



**CITY OF EDGEWOOD
COUNCIL STUDY SESSION AGENDA**

Tuesday, November 30, 2021 – 7:00 PM ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA

1. CALL TO ORDER

Roll Call, Pledge of Allegiance

2. COUNCIL BUSINESS

- A. Discussion – Equity, Diversity and Inclusion (Trainings, Planning, etc.)
- B. Presentation/Discussion – Jovita Blvd. E. Corridor Study
- C. Discussion – Ordinance – Impact Fees – Traffic
- D. Discussion – Reappointments of Position No. 2 & 4 to Code Enforcement Board
- E. Discussion – Reappointments of Position No. 1, 4 & 5 to Salary Commission
- F. Discussion – Park Signage/Branding

3. OTHER COUNCIL ITEMS

4. ADJOURN

Study Sessions are meetings for Council to review upcoming and pertinent business of the City, no action is taken by the City Council. Study Sessions are open to the public, but public input is reserved for the regular Council meetings



City Of Edgewood Council Agenda Summary Sheet

Subject: Discussion – Equity, Diversity and Inclusion (Trainings, Planning, etc.)	Agenda Item #: 2.A
	For Agenda of: 11/30/2021
	Prepared by: Daryl Eiding
Attachments (list):	
Approval of Materials: Daryl Eiding Dave Gray 11/23/2021 Daryl Eiding 11/23/2021	Expenditure Required:
	Amount Budgeted:
	Timeline: Topic to be added to all future Study Sessions (see item history below)

Summary Statement:

City Council is committed to creating a stronger and more inclusive community and believe that equity, diversity and inclusion is essential for our present and our future.

Item History:

Council has asked that this topic be a discussion item at all future study sessions for the foreseeable future. Council has discussed Equity, Diversity and Inclusion trainings and planning at the following meetings:

09/01/2020 Study Session
 09/15/2020 Study Session
 09/29/2020 Study Session
 10/06/2020 Study Session
 10/20/2020 Study Session
 11/03/2020 Study Session
 11/24/2020 Study Session
 12/05/2020 Part I - National League of Cities - REAL Action: Advancing Racial Equity in Edgewood
 12/12/2020 Part II - National League of Cities - REAL Action: Advancing Racial Equity in Edgewood
 01/05/2021 Study Session
 01/19/2021 Study Session
 02/08/2021 Council Subcommittee Meeting
 02/16/2021 Study Session
 03/08/2021 Council Subcommittee Meeting
 03/16/2021 Study Session
 03/30/2021 Study Session
 04/06/2021 Study Session
 04/12/2021 Council Subcommittee Meeting
 04/20/2021 Study Session
 05/04/2021 Study Session
 05/10/2021 Council Subcommittee Meeting

05/11/2021 Regular Council Meeting to discuss alternates to Subcommittee
05/18/2021 Study Session
06/01/2021 Study Session
06/08/2021 Council Subcommittee Meeting
06/15/2021 Study Session
06/29/2021 Study Session
07/06/2021 Study Session
07/13/2021 Council Subcommittee Meeting
07/20/2021 Study Session
08/03/2021 Study Session
08/10/2021 Council Subcommittee Meeting
08/17/2021 Study Session
08/31/2021 Study Session
09/14/2021 Council Subcommittee Meeting
09/21/2021 Study Session
10/05/2021 Study Session
10/12/2021 Council Subcommittee Meeting
10/26/2021 Study Session
11/02/2021 Study Session
11/09/2021 Council Subcommittee Meeting
11/16/2021 Study Session

Recommended Action:

N/A

Fiscal Note/Consideration:

N/A



**City Of Edgewood
Council Agenda Summary Sheet**

Subject: Presentation/Discussion – Jovita Blvd. E. Corridor Study	Agenda Item #: 2.B
	For Agenda of: 11/30/2021
	Prepared by: Jeremy Metzler
Attachments (list): 1. FINAL - Jovita Blvd Corridor Study	
Approval of Materials: Jeremy Metzler Dave Gray 11/23/2021 Daryl Eidinger 11/23/2021	Expenditure Required: TBD
	Amount Budgeted: TBD
	Timeline: 11/30/2021 SS

Summary Statement:

Traffic safety continues to be a high priority for the City Council. In response to multiple Council conversations, staff executed a task order with the City's on-call transportation engineering firm, Transpo Group, to perform a study of the Jovita Boulevard corridor in October 2020. Attached is the result of Transpo Group's study, and Jon Pascal will be presenting their findings this evening for the Council's consideration.

Item History:

N/A

Recommended Action:

Hold a discussion and provide staff direction to Presentation/Discussion – Jovita Blvd. E. Corridor Study

Fiscal Note/Consideration:

The recommendations presented in the study by Transpo Group may result in new capital improvement projects, which may be considered by the Council during the next annual Transportation Improvement Plan (TIP) and Capital Improvement Plan (CIP) updates.

TECHINICAL MEMORANDUM

Date:	November 12, 2021	TG:	1.18149.18
To:	Jeremy Metzler, PE – City of Edgewood Public Works		
From:	Jon Pascal, PE – Transpo Group Brett Schock, PE, AICP, RSP – Transpo Group Kristen Cassias, PE – Transpo Group Francesca Liburdy, PE – Transpo Group		
Subject:	Jovita Boulevard E Corridor Study		

The Jovita Boulevard E corridor is an important arterial that serves Edgewood as a key east-west connection between State Route (SR) 161 (Meridian Avenue E) and West Valley Highway and SR 167. The purpose of the corridor study was to perform a comprehensive safety and mobility evaluation of the Jovita Boulevard corridor and identify recommended improvements the City of Edgewood should consider as part of its future Capital Improvement Program.

