0	0	0	6	0	16	225	637	
8:15 AM	0	6	129	0	0	0	91	7	0	0	0	0	0	0	0	9	242	755	
8:30 AM	0	3	96	0	0	0	99	4	0	0	0	0	0	5	0	2	209	842	
8:45 AM	0	5	84	0	0	0	119	2	0	0	0	0	0	3	0	8	221	897	
Count Total	0	25	617	0	0	0	626	29	0	0	0	0	1	29	0	71	1,398	0	
Peak Hour	All	0	18	408	0	0	0	407	15	0	0	0	0	0	14	0	35	897	0
	HV	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	11	0
	HV%	-	0%	1%	-	-	-	1%	0%	-	-	-	-	-	0%	-	0%	1%	0

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

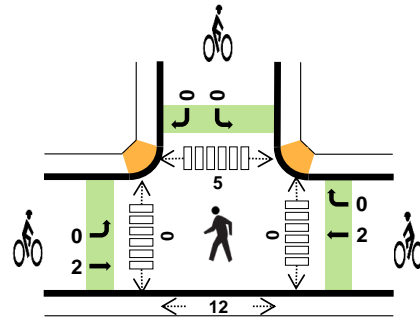
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1
7:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	3	3
7:45 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	7	7
8:15 AM	2	1	0	0	3	0	0	0	0	0	0	0	1	4	5
8:30 AM	3	0	0	0	3	1	0	0	0	1	0	0	0	2	2
8:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1
Count Total	11	9	0	1	21	1	1	0	0	2	0	0	3	17	20
Peak Hr	6	5	0	0	11	1	1	0	0	2	0	0	2	13	15

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Payran St				Payran St				0				Greylawn 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	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	10
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
8:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	9
8:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9
8:45 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	11
Count Total	0	0	11	0	0	0	9	0	0	0	0	0	0	0	1	21	0	0
Peak Hour	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	11	0	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Payran St			Payran St			0			Greylawn Ave			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	1	0	0	0	0	0	0	0	0	0	0	1	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Count Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0	0
Peak Hour	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Greylawn Ave Payran St



Date: 01-23-2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.8%	0.93
WB	0.2%	0.88
NB	-	-
SB	0.0%	0.85
TOTAL	0.5%	0.93

Two-Hour Count Summaries

Interval Start	Payran St Eastbound				Payran St Westbound				0 Northbound				Greylawn Ave 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	6	65	0	0	0	83	4	0	0	0	0	0	5	0	1	164	0	
4:15 PM	0	6	72	0	0	0	112	5	0	0	0	0	0	1	0	1	197	0	
4:30 PM	0	8	84	0	0	0	112	6	0	0	0	0	0	6	0	4	220	0	
4:45 PM	0	7	75	0	0	0	78	7	0	0	0	0	0	3	0	7	177	758	
5:00 PM	0	10	87	0	0	0	104	7	0	0	0	0	0	1	0	8	217	811	
5:15 PM	0	9	80	0	0	0	99	3	0	0	0	0	0	5	0	7	203	817	
5:30 PM	0	9	72	0	1	0	84	2	0	0	0	0	1	4	0	5	178	775	
5:45 PM	0	13	63	0	0	0	96	5	0	0	0	0	0	1	0	3	181	779	
Count Total	0	68	598	0	1	0	768	39	0	0	0	0	1	26	0	36	1,537	0	
Peak Hour	All	0	34	326	0	0	0	393	23	0	0	0	0	0	15	0	26	817	0
	HV	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
	HV%	-	0%	1%	-	-	-	0%	0%	-	-	-	-	-	0%	-	0%	0%	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	0	0	0	0	0	0	0	0	0	3	0	3
4:15 PM	0	1	0	0	1	1	0	0	0	1	0	1	2	0	3
4:30 PM	3	0	0	0	3	1	0	0	0	1	0	0	3	5	8
4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
5:15 PM	0	1	0	0	1	1	0	0	0	1	0	0	1	3	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	3	4
Count Total	3	2	0	0	5	3	3	0	0	6	0	1	12	16	29
Peak Hr	3	1	0	0	4	2	2	0	0	4	0	0	5	12	17

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Payran St				Payran St				0				Greylawn 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		
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	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	3	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	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	4
5:15 PM	0	0	0	0	0	0	1	0	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	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0
Peak Hour	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Payran St			Payran St			0			Greylawn Ave			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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	4	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	2
Count Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	6	0	0
Peak Hour	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0

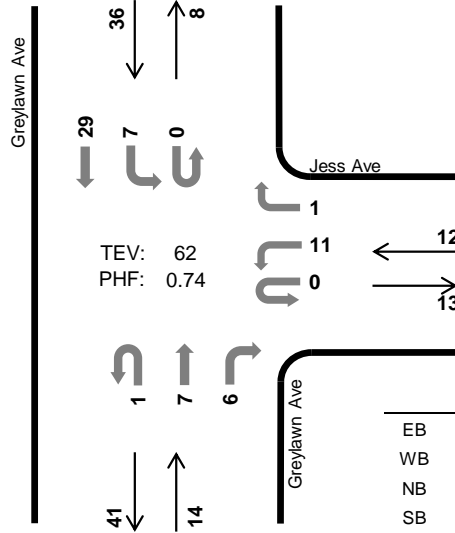
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Greylawn Ave Jess Ave



