BROADWAY, VAN DAM STREET, AND CHURCH STREET

CITY OF SARATOGA SPRINGS, SARATOGA COUNTY

DRAFT

TRAFFIC ASSESSMENT

February 27, 2025
MJ Project #778.02

PREPARED FOR:

City of Saratoga Springs
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Saratoga Springs, NY
12866-2207

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MJ Engineering
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APPENDICES

1.0 INTRODUCTION

Need for the Study:

A large portion of the Broadway/Van Dam Street/Church Street triangular study area is situated within the West Side Historic District. The area includes a mix of both residential and commercial properties, while being saddled with a significant quantity of vehicular traffic attempting to travel through the City of Saratoga Springs. The entire length of Van Dam Street is designated as an Access Highway by the New York State Department of Transportation, allowing heavy vehicles to legally use the city street to connect between the Route 9 & 50 arterial and points west. Over time, residential neighbors, adjacent businesses, and institutions have felt increasingly unsafe traversing this road corridor due to a lack of pedestrian friendly infrastructure. Residents have also reported damage to personal property, noise impacts and air quality impacts as a result of the heavy vehicle traffic on Van Dam Street.

The City of Saratoga Springs desires to revitalize the neighborhood by implementing improved pedestrian traffic infrastructure, traffic calming implementations, and building a safe network of streets and sidewalks that will assist in reconnecting the community.

The City of Saratoga Springs, Department of Public Works (DPW) requested professional engineering services to perform an investigation of the Broadway/Van Dam Street/Church Street roadway corridors to provide recommendations for road construction, Right-of-Way (ROW) impacts, pedestrian and traffic improvements within this corridor study area.

On August 7, 2024, M.J. Engineering, Architecture, Landscape Architecture, and Land Surveying, P.C. (MJ) entered into a contract with the City of Saratoga Springs to conduct a Traffic Impact Study (TIS) for Broadway, Van Dam Street, and Church Street triangular section within the City. Included in this TIS are twelve (12) intersections along Van Dam Street and Church Street. The intersections analyzed as part of this study are as follows:

1. Van Dam Street / Church Street / Van Dorn Street / Walworth Street
2. Van Dam Street / Wells Street
3. Van Dam Street / Russell Street
4. Van Dam Street / Lawrence Street
5. Van Dam Street / Clinton Street
6. Van Dam Street / State Street
7. Van Dam Street / Woodlawn Avenue
8. Van Dam Street / North Broadway / Broadway / NY Route 9&50
9. Church Street / Broadway / Lake Avenue
10. Church Street / Woodlawn Avenue
11. Church Street / Clinton Street
12. Church Street / Lawrence Street / West Harrison Street

The purpose of the study:

1. Investigate the existing conditions of the subject area.
2. Review City, State, and Federal ordinances pertinent to the study.
3. Receive and coordinate input from the public, industries, schools, and involved agencies that will aid in the conclusions and recommendations for the study.

4. Provide schematic concepts that show improvements and associated preliminary cost estimates. The potential concept improvements will demonstrate a short-term or long-term improvement.
5. Provide a DRAFT Report for review, comment and coordination.
6. Provide a FINAL Report that includes:
    a. Potential traffic calming measures.
    b. Potential pedestrian improvements to aid in safety and re-connectivity across Van Dam Street to Downtown Saratoga Springs.
    c. Short-term and Long-term recommendations that follow the NYSDOT highway traffic law.

A project location map of the study area and subject intersections is shown below in **Figure 1**.

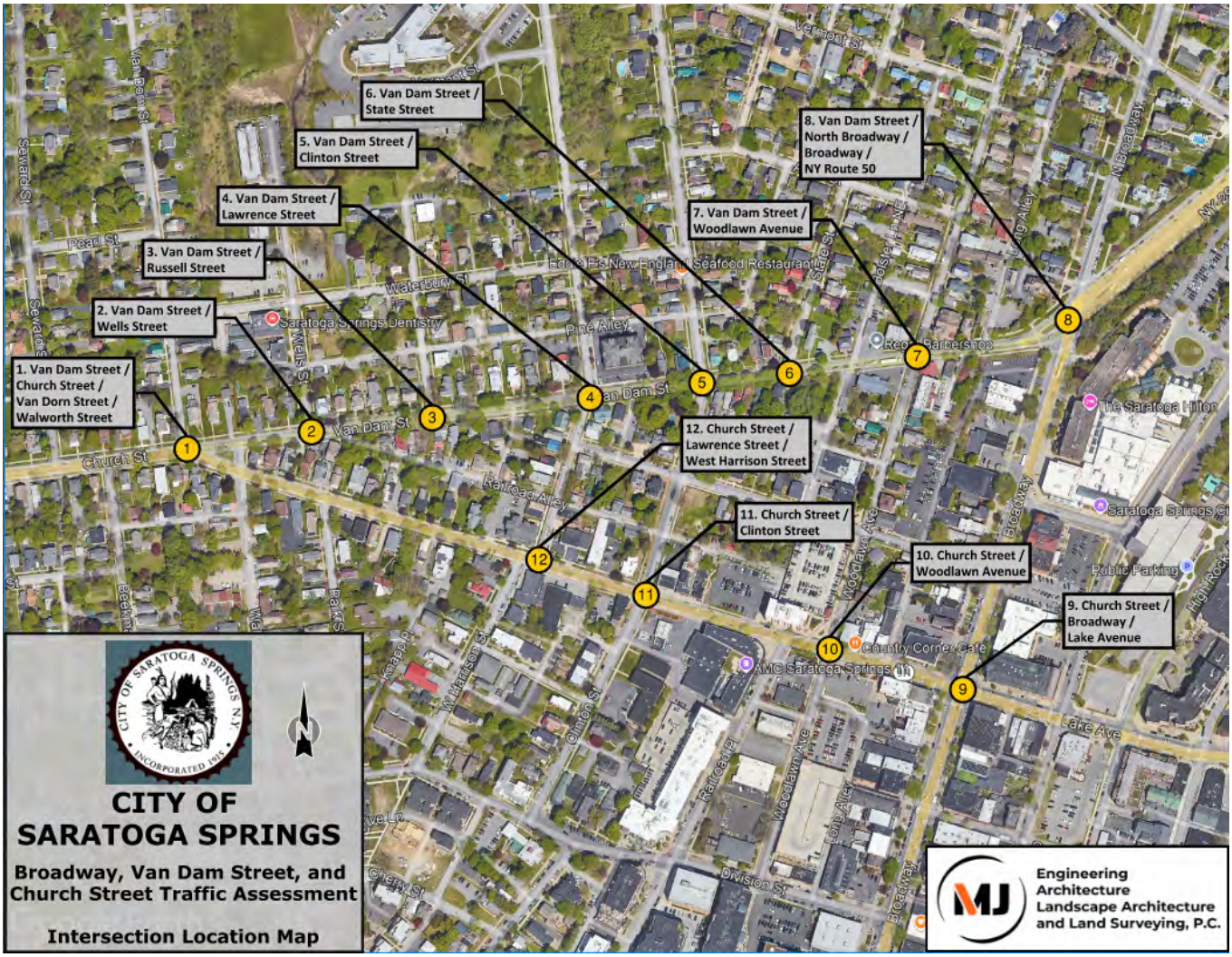

Figure 1 – Overall Project Location Map

2.0 EXISTING CONDITIONS

The study area requires a thorough understanding of the existing transportation conditions including roadway geometry, traffic control, daily and peak hour traffic flow, and multimodal accommodations. Each of these elements are described in detail below.

The transportation network within the study area is comprised of three main corridors, Van Dam Street, Church Street, and Broadway. These roadways provide direct access to residential and commercial land uses and serve as travel corridors for commuter and commercial through traffic.

2.1 ROADWAY CHARACTERISTICS

Descriptions of the study area roadways and intersections are included below. **Table 1** summarizes the functional classification, roadway cross-section, posted speed limit, Average Annual Daily Traffic (AADT) volume for the study area roadways and AADT for tractor trailers. The AADT data included in **Table 1** is based on 24-hour traffic volume data obtained using Automatic Traffic Recorders (ATR's).

Table 1
ROADWAY CLASSIFICATION CHARACTERISTICS

Location	Urban Functional Class	Cross-section	Posted Speed	AADT	Heavy Vehicle AADT	Heavy Vehicle %	Tractor Trailer AADT	Tractor Trailer %
Van Dam Street	Local	2, 11-12 ft lanes	30 mph	9,583	731	7.6%	187	2.0%
Church Street	Minor Arterial	2, 11-12 ft lanes	30 mph	5,830	329	5.6%	65	1.1%
Broadway	Principal Arterial	4, 11-12 ft lanes	30 mph	9,908	372	3.8%	68	0.7%

The Federal Highway Administration (FHWA) developed a standardized vehicle classification to determine the different classifications of vehicles that are on the road. There are currently 13 different classifications of vehicles defined by the FHWA. (**See Figure 2).**

NYSDOT considers classifications 4 through 13 as heavy vehicles. For the purposes of this report, we will also include a tractor trailer designation, defined as classifications 8 through 13. Buses and single unit trucks (classifications 4 through 7) are not part of the classification of tractor trailers but are included in the heavy vehicle designation.

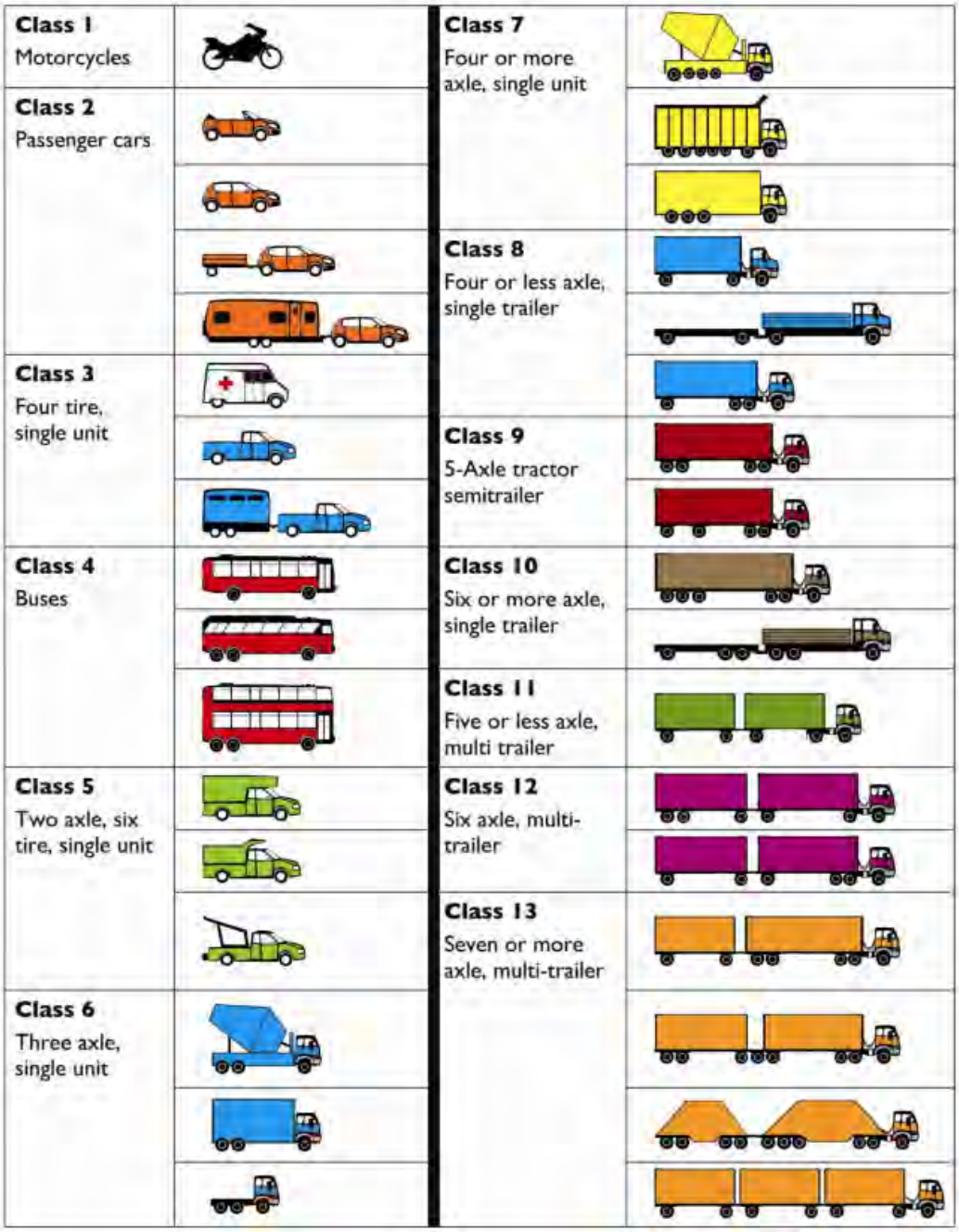

Figure 2 – FHWA Vehicle Classification

Van Dam Street

Van Dam Street is classified as an urban local road providing east-west travel through the City of Saratoga Springs from the intersection of Church Street / Van Dorn Street to the intersection of Broadway / North Broadway and NY Route 9&50. Van Dam Street is a curbed two-lane roadway with a curb-to-curb width of approximately 30 feet from Broadway to Clinton Street and approximately 32 feet from Clinton Street to Church Street. Double yellow centerline markings are present between Broadway and Woodlawn Avenue and extend from the Church Street intersection approximately 180 feet east to the driveway for 145 Van Dam Street. No centerline markings are present from Woodlawn Avenue to the driveway for 145 Van Dam Street. Alternate side on-street parking is allowed, with signs posted prohibiting parking for 24 hours starting at 8 AM Mondays, Wednesdays, and Fridays on the north side of Van Dam Street and for 24 hours starting at 8 AM Tuesdays, Thursdays, Saturdays and Sundays on the south side of Van Dam Street. The posted speed limit on Van Dam Street in the study area is 30 mph. There are existing pedestrian facilities along the north and south sides of Van Dam Street including sidewalks and curb ramps. There are three intersections with marked crosswalk along Van Dam Street: Woodlawn Avenue, Clinton Street, and Church Street.

The existing geometric and traffic operations features of Van Dam Street do not preclude safe and efficient operations. There are no lane width, horizontal curvature, roadway grade, intersection geometric, or vehicle mix issues to prevent normal traffic operations from occurring.

In 1987, Van Dam Street from NY 9&50 to Church Street was designated as an access highway by the New York State Department of Transportation, allowing Surface Transportation Assistance Act (STAA) vehicles and 53-foot trailers to travel the roadway. STAA vehicles include tractor trailer combinations greater than 65 feet, tractors with 28-foot tandem trailers, maxi-cubes, triple saddle mounts, stinger-steered auto carriers, and boat transporters.

Figure 3 – Van Dam Street Existing Cross-Section

Church Street (NY Route 9N)

Church Street is classified as an urban minor arterial providing east-west travel through the City of Saratoga Springs. In the study area, Church Street has a 32-foot curb-to-curb width from Van Dam Street to Railroad Place. East of Railroad Place, the curb-to-curb width increases and varies from 34 feet at Woodlawn Avenue to 42 feet at Broadway. Double yellow and turn lane markings exist between Woodlawn Avenue and Broadway, while no pavement markings exist between Walworth Street and Woodlawn Avenue. A double yellow centerline marking is present from the signalized Van Dam Street intersection to Walworth Street. Alternate side on-street parking is allowed from Van Dam Street to Clinton Street, with signs posted prohibiting parking for 24 hours starting at 8 AM Mondays,

Wednesdays, and Fridays on the north side of Church Street and for 24 hours starting at 8 AM Tuesdays, Thursdays, Saturdays and Sundays on the south side of Church Street. From Clinton Street to Broadway, parking is allowed on only one side of Church Street with a 3-hour limit between the hours of 9 AM to 6 PM. The posted speed limit on Church Street in the study area is 30 mph. There are existing pedestrian facilities along the north and south sides of Church Street including sidewalks and curb ramps. Currently there are four intersections along Church Street that provide at least one marked crosswalk: Clinton Street, Railroad Place, Woodlawn Avenue, and Broadway.

Figure 4 – Church Street Existing Cross-Section

Broadway (NY Route 9&50)

Broadway is classified as an urban principal arterial providing North-South travel through the downtown of the City of Saratoga Springs. In the study area, Broadway is a four-lane roadway with two 11-foot to 12-foot-wide travel lanes in each direction with 8-foot to 10-foot-wide on-street parking lanes. The posted speed limit on Broadway in the study area is 30 mph. There are existing pedestrian facilities along Broadway along the east and west sides of Broadway including sidewalks, curb ramps, pedestrian signal equipment and marked crosswalks.

Figure 5 – Broadway Existing Cross-Section

Study Area Intersections

Intersection 1 – Van Dam Street / Church Street / Van Dorn Street / Walworth Street

The Van Dam Street / Church Street / Van Dorn Street / Walworth Street intersection is a four-leg intersection operating under traffic signal control. The westbound Van Dam Street approach provides a single lane for through and right-turning movements. The northwest-bound Church Street approach

consists of a single lane for through and right-turning movements. The Church Street eastbound approach consist of one single lane for left, through and right-turning movements. Walworth Street is an offset spur of the intersection to the east of Van Dorn Street, the northbound approach of Walworth Street consists of a single lane for left and right turning movements. The Walworth Street leg of the intersection is mainly used for westbound vehicles on Van Dam Street to access Church Street and westbound vehicles on Church Street to access Van Dam Street. There are existing pedestrian facilities along the Church Street eastbound approach of the intersection consisting of a striped crosswalk and pedestrian signal equipment. There are also existing curb ramps along the Van Dorn Street approach without a marked crosswalk or pedestrian signals.

Figure 6 – Van Dam Street / Church Street / Van Dorn Street / Walworth Street

Intersection 2 – Van Dam Street / Wells Street

The Van Dam Street / Wells Street intersection is a three-leg unsignalized intersection controlled by a stop sign along the southbound Wells Street approach. The eastbound Van Dam Street approach consists of a single lane for through and left-turning movements. The westbound Van Dam Street approach consists of a single lane for through and right-turning movements. The southbound Wells Street approach consist of a single lane for left and right-turning movements. There are no existing marked crosswalks at the intersections. Currently there are curb ramps provided along the southbound Wells Street approach of the intersection without a marked crosswalk.

Figure 7 – Van Dam Street / Wells Street

Intersection 3 – Van Dam Street / Russell Street

The Van Dam Street / Russell Street intersection is a three-leg unsignalized intersection controlled by a stop sign along the southbound Russell Street approach. The eastbound Van Dam Street approach consists of a single lane for through and left-turning movements. The westbound Van Dam Street approach consists of a single lane for through and right-turning movements. The southbound Russell Street approach consist of a single lane for left and right-turning movements. There are no existing marked crosswalks at the intersection. Currently there are curb ramps provided along the southbound Russell Street approach of the intersection without a marked crosswalk.

Figure 8 – Van Dam Street / Russell Street

Intersection 4 – Van Dam Street / Lawrence Street

The Van Dam Street / Lawrence Street intersection is a four-leg unsignalized intersection controlled by stop signs along the northbound and southbound Lawrence Street approaches. All approaches to the intersection provide a single lane for left/through and right-turning movements. There are no existing marked crosswalks at the intersection. Currently there are curb ramps provided at each corner of the intersection.

Figure 9 – Van Dam Street / Lawrence Street

Intersection 5 – Van Dam Street / Clinton Street

The Van Dam Street / Clinton Street intersection is a four-leg intersection operating under traffic signal control. All approaches to the intersection provide a single lane for left/through and right-turning movements. Currently there are curb ramps located at each corner of the intersection with marked crosswalks along all approaches to the intersection. There is no existing pedestrian signal equipment provided for the pedestrian crossings. This intersection has elevated volumes of pedestrian traffic, as Clinton Street connects Skidmore college to downtown Saratoga Springs.

Figure 10 – Van Dam Street / Clinton Street

Intersection 6 – Van Dam Street / State Street

The Van Dam Street / State Street intersection is a three-leg unsignalized intersection controlled by a stop sign along the southbound State Street approach. The eastbound Van Dam Street approach consists of a single lane for through and left-turning movements. The westbound Van Dam Street approach consists of a single lane for through and right-turning movements. The southbound State Street approach consist of a single lane for left and right-turning movements. There are no existing marked crosswalks at the intersection. Currently there are curb ramps provided along the southbound State Street approach of the intersection without a marked crosswalk.

Figure 11 – Van Dam Street / State Street

Intersection 7 – Van Dam Street / Woodlawn Avenue

The Van Dam Street / Woodlawn Avenue intersection is a four-leg unsignalized intersection controlled by stop signs along the northbound and southbound Woodlawn Avenue approaches. All approaches to the intersection provide a single lane for left/through and right-turning movements. Currently there are curb ramps provided at each corner of the intersection with only one crosswalk provided across the eastern Van Dam Street approach. Pedestrian warning signs with left downward pointing arrows are posted on the right side of both the eastbound and westbound Van Dam Street approaches.

Figure 12 – Van Dam Street / Woodlawn Avenue

Intersection 8 – Van Dam Street / North Broadway / Broadway / NY Route 9&50

The Van Dam Street / North Broadway / Broadway / NY Route 9&50 intersection is a four-leg signalized intersection operating under traffic signal control. The eastbound Van Dam Street approach consists of a single lane for left/through and right-turning movements. The southbound North Broadway approach consists of a single lane for through and right-turning movements. The northbound Broadway approach consist of two lanes, the left lane accommodates left/through and right turning movements and the right lane accommodates right turning movements. The westbound NY Route 9&50 approach consist of three lanes, two lanes for left-turning movements and a lane for through movements. Currently there are curb ramps with marked crosswalks and pedestrian signal equipment along each approach to the intersection.

Figure 13 – Van Dam Street / North Broadway / Broadway / NY Route 9&50

Intersection 9 – Church Street / Broadway / Lake Avenue

The Church Street / Broadway / Lake Avenue intersection is a four-leg signalized intersection operating under traffic signal control. The northbound and southbound Broadway approaches consist of two lanes, one lane for through and left-turning movements and a lane for through and right-turning movements. The eastbound Church Street approach consist of two lanes, one lane for left-turning movements and a lane for through and right-turning movements. The Lake Avenue approach consists of two lanes, one for left-turning movements and a lane for through and right-turning movements. Currently there are curb ramps with marked crosswalks and pedestrian signal equipment along each approach to the intersection.

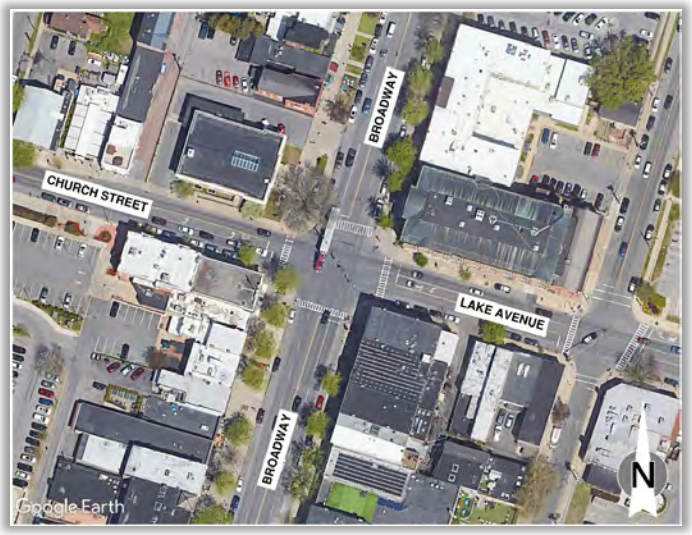

Figure 14 – Church Street / Broadway / Lake Avenue

Intersection 10 – Church Street / Woodlawn Avenue

The Church Street / Woodlawn Avenue intersection is a four-leg unsignalized intersection controlled by stop signs along the northbound and southbound Woodlawn Avenue approaches. All approaches to the intersection provide a single lane for left/through and right-turning movements. Currently there are curb ramps with marked crosswalks along all approaches to the intersection.

Figure 15 – Church Street / Woodlawn Avenue

Intersection 11 – Church Street / Clinton Street

The Church Street / Clinton Street intersection is a four-leg intersection operating under traffic signal control. All approaches to the intersection provide a single lane for left/through and right-turning movements. Currently there are curb ramps with marked crosswalks and pedestrian signal equipment for each approach to the intersection.

Figure 16 – Church Street / Clinton Street

Intersection 12 – Church Street / Lawrence Street / West Harrison Street

The Church Street / Lawrence Street / West Harrison Street intersection is a four-leg unsignalized intersection controlled by stop signs along the northbound West Harrison Street approach and the southbound Lawrence Street approach. The Church Street eastbound and westbound approaches to the intersection provide a single lane for left/through and right turning movements. The northbound and southbound approaches provide a single lane for left and right-turning movements. There are currently curb ramps at all corners of the intersection without marked crosswalks.

Figure 17 – Church Street / Lawrence Street / West Harrison Street

2.2 WEST SIDE HISTORIC DISTRICT

The West Side Historic District of Saratoga Springs, which encompasses Van Dam Street and Church Street within the study area, is a nationally recognized cultural and architectural heritage area listed on the National Register of Historic Places by the State Historic Preservation Office (SHPO) of New York State Parks, Recreation and Historic Preservation in 1994. This designation reflects the area's rich historical and architectural significance, preserving a key portion of the city's nineteenth-century development.

The West Side Historic District forms part of the broader Saratoga Springs' historical landscape, and its boundaries are defined as the area west of Broadway, north of West Circular Street, east of the boundary marking the inner-city limits, and south of Greenfield Avenue. The district is positioned within two survey areas and is directly associated with the Franklin Square Historic District, which was listed in 1973, further underscoring its historical importance. The district's boundaries mirror both current urban conditions and the historic evolution of the neighborhood, a reflection of the city's growth and transformation during the 19th century.

During this period, the West Side of Saratoga Springs emerged as a vibrant community influenced by early land grants and, later, the significant impact of the railroad. The arrival of railroads played a pivotal role in shaping the local economy and population, facilitating not only increased transportation and commerce but also population growth. This development was further accelerated by Saratoga Springs' emergence as a prominent resort town in the 19th century, where the West Side became a central area for working-class residents.

The architecture of the district is characterized by approximately 600 properties, including over 500 historic wood-frame houses. The residences, particularly along Franklin Square, Church Street, Woodlawn Street, Clinton Street, and Van Dam Street, are typically two-story townhouses with architectural details that showcase the economic and social significance of the area.

Overall, the West Side Historic District is a significant and cohesive area within Saratoga Springs, offering a glimpse into the city's historical development and the lives of its residents during the 19th century. The preservation of this district is vital not only for its cultural and architectural heritage but also for its role in understanding the broader historical narrative of Saratoga Springs. The continued protection of the West Side Historic District is essential to maintaining the character and integrity of the neighborhood, which remains a key part of the city's identity.

2.3 ZONING AND LAND USE

Land use along the Van Dam Street corridor is primarily residential with a few commercial parcels at the east end, specifically the Regal Barbershop and the Bride & Gown bridal store adjacent to the intersection with Woodlawn Avenue. The zoning map is included in **Appendix H**.

Land use along the Church Street corridor is split between residential and commercial parcels. The residential parcels being located west of West Harrison Street and the commercial parcels east of West Harrison Street. The zoning map is included in **Appendix H**.

According to the City of Saratoga Springs 2015 Comprehensive Plan, the City Code divides the City into Zoning Districts. Within the study area, the following districts are present, Core Residential Neighborhood (CRN-1) and Downtown Core (DC).

The Downtown Core (DC) zoning designation represents the heart of the City of Saratoga Springs. It includes areas of the highest density commercial, office, civic and residential uses that support a highly compact and walkable core, as well as multi-modal transportation options.

The Core Residential Neighborhood-1 (CRN-1) zoning designation provides a transition from the Downtown Core and Complementary Core to the predominantly residential neighborhood areas and represent the historic residential village. The Core Residential Neighborhood designation is primarily residential in use, with single and two-family homes allowed with the maximum density of 10.0 Units / Acre.

2.4 TRAFFIC ANALYSIS

The purpose of this section is to:

1. Analyze the existing traffic conditions.
2. Provide a baseline traffic condition assessment for the study area intersections.
3. Analyze future traffic volume conditions.
4. Determine potential improvements that will mitigate impacts associated with the existing conditions and future conditions.

2.4.1 Traffic Data Collection

The existing condition traffic data was collected by The Traffic Group from November 4th, 2024, to November 7th, 2024, using industry standard video and tube data collection methods. The data collected on November 5, 2024, was not included due to that day being Election Day and the likely irregular traffic patterns that may have occurred. Peak hour vehicle turning movement counts were collected at the twelve intersections listed in Section 1.0. Twenty-four-hour roadway volume, classification, and speed data was collected at the approximate midpoint of each of the three streets in the study area. See **Appendix A** for the data collection plan and 24-hour traffic volume data.

2.4.2 Traffic Analysis

Traffic models were developed utilizing the existing conditions traffic data via the traffic analysis software Synchro 11© which is an industry standard traffic analysis package. The software analyzes traffic conditions at intersections to provide a measure of effectiveness in terms of Level of Service (LOS). Procedures for the analysis are in conformance with the most-recent version of the Transportation Research Board of the National Academies Highway Capacity Manual.

Intersection LOS is defined in terms of delay per vehicle. The New York State Department of Transportation (NYSDOT) Highway Design Manual (HDM), Section 5.2.2.1, describes LOS as "a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Levels of service are given letter designations, from A to F, with LOS A representing the best operating condition and LOS F the worst."

Intersection design practice, as determined by the NYSDOT, strives to provide a minimum LOS D or better for each lane group in urban areas and a minimum LOS C in rural areas. Although LOS D is acceptable in urban environments, LOS C is the preferred minimum for overall approach LOS. LOS D is acceptable for specific low volume movements or approaches within an intersection.

Table 2 below provides the ranges of LOS for both signalized and unsignalized intersections. Unsignalized intersections are often referred to as either two-way stop control or all-way stop control intersections. Two-way stop control refers to three or four-way intersections where the minor approach(es) are controlled by a stop sign and the major approaches are free flow.

Table 2 INTERSECTION LEVEL OF SERVICE RANGES			
Level of Service	**Unsignalized Intersection Delay (sec/veh)**	**Signalized Intersection Delay (sec/veh)**	**Description**
A	≤ 10	≤ 10	Excellent
B	> 10 & ≤ 15	> 10 & ≤ 20	Very Good
C	> 15 & ≤ 25	> 20 & ≤ 35	Good
D	> 25 & ≤ 35	> 35 & ≤ 55	Acceptable
E	> 35 & ≤ 50	> 55 & ≤ 80	Poor
F	> 50	> 80	Failing

2.5 EXISTING TRAFFIC VOLUMES

Turning movement counts (TMC) were conducted at the twelve (12) study area intersections. The counts were taken for Wednesday AM and PM peak hours. The AM peak hour was counted on October 30th, 2024, from 7:00 AM to 9:00 AM and the PM peak hour was counted on October 30th, 2024, from 4:00 PM to 6:00 PM. See **Appendix A** for existing traffic data.

2.6 VEHICULAR CRASH HISTORY

The most recent available crash data for the study area was obtained via NYSDOT Crash Location and Engineering Analysis Repository (CLEAR) Crash Data Viewer from June 1, 2021, through May 31, 2024. Review of the crash data shows that during the three-year period, a total of 152 crashes occurred at the twelve (12) study area intersections.

Table 3 summarizes the severity of the intersection crashes and shows that of the 152 crashes, there were zero (0) fatal crashes, 21 injury crashes, 131 property damage collisions, and zero (0) non-reportable incidents. The crash data included below were developed from the collision diagrams and detailed crash summaries that are provided in **Appendix C**.

Table 3 CRASH SEVERITY SUMMARY – INTERSECTION					
Intersection	**Total Crashes**	**Severity**			
		Fatal	**INJ**	**PDO**	**NR**
1. Van Dam Street / Church Street / Van Dorn Street / Walworth Street	10	0	1	9	0
2. Van Dam Street / Wells Street	1	0	0	1	0
3. Van Dam Street / Russell Street	0	0	0	0	0
4. Van Dam Street / Lawrence Street	6	0	2	4	0
5. Van Dam Street / Clinton Street	10	0	2	8	0
6. Van Dam Street / State Street	2	0	0	2	0
7. Van Dam Street / Woodlawn Avenue	17	0	2	15	0

Table 3 CRASH SEVERITY SUMMARY – INTERSECTION					
8. Van Dam Street / North Broadway / Broadway / NY Route 9&50	19	0	3	16	0
9. Church Street / Broadway / Lake Avenue	61	0	8	53	0
10. Church Street / Woodlawn Avenue	18	0	3	15	0
11. Church Street / Clinton Street	7	0	0	7	0
12. Church Street / Lawrence Street / West Harrison Street	1	0	0	1	0
Total	**152**	**0**	**21**	**131**	**0**

Source: NYSDOT crash data dated June 1, 2021, through May 31, 2024
INJ = Injury
PDO = Property Damage Only
NR = Non-Reportable, no injury and less than $1,000 in property damage

Table 4 CRASH TYPE SUMMARY – INTERSECTION														
Crash Type	**Int. #**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**Total**
Right Angle		4	0	0	3	2	0	2	0	6	12	2	0	**31**
Rear End		2	0	0	1	4	1	6	8	17	2	2	0	**43**
Overtaking		0	0	0	0	0	0	0	0	1	0	0	0	**1**
Left-Turn		2	1	0	0	1	0	0	2	3	0	0	0	**9**
Parked Vehicle		1	0	0	0	0	0	7	1	13	1	3	1	**27**
Pedestrian		0	0	0	0	2	0	0	0	4	1	0	0	**7**
Sideswipe		0	0	0	0	0	0	1	6	15	2	0	0	**24**
Head-On		0	0	0	1	0	0	0	0	0	0	0	0	**1**
Animal		0	0	0	0	0	0	0	0	0	0	0	0	**0**
Fixed Object		1	0	0	1	1	1	1	2	2	0	0	0	**9**
Total		**10**	**1**	**0**	**6**	**10**	**2**	**17**	**19**	**61**	**18**	**7**	**1**	**152**

As shown in **Table 4,** of the 152 total crashes on the evaluated intersections, 43 (28%) were rear-end crashes, 31 (20%) were right-angle crashes, 27 (18%) were parked vehicle crashes and 24 (16%) were sideswipe crashes. The remaining crash types that occurred at study intersections were a mix of fixed object (9), left turn (9), pedestrian crashes (7), head-on (1) and overtaking (1) crashes. The primary contributing factors for the intersection crashes were attributed to driver inattention, following too closely, and failure to yield right of way.

Pedestrian crashes occurred at three (3) intersections within the study area, Van Dam Street / Clinton Street, Church Street / Broadway / Lake Avenue, and Church Street / Woodlawn Avenue.

The following is noted regarding the intersection crashes:

1. **Van Dam Street / Church Street / Van Dorn Street / Walworth Street** – The ten (10) crashes at the intersection included four (4) right-angle crashes, two (2) rear end crashes, two (2) left-turn crashes, one (1) parked vehicle crash and one (1) fixed object crash. The crashes were primarily caused by driver's inattention, failure to yield the right of way and following too closely.

   One (1) crash occurred involving a heavy vehicle at this intersection, a rear end where an eastbound passenger vehicle rear-ended a tractor trailer on the Church Street approach to the intersection. No crashes involving pedestrians were reported.

2. **Van Dam Street / Wells Street –** A total of one (1) crash occurred at this intersection during the three-year study period and consisted of a left-turn crash where a vehicle turned off Van Dam Street not yielding the right of way causing the crash with opposing traffic.

   None of the crashes identified involved a heavy vehicle classification. No crashes involving pedestrians were reported.

3. **Van Dam Street / Russell Street –** There was a total of zero (0) crashes that occurred at this intersection during the three-year study period.

4. **Van Dam Street / Lawrence Street –** The six (6) crashes at the intersection included three (3) right-angle crashes, one (1) rear-end crash, one (1) head-on crash and one (1) fixed object crash. Crashes that occurred at Van Dam and Lawrence Street were due to the driver's inattention and failure to yield the right-of-way.

   None of the crashes identified involved a heavy vehicle classification. No crashes involving pedestrians were reported.

5. **Van Dam Street / Clinton Street –** The ten (10) crashes that occurred at the intersection included four (4) rear end crashes, two (2) right-angle crashes, two (2) pedestrian crashes, one (1) left-turn crash and one (1) fixed object crash.

   Three (3) crashes that occurred at this intersection involved a heavy vehicle. The first was a rear end heading eastbound on Van Dam Street where a passenger vehicle rear-ended a tractor trailer. The second crash occurred when a school bus traveling westbound on Van Dam Struck a utility pole in the northeast corner of the intersection while making a right turn onto Clinton Street. The third crash occurred when an eastbound box truck attempted a left turn onto Clinton Street and failed to yield the right of way to a westbound passenger vehicle. The pedestrian crashes that occurred at the intersection involved pedestrians crossing Van Dam Street when a turning vehicle didn't see the pedestrian and struck them.

6. **Van Dam Street / State Street –** A total of two (2) crashes occurred at the Van Dam Street / State Street intersection. One (1) rear end crash and one (1) fixed object crash.

The one (1) fixed object crash involved a heavy vehicle when a tractor trailer heading south on State Street struck overhead cable lines. No crashes involving pedestrians were reported.

7. **Van Dam Street / Woodlawn Avenue –** The 17 crashes that occurred at the intersection included seven (7) parked vehicle crashes, six (6) rear end crashes, two (2) right-angle crashes, one (1) sideswipe crash and one (1) fixed object crash. It is to be noted that all the parked vehicle crashes that occurred at this intersection happened along the northbound Woodlawn Avenue approach to the intersection. The crashes were primarily caused by driver inattention and following too closely at the intersection.

   None of the crashes identified involved a heavy vehicle classification. No crashes involving pedestrians were reported.

8. **Van Dam Street / North Broadway / Broadway / NY Route 9&50 –** The 19 crashes that occurred at the intersection included eight (8) rear end crashes, six (6) sideswipe crashes, two (2) left-turn crashes, two (2) fixed object crashes, and one (1) parked vehicle crashes. Many crashes that occurred at this intersection were due to driver inattention and following too closely.

   There were a total of two (2) crashes that occurred involving heavy vehicles at this intersection, one (1) where a tractor trailer sideswiped a passenger vehicle on the northbound Broadway approach and one (1) rear end crash that occurred on the southbound NY Route 9&50 approach when the tractor trailer was following too closely and stuck a passenger vehicle in the rear. No crashes involving pedestrians were reported.

9. **Church Street / Broadway / Lake Avenue –** A total of 61 crashes occurred at this intersection, which is the highest number of crashes at any intersection throughout the study (next highest quantity of crashes at an intersection is 19). A total of 17 rear end crashes occurred at the intersection, 15 sideswipes, 13 parked vehicle crashes, six (6) right-angle crashes, two (2) pedestrian crashes, two (2) bicycle crashes, three (3) left-turn crashes, two (2) fixed object crashes and one (1) overtaking crash.

   A total of ten (10) out of the 61 crashes involved heavy vehicles. Descriptions of these crashes are below:

   1. Dump truck WB on Lake Avenue moved right when an emergency vehicle approached and struck a passenger vehicle.
   2. Operator of passenger vehicle parked on the south side of Church Street opened door and struck a passing dump truck.
   3. Tractor trailer making a right turn from Lake Avenue onto Broadway stuck a legally parked vehicle on Broadway.
   4. The side view mirror of a tractor trailer travelling NB on Broadway stuck the side view mirror of a box delivery truck legally parked on Broadway.
   5. Box truck NB on Broadway struck a box truck parked on Broadway.
   6. A tractor pulling farm equipment EB on Lake Avenue struck a passenger vehicle that had pulled up alongside.
   7. EB tractor trailer rear-ended a passenger vehicle on Church Street while waiting at a traffic signal.

8. Tractor trailer travelling WB on Church Street hit by an EB passenger vehicle that crossed double yellow pavement marking.
9. Tractor trailer making right turn from NB Broadway struck passenger vehicle legally parked on Lake Avenue.
10. Box truck eastbound on Church Street was struck by an EB passenger vehicle that crossed the solid white line separating lanes.

The two (2) pedestrian crashes occurred while crossing Church Street, the first was due to a vehicle making a left-turn from Church Street and striking a pedestrian crossing Church Street. The second pedestrian crash was due to a vehicle making a right turn onto Church Street heading south on Broadway and striking a pedestrian crossing Church Street.

10. **Church Street / Woodlawn Avenue –** A total of 18 crashes occurred at this intersection, with the highest crash type being right-angle crashes with a total of eleven (61%) crashes. There were also two (2) rear end crashes, two (2) sideswipes, one (1) left turn, one (1) parked vehicle and one (1) pedestrian crash. There were four (4) instances when five (5) right angle crashes occurred within a twelve (12) month period, which satisfies *Manual on Uniform Traffic Control Devices (MUTCD)* traffic signal warrant number 7, Crash Experience.

    None of the crashes identified involved a heavy vehicle classification. The pedestrian crash that occurred at the intersection was due to a vehicle making a left from Woodlawn Avenue and striking two (2) pedestrians crossing Church Street causing minor injuries.

11. **Church Street / Clinton Street –** The seven (7) crashes that occurred at the intersection included three (3) parked vehicle crashes, two (2) right-angle, and two (2) rear end crashes. The crashes were primarily caused by driver inattention and failure to yield the right of way.

    None of the crashes identified involved a heavy vehicle classification. No crashes involving pedestrians were reported.

12. **Church Street / Lawrence Street / West Harrison Street –** One (1) crash occurred at the intersection during the three-year study period. The one (1) crash that occurred was a parked vehicle crash due to a medical issue that caused the driver to hit a parked vehicle parked westbound on Church Street.

    None of the crashes identified involved a heavy vehicle classification. No crashes involving pedestrians were reported.

Refer to **Chapter 6.2** for further discussion regarding the crash analysis.

2.7 VEHICLE SPEEDS

The vehicle speed data included in **Table 5** is based on 24-hour traffic volume data obtained using Automatic Traffic Recorders (ATR's). The data was collected by The Traffic Group from November 4th, 2024, to November 7th, 2024, although the data collected on November 5, 2024, was not included due to that day being Election Day and the likely irregular traffic patterns that may have occurred.

Locations where the speed, classification, and traffic volume information was collected:

1. Van Dam Street, between Lawrence Street and Clinton Street
2. Church Street, between Lawrence Street and Clinton Street
3. Broadway, between Van Dam Street and Jones Place

See **Appendix A** for the 24-hour vehicle speed data.

Table 5
Vehicle Speed Data

Location	Posted Speed Limit	Measured 85% Speed	Number of vehicles > 40 mph per day	AADT	Percentage of vehicles > 40 mph per day
Van Dam Street	30 mph	33 mph	55	9,583	0.57%
Church Street	30 mph	29 mph	8	5,830	0.14%
Broadway	30 mph	32 mph	77	9,908	0.78%

The 85th percentile speed is the speed at or below which 85 percent of the drivers will operate with open roads and favorable conditions. The assumption underlying the 85th percentile speed is that most drivers will operate their vehicle at speeds they perceive to be safe. Speed limits set above or below the 85th percentile speed will create unsafe conditions due to speed differential as some drivers adhere strictly to the law while others drive the naturally induced speed.

Based on the speed data collected, generally there does not appear to be a significant issue with vehicles travelling over the posted speed limit. With approximately 15% of vehicles travelling faster than the posted speed limit, this reflects a manageable quantity that can be addressed with regular enforcement.

3.0 CAPACITY ANALYSIS

To assess the quality of traffic operations, intersection capacity analyses were conducted with respect to 2024 Existing as well as 2035 Future traffic volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them. Roadway operating conditions are classified by calculated Level of Service (LOS). This chapter addresses intersection operations at the twelve (12) study area intersection locations.

The Capital Region Transportation Council (CRTC) provided a traffic volume growth rate to project traffic volumes to the future year of 2025 for the study area. Utilizing the Transportation Councils Transportation Evaluation and Planning (STEP) model, their regional travel demand model and data provided through the NYSDOT Traffic Data Viewer for the basis of their analysis a growth rate of 0.5% was utilized to project volumes from the Existing 2024 conditions to future 2035 conditions. The Existing 2024 and the Future 2035 peak hour traffic volumes, which include a general background growth rate, are provided in **Appendix B** in **Figures 1 and 2**.

LOS for an intersection is defined in terms of delay per vehicle and described as "a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Levels of service are given letter designations, from A to F, with LOS A representing the best operating condition and LOS F the worst." by NYSDOT. Refer to Section 2 of this report for intersection Level of Service Range information.

Generally, overall, LOS D or better conditions are representative of desirable operations. However, these operational conditions are not always attainable due to physical constraints limiting the potential to add capacity at an intersection through a roadway network. Governing agencies may also choose to accept a reduced LOS and increased vehicle delays during peak periods to minimize environmental impacts associated with larger intersections. Larger intersections (intersections with more approach lanes) also take longer for pedestrians to navigate, thereby increasing pedestrian exposure time to vehicle conflict and reducing safety.

3.1 2024 EXISTING CONDITIONS

As shown in **Table 6**, the existing study intersections generally operate at LOS C or better. LOS conditions with below standard LOS E or F are highlighted in red (there are none).

Table 6
OVERALL INTERSECTION LOS TABLE – 2024 EXISTING CONDITIONS

Intersection / Movement	AM Peak Hour	PM Peak Hour
1a Van Dam Street / Church Street / Van Dorn Street (Signal)		
EB LT/TH/RT	B (13.7)	B (14.5)
WB LT/TH/RT	B (10.1)	A (9.5)
NB TH/RT	B (13.5)	B (17.4)
Overall Intersection	**B (12.5)**	**B (13.6)**
1b Van Dam Street / Walworth Street (Two-Way Stop-Controlled)		
WB LT	A (8.0)	A (8.3)
NB LT/RT	B (11.0)	B (11.1)
2 Van Dam Street / Wells Street (Two-Way Stop-Controlled)		
EB LT	A (8.0)	A (8.1)
SB LT/RT	B (13.1)	B (13.8)
3 Van Dam Street / Russell Street (Two-Way Stop-Controlled)		
EB LT	A (7.9)	A (8.1)
SB LT/RT	B (12.7)	B (10.5)
4 Van Dam Street / Lawrence Street (Two-Way Stop-Controlled)		
EB LT	A (8.1)	A (8.0)
WB LT	A (8.0)	A (8.2)
NB LT/TH/RT	B (13.1)	C (16.3)
SB LT/TH/RT	B (14.3)	C (16.4)
5 Van Dam Street / Clinton Street (Signal)		
EB LT/TH/RT	A (9.8)	B (11.0)
WB LT/TH/RT	A (9.9)	B (10.2)
NB LT/TH/RT	B (11.6)	B (12.3)
SB LT/TH/RT	B (12.1)	B (12.2)
Overall Intersection	**B (10.4)**	**B (11.1)**
6 Van Dam Street / State Street (Two-Way Stop-Controlled)		
EB LT	A (8.0)	A (8.0)
SB LT/RT	B (10.8)	B (11.0)
7 Van Dam Street / Woodlawn Avenue (Two-Way Stop-Controlled)		
EB LT	A (8.0)	A (8.0)

Table 6 OVERALL INTERSECTION LOS TABLE – 2024 EXISTING CONDITIONS		
WB LT	A (8.0)	A (8.3)
NB LT/TH/RT	B (12.2)	B (14.1)
SB LT/TH/RT	B (13.4)	C (17.4)
8 Van Dam Street / North Broadway / Broadway / NY Route 9&50 (Signal)		
EB LT/TH/RT	B (16.3)	B (18.8)
WB LT	B (16.3)	B (16.7)
WB TH	B (16.3)	B (14.9)
NB LT/TH	B (11.2)	B (12.1)
NB RT	B (10.9)	B (11.5)
SB TH/RT	B (10.6)	B (11.4)
Overall Intersection	**B (15.2)**	**B (15.3)**
9 Church Street / Broadway / Lake Avenue (Signal)		
EB LT	B (11.2)	B (11.1)
EB TH/RT	B (17.2)	B (19.8)
WB LT	B (10.4)	B (11.5)
WB TH/RT	B (14.8)	B (17.2)
NB LT/TH	B (14.4)	B (17.6)
NB TH/RT	B (14.6)	B (18.1)
SB LT/TH	B (14.1)	B (17.5)
SB TH/RT	B (14.6)	B (17.6)
Overall Intersection	**B (14.7)**	**B (17.2)**
10 Church Street / Woodlawn Avenue (Two-Way Stop-Controlled)		
EB LT	A (8.0)	A (7.9)
WB LT	A (8.0)	A (8.2)
NB LT/TH/RT	B (13.2)	B (14.8)
SB LT/TH/RT	B (13.9)	B (14.4)
11 Church Street / Clinton Street (Signal)		
EB LT/TH/RT	A (6.5)	A (7.2)
WB LT/TH/RT	A (6.8)	A (7.4)
NB LT/TH/RT	A (9.8)	A (9.7)
SB LT/TH/RT	A (10.0)	B (10.0)
Overall Intersection	**A (7.8)**	**A (8.3)**
12 Church Street / Lawrence Street / West Harrison Street (Two-Way Stop-Controlled)		
EB LT	A (7.7)	A (7.8)
WB LT	A (8.0)	A (7.7)
NB LT/TH/RT	B (11.7)	B (10.3)
SB LT/TH/RT	B (11.4)	B (14.3)

Note: Peak Hour values: LOS (Delay in seconds)

3.2 2035 FUTURE CONDITIONS

As noted previously, the future 2035 traffic volumes represent a 0.5% per year background growth rate. As shown in **Table 7**, the intersections operate under acceptable LOS conditions for the Future 2035 conditions. LOS conditions with below standard LOS E or F are highlighted in red (there are none).

Table 7
OVERALL INTERSECTION LOS TABLE – 2035 FUTURE CONDITIONS

Intersection / Movement	AM Peak Hour	PM Peak Hour
1a Van Dam Street / Church Street / Van Dorn Street (Signal)		
EB LT/TH/RT	B (14.4)	B (14.3)
WB LT/TH/RT	B (10.1)	A (9.2)
NB TH/RT	B (14.2)	C (20.2)
Overall Intersection	**B (13.1)**	**B (13.9)**
1b Van Dam Street / Walworth Street (Two-Way Stop-Controlled)		
WB LT	A (8.0)	A (8.4)
NB LT/RT	B (11.5)	B (11.4)
2 Van Dam Street / Wells Street (Two-Way Stop-Controlled)		
EB LT	A (8.0)	A (8.2)
SB LT/RT	B (13.4)	B (14.4)
3 Van Dam Street / Russell Street (Two-Way Stop-Controlled)		
EB LT	A (8.0)	A (8.2)
SB LT/RT	B (13.0)	B (10.7)
4 Van Dam Street / Lawrence Street (Two-Way Stop-Controlled)		
EB LT	A (8.2)	A (8.1)
WB LT	A (8.0)	A (8.3)
NB LT/TH/RT	B (13.6)	C (17.3)
SB LT/TH/RT	C (15.0)	C (17.5)
5 Van Dam Street / Clinton Street (Signal)		
EB LT/TH/RT	B (10.0)	B (11.3)
WB LT/TH/RT	B (10.1)	B (10.4)
NB LT/TH/RT	B (11.7)	B (12.5)
SB LT/TH/RT	B (12.2)	B (12.3)
Overall Intersection	**B (10.8)**	**B (11.3)**
6 Van Dam Street / State Street (Two-Way Stop-Controlled)		
EB LT	A (8.0)	A (8.1)
SB LT/RT	B (11.4)	B (11.8)
7 Van Dam Street / Woodlawn Avenue (Two-Way Stop-Controlled)		
EB LT	A (8.1)	A (8.1)
WB LT	A (8.1)	A (8.4)
NB LT/TH/RT	B (13.0)	B (14.9)
SB LT/TH/RT	B (14.0)	C (17.5)
8 Van Dam Street / North Broadway / Broadway / NY Route 9&50 (Signal)		
EB LT/TH/RT	B (16.0)	B (19.0)
WB LT	B (16.2)	B (17.4)

Table 7 OVERALL INTERSECTION LOS TABLE – 2035 FUTURE CONDITIONS		
WB TH	B (15.9)	B (14.8)
NB LT/TH	B (12.3)	B (12.9)
NB RT	B (11.8)	B (12.2)
SB TH/RT	B (11.6)	B (12.1)
Overall Intersection	**B (15.2)**	**B (15.7)**
9 Church Street / Broadway / Lake Avenue (Signal)		
EB LT	B (11.2)	B (11.7)
EB TH/RT	B (17.5)	C (20.8)
WB LT	B (10.4)	B (12.2)
WB TH/RT	B (15.1)	B (18.2)
NB LT/TH	B (15.2)	B (18.3)
NB TH/RT	B (15.2)	B (18.6)
SB LT/TH	B (14.7)	B (18.3)
SB TH/RT	B (15.2)	B (18.1)
Overall Intersection	**B (15.1)**	**B (18.0)**
10 Church Street / Woodlawn Avenue (Two-Way Stop-Controlled)		
EB LT	A (8.1)	A (8.0)
WB LT	A (8.1)	A (8.3)
NB LT/TH/RT	B (14.0)	C (16.0)
SB LT/TH/RT	B (14.8)	C (15.4)
11 Church Street / Clinton Street (Signal)		
EB LT/TH/RT	A (6.7)	A (7.5)
WB LT/TH/RT	A (7.0)	A (7.7)
NB LT/TH/RT	A (9.8)	A (9.6)
SB LT/TH/RT	A (10.0)	A (10.0)
Overall Intersection	**A (7.9)**	**A (8.5)**
12 Church Street / Lawrence Street / West Harrison Street (Two-Way Stop-Controlled)		
EB LT	A (7.7)	A (7.9)
WB LT	A (8.0)	A (7.8)
NB LT/TH/RT	B (12.0)	B (10.7)
SB LT/TH/RT	B (11.8)	B (14.8)

Note: Peak Hour values: LOS (Delay in seconds)

As shown in **Table 7,** the level of service for all intersections for the AM and PM peak hours show acceptable operating conditions for the 2035 Future conditions and therefore do not require any mitigation improvements.

4.0 CITY, STATE, AND FEDERAL ORDINANCES

4.1 CITY ORDINANCES

On December 5, 2023, the Saratoga Springs City Council voted unanimously (5-0) to amend Chapter 225, Article IX, Section 225-79 of the *Code of the City of Saratoga Springs, NY* entitled, "Vehicle and Traffic – Schedule XIV: Trucks Over Certain Limits Excluded". The move established a 5-ton weight limit on Van Dam Street from Church Street to Route 9&50.

Shortly after the December 5, 2023, action, signs were installed on Van Dam Street stating "TRUCK WEIGHT LIMIT 5 TONS".

On January 2, 2024, NYSDOT sent a letter to the City explaining that the establishment of the 5-ton weight limit on Van Dam Street cannot supersede Federal regulations and requested the weight limit signs be removed. The weight limit signs are no longer posted on Van Dam Street; however, Section 225-79 of the City Code published on the City's website still includes a 5 ton weight limit on Van Dam Street from Church Street to Route 9&50.

4.2 STATE LAW

Title 17, Chapter VII, Subchapter B, Part 8141.02 of the New York State Codes, Rules, and Regulations (NYCRR) lists the current state access highways in the City of Saratoga Springs. Line (h) states:

> *"Van Dam Street. The eastbound and westbound roadways of Van Dam Street between Route 9&50 and Church Street."*

According to a May 6, 2024, letter from NYSDOT (see **Appendix F**), Van Dam Street was designated as an access highway in 1987, pursuant to New York *State Vehicle & Traffic Law (VTL)* section 1627, as part of a request from International Paper. An access highway allows Surface Transportation Assistance Act (STAA) vehicles and 53-foot trailers to travel the roadway. STAA vehicles include tractor trailer combinations greater than 65 feet, tractors with 28-foot tandem trailers, maxi-cubes, triple saddle mounts, stinger-steered auto carriers, and boat transporters.

Also According to the May 6, 2024 letter from NYSDOT, the only proper approach to de-designating Van Dam Street as an access highway would be the result of an engineering study concluding that safety-related factors, such as a history of crashes involving trucks or the inability of the route to bear the weight, width or height of the truck traffic, warrant a change in designation.

4.3 FEDERAL LAW

On June 5, 1984, the Federal Highway Administration (FHWA) established Title 23, Part 658 of the *Code of Federal Regulations (23 CFR 658)* titled Truck Size and Weight, Route Designations – Length, Width, and Height Limitations. The purpose of this part is to identify a National Network of highways available to vehicles authorized by provisions of the STAA as amended, and to prescribe national policies that govern truck and bus size and weight. Section 658.9 lists the criteria to be included in the National Network and Section 658.11 explains how add or delete routes to the National Network. The details regarding deleting an existing route are copied below:

> ***Requests for deletion—Federal-aid primary—other than interstate.*** Requests for deletion should include the following information, where appropriate:
>
> (1) Did the route segment prior to designation carry combination vehicles or 102-inch buses?
>
> (2) Were truck restrictions in effect on the segment on January 6, 1983? If so, what types of restrictions?

(3) What is the safety record of the segment, including current or anticipated safety problems? Specifically, is the route experiencing above normal accident rates and/or accident severities? Does analysis of the accident problem indicate that the addition of larger trucks have aggravated existing accident problems?

(4) What are the geometric, structural or traffic operations features that might preclude safe, efficient operation? Specifically describe lane widths, sight distance, severity and length of grades, horizontal curvature, shoulder width, narrow bridges, bridge clearances and load limits, traffic volumes and vehicle mix, intersection geometrics and vulnerability of roadside hardware.

(5) Is there a reasonable alternate route available?

(6) Are there operational restrictions that might be implemented in lieu of deletion?

5.0 COORDINATION

The City of Saratoga Springs requested the study include coordination with the public, industries, schools, and involved agencies.

5.1 PUBLIC COORDINATION

An initial meeting was held with the Van Dam Neighborhood Association on September 19, 2024. The meeting summary is included in **Appendix E**. Emails from the public were also received and included in **Appendix E**. It is anticipated that this draft report will be published on the City's website and a comment period will be scheduled to allow for public comments.

5.2 INDUSTRY, SCHOOL, AND AGENCY COORDINATION

This section will include coordination with the associated industries, schools and agencies involved. For the DRAFT report submission, this section does not include the requested correspondence. However, once comments are received from the City of Saratoga and the public, the DRAFT report will incorporate these comments and will be provided to the associated industries, schools and involved agencies. Once feedback is received from these entities, the final report will include the comments received from the groups listed regarding the contents of the draft report.

6.0 ISSUES IDENTIFIED

6.1 ROADWAY GEOMETRY

Both Church Street and Van Dam Street have no pavement markings for significant portions, likely due to the existing alternate side on-street parking.

Potential Remedy: Consideration should be given to allowing parking only on one side of these roadways so double yellow markings can be installed, defining the eastbound and westbound driving lanes. If snow removal or other road maintenance activities are a concern, parking on the side where it is allowed could be restricted by both a length of time and a defined time window. For example, a small portion of Church Street only allows parking between 9AM-6PM, with a three (3) hour time limit. This would allow parking during typical business hours but prohibit overnight parking.

6.2 HEAVY VEHICLE TRAFFIC

Excerpt below from Capital Region Transportation Council Technical (CRTC) Memorandum to City of Saratoga Springs, dated March 2024:

There is no official definition of what percentage of heavy vehicles constitutes a 'truck route' or a considerable number of heavy vehicles. In general, a minimum of 2% daily heavy vehicles can be expected on all streets on a normal weekday. On most streets, 2%-5% daily heavy vehicles are considered normal and to be expected in average weekday conditions. Daily heavy vehicle percentages greater than 10% are generally considered to be 'significant' and illustrate a roadway that is important to the movement of freight. The number of heavy vehicles on a roadway can vary from day to day.

The daily heavy vehicle percentages (including tractor trailers) along the three roadways included in this study were all less than 10%, as shown in **Table 2** and below:

1. Van Dam Street 7.6%
2. Church Street 5.6%
3. Broadway 3.8%

It is clearly understood that no heavy vehicle traffic is desired through the residential and historically significant study area. For reasons explained in many previous studies, the lack of an appropriate east-west heavy vehicle route through the City of Saratoga Springs has led us to the current situation where Van Dam Street has been inappropriately designated as an "access highway" by NYSDOT.

Potential Remedy: If heavy vehicles were to be legally prohibited on Van Dam Street, an alternate heavy vehicle route through the city must be designated. The concept of designating a heavy vehicle route along an existing roadway in the City will be difficult to execute. Not only will intersections require modification to accommodate heavy vehicle turn movements, but any proposed route would also not be well received by residents along the new route. Consideration should be given to engaging elected representatives to champion the movement behind the design of a heavy vehicle bypass route around the inner-city portion of Saratoga Springs.

6.3 CRASH HISTORY

There was a total of 152 crashes recorded in the entire study area during the three-year period analyzed, with zero (0) fatal crashes, 131 property damage only crashes (86%), and 21 personal injury crashes (14%). The low percentage of injury crashes can be attributed to the relatively low vehicle operating speeds. Four (4) intersections had more than 10 recorded crashes and were selected for further review:

- **Intersection 9 - Church Street / Broadway / Lake Avenue:** There were 61 crashes documented at this signalized intersection during the three (3) year study period. When reviewing the crash details, 45 of the 61 (75%) were a combination of rear-ends, sideswipes, and parked vehicle type crashes. These types of crashes, while not desirable, are typical of heavily used signalized intersections within a downtown environment. Four (4) of the crashes involved pedestrians, and this intersection has a significant number of pedestrian crossings during the AM & PM peak hours. During the AM peak hour of 7:45am to 8:45am, there were 131 pedestrian crossings and during the PM peak hour of 4:30pm to 5:30pm, there were 391 pedestrian crossings.

  Potential Remedy: While the installation of an exclusive pedestrian phase for the existing traffic signal would significantly increase vehicle delays, consideration should be given to implementing a leading pedestrian interval (LPI). A LPI gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can establish their presence in the crosswalk before vehicles have priority to turn right or left. LPIs provide the following benefits:

  - Increased visibility of crossing pedestrians.
  - Reduced conflicts between pedestrians and vehicles.
  - Increased likelihood of motorists yielding to pedestrians.
  - Enhanced safety for pedestrians who may be slower to start into the intersection.

- **Intersection 8 - Van Dam Street / North Broadway / Broadway / NY Route 9&50:** There were a total of 19 crashes documented at this signalized intersection during the three (3) year study period. When reviewing the crash details, 15 of the 19 (79%) were a combination of rear-ends, sideswipes, and parked vehicle type crashes. These types of crashes, while not desirable, are typical of heavily used signalized intersections within a downtown environment. There were no right-angle crashes recorded, which are the most severe type of crash. During the AM peak hour of 7:30am to 8:30am, there were 11 pedestrian crossings and during the PM peak hour of 4:30pm to 5:30pm, there were 22 pedestrian crossings.

  Potential Remedy: The installation of a two-lane roundabout at this intersection would serve to calm traffic and provide an attractive gateway to the downtown area. A benefit/cost ratio study would need to be conducted to determine if highway safety improvement funds can be used for such a project.

- **Intersection 10 - Church Street / Woodlawn Avenue:** There were a total of 18 crashes documented at this stop-controlled intersection during the three (3) year study period. When reviewing the crash details, we found that 12 of the 18 (67%) were right angle crashes, which is a significant number of right-angle crashes. There were four (4) instances when five (5) right angle crashes occurred within a twelve (12) month period, which satisfies *Manual on Uniform Traffic Control Devices (MUTCD)* traffic signal warrant number 7, Crash Experience.

  Potential Remedy: Consideration should be given to performing both an all-way stop and traffic signal warrant analyses at this intersection.

- **Intersection 7 - Van Dam Street / Woodlawn Avenue:** There were a total of 17 crashes documented at this stop-controlled intersection during the three (3) year study period. Seven (7) crashes occurred on the southern Woodlawn Avenue approach and involved parked vehicles or fixed objects (tree). Only two right-angle crashes were documented at the intersection.

  None of the crashes identified involved a heavy vehicle classification. No crashes involving pedestrians were reported.

  Potential Remedy: The quantity and type of crashes that were documented at this intersection do not warrant any additional traffic control devices.

6.4 CAPACITY ANALYSIS

There were no issues identified resulting from the AM and PM peak hour capacity analysis. All the intersections and movements have a LOS of C or better in both the existing (2024) and future (2035) years.

6.5 CITY ORDINANCES

The online version of the City Code published on the City's website still includes a 5-ton weight limit on Van Dam Street from Church Street to Route 9&50 in Section 225-79. Consideration should be given to officially repealing the law or, if it was repealed, updating the online version of the City Code.

7.0 CONCEPTUAL IMPROVEMENTS

7.1 DRAFT CONCEPT A - RESTRICT PORTIONS OF VAN DAM STREET TO ONE-WAY TRAFFIC

By altering the curblines at the Van Dam Street intersections with both Church Street and Broadway, the short one block sections adjacent to these intersections can prohibit entering vehicular through traffic by only allowing one-way traffic to exit Van Dam Street.

- Van Dam Street from Church Street to Walworth Street would only allow westbound vehicular traffic. Eastbound vehicles on Church Street would be prohibited from entering Van Dam Street and must continue east on Church Street. See conceptual sketch in **Appendix G**.

- Van Dam Street from Long Alley to Broadway would only allow eastbound vehicular traffic. Vehicles on Route 9&50 / Broadway / North Bradway would be prohibited from entering Van Dam Street and must continue south on Broadway to take Church Street for points west. See conceptual sketch in **Appendix G**.

The above actions would result in all through traffic being removed from Van Dam Street, while still allowing local traffic to exit Van Dam Street. Motorists with a destination along or near Van Dam Street would have to enter from existing City streets. In addition to restricting Van Dam Street through traffic, pedestrian improvements are recommended along the corridor. ADA compliant curb ramps and installation of high-visibility crosswalk striping at all road crossings would greatly improve the safety and ease of travel for pedestrians along Van Dam Street.

The implementation of Concept A has the potential to negatively impact areas adjacent to the Van Dam Street neighborhood. A significant portion of the vehicular traffic removed from Van Dam Street will be routed to Church Street, including heavy vehicles, introducing substantial additional delays to motorists attempting to enter Church Street from the side roads. The intersection of Broadway / Church Street / Lake Avenue would require the northwest corner (in front of the Post Office) to be significantly modified to allow heavy vehicles to complete a southbound to westbound right turn. (See conceptual sketch in **Appendix G**.) The eastbound Church Street to northbound Broadway left turn movement will experience significant additional traffic volume, resulting in nearly failing LOS in the AM peak hour (E, 62.2 seconds average delay) and failing LOS in the PM peak hour (F, 218.6 seconds of average delay). The closure of Van Dam Street to through traffic will impact emergency response time to Saratoga Hospital for some trips and the access route for emergency vehicles to properties on Van Dam Street would be altered. Should Concept A be selected for further evaluation, coordination with emergency services would need to occur to address these changes.

The implementation of Concept A would address the concerns of the City and residents regarding heavy vehicle traffic, specifically, pollution, vibration and noise. These actions would be considered long-term and require portions of Broadway and Church Street to be designated as an access highway by NYSDOT. Estimated construction cost: $460,000.

7.2 DRAFT CONCEPT B - RESTRICT ALL OF VAN DAM STREET TO ONE-WAY TRAFFIC – EASTBOUND OR WESTBOUND

By only allowing one-way traffic on Van Dam, a large portion of the roadway cross section becomes available for traffic calming purposes. A cycle track, separated from vehicular traffic by a striped buffer, as well as a striped parking lane would be possible within the footprint of the existing road. The crosswalks across Van Dam Street could be significantly shortened with curb bulb-outs, making for safer pedestrian travel.

- Allowing only eastbound traffic on Van Dam Street and prohibiting westbound traffic would result in a similar scenario described in Section 7.1 above, where the westbound vehicles would use the Broadway / Church Street / Lake Avenue intersection, including heavy vehicles. The intersection of Broadway / Church Street / Lake Avenue would require the northwest corner (in

front of the Post Office) to be significantly modified to allow heavy vehicles to complete a southbound to westbound right turn. The southbound portion of Broadway and westbound portion of Church Street would need to be designated as an access highway by NYSDOT. See conceptual sketch in **Appendix G**.

- Allowing only westbound traffic on Van Dam Street and prohibiting eastbound traffic would require the eastbound vehicles to follow Church Street and use the Broadway / Church Street / Lake Avenue intersection, including heavy vehicles. Heavy vehicle movements can be facilitated by making the left turn from Church Street onto Broadway. The eastbound portion of Church Street and northbound portion of Broadway would need to be designated as an access highway by NYSDOT.

The implementation of dedicated bicycle infrastructure on Van Dam Street supports the City's multi-modal goals and would connect users to the future Saratoga Greenbelt Trail on the east end and to a future Greenbelt Trail Connector on the west end of Van Dam Street.

Similar to Concept A, Concept B has the potential to negatively impact areas adjacent to the Van Dam Street neighborhood. Both options of Concept B will add approximately 400 vehicles (including heavy vehicles) in each of the peak hours to both Church Street and Broadway. The Church Street / Broadway / Lake Avenue intersection had the worst safety record of the twelve intersections studied with 61 crashes documented in the three-year period analyzed (four (4) with pedestrian involvement). The intersection also had the highest volume of pedestrian traffic using the crosswalks. The closure of Van Dam Street to through traffic will impact emergency response time to Saratoga Hospital for some trips and the access route for emergency vehicles to properties on Van Dam Street would be altered. Should Concept B be selected for further evaluation, coordination with emergency services would need to occur to address these changes.

Implementation of Concept B would significantly improve the issues identified by the public; however, heavy vehicles would still travel in one direction under Concept B. These actions would be considered long-term with an estimated construction cost of $820,000.

7.3 DRAFT CONCEPT C – ENHANCED PEDESTRIAN SAFETY AND TRAFFIC CALMING

Traffic calming is the combination of modifying physical measures to reduce the negative effects of motor vehicle use, alteration of driver behavior, and improved conditions for nonmotorized street users.

The following options would be effective measures to calm traffic and enhance pedestrian safety along Van Dam and Church Streets:

- Replace the existing signalized intersection at Clinton Street with a mini roundabout. A mini-roundabout will force vehicular traffic to significantly reduce speed while traversing through the intersection.

- Modify the parking restrictions along the sections of Van Dam and Church Streets that currently have alternate side parking to allow parking only on one side. This action would allow the travel lanes to be defined by placing a double yellow pavement marking between the opposing traffic flows. When the on-street parking is not in use, the street width would appear narrower than the existing condition.

- Install new crosswalks across Van Dam Street at Lawrence and Park Streets.

- Install new crosswalks across Church Street at Wells, Russell, and Lawrence Streets.

- Install new crosswalks across Van Dam Street and Church Street at the Van Dam Street / Church Street intersection.

- Install curb bulb-outs at intersections with crosswalks, shortening the crossing length, and visually narrowing the travel lanes for motorists.

- Install enhanced pedestrian warning signs at unsignalized crosswalk locations to make motorists aware of the location of a crosswalk. These enhanced pedestrian warning signs appear on both the left and right side of the road with downward facing arrows pointing towards the crosswalks and have reflective yellow strips on the signposts.

