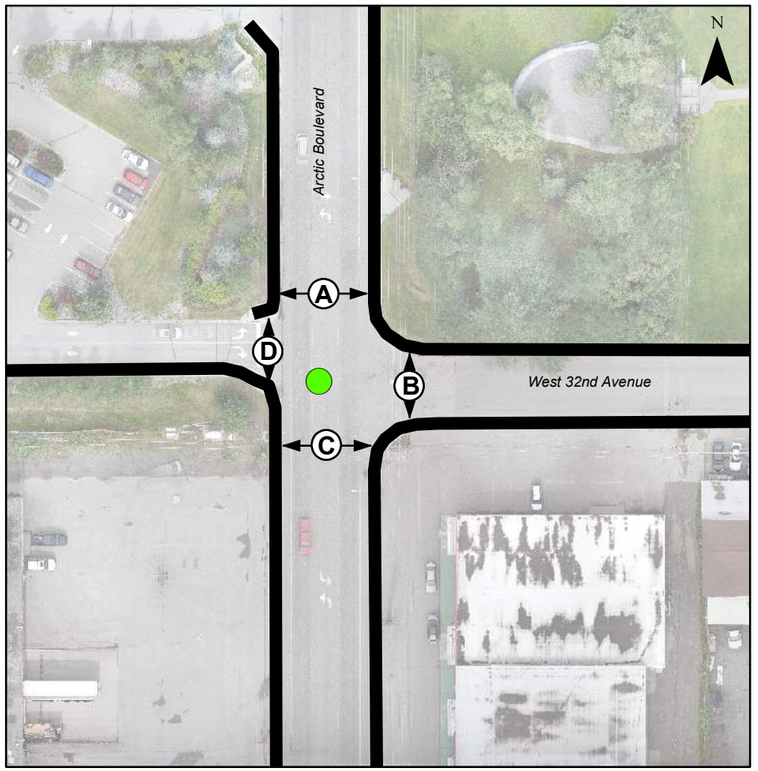
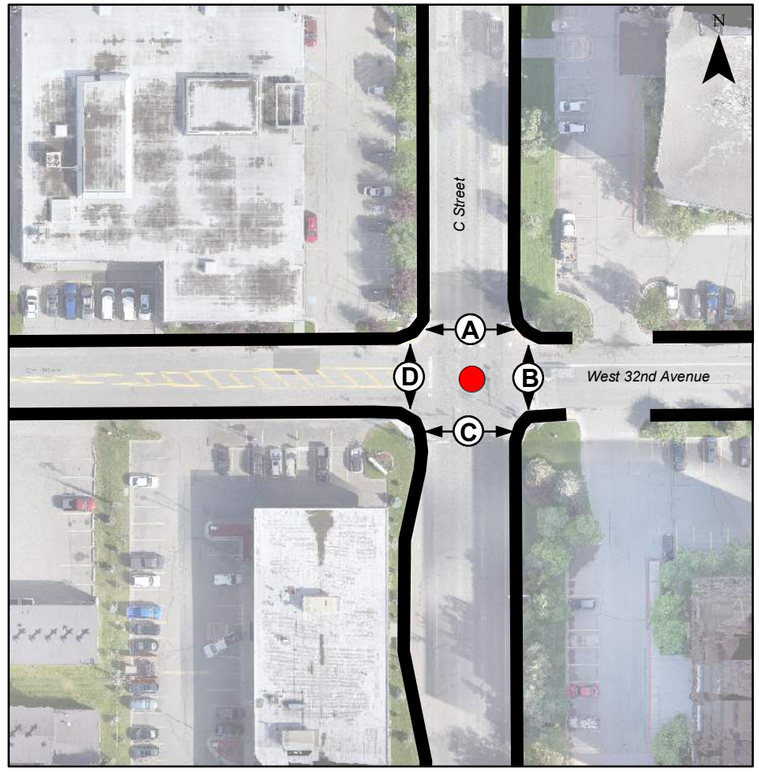
Pedestrian and Bicycle Information

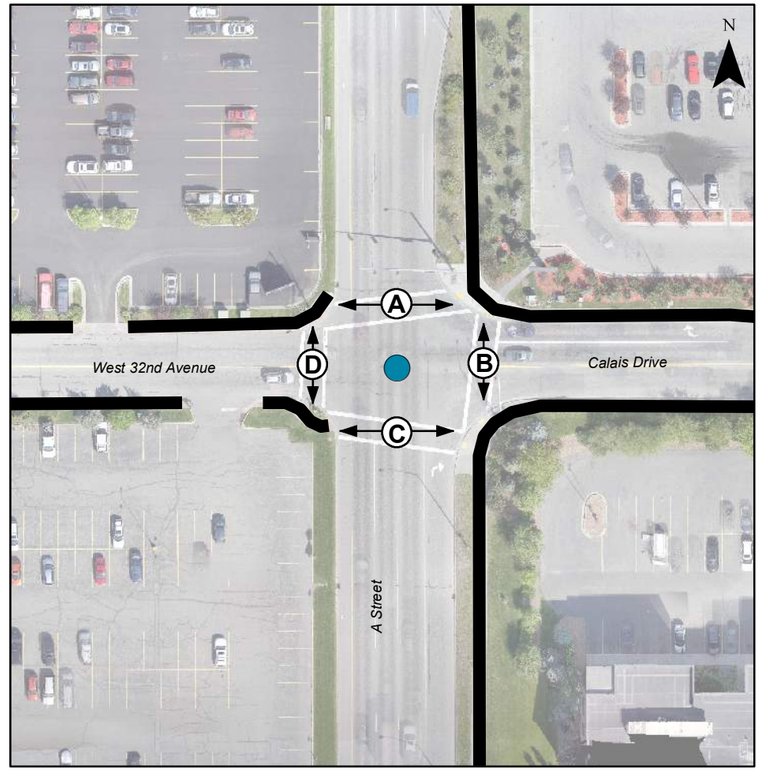
Appendix H



Peak Hour Data (4:30-5:30 pm, 7/20/2017)			
	Ped	Bike	*Total*
A	2	0	*2*
B	3	12	*15*
C	3	0	*3*
D	13	6	*19*



Peak Hour Data (4:15-5:15 pm, 7/27/2017)			
	Ped	Bike	*Total*
A	8	4	*12*
B	2	4	*6*
C	12	5	*17*
D	6	9	*15*



Peak Hour Data (4:30-5:30 pm, 8/3/2017)			
	Ped	Bike	*Total*
A	29	4	*33*
B	23	7	*30*
C	10	4	*14*
D	0	0	*0*

Legend

Sidewalks

0 40 80 160 Feet

Peak Hour Pedestrian and Bike Counts

Arctic Blvd, C Street, and A Street @ W. 32 Ave

Date: NOV 2017

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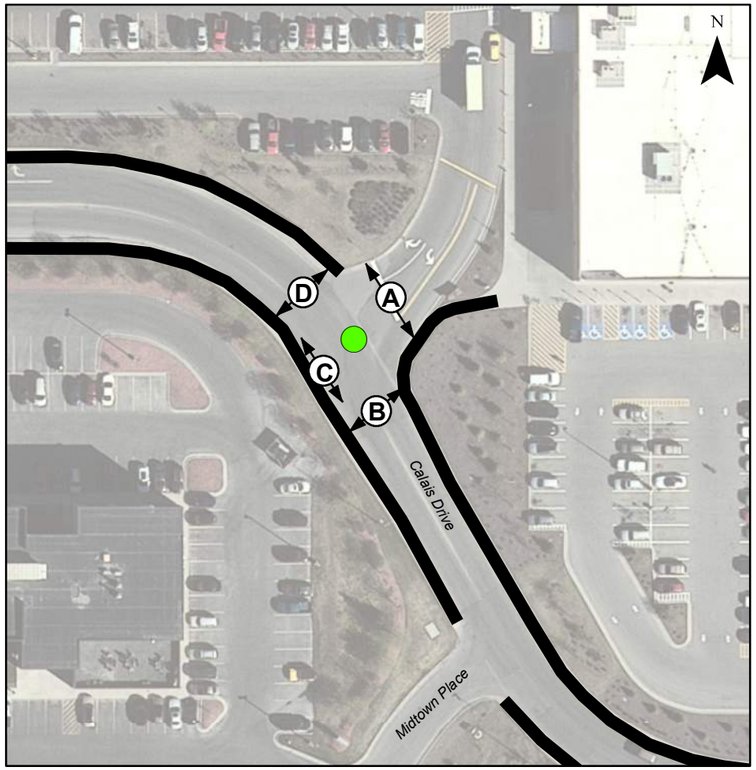
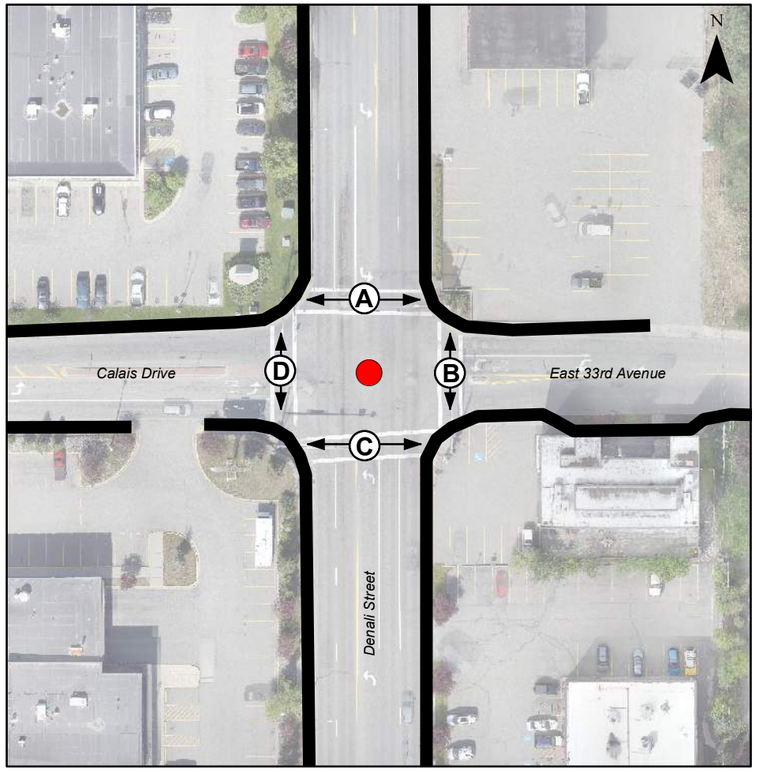
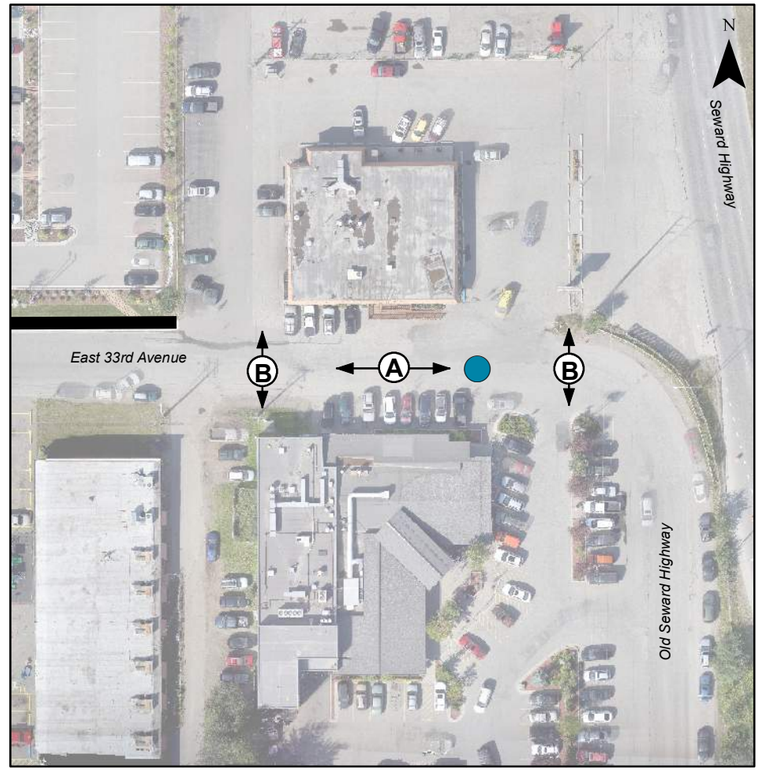
\\crweng.com\projects\JobsData\10138.00 W 32nd and E 33rd Avenue Upgrade\00 CADD\04 GIS\Ped_Intersections.mxd



Peak Hour Data (4:00-5:00 pm, 9/14/2017)			
	Ped	Bike	*Total*
A	1	3	*4*
B	7	1	*8*
C	2	2	*4*
D	0	0	*0*



Peak Hour Data (4:00-5:00 pm, 8/10/2017)			
	Ped	Bike	*Total*
A	10	2	*12*
B	3	3	*6*
C	6	0	*6*
D	2	2	*4*



Peak Hour Data (5:00-6:00 pm, 8/17/2017)			
	Ped	Bike	*Total*
A	3	1	*4*
B	57	3	*60*

Legend

Sidewalks

0 40 80 160 Feet

Peak Hour Pedestrian and Bike Counts **Walmart @ Calais,** **Denali St and Old Seward Hwy @ E. 33 Ave**	**Date: NOV 2017**
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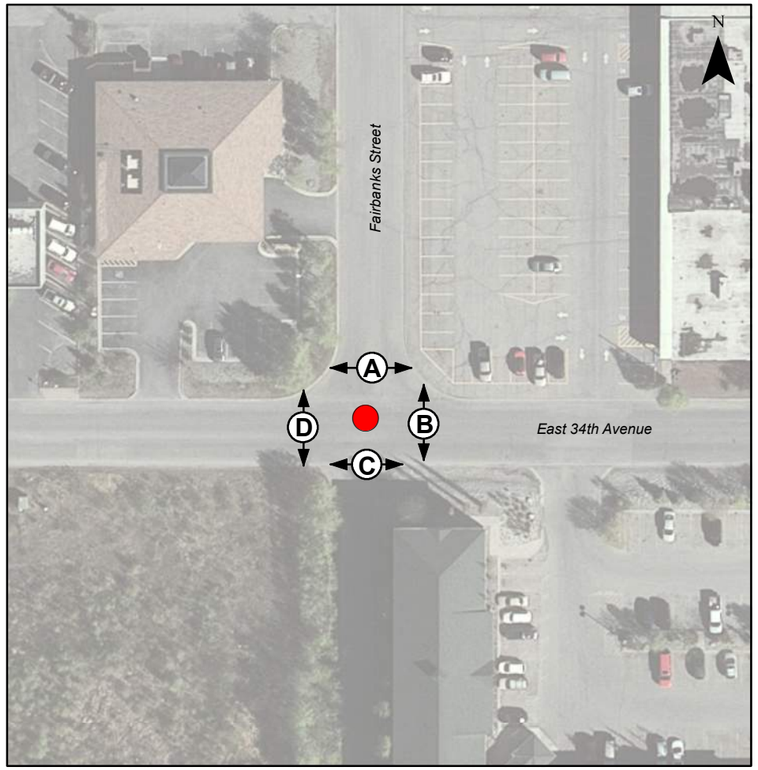
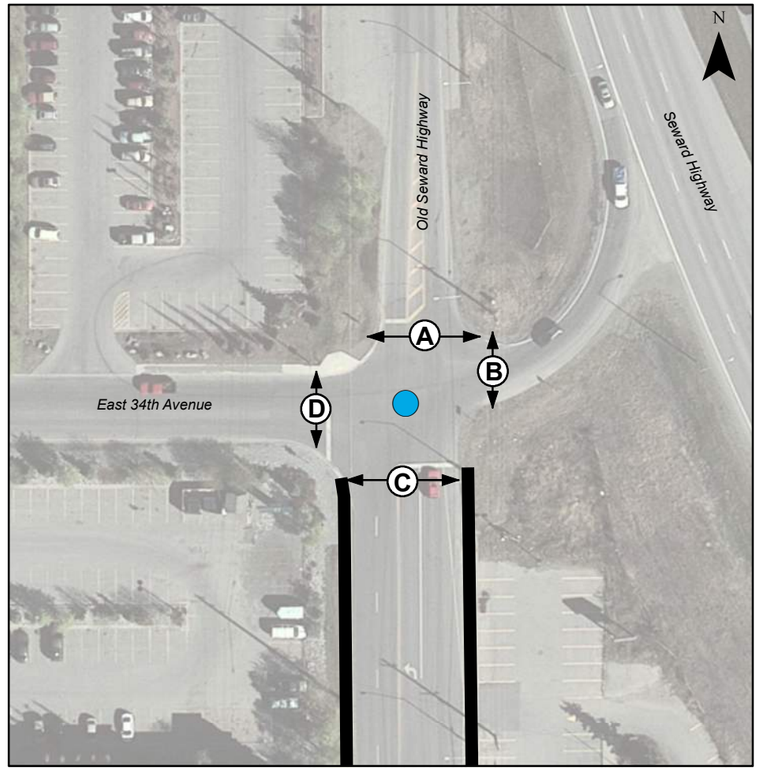
\\crweng.com\projects\JobsData\10138.00 W 32nd and E 33rd Avenue Upgrade\00 CADD\04 GIS\Ped_Intersections_pg2.mxd



Peak Hour Data (4:00-5:00 pm, 10/26/2017)			
	Ped	Bike	*Total*
A	0	0	*0*
B	2	0	*2*
C	4	1	*5*
D	0	0	*0*



Peak Hour Data (11:30AM-1:30pm, 10/5/2017)			
	Ped	Bike	*Total*
A	0	0	*0*
B	0	0	*0*
C	0	0	*0*
D	8	0	*8*

Legend

Sidewalks

0 40 80 160 Feet

Peak Hour Pedestrian and Bike Counts **Fairbanks St, Old Seward Hwy @ E. 34th Ave**	**Date: NOV 2017**
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Example: *R Southwestbound* = Starting on NE corner, turning R (crossing at north end of intersection towards west)

	Southwestbound		Southwestbound		**Northwestbound**		Northwestbound		**Northeastbound**		Northeastbound		**Southeastbound**		Southeastbound		**Total**
	R	**T**	**L**		**R**	**T**	**L**		**R**	**T**	**L**		**R**	**T**	**L**		
7/20/2017 0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 0:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 1:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 2:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
7/20/2017 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 2:45	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 3:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7/20/2017 3:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

7/20/2017 3:45	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
7/20/2017 4:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 4:15	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 4:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
7/20/2017 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 5:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 6:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7/20/2017 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 6:45	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1

7/20/2017 7:00	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	3
Pedestrians	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 7:15	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	2	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Bicycles	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
7/20/2017 7:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7/20/2017 7:45	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
7/20/2017 8:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 8:15	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7/20/2017 8:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 8:45	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Bicycles	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
7/20/2017 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 9:15	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Pedestrians	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 9:30	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 9:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7/20/2017 10:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Pedestrians	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 10:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7/20/2017 10:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 10:45	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
Pedestrians	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1

7/20/2017 11:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7/20/2017 11:15	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	4
Pedestrians	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	3
Bicycles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
7/20/2017 11:30	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	1	4
Pedestrians	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	1	3
Bicycles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
7/20/2017 11:45	0	0	2	2	2	0	0	2	0	0	1	1	4	0	0	4	9
Pedestrians	0	0	2	2	2	0	0	2	0	0	0	0	1	0	0	1	5
Bicycles	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	3	4
7/20/2017 12:00	0	0	0	0	2	0	0	2	0	0	1	1	1	0	0	1	4
Pedestrians	0	0	0	0	2	0	0	2	0	0	1	1	1	0	0	1	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 12:15	0	0	1	1	1	0	0	1	0	0	1	1	1	0	0	1	4
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Bicycles	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
7/20/2017 12:30	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	3	4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Bicycles	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
7/20/2017 12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7/20/2017 13:00	0	0	1	1	0	0	0	0	0	1	1	2	2	0	0	2	5
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Bicycles	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
7/20/2017 13:15	0	0	0	0	1	0	0	1	0	0	1	1	1	0	0	1	3
Pedestrians	0	0	0	0	1	0	0	1	0	0	1	1	1	0	0	1	3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 13:30	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7/20/2017 13:45	0	0	3	3	1	0	0	1	0	0	0	0	0	0	0	0	4
Pedestrians	0	0	2	2	1	0	0	1	0	0	0	0	0	0	0	0	3
Bicycles	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7/20/2017 14:00	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Bicycles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
7/20/2017 14:15	0	0	2	2	1	0	0	1	0	0	3	3	2	0	0	2	8
Pedestrians	0	0	2	2	1	0	0	1	0	0	0	0	2	0	0	2	5
Bicycles	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3
7/20/2017 14:30	0	0	0	0	0	0	0	0	1	1	1	3	0	0	1	1	4
Pedestrians	0	0	0	0	0	0	0	0	1	1	1	3	0	0	1	1	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 14:45	0	0	0	0	2	0	0	2	0	0	2	2	1	0	0	1	5
Pedestrians	0	0	0	0	1	0	0	1	0	0	1	1	1	0	0	1	3
Bicycles	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2

