

# **Appendix A**

## **Automatic Traffic Recorder Counts**

The RBA Group  
40 Marcus Drive, Suite 201  
Melville, NY 11747

Roadway : Washington Avenue  
Location : Between Lucas Avenue and Main Street  
Town : Kingston

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval Begin	Mon 4/14/2008		Tue 4/15/2008		Wed 4/16/2008		Thu 4/17/2008		Fri 4/18/2008		Sat 4/19/2008		Sun 4/20/2008		Weekday Average		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	23	31	19	27	19	34	46	51	31	31	20	30	30	34		
1:00 AM	*	*	14	13	11	14	13	18	28	30	32	34	12	15	17	21		
2:00 AM	*	*	8	3	4	8	8	7	17	20	20	14	8	6	11	10		
3:00 AM	*	*	6	9	7	8	8	9	16	20	9	13	7	8	9	11		
4:00 AM	*	*	12	14	10	19	13	13	11	17	9	12	11	15	11	15		
5:00 AM	*	*	33	36	32	41	32	44	19	26	20	19	32	40	27	33		
6:00 AM	*	*	81	110	109	112	104	126	35	60	37	37	98	116	72	89		
7:00 AM	*	*	176	342	230	304	209	299	108	171	53	86	205	315	155	240		
8:00 AM	*	*	258	376	254	378	257	343	134	243	89	149	256	382	198	308		
9:00 AM	*	*	226	345	221	343	253	353	201	299	119	179	233	347	204	303		
10:00 AM	*	*	222	324	247	306	222	349	191	312	145	216	182	254	177	257		
11:00 AM	*	*	270	313	225	372	278	368	256	320	157	253	255	354	239	331		
12:00 PM	*	*	273	306	287	368	254	452	257	285	190	256	272	373	256	339		
1:00 PM	*	*	283	338	244	385	281	407	257	286	180	237	264	376	248	338		
2:00 PM	*	*	279	385	291	396	294	430	226	270	218	249	286	400	265	353		
3:00 PM	*	*	321	446	319	452	360	429	206	239	217	225	331	439	291	370		
4:00 PM	*	*	271	494	331	438	294	444	216	245	185	260	298	452	266	386		
5:00 PM	*	*	301	358	312	404	326	357	244	234	190	226	311	380	280	330		
6:00 PM	*	*	242	267	236	281	255	257	229	187	168	160	232	266	220	235		
7:00 PM	*	*	185	232	199	199	169	194	150	162	170	169	177	180	171	175		
8:00 PM	*	*	136	194	147	179	150	182	160	160	132	157	145	176	145	170		
9:00 PM	*	*	104	105	104	140	114	123	110	195	100	126	103	126	103	137		
10:00 PM	*	*	60	54	82	93	97	109	89	118	64	51	80	82	79	83		
11:00 PM	*	*	49	53	47	59	86	86	65	98	39	53	57	61	55	65		
Totals	*	*	3833	5148	3968	5326	4100	5484	3271	4048	2569	3212	3875	5193	3529	4633		
Combined Split (%)	*	*	8981	9294	9294	9294	9584	9584	7319	7319	5781	5781	9068	9068	8162	8162		
AM Peak Volume	*	*	270	376	254	378	278	394	256	320	157	253	256	382	239	331		
PM Peak Volume	*	*	321	494	331	452	360	452	257	286	218	260	331	452	291	386		

The RBA Group  
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Melville, NY 11747

Roadway : Washington Avenue  
Location : Between Lucas Avenue and Main Street  
Town : Kingston

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval Begin	Mon 4/21/2008		Tue 4/22/2008		Wed 4/23/2008		Thu 4/24/2008		Fri 4/25/2008		Sat 4/26/2008		Sun 4/27/2008		Weekday Average		Week Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	14	42	22	27	25	36	17	27	*	*	*	*	*	*	19	33	19	33
1:00 AM	6	10	9	13	12	18	10	17	*	*	*	*	*	*	9	14	9	14
2:00 AM	7	6	7	8	7	5	6	8	*	*	*	*	*	*	6	6	6	6
3:00 AM	9	10	7	12	5	7	11	8	*	*	*	*	*	*	8	9	8	9
4:00 AM	11	9	10	17	8	16	16	17	*	*	*	*	*	*	11	14	11	14
5:00 AM	41	48	31	38	42	38	36	38	*	*	*	*	*	*	37	40	37	40
6:00 AM	100	112	98	128	107	126	115	127	*	*	*	*	*	*	105	123	105	123
7:00 AM	227	271	236	314	233	285	242	279	*	*	*	*	*	*	234	287	234	287
8:00 AM	240	409	276	373	281	380	307	364	*	*	*	*	*	*	276	381	276	381
9:00 AM	242	356	253	335	242	337	252	362	*	*	*	*	*	*	247	347	247	347
10:00 AM	253	360	256	355	249	333	142	199	*	*	*	*	*	*	225	311	225	311
11:00 AM	265	338	223	340	264	334	*	*	*	*	*	*	*	*	250	337	250	337
12:00 PM	282	382	253	333	264	347	*	*	*	*	*	*	*	*	266	354	266	354
1:00 PM	264	367	269	354	299	332	*	*	*	*	*	*	*	*	277	351	277	351
2:00 PM	298	399	289	398	256	372	*	*	*	*	*	*	*	*	281	389	281	389
3:00 PM	330	422	332	427	307	442	*	*	*	*	*	*	*	*	323	430	323	430
4:00 PM	313	463	342	424	318	438	*	*	*	*	*	*	*	*	324	441	324	441
5:00 PM	288	373	279	377	293	365	*	*	*	*	*	*	*	*	286	371	286	371
6:00 PM	244	246	208	284	237	268	*	*	*	*	*	*	*	*	229	266	229	266
7:00 PM	170	200	151	206	187	213	*	*	*	*	*	*	*	*	169	206	169	206
8:00 PM	121	185	160	182	159	166	*	*	*	*	*	*	*	*	146	177	146	177
9:00 PM	92	115	110	152	105	138	*	*	*	*	*	*	*	*	102	135	102	135
10:00 PM	86	66	94	62	60	63	*	*	*	*	*	*	*	*	80	63	80	63
11:00 PM	48	46	43	51	42	51	*	*	*	*	*	*	*	*	44	49	44	49
Totals	3951	5235	3958	5210	4002	5110	1154	1446	*	*	*	*	*	*	3954	5134	3954	5134
Combined Split (%)	9186		9168		9112		2600		*	*	*	*	*	*	9088		9088	
AM Peak Volume	265	409	276	373	281	380	307	364	*	*	*	*	*	*	276	381	276	381
PM Peak Volume	330	463	342	427	318	442	*	*	*	*	*	*	*	*	324	441	324	441

The RBA Group  
40 Marcus Drive, Suite 201  
Melville, NY 11747

Roadway : Wall Street  
Location : Between John Street and Main Street  
Town : Kingston

Site:

Volume (1 Ch/pg., 60 Min., 7 Days)  
Channel: NB

Interval Begin	Mon 4/14/2008	Tue 4/15/2008	Wed 4/16/2008	Thu 4/17/2008	Fri 4/18/2008	Sat 4/19/2008	Sun 4/20/2008	Weekday Avg	Week Avg
12:00 AM	*	*	8	19	9	25	30	12	18
1:00 AM	*	*	3	6	8	24	14	5	11
2:00 AM	*	*	4	4	5	11	14	4	7
3:00 AM	*	*	6	4	3	6	5	4	4
4:00 AM	*	*	8	4	9	5	4	7	6
5:00 AM	*	*	21	13	15	10	4	16	12
6:00 AM	*	*	68	43	63	24	33	58	46
7:00 AM	*	*	144	136	137	76	92	139	117
8:00 AM	*	115	243	211	242	108	74	202	165
9:00 AM	*	306	312	324	299	183	142	310	261
10:00 AM	*	310	288	293	309	240	36	300	246
11:00 AM	*	386	297	327	359	210	34	342	268
12:00 PM	*	364	335	413	379	201	203	372	315
1:00 PM	*	408	342	397	392	167	129	384	305
2:00 PM	*	336	289	304	353	157	102	320	256
3:00 PM	*	353	296	313	335	125	117	324	256
4:00 PM	*	336	293	311	324	114	120	316	249
5:00 PM	*	241	302	235	211	149	127	247	210
6:00 PM	*	83	179	170	151	97	96	145	129
7:00 PM	*	57	130	113	101	113	68	100	97
8:00 PM	*	108	89	118	101	130	54	104	100
9:00 PM	*	68	55	64	89	76	42	69	65
10:00 PM	*	28	31	35	83	86	23	44	47
11:00 PM	*	18	26	22	52	33	17	29	28
Totals	*	3517	3769	3879	4029	2370	1580	3853	3218
AM Peak Volume	*	11:00 AM 386	9:00 AM 312	11:00 AM 327	11:00 AM 359	10:00 AM 240	9:00 AM 142	11:00 AM 342	11:00 AM 268
PM Peak Volume	*	1:00 PM 408	1:00 PM 342	12:00 PM 413	1:00 PM 392	12:00 PM 201	12:00 PM 203	1:00 PM 384	12:00 PM 315

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Channel: NB

Interval Begin	Mon 4/21/2008	Tue 4/22/2008	Wed 4/23/2008	Thu 4/24/2008	Fri 4/25/2008	Sat 4/26/2008	Sun 4/27/2008	Weekday Avg	Week Avg
12:00 AM	8	4	13	12	*	*	*	9	9
1:00 AM	4	6	7	7	*	*	*	6	6
2:00 AM	1	6	5	5	*	*	*	4	4
3:00 AM	1	1	2	4	*	*	*	2	2
4:00 AM	4	7	5	10	*	*	*	6	6
5:00 AM	23	24	17	22	*	*	*	21	21
6:00 AM	56	61	75	55	*	*	*	61	61
7:00 AM	132	156	143	150	*	*	*	145	145
8:00 AM	282	279	290	317	*	*	*	292	292
9:00 AM	357	341	365	345	*	*	*	352	352
10:00 AM	323	332	319	346	*	*	*	330	330
11:00 AM	398	340	387	150	*	*	*	318	318
12:00 PM	376	375	349	*	*	*	*	366	366
1:00 PM	405	418	383	*	*	*	*	402	402
2:00 PM	389	322	386	*	*	*	*	365	365
3:00 PM	318	277	313	*	*	*	*	302	302
4:00 PM	309	297	297	*	*	*	*	301	301
5:00 PM	256	249	259	*	*	*	*	254	254
6:00 PM	158	180	197	*	*	*	*	178	178
7:00 PM	105	115	149	*	*	*	*	123	123
8:00 PM	82	106	80	*	*	*	*	89	89
9:00 PM	54	64	56	*	*	*	*	58	58
10:00 PM	28	29	35	*	*	*	*	30	30
11:00 PM	19	17	23	*	*	*	*	19	19
Totals	4088	4006	4155	1423	*	*	*	4033	4033
AM Peak Volume	11:00 AM 398	9:00 AM 341	11:00 AM 387	10:00 AM 346	*	*	*	9:00 AM 352	9:00 AM 352
PM Peak Volume	1:00 PM 405	1:00 PM 418	2:00 PM 386	*	*	*	*	1:00 PM 402	1:00 PM 402

The RBA Group  
 40 Marcus Drive, Suite 201  
 Melville, NY 11747

Roadway : Wall Street  
 Location : Between Henry Street and Elizabeth Street  
 Town : Kingston

Site:

Volume (1 Ch/pg., 60 Min., 7 Days)  
 Channel: NB

Interval Begin	Mon 4/14/2008	Tue 4/15/2008	Wed 4/16/2008	Thu 4/17/2008	Fri 4/18/2008	Sat 4/19/2008	Sun 4/20/2008	Weekday Avg	Week Avg
12:00 AM	*	*	11	6	11	13	14	9	11
1:00 AM	*	*	1	5	3	11	12	3	6
2:00 AM	*	*	3	2	5	8	6	3	4
3:00 AM	*	*	4	4	6	4	4	4	4
4:00 AM	*	*	2	2	5	5	3	3	3
5:00 AM	*	*	11	11	9	9	7	10	9
6:00 AM	*	*	35	31	45	22	17	37	30
7:00 AM	*	*	112	115	102	44	24	109	79
8:00 AM	*	*	211	191	184	84	45	195	143
9:00 AM	*	*	126	95	121	78	56	114	95
10:00 AM	*	*	138	123	116	83	54	125	102
11:00 AM	*	*	114	105	141	100	70	120	106
12:00 PM	*	52	141	161	129	103	74	120	110
1:00 PM	*	147	129	148	130	76	83	138	118
2:00 PM	*	132	142	161	166	104	70	150	129
3:00 PM	*	232	202	201	192	96	71	206	165
4:00 PM	*	141	164	148	164	95	82	154	132
5:00 PM	*	117	137	116	116	86	74	121	107
6:00 PM	*	92	106	100	106	75	63	101	90
7:00 PM	*	87	87	90	91	85	74	88	85
8:00 PM	*	64	63	68	90	68	62	71	69
9:00 PM	*	41	56	52	54	52	27	50	47
10:00 PM	*	30	40	32	45	29	28	36	34
11:00 PM	*	22	22	20	38	33	12	25	24
Totals	*	1157	2057	1987	2069	1363	1032	1992	1702
AM Peak Volume	*	*	8:00 AM 211	8:00 AM 191	8:00 AM 184	11:00 AM 100	11:00 AM 70	8:00 AM 195	8:00 AM 143
PM Peak Volume	*	3:00 PM 232	3:00 PM 202	3:00 PM 201	3:00 PM 192	2:00 PM 104	1:00 PM 83	3:00 PM 206	3:00 PM 165

The RBA Group  
 40 Marcus Drive, Suite 201  
 Melville, NY 11747

Roadway : Wall Street  
 Location : Between Henry Street and Elizabeth Street  
 Town : Kingston

Site:

Volume (1 Ch/pg., 60 Min., 7 Days)  
 Channel: NB

Interval Begin	Mon 4/21/2008	Tue 4/22/2008	Wed 4/23/2008	Thu 4/24/2008	Fri 4/25/2008	Sat 4/26/2008	Sun 4/27/2008	Weekday Avg	Week Avg
12:00 AM	13	10	8	12	*	*	*	10	10
1:00 AM	0	4	3	4	*	*	*	2	2
2:00 AM	2	3	3	4	*	*	*	3	3
3:00 AM	0	3	3	2	*	*	*	2	2
4:00 AM	5	6	0	3	*	*	*	3	3
5:00 AM	9	14	14	16	*	*	*	13	13
6:00 AM	43	42	53	33	*	*	*	42	42
7:00 AM	91	106	109	116	*	*	*	105	105
8:00 AM	191	207	175	184	*	*	*	189	189
9:00 AM	131	115	115	115	*	*	*	119	119
10:00 AM	116	123	120	102	*	*	*	115	115
11:00 AM	134	118	129	131	*	*	*	128	128
12:00 PM	166	137	130	131	*	*	*	141	141
1:00 PM	140	132	131	*	*	*	*	134	134
2:00 PM	140	137	166	*	*	*	*	147	147
3:00 PM	160	206	184	*	*	*	*	183	183
4:00 PM	172	140	140	*	*	*	*	150	150
5:00 PM	131	153	143	*	*	*	*	142	142
6:00 PM	91	98	101	*	*	*	*	96	96
7:00 PM	86	87	70	*	*	*	*	81	81
8:00 PM	60	53	72	*	*	*	*	61	61
9:00 PM	47	44	47	*	*	*	*	46	46
10:00 PM	30	27	38	*	*	*	*	31	31
11:00 PM	23	23	20	*	*	*	*	22	22
Totals	1981	1988	1974	853	*	*	*	1965	1965
AM Peak Volume	8:00 AM 191	8:00 AM 207	8:00 AM 175	8:00 AM 184	*	*	*	8:00 AM 189	8:00 AM 189
PM Peak Volume	4:00 PM 172	3:00 PM 206	3:00 PM 184	12:00 PM 131	*	*	*	3:00 PM 183	3:00 PM 183

The RBA Group  
40 Marcus Drive, Suite 201  
Melville, NY 11747

Roadway : Fair Street  
Location : Between Franklin Street and Henry Street  
Town : Kingston

Site:

Volume (1 Ch/pg, 60 Min., 7 Days)  
Channel: SB

Interval Begin	Mon 4/14/2008	Tue 4/15/2008	Wed 4/16/2008	Thu 4/17/2008	Fri 4/18/2008	Sat 4/19/2008	Sun 4/20/2008	Weekday Avg	Week Avg
12:00 AM	*	*	10	9	12	21	17	10	13
1:00 AM	*	*	6	11	3	17	13	6	10
2:00 AM	*	*	1	2	6	12	5	3	5
3:00 AM	*	*	5	5	2	8	9	4	5
4:00 AM	*	*	3	5	4	12	8	4	6
5:00 AM	*	*	10	8	6	8	3	8	7
6:00 AM	*	*	20	26	27	19	9	24	20
7:00 AM	*	*	95	97	88	29	33	93	68
8:00 AM	*	*	134	122	133	44	33	129	93
9:00 AM	*	*	105	102	104	67	64	103	88
10:00 AM	*	*	84	115	116	73	55	105	88
11:00 AM	*	*	119	107	122	80	69	116	99
12:00 PM	*	95	139	130	124	89	66	122	107
1:00 PM	*	137	145	116	129	99	87	131	118
2:00 PM	*	143	154	126	152	106	78	143	126
3:00 PM	*	41	164	158	177	86	77	135	117
4:00 PM	*	93	147	162	154	80	74	139	118
5:00 PM	*	169	164	177	171	87	81	170	141
6:00 PM	*	93	95	110	104	73	77	100	92
7:00 PM	*	90	90	85	91	70	55	89	80
8:00 PM	*	63	63	74	76	61	53	69	65
9:00 PM	*	54	66	69	75	47	53	66	60
10:00 PM	*	31	37	32	50	40	26	37	36
11:00 PM	*	15	25	17	47	24	23	26	25
Totals	*	1024	1881	1865	1973	1252	1068	1832	1587
AM Peak Volume	*	*	8:00 AM 134	8:00 AM 122	8:00 AM 133	11:00 AM 80	11:00 AM 69	8:00 AM 129	11:00 AM 99
PM Peak Volume	*	5:00 PM 169	3:00 PM 164	5:00 PM 177	3:00 PM 177	2:00 PM 106	1:00 PM 87	5:00 PM 170	5:00 PM 141



The RBA Group  
 40 Marcus Drive, Suite 201  
 Melville, NY 11747

Roadway : Fair Street  
 Location : Between Franklin Street and Henry Street  
 Town : Kingston

Site:

Volume (1 Ch/pg., 60 Min., 7 Days)  
 Channel: SB

Interval	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekday	Week
Begin	4/21/2008	4/22/2008	4/23/2008	4/24/2008	4/25/2008	4/26/2008	4/27/2008	Avg	Avg
12:00 AM	2	10	11	6	*	*	*	7	7
1:00 AM	2	7	2	8	*	*	*	4	4
2:00 AM	0	5	2	3	*	*	*	2	2
3:00 AM	2	6	3	9	*	*	*	5	5
4:00 AM	8	4	3	5	*	*	*	5	5
5:00 AM	7	7	7	11	*	*	*	8	8
6:00 AM	27	26	19	29	*	*	*	25	25
7:00 AM	95	98	82	113	*	*	*	97	97
8:00 AM	131	130	138	127	*	*	*	131	131
9:00 AM	113	91	88	88	*	*	*	95	95
10:00 AM	100	92	97	116	*	*	*	101	101
11:00 AM	99	117	131	127	*	*	*	118	118
12:00 PM	137	134	136	127	*	*	*	133	133
1:00 PM	153	145	115	*	*	*	*	137	137
2:00 PM	157	136	139	*	*	*	*	144	144
3:00 PM	181	168	166	*	*	*	*	171	171
4:00 PM	168	148	162	*	*	*	*	159	159
5:00 PM	157	168	162	*	*	*	*	162	162
6:00 PM	93	106	100	*	*	*	*	99	99
7:00 PM	89	76	92	*	*	*	*	85	85
8:00 PM	84	89	80	*	*	*	*	84	84
9:00 PM	56	68	54	*	*	*	*	59	59
10:00 PM	42	29	35	*	*	*	*	35	35
11:00 PM	15	14	25	*	*	*	*	18	18
Totals	1918	1874	1849	769	*	*	*	1884	1884
AM Peak	8:00 AM	8:00 AM	8:00 AM	8:00 AM	*	*	*	8:00 AM	8:00 AM
Volume	131	130	138	127	*	*	*	131	131
PM Peak	3:00 PM	3:00 PM	3:00 PM	12:00 PM	*	*	*	3:00 PM	3:00 PM
Volume	181	168	166	127	*	*	*	171	171

The RBA Group  
40 Marcus Drive, Suite 201  
Melville, NY 11747

Roadway : Clinton Avenue  
Location : Between Westbrook Lane & Main Street  
Town : Kingston

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval Begin	Mon 4/14/2008		Tue 4/15/2008		Wed 4/16/2008		Thu 4/17/2008		Fri 4/18/2008		Sat 4/19/2008		Sun 4/20/2008		Weekday Average		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	36	36	39	31	63	36	92	42	97	32	46	34	65	35
1:00 AM	*	*	28	23	24	38	24	38	37	36	64	35	59	25	29	32	42	31
2:00 AM	*	*	14	12	20	29	20	29	18	31	41	25	39	17	17	24	26	22
3:00 AM	*	*	21	20	21	20	22	13	25	27	40	23	31	12	22	20	27	19
4:00 AM	*	*	29	25	30	23	30	23	32	18	19	4	22	7	30	22	26	15
5:00 AM	*	*	56	54	50	58	50	58	57	54	37	22	26	8	54	55	45	39
6:00 AM	*	*	137	135	143	147	143	147	127	157	72	46	59	40	135	146	107	105
7:00 AM	*	*	309	264	302	264	302	232	310	252	178	70	97	45	307	249	239	172
8:00 AM	*	*	366	356	415	296	415	296	401	324	311	134	198	60	394	325	338	234
9:00 AM	*	*	397	290	386	353	386	353	413	336	339	182	220	111	398	326	351	254
10:00 AM	*	*	382	316	405	337	405	337	394	339	323	191	266	104	393	330	354	257
11:00 AM	*	*	419	347	395	367	395	367	392	329	355	141	271	140	402	347	366	264
12:00 PM	*	*	427	365	386	328	386	328	394	295	343	136	333	187	402	329	376	262
1:00 PM	*	*	423	374	374	374	374	374	395	317	345	237	300	224	397	354	367	304
2:00 PM	*	*	403	380	414	328	414	328	327	283	337	142	286	140	359	304	343	249
3:00 PM	*	*	395	346	416	372	416	372	385	339	317	206	288	162	398	349	366	294
4:00 PM	*	*	422	382	398	341	398	341	321	274	339	186	313	163	373	335	357	281
5:00 PM	*	*	355	347	424	357	424	357	316	221	287	255	279	139	379	253	352	234
6:00 PM	*	*	372	365	387	323	387	323	346	235	318	206	277	111	358	250	333	219
7:00 PM	*	*	307	321	335	291	335	291	318	251	295	150	239	142	318	294	301	245
8:00 PM	*	*	264	230	303	264	303	264	289	218	222	89	228	163	277	232	259	196
9:00 PM	*	*	171	179	213	182	213	182	257	155	203	60	141	66	214	166	200	132
10:00 PM	*	*	124	101	137	120	137	120	190	108	162	51	96	35	143	111	138	88
11:00 PM	*	*	74	57	94	62	91	79	128	67	104	45	71	26	96	66	93	56
Totals	*	*	2725	1961	5995	5301	6109	5280	5935	4702	5143	2678	4236	2159	5941	4953	5471	4007
Combined Split (%)	*	*	4686	41.8	11296	46.9	11389	46.4	10637	44.2	7821	34.2	6395	33.8	10894	45.5	9478	42.3
AM Peak Volume	*	*	58.2	*	53.1	8:00 AM	8:00 AM	11:00 AM	9:00 AM	10:00 AM	11:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM
PM Peak Volume	*	*	423	4:00 PM	427	4:00 PM	5:00 PM	3:00 PM	1:00 PM	3:00 PM	1:00 PM	5:00 PM	12:00 PM	1:00 PM	12:00 PM	1:00 PM	12:00 PM	1:00 PM
			423	343	427	382	424	372	395	339	345	255	333	224	402	354	376	304

The RBA Group  
40 Marcus Drive, Suite 201  
Melville, NY 11747

Roadway : Clinton Avenue  
Location : Between Westbrook Lane & Main Street  
Town : Kingston

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval	Mon 4/21/2008		Tue 4/22/2008		Wed 4/23/2008		Thu 4/24/2008		Fri 4/25/2008		Sat 4/26/2008		Sun 4/27/2008		Weekday Average		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	40	11	35	18	35	36	46	26	*	*	*	*	*	*	39	22	39	22
1:00 AM	13	7	22	12	29	30	16	24	*	*	*	*	*	*	20	18	20	18
2:00 AM	15	13	19	18	15	20	18	19	*	*	*	*	*	*	16	17	16	17
3:00 AM	13	6	21	15	25	12	28	17	*	*	*	*	*	*	21	12	21	12
4:00 AM	30	11	26	10	21	12	29	15	*	*	*	*	*	*	26	12	26	12
5:00 AM	49	34	73	44	55	59	61	61	*	*	*	*	*	*	59	49	59	49
6:00 AM	108	94	129	99	150	139	145	146	*	*	*	*	*	*	133	119	133	119
7:00 AM	283	160	308	195	292	241	286	245	*	*	*	*	*	*	292	210	292	210
8:00 AM	396	146	387	235	397	229	396	283	*	*	*	*	*	*	394	223	394	223
9:00 AM	351	144	385	235	371	247	391	300	*	*	*	*	*	*	374	231	374	231
10:00 AM	351	136	383	181	365	246	46	26	*	*	*	*	*	*	286	147	286	147
11:00 AM	381	106	365	215	392	251	*	*	*	*	*	*	*	*	379	190	379	190
12:00 PM	374	198	348	190	380	272	*	*	*	*	*	*	*	*	367	220	367	220
1:00 PM	395	248	360	283	404	309	*	*	*	*	*	*	*	*	386	280	386	280
2:00 PM	387	162	363	337	352	341	*	*	*	*	*	*	*	*	367	280	367	280
3:00 PM	384	236	363	351	359	253	*	*	*	*	*	*	*	*	368	280	368	280
4:00 PM	380	239	418	270	391	313	*	*	*	*	*	*	*	*	396	274	396	274
5:00 PM	311	202	408	310	349	320	*	*	*	*	*	*	*	*	356	277	356	277
6:00 PM	360	229	349	331	326	299	*	*	*	*	*	*	*	*	345	286	345	286
7:00 PM	305	203	344	235	330	295	*	*	*	*	*	*	*	*	326	244	326	244
8:00 PM	244	212	260	253	269	224	*	*	*	*	*	*	*	*	257	229	257	229
9:00 PM	161	125	212	158	182	150	*	*	*	*	*	*	*	*	185	144	185	144
10:00 PM	99	49	113	91	128	103	*	*	*	*	*	*	*	*	113	81	113	81
11:00 PM	87	34	84	47	84	83	*	*	*	*	*	*	*	*	85	54	85	54
Totals	5517	3005	5775	4133	5701	4484	1462	1162	*	*	*	*	*	*	5590	3899	5590	3899
Combined Split (%)	8522	64.7	9908	58.3	10185	56.0	2624	44.3	*	*	*	*	*	*	9489	41.1	9489	41.1
AM Peak Volume	8:00 AM	7:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	8:00 AM	9:00 AM	*	*	*	*	*	*	8:00 AM	9:00 AM	8:00 AM	9:00 AM
	396	160	387	235	397	251	396	300	*	*	*	*	*	*	394	231	394	231
PM Peak Volume	1:00 PM	1:00 PM	4:00 PM	3:00 PM	1:00 PM	2:00 PM	*	*	*	*	*	*	*	*	4:00 PM	6:00 PM	4:00 PM	6:00 PM
	395	248	418	351	404	341	*	*	*	*	*	*	*	*	396	286	396	286

The RBA Group  
40 Marcus Drive, Suite 201  
Melville, NY 11747

Roadway : Schwenk Drive (EB)  
Location : Between Frog Alley and Stockade Drive  
Town : Kingston

Site:

Volume (1 Ch/pg., 60 Min., 7 Days)  
Channel: EB

Interval Begin	Mon 4/14/2008	Tue 4/15/2008	Wed 4/16/2008	Thu 4/17/2008	Fri 4/18/2008	Sat 4/19/2008	Sun 4/20/2008	Weekday Avg	Week Avg
12:00 AM	*	*	17	20	13	40	40	16	26
1:00 AM	*	*	14	15	23	31	35	17	23
2:00 AM	*	*	7	9	16	18	18	10	13
3:00 AM	*	*	13	14	14	17	8	13	13
4:00 AM	*	*	15	12	16	11	10	14	12
5:00 AM	*	*	47	17	58	25	19	40	33
6:00 AM	*	*	120	127	140	53	53	129	98
7:00 AM	*	*	313	313	324	149	106	316	241
8:00 AM	*	*	505	475	509	254	169	496	382
9:00 AM	*	*	476	475	495	430	295	482	434
10:00 AM	*	*	484	461	509	474	361	484	457
11:00 AM	*	246	488	503	535	514	423	443	451
12:00 PM	*	547	560	542	587	490	399	559	520
1:00 PM	*	491	508	220	571	454	279	447	420
2:00 PM	*	481	491	219	544	389	366	433	415
3:00 PM	*	505	510	532	511	360	348	514	461
4:00 PM	*	532	486	505	507	373	318	507	453
5:00 PM	*	453	451	467	466	326	298	459	410
6:00 PM	*	363	302	356	327	290	217	337	309
7:00 PM	*	241	241	261	292	212	185	258	238
8:00 PM	*	147	155	184	198	164	145	171	165
9:00 PM	*	95	74	105	108	94	77	95	92
10:00 PM	*	64	47	73	75	74	48	64	63
11:00 PM	*	39	36	49	57	57	32	45	45
Totals	*	4204	6360	5954	6895	5299	4249	6349	5774
AM Peak Volume	*	11:00 AM 246	8:00 AM 505	11:00 AM 503	11:00 AM 535	11:00 AM 514	11:00 AM 423	8:00 AM 496	10:00 AM 457
PM Peak Volume	*	12:00 PM 547	12:00 PM 560	12:00 PM 542	12:00 PM 587	12:00 PM 490	12:00 PM 399	12:00 PM 559	12:00 PM 520

The RBA Group  
40 Marcus Drive, Suite 201  
Melville, NY 11747

Roadway : Schwenk Drive (EB)  
Location : Between Frog Alley and Stockade Drive  
Town : Kingston

Site:

Volume (1 Ch/pg., 60 Min., 7 Days)  
Channel: EB

Interval Begin	Mon 4/21/2008	Tue 4/22/2008	Wed 4/23/2008	Thu 4/24/2008	Fri 4/25/2008	Sat 4/26/2008	Sun 4/27/2008	Weekday Avg	Week Avg
12:00 AM	21	15	14	13	*	*	*	15	15
1:00 AM	5	11	15	19	*	*	*	12	12
2:00 AM	9	6	16	17	*	*	*	12	12
3:00 AM	9	8	6	7	*	*	*	7	7
4:00 AM	16	12	15	17	*	*	*	15	15
5:00 AM	52	63	46	48	*	*	*	52	52
6:00 AM	119	137	131	147	*	*	*	133	133
7:00 AM	314	365	335	325	*	*	*	334	334
8:00 AM	511	524	510	516	*	*	*	515	515
9:00 AM	503	510	492	462	*	*	*	491	491
10:00 AM	493	452	498	480	*	*	*	480	480
11:00 AM	530	502	467	150	*	*	*	412	412
12:00 PM	558	518	551	*	*	*	*	542	542
1:00 PM	513	494	451	*	*	*	*	486	486
2:00 PM	523	544	493	*	*	*	*	520	520
3:00 PM	536	510	508	*	*	*	*	518	518
4:00 PM	466	500	501	*	*	*	*	489	489
5:00 PM	463	502	449	*	*	*	*	471	471
6:00 PM	345	333	354	*	*	*	*	344	344
7:00 PM	232	246	256	*	*	*	*	244	244
8:00 PM	161	228	189	*	*	*	*	192	192
9:00 PM	86	112	82	*	*	*	*	93	93
10:00 PM	49	68	57	*	*	*	*	58	58
11:00 PM	35	31	34	*	*	*	*	33	33
Totals	6549	6691	6470	2201	*	*	*	6468	6468
AM Peak Volume	11:00 AM	8:00 AM	8:00 AM	8:00 AM	*	*	*	8:00 AM	8:00 AM
	530	524	510	516	*	*	*	515	515
PM Peak Volume	12:00 PM	2:00 PM	12:00 PM	*	*	*	*	12:00 PM	12:00 PM
	558	544	551	*	*	*	*	542	542

The RBA Group  
40 Marcus Drive, Suite 201  
Melville, NY 11747

Roadway : Schwenk Drive (WB)  
Location : Between Frog Alley and Stockade Drive  
Town : Kingston

Site:

Volume (1 Ch/pg., 60 Min., 7 Days)  
Channel: WB

Interval Begin	Mon 4/14/2008	Tue 4/15/2008	Wed 4/16/2008	Thu 4/17/2008	Fri 4/18/2008	Sat 4/19/2008	Sun 4/20/2008	Weekday Avg	Week Avg
12:00 AM	*	*	25	22	29	62	48	25	37
1:00 AM	*	*	17	20	21	35	39	19	26
2:00 AM	*	*	6	18	23	21	17	17	18
3:00 AM	*	*	13	9	23	25	24	15	18
4:00 AM	*	*	14	14	16	9	14	14	13
5:00 AM	*	*	19	19	26	10	16	21	18
6:00 AM	*	*	59	75	72	26	20	68	50
7:00 AM	*	*	173	187	194	93	43	184	138
8:00 AM	*	*	220	217	275	193	117	237	204
9:00 AM	*	*	328	326	349	336	193	334	306
10:00 AM	*	*	378	383	381	412	266	380	364
11:00 AM	*	349	427	378	460	496	335	403	407
12:00 PM	*	532	494	524	561	460	287	527	476
1:00 PM	*	470	475	489	545	432	172	494	430
2:00 PM	*	497	508	512	530	427	363	511	472
3:00 PM	*	519	508	519	510	369	362	514	464
4:00 PM	*	587	589	608	611	391	297	598	513
5:00 PM	*	569	548	565	587	335	316	567	486
6:00 PM	*	350	370	402	405	288	252	381	344
7:00 PM	*	324	323	315	301	243	208	315	285
8:00 PM	*	236	235	259	255	199	164	246	224
9:00 PM	*	131	110	144	199	123	119	146	137
10:00 PM	*	71	80	96	127	108	56	93	89
11:00 PM	*	39	44	55	63	58	38	50	49
Totals	*	4674	5963	6156	6569	5151	3766	6159	5568
AM Peak Volume	*	11:00 AM 349	11:00 AM 427	10:00 AM 383	11:00 AM 460	11:00 AM 496	11:00 AM 335	11:00 AM 403	11:00 AM 407
PM Peak Volume	*	4:00 PM 587	4:00 PM 589	4:00 PM 608	4:00 PM 611	12:00 PM 460	2:00 PM 363	4:00 PM 598	4:00 PM 513

The RBA Group  
40 Marcus Drive, Suite 201  
Melville, NY 11747

Roadway : Schwenk Drive (WB)  
Location : Between Frog Alley and Stockade Drive  
Town : Kingston

Site:

Volume (1 Ch/pg., 60 Min., 7 Days)  
Channel: WB

Interval Begin	Mon 4/21/2008	Tue 4/22/2008	Wed 4/23/2008	Thu 4/24/2008	Fri 4/25/2008	Sat 4/26/2008	Sun 4/27/2008	Weekday Avg	Week Avg
12:00 AM	22	20	25	36	*	*	*	25	25
1:00 AM	11	12	15	12	*	*	*	12	12
2:00 AM	8	6	9	18	*	*	*	10	10
3:00 AM	13	9	14	14	*	*	*	12	12
4:00 AM	9	13	7	11	*	*	*	10	10
5:00 AM	16	34	16	20	*	*	*	21	21
6:00 AM	62	78	66	86	*	*	*	73	73
7:00 AM	174	213	188	192	*	*	*	191	191
8:00 AM	229	275	276	248	*	*	*	257	257
9:00 AM	318	357	305	305	*	*	*	321	321
10:00 AM	370	374	391	381	*	*	*	379	379
11:00 AM	427	467	440	108	*	*	*	360	360
12:00 PM	539	500	462	*	*	*	*	500	500
1:00 PM	450	472	458	*	*	*	*	460	460
2:00 PM	538	518	476	*	*	*	*	510	510
3:00 PM	509	513	520	*	*	*	*	514	514
4:00 PM	626	611	601	*	*	*	*	612	612
5:00 PM	600	612	604	*	*	*	*	605	605
6:00 PM	373	382	360	*	*	*	*	371	371
7:00 PM	285	297	308	*	*	*	*	296	296
8:00 PM	220	259	264	*	*	*	*	247	247
9:00 PM	152	150	128	*	*	*	*	143	143
10:00 PM	57	84	84	*	*	*	*	75	75
11:00 PM	53	43	43	*	*	*	*	46	46
Totals	6061	6299	6060	1431	*	*	*	6050	6050
AM Peak Volume	11:00 AM 427	11:00 AM 467	11:00 AM 440	10:00 AM 381	*	*	*	10:00 AM 379	10:00 AM 379
PM Peak Volume	4:00 PM 626	5:00 PM 612	5:00 PM 604	*	*	*	*	4:00 PM 612	4:00 PM 612

The RBA Group  
40 Marcus Drive, Suite 201  
Melville, NY 11747

Roadway : N. Front Street  
Location : Between Fair Street and Clinton Avenue  
Town : Kingston

Site:

Volume (1 Ch/pg., 60 Min., 7 Days)  
Channel: WB

Interval Begin	Mon 4/14/2008	Tue 4/15/2008	Wed 4/16/2008	Thu 4/17/2008	Fri 4/18/2008	Sat 4/19/2008	Sun 4/20/2008	Weekday Avg	Week Avg
12:00 AM	*	*	27	31	30	42	49	29	35
1:00 AM	*	*	21	18	23	43	36	20	28
2:00 AM	*	*	9	13	10	24	23	10	15
3:00 AM	*	*	8	12	9	22	21	9	14
4:00 AM	*	*	22	18	22	16	12	20	18
5:00 AM	*	*	23	28	25	23	14	25	22
6:00 AM	*	*	76	86	71	43	34	77	62
7:00 AM	*	*	164	166	182	121	52	170	137
8:00 AM	*	*	208	242	237	167	92	229	189
9:00 AM	*	*	223	248	241	211	103	237	205
10:00 AM	*	*	227	205	226	229	138	219	205
11:00 AM	*	44	214	228	243	198	161	182	181
12:00 PM	*	253	231	266	232	231	181	245	232
1:00 PM	*	235	214	224	247	175	166	230	210
2:00 PM	*	243	227	252	239	166	139	240	211
3:00 PM	*	206	250	244	226	163	128	231	202
4:00 PM	*	230	261	260	234	174	153	246	218
5:00 PM	*	220	241	297	230	157	135	247	213
6:00 PM	*	185	207	215	182	148	149	197	181
7:00 PM	*	146	139	163	168	129	117	154	143
8:00 PM	*	115	132	170	157	123	125	143	137
9:00 PM	*	87	131	105	134	111	75	114	107
10:00 PM	*	69	64	62	98	88	56	73	72
11:00 PM	*	38	45	32	79	62	31	48	47
Totals	*	2071	3364	3585	3545	2866	2190	3395	3084
AM Peak Volume	*	11:00 AM 44	10:00 AM 227	9:00 AM 248	11:00 AM 243	10:00 AM 229	11:00 AM 161	9:00 AM 237	9:00 AM 205
PM Peak Volume	*	12:00 PM 253	4:00 PM 261	5:00 PM 297	1:00 PM 247	12:00 PM 231	12:00 PM 181	5:00 PM 247	12:00 PM 232



The RBA Group  
40 Marcus Drive, Suite 201  
Melville, NY 11747

Roadway : N. Front Street  
Location : Between Fair Street and Clinton Avenue  
Town : Kingston

Site:

Volume (1 Ch/pg., 60 Min., 7 Days)  
Channel: WB

Interval Begin	Mon 4/21/2008	Tue 4/22/2008	Wed 4/23/2008	Thu 4/24/2008	Fri 4/25/2008	Sat 4/26/2008	Sun 4/27/2008	Weekday Avg	Week Avg
12:00 AM	22	23	25	25	*	*	*	23	23
1:00 AM	12	11	17	10	*	*	*	12	12
2:00 AM	9	12	15	9	*	*	*	11	11
3:00 AM	4	14	7	12	*	*	*	9	9
4:00 AM	19	18	16	25	*	*	*	19	19
5:00 AM	23	32	27	32	*	*	*	28	28
6:00 AM	58	68	82	77	*	*	*	71	71
7:00 AM	145	158	166	171	*	*	*	160	160
8:00 AM	234	251	243	249	*	*	*	244	244
9:00 AM	236	255	256	230	*	*	*	244	244
10:00 AM	208	208	199	207	*	*	*	205	205
11:00 AM	242	185	241	171	*	*	*	209	209
12:00 PM	230	235	224	*	*	*	*	229	229
1:00 PM	242	225	210	*	*	*	*	225	225
2:00 PM	229	209	205	*	*	*	*	214	214
3:00 PM	234	207	228	*	*	*	*	223	223
4:00 PM	243	224	226	*	*	*	*	231	231
5:00 PM	227	242	238	*	*	*	*	235	235
6:00 PM	195	172	197	*	*	*	*	188	188
7:00 PM	148	165	177	*	*	*	*	163	163
8:00 PM	108	136	143	*	*	*	*	129	129
9:00 PM	100	123	100	*	*	*	*	107	107
10:00 PM	62	55	69	*	*	*	*	62	62
11:00 PM	41	45	30	*	*	*	*	38	38
Totals	3271	3273	3341	1218	*	*	*	3279	3279
AM Peak Volume	11:00 AM 242	9:00 AM 255	9:00 AM 256	8:00 AM 249	*	*	*	8:00 AM 244	8:00 AM 244
PM Peak Volume	4:00 PM 243	5:00 PM 242	5:00 PM 238	*	*	*	*	5:00 PM 235	5:00 PM 235

The RBA Group  
40 Marcus Drive, Suite 201  
Melville, NY 11747

Roadway : Lucas Avenue  
Location : Between Washington Avenue and Green Street  
Town : Kingston

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval	Mon 4/14/2008		Tue 4/15/2008		Wed 4/16/2008		Thu 4/17/2008		Fri 4/18/2008		Sat 4/19/2008		Sun 4/20/2008		Weekday Average		Week Average		
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	
12:00 AM	*	*	*	*	*	*	0	7	0	0	4	4	15	*	*	1	6	1	8
1:00 AM	*	*	*	*	4	2	2	4	0	2	4	4	5	*	*	2	2	2	3
2:00 AM	*	*	*	*	0	2	1	1	1	1	2	2	7	*	*	0	1	1	3
3:00 AM	*	*	*	*	0	5	3	2	1	3	3	3	4	*	*	1	3	1	3
4:00 AM	*	*	*	*	1	5	0	6	1	1	1	0	0	*	*	0	6	0	4
5:00 AM	*	*	*	*	1	22	5	27	1	29	1	1	5	*	*	2	26	2	20
6:00 AM	*	*	*	*	8	54	8	59	12	55	7	32	32	*	*	9	56	8	50
7:00 AM	*	*	*	*	14	139	11	155	14	153	10	10	61	*	*	13	149	12	127
8:00 AM	*	*	*	*	29	257	22	233	27	204	26	26	84	*	*	26	231	26	194
9:00 AM	*	*	*	*	53	188	64	234	35	180	39	39	120	*	*	50	200	47	180
10:00 AM	*	*	*	*	58	134	66	121	66	148	37	37	115	*	*	63	134	56	129
11:00 AM	*	*	*	*	65	140	60	133	64	140	46	46	131	*	*	63	137	58	136
12:00 PM	*	*	*	*	69	142	95	150	74	171	50	50	144	*	*	79	154	72	151
1:00 PM	*	*	*	*	60	124	62	177	79	154	47	47	103	*	*	67	151	62	139
2:00 PM	*	*	*	*	65	141	59	149	72	140	37	37	88	*	*	65	143	58	129
3:00 PM	*	*	*	*	64	169	80	150	70	153	36	36	121	*	*	60	129	55	127
4:00 PM	*	*	*	*	121	150	108	114	93	148	28	28	107	*	*	107	139	91	132
5:00 PM	*	*	*	*	84	179	74	134	79	124	37	37	99	*	*	82	146	73	136
6:00 PM	*	*	*	*	47	130	43	100	41	109	24	24	89	*	*	43	114	39	109
7:00 PM	*	*	*	*	37	100	42	104	41	100	23	23	93	*	*	37	109	34	106
8:00 PM	*	*	*	*	46	68	32	105	31	82	15	15	35	*	*	33	82	29	72
9:00 PM	*	*	*	*	27	44	26	66	24	55	*	*	*	*	*	24	53	24	53
10:00 PM	*	*	*	*	8	20	6	25	16	41	*	*	*	*	*	10	28	10	28
11:00 PM	*	*	*	*	2	13	8	11	9	30	*	*	*	*	*	6	17	6	17
Totals	*	*	366	752	866	2233	877	2267	851	2239	477	1458	*	*	843	2216	767	2056	
Combined Split (%)	*	*	1118	67.3	3099	72.1	3144	72.1	3090	72.5	1935	75.3	*	*	3059	72.4	2823	72.8	
AM Peak Volume	*	*	*	*	11:00 AM	8:00 AM	10:00 AM	9:00 AM	10:00 AM	8:00 AM	11:00 AM	11:00 AM	8:00 AM	*	*	10:00 AM	8:00 AM	11:00 AM	8:00 AM
PM Peak Volume	*	*	4:00 PM	5:00 PM	4:00 PM	5:00 PM	4:00 PM	1:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	*	*	4:00 PM	12:00 PM	4:00 PM	12:00 PM
			107	148	121	179	108	177	93	171	50	144	*	*	107	154	91	151	

The RBA Group  
40 Marcus Drive, Suite 201  
Melville, NY 11747

Roadway : John Street  
Location : Between Fair Street and Clinton Avenue  
Town : Kingston

Site:

Volume (1 Ch/pg., 60 Min., 7 Days)  
Channel: EB

Interval Begin	Mon 4/14/2008	Tue 4/15/2008	Wed 4/16/2008	Thu 4/17/2008	Fri 4/18/2008	Sat 4/19/2008	Sun 4/20/2008	Weekday Avg	Week Avg
12:00 AM	*	*	14	20	19	34	29	17	23
1:00 AM	*	*	11	21	15	28	26	15	20
2:00 AM	*	*	5	17	10	26	15	10	14
3:00 AM	*	*	8	5	13	16	15	8	11
4:00 AM	*	*	15	9	12	9	3	12	9
5:00 AM	*	*	22	29	29	15	12	26	21
6:00 AM	*	*	76	77	85	37	33	79	61
7:00 AM	*	*	143	133	139	68	48	138	106
8:00 AM	*	*	248	188	172	108	63	202	155
9:00 AM	*	186	184	233	208	165	120	202	182
10:00 AM	*	177	161	177	207	180	114	180	169
11:00 AM	*	208	206	205	253	184	119	218	195
12:00 PM	*	236	207	256	236	210	177	233	220
1:00 PM	*	230	207	251	209	167	164	224	204
2:00 PM	*	209	191	208	210	156	126	204	183
3:00 PM	*	225	199	218	201	145	101	210	181
4:00 PM	*	216	229	225	221	142	96	222	188
5:00 PM	*	192	243	217	183	143	99	208	179
6:00 PM	*	147	182	153	158	103	101	160	140
7:00 PM	*	152	138	111	132	92	78	133	117
8:00 PM	*	100	81	126	94	123	78	100	100
9:00 PM	*	70	83	88	85	70	75	81	78
10:00 PM	*	46	56	47	57	62	39	51	51
11:00 PM	*	25	34	34	66	48	21	39	38
Totals	*	2419	2943	3048	3014	2331	1752	2972	2645
AM Peak Volume	*	11:00 AM 208	8:00 AM 248	9:00 AM 233	11:00 AM 253	11:00 AM 184	9:00 AM 120	11:00 AM 218	11:00 AM 195
PM Peak Volume	*	12:00 PM 236	5:00 PM 243	12:00 PM 256	12:00 PM 236	12:00 PM 210	12:00 PM 177	12:00 PM 233	12:00 PM 220

The RBA Group  
40 Marcus Drive, Suite 201  
Melville, NY 11747

Roadway : John Street  
Location : Between Fair Street and Clinton Avenue  
Town : Kingston

Site:

Volume (1 Ch/pg., 60 Min., 7 Days)  
Channel: EB

Interval Begin	Mon 4/21/2008	Tue 4/22/2008	Wed 4/23/2008	Thu 4/24/2008	Fri 4/25/2008	Sat 4/26/2008	Sun 4/27/2008	Weekday Avg	Week Avg
12:00 AM	13	13	20	13	*	*	*	14	14
1:00 AM	11	7	17	10	*	*	*	11	11
2:00 AM	5	12	11	8	*	*	*	9	9
3:00 AM	5	9	4	8	*	*	*	6	6
4:00 AM	10	13	9	7	*	*	*	9	9
5:00 AM	35	40	37	45	*	*	*	39	39
6:00 AM	65	67	72	83	*	*	*	71	71
7:00 AM	147	140	141	133	*	*	*	140	140
8:00 AM	210	222	236	210	*	*	*	219	219
9:00 AM	180	212	221	201	*	*	*	203	203
10:00 AM	194	208	192	198	*	*	*	198	198
11:00 AM	220	203	199	144	*	*	*	191	191
12:00 PM	230	210	224	*	*	*	*	221	221
1:00 PM	221	236	186	*	*	*	*	214	214
2:00 PM	234	196	199	*	*	*	*	209	209
3:00 PM	188	188	209	*	*	*	*	195	195
4:00 PM	225	208	214	*	*	*	*	215	215
5:00 PM	208	175	218	*	*	*	*	200	200
6:00 PM	121	154	172	*	*	*	*	149	149
7:00 PM	140	91	131	*	*	*	*	120	120
8:00 PM	115	103	91	*	*	*	*	103	103
9:00 PM	78	80	76	*	*	*	*	78	78
10:00 PM	46	48	62	*	*	*	*	52	52
11:00 PM	27	24	31	*	*	*	*	27	27
Totals	2928	2859	2972	1060	*	*	*	2893	2893
AM Peak Volume	11:00 AM 220	8:00 AM 222	8:00 AM 236	8:00 AM 210	*	*	*	8:00 AM 219	8:00 AM 219
PM Peak Volume	2:00 PM 234	1:00 PM 236	12:00 PM 224	*	*	*	*	12:00 PM 221	12:00 PM 221

The RBA Group  
40 Marcus Drive, Suite 201  
Melville, NY 11747

Roadway : Pearl Street  
Location : Between Wall Street and Fair Street  
Town : Kingston

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval Begin	Mon 4/14/2008		Tue 4/15/2008		Wed 4/16/2008		Thu 4/17/2008		Fri 4/18/2008		Sat 4/19/2008		Sun 4/20/2008		Weekday Average		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	6	8	9	5	8	4	17	14	19	23	7	5	11	10
1:00 AM	*	*	*	*	3	1	3	1	4	3	7	8	8	4	3	1	5	3
2:00 AM	*	*	*	*	0	4	1	0	2	0	8	4	9	1	1	1	4	1
3:00 AM	*	*	*	*	2	3	2	3	0	3	4	8	3	2	1	3	2	3
4:00 AM	*	*	*	*	0	5	3	4	2	3	3	4	1	4	1	4	1	4
5:00 AM	*	*	*	*	8	18	2	21	3	16	7	10	4	4	4	4	4	13
6:00 AM	*	*	*	*	20	39	11	52	15	46	8	22	9	14	15	45	12	34
7:00 AM	*	*	*	*	49	100	40	98	43	98	22	37	26	25	44	98	36	71
8:00 AM	*	*	*	*	95	163	72	148	83	139	65	79	33	49	83	150	69	115
9:00 AM	*	*	*	*	136	170	134	154	118	157	90	106	59	107	129	160	107	138
10:00 AM	*	*	*	*	107	154	133	125	133	118	109	121	66	104	124	132	109	124
11:00 AM	*	*	*	*	146	176	154	143	156	164	138	115	121	94	152	161	143	138
12:00 PM	*	*	*	*	133	150	164	159	154	147	116	123	120	92	150	152	137	134
1:00 PM	*	*	*	*	171	135	186	151	203	149	134	135	119	110	186	145	162	136
2:00 PM	*	*	15	18	155	138	157	157	205	138	117	87	108	109	133	112	126	107
3:00 PM	*	*	216	167	183	155	158	163	207	117	107	76	118	81	191	150	164	126
4:00 PM	*	*	141	178	144	177	150	142	157	170	118	106	87	91	148	166	132	144
5:00 PM	*	*	152	166	165	156	162	161	178	124	116	101	108	87	164	151	146	132
6:00 PM	*	*	113	125	124	113	122	106	127	115	93	99	88	74	121	114	111	105
7:00 PM	*	*	102	89	124	95	118	97	101	91	82	72	66	55	111	93	98	83
8:00 PM	*	*	97	53	98	57	104	56	87	69	88	55	57	51	96	58	88	56
9:00 PM	*	*	74	38	71	32	68	48	57	65	59	60	40	67	45	61	48	48
10:00 PM	*	*	33	22	40	19	38	30	52	29	51	40	13	40	25	37	26	26
11:00 PM	*	*	17	13	12	11	13	9	24	29	38	30	10	16	15	19	16	16
Totals	*	*	960	869	1992	2079	2004	2033	2119	1994	1597	1512	1292	1255	1987	2004	1784	1767
Combined Split (%)	*	*	1829	47.5	4071	51.1	4037	50.4	4113	48.5	3109	48.6	2547	49.3	3991	50.2	3551	49.8
AM Peak Volume	*	*	*	*	11:00 AM	11:00 AM	11:00 AM	9:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	9:00 AM	11:00 AM	11:00 AM	11:00 AM	9:00 AM
PM Peak Volume	*	*	3:00 PM	4:00 PM	3:00 PM	4:00 PM	1:00 PM	3:00 PM	3:00 PM	4:00 PM	1:00 PM	1:00 PM	12:00 PM	1:00 PM	3:00 PM	4:00 PM	3:00 PM	4:00 PM
			216	178	183	177	186	163	207	170	134	135	120	110	191	166	164	144

The RBA Group  
40 Marcus Drive, Suite 201  
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Roadway : Pearl Street  
Location : Between Wall Street and Fair Street  
Town : Kingston

Site:

Volume (2 Ch/pg., 60 Min., 7 Days)

Interval Begin	Mon 4/21/2008		Tue 4/22/2008		Wed 4/23/2008		Thu 4/24/2008		Fri 4/25/2008		Sat 4/26/2008		Sun 4/27/2008		Weekday Average		Week Average	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	4	3	6	9	8	6	5	9	*	*	*	*	*	*	5	6	5	6
1:00 AM	3	2	3	2	6	1	3	2	*	*	*	*	*	*	3	1	3	1
2:00 AM	1	4	3	2	2	0	2	1	*	*	*	*	*	*	2	1	2	1
3:00 AM	3	3	2	5	1	4	1	2	*	*	*	*	*	*	1	3	1	3
4:00 AM	1	3	2	3	1	4	2	2	*	*	*	*	*	*	1	3	1	3
5:00 AM	2	15	3	16	6	13	3	26	*	*	*	*	*	*	3	17	3	17
6:00 AM	19	41	19	36	16	43	13	43	*	*	*	*	*	*	16	40	16	40
7:00 AM	50	110	57	130	51	112	47	110	*	*	*	*	*	*	51	115	51	115
8:00 AM	108	151	92	170	108	138	94	164	*	*	*	*	*	*	100	155	100	155
9:00 AM	126	155	152	152	146	152	130	159	*	*	*	*	*	*	138	154	138	154
10:00 AM	134	126	117	141	122	149	49	44	*	*	*	*	*	*	105	115	105	115
11:00 AM	139	157	141	141	159	173	*	*	*	*	*	*	*	*	146	157	146	157
12:00 PM	163	181	164	135	125	127	*	*	*	*	*	*	*	*	150	147	150	147
1:00 PM	183	159	150	157	157	152	*	*	*	*	*	*	*	*	163	156	163	156
2:00 PM	163	146	176	138	156	152	*	*	*	*	*	*	*	*	165	145	165	145
3:00 PM	171	170	145	179	179	158	*	*	*	*	*	*	*	*	165	169	165	169
4:00 PM	154	164	141	191	163	182	*	*	*	*	*	*	*	*	152	179	152	179
5:00 PM	155	139	161	156	196	165	*	*	*	*	*	*	*	*	170	153	170	153
6:00 PM	116	121	110	134	143	132	*	*	*	*	*	*	*	*	123	129	123	129
7:00 PM	96	80	101	78	120	94	*	*	*	*	*	*	*	*	105	84	105	84
8:00 PM	90	51	98	63	104	65	*	*	*	*	*	*	*	*	97	59	97	59
9:00 PM	58	47	77	41	58	35	*	*	*	*	*	*	*	*	64	41	64	41
10:00 PM	34	23	29	26	50	29	*	*	*	*	*	*	*	*	37	26	37	26
11:00 PM	18	13	18	18	17	11	*	*	*	*	*	*	*	*	17	14	17	14
Totals	1991	2064	1967	2123	2094	2097	349	562	*	*	*	*	*	*	1979	2069	1979	2069
Combined Split (%)	4055	50.9	4090	51.9	4191	50.0	911	61.7	*	*	*	*	*	*	4048	51.1	4048	51.1
AM Peak Volume	139	157	152	170	159	173	130	164	*	*	*	*	*	*	146	157	146	157
PM Peak Volume	183	181	176	191	196	182	*	*	*	*	*	*	*	*	170	179	170	179

## **Appendix B**

### **Manual Turning Movement Counts**

Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Fair St. & St. James St.  
Date: Tuesday April 15, 2008  
Time Period: Weekday AM Peak

Time	Volume	St. James St.										Fair St.										Hourly Intersection Volume	
		Eastbound					Westbound					Northbound					Southbound						
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total						
7:30 to 7:45	Car Truck/Bus Bicycle Total	0	4	7	11	3	1	0	4	0	0	0	0	0	4	11	1	16	0	0	0	0	16
7:45 to 8:00	Car Truck/Bus Bicycle Total	0	6	7	13	1	4	0	5	0	0	0	0	0	5	11	0	16	0	0	0	0	16
8:00 to 8:15	Car Truck/Bus Bicycle Total	0	7	1	8	2	3	0	5	0	0	0	0	0	1	18	2	21	0	0	0	0	21
8:15 to 8:30	Car Truck/Bus Bicycle Total	0	12	6	18	5	1	0	6	0	0	0	0	0	2	12	3	17	0	0	0	0	17
8:30 to 8:45	Car Truck/Bus Bicycle Total	0	10	3	13	1	1	0	2	0	0	0	0	0	3	14	3	20	0	0	0	0	20
8:45 to 9:00	Car Truck/Bus Bicycle Total	0	11	4	15	5	8	0	13	0	0	0	0	0	0	12	4	16	0	0	0	0	16
9:00 to 9:15	Car Truck/Bus Bicycle Total	0	10	6	16	1	4	0	5	0	0	0	0	0	1	21	1	23	0	0	0	0	23
9:15 to 9:30	Car Truck/Bus Bicycle Total	0	7	4	11	2	3	0	5	0	0	0	0	0	3	11	6	20	0	0	0	0	20
9:30 to 9:45	Car Truck/Bus Bicycle Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	2	0	0	0	0	2
		0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	2	0	0	0	0	2

Analysis Hour		St. James St.										Fair St.									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
7:45 to 8:45	Volumes	0	35	17	52	9	9	0	18	0	0	0	0	0	11	55	8	74			
	% Trucks	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%			
	% Buses	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%			
	% HVs	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%			
	PHF	#DIV/0!	0.73	0.61	0.72	0.45	0.56	#DIV/0!	0.75	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.55	0.76	0.67	0.88				



Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Fair St & St. James St.  
Date: Tuesday April 15, 2008  
Time Period: Weekday PM Peak

Time	Volume	St James St										Fair St										Hourly Intersection Volume													
		Eastbound					Westbound					Northbound					Southbound																		
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total																		
4:00 to 4:15	Car Truck/Bus Bicycle Total	0	14	5	19	5	4	0	9	0	0	0	0	0	8	23	7	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 to 4:30	Car Truck/Bus Bicycle Total	0	13	8	21	1	8	0	9	0	0	0	0	0	3	23	6	32	0	0	0	0	0	0	0	0	0	3	23	6	32	0			
4:30 to 4:45	Car Truck/Bus Bicycle Total	0	10	4	14	2	11	0	13	0	0	0	0	0	5	27	9	41	0	0	0	0	0	0	0	0	0	5	27	9	41	0			
4:45 to 5:00	Car Truck/Bus Bicycle Total	0	13	5	18	3	7	0	10	0	0	0	0	0	2	26	6	34	0	0	0	0	0	0	0	0	0	2	26	6	34	258			
5:00 to 5:15	Car Truck/Bus Bicycle Total	0	15	6	21	1	4	0	5	0	0	0	0	0	7	43	9	59	0	0	0	0	0	0	0	0	0	7	43	9	59	277			
5:15 to 5:30	Car Truck/Bus Bicycle Total	0	10	11	21	5	7	0	12	0	0	0	0	0	6	35	6	47	0	0	0	0	0	0	0	0	0	6	35	6	47	295			
5:30 to 5:45	Car Truck/Bus Bicycle Total	0	8	1	9	4	5	0	9	0	0	0	0	0	4	19	5	28	0	0	0	0	0	0	0	0	0	4	19	5	28	273			
5:45 to 6:00	Car Truck/Bus Bicycle Total	0	4	4	8	1	4	0	5	0	0	0	0	0	2	16	1	19	0	0	0	0	0	0	0	0	0	2	16	1	19	243			
6:00 to 6:15	Car Truck/Bus Bicycle Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	1	2	3	161			

Analysis Hour		St James St										Fair St									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
	Volumes	0	37	22	59	11	20	0	31	0	0	0	0	19	113	21	153				
4:30 to 5:30	% Trucks	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%				
	% Buses	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%				
	% HVs	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%				
	PHF	#DIV/0!	0.62	0.50	0.70	0.55	0.71	#DIV/0!	0.65	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.68	0.66	0.58	0.65				

Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Fair St. Extension & Schwenk Dr  
Date: Tuesday April 15, 2008  
Time Period: Weekday AM Peak

Time	Volume	Schwenk Dr										Fair St. Extension										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
7:30 to 7:45	Car Truck/Bus Bicycle Total	38 1 0 38	30 1 0 31	5 0 0 5	73 1 0 74	0 1 0 1	31 1 0 32	0 0 0 0	31 1 0 32	2 0 0 2	2 0 0 2	0 0 0 0	4 0 0 4	1 0 0 1	3 0 0 3	18 1 0 19	22 1 0 23					
7:45 to 8:00	Car Truck/Bus Bicycle Total	58 1 0 59	45 1 0 46	11 1 0 12	114 3 0 117	0 0 0 0	26 0 0 26	4 0 0 4	30 0 0 30	1 0 0 1	1 0 0 1	0 0 0 0	2 0 0 2	1 0 0 1	7 0 0 7	25 0 0 25	33 0 0 33					
8:00 to 8:15	Car Truck/Bus Bicycle Total	55 0 0 55	44 0 0 44	19 1 0 20	118 1 0 119	0 0 0 0	36 0 0 36	4 0 0 4	40 0 0 40	1 0 0 1	3 0 0 3	0 0 0 0	4 0 0 4	4 0 0 4	1 0 0 1	27 0 0 27	32 0 0 32					
8:15 to 8:30	Car Truck/Bus Bicycle Total	51 0 0 51	32 0 0 32	18 1 0 19	101 1 0 102	0 0 0 0	32 0 0 32	3 0 0 3	35 0 0 35	2 0 0 2	2 0 0 2	0 0 0 0	4 0 0 4	1 0 0 1	7 0 0 7	30 1 0 31	38 1 0 39					
8:30 to 8:45	Car Truck/Bus Bicycle Total	55 0 0 55	36 0 0 36	14 0 0 14	105 0 0 105	1 0 0 1	14 0 0 14	5 0 0 5	20 0 0 20	2 0 0 2	0 0 0 0	0 0 0 0	2 0 0 2	2 0 0 2	8 0 0 8	32 3 0 35	42 3 0 45					
8:45 to 9:00	Car Truck/Bus Bicycle Total	51 0 0 51	43 0 0 43	21 0 0 21	115 0 0 115	2 0 0 2	32 0 0 32	7 0 0 7	41 0 0 41	1 0 0 1	6 0 0 6	1 0 0 1	8 0 0 8	6 0 0 6	3 0 0 3	30 1 0 31	39 1 0 40					
9:00 to 9:15	Car Truck/Bus Bicycle Total	81 0 0 81	28 0 0 28	26 1 0 27	135 1 0 136	0 0 0 0	25 0 0 25	2 0 0 2	27 0 0 27	5 0 0 5	1 0 0 1	0 0 0 0	6 0 0 6	6 0 0 6	4 0 0 4	38 0 0 38	48 0 0 48					
9:15 to 9:30	Car Truck/Bus Bicycle Total	60 0 0 60	45 0 0 45	12 0 0 12	117 0 0 117	2 0 0 2	37 0 0 37	4 0 0 4	43 0 0 43	1 0 0 1	4 0 0 4	0 0 0 0	5 0 0 5	4 0 0 4	5 0 0 5	37 0 0 37	46 0 0 46					
9:30 to 9:45	Car Truck/Bus Bicycle Total	4 0 0 4	7 0 0 7	2 0 0 2	13 0 0 13	0 0 0 0	0 0 0 0	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 2	2 0 0 2	6 0 0 6	10 0 0 10					

Analysis Hour		Schwenk Dr										Fair St. Extension									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
7:45 to 8:45	Volumes	212	155	74	441	3	114	19	136	6	11	1	18	13	19	121	153				
	% Trucks	0.0%	0.0%	2.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	3.3%				
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	% HVs	0.0%	0.0%	2.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	3.3%				
	PHF	0.96	0.88	0.88	0.93	0.38	0.79	0.68	0.83	0.75	0.46	0.25	0.56	0.54	0.59	0.95	0.91				

Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Fair St. Extension & Schwenk Dr  
Date: Tuesday April 15, 2008  
Time Period: Weekday PM Peak

Time	Volume	Schwenk Dr								Fair St Extension								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
4:00 to 4:15	Car Truck/Bus Bicycle Total	87 0 0 87	24 0 0 24	15 0 0 15	126 0 0 126	0 0 0 0	37 0 0 37	6 0 0 6	43 0 0 43	1 0 0 1	3 0 0 3	1 0 0 1	5 0 0 5	4 0 0 4	9 0 0 9	92 0 0 92	105 0 0 105	
4:15 to 4:30	Car Truck/Bus Bicycle Total	74 0 0 74	39 0 0 39	13 0 0 13	126 0 0 126	0 0 0 0	46 0 0 46	11 0 0 11	57 0 0 57	1 0 0 1	2 0 0 2	0 0 0 0	3 0 0 3	3 0 0 3	16 0 0 16	97 0 0 97	116 0 0 116	
4:30 to 4:45	Car Truck/Bus Bicycle Total	93 0 0 93	38 0 0 38	12 0 0 12	143 0 0 143	0 0 0 0	57 0 0 57	3 0 0 3	60 0 0 60	1 0 0 1	3 0 0 3	0 0 0 0	4 0 0 4	10 0 0 10	9 0 0 9	89 0 0 89	108 0 0 108	
4:45 to 5:00	Car Truck/Bus Bicycle Total	94 1 0 95	24 0 0 24	12 0 0 12	130 1 0 131	0 0 0 0	41 0 0 41	4 0 0 4	45 0 0 45	0 0 0 0	6 0 0 6	1 0 0 1	7 0 0 7	2 0 0 2	10 0 0 10	88 0 0 88	100 0 0 100	
5:00 to 5:15	Car Truck/Bus Bicycle Total	92 0 0 92	37 0 0 37	10 0 0 10	139 0 0 139	0 0 0 0	43 0 0 43	2 0 0 2	45 0 0 45	1 0 0 1	4 0 0 4	0 0 0 0	5 0 0 5	6 0 0 6	7 0 0 7	100 0 0 100	113 0 0 113	
5:15 to 5:30	Car Truck/Bus Bicycle Total	66 0 0 66	36 0 0 36	9 0 0 9	111 0 0 111	0 0 0 0	34 0 0 34	9 0 0 9	43 0 0 43	1 0 0 1	3 0 0 3	0 0 0 0	4 0 0 4	9 0 0 9	10 0 0 10	111 0 0 111	130 0 0 130	
5:30 to 5:45	Car Truck/Bus Bicycle Total	70 0 0 70	23 0 0 23	2 0 0 2	95 0 0 95	1 0 0 1	35 0 0 35	8 0 0 8	44 0 0 44	1 0 0 1	0 0 0 0	0 0 0 0	1 0 0 1	10 0 0 10	3 0 0 3	100 0 0 100	113 0 0 113	
5:45 to 6:00	Car Truck/Bus Bicycle Total	60 0 0 60	29 0 0 29	10 0 0 10	99 0 0 99	0 0 0 0	32 0 0 32	4 0 0 4	36 0 0 36	1 0 0 1	1 0 0 1	0 0 0 0	2 0 0 2	6 0 0 6	6 0 0 6	82 0 0 82	94 0 0 94	
6:00 to 6:15	Car Truck/Bus Bicycle Total	17 0 0 17	4 0 0 4	5 0 0 5	26 0 0 26	0 0 0 0	2 0 0 2	1 0 0 1	3 0 0 3	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1 0 0 1	0 0 0 0	17 0 0 17	18 0 0 18	
																		819

Analysis Hour	Volumes	Schwenk Dr								Fair St Extension							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
4:30 to 5:30	% Trucks % Buses % HVs PHF	288 0.0% 0.0% 0.78	125 0.0% 0.0% 0.84	31 0.0% 0.0% 0.78	444 0.0% 0.0% 0.80	1 0.0% 0.0% 0.25	144 0.0% 0.0% 0.84	23 0.0% 0.0% 0.64	168 0.0% 0.0% 0.93	4 0.0% 0.0% 1.00	8 0.0% 0.0% 0.50	0 #DIV/0! #DIV/0! #DIV/0!	12 0.0% 0.0% 0.60	31 0.0% 0.0% 0.78	26 0.0% 0.0% 0.65	393 0.0% 0.0% 0.89	450 0.0% 0.0% 0.87

Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Washington Ave & Linderman Ave  
Date: Tuesday April 15, 2008  
Time Period: Weekday AM Peak

Time	Volume	Linderman Ave										Washington Ave										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
7:30 to 7:45	Car Truck/Bus Bicycle Total	4 0 0 4	8 0 0 8	4 0 0 4	16 0 0 16	1 0 0 1	11 0 0 11	8 0 0 8	20 0 0 20	2 0 0 2	67 0 0 67	1 0 0 1	70 0 0 70	1 0 0 1	86 1 0 87	1 2 0 3	88 3 0 91					
7:45 to 8:00	Car Truck/Bus Bicycle Total	6 0 0 6	6 0 0 6	6 0 0 6	18 0 0 18	0 0 0 0	4 0 0 4	3 0 0 3	7 0 0 7	3 0 0 3	70 3 0 73	1 0 0 1	74 3 0 77	4 1 0 5	72 1 0 73	5 1 0 6	81 1 0 82					
8:00 to 8:15	Car Truck/Bus Bicycle Total	1 0 0 1	13 0 0 13	7 0 0 7	21 0 0 21	0 0 0 0	9 0 0 9	6 0 0 6	15 0 0 15	2 0 0 2	58 1 0 59	2 0 0 2	62 1 0 63	3 1 0 4	86 1 0 87	4 1 0 5	93 1 0 94					
8:15 to 8:30	Car Truck/Bus Bicycle Total	3 0 0 3	8 0 0 8	4 0 0 4	15 0 0 15	2 0 0 2	2 0 0 2	3 0 0 3	7 0 0 7	5 0 0 5	56 2 0 58	1 0 0 1	62 2 0 64	3 0 0 3	73 2 0 75	3 2 0 5	79 2 0 81					
8:30 to 8:45	Car Truck/Bus Bicycle Total	6 0 0 6	4 0 0 4	5 0 0 5	15 0 0 15	0 0 0 0	6 0 0 6	5 0 0 5	11 0 0 11	3 0 0 3	64 1 0 65	0 0 0 0	67 1 0 68	1 3 0 4	48 3 0 51	3 3 0 6	52 3 0 55					
8:45 to 9:00	Car Truck/Bus Bicycle Total	6 0 0 6	3 0 0 3	4 0 0 4	13 0 0 13	2 0 0 2	6 0 0 6	4 0 0 4	12 0 0 12	3 0 0 3	92 0 0 92	0 0 0 0	95 0 0 95	4 0 0 4	66 0 0 66	0 0 0 0	70 0 0 70					
9:00 to 9:15	Car Truck/Bus Bicycle Total	2 0 0 2	4 0 0 4	1 0 0 1	7 0 0 7	0 0 0 0	1 0 0 1	2 0 0 2	3 0 0 3	2 0 0 2	54 0 0 54	0 0 0 0	56 0 0 56	7 0 0 7	65 0 0 65	3 0 0 3	75 0 0 75					
9:15 to 9:30	Car Truck/Bus Bicycle Total	1 0 0 1	1 0 0 1	0 0 0 0	2 0 0 2	3 0 0 3	4 0 0 4	4 0 0 4	11 0 0 11	1 0 0 1	52 0 0 52	0 0 0 0	53 0 0 53	3 0 0 3	50 1 0 51	1 1 0 2	54 1 0 55					
9:30 to 9:45	Car Truck/Bus Bicycle Total	0 0 0 0	1 0 0 1	1 0 0 1	2 0 0 2	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	4 0 0 4	0 0 0 0	4 0 0 4	0 0 0 0	8 0 0 8	0 0 0 0	8 0 0 8					
		0	1	1	2	0	0	0	0	0	4	0	4	0	8	0	8	466				

Analysis Hour		Linderman Ave										Washington Ave									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
	Volumes	9	9	6	24	5	11	10	26	6	202	0	208	14	190	4	208				
7:45 to 8:45	% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.5%	0.0%	0.5%				
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%				
	% HVs	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.5%	0.0%	0.5%				
	PHF	0.38	0.56	0.38	0.46	0.42	0.46	0.63	0.54	0.50	0.55	#DIV/0!	0.55	0.50	0.72	0.33	0.69				

Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Washington Ave & Linderman Ave  
Date: Tuesday April 15, 2008  
Time Period: Weekday PM Peak

Time	Volume	Linderman Ave										Washington Ave										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
4:00 to 4:15	Car Truck/Bus Bicycle Total	3 0 0 3	4 0 0 4	4 0 0 4	11 0 0 11	1 0 0 1	11 0 0 11	3 0 0 3	15 0 0 15	11 0 0 11	105 1 0 106	0 0 0 0	116 1 0 117	2 0 0 2	74 0 0 74	3 0 0 3	79 0 0 79					
4:15 to 4:30	Car Truck/Bus Bicycle Total	3 0 0 3	2 0 0 2	2 0 0 2	7 0 0 7	4 0 0 4	6 0 0 6	1 0 0 1	11 0 0 11	8 0 0 8	84 4 0 88	1 0 0 1	93 4 0 97	2 0 0 2	87 1 0 88	2 0 0 2	91 1 0 92					
4:30 to 4:45	Car Truck/Bus Bicycle Total	1 0 0 1	2 0 0 2	1 0 0 1	4 0 0 4	2 0 0 2	15 0 0 15	5 0 0 5	22 0 0 22	5 0 0 5	81 0 0 81	3 0 0 3	89 0 0 89	3 0 0 3	59 0 0 59	5 0 0 5	67 0 0 67					
4:45 to 5:00	Car Truck/Bus Bicycle Total	1 0 0 1	7 0 0 7	6 0 0 6	14 0 0 14	5 0 0 5	9 1 0 10	4 0 0 4	18 1 0 19	9 0 0 9	70 2 0 72	2 0 0 2	81 2 0 83	7 0 0 7	75 2 0 77	1 0 0 1	83 2 0 85					
5:00 to 5:15	Car Truck/Bus Bicycle Total	4 0 0 4	2 0 0 2	2 0 0 2	8 0 0 8	4 0 0 4	16 0 0 16	2 0 0 2	22 0 0 22	7 0 0 7	70 0 0 70	6 0 0 6	83 0 0 83	1 0 0 1	93 0 0 93	5 0 0 5	99 0 0 99					
5:15 to 5:30	Car Truck/Bus Bicycle Total	2 0 0 2	10 0 0 10	4 0 0 4	16 0 0 16	3 0 0 3	19 0 0 19	7 0 0 7	29 0 0 29	9 0 0 9	72 0 0 72	2 0 0 2	83 0 0 83	5 0 0 5	86 0 0 86	2 0 0 2	93 0 0 93					
5:30 to 5:45	Car Truck/Bus Bicycle Total	2 0 0 2	2 0 0 2	3 0 0 3	7 0 0 7	5 0 0 5	11 0 0 11	2 0 0 2	18 0 0 18	3 0 0 3	66 1 0 67	3 0 0 3	72 1 0 73	6 0 0 6	64 1 0 65	7 0 0 7	77 1 0 78					
5:45 to 6:00	Car Truck/Bus Bicycle Total	3 0 0 3	5 0 0 5	4 0 0 4	12 0 0 12	1 0 0 1	9 0 0 9	4 0 0 4	14 0 0 14	4 0 0 4	46 0 0 46	1 0 0 1	51 0 0 51	4 0 0 4	83 0 0 83	4 0 0 4	91 0 0 91					
6:00 to 6:15	Car Truck/Bus Bicycle Total	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 0 0 0	2 0 0 2	1 0 0 1	7 0 0 7	0 0 0 0	8 0 0 8	0 0 0 0	3 0 0 3	0 0 0 0	3 0 0 3					
		0	0	0	0	0	2	0	2	1	7	0	8	0	3	0	3	578				

Analysis Hour		Linderman Ave										Washington Ave									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
	Volumes	11	19	13	43	13	55	15	83	23	255	12	290	16	327	18	361				
4:30 to 5:30	% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.3%	0.0%	0.3%	0.0%	0.3%				
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	% HVs	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.3%	0.0%	0.3%	0.0%	0.3%				
	PHF	0.69	0.48	0.81	0.67	0.65	0.72	0.54	0.72	0.64	0.89	0.50	0.87	0.67	0.88	0.64	0.91				



Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Wall St & John St  
Date: Tuesday April 15, 2008  
Time Period: Weekday PM Peak

Time	Volume	John St								Wall st								Hourly Intersection Volume	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total		
4:00 to 4:15	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	15 0 0 15	40 0 0 40	0 0 0 0	55 0 0 55	0 0 0 0	43 0 0 43	31 0 0 31	74 0 0 74	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0	
4:15 to 4:30	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	6 0 0 6	23 0 0 23	0 0 0 0	29 0 0 29	0 0 0 0	45 0 0 45	27 0 0 27	72 0 0 72	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0	
4:30 to 4:45	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	7 0 0 7	30 0 0 30	0 0 0 0	37 0 0 37	0 0 0 0	58 0 0 58	27 0 0 27	85 0 0 85	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0	
4:45 to 5:00	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	9 0 0 9	26 0 0 26	0 0 0 0	35 0 0 35	0 0 0 0	57 0 0 57	24 0 0 24	81 0 0 81	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0	
5:00 to 5:15	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	6 0 0 6	32 0 0 32	0 0 0 0	38 0 0 38	0 0 0 0	60 0 0 60	28 0 0 28	88 0 0 88	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	471	
5:15 to 5:30	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	6 0 0 6	29 0 0 29	0 0 0 0	35 0 0 35	0 0 0 0	30 0 0 30	21 0 0 21	51 0 0 51	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	468	
5:30 to 5:45	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	10 0 0 10	21 0 0 21	0 0 0 0	31 0 0 31	0 0 0 0	37 0 0 37	12 0 0 12	49 0 0 49	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	451	
5:45 to 6:00	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	8 0 0 8	26 0 0 26	0 0 0 0	34 0 0 34	0 0 0 0	28 0 0 28	10 0 0 10	38 0 0 38	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	410	
6:00 to 6:15	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1 0 0 1	2 0 0 2	0 0 0 0	3 0 0 3	0 0 0 0	1 0 0 1	1 0 0 1	2 0 0 2	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	365	
		0	0	0	0	1	2	0	3	0	1	1	2	0	0	0	0	0	244

Analysis Hour		John St								Wall st							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
	Volumes	0	0	0	0	30	108	0	138	0	156	71	227	0	0	0	0
4:30 to 5:30	% Trucks	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	0.6%	0.0%	0.4%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
	% Buses	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
	% HVs	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	0.6%	0.0%	0.4%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
	PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.75	0.84	#DIV/0!	0.91	#DIV/0!	0.65	0.63	0.64	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Washington Ave & Lucas Ave  
Date: Tuesday April 15, 2008  
Time Period: Weekday AM Peak

Time	Volume	Lucas Ave										Washington Ave										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
7:30 to 7:45	Car Truck/Bus Bicycle Total	7 1 0 8	37 1 0 38	18 1 0 19	62 3 0 65	1 0 0 1	1 0 0 1	0 0 0 0	2 0 0 2	3 1 0 4	54 1 0 55	3 0 0 3	60 1 0 61	1 1 0 2	43 1 0 44	2 2 0 4	46 1 0 47					
7:45 to 8:00	Car Truck/Bus Bicycle Total	9 0 0 9	55 0 0 55	17 0 0 17	81 0 0 81	2 0 0 2	2 0 0 2	2 0 0 2	6 0 0 6	6 0 0 6	80 3 0 83	6 0 0 6	92 3 0 95	1 1 0 2	45 1 0 46	1 1 0 2	47 1 0 48					
8:00 to 8:15	Car Truck/Bus Bicycle Total	7 0 0 7	55 0 0 55	16 0 0 16	78 0 0 78	2 0 0 2	4 0 0 4	1 0 0 1	7 0 0 7	8 1 0 9	60 0 0 60	8 0 0 8	76 1 0 77	7 1 0 8	65 2 0 67	3 3 0 6	75 2 0 77					
8:15 to 8:30	Car Truck/Bus Bicycle Total	12 0 0 12	39 0 0 39	19 0 0 19	70 0 0 70	0 0 0 0	1 1 0 2	4 1 0 5	5 1 0 6	10 2 0 12	59 2 0 61	10 0 0 10	79 2 0 81	6 0 0 6	53 3 0 56	1 2 0 3	60 5 0 65					
8:30 to 8:45	Car Truck/Bus Bicycle Total	9 0 0 9	56 0 0 56	21 0 0 21	86 0 0 86	2 0 0 2	2 0 0 2	3 0 0 3	7 0 0 7	9 0 0 9	72 2 0 74	9 1 0 10	90 3 0 93	12 1 0 13	36 1 0 37	3 3 0 6	51 1 0 52					
8:45 to 9:00	Car Truck/Bus Bicycle Total	10 0 0 10	52 1 0 53	21 1 0 22	83 1 0 84	2 0 0 2	3 3 0 6	4 4 0 8	9 0 0 9	14 1 0 15	73 1 0 74	14 1 0 15	101 1 0 102	12 12 0 24	62 62 0 124	3 3 0 6	77 0 0 77					
9:00 to 9:15	Car Truck/Bus Bicycle Total	17 0 0 17	51 0 0 51	14 0 0 14	82 0 0 82	0 0 0 0	5 5 0 10	5 5 0 10	10 0 0 10	25 1 0 26	71 2 0 73	25 0 0 25	121 3 0 124	14 0 0 14	47 1 0 48	8 2 0 10	69 3 0 72					
9:15 to 9:30	Car Truck/Bus Bicycle Total	5 0 0 5	28 1 0 29	15 1 0 16	48 2 0 50	1 0 0 1	4 4 0 8	2 2 0 4	7 0 0 7	8 0 0 8	63 0 0 63	8 1 0 9	79 1 0 80	6 6 0 12	43 43 0 86	2 1 0 3	51 3 0 54					
9:30 to 9:45	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	3 0 0 3	0 0 0 0	3 0 0 3	1 0 0 1	4 0 0 4	0 0 0 0	5 0 0 5					

Analysis Hour		Lucas Ave										Washington Ave									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
	Volumes	32	133	51	216	3	12	11	26	48	213	48	309	33	159	16	208				
7:45 to 8:45	% Trucks	0.0%	1.5%	2.0%	1.4%	0.0%	0.0%	0.0%	0.0%	2.1%	1.4%	2.1%	1.6%	0.0%	1.9%	18.8%	2.9%				
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	% HVs	0.0%	1.5%	2.0%	1.4%	0.0%	0.0%	0.0%	0.0%	2.1%	1.4%	2.1%	1.6%	0.0%	1.9%	18.8%	2.9%				
	PHF	0.47	0.63	0.61	0.64	0.38	0.60	0.55	0.65	0.46	0.72	0.48	0.62	0.59	0.64	0.40	0.68				



Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Washington Ave & Lucas Ave  
Date: Tuesday April 15, 2008  
Time Period: Weekday PM Peak

Time	Volume	Lucas Ave										Washington Ave										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
4:00 to 4:15	Car Truck/Bus Bicycle Total	11 0 0 11	31 0 0 31	17 0 0 17	59 0 0 59	5 0 0 5	13 0 0 13	16 0 0 16	34 0 0 34	21 0 0 21	105 0 0 105	5 0 0 5	131 0 0 131	5 0 0 5	59 0 0 59	4 0 0 4	68 0 0 68					
4:15 to 4:30	Car Truck/Bus Bicycle Total	11 0 0 11	32 0 0 32	15 0 0 15	58 0 0 58	2 0 0 2	14 0 0 14	7 0 0 7	23 0 0 23	19 0 0 19	116 5 0 121	4 5 0 9	139 5 0 144	1 2 0 3	69 2 0 71	9 9 0 9	79 2 0 81					
4:30 to 4:45	Car Truck/Bus Bicycle Total	8 0 0 8	26 0 0 26	13 0 0 13	47 0 0 47	8 0 0 8	11 0 0 11	14 0 0 14	33 0 0 33	19 0 0 19	75 1 0 76	6 1 0 7	100 1 0 101	6 3 0 9	59 3 0 62	10 10 0 10	75 3 0 78					
4:45 to 5:00	Car Truck/Bus Bicycle Total	8 0 0 8	24 0 0 24	9 0 0 9	41 0 0 41	3 0 0 3	9 0 0 9	11 0 0 11	23 0 0 23	24 1 0 25	81 1 0 82	10 10 0 10	115 2 0 117	7 7 0 7	72 73 0 73	9 9 0 9	88 1 0 89					
5:00 to 5:15	Car Truck/Bus Bicycle Total	13 0 0 13	33 0 0 33	9 0 0 9	55 0 0 55	11 0 0 11	13 0 0 13	22 0 0 22	46 0 0 46	25 0 0 25	95 1 0 96	6 6 0 6	126 1 0 127	4 4 0 4	74 75 0 75	8 6 0 6	86 1 0 87					
5:15 to 5:30	Car Truck/Bus Bicycle Total	9 0 0 9	38 0 0 38	9 0 0 9	56 0 0 56	5 0 0 5	15 0 0 15	9 0 0 9	29 0 0 29	28 0 0 28	83 1 0 84	4 4 0 4	115 1 0 116	4 4 0 4	75 76 0 76	6 6 0 6	85 1 0 86					
5:30 to 5:45	Car Truck/Bus Bicycle Total	14 1 0 15	32 0 0 32	11 1 0 12	57 2 0 59	2 0 0 2	10 0 0 10	2 0 0 2	14 0 0 14	21 0 0 21	69 1 0 70	2 2 0 2	92 1 0 93	3 3 0 3	65 66 0 66	9 9 0 9	77 1 0 78					
5:45 to 6:00	Car Truck/Bus Bicycle Total	10 0 0 10	25 0 0 25	13 0 0 13	48 0 0 48	1 0 0 1	10 0 0 10	3 0 0 3	14 0 0 14	22 0 0 22	60 3 0 63	3 3 0 3	85 0 0 85	5 5 0 5	56 56 0 56	4 4 0 4	65 0 0 65					
6:00 to 6:15	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0					

Analysis Hour		Lucas Ave										Washington Ave									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
	Volumes	47	128	43	218	19	48	36	103	96	310	15	421	16	272	27	315				
4:30 to 5:30	% Trucks	2.1%	0.0%	2.3%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.7%	0.0%	0.7%	0.0%	0.6%				
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	% HVs	2.1%	0.0%	2.3%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.7%	0.0%	0.7%	0.0%	0.6%				
	PHF	0.78	0.84	0.83	0.92	0.43	0.80	0.41	0.56	0.86	0.81	0.63	0.83	0.80	0.89	0.75	0.92				

Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Washington Ave & Main St  
Date: Tuesday April 15, 2008  
Time Period: Weekday AM Peak

Time	Volume	Main St.										Washington Ave										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
7:30 to 7:45	Car Truck/Bus Bicycle Total	1 0 0 1	0 0 0 0	10 0 0 10	11 0 0 11	6 0 0 6	6 0 0 6	6 0 0 6	18 0 0 18	3 0 0 3	92 0 0 92	0 0 0 0	95 0 0 95	0 0 0 0	62 1 0 63	1 0 0 1	63 1 0 64					
7:45 to 8:00	Car Truck/Bus Bicycle Total	5 0 0 5	0 0 0 0	7 0 0 7	12 0 0 12	4 0 0 4	11 0 0 11	12 0 0 12	27 0 0 27	6 0 0 6	83 0 0 83	0 0 0 0	89 0 0 89	0 0 0 0	73 0 0 73	4 0 0 4	77 0 0 77					
8:00 to 8:15	Car Truck/Bus Bicycle Total	1 0 0 1	0 0 0 0	8 0 0 8	9 0 0 9	2 0 0 2	19 0 0 19	18 0 0 18	39 0 0 39	6 0 0 6	78 0 0 78	0 0 0 0	84 0 0 84	0 0 0 0	85 1 0 86	0 0 0 0	85 1 0 86					
8:15 to 8:30	Car Truck/Bus Bicycle Total	1 0 0 1	0 0 0 0	7 0 0 7	8 0 0 8	4 0 0 4	7 0 0 7	17 0 0 17	28 0 0 28	0 0 0 0	71 1 0 72	0 0 0 0	71 0 0 71	0 0 0 0	79 2 0 81	0 0 0 0	79 2 0 81					
8:30 to 8:45	Car Truck/Bus Bicycle Total	2 0 0 2	0 0 0 0	6 0 0 6	8 0 0 8	1 0 0 1	9 0 0 9	11 0 0 11	21 0 0 21	3 0 0 3	91 1 0 92	0 0 0 0	94 1 0 95	0 0 0 0	60 2 0 62	2 0 0 2	62 0 0 62					
8:45 to 9:00	Car Truck/Bus Bicycle Total	4 0 0 4	0 0 0 0	3 0 0 3	7 0 0 7	5 0 0 5	6 0 0 6	12 0 0 12	23 0 0 23	7 0 0 7	100 0 0 100	0 0 0 0	107 0 0 107	0 0 0 0	95 1 0 96	1 0 0 1	96 1 0 97					
9:00 to 9:15	Car Truck/Bus Bicycle Total	3 0 0 3	0 0 0 0	8 0 0 8	11 0 0 11	3 0 0 3	8 0 0 8	9 0 0 9	20 0 0 20	1 0 0 1	94 1 0 95	0 0 0 0	95 1 0 96	0 0 0 0	60 2 0 62	2 0 0 2	62 0 0 62					
9:15 to 9:30	Car Truck/Bus Bicycle Total	5 0 0 5	0 0 0 0	7 0 0 7	12 0 0 12	0 0 0 0	11 0 0 11	10 0 0 10	21 0 0 21	1 0 0 1	77 0 0 77	0 0 0 0	78 0 0 78	0 0 0 0	61 1 0 62	0 0 0 0	61 1 0 62					
9:30 to 9:45	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1 0 0 1	0 0 0 0	1 0 0 1	2 0 0 2	1 0 0 1	7 0 0 7	0 0 0 0	8 0 0 8	0 0 0 0	6 0 0 6	0 0 0 0	6 0 0 6					
		0	0	0	0	1	0	1	2	1	7	0	8	0	6	0	6	612				

Analysis Hour		Main St.										Washington Ave									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
	Volumes	12	0	18	30	9	25	32	66	10	279	0	289	0	224	3	227				
7:45 to 8:45	% Trucks	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	#DIV/0!	0.3%	#DIV/0!	0.9%	0.0%	0.9%				
	% Buses	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	0.0%	0.0%	0.0%				
	% HVs	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	#DIV/0!	0.3%	#DIV/0!	0.9%	0.0%	0.9%				
	PHF	0.60	#DIV/0!	0.56	0.63	0.45	0.57	0.67	0.72	0.36	0.70	#DIV/0!	0.68	#DIV/0!	0.58	0.38	0.59				

Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Washington Ave & Main St  
Date: Tuesday April 15, 2008  
Time Period: Weekday PM Peak

Time	Volume	Main St										Washington Ave										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
4:00 to 4:15	Car Truck/Bus Bicycle Total	2 0 0 2	0 0 0 0	7 0 0 7	9 0 0 9	2 0 0 2	26 0 0 26	23 0 0 23	51 0 0 51	5 0 0 5	116 1 0 117	0 0 0 0	121 1 0 122	0 0 0 0	73 1 0 74	1 0 0 1	74 1 0 75					
4:15 to 4:30	Car Truck/Bus Bicycle Total	6 0 0 6	0 0 0 0	4 0 0 4	10 0 0 10	5 0 0 5	18 0 0 18	13 1 0 14	36 1 0 37	6 0 0 6	113 6 0 119	0 0 0 0	119 6 0 125	0 0 0 0	84 2 0 86	3 0 0 3	87 2 0 89					
4:30 to 4:45	Car Truck/Bus Bicycle Total	3 0 0 3	0 0 0 0	6 0 0 6	9 0 0 9	5 0 0 5	26 0 0 26	13 0 0 13	44 0 0 44	9 0 0 9	71 7 0 78	0 0 0 0	80 7 0 87	0 0 0 0	79 4 0 83	3 1 0 4	82 5 0 87					
4:45 to 5:00	Car Truck/Bus Bicycle Total	6 0 0 6	0 0 0 0	9 1 0 10	15 1 0 16	11 0 0 11	19 1 0 20	25 1 0 26	55 1 0 56	8 0 0 8	105 5 0 110	0 0 0 0	113 5 0 118	0 0 0 0	80 1 0 81	2 2 0 2	82 1 0 83	1,018				
5:00 to 5:15	Car Truck/Bus Bicycle Total	7 1 0 8	0 0 0 0	7 1 0 8	14 1 0 15	4 0 0 4	32 0 0 32	35 0 0 35	71 0 0 71	8 0 0 8	87 1 0 88	0 0 0 0	95 1 0 96	0 0 0 0	100 2 0 102	1 2 0 1	101 2 0 103	1,046				
5:15 to 5:30	Car Truck/Bus Bicycle Total	2 0 0 2	0 0 0 0	9 0 0 9	11 0 0 11	5 0 0 5	14 0 0 14	16 0 0 16	35 0 0 35	6 0 0 6	95 1 0 96	0 0 0 0	101 1 0 102	0 0 0 0	89 3 0 92	1 1 0 1	90 3 0 93	1,026				
5:30 to 5:45	Car Truck/Bus Bicycle Total	3 0 0 3	0 0 0 0	8 1 0 9	11 1 0 12	8 0 0 8	17 0 0 17	10 0 0 10	35 0 0 35	8 0 0 8	73 6 0 79	0 0 0 0	81 6 0 87	0 0 0 0	66 4 0 70	0 4 0 0	66 4 0 70	1,003				
5:45 to 6:00	Car Truck/Bus Bicycle Total	2 0 0 2	0 0 0 0	9 0 0 9	11 0 0 11	4 0 0 4	11 0 0 11	13 0 0 13	28 0 0 28	6 0 0 6	68 1 0 69	0 0 0 0	74 1 0 75	0 0 0 0	75 1 0 76	1 1 0 1	76 1 0 77	921				
6:00 to 6:15	Car Truck/Bus Bicycle 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	2 0 0 2	2 0 0 2	0 0 0 0	2 0 0 2	0 0 0 0	2 0 0 2	0 0 0 0	4 0 0 4	0 0 0 0	4 0 0 4	644				

Analysis Hour		Main St										Washington Ave									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
	Volumes	15	0	34	49	21	74	74	169	28	332	0	360	0	340	3	343				
4:30 to 5:30	% Trucks	6.7%	#DIV/0!	2.9%	4.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	#DIV/0!	2.5%	#DIV/0!	2.9%	0.0%	2.9%				
	% Buses	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	0.0%	0.0%	0.0%				
	% HVs	6.7%	#DIV/0!	2.9%	4.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	#DIV/0!	2.5%	#DIV/0!	2.9%	0.0%	2.9%				
	PHF	0.47	#DIV/0!	0.94	0.82	0.66	0.58	0.53	0.60	0.88	0.86	#DIV/0!	0.88	#DIV/0!	0.83	0.75	0.83				

Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Washington Ave & Pearl St  
Date: Tuesday April 15, 2008  
Time Period: Weekday AM Peak

Time	Volume	Pearl St.										Washington Ave										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
7:30 to 7:45	Car Truck/Bus Bicycle Total	2 0 0 2	24 0 0 24	25 0 0 25	51 0 0 51	4 1 0 5	4 0 0 4	6 0 0 6	14 1 0 15	0 1 0 1	85 1 0 86	6 0 0 6	91 1 0 92	9 3 0 12	65 0 0 65	0 1 0 1	74 3 0 77					
7:45 to 8:00	Car Truck/Bus Bicycle Total	3 0 0 3	27 0 0 27	5 0 0 5	35 0 0 35	5 0 0 5	6 0 0 6	5 0 0 5	16 0 0 16	1 3 0 4	81 0 0 81	5 0 0 5	87 3 0 90	19 0 1 20	76 1 1 78	1 1 0 2	96 2 0 98					
8:00 to 8:15	Car Truck/Bus Bicycle Total	2 0 0 2	24 0 0 24	9 0 0 9	35 0 0 35	3 3 0 6	4 0 0 4	7 1 0 8	14 4 0 18	4 0 0 4	76 0 0 76	2 0 0 2	82 0 0 82	12 1 0 13	82 1 0 83	2 0 0 2	96 2 0 98					
8:15 to 8:30	Car Truck/Bus Bicycle Total	3 0 0 3	24 1 0 25	12 0 0 12	39 1 0 40	4 0 0 4	4 0 0 4	9 1 0 10	17 1 0 18	2 6 0 8	57 0 0 57	6 0 0 6	65 6 0 71	9 3 0 12	72 4 0 76	1 4 0 5	82 7 0 89					
8:30 to 8:45	Car Truck/Bus Bicycle Total	5 0 0 5	27 0 0 27	9 0 0 9	41 0 0 41	3 0 0 3	11 0 0 11	8 0 0 8	22 0 0 22	2 2 0 4	62 3 0 65	5 0 0 5	69 5 0 74	20 2 0 22	43 0 0 43	3 0 0 3	66 2 0 68					
8:45 to 9:00	Car Truck/Bus Bicycle Total	2 0 0 2	32 0 0 32	5 0 0 5	39 0 0 39	1 1 0 2	5 1 0 6	14 0 0 14	20 2 0 22	5 1 0 6	91 1 0 92	9 1 0 10	105 2 0 107	20 2 0 22	68 0 0 68	7 0 0 7	95 2 0 97					
9:00 to 9:15	Car Truck/Bus Bicycle Total	2 0 0 2	24 1 0 25	12 0 0 12	38 1 0 39	8 0 0 8	9 1 0 10	22 2 0 24	39 3 0 42	3 5 0 8	60 0 0 60	7 0 0 7	70 5 0 75	14 1 0 15	55 2 0 57	1 0 0 1	70 3 0 73					
9:15 to 9:30	Car Truck/Bus Bicycle Total	1 0 0 1	14 1 0 15	5 0 0 5	20 1 0 21	2 2 0 4	12 1 0 13	17 0 0 17	31 1 0 32	3 1 0 4	60 0 0 60	6 0 0 6	69 1 0 70	17 0 0 17	52 3 0 55	1 1 0 2	70 4 0 74					
9:30 to 9:45	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 1 0 1	0 1 0 1	0 0 0 0	1 0 0 1	0 0 0 0	1 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					
		0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0				

Analysis Hour	Volumes	Pearl St.										Washington Ave									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
7:45 to 8:45	% Trucks % Buses % HVs PHF	5 0.0% 0.0% 0.63	72 2.8% 0.0% 0.56	23 4.3% 0.0% 0.48	100 3.0% 0.0% 0.64	12 8.3% 0.0% 0.38	30 10.0% 0.0% 0.58	55 3.6% 0.0% 0.57	97 6.2% 0.0% 0.58	11 0.0% 0.0% 0.55	218 3.2% 0.0% 0.59	23 4.3% 0.0% 0.58	252 3.2% 0.0% 0.59	54 5.6% 0.0% 0.61	180 2.8% 0.0% 0.66	10 10.0% 0.0% 0.36	244 3.7% 0.0% 0.63				

Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Washington Ave & Pearl St  
Date: Tuesday April 15, 2008  
Time Period: Weekday PM Peak

Time	Volume	Pearl St										Washington Ave										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
4:00 to 4:15	Car Truck/Bus Bicycle Total	5 0 0 5	15 0 0 15	4 0 0 4	24 0 0 24	9 0 0 9	9 0 0 9	18 0 0 18	36 0 0 36	3 0 0 3	106 0 0 106	6 0 0 6	115 0 0 115	15 0 0 15	75 0 0 75	0 0 0 0	90 0 0 90					
4:15 to 4:30	Car Truck/Bus Bicycle Total	1 0 0 1	13 0 0 13	6 0 0 6	20 0 0 20	6 0 0 6	20 0 0 20	15 0 0 15	41 0 0 41	6 0 0 6	95 3 0 98	6 3 0 9	107 3 0 110	11 1 0 12	80 1 0 81	7 1 0 8	98 1 0 99					
4:30 to 4:45	Car Truck/Bus Bicycle Total	5 0 0 5	14 0 0 14	6 0 0 6	25 0 0 25	4 0 0 4	17 0 0 17	13 0 0 13	34 0 0 34	4 0 0 4	87 0 0 87	4 0 0 4	95 0 0 95	15 1 0 16	60 4 0 64	4 0 0 4	80 1 0 81					
4:45 to 5:00	Car Truck/Bus Bicycle Total	6 0 0 6	24 0 0 24	6 0 0 6	36 0 0 36	7 0 0 7	17 0 0 17	15 0 0 15	39 0 0 39	0 0 0 0	80 2 0 82	1 0 0 1	81 2 0 83	17 1 0 18	87 1 0 88	6 6 0 12	110 1 0 111					
5:00 to 5:15	Car Truck/Bus Bicycle Total	1 0 0 1	19 0 0 19	7 0 0 7	27 0 0 27	7 0 0 7	31 0 0 31	17 0 0 17	55 0 0 55	1 0 0 1	76 0 0 76	0 0 0 0	77 0 0 77	11 0 0 11	95 0 0 95	3 0 0 3	109 0 0 109					
5:15 to 5:30	Car Truck/Bus Bicycle Total	4 0 0 4	17 0 0 17	5 0 0 5	26 0 0 26	4 0 0 4	26 0 0 26	20 0 0 20	50 0 0 50	7 0 0 7	80 0 0 80	6 0 0 6	93 0 0 93	11 0 0 11	86 0 0 86	5 0 0 5	102 0 0 102					
5:30 to 5:45	Car Truck/Bus Bicycle Total	4 0 0 4	15 0 0 15	3 0 0 3	22 0 0 22	11 0 0 11	18 0 0 18	12 0 0 12	41 0 0 41	3 0 0 3	75 1 0 76	1 0 0 1	79 1 0 80	11 0 0 11	71 0 0 71	3 0 0 3	85 0 0 85					
5:45 to 6:00	Car Truck/Bus Bicycle Total	8 0 0 8	23 0 0 23	11 0 0 11	42 0 0 42	3 0 0 3	7 0 0 7	15 0 0 15	25 0 0 25	5 0 0 5	51 0 0 51	2 0 0 2	58 0 0 60	8 0 0 8	68 0 0 68	5 0 0 5	81 0 0 81					
6:00 to 6:15	Car Truck/Bus Bicycle 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 0	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 0 1	0 0 0 0	1 0 0 1					
		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1				

Analysis Hour		Pearl St										Washington Ave									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
	Volumes	17	74	26	117	25	82	64	171	16	283	9	308	41	320	16	377				
4:30 to 5:30	% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%				
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	% HVs	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%				
	PHF	0.53	0.80	0.59	0.70	0.57	0.66	0.80	0.78	0.57	0.88	0.38	0.83	0.93	0.84	0.80	0.86				

Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Fair St. & N. Front St.  
Date: Saturday, July 19, 2008  
Time Period: Sat MD Peak

Time	Volume	N. Front Street								Fair Street								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
10:30 to 10:45	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0
10:45 to 11:00	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0
11:00 to 11:15	Car Truck/Bus Bicycle Total	1 0 0 1	0 0 0 0	29 1 0 30	30 1 0 31	4 1 0 5	58 0 0 63	1 0 0 1	63 0 0 63	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	12 0 0 12	5 0 0 5	17 0 0 17	0 0 0 0	17
11:15 to 11:30	Car Truck/Bus Bicycle Total	1 0 0 1	0 0 0 0	24 0 0 24	25 0 0 25	6 0 0 6	52 0 0 52	3 0 0 3	61 0 0 61	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	13 0 0 13	5 0 0 5	18 0 0 18	0 0 0 0	18
11:30 to 11:45	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	30 0 0 30	30 0 0 30	4 0 0 4	49 1 0 50	0 0 0 0	53 1 0 54	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	15 0 0 15	8 0 0 8	23 0 0 23	0 0 0 0	23
11:45 to 12:00	Car Truck/Bus Bicycle Total	3 0 0 3	0 0 0 0	32 0 0 32	35 0 0 35	3 0 0 3	66 0 0 66	1 0 0 1	70 0 0 70	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	15 0 0 15	7 0 0 7	22 0 0 22	0 0 0 0	22
12:00 to 12:15	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0
12:15 to 12:30	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0
12:30 to 12:45	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0

Analysis Hour		N. Front Street								Fair Street							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
11:00 to 12:00	Volumes	5	0	116	121	17	226	5	248	0	0	0	0	0	55	25	80
	% Trucks	0.0%	#DIV/0!	0.9%	0.8%	0.0%	0.4%	0.0%	0.4%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
	% Buses	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
	% HVs	0.0%	#DIV/0!	0.9%	0.8%	0.0%	0.4%	0.0%	0.4%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
	PHF	0.42	#DIV/0!	0.91	0.86	0.71	0.86	0.42	0.89	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.92	0.78	0.87

Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Crown St. & John St.  
Date: Saturday, July 19, 2008  
Time Period: Sat MD Peak

Time	Volume	John Street								Crown Street								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
10:30 to 10:45	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
10:45 to 11:00	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
11:00 to 11:15	Car Truck/Bus Bicycle Total	0 0 0 0	24 0 0 24	0 0 0 0	24 0 0 24	0 0 0 0	0 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 8 14	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	14 0 0 14
11:15 to 11:30	Car Truck/Bus Bicycle Total	0 0 0 0	24 1 0 25	0 0 0 0	24 1 0 25	0 0 0 0	0 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 9 14	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	14 0 0 14
11:30 to 11:45	Car Truck/Bus Bicycle Total	0 0 0 0	20 0 0 20	4 0 0 4	24 0 0 24	0 0 0 0	0 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 8 14	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	14 0 0 14
11:45 to 12:00	Car Truck/Bus Bicycle Total	0 0 0 0	27 1 0 28	2 0 0 2	29 1 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 0	0 0 0 0	0 13 6 19	0 1 0 1	0 0 0 0	0 0 0 0	0 0 0 0	19 1 0 20
12:00 to 12:15	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
12:15 to 12:30	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
12:30 to 12:45	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0

Analysis Hour		John Street								Crown Street								
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
11:00 to 12:00	Volumes	0	97	6	103	0	0	0	0	0	0	0	0	0	31	31	0	62
	% Trucks	#DIV/0!	2.1%	0.0%	1.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.2%	0.0%	#DIV/0!	1.6%
	% Buses	#DIV/0!	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%
	% HVs	#DIV/0!	2.1%	0.0%	1.9%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	3.2%	0.0%	#DIV/0!	1.6%
	PHF	#DIV/0!	0.87	0.38	0.86	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.55	0.86	#DIV/0!	0.78

Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Washington Ave & Main St  
Date: Saturday, July 19, 2008  
Time Period: Sat MD Peak

Time	Volume	Main St								Washington Ave								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
10:30 to 10:45	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
10:45 to 11:00	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
11:00 to 11:15	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
11:15 to 11:30	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	5 0 0 5	5 0 0 5	3 0 0 3	10 0 0 10	4 0 0 4	17 0 0 17	4 0 0 4	54 1 0 55	0 0 0 0	58 1 0 59	0 0 0 0	46 3 0 49	2 0 0 2	48 3 0 51	132
11:30 to 11:45	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	3 0 0 3	3 0 0 3	2 0 0 2	12 0 0 12	10 0 0 10	24 0 0 24	1 0 0 1	70 2 0 72	0 0 0 0	71 2 0 73	0 0 0 0	42 0 0 42	1 0 0 1	43 0 0 43	275
11:45 to 12:00	Car Truck/Bus Bicycle Total	1 0 0 1	0 0 0 0	6 0 0 6	7 0 0 7	7 0 0 7	22 0 0 22	27 0 0 27	56 0 0 56	5 0 0 5	45 0 0 45	0 0 0 0	50 0 0 50	0 0 0 0	50 0 0 50	1 0 0 1	51 0 0 51	439
12:00 to 12:15	Car Truck/Bus Bicycle Total	2 0 0 2	0 0 0 0	6 0 0 6	8 0 0 8	4 0 0 4	12 0 0 12	23 0 0 23	39 0 0 39	2 0 0 2	64 1 0 65	0 0 0 0	66 1 0 67	0 0 0 0	55 0 0 55	0 0 0 0	55 0 0 55	608
12:15 to 12:30	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	476
12:30 to 12:45	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	333

Analysis Hour		Main St								Washington Ave							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
	Volumes	3	0	15	18	16	56	64	136	12	237	0	249	0	196	4	200
3:45 to 4:45	% Trucks	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	#DIV/0!	1.2%	#DIV/0!	1.5%	0.0%	0.0%
	% Buses	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	0.0%	0.0%	0.0%
	% HVs	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	#DIV/0!	1.6%	#DIV/0!	1.5%	0.0%	1.5%
	PHF	0.38	#DIV/0!	0.83	0.72	0.57	0.64	0.59	0.61	0.60	0.82	#DIV/0!	0.85	#DIV/0!	0.89	1.00	0.91



Kingston Stockade and Trans Plan  
Kingston, New York

Turning Movement Count Summary

Intersection: Clinton Ave & Pearl St  
Date: Saturday, July 19, 2008  
Time Period: Sat MD Pk

Time	Volume	Pearl St								Clinton Ave								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
10:30 to 10:45	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0
10:45 to 11:00	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0
11:00 to 11:15	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0
11:15 to 11:30	Car Truck/Bus Bicycle Total	1 0 0 1	28 0 0 28	0 0 0 0	29 0 0 29	1 0 0 1	22 0 0 22	89 0 0 89	112 0 0 112	0 0 0 0	26 0 0 26	0 0 0 0	26 0 0 26	55 0 0 55	20 0 0 20	0 0 0 0	75 0 0 75	242
11:30 to 11:45	Car Truck/Bus Bicycle Total	0 0 0 0	34 0 0 34	0 0 0 0	34 0 0 34	0 0 0 0	17 0 0 17	81 0 0 81	98 0 0 98	3 0 0 3	15 0 0 15	1 0 0 1	19 0 0 19	72 1 0 73	17 0 0 17	1 0 0 1	90 0 0 90	486
11:45 to 12:00	Car Truck/Bus Bicycle Total	1 0 0 1	28 0 0 28	0 0 0 0	29 0 0 29	0 0 0 0	34 0 0 34	74 0 0 74	108 0 0 108	1 0 0 1	28 0 0 28	0 0 0 0	29 0 0 29	61 0 0 61	22 0 0 22	3 0 0 3	86 0 0 86	739
12:00 to 12:15	Car Truck/Bus Bicycle Total	0 0 0 0	26 1 0 27	1 0 0 1	27 1 0 28	0 0 0 0	27 0 0 27	81 0 0 81	108 0 0 108	0 0 0 0	22 0 0 22	1 0 0 1	23 0 0 23	65 0 1 66	10 1 0 11	1 0 0 1	76 0 0 76	974
12:15 to 12:30	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	732
12:30 to 12:45	Car Truck/Bus Bicycle 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 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	488

Analysis Hour		Pearl St								Clinton Ave							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
	Volumes	2	89	1	92	1	100	328	429	4	91	2	97	254	69	5	328
3:45 to 4:45	% Trucks	0.0%	1.1%	0.0%	1.1%	0.0%	0.0%	0.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.4%	1.4%	0.0%	0.6%
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	% HVs	0.0%	1.1%	0.0%	1.1%	0.0%	0.0%	0.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.4%	1.4%	0.0%	0.6%
	PHF	0.50	0.86	0.25	0.88	#DIV/0!	0.74	0.99	0.98	0.33	0.81	0.50	0.84	0.87	0.78	0.42	0.90

Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Clinton & Maiden Lane  
Date: 01/11/07  
Time Period: Weekday AM Peak

Time	Volume	Maiden Lane										Clinton										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
7:00 to 7:15	Car Truck/Bus Bicycle Total	3 0 0 3	12 0 0 12	0 0 0 0	15 0 0 15	2 0 0 2	14 0 0 14	2 0 0 2	18 0 0 18	0 0 0 0	6 0 0 6	5 0 0 5	11 0 0 11	0 0 0 0	3 0 0 3	0 0 0 0	3 0 0 3					
7:15 to 7:30	Car Truck/Bus Bicycle Total	4 0 0 4	31 0 0 31	2 0 0 2	37 0 0 37	2 0 0 2	12 0 0 12	3 0 0 3	17 0 0 17	1 0 0 1	8 0 0 8	2 0 0 2	11 0 0 11	1 0 0 1	2 0 0 2	1 0 0 1	4 0 0 4					
7:30 to 7:45	Car Truck/Bus Bicycle Total	8 0 0 8	36 0 0 36	1 0 0 1	45 0 0 45	4 0 0 4	13 0 0 13	1 0 0 1	18 0 0 18	0 0 0 0	22 0 0 22	3 0 0 3	25 0 0 25	0 0 0 0	7 0 0 7	1 0 0 1	8 0 0 8					
7:45 to 8:00	Car Truck/Bus Bicycle Total	13 0 0 13	35 0 0 35	2 0 0 2	50 0 0 50	10 0 0 10	26 0 0 26	3 0 0 3	39 0 0 39	1 0 0 1	27 0 0 27	11 0 0 11	39 0 0 39	0 0 0 0	7 0 0 7	1 0 0 1	8 0 0 8	348				
8:00 to 8:15	Car Truck/Bus Bicycle Total	18 0 0 18	35 0 0 35	2 0 0 2	55 0 0 55	4 0 0 4	31 0 0 31	2 0 0 2	37 0 0 37	3 0 0 3	28 0 0 28	4 0 0 4	35 0 0 35	0 0 0 0	12 0 0 12	3 0 0 3	15 0 0 15	443				
8:15 to 8:30	Car Truck/Bus Bicycle Total	13 0 0 13	28 0 0 28	1 0 0 1	42 0 0 42	4 0 0 4	21 0 0 21	4 0 0 4	29 0 0 29	1 0 0 1	18 0 0 18	3 0 0 3	22 0 0 22	0 0 0 0	4 0 0 4	1 0 0 1	5 0 0 5	472				
8:30 to 8:45	Car Truck/Bus Bicycle Total	23 0 0 23	18 0 0 18	1 0 0 1	42 0 0 42	3 0 0 3	21 0 0 21	7 0 0 7	31 0 0 31	2 0 0 2	32 0 0 32	6 0 0 6	40 0 0 40	1 0 0 1	8 0 0 8	4 0 0 4	13 0 0 13	502				
8:45 to 9:00	Car Truck/Bus Bicycle Total	14 0 0 14	23 0 0 23	2 0 0 2	39 0 0 39	3 0 0 3	19 0 0 19	7 0 0 7	29 0 0 29	2 0 0 2	33 0 0 33	7 0 0 7	42 0 0 42	2 0 0 2	5 0 0 5	4 0 0 4	11 0 0 11	487				

Analysis Hour		Maiden Lane										Clinton									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
	Volumes	43	137	7	187	20	82	9	111	5	85	20	110	1	28	6	35				
7:45 to 8:45	% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	% HVs	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	PHF	0.60	0.95	0.88	0.85	0.50	0.66	0.75	0.71	0.42	0.76	0.45	0.71	0.25	0.58	0.50	0.58				

Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Clinton & Maiden Lane  
Date: 01/11/07  
Time Period: Weekday PM Peak

Time	Volume	Maiden Lane								Clinton								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
4:00 to 4:15	Car Truck/Bus Bicycle Total	6 21 4 31	7 28 8 43	4 19 1 23	31 0 0 31	7 28 8 43	4 19 1 23	31 0 0 31	4 42 0 58	4 42 0 58	3 19 1 23	58 0 0 58	3 19 1 23	19 15 5 22	23 0 0 23	23		
4:15 to 4:30	Car Truck/Bus Bicycle Total	12 31 2 45	2 12 3 17	0 39 16 55	45 0 0 45	2 12 3 17	0 39 16 55	45 0 0 45	0 39 16 55	0 39 16 55	2 15 5 22	55 0 0 55	2 15 5 22	5 5 2 12	22 0 0 22	22		
4:30 to 4:45	Car Truck/Bus Bicycle Total	17 31 2 50	7 16 6 29	2 23 2 26	50 0 0 50	7 16 6 29	2 23 2 26	50 0 0 50	2 53 13 68	2 53 13 68	1 23 2 26	68 0 0 68	1 23 2 26	2 2 2 6	26 0 0 26	26		
4:45 to 5:00	Car Truck/Bus Bicycle Total	12 47 1 60	10 18 2 30	3 21 3 27	60 0 0 60	10 18 2 30	3 21 3 27	60 0 0 60	4 35 12 51	4 35 12 51	3 21 3 27	51 0 0 51	3 21 3 27	3 3 3 9	27 0 0 27	635		
5:00 to 5:15	Car Truck/Bus Bicycle Total	23 33 6 62	2 24 1 27	8 33 8 33	62 0 0 62	2 24 1 27	8 33 8 33	62 0 0 62	1 25 9 35	1 25 9 35	2 23 8 33	35 0 0 35	2 23 8 33	8 8 8 24	33 0 0 33	637		
5:15 to 5:30	Car Truck/Bus Bicycle Total	16 42 1 59	14 24 1 39	9 31 13 46	59 0 0 59	14 24 1 39	9 31 13 46	59 0 0 59	2 31 13 46	2 31 13 46	1 21 9 31	46 0 0 46	1 21 9 31	9 9 9 27	31 0 0 31	673		
5:30 to 5:45	Car Truck/Bus Bicycle Total	17 34 0 51	6 18 4 28	3 16 3 26	51 0 0 51	6 18 4 28	3 16 3 26	51 0 0 51	0 31 9 40	0 31 9 40	1 12 3 16	40 0 0 40	1 12 3 16	3 3 3 9	16 0 0 16	635		
5:45 to 6:00	Car Truck/Bus Bicycle Total	8 31 8 47	8 17 1 26	4 13 4 18	47 0 0 47	8 17 1 26	4 13 4 18	47 0 0 47	1 22 8 31	1 22 8 31	1 13 4 18	31 0 0 31	1 13 4 18	4 4 4 12	18 0 0 18	589		

Analysis Hour	Volumes	Maiden Lane								Clinton							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
4:30 to 5:30	% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	% HVs	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	PHF	0.70	0.83	0.47	0.88	0.54	0.86	0.44	0.77	0.50	0.88	0.75	0.83	0.63	0.75	0.67	0.74

Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: RT 587 & Albany Ave  
Date: 04/25/07  
Time Period: Weekday AM Peak

Time	Volume	Albany Ave								RT 587								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
7:00 to 7:15	Car Truck/Bus Bicycle Total		58	75	133	5	63	0	68	0	0	0	0	32	108	10	150	
7:15 to 7:30	Car Truck/Bus Bicycle Total		52	67	119	6	60	0	66	0	0	0	0	36	81	14	131	
7:30 to 7:45	Car Truck/Bus Bicycle Total		103	87	190	5	61	0	66	0	0	0	0	48	120	12	180	
7:45 to 8:00	Car Truck/Bus Bicycle Total		60	65	125	5	91	0	96	0	0	0	0	77	116	11	204	
8:00 to 8:15	Car Truck/Bus Bicycle Total		91	81	172	13	88	0	101	0	0	0	0	100	91	24	215	
8:15 to 8:30	Car Truck/Bus Bicycle Total		75	56	131	9	107	0	116	0	0	0	0	56	84	23	163	
8:30 to 8:45	Car Truck/Bus Bicycle Total		113	64	177	6	103	0	109	0	0	0	0	66	90	37	193	
8:45 to 9:00	Car Truck/Bus Bicycle Total		91	63	154	12	147	0	159	0	0	0	0	60	86	22	168	
			0	91	63	154	12	147	0	159	0	0	0	60	86	22	168	

Analysis Hour		Albany Ave								RT 587							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
	Volumes	0	306	300	606	29	300	0	329	0	0	0	0	261	408	61	730
7:45 to 8:45	% Trucks	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%
	% Buses	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%
	% HVs	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%
	PHF	#DIV/0!	0.74	0.86	0.80	0.56	0.82	#DIV/0!	0.81	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.65	0.85	0.64	0.85

Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: RT 587 & Albany Ave  
Date: 04/25/07  
Time Period: Weekday PM Peak

Time	Volume	Albany Ave								RT 587								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
4:00 to 4:15	Car Truck/Bus Bicycle Total	0	138	87	225	13	191	0	204	0	0	0	0	61	65	17	143	
4:15 to 4:30	Car Truck/Bus Bicycle Total	0	110	85	195	13	178	0	191	0	0	0	0	50	77	18	145	
4:30 to 4:45	Car Truck/Bus Bicycle Total	0	115	83	198	18	169	0	187	0	0	0	0	56	63	16	135	
4:45 to 5:00	Car Truck/Bus Bicycle Total	0	125	79	204	8	159	0	167	0	0	0	0	66	62	19	147	2,141
5:00 to 5:15	Car Truck/Bus Bicycle Total	0	121	75	196	14	173	0	187	0	0	0	0	54	58	16	128	2,080
5:15 to 5:30	Car Truck/Bus Bicycle Total	0	115	71	186	14	152	0	166	0	0	0	0	51	56	14	121	2,022
		0	724	480		80	1,022	0		0	0	0		338	381	100		
		0	0	0		0	0	0		0	0	0		0	0	0		
		0	0	0		0	0	0		0	0	0		0	0	0		

Analysis Hour		Albany Ave								RT 587							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
4:30 to 5:30	Volumes	0	236	146	382	28	325	0	353	0	0	0	0	105	114	30	249
	% Trucks	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%
	% Buses	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%
	% HVs	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%
	PHF	#DIV/0!	0.49	0.49	0.49	0.50	0.47	#DIV/0!	0.47	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.49	0.49	0.47	0.49

Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Albany Ave & Broadway  
Date: 05/23/07  
Time Period: Weekday AM Peak

Time	Volume	Albany Ave									Broadway								Hourly Intersection Volume
		Eastbound				Westbound					Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total		
7:00 to 7:15	Car Truck/Bus Bicycle Total	6 66 0 72	0 0 0 0	0 0 0 0	0 72 0 72	0 60 31 91	0 60 31 91	0 0 0 0	0 0 0 0	29 51 10 90	43 43 10 96	0 0 0 0	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 to 7:30	Car Truck/Bus Bicycle Total	2 100 0 102	0 0 0 0	0 0 0 0	0 102 0 102	0 50 40 90	0 50 40 90	0 0 0 0	0 0 0 0	43 43 10 96	43 43 10 96	0 0 0 0	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 to 7:45	Car Truck/Bus Bicycle Total	9 145 0 154	0 0 0 0	0 0 0 0	0 154 0 154	0 85 37 122	0 85 37 122	0 0 0 0	0 0 0 0	59 73 13 145	59 73 13 145	0 0 0 0	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 to 8:00	Car Truck/Bus Bicycle Total	3 145 0 148	0 0 0 0	0 0 0 0	0 148 0 148	0 64 28 92	0 64 28 92	0 0 0 0	0 0 0 0	82 62 10 154	82 62 10 154	0 0 0 0	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 to 8:15	Car Truck/Bus Bicycle Total	7 139 0 146	0 0 0 0	0 0 0 0	0 146 0 146	0 99 61 160	0 99 61 160	0 0 0 0	0 0 0 0	67 57 15 139	67 57 15 139	0 0 0 0	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 to 8:30	Car Truck/Bus Bicycle Total	4 136 0 140	0 0 0 0	0 0 0 0	0 140 0 140	0 98 42 140	0 98 42 140	0 0 0 0	0 0 0 0	80 56 16 152	80 56 16 152	0 0 0 0	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 to 8:45	Car Truck/Bus Bicycle Total	6 135 0 141	0 0 0 0	0 0 0 0	0 141 0 141	0 108 47 155	0 108 47 155	0 0 0 0	0 0 0 0	71 66 8 145	71 66 8 145	0 0 0 0	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 to 9:00	Car Truck/Bus Bicycle Total	8 165 0 173	0 0 0 0	0 0 0 0	0 173 0 173	0 100 31 131	0 100 31 131	0 0 0 0	0 0 0 0	88 46 14 148	88 46 14 148	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
																			1,770

Analysis Hour		Albany Ave									Broadway							
		Eastbound				Westbound					Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
	Volumes	21	529	0	550	0	298	166	464	251	235	48	534	0	0	0	0	
7:45 to 8:45	% Trucks	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
	% Buses	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
	% HVs	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
	PHF	0.58	0.91	#DIV/0!	0.89	#DIV/0!	0.75	0.68	0.73	0.77	0.80	0.80	0.87	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	



Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Clinton & Henry(32/213)  
Date: 01/24/07  
Time Period: Weekday AM Peak

Time	Volume	Henry(32/213)								Clinton								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
7:00 to 7:15	Car Truck/Bus Bicycle Total	0 0 0 0	6 0 0 6	4 0 0 4	10 0 0 10	0 0 0 0	3 0 0 3	0 0 0 0	3 0 0 3	0 0 0 0	9 0 0 9	4 0 0 4	13 0 0 13	1 0 0 1	5 0 0 5	0 0 0 0	6 0 0 6	
7:15 to 7:30	Car Truck/Bus Bicycle Total	1 0 0 1	9 0 0 9	4 0 0 4	14 0 0 14	2 0 0 2	7 0 0 7	0 0 0 0	9 0 0 9	2 0 0 2	7 0 0 7	2 0 0 2	11 0 0 11	2 0 0 2	4 0 0 4	0 0 0 0	6 0 0 6	
7:30 to 7:45	Car Truck/Bus Bicycle Total	1 0 0 1	13 0 0 13	6 0 0 6	20 0 0 20	2 0 0 2	10 0 0 10	3 0 0 3	15 0 0 15	4 0 0 4	9 0 0 9	2 0 0 2	15 0 0 15	3 0 0 3	5 0 0 5	1 0 0 1	9 0 0 9	
7:45 to 8:00	Car Truck/Bus Bicycle Total	0 0 0 0	20 0 0 20	5 0 0 5	25 0 0 25	2 0 0 2	15 0 0 15	5 0 0 5	22 0 0 22	6 0 0 6	19 0 0 19	4 0 0 4	29 0 0 29	3 0 0 3	13 0 0 13	0 0 0 0	16 0 0 16	
8:00 to 8:15	Car Truck/Bus Bicycle Total	1 0 0 1	10 0 0 10	7 0 0 7	18 0 0 18	0 0 0 0	14 0 0 14	4 0 0 4	18 0 0 18	2 0 0 2	16 0 0 16	8 0 0 8	26 0 0 26	11 0 0 11	11 0 0 11	2 0 0 2	24 0 0 24	
8:15 to 8:30	Car Truck/Bus Bicycle Total	1 0 0 1	12 0 0 12	9 0 0 9	22 0 0 22	1 0 0 1	15 0 0 15	1 0 0 1	17 0 0 17	1 0 0 1	18 0 0 18	3 0 0 3	22 0 0 22	2 0 0 2	6 0 0 6	0 0 0 0	8 0 0 8	
8:30 to 8:45	Car Truck/Bus Bicycle Total	2 0 0 2	16 0 0 16	5 0 0 5	23 0 0 23	2 0 0 2	24 0 0 24	2 0 0 2	28 0 0 28	8 0 0 8	17 0 0 17	7 0 0 7	32 0 0 32	5 0 0 5	16 0 0 16	4 0 0 4	25 0 0 25	
8:45 to 9:00	Car Truck/Bus Bicycle Total	2 0 0 2	21 0 0 21	8 0 0 8	31 0 0 31	4 0 0 4	24 0 0 24	4 0 0 4	32 0 0 32	5 0 0 5	21 0 0 21	1 0 0 1	27 0 0 27	4 0 0 4	6 0 0 6	5 0 0 5	15 0 0 15	
																		368

Analysis Hour		Henry(32/213)								Clinton							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
	Volumes	3	52	22	77	6	46	12	64	14	51	16	81	19	33	3	55
7:45 to 8:45	% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	% HVs	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	PHF	0.75	0.65	0.79	0.77	0.75	0.77	0.60	0.73	0.58	0.67	0.50	0.70	0.43	0.63	0.38	0.57



Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Clinton & Henry(32/213)  
Date: 01/24/07  
Time Period: Weekday PM Peak

Time	Volume	Henry (32/213)									Clinton									Hourly Intersection Volume
		Eastbound				Westbound					Northbound				Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total			
4:00 to 4:15	Car Truck/Bus Bicycle Total	1 21 0 0	9 9 0 0	31 31 0 0	4 4 0 0	18 18 0 0	7 7 0 0	29 29 0 0	6 6 0 0	16 16 0 0	8 8 0 0	30 30 0 0	4 4 0 0	19 19 0 0	1 1 0 0	24 24 0 0				
4:15 to 4:30	Car Truck/Bus Bicycle Total	1 39 0 0	7 7 0 0	47 47 0 0	2 2 0 0	20 20 0 0	8 8 0 0	30 30 0 0	6 6 0 0	21 21 0 0	4 4 0 0	31 31 0 0	9 9 0 0	15 15 0 0	0 0 0 0	24 24 0 0				
4:30 to 4:45	Car Truck/Bus Bicycle Total	1 23 0 0	4 4 0 0	28 28 0 0	1 1 0 0	27 27 0 0	4 4 0 0	32 32 0 0	5 5 0 0	20 20 0 0	6 6 0 0	31 31 0 0	8 8 0 0	20 20 0 0	1 1 0 0	29 29 0 0				
4:45 to 5:00	Car Truck/Bus Bicycle Total	3 23 0 0	11 11 0 0	37 37 0 0	17 17 0 0	17 17 0 0	5 5 0 0	39 39 0 0	3 3 0 0	19 19 0 0	2 2 0 0	24 24 0 0	8 8 0 0	13 13 0 0	2 2 0 0	23 23 0 0	489			
5:00 to 5:15	Car Truck/Bus Bicycle Total	1 23 0 0	6 6 0 0	30 30 0 0	0 0 0 0	15 15 0 0	3 3 0 0	18 18 0 0	11 11 0 0	13 13 0 0	3 3 0 0	27 27 0 0	11 11 0 0	20 20 0 0	0 0 0 0	31 31 0 0	481			
5:15 to 5:30	Car Truck/Bus Bicycle Total	0 16 0 0	5 5 0 0	21 21 0 0	5 5 0 0	30 30 0 0	4 4 0 0	39 39 0 0	2 2 0 0	14 14 0 0	4 4 0 0	20 20 0 0	6 6 0 0	15 15 0 0	2 2 0 0	23 23 0 0	452			
5:30 to 5:45	Car Truck/Bus Bicycle Total	2 21 0 0	3 3 0 0	26 26 0 0	3 3 0 0	20 20 0 0	4 4 0 0	27 27 0 0	7 7 0 0	21 21 0 0	6 6 0 0	34 34 0 0	2 2 0 0	23 23 0 0	3 3 0 0	28 28 0 0	447			
5:45 to 6:00	Car Truck/Bus Bicycle Total	0 23 0 0	9 9 0 0	32 32 0 0	2 2 0 0	22 22 0 0	2 2 0 0	26 26 0 0	8 8 0 0	12 12 0 0	1 1 0 0	21 21 0 0	9 9 0 0	17 17 0 0	6 6 0 0	32 32 0 0	435			

Analysis Hour		Henry (32/213)									Clinton								
		Eastbound				Westbound					Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total		
4:30 to 5:30	Volumes	3	83	23	109	10	87	13	110	28	60	14	102	28	75	11	114		
	% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
	% HVs	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
	PHF	0.38	0.90	0.64	0.85	0.50	0.73	0.81	0.71	0.64	0.71	0.58	0.75	0.64	0.82	0.46	0.89		

Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Clinton & Franklin  
Date: 01/17/07  
Time Period: Weekday AM Peak

Time	Volume	Franklin										Clinton										Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound								
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
7:00 to 7:15	Car Truck/Bus Bicycle Total	0 0 0 0	3 0 0 3	0 0 0 0	3 0 0 3	1 0 0 1	3 0 0 3	4 0 0 4	8 0 0 8	1 0 0 1	5 0 0 5	1 0 0 1	7 0 0 7	2 0 0 2	4 0 0 4	0 0 0 0	6 0 0 6					
7:15 to 7:30	Car Truck/Bus Bicycle Total	0 0 0 0	3 0 0 3	0 0 0 0	3 0 0 3	0 0 0 0	3 0 0 3	1 0 0 1	4 0 0 4	0 0 0 0	5 0 0 5	1 0 0 1	6 0 0 6	4 0 0 4	7 0 0 7	1 0 0 1	12 0 0 12					
7:30 to 7:45	Car Truck/Bus Bicycle Total	0 0 0 0	9 0 0 9	0 0 0 0	9 0 0 9	2 0 0 2	3 0 0 3	3 0 0 3	8 0 0 8	0 0 0 0	7 0 0 7	2 0 0 2	9 0 0 9	3 0 0 3	9 0 0 9	1 0 0 1	13 0 0 13					
7:45 to 8:00	Car Truck/Bus Bicycle Total	1 1 0 1	11 0 0 11	0 0 0 0	12 1 0 12	1 1 0 1	7 0 0 7	6 0 0 6	14 1 0 14	1 1 0 1	14 0 0 14	2 0 0 2	17 1 0 17	3 0 0 3	10 0 0 10	4 0 0 4	17 1 0 17					
8:00 to 8:15	Car Truck/Bus Bicycle Total	1 1 0 1	8 0 0 8	0 0 0 0	9 1 0 9	1 1 0 1	6 0 0 6	5 0 0 5	12 1 0 12	1 1 0 1	20 0 0 20	4 0 0 4	25 1 0 25	4 0 0 4	14 0 0 14	1 0 0 1	19 1 0 19					
8:15 to 8:30	Car Truck/Bus Bicycle Total	1 1 0 1	7 0 0 7	0 0 0 0	8 1 0 8	3 1 0 3	7 0 0 7	1 0 0 1	11 1 0 11	5 5 0 5	17 17 0 17	0 0 0 0	22 5 0 22	4 4 0 4	9 9 0 9	0 0 0 0	13 5 0 13					
8:30 to 8:45	Car Truck/Bus Bicycle Total	2 2 0 2	12 0 0 12	0 0 0 0	14 2 0 14	3 3 0 3	11 11 0 11	3 3 0 3	17 2 0 17	0 0 0 0	23 23 0 23	1 0 0 1	24 2 0 24	1 1 0 1	11 11 0 11	3 0 0 3	15 2 0 15					
8:45 to 9:00	Car Truck/Bus Bicycle Total	3 3 0 3	26 0 0 26	0 0 0 0	29 3 0 29	2 2 0 2	13 13 0 13	4 0 0 4	19 3 0 19	2 2 0 2	31 31 0 31	3 0 0 3	36 2 0 36	4 4 0 4	7 7 0 7	6 0 0 6	17 3 0 17					
																		290				

Analysis Hour		Franklin										Clinton									
		Eastbound				Westbound				Northbound				Southbound							
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
	Volumes	2	31	0	33	4	19	15	38	2	46	9	57	14	40	7	61				
7:45 to 8:45	% Trucks	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	% Buses	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	% HVs	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	PHF	0.50	0.70	#DIV/0!	0.69	0.50	0.68	0.63	0.68	0.50	0.58	0.56	0.57	0.88	0.71	0.44	0.80				

Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Clinton & Franklin  
Date: 01/10/07  
Time Period: Weekday PM Peak

Time	Volume	Franklin										Clinton										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
4:00 to 4:15	Car Truck/Bus Bicycle Total	1 0 0 1	12 0 0 12	2 0 0 2	15 0 0 15	4 0 0 4	6 0 0 6	4 0 0 4	14 0 0 14	1 0 0 1	25 0 0 25	5 0 0 5	31 0 0 31	2 0 0 2	27 0 0 27	1 0 0 1	30 0 0 30					
4:15 to 4:30	Car Truck/Bus Bicycle Total	0 0 0 0	22 0 0 22	5 0 0 5	27 0 0 27	1 0 0 1	9 0 0 9	3 0 0 3	13 0 0 13	1 0 0 1	14 0 0 14	2 0 0 2	17 0 0 17	4 0 0 4	23 0 0 23	3 0 0 3	30 0 0 30					
4:30 to 4:45	Car Truck/Bus Bicycle Total	1 0 0 1	12 0 0 12	2 0 0 2	15 0 0 15	1 0 0 1	10 0 0 10	12 0 0 12	23 0 0 23	4 0 0 4	25 0 0 25	1 0 0 1	30 0 0 30	6 0 0 6	24 0 0 24	3 0 0 3	33 0 0 33					
4:45 to 5:00	Car Truck/Bus Bicycle Total	3 0 0 3	14 0 0 14	5 0 0 5	22 0 0 22	5 0 0 5	4 0 0 4	5 0 0 5	14 0 0 14	0 0 0 0	15 0 0 15	2 0 0 2	17 0 0 17	15 0 0 15	23 0 0 23	4 0 0 4	42 0 0 42	373				
5:00 to 5:15	Car Truck/Bus Bicycle Total	0 0 0 0	8 0 0 8	3 0 0 3	11 0 0 11	2 0 0 2	11 0 0 11	5 0 0 5	18 0 0 18	3 0 0 3	20 0 0 20	3 0 0 3	26 0 0 26	5 0 0 5	24 0 0 24	4 0 0 4	33 0 0 33	371				
5:15 to 5:30	Car Truck/Bus Bicycle Total	0 0 0 0	14 0 0 14	6 0 0 6	20 0 0 20	4 0 0 4	15 0 0 15	8 0 0 8	27 0 0 27	3 0 0 3	22 0 0 22	3 0 0 3	28 0 0 28	6 0 0 6	17 0 0 17	1 0 0 1	24 0 0 24	383				
		5	82	23	110	17	55	37	109	12	121	16	149	38	138	16	172					
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Analysis Hour		Franklin										Clinton									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
4:30 to 5:30	Volumes	0	22	9	31	6	26	13	45	6	42	6	54	11	41	5	57				
	% Trucks	#DIV/0!	0.0%	0.0%	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!				
	% Buses	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!				
	% HVs	#DIV/0!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!				
	PHF	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!				

Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Clinton & St. James  
Date: 01/10/07  
Time Period: Weekday AM Peak

Time	Volume	St. James										Clinton										Hourly Intersection Volume
		Eastbound					Westbound					Northbound					Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total					
7:00 to 7:15	Car Truck/Bus Bicycle Total	3 0 0 3	4 0 0 4	2 0 0 2	9 0 0 9	3 0 0 3	0 0 0 0	2 0 0 2	5 0 0 5	0 0 0 0	9 0 0 9	1 0 0 1	10 0 0 10	0 0 0 0	3 0 0 3	0 0 0 0	3 0 0 3					
7:15 to 7:30	Car Truck/Bus Bicycle Total	1 0 0 1	5 0 0 5	3 0 0 3	9 0 0 9	0 0 0 0	1 0 0 1	3 0 0 3	4 0 0 4	0 0 0 0	7 0 0 7	1 0 0 1	8 0 0 8	0 0 0 0	8 0 0 8	0 0 0 0	8 0 0 8					
7:30 to 7:45	Car Truck/Bus Bicycle Total	1 0 0 1	6 0 0 6	3 0 0 3	10 0 0 10	0 0 0 0	1 0 0 1	7 0 0 7	8 0 0 8	2 0 0 2	19 0 0 19	1 0 0 1	22 0 0 22	1 0 0 1	4 0 0 4	0 0 0 0	5 0 0 5					
7:45 to 8:00	Car Truck/Bus Bicycle Total	0 0 0 0	1 0 0 1	1 0 0 1	2 0 0 2	1 0 0 1	3 0 0 3	4 0 0 4	8 0 0 8	0 0 0 0	45 0 0 45	1 0 0 1	46 0 0 46	2 0 0 2	17 0 0 17	0 0 0 0	19 0 0 19					
8:00 to 8:15	Car Truck/Bus Bicycle Total	1 0 0 1	6 0 0 6	3 0 0 3	10 0 0 10	1 0 0 1	2 0 0 2	4 0 0 4	7 0 0 7	4 0 0 4	27 0 0 27	1 0 0 1	32 0 0 32	1 0 0 1	14 0 0 14	1 0 0 1	16 0 0 16					
8:15 to 8:30	Car Truck/Bus Bicycle Total	3 0 0 3	5 0 0 5	2 0 0 2	10 0 0 10	1 0 0 1	1 0 0 1	4 0 0 4	6 0 0 6	1 0 0 1	22 0 0 22	0 0 0 0	23 0 0 23	1 0 0 1	15 0 0 15	3 0 0 3	19 0 0 19					
8:30 to 8:45	Car Truck/Bus Bicycle Total	0 0 0 0	5 0 0 5	1 0 0 1	6 0 0 6	2 0 0 2	5 0 0 5	7 0 0 7	14 0 0 14	3 0 0 3	35 0 0 35	1 0 0 1	39 0 0 39	0 0 0 0	13 0 0 13	1 0 0 1	14 0 0 14					
8:45 to 9:00	Car Truck/Bus Bicycle Total	1 0 0 1	5 0 0 5	5 0 0 5	11 0 0 11	4 0 0 4	5 0 0 5	7 0 0 7	16 0 0 16	0 0 0 0	47 0 0 47	1 0 0 1	48 0 0 48	2 0 0 2	13 0 0 13	1 0 0 1	16 0 0 16					
																		287				

Analysis Hour		St. James										Clinton									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
	Volumes	3	18	10	31	2	7	18	27	6	98	4	108	4	43	1	48				
7:45 to 8:45	% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	% HVs	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	PHF	0.75	0.75	0.83	0.78	0.50	0.58	0.64	0.84	0.38	0.54	1.00	0.59	0.50	0.63	0.25	0.63				



Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Clinton & Albany Ave  
Date: 01/31/07  
Time Period: Weekday AM Peak

Time	Volume	Albany Ave									Clinton									Hourly Intersection Volume
		Eastbound				Westbound					Northbound				Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total			
7:00 to 7:15	Car Truck/Bus Bicycle Total	0 24 0 0	1 24 0 0	1 1 0 0	25 25 0 0	0 0 0 0	9 9 0 0	62 62 0 0	71 71 0 0	1 1 0 0	11 11 0 0	0 0 0 0	12 12 0 0	38 38 0 0	1 1 0 0	0 0 0 0	39 39 0 0			
7:15 to 7:30	Car Truck/Bus Bicycle Total	0 26 0 0	2 26 0 0	2 2 0 0	28 28 0 0	0 0 0 0	11 11 0 0	73 73 0 0	84 84 0 0	0 0 0 0	7 7 0 0	0 0 0 0	7 7 0 0	59 59 0 0	6 6 0 0	0 0 0 0	65 65 0 0			
7:30 to 7:45	Car Truck/Bus Bicycle Total	0 26 0 0	0 26 0 0	0 0 0 0	26 26 0 0	0 0 0 0	16 16 0 0	79 79 0 0	95 95 0 0	0 0 0 0	31 31 0 0	0 0 0 0	31 31 0 0	65 65 0 0	4 4 0 0	1 1 0 0	70 70 0 0			
7:45 to 8:00	Car Truck/Bus Bicycle Total	0 31 0 0	2 31 0 0	2 2 0 0	33 33 0 0	0 0 0 0	33 33 0 0	112 112 0 0	145 145 0 0	0 0 0 0	30 30 0 0	3 3 0 0	33 33 0 0	71 71 0 0	15 15 0 0	0 0 0 0	86 86 0 0			
8:00 to 8:15	Car Truck/Bus Bicycle Total	0 49 0 0	0 49 0 0	0 0 0 0	49 49 0 0	0 0 0 0	36 36 0 0	108 108 0 0	144 144 0 0	0 0 0 0	44 44 0 0	2 2 0 0	46 46 0 0	91 91 0 0	13 13 0 0	2 2 0 0	106 106 0 0			
8:15 to 8:30	Car Truck/Bus Bicycle Total	0 39 0 0	2 39 0 0	2 2 0 0	41 41 0 0	0 0 0 0	37 37 0 0	91 91 0 0	128 128 0 0	0 0 0 0	42 42 0 0	0 0 0 0	42 42 0 0	57 57 0 0	9 9 0 0	1 1 0 0	67 67 0 0			
8:30 to 8:45	Car Truck/Bus Bicycle Total	0 46 0 0	2 46 0 0	2 2 0 0	48 48 0 0	0 0 0 0	44 44 0 0	135 135 0 0	179 179 0 0	0 0 0 0	24 24 0 0	0 0 0 0	24 24 0 0	65 65 0 0	9 9 0 0	1 1 0 0	75 75 0 0			
8:45 to 9:00	Car Truck/Bus Bicycle Total	0 45 0 0	2 45 0 0	2 2 0 0	47 47 0 0	0 0 0 0	59 59 0 0	126 126 0 0	185 185 0 0	0 0 0 0	50 50 0 0	1 1 0 0	51 51 0 0	91 91 0 0	9 9 0 0	2 2 0 0	102 102 0 0			
																		1,334		

Analysis Hour		Albany Ave									Clinton								
		Eastbound				Westbound					Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total		
	Volumes	0	132	4	136	0	96	372	468	0	112	5	117	286	38	3	327		
7:45 to 8:45	% Trucks	#DIV/0!	0.0%	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
	% Buses	#DIV/0!	0.0%	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
	% HVs	#DIV/0!	0.0%	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
	PHF	#DIV/0!	0.67	0.50	0.69	#DIV/0!	0.67	0.83	0.81	#DIV/0!	0.64	0.42	0.64	0.79	0.63	0.38	0.77		



Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Clinton & Main  
Date: 02/07/07  
Time Period: Weekday AM Peak

Time	Volume	Main								Clinton								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
7:00 to 7:15	Car Truck/Bus Bicycle 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 0	0 0 0 0	8 18 0 18	60 72 0 72	0 0 0 0	68 90 0 90	0 0 0 0	40 52 0 52	2 2 0 2	42 54 0 54	
7:15 to 7:30	Car Truck/Bus Bicycle 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 0	0 0 0 0	21 18 0 18	98 72 0 72	0 0 0 0	119 90 0 90	0 0 0 0	76 52 0 52	3 2 0 2	79 54 0 54	
7:30 to 7:45	Car Truck/Bus Bicycle 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 0	0 0 0 0	31 21 0 21	126 98 0 98	0 0 0 0	157 119 0 119	0 0 0 0	114 76 0 76	3 3 0 3	117 79 0 79	
7:45 to 8:00	Car Truck/Bus Bicycle 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 0	0 0 0 0	31 29 0 29	126 117 0 117	0 0 0 0	157 146 0 146	0 0 0 0	114 97 0 97	3 3 0 3	117 100 0 100	
8:00 to 8:15	Car Truck/Bus Bicycle 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 0	0 0 0 0	29 22 0 22	117 123 0 123	0 0 0 0	146 145 0 145	0 0 0 0	97 90 0 90	3 1 0 1	100 91 0 91	
8:15 to 8:30	Car Truck/Bus Bicycle 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 0	0 0 0 0	22 35 0 35	123 123 0 123	0 0 0 0	145 158 0 158	0 0 0 0	90 93 0 93	1 7 0 7	91 100 0 100	
8:30 to 8:45	Car Truck/Bus Bicycle 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 0	0 0 0 0	35 41 0 41	123 154 0 154	0 0 0 0	158 195 0 195	0 0 0 0	93 119 0 119	7 9 0 9	100 128 0 128	
8:45 to 9:00	Car Truck/Bus Bicycle 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 0	0 0 0 0	41 41 0 41	154 154 0 154	0 0 0 0	195 195 0 195	0 0 0 0	119 119 0 119	9 9 0 9	128 128 0 128	
																		1,063

Analysis Hour		Main								Clinton							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
	Volumes	0	0	0	0	0	0	0	0	99	413	0	512	0	339	11	350
7:45 to 8:45	% Trucks	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	0.0%	0.0%	0.0%
	% Buses	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	0.0%	0.0%	0.0%
	% HVs	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	0.0%	0.0%	0.0%
	PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.80	0.82	#DIV/0!	0.82	#DIV/0!	0.74	0.92	0.75



Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Clinton & Westbrook  
Date: 01/31/07  
Time Period: Weekday AM Peak

Time	Volume	Westbrook								Clinton								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
7:00 to 7:15	Car Truck/Bus Bicycle 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	4 4 0 4	4 0 0 4	0 0 0 0	36 0 0 36	19 0 0 19	55 0 0 55	3 0 0 3	42 0 0 42	0 0 0 0	45 0 0 45	
7:15 to 7:30	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	5 0 0 5	0 0 0 0	3 0 0 3	8 0 0 8	0 0 0 0	43 0 0 43	13 0 0 13	56 0 0 56	5 0 0 5	42 0 0 42	0 0 0 0	47 0 0 47	
7:30 to 7:45	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	7 0 0 7	0 0 0 0	2 0 0 2	9 0 0 9	0 0 0 0	41 0 0 41	15 0 0 15	56 0 0 56	2 0 0 2	45 0 0 45	0 0 0 0	47 0 0 47	
7:45 to 8:00	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	9 0 0 9	0 0 0 0	4 0 0 4	13 0 0 13	0 0 0 0	59 0 0 59	21 0 0 21	80 0 0 80	6 0 0 6	58 0 0 58	0 0 0 0	64 0 0 64	
8:00 to 8:15	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	8 0 0 8	0 0 0 0	2 0 0 2	10 0 0 10	0 0 0 0	79 0 0 79	26 0 0 26	105 0 0 105	7 0 0 7	53 0 0 53	0 0 0 0	60 0 0 60	
8:15 to 8:30	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	14 0 0 14	0 0 0 0	5 0 0 5	19 0 0 19	0 0 0 0	83 0 0 83	35 0 0 35	118 0 0 118	6 0 0 6	61 0 0 61	0 0 0 0	67 0 0 67	
8:30 to 8:45	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	18 0 0 18	0 0 0 0	6 0 0 6	24 0 0 24	0 0 0 0	87 0 0 87	33 0 0 33	120 0 0 120	7 0 0 7	70 0 0 70	0 0 0 0	77 0 0 77	
8:45 to 9:00	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	28 0 0 28	0 0 0 0	3 0 0 3	31 0 0 31	0 0 0 0	82 0 0 82	31 0 0 31	113 0 0 113	4 0 0 4	67 0 0 67	0 0 0 0	71 0 0 71	
		0	0	0	0	28	0	3	31	0	82	31	113	4	67	0	71	815

Analysis Hour		Westbrook								Clinton							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
	Volumes	0	0	0	0	29	0	11	40	0	222	75	297	20	198	0	218
7:45 to 8:45	% Trucks	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%
	% Buses	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%
	% HVs	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%
	PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.81	#DIV/0!	0.69	0.77	#DIV/0!	0.70	0.72	0.71	0.71	0.85	#DIV/0!	0.85

Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Clinton & Westbrook  
Date: 01/31/07  
Time Period: Weekday PM Peak

Time	Volume	Westbrook								Clinton								Hourly Intersection Volume		
		Eastbound				Westbound				Northbound				Southbound						
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total			
4:00 to 4:15	Car				0	56			11	67				100	52	152	5	96		101
	Truck/Bus				0					0					0				0	
	Bicycle				0					0					0				0	
	<b>Total</b>	0	0	0	0	56	0	11	67	0	100	0	152	5	96	0	101			
4:15 to 4:30	Car				0	34			7	41			77	43	120	11	81		92	
	Truck/Bus				0					0					0				0	
	Bicycle				0					0					0				0	
	<b>Total</b>	0	0	0	0	34	0	7	41	0	77	43	120	11	81	0	92			
4:30 to 4:45	Car				0	40			9	49			90	60	150	10	98		108	
	Truck/Bus				0					0					0				0	
	Bicycle				0					0					0				0	
	<b>Total</b>	0	0	0	0	40	0	9	49	0	90	60	150	10	98	0	108			
4:45 to 5:00	Car				0	66			7	73			92	45	137	2	62		64	
	Truck/Bus				0					0					0				0	
	Bicycle				0					0					0				0	
	<b>Total</b>	0	0	0	0	66	0	7	73	0	92	45	137	2	62	0	64	1,154		
		0	0	0		196	0	34			0	359	200		28	337	0			
		0	0	0		0	0	0			0	0	0		0	0	0			
		0	0	0		0	0	0			0	0	0		0	0	0			

Analysis Hour	Volumes	Westbrook								Clinton							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
4:30 to 5:30	% Trucks	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
	% Buses	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
	% HVs	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
	PHF	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!

Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Clinton & North Front  
Date: 04/05/07  
Time Period: Weekday AM Peak

Time	Volume	North Front								Clinton				Schwenk				Hourly Intersection Volume	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total		
7:00 to 7:15	Car				0				0	45	30		75			25	25	25	
	Truck/Bus				0				0				0				0		0
	Bicycle				0				0				0				0		
	Total	0	0	0	0	0	0	0	0	45	30	0	75	0	25	0	25		
7:15 to 7:30	Car				0				0	46	41		87			34	34	34	
	Truck/Bus				0				0				0				0		0
	Bicycle				0				0				0				0		
	Total	0	0	0	0	0	0	0	0	46	41	0	87	0	34	0	34		
7:30 to 7:45	Car				0				0	51	28		79			38	38	38	
	Truck/Bus				0				0				0				0		0
	Bicycle				0				0				0				0		
	Total	0	0	0	0	0	0	0	0	51	28	0	79	0	38	0	38		
7:45 to 8:00	Car				0				0	58	43		101			40	40	40	
	Truck/Bus				0				0				0				0		0
	Bicycle				0				0				0				0		
	Total	0	0	0	0	0	0	0	0	58	43	0	101	0	40	0	40		479
		0	0	0		0	0	0		142	99	0		0	97	0			
		0	0	0		0	0	0		0	0	0		0	0	0			
		0	0	0		0	0	0		0	0	0		0	0	0			

Analysis Hour		North Front								Clinton							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
7:45 to 8:45	Volumes	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
	% Trucks	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
	% Buses	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
	% HVs	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
	PHF	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!

Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Fair St & Main St  
Date: 06/06/07  
Time Period: Weekday AM Peak

Time	Volume	Main St								Fair St								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
7:00 to 7:15	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	2 0 0 2	20 0 0 20	0 0 0 0	22 0 0 22	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	11 0 0 11	9 0 0 9	20 0 0 20	
7:15 to 7:30	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	8 0 0 8	0 0 0 0	8 0 0 8	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	15 0 0 15	6 0 0 6	21 0 0 21	
7:30 to 7:45	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	2 0 0 2	17 0 0 17	0 0 0 0	19 0 0 19	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	11 0 0 11	10 0 0 10	21 0 0 21	
7:45 to 8:00	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	4 0 0 4	26 0 0 26	0 0 0 0	30 0 0 30	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	26 0 0 26	15 0 0 15	41 0 0 41	
8:00 to 8:15	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	5 0 0 5	14 0 0 14	0 0 0 0	19 0 0 19	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	35 0 0 35	15 0 0 15	50 0 0 50	
8:15 to 8:30	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3 0 0 3	32 0 0 32	0 0 0 0	35 0 0 35	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	29 0 0 29	25 0 0 25	54 0 0 54	
8:30 to 8:45	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	7 0 0 7	26 0 0 26	0 0 0 0	33 0 0 33	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	44 0 0 44	13 0 0 13	57 0 0 57	
8:45 to 9:00	Car Truck/Bus Bicycle Total	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	8 0 0 8	33 0 0 33	0 0 0 0	41 0 0 41	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	62 0 0 62	25 0 0 25	87 0 0 87	
		0	0	0	0	8	33	0	41	0	0	0	0	0	62	25	87	376

Analysis Hour		Main St								Fair St							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
	Volumes	0	0	0	0	11	65	0	76	0	0	0	0	0	87	46	133
7:45 to 8:45	% Trucks	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
	% Buses	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
	% HVs	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%
	PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.55	0.63	#DIV/0!	0.63	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.62	0.77	0.67

Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Fair St & Main St  
Date: 06/06/07  
Time Period: Weekday PM Peak

Time	Volume	Main St								Fair St								Hourly Intersection Volume
		Eastbound				Westbound				Northbound				Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	
4:00 to 4:15	Car				0	11	31		42				0		49	35	84	
	Truck/Bus				0				0				0				0	
	Bicycle				0				0				0				0	
	<b>Total</b>	0	0	0	0	11	31	0	42	0	0	0	0	0	49	35	84	
4:15 to 4:30	Car				0	11	33		44				0		54	28	82	
	Truck/Bus				0				0				0				0	
	Bicycle				0				0				0				0	
	<b>Total</b>	0	0	0	0	11	33	0	44	0	0	0	0	0	54	28	82	
4:30 to 4:45	Car				0	7	35		42				0		45	26	71	
	Truck/Bus				0				0				0				0	
	Bicycle				0				0				0				0	
	<b>Total</b>	0	0	0	0	7	35	0	42	0	0	0	0	0	45	26	71	
4:45 to 5:00	Car				0	11	38		49				0		48	22	70	
	Truck/Bus				0				0				0				0	
	Bicycle				0				0				0				0	
	<b>Total</b>	0	0	0	0	11	38	0	49	0	0	0	0	0	48	22	70	
		0	0	0		40	137	0		0	0	0		0	196	111		
		0	0	0		0	0	0		0	0	0		0	0	0		
		0	0	0		0	0	0		0	0	0		0	0	0		

Analysis Hour		Main St								Fair St							
		Eastbound				Westbound				Northbound				Southbound			
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total
	Volumes	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
4:30 to 5:30	% Trucks	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
	% Buses	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
	% HVs	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!
	PHF	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!

Fair St Study  
Kingston, New York

Turning Movement Count Summary

Intersection: Fair St & Pearl St  
Date: 06/06/07  
Time Period: Weekday AM Peak

Time	Volume	Pearl St										Fair St										Hourly Intersection Volume	
		Eastbound					Westbound					Northbound					Southbound						
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total						
7:00 to 7:15	Car Truck/Bus Bicycle Total	0	18	2	20	2	8	0	10	0	0	0	0	0	3	4	1	8	0	0	0	0	8
7:15 to 7:30	Car Truck/Bus Bicycle Total	0	34	2	36	0	5	0	5	0	0	0	0	0	9	8	0	17	0	0	0	0	17
7:30 to 7:45	Car Truck/Bus Bicycle Total	0	27	2	29	2	12	0	14	0	0	0	0	0	5	5	0	10	0	0	0	0	10
7:45 to 8:00	Car Truck/Bus Bicycle Total	0	43	2	45	2	13	0	15	0	0	0	0	0	16	8	2	26	0	0	0	0	26
8:00 to 8:15	Car Truck/Bus Bicycle Total	0	30	3	33	1	15	0	16	0	0	0	0	0	17	15	5	37	0	0	0	0	37
8:15 to 8:30	Car Truck/Bus Bicycle Total	0	31	1	32	9	26	0	35	0	0	0	0	0	15	15	2	32	0	0	0	0	32
8:30 to 8:45	Car Truck/Bus Bicycle Total	0	32	4	36	2	24	0	26	0	0	0	0	0	20	14	1	35	0	0	0	0	35
8:45 to 9:00	Car Truck/Bus Bicycle Total	0	63	6	69	2	51	0	53	0	0	0	0	0	37	18	2	57	0	0	0	0	57
		0	63	6	69	2	51	0	53	0	0	0	0	0	37	18	2	57					461

Analysis Hour		Pearl St										Fair St									
		Eastbound					Westbound					Northbound					Southbound				
		Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total	Left	Through	Right	Total				
	Volumes	0	134	9	143	5	45	0	50	0	0	0	0	47	36	7	90				
7:45 to 8:45	% Trucks	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%				
	% Buses	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%				
	% HVs	#DIV/0!	0.0%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	0.0%				
	PHF	#DIV/0!	0.78	0.75	0.79	0.63	0.75	#DIV/0!	0.78	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.69	0.60	0.35	0.61				



# **Appendix C**

## **On-Street Parking Summaries**



On-Street Parking Survey Forms

Start Time: 8:00 - 9:00 a.m. Date: 4/15/08  
In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather: \_\_\_\_\_

Driver: \_\_\_\_\_  
Recorder: \_\_\_\_\_

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Available Spaces	Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 min., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
1	2		1	1	0	0	0	1%	No Parking This Side of Street	Illegal
2	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	4	Y	4	4	8	0	8	50%	No Parking Between Signs	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	0	0	6	0	6	0%	No Parking Between Signs	
4	4		11	11	0	0	0	100%	No Parking 12AM - 4PM	Illegal
4	2	Y	0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	6		6	6	14	0	14	48%	No Parking Between Signs	
5	2		9	9	23	0	23	39%	15-Min Parking (for a couple of spaces at north end)	
6	1	Y	2	2	9	0	9	22%	Taxi Only (1 spot)	
2	2	Y	1	1	16	0	16	6%		
3	4		4	4	11	0	11	36%		
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	0	Y	0	0	10	0	10	0%		
2	1	Y	1	1	18	0	18	6%		
3	2	Y	2	2	8	0	8	25%		
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	2	Y	2	2	8	0	8	25%	No Parking Between Signs	
2	8		8	8	12	0	12	67%	No Parking Between Signs	
3	9	Y	9	9	10	0	10	90%		
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	9	Y	9	9	10	2	12	75%	Loading Zone (at north end?)	
3	2	Y	2	2	8	0	8	25%		
4	5	Y	5	5	8	1	9	56%	No Parking Between Signs	
3	4	Y	4	4	10	0	10	40%		
4	7	Y	7	7	18	0	18	38%	No Parking Here to Corner	
2	3		3	3	18	0	18	17%		
1	2		2	2	10	0	10	20%	No Parking Between Signs	
2	1		1	1	22	0	22	5%		
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!		
6	0		0	0	0	0	0	#DIV/0!	No Parking	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	1	Y	1	1	16	0	16	6%		
4	19		19	19	22	0	22	86%		
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	7	Y	7	7	17	0	17	41%	No Parking Here to Corner	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2	Y	2	2	0	0	0	100%	No Parking Between Signs M-F Tow Away Zone	Illegal
3	0	Y	0	0	7	0	7	0%	No Parking Between Signs	
4	5	Y	5	5	9	1	10	50%	No Parking Between Signs	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	3	3	14	0	14	21%	No Parking Here to Corner	

Start Time: 8:00 - 9:00 a.m. Date: 4/15/08 Driver: Recorder:  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 a.m., etc.)	Notes/Observations	
			Regular	Handicap	Regular	Handicap				Available Spaces
	4	Y	6	6	8	2	10	4	60%	No Parking Here to Corner
17	2		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street
18	2		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street
19	1		15	15	17	1	18	3	83%	
2	5		5	5	13	1	14	9	36%	No Parking 9AM - 8AM following day T, Th, Sat, Sun
3	5		5	5	0	0	0	-5	100%	No Parking This Side of Street <b>Illegal</b>
4	0		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street
20	1		8	8	10	0	10	2	80%	
2	2	Y	2	2	8	0	8	6	25%	
3	0		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street
4	2		2	2	13	1	14	12	14%	No Parking 9AM - 8AM following day M, W, F
21	1	Y	8	8	7	1	8	0	100%	No Parking Between Signs
2	0		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street
3	2		2	2	0	0	0	-2	100%	No Parking This Side of Street <b>Illegal</b>
4	0	Y	0	0	8	0	8	8	0%	
22	1		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street
3	0		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street
4	4	Y	4	4	10	0	10	6	40%	No Parking Between Signs
23	3	Y	0	0	11	0	11	11	0%	No Parking Between Signs
24	1		0	0	16	0	16	16	0%	No Parking Here to Corner No Parking Between Signs
2	5		5	5	11	0	11	6	45%	No Parking 9AM - 8AM following day T, Th, Sat, Sun
25	1		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street
2	3	Y	3	3	12	0	12	9	25%	No Parking Here to Corner
3	0		0	0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day M, W, F
4	1		1	1	15	0	15	14	7%	No Parking 9AM - 8AM following day M, W, F
26	1	Y	0	0	11	1	12	12	0%	
2	3	Y	3	3	9	1	10	7	30%	No Parking Between Signs
3	2		2	2	0	0	0	-2	100%	No Parking 10AM - 10AM following day M, W, F <b>Illegal</b>
4	0		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street
27	1	Y	0	0	15	0	15	15	0%	No Parking Here to Corner
2	0	Y	0	0	8	0	8	8	0%	
3	0		0	0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day M, W, F
4	1		1	1	12	0	12	11	8%	
5	1		1	1	0	0	0	-1	100%	No Parking 10AM - 10AM following day M, W, F <b>Illegal</b>
28	2	Y	0	0	20	0	20	20	0%	No Parking Here to Corner
3	6		6	6	0	0	0	-6	100%	No Parking This Side of Street <b>Illegal</b>
4	0	Y	0	0	11	0	11	11	0%	Bus stop
29	1		0	0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun
30	1		4	4	0	0	0	-4	100%	No Parking 10AM - 10AM following day T, Th, Sat, Sun <b>Illegal</b>
31	1		0	0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun
32	1		0	0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun
33	1		0	0	21	0	21	21	0%	
								620	34%	

On-Street Parking Survey Forms

Start Time: 9:00 - 9:30 a.m. Date: 4/15/08  
In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather: \_\_\_\_\_

Driver: \_\_\_\_\_  
Recorder: \_\_\_\_\_

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Available Spaces	Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 min., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
1	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	5	5	8	0	3	63%	No Parking Between Signs	
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	3	3	6	0	3	50%	No Parking Between Signs	
4	4		12	12	0	0	-12	100%	No Parking 12AM - 4PM	Illegal
4	2	Y	0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	5	5	14	0	9	36%	No Parking Between Signs	
5	2		6	6	23	0	17	26%	15-Min Parking (for a couple of spaces at north end)	
6	1	Y	4	4	9	0	5	44%	Taxi Only (1 spot)	
2	2	Y	5	5	16	0	11	31%		
3	3	Y	8	8	11	0	3	73%		
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	3	Y	3	3	10	0	7	30%		
2	2	Y	1	1	18	0	17	6%		
3	3	Y	1	1	8	0	7	13%		
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	5		0	0	0	0	0	#DIV/0!		
1	5	Y	5	5	8	0	3	63%	No Parking Between Signs	
2	2	Y	8	8	12	0	4	67%	No Parking Between Signs	
3	3	Y	8	8	10	0	2	80%		
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2	Y	10	10	2	2	12	83%	Loading Zone (at north end?)	
3	3	Y	8	8	8	0	8	100%		
4	4	Y	5	5	8	1	9	56%	No Parking Between Signs	
3	3	Y	4	4	10	0	6	40%		
4	4	Y	8	8	18	0	18	44%	No Parking Here to Corner	
2	2		4	4	18	0	14	22%		
1	7		7	10	0	10	3	70%	No Parking Between Signs	
2	2		2	2	22	0	20	9%		
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!		
6	0		0	0	0	0	0	#DIV/0!	No Parking	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	1	Y	1	1	16	0	15	6%		
4	21		21	22	0	22	1	95%		
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	7	Y	7	17	0	17	10	41%	No Parking Here to Corner	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	8	Y	8	0	0	0	-8	100%	No Parking Between Signs M-F Tow Away Zone	Illegal
3	4	Y	4	7	0	7	3	57%	No Parking Between Signs	
4	5	Y	5	9	1	10	5	50%	No Parking Between Signs	
1	1	Y	1	0	0	0	-1	100%	No Parking This Side of Street	Illegal
3	6	Y	6	14	0	14	8	43%	No Parking Here to Corner	

Start Time: 9:00 - 9:30 a.m. Date: 4/15/08 Driver: Recorder:  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 a.m., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap			
	4	Y	6	6	8	2	60%	No Parking Here to Corner	
17	2		0	0	0	0	#DIV/0!	No Parking This Side of Street	
18	2		0	0	0	0	#DIV/0!	No Parking This Side of Street	
19	1		14	14	17	1	78%		
	2		7	7	0	0	100%	No Parking 9AM - 8AM following day T, Th, Sat, Sun	Illegal
3	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
20	1		11	11	10	0	110%		Illegal
2	2	Y	2	2	8	0	25%		
3	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	13	1	0%	No Parking 9AM - 8AM following day M, W, F	
21	1	Y	8	8	7	1	100%	No Parking Between Signs	
	2		0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0	Y	0	0	8	0	0%		
22	1		1	1	0	0	100%	No Parking This Side of Street	Illegal
3	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	7	Y	7	7	10	0	70%	No Parking Between Signs	
23	3	Y	0	0	11	0	0%	No Parking Between Signs	
24	1		5	5	16	0	31%	No Parking Here to Corner No Parking Between Signs	
	2		0	0	0	0	#DIV/0!	No Parking 9AM - 8AM following day T, Th, Sat, Sun	
25	1		0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	3	Y	3	3	12	0	25%	No Parking Here to Corner	
3	0		0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day M, W, F	
4	1		1	1	15	0	7%	No Parking 9AM - 8AM following day M, W, F	
26	1	Y	4	4	11	1	33%		
2	4	Y	4	4	9	1	40%	No Parking Between Signs	
3	4		4	4	0	0	100%	No Parking 10AM - 10AM following day M, W, F	Illegal
4	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
27	1	Y	1	1	15	0	7%	No Parking Here to Corner	
2	0	Y	0	0	8	0	0%		
3	0		0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day M, W, F	
4	0		0	0	12	0	0%		
5	6		6	6	0	0	100%	No Parking 10AM - 10AM following day M, W, F	Illegal
28	2	Y	0	0	20	0	0%	No Parking Here to Corner	
3	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	1	Y	1	1	11	0	9%		Bus stop
29	1		0	0	11	0	0%	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
30	1		5	5	12	0	42%	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
31	1		0	0	12	0	0%	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
32	1		0	0	12	0	0%	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
33	1		0	0	21	0	0%		
						642		377	41%

On-Street Parking Survey Forms

Start Time: 9:30 - 10:00 a.m.  
In half hour increments (e.g., 8 a.m., 8:30 a.m.)

Date: 4/15/08  
Weather:

Driver:  
Recorder:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Available Spaces	Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 min., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
1	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	4	Y	4	8	0	0	4	50%	No Parking Between Signs	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	2	6	0	0	6	33%	No Parking Between Signs	
4	4		12	0	0	0	-12	100%	No Parking 12AM - 4PM	Illegal
4	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	11	Y	11	14	0	0	14	79%	No Parking Between Signs	
5	2		6	23	0	0	23	26%	15-Min Parking (for a couple of spaces at north end)	
6	1	Y	6	9	0	0	9	67%	Taxi Only (1 spot)	
2	7	Y	7	16	0	0	16	44%		
3	13		13	11	0	0	11	118%		Illegal
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	6	Y	6	10	0	0	10	60%		
2	0	Y	0	18	0	0	18	0%		
3	1	Y	1	8	0	0	8	13%		
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!		
1	5	Y	5	8	0	0	8	63%	No Parking Between Signs	
2	12	Y	12	12	0	0	12	100%	No Parking Between Signs	
3	10	Y	10	10	0	0	10	100%		4 spaces taped off
4	1		1	0	0	0	-1	100%	No Parking This Side of Street	Illegal
2	9	Y	9	10	2	0	12	75%	Loading Zone (at north end?)	
3	8	Y	8	8	0	0	8	100%		
4	9	Y	9	8	1	0	9	100%	No Parking Between Signs	
3	1	Y	1	10	0	0	10	10%		
4	14	Y	14	18	0	0	18	78%	No Parking Here to Corner	
2	6		6	18	0	0	18	38%		
1	8		8	10	0	0	10	80%	No Parking Between Signs	
2	13		13	22	0	0	22	59%		
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!		
6	0		0	0	0	0	0	#DIV/0!	No Parking	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	6	Y	6	16	0	0	16	38%		
4	22		22	22	0	0	22	100%		
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	11	Y	11	17	0	0	17	65%	No Parking Here to Corner	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	100%	No Parking This Side of Street	Illegal
5	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	7	Y	7	0	0	0	0	100%	No Parking Between Signs M-F Tow Away Zone	Illegal
3	4	Y	4	7	0	0	7	57%	No Parking Between Signs	
4	10	Y	10	9	1	0	10	100%	No Parking Between Signs	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	7	Y	7	14	0	0	14	50%	No Parking Here to Corner	

Start Time: 9:30 - 10:00 a.m. Date: 4/15/08 Driver: Recorder:  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Occupancy	Available Spaces	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 a.m., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
	4	Y	11	11	8	2	110%	-1	No Parking Here to Corner	Illegal
17	2		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
18	2		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
19	1		15	15	17	1	83%	3		
	2		7	7	0	0	100%	-7	No Parking 9AM - 8AM following day T., Th, Sat, Sun	Illegal
	3		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
	4		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
20	1		1	1	10	0	10%	9		
	2	Y	6	6	8	0	75%	2		
	3		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
	4		5	5	13	1	36%	9	No Parking 9AM - 8AM following day M, W, F	
21	1	Y	5	5	7	1	63%	3	No Parking Between Signs	
	2		1	1	0	0	100%	-1	No Parking This Side of Street	Illegal
	3		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
	4	Y	0	0	8	0	0%	8		
22	1		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
	3		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
	4	Y	6	6	10	0	60%	4	No Parking Between Signs	
23	3	Y	0	0	11	0	0%	11	No Parking Between Signs	
24	1		5	5	16	0	31%	11	No Parking Here to Corner No Parking Between Signs	
	2		0	0	0	0	#DIV/0!	0	No Parking 9AM - 8AM following day T., Th, Sat, Sun	
25	1		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
	2	Y	0	0	12	0	0%	12	No Parking Here to Corner	School
	3		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day M, W, F	
	4		8	8	15	0	53%	7	No Parking 9AM - 8AM following day M, W, F	
26	1	Y	4	4	11	1	33%	8		
	2	Y	5	5	9	1	50%	5	No Parking Between Signs	
	3		4	4	0	0	100%	-4	No Parking 10AM - 10AM following day M, W, F	Illegal
	4		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
27	1	Y	2	2	15	0	13%	13	No Parking Here to Corner	
	2	Y	0	0	8	0	0%	8		
	3		9	9	0	0	100%	-9	No Parking 10AM - 10AM following day M, W, F	Illegal
	4		4	4	12	0	33%	8		
	5		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day M, W, F	
28	2	Y	0	0	20	0	0%	20	No Parking Here to Corner	
	3		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
	4	Y	1	1	11	0	9%	10		Bus stop
29	1		0	0	11	0	0%	11	No Parking 10AM - 10AM following day T., Th, Sat, Sun	
30	1		4	4	12	0	33%	8	No Parking 10AM - 10AM following day T., Th, Sat, Sun	
31	1		0	0	12	0	0%	12	No Parking 10AM - 10AM following day T., Th, Sat, Sun	
32	1		0	0	12	0	0%	12	No Parking 10AM - 10AM following day T., Th, Sat, Sun	
33	1		13	13	21	0	62%	8		
							54%	295		
								642		

On-Street Parking Survey Forms

Start Time: 10:00 - 10:30 a.m. Date: 4/15/08  
In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather: \_\_\_\_\_

Driver: \_\_\_\_\_  
Recorder: \_\_\_\_\_

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Available Spaces	Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 min., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
1	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	3	3	8	0	8	38%	No Parking Between Signs	
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	2	2	6	0	6	33%	No Parking Between Signs	
4	4		9	9	0	0	0	100%	No Parking 12AM - 4PM	Illegal
4	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	12	12	14	0	14	86%	No Parking Between Signs	
5	2		5	5	23	0	23	22%	15-Min Parking (for a couple of spaces at north end)	
6	1	Y	5	5	9	0	9	56%	Taxi Only (1 spot)	
2	2	Y	6	6	16	0	16	38%		
3	3		15	15	11	0	11	136%		Illegal
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	1	Y	6	6	10	0	10	60%		
2	2	Y	0	0	18	0	18	0%		
3	3	Y	2	2	8	0	8	25%		
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	5		0	0	0	0	0	#DIV/0!		
1	1	Y	6	6	8	0	8	75%	No Parking Between Signs	
2	2	Y	14	14	12	0	12	117%	No Parking Between Signs	Illegal
3	3	Y	11	11	10	0	10	110%		Illegal - 4 spaces tapped off
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2	Y	9	9	10	2	12	75%	Loading Zone (at north end?)	
3	3	Y	8	8	8	0	8	100%		
4	4	Y	5	5	8	1	9	56%	No Parking Between Signs	
3	3	Y	5	5	10	0	10	50%		
4	4	Y	15	15	18	0	18	83%	No Parking Here to Corner	
2	2		7	7	18	0	18	39%		
1	1		10	10	10	0	10	100%		
2	2		10	10	22	0	22	45%		Illegal
3	3		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	4		1	1	0	0	0	100%	No Parking This Side of Street	
5	5		0	0	0	0	0	#DIV/0!		
6	6		0	0	0	0	0	#DIV/0!	No Parking	
1	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2	Y	0	0	16	0	16	0%		
4	4		19	19	22	0	22	86%		
1	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	Illegal
2	2	Y	15	15	17	0	17	88%	No Parking Here to Corner	
3	3		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	5		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2	Y	7	7	0	0	0	100%	No Parking Between Signs M-F Tow Away Zone	Illegal
3	3	Y	5	5	7	0	7	71%	No Parking Between Signs	
4	4	Y	10	10	9	1	10	100%	No Parking Between Signs	
1	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	8	8	14	0	14	57%	No Parking Here to Corner	

Start Time: 10:00 - 10:30 a.m. Date: 4/15/08 Driver: Recorder:  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Occupancy	Available Spaces	Parking Regulations (e.g., none, no parking anytime, no standing / 9 a.m., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
	4	Y	12	12	8	2	100%	-2	No Parking Here to Corner	Illegal
17	2		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
18	2		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
19	1		14	14	17	1	78%	4		
2	1		1	1	0	0	100%	-1	No Parking 9AM - 8AM following day T, Th, Sat, Sun	Illegal
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
20	1		10	10	10	0	100%	0		
2	9	Y	9	9	8	0	113%	-1		Illegal
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	5		5	5	13	1	36%	9	No Parking 9AM - 8AM following day M, W, F	
21	1	Y	8	8	7	1	100%	0	No Parking Between Signs	
2	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	11	Y	11	11	8	0	138%	-3		Illegal, Funeral
22	1		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	6	Y	6	6	10	0	60%	4	No Parking Between Signs	
23	3	Y	2	2	11	0	18%	9	No Parking Between Signs	
24	1		6	6	16	0	38%	10	No Parking Here to Corner No Parking Between Signs	
2	0		0	0	0	0	#DIV/0!	0	No Parking 9AM - 8AM following day T, Th, Sat, Sun	
25	1		1	1	0	0	100%	-1	No Parking This Side of Street	Illegal
2	1	Y	1	1	12	0	8%	11	No Parking Here to Corner	Firetruck
3	10		10	10	11	0	91%	1	No Parking 10AM - 10AM following day M, W, F	
4	4		4	4	15	0	27%	11	No Parking 9AM - 8AM following day M, W, F	
26	1	Y	6	6	11	1	50%	6		
2	4	Y	4	4	9	1	40%	6	No Parking Between Signs	
3	7		7	7	12	0	58%	5	No Parking 10AM - 10AM following day M, W, F	
4	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	Illegal
27	1	Y	5	5	15	0	33%	10	No Parking Here to Corner	
2	0	Y	0	0	8	0	0%	8		
3	11		11	11	11	0	100%	0	No Parking 10AM - 10AM following day M, W, F	
4	3		3	3	12	0	25%	9		
5	1		1	1	11	0	9%	10	No Parking 10AM - 10AM following day M, W, F	
28	2	Y	0	0	20	0	0%	20	No Parking Here to Corner	
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	0	Y	0	0	11	0	0%	11		Bus stop
29	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
30	1		1	1	0	0	100%	-1	No Parking 10AM - 10AM following day T, Th, Sat, Sun	Illegal
31	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
32	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
33	1		10	10	21	0	48%	11		
							59%	262		
								640		



On-Street Parking Survey Forms

Start Time: 10:30 - 11:00 a.m. Date: 4/15/08  
In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather: \_\_\_\_\_

Driver: \_\_\_\_\_  
Recorder: \_\_\_\_\_

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Available Spaces	Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 min., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
1	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	4	Y	4	8	0	0	4	50%	No Parking Between Signs	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	6	6	0	0	6	100%	No Parking Between Signs	Illegal
4	10		10	0	0	0	-10	100%	No Parking 12AM - 4PM	Illegal
4	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	11	Y	11	14	0	0	14	78%	No Parking Between Signs	
5	2		4	23	0	0	23	17%	15-Min Parking (for a couple of spaces at north end)	
6	1	Y	6	9	0	0	9	67%	Taxi Only (1 spot)	
2	5	Y	5	16	0	0	16	31%		
3	12		12	11	0	0	11	109%		Illegal
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	10	Y	10	10	0	0	10	100%		
2	0	Y	0	18	0	0	18	0%		
3	2	Y	2	8	0	0	8	25%		
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!		
1	8	Y	8	8	0	0	8	100%	No Parking Between Signs	
2	11	Y	11	12	0	0	12	92%	No Parking Between Signs	
3	8	Y	8	10	0	0	10	80%		
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	10	Y	10	10	2	0	12	83%	Loading Zone (at north end?)	
3	8	Y	8	8	0	0	8	100%		
4	13	Y	13	8	1	0	9	144%	No Parking Between Signs	Illegal
3	7	Y	7	10	0	0	10	70%		
4	19	Y	19	18	0	0	18	106%	No Parking Here to Corner	Illegal
2	6		6	18	0	0	18	33%		
1	9		9	10	0	0	10	90%		
2	8		8	22	0	0	22	36%		
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	100%	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!		
6	0		0	0	0	0	0	#DIV/0!	No Parking	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	0	Y	0	16	0	0	16	0%		
4	17		17	22	0	0	22	77%		
1	2		2	0	0	0	0	100%	No Parking This Side of Street	Illegal
2	10	Y	10	17	0	0	17	59%	No Parking Here to Corner	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	1		1	0	0	0	0	100%	No Parking This Side of Street	Illegal
2	8	Y	8	0	0	0	0	100%	No Parking Between Signs M-F Tow Away Zone	Illegal
3	10	Y	10	7	0	0	7	143%	No Parking Between Signs	Illegal
4	16	Y	16	9	1	0	10	160%	No Parking Between Signs	Illegal
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	Illegal
3	11	Y	11	14	0	0	14	79%	No Parking Here to Corner	

Start Time: 10:30 - 11:00 a.m. Date: 4/15/08 Driver: Recorder:  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Available Spaces	Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / 9 a.m., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
	4	Y	12	12	8	2	-2	120%	No Parking Here to Corner	Illegal
17	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
18	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
19	1		14	14	17	1	4	78%		
	2		2	2	0	0	-2	100%	No Parking 9AM - 8AM following day T, Th, Sat, Sun	Illegal
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
20	1		11	11	10	0	-1	110%		Illegal
	2	Y	11	11	8	0	-3	138%		Illegal
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	6		6	6	13	1	8	43%	No Parking 9AM - 8AM following day M, W, F	
21	1	Y	13	13	7	1	-5	163%	No Parking Between Signs	Illegal
	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	9	Y	9	9	8	0	-1	113%		Illegal, Funeral
22	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	8	Y	8	8	10	0	2	80%	No Parking Between Signs	
23	3	Y	1	1	11	0	11	9%	No Parking Between Signs	
24	1		5	5	16	0	11	31%	No Parking Here to Corner No Parking Between Signs	
	2		0	0	0	0	0	#DIV/0!	No Parking 9AM - 8AM following day T, Th, Sat, Sun	
25	1		0	0	0	0	0	100%	No Parking This Side of Street	Illegal
2	1	Y	1	1	12	0	11	8%	No Parking Here to Corner	Firetruck
3	1		1	1	11	0	10	9%	No Parking 10AM - 10AM following day M, W, F	
4	8		8	8	15	0	7	53%	No Parking 9AM - 8AM following day M, W, F	
26	1	Y	8	8	11	1	4	67%		
2	4	Y	4	4	9	1	6	40%	No Parking Between Signs	
3	11		11	11	12	0	1	92%	No Parking 10AM - 10AM following day M, W, F	
4	2		2	2	0	0	-2	100%	No Parking This Side of Street	Illegal
27	1	Y	4	4	15	0	11	27%	No Parking Here to Corner	
2	0	Y	0	0	8	0	8	0%		
3	10		10	10	11	0	1	91%	No Parking 10AM - 10AM following day M, W, F	
4	6		6	6	12	0	6	50%		
5	7		7	7	11	0	4	64%	No Parking 10AM - 10AM following day M, W, F	
28	2	Y	0	0	20	0	20	0%	No Parking Here to Corner	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0	Y	0	0	11	0	11	0%		Bus stop
29	1		0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
30	1		0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
31	1		0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
32	1		0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
33	1		8	8	21	0	21	38%		
							640	65%		

On-Street Parking Survey Forms

Start Time: 11:00 - 11:30 a.m. Date: 4/15/08  
In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather: \_\_\_\_\_

Driver: \_\_\_\_\_  
Recorder: \_\_\_\_\_

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Available Spaces	Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 min., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
1	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	6	8	0	0	8	75%	No Parking Between Signs	
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	5	6	0	0	6	83%	No Parking Between Signs	
4	4		11	11	0	0	-11	100%	No Parking 12AM - 4PM	Illegal
4	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	10	14	0	0	14	71%	No Parking Between Signs	
5	2		4	23	0	0	23	17%	15-Min Parking (for a couple of spaces at north end)	
6	1	Y	4	9	0	0	9	44%	Taxi Only (1 spot)	
2	2	Y	2	16	0	0	16	13%		
3	3		13	11	0	0	11	118%		Illegal
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	1	Y	7	10	0	0	10	70%		
2	2	Y	0	18	0	0	18	0%		
3	3	Y	4	8	0	0	8	50%		
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	5		0	0	0	0	0	#DIV/0!		
1	1	Y	7	8	0	0	8	88%	No Parking Between Signs	
2	2	Y	13	12	0	0	12	108%	No Parking Between Signs	Illegal
3	3	Y	10	10	0	0	10	100%		
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2	Y	12	10	2	2	12	100%	Loading Zone (at north end?)	
3	3	Y	8	8	0	0	8	100%		
4	4	Y	10	8	1	1	9	111%	No Parking Between Signs	Illegal
3	3	Y	9	10	0	0	10	90%		
4	4	Y	18	18	0	0	18	100%	No Parking Here to Corner	
2	2		7	18	0	0	18	38%		
1	1		10	10	0	0	10	100%	No Parking Between Signs	
2	2		9	22	0	0	22	41%		
3	3		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	4		0	0	0	0	0	100%	No Parking This Side of Street	
5	5		0	0	0	0	0	#DIV/0!		
6	6		0	0	0	0	0	#DIV/0!	No Parking	
1	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2		0	16	0	0	16	0%		
4	4		17	22	0	0	22	77%		
1	1		1	0	0	0	0	100%	No Parking This Side of Street	Illegal
2	2	Y	16	17	0	0	17	94%	No Parking Here to Corner	
3	3		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	5		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2	Y	7	0	0	0	0	100%	No Parking Between Signs M-F Tow Away Zone	Illegal
3	3	Y	7	7	0	0	7	100%	No Parking Between Signs	
4	4	Y	11	9	1	1	10	110%	No Parking Between Signs	Illegal
1	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	10	14	0	0	14	71%	No Parking Here to Corner	

Start Time: 11:00 - 11:30 a.m. Date: 4/15/08 Driver: Recorder:  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Occupancy	Available Spaces	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 a.m., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
	4	Y	13	13	8	2	130%	-3	No Parking Here to Corner	Illegal
17	2		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
18	2		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
19	1		14	14	17	1	78%	4		
	2		2	2	0	0	100%	-2	No Parking 9AM - 8AM following day T, Th, Sat, Sun	Illegal
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
20	1		11	11	10	0	110%	-1		Illegal
2	4	Y	4	4	8	0	50%	4		
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	6		6	6	13	1	43%	8	No Parking 9AM - 8AM following day M, W, F	
21	1	Y	10	10	7	1	125%	-2	No Parking Between Signs	Illegal
	2		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	3	Y	3	3	8	0	38%	5		
22	1		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	9	Y	9	9	10	0	90%	1	No Parking Between Signs	
23	3	Y	2	2	11	0	18%	9	No Parking Between Signs	
24	1		8	8	16	0	50%	8	No Parking Here to Corner No Parking Between Signs	
	2		0	0	0	0	#DIV/0!	0	No Parking 9AM - 8AM following day T, Th, Sat, Sun	
25	1		0	0	0	0	100%	0	No Parking This Side of Street	
2	7	Y	7	7	12	0	58%	5	No Parking Here to Corner	Firetruck
3	1		1	1	11	0	9%	10	No Parking 10AM - 10AM following day M, W, F	
4	7		7	7	15	0	47%	8	No Parking 9AM - 8AM following day M, W, F	
26	1	Y	7	7	11	1	58%	5		
2	11	Y	11	11	9	1	110%	-1	No Parking Between Signs	Illegal
3	11		11	11	12	0	92%	1	No Parking 10AM - 10AM following day M, W, F	
4	0		0	0	0	0	100%	0	No Parking This Side of Street	
27	1	Y	4	4	15	0	27%	11	No Parking Here to Corner	
2	0	Y	0	0	8	0	0%	8		
3	11		11	11	11	0	100%	0	No Parking 10AM - 10AM following day M, W, F	
4	10		10	10	12	0	88%	2	No Parking 10AM - 10AM following day M, W, F	
5	11		11	11	11	0	100%	0	No Parking 10AM - 10AM following day M, W, F	
28	2	Y	0	0	20	0	0%	20	No Parking Here to Corner	
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	0	Y	0	0	11	0	0%	11		Bus stop
29	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
30	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
31	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
32	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
33	1		12	12	21	0	57%	9		
							66%	218		
								640		

On-Street Parking Survey Forms

Start Time: 11:30 a.m. - 12:00 p.m. Date: 4/15/08  
In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather: \_\_\_\_\_

Driver: \_\_\_\_\_  
Recorder: \_\_\_\_\_

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Available Spaces	Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 min., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
1	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	8	Y	8	8	8	0	8	100%	No Parking Between Signs	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	6	6	6	0	6	100%	No Parking Between Signs	Illegal
4	4		12	12	0	0	-12	100%	No Parking 12AM - 4PM	
4	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	Illegal
3	18	Y	18	14	14	0	14	129%	No Parking Between Signs	
2	4		4	23	0	0	23	17%	15-Min Parking (for a couple of spaces at north end)	
1	6	Y	6	9	0	0	9	67%	Taxi Only (1 spot)	
2	4	Y	4	16	0	0	16	25%		
3	10		10	11	0	0	11	91%		
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	10	Y	10	10	0	0	10	100%		
2	0	Y	0	18	0	0	18	0%		
3	5	Y	5	8	0	0	8	63%		
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	8	Y	8	8	0	0	8	100%	No Parking Between Signs	
2	13	Y	13	12	0	0	12	108%	No Parking Between Signs	Illegal
3	11	Y	11	10	0	0	10	110%	No Parking Between Signs	Illegal
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	15	Y	15	10	2	0	12	125%	No Parking This Side of Street Loading Zone (at north end?)	Illegal
3	7	Y	7	8	0	0	8	88%		
4	14	Y	14	8	1	0	9	156%	No Parking Between Signs	Illegal
3	8	Y	8	10	0	0	10	80%		
4	20	Y	20	18	0	0	18	111%	No Parking Here to Corner	Illegal
2	6		6	18	0	0	18	33%		
1	10		10	10	0	0	10	100%	No Parking Between Signs	
2	9		9	22	0	0	22	41%	No Parking Between Signs	Illegal
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	100%	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
6	0		0	0	0	0	0	#DIV/0!	No Parking	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	0	Y	0	16	0	0	16	0%		
4	19		19	22	0	0	22	86%		
1	1		1	0	0	0	0	100%	No Parking This Side of Street	Illegal
2	16	Y	16	17	0	0	17	94%	No Parking Here to Corner	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	1		1	0	0	0	0	100%	No Parking This Side of Street	Illegal, Delivery Vehicle
2	8	Y	8	0	0	0	0	100%	No Parking Between Signs M-F Tow Away Zone	Illegal
3	11	Y	11	7	0	0	7	157%	No Parking Between Signs	Illegal
4	12	Y	12	9	1	0	10	120%	No Parking Between Signs	Illegal
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	11	Y	11	14	0	0	14	79%	No Parking Here to Corner	

Start Time: 11:30 a.m. - 12:00 p.m.  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.)

Date: 4/15/08  
 Weather:

Driver:  
 Recorder:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Occupancy	Available Spaces	Parking Regulations (e.g., none, no parking anytime, no standing / 9 a.m., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
	4	Y	9	9	8	2	90%	1	No Parking Here to Corner	
17	2		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
18	2		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
19	1		14	14	17	1	78%	4		
	2		1	1	0	0	100%	-1	No Parking 9AM - 8AM following day T, Th, Sat, Sun	Illegal
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
20	1		11	11	10	0	110%	-1		Illegal
2	4	Y	4	4	8	0	50%	4		
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	7		7	7	13	1	50%	7	No Parking 9AM - 8AM following day M, W, F	
21	1	Y	11	11	7	1	138%	-3	No Parking Between Signs	Illegal
	2		1	1	0	0	100%	-1	No Parking This Side of Street	Illegal
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	2	Y	2	2	8	0	25%	6		
22	1		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	9	Y	9	9	10	0	90%	1	No Parking Between Signs	
23	3	Y	2	2	11	0	18%	9	No Parking Between Signs	
24	1		8	8	16	0	50%	8	No Parking Here to Corner No Parking Between Signs	
2	0		0	0	0	0	#DIV/0!	0	No Parking 9AM - 8AM following day T, Th, Sat, Sun	
25	1		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
2	8	Y	8	8	12	0	67%	4	No Parking Here to Corner	
3	1		1	1	11	0	9%	10	No Parking 10AM - 10AM following day M, W, F	
4	7		7	7	15	0	47%	8	No Parking 9AM - 8AM following day M, W, F	
26	1	Y	9	9	11	1	75%	3		
2	9	Y	9	9	9	1	90%	1	No Parking Between Signs	
3	10		10	10	12	0	83%	2	No Parking 10AM - 10AM following day M, W, F	
4	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
27	1	Y	4	4	15	0	27%	11	No Parking Here to Corner	
2	0	Y	0	0	8	0	0%	8		
3	11		11	11	11	0	100%	0	No Parking 10AM - 10AM following day M, W, F	
4	8		8	8	12	0	67%	4		
5	2		2	2	11	0	18%	9	No Parking 10AM - 10AM following day M, W, F	
28	2	Y	0	0	20	0	0%	20	No Parking Here to Corner	
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	0	Y	0	0	11	0	0%	11		Bus stop
29	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
30	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
31	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
32	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
33	1		10	10	21	0	48%	11		
							69%	199		
								640		

City of Kingston Uptown Stockade Area Transportation Plan  
 Kingston, Ulster County, New York  
 On-Street Parking Survey Forms

Start Time: 12 - 12:30 p.m. Date: 4/15/08  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather: \_\_\_\_\_

Driver: \_\_\_\_\_  
 Recorder: \_\_\_\_\_

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Available Spaces	Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 min., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
1	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	6	0	6	0	8	75%	No Parking Between Signs	
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	9	0	9	0	6	150%	No Parking Between Signs	Illegal
4	4		12	0	12	0	-12	100%	No Parking 12AM - 4PM	Illegal
4	2	Y	0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	16	0	16	0	14	114%	No Parking Between Signs	Illegal
5	2		6	0	6	0	23	26%	15-Min Parking (for a couple of spaces at north end)	
6	1	Y	4	0	4	0	9	44%	Taxi Only (1 spot)	
2	2	Y	14	0	14	0	16	88%		
3	3		6	0	6	0	11	55%		
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	1	Y	10	0	10	0	10	100%		
2	2	Y	13	0	13	0	18	72%		
3	3	Y	4	0	4	0	8	50%		
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	5		0	0	0	0	0	#DIV/0!		
1	1	Y	9	0	9	0	8	113%	No Parking Between Signs	Illegal
2	2	Y	13	0	13	0	12	108%	No Parking Between Signs	Illegal
3	3	Y	10	0	10	0	10	100%		
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2	Y	13	0	13	0	12	108%	No Parking This Side of Street	Illegal
3	3	Y	8	0	8	0	8	100%	Loading Zone (at north end?)	
4	4	Y	12	0	12	0	9	133%	No Parking Between Signs	Illegal
3	3	Y	6	0	6	0	10	60%		
4	4	Y	18	0	18	0	18	100%	No Parking Here to Corner	
2	2		5	0	5	0	18	28%		
1	1		9	0	9	0	10	90%	No Parking Between Signs	
2	2		9	0	9	0	22	41%		
3	3		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	4		0	0	0	0	0	100%	No Parking This Side of Street	
5	5		0	0	0	0	0	#DIV/0!		
6	6		0	0	0	0	0	#DIV/0!	No Parking	
1	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2	Y	10	0	10	0	16	63%		
4	4		19	0	19	0	22	86%		
1	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2	Y	18	0	18	0	17	106%	No Parking Here to Corner	Illegal
3	3		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	5		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2	Y	8	0	8	0	0	100%	No Parking Between Signs M-F Tow Away Zone	Illegal
3	3	Y	9	0	9	0	7	129%	No Parking Between Signs	Illegal
4	4	Y	9	0	9	0	10	90%	No Parking Between Signs	
1	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	9	0	9	0	14	64%	No Parking Here to Corner	

Start Time: 12 - 12:30 p.m. Date: 4/15/08 Driver: Recorder:  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Available Spaces	Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 a.m., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
	4	Y	12	12	8	2	10	120%	No Parking Here to Corner	Illegal
17	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
18	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
19	1		16	16	17	1	18	88%		
	2		2	2	0	0	0	100%	No Parking 9AM - 8AM following day T, Th, Sat, Sun	Illegal
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
20	1		11	11	10	0	10	110%		Illegal
2	2	Y	2	2	8	0	8	25%		
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	6		6	6	13	1	14	43%	No Parking 9AM - 8AM following day M, W, F	
21	1	Y	6	6	7	1	8	75%	No Parking Between Signs	
	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	3	Y	3	3	8	0	8	38%		
22	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	9	Y	9	9	10	0	10	90%	No Parking Between Signs	
23	3	Y	3	3	11	0	11	27%	No Parking Between Signs	
24	1		7	7	16	0	16	44%	No Parking Here to Corner No Parking Between Signs	
	2		0	0	0	0	0	#DIV/0!	No Parking 9AM - 8AM following day T, Th, Sat, Sun	
25	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	3	Y	3	3	12	0	12	25%	No Parking Here to Corner	
3	1		1	1	11	0	11	9%	No Parking 10AM - 10AM following day M, W, F	
4	10		10	10	15	0	15	67%	No Parking 9AM - 8AM following day M, W, F	
26	1	Y	13	13	11	1	12	108%		Illegal
2	7	Y	7	7	9	1	10	70%	No Parking Between Signs	
3	11		11	11	12	0	12	92%	No Parking 10AM - 10AM following day M, W, F	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
27	1	Y	2	2	15	0	15	13%	No Parking Here to Corner	
2	0	Y	0	0	8	0	8	0%		
3	11		11	11	11	0	11	100%	No Parking 10AM - 10AM following day M, W, F	
4	7		7	7	12	0	12	58%	No Parking 10AM - 10AM following day M, W, F	
5	4		4	4	11	0	11	36%	No Parking 10AM - 10AM following day M, W, F	
28	2	Y	0	0	20	0	20	0%	No Parking Here to Corner	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0	Y	0	0	11	0	11	0%		Bus stop
29	1		0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
30	1		0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
31	1		0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
32	1		0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
33	1		8	8	21	0	21	38%		
							640	70%		



City of Kingston Uptown Stockade Area Transportation Plan  
 Kingston, Ulster County, New York  
 On-Street Parking Survey Forms

Start Time: 12:30 - 1 p.m. Date: 4/15/08  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather: \_\_\_\_\_

Driver: \_\_\_\_\_  
 Recorder: \_\_\_\_\_

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Available Spaces	Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 min., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
1	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	4	Y	4	8	0	0	4	50%	No Parking Between Signs	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	6	6	0	0	6	100%	No Parking Between Signs	
4	4		12	12	0	0	-12	100%	No Parking 12AM - 4PM	Illegal
4	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	11	14	0	0	14	79%	No Parking Between Signs	
5	2		8	23	0	0	23	35%	15-Min Parking (for a couple of spaces at north end)	
6	1	Y	5	9	0	0	9	56%	Taxi Only (1 spot)	
2	2	Y	10	16	0	0	16	63%		
3	3	Y	9	11	0	0	11	82%		
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
7	1	Y	5	10	0	0	10	50%		
2	2	Y	13	18	0	0	18	72%		
3	3	Y	5	8	0	0	8	63%		
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
8	1	Y	9	8	0	0	8	113%	No Parking Between Signs	Illegal
2	0	Y	0	12	0	0	12	0%	No Parking Between Signs	
3	3	Y	11	10	0	0	10	110%	No Parking Between Signs	Illegal
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2	Y	13	10	2	0	12	108%	Loading Zone (at north end?)	Illegal
3	3	Y	8	8	0	0	8	100%	No Parking Between Signs	
4	3	Y	1	8	1	0	9	11%	No Parking Between Signs	
3	3	Y	7	10	0	0	10	70%	No Parking Here to Corner	Illegal
4	4	Y	20	18	0	0	18	111%	No Parking Here to Corner	
2	2		5	18	0	0	18	28%	No Parking Between Signs	
1	8		8	10	0	0	10	80%	No Parking Between Signs	
2	8		8	22	0	0	22	36%	No Parking Between Signs	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	100%	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
6	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	11	Y	11	16	0	0	16	68%	No Parking This Side of Street	
4	18		18	22	0	0	22	82%	No Parking Here to Corner	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	3	Y	3	17	0	0	17	18%	No Parking Here to Corner	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	8	Y	8	0	0	0	0	100%	No Parking Between Signs M-F Tow Away Zone	Illegal
3	5	Y	5	7	0	0	7	71%	No Parking Between Signs	
4	4	Y	4	9	1	0	10	40%	No Parking Between Signs	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	12	Y	12	14	0	0	14	86%	No Parking Here to Corner	

Start Time: 12:30 - 1 p.m.  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.)

Date: 4/15/08  
 Weather:

Driver:  
 Recorder:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Occupancy	Available Spaces	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 a.m., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
	4	Y	11	11	8	2	110%	-1	No Parking Here to Corner	Illegal
17	2		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
18	2		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
19	1		14	14	17	1	78%	4		
2	1		1	1	0	0	100%	-1	No Parking 9AM - 8AM following day T, Th, Sat, Sun	Illegal
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
20	1		10	10	10	0	100%	0		
2	9	Y	9	9	8	0	113%	-1		Illegal
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	6		6	6	13	1	43%	8	No Parking 9AM - 8AM following day M, W, F	
21	1	Y	13	13	7	1	163%	-5	No Parking Between Signs	Illegal
2	1		1	1	0	0	100%	-1	No Parking This Side of Street	Illegal
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	16	Y	16	16	8	0	200%	-8		Illegal
22	1		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	7	Y	7	7	10	0	70%	3	No Parking Between Signs	
23	3	Y	1	1	11	0	9%	10	No Parking Between Signs	
24	1		7	7	16	0	44%	9	No Parking Here to Corner No Parking Between Signs	
2	0		0	0	0	0	#DIV/0!	0	No Parking 9AM - 8AM following day T, Th, Sat, Sun	
25	1		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
2	11	Y	11	11	12	0	92%	1	No Parking Here to Corner	
3	1		1	1	11	0	9%	10	No Parking 10AM - 10AM following day M, W, F	
4	9		9	9	15	0	60%	6	No Parking 9AM - 8AM following day M, W, F	
26	1	Y	9	9	11	1	75%	3		
2	11	Y	11	11	9	1	110%	-1	No Parking Between Signs	Illegal
3	9		9	9	12	0	75%	3	No Parking 10AM - 10AM following day M, W, F	
4	15		15	15	0	0	100%	-15	No Parking This Side of Street	Illegal
1	1	Y	1	1	15	0	7%	14	No Parking Here to Corner	
2	0	Y	0	0	8	0	0%	8		
3	11		11	11	11	0	100%	0	No Parking 10AM - 10AM following day M, W, F	
4	8		8	8	12	0	67%	4		
5	2		2	2	11	0	18%	9	No Parking 10AM - 10AM following day M, W, F	
28	2	Y	1	1	20	0	5%	19	No Parking Here to Corner	
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	0	Y	0	0	11	0	0%	11		Bus stop
29	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
30	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
31	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
32	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
33	1		8	8	21	0	38%	13		
							640	209	67%	

On-Street Parking Survey Forms

Start Time: 1-1:30 p.m.  
In half hour increments (e.g., 8 a.m., 8:30 a.m.)

Date: 4/15/08  
Weather:

Driver:  
Recorder:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Available Spaces	Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 min., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
1	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	5	8	0	0	8	63%	No Parking Between Signs	
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	4	6	0	0	6	67%	No Parking Between Signs	
4	4		10	0	0	0	-10	100%	No Parking 12AM - 4PM	Illegal
4	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	13	14	0	0	14	98%	No Parking Between Signs	
5	2		10	23	0	0	23	43%	15-Min Parking (for a couple of spaces at north end)	
6	1	Y	4	9	0	0	9	44%	Taxi Only (1 spot)	
2	2	Y	9	16	0	0	16	56%		
3	3		6	11	0	0	11	55%		
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	8	Y	8	10	0	0	10	80%		
2	Y		11	18	0	0	18	61%		
3	Y		6	8	0	0	8	75%		
4	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!		
1	8	Y	8	8	0	0	8	100%	No Parking Between Signs	
2	Y		13	12	0	0	12	108%	No Parking Between Signs	Illegal
3	Y		11	10	0	0	10	110%		Illegal
4	1		1	0	0	0	0	100%	No Parking This Side of Street	Illegal
2	Y		14	10	2	2	12	117%	Loading Zone (at north end?)	Illegal
3	Y		7	8	0	0	8	88%		Illegal
4	Y		11	8	1	9	9	122%	No Parking Between Signs	Illegal
3	Y		7	10	0	0	10	70%		
4	Y		20	18	0	0	18	111%	No Parking Here to Corner	Illegal
2			4	18	0	0	18	22%		
1	7		7	10	0	0	10	70%	No Parking Between Signs	
2	12		12	22	0	0	22	55%		
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	100%	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!		
6	0		0	0	0	0	0	#DIV/0!	No Parking	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	Y		10	16	0	0	16	68%		
4	18		18	22	0	0	22	82%		
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	Y		16	17	0	0	17	94%	No Parking Here to Corner	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	1		1	0	0	0	0	100%	No Parking This Side of Street	Illegal
5	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	Y		6	0	0	0	0	100%	No Parking Between Signs M-F Tow Away Zone	Illegal
3	Y		4	7	0	0	7	57%	No Parking Between Signs	
4	Y		10	9	1	10	10	100%	No Parking Between Signs	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	Y		11	14	0	0	14	79%	No Parking Here to Corner	

Start Time: 1 - 1:30 p.m. Date: 4/15/08 Driver: Recorder:  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / 9 a.m., etc.)	Notes/Observations		
			Regular	Handicap	Regular	Handicap				Available Spaces	
	4	Y	13	13	8	2	10	-3	130%	No Parking Here to Corner	Illegal
17	2		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
18	2		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
19	1		14	14	17	1	18	4	78%		
2	2		1	1	0	0	0	0	100%	No Parking 9AM - 8AM following day T, Th, Sat, Sun	Illegal
3	0		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
20	1		10	10	10	0	10	0	100%		
2	6	Y	6	6	8	0	8	2	75%		
3	0		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	5		5	5	13	1	14	9	36%	No Parking 9AM - 8AM following day M, W, F	
21	1	Y	8	8	7	1	8	0	100%	No Parking Between Signs	
2	0		0	0	0	0	0	0	100%	No Parking This Side of Street	
3	0		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	4	Y	4	4	8	0	8	4	50%		
22	1		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	0		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	8	Y	8	8	10	0	10	2	80%	No Parking Between Signs	
23	3	Y	3	3	11	0	11	8	27%	No Parking Between Signs	
24	1		8	8	16	0	16	8	50%	No Parking Here to Corner No Parking Between Signs	
2	0		0	0	0	0	0	0	#DIV/0!	No Parking 9AM - 8AM following day T, Th, Sat, Sun	
25	1		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	1	Y	1	1	12	0	12	11	8%	No Parking Here to Corner	
3	1		1	1	11	0	11	10	9%	No Parking 10AM - 10AM following day M, W, F	
4	9		9	9	15	0	15	6	60%	No Parking 9AM - 8AM following day M, W, F	
26	1	Y	8	8	11	1	12	4	67%		
2	3	Y	3	3	9	1	10	7	30%	No Parking Between Signs	
3	12		12	12	12	0	12	0	100%	No Parking 10AM - 10AM following day M, W, F	
4	0		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
27	1	Y	2	2	15	0	15	13	13%	No Parking Here to Corner	
2	0	Y	0	0	8	0	8	8	0%		
3	10		10	10	11	0	11	1	91%	No Parking 10AM - 10AM following day M, W, F	
4	3		3	3	12	0	12	9	25%		
5	0		0	0	11	0	11	11	0%	No Parking 10AM - 10AM following day M, W, F	
28	2	Y	1	1	20	0	20	19	5%	No Parking Here to Corner	
3	0		0	0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0	Y	0	0	11	0	11	11	0%		Bus stop
29	1		0	0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
30	1		0	0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
31	1		0	0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
32	1		1	1	0	0	0	-1	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
33	1		8	8	21	0	21	13	38%		
							640	224	65%		

City of Kingston Uptown Stockade Area Transportation Plan  
 Kingston, Ulster County, New York  
 On-Street Parking Survey Forms

Start Time: 1:30 - 2 p.m. Date: 4/15/08  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather: \_\_\_\_\_

Driver: \_\_\_\_\_  
 Recorder: \_\_\_\_\_

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Available Spaces	Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 min., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
1	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	Illegal
2	2		1	0	0	0	-1	100%	No Parking This Side of Street	Illegal
3	7	Y	7	8	0	0	8	88%	No Parking Between Signs	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	8	6	0	0	6	133%	No Parking Between Signs	Illegal
4	4		10	0	0	0	-10	100%	No Parking 12AM - 4PM	Illegal
4	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	3	14	0	0	14	21%	No Parking Between Signs	
5	2		10	23	0	0	23	43%	15-Min Parking (for a couple of spaces at north end)	Firetruck
6	1	Y	14	9	0	0	9	156%	Taxi Only (1 spot)	Illegal
2	2	Y	8	16	0	0	16	50%		
3	3		8	11	0	0	11	73%		
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	10	Y	10	10	0	0	10	100%		
2	12	Y	12	18	0	0	18	67%		
3	5	Y	5	8	0	0	8	63%		
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!		
1	5	Y	5	8	0	0	8	63%	No Parking Between Signs	
2	12	Y	12	12	0	0	12	100%	No Parking Between Signs	
3	11	Y	11	10	0	0	10	110%		Illegal
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	14	Y	14	10	2	0	12	117%	Loading Zone (at north end?)	Illegal
3	6	Y	6	8	0	0	8	75%		
4	10	Y	10	8	1	0	9	111%	No Parking Between Signs	Illegal
3	7	Y	7	10	0	0	10	70%		
4	18	Y	18	18	0	0	18	100%	No Parking Here to Corner	
2	3		3	18	0	0	18	17%		
1	7		7	10	0	0	10	70%	No Parking Between Signs	
2	11		11	22	0	0	22	50%		Illegal
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	100%	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!		
6	0		0	0	0	0	0	#DIV/0!	No Parking	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	9	Y	9	16	0	0	16	56%		
4	18		18	22	0	0	22	82%		
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	16	Y	16	17	0	0	17	94%	No Parking Here to Corner	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	9	Y	9	0	0	0	0	100%	No Parking Between Signs M-F Tow Away Zone	Illegal
3	9	Y	9	7	0	0	7	129%	No Parking Between Signs	Illegal
4	11	Y	11	9	1	0	10	110%	No Parking Between Signs	Illegal
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	12	Y	12	14	0	0	14	86%	No Parking Here to Corner	

Start Time: 1:30 - 2 p.m.  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.)

Date: 4/15/08  
 Weather:

Driver:  
 Recorder:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Occupancy	Available Spaces	Parking Regulations (e.g., none, no parking anytime, no standing / 9 a.m., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
	4	Y	12	0	12	2	10	-2	No Parking Here to Corner	Illegal, 1 horse
17	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
18	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
19	1		11	0	11	1	18	61%	No Parking 9AM - 8AM following day T, Th, Sat, Sun	
20	2		0	0	0	0	0	#DIV/0!	No Parking 9AM - 8AM following day T, Th, Sat, Sun	
	3		1	0	1	0	0	100%	No Parking This Side of Street	Illegal
	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
	1		10	0	10	0	10	100%	No Parking This Side of Street	
	2	Y	5	0	5	0	8	63%	No Parking This Side of Street	
	3		0	0	0	0	0	#DIV/0!	No Parking 9AM - 8AM following day M, W, F	
	4		7	0	7	1	14	50%	No Parking 9AM - 8AM following day M, W, F	
21	1	Y	10	0	10	1	8	125%	No Parking Between Signs	Illegal
	2		0	0	0	0	0	100%	No Parking This Side of Street	
	3		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
	4	Y	6	0	6	0	8	75%	No Parking Between Signs	
22	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
	3		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
	4	Y	4	0	4	0	10	40%	No Parking Between Signs	
23	3	Y	2	0	2	11	11	18%	No Parking Between Signs	
24	1		6	0	6	16	16	38%	No Parking Here to Corner No Parking Between Signs	
	2		0	0	0	0	0	#DIV/0!	No Parking 9AM - 8AM following day T, Th, Sat, Sun	
25	1		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
	2	Y	1	0	1	12	12	8%	No Parking Here to Corner	
	3		2	0	2	11	11	18%	No Parking 10AM - 10AM following day M, W, F	
	4		10	0	10	15	15	67%	No Parking 9AM - 8AM following day M, W, F	
26	1	Y	7	0	7	11	12	58%	No Parking Between Signs	
	2	Y	2	0	2	9	10	20%	No Parking 10AM - 10AM following day M, W, F	
	3		12	0	12	0	12	100%	No Parking 10AM - 10AM following day M, W, F	
	4		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
27	1	Y	3	0	3	15	15	20%	No Parking Here to Corner	
	2	Y	0	0	0	8	8	0%	No Parking 10AM - 10AM following day M, W, F	
	3		10	0	10	11	11	91%	No Parking 10AM - 10AM following day M, W, F	
	4		3	0	3	12	12	25%	No Parking 10AM - 10AM following day M, W, F	
	5		0	0	0	11	11	0%	No Parking 10AM - 10AM following day M, W, F	
28	2	Y	0	0	0	20	20	0%	No Parking Here to Corner	
	3		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
	4	Y	0	0	0	11	11	0%	No Parking This Side of Street	Bus stop
29	1		0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
30	1		0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
31	1		0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
32	1		0	0	0	0	0	#DIV/0!	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
33	1		10	0	10	21	21	48%	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
							640	222	65%	

City of Kingston Uptown Stockade Area Transportation Plan  
 Kingston, Ulster County, New York  
 On-Street Parking Survey Forms

Start Time: 2 - 2:30 p.m. Date: 4/15/08  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather: \_\_\_\_\_

Driver: \_\_\_\_\_  
 Recorder: \_\_\_\_\_

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 min., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap			
1	2		0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	2		0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	1	Y	1	8	0	8	13%	No Parking Between Signs	
4	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	9	6	0	6	150%	No Parking Between Signs	Illegal
4	4		7	0	0	0	100%	No Parking 12AM - 4PM	Illegal
4	2		0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	7	Y	7	14	0	14	50%	No Parking Between Signs	
2	7		7	23	0	23	30%	15-Min Parking (for a couple of spaces at north end)	Firetruck
1	3	Y	3	9	0	9	33%	Taxi Only (1 spot)	
2	5	Y	5	16	0	16	31%		
3	8		8	11	0	11	73%		
4	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	7	Y	7	10	0	10	70%		
2	0	Y	0	18	0	18	0%		
3	5	Y	5	8	0	8	63%		
4	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	7	Y	7	8	0	8	88%	No Parking Between Signs	
2	8	Y	8	12	0	12	67%	No Parking Between Signs	
3	11	Y	11	10	0	10	110%	No Parking Between Signs	Illegal
4	8		8	0	0	0	100%	No Parking This Side of Street	Illegal
2	13	Y	13	10	2	12	108%	Loading Zone (at north end?)	Illegal
3	7	Y	7	8	0	8	88%	No Parking Between Signs	Illegal
4	11	Y	11	8	1	9	122%	No Parking Between Signs	Illegal
3	8	Y	8	10	0	10	80%	No Parking Here to Corner	
4	18	Y	18	18	0	18	100%	No Parking Here to Corner	
2	2		2	18	0	18	11%		
1	7		7	10	0	10	70%	No Parking Between Signs	
2	13		13	22	0	22	59%		
3	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	100%	No Parking This Side of Street	
5	0		0	0	0	0	100%	No Parking This Side of Street	
6	0		0	0	0	0	100%	No Parking	
1	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	12	Y	12	16	0	16	75%		
4	18		18	22	0	22	82%		
1	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	17	Y	17	17	0	17	100%	No Parking Here to Corner	
3	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	100%	No Parking This Side of Street	Illegal
5	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	8	Y	8	0	0	0	100%	No Parking Between Signs M-F Tow Away Zone	Illegal
3	7	Y	7	7	0	7	100%	No Parking Between Signs	
4	9	Y	9	9	1	10	90%	No Parking Between Signs	
1	0		0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	11	Y	11	14	0	14	79%	No Parking Here to Corner	

Start Time: 2 - 2:30 p.m. Date: 4/15/08 Driver: Recorder:  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Occupancy	Available Spaces	Parking Regulations (e.g., none, no parking anytime, no standing / 9 a.m., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
	4	Y	12	12	8	2	120%	-2	No Parking Here to Corner	Illegal, 1 horse
17	2		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
18	2		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
19	1		12	12	17	1	67%	6		
2	1		1	1	0	0	100%	-1	No Parking 9AM - 8AM following day T, Th, Sat, Sun	Illegal
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
20	1		10	10	10	0	100%	0		
2	7	Y	7	7	8	0	88%	1		
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	6		6	6	13	1	43%	8	No Parking 9AM - 8AM following day M, W, F	
21	1	Y	7	7	7	1	88%	1	No Parking Between Signs	
2	0		0	0	0	0	100%	0	No Parking This Side of Street	
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	7	Y	7	7	8	0	88%	1		
22	1		1	1	0	0	#DIV/0!	-1	No Parking This Side of Street	Illegal
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	7	Y	7	7	10	0	70%	3	No Parking Between Signs	
23	3	Y	4	4	11	0	36%	7	No Parking Between Signs	
24	1		8	8	16	0	50%	8	No Parking Here to Corner No Parking Between Signs	
2	0		0	0	0	0	#DIV/0!	0	No Parking 9AM - 8AM following day T, Th, Sat, Sun	
25	1		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
2	10	Y	10	10	12	0	83%	2	No Parking Here to Corner	
3	0		0	0	11	0	0%	11	No Parking 10AM - 10AM following day M, W, F	
4	8		8	8	15	0	53%	7	No Parking 9AM - 8AM following day M, W, F	
26	1	Y	6	6	11	1	50%	6		
2	3	Y	3	3	9	1	30%	7	No Parking Between Signs	
3	11		11	11	12	0	92%	1	No Parking 10AM - 10AM following day M, W, F	
4	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
1	4	Y	4	4	15	0	27%	11	No Parking Here to Corner	
2	0	Y	0	0	8	0	0%	8		
3	11		11	11	11	0	100%	0	No Parking 10AM - 10AM following day M, W, F	
4	4		4	4	12	0	33%	8		
5	1		1	1	11	0	9%	10	No Parking 10AM - 10AM following day M, W, F	
28	2	Y	1	1	20	0	5%	19	No Parking Here to Corner	
3	0		0	0	0	0	#DIV/0!	0	No Parking This Side of Street	
4	0	Y	0	0	11	0	0%	11		Bus stop
29	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
30	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
31	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
32	1		0	0	0	0	#DIV/0!	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
33	1		9	9	21	0	43%	12		
							640	236		



City of Kingston Uptown Stockade Area Transportation Plan  
 Kingston, Ulster County, New York  
 On-Street Parking Survey Forms

Start Time: 2:30 p.m. Date: 7/19/08  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather:

Driver:  
 Recorder:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Available Spaces	Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 min., etc.)	Notes/Observations
			Regular	Handicap	Regular	Handicap				
1	2				0	0	0		No Parking This Side of Street	
2	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	5	Y	5	8	0	0	8	63%	No Parking Between Signs	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	3	Y	2	6	0	0	6	33%	No Parking Between Signs	
4	4		0	0	0	0	0		No Parking 12AM - 4PM	
4	2		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	17	Y	17	14	0	0	14	121%	No Parking Between Signs	Illegal
5	6		6	23	0	0	23	26%	15-Min Parking (for a couple of spaces at north end)	
6	1	Y	5	9	0	0	9	56%	Taxi Only (1 spot)	
2	0	Y	0	16	0	0	16	0%		
3				11	0	0	11			
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	9	Y	9	10	0	0	10	90%		
2	6	Y	6	18	0	0	18	33%		
3	3	Y	3	8	0	0	8	38%		
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!		
1	5	Y	5	8	0	0	8	63%	No Parking Between Signs	
2		Y		12	0	0	12		No Parking Between Signs	
3	10	Y	10	10	0	0	10	100%		
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2		Y		10	2	0	12		Loading Zone (at north end?)	
3	5	Y	5	8	0	0	8	63%		
4		Y		8	1	0	9		No Parking Between Signs	
3	6	Y	6	10	0	0	10	60%		
4		Y		18	0	0	18		No Parking Here to Corner	
2				18	0	0	18			
1	1		10	0	0	0	10			
2	6		6	22	0	0	22	27%		
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4			0	0	0	0	0		No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!		
6	0		0	0	0	0	0	#DIV/0!	No Parking	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2	1	Y	1	16	0	0	16	6%		
4	18		18	22	0	0	22	82%		
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2		Y		17	0	0	17		No Parking Here to Corner	
3	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
4	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
5	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
2		Y		0	0	0	0		No Parking Between Signs M-F Tow Away Zone	
3	5	Y	5	7	0	0	7	71%	No Parking Between Signs	
4		Y		9	1	0	10		No Parking Between Signs	
1	0		0	0	0	0	0	#DIV/0!	No Parking This Side of Street	
3	4	Y	4	14	0	0	14	29%	No Parking Here to Corner	

Start Time: 2:30 p.m. Date: 7/19/08 Driver: Recorder:  
 In half hour increments (e.g., 8 a.m., 8:30 a.m.) Weather:

Block #	Curb Face #	Control (i.e., metered?)	Utilization		Capacity		Occupancy	Parking Regulations (e.g., none, no parking anytime, no standing / to 9 a.m., etc.)	Notes/Observations
			# Parked Vehicles	# Handicap	# Legal Spaces	Total			
			Regular	Handicap	Regular	Handicap			
	4	Y			8	2	10	No Parking Here to Corner	
17	2				0	0	0	No Parking This Side of Street	
18	2				0	0	0	No Parking This Side of Street	
19	1		12		17	1	18	67%	
2	2				0	0	0	No Parking 9AM - 8AM following day T, Th, Sat, Sun	
3	3				0	0	0	No Parking This Side of Street	
4	4				0	0	0	No Parking This Side of Street	
20	1		5		10	0	10	50%	
2	2	Y			8	0	8		
3	3				0	0	0	No Parking This Side of Street	
4	4				13	1	14		
21	1	Y	6		7	1	8	75%	
2	2				0	0	0	#DIV/0!	
3	3				0	0	0	#DIV/0!	
4	4	Y			8	0	8	0%	
22	1		0		0	0	0	#DIV/0!	
3	3				0	0	0	No Parking This Side of Street	
4	4	Y			10	0	10	No Parking Between Signs	
23	3	Y			11	0	11	No Parking Between Signs	
24	1				16	0	16	No Parking Here to Corner	
2	2				0	0	0	No Parking Between Signs	
					0	0	0	No Parking 9AM - 8AM following day T, Th, Sat, Sun	
25	1				0	0	0	No Parking This Side of Street	
2	2	Y			12	0	12	No Parking Here to Corner	
3	3				11	0	11	No Parking 10AM - 10AM following day M, W, F	
4	4				15	0	15	No Parking 9AM - 8AM following day M, W, F	
26	1	Y			11	1	12		
2	2	Y			9	1	10	No Parking Between Signs	
3	3				12	0	12	No Parking 10AM - 10AM following day M, W, F	
4	4				0	0	0	No Parking This Side of Street	
27	1	Y			15	0	15	No Parking Here to Corner	
2	2	Y			8	0	8		
3	3				11	0	11	No Parking 10AM - 10AM following day M, W, F	
4	4				12	0	12		
5	5				11	0	11	No Parking 10AM - 10AM following day M, W, F	
28	2	Y			20	0	20	No Parking Here to Corner	
3	3				0	0	0	No Parking This Side of Street	
4	4	Y			11	0	11		Bus stop
29	1				0	0	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
30	1				0	0	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
31	1				0	0	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
32	1				0	0	0	No Parking 10AM - 10AM following day T, Th, Sat, Sun	
33	1				21	0	21		
							640	496	23%

# **Appendix D**

## **Intersection Inventories**



**M.J. Engineering and  
Land Surveying, P.C.**

1533 Crescent Road, Clifton Park, NY 12065  
phone: (518) 371-0799 fax: (518) 371-0822  
e-mail: mjelspc@mjels.com

JOB \_\_\_\_\_

SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_

CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

SCALE \_\_\_\_\_

- 1 pole
- 2 do not enter
- 3 no parking
- 4 no turn on red 7A-6PM-F
- 5 guide wire
- 6 pole w/telephone control box
- 7 traffic control box
- 8 hydrant
- 9 USPS mail box
- 10 hydrant sign
- 11 no parking here to corner
- 12 street name sign
- 13 drainage grate
- 14 no parking this side of street
- 15 man. hole cover
- 16 traffic control in. ground
- 17 tree
- 18 water shut. off in. ground
- 19 gas shut. off in. ground
- 20 watch for children sign
- 21 no parking between signs
- 22 signal light pole
- 23 parking meter
- 24 walk/dont walk signal pole
- 25 no turn on red (no times listed)
- 26 man. hole cover - phone
- 27 no parking - tow away
- 28 reserved - handicap parking
- 29 bus stop sign
- 30 one-way sign
- 31 no parking 9A T, H, St, Su to 8A following day
- 32 no parking 9A M, W, F to 8A following day
- 33 pay phone on pole
- 34 electric in. ground control box
- 35 decorative street lamp
- 36 sub ground electric air vent (1 large / 1 small)
- 37 historical marker - Old Blockhouse

For use with intersections  
#8, 17, 5, 4, 13 & 16

















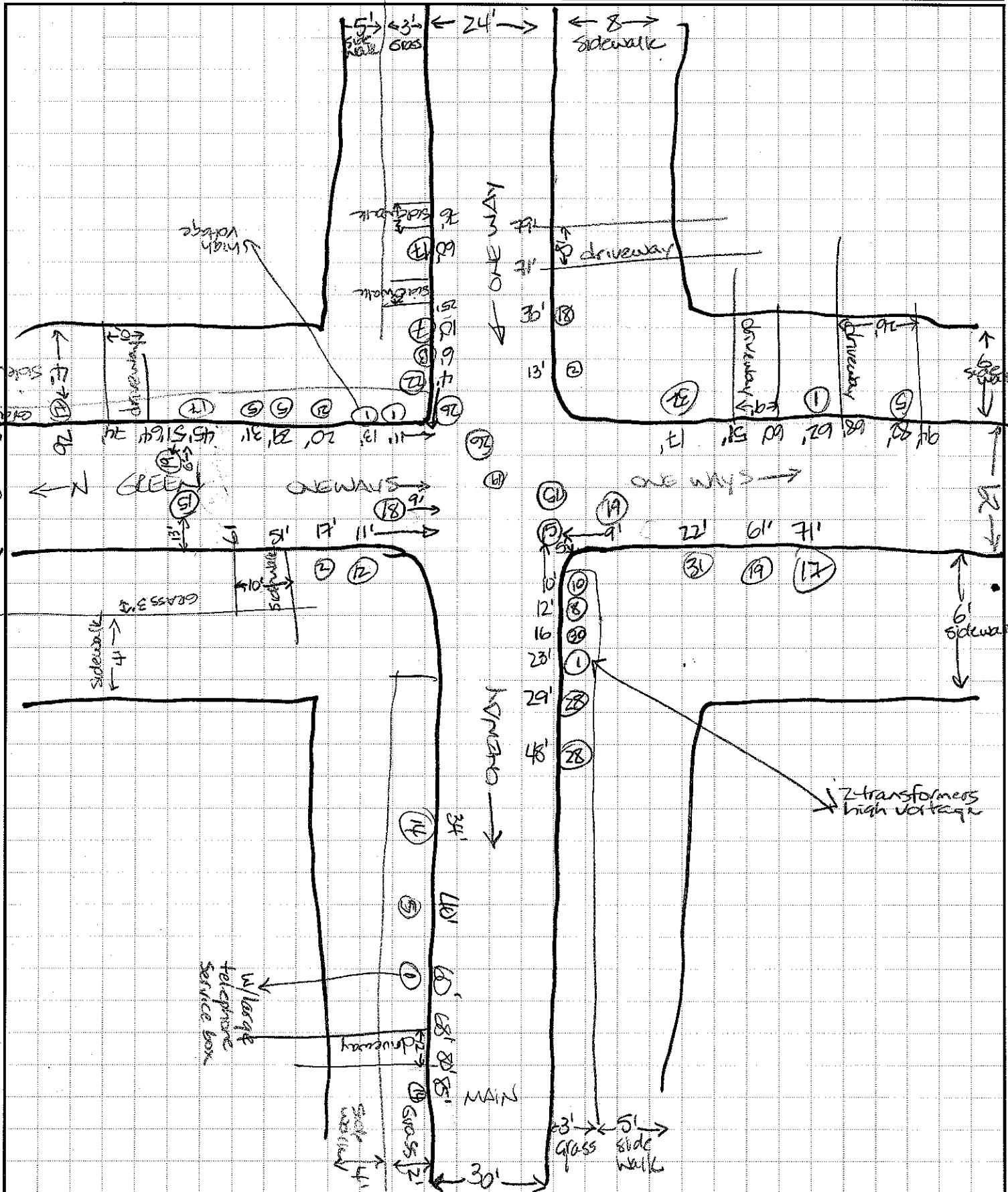


# M.J. Engineering and Land Surveying, P.C.

1533 Crescent Road, Clifton Park, NY 12065  
phone: (518) 371-0799 fax: (518) 371-0822  
e-mail: mjelspc@mjels.com

#8

JOB \_\_\_\_\_  
SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_  
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
SCALE Green St. & Main St.



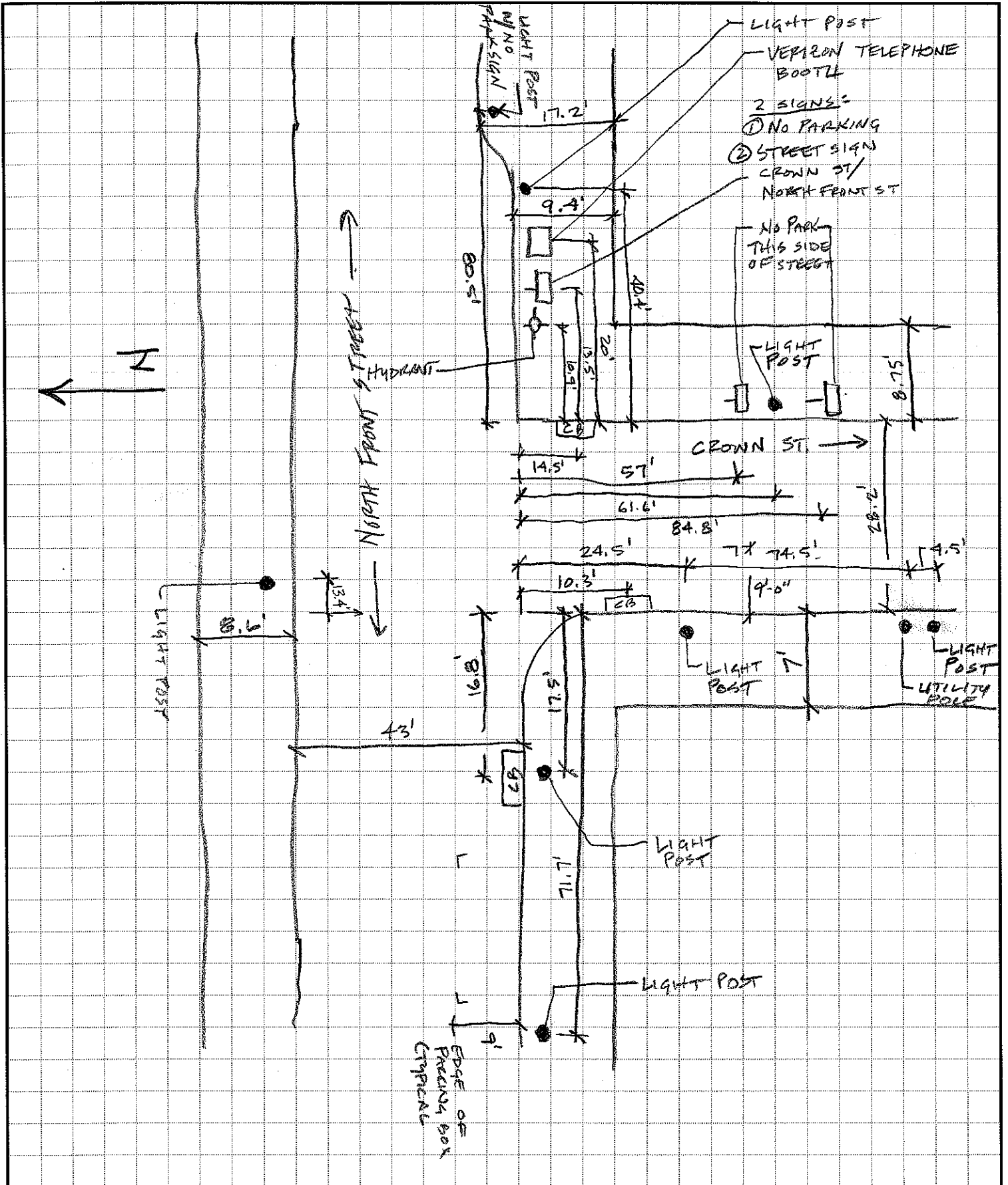


# M.J. Engineering and Land Surveying, P.C.

1533 Crescent Road, Clifton Park, NY 12065  
phone: (518) 371-0799 fax: (518) 371-0822  
e-mail: mjelspc@mjels.com

JOB KINGSTON  
SHEET NO. 4 OF 7  
CALCULATED BY JERID DENIS DATE 4/15/2008  
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

SCALE \_\_\_\_\_













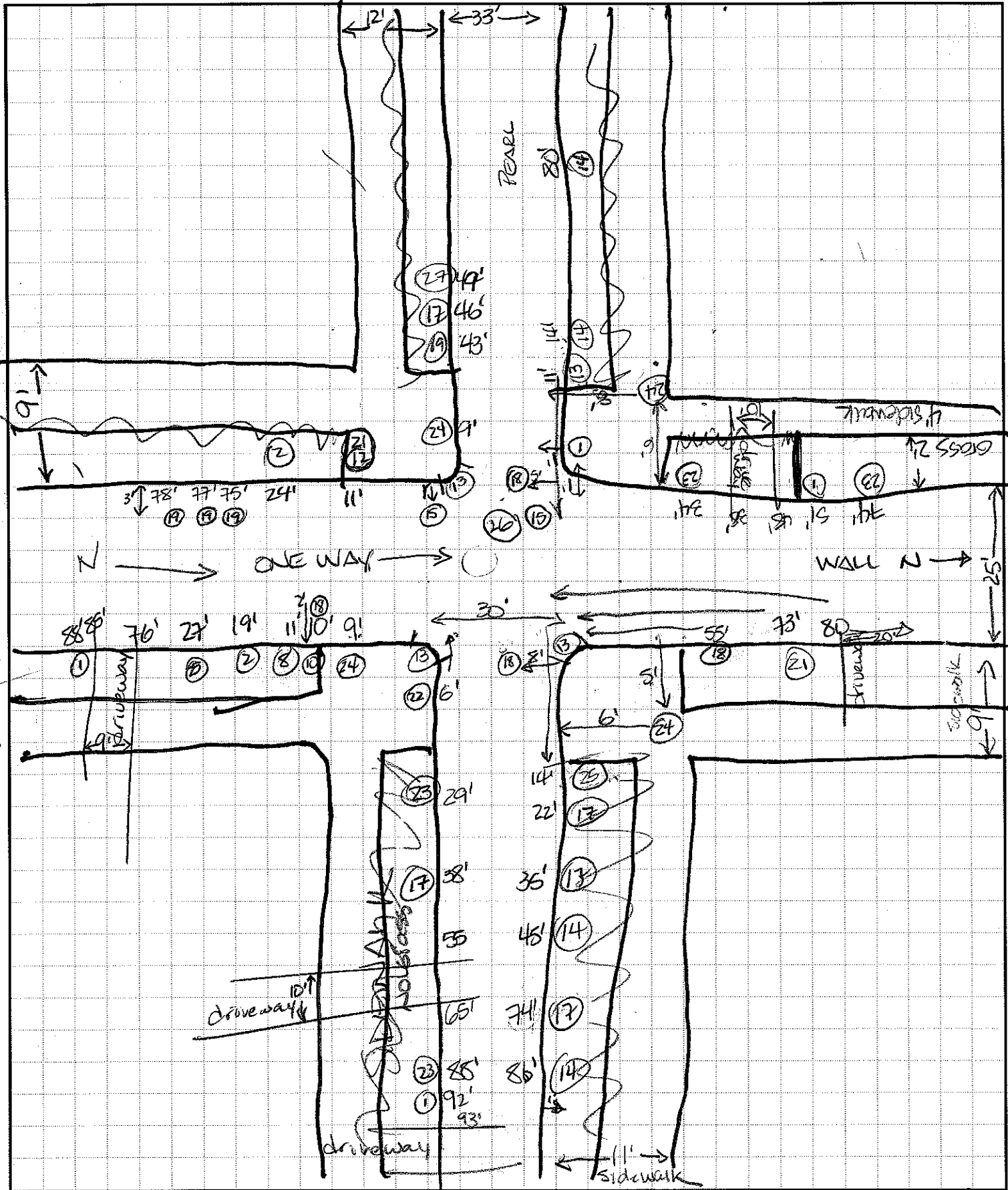
# M.J. Engineering and Land Surveying, P.C.

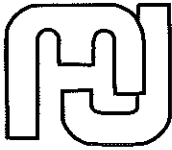
1533 Crescent Road, Clifton Park, NY 12065  
phone: (518) 371-0799 fax: (518) 371-0822  
e-mail: mjelspc@mjels.com

JOB \_\_\_\_\_  
SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_  
CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_  
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

#13

SCALE \_\_\_\_\_





# M.J. Engineering and Land Surveying, P.C.

1533 Crescent Road, Clifton Park, NY 12065  
phone: (518) 371-0799 fax: (518) 371-0822  
e-mail: mjelspc@mjels.com

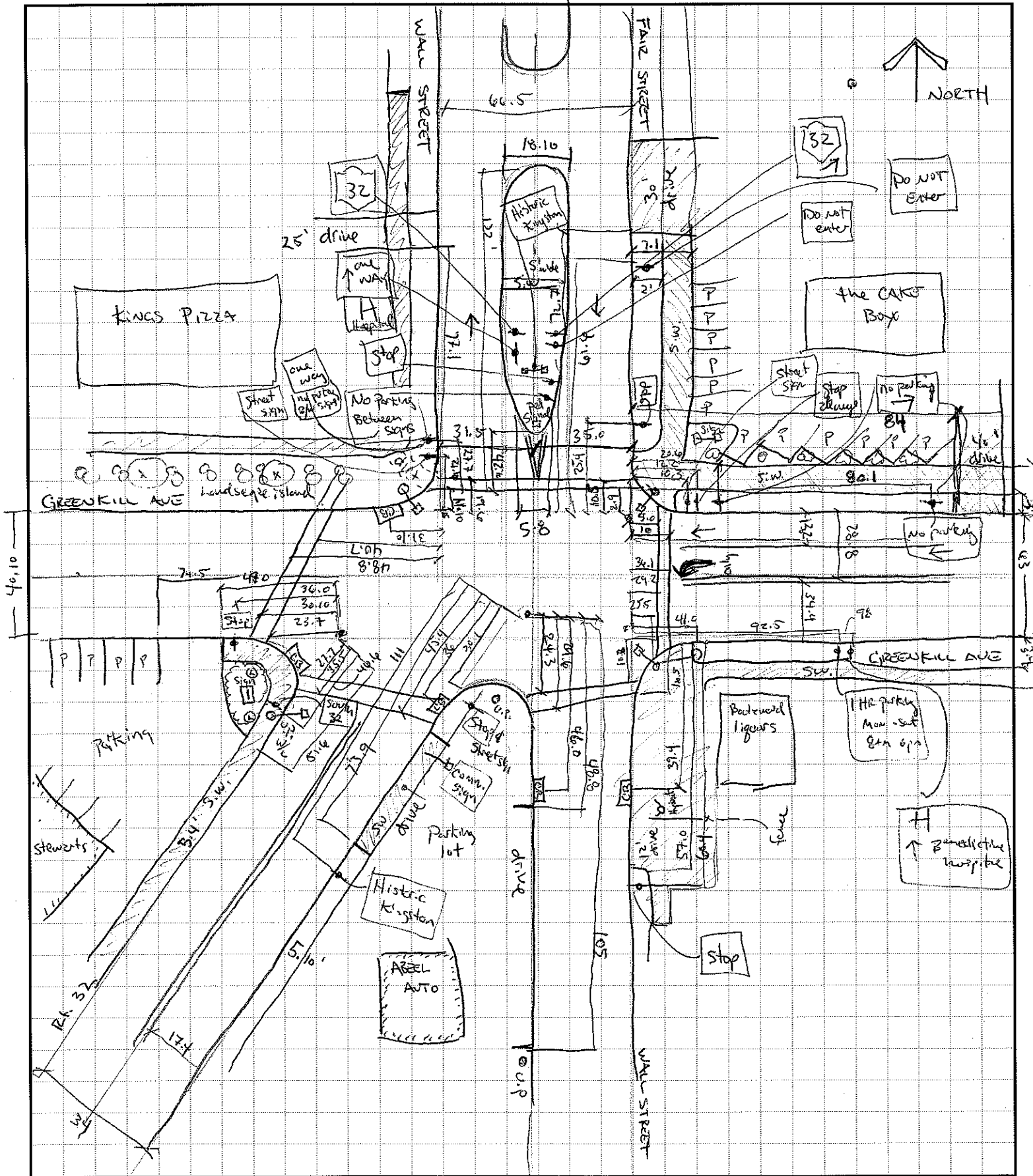
JOB WALL STREET @ GREENKILL (14)

SHEET NO. (3) OF (6)

CALCULATED BY GEORGE TURVER DATE April 15, 2008

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

SCALE NOT TO SCALE





# M.J. Engineering and Land Surveying, P.C.

1533 Crescent Road, Clifton Park, NY 12065  
phone: (518) 371-0799 fax: (518) 371-0822  
e-mail: mjelspc@mjels.com

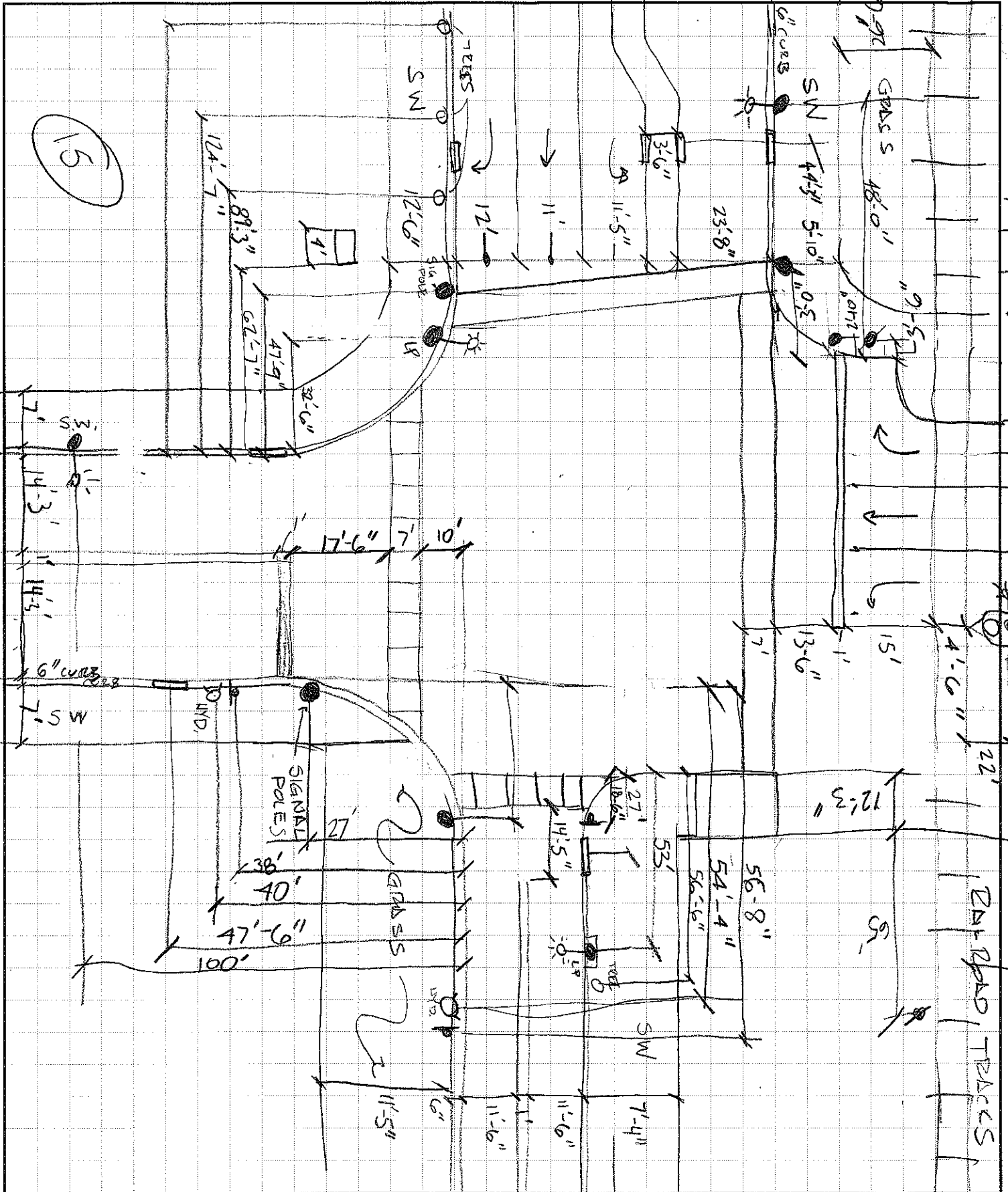
JOB SCHEWENK @ FAIR

SHEET NO. #15 OF \_\_\_\_\_

CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

SCALE \_\_\_\_\_

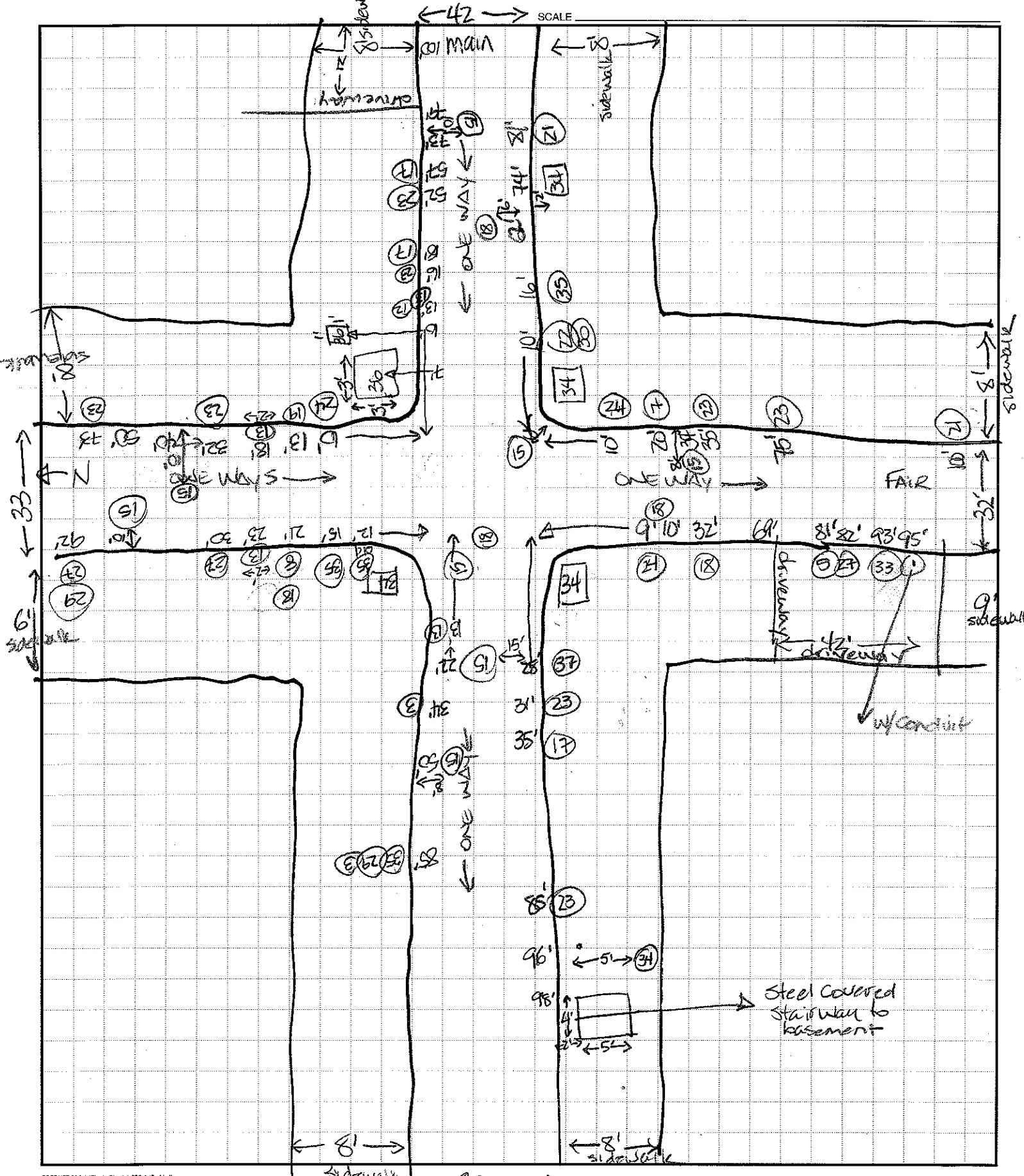




# M.J. Engineering and Land Surveying, P.C.

1533 Crescent Road, Clifton Park, NY 12065  
phone: (518) 371-0799 fax: (518) 371-0822  
e-mail: mjelspc@mjels.com

JOB Fair - Main  
SHEET NO. #16 OF \_\_\_\_\_  
CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_  
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_





# M.J. Engineering and Land Surveying, P.C.

1533 Crescent Road, Clifton Park, NY 12065  
phone: (518) 371-0799 fax: (518) 371-0822  
e-mail: mjelspc@mjels.com

#17

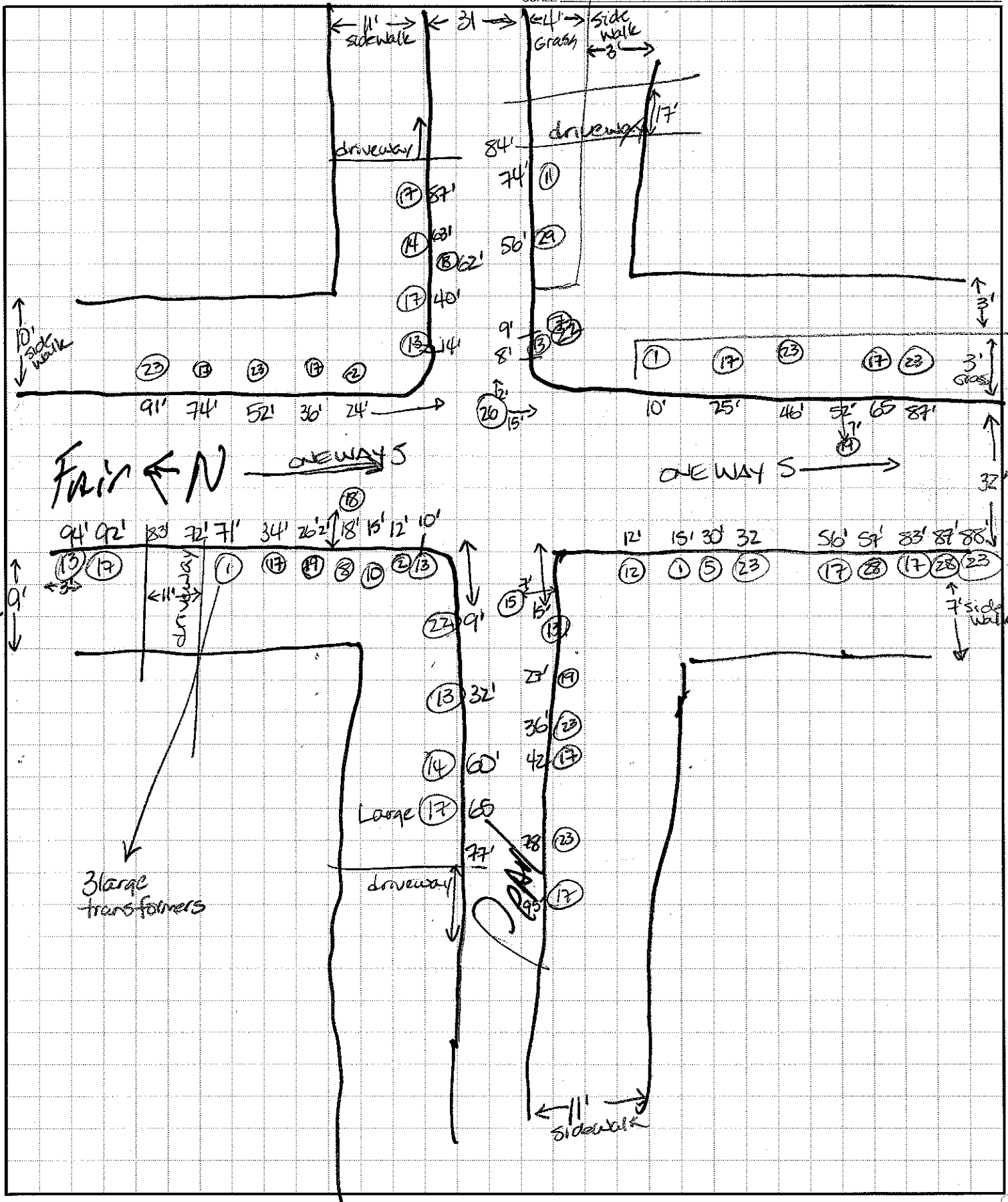
JOB \_\_\_\_\_

SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_

CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

SCALE \_\_\_\_\_





# M.J. Engineering and Land Surveying, P.C.

1533 Crescent Road, Clifton Park, NY 12065  
phone: (518) 371-0799 fax: (518) 371-0822  
e-mail: mjelspc@mjels.com

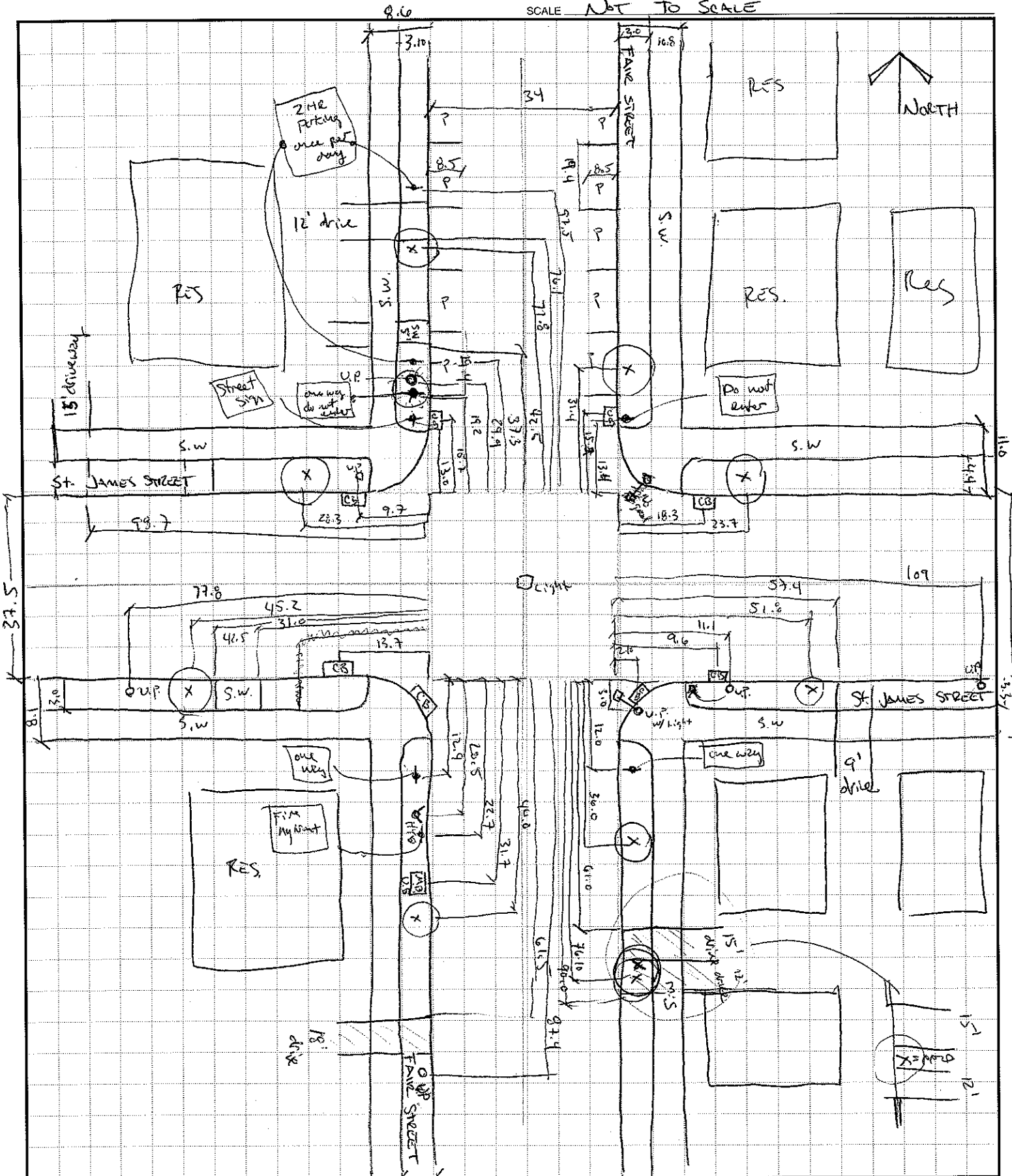
JOB FAIR STREET @ St. JAMES STREET (18)

SHEET NO. (4) OF (6)

CALCULATED BY GEORGE TURNER DATE Apr: 15, 2008

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

SCALE NOT TO SCALE





# M.J. Engineering and Land Surveying, P.C.

1533 Crescent Road, Clifton Park, NY 12065  
phone: (518) 371-0799 fax: (518) 371-0822  
e-mail: mjelspc@mjels.com

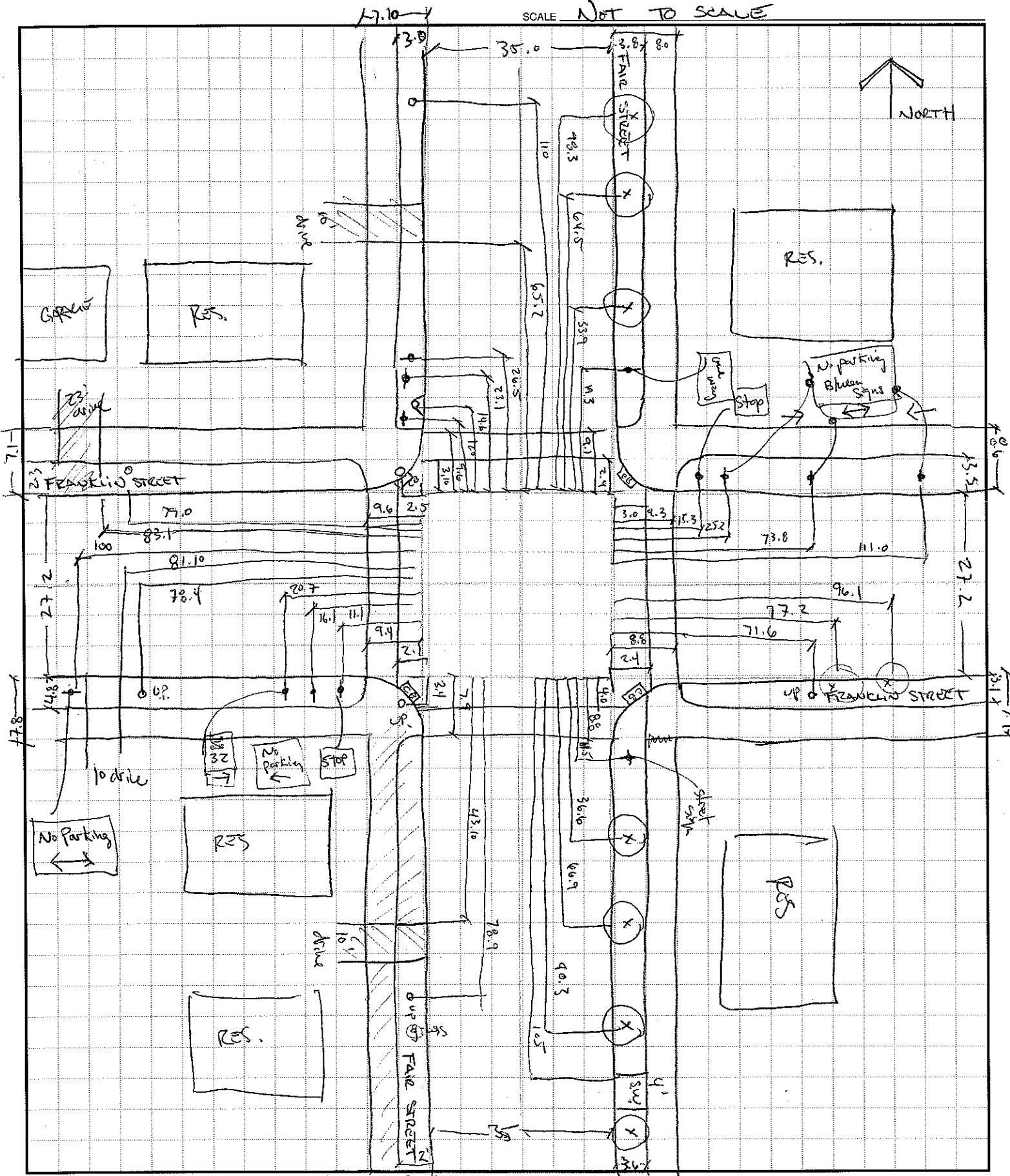
JOB FAIR STREET @ FRANKLIN STREET (1)

SHEET NO. (5) OF (6)

CALCULATED BY GEORGE TURNER DATE April 15, 2008

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

SCALE NOT TO SCALE





**M.J. Engineering and  
Land Surveying, P.C.**

1533 Crescent Road, Clifton Park, NY 12065  
phone: (518) 371-0799 fax: (518) 371-0822  
e-mail: mjelspc@mjels.com

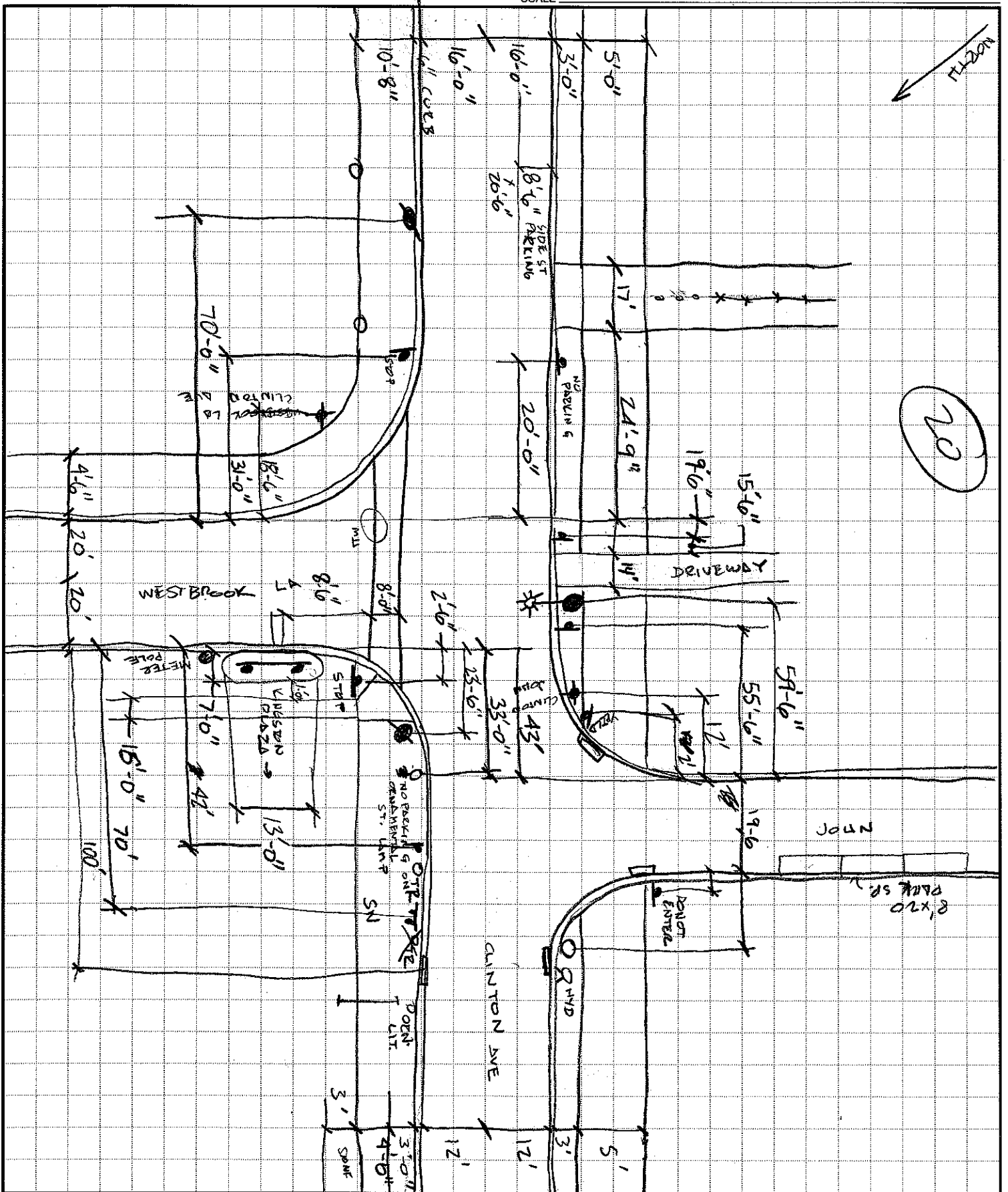
JOB CLINTON AVE @ WESTBROOK LN.

SHEET NO. INT. # 20 OF \_\_\_\_\_

CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

SCALE \_\_\_\_\_









# M.J. Engineering and Land Surveying, P.C.

1533 Crescent Road, Clifton Park, NY 12065  
 phone: (518) 371-0799 fax: (518) 371-0822  
 e-mail: mjelspc@mjels.com

JOB CLINTON AVE @ St. JAMES STREET (22)

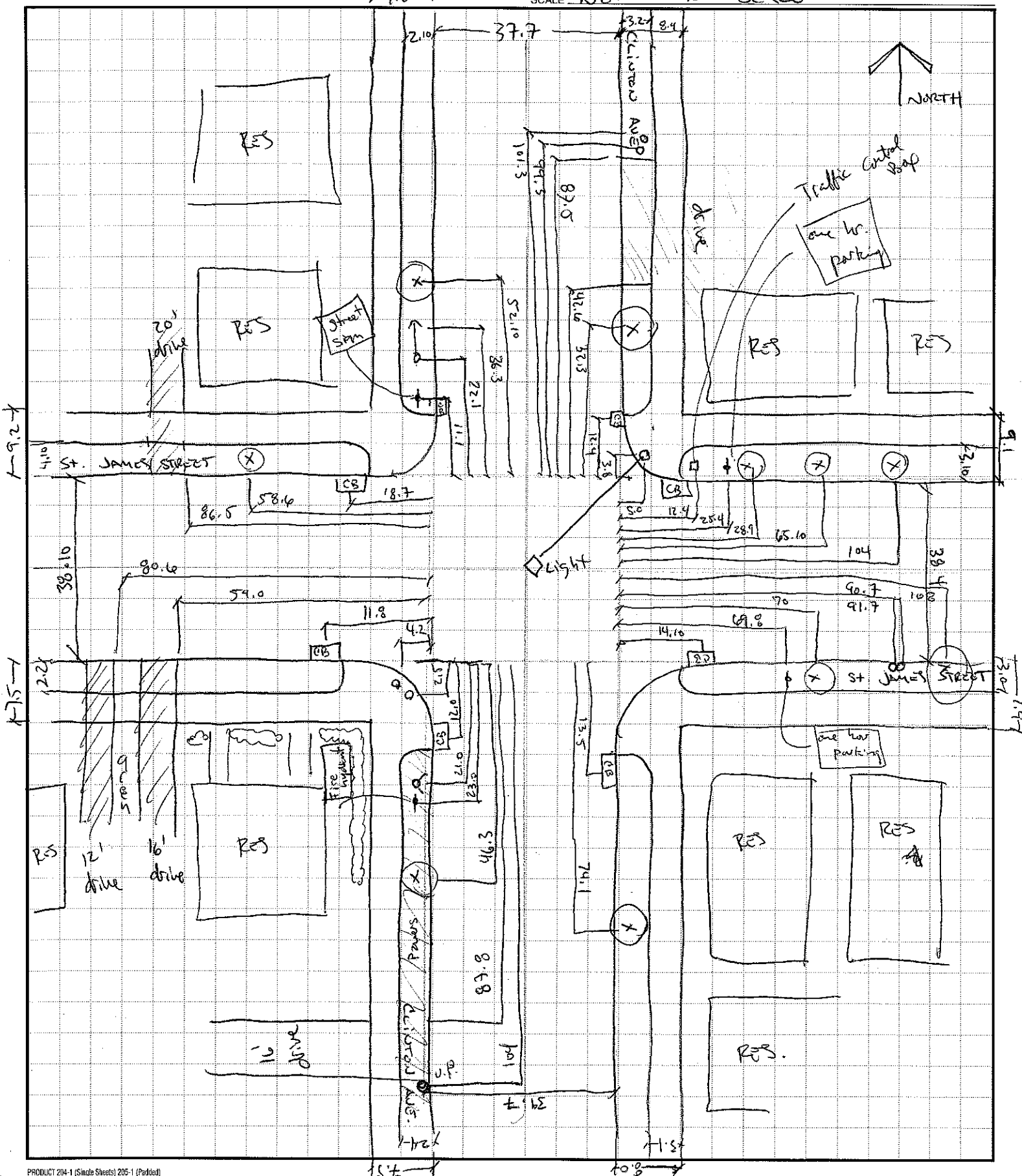
SHEET NO. (6) OF (6)

CALCULATED BY GEORGE TURNER DATE April 15, 2008

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

SCALE NOT TO SCALE

← 7.8 ←





# M.J. Engineering and Land Surveying, P.C.

1533 Crescent Road, Clifton Park, NY 12065  
phone: (518) 371-0799 fax: (518) 371-0822  
e-mail: mjelspc@mjels.com

23

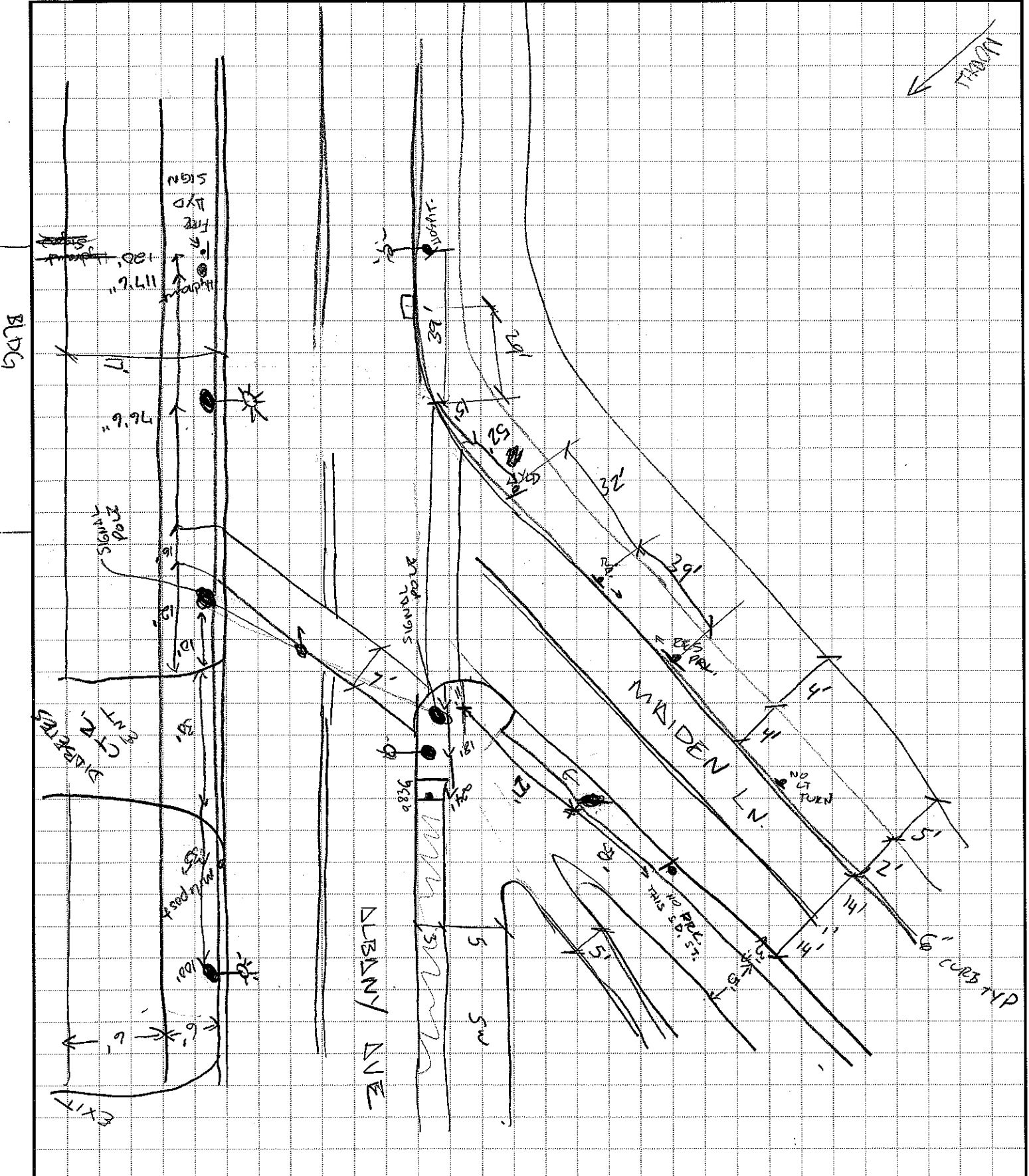
JOB ALBANY AVE @ MAIDEN LANE

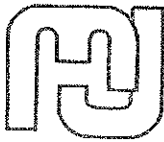
SHEET NO. INT. # 23 OF \_\_\_\_\_

CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE 4-15-08

SCALE \_\_\_\_\_





**M.J. Engineering and  
Land Surveying, P.C.**

1533 Crescent Road, Clifton Park, NY 12065  
phone: (518) 371-0799 fax: (518) 371-0822  
e-mail: mjelspc@mjels.com

JOB 587 1/2 ALBANY AVE

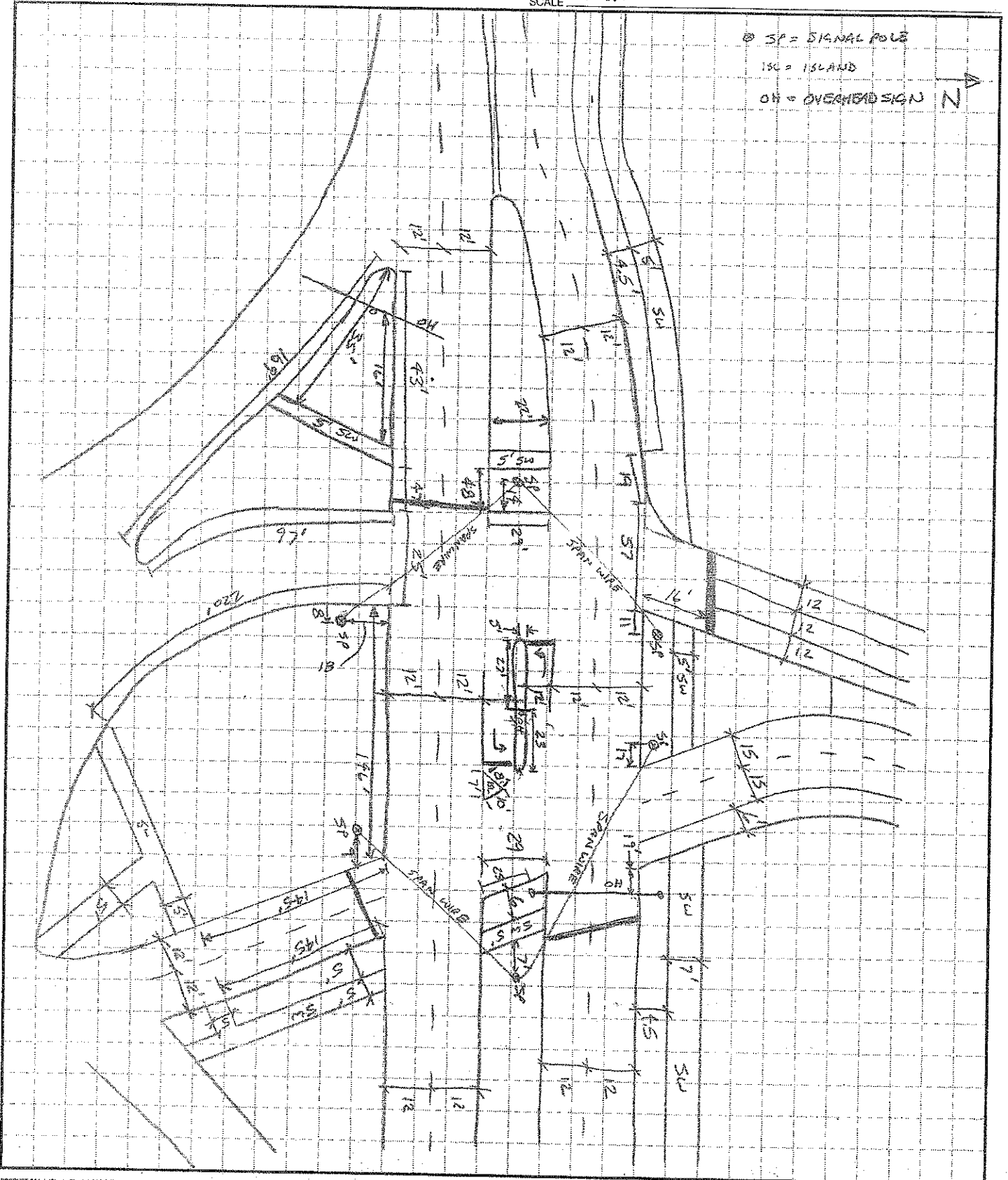
SHEET NO. \_\_\_\_\_ OF \_\_\_\_\_

CALCULATED BY CWS DATE 04/30/08

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

SCALE NONE

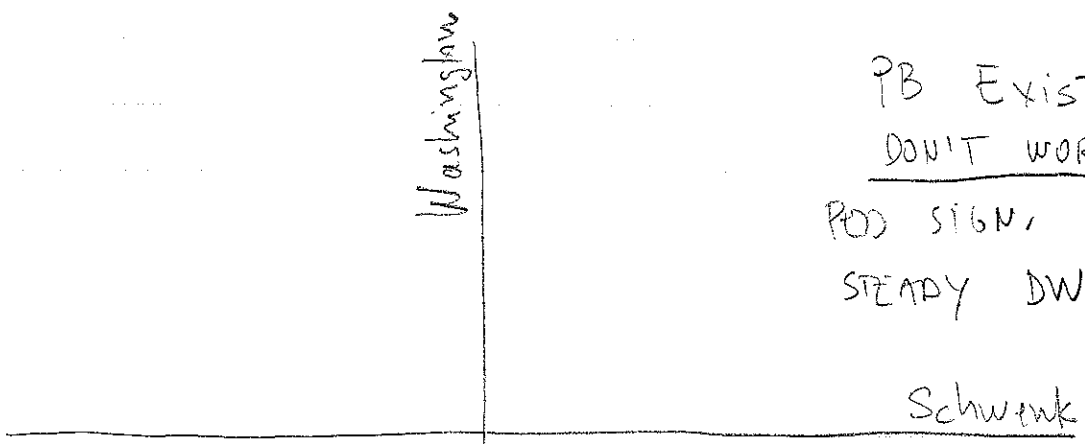
⊙ SP = SIGNAL POLE  
ISC = ISLAND  
OH = OVERHEAD SIGN



# **Appendix E**

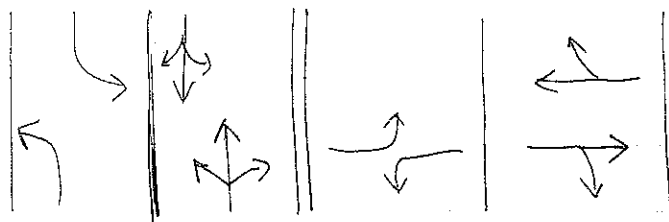
## **Traffic Signal Timings**

⑥.