The concept sketch included in **Appendix G** shows parking on the north sides of Van Dam and Church Streets, as the northern sides have the least number of driveways, maximizing the amount of available parking. However, the concept can be easily revised to show parking on the south side of the streets. implementing Concept C would be considered short-term and have an estimated construction cost of $676,000.

8.0 CONCLUSIONS AND RECOMMENDATIONS

8.1 CONCLUSIONS

During the three-year crash history period, there were three (3) crashes involving heavy vehicles travelling on Van Dam Street, all at the signalized intersection with Clinton Street:

1. Eastbound passenger vehicle rear-ended a tractor-trailer
2. Westbound school bus struck a utility pole while completing a right turn onto Clinton Street
3. Eastbound box truck made a left turn in front of a westbound passenger vehicle

During the three-year crash history period, there were two (2) crashes involving pedestrians that occurred on Van Dam Street, all at the signalized intersection with Clinton Street. Neither of these pedestrian crashes involved a heavy vehicle. The pedestrian crashes involved motorists turning from Clinton Street onto Van Dam Street and claiming they didn't see the pedestrians.

The geometry of Van Dam Street and its intersections with both Church Street and Broadway are such that heavy vehicle traffic can be accommodated without turning movement or sight distance issues. There are no structural or traffic operational features that might preclude safe, efficient heavy vehicle operation along Van Dam Street.

8.2 LONG TERM RECOMMENDATION

We do not recommend pursuing Concept A or B. Implementing any form of roadway closure or one-way restriction on Van Dam Street would result in a re-routing of additional heavy vehicles to the immediately surrounding roadways, including Church Street and Broadway. The intersection with the highest number of documented crashes, Church Street / Broadway / Lake Avenue, would receive the bulk of the diverted trips (including heavy vehicles). The Church Street / Broadway / Lake Avenue intersection would need to be significantly modified to accommodate the heavy vehicle truck turning radius for the southbound Broadway to westbound Church Street movement.

Any attempt to remove heavy vehicles and/or the Access Highway designation from Van Dam Street would require the designation of an alternate route for heavy vehicle traffic. With Church Street also being partially within the West Side Historic District and the need to significantly modify the Church Street / Broadway / Lake Avenue intersection, re-routing the existing Access Highway route within the study area to one that could accommodate the diverted traffic would be challenging, if not impossible for City Council to implement.

In order to restrict heavy vehicle traffic through the historic downtown area within the City of Saratoga Springs, including Van Dam Street, an alternate route will need to be designated north, south, or through the downtown area.

Based on the information included in Lew Benton's *A Deep Dive Into Saratoga Springs Truck Traffic Issues* (issued in 2024), the most recently completed study was the Saratoga Traffic Alternative Routing Study (STARS) in 2000. The STARS study recommended a central route through the City, because it would assume, *"…total disallowance of through tractor trailers on Church, Van Dam, and Adelphi Streets."*

We recommend the City engage State and Federal elected officials to pursue a long-term solution to heavy vehicle traffic in the City, while at the same time implementing the short-term recommendations listed below.

8.3 SHORT TERM RECOMMENDATIONS

Without the ability to immediately designate an alternate access highway or heavy vehicle route through the study area, we recommend installing the features described and shown in Concepts C.

The additional improvements identified below should be pursued:

1. **Church Street / Broadway / Lake Avenue intersection:** Four (4) pedestrian crashes occurred at this intersection during the 3-year study period. To enhance both motorists' awareness of pedestrians and a pedestrian's ability to successfully navigate the crosswalk, we recommend:

    - Installation of a leading pedestrian interval (LPI) to the traffic signal controller software. The LPI displays red indications to vehicles in all directions for the 7 seconds of the pedestrian WALK phase, which allows pedestrians to travel out into the crosswalk and enhance their visibility to motorists. An LPI can be activated by City traffic signal maintenance personnel.

    - Install R10-15 YIELD TO PEDESTRIANS sign overhead on the span wire or the signal poles facing all four vehicle approaches. We recommend slightly modifying the signs by removing the right turn arrow, as there are crosswalks across all four vehicle approaches and both left and right turning motorists must yield to pedestrians in a marked crosswalk.

2. **Church Street / Woodlawn Avenue:** Twelve right-angle crashes recorded in the 3-year study period is a significant pattern. With four instances of five right angle crashes occurring in a 12-month period, MUTCD Signal Warrant #7 – Crash Experience is met. We recommend both an all-way STOP and signal warrant study be performed to determine if additional traffic control devices are needed.

3. **Van Dam Street / Clinton Street:** This signalized intersection includes marked crosswalks for all four approaches, but no pedestrian signals. There was significant pedestrian activity during the peak travel periods, with 30 pedestrians crossing in the AM and 81 crossing in the PM. Should the installation of the mini-roundabout included in Concept C not move forward, we recommend the installation of pedestrian signals for all four crossings, use of a leading pedestrian interval (LPI), and installation of R10-15 YIELD TO PEDESTRIANS signs.

4. **Additional traffic calming measures:** While there is interest from the Van Dam Neighborhood Association in implementing traffic calming elements on Van Dam Street, the data does not provide justification. The measured 85% speeds along both Van Dam and Church Streets were very close to the existing posted speed limit, the capacity analysis showed all intersections were operating with acceptable level-of-service, and the crash history did not reveal any patterns of

crashes that may be reduced with traffic calming. These short-term traffic calming measures can be installed independently or included in Concept C

a. Install radar feedback signs in both directions along Van Dam and Church Streets. These signs typically include a speed limit sign mounted above a digital panel that displays a numerical value of the approaching traffic speed, commonly called a YOUR SPEED IS sign. Motorists are made aware of their actual operating speed and that they may be exceeding the posted speed limit. Typically, the radar feedback signs have the availability to record the speed data so law enforcement can target specific times of day when motorists routinely violate the posted speed limit.

b. Consider reducing the City speed limit to 25 mph. New York State *Vehicle and Traffic Law* was recently changed to allow municipalities the ability to implement a 25-mph speed limit. The previous lowest speed limit allowed was 30 mph, which is the current posted speed limit on the three roads included in the study area. A comprehensive, city-wide speed study would be required in order to determine the streets appropriate for the speed limit reduction. Regular enforcement would be necessary to ensure compliance with the lower posted speed.

c. At the five intersections where crosswalks were recommended in Concept C, install raised crosswalks. Raised crosswalks are ramped speed tables spanning the entire width of the roadway, often placed at midblock crossing locations. The crosswalk is demarcated with paint and/or special paving materials. These crosswalks act as traffic-calming measures that allow the pedestrian to cross at grade with the sidewalk. Caution is urged with the installation of raised crosswalks, as noise levels resulting from vehicles passing over the raised pavement areas will increase.

d. Install in-road YIELD TO PEDESTRIAN signs on the double yellow markings in advance if crosswalks to remind motorists that pedestrians have the right-of-way.

e. Further enhance pedestrian warning signs by installing Rectangular Rapid Flash Beacons (RRFBs). RRFBs consist of two rectangular shaped yellow indications, each with a light-emitting diode (LED)-array-based light source. RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.

f. Prohibit on-street parking along the entire length of Van Dam Street. This action would free up existing pavement cross section width to be used for bike lanes, a center median, or both.

e. Install sharrows on Van Dam and Church Streets, which are pavement markings reinforcing the law that bicycles share the travel lane with vehicles.

f. Installation of utility risers / extension rings on Van Dam and Church Street. Utility risers are a cost-effective way to bring utility frames and grates up to the existing grade of the roadway, helping alleviate tractor trailers and heavy vehicles from creating loud noise. These risers can be installed on all in-road utilities, including sewer manholes, storm water inlets, and gas/water valves.

Appendix A \

Existing Traffic Data

MJ Proposal 2024220
Broadway, Van Dam St, Church St
Data Collection Plan

5/15/2024

LEGEND:

INTERSECTION TURNING MOVEMENT COUNT LOCATION (#)

24-HOUR DATA COUNT LOCATION (ATR) (#)

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Van Dam Street | **Date: October 30, 2024** | **Wednesday**

and: Chuch Street/Van Dorn Street | **Weather: Temperate/Cloudy**

Location: Saratoga Springs, New York | **Entered by: JLH** | **Star Rating: 5**

TIME	TRAFFIC FROM NORTH on: Van Dorn Street					TRAFFIC FROM SOUTH on: Church Street					TRAFFIC FROM EAST on: Van Dam Street					TRAFFIC FROM WEST on: Church Street					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	
AM																					
7:00 - 7:15	0	0	0	0	0	43	0	0	0	43	0	49	0	0	49	0	59	31	7	90	182
7:15 - 7:30	0	0	0	0	0	49	0	0	0	49	0	71	0	0	71	0	69	36	4	105	225
7:30 - 7:45	0	0	0	0	0	52	1	0	0	53	0	86	1	0	87	0	74	36	8	110	250
7:45 - 8:00	0	0	0	0	0	50	0	0	0	50	0	80	0	0	80	0	81	49	5	130	260
8:00 - 8:15	0	0	0	0	0	53	1	0	0	54	0	71	0	0	71	2	79	43	6	124	249
8:15 - 8:30	0	0	0	0	0	49	1	0	0	50	0	68	0	0	68	0	73	47	8	120	238
8:30 - 8:45	0	0	0	0	0	43	1	0	0	44	0	83	1	1	84	1	82	40	3	123	251
8:45 - 9:00	0	0	0	0	0	50	3	0	0	53	0	69	0	0	69	1	73	45	9	119	241
2 Hr Totals	0	0	0	0	0	389	7	0	0	396	0	577	2	1	579	4	590	327	50	921	1896
1 Hr Totals																					
7:00 - 8:00	0	0	0	0	0	194	1	0	0	195	0	286	1	0	287	0	283	152	24	435	917
7:15 - 8:15	0	0	0	0	0	204	2	0	0	206	0	308	1	0	309	2	303	164	23	469	984
7:30 - 8:30	0	0	0	0	0	204	3	0	0	207	0	305	1	0	306	2	307	175	27	484	997
7:45 - 8:45	0	0	0	0	0	195	3	0	0	198	0	302	1	1	303	3	315	179	22	497	998
8:00 - 9:00	0	0	0	0	0	195	6	0	0	201	0	291	1	1	292	4	307	175	26	486	979
PEAK HOUR																					
7:45 - 8:45	0	0	0	0	0	195	3	0	0	198	0	302	1	1	303	3	315	179	22	497	998
PM																					
4:00 - 4:15	0	0	0	0	0	60	2	0	0	62	0	99	0	0	99	0	124	49	10	173	334
4:15 - 4:30	0	0	0	0	0	67	3	0	0	70	0	93	0	0	93	2	98	40	9	140	303
4:30 - 4:45	0	0	0	0	0	59	1	0	0	60	0	72	1	1	73	0	98	41	7	139	272
4:45 - 5:00	0	0	0	0	0	47	4	0	0	51	0	98	3	1	101	0	109	45	8	154	306
5:00 - 5:15	0	0	0	0	0	60	0	0	0	60	0	92	2	0	94	0	114	50	2	164	318
5:15 - 5:30	0	0	0	0	0	48	1	0	0	49	0	99	1	0	100	1	68	64	6	133	282
5:30 - 5:45	0	0	0	0	0	37	1	0	0	38	0	92	0	0	92	3	92	33	5	128	258
5:45 - 6:00	0	0	0	0	0	49	2	0	0	51	0	74	2	0	76	1	80	45	6	126	253
2 Hr Totals	0	0	0	0	0	427	14	0	0	441	0	719	9	2	728	7	783	367	53	1157	2326
1 Hr Totals																					
4:00 - 5:00	0	0	0	0	0	233	10	0	0	243	0	362	4	2	366	2	429	175	34	606	1215
4:15 - 5:15	0	0	0	0	0	233	8	0	0	241	0	355	6	2	361	2	419	176	26	597	1199
4:30 - 5:30	0	0	0	0	0	214	6	0	0	220	0	361	7	2	368	1	389	200	23	590	1178
4:45 - 5:45	0	0	0	0	0	192	6	0	0	198	0	381	6	1	387	4	383	192	21	579	1164
5:00 - 6:00	0	0	0	0	0	194	4	0	0	198	0	357	5	0	362	5	354	192	19	551	1111
PEAK HOUR																					
4:00 - 5:00	0	0	0	0	0	233	10	0	0	243	0	362	4	2	366	2	429	175	34	606	1215

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Van Dam Street | Date: October 30, 2024 | Wednesday

and: Walworth Street | Weather: Temperate/Cloudy

Location: Saratoga Springs, New York | Entered by: JLH | Star Rating: 5

TIME	TRAFFIC FROM NORTH on:					TRAFFIC FROM SOUTH on: Walworth Street					TRAFFIC FROM EAST on: Van Dam Street					TRAFFIC FROM WEST on: Van Dam Street					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	
AM																					
7:00 - 7:15	0	0	0	0	0	0	0	1	0	1	2	54	0	0	56	0	61	0	0	61	118
7:15 - 7:30	0	0	0	0	0	1	0	3	0	4	1	70	0	0	71	0	66	0	0	66	141
7:30 - 7:45	0	0	0	0	0	0	0	3	0	3	2	82	0	0	84	0	72	0	0	72	159
7:45 - 8:00	0	0	0	0	0	0	0	2	0	2	1	85	0	0	86	0	86	0	0	86	174
8:00 - 8:15	0	0	0	0	0	0	0	1	0	1	4	71	0	0	75	0	73	1	0	74	150
8:15 - 8:30	0	0	0	0	0	0	0	4	0	4	5	68	0	0	73	0	77	0	0	77	154
8:30 - 8:45	0	0	0	0	0	2	0	0	0	2	2	81	0	0	83	0	81	1	0	82	167
8:45 - 9:00	0	0	0	0	0	0	0	5	0	5	4	69	0	0	73	0	72	0	0	72	150
2 Hr Totals	0	0	0	0	0	3	0	19	0	22	21	580	0	0	601	0	588	2	0	590	1213
1 Hr Totals																					
7:00 - 8:00	0	0	0	0	0	1	0	9	0	10	6	291	0	0	297	0	285	0	0	285	592
7:15 - 8:15	0	0	0	0	0	1	0	9	0	10	8	308	0	0	316	0	297	1	0	298	624
7:30 - 8:30	0	0	0	0	0	0	0	10	0	10	12	306	0	0	318	0	308	1	0	309	637
7:45 - 8:45	0	0	0	0	0	2	0	7	0	9	12	305	0	0	317	0	317	2	0	319	645
8:00 - 9:00	0	0	0	0	0	2	0	10	0	12	15	289	0	0	304	0	303	2	0	305	621
PEAK HOUR																					
7:45 - 8:45	0	0	0	0	0	2	0	7	0	9	12	305	0	0	317	0	317	2	0	319	645
PM																					
4:00 - 4:15	0	0	0	0	0	0	0	4	0	4	4	97	0	0	101	0	118	0	0	118	223
4:15 - 4:30	0	0	0	0	0	0	0	6	0	6	7	94	0	0	101	0	105	0	0	105	212
4:30 - 4:45	0	0	0	0	0	0	0	3	0	3	1	76	0	0	77	0	98	0	0	98	178
4:45 - 5:00	0	0	0	0	0	0	0	6	0	6	1	99	0	0	100	0	106	0	0	106	212
5:00 - 5:15	0	0	0	0	0	0	0	6	0	6	3	91	0	0	94	0	109	0	0	109	209
5:15 - 5:30	0	0	0	0	0	0	0	4	0	4	1	101	0	0	102	0	73	0	0	73	179
5:30 - 5:45	0	0	0	0	0	0	0	4	0	4	4	95	0	0	99	0	90	0	0	90	193
5:45 - 6:00	0	0	0	0	0	0	0	2	0	2	4	77	0	0	81	0	79	0	0	79	162
2 Hr Totals	0	0	0	0	0	0	0	35	0	35	25	730	0	0	755	0	778	0	0	778	1568
1 Hr Totals																					
4:00 - 5:00	0	0	0	0	0	0	0	19	0	19	13	366	0	0	379	0	427	0	0	427	825
4:15 - 5:15	0	0	0	0	0	0	0	21	0	21	12	360	0	0	372	0	418	0	0	418	811
4:30 - 5:30	0	0	0	0	0	0	0	19	0	19	6	367	0	0	373	0	386	0	0	386	778
4:45 - 5:45	0	0	0	0	0	0	0	20	0	20	9	386	0	0	395	0	378	0	0	378	793
5:00 - 6:00	0	0	0	0	0	0	0	16	0	16	12	364	0	0	376	0	351	0	0	351	743
PEAK HOUR																					
4:00 - 5:00	0	0	0	0	0	0	0	19	0	19	13	366	0	0	379	0	427	0	0	427	825

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Van Dam Street | Date: October 30, 2024 | Wednesday

and: Wells Street | Weather: Temperate/Cloudy

Location: Saratoga Springs, New York | Entered by: JLH | Star Rating: 5

TIME	TRAFFIC FROM NORTH on: Wells Street					TRAFFIC FROM SOUTH on: Driveway					TRAFFIC FROM EAST on: Van Dam Street					TRAFFIC FROM WEST on: Van Dam Street					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	
AM																					
7:00 - 7:15	1	0	0	0	1	0	0	0	0	0	0	54	1	0	55	0	61	0	0	61	117
7:15 - 7:30	2	0	1	0	3	0	0	0	0	0	0	67	2	0	69	1	71	0	0	72	144
7:30 - 7:45	1	0	0	0	1	0	0	0	0	0	0	91	5	0	96	1	77	0	0	78	175
7:45 - 8:00	2	0	0	0	2	0	0	0	0	0	0	87	2	0	89	4	81	0	0	85	176
8:00 - 8:15	3	0	0	0	3	0	0	0	0	0	0	70	3	0	73	3	75	0	0	78	154
8:15 - 8:30	2	0	3	0	5	0	0	0	0	0	0	70	0	0	70	2	78	0	0	80	155
8:30 - 8:45	0	0	4	0	4	0	0	0	0	0	0	86	3	0	89	0	81	0	0	81	174
8:45 - 9:00	1	0	3	0	4	0	0	0	0	0	0	69	2	0	71	1	78	0	0	79	154
2 Hr Totals	12	0	11	0	23	0	0	0	0	0	0	594	18	0	612	12	602	0	0	614	1249
1 Hr Totals																					
7:00 - 8:00	6	0	1	0	7	0	0	0	0	0	0	299	10	0	309	6	290	0	0	296	612
7:15 - 8:15	8	0	1	0	9	0	0	0	0	0	0	315	12	0	327	9	304	0	0	313	649
7:30 - 8:30	8	0	3	0	11	0	0	0	0	0	0	318	10	0	328	10	311	0	0	321	660
7:45 - 8:45	7	0	7	0	14	0	0	0	0	0	0	313	8	0	321	9	315	0	0	324	659
8:00 - 9:00	6	0	10	0	16	0	0	0	0	0	0	295	8	0	303	6	312	0	0	318	637
PEAK HOUR																					
7:30 - 8:30	8	0	3	0	11	0	0	0	0	0	0	318	10	0	328	10	311	0	0	321	660
PM																					
4:00 - 4:15	2	0	3	0	5	0	0	0	0	0	0	97	0	0	97	5	115	0	0	120	222
4:15 - 4:30	1	0	2	0	3	0	0	1	0	1	1	106	1	0	108	1	110	0	0	111	223
4:30 - 4:45	7	0	1	0	8	0	0	0	0	0	0	77	1	0	78	0	100	0	0	100	186
4:45 - 5:00	0	0	4	0	4	0	0	0	0	0	0	96	2	0	98	2	111	0	0	113	215
5:00 - 5:15	2	0	2	0	4	0	0	0	0	0	0	92	0	0	92	1	114	0	0	115	211
5:15 - 5:30	4	0	2	0	6	0	0	0	0	0	0	101	2	0	103	1	73	0	0	74	183
5:30 - 5:45	1	0	1	0	2	0	0	0	0	0	0	94	0	0	94	1	97	0	0	98	194
5:45 - 6:00	3	0	2	0	5	0	0	0	0	0	0	79	1	0	80	0	79	0	0	79	164
2 Hr Totals	20	0	17	0	37	0	0	1	0	1	1	742	7	0	750	11	799	0	0	810	1598
1 Hr Totals																					
4:00 - 5:00	10	0	10	0	20	0	0	1	0	1	1	376	4	0	381	8	436	0	0	444	846
4:15 - 5:15	10	0	9	0	19	0	0	1	0	1	1	371	4	0	376	4	435	0	0	439	835
4:30 - 5:30	13	0	9	0	22	0	0	0	0	0	0	366	5	0	371	4	398	0	0	402	795
4:45 - 5:45	7	0	9	0	16	0	0	0	0	0	0	383	4	0	387	5	395	0	0	400	803
5:00 - 6:00	10	0	7	0	17	0	0	0	0	0	0	366	3	0	369	3	363	0	0	366	752
PEAK HOUR																					
4:00 - 5:00	10	0	10	0	20	0	0	1	0	1	1	376	4	0	381	8	436	0	0	444	846

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Van Dam Street | **Date:** October 30, 2024 | Wednesday

and: Russell Street | **Weather:** Temperate/Cloudy

Location: Saratoga Springs, New York | **Entered by:** JLH | **Star Rating:** 5

TIME	TRAFFIC FROM NORTH on: Russell Street					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: Van Dam Street					TRAFFIC FROM WEST on: Van Dam Street					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	
AM																					
7:00 - 7:15	1	0	0	0	1	0	0	0	0	0	0	50	0	0	50	0	62	0	0	62	113
7:15 - 7:30	1	0	0	0	1	0	0	0	0	0	0	72	0	0	72	0	71	0	0	71	144
7:30 - 7:45	3	0	0	0	3	0	0	0	0	0	0	94	0	0	94	0	76	0	0	76	173
7:45 - 8:00	2	0	1	0	3	0	0	0	0	0	0	86	0	0	86	1	85	0	0	86	175
8:00 - 8:15	3	0	1	0	4	0	0	0	0	0	0	75	0	0	75	0	77	0	0	77	156
8:15 - 8:30	0	0	2	0	2	0	0	0	0	0	0	67	2	0	69	1	79	0	0	80	151
8:30 - 8:45	2	0	0	0	2	0	0	0	0	0	0	88	0	0	88	0	80	0	0	80	170
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	73	1	0	74	0	79	0	0	79	153
2 Hr Totals	12	0	4	0	16	0	0	0	0	0	0	605	3	0	608	2	609	0	0	611	1235
1 Hr Totals																					
7:00 - 8:00	7	0	1	0	8	0	0	0	0	0	0	302	0	0	302	1	294	0	0	295	605
7:15 - 8:15	9	0	2	0	11	0	0	0	0	0	0	327	0	0	327	1	309	0	0	310	648
7:30 - 8:30	8	0	4	0	12	0	0	0	0	0	0	322	2	0	324	2	317	0	0	319	655
7:45 - 8:45	7	0	4	0	11	0	0	0	0	0	0	316	2	0	318	2	321	0	0	323	652
8:00 - 9:00	5	0	3	0	8	0	0	0	0	0	0	303	3	0	306	1	315	0	0	316	630
PEAK HOUR																					
7:30 - 8:30	8	0	4	0	12	0	0	0	0	0	0	322	2	0	324	2	317	0	0	319	655
PM																					
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	99	0	0	99	1	119	0	0	120	219
4:15 - 4:30	0	0	1	0	1	0	0	0	0	0	0	102	1	0	103	0	111	0	0	111	215
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	82	0	0	82	0	108	0	0	108	190
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	98	1	0	99	2	107	0	0	109	208
5:00 - 5:15	0	0	1	0	1	0	0	0	0	0	0	89	1	0	90	0	113	0	0	113	204
5:15 - 5:30	3	0	0	0	3	0	0	0	0	0	0	105	0	0	105	1	77	0	0	78	186
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	93	1	0	94	0	94	0	0	94	188
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	80	1	0	81	0	85	0	0	85	166
2 Hr Totals	3	0	2	0	5	0	0	0	0	0	0	748	5	0	753	4	814	0	0	818	1576
1 Hr Totals																					
4:00 - 5:00	0	0	1	0	1	0	0	0	0	0	0	381	2	0	383	3	445	0	0	448	832
4:15 - 5:15	0	0	2	0	2	0	0	0	0	0	0	371	3	0	374	2	439	0	0	441	817
4:30 - 5:30	3	0	1	0	4	0	0	0	0	0	0	374	2	0	376	3	405	0	0	408	788
4:45 - 5:45	3	0	1	0	4	0	0	0	0	0	0	385	3	0	388	3	391	0	0	394	786
5:00 - 6:00	3	0	1	0	4	0	0	0	0	0	0	367	3	0	370	1	369	0	0	370	744
PEAK HOUR																					
4:00 - 5:00	0	0	1	0	1	0	0	0	0	0	0	381	2	0	383	3	445	0	0	448	832

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Van Dam Street | **Date: October 30, 2024** | **Wednesday**

and: Lawrence Street | **Weather: Temperate/Cloudy**

Location: Saratoga Springs, New York | **Entered by: JLH** | **Star Rating: 5**

TIME	TRAFFIC FROM NORTH on: Lawrence Street					TRAFFIC FROM SOUTH on: Lawrence Street					TRAFFIC FROM EAST on: Van Dam Street					TRAFFIC FROM WEST on: Van Dam Street					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	
AM																					
7:00 - 7:15	3	3	4	0	10	0	0	1	0	1	1	46	3	0	50	6	56	0	0	62	123
7:15 - 7:30	2	1	4	0	7	1	0	0	0	1	2	67	1	0	70	3	67	0	0	70	148
7:30 - 7:45	1	1	3	0	5	0	2	1	0	3	0	93	1	0	94	6	76	1	0	83	185
7:45 - 8:00	1	1	2	0	4	0	3	0	0	3	4	84	5	0	93	4	81	0	0	85	185
8:00 - 8:15	1	1	0	0	2	0	0	1	0	1	2	73	3	0	78	2	80	0	0	82	163
8:15 - 8:30	1	2	0	0	3	0	0	3	0	3	2	69	0	0	71	2	75	0	0	77	154
8:30 - 8:45	0	2	0	0	2	0	3	2	0	5	1	89	3	0	93	6	77	0	0	83	183
8:45 - 9:00	2	2	5	0	9	1	1	2	0	4	0	68	4	0	72	5	78	0	0	83	168
2 Hr Totals	11	13	18	0	42	2	9	10	0	21	12	589	20	0	621	34	590	1	0	625	1309
1 Hr Totals																					
7:00 - 8:00	7	6	13	0	26	1	5	2	0	8	7	290	10	0	307	19	280	1	0	300	641
7:15 - 8:15	5	4	9	0	18	1	5	2	0	8	8	317	10	0	335	15	304	1	0	320	681
7:30 - 8:30	4	5	5	0	14	0	5	5	0	10	8	319	9	0	336	14	312	1	0	327	687
7:45 - 8:45	3	6	2	0	11	0	6	6	0	12	9	315	11	0	335	14	313	0	0	327	685
8:00 - 9:00	4	7	5	0	16	1	4	8	0	13	5	299	10	0	314	15	310	0	0	325	668
PEAK HOUR																					
7:30 - 8:30	4	5	5	0	14	0	5	5	0	10	8	319	9	0	336	14	312	1	0	327	687
PM																					
4:00 - 4:15	3	5	6	0	14	1	1	1	0	3	2	93	1	0	96	5	117	0	0	122	235
4:15 - 4:30	2	3	1	0	6	1	1	0	0	2	2	104	1	0	107	2	106	0	0	108	223
4:30 - 4:45	3	2	5	0	10	0	0	1	0	1	2	75	2	0	79	3	108	0	0	111	201
4:45 - 5:00	4	5	6	0	15	0	1	0	0	1	0	94	2	0	96	0	106	1	0	107	219
5:00 - 5:15	1	4	5	0	10	0	3	2	0	5	2	86	3	0	91	4	108	0	0	112	218
5:15 - 5:30	2	2	5	0	9	0	0	2	0	2	0	95	2	0	97	4	78	0	0	82	190
5:30 - 5:45	1	0	3	0	4	0	2	1	0	3	1	92	4	0	97	5	90	1	0	96	200
5:45 - 6:00	1	1	7	0	9	1	2	2	0	5	1	75	3	0	79	2	84	0	0	86	179
2 Hr Totals	17	22	38	0	77	3	10	9	0	22	10	714	18	0	742	25	797	2	0	824	1665
1 Hr Totals																					
4:00 - 5:00	12	15	18	0	45	2	3	2	0	7	6	366	6	0	378	10	437	1	0	448	878
4:15 - 5:15	10	14	17	0	41	1	5	3	0	9	6	359	8	0	373	9	428	1	0	438	861
4:30 - 5:30	10	13	21	0	44	0	4	5	0	9	4	350	9	0	363	11	400	1	0	412	828
4:45 - 5:45	8	11	19	0	38	0	6	5	0	11	3	367	11	0	381	13	382	2	0	397	827
5:00 - 6:00	5	7	20	0	32	1	7	7	0	15	4	348	12	0	364	15	360	1	0	376	787
PEAK HOUR																					
4:00 - 5:00	12	15	18	0	45	2	3	2	0	7	6	366	6	0	378	10	437	1	0	448	878

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Van Dam Street | Date: October 30, 2024 | Wednesday

and: Clinton Street | Weather: Temperate/Cloudy

Location: Saratoga Springs, New York | Entered by: JLH | Star Rating: 5

TIME	TRAFFIC FROM NORTH on: Clinton Street					TRAFFIC FROM SOUTH on: Clinton Street					TRAFFIC FROM EAST on: Van Dam Street					TRAFFIC FROM WEST on: Van Dam Street					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	
AM																					
7:00 - 7:15	1	11	2	2	14	3	8	3	1	14	2	44	0	0	46	2	56	0	0	58	132
7:15 - 7:30	0	44	4	1	48	1	16	3	1	20	3	63	3	0	69	6	62	1	1	69	206
7:30 - 7:45	6	37	6	1	49	1	13	3	1	17	11	87	0	0	98	4	71	3	0	78	242
7:45 - 8:00	3	28	3	4	34	2	19	5	2	26	2	86	2	0	90	2	77	1	0	80	230
8:00 - 8:15	6	23	3	1	32	0	18	4	2	22	3	70	2	0	75	5	72	1	1	78	207
8:15 - 8:30	1	28	4	1	33	2	20	4	2	26	1	64	3	0	68	10	69	2	0	81	208
8:30 - 8:45	1	24	3	0	28	3	22	4	1	29	10	85	1	0	96	7	63	2	0	72	225
8:45 - 9:00	5	32	6	2	43	3	22	4	1	29	5	61	1	0	67	5	86	2	0	93	232
2 Hr Totals	23	227	31	12	281	15	138	30	11	183	37	560	12	0	609	41	556	12	2	609	1682
1 Hr Totals																					
7:00 - 8:00	10	120	15	8	145	7	56	14	5	77	18	280	5	0	303	14	266	5	1	285	810
7:15 - 8:15	15	132	16	7	163	4	66	15	6	85	19	306	7	0	332	17	282	6	2	305	885
7:30 - 8:30	16	116	16	7	148	5	70	16	7	91	17	307	7	0	331	21	289	7	1	317	887
7:45 - 8:45	11	103	13	6	127	7	79	17	7	103	16	305	8	0	329	24	281	6	1	311	870
8:00 - 9:00	13	107	16	4	136	8	82	16	6	106	19	280	7	0	306	27	290	7	1	324	872
PEAK HOUR																					
7:30 - 8:30	16	116	16	7	148	5	70	16	7	91	17	307	7	0	331	21	289	7	1	317	887
PM																					
4:00 - 4:15	6	26	6	1	38	4	31	7	0	42	3	85	3	0	91	5	115	0	0	120	291
4:15 - 4:30	6	26	7	5	39	4	29	10	2	43	6	94	3	0	103	9	101	2	0	112	297
4:30 - 4:45	8	33	8	0	49	2	27	1	1	30	8	69	2	1	79	7	104	1	0	112	270
4:45 - 5:00	3	31	4	2	38	1	55	6	1	62	8	88	2	0	98	10	97	1	0	108	306
5:00 - 5:15	6	25	6	0	37	1	44	6	0	51	3	84	2	0	89	6	106	0	0	112	289
5:15 - 5:30	2	31	1	5	34	3	30	7	1	40	10	93	3	1	106	1	78	2	1	81	261
5:30 - 5:45	3	28	9	0	40	1	29	10	1	40	8	86	1	0	95	13	76	1	0	90	265
5:45 - 6:00	3	28	4	1	35	3	33	1	3	37	6	69	4	0	79	7	81	2	0	90	241
2 Hr Totals	37	228	45	14	310	19	278	48	9	345	52	668	20	2	740	58	758	9	1	825	2220
1 Hr Totals																					
4:00 - 5:00	23	116	25	8	164	11	142	24	4	177	25	336	10	1	371	31	417	4	0	452	1164
4:15 - 5:15	23	115	25	7	163	8	155	23	4	186	25	335	9	1	369	32	408	4	0	444	1162
4:30 - 5:30	19	120	19	7	158	7	156	20	3	183	29	334	9	2	372	24	385	4	1	413	1126
4:45 - 5:45	14	115	20	7	149	6	158	29	3	193	29	351	8	1	388	30	357	4	1	391	1121
5:00 - 6:00	14	112	20	6	146	8	136	24	5	168	27	332	10	1	369	27	341	5	1	373	1056
PEAK HOUR																					
4:00 - 5:00	23	116	25	8	164	11	142	24	4	177	25	336	10	1	371	31	417	4	0	452	1164

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Van Dam Street | Date: October 30, 2024 | Wednesday

and: State Street | Weather: Temperate/Cloudy

Location: Saratoga Springs, New York | Entered by: JLH | Star Rating: 5

TIME	TRAFFIC FROM NORTH on: State Street					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: Van Dam Street					TRAFFIC FROM WEST on: Van Dam Street					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	
AM																					
7:00 - 7:15	0	0	2	0	2	0	0	0	0	0	0	47	0	0	47	1	61	0	0	62	111
7:15 - 7:30	2	0	1	0	3	0	0	0	0	0	0	65	0	0	65	0	65	0	0	65	133
7:30 - 7:45	0	0	6	0	6	0	0	0	0	0	0	97	0	0	97	0	81	0	0	81	184
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	88	0	0	88	2	87	0	0	89	177
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	71	0	0	71	1	82	0	0	83	154
8:15 - 8:30	1	0	1	0	2	0	0	0	0	0	0	69	0	0	69	0	74	0	0	74	145
8:30 - 8:45	0	0	1	0	1	0	0	0	0	0	0	92	0	0	92	0	69	0	0	69	162
8:45 - 9:00	0	0	1	0	1	0	0	0	0	0	0	69	0	0	69	4	92	0	0	96	166
2 Hr Totals	3	0	12	0	15	0	0	0	0	0	0	598	0	0	598	8	611	0	0	619	1232
1 Hr Totals																					
7:00 - 8:00	2	0	9	0	11	0	0	0	0	0	0	297	0	0	297	3	294	0	0	297	605
7:15 - 8:15	2	0	7	0	9	0	0	0	0	0	0	321	0	0	321	3	315	0	0	318	648
7:30 - 8:30	1	0	7	0	8	0	0	0	0	0	0	325	0	0	325	3	324	0	0	327	660
7:45 - 8:45	1	0	2	0	3	0	0	0	0	0	0	320	0	0	320	3	312	0	0	315	638
8:00 - 9:00	1	0	3	0	4	0	0	0	0	0	0	301	0	0	301	5	317	0	0	322	627
PEAK HOUR																					
7:30 - 8:30	1	0	7	0	8	0	0	0	0	0	0	325	0	0	325	3	324	0	0	327	660
PM																					
4:00 - 4:15	0	0	2	0	2	0	0	0	0	0	0	89	0	0	89	2	127	0	0	129	220
4:15 - 4:30	0	0	1	0	1	0	0	0	0	0	0	97	0	0	97	4	114	0	0	118	216
4:30 - 4:45	0	0	4	0	4	0	0	0	0	0	0	81	0	0	81	0	114	0	0	114	199
4:45 - 5:00	1	0	2	0	3	0	0	0	0	0	0	90	0	0	90	1	108	0	0	109	202
5:00 - 5:15	1	0	3	0	4	0	0	0	0	0	0	91	1	0	92	2	114	0	0	116	212
5:15 - 5:30	1	0	3	0	4	0	0	0	0	0	0	103	0	0	103	0	90	0	0	90	197
5:30 - 5:45	0	0	2	0	2	0	0	0	0	0	0	89	0	0	89	0	91	0	0	91	182
5:45 - 6:00	0	0	1	0	1	0	0	0	0	0	0	77	1	0	78	1	85	0	0	86	165
2 Hr Totals	3	0	18	0	21	0	0	0	0	0	0	717	2	0	719	10	843	0	0	853	1593
1 Hr Totals																					
4:00 - 5:00	1	0	9	0	10	0	0	0	0	0	0	357	0	0	357	7	463	0	0	470	837
4:15 - 5:15	2	0	10	0	12	0	0	0	0	0	0	359	1	0	360	7	450	0	0	457	829
4:30 - 5:30	3	0	12	0	15	0	0	0	0	0	0	365	1	0	366	3	426	0	0	429	810
4:45 - 5:45	3	0	10	0	13	0	0	0	0	0	0	373	1	0	374	3	403	0	0	406	793
5:00 - 6:00	2	0	9	0	11	0	0	0	0	0	0	360	2	0	362	3	380	0	0	383	756
PEAK HOUR																					
4:00 - 5:00	1	0	9	0	10	0	0	0	0	0	0	357	0	0	357	7	463	0	0	470	837

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Van Dam Street
and: Woodlawn Avenue
Location: Saratoga Springs, New York

Date: October 30, 2024
Weather: Temperate/Cloudy
Entered by: JLH

Wednesday
Star Rating: 5

TIME	TRAFFIC FROM NORTH on: Woodlawn Avenue					TRAFFIC FROM SOUTH on: Woodlawn Avenue					TRAFFIC FROM EAST on: Van Dam Street					TRAFFIC FROM WEST on: Van Dam Street					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	
AM																					
7:00 - 7:15	1	2	0	0	3	0	2	0	0	2	5	47	0	0	52	1	57	0	0	58	115
7:15 - 7:30	1	1	2	0	4	0	1	3	0	4	5	64	0	0	69	0	71	2	0	73	150
7:30 - 7:45	0	1	1	0	2	1	1	6	0	8	5	96	1	0	102	2	82	1	0	85	197
7:45 - 8:00	0	0	0	0	0	0	1	3	0	4	4	91	0	0	95	1	85	0	0	86	185
8:00 - 8:15	0	0	1	0	1	0	0	6	0	6	4	67	1	0	72	1	80	0	0	81	160
8:15 - 8:30	0	1	0	0	1	0	3	2	0	5	6	73	1	0	80	2	70	3	0	75	161
8:30 - 8:45	1	2	0	0	3	1	2	1	0	4	10	88	0	0	98	2	65	0	0	67	172
8:45 - 9:00	0	1	0	0	1	1	1	3	0	5	6	69	0	0	75	3	85	3	0	91	172
2 Hr Totals	3	8	4	0	15	3	11	24	0	38	45	595	3	0	643	12	595	9	0	616	1312
1 Hr Totals																					
7:00 - 8:00	2	4	3	0	9	1	5	12	0	18	19	298	1	0	318	4	295	3	0	302	647
7:15 - 8:15	1	2	4	0	7	1	3	18	0	22	18	318	2	0	338	4	318	3	0	325	692
7:30 - 8:30	0	2	2	0	4	1	5	17	0	23	19	327	3	0	349	6	317	4	0	327	703
7:45 - 8:45	1	3	1	0	5	1	6	12	0	19	24	319	2	0	345	6	300	3	0	309	678
8:00 - 9:00	1	4	1	0	6	2	6	12	0	20	26	297	2	0	325	8	300	6	0	314	665
PEAK HOUR																					
7:30 - 8:30	0	2	2	0	4	1	5	17	0	23	19	327	3	0	349	6	317	4	0	327	703
PM																					
4:00 - 4:15	0	0	0	0	0	1	2	8	0	11	7	93	0	0	100	1	117	0	0	118	229
4:15 - 4:30	0	2	0	0	2	0	3	8	0	11	4	90	0	0	94	3	111	0	0	114	221
4:30 - 4:45	0	0	0	0	0	0	2	13	0	15	2	78	0	0	80	2	110	0	0	112	207
4:45 - 5:00	0	0	0	0	0	2	4	8	0	14	3	89	0	0	92	6	109	0	0	115	221
5:00 - 5:15	0	1	1	0	2	0	5	13	0	18	5	92	1	0	98	1	111	0	0	112	230
5:15 - 5:30	0	1	2	0	3	0	3	10	0	13	4	104	1	0	109	1	89	4	0	94	219
5:30 - 5:45	0	1	1	0	2	2	1	10	0	13	6	88	0	0	94	3	83	5	0	91	200
5:45 - 6:00	0	3	0	0	3	0	0	7	0	7	6	75	0	0	81	0	87	1	0	88	179
2 Hr Totals	0	8	4	0	12	5	20	77	0	102	37	709	2	0	748	17	817	10	0	844	1706
1 Hr Totals																					
4:00 - 5:00	0	2	0	0	2	3	11	37	0	51	16	350	0	0	366	12	447	0	0	459	878
4:15 - 5:15	0	3	1	0	4	2	14	42	0	58	14	349	1	0	364	12	441	0	0	453	879
4:30 - 5:30	0	2	3	0	5	2	14	44	0	60	14	363	2	0	379	10	419	4	0	433	877
4:45 - 5:45	0	3	4	0	7	4	13	41	0	58	18	373	2	0	393	11	392	9	0	412	870
5:00 - 6:00	0	6	4	0	10	2	9	40	0	51	21	359	2	0	382	5	370	10	0	385	828
PEAK HOUR																					
4:15 - 5:15	0	3	1	0	4	2	14	42	0	58	14	349	1	0	364	12	441	0	0	453	879

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Van Dam Street | **Date: October 30, 2024** | **Wednesday**

and: Broadway | **Weather: Temperate/Cloudy**

Location: Saratoga Springs, New York | **Entered by: JLH** | **Star Rating: 5**

TIME	TRAFFIC FROM NORTH on: North Broadway					TRAFFIC FROM SOUTH on: Broadway					TRAFFIC FROM EAST on: US9/NY50 OVERLAP					TRAFFIC FROM WEST on: Van Dam Street					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	
AM																					
7:00 - 7:15	0	1	0	2	1	1	3	32	15	36	58	49	0	0	107	0	58	2	1	60	204
7:15 - 7:30	0	2	2	4	4	1	5	37	7	43	71	62	0	0	133	0	65	6	1	71	251
7:30 - 7:45	0	7	0	0	7	4	9	51	6	64	95	97	0	0	192	2	87	2	0	91	354
7:45 - 8:00	0	9	4	1	13	4	10	45	5	59	76	85	0	0	161	1	74	4	1	79	312
8:00 - 8:15	0	4	1	1	5	0	12	37	6	49	75	74	0	0	149	3	87	1	1	91	294
8:15 - 8:30	0	9	1	2	10	4	13	37	6	54	82	70	0	0	152	3	71	2	0	76	292
8:30 - 8:45	0	16	4	0	20	2	24	35	5	61	85	95	0	0	180	2	58	1	0	61	322
8:45 - 9:00	1	6	5	6	12	1	8	36	1	45	71	59	0	0	130	2	91	3	1	96	283
2 Hr Totals	1	54	17	16	72	17	84	310	51	411	613	591	0	0	1204	13	591	21	5	625	2312
1 Hr Totals																					
7:00 - 8:00	0	19	6	7	25	10	27	165	33	202	300	293	0	0	593	3	284	14	3	301	1121
7:15 - 8:15	0	22	7	6	29	9	36	170	24	215	317	318	0	0	635	6	313	13	3	332	1211
7:30 - 8:30	0	29	6	4	35	12	44	170	23	226	328	326	0	0	654	9	319	9	2	337	1252
7:45 - 8:45	0	38	10	4	48	10	59	154	22	223	318	324	0	0	642	9	290	8	2	307	1220
8:00 - 9:00	1	35	11	9	47	7	57	145	18	209	313	298	0	0	611	10	307	7	2	324	1191
PEAK HOUR																					
7:30 - 8:30	0	29	6	4	35	12	44	170	23	226	328	326	0	0	654	9	319	9	2	337	1252
PM																					
4:00 - 4:15	0	17	4	1	21	2	14	74	4	90	81	95	0	0	176	0	110	2	1	112	399
4:15 - 4:30	0	16	3	1	19	1	10	77	10	88	85	90	0	0	175	2	118	3	0	123	405
4:30 - 4:45	0	23	3	0	26	1	16	91	2	108	70	79	2	0	151	2	117	3	0	122	407
4:45 - 5:00	0	15	2	3	17	6	14	86	10	106	99	82	0	0	181	3	110	6	0	119	423
5:00 - 5:15	0	18	5	4	23	4	12	102	2	118	74	86	1	0	161	2	115	6	0	123	425
5:15 - 5:30	0	28	6	4	34	7	14	92	9	113	75	91	0	0	166	1	111	2	0	114	427
5:30 - 5:45	0	14	7	4	21	3	14	64	4	81	56	79	1	0	136	0	91	2	1	93	331
5:45 - 6:00	0	25	8	0	33	4	13	71	3	88	69	68	1	0	138	1	80	4	1	85	344
2 Hr Totals	0	156	38	17	194	28	107	657	44	792	609	670	5	0	1284	11	852	28	3	891	3161
1 Hr Totals																					
4:00 - 5:00	0	71	12	5	83	10	54	328	26	392	335	346	2	0	683	7	455	14	1	476	1634
4:15 - 5:15	0	72	13	8	85	12	52	356	24	420	328	337	3	0	668	9	460	18	0	487	1660
4:30 - 5:30	0	84	16	11	100	18	56	371	23	445	318	338	3	0	659	8	453	17	0	478	1682
4:45 - 5:45	0	75	20	15	95	20	54	344	25	418	304	338	2	0	644	6	427	16	1	449	1606
5:00 - 6:00	0	85	26	12	111	18	53	329	18	400	274	324	3	0	601	4	397	14	2	415	1527
PEAK HOUR																					
4:30 - 5:30	0	84	16	11	100	18	56	371	23	445	318	338	3	0	659	8	453	17	0	478	1682

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Church Street | **Date: October 30, 2024** | **Wednesday**

and: Broadway | **Weather: Temperate/Cloudy**

Location: Saratoga Springs, New York | **Entered by: JLH** | **Star Rating: 3**

TIME	TRAFFIC FROM NORTH on: Broadway					TRAFFIC FROM SOUTH on: Broadway					TRAFFIC FROM EAST on: Lake Avenue					TRAFFIC FROM WEST on: Church Street					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	
AM																					
7:00 - 7:15	5	48	9	0	62	11	50	3	0	64	15	44	4	0	63	6	27	7	2	40	229
7:15 - 7:30	4	69	13	0	86	14	57	8	0	79	15	56	2	0	73	6	34	6	0	46	284
7:30 - 7:45	2	76	19	1	97	15	69	7	0	91	11	63	4	0	78	9	39	11	0	59	325
7:45 - 8:00	2	56	16	0	74	19	62	13	1	94	20	72	3	1	95	9	58	7	0	74	337
8:00 - 8:15	2	61	23	0	86	13	68	11	0	92	25	66	7	0	98	9	49	9	0	67	343
8:15 - 8:30	1	72	16	0	89	15	50	15	0	80	20	59	3	0	82	10	57	11	0	78	329
8:30 - 8:45	2	73	22	0	97	12	56	15	1	83	20	65	4	0	89	12	48	10	0	70	339
8:45 - 9:00	3	62	20	0	85	13	43	10	0	66	15	70	3	0	88	10	51	17	0	78	317
2 Hr Totals	21	517	138	1	676	112	455	82	2	649	141	495	30	1	666	71	363	78	2	512	2503
1 Hr Totals																					
7:00 - 8:00	13	249	57	1	319	59	238	31	1	328	61	235	13	1	309	30	158	31	2	219	1175
7:15 - 8:15	10	262	71	1	343	61	256	39	1	356	71	257	16	1	344	33	180	33	0	246	1289
7:30 - 8:30	7	265	74	1	346	62	249	46	1	357	76	260	17	1	353	37	203	38	0	278	1334
7:45 - 8:45	7	262	77	0	346	59	236	54	2	349	85	262	17	1	364	40	212	37	0	289	1348
8:00 - 9:00	8	268	81	0	357	53	217	51	1	321	80	260	17	0	357	41	205	47	0	293	1328
PEAK HOUR																					
7:45 - 8:45	7	262	77	0	346	59	236	54	2	349	85	262	17	1	364	40	212	37	0	289	1348
PM																					
4:00 - 4:15	8	82	13	0	103	19	66	15	0	100	17	67	10	0	94	22	71	17	0	110	407
4:15 - 4:30	12	81	36	1	129	13	75	17	0	105	29	67	6	0	102	18	55	16	0	89	425
4:30 - 4:45	12	84	10	0	106	10	81	23	1	114	37	67	7	0	111	24	76	13	1	113	444
4:45 - 5:00	13	104	9	0	126	11	95	15	1	121	39	74	8	1	121	22	60	13	0	95	463
5:00 - 5:15	11	80	9	1	100	10	77	24	0	111	20	70	4	0	94	21	74	12	0	107	412
5:15 - 5:30	10	92	7	0	109	9	89	25	1	123	32	58	9	0	99	25	76	17	0	118	449
5:30 - 5:45	8	66	9	2	83	9	71	21	1	101	21	65	9	1	95	14	47	11	0	72	351
5:45 - 6:00	9	71	21	0	101	14	93	22	2	129	18	46	18	0	82	22	58	16	0	96	408
2 Hr Totals	83	660	114	4	857	95	647	162	6	904	213	514	71	2	798	168	517	115	1	800	3359
1 Hr Totals																					
4:00 - 5:00	45	351	68	1	464	53	317	70	2	440	122	275	31	1	428	86	262	59	1	407	1739
4:15 - 5:15	48	349	64	2	461	44	328	79	2	451	125	278	25	1	428	85	265	54	1	404	1744
4:30 - 5:30	46	360	35	1	441	40	342	87	3	469	128	269	28	1	425	92	286	55	1	433	1768
4:45 - 5:45	42	342	34	3	418	39	332	85	3	456	112	267	30	2	409	82	257	53	0	392	1675
5:00 - 6:00	38	309	46	3	393	42	330	92	4	464	91	239	40	1	370	82	255	56	0	393	1620
PEAK HOUR																					
4:30 - 5:30	46	360	35	1	441	40	342	87	3	469	128	269	28	1	425	92	286	55	1	433	1768

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Church Street | **Date: October 30, 2024** | **Wednesday**

and: Woodlawn Avenue | **Weather: Temperate/Cloudy**

Location: Saratoga Springs, New York | **Entered by: JLH** | **Star Rating: 5**

TIME	TRAFFIC FROM NORTH on: Woodlawn Avenue					TRAFFIC FROM SOUTH on: Woodlawn Avenue					TRAFFIC FROM EAST on: Church Street					TRAFFIC FROM WEST on: Church Street					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	
AM																					
7:00 - 7:15	0	4	3	0	7	2	2	4	0	8	9	54	4	0	67	4	45	0	0	49	131
7:15 - 7:30	1	2	5	0	8	2	1	6	0	9	9	71	7	0	87	4	37	2	0	43	147
7:30 - 7:45	2	4	6	0	12	0	1	11	0	12	16	74	4	0	94	10	53	1	0	64	182
7:45 - 8:00	2	2	2	0	6	2	3	4	0	9	19	67	12	0	98	7	66	6	0	79	192
8:00 - 8:15	0	0	6	0	6	1	1	4	0	6	18	75	7	0	100	7	63	3	0	73	185
8:15 - 8:30	1	3	3	0	7	1	2	11	0	14	12	67	12	0	91	3	69	4	0	76	188
8:30 - 8:45	2	2	5	0	9	2	2	10	0	14	17	73	12	0	102	6	60	8	0	74	199
8:45 - 9:00	1	2	3	0	6	4	4	8	0	16	12	71	7	0	90	4	67	6	0	77	189
2 Hr Totals	9	19	33	0	61	14	16	58	0	88	112	552	65	0	729	45	460	30	0	535	1413
1 Hr Totals																					
7:00 - 8:00	5	12	16	0	33	6	7	25	0	38	53	266	27	0	346	25	201	9	0	235	652
7:15 - 8:15	5	8	19	0	32	5	6	25	0	36	62	287	30	0	379	28	219	12	0	259	706
7:30 - 8:30	5	9	17	0	31	4	7	30	0	41	65	283	35	0	383	27	251	14	0	292	747
7:45 - 8:45	5	7	16	0	28	6	8	29	0	43	66	282	43	0	391	23	258	21	0	302	764
8:00 - 9:00	4	7	17	0	28	8	9	33	0	50	59	286	38	0	383	20	259	21	0	300	761
PEAK HOUR																					
7:45 - 8:45	5	7	16	0	28	6	8	29	0	43	66	282	43	0	391	23	258	21	0	302	764
PM																					
4:00 - 4:15	2	4	9	0	15	4	3	17	0	24	13	66	7	0	86	4	92	2	0	98	223
4:15 - 4:30	8	3	3	0	14	3	2	19	0	24	10	84	10	0	104	6	65	6	0	77	219
4:30 - 4:45	2	0	7	0	9	5	3	21	0	29	8	75	3	0	86	4	89	3	0	96	220
4:45 - 5:00	2	1	5	0	8	3	3	24	0	30	11	72	3	0	86	8	74	8	0	90	214
5:00 - 5:15	0	4	9	0	13	5	2	23	0	30	9	80	1	0	90	7	87	5	0	99	232
5:15 - 5:30	1	7	4	0	12	5	2	23	0	30	14	58	3	0	75	7	96	7	0	110	227
5:30 - 5:45	2	3	5	0	10	0	1	7	0	8	11	74	5	0	90	10	59	10	0	79	187
5:45 - 6:00	2	3	7	0	12	1	2	6	0	9	16	55	7	0	78	8	80	7	0	95	194
2 Hr Totals	19	25	49	0	93	26	18	140	0	184	92	564	39	0	695	54	642	48	0	744	1716
1 Hr Totals																					
4:00 - 5:00	14	8	24	0	46	15	11	81	0	107	42	297	23	0	362	22	320	19	0	361	876
4:15 - 5:15	12	8	24	0	44	16	10	87	0	113	38	311	17	0	366	25	315	22	0	362	885
4:30 - 5:30	5	12	25	0	42	18	10	91	0	119	42	285	10	0	337	26	346	23	0	395	893
4:45 - 5:45	5	15	23	0	43	13	8	77	0	98	45	284	12	0	341	32	316	30	0	378	860
5:00 - 6:00	5	17	25	0	47	11	7	59	0	77	50	267	16	0	333	32	322	29	0	383	840
PEAK HOUR																					
4:30 - 5:30	5	12	25	0	42	18	10	91	0	119	42	285	10	0	337	26	346	23	0	395	893

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Church Street | **Date: October 30, 2024** | **Wednesday**

and: Clinton Street | **Weather: Temperate/Cloudy**

Location: Saratoga Springs, New York | **Entered by: JLH** | **Star Rating: 5**

TIME	TRAFFIC FROM NORTH on: Clinton Street					TRAFFIC FROM SOUTH on: Clinton Street					TRAFFIC FROM EAST on: Church Street					TRAFFIC FROM WEST on: Church Street					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	
AM																					
7:00 - 7:15	2	13	1	0	16	0	10	0	0	10	2	43	1	1	46	3	39	2	0	44	116
7:15 - 7:30	4	41	0	0	45	1	10	2	0	13	3	48	2	9	53	0	38	2	0	40	151
7:30 - 7:45	8	43	2	0	53	4	13	4	2	21	3	55	6	1	64	1	43	1	1	45	183
7:45 - 8:00	9	23	0	0	32	0	24	3	0	27	2	53	5	1	60	3	51	3	0	57	176
8:00 - 8:15	6	16	5	1	27	4	20	5	0	29	2	57	7	0	66	1	51	0	0	52	174
8:15 - 8:30	9	18	2	0	29	2	24	3	2	29	6	49	9	1	64	0	54	1	0	55	177
8:30 - 8:45	16	14	3	0	33	0	24	2	0	26	6	50	5	1	61	1	54	4	0	59	179
8:45 - 9:00	9	31	3	0	43	0	25	3	3	28	6	57	8	1	71	2	52	3	1	57	199
2 Hr Totals	63	199	16	1	278	11	150	22	7	183	30	412	43	15	485	11	382	16	2	409	1355
1 Hr Totals																					
7:00 - 8:00	23	120	3	0	146	5	57	9	2	71	10	199	14	12	223	7	171	8	1	186	626
7:15 - 8:15	27	123	7	1	157	9	67	14	2	90	10	213	20	11	243	5	183	6	1	194	684
7:30 - 8:30	32	100	9	1	141	10	81	15	4	106	13	214	27	3	254	5	199	5	1	209	710
7:45 - 8:45	40	71	10	1	121	6	92	13	2	111	16	209	26	3	251	5	210	8	0	223	706
8:00 - 9:00	40	79	13	1	132	6	93	13	5	112	20	213	29	3	262	4	211	8	1	223	729
PEAK HOUR																					
8:00 - 9:00	40	79	13	1	132	6	93	13	5	112	20	213	29	3	262	4	211	8	1	223	729
PM																					
4:00 - 4:15	7	22	3	0	32	3	22	5	0	30	4	63	4	2	71	4	73	5	1	82	215
4:15 - 4:30	9	28	2	1	39	3	32	5	0	40	3	73	8	3	84	2	47	1	0	50	213
4:30 - 4:45	14	39	2	0	55	6	15	4	2	25	2	59	6	3	67	0	53	3	2	56	203
4:45 - 5:00	7	43	3	0	53	5	41	6	1	52	6	52	16	0	74	2	51	2	0	55	234
5:00 - 5:15	10	26	0	0	36	4	32	5	1	41	1	67	10	1	78	2	60	2	0	64	219
5:15 - 5:30	8	37	1	0	46	3	27	4	1	34	5	50	8	0	63	0	76	3	0	79	222
5:30 - 5:45	16	21	3	0	40	1	27	3	1	31	12	48	13	1	73	3	39	1	0	43	187
5:45 - 6:00	14	27	2	0	43	3	18	5	0	26	2	47	12	0	61	1	50	3	2	54	184
2 Hr Totals	85	243	16	1	344	28	214	37	6	279	35	459	77	10	571	14	449	20	5	483	1677
1 Hr Totals																					
4:00 - 5:00	37	132	10	1	179	17	110	20	3	147	15	247	34	8	296	8	224	11	3	243	865
4:15 - 5:15	40	136	7	1	183	18	120	20	4	158	12	251	40	7	303	6	211	8	2	225	869
4:30 - 5:30	39	145	6	0	190	18	115	19	5	152	14	228	40	4	282	4	240	10	2	254	878
4:45 - 5:45	41	127	7	0	175	13	127	18	4	158	24	217	47	2	288	7	226	8	0	241	862
5:00 - 6:00	48	111	6	0	165	11	104	17	3	132	20	212	43	2	275	6	225	9	2	240	812
PEAK HOUR																					
4:30 - 5:30	39	145	6	0	190	18	115	19	5	152	14	228	40	4	282	4	240	10	2	254	878

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Church Street | **Date: October 30, 2024** | **Wednesday**

and: Lawrence Street | **Weather: Temperate/Cloudy**

Location: Saratoga Springs, New York | **Entered by: JLH** | **Star Rating: 5**

TIME	TRAFFIC FROM NORTH on: Lawrence Street					TRAFFIC FROM SOUTH on: West Harrison Street					TRAFFIC FROM EAST on: Church Street					TRAFFIC FROM WEST on: Church Street					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	LEFT	THRU	RIGHT	RTOR	TOTAL	
AM																					
7:00 - 7:15	4	2	0	0	6	0	1	1	0	2	1	42	0	0	43	1	40	0	0	41	92
7:15 - 7:30	3	4	0	0	7	0	0	1	0	1	0	49	0	0	49	1	39	2	0	42	99
7:30 - 7:45	1	3	0	0	4	0	1	2	0	3	1	59	0	0	60	0	40	1	0	41	108
7:45 - 8:00	1	1	3	0	5	1	2	2	0	5	3	49	2	0	54	1	56	1	0	58	122
8:00 - 8:15	2	2	2	0	6	2	1	1	0	4	3	63	0	0	66	1	45	1	0	47	123
8:15 - 8:30	2	0	1	0	3	0	2	2	0	4	1	50	1	0	52	2	58	1	0	61	120
8:30 - 8:45	2	2	1	0	5	1	3	2	0	6	1	49	2	0	52	0	49	0	0	49	112
8:45 - 9:00	2	1	0	0	3	0	1	0	0	1	3	54	3	0	60	1	57	0	0	58	122
2 Hr Totals	17	15	7	0	39	4	11	11	0	26	13	415	8	0	436	7	384	6	0	397	898
1 Hr Totals																					
7:00 - 8:00	9	10	3	0	22	1	4	6	0	11	5	199	2	0	206	3	175	4	0	182	421
7:15 - 8:15	7	10	5	0	22	3	4	6	0	13	7	220	2	0	229	3	180	5	0	188	452
7:30 - 8:30	6	6	6	0	18	3	6	7	0	16	8	221	3	0	232	4	199	4	0	207	473
7:45 - 8:45	7	5	7	0	19	4	8	7	0	19	8	211	5	0	224	4	208	3	0	215	477
8:00 - 9:00	8	5	4	0	17	3	7	5	0	15	8	216	6	0	230	4	209	2	0	215	477
PEAK HOUR																					
7:45 - 8:45	7	5	7	0	19	4	8	7	0	19	8	211	5	0	224	4	208	3	0	215	477
PM																					
4:00 - 4:15	6	3	0	0	9	0	1	6	0	7	1	67	0	0	68	1	68	1	0	70	154
4:15 - 4:30	4	3	1	0	8	0	1	2	0	3	4	75	1	0	80	0	48	0	0	48	139
4:30 - 4:45	2	4	0	0	6	0	0	1	0	1	1	65	0	0	66	0	54	2	0	56	129
4:45 - 5:00	3	3	0	0	6	0	0	1	0	1	1	59	1	0	61	0	52	1	0	53	121
5:00 - 5:15	6	2	0	0	8	0	3	6	0	9	1	69	2	0	72	1	54	0	0	55	144
5:15 - 5:30	3	0	0	0	3	0	2	2	0	4	4	49	1	0	54	0	71	1	0	72	133
5:30 - 5:45	0	2	0	0	2	0	7	2	0	9	3	47	3	0	53	0	37	0	0	37	101
5:45 - 6:00	3	1	0	0	4	0	0	5	0	5	3	46	2	0	51	1	48	0	0	49	109
2 Hr Totals	27	18	1	0	46	0	14	25	0	39	18	477	10	0	505	3	432	5	0	440	1030
1 Hr Totals																					
4:00 - 5:00	15	13	1	0	29	0	2	10	0	12	7	266	2	0	275	1	222	4	0	227	543
4:15 - 5:15	15	12	1	0	28	0	4	10	0	14	7	268	4	0	279	1	208	3	0	212	533
4:30 - 5:30	14	9	0	0	23	0	5	10	0	15	7	242	4	0	253	1	231	4	0	236	527
4:45 - 5:45	12	7	0	0	19	0	12	11	0	23	9	224	7	0	240	1	214	2	0	217	499
5:00 - 6:00	12	5	0	0	17	0	12	15	0	27	11	211	8	0	230	2	210	1	0	213	487
PEAK HOUR																					
4:00 - 5:00	15	13	1	0	29	0	2	10	0	12	7	266	2	0	275	1	222	4	0	227	543

Location: ATR001 - Van Dam Street, between Lawrence Street and Clinton Street

Direction: Eastbound / Westbound

GPS: 43.085569, -73.788143

WESTBOUND

	Totals	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13
Monday (11/4)	4550	22	3481	682	48	144	47	2	29	79	11	0	0	5
Weds (11/6)	4718	23	3645	706	41	149	44	2	24	65	18	0	0	1
Thursday (11/7)	4712	26	3578	719	57	151	49	10	25	77	17	0	0	3
3 DAY TOTAL WB	**13980**	**71**	**10704**	**2107**	**146**	**444**	**140**	**14**	**78**	**221**	**46**	**0**	**0**	**9**

F4 to F13	Heavy Vehicles	1098	
	% Heavy Vehicles	**7.9%**	
F8-F13	Tractor Trailers	354	
	% Tractor Trailers	**2.5%**	

EASTBOUND

	Totals	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13
Monday (11/4)	4758	51	3543	816	43	146	76	13	19	35	14	0	0	2
Weds (11/6)	4978	53	3744	824	46	172	61	16	17	35	8	0	0	2
Thursday (11/7)	5033	56	3753	835	57	168	64	25	24	29	16	0	0	6
3 DAY TOTAL EB	**14769**	**160**	**11040**	**2475**	**146**	**486**	**201**	**54**	**60**	**99**	**38**	**0**	**0**	**10**

F4 to F13	Heavy Vehicles	1094	
	% Heavy Vehicles	**7.4%**	
F8-F13	Tractor Trailers	207	
	% Tractor Trailers	**1.4%**	

3 DAY TOTAL WB	13980	71	10704	2107	146	444	140	14	78	221	46	0	0	9
3 DAY TOTAL EB	14769	160	11040	2475	146	486	201	54	60	99	38	0	0	10
TOTALS EB + WB	28749	231	21744	4582	292	930	341	68	138	320	84	0	0	19
						AVERAGE								

F4 to F13	Heavy Vehicles	2192	731
	% Heavy Vehicles	**7.6%**	
F8-F13	Tractor Trailers	561	187
	% Tractor Trailers	**2.0%**	
F1-F13	Total Vehicles	28749	**9583**

Location: ATR002 - Broadway, between Van Dam Street and Ellsworth Jones Place

Direction: Northbound / Southbound

GPS: 43.084936, -73.784046

NORTHBOUND

	Totals	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13
Monday (11/4)	4745	27	4010	531	31	79	21	2	11	30	3	0	0	0
Weds (11/6)	5146	41	4428	471	56	91	17	0	10	32	0	0	0	0
Thursday (11/7)	5145	41	4340	551	41	110	22	3	8	28	1	0	0	0
3 DAY TOTAL WB	**15036**	**109**	**12778**	**1553**	**128**	**280**	**60**	**5**	**29**	**90**	**4**	**0**	**0**	**0**

F4 to F13 Heavy Vehicles 596

% Heavy Vehicles **4.0%**

F8-F13 Tractor Trailers 123

% Tractor Trailers **0.8%**

SOUTHBOUND

	Totals	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13
Monday (11/4)	4737	29	4001	530	43	84	15	2	9	21	2	0	0	1
Weds (11/6)	5086	53	4313	550	45	81	17	4	9	13	1	0	0	0
Thursday (11/7)	4866	31	4118	544	39	88	19	2	4	19	1	0	0	1
3 DAY TOTAL EB	**14689**	**113**	**12432**	**1624**	**127**	**253**	**51**	**8**	**22**	**53**	**4**	**0**	**0**	**2**

F4 to F13 Heavy Vehicles 520

% Heavy Vehicles **3.5%**

F8-F13 Tractor Trailers 81

% Tractor Trailers **0.6%**

3 DAY TOTAL NB	15036	109	12778	1553	128	280	60	5	29	90	4	0	0	0
3 DAY TOTAL SB	14689	113	12432	1624	127	253	51	8	22	53	4	0	0	2
TOTALS NB + SB	29725	222	25210	3177	255	533	111	13	51	143	8	0	0	2
						AVERAGE								

F4 to F13 Heavy Vehicles 1116 372

% Heavy Vehicles **3.8%**

F8-F13 Tractor Trailers 204 68

% Tractor Trailers **0.7%**

F1-F13 Total Vehicles 29725 **9908**

Location: ATR003 - Church Street, between Lawrence Street and Clinton Street

Direction: Eastbound / Westbound

GPS: 43.084097, -73.788747

WESTBOUND

	Totals	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13
Monday (11/4)	2848	13	2251	438	21	60	28	2	21	10	3	0	0	1
Weds (11/6)	3212	24	2584	450	27	65	32	0	19	8	1	0	0	2
Thursday (11/7)	3153	18	2568	391	21	74	42	0	21	13	5	0	0	0
3 DAY TOTAL WB	**9213**	**55**	**7403**	**1279**	**69**	**199**	**102**	**2**	**61**	**31**	**9**	**0**	**0**	**3**

F4 to F13	Heavy Vehicles	476
	% Heavy Vehicles	**5.2%**
F8-F13	Tractor Trailers	104
	% Tractor Trailers	**1.1%**

EASTBOUND

	Totals	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13
Monday (11/4)	2590	23	1989	399	24	85	31	9	9	17	4	0	0	0
Weds (11/6)	2892	38	2267	419	26	79	30	8	11	9	5	0	0	0
Thursday (11/7)	2796	27	2212	393	21	86	17	3	14	19	4	0	0	0
3 DAY TOTAL EB	**8278**	**88**	**6468**	**1211**	**71**	**250**	**78**	**20**	**34**	**45**	**13**	**0**	**0**	**0**

F4 to F13	Heavy Vehicles	511
	% Heavy Vehicles	**6.2%**
F8-F13	Tractor Trailers	92
	% Tractor Trailers	**1.1%**

3 DAY TOTAL NB	9213	55	7403	1279	69	199	102	2	61	31	9	0	0	3
3 DAY TOTAL SB	8278	88	6468	1211	71	250	78	20	34	45	13	0	0	0
TOTALS NB + SB	17491	143	13871	2490	140	449	180	22	95	76	22	0	0	3
						AVERAGE								

F4 to F13	Heavy Vehicles	987	329
	% Heavy Vehicles	**5.6%**	
F8-F13	Tractor Trailers	196	65
	% Tractor Trailers	**1.1%**	
F1-F13	Total Vehicles	17491	**5830**

The Traffic Group, Inc.
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(410) 931 - 6600

Location: ATR001 - Van Dam Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.085569, -73.788143
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/4/2024	12:00 AM	0	0	3	3	10	7	2	0	0	0	0	0	0	0	0
11/4/2024	12:15 AM	0	0	3	4	5	5	0	0	0	0	0	0	0	0	0
11/4/2024	12:30 AM	0	0	1	2	2	8	1	2	0	0	0	0	0	0	0
11/4/2024	12:45 AM	0	0	1	3	5	9	4	0	0	0	0	0	0	0	0
11/4/2024	1:00 AM	0	0	0	3	1	3	0	1	0	0	0	0	0	0	0
11/4/2024	1:15 AM	0	0	0	1	3	3	2	1	0	0	0	0	0	0	0
11/4/2024	1:30 AM	0	0	0	1	6	0	1	0	0	0	0	0	0	0	0
11/4/2024	1:45 AM	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0
11/4/2024	2:00 AM	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0
11/4/2024	2:15 AM	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0
11/4/2024	2:30 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
11/4/2024	2:45 AM	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0
11/4/2024	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11/4/2024	3:15 AM	0	0	0	1	3	3	2	0	0	0	0	0	0	0	0
11/4/2024	3:30 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
11/4/2024	3:45 AM	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0
11/4/2024	4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11/4/2024	4:15 AM	0	0	2	0	1	2	1	1	0	0	0	0	0	0	0
11/4/2024	4:30 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
11/4/2024	4:45 AM	0	0	1	0	1	4	3	0	0	0	0	0	0	0	0
11/4/2024	5:00 AM	0	0	0	4	4	3	1	0	0	0	0	0	0	0	0
11/4/2024	5:15 AM	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0
11/4/2024	5:30 AM	0	2	3	4	8	5	4	1	0	0	0	0	0	0	0
11/4/2024	5:45 AM	0	0	0	1	4	13	0	0	0	0	0	0	0	0	0