7/20/2017 15:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 15:15	0	0	0	0	2	0	0	2	0	0	2	2	0	0	0	0	4
Pedestrians	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	1	0	0	1	0	0	2	2	0	0	0	0	3
7/20/2017 15:30	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 15:45	0	0	1	1	1	0	0	1	0	0	1	1	2	0	0	2	5
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Bicycles	0	0	0	0	1	0	0	1	0	0	1	1	1	0	0	1	3
7/20/2017 16:00	0	0	0	0	1	0	0	1	0	0	2	2	3	0	0	3	6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	1	0	0	1	0	0	2	2	3	0	0	3	6
7/20/2017 16:15	0	0	2	2	0	0	0	0	0	0	1	1	3	0	0	3	6
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Bicycles	0	0	1	1	0	0	0	0	0	0	1	1	1	0	0	1	3
7/20/2017 16:30	0	0	2	2	2	0	0	2	2	0	1	3	4	0	0	4	11
Pedestrians	0	0	1	1	0	0	0	0	2	0	0	2	2	0	0	2	5
Bicycles	0	0	1	1	2	0	0	2	0	0	1	1	2	0	0	2	6
7/20/2017 16:45	1	0	1	2	3	0	0	3	0	0	1	1	2	0	0	2	8
Pedestrians	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
Bicycles	0	0	1	1	3	0	0	3	0	0	0	0	2	0	0	2	6
7/20/2017 17:00	2	0	2	4	1	0	0	1	1	0	2	3	3	0	0	3	11
Pedestrians	2	0	0	2	1	0	0	1	1	0	1	2	3	0	0	3	8
Bicycles	0	0	2	2	0	0	0	0	0	0	1	1	0	0	0	0	3
7/20/2017 17:15	0	0	0	0	4	0	0	4	0	0	3	3	3	0	0	3	10
Pedestrians	0	0	0	0	1	0	0	1	0	0	3	3	3	0	0	3	7
Bicycles	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
7/20/2017 17:30	0	0	0	0	1	0	0	1	0	0	0	0	3	0	0	3	4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Bicycles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
7/20/2017 17:45	1	0	3	4	1	0	0	1	0	0	0	0	5	0	0	5	10
Pedestrians	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
Bicycles	0	0	3	3	1	0	0	1	0	0	0	0	3	0	0	3	7
7/20/2017 18:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 18:15	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	5
Pedestrians	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7/20/2017 18:30	0	0	1	1	0	0	0	0	0	0	1	1	1	0	0	1	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Bicycles	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7/20/2017 18:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1

7/20/2017 19:00	1	0	0	1	1	0	0	1	0	0	3	3	2	0	0	2	7
Pedestrians	0	0	0	0	1	0	0	1	0	0	3	3	1	0	0	1	5
Bicycles	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
7/20/2017 19:15	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
7/20/2017 19:30	0	0	4	4	1	0	0	1	0	0	1	1	0	0	0	0	6
Pedestrians	0	0	3	3	0	0	0	0	0	0	1	1	0	0	0	0	4
Bicycles	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
7/20/2017 19:45	0	0	2	2	2	0	0	2	0	0	1	1	2	0	0	2	7
Pedestrians	0	0	2	2	1	0	0	1	0	0	1	1	2	0	0	2	6
Bicycles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
7/20/2017 20:00	0	0	0	0	1	0	0	1	0	0	1	1	1	0	0	1	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Bicycles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
7/20/2017 20:15	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Bicycles	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7/20/2017 20:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 20:45	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
7/20/2017 21:00	0	0	0	0	3	0	0	3	0	0	6	6	1	0	0	1	10
Pedestrians	0	0	0	0	2	0	0	2	0	0	6	6	0	0	0	0	8
Bicycles	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
7/20/2017 21:15	0	0	1	1	0	0	0	0	0	0	2	2	2	0	0	2	5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Bicycles	0	0	1	1	0	0	0	0	0	0	2	2	0	0	0	0	3
7/20/2017 21:30	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
7/20/2017 21:45	0	0	0	0	1	0	0	1	0	0	3	3	4	0	0	4	8
Pedestrians	0	0	0	0	1	0	0	1	0	0	3	3	3	0	0	3	7
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7/20/2017 22:00	0	0	2	2	1	0	0	1	0	0	0	0	0	0	0	0	3
Pedestrians	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Bicycles	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7/20/2017 22:15	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1

7/20/2017 22:30	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	1	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	1	3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 22:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
7/20/2017 23:00	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
Pedestrians	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2	3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/20/2017 23:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7/20/2017 23:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
7/20/2017 23:45	0	0	3	3	0	0	0	0	0	0	0	0	3	0	0	3	6
Pedestrians	0	0	3	3	0	0	0	0	0	0	0	0	2	0	0	2	5
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	7	0	49	56	51	1	0	52	4	3	68	75	97	0	3	100	283

Example: *R Southwestbound* = Starting on NE corner, turning R (crossing at north end of intersection towards west)

DUE TO PEDESTRIAN STEALING CAMERA STRAPS AT THIS LOCATION, VIDEO WAS NOT CONTINUOUS THROUGH DAY. RESULTS ARE AN ESTIMATE.

	uthwestbound			Southwestbound	rthwestbound			Northwestbound	rtheastbound			Northeastbound	utheastbound			Southeastbound	Grand Total
	R	T	L		R	T	L		R	T	L		R	T	L		
7/27/2017 0:00	0	0	0	0	0	0	2	2	0	0	0	0	2	0	0	2	4
Pedestrians	0	0	0	0	0	0	2	2	0	0	0	0	2	0	0	2	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 0:30	0	0	0	0	1	0	0	1	0	0	1	1	0	0	1	1	3
Pedestrians	0	0	0	0	1	0	0	1	0	0	1	1	0	0	1	1	3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 1:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 1:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 2:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 2:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 3:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

7/27/2017 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 4:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 5:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7/27/2017 6:00	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
7/27/2017 6:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7/27/2017 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 6:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7/28/2017 7:00	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7/28/2017 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/28/2017 7:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Bicycles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1

7/28/2017 7:45	0	0	0	0	1	0	0	1	5	0	1	6	1	0	2	3	10
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	1	0	0	1	5	0	1	6	1	0	2	3	10
7/28/2017 8:00	0	0	0	0	1	0	0	1	4	0	1	5	0	0	0	0	6
Pedestrians	0	0	0	0	1	0	0	1	1	0	1	2	0	0	0	0	3
Bicycles	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
7/28/2017 8:15	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	3
Pedestrians	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/28/2017 8:30	2	0	0	2	0	0	1	1	0	0	1	1	0	0	2	2	6
Pedestrians	2	0	0	2	0	0	1	1	0	0	0	0	0	0	2	2	5
Bicycles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
7/28/2017 8:45	1	0	0	1	1	0	0	1	1	0	0	1	0	0	1	1	4
Pedestrians	0	0	0	0	1	0	0	1	1	0	0	1	0	0	1	1	3
Bicycles	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7/27/2017 9:00	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Bicycles	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7/27/2017 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 10:12	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Pedestrians	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 10:27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 10:42	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2
7/27/2017 10:57	3	0	0	3	0	0	0	0	0	0	0	0	1	0	1	2	5
Pedestrians	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7/27/2017 11:12	1	0	0	1	2	0	1	3	0	0	2	2	0	0	2	2	8
Pedestrians	1	0	0	1	2	0	1	3	0	0	2	2	0	0	0	0	6
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
7/27/2017 11:30	2	0	0	2	1	0	0	1	0	0	0	0	1	0	0	1	4
Pedestrians	2	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7/27/2017 11:45	4	0	4	8	3	0	0	3	0	0	0	0	1	0	0	1	12
Pedestrians	3	0	3	6	3	0	0	3	0	0	0	0	1	0	0	1	10
Bicycles	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2

7/27/2017 12:00	1	0	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
Pedestrians	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
Bicycles	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7/27/2017 12:15	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 12:30	0	0	1	1	1	0	4	5	3	0	1	4	1	0	2	3	13
Pedestrians	0	0	1	1	0	0	2	2	3	0	0	3	1	0	0	1	7
Bicycles	0	0	0	0	1	0	2	3	0	0	1	1	0	0	2	2	6
7/27/2017 12:45	2	0	0	2	0	0	3	3	0	0	0	0	0	0	0	0	5
Pedestrians	2	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
Bicycles	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
7/27/2017 13:00	0	0	2	2	1	0	0	1	0	0	0	0	1	0	3	4	7
Pedestrians	0	0	2	2	1	0	0	1	0	0	0	0	0	0	2	2	5
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
7/27/2017 13:15	2	0	1	3	0	0	1	1	1	0	1	2	1	0	0	1	7
Pedestrians	2	0	1	3	0	0	1	1	1	0	1	2	1	0	0	1	7
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 13:27	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Pedestrians	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 13:42	0	0	0	0	0	0	3	3	1	0	1	2	3	0	0	3	8
Pedestrians	0	0	0	0	0	0	2	2	0	0	0	0	3	0	0	3	5
Bicycles	0	0	0	0	0	0	1	1	1	0	1	2	0	0	0	0	3
7/27/2017 13:57	2	0	1	3	0	0	0	0	0	0	2	2	2	0	2	4	9
Pedestrians	2	0	0	2	0	0	0	0	0	0	1	1	1	0	1	2	5
Bicycles	0	0	1	1	0	0	0	0	0	0	1	1	1	0	1	2	4
7/27/2017 14:12	1	0	2	3	0	0	3	3	1	0	0	1	1	0	1	2	9
Pedestrians	0	0	1	1	0	0	2	2	0	0	0	0	0	0	1	1	4
Bicycles	1	0	1	2	0	0	1	1	1	0	0	1	1	0	0	1	5
7/27/2017 14:27	2	0	1	3	2	0	1	3	0	0	2	2	1	0	1	2	10
Pedestrians	2	0	1	3	1	0	0	1	0	0	2	2	1	0	1	2	8
Bicycles	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	2
7/27/2017 14:42	1	0	1	2	0	0	0	0	3	0	1	4	4	0	2	6	12
Pedestrians	1	0	1	2	0	0	0	0	2	0	0	2	2	0	2	4	8
Bicycles	0	0	0	0	0	0	0	0	1	0	1	2	2	0	0	2	4
7/27/2017 14:57	1	0	0	1	1	0	0	1	1	0	0	1	1	0	1	2	5
Pedestrians	1	0	0	1	1	0	0	1	1	0	0	1	1	0	1	2	5
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 15:12	0	0	0	0	0	0	0	0	0	0	1	1	1	0	2	3	4
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
Bicycles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
7/27/2017 15:27	1	0	1	2	0	0	1	1	0	0	1	1	5	0	2	7	11
Pedestrians	0	0	1	1	0	0	1	1	0	0	1	1	1	0	2	3	6
Bicycles	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5
7/27/2017 15:42	0	0	1	1	0	0	5	5	2	0	0	2	2	0	0	2	10
Pedestrians	0	0	1	1	0	0	4	4	2	0	0	2	2	0	0	2	9
Bicycles	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1

7/27/2017 16:00	4	0	1	5	0	0	0	0	0	1	2	3	4	0	1	5	13
Pedestrians	4	0	1	5	0	0	0	0	0	1	0	1	3	0	1	4	10
Bicycles	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	1	3
7/27/2017 16:15	2	0	0	2	0	0	2	2	0	0	1	1	3	0	2	5	10
Pedestrians	2	0	0	2	0	0	2	2	0	0	0	0	3	0	2	5	9
Bicycles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
7/27/2017 16:30	3	0	0	3	0	0	5	5	2	0	2	4	1	0	2	3	15
Pedestrians	0	0	0	0	0	0	5	5	1	0	0	1	1	0	1	2	8
Bicycles	3	0	0	3	0	0	0	0	1	0	2	3	0	0	1	1	7
7/27/2017 16:45	0	0	0	0	3	0	0	3	0	0	0	0	4	0	2	6	9
Pedestrians	0	0	0	0	1	0	0	1	0	0	0	0	1	0	2	3	4
Bicycles	0	0	0	0	2	0	0	2	0	0	0	0	3	0	0	3	5
7/27/2017 17:00	0	0	2	2	1	0	5	6	3	0	2	5	2	0	1	3	16
Pedestrians	0	0	0	0	1	0	4	5	0	0	1	1	0	0	1	1	7
Bicycles	0	0	2	2	0	0	1	1	3	0	1	4	2	0	0	2	9
7/27/2017 17:15	2	0	0	2	0	0	0	0	2	0	2	4	2	0	2	4	10
Pedestrians	1	0	0	1	0	0	0	0	1	0	2	3	1	0	2	3	7
Bicycles	1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	1	3
7/27/2017 17:30	3	0	1	4	0	0	1	1	0	0	1	1	1	0	0	1	7
Pedestrians	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles	1	0	1	2	0	0	1	1	0	0	1	1	1	0	0	1	5
7/27/2017 17:45	3	0	0	3	1	0	3	4	0	0	1	1	1	0	2	3	11
Pedestrians	2	0	0	2	0	0	3	3	0	0	1	1	0	0	2	2	8
Bicycles	1	0	0	1	1	0	0	1	0	0	0	0	1	0	0	1	3
7/27/2017 18:12	1	0	1	2	1	0	3	4	2	0	6	8	1	0	2	3	17
Pedestrians	0	0	0	0	0	0	1	1	0	0	2	2	1	0	2	3	6
Bicycles	1	0	1	2	1	0	2	3	2	0	4	6	0	0	0	0	11
7/27/2017 18:27	2	0	0	2	0	0	1	1	3	0	1	4	2	0	1	3	10
Pedestrians	2	0	0	2	0	0	1	1	3	0	0	3	2	0	0	2	8
Bicycles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
7/27/2017 18:42	2	0	0	2	0	0	1	1	0	0	3	3	6	0	1	7	13
Pedestrians	1	0	0	1	0	0	1	1	0	0	0	0	0	0	1	1	3
Bicycles	1	0	0	1	0	0	0	0	0	0	3	3	6	0	0	6	10
7/27/2017 18:57	2	0	1	3	0	0	0	0	0	0	1	1	0	0	0	0	4
Pedestrians	2	0	1	3	0	0	0	0	0	0	1	1	0	0	0	0	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 19:12	1	0	0	1	0	0	1	1	0	0	1	1	1	0	3	4	7
Pedestrians	1	0	0	1	0	0	1	1	0	0	1	1	1	0	3	4	7
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 19:27	0	0	1	1	0	0	1	1	5	0	0	5	1	0	0	1	8
Pedestrians	0	0	1	1	0	0	1	1	5	0	0	5	1	0	0	1	8
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 19:42	3	1	2	6	0	0	0	0	0	0	6	6	1	0	8	9	21
Pedestrians	3	0	2	5	0	0	0	0	0	0	6	6	0	0	8	8	19
Bicycles	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
7/27/2017 19:57	0	0	0	0	0	0	1	1	2	0	0	2	0	0	1	1	4
Pedestrians	0	0	0	0	0	0	1	1	2	0	0	2	0	0	1	1	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

7/27/2017 20:12	3	0	0	3	1	0	1	2	0	0	0	0	0	0	3	3	8
Pedestrians	2	0	0	2	0	0	1	1	0	0	0	0	0	0	3	3	6
Bicycles	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
7/27/2017 20:27	3	0	0	3	0	0	6	6	0	0	0	0	2	0	5	7	16
Pedestrians	3	0	0	3	0	0	6	6	0	0	0	0	0	0	5	5	14
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
7/27/2017 20:42	1	0	0	1	0	0	2	2	0	0	2	2	1	0	0	1	6
Pedestrians	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Bicycles	0	0	0	0	0	0	2	2	0	0	2	2	0	0	0	0	4
7/27/2017 20:57	3	0	1	4	0	0	1	1	0	0	2	2	1	0	1	2	9
Pedestrians	3	0	0	3	0	0	1	1	0	0	2	2	1	0	0	1	7
Bicycles	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
7/27/2017 21:12	1	0	0	1	1	0	0	1	2	0	1	3	1	0	0	1	6
Pedestrians	1	0	0	1	1	0	0	1	2	0	1	3	1	0	0	1	6
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 21:27	0	0	0	0	0	0	0	0	2	1	0	3	0	0	1	1	4
Pedestrians	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	3
Bicycles	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
7/27/2017 21:42	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Pedestrians	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7/27/2017 21:57	2	0	0	2	1	0	1	2	0	0	1	1	1	0	0	1	6
Pedestrians	1	0	0	1	0	0	1	1	0	0	1	1	0	0	0	0	3
Bicycles	1	0	0	1	1	0	0	1	0	0	0	0	1	0	0	1	3
7/27/2017 22:12	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Pedestrians	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
7/27/2017 22:27	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 22:42	3	0	0	3	0	0	1	1	0	0	0	0	1	0	0	1	5
Pedestrians	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	1	3
7/27/2017 22:57	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7/27/2017 23:12	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Bicycles	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
7/27/2017 23:27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
7/27/2017 23:42	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	6
Pedestrians	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7/27/2017 23:57	5	0	0	5	0	0	2	2	0	0	0	0	0	0	0	0	7
Pedestrians	1	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	3
Bicycles	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Grand Total	88	1	30	119	26	0	67	93	50	2	56	108	76	0	74	150	470

Example: *R Southwestbound* = Starting on NE corner, turning R (crossing at north end of intersection towards west)

	uthwestbound				Southwestbounc rthwestbound				Northwestbounc rtheastbound				Northeastbound utheastbound				Southeastbound	Grand Tota
	R	T	L	U	R	T	L	U	R	T	L	U	R	T	L	U		
8/3/2017 0:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 0:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 1:00	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	2
Pedestrians	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 1:15	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Bicycles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8/3/2017 1:30	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	3
Pedestrians	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	2
8/3/2017 1:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
8/3/2017 2:00	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2
Pedestrians	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 2:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 2:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 3:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8/3/2017 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 3:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 4:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8/3/2017 4:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8/3/2017 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 5:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 5:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8/3/2017 6:00	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	3
Pedestrians	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 6:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 6:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8/3/2017 6:45	1	0	2	0	3	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	5
Pedestrians	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
8/3/2017 7:00	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	5
Pedestrians	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	5
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 7:15	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Bicycles	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8/3/2017 7:30	0	0	0	0	0	4	0	0	0	4	3	0	0	0	3	0	0	2	0	2	9
Pedestrians	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	0	0	2	0	2	7
Bicycles	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8/3/2017 7:45	2	1	3	0	6	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	9
Pedestrians	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
Bicycles	0	0	2	0	2	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4
8/3/2017 8:00	2	1	1	0	4	0	0	2	0	2	3	0	0	0	3	3	0	1	0	4	13
Pedestrians	2	1	1	0	4	0	0	2	0	2	1	0	0	0	1	3	0	1	0	4	11
Bicycles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
8/3/2017 8:15	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3
Pedestrians	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
8/3/2017 8:30	1	0	1	0	2	1	0	2	0	3	1	0	0	0	1	0	0	1	0	1	7
Pedestrians	1	0	0	0	1	1	0	1	0	2	1	0	0	0	1	0	0	1	0	1	5
Bicycles	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
8/3/2017 8:45	0	0	1	0	1	2	0	3	0	5	2	0	0	0	2	0	0	0	0	0	8
Pedestrians	0	0	0	0	0	2	0	2	0	4	2	0	0	0	2	0	0	0	0	0	6
Bicycles	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
8/3/2017 9:00	1	0	2	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
Pedestrians	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	2	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4