PB Exist  
DON'T WORK  
 POD SIGN, ARE  
 STEADY DW (DON'T WORK)

32	42
34	15
<hr/>	<hr/>
66	57



C = 130 (s)

G  
 Y  
 AR

18	34	15	39	
	4		4	
5	3	5	3	#
<hr/>	<hr/>	<hr/>	<hr/>	=
23	42	20	48	

24	12
21	15
38	33
	101
	12
	11
	16
	127

\* There is a delay b/w. LT ONLY AND THEM

130  
 85      45

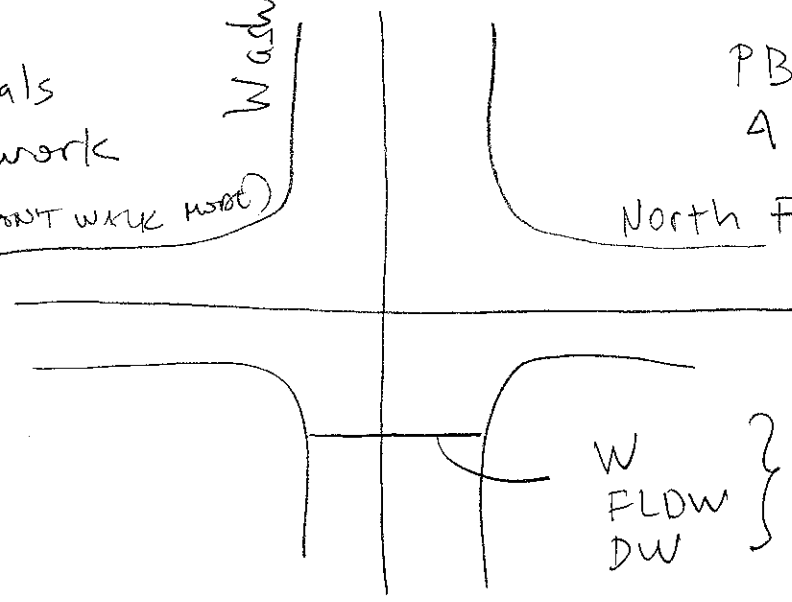
5

\* Ped signals  
don't work  
(Always a DONT WALK issue)

Washing

PB at all  
4 corners

North Front St.

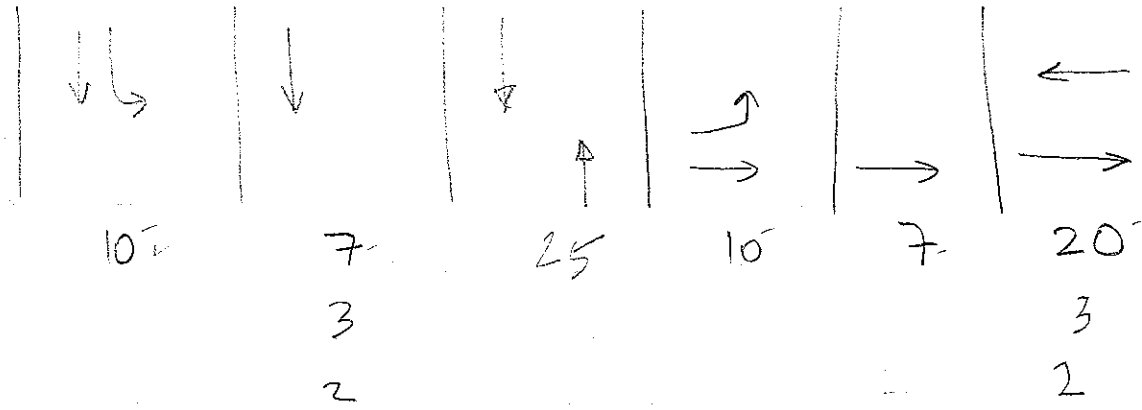


W  
FLOW  
DW } DONIT WORK

$C = 90$  (s)

AM

G  
Y  
R



10	10
7	7
25	20
42	37

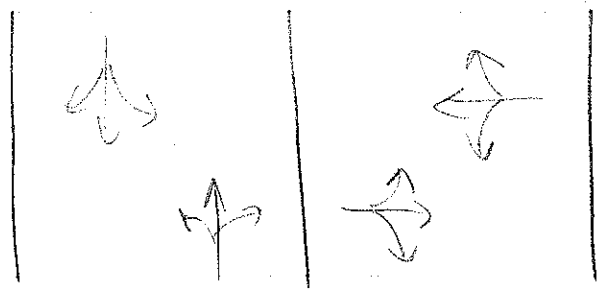
791  
=

④

Washington

NO PB.  
NO Ped. Sign.

Lucas



C = 90 (S)

AM

G	40	32
Y	4	4
R	4	4

PM - SAME

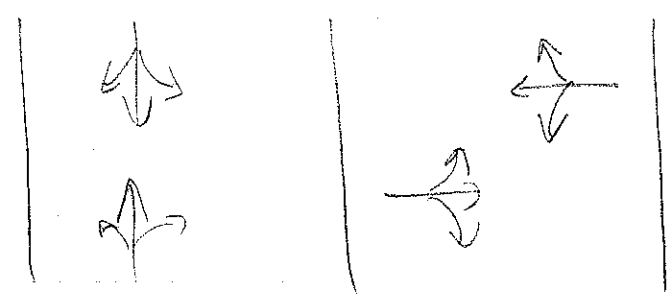


③

Washington

NO PS  
NO PB

MAIN ST.



C = 65 (s)

AM

G	30	20
Y	4	4
R	4	4

PM

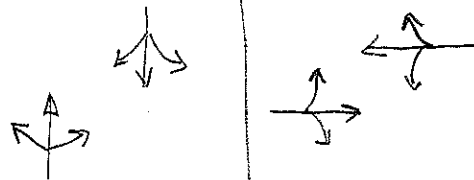
SAME AS AM

2

Washington Ave

No PB.  
No P.S

Pearl St.



C = 75 (s) ✓

G	40	20	
Y	3.5	3.5	→ R = 32 (s)
R	4	4	

R = 43

AM

PM - SAME

#6 ✓

①

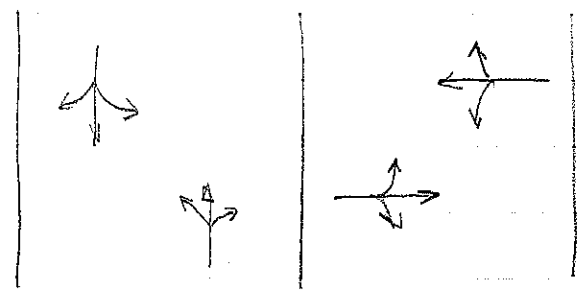
Washington Ave.



Lindenman Ave

\* NO PB  
NO FS

24-1



C = 60 (s)

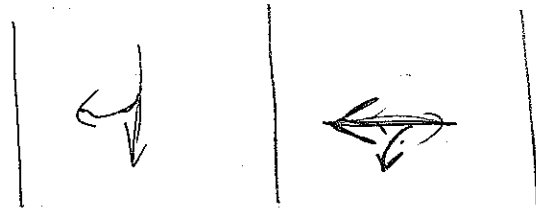
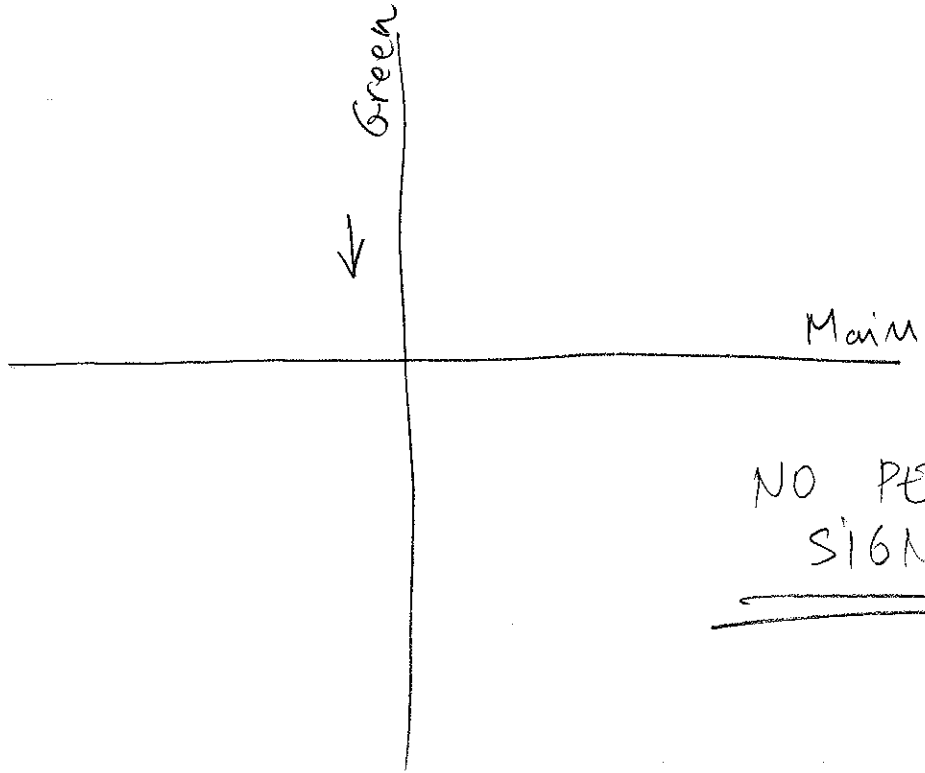
AM

G	27	21
Y	4	4
R	2	2

PM

SAME

16



$C = 65 (s)$

750

25  
3  
4

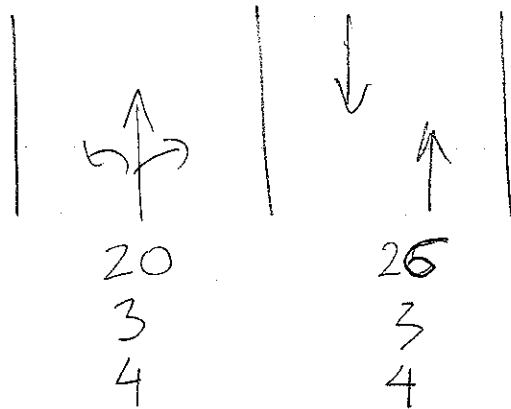
25  
3  
4

17

N. FRONT

NO PED SIGN.

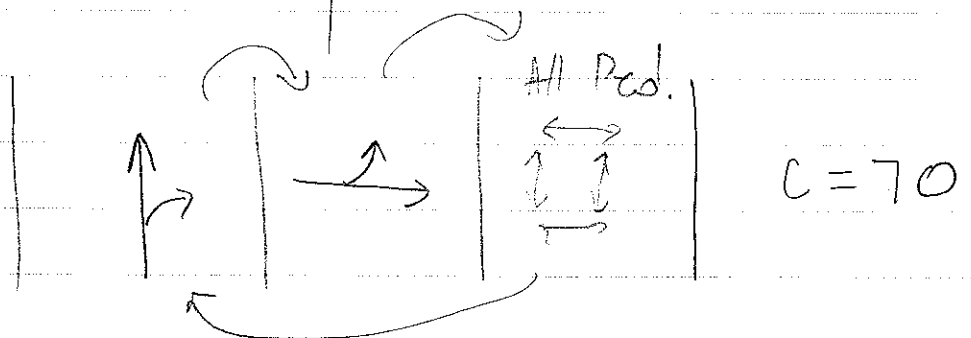
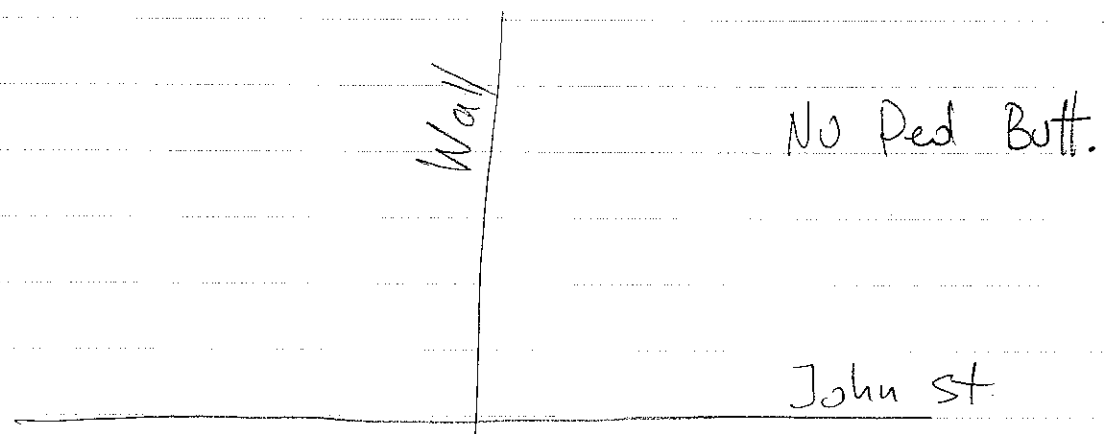
WTH



$C = 60$

R  
Y  
G

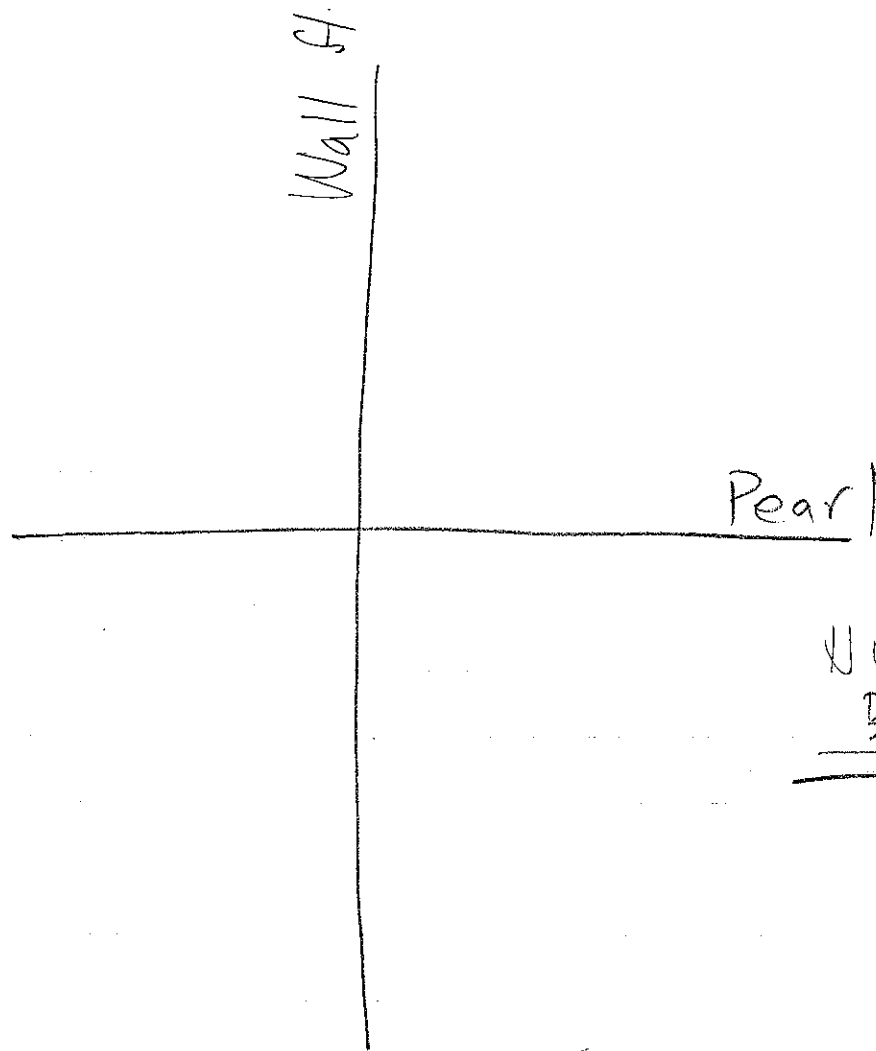
⑧



G	22	22	16
Y	3	3	
R	2	2	

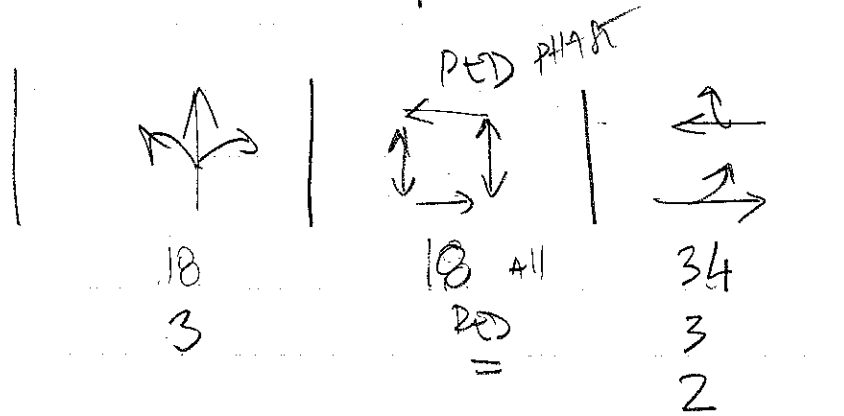
✓

15



NO PED  
BUTT

Q  
 Y  
 R



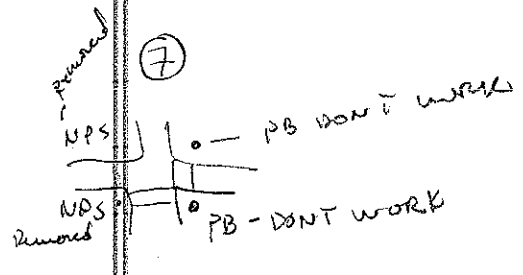
C = 80 (S)

#15

45  
37  
16  
10  
-----  
108

20  
128  
-----  
83  
45  
38

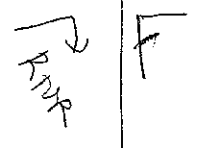
⑦



Schwank

Shopping Mall

← □ loop det.



C = 147 (s)

	Ped Phase 25(s)	← ↑	↑	↕	↕	→	↕
G		45	7	30		10	6
Y		X		4		4	4
R		X		4		4	4
		<u>45</u>	<u>7</u>	<u>38</u>		<u>18</u>	<u>14</u>
		90 (s)				32	

90  
32  
-----  
122  
25  
-----  
147

Pay Same



9

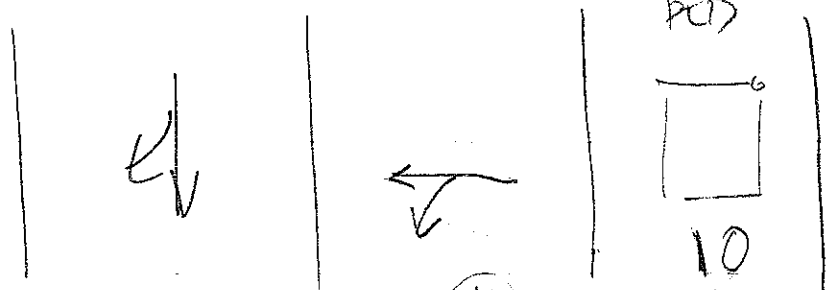
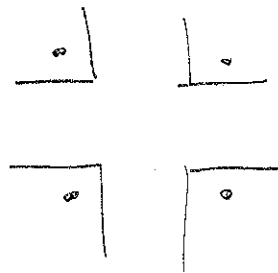
NO PB

Red Signals Work

FAIR ST.



MAIN ST.



C = 70 (s)

$G = 28$   
 $Y = 4$   
 $R = 10$

No All-Red?!

24  
4

mm

~~\* When SB <sup>green</sup> on Fair & Fair St expires, it goes to ~~red~~ then red, but red on Fair St goes off when Red on Fair goes on. So, All-Red is actually only for~~

32 28 10 70

10

#17 ✓

Fair



Pearl

NO ~~PD~~ PLO sign



C = 60

G  
Y  
R

28

22

3

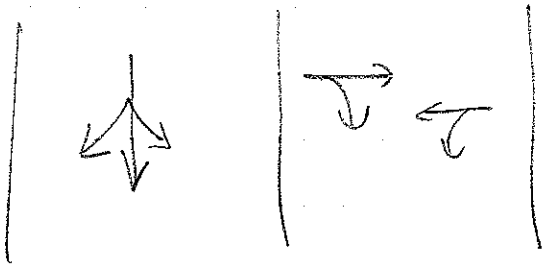
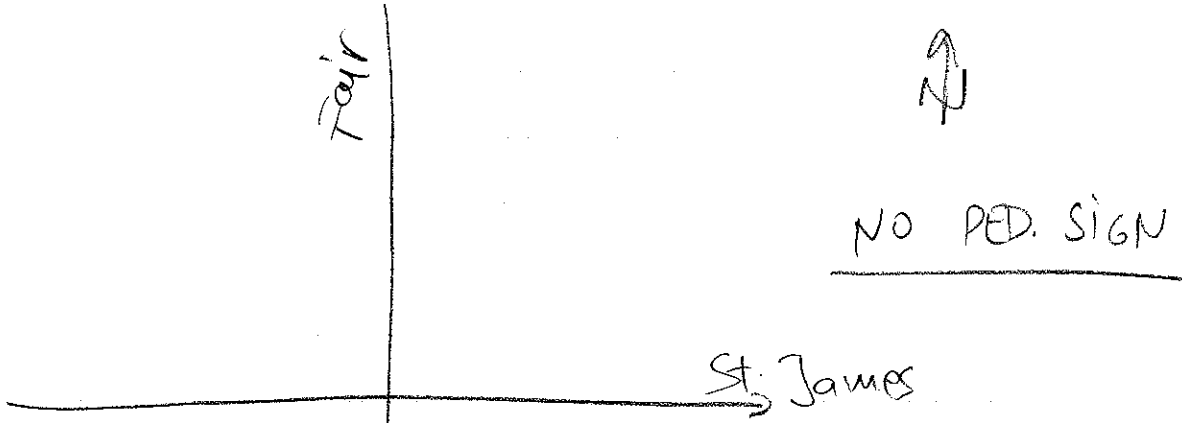
3

2

2

#18 ✓

11



C = 60

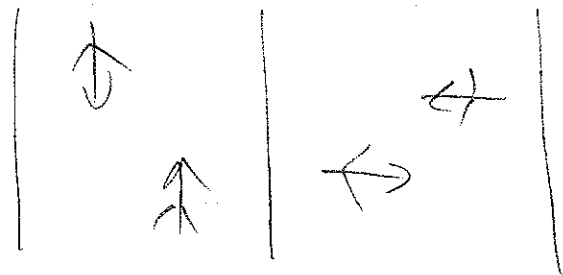
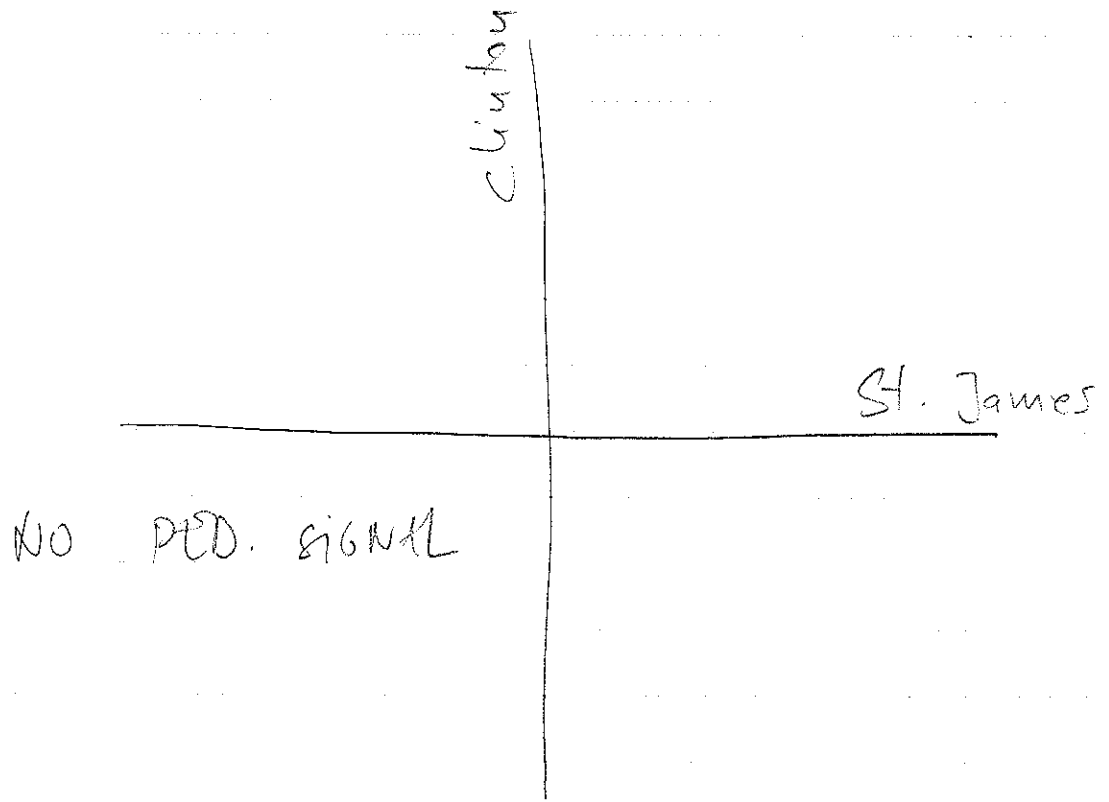
G  
Y  
R

25  
3  
2

25  
3  
2

12

#2



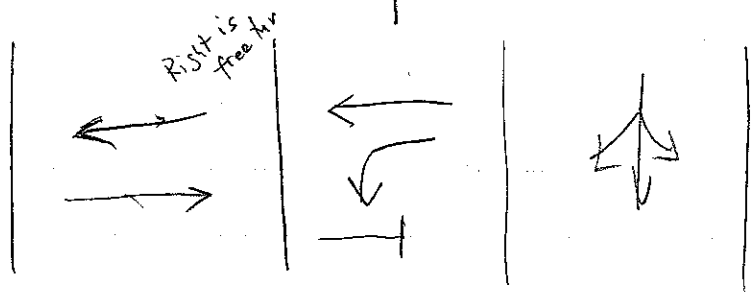
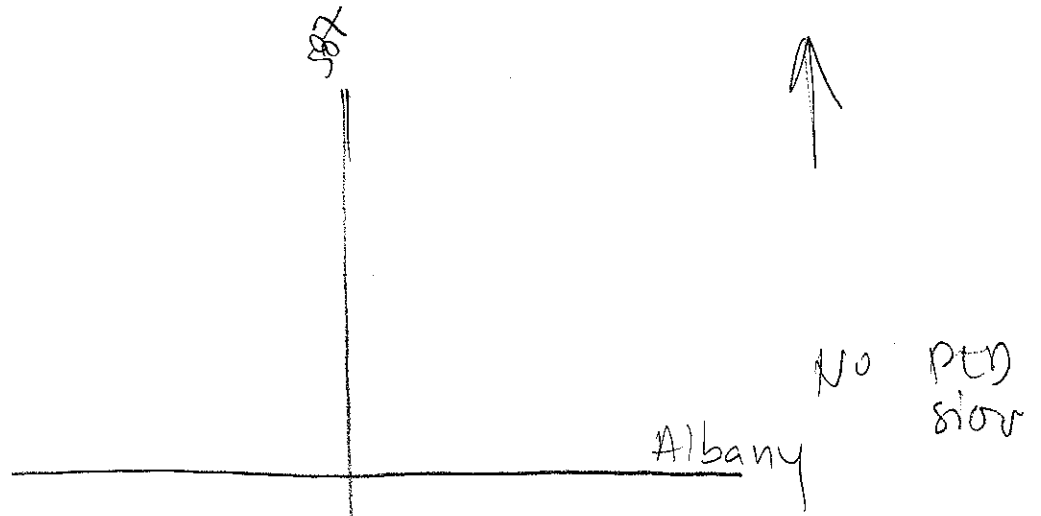
$C = 65 (C)$

R-C G

~~18~~  
3  
4

35  
3  
4

⑬ No PTD slow



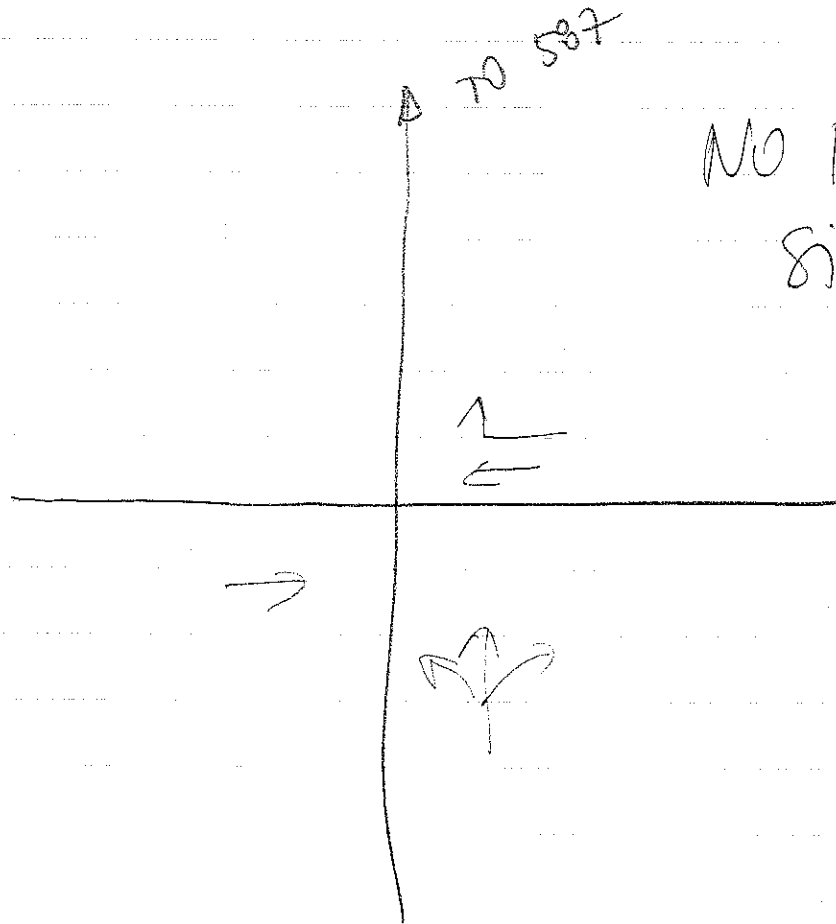
C = 110 (s)

70-9

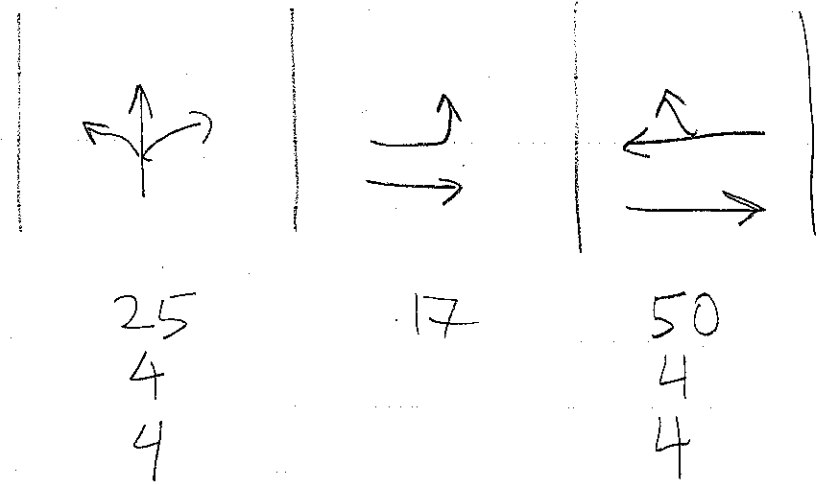
48	30	20
	3	3
	2	2

14

13 + 14 are  
COORD.



NO P~~RO~~  
SIGN

$$\begin{array}{r}
 58 \\
 33 \\
 18 \\
 \hline
 109 \checkmark
 \end{array}$$


C=110

25  
4  
4

17

50  
4  
4

AM  
G  
Y  
R

# **Appendix F**

## **Accident Information**

# \* Ped accident occurrences

## March 31, 2004 - March 31, 2007 Accident Numbers - Intersections (NYS CLAS Data)

Albany Avenue Westbound	at Broadway	20
* Clinton Avenue	at Albany Avenue/Pearl Street	12 (3)✓
* Maiden Lane	at Albany Avenue	10 (3)✓
Washington Avenue	at Schwenk Drive	9
Washington Avenue	at Greenkill Avenue	8
S. Washington Avenue	at Boulevard	7
Albany Avenue	at I-587/Chandler Drive	6
Washington Avenue	at N. Front Street	6
* Washington Avenue	at Lucas Avenue	6 (3)✓
Albany Avenue	at E. St. James Street	5
Albany Avenue Eastbound	at Broadway	5
Fair Street	at Pearl Street	5
Wall Street	at Main Street	5
* Wall Street	at John Street	5 (2)
* Fair Street	at Main Street	4 (1)
* Fair Street	at Henry Street	4
* Wall Street	at Boulevard/Fair Street/Greenkill Avenue	4 (1)
Wall Street	at N. Front Street	4
Wall Street	at Linderman Avenue	4
Clinton Avenue	at John Street	3
* Clinton Avenue	at Main Street	3 (2)✓
* Fair Street	at John Street	3 (2)
Green Street	at N. Front Street	3
Green Street	at Pearl Street	3
* St. James Street	at Broadway	3 (1)
Washington Avenue	at Pearl Street	3
Washington Avenue	at Linderman Avenue	3
Washington Avenue	at Janet Street	3
Fair Street	at N. Front Street	2
Maiden Lane	at Pine Street	2
Wall Street	at Franklin Street	2
Wall Street	at Pearl Street	2
Washington Avenue	at Main Street	2
Washington Avenue	at Warren Street	2
Crown Street	at John Street	1
Crown Street	at N. Front Street	1
Fair Street	at Maiden Lane	1
Green Street	at Main Street	1
* Green Street	at Maiden Lane	1 (1)
St. James Street	at Prospect Street	1
St. James Street	at Pine Street	1
Wall Street	at St. James Street	1
Wall Street	at Warren Street	1
Washington Avenue	at Marius Street	1

ADTS -  
 9519  
 1710  
 2731  
 2844  
 3179  
 3777  
 6058  
 5753  
 1806  
 3485  
 8553  
 Avg = 5400

9.37 mi of rd way  
 3.66 undivided - all  
 2-lane  
 2.50 reportable only

249 - here / 3 yrs  
 265 - GIS / 3 yrs  
 618 - UCTS data base / 3 yrs  
 44 - 3.5 mos ⇒ 150/yr = 450/3 yrs  
 164 - 1 yr = 500/3 yrs



# \* Ped accident occurrences

## March 31, 2004 - March 31, 2007 Accident Numbers - Roadway Segments (NYS Class Data)

* Albany Avenue	bet	Clinton Avenue and Maiden Lane	7 (2)
Broadway Southbound	bet	Albany Avenue and St. James Street	7
Hurley Street	bet	Taylor Street and Schwenk Drive	4
Broadway Southbound	bet	Albany Avenue and E. St. James Street	3
Fair Street	bet	Henry Street and Boulevard/Greenkill Avenue	3
* Pearl Street	bet	Fair Street and Albany Avenue	3 (1)
Washington Avenue	bet	N. Front Street and Lucas Avenue	3
Boulevard	bet	S. Washington Avenue and Klingberg Avenue	2
Clinton Avenue	bet	St. James Street and Liberty Street	2
Fair Street	bet	N. Front Street and John Street	2
Green Street	bet	Maiden Lane and St. James Street	2
John Street	bet	Fair Street and Clinton Avenue	2
* N. Front Street	bet	Crown Street and Wall Street	2 (1)
N. Front Street	bet	Wall Street and Fair Street	2
Wall Street	bet	N. Front Street and John Street	2
Wall Street	bet	Main Street and Pearl Street	2
Washington Avenue	bet	I-587 and Schwenk Drive	2
Washington Avenue	bet	Pearl Street and Len Court	2
Washington Avenue	bet	Janet Street and Pearl Street	2
Albany Avenue Eastbound	bet	Maiden Lane and Broadway	1
Boulevard	bet	S. Washington Avenue and Fair Street	1
Broadway	bet	Albany Avenue and Elmendorf Street	1
Broadway Southbound	bet	St. James Street and E. St. James Street	1
Clinton Avenue	bet	Main Street and Albany Avenue/Pearl Street	1
Crown Street	bet	N. Front Street and John Street	1
E. St. James Street	bet	Albany Avenue and Broadway	1
Fair Street	bet	Pearl Street and Maiden Lane	1
Green Street	bet	N. Front Street and Main Street	1
Main Street	bet	Emerson Street and Washington Avenue	1
N. Front Street	bet	Green Street and Crown Street	1
Pearl Street	bet	Wall Street and Fair Street	1
S. Wall Street	bet	Boulevard/Greenkill Avenue and Winchell Avenue	1
Wall Street	bet	Linderman Avenue and Franklin Street	1
Washington Avenue	bet	Warren Street and Linderman Avenue	1
Washington Avenue	bet	Len Court and Warren Street	1
Washington Avenue	bet	Lucas Avenue and Main Street	1



January 1, 2004 - December 31, 2007 (NYS Data)

Query1

4/29/2008

22048  
22067

Perry St of St J  
 Wash @ Donato  
 Wash @ Main  
 Perry St of St Jan  
 Wash @ Lucas  
 Wash @ Pearl  
 2004 →  
 Albany bet  
 Wash @ N Front  
 Fair @ Henry  
 Wash @ Greenhill  
 Fair @ Pearl  
 Crown @ John  
 Albany @ Market  
 Clinton @ Albany  
 Wash @ Blvd  
 Wash @ Lucas  
 Wash @ N Front  
 Wash @ N Front  
 Wash @ Main  
 Albany bet  
 Perry bet  
 Wash bet  
 Wash @ Janet

ACCD DTE	APRNT FC	CASE NUM	CASE_YR	INTERSECT	ACCD_TYP	TRAF CNTL	COLLISION	PED_LOC	PED ACTN	LOW_NODE	HIGH_NODE	APRNT_SEQ	NUM OF FAT	NUM OF INJ
1/3/2004 13		31122256	2004		1 - Car	1 - None	9 Other	Y	YY	22125	22126	1	0	1
1/7/2004 YY		31121591	2004		1	5 - Yield	ZZ	Y	YY	22113		1	0	1
1/7/2004 ZZ		31104666	2004		1	6 - officer	1 RE	Y	YY	22064		1	0	1
1/13/2004 YY		31087964	2004		1	3 - Stop	4 RL	Y	YY	22270		1	0	1
1/26/2004 ZZ		31130326	2004		1	3 - Stop	4 RL	Y	YY	22057		1	0	0
2/2/2004 17		31120191	2004 58		1	2 - Sig	4 RL	Y	YY	22125		1	0	1
2/2/2004 4		31480734	2004		2 - Ped	1 - None	9 Other	1 - Ped @ Inter	4 King - no sig	22091		1	0	1
2/4/2004 ZZ		31130172	2004		1	ZZ	2 Overtake	Y	YY	22125	22126	1	0	0
3/7/2004 YY		31152002	2004		1	2 - Sig	1 RE	Y	YY			1	0	2
3/9/2004 YY		31153246	2004		1	2 - Sig	10 LT w/ other car	Y	YY	22056		1	0	2
3/13/2004 2		31153272	2004		23 - Ditch	1 - None	9 Other	Y	YY	22125	22126	1	0	1
3/15/2004 ZZ		31160774	2004		1	1 - None	ZZ	Y	YY			1	0	1
3/22/2004 17		31166924	2004		1	2 - Sig	4 RL	Y	YY	22059		1	0	1
3/25/2004 ZZ		31139764	2004		1	ZZ	ZZ	Y	YY	22125		1	0	2
4/2/2004 4		31178865	2004		1	3 - Stop	1 RE	Y	YY	22146	22244	1	0	0
4/7/2004 17		31176361	2004 58		1	2 - Sig	4 RL	Y	YY	22125		1	0	2
4/12/2004 ZZ		31191791	2004		1	1 - None	ZZ	Y	YY	22124	22125	1	0	1
4/13/2004 4		31188235	2004		1	ZZ	1 RE	Y	YY	22113	22114	1	0	0
4/17/2004 7		31177478	2004 79		1	2 - Sig	3 LT against other car	Y	YY	22247		1	0	1
4/23/2004 ZZ		31187662	2004		1	ZZ	ZZ	Y	YY	22055		1	0	2
5/3/2004 ZZ		31175756	2004		1	2 - Sig	1 RE	Y	YY			1	0	0
5/3/2004 ZZ		31196075	2004		1	3 - Stop	4 RL	Y	YY	22066		1	0	2
5/3/2004 ZZ		31196075	2004		1	3 - Stop	4 RL	Y	YY	22066		1	0	0
5/5/2004 13		31175757	2004		1	2 - Sig	2 Overtake	Y	YY	22111		1	0	1
5/7/2004 ZZ		31220585	2004		1	ZZ	4 RL	Y	YY	22254		1	0	0
5/11/2004 ZZ		31204501	2004		1	5 - Yield	1 RE	Y	YY	22113		1	0	0
5/30/2004 ZZ		31196207	2004		1	2 - Sig	ZZ	Y	YY	22112		1	0	1
6/2/2004 7		31210208	2004		1	4 - Flashing Lt	4 RL	Y	YY	22067		1	0	0
6/8/2004 ZZ		31227328	2004		3 - Bike	2 - Sig	9 Other	1 - Ped @ Int	13 Other	22056		1	0	1
6/15/2004 ZZ		31201403	2004		1	3 - Stop	6 RT w/ other	Y	YY	22150		1	0	1
6/17/2004 69		31205227	2004		1	2 - Sig	4 RL	Y	YY	22151		1	0	0
6/20/2004 ZZ		31225365	2004		1	1 - None	8 Sideswipe	Y	YY	22259	22280	1	0	1
6/25/2004 ZZ		31229927	2004		2 - Ped	3 - Stop	9 Other	1 - Ped @ Int	ZZ	22139		1	0	0
6/30/2004 ZZ		31214383	2004		17 - Curb	ZZ	9 Other	Y	YY	22253	22255	1	0	1
7/1/2004 ZZ		31244443	2004		1	2 - Sig	4 RL	Y	YY	22058	22059	1	0	0
7/4/2004		30981439	2004		XX	XX	XX	X	XX			0	0	2
7/6/2004 YY		31239062	2004		1	3 - Stop	9 Other	Y	YY	22055		1	0	0
7/7/2004 3		31246280	2004		3 - Bike	1 - None	9 Other	2 - Ped w/ @ Int	5 Hwy w/ truf	22282	22284	1	0	1
7/10/2004 YY		31234209	2004		1	3 - Stop	4 RL	Y	YY	22091		1	0	1
7/12/2004 ZZ		31236040	2004 58		1	ZZ	1 RE	Y	YY	22125		1	0	0
7/14/2004 YY		31232424	2004		1	5 - Yield	1 RE	Y	YY	22126		1	0	1
7/14/2004 ZZ		31238669	2004		1	1 - None	ZZ	Y	YY	22138	22139	1	0	0
7/17/2004 ZZ		31257440	2004		1	2 - Sig	8 Sideswipe	Y	YY	22114	22127	1	0	0
7/21/2004 ZZ		31235183	2004		1	1 - None	10 LT w/	Y	YY	22048	22049	1	0	0
7/26/2004 YY		31235069	2004		1	2 - Sig	1 RE	Y	YY	22058		1	0	0
7/30/2004 YY		31235068	2004		1	1 - None	4 RL	Y	YY			1	0	2
8/6/2004 4		31270109	2004		1	3 - Stop	4 RL	Y	YY	22146		1	0	2

	ACCD DTE	APRNT FC	CASE NUM	CASE YR	INTERSECT	ACCD TYP	TRAF CNTL	COLLISION	PED LOC	PED ACTN	LOW NODE	HIGH NODE	APRNT SEQ	NUM OF FAT	NUM OF INJ
	8/10/2004	7	31262838	2004		1	—	4 RL	Y	YY			1	0	2
	8/26/2004	ZZ	31251278	2004		34 - Ran off rd	1	9 Other	Y	YY	22303	22307	1	0	1
Albany at Wash & Madison	8/27/2004	ZZ	31257354	2004		3 - Bike	1	9 Other	2 - Ped not @ Int	6 Hwy against sig	22112	22113	1	0	1
	9/3/2004	ZZ	31273759	2004		1	—	ZZ	Y	YY	22125	22126	1	0	0
	9/15/2004	ZZ	31272467	2004		1	2 Sig	9 Other	Y	YY			1	0	3
	9/24/2004	ZZ	31281158	2004	8	1	2 Sig	1 RE	Y	YY			1	0	1
Wash @ Greenhill	9/24/2004	ZZ	31293079	2004		1	3 Stop	ZZ	Y	YY	22066		1	0	0
	9/25/2004	ZZ	31287174	2004	8	1	2 Sig	3 LT against	Y	YY			1	0	0
Clinton @ Albany	9/26/2004	ZZ	31309723	2004		1	2 Sig	4 RL	Y	YY	22112		1	0	0
Wash @ Greenhill	10/3/2004	4	31291531	2004		1	3 Stop	3 LT against	Y	YY	22248		1	0	1
Clinton @ Albany	10/5/2004	7	31289116	2004		1	2 Sig	10 LT w/	Y	YY	22112		1	0	2
Wash @ Pearl	10/8/2004	4	31290535	2004		1	2 Sig	3 LT against	Y	YY	22110		1	0	1
	10/20/2004	ZZ	31317515	2004		1	3 Stop	1 RE	Y	YY	22281		1	0	0
	10/22/2004	15	31296919	2004		11 - Utility Pole	1	9 Other	Y	YY	22291	22292	1	0	1
Clinton @ Main	10/22/2004	ZZ	31304608	2004		2 - Ped	3 Stop	9 Other	1 - Ped @ Int	ZZ	22093		1	0	1
Wash @ Underman	10/24/2004	ZZ	31310119	2004		1	2 Sig	ZZ	Y	YY	22062		1	0	0
Wash @ Schwick	10/25/2004	10	31296938	2004		11 - Utility Pole	1	9 Other	Y	YY	22047	22048	1	0	1
Wash @ N. Front & Lucas	10/30/2004	ZZ	31334166	2004		1	ZZ	ZZ	Y	YY	22055	22056	1	0	0
	11/5/2004	68	31333697	2004	85	1	—	9 Other	Y	YY	22452		1	0	2
Albany @ Bekoy	11/12/2004	ZZ	31306693	2004		1	ZZ	4 RL	Y	YY	22114		1	0	0
Wash @ Schwick	11/16/2004	ZZ	31305487	2004		1	—	4 RL	Y	YY	22049	22050	1	0	0
Broad @ Wash	11/16/2004	ZZ	31336243	2004		1	—	1 RE	Y	YY	22067	22248	1	0	1
	11/24/2004	ZZ	31386236	2004		1	ZZ	10 LT w/	Y	YY	22166		1	0	0
Clinton @ Albany	11/23/2004	ZZ	31319998	2004		1	3 Stop	1 RE	Y	YY	22112		1	0	1
Fair @ John	11/29/2004	ZZ	31357553	2004		1	ZZ	ZZ	Y	YY	22244		1	0	0
	12/1/2004	ZZ	31370438	2004		1	2 Sig	ZZ	Y	YY	22124		1	0	0
Albany @ Wash & Madison	12/3/2004	ZZ	31322402	2004		2 - Ped	2 Sig	9 Other	2 - Ped not @ Int	4 Hwy against sig	22112	22113	1	0	1
Wash @ Greenhill	12/3/2004	ZZ	31351984	2004		1	—	10 LT w/	Y	YY	22066		1	0	0
	12/6/2004	45	31312405	2004		11 - Utility Pole	2 Sig	9 Other	Y	YY			1	0	0
Pearl @ Fair & Clinton	12/6/2004	ZZ	31352614	2004		1	2 Sig	1 RE	Y	YY	22111	22112	1	0	1
	12/12/2004	4	31322698	2004		3 - Bike	2 Sig	9 Other	1 - Ped @ Int	2 Hwy against sig	22272		1	0	1
	12/13/2004	62	31322699	2004	41	3 - Bike	4 Flashing Lt	9 Other	1 - Ped @ Int	2 Hwy against sig	22154		1	0	1
Clinton @ Albany	12/15/2004	9	31333923	2004		1	—	1 RE	Y	YY	22112		1	0	1
Wash @ Lucas	12/20/2004	ZZ	31357107	2004		1	2 Sig	10 LT w/	Y	YY	22056		1	0	0
	12/21/2004	66	31375263	2004		1	—	9 Other	Y	YY	22154	22303	1	0	2
Fair @ Main	12/26/2004	27	31347696	2004		1	2 Sig	9 Other	Y	YY	22092		1	0	1
Wash @ N. Front	12/27/2004	ZZ	31371728	2004		1	ZZ	5 RT against	Y	YY	22253		1	0	0
	1/3/2005	13	31352734	2005		1	2 Sig	ZZ	Y	YY	22124		1	0	1
	1/8/2005	ZZ	31362739	2005		1	2 Sig	ZZ	Y	YY			1	0	0
Wash @ Franklin	1/28/2005	ZZ	31420273	2005		1	3 Stop	ZZ	Y	YY	22282		1	0	0
Wash @ Main	2/1/2005	ZZ	31402199	2005		1	ZZ	5 RT against	Y	YY	22091		1	0	0
	2/5/2005	ZZ	31391005	2005		1	2 Sig	1 RE	Y	YY	22303		1	0	1
	2/9/2005	ZZ	31406214	2005		1	ZZ	6 RT w/	Y	YY	22297		1	0	0
Green @ Pearl	2/11/2005	4	31395853	2005		1	3 Stop	ZZ	Y	YY	22109		1	0	1
Wash @ Underman	2/14/2005	ZZ	31406533	2005		1	ZZ	ZZ	Y	YY	22061		1	0	0
Lucas @ Wash & Green	2/14/2005	ZZ	31410939	2005		1	—	8 Side swipe	Y	YY	22056	22082	1	0	0

ACCD DTE	APRNT FC	CASE NUM	CASE YR	INTERSECT	ACCD_TYP	TRAF CNTL	COLLISION	PED LOC	PED ACTN	LOW NODE	HIGH NODE	APRNT_SEQ	NUM OF FAT	NUM OF INJ
2/21/2005	ZZ	31406614	2005		14 - Sign	1 —	9 - Other	Y	YY	22125		1	0	0
2/23/2005	ZZ	31422981	2005		1	ZZ	ZZ	Y	YY	22260		1	0	0
2/28/2005	YY	31414478	2005		1	4 Flashing Lt	9 - Other	Y	YY	22303		1	0	1
2/28/2005	ZZ	31411943	2005		1	1 —	ZZ	Y	YY	22125		1	0	1
3/1/2005	ZZ	31470037	2005		1	ZZ	1 - RE	Y	YY	22059		1	0	0
3/3/2005	ZZ	31415757	2005		1	3 Stop	4 - RL	Y	YY	22270		1	0	1
3/10/2005	4	31419748	2005		1	2 Sig	1 - RE	Y	YY	22056	22057	1	0	1
3/10/2005	ZZ	31433699	2005		2 - Ped	1 —	9 - Other	2 - Ped w/ Int 4 Xing - no sig	YY	22111	22112	1	0	1
3/11/2005	ZZ	31428235	2005		1	ZZ	4 - RL	Y	YY	22066		1	0	0
3/11/2005	ZZ	31443489	2005		XX	XX	XX	X	XX	22049		1	0	0
3/12/2005	ZZ	31433700	2005		1	2 - Sig	1 - RE	Y	YY	22056		1	0	1
3/21/2005	4	31432570	2005		2 - Ped	2 - Sig	9 Other	1 - Ped @	1 - Xing w/ sig	22056		1	0	1
3/26/2005	7	31433024	2005		1	3 - Stop	4 RL	Y	YY	22142		1	0	1
4/5/2005	4	31446135	2005		2 - Ped	2 - Sig	9 Other	1 - Ped @	1 - Xing w/ sig	22112		1	0	1
4/5/2005	ZZ	31442303	2005		1	2 - Sig	10 LT w/	Y	YY	22114		1	0	0
4/13/2005	ZZ	31444562	2005		1	2 - Sig	ZZ	Y	YY	22125		1	0	0
4/15/2005	YY	31453132	2005		1	2 - Sig	1 RE	Y	YY	22111		1	0	1
4/23/2005	4	31459523	2005		2 - Ped	2 - Sig	9 Other	1 - Ped @	1 - Xing w/ sig	22303		1	0	1
4/23/2005	ZZ	31459519	2005		1	3 - Stop	4 RL	Y	YY	22270		1	0	1
4/25/2005	20	31455611	2005		1	2 - Sig	2 Drivertake	Y	YY	22114		1	0	1
5/2/2005	2	31459603	2005		1	2 - Sig	9 Other	Y	YY	22058		1	0	2
5/3/2005	ZZ	31475293	2005		1	5 - Yield	1 RE	Y	YY	22113		1	0	0
5/6/2005	ZZ	31479660	2005		1	2 - Sig	2 Drivertake	Y	YY	22055	22056	1	0	1
5/9/2005	4	31456114	2005		1	3 - Stop	4 RL	Y	YY	22281		1	0	1
5/13/2005	YY	31492681	2005		1	2 - Sig	1 RE	Y	YY	22049		1	0	1
5/18/2005	ZZ	31503846	2005		1	2 - Sig	3 LT against	Y	YY	22112		1	0	1
6/2/2005	YY	31486900	2005		3 - Bike	1 —	9 Other	2 - Ped @	7 from behind parked vehicle			1	0	1
6/7/2005	YY	31493697	2005		1	1 —	ZZ	Y	YY			1	0	1
6/10/2005	7	31500756	2005		2 - Ped	3 Stop	9 Other	1 - Ped @	3 Xing - no sig, marked fork	22244		1	0	1
6/16/2005	ZZ	31512933	2005		1	2 Sig	1 RE	Y	YY	22058		1	0	0
6/22/2005	4	31523421	2005		1	2 Sig	3 LT against	Y	YY	22062		1	0	1
6/25/2005	ZZ	31519328	2005		40 - Other	2 Sig	9 Other	Y	YY	22125		1	0	1
7/6/2005	17	31539595	2005		1	2 Sig	3 LT against	Y	YY	22049		1	0	2
7/8/2005	4	31563997	2005		1	2 Sig	9 Other	Y	YY	22058	22059	1	0	2
7/12/2005	7	31528544	2005		1	3 Stop	ZZ	Y	YY	22067		1	0	1
7/15/2005	ZZ	31560920	2005		1	ZZ	3 LT against	Y	YY	22284		1	0	0
7/18/2005	66	31544148	2005		2 - Ped	1 —	9 Other	1 - Ped @	4 Xing - no sig, no X ball	22252	22253	1	0	2
7/18/2005	ZZ	31544149	2005		1	2 Sig	1 RE	Y	YY	22049		1	0	2
7/25/2005	ZZ	31613952	2005		30 - FO	12 Construct.	9 Other	Y	YY	22125		1	0	0
7/27/2005	YY	31565696	2005		1	4 Flashing Lt	ZZ	Y	YY	22248		1	0	1
7/28/2005	4	31557716	2005		1	1 —	1 RE	Y	YY	22124	22130	1	0	1
7/29/2005	7	31542544	2005		1	3 Stop	3 LT against	Y	YY	22093		1	0	1
7/29/2005	ZZ	31577281	2005		1	1 —	2 Drivertake	Y	YY	22243	22244	1	0	0
7/30/2005	4	31560533	2005		1	2 Sig	9 Other	Y	YY	22112		1	0	2
7/30/2005	ZZ	31572220	2005		1	2 Sig	ZZ	Y	YY	22125		1	0	1
8/7/2005	ZZ	31545123	2005		1	2 Sig	4 RL	Y	YY	22125		1	0	1

ACCD DTE	APRNT FC	CASE NUM	CASE YR	INTERSECT	ACCD TYP	TRAF CNTL	COLLISION	PED LOC	PED ACTN	LOW NODE	HIGH NODE	APRNT SEQ	NUM OF FAT	NUM OF INJ
Wall @ N. Front	8/9/2005	ZZ	31610629	2005	1	2 - Sig	1 - RE	Y	YY	22253		1	0	0
	8/11/2005	ZZ	31587502	2005	1	ZZ	1 RE	Y	YY			1	0	0
	8/31/2005	YY	31581330	2005	1	1 —	1 RE	Y	YY	22146		1	0	1
Lucas bet Wash & Clark	9/1/2005	ZZ	31826356	2005	1	ZZ	ZZ	Y	YY	22056	22082	1	0	0
Alex @ Wash & Clark Fair for them	9/8/2005	ZZ	31558501	2005	1	2 Sig	9 Other	Y	YY	22112	22113	1	0	1
	9/9/2005	ZZ	31604276	2005	1	ZZ	ZZ	Y	YY	22092		1	0	0
	9/13/2005	ZZ	31580504	2005	1	1 —	ZZ	Y	YY	22125		1	0	2
	9/18/2005	21	31610520	2005	1	4 Flashing Lt	9 Other	Y	YY	22067		1	0	1
Wash @ Beck Fair & Henry	9/18/2005	61	31546313	2005	7 - Deer	7 No Passing Zone	9 Other	Y	YY	22247		1	0	0
Green bet Wash & Lucas	9/19/2005	ZZ	31576577	2005	15 - Tree	1 —	9 Other	Y	YY	22082	22142	1	0	1
	9/22/2005	ZZ	31607422	2005	1	1 —	1 RE	Y	YY	22124		1	0	0
Fair bet Wash & N. Front	9/23/2005	4	31622919	2005	1	2 Sig	1 RE	Y	YY	22243	22381	1	0	1
	9/24/2005	2	31551799	2005	31 - Overturned	1 —	9 Other	Y	YY	22125		1	0	1
	9/24/2005	ZZ	31637758	2005	1	2 Sig	ZZ	Y	YY	22055		1	0	0
Wash @ N. Front	9/26/2005	4	31558947	2005	1	7 No Passing Zone	9 Other	Y	YY			1	0	0
	10/3/2005	YY	31582937	2005	3 - Bike	3 Stop	9 Other	1 - Ped @	ZZ	22126		1	0	1
Clinton @ Peak	10/4/2005	4	31582938	2005	2 - Ped	2 Sig	9 Other	1 - Ped @	1 - King w/ Sig	22112		1	0	1
Wash @ Blvd	10/6/2005	4	31591027	2005	1	4 Flashing Lt	1 RE	Y	YY	22067		1	0	1
	10/10/2005	YY	31642494	2005	1	3 Stop	4 RL	Y	YY	22260		1	0	2
	10/13/2005	YY	31642493	2005	1	2 Sig	4 RL	Y	YY	22125		1	0	1
	10/17/2005	4	31645402	2005	1	1 —	3 LT against	Y	YY	22284		1	0	2
	10/17/2005	7	31645404	2005	1	ZZ	4 RL	Y	YY			1	0	1
	10/18/2005	YY	31645405	2005	1	2 Sig	1 RE	Y	YY			1	0	1
	10/19/2005	ZZ	31625755	2005	1	2 Sig	9 Other	Y	YY			1	0	2
	10/24/2005	4	31640597	2005	1	2 Sig	9 Other	Y	YY	22125		1	0	1
Albany @ Main	10/28/2005	ZZ	31662851	2005	1	2 Sig	2 Overtake	Y	YY	22113		1	0	0
	11/7/2005	ZZ	31669987	2005	1	ZZ	9 Other	Y	YY	22125	22126	1	0	1
Albany @ Main	11/8/2005	4	31660718	2005	3 - Bike	5 Yield	9 Other	1 - Ped @	3 King - no sig	22113		1	0	1
Fair bet Henry & Wash	11/10/2005	ZZ	31660716	2005	2 - Ped	1 —	9 Other	2 - Ped not @	4 King - no sig	22247	22248	1	0	1
Clinton bet Peak & Main	11/11/2005	YY	31660715	2005	1	2 Sig	1 RE	Y	YY	22112	22148	1	0	1
Peak @ St. J	11/13/2005	ZZ	31670110	2005	1	3 Stop	9 Other	1 - Ped @	5 Hwy w/ traf	22135		1	0	1
Wash bet Henry & Wash	11/16/2005	ZZ	31671933	2005	1	2 Sig	3 LT against	Y	YY	22049		1	0	1
Wash bet Henry & Wash	11/18/2005	ZZ	31684690	2005	1	2 Sig	3 LT against	Y	YY	22049		1	0	0
	11/30/2005	17	31673509	2005	17 - Curb	2 Sig	4 RL	Y	YY	22124		1	0	2
Wall @ St. J	12/2/2005	ZZ	31694150	2005	1	3 Stop	4 RL	Y	YY	22137		1	0	0
Albany bet Clinton & Main	12/2/2005	ZZ	31707847	2005	1	1 —	1 RE	Y	YY	22112	22113	1	0	1
	12/12/2005	YY	31712440	2005	2 - Ped	1 —	9 Other	2 Ped not @	4 King - no sig	22151	22270	1	0	1
Albany @ Main	12/14/2005	ZZ	31696218	2005	1	ZZ	1 RE	Y	YY	22113		1	0	0
	12/31/2005	ZZ	31680126	2005	1	2 Sig	1 RE	Y	YY	22124		1	0	0
Bedley @ St. J	1/4/2006	4	31712681	2006	1	2 Sig	1 RE	Y	YY	22126	22127	1	0	1
Wash @ Lucas	1/8/2006	3	31653107	2006	1	2 Sig	1 RE	Y	YY	22056		1	0	0
Wall @ Peak	1/12/2006	ZZ	31728097	2006	1	ZZ	1 RE	Y	YY	22110		1	0	0
	1/14/2006	7	31703740	2006	1	3 Stop	1 RL	Y	YY	22270		1	0	1
Peak bet Wash & Fair	1/30/2006	ZZ	31745879	2006	1	ZZ	ZZ	Y	YY	22110	22111	1	0	0
Wall @ Main	2/7/2006	ZZ	31732599	2006	11 - Utility Pole	ZZ	9 Other	Y	YY	22064		1	0	0
Wash @ N. Front	2/24/2006	ZZ	31748785	2006	1	ZZ	ZZ	Y	YY	22055		1	0	0

ACCD DTE	APRNT FC	CASE NUM	CASE YR	INTERSECT	ACCD TYP	TRAF CNTL	COLLISION	PED LOC	PED ACTN	LOW NODE	HIGH NODE	APRNT SEQ	NUM OF FAT	NUM OF INJ
Wash @ Lincoln		31739550	2006		2 - Ped	2 Sig	9 - Other	1 - ped @	3 Xing <sup>no sig</sup> marked X walk	22056		1	0	1
		31748639	2006		1	2 Sig	1 - RE	Y	YY	22125		1	0	0
Fair @ N Front		31746414	2006		1	3 Stop	4 RL	Y	YY	22243		1	0	0
		31739733	2006		1	1	1 RE	Y	YY	22125	22126	1	0	1
Wash @ Greenhill		31799799	2006		1	ZZ	2 Overtake	Y	YY	22066		1	0	0
Front bet Greenhill & Wash		31753962	2006		1	ZZ	1 RE	Y	YY	22252	22253	1	0	0
Wall @ N Front		31790885	2006		1	1	2 Overtake	Y	YY	22243	22253	1	0	0
		31790752	2006		1	ZZ	1 RE	Y	YY	22154	22303	1	0	0
E St @ Main		31792749	2006	59	2 - Ped	3 Stop	9 Other	1 - ped @	3 - Xing <sup>no sig</sup> marked X walk			1	0	1
		31801950	2006		27 - Other Barrier	ZZ	9 Other	Y	YY	22124	22130	1	0	0
Wash @ Main		31790486	2006		1	2 Sig	4 RL	Y	YY	22057		1	0	1
		31776729	2006		1	3 Stop	4 RL	Y	YY	22260		1	0	0
		31790515	2006		1	12 Construct	9 Other	Y	YY			1	0	1
		31760036	2006	0	2 - Ped	2 Sig	9 Other	1 - ped @	1 Xing w/ sig			1	0	1
Albany @ Albany		31776726	2006		XX	XX	XX	X	XX	22114		0	0	0
Albany @ Albany		31776728	2006		XX	XX	XX	X	XX	22114		0	0	0
I St @ Maiden		31813945	2006		1	1	1 RE	Y	YY	22245		1	0	0
Albany @ Main		31820275	2006		3 - Bike	1	9 Other	1 - ped @	ZZ	22093		1	0	1
Wash @ Pearl		31844572	2006		1	2 Sig	1 RE	Y	YY	22059		1	0	0
		31821981	2006	79	1	2 Sig	4 RL	Y	YY			1	0	3
Wall @ John		31801103	2006		1	ZZ	4 RL	Y	YY	22255		1	0	0
Fair bet Pearl & Main		31821976	2006		1	1	ZZ	Y	YY	22111	22245	1	0	1
Wash @ Blvd		31839048	2006		1	4 Flashing Lt	4 RL	Y	YY	22067		1	0	0
Clinton bet Main & Albany		31854931	2006		1	1	9 Other	Y	YY	22093	22112	1	0	1
Fair @ Pearl		31830731	2006		1	2 Sig	1 RE	Y	YY	22111		1	0	3
Green @ Main		31830730	2006		1	2 Sig	4 RL	Y	YY	22090		1	0	2
		31809414	2006		15 - Tree	3 Stop	9 Other	Y	YY	22271		1	0	1
Clinton @ Pearl		31809397	2006		1	2 Sig	3 LT against	Y	YY	22112		1	0	0
Wash @ Greenhill		31819320	2006		1	3 Stop	ZZ	Y	YY	22066		1	0	0
Schwarz w/ Wash		31817050	2006		1	1	1 RE	Y	YY	22047	22048	1	0	0
		31817072	2006		1	1	1 RE	Y	YY	22049	22050	1	0	0
Wash @ Hurlay		31817061	2006		1	3 Stop	1 RE	Y	YY	22113		1	0	2
Albany @ Maiden		31819328	2006		1	3 Stop	8 Sideswipe	Y	YY	22282		1	0	1
Wall @ Franklin		31819319	2006		1	3 Stop	4 RL	Y	YY	22260		1	0	1
Main w/ Wash		31835284	2006		1	1	4 RL	Y	YY	22057	22089	1	0	0
Wall @ John		31821978	2006		1	2 Sig	4 RL	Y	YY	22255		1	0	1
Albany @ Maiden		31829462	2006		1	1	ZZ	Y	YY	22113		1	0	0
Fair @ Henry		31829459	2006		1	ZZ	1 RE	Y	YY	22247		1	0	1
Fair @ Henry		31835745	2006		1	ZZ	1 RE	Y	YY			1	0	0
Wash @ Blvd		31836616	2006		1	4 Flashing Lt	3 LT against	Y	YY	22067		1	0	0
		31849232	2006		1	1	2 Overtake	Y	YY	22125	22126	1	0	0
		31917370	2006		1	ZZ	10 LT w/	Y	YY	22146		1	0	1
Fair bet Henry & Greenhill		31848599	2006		1	1	4 RL	Y	YY	22247	22248	1	0	0
Wall @ Main		31848601	2006		1	3 Stop	4 RL	Y	YY	22091		1	0	0
Wash @ Hurlay		31854240	2006		1	2 Sig	1 RE	Y	YY	22049		1	0	1
Wash @ Greenhill		31848597	2006		1	3 Stop	7 Head-on	Y	YY	22066		1	0	1

34

	ACCD DTE	APRNT FC	CASE NUM	CASE YR	INTERSECT	ACCD TYP	TRAF CNTL	COLLISION	PED LOC	PED ACTN	LOW NODE	HIGH NODE	APRNT SEQ	NUM OF FAT	NUM OF INJ
Wash @ Hurley	7/18/2006	YY	31854241	2006		1	2 Sig	1 RE	Y	YY	22049		1	0	1
Wash @ Linden	7/19/2006	ZZ	31876442	2006		1	ZZ	ZZ	Y	YY	22062		1	0	0
Wall @ John	7/27/2006	ZZ	31893331	2006		2 - Ped	2 Sig	9 Other	1	2 Xing against sig	22255		1	0	1
Fair @ Main	7/28/2006	4	31869974	2006		3 - Bike	2 Sig	9 Other	1 - ped @	5 Hwy w/ traf	22092		1	0	1
Wash @ Main	8/8/2006	4	31898358	2006		1	2 Sig	4 RE	Y	YY	22057		1	0	1
Albany @ Main	8/15/2006	4	31896714	2006		3 - Bike	1	9 Other	1 ped @	4 Xing no sig, no Xwalk	22113		1	0	1
Clifton @ Pearl	8/15/2006	YY	31896445	2006		1	2 Sig	ZZ	Y	YY	22112		1	0	0
Albany @ Clinton	8/17/2006	ZZ	31924233	2006		1	2 Sig	1 RE	Y	YY	22112	22113	1	0	4
Pearl @ Fair	8/22/2006	ZZ	31916599	2006		1	ZZ	ZZ	Y	YY	22111	22112	1	0	0
	8/29/2006	YY	31891829	2006		1	1	1 RE	Y	YY			1	0	1
Wash @ Warren	9/2/2006	8	31920727	2006		1	1	2 Overtake	Y	YY	22061		1	0	0
Fair @ Pearl	9/8/2006	ZZ	31928914	2006		1	2 Sig	1 RE	Y	YY	22111		1	0	1
Wash @ Greenkill	9/12/2006	YY	31922094	2006		1	3 Stop	ZZ	Y	YY	22248		1	0	1
Bdoy @ Albany	9/13/2006	YY	31922096	2006		2 - Ped	3 Stop	9 Other	1 ped @	3 Xing - marked	22113		1	0	1
Warden	9/20/2006	ZZ	32014522	2006		1	1	9 Other	2 ped @	5 Hwy w/ traf	22149	22150	1	0	1
	9/25/2006	7	31949926	2006		1	2 Sig	3 LT against	Y	YY	22125		1	0	0
Join @ Fair	9/25/2006	ZZ	31927254	2006		1	ZZ	ZZ	Y	YY	22146	22244	1	0	0
Wash @ Pearl	9/28/2006	3	31940062	2006		1	1	4 RE	Y	YY	22061	22062	1	0	0
Pine @ Warden	9/28/2006	4	31940061	2006		11 - Utility Pole	1	9 Other	Y	YY	22297		1	0	0
	9/28/2006	ZZ	31940063	2006	8	1	2 Sig	ZZ	Y	YY			1	0	1
Wash @ N. Front	9/30/2006	ZZ	31952936	2006		1	2 Sig	4 RE	Y	YY	22055		1	0	0
	10/1/2006	ZZ	31951949	2006		2 - Ped	1	9 Other	2 ped @	4 Xing no sig, no Xwalk	22151	22152	1	0	1
Wash @ N. Front	10/2/2006	YY	31940236	2006		1	2 Sig	1 RE	Y	YY	22253	22255	1	0	0
Wash @ Lucas	10/2/2006	YY	32013712	2006		1	1	1 RE	Y	YY	22056		1	0	1
	10/4/2006	YY	31940513	2006		1	2 Sig	9 Other	Y	YY	22125		1	0	1
Wash @ Spruce	10/6/2006	4	31940235	2006		1	4 Flashing Lt	1 RE	Y	YY	22066		1	0	0
	10/8/2006	13	31940241	2006		1	2 Sig	ZZ	Y	YY	22125		1	0	0
Wash @ N. Front	10/13/2006	7	31968013	2006		1	1	3 LT against	Y	YY	22055		1	0	0
	10/21/2006	4	31955823	2006		1	2 Sig	ZZ	Y	YY	22125		1	0	0
Fair @ N. Front	10/22/2006	17	31955821	2006		1	3 Stop	ZZ	Y	YY	22243		1	0	2
Clinton @ Albany	10/23/2006	YY	31986351	2006		3 - Bike	2 Sig	9 Other	1 ped @	2 Xing against sig	22112		1	0	1
Wash @ Pearl	10/25/2006	ZZ	31965220	2006		1	2 Sig	1 RE	Y	YY	22059		1	0	0
Wash @ Pearl & Len	10/27/2006	4	31986105	2006		1	7 Yield	2 Overtake	Y	YY	22059	22060	1	0	0
Wall @ John	10/31/2006	4	31975700	2006		2 - Ped	2 Sig	9 Other	1 ped @	2 Xing against sig	22255		1	0	1
	11/13/2006	18	32013593	2006		1	1	ZZ	Y	YY	22153		1	0	0
	11/13/2006	69	31989567	2006		1	1	2 Overtake	Y	YY	22134	22149	1	0	1
	11/13/2006	69	32013772	2006		3 - Bike	4 Flashing Lt	9 Other	1 ped @	5 Hwy w/ traf	22303		1	0	1
J. St @ Albany	11/14/2006	61	31974298	2006		7 - Deer	1	9 Other	Y	YY			1	0	0
	11/17/2006	YY	32005497	2006	8	1	2 Sig	1 RE	Y	YY			1	0	0
Wall @ Linden	11/24/2006	ZZ	32022379	2006		1	1	ZZ	Y	YY	22284		1	0	0
Stuyvesant @ Warden	11/28/2006	ZZ	32018257	2006		1	2 Sig	1 RE	Y	YY	22112	22148	1	0	0
Albany @ Clinton	12/1/2006	YY	32023382	2006		1	1	1 RE	Y	YY	22112	22113	1	0	1
Wash @ Len	12/2/2006	ZZ	32023577	2006		1	1	2 Overtake	Y	YY	22060	22061	1	0	0
Warden	12/4/2006	ZZ	32022554	2006	8	1	2 Sig	4 RE	Y	YY			1	0	0
Peterson St J.S.	12/9/2006	17	32034840	2006		1	1	ZZ	Y	YY	22125	22126	1	0	0
	12/13/2006	7	32018845	2006		1	4 Flashing Lt	3 LT against	Y	YY	22303		1	0	1



Green @ Pearl  
 Hwy @ St. J S.  
 Clinton and St J  
 & Center  
 Green @ Pearl  
 Green @ W. Ford  
 Wall @ Warren

ACCD_DTE	APRNT_FC	CASE_NUM	CASE_YR	INTERSECT	ACCD_TYP	TRAF_CNTL	COLLISION	PED_LOC	PED_ACTN	LOW_NODE	HIGH_NODE	APRNT_SEQ	NUM_OF_FAT	NUM_OF_INJ	
12/13/2006	ZZ	32028018	2006		1	3 - Stop	4 - RL	Y	YY	22109			1	0	1
12/15/2006	4	32028032	2006		1	2 - Sig	ZZ	Y	YY	22125			1	0	1
12/16/2006	ZZ	32042982	2006:8		1	ZZ	3 - LT against	Y	YY				1	0	0
12/18/2006	2	32027916	2006		1	1 -	9 Other	Y	YY	22134	22149		1	0	0
12/20/2006	YY	32028026	2006		1	3 stop	2 Driveway	Y	YY	22109			1	0	0
12/24/2006	18	32051407	2006		1	ZZ	ZZ	Y	YY	22142			1	0	1
12/27/2006	ZZ	32058699	2006		1	ZZ	9 Other	Y	YY	22283			1	0	0
12/28/2006	YY	32051629	2006:8		1	2 Sig	1 RE	Y	YY				1	0	1

244

247 in actual proj. study area

January 1, 2003 - December 31, 2007 Accidents (Ulster County Traffic Safety Group Database)

Location	Numbers			Cause(s) of Accident
	2003	2004	2005	
Albany Av	12	1	4	Inattention (Inatten), following too closely (FTC)
Albany Av at Broadway	9	9	1	Improper turn, failure to yield right-of-way (FYROW)
Albany Av at Maiden Ln	9	7	11	Inatten, FYROW
Albany Av at St. James St	4	5	3	Speeding, FYROW
Albany Av at I-587	14	19	11	Inatten, FTC, speeding, FYROW
Boulevard	1	0	0	
Boulevard at Greenkill Av	4	1	8	Inatten, FYROW
Broadway at I-587	4	0	3	FYROW, improper turn
Broadway at St. James St	6	6	3	Inatten, FTC, failure to yield right-of way to right turn (FYRWRT)
Clinton Av at Albany Av	7	11	10	Inatten, FTC
Clinton Av at John St	4	1	1	Inatten
Clinton Av at Maiden Ln	3	1	0	Inatten
Clinton Av at Main St	3	2	1	Inatten, FTC
Clinton Av at N. Front St	1	0	0	
Clinton Av at Pearl St	2	4	1	Inatten, FTC, FYROW
Clinton Av at Scwenk Dr	1	1	2	
Clinton Av at St. James St	4	4	4	Inatten, FYROW
Clinton Av at Westbrook Ln	4	1	7	Inatten, glare, FTC
Crown St at John St	1	3	1	FYROW
Crown St at N. Front St	4	4	4	Inatten, FYROW
Fair St	3	0	0	
Fair St at Franklin St	2	0	0	
Fair St at Greenkill Av	1	5	5	FYROW, failure to keep right (FTKR)
Fair St at Henry St	1	1	1	Backing
Fair St at John St	3	3	1	
Fair St at Maiden Ln	2	1	0	FYROW
Fair St at Main St	2	1	3	Inatten, backing
Fair St at N. Front St	2	0	2	
Fair St at Pearl St	4	2	5	Inatten, improper turn
Fair St at Schwenk Dr	9	10	6	Inatten, improper turn, glare, FTC, FYROW
Frog Alley at N. Front St	3	5	1	No view, inatten, FYROW
Frog Alley at Schwenk Dr	11	3	4	Inatten, confusion, no view, FYROW
Green St	1	1		
Green St at Maiden Ln	1	2	0	Inatten
Green St at N. Front St	1	0	3	Inatten, backing
Green St at Pearl St	1	2	1	Inatten, glare
Green St at St. James St	1	1	0	Speeding
Stockade Dr at Schwenk Dr	1	0	0	No view
Wall St at Franklin St	2	2	1	Inatten
Wall St at Greenkill Av	3	0	0	Improper turn, inatten, backing
Wall St at Henry St	1	0	1	Inatten
Wall St at John St	6	5	5	Inatten, backing, FYROW
Wall St at Linderman Av	2	3	2	Inatten, backing, FYROW
Wall St at Main St	3	5	2	Inatten, backing, no view, FYROW
Wall St at N. Front St	0	1	4	Inatten
Wall St at Pearl St	2	5	5	Inatten, FYROW
Wall St at St. James St	0	2	2	Inatten, backing, improper turn
Washington Av at Greenkill Av	3	7	2	Speeding, inatten, FYROW
Washington Av at Hurley Av	14	21	5	Inatten, FTC
Washington Av at Janet St	1	3	2	Inatten, backing, FTC
Washington Av at Joys Ln	0	0	1	FYROW
Washington Av at Len Ct	0	1	0	Backing
Washington Av at Linderman Av	2	2	4	Inatten, backing, FYROW
Washington Av at Lucas Av	5	6	2	Inatten, improper turn, FTC, FYROW
Washington Av at Main St	3	0	1	Inatten, FYROW, no view
Washington Av at N. Front St	4	8	4	Inatten, improper turn, no view
Washington Av at Pearl St	4	6	0	Inatten, no view, FTC, FTKR
Washington Av at Schwenk Dr	10	10	9	Inatten, FTC, FYROW, glare
<b>TOTAL</b>	<b>211</b>	<b>204</b>	<b>159</b>	

HURLEY & WASH 1  
 HURLEY AVE 1111  
 HURLEY & TAYLOR 1 (PED)  
 QUARRY  
 SNYDER 1  
 WASHINGTON AVE

GREENKILL & WALL 11  
 FAIR  
 PINE 1  
 WILBEN  
 CLINTON  
 TWO SIMA  
 STERLING 1

BVD (RT32) GREENKILL 11  
 KLINGBERG 11  
 WASH AVE 11  
 ALBERT 11  
 GOLDIE HILL 1  
 ROCKWELL 1  
 WALL ST

HURLEY TH TH TH 1111  
 SCHWENK TH 11  
 N. FRONT ST 111  
 LUCAS AVE 1111  
 MAIN ST TH 1  
 JAMET ST  
 PENN ST TH 111  
 WARREN ST 111  
 LINDERYMAN AVE TH  
 ELIZABETH  
 GREEN GIL / MARCUS 1111  
 BVD / RT32 111

N. FRONT 1  
 JOHN 111  
 MAIN 111  
 PEARL 11  
 MAIDEN LN 11  
 ST JAMES  
 WARREN  
 FRANKLIN 11  
 LINDERYMAN 1111  
 HENRY 111  
 ELIZABETH  
 GREENKILL 11

Jan. 1, 2006 -  
 Dec. 31, 2007

Ulster Co.  
 Traffic  
 Safety Group  
 Records

GREEN ST  
 N. FRONT  
 LUCAS  
 JOHN  
 MAIN  
 PEARL  
 MAIDEN LN.  
 ST JAMES

SCHWENK FROG ALLEY TH 111  
 STOCK AID 1  
 FAIR ST PAT  
 SCHWENK RT & CLINTON 1  
 PLAZA ROAD + WEST BROOK 11

FAIR ST  
 N. FRONT 1  
 JOHN ST TH  
 MAIN ST 1  
 PENN ST 11  
 MAIDEN LANE  
 ST. JAMES 1  
 FRANKLIN 1  
 HENRY 1  
 GREENKILL 11

CROWN  
 N. FRONT TH  
 JOHN  
 GREEN

N. FRONT  
 WASH AVE  
 GREEN 1  
 FROG ALLEY 1  
 CROWN 111  
 WALL 11  
 FAIR ST 1  
 CLINTON 1

MAIN + GREEN 1  
 WALL 1  
 FAIR 1  
 CLINTON

2006-2007

CLINTON

N. FRONT 1  
 SCHWENK RT. 1  
 JOHN ST III  
 WEST BROOK PLACE 1  
 MAIN ST III  
 PEARL ST  
 MAIDEN LANE  
 ST JAMES ST  
 ALBANY II  
 LIBERTY II  
 FRANKLIN III  
 HENRY II  
 GREENKILL 1

PEARL BROADWAY 1  
 CLINTON II  
 FAIR 1  
 WASH  
 GREEN 1  
 WASH 1

FRANKLIN BROADWAY III  
 CLINTON III  
 FAIR 1  
 PINE TTH  
 FARMACE 1  
 PROSPECT 1

MAIDEN LANE + BROADWAY II  
 CLINTON 1  
 FAIR 1  
 WASH 1

ST JAMES BROADWAY 1  
 CLINTON 1  
 FAIR  
 WASH 1  
 GREEN II  
 PINE II  
 PROSPECT 1

BROADWAY

~~PEARL BROADWAY~~  
 MAIDEN ALBANY AVE TTH  
 ST JAMES II  
~~LIBERTY~~ EIMENDORF TTH II  
 LIBERTY TTH II  
 Down's TTH II  
~~LIBERTY~~  
 FRANKLIN TTH II  
 ONIEA TTH I  
 VANDUSEN III  
 HENRY TTH III  
 FIELD COURT II  
 CEDAR TTH TTH TTH II  
 CORNELL TTH II  
 VAN BUREN II

ALBANY AVE BROADWAY III

587 CHANDLER TTH V  
 TTH TTH TTH  
 E. ST JAMES III  
 MAIDEN LANE TTH II  
 CLINTON TTH

587 III

LANCASTER COUNTY CRASH DATA

MONTH JAN 08 PG 1  
CITY 2008  
TOWN OF KINGSTON

POLICE DEPT	DATE	MV#4#	DAY TIME	#VEH	P-I PERSONS	ROAD COND	WEATHER COND	TYPE	CONTRIBUTING FACTORS	LOCATION	50	70		
KPD	1/4/08	TUE 12:25 08-0001		1				2	4	FLEESC SNRP TAIFPASS VEH1 SNRP LC ROR	STK FENCE, RAILING, WALL	HUDSON ST 175 SPRING ST 200' E of		
KPD	1/4/08	TUE 16:14 08-0002		2				4	2	FLEESC SIDESWIPE VEH1 UNK STK PARKED	VEH2 THEN FLEESC	198 HURLEY AVE		
KPD	1/4/08	TUE 16:20 08-0003		1				4	1	INT TURN SNRP	VEH1 SNRP STK QUADRA RAIL	ATQWS RAMP		
KPD	1/4/08	TUE 11:17 08-0004		2				4	1	SNRP	VEH1 SNRP STK PARKED VEH2 ON CURVE	EP LINDERMAN + TURN TOWID		
KPD	1/4/08	TUE 19:21 08-0006		1				4	1	SNRP	VEH1 SNRP SLID OFF ROAD	ST LIGHT POLES R.S.	WASH AVE SCHWENK DR 40' N of	73
KPD	1/4/08	WED 11:31 08-0009		2				4	1	BACKING	VEH1 BACKED INTO PARKED VEH2	220' N of ARDLEY TREMPEALE	74	
KPD	1/4/08	WED 13:20 08-0008		2				2	1	UNSAFE	VEH1 UNSAFE LANE CHG. STK VEH2 SIDESWIPE	ALBANY AVE + WRETHAM	75	
KPD	1/4/08	WED 13:24 08-0011		2	2			1	1	FYRW	VEH2 FYRW INTO PATH OF VEH1 (VEH2 STK VEH1)	SCHWENK + FINE AVE	76	
KPD	1/4/08	WED 18:35 08-0010		2				4	1	FLEESC FYRW	VEH2 FYRW STK VEH1 THEN FLEESC (ADJUTANT)	WASH AVE 20' N of TURN		
KPD	1/4/08	THU 10:26 08-0013		2				1	1	FYRW	VEH2 FYRW INTO PATH OF VEH1	BROADWAY + ADELS	77	
KPD	1/4/08	THU 18:40 08-0015		2				1	1	NO SNRP BACKING	VEH2 BACKING STK VEH1 PARKED	WASH AVE HAS BROOK PLACE 200' N of		
KPD	1/4/08	FRI 08:12 08-0016		2				1	1	FLEESC RTX	VEH1 TASTED RED LIGHT STK VEH2 IN LANE	WASH AVE + LINDERMAN		
KPD	1/4/08	FRI 9:45 08-0019		2				1	1	PL BACKING	VEH2 BACKED INTO PARKED VEH1	THRU LANE SCENE	40 HURLEY AVE PL	78
KPD	1/4/08	FRI 11:22 08-0018		2				4	1	SNRP FLEESC	VEH1 SNRP F.T.S.S. STK VEH2	HUNTERS + RIDGE ST		
KPD	1/4/08	FRI 14:00 08-0017		1				2	1	SCH BUS SNRP	VEH1 SCH BUS SNRP STK YELLOW POST	KING HIGH SC HOGI BUS AREA HARDWOOD AVENUE	79	
KPD	1/4/08	FRI SAT 16:03 08-0021		2				1	1	INATT FTC	VEH1 INATT, FTC STK VEH2 IN REAR STOPPED IN TRAFFIC	FIRST BURN ECHETED		
KPD	1/4/08	FRI SAT 23:50 08-0022		1				1	1	SNRP	VEH1 SNRP LC ON CURVE	STK QUADRA RAIL	NO PAVL KOEHL BVD + DENMARK	
KPD	1/4/08	SAT 12:55 08-0023		2				4	2	SLIPpery INATT	VEH1 CITY PLow LC GOING DOWN HILL	STK BEHIND PARKED	ADRIAN ST ROGERS ST 20' N of	
KPD	1/4/08	SAT 18:54 08-0024		2	1			4	2	SNRP	VEH1 INATT SNRP LC ON CURVE	STK VEH2 IN REAR	WELCH ST + ABBEY ST	
KPD	1/4/08	SAT 19:42 08-0025		2				4	2	SNRP	VEH1 SNRP LC STK VEH2 BACKING INTO DRIVEWAY	CLEM ST 1500' SW		
KPD	1/4/08	SAT 10:41 08-0012		2				2	1	DIST FTC	VEH2 DIST, FTC STK VEH1 IN REAR	WASH AVE + LUCAS		
KPD	1/4/08	FRI TH 19:16 08-0017		2	1			1	1	SNRP FYRW	VEH1 + VEH2 STK HENDON	FYRW VEH1 FLEESC	FRANKLIN ST 75' NE OF CENTER	
NYSP	1/4/08	FRI 19:45 2337260		2	4			2	2	FTC	VEH1 STK VEH2 IN REAR STOPPED AT T/J	ALBANY + ROOSEVELT	80	
KPD	1/4/08	MD 1406 08-0023		2				2	1	PL BACKING	VEH2 BACKED INTO VEH1	220 STOCKADE DR PL	81	
KPD	1/4/08	FRI 10:45 08-0024		2				2	1	FTC	VEH2 FTC STK VEH1 IN REAR STOPPED IN TRAFFIC	FOX HALL + FINE BUSH	82	
KPD	1/4/08	MD 1513 08-0025		2				1	1	FYRW	VEH2 FYRW INTO PATH OF VEH1	QUARRY + HOWLAND		
KPD	1/4/08	MD 1552 08-0026		2				1	1	FYRW	VEH2 PASSING ON LEFT	SIDESWIPE VEH1	ALBANY + FOX HALL	83
KPD	1/4/08	T-SAT 10:17 08-026		2				1	1	INATT FTC	VEH2 INATT, FTC STK VEH1 IN REAR STOPPED AT	ALBANY + ROOSEVELT		
KPD	1/4/08	MD 1926 08-027		2				1	1	FTKR FLEESC	VEH1 + VEH2 FTKR	SIDESWIPE FROM REAR	ELMENDORF 40' SW	
KPD	1/4/08	MD 20:54 08-028		2				1	1	FYRW	VEH1 FYRW INTO PATH OF VEH2	ALBANY AVE + SMITH		
KPD	1/4/08	TUE X 08-0030		2				2	2	FLICK	VEH2 UNK STK PARKED VEH1 THEN FLEESC	W. ORRILL ST 700' SW		
KPD	1/4/08	TUE 12:25 08-0029		2				1	1	FLICK	VEH2 UNK STK PARKED VEH1 THEN FLEESC	63 CILL ST	WALNUT ST	
KPD	1/4/08	TUE 13:02 08-0031		2				1	1	DIST FTC	VEH1 DIST, FTC STK VEH2 IN REAR STOPPED	WASH AVE 100' N of HURLEY	84	
KPD	1/4/08	TUE 14:33 08-0033		2				1	1	BACKING	VEH2 BACKED INTO VEH1	AARON COURT		
KPD	1/4/08	TUE 14:39 08-032		2				2	1	PL INATT	VEH1 INATT STK VEH2 PARKED	30 CORWANT PL		
KPD	1/4/08	WE 0700 08-0036		2				2	1	CHURN FLEESC	VEH2 SIDESWIPE VEH1 PARKED	WELCH ST + ALBANY AVE 100'		
KPD	1/4/08	WE 11:27 08-0038		1				1	1	INATT	VEH1 STK BNDG OVER HANG	555 ALBANY AVE		
KPD	1/4/08	WE 15:20 08-35		2				1	1	FTC FTC	VEH1 FTC STK VEH2 IN REAR	STOPPING FOR R/T	HAS BROOK + E. CHESTER	

WALTON COUNTY CRASH DATA

JAN 162  
2008  
CITY OF KINGSTON

POLICE DEPT	DATE	MV/VEH #	HT/VEH	P.I. PERSONS	ROAD COND	WEATHER COND	TYPE	CONTRIBUTING FACTORS	LOCATION
KPD	11-08	08-0037	2		1	1	INATT	VEH 2 STRK PARKED VEH 1	N. FRONT + FRONT ALLEY
KPD	11-08	08-0038	2		1	2	BACKING	VEH 2 BACKED INTO VEH 1	BENEDICTINE CHURCH PL
KPD	11-08	08-0039	1		2	2	RACLOSING	VEH 1 DROVE ONTO TRACKS GOT STUCK	TEN BREECH AVE RR CROSSING
KPD	11-08	08-0039	2		2	3	FTC	VEH 1 STRK VEH 2 IN REAR	BROADWAY 150 E. of ST JAMES ST
KPD	11-08	08-0040	2		2	3	FYRW	VEH 2 FYRW STRK VEH 1	FAIR ST 100 N of MAIN ST
KPD	11-08	08-0042	2		1	2	FYRW	VEH 1 FYRW INTO PATH of VEH 2	AIRBURN AVE 50' S of HARBURCH
KPD	11-08	08-043	2	1	2	2	FYRW	VEH 1 FYRW INTO PATH of VEH 2	DIDNEY AVE KCLINTON
KPD	11-08	08-046	1		2	2	UNSEEN	UT TRAILER CAME UNHITCHED FROM VEH 1 STRK GUDEMAN	AT 9th + 10th ST
KPD	11-08	08-045	2		2	2	BACKING	VEH 1 BACKED INTO PARKED VEH 2	ST JAMES DR SHERMAN COUN 100' E of
KPD	11-08	08-044	2		1	1	DWC FTMAN	VEH 1 F.M.I.A.L. STRK PARKED VEH 2 IN REAR	SECOND AVE of EAM
KPD	11-08	08-047	2		2	2	INATT	VEH 1 INATT STRK REAR of PARKED VEH 2	SCIENCE GAS STATION
KPD	1-12-08	08-048	1	1	1	1	FTC	VEH 1 STRK PED	INITIAL of Block BROADWAY DOWN ST 75' N of
KPD	1-13-08	08-049	2	2	1	1	UT POLE FYRW	VEH 1 FYRW INTO PATH of VEH 2 STRK VEH 1 + UT POLE BLVD + S. WASH AVE	
KPD	1-14-08	08-050	2		5	5	BACKING	VEH 2 BACKED INTO VEH 1	UNION ST 200' N of MAIN
KPD	1-14-08	08-051	2	1	2	2	INATT FTC	VEH 1 FT INATT STRK VEH 2 IN REAR	STOPPED IN TRAFFIC WASH AVE 100' N of
KPD	1-15-08	08-052	2		2	1	BACKING	VEH 1 BACKED INTO VEH 2 STOPPED AT TL	50' W WASH AVE GRANDITA BREWER AVE
KPD	1-15-08	08-053	2		1	1	FYRW	VEH 2 FYRW STRK VEH 1	BROADWAY 30' N of HARBURCH
KPD	1-15-08	08-053	2		1	2	INATT FTC	VEH 1 FTC STRK VEH 2 IN REAR	STOPPED AT R/O AIRBURN + MAIN AVE
KPD	1-16-08	08-056	2		1	1	UNSEEN	VEH 1 UNSEEN STRK VEH 2	AIRBURN AVE 150' SE of
KPD	1-17-08	08-059	2		1	1	FYRW	VEH 2 FYRW INTO PATH of VEH 1	E. CHESTER ST
KPD	1-17-08	08-050	1		4	2	SNAP	VEH 1 SNAP ROLLING INTO PARKING SPACE SIDE	K. HIGH ST BROADWAY
KPD	1-17-08	08-061	1		4	4	SNAP	VEH 1 SNAP AC OUTLAN PORIS STRK GUDEMAN	STEPHAN & FAMEL
KPD	1-18-08	08-062	1		4	5	SNAP	VEH 1 SNAP AC ON CURVE ROR STRK GUDEMAN	W. BVA AVE + W. DRELL
KPD	1-18-08	08-063	1		4	3	SNAP	VEH 1 SNAP AC ON GRADE CORN PORIS OF T NO BLVD + CAUDIES ST	
KPD	1-18-08	08-063	2		1	1	FTC	VEH 2 UNK STRK PARKED VEH 1 THEN FT STRK	N. FRONT ST 200' E of
KPD	1-18-08	08-070	2		1	1	BACKING	VEH 1 BACKED INTO PATH of VEH 2	STOCKADE DRIVE
KPD	1-18-08	08-064	2		2	1	FYRW	VEH 1 FYRW INTO PATH of VEH 2	AIRBURN AVE 150' W of
KPD	1-18-08	08-067	2		1	1	FYRW	VEH 1 FYRW OPEN DOOR INTO PATH of VEH 2	WALL ST 50' S of WASH
KPD	1-18-08	08-068	1		1	1	UNSEEN	VEH 1 UNSEEN STRK INTO HOUSE AT 17 ALBERT ST	12 ALBERT ST
KPD	1-18-08	08-068	1		1	2	UT POLE	VEH 1 TRACTOR/UTR MADE IMPACT STRK UT POLE WALL + FRANKLIN ST	
KPD	1-19-08	08-071	1		4	2	SNAP	VEH 1 SNAP AC ON CURVE ROR STRK GUDEMAN	SOUTH WALL + ALBERT
KPD	1-20-08	08-072	1	1	1	1	BACKING	VEH 1 MAKING R.T. BICYCLIST DROVE ON SIDEWALK STRK GUDEMAN	FOXTON
KPD	1-20-08	08-073	1		2	1	FTC	VEH 2 UNK STRK FORCED VEH 1 TO SIDEWALK	W. BVA AVE + W. DRELL
KPD	1-20-08	08-076	2		1	1	INATT FTC	VEH 2 FTC INATT STRK VEH 1 IN REAR	STOPPED AT BROADWAY 500' W of
KPD	1-20-08	08-074	2		1	1	FYRW	VEH 2 (OPENED) DOWN INTO PATH of VEH 1	SIDEWALK FRANKLIN ST + FORTNAC
KPD	1-20-08	08-075	2		1	1	FTC	VEH 2 SIDEWALK PARKED VEH 1	HENRY ST 250' S of
KPD	1-20-08	08-078	2				FTC	VEH 1 UNK STRK PARKED VEH 2	SIDEWALK PROSPER ST + W. BVA AVE

WILKES COUNTY CRASH DATA

JAN

2008  
CITY  
TOWN OF KINGSTON

POLICE DEPT	DATE	INVEST#	#VEH	P.I PERSONS	ROAD COND	WEATHER COND	TYPE	CONTRIBUTING FACTORS	LOCATION	
KPD	1-21-08	08-079	2		1	1	FITAN	VEH1 FITAN SIDESWIPE VEH2 PARKED	72 MADISON AVE 200'	EOK SAVOY ST
KPD	1-21-08	08-077	2		1	2	FITAN	VEH1 FITAN STK PARKED VEH2 THEN FLED	BROADWAY 50' W of	ANDREW RICHMOND
KPD	1-22-08	08-110	2		1	1	INAT	VEH1, FIC INAT, STK VEH2 IN REAR STOPPED AT R/Y	BROADWAY +	R. CHESTER
KPD	1-22-08	08-084	2		2	4	FIRW	VEH2 FIRW INTO PATH of VEH1	N. FROST ST + FAIR ST	
KPD	1-22-08	08-080	2		1	2	INAT	VEH1 INAT INATTN STK PARKED VEH2	BROADWAY + FENNELL	
KPD	1-22-08	08-81	1		2	2	SMAP	VEH1 SMAP INEAD LC TURNING STK WALL + NIGHT POLE	HURLEY AVE	
KPD	1-22-08	08-82	1	1	2	2	DRIVEN	VEH1 OF FELL ASKED LC ROARS STK BLDG.	BROADWAY 20' E	
KPD	1-23-08	23-956	1		1	1	UT RFL	VEH1 UT RFL 11925 1712 1172A	10' of BROADWAY	
KPD	1-23-08	08-83	1	1	1	1	INAT	VEH1 INAT FIC, R.T. ON RND STK PREL CROSSING W. CHESTER	W. CHESTER ST	
KPD	1-23-08	08-083	1	1	1	1	FIRW	VEH1 M.R.T. STK PREL CROSSING FOX HALL AVE	FOX HALL AVE 20'	
KPD	1-23-08	08-086	2		1	1	BACKIN	VEH1 BACKED INTO PARKED VEH2.	HURLEY AVE 17' W of	
KPD	1-23-08	08-087	2		1	1	FITAN	VEH1 STK PARKED VEH2 SIDESWIPE	49 WOODS ST 200'	
KPD	1-23-08	08-089	2		1	1	INAT	VEH2 UNK STK PARKED VEH1 THEN FLED	36 EXTENSION 25' N of	JANET
KPD	1-24-08	08-090	2	1	1	2	FIRW	VEH1 SIDESWIPE PARKED VEH2	315 FROST 10' S of	
KPD	1-24-08	08-091	2	2	1	1	FIRW	VEH2 FIRW STK VEH1 IN INTERSECTION	SMITH + GRADIENT	
KPD	1-24-08	08-092	2		1	1	FIRW	VEH1 FIRW INTO PATH of VEH2	BROADWAY 20' S of	
KPD	1-24-08	08-092	2		1	1	FIRW	VEH2 FIRW INTO PATH of VEH1	BLVD + S. LEASH AVE	
KPD	1-25-08	08-093	2		1	1	FIRW	VEH1 FIRW STK VEH2	PRINCEST + SMITH	
KPD	1-25-08	08-094	2		1	1	BACKIN	VEH1 BACKED INTO VEH2 STOPPED BEHIND VEH1	LINCOLN 50' W of	
KPD	1-25-08	08-096	3		1	1	INAT	VEH1 INAT FIC STK VEH2 IN REAR PUSHING IT INTO VEH3	WASH AVE + WILKINS	
KPD	1-25-08	08-095	2		1	1	SMAP	VEH1 STK (SIDESWIPE) VEH2 PARKED	GARRAGHAN DR. 100'	
KPD	1-25-08	08-097	2		1	1	FIRW	VEH1 FIRW INTO PATH of VEH2	GRAND ST + BROADWAY	
KPD	1-26-08	08-097	2		1	2	FIRW	VEH2 FIRW STK VEH1	FRANKLIN + FENNELL	
KPD	1-27-08	08-099	1	1	x	x	FITAN	VEH1 FITAN F. MAN STK FIRE HYDRANT	FAIRVIEW AVE 200' S of	
KPD	1-27-08	08-100	2		1	1	INAT	VEH1 INAT UNK STK SIDESWIPE VEH2	BROADWAY 20' of	
KPD	1-27-08	08-101	2		1	1	FIRW	VEH1 FIRW STK VEH2	WALL + PEARL ST	
KPD	1-28-08	08-103	2		1	1	FITAN	VEH1 FITAN SIDESWIPE VEH2 PARKED	VERREN BARNES	
KPD	1-28-08	08-104	2		1	1	FIRW	VEH1 FIRW INTO PATH of VEH2	240 FOX HALL, 50' W of	
KPD	1-29-08	08-106	2	1	2	2	INAT	VEH1 FIC INAT STK VEH2 STOPPED AT ISB IN REAR	EOK ECHESTER	
KPD	1-29-08	08-105	2		1	2	FIRW	VEH2 FIRW INTO PATH of VEH1	HENRY + PROSPER	
KPD	1-30-08	08-107	2		1	1	FIRW	VEH1 FIRW INTO PATH of VEH2	AIRWAY + PROSPER	
KPD	1-30-08	08-108	2		2	3	FIRW	VEH2 UNK STK VEH1 PARKED IN THE REAR	PL 172 W. CHESTER	
KPD	1-31-08	08-109	2		1	1	BACKIN	VEH2 BACKED INTO PARKED VEH1	EAST CHESTER	

POLICE DEPT	DATE	MV/CRASH#	#VEH	P.I. PERSONS	ROAD COND	WEATHER COND	TYPE	CONTRIBUTING FACTORS	LOCATION
KPD	2-1-08	FR 03:16 2008-111	1		1	1	UT-RIES	1180A 118A 306B	UNR 150' W OF DELAWARE HAS BRUCK AVE
KPD	2-1-08	FR 09:50 08-112	1		4	5	SNRP	VEH1 SNRP, LC, RORAS, STK LET PALE	STK UT PALE STR GONDEAN) N OR GIL EAD AVE
KPD	2-1-08	FR 11:05 08-113	2		4	5	UNSA	VEH2 UNSA UNCH, STK VEH1, THEN FLED SCENE	CORNER 5TH BROADWAY 30 SE of WASH
KPD	2-1-08	FR 17:43 08-114	2		5	3	SNRP	VEH1 FT. SIRT, SNRP, SLID INTO INTERSECTION	UNDER MAINWAY + OF HIGHWAY AND CHETON AVE 150' N
KPD	2-1-08	FR 19:00 08-115	2		4	5	FLED	VEH2 UNK STK VEH1, PARKED THEN FLED SC.	PAWELGATE
KPD	2-1-08	FR 20:27 08-116	2		2	3	UNSA	VEH1 BACKED INTO PARKED VEH2 THEN FLED	BROADWAY 50' E of
KPD	2-2-08	SA 09:41 08-117	2		2	2	BACKING	VEH1 BACKED INTO PARKED VEH2	446 BROADWAY N.
KPD	2-2-08	SA 13:10 08-118	2		1	2	FTC	VEH1 FT. UNK, STK VEH2 IN REAR STOPPED INTENT	FOX HALL BROADWAY 20' E of
KPD	2-2-08	SA 19:34 08-119	2		2	2	FLED	VEH1 FT. SIRT, STK VEH2 IN INTERSECTION	WB BROADWAY + ELMHURST
KPD	2-2-08	SA 20:46 08-119	2	2	2	1	UT-RIES	VEH1 FT. UNK, STK VEH2 IN REAR STOPPED INTENT	BIND + WASH AVE
KPD	2-3-08	SU 09:58 08-121	2		1	2	UNSA	VEH2 IMP UNCH, UNSA PAST STK VEH1	N OF BENEDETT ELMENDORF ST 100'
KPD	2-3-08	SU 18:20 08-122	2		1	1	SNRP	VEH2 IMP UNK, STK VEH1 STOPPED INTENT	HOFFMANN BROADWAY
KPD	2-4-08	MO 07:43 08-123	2		1	2	BACKING	VEH2 STK PARKED VEH1	BROADWAY EAST BINGHAM
KPD	2-4-08	MO 23:46 08-124	2		2	3	FLED	VEH2 UNK STK PARKED VEH1 THEN FLED SCENE	CORNER 200' W OF HANCOCK BROADWAY ST 300' N of
KPD	2-5-08	TU 07:20 08-125	1		4	5	SNRP	VEH1 SNRP, LC, RORAS STK TREE	BROADWAY ST 300' N of
KPD	2-5-08	TU 09:33 08-126	2		4	3	UT-PARK	VEH1 PARKED, SLID DOWN DRIVE STK PARKED VEH2	80 HUNTER AVE DRIVEWAY
KPD	2-5-08	TU 15:34 08-129	2		2	2	BACKING	VEH2 BACKED INTO VEH1	WYNNING PLACE +
KPD	2-5-08	TU 18:10 08-131	2		2	2	FLED	VEH1 UNK STK PARKED VEH2 THEN FLED	DARREN COURT N.
KPD	2-6-08	TU 06:40 08-127	1		4	3	SNRP	VEH1 UNK, LC, RORAS	ALBERTA S. WAINST 150' S of
KPD	2-6-08	WE 15:24 08-132	2		1	1	FYRW	VEH1 FYRW, RORAS, STK VEH2	3700 N. R. PINEGROVE (ON) BROADWAY 300' E of
KPD	2-6-08	WE 15:45 08-133	2		2	3	FYRW	VEH1 FYRW, INTO PATH OF VEH2	BROADWAY 20' N of
KPD	2-6-08	WE 22:38 08-134	2		1	3	FLED	VEH1 SIDESWIPPED PARKED, VEH2 THEN FLED	DIETZ DINER N.
KPD	2-7-08	TH 17:52 08-135	2	1	1	2	UNSA	UNSA UNCH, VEH1 UNSA UNCH, STK VEH2	AIRBAY + MAIDEN LN
KPD	2-8-08	FR 13:40 08-136	2		1	2	DIST	VEH2 DIST, UNCH, STK VEH1 IN REAR STOPPED INTENT	FLAT BUSH E. OF PINEWOOD
KPD	2-8-08	FR 21:45 08-139	2		1	1	FLED	VEH2 UNK STK PARKED VEH1 THEN FLED SC.	MANNING HANDER N.
KPD	2-9-08	SA 12:03 08-140	2		4	4	FLED	VEH1 FT. SIRT, INTO PATH OF VEH2	ABEEL ST + WURE
KPD	2-9-08	SA 17:39 08-141	1		4	4	UT-PARK	VEH1 SNRP, LC, RORAS STK SNOWBAND	2. W. PINE WIRE E. OF PINEWOOD SHUTELOTT ST 200'
KPD	2-9-08	SA 23:23 08-142	2		4	5	BACKING	VEH1 BACKED INTO VEH2 PASTINE BY.	BENEDETTINE AVE. N.
KPD	2-10-08	SU 06:50 08-150	2		4	2	FLED	VEH2 STK PARKED VEH1 THEN FLED	COURT ST + KILLOW ST 200' E of
KPD	2-10-08	SU 11:43 08-143	2		4	2	SNRP	VEH2 SNRP, SLID INTO VEH1	100 W. HANCOCK DRIVEWAY
KPD	2-10-08	SU 14:15 08-144	2		1	2	FLED	VEH2 FT. STK VEH1 IN REAR STOPPED INTENT	N. WAINST AVE 300' W
KPD	2-11-08	MO 00:45 08-145	1		1	1	SNRP	VEH1 SNRP, UNCH, RORAS, STK LET PALE	120' N. R. PINEGROVE (ON) BROADWAY 300' E of
KPD	2-11-08	MO 13:48 08-146	2		1	1	FTC	VEH2 FT. SNRP, UNCH, STK VEH1 IN REAR STOPPED	AIRBAY AVE + FOX HALL
KPD	2-11-08	MO 17:14 08-147	3		1	1	UT-TURN	VEH1 UT TURN INTO PATH OF VEH2 WHICH STK VEH1	THE PINNACLES SMITH ELMENDORF 100' S of
KPD	2-11-08	MO 19:05 08-148	2		1	1	FYRW	VEH1 FYRW, K.F. R. STK VEH2	FOX HALL 40' N of
KPD	2-12-08	TU 10:44 08-149	2	5	1	2	FYRW	VEH2 FYRW, STK VEH1 IN THE SIDE	RT 32 BY WASH WASH AVE
KPD	2-13-08	WE 00:30 08-154	1		4	5	FLED	VEH2 UNK STK VEH1 THEN FLED SCENE	TRITON ST ANDREW ST 20'
KPD	2-13-08	WE 08:41 08-151	2		4	3/4	FLED	VEH2 UNK STK PARKED VEH1 THEN FLED	-130 N FRONT ST N.



WALSTER COUNTY CRASH DATA

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PC 2  
2008

TOWN

POLICE DEPT	DATE	MV#	# VEH	P.I. PERSONS	ROAD COND	WEATHER COND	TYPE	CONTRIBUTING FACTORS	LOCATION
KPD	2/3/08	08-152	1		4	5	SHOULDER SNARL	VEH1 SNARL, LC	RORAS STK CINDERAIL THEN RORAS STK RAIL 500' E of GARDNER HWY
KPD	2/3/08	08-156	2		4	3	FRONT FJRW	VEH2 FJRW INTO, STK VEH1	CLINTON AVE & HANDEMAN
KPD	2/4/08	08-157	2		2	1	BACKING	VEH1 BACKING OUT PARKING SPACE STK PARKED VEH2	CLINTON AVE & HANDEMAN
KPD	2/4/08	08-160	2		2	1	BACKING	VEH2 BACKING OUT OF PARKING SPACE STK PARKED VEH1	CLINTON AVE & HANDEMAN
KPD	2/4/08	08-159	2		1	1	FTC	VEH2 FTC STK VEH1 IN REAR STOPPING TO PU. PED.	CLINTON AVE & HANDEMAN
KPD	2/4/08	08-158	2		2	1	BACKING	VEH2 BACKED INTO VEH1	CLINTON AVE & HANDEMAN
KPD	2/4/08	08-153	2		5	1	SNARL	VEH1 SNARL, FT. JCS., STK VEH2 PARKED	CLINTON AVE & HANDEMAN
KPD	2/4/08	08-155	1		4	1	SNARL	VEH SNARL, SADDEN, LC ON CURVE RORAS STK WAN	CLINTON AVE & HANDEMAN
KPD	2/5/08	08-161	2		1	2	IMPACT	VEH2 STK PARKED VEH1 WHILE LEAVING PARKING SPACE	CLINTON AVE & HANDEMAN
KPD	2/5/08	08-162	2		1	1	FJRW	VEH1 FJRW STK VEH2 MAKING RIGHT TURN	CLINTON AVE & HANDEMAN
KPD	2/5/08	08-163	2		4	2	IMPACT	VEH1 MADE IMP. TURN STK VEH2 BACKING INTO PARKING SPACE	CLINTON AVE & HANDEMAN
KPD	2/6/08	08-166	2		1	1	FJRW	VEH2 FJRW INTO PATH OF VEH1	CLINTON AVE & HANDEMAN
KPD	2/6/08	08-167	2		1	2	FJRW	VEH1 FJRW STK VEH2	CLINTON AVE & HANDEMAN
KPD	2/6/08	08-165	2		1	1	FML	VEH1 SIDESWAPED VEH2 PARKED	CLINTON AVE & HANDEMAN
KPD	2/7/08	08-169	2		2	3	FJRW	VEH2 FJRW STK VEH1 INSIDE MERG	CLINTON AVE & HANDEMAN
KPD	2/8/08	08-170	2		2	3/6	FJRW	VEH1 SIDESWAPED VEH2	CLINTON AVE & HANDEMAN
KPD	2/8/08	08-171	2		2	2	FTC	VEH1 STK VEH2 PARKED	CLINTON AVE & HANDEMAN
KPD	2/8/08	08-173	2	1	1	1	BACKING	VEH2 BACKED INTO VEH1 BEHIND	CLINTON AVE & HANDEMAN
KPD	2/8/08	08-172	2		2	2	FJRW	VEH1 FJRW STK VEH2	CLINTON AVE & HANDEMAN
KPD	2/8/08	08-174	2		2	3	FJRW	VEH1 FJRW STK VEH2	CLINTON AVE & HANDEMAN
KPD	2/9/08	08-176	1	1	4	1	SNARL	VEH1 SNARL LC RORAS STK CINDERAIL	CLINTON AVE & HANDEMAN
KPD	2/9/08	08-177	2	1	1	1	FTC	VEH2 SNARL FTC STK VEH1 IN REAR THEN FTD SCEN	CLINTON AVE & HANDEMAN
KPD	2/9/08	08-186	2		2	4	FJRW	VEH2 UNK STK PARKED VEH1	CLINTON AVE & HANDEMAN
KPD	2/20/08	08-183	2		1	1	BACKING	VEH1 BACKED INTO VEH2 PARKED	CLINTON AVE & HANDEMAN
KPD	2/21/08	08-185	2		1	1	FJRW	VEH2 UNK STK PARKED VEH1 THEN FTD	CLINTON AVE & HANDEMAN
KPD	2/22/08	08-187	1		2	4	SNARL	VEH1 SNARL ALONG CURVE RORAS CDYL STK	CLINTON AVE & HANDEMAN
KPD	2/22/08	08-188	2		4	4	FTC	VEH1 SNARL FTC STK VEH2 STOPPED AT S.S.	CLINTON AVE & HANDEMAN
KPD	2/22/08	08-189	2		4	4	FJRW	VEH2 MAKING ILLEGAL LEFT TURN STK PARKED VEH1	CLINTON AVE & HANDEMAN
KPD	2/22/08	08-190	2		4	4	FJRW	VEH1 FJRW INTO PATH OF VEH2	CLINTON AVE & HANDEMAN
KPD	2/22/08	08-192	2		4	4	FJRW	VEH1 FJRW INTO PATH OF VEH2	CLINTON AVE & HANDEMAN
KPD	2/22/08	08-191	2		4	4	FTC	VEH2 SNARL FTC STK VEH1 IN REAR STOPPED AT S.S.	CLINTON AVE & HANDEMAN
KPD	2/22/08	08-193	1		4	3	SNARL	VEH1 SNARL LC ON CURVE, RORAS; STK FINE HAND	CLINTON AVE & HANDEMAN
KPD	2/22/08	08-194	2		4	3	SNARL	VEH1 SNARL, FT. JCS.; STK VEH2	CLINTON AVE & HANDEMAN
KPD	2/22/08	08-195	2		4	3	SNARL	VEH2 SNARL STK VEH1 IN REAR LEFT SCEN	CLINTON AVE & HANDEMAN
KPD	2/22/08	08-196	2		4	4	SNARL	VEH1 SNARL IMPACT INTO VEH2 STOPPED AT PATH	CLINTON AVE & HANDEMAN
KPD	2/23/08	08-202	2		2	2	SNARL	VEH2 IN SAFE PASS STK VEH1 PARKING	CLINTON AVE & HANDEMAN
KPD	2/23/08	08-203	2		4	4	FJRW	VEH2 UNK STK PARKED VEH1 THEN FTD SCEN	CLINTON AVE & HANDEMAN
KPD	2/23/08	08-204	3	2	4	2	FJRW	VEH1 FJRW INTO PATH OF VEH2. VEH1 ALSO STK	CLINTON AVE & HANDEMAN

GLAISTER COUNTY CRASH DATA

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PG 3  
2008

TOWN

POLICE DEPT	DATE	MI/BLK#	#VEH	P.I PERSONS	ROAD COND	WEATHER COND	TYPE	CONTRIBUTING FACTORS	LOCATION	TOWN
KPD	2-24-08	08-205	2		1	1	Fldsc	VEH 2 UNK STK PARKED VEH 1 THEN FLY	190 MAIN ST 60' SW of	EMERSON
KPD	2-24-08	08-207	2		2	1	INATT	VEH 1 BACKED INTO PARKED VEH 2	LEN COURT 1/4 MI N of	WEST
KPD	2-25-08	08-209	2		1	1	DRIFT	VEH 2 SWAP CDVX STK VEH 1 WHILE DRIVING	103 HURLOCK AVE	
KPD	2-25-08	08-210	2		1	1	BACKING	VEH 1 BACKED INTO PARKED VEH 2	SPRING ST 50' SW of	WEST
KPD	2-25-08	08-211	2		1	1	FRONT	VEH 1 FLOW RUNNING AWAY FROM CURB STK VEH 2	BROADWAY 50' E of	
KPD	2-26-08	08-219	2		1	2	FTHL	VEH 1 SIDESWIPPED PARKED VEH 2	30' N of HIGHWAY	WEST
KPD	2-26-08	08-224	1		4	4	SWAP	VEH 1 SWAP LC SLID OFF ROAD STK GARDEN	STEPHAN ST +	
KPD	2-26-08	08-222	2		4	4	SWAP	VEH 1 SWAP LC STK PARKED VEH 2 IN REAR	W. CHESTER ST	
KPD	2-26-08	08-223	2		4	4	SWAP	VEH 2 SWAP FTE SLD INTO VEH 1	1700 S. AVE 10' E of	WEST
KPD	2-26-08	08-223	2		4	4	FRONT	VEH 1 FRONT STK VEH 2 STOPPED AT S.S.	Two JIMM LN	
KPD	2-26-08	08-218	1	1	4	4	SWAP	VEH 1 SWAP STK LC ON CURVE SLID OFF RRS	N. FRONT ST + CHINTON	
KPD	2-26-08	08-226	2		4	4	INATT	VEH 2 SWAP LC MAKING RT TURN STK VEH 1	MINI CRUISE	
KPD	2-26-08	08-216	2		4	4	BACKING	VEH 2 BACKED INTO VEH 1 THEN LEFT SCENE	100 PROJECT ST	
KPD	2-26-08	08-220	2		4	4	SWAP	VEH 1 SWAP STK PARKED VEH 2 IN REAR	MARYS AVE 200'	
KPD	2-26-08	08-223	1		4	4	SWAP	VEH 1 SWAP LC ON CURVE FOR RRS STK GARDEN	CHANDLER DRIVE	
KPD	2-26-08	08-215	2		4	4	SWAP	VEH 1 SWAP LC SLID INTO PARKED VEH 2	NB FORHAM + GARDEN	
KPD	2-26-08	08-221	2		4	4	FRONT	VEH 1 + VEH 2 ENTERED + COLLIDED IN INTERSECTION	CHINTON AVE + ST. JAMES	
KPD	2-26-08	08-164	2	1	1	1	DRIFT	VEH 2 RETRIEVING CELLPHONE, DIST, FTE STK VEH 1 IN REAR	CLINTON AVE 30' SE of	
KPD	2-26-08	08-180	1		4	1	SWAP	VEH 1 SWAP LC ROR RS STK WALL	W. CHESTER ST 75' SW of	
KPD	2-26-08	08-178	2		1	1	FRONT	VEH 2 FRONT INTO PATH OF VEH 1	FAIR ST + FRANKLIN	
KPD	2-26-08	08-179	2		1	2	Fldsc	VEH 1 UNK STK (SIDESWIPPED) PARKED VEH 2 THEN FLDSC	GREEN KILL AVE 200'	
KPD	2-26-08	08-181	2		1	1	INATT	VEH 1 + VEH 2 INATT STK EACH OTHER IN INTERSECTION	CLINTON AVE + HANCOCK	
KPD	2-26-08	08-182	2		1	1	FRONT	VEH 2 FRONT INTO PATH OF VEH 1	BROADWAY + MACENTEE	
KPD	2-20-08	02-1940-08	2		1	2	BACKING	VEH 1 BACKED INTO PARKED VEH 2	GARDEN HILL PK	
KPD	2-27-08	08-184	2		1	1	FRONT	VEH 1 UNK PASSENGER PASSED VEH 2 MAKING L.T	PINE GROVE 10' SW of	
KPD	2-22-08	08-207	1		4	4	SWAP	VEH 1 SWAP LC ROR RS STK CURB	SCHWENK DR + FROG ALLEY	
KPD	2-22-08	08-199	1		4	4	SWAP	VEH 1 SWAP LC ROR RS STK A TREE	BROADWAY 15' E of SPRING	
KPD	2-22-08	08-198	2		4	4	SWAP	VEH 1 SWAP LC, STK PARKED VEH 2 IN REAR	E. of E. CHESTER ST	
KPD	2-24-08	08-206	2		1	1	Fldsc	VEH 2 UNK STK PARKED VEH 1 (SIDESWIPPED)	PROSPECT + BROADWAY ST 300' NW of	
KPD	2-24-08	08-208	2		1	1	BACKING	VEH 1 BACKED INTO PARKED VEH 2	85 MT VIEW AVE 100' W of	
KPD	2-26-08	08-214	2		4	4	INATT	VEH 2 SWAP LC RETURN STK STOPPED VEH 1	FRAT BUSH	
KPD	2-26-08	08-213	2	1	4	4	SWAP	VEH 2 FTE SWAP STK VEH 1 IN REAR	FOX HALL AVE 20' N of	
KPD	2-27-08	08-210	1		5	1	DRIFT	VEH 1 TRAIL STUCK LOW HANGING WIRES PULLING ROPE	PRINCE ST + GRAND	
KPD	2-27-08	08-228	2		2	2	FRONT	VEH 1 IMPACT, SIDESWIPPED VEH 2 PASSING CURB	FOX HALL + FRANKLIN	
KPD	2-27-08	08-229	2		2	2	FRONT	VEH 1 IMPACT MEDIAN LC STK PARKED VEH 2	111 SCHWENK DR Ph	
KPD	2-27-08	08-230	2		2	4	FRONT	VEH 1 FTH, SIDESWIPPED PARKED VEH 2	ABRUIN ST 20' E of	
KPD	2-27-08	08-232	2		2	4	FRONT	VEH 2 SIDESWIPPED PARKED VEH 1	W. CHESTER ST 40' SW	
KPD	2-27-08	08-231	2		2	2	INATT	VEH 1 FTE, INATT STK VEH 2 STOPPED AT R/H/L	BROADWAY + E. CHESTER	

WILKINSON COUNTY CRASH DATA

FEB PG4  
CITY OF 2008  
TOWN KINGSTON

POLICE DEPT	DATE	MV#477	# VEH	P.I. PERSONS	ROAD COND	WEATHER COND	TYPE	CONTRIBUTING FACTORS	LOCATION
KPD	2-27-08	08-233 WE 1146	2		2	2	WATT FFC	VEH2 FFC, WATT, STK VEH1 IN REAR STOPPED IN TRAFFIC	MURRAY ST. RT 90N 25 S. OF
KPD	2-27-08	08-235 WE 1221	2	1	2	4	WATT FFC	VEH2 FFC, WATT, STK VEH1 IN REAR STOPPED AT R/T/K	ST. JEN BROCK RD ADRIAN AVE TO NE
KPD	2-27-08	08-234 KE X	2		2	2	F/WAT	VEH2 F/WAT STK VEH1	NE ECHESTER + HIGHWAY
KPD	2-27-08	08-236 WE 1536	2		1	2	BACKING	VEH1 BACKED INTO PARKED VEH2	CAMPBELL ST DERRICK ST 45' SW
KPD	2-27-08	08-237 WE 1740	2	1	2	2	WATT FFC	VEH2 FFC, WATT, STK VEH1 IN REAR STOPPED TO MAKE	111 ECH ST FOX HILL RAILROAD
KPD	2-27-08	08-238 F-REDUCED WE 1758	1	1 PD	4	2	PEW	VEH1 STK PED CROSSING onto CROSSWALK + AGAINST	PRENIT ST 40' W. OF
KPD	2-28-08	08-239 TH 1310	2	1	1	1	FTSS	VEH1 FTSS, STK VEH2	HENRY + FAIR ST
KPD	2-28-08	08-240 TH 1247	2	1	1	1	FTC	VEH1 STK VEH2 IN REAR STOPPING AT R/T/K	FAIR ST + ST SCHWENK DR 20' E. OF
KPD	2-29-08	08-241 FR 1023	2		1	1	F/WAT	VEH2 F/WAT STK VEH1	MIKEY SCHWENK DR + FAIR
KPD	2-29-08	08-242 FR 1116	2		1	1	F/WAT	VEH1 F/WAT STK VEH2 INSIDE	RT 22 BLD + AM/KIN/PAK/EN
KPD	2-29-08	08-243 FR 1659	2		1	2	WATT FFC	VEH1 FFC, WATT STK VEH2 IN REAR STOPPING FOR TRAFF 587 OFF RAMP + DRIVING	
KPD	2-29-08	08-244 TH 1955	1		4	4	IMP IN PARKED	VEH1 PARKED SLIPPED out of GRASS PULLED DOWN HILL	STK TREES 100' W. OF ABSENZ RURAS GERTHAUST
KPD	2-29-08	08-245 F-PRM FR 2246	2		4	4	SWAY F/WAT	VEH1 F/WAT STK VEH2 WHICH JC JUMPED CURB STOPPED	T-PT/PAO PROSPECT ST ST JAMES ST
KPD	2-29-08	08-246 FR 2334	2	1	4	4	CDLL FTRK	VEH2 FTRK, CDLL, STK VEH1 IN GRASS	BROADWAY DERRICK ST
KPD	2-22-08	08-208 FR 1830	2	1	4	4	FLICK WRENCH	VEH2 TRAY-WRENCH-WAY, STK VEH1 TRAFFIC STOPPED	HERSON LEASER AVE MAIN ST 20' E. OF
KPD	2-25-08	08-212 F-REDUCED MO 1626	2		2	1	BACKING	VEH1 BACKED INTO PARKED VEH2	FAARRETT ST GACE ST 14 MI

CLUSTER COUNTY CRASH DATA

MARCH COPY Pg 1  
CITY OF KINGSTON 2009

POLICE DEPT	DATE	MV/VEH #	# VEH	P.I. PERSONS	ROAD COND	WEATHER COND	TYPE	CONTRIBUTING FACTORS	LOCATION	REMARKS
KPD	3-1-08	08-248 SA 1218	2		2	1	Back	VEH1 DRW TRK/PH BACKED INTO VEH2 WHICH PULLED	DRIVEN INTO PATH OF VEH1 ST JAMES ST FAIR ST 200 N	
KPD	3-1-08	08-250 SA 2057	1		2	1	Road	VEH1 STR RANGE POT HOLE IN ROADWAY	100' N OF SULLY RD KINGSTON PLAZA	
KPD	3-2-08	08-251 SW 0156	2	1	1	1	VEH1 SWAP	VEH1 FREING POLICE SWAP, LC, ROAD, STR PARKED	2nd 2 TREMONT ALBANY AVE 150' S of	
KPD	3-2-08	08-252 SW 0156	1	1	1	1	UTAKE	VEH1 SWAP, LC, ROAD, STR UT TAKE	6-TICKETS R. OF FINST AVE DE/ALWARE AVE 20' OF ELY ST	
KPD	3-2-08	08-253 SW 1350	2		1	1	UNREC	VEH2 SIDESWIPED VEH1 TRYING TO PASS VEH1 WHICH FLED SC.	THIRD AVE 200' N BROADWAY	
KPD	3-2-08	08-254 SW 1431	1	1	1	1	PED	PED ATTEMPTING TO GET INTO HEN VEH WAS STRUCK VEH1	HENRY ST 150' W of	
KPD	3-2-08	08-255 SW 1541	2		2	1	PH FLEES	VEH2 UNK STR PARKED VEH1 IN PARKING LOT	U.C. INTERMAY PL	
KPD	3-3-08	08-256 TH 1410	2		1	1	PH FLEES	VEH2 FTE INATT, STR VEH1 IN REAR STOPPED IN TRAFF	PL 37 ALBANY AVE	
KPD	3-3-08	08-259 TH 1824	2		1	1	FLEW	VEH1 FLEW OPENED DOOR INTO PATH OF VEH2 SIDESWIPED	CLINTON + MAIN ST	
KPD	3-4-08	08-260 TH 0823	2		1	2	FLEW	VEH1 UNK FLEW INTO PATH OF VEH2 THEN FLED	ST PAB ALBANY + MINDEN AVE	
KPD	3-4-08	08-262 TH 1100	2		2	3	FLEES	VEH1 BACKED INTO VEH2 PARKED THEN FLED	PL KING HOSP	
KPD	3-4-08	08-261 TH 1112	2		2	3	INATT	VEH2 FTE, INATT STR VEH1 IN REAR STOPPED IN TRAFF	16 F PAB N BROADWAY FOX HILL 50' S of	
KPD	3-4-08	08-263 TH 1528	2		2	3	INATT	VEH1 INATT UNK STR VEH2	2-T. COM. V. PAB SOUTH STERLING SWAMER ST +	
KPD	3-1-08	08-247 SA 950	2		5	2	SNAP	VEH1 SNAP SLD INTO VEH2 STOPPED AT R/T CEDAR ST + BROADWAY		
KPD	3-1-08	08-249 SA 1627	2		1	1	FTE-RTA	VEH1 FTE-RTA, STR VEH2	NB BROADWAY + ALBANY	
KPD	3-3-08	08-257 TH 1459	2		1	1	BACKING	VEH2 QUICK BACKED INTO VEH1 THEN FLED SC	S. OF PENN COUNT COLONIAL DRIVE 40' W CHESTER ST	
KPD	3-3-08	08-258 TH 1524	2		1	1	FLEW	VEH1 FLEW INTO PATH OF VEH2	BROADWAY 50' E of	
KPD	3-3-08	08-264 TH 832	2		2	3	FLEES	VEH2 UNK STR ANVIC CHG SIDESWIPED VEH1	THIRD AVE ALBANY AVE 40'	
KPD	3-5-08	08-266 TH 1020	2		2	3	FLEW	VEH1 FLEW INTO PATH OF VEH2	BRANDWAY + FRANKLIN	
KPD	3-5-08	08-265 TH 1038	2		2	2	FLEES	VEH2 UNK SIDESWIPED PARKED VEH1 THEN FLED	W. OF EIGHTH ST W. OF BROADWAY	
KPD	3-5-08	08-269 TH 1227	2	1	2	2	INATT	VEH2 FTE STR VEH1 IN REAR STOPPED AT R/T	CARLEIGH DR KOENIG BLVD +	
KPD	3-5-08	08-267 TH 1423	2		1	1	FLEW	VEH2 FLEW STR VEH1	W. OF BROADWAY FINE GROVE AVE 500'	
KPD	3-5-08	08-268 TH 1448	2		1	2	INATT	VEH2 FTE, INATT STR VEH1 IN REAR THEN FLED	BROADWAY + FRANKLIN	
KPD	3-5-08	08-270 TH 1934	1		2	1	SNAP	VEH1 LC ON QUAYE CCK. STR W/11	WOODSTOCK ST 200' S of	
KPD	3-6-08	08-271 TH 0902	2		1	1	INATT	VEH2 INATT STR PARKED VEH1	OF PROSPECT VAN BUREN ST 300' E	
KPD	3-6-08	08-272 TH 1645	2		1	1	UNREC	VEH1 FLEW OPENED DOOR INTO PATH OF VEH2	PINE ST + FRANKLIN	
KPD	3-7-08	08-273 TH 0900	2		1	1	FLEW	VEH1 + VEH2 FLEW STR EN OTHER IN INT	A BEEK + WATZ	
KPD	3-7-08	08-274 TH 1336	2		1	2	UTAKE	VEH1 UT TAKE INTO PATH OF VEH2	SB BROADWAY + VAN BUREN	
KPD	3-8-08	08-275 SA 0844	2		2	3	FLEES	VEH2 UNK STR PARKED VEH1 THEN FLED	135 WILST 100' N of	
KPD	3-8-08	08-276 SA 1137	2		2	3	FLEES	VEH2 UNK STR PARKED VEH1 THEN FLED	PRINCE ST SMITH AVE 100'	
WCSO	3-9-08	08-266 TH 0706	1		5	1	SNAP	VEH1 SNAP, LC, ROAD, STR C/D (R/W)	RT 32 MITCHELL	
KPD	3-9-08	08-298 SA 1255	2		X	X	FTE	VEH2 FTE STR VEH1 IN REAR STOPPED AT R/T	BROADWAY + PINEGROVE	
KPD	3-9-08	08-277 SA 2046	2		4	1	SNAP	VEH1 SNAP LC ROAD STR PARKED VEH2	W. OF THIRD AVE NB DE/ALWARE AVE 100'	
KPD	3-9-08	08-280 SA 2205	1		1	1	UTAKE	VEH1 PARKED INTO UT TAKE (STEWART)	W. OF 11th ST GREEN KILL AVE 50'	
KPD	3-10-08	08-283 TH X	2		1	1	FLEES	VEH2 UNK STR PARKED VEH1 THEN FLED	16 A BEEK ST PL	
KPD	3-10-08	08-281 TH 0915	1	1	1	1	PH	PED'S SCARF WAS CAUGHT IN DOOR OF CAB WHICH WAS SEEN	ped was pulled to ground 37 ALBANY AVE	
KPD	3-10-08	08-284 TH 1413	2		1	1	FLEW	VEH2 FLEW INTO THE PATH OF VEH1	BROADWAY + FRANKLIN	
KPD	3-11-08	08-285 TH 1225	4		1	1	FLEES	VEH1 TRANSPORT FTE VEH2 UNK STR CHG STOPPED	WASH 300' N of	

WILKES COUNTY CRASH DATA

MARCH

PG 2  
2008  
CITY  
FOOTON KINGSTON

POLICE DEPT	DATE	MV#477	#VEH	P. I. PERSONS	ROAD COND	WEATHER COND	TYPE	CONTRIBUTING FACTORS	LOCATION	53
KPD	3-11-08	08-285	2	2	1	1	FRONT	1239CA 3-ND 5H US, TY VEH1 FRONT INTO PATH of VEH2	AIRWAY AVE + ROOSEVELT W. SIDE OF CROSS	153
KPD	3-11-08	08-288	2	1	1	UNSPEC	VEH1 UNSPECIFIED SIDE SWIPED VEH2	ROOSEVELT SB AIRWAY AVE 100' W. OF		
KPD	3-11-08	08-286	2	1	1	FTSRT	VEH2 FTSRT STRK VEH1	ONEI/ST + TRENTON		
KPD	3-11-08	08-289	2	1	1	FRONT	VEH2 SWIP, INTR. CLINE SIDE SWIPED VEH2	CEDAR ST + BROADWAY		
KPD	3-12-08	08-291	2	1	2	FRONT	VEH2 INATT FTS SWIP STRK VEH1 IN REAR STOPPED IN TRAFFIC	75E THOMAS ST BROADWAY		
KPD	3-12-08	08-290	2	1	2	FRONT	VEH2 FTS INATT STRK VEH1 IN REAR STOPPED IN TRAFFIC	FOX HALL + AIRWAY		
KPD	3-12-08	08-292	2	1	1	FRONT	VEH2 BACKED INTO PARKED VEH1	18 DOWNST PL OF N-FRONT		
KPD	3-13-08	08-293	2	1	2	BACKING	VEH2 BACKED INTO VEH1 BEHIND	CROWN ST 100'S		
KPD	3-13-08	08-294	2	1	1	FRONT	VEH1 FTS SWIP INATT STRK VEH2 IN REAR STOPPED IN TRAFFIC	LOCUST + FAYSON PARK PL		
KPD	3-13-08	08-295	2	1	1	BACKING	VEH2 BACKED INTO PARKED VEH1	KENTUCKY DR PL		
KPD	3-13-08	08-296	2	1	1	FRONT	VEH1 STRK VEH2 IN REAR SHAWING IN TRAFFIC	75E THOMAS AVE 200' E		
KPD	3-15-08	08-297	2	1	2	FRONT	VEH1 FTS OPENED HD INTO PATH of VEH2	500' STICKIES FAIRVIEW AVE		
KPD	3-17-08	08-301	2	1	1	FRONT	VEH1 INATT STRK TAIL GATE ON VEH2	N-FRONT ST D EUNG BACKWOOD PL		
KPD	3-17-08	08-300	2	1	1	BACKING	VEH1 BACKED INTO PARKED VEH2	FOX HALL AVE STEARNS PL		
KPD	3-17-08	08-302	2	1	1	FRONT	VEH1 SWIP, FTS STRK VEH2 IN REAR STOPPED IN TRAFFIC	LUCAS AVE + MILLBROOK		
KPD	3-18-08	08-303	1	4	1	SWIP	VEH1 SWIP, LC, CDYL, STRK EMB. CROSS BACK DOWN RT 32 200' N of AIRWAY	AIRWAY AVE 100' N of BROADWAY		
KPD	3-16-08	08-303	3	2	2	FRONT	VEH1 MED EMB STRK VEH2 PUSHING INTO VEH3	WASHINGTON + VEH3 AIRWAY AVE 100' N of BROADWAY		
KPD	3-18-08	08-303	2	1	2	FRONT	VEH1 FTS R.T.L. STRK VEH2	AIRWAY + KENTUCKY E. OF GRANITE		
KPD	3-18-08	08-303	2	2	3	FRONT	VEH2 FTS STRK VEH1 IN REAR STOPPING IN TRAFFIC	MURKENS AVE 250' CROVE ST.		
KPD	3-18-08	08-304	2	2	3	FRONT	VEH1 BACKED INTO PATH of VEH2	AIRWAY ST 20' N of		
KPD	3-19-08	08-305	2	2	3	FRONT	VEH2 UNK STRK PARKED VEH1 THEN FTS SWIP	ROUNDABOUT GARDEN PL		
KPD	3-20-08	08-306	3	2	3	FRONT	VEH1 UNK STRK PARKED VEH2 + VEH3 THEN FTS	WILLOW 100' ONEI/ST		
KPD	3-21-08	08-307	2	1	1	FRONT	VEH2 FTS STRK VEH1 IN REAR STOPPING IN TRAFFIC	FIAT BUCK + CHESTER		
KPD	3-21-08	08-308	2	1	1	FRONT	VEH1 FTS STRK VEH2 IN REAR A TK	KOEING BLDG + RT 32		
KPD	3-23-08	08-309	2	1	1	FRONT	VEH2 FTS STRK VEH1 IN INTERSEC.	MAIDEN LN + FAIRVIEW		
KPD	3-24-08	08-310	2	1	1	FRONT	VEH2 FTS STRK VEH1 IN REAR STOPPED IN TRAFFIC	BROADWAY 25' E of FOX HALL AVE		
KPD	3-24-08	08-311	2	1	1	FRONT	VEH2 FTS R.T.L. STRK VEH1	AIRWAY + CHANDLER I 587		
KPD	3-24-08	08-312	2	1	1	FRONT	VEH1 + VEH2 FTS STRK EACH OTHER	AIRWAY + MADISON		
KPD	3-27-08	08-313	2	1	2	FRONT	VEH1 FTS STRK VEH2 IN LEFT SIDE	FOX HALL + AIRWAY CHESTER ST		
KPD	3-28-08	08-314	2	2	2	FRONT	VEH1 FTS STRK VEH2 IN INTERSEC.	BROADWAY + WEST		
KPD	3-28-08	08-315	2	1	1	FRONT	VEH1 ATTEMPT TO PARK SIDE SWIPED PARKED VEH2	N-FRONT ST + JONES		
KPD	3-28-08	08-316	3	1	1	FRONT	VEH1 FTS STRK VEH2 + VEH3 IN REAR STOPPED IN TRAFFIC	BROADWAY + W. ORRILL FOX HALL		
KPD	3-31-08	08-321	2	1	2	FRONT	VEH1 FTS STRK VEH2 STOPPED IN TRAFFIC	BROADWAY 50' E of ONEI/ST		
KPD	3-31-08	08-317	3	2	3	FRONT	VEH1 FTS STRK VEH2 PUSHING INTO VEH3	BROADWAY 100' W. of W. OF VENTON ST		
KPD	3-31-08	08-318	2	2	3	FRONT	VEH1 STRK PARKED VEH1	DELAWARE AVE 50'		
KPD	3-31-08	08-319	2	2	3	FRONT	VEH2 BACKED INTO VEH1	ROUNDABOUT PLAZA PL		
KPD	3-31-08	08-320	2	2	3	FRONT	VEH1 BACKED INTO PARKED VEH2	CANNON ST PL		

ULSTER COUNTY CRASH DATA

April

copy 16.2

CITY of KINGSTON 2008

POLICE DEPT	DATE	MV/VEH #	#VEH	P.I PERSONS	ROAD COND	WEATHER COND	TYPE	CONTRIBUTING FACTORS	LOCATION	53-1709
KPD	4/1/08	08-322	2		2	3	PROG	VEH2 UNK STK PARKED VEH1	642 BROADWAY/ONEIDA	
KPD	4/1/08	08-324	2	2	1	2	FALD	VEH1 STK VEH2 IN REAR STOPPED IN TRAFFIC THEN FLED	T-15TH PASS FIND BUSH FOXHILL 50'S end	
KPD	4/1/08	08-325	2		1	2	INSTR	VEH2 IN SW ANCH STK VEH1 PASS ON RT	ALBANY/AVE & STATE	1572
KPD	4/2/08	08-325	1		1	1	UTDRIVE	VEH1 DIST LG RDR STK UTDRIVE	WASH & 100 NW	
KPD	4/2/08	08-328	2		1	1	FISRTA	VEH1 FISRTA STK VEH2	4 PASS 9TH, 9F, 8, 8F	CLINTON/HENRY
KPD	4/2/08	08-329	2		1	1	PR	VEH1 BACKED INTO VEH2	T-20F	RITE A.D.P.
KPD	4/3/08	08-330	1	1	1	1	MED	VEH1 KNEW VEH1 JUMPED ONTO TRUNK THEN FELL	FRANKLIN ED FAIR ST 130 E	
KPD	4/3/08	08-332	2	1	1	1	FYRWAT	VEH2 FYRWAT STK VEH1	HURLEY/AVENUE	
KPD	4/4/08	08-336	2		1	2		VEH1 STK PARKED VEH2 (SIDESWIPPED)	201 W BROADWAY ST JAMES ST	
KPD	4/4/08	08-337	1		2	2	FALD	VEH1 IMPACT STK TREE THEN FLED	WASH & 100 NW MADENLY 20'E	
KPD	4/6/08	08-335	2		1	2	BACKING	VEH1 BACKED INTO PARKED VEH2	SMYDNER AVE 155	
KPD	4/7/08	08-337	1		1	1	UTDRIVE	VEH1 DIST, RECKLESS ACTION	ROBINS STK LIGHT P/E	BROADWAY & FIELD
KPD	4/7/08	08-338	2	1	1	1	M/C	VEH2 MC STK VEH1 IN REAR	TREMPER ALBANY/AVE 50'	
KPD	4/8/08	08-340	2		1	1	FALD	VEH2 FYRW STK VEH1 STOPPED AT T/J	BROADWAY & RICHES	358
KPD	4/8/08	08-339	4		1	1		VEH1 STK VEH2 IN REAR RECKLESS INTO VEH3	INTERSTATE FIAT BUS & TIE TIE	
KPD	4/9/08	08-341	2		1	1	BACKING	VEH2 BACKED INTO VEH1 THEN FLED	VEH1 5. WALL ST & GREENKILL	244
KPD	4/9/08	08-342	2		1	2	DIST	VEH1 DIST, FIC, STK VEH2 SLOWING IN TRAFFIC	BROADWAY & E. CHESTER	
KPD	4/10/08	08-343	2		1	1	PASS ON RIGHT	VEH1 PASSING ON RIGHT SIDESWIPPED VEH2	HURLEY 150 W	
KPD	4/10/08	08-345	3		1	1	MATT	VEH1 FIC, MATT, STK VEH2 IN REAR PULLING OUT	VEH3 BROADWAY 100 NW	
KPD	4/10/08	08-358	2		1	-	FALD	VEH2 UNK STK PARKED VEH1 THEN FLED	KING PLAZA P/L	
KPD	4/10/08	08-346	2		2	2	FYRWAT	VEH1 FYRW STK VEH2	HOWLAND AVE/SNYDER	
KPD	4/11/08	08-347	2		1	2	MATT	VEH1 SIDESWIPPED PARKED VEH2	HENRY & STEARNS	
KPD	4/20/08	08-349	2		1	1	MATT	VEH2 UNK STK PARKED VEH1 THEN FLED	SCENE VAN DEREN 20'S OF BROADWAY	
KPD	4/14/08	08-351	2		1	1	FIC	VEH1 STK VEH2 IN REAR STOPPED AT T/S	T-16 F	ANDREWS 20'S
KPD	4/14/08	08-353	2		1	1	FYRWAT	VEH1 FYRW STK VEH2	BROADWAY & BROOKER	
KPD	4/14/08	08-354	2		1	X	FALD	VEH2 UNK STK PARKED VEH1 THEN FLED	GREENKILL & STEARNS	
KPD	4/14/08	08-355	2		1	1	FYRWAT	VEH1 FYRW IN PATH OF VEH2	MAIN ST & FAIR	277
KPD	4/15/08	08-357	2		1	1	PASS ON RIGHT	VEH2 IMPACT VEH1 PASS ON RIGHT SIDESWIPPED	FA OTHER BROADWAY & FRANKLIN	
KPD	4/15/08	08-356	2		1	1	BACKING	VEH2 BACKED INTO VEH1 THEN LEFT SCENE	SMYDNER AVE & CORNER	244
KPD	4/16/08	08-360	2		1	1	PR	VEH2 SIDESWIPPED VEH1 LEAVING PARKING SPACE	WALKER/REUT	83
KCSO	4/16/08	08-361	2	1	1	1		VEH1 FYRW INTO PATH OF VEH2	T-18 F	BROADWAY & CEDAR
KPD	4/17/08	08-363	2		1	1	MATT, FIC	VEH1 MATT, FIC, STK VEH2 IN REAR STOPPED IN TRAFFIC	BROADWAY & HENRY	267
KPD	4/16/08	08-361	2		1	1	FYRWAT	VEH2 FYRW STK VEH1	T-20F 2T-PASS 18F, 16F	BROADWAY & E. CHESTER

# **Appendix G**

## **Wayfinding Observations**

# Proposed Improvements

## Wayfinding Signage - General Observations



There are three distinct and separate wayfinding signage systems present in Kingston... the blue and white City of Kingston wayfinding signs, the 'off-blue' heritage Trail signs and the brown State historic marker signs. Viewed cohesively as a wayfinding system, they are confusing.