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Location: ATR002 - Broadway, between Van Dam Street and Ellsworth Jones Place
Direction: Northbound/Southbound
GPS: 43.084936, -73.784046
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/4/2024	12:00 AM	0	2	6	6	10	9	2	0	0	0	0	0	0	0	0
11/4/2024	12:15 AM	0	1	2	1	2	8	0	0	0	0	0	0	0	0	0
11/4/2024	12:30 AM	0	1	1	0	6	4	3	0	1	0	0	0	0	0	0
11/4/2024	12:45 AM	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0
11/4/2024	1:00 AM	0	0	0	1	3	4	3	0	0	0	0	0	0	0	0
11/4/2024	1:15 AM	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0
11/4/2024	1:30 AM	0	0	0	1	3	8	1	0	0	0	0	0	0	0	0
11/4/2024	1:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11/4/2024	2:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
11/4/2024	2:15 AM	0	1	0	2	6	2	0	0	0	0	0	0	0	0	0
11/4/2024	2:30 AM	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0
11/4/2024	2:45 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
11/4/2024	3:00 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0
11/4/2024	3:15 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
11/4/2024	3:30 AM	0	0	1	2	1	4	1	0	0	0	0	0	0	0	0
11/4/2024	3:45 AM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
11/4/2024	4:00 AM	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0
11/4/2024	4:15 AM	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0
11/4/2024	4:30 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
11/4/2024	4:45 AM	0	0	1	1	4	2	1	1	0	0	0	0	0	0	0
11/4/2024	5:00 AM	0	1	0	2	1	3	0	0	0	0	0	0	0	0	0
11/4/2024	5:15 AM	0	1	1	0	5	0	1	0	0	0	0	0	0	0	0
11/4/2024	5:30 AM	0	0	0	1	2	6	2	0	0	0	0	0	0	0	0
11/4/2024	5:45 AM	0	1	2	0	2	17	4	2	1	0	0	0	0	0	0

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Location: ATR002 - Broadway, between Van Dam Street and Ellsworth Jones Place
Direction: Northbound/Southbound
GPS: 43.084936, -73.784046
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/4/2024	6:00 AM	0	0	0	1	1	7	5	0	0	0	0	0	0	0	0
11/4/2024	6:15 AM	0	0	2	0	7	4	4	2	0	0	0	0	0	0	0
11/4/2024	6:30 AM	0	1	4	3	8	22	2	1	0	0	0	0	0	0	0
11/4/2024	6:45 AM	1	0	0	4	16	14	6	4	0	0	0	0	0	0	0
11/4/2024	7:00 AM	0	1	9	9	19	21	10	0	0	0	0	0	0	0	0
11/4/2024	7:15 AM	0	3	2	9	26	29	4	2	0	0	0	0	0	0	0
11/4/2024	7:30 AM	0	3	10	8	20	40	8	4	0	0	0	0	0	0	0
11/4/2024	7:45 AM	1	1	4	9	37	40	12	2	0	0	0	0	0	0	0
11/4/2024	8:00 AM	0	2	1	10	39	28	5	1	0	0	0	0	0	0	0
11/4/2024	8:15 AM	0	2	8	21	44	46	12	3	0	0	0	0	0	0	0
11/4/2024	8:30 AM	2	9	18	30	39	30	3	3	1	0	0	0	0	0	0
11/4/2024	8:45 AM	1	12	30	30	50	43	11	1	0	0	0	0	0	0	0
11/4/2024	9:00 AM	0	0	1	28	55	32	15	0	0	0	0	0	0	0	0
11/4/2024	9:15 AM	2	7	31	55	31	14	3	2	1	0	0	0	0	0	0
11/4/2024	9:30 AM	3	13	12	36	41	29	9	1	0	0	0	0	0	0	0
11/4/2024	9:45 AM	6	11	27	42	40	24	2	1	0	0	0	0	0	0	0
11/4/2024	10:00 AM	3	10	35	42	44	18	10	2	0	0	0	0	0	0	0
11/4/2024	10:15 AM	0	9	22	52	49	18	4	0	0	0	0	0	0	0	0
11/4/2024	10:30 AM	2	9	22	46	50	12	5	2	0	0	0	0	0	0	0
11/4/2024	10:45 AM	3	14	35	44	46	17	5	3	0	0	0	0	0	0	0
11/4/2024	11:00 AM	1	17	39	48	31	14	1	0	0	0	0	0	0	0	0
11/4/2024	11:15 AM	4	8	27	39	32	12	5	0	0	0	0	0	0	0	0
11/4/2024	11:30 AM	4	16	29	45	46	8	0	1	0	0	0	0	0	0	0
11/4/2024	11:45 AM	3	19	38	58	34	11	0	0	0	0	0	0	0	0	0
11/4/2024	12:00 PM	7	20	41	57	34	3	2	2	0	0	0	0	0	0	0
11/4/2024	12:15 PM	2	10	43	59	36	13	2	0	0	0	0	0	0	0	0
11/4/2024	12:30 PM	3	14	24	39	45	15	7	0	0	0	0	0	0	0	0
11/4/2024	12:45 PM	0	14	40	64	57	15	3	0	0	0	0	0	0	0	0
11/4/2024	1:00 PM	4	12	20	58	74	19	3	1	0	0	0	0	0	0	0

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(410) 931 - 6600

Location: ATR002 - Broadway, between Van Dam Street and Ellsworth Jones Place
Direction: Northbound/Southbound
GPS: 43.084936, -73.784046
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/4/2024	1:15 PM	7	7	33	49	70	23	2	0	0	0	0	0	0	0	0
11/4/2024	1:30 PM	1	12	33	66	56	17	2	1	0	0	0	0	0	0	0
11/4/2024	1:45 PM	3	17	34	56	50	13	4	0	0	0	0	0	0	0	0
11/4/2024	2:00 PM	5	17	29	64	57	16	5	0	0	0	0	0	0	0	0
11/4/2024	2:15 PM	2	7	31	53	43	15	8	0	0	0	1	0	0	0	0
11/4/2024	2:30 PM	4	13	27	45	66	22	4	1	0	0	0	0	0	0	0
11/4/2024	2:45 PM	2	9	39	61	31	25	3	1	0	0	0	0	0	0	1
11/4/2024	3:00 PM	3	14	36	64	70	12	2	0	0	0	0	0	0	0	0
11/4/2024	3:15 PM	1	22	22	46	58	24	2	0	0	0	0	0	0	0	0
11/4/2024	3:30 PM	2	25	32	82	59	25	2	0	0	0	0	0	0	0	0
11/4/2024	3:45 PM	5	15	34	78	55	15	4	1	0	0	0	0	0	0	0
11/4/2024	4:00 PM	2	13	34	54	43	25	5	3	0	1	0	0	0	0	0
11/4/2024	4:15 PM	2	15	21	37	59	17	10	0	0	0	0	0	0	0	0
11/4/2024	4:30 PM	1	11	29	51	50	26	8	1	0	0	0	0	0	0	0
11/4/2024	4:45 PM	1	14	39	51	50	11	1	0	0	0	0	0	0	0	0
11/4/2024	5:00 PM	0	12	34	39	52	17	7	1	0	0	0	0	0	0	0
11/4/2024	5:15 PM	5	9	28	46	57	27	4	0	0	0	0	0	0	0	2
11/4/2024	5:30 PM	0	6	31	53	58	23	5	0	0	0	0	0	0	0	0
11/4/2024	5:45 PM	6	16	25	37	64	25	5	2	0	0	0	0	0	0	0
11/4/2024	6:00 PM	3	25	27	32	69	29	6	0	0	0	0	0	0	0	0
11/4/2024	6:15 PM	4	14	29	53	52	33	9	1	1	0	0	0	0	0	0
11/4/2024	6:30 PM	2	23	23	29	70	23	5	1	0	0	0	0	0	0	0
11/4/2024	6:45 PM	1	6	27	39	63	13	7	0	0	0	0	0	0	0	0
11/4/2024	7:00 PM	5	13	21	20	48	32	6	1	0	0	0	0	0	0	0
11/4/2024	7:15 PM	2	6	13	26	64	30	9	1	0	0	0	0	0	0	0
11/4/2024	7:30 PM	1	6	16	21	36	17	6	0	0	0	0	0	0	0	0
11/4/2024	7:45 PM	2	4	18	22	40	25	7	0	0	0	0	0	0	0	0
11/4/2024	8:00 PM	0	7	11	19	30	28	13	2	0	0	0	0	0	0	0
11/4/2024	8:15 PM	0	3	2	13	18	15	6	1	0	0	0	0	0	0	0

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Location: ATR002 - Broadway, between Van Dam Street and Ellsworth Jones Place
Direction: Northbound/Southbound
GPS: 43.084936, -73.784046
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/4/2024	8:30 PM	0	1	3	9	32	18	3	1	0	0	0	0	0	0	0
11/4/2024	8:45 PM	0	7	7	18	26	19	4	2	0	0	0	0	0	0	0
11/4/2024	9:00 PM	0	3	9	3	24	26	6	0	0	0	0	0	0	0	0
11/4/2024	9:15 PM	0	6	11	13	25	14	1	1	0	0	0	0	0	0	0
11/4/2024	9:30 PM	0	1	6	9	22	19	2	0	0	0	0	0	0	0	0
11/4/2024	9:45 PM	0	3	7	8	22	9	5	1	0	0	0	0	0	0	0
11/4/2024	10:00 PM	0	4	4	19	25	15	6	1	0	0	0	0	0	0	0
11/4/2024	10:15 PM	0	0	3	8	18	19	9	2	0	0	0	0	0	0	0
11/4/2024	10:30 PM	0	2	3	7	18	11	5	0	0	0	0	0	0	0	0
11/4/2024	10:45 PM	0	0	1	3	15	9	5	1	0	0	0	0	0	0	0
11/4/2024	11:00 PM	0	0	3	1	12	17	4	0	1	1	0	0	0	0	0
11/4/2024	11:15 PM	0	0	2	5	12	8	0	0	0	0	0	0	0	0	0
11/4/2024	11:30 PM	0	0	1	2	9	11	0	0	0	0	0	0	0	0	0
11/4/2024	11:45 PM	0	1	1	1	8	10	2	0	0	0	0	0	0	0	0
11/6/2024	12:00 AM	0	3	2	5	9	8	2	0	0	0	0	0	0	0	0
11/6/2024	12:15 AM	0	0	0	4	8	4	2	0	0	0	0	0	0	0	0
11/6/2024	12:30 AM	0	0	1	0	8	5	2	0	0	0	0	0	0	0	0
11/6/2024	12:45 AM	0	3	2	3	5	9	2	2	0	0	0	0	0	0	0
11/6/2024	1:00 AM	0	0	0	2	11	2	3	1	0	0	0	0	0	0	0
11/6/2024	1:15 AM	0	0	0	1	5	1	7	0	0	1	0	0	0	0	0
11/6/2024	1:30 AM	0	0	0	1	0	6	2	0	0	0	0	0	0	0	0
11/6/2024	1:45 AM	0	1	0	3	3	3	1	0	0	0	0	0	0	0	0
11/6/2024	2:00 AM	0	0	0	0	3	7	1	1	0	0	0	0	0	0	0
11/6/2024	2:15 AM	0	0	0	1	1	3	1	1	0	0	0	0	0	0	0
11/6/2024	2:30 AM	0	0	0	1	4	5	1	0	0	0	0	0	0	0	0
11/6/2024	2:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0
11/6/2024	3:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11/6/2024	3:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11/6/2024	3:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0

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Location: ATR002 - Broadway, between Van Dam Street and Ellsworth Jones Place
Direction: Northbound/Southbound
GPS: 43.084936, -73.784046
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/6/2024	3:45 AM	0	0	0	0	6	3	1	0	0	0	0	0	0	0	0
11/6/2024	4:00 AM	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0
11/6/2024	4:15 AM	0	1	0	0	2	6	0	0	0	0	0	0	0	0	0
11/6/2024	4:30 AM	0	0	1	2	0	3	1	0	0	0	0	0	0	0	0
11/6/2024	4:45 AM	0	0	0	1	4	5	1	0	0	0	0	0	0	0	0
11/6/2024	5:00 AM	0	1	1	1	3	3	0	1	1	0	0	0	0	0	0
11/6/2024	5:15 AM	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0
11/6/2024	5:30 AM	0	1	0	1	8	10	2	0	0	0	0	0	0	0	0
11/6/2024	5:45 AM	0	1	2	2	9	5	4	0	0	0	0	0	0	0	0
11/6/2024	6:00 AM	0	0	0	4	3	11	2	0	0	0	0	0	0	0	0
11/6/2024	6:15 AM	0	0	0	1	16	11	3	1	0	0	0	0	0	0	0
11/6/2024	6:30 AM	0	1	0	3	11	9	11	1	0	0	0	0	0	0	0
11/6/2024	6:45 AM	0	2	3	4	14	17	7	1	0	0	0	0	0	0	0
11/6/2024	7:00 AM	0	0	0	5	20	23	4	0	0	0	0	0	0	0	0
11/6/2024	7:15 AM	0	0	1	5	21	21	6	0	0	0	0	0	0	0	0
11/6/2024	7:30 AM	2	6	8	21	15	19	8	2	0	0	0	0	0	0	0
11/6/2024	7:45 AM	0	2	2	2	44	38	22	3	1	0	0	0	0	0	0
11/6/2024	8:00 AM	1	3	2	9	39	33	7	0	0	0	0	0	0	0	0
11/6/2024	8:15 AM	0	2	10	27	52	47	16	0	0	0	0	0	0	0	0
11/6/2024	8:30 AM	0	6	29	37	47	34	8	1	0	0	0	0	0	0	0
11/6/2024	8:45 AM	5	9	25	34	57	30	7	3	1	0	0	0	0	0	0
11/6/2024	9:00 AM	0	3	14	41	60	28	2	0	0	0	0	0	0	0	0
11/6/2024	9:15 AM	0	6	34	45	51	32	3	0	1	0	0	0	0	0	0
11/6/2024	9:30 AM	2	12	26	17	45	23	5	0	0	1	0	0	0	0	0
11/6/2024	9:45 AM	3	16	32	38	37	29	8	1	0	0	0	0	0	0	0
11/6/2024	10:00 AM	2	13	14	41	47	27	5	1	0	0	0	0	0	0	0
11/6/2024	10:15 AM	3	7	23	32	42	16	3	0	0	0	0	0	0	0	0
11/6/2024	10:30 AM	2	14	33	38	72	12	7	0	0	0	0	0	0	0	0
11/6/2024	10:45 AM	8	19	44	63	34	8	2	0	0	0	0	0	0	0	0

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Location: ATR002 - Broadway, between Van Dam Street and Ellsworth Jones Place
Direction: Northbound/Southbound
GPS: 43.084936, -73.784046
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/6/2024	11:00 AM	4	8	28	61	40	17	3	0	0	0	0	0	0	0	0
11/6/2024	11:15 AM	5	10	24	60	58	33	3	0	0	0	0	0	0	0	0
11/6/2024	11:30 AM	2	21	31	41	36	16	3	0	1	0	0	0	0	0	0
11/6/2024	11:45 AM	3	20	37	57	46	11	5	0	0	1	0	0	0	0	0
11/6/2024	12:00 PM	3	25	25	41	36	21	8	4	0	0	0	0	0	0	0
11/6/2024	12:15 PM	4	12	46	53	43	12	2	0	0	0	0	0	0	0	0
11/6/2024	12:30 PM	6	14	45	69	49	16	0	0	0	0	0	0	0	0	0
11/6/2024	12:45 PM	4	14	40	46	42	19	4	0	0	0	0	0	0	0	0
11/6/2024	1:00 PM	4	15	42	65	46	20	2	1	0	0	0	0	0	0	0
11/6/2024	1:15 PM	1	7	14	71	52	19	7	0	0	0	0	0	0	0	0
11/6/2024	1:30 PM	1	15	28	48	55	21	5	0	0	0	0	0	0	0	0
11/6/2024	1:45 PM	2	27	45	68	40	10	0	0	0	0	0	0	0	0	0
11/6/2024	2:00 PM	8	33	37	64	37	10	1	2	0	0	0	0	0	0	0
11/6/2024	2:15 PM	5	26	56	71	42	9	0	0	0	0	0	0	0	0	0
11/6/2024	2:30 PM	6	28	54	63	31	6	1	1	0	0	0	0	0	0	0
11/6/2024	2:45 PM	2	16	44	71	48	11	2	0	0	0	0	0	0	0	0
11/6/2024	3:00 PM	2	6	29	48	48	21	7	4	0	0	0	0	0	0	0
11/6/2024	3:15 PM	4	12	30	50	54	25	5	2	0	0	0	0	0	0	0
11/6/2024	3:30 PM	0	11	40	72	51	19	1	0	0	0	0	0	0	0	0
11/6/2024	3:45 PM	2	15	35	42	57	25	2	1	0	0	0	0	0	0	0
11/6/2024	4:00 PM	5	19	21	52	70	22	4	1	0	0	0	0	0	0	0
11/6/2024	4:15 PM	5	20	39	72	63	19	2	0	0	0	0	0	0	0	0
11/6/2024	4:30 PM	3	20	35	68	51	20	8	1	0	0	1	0	0	0	0
11/6/2024	4:45 PM	3	10	25	51	53	17	3	0	0	0	0	0	0	0	0
11/6/2024	5:00 PM	1	18	36	50	44	24	3	0	1	0	0	0	0	0	0
11/6/2024	5:15 PM	2	11	24	64	56	19	4	0	0	0	1	0	0	0	0
11/6/2024	5:30 PM	1	16	27	55	69	35	3	0	0	0	0	0	0	0	0
11/6/2024	5:45 PM	3	22	26	48	57	31	7	0	1	0	0	0	0	0	0
11/6/2024	6:00 PM	1	14	22	51	64	23	7	1	0	0	0	0	0	0	0

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Location: ATR002 - Broadway, between Van Dam Street and Ellsworth Jones Place
Direction: Northbound/Southbound
GPS: 43.084936, -73.784046
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/6/2024	6:15 PM	6	20	32	55	51	20	4	1	1	0	0	0	0	0	0
11/6/2024	6:30 PM	3	15	36	48	44	22	2	0	1	1	0	0	0	0	0
11/6/2024	6:45 PM	2	8	41	39	54	18	4	1	0	0	0	0	0	0	0
11/6/2024	7:00 PM	1	9	20	56	36	21	6	1	1	0	0	0	0	0	0
11/6/2024	7:15 PM	3	16	36	65	48	19	1	0	0	0	0	0	0	0	0
11/6/2024	7:30 PM	2	6	23	33	40	21	2	0	0	0	0	0	0	0	0
11/6/2024	7:45 PM	1	13	37	55	32	9	3	1	0	0	0	0	0	0	0
11/6/2024	8:00 PM	4	7	23	27	35	15	4	1	0	0	0	0	0	0	0
11/6/2024	8:15 PM	1	3	8	38	28	15	4	0	3	0	0	0	0	0	0
11/6/2024	8:30 PM	1	6	12	30	41	18	3	0	0	0	0	0	0	0	0
11/6/2024	8:45 PM	0	3	7	36	43	20	3	0	0	0	0	0	0	0	0
11/6/2024	9:00 PM	2	3	6	19	28	28	6	0	0	0	0	0	0	0	0
11/6/2024	9:15 PM	0	2	6	18	36	23	1	1	0	0	0	0	0	0	0
11/6/2024	9:30 PM	1	7	13	17	29	16	4	1	0	0	0	0	0	0	0
11/6/2024	9:45 PM	0	5	6	16	26	19	1	0	0	0	0	0	0	0	0
11/6/2024	10:00 PM	0	2	16	17	32	14	5	2	0	0	0	0	0	0	0
11/6/2024	10:15 PM	3	4	9	11	12	18	3	0	0	0	0	0	0	0	0
11/6/2024	10:30 PM	0	1	5	11	19	19	6	2	0	0	0	0	0	0	0
11/6/2024	10:45 PM	1	4	3	9	15	9	3	0	0	0	0	0	0	0	0
11/6/2024	11:00 PM	0	6	3	10	9	19	2	0	0	0	0	0	0	0	0
11/6/2024	11:15 PM	0	2	2	9	10	18	8	0	0	0	0	0	0	0	0
11/6/2024	11:30 PM	1	1	2	4	4	10	2	0	0	0	0	0	0	0	0
11/6/2024	11:45 PM	0	0	1	3	5	12	6	0	0	0	0	0	0	1	2
11/7/2024	12:00 AM	0	1	2	10	5	11	4	1	0	0	0	0	0	0	0
11/7/2024	12:15 AM	0	0	1	3	6	18	7	2	0	0	0	0	0	0	0
11/7/2024	12:30 AM	0	1	1	4	5	6	0	1	0	0	0	0	0	0	0
11/7/2024	12:45 AM	0	0	3	1	5	3	1	1	1	0	0	0	0	0	0
11/7/2024	1:00 AM	0	0	0	1	3	8	1	2	0	0	0	0	0	0	0
11/7/2024	1:15 AM	0	0	0	0	3	6	3	0	0	0	0	0	0	0	0

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Location: ATR002 - Broadway, between Van Dam Street and Ellsworth Jones Place
Direction: Northbound/Southbound
GPS: 43.084936, -73.784046
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/7/2024	1:30 AM	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0
11/7/2024	1:45 AM	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0
11/7/2024	2:00 AM	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0
11/7/2024	2:15 AM	1	0	0	0	2	1	1	0	0	0	0	0	0	0	0
11/7/2024	2:30 AM	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0
11/7/2024	2:45 AM	0	2	0	3	3	6	0	1	0	0	0	0	0	0	0
11/7/2024	3:00 AM	0	0	1	0	0	3	1	0	0	0	0	0	0	0	0
11/7/2024	3:15 AM	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0
11/7/2024	3:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0
11/7/2024	3:45 AM	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0
11/7/2024	4:00 AM	0	0	1	0	0	3	3	0	0	0	0	0	0	0	0
11/7/2024	4:15 AM	0	0	1	1	0	3	0	0	0	0	0	0	0	0	0
11/7/2024	4:30 AM	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0
11/7/2024	4:45 AM	0	0	1	2	2	5	1	0	0	0	0	0	0	0	0
11/7/2024	5:00 AM	0	0	0	0	8	4	2	0	0	0	0	0	0	0	0
11/7/2024	5:15 AM	0	0	0	1	2	2	0	1	0	0	0	0	0	0	0
11/7/2024	5:30 AM	0	0	0	1	10	9	4	1	0	0	0	0	0	0	0
11/7/2024	5:45 AM	0	0	1	1	3	9	6	1	0	0	0	0	0	0	0
11/7/2024	6:00 AM	0	0	0	0	3	9	1	1	0	0	0	0	0	0	0
11/7/2024	6:15 AM	0	1	3	0	5	15	5	0	0	0	0	0	0	0	0
11/7/2024	6:30 AM	1	2	1	2	10	20	5	0	0	0	0	0	0	0	0
11/7/2024	6:45 AM	0	2	5	9	24	21	3	1	0	0	0	0	0	0	0
11/7/2024	7:00 AM	0	0	0	0	23	26	9	0	0	0	0	0	0	0	0
11/7/2024	7:15 AM	0	1	0	6	26	22	8	1	0	0	0	0	0	0	0
11/7/2024	7:30 AM	1	8	9	11	27	30	12	0	0	0	0	0	0	0	0
11/7/2024	7:45 AM	0	0	6	16	43	20	15	2	0	0	0	0	0	0	0
11/7/2024	8:00 AM	0	4	4	14	38	14	22	1	0	0	0	0	0	0	0
11/7/2024	8:15 AM	0	11	15	36	51	36	12	2	0	0	0	0	0	0	0
11/7/2024	8:30 AM	1	7	13	54	55	27	11	1	1	0	0	0	0	0	0

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Location: ATR002 - Broadway, between Van Dam Street and Ellsworth Jones Place
Direction: Northbound/Southbound
GPS: 43.084936, -73.784046
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/7/2024	8:45 AM	1	12	19	47	50	32	9	2	0	0	0	0	0	0	0
11/7/2024	9:00 AM	1	16	41	52	49	23	2	1	2	0	0	0	0	0	0
11/7/2024	9:15 AM	0	5	24	32	51	12	6	2	0	0	0	0	0	0	0
11/7/2024	9:30 AM	0	9	15	43	44	35	5	0	0	0	0	0	0	0	0
11/7/2024	9:45 AM	2	17	24	34	41	31	7	0	0	0	0	0	0	0	0
11/7/2024	10:00 AM	1	4	21	37	45	23	8	1	0	0	0	0	0	0	0
11/7/2024	10:15 AM	3	10	22	32	53	32	10	0	0	0	0	0	0	0	0
11/7/2024	10:30 AM	2	14	46	34	26	28	9	0	0	0	0	0	0	0	0
11/7/2024	10:45 AM	1	8	18	35	53	21	1	2	0	1	0	0	0	0	0
11/7/2024	11:00 AM	1	7	19	37	63	24	6	0	0	0	0	0	0	0	0
11/7/2024	11:15 AM	1	10	23	40	33	19	5	1	0	0	0	2	0	0	0
11/7/2024	11:30 AM	2	20	41	57	45	22	4	1	0	0	0	0	0	0	0
11/7/2024	11:45 AM	3	13	29	52	45	31	5	1	0	0	0	0	0	0	0
11/7/2024	12:00 PM	2	7	23	56	43	21	5	0	0	0	0	0	0	0	0
11/7/2024	12:15 PM	1	4	27	64	53	19	6	0	0	0	0	0	0	0	0
11/7/2024	12:30 PM	5	17	24	47	53	20	4	0	0	0	0	0	0	0	0
11/7/2024	12:45 PM	10	13	28	88	38	22	5	2	0	1	0	0	0	0	0
11/7/2024	1:00 PM	0	14	29	55	68	18	1	0	0	0	0	0	0	0	0
11/7/2024	1:15 PM	1	16	27	67	54	24	7	0	0	0	0	0	0	0	0
11/7/2024	1:30 PM	1	9	11	67	40	25	6	0	1	0	0	0	0	0	0
11/7/2024	1:45 PM	3	15	28	53	41	23	7	2	1	0	0	0	0	0	0
11/7/2024	2:00 PM	2	15	42	63	42	20	6	1	0	0	0	0	0	0	0
11/7/2024	2:15 PM	1	6	37	40	53	18	4	1	0	0	0	0	0	0	0
11/7/2024	2:30 PM	2	16	35	55	41	26	6	2	1	0	0	0	0	0	0
11/7/2024	2:45 PM	0	9	32	53	50	25	4	0	0	0	0	0	0	0	0
11/7/2024	3:00 PM	4	19	32	33	40	14	2	2	0	0	0	0	0	0	0
11/7/2024	3:15 PM	1	22	21	32	75	27	4	0	0	0	0	0	0	0	0
11/7/2024	3:30 PM	2	16	50	59	60	34	5	0	0	0	0	0	0	0	0
11/7/2024	3:45 PM	1	13	36	76	64	15	7	1	0	0	0	0	0	0	0

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Location: ATR002 - Broadway, between Van Dam Street and Ellsworth Jones Place
Direction: Northbound/Southbound
GPS: 43.084936, -73.784046
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/7/2024	4:00 PM	0	7	22	47	58	29	4	2	0	0	0	0	0	0	0
11/7/2024	4:15 PM	7	23	34	44	38	19	10	1	0	0	0	0	0	0	0
11/7/2024	4:30 PM	6	27	44	62	43	16	3	2	0	0	0	0	0	0	0
11/7/2024	4:45 PM	4	17	35	80	54	18	5	1	0	0	0	0	0	0	0
11/7/2024	5:00 PM	3	11	35	61	43	26	2	0	0	0	0	0	0	0	0
11/7/2024	5:15 PM	4	11	24	42	64	29	4	0	0	0	0	0	0	0	0
11/7/2024	5:30 PM	2	12	44	78	41	12	2	1	0	0	0	0	0	0	0
11/7/2024	5:45 PM	1	14	43	59	48	28	0	0	0	0	0	0	0	0	0
11/7/2024	6:00 PM	2	11	35	55	52	22	4	1	0	0	0	0	0	0	0
11/7/2024	6:15 PM	5	20	64	72	38	20	2	1	0	0	0	0	0	0	0
11/7/2024	6:30 PM	3	12	34	48	61	20	4	1	0	1	0	0	0	0	0
11/7/2024	6:45 PM	6	19	43	49	49	24	6	0	0	0	0	0	0	0	0
11/7/2024	7:00 PM	1	19	37	47	48	26	2	0	0	0	0	0	0	0	0
11/7/2024	7:15 PM	8	14	30	35	52	8	2	0	0	0	0	0	0	0	0
11/7/2024	7:30 PM	1	11	37	44	41	17	1	0	0	0	0	0	0	0	0
11/7/2024	7:45 PM	3	15	31	37	32	21	4	0	0	0	0	0	0	0	0
11/7/2024	8:00 PM	1	7	17	42	29	23	4	4	1	0	0	0	0	0	0
11/7/2024	8:15 PM	0	1	11	13	17	12	2	1	0	0	0	0	0	0	0
11/7/2024	8:30 PM	0	2	7	22	30	14	0	0	0	0	0	0	0	0	0
11/7/2024	8:45 PM	0	2	6	9	17	10	3	0	0	0	0	0	0	0	0
11/7/2024	9:00 PM	1	3	10	15	27	12	1	0	0	0	0	0	0	0	0
11/7/2024	9:15 PM	0	0	2	11	19	10	1	0	0	0	0	0	0	0	0
11/7/2024	9:30 PM	0	1	2	14	9	6	9	0	0	0	0	0	0	0	0
11/7/2024	9:45 PM	0	3	5	9	19	12	6	0	0	0	0	0	0	0	0
11/7/2024	10:00 PM	1	0	15	20	31	17	6	0	0	0	0	0	0	0	0
11/7/2024	10:15 PM	1	7	8	9	23	12	1	1	0	0	0	0	0	0	0
11/7/2024	10:30 PM	1	2	3	17	28	26	0	0	0	0	0	0	0	0	0
11/7/2024	10:45 PM	0	1	8	12	16	16	3	0	0	0	0	0	0	0	0
11/7/2024	11:00 PM	0	0	4	6	13	14	2	1	0	0	0	0	0	0	0

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Location: ATR002 - Broadway, between Van Dam Street and Ellsworth Jones Place
Direction: Northbound/Southbound
GPS: 43.084936, -73.784046
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/7/2024	11:15 PM	1	1	1	5	14	12	3	1	0	0	0	0	0	0	0
11/7/2024	11:30 PM	0	0	2	5	8	11	5	0	0	1	0	0	0	0	0
11/7/2024	11:45 PM	0	1	6	2	11	7	2	0	0	0	0	0	1	0	1
3 DAY TOTAL		**396**	**2066**	**4666**	**7863**	**8727**	**4623**	**1152**	**180**	**27**	**10**	**5**	**2**	**1**	**1**	**6**
24 HR TOTAL (11/4)		**124**	**634**	**1429**	**2378**	**2923**	**1520**	**393**	**69**	**6**	**2**	**1**	**0**	**0**	**0**	**3**
24 HR TOTAL (11/6)		**152**	**761**	**1641**	**2795**	**2939**	**1515**	**355**	**50**	**13**	**4**	**4**	**0**	**0**	**1**	**2**
24 HR TOTAL (11/7)		**120**	**671**	**1596**	**2690**	**2865**	**1588**	**404**	**61**	**8**	**4**	**0**	**2**	**1**	**0**	**1**

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Location: ATR003 - Church Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.084097, -73.788747
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/4/2024	12:00 AM	0	0	1	1	6	0	2	0	0	0	0	0	0	0	0
11/4/2024	12:15 AM	0	1	1	2	3	3	1	1	0	0	0	0	0	0	0
11/4/2024	12:30 AM	0	0	1	0	5	3	0	2	0	0	0	0	0	0	0
11/4/2024	12:45 AM	0	0	1	1	2	3	0	0	0	0	0	0	0	0	0
11/4/2024	1:00 AM	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0
11/4/2024	1:15 AM	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0
11/4/2024	1:30 AM	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0
11/4/2024	1:45 AM	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0
11/4/2024	2:00 AM	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0
11/4/2024	2:15 AM	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0
11/4/2024	2:30 AM	0	0	1	1	1	3	1	0	0	0	0	0	0	0	0
11/4/2024	2:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
11/4/2024	3:00 AM	0	0	1	0	3	2	1	0	0	0	0	0	0	0	0
11/4/2024	3:15 AM	0	0	1	0	1	2	1	1	0	0	0	0	0	0	0
11/4/2024	3:30 AM	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0
11/4/2024	3:45 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
11/4/2024	4:00 AM	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0
11/4/2024	4:15 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
11/4/2024	4:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
11/4/2024	4:45 AM	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0
11/4/2024	5:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
11/4/2024	5:15 AM	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0
11/4/2024	5:30 AM	0	0	0	3	2	3	1	0	0	1	0	0	0	0	0
11/4/2024	5:45 AM	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0

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Location: ATR003 - Church Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.084097, -73.788747
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/4/2024	6:00 AM	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0
11/4/2024	6:15 AM	0	0	0	4	7	7	1	0	0	0	0	0	0	0	0
11/4/2024	6:30 AM	0	0	0	6	6	8	1	0	0	0	0	0	0	0	0
11/4/2024	6:45 AM	0	0	0	7	3	6	3	0	0	0	0	0	0	0	0
11/4/2024	7:00 AM	0	1	3	6	16	6	4	0	0	0	0	0	0	0	0
11/4/2024	7:15 AM	0	0	9	13	21	5	2	0	0	0	0	0	0	0	0
11/4/2024	7:30 AM	0	0	7	18	30	11	3	1	0	0	0	0	0	0	0
11/4/2024	7:45 AM	0	0	9	20	43	15	6	0	0	0	0	0	0	0	0
11/4/2024	8:00 AM	0	0	12	23	26	9	2	0	0	0	0	0	0	0	0
11/4/2024	8:15 AM	0	0	15	38	39	9	1	0	0	0	0	0	0	0	0
11/4/2024	8:30 AM	3	13	26	45	20	5	1	0	0	0	0	0	0	0	0
11/4/2024	8:45 AM	2	11	17	38	30	10	1	0	0	0	0	0	0	0	0
11/4/2024	9:00 AM	0	5	13	35	36	4	1	0	1	0	0	0	0	0	0
11/4/2024	9:15 AM	0	0	15	27	20	15	2	0	0	0	0	0	0	0	0
11/4/2024	9:30 AM	1	14	24	38	34	3	0	0	0	0	0	0	0	0	0
11/4/2024	9:45 AM	0	2	22	39	37	13	0	0	0	0	0	0	0	0	0
11/4/2024	10:00 AM	3	2	15	43	24	4	1	0	0	0	0	0	0	0	0
11/4/2024	10:15 AM	0	2	22	30	32	2	0	0	0	0	0	0	0	0	0
11/4/2024	10:30 AM	1	3	20	39	31	5	1	0	0	0	0	0	0	0	0
11/4/2024	10:45 AM	1	7	15	46	13	4	0	0	0	0	0	0	0	0	0
11/4/2024	11:00 AM	1	8	25	33	21	3	0	0	0	0	0	0	0	0	0
11/4/2024	11:15 AM	1	4	12	39	15	3	1	0	0	0	0	0	0	0	0
11/4/2024	11:30 AM	0	7	15	46	31	3	0	0	0	0	0	0	0	0	0
11/4/2024	11:45 AM	2	7	15	43	26	2	0	0	0	0	0	0	0	0	0
11/4/2024	12:00 PM	0	5	20	36	20	5	0	0	0	0	0	0	0	0	0
11/4/2024	12:15 PM	0	6	19	33	27	5	0	0	0	0	0	0	0	0	0
11/4/2024	12:30 PM	0	5	20	35	17	1	0	0	0	0	0	0	0	0	0
11/4/2024	12:45 PM	0	3	19	43	22	4	0	0	0	0	0	0	0	0	0
11/4/2024	1:00 PM	4	14	21	47	18	4	2	0	0	0	0	0	0	0	0

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Location: ATR003 - Church Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.084097, -73.788747
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/4/2024	1:15 PM	2	9	12	50	22	3	0	0	0	0	0	0	0	0	0
11/4/2024	1:30 PM	0	1	20	42	28	5	0	0	0	0	0	0	0	0	0
11/4/2024	1:45 PM	0	5	22	36	28	1	1	0	0	0	0	0	0	0	0
11/4/2024	2:00 PM	0	5	17	31	19	2	0	0	0	0	0	0	0	0	0
11/4/2024	2:15 PM	1	5	24	33	15	2	0	0	0	0	0	0	0	0	0
11/4/2024	2:30 PM	1	4	13	35	17	3	0	0	0	0	0	0	0	0	0
11/4/2024	2:45 PM	1	4	17	41	22	4	0	0	0	0	0	0	0	0	0
11/4/2024	3:00 PM	1	14	32	33	21	3	0	0	0	0	0	0	0	0	0
11/4/2024	3:15 PM	0	4	23	39	19	2	0	0	0	0	0	0	0	0	0
11/4/2024	3:30 PM	2	2	18	46	15	3	0	0	0	0	0	0	0	0	0
11/4/2024	3:45 PM	1	5	23	41	30	1	0	0	0	0	0	0	0	0	0
11/4/2024	4:00 PM	0	6	21	51	34	3	0	1	0	0	0	0	0	0	0
11/4/2024	4:15 PM	1	4	17	47	21	3	0	0	0	0	0	0	0	0	0
11/4/2024	4:30 PM	6	16	32	40	38	6	0	0	0	0	0	0	0	0	0
11/4/2024	4:45 PM	1	9	20	52	34	5	0	0	0	0	0	0	0	0	0
11/4/2024	5:00 PM	0	14	24	44	30	5	1	0	0	0	0	0	0	0	0
11/4/2024	5:15 PM	0	1	20	58	23	2	0	0	0	0	0	0	0	0	0
11/4/2024	5:30 PM	2	6	14	39	22	11	0	0	0	0	0	0	0	0	0
11/4/2024	5:45 PM	1	17	20	49	22	3	0	0	0	0	0	0	0	0	0
11/4/2024	6:00 PM	0	1	12	57	30	5	2	0	0	0	0	0	0	0	0
11/4/2024	6:15 PM	0	1	13	45	27	4	0	0	0	0	0	0	0	0	0
11/4/2024	6:30 PM	0	2	17	52	22	1	0	0	0	0	0	0	0	0	0
11/4/2024	6:45 PM	0	2	25	25	36	5	1	0	0	0	0	0	0	0	0
11/4/2024	7:00 PM	0	1	8	39	25	6	0	0	0	0	0	0	0	0	0
11/4/2024	7:15 PM	0	1	9	30	23	3	0	0	0	0	0	0	0	0	0
11/4/2024	7:30 PM	0	4	3	23	23	2	0	0	0	0	0	0	0	0	0
11/4/2024	7:45 PM	0	1	1	9	17	6	0	0	0	0	0	0	0	0	0
11/4/2024	8:00 PM	0	1	4	24	29	6	0	0	0	0	0	0	0	0	0
11/4/2024	8:15 PM	0	1	1	17	7	6	1	0	0	0	0	0	0	0	0

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(410) 931 - 6600

Location: ATR003 - Church Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.084097, -73.788747
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/4/2024	8:30 PM	1	1	4	10	21	7	2	0	0	0	0	0	0	0	0
11/4/2024	8:45 PM	1	1	4	17	16	0	1	0	0	0	0	0	0	0	0
11/4/2024	9:00 PM	0	2	6	15	17	2	1	0	0	0	0	0	0	0	0
11/4/2024	9:15 PM	0	1	3	12	16	4	0	0	0	0	0	0	0	0	0
11/4/2024	9:30 PM	0	0	1	11	13	5	1	0	0	0	0	0	0	0	0
11/4/2024	9:45 PM	0	1	0	6	12	5	0	0	0	0	0	0	0	0	0
11/4/2024	10:00 PM	0	0	3	17	15	2	0	1	0	0	0	0	0	0	0
11/4/2024	10:15 PM	0	0	2	8	15	6	0	1	0	0	0	0	0	0	0
11/4/2024	10:30 PM	0	0	0	6	8	5	0	0	0	0	0	0	0	0	0
11/4/2024	10:45 PM	0	0	0	10	17	7	0	0	0	0	0	0	0	0	0
11/4/2024	11:00 PM	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0
11/4/2024	11:15 PM	0	0	1	6	10	1	1	0	0	0	0	0	0	0	0
11/4/2024	11:30 PM	1	0	2	4	8	2	0	0	0	0	0	0	0	0	0
11/4/2024	11:45 PM	0	0	0	5	4	6	1	1	0	0	0	0	0	0	0
11/6/2024	12:00 AM	1	0	5	4	6	5	1	0	0	0	0	0	0	0	0
11/6/2024	12:15 AM	0	0	2	5	5	4	0	0	0	0	0	0	0	0	0
11/6/2024	12:30 AM	0	0	2	1	2	1	1	0	0	0	0	0	0	0	0
11/6/2024	12:45 AM	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0
11/6/2024	1:00 AM	0	0	0	3	4	3	1	0	0	0	0	0	0	0	0
11/6/2024	1:15 AM	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0
11/6/2024	1:30 AM	0	0	1	0	3	3	1	0	0	0	0	0	0	0	0
11/6/2024	1:45 AM	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0
11/6/2024	2:00 AM	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0
11/6/2024	2:15 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
11/6/2024	2:30 AM	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0
11/6/2024	2:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
11/6/2024	3:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
11/6/2024	3:15 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
11/6/2024	3:30 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0

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Location: ATR003 - Church Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.084097, -73.788747
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/6/2024	3:45 AM	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0
11/6/2024	4:00 AM	0	0	0	1	1	4	0	1	0	0	0	0	0	0	0
11/6/2024	4:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
11/6/2024	4:30 AM	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0
11/6/2024	4:45 AM	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0
11/6/2024	5:00 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0
11/6/2024	5:15 AM	0	0	0	0	4	2	0	1	0	0	0	0	0	0	0
11/6/2024	5:30 AM	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0
11/6/2024	5:45 AM	0	0	0	2	7	3	3	0	0	0	0	0	0	0	0
11/6/2024	6:00 AM	0	0	1	1	7	0	0	0	0	0	0	0	0	0	0
11/6/2024	6:15 AM	0	0	0	1	3	4	2	0	0	0	0	0	0	0	0
11/6/2024	6:30 AM	0	0	0	6	9	11	1	0	0	0	0	0	0	0	0
11/6/2024	6:45 AM	0	2	2	3	7	10	2	1	0	0	0	0	0	0	0
11/6/2024	7:00 AM	0	0	2	5	10	10	3	0	0	0	0	0	0	0	0
11/6/2024	7:15 AM	0	0	5	13	17	7	6	0	0	0	0	0	0	0	0
11/6/2024	7:30 AM	0	1	2	21	49	6	2	0	0	0	0	0	0	0	0
11/6/2024	7:45 AM	0	0	2	13	41	16	6	0	0	0	0	0	0	0	0
11/6/2024	8:00 AM	0	3	8	20	28	12	2	0	0	0	0	0	0	0	0
11/6/2024	8:15 AM	1	5	25	30	41	8	0	0	0	0	0	0	0	0	0
11/6/2024	8:30 AM	0	2	11	32	47	8	0	0	0	0	0	0	0	0	0
11/6/2024	8:45 AM	1	9	20	34	41	8	1	0	0	0	0	0	0	0	0
11/6/2024	9:00 AM	0	1	15	46	33	8	0	0	0	0	0	0	0	0	0
11/6/2024	9:15 AM	0	7	21	46	25	9	0	0	0	0	0	0	0	0	0
11/6/2024	9:30 AM	2	4	15	51	16	6	0	0	0	0	0	0	0	0	0
11/6/2024	9:45 AM	0	3	14	34	38	6	0	0	0	0	0	0	0	0	0
11/6/2024	10:00 AM	0	2	11	50	35	4	0	0	0	0	0	0	0	0	0
11/6/2024	10:15 AM	4	8	22	31	31	5	0	0	0	0	0	0	0	0	0
11/6/2024	10:30 AM	0	5	18	36	27	8	0	0	0	0	0	0	0	0	0
11/6/2024	10:45 AM	0	4	19	39	23	4	0	0	0	0	0	0	0	0	0

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Location: ATR003 - Church Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.084097, -73.788747
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/6/2024	11:00 AM	0	4	16	43	27	6	0	0	0	0	0	0	0	0	0
11/6/2024	11:15 AM	0	5	20	26	27	4	0	0	0	0	0	0	0	0	0
11/6/2024	11:30 AM	0	2	15	56	32	1	0	0	0	0	0	0	0	0	0
11/6/2024	11:45 AM	1	7	22	39	19	5	1	0	0	0	0	0	0	0	0
11/6/2024	12:00 PM	0	13	19	28	18	3	0	0	0	0	0	0	0	0	0
11/6/2024	12:15 PM	0	10	27	31	23	1	0	0	0	0	0	0	0	0	0
11/6/2024	12:30 PM	4	9	26	47	20	4	0	0	0	0	0	0	0	0	0
11/6/2024	12:45 PM	2	7	20	46	28	3	0	0	0	0	0	0	0	0	0
11/6/2024	1:00 PM	4	12	32	39	20	5	0	0	0	0	0	0	0	0	0
11/6/2024	1:15 PM	1	0	14	42	27	5	0	0	0	0	0	0	0	0	0
11/6/2024	1:30 PM	0	8	12	40	25	5	0	1	0	0	0	0	0	0	0
11/6/2024	1:45 PM	0	5	15	45	28	8	0	1	0	0	0	0	0	0	0
11/6/2024	2:00 PM	5	4	26	50	16	4	0	0	0	0	0	0	0	0	0
11/6/2024	2:15 PM	4	9	15	35	34	5	1	0	0	0	0	0	0	0	0
11/6/2024	2:30 PM	4	18	28	39	19	2	0	0	0	0	0	0	0	0	0
11/6/2024	2:45 PM	0	3	27	55	31	3	0	0	0	0	0	0	0	0	0
11/6/2024	3:00 PM	1	4	23	44	27	4	0	0	0	0	0	0	0	0	0
11/6/2024	3:15 PM	0	13	21	43	29	3	1	0	0	0	0	0	0	0	0
11/6/2024	3:30 PM	1	12	23	54	21	3	0	0	0	0	0	0	0	0	0
11/6/2024	3:45 PM	2	16	22	40	19	7	0	0	0	0	0	0	0	0	0
11/6/2024	4:00 PM	0	14	28	50	31	3	0	0	0	0	0	0	0	0	0
11/6/2024	4:15 PM	0	5	27	43	26	5	1	0	0	0	0	0	0	0	0
11/6/2024	4:30 PM	0	5	19	51	38	4	1	0	0	0	0	0	0	0	0
11/6/2024	4:45 PM	1	11	20	66	34	3	1	0	0	0	0	0	0	0	0
11/6/2024	5:00 PM	2	14	28	52	35	5	0	0	0	0	0	0	0	0	0
11/6/2024	5:15 PM	0	8	24	40	28	8	0	0	0	0	0	0	0	0	0
11/6/2024	5:30 PM	2	8	26	30	35	7	1	0	0	0	0	0	0	0	0
11/6/2024	5:45 PM	4	9	29	64	32	5	0	0	0	0	0	0	0	0	0
11/6/2024	6:00 PM	0	4	21	45	41	6	0	0	0	0	0	0	0	0	0

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Location: ATR003 - Church Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.084097, -73.788747
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/6/2024	6:15 PM	0	12	34	45	34	7	3	0	0	0	0	0	0	0	0
11/6/2024	6:30 PM	0	0	19	41	34	2	0	0	0	0	0	0	0	0	0
11/6/2024	6:45 PM	4	4	14	43	31	3	1	0	0	0	0	0	0	0	0
11/6/2024	7:00 PM	1	5	18	44	33	4	1	0	0	0	0	0	0	0	0
11/6/2024	7:15 PM	0	3	13	39	22	5	1	0	0	0	0	0	0	0	0
11/6/2024	7:30 PM	1	5	18	38	26	6	0	0	0	0	0	0	0	0	0
11/6/2024	7:45 PM	0	0	7	35	22	7	0	0	0	0	0	0	0	0	0
11/6/2024	8:00 PM	0	3	2	34	23	8	0	0	0	0	0	0	0	0	0
11/6/2024	8:15 PM	0	2	7	33	33	4	0	0	0	0	0	0	0	0	0
11/6/2024	8:30 PM	0	2	6	24	16	3	1	0	0	0	0	0	0	0	0
11/6/2024	8:45 PM	0	0	4	23	30	4	1	0	0	0	0	0	0	0	0
11/6/2024	9:00 PM	0	0	3	14	16	3	2	0	0	0	0	0	0	0	0
11/6/2024	9:15 PM	0	0	5	16	16	3	2	0	0	0	0	0	0	0	0
11/6/2024	9:30 PM	0	1	2	18	19	5	1	0	0	0	0	0	0	0	0
11/6/2024	9:45 PM	0	1	3	9	16	4	1	0	0	0	0	0	0	0	0
11/6/2024	10:00 PM	0	1	4	13	11	2	0	0	0	0	0	0	0	0	0
11/6/2024	10:15 PM	0	0	2	17	9	8	1	0	0	0	0	0	0	0	0
11/6/2024	10:30 PM	0	0	2	11	19	5	0	0	0	0	0	0	0	0	0
11/6/2024	10:45 PM	0	0	0	9	8	2	0	0	0	0	0	0	0	0	0
11/6/2024	11:00 PM	0	0	0	3	16	5	0	0	0	0	0	0	0	0	0
11/6/2024	11:15 PM	0	0	3	5	9	4	1	0	0	0	0	0	0	0	0
11/6/2024	11:30 PM	0	0	0	3	6	5	0	0	0	0	0	0	0	0	0
11/6/2024	11:45 PM	0	0	3	1	7	5	2	0	0	0	0	0	0	0	0
11/7/2024	12:00 AM	0	0	1	5	1	1	0	0	0	0	0	0	0	0	0
11/7/2024	12:15 AM	0	0	0	3	8	8	1	0	0	0	0	0	0	0	0
11/7/2024	12:30 AM	0	0	1	1	5	2	3	0	0	0	0	0	0	0	0
11/7/2024	12:45 AM	0	0	1	1	5	1	0	0	0	0	0	0	0	0	0
11/7/2024	1:00 AM	0	0	1	0	4	2	1	0	0	0	0	0	0	0	0
11/7/2024	1:15 AM	0	0	0	0	3	5	3	0	0	0	0	0	0	0	0

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Location: ATR003 - Church Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.084097, -73.788747
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/7/2024	1:30 AM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
11/7/2024	1:45 AM	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0
11/7/2024	2:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
11/7/2024	2:15 AM	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0
11/7/2024	2:30 AM	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0
11/7/2024	2:45 AM	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0
11/7/2024	3:00 AM	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0
11/7/2024	3:15 AM	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0
11/7/2024	3:30 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0
11/7/2024	3:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11/7/2024	4:00 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0
11/7/2024	4:15 AM	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0
11/7/2024	4:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
11/7/2024	4:45 AM	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0
11/7/2024	5:00 AM	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0
11/7/2024	5:15 AM	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0
11/7/2024	5:30 AM	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0
11/7/2024	5:45 AM	0	0	0	3	8	6	2	0	0	0	0	0	0	0	0
11/7/2024	6:00 AM	0	0	0	2	3	3	1	0	0	0	0	0	0	0	0
11/7/2024	6:15 AM	0	0	0	6	10	3	1	0	0	0	0	0	0	0	0
11/7/2024	6:30 AM	0	0	1	2	9	5	2	0	0	0	1	0	0	0	0
11/7/2024	6:45 AM	0	1	3	8	10	8	0	0	0	0	0	0	0	0	0
11/7/2024	7:00 AM	0	0	1	7	17	5	1	2	0	0	0	0	0	0	0
11/7/2024	7:15 AM	0	1	4	10	27	8	1	0	0	0	0	0	0	0	0
11/7/2024	7:30 AM	0	0	3	6	37	27	4	0	0	0	0	0	0	0	0
11/7/2024	7:45 AM	0	2	5	28	55	10	2	0	0	0	0	0	0	0	0
11/7/2024	8:00 AM	0	3	5	45	28	4	0	0	0	0	0	0	0	0	0
11/7/2024	8:15 AM	1	2	12	31	33	12	0	0	0	0	0	0	0	0	0
11/7/2024	8:30 AM	0	2	7	37	40	8	0	0	0	0	0	0	0	0	0

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Location: ATR003 - Church Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.084097, -73.788747
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/7/2024	8:45 AM	1	13	18	47	41	9	1	0	0	0	0	0	0	0	0
11/7/2024	9:00 AM	1	8	24	40	32	5	2	0	0	0	0	0	0	0	0
11/7/2024	9:15 AM	1	5	18	21	29	12	2	0	0	0	0	0	0	0	0
11/7/2024	9:30 AM	0	1	13	45	30	3	0	0	0	0	0	0	0	0	0
11/7/2024	9:45 AM	0	8	13	42	38	11	0	0	0	0	0	0	0	0	0
11/7/2024	10:00 AM	3	14	12	33	30	6	1	0	0	0	0	0	0	0	0
11/7/2024	10:15 AM	0	3	14	32	20	8	0	0	0	0	0	0	0	0	0
11/7/2024	10:30 AM	0	2	18	47	10	6	1	0	0	0	0	0	0	0	0
11/7/2024	10:45 AM	0	3	10	29	25	8	0	0	0	0	0	0	0	0	0
11/7/2024	11:00 AM	1	5	7	35	21	6	0	0	0	0	0	0	0	0	0
11/7/2024	11:15 AM	1	9	17	45	23	4	1	0	0	0	0	0	0	0	0
11/7/2024	11:30 AM	0	6	20	40	26	7	0	0	0	0	0	0	0	0	0
11/7/2024	11:45 AM	2	7	39	44	18	0	0	0	0	0	0	0	0	0	0
11/7/2024	12:00 PM	1	10	23	42	19	3	0	0	0	0	0	0	0	0	0
11/7/2024	12:15 PM	0	8	13	44	18	2	1	0	0	0	0	0	0	0	0
11/7/2024	12:30 PM	0	10	28	47	21	6	1	0	0	0	0	0	0	0	0
11/7/2024	12:45 PM	1	2	28	41	24	1	0	0	0	0	0	0	0	0	0
11/7/2024	1:00 PM	0	10	20	50	13	2	0	0	0	0	0	0	0	0	0
11/7/2024	1:15 PM	0	9	24	46	27	2	0	0	0	0	0	0	0	0	0
11/7/2024	1:30 PM	2	6	17	47	18	1	0	1	0	0	0	0	0	0	0
11/7/2024	1:45 PM	1	5	18	48	17	0	2	0	0	0	0	0	0	0	0
11/7/2024	2:00 PM	2	7	17	37	23	2	0	0	0	0	0	0	0	0	0
11/7/2024	2:15 PM	0	8	29	41	7	1	0	0	0	0	0	0	0	0	0
11/7/2024	2:30 PM	1	2	27	38	19	4	0	0	0	0	0	0	0	0	0
11/7/2024	2:45 PM	0	8	29	47	16	5	0	0	0	0	0	0	0	0	0
11/7/2024	3:00 PM	5	11	23	61	6	1	0	0	0	0	0	0	0	0	0
11/7/2024	3:15 PM	1	4	30	35	18	2	0	0	0	0	0	0	0	0	0
11/7/2024	3:30 PM	1	11	14	51	21	3	0	0	0	0	0	0	0	0	0
11/7/2024	3:45 PM	5	10	34	52	24	2	0	0	0	0	0	0	0	0	0

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Location: ATR003 - Church Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.084097, -73.788747
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/7/2024	4:00 PM	1	4	17	45	35	7	1	0	0	0	0	0	0	0	0
11/7/2024	4:15 PM	0	5	28	43	22	5	0	0	0	0	0	0	0	0	0
11/7/2024	4:30 PM	1	9	37	58	26	2	1	0	0	0	0	0	0	0	0
11/7/2024	4:45 PM	2	14	27	42	24	3	0	0	0	0	0	0	0	0	0
11/7/2024	5:00 PM	2	9	31	57	33	2	0	0	0	0	0	0	0	0	0
11/7/2024	5:15 PM	3	7	26	40	29	4	0	0	0	0	0	0	0	0	0
11/7/2024	5:30 PM	0	10	26	44	36	5	0	0	0	0	0	0	0	0	0
11/7/2024	5:45 PM	1	11	30	55	26	3	0	0	0	0	0	0	0	0	0
11/7/2024	6:00 PM	0	8	28	45	25	4	1	0	0	0	0	0	0	0	0
11/7/2024	6:15 PM	0	0	13	41	33	3	0	0	0	0	0	0	0	0	0
11/7/2024	6:30 PM	0	0	21	62	22	3	0	0	0	0	0	0	0	0	0
11/7/2024	6:45 PM	0	1	17	47	32	2	0	0	0	0	0	0	0	0	0
11/7/2024	7:00 PM	0	4	12	41	33	2	0	0	0	0	0	0	0	0	0
11/7/2024	7:15 PM	0	7	8	37	24	1	0	0	0	0	0	0	0	0	0
11/7/2024	7:30 PM	0	2	25	30	23	6	0	0	0	0	0	0	0	0	0
11/7/2024	7:45 PM	0	2	10	26	30	7	0	0	0	0	0	0	0	0	0
11/7/2024	8:00 PM	0	2	15	21	32	8	0	0	0	0	0	0	0	0	0
11/7/2024	8:15 PM	3	2	17	26	23	3	0	0	0	0	0	0	0	0	0
11/7/2024	8:30 PM	0	1	11	23	27	5	0	0	0	0	0	0	0	0	0
11/7/2024	8:45 PM	0	0	0	16	23	8	2	0	0	0	0	0	0	0	0
11/7/2024	9:00 PM	0	1	5	18	19	6	2	0	0	0	0	0	0	0	0
11/7/2024	9:15 PM	0	0	3	12	18	6	0	0	0	0	0	0	0	0	0
11/7/2024	9:30 PM	0	1	3	14	18	4	0	0	0	0	0	0	0	0	0
11/7/2024	9:45 PM	0	0	0	10	18	5	0	0	1	0	0	0	0	0	0
11/7/2024	10:00 PM	0	0	1	16	17	4	0	0	0	0	0	0	0	0	0
11/7/2024	10:15 PM	0	0	0	9	12	7	1	0	1	0	0	0	0	0	0
11/7/2024	10:30 PM	0	0	0	8	23	9	0	0	0	0	0	0	0	0	0
11/7/2024	10:45 PM	0	2	2	7	19	6	0	0	0	0	0	0	0	0	0
11/7/2024	11:00 PM	0	0	0	8	13	6	1	0	0	0	0	0	0	0	0

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Location: ATR003 - Church Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.084097, -73.788747
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/7/2024	11:15 PM	0	0	1	7	3	3	0	0	0	0	0	0	0	0	0
11/7/2024	11:30 PM	0	0	0	4	10	2	0	0	0	0	0	0	0	0	0
11/7/2024	11:45 PM	0	1	0	2	14	7	1	0	0	0	0	0	0	0	0
3 DAY TOTAL		**139**	**927**	**3022**	**6842**	**5152**	**1217**	**168**	**19**	**3**	**1**	**1**	**0**	**0**	**0**	**0**
24 HR TOTAL (11/4)		**42**	**272**	**926**	**2154**	**1597**	**378**	**58**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
24 HR TOTAL (11/6)		**53**	**334**	**1037**	**2345**	**1840**	**430**	**59**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
24 HR TOTAL (11/7)		**44**	**321**	**1059**	**2343**	**1715**	**409**	**51**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**

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Location: ATR001 - Van Dam Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.085569, -73.788143
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/4/2024	6:00 AM	0	2	5	2	7	9	5	2	0	0	0	0	0	0	0
11/4/2024	6:15 AM	0	0	1	0	8	11	11	1	0	0	0	0	0	0	0
11/4/2024	6:30 AM	0	0	3	8	10	20	7	1	0	0	0	0	0	0	0
11/4/2024	6:45 AM	0	0	1	3	20	16	6	3	0	0	0	0	0	0	0
11/4/2024	7:00 AM	0	1	3	4	20	18	2	0	0	0	0	0	0	0	0
11/4/2024	7:15 AM	0	1	2	13	25	22	6	0	1	0	0	0	0	0	0
11/4/2024	7:30 AM	0	1	9	16	32	33	6	2	0	0	0	0	0	0	0
11/4/2024	7:45 AM	1	2	6	23	39	30	11	3	0	0	0	0	0	0	0
11/4/2024	8:00 AM	0	0	1	13	46	30	19	1	0	0	0	0	0	0	0
11/4/2024	8:15 AM	2	5	8	21	50	49	8	1	1	0	0	0	0	0	0
11/4/2024	8:30 AM	3	2	8	24	49	44	7	1	0	0	0	0	0	0	0
11/4/2024	8:45 AM	0	6	12	33	75	44	3	0	0	0	0	0	0	0	0
11/4/2024	9:00 AM	0	0	2	17	64	30	10	2	0	0	0	0	0	0	0
11/4/2024	9:15 AM	0	2	17	26	46	38	2	0	0	0	0	0	0	0	0
11/4/2024	9:30 AM	2	0	8	17	74	29	4	1	0	0	0	0	0	0	0
11/4/2024	9:45 AM	3	12	14	29	59	34	6	1	0	0	0	0	0	0	0
11/4/2024	10:00 AM	3	16	18	19	31	51	9	0	0	0	0	0	0	0	0
11/4/2024	10:15 AM	1	4	14	27	48	35	4	0	0	0	0	0	0	0	0
11/4/2024	10:30 AM	2	4	26	49	53	13	4	0	0	0	0	0	0	0	0
11/4/2024	10:45 AM	4	2	21	34	65	36	3	0	0	0	0	0	0	0	0
11/4/2024	11:00 AM	0	2	9	38	73	37	2	0	0	0	0	0	0	0	0
11/4/2024	11:15 AM	1	11	35	44	51	9	1	0	0	0	0	0	0	0	0
11/4/2024	11:30 AM	1	4	33	44	55	30	0	0	0	0	0	0	0	0	0
11/4/2024	11:45 AM	2	20	31	53	56	28	4	0	0	0	0	0	0	0	0
11/4/2024	12:00 PM	0	1	20	54	50	40	7	0	0	0	0	0	0	0	0
11/4/2024	12:15 PM	1	3	13	40	69	19	2	0	0	0	0	0	0	0	0
11/4/2024	12:30 PM	2	12	23	57	73	25	3	0	0	0	0	0	0	0	0
11/4/2024	12:45 PM	14	21	21	31	64	15	3	0	0	0	0	0	0	0	0
11/4/2024	1:00 PM	0	10	5	20	79	27	4	0	0	0	0	0	0	0	0

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Location: ATR001 - Van Dam Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.085569, -73.788143
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/4/2024	1:15 PM	1	5	22	45	85	25	1	0	0	0	0	0	0	0	0
11/4/2024	1:30 PM	0	16	23	35	70	28	2	0	0	0	0	0	0	0	0
11/4/2024	1:45 PM	2	3	13	39	69	35	4	0	0	0	0	0	0	0	0
11/4/2024	2:00 PM	1	11	23	28	52	35	10	0	0	0	0	0	0	0	0
11/4/2024	2:15 PM	1	16	23	46	52	28	6	0	0	0	0	0	0	0	0
11/4/2024	2:30 PM	4	5	30	34	64	30	9	0	0	0	0	0	0	0	0
11/4/2024	2:45 PM	0	7	22	52	65	26	10	1	1	0	0	0	0	0	0
11/4/2024	3:00 PM	1	9	22	48	57	36	6	2	0	0	0	0	0	0	0
11/4/2024	3:15 PM	0	6	20	55	50	33	6	0	0	0	0	0	0	0	0
11/4/2024	3:30 PM	11	29	34	40	36	30	2	0	0	0	0	0	0	0	0
11/4/2024	3:45 PM	2	10	18	59	84	24	4	0	0	0	0	0	0	0	0
11/4/2024	4:00 PM	2	10	31	24	62	26	3	1	0	0	0	0	0	0	0
11/4/2024	4:15 PM	1	8	30	51	61	16	5	0	0	0	0	0	0	0	0
11/4/2024	4:30 PM	5	8	27	39	42	48	10	1	1	0	0	0	0	0	0
11/4/2024	4:45 PM	1	8	24	35	64	27	8	0	0	0	0	0	0	0	0
11/4/2024	5:00 PM	3	25	36	61	40	34	2	0	0	0	0	0	0	0	0
11/4/2024	5:15 PM	0	6	19	24	71	36	6	1	0	0	0	0	0	0	0
11/4/2024	5:30 PM	4	17	38	45	62	28	1	0	0	0	0	0	0	0	0
11/4/2024	5:45 PM	3	9	29	35	54	33	1	1	0	0	0	0	0	0	0
11/4/2024	6:00 PM	2	7	31	40	58	42	2	0	0	0	0	0	0	0	0
11/4/2024	6:15 PM	0	14	45	36	62	18	3	0	0	0	0	0	0	0	0
11/4/2024	6:30 PM	0	3	22	32	70	40	6	0	0	0	0	0	0	0	0
11/4/2024	6:45 PM	3	4	11	32	61	38	4	0	0	0	0	0	0	0	0
11/4/2024	7:00 PM	0	1	9	28	62	44	8	0	0	0	0	0	0	0	0
11/4/2024	7:15 PM	0	2	5	19	49	39	5	1	0	0	0	0	0	0	0
11/4/2024	7:30 PM	0	2	8	27	39	41	9	0	0	0	0	0	0	0	0
11/4/2024	7:45 PM	0	7	11	29	28	29	5	0	0	0	0	0	0	0	0
11/4/2024	8:00 PM	0	2	9	10	37	27	7	0	0	0	0	0	0	0	0
11/4/2024	8:15 PM	0	0	1	14	34	25	2	2	1	0	0	0	0	0	0

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Location: ATR001 - Van Dam Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.085569, -73.788143
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/4/2024	8:30 PM	0	1	8	15	22	25	8	1	0	0	0	0	0	0	0
11/4/2024	8:45 PM	0	0	3	7	32	23	8	1	0	0	0	0	0	0	0
11/4/2024	9:00 PM	0	0	2	8	35	27	5	1	0	0	0	0	0	0	0
11/4/2024	9:15 PM	0	1	4	16	13	15	4	0	1	0	0	0	0	0	0
11/4/2024	9:30 PM	0	0	2	6	13	24	4	0	0	0	0	0	0	0	0
11/4/2024	9:45 PM	0	1	3	6	20	19	3	1	0	0	0	0	0	0	0
11/4/2024	10:00 PM	0	1	1	5	17	21	6	0	0	0	0	0	0	0	0
11/4/2024	10:15 PM	0	0	0	8	18	12	4	0	0	0	0	0	0	0	0
11/4/2024	10:30 PM	0	0	2	2	7	18	3	1	0	0	0	0	0	0	0
11/4/2024	10:45 PM	0	1	2	7	10	10	3	1	0	0	0	0	0	0	0
11/4/2024	11:00 PM	0	0	2	3	4	11	3	0	0	0	0	0	0	0	0
11/4/2024	11:15 PM	0	0	1	4	11	11	0	0	0	0	0	0	0	0	0
11/4/2024	11:30 PM	0	0	0	4	15	3	1	1	0	0	0	0	0	0	0
11/4/2024	11:45 PM	0	0	0	4	11	12	2	1	1	0	0	0	0	0	0
11/6/2024	12:00 AM	0	0	3	3	5	7	4	2	0	0	0	0	0	0	0
11/6/2024	12:15 AM	0	0	3	3	8	3	1	0	0	0	0	0	0	0	0
11/6/2024	12:30 AM	0	0	0	2	6	5	0	2	0	0	0	0	0	0	0
11/6/2024	12:45 AM	0	0	1	3	2	6	3	0	0	0	0	0	0	0	0
11/6/2024	1:00 AM	0	0	0	2	4	10	1	0	0	0	0	0	0	0	0
11/6/2024	1:15 AM	0	0	0	2	4	1	3	0	0	0	0	0	0	0	0
11/6/2024	1:30 AM	0	0	0	1	2	5	1	0	0	0	0	0	0	0	0
11/6/2024	1:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
11/6/2024	2:00 AM	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0
11/6/2024	2:15 AM	0	0	0	1	2	5	1	0	0	0	0	0	0	0	0
11/6/2024	2:30 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
11/6/2024	2:45 AM	0	0	1	0	4	0	1	0	0	0	0	0	0	0	0
11/6/2024	3:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
11/6/2024	3:15 AM	0	0	0	0	1	6	0	1	0	0	0	0	0	0	0
11/6/2024	3:30 AM	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0

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Location: ATR001 - Van Dam Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.085569, -73.788143
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/6/2024	3:45 AM	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0
11/6/2024	4:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
11/6/2024	4:15 AM	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0
11/6/2024	4:30 AM	0	0	1	2	4	1	1	0	0	0	0	0	0	0	0
11/6/2024	4:45 AM	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0
11/6/2024	5:00 AM	0	0	1	1	3	1	1	0	0	0	0	0	0	0	0
11/6/2024	5:15 AM	0	0	1	4	3	6	0	0	0	0	0	0	0	0	0
11/6/2024	5:30 AM	0	0	0	2	6	4	1	0	0	0	0	0	0	0	0
11/6/2024	5:45 AM	0	0	2	1	4	5	6	0	0	0	0	0	0	0	0
11/6/2024	6:00 AM	0	0	0	3	4	6	3	0	0	0	0	0	0	0	0
11/6/2024	6:15 AM	0	0	0	0	7	13	1	0	0	0	0	0	0	0	0
11/6/2024	6:30 AM	0	0	0	7	9	29	5	0	2	0	0	0	0	0	0
11/6/2024	6:45 AM	0	0	4	13	14	23	8	0	0	0	0	0	0	0	0
11/6/2024	7:00 AM	0	0	3	5	20	20	5	1	0	0	0	0	0	0	0
11/6/2024	7:15 AM	0	0	2	15	40	19	3	1	0	0	0	0	0	0	0
11/6/2024	7:30 AM	0	0	5	17	37	37	4	3	1	1	0	0	0	0	0
11/6/2024	7:45 AM	0	4	6	30	41	40	7	0	0	0	0	0	0	0	0
11/6/2024	8:00 AM	0	4	5	19	39	35	11	0	0	0	0	0	0	0	0
11/6/2024	8:15 AM	2	9	13	15	55	39	9	4	0	0	0	0	0	0	0
11/6/2024	8:30 AM	2	5	16	35	70	38	3	1	0	0	0	0	0	0	0
11/6/2024	8:45 AM	1	4	9	29	69	66	14	1	0	0	0	0	0	0	0
11/6/2024	9:00 AM	0	1	15	23	41	42	10	1	0	0	0	0	0	0	0
11/6/2024	9:15 AM	2	3	10	23	64	46	4	0	0	0	0	0	0	0	0
11/6/2024	9:30 AM	2	9	16	39	68	30	7	1	0	0	0	0	0	0	0
11/6/2024	9:45 AM	0	2	24	24	61	41	11	0	0	0	0	0	0	0	0
11/6/2024	10:00 AM	1	11	26	39	71	24	5	0	0	0	0	0	0	0	0
11/6/2024	10:15 AM	2	6	7	20	62	48	5	0	0	0	0	0	0	0	0
11/6/2024	10:30 AM	5	13	8	30	45	39	14	1	0	0	0	0	0	0	0
11/6/2024	10:45 AM	2	6	21	60	64	30	2	0	0	0	0	0	0	0	0