8/3/2017 9:15	0	0	2	0	2	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	5
Pedestrians	0	0	2	0	2	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	5
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 9:30	0	0	4	0	4	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	7
Pedestrians	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	4
Bicycles	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8/3/2017 9:45	3	0	2	0	5	2	0	0	0	2	0	2	0	0	2	0	0	1	0	1	10
Pedestrians	3	0	2	0	5	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	9
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8/3/2017 10:00	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 10:15	0	0	2	0	2	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	5
Pedestrians	0	0	2	0	2	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	5
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 10:30	0	0	2	0	2	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	6
Pedestrians	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
Bicycles	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8/3/2017 10:45	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	4
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Bicycles	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8/3/2017 11:00	1	0	2	0	3	3	0	1	0	4	0	0	0	0	0	0	0	1	0	1	8
Pedestrians	1	0	2	0	3	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	6
Bicycles	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
8/3/2017 11:15	1	0	3	0	4	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	10
Pedestrians	1	0	1	0	2	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	8
Bicycles	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8/3/2017 11:30	0	0	4	0	4	5	0	0	0	5	3	0	1	0	4	2	0	1	0	3	16
Pedestrians	0	0	2	0	2	3	0	0	0	3	2	0	1	0	3	2	0	1	0	3	11
Bicycles	0	0	2	0	2	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	5
8/3/2017 11:45	0	1	2	0	3	3	0	1	0	4	1	0	1	0	2	0	0	2	0	2	11
Pedestrians	0	1	1	0	2	1	0	1	0	2	0	0	1	0	1	0	0	2	0	2	7
Bicycles	0	0	1	0	1	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	4
8/3/2017 12:00	0	3	2	0	5	3	0	4	0	7	0	0	0	0	0	0	0	0	0	0	12
Pedestrians	0	3	0	0	3	2	0	3	0	5	0	0	0	0	0	0	0	0	0	0	8
Bicycles	0	0	2	0	2	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	4
8/3/2017 12:15	4	0	0	0	4	5	0	0	0	5	0	0	0	0	0	0	0	3	0	3	12
Pedestrians	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	3	0	3	8
Bicycles	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
8/3/2017 12:30	4	0	1	0	5	3	0	2	0	5	0	0	1	0	1	0	0	1	0	1	12
Pedestrians	4	0	1	0	5	1	0	1	0	2	0	0	1	0	1	0	0	1	0	1	9
Bicycles	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3
8/3/2017 12:45	1	0	1	0	2	3	0	1	0	4	3	0	0	0	3	0	0	4	0	4	13
Pedestrians	1	0	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	4	0	4	9
Bicycles	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	4
8/3/2017 13:00	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	1	0	8	0	9	13
Pedestrians	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	1	0	8	0	9	13
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 13:15	2	0	2	0	4	3	0	1	0	4	1	0	1	0	2	0	0	3	0	3	13
Pedestrians	2	0	1	0	3	2	0	0	0	2	1	0	1	0	2	0	0	3	0	3	10
Bicycles	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
8/3/2017 13:30	0	0	2	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4
Pedestrians	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Bicycles	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
8/3/2017 13:45	0	0	1	0	1	1	0	2	0	3	1	0	0	0	1	0	0	1	0	1	6
Pedestrians	0	0	1	0	1	1	0	2	0	3	1	0	0	0	1	0	0	1	0	1	6
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8/3/2017 14:00	1	0	4	0	5	5	0	1	0	6	1	0	0	0	1	0	0	0	0	0	12
Pedestrians	1	0	4	0	5	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	10
Bicycles	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
8/3/2017 14:15	0	0	4	0	4	1	0	9	0	10	0	0	0	0	0	0	0	0	0	0	14
Pedestrians	0	0	4	0	4	1	0	7	0	8	0	0	0	0	0	0	0	0	0	0	12
Bicycles	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
8/3/2017 14:30	1	0	2	0	3	6	0	0	0	6	4	0	1	0	5	0	0	0	0	0	14
Pedestrians	1	0	2	0	3	5	0	0	0	5	4	0	1	0	5	0	0	0	0	0	13
Bicycles	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8/3/2017 14:45	0	0	2	0	2	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	7
Pedestrians	0	0	1	0	1	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	6
Bicycles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8/3/2017 15:00	1	0	1	0	2	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	5
Pedestrians	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Bicycles	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
8/3/2017 15:15	0	0	1	0	1	4	0	3	0	7	0	0	0	0	0	0	0	0	0	0	8
Pedestrians	0	0	0	0	0	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	6
Bicycles	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
8/3/2017 15:30	0	0	2	0	2	5	0	2	0	7	0	0	0	0	0	0	0	0	0	0	9
Pedestrians	0	0	2	0	2	5	0	2	0	7	0	0	0	0	0	0	0	0	0	0	9
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 15:45	0	0	2	0	2	5	0	1	0	6	5	0	1	0	6	1	0	0	0	1	15
Pedestrians	0	0	2	0	2	5	0	1	0	6	3	0	1	0	4	1	0	0	0	1	13
Bicycles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
8/3/2017 16:00	2	0	3	0	5	5	0	1	0	6	0	0	0	0	0	0	0	2	0	2	13
Pedestrians	2	0	2	0	4	3	0	1	0	4	0	0	0	0	0	0	0	2	0	2	10
Bicycles	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
8/3/2017 16:15	1	2	3	0	6	5	0	3	0	8	0	1	0	0	1	0	0	3	0	3	18
Pedestrians	1	2	2	0	5	5	0	3	0	8	0	1	0	0	1	0	0	3	0	3	17
Bicycles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8/3/2017 16:30	2	1	0	0	3	7	0	2	0	9	0	0	0	0	0	0	0	2	0	2	14
Pedestrians	1	1	0	0	2	4	0	1	0	5	0	0	0	0	0	0	0	1	0	1	8
Bicycles	1	0	0	0	1	3	0	1	0	4	0	0	0	0	0	0	0	1	0	1	6
8/3/2017 16:45	3	1	1	0	5	3	0	2	0	5	1	0	0	0	1	0	0	6	0	6	17
Pedestrians	2	1	1	0	4	2	0	2	0	4	1	0	0	0	1	0	0	6	0	6	15
Bicycles	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8/3/2017 17:00	3	1	1	0	5	6	0	5	0	11	2	0	0	0	2	0	0	6	0	6	24
Pedestrians	2	1	1	0	4	4	0	3	0	7	2	0	0	0	2	0	0	6	0	6	19
Bicycles	1	0	0	0	1	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	5
8/3/2017 17:15	5	0	3	0	8	6	0	1	0	7	1	0	0	0	1	0	0	3	0	3	19
Pedestrians	5	0	3	0	8	5	0	1	0	6	0	0	0	0	0	0	0	3	0	3	17
Bicycles	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
8/3/2017 17:30	1	0	0	0	1	4	0	0	0	4	0	0	1	0	1	0	0	2	0	2	8
Pedestrians	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	0	0	2	0	2	5
Bicycles	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8/3/2017 17:45	1	0	1	0	2	6	0	3	0	9	0	0	0	0	0	0	0	0	0	0	11
Pedestrians	0	0	1	0	1	5	0	3	0	8	0	0	0	0	0	0	0	0	0	0	9
Bicycles	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8/3/2017 18:00	0	0	5	0	5	1	0	0	0	1	2	1	0	0	3	0	0	2	0	2	11
Pedestrians	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	6
Bicycles	0	0	2	0	2	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	5
8/3/2017 18:15	0	0	2	0	2	1	0	2	0	3	1	0	0	0	1	0	0	3	0	3	9
Pedestrians	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Bicycles	0	0	1	0	1	1	0	1	0	2	1	0	0	0	1	0	0	3	0	3	7

8/3/2017 18:30	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8/3/2017 18:45	0	3	0	0	3	6	0	4	0	10	5	0	0	0	5	0	0	0	0	0	18
Pedestrians	0	3	0	0	3	5	0	4	0	9	5	0	0	0	5	0	0	0	0	0	17
Bicycles	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8/3/2017 19:00	1	0	2	0	3	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	8
Pedestrians	1	0	2	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Bicycles	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
8/3/2017 19:15	0	0	2	0	2	0	0	2	0	2	6	0	0	0	6	0	0	0	0	0	10
Pedestrians	0	0	1	0	1	0	0	2	0	2	6	0	0	0	6	0	0	0	0	0	9
Bicycles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8/3/2017 19:30	0	0	1	0	1	7	0	2	0	9	0	0	1	0	1	0	0	0	0	0	11
Pedestrians	0	0	1	0	1	7	0	2	0	9	0	0	1	0	1	0	0	0	0	0	11
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 19:45	0	0	6	0	6	10	0	2	0	12	2	0	0	0	2	0	0	0	0	0	20
Pedestrians	0	0	4	0	4	10	0	2	0	12	1	0	0	0	1	0	0	0	0	0	17
Bicycles	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
8/3/2017 20:00	3	0	4	0	7	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	13
Pedestrians	0	0	1	0	1	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	7
Bicycles	3	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8/3/2017 20:15	1	2	3	0	6	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	9
Pedestrians	1	2	3	0	6	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8/3/2017 20:30	2	3	5	0	10	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	12
Pedestrians	2	3	5	0	10	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	11
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8/3/2017 20:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 21:00	0	0	3	0	3	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	8
Pedestrians	0	0	3	0	3	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	8
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 21:15	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 21:30	0	0	1	0	1	2	0	1	0	3	3	0	0	0	3	0	0	0	0	0	7
Pedestrians	0	0	1	0	1	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	5
Bicycles	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
8/3/2017 21:45	0	1	0	0	1	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	6
Pedestrians	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Bicycles	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8/3/2017 22:00	7	0	6	0	13	3	0	5	0	8	0	0	0	0	0	0	0	0	0	0	21
Pedestrians	6	0	6	0	12	3	0	5	0	8	0	0	0	0	0	0	0	0	0	0	20
Bicycles	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8/3/2017 22:15	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8/3/2017 22:30	2	0	3	0	5	3	0	1	0	4	1	0	1	0	2	0	0	0	0	0	11
Pedestrians	2	0	3	0	5	2	0	1	0	3	1	0	1	0	2	0	0	0	0	0	10
Bicycles	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8/3/2017 22:45	3	0	2	0	5	3	0	3	0	6	0	0	0	0	0	0	0	0	0	0	11
Pedestrians	3	0	1	0	4	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	6
Bicycles	0	0	1	0	1	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	5
8/3/2017 23:00	4	0	0	0	4	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Pedestrians	4	0	0	0	4	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 23:15	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
Pedestrians	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
Bicycles	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8/3/2017 23:30	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Pedestrians	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/3/2017 23:45	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Pedestrians	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	77	23	134	0	234	192	0	88	2	282	75	7	11	0	93	9	0	63	0	72	681

Example: *R Southwestbound* = Starting on NE corner, turning R (crossing at north end of intersection towards west)

	uthwestbound		Southwestbound	rthwestbound			Northwestbound	rtheastbound			Northeastbound	utheastbound			Southeastbound	Grand Total
	R	T	L		R	T	L		R	T	L		R	T	L	
8/10/2017 0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 1:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 1:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
8/10/2017 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 2:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1
8/10/2017 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8/10/2017 3:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 4:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 6:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 7:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
8/10/2017 7:15	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1	1	4
Pedestrians	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1	1	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 7:30	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0	3
Pedestrians	0	0	0	0	1	0	0	1	2	0	0	2	0	0	0	0	3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8/10/2017 7:45	2	0	0	2	2	0	1	3	0	0	0	0	1	0	0	1	6
Pedestrians	2	0	0	2	2	0	1	3	0	0	0	0	1	0	0	1	6
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 8:00	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 8:15	0	0	1	1	1	0	0	1	0	0	1	1	0	0	2	2	5
Pedestrians	0	0	1	1	1	0	0	1	0	0	1	1	0	0	1	1	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8/10/2017 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 8:45	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8/10/2017 9:00	2	0	0	2	1	0	1	2	0	0	0	0	0	0	0	0	4
Pedestrians	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
Bicycles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
8/10/2017 9:15	0	0	0	0	0	0	0	0	1	0	1	2	0	0	1	1	3
Pedestrians	0	0	0	0	0	0	0	0	1	0	1	2	0	0	1	1	3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 9:45	0	0	0	0	2	0	0	2	0	0	0	0	1	0	1	2	4
Pedestrians	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	2	3
8/10/2017 10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 10:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 10:30	0	0	2	2	1	0	0	1	0	0	1	1	1	0	0	1	5
Pedestrians	0	0	1	1	0	0	0	0	0	0	1	1	1	0	0	1	3
Bicycles	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
8/10/2017 10:45	0	0	0	0	2	0	0	2	0	0	0	0	3	0	1	4	6
Pedestrians	0	0	0	0	2	0	0	2	0	0	0	0	3	0	1	4	6
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 11:00	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Pedestrians	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
8/10/2017 11:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
8/10/2017 11:30	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1

8/10/2017 11:45	0	0	2	2	1	0	0	1	0	0	1	1	0	0	0	0	4
Pedestrians	0	0	2	2	1	0	0	1	0	0	1	1	0	0	0	0	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 12:00	0	0	1	1	1	0	0	1	0	0	0	0	3	0	0	3	5
Pedestrians	0	0	1	1	1	0	0	1	0	0	0	0	3	0	0	3	5
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 12:15	2	0	0	2	2	0	0	2	0	0	0	0	1	0	1	2	6
Pedestrians	1	0	0	1	2	0	0	2	0	0	0	0	1	0	0	1	4
Bicycles	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
8/10/2017 12:30	0	0	1	1	1	0	0	1	1	0	2	3	1	0	1	2	7
Pedestrians	0	0	0	0	1	0	0	1	1	0	1	2	1	0	1	2	5
Bicycles	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
8/10/2017 12:45	0	0	1	1	1	0	0	1	0	0	0	0	1	0	0	1	3
Pedestrians	0	0	1	1	1	0	0	1	0	0	0	0	1	0	0	1	3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 13:00	1	0	0	1	1	0	0	1	0	0	2	2	2	0	0	2	6
Pedestrians	1	0	0	1	1	0	0	1	0	0	2	2	2	0	0	2	6
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 13:15	0	0	0	0	2	0	0	2	1	0	0	1	1	0	0	1	4
Pedestrians	0	0	0	0	2	0	0	2	1	0	0	1	1	0	0	1	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 13:30	1	0	1	2	1	0	0	1	1	0	0	1	0	0	0	0	4
Pedestrians	1	0	1	2	1	0	0	1	1	0	0	1	0	0	0	0	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 13:45	1	0	0	1	1	0	0	1	0	0	0	0	0	0	2	2	4
Pedestrians	1	0	0	1	1	0	0	1	0	0	0	0	0	0	2	2	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 14:00	0	0	0	0	2	0	0	2	0	0	1	1	0	0	1	1	4
Pedestrians	0	0	0	0	1	0	0	1	0	0	1	1	0	0	1	1	3
Bicycles	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
8/10/2017 14:15	0	0	0	0	0	0	1	1	0	0	1	1	2	0	0	2	4
Pedestrians	0	0	0	0	0	0	1	1	0	0	1	1	2	0	0	2	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 14:30	0	0	1	1	2	0	0	2	1	0	0	1	0	0	2	2	6
Pedestrians	0	0	1	1	2	0	0	2	1	0	0	1	0	0	2	2	6
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 14:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 15:00	0	0	2	2	1	0	0	1	0	0	0	0	0	0	1	1	4
Pedestrians	0	0	2	2	1	0	0	1	0	0	0	0	0	0	1	1	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 15:15	2	0	0	2	3	0	0	3	0	0	1	1	1	0	0	1	7
Pedestrians	2	0	0	2	2	0	0	2	0	0	0	0	1	0	0	1	5
Bicycles	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	2
8/10/2017 15:30	1	0	3	4	0	0	0	0	3	0	3	6	3	0	2	5	15
Pedestrians	1	0	2	3	0	0	0	0	1	0	3	4	2	0	2	4	11
Bicycles	0	0	1	1	0	0	0	0	2	0	0	2	1	0	0	1	4

8/10/2017 15:45	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Pedestrians	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 16:00	1	0	4	5	0	0	3	3	0	0	0	0	1	0	0	1	9
Pedestrians	1	0	2	3	0	0	3	3	0	0	0	0	1	0	0	1	7
Bicycles	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8/10/2017 16:15	4	0	1	5	0	0	0	0	0	0	0	0	1	0	1	2	7
Pedestrians	4	0	0	4	0	0	0	0	0	0	0	0	1	0	1	2	6
Bicycles	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8/10/2017 16:30	1	0	0	1	1	0	2	3	0	0	0	0	1	0	0	1	5
Pedestrians	1	0	0	1	1	0	2	3	0	0	0	0	0	0	0	0	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8/10/2017 16:45	3	0	0	3	0	0	1	1	0	0	0	0	1	0	2	3	7
Pedestrians	1	0	0	1	0	0	1	1	0	0	0	0	0	0	2	2	4
Bicycles	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
8/10/2017 17:00	1	0	0	1	1	0	0	1	0	0	1	1	2	0	1	3	6
Pedestrians	0	0	0	0	1	0	0	1	0	0	1	1	2	0	0	2	4
Bicycles	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
8/10/2017 17:15	1	0	0	1	0	0	2	2	0	0	0	0	0	0	1	1	4
Pedestrians	1	0	0	1	0	0	2	2	0	0	0	0	0	0	1	1	4
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 17:30	1	0	0	1	0	0	1	1	0	0	0	0	0	0	1	1	3
Pedestrians	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Bicycles	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
8/10/2017 17:45	1	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	3
Pedestrians	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Bicycles	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
8/10/2017 18:00	0	0	1	1	1	0	0	1	0	0	0	0	1	0	0	1	3
Pedestrians	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8/10/2017 18:15	0	0	0	0	0	0	0	0	1	0	3	4	1	0	0	1	5
Pedestrians	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
Bicycles	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	1	3
8/10/2017 18:30	0	0	1	1	1	0	3	4	0	0	0	0	0	0	0	0	5
Pedestrians	0	0	1	1	1	0	2	3	0	0	0	0	0	0	0	0	4
Bicycles	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
8/10/2017 18:45	1	0	0	1	4	0	0	4	0	0	1	1	0	0	0	0	6
Pedestrians	0	0	0	0	3	0	0	3	0	0	1	1	0	0	0	0	4
Bicycles	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
8/10/2017 19:00	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	2	0	0	2	0	0	1	1	0	0	0	0	3
8/10/2017 19:15	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8/10/2017 19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8/10/2017 19:45	2	0	0	2	2	0	0	2	0	0	1	1	1	0	0	1	6
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	2	0	0	2	2	0	0	2	0	0	0	0	1	0	0	1	5
8/10/2017 20:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 20:15	0	0	0	0	3	0	0	3	0	0	0	0	2	0	1	3	6
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	3
Bicycles	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
8/10/2017 20:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 20:45	0	0	0	0	0	0	0	0	1	0	2	3	2	0	0	2	5
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2	3
Bicycles	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
8/10/2017 21:00	4	0	0	5	2	0	0	2	0	0	2	2	0	0	0	0	9
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	4	0	0	5	2	0	0	2	0	0	1	1	0	0	0	0	8
8/10/2017 21:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 21:45	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 22:00	1	0	0	1	1	0	0	1	0	0	1	1	0	0	0	0	3
Pedestrians	1	0	0	1	1	0	0	1	0	0	1	1	0	0	0	0	3
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8/10/2017 22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 22:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8/10/2017 23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 23:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8/10/2017 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	37	0	32	70	54	0	16	70	13	0	34	47	43	0	24	67	254

33rd Old Seward Hwy. - Pedestrian Data

	BICYCLES				PEDESTRIANS			
	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound
12:00 AM	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	1	0	0
12:45 AM	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	1	1	0	0
2:30 AM	0	0	0	0	0	1	0	0
2:45 AM	0	0	0	0	4	1	0	0
3:00 AM	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	1	0	0	0
5:45 AM	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	1	0	0	0
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	2	0	0
8:00 AM	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	1	1	1	0	0	1	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	3	0	0	2	1	2	0
9:45 AM	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	1	0	0	0
10:15 AM	0	0	0	0	2	0	0	0
10:30 AM	0	0	0	0	2	4	0	1

10:45 AM	0	0	0	0	2	1	1	0
11:00 AM	0	1	1	0	2	1	1	0
11:15 AM	0	0	0	0	2	1	1	2
11:30 AM	0	0	0	0	2	3	0	0
11:45 AM	1	0	0	0	7	3	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	9	8	2	1
12:30 PM	2	1	1	1	4	4	0	0
12:45 PM	0	0	0	0	1	5	0	0
1:00 PM	0	0	0	0	1	1	0	0
1:15 PM	0	0	0	0	1	3	0	0
1:30 PM	1	1	0	0	4	5	0	0
1:45 PM	0	0	0	0	3	6	0	2
2:00 PM	1	0	0	0	1	0	0	0
2:15 PM	0	1	0	0	3	3	0	0
2:30 PM	0	0	0	0	1	5	2	0
2:45 PM	0	0	0	0	2	3	1	0
3:00 PM	0	0	0	0	3	4	0	1
3:15 PM	0	0	0	0	7	9	0	0
3:30 PM	1	0	0	0	0	2	0	0
3:45 PM	0	1	0	0	6	1	0	0
4:00 PM	1	0	0	0	3	3	0	0
4:15 PM	0	1	0	0	2	3	0	0
4:30 PM	1	0	0	0	3	0	0	0
4:45 PM	0	0	0	0	3	0	0	1
5:00 PM	2	0	0	0	6	10	0	0
5:15 PM	0	0	1	0	1	2	0	0
5:30 PM	1	0	0	0	7	3	0	0
5:45 PM	0	0	0	0	19	9	1	2
6:00 PM	0	0	2	0	13	7	6	3
6:15 PM	0	0	0	0	10	16	6	6
6:30 PM	0	0	1	0	7	23	6	7
6:45 PM	0	0	0	0	8	15	3	4
7:00 PM	0	0	1	0	9	5	1	0
7:15 PM	0	0	0	0	8	6	0	1
7:30 PM	0	0	0	0	12	10	3	0
7:45 PM	0	0	0	1	4	8	0	2
8:00 PM	0	0	0	0	12	8	1	1
8:15 PM	0	0	0	0	5	10	0	0
8:30 PM	0	0	0	0	2	5	0	0
8:45 PM	0	0	0	0	3	2	0	0
9:00 PM	1	0	0	1	4	10	1	0
9:15 PM	1	1	1	0	0	4	0	0