The study evaluated the existing traffic and roadway conditions along the Jovita Boulevard corridor. Characteristics of the roadway geometry and operations, including traffic volumes, vehicle speeds, vehicle classifications, collision history, and intersection operations were considered in identifying issues and needs along the corridor. Based on the needs, a list of potential solutions and projects have been developed with the goals of maintaining efficient and safe corridor traffic operations and improving the safety and comfort for active transportation modes. The study recommends approaches to implementing the improvements along the corridor.

Study Area and Approach

The study area includes the Jovita Boulevard corridor between Emerald Street to the west and West Valley Highway to the east within the City of Edgewood, as shown in Figure 1.



Figure 1 Study Area

The evaluation of the existing corridor includes an assessment of roadway characteristics, conditions, traffic volumes, vehicle classifications, vehicle speeds, collision history, and intersection operations along the corridor. The intersection operations were evaluated at four key intersections along the corridor:

1. Jovita Boulevard/Emerald Street
2. 114th Avenue E/Jovita Boulevard
3. West Valley Highway/Jovita Boulevard/Stewart Road SW
4. SR 167 Southbound Ramps/Stewart Road SW

The corridor study has been organized as follows:

- Existing Roadway Facilities
- Existing Corridor Traffic Conditions
- Future Corridor Conditions
- Findings and Recommended Improvements

Existing Roadway Facilities

Physical Features

Jovita Boulevard is a two-lane east-west roadway with a posted speed limit of 35 miles per hour (mph), including one through lanes in the eastbound and westbound directions as well as dedicated left-turn lanes at signalized intersections within the study area. Jovita Boulevard is considered a principal arterial by the City of Edgewood, based on the City's *2015 Edgewood Comprehensive Plan*.

Emerald Street is a three-lane east-west roadway with a posted speed limit of 35 mph. Within the study area, Emerald Street is also considered a principal arterial based on the City's classifications and connects Meridian Avenue (SR 161) to the west with Jovita Boulevard to the east. Sidewalks are provided on both sides of the roadway, while no bicycle facilities and on-street parking are available.

114th Avenue E is a two-lane north-south roadway with a posted speed limit of 25 mph. 114th Avenue NE is classified as a collector by the City and includes dedicated left-turn lanes at the signalized intersection with Jovita Boulevard within the study area. Sidewalks are provided on both sides of the roadway. No bicycle facilities and on-street parking are provided.

Non-Motorized Facilities

Intermittent pedestrian facilities are provided on both sides of the street throughout the Jovita Boulevard study corridor, typically limited to the areas adjacent to signalized intersections. In some areas, such as the roadway segment west of 114th Avenue E, the pedestrian facilities available are a dedicated shoulder with extruded curb separating the pedestrian path from the roadway. Within the study corridor of Jovita Boulevard between Emerald Street and SR 167, six marked crosswalks are provided for pedestrians to travel across the corridor. All crossing locations are located at the study intersections of Jovita Boulevard/Emerald Street, 114th Avenue E/Jovita Boulevard, and at the West Valley Highway/ Jovita Boulevard intersection. At the West Valley Highway/Jovita Boulevard intersection, not all marked crossings are connected to linear facilities.

Existing Corridor Traffic Conditions

Existing Traffic Volumes

Daily vehicle counts were collected using tube counters at 3 locations for three days in February 2021. Data was collected between Tuesday, February 23 and Thursday, February 25, 2021. Data gathered from the tube counts include traffic speeds, traffic volumes, and vehicle classifications. Hourly volumes, vehicle classifications, and speed data were collected at all 3 locations. Detailed summaries of all data collected are provided in Appendix B. Table 1 shows the average daily traffic (ADT) along the study corridor.

Table 1. Midweek Average Daily Traffic Volumes (2021)

Location	Direction	ADT ¹
106th Avenue Court South of Jovita Boulevard	NB	85
	SB	90
Jovita Boulevard Between 106th Avenue Court and 107th Avenue Court	EB	5,300
	WB	5,600
Jovita Boulevard Between 114th Avenue E and West Valley Highway	EB	7,100
	WB	7,000

1. Average Daily Traffic

As shown in Table 1, ADT along the Jovita Boulevard corridor ranges from 5,300 to 7,100 vehicles in each direction. ADT along the 106th Avenue Court side street is much lower, at less than 100 vehicles in each direction. Figures 2, 3, and 4 summarize midweek average hourly volumes by direction at three locations along the corridor. As shown in the figures, hourly volumes vary by direction and peak at different times during the day. The Jovita Boulevard corridor experiences similar traffic patterns in both the eastbound and westbound directions, with volumes peaking during the weekday PM peak hour. Volumes are varied on the 106th Avenue Court side street, with a slight peak during the PM peak hour.