# Proposed Improvements

## Wayfinding Signage - General Observations

There are State historic markers directing visitors to both the Senate House AND the Rondout Waterfront and it appears that each have their own 'visitor center' It could be a little confusing.



# Proposed Improvements

## *Wayfinding Signage - General Observations*



- What is the Heritage Trail?
- Are you supposed to walk along it or drive along it following these signs?
- If it is intended as a walking trail then what is the point of these signs - Do they lead you to a designated starting point?
- If so, is there parking when you get there?
- Or are you meant to drive around the stockade district following these signs admiring the historic sites from your car?

# Proposed Improvements

## Wayfinding Signage - General Observations



- The lettering on this sign is too small
- The arrowheads need to be much more pronounced
- By placing arrows that face up 'under' the text, you make the sign unnecessarily large

# Proposed Improvements

## Wayfinding Signage - Thruway Approach



No 'Welcome to Kingston' sign nor any directions to 'uptown' or downtown or the stockade district as you exit the Thruway and first approach the roundabout



If you make it 'Into' the roundabout the only wayfinding sign is the State historic marker - no wayfinding to 'uptown' ... or 'business district'

# Proposed Improvements

## Wayfinding Signage - Approach from Thruway



The first Historic Kingston (blue and white) wayfinding sign (on Wash. Ave.) has fallen down, also it should be out at the curb not back in the trees.



The next blue and white wayfinding sign is not visible as you approach Schwenk Drive. The brown State marker becomes visible too late to make the left.

# Proposed Improvements

## Wayfinding Signage - Approach from Thruway

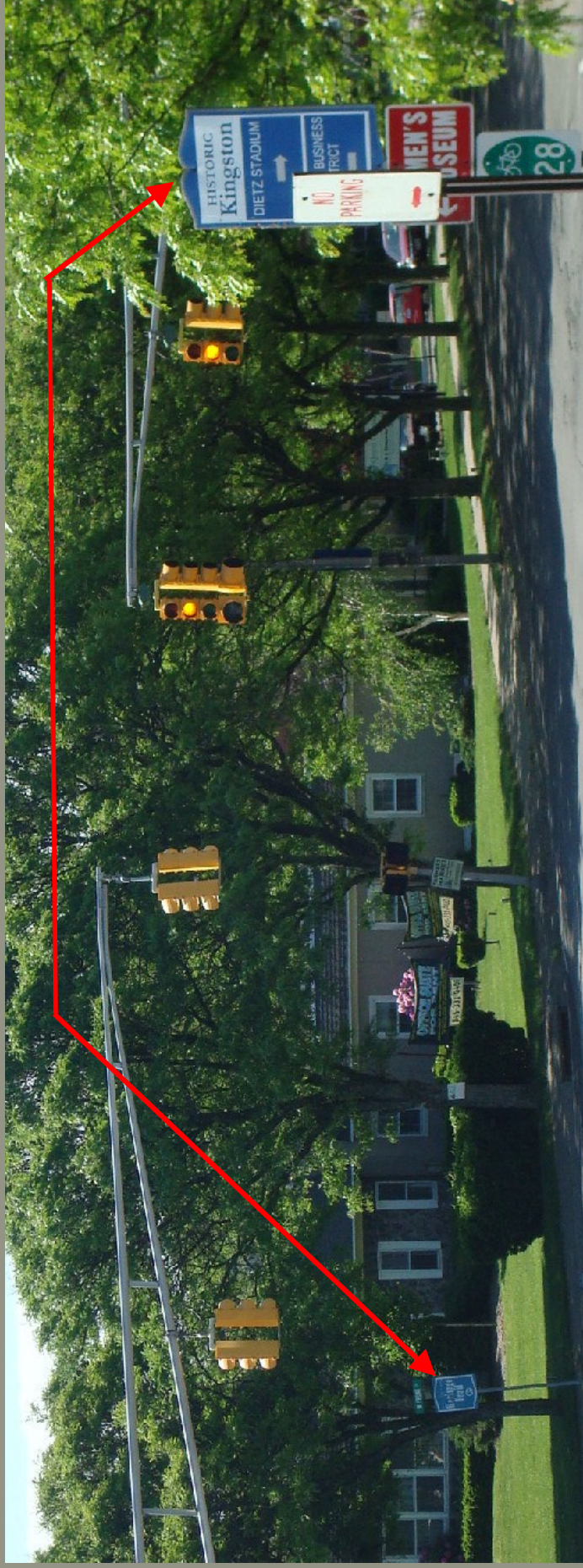


If you are lucky enough to see and make the left onto Schwenk drive, you are given your choice of following the blue signs or the brown signs to the Stockade District Visitor Center. These signs are within a block of each other... is it the same visitor center?

And why doesn't Benedictine Hospital get a big blue H like the Kingston Hospital?

# Proposed Improvements

## Wayfinding Signage - Washington and North Front



- The Historic Kingston and Heritage Trail signs sort of seem to be working together here but beg the question, “what is the connection between the two” Is there any?
- Also, both these signs should be further west on Washington in advance of the intersection so people can see them early enough to know to get into the left turn only lane.

# Proposed Improvements

## Wayfinding Signage - 587 Approach



As you approach the end of 587 and Albany Avenue there are lots of signs but strangely enough the one sign missing is the ubiquitous blue and white Historic Kingston sign, so there is no direction to the Uptown Stockade/Business district



# Proposed Improvements

## Wayfinding Signage - 587 Approach



As you pull up to Albany Ave.... Sign Clutter!

There should be one big beautiful sign listing the BMX Track, the Farmers Market, the Fire Museum, The Theatre, Library, Court House, City Hall, Stockade District, Rondout, etc.. Hospital sign could use a name and an arrow. And what, no sign to Kingston Plaza!

# Proposed Improvements

*Wayfinding Signage - Looking North on 32 @ Wash. Ave.*



- Why aren't the Firemen's Museum and Library listed on the Kingston sign?
- Why is the Historic Kingston sign way off to the right away from the street?
- What, no Heritage Trail sign? No brown State Historic Site marker?

# Proposed Improvements

## Wayfinding Signage - Looking North on 32 @ Wall/Fair








- This sign is fairly well placed except it COULD go right AT the intersection because there is a stop sign
- The problem here is that the enormous 5-way intersection makes the arrows on the Kingston sign meaningless to the uninitiated. Does a purely left facing arrow mean a hard hard left or a soft left onto Wall St? Same for the purely right facing arrow. Arrows should have been angled to 10 O'clock and 2 O'clock

# **Appendix H**












## **On-Line Survey Results**

# City of Kingston Uptown Stockade Area Transportation Plan

**1. Please describe your relationship to the Uptown Stockade area. Check all that apply.**

		Response Percent	Response Count
I live there		14.1%	43
I work there		43.0%	131
I own a business there		14.1%	43
I own a non-business property there		4.3%	13
I visit		57.0%	174
		<b>answered question</b>	<b>305</b>
		<b>skipped question</b>	<b>5</b>

**2. What would you like to preserve/see more of in the Uptown Stockade area? Please check all that apply.**

		Response Percent	Response Count
One-way streets		17.5%	45
On-street parking		43.6%	112
<b>Off-street parking</b>		<b>72.8%</b>	187
Metered parking		6.6%	17
Bus service		28.8%	74
Street name signs		38.5%	99
Guide signs (e.g., to Uptown Area, historic sites, specific buildings, parking lots)		57.2%	147
Parking regulation signs		24.1%	62
"Walk/Don't Walk" signals		26.5%	68
Striped crosswalks		52.9%	136
"No Right Turn on Red" restrictions		17.1%	44
		Other (please specify)	61
		<b>answered question</b>	<b>257</b>

**What would you like to preserve/see more of in the Uptown Stockade area? Please check all that apply.**

#	Response Date	Other (please specify)
1.	1/29/2008 6:40:00 PM	Bicycle travel lanes, modern bike racks, curb cuts
2.	1/29/2008 6:44:00 PM	bike lanes, modern (usable) bike racks, curb cuts, level sidewalks
3.	1/30/2008 1:28:00 AM	blinking stop lights during night and weekends
4.	1/30/2008 1:47:00 AM	bike lanes, secure bike parking
5.	1/30/2008 2:09:00 PM	bicycle transportation is key. Make it safe and comfortable to ride a bike
6.	1/31/2008 8:37:00 PM	Bicycle Lanes in conjunction with off street parking
7.	2/4/2008 8:00:00 PM	It's a terrible shame that there isn't better signage for the uptown area at the traffic circle, on Washington Ave, and all throughout the neighborhood. With the four oldest standing corners in America, why in the world isn't that better promoted for example? Or signs for municipal parking?
8.	2/5/2008 2:14:00 AM	Uptown Kingston is dead. The 12 story condo was our chance to revive it, but as usual, progress was protested against.
9.	2/5/2008 1:57:00 PM	UN-metered parking! How are people going to go and enjoy themselves if they have to worry about the meter needing another \$3!!!
10.	2/5/2008 2:43:00 PM	Curb cuts on every corner for access for wheelchairs, strollers, freight dollies etc.
11.	2/5/2008 4:04:00 PM	Continue Wall Street as a one-way from Front all the way to the 5 Corners at Boulevard
12.	2/6/2008 2:00:00 PM	appropriate lighting and banners for special events
13.	2/6/2008 2:49:00 PM	we dont need a bus stop on every corner taking up parking spots, also the new parking spots are too big wasting space. what about compact car parking designations
14.	2/6/2008 3:00:00 PM	near Pearl Street and no meters
15.	2/6/2008 3:04:00 PM	Additional parking
16.	2/6/2008 3:14:00 PM	a vibrant business district, with more retail stores to help keep shoppers out of the mall—without destroying its historic integrity
17.	2/6/2008 3:21:00 PM	Fix the Parking Garage to save the businesses currently operating uptown - it's pretty much do or die!!!!
18.	2/6/2008 4:31:00 PM	Bicycle Routes
19.	2/6/2008 4:31:00 PM	handicap access
20.	2/6/2008 4:42:00 PM	Accessibility for persons with disabilities, including those using wheelchairs and those with visual impairments (i.e. making walk/don't walk signals accessible to the blind, by using auditory signals)
21.	2/6/2008 4:55:00 PM	curb cuts at crosswalks
22.	2/6/2008 4:56:00 PM	side walks
23.	2/6/2008 5:00:00 PM	fewer traffic lights. or at least turn them to flashing yellow after 7:00 PM
24.	2/6/2008 5:39:00 PM	BETTER DISABILITY ACCESS - LOWERED CURBS
25.	2/6/2008 5:42:00 PM	the traffic lights need to be adjusted so when traffic is light we don't have to sit through red lights sooooo long
26.	2/6/2008 6:18:00 PM	Better bus connections.
27.	2/6/2008 10:23:00 PM	try to eliminate people double parking to "run into the store" especially on narrow streets of stockade
28.	2/6/2008 11:50:00 PM	Handicap sidewalk ramps and reserved parking. Crosswalks using
29.	2/7/2008 2:06:00 PM	Speed bumps to slow traffic down between stop signs & lights, especially around the County Office Building
30.	2/7/2008 2:51:00 PM	Less signage about parking and ordinances, cleaner streets
31.	2/7/2008 7:11:00 PM	MORE PARKING!!!!!!
32.	2/7/2008 8:47:00 PM	please keep the historic sense of the area
33.	2/8/2008 12:42:00 AM	Handicap sidewalk ramps and reserved parking. Crosswalks using alternative means of definition.
34.	2/8/2008 3:05:00 AM	Two way traffic on Wall Street
35.	2/8/2008 2:47:00 PM	accessibility ramps

- 36.2/8/2008 3:21:00 PM Mailboxes
- 37.2/8/2008 6:05:00 PM Signs that indicate it is NYS law to stop for pedestrians in crosswalks.
- 38.2/8/2008 7:40:00 PM more enforcement of parking regulations; i.e., ticketing double-parkers
- 39.2/8/2008 7:59:00 PM well done proper signage in uptown kingston is horrendously lacking - also i would like to see cleaner streets and sidewalks
- 40.2/8/2008 8:48:00 PM take out planters to provide more parking, and restrict truck deliveries to before 9:00 am!
- 41.2/9/2008 11:58:00 AM Parking management. Get the employees & residents off key streets & give them an alternative
- 42.2/9/2008 12:41:00 PM 15 minute parking max. & have parking garage rebuilt at end of wall street
- 43.2/11/2008 2:26:00 PM Bike Paths
- 44.2/12/2008 9:27:00 PM Less cars and trucks.
- 45.2/13/2008 8:29:00 PM slant parking on Wall St... increase parking and slow down traffic... both a major problem in the Uptown area...
- 46.2/13/2008 8:38:00 PM More off street and free parking
- 47.2/13/2008 10:48:00 PM The Pike Plan. Traffic lights brought down to pedestals.
- 48.2/14/2008 12:48:00 PM let's limit the signage.
- 49.2/14/2008 6:16:00 PM Bus service with signs and information for the public
- 50.2/19/2008 2:34:00 PM all street corners to be handicap accessible.
- 51.2/29/2008 6:48:00 PM less - no Double Parking!!! A stop White Strip on the road from Schwenk Drive to Clinton Ave... dangerous!
- 52.3/3/2008 2:17:00 PM closing more streets in the stockade to pedestrian traffic similar to the farmer's market. Not permanent closure, but enough so that restaurants can place tables outside, and people can walk the neighborhood stores without worrying about traffic.
- 53.3/9/2008 9:48:00 PM Parking lots need painted guard rail, more signs, glass, leaves and tree limbs swept daily
- 54.6/4/2008 6:17:00 PM Most important are the Guide signs - consistent easy to follow signs for historic sites and buildings
- 55.6/5/2008 12:15:00 AM the light at fair and schwenk drive is FAR too long. One sits there 5 minutes waiting to exit uptown
- 56.6/5/2008 2:24:00 AM Re-define "Uptown." NOT to 32.....
- 57.6/5/2008 2:50:00 AM Neckdowns
- 58.6/5/2008 1:34:00 PM Get rid of the no right on red at two intersections. Replace with yield to pedestrians signage.
- 59.6/5/2008 8:31:00 PM Trees are good, the big tree holders that take up parking spaces are not
- 60.6/24/2008 5:48:00 PM Businesses
- 61.7/31/2008 8:10:00 PM public spaces, attractive, walkable connections to Kingston Plaza

3. On which roadway(s) do you typically travel to and from the Uptown Stockade area? Please check all that apply.

	Response Percent	Response Count
<b>Washington Avenue</b>	68.7%	184
Albany Avenue	56.3%	151
Clinton Avenue	50.4%	135
Fair Street	54.9%	147
Wall Street	63.1%	169
Other (please specify)		41
<b>answered question</b>		<b>268</b>
<b>skipped question</b>		<b>42</b>

4. Through which intersection(s) do you typically enter and exit the Uptown Stockade area? Please check all that apply.

	Response Percent	Response Count
I-587 at Albany Avenue/Broadway	38.9%	103
Route 32/Boulevard at Wall Street/Fair Street/Greenkill Avenue	25.3%	67
Washington Avenue at Schwenk Drive	41.5%	110
<b>Washington Avenue at N. Front Street</b>	<b>48.3%</b>	128
Washington Avenue at Lucas Avenue	25.3%	67
Washington Avenue at Pearl Street	21.5%	57
Washington Avenue at Main Street	15.8%	42
Clinton Avenue at Albany Avenue/Pearl Street	39.6%	105
Clinton Avenue at John Street	21.9%	58
Other (please specify)		14



<< Back to Summary

**On which roadway(s) do you typically travel to and from the Uptown Stockade area? Please check all that apply.**



#	Response Date	Other (please specify)
1.	1/29/2008 6:40:00 PM	Green, Lucas
2.	1/29/2008 6:44:00 PM	Lucas
3.	1/29/2008 10:08:00 PM	Maiden Lane
4.	1/30/2008 1:28:00 AM	green street, john street
5.	2/4/2008 8:00:00 PM	Broadway
6.	2/6/2008 2:49:00 PM	north front street
7.	2/6/2008 3:13:00 PM	north front street
8.	2/6/2008 3:15:00 PM	Pearl St.
9.	2/6/2008 3:21:00 PM	North Front Street
10.	2/6/2008 4:10:00 PM	Schwenk Drive and 587 from 28, 299 or 87, to avoid Washington Avenue traffic
11.	2/6/2008 4:31:00 PM	Broadway From The Rondout
12.	2/6/2008 4:31:00 PM	Maiden Lane, Main Street ,N. Front Street, John St.
13.	2/6/2008 5:06:00 PM	John Street
14.	2/6/2008 5:36:00 PM	Broadway
15.	2/6/2008 5:44:00 PM	Chandler Drive
16.	2/6/2008 7:00:00 PM	John Street, North Front Street
17.	2/6/2008 11:11:00 PM	john street, main street
18.	2/7/2008 10:52:00 AM	broadway
19.	2/7/2008 3:12:00 PM	John St.
20.	2/7/2008 8:48:00 PM	North Front Street
21.	2/8/2008 2:47:00 PM	North Front St.
22.	2/8/2008 3:21:00 PM	Rt 32, Schwenk, Rt 28, Sawkill
23.	2/8/2008 6:05:00 PM	Green St.
24.	2/8/2008 7:40:00 PM	Lucas to John
25.	2/8/2008 9:05:00 PM	N. Front St., Shwenk Dr.
26.	2/8/2008 9:25:00 PM	Front
27.	2/10/2008 7:21:00 PM	North Front and Lucas from Washington Avenue to Green Street
28.	2/13/2008 8:29:00 PM	Schwenk Dr.
29.	2/13/2008 10:48:00 PM	N. Front
30.	2/14/2008 12:48:00 PM	since I live and work and own a building here, I would say I approach the neighborhood from all directions
31.	2/29/2008 6:40:00 PM	North Front Street
32.	2/29/2008 6:48:00 PM	and North Front Street
33.	6/4/2008 6:17:00 PM	Main Street and Maiden Lane
34.	6/4/2008 9:48:00 PM	Main Street
35.	6/5/2008 2:24:00 AM	Broadway
36.	6/5/2008 3:18:00 AM	Crown St. & John St.
37.	6/5/2008 12:10:00 PM	n front st
38.	6/5/2008 4:53:00 PM	North Front Street
39.	6/5/2008 8:04:00 PM	North Front Street
40.	6/6/2008 8:28:00 PM	North Front Street
41.	6/7/2008 12:09:00 AM	Front St, John St






<< Back to Summary

**Through which intersection(s) do you typically enter and exit the Uptown Stockade area? Please check all that apply.**

#	Response Date	Other (please specify)
1.	1/31/2008 1:28:00 AM	greenkill to washington
2.	2/4/2008 8:22:00 PM	Clinton Ave & Fair St
3.	2/5/2008 4:04:00 PM	Washington at Elizabeth
4.	2/6/2008 2:53:00 PM	Route 32 onto Washington Ave to Pearl St in the morning - Fair to Greenkill to 32/Boulevard pm (worst intersection ever)
5.	2/6/2008 4:10:00 PM	Fair Street at Schwenk Drive
6.	2/6/2008 4:31:00 PM	Broadway to North Front by bicycle
7.	2/6/2008 6:21:00 PM	Depending on the time of day, I approach uptown from an appropriate route.
8.	2/6/2008 11:11:00 PM	green street and john street
9.	2/7/2008 8:47:00 PM	Washington Ave/Greenkill (by Greek Church going to Infirmary);
10.	2/8/2008 3:57:00 PM	Albany Ave/Clinton/Main/Wall (enter) wall/No. Front/fair/Pearl/Albany Ave. (exit)
11.	2/8/2008 6:05:00 PM	Albany Ave and Pearl St.
12.	2/8/2008 7:14:00 PM	Clinton Ave. to North Front
13.	2/29/2008 6:48:00 PM	Albany Ave to North Front to Fair Streets
14.	6/5/2008 2:24:00 AM	St. James/Green

	<i>answered question</i>	265
	<i>skipped question</i>	45

5. Do you experience traffic congestion/excessive delays in the Uptown Stockade area?		
	Response Percent	Response Count
Yes 	49.6%	137
No 	50.4%	139
	<i>answered question</i>	276
	<i>skipped question</i>	34











6. Where do you experience the traffic congestion/delays? Please check all that apply.		
	Response Percent	Response Count
I-587 at Albany Avenue/Broadway 	39.0%	46
Route 32/Boulevard at Wall Street/Fair Street/Greenkill Avenue 	9.3%	11
Washington Avenue at Schwenk Drive 	41.5%	49
Clinton Avenue at Albany Avenue/Pearl Street 	66.1%	78
Clinton Avenue at Westbrook Lane 	44.9%	53
Other (please specify)		24
	<i>answered question</i>	118
	<i>skipped question</i>	192

<< Back to Summary

**Where do you experience the traffic congestion/delays? Please check all that apply.**

#	Response Date	Other (please specify)
1.	1/29/2008 10:09:00 PM	Wall Street and Pearl
2.	2/5/2008 1:58:00 PM	Not sure this is the right intersection, but it is the intersection by the elementary school.
3.	2/5/2008 2:46:00 PM	Often solid backup from 587 all the way to North Front Street.
4.	2/6/2008 2:54:00 PM	light at corner Pearl and Wall
5.	2/6/2008 3:29:00 PM	Washington Ave. / North Front St. by Trail ways
6.	2/6/2008 5:07:00 PM	Clinton Avenue and John Street leading to stop at Clinton Ave & Westbrook Lane
7.	2/6/2008 5:44:00 PM	Washington Ave. & No. Front St.
8.	2/8/2008 8:00:00 PM	the stop sign at the entrance to the plaza has created havoc with traffic on clinton and albany
9.	2/9/2008 12:42:00 PM	Wall Street
10.	2/10/2008 2:06:00 PM	Not congestion but rt 32/wall/fair/greenkill is one of the world's worst/dangerous intersections
11.	2/11/2008 2:28:00 PM	Whenever there's congestion, bikes are much less safe w/o a lane
12.	2/11/2008 7:41:00 PM	wall street
13.	2/19/2008 2:36:00 PM	fair and wall street due to deliveries and people double parked
14.	3/3/2008 3:42:00 PM	Fair st. and Wall st.
15.	3/9/2008 2:51:00 PM	Washington ave at n.front street
16.	3/9/2008 9:50:00 PM	all delivery trucks on N.Front keep traffic congested at the corner of N Front and Wall
17.	6/5/2008 12:18:00 AM	light at shwenk whentrying to exit stockade
18.	6/5/2008 10:53:00 AM	in looking for parking
19.	6/5/2008 12:39:00 PM	Washington Avenue at North Front Street
20.	6/5/2008 1:30:00 PM	clinton avenue at john street
21.	6/5/2008 2:21:00 PM	wall and front
22.	6/5/2008 8:06:00 PM	N. Front Street and Wall Street
23.	6/6/2008 8:28:00 PM	Wall Street and North Front streets
24.	7/6/2008 1:54:00 AM	Pearl and Wall

7. At what time(s) do you experience the traffic congestion/delays? Please check all that apply.

	Response Percent	Response Count
Weekday morning 	59.7%	77
Weekday midday 	58.1%	75
<b>Weekday evening</b> 	<b>79.1%</b>	<b>102</b>
Weekday night 	2.3%	3
Saturday morning 	9.3%	12
Saturday midday 	10.9%	14
Saturday evening 	2.3%	3
Saturday night 	0.8%	1
Sunday morning 	1.6%	2
Sunday midday 	3.9%	5
Sunday evening	0.0%	0
Sunday night	0.0%	0
	<b>answered question</b>	<b>129</b>
	<b>skipped question</b>	<b>181</b>

8. For approximately how long do you experience the traffic congestion/delays?

	Response Count
	102
	<b>answered question</b>
	<b>102</b>
	<b>skipped question</b>
	<b>208</b>

**For approximately how long do you experience the traffic congestion/delays?**











#	Response Date	Response Text
1.	1/29/2008 10:09:00 PM	5 - 8 minutes
2.	1/30/2008 12:18:00 AM	5 minutes
3.	1/30/2008 10:41:00 AM	10 minutes
4.	2/4/2008 8:24:00 PM	2 minutes. The no right turn on red at Clinton/Albany Ave is the worst
5.	2/4/2008 9:25:00 PM	fifteen to twenty minutes
6.	2/4/2008 10:02:00 PM	2-5 minutes
7.	2/5/2008 12:25:00 AM	10 minutes
8.	2/5/2008 1:58:00 PM	about 10 min.
9.	2/5/2008 2:46:00 PM	With that Kirkland project, one day I was stuck outside the former Gov. Clinton Hotel for over a half hour--on my way to a job interview. Four light delay usual. And what is with that light coming out of Westbrook lane up to North Front? Is it stuck? I refuse to wait longer than 5 minutes, I run the sucker.
10.	2/5/2008 3:19:00 PM	5-10 minuts
11.	2/6/2008 2:54:00 PM	Only one traffic light circuit- the delays are not too long there, but traffic moves slowly along Broadway, Clinton and sometimes Washington due to volume. Even so, this is not as bad as other urban areas
12.	2/6/2008 2:57:00 PM	2-3 minutes
13.	2/6/2008 3:01:00 PM	approx 5 minutes
14.	2/6/2008 3:05:00 PM	5-7min
15.	2/6/2008 3:05:00 PM	10 minutes
16.	2/6/2008 3:05:00 PM	10-15 minutes
17.	2/6/2008 3:22:00 PM	Depends usually I stay later at work to avoid the mess
18.	2/6/2008 4:31:00 PM	2 minutes
19.	2/6/2008 5:31:00 PM	3 or 4 minutes
20.	2/6/2008 5:44:00 PM	2-3 minutes
21.	2/6/2008 5:45:00 PM	five minutes or so
22.	2/6/2008 6:39:00 PM	10 minutes
23.	2/6/2008 6:52:00 PM	5 min
24.	2/6/2008 7:13:00 PM	Not that long, maybe a few minutes- I'd say 6-7 minutes at the most!
25.	2/6/2008 7:21:00 PM	Varies.
26.	2/6/2008 8:15:00 PM	5-10minutes
27.	2/6/2008 9:25:00 PM	Usually 5-7 minute back-ups at the lights. However sometimes (like on fridays) that delay can be upwards to 10 minutes at some spots. It isn't bad for one issue, but when you hit several it can cause a 15-20 minute delay in total trip. This seems excessive for such a small area.
28.	2/6/2008 10:26:00 PM	To got to N.Front Street/Washington Avenue on a weekday at noon from E.Chester street it takes me about 10 to 15 minutes due to traffic delays. On weekends or late evenings I can traverse the same area in about 5 mintes
29.	2/6/2008 10:52:00 PM	Sitting through approximately 2 to 3 light changes.
30.	2/6/2008 11:12:00 PM	a few minutes
31.	2/7/2008 12:53:00 AM	5-10 minutes
32.	2/7/2008 1:45:00 AM	5 minutes
33.	2/7/2008 10:54:00 AM	15 minutes
34.	2/7/2008 12:13:00 PM	5-10 minutes
35.	2/7/2008 2:53:00 PM	ten or fifteen minutes maximum
36.	2/7/2008 4:45:00 PM	5-10 minutes
37.	2/7/2008 7:14:00 PM	Time varies but it is not the time that is the problem. People do not follow raod signs such as right on red between certain hours, no left turn, one way street etc.
38.	2/7/2008 7:36:00 PM	Less than 5 to 10 minutes

39. 2/7/2008 7:42:00 PM change of a light
40. 2/7/2008 8:48:00 PM 5-10 minutes
41. 2/7/2008 9:09:00 PM 15-20 minutes
42. 2/7/2008 9:39:00 PM Can be 5+ minutes at the Clinton/Albany/Main/Westbrook
43. 2/8/2008 1:47:00 PM 5 to 10 minutes
44. 2/8/2008 2:13:00 PM 10-20 minutes
45. 2/8/2008 3:16:00 PM 10 15 minutes
46. 2/8/2008 3:41:00 PM Waiting for more than one light at clinton/albany ave. Getting tied up trying to turn onto 587 from albany ave
47. 2/8/2008 3:57:00 PM 5 minutes
48. 2/8/2008 7:20:00 PM 20 mins
49. 2/8/2008 7:29:00 PM varies 5-10 minutes
50. 2/8/2008 7:40:00 PM several minutes
51. 2/8/2008 8:00:00 PM it varies...depending on school buses and/or emergency vehicles and how much of a backup there is because of the stop sign into the plaza
52. 2/8/2008 8:20:00 PM 2-3 minutes
53. 2/8/2008 8:26:00 PM 5 minutes
54. 2/8/2008 9:06:00 PM usually up to 5 minutes
55. 2/8/2008 9:27:00 PM just a few lights
56. 2/8/2008 10:33:00 PM 10-15 minutes
57. 2/8/2008 10:48:00 PM 5 minutes
58. 2/9/2008 12:00:00 PM propably less than 5 minutes It seems longer. It's probably a mater of preception
59. 2/9/2008 12:42:00 PM I don'y know - it is usually bumper to bumper  
Typically from 4 to 6, the turn from John Street to Clinton is a tough one to make.
60. 2/9/2008 2:47:00 PM Because there is no stop sign on Clinton before John Street, and just a yield sign on John, it is difficult to get out. It can be 10-15 minutes, though typically it is 5 minute.
61. 2/9/2008 8:44:00 PM 5 minutes
62. 2/9/2008 11:24:00 PM 5 minutes
63. 2/10/2008 2:06:00 PM 10 minutes extra
64. 2/10/2008 7:22:00 PM Usually less than five minutes, it usually entails high volume of traffic during the work week
65. 2/11/2008 2:28:00 PM Congestion can last for 2 hours
66. 2/11/2008 6:21:00 PM a few minutes (3-5)
67. 2/11/2008 7:41:00 PM 30 to 45 minutes
68. 2/11/2008 9:02:00 PM 10-15 minutes
69. 2/13/2008 8:30:00 PM subject to times... could be up to fifteen min...
70. 2/13/2008 8:39:00 PM 5 mintues or so.
71. 2/13/2008 10:49:00 PM Washington At Sewenk, coming from Circle is a few minutes. Albany Ave at Clinton, coming from Broadway is a few minutes
72. 2/18/2008 1:51:00 PM 5 minute or so
73. 2/19/2008 2:36:00 PM 2-3 minutes
74. 2/23/2008 5:07:00 AM 5 to 10 minutes on Wall Street especially if delivery trucks are blocking traffic. Also on Clinton Avenue by John Street.
75. 2/29/2008 6:11:00 PM 5-10 minutes  
Just too congtested. FRENZY! People cutting you off, passing on the inside in front of Gov. Clinton Hotel, County employees being rude coming out of their parking lots,,,,,, speeding, talking on cell phones, running red lights at intersection of Fair and Pearl!!!!!! Dangerous
76. 2/29/2008 6:57:00 PM delays are sporadic, but consistent enough to be mentioned. They seem to be from traffic lights not knowing if there's traffic waiting to make a turn or cross an intersection(smart lights vs. older, non-"switched" lights). This is minor compared to some of the nightmarish problems Rte 9W encounters.
77. 3/3/2008 2:19:00 PM
78. 3/3/2008 3:42:00 PM 10-15 minuetes

79. 3/9/2008 2:51:00 PM 15 minutes or more.
80. 3/9/2008 9:50:00 PM All 5 business days
81. 3/10/2008 7:13:00 PM minutes
82. 3/18/2008 8:19:00 PM Several red light cycles (4-6 minutes)
83. 6/4/2008 11:57:00 PM usually 5-10 minutes
84. 6/5/2008 12:18:00 AM the overly long light especially bothersome when no traffic, needs to be activated, not running off such a fixed time  
Not for too long. Just concerned about lack of courtesy and the need for some signals at Clinton and Westbrook Lane, and a better plan for the Washington Ave and Hurley Ave intersection.
85. 6/5/2008 10:35:00 AM at Clinton and Westbrook Lane, and a better plan for the Washington Ave and Hurley Ave intersection.
86. 6/5/2008 10:53:00 AM 15 minutes to half an hour - plus gas
87. 6/5/2008 12:14:00 PM 5+ min Note: add weekday mid afternoon to above - school related.
88. 6/5/2008 12:39:00 PM unknown
89. 6/5/2008 1:19:00 PM 5 - 10 minutes at the Kirkland hotel where the three way stop sign is now.
90. 6/5/2008 1:30:00 PM 25 minutes from 4 to 430  
It varies, but the stop sign at Westbrook Lane is the single major cause of traffic issues. There are several times a day when this backs up the Pearl/Albany intersection. There should be a green arrow (right turn) on Albany at Pearl instead of the no right on red, but this would only help once the Westbrook intersection is solved.
91. 6/5/2008 1:42:00 PM intersection. There should be a green arrow (right turn) on Albany at Pearl instead of the no right on red, but this would only help once the Westbrook intersection is solved.
92. 6/5/2008 2:21:00 PM 5 min
93. 6/5/2008 3:17:00 PM 5-7 minute delays in the morning at Washington Ave.
94. 6/5/2008 3:19:00 PM 5 minutes  
I think there is a problem the way there is three lanes at Washington & Schwenk Drive coming from the Thruway Circle - people are always cutting in this way and that - it is confusing and should be more user friendly
95. 6/5/2008 4:56:00 PM Drive coming from the Thruway Circle - people are always cutting in this way and that - it is confusing and should be more user friendly
96. 6/5/2008 8:06:00 PM 10 - 15 mins.
97. 6/6/2008 8:28:00 PM two traffic light delays
98. 6/7/2008 12:10:00 AM Not long enough to really worry about it; just a few minutes.
99. 6/7/2008 12:16:00 AM Usually only about 5 minutes -- it only seems to be longer . . .
100. 6/7/2008 1:11:00 PM 15minutes
101. 6/13/2008 3:50:00 PM 15-20 minutes leaving work (Senate House), from our P-lot to intersection of B'Way (near Gov. Clinton Hotel)
102. 7/6/2008 1:54:00 AM five minutes



9. As a motorist, are there any particularly dangerous locations in the Uptown Stockade area? Please check all that apply.

		Response Percent	Response Count
I-587 at Albany Avenue/Broadway		18.4%	37
Washington Avenue at Schwenk Drive		17.9%	36
Washington Avenue at N. Front Street		20.4%	41
Washington Avenue at Lucas Street		9.5%	19
Washington Avenue at Greenkill Avenue		17.9%	36
<b>S. Washington Avenue at Route 32/Boulevard</b>		<b>26.9%</b>	54
Clinton Avenue at Albany Avenue/Pearl Street		23.9%	48
Broadway at St. James Street		25.9%	52
None		24.9%	50
I am not a motorist.		1.5%	3
Other (please specify)			58
		<b>answered question</b>	<b>201</b>
		<b>skipped question</b>	<b>109</b>

<< Back to Summary

**As a motorist, are there any particularly dangerous locations in the Uptown Stockade area? Please check all that apply.**



#	Response Date	Other (please specify)
1.	1/29/2008 6:58:00 PM	Clinton & Main, Wall & Main
2.	1/29/2008 10:18:00 PM	Maiden and Green
3.	1/30/2008 1:50:00 AM	Fair at North Front
4.	1/31/2008 8:24:00 PM	Greenkill Avenue at Fair Street, Wall Street, Rt 32
5.	2/4/2008 8:01:00 PM	....that come to mind
6.	2/4/2008 8:25:00 PM	The bagged light at Fair and N Front.
7.	2/4/2008 10:06:00 PM	Wall Street and Main Street
8.	2/5/2008 4:06:00 PM	John Street at Clinton
9.	2/5/2008 5:33:00 PM	Wall and Main. It is hard to see on coming Main St. traffic from the stop sign at Wall St. Main St. should also have a stop sign.
10.	2/6/2008 2:54:00 PM	clinton ave where it forks to go down into the kingston plaza, its hard to tell if someone is going straight towards north front st or not.
11.	2/6/2008 2:57:00 PM	Fair, Wall, Greenkill, S. Wall, Route 32/Blvd - at 5:15 p.m. - every motorist for themselves (worst intersection ever) Also the light at Fair & Pearl should be timed better
12.	2/6/2008 3:16:00 PM	Pearl and Fair - For some reason people love to run that light
13.	2/6/2008 3:17:00 PM	clinton at john st intersection, clinton and the intersection going towards Hannaford
14.	2/6/2008 4:11:00 PM	corner of Main and Wall
15.	2/6/2008 4:32:00 PM	Need more to be done for pedestrians and cyclist
16.	2/6/2008 4:33:00 PM	Intersection of Fair, Wall, Boulevard and Greenkill
17.	2/6/2008 4:33:00 PM	32/Wall/Fair/South Wall 5-way intersection
18.	2/6/2008 5:43:00 PM	Intersection at Stewarts of Greenkill Ave., Rte. 32, Fair St., Wall St.
19.	2/6/2008 5:45:00 PM	No Left Turn signage is terrible!
20.	2/6/2008 5:52:00 PM	Traffic Circle
21.	2/6/2008 7:21:00 PM	Clinton and Main
22.	2/6/2008 7:23:00 PM	Clinton Ave. at Main St.--no stop for left turn from Clinton onto Main is confusing.
23.	2/6/2008 10:55:00 PM	Corner of Main Street and Wall Street
24.	2/6/2008 11:15:00 PM	intersection of no. front street, fair street and the road that goes down to the plaza
25.	2/8/2008 12:46:00 AM	Being local makes this very difficult, because we have the awareness of intersections and issues.
26.	2/8/2008 3:07:00 AM	North Front Street and Wall
27.	2/8/2008 3:48:00 PM	Wall st at north front st, people coming up hill have to guess. Any place without stop sign, because every place else has one. Sometimes you stop then go without realizing the other direction has no stop. Way to many stop signs!!!!
28.	2/8/2008 4:01:00 PM	Wall/North Front Street intersection
29.	2/8/2008 7:03:00 PM	n. front - vehicles double parked
30.	2/8/2008 7:06:00 PM	All intersections pose a danger for motorist I don't believe any are particularly dangerous
31.	2/8/2008 7:43:00 PM	north front street due to double parking in roadway
32.	2/8/2008 7:46:00 PM	Lucas Avenue at Green Street (install a sign that says no stop for right turn"; Clinton and Main Sts. - people run the stop on Clinton for people taking a left turn onto Main; Maiden Lane and Albany Avenue
33.	2/8/2008 8:02:00 PM	washington is so heavily travelled that it is a nightmare to get thru and at lucas there are no crosswalk signs
34.	2/8/2008 8:16:00 PM	Green Street at N. Front Street at Deising's ..... if cars are parked on N. Front, there is no sight line to see traffic coming from Washington Ave. or from the Wall Street end of N. Front
35.	2/9/2008 12:02:00 PM	Wall & N Front Motorists go against the one way

- 36.2/9/2008 12:44:00 PM Wall Street - because of parked & double parked cars
- 37.2/9/2008 2:50:00 PM Possibly the end of Clinton avenue extension/North Front street. It seems that folks are always messing it up despite the one way signs, etc.
- 38.2/11/2008 4:24:00 PM North Front & Fair
- 39.2/11/2008 5:25:00 PM pulling out of Gov. Clinton Bldg - turning left or right
- 40.2/13/2008 8:33:00 PM Frog Alley / N. Front St. Frog Alley/ Schwenk Dr. WALL ST and NORTH FRONT ST .....
- 41.2/14/2008 6:23:00 PM Wall Street and Main Street intersection; also several 4-way stop signs: increasing no of drivers proceed through without stopping, even slowing.
- 42.2/15/2008 1:18:00 AM Clinton Ave @ Shwenk Dr. ramp.
- 43.2/23/2008 5:08:00 AM Wall Street at Main Street
- 44.2/29/2008 7:03:00 PM Fair Street and Pearl Street intersection... running red light... very dangerous, Maiden Lane & Albany Ave  
the intersection that's near the Kingston Plaza side entrance that empties out onto an awkward, 4 way stop. There's the 3 way stop at a 4 way intersection for Clinton Ave and Main St. which I find to be confusing and dangerous for both motorists and pedestrians. There is no indication that it is only a 3 way stop, motorists need to either know there isn't a stop sign for oncoming traffic or deal with the consequences of not knowing oncoming traffic is going to stop for them.
- 45.3/3/2008 2:23:00 PM
- 46.6/4/2008 9:48:00 PM John Street at Clinton Avenue
- 47.6/4/2008 9:50:00 PM Intersection of Wall and Main Street, Intersection of Green and Main St should have STOP signs, not a light
- 48.6/4/2008 9:59:00 PM there are no dangerous locations in the stockade area....want dangerous? go to L.A.
- 49.6/5/2008 2:26:00 AM 1 cycle and walk/
- 50.6/5/2008 10:37:00 AM Westbrook and Clinton
- 51.6/5/2008 10:54:00 AM all when people are looking for parking
- 52.6/5/2008 1:21:00 PM Wall Street and North Front for
- 53.6/5/2008 1:41:00 PM Wall st. and North front St.-Drivers make right turns un Wall st. coming from Washinton Ave .
- 54.6/5/2008 2:21:00 PM Front and wall, fair and front
- 55.6/5/2008 4:58:00 PM The five point intesection on Greenkill - right before Washington Avenue
- 56.6/5/2008 8:34:00 PM I think the one way traffice plan needs to have a logic to flow, it needs two circular flows that do not require so many starts and stops to save fuel
- 57.6/6/2008 8:28:00 PM s
- 58.6/7/2008 12:20:00 AM Frog Alley & N. Front street

10. As a pedestrian, are there any particularly dangerous locations in the Uptown Stockade area? Please check all that apply.

	Response Percent	Response Count
Washington Avenue at Lucas Street 	13.7%	26
Maiden Lane at Albany Avenue 	22.6%	43
Clinton Avenue at Albany Avenue/Pearl Street 	38.4%	73
Clinton Avenue at Main Street 	27.9%	53
Wall Street at John Street 	20.5%	39
Fair Street at John Street 	14.2%	27
None 	33.2%	63
Other (please specify)		58
	<b>answered question</b>	<b>190</b>
	<b>skipped question</b>	<b>120</b>

11. Are there any intersections in the Uptown Stockade area where you think traffic control (e.g., signalization, stop-control, regulations, etc.) need to be improved?

	Response Percent	Response Count
Yes 	63.6%	164
No 	36.4%	94
	<b>answered question</b>	<b>258</b>
	<b>skipped question</b>	<b>52</b>

12. Please explain where and why you believe traffic control improvements may be needed.

	Response Count
	145
	<b>answered question</b>
	<b>145</b>
	<b>skipped question</b>
	<b>165</b>

<< Back to Summary

**As a pedestrian, are there any particularly dangerous locations in the Uptown Stockade area? Please check all that apply.**

#	Response Date	Other (please specify)
1.	1/29/2008 6:58:00 PM	Wall & Main, N Front & Crown, N Front & Green, (motorists on N Front do not stop!) Albany/Broadway/587*** THE WORST.
2.	1/29/2008 10:18:00 PM	Green and....
3.	1/30/2008 1:30:00 AM	North Front st at Wash, by the bus station
4.	1/30/2008 10:44:00 AM	North Front and John St.
5.	1/30/2008 12:10:00 PM	Traffic light at Fair/Pearl has NO delay between turning red on one side and green on the other.
6.	2/4/2008 8:01:00 PM	...that come to mind
7.	2/4/2008 8:48:00 PM	crossing N Front street mid block on marked pedestrian crosswalk.
8.	2/5/2008 12:14:00 AM	Green at Lucas
9.	2/5/2008 2:00:00 PM	All intersections are dangerous. Big cars in a big hurry make it very unsafe unless pedestrians have MANY safe guards.
10.	2/6/2008 2:54:00 PM	random storm drains are often collapsing, it is very difficult to cross over the snow banks to put \$ in the meters unless you walk all the way down the street to find an opening. By the time you get there you have a ticket.
11.	2/6/2008 3:16:00 PM	Wall at Main
12.	2/6/2008 3:17:00 PM	Wall and Fair - confusing stop sign.
13.	2/6/2008 3:17:00 PM	none that come to mind...
14.	2/6/2008 3:20:00 PM	the intersection of Washington Avenue and N. Front Street, and Joys Lane
15.	2/6/2008 4:11:00 PM	corner of Fair and Main St
16.	2/6/2008 4:11:00 PM	Clinton Ave and West Brook Lane
17.	2/6/2008 4:32:00 PM	Not sure
18.	2/6/2008 4:33:00 PM	fair at pearl - signal timing no gap between green/red for cars.
19.	2/6/2008 5:12:00 PM	Motorists in general do not yield to pedestrians as per NYS law. It is dangerous to walk through any intercection uptown.
20.	2/6/2008 5:42:00 PM	CLINTON AVE at WESTBROOK LN - NEEDS CROSSWALK!!!! PEOPLE DON'T GO TO MAIN TO CROSS.
21.	2/6/2008 5:52:00 PM	John St. and Clinton/No.Front...where the stop sign was replaced with a yield.
22.	2/6/2008 6:24:00 PM	I'm usually driving.
23.	2/6/2008 10:55:00 PM	Corner of Main Street and Wall Street
24.	2/7/2008 2:08:00 PM	Main Street & Fair Street
25.	2/7/2008 7:19:00 PM	All are dangerous. Cars do not yield to pedestrians.
26.	2/7/2008 7:44:00 PM	North Front and Fair
27.	2/7/2008 8:54:00 PM	most intersections are pedestrian un friendly, no curb cuts, no striped walk areas, poor maintenance
28.	2/7/2008 9:46:00 PM	Washington Ave. at N.Front St. & Grandma Brown Lane
29.	2/8/2008 2:44:00 PM	North Front Street at Wall Street
30.	2/8/2008 3:48:00 PM	Washington at North Front. Washington at Hurley
31.	2/8/2008 6:08:00 PM	Broadway and Albany Ave intersection is terrible for a pedestrian
32.	2/8/2008 8:02:00 PM	see above
33.	2/8/2008 8:16:00 PM	Main Street in front of St. Joseph's - Pedestrians get out of the way of those cars!
34.	2/8/2008 9:07:00 PM	N. Front St. in front of the garage
35.	2/8/2008 9:29:00 PM	North Front at Washington
36.	2/9/2008 1:23:00 AM	Need modern day LED PED crossings with countdown timers, and "red" light all around when pedestrians are crossing.
37.	2/9/2008 2:50:00 PM	Wall at North Front. This intersection is fairly busy with vehicle traffic. We should have walk lights.
38.	2/10/2008 2:07:00 PM	not usually a pedestrian

- 39.2/11/2008 2:30:00 PM Washington Ave
- 40.2/13/2008 8:33:00 PM WALL ST AND NORTH FRONT ST.....
- 41.2/13/2008 10:50:00 PM N. Front at Wall st
- 42.2/14/2008 12:50:00 PM Crosswalks made out of brick would slowdown those who speed through the area.
- 43.2/23/2008 5:08:00 AM Wall Street at Main Sreet
- 44.2/29/2008 6:14:00 PM Fair Street at North Front Street
- 45.3/9/2008 9:53:00 PM I walk uptown everyday and get bothered by &quot;panhandlers&quot; that I know live in the Uptown halfway houses
- 46.3/10/2008 7:23:00 PM Pearl/Green St. - motorists can't see stop sign behind tree
- 47.3/18/2008 8:23:00 PM Albany Ave at I-587: No ped signals/phases for peds to cross safely
- 48.6/4/2008 6:19:00 PM Green St and Main St - so traffic signal for pedestirans, Main Street and Wall St - People do not stop on Wall
- 49.6/4/2008 9:41:00 PM Washington at Main Street
- 50.6/4/2008 9:59:00 PM pedestrians who think uptown has dangerous locations need to be in some kind of group home
- 51.6/5/2008 2:26:00 AM Anywhere if you leave your safety to others!
- 52.6/5/2008 10:54:00 AM all when looking for parking
- 53.6/5/2008 12:41:00 PM Washington Avenue at North Front Street
- 54.6/5/2008 1:21:00 PM Pedestrians at Fair and John. One way streets make motorists only look one way before they move
- 55.6/5/2008 1:31:00 PM north front and wall street
- 56.6/5/2008 1:41:00 PM North Front and Fair st.Very dangerous
- 57.6/5/2008 3:19:00 PM Broadway at the crossing between the Restaurant Supply store and CVS across the street is really dangerous for autos and pedestrians.
- 58.6/7/2008 12:20:00 AM We need more heavily zebra striped pedestrian crossings, along with posted signs warning motorists of pedestrian crossings; for instance, need a well marked crosswalk connecting the Heritage Area VC to Senate House

**Please explain where and why you believe traffic control improvements may be needed.**

#	Response Date	Response Text
1.	1/29/2008 6:58:00 PM	Main & Green- should be reverted to stop signs for pedestrian safety and to alleviate speeding through yellows. Clinton & Main- possibly should be a light, because people STILL don't yield to oncoming traffic turning left onto Main Street. Schwenk @ Kingston Plaza entrance- the longest light ever, and a nightmare for pedestrians. There are only crossing signals in 2 directions. Is this light on a sensor? I don't think it will change for a cyclist. I've had to run the red light at low-traffic times on my bike (coming out of the plaza) because it just never changes to green.
2.	1/29/2008 9:20:00 PM	As a cyclist, there isn't much room for cyclists on a lot of the streets. The main roads are the biggest issue, Washington Ave, Albany Ave & 32.
3.	1/29/2008 10:19:00 PM	We live here, we walk here, I have kids and srollers...how can people with any extra "equipment" (wheel chair, stroller, bike) get around?
4.	1/30/2008 1:53:00 AM	Can be difficult crossing in the vicinity of Fair, North Front, and Parking garage. Seems like some motorists confused coming up the hill to North Front from Schwenk. Improvements needed for bicycling safety throughout.
5.	1/30/2008 12:11:00 PM	On my way through there today, let me take a good look and let you know. The lights on Washington Avenue should be on a camera and/or synced... coming
6.	1/31/2008 1:32:00 AM	from/to Len Ct. to/from the NYST can take anywhere from 4 to 10 minutes depending on the lights. too long
7.	1/31/2008 8:25:00 PM	The intersection of Clinton and Main Street should be upgraded to an all-way stop. Motorists traveling north on Clinton, whether they are going to turn onto Main Street or continue towards Kingston Plaza, may not understand that they do not have to stop, so they stop anyway, holding up traffic. At times, the line of cars going south on Clinton can get long since they all have to stop, and wait for cars to turn onto Main Street. Also, the intersection of Pearl Street and Wall Street, with its long all-red phase is needed only when school is in session, not at night or on the weekends. It can be very frustrating to sit at this light when no pedestrians are there and no one can go. Also, I have never seen the traffic light at Albany, Broadway, and Maiden Lane turn red. What is its purpose?
8.	1/31/2008 8:40:00 PM	Bicycle traffic controls and lanes needed to be added to all Washington Ave. intersections that have traffic lights.
9.	2/4/2008 8:25:00 PM	Double Parked vehicles
10.	2/4/2008 8:49:00 PM	pedestrian mid-block marked crossing on N Front St
11.	2/4/2008 10:09:00 PM	AT Wall and Main street, there should be a stop sign on Main Street too. Fair Street Extension should just be closed. Let it be a pedestrian pathway down to the plaza. Coming up that hill, you can't see and in winter it is really dangerous.
12.	2/4/2008 11:45:00 PM	There is that place where the road curves around past the old church and turns onto Wall Street headed north. A weird spot.
13.	2/5/2008 12:16:00 AM	Clinton at Albany-Pearl is a seriously dangerous intersection at peak periods for anyone who has to cross the street esp crossing Clinton on the north side of Albany to the northside of Pearl.
14.	2/5/2008 1:43:00 PM	At most of the Major intersections, pedestrian right of ways can be improved, as well as bike lanes, etc
15.	2/5/2008 2:03:00 PM	All of North Front Street. Traffic needs to be slower to let pedestrians have a chance to cross the street. Also, North Front and Fair (the back entrance to Catskill Art) is very dangerous to cross since the cars whiz around the corner and don't look for pedestrians.
16.	2/5/2008 2:55:00 PM	Because nobody is going to wait in a traffic jam for ten minutes when they could be out in the Mall and in shopping in that time. Because it is frustrating to be kept waiting at a red light when no traffic is coming the other way. Because one person trying to make a left hand turn into a steady stream of traffic can ruin the commute for fifty other people. Because when you're trying not to rear end the brake-jamming

moron in front of you, aqll you need is a ninty year old woman to drop her bag of grapefruit in four lanes of honking traffic and stop to pick them up because she is in a cross walk, unaware nobody can see her against the setting sun.

17. 2/5/2008 4:06:00 PM John Street at Clinton  
Greenkill/Wall/Fair/32 intersection. Should consider red blinking lights for Wall and Fair Sts. Yellow for Greenkill/32. However, this may make for overly long waits on South Wall and Fair.
18. 2/5/2008 5:37:00 PM Clinton and Albany Ave. and intersection with Plaza road - stop sign problem  
Pedestrian crossings at most intersections  
Need to be coordinated; need to change light at Wall and Pearl near school- too long and not timed for time of day. Some better control is needed at Westbrook Lane and Clinton, although don't know if light is correct way to manage traffic. In general, better coordination between different interesctions and sensitivity for timing of light during different times of the day.
19. 2/6/2008 2:06:00 PM The traffic light at Fair & Pearl needs to be timed so that people running the yellow light will not hamper people who would like to accelerate on the green light. (You can't stop people running the yellow light - 2 to 3 cars into the red light - but you could make it safer by extending the change time.) Also some traffic flow control over the "worst intersection ever" - Fair, Wall, Route 32 etc - a small roundabout perhaps? It is confusing for many as to when it should be their turn & I see near misses frequently.
20. 2/6/2008 2:57:00 PM Clinton - Swemk - Front Clinton - John  
the stop sign by the parking garage going onto fair over n front street and the whole traffic intersection going into the shopping plaza; all the traffic lights are all off and you wait forever; i work on Pearl and have no place to park; our company has no off street parking and we have meters all around us; need to park 4-5 blocks away in residential to park; bad weather makes this miserable;
21. 2/6/2008 3:01:00 PM Corner fair and North front. No light people cross stop line.
22. 2/6/2008 3:04:00 PM at the four way, entering and exiting route 32
23. 2/6/2008 3:04:00 PM It hink there should be a stop sign on Main/Wall from Fair St. side
24. 2/6/2008 3:04:00 PM Wall St. and Fair - confusing stop sign. Should be 4-way stop (or signal).
25. 2/6/2008 3:07:00 PM The intersection of Washington Avenue and N. Front Street, and Joys Lane—the lanes need to be more clearly designated for turns
26. 2/6/2008 3:17:00 PM First of all god forbid you have too cross the street from Clinton Ave. by the Governor Clinton Hotel area, Also walkers by the Plaza entrances is risky at best.
27. 2/6/2008 3:17:00 PM Rte 32 at Washington could be imporved by a small roundabout
28. 2/6/2008 3:22:00 PM It is very dangerous to walk across at the intersection of pearl st. and Clinton. It is safer to walk mid way down Pearl st. by the county parking lot.
29. 2/6/2008 3:25:00 PM Drivers do not make full stops at stop signs. This jempoardizes both the cross traffic and pedestrians. Right on red doesn't mean you can ignore a person trying to cross the street, or cut off the cross street traffic.
30. 2/6/2008 3:30:00 PM On N. Front & Fair St. First of all if you are not from around here you wouldn't know you can't take a left at the end of N.Front because the sign is hidden by a tree.
31. 2/6/2008 3:33:00 PM The stop sign before the 1st light that is covered with a bag and then a second light immed. following is too much, something needs to be figured out there.
32. 2/6/2008 4:13:00 PM Timing of signals too quick. Slowing traffic movements on certain streets - traffic calming devices may help.
33. 2/6/2008 4:26:00 PM The intersection of Fair, Wall, Greenkill and the Boulevard is dangerous. It is confusing. Would a roundabout work here? And be a nicer entrance to the Uptown Stockade Area?
34. 2/6/2008 4:34:00 PM The five way intersection of rte 32/greenkill/wall/fair
35. 2/6/2008 4:34:00 PM North Front and Fair Street; Five Corners Rte 32,Fair,Wall and Boulevard
36. 2/6/2008 4:42:00 PM At the intersection of North Front and Fair Street. Cannot get into the Plaza without making an illegal left or going all around the block. Then, the red light at the Plaza is
37. 2/6/2008 4:50:00 PM
38. 2/6/2008 5:05:00 PM



forever for anyone going up or down Fair Street.

39. 2/6/2008 5:15:00 PM Enforcement of Motorists yielding to pedestrians, especially when there are no traffic signals. Also, it is critical that traffic signals (especially walk/don't walk signs) be maintained in working order, as many people depend on those signals to tell them when they can safely(?) cross.
40. 2/6/2008 5:31:00 PM North Front at Fair- needs to be more obvious that motorists should stop at corner for light. Clinton at Main- needs to be more obvious that not all traffic has to stop, that turners have right of way
41. 2/6/2008 5:33:00 PM x
42. 2/6/2008 5:45:00 PM There needs to be better signage at the Greenkill Ave, Rte. 32, Wall St., Fair St. intersection. It is unclear who has the right of way. I'm surprised there have not been more accidents.
43. 2/6/2008 5:53:00 PM The intersection of No. Front & Washington...is too long to get through the intersection. Schwenk Drive lights are terminally long, especially when there is no one else at the intersection! The right turn lane on Clinton needs better signage so folks don't wait for the green when they don't have to.
44. 2/6/2008 5:53:00 PM Main & Clinton is very strange with one stop sign on Clinton, but not on the other. It's contradictory to your sense of right of way, and makes it hard to cross. Not sure of the solution, b/c another stop would probably congest the area further up Clinton/Albany Ave.
45. 2/6/2008 6:59:00 PM Get rid of the stop sign on clinton before the 3-way stop at westbrook. It is both pointless and confusing for cars going the direction of the stop sign because they would logically expect cars coming towards them to stop too. Also, the metered parking on Albany next to the senior apartment building (gov clinton?) goes too close to clinton ave. If there actually were alot of cars parked there it would be hard to navigate Albany avenue. The lines in the road there are confusing too.
46. 2/6/2008 7:22:00 PM I think it would be helpful if there were a blinking light at Clinton and Main- being an out-of-towner I didn't realize the oncoming traffic yielded to me there!
47. 2/6/2008 7:26:00 PM Most motorists expect four way stops, and near misses occur on Main and Clinton with a stop in one direction and not stop for people turning left from the opposite direction. The same problem occurs at Main and Wall Streets--a stop for people traveling on Wall Street, but on those crossing the intersection on Main Street.
48. 2/6/2008 8:04:00 PM the light at dmv is so long...especially late at night when there is no traffic
49. 2/6/2008 8:19:00 PM Corner of Main & Clinton; Corner of Pearl, Albany Ave & Clinton Ave - cars turn left where they shouldn't (signs really aren't big enough to see)
50. 2/6/2008 8:32:00 PM The intersection of Washington/Greenkill/RT 32 is by far the most dangerous intersection in the area; other intersections are confusing but manageable. I personally find the stockade area's notorious bottlenecks to be part of its charm. Given the ancient and idiosyncratic street layout, it is hard to see how this could be eased without reducing the overall number of cars coming into the area
51. 2/6/2008 9:28:00 PM traffic control could be timed better so that congestion would be alleviated. Also drivers should be made to follow regulations and safer driving practices that would allow pedestrians an enjoyable visit to the area.
52. 2/6/2008 10:35:00 PM At the corner of Wall and N.Front(near parking garage). Cars parked in front of merchants(on front street) block and impede traffic turning left onto N. Front from Wall Street and then add double parking to the situation and all traffic seems to stall while waiting to get around the double parked cars. People try to pass and have to go into on coming traffic to navigate uptown. I would like to see NO PARKING anywhere on N.Front Street up to Deisings. There the road widens considerably
53. 2/6/2008 10:57:00 PM Corner of Main Street and Wall Street - Main Street traffic has the right of way, but when Church is in session at St. Joseph's Church the motorist has limited view of oncoming traffic. Can be an intimidating intersection to cross for pedestrians.
54. 2/6/2008 11:16:00 PM again, the intersection of no. front st., fair st., and the road that goes down to the plaza. cars coming up from the plaza don't know whether the cars on no. front street have the green light or not.

- Vehicles do not pay attention to those walking or trying to cross the streets. The Pedestrian have right of way signs do not seem to make any difference. We should take a lesson from Massachusetts and start fining those who pay no attention to the signs and put them up at ALL intersections where Pedestrians may be crossing and ENFORCE the law.
55. 2/7/2008 12:58:00 AM Signage is confusing especially for visitors. The Clinton/Main Street intersection is very dangerous because of 'presumed' right of way. Westbrook/Clinton intersection needs traffic lights - it's the 'honor system' and it often doesn't work.
56. 2/7/2008 1:51:00 AM Pearl/Clinton/Broadway intersection would significantly improve if there was a right-turn signal on to Clinton from Broadway when the left turn signal from Clinton on to Broadway was in effect.
57. 2/7/2008 10:59:00 AM clinton and john or coming out of the plaza  
It appears that motorists speed down Fair and Main Sts to beat the light at that intersection and Pearl St by the County Office Building often running the red lights. The pedestrian crossing light has been missing from some time now and there should be a NO LEFT HAND TURN sign for traffic from Main to Fair St and Fair to Main St. Speed bumps would slow traffic down along Fair & Main Streets. The new stop sign on Clinton Ave at the entrance to the Mall has created back-up at the Clinton Ave & Main St. stop sign. I have seen pedestrians crossing Clinton Ave at Main St. to the deli during the day and evening (there is also no adequate street lighting) literally dodging traffic. Motorists often run the stop sign or block the intersection even though there is a sign advising motorists that traffic heading straight has the right of way that then backs traffic up coming in both directions on Clinton Ave including those trying to make a left hand turn onto Main St. There should be NO RIGHT HAND TURN ON RED all day at the corner of Albany & Clinton Aves because that would free up the congestion for traffic moving straight down Clinton Ave through that intersection. With the impending opening of the renovated Kirkland Hotel this area could very soon become more of a traffic nightmare.
58. 2/7/2008 2:49:00 PM 587 and St James, the yeild coming off 587 dosen't seem to do the job. Cars off of 587 trying to go right onto St James needs to be eliminated. I think Joys lane should be one way from Washington to Lucas
59. 2/7/2008 3:32:00 PM Clinton Ave. at Albany/Pearl and Clinton Ave.no right on red after 9:00 AM - 12 Noon and 1:00PM-4:00 PM confuses people. The sign explaining when you can turn is to far before the turn that if you didn't catch all the directions before you pull to stop line someone who is not familiar with the turn may either turn illegally or not at all. The stop sign at the turn to Kingston Plaza causes a back up all the way around to Albany. There needs to be traffic control there but it should be a light timed to the Clinton Ave. at Albany/Pearl light to keep traffic moving.
60. 2/7/2008 7:25:00 PM Left hand turns are difficult in this area. Pedestrian crossing is difficult on some roads
61. 2/7/2008 7:42:00 PM As a pedestrian, traffic stops one-way only at Clinton & Main Street intersection.
62. 2/7/2008 8:51:00 PM The intersection of Wash. Ave/ N. Front Street/ Joys Lane is a walkers night mare and although not exactly "Stockade" many walkers use it to access Uptown
63. 2/7/2008 8:55:00 PM North Front Street at the stop sign near parking garage is not safe, also intersection at Stadium diner is not safe.
64. 2/7/2008 9:12:00 PM Schwenk/Fair St ext timing on light, Albany/Pearl/Clinton right on red period needs to be extended
65. 2/7/2008 9:42:00 PM There are many things to see uptown from the architecture of the buildings to the people, if I am in my car I miss it b/c I am bust trying to park, As a visitor Center operator, I often tell people to park in the lot adjacent to the Uptown Visitor Center at Clinton Ave. & Schwenk Dr. and walk the Stockade so as to not miss anything, it all seems much friendlier to walk it.
66. 2/7/2008 9:49:00 PM Where: Traffic merge at St. James St./Broadway by Michael's Candy Corner Why:
67. 2/7/2008 9:54:00 PM Most motorists feel they have the right-of-way no matter if they were already on Broadway or entering Broadway via the merge.
- AT THE CORNER OF S.WASHINGTON & THE BOULEVARD, THERE

68. 2/7/2008 10:11:00 PM ARE TIMES WHEN PEOPLE DON'T KNOW WHEN TO MOVE. AND IF YOU DON'T PAY REAL CLOSE ATTENTION YOU WILL GET HURT. THERE IS A STOP LIGHT NEEDED AT THIS INTERSECTION.
69. 2/8/2008 12:50:00 AM Overall - Synchronization of traffic control devices should be monitored and evaluated. Consideration for bicycles would be favorable. Traffic calming measures should be ongoing and be employed.
70. 2/8/2008 3:08:00 AM All crosswalks should have walk, don't walk signs.
71. 2/8/2008 2:03:00 PM Wall Street - cars trying to park congests traffic
72. 2/8/2008 2:49:00 PM Something has to be done about double parking, it cuts down on visibility and stops traffic. I also think that Wall Street and Fair Street should be reversed in direction, visitor's seem to get very confused at the end of North Front Street and I think this could be remedied.
73. 2/8/2008 3:20:00 PM The intersection of clinton and main st., people coming from the kingston plaza area run the stop sign constantly. also the no turn on red sign at the corner of clinton and albany ave. should be changed to read mon-fri.
74. 2/8/2008 3:26:00 PM 1. a.m rush hour/washington ave coming off Rt 28 or Sawkill up to N Front light. Need 3 distinct lanes. 2. rounding clinton onto N Front/Fair st intersection with Plaza. Unclear. Also the NO LEFT TURN down to Plaza coming from other direction (ie N Front/Fair. Unclear signage there.
75. 2/8/2008 3:50:00 PM The five corners Fair, Rt 32, blvd etc. North Front at Fair. 587 Albany ave, Broadway
76. 2/8/2008 4:01:00 PM Clinton from Albany Ave to North Front
77. 2/8/2008 6:12:00 PM Clinton and Westbrook Lane
78. 2/8/2008 6:29:00 PM I cross Clinton Ave at Main St. every day, and people often do not stop for me even though I am in the crosswalk, especially during the 5-6 pm hour. I think a sign that says it is NYS law to stop for motorists placed in the middle of the crosswalk there is needed. Enforcement would maybe help as well. Also the crosswalks at the intersection of Clinton Ave and Westbrook Lane need to be more clearly defined.
79. 2/8/2008 7:21:00 PM There is a back-up on Clinton at 3-way stop near entrance to Plaza from Albany Ave. Can't safely cross Clinton at Main. Intersection of Main and Pearl by churches is confusing. Intersection of Lucas and Green is also confusing. One would think Green would have right of way. I've seen people run stop sign.
80. 2/8/2008 7:36:00 PM parking
81. 2/8/2008 7:44:00 PM we need to reroute traffic out onto Col.Chandler Dr for ingress & egress out of the city and back into the city through a contolled interesction on Col.Chandler drive.the intersection would be near [adjacent]to the Hannaford store.this would get the people in and out of the city the safest & quickest
82. 2/8/2008 7:48:00 PM corner of Main and Wall Street motorists traveling on Wall Street do not realize that there is no stop sign on Main Street. A stop sign should be installed on Main Street at that intersection.
83. 2/8/2008 7:54:00 PM Too many traffic lights are put up and not synchronized - this causes undue delays and frustrated drivers - nothing is more annoying than being stopped at a red light at one intersection and seeing the green light the next block down. By the time you get your green light and proceed to that next block, it's now red. This is bad for air and noise pollution, and causes drivers to run lights and can exacerbate road rage. This happens on Washington Avenue and Pearl Street.
84. 2/8/2008 8:04:00 PM thr whole stockade area
85. 2/8/2008 8:21:00 PM there needs to be designated loading zones and strict hours of operation for those loading zones...too many times there are trucks and tractor trailers unloading in a driving lane on an already narrow street. there should be parking set backs at tight turning intersections i.e. wall and john and from wall onto north front...north front can be disastrous when there are two or more trucks unloading
85. 2/8/2008 8:21:00 PM There should be speed limits posted as cars come off Washington Ave. turning into N. Front Street. There is a RED ZONE between the Diner and The Parent Teacher Store where cars actually speed up as they exit more congested traffic to less congested

traffic. It's difficult to cross from Frog Alley to Green Street, crossing N. Front. If pedestrian traffic were to increase especially between Hoffman House and M&T Bank, pedestrian safety would be at stake.



86. 2/8/2008 8:22:00 PM Albany Avenue at Clinton/Pearl.  
The entrances to the Ulster Savings Bank and the Dutch Village Apartments should be blown up and redesigned. They are dangerous, frustrating and cause a lot of traffic congestion. The Fair St. Ext from No. Front St to the Kingston Plaza should be made one way - down the hill, right turn only.
87. 2/8/2008 8:55:00 PM For a small-town like area, there are too many back-ups. Definitely Clinton Ave. & N. Front after turning off Wall.
88. 2/8/2008 9:11:00 PM Clinton & Main  
There is a frustration among motorists that the lights take too long to change and that occasionally leads to them pulling into crosswalks before the light changes. Also, I have seen 3 people get hit by cars on Wall street just off the John street corner because the peds crossed off the block without the light.
89. 2/8/2008 10:35:00 PM Clinton and Main - confusing. One way going East is a Stop on Clinton, no stop going to the West on Clinton. Traffic Control Device going both ways with sign stating pedestrians have the right of way might help.
90. 2/8/2008 10:51:00 PM less 4 way stops  
Wall street at North Front should have LED Ped crossing sign with countdown timers an "striped cross-walks". Its is danderous for people to cross north front street with people coming out of Wall taking a left or a right on to North Front.
91. 2/9/2008 12:16:00 AM congestion at John ,Clinton & plaza road
92. 2/9/2008 12:57:00 AM As stated above, the wall street area  
At the Wall/North Front/Fair/Clinton Avenue extension intersection, I think we need to study it and think out the flow a little better. Walking it sometimes is tough getting across North Front. It seems to be an issue for drivers in several ways. Folks going the wrong way on Wall, Clinton Ave, making the left from North front to Fair Street (down the hill). It's a tough one and after five years of being in this location, I still don't see a fix.
93. 2/9/2008 1:26:00 AM Shwenk and Washington  
the traffic circle my husband and I nicknamed the circle of death when it first became its present incarnation. Once you are used to it, it is ok, but to newcomers to the area it is VERY dangerous and confusing. Also the 4-5 corner intersection 32/greenkill/wall etc. is RIDICULOUSLY dangerous.
94. 2/9/2008 12:03:00 PM At the end of John Street when it intersects with Clinton Ave. from Wall Street doing down North Front Street
95. 2/9/2008 12:44:00 PM Intelligent traffic lights would solve it all!
96. 2/9/2008 2:56:00 PM Riding a bicycle w/o lanes in tight traffic is dangerous!
97. 2/10/2008 1:44:00 AM Albany/Pearl/Clinton - any area around Academy Green  
Since the light on North Front & Fair was discontinued, cars go straight through the intersection to the light at Wall.
98. 2/10/2008 2:09:00 PM uptown crosswalks  
Need to restrict cars and trucks throughout uptown, perhaps closing streets and getting people to walk instead.
99. 2/10/2008 7:24:00 PM I live in a historic house. The large trucks that travel down Maiden lane shake the entire house. I would like to see a weight limit on the vehicles that pass on the smaller streets.
100. 2/10/2008 10:06:00 PM To control the flow... there are problems.. and some very dangerous one... now... when things are turned around and Uptown Kingston becomes what it should be and I know will be... It can't and won't work the way things are layed out... Historiclly I entrance to Uptown was coming from different directions... why Wall and Fair are going in the wrong directions... and I think and am drawing up a proposal ... that Wall St.. should extend to Schwenk Dr.. and do away with Fair St. extention... move the
101. 2/11/2008 2:30:00 PM
102. 2/11/2008 3:07:00 PM
103. 2/11/2008 4:24:00 PM
104. 2/11/2008 9:06:00 PM
105. 2/12/2008 9:28:00 PM
106. 2/13/2008 1:36:00 AM
107. 2/13/2008 8:38:00 PM

- parking garage building site over adjacent to the Herzogs Building... Uptown would then have a proper entrance from the traffic circle Washington Ave side....
- 108.2/13/2008 8:41:00 PM Traffic backs up in morning commute, lunch time, and evening commute every weekday.
- 109.2/13/2008 10:51:00 PM Improved pedestrian signals at N.front and Wall; Wall and John; John and Fair Wall at n.front. Everyday at least one car drives down wall in the wrong direction from n.front. Making it a two way street would help flow. By cutting back the curbs, shorting the Pike Plan or replacing it with awnings or semi-permanent metal overhangs, we can achieve a two way street with plenty of parking. There was a time when it functioned this way. Also, bring wall st. down to Schenck dr. Then we can have a direct entrance from there to uptown. Move whatever goes where the garage is now over. Nobody, seriously, (with the exception of the guys working in Herzogs warehouse) uses the st. which runs down the hill now.
- 110.2/14/2008 1:11:00 PM Pearl and Wall Street. The signal needs to be modernized. It is always a long wait, whether or not St. Joseph school is in session and regardless of the traffic flow. This conditions the intersection for stop light jumping. More modern controls with pedestrian walk signals would be helpful.
- 111.2/14/2008 6:26:00 PM Stop sign needed at Main Street intersecting Wall Street. Traffic speed way too fast
- 112.2/23/2008 5:09:00 AM Corner of Fair and North Front Street - cars make illegal left hand turn..cannot see sign..it is hidden by trees. Possible car collisions and hitting pedestrians.
- 113.2/29/2008 6:16:00 PM Wall Street, in front of the Courthouse, down to the corner, needs to be addressed
- 114.2/29/2008 6:43:00 PM White Stop Line on Schwenk Drive going onto Clinton Ave Intersection of John St and Clinton Avenue... Stop or Yield????
- 115.2/29/2008 7:04:00 PM Clinton Ave and Main St. The 3 way stop at a 4 way intersection leads to dangerous encounters with both vehicular and pedestrian traffic. Also, a general improvement to the traffic lights would be of great benefit. Lights currently let you sit and idle for 2+ minutes even if there is no oncoming traffic whatsoever. A series of smart traffic light switches to detect whether a vehicle is waiting at the light can help ease traffic and overall congestion.
- 116.3/3/2008 2:26:00 PM Fair and Washington st intersection. It is ver bad for pedestrian. People drive WAY to fast. Also any entrance to kingston plaza is currently not made for pedestrian traffic. THAT REALLY needs to be fixed.
- 117.3/3/2008 3:45:00 PM The ridiculous redundant stop sign intersection on Clinton and Hannaford/Herzogs Plaza entrance. Too many stop signs
- 118.3/9/2008 2:53:00 PM I can only speak about the street where i spend 5 days of the week. North front street is where my business is and I can say there is a back up of traffic everyday from delivery trucks, & People double parking. This always effects the corner of Wall and N. Front
- 119.3/9/2008 9:56:00 PM Main St./Clinton Ave - one-way stop sign insufficient; Pearl/Green - motorists can't see stop sign behind tree
- 120.3/10/2008 7:23:00 PM Everywhere. Traffic light timing for all signalized intersections need to be coordinated.
- 121.3/18/2008 8:23:00 PM Remove the light from Green and Main - it should be a two way stop (two one way roads). The light just allows people coming down Green to speed up through the light and drive too fast down a residential street. Also bigger better Stop signs at Wall and Main. In general, all signage could do with some improvement. We do NOT need more lights!
- 122.6/4/2008 6:20:00 PM A. timing of lights related to sequential movement from Midtown Broadway into Uptown B. timing of lights related to sequential movement from Washington Ave. into Uptown C. timing of lights and walk/don't walk signs at Wall St./Pearl St. intersection and Wall St./John St. intersection
- 123.6/4/2008 9:50:00 PM Traffic Light at Main Street and Green should be removed and replaced with STOP SIGNS to prevent excessive speeding! Intersection of Main St and Wall St is confusing, vehicles on wall street frequently assume cars traveling on Main St also
- 124.6/4/2008 9:52:00 PM

- have a stop sign.
- 125.6/4/2008 10:00:00 PM washington ave/skank drive
- 126.6/4/2008 11:59:00 PM On the corner of Front Street and Fair Street.....people don't pay attention to the no left turn...
- 127.6/5/2008 3:26:00 AM Clinton & Main by the Kirkland. Stop sign one direction on Clinton for oncoming left turn traffic onto Main is very dangerous. There is a sign there now alerting drivers that stop is for oncoming left turning traffic. It's an unusual traffic pattern.
- 128.6/5/2008 10:41:00 AM As previously stated, Westbrook and Clinton Ave. Also need two lanes on Washington Ave when heading from Main Street through the Lucas intersection going towards the thruway. If the first car is turning Left onto Lucas, no other cars can get through the intersection heading to thruway if cars are heading the other way. This causes frequent delays. Also, there needs to be more clarity when heading on Wash Ave into Kingston from the thruway. The lanes change without enough overhead warning about lane shifts and new visitors tend to get caught up in the wrong lane there.
- 129.6/5/2008 1:07:00 PM Albany Ave. at Clinton needs better controls for pedestrians, longer cross periods, better signage.....only right hand turns coming out of the Gov. Clinton. No right on red from Albany...anytime between 9-5.
- 130.6/5/2008 1:22:00 PM Wall Street and North Front Street. There is no walk signal there to let pedestrians know they can go.
- 131.6/5/2008 1:32:00 PM clinton avenue and john street. Wall street and north front. maybe better signage on clinton. Need clearer one way signage at the end of wall street, and better pedestrian crossing.
- 132.6/5/2008 1:45:00 PM Need better signs coming North Front St. in the intersection with Wall st.Many driver don't see the signs in Wall st. of "Do not enter"; Need more signs in North front before the intersection of not turning right in Wall st.
- 133.6/5/2008 1:49:00 PM Westbrook and Clinton. The stop sign seems to have been put up without a lot of consideration to its secondary impacts. Also, Clinton Avenue is a feeder to too many places (By-passing uptown, going uptown, Schwenk Drive and Hannaford Mall). Consideration should be given to re-routing some of this traffic off Clinton. Using Pearl to Washinton as a by-pass seems to make sense, but the traffic lights are such a nuisance no one goes that way - by example, if you go Clinton and Schwenk, there are two lights and one stop sign after the Clinton/Albany intersection. If you go Pearl and Washington there are seven lights and one stop sign. Clinton Avenue isn't structurally sufficient to handle all of the traffic Kingston has directed its way.
- 134.6/5/2008 2:22:00 PM People do not yield to pedestrian traffic.
- 135.6/5/2008 4:58:00 PM Washington Ave and Hurley Avenue - needs to be clearer and this confusing - people are always cutting in this way and that.
- 136.6/5/2008 8:13:00 PM Better traffic control on Washington Ave. approaching Schwenk Drive and N. Front St.. Traffic "funnels in to 2 lanes and sometimes motorists are confused about which lane to be in. Perhaps some overhead signage with arrows anticipating which lane is necessary for each street or Uptown area would be of benefit to motorists
- 137.6/5/2008 8:35:00 PM the light over by the Chamber of cOMMERCE DOES NOT MAKE SENSE AND CONFUSES PEOPLE - OOPS, HIT CAPS LOCK BY accident
- 138.6/6/2008 8:28:00 PM Intersection at Albany Ave. and Clinton Ave, and Pearl. Having no turn on red for the better part of the day produces traffic congestion.
- 139.6/7/2008 12:13:00 AM 1)Pedestrian crossing Clinton at Main St-cars reluctant to stop 2)Pedestrian crossing N. Front at Wall and Fair-need walk/don't walk signs.
- 140.6/7/2008 12:23:00 AM North Front Street at Fair and Wall has a most bizarre signal. Motorists coming up the hill on Fair have no indication who has r.o.w. Ped crossing signals in the dead of night are laughable and unnecessary. Most lights should be on magnetic or motion activation rather than being on forever timers
- 141.6/7/2008 1:12:00 PM top of plaza on clinton and john where those stop signs are

- 142.6/10/2008 5:16:00 PM Broadway & St James is a very dangerous intersection & needs a traffic light at the minimum
- 143.6/13/2008 3:52:00 PM Traffic control could be improved near the intersection of John St. and Clinton Ave. There is always a long wait to get through the intersection, whether you're coming onto Clinton from John, or you are on Clinton, heading towards B'Way. I've waited sometimes in excess of 15 minutes to go 2 blocks.
- 144.7/8/2008 3:44:00 PM better signals needed at intersection of Fair and No Front - hard for pedestrians
- 145.7/31/2008 8:13:00 PM At Wall Street and North Front -- people swing around the corner without checking the crosswalk. At Lucas and Green -- drivers on Green aren't aware that Lucas drivers have the right of way





13. Are there any specific locations in the Uptown Stockade area where you would like to see new or additional guide and/or informational signs (e.g., to the Uptown Stockade area, particular historic sites, facilities, parking lots, etc.) installed?

	Response Percent	Response Count
Yes 	44.5%	113
No 	55.5%	141
<i>answered question</i>		<b>254</b>
<i>skipped question</i>		<b>56</b>

14. Please explain where and why you would like to see new or additional signing.

	Response Count
	99
<i>answered question</i>	
<b>99</b>	
<i>skipped question</i>	
<b>211</b>	

15. Do you have difficulty finding a parking space in the Uptown Stockade area?

	Response Percent	Response Count
Yes 	46.8%	118
No 	14.7%	37
Sometimes 	36.5%	92
I do not drive to the Uptown Stockade area. 	2.0%	5
<i>answered question</i>		<b>252</b>
<i>skipped question</i>		<b>58</b>



Please explain where and why you would like to see new or additional signing.




#	Response Date	Response Text
1.	1/29/2008 10:20:00 PM	Clear street signs in good repair
2.	1/30/2008 12:20:00 AM	The stockade district it's self is poorly signend. I do not bother try to send friends there when they are in town - it's too complex to describe and I know they would just get lost and frustrated. It's sort of a hidden treasure - it takes work to find.
3.	1/30/2008 1:32:00 AM	More historic signs through out Uptown would make it more of a tourist destination
4.	1/30/2008 1:56:00 AM	Consistent and tasteful signage throughout the area to direct people to community services, parking, shopping, bus station etc.
5.	1/30/2008 10:46:00 AM	Whashington Ave and North Front St. parking directions.
6.	1/31/2008 1:33:00 AM	Can you put the Farmer's Market signs up so they don't spin and point in the wrong direction.
7.	1/31/2008 8:32:00 PM	There are places around the Kingston area with signs to the Kingston-Rhinecliff Bridge. They look to be extremely old and should be replaced. Also, signs should be placed directing people to the Performing Arts Center, and also where the parking lots are. Cross Walks should be improved, and maybe a pedestrian-only phase should be added to the traffic light. I realize that the Performing Arts Center is not within the Study Area, but at least additional signage should be provided as you exit 587
8.	2/4/2008 8:03:00 PM	I think a proper study needs to be done to identify all of the important aspects of the uptown. From bluestone sidewalks, to a key of the businesses. I also think uptown Kingston loses alot of potential visitors by not have proper signage at the traffic circle where so many people come on their way to the Woodstock area. We should be leading them right to the uptown, midtown and downtown sections of our city. Particulary in the summer months.
9.	2/4/2008 10:12:00 PM	I actually can't recall what these signs look like. I think they just need to be more distinctive, and repainted or redone every two years. They are faded and not visible. And they need to be universal in their look. They should be part of an overall branding of the Stockade district so that the signs matach the brochures and match the signs at the actual building and the nametags people wear, etc. Let Connie Snyder or C/T Media come up with a new look....they are both IN the stockade area.
10.	2/5/2008 1:44:00 PM	At the intersection of North Front and Washington Avenue/Joys Lane, advertising the Forsyth Nature Center. Also, at Lucas Avenue and Washington, helping to locate the Forstyh Nature Center and Forsyth Park.
11.	2/5/2008 2:04:00 PM	Pedestrian crossing signs. Historical information signs like on the Rondout also make for interesting facts about the area for visitors and residents alike.
12.	2/5/2008 5:39:00 PM	Don't remember exactly what is there now. But more prominent and explanatory signs always add to the realization of what is or used to be there.
13.	2/6/2008 2:07:00 PM	Historic District Signs at entrances to the district Uptown Business District
14.	2/6/2008 2:58:00 PM	Directional Signs at major entrances Municipal Parking wayfinding signs
15.	2/6/2008 3:18:00 PM	N. Front, Washington at N. Front and Schwenk, Clinton and Main, Pearl, John and Green/Crown, Fair St Extension, in front of public parking oppty's
16.	2/6/2008 3:19:00 PM	More signs for county bldg. and courthouse.
17.	2/6/2008 3:24:00 PM	many people come to our office looking for other offices in the area (fair/wall street areas). clear building numbers or signage will help visitors looking for uptown business. Parking is also a big issue. there is not enough available municipal parking.
18.	2/6/2008 3:25:00 PM	A modern multi-level parking garage
19.	2/6/2008 3:34:00 PM	See Previous Explanation
20.	2/6/2008 4:13:00 PM	Close proximity to the County office building.
21.	2/6/2008 4:17:00 PM	Additional Parking Signs and directions around Wall St
22.	2/6/2008 4:27:00 PM	buildings that are still standing from revolutionary times the should be labeled in a consistant and easy to read manor for visitors to our area.

23. 2/6/2008 4:35:00 PM At all Major Entrances - Activities Sign - direction to Uptown Farmers's market, County Courthouse, county office building, old dutch church, senate house.
24. 2/6/2008 4:35:00 PM Signage indicating the historical relevance of homes (even privately owned homes) would create a more cohesive story of a historic neighborhood.
25. 2/6/2008 4:43:00 PM more historic  
It is difficult for drivers or pedestrians to quickly familiarize themselves with this portion of Kingston, and is not easy for them to know everything that it offers. Improved signage with regard to street names, parking, region/historic district, museums, and the farm market would help businesses and visitors. Improved signage also helps safety, as it enables drivers to pay better attention to the road. Increased accessibility to the disabled would also improve use of the area (since that also benefits others, such as those with small children (strollers) and the elderly).
26. 2/6/2008 4:47:00 PM With the Rathskeller restoration, it would be good to have a sign at Main and Clinton directing people to the historic sites (court house, senate house).
27. 2/6/2008 5:07:00 PM more signs for Dietz Stadium and Forsyth Nature Center
28. 2/6/2008 5:32:00 PM The municipal parking lot signs are not very obvious. There could be better signage declaring its historical significance upon entering the Stockade Area.
29. 2/6/2008 5:47:00 PM Bike lanes and signs/ watch for pedestrians/ emphasizing crosswalks to be safer/ signage for bicycle racks & more of them.
30. 2/6/2008 5:55:00 PM The senate house.
31. 2/6/2008 6:20:00 PM A kiosk in the front lawn of the Ulster County Office Building would be excellent. Signs explaining the historical significance of all of the original old stone buildings would be great, along with more information about Sojourner Truth's experience at the Court House, the burning of Kingston, Washington's visit to the Old Dutch Church, the people buried in the Old Dutch Church's cemetery, Governor Clinton's role as Vice President, the native people who were displaced by the settlement of the Kingston area, the role of the Hudson River in early settlement, why the Dutch settled in the area, slavery in the area, children's education, Kingston as the first capitol of New York and why/when that changed...I could go on and on. We have such a rich history here, and so few people know about it.
32. 2/6/2008 6:25:00 PM The intersection of Clinton Ave. where the Senate House State Historic Site meets. There needs to be either a flashing stop light or a full traffic light there, because people often try to make that slight left-hand turn on to Clinton Ave.
33. 2/6/2008 7:32:00 PM signs to county court house and county office bldg
34. 2/6/2008 7:44:00 PM corner of Frog Alley and N.Front Street for tourists who walk into Stockade Area.
35. 2/6/2008 8:22:00 PM There are so many historic buildings in Uptown Kingston yet most go without signage acknowledging their significance to the area. One can easily find the Uptown area yet when entering it there is limited signage except for the Senate House. Help tourists find all of our historic gems by providing more signage or maps outlining the district.
36. 2/6/2008 10:37:00 PM Washington Avenue for those who are lost  
We definitely need more parking for uptown Kingston..too bad we always have to allow things to decay before we do anything about them because of the extreme cost of re-placing or re-furbishing [case in point The Kirkland and old City Hall]...should have kept the uptown parking garage in good repair and it wouldn't have to be taken down now. More signs telling the history of Kingston.
37. 2/6/2008 11:00:00 PM see previous answer
38. 2/7/2008 12:06:00 AM Visitors coming into and leaving the Stockade Area need directions on how to get in and out. Right now if any of the one way streets are missed it literally takes you blocks out of the way to get going in the direction you want to be going in. There's no such thing as "just go right around the block, you can't miss it."
39. 2/7/2008 1:02:00 AM See previous question
40. 2/7/2008 1:52:00 AM I think additional signage might help tourism re: off-street parking lots.
41. 2/7/2008 2:52:00 PM any new comer to the Stockade is confused and easily lost in its one way configuration. There simply must be an easier way, perhaps clear signage on corners to
42. 2/7/2008 7:26:00 PM
43. 2/7/2008 8:52:00 PM
44. 2/7/2008 8:58:00 PM

- direct to Co Office Bldg, Churches, PO etc?
- 45.2/7/2008 9:14:00 PM It needs to be update, larger signs and put out in the local news papers or periodicals.
- 46.2/7/2008 9:43:00 PM Throughout the area directing motorists to parking, historic sites ect.  
Signage to Historic sites is hard to find, I would love to see more kiosks and better signage to historic sites...I would be happy to help w/ this! Katie Cook 1-800-331-1518 Heritage Area Visitor Center
- 47.2/7/2008 9:50:00 PM
- 48.2/7/2008 9:57:00 PM Some where at each of the entrances to the vacinity of the Stockade there should be fairly large sign ackowledging the Stockade Area that will draw peoples attention. For public parking. Now with the garage situation it is really critical that some mechanism be in place to direct potential clients/customers to businesses, to the
- 49.2/8/2008 12:53:00 AM altenative transit mode. Also, general identification signs of public facilities - visitors centers, government offices, but done in taste that is compatible with the historic character of the area.  
Parking garage has no signage. Entrance to Uptown from the rotary should have signage noting Uptown's historic district and shopping. There is no hint of what lies in Uptown.
- 50.2/8/2008 3:10:00 AM
- 51.2/8/2008 2:04:00 PM along Wall and North Front which is where most of pedestrian and vehicle traffic travel
- 52.2/8/2008 2:43:00 PM I would like to see additional parking in Uptown.
- 53.2/8/2008 2:51:00 PM The Visitor Center sign and historic site signs are confusing. I also think many signs need to be removed not every church, school, business, etc. need its own signage. Too many signs confuse drivers.
- 54.2/8/2008 3:55:00 PM Washington Ave at North Front. More a case of reevaluating existing signs for consistancy than adding new. Comprehensive signage plan.
- 55.2/8/2008 4:07:00 PM Somewhere off the traffic Circle on Washington Ave. Chandler Drive  
From Schwenk you have no idea what awaits you at top of hill. More signage neccessary there and at intersection of Washington and N Front. I think signage should be all over the Stockade area with historical markers or interesting facts.  
there should be street signs at every intersection. the one way signs at some locations uptown are not located properly so by the time a driver realizes that they have turned down a one way its too late...one way signs need to be at or in the intersection. mostly all the signage uptown is old and weather worn and tired...the neighborhood has been ignored too long...it looks slummy. historical markers should be designed well and placed well in a comprehensive design sense. there should be a protocol for signage: size, color, etc. and it needs to be communicated and ENFORCED
- 57.2/8/2008 8:08:00 PM
- 58.2/8/2008 8:24:00 PM Signage is poor but since I'm not lost ..... I can't think where to put any signs. Of course, there are no signs for parking at the Parking Garage but no there isn't a parking garage! Good Luck!!!
- 59.2/8/2008 8:56:00 PM New signage should be erected at all the entrances to the Stockade area. It is now hit or miss and a plan should be developed for clear and logical signage.
- 60.2/8/2008 9:12:00 PM Off the Thruway. When I first came to Uptown, I was searching for it & couldn't find it. Also would like to see it labelled consistently as Uptown vs. the Stockade signs as the Norman Mintz group came to consensus on.
- 61.2/8/2008 9:29:00 PM Better signs to the historic district and where parking is located
- 62.2/8/2008 10:37:00 PM At Senate House; Persen House; Fred J Johnston Museum;etc., because people stop and linger by these properties
- 63.2/9/2008 12:11:00 PM A thoughtful,intergated approach is needed.Visitors and those more familiar with the area needed to be guided to the Stockade Area and effortlessly guided out. The threat of indian attack has past. Make it easy for people to get in,park,do their bussiness,shop or dine leave without agita.
- 64.2/9/2008 2:59:00 PM Perhaps by the corner of Washington and North Front,a big &quot;Local Shopping, or Locally owned Shoppes&quot; kind of sign, pointing towards Wall/North Front/Fair, etc.
- 65.2/11/2008 2:31:00 PM A bike path with bike specific lanes.

- 66.2/11/2008 3:08:00 PM Better directions/ information in the one-way streets
- 67.2/11/2008 5:25:00 PM anything historic that applies to the area
- 68.2/11/2008 6:00:00 PM Directional signage from Washington Ave. indicating where Uptown is, and maybe Uptown businesses could buy ad space on a sign of that nature.....and parking lot directions and regulations
- 69.2/12/2008 9:29:00 PM In the municipal parking areas.
- 70.2/13/2008 8:41:00 PM There needs to be direction for customers ... visitors ... etc... direction.... direction ... direction... many people come here and we hope to attract more .. that have never or just aren't familiar with the area .... or that it even exists....
- 71.2/13/2008 10:52:00 PM wayfinding signage fro circle, Broadway and Rt 32 corridors. Local heritage signage throughout uptown
- 72.2/14/2008 2:42:00 AM north front stret and frog alley
- 73.2/14/2008 6:28:00 PM I recommend a &quot;visitor center&quot; that would provide guide information, perhaps at &quot;Peace Park.&quot; Also the Stockade, and other areas could benefit from informational signage.
- 74.2/18/2008 1:52:00 PM for Parking
- 75.2/23/2008 5:10:00 AM Old Dutch Church, uptown historic houses to encourage walking tours and inspire pride in the community.
- 76.2/29/2008 6:45:00 PM Some of the Senate House signage is confusing, also the Visitor Center
- 77.3/3/2008 2:31:00 PM This area is a RARE historical treasure. The more you can enlighten and educate visitors about the happenings within the stockade, the significance of the structures and buildings, the better the chances are at bringing people and tourists back to the stockade. Granted, there are already signs and guided tours that help this, but there is no such thing as a self-guided historical tour here. Why not?! I think of how you can walk through the city of Boston and follow the Freedom trail on self guided tours. It's well thought out, comprehensive and hits all the major sites and attractions.
- 78.3/3/2008 3:48:00 PM All the historic sites need to be promoted better. Larger Signs and an guide to historic sites need to be posted. Map of the uptown area highlighting historic sites whould be clearly visable. A kiosk like the parks dept should be put in with info on hsotric kingson as a whole, plus venue for local businesses .
- 79.3/9/2008 9:58:00 PM Parking lots, signs to tell dog owners of city fines for not picking up after their dogd. (BAD PROBLEM)
- 80.3/10/2008 7:24:00 PM Need signage for all public parking areas
- 81.6/4/2008 6:22:00 PM At ALL entrances to uptown. There are a hodge podge of old small signs with wording of stockade district. They should all just say &quot;Historic Uptown Kingston&quot;
- 82.6/4/2008 9:53:00 PM Not specific locations for additional signage so much as a real need for better, more unified graphics, with consistent and easy-to-read lettering and a period flavor of sorts. The existing signage is old, drab, and piecemeal in placement and execution (but I can't offer any examples right now - will walk around and observe).
- 83.6/5/2008 2:58:00 AM Uptown is hidden. A sign system starting at the traffic circle leading into Uptown is needed. Uptown requires clearly marked gateways - at Washington and N. Front , and at Clinton and the restored Kingsland Hotel, at least. There should be flags along Washingtonn and N. Front leading into the heart of Uptown. The brown historical trail signs are ugly and don't command attention.
- 84.6/5/2008 3:27:00 AM Historic 4 corners (John & Crown) needs a newer & better sign. Nice historic looking signs for the public parking lots would be helpful.
- 85.6/5/2008 12:33:00 PM comprehensive signing/directions of a uniform format both at vehicular entrances to the area, and also also at exits from parking facilities and other locations should be more pleasing to the eye, get more attention,and be of more assistance than the current hodgepodge of individual signs, if any exist. Any signs need to be monitored continually and updated, as needed.
- 86.6/5/2008 1:08:00 PM Senate House site should have a much improved streetscape on Clinton Ave. Pavement should be brick, ability to close off street when necessary, better lighting from across Clinton onto the Senate House....a walkway and benches across from the

- house..on Clinton.
- 87.6/5/2008 1:22:00 PM How to get to the Rondout area.
- 88.6/5/2008 1:46:00 PM Larger signs for the Parking Areas.The actual signs are too small and not too clear about Free parking  
We need much more off street parking here. I moved my medical office here a year and a half ago and I've been thinking of moving the business out due to the extreme inconvenience to my clients, not to mention the parking tickets they have been getting! The lack of parking makes it impossible for businesses to compete with similar businesses in the towns. My clients are busy and sometimes infirmed people and will not park at the shopping plaza and take a shuttle bus up to Fair St. No way. My business brings over a thousand patient visits to the area each year, people who have money and are eager to stop for lunch and shop here. But not without parking. I would appreciate a reply to this complaint and would like to know what the town planners have in mind for us in terms of the parking situation. thanks for your time and attention, Dylana Accolla 914-388-7789 303 Fair St. 2nd F
- 89.6/5/2008 3:24:00 PM On N. Front and Wall Streets or in advance at Wash. Ave. and N. Front St.
- 90.6/5/2008 8:15:00 PM parking lots are needed in every nook and cranny with permits for businesses to give to employees and other spaces for customers
- 91.6/5/2008 8:36:00 PM Entrance intersections that identify historic sites in the Stockade area
- 92.6/6/2008 3:18:00 PM There should be signs when you exit from the Thruway, also at the parking areas by the hotels. Emphasize the historic nature of uptown before you actually arrive there.
- 93.6/6/2008 8:29:00 PM Kingston's first capital with its historic Senate House and Museum should be widely known, as well as the walking tours. They should be made available as a self-guide walking tour.  
Need a well-designed, classy and unified series of wayfaring or directional signs throughout Kingston, to get folks to general areas (eg Stockade) as well as to individual attractions such as Senate House
- 94.6/7/2008 12:26:00 AM the entire stockade needs new and updated signage for all historical sites and traffic and parking. they need to be cohesive and designed well
- 95.6/7/2008 1:13:00 PM visitors have a hard time locating attractions
- 96.6/24/2008 5:43:00 PM The parking lot behind the Municipal Court House is not well labeled to get in or out of, so many people don't use it.
- 97.6/24/2008 5:50:00 PM Signs which show the locations of all historic districts and key historic buildings
- 98.7/6/2008 1:59:00 AM The street signs doesn't denote the this is a special district. The "gateways" on Albany and Washington should be much more clearly marked. Now, it is a jumble of ugly and uncoordinated signs. In the district, there are few (or no) wayfinding kiosks or other public information to provide tourists and residents with maps and info.
- 99.7/31/2008 8:18:00 PM Parking locations should be clearly shown on kiosk maps and individual, well-designed and coordinated signs (e.g., Courthouse and County Office Bldg, free on weekends; Kingston public parking lots.)

16. Do you have difficulty finding on-street parking?		
	Response Percent	Response Count
Yes 	60.8%	127
No 	2.9%	6
Sometimes 	36.4%	76
	<i>answered question</i>	<b>209</b>
	<i>skipped question</i>	<b>101</b>

17. In which area(s) do you sometimes have difficulty finding on-street parking (e.g., on Wall Street between John Street and N. Front Street)?		
	Response Count	
	156	
	<i>answered question</i>	
	<b>156</b>	
	<i>skipped question</i>	
	<b>154</b>	

<< Back to Summary

**In which area(s) do you sometimes have difficulty finding on-street parking (e.g., on Wall Street between John Street and N. Front Street)?**

#	Response Date	Response Text
1.	1/29/2008 8:50:00 PM	Wall Street
2.	1/29/2008 10:22:00 PM	Wall street between John and north front
3.	1/30/2008 1:33:00 AM	wall, john, fair, n front, crown
4.	1/30/2008 1:58:00 AM	Wall St between Main and North Front; John St from Green to Washington. Fair between North Front and Main
5.	1/30/2008 10:48:00 AM	North Front, John St. Wall St. Fair St.
6.	1/30/2008 12:12:00 PM	Fair St. and N Front St.
7.	2/4/2008 8:35:00 PM	Wall St.
8.	2/4/2008 10:14:00 PM	Wall Street bet. John and N. Front. North Front Street. Fair Street. Anywhere near the County Office building. Keegan Ales on a Friday at Happy Hour! :)
9.	2/5/2008 12:32:00 AM	Wall Street
10.	2/5/2008 2:05:00 PM	Exactly
11.	2/5/2008 2:51:00 PM	pretty much anywhere Outside of PO. Outside of church. Outside of County Office building. Outside of gym. Outside of LBGTQ center!!!Outside of every place in the pike plan. Outyside of my lawyer's on John St. Outside of Any store or building on John Street. All down Fair Street to Maiden Lane. All down North Front St, one end to other. By the bu7s terminal.etc.
12.	2/5/2008 2:59:00 PM	
13.	2/5/2008 3:22:00 PM	all of john st.
14.	2/5/2008 5:42:00 PM	Wall St. between Main and N. Front. John St. between Crown and Clinton. Fair St. between N. Front and Main. N. Front between Clinton and Crown.
15.	2/6/2008 2:47:00 PM	Wall Street between John and North Front Street. Also, Wall Street between Main and John Street.
16.	2/6/2008 2:54:00 PM	Fair Street between John Street and Pearl all areas, mostly fair street. why are there no parking spots allowed further down on fair street in front of the church and opposite sides of the street? There should be less bus stops. Buses arent cabs, there shouldnt be a stop at every door. Also, we have a problem getting change for the meters. why did they install meters with card slots when there are no cards available? I am sure they cost more than ones without slots.
17.	2/6/2008 3:01:00 PM	Also, the meter people should not be allowed to issue multiple tickets for the same offense. They will put more tickets on the same car that already has a ticket on it. Over the limit is over the limit, one fine. and it doesnt say it on the meter. the fines should be clearly stated.
18.	2/6/2008 3:05:00 PM	pearl street; n front street; wall street and all the side roads As an employee of Ulster County we must find alternative parking 6 months of the year. City of Kingston has made finding parking more of a burden by installing parking meters, 2 hour limits & alternate side of street parking that begins at 10:00AM! This forces the work force to travel further into residential neighborhoods down Fair St to St. James St.
19.	2/6/2008 3:05:00 PM	
20.	2/6/2008 3:07:00 PM	Wall Street between John Street and N. Front Street The closing of the garage is a crime
21.	2/6/2008 3:08:00 PM	All of the above
22.	2/6/2008 3:09:00 PM	Wall st between Jophn Street & North Front. It's particulary bad during farmers market. the farmers market should be moved to Midtown off street as they do in Rosendale.
23.	2/6/2008 3:18:00 PM	Wall Street usually
24.	2/6/2008 3:19:00 PM	Throughout area.
25.	2/6/2008 3:20:00 PM	Wall St, N Front St, John St., Fair St.
26.	2/6/2008 3:21:00 PM	my company paid for our employees to park in the garage on N. Front St. However,

- if i needed to park on the street, i would park near our building on Fair St.
27. 2/6/2008 3:25:00 PM North Front Street and Wall Street
  28. 2/6/2008 3:26:00 PM Wall Street, John Street and North Front Street
  29. 2/6/2008 3:36:00 PM Wall, N. Front, John  
I have encountered problems in the whole area, I rarely go for lunch as it too far to walk in to eat but I've ended up getting take out because after spending 20 minutes looking for a space I don't have time to sit and eat. Going to meetings or the county building I encounter the same problems.
  30. 2/6/2008 4:21:00 PM N.Front & Wall St,
  31. 2/6/2008 4:28:00 PM Always on Wall Street and N. Front Street - available lots are usually full.
  32. 2/6/2008 4:35:00 PM wall, john, main, and fair streets.
  33. 2/6/2008 4:36:00 PM Wall Street and North Front, closest to their intersection
  34. 2/6/2008 4:36:00 PM wall st
  35. 2/6/2008 4:41:00 PM Wall street between N Front and Main
  36. 2/6/2008 4:44:00 PM Wall Street on the weekends, and near the county office building on weekdays
  37. 2/6/2008 4:48:00 PM week days
  38. 2/6/2008 4:49:00 PM Fair and Wall Between John and North Front Streets
  39. 2/6/2008 4:51:00 PM Fair St between N.Front St. and Pearl, Wall St. between N.Front St. and Pearl
  40. 2/6/2008 5:02:00 PM the whole area
  41. 2/6/2008 5:08:00 PM Wall Street between John and N. Front, Fair Street between John and N. Front.
  42. 2/6/2008 5:10:00 PM Don't usually park on the street, as I am usually parking for the day to go to my office.
  43. 2/6/2008 5:18:00 PM North Front between Wall and Crown
  44. 2/6/2008 5:33:00 PM Wall Street between Main and North Front, John Street, Fair Street, North Front Street
  45. 2/6/2008 5:33:00 PM Wall Street, North Front Street, Fair Street
  46. 2/6/2008 5:40:00 PM Wall, John, No Front st
  47. 2/6/2008 5:47:00 PM by the court house
  48. 2/6/2008 5:49:00 PM Wall St. btwn John and N. Front St. and Fair Street btwn N. Front St. and Pearl St.
  49. 2/6/2008 5:49:00 PM All of the above!
  50. 2/6/2008 5:54:00 PM Wall and Fair St. btwn John & N. Front N. Front from Fair to Crown But I don't mind walking 2 blocks. Sheesh.
  51. 2/6/2008 5:55:00 PM Anywhere, especially near the Glass Box.
  52. 2/6/2008 6:21:00 PM around the county building Wall Street & North Front Street The metered parking is not helpful.
  53. 2/6/2008 6:26:00 PM all streets in that area
  54. 2/6/2008 6:26:00 PM wall st
  55. 2/6/2008 6:40:00 PM Post Office
  56. 2/6/2008 6:44:00 PM John and Wall streets
  57. 2/6/2008 7:28:00 PM The entire Uptown area.
  58. 2/6/2008 7:30:00 PM On Wall Street near the post office.
  59. 2/6/2008 7:33:00 PM All
  60. 2/6/2008 7:42:00 PM i alot do not go to places uptown because of the traffic
  61. 2/6/2008 8:06:00 PM yes, that is the main trouble spot
  62. 2/6/2008 8:33:00 PM Wall street; John Street;
  63. 2/6/2008 9:30:00 PM All of the above. I try to park in lot near Court House. It is central to where I have to go in that area
  64. 2/6/2008 10:40:00 PM John Street between Wall and Fair
  65. 2/6/2008 10:49:00 PM wall st. between main street and no. front street
  66. 2/6/2008 11:17:00 PM Wall Street
  67. 2/7/2008 12:07:00 AM All of the above
  68. 2/7/2008 1:03:00 AM All of the above
  69. 2/7/2008 1:52:00 AM All of the above
  70. 2/7/2008 12:19:00 PM on fair or around the area of the UCOB



71. 2/7/2008 2:53:00 PM All of the areas.
72. 2/7/2008 3:34:00 PM North Front from Green to Wall Wall from Main to North front Crown
73. 2/7/2008 4:46:00 PM Wall St. before between Pearl and Front.
74. 2/7/2008 7:27:00 PM Everywhere! I often have to drive around and around to find a spot. I checked Saturday morning but this only applies to the time when the Farmers Market is open.
75. 2/7/2008 7:44:00 PM all of the above
76. 2/7/2008 7:43:00 PM Almost all areas
77. 2/7/2008 9:15:00 PM All roads uptown have on-street parking difficulty.
78. 2/7/2008 9:43:00 PM Wall from Main to N Front
79. 2/7/2008 9:51:00 PM Wall St. North Front, Main St. Green st.
80. 2/7/2008 10:18:00 PM ALL THE ABOVE
81. 2/8/2008 12:56:00 AM Mainly in the uptown core area, Wall and North Front. Below - what is the difference between evening and night? Maybe should be defined rather than presumed overnight vs. just dinner evening?
82. 2/8/2008 3:24:00 AM Wall Street between John and N Front. John between Fair and Crown Street. Fair Street between John and Main. N. Front Street from Crown and Wall.
83. 2/8/2008 2:37:00 PM Wall St.
84. 2/8/2008 2:45:00 PM All streets around the County Office Building
85. 2/8/2008 2:51:00 PM Wall bet. John and N. Front; N. Front bet. Wall and Crown; Fair bet. N. Front and John
86. 2/8/2008 3:20:00 PM Wall Street
87. 2/8/2008 3:26:00 PM Wall st. to n. front st., as well as john and fair sts.
88. 2/8/2008 3:28:00 PM Wall, John, N Front, Fair
89. 2/8/2008 3:37:00 PM Wall Street
90. 2/8/2008 3:58:00 PM Wall Street between Main & N front. John between Green & Clinton. North Front between Fair & Frog Alley
91. 2/8/2008 4:07:00 PM Wall Street
92. 2/8/2008 7:07:00 PM Various locations but Wall, John and Fair seem to be the most difficult
93. 2/8/2008 7:49:00 PM John Street, Wall Street, Fair Street, Main Street
94. 2/8/2008 8:09:00 PM ALL
95. 2/8/2008 8:24:00 PM Main Street between Fair and Wall, Wall Street between Main and N. Front, John Street between Green and Clinton, N. Front between Wall and Green.  
I work in the area so that I park early and for the day but when I take my car out and have to return to the CourtHouse Lot or within some proximity to Wall Street, I often have to park in the Ulster Savings Lot where I work and that is taboo! For customers only.... but we find that more and more non-banking customers use our lot for extended periods of time that turns away our customers from using this branch office and from doing other business Uptown. BTW I NEVER use metered parking in the Stockade area. I would rather walk to Pearl Street between Green and Washington.
96. 2/8/2008 8:32:00 PM
97. 2/8/2008 8:51:00 PM Wall between John and N. Front.
98. 2/8/2008 9:13:00 PM N. Front between Wall & Crown,
99. 2/8/2008 10:38:00 PM Everywhere except Crown Street
100. 2/8/2008 10:52:00 PM John from Crown to fair and Wall Street anywhere.
101. 2/9/2008 12:17:00 AM Wall Street between John and North Front
102. 2/9/2008 1:28:00 AM North Front, Wall and Fair St.
103. 2/9/2008 2:56:00 AM all except Clinton
104. 2/9/2008 12:13:00 PM Wall between main & n front
105. 2/9/2008 12:46:00 PM Wall street - between the Old Dutch Church and the parking lot at the end of it.
106. 2/9/2008 3:00:00 PM Wall between john and N. Front. Also on John, or Crown street.
107. 2/9/2008 8:48:00 PM Wall st between John & N Front
108. 2/9/2008 11:28:00 PM John and Wall STs
109. 2/10/2008 2:10:00 PM Wall, John, N.. Front
110. 2/10/2008 10:57:00 PM Wall Street between John Street and N. Front Street)? Fair Street between Main

Street and N. Front Street

111.2/11/2008 3:09:00 PM Fair street John street Clinton Ave

112.2/11/2008 5:30:00 PM N. Front St. near Stella's

113.2/11/2008 6:02:00 PM I only look on Fair St between N. Front and John. This is NOT a popular parking area, if that section is full.....every street is full.

114.2/11/2008 6:24:00 PM everywhere uptown

115.2/11/2008 9:07:00 PM clinton/maiden lane

116.2/12/2008 10:07:00 PM Wall St

117.2/13/2008 8:42:00 PM This is a city... it varies .... if there was proper signage directing people there prob would be less prob,...

118.2/13/2008 8:43:00 PM Wall Street between John Street, Fair street...most of uptown it's hard and expensive.

119.2/14/2008 2:43:00 AM all of uptown

120.2/18/2008 1:53:00 PM John, Fair and North Front Street

121.2/19/2008 2:38:00 PM all of wall street, all of john street and fair street between Main and N. Front street

122.2/23/2008 5:12:00 AM Wall Street between Pearl Street and N. Front Street. Fair Street between N. Front and Maiden Lane

123.2/29/2008 6:18:00 PM All of North Front Street. Fair Street between N. Front St. and John St. Wall Street between John Street and N. Front Street.

124.2/29/2008 6:46:00 PM North Front Street

125.2/29/2008 7:07:00 PM Anywhere uptown. Not limited to just one street or area.... What a mess! Meters and designated parking areas has not helped at all Closing the parking garage has created a real problem... nice job!!! What is happening to Uptown

126.3/9/2008 2:55:00 PM All on street parking in uptown is inadequate-especially now that the parking garage is closed.

127.3/9/2008 10:00:00 PM I work uptown and all parking lots are filled when i get to work .. All the bank employees on Wall street park in the off street parking on N. Front street

128.3/10/2008 7:24:00 PM In front of Post Office

129.6/4/2008 6:23:00 PM Everywhere - especially Wall from Main to N. Front and N. Front from Wall to Green St.

130.6/4/2008 9:42:00 PM Wall Street between Pearl and North Front; John Street between Washington and Clinton; Fair Street between North Front and Main.

131.6/4/2008 9:45:00 PM Wall St, John St, Fair St

132.6/4/2008 9:57:00 PM Wall Street between Main and N. Front Street

133.6/4/2008 10:01:00 PM the mayor had his head up his ass for far too long, allowing there to be parking problems in uptown. when will the parking lot get fixed? you oppose badly needed development in this town...how about a meager parking garage? how about doing something to promote business in this depressed county/city?

134.6/5/2008 12:00:00 AM Wall Street....

135.6/5/2008 12:22:00 AM near dunkin donuts is impossible to use in morning, so have to shop elsewhere. If I was not a land owner with parking and entrance on Clinton, I would have to avoid uptown for all shopping except the saturday farmers market.

136.6/5/2008 2:27:00 AM Yes to above &quot;e.g,&quot; and N. Front St., Wall to Green

137.6/5/2008 3:29:00 AM Wall St. between Main & N. Front and Fair St. between Main & Pearl.

138.6/5/2008 10:43:00 AM entire area around the intersection of Wall and John Streets, and N Front and Wall Streets, as well as Fair Street in those areas.

139.6/5/2008 10:55:00 AM the four square block area around wall street - the whole uptown area, really

140.6/5/2008 12:44:00 PM All of North Front Street, All of Wall Street, All of Crown Street, all of Fair Street

141.6/5/2008 12:51:00 PM crown st

142.6/5/2008 1:09:00 PM Wall between John and No. Front

143.6/5/2008 1:23:00 PM Absolutely everywhere, especially since the garage is closed.











144.6/5/2008 1:48:00 PM In most of the strees in the Stocade Area

145.6/5/2008 1:50:00 PM Wall and Fair between N. Front and Main. John, around Wall and Fair.




146.6/5/2008 3:25:00 PM Wall St, N. Front St., Fair St., John St.

147.6/5/2008 4:59:00 PM North Front and Wall Street  
148.6/5/2008 8:18:00 PM Wall St. Between John and N. Front, Wall St. Between Main and John Sts. Fair St  
between N. Front. and Main St. and entire John St.  
149.6/6/2008 3:19:00 PM Wall Street, Fair Street  
150.6/6/2008 8:29:00 PM Wall street between N.Front and John  
151.6/7/2008 12:15:00 AM Wall St and Fair St betw N. Front and John, N. Front betw. Wall and Green  
152.6/7/2008 1:14:00 PM parking is a nightmare here but it seems that the problems are mainly on Wall and  
North Front - the congestion on N. Front with trucks is crazy  
153.6/13/2008 3:53:00 PM Wall Street, N.Front Street, Fair Street  
154.6/24/2008 5:44:00 PM wall between john and front  
155.6/24/2008 5:50:00 PM Wall Street, John Street  
156.7/6/2008 2:01:00 AM Wall street north of Main and Front Street







18. At what time(s) do you sometimes have difficulty finding on-street parking? Please check all that apply.

		Response Percent	Response Count
Weekday morning		64.9%	124
<b>Weekday midday</b>		<b>89.0%</b>	170
Weekday evening		33.5%	64
Weekday night		4.2%	8
Saturday morning		21.5%	41
Saturday midday		22.5%	43
Saturday evening		7.3%	14
Saturday night		1.6%	3
Sunday morning		2.1%	4
Sunday midday		2.1%	4
Sunday evening		0.0%	0
Sunday night		0.0%	0
		<b>answered question</b>	<b>191</b>
		<b>skipped question</b>	<b>119</b>











19. Do you have difficulty finding off-street parking?

		Response Percent	Response Count
Yes		47.3%	98
No		22.7%	47
Sometimes		30.0%	62
		<b>answered question</b>	<b>207</b>
		<b>skipped question</b>	<b>103</b>

20. For which lot(s) do you sometimes have difficulty finding off-street parking? Please check all that apply.

		Response Percent	Response Count
Ulster County Courthouse		47.9%	69
Ulster County Office Building		52.8%	76
Urban Cultural Park Visitor Center		12.5%	18
Municipal parking garage		31.3%	45
<b>Municipal lot on north side of N. Front Street</b>		<b>70.1%</b>	101
Municipal lot on south side of N. Front Street		56.9%	82
	Other (please specify)		22
		<b>answered question</b>	<b>144</b>
		<b>skipped question</b>	<b>166</b>

21. At what time(s) do you sometimes have difficulty finding off-street parking? Please check all that apply.

		Response Percent	Response Count
Weekday morning		73.8%	110
<b>Weekday midday</b>		<b>94.6%</b>	141
Weekday evening		29.5%	44
Weekday night		5.4%	8
Saturday morning		19.5%	29
Saturday midday		24.2%	36
Saturday evening		6.0%	9
Saturday night		2.7%	4
Sunday morning		2.0%	3
Sunday midday		3.4%	5
Sunday evening		0.0%	0
Sunday night		0.0%	0

<< Back to Summary

**For which lot(s) do you sometimes have difficulty finding off-street parking? Please check all that apply.**

#	Response Date	Other (please specify)
1.	1/31/2008 1:34:00 AM	Fair St & John St area
2.	2/6/2008 3:07:00 PM	Municipal parking garage is now closed permanently. I believe the municipal lot south side of N Front is by permit only
3.	2/6/2008 4:11:00 PM	since the garage is closed there is not enough parking close to the area i work, and even though the other places in the uptown area, in the winter, many of the sidewalks are not cleared for walking, if i leave later in the evening, i am not comfortable walking alone to the places that are further than where the garage is.
4.	2/6/2008 5:19:00 PM	Especially now that the garage is closed
5.	2/6/2008 5:41:00 PM	I don't use off street parking
6.	2/6/2008 8:06:00 PM	dont know where all the parking lots are located at and if they are free or not
7.	2/7/2008 2:54:00 PM	Now that the Municipal parking garage is closed it's virtually impossible.
8.	2/8/2008 3:29:00 PM	Will not be using the garage at N Front and Wall anymore. never did really.
9.	2/8/2008 3:39:00 PM	ulster savings bank parking lot-I work there
10.	2/8/2008 6:33:00 PM	very difficult in lieu of garage closure on N Front
11.	2/8/2008 8:10:00 PM	will not park in the garage...it is not safe...and i don't mean because of the recent events I mean personal safety from criminals
12.	2/9/2008 12:18:00 AM	No Municipal Garage and Ulster County Parking lots are for business in the County Buildings, not public parking all day long
13.	2/10/2008 2:10:00 PM	Don't really look for off street as most of the lots seem to say you can't park there
14.	2/11/2008 6:03:00 PM	Parking garage has become tough.....NOW THAT IT CAN'T BE USED
15.	2/12/2008 10:08:00 PM	ywca
16.	2/13/2008 8:44:00 PM	Garage is closed and it's the only place I have a pass to.
17.	3/3/2008 2:32:00 PM	I tend to park on the street. Oftentimes, parking on Frog Alley works for me though
18.	6/4/2008 6:24:00 PM	Parking Garage is gone!
19.	6/5/2008 10:56:00 AM	others are not safe for the hours of business and use for self and patrons
20.	6/7/2008 12:16:00 AM	Was ok until parking garage was removed
21.	6/7/2008 1:15:00 PM	would never park in the garage even in broad daylight-dangerous place
22.	6/13/2008 3:54:00 PM	There is no municipal garage, and courthouse and county bldg. parking are not available to the public.

	<i>answered question</i>	149
	<i>skipped question</i>	161

**22. How comfortable are you parking in off-street lots in the Uptown Stockade area?**

		Response Percent	Response Count
Very comfortable		26.6%	63
<b>Comfortable</b>		53.2%	126
Uncomfortable		20.3%	48
	<i>answered question</i>		237
	<i>skipped question</i>		73

**23. Why are you sometimes uncomfortable parking in off-street lots in the Uptown Stockade area?**

		Response Percent	Response Count
Poor lighting		95.0%	38
No security guards		65.0%	26
No security cameras		60.0%	24
	Other (please specify)		22
	<i>answered question</i>		40
	<i>skipped question</i>		270

**24. Do you utilize on-street metered parking in the Uptown Stockade area?**

		Response Percent	Response Count
Yes		46.1%	111
No		15.8%	38
Sometimes		38.2%	92
	<i>answered question</i>		241
	<i>skipped question</i>		69







<< Back to Summary

### Why are you sometimes uncomfortable parking in off-street lots in the Uptown Stockade area?




#	Response Date	Other (please specify)
1.	1/30/2008 12:20:00 AM	I cant find the lots easily.
2.	1/31/2008 8:35:00 PM	There are no signs as to what kind of lot it is, hours, and whether it is legal for me to park there or not. (North Front Street between Crown and Green, both sides of the street)
3.	2/4/2008 10:16:00 PM	People drive too fast.
4.	2/4/2008 11:45:00 PM	Inconvenient
5.	2/5/2008 2:07:00 PM	Isolated areas at night are unsafe, especially for women.
6.	2/5/2008 3:02:00 PM	Duh? Well, one is closed because it is colapsing. The one by parent teacher is paved in broken glass and stuff has been stolen from my car.. I refuse to pay to park in a municiple lot and then pay more for whatever I am buying. I don't like shopping in the mall, but that is where I shop.
7.	2/6/2008 4:49:00 PM	general concern about safety, poor lighting, walking alone
8.	2/6/2008 5:41:00 PM	The general environment
9.	2/6/2008 6:22:00 PM	Poorly marked access
10.	2/6/2008 6:41:00 PM	bad neighborhood
11.	2/6/2008 8:35:00 PM	main lot was just closed due to falling concrete
12.	2/6/2008 9:32:00 PM	I have the feeling that there are too many un guarded areas.
13.	2/8/2008 7:22:00 PM	no parking
14.	2/8/2008 8:10:00 PM	no police presence
15.	2/8/2008 9:14:00 PM	Added to by # of smokers outside bars. Doesn't help being a single woman walking alone.
16.	2/8/2008 9:32:00 PM	Safety is main issue
17.	2/12/2008 9:51:00 PM	no parking
18.	2/13/2008 8:45:00 PM	long walk from office at night alone
19.	2/29/2008 7:08:00 PM	The elimant of uptown after 5:00pm is nasty and I feel NOT SAFE at all!
20.	3/9/2008 10:02:00 PM	I leave work in the winter months in the dark and I have been approached by the same several people asking for \$
21.	6/5/2008 12:24:00 AM	parking garage WAS too, dirty, smelly, and just too far as well as unsafe feeling
22.	6/5/2008 10:57:00 AM	the general neglect of the area -



25. Why do you sometimes not utilize on-street metered parking? Please check all that apply.

		Response Percent	Response Count
Cannot find an on-street metered parking space		54.8%	63
Prefer off-street parking		28.7%	33
Have designated parking area/lot		18.3%	21
Must park for several hours		42.6%	49
There are no metered spaces near my destination		6.1%	7
Typically do not have change		27.8%	32
	Other (please specify)		34
		<b>answered question</b>	<b>115</b>
		<b>skipped question</b>	<b>195</b>






26. Is bus/trolley service to the Uptown Stockade area adequate?

		Response Percent	Response Count
Yes		7.7%	19
No		8.9%	22
I do not utilize the bus/trolley.		83.4%	206
		<b>answered question</b>	<b>247</b>
		<b>skipped question</b>	<b>63</b>

**Why do you sometimes not utilize on-street metered parking? Please check all that apply.**

#	Response Date	Other (please specify)
1.	1/29/2008 10:23:00 PM	principle
2.	1/30/2008 1:36:00 AM	putting the meters back uptown was dumb, tourists don't want a fine, go back to the 2 hr limit! ALL PARKING SHOULD BE FREE&It; EVEN THE LOTS!!
3.	1/30/2008 2:08:00 AM	Don't like the concept, resent the new meters.
4.	2/4/2008 8:26:00 PM	Prefer the parking garage
5.	2/4/2008 8:53:00 PM	Time allowed is in-sufficient for leisurely shopping AND a lunch. OR I am making a BRIEF stop and find paying meters annoying for a few minutes.
6.	2/4/2008 10:16:00 PM	Like George Costanza (Seinfeld), &quot;I refuse to PAY for parking!&quot;
7.	2/5/2008 12:24:00 AM	Metered parking is a last resort
8.	2/5/2008 12:37:00 AM	not sure if the meter fee is in effect on the weekends -- not clear on the meters
9.	2/5/2008 2:17:00 AM	I also find it cumbersome to do business uptown. I have avoided it for years.
10.	2/6/2008 3:09:00 PM	Have designated spot for 6 mos - car is parked 8 hrs per day - probably not economical for working people
11.	2/6/2008 3:19:00 PM	As someone who works in Uptown Kingston, I am completely against the meters There should be a pass that can be purchased for consistent long term parkers that last for a month, at a discounted rate!!! It is a guaranteed revenue for the city, it would reduce complaints from the locals, and ease parking issues with the uptown workers.
12.	2/6/2008 3:39:00 PM	my company pays for us to use the garage. and i dont really have the extra cash it takes to feed the meter every day, all day
13.	2/6/2008 4:13:00 PM	I park two blocks up on fair street beyond the meters and walk to work from there
14.	2/6/2008 4:36:00 PM	No need. I typically find an unmetered spot.
15.	2/6/2008 4:37:00 PM	Come on weekends - park in free lot on John St btwn Wall & Crown
16.	2/6/2008 5:55:00 PM	dont go often enough to worry about it
17.	2/6/2008 8:07:00 PM	Depends on the store that I am going into
18.	2/7/2008 3:47:00 PM	Protest the use of metered parking and the ensuing confusion about it- its just the wrong message to any user- also I never use the parking garage because it is a disgrace to our city
19.	2/7/2008 9:04:00 PM	don't feel inclined to pay for parking uptown
20.	2/7/2008 9:16:00 PM	Working in the County Office Building, I shouldn't have to pay to go to work
21.	2/8/2008 2:48:00 PM	I live on St. James St. where there are no meters.
22.	2/8/2008 6:14:00 PM	dont think there should be metered parking in the Uptown Kingston area
23.	2/8/2008 8:03:00 PM	tired of getting tickets
24.	2/8/2008 8:11:00 PM	As a resident I think that metered areas should be managed to make short term parking available for s visitors
25.	2/9/2008 12:16:00 PM	Businesses take up all unused parking spaces by continuously feeding the meters.
26.	2/9/2008 12:49:00 PM	On principle.....I disagree with the meters/how they are managed
27.	2/11/2008 6:06:00 PM	cannot afford to park all day at a meter
28.	2/29/2008 6:49:00 PM	Work Uptown and metered parking is not for long 10 hr day use.... please find more parking for workers
29.	2/29/2008 7:09:00 PM	Park outside the metered area and walk to Uptown
30.	3/18/2008 8:25:00 PM	why even bother asking why we don't want to PAY for parking? do you pay for parking? ever?
31.	6/4/2008 10:03:00 PM	Drive seldom.
32.	6/5/2008 2:29:00 AM	Find a stop where near enough where it is not metered.
33.	6/5/2008 5:01:00 PM	I feel that metered parking hurts local businesses. Visitors find it unattractive to visit the uptown area. They go to the malls or the big box stores.
34.	7/6/2008 2:05:00 AM	

27. Do you utilize on-street metered parking?		
	Response Percent	Response Count
Yes	0.0%	0
No	0.0%	0
Sometimes	0.0%	0
	<b>answered question</b>	<b>0</b>
	<b>skipped question</b>	<b>310</b>

28. What type(s) of improvements would you like to see to bus/trolley services? Please check all that apply.		
	Response Percent	Response Count
Additional routes 	52.4%	11
<b>More frequent service</b> 	<b>90.5%</b>	<b>19</b>
Better bus shelter/pedestrian amenities 	61.9%	13
<b>Posted schedules at the bus stops</b> 	<b>90.5%</b>	<b>19</b>
Real-time information regarding how long the wait for the next bus is 	57.1%	12
	Other (please specify)	9
	<b>answered question</b>	<b>21</b>
	<b>skipped question</b>	<b>289</b>

29. If you would like to see additional/new bus stops in the Uptown Stockade area, please indicate where.		Response Count
		11
	<b>answered question</b>	<b>11</b>
	<b>skipped question</b>	<b>299</b>

<< Back to Summary

**What type(s) of improvements would you like to see to bus/trolley services? Please check all that apply.**

#	Response Date	Other (please specify)
1.	1/29/2008 8:50:00 PM	Local service to Stockade district from Hurley smaller busses that go out to outlying areas like hurley, stone ridge, woodstock,
2.	1/30/2008 1:39:00 AM	saugerties,mall area, suburban neighborhoods AND A BUS THAT GOES TO THE TRAIN STATION
3.	2/4/2008 8:05:00 PM	The buses are generally not very good at being on time. A connection to Port Ewen would help a lot, as would easier to read schedules. It's hard
4.	2/6/2008 4:51:00 PM	to get from other places in the county -- even those just outside Kingston's borders -- to the uptown area. For me, it would take a taxi and 2 buses just to get there.
5.	3/9/2008 10:03:00 PM	Needs to be in all papers that are circulated in the area
6.	3/18/2008 8:26:00 PM	Improve service reliability
7.	6/4/2008 6:25:00 PM	The problem with the buses is nobody knows when they will run.
8.	6/5/2008 12:47:00 PM	Bus can not get employees from uptown to Town of Ulster and other outlying areas.
9.	6/6/2008 8:31:00 PM	better dissemination of schedules

<< Back to Summary




**If you would like to see additional/new bus stops in the Uptown Stockade area, please indicate where.**

#	Response Date	Response Text
1.	2/5/2008 3:03:00 PM	I'd like improved signage as to where the bus is allowed to stop.
2.	2/6/2008 2:09:00 PM	Ulster County Building
3.	2/6/2008 4:38:00 PM	County Office building. More bus times from Port Ewen area to integrate into up town commutes.
4.	2/6/2008 6:23:00 PM	I would like to see better connections to other parts of town. It's hard to tell where they are now, so it's difficult to say where new stops should be.
5.	2/6/2008 6:28:00 PM	The buses are often behind schedule and they run an hour apart, so if you miss it, you have to wait an hour or more for the next one.
6.	2/8/2008 7:56:00 PM	bwoltman
7.	3/9/2008 10:03:00 PM	every corner
8.	3/18/2008 8:26:00 PM	Buses stop anywhere you want it to. Designated stops will improve service visibility.
9.	6/4/2008 6:25:00 PM	I can't comment on this, but the routes should be clear and the timing set and and clearly provided. Time changes must be reflected at each bus stop. 1. Bus station 2. A stop by the museum would give it more exposure. Why not send high school volunteers to do street surveys to find out what would increase trolley use on a daily basis? Would Kingstons elderly use the trolley to go to Desings?
10.	6/5/2008 3:09:00 AM	
11.	6/6/2008 8:31:00 PM	Trolley service from Deitz stadium





**30. If you have any additional transportation-related comments, please provide them below.**

	Response Count
	80
<i>answered question</i>	80
<i>skipped question</i>	230

**31. Do you ride a bicycle within the Uptown Stockade area?**

	Response Percent	Response Count
Yes 	15.4%	38
No 	74.0%	182
Sometimes 	10.6%	26
<i>answered question</i>		246
<i>skipped question</i>		64

**32. Why don't you ride a bike in the Uptown Stockade area? Please check all that apply.**

	Response Percent	Response Count
I live too far away. 	71.2%	99
It is too dangerous. 	31.7%	44
There is nowhere to safely store my bicycle once I get to the Uptown Stockade area. 	28.8%	40
The weather. 	12.9%	18
Other (please specify)		37
<i>answered question</i>		139
<i>skipped question</i>		171

**If you have any additional transportation-related comments, please provide them below.**

#	Response Date	Response Text
1.	1/29/2008 8:51:00 PM	A local bus, easily accessible, with clear bus stops and schedules would be very useful. I am a cyclist, and therefore my main concerns relate to making the Uptown area more bike friend. Consider bike lanes, share the road signs, and development of rail trails to and from Kingston. Currently cycling is done very much 'at risk'. During this process
2.	1/30/2008 12:24:00 AM	cycling should be encouraged and considered and planned for. There are many advantages to encouraging cycling in Kingston - fewer cars, less conjection, fitness of riders, bikes areemission free; the list goes on. Please add some bike lanes and signs so cyclists do not feel completely abandoned to the will of the cars, as they do now.
3.	1/30/2008 1:40:00 AM	bike lanes would be good, a farmers market bus advertised as "the green line" to outlying areas
4.	1/30/2008 2:14:00 AM	Would like to see Kingston as a Bike-friendly, pedestrian friendly area with good, safe access routes, and and connections to pedestrian/bike paths and rail trails for recreation.
5.	1/30/2008 10:54:00 AM	Uptown and Kingston in general are not bike friendly. If you have children you must drive as it it unsafe to navagate through much kingston on a bike.
6.	1/30/2008 2:11:00 PM	Bicycle transportation is key. It will greatly increase non-motorized mobility in the Kingston city. Do all that you can to make bike riding more safe and comfortable.
7.	1/31/2008 1:35:00 AM	Just the lights on Washington Ave... really its crazy... Thank you!
8.	1/31/2008 8:36:00 PM	No
9.	1/31/2008 8:42:00 PM	Riding a bicycle in this area is way too dangerous.
10.	2/4/2008 8:26:00 PM	Street signs throughout all of Kingston are not maintained. The parking meters along lower Broadway and the Rondout are counterproductive. I find myself using local business MUCH less (and going to the malls more) since the annoyance of having my parking "timed" and controlled. Short stops along Broadway are particularly discouraged by meters. I have stopped going to my favorite stops on Broadway in the Rondout. There never used to be a parking problem there (except during big events, which meters don't fix) so why do we need meters? there?
11.	2/4/2008 9:02:00 PM	Making changes in the stockade traffic may cause necessary changes in patterns blocks away from the stockade as well. I would like to encourage you not to be shy about looking at the bigger picture and making broader changes if necessary. For example: 1: the current directions of FAIR and WALL streets affect not only how people drive within the stockade, but are the single most confusing aspect of the somewhat crazy intersection at greenkill. likely WALL street will have to remain two-way for a few blocks leading up to the old terri's market due to that one large block where you can't access FAIR to go the other way, but on the whole a change might be good for the entirety of these streets. some other points to consider: 2. WASHINGTON AVE: people trying to get to-or-past the stockade coming along Washington from the direction of 32 very often get caught behind left hand turners. Lucas Avenue is a particular trouble spot. Washington Avenue is in desperate need of central turning lanes to avoid this problem. You might think there is no room for this but if you look carefully you will see that there is. At this same intersection, for example, you will notice that the corner where the dentist's office is actually juts out a bit. There is a phone pole there but you will notice it's not actually connected to any wires whatsoever. By moving the corner in a few feet we will have enough room for a turning lane, removing a singularly noticeable cause of congestion. 3.SCHWENK DRIVE: perhaps you are thinking about this as a more prominent entrance to uptown and perhaps the new transportation center. Please think even further even if it's beyond our scope at this time because 4. BROADWAY is the one place we have real congestion, particularly at the bottleneck going under the railroad tracks. If there were another route connecting uptown and downtown. SCHWENK lead to CLINTON (which is fairly wide) but that route ultimately disappears when waiting almost directly
12.	2/4/2008 9:23:00 PM	

across the tracks is MARY'S avenue. A viaduct or underpass would complete the CLINTON/MARY'S corridor connecting uptown and downtown, alleviating traffic on Broadway. I understand this is a \$10 million dollar project and by the time we could ever achieve it it would be at least twice that, but please at least consider it as a far-reaching goal for helping the traffic over-all in Kingston in addition to traffic uptown.

5. A GENERAL COMMENT. Thank you for offering this survey and for conducting this study. One of the issues with DEVELOPMENT in Kingston is that the city is right on the verge of not being able to process the traffic we already have. The addition of just a few cars at various intersections would be just enough to cause motorists to miss entire traffic light cycles (which already happens in front of the Governor Clinton Hotel) which is what causes gridlock, aggression, reduced quality of life, and ultimately avoidance in favor of other shopping districts. Any of the plans for large-scale development without improving traffic flow FIRST would be disastrous. Not that we should avoid change, but because traffic studies and implementation cost money, it should be made clear that this is part of the COST OF DEVELOPMENT which needs to be shared. thanks again.

Small idea: It's about as dangerous as it can be for a bike to ride through most any parts of Kingston. Bike paths, please! BIG IDEA: I believe the city would be best served if Broadway were to have a median of grass, trees, etc. It might call for the elimination of parking but, so be it. There is plenty of side street parking. A few of the condemned buildings could be turned into lots. But the idea is that lower Broadway has a median, wouldn't it be spectacular (and a much needed beautification effort) if the mid-town section did as well This would create a universal feel to the city's main link from the Old Stockade area to the historic Roundout. It would should be wide enough for people to walk on it, maybe even a running path.

13.2/4/2008 10:31:00 PM

Can't the city utilize the lowest level of the parking garage for people that live and/or work uptown? They could use a card swipe that would operate a gate, where the chain now exists?

14.2/5/2008 12:40:00 AM

Bike Lanes would be great!

15.2/5/2008 1:51:00 PM

More free parking is better for visitors. Pedestrian friendly streets are good for strolling and going into stores.

16.2/5/2008 2:08:00 PM

the parking garage should be razed and replaced with a better one - maybe going deeper in the ground instead of going higher.

17.2/5/2008 2:53:00 PM

Uptown was nicely set up for the "carriage trade". It was adequate when families took the bus from Woodstock to go to the first run movies. It is woefully inadequate when a family of four has four cars. It is a travesty of the ADA regulations. Snow and ice make the sidewalks impassable and there is nowhere to safely walk in the street. Its bad enough to have to pay 25c to park five blocks from the store you are trying to get to, but to have to walk on glare ice the five blocks is...well, hello mall, here I come. These are the same problems that have doomed "downtowns" all over NY State. No, I won't wait 1 hr 45 minutes for a bus that never comes (not twice, anyway.) No, I don't have money for taxis. Yes, that's me double parked outside of the post office. Live with it.

18.2/5/2008 3:09:00 PM

I would love a bus that runs over the KR Bridge as the old DUCK used to do, maybe from Wall/Greenkill/Boulevard/Fair to Red Hook 199/9G

19.2/5/2008 4:10:00 PM

Frankly- the Pike plan hides businesses from the street and limits the view of significant architecture associated with the bldgs.