9:30 PM	0	0	0	0	2	5	0	2
9:45 PM	0	0	0	0	2	7	0	0
10:00 PM	0	0	0	0	2	6	1	0
10:15 PM	0	0	0	0	0	3	1	0
10:30 PM	0	0	0	0	0	7	0	0
10:45 PM	0	0	0	0	1	1	0	0
11:00 PM	0	0	0	0	0	5	0	0
11:15 PM	0	0	0	0	0	1	0	0
11:30 PM	0	0	0	0	0	2	0	0
11:45 PM	0	0	0	0	0	0	0	0

Gap Size Study Form for Existing Conditions (15 min)

Survey Date			7/20/2017		Crosswalk across	Arctic from 32nd
Location			Anchorage			
End of Survey (to nearest minute)			8:00 AM		Roadway Width 'W'	46 ft
Start of Survey (to nearest minute)			7:45 AM		Adequate gap time 'G'	16 seconds
Total Survey time (minutes)			15	minutes		

Gap Size Seconds	Average Time	Number of Gaps	Multiply by Gap Size	
2-4	3	49		147
4-6	5	29		145
6-8	7	14		98
8-10	9	11		99
10-12	11	5		55
12-14	13	3		39
14-16	15	1		15
16-18	17	2		34
18-20	19	1		19
20-22	21	1		21
22-24	23	0		0
24-26	25	1		25
26-28	27	1		27
28+	29	1		29
Totals		119		753
t = Total - gaps that are 16 sec. or less		112		155

Computations

G = Adequate gap time	3 + [W/3.5]	
G =	16	seconds
T = Total survey time X 60 =	900	seconds
t = Total time of all gaps greater/equal to G (seconds)	155	seconds
D = Delay	[(T-t)/T]*100	
D =	82.778	% Delay
(t/G) / (Total Suvey Time) = Gaps per Minute avg	0.6401	gaps/min average

0.209166667 hours

Gap Size Study Form for Existing Conditions (15 min)

Survey Date			7/20/2017	Crosswalk across	Arctic from 32nd	
Location			Anchorage			
End of Survey (to nearest minute)			12:15 PM	Roadway Width 'W'	46	ft
Start of Survey (to nearest minute)			12:00 PM	Adequate gap time 'G'	16	seconds
Total Survey time (minutes)			15 minutes			

Gap Size Seconds	Average Time	Number of Gaps	Multiply by Gap Size	
2-4	3	88		264
4-6	5	24		120
6-8	7	19		133
8-10	9	5		45
10-12	11	3		33
12-14	13	0		0
14-16	15	2		30
16-18	17	1		17
18-20	19	1		19
20-22	21	0		0
22-24	23	0		0
24-26	25	0		0
26-28	27	0		0
28+	29	0		0
Totals		143		661
t = Total - gaps that are 16 sec. or less		141		36

Computations

G = Adequate gap time	3 + [W/3.5]	
G =	16	seconds
T = Total survey time X 60 =	900	seconds
t = Total time of all gaps greater/equal to G (seconds)	36	seconds
D = Delay	[(T-t)/T]*100	
D =	96.000	% Delay
(t/G) / (Total Suvey Time) = Gaps per Minute avg	0.1487	gaps/min average

0.183611111 hours

Gap Size Study Form for Existing Conditions (15 min)

Survey Date			7/20/2017	Crosswalk across	Arctic from 32nd	
Location			Anchorage			
End of Survey (to nearest minute)			5:45 PM	Roadway Width 'W'	46	ft
Start of Survey (to nearest minute)			5:30 PM	Adequate gap time 'G'	16	seconds
Total Survey time (minutes)			15 minutes			

Gap Size Seconds	Average Time	Number of Gaps	Multiply by Gap Size	
2-4	3	77		231
4-6	5	37		185
6-8	7	15		105
8-10	9	1		9
10-12	11	2		22
12-14	13	6		78
14-16	15	0		0
16-18	17	1		17
18-20	19	0		0
20-22	21	1		21
22-24	23	0		0
24-26	25	0		0
26-28	27	0		0
28+	29	0		0
Totals		140		668
t = Total - gaps that are 16 sec. or less		138		38

Computations

G = Adequate gap time	3 + [W/3.5]	
G =	16	seconds
T = Total survey time X 60 =	900	seconds
t = Total time of all gaps greater/equal to G (seconds)	38	seconds
D = Delay	[(T-t)/T]*100	
D =	95.778	% Delay
(t/G) / (Total Suvey Time) = Gaps per Minute avg	0.1569	gaps/min average

0.185555556 hours

MEMORANDUM

STATE OF ALASKA

Department of Transportation and Public Facilities
Central Region-Division of Design and Engineering Services
Traffic, Safety, & Utilities Section

To: **Ken Morton, P.E.** **Date:** November 10, 2014
Regional Preconstruction Engineer

Thru: **James Amundsen, P.E., Chief** **Phone No.:** 269-0633
Highway Design Section

From: **Scott E. Thomas, P.E.** **Subject:** Regional HSIP Crash Review
Central Region Traffic Engineer Pedestrians 2001-2010

Use the attached crash concentration lists to guide potential pedestrian improvements.

Examine crash pre-actions, direction of travel, time of day, time of year and other crash details to determine if there are feasible and reasonable solutions. Use the following two thresholds to reevaluate crash densities as newer data becomes available:

HIGHEST CRASH AREAS - 95th percentile.
(12 crashes/quarter-mile/decade)
Evaluate cost-effective long term capital project solutions on 3R and 4R projects.

Gather pedestrian and vehicle counts, measure pedestrian gaps. Consider traffic control device changes or additions using criteria provided in the Highway Preconstruction Manual and the Alaska Traffic Manual.

AREAS OF CONCERN - 75th percentile.
(4 crashes/quarter-mile/decade)
These are areas do not have significant pedestrian improvements or restrictions in place. Evaluate which solutions are available within the scope of all projects.

Consider improving sight distance and providing guide signs or advance warning signs.

Distribution: Randy Vanderwood, P.E., Chief, Maintenance & Operations
Jennifer Witt, Chief, Planning & Administrative Services
Jim Amundsen, P.E., Chief, Highway Design Section
Wolfgang Junge, P.E., Chief, Aviation Design Section
John Linnell, P.E., Chief, Right of Way and Utilities Section
Eric Desentis, P.E., Chief, Preliminary Design & Environmental
Stephanie Mormilo, P.E., Municipal Traffic Engineer, Anchorage

Central Region DOT/PF

Pedestrian-Vehicle Crash Rankings (2002-2011)

Highest Crash Segments for Evaluation using 95%ile Threshold

Highway Safety Improvement Program (HSIP) Review

(Consider benefit/cost of capital project crossing possibilities: rerouting, medians, designated facilities, traffic control devices, grade separation, etc.)

Sliding Spot using Baski Sorting Formula (BSF Formula) & 3+ crashes in 10 years

1/4 Mile Window (0.25 mi: +/-660 feet or +/-2 blocks)

									10 year totals		
			Start Crashes		End Crashes					SORT	Comments
Rank	CDS Route	Road Name	From MiPt	Description	To MiPt	Description	Length (mi)	Length (ft)	Total Qualifying Crashes	Crash Density/ Mi	
1	130000	SEWARD HIGHWAY	124.722	Benson Blvd	124.877	Northern Lts Blvd	0.155	818	12	77.4	
2	133900	MULDOON ROAD	2.049	200'S of Debarr Rd	2.402	200' N of Old Harbor St	0.353	1864	26	73.7	Signal relocated to 11th 2013. Temp transit transfer site 2003.
3	133899	TUDOR ROAD	2.845	50' W of Laurel St	3.218	Piper St	0.373	1969	24	64.3	HSIP Median built 2010
4	134600	6TH AVENUE	0.240	H St	0.476	D St	0.236	1246	15	63.6	HSIP curb bulbouts
5	134200	GAMBELL STREET	0.410	9th Ave	0.751	100' E of 14th Ave	0.341	1800	20	58.7	
6	134440	5TH AVENUE	1.895	A St	2.228	60' E of F St	0.333	1758	19	57.1	
7	134100	BENSON BOULEVARD	1.716	100' E of Denali St	1.935	200' E of Seward Hwy	0.219	1156	12	54.8	
8	134300	MINNESOTA DR	6.150	31st Ave	6.380	Northern Lts Blvd	0.230	1214	12	52.2	
9	134310	SPENARD ROAD	2.111	Benson Blvd	2.370	25th Ave	0.259	1368	13	50.2	

Total 2.499 miles

Sites are ranked at 95%ile collision frequency when 12 or more crashes per quarter mile per 10 years.

CDS Milepoints are DOT/PF linear references. Mileposts are historical markers and are not the same. See Descriptions for locaion.

Cost-effectiveness of mitigation strategies should be compared berfore selecting a solution.

This table overlaps with the data meeting the 75%ile threshold.

OTHER RANKING CRITERIA		NONQUALIFYING CRITERIA
Unsignalized locations, signalized locations, roundabouts and midblock areas		No collision patterns, 2 or less crashes in 10 years
High pedestrian volume conflict areas (See ATM for volumes); typical of greenbelts, designated trail crossings, typically midblock		

NOTE:

The information in this report is compiled for highway safety planning purposes. Federal law prohibits its discovery or admissibility in litigation against state, tribal or local government that involves a location or locations mentioned in the collision data. 23 U.S.C. § 409; 23 U.S.C. § 148(g); *Walden v. DOT*, 27 P.3d 297, 304-305 (Alaska 2001).

Central Region DOT/PF

Pedestrian-Vehicle Crash Rankings (2002-2011)

High Crash Areas of Concern for Evaluation using 75%ile Thresholds

Highway Safety Improvement Program (HSIP) Review

(Consider benefit/cost of operational possibilities: signing, striping, vegetation management)

Sliding Spot using Baski Sorting Formula (BSF Formula) & 3+ crashes

1/4 Mile Window (0.25 mi: +/-660 feet or +/-2 blocks)

			Start Crashes		End Crashes				10 year totals		
Rank	CDS Route	Road Name	From MiPt	Description	To MiPt	Description	Length (mi)	Length (ft)	Total Qualifying Crashes	SORT Crash Density/ Mi	Comments
1	134200	GAMBELL ST	0.507	11th Ave	0.587	100' S of 11th Ave	0.080	422	7	87.5	
2	134140	LAKE OTIS PARKWAY	1.705	150' N of 42nd Ave	1.746	42nd Ave	0.041	216	3	73.2	Recent medians, signal to north
3	134700	BONIFACE PARKWAY	2.750	Camelot Dr	2.810	500' S of Caribou St	0.060	317	4	66.7	Reconn Study in 2014
4	133899	TUDOR ROAD	2.800	100' W of Laurel St	3.115	90' E of Wright St	0.315	1663	18	57.1	HSIP Median project built 2010
5	134450	4TH AVENUE	1.313	Karluk St	1.393	Karluk St	0.080	423	3	37.5	Ped warning/crosswalk in place
6	134140	LAKE OTIS PARKWAY	2.500	50' S of Tahiti St	2.704	Pago Pago St	0.204	1077	7	34.3	
7	134140	LAKE OTIS PARKWAY	2.111	Campbell Place	2.199	Campbell Place	0.088	465	3	34.1	Grade Separation Reconn complete
8	133900	MULDOON ROAD	2.372	150' S of Old Harbor Rd	2.529	0.1 Mi N of Old Harbor	0.157	829	5	31.8	HSIP Median project in Design
9	134440	5TH AVENUE	0.936	1500 E 5th Ave	1.076	100' E of Medfra St	0.140	739	4	28.6	6 Lane, sidewalks added
10	134500	DEBARR ROAD	2.170	426' W of Buckner Dr	2.320	100' W of Nunaka Dr	0.150	792	3	20.0	HSIP Median project built 2010

Total 1.3151 miles

Sites are ranked at 75%ile collision frequency when 4 ore more crashes per quarter mile per 10 years.

CDS Milepoints are DOT/PF linear references. Mileposts are historical markers and are not the same. See Descriptions for locaion.
Cost-effectiveness of mitigation strategies should be compared berfore selecting a solution.

OTHER RANKING CRITERIA (Infrastructure does not exist or is permissable)		NONQUALIFYING CRITERIA (Infrastructure exists or is not permissable)
Unsignalized locations greater than 1 block from a signal.		At or near pedestrian traffic signals, within 1 block
Midblock locations greater than 1 block from a signal.		Adjacent grade separation within 1 block
Roundabout crossings ahead of Yield bars		Freeways (where pedestrians are prohibited)
High pedestrian volume conflict areas (See ATM for volumes); typical of greenbelts, designated trail crossings, typically midblock		Other roads where pedestrians are prohibited by traffic control devices or fencing
		No collision patterns in areas uninterrupted by a traffic signal, 2 or less crashes in 10 years

NOTE:

The information in this report is compiled for highway safety planning purposes. Federal law prohibits its discovery or admissibility in litigation against state, tribal or local government that involves a location or locations mentioned in the collision data. 23 U.S.C. § 409; 23 U.S.C. § 148(g); *Walden v. DOT*, 27 P.3d 297, 304-305 (Alaska 2001).

Bike Lane Design Status
Recommended Practice within AMATS

Date: **5/12/15**

From: **Scott E. Thomas, P.E.**
Central Region Traffic Engineer

Subject: Bike Lane Markings – Current DOT/MOA Traffic Practice

Concur: **Stephanie Mormilo, P.E. MOA Traffic Engineer**

Your concurrence is requested on recommendations which balance safety, several design standards and guides, and maintenance capabilities at this time. This will guide engineers on active projects in Design.

Recommendation	Comment
End bike lane markings before signals.	An allowable interim practice is to stop marked bike lanes before signals.[1,2] Continue providing existing shared lane use for skilled riders[3], and add an exit ramp option for less skilled users[4]. Exit ramps serve the same purpose as for complex interchange ramps[5,6] and roundabouts[7]. Retaining an existing retrofittable space on approach to signals will remain adequate for Class A advanced bicyclists in most cases until signals can be retrofitted for less skilled users. Engineering can't take the place of educational efforts, but instead depends upon the other E's. This interim traffic control is recommended due to several reasons: (1) Increased conflicts with marked thru bike lanes across higher speed, higher volume right turn lanes. The intent of marking bike lanes into signals is to increase ridership by less skilled Class B Basic bicyclists. These are casual or new adult and teen riders who are less confident in their ability to operate in traffic. In Anchorage, these markings are not demonstrated by itself to lead to safer yielding by either party (one example is Elmore Road SB at Dowling Road). SHARE THE ROAD Warning signing by itself has also not been a standalone improvement (see Elmore Road NB at Martin Luther King Jr. Drive). (2) Detection is not provided at this time. AASHTO[8], AMATS[9], and NACTO[10] recommend signal detection with bike lanes at signals and cite that bicyclist risk increases without detection. NACTO cites leading cities that use detection. Per AS 28.01.010d, "should" and "recommended" in the MUTCD are serious terms to be complied with "as far as possible". AASHTO and NACTO use the same hierarchy of terms which carries similar implications. Careful evaluation of when detection "should" or should not be provided is the goal at this time. (3) Maintenance resources are required for signal detection. This is not currently resolved or funded though it is required in the AMATS Bike Plan[11] in order fully consider bike lanes at signals. For complete bike lanes at signals, with detection, the MUTCD also requires adequate staffing and resources not available at this time[12]. **<u>Next steps towards resolution:</u>** **The AMATS Bike Implementation Project will contact leading cities and states to review when detection is or isn't being used and why. Establish rules for type of roads when detection is critical and when it is not. Develop simplified sketches of bike lane treatments for AMATS use.**

Provide space when possible, if not marked bike lanes	DOT/PF Minimum standards are to design for the Class A Advanced Users as a minimum. In the event traffic control devices are not feasible, the HPM provides guidance on the minimum space needs for skilled bicycling within traffic.
Provide bike lane weaving when through lanes become "drop" lanes	Use unmarked weaving zones to require due care to cross to through traffic lanes similar to ITE Fig 12A and AASHTO Fig 4-21. In Anchorage, these are typically higher volume, higher speed lanes with more deceleration into the ramp lane at 35 MPH or higher.
Provide bike lanes thru unsignalized right turn bays, with exceptions	AASHTO states that bike lanes remain the best treatment through unsignalized right turns, even with concerns over volume and speed. Some exceptions may be needed - ITE states that in high volume or higher speed cases, an escape ramp may be needed rather than a bike lane. In Anchorage, lower speed ramps or right turns occur at 25 MPH or less.
Leave shoulders unmarked when multiple use is necessary.	One example is when sidestreet pedestrians have no separate facility and must legally use the shoulder to get to crossings. See Carline Street/Northwood Drive connection to Connors Bog trails on the north side of Raspberry Road as one example.
Use bike lane symbols after Collectors, up to 1000 feet maximum.	Use bike and rider as per AASHTO Fig 4-17. Use symbols, not after every platted street, but as reminders after major sidestreets/collectors/connectors, up to 1000 feet per AASHTO p. 4-20. Move bike lane symbols to the downstream side of transit stops when nearby.
Use BIKE LANE or BIKE ROUTE signing up to 1000 feet spacing	Place signs at BEGIN, END points, and midblock locations to supplement in between bike lane symbols, as needed to achieve 1000 feet maximum spacing. Striping is primary (AASHTO 4.7.3). Use signs to fill gaps between the symbols and not after every platted street, but as reminders after major sidestreets/collectors/connectors, up to 1000 feet.
Limit directional and educational signing to site specific needs.	Consider PATHWAY directional signs in areas where exit to alternate facilities may not be immediate or obvious. Use BIKE ROUTE signing primarily on continuous shared use corridors or as part of a much larger educational program, not as a primary tool.
Limit warning signing to site specific needs.	Per 2C.01 of the ATM, W11-2 bicycle warning signs are to be considered primarily where there is limited sight distance, a crash history of concern, or a designated pathway crossing. Do not use them as repetitive educational guide signs. W11-2 bicycle warning signs and SHARE THE ROAD signing can be used when a change in conditions occur, mainly when ending bike lane markings either on approach to a signal or approach to the downtown Central Business District. (See Martin Luther King Jr Drive, westbound, at Tudor Centre Drive, for example).

Standards
ATM Alaska Traffic Manual Supplement 2012, with the MUTCD Manual on Uniform Traffic Control Devices 2009
AASHTO Guide for the Development of Bicycle Facilities 2012
DOT/PF Highway Preconstruction Manual, Chapter 1210 Bicycle Facilities 2002, with reference to FHWA-RD-92-073
FHWA Selecting Roadway Design Treatments to Accommodate Bicycles 1994

Guides
AMATS Anchorage Bicycle Plan 2010
ITE Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges 2014
NACTO Urban Bikeway Design Guide 2014
NCHRP Report 672 Roundabouts: An Informational Guide, 2nd edition

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[1] AASHTO Guide for the Development of Bicycle Facilities 2012, p. 4-23 "bike lanes may also be dropped on an intersection approach"; p. 4-25 bike lanes dropped for weaving at drop lanes.

[2] FHWA-RD-92-073 FHWA Selecting Roadway Design Treatments to Accommodate Bicycles 1994, p. 26 (Arizona, Oregon)

[3] Ibid, p. 1, "The 'Design Bicyclist' Group A – Advanced Bicyclists: These are experienced riders who can operate under most traffic conditions. They comprise the majority of the current users of collector and arterial streets and are best served by the following: - Sufficient operating space on the roadway or shoulder..."

[4] Ibid, p. 1, "The 'Design Bicyclist' Group B – Basic Bicyclists: These are casual or new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles."

[5] ITE Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges 2014, p. 4. "Provide a bicycle 'exit ramp' ahead of all on ramp cases to give cyclists the option to exit the arterial."

[6] AASHTO Guide for the Development of Bicycle Facilities 2012, p. 4-43 "Youth bicyclists often use crosswalks and pedestrian push buttons to cross; therefore, these facilities should be accessible to bicyclists who may wish to proceed through the intersection in this manner.", and 4-60 "At some interchanges, it may be appropriate to allow bicyclists the options of using sidewalks, particularly if this will provide access to a signalized crosswalk or other crossing situation that may be more comfortable for some bicyclists." (Wider sidewalks are desirable.)