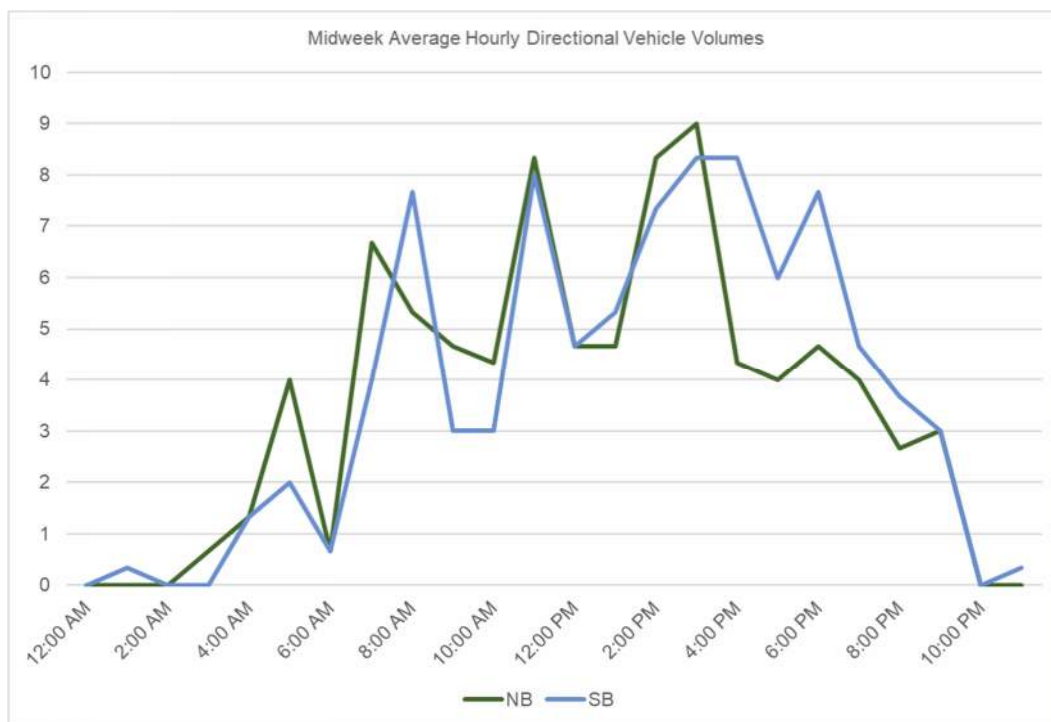


Figure 2 February 2021 Directional Hourly Volumes, 106th Ave Ct South of Jovita Blvd

As shown in Figure 2, volumes are low throughout the day on 106th Avenue Ct south of Jovita Boulevard, with slight peaks during the weekday PM peak hour.

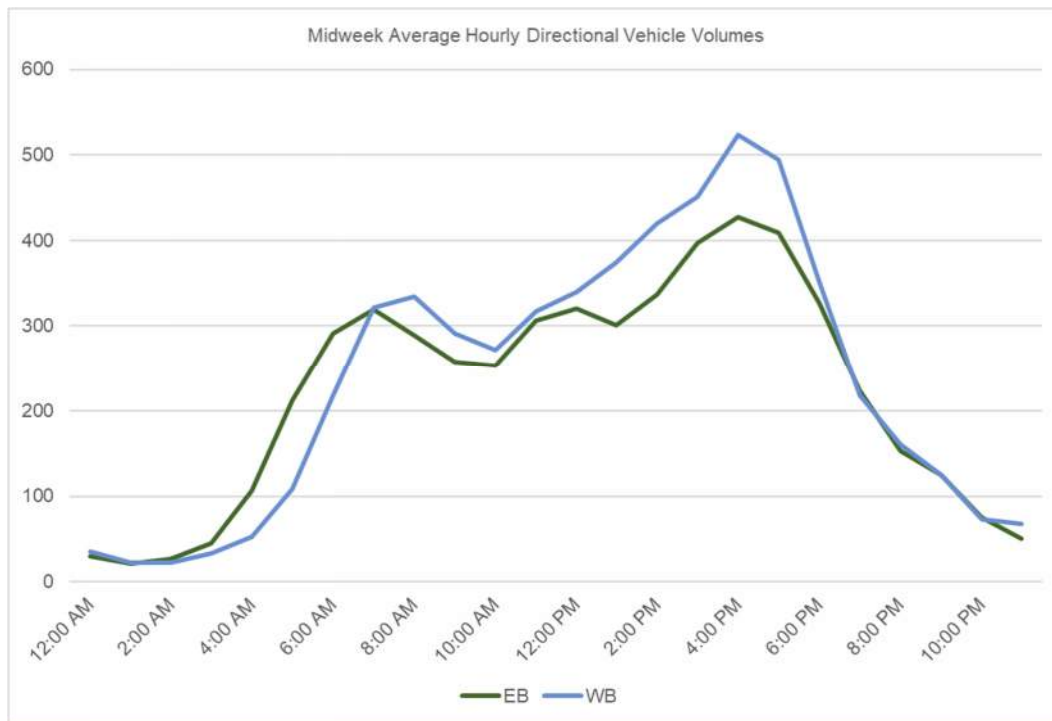


Figure 3 February 2021 Directional Hourly Volumes, Jovita Blvd east of 106th Ave Ct