20.2/6/2008 2:10:00 PM

need more parking for business near pearl street when the companies have no off street parking available

21.2/6/2008 3:06:00 PM

I often see people travel the wrong way down one way Main St (along side County Bldg) maybe better signage is needed.

22.2/6/2008 3:10:00 PM

everyone is talking about how the city is taking away the parking garage and at the same time stepping up ticket enforcement. The city should be a little bit more compassionate being that they are taking away something that our tax dollars already paid for. Also, the rumor is that the city is sabotaging the parking garage in order to

23.2/6/2008 3:15:00 PM



- justify selling it. I dont care personally about selling it.
- 24.2/6/2008 3:32:00 PM Just please. please, please fix the uptown parking garage. My brother-in-law owns Fitness Unlimited Uptown and people complained about the Meter fees first & now with the garage closing he may lose more members. He works very hard and I find this very unfortunate and unfair. We put more money into mid-town and what for the drugs, prostituting and whatever else still goes on. Fix Uptown so we can preserve and support our area/community owned businesses.
- 25.2/6/2008 4:15:00 PM Need for more designated parking spaces. Improving the quality of sidewalks. Better crosswalks for the pedestrians. Improveing the traffic signals. They are very slow. security of the vehicles is an issue. even though there were cameras in the garage there was still teenagers skateboarding, drunk people, or even displaced pepole hanging around making the walk to my care uncomfortable. also there have been break ins, or vandalization to the vehicles. these concerns refer to any parking area. Further, since there is not any covered parking anymore, when the weather is bad (ie snow storms) do i have to shovel my own car out, or what? wait for the plow to come to get out, or leave work early and use my time because if i stay i will be stuck? what if the plow comes in to the parking lot and i get plowed in? then what? so the main concerns are safety and weather.
- 26.2/6/2008 4:29:00 PM The meters on Clinton Avenue between Maiden and Albany/Pearl are utterly useless. Prior to the installation of the meters, this block was used by employees and clients on this block. It was a system that worked well for all involved. Clients, many of whom are of modest means, could park easily. Now, after the considerable expense of installing meters, we have a block that is often ENTIRELY EMPTY of cars. These meters cannot be bringing in enough revenue to cover their expense -- and they are an unnecessary annoyance!
- 27.2/6/2008 4:40:00 PM Parking is the terrible "P" word for all of Kingston - especially now with the meters. I would shop more Uptown if I knew I could dash in and out. But it is now a process, so I go elsewhere like to the Rondout. I am not a mall shopper and truly want to support the local businesses. Can't we find a solution?
- 28.2/6/2008 4:40:00 PM We need improved public transportation in the county, so people can get to the uptown area. Once they are there, we need better accessibility for the disabled, lighting, and signage, so all people feel that they can get there safely and shop or visit other businesses.
- 29.2/6/2008 4:52:00 PM Now, with the parking garage closed, I think people would use the bus if there was signage to show where the bus stops and that it is free...and if people saw the bus making it's rounds. Maybe people are staying away from Uptown now because I was there at 11:00 this morning and found on-street metered parking on John, between Fair and Clinton. I walked to the Market Basket. Was in and out within the 18 minutes I put on the meter.
- 30.2/6/2008 5:15:00 PM I really enjoy biking and walking to uptown. Bike lanes and bike signage would improve safety for bikers and encourage more biking!
- 31.2/6/2008 5:55:00 PM The traffic circle is a hazard, the way the lines are drawn. I have the right to turn from the inside lane onto Rt 28W while someone from the Thruway has the right to be in the outside lane can careen into me to get to Washington Ave. or Chandler Dr.??? Also if I am on the outside lane turning onto Rt.28W. my lane runs out while the others -- who crossed traffic are able to go ahead of me??? Makes no sense!!
- 32.2/6/2008 5:59:00 PM People often double-park on Wall Street and North Front Street. This should be addressed. Those vehicles should be ticketed or towed. I have witnessed City Police cars driving past double-parked cars taking no notice of the violation on more than one occasion.
- 33.2/6/2008 6:30:00 PM I am uncomfortable using the municipal lot at the intersection of North Front and Wall Streets and no longer use it at all.
- 34.2/6/2008 6:29:00 PM All things considered, transportation in Uptown is not too bad given how old and narrow the streets are. One problem
- 35.2/6/2008 6:59:00 PM I do not visit the uptown area as much as I would like because I invariably encounter

- 36.2/6/2008 7:33:00 PM parking and or congestion issues.  
When we need to replace buses/trolleys and school buses, let's use hybrids to reduce pollution and save energy. Let's also give some type of incentive (perhaps a tax break?) for taxis to use hybrids. Perhaps we could also offer free parking for citizens with hybrid vehicles as well. And, could we have some kind of ordinance that restricts buses and trucks from idling, as the air around those vehicles quickly becomes unbreathable.
- 37.2/6/2008 7:40:00 PM Overall, I would be happy to deal with the transportation problems, if the area had better and healthier retail/residential/entertainment options. Transportation solutions can always be found; economic development is the more elusive goal.
- 38.2/6/2008 8:51:00 PM Maybe a new arrangement of one way streets should be considered to ease the congestion at peak visitor times.
- 39.2/6/2008 9:33:00 PM Bike lanes to allow for safer bicycle travel.
- 40.2/6/2008 10:51:00 PM i think the meters should be removed. i think they're a terrible deterrent to patronizing uptown businesses.
- 41.2/6/2008 11:19:00 PM I used to use the UCRT bus to get to work from New Paltz to uptown Kingston but I no longer work there. However, I would comment that I was lucky that my location was on the route but overall the schedule was inadequate to meet my needs. there was only 2 buses/day that didn't involve circuitous routes and long rides which would have made it impossible for me to get to work on time. I again was lucky that I could sometimes make the one bus that was direct. If I had to depend on the bus regularly to get to work, I would have had to move, plain and simply! This is the state of all rural transportation, not just this county -without a car, one is extremely hard pressed to get where one needs to go! A shame!
- 42.2/7/2008 4:51:00 PM Please try to convince the City of Kingston Alderman to allow people to buy parking permits to put in car windows at metered spots. This would be a great convenience. Besides not having change for the meters, the meters are sometimes broken and then you have to deal with all the nonsense of contacting the City or dealing with a parking ticket. The parking permits could be allowable only on certain streets that would not cause problems for the business that need turnover of parking spaces. An example would be around the County Office building. This would not affect business on Wall or North Front if permits were not allowed in these areas.
- 43.2/7/2008 7:34:00 PM If the City provided legally mandated curb cuts and maintained the streets and meters and swept up there would be fewer issues. I feel the Uptown area has been neglected and it certainly shows in the municipal disregard for it.
- 44.2/7/2008 9:07:00 PM The Bump outs on Wall Street restrict the flow of traffic and are used only as a loading zone for large trucks. Take them out or reduce them and have a designated loading zone in the center of Wall between N Front and John on either the left or right side. The Common Council in the City of Kingston should not be responsible to adding signage. I believe signage should be reviewed by the Planning Office (or another capable office). The Common Council wants to make the people in the Ward happy but it is not always practical or efficient.
- 45.2/8/2008 3:27:00 AM It would be good for the City to coordinate the red lights better, the way its done in NYC. That way you can keep traffic steam steady if lights are properly staggered.
- 46.2/8/2008 2:55:00 PM Access to the Plaza from 587 would be interesting & could provide additional gateways to uptown. Sequencing lights on Washington Ave would improve traffic flow.
- 47.2/8/2008 3:31:00 PM I would focus on making the area more accessible to walkers and cyclists, and directing traffic around the outsides of the stockade area. Maybe a cut-through from 587 to the Kingston Plaza would help. A lot of people walk through the area, often low-income and disabled people. I have seen an old woman waiting for long periods of time at the crosswalk on Albany and Clinton, and then have to uncomfortably rush to get across in time.
- 48.2/8/2008 4:11:00 PM move traffic in and out of uptown through a new intersection on Col Chandler
- 49.2/8/2008 6:18:00 PM bwoltman
- 50.2/8/2008 7:39:00 PM
- 51.2/8/2008 7:56:00 PM

- 52.2/8/2008 8:12:00 PM the time to address the uptown transportation needs are long overdue. this area was conceived in another time altogether and it needs immediate updating to make it more business/visitor/shopping friendly
- 53.2/8/2008 8:27:00 PM Many delivery vehicles double park on Wall, Fair, and N.Front creating a severe traffic hazzard. These range from delivery vans to tractor trailers.
- 54.2/8/2008 8:52:00 PM none
- 55.2/8/2008 9:22:00 PM The bump-outs add to the traffic problem. People are more likely to double-park there and increase congestion.
- 56.2/9/2008 8:51:00 PM I would be nice to have bike paths. As a serious, confident, cyclist I still feel very vulnerable cycling in the uptown area.
- 57.2/10/2008 1:46:00 AM bicycle racks and bike lanes
- 58.2/10/2008 2:11:00 PM Get rid of the meters again!!!!!!!!!! Very UNFRIENDLY
- 59.2/11/2008 2:32:00 PM Thanks for asking for my input.
- 60.2/11/2008 3:13:00 PM pedestrians have a difficult time uptown - it is dangerous to cross the street on Clinton Ave particularly near Albany and Pearl
- 61.2/11/2008 6:10:00 PM Uptown now has a &quot;reputation&quot; for having a LACK of user friendliness in regards to parking. This must change immediatly (with &quot;shock and awe&quot;), businesses will NOT survive the time to reverse this reputation.  
to add to my proposal of Wall St... being connected to Schwenk Dr., I think from my witness of traffic flow that Wall and Fair Sts. should be going in the opposite directions the flow now... Cars would be able to drive down Schwenk Dr.. and either turn left into the entrance of the Kingston Plaza or turn right into the entrance to
- 62.2/14/2008 2:23:00 AM Uptown Kingston... Stockade area... which will then have a proper entrance... which then people could easily be directed to ... from traffic circle... Washington Ave...  
Would also make the area more appealing to retailers and other businesses ... in conjunction with the upgrade to the Pike Plan and Street scapes of Wall and North Front St...
- 63.2/14/2008 6:32:00 PM The bus and trolley service is a mistery to me and to others I know. I don't even know how to take a bus and where they go. Admitting I do not have a handle on the finances, would a &quot;hop-on/hop off&quot; route that would circle from the Plaza (Herzog's, Hanniford, etc.) through the Stockade area to the Strand be helpful. Could facilitate intra-retail traffic of workers in the area as well as visitors.
- 64.2/15/2008 1:19:00 AM We need to get rid of the one way streets whenever and where ever possible.
- 65.2/23/2008 5:13:00 AM Reduce the size of the Pike Plan by half on both sides to facilitate on-street parking at a 45 degree angle for pull-in parking.
- 66.3/3/2008 2:34:00 PM distinctive bike lanes and routes would be as helpful as better defined cross-walks. A lot of people who live in the stockade don't own cars or rely on walking or riding bikes to where they go. Bicycles deserve the same amount of space and respect that motorized vehicles command throughout the stockade.
- 67.3/3/2008 3:50:00 PM FIX THE GARAGE!!!!
- 68.3/18/2008 8:27:00 PM Just improve the timing of the traffic lights (coordination) and you've solved the &quot;traffic problem&quot;.
- 69.6/4/2008 6:26:00 PM The sidewalks and pedestrian issues are major. This should be a walking area - and it's not great for that. There should be signs in every crosswalk indicating stop for pedestrians.
- 70.6/4/2008 9:47:00 PM Meters should be removed. It is an annoyance to businesses, employees, and customers. There should be abundant unlimited on and off street parking for all. It is infuriating to get a ticket for parking on the street when no public parking is available.
- 71.6/4/2008 10:03:00 PM i think i said enough. let's see if the mayor gets in the way of this too.  
changing directions or other major changes would mess with the accommodation we regulars have made with the place. Sort of like changing tax law, there would be significant winners, but also significant losers. Property values and willingness to be there would be affected, but not as much as the effect of high real estate taxes. That is the real problem with keeping a building there.
- 72.6/5/2008 12:29:00 AM




- 73.6/5/2008 3:35:00 AM Wall Street needs to be one way in the opposite direction, (or two way width permitting). There should be a left hand turn from N. Front onto Fair to connect to Schwenk and Kingston Plaza. Uptown is woefully cut off from the surrounding major streets . There should be a clearly defined and demarcated (through the use of gateways, street furniture, flags, signage) route starting at the Thruway traffic circle through the heart of Uptown connecting to Midtown: Washington to N. Front, to (reversed flow) Wall Street and if feasible through Main Street and landmark Kirkland Hotel into Albany.
- 74.6/5/2008 10:49:00 AM I would love to see some creative way to enlarge the parking lot on the north side of N Front Street to have an architectural facade that looks like the right scale and fits with the history of the area, and have the parking above and below grades there in a building structure with an entry and a person at the gatehouse. It should be affordable and there should be monthly rates for workers in the area. I think that if the city insists on major amounts of parking in any new building to be built on the former parking garage site that such a project will face an insurmountable financial burden for the creation of a wonderful building there, and nothing will happen with the parcel for many years unless the city itself bonds a municipal project.
- 75.6/5/2008 10:58:00 AM provide parking bring back the two hour free parking until something is done to correct the problem
- 76.6/5/2008 5:02:00 PM Would like to see better public transportation, better uptown parking and no meters
- 77.6/6/2008 8:31:00 PM Bus service and trolley service schedules should be posted in the local newspapers, especially senior news and travel brochures. They need to be advertised more.
- 78.6/7/2008 12:17:00 AM More bus/trolley svc would encourage me to use it more; bicycle racks would encourage cycling to uptown.
- 79.6/7/2008 12:34:00 AM Tourism Trolley was an idea worth revisiting, but it failed for lack of a consistent schedule and route. Visitors could not rely upon it because they never knew when or where to catch it. But it could be advertised as a cheap way for all K residents to get around if predictable routes & schedules are maintained. We also need designated bike lanes along approaches into the Stockade, with bike racks and other amenities for cyclists. desperately need intermodal transport hub on periphery of Stockade/Thruway interchange. Also need to develop the rail line parallel to Schwenck Drive either as a rail link westward or as a pedestrian/bicycle trail. Revolutionary War trail for car/hikers/bikers needs to be completed by city to link Kingston Point Beach and Stockade.
- 80.6/7/2008 1:16:00 PM attention to uptown and its needs have been neglected for too long. it is a shame. seems the city fathers are only concerned with drinking parties that end up downtown.

<< Back to Summary






**Why don't you ride a bike in the Uptown Stockade area? Please check all that apply.**

#	Response Date	Other (please specify)
1.	2/5/2008 12:42:00 AM	The roads are in such poor condition in the city, that I've experienced too many flats to warrent me riding anywhere in Kingston.
2.	2/5/2008 2:19:00 AM	I have gotten out of the habit of going uptown.
3.	2/5/2008 2:44:00 AM	I rarely ride my bike, and when I do it is usually near my home downtown.
4.	2/5/2008 3:10:00 PM	I had polio when I was 2 1/2 and I can't ride a 2 wheeler. I think I'd get killed on my 3 wheeler, if there isn't room to walk, there isn't room for a three wheel bike
5.	2/5/2008 6:59:00 PM	I don't have a bike
6.	2/6/2008 3:19:00 PM	I don't bicycle
7.	2/6/2008 3:42:00 PM	I do not ride a bike.
8.	2/6/2008 4:17:00 PM	Road not bike friendly
9.	2/6/2008 4:23:00 PM	I don't have a bike.
10.	2/6/2008 4:30:00 PM	i only work here, no time to ride the bikes around here
11.	2/6/2008 4:50:00 PM	don't ride a bike
12.	2/6/2008 4:52:00 PM	Disability
13.	2/6/2008 5:37:00 PM	I can't get there safely from my home
14.	2/6/2008 7:40:00 PM	don't own a bike
15.	2/7/2008 12:58:00 AM	I do not own a bike.
16.	2/7/2008 7:46:00 PM	I do not bike
17.	2/8/2008 1:47:00 PM	do not own bike
18.	2/8/2008 2:07:00 PM	Dont' own a bike
19.	2/8/2008 2:49:00 PM	I drive my vehicle
20.	2/8/2008 2:55:00 PM	I don't own a bicycle
21.	2/8/2008 3:21:00 PM	I don't ride any bike
22.	2/8/2008 3:29:00 PM	I don't ride a bike.
23.	2/8/2008 7:46:00 PM	I don't ride a bike anywhere.
24.	2/8/2008 8:27:00 PM	Do not ride a bike.
25.	2/9/2008 1:00:00 AM	im 85 years old
26.	2/10/2008 10:59:00 PM	I do not ride a bike
27.	2/11/2008 9:15:00 PM	don't ride a bike
28.	2/14/2008 2:26:00 AM	Don't ride much... may if there were more areas to ride... also think the area speed limit should be enforced... think the idea of angle parking and crosswalks that are in the middle of the blocks would help do that...
29.	2/14/2008 6:34:00 PM	There isn't enough of interest for me to ride there. I can walk to any loction.
30.	2/19/2008 2:40:00 PM	I travel during the day for my job.
31.	6/4/2008 10:04:00 PM	ask hinchey why he needs a BMW and i'll tell you why i don't ride a bike.
32.	6/5/2008 3:39:00 AM	the current placment of bike racks requires careful planning
33.	6/5/2008 1:33:00 PM	I don't ride
34.	6/5/2008 1:51:00 PM	None of the above apply.
35.	6/5/2008 5:02:00 PM	Don't ride bikes.
36.	6/13/2008 3:55:00 PM	I don't generally ride a bike, anywhere.
37.	7/6/2008 2:07:00 AM	I haven't been on a bike for 50 years.

33. If there were striped bicycle lanes on the streets and bicycle racks on the sidewalks, would you consider riding your bicycle to the Uptown Stockade area?

	Response Percent	Response Count
Yes 	25.6%	46
No 	48.9%	88
Maybe 	25.6%	46
<i>answered question</i>		<b>180</b>
<i>skipped question</i>		<b>130</b>

34. When you bike in the Uptown Stockade area, what is the purpose of your trip? Please check all that apply.

	Response Percent	Response Count
Commuting to/from work 	19.7%	12
Running errands 	50.8%	31
Shopping 	44.3%	27
Site-seeing 	41.0%	25
<b>Exercising</b> 	<b>88.5%</b>	<b>54</b>
Making deliveries. I am a bicycle delivery person.	0.0%	0
Other (please specify)		7
<i>answered question</i>		<b>61</b>
<i>skipped question</i>		<b>249</b>

35. When you bike to the Uptown Stockade area, where does your bicycle trip typically begin/end?

	Response Count	
	44	
<i>answered question</i>		<b>44</b>
<i>skipped question</i>		<b>266</b>

<< Back to Summary

**When you bike in the Uptown Stockade area, what is the purpose of your trip? Please check all that apply.**

#	Response Date	Other (please specify)
1.	1/30/2008 2:18:00 AM	dining, coffee
2.	1/30/2008 11:02:00 AM	I use to live in the kingston area. Now I am out of town and do not ride uptown as often.
3.	2/6/2008 5:59:00 PM	uptown events - concerts, farmer's market,
4.	2/11/2008 2:53:00 PM	I ride just for fun sometimes.
5.	3/3/2008 2:37:00 PM	I sometimes ride my bike to eat lunch in the stockade
6.	6/4/2008 6:29:00 PM	I live in uptown and bicycle frequently
7.	7/31/2008 8:32:00 PM	going to farmers' market

<< Back to Summary






**When you bike to the Uptown Stockade area, where does your bicycle trip typically begin/end?**

#	Response Date	Response Text
1.	1/29/2008 7:06:00 PM	Begins at home (Green & Main). Most common routes are to rail trail by the Super 8, (via back streets, alleys, & parking lots- avoiding Washington!) to Winter Bear Montessori School on Albany Ave, or to the Plaza.
2.	1/29/2008 9:22:00 PM	I live next to the Kingston/Ulster Airport in the Town of Ulster. I will go to the farmer's market, Lucy's tacos and other destinations via bike.
3.	1/30/2008 12:27:00 AM	I ride to the stockade area from my house in Ulster Park. I come up Broadway (scary on a bike!) to get to the Uptown area.
4.	1/30/2008 1:44:00 AM	hurley - wall street
5.	1/30/2008 2:18:00 AM	Town of Ulster off Lucas Ave
6.	1/30/2008 11:02:00 AM	It use to begin in the Hurley Ave are and typically ended back in the same location after shopping at the Kingston plaza or uptown shops. Sometimes I navigate through Uptown to the Ulster areas.
7.	1/30/2008 12:15:00 PM	Most often, I am passing through. Begins at the Manor Aves. and exit at Hurley Ave.
8.	1/31/2008 1:36:00 AM	Len Court
9.	1/31/2008 8:44:00 PM	Accord, NY; Marbletown, NY
10.	2/4/2008 8:07:00 PM	Starts in the Rondout, ends in the Uptown
11.	2/4/2008 10:32:00 PM	all over
12.	2/4/2008 11:47:00 PM	Broadway at E. Chester to Wall Street
13.	2/5/2008 2:10:00 PM	Near Benedictine Hospital area.
14.	2/5/2008 2:54:00 PM	the strand
15.	2/5/2008 4:12:00 PM	Washington and Elizabeth
16.	2/6/2008 4:41:00 PM	Clinton and Maiden
17.	2/6/2008 5:59:00 PM	home (off Linderman/Delta) To Wall St or Hannaford, Westbrook Ln.
18.	2/6/2008 11:20:00 PM	no typical area
19.	2/7/2008 9:18:00 PM	From home in the Rondout area.
20.	2/8/2008 12:59:00 AM	N/A
21.	2/8/2008 3:04:00 PM	Mid-town (home)
22.	2/8/2008 6:22:00 PM	It usually begins at my house on St. James St. and ends at Westbrook Lane/Hannafords. I often go to the Rondout, out Lucas Ave, and down 32 as well.
23.	2/8/2008 8:04:00 PM	Outside the Uptown Kingston area.
24.	2/9/2008 8:54:00 PM	Shokan to Grand and Smith
25.	2/9/2008 11:32:00 PM	John and Wall
26.	2/10/2008 1:49:00 AM	begin Lake Katrine to restaurants
27.	2/11/2008 2:53:00 PM	Its a round trip that takes me through the area.
28.	2/11/2008 3:45:00 PM	Fair Street to the Reservoir
29.	2/11/2008 6:26:00 PM	wall street
30.	2/12/2008 9:31:00 PM	Begins near Kingston Hospital, ends by Trailways bus depot.
31.	2/13/2008 1:44:00 AM	home
32.	2/14/2008 1:20:00 PM	I along with a group of about ten leave uptown to ride out into the county on an almost daily basis during the spring,summer and fall. We generally exit and return via n.front to hurley ave or lucas ave and return on one of those routes or up from abeel via s.wall..Nobody goes out to or returns via the cicle or sawkill. Very dangerous.
33.	2/23/2008 5:15:00 AM	Saint James Street to Pearl Street (top).
34.	3/3/2008 2:37:00 PM	I live in Hurley, and end up on John St or Main St.
35.	3/3/2008 3:51:00 PM	St, James, to washington and back
36.	6/4/2008 6:29:00 PM	Home (Green St) - and they go everywhere and end at home.
37.	6/5/2008 12:30:00 AM	8 John Street
38.	6/5/2008 2:32:00 AM	Yosman Tower
39.	6/5/2008 10:59:00 AM	wall street



40. 6/5/2008 3:27:00 PM home to office  
41. 6/7/2008 12:19:00 AM At the car shop on 9W (I bike while waiting for my car to be repaired)  
42. 6/7/2008 1:16:00 PM home  
43. 6/24/2008 5:55:00 PM Usually just Wall Stree area - begins from my house on Main St  
44. 7/31/2008 8:32:00 PM Rondout (downtown Kingston)

36. When you bike to the Uptown Stockade area, on which roadways do you approach/depart from the area? Please check all that apply.












		Response Percent	Response Count
Route 32/Boulevard		18.2%	10
Washington Avenue		45.5%	25
Albany Avenue		34.5%	19
Clinton Avenue		29.1%	16
Broadway		38.2%	21
<b>Wall Street</b>		<b>50.9%</b>	28
Fair Street		47.3%	26
Bicycle trip begins within the Uptown Stockade area.		23.6%	13
Other (please specify)			6
		<b>answered question</b>	<b>55</b>
		<b>skipped question</b>	<b>255</b>

<< Back to Summary

**When you bike to the Uptown Stockade area, on which roadways do you approach/depart from the area?  
Please check all that apply.**

#	Response Date	Other (please specify)
1.	1/30/2008 1:44:00 AM	hurley ave
2.	1/30/2008 2:18:00 AM	North Front, Schwenk Dr.
3.	1/31/2008 8:44:00 PM	Rail Trail
4.	2/6/2008 11:20:00 PM	john st.
5.	2/12/2008 9:31:00 PM	midtown side streets
6.	6/4/2008 6:29:00 PM	I try to avoid the major roads and use backroads due to the lack of bike friendly streets and designs

37. When you bike in the Uptown Stockade area, on which roadways within the area do you travel? Please check all that apply.

	Response Percent	Response Count
Schwenk Drive 	32.1%	18
N. Front Street 	76.8%	43
Lucas Avenue 	51.8%	29
John Street 	58.9%	33
Main Street 	53.6%	30
Pearl Street 	55.4%	31
Clinton Avenue 	48.2%	27
Wall Street 	83.9%	47
<b>Fair Street</b> 	<b>85.7%</b>	48
Green Street 	57.1%	32
Crown Street 	46.4%	26
Other (please specify)		4
	<b>answered question</b>	<b>56</b>
	<b>skipped question</b>	<b>254</b>

38. When you bike to the Uptown Stockade area, what is your approximate one-way distance traveled?

	Response Count
	45
	<b>answered question</b>
	<b>45</b>
	<b>skipped question</b>
	<b>265</b>

<< Back to Summary

**When you bike in the Uptown Stockade area, on which roadways within the area do you travel? Please check all that apply.**

#	Response Date	Other (please specify)
1.	2/8/2008 6:22:00 PM	Green St.
2.	6/4/2008 6:29:00 PM	I bike everywhere
3.	6/5/2008 2:32:00 AM	St. James
4.	6/7/2008 1:16:00 PM	all




<< Back to Summary

**When you bike to the Uptown Stockade area, what is your approximate one-way distance traveled?**

#	Response Date	Response Text
1.	1/29/2008 7:06:00 PM	do not generally bike TO Stockade area, but FROM stockade area, or occasionally WITHIN stockade area.
2.	1/29/2008 9:22:00 PM	5 or 6 miles
3.	1/30/2008 12:27:00 AM	Usually 10 miles or more.
4.	1/30/2008 1:44:00 AM	anywhere from 6 to 20 miles
5.	1/30/2008 2:18:00 AM	1 mile
6.	1/30/2008 11:02:00 AM	Was approx. 1 mi. Now is approx. 12 miles.
7.	1/30/2008 12:15:00 PM	1.5
8.	1/31/2008 1:36:00 AM	3 miles
9.	1/31/2008 8:44:00 PM	10 plus miles
10.	2/4/2008 8:07:00 PM	1 1/2 miles
11.	2/4/2008 10:32:00 PM	3 miles
12.	2/4/2008 11:47:00 PM	Three miles
13.	2/5/2008 12:28:00 AM	two miles from Rondout
14.	2/5/2008 2:10:00 PM	2 or 3 miles
15.	2/5/2008 2:54:00 PM	3 miles
16.	2/5/2008 4:12:00 PM	2 Miles
17.	2/6/2008 3:37:00 PM	1-2 mi
18.	2/6/2008 4:41:00 PM	less than 2 miles
19.	2/6/2008 5:59:00 PM	.5 mile
20.	2/6/2008 11:20:00 PM	a mile or so
21.	2/7/2008 9:18:00 PM	4 miles
22.	2/8/2008 12:59:00 AM	1 mile
23.	2/8/2008 3:04:00 PM	20-40 miles
24.	2/8/2008 6:22:00 PM	1/2 mile
25.	2/8/2008 8:04:00 PM	5-10 miles
26.	2/9/2008 3:07:00 AM	2 mi
27.	2/9/2008 8:54:00 PM	20 miles
28.	2/10/2008 1:49:00 AM	6 mi
29.	2/11/2008 2:53:00 PM	3 miles
30.	2/11/2008 3:45:00 PM	15 miles
31.	2/12/2008 9:31:00 PM	1.6 miles
32.	2/13/2008 1:44:00 AM	1 mile
33.	2/14/2008 1:20:00 PM	Loops start and end here. Anywhere from 15 to 100 miles.
34.	2/23/2008 5:15:00 AM	10 miles.
35.	3/3/2008 2:37:00 PM	8 miles
36.	3/3/2008 3:51:00 PM	1 mile?
37.	6/4/2008 6:29:00 PM	0.25 mile
38.	6/5/2008 2:32:00 AM	1.6 miles
39.	6/5/2008 10:59:00 AM	mile
40.	6/5/2008 2:25:00 PM	1.5mil
41.	6/5/2008 3:27:00 PM	10 miles
42.	6/7/2008 12:19:00 AM	2 miles
43.	6/24/2008 5:47:00 PM	5 mi
44.	6/24/2008 5:55:00 PM	1/4 mile
45.	7/31/2008 8:32:00 PM	2 miles

39. When you bike to the Uptown Stockade area, how long do you stay in the area?		
		Response Count
		44
	<i>answered question</i>	44
	<i>skipped question</i>	266

40. When you bike to the Uptown Stockade area, where do you park your bicycle?		
		Response Count
		46
	<i>answered question</i>	46
	<i>skipped question</i>	264

41. If the buses that travel to the Uptown Stockade area had bicycle racks, would you use them to bring your bicycle to the Uptown Stockade area?			
		Response Percent	Response Count
Yes		22.3%	33
No		41.2%	61
Maybe		36.5%	54
	<i>answered question</i>		148
	<i>skipped question</i>		162

42. If you would like to see additional bike racks in the Uptown Stockade area, please indicate where.		
		Response Count
		54
	<i>answered question</i>	54
	<i>skipped question</i>	256

<< Back to Summary

**When you bike to the Uptown Stockade area, how long do you stay in the area?**

#	Response Date	Response Text
1.	1/29/2008 9:22:00 PM	about an hour
2.	1/30/2008 12:27:00 AM	Sometimes I shop by bike and get coffee. 1 to 2 hours.
3.	1/30/2008 1:44:00 AM	depends, 1 hr sometimes, 10 min
4.	1/30/2008 2:18:00 AM	2-3 hours
5.	1/30/2008 11:02:00 AM	1 hr.
6.	1/30/2008 12:15:00 PM	Biking through takes roughly 5 or so minutes
7.	1/31/2008 1:36:00 AM	i live in the area
8.	1/31/2008 8:44:00 PM	one to two hours
9.	2/4/2008 8:07:00 PM	a couple hours
10.	2/4/2008 10:32:00 PM	an hour or so
11.	2/4/2008 11:47:00 PM	Two hours
12.	2/5/2008 12:28:00 AM	several hours
13.	2/5/2008 2:10:00 PM	a few hours
14.	2/5/2008 2:54:00 PM	at least 2 hours
15.	2/6/2008 3:37:00 PM	60 min +/-
16.	2/6/2008 4:41:00 PM	1/2 hour
17.	2/6/2008 5:59:00 PM	1 hour
18.	2/6/2008 11:20:00 PM	not long, just ride through it
19.	2/7/2008 9:18:00 PM	3-4 hours
20.	2/8/2008 12:59:00 AM	Just riding, no stops
21.	2/8/2008 3:04:00 PM	30 seconds to 1 hour
22.	2/8/2008 6:22:00 PM	I live there.
23.	2/8/2008 8:04:00 PM	short time
24.	2/9/2008 3:07:00 AM	2-4 hours
25.	2/9/2008 8:54:00 PM	all day
26.	2/9/2008 11:32:00 PM	1hr
27.	2/10/2008 1:49:00 AM	30 min
28.	2/11/2008 2:53:00 PM	3 hours
29.	2/11/2008 3:45:00 PM	to ride through
30.	2/12/2008 9:31:00 PM	varies
31.	2/13/2008 1:44:00 AM	2 hours
32.	2/14/2008 1:20:00 PM	Live and work here
33.	2/23/2008 5:15:00 AM	2 hours.
34.	3/3/2008 2:37:00 PM	2-4 hours
35.	3/3/2008 3:51:00 PM	1 hour
36.	6/4/2008 6:29:00 PM	I live and work here. I am always here.
37.	6/5/2008 2:32:00 AM	1, 2 or more hours
38.	6/5/2008 10:59:00 AM	for the day
39.	6/5/2008 2:25:00 PM	8 hours
40.	6/5/2008 3:27:00 PM	all day
41.	6/7/2008 12:19:00 AM	Varies
42.	6/24/2008 5:47:00 PM	20 min
43.	6/24/2008 5:55:00 PM	1 hour
44.	7/31/2008 8:32:00 PM	the whole workday (9 - 5) and approx 2 hrs on weekends (for farmers' market and errands)



<< Back to Summary

### When you bike to the Uptown Stockade area, where do you park your bicycle?

#	Response Date	Response Text
1.	1/29/2008 7:06:00 PM	When not at home- the lame bike racks on Wall St.
2.	1/29/2008 9:22:00 PM	lock it to a street sign/post
3.	1/30/2008 12:27:00 AM	I lock it where I can see it as there are no really safe areas to store my bike.
4.	1/30/2008 1:44:00 AM	wall st against posts
5.	1/30/2008 2:18:00 AM	Wall St by Fitness Unlimited
6.	1/30/2008 11:02:00 AM	In the bike racks where available, otherwise I have to have a second person outside watching bikes.
7.	1/30/2008 12:15:00 PM	The county building has a nice bike rack.
8.	1/31/2008 8:44:00 PM	try to take it in businesses with me on the street. There should be bike racks everywhere in the city. Why not have bike rental's, too, all throughout the city like they do in Paris? Bike paths would encourage so much more bike travel in the city.
10.	2/4/2008 10:32:00 PM	along Wall Street
11.	2/4/2008 11:47:00 PM	Next to a post
12.	2/5/2008 12:28:00 AM	Lock it securely to a pole
13.	2/5/2008 2:10:00 PM	on wall st. at the bicycle rack
14.	2/5/2008 2:54:00 PM	chain it to the front of the building
15.	2/5/2008 4:12:00 PM	I don't
16.	2/6/2008 3:37:00 PM	I don't
17.	2/6/2008 4:41:00 PM	Inside @ Clinton and Maiden
18.	2/6/2008 5:59:00 PM	On the racks on wall St.
19.	2/6/2008 10:53:00 PM	Lock it to a post or fence.
20.	2/6/2008 11:20:00 PM	i usually don't park
21.	2/7/2008 9:18:00 PM	where ever we can
22.	2/8/2008 12:59:00 AM	N/A
23.	2/8/2008 3:04:00 PM	I take it with me or chain it to an immovable object or stationary senior citizen.
24.	2/8/2008 6:22:00 PM	At my house, or I strap it to a meter/post/fence.
25.	2/8/2008 8:04:00 PM	i just ride through
26.	2/9/2008 3:07:00 AM	work/gym
27.	2/9/2008 8:54:00 PM	outside office
28.	2/9/2008 11:32:00 PM	Office
29.	2/10/2008 1:49:00 AM	wherever it can be locked or I bring it into a bike friendly business like Lucys tacos and patronize them
30.	2/11/2008 2:53:00 PM	Locked on the sidewalk
31.	2/11/2008 3:45:00 PM	I don't stop in Uptown Stockade area
32.	2/12/2008 9:31:00 PM	lock it up on lamp posts
33.	2/14/2008 1:20:00 PM	Bring it in the building
34.	2/23/2008 5:15:00 AM	Wall Street
35.	3/3/2008 2:37:00 PM	I don't, it gets locked up in front of where ever I am and rarely leaves my sight
36.	3/3/2008 3:51:00 PM	outside of stores on wall st.
37.	6/4/2008 6:29:00 PM	Bike racks or my porch or wherever I can lock it up.
38.	6/5/2008 2:32:00 AM	Outside shops or chained to bike rack.
39.	6/5/2008 10:59:00 AM	in my office
40.	6/5/2008 2:25:00 PM	work
41.	6/5/2008 3:27:00 PM	in the office building
42.	6/7/2008 12:19:00 AM	Inside Fitness Unlimited
43.	6/7/2008 1:16:00 PM	don't and wouldn't
44.	6/24/2008 5:47:00 PM	there is no where to park! typically leave at a parkeing meter.
45.	6/24/2008 5:55:00 PM	There is no where to park your bike - have to lock it to a post.

46.7/31/2008 8:32:00 PM lock it on bike racks







<< Back to Summary

**If you would like to see additional bike racks in the Uptown Stockade area, please indicate where.**

#	Response Date	Response Text
1.	1/30/2008 12:28:00 AM	At main areas like DMV, the Court and Post Office, and at major intersections in town.
2.	1/30/2008 1:45:00 AM	all over
3.	1/30/2008 2:20:00 AM	Wall Street, North Front, John St
4.	1/30/2008 11:04:00 AM	More on North Front st. More on Fair st.
5.	1/30/2008 12:16:00 PM	N Front.
6.	1/30/2008 2:12:00 PM	everywhere.
7.	2/4/2008 8:08:00 PM	Should be a couple on Wall Street, Fair Street, and any place where there is heavier foot traffic. The bus station would be another obvious place.
8.	2/4/2008 9:03:00 PM	How about safe lanes to GET TO the Stockade?
9.	2/5/2008 12:29:00 AM	Senate House park area
10.	2/5/2008 1:52:00 PM	Deisings, Courthouse,
11.	2/5/2008 2:11:00 PM	Sure, anything to encourage alternative transportation. This is where "traffic calming" also becomes very important.
12.	2/5/2008 3:12:00 PM	My triwheeler doesn't fit in a rack, it is almost four feet wide. However, a bike rack next to each tree planter would be nice. And a bike rack in each lot in those little wasted triangles of space.
13.	2/5/2008 7:00:00 PM	Yes. By the parking lots.
14.	2/6/2008 2:12:00 PM	county bldg court house academy green parking garage surface public parking lots at bump outs in the business district
15.	2/6/2008 3:10:00 PM	outside of municipal buldings
16.	2/6/2008 3:38:00 PM	One on every other block in the CBD
17.	2/6/2008 4:17:00 PM	Wall St, North Front St
18.	2/6/2008 4:38:00 PM	every major building.
19.	2/6/2008 6:01:00 PM	N. Front and Wall or further up N. Front
20.	2/6/2008 6:24:00 PM	Near the parking garage
21.	2/6/2008 7:01:00 PM	Kingston Plaza, Courthouse
22.	2/6/2008 10:43:00 PM	In the municipal lots where they are safely out of the way.
23.	2/6/2008 11:02:00 PM	Wall Street, North Front Street, Fair Street, Kingston Plaza
24.	2/7/2008 9:09:00 PM	Bus station, office building, plaza
25.	2/7/2008 9:19:00 PM	many areas could use bike racks
26.	2/7/2008 9:52:00 PM	all over!!
27.	2/8/2008 1:00:00 AM	Wall and North Front to start
28.	2/8/2008 3:29:00 AM	On John Street, N Front Street and Fair Street
29.	2/8/2008 3:04:00 PM	Are there any around now?
30.	2/8/2008 4:13:00 PM	Anywhere people wouldn't trip over them
31.	2/8/2008 6:23:00 PM	Cornell Coop. Ext., Hannafords, near the Farmer's market
32.	2/8/2008 8:52:00 PM	?????
33.	2/9/2008 8:55:00 PM	WALL ST, NORTH FRONT ST
34.	2/9/2008 11:33:00 PM	John St
35.	2/10/2008 1:50:00 AM	old dutch church area
36.	2/11/2008 2:54:00 PM	Near the parking garage
37.	2/11/2008 3:14:00 PM	North Front and Crown/Green Fair and Main
38.	2/13/2008 1:45:00 AM	around the old dutch church
39.	2/14/2008 1:21:00 PM	That would be good. The ones that are here are small and invisible to cyclists
40.	2/18/2008 1:55:00 PM	John Street
41.	2/23/2008 5:16:00 AM	Wall Street at North Front Street
42.	3/3/2008 2:37:00 PM	Along Wall St, Main St. and elsewhere. Self service locking racks would be a way for the city to make a dime off of bicycle commuters too.

- 43.3/3/2008 3:52:00 PM wall and fair
- 44.6/4/2008 6:31:00 PM I've not had a problem finding bike parking. But we need to design and encourage more bikes - so a plan for where to increase them as biking usage increases would be helpful
- 45.6/5/2008 2:33:00 AM Outside UPO. Court House. Kingston/Hannaford Plaza.
- 46.6/5/2008 3:42:00 AM Court parking Crown Street
- 47.6/5/2008 2:25:00 PM front and wall
- 48.6/5/2008 3:27:00 PM N. Front or Fair St.
- 49.6/5/2008 8:21:00 PM Wall and Courthouse area, Green Stret
- 50.6/7/2008 12:20:00 AM Along Wall St and N. Front St
- 51.6/7/2008 12:36:00 AM In Public parking lots and at the destiantion attractions.
- 52.6/24/2008 5:48:00 PM Wall between john and fair. Fair between wall and washington.
- 53.6/24/2008 5:55:00 PM All over the place but especially on Wall Street
- 54.7/31/2008 8:37:00 PM Regarding previous question, very important: the routes to and from uptown are so circuitous, it isn't work using the buses. There needs to be a direct bus that goes up and down broadway from downtown to uptown to increase convenience, ridership and benefits to shops along the way. Bike racks should be approximately every 100 ft, or about 2 per block, not important specifically where.

43. If you have any additional bicycle-related comments, please provide them below.		
		Response Count
		35
	<i>answered question</i>	35
	<i>skipped question</i>	275

44. What type(s) of business would you like to see more of in the Uptown Stockade area? Please check all that apply.			
		Response Percent	Response Count
Fast-food restaurant		18.9%	41
Sit-down restaurant		47.9%	104
Cards and gifts store		49.3%	107
Gallery and exhibit space		37.3%	81
Entertainment venue (e.g., theatre, cabaret, etc.)		70.5%	153
Services (e.g., pharmacy, dry cleaner, etc.)		50.2%	109
	Other (please specify)		52
	<i>answered question</i>		217
	<i>skipped question</i>		93

**If you have any additional bicycle-related comments, please provide them below.**

#	Response Date	Response Text
1.	1/29/2008 7:38:00 PM	Bicycle lanes and/or well-marked designated bike routes please!!
2.	1/29/2008 9:23:00 PM	Bike lanes are lacking, it is really scary at times...many motorists don't give cyclists any respect.
3.	1/30/2008 1:48:00 AM	Repave all the roads, don't let private contractors dig up the roads and then do a poor job of repaving, they should be fined for shotty repaving that leads to pot holes. Make some bike lanes
4.	1/30/2008 2:23:00 AM	As previously mentioned, secure safe bike parking, bike lanes, motorist awareness of bikes, bike crossing signals. Many intersections are dangerous for all but very experienced cyclists. Especially Broadway/Albany Ave/Clinton; and crossings such as at North Front and Schwenk at Washington Ave
5.	2/4/2008 8:09:00 PM	We really need to organize bike paths on the city streets, as already mentioned. I believe it's already being discussed to have that rail trail coming from the holiday inn being something for pedestrians and bicycles, yes? the path should continue to follow that path to connect with the rest of kingston. I would bicycle a lot more but frankly
6.	2/4/2008 9:28:00 PM	overall it's not safe in kingston as it stands. biking is not only good for saving energy, it's good for the economy because people who are biking around need to rest occassionally. also, a good portion of our working residents use bicycles to get around and safety is of course important for them too.
7.	2/4/2008 11:49:00 PM	The city on the whole is decidedly un-bicycle safe or friendly. We could use a route through the city's major points of interest (including Uptown) and out to the Rail Trail. Regarding bike racks, since the bus only runs once an hour and not on Sunday and some runs take a circuitous route, I can reach my destination by bicycle faster. I am not
8.	2/5/2008 12:32:00 AM	certain that bike racks within Kingston are economic. The county bus is a different situation due to longer routes.
9.	2/5/2008 2:12:00 PM	Traffic Calming! 'Slow down' signs, 'Share the Road' signs, 'pedestrian crossing' signs... Yeah. Since I am getting there, let us address electric wheelchairs. Can't get them over the curbs, have to dodge traffic in the street, no place to safely leave them outside, most stores not accesible for them in uptown--and two projects catering to persons with
10.	2/5/2008 3:16:00 PM	mobiltiy challenges (former Stuyvestant and Clinton hotels) in the area. Kingston is getting older. We need to address the wheelchair issue. And don't tell me they aren't legal in the street--since there is no way for them to get off and on the sidewalk, that's the only place for them to travel. Karen O'Brien Frasier lives!
11.	2/6/2008 4:31:00 PM	it is difficult to drive in the uptown area when the bicyclist are riding down the middle of the road, and dont move...i get they cant ride on the side walk, but they dont need to be in the middle fo the road.
12.	2/6/2008 6:02:00 PM	As before, bike lanes, especially on Wall/John St. would be great. More signs to make people aware of bicylces. It doesn't feel very safe to Bike in Kingston in general. Many locations could use bike lanes.
13.	2/6/2008 7:03:00 PM	There should be a bike lane on Broadway. Lots of people ride bikes there but it is not as safe as it could be. Given how wide Broadway is, if you got rid of the useless on-street parking, provided signage for the existing parking lots, and developed a few more off-street lots, you could have a great bike lane connecting the Roundout section to Uptown. It is already heavily used by bicycles.
14.	2/7/2008 4:52:00 PM	I love the idea of a bike lane! I don't live in Kingston though so this is not feasible for me. How about a bus that takes bikes as well for longer trips?
15.	2/7/2008 10:03:00 PM	I feel there should be biking lanes to assure bicylists a safe ride. Though I use my bike for recreational purposes there are many people who use them as their only mode of transportation. More people would probably utilizes biking if they felt safe enough on the road with motorists.
16.	2/8/2008 2:57:00 PM	Many problems come from bicyclists not knowing the rules of the road. Bike lanes would deliniate where they should and should not be.

- 17.2/8/2008 3:05:00 PM The Stockade as well as the rest of the City should have designated bike lanes.
- 18.2/8/2008 3:32:00 PM I would never have an opportunity to ride my bike in the city.
- 19.2/8/2008 6:24:00 PM Bike lanes on Albany and Broadway would make those roads much safer for those traveling from outside of the Stockade area.
- 20.2/8/2008 7:57:00 PM bwoltman
- 21.2/9/2008 3:09:00 AM It would be great to have a bike path that connected to the Hurley trail and/or Kingston Point/downtown area
- 22.2/10/2008 1:51:00 AM Bike lanes please
- 23.2/11/2008 2:56:00 PM Kingston is a great little city and is in close proximity to great rail trail, road, and mountain biking.
- 24.2/11/2008 3:46:00 PM More bike paths would be nice  
Bikes and Cars.. should be respectful of the Pedestrian traffic that should be the first consideration in any decisions made about traffic and Bike flow... People walking around Uptown is the most important to business...
- 25.2/14/2008 2:29:00 AM There are more cyclists here than you may realize. A woman was hit up here last summer and someone put up a poster for cyclists to meet and much to my surprise about 30 showed up. From casual, commuter and competitive.
- 26.2/14/2008 1:23:00 PM Traffinc and bike lanes are not an issue in the Stockade area. The issue is that the usage needs to be planned. To expect it to be a general retail center, in my estimation, is fruitless. That day has gone. Today the Uptown and Stockade area should be developed for more service business locations (B to B, law, consumer services, etc.) with supporting retail interspersed. Attention needs to be paid to personal security in the area.
- 27.2/14/2008 6:38:00 PM I often times do not feel comfortable riding on the roads in the stockade due to the nature of drivers' attitudes. They tend not to yield to cyclists, and other rather unsettling incidents I have experienced.
- 28.3/3/2008 2:39:00 PM Need Bicycle lanes in the city everywhere!!!
- 29.3/3/2008 3:52:00 PM The biggest issues for bicycles is the lack of bike lanes on the busy streets. It feels dangerous to bike in many places. The biggest bike users right now are often economically disadvantaged - and so they may not respond to this survey.
- 30.6/4/2008 6:32:00 PM The state and Kingston MUST enforce (I mean ENforce) equal rights for cyclists and motor vehicles. Keep (fine even kids) bikes OFF SIDEWALKS. I've stepped out of stores and nearly got killed by speeding bikes.
- 31.6/5/2008 2:36:00 AM some bike racks in the street for secure locations for parking them
- 32.6/5/2008 10:50:00 AM The streets are way too narrow and congested to create bike lanes.
- 33.6/5/2008 1:52:00 PM bike paths everyone uptown and around town please
- 34.6/24/2008 5:48:00 PM I think it would be great to encourage bicycle use Uptown!
- 35.6/24/2008 5:59:00 PM

**What type(s) of business would you like to see more of in the Uptown Stockade area? Please check all that apply.**

#	Response Date	Other (please specify)
1.	1/29/2008 7:45:00 PM	(by fast food I mean cafes with counter-service, bagel shop, etc- not McDonald's & Starbucks!) clothing & housewares stores
2.	1/29/2008 10:26:00 PM	Creative
3.	1/30/2008 1:55:00 AM	outlet stores, bike store
4.	1/30/2008 2:28:00 AM	seasonal outdoor cafes
5.	2/4/2008 8:12:00 PM	Small, boutique businesses such as Gabriel's, Elephant, Fleischers and Terese and Co. NO MORE MORTGAGE AND BANKING! Should be kept special to attract more tourists. NO CHAINS! NO FAST FOODS! More local business shops: food, PRODUCE!, boutiques, shoes, small ART MOVIE THEATER (to bring in customers in the evening for cafes and restaurants). When you have a lot of little shops you can count on getting a good choice and getting most of your errands done. The kind of shops that make a visitor exclaim: "What a great place to live!" No visitor says that because of a T-shirt shop. They say it when they see interesting quality (not necessarily expensive) goods. Good shops already there are: Asian market shop, meat market, coffee shops, unique little restaurants (Gabriels and Nekos) and bakeries, bookshops, art supply and Nekos Pharmacy. Some of the junk shops and bars are kind of bleak but the best part of Stockade is the full spectrum of class of shops. The poor can still eat and shop inexpensively in a classy area. WE MUST NOT LOSE THIS!!! Don't price out small locals in order to make a buck.
6.	2/4/2008 9:40:00 PM	
7.	2/4/2008 11:52:00 PM	Hi tech and small business offices (one or two person)
8.	2/5/2008 12:37:00 AM	destination specialty business and service
9.	2/5/2008 2:18:00 PM	NO chain stores! Small local businesses only.
10.	2/5/2008 3:25:00 PM	Duh. Grocery store. Place to buy stockings and dishes and shoes. We need Woolworths and Newberries and Rite Aid again. We need it to be 1969 again.. Won't happen.
11.	2/6/2008 3:40:00 PM	boutique shops, locally oriented shops for residential needs (cleaners, small food shops, specialty food shops)
12.	2/6/2008 3:50:00 PM	deli/grocery store
13.	2/6/2008 4:38:00 PM	there are alot of food venues in up town area, but on a fixed budget it is hard to purchase lunch here. alot of the food is expensive for what they are serving, and the goods one are always packed and take for ever to get lunch. i onluy have an hour to get errands done and eat lunch. i hate having to drive to albany ave to get a cheap meal.
14.	2/6/2008 5:12:00 PM	mid-range priced restaurants for dinner.
15.	2/6/2008 5:38:00 PM	Anything that brings people out and makes community
16.	2/6/2008 6:09:00 PM	A Cafe like Muddy cup, open in evenings. Tough to compete with Elephant though. Other bookstore. Children's toy store like the ones in Woodstock/New Paltz, good shoe store - a branch of Montano's? nicer restaurants
17.	2/6/2008 7:08:00 PM	more moderately priced restaurants suitable for families, bookstore
18.	2/6/2008 11:23:00 PM	clothing and shoe stores
19.	2/7/2008 4:54:00 PM	stores! there are already too many galleries, and entertainment space occupying what used to be stores.
20.	2/7/2008 7:36:00 PM	Clothing and shoes
21.	2/7/2008 9:21:00 PM	skateboard places for skaters
22.	2/7/2008 9:25:00 PM	MENS CLOTHING
23.	2/8/2008 3:14:00 PM	Clothing stores, shoe stores, movie theater
24.	2/8/2008 3:37:00 PM	None, its pretty good right now.
25.	2/8/2008 4:18:00 PM	Antiques
26.	2/8/2008 8:08:00 PM	clothing and shoe stores
27.	2/8/2008 9:22:00 PM	Retail in general



- 28.2/8/2008 9:39:00 PM Retailers like clothing, Shoes etc
- 29.2/8/2008 10:44:00 PM Home decor and good clothing
- 30.2/9/2008 3:13:00 AM wine or shoe store
- 31.2/9/2008 12:22:00 PM more speciality retail
- 32.2/11/2008 4:28:00 PM A small grocery would be nice. There is one place to buy a container of milk in the entire uptown area.
- 33.2/14/2008 2:37:00 AM retailers of all sorts... Clothing, shoe.. sporting goods.. kitchen.... wine ... food market.... etc...
- 34.2/14/2008 1:30:00 PM We don't need anymore service. We need shops and markets that stay open at night  
Suggest encouraging several "enabling" groups to be co-located in the Stockade area: Kingston and UCDC development; Tourism; Chamber of Commerce --
- 35.2/14/2008 6:46:00 PM making an informational "kiosk" for individuals who wish to learn more, whether it is about running a business or starting one; where to go in the area; or how to find a service.  
Recreation center/s for kids would be a wonderful addition. I am thinking of a skate park for Kingston Plaza near the little league fields. Also, gallery space for the bevy of artists, a possible satellite program that could include interim chefs from CIA to cook in an experimental cuisine cafe, as well as live performances of music, plays and other artistic expression. Can potentially play into a closed street venue similar to the Farmers' market.
- 36.3/3/2008 2:44:00 PM
- 37.3/9/2008 10:11:00 PM retail
- 38.6/4/2008 6:36:00 PM Useful retail and tourism retail. Of course there is a chicken and egg issue - there is not much public to shop at these businesses - but the public won't come without them.
- 39.6/4/2008 9:50:00 PM Indian Restaurant
- 40.6/4/2008 10:05:00 PM a high rise building with apts, shops, and places to eat would be nice. oh, sorry. you already killed that idea
- 41.6/5/2008 12:06:00 AM I think that Uptown has a lot to offer if we could work to bring in more businesses...
- 42.6/5/2008 2:38:00 AM Neighborhood movie theater a la "Upstate" in Rhinebeck.
- 43.6/5/2008 4:02:00 AM Uptown as restaurant destination would make sense. Movies could use Kingston Plaza Parking
- 44.6/5/2008 12:51:00 PM Movie Theater
- 45.6/5/2008 1:01:00 PM market/convenience
- 46.6/5/2008 3:29:00 PM How about an upscale food/ grocery store?
- 47.6/6/2008 8:32:00 PM retail stores
- 48.6/7/2008 12:23:00 AM Cafes open later
- 49.6/24/2008 5:51:00 PM Not fast foods - but upscale prepared foods/take out
- 50.6/24/2008 6:02:00 PM Ice Cream store, businesses that are open on weekends, clothing shops, bakery, candy store, bagel store  
Any business which contributes to the viability of the area. I do not believe uptown has found a sustainable niche. It needs a mid to upscale housing base to make the area viable.
- 51.7/6/2008 2:12:00 AM
- 52.7/31/2008 8:49:00 PM specifically: shoemaker, bakery (missing Bread Alone!), MOVIE THEATER in Plaza would attract lots of people to Uptown

45. How would you rate the overall appearance of streets in the Uptown Stockade area?

		Response Percent	Response Count
Excellent		5.1%	12
Good		46.4%	110
Fair		35.0%	83
Poor		13.5%	32
		<b>answered question</b>	<b>237</b>
		<b>skipped question</b>	<b>73</b>

46. Of the following streetscape improvements, please rank in order of importance (highest = 1 to lowest = 10) those that you would implemented in the Uptown Stockade area.

	1 - Highest Importance	2	3	4	5	6	7	8	9	10 - Lowest Importance
Benches	11.0% (20)	12.6% (23)	12.1% (22)	11.0% (20)	<b>16.5% (30)</b>	10.4% (19)	8.2% (15)	8.8% (16)	6.6% (12)	2.7
Banners	2.2% (4)	2.2% (4)	2.7% (5)	4.4% (8)	6.0% (11)	3.3% (6)	12.0% (22)	12.0% (22)	13.1% (24)	42.7
Planters	3.5% (6)	15.7% (27)	12.2% (21)	<b>18.0% (31)</b>	13.4% (23)	12.2% (21)	12.2% (21)	5.8% (10)	5.8% (10)	1.2
Street trees	14.4% (25)	14.4% (25)	15.5% (27)	<b>17.2% (30)</b>	14.9% (26)	10.3% (18)	2.9% (5)	5.2% (9)	3.4% (6)	1.7
Flower boxes	2.4% (4)	10.6% (18)	12.9% (22)	<b>15.9% (27)</b>	14.7% (25)	11.8% (20)	8.2% (14)	14.1% (24)	7.1% (12)	2.2
Trash receptacles	<b>18.9% (35)</b>	14.1% (26)	16.2% (30)	10.3% (19)	11.9% (22)	11.4% (21)	9.2% (17)	3.8% (7)	2.2% (4)	2.2
Decorative sidewalk paving	1.8% (3)	4.3% (7)	7.4% (12)	9.2% (15)	12.3% (20)	12.3% (20)	<b>16.0% (26)</b>	<b>16.0% (26)</b>	12.3% (20)	8.6
Decorative crosswalk paving	1.7% (3)	6.9% (12)	12.0% (21)	8.0% (14)	8.6% (15)	13.7% (24)	10.3% (18)	12.0% (21)	<b>20.0% (35)</b>	6.9
Architectural facade improvements	<b>33.0% (65)</b>	13.7% (27)	10.2% (20)	7.6% (15)	4.1% (8)	7.1% (14)	6.1% (12)	8.6% (17)	6.6% (13)	3.0
Improved destination and wayfinding signage	<b>19.8% (40)</b>	16.3% (33)	8.9% (18)	6.4% (13)	7.9% (16)	5.9% (12)	9.9% (20)	6.9% (14)	8.9% (18)	8.9

	<i>answered qu</i>
	<i>skipped qu</i>

47. If you have any additional streetscape-related comments, please provide them below.		Response Count
		57
	<i>answered question</i>	57
	<i>skipped question</i>	253

**If you have any additional streetscape-related comments, please provide them below.**

#	Response Date	Response Text
1.	1/29/2008 7:45:00 PM	I only want to see planters & flower boxes if they will actually have plants & flowers in them. I would also like to see uniformity in sidewalk materials, and no pavement on sidewalks (the Catholic Church- the front side looks great, but the back side is ugly pavement! Grrr.)
2.	1/29/2008 10:26:00 PM	Curb Cuts!!!!!!
3.	1/30/2008 1:55:00 AM	planters, street trees, flower boxes and facades all are top priorities, More stockade type fencing sections would be good. More art or decoration celebrating our rich DUTCH and American Indian (Lenni Lenape) heritage.
4.	1/30/2008 12:18:00 PM	Decorative sidewalk paving...what the!? Don't you dare get rid of the bluestone! Okay, this is ambitious, but if we could somehow open up about 20 yards into the old woolworth building (which is not historic) WALL STREET could have a sweet spot in the middle where people could congregate. Part of the issue we have uptown is that there are nice pocket parks here and there but nothing central, no focal point at the center of commerce. SOMETHING WHICH I PERHAPS SHOULD'VE
5.	2/4/2008 9:35:00 PM	MENTIONED ELSEWHERE: a PEDESTRIAN FLY-OVER connecting the STOCKADE with the PLAZA is actually kind of essential. expensive, I know, but why do we have two competing areas right next to one another when with one brushstroke we could combine them to the advantage of both? likewise, a pedestrian flyover from the holiday inn would encourage our visitors to walk over instead of getting in their cars and going off somewhere else.
6.	2/4/2008 9:40:00 PM	The banners and little decorative touches are just wasted on local users, and look tacky for tourists. Let's keep it genuine and real. Sidewalks for instance: the bluestone is beautiful and unique; don't cover it with "decorative" sidewalk. That's so hokey. Cleanliness, upkeep of familiar unique characteristics, good parking, local proprietors, and recycling awareness.
7.	2/5/2008 12:37:00 AM	Please leave the sidewalks alone esp bluestone or brick sidewalks, Pike Plan is ok-no need for expensive improvements
8.	2/5/2008 12:50:00 AM	Upon doing any improvements, to always keep in mind our historical surroundings and to stay in keeping with those historical influences.
9.	2/5/2008 2:18:00 PM	Cleanliness is important. If an area has flower boxes, but is littered with cigarette butts, spit on the sidewalk, food wrappers, etc. the area is still unattractive and does not make you want to stop and look around. Store and building owners should have to keep their building fronts looking clean and discourage the loitering that encourages smoking and spitting.
10.	2/5/2008 3:25:00 PM	It is possible to prune (pollard) trees (top and roots) so they don't outgrow their dumb little planters. If there is nowhere to park, nobody will see flowers. Behind the cute facades, most Pike Plan buildings are outdated and firetraps. The damn awnings leak like a sieve and the wood is all rotted and not attractive. And not even authentic. Fair St. near N Front is a slough of garbage, ice, illegally parked cars and ugly back doors. Need I even mention the parking garage? The closed Chinese Restaurant? Benches full of snow, trash cans overflowing with garbage from semi illegal apartments upstairs?
11.	2/5/2008 7:06:00 PM	I can't answer the above, because its importance is so minor compared to the city developing a vision to take advantage of the artistic and historical nature of the city that it has never done.
12.	2/6/2008 3:19:00 PM	Improving the quality of the sidewalks so pedestrians could actually walk without tripping or falling(over uneven or missing stretches) Remove those awful ginko trees & replace with a variety that does not drop foul smelling fruit!
13.	2/6/2008 3:35:00 PM	How about just fixing the sidewalks period so you don't fall.
14.	2/6/2008 3:50:00 PM	Less hazardous walkways for pedestrians. The walkways are very uneven and unsafe for walking and causes for rain/ice build up. Also, the walkways to cross the streets are never cleaned when it snows and is unsafe for crossing (a person could slip and fall

- into oncoming traffic).
15. 2/6/2008 3:56:00 PM The sidewalks are heaved and not level. Many need the tree roots to be removed.
  16. 2/6/2008 4:38:00 PM i like the feeling the plants and trees give, maybe some little nook somewhere with benches and tables to eat outside would be nice too.  
Please note that the table above is set-up incorrectly. It will not allow you to select any number more than once. For instance, I selected "5" for "benches." When I attempted to select "5" for "Improved Destination . . ." the "5" for benches was automatically unselected. In order, I would rate these items as follows "2,2,1,2,4,3,2,2,2,5"
  17. 2/6/2008 4:45:00 PM When cross-walks are improved, we should also install buttons for triggering the walk/don't walk signal. That should be made accessible to the blind, by adding an audio signal.
  18. 2/6/2008 4:57:00 PM Bluestone sidewalks need to be restored and leveled for easier navigation.
  19. 2/6/2008 5:21:00 PM Midtown needs more work than uptown as far as streetscape improvements
  20. 2/6/2008 7:08:00 PM I think the sidewalks need to be throughout the stockade area and not just on one side of the street or missing! NYS is making great strides in built environment to help encourage people to walk in hopes to reduce the burden of obesity. It would be great to see the stockade area be a hub for visitors and residents to want to walk out in to help them get more exercise. Even on the sidestreets it would be nice if they were well lit and open for walkers!
  21. 2/6/2008 7:36:00 PM it will not let me click on multiple buttons
  22. 2/6/2008 8:09:00 PM Improved and enhanced pole lighting with security cameras. Port Ewens Lighting is impressive.
  23. 2/6/2008 9:41:00 PM Adequate lighting for safety reasons
  24. 2/6/2008 11:06:00 PM recycling bins to recycle everything possible
  25. 2/7/2008 9:21:00 PM Your choice selection method is frustrating in the extreme, most of these issues I feel are VERY IMPOTANT but you cannot select that way.
  26. 2/7/2008 9:25:00 PM Lighting???????
  27. 2/8/2008 1:03:00 AM Loose the bump outs. They are too intrusive.
  28. 2/8/2008 3:31:00 AM I believe if an area is attractive people will intend to shop, eat, etc in that area.
  29. 2/8/2008 2:59:00 PM I would hate to see the mature trees removed from the planters however I understand that there is bluestone under the trees and that is why they are exploding out of the planters. The species is great for the area because of the growth over the street.
  30. 2/8/2008 3:02:00 PM Tear down the Pike Plan and replace it with the historically more accurate awning treatments. This would be cheaper to maintain, repair, replace and it would serve the same purpose as the existing coverings.
  31. 2/8/2008 3:14:00 PM The renovation at the corner of Fair and Clinton is fabulous and such a welcome addition to that heretofore dilapidated corner.
  32. 2/8/2008 3:37:00 PM Lighting & comercial signage need to be addressed
  33. 2/8/2008 4:18:00 PM bwoltman
  34. 2/8/2008 7:58:00 PM I think the Pike Plan needs to be revisited - it takes up too many parking spaces and takes away from the beautiful architecture. Also, it is unfair to the building owners that they're responsible for the electric bill from the lights of the Pike Plan. That bill should be paid for by all of us.
  35. 2/8/2008 8:08:00 PM Keep it clean. Get rid of snow promptly. Fix what is in place - the planters especially.
  36. 2/8/2008 9:22:00 PM As far as lighting, either do it right or take them down.
  37. 2/13/2008 1:49:00 AM Improved street lighting using authentic historic fixtures
  38. 2/14/2008 2:37:00 AM The whole area needs a face lift... public restrooms... maintenance people... and department heads from city hall to check on performance.... snow removal for one... does anyone ever go around and check if the job was done properly... and the same goes for all matainance jobs...
  39. 2/14/2008 1:30:00 PM Lets seriously consider the size and materials used for the pike plan. It, like the garage, has outlived it's purpose. A shorter overhang would expose the storefronts to shoppers.
- Note on the paving. the bluestone walks can be improved for safety, but should be

- 40.2/14/2008 6:46:00 PM encouraged as replacements for concrete. Kingston is uniquely &quot;authentic,&quot; its aesthetc and architectural style being that which other areas copy.
- 41.3/3/2008 2:44:00 PM pedestrian traffic needs the highest priority. Parking can be on the outskirts of the stockade. Why not take advantage of the sea of empty parking space the Kingston Plaza offers and have shuttles run for bringing people up the hill and into the stockade? That parking lot is HUGE and hardly ever full.
- 42.3/9/2008 10:11:00 PM I walk from the parking lots especially on Sat. mornings and N Front street is disgustingly dirty. Cigarette butts, throw up on and in our doorways, blood, bottles and sometime glasses from bars. This is the street all tourists walk up to go to farmers market.
- 43.6/4/2008 6:36:00 PM There needs to be an effort to enforce the owner care regulations. The problem is that everything is run down and no one feels the need to keep it up.
- 44.6/4/2008 9:51:00 PM lose the pike plan!!!! it darkens the street and hides the fine architecture. get a business development consultant!!! help turn uptown into a tasteful destination market
- 45.6/5/2008 12:06:00 AM uptown!!! get a budget to promote the neighborhood and bring in new businesses and shoppers it is a travesty that the neighborhood has languished and lost it's best destination businesses for 25 years
- 46.6/5/2008 12:35:00 AM Have current store fronts keep their areas clean...stop the smoking and cigarette butts in front of Woodstock Publishing...more retail to draw consumers to the area...  
too many sheltered housing people and section8 in the area making it seem like a sanitarium. Especially off hours when number of business people are reduced, then the average feels a bit uncomfortable or dangerous
- 47.6/5/2008 4:02:00 AM Existing Architectural Facades seem fine except for deviations from the nice color schemes that were established in the past. Store windows glass requirement should also be seriously enforced. Storefront s and storefront lighting need improvements. The storefront leases should have a stipulation that 1. there is always a display in the window even if you are an office 2. the store window is lit through 11PM. There is nothing as inviting as light emanating from inside the store at night. Businesses need help with store displays and storefronts. Sidewalk are narrow, restaurants walls should open unto sidewalks. It is hard to make a street with lots of banks and offices interesting!
- 48.6/5/2008 10:55:00 AM I think that the overhangs on Wall and N Front need to be redone with iron and glass ones from the turn of the century era. Simpler, Art nouveau ones would bring more light into the storefronts and less weight over the strollers heads, and be more in keeping with the actual architecture of most of the buildings...which are not colonial on those streets. An overhang is very important to keep the streets walkable year round, and keep the businesses there growing.
- 49.6/5/2008 11:01:00 AM if there was adequate parking, it would be easier to address these questions, as now that is priority
- 50.6/5/2008 1:01:00 PM new paving for the broken,uneven sidewalks-this is number one.
- 51.6/5/2008 8:24:00 PM A garden with fountains and sculpture would be nice!
- 52.6/5/2008 8:55:00 PM The very thing that makes the area unique, hurts it as well and that is the white pike. It is just not helping at all. Even if really well maintained, it doesn't look right. I would work in a small town in Florida or Alabama, it looks silly here. Our strength is the beauty and dignity of the buildings. If it were up to me, I would yank out all the pike, get rid of those weird tree holders, make that entire area 2 hour parking for free, which allows someone to go the gym, eat a meal or have their hair done, I would put up a state of the art parking facility with free parking for all employees or local businesses and line the streets with nice benches, garbage cans, good trees, not needing weird planters and hang flowers everywhere or giant nicely lit snowflakes in the winter. I would take some pictures and put them on everything possible, coffee mugs, t-shirts, post cards, all at cost.
- 53.6/6/2008 8:32:00 PM Lights during holiday season should be better maintained and should go down North Front Street Sidewalks along Green Street are terrible
- 54.6/7/2008 1:19:00 PM MAKE IT CLEAN

- 55.6/13/2008 3:58:00 PM I worry about filling uptown with benches as we have enough vagrants uptown already. Adding more benches will only add more vagrants.
- 56.6/24/2008 5:51:00 PM All of the above are important - i'd love to see it all addressed
- 57.7/31/2008 8:49:00 PM It is very difficult to choose among the above. The Pike plan is not helpful to the storefronts because their identity and merchandise are obscured and shaded. This is key to attracting customers and being remembered. This needs to be overcome with much better signage and ways to see these businesses.

# **Appendix I**

## **Public Meeting Notes**





27 Union Square West, New York, NY 10003  
Telephone: 212-741-8090, Fax: 212-633-1205

## MEETING MINUTES

### City of Kingston Uptown Stockade Area Transportation Plan

#### Public Meeting #1

6 p.m., Thursday, January 24, 2008

Ulster County Legislature Chambers, 6<sup>th</sup> Floor, 244 Fair Street, Kingston, NY

**In Attendance:** Dennis Doyle, Ulster County Transportation Council (UCTC)  
Bill Tobin, Ulster County Transportation Council  
James Noble, City of Kingston Common Council  
Jennifer Ringwood, City of Kingston Common Council  
Steve Finkle, City of Kingston Office of Economic Development  
John Garesché, Kingston Uptown Business Associate (KUBA), Smith Barney  
Jim Marzano, Nina Silverman Physical Therapy  
Kevin O'Connor, Rural Ulster Preservation Company (RUPCO)  
Jeff Anzevino, Scenic Hudson  
Allen Nace, Tour de Kingston  
Jim Gordon, Ulster Park  
Roy Anderson  
Sylvan Garesché  
Michele Lerio  
Anne Wandres  
Jennifer Cato, The RBA Group (RBA)  
Linda Reardon, The RBA Group  
Jackson Wandres, The RBA Group

- Dennis Doyle opened the meeting at around 6:15 p.m. He began by stating that the City of Kingston Uptown Stockade Area Transportation plan is sponsored by UCTC and was requested by the City of Kingston, which was represented at the meeting by Jim Noble, Jennifer Ringwood, and Steve Finkle. Mr. Doyle briefly described the purpose of the UCTC, and then introduced Bill Tobin, the transportation planner at UCTC who has been working with the City of Kingston.
- Mr. Tobin stated that, around one year ago, the need for the City of Kingston Uptown Stockade Area Transportation Plan was identified, and that, over the past nine months, the scope of work for the project has been developed. The RBA Group was selected to conduct the project. Mr. Tobin then turned the meeting over to The RBA Group.

- Linda Reardon, Project Manager, introduced the other RBA project team members - Jackson Wandres, urban planning, streetscape, and bicycle/pedestrian design; Jennifer Cato, traffic engineering. She stated that the goals of the meeting were to discuss the scope of work, what we have done so far, and some ideas for streetscape and bike/ped improvements. We would then go over a survey (that is now available on-line) to obtain feedback from the public regarding traffic, pedestrian, bicycle, and streetscape ideas, issues, and concerns.
  
- Mrs. Reardon began a Powerpoint presentation for this, the first of three public meetings. She provided a project overview and described the project study area: Schwenk Drive to Route 32 between Washington Avenue and Albany Avenue/Broadway. The main tasks of the project are to meet with the public and Advisory Committee; conduct data collection and analysis; identify traffic, parking, and land use opportunities and constraints; develop conceptual designs to improve mobility and safety; develop alternatives and cost estimates; select preferred alternatives based on public feedback; develop a Transportation System Enhancement Plan (TSEP) that will provide recommendations for streetscape and bike/ped improvements and funding, and develop a final report summarizing the project and recommendations. Mrs. Reardon stated that this project would be coordinated with numerous other New York State Department of Transportation (NYSDOT), UCTC, and City of Kingston projects in the area.
  
- Jennifer Cato continued the presentation by discussing transportation-related analysis. She stated that the traffic study will be a major component of this project. Due to an early winter, the traffic data collection effort has been postponed to March 2008. During the data collection, intersection turning movement counts, roadway traffic volume counts, and on-street parking data will be obtained. Accident and land use information will also be examined. Traffic analyses for existing and 2035 future conditions will be modeled with Synchro traffic simulation software, which accounts for pedestrian and transit operations, as well as typical vehicle operations. The models will be used to identify access and circulation problems and develop related mitigation measures. A parking utilization study will be conducted to identify on- and off-street parking deficiencies and possible shared parking opportunities. The on-street data will be obtained in the field. It is anticipated that off-street data will be obtained with the on-line survey. The traffic and parking study will include also include an examination of loading and unloading issues.
  
- Jackson Wandres concluded the presentation by discussing bike/ped and streetscape issues. He stated that improving pedestrian and bicycle safety in, as well as the appearance of, this historic area of Kingston could draw people, businesses, and economic growth to the area. Mr. Wandres discussed specific observations that were made during field visits to the area, including:
  - Traffic signal coordination problems
  - No pedestrian timings at some locations
  - Parking lots immediately adjacent to the sidewalk (no street wall)
  - Substandard pedestrian curb cuts and vehicular driveways
  - Poor pavement conditions in some locations (e.g., bluestone spalled and flaked, gaps between pavers)
  - Wayfinding problems (e.g., lack of signs, obstructed signs, confusing signs, inconsistent sign types)
  - Inconsistent light poles styles.

- Mr. Wandres discussed numerous pedestrian and streetscape improvements that could be made within the study area to address the above and other issues, including:
  - Neckdowns
  - Advanced stop bars
  - High-visibility crosswalks
  - “Yield to Pedestrian in Crosswalk” signs
  - Pedestrian countdown signals
  - Advanced pedestrian crossing time
  - Midblock crosswalks
  - Raised intersections
  - Fountains
  - Plazas
  - Façades.
- Mr. Wandres stated that, along Wall Street and N. Front Street, in the Pike Plan area in which he was asked to focus his initial efforts, there are neckdowns with typically three trees in planters that are cracked. Removing the planters would allow space for benches, trash receptacles, newspaper boxes, etc. So, a question to be asked to the public is, “Are trees an asset?” If the trees were replaced, then you would lose the tree canopy over the street for 20 to 30 years.
- Mr. Wandres also discussed bicycle facilities, including bike lane treatments and bicycle racks.
- Ms. Reardon concluded the presentation by emphasizing that there are dual goals to this project: to improve access to and traffic circulation and parking within, as well as bicycle, pedestrian, and streetscape amenities throughout, the Uptown Stockade area. She mentioned that RBA has a website for the project at <http://www.rbagroup.com/kingstonuptown> and that a link to an on-line transportation, bicycle, and streetscape survey would be provided on the site.
- RBA and UCTC then reviewed the survey with the public to solicit ideas/concerns. Notes based on public comments are provided on the following pages.

### Next Steps

- RBA to activate on-line interactive survey (completed)
- RBA to develop conceptual bike/ped and streetscape designs for Pike Plan area (Wall and N. Front Street)
- UCTC/City of Kingston to provide Pike Plan survey, design, details to RBA for use in the development of conceptual designs.

The meeting concluded at 8:15 p.m.

*These Meeting Minutes represent RBA's summation of the proceedings and is not a transcript. Unless written notice of any corrections, additions or clarifications is received by RBA within ten (10) days of the date of issue, this report shall be considered factually correct and become part of the official project record.*

**END OF MEETING MINUTES**

cc: Advisory Committee



27 Union Square West, New York, NY 10003  
Telephone: 212-741-8090, Fax: 212-633-1205

## FEEDBACK

### City of Kingston Uptown Stockade Area Transportation Plan

#### Public Meeting #1

6 p.m., Thursday, January 24, 2008

Ulster County Legislature Chambers, 6<sup>th</sup> Floor, 244 Fair Street, Kingston, NY

How do you use Uptown?

- Walk from home
- Want to get people to park on the periphery and then come into Uptown
- Provide signs to parking areas

Can we make I-587 a boulevard with access to Uptown and Hannaford Plaza?

- With bikes, greenway

Can we make structural connection between Uptown and Hannaford Plaza?

- Public would like pedestrian and vehicular access between Schwenk Drive and Uptown Stockade area
- Extension of Wall Street to Hannaford Plaza – would open up store frontage as well, issues: Herzog access, diner access to the west

Would like alternative routing/reinforcing grid pattern – not clear which direction one-way streets are

Street signs (e.g. Main Street at Green Street)

Congestion

- Pearl Street at Wall Street – signal timing during school ok, but not applicable rest of day
- Wall Street at N. Front Street - trucks loading and unloading create crosswalk visibility problems

Wall Street

- Limited parking from 6 a.m. on
- Bollards to close off the street to cars – Spring, Fall, and Summer to help tourism

Between Clinton Avenue and Hannaford Plaza

- 4-way stop sign - no crosswalk

Westbrook Lane – wide, no crosswalks

Route 32 at Fair Street/Wall Street – safety concern

Crown Street – one large parking lot on one side

- Needs access management

Crown Street at Green Street – more lighting

Senate Park between Fair and Clinton underutilized

- No crosswalk
- Some tables
- Maybe Fair Street could be closed?

Academy Green – has Colonial style bus shelter that blends with environment

Between Senate Building and N. Front Street

- Cannot see Senate House from Fair Street?
- No car access from Fair Street to Senate House

Main Street - speeding

Main Street at Green Street is signalized

- Should be a 2-way stop?
- Some motorist speed through the yellow to beat the red
- No pedestrian assistance

Would like to remove some signals

On-street parking for loading and unloading

- Can loading be done from rear?
- Can we implement specific loading and unloading zones/times?

Off-street parking lots – mostly private?

Parking LDC is being developed

Need snow removal plans/measures

- Especially at crosswalks

Many residents don't have cars

- Not needed
- By choice
- Cannot afford/fuel costs

Would like bicycle storage  
Bike racks on buses would be good

Would like bike lanes

- Buffer between parked cars and travel lanes

Sidewalk conditions bad

Preserve the old carriage steps?

Bluestone sidewalk is in disrepair but is required in some places – historic district. People have replaced bluestone flags with asphalt, does this violate any historic area building requirements? \$1.5 million has been secured by the City for Pike Plan Restoration on Wall and North Front Streets - but most if not all will go to architectural repairs/replacement of the porticoes including installation of new lighting and skylights.

Will there be any money left over to pay for:

- Drainage improvements
- Sidewalk repair?

Are there grants to help owners replace bluestone sidewalks?

Need improved curb cuts – not ADA compliant, strollers/wheelchairs cannot travel

State law to yield to pedestrians, but motorists don't do this

Keep the locust trees on Wall and North Front

Neighborhood as a whole needs more trees – gingkoes

Good – restaurants, outdoor cafes

Temporarily (seasonally) use parking for sidewalk cafes

- This is already done on the waterfront

Want new planters

Like using planters as seating

Can utility boxes in the pavement at sidewalk corners be moved?

Make Uptown a walking tour area with a heritage theme

More historic plaques and interpretive sign boards

- Get Art Society involved?
- Look at this and signage as part of Pike Plan?
- Can CDBG Funds be used to fund streetscape improvements including façade restoration?

Would like expanded festivals-concerts – especially family-oriented

Municipal parking garage development – for seniors, empty-nesters

## **Appendix J**

### **Advisory Committee Meeting Minutes**





27 Union Square West, New York, NY 10003  
Telephone: 212-741-8090, Fax: 212-633-1205

## MEETING MINUTES

### City of Kingston Uptown Stockade Area Transportation Plan

11 a.m., Thursday, November 15, 2007

RUPCO Community Room, 37 John Street, Kingston, NY

**In Attendance:** Dennis Doyle, Ulster County Transportation Council (UCTC)  
Bill Tobin, Ulster County Transportation Council  
Mircea Catona, Ulster County Department of Public Works  
Charles Schaller, Ulster County Traffic Safety Board  
Steve Finkle, City of Kingston Office of Economic Development  
Rich Goring, New York State Office of Parks, Recreation, and Historic Preservation  
Kevin O'Connor, Rural Ulster Preservation Company  
Harv Hilowitz, Teicher Organization  
Linda Reardon, The RBA Group (RBA)  
Jennifer Cato, The RBA Group

#### Introduction

- All attendees signed in and introduced themselves.
- RBA opened the kick-off meeting of the City of Kingston Uptown Stockade Area Transportation Plan by reviewing the agenda – the primary goals of which were to review the project scope, get consensus on project goals, and discuss project schedule and the public participation and data collection plans with the Advisory Council (AC).

#### Project Scoping/Goals

- It was agreed that the purpose of the project is to develop consensus among the stakeholders and the public for a Transportation Plan for the Uptown Stockade Area.
- The general goals of the project are to improve traffic circulation, increase parking supply, and provide pedestrian amenities.
- The project will comprise data collection; accident analysis; existing (2008), future short-term (2020) and long-term (2035) traffic and parking analyses; corridor and intersection alternative development and evaluation; the development of a Transportation System Enhancement Plan

(TSEP) to prioritize and identify potential funding for recommended pedestrian, bicycle, sidewalk, bus, and streetscape-related improvements; public participation; and the preparation of a final report.

- It was mentioned that RBA might also want to examine traffic patterns and volumes to the Stockade area from adjacent towns and have them involved in the public participation process. It was discussed among the AC, though, that the purpose of this study is primarily to improve circulation within the Stockade area. Traffic analyses may suggest improvements to the various access points to the area; traffic calming within the area; and the maintenance, reversal, or the implementation of two-way operations along the existing Wall Street/Fair Street one-way pair. It was stated that any changes to street directions/travel patterns must maintain access to the existing municipal parking garage along North Front Street.
- It was suggested that, if a public meeting were held during the summer, it should be done at a booth at the Farmers' Market, which would allow local and seasonal residents and visitors to the area to contribute their ideas to the study.

### **Project Issues/Needs**

- The few access points to the Stockade area are very congested. Clinton Avenue at Broadway/Pearl Street consistently backs up to the congested I-587/Albany Avenue/Broadway intersection. It has been suggested that direct access between I-587 and Hannaford Plaza would allow better access to the Stockade area and alleviate currently congested intersections. However, any connection from I-587 to the Stockade area through Hannaford Plaza would have to be made via a public road that would need to be constructed.
- Feasible locations for the proposed intermodal facility include Hannaford Plaza, the existing Trailways bus terminal, and the caboose site (which is located in a flood plain).
- NYSDOT is currently conducting an intersection study of the I-587/Albany Street/Broadway.
- There is a need to improve signage in the area – including wayfinding to the Stockade area and major roadways, signing to the parking lots, and the signing of on-street parking regulations.
- There is a need to enforce double-parking, jaywalkers, and red-light runners in the Stockade area. Currently, vehicles double-park even along bumpouts in the roadways.
- It was suggested that select hours (e.g., 6 - 9 a.m.) for freight loading and unloading be developed.
- It was suggested that loops be installed at signalized intersections. It was also suggested that traffic signals in the study area be coordinated with each other (either wirelessly or otherwise), especially along Washington Avenue. Currently, the wiring for coordination exists, but the actual implementation of coordination has not been made.
- It was suggested that striping be installed within the Stockade area.

- It was also suggested that some stop signs in the area be removed.

### **Project Schedule**

- The project schedule will be revised with a November 2008 completion date.
- The TSEP for certain areas in the Stockade area needs to be completed as soon as possible. The City has \$1.3 million for engineering and architectural work in the area that needs to be utilized by the end of the year – \$1 million of which is allotted to renovations of the Pike Plan. It is anticipated that the remaining funds will be spent on street enhancements along Wall and North Front Streets in the Pike Plan area, which will be developed as part of the TSEP. The AC would like to know by April or May then at least the demolition along Wall and North Front Streets that would be recommended as part of the TSEP.
- The first public meeting will be scheduled for Thursday, January 24, 2008 in the Ulster County Office Building Legislature Chambers (6th Floor, Room 244) at 6 p.m. The purpose of the meeting will be to introduce the Uptown Stockade Transportation Plan project to the public and get feedback from the community regarding traffic, parking, and streetscape operational and design issues and perceived improvements. The next AC meeting will likely be in mid- to late December. The tentatively scheduled January AC meeting to discuss the first public meeting may be held by conference call.
- The Public Participation Plan for this study will be submitted in December.
- The Data Collection Plan for this study will be submitted by the end of November.

### **Data Collection**

- Peak traffic, pedestrian, and parking volumes in the Stockade area occur on summer weekends. To progress the project, it was decided that traffic counts at intersections along the fringes of the study area, as well as parking counts, would be conducted on weekdays in the winter, but that traffic and parking counts within the core stockade area would be also be conducted during the peak Saturday during the summer.
- The AC requested that the unsignalized Schwenk Drive/Clinton Avenue at Westbrook Lane intersection be examined, since the four-way stop that has recently been installed results in backup in both directions of Schwenk Drive/Clinton Avenue.
- It was requested that RBA record pedestrian crossing signal times when conducting data collection.
- Individual traffic count locations were discussed at the meeting. Detailed automatic traffic recorder (ATR), turning movement, parking count locations and time periods, as well as other data collection information, will be provided in the Data Collection Plan.

## General Discussion

- The Traffic Safety Board has hardcopies of police reports that can be examined.
- It was agreed that contact within AC and RBA members can be made directly; just cc: Bill Tobin and Dennis Doyle at UCTC and Linda Reardon at RBA on any written correspondence. Any discussion with RBA regarding traffic conditions and analysis can be made directly with Ms. Jennifer Cato.
- It was asked if any people other than those at the kick-off meeting should be included in the AC. It was stated that Mark Boungard of Adirondack Trailways was invited to the meeting and his presence would be helpful at future meetings. It was suggested that Cynthia Ruiz, the director of Ulster County Area Transit (UCAT), should also be invited to participate in the study.
- It was requested that the kick-off meeting agenda and minutes be put on the project website, which is to be developed by RBA. The Vision Statement for this project is included in the RFP.

## Next Steps

- Mr. Steve Finkle will determine whether any pertinent information regarding the Farmers' Market and the municipal parking garage is available for this study.
- Mr. Finkle will also check into the availability of traffic signal timings and plans for all signalized intersections in the Stockade area. (Since the meeting, this issue has been investigated, and it was found that neither signal timings nor plans exist.)
- Mr. Harv Hilowitz will determine whether any pertinent data has been collected as part of the environmental study that is being conducted in the area.
- RBA will draft an accident request letter to be submitted to the New York State Department of Transportation (NYSDOT) by UCTC.
- RBA will contact Jim Rapoli at NYSDOT Region 8 to get traffic information related to the intersection study of I-587/Albany Avenue/Broadway.
- RBA will schedule a time to meet with Mr. Charles Schaller at the County Traffic Safety Board to conduct a field visit and review police reports.
- RBA will provide UCTC with the ATR count station numbers at which they would like to receive more detailed information.
- UCTC will send a short write-up regarding this project to Mr. Kevin O'Connor so that he can forward the information to the Kingston Uptown Business Association.

- UCTC will provide aerial photographs of the Stockade area and look into the possible use by RBA of the Pictometry software.

The meeting ended around 1 p.m.

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**END OF MEETING MINUTES**

cc: Attendees



27 Union Square West, New York, NY 10003  
Telephone: 212-741-8090, Fax: 212-633-1205

## MEETING MINUTES

### City of Kingston Uptown Stockade Area Transportation Plan

11 a.m., Wednesday, January 9, 2008

RUPCO Community Room, 37 John Street, Kingston, NY

**In Attendance:** Dennis Doyle, Ulster County Transportation Council (UCTC)  
Bill Tobin, Ulster County Transportation Council  
Mircea Catona, Ulster County Department of Public Works  
Charles Schaller, Ulster County Traffic Safety Board  
Steve Finkle, City of Kingston Office of Economic Development  
Kevin O'Connor, Rural Ulster Preservation Company  
Mary T. Howard, UCAT  
Jim Rapoli, NYSDOT  
Kyla Haber, City of Kingston Planning  
Linda Reardon, The RBA Group (RBA)  
Jackson Wandres, The RBA Group

- All attendees signed in and introduced themselves.
- Purpose of the meeting was to discuss the first public meeting scheduled for January 24, 2008. RBA will develop a meeting notification flyer and will send to Bill Tobin.
- RBA will develop a project survey and will look into placing this as an on-line survey on the project website.
- A draft of the Powerpoint presentation for the public meeting was reviewed and the following comments received:
  - Show other on-going or past studies graphically
  - Emphasize the goal of transportation investment for economic vitality
  - Incorporate slides depicting the Intermodal Study concept
  - Identify photo locations
  - Ensure that stated goals are in sync with project goals as stated on the website
  - Inform the public that this study will analyze future traffic conditions out to the year 2035
  - UCTC and City logo to be added to the Powerpoint cover slide

- RBA is to provide recommendations for ways to improve wayfinding to the Uptown Stockade District.
- It was asked whether previous or on-going studies would be incorporated into the no-build analysis. It was agreed that funded studies scheduled for implementation will be included in the baseline analysis.
- The Pike Plan was discussed. RBA was requested to expedite development of streetscape concepts for Wall and North Front Streets so that these concepts can be included in the scope of services for the Pike Plan project.
- General concerns identified by the Advisory Committee included the need to review loading and unloading operations, parking regulations, and how to implement street closures for special events.
- Jim Rapoli noted that there are several planned bike routes that will eventually converge or be routed through the City of Kingston. Bicycle facilities are, therefore, an important consideration.
- The City is going to issue an RFP to solicit development proposals for the parking garage at Wall and North Front Streets.
- Potential treatments for the planters on Wall Street were discussed. RBA is to develop concepts for review by the Advisory Committee.

### Next Steps

- RBA to develop on-line interactive survey
- RBA to develop meeting flyer
- RBA to revise Powerpoint presentation and resubmit for review by UCTC
- UCTC to provide available project photos to RBA

The meeting ended around 1 p.m.

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## MEETING MINUTES

### City of Kingston Uptown Stockade Area Transportation Plan

11 a.m., Thursday, June 5, 2008

Ulster County Office Building, 6<sup>th</sup> Floor Library, 244 Fair Street, Kingston, NY

**In Attendance:** Dennis Doyle, Ulster County Transportation Council (UCTC)  
Bill Tobin, Ulster County Transportation Council  
Mircea Catona, Ulster County Department of Public Works  
Charles Schaller, Ulster County Traffic Safety Board  
Tom Hoffay, City of Kingston  
Ralph Swenson, City of Kingston  
Kevin Quilty, Kingston Uptown Business Association (KUBA)  
Kevin O'Connor, Rural Ulster Preservation Company (RUPCO)  
Eric Deising, Deising's Bakeries  
Peter Deising, Deising's Bakeries  
Rich Goring, New York State Office of Parks, Recreation, and Historic Preservation  
Linda Reardon, The RBA Group (RBA)  
Jennifer Cato, The RBA Group

### Meeting

The meeting began at approximately 11:15 a.m.

- All attendees signed in and introduced themselves.
- Linda Reardon began the presentation by reiterating the goals of the Uptown Stockade Area Transportation Plan. She stated that the aims of the project are two-fold – to improve vehicular and pedestrian traffic and parking access to and circulation within the Uptown Stockade area and to enhance the streetscape and historic nature of the Uptown Stockade area. Ms. Reardon explained that the purpose of this meeting is to discuss traffic and parking analyses and preliminary recommendations based on spring counts. However, analyses and recommendations will be updated later to reflect additional counts that will be conducted during Kingston's peak summer period.



- Jennifer Cato discussed the spring data collection effort (turning movement counts, ATR counts, and parking survey) and existing conditions based on traffic, parking, accident, and on-line survey data.
- Bill Tobin asked when the on-line survey should be ended. Ms. Cato mentioned that most survey responses were from employees and that the survey had not been completed by anyone within the past couple of months. RBA and Ulster County agreed that the site should probably be re-advertised at the next public meeting so that residents and visitors during the peak summer months could add their input to the study. The on-line survey will, therefore, be ended soon after the next public meeting.
- Ms. Cato discussed existing and future condition traffic analysis results and preliminary recommendations. It was stated that the Uptown Stockade area's congestion problems at several critical intersections could be improved with signal timing modifications. These are early win situations with minimal costs.
- The parking survey was discussed. Results show that, within the core area, parking utilization is at capacity throughout most of the morning and midday, with the peak occurring around lunchtime. Parking capacity remains in the outlying areas throughout most of the day. Wayfinding signage to off-street public lots would likely help the on-street parking issues, as would defining the entrances to the Uptown area better with signage and a distinct streetscape so that, once people reach that area, they will be willing to park, rather than look for a space immediately adjacent to their destination. Parking will also be improved with the re-build of the municipal parking garage or interim surface lot.
- At the congested Clinton Avenue at Albany Avenue/Pearl Street intersection, it was mentioned that the pedestrian phase is not long enough – especially for seniors. There is a need to fix the pedestrian push buttons. It may also be desirable to shorten the east pedestrian crosswalk and try to shorten the required pedestrian crossing times.
- Based on discussions, it seems that Uptown businesses would support a connection to Kingston Plaza.
- NYSDOT has funding in the long term set aside for improvements to the I-587 at Albany Avenue/Broadway intersection.
- Traffic volumes indicate that perhaps the most effective measure to improve traffic congestion at the Clinton Avenue at Albany Avenue/Pearl Street intersection, as well as along the length of Clinton Avenue, would be to provide a connection between Albany Avenue and the Kingston Plaza via I-587.
- There is a need for better signing to municipal parking lots.
- The reversal of the Wall and Fair Streets one-way pair was discussed. It was generally agreed that the reversal is favorable because it would improve operations at the Route 32 at Wall and Fair

Streets intersection, as well as provide a straight path to Kingston Plaza through the Uptown Stockade area. It was also mentioned that the reversal of the street directions would allow school buses to load and unload on the school side of the streets.

- The reversal of the Wall and Fair Street travel directions would allow for easier implementation of the improvements considered in Creighton Manning's Route 32 at Fair Street Intersection Study.
- The possibility of extending both Fair and Wall Streets to Kingston Plaza was discussed. If extended to Schwenk Drive, the roadways would naturally merge at the existing Kingston Plaza intersection. The extension of Wall Street would run through the existing municipal parking lot parcel, though, which has been the planned site for the Uptown Stockade area's major development. It was discussed that, should Wall Street be extended, though, the area between Fair and Wall Streets could become a pedestrian plaza and allow a scenic view of the area. Kevin Quilty stated that maybe the development parcel could be moved over to the brick warehouse structure instead.
- The RBA-proposed traffic signal at the existing all-way stop-controlled intersection of Clinton Avenue and Westbrook Lane was discussed. Mircea Catona stated that there is a need to address Westbrook Lane's proximity to John Street. It was suggested that left turns from John Street to Clinton Avenue could be prohibited. The need to coordinate the signal at Clinton Avenue and Albany Avenue with this signal was also mentioned.
- It was stated that the area of the Senate House needs streetscape improvements. It was also mentioned that maybe N. Front Street in this area could be reversed to allow school buses to load and unload passengers on the Senate House side of the roadway.
- Angle parking was discussed. It was stated that there might be space in some areas to provide angle parking. However, the initial assessment is that this space is not available along Wall and Fair Streets. Ms. Reardon mentioned that RBA needs as-builts of the Uptown area to determine with certainty whether or not there is space. The general consensus is that the business district does not want angle parking anyway. There are also accident issues associated with angle parking.
- Charles Schaller stated that there is a need for traffic calming around the study area schools.
- The signing and parking issues associated with reversing the Wall and Fair Street travel directions were discussed, particularly in relationship to the farmers' market.
- It was discussed that maybe we could eliminate the left turns out of the Governor Clinton parking lot.
- At Clinton Avenue at Maiden Lane, it may be possible to install a bulbout to shorten pedestrian crossing times.
- Dennis Doyle asked for discussion on an alternative to installation of a traffic signal at Clinton Avenue and Westbrook Lane, which would be the prevention of left turns out of

Westbrook Lane, forcing all left-turn traffic to exit Kingston Plaza from the existing Schwenk Drive at Kingston Plaza intersection. There were concerns regarding the operation of the Schwenk Drive intersection and impacts on the Plaza.

- RBA requested confirmation of a 0.5 percent per year growth in traffic volumes as acceptable to account for growth in the study area and growth in background traffic. Mr. Doyle stated that this is probably a little low but appropriate for the study.
- Mr. Doyle asked about the need for signalization at many of the existing signalized intersections in the study area. Based on spring traffic volumes, RBA suggested that several were not necessary. Mr. Schaller suggested that we not remove any traffic signals, though, unless they are currently blinking traffic signals.

### Next Steps

- RBA to conduct summer data collection
- RBA to update analysis and recommendations based on summer data collection
- RBA to prepare traffic technical memorandum prior to next public meeting
- RBA and UCTC to set next public meeting date
- Ulster County DPW to provide RBA with improvement plans for Washington Avenue intersections
- Ulster County/City of Kingston to provide RBA with available as-builts

The meeting ended around 1:30 p.m.

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**END OF MEETING MINUTES**

cc: Attendees

# **Appendix K**

## **2008 Existing Condition Synchro Analysis Results**

**Weekday AM**

Lanes, Volumes, Timings  
 101: HURLEY AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	150	120	35	110	150	105	500	40	340	445	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	10	10	11	11	11	11
Storage Length (ft)	0		155	150		0	150		0	150		0
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25		25	75		25	25		150	25		100
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.933				0.850		0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3256	0	1805	1837	1615	1652	3272	0	1728	1801	1561
Flt Permitted	0.680			0.550			0.118			0.268		
Satd. Flow (perm)	1249	3256	0	1045	1837	1615	205	3272	0	487	1801	1561
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		130						6				143
Link Speed (mph)		30			30			30				30
Link Distance (ft)		580			708			498				669
Travel Time (s)		13.2			16.1			11.3				15.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	0%	1%	2%	0%
Adj. Flow (vph)	261	163	130	38	120	163	114	543	43	370	484	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	261	293	0	38	120	163	114	586	0	370	484	168
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		6
Minimum Split (s)	9.5	23.0		9.5	23.0	23.0	9.0	24.0		9.0	23.0	23.0
Total Split (s)	20.0	46.0	0.0	20.0	46.0	46.0	23.0	41.0	0.0	23.0	41.0	41.0
Total Split (%)	15.4%	35.4%	0.0%	15.4%	35.4%	35.4%	17.7%	31.5%	0.0%	17.7%	31.5%	31.5%
Maximum Green (s)	15.0	39.0		15.0	39.0	39.0	18.0	34.0		18.0	34.0	34.0
Yellow Time (s)	5.0	4.0		5.0	4.0	4.0	5.0	4.0		5.0	4.0	4.0
All-Red Time (s)	0.0	3.0		0.0	3.0	3.0	0.0	3.0		0.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	5.0	7.0	7.0	5.0	7.0	4.0	5.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	56.0	39.0		56.0	39.0	39.0	54.0	34.0		54.0	34.0	34.0
Actuated g/C Ratio	0.43	0.30		0.43	0.30	0.30	0.42	0.26		0.42	0.26	0.26
v/c Ratio	0.44	0.27		0.07	0.22	0.34	0.40	0.68		0.99	1.03	0.33
Control Delay	24.6	19.6		19.3	35.4	37.9	26.0	47.4		72.6	95.7	10.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	24.6	19.6		19.3	35.4	37.9	26.0	47.4		72.6	95.7	10.6
LOS	C	B		B	D	D	C	D		E	F	B
Approach Delay		21.9			34.7			43.9			73.4	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	134	53		17	76	107	55	232		213	~435	16

Lanes, Volumes, Timings  
 101: HURLEY AVE. & WASHINGTON AVENUE

9/15/2008

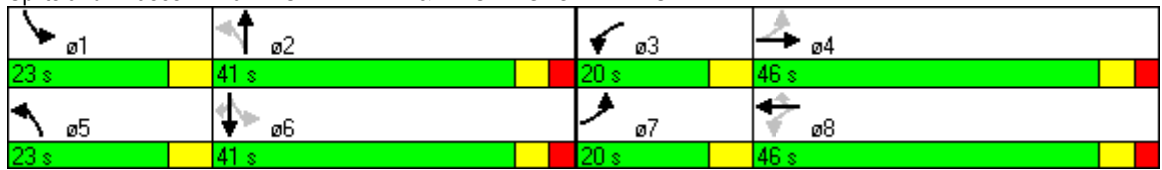


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	199	91		38	128	172	96	298		#394	#650	74
Internal Link Dist (ft)		500			628			418			589	
Turn Bay Length (ft)				150			150			150		
Base Capacity (vph)	595	1068		538	551	485	286	860		374	471	514
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.44	0.27		0.07	0.22	0.34	0.40	0.68		0.99	1.03	0.33

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 75.5 (58%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 75  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.03  
 Intersection Signal Delay: 49.7 Intersection LOS: D  
 Intersection Capacity Utilization 73.0% ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 101: HURLEY AVE. & WASHINGTON AVENUE



Lanes, Volumes, Timings

102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	220	95	15	25	110	125	5	300	70	210	255	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	10	10	10	10	10	10	10
Storage Length (ft)	0		0	0		75	0		100	150		0
Storage Lanes	1		0	0		1	0		1	1		1
Taper Length (ft)	25		25	25		200	25		300	25		150
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.980				0.850		0.972				0.850
Flt Protected	0.950				0.991			0.999		0.950		
Satd. Flow (prot)	1745	1800	0	0	1648	1319	0	3220	0	1685	1739	1507
Flt Permitted	0.542				0.948			0.953		0.402		
Satd. Flow (perm)	995	1800	0	0	1576	1319	0	3072	0	713	1739	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				136		36				147
Link Speed (mph)		30			30			30				30
Link Distance (ft)		140			468			721				498
Travel Time (s)		3.2			10.6			16.4				11.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Parking (#/hr)					5	5						
Adj. Flow (vph)	239	103	16	27	120	136	5	326	76	228	277	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	239	119	0	0	147	136	0	407	0	228	277	147
Turn Type	pm+pt			Perm		Perm	Perm			pm+pt		Perm
Protected Phases	7	4			8			2		1	6	
Permitted Phases	4			8		8	2			6		6
Minimum Split (s)	10.0	21.5		25.0	25.0	25.0	21.5	21.5		9.0	21.5	21.5
Total Split (s)	10.0	42.5	0.0	25.0	25.0	25.0	25.0	25.0	0.0	10.0	47.5	47.5
Total Split (%)	11.1%	47.2%	0.0%	27.8%	27.8%	27.8%	27.8%	27.8%	0.0%	11.1%	52.8%	52.8%
Maximum Green (s)	8.0	37.0		23.0	23.0	23.0	23.0	23.0		8.0	42.0	42.0
Yellow Time (s)	2.0	3.0		2.0	2.0	2.0	2.0	2.0		2.0	3.0	3.0
All-Red Time (s)	0.0	2.5		0.0	0.0	0.0	0.0	0.0		0.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	2.0	5.5	4.0	2.0	2.0	2.0	2.0	2.0	4.0	2.0	5.5	5.5
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
Walk Time (s)		5.0		5.0	5.0	5.0	5.0	5.0			5.0	5.0
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0			11.0	11.0
Pedestrian Calls (#/hr)		0		0	0	0	0	0			0	0
Act Effct Green (s)	40.5	37.0		30.5	30.5	30.5	35.5	35.5		45.5	42.0	42.0
Actuated g/C Ratio	0.45	0.41		0.34	0.34	0.34	0.39	0.39		0.51	0.47	0.47
v/c Ratio	0.46	0.16		0.28	0.25	0.25	0.33	0.33		0.51	0.34	0.19
Control Delay	19.4	15.8		23.5	5.3	5.3	13.5	13.5		17.4	16.7	3.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	19.4	15.8		23.5	5.3	5.3	13.5	13.5		17.4	16.7	3.1
LOS	B	B		C	A	A	B	B		B	B	A
Approach Delay		18.2		14.7			13.5				13.9	
Approach LOS		B		B			B				B	



Lanes, Volumes, Timings

102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE

9/15/2008

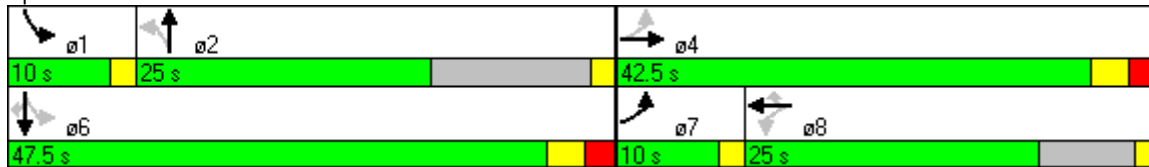


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	84	38			60	0		37		71	96	0
Queue Length 95th (ft)	137	73			108	38		80		117	154	31
Internal Link Dist (ft)		60			388			641			418	
Turn Bay Length (ft)						75				150		
Base Capacity (vph)	514	746			534	537		1234		447	812	782
Starvation Cap Reductn	0	0			0	0		0		0	0	0
Spillback Cap Reductn	0	0			0	0		0		0	0	0
Storage Cap Reductn	0	0			0	0		0		0	0	0
Reduced v/c Ratio	0.46	0.16			0.28	0.25		0.33		0.51	0.34	0.19

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	70
Control Type:	Pretimed
Maximum v/c Ratio:	0.51
Intersection Signal Delay:	14.8
Intersection LOS:	B
Intersection Capacity Utilization	55.4%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE



Lanes, Volumes, Timings  
 103: LUCAS AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	50	200	80	5	15	10	55	310	35	30	240	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	14	14	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.967			0.956			0.988			0.989	
Fl <sub>t</sub> Protected		0.993			0.992			0.993			0.995	
Satd. Flow (prot)	0	1587	0	0	1457	0	0	1948	0	0	1680	0
Fl <sub>t</sub> Permitted		0.946			0.935			0.902			0.919	
Satd. Flow (perm)	0	1512	0	0	1373	0	0	1769	0	0	1552	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			12			7			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		353			613			928			721	
Travel Time (s)		8.0			13.9			21.1			16.4	
Peak Hour Factor	0.92	0.92	0.92	0.81	0.81	0.81	0.87	0.87	0.87	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	0%	9%	0%	2%	2%	3%	0%	3%	17%
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Adj. Flow (vph)	54	217	87	6	19	12	63	356	40	34	273	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	358	0	0	37	0	0	459	0	0	335	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	42.0	42.0		42.0	42.0		48.0	48.0		48.0	48.0	
Total Split (s)	42.0	42.0	0.0	42.0	42.0	0.0	48.0	48.0	0.0	48.0	48.0	0.0
Total Split (%)	46.7%	46.7%	0.0%	46.7%	46.7%	0.0%	53.3%	53.3%	0.0%	53.3%	53.3%	0.0%
Maximum Green (s)	34.0	34.0		34.0	34.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		34.0			34.0			40.0			40.0	
Actuated g/C Ratio		0.38			0.38			0.44			0.44	
v/c Ratio		0.61			0.07			0.58			0.48	
Control Delay		26.7			14.0			22.1			9.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		26.7			14.0			22.1			9.8	
LOS		C			B			C			A	
Approach Delay		26.7			14.0			22.1			9.8	
Approach LOS		C			B			C			A	
Queue Length 50th (ft)		152			9			186			44	
Queue Length 95th (ft)		248			25			269			63	
Internal Link Dist (ft)		273			533			848			641	

Lanes, Volumes, Timings  
 103: LUCAS AVE. & WASHINGTON AVENUE

9/15/2008

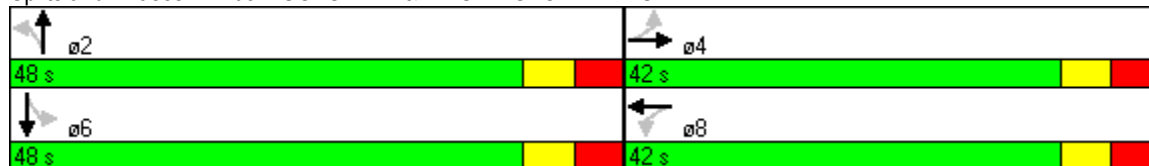


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		584			526			790			694	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.61			0.07			0.58			0.48	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	90
Control Type:	Pretimed
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	19.8
Intersection LOS:	B
Intersection Capacity Utilization	68.3%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 103: LUCAS AVE. & WASHINGTON AVENUE



Lanes, Volumes, Timings  
104: MAIN STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	10	0	25	15	45	60	15	335	0	0	320	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	15	15	15	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.903			0.932							0.998
Fl <sub>t</sub> Protected		0.986			0.994			0.998				
Satd. Flow (prot)	0	1382	0	0	1702	0	0	2066	0	0	1588	0
Fl <sub>t</sub> Permitted		0.908			0.964			0.975				
Satd. Flow (perm)	0	1272	0	0	1650	0	0	2018	0	0	1588	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		28										2
Link Speed (mph)		30			30			30				30
Link Distance (ft)		342			571			526				928
Travel Time (s)		7.8			13.0			12.0				21.1
Peak Hour Factor	0.89	0.89	0.89	0.71	0.71	0.71	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Parking (#/hr)	5	5	5							5	5	5
Adj. Flow (vph)	11	0	28	21	63	85	18	399	0	0	381	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	0	169	0	0	417	0	0	387	0
Turn Type	Perm			Perm			Perm					
Protected Phases		4			8			2				6
Permitted Phases	4			8			2					
Minimum Split (s)	25.0	25.0		25.0	25.0		35.0	35.0				35.0
Total Split (s)	28.0	28.0	0.0	28.0	28.0	0.0	37.0	37.0	0.0	0.0	37.0	0.0
Total Split (%)	43.1%	43.1%	0.0%	43.1%	43.1%	0.0%	56.9%	56.9%	0.0%	0.0%	56.9%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		30.0	30.0				30.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0				3.0
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0				4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0	4.0	7.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0				5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0				0
Act Effct Green (s)		21.0			21.0			30.0				30.0
Actuated g/C Ratio		0.32			0.32			0.46				0.46
v/c Ratio		0.09			0.32			0.45				0.53
Control Delay		8.9			11.4			13.8				15.7
Queue Delay		0.0			0.0			0.0				0.0
Total Delay		8.9			11.4			13.8				15.7
LOS		A			B			B				B
Approach Delay		8.9			11.4			13.8				15.7
Approach LOS		A			B			B				B
Queue Length 50th (ft)		3			24			106				103
Queue Length 95th (ft)		21			34			156				158
Internal Link Dist (ft)		262			491			446				848

Lanes, Volumes, Timings  
 104: MAIN STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		430			533			931			734	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.09			0.32			0.45			0.53	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.53
Intersection Signal Delay:	13.9
Intersection LOS:	B
Intersection Capacity Utilization	49.1%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 104: MAIN STREET & WASHINGTON AVENUE



Lanes, Volumes, Timings  
 105: PEARL STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	15	110	35	15	25	40	15	295	20	65	275	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	15	15	15	15	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970			0.932			0.992			0.994	
Flt Protected		0.995			0.991			0.998			0.991	
Satd. Flow (prot)	0	1882	0	0	1668	0	0	1999	0	0	1980	0
Flt Permitted		0.967			0.923			0.974			0.853	
Satd. Flow (perm)	0	1829	0	0	1553	0	0	1951	0	0	1704	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								7			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		768			536			1319			526	
Travel Time (s)		17.5			12.2			30.0			12.0	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.78	0.78	0.78	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	27%	4%	5%	13%	3%	4%	9%	3%	0%
Adj. Flow (vph)	16	116	37	16	27	44	19	378	26	72	306	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	169	0	0	87	0	0	423	0	0	395	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	27.5	27.5		27.5	27.5		47.5	47.5		47.5	47.5	
Total Split (s)	27.5	27.5	0.0	27.5	27.5	0.0	47.5	47.5	0.0	47.5	47.5	0.0
Total Split (%)	36.7%	36.7%	0.0%	36.7%	36.7%	0.0%	63.3%	63.3%	0.0%	63.3%	63.3%	0.0%
Maximum Green (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	4.0	7.5	7.5	4.0	7.5	7.5	4.0	7.5	7.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		20.0			20.0			40.0			40.0	
Actuated g/C Ratio		0.27			0.27			0.53			0.53	
v/c Ratio		0.35			0.21			0.41			0.43	
Control Delay		24.7			23.1			11.7			12.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		24.7			23.1			11.7			12.4	
LOS		C			C			B			B	
Approach Delay		24.7			23.1			11.7			12.4	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		63			31			107			102	
Queue Length 95th (ft)		115			67			138			166	
Internal Link Dist (ft)		688			456			1239			446	
Turn Bay Length (ft)												

Lanes, Volumes, Timings  
 105: PEARL STREET & WASHINGTON AVENUE

9/15/2008

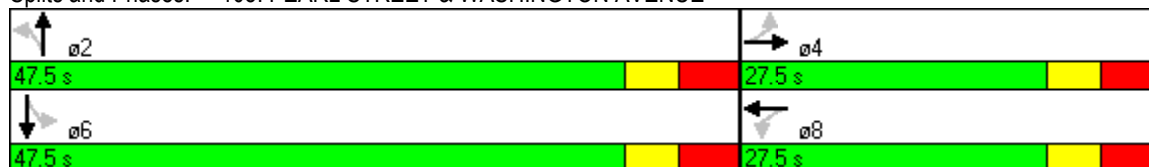


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		488			414			1044				911
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.35			0.21			0.41				0.43

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	47.5 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	75
Control Type:	Pretimed
Maximum v/c Ratio:	0.43
Intersection Signal Delay:	14.9
Intersection LOS:	B
Intersection Capacity Utilization	64.1%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 105: PEARL STREET & WASHINGTON AVENUE



Lanes, Volumes, Timings  
106: LINDERMAN AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	15	25	20	5	25	20	15	285	5	10	305	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.956			0.946			0.998			0.996	
Flt Protected		0.987			0.995			0.998			0.999	
Satd. Flow (prot)	0	1673	0	0	1461	0	0	1796	0	0	1570	0
Flt Permitted		0.931			0.976			0.971			0.985	
Satd. Flow (perm)	0	1578	0	0	1433	0	0	1747	0	0	1548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			27			2			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		320			574			520			1319	
Travel Time (s)		7.3			13.0			11.8			30.0	
Peak Hour Factor	0.76	0.76	0.76	0.75	0.75	0.75	0.76	0.76	0.76	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Parking (#/hr)				5	5	5				5	5	5
Adj. Flow (vph)	20	33	26	7	33	27	20	375	7	12	381	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	0	67	0	0	402	0	0	405	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Split (s)	27.0	27.0	0.0	27.0	27.0	0.0	33.0	33.0	0.0	33.0	33.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	45.0%	45.0%	0.0%	55.0%	55.0%	0.0%	55.0%	55.0%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		27.0	27.0		27.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		21.0			21.0			27.0			27.0	
Actuated g/C Ratio		0.35			0.35			0.45			0.45	
v/c Ratio		0.14			0.13			0.51			0.58	
Control Delay		10.6			9.9			14.6			16.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.6			9.9			14.6			16.4	
LOS		B			A			B			B	
Approach Delay		10.6			9.9			14.6			16.4	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)		13			9			97			102	
Queue Length 95th (ft)		30			25			130			150	
Internal Link Dist (ft)		240			494			440			1239	



Lanes, Volumes, Timings  
 106: LINDERMAN AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		569			519			787				698
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.14			0.13			0.51				0.58

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.58
Intersection Signal Delay:	14.7
Intersection LOS:	B
Intersection Capacity Utilization	38.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 106: LINDERMAN AVE. & WASHINGTON AVENUE



Lanes, Volumes, Timings  
108: MAIN STREET & GREEN STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Volume (vph)	0	0	0	25	120	0	0	0	0	0	180	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15	15	15	15	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												0.993
Flt Protected					0.991							
Satd. Flow (prot)	0	0	0	0	1777	0	0	0	0	0	1834	0
Flt Permitted					0.991							
Satd. Flow (perm)	0	0	0	0	1777	0	0	0	0	0	1834	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												5
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		571			316			336			215	
Travel Time (s)		13.0			7.2			7.6			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%	0%	0%	0%	0%	2%	2%
Parking (#/hr)				5	5	5				5	5	5
Adj. Flow (vph)	0	0	0	27	130	0	0	0	0	0	196	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	157	0	0	0	0	0	207	0
Turn Type				Perm								
Protected Phases					8							6
Permitted Phases				8								
Minimum Split (s)				23.0	23.0							23.0
Total Split (s)	0.0	0.0	0.0	33.0	33.0	0.0	0.0	0.0	0.0	0.0	32.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	50.8%	50.8%	0.0%	0.0%	0.0%	0.0%	0.0%	49.2%	0.0%
Maximum Green (s)				26.0	26.0						25.0	
Yellow Time (s)				3.0	3.0						3.0	
All-Red Time (s)				4.0	4.0						4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	7.0	7.0	4.0	4.0	4.0	4.0	4.0	7.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				5.0	5.0						5.0	
Flash Dont Walk (s)				11.0	11.0						11.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)					26.0						25.0	
Actuated g/C Ratio					0.40						0.38	
v/c Ratio					0.22						0.29	
Control Delay					13.9						14.9	
Queue Delay					0.0						0.0	
Total Delay					13.9						14.9	
LOS					B						B	
Approach Delay					13.9						14.9	
Approach LOS					B						B	
Queue Length 50th (ft)					39						54	
Queue Length 95th (ft)					76						99	
Internal Link Dist (ft)		491			236			256			135	

Lanes, Volumes, Timings  
 108: MAIN STREET & GREEN STREET

9/15/2008

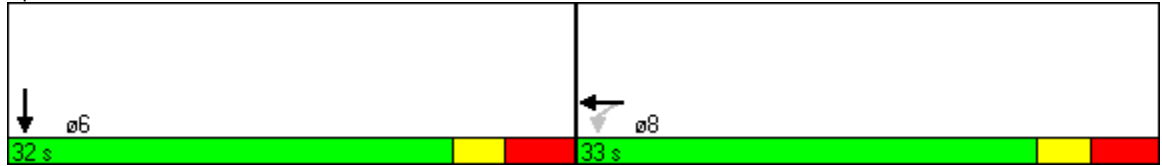


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)					711						708	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.22						0.29	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	0 (0%), Referenced to phase 6:SBT, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.29
Intersection Signal Delay:	14.5
Intersection LOS:	B
Intersection Capacity Utilization	29.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 108: MAIN STREET & GREEN STREET



Lanes, Volumes, Timings  
111: N. FRONT STREET & WALL STREET

9/15/2008



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↘	↗
Volume (vph)	110	0	0	200	150	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	9	9
Storage Length (ft)		0	0		0	75
Storage Lanes		0	0		1	1
Taper Length (ft)		25	25		25	100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>						0.850
Fl <sub>t</sub> Protected					0.950	
Satd. Flow (prot)	1583	0	0	2111	1354	1211
Fl <sub>t</sub> Permitted					0.950	
Satd. Flow (perm)	1583	0	0	2111	1354	1211
Right Turn on Red		Yes				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	362			139	475	
Travel Time (s)	8.2			3.2	10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	2%	2%	2%
Parking (#/hr)	10	10			10	10
Adj. Flow (vph)	120	0	0	217	163	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	0	0	217	163	27
Turn Type						Perm
Protected Phases	4			8	2	
Permitted Phases						2
Minimum Split (s)	23.0			23.0	23.0	23.0
Total Split (s)	33.0	0.0	0.0	33.0	27.0	27.0
Total Split (%)	55.0%	0.0%	0.0%	55.0%	45.0%	45.0%
Maximum Green (s)	26.0			26.0	20.0	20.0
Yellow Time (s)	3.0			3.0	3.0	3.0
All-Red Time (s)	4.0			4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	4.0	4.0	7.0	7.0	7.0
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	26.0			26.0	20.0	20.0
Actuated g/C Ratio	0.43			0.43	0.33	0.33
v/c Ratio	0.17			0.24	0.36	0.07
Control Delay	11.3			11.6	18.1	14.3
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	11.3			11.6	18.1	14.3
LOS	B			B	B	B
Approach Delay	11.3			11.6	17.5	
Approach LOS	B			B	B	

Lanes, Volumes, Timings  
 111: N. FRONT STREET & WALL STREET

9/15/2008

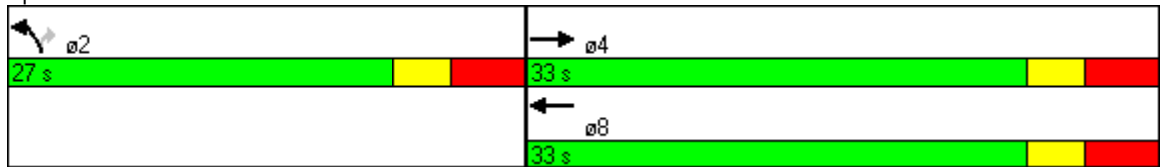


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 50th (ft)	25			47	44	7
Queue Length 95th (ft)	53			86	88	21
Internal Link Dist (ft)	282			59	395	
Turn Bay Length (ft)						75
Base Capacity (vph)	686			915	451	404
Starvation Cap Reductn	0			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.17			0.24	0.36	0.07

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	27 (45%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.36
Intersection Signal Delay:	13.7
Intersection LOS:	B
Intersection Capacity Utilization	30.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 111: N. FRONT STREET & WALL STREET



Lanes, Volumes, Timings  
112: JOHN STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↑	↗			
Volume (vph)	25	175	0	0	0	0	0	160	75	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	11	11	10	12	12	12
Storage Length (ft)	0		0	0		0	0		50	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25		25	25		25	25		100	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt									0.850			
Flt Protected		0.994										
Satd. Flow (prot)	0	2140	0	0	0	0	0	1531	1281	0	0	0
Flt Permitted		0.994										
Satd. Flow (perm)	0	2140	0	0	0	0	0	1531	1281	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			259			581			475	
Travel Time (s)		8.3			5.9			13.2			10.8	
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Parking (#/hr)							10	10	10			
Adj. Flow (vph)	28	197	0	0	0	0	0	174	82	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	225	0	0	0	0	0	174	82	0	0	0
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	27.0	27.0						27.0	27.0			
Total Split (s)	27.0	27.0	0.0	0.0	0.0	0.0	0.0	27.0	27.0	0.0	0.0	0.0
Total Split (%)	38.6%	38.6%	0.0%	0.0%	0.0%	0.0%	0.0%	38.6%	38.6%	0.0%	0.0%	0.0%
Maximum Green (s)	22.0	22.0						22.0	22.0			
Yellow Time (s)	3.0	3.0						3.0	3.0			
All-Red Time (s)	2.0	2.0						2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.0						22.0	22.0			
Actuated g/C Ratio		0.31						0.31	0.31			
v/c Ratio		0.33						0.36	0.20			
Control Delay		20.1						22.7	20.7			
Queue Delay		0.0						0.0	0.0			
Total Delay		20.1						22.7	20.7			
LOS		C						C	C			
Approach Delay		20.1						22.1				
Approach LOS		C						C				

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	16.0
Total Split (s)	16.0
Total Split (%)	23%
Maximum Green (s)	11.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	5.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Lanes, Volumes, Timings  
 112: JOHN STREET & WALL STREET

9/15/2008

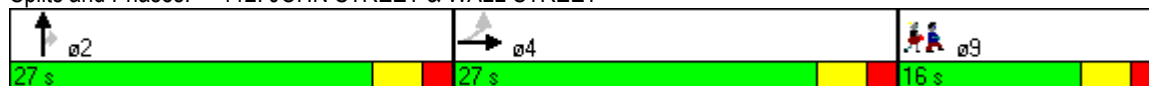


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		73						61	27			
Queue Length 95th (ft)		125						114	61			
Internal Link Dist (ft)		285			179			501			395	
Turn Bay Length (ft)									50			
Base Capacity (vph)		673						481	403			
Starvation Cap Reductn		0						0	0			
Spillback Cap Reductn		0						0	0			
Storage Cap Reductn		0						0	0			
Reduced v/c Ratio		0.33						0.36	0.20			

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:NBT, Start of Green
Natural Cycle:	70
Control Type:	Pretimed
Maximum v/c Ratio:	0.36
Intersection Signal Delay:	21.2
Intersection LOS:	C
Intersection Capacity Utilization:	27.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 112: JOHN STREET & WALL STREET





# HCM Unsignalized Intersection Capacity Analysis

## 909: MAIN STREET & WALL STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↑				
Volume (veh/h)	0	0	0	0	120	40	40	210	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	130	43	43	228	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)	316				400							
pX, platoon unblocked												
vC, conflicting volume	174	0			152			174	0	266	152	152
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	174	0			152			174	0	266	152	152
tC, single (s)	4.1	4.1			7.1			6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2	2.2			3.5			4.0	3.3	3.5	4.0	3.3
p0 queue free %	100	100			95			68	100	100	100	100
cM capacity (veh/h)	1415	1636			820			719	1091	521	743	899

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	174	43	228
Volume Left	0	43	0
Volume Right	43	0	0
cSH	1700	820	719
Volume to Capacity	0.10	0.05	0.32
Queue Length 95th (ft)	0	4	34
Control Delay (s)	0.0	9.6	12.3
Lane LOS		A	B
Approach Delay (s)	0.0	11.9	
Approach LOS		B	

Intersection Summary		
Average Delay		7.2
Intersection Capacity Utilization	26.5%	ICU Level of Service
Analysis Period (min)		15
A		

Lanes, Volumes, Timings  
113: PEARL STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↕				
Volume (vph)	50	125	0	0	60	90	20	125	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	16	16	16	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.919			0.988				
Fl <sub>t</sub> Protected		0.986						0.994				
Satd. Flow (prot)	0	2123	0	0	1746	0	0	1822	0	0	0	0
Fl <sub>t</sub> Permitted		0.883						0.994				
Satd. Flow (perm)	0	1901	0	0	1746	0	0	1822	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								6				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		262			421			362				332
Travel Time (s)		6.0			9.6			8.2				7.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Parking (#/hr)							5	5	5			
Adj. Flow (vph)	54	136	0	0	65	98	22	136	16	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	190	0	0	163	0	0	174	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			1				
Permitted Phases	4						1					
Minimum Split (s)	21.0	21.0			21.0		21.0	21.0				
Total Split (s)	39.0	39.0	0.0	0.0	39.0	0.0	23.0	23.0	0.0	0.0	0.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	0.0%	48.8%	0.0%	28.8%	28.8%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	34.0	34.0			34.0		18.0	18.0				
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0				
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead				
Lead-Lag Optimize?							Yes	Yes				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		34.0			34.0			18.0				
Actuated g/C Ratio		0.42			0.42			0.22				
v/c Ratio		0.24			0.22			0.42				
Control Delay		15.7			15.6			29.2				
Queue Delay		0.0			0.0			0.0				
Total Delay		15.7			15.6			29.2				
LOS		B			B			C				
Approach Delay		15.7			15.6			29.2				
Approach LOS		B			B			C				
Queue Length 50th (ft)		59			50			72				
Queue Length 95th (ft)		102			90			130				
Internal Link Dist (ft)		182			341			282				252

Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Minimum Split (s)	18.0
Total Split (s)	18.0
Total Split (%)	23%
Maximum Green (s)	14.0
Yellow Time (s)	2.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Walk Time (s)	5.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008

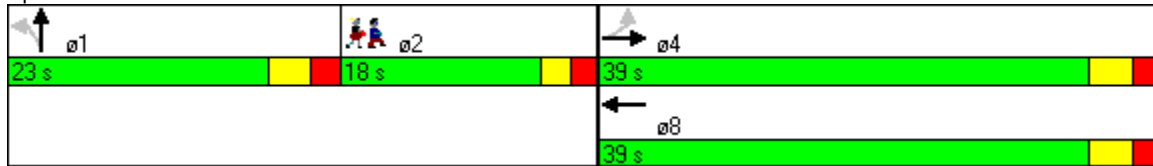


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		808			742			415				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.24			0.22			0.42				

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	23 (29%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.42
Intersection Signal Delay:	20.1
Intersection LOS:	C
Intersection Capacity Utilization	39.1%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 113: PEARL STREET & WALL STREET



Lanes, Volumes, Timings  
 115: SCHWENK DR.#1 & KINGSTON PLZ

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	165	95	5	155	25	5	20	1	10	20	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	14	14	14	13	13	13
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	1		1
Taper Length (ft)	75		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.982			0.994				0.850
Flt Protected	0.950				0.999			0.991		0.950		
Satd. Flow (prot)	1745	1837	1568	0	1864	0	0	1996	0	1865	1963	1605
Flt Permitted	0.429				0.991			0.991		0.950		
Satd. Flow (perm)	788	1837	1568	0	1849	0	0	1996	0	1865	1963	1605
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)												130
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		904			734			421			273	
Travel Time (s)		20.5			16.7			9.6			6.2	
Peak Hour Factor	0.93	0.93	0.93	0.83	0.83	0.83	0.56	0.56	0.56	0.91	0.91	1.00
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	4%
Adj. Flow (vph)	258	177	102	6	187	30	9	36	2	11	22	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	177	102	0	223	0	0	47	0	11	22	130
Turn Type	pm+pt		Perm	Perm			Split			Split		Prot
Protected Phases	5	2			6		11	11		10	10	10
Permitted Phases	2		2	6								
Minimum Split (s)	20.0	20.0	20.0	38.0	38.0		18.0	18.0		17.0	17.0	17.0
Total Split (s)	47.0	90.0	90.0	38.0	38.0	0.0	18.0	18.0	0.0	17.0	17.0	17.0
Total Split (%)	31.3%	60.0%	60.0%	25.3%	25.3%	0.0%	12.0%	12.0%	0.0%	11.3%	11.3%	11.3%
Maximum Green (s)	45.0	83.0	83.0	31.0	31.0		11.0	11.0		10.0	10.0	10.0
Yellow Time (s)	2.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	2.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	7.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead				
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	88.0	83.0	83.0		36.0			11.0		10.0	10.0	10.0
Actuated g/C Ratio	0.59	0.55	0.55		0.24			0.07		0.07	0.07	0.07
v/c Ratio	0.34	0.17	0.12		0.50			0.32		0.09	0.17	0.57
Control Delay	16.5	17.1	16.5		53.9			72.3		67.6	69.4	20.5
Queue Delay	0.0	0.0	0.0		0.0			0.0		0.0	0.0	0.0
Total Delay	16.5	17.1	16.5		53.9			72.3		67.6	69.4	20.5
LOS	B	B	B		D			E		E	E	C
Approach Delay		16.7			53.9			72.3			30.3	
Approach LOS		B			D			E			C	
Queue Length 50th (ft)	118	83	46		190			44		10	21	0

Lane Group		ø12
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases		12
Permitted Phases		
Minimum Split (s)		25.0
Total Split (s)		25.0
Total Split (%)		17%
Maximum Green (s)		23.0
Yellow Time (s)		2.0
All-Red Time (s)		0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Walk Time (s)		7.0
Flash Dont Walk (s)		10.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		

Lanes, Volumes, Timings  
 115: SCHWENK DR.#1 & KINGSTON PLZ

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	169	126	78		253			54		32	52	68
Internal Link Dist (ft)		824			654			341			193	
Turn Bay Length (ft)	100											
Base Capacity (vph)	749	1016	868		444			146		124	131	228
Starvation Cap Reductn	0	0	0		0			0		0	0	0
Spillback Cap Reductn	0	0	0		0			0		0	0	0
Storage Cap Reductn	0	0	0		0			0		0	0	0
Reduced v/c Ratio	0.34	0.17	0.12		0.50			0.32		0.09	0.17	0.57

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	33 (22%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	120
Control Type:	Pretimed
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	30.2
Intersection LOS:	C
Intersection Capacity Utilization	46.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 115: SCHWENK DR.#1 & KINGSTON PLZ

ø2	ø10	ø11	ø12
90 s	17 s	18 s	25 s
ø5	ø6		
47 s	38 s		

# HCM Unsignalized Intersection Capacity Analysis

## 904: N. FRONT STREET & FAIR STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕		↖	↗						↗		
Volume (veh/h)	20	0	105	30	190	30	0	0	0	0	80	20	
Sign Control		Free			Free			Stop			Stop		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	22	0	114	33	207	33	0	0	0	0	87	22	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type	None			None									
Median storage (veh)													
Upstream signal (ft)	139												
pX, platoon unblocked				0.98				0.98	0.98	0.98	0.98	0.98	
vC, conflicting volume	239			114				438	405	57	389	446	223
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	239			83				414	380	25	364	422	223
tC, single (s)	4.1			4.1				7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)													
tF (s)	2.2			2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			98				100	100	100	100	82	97
cM capacity (veh/h)	1340			1493				442	523	1034	566	495	822

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	136	33	239	109
Volume Left	22	33	0	0
Volume Right	114	0	33	22
cSH	1340	1493	1700	538
Volume to Capacity	0.02	0.02	0.14	0.20
Queue Length 95th (ft)	1	2	0	19
Control Delay (s)	1.4	7.5	0.0	13.4
Lane LOS	A	A		B
Approach Delay (s)	1.4	0.9		13.4
Approach LOS				B

Intersection Summary			
Average Delay		3.6	
Intersection Capacity Utilization	34.8%		ICU Level of Service
Analysis Period (min)		15	A



HCM Unsignalized Intersection Capacity Analysis  
 906: JOHN STREET & FAIR STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶									↷	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	175	75	0	0	0	0	0	0	50	155	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	190	82	0	0	0	0	0	0	54	168	0
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>SB 1</b>										
Volume Total (vph)	272	223										
Volume Left (vph)	0	54										
Volume Right (vph)	82	0										
Hadj (s)	-0.18	0.05										
Departure Headway (s)	4.3	4.6										
Degree Utilization, x	0.32	0.28										
Capacity (veh/h)	802	749										
Control Delay (s)	9.3	9.4										
Approach Delay (s)	9.3	9.4										
Approach LOS	A	A										
<b>Intersection Summary</b>												
Delay			9.3									
HCM Level of Service			A									
Intersection Capacity Utilization			31.4%	ICU Level of Service								A
Analysis Period (min)			15									

Lanes, Volumes, Timings  
116: MAIN STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	25	105	0	0	0	0	0	150	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	75		0	0		0	0		50
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00								0.96
Frt												0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	2006	2111	0	0	0	0	0	1630	1385
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1997	2111	0	0	0	0	0	1630	1332
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		400			472			331				493
Travel Time (s)		9.1			10.7			7.5				11.2
Confl. Peds. (#/hr)				3								15
Peak Hour Factor	0.92	0.92	0.92	0.78	0.78	0.78	0.92	0.92	0.92	0.71	0.71	0.71
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)										5	5	5
Adj. Flow (vph)	0	0	0	32	135	0	0	0	0	0	211	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	32	135	0	0	0	0	0	211	106
Turn Type				Perm								Perm
Protected Phases					8							6
Permitted Phases				8								6
Minimum Split (s)				28.0	28.0						32.0	32.0
Total Split (s)	0.0	0.0	0.0	28.0	28.0	0.0	0.0	0.0	0.0	0.0	32.0	32.0
Total Split (%)	0.0%	0.0%	0.0%	40.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	45.7%	45.7%
Maximum Green (s)				24.0	24.0						28.0	28.0
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				0.0	0.0						0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)				24.0	24.0						28.0	28.0
Actuated g/C Ratio				0.34	0.34						0.40	0.40
v/c Ratio				0.05	0.19						0.32	0.20
Control Delay				15.7	17.0						16.2	15.0
Queue Delay				0.0	0.0						0.0	0.0
Total Delay				15.7	17.0						16.2	15.0
LOS				B	B						B	B

Lanes, Volumes, Timings  
 116: MAIN STREET & FAIR STREET

9/15/2008

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	10.0
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	7.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	4.0
Flash Dont Walk (s)	3.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lanes, Volumes, Timings  
 116: MAIN STREET & FAIR STREET

9/15/2008

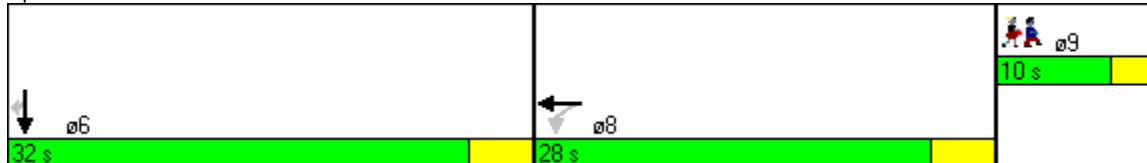


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					16.8						15.8	
Approach LOS					B						B	
Queue Length 50th (ft)				9	40						61	29
Queue Length 95th (ft)				22	66						81	46
Internal Link Dist (ft)		320			392			251			413	
Turn Bay Length (ft)				75								50
Base Capacity (vph)				685	724						652	533
Starvation Cap Reductn				0	0						0	0
Spillback Cap Reductn				0	0						0	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.05	0.19						0.32	0.20

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 6:SBT, Start of Green
Natural Cycle:	70
Control Type:	Pretimed
Maximum v/c Ratio:	0.32
Intersection Signal Delay:	16.2
Intersection LOS:	B
Intersection Capacity Utilization:	25.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 116: MAIN STREET & FAIR STREET



Lanes, Volumes, Timings  
 117: PEARL STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	135	15	15	125	0	0	0	0	85	65	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							0.99
Frt		0.987										0.992
Flt Protected					0.995							0.974
Satd. Flow (prot)	0	1605	0	0	1853	0	0	0	0	0	2035	0
Flt Permitted					0.952							0.974
Satd. Flow (perm)	0	1605	0	0	1773	0	0	0	0	0	2027	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10										7
Link Speed (mph)		30			30			30				30
Link Distance (ft)		421			552			360				331
Travel Time (s)		9.6			12.5			8.2				7.5
Confl. Peds. (#/hr)			2	2						4		8
Peak Hour Factor	0.62	0.62	0.62	0.61	0.61	0.61	0.92	0.92	0.92	0.71	0.71	0.71
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Parking (#/hr)	5	5	5									
Adj. Flow (vph)	0	218	24	25	205	0	0	0	0	120	92	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	242	0	0	230	0	0	0	0	0	226	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8						6		
Minimum Split (s)		27.0		27.0	27.0					33.0	33.0	
Total Split (s)	0.0	27.0	0.0	27.0	27.0	0.0	0.0	0.0	0.0	33.0	33.0	0.0
Total Split (%)	0.0%	45.0%	0.0%	45.0%	45.0%	0.0%	0.0%	0.0%	0.0%	55.0%	55.0%	0.0%
Maximum Green (s)		22.0		22.0	22.0					28.0	28.0	
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		22.0			22.0							28.0
Actuated g/C Ratio		0.37			0.37							0.47
v/c Ratio		0.41			0.35							0.24
Control Delay		16.1			17.4							10.1
Queue Delay		0.0			0.0							0.0
Total Delay		16.1			17.4							10.1
LOS		B			B							B
Approach Delay		16.1			17.4							10.1
Approach LOS		B			B							B
Queue Length 50th (ft)		60			84							44

Lanes, Volumes, Timings  
 117: PEARL STREET & FAIR STREET

9/15/2008

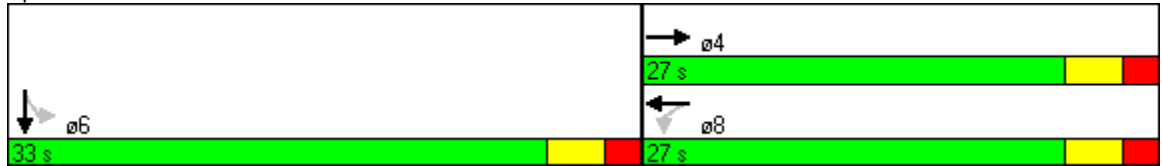


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		70			111						61	
Internal Link Dist (ft)		341			472			280			251	
Turn Bay Length (ft)												
Base Capacity (vph)		595			650						950	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.41			0.35						0.24	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.41
Intersection Signal Delay:	14.6
Intersection LOS:	B
Intersection Capacity Utilization	40.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 117: PEARL STREET & FAIR STREET



Lanes, Volumes, Timings  
 118: ST. JAMES STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	40	15	15	20	0	0	0	0	5	70	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	9	9	9	9	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.963										0.978
Fl <sub>t</sub> Protected					0.979							0.997
Satd. Flow (prot)	0	1494	0	0	1519	0	0	0	0	0	1459	0
Fl <sub>t</sub> Permitted					0.901							0.997
Satd. Flow (perm)	0	1494	0	0	1398	0	0	0	0	0	1459	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20										17
Link Speed (mph)		30			30			30				30
Link Distance (ft)		382			318			1050				354
Travel Time (s)		8.7			7.2			23.9				8.0
Peak Hour Factor	0.75	0.75	0.75	0.65	0.65	0.65	0.92	0.92	0.92	0.88	0.88	0.88
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Adj. Flow (vph)	0	53	20	23	31	0	0	0	0	6	80	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	54	0	0	0	0	0	103	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8							6	
Minimum Split (s)		30.0		30.0	30.0					30.0	30.0	
Total Split (s)	0.0	30.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0	30.0	30.0	0.0
Total Split (%)	0.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)		25.0		25.0	25.0					25.0	25.0	
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		25.0		25.0	25.0					25.0	25.0	
Actuated g/C Ratio		0.42		0.42	0.42					0.42	0.42	
v/c Ratio		0.12		0.09	0.09					0.17	0.17	
Control Delay		9.0		11.2	11.2					10.3	10.3	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay		9.0		11.2	11.2					10.3	10.3	
LOS		A		B	B					B	B	
Approach Delay		9.0		11.2	11.2					10.3	10.3	
Approach LOS		A		B	B					B	B	
Queue Length 50th (ft)		11		11	11					18	18	
Queue Length 95th (ft)		26		21	21					43	43	
Internal Link Dist (ft)		302		238	238			970		274	274	
Turn Bay Length (ft)												

Lanes, Volumes, Timings  
 118: ST. JAMES STREET & FAIR STREET

9/15/2008

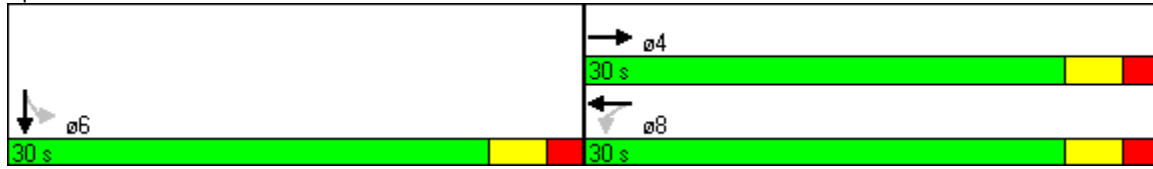


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		634			583							618
Starvation Cap Reductn		0			0							0
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.12			0.09							0.17

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.17
Intersection Signal Delay:	10.1
Intersection LOS:	B
Intersection Capacity Utilization	21.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 118: ST. JAMES STREET & FAIR STREET





Phone:  
E-Mail:

Fax:

ALL-WAY STOP CONTROL (AWSC) ANALYSIS

Analyst: RM  
 Agency/Co.: RBA Group  
 Date Performed: 9/9/2008  
 Analysis Time Period: AM Peak Existing  
 Intersection: Greenkill / Fair / Boulevard  
 Jurisdiction: Kingston, NY  
 Units: U. S. Customary  
 Analysis Year: 2008  
 Project ID:  
 East/West Street: Greenkill  
 North/South Street: Boulevard / Fair

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	40	110	16	140	100	45	15	75	220	15	85	60
% Thrus Left Lane	50						50					

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	TR	LTR		LT	TR
PHF	0.92		0.92	0.92	0.92		0.92	0.92
Flow Rate	179		206	102	336		61	111
% Heavy Veh	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Opposing-Lanes	2		1		2		1	
Conflicting-lanes	2		2		2		2	
Geometry group	4b		5		4b		5	
Duration, T	0.25 hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	179		206	102	336		61	111
Left-Turn	43		152	0	16		16	0
Right-Turn	17		0	48	239		0	65
Prop. Left-Turns	0.2		0.7	0.0	0.0		0.3	0.0
Prop. Right-Turns	0.1		0.0	0.5	0.7		0.0	0.6
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
Geometry Group	4b		5		4b		5	
Adjustments Exhibit 17-33:								
hLT-adj	0.2		0.5		0.2		0.5	

hRT-adj	-0.6	-0.7	-0.6	-0.7
hHV-adj	1.7	1.7	1.7	1.7
hadj, computed	-0.0	0.4	-0.3	-0.4

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Worksheet 4 - Departure Headway and Service Time

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	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	179		206	102	336		61	111
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.16		0.18	0.09	0.30		0.05	0.10
hd, final value	6.62		6.76	6.05	5.91		6.76	6.21
x, final value	0.33		0.39	0.17	0.55		0.11	0.19
Move-up time, m		2.3		2.3		2.3		2.3
Service Time	4.3		4.5	3.7	3.6		4.5	3.9

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Worksheet 5 - Capacity and Level of Service

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	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	179		206	102	336		61	111
Service Time	4.3		4.5	3.7	3.6		4.5	3.9
Utilization, x	0.33		0.39	0.17	0.55		0.11	0.19
Dep. headway, hd	6.62		6.76	6.05	5.91		6.76	6.21
Capacity	429		456	352	583		311	361
Delay	12.54		13.65	10.00-	15.62		10.34	10.38
LOS	B		B	A	C		B	B
Approach:								
Delay		12.54		12.44		15.62		10.36
LOS		B		B		C		B
Intersection Delay	13.18				Intersection LOS	B		

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HCM Unsignalized Intersection Capacity Analysis  
 120: WESTBROOK LN & CLINTON AVE.#1

9/15/2008



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	65	15	350	125	35	285
Peak Hour Factor	0.68	0.68	0.93	0.93	0.89	0.89
Hourly flow rate (vph)	96	22	376	134	39	320

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	118	511	360
Volume Left (vph)	96	0	39
Volume Right (vph)	22	134	0
Hadj (s)	0.05	-0.14	0.02
Departure Headway (s)	5.9	4.6	4.9
Degree Utilization, x	0.19	0.65	0.49
Capacity (veh/h)	538	761	712
Control Delay (s)	10.4	15.7	12.5
Approach Delay (s)	10.4	15.7	12.5
Approach LOS	B	C	B

Intersection Summary			
Delay		13.9	
HCM Level of Service		B	
Intersection Capacity Utilization		57.0%	ICU Level of Service
Analysis Period (min)		15	B

Lanes, Volumes, Timings  
 119: MAIN STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Volume (vph)	0	0	125	485	330	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.991	
Flt Protected				0.989		
Satd. Flow (prot)	0	0	0	2097	1648	0
Flt Permitted				0.989		
Satd. Flow (perm)	0	0	0	2097	1648	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	472			335	285	
Travel Time (s)	10.7			7.6	6.5	
Confl. Peds. (#/hr)			12			12
Peak Hour Factor	0.92	0.92	0.77	0.84	0.84	0.56
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%
Parking (#/hr)					5	5
Adj. Flow (vph)	0	0	162	577	393	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	739	420	0
Sign Control	Stop			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.4%
Analysis Period (min)	15
	ICU Level of Service B

Lanes, Volumes, Timings  
121: PEARL STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↖	↗		↖		↗	↖	↖
Volume (vph)	0	210	10	0	150	445	0	185	5	285	40	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	9	9	9	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.98		1.00		0.99	1.00	
Frt		0.994				0.850		0.997			0.983	
Flt Protected										0.950		
Satd. Flow (prot)	0	1485	0	0	1710	1339	0	1656	0	1745	1801	0
Flt Permitted										0.408		
Satd. Flow (perm)	0	1485	0	0	1710	1308	0	1656	0	740	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				524		1			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		552			765			360			335	
Travel Time (s)		12.5			17.4			8.2			7.6	
Confl. Peds. (#/hr)			7			3			14	14		2
Peak Hour Factor	0.94	0.94	0.94	0.92	0.75	0.85	0.80	0.80	0.80	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Parking (#/hr)	5	5	5			5	5	5	5			
Adj. Flow (vph)	0	223	11	0	200	524	0	231	6	343	48	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	234	0	0	200	524	0	237	0	343	54	0
Turn Type						pm+ov				pm+pt		
Protected Phases		4			8	1		2		1	6	
Permitted Phases						8				6		
Minimum Split (s)		22.0			22.0	10.0		22.0		10.0	22.0	
Total Split (s)	0.0	45.0	0.0	0.0	45.0	15.0	0.0	35.0	0.0	15.0	50.0	0.0
Total Split (%)	0.0%	37.5%	0.0%	0.0%	37.5%	12.5%	0.0%	29.2%	0.0%	12.5%	41.7%	0.0%
Maximum Green (s)		40.0			40.0	13.0		30.0		13.0	45.0	
Yellow Time (s)		3.0			3.0	2.0		3.0		2.0	3.0	
All-Red Time (s)		2.0			2.0	0.0		2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0	2.0	4.0	5.0	4.0	2.0	5.0	4.0
Lead/Lag						Lead		Lag		Lead		
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		40.0			40.0	56.0		30.0		48.0	45.0	
Actuated g/C Ratio		0.33			0.33	0.47		0.25		0.40	0.38	
v/c Ratio		0.47			0.35	0.59		0.57		0.85	0.08	
Control Delay		31.9			32.4	3.7		45.5		49.1	22.3	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay		31.9			32.4	3.7		45.5		49.1	22.3	
LOS		C			C	A		D		D	C	
Approach Delay		31.9			11.7			45.5			45.4	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)		118			116	0		161		196	24	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	21.0
Total Split (s)	25.0
Total Split (%)	21%
Maximum Green (s)	22.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	10.0
Flash Dont Walk (s)	5.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

Lanes, Volumes, Timings  
 121: PEARL STREET & CLINTON AVE.#1

9/15/2008

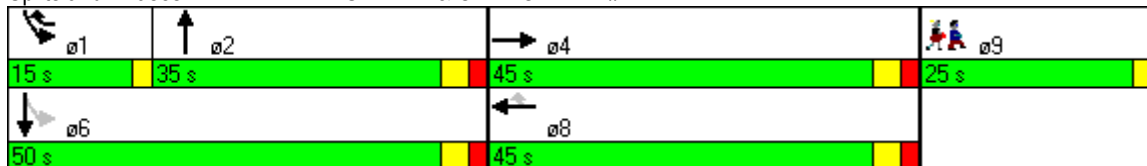


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		188			147	23		214		#274	48	
Internal Link Dist (ft)		472			685			280			255	
Turn Bay Length (ft)												
Base Capacity (vph)		496			570	893		415		405	679	
Starvation Cap Reductn		0			0	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		0.47			0.35	0.59		0.57		0.85	0.08	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 75  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 28.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 54.1%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 121: PEARL STREET & CLINTON AVE.#1



Lanes, Volumes, Timings  
122: ST. JAMES STREET & CLINTON AVE.