[7] NCHRP Report 672 Roundabouts: An Informational Guide, 2nd edition, p. 2-17, 3-29, and Section 6.8.2.2 "Designing for Bicyclists to Traverse Roundabouts like Pedestrians."

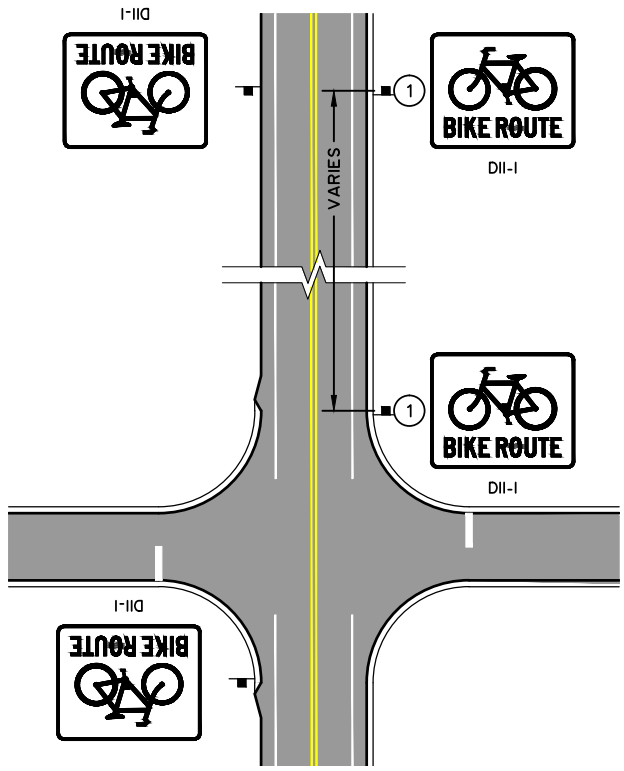
[8] AASHTO Guide for the Development of Bicycle Facilities 2012, p. 4-22, 4-47

[9] AMATS Anchorage Bicycle Plan 2010, p. 83

[10] NACTO Urban Bikeway Design Guide 2014, p. 76, 102

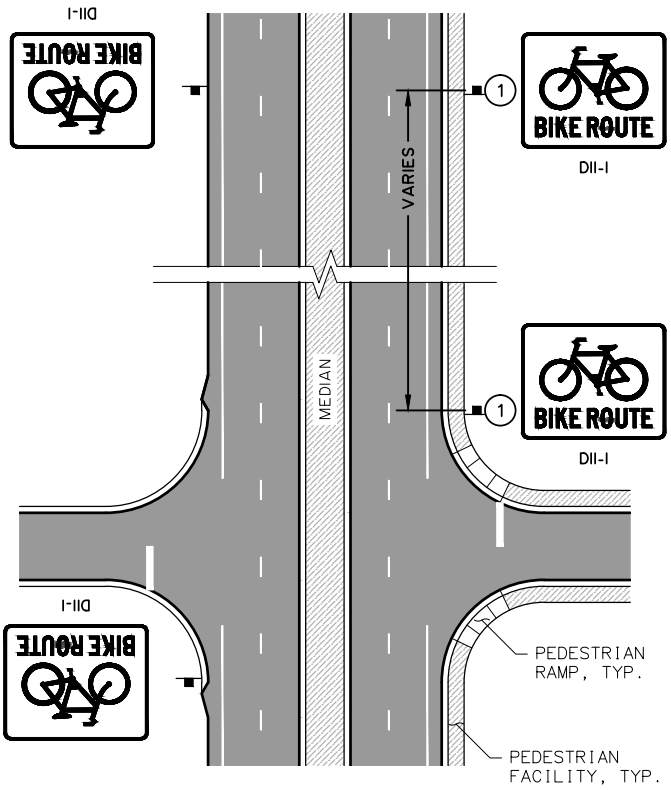
[11] AMATS Anchorage Bicycle Plan 2010, p. 71 "On-road bicycle lanes are the preferred facility and are contingent on establishing and identifying a plan for funding and maintenance." P. 103 Item 2 "Examine the feasibility of using traditional loop detectors at signalized intersections and modified loop designs at stop bars." P. 117 "Funding for both new facilities and maintenance of existing facilities will be key to successful implementation. Existing transportation funding levels are insufficient to support or implement all of the needed bicycle system improvements."

[12] ATM Alaska Traffic Manual Supplement 2012, with the MUTCD Manual on Uniform Traffic Control Devices 2009, 1A.05, 4D.02.



NOTES:

1. TREATMENT FOR SHOULDER IMPLEMENTATION ALONG CORRIDOR AND AT STOP CONTROLLED SIDE STREET PER DOT/PF HPM SECTION 1200. SEE FHWA RD-92-073 FOR CLASS A MINIMUM WIDTHS.
2. SHOULDER SHALL BE DESIGNATED AS A BIKE ROUTE, IN PLACE OF A BIKE LANE, WHEN:
   A. UNDIVIDED ROADS DO NOT HAVE PEDESTRIAN FACILITIES ON EITHER SIDE OF THE ROAD;
   B. DIVIDED ROADS DO NOT HAVE PEDESTRIAN FACILITIES ON BOTH SIDES OF THE ROAD;
   C. AND IF THERE IS AT LEAST 4' OF SHOULDER PAVEMENT WIDTH.
3. ONLY SIGNAGE RELATED TO BICYCLE FACILITY IMPROVEMENTS IS SHOWN. TRAFFIC ROADWAY SIGNAGE OMITTED FOR CLARITY.



TREATMENTS:

(1) INSTALL SIGNAGE:
   A. AFTER MAJOR* SIDE STREETS AS SHOWN. AS NECESSARY, MOVE SIGNS FURTHER FROM INTERSECTION TO LIMIT SIGN CLUTTER.
   B. WITH 2 MINUTE TRAVEL TIME MAXIMUM SIGN SPACING.
   C. ADD OPTIONAL "BEGIN" AND "ENDS" PLAQUES ONLY AT THE VERY BEGINNING AND ENDING OF SHOULDER BIKEWAYS PER MUTCD SECTION 9B.20.

* MAJOR SIDE STREETS ARE COLLECTOR ROADS OR CONNECT THROUGH TO ADJACENT COLLECTORS OR ARTERIALS.

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AMATS BICYCLE PLAN IMPLEMENTATION

TYPICAL SHOULDER BIKEWAY

GENERAL APPLICATION

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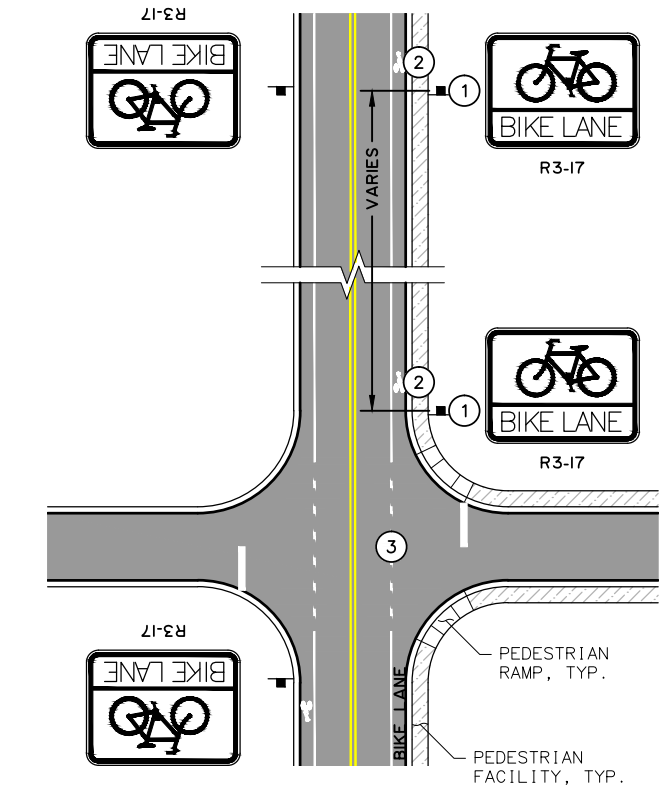
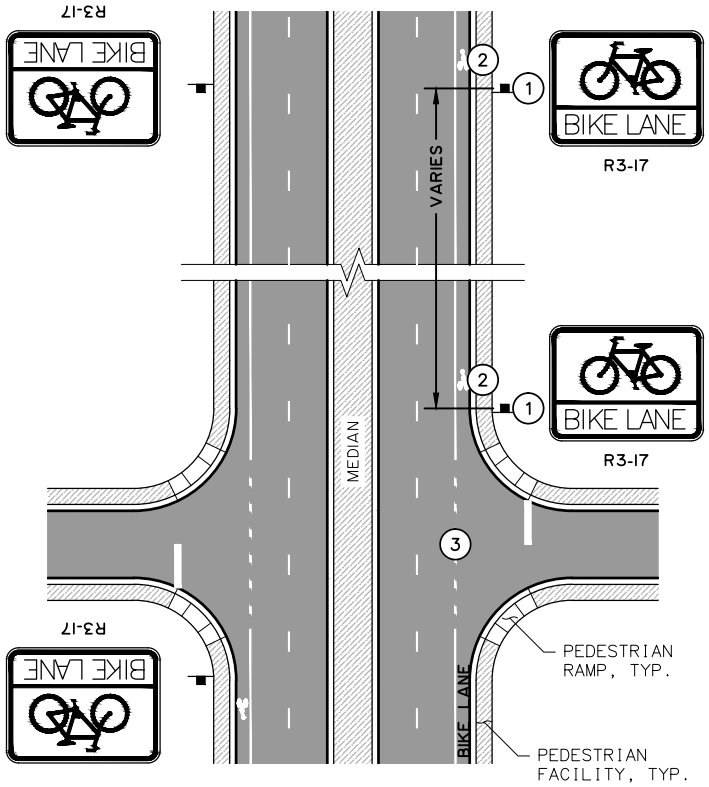




NOTES:

1. TREATMENT FOR BIKE LANE IMPLEMENTATION ALONG CORRIDOR AND AT STOP CONTROLLED SIDE STREET.
2. SHOULDER MAY BE DESIGNATED AS A BIKE LANE WHEN:
   A. UNDIVIDED ROADS HAVE PEDESTRIAN FACILITIES ON AT LEAST ONE SIDE OF THE ROAD;
   B. DIVIDED ROADS HAVE PEDESTRIAN FACILITIES ON BOTH SIDES OF THE ROAD;
   C. AND IF THERE IS AT LEAST 4' OF SHOULDER PAVEMENT WIDTH.
3. ONLY SIGNAGE RELATED TO BICYCLE FACILITY IMPROVEMENTS IS SHOWN. TRAFFIC ROADWAY SIGNAGE OMITTED FOR CLARITY.
4. SIGNS ARE SECONDARY TO MARKINGS.

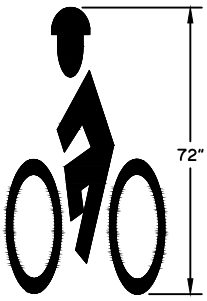
TREATMENTS:

(1) INSTALL SIGNAGE:
   A. AFTER MAJOR× SIDE STREETS AS SHOWN. AS NECESSARY, MOVE SIGNS FURTHER FROM INTERSECTION TO LIMIT SIGN CLUTTER.
   B. WITH 2 MINUTE TRAVEL TIME MAXIMUM SIGN SPACING.
   C. ADD OPTIONAL "BEGIN" AND "ENDS" PLAQUES ONLY AT THE VERY BEGINNING AND ENDING OF BIKE LANE FACILITIES PER MUTCD SECTION 9B.04.

(2) APPLY INLAID BIKE LANE MARKING:
   A. AFTER MAJOR× SIDE STREETS, PER MUTCD FIGURE 9C-3B. AS NECESSARY, MOVE MARKINGS FURTHER FROM INTERSECTION TO AVOID THE WHEEL PATH OF TURNING VEHICLES. DO NOT PLACE MARKINGS WITHIN DRIVEWAY ENTRANCES.
   B. WITH 1000' MAX SPACING.
   C. ADDITIONAL MARKINGS USING 500' OR TWO-BLOCK SPACING MAY BE USED IF MAINTENANCE AGREEMENT IS OBTAINED.

(3) APPLY NORMAL WIDTH 4" WHITE DASH STRIPING ACROSS SIDE STREETS: 2' STRIPE WITH 6' GAP PER MUTCD FIGURE 9C-6.

× MAJOR SIDE STREETS ARE COLLECTOR ROADS OR CONNECT THROUGH TO ADJACENT COLLECTORS OR ARTERIALS.



2 **BIKE LANE MARKING**
NTS

1. STANDARD HIGHWAY SIGNS 2004, APPENDIX 10-16
2. MUTCD FIG 9C-3B

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TYPICAL BIKE LANE TREATMENT

GENERAL APPLICATION

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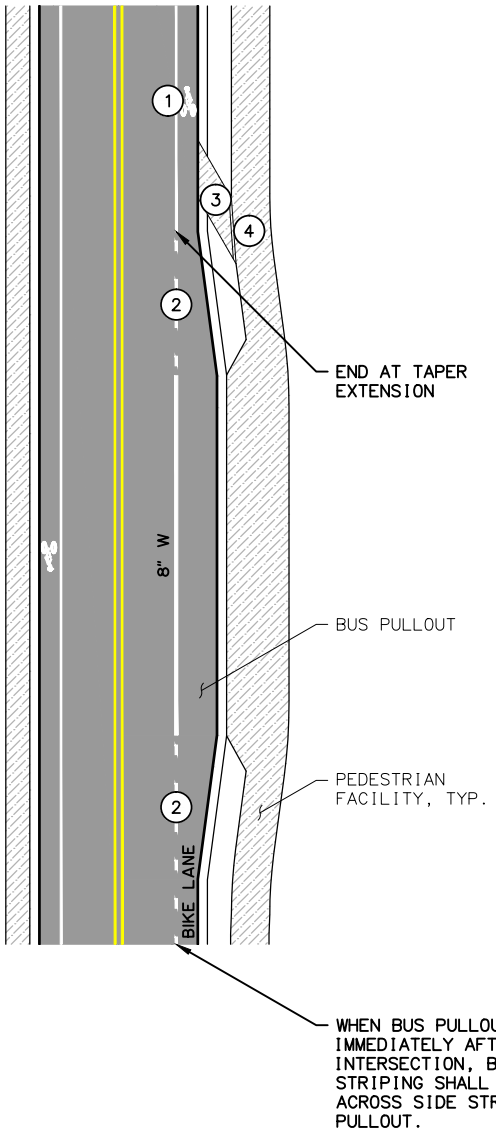

NOTES:

1. TREATMENT FOR BIKE LANE IMPLEMENTATION AT BUS PULLOUT.
2. ONLY SIGNAGE RELATED TO BICYCLE FACILITY IMPROVEMENTS IS SHOWN. TRAFFIC ROADWAY SIGNAGE OMITTED FOR CLARITY.

TREATMENTS:

(1) APPLY INLAID BIKE LANE MARKING AFTER EACH BUS PULLOUT AS SHOWN, PER MUTCD FIGURE 9C-3B.

(2) APPLY 4" WHITE DASH STRIPING BEFORE AND AFTER FULL WIDTH BUS PULLOUT ACROSS TAPERS: 2' STRIPE WITH 6' GAP.

(3) CONSTRUCT BICYCLE ENTRANCE RAMP DOWNSTREAM OF BUS PULLOUT WHERE PULLOUT IS ADJACENT TO A SIGNALIZED INTERSECTION; UNLESS RAMP IS NOT FEASIBLE DUE TO SITE SPECIFIC CONDITIONS OR DETERMINED TO BE NOT REQUIRED UNDER LOW SPEED CONDITIONS AT THE SIGNAL.

(4) INSTALL DETECTABLE EDGE DELINEATION ON ROADSIDE EDGE OF SIDEWALK OR PATHWAY AT BICYCLE ENTRANCE RAMP.

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AMATS BICYCLE PLAN IMPLEMENTATION

TYPICAL BIKE LANE TREATMENT

BUS PULLOUT

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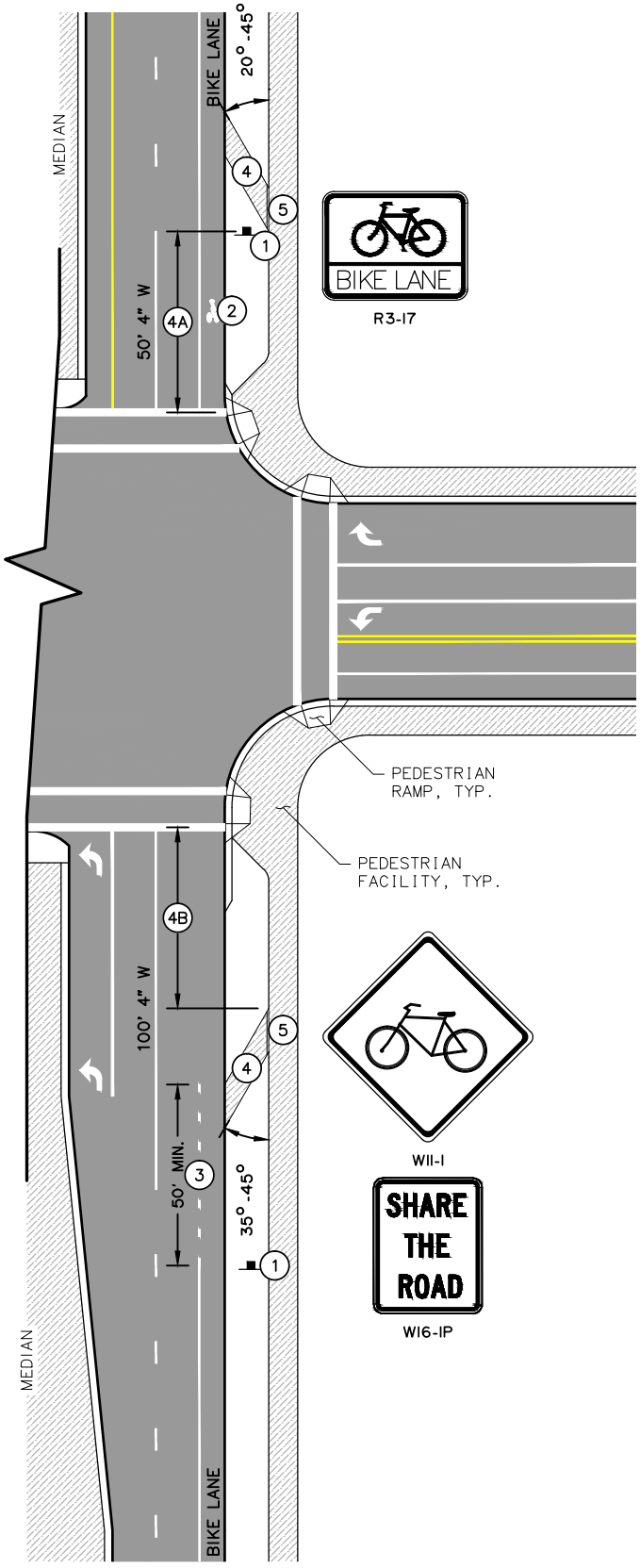

NOTES:

1. TREATMENT FOR BIKE LANE IMPLEMENTATION AT SIGNALIZED INTERSECTION WITHOUT DESIGNATED RIGHT TURN LANE AND WITHOUT BICYCLE DETECTION.
2. PROVIDE BICYCLE EXIT AND ENTRANCE RAMPS:
   A. ON HIGH SPEED ROADS (≥ 50 MPH) WITH INTERMEDIATE SPEED CROSS STREETS (≥ 40 MPH).
   B. AT COMPLEX INTERSECTIONS WITH:
      - 3 OR MORE THRU LANES,
      - ADJACENT DUAL RIGHT LANES,
      - OR REFUGE ISLANDS WITH NO BIKE LANE SPACE.
   C. RAMPS MAY BE OMITTED AT TEE INTERSECTIONS WITH NO CROSS STREET ON THE RIGHT.
3. ONLY SIGNAGE RELATED TO BICYCLE FACILITY IMPROVEMENTS IS SHOWN. TRAFFIC ROADWAY SIGNAGE OMITTED FOR CLARITY.

TREATMENTS:

(1) INSTALL SIGNAGE AT END OF BIKE LANE AND AFTER INTERSECTION AS SHOWN.

(2) APPLY INLAID BIKE LANE MARKING AFTER INTERSECTION AS SHOWN, PER MUTCD FIGURE 9C-3B.

(3) APPLY 4" WHITE DASH STRIPING AT END OF BIKE LANE: 2' STRIPE WITH 6' GAP.

(4) CONSTRUCT BICYCLE EXIT AND ENTRANCE RAMPS.
   A. LOCATE ENTRANCE RAMP ≥ 50' BEYOND PED RAMP AND DOWNSTREAM OF ANY TRANSIT STOP NEAR THE INTERSECTION.
   B. LOCATE EXIT RAMP ≥ 50' BEFORE PED RAMP.