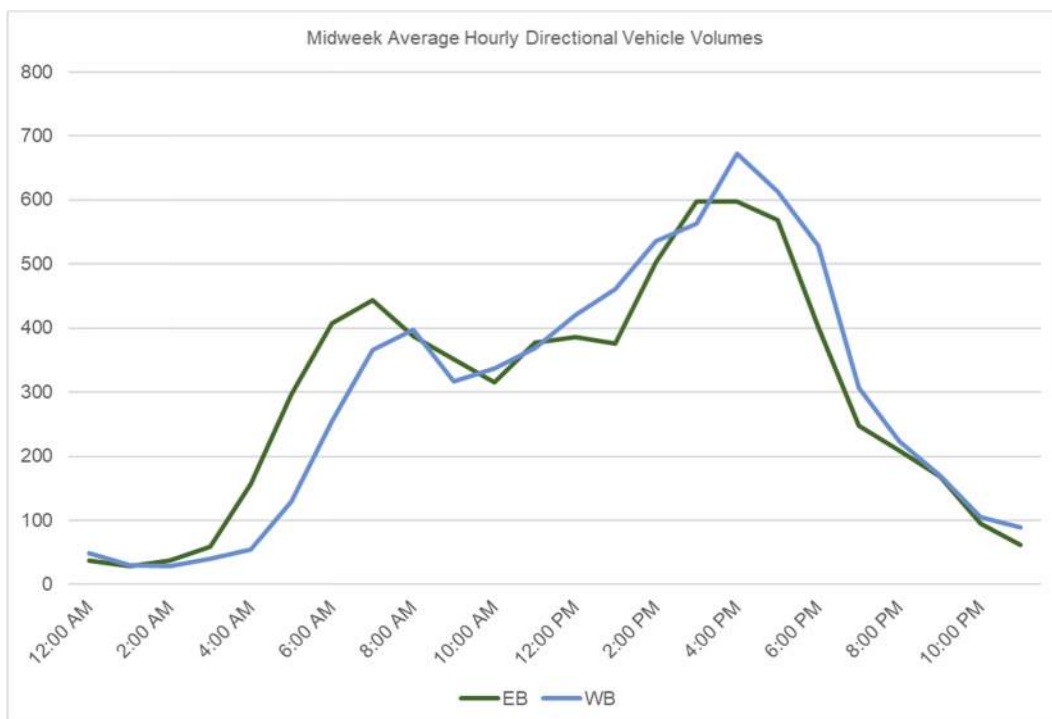


Figure 4 February 2021 Directional Hourly Volumes, Jovita Blvd east of 114th Ave E

As shown in Figure 3 and Figure 4, eastbound and westbound volumes along Jovita Boulevard experience similar travel patterns, peaking at approximately 4 p.m. in both directions, with a secondary peak during the AM hours of 7 to 9 a.m.

Turning movement counts were also collected at the study intersections during the weekday AM and PM peak periods of 7 to 9 a.m. and 4 to 6 p.m., respectively. A summary of existing peak hour turning movement volumes at the study intersections is included on Figure 5.

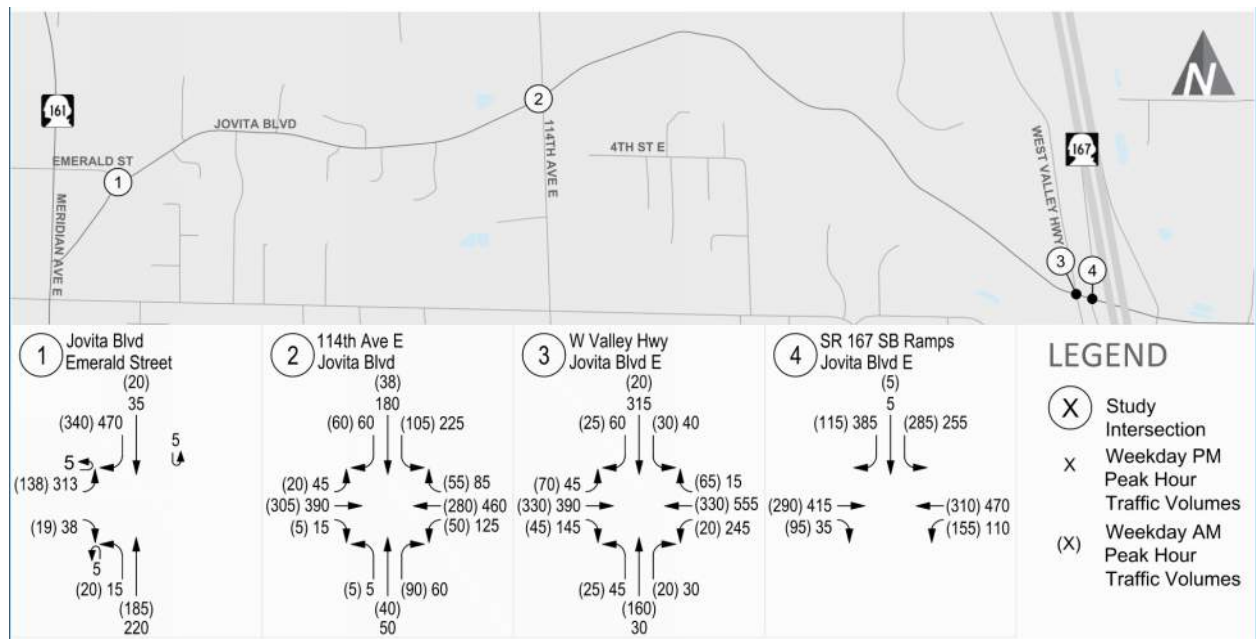


Figure 5 Existing Weekday Peak Hour Turning Movement Volumes

Vehicle Classifications

Vehicle classifications were collected over three midweek days in February 2021 along the corridor at three locations: 106th Avenue Ct south of Jovita Boulevard, Jovita Boulevard east of 106th Avenue Ct, and Jovita Boulevard east of 114th Avenue E. Figure 6 is provided as a reference to illustrate the different classifications of vehicles as described by the Federal Highway Administration (FHWA)