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(410) 931 - 6600

Location: ATR001 - Van Dam Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.085569, -73.788143
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/6/2024	11:00 AM	6	10	23	34	55	31	5	0	0	0	0	0	0	0	0
11/6/2024	11:15 AM	4	9	17	38	43	34	1	0	0	0	0	0	0	0	0
11/6/2024	11:30 AM	1	3	7	24	69	36	4	0	0	0	0	0	0	0	0
11/6/2024	11:45 AM	1	9	33	58	56	26	5	0	0	0	0	0	0	0	0
11/6/2024	12:00 PM	0	14	43	40	63	24	1	1	0	0	0	0	0	0	0
11/6/2024	12:15 PM	2	4	27	38	58	41	2	0	0	0	0	0	0	0	0
11/6/2024	12:30 PM	2	9	17	37	42	27	2	1	0	0	0	0	0	0	0
11/6/2024	12:45 PM	0	21	33	30	61	24	2	1	0	0	0	0	0	0	0
11/6/2024	1:00 PM	6	9	19	47	62	22	3	0	0	0	0	0	0	0	0
11/6/2024	1:15 PM	4	15	31	38	65	16	2	1	0	0	0	0	0	0	0
11/6/2024	1:30 PM	1	7	21	33	54	32	5	0	0	0	0	0	0	0	0
11/6/2024	1:45 PM	0	2	8	31	77	43	2	0	0	0	0	0	0	0	0
11/6/2024	2:00 PM	0	3	14	34	73	36	2	1	0	0	0	0	0	0	0
11/6/2024	2:15 PM	0	10	12	33	92	33	11	0	0	0	0	0	0	0	0
11/6/2024	2:30 PM	3	11	22	39	81	32	2	0	0	0	0	0	0	0	0
11/6/2024	2:45 PM	1	3	13	31	77	44	2	0	0	0	0	0	0	0	0
11/6/2024	3:00 PM	3	13	43	39	58	25	7	0	0	0	0	0	0	0	0
11/6/2024	3:15 PM	2	19	26	27	70	24	5	0	0	0	0	0	0	0	0
11/6/2024	3:30 PM	1	12	19	49	54	37	4	0	0	0	0	0	0	0	0
11/6/2024	3:45 PM	3	6	28	28	60	33	11	2	0	0	1	0	0	0	0
11/6/2024	4:00 PM	0	7	5	29	79	34	10	2	0	0	0	0	0	0	0
11/6/2024	4:15 PM	2	25	12	31	66	41	4	0	0	0	0	0	0	0	0
11/6/2024	4:30 PM	2	15	34	50	57	33	2	0	0	0	0	0	0	0	0
11/6/2024	4:45 PM	3	10	23	44	70	25	7	0	0	0	0	0	0	0	0
11/6/2024	5:00 PM	2	15	37	39	63	23	7	0	0	0	0	0	0	0	0
11/6/2024	5:15 PM	1	10	24	40	54	45	5	0	0	0	0	0	0	0	0
11/6/2024	5:30 PM	2	16	35	41	66	25	1	0	0	0	0	0	0	0	0
11/6/2024	5:45 PM	0	10	24	60	54	38	4	0	0	0	0	0	0	0	0
11/6/2024	6:00 PM	3	15	27	34	57	32	4	1	0	0	0	0	0	0	0

The Traffic Group, Inc.
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Location: ATR001 - Van Dam Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.085569, -73.788143
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/6/2024	6:15 PM	6	18	33	45	65	29	8	0	0	0	0	0	0	0	0
11/6/2024	6:30 PM	4	6	29	32	53	38	6	1	0	0	0	0	0	0	0
11/6/2024	6:45 PM	0	2	8	28	80	41	0	0	0	0	0	0	0	0	0
11/6/2024	7:00 PM	0	9	12	28	56	27	6	0	0	0	0	0	0	0	0
11/6/2024	7:15 PM	0	0	7	25	59	41	8	0	0	0	0	0	0	0	0
11/6/2024	7:30 PM	0	3	2	18	42	30	8	1	0	0	0	0	0	0	0
11/6/2024	7:45 PM	0	0	3	18	45	57	3	0	0	0	0	0	0	0	0
11/6/2024	8:00 PM	0	0	4	24	39	20	3	4	0	0	0	0	0	0	0
11/6/2024	8:15 PM	1	2	6	29	25	35	2	0	0	0	0	0	0	0	0
11/6/2024	8:30 PM	0	2	9	24	38	27	7	0	0	0	0	0	0	0	0
11/6/2024	8:45 PM	0	1	8	15	31	23	8	2	0	0	0	0	0	0	0
11/6/2024	9:00 PM	0	1	3	18	31	36	4	3	0	0	0	0	0	0	0
11/6/2024	9:15 PM	0	1	4	13	28	26	1	0	0	0	0	0	0	0	0
11/6/2024	9:30 PM	0	0	1	6	22	25	8	1	0	1	0	0	0	0	0
11/6/2024	9:45 PM	0	0	1	13	19	16	3	0	0	0	0	0	0	0	0
11/6/2024	10:00 PM	0	2	1	8	27	18	3	0	0	0	0	0	0	0	0
11/6/2024	10:15 PM	0	1	0	8	24	18	7	0	0	0	0	0	0	0	0
11/6/2024	10:30 PM	0	0	3	5	14	14	3	1	0	0	0	0	0	0	0
11/6/2024	10:45 PM	0	1	0	2	18	12	3	1	0	0	0	0	0	0	0
11/6/2024	11:00 PM	0	1	1	4	10	12	1	1	0	0	0	0	0	0	0
11/6/2024	11:15 PM	0	0	0	4	12	4	0	1	0	0	0	0	0	0	0
11/6/2024	11:30 PM	0	0	0	5	10	11	0	1	0	0	0	0	0	0	0
11/6/2024	11:45 PM	0	0	0	9	7	6	2	0	0	0	0	0	0	0	0
11/7/2024	12:00 AM	0	1	4	10	13	10	1	1	0	0	0	0	0	0	0
11/7/2024	12:15 AM	0	0	3	2	4	10	2	1	0	0	0	0	0	0	0
11/7/2024	12:30 AM	0	0	2	0	2	4	2	1	1	0	0	1	0	0	0
11/7/2024	12:45 AM	0	0	0	0	6	6	2	0	0	0	0	0	0	0	0
11/7/2024	1:00 AM	0	0	0	1	5	1	3	1	0	0	0	0	0	0	0
11/7/2024	1:15 AM	0	1	0	2	2	4	1	1	0	0	0	0	0	0	0

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(410) 931 - 6600

Location: ATR001 - Van Dam Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.085569, -73.788143
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/7/2024	1:30 AM	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0
11/7/2024	1:45 AM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
11/7/2024	2:00 AM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
11/7/2024	2:15 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0
11/7/2024	2:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11/7/2024	2:45 AM	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0
11/7/2024	3:00 AM	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0
11/7/2024	3:15 AM	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0
11/7/2024	3:30 AM	0	0	1	2	2	0	0	1	0	0	0	0	0	0	0
11/7/2024	3:45 AM	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0
11/7/2024	4:00 AM	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0
11/7/2024	4:15 AM	0	1	1	0	2	3	4	0	0	0	1	0	0	0	0
11/7/2024	4:30 AM	0	0	0	1	2	3	1	1	0	0	0	0	0	0	0
11/7/2024	4:45 AM	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0
11/7/2024	5:00 AM	0	0	0	2	2	4	3	2	0	0	0	0	0	0	0
11/7/2024	5:15 AM	0	0	1	1	1	7	0	0	0	0	0	0	0	0	0
11/7/2024	5:30 AM	0	0	0	4	5	6	3	0	0	0	0	0	0	0	0
11/7/2024	5:45 AM	0	0	1	3	10	8	3	0	0	0	0	0	0	0	0
11/7/2024	6:00 AM	0	0	0	4	7	12	1	0	0	0	0	0	0	0	0
11/7/2024	6:15 AM	0	0	0	0	5	13	6	1	0	0	0	0	0	0	0
11/7/2024	6:30 AM	0	1	3	7	7	11	6	3	0	0	0	0	0	0	0
11/7/2024	6:45 AM	0	0	2	10	15	21	9	1	0	0	0	0	0	0	0
11/7/2024	7:00 AM	0	0	1	6	18	17	6	1	0	0	0	0	0	0	0
11/7/2024	7:15 AM	0	1	4	9	28	19	6	3	0	0	0	0	0	0	0
11/7/2024	7:30 AM	0	7	9	19	28	26	8	1	0	0	0	0	0	0	0
11/7/2024	7:45 AM	0	3	14	20	60	21	11	1	0	0	0	0	0	0	0
11/7/2024	8:00 AM	3	4	9	33	39	43	9	2	0	0	0	0	0	0	0
11/7/2024	8:15 AM	0	1	6	15	47	56	9	1	0	0	0	0	0	0	0
11/7/2024	8:30 AM	3	5	15	29	72	54	12	0	0	0	0	0	0	0	0

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(410) 931 - 6600

Location: ATR001 - Van Dam Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.085569, -73.788143
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/7/2024	8:45 AM	5	14	16	24	49	55	9	1	0	0	0	0	0	0	0
11/7/2024	9:00 AM	4	14	20	26	43	35	3	2	0	1	0	0	0	0	0
11/7/2024	9:15 AM	1	3	8	18	60	35	12	3	0	0	0	0	0	0	0
11/7/2024	9:30 AM	1	7	15	36	50	25	15	1	0	0	0	0	0	0	0
11/7/2024	9:45 AM	3	12	16	23	41	46	7	0	0	0	0	0	0	0	0
11/7/2024	10:00 AM	0	3	9	24	54	30	10	1	0	0	0	0	0	0	0
11/7/2024	10:15 AM	0	1	10	26	78	36	8	1	0	0	0	0	0	0	0
11/7/2024	10:30 AM	2	11	21	64	50	35	3	0	0	0	0	0	0	0	0
11/7/2024	10:45 AM	2	2	10	31	80	26	5	1	0	0	0	0	0	0	0
11/7/2024	11:00 AM	1	4	19	40	52	26	5	0	0	0	0	0	0	0	0
11/7/2024	11:15 AM	1	4	12	49	71	19	1	0	0	0	0	0	0	0	0
11/7/2024	11:30 AM	2	8	23	36	64	22	2	0	0	0	0	0	0	0	0
11/7/2024	11:45 AM	1	14	20	44	68	21	6	0	0	0	0	0	0	0	0
11/7/2024	12:00 PM	2	10	21	35	69	27	3	0	0	0	0	0	0	0	0
11/7/2024	12:15 PM	3	26	27	26	43	35	6	1	0	0	0	0	0	0	0
11/7/2024	12:30 PM	2	10	15	37	65	25	2	0	0	0	0	0	0	0	0
11/7/2024	12:45 PM	2	20	29	44	67	23	2	1	0	0	0	0	0	0	0
11/7/2024	1:00 PM	6	26	30	30	40	41	3	0	0	0	0	0	0	0	0
11/7/2024	1:15 PM	3	11	26	50	59	34	0	0	0	0	0	0	0	0	0
11/7/2024	1:30 PM	6	14	33	33	47	33	7	0	0	0	0	0	0	0	0
11/7/2024	1:45 PM	2	8	15	48	71	21	3	0	0	0	0	0	0	0	0
11/7/2024	2:00 PM	1	4	4	52	80	24	9	1	0	0	0	0	0	0	0
11/7/2024	2:15 PM	10	13	35	33	63	29	1	0	0	0	0	0	0	0	0
11/7/2024	2:30 PM	2	7	22	47	55	30	4	0	0	0	0	0	0	0	0
11/7/2024	2:45 PM	0	6	14	36	80	41	3	1	0	0	0	0	0	0	0
11/7/2024	3:00 PM	0	3	15	22	75	46	4	1	0	0	0	0	0	0	0
11/7/2024	3:15 PM	0	13	23	66	62	22	1	0	0	0	0	0	0	0	0
11/7/2024	3:30 PM	11	20	32	44	68	22	2	0	0	0	0	0	0	0	0
11/7/2024	3:45 PM	0	0	12	47	86	45	2	0	0	0	0	0	0	0	0

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(410) 931 - 6600

Location: ATR001 - Van Dam Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.085569, -73.788143
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/7/2024	4:00 PM	0	1	12	30	79	45	6	0	0	0	0	0	0	0	0
11/7/2024	4:15 PM	5	10	29	50	67	21	1	0	0	0	0	0	0	0	0
11/7/2024	4:30 PM	0	1	34	49	53	39	1	0	0	0	0	0	0	0	0
11/7/2024	4:45 PM	5	8	12	39	67	35	6	1	0	0	0	0	0	0	0
11/7/2024	5:00 PM	1	10	26	41	59	36	5	0	0	0	0	0	0	0	0
11/7/2024	5:15 PM	0	4	23	43	74	34	6	0	0	0	0	0	0	0	0
11/7/2024	5:30 PM	0	8	31	47	90	33	1	0	0	0	0	0	0	0	0
11/7/2024	5:45 PM	4	26	30	37	70	19	1	1	0	0	0	0	0	0	0
11/7/2024	6:00 PM	2	12	25	40	91	20	2	0	0	0	0	0	0	0	0
11/7/2024	6:15 PM	0	8	22	46	73	22	4	0	0	0	0	0	0	0	0
11/7/2024	6:30 PM	0	3	10	36	82	34	6	0	0	0	0	0	0	0	0
11/7/2024	6:45 PM	4	15	19	21	58	33	9	0	0	0	0	0	0	0	0
11/7/2024	7:00 PM	0	5	12	27	43	42	7	1	0	0	0	0	0	0	0
11/7/2024	7:15 PM	0	3	24	30	45	24	3	0	0	0	0	0	0	0	0
11/7/2024	7:30 PM	0	0	8	30	58	32	4	0	0	0	0	0	0	0	0
11/7/2024	7:45 PM	0	3	26	26	35	28	5	0	0	0	0	0	0	0	0
11/7/2024	8:00 PM	0	1	5	32	45	27	5	0	0	0	0	0	0	0	0
11/7/2024	8:15 PM	0	0	5	25	36	26	7	0	0	0	0	0	0	0	0
11/7/2024	8:30 PM	0	1	8	21	36	34	9	1	0	0	0	0	0	0	0
11/7/2024	8:45 PM	0	0	8	18	37	21	3	0	0	0	0	0	0	0	0
11/7/2024	9:00 PM	0	1	6	13	40	19	5	1	0	0	0	0	0	0	0
11/7/2024	9:15 PM	0	0	5	19	26	27	2	0	0	0	0	0	0	0	0
11/7/2024	9:30 PM	0	0	3	8	24	18	0	0	1	0	0	0	0	0	0
11/7/2024	9:45 PM	0	1	3	13	27	23	6	0	0	0	0	0	0	0	0
11/7/2024	10:00 PM	0	1	0	5	18	32	7	0	0	0	0	0	0	0	0
11/7/2024	10:15 PM	0	0	1	3	17	11	11	3	0	0	0	0	0	0	0
11/7/2024	10:30 PM	0	0	0	7	14	14	2	1	0	0	0	0	0	0	0
11/7/2024	10:45 PM	0	0	1	5	17	11	4	1	1	0	0	0	0	0	0
11/7/2024	11:00 PM	0	0	0	4	9	7	0	1	0	0	0	0	0	0	0

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Location: ATR001 - Van Dam Street, between Lawrence Street and Clinton Street
Direction: Eastbound/Westbound
GPS: 43.085569, -73.788143
Start Date: 11/4/2024
Start Time: 0:00

Date	Time	0-10 MPH	11-15 MPH	16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	> 76 MPH
11/7/2024	11:15 PM	0	0	0	2	11	5	0	1	0	0	0	0	0	0	0
11/7/2024	11:30 PM	0	0	0	4	9	8	0	1	0	0	0	0	0	0	0
11/7/2024	11:45 PM	0	0	1	6	10	8	7	0	0	0	0	0	0	0	0
3 DAY TOTAL		**274**	**1275**	**3084**	**5961**	**10481**	**6365**	**1145**	**143**	**14**	**4**	**2**	**1**	**0**	**0**	**0**
24 HR TOTAL (11/4)		**89**	**401**	**1049**	**1947**	**3327**	**2058**	**384**	**45**	**8**	**0**	**0**	**0**	**0**	**0**	**0**
24 HR TOTAL (11/6)		**85**	**439**	**1016**	**1956**	**3544**	**2230**	**373**	**46**	**3**	**3**	**1**	**0**	**0**	**0**	**0**
24 HR TOTAL (11/7)		**100**	**435**	**1019**	**2058**	**3610**	**2077**	**388**	**52**	**3**	**1**	**1**	**1**	**0**	**0**	**0**

Appendix B \

Traffic Volume Figures

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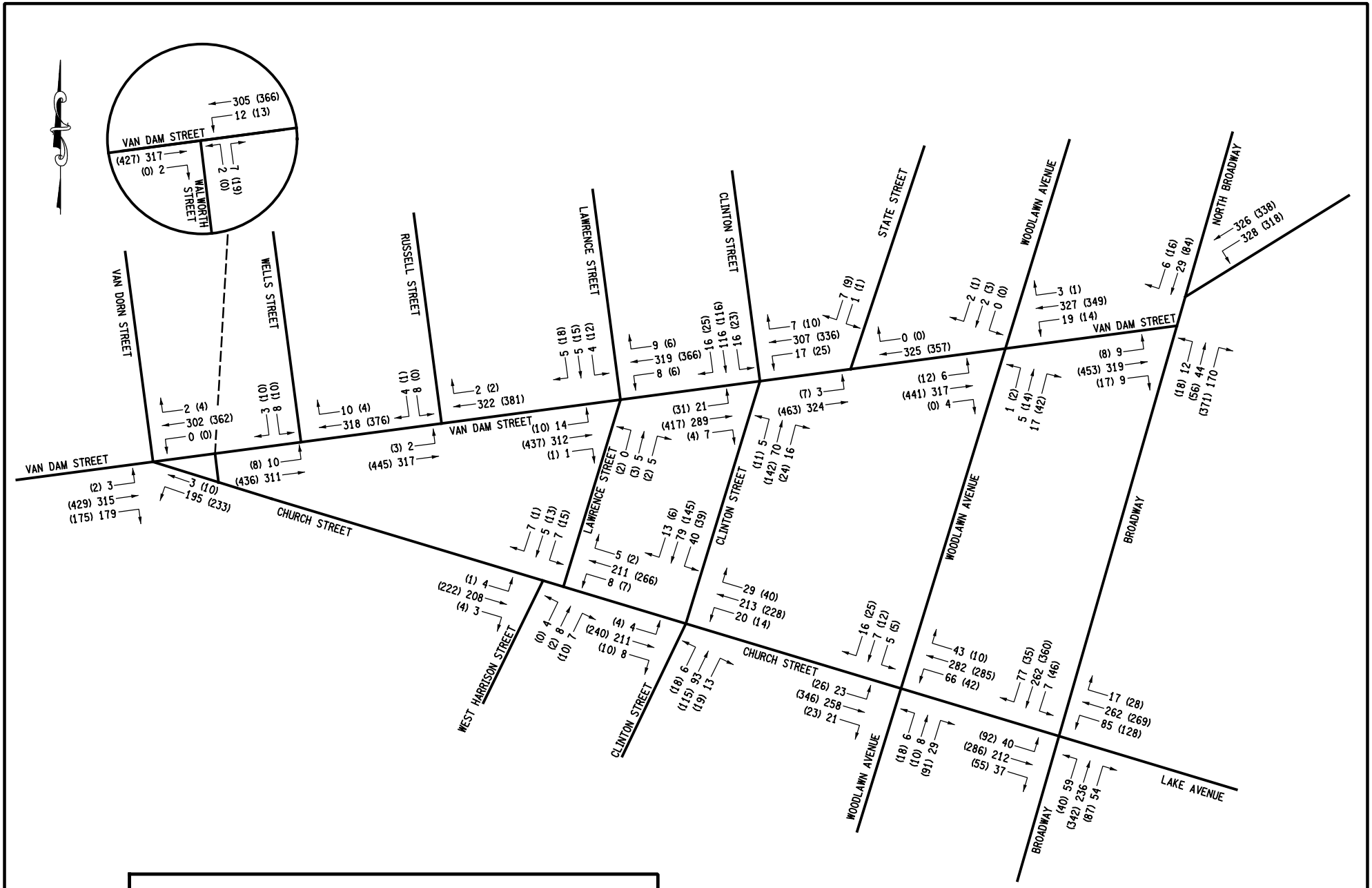

EXISTING VOLUMES (2024) - AM (PM) PEAK

MJ778.02 - BROADWAY / VAN DAM STREET / CHURCH STREET TRAFFIC ASSESSMENT CITY OF SARATOGA SPRINGS, SARATOGA COUNTY	FIGURE NO.	SCALE	DATE	MJ Engineering Architecture Land Scape Architecture and Land Surveying, P.C.
	1	NONE	JAN 2025	

FILE NAME = L:\Projects\MJ778 City of Saratoga Springs\778.02 Broadway_Van Dam_Church_Traffic Assesssment\02 Design\Calcs & Technical\Traffic\Traffic Volume Figures\02_778.02_Traffic Figures_2035.dgn
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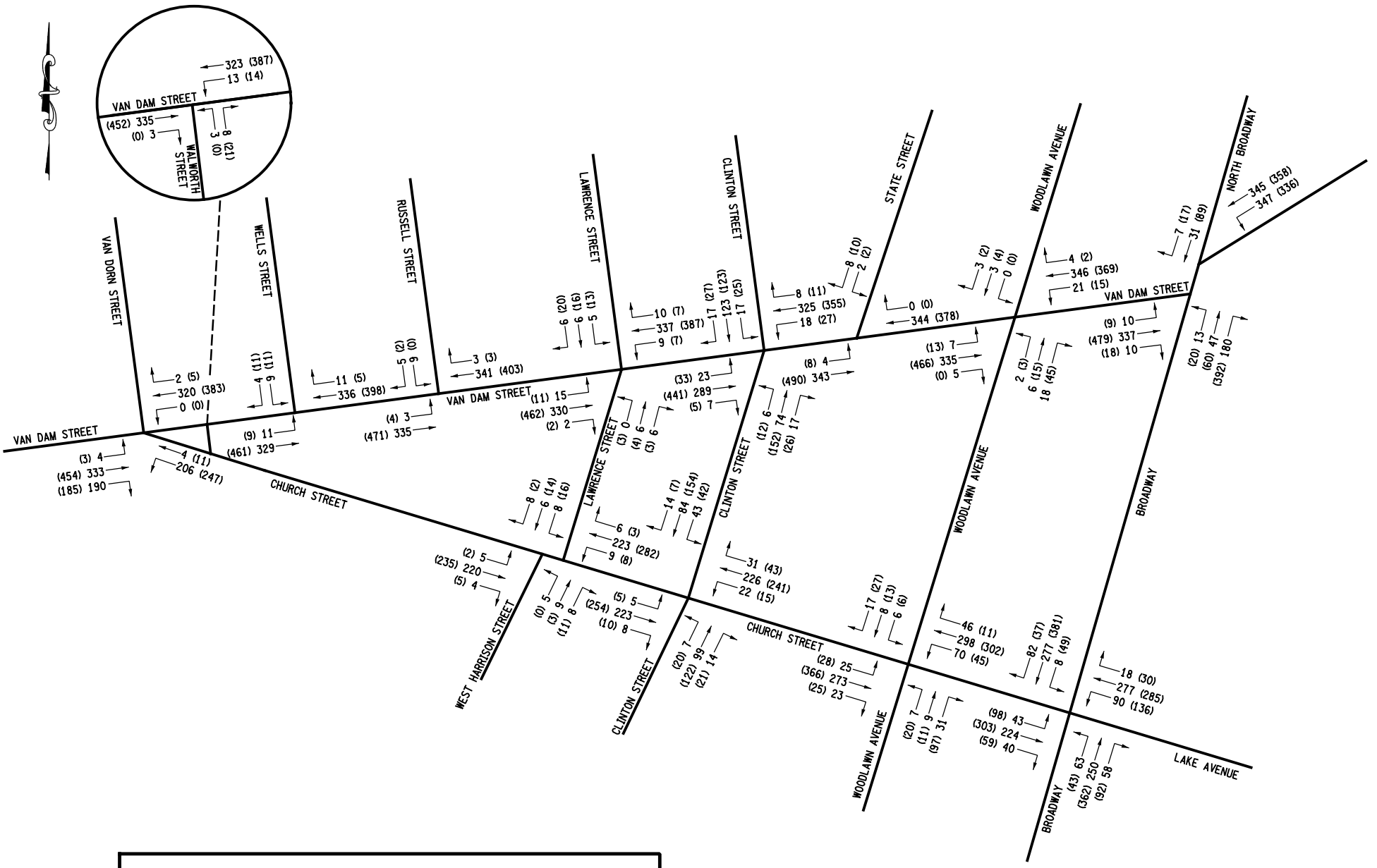


FUTURE VOLUMES (2035) - AM (PM) PEAK

MJ778.02 - BROADWAY / VAN DAM STREET / CHURCH STREET TRAFFIC ASSESSMENT CITY OF SARATOGA SPRINGS, SARATOGA COUNTY	FIGURE NO.	SCALE	DATE
	2	NONE	JAN 2025

MJ Engineering Architecture Land Scape Architecture and Land Surveying, P.C.

Appendix C \

Synchro Results

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	3	315	179	0	302	2	0	0	195	3
Future Volume (vph)	3	315	179	0	302	2	0	0	195	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0				6.0	
Lane Util. Factor		1.00			1.00				1.00	
Frt		0.95			1.00				1.00	
Flt Protected		1.00			1.00				0.95	
Satd. Flow (prot)		1688			1727				1645	
Flt Permitted		1.00			1.00				0.95	
Satd. Flow (perm)		1685			1727				1645	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.96	0.96
Adj. Flow (vph)	3	328	186	0	315	2	0	0	203	3
RTOR Reduction (vph)	0	23	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	494	0	0	317	0	0	0	206	0
Heavy Vehicles (%)	0%	6%	9%	0%	10%	0%	2%	2%	10%	0%
Turn Type	Perm	NA			NA				Prot	
Protected Phases		2			6				8	
Permitted Phases	2			6						
Actuated Green, G (s)		21.6			21.6				16.0	
Effective Green, g (s)		21.6			21.6				16.0	
Actuated g/C Ratio		0.44			0.44				0.32	
Clearance Time (s)		6.0			6.0				6.0	
Vehicle Extension (s)		3.0			3.0				3.0	
Lane Grp Cap (vph)		733			752				530	
v/s Ratio Prot					0.18				c0.13	
v/s Ratio Perm		c0.29								
v/c Ratio		0.67			0.42				0.39	
Uniform Delay, d1		11.2			9.7				13.0	
Progression Factor		1.00			1.00				1.00	
Incremental Delay, d2		2.5			0.4				0.5	
Delay (s)		13.7			10.1				13.5	
Level of Service		B			B				B	
Approach Delay (s)		13.7			10.1		0.0		13.5	
Approach LOS		B			B		A		B	

Intersection Summary			
HCM 2000 Control Delay	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	49.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	317	2	12	305	2	7
Future Vol, veh/h	317	2	12	305	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	0	0	9	0	0
Mvmt Flow	341	2	13	328	2	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	343	0	696	342
Stage 1	-	-	-	-	342	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1227	-	411	705
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1227	-	406	705
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	706	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	606	-	-	1227	-
HCM Lane V/C Ratio	0.016	-	-	0.011	-
HCM Control Delay (s)	11	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	311	318	10	8	3
Future Vol, veh/h	10	311	318	10	8	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	7	9	0	0	0
Mvmt Flow	11	331	338	11	9	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	349	0	-	0	697	344
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	353	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1221	-	-	-	410	703
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1221	-	-	-	405	703
Mov Cap-2 Maneuver	-	-	-	-	405	-
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1221	-	-	-	458
HCM Lane V/C Ratio	0.009	-	-	-	0.026
HCM Control Delay (s)	8	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	317	322	2	8	4
Future Vol, veh/h	2	317	322	2	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	7	9	0	0	0
Mvmt Flow	2	337	343	2	9	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	345	0	-	0	685	344
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1225	-	-	-	417	703
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	725	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1225	-	-	-	416	703
Mov Cap-2 Maneuver	-	-	-	-	416	-
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	725	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1225	-	-	-	482
HCM Lane V/C Ratio	0.002	-	-	-	0.026
HCM Control Delay (s)	7.9	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

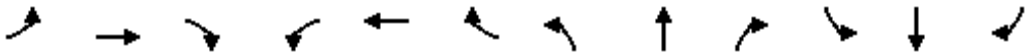
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	14	312	1	8	319	9	0	5	5	4	5	5
Future Vol, veh/h	14	312	1	8	319	9	0	5	5	4	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	92	93	92	92	92	93	93	92	92	93	93
Heavy Vehicles, %	7	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	15	339	1	9	347	10	0	5	5	4	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	357	0	0	340	0	0	745	745	340	745	740	352
Stage 1	-	-	-	-	-	-	370	370	-	370	370	-
Stage 2	-	-	-	-	-	-	375	375	-	375	370	-
Critical Hdwy	4.17	-	-	4.12	-	-	7.1	6.5	6.22	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.263	-	-	2.218	-	-	3.5	4	3.318	3.518	4	3.3
Pot Cap-1 Maneuver	1174	-	-	1219	-	-	333	345	702	330	347	696
Stage 1	-	-	-	-	-	-	654	624	-	650	624	-
Stage 2	-	-	-	-	-	-	650	621	-	646	624	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1174	-	-	1219	-	-	320	336	702	317	338	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	320	336	-	317	338	-
Stage 1	-	-	-	-	-	-	644	614	-	640	618	-
Stage 2	-	-	-	-	-	-	634	615	-	625	614	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	13.1	14.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	455	1174	-	-	1219	-	-	404
HCM Lane V/C Ratio	0.024	0.013	-	-	0.007	-	-	0.037
HCM Control Delay (s)	13.1	8.1	0	-	8	0	-	14.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	289	7	17	307	7	5	70	16	16	116	16
Future Volume (veh/h)	21	289	7	17	307	7	5	70	16	16	116	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1693	1870	1900	1900	1900	1900	1870
Adj Flow Rate, veh/h	23	314	8	18	334	8	5	76	17	17	126	17
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
Percent Heavy Veh, %	2	2	2	0	2	14	2	0	0	0	0	2
Cap, veh/h	103	736	18	95	749	17	89	475	101	110	497	62
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	51	1729	42	35	1760	41	25	1487	317	79	1557	195
Grp Volume(v), veh/h	345	0	0	360	0	0	98	0	0	160	0	0
Grp Sat Flow(s),veh/h/ln	1822	0	0	1836	0	0	1830	0	0	1831	0	0
Q Serve(g_s), 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
Cycle Q Clear(g_c), s	6.1	0.0	0.0	6.5	0.0	0.0	1.8	0.0	0.0	3.0	0.0	0.0
Prop In Lane	0.07		0.02	0.05		0.02	0.05		0.17	0.11		0.11
Lane Grp Cap(c), veh/h	857	0	0	862	0	0	665	0	0	669	0	0
V/C Ratio(X)	0.40	0.00	0.00	0.42	0.00	0.00	0.15	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	1760	0	0	1778	0	0	1200	0	0	1200	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.5	0.0	0.0	9.6	0.0	0.0	11.5	0.0	0.0	11.9	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	2.1	0.0	0.0	0.6	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	0.0	0.0	9.9	0.0	0.0	11.6	0.0	0.0	12.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		345			360			98			160	
Approach Delay, s/veh		9.8			9.9			11.6			12.1	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.0		21.0		26.0		21.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		44.0		29.0		44.0		29.0				
Max Q Clear Time (g_c+I1), s		8.1		5.0		8.5		3.8				
Green Ext Time (p_c), s		2.3		0.9		2.4		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			10.4									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	324	325	0	1	7
Future Vol, veh/h	3	324	325	0	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	9	0	0	0
Mvmt Flow	3	360	361	0	1	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	361	0	-	0	727	361
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	366	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1209	-	-	-	394	688
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	706	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1209	-	-	-	393	688
Mov Cap-2 Maneuver	-	-	-	-	393	-
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	706	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1209	-	-	-	629
HCM Lane V/C Ratio	0.003	-	-	-	0.014
HCM Control Delay (s)	8	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

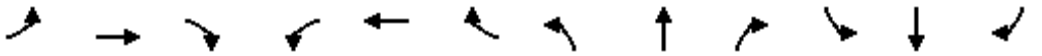
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	317	4	19	327	3	1	5	17	0	2	2
Future Vol, veh/h	6	317	4	19	327	3	1	5	17	0	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	7	0	0	9	0	0	0	0	0	0	0
Mvmt Flow	7	356	4	21	367	3	1	6	19	0	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	370	0	0	360	0	0	785	784	358	796	785	369
Stage 1	-	-	-	-	-	-	372	372	-	411	411	-
Stage 2	-	-	-	-	-	-	413	412	-	385	374	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1200	-	-	1210	-	-	313	327	691	307	327	681
Stage 1	-	-	-	-	-	-	653	622	-	622	598	-
Stage 2	-	-	-	-	-	-	620	598	-	642	621	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1200	-	-	1210	-	-	304	318	691	288	318	681
Mov Cap-2 Maneuver	-	-	-	-	-	-	304	318	-	288	318	-
Stage 1	-	-	-	-	-	-	648	618	-	618	585	-
Stage 2	-	-	-	-	-	-	602	585	-	614	617	-

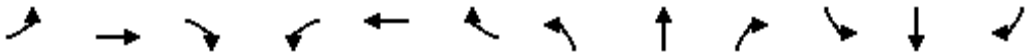
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	12.2	13.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	527	1200	-	-	1210	-	-	434
HCM Lane V/C Ratio	0.049	0.006	-	-	0.018	-	-	0.01
HCM Control Delay (s)	12.2	8	0	-	8	0	-	13.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	319	9	328	326	0	12	44	170	0	29	6
Future Volume (vph)	9	319	9	328	326	0	12	44	170	0	29	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0		6.0	
Lane Util. Factor		1.00		0.97	1.00			0.95	0.95		1.00	
Frt		1.00		1.00	1.00			0.92	0.85		0.98	
Flt Protected		1.00		0.95	1.00			0.99	1.00		1.00	
Satd. Flow (prot)		1783		3433	1727			1613	1534		1855	
Flt Permitted		0.99		0.48	1.00			0.98	1.00		1.00	
Satd. Flow (perm)		1763		1737	1727			1584	1534		1855	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	10	362	10	373	370	0	14	50	193	0	33	7
RTOR Reduction (vph)	0	1	0	0	0	0	0	40	72	0	4	0
Lane Group Flow (vph)	0	382	0	373	370	0	0	93	52	0	36	0
Heavy Vehicles (%)	11%	6%	2%	2%	10%	0%	0%	7%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm		NA	
Protected Phases		3			4			5			1	
Permitted Phases	3			4			5		5			
Actuated Green, G (s)		23.6		23.6	23.6			25.4	25.4		25.4	
Effective Green, g (s)		23.6		23.6	23.6			25.4	25.4		25.4	
Actuated g/C Ratio		0.39		0.39	0.39			0.42	0.42		0.42	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0		6.0	
Vehicle Extension (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Grp Cap (vph)		682		672	668			659	638		772	
v/s Ratio Prot					0.21						0.02	
v/s Ratio Perm		c0.22		0.21				c0.06	0.03			
v/c Ratio		0.56		0.56	0.55			0.14	0.08		0.05	
Uniform Delay, d1		14.6		14.6	14.6			11.0	10.8		10.6	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		1.7		1.7	1.7			0.2	0.1		0.1	
Delay (s)		16.3		16.3	16.3			11.2	10.9		10.6	
Level of Service		B		B	B			B	B		B	
Approach Delay (s)		16.3			16.3			11.1			10.6	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	61.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	212	37	85	262	17	59	236	54	7	262	77
Future Volume (veh/h)	40	212	37	85	262	17	59	236	54	7	262	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1811	1781	1826	1811	1811	1752	1841	1796	1693	1826	1841
Adj Flow Rate, veh/h	41	216	38	87	267	17	60	241	55	7	267	79
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	6	8	5	6	6	10	4	7	14	5	4
Cap, veh/h	431	323	57	473	445	28	181	530	121	94	611	175
Arrive On Green	0.07	0.22	0.22	0.12	0.26	0.26	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1739	1500	264	1739	1685	107	289	2238	512	22	2578	738
Grp Volume(v), veh/h	41	0	254	87	0	284	186	0	170	189	0	164
Grp Sat Flow(s),veh/h/ln	1739	0	1764	1739	0	1792	1456	0	1583	1810	0	1529
Q Serve(g_s), s	0.7	0.0	5.6	1.5	0.0	5.8	0.9	0.0	3.9	0.0	0.0	3.9
Cycle Q Clear(g_c), s	0.7	0.0	5.6	1.5	0.0	5.8	4.7	0.0	3.9	3.7	0.0	3.9
Prop In Lane	1.00		0.15	1.00		0.06	0.32		0.32	0.04		0.48
Lane Grp Cap(c), veh/h	431	0	380	473	0	474	458	0	375	517	0	362
V/C Ratio(X)	0.10	0.00	0.67	0.18	0.00	0.60	0.41	0.00	0.45	0.37	0.00	0.45
Avail Cap(c_a), veh/h	676	0	1420	633	0	1443	1461	0	1462	1739	0	1412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.1	0.0	15.2	10.2	0.0	13.6	13.8	0.0	13.8	13.7	0.0	13.8
Incr Delay (d2), s/veh	0.1	0.0	2.0	0.2	0.0	1.2	0.6	0.0	0.9	0.4	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.1	0.5	0.0	2.1	1.3	0.0	1.2	1.3	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	0.0	17.2	10.4	0.0	14.8	14.4	0.0	14.6	14.1	0.0	14.6
LnGrp LOS	B	A	B	B	A	B	B	A	B	B	A	B
Approach Vol, veh/h		295			371			356			353	
Approach Delay, s/veh		16.4			13.8			14.5			14.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.0	9.1	17.2		16.0	11.1	15.1				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		39.0	9.0	34.0		39.0	9.0	34.0				
Max Q Clear Time (g_c+I1), s		6.7	2.7	7.8		5.9	3.5	7.6				
Green Ext Time (p_c), s		2.4	0.0	1.7		2.3	0.1	1.5				

Intersection Summary												
HCM 6th Ctrl Delay			14.7									
HCM 6th LOS			B									

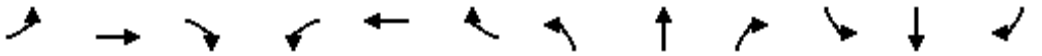
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	23	258	21	66	282	43	6	8	29	5	7	16
Future Vol, veh/h	23	258	21	66	282	43	6	8	29	5	7	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	5	0	2	8	2	0	13	3	0	0	0
Mvmt Flow	24	269	22	69	294	45	6	8	30	5	7	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	339	0	0	291	0	0	795	805	280	802	794	317
Stage 1	-	-	-	-	-	-	328	328	-	455	455	-
Stage 2	-	-	-	-	-	-	467	477	-	347	339	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.1	6.63	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.63	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.63	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.5	4.117	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1209	-	-	1271	-	-	308	304	756	305	323	728
Stage 1	-	-	-	-	-	-	689	628	-	589	572	-
Stage 2	-	-	-	-	-	-	580	538	-	673	643	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1209	-	-	1271	-	-	275	277	756	267	294	728
Mov Cap-2 Maneuver	-	-	-	-	-	-	275	277	-	267	294	-
Stage 1	-	-	-	-	-	-	672	613	-	575	534	-
Stage 2	-	-	-	-	-	-	522	502	-	622	628	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.3	13.2	13.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	483	1209	-	-	1271	-	-	434
HCM Lane V/C Ratio	0.093	0.02	-	-	0.054	-	-	0.067
HCM Control Delay (s)	13.2	8	0	-	8	0	-	13.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.2	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	211	8	20	213	29	6	93	13	40	79	13
Future Volume (veh/h)	4	211	8	20	213	29	6	93	13	40	79	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.95	0.97		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1796	1900	1900	1781	1900	1648	1900	1900	1826	1885	1900
Adj Flow Rate, veh/h	4	229	9	22	232	32	7	101	14	43	86	14
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
Percent Heavy Veh, %	0	7	0	0	8	0	17	0	0	5	1	0
Cap, veh/h	137	625	24	163	537	70	150	301	40	240	224	32
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	8	1704	66	57	1463	191	53	1565	210	353	1162	164
Grp Volume(v), veh/h	242	0	0	286	0	0	122	0	0	143	0	0
Grp Sat Flow(s),veh/h/ln	1779	0	0	1711	0	0	1827	0	0	1680	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	3.4	0.0	0.0	1.6	0.0	0.0	1.9	0.0	0.0
Prop In Lane	0.02		0.04	0.08		0.11	0.06		0.11	0.30		0.10
Lane Grp Cap(c), veh/h	787	0	0	770	0	0	491	0	0	495	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.37	0.00	0.00	0.25	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	1694	0	0	1626	0	0	1336	0	0	1602	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.3	0.0	0.0	6.5	0.0	0.0	9.5	0.0	0.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.7	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	0.0	0.0	6.8	0.0	0.0	9.8	0.0	0.0	9.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		242			286			122			143	
Approach Delay, s/veh		6.5			6.8			9.8			9.9	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		11.2		16.0		11.2		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		24.0		24.0		24.0				
Max Q Clear Time (g_c+I1), s		3.6		4.7		3.9		5.4				
Green Ext Time (p_c), s		0.5		1.3		0.7		1.6				

Intersection Summary												
HCM 6th Ctrl Delay			7.8									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	208	3	8	211	5	4	8	7	7	5	7
Future Vol, veh/h	4	208	3	8	211	5	4	8	7	7	5	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	7	33	25	9	0	25	13	0	0	0	0
Mvmt Flow	4	214	3	8	218	5	4	8	7	7	5	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	223	0	0	217	0	0	467	463	216	468	462	221
Stage 1	-	-	-	-	-	-	224	224	-	237	237	-
Stage 2	-	-	-	-	-	-	243	239	-	231	225	-
Critical Hdwy	4.1	-	-	4.35	-	-	7.35	6.63	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.63	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.63	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.425	-	-	3.725	4.117	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1358	-	-	1228	-	-	470	480	829	509	500	824
Stage 1	-	-	-	-	-	-	729	698	-	771	713	-
Stage 2	-	-	-	-	-	-	712	688	-	776	721	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1358	-	-	1228	-	-	459	475	829	494	495	824
Mov Cap-2 Maneuver	-	-	-	-	-	-	459	475	-	494	495	-
Stage 1	-	-	-	-	-	-	727	696	-	769	708	-
Stage 2	-	-	-	-	-	-	696	683	-	758	719	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	11.7	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	559	1358	-	-	1228	-	-	580
HCM Lane V/C Ratio	0.035	0.003	-	-	0.007	-	-	0.034
HCM Control Delay (s)	11.7	7.7	0	-	8	0	-	11.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	2	429	175	0	362	4	0	0	233	10
Future Volume (vph)	2	429	175	0	362	4	0	0	233	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0				6.0	
Lane Util. Factor		1.00			1.00				1.00	
Frt		0.96			1.00				0.99	
Flt Protected		1.00			1.00				0.95	
Satd. Flow (prot)		1790			1843				1769	
Flt Permitted		1.00			1.00				0.95	
Satd. Flow (perm)		1788			1843				1769	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	2	471	192	0	398	4	0	0	256	11
RTOR Reduction (vph)	0	15	0	0	1	0	0	0	0	0
Lane Group Flow (vph)	0	650	0	0	401	0	0	0	267	0
Heavy Vehicles (%)	0%	2%	2%	0%	3%	0%	2%	2%	2%	0%
Turn Type	Perm	NA			NA				Prot	
Protected Phases		2			6				8	
Permitted Phases	2			6						
Actuated Green, G (s)		27.6			27.6				16.3	
Effective Green, g (s)		27.6			27.6				16.3	
Actuated g/C Ratio		0.49			0.49				0.29	
Clearance Time (s)		6.0			6.0				6.0	
Vehicle Extension (s)		3.0			3.0				3.0	
Lane Grp Cap (vph)		882			909				515	
v/s Ratio Prot					0.22				c0.15	
v/s Ratio Perm		c0.36								
v/c Ratio		0.74			0.44				0.52	
Uniform Delay, d1		11.3			9.2				16.5	
Progression Factor		1.00			1.00				1.00	
Incremental Delay, d2		3.2			0.3				0.9	
Delay (s)		14.5			9.5				17.4	
Level of Service		B			A				B	
Approach Delay (s)		14.5			9.5		0.0		17.4	
Approach LOS		B			A		A		B	

Intersection Summary			
HCM 2000 Control Delay	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	55.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	427	0	13	366	0	19
Future Vol, veh/h	427	0	13	366	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	0	0	3	0	0
Mvmt Flow	459	0	14	394	0	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	459	0	881	459
Stage 1	-	-	-	-	459	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1113	-	320	606
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1113	-	315	606
Mov Cap-2 Maneuver	-	-	-	-	315	-
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	655	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	606	-	-	1113	-
HCM Lane V/C Ratio	0.034	-	-	0.013	-
HCM Control Delay (s)	11.1	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	436	376	4	10	10
Future Vol, veh/h	8	436	376	4	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	8	459	396	4	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	400	0	-	0	873	398
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	475	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1170	-	-	-	323	656
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1170	-	-	-	320	656
Mov Cap-2 Maneuver	-	-	-	-	320	-
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	630	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1170	-	-	-	430
HCM Lane V/C Ratio	0.007	-	-	-	0.049
HCM Control Delay (s)	8.1	0	-	-	13.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	445	381	2	0	1
Future Vol, veh/h	3	445	381	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	7	9	0	0	0
Mvmt Flow	3	468	401	2	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	403	0	-	0	876	402
Stage 1	-	-	-	-	402	-
Stage 2	-	-	-	-	474	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1167	-	-	-	322	653
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1167	-	-	-	321	653
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	630	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1167	-	-	-	653
HCM Lane V/C Ratio	0.003	-	-	-	0.002
HCM Control Delay (s)	8.1	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

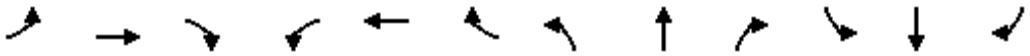
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	437	1	6	366	6	2	3	2	12	15	18
Future Vol, veh/h	10	437	1	6	366	6	2	3	2	12	15	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	2	0	0	3	0	1	0	0	7	8	0
Mvmt Flow	10	446	1	6	373	6	2	3	2	12	15	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	379	0	0	447	0	0	872	858	447	857	855	376
Stage 1	-	-	-	-	-	-	467	467	-	388	388	-
Stage 2	-	-	-	-	-	-	405	391	-	469	467	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.11	6.5	6.2	7.17	6.58	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.5	-	6.17	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.5	-	6.17	5.58	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.509	4	3.3	3.563	4.072	3.3
Pot Cap-1 Maneuver	1191	-	-	1124	-	-	272	297	616	272	289	675
Stage 1	-	-	-	-	-	-	578	565	-	626	599	-
Stage 2	-	-	-	-	-	-	624	611	-	565	552	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1191	-	-	1124	-	-	250	292	616	265	284	675
Mov Cap-2 Maneuver	-	-	-	-	-	-	250	292	-	265	284	-
Stage 1	-	-	-	-	-	-	572	559	-	619	595	-
Stage 2	-	-	-	-	-	-	587	607	-	554	546	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	16.3	16.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	325	1191	-	-	1124	-	-	361
HCM Lane V/C Ratio	0.022	0.009	-	-	0.005	-	-	0.127
HCM Control Delay (s)	16.3	8	0	-	8.2	0	-	16.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	417	4	25	336	10	11	142	24	23	116	25
Future Volume (veh/h)	31	417	4	25	336	10	11	142	24	23	116	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1856	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	439	4	26	354	11	12	149	25	24	122	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	3	0	0	0	0	0	0	0
Cap, veh/h	108	741	6	104	720	21	95	493	79	124	449	86
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	61	1740	15	52	1693	51	43	1545	246	114	1405	270
Grp Volume(v), veh/h	476	0	0	391	0	0	186	0	0	172	0	0
Grp Sat Flow(s),veh/h/ln	1817	0	0	1795	0	0	1834	0	0	1789	0	0
Q Serve(g_s), 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
Cycle Q Clear(g_c), s	9.2	0.0	0.0	7.3	0.0	0.0	3.6	0.0	0.0	3.3	0.0	0.0
Prop In Lane	0.07		0.01	0.07		0.03	0.06		0.13	0.14		0.15
Lane Grp Cap(c), veh/h	855	0	0	846	0	0	667	0	0	658	0	0
V/C Ratio(X)	0.56	0.00	0.00	0.46	0.00	0.00	0.28	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	1756	0	0	1731	0	0	1202	0	0	1171	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.4	0.0	0.0	9.8	0.0	0.0	12.1	0.0	0.0	12.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	2.4	0.0	0.0	1.3	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	0.0	0.0	10.2	0.0	0.0	12.3	0.0	0.0	12.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		476			391			186			172	
Approach Delay, s/veh		11.0			10.2			12.3			12.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.0		21.0		26.0		21.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		44.0		29.0		44.0		29.0				
Max Q Clear Time (g_c+I1), s		11.2		5.3		9.3		5.6				
Green Ext Time (p_c), s		3.4		0.9		2.7		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			11.1									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	463	357	0	1	9
Future Vol, veh/h	7	463	357	0	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	7	487	376	0	1	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	376	0	-	0	877	376
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	501	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1194	-	-	-	322	675
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	613	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1194	-	-	-	319	675
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	613	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1194	-	-	-	607
HCM Lane V/C Ratio	0.006	-	-	-	0.017
HCM Control Delay (s)	8	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

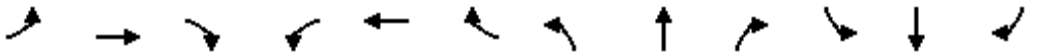
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	441	0	14	349	1	2	14	42	0	3	1
Future Vol, veh/h	12	441	0	14	349	1	2	14	42	0	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	33	0
Mvmt Flow	13	459	0	15	364	1	2	15	44	0	3	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	365	0	0	459	0	0	882	880	459	910	880	365
Stage 1	-	-	-	-	-	-	485	485	-	395	395	-
Stage 2	-	-	-	-	-	-	397	395	-	515	485	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.83	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.83	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.83	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.297	3.3
Pot Cap-1 Maneuver	1205	-	-	1113	-	-	269	288	606	258	255	685
Stage 1	-	-	-	-	-	-	567	555	-	634	554	-
Stage 2	-	-	-	-	-	-	633	608	-	546	503	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1205	-	-	1113	-	-	260	279	606	224	247	685
Mov Cap-2 Maneuver	-	-	-	-	-	-	260	279	-	224	247	-
Stage 1	-	-	-	-	-	-	559	547	-	625	545	-
Stage 2	-	-	-	-	-	-	618	598	-	486	496	-

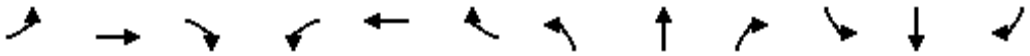
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	14.1	17.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	456	1205	-	-	1113	-	-	294
HCM Lane V/C Ratio	0.132	0.01	-	-	0.013	-	-	0.014
HCM Control Delay (s)	14.1	8	0	-	8.3	0	-	17.4
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	453	17	318	338	0	18	56	371	0	84	16
Future Volume (vph)	8	453	17	318	338	0	18	56	371	0	84	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0		6.0	
Lane Util. Factor		1.00		0.97	1.00			0.95	0.95		1.00	
Frt		1.00		1.00	1.00			0.90	0.85		0.98	
Flt Protected		1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1837		3467	1881			1598	1519		1819	
Flt Permitted		0.99		0.40	1.00			0.98	1.00		1.00	
Satd. Flow (perm)		1825		1450	1881			1567	1519		1819	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	8	462	17	324	345	0	18	57	379	0	86	16
RTOR Reduction (vph)	0	2	0	0	0	0	0	86	132	0	8	0
Lane Group Flow (vph)	0	485	0	324	345	0	0	144	92	0	94	0
Heavy Vehicles (%)	0%	3%	0%	1%	1%	0%	0%	2%	1%	0%	1%	9%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm		NA	
Protected Phases		3			4			5			1	
Permitted Phases	3			4			5		5			
Actuated Green, G (s)		24.1		24.1	24.1			25.3	25.3		25.3	
Effective Green, g (s)		24.1		24.1	24.1			25.3	25.3		25.3	
Actuated g/C Ratio		0.39		0.39	0.39			0.41	0.41		0.41	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0		6.0	
Vehicle Extension (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Grp Cap (vph)		716		569	738			645	625		749	
v/s Ratio Prot					0.18						0.05	
v/s Ratio Perm		c0.27		0.22				c0.09	0.06			
v/c Ratio		0.68		0.57	0.47			0.22	0.15		0.13	
Uniform Delay, d1		15.4		14.6	13.9			11.7	11.3		11.2	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		3.3		2.2	1.0			0.4	0.2		0.2	
Delay (s)		18.8		16.7	14.9			12.1	11.5		11.4	
Level of Service		B		B	B			B	B		B	
Approach Delay (s)		18.8			15.8			11.8			11.4	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	61.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	286	55	128	269	28	40	342	87	46	360	35
Future Volume (veh/h)	92	286	55	128	269	28	40	342	87	46	360	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1900	1885	1885	1900	1856	1870	1885	1870	1885	1856
Adj Flow Rate, veh/h	97	301	58	135	283	29	42	360	92	48	379	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	0	1	1	0	3	2	1	2	1	3
Cap, veh/h	492	402	78	464	468	48	117	617	158	124	683	69
Arrive On Green	0.12	0.26	0.26	0.13	0.28	0.28	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1795	1536	296	1795	1682	172	141	2426	621	157	2684	270
Grp Volume(v), veh/h	97	0	359	135	0	312	259	0	235	235	0	229
Grp Sat Flow(s),veh/h/ln	1795	0	1832	1795	0	1854	1598	0	1590	1444	0	1667
Q Serve(g_s), s	1.8	0.0	9.2	2.5	0.0	7.5	1.4	0.0	6.7	1.3	0.0	6.1
Cycle Q Clear(g_c), s	1.8	0.0	9.2	2.5	0.0	7.5	7.5	0.0	6.7	8.0	0.0	6.1
Prop In Lane	1.00		0.16	1.00		0.09	0.16		0.39	0.20		0.16
Lane Grp Cap(c), veh/h	492	0	480	464	0	516	488	0	405	452	0	424
V/C Ratio(X)	0.20	0.00	0.75	0.29	0.00	0.60	0.53	0.00	0.58	0.52	0.00	0.54
Avail Cap(c_a), veh/h	597	0	1212	539	0	1227	1308	0	1207	1243	0	1266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.0	0.0	17.4	11.1	0.0	16.1	16.7	0.0	16.8	16.6	0.0	16.5
Incr Delay (d2), s/veh	0.2	0.0	2.4	0.3	0.0	1.1	0.9	0.0	1.3	0.9	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.7	0.9	0.0	2.9	2.4	0.0	2.3	2.2	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.1	0.0	19.8	11.5	0.0	17.2	17.6	0.0	18.1	17.5	0.0	17.6
LnGrp LOS	B	A	B	B	A	B	B	A	B	B	A	B
Approach Vol, veh/h		456			447			494			464	
Approach Delay, s/veh		17.9			15.5			17.8			17.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.1	12.0	20.3		19.1	12.8	19.5				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		39.0	9.0	34.0		39.0	9.0	34.0				
Max Q Clear Time (g_c+I1), s		9.5	3.8	9.5		10.0	4.5	11.2				
Green Ext Time (p_c), s		3.3	0.1	1.9		3.1	0.1	2.2				

Intersection Summary												
HCM 6th Ctrl Delay			17.2									
HCM 6th LOS			B									

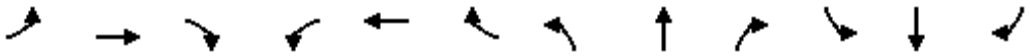
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	26	346	23	42	285	10	18	10	91	5	12	25
Future Vol, veh/h	26	346	23	42	285	10	18	10	91	5	12	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	2	1	0	0	13	3	0	0	0
Mvmt Flow	27	360	24	44	297	10	19	10	95	5	13	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	307	0	0	384	0	0	836	821	372	869	828	302
Stage 1	-	-	-	-	-	-	426	426	-	390	390	-
Stage 2	-	-	-	-	-	-	410	395	-	479	438	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.63	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.63	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.63	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4.117	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1265	-	-	1174	-	-	289	297	672	274	309	742
Stage 1	-	-	-	-	-	-	610	567	-	638	611	-
Stage 2	-	-	-	-	-	-	623	586	-	571	582	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1174	-	-	255	276	672	216	287	742
Mov Cap-2 Maneuver	-	-	-	-	-	-	255	276	-	216	287	-
Stage 1	-	-	-	-	-	-	594	552	-	621	584	-
Stage 2	-	-	-	-	-	-	562	560	-	468	566	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	1	14.8	14.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	491	1265	-	-	1174	-	-	426
HCM Lane V/C Ratio	0.252	0.021	-	-	0.037	-	-	0.103
HCM Control Delay (s)	14.8	7.9	0	-	8.2	0	-	14.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	240	10	14	228	40	18	115	19	39	145	6
Future Volume (veh/h)	4	240	10	14	228	40	18	115	19	39	145	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	0.97		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1885	1900	1811	1900	1900	1856	1885	1900
Adj Flow Rate, veh/h	4	255	11	15	243	43	19	122	20	41	154	6
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	0	1	0	6	0	0	3	1	0
Cap, veh/h	132	625	27	146	537	92	167	324	49	204	328	12
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	8	1768	75	36	1520	259	112	1455	222	228	1472	52
Grp Volume(v), veh/h	270	0	0	301	0	0	161	0	0	201	0	0
Grp Sat Flow(s),veh/h/ln	1851	0	0	1814	0	0	1790	0	0	1752	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.1	0.0	0.0	3.6	0.0	0.0	2.1	0.0	0.0	2.7	0.0	0.0
Prop In Lane	0.01		0.04	0.05		0.14	0.12		0.12	0.20		0.03
Lane Grp Cap(c), veh/h	783	0	0	775	0	0	541	0	0	543	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.39	0.00	0.00	0.30	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	1692	0	0	1655	0	0	1261	0	0	1600	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.9	0.0	0.0	7.1	0.0	0.0	9.4	0.0	0.0	9.6	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.9	0.0	0.0	0.6	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.2	0.0	0.0	7.4	0.0	0.0	9.7	0.0	0.0	10.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	B	A	A
Approach Vol, veh/h		270			301			161			201	
Approach Delay, s/veh		7.2			7.4			9.7			10.0	
Approach LOS		A			A			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.3		16.0		12.3		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		24.0		24.0		24.0				
Max Q Clear Time (g_c+I1), s		4.1		5.1		4.7		5.6				
Green Ext Time (p_c), s		0.7		1.5		1.1		1.7				

Intersection Summary												
HCM 6th Ctrl Delay			8.3									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	222	4	7	266	2	0	2	10	15	13	1
Future Vol, veh/h	1	222	4	7	266	2	0	2	10	15	13	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	7	0	0
Mvmt Flow	1	252	5	8	302	2	0	2	11	17	15	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	304	0	0	257	0	0	584	577	255	582	578	303
Stage 1	-	-	-	-	-	-	257	257	-	319	319	-
Stage 2	-	-	-	-	-	-	327	320	-	263	259	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.17	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.563	4	3.3
Pot Cap-1 Maneuver	1268	-	-	1320	-	-	426	430	789	417	430	741
Stage 1	-	-	-	-	-	-	752	699	-	682	657	-
Stage 2	-	-	-	-	-	-	690	656	-	731	697	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1268	-	-	1320	-	-	412	427	789	407	427	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	412	427	-	407	427	-
Stage 1	-	-	-	-	-	-	751	698	-	681	652	-
Stage 2	-	-	-	-	-	-	669	651	-	717	696	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	10.3	14.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	691	1268	-	-	1320	-	-	422
HCM Lane V/C Ratio	0.02	0.001	-	-	0.006	-	-	0.078
HCM Control Delay (s)	10.3	7.8	0	-	7.7	0	-	14.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	4	333	190	0	320	2	0	0	206	4
Future Volume (vph)	4	333	190	0	320	2	0	0	206	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0				6.0	
Lane Util. Factor		1.00			1.00				1.00	
Frt		0.95			1.00				1.00	
Flt Protected		1.00			1.00				0.95	
Satd. Flow (prot)		1688			1727				1645	
Flt Permitted		1.00			1.00				0.95	
Satd. Flow (perm)		1684			1727				1645	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.96	0.96
Adj. Flow (vph)	4	347	198	0	333	2	0	0	215	4
RTOR Reduction (vph)	0	22	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	527	0	0	335	0	0	0	219	0
Heavy Vehicles (%)	0%	6%	9%	0%	10%	0%	2%	2%	10%	0%
Turn Type	Perm	NA			NA				Prot	
Protected Phases		2			6				8	
Permitted Phases	2			6						
Actuated Green, G (s)		22.8			22.8				16.3	
Effective Green, g (s)		22.8			22.8				16.3	
Actuated g/C Ratio		0.45			0.45				0.32	
Clearance Time (s)		6.0			6.0				6.0	
Vehicle Extension (s)		3.0			3.0				3.0	
Lane Grp Cap (vph)		751			770				524	
v/s Ratio Prot					0.19				c0.13	
v/s Ratio Perm		c0.31								
v/c Ratio		0.70			0.44				0.42	
Uniform Delay, d1		11.4			9.7				13.7	
Progression Factor		1.00			1.00				1.00	
Incremental Delay, d2		3.0			0.4				0.5	
Delay (s)		14.4			10.1				14.2	
Level of Service		B			B				B	
Approach Delay (s)		14.4			10.1		0.0		14.2	
Approach LOS		B			B		A		B	

Intersection Summary			
HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	51.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	335	3	13	323	3	8
Future Vol, veh/h	335	3	13	323	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	7	0	0	9	0	0
Mvmt Flow	360	3	14	347	3	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	363	0	737	362
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1207	-	389	687
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1207	-	384	687
Mov Cap-2 Maneuver	-	-	-	-	384	-
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	689	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	565	-	-	1207	-
HCM Lane V/C Ratio	0.021	-	-	0.012	-
HCM Control Delay (s)	11.5	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	329	336	11	9	4
Future Vol, veh/h	11	329	336	11	9	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	7	9	0	0	0
Mvmt Flow	12	350	357	12	10	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	369	0	-	0	737	363
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	374	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1201	-	-	-	389	686
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	700	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1201	-	-	-	384	686
Mov Cap-2 Maneuver	-	-	-	-	384	-
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	700	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1201	-	-	-	444
HCM Lane V/C Ratio	0.01	-	-	-	0.031
HCM Control Delay (s)	8	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	335	341	3	9	5
Future Vol, veh/h	3	335	341	3	9	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	7	9	0	0	0
Mvmt Flow	3	356	363	3	10	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	366	0	-	0	727	365
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	362	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1204	-	-	-	394	685
Stage 1	-	-	-	-	707	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1204	-	-	-	393	685
Mov Cap-2 Maneuver	-	-	-	-	393	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	709	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1204	-	-	-	464
HCM Lane V/C Ratio	0.003	-	-	-	0.032
HCM Control Delay (s)	8	0	-	-	13
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

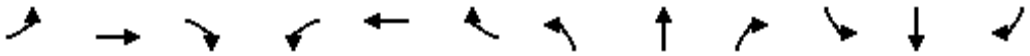
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	15	330	2	9	337	10	0	6	6	5	6	6
Future Vol, veh/h	15	330	2	9	337	10	0	6	6	5	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	92	93	92	92	92	93	93	92	92	93	93
Heavy Vehicles, %	7	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	16	359	2	10	366	11	0	6	7	5	6	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	377	0	0	361	0	0	790	789	360	791	785	372
Stage 1	-	-	-	-	-	-	392	392	-	392	392	-
Stage 2	-	-	-	-	-	-	398	397	-	399	393	-
Critical Hdwy	4.17	-	-	4.12	-	-	7.1	6.5	6.22	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.263	-	-	2.218	-	-	3.5	4	3.318	3.518	4	3.3
Pot Cap-1 Maneuver	1155	-	-	1198	-	-	310	325	684	307	327	678
Stage 1	-	-	-	-	-	-	637	610	-	633	610	-
Stage 2	-	-	-	-	-	-	632	607	-	627	609	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1155	-	-	1198	-	-	296	316	684	293	318	678
Mov Cap-2 Maneuver	-	-	-	-	-	-	296	316	-	293	318	-
Stage 1	-	-	-	-	-	-	626	600	-	622	603	-
Stage 2	-	-	-	-	-	-	612	600	-	604	599	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	13.6	15
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	433	1155	-	-	1198	-	-	379
HCM Lane V/C Ratio	0.03	0.014	-	-	0.008	-	-	0.048
HCM Control Delay (s)	13.6	8.2	0	-	8	0	-	15
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	306	8	18	325	8	6	74	17	17	123	17
Future Volume (veh/h)	23	306	8	18	325	8	6	74	17	17	123	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1870	1693	1870	1900	1900	1900	1900	1870
Adj Flow Rate, veh/h	25	333	9	20	353	9	7	80	18	18	134	18
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
Percent Heavy Veh, %	2	2	2	0	2	14	2	0	0	0	0	2
Cap, veh/h	105	732	19	97	745	18	93	471	100	110	496	62
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	54	1719	45	38	1750	43	37	1476	313	80	1556	194
Grp Volume(v), veh/h	367	0	0	382	0	0	105	0	0	170	0	0
Grp Sat Flow(s),veh/h/ln	1818	0	0	1832	0	0	1825	0	0	1830	0	0
Q Serve(g_s), 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
Cycle Q Clear(g_c), s	6.6	0.0	0.0	7.0	0.0	0.0	1.9	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.07		0.02	0.05		0.02	0.07		0.17	0.11		0.11
Lane Grp Cap(c), veh/h	855	0	0	860	0	0	664	0	0	669	0	0
V/C Ratio(X)	0.43	0.00	0.00	0.44	0.00	0.00	0.16	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	1755	0	0	1773	0	0	1195	0	0	1200	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.7	0.0	0.0	9.8	0.0	0.0	11.6	0.0	0.0	12.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	2.3	0.0	0.0	0.7	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	0.0	0.0	10.1	0.0	0.0	11.7	0.0	0.0	12.2	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		367			382			105			170	
Approach Delay, s/veh		10.0			10.1			11.7			12.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.0		21.0		26.0		21.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		44.0		29.0		44.0		29.0				
Max Q Clear Time (g_c+I1), s		8.6		5.2		9.0		3.9				
Green Ext Time (p_c), s		2.5		0.9		2.6		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			10.6									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	343	344	0	2	8
Future Vol, veh/h	4	343	344	0	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	9	0	0	0
Mvmt Flow	4	381	382	0	2	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	382	0	-	0	771	382
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1188	-	-	-	371	670
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	689	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1188	-	-	-	370	670
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	689	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1188	-	-	-	577
HCM Lane V/C Ratio	0.004	-	-	-	0.019
HCM Control Delay (s)	8	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

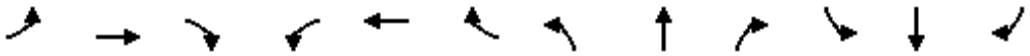
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	335	5	21	346	4	2	6	18	0	3	3
Future Vol, veh/h	7	335	5	21	346	4	2	6	18	0	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	7	0	0	9	0	0	0	0	0	0	0
Mvmt Flow	8	376	6	24	389	4	2	7	20	0	3	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	393	0	0	382	0	0	837	836	379	848	837	391
Stage 1	-	-	-	-	-	-	395	395	-	439	439	-
Stage 2	-	-	-	-	-	-	442	441	-	409	398	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1177	-	-	1188	-	-	288	305	672	284	305	662
Stage 1	-	-	-	-	-	-	634	608	-	601	582	-
Stage 2	-	-	-	-	-	-	598	580	-	623	606	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1177	-	-	1188	-	-	276	294	672	264	294	662
Mov Cap-2 Maneuver	-	-	-	-	-	-	276	294	-	264	294	-
Stage 1	-	-	-	-	-	-	628	603	-	596	567	-
Stage 2	-	-	-	-	-	-	576	565	-	592	601	-

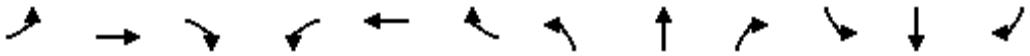
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.5	13	14
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	478	1177	-	-	1188	-	-	407
HCM Lane V/C Ratio	0.061	0.007	-	-	0.02	-	-	0.017
HCM Control Delay (s)	13	8.1	0	-	8.1	0	-	14
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	337	10	347	345	0	13	47	180	0	31	7
Future Volume (vph)	10	337	10	347	345	0	13	47	180	0	31	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0		6.0	
Lane Util. Factor		1.00		0.97	1.00			0.95	0.95		1.00	
Frt		1.00		1.00	1.00			0.92	0.85		0.97	
Flt Protected		1.00		0.95	1.00			0.99	1.00		1.00	
Satd. Flow (prot)		1783		3433	1727			1613	1534		1852	
Flt Permitted		0.99		0.47	1.00			0.98	1.00		1.00	
Satd. Flow (perm)		1761		1696	1727			1582	1534		1852	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	11	383	11	394	392	0	15	53	205	0	35	8
RTOR Reduction (vph)	0	1	0	0	0	0	0	44	78	0	5	0
Lane Group Flow (vph)	0	404	0	394	392	0	0	98	53	0	38	0
Heavy Vehicles (%)	11%	6%	2%	2%	10%	0%	0%	7%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm		NA	
Protected Phases		3			4			5			1	
Permitted Phases	3			4			5		5			
Actuated Green, G (s)		25.8		25.8	25.8			25.4	25.4		25.4	
Effective Green, g (s)		25.8		25.8	25.8			25.4	25.4		25.4	
Actuated g/C Ratio		0.41		0.41	0.41			0.40	0.40		0.40	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0		6.0	
Vehicle Extension (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Grp Cap (vph)		718		692	705			635	616		744	
v/s Ratio Prot					0.23						0.02	
v/s Ratio Perm		0.23		c0.23				c0.06	0.03			
v/c Ratio		0.56		0.57	0.56			0.15	0.09		0.05	
Uniform Delay, d1		14.4		14.4	14.3			12.0	11.7		11.5	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		1.7		1.8	1.6			0.2	0.1		0.1	
Delay (s)		16.0		16.2	15.9			12.3	11.8		11.6	
Level of Service		B		B	B			B	B		B	
Approach Delay (s)		16.0			16.1			12.1			11.6	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	63.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	224	40	90	277	18	63	250	58	8	277	82
Future Volume (veh/h)	43	224	40	90	277	18	63	250	58	8	277	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1811	1781	1826	1811	1811	1752	1841	1796	1693	1826	1841
Adj Flow Rate, veh/h	44	229	41	92	283	18	64	255	59	8	283	84
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	6	8	5	6	6	10	4	7	14	5	4
Cap, veh/h	429	335	60	472	458	29	176	514	121	92	610	175
Arrive On Green	0.08	0.22	0.22	0.12	0.27	0.27	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1739	1495	268	1739	1685	107	278	2169	511	24	2572	740
Grp Volume(v), veh/h	44	0	270	92	0	301	195	0	183	201	0	174
Grp Sat Flow(s),veh/h/ln	1739	0	1763	1739	0	1792	1375	0	1583	1807	0	1528
Q Serve(g_s), s	0.8	0.0	6.1	1.6	0.0	6.4	1.5	0.0	4.3	0.0	0.0	4.2
Cycle Q Clear(g_c), s	0.8	0.0	6.1	1.6	0.0	6.4	5.7	0.0	4.3	4.1	0.0	4.2
Prop In Lane	1.00		0.15	1.00		0.06	0.33		0.32	0.04		0.48
Lane Grp Cap(c), veh/h	429	0	395	472	0	487	436	0	375	515	0	362
V/C Ratio(X)	0.10	0.00	0.68	0.20	0.00	0.62	0.45	0.00	0.49	0.39	0.00	0.48
Avail Cap(c_a), veh/h	658	0	1382	618	0	1405	1391	0	1424	1689	0	1375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.1	0.0	15.4	10.2	0.0	13.8	14.5	0.0	14.3	14.2	0.0	14.2
Incr Delay (d2), s/veh	0.1	0.0	2.1	0.2	0.0	1.3	0.7	0.0	1.0	0.5	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.3	0.5	0.0	2.3	1.5	0.0	1.4	1.5	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	0.0	17.5	10.4	0.0	15.1	15.2	0.0	15.2	14.7	0.0	15.2
LnGrp LOS	B	A	B	B	A	B	B	A	B	B	A	B
Approach Vol, veh/h		314			393			378			375	
Approach Delay, s/veh		16.6			14.0			15.2			14.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.3	9.3	17.8		16.3	11.4	15.7				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		39.0	9.0	34.0		39.0	9.0	34.0				
Max Q Clear Time (g_c+I1), s		7.7	2.8	8.4		6.2	3.6	8.1				
Green Ext Time (p_c), s		2.6	0.0	1.8		2.4	0.1	1.6				