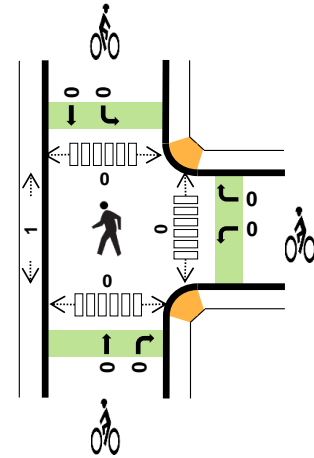
Peak Hour

Date: 01-23-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



TEV: 62
PHF: 0.74

	HV %:	PHF
EB	-	-
WB	8.3%	0.43
NB	0.0%	0.58
SB	0.0%	0.75
TOTAL	1.6%	0.74



Two-Hour Count Summaries

Interval Start	0				Jess Ave				Greylawn Ave				Greylawn 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	0	0	0	0	0	0	0	0	0	2	0	1	6	0	9	0	
7:15 AM	0	0	0	0	0	1	0	0	0	0	4	2	0	1	7	0	15	0	
7:30 AM	0	0	0	0	0	2	0	0	0	0	1	1	0	1	11	0	16	0	
7:45 AM	0	0	0	0	0	1	0	1	1	0	0	3	0	0	4	0	10	50	
8:00 AM	0	0	0	0	0	7	0	0	0	0	2	0	0	5	7	0	21	62	
8:15 AM	0	0	0	0	0	2	0	0	0	0	7	3	0	1	1	0	14	61	
8:30 AM	0	0	0	0	0	2	0	0	0	0	5	0	0	1	0	0	8	53	
8:45 AM	0	0	0	0	0	1	0	1	0	0	2	2	1	1	5	0	13	56	
Count Total	0	0	0	0	0	16	0	2	1	0	21	13	1	11	41	0	106	0	
Peak Hour	All	0	0	0	0	0	11	0	1	1	0	7	6	0	7	29	0	62	0
	HV	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
	HV%	-	-	-	-	-	9%	-	0%	0%	-	0%	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
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	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	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	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	1	1
Count Total	0	1	0	0	1	0	0	0	0	0	0	1	0	1	2
Peak Hr	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1

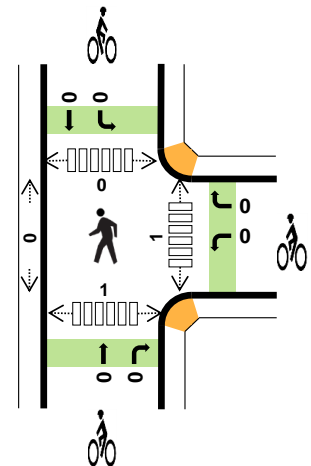
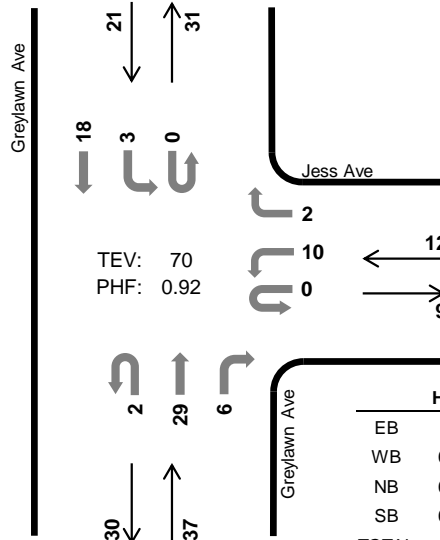
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				Jess Ave				Greylawn Ave				Greylawn Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
Peak Hour	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	0			Jess Ave			Greylawn Ave			Greylawn Ave			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	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		
8:00 AM	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		
8:30 AM	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		
Count Total	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		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Greylawn Ave Jess Ave



Peak Hour

Date: 01-23-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.50
NB	0.0%	0.84
SB	0.0%	0.75
TOTAL	0.0%	0.92

Two-Hour Count Summaries

Interval Start	0				Jess Ave				Greylawn Ave				Greylawn 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			
4:00 PM	0	0	0	0	0	1	0	0	0	0	3	2	0	0	2	0	8	0	
4:15 PM	0	0	0	0	0	0	0	1	0	0	3	2	0	0	2	0	8	0	
4:30 PM	0	0	0	0	0	3	0	0	1	0	6	2	0	0	4	0	16	0	
4:45 PM	0	0	0	0	0	1	0	0	0	0	9	2	0	1	6	0	19	51	
5:00 PM	0	0	0	0	0	6	0	0	1	0	5	2	0	1	4	0	19	62	
5:15 PM	0	0	0	0	0	0	0	2	0	0	9	0	0	1	4	0	16	70	
5:30 PM	0	0	0	0	0	4	0	0	0	0	4	2	0	1	1	0	12	66	
5:45 PM	0	0	0	0	0	0	0	1	1	0	5	3	0	0	1	0	11	58	
Count Total	0	0	0	0	0	15	0	4	3	0	44	15	0	4	24	0	109	0	
Peak Hour	All	0	0	0	0	0	10	0	2	2	0	29	6	0	3	18	0	70	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	-	-	-	-	0%	-	0%	0%	-	0%	0%	-	0%	0%	-	0%	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	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
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	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
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Count Total	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4
Peak Hr	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	0				Jess Ave				Greylawn Ave				Greylawn 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		
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	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	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	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	0			Jess Ave			Greylawn Ave			Greylawn Ave			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		
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	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		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	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		
Peak Hour	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>																		

Location: Graylawn Ave B/W Jess Ave & Oak Creek Apt Dw
 Date Range: 1/22/2019 - 1/28/2019
 Site Code: A