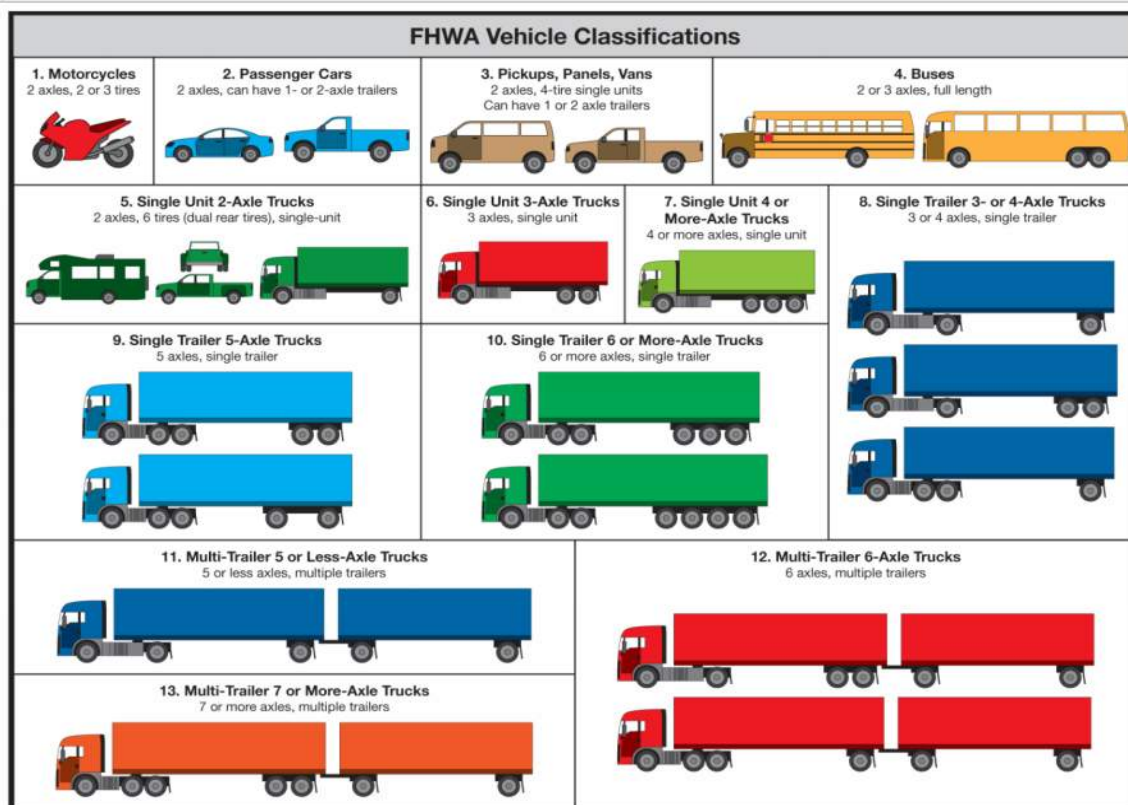


Figure 6. FHWA Vehicle Classifications

The vehicle classifications include motorcycles, passenger cars, pickups, and a variety of heavy vehicles. Table 2 summarizes the average weekday vehicle classifications within the study area. Vehicles are grouped into three subcategories of passenger vehicles, single-unit trucks, and double-unit or multi-trailer trucks.

Table 2. Average Weekday Vehicle Classification Summary

Vehicle Classification	Jovita Boulevard between 114th Avenue E & W Valley Highway		Jovita Boulevard between 106th Ave Ct and 107th Ave Ct		106th Ave Ct south of Jovita Boulevard	
	Vehicles	Percentage	Vehicles	Percentage	Vehicles	Percentage
Class 1 to 3 – Motorcycles, Cars, Pick- up Trucks, Vans	12,321	87.1%	9,579	87.6%	145	84.3%
Class 4 to 7 - Single Unit Trucks (2 or 3-axle)	1,819	12.9%	1,347	12.3%	27	15.7%
Class 8 to 13 - Double Unit and Multi Trailer Trucks	10	0.1%	6	0.1%	0	0.0%
Total	14,150	100%	10,932	100%	172	100%

As shown in Table 2, during the midweek study period passenger vehicles represent the majority of traffic volumes at approximately 84 to 88 percent. Heavy vehicles, including double-unit trucks and larger vehicles represent approximately less than 1 percent of the traffic volumes, with the majority of heavy vehicles along the corridor (12 to 15 percent of the total vehicle volume) falling within the signal unit trucks classes. A detailed breakdown of the vehicle class summary and midweek average truck volumes is shown in Figures 7 to 12.