Intersection Summary												
HCM 6th Ctrl Delay			15.1									
HCM 6th LOS			B									

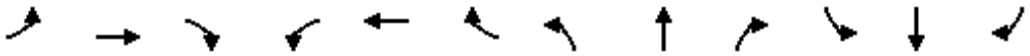
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	273	23	70	298	46	7	9	31	6	8	17
Future Vol, veh/h	25	273	23	70	298	46	7	9	31	6	8	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	5	0	2	8	2	0	13	3	0	0	0
Mvmt Flow	26	284	24	73	310	48	7	9	32	6	8	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	358	0	0	308	0	0	841	852	296	849	840	334
Stage 1	-	-	-	-	-	-	348	348	-	480	480	-
Stage 2	-	-	-	-	-	-	493	504	-	369	360	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.1	6.63	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.63	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.63	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.5	4.117	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1190	-	-	1253	-	-	287	285	741	283	304	712
Stage 1	-	-	-	-	-	-	672	615	-	571	558	-
Stage 2	-	-	-	-	-	-	562	523	-	655	630	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1190	-	-	1253	-	-	253	257	741	244	275	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	253	257	-	244	275	-
Stage 1	-	-	-	-	-	-	655	599	-	556	517	-
Stage 2	-	-	-	-	-	-	500	485	-	601	614	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.4	14	14.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	450	1190	-	-	1253	-	-	400
HCM Lane V/C Ratio	0.109	0.022	-	-	0.058	-	-	0.081
HCM Control Delay (s)	14	8.1	0	-	8.1	0	-	14.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.2	-	-	0.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	223	9	22	226	31	7	99	14	43	84	14
Future Volume (veh/h)	5	223	9	22	226	31	7	99	14	43	84	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.95	0.97		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1796	1900	1900	1781	1900	1648	1900	1900	1826	1885	1900
Adj Flow Rate, veh/h	5	242	10	24	246	34	8	108	15	47	91	15
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
Percent Heavy Veh, %	0	7	0	0	8	0	17	0	0	5	1	0
Cap, veh/h	138	621	25	164	533	70	151	304	41	244	224	32
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	10	1697	69	60	1457	191	56	1560	209	366	1148	165
Grp Volume(v), veh/h	257	0	0	304	0	0	131	0	0	153	0	0
Grp Sat Flow(s),veh/h/ln	1777	0	0	1708	0	0	1825	0	0	1678	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	2.9	0.0	0.0	3.7	0.0	0.0	1.7	0.0	0.0	2.0	0.0	0.0
Prop In Lane	0.02		0.04	0.08		0.11	0.06		0.11	0.31		0.10
Lane Grp Cap(c), veh/h	784	0	0	767	0	0	496	0	0	500	0	0
V/C Ratio(X)	0.33	0.00	0.00	0.40	0.00	0.00	0.26	0.00	0.00	0.31	0.00	0.00
Avail Cap(c_a), veh/h	1685	0	0	1618	0	0	1331	0	0	1592	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.4	0.0	0.0	6.7	0.0	0.0	9.5	0.0	0.0	9.7	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.8	0.0	0.0	0.5	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	0.0	0.0	7.0	0.0	0.0	9.8	0.0	0.0	10.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		257			304			131			153	
Approach Delay, s/veh		6.7			7.0			9.8			10.0	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		11.3		16.0		11.3		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		24.0		24.0		24.0				
Max Q Clear Time (g_c+I1), s		3.7		4.9		4.0		5.7				
Green Ext Time (p_c), s		0.5		1.4		0.8		1.7				

Intersection Summary												
HCM 6th Ctrl Delay			7.9									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	220	4	9	223	6	5	9	8	8	6	8
Future Vol, veh/h	5	220	4	9	223	6	5	9	8	8	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	7	33	25	9	0	25	13	0	0	0	0
Mvmt Flow	5	227	4	9	230	6	5	9	8	8	6	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	236	0	0	231	0	0	497	493	229	499	492	233
Stage 1	-	-	-	-	-	-	239	239	-	251	251	-
Stage 2	-	-	-	-	-	-	258	254	-	248	241	-
Critical Hdwy	4.1	-	-	4.35	-	-	7.35	6.63	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.63	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.63	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.425	-	-	3.725	4.117	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1343	-	-	1213	-	-	448	461	815	485	481	811
Stage 1	-	-	-	-	-	-	716	688	-	758	703	-
Stage 2	-	-	-	-	-	-	699	677	-	760	710	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1343	-	-	1213	-	-	435	455	815	468	475	811
Mov Cap-2 Maneuver	-	-	-	-	-	-	435	455	-	468	475	-
Stage 1	-	-	-	-	-	-	713	685	-	755	697	-
Stage 2	-	-	-	-	-	-	680	671	-	739	707	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	12	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	535	1343	-	-	1213	-	-	556
HCM Lane V/C Ratio	0.042	0.004	-	-	0.008	-	-	0.041
HCM Control Delay (s)	12	7.7	0	-	8	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	3	454	185	0	383	5	0	0	247	11
Future Volume (vph)	3	454	185	0	383	5	0	0	247	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0				6.0	
Lane Util. Factor		1.00			1.00				1.00	
Frt		0.96			1.00				0.99	
Flt Protected		1.00			1.00				0.95	
Satd. Flow (prot)		1790			1842				1769	
Flt Permitted		1.00			1.00				0.95	
Satd. Flow (perm)		1788			1842				1769	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	3	499	203	0	421	5	0	0	271	12
RTOR Reduction (vph)	0	14	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	691	0	0	426	0	0	0	283	0
Heavy Vehicles (%)	0%	2%	2%	0%	3%	0%	2%	2%	2%	0%
Turn Type	Perm	NA			NA				Prot	
Protected Phases		2			6				8	
Permitted Phases	2			6						
Actuated Green, G (s)		31.1			31.1				16.5	
Effective Green, g (s)		31.1			31.1				16.5	
Actuated g/C Ratio		0.52			0.52				0.28	
Clearance Time (s)		6.0			6.0				6.0	
Vehicle Extension (s)		3.0			3.0				3.0	
Lane Grp Cap (vph)		933			961				489	
v/s Ratio Prot					0.23				c0.16	
v/s Ratio Perm		c0.39								
v/c Ratio		0.74			0.44				0.58	
Uniform Delay, d1		11.1			8.9				18.6	
Progression Factor		1.00			1.00				1.00	
Incremental Delay, d2		3.2			0.3				1.7	
Delay (s)		14.3			9.2				20.2	
Level of Service		B			A				C	
Approach Delay (s)		14.3			9.2		0.0		20.2	
Approach LOS		B			A		A		C	

Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	59.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	452	0	14	387	0	21
Future Vol, veh/h	452	0	14	387	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	0	0	3	0	0
Mvmt Flow	486	0	15	416	0	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	486	0	932	486
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	446	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1087	-	298	585
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	649	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1087	-	293	585
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	637	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	585	-	-	1087	-
HCM Lane V/C Ratio	0.039	-	-	0.014	-
HCM Control Delay (s)	11.4	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	461	398	5	11	11
Future Vol, veh/h	9	461	398	5	11	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	9	485	419	5	12	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	424	0	-	0	925	422
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	503	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1146	-	-	-	301	636
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	612	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1146	-	-	-	298	636
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	612	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1146	-	-	-	406
HCM Lane V/C Ratio	0.008	-	-	-	0.057
HCM Control Delay (s)	8.2	0	-	-	14.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	471	403	3	0	2
Future Vol, veh/h	4	471	403	3	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	7	9	0	0	0
Mvmt Flow	4	496	424	3	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	427	0	-	0	930	426
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	504	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1143	-	-	-	299	633
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1143	-	-	-	298	633
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	611	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1143	-	-	-	633
HCM Lane V/C Ratio	0.004	-	-	-	0.003
HCM Control Delay (s)	8.2	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

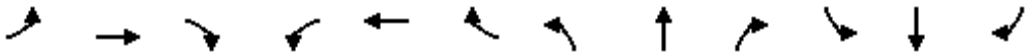
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	11	462	2	7	387	7	3	4	3	13	16	20
Future Vol, veh/h	11	462	2	7	387	7	3	4	3	13	16	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	2	0	0	3	0	1	0	0	7	8	0
Mvmt Flow	11	471	2	7	395	7	3	4	3	13	16	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	402	0	0	473	0	0	925	910	472	911	908	399
Stage 1	-	-	-	-	-	-	494	494	-	413	413	-
Stage 2	-	-	-	-	-	-	431	416	-	498	495	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.11	6.5	6.2	7.17	6.58	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.5	-	6.17	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.5	-	6.17	5.58	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.509	4	3.3	3.563	4.072	3.3
Pot Cap-1 Maneuver	1168	-	-	1099	-	-	251	277	596	250	269	655
Stage 1	-	-	-	-	-	-	559	550	-	606	583	-
Stage 2	-	-	-	-	-	-	605	595	-	545	536	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1168	-	-	1099	-	-	228	271	596	242	263	655
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	271	-	242	263	-
Stage 1	-	-	-	-	-	-	552	543	-	598	578	-
Stage 2	-	-	-	-	-	-	565	590	-	531	529	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	17.3	17.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	303	1168	-	-	1099	-	-	338
HCM Lane V/C Ratio	0.034	0.01	-	-	0.006	-	-	0.148
HCM Control Delay (s)	17.3	8.1	0	-	8.3	0	-	17.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	441	5	27	355	11	12	151	26	25	123	27
Future Volume (veh/h)	33	441	5	27	355	11	12	151	26	25	123	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1856	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	464	5	28	374	12	13	159	27	26	129	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	3	0	0	0	0	0	0	0
Cap, veh/h	108	737	8	105	717	22	96	491	79	125	444	87
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	62	1733	18	54	1684	52	44	1539	249	119	1393	273
Grp Volume(v), veh/h	504	0	0	414	0	0	199	0	0	183	0	0
Grp Sat Flow(s),veh/h/ln	1813	0	0	1790	0	0	1832	0	0	1784	0	0
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.0	0.0	0.0	7.8	0.0	0.0	3.8	0.0	0.0	3.5	0.0	0.0
Prop In Lane	0.07		0.01	0.07		0.03	0.07		0.14	0.14		0.15
Lane Grp Cap(c), veh/h	853	0	0	844	0	0	666	0	0	657	0	0
V/C Ratio(X)	0.59	0.00	0.00	0.49	0.00	0.00	0.30	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	1752	0	0	1725	0	0	1201	0	0	1168	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.6	0.0	0.0	10.0	0.0	0.0	12.2	0.0	0.0	12.1	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	2.6	0.0	0.0	1.4	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	0.0	0.0	10.4	0.0	0.0	12.5	0.0	0.0	12.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		504			414			199			183	
Approach Delay, s/veh		11.3			10.4			12.5			12.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.0		21.0		26.0		21.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		44.0		29.0		44.0		29.0				
Max Q Clear Time (g_c+I1), s		12.0		5.5		9.8		5.8				
Green Ext Time (p_c), s		3.7		1.0		2.9		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			11.3									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	490	378	0	2	10
Future Vol, veh/h	8	490	378	0	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	8	516	398	0	2	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	398	0	-	0	930	398
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	532	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1172	-	-	-	299	656
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	593	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1172	-	-	-	296	656
Mov Cap-2 Maneuver	-	-	-	-	296	-
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	593	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1172	-	-	-	545
HCM Lane V/C Ratio	0.007	-	-	-	0.023
HCM Control Delay (s)	8.1	0	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

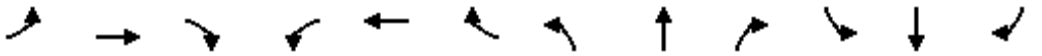
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	13	466	0	15	369	2	3	15	45	0	4	2
Future Vol, veh/h	13	466	0	15	369	2	3	15	45	0	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	3	0	0	2	0	0	0	0	0	33	0
Mvmt Flow	14	485	0	16	384	2	3	16	47	0	4	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	386	0	0	485	0	0	933	931	485	962	930	385
Stage 1	-	-	-	-	-	-	513	513	-	417	417	-
Stage 2	-	-	-	-	-	-	420	418	-	545	513	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.83	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.83	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.83	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.297	3.3
Pot Cap-1 Maneuver	1184	-	-	1088	-	-	248	269	586	237	238	667
Stage 1	-	-	-	-	-	-	548	539	-	617	541	-
Stage 2	-	-	-	-	-	-	615	594	-	526	488	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1184	-	-	1088	-	-	237	260	586	203	230	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	237	260	-	203	230	-
Stage 1	-	-	-	-	-	-	539	530	-	607	531	-
Stage 2	-	-	-	-	-	-	597	583	-	462	480	-

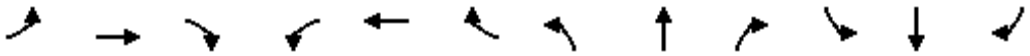
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	14.9	17.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	428	1184	-	-	1088	-	-	294
HCM Lane V/C Ratio	0.153	0.011	-	-	0.014	-	-	0.021
HCM Control Delay (s)	14.9	8.1	0	-	8.4	0	-	17.5
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	479	18	336	358	0	20	60	392	0	89	17
Future Volume (vph)	9	479	18	336	358	0	20	60	392	0	89	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0	6.0			6.0	6.0		6.0	
Lane Util. Factor		1.00		0.97	1.00			0.95	0.95		1.00	
Frt		1.00		1.00	1.00			0.90	0.85		0.98	
Flt Protected		1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)		1837		3467	1881			1599	1519		1819	
Flt Permitted		0.99		0.38	1.00			0.97	1.00		1.00	
Satd. Flow (perm)		1824		1400	1881			1565	1519		1819	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	9	489	18	343	365	0	20	61	400	0	91	17
RTOR Reduction (vph)	0	2	0	0	0	0	0	85	141	0	8	0
Lane Group Flow (vph)	0	514	0	343	365	0	0	160	95	0	100	0
Heavy Vehicles (%)	0%	3%	0%	1%	1%	0%	0%	2%	1%	0%	1%	9%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm		NA	
Protected Phases		3			4			5			1	
Permitted Phases	3			4			5		5			
Actuated Green, G (s)		25.6		25.6	25.6			25.4	25.4		25.4	
Effective Green, g (s)		25.6		25.6	25.6			25.4	25.4		25.4	
Actuated g/C Ratio		0.41		0.41	0.41			0.40	0.40		0.40	
Clearance Time (s)		6.0		6.0	6.0			6.0	6.0		6.0	
Vehicle Extension (s)		5.0		5.0	5.0			5.0	5.0		5.0	
Lane Grp Cap (vph)		741		568	764			630	612		733	
v/s Ratio Prot					0.19						0.06	
v/s Ratio Perm		c0.28		0.24				c0.10	0.06			
v/c Ratio		0.69		0.60	0.48			0.25	0.16		0.14	
Uniform Delay, d1		15.5		14.7	13.8			12.5	12.0		11.9	
Progression Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2		3.6		2.7	1.0			0.4	0.2		0.2	
Delay (s)		19.0		17.4	14.8			12.9	12.2		12.1	
Level of Service		B		B	B			B	B		B	
Approach Delay (s)		19.0			16.0			12.6			12.1	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	63.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	303	59	136	285	30	43	362	92	49	381	37
Future Volume (veh/h)	98	303	59	136	285	30	43	362	92	49	381	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1900	1885	1885	1900	1856	1870	1885	1870	1885	1856
Adj Flow Rate, veh/h	103	319	62	143	300	32	45	381	97	52	401	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	0	1	1	0	3	2	1	2	1	3
Cap, veh/h	477	416	81	446	478	51	115	641	165	123	707	71
Arrive On Green	0.12	0.27	0.27	0.13	0.29	0.29	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1795	1533	298	1795	1674	179	142	2392	616	159	2639	266
Grp Volume(v), veh/h	103	0	381	143	0	332	272	0	251	248	0	244
Grp Sat Flow(s),veh/h/ln	1795	0	1832	1795	0	1853	1558	0	1591	1396	0	1668
Q Serve(g_s), s	2.0	0.0	10.4	2.8	0.0	8.5	1.9	0.0	7.5	1.8	0.0	6.8
Cycle Q Clear(g_c), s	2.0	0.0	10.4	2.8	0.0	8.5	8.7	0.0	7.5	9.3	0.0	6.8
Prop In Lane	1.00		0.16	1.00		0.10	0.17		0.39	0.21		0.16
Lane Grp Cap(c), veh/h	477	0	497	446	0	529	495	0	426	454	0	447
V/C Ratio(X)	0.22	0.00	0.77	0.32	0.00	0.63	0.55	0.00	0.59	0.55	0.00	0.55
Avail Cap(c_a), veh/h	566	0	1144	510	0	1157	1217	0	1140	1148	0	1195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.4	0.0	18.3	11.8	0.0	16.9	17.3	0.0	17.3	17.3	0.0	17.1
Incr Delay (d2), s/veh	0.2	0.0	2.5	0.4	0.0	1.2	1.0	0.0	1.3	1.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	4.3	1.0	0.0	3.4	2.7	0.0	2.6	2.5	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	0.0	20.8	12.2	0.0	18.2	18.3	0.0	18.6	18.3	0.0	18.1
LnGrp LOS	B	A	C	B	A	B	B	A	B	B	A	B
Approach Vol, veh/h		484			475			523			492	
Approach Delay, s/veh		18.8			16.4			18.4			18.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.6	12.3	21.5		20.6	13.1	20.8				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		39.0	9.0	34.0		39.0	9.0	34.0				
Max Q Clear Time (g_c+I1), s		10.7	4.0	10.5		11.3	4.8	12.4				
Green Ext Time (p_c), s		3.6	0.1	2.0		3.3	0.1	2.4				

Intersection Summary												
HCM 6th Ctrl Delay			18.0									
HCM 6th LOS			B									

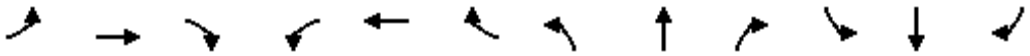
Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	28	366	25	45	302	11	20	11	97	6	13	27
Future Vol, veh/h	28	366	25	45	302	11	20	11	97	6	13	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	2	1	0	0	13	3	0	0	0
Mvmt Flow	29	381	26	47	315	11	21	11	101	6	14	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	326	0	0	407	0	0	888	872	394	923	880	321
Stage 1	-	-	-	-	-	-	452	452	-	415	415	-
Stage 2	-	-	-	-	-	-	436	420	-	508	465	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.63	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.63	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.63	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4.117	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	1245	-	-	1152	-	-	267	277	653	252	288	724
Stage 1	-	-	-	-	-	-	591	552	-	619	596	-
Stage 2	-	-	-	-	-	-	603	571	-	551	566	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1245	-	-	1152	-	-	232	255	653	194	266	724
Mov Cap-2 Maneuver	-	-	-	-	-	-	232	255	-	194	266	-
Stage 1	-	-	-	-	-	-	573	535	-	600	566	-
Stage 2	-	-	-	-	-	-	537	542	-	442	549	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	1	16	15.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	461	1245	-	-	1152	-	-	393
HCM Lane V/C Ratio	0.289	0.023	-	-	0.041	-	-	0.122
HCM Control Delay (s)	16	8	0	-	8.3	0	-	15.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.1	-	-	0.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	254	11	15	241	43	20	122	21	42	154	7
Future Volume (veh/h)	5	254	11	15	241	43	20	122	21	42	154	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	0.97		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1885	1900	1811	1900	1900	1856	1885	1900
Adj Flow Rate, veh/h	5	270	12	16	256	46	21	130	22	45	164	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	0	1	0	6	0	0	3	1	0
Cap, veh/h	131	615	27	145	528	91	167	336	53	206	339	13
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	10	1762	77	37	1513	262	114	1445	227	232	1458	57
Grp Volume(v), veh/h	287	0	0	318	0	0	173	0	0	216	0	0
Grp Sat Flow(s),veh/h/ln	1849	0	0	1812	0	0	1786	0	0	1747	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	3.9	0.0	0.0	2.3	0.0	0.0	2.9	0.0	0.0
Prop In Lane	0.02		0.04	0.05		0.14	0.12		0.13	0.21		0.03
Lane Grp Cap(c), veh/h	773	0	0	764	0	0	557	0	0	558	0	0
V/C Ratio(X)	0.37	0.00	0.00	0.42	0.00	0.00	0.31	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	1668	0	0	1631	0	0	1242	0	0	1574	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	0.0	0.0	7.4	0.0	0.0	9.3	0.0	0.0	9.5	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	1.0	0.0	0.0	0.7	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	0.0	0.0	7.7	0.0	0.0	9.6	0.0	0.0	10.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		287			318			173			216	
Approach Delay, s/veh		7.5			7.7			9.6			10.0	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.7		16.0		12.7		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		24.0		24.0		24.0				
Max Q Clear Time (g_c+I1), s		4.3		5.4		4.9		5.9				
Green Ext Time (p_c), s		0.7		1.6		1.1		1.8				

Intersection Summary												
HCM 6th Ctrl Delay			8.5									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	235	5	8	282	3	0	3	11	16	14	2
Future Vol, veh/h	2	235	5	8	282	3	0	3	11	16	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	7	0	0
Mvmt Flow	2	267	6	9	320	3	0	3	13	18	16	2

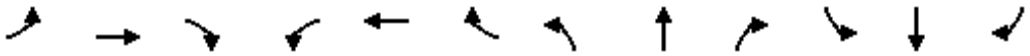
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	273	0	0	623	615	270	622	617	322
Stage 1	-	-	-	-	-	-	274	274	-	340	340	-
Stage 2	-	-	-	-	-	-	349	341	-	282	277	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.17	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.563	4	3.3
Pot Cap-1 Maneuver	1248	-	-	1302	-	-	401	409	774	392	408	724
Stage 1	-	-	-	-	-	-	736	687	-	664	643	-
Stage 2	-	-	-	-	-	-	671	642	-	714	685	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1248	-	-	1302	-	-	385	405	774	380	404	724
Mov Cap-2 Maneuver	-	-	-	-	-	-	385	405	-	380	404	-
Stage 1	-	-	-	-	-	-	735	686	-	663	638	-
Stage 2	-	-	-	-	-	-	647	637	-	698	684	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	10.7	14.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	648	1248	-	-	1302	-	-	402
HCM Lane V/C Ratio	0.025	0.002	-	-	0.007	-	-	0.09
HCM Control Delay (s)	10.7	7.9	0	-	7.8	0	-	14.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

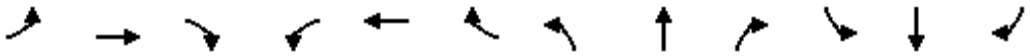
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	4	0	523	0	320	2	0	0	551	4
Future Volume (vph)	4	0	523	0	320	2	0	0	551	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0				6.0	
Lane Util. Factor		1.00			1.00				1.00	
Frt		0.87			1.00				1.00	
Flt Protected		1.00			1.00				0.95	
Satd. Flow (prot)		1510			1727				1645	
Flt Permitted		1.00			1.00				0.95	
Satd. Flow (perm)		1505			1727				1645	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.96	0.96
Adj. Flow (vph)	4	0	545	0	333	2	0	0	574	4
RTOR Reduction (vph)	0	374	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	175	0	0	335	0	0	0	578	0
Heavy Vehicles (%)	0%	6%	9%	0%	10%	0%	2%	2%	10%	0%
Turn Type	Perm	NA			NA				Prot	
Protected Phases		2			6				8	
Permitted Phases	2			6						
Actuated Green, G (s)		16.5			16.5				24.0	
Effective Green, g (s)		16.5			16.5				24.0	
Actuated g/C Ratio		0.31			0.31				0.46	
Clearance Time (s)		6.0			6.0				6.0	
Vehicle Extension (s)		3.0			3.0				3.0	
Lane Grp Cap (vph)		473			542				752	
v/s Ratio Prot					c0.19				c0.35	
v/s Ratio Perm		0.12								
v/c Ratio		0.37			0.62				0.77	
Uniform Delay, d1		14.0			15.3				11.9	
Progression Factor		1.00			1.00				1.00	
Incremental Delay, d2		0.5			2.1				4.7	
Delay (s)		14.5			17.4				16.7	
Level of Service		B			B				B	
Approach Delay (s)		14.5			17.4		0.0		16.7	
Approach LOS		B			B		A		B	

Intersection Summary			
HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	52.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	337	10	692	0	0	0	60	510	0	38	0
Future Volume (vph)	10	337	10	692	0	0	0	60	510	0	38	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0				6.0	6.0		6.0	
Lane Util. Factor		1.00		0.97				0.95	0.95		1.00	
Frt		1.00		1.00				0.88	0.85		1.00	
Flt Protected		1.00		0.95				1.00	1.00		1.00	
Satd. Flow (prot)		1783		3433				1568	1534		1900	
Flt Permitted		1.00		0.50				1.00	1.00		1.00	
Satd. Flow (perm)		1777		1796				1568	1534		1900	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	11	383	11	786	0	0	0	68	580	0	43	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	174	213	0	0	0
Lane Group Flow (vph)	0	404	0	786	0	0	0	155	106	0	43	0
Heavy Vehicles (%)	11%	6%	2%	2%	10%	0%	0%	7%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm				NA	Perm		NA	
Protected Phases		3			4			5			1	
Permitted Phases	3			4			5		5			
Actuated Green, G (s)		39.0		39.0				25.4	25.4		25.4	
Effective Green, g (s)		39.0		39.0				25.4	25.4		25.4	
Actuated g/C Ratio		0.51		0.51				0.33	0.33		0.33	
Clearance Time (s)		6.0		6.0				6.0	6.0		6.0	
Vehicle Extension (s)		5.0		5.0				5.0	5.0		5.0	
Lane Grp Cap (vph)		907		916				521	509		631	
v/s Ratio Prot								c0.10			0.02	
v/s Ratio Perm		0.23		c0.44					0.07			
v/c Ratio		0.45		0.86				0.30	0.21		0.07	
Uniform Delay, d1		11.8		16.3				18.9	18.3		17.4	
Progression Factor		1.00		1.00				1.00	1.00		1.00	
Incremental Delay, d2		0.7		8.8				0.7	0.4		0.1	
Delay (s)		12.6		25.1				19.6	18.7		17.5	
Level of Service		B		C				B	B		B	
Approach Delay (s)		12.6			25.1			19.1			17.5	
Approach LOS		B			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	76.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	373	224	40	90	277	18	63	250	58	8	277	427
Future Volume (veh/h)	373	224	40	90	277	18	63	250	58	8	277	427
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1811	1781	1826	1811	1811	1752	1841	1796	1693	1826	1841
Adj Flow Rate, veh/h	381	229	41	92	283	18	64	255	59	8	283	436
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	5	6	8	5	6	6	10	4	7	14	5	4
Cap, veh/h	390	370	66	393	358	23	130	621	169	59	710	555
Arrive On Green	0.13	0.25	0.25	0.10	0.21	0.21	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1739	1495	268	1739	1685	107	142	1577	428	14	1802	1408
Grp Volume(v), veh/h	381	0	270	92	0	301	158	0	220	291	0	436
Grp Sat Flow(s),veh/h/ln	1739	0	1763	1739	0	1792	549	0	1598	1816	0	1408
Q Serve(g_s), s	9.0	0.0	9.3	2.6	0.0	10.9	4.2	0.0	6.6	0.0	0.0	18.7
Cycle Q Clear(g_c), s	9.0	0.0	9.3	2.6	0.0	10.9	22.9	0.0	6.6	7.9	0.0	18.7
Prop In Lane	1.00		0.15	1.00		0.06	0.41		0.27	0.03		1.00
Lane Grp Cap(c), veh/h	390	0	436	393	0	381	290	0	629	769	0	555
V/C Ratio(X)	0.98	0.00	0.62	0.23	0.00	0.79	0.54	0.00	0.35	0.38	0.00	0.79
Avail Cap(c_a), veh/h	390	0	873	454	0	888	487	0	908	1081	0	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	22.9	17.7	0.0	25.6	18.7	0.0	14.6	15.0	0.0	18.3
Incr Delay (d2), s/veh	39.6	0.0	1.4	0.3	0.0	3.7	1.6	0.0	0.3	0.3	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	3.8	1.0	0.0	4.8	2.4	0.0	2.3	3.1	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	0.0	24.4	18.0	0.0	29.2	20.3	0.0	15.0	15.3	0.0	21.6
LnGrp LOS	E	A	C	B	A	C	C	A	B	B	A	C
Approach Vol, veh/h		651			393			378			727	
Approach Delay, s/veh		46.5			26.6			17.2			19.1	
Approach LOS		D			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.0	15.0	20.6		33.0	12.6	23.0				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		39.0	9.0	34.0		39.0	9.0	34.0				
Max Q Clear Time (g_c+I1), s		24.9	11.0	12.9		20.7	4.6	11.3				
Green Ext Time (p_c), s		2.1	0.0	1.7		4.7	0.1	1.6				

Intersection Summary												
HCM 6th Ctrl Delay			28.4									
HCM 6th LOS			C									

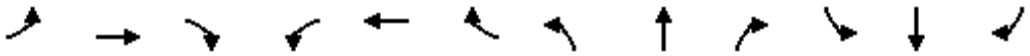
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	25	603	23	70	643	46	7	9	31	6	8	17
Future Vol, veh/h	25	603	23	70	643	46	7	9	31	6	8	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	4	5	0	2	8	2	0	13	3	0	0	0
Mvmt Flow	26	628	24	73	670	48	7	9	32	6	8	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	718	0	0	652	0	0	1545	1556	640	1553	1544	694
Stage 1	-	-	-	-	-	-	692	692	-	840	840	-
Stage 2	-	-	-	-	-	-	853	864	-	713	704	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.1	6.63	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.63	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.63	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.5	4.117	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	874	-	-	935	-	-	94	107	474	93	116	446
Stage 1	-	-	-	-	-	-	437	429	-	363	384	-
Stage 2	-	-	-	-	-	-	357	356	-	426	443	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	874	-	-	935	-	-	73	89	474	69	96	446
Mov Cap-2 Maneuver	-	-	-	-	-	-	73	89	-	69	96	-
Stage 1	-	-	-	-	-	-	416	409	-	346	334	-
Stage 2	-	-	-	-	-	-	290	309	-	370	422	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.8	32.5	35.7
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	179	874	-	-	935	-	-	149
HCM Lane V/C Ratio	0.274	0.03	-	-	0.078	-	-	0.217
HCM Control Delay (s)	32.5	9.2	0	-	9.2	0	-	35.7
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.3	-	-	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	553	9	22	571	31	7	99	14	43	84	14
Future Volume (veh/h)	5	553	9	22	571	31	7	99	14	43	84	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.95	0.96		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1796	1900	1900	1781	1900	1648	1900	1900	1826	1885	1900
Adj Flow Rate, veh/h	5	601	10	24	621	34	8	108	15	47	91	15
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
Percent Heavy Veh, %	0	7	0	0	8	0	17	0	0	5	1	0
Cap, veh/h	105	847	14	117	784	42	118	276	37	198	204	29
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	3	1754	29	24	1623	87	53	1563	209	365	1156	165
Grp Volume(v), veh/h	616	0	0	679	0	0	131	0	0	153	0	0
Grp Sat Flow(s),veh/h/ln	1786	0	0	1734	0	0	1825	0	0	1687	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	9.6	0.0	0.0	11.5	0.0	0.0	2.2	0.0	0.0	2.7	0.0	0.0
Prop In Lane	0.01		0.02	0.04		0.05	0.06		0.11	0.31		0.10
Lane Grp Cap(c), veh/h	966	0	0	943	0	0	431	0	0	431	0	0
V/C Ratio(X)	0.64	0.00	0.00	0.72	0.00	0.00	0.30	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	1315	0	0	1277	0	0	1031	0	0	1236	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	0.0	0.0	7.7	0.0	0.0	12.9	0.0	0.0	13.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.3	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	2.8	0.0	0.0	0.8	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.9	0.0	0.0	8.9	0.0	0.0	13.3	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		616			679			131			153	
Approach Delay, s/veh		7.9			8.9			13.3			13.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.2		23.0		12.2		23.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		24.0		24.0		24.0				
Max Q Clear Time (g_c+I1), s		4.2		11.6		4.7		13.5				
Green Ext Time (p_c), s		0.5		3.4		0.8		3.6				

Intersection Summary												
HCM 6th Ctrl Delay			9.3									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	550	4	9	568	6	5	9	8	8	6	8
Future Vol, veh/h	5	550	4	9	568	6	5	9	8	8	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	7	33	25	9	0	25	13	0	0	0	0
Mvmt Flow	5	567	4	9	586	6	5	9	8	8	6	8

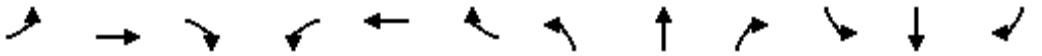
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	592	0	0	571	0	0	1193	1189	569	1195	1188	589
Stage 1	-	-	-	-	-	-	579	579	-	607	607	-
Stage 2	-	-	-	-	-	-	614	610	-	588	581	-
Critical Hdwy	4.1	-	-	4.35	-	-	7.35	6.63	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.63	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.63	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.425	-	-	3.725	4.117	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	994	-	-	897	-	-	147	179	525	165	190	512
Stage 1	-	-	-	-	-	-	463	483	-	487	489	-
Stage 2	-	-	-	-	-	-	442	468	-	499	503	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	994	-	-	897	-	-	139	175	525	153	186	512
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	175	-	153	186	-
Stage 1	-	-	-	-	-	-	460	480	-	484	482	-
Stage 2	-	-	-	-	-	-	423	461	-	478	499	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	23.8	23.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	214	994	-	-	897	-	-	220
HCM Lane V/C Ratio	0.106	0.005	-	-	0.01	-	-	0.103
HCM Control Delay (s)	23.8	8.6	0	-	9.1	0	-	23.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.3

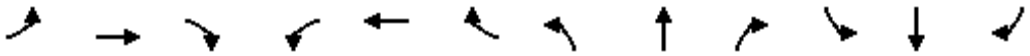
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	3	0	639	0	383	5	0	0	605	11
Future Volume (vph)	3	0	639	0	383	5	0	0	605	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0				6.0	
Lane Util. Factor		1.00			1.00				1.00	
Frt		0.87			1.00				1.00	
Flt Protected		1.00			1.00				0.95	
Satd. Flow (prot)		1612			1842				1772	
Flt Permitted		1.00			1.00				0.95	
Satd. Flow (perm)		1609			1842				1772	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	3	0	702	0	421	5	0	0	665	12
RTOR Reduction (vph)	0	466	0	0	1	0	0	0	0	0
Lane Group Flow (vph)	0	239	0	0	425	0	0	0	677	0
Heavy Vehicles (%)	0%	2%	2%	0%	3%	0%	2%	2%	2%	0%
Turn Type	Perm	NA			NA				Prot	
Protected Phases		2			6				8	
Permitted Phases	2			6						
Actuated Green, G (s)		18.3			18.3				24.1	
Effective Green, g (s)		18.3			18.3				24.1	
Actuated g/C Ratio		0.34			0.34				0.44	
Clearance Time (s)		6.0			6.0				6.0	
Vehicle Extension (s)		3.0			3.0				3.0	
Lane Grp Cap (vph)		541			619				785	
v/s Ratio Prot					c0.23				c0.38	
v/s Ratio Perm		0.15								
v/c Ratio		0.44			0.69				0.86	
Uniform Delay, d1		14.1			15.6				13.7	
Progression Factor		1.00			1.00				1.00	
Incremental Delay, d2		0.6			3.2				9.6	
Delay (s)		14.6			18.8				23.3	
Level of Service		B			B				C	
Approach Delay (s)		14.6			18.8		0.0		23.3	
Approach LOS		B			B		A		C	

Intersection Summary			
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	54.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	479	18	694	0	0	0	80	896	0	89	17
Future Volume (vph)	9	479	18	694	0	0	0	80	896	0	89	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		6.0				6.0	6.0		6.0	
Lane Util. Factor		1.00		0.94				0.95	0.95		1.00	
Frt		1.00		1.00				0.87	0.85		0.98	
Flt Protected		1.00		0.95				1.00	1.00		1.00	
Satd. Flow (prot)		1837		5040				1560	1519		1819	
Flt Permitted		1.00		0.38				1.00	1.00		1.00	
Satd. Flow (perm)		1837		2038				1560	1519		1819	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	9	489	18	708	0	0	0	82	914	0	91	17
RTOR Reduction (vph)	0	2	0	0	0	0	0	162	162	0	8	0
Lane Group Flow (vph)	0	514	0	708	0	0	0	340	332	0	100	0
Heavy Vehicles (%)	0%	3%	0%	1%	1%	0%	0%	2%	1%	0%	1%	9%
Turn Type	Perm	NA		Perm				NA	Perm		NA	
Protected Phases		3						5			1	
Permitted Phases	3			4			5		5			
Actuated Green, G (s)		31.0		31.0				29.3	29.3		29.3	
Effective Green, g (s)		31.0		31.0				29.3	29.3		29.3	
Actuated g/C Ratio		0.43		0.43				0.41	0.41		0.41	
Clearance Time (s)		6.0		6.0				6.0	6.0		6.0	
Vehicle Extension (s)		5.0		5.0				5.0	5.0		5.0	
Lane Grp Cap (vph)		787		873				632	615		737	
v/s Ratio Prot								0.22			0.06	
v/s Ratio Perm		0.28		c0.35					c0.22			
v/c Ratio		0.65		0.81				0.54	0.54		0.14	
Uniform Delay, d1		16.4		18.1				16.3	16.4		13.5	
Progression Factor		1.00		1.00				1.00	1.00		1.00	
Incremental Delay, d2		2.6		6.5				1.6	1.7		0.2	
Delay (s)		19.0		24.6				18.0	18.0		13.7	
Level of Service		B		C				B	B		B	
Approach Delay (s)		19.0			24.6			18.0			13.7	
Approach LOS		B			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	20.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	72.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	552	303	59	136	285	30	43	362	92	49	381	395
Future Volume (veh/h)	552	303	59	136	285	30	43	362	92	49	381	395
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1900	1885	1885	1900	1856	1870	1885	1870	1885	1856
Adj Flow Rate, veh/h	581	319	62	143	300	32	45	381	97	52	401	416
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	0	1	1	0	3	2	1	2	1	3
Cap, veh/h	413	394	77	364	393	42	91	749	214	106	599	538
Arrive On Green	0.13	0.26	0.26	0.11	0.23	0.23	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1795	1533	298	1795	1674	179	80	2022	579	127	1618	1454
Grp Volume(v), veh/h	581	0	381	143	0	332	255	0	268	453	0	416
Grp Sat Flow(s),veh/h/ln	1795	0	1832	1795	0	1853	1083	0	1598	1745	0	1454
Q Serve(g_s), s	9.0	0.0	13.3	3.9	0.0	11.4	1.9	0.0	8.7	5.9	0.0	17.3
Cycle Q Clear(g_c), s	9.0	0.0	13.3	3.9	0.0	11.4	19.2	0.0	8.7	14.6	0.0	17.3
Prop In Lane	1.00		0.16	1.00		0.10	0.18		0.36	0.11		1.00
Lane Grp Cap(c), veh/h	413	0	471	364	0	435	463	0	591	705	0	538
V/C Ratio(X)	1.41	0.00	0.81	0.39	0.00	0.76	0.55	0.00	0.45	0.64	0.00	0.77
Avail Cap(c_a), veh/h	413	0	911	404	0	922	748	0	912	1042	0	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	23.8	17.2	0.0	24.4	16.4	0.0	16.3	18.0	0.0	19.0
Incr Delay (d2), s/veh	196.6	0.0	3.4	0.7	0.0	2.8	1.0	0.0	0.5	1.0	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.7	0.0	5.8	1.5	0.0	5.0	2.8	0.0	3.0	5.7	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	218.6	0.0	27.2	17.9	0.0	27.2	17.4	0.0	16.8	19.0	0.0	21.4
LnGrp LOS	F	A	C	B	A	C	B	A	B	B	A	C
Approach Vol, veh/h		962			475			523			869	
Approach Delay, s/veh		142.8			24.4			17.1			20.1	
Approach LOS		F			C			B			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		31.3	15.0	22.0		31.3	13.5	23.6				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		39.0	9.0	34.0		39.0	9.0	34.0				
Max Q Clear Time (g_c+I1), s		21.2	11.0	13.4		19.3	5.9	15.3				
Green Ext Time (p_c), s		3.3	0.0	1.9		6.0	0.1	2.2				

Intersection Summary												
HCM 6th Ctrl Delay			62.0									
HCM 6th LOS			E									

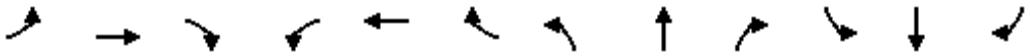
Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	820	25	45	660	11	20	11	97	6	13	27
Future Vol, veh/h	28	820	25	45	660	11	20	11	97	6	13	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	2	1	0	0	13	3	0	0	0
Mvmt Flow	29	854	26	47	688	11	21	11	101	6	14	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	699	0	0	880	0	0	1734	1718	867	1769	1726	694
Stage 1	-	-	-	-	-	-	925	925	-	788	788	-
Stage 2	-	-	-	-	-	-	809	793	-	981	938	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.63	6.23	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.63	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.63	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4.117	3.327	3.5	4	3.3
Pot Cap-1 Maneuver	907	-	-	768	-	-	70	84	351	66	90	446
Stage 1	-	-	-	-	-	-	325	334	-	387	405	-
Stage 2	-	-	-	-	-	-	377	385	-	303	346	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	907	-	-	768	-	-	50	71	351	36	76	446
Mov Cap-2 Maneuver	-	-	-	-	-	-	50	71	-	36	76	-
Stage 1	-	-	-	-	-	-	305	313	-	363	365	-
Stage 2	-	-	-	-	-	-	306	347	-	195	324	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.6	98.3	56.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	154	907	-	-	768	-	-	116
HCM Lane V/C Ratio	0.866	0.032	-	-	0.061	-	-	0.413
HCM Control Delay (s)	98.3	9.1	0	-	10	0	-	56.3
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	5.9	0.1	-	-	0.2	-	-	1.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	708	11	15	599	43	20	122	21	42	154	7
Future Volume (veh/h)	5	708	11	15	599	43	20	122	21	42	154	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.96	0.97		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1885	1900	1811	1900	1900	1856	1885	1900
Adj Flow Rate, veh/h	5	753	12	16	637	46	21	130	22	45	164	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	2	0	0	1	0	6	0	0	3	1	0
Cap, veh/h	92	898	14	100	839	60	125	302	47	158	304	12
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	3	1829	29	15	1710	122	113	1452	228	236	1463	57
Grp Volume(v), veh/h	770	0	0	699	0	0	173	0	0	216	0	0
Grp Sat Flow(s),veh/h/ln	1861	0	0	1846	0	0	1793	0	0	1755	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	14.3	0.0	0.0	12.2	0.0	0.0	3.3	0.0	0.0	4.2	0.0	0.0
Prop In Lane	0.01		0.02	0.02		0.07	0.12		0.13	0.21		0.03
Lane Grp Cap(c), veh/h	1004	0	0	999	0	0	474	0	0	474	0	0
V/C Ratio(X)	0.77	0.00	0.00	0.70	0.00	0.00	0.36	0.00	0.00	0.46	0.00	0.00
Avail Cap(c_a), veh/h	1211	0	0	1199	0	0	897	0	0	1137	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.8	0.0	0.0	8.3	0.0	0.0	13.8	0.0	0.0	14.1	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.0	1.4	0.0	0.0	0.5	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	3.5	0.0	0.0	1.2	0.0	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	0.0	0.0	9.7	0.0	0.0	14.3	0.0	0.0	14.8	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		770			699			173			216	
Approach Delay, s/veh		11.3			9.7			14.3			14.8	
Approach LOS		B			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.3		25.5		14.3		25.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		24.0		24.0		24.0				
Max Q Clear Time (g_c+I1), s		5.3		16.3		6.2		14.2				
Green Ext Time (p_c), s		0.7		3.3		1.1		3.5				

Intersection Summary												
HCM 6th Ctrl Delay			11.4									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	689	5	8	640	3	0	3	11	16	14	2
Future Vol, veh/h	2	689	5	8	640	3	0	3	11	16	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	7	0	0
Mvmt Flow	2	783	6	9	727	3	0	3	13	18	16	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	730	0	0	789	0	0	1546	1538	786	1545	1540	729
Stage 1	-	-	-	-	-	-	790	790	-	747	747	-
Stage 2	-	-	-	-	-	-	756	748	-	798	793	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.17	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.563	4	3.3
Pot Cap-1 Maneuver	883	-	-	840	-	-	94	117	395	91	117	426
Stage 1	-	-	-	-	-	-	386	404	-	397	423	-
Stage 2	-	-	-	-	-	-	403	423	-	372	403	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	883	-	-	840	-	-	82	114	395	85	114	426
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	114	-	85	114	-
Stage 1	-	-	-	-	-	-	384	402	-	395	415	-
Stage 2	-	-	-	-	-	-	379	415	-	356	401	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	19.9	59.5
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	258	883	-	-	840	-	-	101
HCM Lane V/C Ratio	0.062	0.003	-	-	0.011	-	-	0.36
HCM Control Delay (s)	19.9	9.1	0	-	9.3	0	-	59.5
HCM Lane LOS	C	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	3	315	179	0	302	2	0	0	195	3
Future Volume (vph)	3	315	179	0	302	2	0	0	195	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0				6.0	
Lane Util. Factor		1.00			1.00				1.00	
Frt		0.95			1.00				1.00	
Flt Protected		1.00			1.00				0.95	
Satd. Flow (prot)		1688			1727				1645	
Flt Permitted		1.00			1.00				0.95	
Satd. Flow (perm)		1685			1727				1645	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.92	0.96	0.96
Adj. Flow (vph)	3	328	186	0	315	2	0	0	203	3
RTOR Reduction (vph)	0	23	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	494	0	0	317	0	0	0	206	0
Heavy Vehicles (%)	0%	6%	9%	0%	10%	0%	2%	2%	10%	0%
Turn Type	Perm	NA			NA				Prot	
Protected Phases		2			6				8	
Permitted Phases	2			6						
Actuated Green, G (s)		21.6			21.6				16.0	
Effective Green, g (s)		21.6			21.6				16.0	
Actuated g/C Ratio		0.44			0.44				0.32	
Clearance Time (s)		6.0			6.0				6.0	
Vehicle Extension (s)		3.0			3.0				3.0	
Lane Grp Cap (vph)		733			752				530	
v/s Ratio Prot					0.18				c0.13	
v/s Ratio Perm		c0.29								
v/c Ratio		0.67			0.42				0.39	
Uniform Delay, d1		11.2			9.7				13.0	
Progression Factor		1.00			1.00				1.00	
Incremental Delay, d2		2.5			0.4				0.5	
Delay (s)		13.7			10.1				13.5	
Level of Service		B			B				B	
Approach Delay (s)		13.7			10.1		0.0		13.5	
Approach LOS		B			B		A		B	

Intersection Summary			
HCM 2000 Control Delay	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	49.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Appendix D \

NYSDOT Crash Data

DETAILS OF CRASH HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

DIAGRAM NO. 1 SHEET 1 OF 1

COUNTY Saratoga P.I.N. OR IDENT.

☐ TOWN
☒ CITY
☐ VILLAGE OF Saratoga Springs

ROUTE NO. OR STREET NAME: Church Street

AT INTERSECTION WITH/OR BETWEEN: Van Dam Street / Van Dorn Street / Walworth St

CASE NO.
FILE
BY CKD
DATE 1/14/2025

TIME PERIOD
NUMBER OF MONTHS: 36
FROM: 6/1/2021
TO: 5/31/2024

ENVIRONMENTAL
Use codes from MV 104 (shown on right) for these categories

LIGHT CONDITIONS
1. DAYLIGHT
2. DAWN
3. DUSK
4. DARK RD. LIGHTED
5. DARK ROAD UNLIGHTED
6. OTHER

ROADWAY CHARACTER
1. STRAIGHT AND LEVEL
2. STRAIGHT AND GRADE
3. STRAIGHT AT HILLCREST
4. CURVE AND LEVEL
5. CURVE AND GRADE
6. CURVE AT HILLCREST

ROADWAY SURFACE CONDITION
1. DRY
2. WET
3. MUDDY
4. SNOW/ICE
5. SLUSH
10. OTHER

WEATHER
1. CLEAR
2. CLOUDY
3. RAIN
4. SNOW
5. SLEET/HAIL/FREEZING RAIN
6. FOG/SMOG/SMOKE
10. OTHER

RM	(1) NO.	(2) DATE	(3) TIME	(4) NO. OF VEHICLES	(5) SEVERITY	(6) LIGHT CONDITIONS	(7) ROADWAY CHARACTER	(8) ROADWAY SURFACE CONDITION	(9) WEATHER	(10) APPARENT CONTRIBUTING FACTORS	(11) DESCRIPTION
	1	9/20/2021	16:35	2	PDO	1	1	1	1	None	V1 traveling EB on Church . V2 was at the stop sign on Walworth facing SB. V2 failed to yield the right of way pulling out in front of V1 causing a right angle collision.
	2	8/27/2021	18:03	2	PDO	1	1	1	1	4 7	V1 traveling NB on Walworth failed to yield the right of way and was struck by V2 traveling WB on Church St.
	3	9/17/2021	16:59	2	PDO	1	1	1	2	9	V2 traveling EB on Church approaching Van Dorn was following too closely and rear ended a bus.
	4	4/29/2022	17:20	2	PI	1	1	1	1	7	V1 making a left turn from Walworth SB onto Church St struck V2 traveling EB on Church.
	5	5/6/2022	12:09	2	PDO	1	1	1	2	4 9	V2 stopped at the signal on Church Street EB at Van Dam and V1 rear ended them.
	6	8/25/2022	16:40	2	PDO	1	1	1	1	17	V1 NB on Walworth failed to stop and struck V2 traveling WB on Church St.
	7	9/2/2022	15:56	1	PDO	1	1	1	1	4	V1 WB on Church collided into a sign that was on the lawn of 171 Church St.
	8	11/21/2022	10:55	2	PDO	1	1	2	2	13	V1 EB at the light on Church St. V2 attempted a left turn and left their lane and hit V1 stopped at the light.
	9	6/9/2023	4:53	2	PDO	2	1	1	2	20	V2 parked NW on east side of Church St was struck by V1 driving NW on Church St.
	10	5/29/2024	17:08	2	PDO	1	1	1	1	5 7	V1 entering Van Dam from their driveway pulled out into traffic and V2 traveling West on Vam Dam hit V1.
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CRASH SUMMARY SHEET

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

LOCATION: Church St / Van Dam St / Van Dorn St / Walworth St HSI#: N/A

TIME PERIOD: 6/1/2021 TO 5/31/2024 NO. OF MONTHS: 36

Crash Type	No. of Crashes
Right Angle	4
Rear End	2
Overtaking	0
Left Turn	2
Parked Vehicle	1
Pedestrian	0
Bicycle	0
Side Swipe	0
Head-On	0
Animal	0
Fixed Object	1
w/Utility Poles	
w/Guide Rail	
w/Sign Posts	
w/Tree	
w/Ditch-Embank.	
w/Other	
TOTAL	10

Pavement	No of Crashes
Dry	9
Wet	1
Muddy	0
Snow/Ice/Slush	0
Other	0
TOTAL	10

Weather	No of Crashes
Clear	6
Cloudy	4
Rain	0
Snow	0
Sleet/Hail/Freezing Rain	0
Fog/Smog/Smoke	0
Other	0
TOTAL	10

Light Conditions	No. of Crashes
Day	9
Dawn/Dusk	1
Night (unlighted)	0
Night (lighted)	0
Other	0
TOTAL	10

Crash Severity	No. of Crashes
Fatal	0
Personal Injury	1
Property Damage Only	9
Non-Reportable	0
TOTAL	10

DATE: 1/14/2025

Engineering and Land Surveying, P.C.

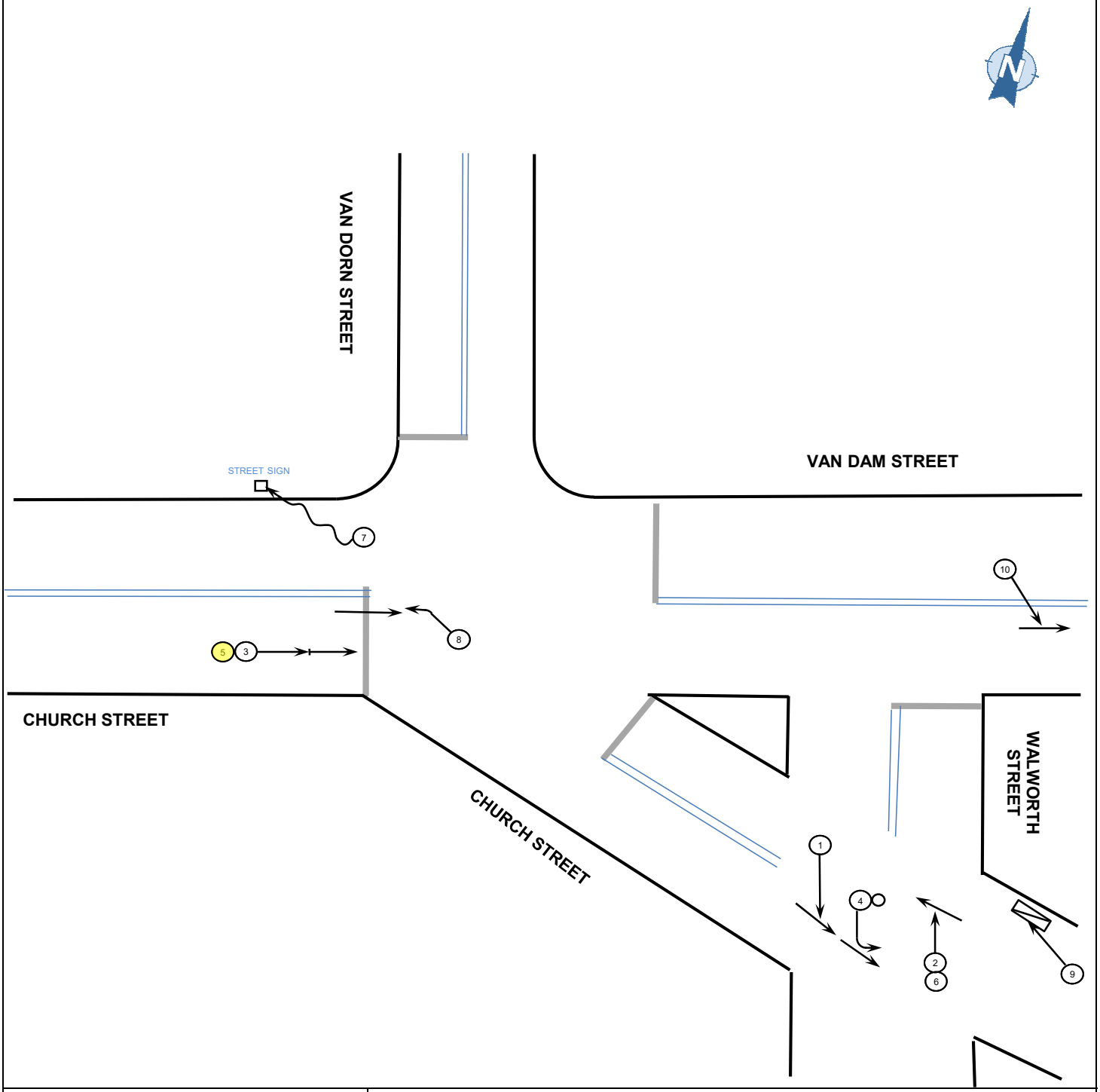
1 OF 1

CASE NO.

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

INTERSECTION: Church Street AT Van Dam Street / Van Dorn Street / Walworth St FILE:

PERIOD: 3 YRS 0 MTHS FROM: 6/1/2021 TO 5/31/2024 BY: CKD



SYMBOLS

- Moving Vehicle
- M — Motorcycle
- Backing Vehicle
- Stopped Vehicle
- Parked Vehicle
- P — Pedestrian
- B — Bicycle
- Fixed Object
- Personal Injury
- Involving truck
- Fatal Injury

MANNER OF COLLISION

- Rear-end
- Out of control
- Skidding
- Overturned
- Side-swipe
- Head-on
- Left-turn
- Right-angle
- Overtake

DETAILS OF CRASH HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

DIAGRAM NO. 1 SHEET 1 OF 1

COUNTY Saratoga P.I.N. OR IDENT.

☐ TOWN
☒ CITY
☐ VILLAGE OF Saratoga Springs

ROUTE NO. OR STREET NAME: Van Dam Street

AT INTERSECTION WITH/OR BETWEEN: Wells Street

CASE NO.
FILE
BY CKD
DATE 1/14/2025

TIME PERIOD
NUMBER OF MONTHS: 36
FROM: 6/1/2021
TO: 5/31/2024

ENVIRONMENTAL
Use codes from MV 104 (shown on right) for these categories

LIGHT CONDITIONS
1. DAYLIGHT
2. DAWN
3. DUSK
4. DARK RD. LIGHTED
5. DARK ROAD UNLIGHTED
6. OTHER

ROADWAY CHARACTER
1. STRAIGHT AND LEVEL
2. STRAIGHT AND GRADE
3. STRAIGHT AT HILLCREST
4. CURVE AND LEVEL
5. CURVE AND GRADE
6. CURVE AT HILLCREST

ROADWAY SURFACE CONDITION
1. DRY
2. WET
3. MUDDY
4. SNOW/ICE
5. SLUSH
10. OTHER

WEATHER
1. CLEAR
2. CLOUDY
3. RAIN
4. SNOW
5. SLEET/HAIL/FREEZING RAIN
6. FOG/SMOG/SMOKE
10. OTHER

RM

(1) NO.	(2) DATE	(3) TIME	(4) NO. OF VEHICLES	(5) SEVERITY	(6) LIGHT CONDITIONS	(7) ROADWAY CHARACTER	(8) ROADWAY SURFACE CONDITION	(9) WEATHER	(10) APPARENT CONTRIBUTING FACTORS	(11) DESCRIPTION
										For Apparent Contributing Factors, use codes from MV 104 Police Report
1	5/14/2022	19:52	2	PDO	1	1	1	1	13	V1attempting to make a left turn onto Railroad Alley from Van Dam when V2 attempted to pass on the left. V1 struck V2 when making the turn.
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CRASH SUMMARY SHEET

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

LOCATION: Van Dam Street / Wells Street HSI#: N/A

TIME PERIOD: 6/1/2021 TO 5/31/2024 NO. OF MONTHS: 36

Crash Type	No. of Crashes
Right Angle	0
Rear End	0
Overtaking	0
Left Turn	1
Parked Vehicle	0
Pedestrian	0
Bicycle	0
Side Swipe	0
Head-On	0
Animal	0
Fixed Object	0
w/Utility Poles	
w/Guide Rail	
w/Sign Posts	
w/Tree	
w/Ditch-Embank.	
w/Other	
TOTAL	1

Pavement	No of Crashes
Dry	1
Wet	0
Muddy	0
Snow/Ice/Slush	0
Other	0
TOTAL	1

Weather	No of Crashes
Clear	1
Cloudy	0
Rain	0
Snow	0
Sleet/Hail/Freezing Rain	0
Fog/Smog/Smoke	0
Other	0
TOTAL	1

Light Conditions	No. of Crashes
Day	1
Dawn/Dusk	0
Night (unlighted)	0
Night (lighted)	0
Other	0
TOTAL	1

Crash Severity	No. of Crashes
Fatal	0
Personal Injury	0
Property Damage Only	1
Non-Reportable	0
TOTAL	1

DATE: 1/14/2025

Engineering and Land Surveying, P.C.

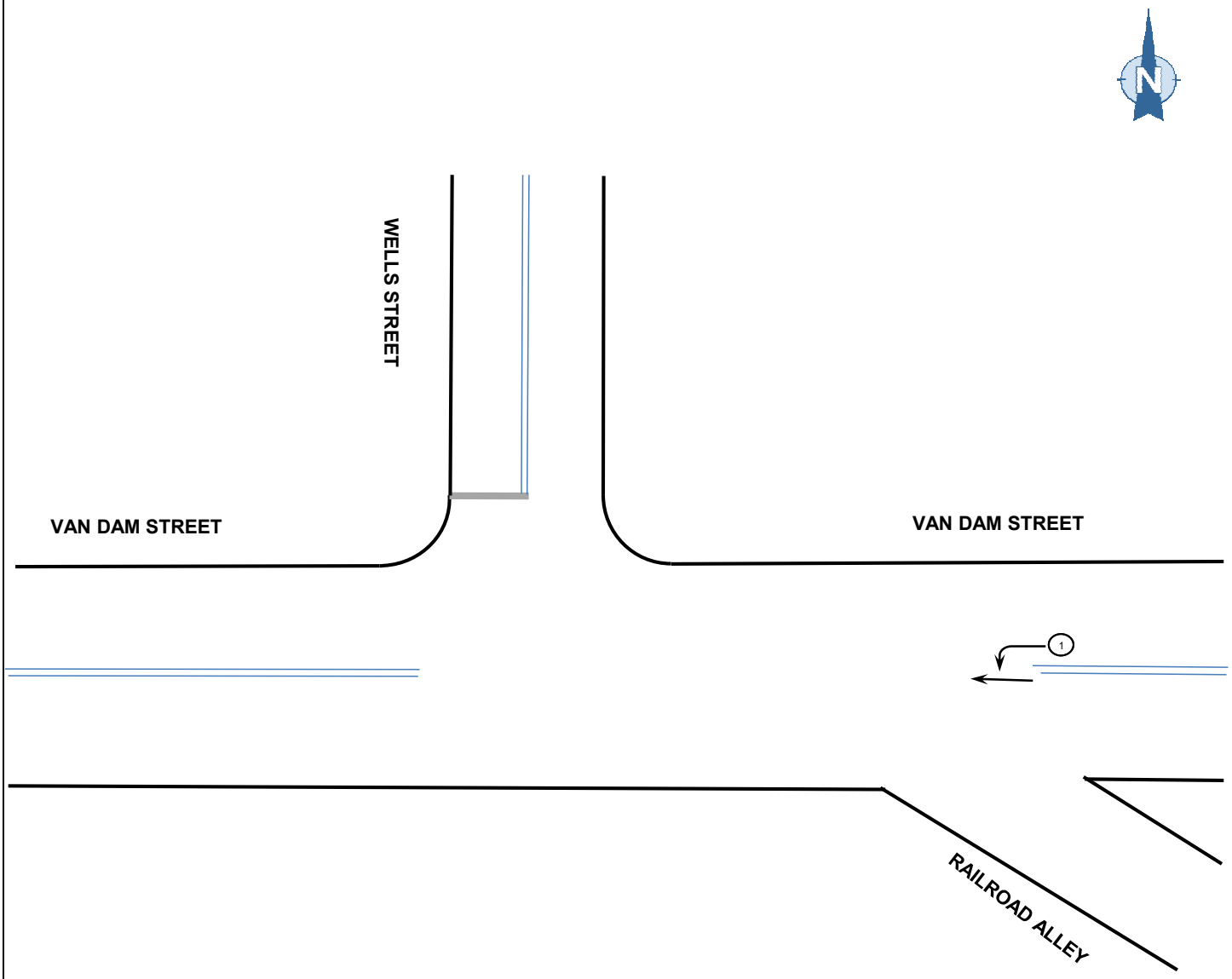
1 **OF** 1

CASE NO. _____

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

INTERSECTION: Van Dam Street AT Wells Street FILE: _____

PERIOD: 3 YRS 0 MTHS FROM: 6/1/2021 TO 5/31/2024 BY: CKD



SYMBOLS				MANNER OF COLLISION			
Moving Vehicle		P	Pedestrian	Rear-end		Head-on	
M	Motorcycle	B	Bicycle	Out of control		Left-turn	
Backing Vehicle			Fixed Object	Skidding		Right-angle	
Stopped Vehicle			Personal Injury	Overturned			
Parked Vehicle			Fatal Injury	Side-swipe		Overtake	

CRASH SUMMARY SHEET

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

LOCATION: Van Dam Street / Russell Street HSI#: N/A

TIME PERIOD: 6/1/2021 TO 5/31/2024 NO. OF MONTHS: 36

Crash Type	No. of Crashes
Right Angle	0
Rear End	0
Overtaking	0
Left Turn	0
Parked Vehicle	0
Pedestrian	0
Bicycle	0
Side Swipe	0
Head-On	0
Animal	0
Fixed Object	0
w/Utility Poles	
w/Guide Rail	
w/Sign Posts	
w/Tree	
w/Ditch-Embank.	
w/Other	
TOTAL	0

Pavement	No of Crashes
Dry	0
Wet	0
Muddy	0
Snow/Ice/Slush	0
Other	0
TOTAL	0

Weather	No of Crashes
Clear	0
Cloudy	0
Rain	0
Snow	0
Sleet/Hail/Freezing Rain	0
Fog/Smog/Smoke	0
Other	0
TOTAL	0

Light Conditions	No. of Crashes
Day	0
Dawn/Dusk	0
Night (unlighted)	0
Night (lighted)	0
Other	0
TOTAL	0

Crash Severity	No. of Crashes
Fatal	0
Personal Injury	0
Property Damage Only	0
Non-Reportable	0
TOTAL	0

DETAILS OF CRASH HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

DIAGRAM NO. 1 SHEET 1 OF 1

COUNTY Saratoga P.I.N. OR IDENT.

☐ TOWN
☒ CITY
☐ VILLAGE OF Saratoga Springs

ROUTE NO. OR STREET NAME: Van Dam Street

AT INTERSECTION WITH/OR BETWEEN: Lawrence Street

CASE NO.
FILE
BY CKD
DATE 1/14/2025

TIME PERIOD
NUMBER OF MONTHS: 36
FROM: 6/1/2021
TO: 5/31/2024

ENVIRONMENTAL
Use codes from MV 104 (shown on right) for these categories

LIGHT CONDITIONS
1. DAYLIGHT
2. DAWN
3. DUSK
4. DARK RD. LIGHTED
5. DARK ROAD UNLIGHTED
6. OTHER

ROADWAY CHARACTER
1. STRAIGHT AND LEVEL
2. STRAIGHT AND GRADE
3. STRAIGHT AT HILLCREST
4. CURVE AND LEVEL
5. CURVE AND GRADE
6. CURVE AT HILLCREST

ROADWAY SURFACE CONDITION
1. DRY
2. WET
3. MUDDY
4. SNOW/ICE
5. SLUSH
10. OTHER

WEATHER
1. CLEAR
2. CLOUDY
3. RAIN
4. SNOW
5. SLEET/HAIL/FREEZING RAIN
6. FOG/SMOG/SMOKE
10. OTHER

RM

(1) NO.	(2) DATE	(3) TIME	(4) NO. OF VEHICLES	(5) SEVERITY	(6) LIGHT CONDITIONS	(7) ROADWAY CHARACTER	(8) ROADWAY SURFACE CONDITION	(9) WEATHER	(10) APPARENT CONTRIBUTING FACTORS	(11) DESCRIPTION (For Apparent Contributing Factors, use codes from MV 104 Police Report)
1	8/19/2021	11:10	1	PI	1	1	2	3	4 66	V1 traveling WB on Van Dam Street attempting to stop for traffic, began to slide during heavy rain and crossed the median into the eastbound lane and struck a tree on Van Dam.
2	5/4/2022	4:52	2	PI	1	1	1	1	27	V1 traveling WB on Van Dam and V2 traveling EB on Van Dam. V1 crossed the double yellow into V2 lane and caused a head on collision.
3	12/2/2022	17:17	2	PDO	4	1	1	1	9	V1 traveling EB on Van Dam was following behind V1, when V1 stopped in traffic and V2 rear ended them.
4	5/10/2023	13:49	2	PDO	1	1	1	1	4 7	V1 traveling WB on Van Dam. V2 traveling NB on Lawrence St. V2 failed to yield the right of way at the stop sign and struck V1.
5	5/25/2023	17:14	2	PDO	1	1	1	1	62	V2 traveling EB on Van Dam when V1 pulled in front of them traveling SB on Lawrence. V2 struck the side of V1.
6	12/2/2023	12:00	2	PDO	1	2	2	1	7 69	V2 traveling WB on Van Dam. V1 traveling NB on Lawrence St stopped at the stop sign. V1 entered the intersection not being able to see on coming traffic and V2 hit the side of V1.
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CRASH SUMMARY SHEET

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

LOCATION: Van Dam Street / Lawrence Street HSI#: N/A

TIME PERIOD: 6/1/2021 TO 5/31/2024 NO. OF MONTHS: 36

Crash Type	No. of Crashes
Right Angle	3
Rear End	1
Overtaking	0
Left Turn	0
Parked Vehicle	0
Pedestrian	0
Bicycle	0
Side Swipe	0
Head-On	1
Animal	0
Fixed Object	1
w/Utility Poles	
w/Guide Rail	
w/Sign Posts	
w/Tree	
w/Ditch-Embank.	
w/Other	
TOTAL	6

Pavement	No of Crashes
Dry	4
Wet	2
Muddy	0
Snow/Ice/Slush	0
Other	0
TOTAL	6

Weather	No of Crashes
Clear	5
Cloudy	0
Rain	1
Snow	0
Sleet/Hail/Freezing Rain	0
Fog/Smog/Smoke	0
Other	0
TOTAL	6

Light Conditions	No. of Crashes
Day	5
Dawn/Dusk	0
Night (unlighted)	0
Night (lighted)	1
Other	0
TOTAL	6

Crash Severity	No. of Crashes
Fatal	0
Personal Injury	2
Property Damage Only	4
Non-Reportable	0
TOTAL	6

DATE: 1/14/2025

Engineering and Land Surveying, P.C.