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average				
	1/22/2019			1/23/2019			1/24/2019			1/25/2019			1/26/2019			1/27/2019			1/28/2019							
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB
12:00 AM	1	2	3	1	2	3	6	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5	
1:00 AM	4	1	5	2	0	2	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4	
2:00 AM	0	2	2	0	1	1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2	
3:00 AM	1	1	2	1	2	3	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2	
4:00 AM	1	2	3	2	4	6	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5	
5:00 AM	1	13	14	2	15	17	1	15	16	-	-	-	-	-	-	-	-	-	-	-	-	-	1	14	16	
6:00 AM	2	15	17	2	20	22	0	18	18	-	-	-	-	-	-	-	-	-	-	-	-	-	1	18	19	
7:00 AM	6	33	39	10	38	48	5	32	37	-	-	-	-	-	-	-	-	-	-	-	-	-	7	34	41	
8:00 AM	21	21	42	20	18	38	18	23	41	-	-	-	-	-	-	-	-	-	-	-	-	-	20	21	40	
9:00 AM	6	15	21	8	15	23	9	19	28	-	-	-	-	-	-	-	-	-	-	-	-	-	8	16	24	
10:00 AM	7	6	13	10	11	21	5	8	13	-	-	-	-	-	-	-	-	-	-	-	-	-	7	8	16	
11:00 AM	9	7	16	8	17	25	9	10	19	-	-	-	-	-	-	-	-	-	-	-	-	-	9	11	20	
12:00 PM	7	15	22	12	15	27	10	9	19	-	-	-	-	-	-	-	-	-	-	-	-	-	10	13	23	
1:00 PM	14	12	26	16	21	37	9	14	23	-	-	-	-	-	-	-	-	-	-	-	-	-	13	16	29	
2:00 PM	13	13	26	18	13	31	17	18	35	-	-	-	-	-	-	-	-	-	-	-	-	-	16	15	31	
3:00 PM	31	15	46	23	13	36	23	10	33	-	-	-	-	-	-	-	-	-	-	-	-	-	26	13	38	
4:00 PM	29	18	47	23	16	39	29	15	44	-	-	-	-	-	-	-	-	-	-	-	-	-	27	16	43	
5:00 PM	24	16	40	32	12	44	23	17	40	-	-	-	-	-	-	-	-	-	-	-	-	-	26	15	41	
6:00 PM	27	9	36	23	8	31	19	13	32	-	-	-	-	-	-	-	-	-	-	-	-	-	23	10	33	
7:00 PM	16	9	25	17	14	31	23	8	31	-	-	-	-	-	-	-	-	-	-	-	-	-	19	10	29	
8:00 PM	23	13	36	17	4	21	11	6	17	-	-	-	-	-	-	-	-	-	-	-	-	-	17	8	25	
9:00 PM	9	3	12	18	6	24	16	6	22	-	-	-	-	-	-	-	-	-	-	-	-	-	14	5	19	
10:00 PM	9	1	10	13	5	18	8	4	12	-	-	-	-	-	-	-	-	-	-	-	-	-	10	3	13	
11:00 PM	6	3	9	4	1	5	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	4	1	5	
Total	267	245	512	282	271	553	250	254	504	-	-	-	-	-	-	-	-	-	-	-	-	-	266	257	523	
Percent	52%	48%	-	51%	49%	-	50%	50%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51%	49%	-	
AM Peak	08:00	07:00	08:00	08:00	07:00	07:00	08:00	07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00	
Vol.	21	33	42	20	38	48	18	32	41	-	-	-	-	-	-	-	-	-	-	-	-	-	20	34	41	
PM Peak	15:00	16:00	16:00	17:00	13:00	17:00	16:00	14:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	16:00	16:00	
Vol.	31	18	47	32	21	44	29	18	44	-	-	-	-	-	-	-	-	-	-	-	-	-	27	16	43	

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

Location: Graylawn Ave B/W Payran St & Betty Ct
 Date Range: 1/22/2019 - 1/28/2019
 Site Code: B

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	1/22/2019			1/23/2019			1/24/2019			1/25/2019			1/26/2019			1/27/2019			1/28/2019					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	3	3	6	2	2	4	4	3	7	-	-	-	-	-	-	-	-	-	-	-	-	3	3	6
1:00 AM	6	3	9	1	0	1	3	0	3	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
2:00 AM	0	3	3	1	2	3	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
3:00 AM	1	2	3	2	3	5	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
4:00 AM	0	4	4	1	5	6	2	5	7	-	-	-	-	-	-	-	-	-	-	-	-	1	5	6
5:00 AM	1	21	22	2	25	27	2	22	24	-	-	-	-	-	-	-	-	-	-	-	-	2	23	24
6:00 AM	3	26	29	7	32	39	5	35	40	-	-	-	-	-	-	-	-	-	-	-	-	5	31	36
7:00 AM	18	54	72	27	59	86	16	52	68	-	-	-	-	-	-	-	-	-	-	-	-	20	55	75
8:00 AM	44	54	98	41	50	91	45	52	97	-	-	-	-	-	-	-	-	-	-	-	-	43	52	95
9:00 AM	14	30	44	21	30	51	22	36	58	-	-	-	-	-	-	-	-	-	-	-	-	19	32	51
10:00 AM	24	28	52	31	24	55	25	20	45	-	-	-	-	-	-	-	-	-	-	-	-	27	24	51
11:00 AM	25	16	41	28	36	64	23	19	42	-	-	-	-	-	-	-	-	-	-	-	-	25	24	49
12:00 PM	22	25	47	32	33	65	24	23	47	-	-	-	-	-	-	-	-	-	-	-	-	26	27	53
1:00 PM	24	17	41	39	29	68	36	25	61	-	-	-	-	-	-	-	-	-	-	-	-	33	24	57
2:00 PM	37	29	66	38	28	66	36	35	71	-	-	-	-	-	-	-	-	-	-	-	-	37	31	68
3:00 PM	75	39	114	51	32	83	53	33	86	-	-	-	-	-	-	-	-	-	-	-	-	60	35	94
4:00 PM	71	35	106	56	29	85	64	32	96	-	-	-	-	-	-	-	-	-	-	-	-	64	32	96
5:00 PM	73	36	109	68	34	102	62	34	96	-	-	-	-	-	-	-	-	-	-	-	-	68	35	102
6:00 PM	62	23	85	56	27	83	44	33	77	-	-	-	-	-	-	-	-	-	-	-	-	54	28	82
7:00 PM	35	18	53	37	26	63	54	21	75	-	-	-	-	-	-	-	-	-	-	-	-	42	22	64
8:00 PM	46	16	62	30	9	39	30	15	45	-	-	-	-	-	-	-	-	-	-	-	-	35	13	49
9:00 PM	29	24	53	21	12	33	30	7	37	-	-	-	-	-	-	-	-	-	-	-	-	27	14	41
10:00 PM	13	5	18	26	9	35	10	5	15	-	-	-	-	-	-	-	-	-	-	-	-	16	6	23
11:00 PM	9	6	15	5	2	7	7	2	9	-	-	-	-	-	-	-	-	-	-	-	-	7	3	10
Total	635	517	1,152	623	538	1,161	599	513	1,112	-	-	-	-	-	-	-	-	-	-	-	-	619	523	1,142
Percent	55%	45%	-	54%	46%	-	54%	46%	-	-	-	-	-	-	-	-	-	-	-	-	-	54%	46%	-
AM Peak	08:00	07:00	08:00	08:00	07:00	08:00	08:00	07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	08:00
Vol.	44	54	98	41	59	91	45	52	97	-	-	-	-	-	-	-	-	-	-	-	-	43	55	95
PM Peak	15:00	15:00	15:00	17:00	17:00	17:00	16:00	14:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	17:00
Vol.	75	39	114	68	34	102	64	35	96	-	-	-	-	-	-	-	-	-	-	-	-	68	35	102

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

Location: Jess Ave N/O Payran St
 Date Range: 1/22/2019 - 1/28/2019
 Site Code: C