(5) INSTALL DETECTABLE EDGE DELINEATION ON ROADSIDE EDGE OF SIDEWALK OR PATHWAY AT BICYCLE EXIT AND ENTRANCE RAMPS.

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TYPICAL BIKE LANE TREATMENT

SIGNALIZED INTERSECTION,
THRU LANE WITHOUT BICYCLE DETECTION

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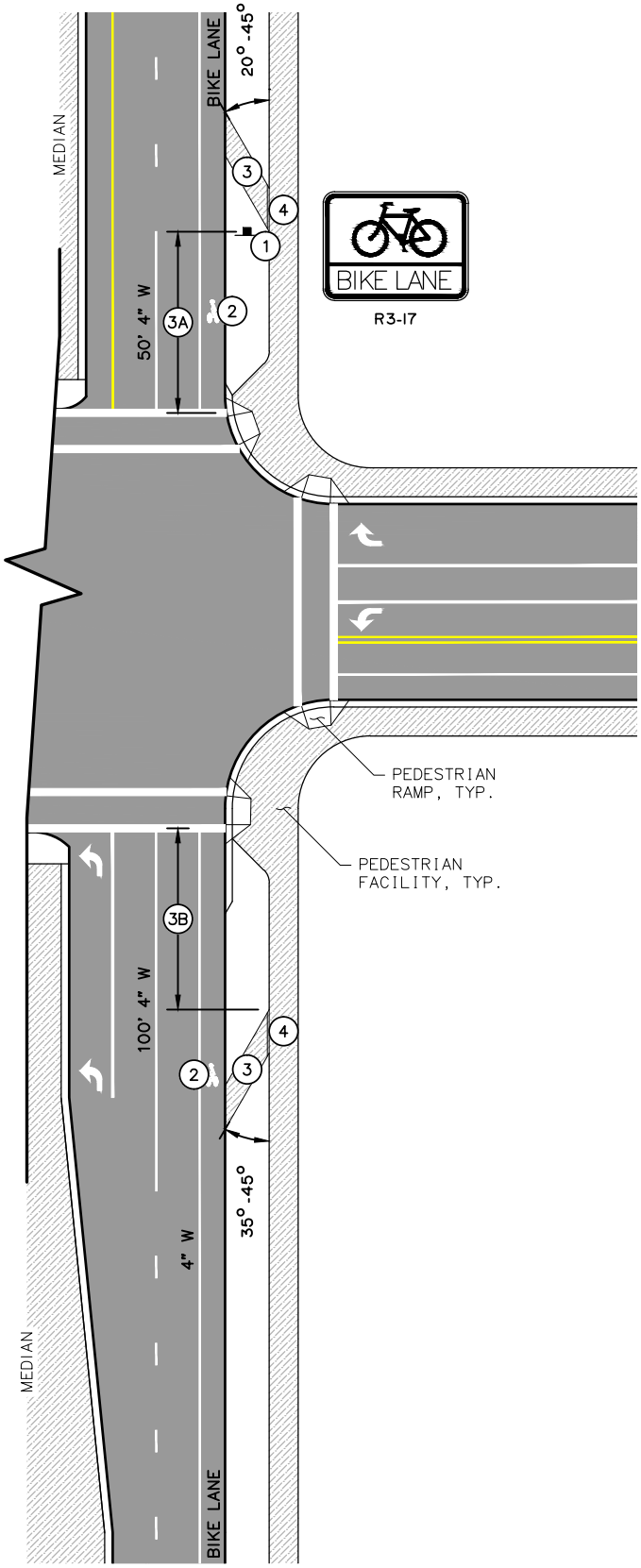

NOTES:

1. TREATMENT FOR BIKE LANE IMPLEMENTATION AT SIGNALIZED INTERSECTION WITHOUT DESIGNATED RIGHT TURN LANE AND WITH BICYCLE DETECTION.
2. APPLICATION IS DETERMINED ON A CASE BY CASE BASIS, TAKING INTO ACCOUNT THE WIDTH OF INTERSECTION, TRAFFIC SPEEDS, CROSS TRAFFIC SPEEDS, NUMBER OF TURN LANES AND OVERALL LEVEL OF CONFLICT.
3. BICYCLE LANE DETECTION IS REQUIRED WHEN APPROACHING HIGHER SPEED CROSS STREETS OR COMPLEX INTERSECTIONS.
4. PROVIDE BICYCLE EXIT AND ENTRANCE RAMPS:
   A. ON HIGH SPEED ROADS (≥ 50 MPH) WITH INTERMEDIATE SPEED CROSS STREETS (≥ 40 MPH).
   B. AT COMPLEX INTERSECTIONS WITH:
      - 3 OR MORE THRU LANES,
      - ADJACENT DUAL RIGHT LANES,
      - OR REFUGE ISLANDS WITH NO BIKE LANE SPACE.
   C. RAMPS MAY BE OMITTED AT TEE INTERSECTIONS WITH NO CROSS STREET ON THE RIGHT.
5. ONLY SIGNAGE RELATED TO BICYCLE FACILITY IMPROVEMENTS IS SHOWN. TRAFFIC ROADWAY SIGNAGE OMITTED FOR CLARITY.

TREATMENTS:

(1) INSTALL SIGNAGE AFTER INTERSECTION AS SHOWN.

(2) APPLY INLAID BIKE LANE MARKING BEFORE AND AFTER INTERSECTION AS SHOWN, PER MUTCD FIGURE 9C-3B.

(3) CONSTRUCT BICYCLE EXIT AND ENTRANCE RAMPS.
   A. LOCATE ENTRANCE RAMP ≥ 50' BEYOND PED RAMP AND DOWNSTREAM OF ANY TRANSIT STOP NEAR THE INTERSECTION.
   B. LOCATE EXIT RAMP ≥ 50' BEFORE PED RAMP.

(4) INSTALL DETECTABLE EDGE DELINEATION ON ROADSIDE EDGE OF SIDEWALK OR PATHWAY AT BICYCLE EXIT AND ENTRANCE RAMPS.

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AMATS BICYCLE PLAN IMPLEMENTATION

TYPICAL BIKE LANE TREATMENT

SIGNALIZED INTERSECTION,
THRU LANE WITH BICYCLE DETECTION

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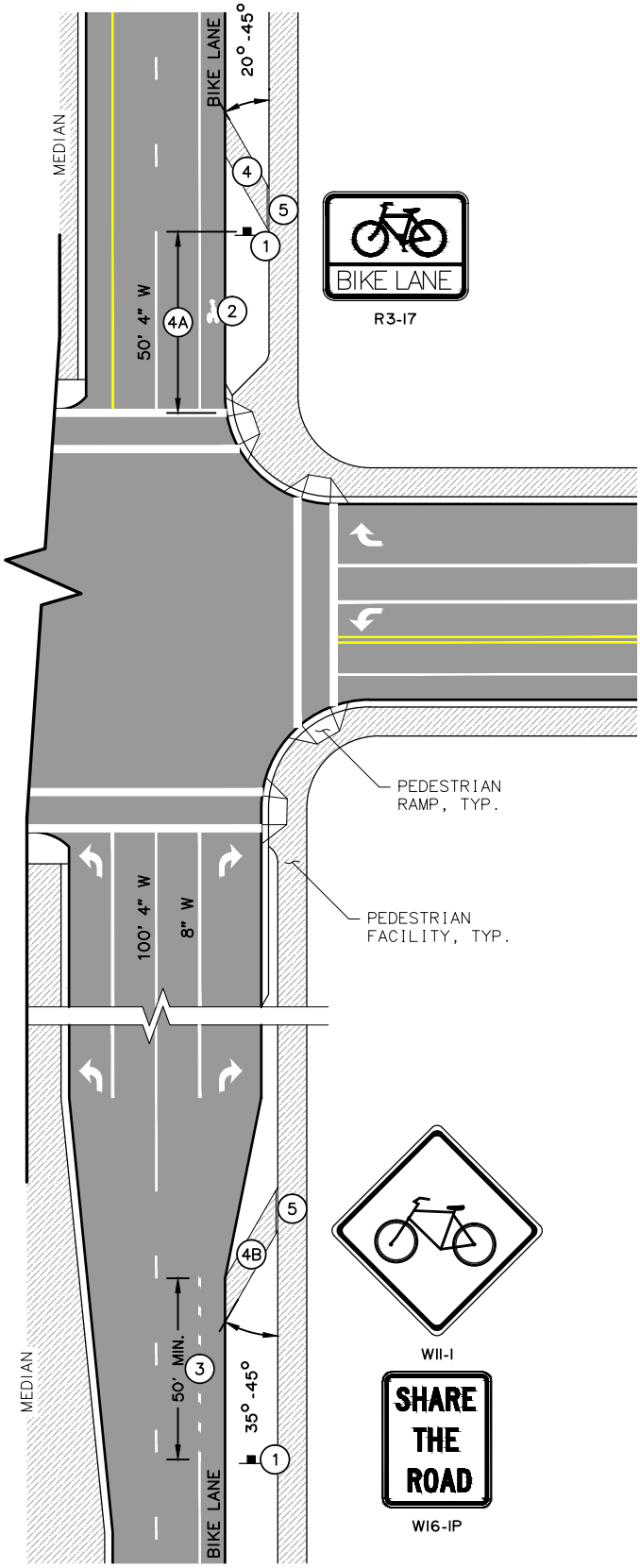

NOTES:

1. TREATMENT FOR BIKE LANE IMPLEMENTATION AT SIGNALIZED INTERSECTION WITH DESIGNATED RIGHT TURN LANE AND WITHOUT BICYCLE DETECTION.

2. PROVIDE BICYCLE EXIT AND ENTRANCE RAMPS:
   A. ON HIGH SPEED ROADS (≥ 50 MPH) WITH INTERMEDIATE SPEED CROSS STREETS (≥ 40 MPH).
   B. AT COMPLEX INTERSECTIONS WITH:
      - 3 OR MORE THRU LANES,
      - ADJACENT DUAL RIGHT LANES,
      - OR REFUGE ISLANDS WITH NO BIKE LANE SPACE.
   C. RAMPS MAY BE OMITTED AT TEE INTERSECTIONS WITH NO CROSS STREET ON THE RIGHT.

3. ONLY SIGNAGE RELATED TO BICYCLE FACILITY IMPROVEMENTS IS SHOWN. TRAFFIC ROADWAY SIGNAGE OMITTED FOR CLARITY.

TREATMENTS:

(1) INSTALL SIGNAGE AT END OF BIKE LANE AND AFTER INTERSECTION AS SHOWN.

(2) APPLY INLAID BIKE LANE MARKING AFTER INTERSECTION AS SHOWN, PER MUTCD FIGURE 9C-3B.

(3) APPLY 4" WHITE DASH STRIPING AT END OF BIKE LANE: 2' STRIPE WITH 6' GAP.

(4) CONSTRUCT BICYCLE EXIT AND ENTRANCE RAMPS.
   A. LOCATE ENTRANCE RAMP ≥ 50' BEYOND PED RAMP AND DOWNSTREAM OF ANY TRANSIT STOP NEAR THE INTERSECTION.
   B. LOCATE EXIT RAMP PRIOR TO RIGHT TURN LANE TAPER.

(5) INSTALL DETECTABLE EDGE DELINEATION ON ROADSIDE EDGE OF SIDEWALK OR PATHWAY AT BICYCLE EXIT AND ENTRANCE RAMPS.

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AMATS BICYCLE PLAN IMPLEMENTATION

TYPICAL BIKE LANE TREATMENT

SIGNALIZED INTERSECTION,
RIGHT TURN WITHOUT BICYCLE DETECTION

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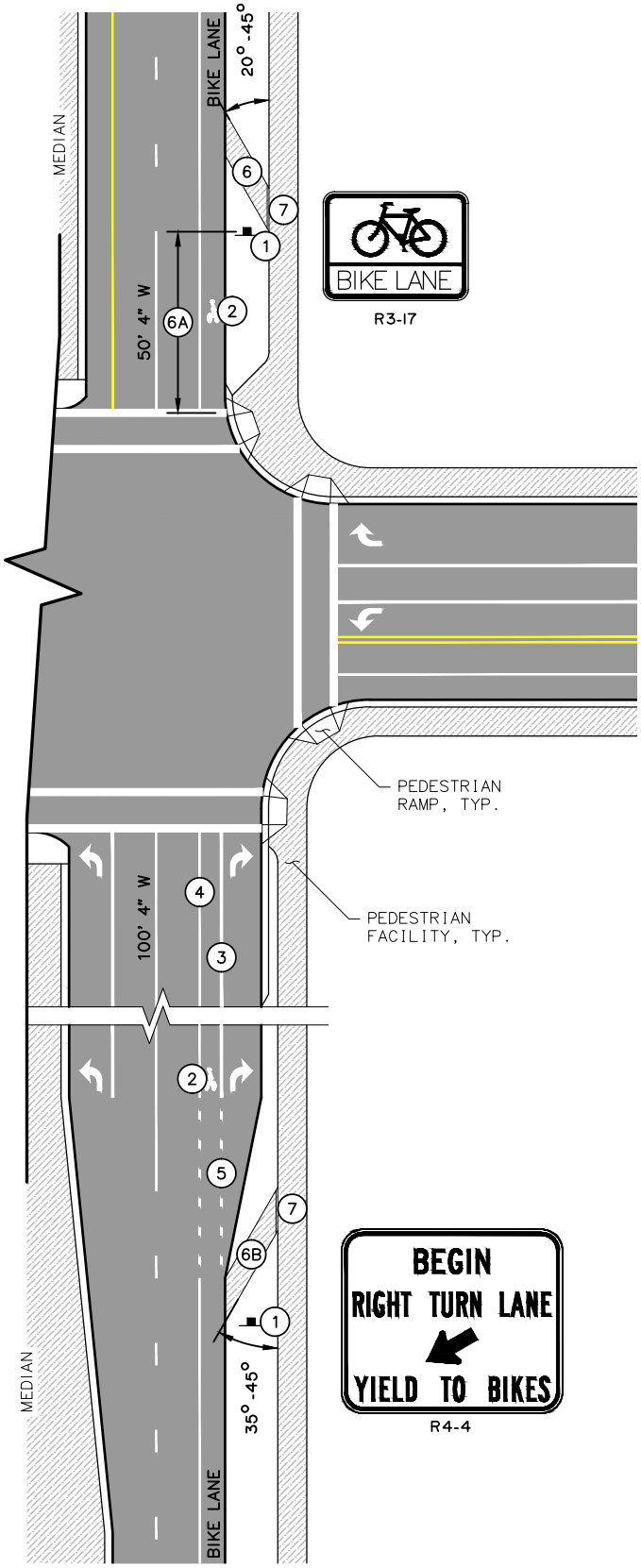

NOTES:

1. TREATMENT FOR BIKE LANE IMPLEMENTATION AT SIGNALIZED INTERSECTION WITH DESIGNATED RIGHT TURN LANE AND WITH BICYCLE DETECTION.
2. APPLICATION IS DETERMINED ON A CASE BY CASE BASIS, TAKING INTO ACCOUNT THE WIDTH OF INTERSECTION, TRAFFIC SPEEDS, CROSS TRAFFIC SPEEDS, NUMBER OF TURN LANES AND OVERALL LEVEL OF CONFLICT.
3. BICYCLE LANE DETECTION IS REQUIRED WHEN APPROACHING HIGHER SPEED CROSS STREETS OR COMPLEX INTERSECTIONS.
4. PROVIDE BICYCLE EXIT AND ENTRANCE RAMPS:
   A. ON HIGH SPEED ROADS (≥ 50 MPH) WITH INTERMEDIATE SPEED CROSS STREETS (≥ 40 MPH).
   B. AT COMPLEX INTERSECTIONS WITH:
      - 3 OR MORE THRU LANES,
      - ADJACENT DUAL RIGHT LANES,
      - OR REFUGE ISLANDS WITH NO BIKE LANE SPACE.
   C. RAMPS MAY BE OMITTED AT TEE INTERSECTIONS WITH NO CROSS STREET ON THE RIGHT.
3. ONLY SIGNAGE RELATED TO BICYCLE FACILITY IMPROVEMENTS IS SHOWN. TRAFFIC ROADWAY SIGNAGE OMITTED FOR CLARITY.

TREATMENTS:

(1) INSTALL SIGNAGE BEFORE RIGHT TURN LANE TAPER AND AFTER INTERSECTION AS SHOWN.

(2) INSTALL INLAID BIKE LANE MARKINGS BEFORE AND AFTER INTERSECTION, PER MUTCD FIGURE 9C-3B.

(3) APPLY 8" WHITE SOLID LINE BETWEEN BIKE LANE AND RIGHT TURN LANE, 50' TYPICAL OR ADAPT TO EXISTING GEOMETRY AS NEEDED.

(4) APPLY 4" WHITE SOLID LINE BETWEEN THRU LANE AND BIKE LANE, 50' TYPICAL OR ADAPT TO EXISTING GEOMETRY AS NEEDED.

(5) APPLY DUAL 4" WHITE DASH STRIPING ACROSS RIGHT TURN LANE TAPER AS SHOWN: 2' STRIPE WITH 6' GAP.

(6) CONSTRUCT BICYCLE EXIT AND ENTRANCE RAMPS.
   A. LOCATE ENTRANCE RAMP ≥ 50' BEYOND PED RAMP AND DOWNSTREAM OF ANY TRANSIT STOP NEAR THE INTERSECTION.
   B. LOCATE EXIT RAMP PRIOR TO RIGHT TURN LANE TAPER.

(7) INSTALL DETECTABLE EDGE DELINEATION ON ROADSIDE EDGE OF SIDEWALK OR PATHWAY AT BICYCLE EXIT AND ENTRANCE RAMPS.

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AMATS BICYCLE PLAN IMPLEMENTATION

TYPICAL BIKE LANE TREATMENT

SIGNALIZED INTERSECTION,
RIGHT TURN WITH BICYCLE DETECTION

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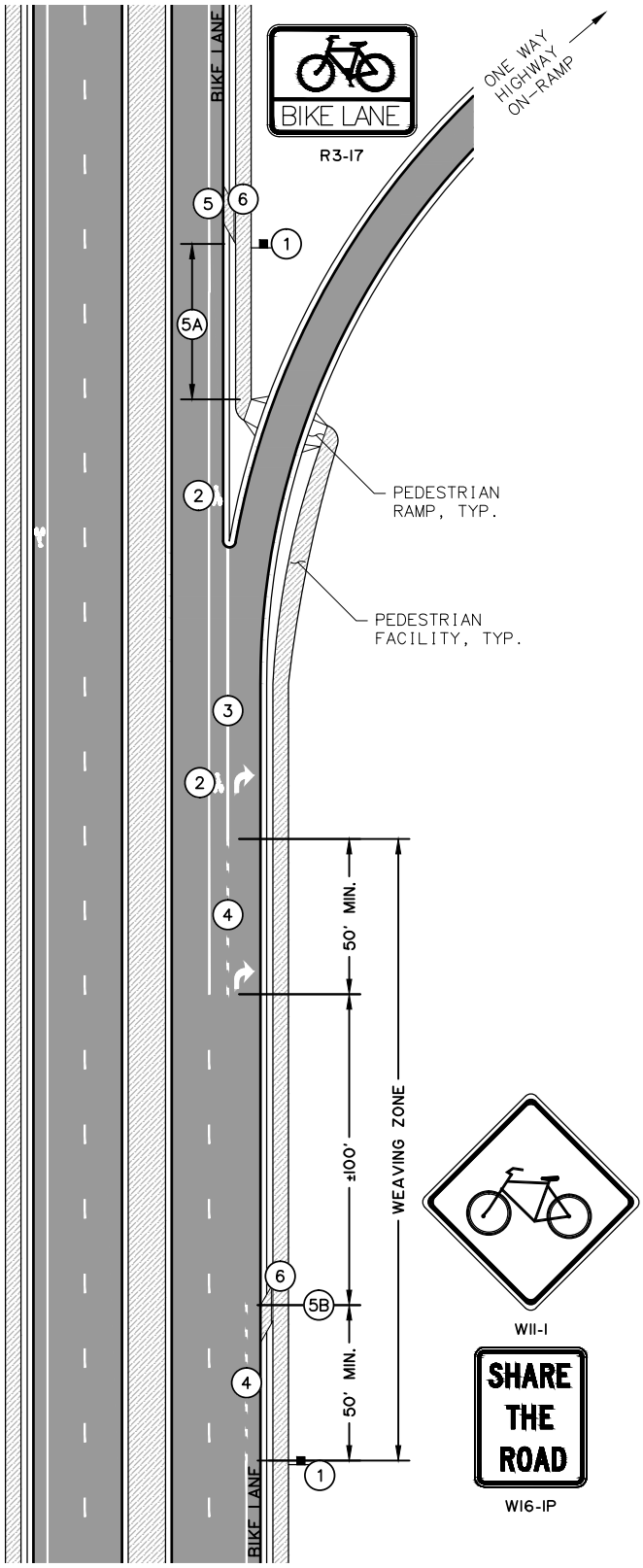

NOTES:

1. TREATMENT FOR BIKE LANE IMPLEMENTATION AT HIGHWAY ON-RAMP WITH LONG, HIGHER SPEED DESIGNATED RIGHT TURN LANE PER AASHTO[1] PAGES 4-60 AND 4-62, FIGURE 4-21 AND ITE[2] FIGURE 12A.
2. ONLY SIGNAGE RELATED TO BICYCLE FACILITY IMPROVEMENTS IS SHOWN. TRAFFIC ROADWAY SIGNAGE OMITTED FOR CLARITY.