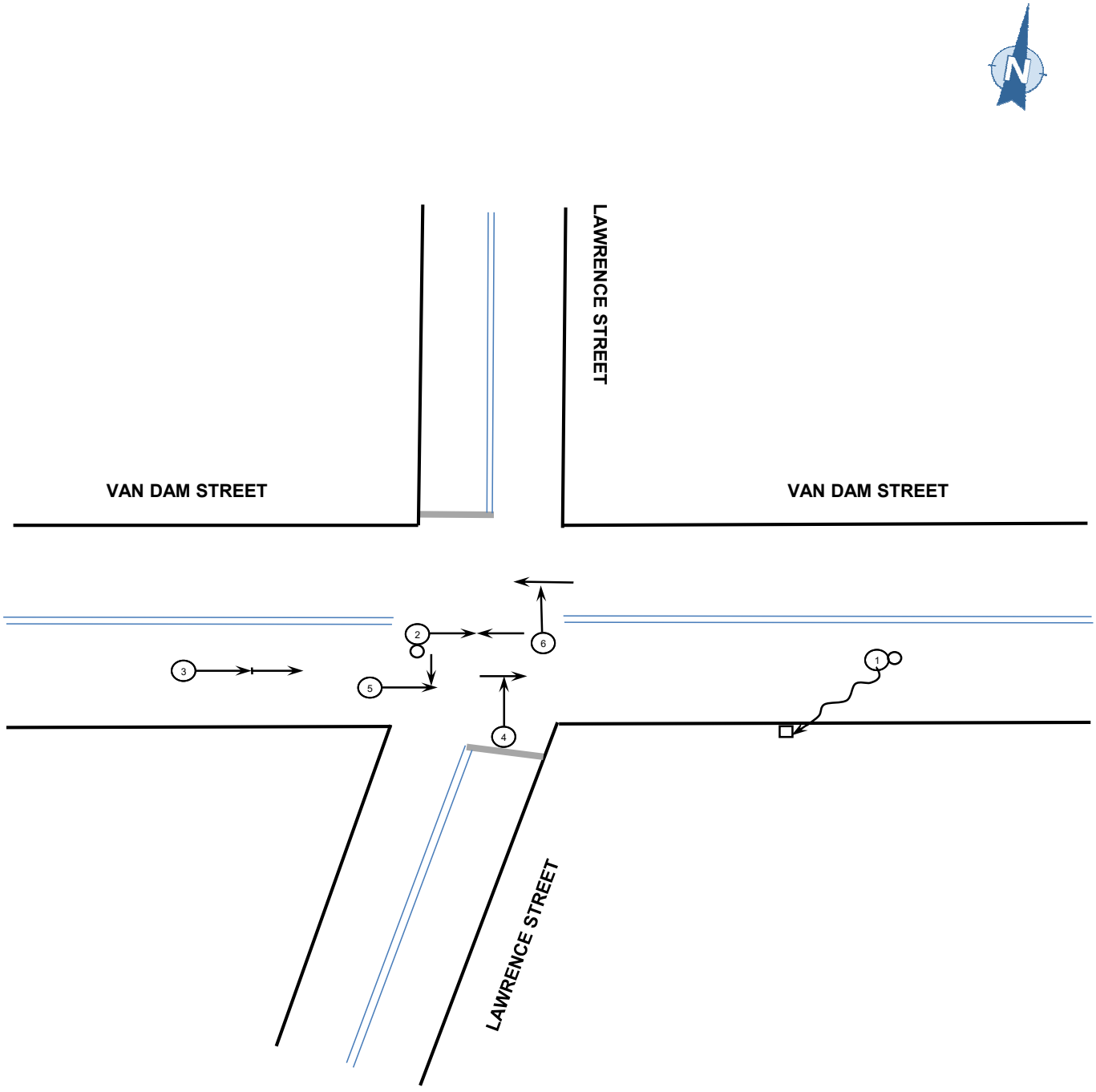
1 **OF** 1

CASE NO. _____

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

INTERSECTION: Van Dam Street AT Lawrence Street FILE:

PERIOD: 3 YRS 0 MTHS FROM: 6/1/2021 TO 5/31/2024 BY: CKD



SYMBOLS

Moving Vehicle		P Pedestrian	
M Motorcycle		B Bicycle	
Backing Vehicle		Fixed Object	
Stopped Vehicle		Personal Injury	
Parked Vehicle		Fatal Injury	

MANNER OF COLLISION

Rear-end		Head-on	
Out of control		Left-turn	
Skidding		Right-angle	
Overturned			
Side-swipe		Overtake	

DETAILS OF CRASH HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

DIAGRAM NO. 1 SHEET 1 OF 1

COUNTY Saratoga P.I.N. OR IDENT.

☐ TOWN
☒ CITY
☐ VILLAGE OF Saratoga Springs

ROUTE NO. OR STREET NAME: Van Dam Street

AT INTERSECTION WITH/OR BETWEEN: Clinton Street

CASE NO.
FILE
BY CKD
DATE 1/14/2025

TIME PERIOD
NUMBER OF MONTHS: 36
FROM: 6/1/2021
TO: 5/31/2024

ENVIRONMENTAL
Use codes from MV 104 (shown on right) for these categories

LIGHT CONDITIONS
1. DAYLIGHT
2. DAWN
3. DUSK
4. DARK RD. LIGHTED
5. DARK ROAD UNLIGHTED
6. OTHER

ROADWAY CHARACTER
1. STRAIGHT AND LEVEL
2. STRAIGHT AND GRADE
3. STRAIGHT AT HILLCREST
4. CURVE AND LEVEL
5. CURVE AND GRADE
6. CURVE AT HILLCREST

ROADWAY SURFACE CONDITION
1. DRY
2. WET
3. MUDDY
4. SNOW/ICE
5. SLUSH
10. OTHER

WEATHER
1. CLEAR
2. CLOUDY
3. RAIN
4. SNOW
5. SLEET/HAIL/FREEZING RAIN
6. FOG/SMOG/SMOKE
10. OTHER

RM

(1) NO.	(2) DATE	(3) TIME	(4) NO. OF VEHICLES	(5) SEVERITY	(6) LIGHT CONDITIONS	(7) ROADWAY CHARACTER	(8) ROADWAY SURFACE CONDITION	(9) WEATHER	(10) APPARENT CONTRIBUTING FACTORS	(11) DESCRIPTION (For Apparent Contributing Factors, use codes from MV 104 Police Report)
1	9/2/2021	11:17	2	PDO	1	1	1	1	9	V1 traveling SB on Clinton was stopped at the stop sign when V2 rear ended them.
2	11/5/2021	19:47	2	PI	4	1	1	2	7	V1 traveling NB on Clinton trying to take a left onto Van Dam Street was rear ended by V2 while stopping for a pedestrian crossing Van Dam. V1 then proceeded to hit the pedestrian.
3	2/5/2022	10:59	4	PDO	1	1	2	1	9	V4 traveling EB on Van Dam stopped in traffic and caused a 4 car rear end accident with V3 hitting V4, V2 hitting V3 and V1 hitting V2.
4	2/8/2022	12:26	2	PDO	1	1	2	2	4 9	V1 traveling EB on Van Dam, when V2 also traveling EB stopped at the red light and V1 rear ended them.
5	4/19/2022	11:24	1	PDO	1	1	2	3	4 18	V1 turning off of Van Dam Street onto Clinton Street hit a utility pole.
6	5/19/2022	13:47	3	PDO	1	1	2	3	N/A	V1 traveling EB on Van Dam stopped in traffic. V2 was then rear ended by V3, then V2 rear ended V1.
7	5/22/2022	18:18	2	PDO	1	1	2	3	17	V1 traveling WB on Van Dam when V2 was traveling SB on Clinton Street. V1 failed to stop at the red light and struck the side of V2.
8	12/27/2023	16:18	2	PDO	3	1	2	2	4 17	V1 traveling EB on Van Dam when V2 was traveling SB on Clinton Street through the green light. V1 failed to stop at the red light and struck the side of V2.
9	2/13/2024	10:20	2	PDO	1	1	1	2	7	V1 traveling WB on Van Dam. V2 traveling EB on Van Dam. V1 attempted to make a left turn on Clinton without yielding the right of way and cut in front of V1.
10	3/8/2024	11:04	2	PI	1	1	2	2	7 69	V1 traveling SB took a left onto Van Dam when they saw a pedestrian crossing Van Dam SB and couldn't stop in time and struck the pedestrian.
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CRASH SUMMARY SHEET

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

LOCATION: Van Dam Street / Clinton Street HSI#: N/A

TIME PERIOD: 6/1/2021 TO 5/31/2024 NO. OF MONTHS: 36

Crash Type	No. of Crashes
Right Angle	2
Rear End	4
Overtaking	0
Left Turn	1
Parked Vehicle	0
Pedestrian	2
Bicycle	0
Side Swipe	0
Head-On	0
Animal	0
Fixed Object	1
w/Utility Poles	
w/Guide Rail	
w/Sign Posts	
w/Tree	
w/Ditch-Embank.	
w/Other	
TOTAL	10

Pavement	No of Crashes
Dry	3
Wet	7
Muddy	0
Snow/Ice/Slush	0
Other	0
TOTAL	10

Weather	No of Crashes
Clear	2
Cloudy	5
Rain	3
Snow	0
Sleet/Hail/Freezing Rain	0
Fog/Smog/Smoke	0
Other	0
TOTAL	10

Light Conditions	No. of Crashes
Day	8
Dawn/Dusk	1
Night (unlighted)	0
Night (lighted)	1
Other	0
TOTAL	10

Crash Severity	No. of Crashes
Fatal	0
Personal Injury	2
Property Damage Only	8
Non-Reportable	0
TOTAL	10

DATE: 1/14/2025

Engineering and Land Surveying, P.C.

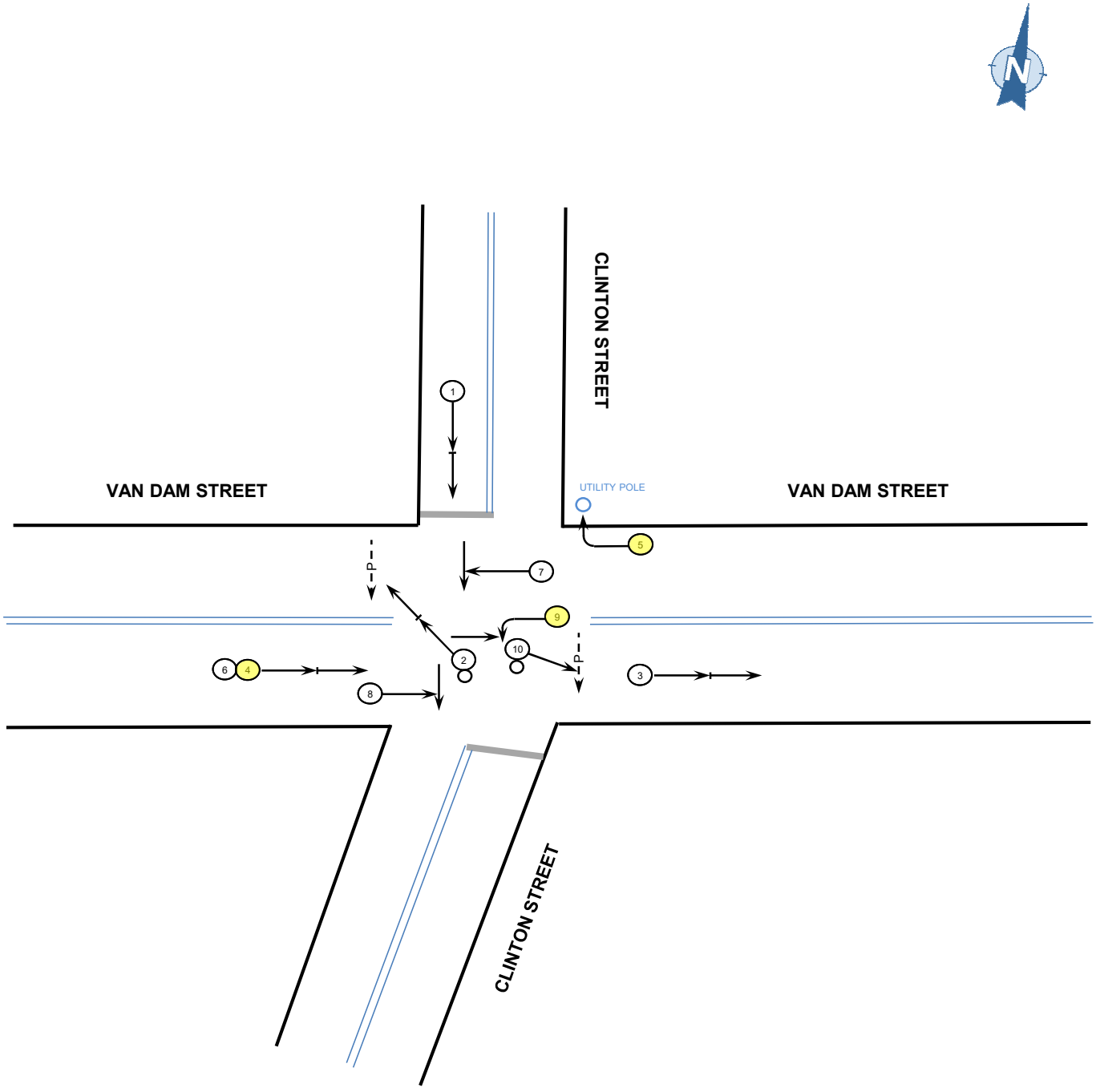
1 **OF** 1

CASE NO.

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

INTERSECTION: Van Dam Street AT Clinton Street FILE:

PERIOD: 3 YRS 0 MTHS FROM: 6/1/2021 TO 5/31/2024 BY: CKD



SYMBOLS

Moving Vehicle		P Pedestrian	
M Motorcycle		B Bicycle	
Backing Vehicle		Fixed Object	
Stopped Vehicle		Personal Injury	
		Involving truck	
Parked Vehicle		Fatal Injury	

MANNER OF COLLISION

Rear-end		Head-on	
Out of control		Left-turn	
Skidding		Right-angle	
Overturned			
Side-swipe		Overtake	

DETAILS OF CRASH HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

DIAGRAM NO. 1 SHEET 1 OF 1

COUNTY Saratoga P.I.N. OR IDENT.

☐ TOWN
☒ CITY
☐ VILLAGE OF Saratoga Springs

ROUTE NO. OR STREET NAME: Van Dam Street

AT INTERSECTION WITH/OR BETWEEN: State Street

CASE NO.
FILE
BY CKD
DATE 1/14/2025

TIME PERIOD
NUMBER OF MONTHS: 36
FROM: 6/1/2021
TO: 5/31/2024

ENVIRONMENTAL
Use codes from MV 104 (shown on right) for these categories

LIGHT CONDITIONS
1. DAYLIGHT
2. DAWN
3. DUSK
4. DARK RD. LIGHTED
5. DARK ROAD UNLIGHTED
6. OTHER

ROADWAY CHARACTER
1. STRAIGHT AND LEVEL
2. STRAIGHT AND GRADE
3. STRAIGHT AT HILLCREST
4. CURVE AND LEVEL
5. CURVE AND GRADE
6. CURVE AT HILLCREST

ROADWAY SURFACE CONDITION
1. DRY
2. WET
3. MUDDY
4. SNOW/ICE
5. SLUSH
10. OTHER

WEATHER
1. CLEAR
2. CLOUDY
3. RAIN
4. SNOW
5. SLEET/HAIL/FREEZING RAIN
6. FOG/SMOG/SMOKE
10. OTHER

RM	(1) NO.	(2) DATE	(3) TIME	(4) NO. OF VEHICLES	(5) SEVERITY	(6) LIGHT CONDITIONS	(7) ROADWAY CHARACTER	(8) ROADWAY SURFACE CONDITION	(9) WEATHER	(10) APPARENT CONTRIBUTING FACTORS	For Apparent Contributing Factors, use codes from MV 104 Police Report (11) DESCRIPTION
	1	4/13/2023	13:31	1	PDO	1	1	1	1	4	V1 traveling SB on State street struck cable lines that ran across the street from a utility pole.
	2	6/20/2023	15:25	2	PDO	1	1	1	1	9	V2 traveling EB on Van Dam Street stopped in traffic and V1 rear ended them.
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CRASH SUMMARY SHEET

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

LOCATION: Van Dam Street / State Street HSI#: N/A

TIME PERIOD: 6/1/2021 TO 5/31/2024 NO. OF MONTHS: 36

Crash Type	No. of Crashes
Right Angle	0
Rear End	1
Overtaking	0
Left Turn	0
Parked Vehicle	0
Pedestrian	0
Bicycle	0
Side Swipe	0
Head-On	0
Animal	0
Fixed Object	1
w/Utility Poles	
w/Guide Rail	
w/Sign Posts	
w/Tree	
w/Ditch-Embank.	
w/Other	
TOTAL	2

Pavement	No of Crashes
Dry	2
Wet	0
Muddy	0
Snow/Ice/Slush	0
Other	0
TOTAL	2

Weather	No of Crashes
Clear	2
Cloudy	0
Rain	0
Snow	0
Sleet/Hail/Freezing Rain	0
Fog/Smog/Smoke	0
Other	0
TOTAL	2

Light Conditions	No. of Crashes
Day	2
Dawn/Dusk	0
Night (unlighted)	0
Night (lighted)	0
Other	0
TOTAL	2

Crash Severity	No. of Crashes
Fatal	0
Personal Injury	0
Property Damage Only	2
Non-Reportable	0
TOTAL	2

DATE: 1/14/2025

Engineering and Land Surveying, P.C.

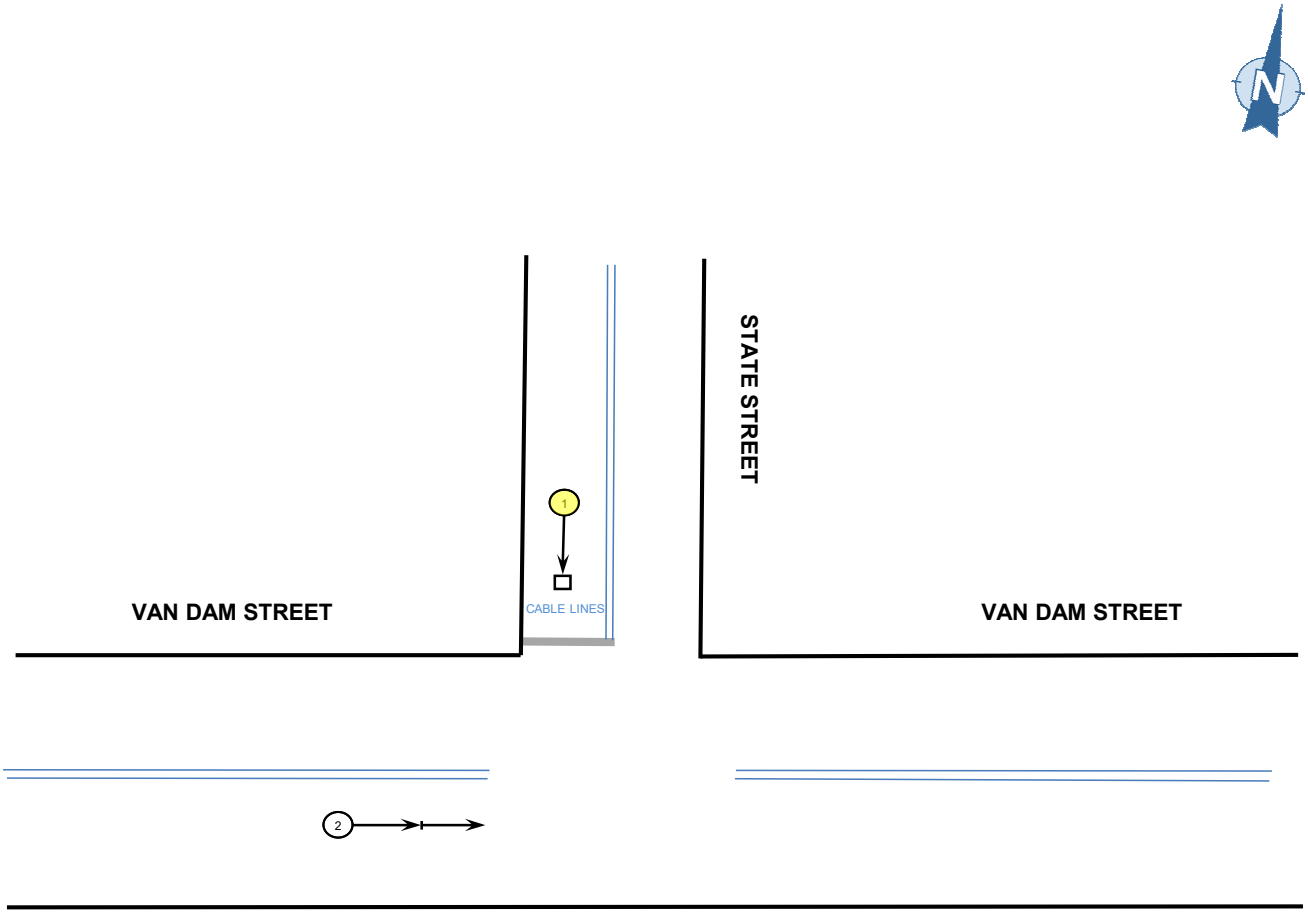
1 **OF** 1

CASE NO. _____

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

INTERSECTION: Van Dam Street AT State Street FILE:

PERIOD: 3 YRS 0 MTHS FROM: 6/1/2021 TO 5/31/2024 BY: CKD



SYMBOLS				MANNER OF COLLISION			
Moving Vehicle		P	Pedestrian	Rear-end		Head-on	
M	Motorcycle	B	Bicycle	Out of control		Left-turn	
Backing Vehicle			Fixed Object	Skidding		Right-angle	
Stopped Vehicle			Personal Injury	Overturned			
			Involving truck				
Parked Vehicle			Fatal Injury	Side-swipe		Overtake	

DETAILS OF CRASH HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

DIAGRAM NO. 1 SHEET 1 OF 1

P.I.N. OR IDENT.

COUNTY Saratoga

☐ TOWN
☒ CITY
☐ VILLAGE OF Saratoga Springs

ROUTE NO. OR STREET NAME: Van Dam Street

AT INTERSECTION WITH/OR BETWEEN: Woodlawn Avenue

CASE NO.
FILE
BY CKD
DATE 1/14/2025

TIME PERIOD
NUMBER OF MONTHS: 36
FROM: 6/1/2021
TO: 5/31/2024

ENVIRONMENTAL
Use codes from MV 104 (shown on right) for these categories

LIGHT CONDITIONS
1. DAYLIGHT
2. DAWN
3. DUSK
4. DARK RD. LIGHTED
5. DARK ROAD UNLIGHTED
6. OTHER

ROADWAY CHARACTER
1. STRAIGHT AND LEVEL
2. STRAIGHT AND GRADE
3. STRAIGHT AT HILLCREST
4. CURVE AND LEVEL
5. CURVE AND GRADE
6. CURVE AT HILLCREST

ROADWAY SURFACE CONDITION
1. DRY
2. WET
3. MUDDY
4. SNOW/ICE
5. SLUSH
10. OTHER

WEATHER
1. CLEAR
2. CLOUDY
3. RAIN
4. SNOW
5. SLEET/HAIL/FREEZING RAIN
6. FOG/SMOG/SMOKE
10. OTHER

RM

(1) NO.	(2) DATE	(3) TIME	(4) NO. OF VEHICLES	(5) SEVERITY	(6) LIGHT CONDITIONS	(7) ROADWAY CHARACTER	(8) ROADWAY SURFACE CONDITION	(9) WEATHER	(10) APPARENT CONTRIBUTING FACTORS	(11) DESCRIPTION
1	7/17/2021	21:34	2	PDO	4	3	1	1	4 9	V1 traveling WB on Van Dam slowed down in traffic when V2 rear ended V1.
2	8/4/2021	15:01	2	PI	1	2	1	2	9	V1 traveling EB on Van Dam had stopped in traffic. V2 traveling behind V1 did not stop and struck V1 from behind.
3	11/7/2021	9:46	2	PDO	X	1	1	1	N/A	V1 parked on Woodlawn facing SB when V2 struck V1.
4	1/4/2022	14:07	2	PDO	1	1	1	2	4 9	V1 traveling NB on Woodlawn entered the intersection and stopped due to a vehicle coming. V2 then struck V1 from behind.
5	1/11/2022	14:45	2	PDO	1	2	1	1	9	V1 traveling EB on Van Dam stopped in traffic. V2 was following behind V1 too closely and struck V1.
6	1/19/2022	14:55	2	PDO	1	1	2	2	3 66	V1 backing out of 97 Woodlawn hit V2 parked on Woodlawn facing NB.
7	3/21/2022	0:00	2	PDO	4	1	1	1	3	V1 and V2 parked on Woodlawn. V1 backed up unsafely into V2.
8	5/13/2022	10:46	2	PDO	1	1	1	1	9	V1 traveling EB on Van Dam and stopped in traffic, V2 then rear ended them.
9	6/12/2022	14:50	2	PDO	1	1	1	2	13	V2 was parked SB on Woodlawn. V1 exited a parking lot and hit V2.
10	11/17/2022	1:00	2	PDO	5	1	2	1	4	V2 parked NB on Woodlawn was hit by V1 who fled the scene.
11	12/24/2022	21:48	2	PDO	4	2	4	2	2 27	V1 traveling EB on Van Dam Street. V1 failed to stay in their lane and drove off the road over the sidewalk into a tree.
12	2/13/2023	14:28	2	PI	1	1	1	1	9	V1 traveling EB on Van Dam stopped in traffic. V2 was following behind V1 too closely and struck V1.
13	5/26/2023	11:00	2	PDO	1	1	1	1	4 13	V1 traveling WB on Van Dam passed a fedex truck parked on the side of the road. When V1 attempted to pass the truck made a left turn into the side of V1.
14	11/7/2023	9:48	2	PDO	1	2	1	2	4 13	V1 traveling EB on Van Dam. V2 parked on the shoulder of Van Dam, V1 failed to stay in their lane and struck V2.
15	4/5/2024	12:12	2	PDO	1	2	2	3	7 69	V2 traveling WB on Van Dam intending on going through the intersection. V2 traveling through the intersection going NB on Woodlawn was then struck by V2.
16	4/24/2024	19:04	2	PDO	1	1	1	1	4	V1 parked SB on Woodlawn when the operator opened there door while V2 was driving past and V2 struck V1 door.
17	5/14/2024	15:26	2	PDO	1	1	1	1	7	V1 traveling NB on Woodlawn drove through the intersection. V2 traveling EB on Van Dam then struck them from the side as they passed through the intersection.
18										
19										
20										

CRASH SUMMARY SHEET

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

LOCATION: Van Dam Street / Woodlawn Avenue HSI#: N/A

TIME PERIOD: 6/1/2021 TO 5/31/2024 NO. OF MONTHS: 36

Crash Type	No. of Crashes
Right Angle	2
Rear End	6
Overtaking	0
Left Turn	0
Parked Vehicle	7
Pedestrian	0
Bicycle	0
Side Swipe	1
Head-On	0
Animal	0
Fixed Object	1
w/Utility Poles	
w/Guide Rail	
w/Sign Posts	
w/Tree	
w/Ditch-Embank.	
w/Other	
TOTAL	17

Pavement	No of Crashes
Dry	13
Wet	3
Muddy	0
Snow/Ice/Slush	1
Other	0
TOTAL	17

Weather	No of Crashes
Clear	10
Cloudy	6
Rain	1
Snow	0
Sleet/Hail/Freezing Rain	0
Fog/Smog/Smoke	0
Other	0
TOTAL	17

Light Conditions	No. of Crashes
Day	13
Dawn/Dusk	0
Night (unlighted)	1
Night (lighted)	3
Other	0
TOTAL	17

Crash Severity	No. of Crashes
Fatal	0
Personal Injury	2
Property Damage Only	15
Non-Reportable	0
TOTAL	17

DATE: 1/14/2025

Engineering and Land Surveying, P.C.

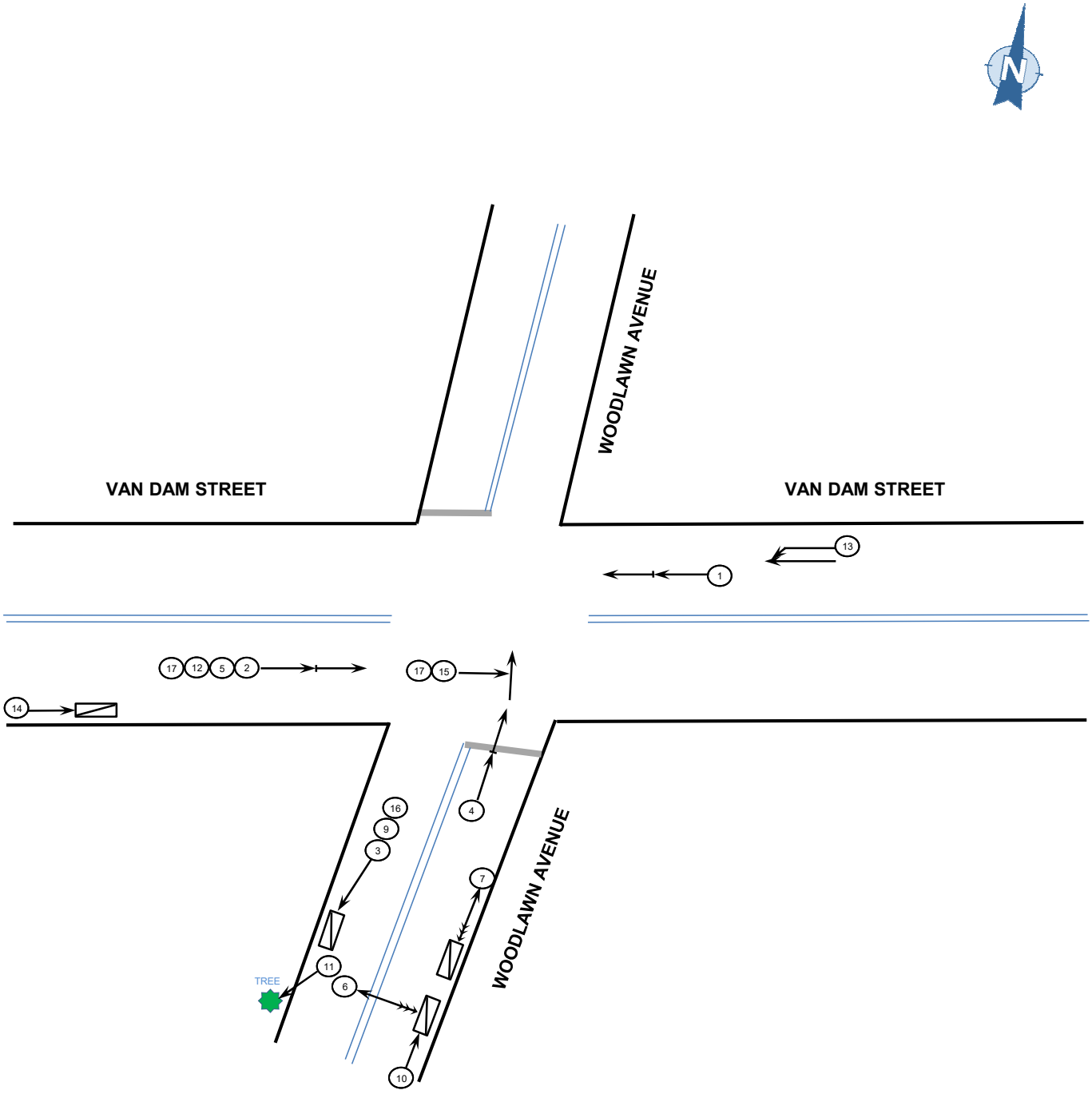
1 **OF** 1

CASE NO.

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

INTERSECTION: Van Dam Street AT Woodlawn Avenue FILE:

PERIOD: 3 YRS 0 MTHS FROM: 6/1/2021 TO 5/31/2024 BY: CKD



SYMBOLS

Moving Vehicle		Pedestrian	
Motorcycle	M	Bicycle	B
Backing Vehicle		Fixed Object	
Stopped Vehicle		Personal Injury	
Parked Vehicle		Fatal Injury	

MANNER OF COLLISION

Rear-end		Head-on	
Out of control		Left-turn	
Skidding		Right-angle	
Overturned			
Side-swipe		Overtake	

DETAILS OF CRASH HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

DIAGRAM NO. 1 SHEET 1 OF 1

P.I.N. OR IDENT.

COUNTY Saratoga

☐ TOWN
☒ CITY
☐ VILLAGE OF Saratoga Springs

ROUTE NO. OR STREET NAME: Van Dam Street

AT INTERSECTION WITH/OR BETWEEN: Route 50 / Broadway / North Broadway

CASE NO.
FILE
BY CKD
DATE 1/14/2025

TIME PERIOD
NUMBER OF MONTHS: 36
FROM: 6/1/2021
TO: 5/31/2024

ENVIRONMENTAL
Use codes from MV 104 (shown on right) for these categories

LIGHT CONDITIONS
1. DAYLIGHT
2. DAWN
3. DUSK
4. DARK RD. LIGHTED
5. DARK ROAD UNLIGHTED
6. OTHER

ROADWAY CHARACTER
1. STRAIGHT AND LEVEL
2. STRAIGHT AND GRADE
3. STRAIGHT AT HILLCREST
4. CURVE AND LEVEL
5. CURVE AND GRADE
6. CURVE AT HILLCREST

ROADWAY SURFACE CONDITION
1. DRY
2. WET
3. MUDDY
4. SNOW/ICE
5. SLUSH
10. OTHER

WEATHER
1. CLEAR
2. CLOUDY
3. RAIN
4. SNOW
5. SLEET/HAIL/FREEZING RAIN
6. FOG/SMOG/SMOKE
10. OTHER

RM

(1) NO.	(2) DATE	(3) TIME	(4) NO. OF VEHICLES	(5) SEVERITY	(6) LIGHT CONDITIONS	(7) ROADWAY CHARACTER	(8) ROADWAY SURFACE CONDITION	(9) WEATHER	(10) APPARENT CONTRIBUTING FACTORS	(11) DESCRIPTION
1	7/8/2021	16:43	2	PDO	1	1	2	3	20	V2 traveling NB on Broadway turning right when V1 merged into their lane and sideswiped V2.
2	7/9/2021	19:56	2	PDO	3	1	1	2	4 18	V1 traveling WB on NY Route 50 attempted a U-Turn. While making the U-Turn V1 struck V2 at the intersection.
3	7/31/2021	16:31	2	PDO	1	1	1	1	4 13	V1 traveling NB on Broadway and V2 also traveling NB changed lanes unsafely and sideswiped V1.
4	8/25/2021	15:54	2	PI	1	1	1	1	20	V2 traveling NB on Broadway turning right when V1 a truck merged into their lane and sideswiped V2.
5	9/2/2021	10:21	2	PDO	1	2	1	1	9	V1 traveling EB on Van Dam stopped in traffic for the red light and was rear ended by V2.
6	9/7/2021	3:50	1	PDO	4	3	2	1	2 27	V1 traveling SB on Route 50. V1 proceeded to turn onto Van Dam and lost control of their vehicle and struck a tree and retaining wall.
7	1/22/2022	11:32	4	PDO	1	2	1	1	42	V1 traveling NB on Van Dam Street when their brakes failed and rear ended V2. The momentum of the crash pushed V2 into V3 into V4.
8	2/12/2022	11:19	2	PDO	1	1	2	1	4 13	V2 parked on Broadway facing NB when V1 drove past them and struck V2 mirror.
9	10/30/2022	12:00	2	PDO	1	1	1	1	9	V1 and V2 traveling SB on North Broadway stopped at the light when V1 thought V2 was moving and rear ended V2.
10	1/22/2023	13:58	2	PI	1	1	1	1	18	V1 traveling SB on North Broadway. V1 pulled over on the right shoulder to make a U-Turn. V1 then struck V2.
11	2/17/2023	14:27	2	PDO	1	1	1	2	13	V1 traveling NB on Broadway. V2 stopped in traffic in the left lane waiting to make a left turn. V1 was behind V2 and struck them from behind changing lanes.
12	3/4/2023	17:53	2	PDO	4	1	2	3	20 69	V2 traveling NB on Broadway V1 changed lanes and sideswiped V2.
13	5/19/2023	16:57	2	PDO	1	1	1	1	4 9	V1 traveling WB on NY Route 50 following V2 too closely and V2 slowed down for the light and rear ended by V1.
14	6/26/2023	12:58	2	PI	1	1	1	2	4 11	V1 traveling NB on Broadway waiting at the red light. V2 then rear ended V1 and fled the scene.
15	6/13/2023	20:00	1	PDO	1	1	1	1	N/A	V1 traveling WB on Route 50 backed up into a post on the side of the road.
16	8/28/2023	16:28	4	PDO	1	2	2	3	4	V1 traveling EB on Van Dam street failed stop stop rear ended V2 which struck V3 which struck V4.
17	11/5/2023	20:18	2	PDO	4	1	1	1	18	V1 traveling EB on Van Dam while V2 was also attempting to turn onto Route 50. V2 sideswiped V2 while making the movement.
18	12/8/2023	22:11	2	PDO	4	1	2	1	4	V1 and V2 traveling WB on Route 50. V1 wasn't paying attention and rolled forward and rear ended V2.
19	10/22/2021	13:11	2	PDO	1	1	1	1	4 20	V1 and V2 were merging onto Route 50 from Van Dam. V1 changed lanes improperly and sideswiped V2.
20										

CRASH SUMMARY SHEET

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

LOCATION: Van Dam Street / Route 50 / Broadway / North Broadway HSI#: N/A

TIME PERIOD: 6/1/2021 TO 5/31/2024 NO. OF MONTHS: 36

Crash Type	No. of Crashes
Right Angle	0
Rear End	8
Overtaking	0
Left Turn	2
Parked Vehicle	1
Pedestrian	0
Bicycle	0
Side Swipe	6
Head-On	0
Animal	0
Fixed Object	2
w/Utility Poles	
w/Guide Rail	
w/Sign Posts	
w/Tree	
w/Ditch-Embank.	
w/Other	
TOTAL	19

Pavement	No of Crashes
Dry	13
Wet	6
Muddy	0
Snow/Ice/Slush	0
Other	0
TOTAL	19

Weather	No of Crashes
Clear	13
Cloudy	3
Rain	3
Snow	0
Sleet/Hail/Freezing Rain	0
Fog/Smog/Smoke	0
Other	0
TOTAL	19

Light Conditions	No. of Crashes
Day	14
Dawn/Dusk	1
Night (unlighted)	0
Night (lighted)	4
Other	0
TOTAL	19

Crash Severity	No. of Crashes
Fatal	0
Personal Injury	3
Property Damage Only	16
Non-Reportable	0
TOTAL	19

DATE: 1/14/2025

Engineering and Land Surveying, P.C.

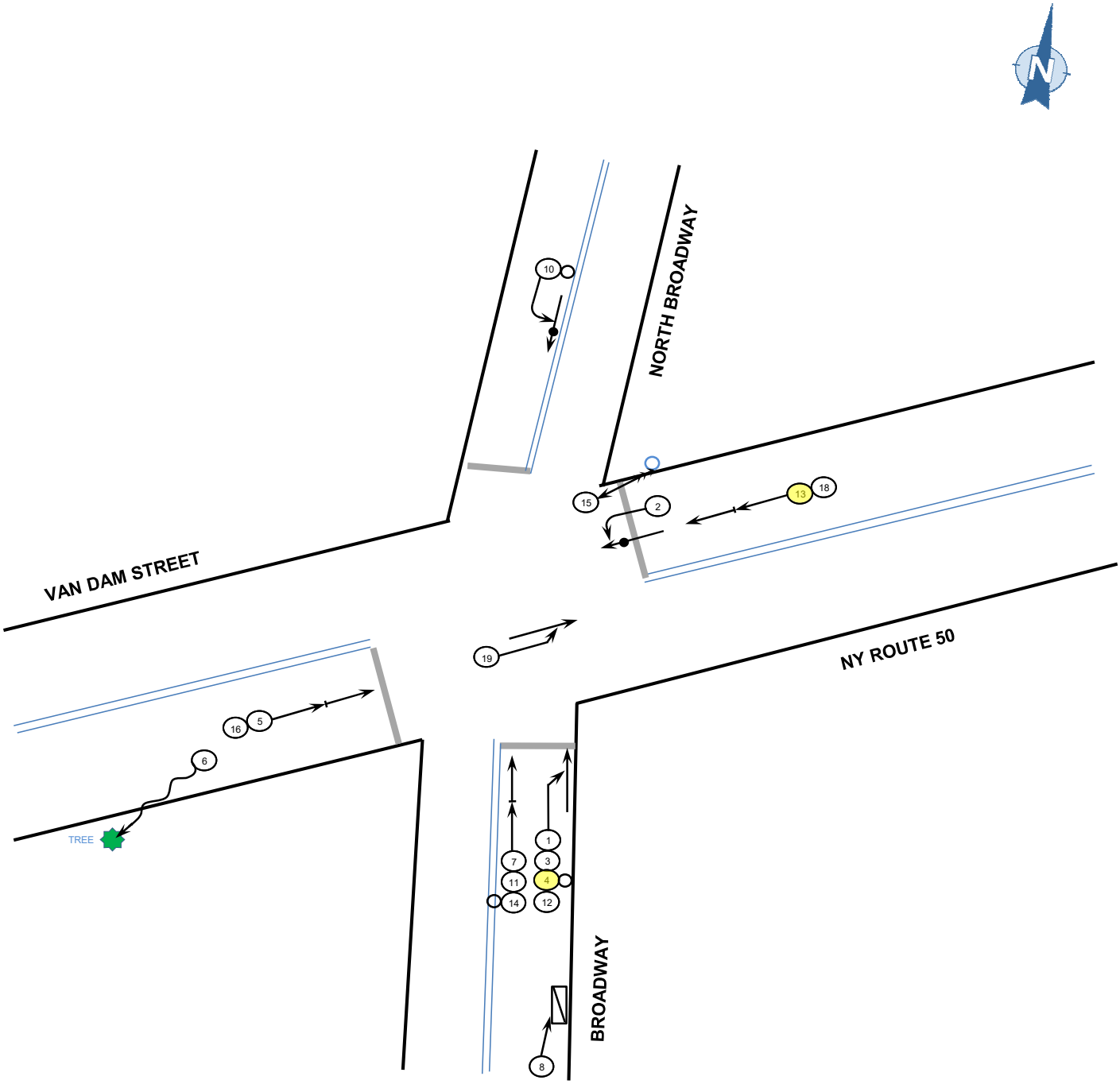
1 OF 1

CASE NO.

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

INTERSECTION: Van Dam Street AT Route 50 / Broadway / North Broadway FILE:

PERIOD: 3 YRS 0 MTHS FROM: 6/1/2021 TO 5/31/2024 BY: CKD



SYMBOLS			
Moving Vehicle	P	Pedestrian	
M Motorcycle	B	Bicycle	
Backing Vehicle		Fixed Object	
Stopped Vehicle		Personal Injury	
		Involving truck	
Parked Vehicle		Fatal Injury	

MANNER OF COLLISION			
Rear-end		Head-on	
Out of control		Left-turn	
Skidding		Right-angle	
Overturned			
Side-swipe		Overtake	

DETAILS OF CRASH HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

DIAGRAM NO. 1 SHEET 1 OF 4

P.I.N. OR IDENT.

COUNTY Saratoga

☐ TOWN
☒ CITY
☐ VILLAGE OF Saratoga Springs

ROUTE NO. OR STREET NAME: Church Street

AT INTERSECTION WITH/OR BETWEEN: Broadway / Lake Avenue

CASE NO.
FILE
BY CKD
DATE 1/14/2025

TIME PERIOD
NUMBER OF MONTHS: 36
FROM: 6/1/2021
TO: 5/31/2024

ENVIRONMENTAL
Use codes from MV 104 (shown on right) for these categories

LIGHT CONDITIONS
1. DAYLIGHT
2. DAWN
3. DUSK
4. DARK RD. LIGHTED
5. DARK ROAD UNLIGHTED
6. OTHER

ROADWAY CHARACTER
1. STRAIGHT AND LEVEL
2. STRAIGHT AND GRADE
3. STRAIGHT AT HILLCREST
4. CURVE AND LEVEL
5. CURVE AND GRADE
6. CURVE AT HILLCREST

ROADWAY SURFACE CONDITION
1. DRY
2. WET
3. MUDDY
4. SNOW/ICE
5. SLUSH
10. OTHER

WEATHER
1. CLEAR
2. CLOUDY
3. RAIN
4. SNOW
5. SLEET/HAIL/FREEZING RAIN
6. FOG/SMOG/SMOKE
10. OTHER

RM	(1) NO.	(2) DATE	(3) TIME	(4) NO. OF VEHICLES	(5) SEVERITY	(6) LIGHT CONDITIONS	(7) ROADWAY CHARACTER	(8) ROADWAY SURFACE CONDITION	(9) WEATHER	(10) APPARENT CONTRIBUTING FACTORS	(11) DESCRIPTION
	1	7/6/2021	20:39	2	PDO	3	1	1	2	9	V2 traveling NB on Broadway while V1 was behind V2. V2 stopped for pedestrians and V1 rear ended V2.
	2	7/10/2021	11:52	2	PDO	1	2	1	1	18	V1 traveling WB on Lake Ave and V2 attempted to overtake V1 in the left turning lane.
	3	7/22/2021	11:22	2	PDO	1	1	1	1	4 9	V1 parked on the West side of Broadway. V2 was stopped in traffic and V1 exited the parking space and rear ended V2.
	4	6/24/2021	4:23	2	PI	4	1	1	1	17 19	V1 taking a left off of Lake Avenue onto Broadway struck the side of V2 traveling SB on Broadway.
	5	7/28/2021	14:30	2	PDO	1	1	1	1	13	V1 parked on the south side of Church St when V2 struck their vehicle and left the scene.
	6	7/26/2021	21:30	2	PDO	4	1	1	1	5	V1 parked on Broadway when V2 attempted to parallel park and struck V1.
	7	8/11/2021	14:45	2	PDO	1	1	1	1	7	V1 traveling NB on Broadway in the right lane when V2 tried to merge into their lane and sideswiped V1.
	8	9/10/2021	18:18	2	PI	4	3	1	1	9	V2 was stopped at the light heading WB on Lake Ave when V1 rear ended them.
	9	9/22/2021	16:20	2	PDO	1	1	1	1	13 26	V1 traveling SB on Broadway when V2 moved into V1's lane and sideswiped them.
	10	10/26/2021	13:19	2	PI	1	1	2	3	7	P1 was crossing Chruch Street heading south when V1 made a right turn from Broadway onto Church St. V1 failed to yield the right-of-way and ran over P1 foot.
	11	10/27/2021	14:15	2	PDO	1	1	1	1	4 13	V1 traveling SB on Broadway when V2 was attempting to make a right turn onto Broadway then pulled out onto broadway and rear ended V1.
	12	10/15/2021	3:12	1	PDO	4	1	1	1	2	V1 traveling NB on Broadway turned left onto Church St and went onto the sidewalk and crashed into the side of ADK Trust Company
	13	12/2/2021	14:53	2	PDO	1	1	2	3	17	V1 traveling EB on Church St and V2 traveling NB on Broadway when V1 disobeyed the red light and struck V2.
	14	12/2/2021	7:19	2	PI	1	5	4	5	13 66	V2 traveling EB on Church St lost control in the snow and crossed into the opposing lane of traffic and V1 struck V2.
	15	1/8/2022	9:33	2	PDO	1	1	1	1	13	V2 was parked on the east side of Broadway facing NB. V1 attempted to pull into the parking spot behind V2 and struck them.
	16	1/25/2022	20:14	2	PDO	4	2	1	1	7	V1 making a left turn from Lake Ave onto Broadway. V2 traveling EB on Church St through the intersection to Lake Ave. V1 failed to yield the right of way and hit V2.
	17	2/23/2022	12:53	2	PDO	1	1	1	1	26	V1 traveling WB on Lake Ave when V2 stopped at the red light when an ambulance approched the intersection. V1 attempted to move over and sideswiped V2.
	18	4/10/2022	12:23	2	PDO	1	2	1	2	4 19	V1 traveling EB on Church St . V2 was following too closely and rear ended V1.
	19	4/23/2022	12:29	2	PDO	1	3	1	1	3 4	V1 traveling WB on Lake Avenue in front of V2 when the light changed. V1 backed up unsafely and V2 rear ended V1.
	20	4/15/2022	16:29	2	PDO	1	2	1	2	20	V1 traveling EB on Church St while taking a left. V2 was traveling EB as well when V1 changed lanes and sideswiped V2.

DETAILS OF CRASH HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

DIAGRAM NO. 1 SHEET 2 OF 4

COUNTY Saratoga P.I.N. OR IDENT.

[X] TOWN
[ ] CITY
[ ] VILLAGE OF Saratoga Springs

ROUTE NO. OR STREET NAME: Church Street

AT INTERSECTION WITH/OR BETWEEN: Broadway / Lake Avenue

CASE NO.
FILE
BY CKD
DATE 1/14/2025

TIME PERIOD
NUMBER OF MONTHS: 36
FROM: 6/1/2021
TO: 5/31/2024

ENVIRONMENTAL
Use codes from MV 104 (shown on right) for these categories

LIGHT CONDITIONS
1. DAYLIGHT
2. DAWN
3. DUSK
4. DARK RD. LIGHTED
5. DARK ROAD UNLIGHTED
6. OTHER

ROADWAY CHARACTER
1. STRAIGHT AND LEVEL
2. STRAIGHT AND GRADE
3. STRAIGHT AT HILLCREST
4. CURVE AND LEVEL
5. CURVE AND GRADE
6. CURVE AT HILLCREST

ROADWAY SURFACE CONDITION
1. DRY
2. WET
3. MUDDY
4. SNOW/ICE
5. SLUSH
10. OTHER

WEATHER
1. CLEAR
2. CLOUDY
3. RAIN
4. SNOW
5. SLEET/HAIL/FREEZING RAIN
6. FOG/SMOG/SMOKE
10. OTHER

RM

(1) NO.	(2) DATE	(3) TIME	(4) NO. OF VEHICLES	(5) SEVERITY	(6) LIGHT CONDITIONS	(7) ROADWAY CHARACTER	(8) ROADWAY SURFACE CONDITION	(9) WEATHER	(10) APPARENT CONTRIBUTING FACTORS	(11) DESCRIPTION
									For Apparent Contributing Factors, use codes from MV 104 Police Report	
21	6/10/2022	6:34	2	PDO	1	1	1	1	7	V1 exiting a parking space on Broadway facing NB. V2 traveling NB was hit by V1 leaving the parking spot with a sideswipe.
22	7/19/2022	12:26	2	PDO	1	1	1	1	9	V1 traveling NB on Broadway following too closely to V2 and rear ended V2.
23	7/24/2022	12:16	2	PDO	1	1	1	1	7	V1 making a left turn from Church St onto Broadway when V1 was parked in traffic NB and V1 struck V2.
24	8/4/2022	15:30	2	PDO	1	1	1	1	13	V1 and V2 traveling WB on Lake Ave. V2 stopped in traffic for a pedestrian and V1 improperly passed V2 and struck V1.
25	8/19/2022	14:12	2	PDO	1	1	1	1	9	V1 traveling EB on Church St. V2 was stopped at the light and V1 following too closely and rear ended V2.
26	7/30/2022	2:08	2	PDO	4	2	1	1	2 9	V2 stopped at the redlight on Lake Avenue. V1 was following behind V2 too closely and rear ended them.
27	9/4/2022	0:00	2	PDO	4	1	1	1	4 9	V2 traveling SB on Broadway stopped at the red light when V1 was following too closely and rear ended V2.
28	10/21/2022	21:35	2	PDO	1	1	1	1	13	V1 traveling SB on Broadway when V2 also traveling SB on Broadway merged into the lane V1 was in and sideswiped V1.
29	10/24/2022	10:10	2	PDO	1	1	2	3	7	V1 traveling NB on Broadway while V2 was traveling SB on Broadway and attempted to make a left turn onto Lake Ave. V2's view was obstructed and struck V1 making the left turn.
30	11/10/2022	14:31	2	PDO	1	1	1	1	4	V1 parked on the east side of Church St opened their door and struck the side of V2 driving by.
31	11/13/2022	12:25	2	PDO	1	1	1	2	7	V1 traveling east out of the Postal Office Parking Lot and V2 traveling SB on Broadway. V1 failed to yield to the right of way and struck V2.
32	2/5/2023	11:45	1	PDO	1	1	1	1	N/A	V1 parked on the east side of Broadway was hit by a vehicle passing NB on Broadway and fled the scene.
33	4/3/2023	13:08	2	PDO	1	1	1	1	3	V1 parked NB on Broadway and backed into the car behind them trying to pull out of their spot.
34	4/5/2023	11:39	2	PDO	1	1	1	2	20	V1 exiting the Post Office onto Broadway when they pulled into V2s lane and hit them.
35	5/4/2023	20:16	2	PDO	3	2	1	1	13 18	V1 stopped at the red light NB on Broadway. V2 was stopped at the same red light in the left lane. V2 made an improper right turn and cut in front of V1 sideswiping them.
36	5/7/2023	18:54	2	PDO	1	1	1	2	5 20	V1 attempting to parallel park on the east side of Broadway facing NB struck the rear of V2.
37	5/31/2023	16:26	2	PDO	1	1	1	1	3	V1 taking a left off of Church St onto Broadway. V2 traveling SB on Broadway attempting to parallel park on the east side of the roadway. V1 and V2 then collided.
38	6/30/2023	14:57	2	PDO	1	1	1	1	9 42	V2 traveling SB on Broadway stopped in traffic when V1 was behind V2 and rear ended V2 due to faulty breaks.
39	7/26/2023	17:47	2	PDO	1	1	1	1	3	V2 stopped in traffic at the red light NB on Broadway. V2 backed up for an unknown reason and rear ended V1.
40	7/27/2023	11:50	2	PI	1	1	1	2	9	V1 traveling NB on Broadway and rear ended V2.

DETAILS OF CRASH HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

DIAGRAM NO. 1 SHEET 3 OF 4

P.I.N. OR IDENT.

COUNTY Saratoga

☑ TOWN
☐ CITY
☐ VILLAGE OF Saratoga Springs

ROUTE NO. OR STREET NAME: Church Street

AT INTERSECTION WITH/OR BETWEEN: Broadway / Lake Avenue

CASE NO.
FILE
BY CKD
DATE 1/14/2025

TIME PERIOD
NUMBER OF MONTHS: 36
FROM: 6/1/2021
TO: 5/31/2024

ENVIRONMENTAL
Use codes from MV 104 (shown on right) for these categories

LIGHT CONDITIONS
1. DAYLIGHT
2. DAWN
3. DUSK
4. DARK RD. LIGHTED
5. DARK ROAD UNLIGHTED
6. OTHER

ROADWAY CHARACTER
1. STRAIGHT AND LEVEL
2. STRAIGHT AND GRADE
3. STRAIGHT AT HILLCREST
4. CURVE AND LEVEL
5. CURVE AND GRADE
6. CURVE AT HILLCREST

ROADWAY SURFACE CONDITION
1. DRY
2. WET
3. MUDDY
4. SNOW/ICE
5. SLUSH
10. OTHER

WEATHER
1. CLEAR
2. CLOUDY
3. RAIN
4. SNOW
5. SLEET/HAIL/FREEZING RAIN
6. FOG/SMOG/SMOKE
10. OTHER

RM

(1) NO.	(2) DATE	(3) TIME	(4) NO. OF VEHICLES	(5) SEVERITY	(6) LIGHT CONDITIONS	(7) ROADWAY CHARACTER	(8) ROADWAY SURFACE CONDITION	(9) WEATHER	(10) APPARENT CONTRIBUTING FACTORS	(11) DESCRIPTION
									For Apparent Contributing Factors, use codes from MV 104 Police Report	
41	8/11/2023	15:24	2	PI	1	2	1	2	7 69	V1 traveling EB on Church St waited to make a left turn into the Post Office. Opposing traffic stopped to let them turn and didn't see the bicyclist traveling WB and struck them.
42	7/27/2023	11:41	2	PDO	1	1	1	2	26	V1 parked facing SB on Broadway. V2 trying to make a right turn into the Post Office SB on Broadway took the turn too tight and struck V1.
43	9/13/2023	12:48	2	PDO	1	1	2	2	18	V1 making a right turn from Lake Ave onto Broadway when V2 was parked on the corner of the intersection. V1s trailer struck V2 making the right turn.
44	9/21/2023	10:30	2	PDO	1	1	1	1	13	V2 was parked on the east side of Broadway when V1 a semi truck passed V2 and struck the side mirror of V2.
45	9/29/2023	9:59	2	PDO	1	1	1	1	4	V1 driving NB on Broadway observed a parked truck in the right lane. They attempted to go around V2 and sideswiped V2.
46	10/6/2023	15:45	2	PDO	1	2	1	2	18	V2 traveling EB down Lake Ave, V1 made a right turn onto Lake Avenue and rear ended V2.
47	10/16/2023	11:16	2	PDO	1	1	1	2	7	V1 parked NB on Broadway failed to yield the right of way and struck V2 traveling EB through the intersection.
48	10/26/2023	21:57	2	PDO	4	1	1	1	4 69	V2 stopped at the red light traveling EB on Church St with V1 directly behind. V1 began to drive forward and rear ended V2.
49	11/12/2023	12:29	2	PDO	1	1	1	1	13	V1 traveling EB on Church St in the left hand lane. V2 also traveling in the same direction stopped due to a car stopping for pedestrians. V2 went around them and sideswiped V1.
50	11/9/2023	11:10	2	PDO	1	2	2	1	4	V2 EB on Church St stopped in traffic and V1 rear ended V2.
51	10/30/2023	10:38	2	PI	1	1	2	2	7 14	V1 traveling EB on Church St. Pedestrian was crossing SB on Broadway. V1 made a left turn onto Broadway when P1 crossed and hit the pedestrian.
52	12/22/2023	10:16	2	PDO	1	1	1	1	4 20	V1 driving NB on Broadway changed lanes unsafely and sideswiped V2.
53	2/8/2024	17:30	2	PDO	3	2	1	2	27	V1 traveling EB on Chruch St while V2 was traveling WB on Church St. V2 crossed the center line and sideswiped V1.
54	12/15/2023	17:00	2	PDO	4	2	1	1	13	V2 parked on Lake Ave EB. V1 was making a right turn off Broadway onto Lake Ave. V1 failed to stay in their lane and struck V2.
55	3/13/2024	15:10	2	PI	1	3	1	2	4 7	V1 a bicyclist riding on Broadway SB. V2 approached WB on Lake Ave. The bicyclist proceeded to cross without the pedestrian signal and V2 struck them.
56	3/18/2024	18:16	2	PDO	1	2	1	2	3 4	V1 parked on the south side of Church Street. V2 was backing out of a parking space in front of them and struck V1.
57	3/28/2024	14:42	1	PDO	1	2	1	2	4 13	V1 pulled over traveling WB on Lake Ave due to an ambulance driving by. V1 tried to pull over more for a fire truck and proceeded to hit City Hall.
58	4/19/2024	15:39	2	PDO	1	1	1	2	4	V2 making a right turn from Broadway onto Church St. V2 stopped in traffic waiting for a pedestrian when V1 rear ended them.
59	5/3/2024	16:00	2	PDO	1	1	1	1	4	V1 parked on Broadway NB was struck by an Unknown V2 and reported the damages.
60	5/23/2024	12:22	2	PDO	1	1	1	1	4 13	V2 NB on Broadway making a right turn onto Lake Ave. V1 pulled away from the curb and struck V2.

DETAILS OF CRASH HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

DIAGRAM NO. 1 SHEET 4 OF 4

COUNTY Saratoga P.I.N. OR IDENT.

☒ TOWN
☐ CITY
☐ VILLAGE OF Saratoga Springs

ROUTE NO. OR STREET NAME: Church Street

AT INTERSECTION WITH/OR BETWEEN: Broadway / Lake Avenue

CASE NO.
FILE
BY CKD
DATE 1/14/2025

TIME PERIOD
NUMBER OF MONTHS: 36
FROM: 6/1/2021
TO: 5/31/2024

ENVIRONMENTAL
Use codes from MV 104 (shown on right) for these categories

LIGHT CONDITIONS
1. DAYLIGHT
2. DAWN
3. DUSK
4. DARK RD. LIGHTED
5. DARK ROAD UNLIGHTED
6. OTHER

ROADWAY CHARACTER
1. STRAIGHT AND LEVEL
2. STRAIGHT AND GRADE
3. STRAIGHT AT HILLCREST
4. CURVE AND LEVEL
5. CURVE AND GRADE
6. CURVE AT HILLCREST

ROADWAY SURFACE CONDITION
1. DRY
2. WET
3. MUDDY
4. SNOW/ICE
5. SLUSH
10. OTHER

WEATHER
1. CLEAR
2. CLOUDY
3. RAIN
4. SNOW
5. SLEET/HAIL/FREEZING RAIN
6. FOG/SMOG/SMOKE
10. OTHER

For Apparent Contributing Factors, use codes from MV 104 Police Report

RM	(1) NO.	(2) DATE	(3) TIME	(4) NO. OF VEHICLES	(5) SEVERITY	(6) LIGHT CONDITIONS	(7) ROADWAY CHARACTER	(8) ROADWAY SURFACE CONDITION	(9) WEATHER	(10) APPARENT CONTRIBUTING FACTORS	(11) DESCRIPTION
	61	5/30/2024	11:11	2	PDO	1	2	1	1	27	V2 travling EB on Church. V1 also traveling EB crossed out of their lane and sideswiped V2.
	62										
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CRASH SUMMARY SHEET

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

LOCATION: Church Street / Broadway / Lake Avenue HSI#: N/A

TIME PERIOD: 6/1/2021 TO 5/31/2024 NO. OF MONTHS: 36

Crash Type	No. of Crashes
Right Angle	6
Rear End	17
Overtaking	1
Left Turn	3
Parked Vehicle	13
Pedestrian	2
Bicycle	2
Side Swipe	15
Head-On	0
Animal	0
Fixed Object	2
w/Utility Poles	
w/Guide Rail	
w/Sign Posts	
w/Tree	
w/Ditch-Embank.	
w/Other	
TOTAL	61

Pavement	No of Crashes
Dry	54
Wet	6
Muddy	0
Snow/Ice/Slush	1
Other	0
TOTAL	61

Weather	No of Crashes
Clear	39
Cloudy	18
Rain	3
Snow	0
Sleet/Hail/Freezing Rain	1
Fog/Smog/Smoke	0
Other	0
TOTAL	61

Light Conditions	No. of Crashes
Day	49
Dawn/Dusk	3
Night (unlighted)	0
Night (lighted)	9
Other	0
TOTAL	61

Crash Severity	No. of Crashes
Fatal	0
Personal Injury	8
Property Damage Only	53
Non-Reportable	0
TOTAL	61

DATE: 1/14/2025

Engineering and Land Surveying, P.C.

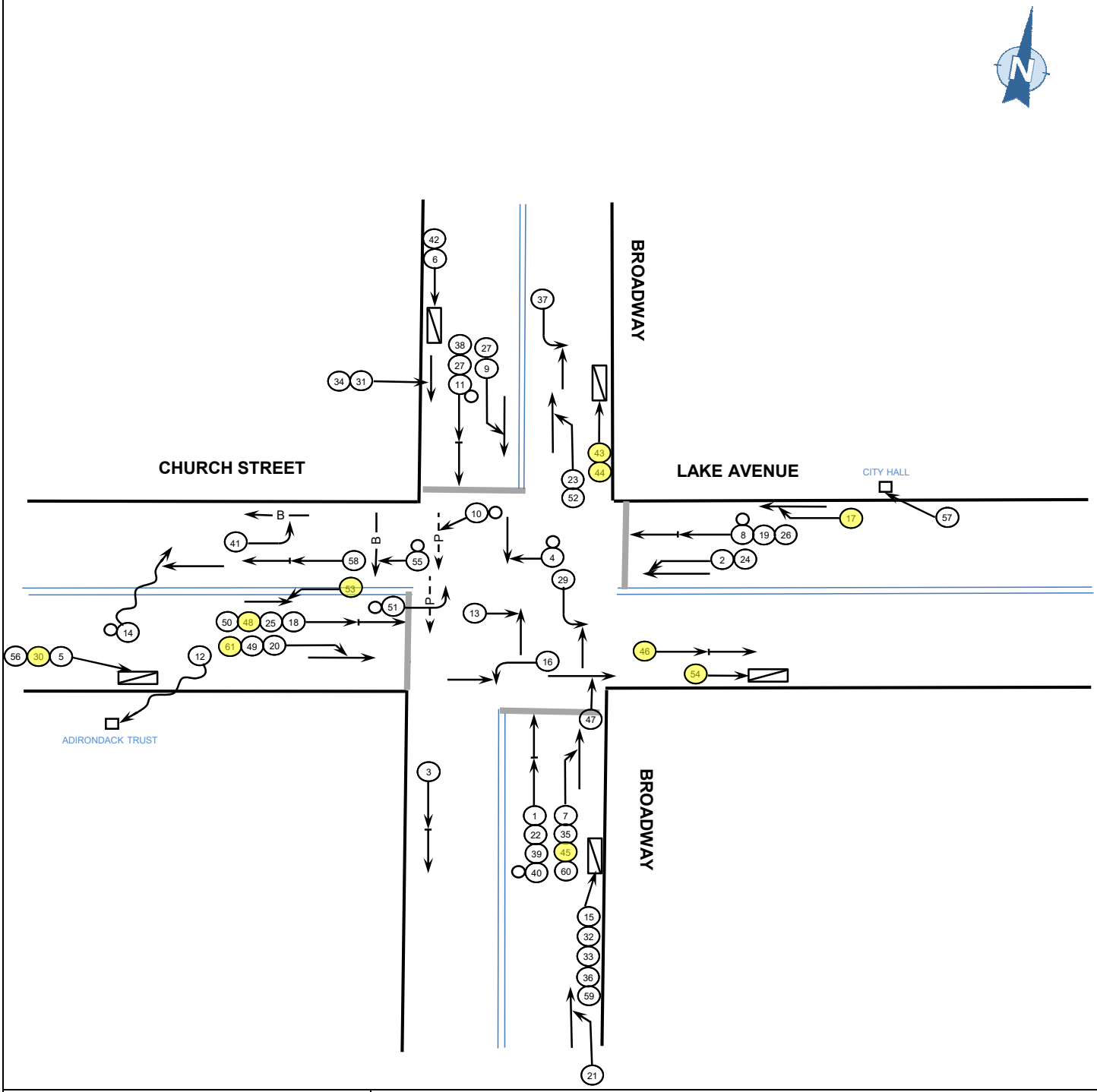
1 **OF** 1

CASE NO.

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

INTERSECTION: Church Street AT Broadway / Lake Avenue FILE:

PERIOD: 3 YRS 0 MTHS FROM: 6/1/2021 TO 5/31/2024 BY: CKD



SYMBOLS

- Moving Vehicle
- Motorcycle
- Backing Vehicle
- Stopped Vehicle
- Parked Vehicle
- Pedestrian
- Bicycle
- Fixed Object
- Personal Injury
- Involving truck
- Fatal Injury

MANNER OF COLLISION

- Rear-end
- Out of control
- Skidding
- Overturned
- Side-swipe
- Head-on
- Left-turn
- Right-angle
- Overtake

DETAILS OF CRASH HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

DIAGRAM NO. 1 SHEET 1 OF 1

COUNTY Saratoga P.I.N. OR IDENT.