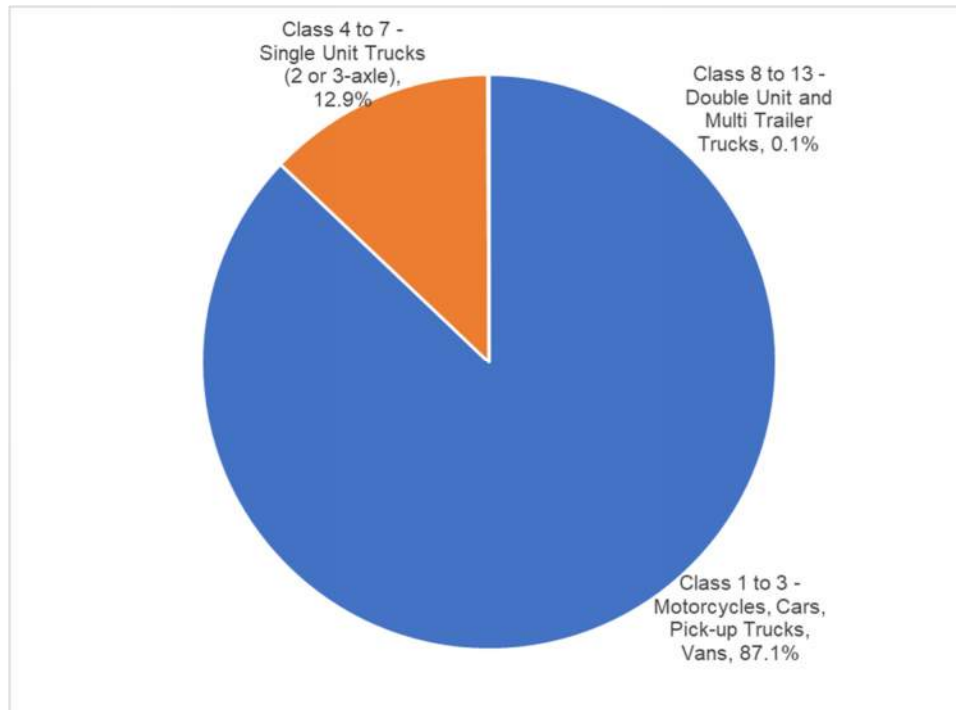


Figure 7 Vehicle Classifications, Jovita Blvd between 114th Ave E and West Valley Hwy



Figure 8 February 2021 Midweek Average Hourly Truck Volumes, Jovita Blvd between 114th Ave E and West Valley Hwy

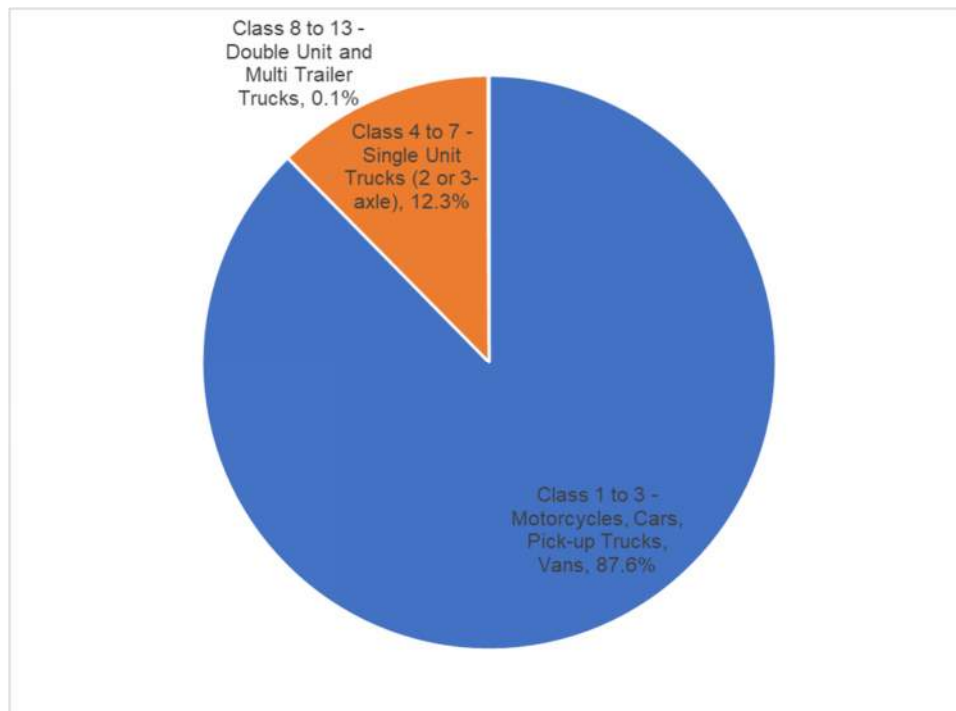


Figure 9 Vehicle Classifications, Jovita Boulevard between 106th Ave Ct and 107th Ave Ct