TREATMENTS:

(1) INSTALL SIGNAGE BEFORE WEAVING ZONE AND BEFORE ENTRANCE RAMP AS SHOWN.

(2) APPLY INLAID BIKE LANE MARKING BEFORE AND AFTER HIGHWAY ON-RAMP, PER MUTCD FIGURE 9C-3B.

(3) APPLY 8" WHITE SOLID LINE BETWEEN BIKE LANE AND RIGHT TURN LANE, 100' TYPICAL OR ADAPT TO EXISTING GEOMETRY AS NEEDED.

(4) APPLY 4" WHITE DASH STRIPING AT BEGINNING AND END OF WEAVING ZONE AS SHOWN: 2' STRIPE WITH 6' GAP.

(5) CONSTRUCT BICYCLE EXIT AND ENTRANCE RAMPS.
   A. LOCATE ENTRANCE RAMP ≥ 50' BEYOND PED RAMP AND DOWNSTREAM OF ANY TRANSIT STOP NEAR THE INTERSECTION.
   B. LOCATE EXIT RAMP WITHIN WEAVING ZONE AS SHOWN.

(6) INSTALL DETECTABLE EDGE DELINEATION ON ROADSIDE EDGE OF SIDEWALK OR PATHWAY AT BICYCLE EXIT AND ENTRANCE RAMPS.

1. AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES. 4TH ED. (2012)
2. ITE RECOMMENDED DESIGN GUIDELINES TO ACCOMMODATE PEDESTRIANS AND BICYCLES AT INTERCHANGES. (2014)

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AMATS BICYCLE PLAN IMPLEMENTATION

TYPICAL BIKE LANE TREATMENT

HIGHWAY ON-RAMP, HIGHER SPEED (≥40 MPH)
THRU LANE DROP GEOMETRY

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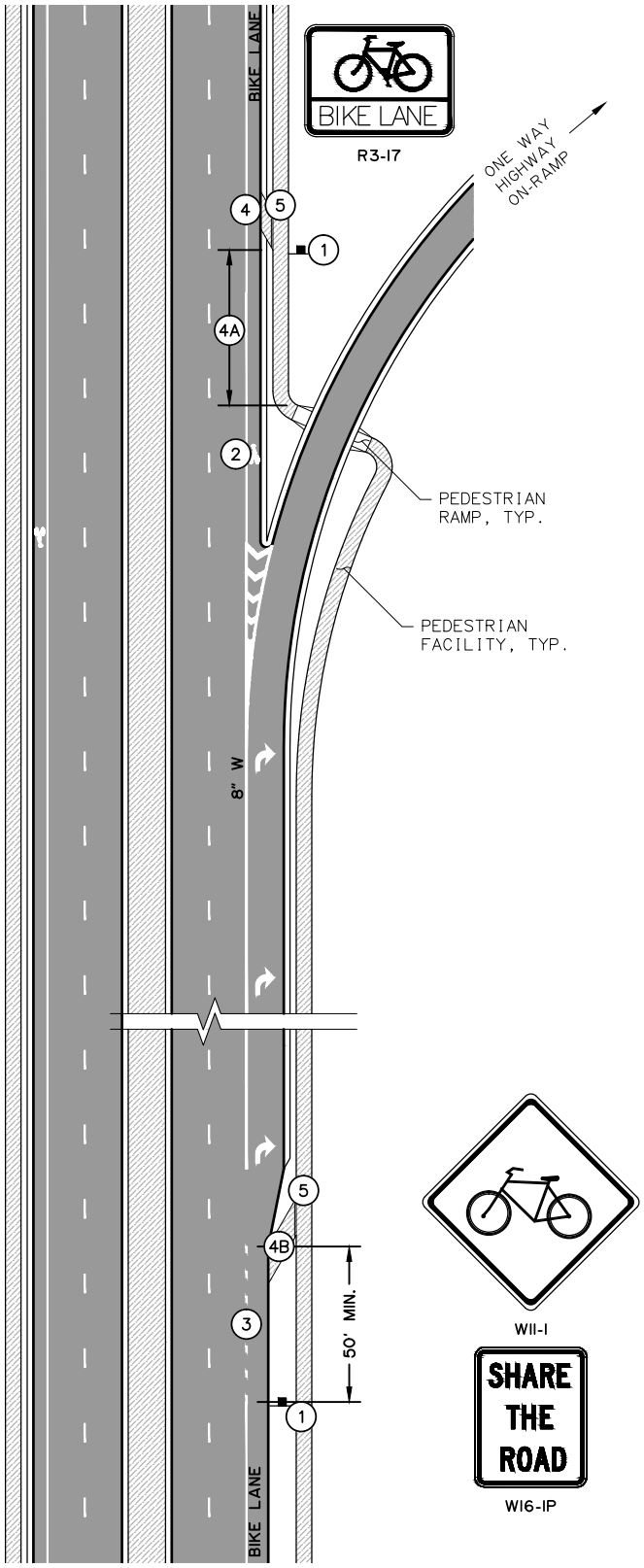

NOTES:

1. TREATMENT FOR BIKE LANE IMPLEMENTATION AT HIGHWAY ON-RAMP WITH LONG, HIGHER SPEED OR HIGH VOLUME DESIGNATED RIGHT TURN LANE.
2. ONLY SIGNAGE RELATED TO BICYCLE FACILITY IMPROVEMENTS IS SHOWN. TRAFFIC ROADWAY SIGNAGE OMITTED FOR CLARITY.

TREATMENTS:

(1) INSTALL SIGNAGE AT END OF BIKE LANE AND AFTER INTERSECTION AS SHOWN.

(2) APPLY INLAID BIKE LANE MARKING AFTER HIGHWAY ON-RAMP, PER MUTCD FIGURE 9C-3B.

(3) APPLY 4" WHITE DASH STRIPING AT END OF BIKE LANE: 2' STRIPE WITH 6' GAP.

(4) CONSTRUCT BICYCLE EXIT AND ENTRANCE RAMPS.
   A. LOCATE ENTRANCE RAMP ≥ 50' BEYOND PED RAMP AND DOWNSTREAM OF ANY TRANSIT STOP NEAR THE INTERSECTION.
   B. LOCATE EXIT RAMP BEFORE RIGHT TURN LANE TAPER AS SHOWN.

(5) INSTALL DETECTABLE EDGE DELINEATION ON ROADSIDE EDGE OF SIDEWALK OR PATHWAY AT BICYCLE EXIT AND ENTRANCE RAMPS.

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AMATS BICYCLE PLAN IMPLEMENTATION

TYPICAL BIKE LANE TREATMENT

HIGHWAY ON-RAMP, HIGHER SPEED (≥40 MPH)
LONG RIGHT TURN LANE GEOMETRY

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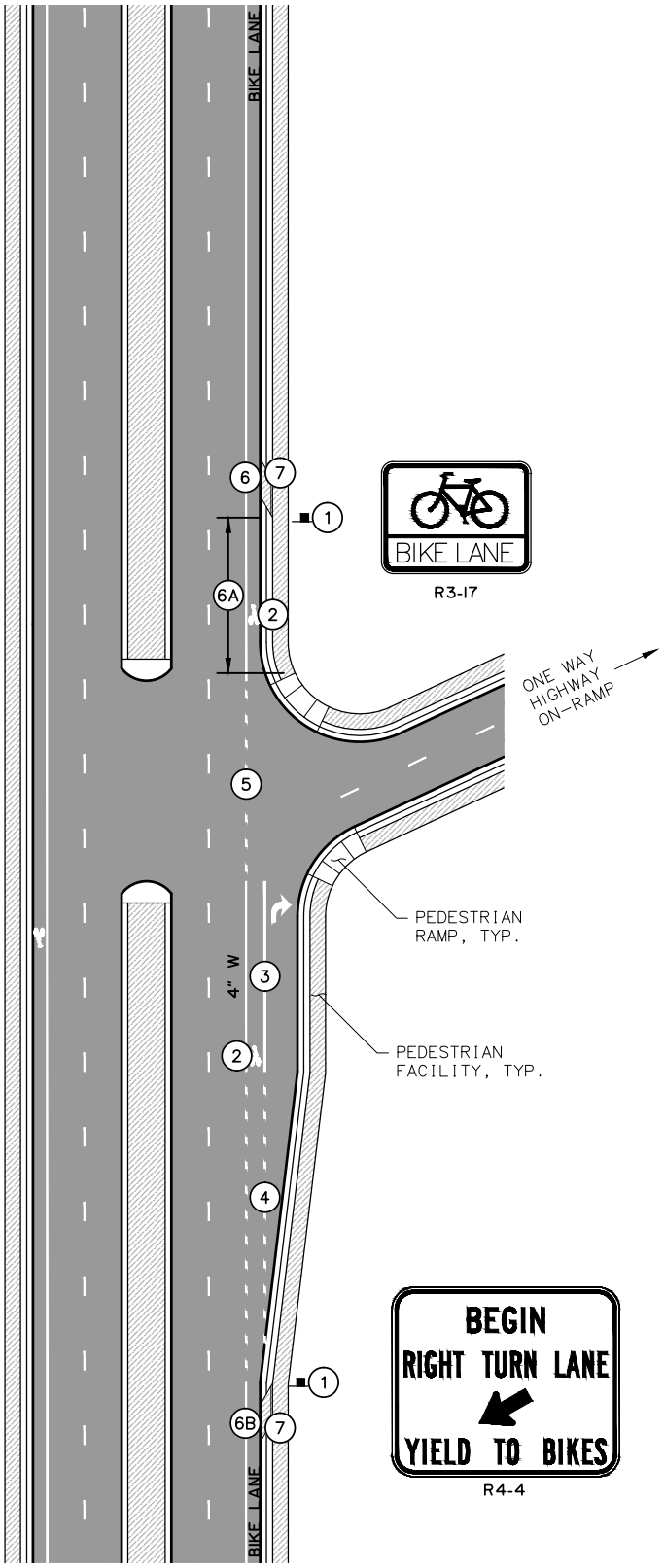

NOTES:

1. TREATMENT FOR BIKE LANE IMPLEMENTATION AT HIGHWAY ON-RAMP WITH SHORT, LOW SPEED OR LOW VOLUME DESIGNATED RIGHT TURN LANE PER AASHTO[1] PAGE 4-62, FIGURE 4-20 AND 4-43 AND ITE[2] FIGURE IIA.
2. ONLY SIGNAGE RELATED TO BICYCLE FACILITY IMPROVEMENTS IS SHOWN. TRAFFIC ROADWAY SIGNAGE OMITTED FOR CLARITY.

TREATMENTS:

(1) INSTALL SIGNAGE BEFORE RIGHT TURN LANE TAPER AND AFTER ON-RAMP AS SHOWN.

(2) APPLY INLAID BIKE LANE MARKINGS BEFORE AND AFTER ON-RAMP, PER MUTCD FIGURE 9C-3B.

(3) APPLY 8" WHITE SOLID LINE BETWEEN BIKE LANE AND RIGHT TURN LANE; 50' TYPICAL OR ADAPT TO EXISTING GEOMETRY AS NEEDED.

(4) APPLY DUAL 4" WHITE DASH STRIPING ACROSS RIGHT TURN LANE TAPER AS SHOWN: 2' STRIPE WITH 6' GAP.

(5) APPLY 4" WHITE DASH STRIPING ACROSS ON-RAMP: 2' SKIP STRIPE WITH 6' GAP.

(6) CONSTRUCT BICYCLE EXIT AND ENTRANCE RAMPS.
   A. LOCATE ENTRANCE RAMP ≥ 50' BEYOND PED RAMP AND DOWNSTREAM OF ANY TRANSIT STOP NEAR THE INTERSECTION.
   B. LOCATE EXIT RAMP PRIOR TO RIGHT TURN LANE TAPER.

(7) INSTALL DETECTABLE EDGE DELINEATION ON ROADSIDE EDGE OF SIDEWALK OR PATHWAY AT BICYCLE EXIT AND ENTRANCE RAMPS.

1. AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES. 4TH ED. (2012)
2. ITE RECOMMENDED DESIGN GUIDELINES TO ACCOMMODATE PEDESTRIANS AND BICYCLES AT INTERCHANGES. (2014)

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AMATS BICYCLE PLAN IMPLEMENTATION

TYPICAL BIKE LANE TREATMENT

HIGHWAY ON-RAMP, LOW SPEED (≤ 35 MPH)
SHORT RIGHT TURN LANE GEOMETRY

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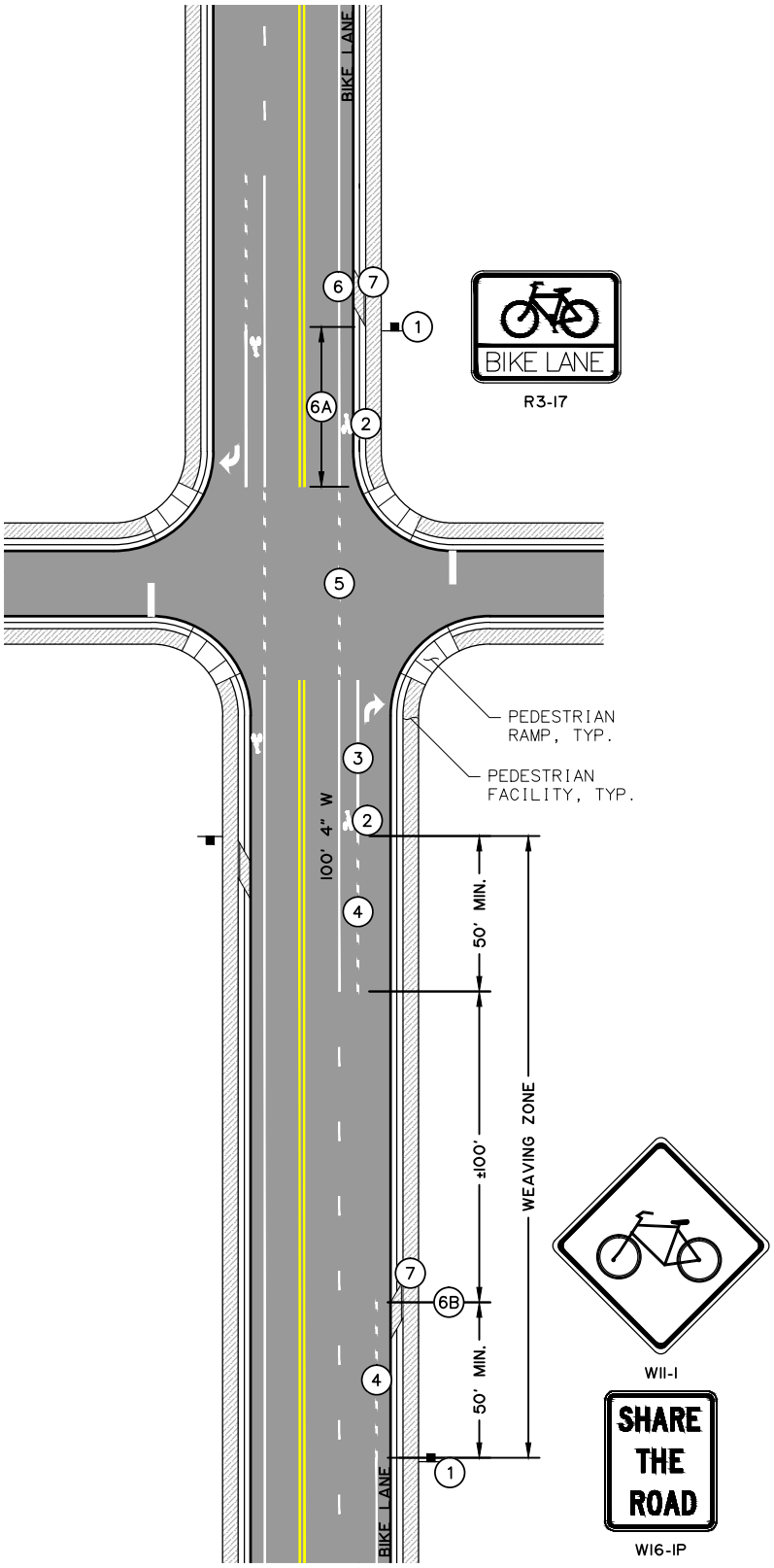

NOTES:

1. TREATMENT FOR BIKE LANE IMPLEMENTATION AT UNSIGNALIZED INTERSECTION WITH THROUGH LANE TRANSITIONING INTO A RIGHT TURN LANE PER AASHTO[1] FIGURE 4-21.
2. ONLY SIGNAGE RELATED TO BICYCLE FACILITY IMPROVEMENTS IS SHOWN. TRAFFIC ROADWAY SIGNAGE OMITTED FOR CLARITY.

TREATMENTS:

(1) INSTALL SIGNAGE BEFORE WEAVING ZONE AND AFTER INTERSECTION AS SHOWN.

(2) APPLY INLAID BIKE LANE MARKINGS BEFORE AND AFTER INTERSECTION, PER MUTCD FIGURE 9C-3B.

(3) APPLY 8" WHITE SOLID LINE BETWEEN BIKE LANE AND RIGHT TURN LANE, 50' TYPICAL OR ADAPT TO EXISTING GEOMETRY AS NEEDED.

(4) APPLY 4" WHITE DASH STRIPING AT BEGINNING AND END OF WEAVING ZONE AS SHOWN: 2' STRIPE WITH 6' GAP.

(5) APPLY 4" WHITE DASH STRIPING ACROSS SIDE STREET: 2' STRIPE WITH 6' GAP.

(6) CONSTRUCT BICYCLE EXIT AND ENTRANCE RAMPS.
   A. LOCATE ENTRANCE RAMP ≥ 50' BEYOND PED RAMP AND DOWNSTREAM OF ANY TRANSIT STOP NEAR THE INTERSECTION.
   B. LOCATE EXIT RAMP WITHIN WEAVING ZONE AS SHOWN.

(7) INSTALL DETECTABLE EDGE DELINEATION ON ROADSIDE EDGE OF SIDEWALK OR PATHWAY AT BICYCLE EXIT AND ENTRANCE RAMPS.

1. AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES. 4TH ED. (2012)

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AMATS BICYCLE PLAN IMPLEMENTATION

TYPICAL BIKE LANE TREATMENT

UNSIGNALIZED INTERSECTION, THRU LANE DROP

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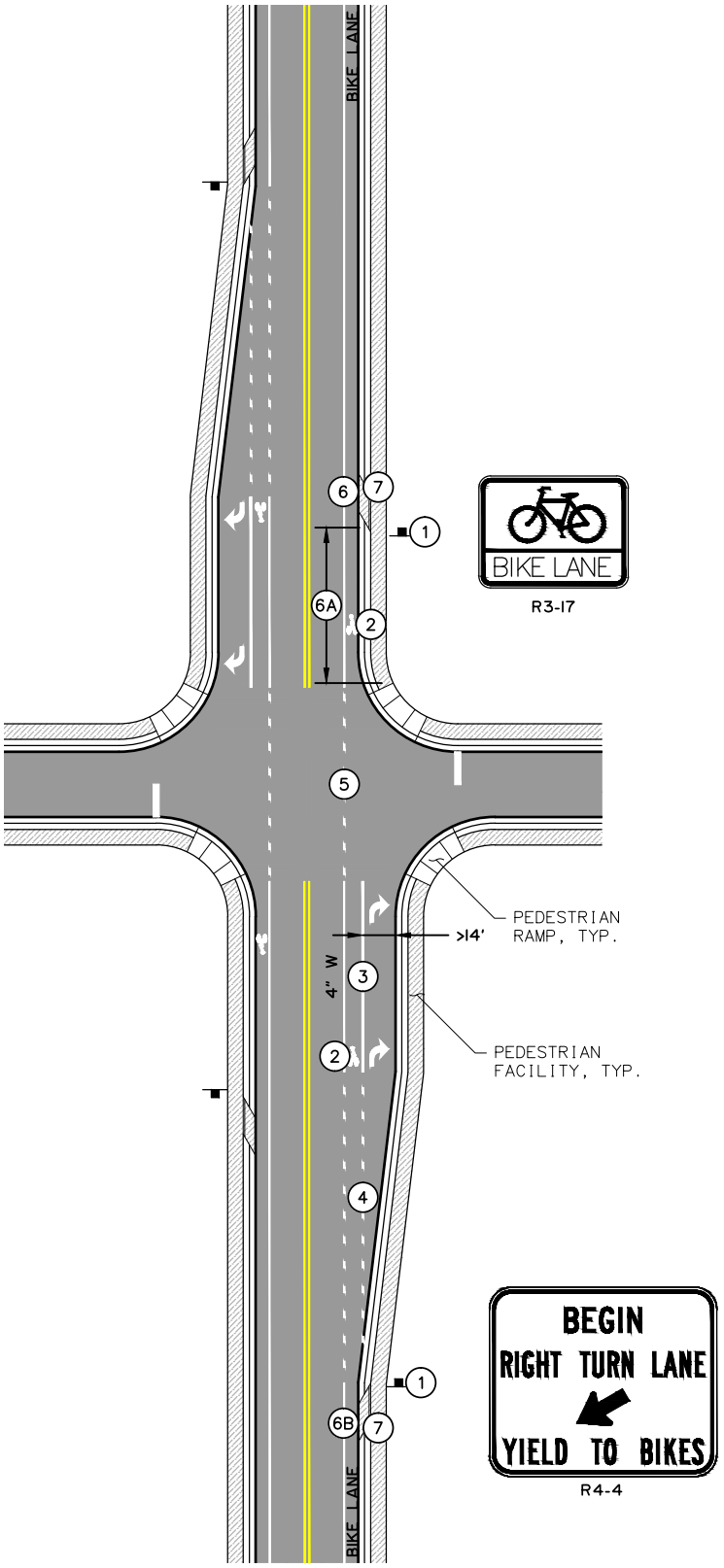

NOTES:

1. TREATMENT FOR BIKE LANE IMPLEMENTATION AT UNSIGNALIZED INTERSECTION WITH SHORT OR LOW VOLUME DESIGNATED RIGHT TURN LANE WITH SUFFICIENT LANE WIDTH FOR SEPARATE BIKE LANE PER MUTCD FIGURE 9C-4 AND AASHTO[1] FIGURE 4-20.
2. ONLY SIGNAGE RELATED TO BICYCLE FACILITY IMPROVEMENTS IS SHOWN. TRAFFIC ROADWAY SIGNAGE OMITTED FOR CLARITY.

TREATMENTS:

(1) INSTALL SIGNAGE BEFORE RIGHT TURN LANE TAPER AND BEFORE ENTRANCE RAMP AS SHOWN.

(2) APPLY INLAID BIKE LANE MARKINGS BEFORE AND AFTER INTERSECTION, PER MUTCD FIGURE 9C-3B.

(3) APPLY 8" WHITE SOLID LINE BETWEEN BIKE LANE AND RIGHT TURN LANE, 50' TYPICAL OR ADAPT TO EXISTING GEOMETRY AS NEEDED.

(4) APPLY DUAL 4" WHITE DASH STRIPING ACROSS RIGHT TURN LANE TAPER AS SHOWN: 2' STRIPE WITH 6' GAP.

(5) APPLY 4" WHITE DASH STRIPING ACROSS SIDE STREET: 2' STRIPE WITH 6' GAP.

(6) CONSTRUCT BICYCLE EXIT AND ENTRANCE RAMPS.
   A. LOCATE ENTRANCE RAMP ≥ 50' BEYOND PED RAMP AND DOWNSTREAM OF ANY TRANSIT STOP NEAR THE INTERSECTION.
   B. LOCATE EXIT RAMP PRIOR TO RIGHT TURN LANE TAPER.

(7) INSTALL DETECTABLE EDGE DELINEATION ON ROADSIDE EDGE OF SIDEWALK OR PATHWAY AT BICYCLE EXIT AND ENTRANCE RAMPS.

1. AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES. 4TH ED. (2012)

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AMATS BICYCLE PLAN IMPLEMENTATION

TYPICAL BIKE LANE TREATMENT

UNSIGNALIZED INTERSECTION,
WIDE RIGHT TURN LANE (≥ 14' WIDE)

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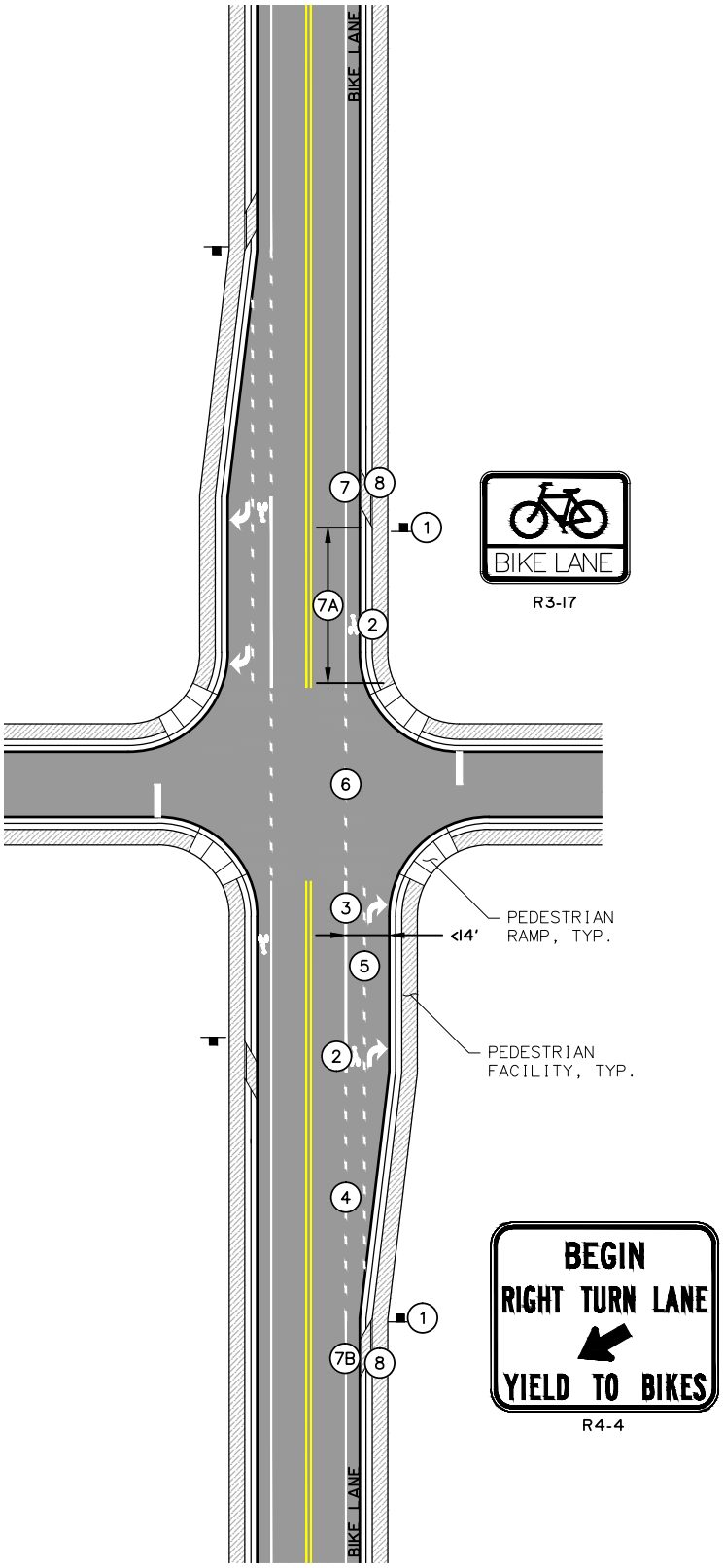
Figure:	12



NOTES:

1. TREATMENT FOR BIKE LANE IMPLEMENTATION AT UNSIGNALIZED INTERSECTION WITH SHORT DESIGNATED RIGHT TURN LANE WITH INSUFFICIENT LANE WIDTH FOR SEPARATE BIKE LANE PER MUTCD FIGURE 9C-4 AND AASHTO[1] FIGURE 4-20.
2. ONLY SIGNAGE RELATED TO BICYCLE FACILITY IMPROVEMENTS IS SHOWN. TRAFFIC ROADWAY SIGNAGE OMITTED FOR CLARITY.

TREATMENTS:

(1) INSTALL SIGNAGE BEFORE RIGHT TURN LANE TAPER AND AFTER INTERSECTION AS SHOWN.

(2) APPLY INLAID BIKE LANE MARKINGS BEFORE AND AFTER INTERSECTION, PER MUTCD FIGURE 9C-3B.

(3) APPLY 8" WHITE SOLID LINE BETWEEN THRU LANE AND BIKE LANE, 50' TYPICAL OR ADAPT TO EXISTING GEOMETRY AS NEEDED.

(4) APPLY DUAL 4" WHITE DASH STRIPING ACROSS RIGHT TURN LANE TAPER AS SHOWN: 2' STRIPE WITH 6' GAP.

(5) APPLY 4" WHITE DASH STRIPING BETWEEN BIKE LANE AND NARROW RIGHT TURN LANE, AS SHOWN: 2' STRIPE WITH 6' GAP.

(6) APPLY 4" WHITE DASH STRIPING ACROSS SIDE STREET: 2' STRIPE WITH 6' GAP.

(7) CONSTRUCT BICYCLE EXIT AND ENTRANCE RAMPS.
   A. LOCATE ENTRANCE RAMP ≥ 50' BEYOND PED RAMP AND DOWNSTREAM OF ANY TRANSIT STOP NEAR THE INTERSECTION.
   B. LOCATE EXIT RAMP PRIOR TO RIGHT TURN LANE TAPER.

(8) INSTALL DETECTABLE EDGE DELINEATION ON ROADSIDE EDGE OF SIDEWALK OR PATHWAY AT BICYCLE EXIT AND ENTRANCE RAMPS.

1. AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES. 4TH ED. (2012)

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AMATS BICYCLE PLAN IMPLEMENTATION

TYPICAL BIKE LANE TREATMENT

UNSIGNALIZED INTERSECTION,
NARROW RIGHT TURN LANE (< 14' WIDE)

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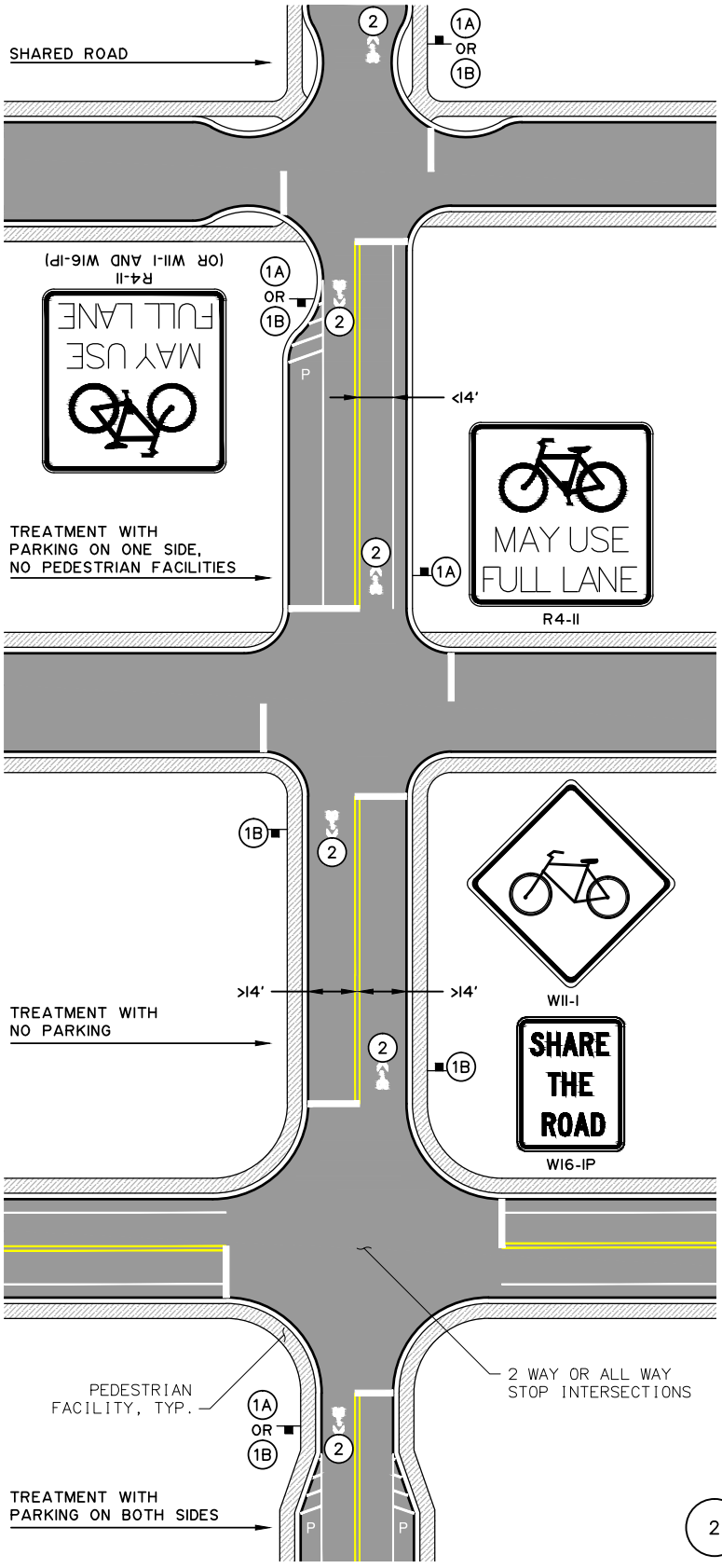


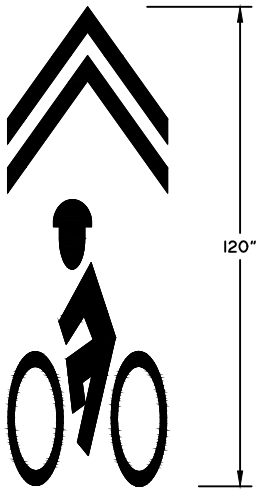
NOTES:

1. TREATMENT FOR SHARED LANE IMPLEMENTATION AT INTERSECTIONS WITH VARIOUS SIDE CONDITIONS PER MUTCD SECTION 9B.06.
2. ONLY SIGNAGE RELATED TO BICYCLE FACILITY IMPROVEMENTS IS SHOWN. TRAFFIC ROADWAY SIGNAGE OMITTED FOR CLARITY.

TREATMENTS:

(1) INSTALL SIGNAGE EXITING INTERSECTION AS SHOWN:
   A. USE R4-11 WHEN TRAVEL LANE WIDTH IS LESS THAN 14';
   B. USE W11-1 AND W16-1P WHEN TRAVEL LANE WIDTH IS GREATER THAN 14'.

(2) APPLY INLAID SHARED LANE BIKE MARKING EXITING INTERSECTION, PER MUTCD SECTION 9C.07. 500' TYPICAL SPACING BETWEEN SYMBOLS. STAGGER SYMBOLS IN OPPOSING LANES.



2 **SHARED LANE BIKE MARKING**
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AMATS BICYCLE PLAN IMPLEMENTATION

TYPICAL SHARED LANE TREATMENT

VARIOUS SCENARIOS

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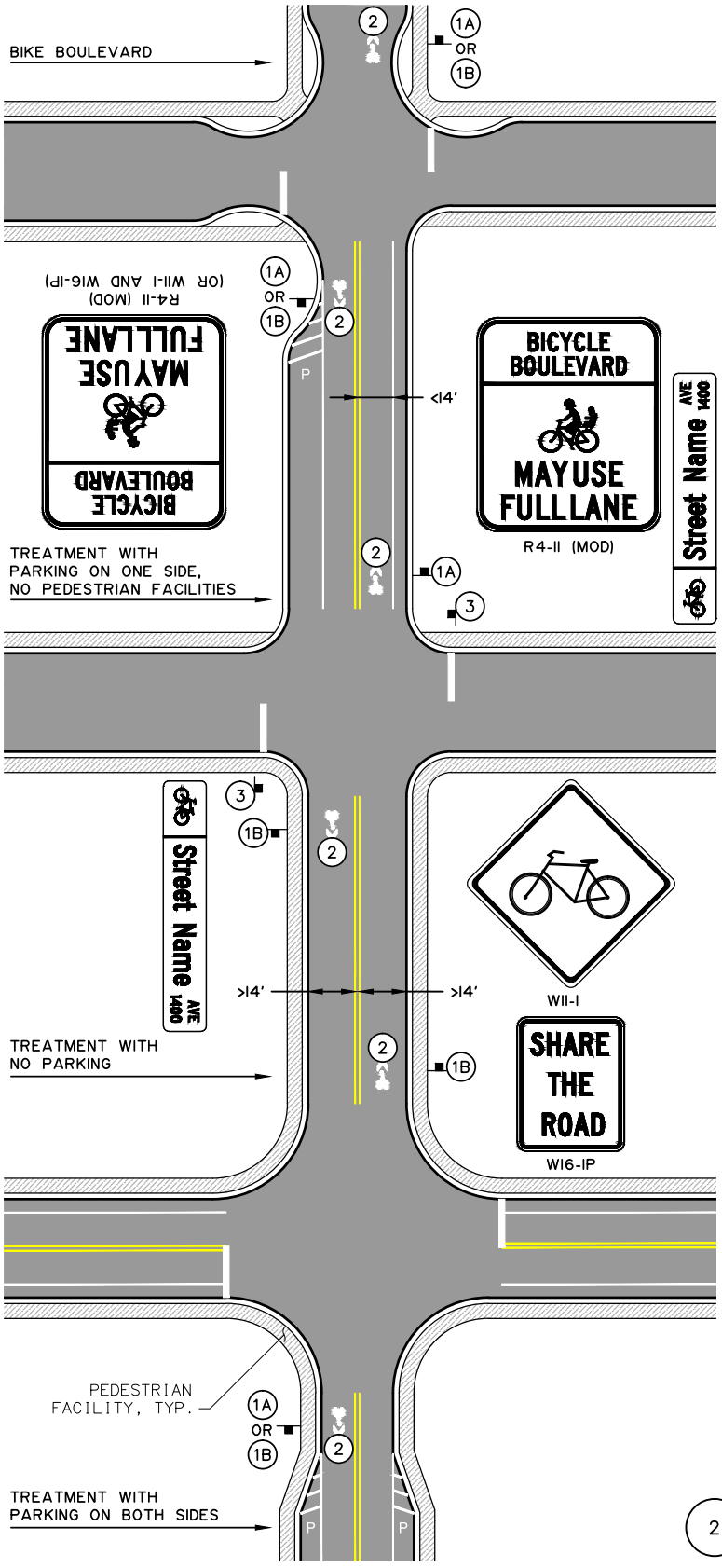


NOTES:

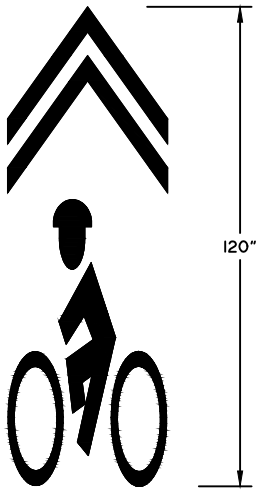
1. TREATMENT FOR BIKE BOULEVARD IMPLEMENTATION AT INTERSECTIONS WITH VARIOUS SIDE CONDITIONS PER MUTCD SECTION 9B.06.
2. ONLY SIGNAGE RELATED TO BICYCLE FACILITY IMPROVEMENTS IS SHOWN. TRAFFIC ROADWAY SIGNAGE OMITTED FOR CLARITY.

TREATMENTS:

(1) INSTALL SIGNAGE EXITING INTERSECTION AS SHOWN:
   A. USE R4-II (MOD) WHEN TRAVEL LANE WIDTH IS LESS THAN 14';
   B. USE WII-I AND WI6-IP WHEN TRAVEL LANE WIDTH IS GREATER THAN 14'.

(2) APPLY INLAID SHARED LANE BIKE MARKING EXITING INTERSECTION, PER MUTCD SECTION 9C.07. 500' TYPICAL SPACING BETWEEN SYMBOLS. STAGGER SYMBOLS IN OPPOSING LANES.

(3) CHANGE SIGNAGE AS SHOWN:
   A. ADJUST STOP CONDITIONS AT MINOR ROAD INTERSECTIONS TO PROVIDE PRIMARY INTERSECTION THROUGH MOVEMENT ON BICYCLE BOULEVARD;
   B. CHANGE STREET SIGNS ON BIKE BOULEVARD AS SHOWN.



2 **SHARED LANE BIKE MARKING**
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AMATS BICYCLE PLAN IMPLEMENTATION

TYPICAL BIKE BOULEVARD TREATMENT

VARIOUS SCENARIOS

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