☐ TOWN
☒ CITY
☐ VILLAGE OF Saratoga Springs

ROUTE NO. OR STREET NAME: Church Street

AT INTERSECTION WITH/OR BETWEEN: Woodlawn Avenue

CASE NO.
FILE
BY CKD
DATE 1/14/2025

TIME PERIOD
NUMBER OF MONTHS: 36
FROM: 6/1/2021
TO: 5/31/2024

ENVIRONMENTAL
Use codes from MV 104 (shown on right) for these categories

LIGHT CONDITIONS
1. DAYLIGHT
2. DAWN
3. DUSK
4. DARK RD. LIGHTED
5. DARK ROAD UNLIGHTED
6. OTHER

ROADWAY CHARACTER
1. STRAIGHT AND LEVEL
2. STRAIGHT AND GRADE
3. STRAIGHT AT HILLCREST
4. CURVE AND LEVEL
5. CURVE AND GRADE
6. CURVE AT HILLCREST

ROADWAY SURFACE CONDITION
1. DRY
2. WET
3. MUDDY
4. SNOW/ICE
5. SLUSH
10. OTHER

WEATHER
1. CLEAR
2. CLOUDY
3. RAIN
4. SNOW
5. SLEET/HAIL/FREEZING RAIN
6. FOG/SMOG/SMOKE
10. OTHER

RM

(1) NO.	(2) DATE	(3) TIME	(4) NO. OF VEHICLES	(5) SEVERITY	(6) LIGHT CONDITIONS	(7) ROADWAY CHARACTER	(8) ROADWAY SURFACE CONDITION	(9) WEATHER	(10) APPARENT CONTRIBUTING FACTORS	(11) DESCRIPTION (For Apparent Contributing Factors, use codes from MV 104 Police Report)
1	6/26/2021	13:10	2	PDO	1	1	1	1	7	V2 traveling WB on Church St. V1 was stopped at the stop sign NB. V1 traveled into the intersection striking V2
2	7/4/2021	0:16	3	PI	4	1	2	3	7	V1 turning left onto Church St from Woodlawn Avenue. Two pedestrians were crossing Church St at the crosswalk and was struck by V1 with minor injuries.
3	12/29/2021	14:05	2	PDO	1	1	2	2	9	V2 stopped at the stop sign NB on Woodlawn. V1 was directly behind them and thought traffic started to move and rear ended V2.
4	3/10/2021	12:44	2	PDO	1	1	1	1	7	V1 turning left from Woodlawn onto Church St struck V2 traveling WB on Church St.
5	3/22/2022	7:17	2	PDO	1	1	1	1	4	V2 traveling EB on Church St. V1 traveling SB on Woodlawn failed to stop at the stop sign and collided with V2.
6	4/29/2022	15:31	2	PDO	1	1	1	1	7 17	V1 traveling SB on Woodlawn Ave when it failed to yield the right of way and struck V2 traveling EB on Church St
7	5/28/2022	12:30	2	PDO	1	1	1	1	7	V1 parked on the south side of Church St facing east. V2 traveling EB on Church St. V1 entered the road from the curb and struck V2.
8	6/25/2022	9:59	2	PI	1	1	1	1	17	V1 traveling WB on Church St attempting to take a right onto Woodlawn. V2 travling NB on Woodlawn failed to stop at the intersection and caused a collision.
9	9/23/2022	8:40	2	PDO	1	1	1	1	18	V1 stopped at the crosswalk EB on Church St. V2 following behind rear ended V1.
10	12/6/2022	13:35	2	PDO	1	1	2	3	7	V2 traveling WB on Church St and V1 travling NB on Woodlawn. V1 failed to yield the right of way to V2 and caused a right angle crash in the intersection.
11	5/2/2023	15:46	2	PDO	1	1	1	2	7	V1 stopped at the stop sign NB on Woodlawn. V2 traveling WB on Church St failed to yield the right of way and crashed in V1.
12	5/26/2023	15:44	2	PDO	1	1	1	1	69	V1 traveling SB on Woodlawn had an obstructed view for EB traffic. V2 traveling EB on Church St when V1 attemped to clear the intersection.
13	10/26/2023	10:29	2	PDO	1	1	1	2	4 7	V1 traveling SB on Woodlawn. V2 traveling WB on Church St when V1 failed to yield the right of way.
14	11/6/2023	9:00	1	PDO	1	1	1	1	4	V1 drove between two trucks parked parallel to one another blocking Woodlawn. V1 then scraped the side of their vehicle driving by.
15	12/15/2023	14:48	2	PDO	1	1	1	1	7	V2 traveling WB on Church St. V1 was traveling NB on Woodlawn and field to yield the right of way.
16	1/22/2024	13:00	2	PDO	1	1	1	1	4	V1 parked on Church Street facing WB when V2 drove in the same direction and struck V1.
17	3/12/2024	20:02	3	PI	4	1	1	1	7	V2 traveling EB on Church St when V1 failed to yield the right of way traveling SB on Woodlawn .
18	5/17/2024	17:08	2	PDO	1	2	1	1	7	V2 traveling WB on Church St and V1 stopped at the stop sign NB on Woodlawn. V1 failed to yield the right of way and struck V2 trying to cross the intersection.
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CRASH SUMMARY SHEET

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

LOCATION: Church Street / Woodlawn Avenue HSI#: N/A

TIME PERIOD: 6/1/2021 TO 5/31/2024 NO. OF MONTHS: 36

Crash Type	No. of Crashes
Right Angle	11
Rear End	2
Overtaking	0
Left Turn	1
Parked Vehicle	1
Pedestrian	1
Bicycle	0
Side Swipe	2
Head-On	0
Animal	0
Fixed Object	0
w/Utility Poles	
w/Guide Rail	
w/Sign Posts	
w/Tree	
w/Ditch-Embank.	
w/Other	
TOTAL	18

Pavement	No of Crashes
Dry	15
Wet	3
Muddy	0
Snow/Ice/Slush	0
Other	0
TOTAL	18

Weather	No of Crashes
Clear	13
Cloudy	3
Rain	2
Snow	0
Sleet/Hail/Freezing Rain	0
Fog/Smog/Smoke	0
Other	0
TOTAL	18

Light Conditions	No. of Crashes
Day	16
Dawn/Dusk	0
Night (unlighted)	0
Night (lighted)	2
Other	0
TOTAL	18

Crash Severity	No. of Crashes
Fatal	0
Personal Injury	3
Property Damage Only	15
Non-Reportable	0
TOTAL	18

DATE: 1/14/2025

Engineering and Land Surveying, P.C.

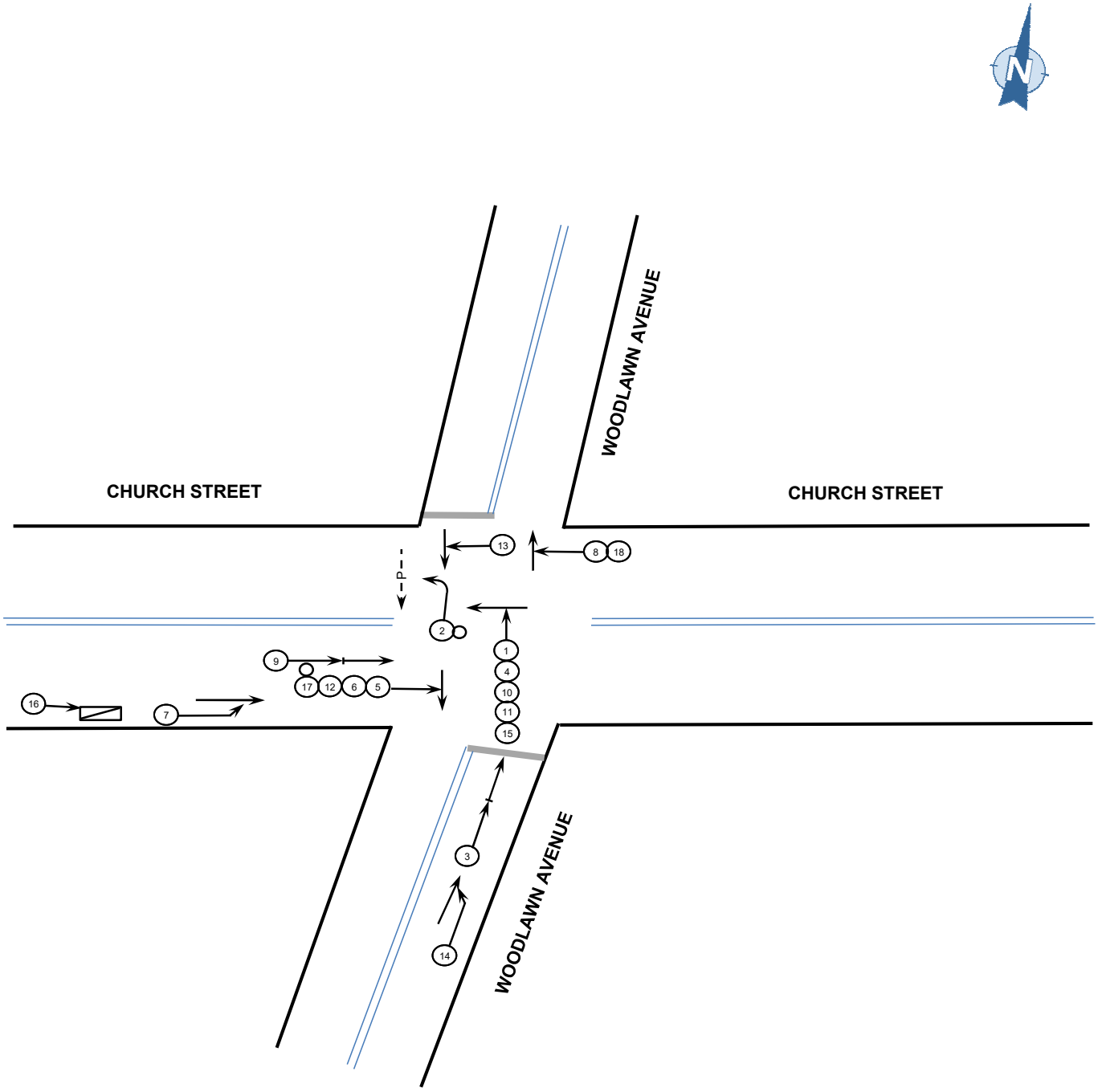
1 **OF** 1

CASE NO. _____

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

INTERSECTION: Church Street AT Woodlawn Avenue FILE: _____

PERIOD: 3 YRS 0 MTHS FROM: 6/1/2021 TO 5/31/2024 BY: CKD



SYMBOLS

Moving Vehicle		P Pedestrian	
M Motorcycle		B Bicycle	
Backing Vehicle		Fixed Object	
Stopped Vehicle		Personal Injury	
Parked Vehicle		Fatal Injury	

MANNER OF COLLISION

Rear-end		Head-on	
Out of control		Left-turn	
Skidding		Right-angle	
Overturned			
Side-swipe		Overtake	

DETAILS OF CRASH HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

DIAGRAM NO. 1 SHEET 1 OF 1

COUNTY Saratoga P.I.N. OR IDENT.

☐ TOWN
☒ CITY
☐ VILLAGE OF Saratoga Springs

ROUTE NO. OR STREET NAME: Church Street

AT INTERSECTION WITH/OR BETWEEN: Clinton Street

CASE NO.
FILE
BY CKD
DATE 1/14/2025

TIME PERIOD
NUMBER OF MONTHS: 36
FROM: 6/1/2021
TO: 5/31/2024

ENVIRONMENTAL
Use codes from MV 104 (shown on right) for these categories

LIGHT CONDITIONS
1. DAYLIGHT
2. DAWN
3. DUSK
4. DARK RD. LIGHTED
5. DARK ROAD UNLIGHTED
6. OTHER

ROADWAY CHARACTER
1. STRAIGHT AND LEVEL
2. STRAIGHT AND GRADE
3. STRAIGHT AT HILLCREST
4. CURVE AND LEVEL
5. CURVE AND GRADE
6. CURVE AT HILLCREST

ROADWAY SURFACE CONDITION
1. DRY
2. WET
3. MUDDY
4. SNOW/ICE
5. SLUSH
10. OTHER

WEATHER
1. CLEAR
2. CLOUDY
3. RAIN
4. SNOW
5. SLEET/HAIL/FREEZING RAIN
6. FOG/SMOG/SMOKE
10. OTHER

RM

(1) NO.	(2) DATE	(3) TIME	(4) NO. OF VEHICLES	(5) SEVERITY	(6) LIGHT CONDITIONS	(7) ROADWAY CHARACTER	(8) ROADWAY SURFACE CONDITION	(9) WEATHER	(10) APPARENT CONTRIBUTING FACTORS	(11) DESCRIPTION (For Apparent Contributing Factors, use codes from MV 104 Police Report)
1	6/23/2021	8:55	2	PDO	1	1	1	1	7	V2 traveling EB on Church St. V1 traveling SB on Clinton St and ran the red light striking V2.
2	7/6/2021	19:00	2	PDO	1	1	1	1	4	V2 WB on Church St stopped at the red light. V1 rear ended V2.
3	11/15/2021	18:15	2	PDO	4	2	1	1	4 13	V1 traveling SB on Clinton St. V2 was parked on the side of the road on Clinton and V1 failed to stay in their lane and struck V2.
4	2/8/2022	11:22	2	PDO	1	1	2	2	29	V1 WB on Church St sideswiped V2 that was parked on Church St.
5	4/9/2022	10:10	2	PDO	1	1	2	3	4 18	V2 parked facing WB on Church St and V1 traveling WB made a right turn into a parking lot and struck V2.
6	8/2/2023	15:10	2	PDO	1	2	1	1	9	V1 stopped in traffic facing SB on Clinton St waiting to turn onto chruch St. V2 failed to stop behind V1 and rear ended V1.
7	11/25/2023	16:48	2	PDO	4	1	1	1	7	V1 was traveling NB on Clinton St when V2 exited the parking lot from Lukoil making a right turn onto Clinton St and field the right of way and truck V1.
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CRASH SUMMARY SHEET

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

LOCATION: Church Street / Clinton Street HSI#: N/A

TIME PERIOD: 6/1/2021 TO 5/31/2024 NO. OF MONTHS: 36

Crash Type	No. of Crashes
Right Angle	2
Rear End	2
Overtaking	0
Left Turn	0
Parked Vehicle	3
Pedestrian	0
Bicycle	0
Side Swipe	0
Head-On	0
Animal	0
Fixed Object	0
w/Utility Poles	
w/Guide Rail	
w/Sign Posts	
w/Tree	
w/Ditch-Embank.	
w/Other	
TOTAL	7

Pavement	No of Crashes
Dry	5
Wet	2
Muddy	0
Snow/Ice/Slush	0
Other	0
TOTAL	7

Weather	No of Crashes
Clear	5
Cloudy	1
Rain	1
Snow	0
Sleet/Hail/Freezing Rain	0
Fog/Smog/Smoke	0
Other	0
TOTAL	7

Light Conditions	No. of Crashes
Day	5
Dawn/Dusk	0
Night (unlighted)	0
Night (lighted)	2
Other	0
TOTAL	7

Crash Severity	No. of Crashes
Fatal	0
Personal Injury	0
Property Damage Only	7
Non-Reportable	0
TOTAL	7

DATE: 1/14/2025

Engineering and Land Surveying, P.C.

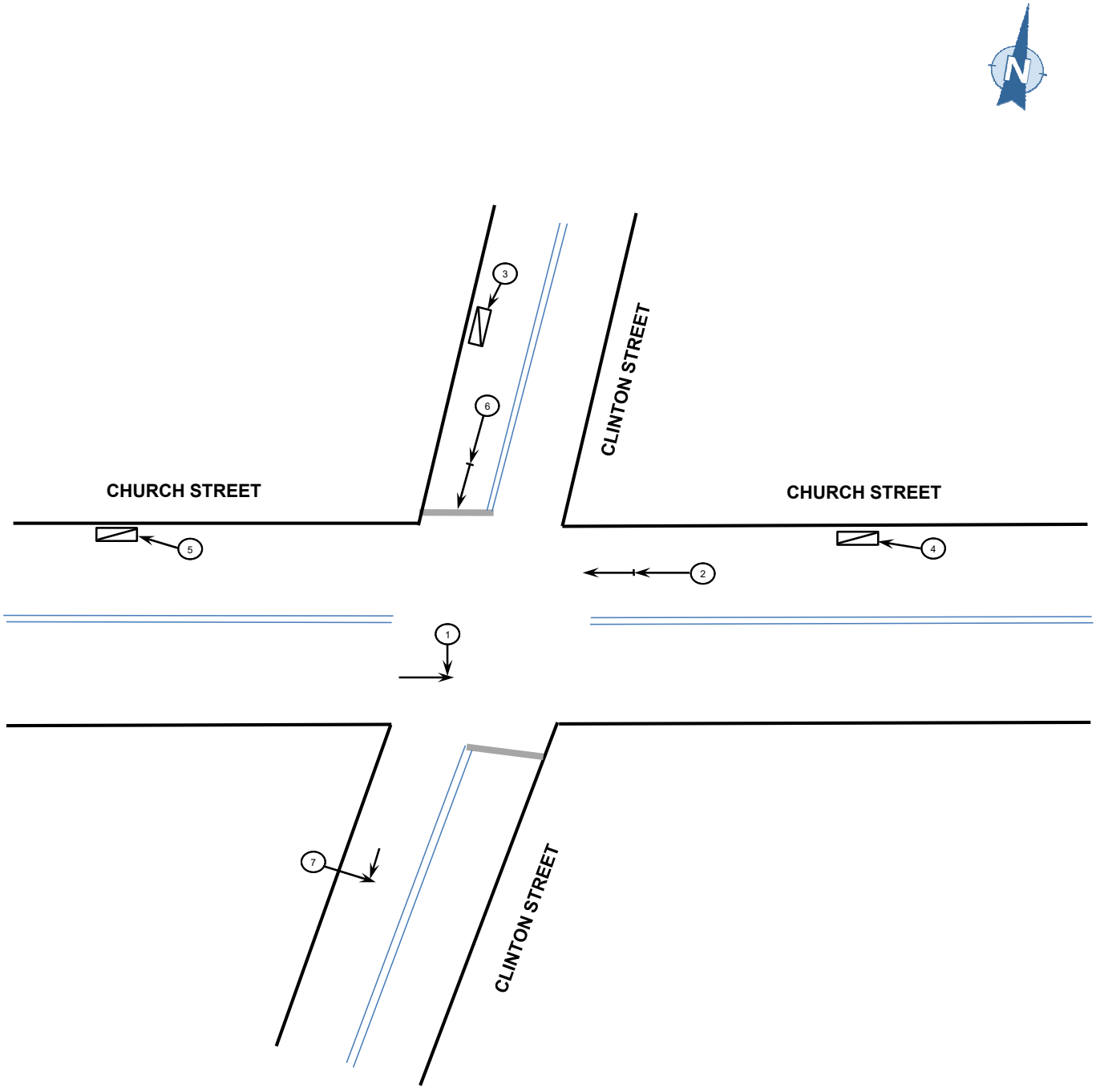
1 **OF** 1

CASE NO.

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

INTERSECTION: Church Street AT Clinton Street FILE:

PERIOD: 3 YRS 0 MTHS FROM: 6/1/2021 TO 5/31/2024 BY: CKD



SYMBOLS			
Moving Vehicle	P	Pedestrian	
M Motorcycle	B	Bicycle	
Backing Vehicle		Fixed Object	
Stopped Vehicle		Personal Injury	
Parked Vehicle		Fatal Injury	

MANNER OF COLLISION			
Rear-end		Head-on	
Out of control		Left-turn	
Skidding		Right-angle	
Overturned			
Side-swipe		Overtake	

DETAILS OF CRASH HISTORY FOR LOCATION (AS SHOWN ON COLLISION DIAGRAM)

DIAGRAM NO. 1 SHEET 1 OF 1

COUNTY Saratoga P.I.N. OR IDENT.

☐ TOWN
☒ CITY
☐ VILLAGE OF Saratoga Springs

ROUTE NO. OR STREET NAME: Church Street

AT INTERSECTION WITH/OR BETWEEN: Lawrence Street

CASE NO.
FILE
BY CKD
DATE 1/14/2025

TIME PERIOD
NUMBER OF MONTHS: 36
FROM: 6/1/2021
TO: 5/31/2024

ENVIRONMENTAL
Use codes from MV 104 (shown on right) for these categories

LIGHT CONDITIONS
1. DAYLIGHT
2. DAWN
3. DUSK
4. DARK RD. LIGHTED
5. DARK ROAD UNLIGHTED
6. OTHER

ROADWAY CHARACTER
1. STRAIGHT AND LEVEL
2. STRAIGHT AND GRADE
3. STRAIGHT AT HILLCREST
4. CURVE AND LEVEL
5. CURVE AND GRADE
6. CURVE AT HILLCREST

ROADWAY SURFACE CONDITION
1. DRY
2. WET
3. MUDDY
4. SNOW/ICE
5. SLUSH
10. OTHER

WEATHER
1. CLEAR
2. CLOUDY
3. RAIN
4. SNOW
5. SLEET/HAIL/FREEZING RAIN
6. FOG/SMOG/SMOKE
10. OTHER

RM

(1) NO.	(2) DATE	(3) TIME	(4) NO. OF VEHICLES	(5) SEVERITY	(6) LIGHT CONDITIONS	(7) ROADWAY CHARACTER	(8) ROADWAY SURFACE CONDITION	(9) WEATHER	(10) APPARENT CONTRIBUTING FACTORS	(11) DESCRIPTION
1	10/24/2021	11:12	4	PDO	1	1	1	1	10	V1 traveling WB on Church St suffered a medical issue and struck V2 parked on Church St. V2 then ran into V3 that then ran into V4 all parked on Church St.
2										
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CRASH SUMMARY SHEET

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

LOCATION: Church Street / Lawrence Street HSI#: N/A

TIME PERIOD: 6/1/2021 TO 5/31/2024 NO. OF MONTHS: 36

Crash Type	No. of Crashes
Right Angle	0
Rear End	0
Overtaking	0
Left Turn	0
Parked Vehicle	1
Pedestrian	0
Bicycle	0
Side Swipe	0
Head-On	0
Animal	0
Fixed Object	0
w/Utility Poles	
w/Guide Rail	
w/Sign Posts	
w/Tree	
w/Ditch-Embank.	
w/Other	
TOTAL	1

Pavement	No of Crashes
Dry	1
Wet	0
Muddy	0
Snow/Ice/Slush	0
Other	0
TOTAL	1

Weather	No of Crashes
Clear	1
Cloudy	0
Rain	0
Snow	0
Sleet/Hail/Freezing Rain	0
Fog/Smog/Smoke	0
Other	0
TOTAL	1

Light Conditions	No. of Crashes
Day	1
Dawn/Dusk	0
Night (unlighted)	0
Night (lighted)	0
Other	0
TOTAL	1

Crash Severity	No. of Crashes
Fatal	0
Personal Injury	0
Property Damage Only	1
Non-Reportable	0
TOTAL	1

DATE: 1/14/2025

Engineering and Land Surveying, P.C.

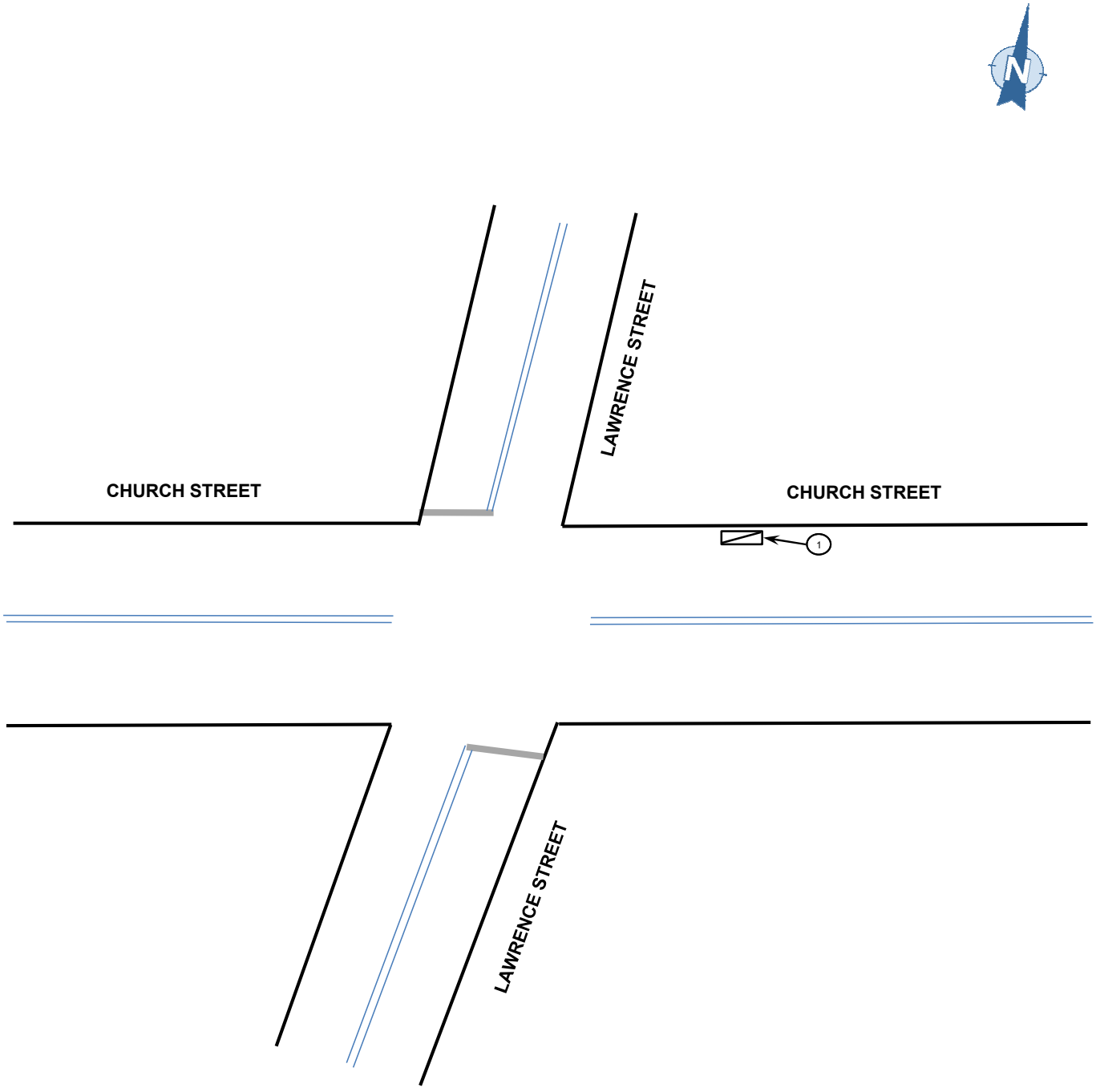
1 **OF** 1

CASE NO.

MUNICIPALITY: Saratoga Springs COUNTY: Saratoga

INTERSECTION: Church Street AT Lawrence Street FILE:

PERIOD: 3 YRS 0 MTHS FROM: 6/1/2021 TO 5/31/2024 BY: CKD



SYMBOLS

Moving Vehicle		P Pedestrian	
M Motorcycle		B Bicycle	
Backing Vehicle		Fixed Object	
Stopped Vehicle		Personal Injury	
Parked Vehicle		Fatal Injury	

MANNER OF COLLISION

Rear-end		Head-on	
Out of control		Left-turn	
Skidding		Right-angle	
Overturned			
Side-swipe		Overtake	

Appendix E \

Public Correspondence

Connor Detrick

From: Robert Averill <rjaverill@gmail.com>
Sent: Monday, November 11, 2024 4:30 PM
To: Mark Pyskadlo; Lisa Wallin; tim.coll@saratoga-springs.org; joanne.kiernan@saratoga-springs.org; john.safford@saratoga-springs.org; woernerc@nyassembly.gov; Brian J. Cooper; Vandamandchurch@gmail.com; hank.kuczynski@saratoga-springs.org; Michael.dutre@saratoga-springs.org; Dillon.moran@saratoga-springs.org; James.salaway@saratoga-springs.org
Subject: Subject: Immediate Concerns Regarding Semi-Truck Traffic on Van Dam Street

Dear [City Council Member/Transportation Department/Neighborhood Association],

I hope this message finds you well. My name is Robert Averill, and I live at 123 Van Dam Street with my two daughters, ages 11 and 8. As a father, their safety and well-being are my highest priorities. They are both wonderful, intelligent, and full of life, and I want to ensure they grow up in a neighborhood that is safe, peaceful, and conducive to their growth and happiness.

It is with these concerns in mind that I am reaching out regarding the growing issue of semi-truck traffic on our residential street. Van Dam Street is not designed for such heavy vehicles, and the risks they pose to public safety are escalating. My daughters, like many children in our neighborhood, should be able to play, walk, and experience their childhood without the constant worry of large trucks passing by. The presence of these trucks, coupled with the narrow, residential nature of the street, makes it a hazardous environment for children. The vibrations and noise from these trucks disrupt the peace of our community and pose a very real safety threat to my children, and others, who are simply enjoying time outside.

The environmental concerns are equally troubling. The diesel emissions from these trucks significantly impact the air quality, contributing to respiratory issues and other health concerns. My eldest daughter suffers from asthma, and the increase in air pollution has already begun to affect her health. As a parent, it is devastating to witness my child struggle because of something we should be able to control, like the quality of the air we breathe. It's crucial that the city acts to ensure our neighborhood remains a healthy place to live, especially for vulnerable children like mine.

In many ways, the situation is like a delicate, artisanal wheel of cheese placed on a table too small to support its weight. Over time, the pressure starts to cause cracks, and the entire setup becomes unstable. Similarly, the ongoing presence of these large trucks on Van Dam Street is slowly undermining the integrity of our community. The longer we allow this situation to persist, the greater the risk to the safety, well-being, and future growth of our neighborhood.

Noise pollution, too, is an ongoing issue. The loud sounds of trucks braking, accelerating, and idling disrupt the daily life of everyone in the neighborhood. My daughters, along with the other children, are unable to enjoy the peace and calm that should be a part of growing up in a residential area. The constant noise detracts from their ability to focus and relax, and it's making the neighborhood feel less like a safe, quiet place to live.

Finally, I am deeply concerned about the long-term viability of the investment I have made in this home. Like many other residents, I have chosen to live here because of its family-friendly atmosphere and community spirit. The ongoing truck traffic is undermining that, and over time, could limit the area's

appeal and growth potential. I want my daughters to grow up in a place where their future is secure, not just from a health and safety perspective, but also in terms of the overall well-being and long-term stability of the neighborhood.

Given these concerns, I respectfully urge the city to explore alternative routes for these trucks, which would help to alleviate the strain on our residential street. I ask that you prioritize the safety, health, and future of the families on Van Dam Street, and take steps to protect our children from the risks posed by these large vehicles.

Thank you for your time and attention to this matter. I look forward to your response and working together to find a solution that supports the safety and well-being of our community.

Happy Veterans Day, and thank you for all you do.

Warm regards,
Robert Averill
123 Van Dam Street

Connor Detrick

From: Scott Averill <scottaverill@icloud.com>
Sent: Friday, November 8, 2024 1:58 PM
To: Mark Pyskadlo; Lisa Wallin; Brian J. Cooper
Cc: James.salaway@saratoga-springs.org; Andrew.krupski@saratoga-springs.org; Dillon.moran@saratoga-springs.org; Michael.dutre@saratoga-springs.org; Vandamandchurch@gmail.com
Subject: Trucks on Van Dam

Dear Sir/Madam,

Just wanted to share my perspective as a 20+ year resident and tax payer of Saratoga Springs. My name is Scott Averill and I have lived at 121 Van Dam since April 2003. Over that period of time my former wife, now deceased, and I greatly improved the property and complied with all zoning and historic requirements. We have seen truck traffic greatly increase over the last 20 years. Not only the volume of trucks but their size and the speed.

At one point we lost the entire ceiling in our front hallway, due to the road vibrations caused by these large vehicles. My home was built in 1912 and still has many plaster walls and ceilings in the front part of the home. The ceiling in the front hallway collapsed and had to be replaced at a cost of over $3,000. I've lost one dog and one cat already to the speeding traffic as well, and am concerned increasingly about the potential of a child being hit on the street.

This is a historic, inner city road with many school age children living on it today, as many new and younger families have moved into the neighborhood. Trucks, speeding trucks, (and speeding cars), heighted the danger that one day the unthinkable will happen. We pay and have paid heft taxes for years to live in a safe and secure community. These trucks endanger our safety and especially that of our most vulnerable citizens. Let's not wait until the unthinkable happens before taking common sense actions to lower the speed of all traffic on the street and eliminate/re-route the truck traffic (especially the truck traffic not associated with local deliveries downtown) that have been using Van Dam as a bypass to avoid paying appropriate tolls or save time.

Sincerely,

Scott W Averill
121 Van Dam Street
(518) 903 - 2941

Connor Detrick

From: George Bergmann <gbergmann@verizon.net>
Sent: Tuesday, November 12, 2024 1:27 PM
To: Mark Pyskadlo
Subject: Fw: 125 Van Dam Traffic Study

Mark

I learned from my neighbors that you were collecting photo evidence regarding property damage caused by truck traffic

March 2024 … elderly woman swerved and clipped my trucks mirror shattering her passenger side window Cause truck speeding up to make light @Church St

Early September- soot buildup on plastic ADK chairs (Mid May - Labor Day)

2022 - second story bay window cracked due to overweight truck vibrations

George Bergmann
125 Van Dam St

Connor Detrick

From: Marie Britt <mariebritt17@gmail.com>
Sent: Monday, November 11, 2024 2:50 PM
To: Mark Pyskadlo; Lisa Wallin; Brian J. Cooper; James.salaway@saratoga-springs.org; Andrew.krupski@saratoga-springs.org; Dillon.moran@saratoga-springs.org; Michael.dutre@saratoga-springs.org; Vandamandchurch@gmail.com; hank.kuczynski@saratoga-springs.org; woernerc@nyassembly.gov; john.safford@saratoga-springs.org; joanne.kiernan@saratoga-springs.org; tim.coll@saratoga-springs.org
Subject: Trucks on Van Dam Street

I am writing to express my concerns about the truck traffic on Van Dam Street in Saratoga Springs, NY. As it stands right now, Van Dam Street is designated as a Federal Access Truck Highway. This is a very inappropriate designation for a lovely residential street with many lovely homes and a neighborhoods filled with families and children. The trucks pose a significant risk to pedestrians, including children, who live in the neighborhood that need to cross the street to access playgrounds and schools.

Van Dam Street is one of the many gateways to the city of Saratoga Springs and it is sad that the city allows this truck traffic to dampen one of the entrances to the city. It appears to be getting worse over the years and action needs to be taken immediately in order to preserve this lovely neighborhood and keep its residents safe. There are remedies to this situation and your help is required to make changes. Please do whatever is necessary.
Thank You,
Marie Britt
Sent from my iPad

Connor Detrick

From: Tiffany Britt <tiffany.britt@gmail.com>
Sent: Monday, November 11, 2024 10:48 AM
To: Mark Pyskadlo; Lisa Wallin; Brian J. Cooper; james.salaway@saratoga-springs.org; andrew.krupski@saratoga-springs.org; dillon.moran@saratoga-springs.org; michael.dutre@saratoga-springs.org; vandamandchurch@gmail.com; hank.kuczynski@saratoga-springs.org; woernerc@nyassembly.gov; tim.coll@saratoga-springs.org; joanne.kiernan@saratoga-springs.org; john.safford@saratoga-springs.org
Subject: Trucks on Van Dam

Dear MJ Engineering and City Officials,

I am writing on behalf of the Van Dam and Church Street Association. I have lived in Saratoga for about 35 years and bought a beautiful home at 119 Van Dam Street in 2017. As basically a lifelong resident of Saratoga, I knew that Van Dam Street was busy with traffic, but the beautiful tree lined street and our gorgeous historic, Victorian home outweighed the desire for a quieter street. What I did not know prior to moving in, was that the city of Saratoga allowed Van Dam Street to be designated a Federal Access Truck Highway, encouraged trucks to use Van Dam as a “far superior” route, and how frequent, damaging and dangerous all of the tractor trailer traffic is.

The trucks have rattled our 120 year old windows so badly that several have cracked (see picture). We can smell the dangerous exhaust containing carcinogenic particles when trucks drive by. Cleaning our windows, screens and front porch furniture results in paper towels full of black soot (see picture) that accumulates all over our beautiful, historic front porch, which we do not use due to this. Accidents involving tractor trailers, and also speeding cars, seem to be very frequent, and pose a significant risk to anyone using the street, especially the many young children that reside on Van Dam Street, or live in neighborhoods behind Van Dam and need to cross Van Dam in order to get into school, playgrounds, town, etc… Several of our neighbors have had their cars hit when parked on Van Dam Street, and one person disclosed that the reason that she hit the parked car was because a tractor trailer was coming from the opposite direction, which resulted in extreme fear and she overcompensated to get out of the way. You do not know this prior to buying a home on this street, and it is a shame that our city would allow this to happen to its residents and to their homes.

It is incredibly disappointing that a city who prides itself on "Health, History and Horses" would allow a historic street, in a historic neighborhood, with historic homes to become a Federal Access Truck Highway for tractor trailer traffic, with mostly transient trucks. We are a residential neighborhood, not equipped to handle almost 700, eighty thousand pound trucks a day.

On top of that, we are part of the architectural review board, which we are happy to be a part of as we value history and historic homes, however, it is hypocritical because tractor trailers damage our homes that we are trying so hard to preserve. The city that allows tractor trailers to roar through our street and damage the integrity of our neighborhood, home, and the vision of Saratoga, also wants to protect the integrity of our homes? You can't have both, and it is incredibly disappointing that the city seems to value trucks over the safety of residents and the charm of our city. The irony is, that residents of Van Dam are pushing to maintain the preservation of our street and our homes, and the trucks are working directly against us. In order for our homes and residents to be protected and bring out our homes beauty and charm, the city needs to support us and find a solution.

This problem is decades old and will not be going away, in fact, it is predicted to get far worse. There is article after article of research on the future of the trucking industry, and not one article that I came across predicts a decrease in trucks. Every article predicts a significant increase in trucks and the trucking industry. Some trends also include

a shift from rail to road and also even increasing size and weight of tractor trailers from 80,000 lbs to 91,000 lbs to accomodate more freight, all of which will result in more problems for Van Dam and Saratoga as a whole city.

I find it extremely worrisome that this hasn't been addressed properly over the past 30 plus years. Saratoga is going to have to do something. Although Van Dam is the scapegoat for the city and takes the majority of the trucks, the whole city is negatively impacted. Many people that do not live on Van Dam also complain about Van Dam and find it ridiculous that the trucks have been allowed to take over. They also call it a "dangerous river" separating residents of Van Dam and behind from entering the rest of the city. I have never spoken to my neighbors across Van Dam street who live about 30 feet away because no one is ever spending time in their front yards or crossing Van Dam Street due to lack of safety. Other people also say they avoid driving on Van Dam because of the dangers of the tractor trailers. It isn't just residents of Van Dam that find the street incredibly dangerous.

It is time to do something. The question that I keep coming back to, is why do the transient tractor trailers have to use our street? We are a residential neighborhood with families, a hospital, schools, playgrounds, a nursing home, a college, etc....trucks have a highway and other routes. Why do we need to cater to the trucks and the expense of destroying a historic neighborhood that Saratoga supposedly prides itself on, and most importantly, the safety and well being of the residents of Van Dam?

We understand that this is not easy, but it is possible to make a change. Other cities have succeeded at making their streets safe from tractor trailers, and it is time to stand up and do something for ours. Why wait another 30 years or for another accident or tragedy to occur? Why not do something now? Because it is hard? Because the DOT disagrees? According to research, we absolutely have some power here too. Let's stand up for what is right and stop putting residents in danger. We respect truck drivers and know how important trucks are to businesses, but they have a place, and it is not on Van Dam Street or any residential street putting people and history in danger.

Sincerely,

Tiffany Britt

Connor Detrick

From: Chevy Chevalier <chevychevalier20@gmail.com>
Sent: Monday, November 11, 2024 11:19 AM
To: Mark Pyskadlo; Lisa Wallin; Brian J. Cooper; James.salaway@saratoga-springs.org; Andrew.krupski@saratoga-springs.org; Dillon.moran@saratoga-springs.org; Michael.dutre@saratoga-springs.org; Vandamandchurch@gmail.com; hank.kuczynski@saratoga-springs.org; woernerc@nyassembly.gov; John Safford; JoAnne Kiernan; tim.coll@saratoga-springs.org
Cc: Caitlin Cucchiella
Subject: Request for Immediate Action on Heavy Truck Traffic on Van Dam Street

Hello,

I am reaching out on behalf of concerned residents of Van Dam Street to voice our collective alarm regarding the impact of heavy truck traffic in our neighborhood. As a homeowner and parent, I feel deeply unsettled by the ongoing disturbances and potential dangers posed by these trucks on what is clearly a residential street.

The vibrations from passing trucks shake our windows and homes, creating an environment of constant disturbance and potential structural damage. Even more worrisome is the air pollution from diesel emissions, which we and our children are subjected to during routine outdoor activities. This prolonged exposure to harmful fumes poses unacceptable long-term health risks to everyone living in this area.

Equally pressing is the danger posed by trucks that frequently travel at high speeds, unable to stop quickly, making it hazardous for pedestrians, including our four young children, to cross or even walk alongside Van Dam Street. The corner of Clinton and Van Dam has a bus stop that is heavily utilized, and the risk of a speeding truck causing an accident is heightened, especially given frequent water pooling after rain, which increases the likelihood of hydroplaning incidents.

Furthermore, it is troubling to learn that the truck route was possibly permitted on this residential street without proper authorization. If true, this must be corrected immediately. Residents have the right to safety, clean air, and peaceful enjoyment of their homes—rights that are currently being compromised.

We implore you to remove the truck route from Van Dam Street and take immediate steps to safeguard our neighborhood's wellbeing. The residents of this community deserve a solution that prioritizes our safety and health.

Thank you for your attention to this urgent matter. We hope for swift and effective action in addressing our concerns.

Best regards,
Chevy Chevalier
Owner 69 Van Dam St.

Connor Detrick

From: Kathy Cleary <kcleary11@gmail.com>
Sent: Saturday, November 9, 2024 1:26 PM
To: Mark Pyskadlo
Cc: Lisa Wallin; Brian J. Cooper; James.salaway@saratoga-springs.org; Andrew.krupski@saratoga-springs.org; Dillon.moran@saratoga-springs.org; Michael.dutre@saratoga-springs.org; Vandamandchurch@gmail.com
Subject: Van Dam Street

My husband Robert and I purchased our house at 127 Van Dam St. in 1986, and raised our son here. We have been here for 38 years because we love our house and our neighborhood. There was an effort to alleviate the truck traffic in 1987 and again in the '90's. We were active in both efforts, so we are well aware of the history and the issues.

We have seen many changes to Saratoga Springs and our neighborhood over the decades. When we bought our home, our block was unique in that all the houses were owner-occupied. While there are still many rental properties, many more are being purchased, renovated and lived in by young families. It is heartening to see young children in the neighborhood again, just as it was when we moved here.

Over the years we have contemplated moving, to get away from the daytime traffic issue. But we love our historic neighborhood and home, a 1917 Arts and Crafts bungalow, a very unique style in our area of homes primarily built from the 1880's to earlier 1900's. We have made many historically-appropriate improvements over the years, and we have been recognized by the Saratoga Springs Preservation Foundation for some of them.

We have seen the truck traffic steadily increasing in recent years. Cracks in our plaster walls and ceilings have to be repaired more frequently. The weight and vibrations from the trucks rattle our foundations and the infrastructure below the street as well. This part of Saratoga Springs is built on a bedrock of granite only a few feet below the surface, making our homes even more vulnerable to damage. The diesel fumes and soot spewing from trucks make it impossible to use our front porch and lawn during the day, or keeping windows open in the front. We also must wash our porch and furniture more frequently than would be considered normal. Indeed, our entire house must be washed on an annual basis. This has become increasingly worse. More distressing is when trucks use their engine ("Jake")brakes to slow down for the traffic light at Church St., one block west of our house. That noise is excruciating and unnecessary. Many municipalities have outlawed the use of such brakes in residential neighborhoods, both here and in Canada. We have noticed an increase in the most dangerous of all, the double tandem trucks coming through, especially logging trucks. The weight of these is unimaginable. They are frequently exceeding the speed limit as well.

Safety to pedestrians, most especially elderly, disabled and children, is paramount. It takes a tractor trailer more than half a block to come to a stop going the speed limit. If trucks are trying to make a green light, they are definitely exceeding the 30 mph limit. We would like to see this reduced to 25 mph to also reduce the stopping distance. We have many disabled and elderly neighbors who live in apartments in the blocks north of us. Watching them try to cross Van Dam St. in front of our house is painfully reminiscent of the old video game Frogger. We have many bus stops along our street as well, with kids playing while waiting for their busses. God forbid one falls off the curb into the street. More crosswalks, better lighting, and enforcement of speed limits would be immediately doable and relatively easy. (One big problem we are aware of is the lack of space on the narrow streets to pull trucks over.)

So why live on this busy street, one might ask? Should whole streets of Saratoga Springs neighborhoods be sacrificed to trucks? Are these neighborhoods less valuable to the fabric of our city? Saratoga Springs has

experienced a rebirth in the last 30 years that is unprecedented in upstate New York. High tide raises all boats, as the saying goes. Our neighborhood is steadily changing for the better and it is to the benefit of all of our citizens that we all are afforded the same quality of life. We are not second-class citizens because we choose to live on these streets, nor should our property values be negatively impacted by the truck traffic issues.

We are aware that truck commerce cannot be impeded. We all benefit from it, of course. Trucks belonging to local businesses and industries must travel on our street to get from the Northway to their headquarters. What we object to is our streets and our city being used as a truck shortcut from the Fonda Thruway exit to Exit 15 of the Northway. Truckers can shave 45 minutes off of their travel time by doing so. There is a viable alternative idea that has been available for decades, but never taken seriously.

In conclusion, we would like to emphasize that we know that an agreement between DOT, the city of Saratoga Springs and the NYS Office of Parks and Recreation is not easy. The time has come to finally address this crucial problem, which impacts many citizens and taxpayers of our city. Meanwhile, many smaller improvements would make a significant difference for the safety and quality of life for our Van Dam St. neighborhood.

Sincerely,
Kathleen and Robert Cleary
127 Van Dam St.

Connor Detrick

From: Jenny Clifton <jennyclifton@gmail.com>
Sent: Monday, November 11, 2024 9:23 AM
To: Mark Pyskadlo; Lisa Wallin; Brian J. Cooper; James Salaway; Andrew Krupski; Dillon Moran; michael.dutre@saratoga-springs.org; Van Dam and Church Neighborhood Association; john.safford@saratoga-springs.org; JoAnne Kiernan; tim.coll@saratoga-springs.org; woernerc@nyassembly.gov; hank.kuczynski@saratoga-springs.org; Nick Fazioli; Dennis Gosier; Elizabeth Israel; Tiffany Britt; Gordon Boyd; Erin Maciel
Subject: Vulnerable Residents Van Dam St

MJ Engineering and City Officials,

I am not writing this email for myself or my young family, I am speaking out on behalf of our most vulnerable and valuable neighbors, starting with The Wesley Community. The Wesley Community is a 356 unit Senior living center a couple blocks away from Van Dam Street. Brian Nealon, the CEO of The Welsey Community, brought to light many concerns with the current traffic patterns of Van Dam for his treasured residents. First of all, he noticed a "significant increase over the past five, ten years" and agreed the level of truck traffic is a "concern." The Wesley Community has residents who walk or ride their motorized vehicles downtown to get their groceries (Nealon said he has some who will go in a blizzard.) To get downtown, these residents walk and motor across highway like conditions on Van Dam. Wesley also has some residents who are drivers. Nealon explained it is the family's who determine if these residents can drive and whether or not the professionals agree, some drivers are in their 90s. He explained he is concerned if some of these driver's are pulling onto Van Dam with the same traffic flow that he experiences when he leaves work. Nealon stated there are some parts of Van Dam that are "dangerous."

As important to our community as our elderly neighbors, so are the students at Skidmore College. I live on the corner of Van Dam and Clinton and inebriated students are constantly walking across our intersection to go enjoy the festivities of downtown. Night after night, in the dark, groups of students are crossing Van Dam's semi truck infested conditions. These often times very loud students are not disrupting the community- those of us who live downtown accept this sort of noise and activity. We do not, however, accept 700+ pollution ridden tracker trailers a day that zoom by and one day will hit an unsuspecting students crossing in the dark. To illustrate the need for safety due to these students walking around this neighborhood, in 2019 an absolute tragedy happened. On Clinton Street, not far from Van Dam, 19 year old Michael Hedges died after being hit by a drunk driver late at night. We can not allow this to happen again. At night, when Van Dam is less congested, trucks are driving faster. Going 65 miles per hour, a truck needs 525 feet or five to six seconds to stop. Trucks are meant for highways, not neighborhoods with pedestrians for this exact reason. An inebriated student in the dark, may or may not provide a truck sufficient stopping speed in the dead of night.

Van Dam needs to be transformed to accommodate the population that it serves: pedestrians of vulnerable statuses.

May it be known that all recipients of this email have been made deeply aware of the casualties awaiting the residents around Van Dam if we do not alter our road immediately. This email will resurface in the court room and media confirming life threatening concerns were blatantly addressed.

Now is the time to change Van Dam Street.

Jenny Clifton

Connor Detrick

From: Caitlin Cucchiella <realestatecaitsaratoga@gmail.com>
Sent: Monday, November 11, 2024 11:03 AM
To: Mark Pyskadlo; Lisa Wallin; Brian J. Cooper; James.salaway@saratoga-springs.org; Andrew.krupski@saratoga-springs.org; Dillon.moran@saratoga-springs.org; Michael.dutre@saratoga-springs.org; Vandamandchurch@gmail.com; hank.kuczynski@saratoga-springs.org; woernerc@nyassembly.gov; john.safford@saratoga-springs.org; JoAnne Kiernan; tim.coll@saratoga-springs.org
Subject: Urgent Request for Resolution of Heavy Truck Traffic on Van Dam Street

To Whom It May Concern,

I am writing to express serious concerns regarding the heavy truck traffic on Van Dam Street and its impact on the health, safety, and quality of life for residents, including our family and neighbors. As homeowners in this neighborhood, we deserve the quiet enjoyment of our properties, which is being severely compromised by the continuous flow of large trucks.

The heavy trucks create vibrations that rattle windows and disrupt the structural integrity of our homes. More alarming are the noxious fumes emitted, which we and our children are forced to inhale while walking, running, or simply trying to enjoy time outdoors. This constant exposure raises significant health concerns, especially for the long-term wellbeing of all residents.

Additionally, the trucks often travel at high speeds, posing a serious risk to pedestrian safety. We have four young children, and many other families live on our street. The presence of a bus stop at the corner of Clinton and Van Dam further exacerbates these dangers. A fast-moving truck, especially during wet weather when pooling water is common, presents a severe hydroplaning risk that could cause devastating harm to pedestrians, homes, and vehicles.

We are particularly concerned about the legality of the truck route being permitted on what is clearly a residential street. We have heard that this route may have been allowed without proper approval, and we believe this needs to be urgently corrected. Homeowners have rights, and the current situation is jeopardizing our health, safety, and property value.

We respectfully urge your immediate attention to rerouting the trucks off Van Dam Street to ensure the safety and health of everyone in this community.

Thank you for taking the time to address this critical issue. We look forward to your prompt response and to a solution that prioritizes our rights as residents and the wellbeing of our families.

Sincerely,
Caitlin Cucchiella
Owner of 69 Van Dam St.

--
Caitlin Cucchiella
Licensed Real Estate Salesperson

"Allow Me to Help Change Your Life"
Email: RealEstateCaitSaratoga@gmail.com
Cell: 518-852-3665

Connor Detrick

From: Pegeen Davis <pegeendavis5@gmail.com>
Sent: Monday, November 11, 2024 1:08 PM
To: Brian J. Cooper; Lisa Wallin; Mark Pyskadlo; James.salaway@mjteam.com; Dillon.moran@mjteam.com; Michael.dutre@mjteam.com; Vandamandchurch@gmail.com; Joanne.kiernan@saratoga-springs.org; Tim.coll@saratoga-springs.org; Hank.kuczynski@saratoga-springs.org
Subject: Trucks on VanDam Street

Hello to All:

I am writing this letter in support of my community's efforts to slow and possibly stop the great number of trucks that travel down Van Dam Street in Saratoga every day.

I personally have no children living at home, but I do not ever leave my windows open, year-round. The black soot from the trucks leaves a film over everything, furniture, windows, even plants outside the home. That soot is definitely getting into my lungs.

I am so pleased to live in this wonderful, unique neighborhood where there are so many children and parents playing outside and enjoying the "fresh" air in so many ways on a daily basis, year round. The soot from these large trucks has got to be detrimental to these childrens' lungs and this alone should be motivation to reroute the trucks. And we should all support these outdoor family activities in any way possible, because this creates a stronger community of friends and neighbors. That is priceless.

There are many bus stops along Van Dam, as well, so there are often unsupervised children waiting for their buses. This street becomes a much more dangerous roadway to even be waiting along, when you have 500+ big trucks going down it every day.

Hopefully Saratoga does the right thing - geting these trucks off Van Dam.

Thank you for your time,

Pegeen Davis

Connor Detrick

From: Dennis Gosier <gosier.dennis@yahoo.com>
Sent: Monday, November 11, 2024 2:16 PM
To: John Safford; Van Dam and Church Neighborhood Association; Mark Pyskadlo; Lisa Wallin; Brian J. Cooper; James Salaway; Senator James Tedisco; Andrew Krupski; Dillon Moran; Michael Dutre; hank.kuczynski@saratoga-springs.org; Carrie Woerner; JoAnne Kiernan; Timothy Coll
Subject: VanDam Federal Highway or Historic Street?

Dear Sir/Madame,

I'd like write to reinforce the significant concerns that myself, neighbors, and people in the the City of Saratoga Springs have voiced. I live at 119 Van Dam Street and am deeply concerned about the safely of our residents, homes, and neighborhood. My largest concern is safety for residents, especially the many young children, growing up in our neighborhood, which I know my neighbors have mentioned. I want to take time to explain an additional frustration.

I am completely in favor of preserving the history and beauty of Van Dam street, but have serious doubts that the city is on the same page. I have a very hard time accepting the hypocrisy of a city that turns a blind eye to 700 tractor trailers a day roaring through a residential street, and at the same time, dictating what I can or can't do to invest in my home. I want to upgrade my cracked, (due to rattling caused by trucks) 120 year old windows for something safer from the air and noise pollution for my family. It's extremely frustrating to hear the city tell me that I can't change my historic windows because it impedes the historic character, while at the same time, 700, (700 is not a typo) trucks a day roar by my home. Which is worse for historic character? An up to date with technology window OR 700, 53 foot long, 80,000 lb tractor trailers daily zooming down our street. That is one every two minutes, 24 hours a day.

To conclude, I challenge all layers of government to come together to solve this problem, which has been plaguing this street for over 30 years. My association and I are willing to help, so please reach out. Please help us turn our street into a historic, residential street, instead of the current "Van Dam Federal Highway."

Dennis Gosier
Treasurer
Principessa Elena Society

Connor Detrick

From: Elizabeth Israel <liz@theinnatsaratoga.com>
Sent: Monday, November 11, 2024 4:50 PM
To: Mark Pyskadlo; Lisa Wallin; Brian J. Cooper; James.salaway@saratoga-springs.org; Andrew.krupski@saratoga-springs.org; Dillon.moran@saratoga-springs.org; Michael.dutre@saratoga-springs.org; Vandamandchurch@gmail.com; hank.kuczynski@saratoga-springs.org; woernerc@nyassembly.gov; john.safford@saratoga-springs.org; joanne.kiernan@saratoga-springs.org; tim.coll@saratoga-springs.org
Subject: Van Dam Truck Traffic

MJ Engineering and City Officials,

My name is Liz Israel, I am a lifelong resident of Saratoga. My husband, three young daughters, and I own an old home that was built in 1902 on Van Dam Street, located within the West Side Historic District, which is a nationally registered historic district. My family has been deeply embedded in our community and historic preservation since my parents moved to Saratoga Springs in the 1970's and my dad began purchasing old buildings in need of significant repair, restoring them to their original appearance, while advocating for the preservation of many others. My family owns and manages the oldest continuously operating hotel in Saratoga (The Inn at Saratoga), and both my dad and I have served many years on the board of our local Preservation Foundation.

When we started our own family, my husband and I decided Saratoga was where we wanted to plant our roots and raise our children. Two years ago, we fell in love with, and purchased our beautiful home on Van Dam Street, built in 1902, retaining its wood clapboard, original windows, slate roof, and architectural details. Even better, our home was surrounded by other historic homes on either side and across the street which echoed the atmosphere of preservation I had been raised to love and value. Our street is lined with old trees that canopy overhead, reminiscent of the way our neighborhood looked 100 years ago.

We were also drawn to our house because amid Saratoga's difficult housing market we found a home that was in our budget that was also zoned to where our kids could remain in their school.

Shortly after moving into our new home, we discovered that there was a shocking amount of heavy-duty truck traffic (one every two minutes) that could not be truly understood until you live on our street. On Van Dam Street every time one of these massive vehicles passes through, the houses shake, our windows rattle, and families are subject to the constant sound that is comparable to a freight train, right outside their homes. Our beautiful historic porches and windows are covered in black soot, and we face the financial hardship of frequent repairs to the exteriors of our homes that are deteriorating at a faster rate due to the incessant vibration of trucks.

What has been more concerning is the environmental impact we feel the volume of this many trucks travelling down our street is having on the health of our family. Two of my children who had mild childhood asthma had been symptom free for years before we moved to Van Dam Street. Today, we are managing a child with significant asthma symptoms. Our daughter is regularly taking a steroid inhaler to "control" her asthma symptoms as well as has been prescribed several rounds of oral steroids because her symptoms were not manageable with inhalers alone. We do not have concrete evidence that the 500 or more tractor trailers travelling down are street are the cause of this flare up in our daughter's health but have read countless studies that provide evidence and support the harsh reality that diesel fuel and the particulate matter is brings directly contributes to many health conditions including asthma.

What's the most upsetting thing is that after extensive research, we have learned of an intricate and inequitable history that tells the story of state and federal government repeatedly pandering to the trucking industry, ignoring proper processes, and unethically granting and protecting the access of Van Dam Street to be used by transient

tractor trailers. History shows clear examples of state government prioritizing big business and profits over vulnerable historic homes and the people who live in them. We have 30 years of documents and letters from residents begging for a solution to this problem only to be told there is no solution.

Today, Van Dam Street is both a contributing street to a Nationally Registered Historic District and an UNMARKED truck access highway. As industry grows this problem is only getting worse and worse and we refuse to accept there is no better solution for these trucks using a historic neighborhood as a shortcut.

Thank you for your time and consideration,

Liz Israel

117 Van Dam Street

Connor Detrick

From: Adam Israel <adam@kahannah.com>
Sent: Monday, November 11, 2024 2:55 PM
To: Mark Pyskadlo; Lisa Wallin; Brian J. Cooper; James.salaway@saratoga-springs.org; Andrew.krupski@saratoga-springs.org; Dillon.moran@saratoga-springs.org; Michael.dutre@saratoga-springs.org; Vandamandchurch@gmail.com; hank.kuczynski@saratoga-springs.org; woernerc@nyassembly.gov; john.safford@saratoga-springs.org; joanne.kiernan@saratoga-springs.org; tim.coll@saratoga-springs.org
Subject: Van Dam Truck Traffic

Dear Sir or Madam,

I am reaching out to share my experience owning and managing a property at the corner of Van Dam Street and Woodlawn Avenue, specifically regarding the increasing impact of truck traffic on Van Dam St.. Each year, the volume of large trucks seems to grow, creating significant congestion, often backing up traffic from Broadway along Van Dam Street for blocks. This congestion poses challenges and safety concerns for vehicles attempting to cross Van Dam at Woodlawn Avenue, and it also makes it difficult for our tenants to access our driveway on Van Dam Street.

It is apparent from the branding and out-of-state license plates on these trucks that the majority are not local; they appear to be using Saratoga Springs as a shortcut rather than remaining on the main highways.

While I recognize that there is no simple solution to this issue, I would respectfully urge the city to consider measures that would discourage these trucks from passing through our community. Even a gradual "war of attrition" approach could help reduce this non-local traffic, making highway routes more appealing and easing the burden on local streets.

Thank you very much for your time and consideration of this matter.

Warm regards,

Adam W. Israel

Sent from my iPhone

Connor Detrick

From: Tenille Phillips-Wetzler <tenillephillips@gmail.com>
Sent: Monday, November 11, 2024 2:35 PM
To: Mark Pyskadlo; Lisa Wallin; Brian J. Cooper; James.salaway@saratoga-springs.org; Andrew.krupski@saratoga-springs.org; Dillon.moran@saratoga-springs.org; Michael.dutre@saratoga-springs.org; Vandamandchurch@gmail.com; hank.kuczynski@saratoga-springs.org; woernerc@nyassembly.gov; john.safford@saratoga-springs.org; joanne.kiernan@saratoga-springs.org; tim.coll@saratoga-springs.org
Subject: Safety and Quality of Life Concerns Due to Semi-Truck Traffic on Van Dam Street

To whom it may concern,

I am writing as a resident just off of Van Dam Street to express my serious concerns regarding semi-truck traffic in our neighborhood. This situation has had a profound impact on our community, and I wanted to share my perspective on the issues it's causing for those of us living here.

First and foremost, the safety of our residents is at risk. Van Dam is home to many families with young children who regularly play outside and wait at bus stops along the street. The presence of large trucks makes our neighborhood less safe, increasing the chance of accidents and putting our children at unnecessary risk. The movement of these heavy vehicles through a residential area is not only concerning for pedestrian safety but also poses potential hazards to other drivers.

Additionally, there is growing concern over impact on our homes. The constant vibrations from semi-truck traffic have already caused cracks in windows, leading to expensive repair needs in our historical homes. These trucks also contribute to noise pollution that disrupts the peaceful environment our community enjoys, especially during early and late hours.

Air quality is another serious issue. The emissions from diesel engines, coupled with the dust and debris stirred up by the heavy traffic, create an unhealthy environment for residents, especially for those with respiratory conditions or young children.

Finally, the truck traffic has started to affect our property values. Many of us chose to live on Van Dam for its family-friendly atmosphere, the number of historical homes, and its pedestrian friendly location, but with the ongoing noise, safety concerns, and declining air quality, it's challenging to maintain that appeal. Prospective buyers may see our neighborhood as less desirable, directly impacting the investments we've made in our homes.

I kindly ask that you consider these impacts and work with us to find a solution.

Thank you for your attention to this important matter.

Warm regards,

Tenille Phillips-Wetzler
614-312-4682

6 Russell st
Saratoga Springs, NY 12866

Connor Detrick

From: fwscheidt@nycap.rr.com
Sent: Monday, November 11, 2024 5:35 PM
To: Brian J. Cooper; James.salaway@saratoga-springs.org; Andrew.krupski@saratoga-springs.org; Dillon.moran@saratoga-springs.org; Michael.dutre@saratoga-springs.org; Vandamandchurch@gmail.com; hank.kuczynski@saratoga-springs.org; woernerc@nyassembly.gov; john.safford@saratoga-springs.org; joanne.kiernan@saratoga-springs.org; tim.coll@saratoga-springs.org; Mark Pyskadlo; Lisa Wallin
Subject: Commercial Truck Traffic Passing thru Saratoga Springs

Folks,

My name is Fred Scheidt. I have lived in and around Saratoga Springs since 1983. Including on Church Street and Van Dam. My wife and I currently own several properties in that area. I am very familiar with the concerns of the Van Dam Group. No residential area anywhere should be subject to this type of activity for all the reasons mentioned.

I wish to focus on another very serious public safety concern. As a retired member of the State Police who worked in this area and had Emergency Management as a responsibility, the community (and especially the county) is well aware of threat posed to certain important sites and or structures. There are many. Commercial truck traffic (including hazardous materials) should not drive thru densely populated areas, not near the public water supply, certainly not near your hospital, not to mention a center for the care of the elderly. Having a train station up wind of the city is less than perfect, but moving that seems a much more challenging chore that rerouting truck traffic.

Respectfully Yours

Frederick W. Scheidt

Connor Detrick

From: Susan McCann <sue.mccann@gmail.com>
Sent: Tuesday, November 12, 2024 8:26 AM
To: Mark Pyskadlo
Cc: Lisa Wallin; Brian J. Cooper; James.salaway@saratoga-springs.org; Andrew.krupski@saratoga-springs.org; Dillon.moran@saratoga-springs.org; Michael.dutre@saratoga-springs.org; Vandamandchurch@gmail.com; hank.kuczynski@saratoga-springs.org; woernerc@nyassembly.gov; john.safford@saratoga-springs.org; joanne.kiernan@saratoga-springs.org; tim.coll@saratoga-springs.org
Subject: Trucks on Van Dam

MJ Engineering and community members,

I live at 98 Van Dam St, Saratoga Springs, NY 12866 with my two daughters aged 11 and 13 and I'm reaching out today about my grave safety concerns with the heavy truck traffic on Van Dam. The primary issues are speed the trucks travel at in such close proximity to pedestrians and houses on a two way street with parked cars and the constant high decibel environmental noise. My daughters walk to and from the bus stop daily as well as to play with neighborhood friends and I'm in constant fear of their safety. I cannot understand how such a narrow road can be safe for the high volume, high speed. I've NEVER seen the speed limit enforced, especially at night when they're flying by as we cringe in our beds holding our ears and shaking in fear. I may sound dramatic, but it's the sad truth I live. I wake up in grueling pain in my right ear from the noise and am woken up several times a night from the house shaking from trucks speeding through. My ears are constantly ringing and ache. My youngest daughter started suffering migraines and has missed weeks of school from them. We've been in and out of specialists, Albany med ER, and she had an MRI last night. I am convinced the earth shaking high decibel noise from the trucks is the source. We all live in constant pain and fear. Please, please get these trucks off our residential, architecture design review board zoned street.

Many thanks,
Sue Stranburg
518-424-3082
98 Van Dam St
Saratoga Springs, NY 12866

Connor Detrick

From: Tracey Strobel <littlewhitebuffalo17@gmail.com>
Sent: Tuesday, November 12, 2024 12:48 PM
To: Mark Pyskadlo; Lisa Wallin; Brian J. Cooper; James.salaway@saratoga-springs.org; Andrew.krupski@saratoga-springs.org; Dillon.moran@saratoga-springs.org; Michael.dutre@saratoga-springs.org; Vandamandchurch@gmail.com; hank.kuczynski@saratoga-springs.org; woernerc@nyassembly.gov; john.safford@saratoga-springs.org; joanne.kiernan@saratoga-springs.org; tim.coll@saratoga-springs.org
Subject: Trucks on van dam st

Good afternoon,
I live at 38 State St, Saratoga Springs, NY and I am writing, in agreement with my neighbors, that the city no longer allow the huge trucks that travel Van Dam street. It is a huge health concern for numerous well documented reasons and it's destroying our historic neighborhood. We are all very excited to get the good news that our city officials will re route these trucks to roads created to handle the weight and traffic concerns that accompany large truck travel. Our little neighborhood should be safe for children to play outside, for pedestrians and bikers to travel safely and ideally for residents to park their cars safely on the street as they did previous to the 700 trucks a day taking over our small city street.
I am confident you will hear our concerns and make the appropriate changes.
Most Sincerely,
Tracey Strobel Merchant
Sent from my iPhone

Connor Detrick

From: Maddy Zanetti <mzanetti@impressionssaratoga.com>
Sent: Monday, November 11, 2024 3:37 PM
Subject: Van Dam Traffic

Hello,
I wanted to reach out in regards to the traffic on Van Dam Street. As someone who bikes and walks to and from work and crosses Van Dam at least two times a day but sometimes it is four or more, I feel the road is very unsafe.

The road is getting busier all the time and people are driving faster. It is rare for drivers to slow down when the light changes yellow, usually they speed up and at least one or two cars go through the red light as well. When I walk with my son we usually stand about 10 feet back from the curb and then have to run across the crosswalk before the light changes and we get honked at. If we do not cross at the intersection of Van Dam and Clinton (which is out of the way for us) we can wait at one of the other intersections (Lawrence, Russell, Wells) we frequently stand through three or four cycles of lights before we can cross since drivers are speeding and not following the traffic signals.

Bikes are supposed to use the road and obey the traffic signals but on Van Dam that is not safe to do. The road is too narrow with trucks and cars flying by. If I need to head that way to bike I make sure to go around to avoid being in Van Dam or I ride on the sidewalk (where I should not be as a biker).

Just a month ago our beloved cat was hit by a truck. I know that it is my fault for allowing my cat out of the house but I strongly feel that if the truck had not been speeding (they were) my cat would still be alive. The traffic is so dense and fast it is not safe. The driver did not even stop after hitting my cat. Another driver did stop and called me to let me know what happened. She said the person did not even hit the breaks.

I do not think that trucks should be rerouted to Broadway and Washington St where there are even more pedestrians and more problems. The trucks should not be using Saratoga Springs as a bypass. We pride ourselves in being a walker friendly community but almost every single walk I go on involves one close call with drivers who are not driving safely and trucks that are too big for our neighborhoods. I warn people who bike in our city that many cars treat you like a moving target and since this city keeps turning down bike lanes we are not making progress on that either. So instead of making our city safer for the pedestrians we are allowing more and more truckers to speed through our neighborhoods. We should fix the problem before a child gets hit by one of the speeding cars, not wait to react to a terrible incident.

Thank you for taking the time to hear my concerns, Maddy

Impressions of Saratoga
368 Broadway
Saratoga Springs, NY 12866
(518)-587-0666
“The Everything Saratoga Store”

The Dark Horse Mercantile
445 Broadway
Saratoga Springs, NY 12866
(518)-587-0689
“The Smart Bet is Always the Dark Horse”

mzanetti@impressionssaratoga.com

MEETING SUMMARY

City Project No: 2024-28
Broadway/Van Dam/Church St. Traffic Assessment
City of Saratoga Springs, Saratoga County, NY
MJ Project No. 778.02

Agenda: Van Dam Neighborhood Association Coordination Meeting
Date & Time: September 19, 2024 @ 3:30 pm
Location: MS Teams

Attendees:		
Name:	**Representing:**	**Email**
Mark Pyskadlo	MJ	mpyskadlo@mjteam.com
Brian Cooper	MJ	bcooper@mjteam.com
Lisa Wallin	MJ	lwallin@mjteam.com
Dillon Moran	City of Saratoga Springs	Dillon.Moran@saratoga-springs.org
Michael Veitch	City of Saratoga Springs	Michael.Veitch@saratoga-springs.org
Rachel Capasso	City of Saratoga Springs	Rachel.Capasso@saratoga-springs.org
James Salaway	City of Saratoga Springs	James.Salaway@saratoga-springs.org
Andrew Krupski	City of Saratoga Springs	Andrew.Krupski@saratoga-springs.org
Nick Fazioli	Van Dam Neighborhood Assoc.	nick.fazioli@gmail.com
Jenny Clifton	Van Dam Neighborhood Assoc.	jennyclifton@gmail.com
Dennis Gosier	Van Dam Neighborhood Assoc.	gosier.dennis@yahoo.com
Erin Maciel	Van Dam Neighborhood Assoc.	maciel.erin@gmail.com

SUMMARY:

The meeting was held with the Van Dam Neighborhood Association so they could provide input on existing conditions and needs within the project area, provide comments, and discuss the project scope. The following is a summary of the discussion:

1. **Project Scope**
    - City of Saratoga Springs issued a Request For Proposals (RFP) for the Broadway / Van Dam St / Church St Traffic Assessment.
    - MJ Engineering was hired to assess the existing conditions, review existing ordinances, coordinate with stakeholders, provide schematic design level improvements with cost estimates, and make both short- and long-term recommendations.
2. **Issue Summary**
    - **Nick Fazoli:**
        - Families have been residents for years
        - Area is a historic district, but doesn't feel like one due to the tractor trailer / heavy truck volume

- Noise and air pollution
- Safety risk (pedestrians, school bus stops)
- Diminished quality of life
- DOT has taken the street "hostage"
- Neighborhood character should be returned to what it once was

➢ Clinton sees pedestrian traffic from Skidmore

➢ Trucks in the study area have neither origin nor destination points in the City

➢ Asked if MJ will observe traffic during study? Response from MJ: yes.

○ **Erin Maciel:**

➢ Pedestrian and bicycle safety: marked crosswalks, ADA-compliant curb ramps and bicycle infrastructure are not present

➢ Pavement markings do not exist due to alternate side striping. Short segments of centerline striping are maintained near major intersections.

➢ Van Dam is 34 feet wide curb-to-curb, Clinton to Church, two 13' lanes and 8' parking

➢ National Register District, homes are individually eligible for listing

➢ Trucks have been observed to run past stopped school buses

➢ Power point presentation showing possible cross section changes

- Bike lanes (currently exist on North Broadway, not Church)
- Landscaped median
- *MJ received a PDF copy of the PowerPoint presentation with street design concepts from Jenny via email on September 19, 2024*

➢ Church & Van Dam intersection

- High pedestrian traffic due to dense residential and foot traffic associated with The Wesley Community, Skidmore and the train station.
- Lacking pedestrian accommodations

➢ Emissions are a huge issue. Receptors have been installed on Van Dam and show nearly 3x higher values than the east side of Saratoga.

○ **Dillon Moran:**

➢ City is working on de-designating the truck route along Van Dam. The risk associated with trucks being re-routed to other City streets is understood.

➢ The goal is to change physical characteristics of Van Dam so it is no longer suitable as a truck route

➢ Proposed modifications need to meet DOT standards to be eligible for CHIPs funding

- **Jenny Clifton:**
  - Parking: some is needed on Van Dam due to large apartment complexes, but it may be feasible to reduce the available parking in some locations. Attendees noted that Excelsior does not have alternate side parking.
  - Recommend field visits during "school bus hours" to observe traffic behavior
  - Michael Fenley from DOT sent letter to Mayor Safford dated May 6, 2024 describing what needs to be done to remove truck access highway *(MJ received copy of letter from Jenny via email on September 19, 2024)*
  - Described example of vehicle crashing into her yard, where children play
  - Crashes may not involve trucks, but many caused by trucks as passenger vehicles maneuver to avoid them
  - On March 8, 2024, the City and Neighborhood Association met with NYSDOT *(MJ received copy of meeting agenda with summary comments from Jenny via email on September 20, 2024)*
- **Mark Pyskadlo:**
  - Due to National Grid gas main replacement and City of Saratoga Springs paving projects, traffic data will start being collected after completion of these projects in mid-October
  - The draft recommendations will be presented first to the City, then NYSDOT, and finally to the public.
  - Project updates will be posted on a website hosted by the City of Saratoga Springs. The public will be able to comment on the plans via the website.
- **Andrew Krupski**
  - The October 2024 paving will result in the existing pavement markings being replaced in kind. MJ's recommendations will not be available before striping is completed.