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average				
	1/22/2019			1/23/2019			1/24/2019			1/25/2019			1/26/2019			1/27/2019			1/28/2019							
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB
12:00 AM	0	2	2	1	2	3	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2	
1:00 AM	0	0	0	1	0	1	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	
2:00 AM	0	0	0	0	0	0	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1	
3:00 AM	2	0	2	2	1	3	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	2	
4:00 AM	1	0	1	3	1	4	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3	
5:00 AM	0	8	8	0	6	6	2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	1	7	7	
6:00 AM	1	8	9	2	13	15	2	8	10	-	-	-	-	-	-	-	-	-	-	-	-	-	2	10	11	
7:00 AM	7	27	34	11	29	40	5	26	31	-	-	-	-	-	-	-	-	-	-	-	-	-	8	27	35	
8:00 AM	8	18	26	13	22	35	18	28	46	-	-	-	-	-	-	-	-	-	-	-	-	-	13	23	36	
9:00 AM	13	8	21	2	9	11	3	10	13	-	-	-	-	-	-	-	-	-	-	-	-	-	6	9	15	
10:00 AM	4	12	16	5	12	17	7	8	15	-	-	-	-	-	-	-	-	-	-	-	-	-	5	11	16	
11:00 AM	6	9	15	4	13	17	6	17	23	-	-	-	-	-	-	-	-	-	-	-	-	-	5	13	18	
12:00 PM	17	19	36	12	13	25	7	8	15	-	-	-	-	-	-	-	-	-	-	-	-	-	12	13	25	
1:00 PM	9	8	17	17	16	33	12	10	22	-	-	-	-	-	-	-	-	-	-	-	-	-	13	11	24	
2:00 PM	7	13	20	14	14	28	12	14	26	-	-	-	-	-	-	-	-	-	-	-	-	-	11	14	25	
3:00 PM	21	13	34	16	10	26	15	16	31	-	-	-	-	-	-	-	-	-	-	-	-	-	17	13	30	
4:00 PM	14	10	24	13	11	24	19	8	27	-	-	-	-	-	-	-	-	-	-	-	-	-	15	10	25	
5:00 PM	20	20	40	25	13	38	21	19	40	-	-	-	-	-	-	-	-	-	-	-	-	-	22	17	39	
6:00 PM	18	12	30	20	8	28	23	7	30	-	-	-	-	-	-	-	-	-	-	-	-	-	20	9	29	
7:00 PM	13	3	16	8	12	20	8	8	16	-	-	-	-	-	-	-	-	-	-	-	-	-	10	8	17	
8:00 PM	21	26	47	7	4	11	13	9	22	-	-	-	-	-	-	-	-	-	-	-	-	-	14	13	27	
9:00 PM	19	19	38	7	6	13	11	8	19	-	-	-	-	-	-	-	-	-	-	-	-	-	12	11	23	
10:00 PM	3	2	5	4	2	6	4	3	7	-	-	-	-	-	-	-	-	-	-	-	-	-	4	2	6	
11:00 PM	0	0	0	0	0	0	3	0	3	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1	
Total	204	237	441	187	217	404	195	216	411	-	-	-	-	-	-	-	-	-	-	-	-	-	195	223	419	
Percent	46%	54%	-	46%	54%	-	47%	53%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47%	53%	-	
AM Peak	09:00	07:00	07:00	08:00	07:00	07:00	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	08:00	
Vol.	13	27	34	13	29	40	18	28	46	-	-	-	-	-	-	-	-	-	-	-	-	-	13	27	36	
PM Peak	15:00	20:00	20:00	17:00	13:00	17:00	18:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	17:00	17:00	
Vol.	21	26	47	25	16	38	23	19	40	-	-	-	-	-	-	-	-	-	-	-	-	-	22	17	39	

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

Vehicle Speed Report Summary

Location: Graylawn Ave B/W Cordelia Ct & Bernice Dr
Count Direction: Northbound / Southbound
Date Range: 1/22/2019 to 1/24/2019
Site Code: D

	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
Study Total																		
Northbound	7	24	205	511	429	97	12	1	0	0	0	0	0	0	0	0	0	1,286
Percent	0.5%	1.9%	15.9%	39.7%	33.4%	7.5%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	11	56	188	378	421	125	13	5	1	1	0	0	3	0	0	0	0	1,202
Percent	0.9%	4.7%	15.6%	31.4%	35.0%	10.4%	1.1%	0.4%	0.1%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100%
Total	18	80	393	889	850	222	25	6	1	1	0	0	3	0	0	0	0	2,488
Percent	0.7%	3.2%	15.8%	35.7%	34.2%	8.9%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary			Total Study Speed Statistics		
Northbound			Northbound		
50th Percentile (Median)	24.2	mph	Mean (Average) Speed	24.0	mph
85th Percentile	28.4	mph	10 mph Pace	19.7 - 29.7	mph
95th Percentile	31.3	mph	Percent in Pace	73.4	%
Southbound			Southbound		
50th Percentile (Median)	24.6	mph	Mean (Average) Speed	24.3	mph
85th Percentile	29.4	mph	10 mph Pace	20.4 - 30.4	mph
95th Percentile	32.1	mph	Percent in Pace	66.7	%

Location: Graylawn Ave B/W Cordelia Ct & Bernice Dr
Date Range: 1/22/2019 to 1/24/2019
Site Code: D

Tuesday, January 22, 2019
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7:00 AM	0	0	1	6	3	1	0	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	0	0	7	15	5	3	2	0	0	0	0	0	0	0	0	0	0	32
9:00 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 AM	0	0	2	12	3	0	0	0	0	0	0	0	0	0	0	0	0	17
11:00 AM	0	0	3	1	8	0	0	0	0	0	0	0	0	0	0	0	0	12
12:00 PM	0	0	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	9
1:00 PM	0	0	0	6	8	2	0	0	0	0	0	0	0	0	0	0	0	16
2:00 PM	0	0	5	14	5	0	0	0	0	0	0	0	0	0	0	0	0	24
3:00 PM	1	0	3	15	21	4	0	0	0	0	0	0	0	0	0	0	0	44
4:00 PM	0	0	7	15	13	5	0	0	0	0	0	0	0	0	0	0	0	40
5:00 PM	2	2	15	21	9	1	0	0	0	0	0	0	0	0	0	0	0	50
6:00 PM	0	0	10	13	15	4	1	0	0	0	0	0	0	0	0	0	0	43
7:00 PM	0	0	7	6	7	0	1	0	0	0	0	0	0	0	0	0	0	21
8:00 PM	0	2	10	17	9	1	1	0	0	0	0	0	0	0	0	0	0	40
9:00 PM	0	1	1	11	6	0	0	0	0	0	0	0	0	0	0	0	0	19
10:00 PM	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	3	5	78	173	127	23	6	0	0	0	0	0	0	0	0	0	0	415
Percent	0.7%	1.2%	18.8%	41.7%	30.6%	5.5%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	23.6 mph	Mean (Average) Speed	23.6 mph
85th Percentile	28.0 mph	10 mph Pace	18.3 - 28.3 mph
95th Percentile	30.9 mph	Percent in Pace	74.2 %