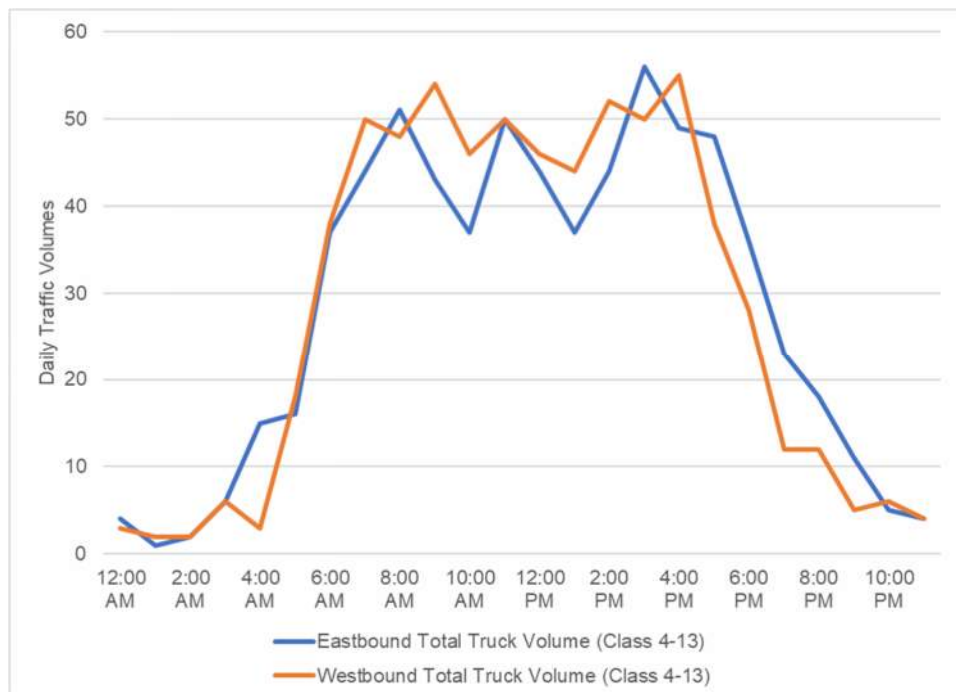


Figure 10 February 2021 Midweek Average Hourly Truck Volumes, Jovita Boulevard between 106th Ave Ct and 107th Ave Ct