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	10	25	10	5	15	20	10	110	5	5	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00			0.99	
Frt		0.970			0.931			0.994			0.979	
Flt Protected		0.989			0.994			0.996			0.996	
Satd. Flow (prot)	0	1447	0	0	1392	0	0	1505	0	0	1475	0
Flt Permitted		0.955			0.978			0.971			0.969	
Satd. Flow (perm)	0	1397	0	0	1367	0	0	1465	0	0	1435	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			29			3			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		429			820			1001			373	
Travel Time (s)		9.8			18.6			22.8			8.5	
Confl. Peds. (#/hr)	1		9	9		1	8		1	1		8
Peak Hour Factor	0.84	0.84	0.84	0.70	0.70	0.70	0.74	0.74	0.74	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Adj. Flow (vph)	12	30	12	7	21	29	14	149	7	6	58	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	57	0	0	170	0	0	76	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	42.0	42.0	0.0	42.0	42.0	0.0	23.0	23.0	0.0	23.0	23.0	0.0
Total Split (%)	64.6%	64.6%	0.0%	64.6%	64.6%	0.0%	35.4%	35.4%	0.0%	35.4%	35.4%	0.0%
Maximum Green (s)	35.0	35.0		35.0	35.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		35.0			35.0			16.0			16.0	
Actuated g/C Ratio		0.54			0.54			0.25			0.25	
v/c Ratio		0.07			0.08			0.47			0.21	
Control Delay		6.3			4.7			25.5			18.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.3			4.7			25.5			18.8	
LOS		A			A			C			B	
Approach Delay		6.3			4.7			25.5			18.8	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		7			5			56			20	



Lanes, Volumes, Timings  
 122: ST. JAMES STREET & CLINTON AVE.

9/15/2008

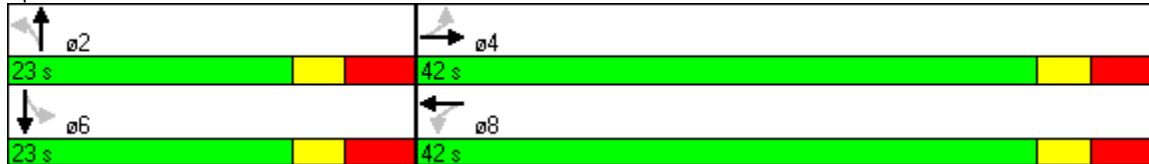


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		20			13			86			48	
Internal Link Dist (ft)		349			740			921			293	
Turn Bay Length (ft)												
Base Capacity (vph)		758			749			363			362	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.07			0.08			0.47			0.21	

Intersection Summary

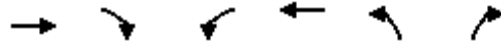
Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.47
Intersection Signal Delay:	17.9
Intersection LOS:	B
Intersection Capacity Utilization	38.3%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 122: ST. JAMES STREET & CLINTON AVE.



HCM Unsignalized Intersection Capacity Analysis  
 123: ALBANY AVE.#1 & MAIDEN LANE

9/15/2008



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻↻		↻
Volume (veh/h)	485	5	120	610	0	130
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	527	5	130	663	0	141
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	765			289		
pX, platoon unblocked			0.81		0.84	0.81
vC, conflicting volume			533		1122	530
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			299		743	295
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			87		100	75
cM capacity (veh/h)			1026		260	569

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	533	351	442	141
Volume Left	0	130	0	0
Volume Right	5	0	0	141
cSH	1700	1026	1700	569
Volume to Capacity	0.31	0.13	0.26	0.25
Queue Length 95th (ft)	0	11	0	24
Control Delay (s)	0.0	4.2	0.0	13.4
Lane LOS		A		B
Approach Delay (s)	0.0	1.8		13.4
Approach LOS				B

Intersection Summary			
Average Delay		2.3	
Intersection Capacity Utilization		52.8%	ICU Level of Service A
Analysis Period (min)		15	

Lanes, Volumes, Timings  
124: ALBANY AVE.#1 &

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↑	↖
Volume (vph)	0	350	260	60	630	0	0	0	0	285	350	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25		100	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.936										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3313	0	1770	3539	0	0	0	0	1770	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	3313	0	1770	3539	0	0	0	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		208						30			103	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			146			236			403	
Travel Time (s)		6.6			3.3			5.4			9.2	
Peak Hour Factor	0.90	0.90	0.90	0.76	0.76	0.76	0.92	0.92	0.92	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	2%	0%	0%	0%	0%	2%	2%	2%
Adj. Flow (vph)	0	389	289	79	829	0	0	0	0	331	407	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	678	0	79	829	0	0	0	0	331	407	116
Turn Type				Prot						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases										4		4
Minimum Split (s)		50.0		35.0	85.0					25.0	25.0	25.0
Total Split (s)	0.0	50.0	0.0	35.0	85.0	0.0	0.0	0.0	0.0	25.0	25.0	25.0
Total Split (%)	0.0%	45.5%	0.0%	31.8%	77.3%	0.0%	0.0%	0.0%	0.0%	22.7%	22.7%	22.7%
Maximum Green (s)		45.0		30.0	80.0					20.0	20.0	20.0
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	3.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?												
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)		45.0		30.0	80.0					20.0	20.0	20.0
Actuated g/C Ratio		0.41		0.27	0.73					0.18	0.18	0.18
v/c Ratio		0.46		0.16	0.32					1.03	1.20	0.31
Control Delay		17.0		24.7	2.3					102.6	155.0	12.2
Queue Delay		0.0		11.2	0.8					0.0	0.0	0.0
Total Delay		17.0		36.0	3.0					102.6	155.0	12.2
LOS		B		D	A					F	F	B
Approach Delay		17.0			5.9						115.3	
Approach LOS		B			A						F	
Queue Length 50th (ft)		121		35	20					~251	~350	8

Lanes, Volumes, Timings  
 124: ALBANY AVE.#1 &

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		173		m52	18					#399	#506	52
Internal Link Dist (ft)		209			66			156			323	
Turn Bay Length (ft)												200
Base Capacity (vph)		1478		483	2574					322	339	372
Starvation Cap Reductn		0		373	1331					0	0	0
Spillback Cap Reductn		29		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		0.47		0.72	0.67					1.03	1.20	0.31

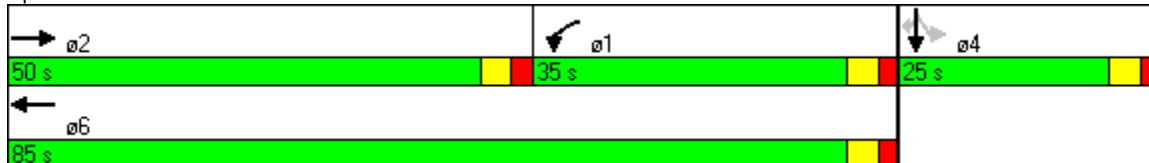
Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.20  
 Intersection Signal Delay: 47.3  
 Intersection Capacity Utilization 85.9%  
 Analysis Period (min) 15

Intersection LOS: D  
 ICU Level of Service E

- ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 124: ALBANY AVE.#1 &



Lanes, Volumes, Timings  
125: ALBANY AVE.#1 &

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑		↘	↑				
Volume (vph)	40	595	0	0	390	180	300	225	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				0.99							
Fr t					0.953							
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3539	0	0	3354	0	1770	1863	0	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1765	3539	0	0	3354	0	1770	1863	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					90							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		146			442			272				611
Travel Time (s)		3.3			10.0			6.2				13.9
Confl. Peds. (#/hr)	3						3					
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.96	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%
Adj. Flow (vph)	46	684	0	0	424	196	312	234	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	684	0	0	620	0	312	234	0	0	0	0
Turn Type	Prot						Perm					
Protected Phases	7	4			8			2				
Permitted Phases							2					
Minimum Split (s)	19.0	77.0			58.0		33.0	33.0				
Total Split (s)	19.0	77.0	0.0	0.0	58.0	0.0	33.0	33.0	0.0	0.0	0.0	0.0
Total Split (%)	17.3%	70.0%	0.0%	0.0%	52.7%	0.0%	30.0%	30.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	14.0	69.0			50.0		25.0	25.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	4.0			4.0		4.0	4.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	4.0	4.0	8.0	4.0	8.0	8.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Walk Time (s)		5.0			5.0		5.0	5.0				
Flash Dont Walk (s)		11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	14.0	69.0			50.0		25.0	25.0				
Actuated g/C Ratio	0.13	0.63			0.45		0.23	0.23				
v/c Ratio	0.20	0.31			0.39		0.78	0.55				
Control Delay	56.2	2.4			17.6		54.4	43.3				
Queue Delay	8.5	0.9			0.0		0.0	0.0				
Total Delay	64.6	3.2			17.7		54.4	43.3				
LOS	E	A			B		D	D				
Approach Delay		7.1			17.7			49.7				
Approach LOS		A			B			D				
Queue Length 50th (ft)	27	21			126		208	147				
Queue Length 95th (ft)	m42	m20			171		#337	228				
Internal Link Dist (ft)		66			362			192				531

Lanes, Volumes, Timings  
 125: ALBANY AVE.#1 &

9/15/2008

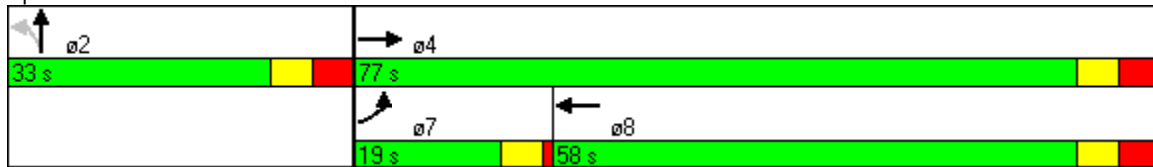


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)	225	2220			1574		402	423				
Starvation Cap Reductn	146	1176			0		0	0				
Spillback Cap Reductn	0	0			80		0	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.58	0.66			0.41		0.78	0.55				

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 84 (76%), Referenced to phase 4:EBT and 7:EBL, Start of Green  
 Natural Cycle: 110  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 22.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 85.9%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 125: ALBANY AVE.#1 &



## Arterial Level of Service: EB #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
FAIR STREET	III	30	38.8	17.1	55.9	0.31	19.7	C
PEARL STREET	III	30	9.8	49.1	58.9	0.06	3.9	F
BROADWAY	III	30	25.4	17.0	42.4	0.20	16.9	D
BROADWAY	III	30	4.3	2.4	6.7	0.03	14.9	D
Total	III		78.3	85.6	163.9	0.60	13.1	E

## Arterial Level of Service: WB #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	III	30	28.5	17.6	46.1	0.22	17.5	D
	III	30	4.3	2.3	6.6	0.03	15.1	D
CLINTON AVE.#1	III	30	25.4	3.7	29.1	0.20	24.7	B
KINGSTON PLZ	III	30	28.2	53.9	82.1	0.22	9.7	F
WASHINGTON AVENUE	III	30	38.8	35.4	74.2	0.31	14.8	D
Total	III		125.2	112.9	238.1	0.98	14.8	D

## Arterial Level of Service: NB FAIR STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SCHWENK DR.#1	IV	30	14.4	72.3	86.7	0.08	3.3	F
Total	IV		14.4	72.3	86.7	0.08	3.3	F

## Arterial Level of Service: SB FAIR STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
MAIN STREET	IV	30	16.8	16.2	33.0	0.09	10.2	D
PEARL STREET	IV	30	14.2	10.1	24.3	0.06	9.3	D
ST. JAMES STREET	IV	30	15.2	10.3	25.5	0.07	9.5	D
Total	IV		46.2	36.6	82.8	0.22	9.7	D

## Arterial Level of Service: NB WALL STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
PEARL STREET	IV	30	15.6	29.2	44.8	0.07	5.5	F
JOHN STREET	IV	30	19.8	22.7	42.5	0.11	9.3	D
N. FRONT STREET	IV	30	16.2	18.1	34.3	0.09	9.4	D
Total	IV		51.6	70.0	121.6	0.27	8.0	E

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**Arterial Level of Service: NB WASHINGTON AVENUE**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LINDERMAN AVE.	III	30	13.9	14.6	28.5	0.10	12.4	E
PEARL STREET	III	30	31.7	11.7	43.4	0.25	20.7	C
MAIN STREET	III	30	14.0	13.8	27.8	0.10	12.9	E
LUCAS AVE.	III	30	22.3	22.1	44.4	0.18	14.3	D
N. FRONT STREET	III	30	18.3	13.5	31.8	0.14	15.5	D
SCHWENK DR.#1	III	30	13.3	47.4	60.7	0.09	5.6	F
<b>Total</b>	<b>III</b>		<b>113.5</b>	<b>123.1</b>	<b>236.6</b>	<b>0.85</b>	<b>13.0</b>	<b>E</b>

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**Arterial Level of Service: SB WASHINGTON AVENUE**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
HURLEY AVE.	III	30	17.0	95.7	112.7	0.13	4.0	F
MUNICIPAL STADIUM RD	III	30	13.3	16.7	30.0	0.09	11.3	E
LUCAS AVE.	III	30	18.3	9.8	28.1	0.14	17.5	D
MAIN STREET	III	30	22.3	15.7	38.0	0.18	16.7	D
PEARL STREET	III	30	14.0	12.4	26.4	0.10	13.6	E
LINDERMAN AVE.	III	30	31.7	16.4	48.1	0.25	18.7	C
<b>Total</b>	<b>III</b>		<b>116.6</b>	<b>166.7</b>	<b>283.3</b>	<b>0.88</b>	<b>11.2</b>	<b>E</b>



**Weekday PM**

Lanes, Volumes, Timings  
 101: HURLEY AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	279	189	107	143	259	358	150	665	38	287	504	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	10	10	11	11	11	11
Storage Length (ft)	0		155	150		0	150		0	150		0
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25		25	75		25	25		150	25		100
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.946				0.850		0.992				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3301	0	1805	1837	1615	1652	3280	0	1728	1801	1561
Flt Permitted	0.438			0.523			0.118			0.143		
Satd. Flow (perm)	804	3301	0	994	1837	1615	205	3280	0	260	1801	1561
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		87						4				140
Link Speed (mph)		30			30			30				30
Link Distance (ft)		580			708			498				669
Travel Time (s)		13.2			16.1			11.3				15.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	0%	1%	2%	0%
Adj. Flow (vph)	303	205	116	155	282	389	163	723	41	312	548	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	303	321	0	155	282	389	163	764	0	312	548	186
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		6
Minimum Split (s)	9.5	23.0		9.5	23.0	23.0	9.0	24.0		9.0	23.0	23.0
Total Split (s)	20.0	46.0	0.0	20.0	46.0	46.0	23.0	41.0	0.0	23.0	41.0	41.0
Total Split (%)	15.4%	35.4%	0.0%	15.4%	35.4%	35.4%	17.7%	31.5%	0.0%	17.7%	31.5%	31.5%
Maximum Green (s)	15.0	39.0		15.0	39.0	39.0	18.0	34.0		18.0	34.0	34.0
Yellow Time (s)	5.0	4.0		5.0	4.0	4.0	5.0	4.0		5.0	4.0	4.0
All-Red Time (s)	0.0	3.0		0.0	3.0	3.0	0.0	3.0		0.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	5.0	7.0	7.0	5.0	7.0	4.0	5.0	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	56.0	39.0		56.0	39.0	39.0	54.0	34.0		54.0	34.0	34.0
Actuated g/C Ratio	0.43	0.30		0.43	0.30	0.30	0.42	0.26		0.42	0.26	0.26
v/c Ratio	0.67	0.31		0.30	0.51	0.80	0.57	0.89		1.00	1.16	0.36
Control Delay	31.3	26.0		21.9	41.6	55.9	33.9	59.3		85.7	137.3	13.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	31.3	26.0		21.9	41.6	55.9	33.9	59.3		85.7	137.3	13.3
LOS	C	C		C	D	E	C	E		F	F	B
Approach Delay		28.6			44.6			54.8			99.9	
Approach LOS		C			D			D			F	
Queue Length 50th (ft)	160	78		74	197	302	82	325		~202	~547	30

Lanes, Volumes, Timings  
 101: HURLEY AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	234	119		119	287	#458	154	#434		#399	#771	95
Internal Link Dist (ft)		500			628			418			589	
Turn Bay Length (ft)				150			150			150		
Base Capacity (vph)	455	1051		522	551	485	286	861		311	471	512
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.67	0.31		0.30	0.51	0.80	0.57	0.89		1.00	1.16	0.36

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 75.5 (58%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.16  
 Intersection Signal Delay: 61.3 Intersection LOS: E  
 Intersection Capacity Utilization 84.6% ICU Level of Service E  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 101: HURLEY AVE. & WASHINGTON AVENUE

ø1 23 s	ø2 41 s	ø3 20 s	ø4 46 s
ø5 23 s	ø6 41 s	ø7 20 s	ø8 46 s

Lanes, Volumes, Timings

102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	191	79	9	22	156	219	9	424	42	123	347	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	10	10	10	10	10	10	10
Storage Length (ft)	0		0	0		75	0		100	150		0
Storage Lanes	1		0	0		1	0		1	1		1
Taper Length (ft)	25		25	25		200	25		300	25		150
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.984				0.850		0.987				0.850
Flt Protected	0.950				0.994			0.999		0.950		
Satd. Flow (prot)	1745	1807	0	0	1653	1319	0	3264	0	1685	1739	1507
Flt Permitted	0.478				0.968			0.948		0.329		
Satd. Flow (perm)	878	1807	0	0	1609	1319	0	3097	0	583	1739	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				238		13				299
Link Speed (mph)		30			30			30				30
Link Distance (ft)		140			468			721				498
Travel Time (s)		3.2			10.6			16.4				11.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Parking (#/hr)					5	5						
Adj. Flow (vph)	208	86	10	24	170	238	10	461	46	134	377	299
Shared Lane Traffic (%)												
Lane Group Flow (vph)	208	96	0	0	194	238	0	517	0	134	377	299
Turn Type	pm+pt			Perm		Perm	Perm			pm+pt		Perm
Protected Phases	7	4			8			2		1	6	
Permitted Phases	4			8		8	2			6		6
Minimum Split (s)	10.0	21.5		21.5	21.5	21.5	21.5	21.5		9.0	21.5	21.5
Total Split (s)	10.0	42.5	0.0	25.0	25.0	25.0	25.0	25.0	0.0	10.0	47.5	47.5
Total Split (%)	11.1%	47.2%	0.0%	27.8%	27.8%	27.8%	27.8%	27.8%	0.0%	11.1%	52.8%	52.8%
Maximum Green (s)	8.0	37.0		23.0	23.0	23.0	23.0	23.0		8.0	42.0	42.0
Yellow Time (s)	2.0	3.0		2.0	2.0	2.0	2.0	2.0		2.0	3.0	3.0
All-Red Time (s)	0.0	2.5		0.0	0.0	0.0	0.0	0.0		0.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	2.0	5.5	4.0	2.0	2.0	2.0	2.0	2.0	4.0	2.0	5.5	5.5
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
Walk Time (s)		5.0		5.0	5.0	5.0	5.0	5.0			5.0	5.0
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0			11.0	11.0
Pedestrian Calls (#/hr)		0		0	0	0	0	0			0	0
Act Effct Green (s)	40.5	37.0		30.5	30.5	30.5	30.5	35.5		45.5	42.0	42.0
Actuated g/C Ratio	0.45	0.41		0.34	0.34	0.34	0.34	0.39		0.51	0.47	0.47
v/c Ratio	0.44	0.13		0.36	0.39	0.39	0.39	0.42		0.34	0.46	0.35
Control Delay	18.9	15.7		24.7	5.1	5.1	5.1	21.4		14.5	18.7	3.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	18.9	15.7		24.7	5.1	5.1	5.1	21.4		14.5	18.7	3.0
LOS	B	B		C	A	A	A	C		B	B	A
Approach Delay		17.9		13.9				21.4			12.2	
Approach LOS		B		B				C			B	

Lanes, Volumes, Timings

102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE

9/15/2008

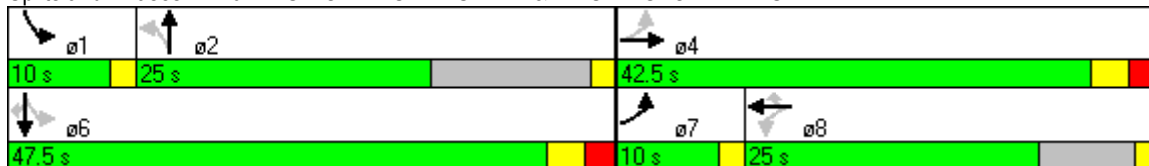


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	71	30			82	0		84		39	140	0
Queue Length 95th (ft)	120	61			140	50		m120		71	217	42
Internal Link Dist (ft)		60			388			641			418	
Turn Bay Length (ft)						75				150		
Base Capacity (vph)	472	748			545	604		1229		393	812	863
Starvation Cap Reductn	0	0			0	0		0		0	0	0
Spillback Cap Reductn	0	0			0	0		0		0	0	0
Storage Cap Reductn	0	0			0	0		0		0	0	0
Reduced v/c Ratio	0.44	0.13			0.36	0.39		0.42		0.34	0.46	0.35

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 65  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.46  
 Intersection Signal Delay: 15.7  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.4%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE



Lanes, Volumes, Timings  
103: LUCAS AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	38	113	54	18	47	48	84	384	25	39	265	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	14	14	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.962			0.943			0.991			0.986	
Fl <sub>t</sub> Protected		0.991			0.990			0.992			0.993	
Satd. Flow (prot)	0	1577	0	0	1452	0	0	1952	0	0	1669	0
Fl <sub>t</sub> Permitted		0.915			0.894			0.847			0.827	
Satd. Flow (perm)	0	1456	0	0	1311	0	0	1667	0	0	1390	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			47			5			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		353			613			928			721	
Travel Time (s)		8.0			13.9			21.1			16.4	
Peak Hour Factor	0.86	0.88	0.79	0.56	0.84	0.75	0.84	0.79	0.63	0.68	0.91	0.80
Heavy Vehicles (%)	0%	1%	0%	0%	9%	0%	2%	2%	3%	0%	3%	17%
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Adj. Flow (vph)	44	128	68	32	56	64	100	486	40	57	291	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	240	0	0	152	0	0	626	0	0	388	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	42.0	42.0		42.0	42.0		48.0	48.0		48.0	48.0	
Total Split (s)	42.0	42.0	0.0	42.0	42.0	0.0	48.0	48.0	0.0	48.0	48.0	0.0
Total Split (%)	46.7%	46.7%	0.0%	46.7%	46.7%	0.0%	53.3%	53.3%	0.0%	53.3%	53.3%	0.0%
Maximum Green (s)	34.0	34.0		34.0	34.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		34.0			34.0			40.0			40.0	
Actuated g/C Ratio		0.38			0.38			0.44			0.44	
v/c Ratio		0.42			0.29			0.84			0.62	
Control Delay		21.3			15.1			34.5			10.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.3			15.1			34.5			10.9	
LOS		C			B			C			B	
Approach Delay		21.3			15.1			34.5			10.9	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)		88			40			304			37	
Queue Length 95th (ft)		149			77			366			52	
Internal Link Dist (ft)		273			533			848			641	

Lanes, Volumes, Timings  
 103: LUCAS AVE. & WASHINGTON AVENUE

9/15/2008

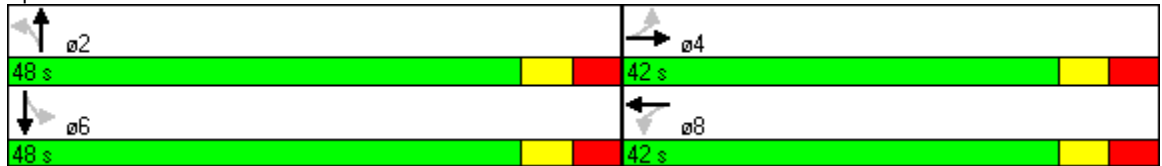


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		566			525			744			622	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.42			0.29			0.84			0.62	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	90
Control Type:	Pretimed
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	23.6
Intersection LOS:	C
Intersection Capacity Utilization:	69.4%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 103: LUCAS AVE. & WASHINGTON AVENUE



Lanes, Volumes, Timings  
104: MAIN STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	17	0	27	23	90	75	28	424	0	0	324	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	15	15	15	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.916			0.945							0.994
Fl <sub>t</sub> Protected		0.982			0.991			0.996				
Satd. Flow (prot)	0	1396	0	0	1720	0	0	2062	0	0	1582	0
Fl <sub>t</sub> Permitted		0.834			0.933			0.953				
Satd. Flow (perm)	0	1185	0	0	1619	0	0	1973	0	0	1582	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		40										5
Link Speed (mph)		30			30			30				30
Link Distance (ft)		342			571			526				928
Travel Time (s)		7.8			13.0			12.0				21.1
Peak Hour Factor	0.71	0.89	0.68	0.52	0.87	0.75	0.78	0.89	0.84	0.84	0.94	0.63
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Parking (#/hr)	5	5	5							5	5	5
Adj. Flow (vph)	24	0	40	44	103	100	36	476	0	0	345	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	247	0	0	512	0	0	361	0
Turn Type	Perm			Perm			Perm					
Protected Phases		4			8			2				6
Permitted Phases	4			8			2					
Minimum Split (s)	25.0	25.0		25.0	25.0		35.0	35.0			35.0	
Total Split (s)	28.0	28.0	0.0	28.0	28.0	0.0	37.0	37.0	0.0	0.0	37.0	0.0
Total Split (%)	43.1%	43.1%	0.0%	43.1%	43.1%	0.0%	56.9%	56.9%	0.0%	0.0%	56.9%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		30.0	30.0			30.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0	4.0	7.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0			5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		21.0			21.0			30.0			30.0	
Actuated g/C Ratio		0.32			0.32			0.46			0.46	
v/c Ratio		0.16			0.47			0.56			0.49	
Control Delay		9.4			16.1			15.7			14.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.4			16.1			15.7			14.9	
LOS		A			B			B			B	
Approach Delay		9.4			16.1			15.7			14.9	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)		6			56			139			93	
Queue Length 95th (ft)		30			90			220			161	
Internal Link Dist (ft)		262			491			446			848	



Lanes, Volumes, Timings  
 104: MAIN STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		410			523			911			733	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.16			0.47			0.56			0.49	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	15.2
Intersection LOS:	B
Intersection Capacity Utilization	68.1%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 104: MAIN STREET & WASHINGTON AVENUE



Lanes, Volumes, Timings  
105: PEARL STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	17	66	22	26	63	61	13	373	17	59	304	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	15	15	15	15	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.948			0.993			0.992	
Flt Protected		0.992			0.991			0.997			0.992	
Satd. Flow (prot)	0	1892	0	0	1696	0	0	1998	0	0	1983	0
Flt Permitted		0.919			0.908			0.965			0.867	
Satd. Flow (perm)	0	1753	0	0	1553	0	0	1934	0	0	1733	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								6			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		768			536			1319			526	
Travel Time (s)		17.5			12.2			30.0			12.0	
Peak Hour Factor	0.71	0.69	0.92	0.72	0.79	0.85	0.54	0.88	0.71	0.87	0.86	0.61
Heavy Vehicles (%)	0%	1%	0%	27%	4%	5%	13%	3%	4%	9%	3%	0%
Adj. Flow (vph)	24	96	24	36	80	72	24	424	24	68	353	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	188	0	0	472	0	0	449	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	27.5	27.5		27.5	27.5		47.5	47.5		47.5	47.5	
Total Split (s)	27.5	27.5	0.0	27.5	27.5	0.0	47.5	47.5	0.0	47.5	47.5	0.0
Total Split (%)	36.7%	36.7%	0.0%	36.7%	36.7%	0.0%	63.3%	63.3%	0.0%	63.3%	63.3%	0.0%
Maximum Green (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	4.0	7.5	7.5	4.0	7.5	7.5	4.0	7.5	7.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		20.0			20.0			40.0			40.0	
Actuated g/C Ratio		0.27			0.27			0.53			0.53	
v/c Ratio		0.31			0.45			0.46			0.48	
Control Delay		24.2			27.2			12.4			13.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		24.2			27.2			12.4			13.0	
LOS		C			C			B			B	
Approach Delay		24.2			27.2			12.4			13.0	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		54			73			124			120	
Queue Length 95th (ft)		74			112			188			179	
Internal Link Dist (ft)		688			456			1239			446	
Turn Bay Length (ft)												

Lanes, Volumes, Timings  
 105: PEARL STREET & WASHINGTON AVENUE

9/15/2008

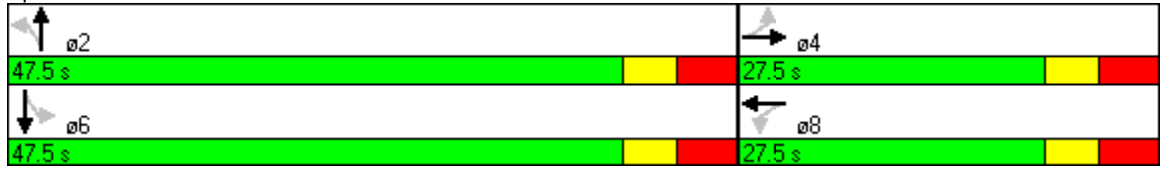


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		467			414			1034			928	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.31			0.45			0.46			0.48	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	47.5 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	75
Control Type:	Pretimed
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	16.2
Intersection LOS:	B
Intersection Capacity Utilization	68.7%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 105: PEARL STREET & WASHINGTON AVENUE



Lanes, Volumes, Timings  
 106: LINDERMAN AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	8	15	13	12	42	13	33	347	6	14	298	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.949			0.973			0.997			0.993	
Flt Protected		0.991			0.990			0.995			0.997	
Satd. Flow (prot)	0	1668	0	0	1495	0	0	1790	0	0	1564	0
Flt Permitted		0.950			0.945			0.934			0.949	
Satd. Flow (perm)	0	1599	0	0	1427	0	0	1681	0	0	1488	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			20			3			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		320			574			520			1319	
Travel Time (s)		7.3			13.0			11.8			30.0	
Peak Hour Factor	0.67	0.54	0.54	0.60	0.70	0.65	0.75	0.82	0.50	0.50	0.85	0.55
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Parking (#/hr)				5	5	5				5	5	5
Adj. Flow (vph)	12	28	24	20	60	20	44	423	12	28	351	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	100	0	0	479	0	0	399	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Split (s)	27.0	27.0	0.0	27.0	27.0	0.0	33.0	33.0	0.0	33.0	33.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	45.0%	45.0%	0.0%	55.0%	55.0%	0.0%	55.0%	55.0%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		27.0	27.0		27.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		21.0			21.0			27.0			27.0	
Actuated g/C Ratio		0.35			0.35			0.45			0.45	
v/c Ratio		0.11			0.20			0.63			0.59	
Control Delay		10.0			12.6			17.3			16.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.0			12.6			17.3			16.7	
LOS		A			B			B			B	
Approach Delay		10.0			12.6			17.3			16.7	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)		9			19			125			100	
Queue Length 95th (ft)		16			35			184			164	
Internal Link Dist (ft)		240			494			440			1239	

Lanes, Volumes, Timings  
 106: LINDERMAN AVE. & WASHINGTON AVENUE

9/15/2008

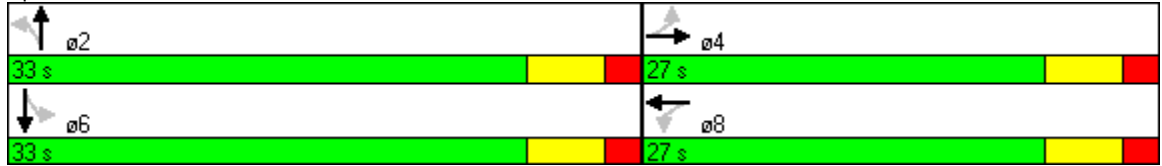


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		575			512			758				673
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.11			0.20			0.63				0.59

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	16.1
Intersection LOS:	B
Intersection Capacity Utilization	45.7%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 106: LINDERMAN AVE. & WASHINGTON AVENUE



Lanes, Volumes, Timings  
108: MAIN STREET & GREEN STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Volume (vph)	0	0	0	25	120	0	0	0	0	0	210	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15	15	15	15	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>												0.966
Fl <sub>t</sub> Protected					0.991							
Satd. Flow (prot)	0	0	0	0	1777	0	0	0	0	0	1784	0
Fl <sub>t</sub> Permitted					0.991							
Satd. Flow (perm)	0	0	0	0	1777	0	0	0	0	0	1784	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												30
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		571			316			336			215	
Travel Time (s)		13.0			7.2			7.6			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%	0%	0%	0%	0%	2%	2%
Parking (#/hr)				5	5	5				5	5	5
Adj. Flow (vph)	0	0	0	27	130	0	0	0	0	0	228	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	157	0	0	0	0	0	304	0
Turn Type				Perm								
Protected Phases					8							6
Permitted Phases				8								
Minimum Split (s)				23.0	23.0							23.0
Total Split (s)	0.0	0.0	0.0	33.0	33.0	0.0	0.0	0.0	0.0	0.0	32.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	50.8%	50.8%	0.0%	0.0%	0.0%	0.0%	0.0%	49.2%	0.0%
Maximum Green (s)				26.0	26.0						25.0	
Yellow Time (s)				3.0	3.0						3.0	
All-Red Time (s)				4.0	4.0						4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	7.0	7.0	4.0	4.0	4.0	4.0	4.0	7.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				5.0	5.0						5.0	
Flash Dont Walk (s)				11.0	11.0						11.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)					26.0						25.0	
Actuated g/C Ratio					0.40						0.38	
v/c Ratio					0.22						0.43	
Control Delay					13.9						15.6	
Queue Delay					0.0						0.0	
Total Delay					13.9						15.6	
LOS					B						B	
Approach Delay					13.9						15.6	
Approach LOS					B						B	
Queue Length 50th (ft)					39						77	
Queue Length 95th (ft)					76						137	
Internal Link Dist (ft)		491			236			256			135	

Lanes, Volumes, Timings  
 108: MAIN STREET & GREEN STREET

9/15/2008

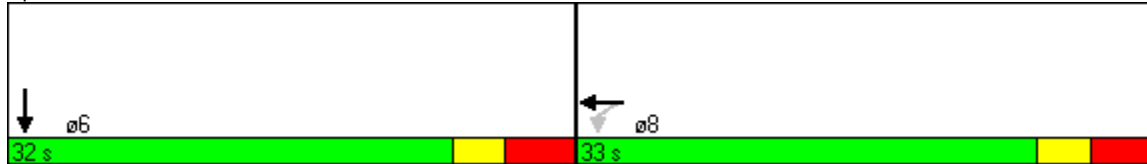


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)					711						705	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.22						0.43	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	0 (0%), Referenced to phase 6:SBT, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.43
Intersection Signal Delay:	15.0
Intersection LOS:	B
Intersection Capacity Utilization	34.7%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 108: MAIN STREET & GREEN STREET



Lanes, Volumes, Timings  
111: N. FRONT STREET & WALL STREET

9/15/2008



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↘	↗
Volume (vph)	78	0	0	246	168	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	9	9
Storage Length (ft)		0	0		0	75
Storage Lanes		0	0		1	1
Taper Length (ft)		25	25		25	100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	1583	0	0	2111	1354	1211
Flt Permitted					0.950	
Satd. Flow (perm)	1583	0	0	2111	1354	1211
Right Turn on Red		Yes				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	362			139	475	
Travel Time (s)	8.2			3.2	10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	0%	0%	2%	2%	2%
Parking (#/hr)	10	10			10	10
Adj. Flow (vph)	85	0	0	267	183	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	85	0	0	267	183	78
Turn Type						Perm
Protected Phases	4			8	2	
Permitted Phases						2
Minimum Split (s)	23.0			23.0	23.0	23.0
Total Split (s)	33.0	0.0	0.0	33.0	27.0	27.0
Total Split (%)	55.0%	0.0%	0.0%	55.0%	45.0%	45.0%
Maximum Green (s)	26.0			26.0	20.0	20.0
Yellow Time (s)	3.0			3.0	3.0	3.0
All-Red Time (s)	4.0			4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	4.0	4.0	7.0	7.0	7.0
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	26.0			26.0	20.0	20.0
Actuated g/C Ratio	0.43			0.43	0.33	0.33
v/c Ratio	0.12			0.29	0.41	0.19
Control Delay	10.9			12.1	18.8	15.9
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	10.9			12.1	18.8	15.9
LOS	B			B	B	B
Approach Delay	10.9			12.1	17.9	
Approach LOS	B			B	B	



Lanes, Volumes, Timings  
 111: N. FRONT STREET & WALL STREET

9/15/2008

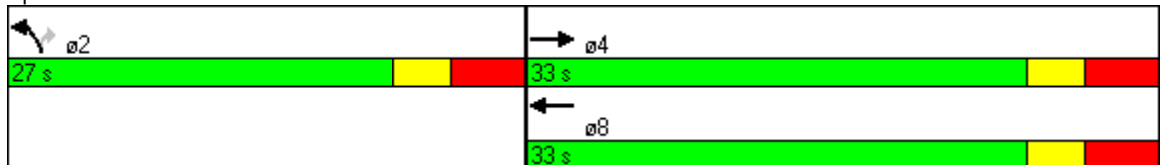


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Length 50th (ft)	18			59	50	20
Queue Length 95th (ft)	40			105	99	47
Internal Link Dist (ft)	282			59	395	
Turn Bay Length (ft)						75
Base Capacity (vph)	686			915	451	404
Starvation Cap Reductn	0			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.12			0.29	0.41	0.19

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	27 (45%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.41
Intersection Signal Delay:	14.4
Intersection LOS:	B
Intersection Capacity Utilization	33.9%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 111: N. FRONT STREET & WALL STREET



Lanes, Volumes, Timings  
112: JOHN STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↑	↗			
Volume (vph)	37	119	0	0	0	0	0	206	109	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	11	11	10	12	12	12
Storage Length (ft)	0		0	0		0	0		50	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25		25	25		25	25		100	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt									0.850			
Flt Protected		0.987										
Satd. Flow (prot)	0	2125	0	0	0	0	0	1531	1281	0	0	0
Flt Permitted		0.987										
Satd. Flow (perm)	0	2125	0	0	0	0	0	1531	1281	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		365			259			581				475
Travel Time (s)		8.3			5.9			13.2				10.8
Peak Hour Factor	0.62	0.74	0.89	0.92	0.92	0.92	0.92	0.89	0.88	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Parking (#/hr)							10	10	10			
Adj. Flow (vph)	60	161	0	0	0	0	0	231	124	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	221	0	0	0	0	0	231	124	0	0	0
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	27.0	27.0						27.0	27.0			
Total Split (s)	27.0	27.0	0.0	0.0	0.0	0.0	0.0	27.0	27.0	0.0	0.0	0.0
Total Split (%)	38.6%	38.6%	0.0%	0.0%	0.0%	0.0%	0.0%	38.6%	38.6%	0.0%	0.0%	0.0%
Maximum Green (s)	22.0	22.0						22.0	22.0			
Yellow Time (s)	3.0	3.0						3.0	3.0			
All-Red Time (s)	2.0	2.0						2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.0						22.0	22.0			
Actuated g/C Ratio		0.31						0.31	0.31			
v/c Ratio		0.33						0.48	0.31			
Control Delay		20.1						25.2	22.4			
Queue Delay		0.0						0.0	0.0			
Total Delay		20.1						25.2	22.4			
LOS		C						C	C			
Approach Delay		20.1						24.2				
Approach LOS		C						C				

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	16.0
Total Split (s)	16.0
Total Split (%)	23%
Maximum Green (s)	11.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	5.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Lanes, Volumes, Timings  
 112: JOHN STREET & WALL STREET

9/15/2008

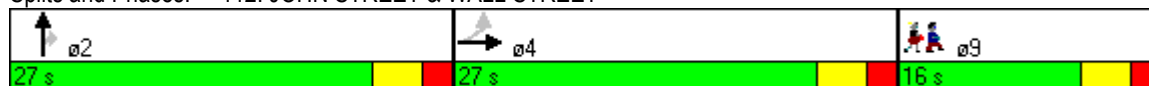


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		72						84	43			
Queue Length 95th (ft)		99						147	84			
Internal Link Dist (ft)		285			179			501			395	
Turn Bay Length (ft)									50			
Base Capacity (vph)		668						481	403			
Starvation Cap Reductn		0						0	0			
Spillback Cap Reductn		0						0	0			
Storage Cap Reductn		0						0	0			
Reduced v/c Ratio		0.33						0.48	0.31			

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:NBT, Start of Green
Natural Cycle:	70
Control Type:	Pretimed
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	22.6
Intersection LOS:	C
Intersection Capacity Utilization:	27.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 112: JOHN STREET & WALL STREET



# HCM Unsignalized Intersection Capacity Analysis

## 909: MAIN STREET & WALL STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↑				
Volume (veh/h)	0	0	0	0	120	51	40	234	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	130	55	43	254	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)	316				400							
pX, platoon unblocked												
vC, conflicting volume	186	0			158			186	0	285	158	158
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	186	0			158			186	0	285	158	158
tC, single (s)	4.1	4.1			7.1			6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2	2.2			3.5			4.0	3.3	3.5	4.0	3.3
p0 queue free %	100	100			95			64	100	100	100	100
cM capacity (veh/h)	1401	1636			812			709	1091	484	738	892

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	186	43	254
Volume Left	0	43	0
Volume Right	55	0	0
cSH	1700	812	709
Volume to Capacity	0.11	0.05	0.36
Queue Length 95th (ft)	0	4	41
Control Delay (s)	0.0	9.7	12.9
Lane LOS		A	B
Approach Delay (s)	0.0	12.4	
Approach LOS		B	

Intersection Summary		
Average Delay		7.7
Intersection Capacity Utilization	28.4%	ICU Level of Service
Analysis Period (min)	15	A

Lanes, Volumes, Timings  
113: PEARL STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Volume (vph)	42	174	0	0	48	126	36	204	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	16	16	16	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.902			0.988				
Fl <sub>t</sub> Protected		0.990						0.993				
Satd. Flow (prot)	0	2132	0	0	1714	0	0	1820	0	0	0	0
Fl <sub>t</sub> Permitted		0.914						0.993				
Satd. Flow (perm)	0	1968	0	0	1714	0	0	1820	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								6				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		262			421			362				332
Travel Time (s)		6.0			9.6			8.2				7.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Parking (#/hr)							5	5	5			
Adj. Flow (vph)	46	189	0	0	52	137	39	222	26	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	235	0	0	189	0	0	287	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			1				
Permitted Phases	4						1					
Minimum Split (s)	21.0	21.0			21.0		21.0	21.0				
Total Split (s)	39.0	39.0	0.0	0.0	39.0	0.0	23.0	23.0	0.0	0.0	0.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	0.0%	48.8%	0.0%	28.8%	28.8%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	34.0	34.0			34.0		18.0	18.0				
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0				
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead				
Lead-Lag Optimize?							Yes	Yes				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		34.0			34.0			18.0				
Actuated g/C Ratio		0.42			0.42			0.22				
v/c Ratio		0.28			0.26			0.69				
Control Delay		16.2			16.1			38.0				
Queue Delay		0.0			0.0			0.0				
Total Delay		16.2			16.1			38.0				
LOS		B			B			D				
Approach Delay		16.2			16.1			38.0				
Approach LOS		B			B			D				
Queue Length 50th (ft)		74			59			129				
Queue Length 95th (ft)		124			104			#230				
Internal Link Dist (ft)		182			341			282				252

Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Minimum Split (s)	18.0
Total Split (s)	18.0
Total Split (%)	23%
Maximum Green (s)	14.0
Yellow Time (s)	2.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Walk Time (s)	5.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	

Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008

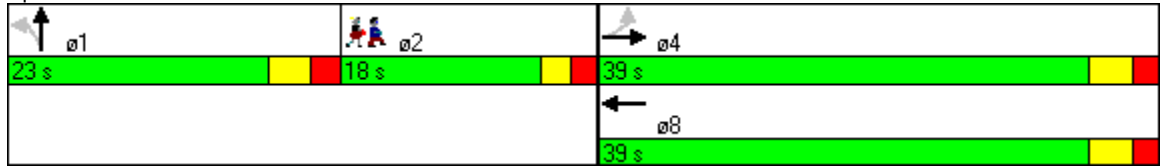


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		836			728			414				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.28			0.26			0.69				

Intersection Summary

Area Type: Other  
 Cycle Length: 80  
 Actuated Cycle Length: 80  
 Offset: 23 (29%), Referenced to phase 4:EBTL and 8:WBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 25.0 Intersection LOS: C  
 Intersection Capacity Utilization 48.4% ICU Level of Service A  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 113: PEARL STREET & WALL STREET





Lanes, Volumes, Timings  
 115: SCHWENK DR.#1 & KINGSTON PLZ

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	349	125	52	0	181	24	3	14	2	19	44	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	14	14	14	13	13	13
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	1		1
Taper Length (ft)	75		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.978			0.983				0.850
Flt Protected	0.950							0.994		0.950		
Satd. Flow (prot)	1745	1837	1568	0	1858	0	0	1980	0	1865	1963	1605
Flt Permitted	0.352							0.994		0.950		
Satd. Flow (perm)	647	1837	1568	0	1858	0	0	1980	0	1865	1963	1605
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)												386
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		904			734			421			273	
Travel Time (s)		20.5			16.7			9.6			6.2	
Peak Hour Factor	0.92	0.80	0.87	0.83	0.79	0.55	0.75	0.58	0.50	0.48	0.69	0.95
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	4%
Adj. Flow (vph)	379	156	60	0	229	44	4	24	4	40	64	386
Shared Lane Traffic (%)												
Lane Group Flow (vph)	379	156	60	0	273	0	0	32	0	40	64	386
Turn Type	pm+pt		Perm	Perm			Split			Split		Prot
Protected Phases	5	2			6		11	11		10	10	10
Permitted Phases	2		2	6								
Minimum Split (s)	20.0	20.0	20.0	38.0	38.0		15.0	15.0		20.0	20.0	20.0
Total Split (s)	47.0	90.0	90.0	38.0	38.0	0.0	18.0	18.0	0.0	17.0	17.0	17.0
Total Split (%)	31.3%	60.0%	60.0%	25.3%	25.3%	0.0%	12.0%	12.0%	0.0%	11.3%	11.3%	11.3%
Maximum Green (s)	45.0	83.0	83.0	31.0	31.0		11.0	11.0		10.0	10.0	10.0
Yellow Time (s)	2.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	2.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	7.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead				
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	88.0	83.0	83.0		36.0			11.0		10.0	10.0	10.0
Actuated g/C Ratio	0.59	0.55	0.55		0.24			0.07		0.07	0.07	0.07
v/c Ratio	0.53	0.15	0.07		0.61			0.22		0.32	0.49	0.83
Control Delay	19.5	16.9	15.9		57.6			69.5		74.2	80.7	21.4
Queue Delay	0.0	0.0	0.0		0.0			0.0		0.0	0.0	0.0
Total Delay	19.5	16.9	15.9		57.6			69.5		74.2	80.7	21.4
LOS	B	B	B		E			E		E	F	C
Approach Delay		18.5			57.6			69.5			33.4	
Approach LOS		B			E			E			C	
Queue Length 50th (ft)	189	72	26		240			30		38	62	0

Lane Group		ø12
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases		12
Permitted Phases		
Minimum Split (s)		25.0
Total Split (s)		25.0
Total Split (%)		17%
Maximum Green (s)		23.0
Yellow Time (s)		2.0
All-Red Time (s)		0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Walk Time (s)		7.0
Flash Dont Walk (s)		10.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		

Lanes, Volumes, Timings  
 115: SCHWENK DR.#1 & KINGSTON PLZ

9/15/2008

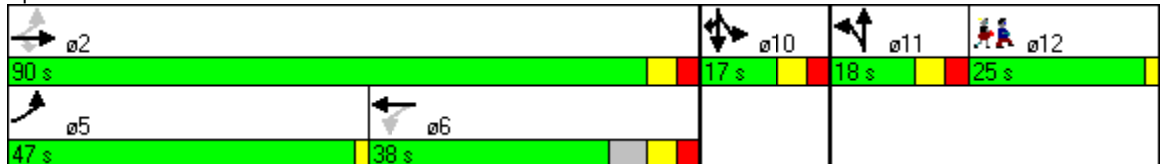


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	259	98	48		291			43		42	86	#145
Internal Link Dist (ft)		824			654			341			193	
Turn Bay Length (ft)	100											
Base Capacity (vph)	709	1016	868		446			145		124	131	467
Starvation Cap Reductn	0	0	0		0			0		0	0	0
Spillback Cap Reductn	0	0	0		0			0		0	0	0
Storage Cap Reductn	0	0	0		0			0		0	0	0
Reduced v/c Ratio	0.53	0.15	0.07		0.61			0.22		0.32	0.49	0.83

Intersection Summary

Area Type: Other  
 Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 33 (22%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 32.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 54.5%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 115: SCHWENK DR.#1 & KINGSTON PLZ



# HCM Unsignalized Intersection Capacity Analysis

## 904: N. FRONT STREET & FAIR STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕						↕	
Volume (veh/h)	24	0	126	24	212	18	0	0	0	0	84	36
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	0	137	26	230	20	0	0	0	0	91	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		139										
pX, platoon unblocked				0.99			0.99	0.99	0.99	0.99	0.99	0.99
vC, conflicting volume	250			137			488	423	68	413	482	240
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	250			125			479	413	56	403	472	240
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			98			100	100	100	100	81	95
cM capacity (veh/h)	1327			1461			390	508	1008	541	470	804

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	163	26	250	130
Volume Left	26	26	0	0
Volume Right	137	0	20	39
cSH	1327	1461	1700	537
Volume to Capacity	0.02	0.02	0.15	0.24
Queue Length 95th (ft)	2	1	0	24
Control Delay (s)	1.4	7.5	0.0	13.8
Lane LOS	A	A		B
Approach Delay (s)	1.4	0.7		13.8
Approach LOS				B

Intersection Summary			
Average Delay		3.9	
Intersection Capacity Utilization	38.0%		ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis  
 906: JOHN STREET & FAIR STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	141	75	0	0	0	0	0	0	79	155	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	153	82	0	0	0	0	0	0	86	168	0
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>SB 1</b>										
Volume Total (vph)	235	254										
Volume Left (vph)	0	86										
Volume Right (vph)	82	0										
Hadj (s)	-0.21	0.07										
Departure Headway (s)	4.3	4.5										
Degree Utilization, x	0.28	0.32										
Capacity (veh/h)	789	766										
Control Delay (s)	9.0	9.6										
Approach Delay (s)	9.0	9.6										
Approach LOS	A	A										
<b>Intersection Summary</b>												
Delay			9.3									
HCM Level of Service			A									
Intersection Capacity Utilization			31.2%	ICU Level of Service								A
Analysis Period (min)			15									

Lanes, Volumes, Timings  
116: MAIN STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	40	108	0	0	0	0	0	196	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	75		0	0		0	0		50
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00								0.96
Frt												0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	2006	2111	0	0	0	0	0	1630	1385
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1997	2111	0	0	0	0	0	1630	1332
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		400			472			331				493
Travel Time (s)		9.1			10.7			7.5				11.2
Confl. Peds. (#/hr)				3								15
Peak Hour Factor	0.92	0.92	0.92	0.91	0.90	0.78	0.92	0.92	0.92	0.71	0.91	0.79
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)										5	5	5
Adj. Flow (vph)	0	0	0	44	120	0	0	0	0	0	215	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	44	120	0	0	0	0	0	215	111
Turn Type				Perm								Perm
Protected Phases					8							6
Permitted Phases				8								6
Minimum Split (s)				28.0	28.0						32.0	32.0
Total Split (s)	0.0	0.0	0.0	28.0	28.0	0.0	0.0	0.0	0.0	0.0	32.0	32.0
Total Split (%)	0.0%	0.0%	0.0%	40.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	45.7%	45.7%
Maximum Green (s)				24.0	24.0						28.0	28.0
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				0.0	0.0						0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)				24.0	24.0						28.0	28.0
Actuated g/C Ratio				0.34	0.34						0.40	0.40
v/c Ratio				0.06	0.17						0.33	0.21
Control Delay				15.9	16.8						16.3	15.1
Queue Delay				0.0	0.0						0.0	0.0
Total Delay				15.9	16.8						16.3	15.1
LOS				B	B						B	B

Lanes, Volumes, Timings  
 116: MAIN STREET & FAIR STREET

9/15/2008

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	10.0
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	7.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	4.0
Flash Dont Walk (s)	3.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	

Lanes, Volumes, Timings  
 116: MAIN STREET & FAIR STREET

9/15/2008

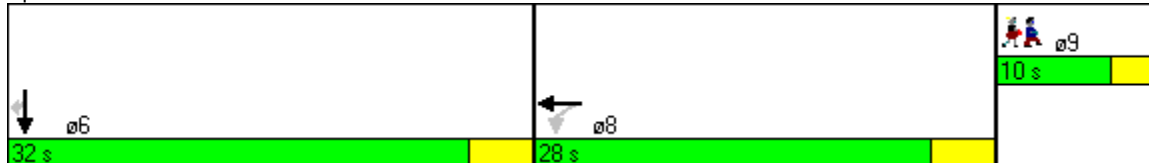


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					16.6							15.9
Approach LOS					B							B
Queue Length 50th (ft)				13	35						62	30
Queue Length 95th (ft)				32	70						111	54
Internal Link Dist (ft)		320			392			251			413	
Turn Bay Length (ft)				75								50
Base Capacity (vph)				685	724						652	533
Starvation Cap Reductn				0	0						0	0
Spillback Cap Reductn				0	0						0	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.06	0.17						0.33	0.21

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 6:SBT, Start of Green
Natural Cycle:	70
Control Type:	Pretimed
Maximum v/c Ratio:	0.33
Intersection Signal Delay:	16.1
Intersection LOS:	B
Intersection Capacity Utilization:	25.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 116: MAIN STREET & FAIR STREET





Lanes, Volumes, Timings  
117: PEARL STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	189	20	15	153	0	0	0	0	108	96	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							0.99
Frt		0.979										0.988
Flt Protected					0.993							0.976
Satd. Flow (prot)	0	1590	0	0	1850	0	0	0	0	0	2030	0
Flt Permitted					0.938							0.976
Satd. Flow (perm)	0	1590	0	0	1747	0	0	0	0	0	2022	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17										11
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		421			552			360			331	
Travel Time (s)		9.6			12.5			8.2			7.5	
Confl. Peds. (#/hr)			2	2						4		8
Peak Hour Factor	0.62	0.86	0.50	0.54	0.83	0.61	0.92	0.92	0.92	0.77	0.83	0.58
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Parking (#/hr)	5	5	5									
Adj. Flow (vph)	0	220	40	28	184	0	0	0	0	140	116	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	260	0	0	212	0	0	0	0	0	280	0
Turn Type				Perm						Perm		
Protected Phases		4			8							6
Permitted Phases				8						6		
Minimum Split (s)		27.0		27.0	27.0					33.0	33.0	
Total Split (s)	0.0	27.0	0.0	27.0	27.0	0.0	0.0	0.0	0.0	33.0	33.0	0.0
Total Split (%)	0.0%	45.0%	0.0%	45.0%	45.0%	0.0%	0.0%	0.0%	0.0%	55.0%	55.0%	0.0%
Maximum Green (s)		22.0		22.0	22.0					28.0	28.0	
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		22.0			22.0							28.0
Actuated g/C Ratio		0.37			0.37							0.47
v/c Ratio		0.44			0.33							0.30
Control Delay		16.2			18.8							10.6
Queue Delay		0.0			0.0							0.0
Total Delay		16.2			18.8							10.6
LOS		B			B							B
Approach Delay		16.2			18.8							10.6
Approach LOS		B			B							B
Queue Length 50th (ft)		64			86							56

Lanes, Volumes, Timings  
 117: PEARL STREET & FAIR STREET

9/15/2008

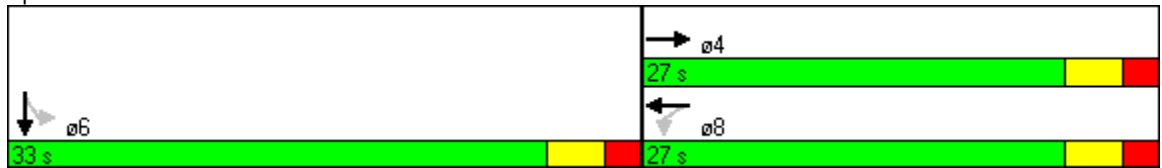


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		113			152						89	
Internal Link Dist (ft)		341			472			280			251	
Turn Bay Length (ft)												
Base Capacity (vph)		594			641						949	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.44			0.33						0.30	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.44
Intersection Signal Delay:	14.8
Intersection LOS:	B
Intersection Capacity Utilization	42.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 117: PEARL STREET & FAIR STREET



Lanes, Volumes, Timings  
 118: ST. JAMES STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↕	
Volume (vph)	0	50	22	11	30	0	0	0	0	18	99	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	9	9	9	9	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.951									0.962	
Fl <sub>t</sub> Protected					0.985						0.994	
Satd. Flow (prot)	0	1476	0	0	1528	0	0	0	0	0	1431	0
Fl <sub>t</sub> Permitted					0.924						0.994	
Satd. Flow (perm)	0	1476	0	0	1434	0	0	0	0	0	1431	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32									40	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		382			318			1050			354	
Travel Time (s)		8.7			7.2			23.9			8.0	
Peak Hour Factor	0.75	0.89	0.69	0.55	0.68	0.65	0.92	0.92	0.92	0.88	0.92	0.56
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Adj. Flow (vph)	0	56	32	20	44	0	0	0	0	20	108	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	64	0	0	0	0	0	178	0
Turn Type				Perm							Perm	
Protected Phases		4			8						6	
Permitted Phases				8							6	
Minimum Split (s)		30.0		30.0	30.0					30.0	30.0	
Total Split (s)	0.0	30.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0	30.0	30.0	0.0
Total Split (%)	0.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)		25.0		25.0	25.0					25.0	25.0	
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		25.0		25.0	25.0					25.0	25.0	
Actuated g/C Ratio		0.42		0.42	0.42					0.42	0.42	
v/c Ratio		0.14		0.11	0.11					0.29	0.29	
Control Delay		8.3		11.4	11.4					10.4	10.4	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay		8.3		11.4	11.4					10.4	10.4	
LOS		A		B	B					B	B	
Approach Delay		8.3		11.4	11.4					10.4	10.4	
Approach LOS		A		B	B					B	B	
Queue Length 50th (ft)		12		14	14					31	31	
Queue Length 95th (ft)		34		25	25					68	68	
Internal Link Dist (ft)		302		238	238			970		274	274	
Turn Bay Length (ft)												

Lanes, Volumes, Timings  
 118: ST. JAMES STREET & FAIR STREET

9/15/2008

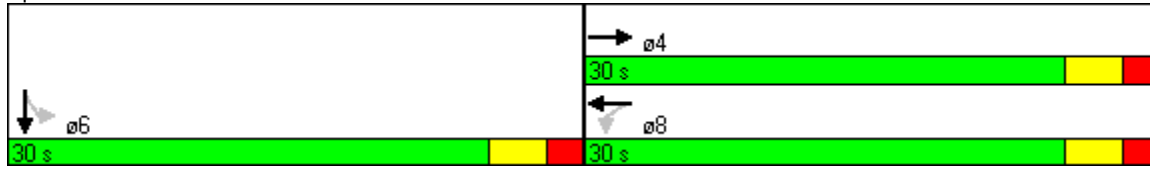


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		634			598							620
Starvation Cap Reductn		0			0							0
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.14			0.11							0.29

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.29
Intersection Signal Delay:	10.0
Intersection LOS:	B
Intersection Capacity Utilization	25.1%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 118: ST. JAMES STREET & FAIR STREET



Phone:  
E-Mail:

Fax:

ALL-WAY STOP CONTROL (AWSC) ANALYSIS

Analyst: RM  
 Agency/Co.: RBA Group  
 Date Performed: 9/9/2008  
 Analysis Time Period: PM Peak Existing  
 Intersection: Greenkill / Fair / Boulevard  
 Jurisdiction: Kingston, NY  
 Units: U. S. Customary  
 Analysis Year: 2008  
 Project ID:  
 East/West Street: Greenkill  
 North/South Street: Boulevard / Fair

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound				
	L	T	R	L	T	R	L	T	R	L	T	R		
Volume	31	136	27	217	121	62	10	60	245	69	98	19		
% Thrus Left Lane							50							50

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	TR	LTR		LT	TR
PHF	0.92		0.92	0.92	0.92		0.92	0.92
Flow Rate	209		300	133	341		127	73
% Heavy Veh	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Opposing-Lanes	2		1		2		1	
Conflicting-lanes	2		2		2		2	
Geometry group	4b		5		4b		5	
Duration, T	0.25 hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	209		300	133	341		127	73
Left-Turn	33		235	0	10		74	0
Right-Turn	29		0	67	266		0	20
Prop. Left-Turns	0.2		0.8	0.0	0.0		0.6	0.0
Prop. Right-Turns	0.1		0.0	0.5	0.8		0.0	0.3
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
Geometry Group	4b		5		4b		5	
Adjustments Exhibit 17-33:								
hLT-adj	0.2		0.5		0.2		0.5	

hRT-adj	-0.6	-0.7	-0.6	-0.7
hHV-adj	1.7	1.7	1.7	1.7
hadj, computed	-0.1	0.4	-0.4	-0.5

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Worksheet 4 - Departure Headway and Service Time

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	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	209		300	133	341		127	73
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.19		0.27	0.12	0.30		0.11	0.06
hd, final value	7.21		7.21	6.45	6.55		7.66	7.17
x, final value	0.42		0.60	0.24	0.62		0.27	0.15
Move-up time, m		2.3		2.3		2.3		2.3
Service Time	4.9		4.9	4.2	4.2		5.4	4.9

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Worksheet 5 - Capacity and Level of Service

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	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	209		300	133	341		127	73
Service Time	4.9		4.9	4.2	4.2		5.4	4.9
Utilization, x	0.42		0.60	0.24	0.62		0.27	0.15
Dep. headway, hd	7.21		7.21	6.45	6.55		7.66	7.17
Capacity	459		482	383	525		377	323
Delay	14.99		20.17	11.16	19.35		13.17	11.08
LOS	B		C	B	C		B	B
Approach:								
Delay		14.99		17.40		19.35		12.41
LOS		B		C		C		B
Intersection Delay	16.69							
Intersection LOS					C			

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HCM Unsignalized Intersection Capacity Analysis  
 120: WESTBROOK LN & CLINTON AVE.#1

9/15/2008



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	196	34	359	200	28	337
Peak Hour Factor	0.74	0.77	0.90	0.83	0.64	0.86
Hourly flow rate (vph)	265	44	399	241	44	392

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	309	640	436
Volume Left (vph)	265	0	44
Volume Right (vph)	44	241	0
Hadj (s)	0.09	-0.20	0.02
Departure Headway (s)	6.9	5.7	6.2
Degree Utilization, x	0.59	1.00	0.75
Capacity (veh/h)	519	640	579
Control Delay (s)	19.3	60.3	25.0
Approach Delay (s)	19.3	60.3	25.0
Approach LOS	C	F	D

Intersection Summary			
Delay		40.0	
HCM Level of Service		E	
Intersection Capacity Utilization		60.6%	ICU Level of Service B
Analysis Period (min)		15	

Lanes, Volumes, Timings  
 119: MAIN STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Volume (vph)	0	0	125	546	510	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.991	
Flt Protected				0.990		
Satd. Flow (prot)	0	0	0	2098	1648	0
Flt Permitted				0.990		
Satd. Flow (perm)	0	0	0	2098	1648	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	472			335	285	
Travel Time (s)	10.7			7.6	6.5	
Confl. Peds. (#/hr)			12			12
Peak Hour Factor	0.92	0.92	0.77	0.84	0.84	0.56
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%
Parking (#/hr)					5	5
Adj. Flow (vph)	0	0	162	650	607	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	812	648	0
Sign Control	Stop			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.6%
Analysis Period (min)	15
	ICU Level of Service C



Lanes, Volumes, Timings  
121: PEARL STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↖	↖		↖		↖	↖	
Volume (vph)	0	289	8	0	163	475	0	196	4	421	88	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	9	9	9	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.98		1.00		0.99	1.00	
Frt		0.996				0.850		0.993			0.990	
Flt Protected										0.950		
Satd. Flow (prot)	0	1489	0	0	1710	1339	0	1647	0	1745	1815	0
Flt Permitted										0.390		
Satd. Flow (perm)	0	1489	0	0	1710	1308	0	1647	0	708	1815	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				559		2			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		552			765			360			335	
Travel Time (s)		12.5			17.4			8.2			7.6	
Confl. Peds. (#/hr)			7			3			14	14		2
Peak Hour Factor	0.94	0.73	0.67	0.92	0.75	0.85	0.80	0.83	0.33	0.94	0.81	0.38
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Parking (#/hr)	5	5	5			5	5	5	5			
Adj. Flow (vph)	0	396	12	0	217	559	0	236	12	448	109	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	408	0	0	217	559	0	248	0	448	117	0
Turn Type						pm+ov					pm+pt	
Protected Phases		4			8	1		2		1	6	
Permitted Phases						8				6		
Minimum Split (s)		22.0			22.0	10.0		22.0		10.0	22.0	
Total Split (s)	0.0	45.0	0.0	0.0	45.0	15.0	0.0	35.0	0.0	15.0	50.0	0.0
Total Split (%)	0.0%	37.5%	0.0%	0.0%	37.5%	12.5%	0.0%	29.2%	0.0%	12.5%	41.7%	0.0%
Maximum Green (s)		40.0			40.0	13.0		30.0		13.0	45.0	
Yellow Time (s)		3.0			3.0	2.0		3.0		2.0	3.0	
All-Red Time (s)		2.0			2.0	0.0		2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0	2.0	4.0	5.0	4.0	2.0	5.0	4.0
Lead/Lag						Lead		Lag		Lead		
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		40.0			40.0	56.0		30.0		48.0	45.0	
Actuated g/C Ratio		0.33			0.33	0.47		0.25		0.40	0.38	
v/c Ratio		0.82			0.38	0.61		0.60		1.13	0.17	
Control Delay		49.6			33.0	4.0		46.5		117.0	25.0	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay		49.6			33.0	4.0		46.5		117.0	25.0	
LOS		D			C	A		D		F	C	
Approach Delay		49.6			12.1			46.5			97.9	
Approach LOS		D			B			D			F	
Queue Length 50th (ft)		301			128	0		169		~330	58	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	21.0
Total Split (s)	25.0
Total Split (%)	21%
Maximum Green (s)	22.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	10.0
Flash Dont Walk (s)	5.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

Lanes, Volumes, Timings  
 121: PEARL STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		331			160	23		234		#608	89	
Internal Link Dist (ft)		472			685			280			255	
Turn Bay Length (ft)												
Base Capacity (vph)		497			570	912		413		396	683	
Starvation Cap Reductn		0			0	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		0.82			0.38	0.61		0.60		1.13	0.17	

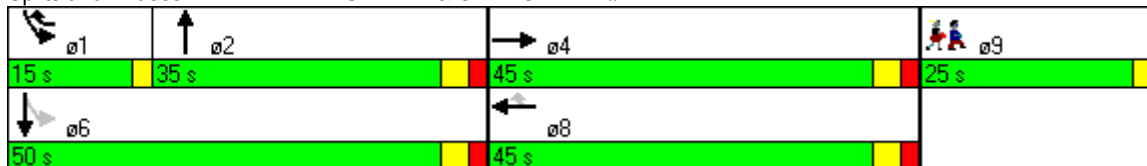
Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.13  
 Intersection Signal Delay: 48.3  
 Intersection Capacity Utilization 64.0%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service C

~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 121: PEARL STREET & CLINTON AVE.#1



Lanes, Volumes, Timings  
 122: ST. JAMES STREET & CLINTON AVE.

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	20	33	6	7	15	44	16	145	4	5	98	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98			1.00			0.99	
Frt		0.980			0.919			0.995			0.975	
Flt Protected		0.985			0.993			0.994			0.995	
Satd. Flow (prot)	0	1460	0	0	1370	0	0	1503	0	0	1466	0
Flt Permitted		0.922			0.967			0.945			0.947	
Satd. Flow (perm)	0	1366	0	0	1331	0	0	1427	0	0	1395	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			48			3			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		429			820			1001			373	
Travel Time (s)		9.8			18.6			22.8			8.5	
Confl. Peds. (#/hr)	1		9	9		1	8		1	1		8
Peak Hour Factor	0.83	0.75	0.50	0.58	0.75	0.92	0.67	0.82	0.58	0.31	0.91	0.50
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Adj. Flow (vph)	24	44	12	12	20	48	24	177	7	16	108	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	0	80	0	0	208	0	0	152	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	42.0	42.0	0.0	42.0	42.0	0.0	23.0	23.0	0.0	23.0	23.0	0.0
Total Split (%)	64.6%	64.6%	0.0%	64.6%	64.6%	0.0%	35.4%	35.4%	0.0%	35.4%	35.4%	0.0%
Maximum Green (s)	35.0	35.0		35.0	35.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		35.0			35.0			16.0			16.0	
Actuated g/C Ratio		0.54			0.54			0.25			0.25	
v/c Ratio		0.11			0.11			0.59			0.43	
Control Delay		6.9			4.3			29.1			22.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.9			4.3			29.1			22.7	
LOS		A			A			C			C	
Approach Delay		6.9			4.3			29.1			22.7	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		12			5			72			45	

Lanes, Volumes, Timings  
 122: ST. JAMES STREET & CLINTON AVE.

9/15/2008

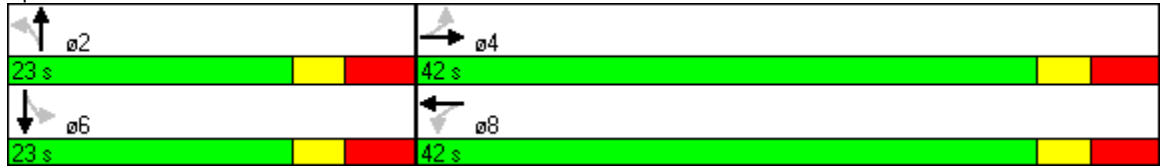


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		24			17			120			94	
Internal Link Dist (ft)		349			740			921			293	
Turn Bay Length (ft)												
Base Capacity (vph)		741			739			354			356	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.11			0.59			0.43	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.59
Intersection Signal Delay:	20.0
Intersection LOS:	B
Intersection Capacity Utilization:	39.1%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 122: ST. JAMES STREET & CLINTON AVE.



HCM Unsignalized Intersection Capacity Analysis  
 123: ALBANY AVE.#1 & MAIDEN LANE

9/15/2008



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←←		↗
Volume (veh/h)	709	5	120	610	0	170
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	771	5	130	663	0	185
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	765			289		
pX, platoon unblocked			0.61		0.64	0.61
vC, conflicting volume			776		1366	773
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			305		886	300
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			83		100	57
cM capacity (veh/h)			768		153	425

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	776	351	442	185
Volume Left	0	130	0	0
Volume Right	5	0	0	185
cSH	1700	768	1700	425
Volume to Capacity	0.46	0.17	0.26	0.43
Queue Length 95th (ft)	0	15	0	54
Control Delay (s)	0.0	5.3	0.0	19.8
Lane LOS		A		C
Approach Delay (s)	0.0	2.3		19.8
Approach LOS				C

Intersection Summary			
Average Delay		3.1	
Intersection Capacity Utilization	64.6%		ICU Level of Service C
Analysis Period (min)	15		

Lanes, Volumes, Timings  
124: ALBANY AVE.#1 &

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↑	↖
Volume (vph)	0	488	334	52	697	0	0	0	0	233	267	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25		100	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.942										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3334	0	1770	3539	0	0	0	0	1770	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	3334	0	1770	3539	0	0	0	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		152										76
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			146			236			402	
Travel Time (s)		6.6			3.3			5.4			9.1	
Peak Hour Factor	0.90	0.88	0.96	0.72	0.91	0.76	0.92	0.92	0.92	0.88	0.87	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	0%	0%	0%	0%	2%	2%	2%
Adj. Flow (vph)	0	555	348	72	766	0	0	0	0	265	307	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	903	0	72	766	0	0	0	0	265	307	76
Turn Type				Prot						Perm		Perm
Protected Phases		2		1	6							4
Permitted Phases										4		4
Minimum Split (s)		50.0		35.0	85.0					25.0	25.0	25.0
Total Split (s)	0.0	50.0	0.0	35.0	85.0	0.0	0.0	0.0	0.0	25.0	25.0	25.0
Total Split (%)	0.0%	45.5%	0.0%	31.8%	77.3%	0.0%	0.0%	0.0%	0.0%	22.7%	22.7%	22.7%
Maximum Green (s)		45.0		30.0	80.0					20.0	20.0	20.0
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	3.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?												
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)		45.0		30.0	80.0					20.0	20.0	20.0
Actuated g/C Ratio		0.41		0.27	0.73					0.18	0.18	0.18
v/c Ratio		0.62		0.15	0.30					0.82	0.91	0.22
Control Delay		23.2		26.4	0.7					64.9	75.0	10.4
Queue Delay		0.3		12.4	0.5					2.2	0.0	0.0
Total Delay		23.5		38.9	1.2					67.1	75.0	10.4
LOS		C		D	A					E	E	B
Approach Delay		23.5			4.5						64.2	
Approach LOS		C			A						E	
Queue Length 50th (ft)		217		39	6					182	214	0

Lanes, Volumes, Timings  
 124: ALBANY AVE.#1 &

9/15/2008

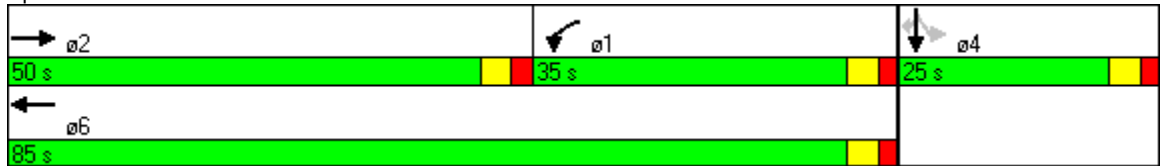


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		275		60	6					#305	#356	40
Internal Link Dist (ft)		209			66			156			322	
Turn Bay Length (ft)												200
Base Capacity (vph)		1454		483	2574					322	339	350
Starvation Cap Reductn		0		383	1282					0	0	0
Spillback Cap Reductn		137		0	0					14	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		0.69		0.72	0.59					0.86	0.91	0.22

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 27.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 96.4%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.



















Splits and Phases: 124: ALBANY AVE.#1 &





Lanes, Volumes, Timings  
125: ALBANY AVE.#1 &

9/15/2008

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	74	634	0	0	548	257	199	351	0	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	1.00				0.99								
Fr t					0.954								
Flt Protected	0.950						0.950						
Satd. Flow (prot)	1770	3539	0	0	3358	0	1770	1863	0	0	0	0	
Flt Permitted	0.950						0.950						
Satd. Flow (perm)	1767	3539	0	0	3358	0	1770	1863	0	0	0	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)					85								
Link Speed (mph)		30			30			30				30	
Link Distance (ft)		146			442			272				610	
Travel Time (s)		3.3			10.0			6.2				13.9	
Confl. Peds. (#/hr)	3					3							
Peak Hour Factor	0.77	0.91	0.87	0.92	0.85	0.89	0.87	0.93	0.96	0.92	0.92	0.92	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	
Adj. Flow (vph)	96	697	0	0	645	289	229	377	0	0	0	0	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	96	697	0	0	934	0	229	377	0	0	0	0	
Turn Type	Prot						Perm						
Protected Phases	7	4			8			2					
Permitted Phases							2						
Minimum Split (s)	19.0	77.0			58.0		33.0	33.0					
Total Split (s)	19.0	77.0	0.0	0.0	58.0	0.0	33.0	33.0	0.0	0.0	0.0	0.0	
Total Split (%)	17.3%	70.0%	0.0%	0.0%	52.7%	0.0%	30.0%	30.0%	0.0%	0.0%	0.0%	0.0%	
Maximum Green (s)	14.0	69.0			50.0		25.0	25.0					
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0					
All-Red Time (s)	1.0	4.0			4.0		4.0	4.0					
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	8.0	4.0	4.0	8.0	4.0	8.0	8.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead				Lag								
Lead-Lag Optimize?	Yes				Yes								
Walk Time (s)		5.0			5.0		5.0	5.0					
Flash Dont Walk (s)		11.0			11.0		11.0	11.0					
Pedestrian Calls (#/hr)		0			0		0	0					
Act Effct Green (s)	14.0	69.0			50.0		25.0	25.0					
Actuated g/C Ratio	0.13	0.63			0.45		0.23	0.23					
v/c Ratio	0.43	0.31			0.59		0.57	0.89					
Control Delay	57.9	1.6			22.0		44.2	65.7					
Queue Delay	77.3	0.9			0.1		0.0	0.0					
Total Delay	135.1	2.5			22.2		44.2	65.7					
LOS	F	A			C		D	E					
Approach Delay		18.6			22.2			57.5					
Approach LOS		B			C			E					
Queue Length 50th (ft)	54	13			229		144	259					
Queue Length 95th (ft)	m81	m14			270		217	#431					
Internal Link Dist (ft)		66			362			192				530	

Lanes, Volumes, Timings  
 125: ALBANY AVE.#1 &

9/15/2008

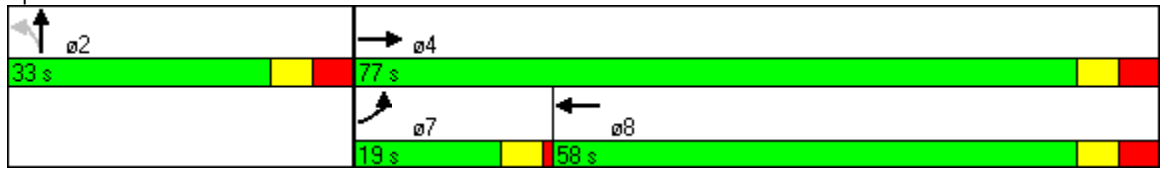


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)	225	2220			1573		402	423				
Starvation Cap Reductn	137	1163			0		0	0				
Spillback Cap Reductn	0	0			88		0	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	1.09	0.66			0.63		0.57	0.89				

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 88 (80%), Referenced to phase 4:EBT and 7:EBL, Start of Green  
 Natural Cycle: 110  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 30.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 96.4%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 125: ALBANY AVE.#1 &



## Arterial Level of Service: EB #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
FAIR STREET	III	30	38.8	16.9	55.7	0.31	19.7	C
PEARL STREET	III	30	9.8	117.0	126.8	0.06	1.8	F
BROADWAY	III	30	25.4	23.2	48.6	0.20	14.8	D
BROADWAY	III	30	4.3	1.6	5.9	0.03	16.9	D
Total	III		78.3	158.7	237.0	0.60	9.1	F

## Arterial Level of Service: WB #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	III	30	28.5	22.0	50.5	0.22	16.0	D
	III	30	4.3	0.7	5.0	0.03	19.9	C
CLINTON AVE.#1	III	30	25.4	4.0	29.4	0.20	24.4	B
KINGSTON PLZ	III	30	28.2	57.6	85.8	0.22	9.3	F
WASHINGTON AVENUE	III	30	38.8	41.6	80.4	0.31	13.7	E
Total	III		125.2	125.9	251.1	0.98	14.0	D

## Arterial Level of Service: NB FAIR STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SCHWENK DR.#1	IV	30	14.4	69.5	83.9	0.08	3.4	F
Total	IV		14.4	69.5	83.9	0.08	3.4	F

## Arterial Level of Service: SB FAIR STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
MAIN STREET	IV	30	16.8	16.3	33.1	0.09	10.2	D
PEARL STREET	IV	30	14.2	10.6	24.8	0.06	9.1	D
ST. JAMES STREET	IV	30	15.2	10.4	25.6	0.07	9.4	D
Total	IV		46.2	37.3	83.5	0.22	9.6	D

## Arterial Level of Service: NB WALL STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
PEARL STREET	IV	30	15.6	38.0	53.6	0.07	4.6	F
JOHN STREET	IV	30	19.8	25.2	45.0	0.11	8.8	E
N. FRONT STREET	IV	30	16.2	18.8	35.0	0.09	9.3	D
Total	IV		51.6	82.0	133.6	0.27	7.2	E

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**Arterial Level of Service: NB WASHINGTON AVENUE**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LINDERMAN AVE.	III	30	13.9	17.3	31.2	0.10	11.4	E
PEARL STREET	III	30	31.7	12.4	44.1	0.25	20.4	C
MAIN STREET	III	30	14.0	15.7	29.7	0.10	12.1	E
LUCAS AVE.	III	30	22.3	34.5	56.8	0.18	11.1	E
N. FRONT STREET	III	30	18.3	21.4	39.7	0.14	12.4	E
SCHWENK DR.#1	III	30	13.3	59.3	72.6	0.09	4.7	F
<b>Total</b>	<b>III</b>		<b>113.5</b>	<b>160.6</b>	<b>274.1</b>	<b>0.85</b>	<b>11.2</b>	<b>E</b>

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**Arterial Level of Service: SB WASHINGTON AVENUE**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
HURLEY AVE.	III	30	17.0	137.3	154.3	0.13	3.0	F
MUNICIPAL STADIUM RD	III	30	13.3	18.7	32.0	0.09	10.6	E
LUCAS AVE.	III	30	18.3	10.9	29.2	0.14	16.8	D
MAIN STREET	III	30	22.3	14.9	37.2	0.18	17.0	D
PEARL STREET	III	30	14.0	13.0	27.0	0.10	13.3	E
LINDERMAN AVE.	III	30	31.7	16.7	48.4	0.25	18.6	C
<b>Total</b>	<b>III</b>		<b>116.6</b>	<b>211.5</b>	<b>328.1</b>	<b>0.88</b>	<b>9.7</b>	<b>F</b>

# **Appendix L**

## **2035 No Build Condition Synchro Analysis Results**

**Weekday AM**

Lanes, Volumes, Timings  
 101: HURLEY AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	150	120	35	110	150	105	500	40	340	445	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	10	10	11	11	11	11
Storage Length (ft)	0		155	150		0	150		0	150		0
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25		25	75		25	25		150	25		100
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.933				0.850		0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3256	0	1805	1837	1615	1652	3272	0	1728	1801	1561
Flt Permitted	0.670			0.537			0.347			0.325		
Satd. Flow (perm)	1231	3256	0	1020	1837	1615	603	3272	0	591	1801	1561
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		149						11				192
Link Speed (mph)		30			30			30				30
Link Distance (ft)		580			708			498				669
Travel Time (s)		13.2			16.1			11.3				15.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	0%	1%	2%	0%
Adj. Flow (vph)	297	186	149	43	136	186	130	620	50	421	551	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	297	335	0	43	136	186	130	670	0	421	551	192
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	1.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	24.0		12.0	24.0	24.0	9.0	25.0		12.0	24.0	24.0
Total Split (s)	9.0	22.5	0.0	9.0	22.5	22.5	9.0	46.1	0.0	12.4	46.1	46.1
Total Split (%)	10.0%	25.0%	0.0%	10.0%	25.0%	25.0%	10.0%	51.2%	0.0%	13.8%	51.2%	51.2%
Maximum Green (s)	1.0	14.5		1.0	14.5	14.5	1.0	38.1		4.4	38.1	38.1
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	4.0	8.0	8.0	8.0	8.0	8.0	4.0	8.0	8.0	8.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Min		Min	C-Min	C-Min
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	14.4	13.4		14.4	13.4	13.4	40.2	39.2		47.0	42.6	42.6
Actuated g/C Ratio	0.16	0.15		0.16	0.15	0.15	0.45	0.44		0.52	0.47	0.47
v/c Ratio	1.46	0.55		0.25	0.50	0.77	0.46	0.47		1.16	0.65	0.23
Control Delay	263.5	22.7		33.4	41.5	58.8	23.4	21.3		118.4	22.8	2.9

Lanes, Volumes, Timings  
 101: HURLEY AVE. & WASHINGTON AVENUE

9/15/2008

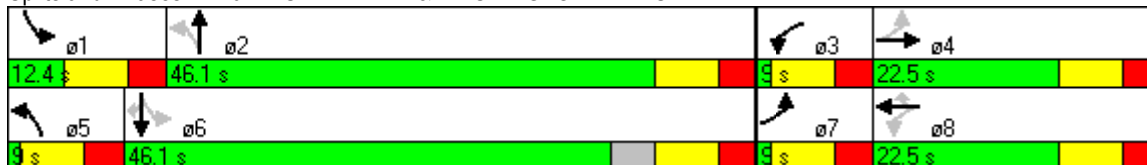


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	263.5	22.7		33.4	41.5	58.8	23.4	21.3		118.4	22.8	2.9
LOS	F	C		C	D	E	C	C		F	C	A
Approach Delay		135.9			49.3			21.7			54.1	
Approach LOS		F			D			C			D	
Queue Length 50th (ft)	~205	50		19	71	101	35	103		~174	234	0
Queue Length 95th (ft)	#381	92		45	128	#197	m52	m177		#368	351	35
Internal Link Dist (ft)		500			628			418			589	
Turn Bay Length (ft)				150			150			150		
Base Capacity (vph)	203	650		172	296	260	281	1430		364	852	840
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.46	0.52		0.25	0.46	0.72	0.46	0.47		1.16	0.65	0.23

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 25 (28%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.46  
 Intersection Signal Delay: 62.2 Intersection LOS: E  
 Intersection Capacity Utilization 87.1% ICU Level of Service E  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 101: HURLEY AVE. & WASHINGTON AVENUE





Lanes, Volumes, Timings

102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	220	95	15	25	110	125	5	300	70	210	255	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	10	10	10	10	10	10	10
Storage Length (ft)	0		0	0		75	0		100	150		0
Storage Lanes	1		0	0		1	0		1	1		1
Taper Length (ft)	25		25	25		200	25		300	25		150
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.979				0.850		0.972				0.850
Flt Protected	0.950				0.991			0.999		0.950		
Satd. Flow (prot)	1745	1798	0	0	1648	1319	0	3220	0	1685	1739	1507
Flt Permitted	0.328				0.901			0.950		0.381		
Satd. Flow (perm)	602	1798	0	0	1498	1319	0	3062	0	676	1739	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				155		34				167
Link Speed (mph)		30			30			30				30
Link Distance (ft)		140			468			721				498
Travel Time (s)		3.2			10.6			16.4				11.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Parking (#/hr)					5	5						
Adj. Flow (vph)	273	118	19	31	136	155	6	372	87	260	316	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	273	137	0	0	167	155	0	465	0	260	316	167
Turn Type	pm+pt			Perm		Perm	Perm			pm+pt		Perm
Protected Phases	7	4			8			2		1	6	
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		8	8	8	2	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Total Split (s)	16.8	29.0	0.0	12.2	12.2	12.2	40.0	40.0	0.0	21.0	61.0	61.0
Total Split (%)	18.7%	32.2%	0.0%	13.6%	13.6%	13.6%	44.4%	44.4%	0.0%	23.3%	67.8%	67.8%
Maximum Green (s)	8.8	21.0		4.2	4.2	4.2	32.0	32.0		13.0	53.0	53.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	4.0	8.0	8.0	8.0	8.0	8.0	4.0	8.0	8.0	8.0
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	Min		Min	Min	Min	C-Min	C-Min		Min	C-Min	C-Min
Walk Time (s)		5.0		5.0	5.0	5.0	5.0	5.0			5.0	5.0
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0			11.0	11.0
Pedestrian Calls (#/hr)		0		0	0	0	0	0			0	0
Act Effct Green (s)	21.0	21.0			4.2	4.2		33.5		53.0	53.0	53.0
Actuated g/C Ratio	0.23	0.23			0.05	0.05		0.37		0.59	0.59	0.59
v/c Ratio	1.08	0.32			2.39	0.74		0.40		0.49	0.31	0.17

Lanes, Volumes, Timings

102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE

9/15/2008

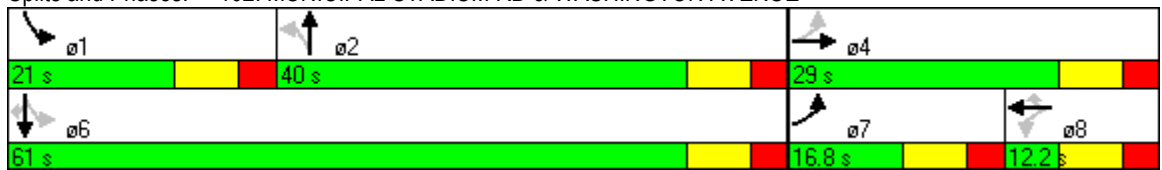


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	114.3	29.4			687.3	29.8		14.8		14.8	12.5	5.0
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	114.3	29.4			687.3	29.8		14.8		14.8	12.5	5.0
LOS	F	C			F	C		B		B	B	A
Approach Delay		85.9			370.8			14.8			11.6	
Approach LOS		F			F			B			B	
Queue Length 50th (ft)	~156	61			~158	0		50		58	71	0
Queue Length 95th (ft)	#278	113			#282	#91		77		134	152	m51
Internal Link Dist (ft)		60			388			641			418	
Turn Bay Length (ft)						75				150		
Base Capacity (vph)	252	426			70	209		1163		544	1024	956
Starvation Cap Reductn	0	0			0	0		0		0	0	0
Spillback Cap Reductn	0	0			0	0		0		0	0	0
Storage Cap Reductn	0	0			0	0		0		0	0	0
Reduced v/c Ratio	1.08	0.32			2.39	0.74		0.40		0.48	0.31	0.17

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 21 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 2.39  
 Intersection Signal Delay: 87.7  
 Intersection LOS: F  
 Intersection Capacity Utilization 76.2%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE



Lanes, Volumes, Timings  
 103: LUCAS AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	50	200	80	5	15	10	55	310	35	30	240	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	14	14	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.967			0.955			0.988			0.989	
Fl <sub>t</sub> Protected		0.992			0.992			0.993			0.995	
Satd. Flow (prot)	0	1585	0	0	1457	0	0	1948	0	0	1680	0
Fl <sub>t</sub> Permitted		0.943			0.925			0.890			0.912	
Satd. Flow (perm)	0	1507	0	0	1359	0	0	1746	0	0	1540	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			14			7			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		353			613			928			721	
Travel Time (s)		8.0			13.9			21.1			16.4	
Peak Hour Factor	0.92	0.92	0.92	0.81	0.81	0.81	0.87	0.87	0.87	0.88	0.88	0.88
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	1%	0%	0%	9%	0%	2%	2%	3%	0%	3%	17%
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Adj. Flow (vph)	62	248	99	7	21	14	72	406	46	39	311	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	409	0	0	42	0	0	524	0	0	382	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	42.0	42.0		42.0	42.0		48.0	48.0		48.0	48.0	
Total Split (s)	42.0	42.0	0.0	42.0	42.0	0.0	48.0	48.0	0.0	48.0	48.0	0.0
Total Split (%)	46.7%	46.7%	0.0%	46.7%	46.7%	0.0%	53.3%	53.3%	0.0%	53.3%	53.3%	0.0%
Maximum Green (s)	34.0	34.0		34.0	34.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		34.0			34.0			40.0			40.0	
Actuated g/C Ratio		0.38			0.38			0.44			0.44	
v/c Ratio		0.70			0.08			0.67			0.56	
Control Delay		30.2			13.9			24.8			20.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		30.2			13.9			24.8			20.4	
LOS		C			B			C			C	
Approach Delay		30.2			13.9			24.8			20.4	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)		184			10			226			203	
Queue Length 95th (ft)		294			27			323			m109	

Lanes, Volumes, Timings  
 103: LUCAS AVE. & WASHINGTON AVENUE

9/15/2008

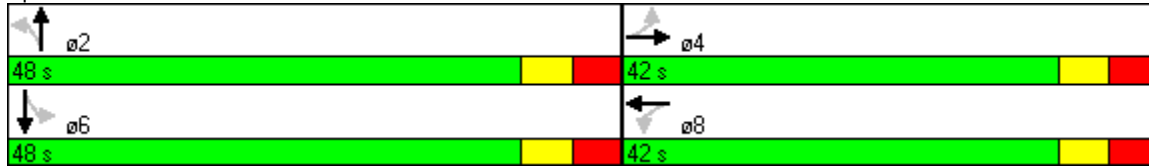


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		273			533			848			641	
Turn Bay Length (ft)												
Base Capacity (vph)		582			522			780			688	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.70			0.08			0.67			0.56	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 24.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 76.0%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: LUCAS AVE. & WASHINGTON AVENUE



Lanes, Volumes, Timings  
 104: MAIN STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	10	0	25	15	45	60	15	335	0	0	320	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	15	15	15	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.904			0.932							0.998
Fl <sub>t</sub> Protected		0.986			0.994			0.998				
Satd. Flow (prot)	0	1383	0	0	1702	0	0	2066	0	0	1588	0
Fl <sub>t</sub> Permitted		0.897			0.962			0.972				
Satd. Flow (perm)	0	1258	0	0	1647	0	0	2012	0	0	1588	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		32										2
Link Speed (mph)		30			30			30				30
Link Distance (ft)		342			571			526				928
Travel Time (s)		7.8			13.0			12.0				21.1
Peak Hour Factor	0.89	0.89	0.89	0.71	0.71	0.71	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Parking (#/hr)	5	5	5							5	5	5
Adj. Flow (vph)	13	0	32	24	72	96	20	455	0	0	434	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	192	0	0	475	0	0	441	0
Turn Type	Perm			Perm			Perm					
Protected Phases		4			8			2				6
Permitted Phases	4			8			2					
Minimum Split (s)	25.0	25.0		25.0	25.0		35.0	35.0				35.0
Total Split (s)	28.0	28.0	0.0	28.0	28.0	0.0	37.0	37.0	0.0	0.0	37.0	0.0
Total Split (%)	43.1%	43.1%	0.0%	43.1%	43.1%	0.0%	56.9%	56.9%	0.0%	0.0%	56.9%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		30.0	30.0				30.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0				3.0
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0				4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0	4.0	7.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0				5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0				0
Act Effct Green (s)		21.0			21.0			30.0				30.0
Actuated g/C Ratio		0.32			0.32			0.46				0.46
v/c Ratio		0.11			0.36			0.51				0.60
Control Delay		8.8			11.7			14.8				17.3
Queue Delay		0.0			0.0			0.0				0.0
Total Delay		8.8			11.7			14.8				17.3
LOS		A			B			B				B
Approach Delay		8.8			11.7			14.8				17.3
Approach LOS		A			B			B				B
Queue Length 50th (ft)		3			27			126				122
Queue Length 95th (ft)		23			37			182				186

Lanes, Volumes, Timings  
 104: MAIN STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		262			491			446			848	
Turn Bay Length (ft)												
Base Capacity (vph)		428			532			929			734	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.36			0.51			0.60	

Intersection Summary

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 65  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  
 Natural Cycle: 60  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 15.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 54.3%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 104: MAIN STREET & WASHINGTON AVENUE



Lanes, Volumes, Timings  
 105: PEARL STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	15	110	35	15	25	40	15	295	20	65	275	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	15	15	15	15	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970			0.932			0.992			0.994	
Flt Protected		0.995			0.991			0.998			0.991	
Satd. Flow (prot)	0	1882	0	0	1666	0	0	1999	0	0	1980	0
Flt Permitted		0.965			0.913			0.969			0.840	
Satd. Flow (perm)	0	1825	0	0	1535	0	0	1941	0	0	1678	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								7			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		768			536			1319			526	
Travel Time (s)		17.5			12.2			30.0			12.0	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.78	0.78	0.78	0.90	0.90	0.90
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	1%	0%	27%	4%	5%	13%	3%	4%	9%	3%	0%
Adj. Flow (vph)	18	132	42	19	31	50	22	431	29	82	348	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	192	0	0	100	0	0	482	0	0	449	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	27.5	27.5		27.5	27.5		47.5	47.5		47.5	47.5	
Total Split (s)	27.5	27.5	0.0	27.5	27.5	0.0	47.5	47.5	0.0	47.5	47.5	0.0
Total Split (%)	36.7%	36.7%	0.0%	36.7%	36.7%	0.0%	63.3%	63.3%	0.0%	63.3%	63.3%	0.0%
Maximum Green (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	4.0	7.5	7.5	4.0	7.5	7.5	4.0	7.5	7.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		20.0			20.0			40.0			40.0	
Actuated g/C Ratio		0.27			0.27			0.53			0.53	
v/c Ratio		0.39			0.24			0.46			0.50	
Control Delay		25.5			23.6			12.5			13.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		25.5			23.6			12.5			13.4	
LOS		C			C			B			B	
Approach Delay		25.5			23.6			12.5			13.4	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		73			36			127			122	
Queue Length 95th (ft)		130			75			161			197	
Internal Link Dist (ft)		688			456			1239			446	

Lanes, Volumes, Timings  
 105: PEARL STREET & WASHINGTON AVENUE

9/15/2008

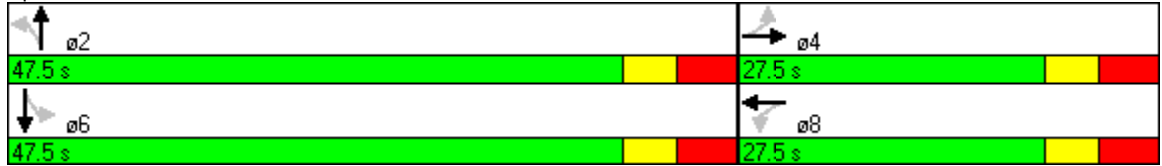


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		487			409			1038			897	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.39			0.24			0.46			0.50	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	47.5 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	75
Control Type:	Pretimed
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	15.8
Intersection LOS:	B
Intersection Capacity Utilization	71.3%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 105: PEARL STREET & WASHINGTON AVENUE





Lanes, Volumes, Timings  
 106: LINDERMAN AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	15	25	20	5	25	20	15	285	5	10	305	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.947			0.998			0.996	
Flt Protected		0.988			0.995			0.998			0.998	
Satd. Flow (prot)	0	1673	0	0	1462	0	0	1796	0	0	1568	0
Flt Permitted		0.930			0.974			0.967			0.982	
Satd. Flow (perm)	0	1575	0	0	1431	0	0	1740	0	0	1543	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			30			2			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		320			574			520			1319	
Travel Time (s)		7.3			13.0			11.8			30.0	
Peak Hour Factor	0.76	0.76	0.76	0.75	0.75	0.75	0.76	0.76	0.76	0.80	0.80	0.80
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Parking (#/hr)				5	5	5				5	5	5
Adj. Flow (vph)	22	38	30	8	38	30	22	428	8	14	435	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	90	0	0	76	0	0	458	0	0	463	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Split (s)	27.0	27.0	0.0	27.0	27.0	0.0	33.0	33.0	0.0	33.0	33.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	45.0%	45.0%	0.0%	55.0%	55.0%	0.0%	55.0%	55.0%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		27.0	27.0		27.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		21.0			21.0			27.0			27.0	
Actuated g/C Ratio		0.35			0.35			0.45			0.45	
v/c Ratio		0.16			0.15			0.58			0.67	
Control Delay		10.6			10.0			16.0			18.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.6			10.0			16.0			18.6	
LOS		B			B			B			B	
Approach Delay		10.6			10.0			16.0			18.6	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		14			11			116			123	
Queue Length 95th (ft)		32			27			153			178	

Lanes, Volumes, Timings  
 106: LINDERMAN AVE. & WASHINGTON AVENUE

9/15/2008

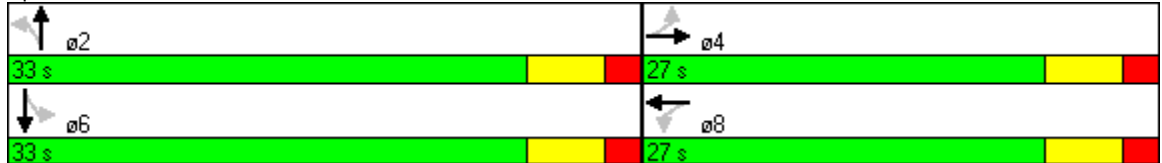


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		240			494			440				1239
Turn Bay Length (ft)												
Base Capacity (vph)		571			520			784				696
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.16			0.15			0.58				0.67

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	16.3
Intersection LOS:	B
Intersection Capacity Utilization	42.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 106: LINDERMAN AVE. & WASHINGTON AVENUE



Lanes, Volumes, Timings  
108: MAIN STREET & GREEN STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Volume (vph)	0	0	0	25	120	0	0	0	0	0	180	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15	15	15	15	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr t												0.993
Flt Protected					0.991							
Satd. Flow (prot)	0	0	0	0	1777	0	0	0	0	0	1834	0
Flt Permitted					0.991							
Satd. Flow (perm)	0	0	0	0	1777	0	0	0	0	0	1834	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												5
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		571			316			336			215	
Travel Time (s)		13.0			7.2			7.6			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%	0%	0%	0%	0%	2%	2%
Parking (#/hr)				5	5	5				5	5	5
Adj. Flow (vph)	0	0	0	31	149	0	0	0	0	0	223	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	180	0	0	0	0	0	235	0
Turn Type				Perm								
Protected Phases					8							6
Permitted Phases				8								
Minimum Split (s)				23.0	23.0							23.0
Total Split (s)	0.0	0.0	0.0	33.0	33.0	0.0	0.0	0.0	0.0	0.0	32.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	50.8%	50.8%	0.0%	0.0%	0.0%	0.0%	0.0%	49.2%	0.0%
Maximum Green (s)				26.0	26.0						25.0	
Yellow Time (s)				3.0	3.0						3.0	
All-Red Time (s)				4.0	4.0						4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	7.0	7.0	4.0	4.0	4.0	4.0	4.0	7.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				5.0	5.0						5.0	
Flash Dont Walk (s)				11.0	11.0						11.0	
Pedestrian Calls (#/hr)				0	0						0	
Act Effct Green (s)					26.0						25.0	
Actuated g/C Ratio					0.40						0.38	
v/c Ratio					0.25						0.33	
Control Delay					14.2						15.4	
Queue Delay					0.0						0.0	
Total Delay					14.2						15.4	
LOS					B						B	
Approach Delay					14.2						15.4	
Approach LOS					B						B	
Queue Length 50th (ft)					46						62	
Queue Length 95th (ft)					86						112	

Lanes, Volumes, Timings  
 108: MAIN STREET & GREEN STREET

9/15/2008

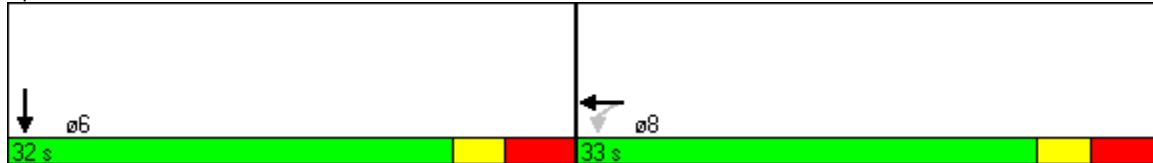


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		491			236			256			135	
Turn Bay Length (ft)												
Base Capacity (vph)					711						708	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.25						0.33	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	0 (0%), Referenced to phase 6:SBT, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.33
Intersection Signal Delay:	14.9
Intersection LOS:	B
Intersection Capacity Utilization	31.9%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 108: MAIN STREET & GREEN STREET



Lanes, Volumes, Timings  
111: N. FRONT STREET & WALL STREET

9/15/2008



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↘	↗
Volume (vph)	110	0	0	200	150	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	9	9
Storage Length (ft)		0	0		0	75
Storage Lanes		0	0		1	1
Taper Length (ft)		25	25		25	100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	1630	0	0	2111	1354	1211
Flt Permitted					0.950	
Satd. Flow (perm)	1630	0	0	2111	1354	1211
Right Turn on Red		Yes				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	362			139	475	
Travel Time (s)	8.2			3.2	10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	0%	0%	2%	2%	2%
Parking (#/hr)	5	5			10	10
Adj. Flow (vph)	136	0	0	248	186	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	136	0	0	248	186	31
Turn Type						Perm
Protected Phases	4			8	2	
Permitted Phases						2
Minimum Split (s)	23.0			23.0	23.0	23.0
Total Split (s)	33.0	0.0	0.0	33.0	27.0	27.0
Total Split (%)	55.0%	0.0%	0.0%	55.0%	45.0%	45.0%
Maximum Green (s)	26.0			26.0	20.0	20.0
Yellow Time (s)	3.0			3.0	3.0	3.0
All-Red Time (s)	4.0			4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	4.0	4.0	7.0	7.0	7.0
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effect Green (s)	26.0			26.0	20.0	20.0
Actuated g/C Ratio	0.43			0.43	0.33	0.33
v/c Ratio	0.19			0.27	0.41	0.08
Control Delay	11.5			11.9	18.9	14.4
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	11.5			11.9	18.9	14.4
LOS	B			B	B	B
Approach Delay	11.5			11.9	18.3	

Lanes, Volumes, Timings  
 111: N. FRONT STREET & WALL STREET

9/15/2008

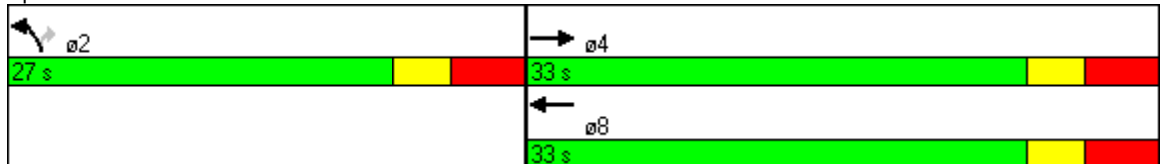


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	B			B	B	
Queue Length 50th (ft)	29			55	51	8
Queue Length 95th (ft)	59			97	100	24
Internal Link Dist (ft)	282			59	395	
Turn Bay Length (ft)						75
Base Capacity (vph)	706			915	451	404
Starvation Cap Reductn	0			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.19			0.27	0.41	0.08

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	27 (45%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.41
Intersection Signal Delay:	14.1
Intersection LOS:	B
Intersection Capacity Utilization	33.1%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 111: N. FRONT STREET & WALL STREET



Lanes, Volumes, Timings  
112: JOHN STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↑	↗			
Volume (vph)	25	175	0	0	0	0	0	160	75	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	11	11	10	12	12	12
Storage Length (ft)	0		0	0		0	0		50	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25		25	25		25	25		100	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt									0.850			
Flt Protected		0.994										
Satd. Flow (prot)	0	2140	0	0	0	0	0	1531	1281	0	0	0
Flt Permitted		0.994										
Satd. Flow (perm)	0	2140	0	0	0	0	0	1531	1281	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			259			581			475	
Travel Time (s)		8.3			5.9			13.2			10.8	
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Parking (#/hr)							10	10	10			
Adj. Flow (vph)	32	224	0	0	0	0	0	198	93	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	256	0	0	0	0	0	198	93	0	0	0
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	27.0	27.0						27.0	27.0			
Total Split (s)	27.0	27.0	0.0	0.0	0.0	0.0	0.0	27.0	27.0	0.0	0.0	0.0
Total Split (%)	38.6%	38.6%	0.0%	0.0%	0.0%	0.0%	0.0%	38.6%	38.6%	0.0%	0.0%	0.0%
Maximum Green (s)	22.0	22.0						22.0	22.0			
Yellow Time (s)	3.0	3.0						3.0	3.0			
All-Red Time (s)	2.0	2.0						2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.0						22.0	22.0			
Actuated g/C Ratio		0.31						0.31	0.31			
v/c Ratio		0.38						0.41	0.23			
Control Delay		20.8						23.6	21.1			
Queue Delay		0.0						0.0	0.0			
Total Delay		20.8						23.6	21.1			
LOS		C						C	C			
Approach Delay		20.8						22.8				

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	16.0
Total Split (s)	16.0
Total Split (%)	23%
Maximum Green (s)	11.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	5.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	



Lanes, Volumes, Timings  
 112: JOHN STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Approach LOS		C							C				
Queue Length 50th (ft)		85						71	31				
Queue Length 95th (ft)		142						129	68				
Internal Link Dist (ft)		285			179			501			395		
Turn Bay Length (ft)									50				
Base Capacity (vph)		673						481	403				
Starvation Cap Reductn		0						0	0				
Spillback Cap Reductn		0						0	0				
Storage Cap Reductn		0						0	0				
Reduced v/c Ratio		0.38						0.41	0.23				

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:NBT, Start of Green
Natural Cycle:	70
Control Type:	Pretimed
Maximum v/c Ratio:	0.41
Intersection Signal Delay:	21.8
Intersection LOS:	C
Intersection Capacity Utilization:	30.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 112: JOHN STREET & WALL STREET



# HCM Unsignalized Intersection Capacity Analysis

## 909: MAIN STREET & WALL STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↑				
Volume (veh/h)	0	0	0	0	120	40	40	210	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	149	50	50	260	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		316			400							
pX, platoon unblocked												
vC, conflicting volume	198			0			173	198	0	304	173	173
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	198			0			173	198	0	304	173	173
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			94	63	100	100	100	100
cM capacity (veh/h)	1386			1636			794	697	1091	463	723	875

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	198	50	260
Volume Left	0	50	0
Volume Right	50	0	0
cSH	1700	794	697
Volume to Capacity	0.12	0.06	0.37
Queue Length 95th (ft)	0	5	43
Control Delay (s)	0.0	9.8	13.2
Lane LOS		A	B
Approach Delay (s)	0.0	12.7	
Approach LOS		B	

Intersection Summary		
Average Delay		7.7
Intersection Capacity Utilization	29.2%	ICU Level of Service
Analysis Period (min)		15
		A

Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↕				
Volume (vph)	50	125	0	0	60	90	20	125	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	16	16	16	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.919			0.987				
Fl <sub>t</sub> Protected		0.986						0.994				
Satd. Flow (prot)	0	2123	0	0	1746	0	0	1820	0	0	0	0
Fl <sub>t</sub> Permitted		0.871						0.994				
Satd. Flow (perm)	0	1876	0	0	1746	0	0	1820	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								6				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		262			421			362				332
Travel Time (s)		6.0			9.6			8.2				7.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Parking (#/hr)							5	5	5			
Adj. Flow (vph)	62	155	0	0	74	112	25	155	19	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	217	0	0	186	0	0	199	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			1				
Permitted Phases	4						1					
Minimum Split (s)	21.0	21.0			21.0		21.0	21.0				
Total Split (s)	39.0	39.0	0.0	0.0	39.0	0.0	23.0	23.0	0.0	0.0	0.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	0.0%	48.8%	0.0%	28.8%	28.8%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	34.0	34.0			34.0		18.0	18.0				
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0				
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead				
Lead-Lag Optimize?							Yes	Yes				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		34.0			34.0			18.0				
Actuated g/C Ratio		0.42			0.42			0.22				
v/c Ratio		0.27			0.25			0.48				
Control Delay		16.2			16.0			30.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		16.2			16.0			30.7				
LOS		B			B			C				
Approach Delay		16.2			16.0			30.7				
Approach LOS		B			B			C				
Queue Length 50th (ft)		68			58			84				
Queue Length 95th (ft)		116			102			148				

Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Minimum Split (s)	18.0
Total Split (s)	18.0
Total Split (%)	23%
Maximum Green (s)	14.0
Yellow Time (s)	2.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Walk Time (s)	5.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	

Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008

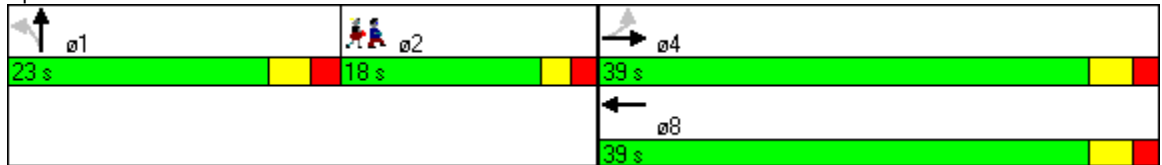


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		182			341			282			252	
Turn Bay Length (ft)												
Base Capacity (vph)		797			742			414				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.27			0.25			0.48				

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	23 (29%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	20.9
Intersection LOS:	C
Intersection Capacity Utilization	42.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 113: PEARL STREET & WALL STREET



Lanes, Volumes, Timings  
115: SCHWENK DR.#1 & KINGSTON PLZ

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	165	95	5	155	25	5	20	1	10	20	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	14	14	14	13	13	13
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	1		1
Taper Length (ft)	75		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.982			0.995				0.850
Flt Protected	0.950				0.999			0.991		0.950		
Satd. Flow (prot)	1745	1837	1568	0	1864	0	0	1998	0	1865	1963	1605
Flt Permitted	0.386				0.990			0.991		0.950		
Satd. Flow (perm)	709	1837	1568	0	1847	0	0	1998	0	1865	1963	1605
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)												148
Link Speed (mph)		30			30			30				30
Link Distance (ft)		904			734			421				273
Travel Time (s)		20.5			16.7			9.6				6.2
Peak Hour Factor	0.93	0.93	0.93	0.83	0.83	0.83	0.56	0.56	0.56	0.91	0.91	1.00
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	4%
Adj. Flow (vph)	294	202	116	7	213	34	10	41	2	13	25	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	294	202	116	0	254	0	0	53	0	13	25	148
Turn Type	pm+pt		Perm	Perm			Split			Split		Prot
Protected Phases	5	2			6		11	11		10	10	10
Permitted Phases	2		2	6								
Minimum Split (s)	20.0	20.0	20.0	38.0	38.0		15.0	15.0		20.0	20.0	20.0
Total Split (s)	47.0	90.0	90.0	38.0	38.0	0.0	18.0	18.0	0.0	17.0	17.0	17.0
Total Split (%)	31.3%	60.0%	60.0%	25.3%	25.3%	0.0%	12.0%	12.0%	0.0%	11.3%	11.3%	11.3%
Maximum Green (s)	45.0	83.0	83.0	31.0	31.0		11.0	11.0		10.0	10.0	10.0
Yellow Time (s)	2.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	2.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	7.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead				
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	88.0	83.0	83.0		36.0			11.0		10.0	10.0	10.0
Actuated g/C Ratio	0.59	0.55	0.55		0.24			0.07		0.07	0.07	0.07
v/c Ratio	0.40	0.20	0.13		0.57			0.36		0.10	0.19	0.60
Control Delay	17.3	17.5	16.7		56.2			73.5		67.9	69.9	20.5
Queue Delay	0.0	0.0	0.0		0.0			0.0		0.0	0.0	0.0
Total Delay	17.3	17.5	16.7		56.2			73.5		67.9	69.9	20.5
LOS	B	B	B		E			E		E	E	C
Approach Delay		17.2			56.2			73.5			30.4	
Approach LOS		B			E			E			C	

Lane Group		ø12
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases		12
Permitted Phases		
Minimum Split (s)		25.0
Total Split (s)		25.0
Total Split (%)		17%
Maximum Green (s)		23.0
Yellow Time (s)		2.0
All-Red Time (s)		0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Walk Time (s)		7.0
Flash Dont Walk (s)		10.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Lanes, Volumes, Timings  
 115: SCHWENK DR.#1 & KINGSTON PLZ

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	138	96	53		221			50		12	24	0
Queue Length 95th (ft)	195	143	88		287			60		36	57	72
Internal Link Dist (ft)		824			654			341			193	
Turn Bay Length (ft)	100											
Base Capacity (vph)	727	1016	868		443			147		124	131	245
Starvation Cap Reductn	0	0	0		0			0		0	0	0
Spillback Cap Reductn	0	0	0		0			0		0	0	0
Storage Cap Reductn	0	0	0		0			0		0	0	0
Reduced v/c Ratio	0.40	0.20	0.13		0.57			0.36		0.10	0.19	0.60

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	33 (22%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	120
Control Type:	Pretimed
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	31.1
Intersection LOS:	C
Intersection Capacity Utilization	50.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 115: SCHWENK DR.#1 & KINGSTON PLZ

ø2	ø10	ø11	ø12
90 s	17 s	18 s	25 s
ø5	ø6		
47 s	38 s		



# HCM Unsignalized Intersection Capacity Analysis

## 904: N. FRONT STREET & FAIR STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗						↗	
Volume (veh/h)	20	0	105	30	190	30	0	0	0	0	80	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	0	130	37	235	37	0	0	0	0	99	25
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		139										
pX, platoon unblocked				0.97			0.97	0.97	0.97	0.97	0.97	0.97
vC, conflicting volume	273			130			499	462	65	443	508	254
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	273			87			467	429	19	409	477	254
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			97			100	100	100	100	78	97
cM capacity (veh/h)	1302			1475			385	484	1032	521	454	790

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	155	37	273	124
Volume Left	25	37	0	0
Volume Right	130	0	37	25
cSH	1302	1475	1700	497
Volume to Capacity	0.02	0.03	0.16	0.25
Queue Length 95th (ft)	1	2	0	24
Control Delay (s)	1.4	7.5	0.0	14.6
Lane LOS	A	A		B
Approach Delay (s)	1.4	0.9		14.6
Approach LOS				B

Intersection Summary			
Average Delay		3.9	
Intersection Capacity Utilization		38.3%	ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis  
 906: JOHN STREET & FAIR STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶									↷	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	175	75	0	0	0	0	0	0	50	155	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	217	93	0	0	0	0	0	0	62	192	0
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>SB 1</b>										
Volume Total (vph)	310	254										
Volume Left (vph)	0	62										
Volume Right (vph)	93	0										
Hadj (s)	-0.18	0.05										
Departure Headway (s)	4.4	4.7										
Degree Utilization, x	0.38	0.33										
Capacity (veh/h)	786	732										
Control Delay (s)	9.9	10.0										
Approach Delay (s)	9.9	10.0										
Approach LOS	A	A										
<b>Intersection Summary</b>												
Delay			10.0									
HCM Level of Service			A									
Intersection Capacity Utilization			34.8%		ICU Level of Service					A		
Analysis Period (min)			15									

Lanes, Volumes, Timings  
116: MAIN STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	25	105	0	0	0	0	0	150	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	75		0	0		0	0		50
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00								0.96
Frt												0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	2006	2111	0	0	0	0	0	1630	1385
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1997	2111	0	0	0	0	0	1630	1332
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		400			472			331				493
Travel Time (s)		9.1			10.7			7.5				11.2
Confl. Peds. (#/hr)				3								15
Peak Hour Factor	0.92	0.92	0.92	0.78	0.78	0.78	0.92	0.92	0.92	0.71	0.71	0.71
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)										5	5	5
Adj. Flow (vph)	0	0	0	37	153	0	0	0	0	0	241	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	37	153	0	0	0	0	0	241	120
Turn Type				Perm								Perm
Protected Phases					8							6
Permitted Phases				8								6
Minimum Split (s)				28.0	28.0						32.0	32.0
Total Split (s)	0.0	0.0	0.0	28.0	28.0	0.0	0.0	0.0	0.0	0.0	32.0	32.0
Total Split (%)	0.0%	0.0%	0.0%	40.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	45.7%	45.7%
Maximum Green (s)				24.0	24.0						28.0	28.0
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				0.0	0.0						0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)				24.0	24.0						28.0	28.0
Actuated g/C Ratio				0.34	0.34						0.40	0.40
v/c Ratio				0.05	0.21						0.37	0.23
Control Delay				15.8	17.3						16.9	15.3
Queue Delay				0.0	0.0						0.0	0.0
Total Delay				15.8	17.3						16.9	15.3

Lanes, Volumes, Timings  
 116: MAIN STREET & FAIR STREET

9/15/2008

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	10.0
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	7.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	4.0
Flash Dont Walk (s)	3.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lanes, Volumes, Timings  
 116: MAIN STREET & FAIR STREET

9/15/2008

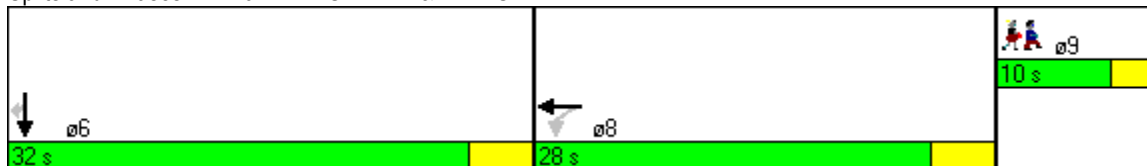


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				B	B						B	B
Approach Delay					17.0						16.4	
Approach LOS					B						B	
Queue Length 50th (ft)				10	46						71	33
Queue Length 95th (ft)				25	73						93	51
Internal Link Dist (ft)		320			392			251			413	
Turn Bay Length (ft)				75								50
Base Capacity (vph)				685	724						652	533
Starvation Cap Reductn				0	0						0	0
Spillback Cap Reductn				0	0						0	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.05	0.21						0.37	0.23

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 6:SBT, Start of Green
Natural Cycle:	70
Control Type:	Pretimed
Maximum v/c Ratio:	0.37
Intersection Signal Delay:	16.6
Intersection LOS:	B
Intersection Capacity Utilization:	26.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 116: MAIN STREET & FAIR STREET



Lanes, Volumes, Timings  
117: PEARL STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	135	15	15	125	0	0	0	0	85	65	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							0.99
Frt		0.986										0.992
Flt Protected					0.995							0.974
Satd. Flow (prot)	0	1603	0	0	1853	0	0	0	0	0	2035	0
Flt Permitted					0.947							0.974
Satd. Flow (perm)	0	1603	0	0	1764	0	0	0	0	0	2027	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11										8
Link Speed (mph)		30			30			30				30
Link Distance (ft)		421			552			360				331
Travel Time (s)		9.6			12.5			8.2				7.5
Confl. Peds. (#/hr)			2	2						4		8
Peak Hour Factor	0.62	0.62	0.62	0.61	0.61	0.61	0.92	0.92	0.92	0.71	0.71	0.71
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Parking (#/hr)	5	5	5									
Adj. Flow (vph)	0	248	28	28	234	0	0	0	0	136	104	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	276	0	0	262	0	0	0	0	0	256	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8							6	
Minimum Split (s)		27.0		27.0	27.0					33.0	33.0	
Total Split (s)	0.0	27.0	0.0	27.0	27.0	0.0	0.0	0.0	0.0	33.0	33.0	0.0
Total Split (%)	0.0%	45.0%	0.0%	45.0%	45.0%	0.0%	0.0%	0.0%	0.0%	55.0%	55.0%	0.0%
Maximum Green (s)		22.0		22.0	22.0					28.0	28.0	
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		22.0			22.0							28.0
Actuated g/C Ratio		0.37			0.37							0.47
v/c Ratio		0.46			0.40							0.27
Control Delay		17.0			19.8							10.4
Queue Delay		0.0			0.0							0.0
Total Delay		17.0			19.8							10.4
LOS		B			B							B
Approach Delay		17.0			19.8							10.4
Approach LOS		B			B							B

Lanes, Volumes, Timings  
 117: PEARL STREET & FAIR STREET

9/15/2008

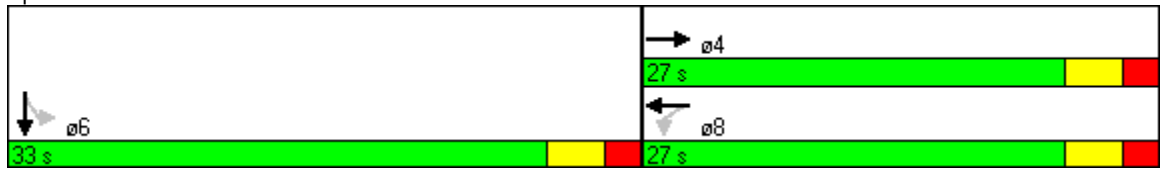


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		71			109						51	
Queue Length 95th (ft)		80			131						69	
Internal Link Dist (ft)		341			472			280			251	
Turn Bay Length (ft)												
Base Capacity (vph)		595			647						950	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.46			0.40						0.27	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	15.8
Intersection LOS:	B
Intersection Capacity Utilization	43.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 117: PEARL STREET & FAIR STREET



Lanes, Volumes, Timings  
118: ST. JAMES STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	40	15	15	20	0	0	0	0	5	70	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	9	9	9	9	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.963									0.978	
Fl <sub>t</sub> Protected					0.979						0.997	
Satd. Flow (prot)	0	1494	0	0	1519	0	0	0	0	0	1459	0
Fl <sub>t</sub> Permitted					0.894						0.997	
Satd. Flow (perm)	0	1494	0	0	1387	0	0	0	0	0	1459	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23									19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		382			318			1050			354	
Travel Time (s)		8.7			7.2			23.9			8.0	
Peak Hour Factor	0.75	0.75	0.75	0.65	0.65	0.65	0.92	0.92	0.92	0.88	0.88	0.88
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Adj. Flow (vph)	0	61	23	26	35	0	0	0	0	6	91	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	84	0	0	61	0	0	0	0	0	116	0
Turn Type				Perm							Perm	
Protected Phases		4			8						6	
Permitted Phases				8						6		
Minimum Split (s)		30.0		30.0	30.0					30.0	30.0	
Total Split (s)	0.0	30.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0	30.0	30.0	0.0
Total Split (%)	0.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)		25.0		25.0	25.0					25.0	25.0	
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		25.0		25.0	25.0					25.0	25.0	
Actuated g/C Ratio		0.42		0.42	0.42					0.42	0.42	
v/c Ratio		0.13		0.11	0.11					0.19	0.19	
Control Delay		9.1		11.4	11.4					10.4	10.4	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay		9.1		11.4	11.4					10.4	10.4	
LOS		A		B	B					B	B	
Approach Delay		9.1		11.4	11.4					10.4	10.4	
Approach LOS		A		B	B					B	B	
Queue Length 50th (ft)		13		13	13					21	21	
Queue Length 95th (ft)		28		23	23					48	48	
Internal Link Dist (ft)		302		238	238			970		274	274	



Lanes, Volumes, Timings  
 118: ST. JAMES STREET & FAIR STREET

9/15/2008

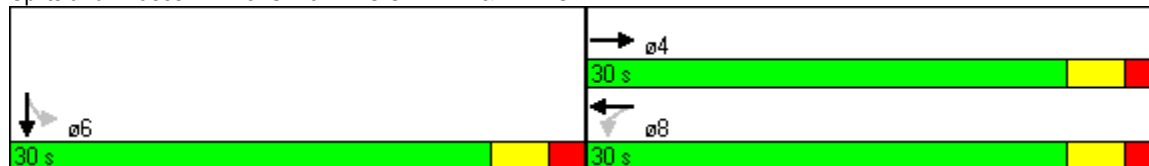


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		636			578						619	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.13			0.11						0.19	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.19
Intersection Signal Delay:	10.2
Intersection LOS:	B
Intersection Capacity Utilization	22.7%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 118: ST. JAMES STREET & FAIR STREET



Phone:  
E-Mail:

Fax:

ALL-WAY STOP CONTROL (AWSC) ANALYSIS

Analyst: RM  
 Agency/Co.: RBA Group  
 Date Performed: 9/9/2008  
 Analysis Time Period: AM Peak No Build  
 Intersection: Greenkill / Fair / Boulevard  
 Jurisdiction: Kingston, NY  
 Units: U. S. Customary  
 Analysis Year: 2035  
 Project ID:  
 East/West Street: Greenkill  
 North/South Street: Boulevard / Fair

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound				
	L	T	R	L	T	R	L	T	R	L	T	R		
Volume	46	125	18	160	114	51	17	86	251	17	97	68		
% Thrus Left Lane							50							50

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	TR	LTR		LT	TR
PHF	0.92		0.92	0.92	0.92		0.92	0.92
Flow Rate	203		234	116	383		70	126
% Heavy Veh	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Opposing-Lanes	2		1		2		1	
Conflicting-lanes	2		2		2		2	
Geometry group	4b		5		4b		5	
Duration, T	0.25 hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	203		234	116	383		70	126
Left-Turn	49		173	0	18		18	0
Right-Turn	19		0	55	272		0	73
Prop. Left-Turns	0.2		0.7	0.0	0.0		0.3	0.0
Prop. Right-Turns	0.1		0.0	0.5	0.7		0.0	0.6
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
Geometry Group	4b		5		4b		5	
Adjustments Exhibit 17-33:								
hLT-adj	0.2		0.5		0.2		0.5	

hRT-adj	-0.6	-0.7	-0.6	-0.7
hHV-adj	1.7	1.7	1.7	1.7
hadj, computed	-0.0	0.4	-0.3	-0.4

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Worksheet 4 - Departure Headway and Service Time

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	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	203		234	116	383		70	126
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.18		0.21	0.10	0.34		0.06	0.11
hd, final value	7.11		7.20	6.48	6.29		7.25	6.71
x, final value	0.40		0.47	0.21	0.67		0.14	0.23
Move-up time, m		2.3		2.3		2.3		2.3
Service Time	4.8		4.9	4.2	4.0		5.0	4.4

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Worksheet 5 - Capacity and Level of Service

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	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	203		234	116	383		70	126
Service Time	4.8		4.9	4.2	4.0		5.0	4.4
Utilization, x	0.40		0.47	0.21	0.67		0.14	0.23
Dep. headway, hd	7.11		7.20	6.48	6.29		7.25	6.71
Capacity	453		474	366	552		320	376
Delay	14.50		16.06	10.89	20.76		11.14	11.46
LOS	B		C	B	C		B	B
Approach:								
Delay		14.50		14.35		20.76		11.34
LOS		B		B		C		B
Intersection Delay	16.02				Intersection LOS	C		

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HCM Unsignalized Intersection Capacity Analysis  
 120: WESTBROOK LN & CLINTON AVE.#1

9/15/2008



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	65	15	350	125	35	285
Peak Hour Factor	0.68	0.68	0.93	0.93	0.89	0.89
Hourly flow rate (vph)	109	25	429	153	45	365
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	134	582	410			
Volume Left (vph)	109	0	45			
Volume Right (vph)	25	153	0			
Hadj (s)	0.05	-0.14	0.02			
Departure Headway (s)	6.3	4.7	5.1			
Degree Utilization, x	0.23	0.77	0.58			
Capacity (veh/h)	523	742	688			
Control Delay (s)	11.1	21.6	14.8			
Approach Delay (s)	11.1	21.6	14.8			
Approach LOS	B	C	B			
Intersection Summary						
Delay			17.9			
HCM Level of Service			C			
Intersection Capacity Utilization			63.7%	ICU Level of Service	B	
Analysis Period (min)			15			

Lanes, Volumes, Timings  
 119: MAIN STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Volume (vph)	0	0	125	485	330	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.991	
Flt Protected				0.989		
Satd. Flow (prot)	0	0	0	2097	1648	0
Flt Permitted				0.989		
Satd. Flow (perm)	0	0	0	2097	1648	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	472			335	285	
Travel Time (s)	10.7			7.6	6.5	
Confl. Peds. (#/hr)			12			12
Peak Hour Factor	0.92	0.92	0.77	0.84	0.84	0.56
Growth Factor	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%
Parking (#/hr)					5	5
Adj. Flow (vph)	0	0	185	658	448	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	843	479	0
Sign Control	Stop			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.5%
	ICU Level of Service C
Analysis Period (min)	15

Lanes, Volumes, Timings  
121: PEARL STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻	↻		↻		↻	↻	
Volume (vph)	0	210	10	0	150	445	0	185	5	285	40	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	9	9	9	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.98		1.00		0.99	1.00	
Frt		0.994				0.850		0.997			0.983	
Flt Protected										0.950		
Satd. Flow (prot)	0	1485	0	0	1710	1339	0	1655	0	1745	1801	0
Flt Permitted										0.353		
Satd. Flow (perm)	0	1485	0	0	1710	1307	0	1655	0	641	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				597		1			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		552			765			360			335	
Travel Time (s)		12.5			17.4			8.2			7.6	
Confl. Peds. (#/hr)			7			3			14	14		2
Peak Hour Factor	0.94	0.94	0.94	0.92	0.75	0.85	0.80	0.80	0.80	0.83	0.83	0.83
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Parking (#/hr)	5	5	5			5	0	5	5			
Adj. Flow (vph)	0	255	12	0	228	597	0	264	7	391	55	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	267	0	0	228	597	0	271	0	391	62	0
Turn Type						Perm				pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases						8				6		
Minimum Split (s)		22.0			22.0	22.0		22.0		10.0	22.0	
Total Split (s)	0.0	45.0	0.0	0.0	45.0	45.0	0.0	35.0	0.0	15.0	50.0	0.0
Total Split (%)	0.0%	37.5%	0.0%	0.0%	37.5%	37.5%	0.0%	29.2%	0.0%	12.5%	41.7%	0.0%
Maximum Green (s)		40.0			40.0	40.0		30.0		13.0	45.0	
Yellow Time (s)		3.0			3.0	3.0		3.0		2.0	3.0	
All-Red Time (s)		2.0			2.0	2.0		2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	4.0	2.0	5.0	4.0
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		40.0			40.0	40.0		30.0		48.0	45.0	
Actuated g/C Ratio		0.33			0.33	0.33		0.25		0.40	0.38	
v/c Ratio		0.54			0.40	0.72		0.65		1.04	0.09	
Control Delay		33.9			33.4	7.9		48.8		88.8	22.4	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay		33.9			33.4	7.9		48.8		88.8	22.4	
LOS		C			C	A		D		F	C	
Approach Delay		33.9			15.0			48.8			79.7	
Approach LOS		C			B			D			E	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	21.0
Total Split (s)	25.0
Total Split (%)	21%
Maximum Green (s)	22.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	10.0
Flash Dont Walk (s)	5.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Lanes, Volumes, Timings  
 121: PEARL STREET & CLINTON AVE.#1

9/15/2008

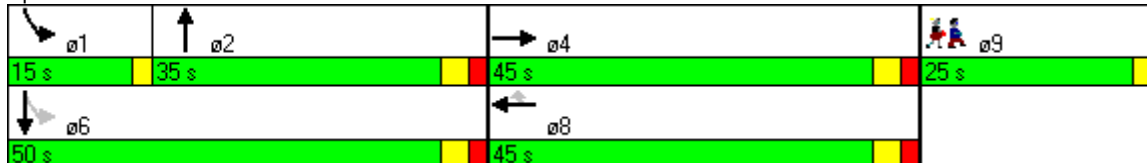


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		137			135	0		188		~246	28	
Queue Length 95th (ft)		242			167	54		244		#397	53	
Internal Link Dist (ft)		472			685			280			255	
Turn Bay Length (ft)												
Base Capacity (vph)		496			570	834		415		376	679	
Starvation Cap Reductn		0			0	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		0.54			0.40	0.72		0.65		1.04	0.09	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.04  
 Intersection Signal Delay: 39.0  
 Intersection LOS: D  
 Intersection Capacity Utilization 56.3%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 121: PEARL STREET & CLINTON AVE.#1





Lanes, Volumes, Timings  
122: ST. JAMES STREET & CLINTON AVE.