Location: Graylawn Ave B/W Cordelia Ct & Bernice Dr
Date Range: 1/22/2019 to 1/24/2019
Site Code: D

Tuesday, January 22, 2019
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	5	6	0	1	2	0	0	0	0	0	0	0	0	0	0	14
6:00 AM	0	2	1	10	2	6	0	0	0	0	0	0	0	0	0	0	0	21
7:00 AM	1	2	5	15	14	4	1	0	0	0	0	0	0	0	0	0	0	42
8:00 AM	0	1	10	14	12	2	0	0	0	0	0	0	0	0	0	0	0	39
9:00 AM	0	0	3	7	14	0	1	0	0	0	0	0	0	0	0	0	0	25
10:00 AM	0	1	4	6	7	2	0	0	0	0	0	0	0	0	0	0	0	20
11:00 AM	0	1	1	5	2	4	0	0	0	0	0	0	0	0	0	0	0	13
12:00 PM	0	0	4	1	9	2	0	0	0	0	0	0	0	0	0	0	0	16
1:00 PM	0	0	3	4	3	2	0	0	0	0	0	0	0	0	0	0	0	12
2:00 PM	0	1	3	3	15	0	0	0	0	0	0	0	0	0	0	0	0	22
3:00 PM	0	1	3	5	10	7	0	0	0	0	0	0	3	0	0	0	0	29
4:00 PM	0	1	3	11	12	2	0	0	0	0	0	0	0	0	0	0	0	29
5:00 PM	3	4	4	9	8	4	0	0	0	0	0	0	0	0	0	0	0	32
6:00 PM	0	0	3	3	8	2	0	0	0	0	0	0	0	0	0	0	0	16
7:00 PM	0	0	3	5	7	0	0	0	0	0	0	0	0	0	0	0	0	15
8:00 PM	1	0	5	5	4	2	0	0	0	0	0	0	0	0	0	0	0	17
9:00 PM	0	0	9	5	1	3	0	4	0	0	0	0	0	0	0	0	0	22
10:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	0	2	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6
Total	5	16	75	121	130	44	6	4	0	0	0	0	3	0	0	0	0	404
Percent	1.2%	4.0%	18.6%	30.0%	32.2%	10.9%	1.5%	1.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	24.3 mph	Mean (Average) Speed	24.3 mph
85th Percentile	29.6 mph	10 mph Pace	18.8 - 28.8 mph
95th Percentile	33.6 mph	Percent in Pace	63.6 %

Location: Graylawn Ave B/W Cordelia Ct & Bernice Dr
Date Range: 1/22/2019 to 1/24/2019
Site Code: D

Wednesday, January 23, 2019
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	9
7:00 AM	0	0	2	8	2	3	1	0	0	0	0	0	0	0	0	0	0	16
8:00 AM	0	0	0	15	10	3	0	0	0	0	0	0	0	0	0	0	0	28
9:00 AM	0	0	3	3	6	2	0	0	0	0	0	0	0	0	0	0	0	14
10:00 AM	1	1	2	9	9	0	1	0	0	0	0	0	0	0	0	0	0	23
11:00 AM	0	0	2	5	3	4	0	0	0	0	0	0	0	0	0	0	0	14
12:00 PM	0	1	2	5	14	1	1	0	0	0	0	0	0	0	0	0	0	24
1:00 PM	0	0	3	9	10	5	0	0	0	0	0	0	0	0	0	0	0	27
2:00 PM	0	0	1	13	12	3	0	0	0	0	0	0	0	0	0	0	0	29
3:00 PM	0	0	4	8	23	5	0	1	0	0	0	0	0	0	0	0	0	41
4:00 PM	0	1	3	12	18	5	0	0	0	0	0	0	0	0	0	0	0	39
5:00 PM	0	1	14	19	12	4	0	0	0	0	0	0	0	0	0	0	0	50
6:00 PM	0	0	5	13	13	3	0	0	0	0	0	0	0	0	0	0	0	34
7:00 PM	0	1	4	15	11	2	0	0	0	0	0	0	0	0	0	0	0	33
8:00 PM	0	0	4	8	13	3	0	0	0	0	0	0	0	0	0	0	0	28
9:00 PM	0	0	2	6	11	0	0	0	0	0	0	0	0	0	0	0	0	19
10:00 PM	0	1	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	19
11:00 PM	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	1	6	54	172	180	45	3	1	0	0	0	0	0	0	0	0	0	462
Percent	0.2%	1.3%	11.7%	37.2%	39.0%	9.7%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	24.9 mph	Mean (Average) Speed	24.8 mph
85th Percentile	29.3 mph	10 mph Pace	19.8 - 29.8 mph
95th Percentile	31.6 mph	Percent in Pace	75.8 %

Location: Graylawn Ave B/W Cordelia Ct & Bernice Dr
 Date Range: 1/22/2019 to 1/24/2019
 Site Code: D