The meeting ended at approximately 4:45pm. Please forward any additions, corrections, and/or questions to my attention. If no comments are received by Monday, September 30, this meeting summary will be considered final. If comments are received, I will edit the meeting summary document and redistribute the final copy to all attendees.

Submitted by:

Mark Pyskadlo, PE, PTOE
Traffic Engineering Manager

cc: Attendees

Appendix F \

Stakeholder Correspondence

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

MICHAEL G. ARTHUR, P.E.
Regional Director

May 6, 2024

The Honorable John Safford
Mayor, City of Saratoga Springs
474 Broadway
Saratoga Springs, NY 12866

RE: WEIGHT RESTRICTION
VAN DAM STREET

Dear Mayor Safford:

This letter is in response to the April 29th, 2024, e-mail from Anna Price of the Federal Highway Administration as well as a follow up to our January 2, 2024, letter regarding weight restriction signs and access highway designation on Van Dam Street in the City of Saratoga Springs. In consultation with the NYSDOT Legal Team, it has been determined that posting weight restrictions on a City street that is currently designated as an access highway is not enforceable against truck operators or lawful.

As you are aware, Van Dam Street was designated as an access highway in 1987, pursuant to New York State Vehicle & Traffic Law (VTL) section 1627, as part of a request from International Paper to the NYS Department of Transportation. VTL section 1627 requires solicitation of comments from the relevant municipality and, at the time, no objection was submitted by the City of Saratoga Springs. If objections had been voiced at the time, VTL section 1627 provides for a public hearing to determine the propriety of the designated route in light of the objections and the timely filing of the appropriate litigation to challenge the route. As none of that occurred, the only proper approach to de-designating the route would be a NYSDOT determination as a result of an engineering study that safety-related factors, such as a history of crashes involving trucks or the inability of the route to bear the weight, width or height of the truck traffic, warrant a change in designation. NYSDOT is aware of no such factors.

Moreover, please see VTL section 1683, which provides in pertinent part as follows (emphasis added):

No ordinance, rule or regulation made by any local authority under the powers conferred by this title shall be effective until signs or makings giving notice thereof are posted, except under such conditions as may be authorized in writing by the department of transportation or as otherwise provided in sub-section (b) of this section, ***if the effect of such order, ordinance, rule or regulation is to: . . .(7) Exclude trucks, commercial vehicles, tractors, tractor-trailer combinations or trucks in excess of any designated weight from designated highway.***

To date, we have not received an engineering study to justify examining the de-designation of Van Dam Street. We remind you that the local municipality is within their right to propose a new access highway within the City. It would still, however, be incumbent on the City of Saratoga Springs to provide engineering reasoning as to why Van Dam Street should be de-designated as an access highway.

The Department remains committed to supporting with the local municipalities of New York and look forward to continued partnership in the future.

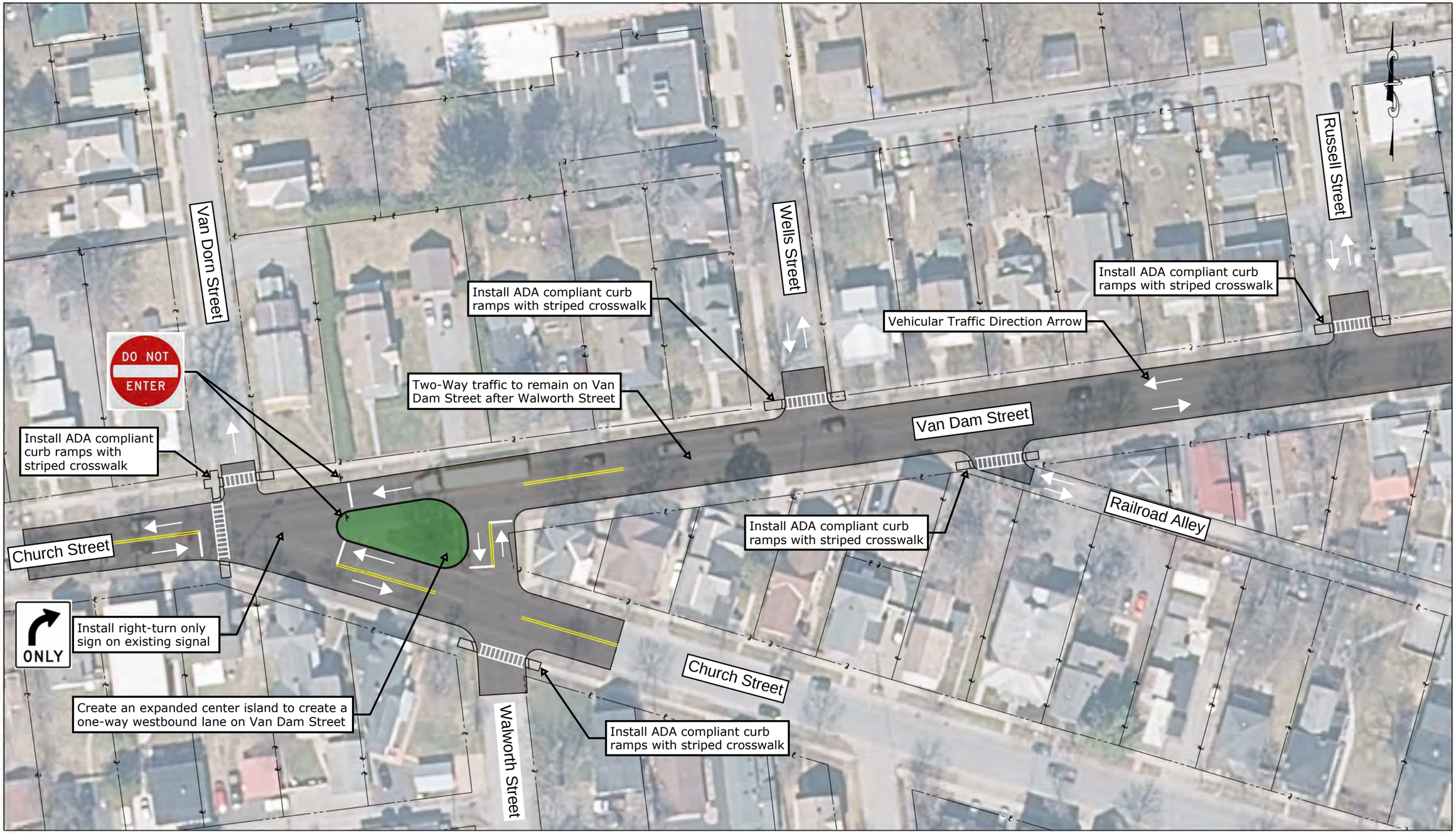
Sincerely,

Michael W. Fenley, PE, ENV SP
Regional Traffic Engineer

cc: Timothy Coll, Commissioner of Public Safety
Carrie Woerner, Assembly District 113

Appendix G \

Conceptual Plans and Preliminary Cost Estimates



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1" = 60'

Draft Concept A

Draft Concept Plans Not For Construction

Engineering Architecture Landscape Architecture and Land Surveying, P.C.

RESTRICT PORTIONS OF VAN DAM STREET TO ONE-WAY TRAFFIC

FEBRUARY 2025

MJ PROJ. NO.: 778.02

DRAWING NO.

A-1

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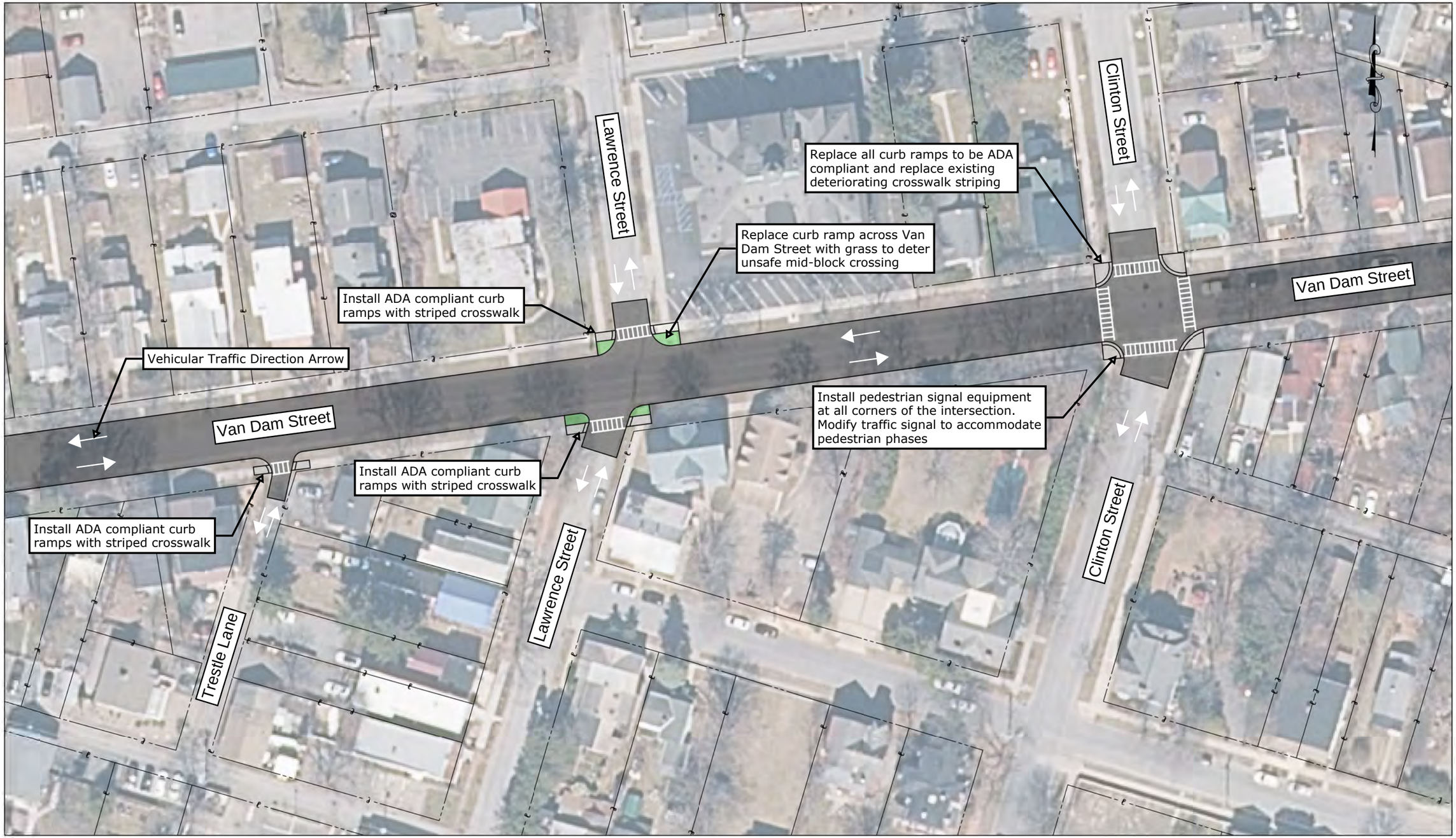
USER = oderrick



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1" = 60'

Draft Concept A

Draft Concept Plans Not For Construction

MJ Engineering Architecture Landscape Architecture and Land Surveying, P.C.

RESTRICT PORTIONS OF VAN DAM STREET TO ONE-WAY TRAFFIC

FEBRUARY 2025

MJ PROJ. NO.: 778.02

DRAWING NO.

A-2

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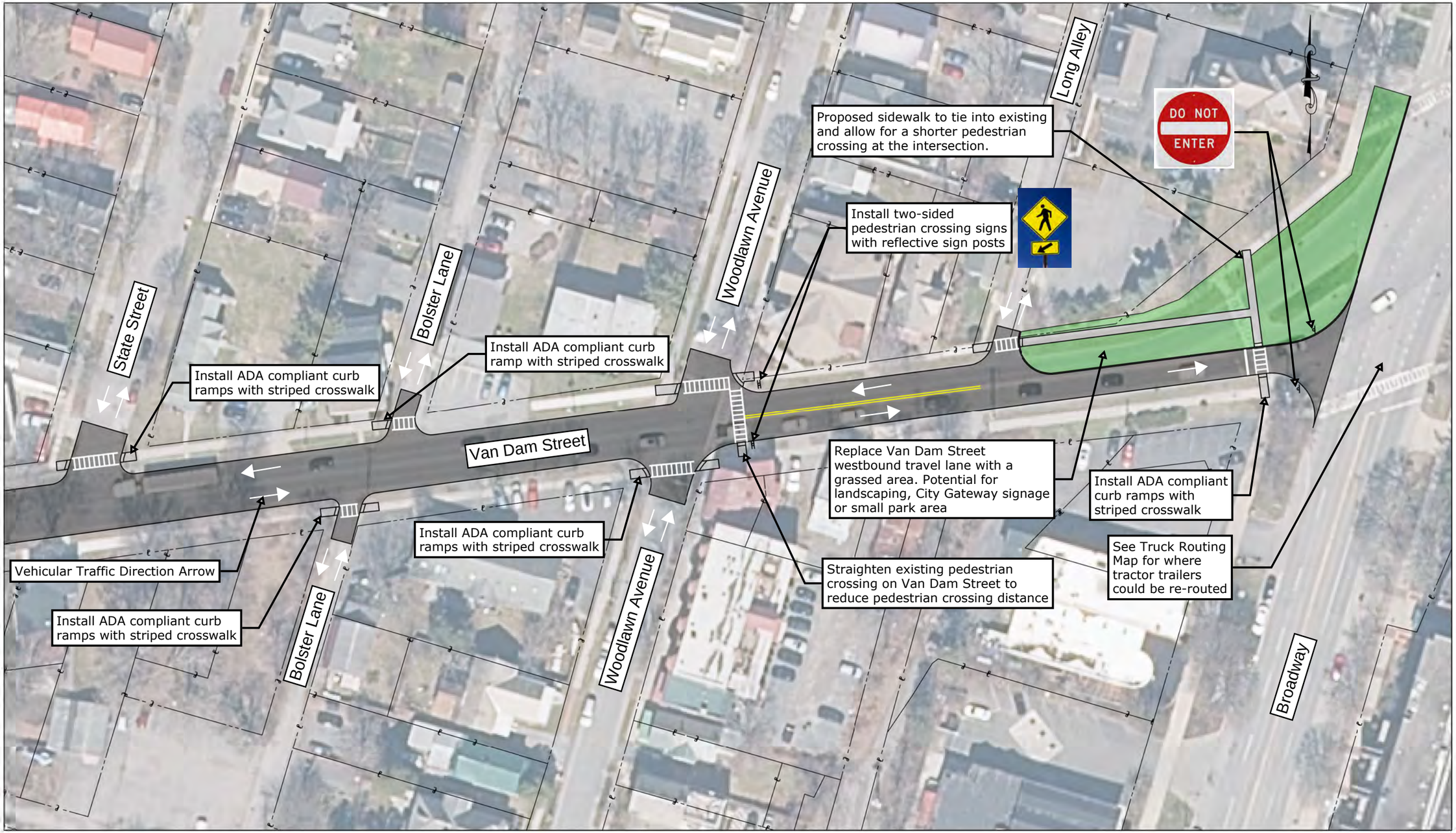
USER = odetrick



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1" = 60'

Draft Concept A

Draft Concept Plans Not For Construction

Engineering
Architecture
Landscape Architecture
and Land Surveying, P.C.

RESTRICT PORTIONS OF VAN DAM STREET TO ONE-WAY TRAFFIC

FEBRUARY 2025

MJ PROJ. NO.: 778.02

DRAWING NO.

A-3

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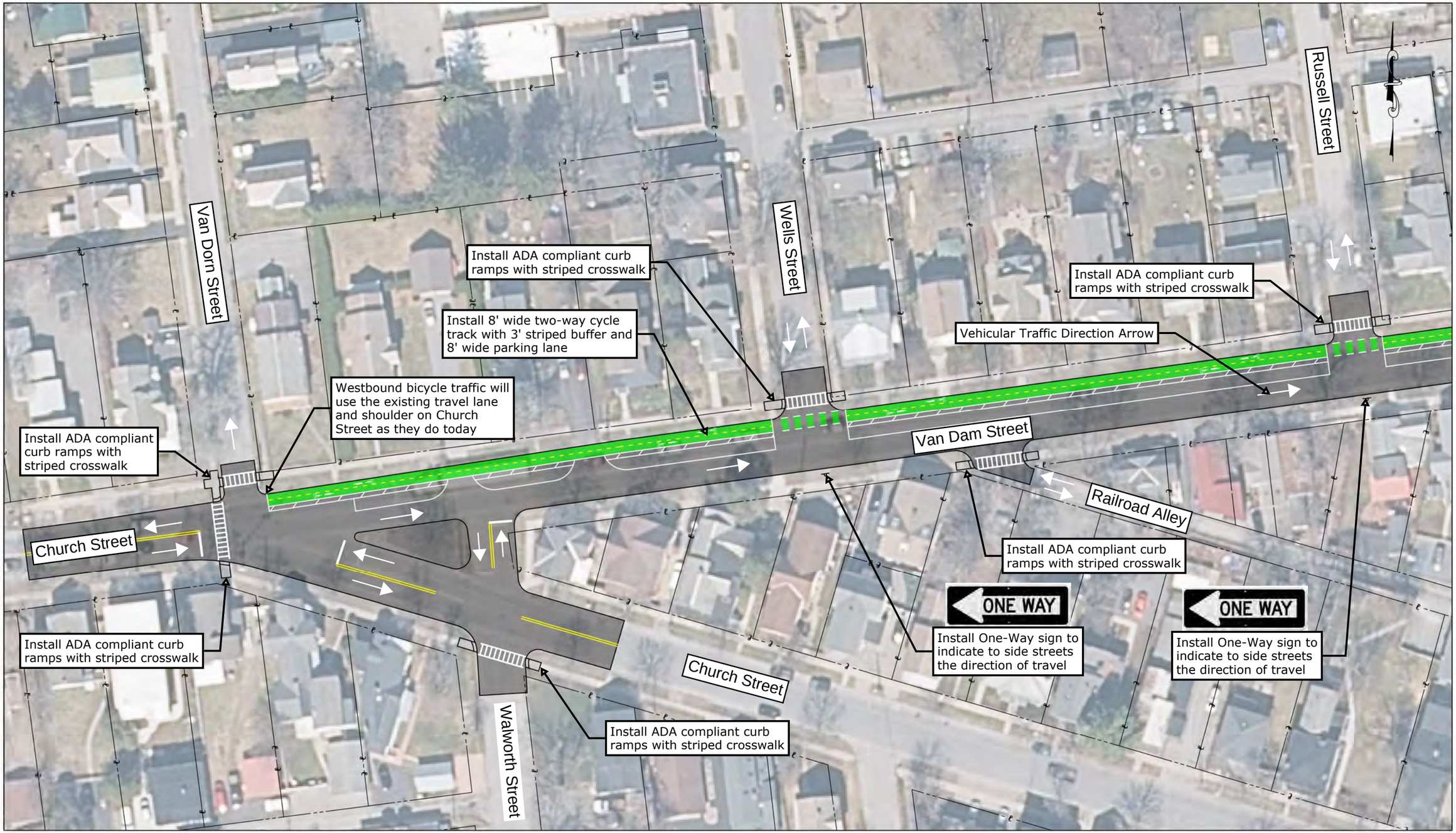

30 0 30 60 90 120

1" = 60'

Draft Concept B

Draft Concept Plans Not For Construction

Engineering Architecture Landscape Architecture and Land Surveying, P.C.

RESTRICT ALL OF VAN DAM STREET TO ONE-WAY TRAFFIC

FEBRUARY 2025

MJ PROJ. NO.: 778.02

DRAWING NO.

B-1

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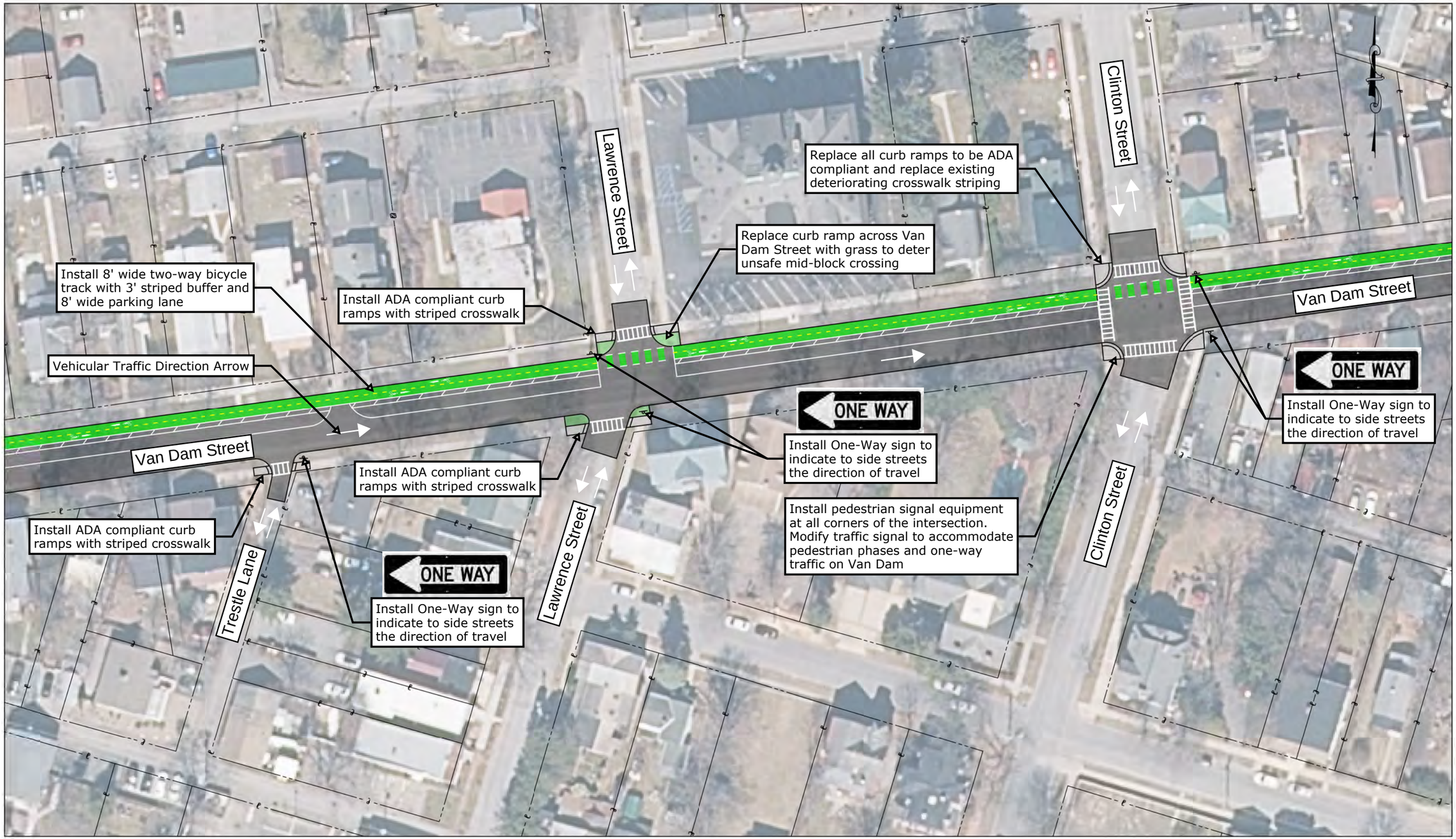

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1" = 60'

Draft Concept B

Draft Concept Plans Not For Construction

MJ Engineering Architecture Landscape Architecture and Land Surveying, P.C.

RESTRICT ALL OF VAN DAM STREET TO ONE-WAY TRAFFIC

FEBRUARY 2025

MJ PROJ. NO.: 778.02

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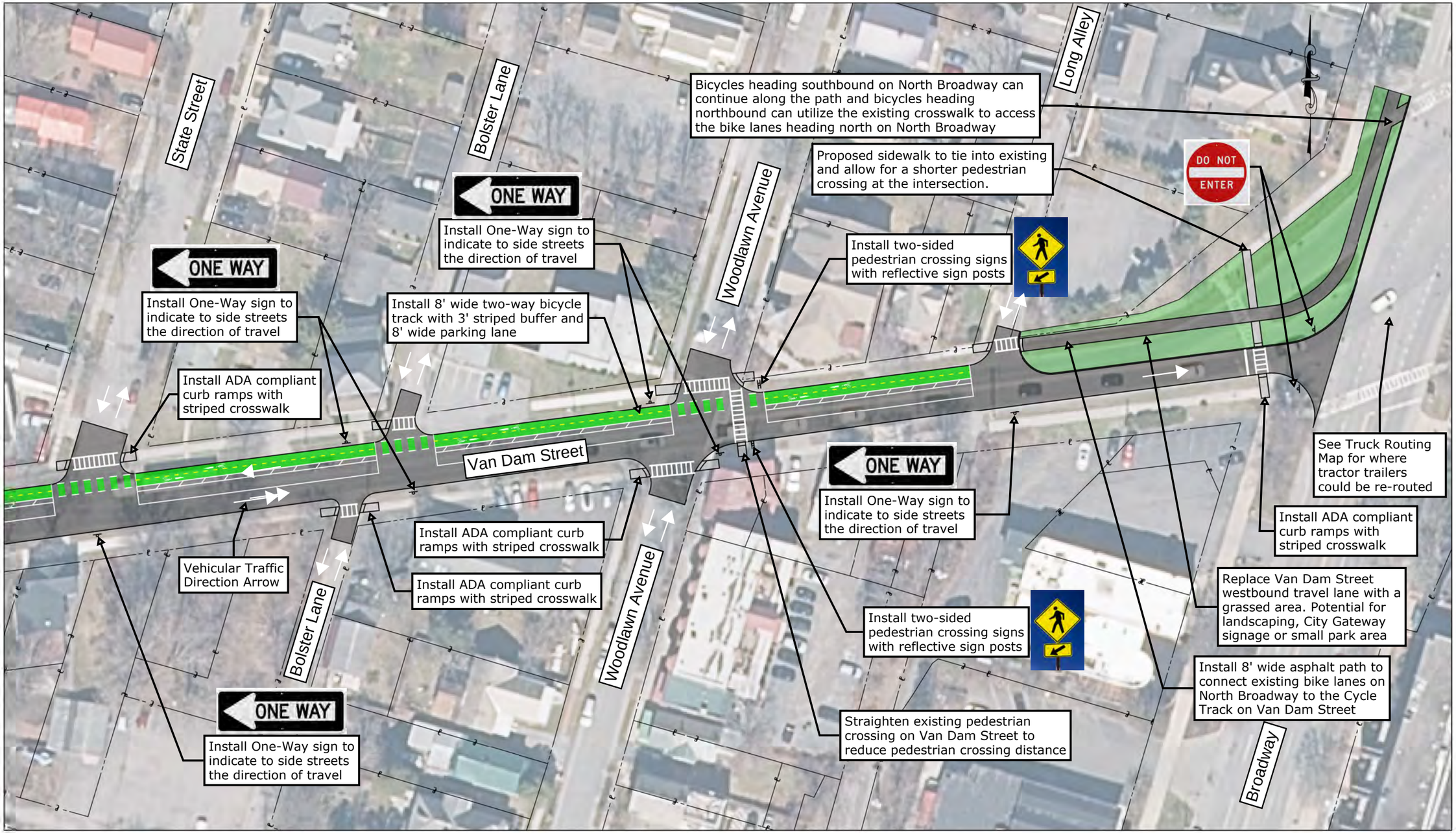

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1" = 60'

Draft Concept B

Draft Concept Plans Not For Construction

Engineering Architecture Landscape Architecture and Land Surveying, P.C.

RESTRICT ALL OF VAN DAM STREET TO ONE-WAY TRAFFIC

FEBRUARY 2025

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DRAWING NO.

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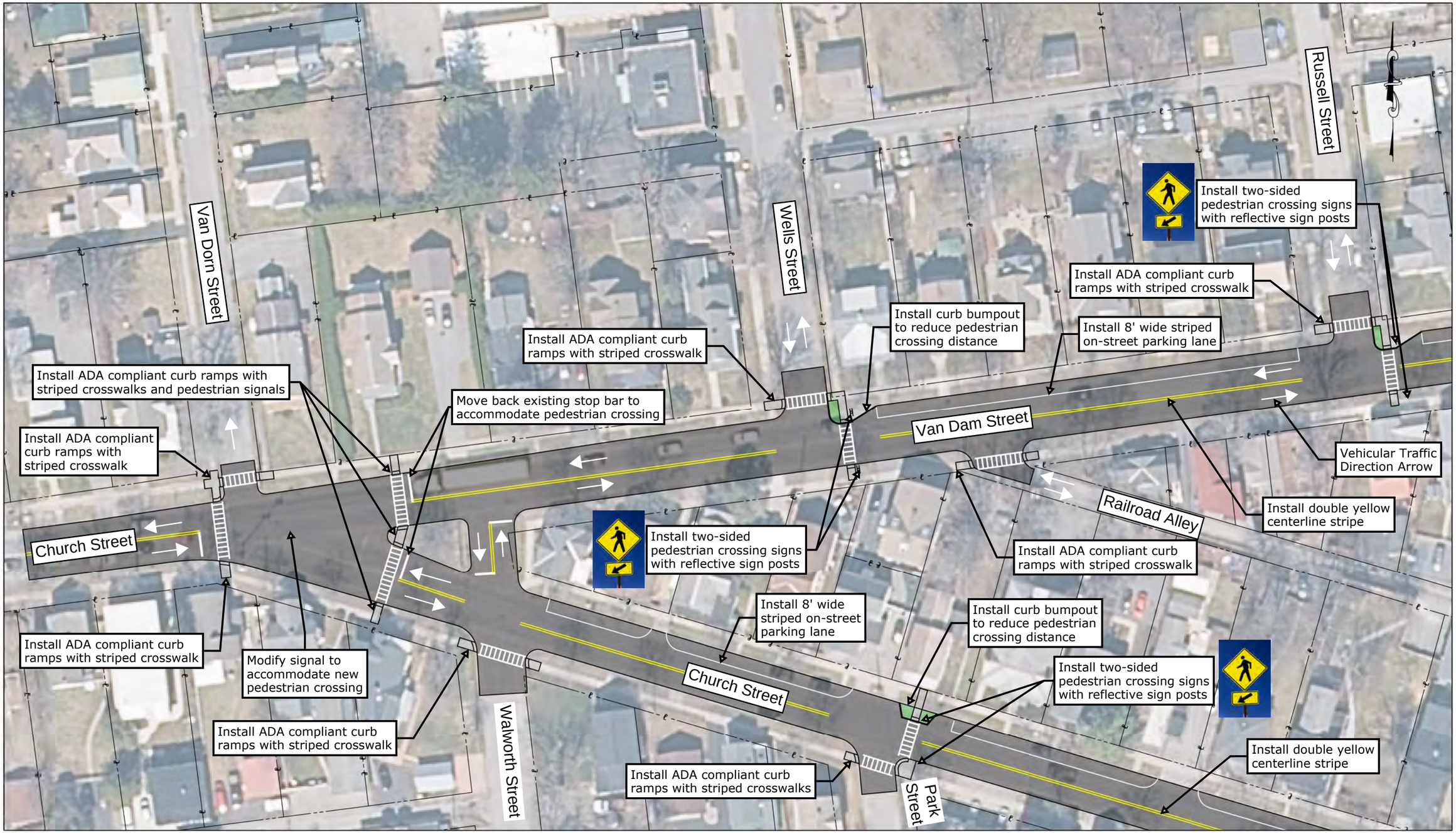

30 0 30 60 90 120

1" = 60'

Draft Concept C

Draft Concept Plans Not For Construction

Engineering Architecture Landscape Architecture and Land Surveying, P.C.

TRAFFIC CALMING ON VAN DAM STREET

FEBRUARY 2025

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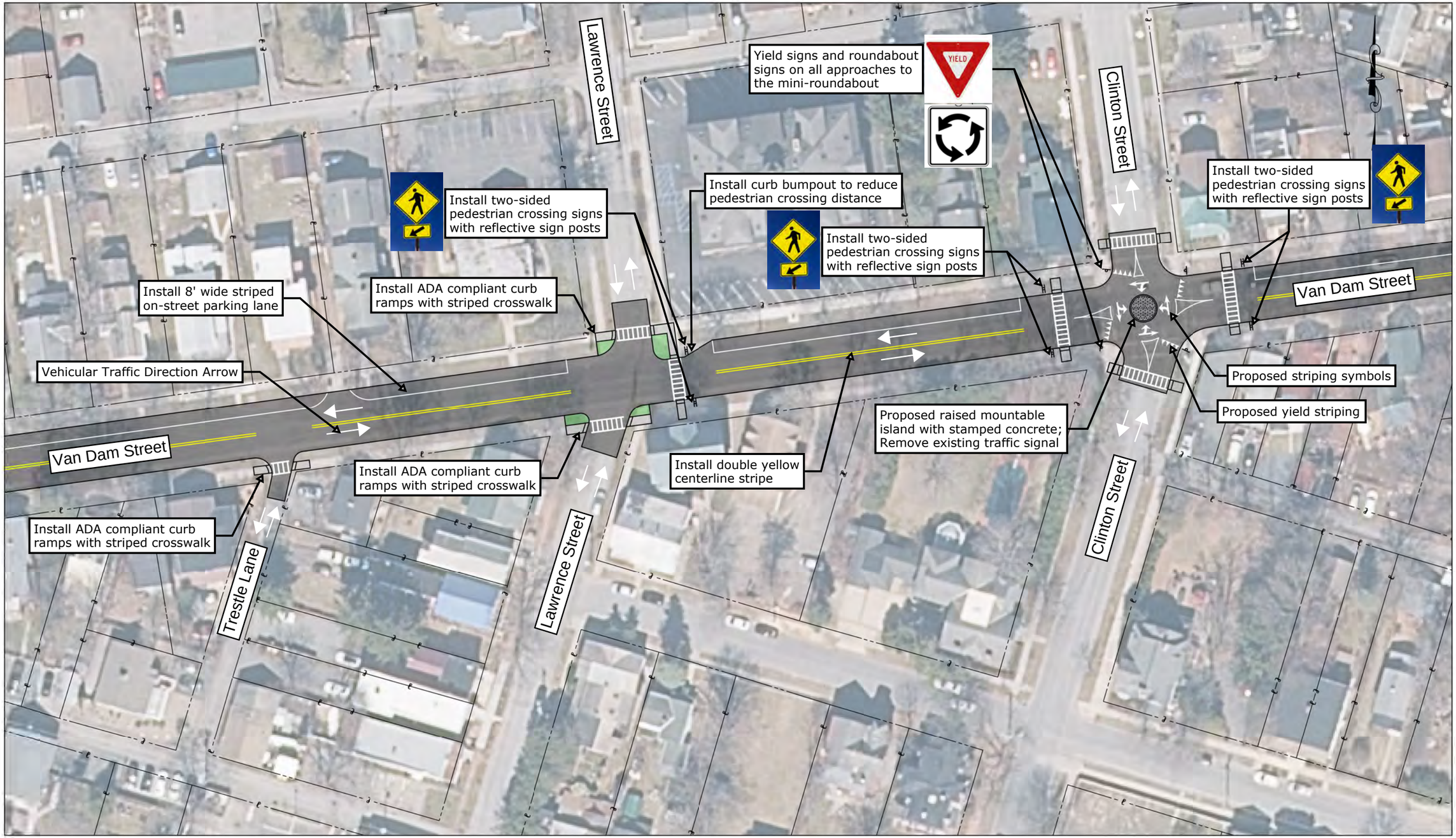

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1" = 60'

Draft Concept C

Draft Concept Plans Not For Construction

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Landscape Architecture
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TRAFFIC CALMING ON VAN DAM STREET

FEBRUARY 2025

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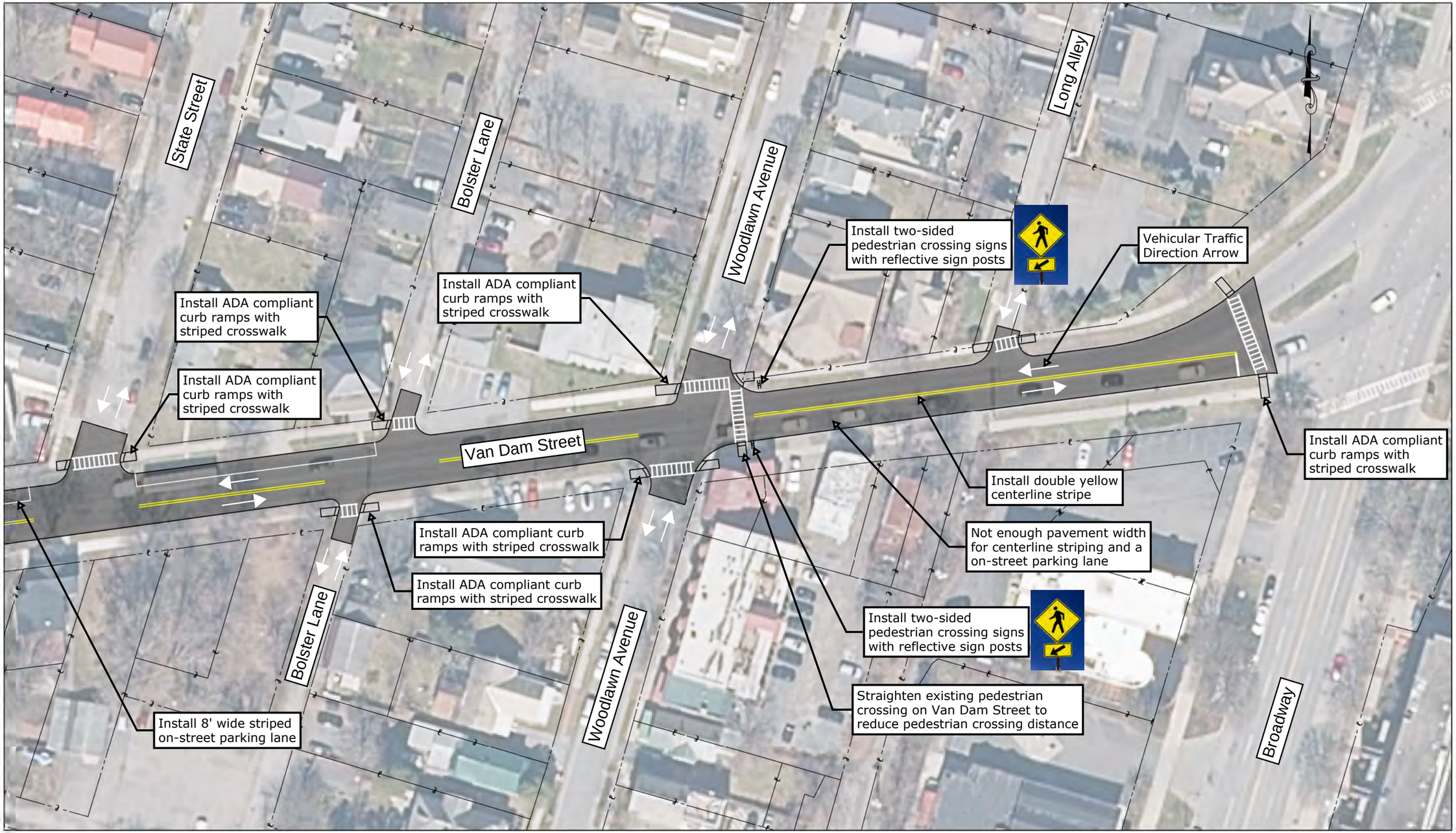

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Draft Concept C

Draft Concept Plans Not For Construction

MJ Engineering Architecture Landscape Architecture and Land Surveying, P.C.

TRAFFIC CALMING ON VAN DAM STREET

FEBRUARY 2025

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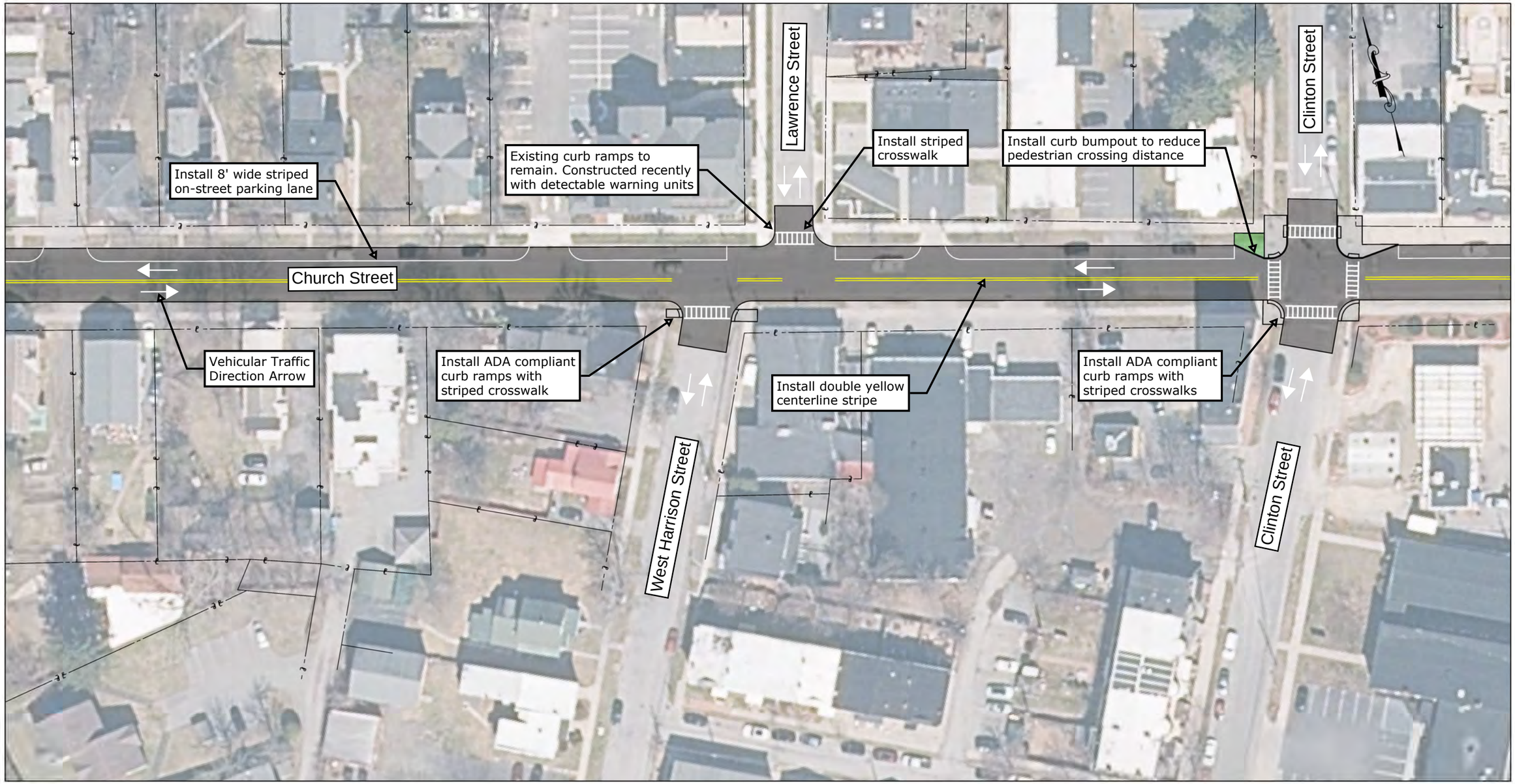

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1" = 60'

Draft Concept C

Draft Concept Plans Not For Construction

Engineering Architecture Landscape Architecture and Land Surveying, P.C.

TRAFFIC CALMING ON CHURCH STREET

FEBRUARY 2025

MJ PROJ. NO.: 778.02

DRAWING NO.

C-4

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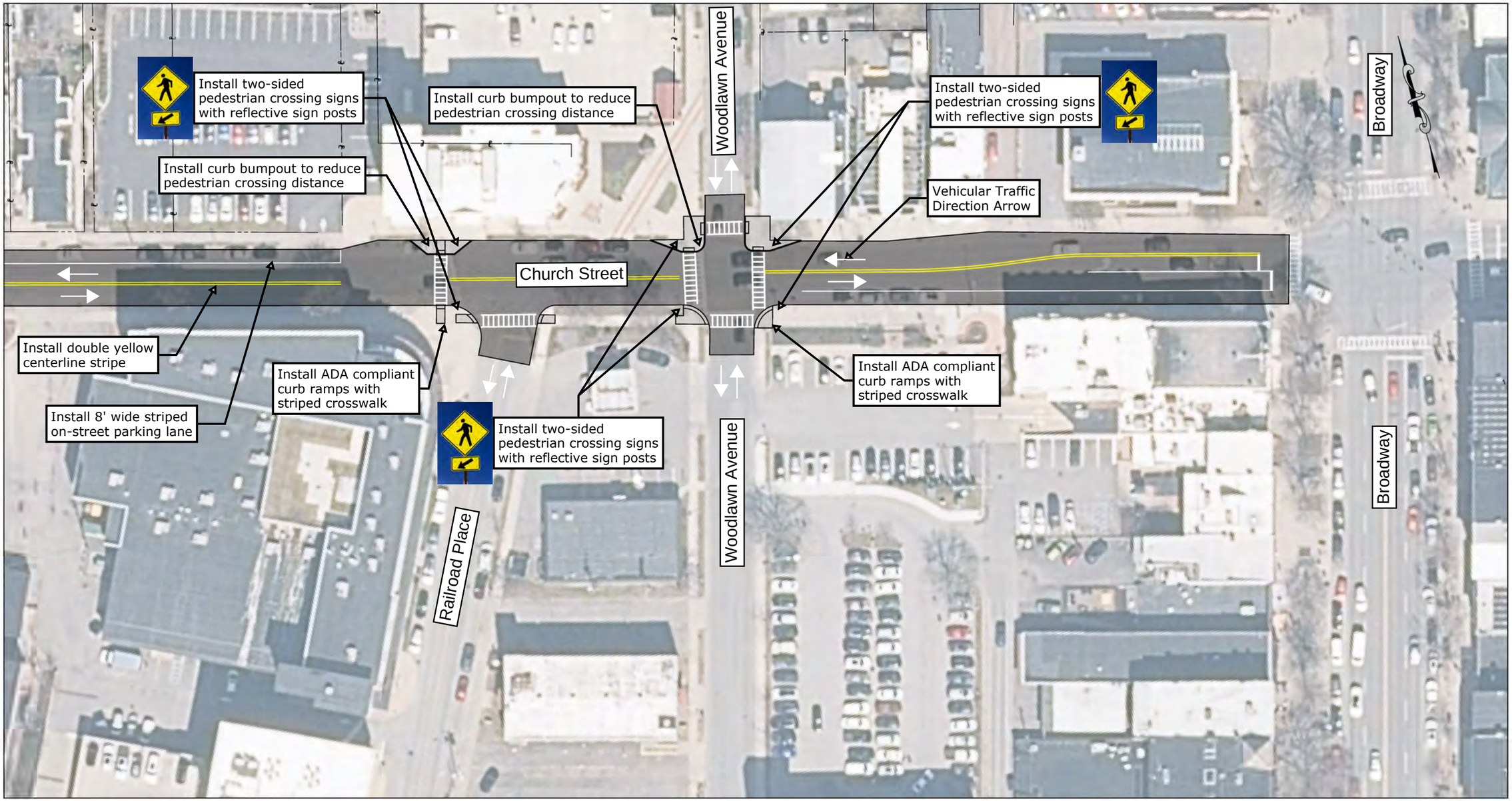

30 0 30 60 90 120

1" = 60'

Draft Concept C

Draft Concept Plans Not For Construction

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TRAFFIC CALMING ON CHURCH STREET

FEBRUARY 2025

MJ PROJ. NO.: 778.02

DRAWING NO.

C-5

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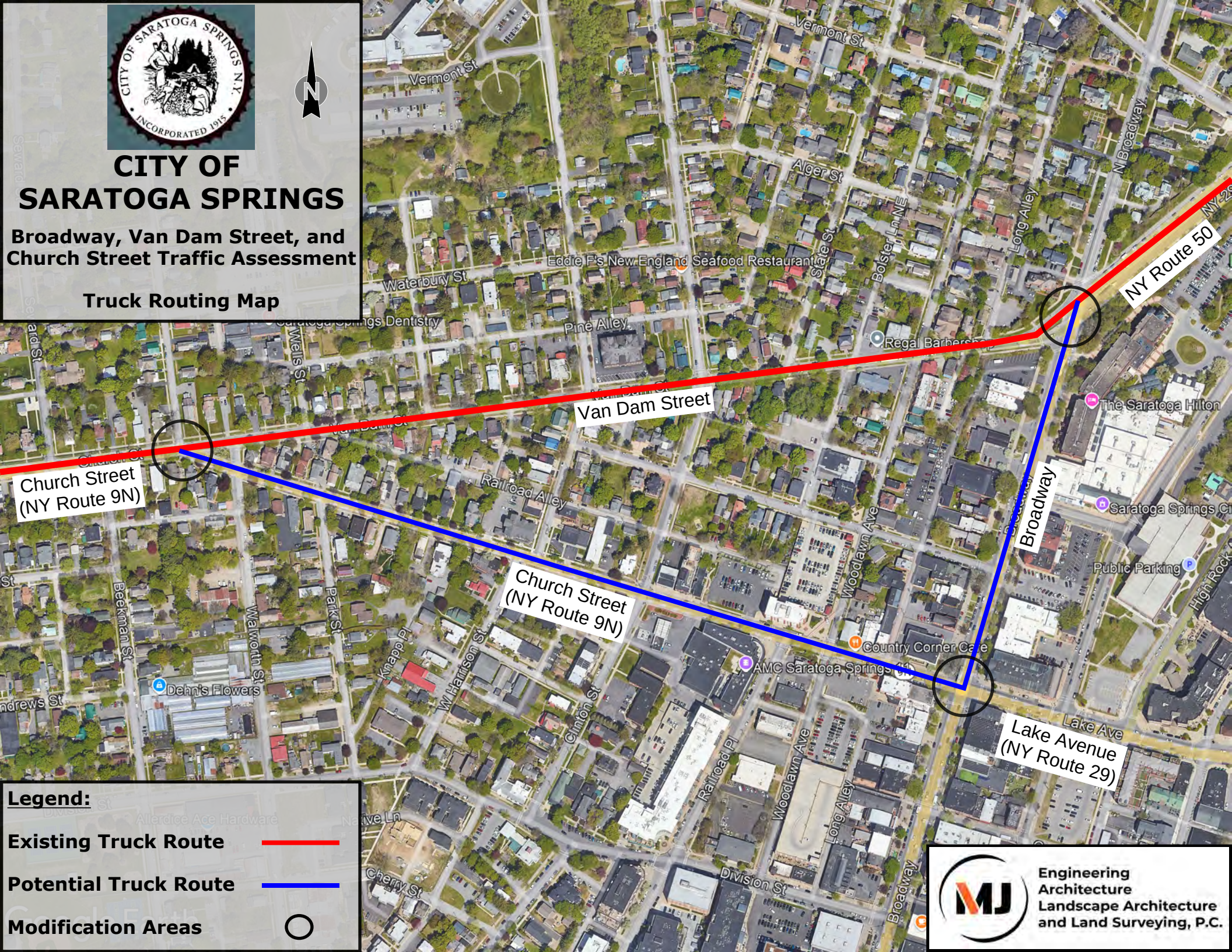
Project: Van Dam Street / Church Street / Broadway
MJ No. 778.02 Prepared fi City of Saratoga Springs
Date: February 6, 2025

Concept Cost Estimate Summary

TYPE OF WORK AND DESCRIPTION	ROM CONSTRUCTION COSTS Concept A	Concept B	Concept C
CURB, SIDEWALK AND ROADWAY ELEMENTS Remove existing sidewalk/pavement, adjust grade, construct new sidewalk, curb, striping, etc…	$ 290,000	$ 560,000	$ 390,000
SIGNS New and relocated traffic signs	$ 3,000	$ 8,000	$ 20,000
LANDSCAPING Remove existing trees and stumps, place topsoil, turf establishment	$ 15,000	$ 15,000	$ 3,000
GENERAL Traffic control, construction stakeout, contractor mobilization	$ 75,000	$ 100,000	$ 150,000
SUBTOTAL:	$ 383,000	$ 683,000	$ 563,000
Contingency (20%)	$ 77,000	$ 137,000	$ 113,000
Estimated Construction Cost	**$ 460,000**	**$ 820,000**	**$ 676,000**
Design (20%)	$ 92,000	$ 164,000	$ 136,000
TOTAL PROJECT COST:	**$ 552,000**	**$ 984,000**	**$ 812,000**


CITY OF SARATOGA SPRINGS
Broadway, Van Dam Street, and Church Street Traffic Assessment
Truck Routing Map
Vermont St
Alger St
Waterbury St
Pine Alley
Eddie F's New England Seafood Restaurant
Regal Barbershop
Saratoga Springs Dentistry
Wells St
Long Alley
N Broadway
NY Route 50
Van Dam Street
The Saratoga Hilton
Church Street (NY Route 9N)
Railroad Alley
Broadway
Saratoga Springs City
Public Parking
Woodlawn Ave
Church Street (NY Route 9N)
Country Corner Cafe
AMC Saratoga Springs
Beekman St
Walworth St
Park St
Knapp Pl
W Harrison St
Clinton St
Dehn's Flowers
Lake Ave
Lake Avenue (NY Route 29)
Railroad Pl
Long Alley
Division St
Cherry St
Legend:
Existing Truck Route
Potential Truck Route
Modification Areas
Engineering
Architecture
Landscape Architecture
and Land Surveying, P.C.

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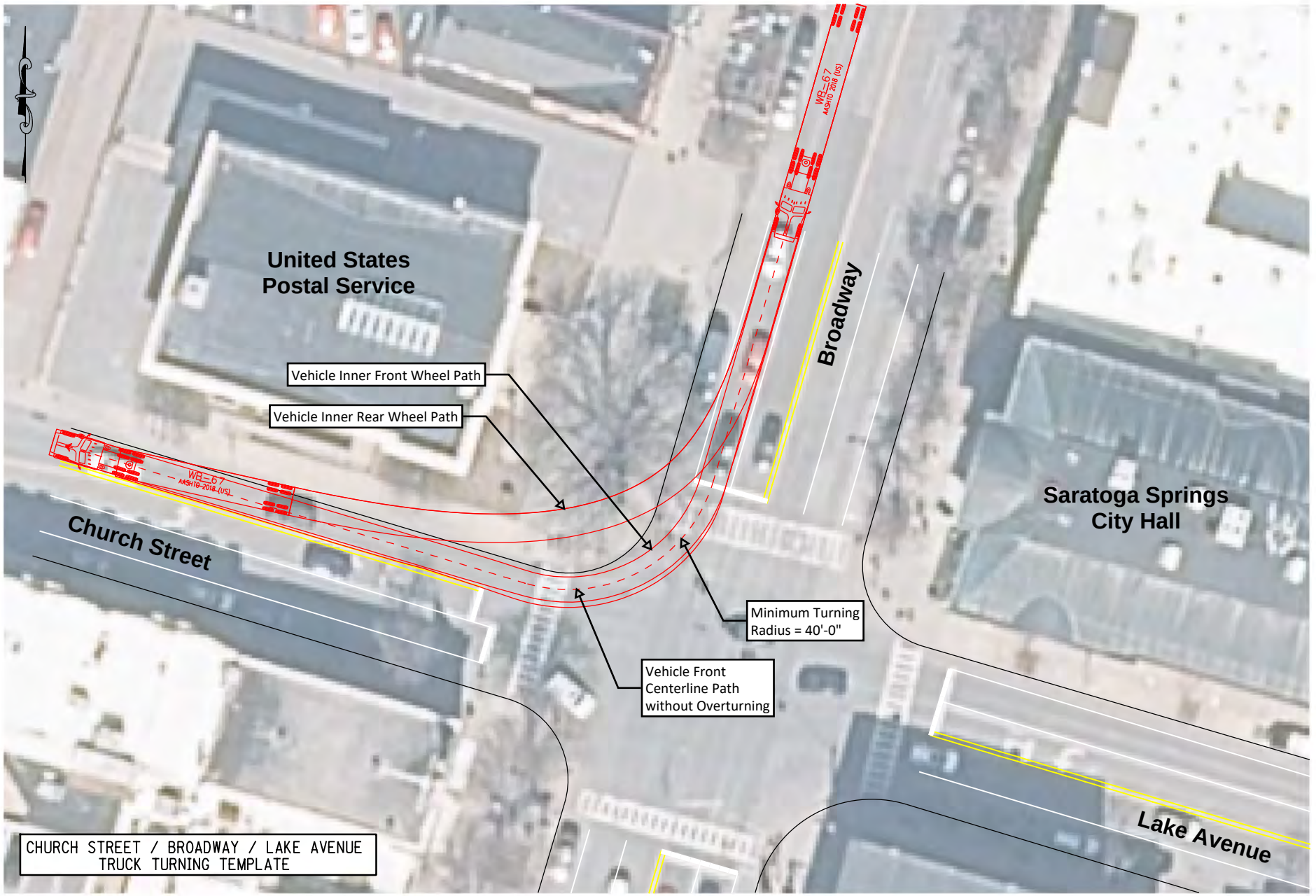

MJ778.02 - BROADWAY / VAN DAM STREET / CHURCH STREET TRAFFIC ASSESSMENT
CITY OF SARATOGA SPRINGS, SARATOGA COUNTY

FIGURE NO.	SCALE	DATE
1	NONE	JAN 2025

MJ Engineering Architecture Land Scape Architecture and Land Surveying, P.C.

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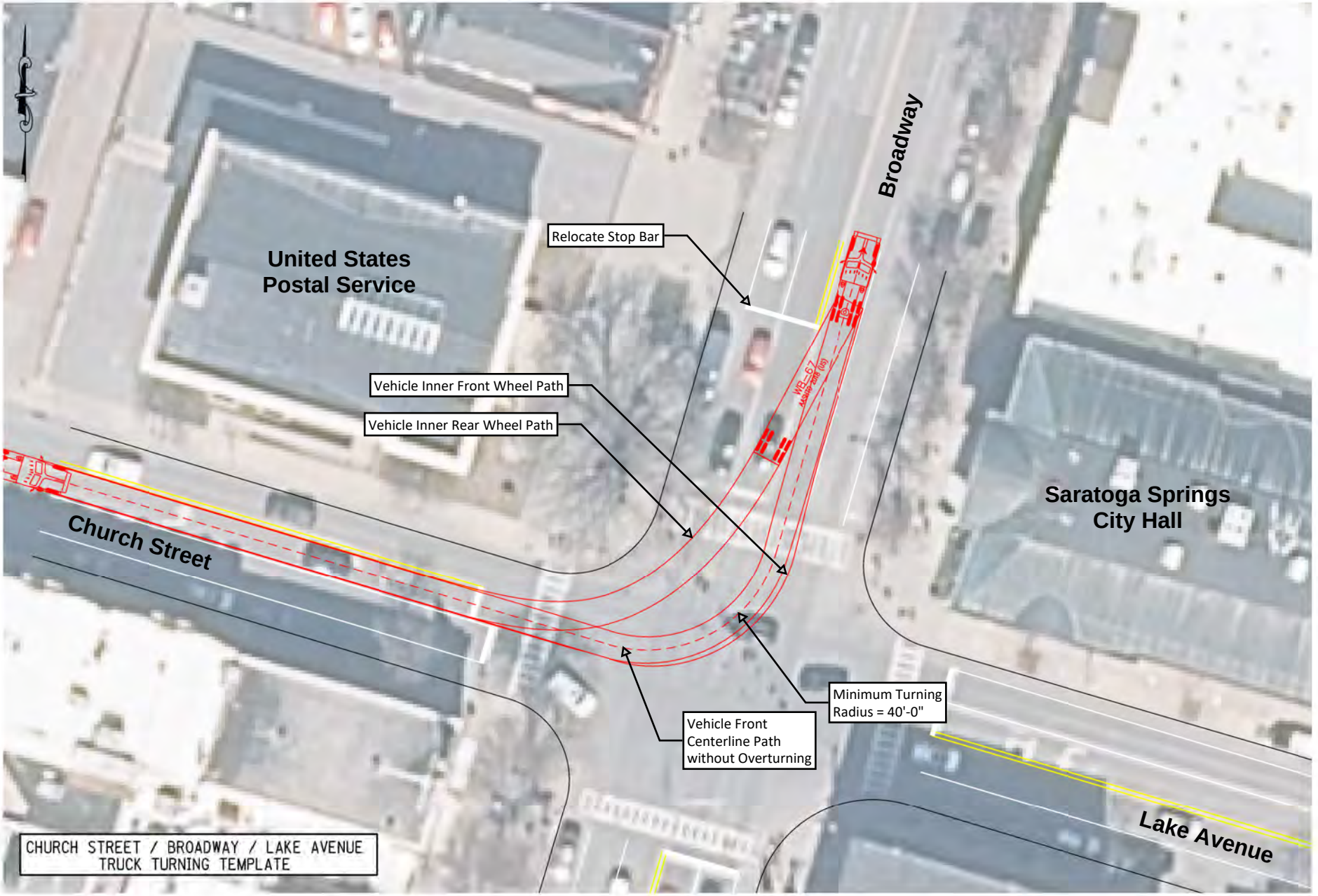

MJ778.02 - BROADWAY / VAN DAM STREET / CHURCH STREET TRAFFIC ASSESSMENT
CITY OF SARATOGA SPRINGS, SARATOGA COUNTY

FIGURE NO.	SCALE	DATE
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MJ Engineering Architecture Land Scape Architecture and Land Surveying, P.C.

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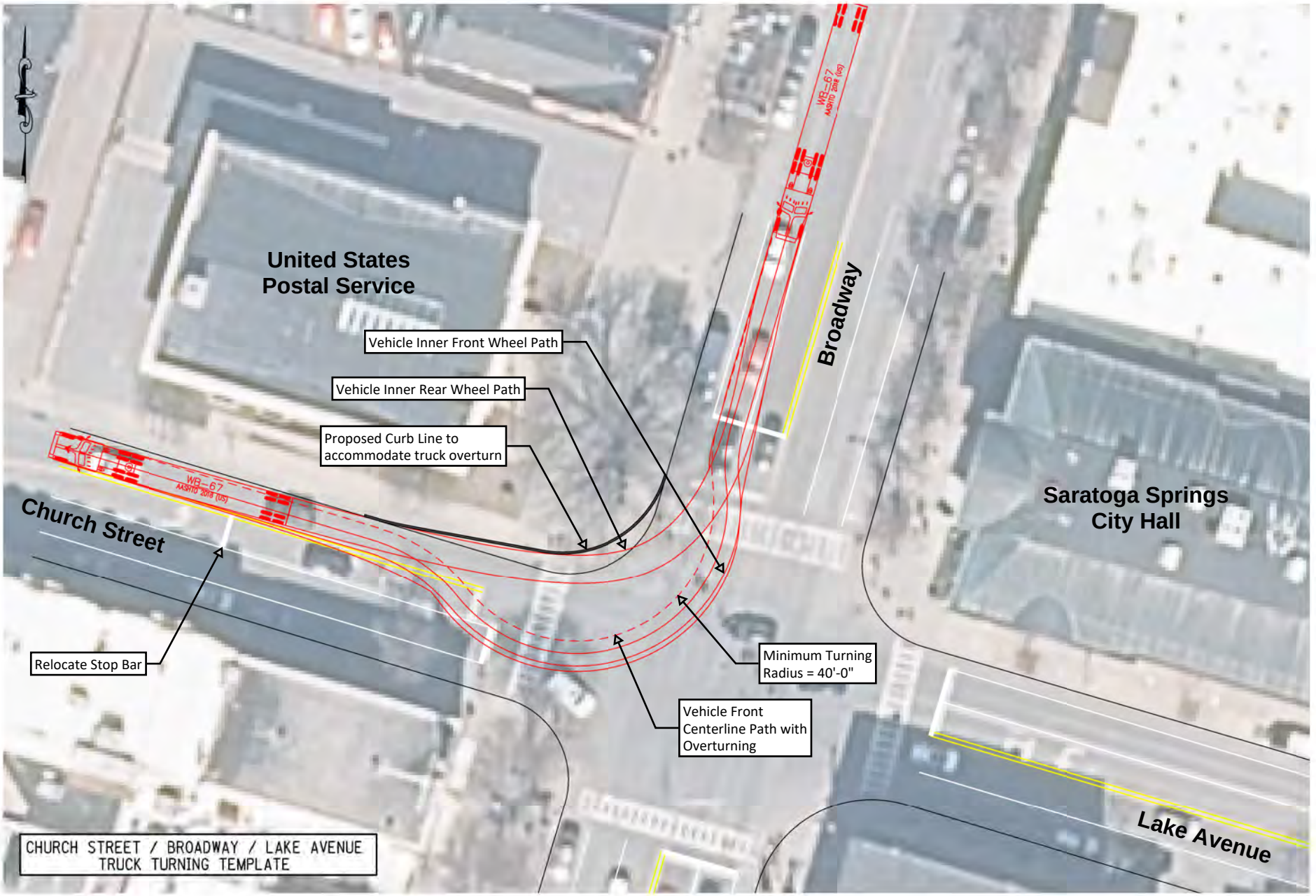

MJ778.02 - BROADWAY / VAN DAM STREET / CHURCH STREET TRAFFIC ASSESSMENT CITY OF SARATOGA SPRINGS, SARATOGA COUNTY	FIGURE NO.	SCALE	DATE
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MJ Engineering Architecture Land Scape Architecture and Land Surveying, P.C.

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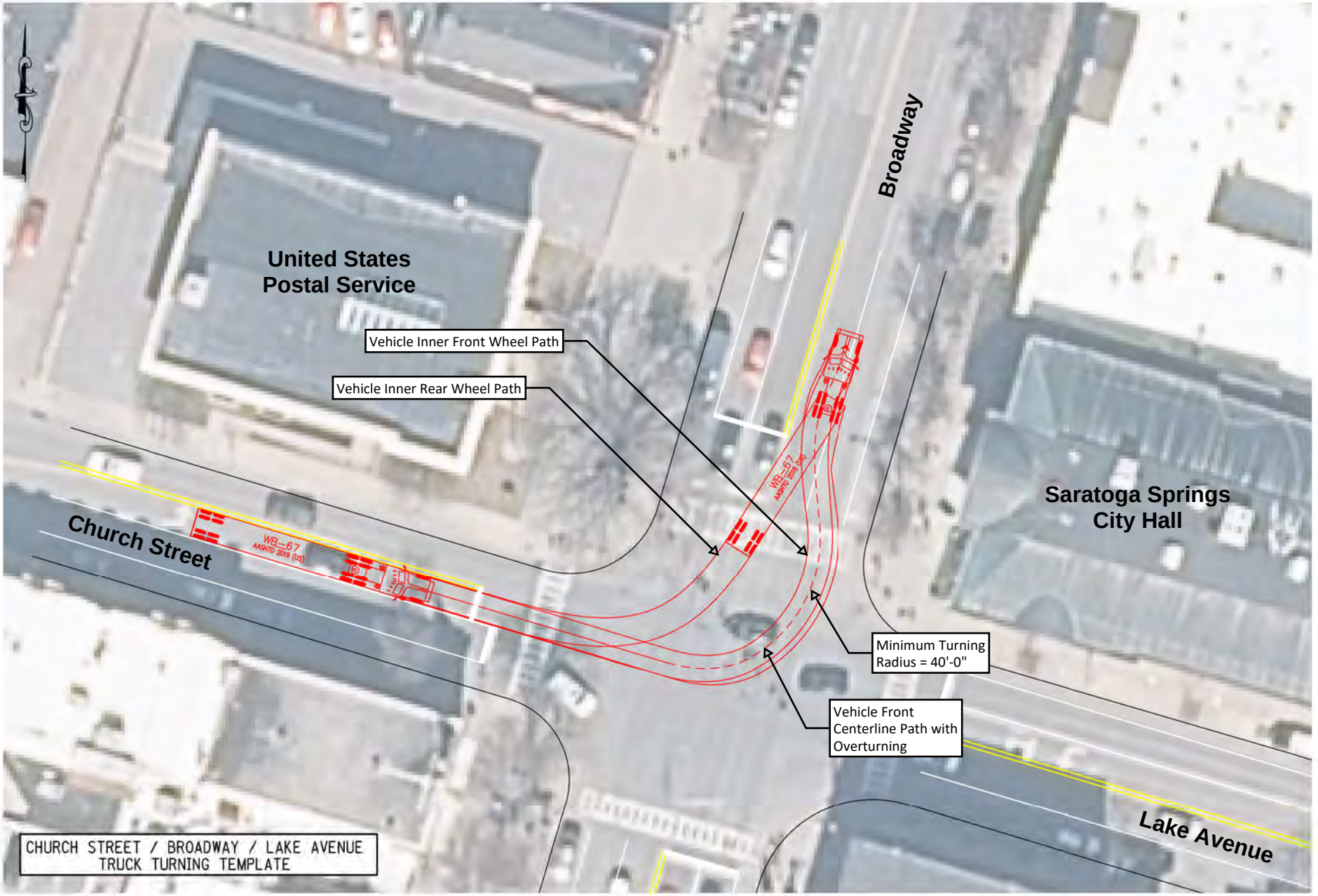

MJ778.02 - BROADWAY / VAN DAM STREET / CHURCH STREET TRAFFIC ASSESSMENT
CITY OF SARATOGA SPRINGS, SARATOGA COUNTY

FIGURE NO.	SCALE	DATE
4	NONE	JAN 2025

MJ Engineering Architecture Land Scape Architecture and Land Surveying, P.C.

Appendix H \

City of Saratoga Springs Zoning Map

City of Saratoga Springs

Comprehensive Plan Update

Preserving our Past. Shaping our Future.

Future Land Use

DC	CRN-1	CDD
CC	CRN-2	PR
CMU	CRN-3	INST
SP	RN-1	EQ
SG	RN-2	IND
		WATER

DC: Downtown Core
CC: Complementary Core
CMU: Community Mixed Use
SP: Specialty Park
SG: Specialty Gateway
CRN-1: Core Residential Neighborhood -1
CRN-2: Core Residential Neighborhood -2
CRN-3: Core Residential Neighborhood -3
RN-1: Residential Neighborhood -1
RN-2: Residential Neighborhood -2
CDD: Conservation Development District
PR: Parks and Recreation
INST: Institutional
EQ: Equine and Related Facilities
IND: Industrial

0 0.125 0.25 0.5 Miles

0 500 1,000 2,000 Feet

The location of features are approximate and are for illustration and reference purposes only.

Data Sources: Saratoga County Planning, NYS GIS Clearinghouse
Non-Updated Streets 2015

Last Revised: 4/22/2015