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	10	25	10	5	15	20	10	110	5	5	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00			0.99	
Frt		0.970			0.931			0.994			0.980	
Flt Protected		0.989			0.994			0.996			0.996	
Satd. Flow (prot)	0	1447	0	0	1392	0	0	1505	0	0	1477	0
Flt Permitted		0.951			0.977			0.971			0.966	
Satd. Flow (perm)	0	1391	0	0	1365	0	0	1465	0	0	1432	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			33			3			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		429			820			1001			373	
Travel Time (s)		9.8			18.6			22.8			8.5	
Confl. Peds. (#/hr)	1		9	9		1	8		1	1		8
Peak Hour Factor	0.84	0.84	0.84	0.70	0.70	0.70	0.74	0.74	0.74	0.86	0.86	0.86
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Adj. Flow (vph)	14	34	14	8	24	33	15	169	8	7	66	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	0	0	65	0	0	192	0	0	86	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	42.0	42.0	0.0	42.0	42.0	0.0	23.0	23.0	0.0	23.0	23.0	0.0
Total Split (%)	64.6%	64.6%	0.0%	64.6%	64.6%	0.0%	35.4%	35.4%	0.0%	35.4%	35.4%	0.0%
Maximum Green (s)	35.0	35.0		35.0	35.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		35.0			35.0			16.0			16.0	
Actuated g/C Ratio		0.54			0.54			0.25			0.25	
v/c Ratio		0.08			0.09			0.53			0.24	
Control Delay		6.3			4.7			27.1			19.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.3			4.7			27.1			19.2	
LOS		A			A			C			B	
Approach Delay		6.3			4.7			27.1			19.2	
Approach LOS		A			A			C			B	

Lanes, Volumes, Timings  
 122: ST. JAMES STREET & CLINTON AVE.

9/15/2008

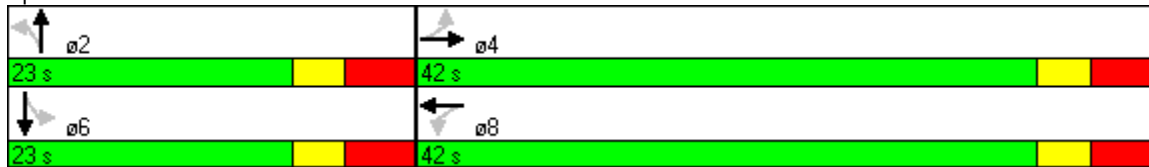


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		8			6			65			23	
Queue Length 95th (ft)		22			15			97			53	
Internal Link Dist (ft)		349			740			921			293	
Turn Bay Length (ft)												
Base Capacity (vph)		755			750			363			362	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.08			0.09			0.53			0.24	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.53
Intersection Signal Delay:	18.7
Intersection LOS:	B
Intersection Capacity Utilization	38.3%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 122: ST. JAMES STREET & CLINTON AVE.



HCM Unsignalized Intersection Capacity Analysis  
 123: ALBANY AVE.#1 & MAIDEN LANE

9/15/2008



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔↔		↔
Volume (veh/h)	485	5	120	610	0	130
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	601	6	149	756	0	161
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	765			289		
pX, platoon unblocked			0.75		0.79	0.75
vC, conflicting volume			607		1279	604
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			310		815	306
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			84		100	69
cM capacity (veh/h)			947		213	522

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	607	401	504	161
Volume Left	0	149	0	0
Volume Right	6	0	0	161
cSH	1700	947	1700	522
Volume to Capacity	0.36	0.16	0.30	0.31
Queue Length 95th (ft)	0	14	0	33
Control Delay (s)	0.0	4.6	0.0	14.9
Lane LOS		A		B
Approach Delay (s)	0.0	2.1		14.9
Approach LOS				B

Intersection Summary			
Average Delay		2.5	
Intersection Capacity Utilization		59.3%	ICU Level of Service B
Analysis Period (min)		15	

Lanes, Volumes, Timings  
124: ALBANY AVE. &

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↑	↖
Volume (vph)	0	350	260	60	630	0	0	0	0	285	350	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25		100	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3313	0	1770	3539	0	0	0	0	1770	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	3313	0	1770	3539	0	0	0	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		207										103
Link Speed (mph)		30			30			30				30
Link Distance (ft)		289			146			236				405
Travel Time (s)		6.6			3.3			5.4				9.2
Peak Hour Factor	0.90	0.90	0.90	0.76	0.76	0.76	0.92	0.92	0.92	0.86	0.86	0.86
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	0%	0%	0%	0%	2%	2%	2%
Adj. Flow (vph)	0	443	329	90	945	0	0	0	0	378	464	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	772	0	90	945	0	0	0	0	378	464	133
Turn Type				Prot						Perm		Perm
Protected Phases		2		1	6							4
Permitted Phases										4		4
Minimum Split (s)		50.0		35.0	85.0					25.0	25.0	25.0
Total Split (s)	0.0	50.0	0.0	35.0	85.0	0.0	0.0	0.0	0.0	25.0	25.0	25.0
Total Split (%)	0.0%	45.5%	0.0%	31.8%	77.3%	0.0%	0.0%	0.0%	0.0%	22.7%	22.7%	22.7%
Maximum Green (s)		45.0		30.0	80.0					20.0	20.0	20.0
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	3.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?												
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)		45.0		30.0	80.0					20.0	20.0	20.0
Actuated g/C Ratio		0.41		0.27	0.73					0.18	0.18	0.18
v/c Ratio		0.52		0.19	0.37					1.17	1.37	0.36
Control Delay		18.8		24.7	2.3					146.6	219.6	15.0
Queue Delay		0.1		17.1	0.8					0.0	0.0	0.0
Total Delay		18.8		41.8	3.1					146.6	219.6	15.0
LOS		B		D	A					F	F	B
Approach Delay		18.8			6.5						163.4	
Approach LOS		B			A						F	

Lanes, Volumes, Timings  
124: ALBANY AVE. &

9/15/2008

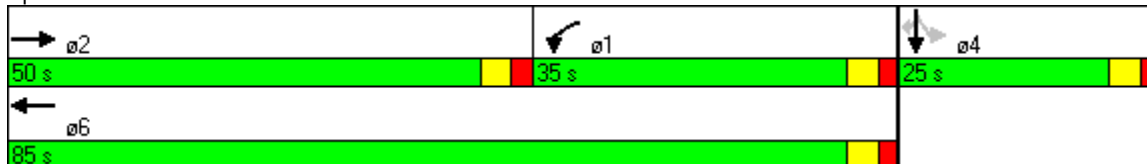


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		153		40	22					~320	~434	18
Queue Length 95th (ft)		210		m56	21					#473	#596	66
Internal Link Dist (ft)		209			66			156			325	
Turn Bay Length (ft)												200
Base Capacity (vph)		1478		483	2574					322	339	372
Starvation Cap Reductn		0		372	1224					0	0	0
Spillback Cap Reductn		74		0	0					0	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		0.55		0.81	0.70					1.17	1.37	0.36

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.37  
 Intersection Signal Delay: 64.9  
 Intersection LOS: E  
 Intersection Capacity Utilization 95.6%  
 ICU Level of Service F  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 124: ALBANY AVE. &



Lanes, Volumes, Timings  
125: ALBANY AVE. &

9/15/2008

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	595	0	0	390	180	300	225	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				0.99							
Fr't					0.953							
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3539	0	0	3341	0	1770	1863	0	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1763	3539	0	0	3341	0	1770	1863	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					90							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		146			442			272				610
Travel Time (s)		3.3			10.0			6.2				13.9
Confl. Peds. (#/hr)	3						3					
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.96	0.96	0.96	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%
Adj. Flow (vph)	52	780	0	0	483	223	356	267	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	780	0	0	706	0	356	267	0	0	0	0
Turn Type	Prot						Perm					
Protected Phases	7	4			8			2				
Permitted Phases							2					
Minimum Split (s)	19.0	77.0			58.0		33.0	33.0				
Total Split (s)	19.0	77.0	0.0	0.0	58.0	0.0	33.0	33.0	0.0	0.0	0.0	0.0
Total Split (%)	17.3%	70.0%	0.0%	0.0%	52.7%	0.0%	30.0%	30.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	14.0	69.0			50.0		25.0	25.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	4.0			4.0		4.0	4.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	4.0	4.0	8.0	4.0	8.0	8.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead						Lag					
Lead-Lag Optimize?	Yes						Yes					
Walk Time (s)		5.0			5.0		5.0	5.0				
Flash Dont Walk (s)		11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	14.0	69.0			50.0		25.0	25.0				
Actuated g/C Ratio	0.13	0.63			0.45		0.23	0.23				
v/c Ratio	0.23	0.35			0.45		0.89	0.63				
Control Delay	56.6	2.2			18.8		65.8	46.0				
Queue Delay	11.5	1.1			0.1		0.0	0.0				
Total Delay	68.1	3.3			18.8		65.8	46.0				
LOS	E	A			B		E	D				
Approach Delay		7.3			18.8			57.3				
Approach LOS		A			B			E				
Queue Length 50th (ft)	30	22			151		245	171				
Queue Length 95th (ft)	m43	m20			202		#412	261				

Lanes, Volumes, Timings  
 125: ALBANY AVE. &

9/15/2008

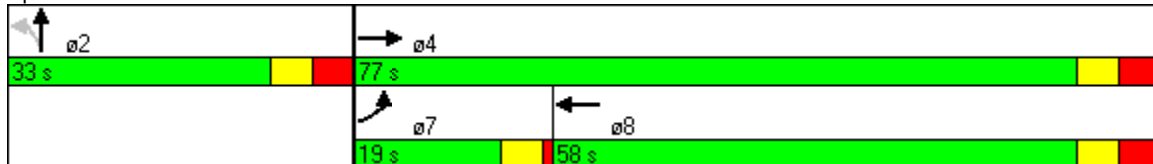


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		66			362			192			530	
Turn Bay Length (ft)												
Base Capacity (vph)	225	2220			1568		402	423				
Starvation Cap Reductn	146	1120			0		0	0				
Spillback Cap Reductn	0	0			98		0	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.66	0.71			0.48		0.89	0.63				

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 84 (76%), Referenced to phase 4:EBT and 7:EBL, Start of Green  
 Natural Cycle: 110  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 25.5 Intersection LOS: C  
 Intersection Capacity Utilization 95.6% ICU Level of Service F  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 125: ALBANY AVE. &



## Arterial Level of Service

9/15/2008

### Arterial Level of Service: EB #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
FAIR STREET	III	30	38.8	17.5	56.3	0.31	19.5	C
PEARL STREET	III	30	9.8	88.8	98.6	0.06	2.3	F
BROADWAY	III	30	25.4	18.8	44.2	0.20	16.3	D
Total	III		74.0	125.1	199.1	0.57	10.3	E

### Arterial Level of Service: WB #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CLINTON AVE.#1	III	30	25.4	7.9	33.3	0.20	21.6	C
KINGSTON PLZ	III	30	28.2	56.2	84.4	0.22	9.5	F
WASHINGTON AVENUE	III	30	38.8	41.5	80.3	0.31	13.7	E
Total	III		92.4	105.6	198.0	0.73	13.2	E

### Arterial Level of Service: NB FAIR STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SCHWENK DR.#1	IV	30	14.4	73.5	87.9	0.08	3.3	F
Total	IV		14.4	73.5	87.9	0.08	3.3	F

### Arterial Level of Service: SB FAIR STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
MAIN STREET	IV	30	16.8	16.9	33.7	0.09	10.0	D
PEARL STREET	IV	30	14.2	10.4	24.6	0.06	9.2	D
ST. JAMES STREET	IV	30	15.2	10.4	25.6	0.07	9.4	D
Total	IV		46.2	37.7	83.9	0.22	9.6	D

### Arterial Level of Service: NB WALL STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
PEARL STREET	IV	30	15.6	30.7	46.3	0.07	5.3	F
JOHN STREET	IV	30	19.8	23.6	43.4	0.11	9.1	D
N. FRONT STREET	IV	30	16.2	18.9	35.1	0.09	9.2	D
Total	IV		51.6	73.2	124.8	0.27	7.7	E



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**Arterial Level of Service: NB WASHINGTON AVENUE**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LINDERMAN AVE.	III	30	13.9	16.0	29.9	0.10	11.9	E
PEARL STREET	III	30	31.7	12.5	44.2	0.25	20.3	C
MAIN STREET	III	30	14.0	14.8	28.8	0.10	12.5	E
LUCAS AVE.	III	30	22.3	24.8	47.1	0.18	13.4	E
N. FRONT STREET	III	30	18.3	14.8	33.1	0.14	14.9	D
SCHWENK DR.#1	III	30	13.3	21.3	34.6	0.09	9.8	F
<b>Total</b>	<b>III</b>		<b>113.5</b>	<b>104.2</b>	<b>217.7</b>	<b>0.85</b>	<b>14.1</b>	<b>D</b>

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**Arterial Level of Service: SB WASHINGTON AVENUE**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
HURLEY AVE.	III	30	17.0	22.8	39.8	0.13	11.5	E
MUNICIPAL STADIUM RD	III	30	13.3	12.5	25.8	0.09	13.2	E
LUCAS AVE.	III	30	18.3	20.4	38.7	0.14	12.7	E
MAIN STREET	III	30	22.3	17.3	39.6	0.18	16.0	D
PEARL STREET	III	30	14.0	13.4	27.4	0.10	13.1	E
LINDERMAN AVE.	III	30	31.7	18.6	50.3	0.25	17.9	D
<b>Total</b>	<b>III</b>		<b>116.6</b>	<b>105.0</b>	<b>221.6</b>	<b>0.88</b>	<b>14.3</b>	<b>D</b>

**Weekday PM**

Lanes, Volumes, Timings  
 101: HURLEY AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	279	189	107	143	259	358	150	665	38	287	504	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	12	10	10	11	11	11	11
Storage Length (ft)	0		155	150		0	150		0	150		0
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25		25	75		25	25		150	25		100
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.946				0.850		0.992				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1745	3301	0	1805	1837	1615	1652	3280	0	1728	1801	1561
Flt Permitted	0.281			0.533			0.183			0.192		
Satd. Flow (perm)	516	3301	0	1013	1837	1615	318	3280	0	349	1801	1561
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		115						7				175
Link Speed (mph)		30			30			30				30
Link Distance (ft)		580			708			498				669
Travel Time (s)		13.2			16.1			11.3				15.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	0%	1%	2%	0%
Adj. Flow (vph)	346	234	133	177	321	444	186	824	47	356	625	212
Shared Lane Traffic (%)												
Lane Group Flow (vph)	346	367	0	177	321	444	186	871	0	356	625	212
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.9	4.0		1.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	11.9	26.0		9.0	15.3	15.3	12.0	25.0		12.0	24.0	24.0
Total Split (s)	11.9	26.0	0.0	9.0	26.0	26.0	9.0	40.4	0.0	11.7	40.4	40.4
Total Split (%)	13.2%	28.9%	0.0%	10.0%	28.9%	28.9%	10.0%	44.9%	0.0%	13.0%	44.9%	44.9%
Maximum Green (s)	3.9	18.0		1.0	18.0	18.0	1.0	32.4		3.7	32.4	32.4
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	4.0	8.0	8.0	8.0	8.0	8.0	4.0	8.0	8.0	8.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Min		Min	C-Min	C-Min
Walk Time (s)		5.0			5.0	5.0		5.0			5.0	5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0			11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	24.8	20.9		19.0	18.0	18.0	33.4	32.4		38.8	35.1	35.1
Actuated g/C Ratio	0.28	0.23		0.21	0.20	0.20	0.37	0.36		0.43	0.39	0.39
v/c Ratio	1.77	0.43		0.79	0.87	1.37	1.40	0.74		1.72	0.89	0.30
Control Delay	392.0	21.7		58.8	60.6	218.2	236.3	28.4		364.5	42.9	5.8

Lanes, Volumes, Timings  
 101: HURLEY AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	392.0	21.7		58.8	60.6	218.2	236.3	28.4		364.5	42.9	5.8
LOS	F	C		E	E	F	F	C		F	D	A
Approach Delay		201.4			134.6			65.0			132.3	
Approach LOS		F			F			E			F	
Queue Length 50th (ft)	~268	63		74	178	~338	~112	266		~226	325	13
Queue Length 95th (ft)	#464	104		#168	#325	#520	m#178	m307		#415	#533	57
Internal Link Dist (ft)		500			628			418			589	
Turn Bay Length (ft)				150			150			150		
Base Capacity (vph)	195	855		223	367	323	133	1185		207	702	716
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.77	0.43		0.79	0.87	1.37	1.40	0.74		1.72	0.89	0.30

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.77  
 Intersection Signal Delay: 127.2      Intersection LOS: F  
 Intersection Capacity Utilization 100.3%      ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 101: HURLEY AVE. & WASHINGTON AVENUE



Lanes, Volumes, Timings  
 102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	191	79	9	22	156	219	9	424	42	123	347	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	10	10	10	10	10	10	10
Storage Length (ft)	0		0	0		75	0		100	150		0
Storage Lanes	1		0	0		1	0		1	1		1
Taper Length (ft)	25		25	25		200	25		300	25		150
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.985				0.850		0.987				0.850
Flt Protected	0.950				0.994			0.999		0.950		
Satd. Flow (prot)	1745	1809	0	0	1653	1319	0	3264	0	1685	1739	1507
Flt Permitted	0.261				0.937			0.944		0.330		
Satd. Flow (perm)	479	1809	0	0	1558	1319	0	3084	0	585	1739	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				214		14				341
Link Speed (mph)		30			30			30				30
Link Distance (ft)		140			468			721				498
Travel Time (s)		3.2			10.6			16.4				11.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Parking (#/hr)					5	5						
Adj. Flow (vph)	237	98	11	27	193	271	11	525	52	152	430	341
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	109	0	0	220	271	0	588	0	152	430	341
Turn Type	pm+pt			Perm		Perm	Perm			pm+pt		Perm
Protected Phases	7	4			8			2		1	6	
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		8	8	8	2	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.0	4.0	4.0
Minimum Split (s)	12.0	24.0		15.3	15.3	15.3	24.0	24.0		11.0	24.0	24.0
Total Split (s)	17.5	32.8	0.0	15.3	15.3	15.3	46.2	46.2	0.0	11.0	57.2	57.2
Total Split (%)	19.4%	36.4%	0.0%	17.0%	17.0%	17.0%	51.3%	51.3%	0.0%	12.2%	63.6%	63.6%
Maximum Green (s)	9.5	24.8		7.3	7.3	7.3	38.2	38.2		3.0	49.2	49.2
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	4.0	8.0	8.0	8.0	8.0	8.0	4.0	8.0	8.0	8.0
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	Min		Min	Min	Min	C-Min	C-Min		Min	C-Min	C-Min
Walk Time (s)		5.0		5.0	5.0	5.0	5.0	5.0			5.0	5.0
Flash Dont Walk (s)		11.0		11.0	11.0	11.0	11.0	11.0			11.0	11.0
Pedestrian Calls (#/hr)		0		0	0	0	0	0			0	0
Act Effct Green (s)	24.8	24.8		7.3	7.3			38.2		49.2	49.2	49.2
Actuated g/C Ratio	0.28	0.28		0.08	0.08			0.42		0.55	0.55	0.55
v/c Ratio	0.89	0.22		1.75	0.89			0.45		0.43	0.45	0.35

Lanes, Volumes, Timings  
 102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	64.0	25.1			394.8	42.7		33.2		17.9	18.4	5.4
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	64.0	25.1			394.8	42.7		33.2		17.9	18.4	5.4
LOS	E	C			F	D		C		B	B	A
Approach Delay		51.7			200.5			33.2			13.5	
Approach LOS		D			F			C			B	
Queue Length 50th (ft)	113	45			~187	32		176		48	170	40
Queue Length 95th (ft)	#217	87			#327	#174		m163		m50	m200	m47
Internal Link Dist (ft)		60			388			641			418	
Turn Bay Length (ft)						75				150		
Base Capacity (vph)	266	503			126	304		1317		356	951	978
Starvation Cap Reductn	0	0			0	0		0		0	0	0
Spillback Cap Reductn	0	0			0	0		0		0	0	0
Storage Cap Reductn	0	0			0	0		0		0	0	0
Reduced v/c Ratio	0.89	0.22			1.75	0.89		0.45		0.43	0.45	0.35

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.75  
 Intersection Signal Delay: 63.2  
 Intersection LOS: E  
 Intersection Capacity Utilization 85.5%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE



Lanes, Volumes, Timings  
103: LUCAS AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	38	113	54	18	47	48	84	384	25	39	265	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	14	14	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.962			0.943			0.991			0.986	
Fl <sub>t</sub> Protected		0.991			0.989			0.992			0.993	
Satd. Flow (prot)	0	1577	0	0	1451	0	0	1952	0	0	1669	0
Fl <sub>t</sub> Permitted		0.908			0.881			0.817			0.787	
Satd. Flow (perm)	0	1444	0	0	1292	0	0	1608	0	0	1323	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			46			5			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		353			613			928			721	
Travel Time (s)		8.0			13.9			21.1			16.4	
Peak Hour Factor	0.86	0.88	0.79	0.56	0.84	0.75	0.84	0.79	0.63	0.68	0.91	0.80
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	1%	0%	0%	9%	0%	2%	2%	3%	0%	3%	17%
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Adj. Flow (vph)	50	146	78	37	64	73	114	554	45	65	332	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	174	0	0	713	0	0	443	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	42.0	42.0		42.0	42.0		48.0	48.0		48.0	48.0	
Total Split (s)	42.0	42.0	0.0	42.0	42.0	0.0	48.0	48.0	0.0	48.0	48.0	0.0
Total Split (%)	46.7%	46.7%	0.0%	46.7%	46.7%	0.0%	53.3%	53.3%	0.0%	53.3%	53.3%	0.0%
Maximum Green (s)	34.0	34.0		34.0	34.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		34.0			34.0			40.0			40.0	
Actuated g/C Ratio		0.38			0.38			0.44			0.44	
v/c Ratio		0.49			0.34			0.99			0.75	
Control Delay		22.8			16.6			58.9			22.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.8			16.6			58.9			22.2	
LOS		C			B			E			C	
Approach Delay		22.8			16.6			58.9			22.2	
Approach LOS		C			B			E			C	
Queue Length 50th (ft)		105			49			389			219	
Queue Length 95th (ft)		173			91			#507			m261	

Lanes, Volumes, Timings  
 103: LUCAS AVE. & WASHINGTON AVENUE

9/15/2008

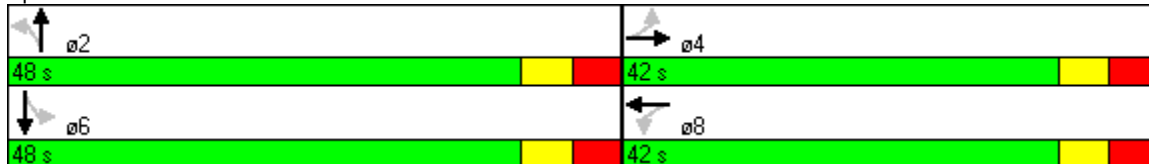


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		273			533			848			641	
Turn Bay Length (ft)												
Base Capacity (vph)		562			517			717			592	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.49			0.34			0.99			0.75	

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.99  
 Intersection Signal Delay: 38.0  
 Intersection LOS: D  
 Intersection Capacity Utilization 77.2%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: LUCAS AVE. & WASHINGTON AVENUE





Lanes, Volumes, Timings  
104: MAIN STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	17	0	27	23	90	75	28	424	0	0	324	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	15	15	15	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.916			0.945							0.994
Fl <sub>t</sub> Protected		0.982			0.991			0.997				
Satd. Flow (prot)	0	1396	0	0	1720	0	0	2065	0	0	1582	0
Fl <sub>t</sub> Permitted		0.818			0.930			0.947				
Satd. Flow (perm)	0	1163	0	0	1614	0	0	1961	0	0	1582	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		45										5
Link Speed (mph)		30			30			30				30
Link Distance (ft)		342			571			526				928
Travel Time (s)		7.8			13.0			12.0				21.1
Peak Hour Factor	0.71	0.89	0.68	0.52	0.87	0.75	0.78	0.89	0.84	0.84	0.94	0.63
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Parking (#/hr)	5	5	5							5	5	5
Adj. Flow (vph)	27	0	45	50	118	114	41	543	0	0	393	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	282	0	0	584	0	0	411	0
Turn Type	Perm			Perm			Perm					
Protected Phases		4			8			2				6
Permitted Phases	4			8			2					
Minimum Split (s)	25.0	25.0		25.0	25.0		35.0	35.0				35.0
Total Split (s)	28.0	28.0	0.0	28.0	28.0	0.0	37.0	37.0	0.0	0.0	37.0	0.0
Total Split (%)	43.1%	43.1%	0.0%	43.1%	43.1%	0.0%	56.9%	56.9%	0.0%	0.0%	56.9%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		30.0	30.0				30.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0				3.0
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0				4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0	4.0	7.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0				5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0				0
Act Effct Green (s)		21.0			21.0			30.0				30.0
Actuated g/C Ratio		0.32			0.32			0.46				0.46
v/c Ratio		0.18			0.54			0.65				0.56
Control Delay		9.4			17.2			17.5				16.2
Queue Delay		0.0			0.0			0.0				0.0
Total Delay		9.4			17.2			17.5				16.2
LOS		A			B			B				B
Approach Delay		9.4			17.2			17.5				16.2
Approach LOS		A			B			B				B
Queue Length 50th (ft)		7			65			168				110
Queue Length 95th (ft)		33			101			263				189

Lanes, Volumes, Timings  
 104: MAIN STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		262			491			446			848	
Turn Bay Length (ft)												
Base Capacity (vph)		406			521			905			733	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.18			0.54			0.65			0.56	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	16.6
Intersection LOS:	B
Intersection Capacity Utilization	76.0%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 104: MAIN STREET & WASHINGTON AVENUE



Lanes, Volumes, Timings  
105: PEARL STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	17	66	22	26	63	61	13	373	17	59	304	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	15	15	15	15	15	15
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.948			0.993			0.992	
Flt Protected		0.992			0.991			0.997			0.993	
Satd. Flow (prot)	0	1892	0	0	1695	0	0	1998	0	0	1985	0
Flt Permitted		0.913			0.901			0.960			0.857	
Satd. Flow (perm)	0	1741	0	0	1541	0	0	1924	0	0	1713	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								5			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		768			536			1319			526	
Travel Time (s)		17.5			12.2			30.0			12.0	
Peak Hour Factor	0.71	0.69	0.92	0.72	0.79	0.85	0.54	0.88	0.71	0.87	0.86	0.61
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	1%	0%	27%	4%	5%	13%	3%	4%	9%	3%	0%
Adj. Flow (vph)	27	109	27	41	91	82	27	483	27	77	403	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	0	0	214	0	0	537	0	0	512	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	27.5	27.5		27.5	27.5		47.5	47.5		47.5	47.5	
Total Split (s)	27.5	27.5	0.0	27.5	27.5	0.0	47.5	47.5	0.0	47.5	47.5	0.0
Total Split (%)	36.7%	36.7%	0.0%	36.7%	36.7%	0.0%	63.3%	63.3%	0.0%	63.3%	63.3%	0.0%
Maximum Green (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	4.0	7.5	7.5	4.0	7.5	7.5	4.0	7.5	7.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		20.0			20.0			40.0			40.0	
Actuated g/C Ratio		0.27			0.27			0.53			0.53	
v/c Ratio		0.35			0.52			0.52			0.56	
Control Delay		24.9			28.8			13.5			14.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		24.9			28.8			13.5			14.4	
LOS		C			C			B			B	
Approach Delay		24.9			28.8			13.5			14.4	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		61			85			149			145	
Queue Length 95th (ft)		83			127			222			215	
Internal Link Dist (ft)		688			456			1239			446	

Lanes, Volumes, Timings  
 105: PEARL STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		464			411			1028			917	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.35			0.52			0.52			0.56	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	47.5 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	75
Control Type:	Pretimed
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	17.4
Intersection LOS:	B
Intersection Capacity Utilization	76.6%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 105: PEARL STREET & WASHINGTON AVENUE



Lanes, Volumes, Timings  
 106: LINDERMAN AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	8	15	13	12	42	13	33	347	6	14	298	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	11	11	11	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.950			0.973			0.997			0.993	
Flt Protected		0.991			0.990			0.995			0.996	
Satd. Flow (prot)	0	1670	0	0	1495	0	0	1790	0	0	1562	0
Flt Permitted		0.945			0.941			0.925			0.940	
Satd. Flow (perm)	0	1592	0	0	1421	0	0	1664	0	0	1474	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			23			3			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		320			574			520			1319	
Travel Time (s)		7.3			13.0			11.8			30.0	
Peak Hour Factor	0.67	0.54	0.54	0.60	0.70	0.65	0.75	0.82	0.50	0.50	0.85	0.55
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Parking (#/hr)				5	5	5				5	5	5
Adj. Flow (vph)	14	32	27	23	68	23	50	482	14	32	400	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	114	0	0	546	0	0	455	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Split (s)	27.0	27.0	0.0	27.0	27.0	0.0	33.0	33.0	0.0	33.0	33.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	45.0%	45.0%	0.0%	55.0%	55.0%	0.0%	55.0%	55.0%	0.0%
Maximum Green (s)	21.0	21.0		21.0	21.0		27.0	27.0		27.0	27.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		21.0			21.0			27.0			27.0	
Actuated g/C Ratio		0.35			0.35			0.45			0.45	
v/c Ratio		0.13			0.22			0.73			0.68	
Control Delay		10.1			12.7			20.7			19.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.1			12.7			20.7			19.4	
LOS		B			B			C			B	
Approach Delay		10.1			12.7			20.7			19.4	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		11			22			152			122	
Queue Length 95th (ft)		17			39			221			197	

Lanes, Volumes, Timings  
 106: LINDERMAN AVE. & WASHINGTON AVENUE

9/15/2008

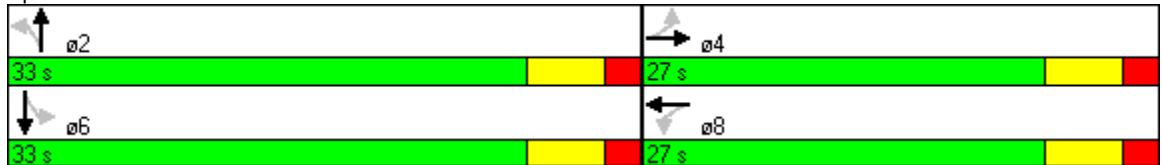


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		240			494			440			1239	
Turn Bay Length (ft)												
Base Capacity (vph)		575			512			750			667	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.13			0.22			0.73			0.68	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	18.7
Intersection LOS:	B
Intersection Capacity Utilization	50.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 106: LINDERMAN AVE. & WASHINGTON AVENUE



Lanes, Volumes, Timings  
108: MAIN STREET & GREEN STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔						↔	
Volume (vph)	0	0	0	25	120	0	0	0	0	0	210	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15	15	15	15	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>												0.966
Flt Protected					0.991							
Satd. Flow (prot)	0	0	0	0	1777	0	0	0	0	0	1784	0
Flt Permitted					0.991							
Satd. Flow (perm)	0	0	0	0	1777	0	0	0	0	0	1784	0
Right Turn on Red			Yes	No		Yes			Yes			Yes
Satd. Flow (RTOR)												30
Link Speed (mph)		30			30			30				30
Link Distance (ft)		571			316			336				215
Travel Time (s)		13.0			7.2			7.6				4.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%	0%	0%	0%	0%	2%	2%
Parking (#/hr)				5	5	5				5	5	5
Adj. Flow (vph)	0	0	0	31	149	0	0	0	0	0	260	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	180	0	0	0	0	0	347	0
Turn Type				Perm								
Protected Phases					8							6
Permitted Phases				8								
Minimum Split (s)				23.0	23.0							23.0
Total Split (s)	0.0	0.0	0.0	33.0	33.0	0.0	0.0	0.0	0.0	0.0	32.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	50.8%	50.8%	0.0%	0.0%	0.0%	0.0%	0.0%	49.2%	0.0%
Maximum Green (s)				26.0	26.0							25.0
Yellow Time (s)				3.0	3.0							3.0
All-Red Time (s)				4.0	4.0							4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	7.0	7.0	4.0	4.0	4.0	4.0	4.0	7.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				5.0	5.0							5.0
Flash Dont Walk (s)				11.0	11.0							11.0
Pedestrian Calls (#/hr)				0	0							0
Act Effct Green (s)					26.0							25.0
Actuated g/C Ratio					0.40							0.38
v/c Ratio					0.25							0.49
Control Delay					14.2							16.7
Queue Delay					0.0							0.0
Total Delay					14.2							16.7
LOS					B							B
Approach Delay					14.2							16.7
Approach LOS					B							B
Queue Length 50th (ft)					46							92
Queue Length 95th (ft)					86							161

Lanes, Volumes, Timings  
 108: MAIN STREET & GREEN STREET

9/15/2008

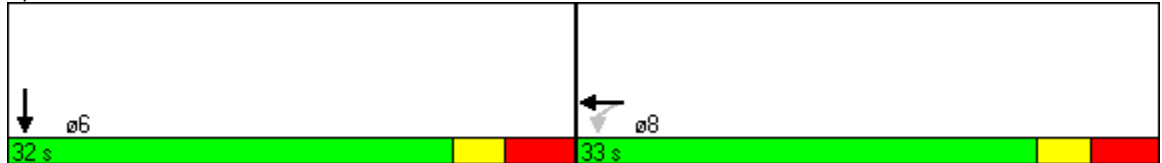


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		491			236			256			135	
Turn Bay Length (ft)												
Base Capacity (vph)					711						705	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.25						0.49	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	0 (0%), Referenced to phase 6:SBT, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	15.9
Intersection LOS:	B
Intersection Capacity Utilization	37.9%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 108: MAIN STREET & GREEN STREET





Lanes, Volumes, Timings  
111: N. FRONT STREET & WALL STREET

9/15/2008



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↘	↗
Volume (vph)	78	0	0	246	168	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	9	9
Storage Length (ft)		0	0		0	75
Storage Lanes		0	0		1	1
Taper Length (ft)		25	25		25	100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	1630	0	0	2111	1354	1211
Flt Permitted					0.950	
Satd. Flow (perm)	1630	0	0	2111	1354	1211
Right Turn on Red		Yes				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	362			139	475	
Travel Time (s)	8.2			3.2	10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	0%	0%	2%	2%	2%
Parking (#/hr)	5	5			10	10
Adj. Flow (vph)	97	0	0	305	208	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	0	0	305	208	89
Turn Type						Perm
Protected Phases	4			8	2	
Permitted Phases						2
Minimum Split (s)	23.0			23.0	23.0	23.0
Total Split (s)	33.0	0.0	0.0	33.0	27.0	27.0
Total Split (%)	55.0%	0.0%	0.0%	55.0%	45.0%	45.0%
Maximum Green (s)	26.0			26.0	20.0	20.0
Yellow Time (s)	3.0			3.0	3.0	3.0
All-Red Time (s)	4.0			4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	4.0	4.0	7.0	7.0	7.0
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	5.0			5.0	5.0	5.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effect Green (s)	26.0			26.0	20.0	20.0
Actuated g/C Ratio	0.43			0.43	0.33	0.33
v/c Ratio	0.14			0.33	0.46	0.22
Control Delay	11.0			12.6	19.9	16.3
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	11.0			12.6	19.9	16.3
LOS	B			B	B	B
Approach Delay	11.0			12.6	18.8	

Lanes, Volumes, Timings  
 111: N. FRONT STREET & WALL STREET

9/15/2008

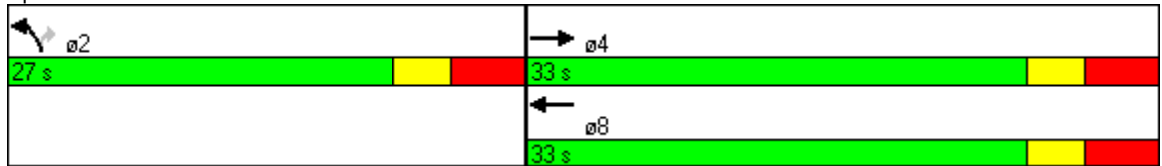


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	B			B	B	
Queue Length 50th (ft)	20			69	58	23
Queue Length 95th (ft)	44			119	113	53
Internal Link Dist (ft)	282			59	395	
Turn Bay Length (ft)						75
Base Capacity (vph)	706			915	451	404
Starvation Cap Reductn	0			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.14			0.33	0.46	0.22

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 27 (45%), Referenced to phase 4:EBT and 8:WBT, Start of Green  
 Natural Cycle: 50  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.46  
 Intersection Signal Delay: 15.0 Intersection LOS: B  
 Intersection Capacity Utilization 37.0% ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 111: N. FRONT STREET & WALL STREET



Lanes, Volumes, Timings  
112: JOHN STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↑	↗			
Volume (vph)	37	119	0	0	0	0	0	206	109	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	11	11	10	12	12	12
Storage Length (ft)	0		0	0		0	0		50	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25		25	25		25	25		100	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt									0.850			
Flt Protected		0.987										
Satd. Flow (prot)	0	2125	0	0	0	0	0	1531	1281	0	0	0
Flt Permitted		0.987										
Satd. Flow (perm)	0	2125	0	0	0	0	0	1531	1281	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			259			581			475	
Travel Time (s)		8.3			5.9			13.2			10.8	
Peak Hour Factor	0.62	0.74	0.89	0.92	0.92	0.92	0.92	0.89	0.88	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Parking (#/hr)							10	10	10			
Adj. Flow (vph)	68	183	0	0	0	0	0	264	141	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	251	0	0	0	0	0	264	141	0	0	0
Turn Type	Perm								Perm			
Protected Phases		4						2				
Permitted Phases	4								2			
Minimum Split (s)	27.0	27.0						27.0	27.0			
Total Split (s)	27.0	27.0	0.0	0.0	0.0	0.0	0.0	27.0	27.0	0.0	0.0	0.0
Total Split (%)	38.6%	38.6%	0.0%	0.0%	0.0%	0.0%	0.0%	38.6%	38.6%	0.0%	0.0%	0.0%
Maximum Green (s)	22.0	22.0						22.0	22.0			
Yellow Time (s)	3.0	3.0						3.0	3.0			
All-Red Time (s)	2.0	2.0						2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		22.0						22.0	22.0			
Actuated g/C Ratio		0.31						0.31	0.31			
v/c Ratio		0.38						0.55	0.35			
Control Delay		20.7						26.8	23.2			
Queue Delay		0.0						0.0	0.0			
Total Delay		20.7						26.8	23.2			
LOS		C						C	C			
Approach Delay		20.7						25.5				

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	16.0
Total Split (s)	16.0
Total Split (%)	23%
Maximum Green (s)	11.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	5.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lanes, Volumes, Timings  
 112: JOHN STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Approach LOS		C							C				
Queue Length 50th (ft)		83						99	49				
Queue Length 95th (ft)		112						168	95				
Internal Link Dist (ft)		285			179			501			395		
Turn Bay Length (ft)									50				
Base Capacity (vph)		668						481	403				
Starvation Cap Reductn		0						0	0				
Spillback Cap Reductn		0						0	0				
Storage Cap Reductn		0						0	0				
Reduced v/c Ratio		0.38						0.55	0.35				

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:NBT, Start of Green
Natural Cycle:	70
Control Type:	Pretimed
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	23.7
Intersection LOS:	C
Intersection Capacity Utilization:	30.2%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 112: JOHN STREET & WALL STREET



# HCM Unsignalized Intersection Capacity Analysis

## 909: MAIN STREET & WALL STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↑				
Volume (veh/h)	0	0	0	0	120	51	40	234	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	149	63	50	290	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		316			400							
pX, platoon unblocked												
vC, conflicting volume	212			0			180	212	0	325	180	180
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	212			0			180	212	0	325	180	180
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			94	58	100	100	100	100
cM capacity (veh/h)	1371			1636			786	685	1091	423	717	868

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	212	50	290
Volume Left	0	50	0
Volume Right	63	0	0
cSH	1700	786	685
Volume to Capacity	0.12	0.06	0.42
Queue Length 95th (ft)	0	5	53
Control Delay (s)	0.0	9.9	14.0
Lane LOS		A	B
Approach Delay (s)	0.0	13.4	
Approach LOS		B	

Intersection Summary		
Average Delay		8.3
Intersection Capacity Utilization	31.4%	ICU Level of Service
Analysis Period (min)		15
		A

Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Volume (vph)	42	174	0	0	48	126	36	136	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	16	16	16	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.902			0.983				
Fl <sub>t</sub> Protected		0.990						0.991				
Satd. Flow (prot)	0	2132	0	0	1714	0	0	1810	0	0	0	0
Fl <sub>t</sub> Permitted		0.907						0.991				
Satd. Flow (perm)	0	1953	0	0	1714	0	0	1810	0	0	0	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								8				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		262			421			362				332
Travel Time (s)		6.0			9.6			8.2				7.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Parking (#/hr)							5	5	5			
Adj. Flow (vph)	52	216	0	0	59	156	45	169	30	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	268	0	0	215	0	0	244	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			1				
Permitted Phases	4						1					
Minimum Split (s)	21.0	21.0			21.0		21.0	21.0				
Total Split (s)	39.0	39.0	0.0	0.0	39.0	0.0	23.0	23.0	0.0	0.0	0.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	0.0%	48.8%	0.0%	28.8%	28.8%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	34.0	34.0			34.0		18.0	18.0				
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0				
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lead				
Lead-Lag Optimize?							Yes	Yes				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		34.0			34.0			18.0				
Actuated g/C Ratio		0.42			0.42			0.22				
v/c Ratio		0.32			0.30			0.59				
Control Delay		16.7			16.5			33.5				
Queue Delay		0.0			0.0			0.0				
Total Delay		16.7			16.5			33.5				
LOS		B			B			C				
Approach Delay		16.7			16.5			33.5				
Approach LOS		B			B			C				
Queue Length 50th (ft)		86			68			106				
Queue Length 95th (ft)		141			117			179				

Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Minimum Split (s)	18.0
Total Split (s)	18.0
Total Split (%)	23%
Maximum Green (s)	14.0
Yellow Time (s)	2.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Walk Time (s)	5.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	



Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008

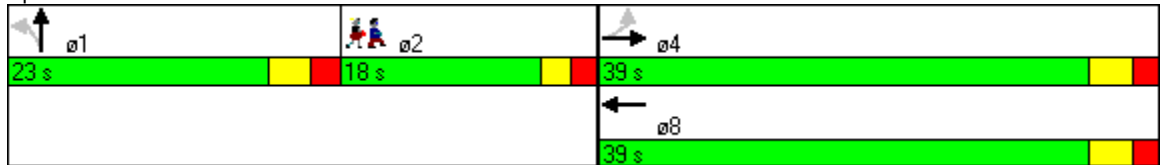


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		182			341			282			252	
Turn Bay Length (ft)												
Base Capacity (vph)		830			728			413				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.32			0.30			0.59				

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	23 (29%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.59
Intersection Signal Delay:	22.3
Intersection LOS:	C
Intersection Capacity Utilization	49.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 113: PEARL STREET & WALL STREET



Lanes, Volumes, Timings  
115: SCHWENK DR.#1 & KINGSTON PLZ

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	349	125	52	0	181	24	3	14	2	19	44	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	14	14	14	13	13	13
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	1		1
Taper Length (ft)	75		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.978			0.982				0.850
Flt Protected	0.950							0.993		0.950		
Satd. Flow (prot)	1745	1837	1568	0	1858	0	0	1976	0	1865	1963	1605
Flt Permitted	0.288							0.993		0.950		
Satd. Flow (perm)	529	1837	1568	0	1858	0	0	1976	0	1865	1963	1605
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)												440
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		904			734			421			273	
Travel Time (s)		20.5			16.7			9.6			6.2	
Peak Hour Factor	0.92	0.80	0.87	0.83	0.79	0.55	0.75	0.58	0.50	0.48	0.69	0.95
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	4%
Adj. Flow (vph)	432	178	68	0	261	50	5	28	5	45	73	440
Shared Lane Traffic (%)												
Lane Group Flow (vph)	432	178	68	0	311	0	0	38	0	45	73	440
Turn Type	pm+pt		Perm	Perm			Split			Split		Prot
Protected Phases	5	2			6		11	11		10	10	10
Permitted Phases	2		2	6								
Minimum Split (s)	20.0	20.0	20.0	38.0	38.0		15.0	15.0		20.0	20.0	20.0
Total Split (s)	47.0	90.0	90.0	38.0	38.0	0.0	18.0	18.0	0.0	17.0	17.0	17.0
Total Split (%)	31.3%	60.0%	60.0%	25.3%	25.3%	0.0%	12.0%	12.0%	0.0%	11.3%	11.3%	11.3%
Maximum Green (s)	45.0	83.0	83.0	31.0	31.0		11.0	11.0		10.0	10.0	10.0
Yellow Time (s)	2.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	0.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	2.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	7.0
Lead/Lag	Lead			Lag	Lag		Lead	Lead				
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	88.0	83.0	83.0		36.0			11.0		10.0	10.0	10.0
Actuated g/C Ratio	0.59	0.55	0.55		0.24			0.07		0.07	0.07	0.07
v/c Ratio	0.64	0.18	0.08		0.70			0.26		0.36	0.56	0.85
Control Delay	22.5	17.1	16.0		61.5			70.6		75.7	84.5	21.5
Queue Delay	0.0	0.0	0.0		0.0			0.0		0.0	0.0	0.0
Total Delay	22.5	17.1	16.0		61.5			70.6		75.7	84.5	21.5
LOS	C	B	B		E			E		E	F	C
Approach Delay		20.4			61.5			70.6			34.1	
Approach LOS		C			E			E			C	

Lane Group		ø12
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases		12
Permitted Phases		
Minimum Split (s)		25.0
Total Split (s)		25.0
Total Split (%)		17%
Maximum Green (s)		23.0
Yellow Time (s)		2.0
All-Red Time (s)		0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Walk Time (s)		7.0
Flash Dont Walk (s)		10.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Lanes, Volumes, Timings  
 115: SCHWENK DR.#1 & KINGSTON PLZ

9/15/2008

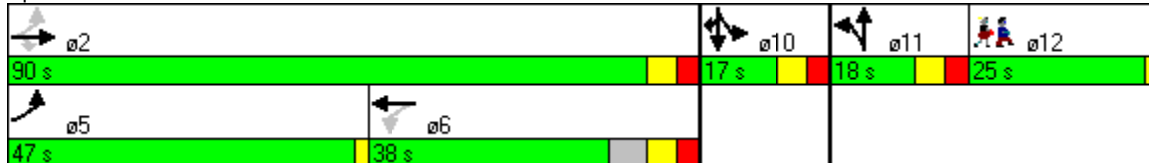


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	223	84	30		280			36		43	71	0
Queue Length 95th (ft)	308	111	54		333			48		46	96	#160
Internal Link Dist (ft)		824			654			341			193	
Turn Bay Length (ft)	100											
Base Capacity (vph)	675	1016	868		446			145		124	131	518
Starvation Cap Reductn	0	0	0		0			0		0	0	0
Spillback Cap Reductn	0	0	0		0			0		0	0	0
Storage Cap Reductn	0	0	0		0			0		0	0	0
Reduced v/c Ratio	0.64	0.18	0.08		0.70			0.26		0.36	0.56	0.85

Intersection Summary

Area Type: Other  
 Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 33 (22%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 34.5  
 Intersection LOS: C  
 Intersection Capacity Utilization 59.3%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 115: SCHWENK DR.#1 & KINGSTON PLZ



# HCM Unsignalized Intersection Capacity Analysis

## 904: N. FRONT STREET & FAIR STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕						↕	
Volume (veh/h)	24	0	126	24	212	18	0	0	0	0	84	36
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	0	156	30	263	22	0	0	0	0	104	45
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		139										
pX, platoon unblocked				0.98			0.98	0.98	0.98	0.98	0.98	0.98
vC, conflicting volume	285			156			556	482	78	471	549	274
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	285			134			541	465	54	454	533	274
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			98			100	100	100	100	76	94
cM capacity (veh/h)	1289			1439			332	468	1002	494	429	770

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	186	30	285	149
Volume Left	30	30	0	0
Volume Right	156	0	22	45
cSH	1289	1439	1700	494
Volume to Capacity	0.02	0.02	0.17	0.30
Queue Length 95th (ft)	2	2	0	31
Control Delay (s)	1.4	7.6	0.0	15.4
Lane LOS	A	A		C
Approach Delay (s)	1.4	0.7		15.4
Approach LOS				C

Intersection Summary			
Average Delay		4.3	
Intersection Capacity Utilization	41.9%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis  
 906: JOHN STREET & FAIR STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	141	75	0	0	0	0	0	0	79	155	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	175	93	0	0	0	0	0	0	98	192	0
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>SB 1</b>										
Volume Total (vph)	268	290										
Volume Left (vph)	0	98										
Volume Right (vph)	93	0										
Hadj (s)	-0.21	0.07										
Departure Headway (s)	4.4	4.6										
Degree Utilization, x	0.33	0.37										
Capacity (veh/h)	771	750										
Control Delay (s)	9.5	10.3										
Approach Delay (s)	9.5	10.3										
Approach LOS	A	B										
<b>Intersection Summary</b>												
Delay			9.9									
HCM Level of Service			A									
Intersection Capacity Utilization			34.6%		ICU Level of Service					A		
Analysis Period (min)			15									

Lanes, Volumes, Timings  
116: MAIN STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↖	↗						↘	↙
Volume (vph)	0	0	0	40	108	0	0	0	0	0	196	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	12	12	12	12	12	12
Storage Length (ft)	0		0	75		0	0		0	0		50
Storage Lanes	0		0	1		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				1.00								0.96
Frt												0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	2006	2111	0	0	0	0	0	1630	1385
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1997	2111	0	0	0	0	0	1630	1332
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		400			472			331				493
Travel Time (s)		9.1			10.7			7.5				11.2
Confl. Peds. (#/hr)				3								15
Peak Hour Factor	0.92	0.92	0.92	0.91	0.90	0.78	0.92	0.92	0.92	0.71	0.91	0.79
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)										5	5	5
Adj. Flow (vph)	0	0	0	50	137	0	0	0	0	0	246	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	50	137	0	0	0	0	0	246	127
Turn Type				Perm								Perm
Protected Phases					8							6
Permitted Phases				8								6
Minimum Split (s)				28.0	28.0						32.0	32.0
Total Split (s)	0.0	0.0	0.0	28.0	28.0	0.0	0.0	0.0	0.0	0.0	32.0	32.0
Total Split (%)	0.0%	0.0%	0.0%	40.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	45.7%	45.7%
Maximum Green (s)				24.0	24.0						28.0	28.0
Yellow Time (s)				4.0	4.0						4.0	4.0
All-Red Time (s)				0.0	0.0						0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)				24.0	24.0						28.0	28.0
Actuated g/C Ratio				0.34	0.34						0.40	0.40
v/c Ratio				0.07	0.19						0.38	0.24
Control Delay				16.0	17.1						17.0	15.5
Queue Delay				0.0	0.0						0.0	0.0
Total Delay				16.0	17.1						17.0	15.5

Lanes, Volumes, Timings  
 116: MAIN STREET & FAIR STREET

9/15/2008

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	10.0
Total Split (s)	10.0
Total Split (%)	14%
Maximum Green (s)	7.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	4.0
Flash Dont Walk (s)	3.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	



Lanes, Volumes, Timings  
 116: MAIN STREET & FAIR STREET

9/15/2008

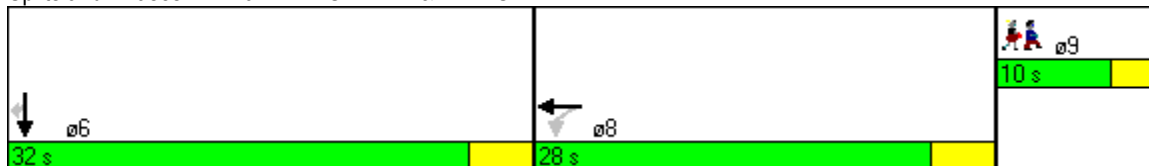


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				B	B						B	B
Approach Delay					16.8						16.5	
Approach LOS					B						B	
Queue Length 50th (ft)				14	41						73	35
Queue Length 95th (ft)				35	78						128	61
Internal Link Dist (ft)		320			392			251			413	
Turn Bay Length (ft)				75								50
Base Capacity (vph)				685	724						652	533
Starvation Cap Reductn				0	0						0	0
Spillback Cap Reductn				0	0						0	0
Storage Cap Reductn				0	0						0	0
Reduced v/c Ratio				0.07	0.19						0.38	0.24

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 6:SBT, Start of Green  
 Natural Cycle: 70  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.38  
 Intersection Signal Delay: 16.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 26.5%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 116: MAIN STREET & FAIR STREET



Lanes, Volumes, Timings  
117: PEARL STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	189	20	15	153	0	0	0	0	108	96	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							0.99
Frt		0.979										0.988
Flt Protected					0.993							0.976
Satd. Flow (prot)	0	1590	0	0	1850	0	0	0	0	0	2030	0
Flt Permitted					0.931							0.976
Satd. Flow (perm)	0	1590	0	0	1734	0	0	0	0	0	2022	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17										11
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		421			552			360			331	
Travel Time (s)		9.6			12.5			8.2			7.5	
Confl. Peds. (#/hr)			2	2						4		8
Peak Hour Factor	0.62	0.86	0.50	0.54	0.83	0.61	0.92	0.92	0.92	0.77	0.83	0.58
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Parking (#/hr)	5	5	5									
Adj. Flow (vph)	0	251	46	32	210	0	0	0	0	160	132	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	297	0	0	242	0	0	0	0	0	320	0
Turn Type				Perm						Perm		
Protected Phases		4			8							6
Permitted Phases				8						6		
Minimum Split (s)		27.0		27.0	27.0					33.0	33.0	
Total Split (s)	0.0	27.0	0.0	27.0	27.0	0.0	0.0	0.0	0.0	33.0	33.0	0.0
Total Split (%)	0.0%	45.0%	0.0%	45.0%	45.0%	0.0%	0.0%	0.0%	0.0%	55.0%	55.0%	0.0%
Maximum Green (s)		22.0		22.0	22.0					28.0	28.0	
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		22.0			22.0						28.0	
Actuated g/C Ratio		0.37			0.37						0.47	
v/c Ratio		0.50			0.38						0.34	
Control Delay		17.4			21.1						11.0	
Queue Delay		0.0			0.0						0.0	
Total Delay		17.4			21.1						11.0	
LOS		B			C						B	
Approach Delay		17.4			21.1						11.0	
Approach LOS		B			C						B	

Lanes, Volumes, Timings  
 117: PEARL STREET & FAIR STREET

9/15/2008

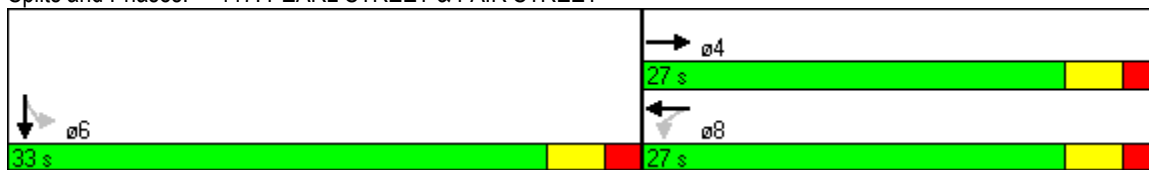


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		76			110							66
Queue Length 95th (ft)		131			179							103
Internal Link Dist (ft)		341			472			280				251
Turn Bay Length (ft)												
Base Capacity (vph)		594			636							949
Starvation Cap Reductn		0			0							0
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.50			0.38							0.34

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	16.1
Intersection LOS:	B
Intersection Capacity Utilization	45.3%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 117: PEARL STREET & FAIR STREET



Lanes, Volumes, Timings  
118: ST. JAMES STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	50	22	11	30	0	0	0	0	18	99	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	9	9	9	9	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.951									0.962	
Fl <sub>t</sub> Protected					0.984						0.994	
Satd. Flow (prot)	0	1476	0	0	1527	0	0	0	0	0	1431	0
Fl <sub>t</sub> Permitted					0.918						0.994	
Satd. Flow (perm)	0	1476	0	0	1424	0	0	0	0	0	1431	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36									40	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		382			318			1050			354	
Travel Time (s)		8.7			7.2			23.9			8.0	
Peak Hour Factor	0.75	0.89	0.69	0.55	0.68	0.65	0.92	0.92	0.92	0.88	0.92	0.56
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Adj. Flow (vph)	0	64	36	23	50	0	0	0	0	23	123	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	73	0	0	0	0	0	203	0
Turn Type				Perm							Perm	
Protected Phases		4			8						6	
Permitted Phases				8							6	
Minimum Split (s)		30.0		30.0	30.0					30.0	30.0	
Total Split (s)	0.0	30.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0	30.0	30.0	0.0
Total Split (%)	0.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)		25.0		25.0	25.0					25.0	25.0	
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		25.0		25.0	25.0					25.0	25.0	
Actuated g/C Ratio		0.42		0.42	0.42					0.42	0.42	
v/c Ratio		0.16		0.12	0.12					0.33	0.33	
Control Delay		8.4		11.5	11.5					11.2	11.2	
Queue Delay		0.0		0.0	0.0					0.0	0.0	
Total Delay		8.4		11.5	11.5					11.2	11.2	
LOS		A		B	B					B	B	
Approach Delay		8.4		11.5	11.5					11.2	11.2	
Approach LOS		A		B	B					B	B	
Queue Length 50th (ft)		14		16	16					37	37	
Queue Length 95th (ft)		38		27	27					80	80	
Internal Link Dist (ft)		302		238	238			970		274	274	

Lanes, Volumes, Timings  
 118: ST. JAMES STREET & FAIR STREET

9/15/2008

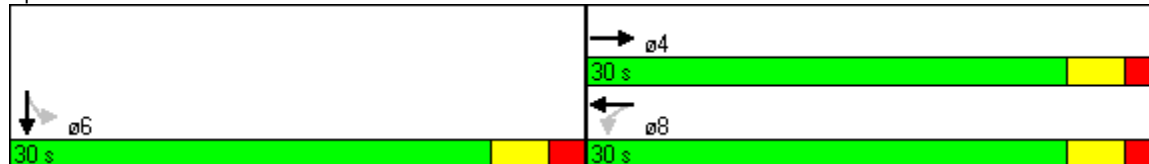


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		636			593						620	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.16			0.12						0.33	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.33
Intersection Signal Delay:	10.5
Intersection LOS:	B
Intersection Capacity Utilization	26.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 118: ST. JAMES STREET & FAIR STREET



Phone:  
E-Mail:

Fax:

ALL-WAY STOP CONTROL (AWSC) ANALYSIS

Analyst: RM  
 Agency/Co.: RBA Group  
 Date Performed: 9/9/2008  
 Analysis Time Period: PM Peak No Build  
 Intersection: Greenkill / Fair / Boulevard  
 Jurisdiction: Kingston, NY  
 Units: U. S. Customary  
 Analysis Year: 2035  
 Project ID:  
 East/West Street: Greenkill  
 North/South Street: Boulevard / Fair

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound				
	L	T	R	L	T	R	L	T	R	L	T	R		
Volume	35	155	31	247	138	71	80	263	16	51	27	133		
% Thrus Left Lane							50							50

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	TR	LTR		LT	TR
PHF	0.92		0.92	0.92	0.92		0.92	0.92
Flow Rate	239		342	151	388		69	159
% Heavy Veh	0		0	0	0		0	0
No. Lanes	1		2		1		2	
Opposing-Lanes	2		1		2		1	
Conflicting-lanes	2		2		2		2	
Geometry group	4b		5		4b		5	
Duration, T	0.25 hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	239		342	151	388		69	159
Left-Turn	38		268	0	86		55	0
Right-Turn	33		0	77	17		0	144
Prop. Left-Turns	0.2		0.8	0.0	0.2		0.8	0.0
Prop. Right-Turns	0.1		0.0	0.5	0.0		0.0	0.9
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
Geometry Group	4b		5		4b		5	
Adjustments Exhibit 17-33:								
hLT-adj	0.2		0.5		0.2		0.5	

hRT-adj	-0.6	-0.7	-0.6	-0.7
hHV-adj	1.7	1.7	1.7	1.7
hadj, computed	-0.1	0.4	-0.4	0.0

---

Worksheet 4 - Departure Headway and Service Time

---

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	239		342	151	388		69	159
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.21		0.30	0.13	0.34		0.06	0.14
hd, final value	8.03		7.91	7.15	7.62		8.61	7.54
x, final value	0.53		0.75	0.30	0.82		0.17	0.33
Move-up time, m		2.3		2.3		2.3		2.3
Service Time	5.7		5.6	4.8	5.3		6.3	5.2

---

Worksheet 5 - Capacity and Level of Service

---

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	239		342	151	388		69	159
Service Time	5.7		5.6	4.8	5.3		6.3	5.2
Utilization, x	0.53		0.75	0.30	0.82		0.17	0.33
Dep. headway, hd	8.03		7.91	7.15	7.62		8.61	7.54
Capacity	415		444	401	462		319	409
Delay	19.51		30.91	12.88	36.73		13.01	13.97
LOS	C		D	B	E		B	B
Approach:								
Delay		19.51		25.39		36.73		13.68
LOS		C		D		E		B
Intersection Delay	25.63							
					Intersection LOS	D		

---

HCM Unsignalized Intersection Capacity Analysis  
 120: WESTBROOK LN & CLINTON AVE.#1

9/15/2008



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Volume (vph)	196	34	359	200	28	337
Peak Hour Factor	0.74	0.77	0.90	0.83	0.64	0.86
Hourly flow rate (vph)	302	50	455	275	50	447
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total (vph)	352	729	497			
Volume Left (vph)	302	0	50			
Volume Right (vph)	50	275	0			
Hadj (s)	0.09	-0.20	0.02			
Departure Headway (s)	6.9	6.0	6.3			
Degree Utilization, x	0.68	1.21	0.87			
Capacity (veh/h)	503	608	566			
Control Delay (s)	23.1	132.0	37.0			
Approach Delay (s)	23.1	132.0	37.0			
Approach LOS	C	F	E			
Intersection Summary						
Delay			77.8			
HCM Level of Service			F			
Intersection Capacity Utilization			68.1%	ICU Level of Service	C	
Analysis Period (min)			15			



Lanes, Volumes, Timings  
 119: MAIN STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Volume (vph)	0	0	125	546	510	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	16	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.991	
Flt Protected				0.990		
Satd. Flow (prot)	0	0	0	2098	1648	0
Flt Permitted				0.990		
Satd. Flow (perm)	0	0	0	2098	1648	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	472			335	285	
Travel Time (s)	10.7			7.6	6.5	
Confl. Peds. (#/hr)			12			12
Peak Hour Factor	0.92	0.92	0.77	0.84	0.84	0.56
Growth Factor	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%
Parking (#/hr)					5	5
Adj. Flow (vph)	0	0	185	741	692	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	926	739	0
Sign Control	Stop			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	79.5% ICU Level of Service D
Analysis Period (min)	15

Lanes, Volumes, Timings  
121: PEARL STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	289	8	0	163	475	0	196	4	421	88	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	9	9	9	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.98		1.00		0.99	1.00	
Frt		0.996				0.850		0.993			0.990	
Flt Protected										0.950		
Satd. Flow (prot)	0	1489	0	0	1710	1339	0	1647	0	1745	1816	0
Flt Permitted										0.334		
Satd. Flow (perm)	0	1489	0	0	1710	1308	0	1647	0	607	1816	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				595		2			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		552			765			360			335	
Travel Time (s)		12.5			17.4			8.2			7.6	
Confl. Peds. (#/hr)			7			3			14	14		2
Peak Hour Factor	0.94	0.73	0.67	0.92	0.75	0.85	0.80	0.83	0.33	0.94	0.81	0.38
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Parking (#/hr)	5	5	5			5	5	5	5			
Adj. Flow (vph)	0	451	14	0	248	637	0	269	14	511	124	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	465	0	0	248	637	0	283	0	511	133	0
Turn Type						pm+ov				pm+pt		
Protected Phases		4			8	1		2		1	6	
Permitted Phases						8				6		
Minimum Split (s)		22.0			22.0	10.0		22.0		10.0	22.0	
Total Split (s)	0.0	45.0	0.0	0.0	45.0	15.0	0.0	35.0	0.0	15.0	50.0	0.0
Total Split (%)	0.0%	37.5%	0.0%	0.0%	37.5%	12.5%	0.0%	29.2%	0.0%	12.5%	41.7%	0.0%
Maximum Green (s)		40.0			40.0	13.0		30.0		13.0	45.0	
Yellow Time (s)		3.0			3.0	2.0		3.0		2.0	3.0	
All-Red Time (s)		2.0			2.0	0.0		2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0	2.0	4.0	5.0	4.0	2.0	5.0	4.0
Lead/Lag						Lead		Lag		Lead		
Lead-Lag Optimize?												
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		40.0			40.0	56.0		30.0		48.0	45.0	
Actuated g/C Ratio		0.33			0.33	0.47		0.25		0.40	0.38	
v/c Ratio		0.94			0.44	0.68		0.69		1.40	0.19	
Control Delay		64.2			34.2	5.4		50.2		221.8	25.7	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay		64.2			34.2	5.4		50.2		221.8	25.7	
LOS		E			C	A		D		F	C	
Approach Delay		64.2			13.5			50.2			181.3	
Approach LOS		E			B			D			F	

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Minimum Split (s)	21.0
Total Split (s)	25.0
Total Split (%)	21%
Maximum Green (s)	22.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Walk Time (s)	10.0
Flash Dont Walk (s)	5.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Lanes, Volumes, Timings  
 121: PEARL STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		357			149	9		198		~488	67	
Queue Length 95th (ft)		382			182	33		268		#743	101	
Internal Link Dist (ft)		472			685			280			255	
Turn Bay Length (ft)												
Base Capacity (vph)		497			570	931		413		366	683	
Starvation Cap Reductn		0			0	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		0.94			0.44	0.68		0.69		1.40	0.19	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 110  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.40  
 Intersection Signal Delay: 75.9  
 Intersection LOS: E  
 Intersection Capacity Utilization 69.5%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 121: PEARL STREET & CLINTON AVE.#1

ø1 15 s	ø2 35 s	ø4 45 s	ø9 25 s
ø6 50 s	ø8 45 s		

Lanes, Volumes, Timings  
122: ST. JAMES STREET & CLINTON AVE.

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	20	33	6	7	15	44	16	145	4	5	98	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98			1.00			0.99	
Frt		0.979			0.919			0.995			0.975	
Flt Protected		0.985			0.992			0.994			0.995	
Satd. Flow (prot)	0	1458	0	0	1369	0	0	1503	0	0	1466	0
Flt Permitted		0.917			0.963			0.941			0.948	
Satd. Flow (perm)	0	1357	0	0	1325	0	0	1421	0	0	1397	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			55			3			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		429			820			1001			373	
Travel Time (s)		9.8			18.6			22.8			8.5	
Confl. Peds. (#/hr)	1		9	9		1	8		1	1		8
Peak Hour Factor	0.83	0.75	0.50	0.58	0.75	0.92	0.67	0.82	0.58	0.31	0.91	0.50
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Adj. Flow (vph)	27	50	14	14	23	55	27	202	8	18	123	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	92	0	0	237	0	0	173	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	42.0	42.0	0.0	42.0	42.0	0.0	23.0	23.0	0.0	23.0	23.0	0.0
Total Split (%)	64.6%	64.6%	0.0%	64.6%	64.6%	0.0%	35.4%	35.4%	0.0%	35.4%	35.4%	0.0%
Maximum Green (s)	35.0	35.0		35.0	35.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		35.0			35.0			16.0			16.0	
Actuated g/C Ratio		0.54			0.54			0.25			0.25	
v/c Ratio		0.12			0.12			0.67			0.48	
Control Delay		7.0			4.2			33.4			24.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.0			4.2			33.4			24.2	
LOS		A			A			C			C	
Approach Delay		7.0			4.3			33.4			24.2	
Approach LOS		A			A			C			C	

Lanes, Volumes, Timings  
 122: ST. JAMES STREET & CLINTON AVE.

9/15/2008

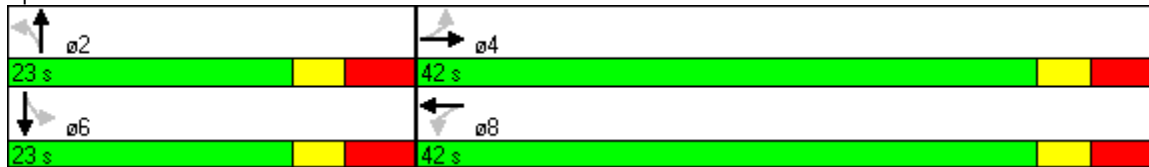


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		14			6			84			53	
Queue Length 95th (ft)		26			18			137			107	
Internal Link Dist (ft)		349			740			921			293	
Turn Bay Length (ft)												
Base Capacity (vph)		737			739			352			357	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.12			0.67			0.48	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	50
Control Type:	Pretimed
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	22.1
Intersection LOS:	C
Intersection Capacity Utilization	41.0%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 122: ST. JAMES STREET & CLINTON AVE.



HCM Unsignalized Intersection Capacity Analysis  
 123: ALBANY AVE.#1 & MAIDEN LANE

9/15/2008



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻↻		↻
Volume (veh/h)	709	5	120	610	0	170
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	879	6	149	756	0	211
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	765		289			
pX, platoon unblocked			0.51		0.55	0.51
vC, conflicting volume			885		1557	882
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			285		1025	279
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			77		100	43
cM capacity (veh/h)			653		99	367

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	885	401	504	211
Volume Left	0	149	0	0
Volume Right	6	0	0	211
cSH	1700	653	1700	367
Volume to Capacity	0.52	0.23	0.30	0.57
Queue Length 95th (ft)	0	22	0	86
Control Delay (s)	0.0	6.5	0.0	27.3
Lane LOS		A		D
Approach Delay (s)	0.0	2.9		27.3
Approach LOS				D

Intersection Summary			
Average Delay		4.2	
Intersection Capacity Utilization		72.7%	ICU Level of Service C
Analysis Period (min)		15	

Lanes, Volumes, Timings  
124: ALBANY AVE. &

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↑	↖
Volume (vph)	0	488	334	52	697	0	0	0	0	233	267	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25		100	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.942										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3334	0	1770	3539	0	0	0	0	1770	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	3334	0	1770	3539	0	0	0	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		152										87
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			146			236			403	
Travel Time (s)		6.6			3.3			5.4			9.2	
Peak Hour Factor	0.90	0.88	0.96	0.72	0.91	0.76	0.92	0.92	0.92	0.88	0.87	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	0%	0%	0%	0%	2%	2%	2%
Adj. Flow (vph)	0	632	397	82	873	0	0	0	0	302	350	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1029	0	82	873	0	0	0	0	302	350	87
Turn Type				Prot						Perm		Perm
Protected Phases		2		1	6							4
Permitted Phases										4		4
Minimum Split (s)		50.0		35.0	85.0					25.0	25.0	25.0
Total Split (s)	0.0	50.0	0.0	35.0	85.0	0.0	0.0	0.0	0.0	25.0	25.0	25.0
Total Split (%)	0.0%	45.5%	0.0%	31.8%	77.3%	0.0%	0.0%	0.0%	0.0%	22.7%	22.7%	22.7%
Maximum Green (s)		45.0		30.0	80.0					20.0	20.0	20.0
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	3.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?												
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		11.0			11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0			0					0	0	0
Act Effct Green (s)		45.0		30.0	80.0					20.0	20.0	20.0
Actuated g/C Ratio		0.41		0.27	0.73					0.18	0.18	0.18
v/c Ratio		0.71		0.17	0.34					0.94	1.03	0.24
Control Delay		25.9		26.7	0.8					82.0	102.4	10.0
Queue Delay		2.3		17.0	0.8					1.8	0.0	0.0
Total Delay		28.2		43.7	1.6					83.8	102.4	10.0
LOS		C		D	A					F	F	B
Approach Delay		28.2			5.2						83.9	
Approach LOS		C			A						F	



Lanes, Volumes, Timings  
 124: ALBANY AVE. &

9/15/2008

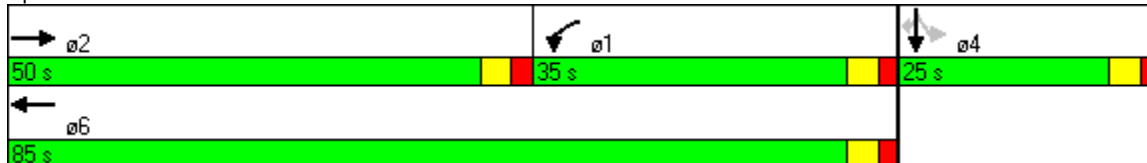


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		268		45	4					213	~266	0
Queue Length 95th (ft)		333		67	4					#367	#425	43
Internal Link Dist (ft)		209			66			156			323	
Turn Bay Length (ft)												200
Base Capacity (vph)		1454		483	2574					322	339	359
Starvation Cap Reductn		0		380	1294					0	0	0
Spillback Cap Reductn		283		0	0					4	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		0.88		0.80	0.68					0.95	1.03	0.24

Intersection Summary

Area Type: Other  
 Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 109 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.03  
 Intersection Signal Delay: 35.2  
 Intersection LOS: D  
 Intersection Capacity Utilization 107.6%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 124: ALBANY AVE. &



Lanes, Volumes, Timings  
125: ALBANY AVE. &

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑		↘	↑				
Volume (vph)	74	634	0	0	548	257	199	351	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				0.99							
Fr t					0.954							
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3539	0	0	3345	0	1770	1863	0	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1765	3539	0	0	3345	0	1770	1863	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					85							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		146			442			272				614
Travel Time (s)		3.3			10.0			6.2				14.0
Confl. Peds. (#/hr)	3						3					
Peak Hour Factor	0.77	0.91	0.87	0.92	0.85	0.89	0.87	0.93	0.96	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%
Adj. Flow (vph)	110	794	0	0	735	329	261	430	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	794	0	0	1064	0	261	430	0	0	0	0
Turn Type	Prot						Perm					
Protected Phases	7	4			8			2				
Permitted Phases							2					
Minimum Split (s)	19.0	77.0			58.0		33.0	33.0				
Total Split (s)	19.0	77.0	0.0	0.0	58.0	0.0	33.0	33.0	0.0	0.0	0.0	0.0
Total Split (%)	17.3%	70.0%	0.0%	0.0%	52.7%	0.0%	30.0%	30.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	14.0	69.0			50.0		25.0	25.0				
Yellow Time (s)	4.0	4.0			4.0		4.0	4.0				
All-Red Time (s)	1.0	4.0			4.0		4.0	4.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	8.0	4.0	4.0	8.0	4.0	8.0	8.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Walk Time (s)		5.0			5.0		5.0	5.0				
Flash Dont Walk (s)		11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	14.0	69.0			50.0		25.0	25.0				
Actuated g/C Ratio	0.13	0.63			0.45		0.23	0.23				
v/c Ratio	0.49	0.36			0.68		0.65	1.02				
Control Delay	61.0	2.0			24.3		47.1	90.9				
Queue Delay	135.3	1.4			0.2		0.0	0.0				
Total Delay	196.3	3.4			24.5		47.1	90.9				
LOS	F	A			C		D	F				
Approach Delay		26.8			24.5			74.4				
Approach LOS		C			C			E				
Queue Length 50th (ft)	67	17			280		168	~313				
Queue Length 95th (ft)	m89	m18			324		247	#517				



## Arterial Level of Service

9/15/2008

### Arterial Level of Service: EB #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
FAIR STREET	III	30	38.8	17.1	55.9	0.31	19.7	C
PEARL STREET	III	30	9.8	221.8	231.6	0.06	1.0	F
BROADWAY	III	30	25.4	25.9	51.3	0.20	14.0	D
Total	III		74.0	264.8	338.8	0.57	6.0	F

### Arterial Level of Service: WB #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CLINTON AVE.#1	III	30	25.4	5.4	30.8	0.20	23.3	C
KINGSTON PLZ	III	30	28.2	61.5	89.7	0.22	8.9	F
WASHINGTON AVENUE	III	30	38.8	60.6	99.4	0.31	11.1	E
Total	III		92.4	127.5	219.9	0.73	11.9	E

### Arterial Level of Service: NB FAIR STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SCHWENK DR.#1	IV	30	14.4	70.6	85.0	0.08	3.4	F
Total	IV		14.4	70.6	85.0	0.08	3.4	F

### Arterial Level of Service: SB FAIR STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
MAIN STREET	IV	30	16.8	17.0	33.8	0.09	9.9	D
PEARL STREET	IV	30	14.2	11.0	25.2	0.06	9.0	E
ST. JAMES STREET	IV	30	15.2	11.2	26.4	0.07	9.1	D
Total	IV		46.2	39.2	85.4	0.22	9.4	D

### Arterial Level of Service: NB WALL STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
PEARL STREET	IV	30	15.6	33.5	49.1	0.07	5.0	F
JOHN STREET	IV	30	19.8	26.8	46.6	0.11	8.5	E
N. FRONT STREET	IV	30	16.2	19.9	36.1	0.09	9.0	E
Total	IV		51.6	80.2	131.8	0.27	7.3	E

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**Arterial Level of Service: NB WASHINGTON AVENUE**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LINDERMAN AVE.	III	30	13.9	20.7	34.6	0.10	10.2	E
PEARL STREET	III	30	31.7	13.5	45.2	0.25	19.9	C
MAIN STREET	III	30	14.0	17.5	31.5	0.10	11.4	E
LUCAS AVE.	III	30	22.3	58.9	81.2	0.18	7.8	F
N. FRONT STREET	III	30	18.3	33.2	51.5	0.14	9.5	F
SCHWENK DR.#1	III	30	13.3	28.4	41.7	0.09	8.1	F
<b>Total</b>	<b>III</b>		<b>113.5</b>	<b>172.2</b>	<b>285.7</b>	<b>0.85</b>	<b>10.8</b>	<b>E</b>

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**Arterial Level of Service: SB WASHINGTON AVENUE**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
HURLEY AVE.	III	30	17.0	42.9	59.9	0.13	7.6	F
MUNICIPAL STADIUM RD	III	30	13.3	18.4	31.7	0.09	10.7	E
LUCAS AVE.	III	30	18.3	22.2	40.5	0.14	12.1	E
MAIN STREET	III	30	22.3	16.2	38.5	0.18	16.4	D
PEARL STREET	III	30	14.0	14.4	28.4	0.10	12.6	E
LINDERMAN AVE.	III	30	31.7	19.4	51.1	0.25	17.6	D
<b>Total</b>	<b>III</b>		<b>116.6</b>	<b>133.5</b>	<b>250.1</b>	<b>0.88</b>	<b>12.7</b>	<b>E</b>

# **Appendix M**

## **2035 Build Condition Synchro Analysis Results**

**Weekday AM**

Lanes, Volumes, Timings  
 101: HURLEY AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	150	120	35	122	208	91	444	40	340	445	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	11	11	11	11
Storage Length (ft)	0		155	150		0	150		0	150		0
Storage Lanes	2		1	1		0	1		1	1		1
Taper Length (ft)	25		25	75		25	25		100	25		100
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Fr <sub>t</sub>		0.933				0.850		0.988			0.961	
Fl <sub>t</sub> Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3268	3144	0	1685	1773	1507	1652	3269	0	1728	3305	0
Fl <sub>t</sub> Permitted	0.511			0.550			0.370			0.297		
Satd. Flow (perm)	1758	3144	0	975	1773	1507	643	3269	0	540	3305	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		149				65		14			85	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		580			708			498			669	
Travel Time (s)		13.2			16.1			11.3			15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	0%	1%	2%	0%
Adj. Flow (vph)	297	186	149	43	151	258	113	550	50	421	551	192
Shared Lane Traffic (%)												
Lane Group Flow (vph)	297	335	0	43	151	258	113	600	0	421	743	0
Number of Detectors	1	1		1	1	1	1	0		1	1	
Detector Template								Thru			Thru	
Leading Detector (ft)	20	20		20	20	20	20	0		20	5	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	20		20	20	20	20	6		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt			pm+pt		pm+ov	pm+pt			pm+pt		
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	2.0		4.0	4.0	
Minimum Split (s)	7.0	19.0		7.0	20.0	7.0	7.0	19.0		7.0	19.0	
Total Split (s)	7.0	20.0	0.0	7.0	20.0	15.0	7.0	20.0	0.0	15.0	28.0	0.0
Total Split (%)	11.3%	32.3%	0.0%	11.3%	32.3%	24.2%	11.3%	32.3%	0.0%	24.2%	45.2%	0.0%
Maximum Green (s)	4.0	13.0		4.0	13.0	12.0	4.0	13.0		12.0	21.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	3.0		0.0	3.0	0.0	0.0	3.0		0.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	4.0	3.0	7.0	3.0	3.0	7.0	4.0	3.0	7.0	4.0



Lanes, Volumes, Timings  
 101: HURLEY AVE. & WASHINGTON AVENUE

9/15/2008

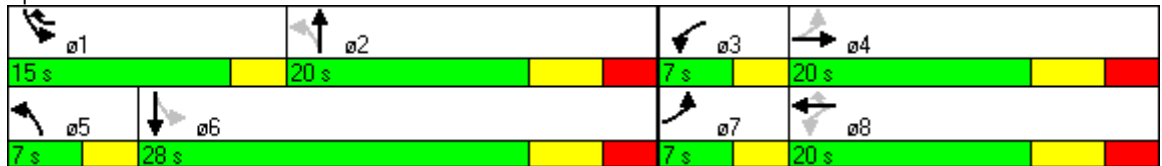


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		7.0			7.0			7.0			7.0	
Pedestrian Calls (#/hr)		60			60			60			60	
Act Effct Green (s)	18.1	11.7		16.4	10.5	26.4	25.5	17.5		36.1	26.5	
Actuated g/C Ratio	0.29	0.19		0.26	0.17	0.43	0.41	0.28		0.58	0.43	
v/c Ratio	0.46	0.47		0.14	0.50	0.38	0.34	0.64		0.79	0.51	
Control Delay	17.7	14.1		13.7	28.8	9.1	7.9	21.3		22.2	14.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	17.7	14.1		13.7	28.8	9.1	7.9	21.3		22.2	14.7	
LOS	B	B		B	C	A	A	C		C	B	
Approach Delay		15.8			16.1			19.2			17.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	38	32		10	51	38	12	122		89	103	
Queue Length 95th (ft)	61	63		27	97	76	m26	#198		#215	159	
Internal Link Dist (ft)		500			628			418			589	
Turn Bay Length (ft)				150			150			150		
Base Capacity (vph)	639	805		304	372	688	329	933		544	1460	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.46	0.42		0.14	0.41	0.38	0.34	0.64		0.77	0.51	

Intersection Summary

Area Type: Other  
 Cycle Length: 62  
 Actuated Cycle Length: 62  
 Offset: 49 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 17.3 Intersection LOS: B  
 Intersection Capacity Utilization 70.4% ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 101: HURLEY AVE. & WASHINGTON AVENUE



Lanes, Volumes, Timings

102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	220	95	15	25	110	55	5	300	76	210	255	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	10	10	10	10	10	10	10
Storage Length (ft)	0		0	0		75	0		100	150		0
Storage Lanes	1		0	0		1	0		1	1		1
Taper Length (ft)	25		25	25		200	25		300	25		150
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.979				0.850		0.970				0.850
Flt Protected	0.950				0.991			0.999		0.950		
Satd. Flow (prot)	1745	1798	0	0	1648	1319	0	3214	0	1685	1739	1507
Flt Permitted	0.492				0.909			0.950		0.383		
Satd. Flow (perm)	904	1798	0	0	1511	1319	0	3057	0	679	1739	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				68		48				167
Link Speed (mph)		25			25			30				30
Link Distance (ft)		140			468			721				498
Travel Time (s)		3.8			12.8			16.4				11.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Parking (#/hr)					5	5						
Adj. Flow (vph)	273	118	19	31	136	68	6	372	94	260	316	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	273	137	0	0	167	68	0	472	0	260	316	167
Number of Detectors	1	1		0	1	1	0	0		1	1	0
Detector Template				Left			Left				Thru	Right
Leading Detector (ft)	20	20		0	20	20	0	0		20	5	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	20		20	20	20	20	5		20	5	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt			Perm		pm+ov	Perm			pm+pt		Perm
Protected Phases	7	4			8	1		2		1	6	
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		8	8	1	2	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	7.0	19.0		19.0	19.0	7.0	19.0	19.0		7.0	19.0	19.0
Total Split (s)	10.0	29.0	0.0	19.0	19.0	12.0	21.0	21.0	0.0	12.0	33.0	33.0
Total Split (%)	16.1%	46.8%	0.0%	30.6%	30.6%	19.4%	33.9%	33.9%	0.0%	19.4%	53.2%	53.2%
Maximum Green (s)	7.0	24.0		14.0	14.0	9.0	16.0	16.0		9.0	28.0	28.0
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	0.0	2.0		2.0	2.0	0.0	2.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lanes, Volumes, Timings  
 102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE

9/15/2008

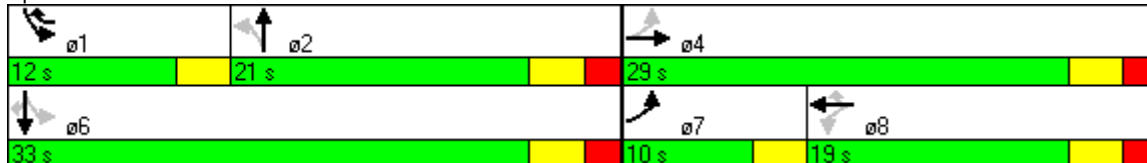


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	3.0	5.0	4.0	5.0	5.0	3.0	5.0	5.0	4.0	3.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lead	Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	C-Max
Walk Time (s)		5.0		5.0	5.0		5.0	5.0			5.0	5.0
Flash Dont Walk (s)		9.0		9.0	9.0		9.0	9.0			9.0	9.0
Pedestrian Calls (#/hr)		60		60	60		60	60			60	60
Act Effct Green (s)	21.4	19.5			11.8	22.8		21.2		34.6	32.6	32.6
Actuated g/C Ratio	0.35	0.31			0.19	0.37		0.34		0.56	0.53	0.53
v/c Ratio	0.67	0.24			0.58	0.13		0.44		0.50	0.35	0.19
Control Delay	23.4	12.9			30.8	3.7		12.2		10.8	10.1	3.4
Queue Delay	0.0	0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	23.4	12.9			30.8	3.7		12.2		10.8	10.1	3.4
LOS	C	B			C	A		B		B	B	A
Approach Delay		19.9			22.9			12.2			8.8	
Approach LOS		B			C			B			A	
Queue Length 50th (ft)	67	29			55	0		20		74	94	16
Queue Length 95th (ft)	120	62			107	18		m75		129	172	30
Internal Link Dist (ft)		60			388			641			418	
Turn Bay Length (ft)						75				150		
Base Capacity (vph)	407	705			341	540		1075		525	915	872
Starvation Cap Reductn	0	0			0	0		0		0	0	0
Spillback Cap Reductn	0	0			0	0		0		0	0	0
Storage Cap Reductn	0	0			0	0		0		0	0	0
Reduced v/c Ratio	0.67	0.19			0.49	0.13		0.44		0.50	0.35	0.19

Intersection Summary

Area Type: Other  
 Cycle Length: 62  
 Actuated Cycle Length: 62  
 Offset: 13 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 13.9 Intersection LOS: B  
 Intersection Capacity Utilization 66.4% ICU Level of Service C  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE



Lanes, Volumes, Timings  
 103: LUCAS AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	56	194	80	5	15	10	55	310	35	30	240	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	275		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.955			0.985			0.986	
Flt Protected		0.992			0.992		0.950			0.950		
Satd. Flow (prot)	0	1585	0	0	1457	0	1652	1711	0	1474	1467	0
Flt Permitted		0.931			0.906		0.546			0.426		
Satd. Flow (perm)	0	1488	0	0	1331	0	949	1711	0	661	1467	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			14			10			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		353			613			928			721	
Travel Time (s)		8.0			13.9			21.1			16.4	
Peak Hour Factor	0.92	0.92	0.92	0.81	0.81	0.81	0.87	0.87	0.87	0.88	0.88	0.88
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	1%	0%	0%	9%	0%	2%	2%	3%	0%	3%	17%
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Adj. Flow (vph)	69	240	99	7	21	14	72	406	46	39	311	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	408	0	0	42	0	72	452	0	39	343	0
Number of Detectors	0	1		0	1		0	0		0	1	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	0	20		0	20		0	0		0	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		20	6		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	31.0	31.0	0.0	31.0	31.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lanes, Volumes, Timings  
 103: LUCAS AVE. & WASHINGTON AVENUE

9/15/2008

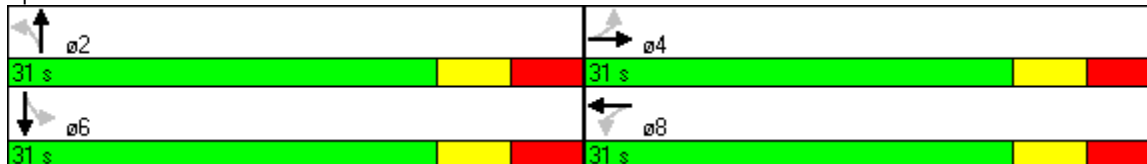


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		3.0	3.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	3.0	3.0		0.0	0.0		3.0	3.0		3.0	3.0	
Pedestrian Calls (#/hr)	60	60		60	60		60	60		60	60	
Act Effct Green (s)		19.7			18.2		26.3	26.3		26.3	26.3	
Actuated g/C Ratio		0.32			0.29		0.42	0.42		0.42	0.42	
v/c Ratio		0.83			0.10		0.18	0.62		0.14	0.55	
Control Delay		32.8			10.5		5.5	10.9		18.5	20.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		32.8			10.5		5.5	10.9		18.5	20.3	
LOS		C			B		A	B		B	C	
Approach Delay		32.8			10.5			10.2			20.2	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)		124			7		11	73		8	75	
Queue Length 95th (ft)		#242			21		25	96		m27	155	
Internal Link Dist (ft)		273			533			848			641	
Turn Bay Length (ft)							275			75		
Base Capacity (vph)		571			503		402	730		280	627	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.71			0.08		0.18	0.62		0.14	0.55	

Intersection Summary

Area Type: Other  
 Cycle Length: 62  
 Actuated Cycle Length: 62  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green, Master Intersection  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 19.8      Intersection LOS: B  
 Intersection Capacity Utilization 71.7%      ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: LUCAS AVE. & WASHINGTON AVENUE



Lanes, Volumes, Timings  
104: MAIN STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕					↕	↕		↕	↕	
Volume (vph)	10	0	25	0	0	0	60	390	10	25	320	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	75		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.904						0.996			0.998	
Flt Protected		0.986					0.950			0.950		
Satd. Flow (prot)	0	1383	0	0	0	0	1685	1749	0	1685	1753	0
Flt Permitted		0.986					0.507			0.444		
Satd. Flow (perm)	0	1383	0	0	0	0	899	1749	0	787	1753	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		32						4			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			571			526			928	
Travel Time (s)		7.8			13.0			12.0			21.1	
Peak Hour Factor	0.89	0.89	0.89	0.71	0.71	0.71	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Parking (#/hr)	5	5	5									
Adj. Flow (vph)	13	0	32	0	0	0	81	529	14	34	434	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	0	0	81	543	0	34	441	0
Number of Detectors	0	1					0	1		0	1	
Detector Template	Left						Left	Thru		Left	Thru	
Leading Detector (ft)	0	20					0	5		0	5	
Trailing Detector (ft)	0	0					0	0		0	0	
Detector 1 Position(ft)	0	0					0	0		0	0	
Detector 1 Size(ft)	20	20					20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Turn Type	Perm						Perm			Perm		
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Detector Phase	4	4					2	2		6	6	
Switch Phase												
Minimum Initial (s)	2.0	2.0					2.0	2.0		2.0	2.0	
Minimum Split (s)	16.0	16.0					16.0	16.0		16.0	16.0	
Total Split (s)	18.0	18.0	0.0	0.0	0.0	0.0	44.0	44.0	0.0	44.0	44.0	0.0
Total Split (%)	29.0%	29.0%	0.0%	0.0%	0.0%	0.0%	71.0%	71.0%	0.0%	71.0%	71.0%	0.0%
Maximum Green (s)	10.0	10.0					36.0	36.0		36.0	36.0	
Yellow Time (s)	4.0	4.0					4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0					4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lanes, Volumes, Timings  
 104: MAIN STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	8.0	8.0	4.0	4.0	4.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0					3.0	3.0		3.0	3.0	
Recall Mode	None	None					C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	2.0	2.0					2.0	2.0		2.0	2.0	
Flash Dont Walk (s)	6.0	6.0					6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	60	60					60	60		60	60	
Act Effct Green (s)		7.2					43.1	43.1		43.1	43.1	
Actuated g/C Ratio		0.12					0.70	0.70		0.70	0.70	
v/c Ratio		0.24					0.13	0.45		0.06	0.36	
Control Delay		15.9					3.4	4.4		3.4	5.3	
Queue Delay		0.0					0.0	0.0		0.0	0.0	
Total Delay		15.9					3.4	4.4		3.4	5.3	
LOS		B					A	A		A	A	
Approach Delay		15.9						4.3			5.1	
Approach LOS		B						A			A	
Queue Length 50th (ft)		4					8	77		2	90	
Queue Length 95th (ft)		29					m13	86		m5	104	
Internal Link Dist (ft)		262			491			446			848	
Turn Bay Length (ft)							75			50		
Base Capacity (vph)		250					625	1218		547	1220	
Starvation Cap Reductn		0					0	0		0	0	
Spillback Cap Reductn		0					0	0		0	0	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.18					0.13	0.45		0.06	0.36	

Intersection Summary

Area Type: Other  
 Cycle Length: 62  
 Actuated Cycle Length: 62  
 Offset: 28 (45%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.45  
 Intersection Signal Delay: 5.1  
 Intersection LOS: A  
 Intersection Capacity Utilization 50.8%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 104: MAIN STREET & WASHINGTON AVENUE



Lanes, Volumes, Timings  
105: PEARL STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	15	110	35	30	25	130	15	305	10	40	275	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	200		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970			0.905			0.995			0.992	
Flt Protected		0.995			0.992		0.950			0.950		
Satd. Flow (prot)	0	1882	0	0	1625	0	1491	1713	0	1546	1710	0
Flt Permitted		0.950			0.914		0.543			0.460		
Satd. Flow (perm)	0	1797	0	0	1497	0	852	1713	0	748	1710	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								4			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		768			536			1319			526	
Travel Time (s)		17.5			12.2			30.0			12.0	
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.78	0.78	0.78	0.90	0.90	0.90
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	1%	0%	27%	4%	5%	13%	3%	4%	9%	3%	0%
Adj. Flow (vph)	18	132	42	38	31	163	22	446	15	51	348	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	192	0	0	232	0	22	461	0	51	367	0
Number of Detectors	0	1		0	1		0	0		0	1	
Detector Template	Left			Left			Left			Left	Thru	
Leading Detector (ft)	0	20		0	20		0	0		0	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		3.5	3.5		3.5	3.5		3.5	3.5	
Minimum Split (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	26.0	26.0	0.0	26.0	26.0	0.0	36.0	36.0	0.0	36.0	36.0	0.0
Total Split (%)	41.9%	41.9%	0.0%	41.9%	41.9%	0.0%	58.1%	58.1%	0.0%	58.1%	58.1%	0.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0



Lanes, Volumes, Timings  
 105: PEARL STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Pedestrian Calls (#/hr)	60	60		60	60		60	60		60	60	
Act Effct Green (s)		14.2			14.2		31.8	31.8		31.8	31.8	
Actuated g/C Ratio		0.23			0.23		0.51	0.51		0.51	0.51	
v/c Ratio		0.47			0.68		0.05	0.52		0.13	0.42	
Control Delay		23.6			31.5		6.8	9.8		4.8	5.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		23.6			31.5		6.8	9.8		4.8	5.6	
LOS		C			C		A	A		A	A	
Approach Delay		23.6			31.5			9.6			5.5	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		62			79		3	57		5	35	
Queue Length 95th (ft)		106			135		8	74		11	47	
Internal Link Dist (ft)		688			456			1239			446	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)		522			435		437	881		384	880	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.37			0.53		0.05	0.52		0.13	0.42	

Intersection Summary

Area Type: Other  
 Cycle Length: 62  
 Actuated Cycle Length: 62  
 Offset: 30 (48%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 14.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 62.3%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 105: PEARL STREET & WASHINGTON AVENUE



Lanes, Volumes, Timings  
 106: LINDERMAN AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	15	25	20	5	25	20	15	285	5	10	305	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	100		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.947			0.997			0.995	
Flt Protected		0.988			0.995		0.950			0.950		
Satd. Flow (prot)	0	1673	0	0	1462	0	1685	1734	0	1685	1731	0
Flt Permitted		0.893			0.949		0.498			0.507		
Satd. Flow (perm)	0	1512	0	0	1394	0	883	1734	0	899	1731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			30			3			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		320			574			520			1319	
Travel Time (s)		7.3			13.0			11.8			30.0	
Peak Hour Factor	0.76	0.76	0.76	0.75	0.75	0.75	0.76	0.76	0.76	0.80	0.80	0.80
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Parking (#/hr)				5	5	5						
Adj. Flow (vph)	22	38	30	8	38	30	22	428	8	14	435	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	90	0	0	76	0	22	436	0	14	449	0
Number of Detectors	0	1		0	1		0	1		0	1	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	0	20		0	20		0	5		0	5	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		20	5		20	5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	42.0	42.0	0.0	42.0	42.0	0.0
Total Split (%)	32.3%	32.3%	0.0%	32.3%	32.3%	0.0%	67.7%	67.7%	0.0%	67.7%	67.7%	0.0%
Maximum Green (s)	14.0	14.0		14.0	14.0		36.0	36.0		36.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lanes, Volumes, Timings  
 106: LINDERMAN AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Pedestrian Calls (#/hr)	60	60		60	60		60	60		60	60	
Act Effct Green (s)		8.6			8.6		44.9	44.9		44.9	44.9	
Actuated g/C Ratio		0.14			0.14		0.72	0.72		0.72	0.72	
v/c Ratio		0.38			0.35		0.03	0.35		0.02	0.36	
Control Delay		21.7			20.1		4.5	5.7		2.0	2.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		21.7			20.1		4.5	5.7		2.0	2.9	
LOS		C			C		A	A		A	A	
Approach Delay		21.7			20.1			5.6			2.9	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		20			15		3	64		1	41	
Queue Length 95th (ft)		44			37		8	92		m1	61	
Internal Link Dist (ft)		240			494			440			1239	
Turn Bay Length (ft)							100			200		
Base Capacity (vph)		365			338		639	1256		651	1253	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.25			0.22		0.03	0.35		0.02	0.36	

Intersection Summary

Area Type: Other  
 Cycle Length: 62  
 Actuated Cycle Length: 62  
 Offset: 6 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.38  
 Intersection Signal Delay: 6.8  
 Intersection LOS: A  
 Intersection Capacity Utilization 36.5%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 106: LINDERMAN AVE. & WASHINGTON AVENUE



Lanes, Volumes, Timings  
108: MAIN STREET & GREEN STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔	
Volume (vph)	0	33	2	0	0	0	0	0	0	118	197	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15	15	15	15	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr't		0.994										
Flt Protected											0.982	
Satd. Flow (prot)	0	1818	0	0	0	0	0	0	0	0	1827	0
Flt Permitted											0.982	
Satd. Flow (perm)	0	1818	0	0	0	0	0	0	0	0	1827	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)		2										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		571			316			336			215	
Travel Time (s)		13.0			7.2			7.6			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%	0%	0%	0%	0%	2%	2%
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Adj. Flow (vph)	0	41	2	0	0	0	0	0	0	146	244	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	0	0	0	0	0	0	0	0	390	0
Number of Detectors		0								0	1	
Detector Template		Thru								Left		
Leading Detector (ft)		0								0	20	
Trailing Detector (ft)		0								0	0	
Detector 1 Position(ft)		0								0	0	
Detector 1 Size(ft)		6								20	20	
Detector 1 Type		Cl+Ex								Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0								0.0	0.0	
Detector 1 Queue (s)		0.0								0.0	0.0	
Detector 1 Delay (s)		0.0								0.0	0.0	
Turn Type										Perm		
Protected Phases		4									6	
Permitted Phases										6		
Detector Phase		4								6	6	
Switch Phase												
Minimum Initial (s)		4.0								4.0	4.0	
Minimum Split (s)		16.0								16.0	16.0	
Total Split (s)	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.0	41.0	0.0
Total Split (%)	0.0%	31.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	68.3%	68.3%	0.0%
Maximum Green (s)		12.0								34.0	34.0	
Yellow Time (s)		3.0								3.0	3.0	
All-Red Time (s)		4.0								4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	7.0	4.0
Lead/Lag												
Lead-Lag Optimize?												

Lanes, Volumes, Timings  
 108: MAIN STREET & GREEN STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)		3.0								3.0	3.0	
Recall Mode		None								C-Max	C-Max	
Walk Time (s)		5.0								5.0	5.0	
Flash Dont Walk (s)		4.0								4.0	4.0	
Pedestrian Calls (#/hr)		60								60	60	
Act Effct Green (s)		7.7									46.2	
Actuated g/C Ratio		0.13									0.77	
v/c Ratio		0.18									0.28	
Control Delay		23.7									5.0	
Queue Delay		0.0									0.0	
Total Delay		23.7									5.0	
LOS		C									A	
Approach Delay		23.7									5.0	
Approach LOS		C									A	
Queue Length 50th (ft)		13									59	
Queue Length 95th (ft)		37									100	
Internal Link Dist (ft)		491			236			256			135	
Turn Bay Length (ft)												
Base Capacity (vph)		365									1407	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.12									0.28	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	10 (17%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.28
Intersection Signal Delay:	6.8
Intersection LOS:	A
Intersection Capacity Utilization:	34.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 108: MAIN STREET & GREEN STREET



Lanes, Volumes, Timings  
111: N. FRONT STREET & WALL STREET

9/15/2008



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	112	109	72	255	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Storage Length (ft)		0	0		0	75
Storage Lanes		0	1		0	0
Taper Length (ft)		25	25		25	100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.933					
Flt Protected			0.950			
Satd. Flow (prot)	1492	0	1805	1863	0	0
Flt Permitted			0.506			
Satd. Flow (perm)	1492	0	961	1863	0	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)	135					
Link Speed (mph)	30			30	30	
Link Distance (ft)	362			139	475	
Travel Time (s)	8.2			3.2	10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	0%	0%	2%	2%	2%
Parking (#/hr)	10	10				
Adj. Flow (vph)	139	135	89	316	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	274	0	89	316	0	0
Number of Detectors	1		1	1		
Detector Template						
Leading Detector (ft)	20		20	20		
Trailing Detector (ft)	0		0	0		
Detector 1 Position(ft)	0		0	0		
Detector 1 Size(ft)	20		20	20		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0		
Turn Type			pm+pt			
Protected Phases	4		3	8		
Permitted Phases			8			
Detector Phase	4		3	8		
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	16.0		11.0	16.0		
Total Split (s)	43.0	0.0	17.0	60.0	0.0	0.0
Total Split (%)	71.7%	0.0%	28.3%	100.0%	0.0%	0.0%
Maximum Green (s)	36.0		10.0	53.0		
Yellow Time (s)	3.0		3.0	3.0		
All-Red Time (s)	4.0		4.0	4.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0



Lanes, Volumes, Timings  
 112: JOHN STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	100	109	0	0	0	0	0	155	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	11	11	10	12	12	12
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		100	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.977							
Satd. Flow (prot)	0	0	0	0	2104	0	0	0	0	0	1615	0
Flt Permitted					0.977							
Satd. Flow (perm)	0	0	0	0	2104	0	0	0	0	0	1615	0
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			259			581			475	
Travel Time (s)		8.3			5.9			13.2			10.8	
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Parking (#/hr)										10	10	10
Adj. Flow (vph)	0	0	0	124	135	0	0	0	0	0	192	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	259	0	0	0	0	0	192	0
Number of Detectors				0	1						0	
Detector Template				Left							Thru	
Leading Detector (ft)				0	20						0	
Trailing Detector (ft)				0	0						0	
Detector 1 Position(ft)				0	0						0	
Detector 1 Size(ft)				20	20						6	
Detector 1 Type				Cl+Ex	Cl+Ex						Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0						0.0	
Detector 1 Queue (s)				0.0	0.0						0.0	
Detector 1 Delay (s)				0.0	0.0						0.0	
Turn Type				Perm								
Protected Phases					8						6	
Permitted Phases				8								
Detector Phase				8	8						6	
Switch Phase												
Minimum Initial (s)				4.0	4.0						4.0	
Minimum Split (s)				9.0	9.0						9.0	
Total Split (s)	0.0	0.0	0.0	21.0	21.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.3%	0.0%
Maximum Green (s)				16.0	16.0						18.0	
Yellow Time (s)				3.0	3.0						3.0	
All-Red Time (s)				2.0	2.0						2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	16.0
Total Split (s)	16.0
Total Split (%)	27%
Maximum Green (s)	10.0
Yellow Time (s)	3.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	

Lanes, Volumes, Timings  
 112: JOHN STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Lost Time (s)	4.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0						3.0	
Recall Mode				None	None						C-Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)					12.4						23.4	
Actuated g/C Ratio					0.21						0.39	
v/c Ratio					0.60						0.30	
Control Delay					27.0						10.1	
Queue Delay					0.0						0.0	
Total Delay					27.0						10.1	
LOS					C						B	
Approach Delay					27.0						10.1	
Approach LOS					C						B	
Queue Length 50th (ft)					85						28	
Queue Length 95th (ft)					138						49	
Internal Link Dist (ft)		285			179			501			395	
Turn Bay Length (ft)												
Base Capacity (vph)					561						631	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.46						0.30	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	56 (93%), Referenced to phase 6:SBT, Start of Green
Natural Cycle:	45
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	19.8
Intersection LOS:	B
Intersection Capacity Utilization:	30.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 112: JOHN STREET & WALL STREET



Lane Group	ø9
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	5.0
Flash Dont Walk (s)	5.0
Pedestrian Calls (#/hr)	60
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

# HCM Unsignalized Intersection Capacity Analysis

## 909: MAIN STREET & WALL STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔	
Volume (veh/h)	0	149	2	0	0	0	0	0	0	40	233	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	185	2	0	0	0	0	0	0	50	289	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		316			400							
pX, platoon unblocked												
vC, conflicting volume	0			187			330	186	186	186	187	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			187			330	186	186	186	187	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	94	59	100
cM capacity (veh/h)	1636			1399			428	709	861	779	711	1091

Direction, Lane #	EB 1	SB 1
Volume Total	187	338
Volume Left	0	50
Volume Right	2	0
cSH	1700	720
Volume to Capacity	0.11	0.47
Queue Length 95th (ft)	0	63
Control Delay (s)	0.0	14.3
Lane LOS		B
Approach Delay (s)	0.0	14.3
Approach LOS		B

Intersection Summary		
Average Delay		9.2
Intersection Capacity Utilization	32.2%	ICU Level of Service
Analysis Period (min)		15
		A

Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗						↕	
Volume (vph)	0	130	15	15	124	0	0	0	0	85	73	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	16	16	16	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.986										0.953
Fl <sub>t</sub> Protected					0.995							0.983
Satd. Flow (prot)	0	2123	0	0	1890	0	0	0	0	0	1780	0
Fl <sub>t</sub> Permitted					0.962							0.983
Satd. Flow (perm)	0	2123	0	0	1828	0	0	0	0	0	1780	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		10										46
Link Speed (mph)		30			30			30				30
Link Distance (ft)		262			421			362				332
Travel Time (s)		6.0			9.6			8.2				7.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Parking (#/hr)							5	5	5			
Adj. Flow (vph)	0	161	19	19	154	0	0	0	0	105	90	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	173	0	0	0	0	0	300	0
Number of Detectors		0		0	0					0	1	
Detector Template		Thru		Left	Thru					Left		
Leading Detector (ft)		0		0	0					0	20	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	20	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Turn Type				Perm						Perm		
Protected Phases		4			8							1
Permitted Phases				8						1		
Detector Phase		4		8	8					1	1	
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					4.0	4.0	
Minimum Split (s)		9.0		9.0	9.0					9.0	9.0	
Total Split (s)	0.0	21.0	0.0	21.0	21.0	0.0	0.0	0.0	0.0	23.0	23.0	0.0
Total Split (%)	0.0%	35.0%	0.0%	35.0%	35.0%	0.0%	0.0%	0.0%	0.0%	38.3%	38.3%	0.0%
Maximum Green (s)		16.0		16.0	16.0					18.0	18.0	
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag										Lag	Lag	
Lead-Lag Optimize?										Yes	Yes	

Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	16.0
Total Split (s)	16.0
Total Split (%)	27%
Maximum Green (s)	12.0
Yellow Time (s)	2.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes

Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		C-Max		C-Max	C-Max					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		23.0			23.0							13.6
Actuated g/C Ratio		0.38			0.38							0.23
v/c Ratio		0.22			0.25							0.68
Control Delay		15.2			6.2							25.6
Queue Delay		0.0			0.0							0.0
Total Delay		15.2			6.2							25.6
LOS		B			A							C
Approach Delay		15.2			6.2							25.6
Approach LOS		B			A							C
Queue Length 50th (ft)		44			16							83
Queue Length 95th (ft)		95			32							141
Internal Link Dist (ft)		182			341			282				252
Turn Bay Length (ft)												
Base Capacity (vph)		821			701							566
Starvation Cap Reductn		0			0							0
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.22			0.25							0.53

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	0 (0%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle:	45
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	17.6
Intersection LOS:	B
Intersection Capacity Utilization:	45.4%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 113: PEARL STREET & WALL STREET



Lane Group	ø2
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	5.0
Flash Dont Walk (s)	7.0
Pedestrian Calls (#/hr)	60
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	



Lanes, Volumes, Timings  
 115: SCHWENK DR.#1 & KINGSTON PLZ

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	165	95	5	250	25	10	25	1	10	20	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	14	14	14	13	13	13
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	1		1
Taper Length (ft)	75		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.988			0.996				0.850
Flt Protected	0.950				0.999			0.986		0.950		
Satd. Flow (prot)	1745	1837	1568	0	1875	0	0	1990	0	1865	1963	1605
Flt Permitted	0.361				0.991			0.898				
Satd. Flow (perm)	663	1837	1568	0	1860	0	0	1813	0	1963	1963	1605
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)												148
Link Speed (mph)		30			30			30				30
Link Distance (ft)		904			734			421				273
Travel Time (s)		20.5			16.7			9.6				6.2
Peak Hour Factor	0.93	0.93	0.93	0.83	0.83	0.83	0.56	0.56	0.56	0.91	0.91	1.00
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	4%
Adj. Flow (vph)	294	202	116	7	343	34	20	51	2	13	25	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	294	202	116	0	384	0	0	73	0	13	25	148
Number of Detectors	1	1	1	0	1	0	0	1	0	1	1	1
Detector Template				Left			Left					
Leading Detector (ft)	20	20	20	0	5		0	20		20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	20	20	20	5		20	20		20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt		Perm	Perm			Perm			Perm		pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	6	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	1.0	4.0	4.0	4.0	4.0		4.0	4.0		2.0	2.0	1.0
Minimum Split (s)	4.0	12.0	12.0	12.0	12.0		12.0	12.0		10.0	10.0	4.0
Total Split (s)	7.0	29.0	29.0	22.0	22.0	0.0	12.0	12.0	0.0	12.0	12.0	7.0
Total Split (%)	11.7%	48.3%	48.3%	36.7%	36.7%	0.0%	20.0%	20.0%	0.0%	20.0%	20.0%	11.7%
Maximum Green (s)	4.0	21.0	21.0	14.0	14.0		4.0	4.0		4.0	4.0	4.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	0.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	8.0	8.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	3.0

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	32%
Maximum Green (s)	13.0
Yellow Time (s)	3.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lanes, Volumes, Timings  
 115: SCHWENK DR.#1 & KINGSTON PLZ

9/15/2008

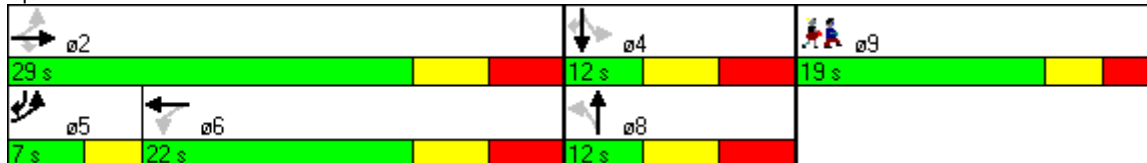


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead			Lag			Lag			Lead		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max		None	None		None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	31.4	26.4	26.4		17.0			4.0		4.0	4.0	10.0
Actuated g/C Ratio	0.52	0.44	0.44		0.28			0.07		0.07	0.07	0.17
v/c Ratio	0.64	0.25	0.17		0.73			0.60		0.10	0.19	0.38
Control Delay	22.0	14.1	14.0		28.5			35.5		28.2	30.1	5.1
Queue Delay	0.0	0.0	0.0		0.0			0.0		0.0	0.0	0.0
Total Delay	22.0	14.1	14.0		28.5			35.5		28.2	30.1	5.1
LOS	C	B	B		C			D		C	C	A
Approach Delay		17.9				28.5		35.5				10.0
Approach LOS		B				C		D				B
Queue Length 50th (ft)	69	52	29		126			26		5	9	0
Queue Length 95th (ft)	#170	97	61		#237			28		19	29	18
Internal Link Dist (ft)		824				654		341				193
Turn Bay Length (ft)	100											
Base Capacity (vph)	462	808	690		528			121		131	131	390
Starvation Cap Reductn	0	0	0		0			0		0	0	0
Spillback Cap Reductn	0	0	0		0			0		0	0	0
Storage Cap Reductn	0	0	0		0			0		0	0	0
Reduced v/c Ratio	0.64	0.25	0.17		0.73			0.60		0.10	0.19	0.38

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 43 (72%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 21.0 Intersection LOS: C  
 Intersection Capacity Utilization 61.1% ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 115: SCHWENK DR.#1 & KINGSTON PLZ



Lane Group	ø9
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	7.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	60
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings  
 904: N. FRONT STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Volume (vph)	10	97	0	0	0	0	183	50	0	0	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr t												0.865
Flt Protected		0.995						0.962				
Satd. Flow (prot)	0	1890	0	0	0	0	0	1828	0	0	1644	0
Flt Permitted		0.995						0.691				
Satd. Flow (perm)	0	1890	0	0	0	0	0	1313	0	0	1644	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		139			215			494				421
Travel Time (s)		3.2			4.9			11.2				9.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Adj. Flow (vph)	12	120	0	0	0	0	227	62	0	0	0	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	0	0	0	289	0	0	124	0
Number of Detectors	0	1						0	1		0	0
Detector Template	Left						Left	Thru		Left	Thru	
Leading Detector (ft)	0	20					0	5		0	0	
Trailing Detector (ft)	0	0					0	0		0	0	
Detector 1 Position(ft)	0	0					0	0		0	0	
Detector 1 Size(ft)	20	20					20	5		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0					0.0	0.0		0.0	0.0	
Turn Type	Prot						Perm			Perm		
Protected Phases	7	4						2				6
Permitted Phases							2			6		
Detector Phase	7	4					2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0					4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	16.0					16.0	16.0		16.0	16.0	
Total Split (s)	36.0	36.0	0.0	0.0	0.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	60.0%	60.0%	0.0%	0.0%	0.0%	0.0%	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%
Maximum Green (s)	31.0	31.0					19.0	19.0		19.0	19.0	
Yellow Time (s)	3.0	3.0					3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0					2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0					3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max					Max	Max		Max	Max	

Lanes, Volumes, Timings  
 904: N. FRONT STREET & FAIR STREET

9/15/2008

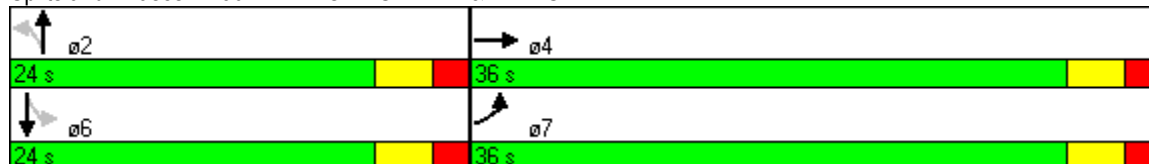


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)		5.0					5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		6.0					6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)		60					60	60		60	60	
Act Effct Green (s)		31.0						19.0			19.0	
Actuated g/C Ratio		0.52						0.32			0.32	
v/c Ratio		0.14						0.69			0.24	
Control Delay		6.1						29.1			9.9	
Queue Delay		1.4						0.0			0.0	
Total Delay		7.5						29.1			9.9	
LOS		A						C			A	
Approach Delay		7.5						29.1			9.9	
Approach LOS		A						C			A	
Queue Length 50th (ft)		23						90			14	
Queue Length 95th (ft)		47						#192			m27	
Internal Link Dist (ft)		59			135			414			341	
Turn Bay Length (ft)												
Base Capacity (vph)		977						416			521	
Starvation Cap Reductn		682						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.45						0.69			0.24	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 5 (8%), Referenced to phase 4:EBT and 7:EBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 19.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 36.0%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 904: N. FRONT STREET & FAIR STREET



HCM Unsignalized Intersection Capacity Analysis  
 906: JOHN STREET & FAIR STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔				
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	0	0	0	159	58	52	185	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	197	72	64	229	0	0	0	0

Direction, Lane #	WB 1	NB 1
Volume Total (vph)	269	294
Volume Left (vph)	0	64
Volume Right (vph)	72	0
Hadj (s)	-0.16	0.04
Departure Headway (s)	4.5	4.6
Degree Utilization, x	0.33	0.37
Capacity (veh/h)	762	752
Control Delay (s)	9.7	10.3
Approach Delay (s)	9.7	10.3
Approach LOS	A	B

Intersection Summary	
Delay	10.0
HCM Level of Service	B
Intersection Capacity Utilization	34.6%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings  
 116: MAIN STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔				
Volume (vph)	132	57	0	0	0	0	0	138	72	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.954											
Flt Protected	0.966											
Satd. Flow (prot)	0	1733	0	0	0	0	0	1762	0	0	0	0
Flt Permitted	0.966											
Satd. Flow (perm)	0	1733	0	0	0	0	0	1762	0	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	400			472			331			493		
Travel Time (s)	9.1			10.7			7.5			11.2		
Confl. Peds. (#/hr)				3						15		
Peak Hour Factor	0.92	0.92	0.92	0.78	0.78	0.78	0.92	0.92	0.92	0.71	0.71	0.71
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	10	10	10				5	5	5			
Adj. Flow (vph)	164	71	0	0	0	0	0	171	89	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	235	0	0	0	0	0	260	0	0	0	0
Number of Detectors	0	1						1				
Detector Template	Left						Thru					
Leading Detector (ft)	0	20						5				
Trailing Detector (ft)	0	0						0				
Detector 1 Position(ft)	0	0						0				
Detector 1 Size(ft)	20	20						5				
Detector 1 Type	Cl+Ex	Cl+Ex						Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0						0.0				
Detector 1 Queue (s)	0.0	0.0						0.0				
Detector 1 Delay (s)	0.0	0.0						0.0				
Turn Type	Perm											
Protected Phases	4						2					
Permitted Phases	4											
Detector Phase	4	4						2				
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0				
Minimum Split (s)	9.0	9.0						9.0				
Total Split (s)	21.0	21.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0
Total Split (%)	35.0%	35.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	16.0	16.0						18.0				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	2.0	2.0						2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0	4.0



Lanes, Volumes, Timings  
 116: MAIN STREET & FAIR STREET

9/15/2008

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	16.0
Total Split (s)	16.0
Total Split (%)	27%
Maximum Green (s)	13.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	

Lanes, Volumes, Timings  
 116: MAIN STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0						3.0				
Recall Mode	None	None						C-Max				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		12.8						27.6				
Actuated g/C Ratio		0.21						0.46				
v/c Ratio		0.64						0.32				
Control Delay		25.4						9.9				
Queue Delay		0.0						0.0				
Total Delay		25.4						9.9				
LOS		C						A				
Approach Delay		25.4						9.9				
Approach LOS		C						A				
Queue Length 50th (ft)		62						54				
Queue Length 95th (ft)		98						102				
Internal Link Dist (ft)		320			392			251			413	
Turn Bay Length (ft)												
Base Capacity (vph)		462						811				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.51						0.32				

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	55 (92%), Referenced to phase 2:NBT, Start of Green
Natural Cycle:	50
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	17.3
Intersection LOS:	B
Intersection Capacity Utilization:	33.4%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 116: MAIN STREET & FAIR STREET



Lane Group	ø9
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	4.0
Flash Dont Walk (s)	9.0
Pedestrian Calls (#/hr)	60
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings  
117: PEARL STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↕			↕			↕						
Volume (vph)	15	205	0	0	109	116	20	125	15	0	0	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12	16	16	16	16	16	16		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor														
Frt					0.930					0.987				
Flt Protected	0.997						0.994							
Satd. Flow (prot)	0	1625	0	0	1732	0	0	2113	0	0	0	0		
Flt Permitted	0.961						0.994							
Satd. Flow (perm)	0	1566	0	0	1732	0	0	2113	0	0	0	0		
Right Turn on Red			Yes				Yes				Yes			
Satd. Flow (RTOR)					160			8						
Link Speed (mph)	30				30				30					
Link Distance (ft)	421				552				360					
Travel Time (s)	9.6				12.5				8.2					
Confl. Peds. (#/hr)			2	2					4			8		
Peak Hour Factor	0.62	0.62	0.62	0.61	0.61	0.61	0.92	0.92	0.92	0.71	0.71	0.71		
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%		
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%		
Parking (#/hr)	5	5	5											
Adj. Flow (vph)	28	377	0	0	204	217	25	155	19	0	0	0		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	405	0	0	421	0	0	199	0	0	0	0		
Number of Detectors	0	1					0	0	1					
Detector Template	Left	Thru					Thru	Left						
Leading Detector (ft)	0	5					0	0	20					
Trailing Detector (ft)	0	0					0	0	0					
Detector 1 Position(ft)	0	0					0	0	0					
Detector 1 Size(ft)	20	5					6	20	20					
Detector 1 Type	Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex					
Detector 1 Channel														
Detector 1 Extend (s)	0.0	0.0					0.0	0.0	0.0					
Detector 1 Queue (s)	0.0	0.0					0.0	0.0	0.0					
Detector 1 Delay (s)	0.0	0.0					0.0	0.0	0.0					
Turn Type	Perm						Perm							
Protected Phases	4						8			2				
Permitted Phases	4								2					
Detector Phase	4	4					8	2	2					
Switch Phase														
Minimum Initial (s)	4.0	4.0					4.0	4.0	4.0					
Minimum Split (s)	16.0	16.0					16.0	16.0	16.0					
Total Split (s)	41.0	41.0	0.0	0.0	41.0	0.0	19.0	19.0	0.0	0.0	0.0	0.0		
Total Split (%)	68.3%	68.3%	0.0%	0.0%	68.3%	0.0%	31.7%	31.7%	0.0%	0.0%	0.0%	0.0%		
Maximum Green (s)	36.0	36.0					36.0	14.0	14.0					
Yellow Time (s)	3.0	3.0					3.0	3.0	3.0					
All-Red Time (s)	2.0	2.0					2.0	2.0	2.0					
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0		

Lanes, Volumes, Timings  
 117: PEARL STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	C-Max	C-Max			C-Max		None	None				
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	6.0	6.0			6.0		6.0	6.0				
Pedestrian Calls (#/hr)	60	60			60		60	60				
Act Effct Green (s)		39.4			39.4			10.6				
Actuated g/C Ratio		0.66			0.66			0.18				
v/c Ratio		0.39			0.35			0.52				
Control Delay		3.7			3.6			25.9				
Queue Delay		0.0			0.0			0.0				
Total Delay		3.7			3.6			25.9				
LOS		A			A			C				
Approach Delay		3.7			3.6			25.9				
Approach LOS		A			A			C				
Queue Length 50th (ft)		22			0			63				
Queue Length 95th (ft)		25			0			110				
Internal Link Dist (ft)		341			472			280			251	
Turn Bay Length (ft)												
Base Capacity (vph)		1028			1192			499				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.39			0.35			0.40				

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Offset:	47 (78%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.52
Intersection Signal Delay:	8.0
Intersection LOS:	A
Intersection Capacity Utilization:	51.2%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 117: PEARL STREET & FAIR STREET



Lanes, Volumes, Timings  
118: ST. JAMES STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Volume (vph)	15	40	0	0	15	20	0	150	20	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	9	9	9	9	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.923			0.984				
Fl <sub>t</sub> Protected		0.986										
Satd. Flow (prot)	0	1530	0	0	1432	0	0	1683	0	0	0	0
Fl <sub>t</sub> Permitted		0.886										
Satd. Flow (perm)	0	1375	0	0	1432	0	0	1683	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					35			19				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		382			318			1050				354
Travel Time (s)		8.7			7.2			23.9				8.0
Peak Hour Factor	0.75	0.75	0.75	0.65	0.65	0.65	0.92	0.92	0.92	0.88	0.88	0.88
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Adj. Flow (vph)	23	61	0	0	26	35	0	186	25	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	84	0	0	61	0	0	211	0	0	0	0
Number of Detectors	0	1			1			0				
Detector Template	Left				Thru							
Leading Detector (ft)	0	20			20			0				
Trailing Detector (ft)	0	0			0			0				
Detector 1 Position(ft)	0	0			0			0				
Detector 1 Size(ft)	20	20			20			6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0			0.0				
Detector 1 Queue (s)	0.0	0.0			0.0			0.0				
Detector 1 Delay (s)	0.0	0.0			0.0			0.0				
Turn Type	Perm											
Protected Phases		4			8			2				
Permitted Phases	4											
Detector Phase	4	4			8			2				
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0			4.0				
Minimum Split (s)	16.0	16.0			16.0			16.0				
Total Split (s)	20.0	20.0	0.0	0.0	20.0	0.0	0.0	21.0	0.0	0.0	0.0	0.0
Total Split (%)	48.8%	48.8%	0.0%	0.0%	48.8%	0.0%	0.0%	51.2%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	15.0	15.0			15.0			16.0				
Yellow Time (s)	3.0	3.0			3.0			3.0				
All-Red Time (s)	2.0	2.0			2.0			2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0			3.0				

Lanes, Volumes, Timings  
 118: ST. JAMES STREET & FAIR STREET

9/15/2008

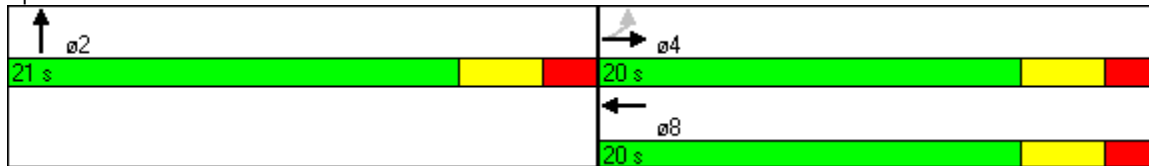


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None			None			C-Max				
Walk Time (s)	5.0	5.0			5.0			5.0				
Flash Dont Walk (s)	6.0	6.0			6.0			6.0				
Pedestrian Calls (#/hr)	60	60			60			60				
Act Effct Green (s)		8.3			8.1			29.1				
Actuated g/C Ratio		0.20			0.20			0.71				
v/c Ratio		0.30			0.20			0.18				
Control Delay		15.8			8.7			5.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		15.8			8.7			5.1				
LOS		B			A			A				
Approach Delay		15.8			8.7			5.1				
Approach LOS		B			A			A				
Queue Length 50th (ft)		17			5			18				
Queue Length 95th (ft)		32			16			50				
Internal Link Dist (ft)		302			238			970			274	
Turn Bay Length (ft)												
Base Capacity (vph)		503			546			1199				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.17			0.11			0.18				

Intersection Summary

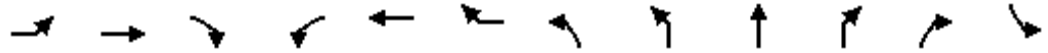
Area Type:	Other
Cycle Length:	41
Actuated Cycle Length:	41
Offset:	19 (46%), Referenced to phase 2:NBT, Start of Green
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.30
Intersection Signal Delay:	8.2
Intersection Capacity Utilization	28.7%
Analysis Period (min)	15
Intersection LOS:	A
ICU Level of Service	A

Splits and Phases: 118: ST. JAMES STREET & FAIR STREET



Lanes, Volumes, Timings  
114: BOULEVARD & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	NBR2	SBL
Lane Configurations		↕			↕	↗			↕			
Volume (vph)	75	215	5	10	130	100	5	20	0	30	10	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		75		0		0		0
Storage Lanes	0		0	0		1		0		0		0
Taper Length (ft)	25		25	25		100		25		25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850			0.917			
Flt Protected		0.987			0.997				0.981			
Satd. Flow (prot)	0	2121	0	0	1894	1413	0	0	1496	0	0	0
Flt Permitted		0.869			0.967				0.837			
Satd. Flow (perm)	0	1868	0	0	1837	1413	0	0	1276	0	0	0
Right Turn on Red			No								No	
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				30			
Link Distance (ft)		496			410				545			
Travel Time (s)		11.3			9.3				12.4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Parking (#/hr)						5	5	5	5	0	5	
Adj. Flow (vph)	93	266	6	12	161	124	6	25	0	37	12	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	365	0	0	173	124	0	0	80	0	0	0
Number of Detectors	0	0		0	0	0	0	0	1			0
Detector Template	Left	Thru		Left	Thru	Right	Left	Left				Left
Leading Detector (ft)	0	0		0	0	0	0	0	20			0
Trailing Detector (ft)	0	0		0	0	0	0	0	0			0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0			0
Detector 1 Size(ft)	20	6		20	6	20	20	20	20			20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0			0.0
Turn Type	Perm			custom		custom	Perm	Perm				Perm
Protected Phases		4				8			2			
Permitted Phases	4			8	8		2	2				6
Detector Phase	4	4		8	8	8	2	2	2			6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0			4.0
Minimum Split (s)	22.0	22.0		22.0	22.0	22.0	22.0	22.0	22.0			22.0
Total Split (s)	26.0	26.0	0.0	26.0	26.0	26.0	22.0	22.0	22.0	0.0	0.0	22.0
Total Split (%)	37.1%	37.1%	0.0%	37.1%	37.1%	37.1%	31.4%	31.4%	31.4%	0.0%	0.0%	31.4%
Maximum Green (s)	21.0	21.0		21.0	21.0	21.0	17.0	17.0	17.0			17.0
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0			3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	5.0



Lanes, Volumes, Timings  
114: BOULEVARD & FAIR STREET

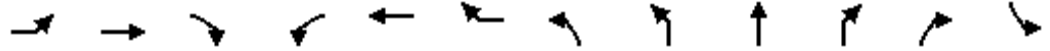
9/15/2008



Lane Group	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lane Configurations	↕				↕		
Volume (vph)	85	15	45	40	110	15	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Storage Length (ft)		0			0	0	
Storage Lanes		0			1	0	
Taper Length (ft)		25			25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.949				0.987		
Flt Protected	0.995				0.957		
Satd. Flow (prot)	1794	0	0	0	1570	0	0
Flt Permitted	0.966				0.957		
Satd. Flow (perm)	1742	0	0	0	1570	0	0
Right Turn on Red			No				No
Satd. Flow (RTOR)							
Link Speed (mph)	30				30		
Link Distance (ft)	742				473		
Travel Time (s)	16.9				10.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%
Parking (#/hr)				0	5	5	5
Adj. Flow (vph)	105	19	56	50	136	19	1
Shared Lane Traffic (%)							
Lane Group Flow (vph)	199	0	0	0	206	0	0
Number of Detectors	1			0	1		
Detector Template				Left			
Leading Detector (ft)	20			0	20		
Trailing Detector (ft)	0			0	0		
Detector 1 Position(ft)	0			0	0		
Detector 1 Size(ft)	20			20	20		
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0			0.0	0.0		
Detector 1 Queue (s)	0.0			0.0	0.0		
Detector 1 Delay (s)	0.0			0.0	0.0		
Turn Type				Split			
Protected Phases	6			9	9		
Permitted Phases							
Detector Phase	6			9	9		
Switch Phase							
Minimum Initial (s)	4.0			4.0	4.0		
Minimum Split (s)	22.0			22.0	22.0		
Total Split (s)	22.0	0.0	0.0	22.0	22.0	0.0	0.0
Total Split (%)	31.4%	0.0%	0.0%	31.4%	31.4%	0.0%	0.0%
Maximum Green (s)	17.0			17.0	17.0		
Yellow Time (s)	3.0			3.0	3.0		
All-Red Time (s)	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	5.0	5.0	4.0	4.0

Lanes, Volumes, Timings  
 114: BOULEVARD & FAIR STREET

9/15/2008

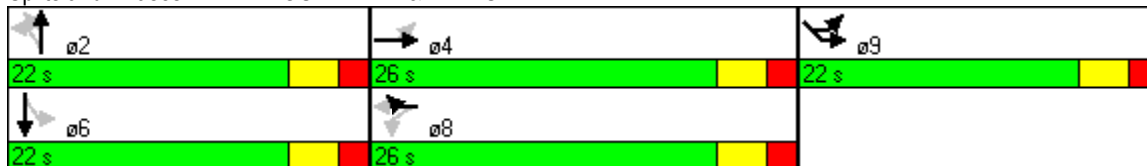


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	NBR2	SBL
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0			3.0
Recall Mode	Max	Max		Max	Max	Max	None	None	None			None
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0			12.0
Pedestrian Calls (#/hr)	30	30		30	30	30	30	30	30			30
Act Effct Green (s)		21.4			21.4	21.4				12.0		
Actuated g/C Ratio		0.35			0.35	0.35				0.19		
v/c Ratio		0.57			0.27	0.25				0.32		
Control Delay		22.7			18.4	19.0				25.4		
Queue Delay		0.0			0.0	0.0				0.0		
Total Delay		22.7			18.4	19.0				25.4		
LOS		C			B	B				C		
Approach Delay		22.7			18.7					25.4		
Approach LOS		C			B					C		
Queue Length 50th (ft)		109			46	32				26		
Queue Length 95th (ft)		221			105	82				63		
Internal Link Dist (ft)		416			330					465		
Turn Bay Length (ft)							75					
Base Capacity (vph)		645			635	488				355		
Starvation Cap Reductn		0			0	0				0		
Spillback Cap Reductn		0			0	0				0		
Storage Cap Reductn		0			0	0				0		
Reduced v/c Ratio		0.57			0.27	0.25				0.23		

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	61.9
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	24.8
Intersection LOS:	C
Intersection Capacity Utilization:	65.5%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 114: BOULEVARD & FAIR STREET



Lanes, Volumes, Timings  
 114: BOULEVARD & FAIR STREET

9/15/2008



Lane Group	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0			3.0	3.0		
Recall Mode	None			None	None		
Walk Time (s)	5.0			5.0	5.0		
Flash Dont Walk (s)	12.0			12.0	12.0		
Pedestrian Calls (#/hr)	30			30	30		
Act Effct Green (s)	12.4				12.9		
Actuated g/C Ratio	0.20				0.21		
v/c Ratio	0.57				0.63		
Control Delay	29.6				32.3		
Queue Delay	0.0				0.0		
Total Delay	29.6				32.3		
LOS	C				C		
Approach Delay	29.6				32.3		
Approach LOS	C				C		
Queue Length 50th (ft)	67				69		
Queue Length 95th (ft)	132				141		
Internal Link Dist (ft)	662				393		
Turn Bay Length (ft)							
Base Capacity (vph)	485				437		
Starvation Cap Reductn	0				0		
Spillback Cap Reductn	0				0		
Storage Cap Reductn	0				0		
Reduced v/c Ratio	0.41				0.47		
<b>Intersection Summary</b>							

Lanes, Volumes, Timings  
1201: JOHN STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	99	7	14	159	274	135	25	202	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	9	10	10	10	10	12	12	12	12	12	12
Storage Length (ft)	0		50	75		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.902			0.968				0.995
Flt Protected				0.950				0.986				0.995
Satd. Flow (prot)	0	0	0	1685	1600	0	0	1813	0	0	1881	0
Flt Permitted				0.950				0.813				0.911
Satd. Flow (perm)	0	0	0	1685	1600	0	0	1495	0	0	1722	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		416			417			345				377
Travel Time (s)		9.5			9.5			7.8				8.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Parking (#/hr)	5	5	5									
Adj. Flow (vph)	0	0	0	123	9	17	197	340	167	31	250	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	123	26	0	0	704	0	0	292	0
Number of Detectors				1	1		0	1		0	0	
Detector Template							Left	Thru		Left	Thru	
Leading Detector (ft)				20	20		0	5		0	0	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	20		20	5		20	6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type				pm+pt			Perm			Perm		
Protected Phases				3	8			2				6
Permitted Phases				8			2			6		
Detector Phase				3	8		2	2		6		6
Switch Phase												
Minimum Initial (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)				16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	0.0	0.0	0.0	16.0	16.0	0.0	44.0	44.0	0.0	44.0	44.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	26.7%	26.7%	0.0%	73.3%	73.3%	0.0%	73.3%	73.3%	0.0%
Maximum Green (s)				11.0	11.0		39.0	39.0		39.0	39.0	
Yellow Time (s)				3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0

Lanes, Volumes, Timings  
1201: JOHN STREET & CLINTON AVE.#1

9/15/2008

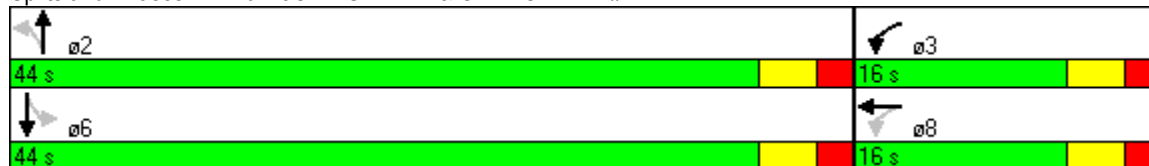


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)				5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)				6.0	6.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)				60	60		60	60		60	60	
Act Effct Green (s)				9.4	8.8			43.8			43.8	
Actuated g/C Ratio				0.16	0.15			0.73			0.73	
v/c Ratio				0.47	0.11			0.65			0.23	
Control Delay				28.5	21.8			6.7			2.2	
Queue Delay				0.0	0.0			0.0			0.0	
Total Delay				28.5	21.8			6.7			2.2	
LOS				C	C			A			A	
Approach Delay					27.3			6.7			2.2	
Approach LOS					C			A			A	
Queue Length 50th (ft)				40	8			40			12	
Queue Length 95th (ft)				83	26			267			20	
Internal Link Dist (ft)		336			337			265			297	
Turn Bay Length (ft)				75								
Base Capacity (vph)				309	293			1091			1256	
Starvation Cap Reductn				0	0			0			0	
Spillback Cap Reductn				0	0			0			0	
Storage Cap Reductn				0	0			0			0	
Reduced v/c Ratio				0.40	0.09			0.65			0.23	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 8.2  
 Intersection Capacity Utilization 68.9%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service C

Splits and Phases: 1201: JOHN STREET & CLINTON AVE.#1



Lanes, Volumes, Timings  
 119: MAIN STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	39	90	0	525	246	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	10	10
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25	25	25			25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.906					
Flt Protected	0.985					
Satd. Flow (prot)	1441	0	0	1739	1552	0
Flt Permitted	0.985					
Satd. Flow (perm)	1441	0	0	1739	1552	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	472			335	345	
Travel Time (s)	10.7			7.6	7.8	
Confl. Peds. (#/hr)			12			12
Peak Hour Factor	0.92	0.92	0.77	0.84	0.84	0.56
Growth Factor	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	2%	0%	0%
Parking (#/hr)	10	10			5	5
Adj. Flow (vph)	48	112	0	713	334	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	160	0	0	712	334	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.9% ICU Level of Service A
Analysis Period (min)	15

# HCM Unsignalized Intersection Capacity Analysis

## 119: MAIN STREET & CLINTON AVE.#1

9/15/2008



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	39	90	0	525	246	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.77	0.84	0.84	0.56
Hourly flow rate (vph)	48	112	0	712	334	0
Pedestrians	12					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				335	345	
pX, platoon unblocked	0.88	0.99	0.99			
vC, conflicting volume	1058	346	346			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	965	330	330			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	84	100			
cM capacity (veh/h)	250	700	1212			
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NB 1</b>	<b>SB 1</b>			
Volume Total	160	712	334			
Volume Left	48	0	0			
Volume Right	112	0	0			
cSH	453	1700	1700			
Volume to Capacity	0.35	0.42	0.20			
Queue Length 95th (ft)	39	0	0			
Control Delay (s)	17.2	0.0	0.0			
Lane LOS	C					
Approach Delay (s)	17.2	0.0	0.0			
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			2.3			
Intersection Capacity Utilization		46.9%		ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings  
121: PEARL STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↓			↑	↗		↘		↖	↗	↘
Volume (vph)	0	210	10	0	215	360	0	185	5	285	40	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	9	9	9	11	12	12	12	11	11	11
Storage Length (ft)	0		50	0		0	0		0	100		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	100		25
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.97		1.00		0.99	1.00	
Frt		0.993				0.850		0.997			0.983	
Flt Protected										0.950		
Satd. Flow (prot)	0	3020	0	0	1710	1339	0	1656	0	1745	1801	0
Flt Permitted										0.519		
Satd. Flow (perm)	0	3020	0	0	1710	1304	0	1656	0	942	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				212		2			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		552			765			360			335	
Travel Time (s)		12.5			17.4			8.2			7.6	
Confl. Peds. (#/hr)			7			3			14	14		2
Peak Hour Factor	0.94	0.94	0.94	0.92	0.75	0.85	0.80	0.80	0.80	0.83	0.83	0.83
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Parking (#/hr)	5	5	5			5	5	5	5			
Adj. Flow (vph)	0	255	12	0	327	483	0	264	7	391	55	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	267	0	0	327	483	0	271	0	391	62	0
Number of Detectors		1			0	1		1		0	1	
Detector Template					Thru					Left	Thru	
Leading Detector (ft)		20			0	20		20		0	5	
Trailing Detector (ft)		0			0	0		0		0	0	
Detector 1 Position(ft)		0			0	0		0		0	0	
Detector 1 Size(ft)		20			6	20		20		20	5	
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0	0.0		0.0		0.0	0.0	
Detector 1 Queue (s)		0.0			0.0	0.0		0.0		0.0	0.0	
Detector 1 Delay (s)		0.0			0.0	0.0		0.0		0.0	0.0	
Turn Type						pm+ov				pm+pt		
Protected Phases		4			8	1		2		1	6	
Permitted Phases						8				6		
Detector Phase		4			8	1		2		1	6	
Switch Phase												
Minimum Initial (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Minimum Split (s)		20.0			20.0	20.0		20.0		20.0	20.0	
Total Split (s)	0.0	20.0	0.0	0.0	20.0	20.0	0.0	20.0	0.0	20.0	40.0	0.0
Total Split (%)	0.0%	33.3%	0.0%	0.0%	33.3%	33.3%	0.0%	33.3%	0.0%	33.3%	66.7%	0.0%
Maximum Green (s)		14.0			14.0	17.0		14.0		17.0	34.0	
Yellow Time (s)		3.0			3.0	3.0		3.0		3.0	3.0	



Lanes, Volumes, Timings  
 121: PEARL STREET & CLINTON AVE.#1

9/15/2008



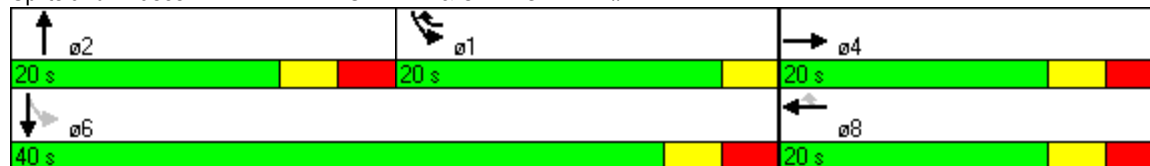
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)		3.0			3.0	0.0		3.0		0.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	4.0	6.0	3.0	4.0	6.0	4.0	3.0	6.0	4.0
Lead/Lag						Lag		Lead		Lag		
Lead-Lag Optimize?						Yes		Yes		Yes		
Vehicle Extension (s)		3.0			3.0	3.0		3.0		3.0	3.0	
Recall Mode		None			None	C-Max		None		C-Max	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		9.0			9.0			9.0			9.0	
Pedestrian Calls (#/hr)		60			60			60			60	
Act Effct Green (s)		13.5			13.5	35.1		12.9		37.5	34.5	
Actuated g/C Ratio		0.22			0.22	0.58		0.22		0.62	0.58	
v/c Ratio		0.39			0.85	0.56		0.76		0.47	0.06	
Control Delay		20.3			46.7	10.5		37.2		6.3	4.5	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay		20.3			46.7	10.5		37.2		6.3	4.5	
LOS		C			D	B		D		A	A	
Approach Delay		20.3			25.1			37.2			6.1	
Approach LOS		C			C			D			A	
Queue Length 50th (ft)		50			133	92		89		36	5	
Queue Length 95th (ft)		83			#180	217		139		53	16	
Internal Link Dist (ft)		472			685			280			255	
Turn Bay Length (ft)										100		
Base Capacity (vph)		710			399	862		388		837	1038	
Starvation Cap Reductn		0			0	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		0.38			0.82	0.56		0.70		0.47	0.06	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 9 (15%), Referenced to phase 1:SBL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay: 21.4  
 Intersection Capacity Utilization 55.8%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service B

# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 121: PEARL STREET & CLINTON AVE.#1



Lanes, Volumes, Timings  
 122: ST. JAMES STREET & CLINTON AVE.