Wednesday, January 23, 2019
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	1	3	8	5	1	0	0	0	1	0	0	0	0	0	0	0	19
6:00 AM	0	1	1	10	6	2	0	0	0	0	0	0	0	0	0	0	0	20
7:00 AM	0	1	3	20	16	6	0	0	0	0	0	0	0	0	0	0	0	46
8:00 AM	0	3	3	12	14	2	1	0	0	0	0	0	0	0	0	0	0	35
9:00 AM	0	1	4	5	14	0	0	0	0	0	0	0	0	0	0	0	0	24
10:00 AM	0	1	6	7	6	1	0	0	0	0	0	0	0	0	0	0	0	21
11:00 AM	0	2	4	7	8	3	0	0	0	0	0	0	0	0	0	0	0	24
12:00 PM	0	3	2	6	9	3	0	1	0	0	0	0	0	0	0	0	0	24
1:00 PM	0	1	3	5	13	4	0	0	0	0	0	0	0	0	0	0	0	26
2:00 PM	0	0	3	5	11	1	1	0	0	0	0	0	0	0	0	0	0	21
3:00 PM	0	1	4	5	13	5	0	0	0	0	0	0	0	0	0	0	0	28
4:00 PM	0	1	3	10	11	1	0	0	0	0	0	0	0	0	0	0	0	26
5:00 PM	0	3	4	12	5	1	0	0	0	0	0	0	0	0	0	0	0	25
6:00 PM	0	0	3	7	5	4	1	0	0	0	0	0	0	0	0	0	0	20
7:00 PM	1	0	3	10	3	1	0	0	0	0	0	0	0	0	0	0	0	18
8:00 PM	0	1	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	9
9:00 PM	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	10
10:00 PM	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	20	55	142	154	39	3	1	0	1	0	0	0	0	0	0	0	416
Percent	0.2%	4.8%	13.2%	34.1%	37.0%	9.4%	0.7%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	24.7 mph	Mean (Average) Speed	24.3 mph
85th Percentile	29.2 mph	10 mph Pace	20.1 - 30.1 mph
95th Percentile	31.4 mph	Percent in Pace	71.6 %

Location: Graylawn Ave B/W Cordelia Ct & Bernice Dr
Date Range: 1/22/2019 to 1/24/2019
Site Code: D

Thursday, January 24, 2019
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
7:00 AM	0	1	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	10
8:00 AM	0	0	3	7	11	3	0	0	0	0	0	0	0	0	0	0	0	24
9:00 AM	0	0	1	5	7	0	0	0	0	0	0	0	0	0	0	0	0	13
10:00 AM	0	0	2	7	4	0	0	0	0	0	0	0	0	0	0	0	0	13
11:00 AM	0	0	1	8	6	2	0	0	0	0	0	0	0	0	0	0	0	17
12:00 PM	0	0	2	3	7	2	1	0	0	0	0	0	0	0	0	0	0	15
1:00 PM	0	1	2	8	5	5	0	0	0	0	0	0	0	0	0	0	0	21
2:00 PM	0	3	2	17	2	4	1	0	0	0	0	0	0	0	0	0	0	29
3:00 PM	0	1	5	10	15	1	1	0	0	0	0	0	0	0	0	0	0	33
4:00 PM	1	0	8	17	10	3	0	0	0	0	0	0	0	0	0	0	0	39
5:00 PM	0	3	10	17	13	3	0	0	0	0	0	0	0	0	0	0	0	46
6:00 PM	0	3	3	18	6	3	0	0	0	0	0	0	0	0	0	0	0	33
7:00 PM	0	1	9	13	10	1	0	0	0	0	0	0	0	0	0	0	0	34
8:00 PM	2	0	12	10	5	0	0	0	0	0	0	0	0	0	0	0	0	29
9:00 PM	0	0	3	8	7	2	0	0	0	0	0	0	0	0	0	0	0	20
10:00 PM	0	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	9
11:00 PM	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	3	13	73	166	122	29	3	0	0	0	0	0	0	0	0	0	0	409
Percent	0.7%	3.2%	17.8%	40.6%	29.8%	7.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	23.7 mph	Mean (Average) Speed	23.5 mph
85th Percentile	27.9 mph	10 mph Pace	18.3 - 28.3 mph
95th Percentile	31.1 mph	Percent in Pace	73.8 %

Location: Graylawn Ave B/W Cordelia Ct & Bernice Dr
Date Range: 1/22/2019 to 1/24/2019
Site Code: D

Thursday, January 24, 2019
Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	1	3	4	9	2	0	0	0	0	0	0	0	0	0	0	0	19
6:00 AM	0	0	4	8	6	2	1	0	0	0	0	0	0	0	0	0	0	21
7:00 AM	1	5	6	14	11	6	1	0	0	0	0	0	0	0	0	0	0	44
8:00 AM	0	0	5	6	21	2	0	0	1	0	0	0	0	0	0	0	0	35
9:00 AM	0	1	4	3	13	4	0	0	0	0	0	0	0	0	0	0	0	25
10:00 AM	0	0	4	3	6	2	0	0	0	0	0	0	0	0	0	0	0	15
11:00 AM	0	0	1	1	9	5	0	0	0	0	0	0	0	0	0	0	0	16
12:00 PM	0	0	3	8	1	2	0	0	0	0	0	0	0	0	0	0	0	14
1:00 PM	0	0	2	8	7	4	0	0	0	0	0	0	0	0	0	0	0	21
2:00 PM	1	5	6	7	9	1	1	0	0	0	0	0	0	0	0	0	0	30
3:00 PM	0	3	3	13	4	1	0	0	0	0	0	0	0	0	0	0	0	24
4:00 PM	0	2	6	5	8	3	0	0	0	0	0	0	0	0	0	0	0	24
5:00 PM	2	1	2	9	9	2	1	0	0	0	0	0	0	0	0	0	0	26
6:00 PM	0	0	3	4	8	2	0	0	0	0	0	0	0	0	0	0	0	17
7:00 PM	0	1	2	8	3	0	0	0	0	0	0	0	0	0	0	0	0	14
8:00 PM	1	0	2	5	4	1	0	0	0	0	0	0	0	0	0	0	0	13
9:00 PM	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
10:00 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	20	58	115	137	42	4	0	1	0	0	0	0	0	0	0	0	382
Percent	1.3%	5.2%	15.2%	30.1%	35.9%	11.0%	1.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary		Speed Statistics	
50th Percentile (Median)	24.4 mph	Mean (Average) Speed	24.2 mph
85th Percentile	29.5 mph	10 mph Pace	20.4 - 30.4 mph
95th Percentile	31.9 mph	Percent in Pace	67.3 %

Location: Graylawn Ave B/W Cordelia Ct & Bernice Dr
 Date Range: 1/22/2019 to 1/24/2019
 Site Code: D

**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
7:00 AM	0	0	1	6	3	1	0	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	0	0	3	12	9	3	1	0	0	0	0	0	0	0	0	0	0	28
9:00 AM	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	10
10:00 AM	0	0	2	9	5	0	0	0	0	0	0	0	0	0	0	0	0	16
11:00 AM	0	0	2	5	6	2	0	0	0	0	0	0	0	0	0	0	0	15
12:00 PM	0	0	2	4	8	1	1	0	0	0	0	0	0	0	0	0	0	16
1:00 PM	0	0	2	8	8	4	0	0	0	0	0	0	0	0	0	0	0	22
2:00 PM	0	1	3	15	6	2	0	0	0	0	0	0	0	0	0	0	0	27
3:00 PM	0	0	4	11	20	3	0	0	0	0	0	0	0	0	0	0	0	38
4:00 PM	0	0	6	15	14	4	0	0	0	0	0	0	0	0	0	0	0	39
5:00 PM	1	2	13	19	11	3	0	0	0	0	0	0	0	0	0	0	0	49
6:00 PM	0	1	6	15	11	3	0	0	0	0	0	0	0	0	0	0	0	36
7:00 PM	0	1	7	11	9	1	0	0	0	0	0	0	0	0	0	0	0	29
8:00 PM	1	1	9	12	9	1	0	0	0	0	0	0	0	0	0	0	0	33
9:00 PM	0	0	2	8	8	1	0	0	0	0	0	0	0	0	0	0	0	19
10:00 PM	0	0	1	6	5	0	0	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	2	6	68	171	144	30	2	0	0	0	0	0	0	0	0	0	0	423
Percent	0.5%	1.4%	16.1%	40.4%	34.0%	7.1%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	24.2 mph	Mean (Average) Speed	24.0 mph
85th Percentile	28.4 mph	10 mph Pace	19.7 - 29.7 mph
95th Percentile	31.3 mph	Percent in Pace	73.4 %

Location: Graylawn Ave B/W Cordelia Ct & Bernice Dr
 Date Range: 1/22/2019 to 1/24/2019
 Site Code: D

**Total Study Average
 Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	1	4	6	5	1	1	0	0	0	0	0	0	0	0	0	0	18
6:00 AM	0	1	2	9	5	3	0	0	0	0	0	0	0	0	0	0	0	20
7:00 AM	1	3	5	16	14	5	1	0	0	0	0	0	0	0	0	0	0	45
8:00 AM	0	1	6	11	16	2	0	0	0	0	0	0	0	0	0	0	0	36
9:00 AM	0	1	4	5	14	1	0	0	0	0	0	0	0	0	0	0	0	25
10:00 AM	0	1	5	5	6	2	0	0	0	0	0	0	0	0	0	0	0	19
11:00 AM	0	1	2	4	6	4	0	0	0	0	0	0	0	0	0	0	0	17
12:00 PM	0	1	3	5	6	2	0	0	0	0	0	0	0	0	0	0	0	17
1:00 PM	0	0	3	6	8	3	0	0	0	0	0	0	0	0	0	0	0	20
2:00 PM	0	2	4	5	12	1	1	0	0	0	0	0	0	0	0	0	0	25
3:00 PM	0	2	3	8	9	4	0	0	0	0	0	0	1	0	0	0	0	27
4:00 PM	0	1	4	9	10	2	0	0	0	0	0	0	0	0	0	0	0	26
5:00 PM	2	3	3	10	7	2	0	0	0	0	0	0	0	0	0	0	0	27
6:00 PM	0	0	3	5	7	3	0	0	0	0	0	0	0	0	0	0	0	18
7:00 PM	0	0	3	8	4	0	0	0	0	0	0	0	0	0	0	0	0	15
8:00 PM	1	0	2	3	5	1	0	0	0	0	0	0	0	0	0	0	0	12
9:00 PM	0	0	3	3	4	2	0	1	0	0	0	0	0	0	0	0	0	13
10:00 PM	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	5
11:00 PM	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	4	19	64	128	142	39	4	1	0	0	0	0	1	0	0	0	0	402
Percent	1.0%	4.7%	15.9%	31.8%	35.3%	9.7%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

Note: Average only considered on days with 24-hours of data.

Total Study Percentile Speed Summary		Total Study Speed Statistics	
50th Percentile (Median)	24.6 mph	Mean (Average) Speed	24.3 mph
85th Percentile	29.4 mph	10 mph Pace	20.4 - 30.4 mph
95th Percentile	32.1 mph	Percent in Pace	66.7 %

Location: Graylawn Ave B/W Cordelia Ct & Bernice Dr
 Date Range: 1/22/2019 - 1/28/2019
 Site Code: D