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	10	25	10	5	15	20	10	110	5	5	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00			0.99	
Frt		0.970			0.931			0.994			0.980	
Flt Protected		0.989			0.994			0.996			0.996	
Satd. Flow (prot)	0	1446	0	0	1392	0	0	1505	0	0	1476	0
Flt Permitted		0.903			0.945			0.978			0.975	
Satd. Flow (perm)	0	1320	0	0	1320	0	0	1476	0	0	1445	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			33			6			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		429			820			1001			373	
Travel Time (s)		9.8			18.6			22.8			8.5	
Confl. Peds. (#/hr)	1		9	9		1	8		1	1		8
Peak Hour Factor	0.84	0.84	0.84	0.70	0.70	0.70	0.74	0.74	0.74	0.86	0.86	0.86
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Adj. Flow (vph)	14	34	14	8	24	33	15	169	8	7	66	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	0	0	65	0	0	192	0	0	86	0
Number of Detectors	0	1		0	1		0	0		0	0	
Detector Template	Left			Left			Left	Thru		Left	Thru	
Leading Detector (ft)	0	20		0	20		0	0		0	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	20		20	20		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	18.0	18.0	0.0	18.0	18.0	0.0	23.0	23.0	0.0	23.0	23.0	0.0
Total Split (%)	43.9%	43.9%	0.0%	43.9%	43.9%	0.0%	56.1%	56.1%	0.0%	56.1%	56.1%	0.0%
Maximum Green (s)	11.0	11.0		11.0	11.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0

Lanes, Volumes, Timings  
 122: ST. JAMES STREET & CLINTON AVE.

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Pedestrian Calls (#/hr)	60	60		60	60		60	60		60	60	
Act Effct Green (s)		7.3			7.3			27.5			27.5	
Actuated g/C Ratio		0.18			0.18			0.67			0.67	
v/c Ratio		0.25			0.25			0.19			0.09	
Control Delay		7.2			11.0			3.7			6.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.2			11.0			3.7			6.0	
LOS		A			B			A			A	
Approach Delay		7.3			11.0			3.7			6.0	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)		3			6			13			8	
Queue Length 95th (ft)		11			19			23			26	
Internal Link Dist (ft)		349			740			921			293	
Turn Bay Length (ft)												
Base Capacity (vph)		364			378			993			974	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.17			0.17			0.19			0.09	

Intersection Summary

Area Type:	Other
Cycle Length:	41
Actuated Cycle Length:	41
Offset:	32 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.25
Intersection Signal Delay:	5.9
Intersection LOS:	A
Intersection Capacity Utilization:	27.2%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 122: ST. JAMES STREET & CLINTON AVE.



HCM Unsignalized Intersection Capacity Analysis  
 123: ALBANY AVE.#1 & MAIDEN LANE

9/15/2008



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Volume (veh/h)	485	5	120	610	0	130
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	601	6	149	756	0	161
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	765			289		
pX, platoon unblocked					0.85	
vC, conflicting volume				607	1279	304
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				607	972	304
tC, single (s)				4.1	6.8	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				85	100	77
cM capacity (veh/h)				981	182	698

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	401	207	401	504	161
Volume Left	0	0	149	0	0
Volume Right	0	6	0	0	161
cSH	1700	1700	981	1700	698
Volume to Capacity	0.24	0.12	0.15	0.30	0.23
Queue Length 95th (ft)	0	0	13	0	22
Control Delay (s)	0.0	0.0	4.5	0.0	11.7
Lane LOS				A	B
Approach Delay (s)	0.0		2.0		11.7
Approach LOS					B

Intersection Summary					
Average Delay			2.2		
Intersection Capacity Utilization			45.3%	ICU Level of Service	A
Analysis Period (min)	15				

Lanes, Volumes, Timings  
124: ALBANY AVE. &

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↑	↖
Volume (vph)	0	350	260	60	630	0	0	0	0	285	350	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25		100	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3313	0	1770	3539	0	0	0	0	1770	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	3313	0	1770	3539	0	0	0	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		237										73
Link Speed (mph)		30			30			30				30
Link Distance (ft)		289			146			236				401
Travel Time (s)		6.6			3.3			5.4				9.1
Peak Hour Factor	0.90	0.90	0.90	0.76	0.76	0.76	0.92	0.92	0.92	0.86	0.86	0.86
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	0%	0%	0%	0%	2%	2%	2%
Adj. Flow (vph)	0	443	329	90	945	0	0	0	0	378	464	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	772	0	90	945	0	0	0	0	378	464	133
Number of Detectors		0		1	0					1	1	1
Detector Template		Thru		Left	Thru							
Leading Detector (ft)		0		5	0					0	0	0
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		5	6					20	20	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Turn Type				Prot						Perm		Perm
Protected Phases		2		1	6							4
Permitted Phases										4		4
Detector Phase		2		1	6					4	4	4
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					4.0	4.0	4.0
Minimum Split (s)		16.0		9.0	16.0					16.0	16.0	16.0
Total Split (s)	0.0	22.0	0.0	11.0	33.0	0.0	0.0	0.0	0.0	27.0	27.0	27.0
Total Split (%)	0.0%	36.7%	0.0%	18.3%	55.0%	0.0%	0.0%	0.0%	0.0%	45.0%	45.0%	45.0%
Maximum Green (s)		17.0		6.0	28.0					22.0	22.0	22.0
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	3.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0

Lanes, Volumes, Timings  
124: ALBANY AVE. &

9/15/2008

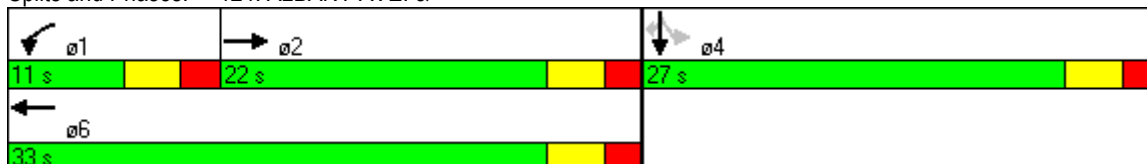


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		C-Max		None	C-Max					None	None	None
Walk Time (s)		5.0			5.0					5.0	5.0	5.0
Flash Dont Walk (s)		6.0			6.0					6.0	6.0	6.0
Pedestrian Calls (#/hr)		60			60					60	60	60
Act Effct Green (s)		22.2		5.9	31.0					19.0	19.0	19.0
Actuated g/C Ratio		0.37		0.10	0.52					0.32	0.32	0.32
v/c Ratio		0.56		0.52	0.52					0.67	0.79	0.24
Control Delay		8.1		33.9	7.0					23.8	28.4	8.2
Queue Delay		0.8		5.9	4.1					0.8	0.0	0.0
Total Delay		8.9		39.8	11.0					24.5	28.4	8.2
LOS		A		D	B					C	C	A
Approach Delay		8.9			13.5						24.2	
Approach LOS		A			B						C	
Queue Length 50th (ft)		48		23	48					111	143	14
Queue Length 95th (ft)		92		m46	104					172	214	42
Internal Link Dist (ft)		209			66			156			321	
Turn Bay Length (ft)												200
Base Capacity (vph)		1373		177	1826					649	683	627
Starvation Cap Reductn		0		48	780					0	0	0
Spillback Cap Reductn		307		0	0					84	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		0.72		0.70	0.90					0.67	0.68	0.21

Intersection Summary


















Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 44 (73%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 16.0 Intersection LOS: B  
 Intersection Capacity Utilization 90.6% ICU Level of Service E  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 124: ALBANY AVE. &



Lanes, Volumes, Timings  
125: ALBANY AVE. &

9/15/2008

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	595	0	0	390	180	300	225	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				0.99							
Frt					0.953							
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3539	0	0	3343	0	1770	1863	0	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1764	3539	0	0	3343	0	1770	1863	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					125							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		146			442			272				613
Travel Time (s)		3.3			10.0			6.2				13.9
Confl. Peds. (#/hr)	3						3					
Peak Hour Factor	0.87	0.87	0.87	0.92	0.92	0.92	0.96	0.96	0.96	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%
Adj. Flow (vph)	52	780	0	0	483	223	356	267	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	780	0	0	706	0	356	267	0	0	0	0
Number of Detectors	1	0			0		1	1				
Detector Template	Left	Thru			Thru							
Leading Detector (ft)	5	0			0		0	5				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	5	6			6		20	20				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Turn Type	Prot						Perm					
Protected Phases	7	4			8			2				
Permitted Phases							2					
Detector Phase	7	4			8		2	2				
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		4.0	4.0				
Minimum Split (s)	9.0	16.0			16.0		16.0	16.0				
Total Split (s)	12.0	34.0	0.0	0.0	22.0	0.0	26.0	26.0	0.0	0.0	0.0	0.0
Total Split (%)	20.0%	56.7%	0.0%	0.0%	36.7%	0.0%	43.3%	43.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	7.0	29.0			17.0		21.0	21.0				
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0				
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												



Lanes, Volumes, Timings  
125: ALBANY AVE. &

9/15/2008

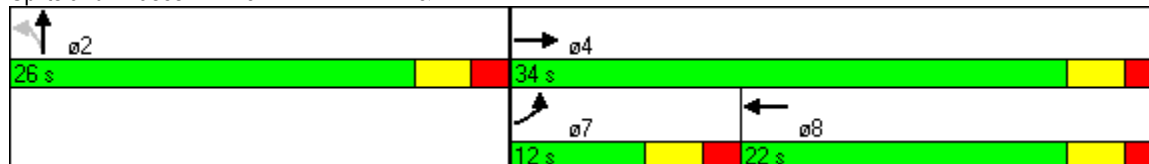


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	C-Max	C-Max			None		None	None				
Walk Time (s)		5.0			5.0		5.0	5.0				
Flash Dont Walk (s)		6.0			6.0		6.0	6.0				
Pedestrian Calls (#/hr)		60			60		60	60				
Act Effct Green (s)	11.3	33.3			17.0		16.7	16.7				
Actuated g/C Ratio	0.19	0.56			0.28		0.28	0.28				
v/c Ratio	0.16	0.40			0.68		0.72	0.51				
Control Delay	19.8	9.9			19.5		27.9	21.1				
Queue Delay	0.8	5.2			5.5		0.0	0.0				
Total Delay	20.7	15.2			25.0		27.9	21.1				
LOS	C	B			C		C	C				
Approach Delay		15.5			25.0			25.0				
Approach LOS		B			C			C				
Queue Length 50th (ft)	14	76			96		114	80				
Queue Length 95th (ft)	m29	149			150		176	127				
Internal Link Dist (ft)		66			362			192			533	
Turn Bay Length (ft)												
Base Capacity (vph)	334	1964			1037		620	652				
Starvation Cap Reductn	148	1104			0		0	0				
Spillback Cap Reductn	0	0			267		0	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.28	0.91			0.92		0.57	0.41				

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 12 (20%), Referenced to phase 4:EBT and 7:EBL, Start of Green  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 21.3 Intersection LOS: C  
 Intersection Capacity Utilization 90.6% ICU Level of Service E  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 125: ALBANY AVE. &



## Arterial Level of Service: EB #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
FAIR STREET	III	30	38.8	14.1	52.9	0.31	20.8	C
JOHN STREET	III	30	26.7	2.2	28.9	0.21	26.2	B
PEARL STREET	III	30	17.3	6.3	23.6	0.13	19.6	C
BROADWAY	III	30	25.4	8.1	33.5	0.20	21.5	C
Total	III		108.2	30.7	138.9	0.84	21.9	C

## Arterial Level of Service: WB #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CLINTON AVE.#1	III	30	25.4	10.5	35.9	0.20	20.0	C
	III	30	17.3	6.7	24.0	0.13	19.3	C
KINGSTON PLZ	III	30	26.7	28.5	55.2	0.21	13.7	E
WASHINGTON AVENUE	III	30	38.8	28.8	67.6	0.31	16.3	D
Total	III		108.2	74.5	182.7	0.84	16.6	D

## Arterial Level of Service: NB FAIR STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
ST. JAMES STREET	IV	30	27.8	5.1	32.9	0.20	21.8	B
PEARL STREET	IV	30	15.5	25.9	41.4	0.07	5.9	F
MAIN STREET	IV	30	14.2	9.9	24.1	0.06	9.4	D
N. FRONT STREET	IV	30	16.8	29.1	45.9	0.09	7.3	E
SCHWENK DR.#1	IV	30	14.4	35.5	49.9	0.08	5.8	F
Total	IV		88.7	105.5	194.2	0.50	9.3	D

## Arterial Level of Service: SB FAIR STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N. FRONT STREET	IV	30	14.4	0.0	14.4	0.08	19.9	B
Total	IV		14.4	0.0	14.4	0.08	19.9	B

## Arterial Level of Service: NB WALL STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
GREENKILL AVE.	IV	30	18.6	0.0	18.6	0.10	20.0	B
Total	IV		18.6	0.0	18.6	0.10	20.0	B

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**Arterial Level of Service: SB WALL STREET**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
JOHN STREET	IV	30	16.2	10.1	26.3	0.09	12.3	D
PEARL STREET	IV	30	14.3	25.6	39.9	0.06	5.7	F
GREENKILL AVE.	IV	30	21.1	29.6	50.7	0.14	10.0	D
Total	IV		51.6	65.3	116.9	0.29	9.0	D

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**Arterial Level of Service: NB WASHINGTON AVENUE**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LINDERMAN AVE.	III	30	13.9	5.7	19.6	0.10	18.1	C
PEARL STREET	III	30	31.7	9.8	41.5	0.25	21.7	C
MAIN STREET	III	30	14.0	4.4	18.4	0.10	19.5	C
LUCAS AVE.	III	30	22.3	10.9	33.2	0.18	19.1	C
N. FRONT STREET	III	30	18.3	12.2	30.5	0.14	16.1	D
SCHWENK DR.#1	III	30	13.3	21.3	34.6	0.09	9.8	F
Total	III		113.5	64.3	177.8	0.85	17.3	D

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**Arterial Level of Service: SB WASHINGTON AVENUE**


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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
HURLEY AVE.	III	30	17.0	14.7	31.7	0.13	14.4	D
MUNICIPAL STADIUM RD	III	30	13.3	10.1	23.4	0.09	14.5	D
LUCAS AVE.	III	30	18.3	20.3	38.6	0.14	12.7	E
MAIN STREET	III	30	22.3	5.3	27.6	0.18	22.9	C
PEARL STREET	III	30	14.0	5.6	19.6	0.10	18.3	C
LINDERMAN AVE.	III	30	31.7	2.9	34.6	0.25	26.0	B
Total	III		116.6	58.9	175.5	0.88	18.1	C

**Weekday PM**

Lanes, Volumes, Timings  
 101: HURLEY AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕↔		↖	↕	↗	↖	↕↔		↖	↕↔	
Volume (vph)	279	189	107	143	310	423	150	665	38	287	504	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	11	11	11	11
Storage Length (ft)	0		155	150		0	150		0	150		0
Storage Lanes	2		1	1		0	1		1	1		1
Taper Length (ft)	25		25	75		25	25		150	25		100
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.946				0.850		0.992			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3268	3187	0	1685	1773	1507	1652	3280	0	1728	3308	0
Flt Permitted	0.362			0.433			0.285			0.182		
Satd. Flow (perm)	1245	3187	0	768	1773	1507	495	3280	0	331	3308	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		133				23		8			72	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		580			708			498			669	
Travel Time (s)		13.2			16.1			11.3			15.2	
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	2%	0%	1%	2%	0%
Adj. Flow (vph)	346	234	133	173	376	513	186	824	47	356	625	212
Shared Lane Traffic (%)												
Lane Group Flow (vph)	346	367	0	173	376	513	186	871	0	356	837	0
Turn Type	pm+pt			pm+pt		pm+ov	pm+pt			pm+pt		
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	2.0		4.0	4.0	
Minimum Split (s)	7.0	19.0		7.0	19.0	7.0	7.0	19.0		7.0	19.0	
Total Split (s)	7.0	20.0	0.0	10.0	23.0	14.0	9.0	26.0	0.0	14.0	31.0	0.0
Total Split (%)	10.0%	28.6%	0.0%	14.3%	32.9%	20.0%	12.9%	37.1%	0.0%	20.0%	44.3%	0.0%
Maximum Green (s)	4.0	13.0		7.0	16.0	11.0	6.0	19.0		11.0	24.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	3.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	3.0		0.0	3.0	0.0	0.0	3.0		0.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	4.0	3.0	7.0	3.0	3.0	7.0	4.0	3.0	7.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		7.0			7.0			7.0			7.0	
Pedestrian Calls (#/hr)		60			60			60			60	
Act Effct Green (s)	21.0	13.0		27.0	16.0	34.0	29.0	19.0		37.0	24.0	
Actuated g/C Ratio	0.30	0.19		0.39	0.23	0.49	0.41	0.27		0.53	0.34	
v/c Ratio	0.71	0.52		0.45	0.93	0.69	0.61	0.97		0.90	0.71	
Control Delay	26.4	19.2		18.9	59.5	19.2	15.6	45.8		42.8	22.1	

Lanes, Volumes, Timings  
 101: HURLEY AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	26.4	19.2		18.9	59.5	19.2	15.6	45.8		42.8	22.1	
LOS	C	B		B	E	B	B	D		D	C	
Approach Delay		22.7			33.4			40.5			28.3	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	51	46		50	159	154	34	208		90	147	
Queue Length 95th (ft)	#85	86		92	#314	263	m#45	#310		#241	210	
Internal Link Dist (ft)		500			628			418			589	
Turn Bay Length (ft)				150			150			150		
Base Capacity (vph)	490	702		388	405	744	304	896		394	1181	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.71	0.52		0.45	0.93	0.69	0.61	0.97		0.90	0.71	

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green, Master Intersection  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.97  
 Intersection Signal Delay: 31.9 Intersection LOS: C  
 Intersection Capacity Utilization 86.5% ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 101: HURLEY AVE. & WASHINGTON AVENUE



Lanes, Volumes, Timings

102: MUNICIPAL STADIUM RD & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	191	79	9	22	156	103	9	424	42	169	344	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	10	10	10	10	10	10	10
Storage Length (ft)	0		0	0		75	0		100	150		0
Storage Lanes	1		0	0		1	0		1	1		1
Taper Length (ft)	25		25	25		200	25		300	25		150
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.985				0.850		0.987				0.850
Flt Protected	0.950				0.994			0.999		0.950		
Satd. Flow (prot)	1745	1809	0	0	1653	1319	0	3264	0	1685	1739	1507
Flt Permitted	0.409				0.950			0.945		0.306		
Satd. Flow (perm)	751	1809	0	0	1579	1319	0	3087	0	543	1739	1507
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				128		15				341
Link Speed (mph)		30			30			30				30
Link Distance (ft)		140			468			721				498
Travel Time (s)		3.2			10.6			16.4				11.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Parking (#/hr)					5	5						
Adj. Flow (vph)	237	98	11	27	193	128	11	525	52	209	426	341
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	109	0	0	220	128	0	588	0	209	426	341
Turn Type	pm+pt			Perm		pm+ov	Perm			pm+pt		Perm
Protected Phases	7	4			8	1		2		1	6	
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		8	8	1	2	2		1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	7.0	19.0		19.0	19.0	7.0	19.0	19.0		7.0	19.0	19.0
Total Split (s)	11.0	33.0	0.0	22.0	22.0	12.0	25.0	25.0	0.0	12.0	37.0	37.0
Total Split (%)	15.7%	47.1%	0.0%	31.4%	31.4%	17.1%	35.7%	35.7%	0.0%	17.1%	52.9%	52.9%
Maximum Green (s)	8.0	28.0		17.0	17.0	9.0	20.0	20.0		9.0	32.0	32.0
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	0.0	2.0		2.0	2.0	0.0	2.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	4.0	5.0	5.0	3.0	5.0	5.0	4.0	3.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lead	Lag	Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	C-Max
Walk Time (s)		5.0		5.0	5.0		5.0	5.0			5.0	5.0
Flash Dont Walk (s)		9.0		9.0	9.0		9.0	9.0			9.0	9.0
Pedestrian Calls (#/hr)		60		60	60		60	60			60	60
Act Effct Green (s)	24.2	22.2			14.0	27.5		23.5		37.0	35.0	35.0
Actuated g/C Ratio	0.35	0.32			0.20	0.39		0.34		0.53	0.50	0.50
v/c Ratio	0.64	0.19			0.69	0.21		0.56		0.49	0.49	0.37





Lanes, Volumes, Timings  
 103: LUCAS AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	38	105	62	18	47	48	84	384	25	36	308	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	11	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	275		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.956			0.943			0.989			0.984	
Flt Protected		0.991			0.989		0.950			0.950		
Satd. Flow (prot)	0	1567	0	0	1451	0	1652	1718	0	1474	1461	0
Flt Permitted		0.908			0.829		0.482			0.345		
Satd. Flow (perm)	0	1436	0	0	1216	0	838	1718	0	535	1461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			52			8			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		353			613			928			721	
Travel Time (s)		8.0			13.9			21.1			16.4	
Peak Hour Factor	0.86	0.88	0.79	0.56	0.84	0.75	0.84	0.79	0.63	0.68	0.91	0.80
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	1%	0%	0%	9%	0%	2%	2%	3%	0%	3%	17%
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Adj. Flow (vph)	50	136	89	37	64	73	114	554	45	60	386	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	275	0	0	174	0	114	599	0	60	432	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	28.0	28.0	0.0	28.0	28.0	0.0	42.0	42.0	0.0	42.0	42.0	0.0
Total Split (%)	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	60.0%	60.0%	0.0%	60.0%	60.0%	0.0%
Maximum Green (s)	20.0	20.0		20.0	20.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		3.0	3.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	3.0	3.0		0.0	0.0		3.0	3.0		3.0	3.0	
Pedestrian Calls (#/hr)	60	60		60	60		60	60		60	60	
Act Effct Green (s)		16.2			16.2		37.8	37.8		37.8	37.8	
Actuated g/C Ratio		0.23			0.23		0.54	0.54		0.54	0.54	
v/c Ratio		0.77			0.54		0.25	0.64		0.21	0.54	

Lanes, Volumes, Timings  
 103: LUCAS AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		35.8			21.9		6.7	11.2		7.6	8.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		35.8			21.9		6.7	11.2		7.6	8.7	
LOS		D			C		A	B		A	A	
Approach Delay		35.8			21.9			10.5				8.6
Approach LOS		D			C			B				A
Queue Length 50th (ft)		95			44		23	129		5	35	
Queue Length 95th (ft)		161			86		44	190		14	95	
Internal Link Dist (ft)		273			533			848			641	
Turn Bay Length (ft)							275			75		
Base Capacity (vph)		435			385		452	931		289	794	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.63			0.45		0.25	0.64		0.21	0.54	

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 27 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 15.3  
 Intersection Capacity Utilization 66.4%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 103: LUCAS AVE. & WASHINGTON AVENUE



Lanes, Volumes, Timings  
104: MAIN STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕					↕	↕		↕	↕	
Volume (vph)	17	0	27	0	0	0	118	515	16	41	324	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	11	11	11	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	75		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.916						0.995			0.993	
Flt Protected		0.982					0.950			0.950		
Satd. Flow (prot)	0	1396	0	0	0	0	1685	1748	0	1685	1744	0
Flt Permitted		0.982					0.521			0.359		
Satd. Flow (perm)	0	1396	0	0	0	0	924	1748	0	637	1744	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		45						5			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		342			571			526			928	
Travel Time (s)		7.8			13.0			12.0			21.1	
Peak Hour Factor	0.71	0.89	0.68	0.52	0.87	0.75	0.78	0.89	0.84	0.84	0.94	0.63
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Parking (#/hr)	5	5	5									
Adj. Flow (vph)	27	0	45	0	0	0	172	660	22	56	393	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	0	0	172	682	0	56	411	0
Turn Type	Perm						Perm			Perm		
Protected Phases		4						2			6	
Permitted Phases	4						2			6		
Detector Phase	4	4					2	2		6	6	
Switch Phase												
Minimum Initial (s)	2.0	2.0					2.0	2.0		2.0	2.0	
Minimum Split (s)	16.0	16.0					16.0	16.0		16.0	16.0	
Total Split (s)	17.0	17.0	0.0	0.0	0.0	0.0	53.0	53.0	0.0	53.0	53.0	0.0
Total Split (%)	24.3%	24.3%	0.0%	0.0%	0.0%	0.0%	75.7%	75.7%	0.0%	75.7%	75.7%	0.0%
Maximum Green (s)	9.0	9.0					45.0	45.0		45.0	45.0	
Yellow Time (s)	4.0	4.0					4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0					4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	4.0	4.0	4.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0					3.0	3.0		3.0	3.0	
Recall Mode	None	None					C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	2.0	2.0					2.0	2.0		2.0	2.0	
Flash Dont Walk (s)	6.0	6.0					6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)	60	60					60	60		60	60	
Act Effct Green (s)		7.3					51.0	51.0		51.0	51.0	
Actuated g/C Ratio		0.10					0.73	0.73		0.73	0.73	
v/c Ratio		0.39					0.26	0.53		0.12	0.32	

Lanes, Volumes, Timings  
 104: MAIN STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		20.9					3.6	4.7		3.4	3.6	
Queue Delay		0.0					0.0	0.1		0.0	0.0	
Total Delay		20.9					3.6	4.8		3.4	3.6	
LOS		C					A	A		A	A	
Approach Delay		20.9						4.6			3.6	
Approach LOS		C						A			A	
Queue Length 50th (ft)		11					21	117		5	37	
Queue Length 95th (ft)		45					m25	m143		m15	90	
Internal Link Dist (ft)		262			491			446			848	
Turn Bay Length (ft)							75			50		
Base Capacity (vph)		219					673	1275		464	1273	
Starvation Cap Reductn		0					0	69		0	0	
Spillback Cap Reductn		0					0	0		0	0	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.33					0.26	0.57		0.12	0.32	

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 61 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.53  
 Intersection Signal Delay: 5.1  
 Intersection LOS: A  
 Intersection Capacity Utilization 58.7%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 104: MAIN STREET & WASHINGTON AVENUE



Lanes, Volumes, Timings  
105: PEARL STREET & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	17	66	22	49	80	246	11	369	17	63	287	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	13	13	13	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	200		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.978			0.915			0.992				0.988
Flt Protected		0.992			0.993		0.950			0.950		
Satd. Flow (prot)	0	1892	0	0	1651	0	1491	1707	0	1546	1705	0
Flt Permitted		0.879			0.916		0.430			0.324		
Satd. Flow (perm)	0	1677	0	0	1523	0	675	1707	0	527	1705	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								5			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		768			536			1319			526	
Travel Time (s)		17.5			12.2			30.0			12.0	
Peak Hour Factor	0.71	0.69	0.92	0.72	0.79	0.85	0.54	0.88	0.71	0.87	0.86	0.61
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	1%	0%	27%	4%	5%	13%	3%	4%	9%	3%	0%
Adj. Flow (vph)	27	109	27	78	115	330	23	478	27	83	380	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	0	0	523	0	23	505	0	83	412	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	1.0	1.0		3.5	3.5		3.5	3.5		3.5	3.5	
Minimum Split (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	37.0	37.0	0.0	37.0	37.0	0.0	33.0	33.0	0.0	33.0	33.0	0.0
Total Split (%)	52.9%	52.9%	0.0%	52.9%	52.9%	0.0%	47.1%	47.1%	0.0%	47.1%	47.1%	0.0%
Maximum Green (s)	29.0	29.0		29.0	29.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Pedestrian Calls (#/hr)	60	60		60	60		60	60		60	60	
Act Effct Green (s)		26.9			26.9		27.1	27.1		27.1	27.1	
Actuated g/C Ratio		0.38			0.38		0.39	0.39		0.39	0.39	
v/c Ratio		0.25			0.90		0.09	0.76		0.41	0.62	
Control Delay		15.2			40.2		11.1	25.0		15.0	13.6	

Lanes, Volumes, Timings  
 105: PEARL STREET & WASHINGTON AVENUE

9/15/2008

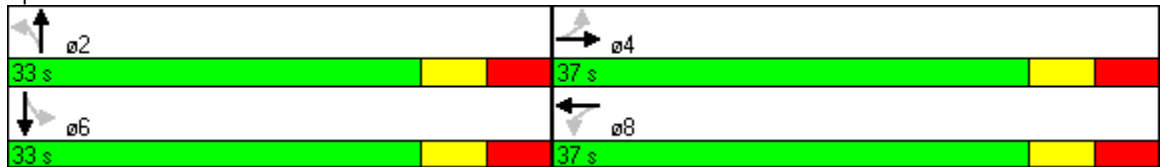


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		15.2			40.2		11.1	25.0		15.0	13.6	
LOS		B			D		B	C		B	B	
Approach Delay		15.2			40.2			24.4			13.9	
Approach LOS		B			D			C			B	
Queue Length 50th (ft)		44			194		7	195		13	62	
Queue Length 95th (ft)		61			259		8	#342		26	86	
Internal Link Dist (ft)		688			456			1239			446	
Turn Bay Length (ft)							200			150		
Base Capacity (vph)		695			631		262	665		204	665	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.23			0.83		0.09	0.76		0.41	0.62	

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 69 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 25.3  
 Intersection Capacity Utilization 79.0%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 105: PEARL STREET & WASHINGTON AVENUE



Lanes, Volumes, Timings  
 106: LINDERMAN AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	8	15	13	12	27	7	33	347	4	10	298	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	100		0	200		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.950			0.979			0.997			0.992	
Flt Protected		0.991			0.986		0.950			0.950		
Satd. Flow (prot)	0	1670	0	0	1498	0	1685	1734	0	1685	1726	0
Flt Permitted		0.914			0.876		0.514			0.469		
Satd. Flow (perm)	0	1540	0	0	1331	0	911	1734	0	832	1726	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			12			3			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		320			574			520			1319	
Travel Time (s)		7.3			13.0			11.8			30.0	
Peak Hour Factor	0.67	0.54	0.54	0.60	0.70	0.65	0.75	0.82	0.50	0.50	0.85	0.55
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Parking (#/hr)				5	5	5						
Adj. Flow (vph)	14	32	27	23	44	12	50	482	9	23	400	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	79	0	50	491	0	23	423	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0
Total Split (%)	28.6%	28.6%	0.0%	28.6%	28.6%	0.0%	71.4%	71.4%	0.0%	71.4%	71.4%	0.0%
Maximum Green (s)	14.0	14.0		14.0	14.0		44.0	44.0		44.0	44.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Pedestrian Calls (#/hr)	60	60		60	60		60	60		60	60	
Act Effct Green (s)		9.2			9.2		52.3	52.3		52.3	52.3	
Actuated g/C Ratio		0.13			0.13		0.75	0.75		0.75	0.75	
v/c Ratio		0.32			0.43		0.07	0.38		0.04	0.33	

Lanes, Volumes, Timings  
 106: LINDERMAN AVE. & WASHINGTON AVENUE

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		22.3			30.8		4.4	5.7		1.8	2.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		22.3			30.8		4.4	5.7		1.8	2.1	
LOS		C			C		A	A		A	A	
Approach Delay		22.3			30.8			5.6			2.0	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		18			27		6	76		1	16	
Queue Length 95th (ft)		25			46		15	125		m2	m22	
Internal Link Dist (ft)		240			494			440			1239	
Turn Bay Length (ft)							100			200		
Base Capacity (vph)		330			276		681	1297		622	1292	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.22			0.29		0.07	0.38		0.04	0.33	

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 30 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.43  
 Intersection Signal Delay: 7.0  
 Intersection LOS: A  
 Intersection Capacity Utilization 43.5%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 106: LINDERMAN AVE. & WASHINGTON AVENUE





Lanes, Volumes, Timings  
 108: MAIN STREET & GREEN STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖										↗
Volume (vph)	0	24	72	0	0	0	0	0	0	139	218	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	15	15	15	15	15	15	15	15	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.899										
Flt Protected												0.981
Satd. Flow (prot)	0	1644	0	0	0	0	0	0	0	0	1826	0
Flt Permitted												0.981
Satd. Flow (perm)	0	1644	0	0	0	0	0	0	0	0	1826	0
Right Turn on Red			Yes			Yes			Yes	No		Yes
Satd. Flow (RTOR)		89										
Link Speed (mph)		30			30			30				30
Link Distance (ft)		571			316			336				215
Travel Time (s)		13.0			7.2			7.6				4.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%	0%	0%	0%	0%	2%	2%
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Adj. Flow (vph)	0	30	89	0	0	0	0	0	0	172	270	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	119	0	0	0	0	0	0	0	0	442	0
Turn Type										Perm		
Protected Phases		4										6
Permitted Phases										6		
Detector Phase		4								6	6	
Switch Phase												
Minimum Initial (s)		4.0								4.0	4.0	
Minimum Split (s)		16.0								16.0	16.0	
Total Split (s)	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	29.0	0.0
Total Split (%)	0.0%	37.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	63.0%	63.0%	0.0%
Maximum Green (s)		10.0								22.0	22.0	
Yellow Time (s)		3.0								3.0	3.0	
All-Red Time (s)		4.0								4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	7.0	7.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0								3.0	3.0	
Recall Mode		None								C-Max	C-Max	
Walk Time (s)		5.0								5.0	5.0	
Flash Dont Walk (s)		4.0								4.0	4.0	
Pedestrian Calls (#/hr)		60								60	60	
Act Effct Green (s)		7.2									28.7	
Actuated g/C Ratio		0.16									0.62	
v/c Ratio		0.36									0.39	
Control Delay		10.0									7.9	
Queue Delay		0.0									0.0	
Total Delay		10.0									7.9	

Lanes, Volumes, Timings  
 108: MAIN STREET & GREEN STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B									A	
Approach Delay		10.0									7.9	
Approach LOS		B									A	
Queue Length 50th (ft)		7									58	
Queue Length 95th (ft)		38									132	
Internal Link Dist (ft)		491			236			256			135	
Turn Bay Length (ft)												
Base Capacity (vph)		427									1139	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.28									0.39	

Intersection Summary

Area Type:	Other
Cycle Length:	46
Actuated Cycle Length:	46
Offset:	37 (80%), Referenced to phase 6:SBTL, Start of Green
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.39
Intersection Signal Delay:	8.4
Intersection LOS:	A
Intersection Capacity Utilization	40.0%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 108: MAIN STREET & GREEN STREET



Lanes, Volumes, Timings  
111: N. FRONT STREET & WALL STREET

9/15/2008



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔		
Volume (vph)	100	109	102	277	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Storage Length (ft)		0	0		0	75
Storage Lanes		0	1		0	0
Taper Length (ft)		25	25		25	100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930					
Flt Protected			0.950			
Satd. Flow (prot)	1488	0	1805	1863	0	0
Flt Permitted			0.546			
Satd. Flow (perm)	1488	0	1037	1863	0	0
Right Turn on Red		Yes				No
Satd. Flow (RTOR)	115					
Link Speed (mph)	30			30	30	
Link Distance (ft)	362			139	475	
Travel Time (s)	8.2			3.2	10.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	0%	0%	2%	2%	2%
Parking (#/hr)	10	10				
Adj. Flow (vph)	124	135	126	343	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	0	126	343	0	0
Turn Type			pm+pt			
Protected Phases	4		3	8		
Permitted Phases			8			
Detector Phase	4		3	8		
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0		
Minimum Split (s)	16.0		11.0	16.0		
Total Split (s)	65.0	0.0	27.0	92.0	0.0	0.0
Total Split (%)	70.7%	0.0%	29.3%	100.0%	0.0%	0.0%
Maximum Green (s)	58.0		20.0	85.0		
Yellow Time (s)	3.0		3.0	3.0		
All-Red Time (s)	4.0		4.0	4.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	4.0	7.0	7.0	4.0	4.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0		
Recall Mode	C-Min		None	C-Min		
Walk Time (s)	5.0			5.0		
Flash Dont Walk (s)	6.0			6.0		
Pedestrian Calls (#/hr)	60			60		
Act Effct Green (s)	72.0		85.0	92.0		
Actuated g/C Ratio	0.78		0.92	1.00		
v/c Ratio	0.22		0.12	0.18		

Lanes, Volumes, Timings  
 111: N. FRONT STREET & WALL STREET

9/15/2008



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Control Delay	1.9		0.2	0.3		
Queue Delay	0.0		0.5	0.0		
Total Delay	1.9		0.7	0.3		
LOS	A		A	A		
Approach Delay	1.9			0.4		
Approach LOS	A			A		
Queue Length 50th (ft)	16		0	0		
Queue Length 95th (ft)	33		m0	0		
Internal Link Dist (ft)	282			59	395	
Turn Bay Length (ft)						
Base Capacity (vph)	1190		1125	1863		
Starvation Cap Reductn	0		712	0		
Spillback Cap Reductn	118		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.24		0.31	0.18		

Intersection Summary

Area Type: Other  
 Cycle Length: 92  
 Actuated Cycle Length: 92  
 Offset: 29 (32%), Referenced to phase 4:EBT and 8:WBTL, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.22  
 Intersection Signal Delay: 0.9  
 Intersection LOS: A  
 Intersection Capacity Utilization 31.7%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 111: N. FRONT STREET & WALL STREET



Lanes, Volumes, Timings  
112: JOHN STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	149	136	0	0	0	0	0	303	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	11	11	10	12	12	12
Storage Length (ft)	0		0	0		0	0		0	50		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		100	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected					0.975							
Satd. Flow (prot)	0	0	0	0	2100	0	0	0	0	0	1615	0
Flt Permitted					0.975							
Satd. Flow (perm)	0	0	0	0	2100	0	0	0	0	0	1615	0
Right Turn on Red			No	No		No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		365			259			581			475	
Travel Time (s)		8.3			5.9			13.2			10.8	
Peak Hour Factor	0.62	0.74	0.89	0.92	0.92	0.92	0.92	0.89	0.88	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Parking (#/hr)										10	10	10
Adj. Flow (vph)	0	0	0	185	169	0	0	0	0	0	375	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	354	0	0	0	0	0	375	0
Turn Type				Perm								
Protected Phases					8						6	
Permitted Phases				8								
Detector Phase				8	8						6	
Switch Phase												
Minimum Initial (s)				4.0	4.0						4.0	
Minimum Split (s)				9.0	9.0						9.0	
Total Split (s)	0.0	0.0	0.0	32.0	32.0	0.0	0.0	0.0	0.0	0.0	44.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	34.8%	34.8%	0.0%	0.0%	0.0%	0.0%	0.0%	47.8%	0.0%
Maximum Green (s)				27.0	27.0						39.0	
Yellow Time (s)				3.0	3.0						3.0	
All-Red Time (s)				2.0	2.0						2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0						3.0	
Recall Mode				None	None						C-Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)					20.6						50.9	
Actuated g/C Ratio					0.22						0.55	
v/c Ratio					0.75						0.42	

Lanes, Volumes, Timings  
 112: JOHN STREET & WALL STREET

9/15/2008

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	16.0
Total Split (s)	16.0
Total Split (%)	17%
Maximum Green (s)	11.0
Yellow Time (s)	3.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	5.0
Flash Dont Walk (s)	5.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	

Lanes, Volumes, Timings  
 112: JOHN STREET & WALL STREET

9/15/2008

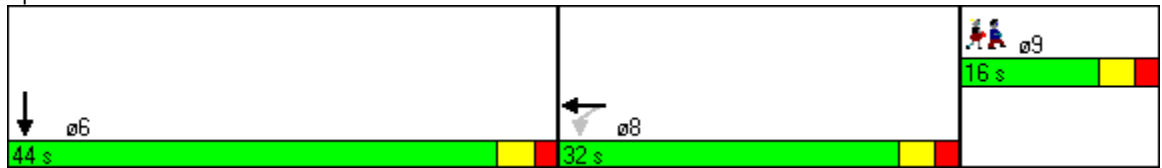


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay					43.2							9.5
Queue Delay					0.0							0.0
Total Delay					43.2							9.5
LOS					D							A
Approach Delay					43.2							9.5
Approach LOS					D							A
Queue Length 50th (ft)					193							71
Queue Length 95th (ft)					264							131
Internal Link Dist (ft)		285			179			501				395
Turn Bay Length (ft)												
Base Capacity (vph)					616							893
Starvation Cap Reductn					0							0
Spillback Cap Reductn					0							0
Storage Cap Reductn					0							0
Reduced v/c Ratio					0.57							0.42

Intersection Summary

Area Type:	Other
Cycle Length:	92
Actuated Cycle Length:	92
Offset:	62 (67%), Referenced to phase 6:SBT, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	25.9
Intersection LOS:	C
Intersection Capacity Utilization:	44.1%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 112: JOHN STREET & WALL STREET



HCM Unsignalized Intersection Capacity Analysis  
 909: MAIN STREET & WALL STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔	
Volume (veh/h)	0	27	75	0	0	0	0	0	0	153	293	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	33	93	0	0	0	0	0	0	190	363	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		316			400							
pX, platoon unblocked												
vC, conflicting volume	0			126			261	80	80	80	126	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			126			261	80	80	80	126	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	79	53	100
cM capacity (veh/h)	1636			1472			437	810	986	913	768	1091

Direction, Lane #	EB 1	SB 1
Volume Total	126	553
Volume Left	0	190
Volume Right	93	0
cSH	1700	812
Volume to Capacity	0.07	0.68
Queue Length 95th (ft)	0	137
Control Delay (s)	0.0	18.3
Lane LOS		C
Approach Delay (s)	0.0	18.3
Approach LOS		C

Intersection Summary		
Average Delay		14.9
Intersection Capacity Utilization	40.8%	ICU Level of Service
Analysis Period (min)		15
		A



Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↕	
Volume (vph)	0	196	20	20	138	0	0	0	0	108	96	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	16	16	16	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.987										0.944
Fl <sub>t</sub> Protected					0.994							0.985
Satd. Flow (prot)	0	2125	0	0	1889	0	0	0	0	0	1767	0
Fl <sub>t</sub> Permitted					0.944							0.985
Satd. Flow (perm)	0	2125	0	0	1794	0	0	0	0	0	1767	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		6										50
Link Speed (mph)		30			30			30				30
Link Distance (ft)		262			421			362				332
Travel Time (s)		6.0			9.6			8.2				7.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
Parking (#/hr)							5	5	5			
Adj. Flow (vph)	0	243	25	25	171	0	0	0	0	134	119	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	268	0	0	196	0	0	0	0	0	434	0
Turn Type				Perm							Perm	
Protected Phases		4			8							1
Permitted Phases				8							1	
Detector Phase		4		8	8						1	1
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					4.0	4.0	
Minimum Split (s)		9.0		9.0	9.0					9.0	9.0	
Total Split (s)	0.0	31.0	0.0	31.0	31.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	33.7%	0.0%	33.7%	33.7%	0.0%	0.0%	0.0%	0.0%	48.9%	48.9%	0.0%
Maximum Green (s)		26.0		26.0	26.0					40.0	40.0	
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag										Lead	Lead	
Lead-Lag Optimize?										Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		C-Max		C-Max	C-Max					None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		46.0			46.0							26.5
Actuated g/C Ratio		0.50			0.50							0.29
v/c Ratio		0.25			0.22							0.80
Control Delay		15.2			13.7							36.3
Queue Delay		0.0			0.0							0.0
Total Delay		15.2			13.7							36.3

Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008

Lane Group	ø2
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	16.0
Total Split (s)	16.0
Total Split (%)	17%
Maximum Green (s)	12.0
Yellow Time (s)	2.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Min
Walk Time (s)	5.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	

Lanes, Volumes, Timings  
 113: PEARL STREET & WALL STREET

9/15/2008

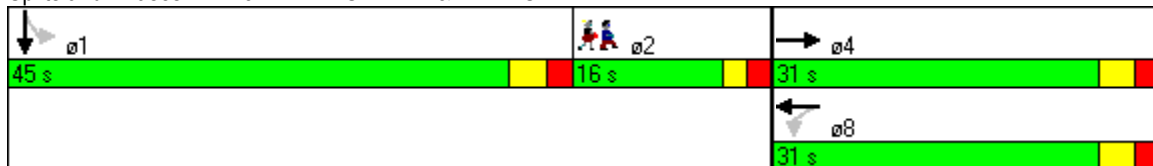


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			B							D
Approach Delay		15.2			13.7							36.3
Approach LOS		B			B							D
Queue Length 50th (ft)		83			53							195
Queue Length 95th (ft)		161			106							255
Internal Link Dist (ft)		182			341			282				252
Turn Bay Length (ft)												
Base Capacity (vph)		1067			898							797
Starvation Cap Reductn		0			0							0
Spillback Cap Reductn		0			0							0
Storage Cap Reductn		0			0							0
Reduced v/c Ratio		0.25			0.22							0.54

Intersection Summary

Area Type:	Other
Cycle Length:	92
Actuated Cycle Length:	92
Offset:	5 (5%), Referenced to phase 4:EBT and 8:WBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	25.1
Intersection LOS:	C
Intersection Capacity Utilization	57.9%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 113: PEARL STREET & WALL STREET



Lanes, Volumes, Timings  
115: SCHWENK DR.#1 & KINGSTON PLZ

9/15/2008

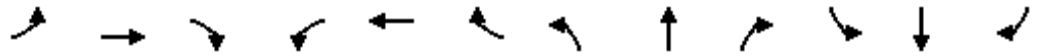


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	349	125	52	18	297	24	3	14	2	19	44	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	14	14	14	13	13	13
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	1		1
Taper Length (ft)	75		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.987			0.982				0.850
Flt Protected	0.950				0.998			0.993		0.950		
Satd. Flow (prot)	1745	1837	1568	0	1872	0	0	1976	0	1865	1963	1605
Flt Permitted	0.346				0.978			0.940		0.732		
Satd. Flow (perm)	635	1837	1568	0	1834	0	0	1871	0	1437	1963	1605
Right Turn on Red			No			No			No			Yes
Satd. Flow (RTOR)												440
Link Speed (mph)		30			30			30				30
Link Distance (ft)		904			734			421				273
Travel Time (s)		20.5			16.7			9.6				6.2
Peak Hour Factor	0.92	0.80	0.87	0.83	0.79	0.55	0.75	0.58	0.50	0.48	0.69	0.95
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	4%
Adj. Flow (vph)	432	178	68	25	429	50	5	28	5	45	73	440
Shared Lane Traffic (%)												
Lane Group Flow (vph)	432	178	68	0	504	0	0	38	0	45	73	440
Turn Type	pm+pt		Perm	Perm			Perm			Perm		pm+ov
Protected Phases	5	2			6			8			4	5
Permitted Phases	2		2	6			8			4		4
Detector Phase	5	2	2	6	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	1.0	4.0	4.0	4.0	4.0		4.0	4.0		2.0	2.0	1.0
Minimum Split (s)	4.0	12.0	12.0	12.0	12.0		12.0	12.0		10.0	10.0	4.0
Total Split (s)	16.0	54.0	54.0	38.0	38.0	0.0	15.0	15.0	0.0	15.0	15.0	16.0
Total Split (%)	17.4%	58.7%	58.7%	41.3%	41.3%	0.0%	16.3%	16.3%	0.0%	16.3%	16.3%	17.4%
Maximum Green (s)	13.0	46.0	46.0	30.0	30.0		7.0	7.0		7.0	7.0	13.0
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	3.0
All-Red Time (s)	0.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	8.0	8.0	8.0	8.0	4.0	8.0	8.0	4.0	8.0	8.0	3.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max		None	None		None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	61.8	58.4	58.4		38.4			6.6		6.7	6.7	25.0
Actuated g/C Ratio	0.67	0.63	0.63		0.42			0.07		0.07	0.07	0.27
v/c Ratio	0.70	0.15	0.07		0.66			0.29		0.43	0.51	0.58
Control Delay	16.2	10.3	10.3		24.5			39.4		53.7	53.9	4.7

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	23.0
Total Split (s)	23.0
Total Split (%)	25%
Maximum Green (s)	17.0
Yellow Time (s)	3.0
All-Red Time (s)	3.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	6.0
Pedestrian Calls (#/hr)	60
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

Lanes, Volumes, Timings  
 115: SCHWENK DR.#1 & KINGSTON PLZ

9/15/2008

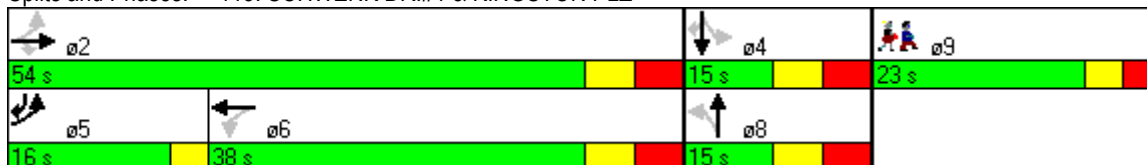


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0		0.0			0.0		0.0	0.0	0.0
Total Delay	16.2	10.3	10.3		24.5			39.4		53.7	53.9	4.7
LOS	B	B	B		C			D		D	D	A
Approach Delay		14.1			24.5			39.4			15.1	
Approach LOS		B			C			D			B	
Queue Length 50th (ft)	124	49	18		244			23		26	42	0
Queue Length 95th (ft)	188	73	36		m286			35		31	65	40
Internal Link Dist (ft)		824			654			341			193	
Turn Bay Length (ft)	100											
Base Capacity (vph)	622	1166	995		765			142		109	149	767
Starvation Cap Reductn	0	0	0		0			0		0	0	0
Spillback Cap Reductn	0	0	0		0			0		0	0	0
Storage Cap Reductn	0	0	0		0			0		0	0	0
Reduced v/c Ratio	0.69	0.15	0.07		0.66			0.27		0.41	0.49	0.57

Intersection Summary

Area Type: Other  
 Cycle Length: 92  
 Actuated Cycle Length: 92  
 Offset: 56 (61%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 17.9  
 Intersection Capacity Utilization 68.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 115: SCHWENK DR.#1 & KINGSTON PLZ



Lanes, Volumes, Timings  
 904: N. FRONT STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Volume (vph)	5	95	0	0	0	0	259	21	9	0	0	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>								0.996			0.865	
Fl <sub>t</sub> Protected		0.998						0.957				
Satd. Flow (prot)	0	1896	0	0	0	0	0	1811	0	0	1644	0
Fl <sub>t</sub> Permitted		0.998						0.646				
Satd. Flow (perm)	0	1896	0	0	0	0	0	1222	0	0	1644	0
Right Turn on Red			No			No			Yes			No
Satd. Flow (RTOR)								2				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		139			215			494				421
Travel Time (s)		3.2			4.9			11.2				9.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Adj. Flow (vph)	6	118	0	0	0	0	321	26	11	0	0	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	0	0	0	0	0	358	0	0	149	0
Turn Type	Prot						Perm			Perm		
Protected Phases	7	4						2				6
Permitted Phases							2			6		
Detector Phase	7	4					2	2		6		6
Switch Phase												
Minimum Initial (s)	4.0	4.0					4.0	4.0		4.0		4.0
Minimum Split (s)	9.0	16.0					16.0	16.0		16.0		16.0
Total Split (s)	45.0	45.0	0.0	0.0	0.0	0.0	47.0	47.0	0.0	47.0	47.0	0.0
Total Split (%)	48.9%	48.9%	0.0%	0.0%	0.0%	0.0%	51.1%	51.1%	0.0%	51.1%	51.1%	0.0%
Maximum Green (s)	40.0	40.0					42.0	42.0		42.0		42.0
Yellow Time (s)	3.0	3.0					3.0	3.0		3.0		3.0
All-Red Time (s)	2.0	2.0					2.0	2.0		2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0					3.0	3.0		3.0		3.0
Recall Mode	C-Max	C-Max					Max	Max		Max		Max
Walk Time (s)		5.0					5.0	5.0		5.0		5.0
Flash Dont Walk (s)		6.0					6.0	6.0		6.0		6.0
Pedestrian Calls (#/hr)		60					60	60		60		60
Act Effct Green (s)		40.0						42.0				42.0
Actuated g/C Ratio		0.43						0.46				0.46
v/c Ratio		0.15						0.64				0.20
Control Delay		14.9						25.6				20.1
Queue Delay		3.8						0.0				0.0
Total Delay		18.6						25.6				20.1
LOS		B						C				C
Approach Delay		18.6						25.6				20.1

Lanes, Volumes, Timings  
 904: N. FRONT STREET & FAIR STREET

9/15/2008

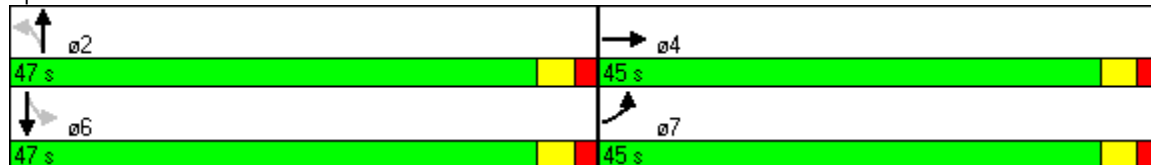


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B						C				C
Queue Length 50th (ft)		42						154				48
Queue Length 95th (ft)		78						256				m98
Internal Link Dist (ft)		59				135		414				341
Turn Bay Length (ft)												
Base Capacity (vph)		824						559				751
Starvation Cap Reductn		618						0				0
Spillback Cap Reductn		0						0				0
Storage Cap Reductn		0						0				0
Reduced v/c Ratio		0.60						0.64				0.20

Intersection Summary

Area Type: Other  
 Cycle Length: 92  
 Actuated Cycle Length: 92  
 Offset: 0 (0%), Referenced to phase 4:EBT and 7:EBL, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 22.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 45.2%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 904: N. FRONT STREET & FAIR STREET





HCM Unsignalized Intersection Capacity Analysis  
 906: JOHN STREET & FAIR STREET

9/15/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔				
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	0	0	0	188	49	99	206	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	233	61	123	255	0	0	0	0

Direction, Lane #	WB 1	NB 1
Volume Total (vph)	294	378
Volume Left (vph)	0	123
Volume Right (vph)	61	0
Hadj (s)	-0.12	0.06
Departure Headway (s)	4.7	4.7
Degree Utilization, x	0.39	0.49
Capacity (veh/h)	717	737
Control Delay (s)	10.7	12.2
Approach Delay (s)	10.7	12.2
Approach LOS	B	B

Intersection Summary	
Delay	11.5
HCM Level of Service	B
Intersection Capacity Utilization	39.9%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings  
 116: MAIN STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↗				
Volume (vph)	52	149	0	0	0	0	0	234	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt	0.981											
Flt Protected	0.987											
Satd. Flow (prot)	0	1771	0	0	0	0	0	1812	0	0	0	0
Flt Permitted	0.987											
Satd. Flow (perm)	0	1771	0	0	0	0	0	1812	0	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	400			472			331			493		
Travel Time (s)	9.1			10.7			7.5			11.2		
Confl. Peds. (#/hr)				3						15		
Peak Hour Factor	0.92	0.92	0.92	0.91	0.90	0.78	0.92	0.92	0.92	0.71	0.91	0.79
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	10	10	10				5	5	5			
Adj. Flow (vph)	64	185	0	0	0	0	0	290	48	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	249	0	0	0	0	0	338	0	0	0	0
Turn Type	Perm											
Protected Phases	4						2					
Permitted Phases	4											
Detector Phase	4	4						2				
Switch Phase												
Minimum Initial (s)	4.0	4.0						4.0				
Minimum Split (s)	9.0	9.0						9.0				
Total Split (s)	34.0	34.0	0.0	0.0	0.0	0.0	0.0	42.0	0.0	0.0	0.0	0.0
Total Split (%)	37.0%	37.0%	0.0%	0.0%	0.0%	0.0%	0.0%	45.7%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	29.0	29.0						37.0				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	2.0	2.0						2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0						3.0				
Recall Mode	None	None						C-Max				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	18.2						63.8					
Actuated g/C Ratio	0.20						0.69					
v/c Ratio	0.71						0.27					
Control Delay	44.7						5.4					

Lanes, Volumes, Timings  
 116: MAIN STREET & FAIR STREET

9/15/2008

Lane Group	ø9
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Growth Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	16.0
Total Split (s)	16.0
Total Split (%)	17%
Maximum Green (s)	13.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	4.0
Flash Dont Walk (s)	3.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	

Lanes, Volumes, Timings  
 116: MAIN STREET & FAIR STREET

9/15/2008

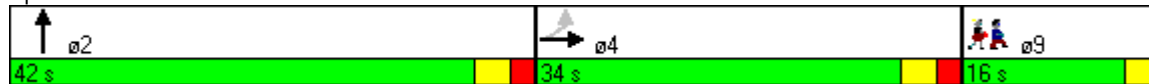


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0						0.5				
Total Delay		44.7						5.8				
LOS		D						A				
Approach Delay		44.7						5.8				
Approach LOS		D						A				
Queue Length 50th (ft)		136						68				
Queue Length 95th (ft)		201						96				
Internal Link Dist (ft)		320			392			251			413	
Turn Bay Length (ft)												
Base Capacity (vph)		558						1256				
Starvation Cap Reductn		0						514				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.45						0.46				

Intersection Summary

Area Type:	Other
Cycle Length:	92
Actuated Cycle Length:	92
Offset:	14 (15%), Referenced to phase 2:NBT, Start of Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	22.3
Intersection LOS:	C
Intersection Capacity Utilization:	37.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 116: MAIN STREET & FAIR STREET



Lanes, Volumes, Timings  
117: PEARL STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Volume (vph)	42	273	0	0	53	201	58	136	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	16	16	16	16
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.887			0.985				
Flt Protected		0.991						0.987				
Satd. Flow (prot)	0	1615	0	0	1652	0	0	2093	0	0	0	0
Flt Permitted		0.868						0.987				
Satd. Flow (perm)	0	1415	0	0	1652	0	0	2093	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					376			13				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		421			552			360				331
Travel Time (s)		9.6			12.5			8.2				7.5
Confl. Peds. (#/hr)			2	2						4		8
Peak Hour Factor	0.62	0.86	0.50	0.54	0.83	0.61	0.92	0.92	0.92	0.77	0.83	0.58
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Parking (#/hr)	5	5	5									
Adj. Flow (vph)	77	362	0	0	73	376	72	169	30	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	439	0	0	449	0	0	271	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Detector Phase	4	4			8		2	2				
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		4.0	4.0				
Minimum Split (s)	16.0	16.0			16.0		16.0	16.0				
Total Split (s)	30.0	30.0	0.0	0.0	30.0	0.0	16.0	16.0	0.0	0.0	0.0	0.0
Total Split (%)	65.2%	65.2%	0.0%	0.0%	65.2%	0.0%	34.8%	34.8%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	25.0	25.0			25.0		11.0	11.0				
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0				
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	C-Max	C-Max			C-Max		Min	Min				
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		26.2			26.2			9.8				
Actuated g/C Ratio		0.57			0.57			0.21				
v/c Ratio		0.54			0.41			0.60				
Control Delay		8.8			3.7			21.1				

Lanes, Volumes, Timings  
 117: PEARL STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0				
Total Delay		8.8			3.7			21.1				
LOS		A			A			C				
Approach Delay		8.8			3.7			21.1				
Approach LOS		A			A			C				
Queue Length 50th (ft)		116			0			60				
Queue Length 95th (ft)		51			96			115				
Internal Link Dist (ft)		341			472			280			251	
Turn Bay Length (ft)												
Base Capacity (vph)		806			1103			510				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.54			0.41			0.53				

Intersection Summary

Area Type:	Other
Cycle Length:	46
Actuated Cycle Length:	46
Offset:	4 (9%), Referenced to phase 4:EBTL and 8:WBT, Start of Green
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	9.7
Intersection LOS:	A
Intersection Capacity Utilization	69.0%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 117: PEARL STREET & FAIR STREET



Lanes, Volumes, Timings  
118: ST. JAMES STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↗				
Volume (vph)	28	28	0	0	11	30	32	203	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	9	9	9	9	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.899			0.980				
Fl <sub>t</sub> Protected		0.974						0.994				
Satd. Flow (prot)	0	1511	0	0	1395	0	0	1666	0	0	0	0
Fl <sub>t</sub> Permitted		0.792						0.994				
Satd. Flow (perm)	0	1229	0	0	1395	0	0	1666	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					53			29				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		382			318			1050				354
Travel Time (s)		8.7			7.2			23.9				8.0
Peak Hour Factor	0.75	0.89	0.69	0.55	0.68	0.65	0.92	0.92	0.92	0.88	0.92	0.56
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Parking (#/hr)	5	5	5	5	5	5				5	5	5
Adj. Flow (vph)	43	36	0	0	18	53	40	252	50	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	0	71	0	0	342	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Detector Phase	4	4			8		2	2				
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		4.0	4.0				
Minimum Split (s)	16.0	16.0			16.0		16.0	16.0				
Total Split (s)	16.0	16.0	0.0	0.0	16.0	0.0	24.0	24.0	0.0	0.0	0.0	0.0
Total Split (%)	40.0%	40.0%	0.0%	0.0%	40.0%	0.0%	60.0%	60.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	11.0	11.0			11.0		19.0	19.0				
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0				
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		C-Max	C-Max				
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	6.0	6.0			6.0		6.0	6.0				
Pedestrian Calls (#/hr)	60	60			60		60	60				
Act Effct Green (s)		8.4			8.2			28.0				
Actuated g/C Ratio		0.21			0.20			0.70				
v/c Ratio		0.31			0.22			0.29				
Control Delay		15.7			7.3			5.8				
Queue Delay		0.0			0.0			0.0				
Total Delay		15.7			7.3			5.8				
LOS		B			A			A				

Lanes, Volumes, Timings  
 118: ST. JAMES STREET & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		15.7			7.3			5.8				
Approach LOS		B			A			A				
Queue Length 50th (ft)		15			0			32				
Queue Length 95th (ft)		37			8			84				
Internal Link Dist (ft)		302			238			970			274	
Turn Bay Length (ft)												
Base Capacity (vph)		338			422			1177				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.23			0.17			0.29				

Intersection Summary

Area Type:	Other
Cycle Length:	40
Actuated Cycle Length:	40
Offset:	11 (28%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.31
Intersection Signal Delay:	7.6
Intersection LOS:	A
Intersection Capacity Utilization:	35.4%
ICU Level of Service:	A
Analysis Period (min):	15

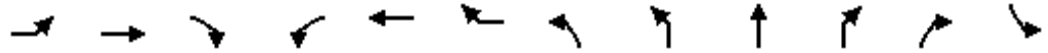
Splits and Phases: 118: ST. JAMES STREET & FAIR STREET





Lanes, Volumes, Timings  
114: BOULEVARD & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	NBR2	SBL
Lane Configurations		↕			↕	↕			↕			
Volume (vph)	62	231	14	7	210	121	8	13	0	32	10	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	16	16	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		75		0		0		0
Storage Lanes	0		0	0		1		0		0		0
Taper Length (ft)	25		25	25		100		25		25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994				0.850			0.910			
Flt Protected		0.990			0.998				0.984			
Satd. Flow (prot)	0	2119	0	0	1896	1413	0	0	1489	0	0	0
Flt Permitted		0.819			0.983				0.857			
Satd. Flow (perm)	0	1753	0	0	1868	1413	0	0	1297	0	0	0
Right Turn on Red			No								No	
Satd. Flow (RTOR)												
Link Speed (mph)		30			30				30			
Link Distance (ft)		496			410				545			
Travel Time (s)		11.3			9.3				12.4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Parking (#/hr)						5	5	5	5	5	5	
Adj. Flow (vph)	77	286	17	9	260	150	10	16	0	40	12	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	380	0	0	269	150	0	0	78	0	0	0
Turn Type	Perm			custom		custom	Perm	Perm				Perm
Protected Phases		4				8			2			
Permitted Phases	4			8	8		2	2				6
Detector Phase	4	4		8	8	8	2	2	2			6
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0			4.0
Minimum Split (s)	22.0	22.0		22.0	22.0	22.0	22.0	22.0	22.0			22.0
Total Split (s)	25.0	25.0	0.0	25.0	25.0	25.0	23.0	23.0	23.0	0.0	0.0	23.0
Total Split (%)	35.7%	35.7%	0.0%	35.7%	35.7%	35.7%	32.9%	32.9%	32.9%	0.0%	0.0%	32.9%
Maximum Green (s)	20.0	20.0		20.0	20.0	20.0	18.0	18.0	18.0			18.0
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0			3.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0			3.0
Recall Mode	Max	Max		Max	Max	Max	None	None	None			None
Walk Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0			12.0
Pedestrian Calls (#/hr)	30	30		30	30	30	30	30	30			30
Act Effct Green (s)		20.1			20.1	20.1			13.4			
Actuated g/C Ratio		0.30			0.30	0.30			0.20			
v/c Ratio		0.72			0.48	0.35			0.30			
Control Delay		31.0			23.1	22.0			24.5			

Lanes, Volumes, Timings  
114: BOULEVARD & FAIR STREET

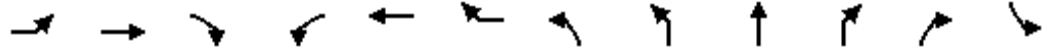
9/15/2008



Lane Group	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lane Configurations	↕				↗		
Volume (vph)	24	98	19	31	136	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Storage Length (ft)		0			0	0	
Storage Lanes		0			1	0	
Taper Length (ft)		25			25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.915				0.981		
Flt Protected	0.988				0.959		
Satd. Flow (prot)	1718	0	0	0	1564	0	0
Flt Permitted	0.900				0.959		
Satd. Flow (perm)	1565	0	0	0	1564	0	0
Right Turn on Red			No				No
Satd. Flow (RTOR)							
Link Speed (mph)	30				30		
Link Distance (ft)	742				473		
Travel Time (s)	16.9				10.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%
Parking (#/hr)					5	5	5
Adj. Flow (vph)	30	121	24	38	169	31	2
Shared Lane Traffic (%)							
Lane Group Flow (vph)	231	0	0	0	240	0	0
Turn Type				Split			
Protected Phases	6			9	9		
Permitted Phases							
Detector Phase	6			9	9		
Switch Phase							
Minimum Initial (s)	4.0			4.0	4.0		
Minimum Split (s)	22.0			22.0	22.0		
Total Split (s)	23.0	0.0	0.0	22.0	22.0	0.0	0.0
Total Split (%)	32.9%	0.0%	0.0%	31.4%	31.4%	0.0%	0.0%
Maximum Green (s)	18.0			17.0	17.0		
Yellow Time (s)	3.0			3.0	3.0		
All-Red Time (s)	2.0			2.0	2.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.0	4.0	5.0	5.0	4.0	4.0
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0			3.0	3.0		
Recall Mode	None			Max	Max		
Walk Time (s)	5.0			5.0	5.0		
Flash Dont Walk (s)	12.0			12.0	12.0		
Pedestrian Calls (#/hr)	30			30	30		
Act Effct Green (s)	14.1				17.1		
Actuated g/C Ratio	0.21				0.26		
v/c Ratio	0.69				0.60		
Control Delay	35.4				29.8		

Lanes, Volumes, Timings  
 114: BOULEVARD & FAIR STREET

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	NBR2	SBL
Queue Delay		0.0			0.0	0.0			0.0			
Total Delay		31.0			23.1	22.0			24.5			
LOS		C			C	C			C			
Approach Delay		31.0			22.7				24.5			
Approach LOS		C			C				C			
Queue Length 50th (ft)		138			89	48			27			
Queue Length 95th (ft)		#274			164	100			60			
Internal Link Dist (ft)		416			330				465			
Turn Bay Length (ft)						75						
Base Capacity (vph)		531			565	428			353			
Starvation Cap Reductn		0			0	0			0			
Spillback Cap Reductn		0			0	0			0			
Storage Cap Reductn		0			0	0			0			
Reduced v/c Ratio		0.72			0.48	0.35			0.22			

Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 66.3  
 Natural Cycle: 70  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 28.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 75.8%  
 ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 114: BOULEVARD & FAIR STREET



Lanes, Volumes, Timings  
 114: BOULEVARD & FAIR STREET

9/15/2008



Lane Group	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Queue Delay	0.0				0.0		
Total Delay	35.4				29.8		
LOS	D				C		
Approach Delay	35.4				29.8		
Approach LOS	D				C		
Queue Length 50th (ft)	87				86		
Queue Length 95th (ft)	154				#165		
Internal Link Dist (ft)	662				393		
Turn Bay Length (ft)							
Base Capacity (vph)	426				402		
Starvation Cap Reductn	0				0		
Spillback Cap Reductn	0				0		
Storage Cap Reductn	0				0		
Reduced v/c Ratio	0.54				0.60		
<b>Intersection Summary</b>							

Lanes, Volumes, Timings  
1201: JOHN STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	225	11	34	174	359	208	20	212	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	10	10	10	10	12	12	12	12	12	12
Storage Length (ft)	0		50	75		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.888			0.962			0.993	
Flt Protected				0.950				0.988			0.996	
Satd. Flow (prot)	0	0	0	1685	1575	0	0	1806	0	0	1879	0
Flt Permitted				0.950				0.833			0.906	
Satd. Flow (perm)	0	0	0	1685	1575	0	0	1523	0	0	1709	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		416			569			345			377	
Travel Time (s)		9.5			12.9			7.8			8.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Parking (#/hr)	5	0	5									
Adj. Flow (vph)	0	0	0	279	14	42	216	445	258	25	263	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	279	56	0	0	919	0	0	303	0
Turn Type				pm+pt			Perm			Perm		
Protected Phases				3	8			2			6	
Permitted Phases				8			2			6		
Detector Phase				8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)				4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)				16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	0.0	0.0	0.0	26.0	26.0	0.0	66.0	66.0	0.0	66.0	66.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	28.3%	28.3%	0.0%	71.7%	71.7%	0.0%	71.7%	71.7%	0.0%
Maximum Green (s)				21.0	21.0		61.0	61.0		61.0	61.0	
Yellow Time (s)				3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	Max		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)				5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)				6.0	6.0		6.0	6.0		6.0	6.0	
Pedestrian Calls (#/hr)				60	60		60	60		60	60	
Act Effct Green (s)				21.0	21.0			61.0			61.0	
Actuated g/C Ratio				0.23	0.23			0.66			0.66	
v/c Ratio				0.72	0.16			0.91			0.27	
Control Delay				45.2	29.9			20.5			6.1	

Lanes, Volumes, Timings  
 1201: JOHN STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay				0.0	0.0			0.2			0.0	
Total Delay				45.2	29.9			20.8			6.1	
LOS				D	C			C			A	
Approach Delay					42.6			20.8			6.1	
Approach LOS					D			C			A	
Queue Length 50th (ft)				151	26			140			54	
Queue Length 95th (ft)				#261	59			#734			84	
Internal Link Dist (ft)		336				489		265			297	
Turn Bay Length (ft)				75								
Base Capacity (vph)				385	360			1010			1133	
Starvation Cap Reductn				0	0			5			0	
Spillback Cap Reductn				0	0			0			0	
Storage Cap Reductn				0	0			0			0	
Reduced v/c Ratio				0.72	0.16			0.91			0.27	

Intersection Summary

Area Type: Other  
 Cycle Length: 92  
 Actuated Cycle Length: 92  
 Offset: 13 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 22.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 88.5%  
 ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 1201: JOHN STREET & CLINTON AVE.#1



HCM Unsignalized Intersection Capacity Analysis  
 119: MAIN STREET & CLINTON AVE.#1

9/15/2008



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	
Volume (veh/h)	18	141	0	640	385	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.77	0.84	0.84	0.56
Hourly flow rate (vph)	22	175	0	869	522	0
Pedestrians	12					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				335	345	
pX, platoon unblocked	0.89	0.82	0.82			
vC, conflicting volume	1403	534	534			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1016	319	319			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	70	100			
cM capacity (veh/h)	235	588	1014			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	197	869	522
Volume Left	22	0	0
Volume Right	175	0	0
cSH	502	1700	1700
Volume to Capacity	0.39	0.51	0.31
Queue Length 95th (ft)	46	0	0
Control Delay (s)	16.7	0.0	0.0
Lane LOS	C		
Approach Delay (s)	16.7	0.0	0.0
Approach LOS	C		

Intersection Summary			
Average Delay		2.1	
Intersection Capacity Utilization	56.1%		ICU Level of Service B
Analysis Period (min)		15	

Lanes, Volumes, Timings  
121: PEARL STREET & CLINTON AVE.#1

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑	↑		↑		↑	↑	↑
Volume (vph)	0	289	8	0	234	404	0	196	4	421	88	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	9	9	9	9	11	12	12	12	11	11	11
Storage Length (ft)	0		50	0		0	0		0	100		0
Storage Lanes	0		1	0		1	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	100		25
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.97		1.00		0.99	0.99	
Frt		0.995				0.850		0.993			0.919	
Flt Protected										0.950		
Satd. Flow (prot)	0	3027	0	0	1710	1339	0	1648	0	1745	1664	0
Flt Permitted										0.305		
Satd. Flow (perm)	0	3027	0	0	1710	1300	0	1648	0	554	1664	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				199		3			102	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		552			765			360			335	
Travel Time (s)		12.5			17.4			8.2			7.6	
Confl. Peds. (#/hr)			7			3			14	14		2
Peak Hour Factor	0.94	0.73	0.67	0.92	0.75	0.85	0.80	0.83	0.33	0.94	0.81	0.38
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Parking (#/hr)	5	5	5			5	5	5	5			
Adj. Flow (vph)	0	451	14	0	356	542	0	269	14	511	124	144
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	465	0	0	356	542	0	283	0	511	268	0
Turn Type						pm+ov					pm+pt	
Protected Phases		4			8	1		2		1	6	
Permitted Phases						8				6		
Detector Phase		4			8	1		2		1	6	
Switch Phase												
Minimum Initial (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Minimum Split (s)		22.0			34.0	7.0		22.0		7.0	22.0	
Total Split (s)	0.0	35.0	0.0	0.0	35.0	30.0	0.0	27.0	0.0	30.0	57.0	0.0
Total Split (%)	0.0%	38.0%	0.0%	0.0%	38.0%	32.6%	0.0%	29.3%	0.0%	32.6%	62.0%	0.0%
Maximum Green (s)		29.0			29.0	27.0		21.0		27.0	51.0	
Yellow Time (s)		3.0			3.0	3.0		3.0		3.0	3.0	
All-Red Time (s)		3.0			3.0	0.0		3.0		0.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	4.0	6.0	3.0	4.0	6.0	4.0	3.0	6.0	4.0
Lead/Lag						Lead		Lag		Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0	3.0		3.0		3.0	3.0	
Recall Mode		None			None	C-Max		None		C-Max	None	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		9.0			9.0			9.0			9.0	
Pedestrian Calls (#/hr)		60			60			60			60	
Act Effct Green (s)		23.6			23.6	61.0		19.0		59.4	56.4	



Lanes, Volumes, Timings  
 121: PEARL STREET & CLINTON AVE.#1

9/15/2008

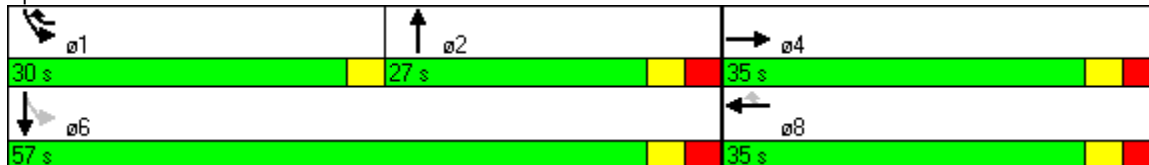


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.26			0.26	0.66		0.21		0.65	0.61	
v/c Ratio		0.60			0.81	0.57		0.83		0.64	0.25	
Control Delay		29.2			53.5	7.8		54.6		11.6	3.2	
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	
Total Delay		29.2			53.5	7.8		54.6		11.6	3.2	
LOS		C			D	A		D		B	A	
Approach Delay		29.2			25.9			54.6			8.7	
Approach LOS		C			C			D			A	
Queue Length 50th (ft)		108			220	91		153		87	11	
Queue Length 95th (ft)		114			254	142		219		180	36	
Internal Link Dist (ft)		472			685			280			255	
Turn Bay Length (ft)										100		
Base Capacity (vph)		956			539	943		378		802	1059	
Starvation Cap Reductn		0			0	0		0		0	0	
Spillback Cap Reductn		0			0	0		0		0	0	
Storage Cap Reductn		0			0	0		0		0	0	
Reduced v/c Ratio		0.49			0.66	0.57		0.75		0.64	0.25	

Intersection Summary

Area Type:	Other
Cycle Length:	92
Actuated Cycle Length:	92
Offset:	84 (91%), Referenced to phase 1:SBL, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	24.4
Intersection LOS:	C
Intersection Capacity Utilization	66.0%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 121: PEARL STREET & CLINTON AVE.#1



Lanes, Volumes, Timings  
 122: ST. JAMES STREET & CLINTON AVE.

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (vph)	20	33	6	7	15	44	16	145	4	5	98	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98			1.00			0.99	
Frt		0.979			0.919			0.995			0.975	
Flt Protected		0.985			0.992			0.994			0.995	
Satd. Flow (prot)	0	1458	0	0	1368	0	0	1503	0	0	1466	0
Flt Permitted		0.867			0.927			0.954			0.956	
Satd. Flow (perm)	0	1283	0	0	1275	0	0	1441	0	0	1408	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			55			5			32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		429			820			1001			373	
Travel Time (s)		9.8			18.6			22.8			8.5	
Confl. Peds. (#/hr)	1		9	9		1	8		1	1		8
Peak Hour Factor	0.83	0.75	0.50	0.58	0.75	0.92	0.67	0.82	0.58	0.31	0.91	0.50
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)	5	5	5	5	5	5	5	5	5	5	5	5
Adj. Flow (vph)	27	50	14	14	23	55	27	202	8	18	123	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	92	0	0	237	0	0	173	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	16.0	16.0	0.0	16.0	16.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	60.0%	60.0%	0.0%	60.0%	60.0%	0.0%
Maximum Green (s)	9.0	9.0		9.0	9.0		17.0	17.0		17.0	17.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Pedestrian Calls (#/hr)	60	60		60	60		60	60		60	60	
Act Effct Green (s)		7.5			7.3			26.5			26.5	
Actuated g/C Ratio		0.19			0.18			0.66			0.66	
v/c Ratio		0.36			0.33			0.25			0.18	
Control Delay		13.1			10.8			5.1			6.3	

Lanes, Volumes, Timings  
 122: ST. JAMES STREET & CLINTON AVE.

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.1			10.8			5.1			6.3	
LOS		B			B			A			A	
Approach Delay		13.1			10.8			5.1			6.3	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		11			7			20			17	
Queue Length 95th (ft)		29			25			45			47	
Internal Link Dist (ft)		349			740			921			293	
Turn Bay Length (ft)												
Base Capacity (vph)		300			330			955			942	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.30			0.28			0.25			0.18	

Intersection Summary

Area Type:	Other
Cycle Length:	40
Actuated Cycle Length:	40
Offset:	24 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.36
Intersection Signal Delay:	7.5
Intersection LOS:	A
Intersection Capacity Utilization	36.3%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 122: ST. JAMES STREET & CLINTON AVE.



HCM Unsignalized Intersection Capacity Analysis  
 123: ALBANY AVE.#1 & MAIDEN LANE

9/15/2008



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↗
Volume (veh/h)	709	5	120	610	0	170
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	879	6	149	756	0	211
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	765		289			
pX, platoon unblocked			0.95		0.92	0.95
vC, conflicting volume			885		1557	442
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			770		1179	304
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			82		100	68
cM capacity (veh/h)			810		140	662

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	586	299	401	504	211
Volume Left	0	0	149	0	0
Volume Right	0	6	0	0	211
cSH	1700	1700	810	1700	662
Volume to Capacity	0.34	0.18	0.18	0.30	0.32
Queue Length 95th (ft)	0	0	17	0	34
Control Delay (s)	0.0	0.0	5.3	0.0	12.9
Lane LOS			A	B	
Approach Delay (s)	0.0		2.3	12.9	
Approach LOS				B	

Intersection Summary			
Average Delay			2.4
Intersection Capacity Utilization	52.4%		ICU Level of Service A
Analysis Period (min)			15

Lanes, Volumes, Timings  
124: ALBANY AVE. &

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑					↖	↑	↖
Volume (vph)	0	488	334	52	697	0	0	0	0	233	267	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	16	16	16	12	12	12
Storage Length (ft)	0		0	0		0	0		0	0		200
Storage Lanes	0		0	1		0	0		0	1		1
Taper Length (ft)	25		100	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.942										0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3334	0	1770	3539	0	0	0	0	1770	1863	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	3334	0	1770	3539	0	0	0	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		186										87
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		289			146			236			401	
Travel Time (s)		6.6			3.3			5.4			9.1	
Peak Hour Factor	0.90	0.88	0.96	0.72	0.91	0.76	0.92	0.92	0.92	0.88	0.87	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	0%	0%	0%	0%	2%	2%	2%
Adj. Flow (vph)	0	632	397	82	873	0	0	0	0	302	350	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1029	0	82	873	0	0	0	0	302	350	87
Turn Type				Prot						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases										4		4
Detector Phase		2		1	6					4	4	4
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0					4.0	4.0	4.0
Minimum Split (s)		16.0		9.0	16.0					16.0	16.0	16.0
Total Split (s)	0.0	44.0	0.0	18.0	62.0	0.0	0.0	0.0	0.0	30.0	30.0	30.0
Total Split (%)	0.0%	47.8%	0.0%	19.6%	67.4%	0.0%	0.0%	0.0%	0.0%	32.6%	32.6%	32.6%
Maximum Green (s)		39.0		13.0	57.0					25.0	25.0	25.0
Yellow Time (s)		3.0		3.0	3.0					3.0	3.0	3.0
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		C-Max		None	C-Max					None	None	None
Walk Time (s)		5.0		5.0						5.0	5.0	5.0
Flash Dont Walk (s)		11.0		11.0						11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0						0	0	0
Act Effct Green (s)		48.2		9.5	60.6					21.4	21.4	21.4
Actuated g/C Ratio		0.52		0.10	0.66					0.23	0.23	0.23
v/c Ratio		0.56		0.45	0.37					0.73	0.81	0.20
Control Delay		14.0		59.1	2.4					43.3	47.9	7.2

Lanes, Volumes, Timings  
124: ALBANY AVE. &

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.1		5.6	1.2					14.2	0.0	0.0
Total Delay		14.1		64.6	3.6					57.5	47.9	7.2
LOS		B		E	A					E	D	A
Approach Delay		14.1			8.9						47.1	
Approach LOS		B			A						D	
Queue Length 50th (ft)		127		51	17					161	191	0
Queue Length 95th (ft)		290		m58	45					235	268	35
Internal Link Dist (ft)		209			66			156			321	
Turn Bay Length (ft)												200
Base Capacity (vph)		1836		250	2331					481	506	494
Starvation Cap Reductn		0		119	1157					0	0	0
Spillback Cap Reductn		142		0	0					159	0	0
Storage Cap Reductn		0		0	0					0	0	0
Reduced v/c Ratio		0.61		0.63	0.74					0.94	0.69	0.18

Intersection Summary

Area Type: Other  
 Cycle Length: 92  
 Actuated Cycle Length: 92  
 Offset: 77 (84%), Referenced to phase 2:EBT and 6:WBT, Start of Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay: 21.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 102.6%  
 ICU Level of Service G  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 124: ALBANY AVE. &



Lanes, Volumes, Timings  
125: ALBANY AVE.#1 &

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑			↑↑		↙	↑				
Volume (vph)	74	634	0	0	548	257	199	351	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				0.99							
Frt					0.954							
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3539	0	0	3343	0	1770	1863	0	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1765	3539	0	0	3343	0	1770	1863	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					88							
Link Speed (mph)		30			30			30				30
Link Distance (ft)		146			442			272				613
Travel Time (s)		3.3			10.0			6.2				13.9
Confl. Peds. (#/hr)	3						3					
Peak Hour Factor	0.77	0.91	0.87	0.92	0.85	0.89	0.87	0.93	0.96	0.92	0.92	0.92
Growth Factor	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%	114%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%
Adj. Flow (vph)	110	794	0	0	735	329	261	430	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	794	0	0	1064	0	261	430	0	0	0	0
Turn Type	Prot						Perm					
Protected Phases	7	4			8			2				
Permitted Phases							2					
Detector Phase	7	4			8		2	2				
Switch Phase												
Minimum Initial (s)	4.0	4.0			4.0		4.0	4.0				
Minimum Split (s)	9.0	16.0			16.0		16.0	16.0				
Total Split (s)	18.0	57.0	0.0	0.0	39.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0
Total Split (%)	19.6%	62.0%	0.0%	0.0%	42.4%	0.0%	38.0%	38.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	13.0	52.0			34.0		30.0	30.0				
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0				
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0				
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	C-Max	C-Max			None		None	None				
Walk Time (s)		5.0			5.0		5.0	5.0				
Flash Dont Walk (s)		6.0			6.0		6.0	6.0				
Pedestrian Calls (#/hr)		60			60		60	60				
Act Effct Green (s)	17.4	56.4			34.0		25.6	25.6				
Actuated g/C Ratio	0.19	0.61			0.37		0.28	0.28				
v/c Ratio	0.33	0.37			0.82		0.53	0.83				
Control Delay	32.7	9.5			30.6		31.5	45.0				
Queue Delay	10.2	15.9			0.2		0.5	0.0				
Total Delay	42.9	25.4			30.8		32.0	45.0				

Lanes, Volumes, Timings

125: ALBANY AVE.#1 &

9/15/2008



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C			C		C	D				
Approach Delay		27.5			30.8			40.1				
Approach LOS		C			C			D				
Queue Length 50th (ft)	56	101			269		127	231				
Queue Length 95th (ft)	91	217			322		183	327				
Internal Link Dist (ft)		66			362			192			533	
Turn Bay Length (ft)												
Base Capacity (vph)	335	2170			1291		577	608				
Starvation Cap Reductn	191	1371			0		0	0				
Spillback Cap Reductn	0	0			23		94	0				
Storage Cap Reductn	0	0			0		0	0				
Reduced v/c Ratio	0.76	0.99			0.84		0.54	0.71				

Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Offset: 44 (48%), Referenced to phase 4:EBT and 7:EBL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 32.1

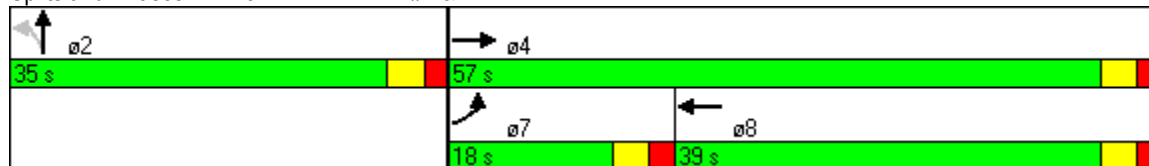
Intersection LOS: C

Intersection Capacity Utilization 102.6%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 125: ALBANY AVE.#1 &





## Arterial Level of Service: EB #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
FAIR STREET	III	30	38.8	10.3	49.1	0.31	22.4	C
JOHN STREET	III	30	26.7	6.1	32.8	0.21	23.1	C
PEARL STREET	III	30	17.3	11.6	28.9	0.13	16.0	D
BROADWAY	III	30	25.4	14.0	39.4	0.20	18.2	C
BROADWAY	III	30	4.3	9.5	13.8	0.03	7.2	F
Total	III		112.5	51.5	164.0	0.87	19.1	C

## Arterial Level of Service: WB #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	III	30	28.5	30.6	59.1	0.22	13.7	E
	III	30	4.3	2.4	6.7	0.03	14.9	D
CLINTON AVE.#1	III	30	25.4	7.8	33.2	0.20	21.6	C
	III	30	17.3	20.5	37.8	0.13	12.3	E
KINGSTON PLZ	III	30	26.7	24.5	51.2	0.21	14.8	D
WASHINGTON AVENUE	III	30	38.8	59.5	98.3	0.31	11.2	E
Total	III		141.0	145.3	286.3	1.10	13.8	E

## Arterial Level of Service: NB FAIR STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
ST. JAMES STREET	IV	30	27.8	5.8	33.6	0.20	21.3	B
PEARL STREET	IV	30	15.5	21.1	36.6	0.07	6.7	F
MAIN STREET	IV	30	14.2	5.4	19.6	0.06	11.5	D
N. FRONT STREET	IV	30	16.8	25.6	42.4	0.09	7.9	E
SCHWENK DR.#1	IV	30	14.4	39.4	53.8	0.08	5.3	F
Total	IV		88.7	97.3	186.0	0.50	9.7	D

## Arterial Level of Service: SB FAIR STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N. FRONT STREET	IV	30	14.4	0.0	14.4	0.08	19.9	B
Total	IV		14.4	0.0	14.4	0.08	19.9	B

## Arterial Level of Service: NB WALL STREET

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
GREENKILL AVE.	IV	30	18.6	0.0	18.6	0.10	20.0	B
Total	IV		18.6	0.0	18.6	0.10	20.0	B

---

**Arterial Level of Service: SB WALL STREET**


---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
JOHN STREET	IV	30	16.2	9.5	25.7	0.09	12.6	D
PEARL STREET	IV	30	14.3	36.3	50.6	0.06	4.5	F
GREENKILL AVE.	IV	30	21.1	35.4	56.5	0.14	9.0	E
Total	IV		51.6	81.2	132.8	0.29	8.0	E

---

**Arterial Level of Service: NB WASHINGTON AVENUE**


---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LINDERMAN AVE.	III	30	13.9	5.7	19.6	0.10	18.1	C
PEARL STREET	III	30	31.7	25.0	56.7	0.25	15.9	D
MAIN STREET	III	30	14.0	4.7	18.7	0.10	19.2	C
LUCAS AVE.	III	30	22.3	11.2	33.5	0.18	18.9	C
N. FRONT STREET	III	30	18.3	18.6	36.9	0.14	13.3	E
SCHWENK DR.#1	III	30	13.3	45.8	59.1	0.09	5.7	F
Total	III		113.5	111.0	224.5	0.85	13.7	E

---

**Arterial Level of Service: SB WASHINGTON AVENUE**


---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
HURLEY AVE.	III	30	17.0	22.1	39.1	0.13	11.7	E
MUNICIPAL STADIUM RD	III	30	13.3	13.2	26.5	0.09	12.8	E
LUCAS AVE.	III	30	18.3	8.7	27.0	0.14	18.2	C
MAIN STREET	III	30	22.3	3.6	25.9	0.18	24.4	B
PEARL STREET	III	30	14.0	13.6	27.6	0.10	13.0	E
LINDERMAN AVE.	III	30	31.7	2.1	33.8	0.25	26.6	B
Total	III		116.6	63.3	179.9	0.88	17.7	D

# **Appendix N**

## **Walkability/Bikeability Assessment**



LEGEND			
	SIGNALIZED INTERSECTION		DRIVEWAY ACCESS MANAGEMENT NEEDED
	EXISTING CROSSWALK		EXISTING SIDEWALK IN POOR CONDITION
	EXISTING PEDESTRIAN SIGNAL HEAD		EXISTING SIDEWALK IN FAIR CONDITION
	PEDESTRIAN TRIP HAZARD		EXISTING SIDEWALK IN GOOD CONDITION
	EXISTING STOP SIGN		
	BUS STOP		



**CITY OF KINGSTON UPTOWN STOCKADE TRANSPORTATION PLAN STUDY AREA**  
**EXISTING CONDITIONS AND RECOMMENDATIONS**



JANUARY, 2008

# **Appendix O**

## **Transportation System Enhancement Plan**

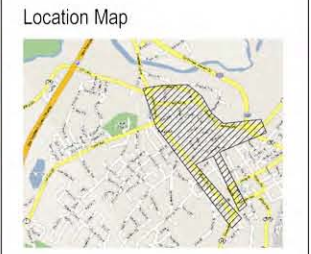


1) Parking Lot and Planted Buffer on Crown Street Facing Northwest  
 2) Parking Lot on Crown Street Facing East  
 3) Sign to Wall Street Walkthru  
 4) Alley on Crown Street Facing East  
 5) Walkthru to Wall Street Facing East  
 6) North Front Street Facing East  
 7) Intersection of North Front Street & Crown Street Facing Northwest  
 8) Alley and clock tower in North Front Street Facing North

Consultants:



Project Title:  
**Kingston Stockade Transportation Plan**  
 310 Flatbush Avenue, 3rd Floor  
 Kingston, NY 12401-2742  
 Ulster County, NY



No.	Date	Revision

Drawing Title:  
**EXISTING CONDITIONS**

Date:	03/26/08
Scale:	1" = 30' - 0"
Drawn:	CS
Checked:	JW
Job No:	Y4052.00
Drawing No:	<b>1</b>



15) Trees, Planters & Curb Extension on North Front Street Facing South.  
 16) Trees, Planters & Curb Extension on North Front Street Facing North.



17) Trees, Planters & Curb Extension on North Front Street Facing South.  
 18) Trees & Curb Extension on North Front Street Facing North.



19) Trees, Planters & Curb Extension on Wall Street Facing West.  
 20) Trees, Planters & Curb Extension on Wall Street Facing West.



21) Trees, Planters & Curb Extension on Wall Street Facing West.  
 22) Trees, Planters & Curb Extension on Wall Street Facing East.



23) Close up of Trees, Planters & Curb Extension on Wall Street Facing East.  
 24) Trees, Planters, Bench & Curb Extension on Wall Street Facing East.



9) Park at North Front Street & Wall Street Facing North East  
 10) Intersection of North Front Street and Wall Street Facing South  
 11) Intersection of Wall Street & John Street Facing Southwest  
 12) Intersection of Wall Street & John Street Facing Southwest  
 13) Intersection of Wall Street & John Street Facing North  
 14) Intersection of Wall Street & John Street Facing Northeast



Curb Extensions with High Visibility Cross Walk



Typical Decorative Pavement



Curb Extension with Furniture



Pedestrian Street



Fountain



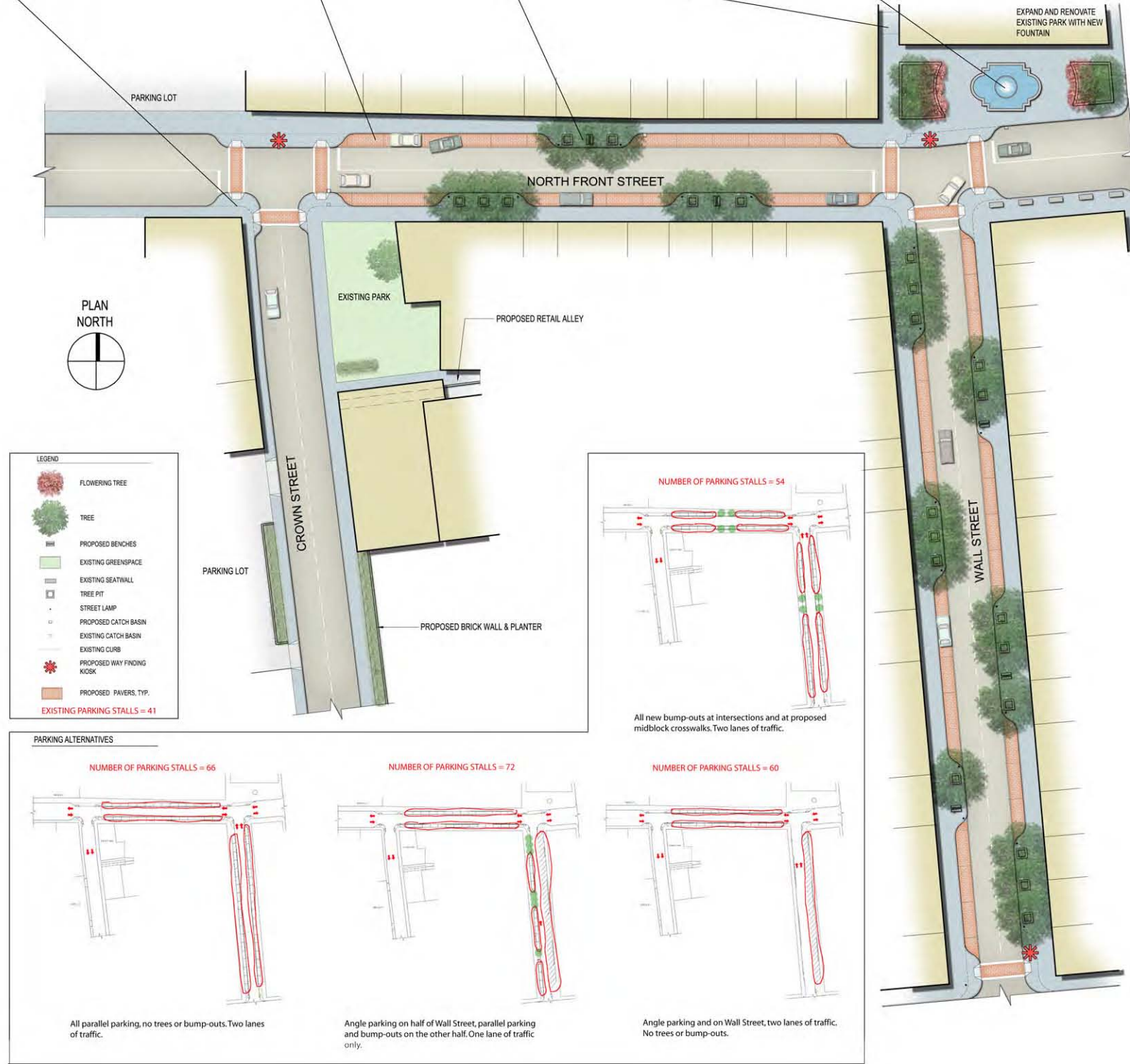
Existing Conditions



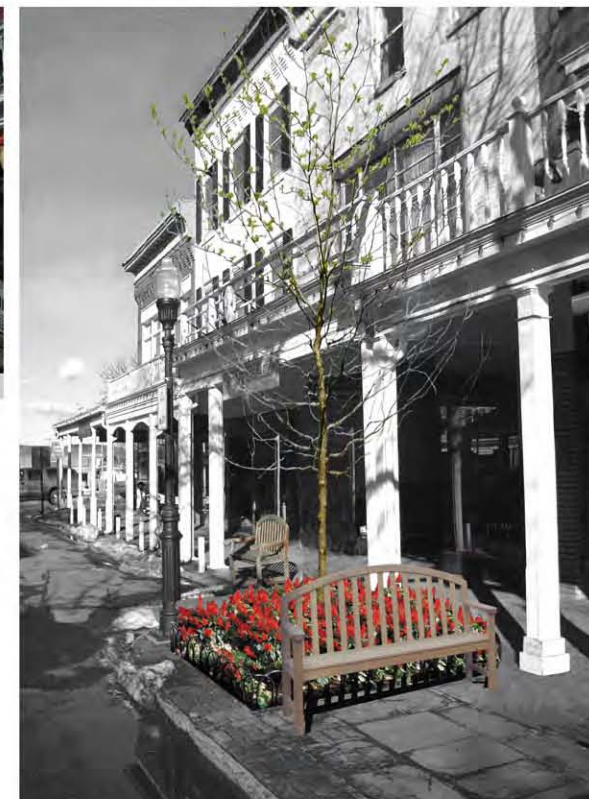
(Alt. A) Remove Underdeveloped Tree with Planter & Replace with Benches, Rebuild Existing Planters



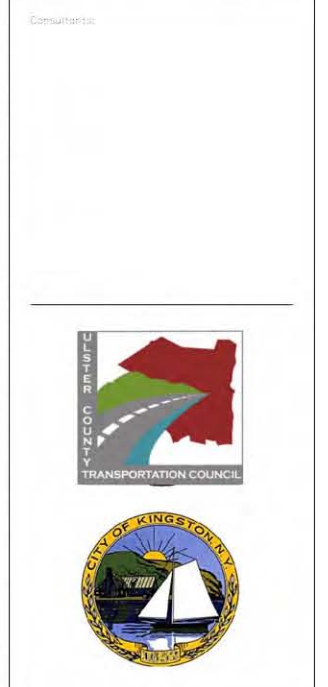
(Alt. B) Replace Underdeveloped Tree & Add Circular Bench, New Tree and Rebuild Existing Planters



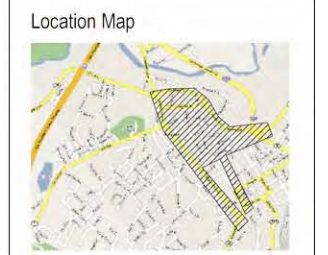
Existing Conditions



Remove Broken Planter & Replace with Flush Tree pit, flowers & New Bench



Project Title:  
**Kingston Stockade Transportation Plan**  
 310 Flatbush Avenue, 3rd Floor  
 Kingston, NY 12401-2742  
 Ulster County, NY



No.	Date	Revision

Drawing Title:  
**PROPOSED IMPROVEMENTS**

Date: 03/26/08  
 Scale: 1" = 30' - 0"  
 Drawn: CS  
 Checked: JW  
 Job No: Y4052.00  
 Drawing No: **2**

# City of Kingston

## Uptown Stockade Area Transportation Plan

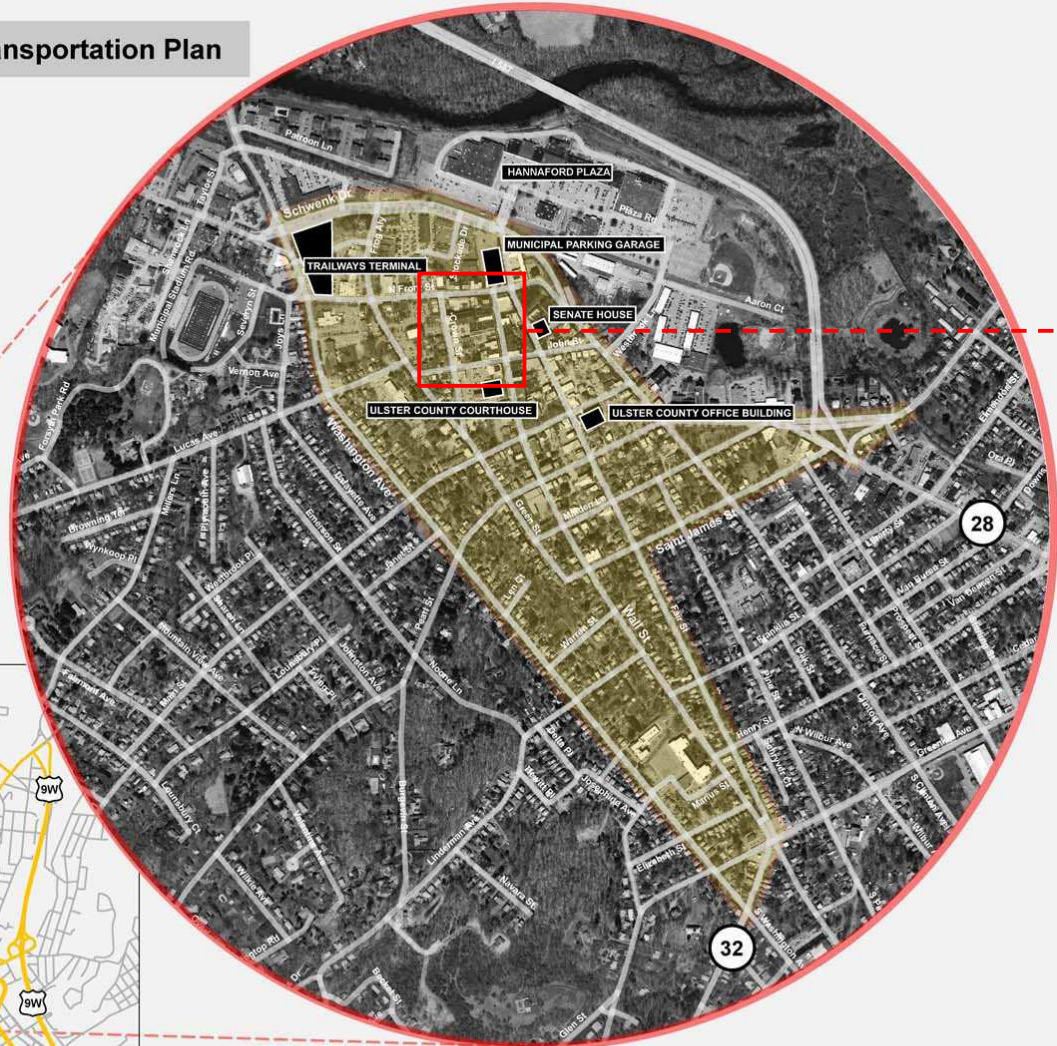
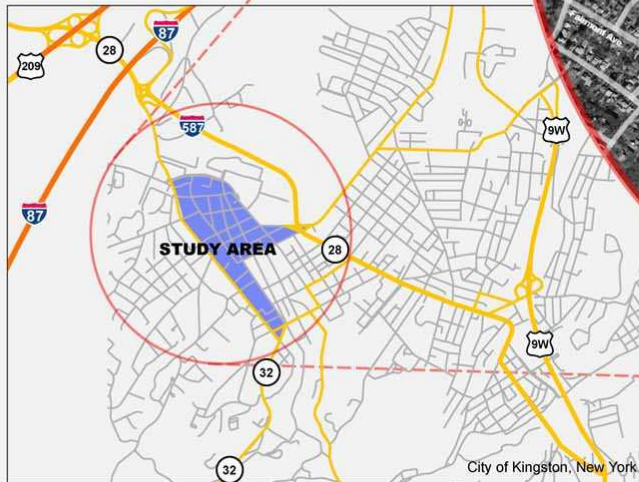
Draft Final Report - Restoration of the Pike Plan - Appendix O  
Preliminary Streetscape Improvement Recommendations  
October, 2008





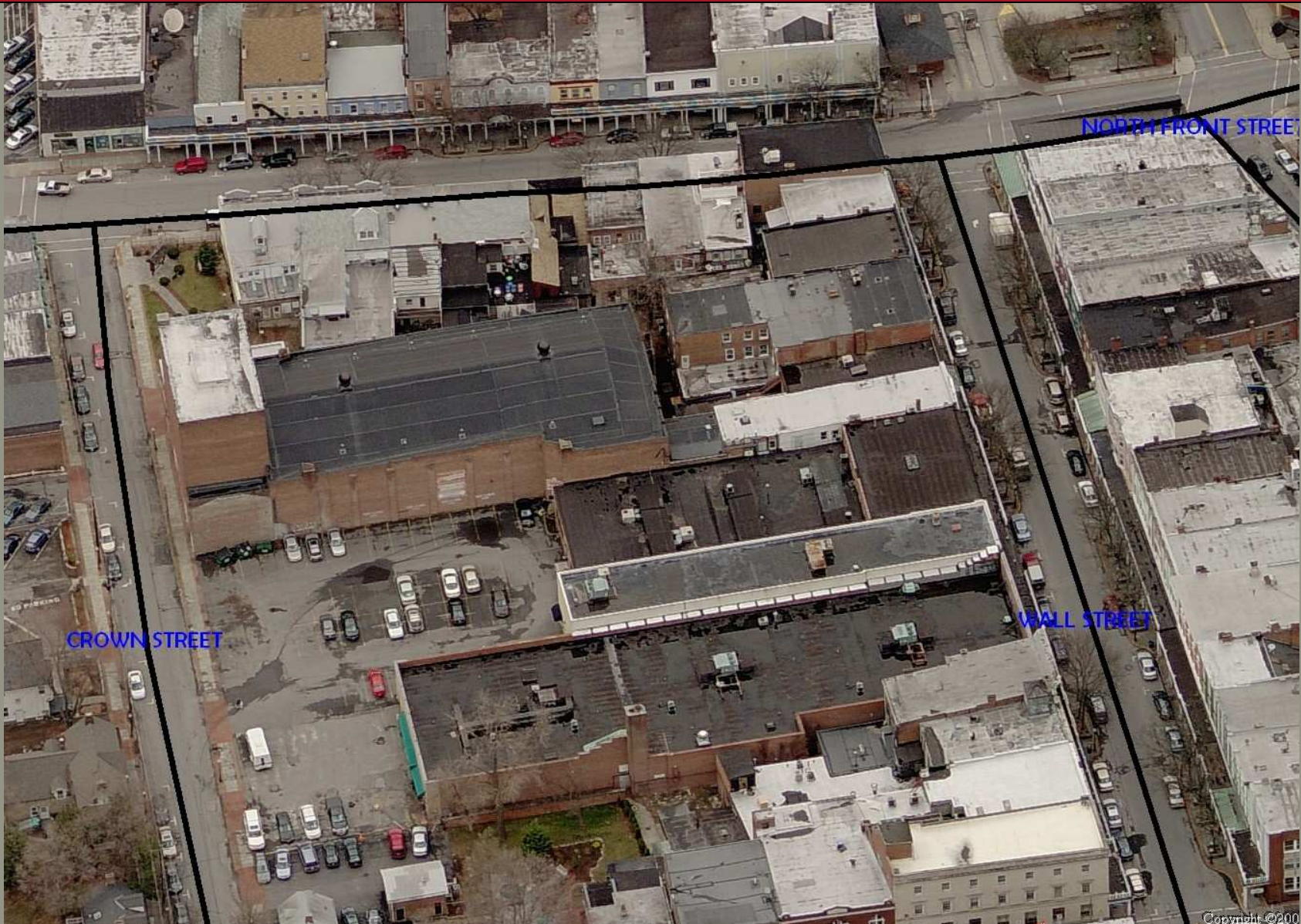
# Project Area

## City of Kingston Uptown Stockade Transportation Plan



STUDY AREA

# Project Area



# Immediate Goals



- Improve Streetscape
- Improve Pedestrian Safety
- Maintain Traffic Flow and Parking



# Approach

## *Site Evaluation*



Pedestrian crossings are poorly designed and poorly marked



No on-street bike facilities, low quality obsolete bike racks

# Approach

## *Site Evaluation*



Seat walls are well used but uncomfortable, benches are poorly placed



Mismatched street furnishings, sign clutter, it's dark under the canopy

# Approach

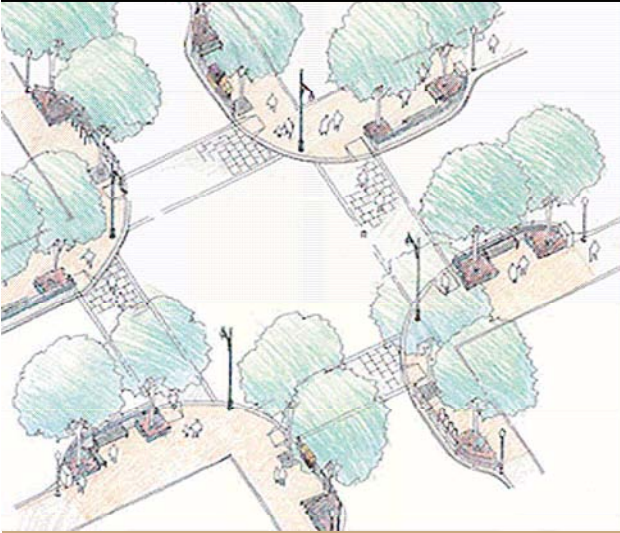
## *Site Evaluation*



Some trees are bursting from their planters, some are doing poorly

# Conceptual Design

## *Pedestrian Safety Toolbox*



an Snyder, Santa Barbara



*CURB EXTENSIONS*

*ADVANCED STOP BAR*

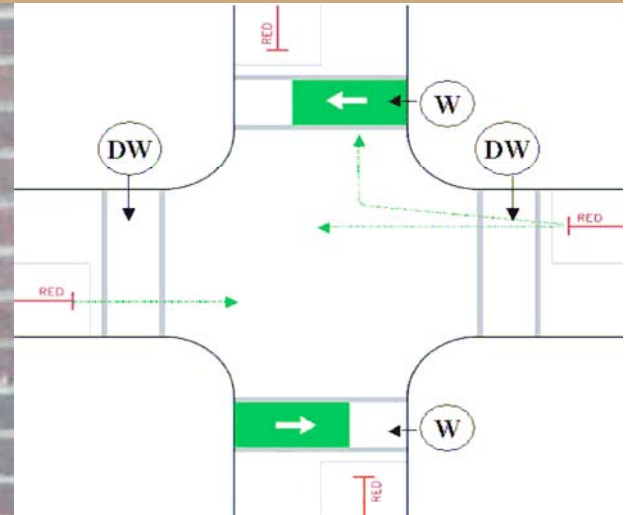
*HI-VIZ CROSSWALKS*



*YIELD TO PED SIGNS*



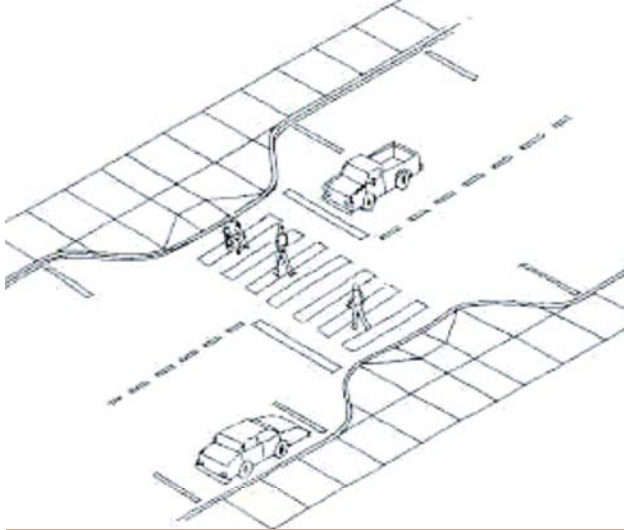
*COUNTDOWN SIGNALS*



*LPI*

# Conceptual Design

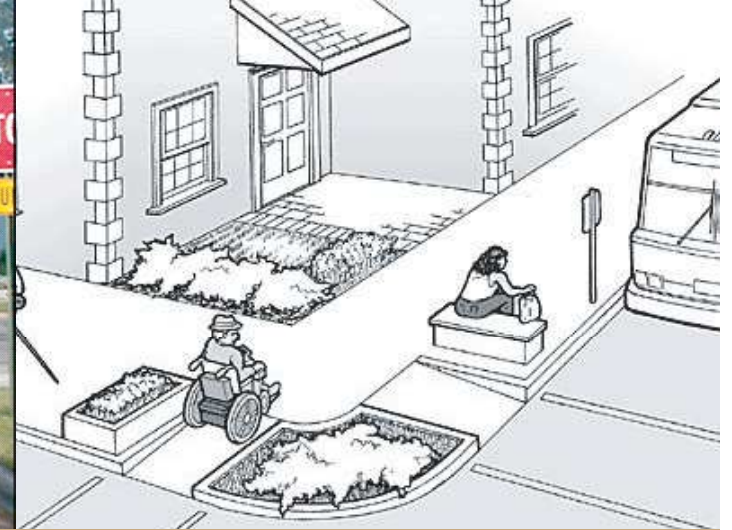
## *Pedestrian Safety Toolbox*



*MID BLOCK CROSSWALK*



*RAISED INTERSECTION*



*IMPROVED PED RAMPS*



*IMPROVED STRIPE AND SIGN*



*ACCESS MANAGEMENT*



*COMBINED ELEMENTS*

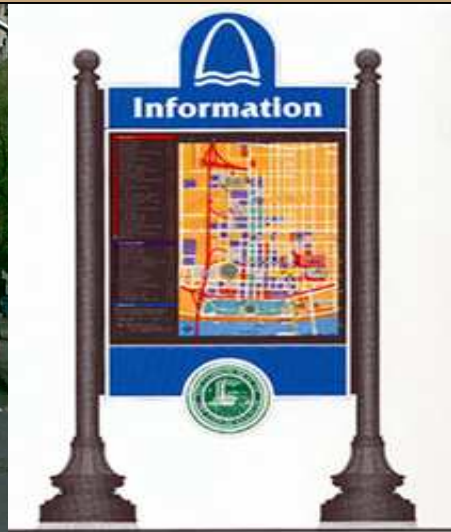


# Conceptual Design

## Streetscape Design



BIKE FACILITIES



WAYFINDING SIGNS



CITY FLOWERS



STORE OWNER FLOWERS



MORE FLOWERS

# Conceptual Design

## *Streetscape Design*



# Conceptual Design

## *Streetscape Design*



# Conceptual Design

## *Streetscape Design*

*Park @ Wall and N. Front Street  
Fountain and Flowers*



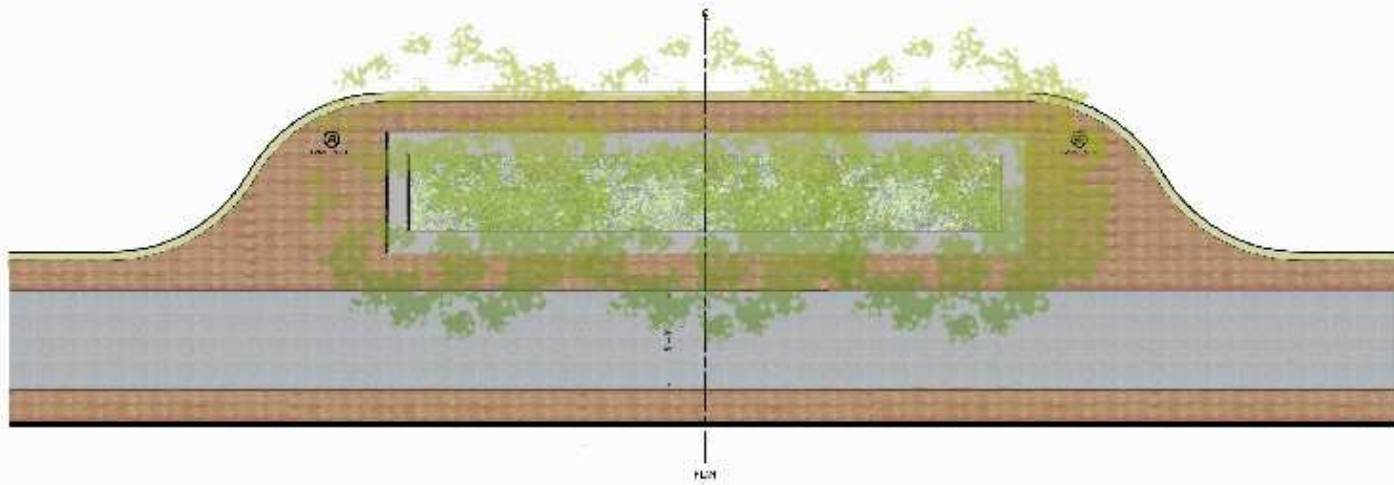
# Conceptual Design

*Combine Planters on Wall and North Front Street*



# Conceptual Design

*Combine Planters on Wall and North Front Street*



# Conceptual Design

*Combine Planters on Wall and North Front Street*



# Conceptual Design

*Replace Planter with Flush Pit and New Tree*





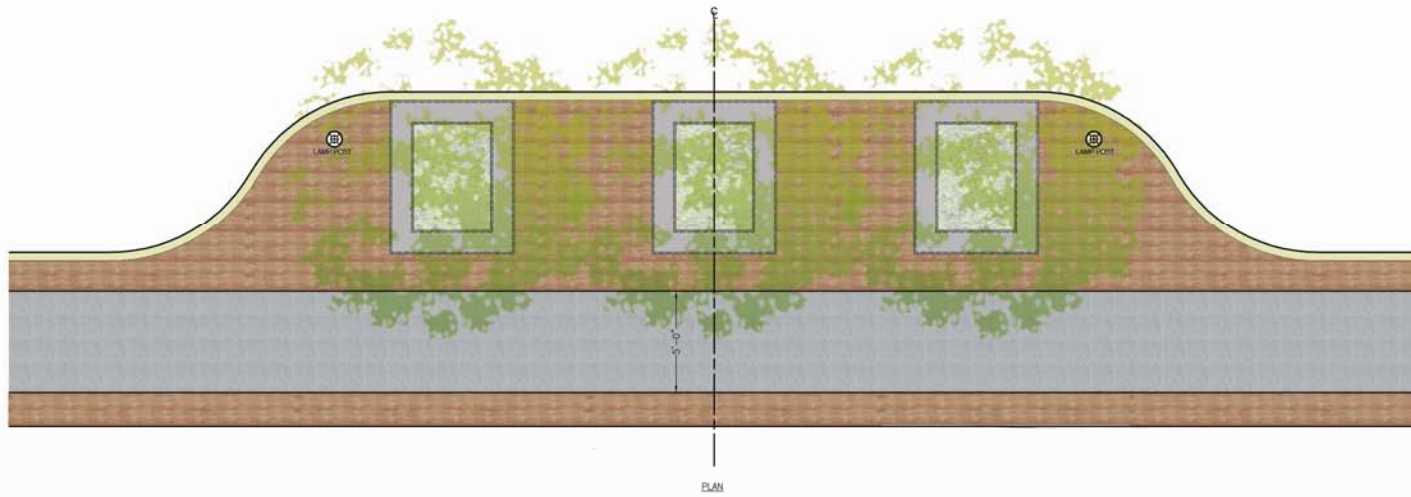
# Conceptual Design

*Replace Planter with New Benches and No Tree*

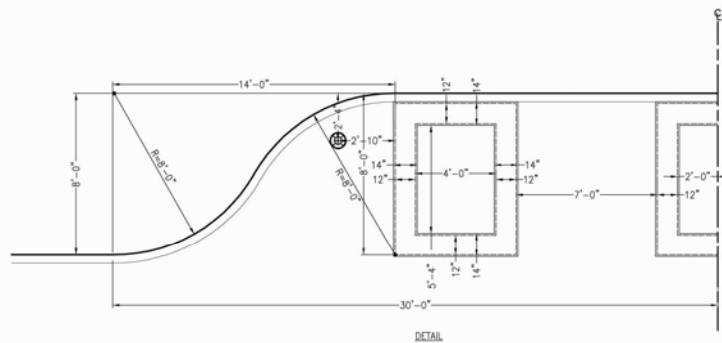


# Conceptual Design

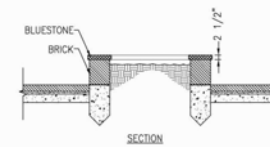
## Enlarge Planters on Wall and N. Front Street



PLAN  
PLANTING POCKETS & SIDEWALK (D)  
SCALE 1/8"=1'-0"



DETAIL



SECTION  
PLANTING POCKETS & SIDEWALK (A)  
SCALE 1/8"=1'-0"

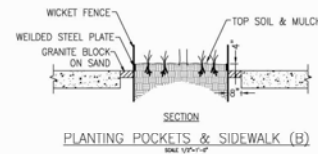
# Conceptual Design

*Enlarge Planters on Wall and N. Front Street*



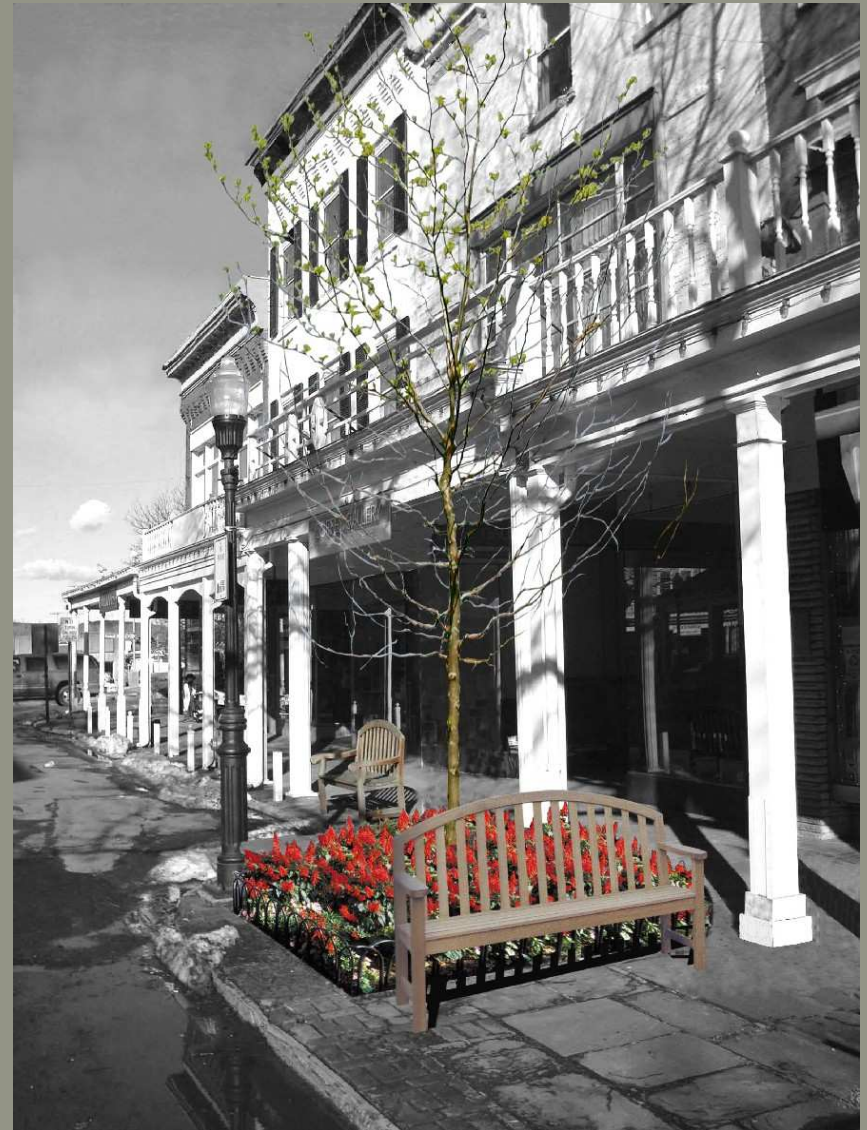
# Conceptual Design

## *Replace Planters on Wall and North Front Street*



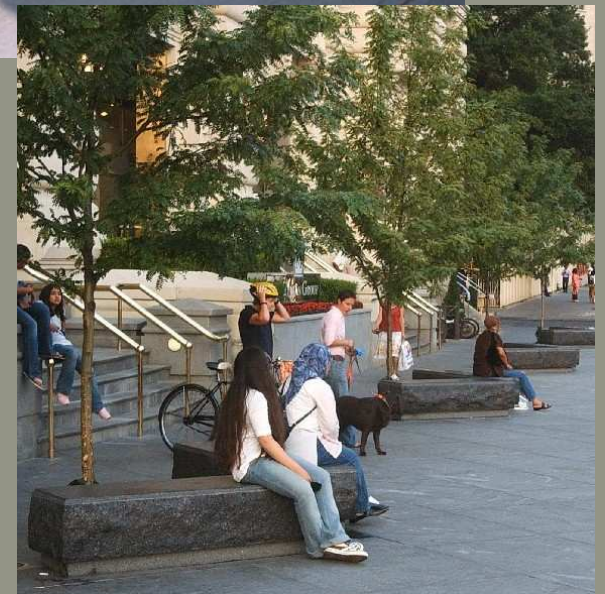
# Conceptual Design

*Replace Planter with Flush Pit and New Tree*



# Conceptual Design

## *Tree Pits Styles*



# **Appendix P**

## **Order-of-Magnitude Cost Estimates**

**CITY OF KINGSTON  
UPTOWN STOCKADE AREA TRANSPORTATION PLAN  
PRELIMINARY COST ESTIMATES**

**STREET DIRECTION REVERSAL**

Task 1 - Reverse Street directions along Wall Street and Fair Street	\$330,560
Task 2 - Reverse Street direction along North Front Street btw. Fair Street and Clinton Avenue	\$2,856
Task 3 - Reverse Street directions along John Street, Main Street, and Crown Street	\$100,432
<b>TOTAL</b>	<b>\$433,848</b>
<b>30% CONTINGENCY</b>	<b>\$564,000</b>

**GENERAL SIGNAL UPGRADES**

Task 4 - Install Traffic Signal and new crosswalks at Clinton Avenue and Jones Street/Westbrook Lane	\$52,150
Task 5 - Install Traffic Signal at Wall and Fair Streets at Boulevard/Greenkill Avenue (NY 32)	\$53,697
Task 6 - Traffic Signal Upgrade and Coordination along Washington Avenue	\$64,750
Task 7 - Traffic Signal Upgrade and Coordination within Uptown Stockade Area	\$91,000
Task 8 - Pretimed Coordination east of Washington Avenue/south of Pearl Street	\$40,400
Task 9 - Install pedestrian signals and push buttons at: Washington Avenue and North Front Street, Washington Avenue and Pearl Street, and Fair Street and Pearl Street	\$26,400
Task 10 - Install pedestrian signals and push buttons at: Washington Avenue and Schwenk Drive/Hurley Avenue, Fair Street Extension/Kingston Plaza and Schwenk Drive, and Albany Avenue and Maiden Lane	\$26,400
<b>TOTAL</b>	<b>\$354,797</b>
<b>30% CONTINGENCY</b>	<b>\$461,000</b>

**WALKABILITY/BIKEABILITY IMPROVEMENTS**

Task 11 - Striping	\$25,000
Task 12 - Miscellaneous (Sidewalk Repairs, Curb Repairs, Tree Cutting, Vegetation Removal, Utility Removal)	\$60,000
<b>TOTAL</b>	<b>\$85,000</b>
	<b>\$110,500</b>

**TRANSPORTATION SYSTEM ENHANCEMENT PLANNING**

Task 13A - Transportation System Enhancement Project (Low Option)	\$696,482
<b>30% CONTINGENCY</b>	<b>\$905,000</b>
Task 13B - Transportation System Enhancement Project (High Option)	\$2,308,351
<b>30% CONTINGENCY</b>	<b>\$3,000,000</b>



**Task 1 - Reverse Street Directions along Wall Street and Fair Street**

	<u>Quant</u>	<u>Cost</u>	<u>Total</u>
Remove Existing Foundations (each)	4	\$550.00	\$2,200.00
Install new Foundations (each)	4	\$1,500.00	\$6,000.00
Excavation and Backfill (LF)	160	\$58.00	\$9,280.00
Signal Cable (LF)	400	\$5.50	\$2,200.00
Conduit (LF)	200	\$20.00	\$4,000.00
Controller (each)	1	\$5,000.00	\$5,000.00
Pedestrian Signal Pole (each)	2	\$750.00	\$1,500.00
Traffic Signal Pole (each)	2	\$850.00	\$1,700.00
Mast Arm Assembly (each)	2	\$1,500.00	\$3,000.00
Pedestrian Signal (each)	8	\$750.00	\$6,000.00
Push buttons (each)	8	\$350.00	\$2,800.00
<b>TOTAL</b>			<b>\$43,680.00</b>

**Total Cost for 7 intersections** \$305,760.00

**Striping**

Stop Bars= 960 LF/intersection  
Crosswalks = 960 LF/intersection  
 Total = 1920 LF/intersection X 18 intersections= 34560 LF

Cost	34560	\$0.65	\$22,464.00
Say			\$23,000.00

**Signage**

Signs	Cost	
30	\$60.00	\$1,800.00

**Total** **\$330,560.00**

**Task 2 - Reverse Street Direction along North Front Street btw. Fair Street and Clinton Avenue**

**Striping**

Stop Bars= 960 LF/intersection  
Crosswalks = 960 LF/intersection  
 Total = 1920 LF/intersection X 2 intersections= 3840 LF

Cost	3840	\$0.65	\$2,496.00
------	------	--------	------------

**Signage**

Signs	Cost	
6	\$60.00	\$360.00

**Total** **\$2,856.00**

**Task 3 - Reverse Street Directions along John Street, Main Street and Crown Street**

**Traffic Signals**

<u>Signals</u>	<u>Cost</u>	<u>Total</u>
2	44000	88000

**Striping**

Stop Bars= 960 LF/intersection  
Crosswalks = 960 LF/intersection  
 Total = 1920 LF/intersection X 9 intersections= 17280 LF

Cost	17280	\$0.65	\$11,232.00
------	-------	--------	-------------

**Signage**

Signs	Cost	
20	\$60.00	\$1,200.00

**Total** **\$100,432.00**

**Task 4 - Install Traffic Signal and New Crosswalks at Clinton Avenue and Jones Street/  
Westbrook Lane**

	<u>Quant</u>	<u>Cost</u>	<u>Total</u>
Install new Foundations (each)	5	\$1,500.00	\$7,500.00
Excavation and Backfill (LF)	220	\$58.00	\$12,760.00
Signal Cable (LF)	580	\$5.50	\$3,190.00
Conduit (LF)	200	\$20.00	\$4,000.00
Controller (each)	1	\$5,000.00	\$5,000.00
Pedestrian Signal Pole (each)	4	\$750.00	\$3,000.00
Traffic Signal Pole (each)	4	\$850.00	\$3,400.00
Mast Arm Assembly (each)	3	\$1,500.00	\$4,500.00
Pedestrian Signal (each)	8	\$750.00	\$6,000.00
Push buttons (each)	8	\$350.00	\$2,800.00
<b>TOTAL</b>			<b>\$52,150.00</b>

**Task 5 - Install Traffic Signal at Wall and Fair Streets and Boulevard/Greenkill Avenue  
(NY 32)**

	<u>Quant</u>	<u>Cost</u>	<u>Total</u>
Install new Foundations (each)	5	\$1,500.00	\$7,500.00
Excavation and Backfill (LF)	220	\$58.00	\$12,760.00
Signal Cable (LF)	580	\$5.50	\$3,190.00
Conduit (LF)	200	\$20.00	\$4,000.00
Controller (each)	1	\$5,000.00	\$5,000.00
Pedestrian Signal Pole (each)	4	\$750.00	\$3,000.00
Traffic Signal Pole (each)	4	\$850.00	\$3,400.00
Mast Arm Assembly (each)	3	\$1,500.00	\$4,500.00
Pedestrian Signal (each)	8	\$750.00	\$6,000.00
Push buttons (each)	8	\$350.00	\$2,800.00
<b>TOTAL</b>			<b>\$52,150.00</b>

**Striping**

Stop Bars= 960 LF/intersection  
 Crosswalks = 1420 LF/intersection  
 Total = 1920 LF/intersection X 1 intersections= 1920 LF

Cost	2380	\$0.65	\$1,547.00
<b>TOTAL</b>			<b>\$53,697.00</b>

**Task 6 - Traffic Signal Upgrades and Coordination along Washington Avenue**

	<u>Quant.</u>	<u>Cost</u>	<u>Total</u>
Replace existing controllers	6	\$5,000.00	\$30,000.00
Interconnection cable	4500	\$5.50	\$24,750.00
Installation	1	\$10,000.00	\$10,000.00
<b>TOTAL</b>			<b>\$64,750.00</b>

**Task 7 - Traffic Signal Upgrades and Coordination within Uptown Stockade Area**

	<u>Quant.</u>	<u>Cost</u>	<u>Total</u>
Replace existing controllers	3	\$5,000.00	\$15,000.00
Interconnection cable	12000	\$5.50	\$66,000.00
Installation	1	\$10,000.00	\$10,000.00
<b>TOTAL</b>			<b>\$91,000.00</b>

**Task 8 - Pretimed Coordinated east of Washington Avenue btw. St. James Street and  
Henry Street Inclusive**

	<u>Quant.</u>	<u>Cost</u>	<u>Total</u>
Replace existing controllers	4	\$5,000.00	\$20,000.00
Interconnection cable	2800	\$5.50	\$15,400.00
Installation	1	\$5,000.00	\$5,000.00
<b>TOTAL</b>			<b>\$40,400.00</b>

**Task 9 - Install pedestrian signals and push buttons at: Washington Avenue and North Front Street, Washington Avenue and Pearl Street, and Fair Street and Pearl Street**

	Quant.	Cost	Total
Pedestrian signal (each)	24	\$750.00	\$18,000.00
Pedestrian push button (each)	24	\$350.00	\$8,400.00
<b>TOTAL</b>			<b>\$26,400.00</b>

**Task 10 - Install pedestrian signals and push buttons at: Washington Avenue and Schwenk Drive/Hurley Avenue, Fair Street Extension/Kingston Plaza and Schwenk Drive, and Albany Avenue and Maiden Lane**

	Quant.	Cost	Total
Pedestrian signal (each)	24	\$750.00	\$18,000.00
Pedestrian push button (each)	24	\$350.00	\$8,400.00
<b>TOTAL</b>			<b>\$26,400.00</b>

**Task 11 - Striping**

Stop Bars= 960 LF/intersection  
 Crosswalks = 960 LF/intersection  
 Total = 1920 LF/intersection X 12 intersections= 23040 LF

Cost	38000	\$0.65	\$24,700.00
<b>TOTAL</b>			<b>\$24,700.00</b>
Say			<b>\$25,000.00</b>

**Task 12 - Miscellaneous (Sidewalk Repairs, Curb Repairs, Tree Cutting, Vegetation Removal, Utility Removal)**

Lump Sum **\$60,000.00**

**Task 13 - North Front Street and Wall Street Streetscape Improvements**

	<b>Unit</b>	<b>Quant</b>	<b>Cost</b>	<b>Total Hi Option</b>	<b>Total Low Option</b>
Roadway milling - 2 inches	sq. ft	34760	\$0.10		\$3,476.00
Roadway Resurfacing (2" asphalt)	ton	434.4	\$120.00		\$52,128.00
Roadway milling - 8 inches	sq. ft	34760	\$0.50	\$17,380.00	
Roadway Resurfacing (8" asphalt)	ton	1300.0	\$120.00	\$156,000.00	
New stone curb	lf	2314	\$70.00	\$161,980.00	
New concrete curb	lf	2314	\$25.00		\$57,850.00
Imprint Crosswalks	sq. ft	1211	\$25.00	\$30,275.00	
Install granite pavers on concrete base in parking stalls	sq. ft	7108	\$120.00	\$852,960.00	
Install imprint in parking stalls	sq. ft	7108	\$25.00		\$177,700.00
Replace existing trees/planters with new trees in decorative pits	each	22	\$5,000.00	\$110,000.00	
Remove select trees/planters, patch/repair remaining planters	LS	1	\$25,000.00		\$25,000.00
Install new brick and bluestone sidewalks	sq. ft	26702	\$28.00	\$747,656.00	
Install new tinted concrete sidewalks	sq. ft	26702	\$14.00		\$373,828.00
Benches	each	18	\$1,200.00	\$21,600.00	
Trash receptacles	each	6	\$1,500.00	\$9,000.00	
Info sign kiosks (lighted)	each	3	\$15,000.00	\$45,000.00	
Bike racks	each	10	\$650.00	\$6,500.00	\$6,500.00
Park improvements at intersection of Wall and North Front	each	1	\$150,000.00	\$150,000.00	
<b>TOTAL</b>				<b>\$2,308,351.00</b>	<b>\$696,482.00</b>
<b>Contingency @ 30%</b>				<b>\$3,000,856.30</b>	<b>\$905,426.60</b>
<b>Total</b>				<b>\$3,000,856.30</b>	<b>\$905,426.60</b>