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	1/22/2019			1/23/2019			1/24/2019			1/25/2019			1/26/2019			1/27/2019			1/28/2019					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	2	1	3	1	2	3	4	3	7	-	-	-	-	-	-	-	-	-	-	-	-	2	2	4
1:00 AM	7	3	10	1	0	1	4	0	4	-	-	-	-	-	-	-	-	-	-	-	-	4	1	5
2:00 AM	0	2	2	1	2	3	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	1	2
3:00 AM	1	3	4	4	3	7	1	4	5	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
4:00 AM	0	3	3	1	6	7	1	6	7	-	-	-	-	-	-	-	-	-	-	-	-	1	5	6
5:00 AM	1	14	15	1	19	20	1	19	20	-	-	-	-	-	-	-	-	-	-	-	-	1	17	18
6:00 AM	4	21	25	9	20	29	5	21	26	-	-	-	-	-	-	-	-	-	-	-	-	6	21	27
7:00 AM	11	42	53	16	46	62	10	44	54	-	-	-	-	-	-	-	-	-	-	-	-	12	44	56
8:00 AM	32	39	71	28	35	63	24	35	59	-	-	-	-	-	-	-	-	-	-	-	-	28	36	64
9:00 AM	4	25	29	14	24	38	13	25	38	-	-	-	-	-	-	-	-	-	-	-	-	10	25	35
10:00 AM	17	20	37	23	21	44	13	15	28	-	-	-	-	-	-	-	-	-	-	-	-	18	19	36
11:00 AM	12	13	25	14	24	38	17	16	33	-	-	-	-	-	-	-	-	-	-	-	-	14	18	32
12:00 PM	9	16	25	24	24	48	15	14	29	-	-	-	-	-	-	-	-	-	-	-	-	16	18	34
1:00 PM	16	12	28	27	26	53	21	21	42	-	-	-	-	-	-	-	-	-	-	-	-	21	20	41
2:00 PM	24	22	46	29	21	50	29	30	59	-	-	-	-	-	-	-	-	-	-	-	-	27	24	52
3:00 PM	44	29	73	41	28	69	33	24	57	-	-	-	-	-	-	-	-	-	-	-	-	39	27	66
4:00 PM	40	29	69	39	26	65	39	24	63	-	-	-	-	-	-	-	-	-	-	-	-	39	26	66
5:00 PM	50	32	82	50	25	75	46	26	72	-	-	-	-	-	-	-	-	-	-	-	-	49	28	76
6:00 PM	43	16	59	34	20	54	33	17	50	-	-	-	-	-	-	-	-	-	-	-	-	37	18	54
7:00 PM	21	15	36	33	18	51	34	14	48	-	-	-	-	-	-	-	-	-	-	-	-	29	16	45
8:00 PM	40	17	57	28	9	37	29	13	42	-	-	-	-	-	-	-	-	-	-	-	-	32	13	45
9:00 PM	19	22	41	19	10	29	20	6	26	-	-	-	-	-	-	-	-	-	-	-	-	19	13	32
10:00 PM	9	2	11	19	6	25	9	4	13	-	-	-	-	-	-	-	-	-	-	-	-	12	4	16
11:00 PM	9	6	15	6	1	7	8	1	9	-	-	-	-	-	-	-	-	-	-	-	-	8	3	10
Total	415	404	819	462	416	878	409	382	791	-	-	-	-	-	-	-	-	-	-	-	-	429	401	829
Percent	51%	49%	-	53%	47%	-	52%	48%	-	-	-	-	-	-	-	-	-	-	-	-	-	52%	48%	-
AM Peak	08:00	07:00	08:00	08:00	07:00	08:00	08:00	07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	08:00
Vol.	32	42	71	28	46	63	24	44	59	-	-	-	-	-	-	-	-	-	-	-	-	28	44	64
PM Peak	17:00	17:00	17:00	17:00	15:00	17:00	17:00	14:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	17:00	17:00	17:00
Vol.	50	32	82	50	28	75	46	30	72	-	-	-	-	-	-	-	-	-	-	-	-	49	28	76

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

Appendix B

March 2019 Traffic Volume Data Sheets

Location: Graylawn Ave B/W Betty Ct & Payran St
 Date Range: 3/12/2019 - 3/18/2019
 Site Code: B

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	3/12/2019			3/13/2019			3/14/2019			3/15/2019			3/16/2019			3/17/2019			3/18/2019					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	6	4	10	4	4	8	-	-	-	-	-	-	-	-	-	-	-	-	3	3	6
1:00 AM	1	2	3	1	1	2	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
2:00 AM	1	1	2	2	3	5	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	1	1	3
3:00 AM	0	0	0	0	1	1	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
4:00 AM	0	4	4	1	5	6	0	5	5	-	-	-	-	-	-	-	-	-	-	-	-	0	5	5
5:00 AM	1	8	9	2	17	19	5	17	22	-	-	-	-	-	-	-	-	-	-	-	-	3	14	17
6:00 AM	7	38	45	4	33	37	8	33	41	-	-	-	-	-	-	-	-	-	-	-	-	6	35	41
7:00 AM	13	46	59	13	50	63	19	53	72	-	-	-	-	-	-	-	-	-	-	-	-	15	50	65
8:00 AM	32	46	78	33	43	76	35	50	85	-	-	-	-	-	-	-	-	-	-	-	-	33	46	80
9:00 AM	15	33	48	25	27	52	18	40	58	-	-	-	-	-	-	-	-	-	-	-	-	19	33	53
10:00 AM	22	19	41	12	25	37	22	34	56	-	-	-	-	-	-	-	-	-	-	-	-	19	26	45
11:00 AM	19	22	41	18	25	43	21	25	46	-	-	-	-	-	-	-	-	-	-	-	-	19	24	43
12:00 PM	38	39	77	27	24	51	33	25	58	-	-	-	-	-	-	-	-	-	-	-	-	33	29	62
1:00 PM	31	32	63	38	35	73	34	34	68	-	-	-	-	-	-	-	-	-	-	-	-	34	34	68
2:00 PM	38	34	72	36	30	66	31	33	64	-	-	-	-	-	-	-	-	-	-	-	-	35	32	67
3:00 PM	57	38	95	44	25	69	53	36	89	-	-	-	-	-	-	-	-	-	-	-	-	51	33	84
4:00 PM	57	35	92	60	35	95	48	36	84	-	-	-	-	-	-	-	-	-	-	-	-	55	35	90
5:00 PM	58	27	85	54	23	77	73	33	106	-	-	-	-	-	-	-	-	-	-	-	-	62	28	89
6:00 PM	50	25	75	46	23	69	45	34	79	-	-	-	-	-	-	-	-	-	-	-	-	47	27	74
7:00 PM	45	31	76	41	23	64	44	22	66	-	-	-	-	-	-	-	-	-	-	-	-	43	25	69
8:00 PM	30	14	44	32	14	46	32	17	49	-	-	-	-	-	-	-	-	-	-	-	-	31	15	46
9:00 PM	23	18	41	17	12	29	26	8	34	-	-	-	-	-	-	-	-	-	-	-	-	22	13	35
10:00 PM	23	17	40	14	5	19	15	9	24	-	-	-	-	-	-	-	-	-	-	-	-	17	10	28
11:00 PM	15	3	18	10	2	12	7	4	11	-	-	-	-	-	-	-	-	-	-	-	-	11	3	14
Total	576	532	1,108	536	485	1,021	576	554	1,130	-	-	-	-	-	-	-	-	-	-	-	-	563	524	1,086
Percent	52%	48%	-	52%	48%	-	51%	49%	-	-	-	-	-	-	-	-	-	-	-	-	-	52%	48%	-
AM Peak	08:00	07:00	08:00	08:00	07:00	08:00	08:00	07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	08:00
Vol.	32	46	78	33	50	76	35	53	85	-	-	-	-	-	-	-	-	-	-	-	-	33	50	80
PM Peak	17:00	12:00	15:00	16:00	13:00	16:00	17:00	15:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	16:00
Vol.	58	39	95	60	35	95	73	36	106	-	-	-	-	-	-	-	-	-	-	-	-	62	35	90

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