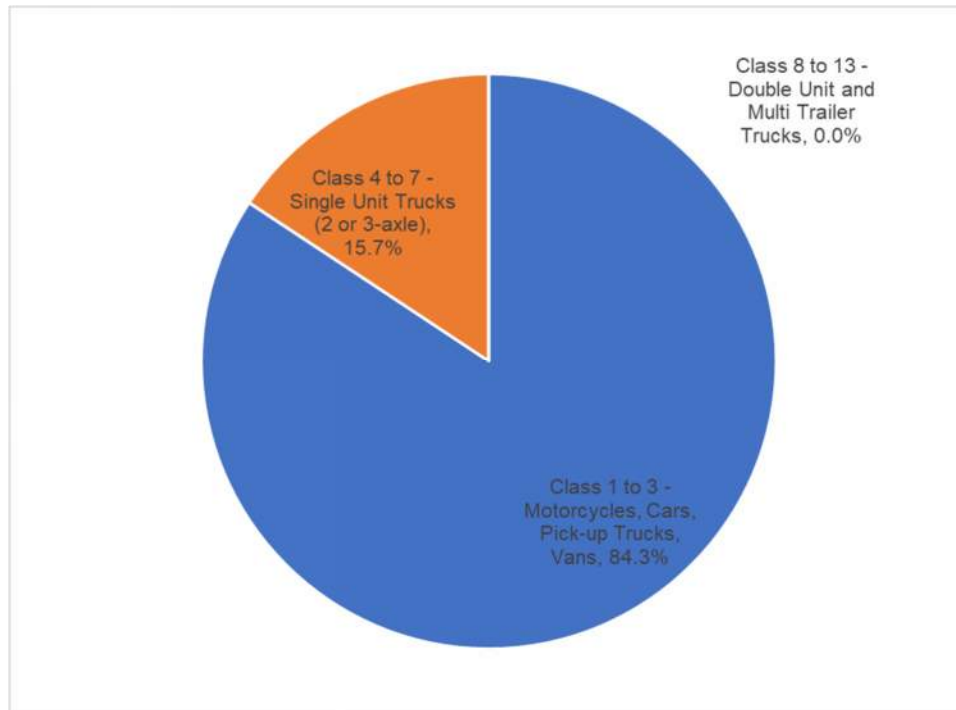


Figure 11 Vehicle Classifications, 106th Ave Ct south of Jovita Boulevard

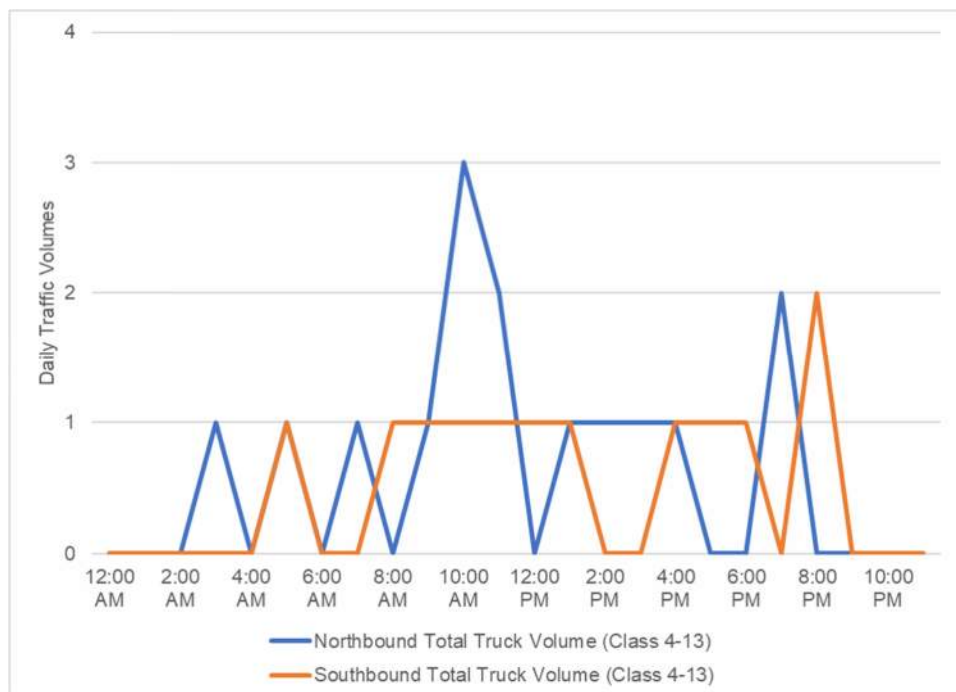


Figure 12 February 2021 Midweek Average Hourly Truck Volumes, 106th Ave Ct south of Jovita Boulevard

As shown in Figures 7 to 10, heavy vehicle volumes along Jovita Boulevard follow similar travel pattern characteristics than the overall daily vehicle volumes, peaking during the weekday PM peak hour with a secondary peak during the weekday AM peak hour.

Vehicle Speeds

Speeds for all vehicles were collected along the study corridor at three locations (106th Avenue Ct south of Jovita Boulevard, Jovita Boulevard east of 106th Avenue Ct, and Jovita Boulevard east of 114th Avenue E) over three midweek days in February 2021. Detailed summaries of the speed data by direction are included in Appendix B. The posted speed limit of the roadways during the data collection was 35 mph on Jovita Boulevard and 25 mph on 106th Avenue Ct.

Key speed indicators include the median speed, 85th percentile speed, 10 mph pace, percent in pace, and percent of vehicles 5 mph over the speed limit. The key indicators are used to help identify if a speeding problem exists and to what extent. The indicators also assist in determining appropriate engineering treatments to consider to better manage vehicle speeds, if warranted. The definition and purpose of the speed indicators are described below. Table 3 summarizes the key speed indicators for the study corridor.

Median Speed – The speed in which 50 percent of all traffic is traveling at or below. The statistical median is not typically used in determining the appropriate posted speed limit, but is used as a point of reference in understanding the prevailing conditions. Ideally, the median speeds should be under the posted speed limit.

85th Percentile Speed – The speed in which 85 percent of the traffic is traveling at or below. The 85th percentile speed is often used as a starting point for determining the speed limit, to take into account that 15 percent of drivers may be traveling unreasonably fast. Typically, the 85th percentile speed should be within 5 to 10 mph of the posted speed.

10 mph Pace – The 10 mph pace is a measure of the range in speeds and is defined as the consecutive 10 mph range containing the highest number of vehicles. Typically, the posted speed limit should be near the upper limit of the 10 mph pace.

Percent in Pace – The percent in pace represents the percentage of all vehicles traveling within the 10 mph pace. It is desirable to have a high percentage of the total number of vehicles in the 10 mph pace.

Percent of Vehicles 5 mph over the Speed Limit – A measure representing the number of vehicles traveling over the posted speed limit by at least 5 mph. As a general guideline, speeding along a roadway segment may be an issue when more than 15 percent of the vehicles exceed the speed limit by at least 5 mph.

Table 3. Speed Data Summary

Location	Posted Speed (mph)	Direction	ADT ¹	Median Speed (mph)	85 th Percentile (mph)	10 mph Pace	% in Pace	% of Vehicles 5 mph over Speed Limit ²
Jovita Boulevard Between 114th Avenue E & W Valley Highway	35	EB	7,100	37	40	32-42	82%	14%
	35	WB	7,000	38	42	33-43	83%	31%
Jovita Boulevard Between 106th Ave Ct and 107th Ave Ct	35	EB	5,300	37	40	32-42	86%	17%
	35	WB	5,600	40	45	35-45	75%	52%
106th Ave Ct South of Jovita Boulevard	25	NB	100	20	24	15-25	78%	0%
	25	SB	100	18	23	13-23	74%	0%

1. Average Weekday Daily Traffic.

2. Represents the vehicles exceeding the posted speed limit by at least 5 mph.

As shown in Table 3, the number of vehicles exceeding the posted speed limit by at least 5 mph is between 14 percent and 17 percent along Jovita Boulevard in the eastbound direction, and between 31 and 52 percent along Jovita Boulevard in the westbound direction. The review of speeds indicates that the east section of the study corridor may experience a speeding issue in the westbound direction. It should be noted that the east section of the study corridor has more significant changes in grade, and drivers may be more likely to exceed the posted speed limit when accelerating to travel up an incline or when traveling downhill.

To further summarize the speed analysis, the following series of charts illustrate the vehicle speeds collected at each of the tube locations along the corridor. Individual data points were grouped into 5 mph hour ranges and graphed by direction. Figures 13 to 15 summarize the speed distribution along the corridor for each of the tube locations. The graphs show the average daily number of vehicles operating in speed ranges of 5 mph.

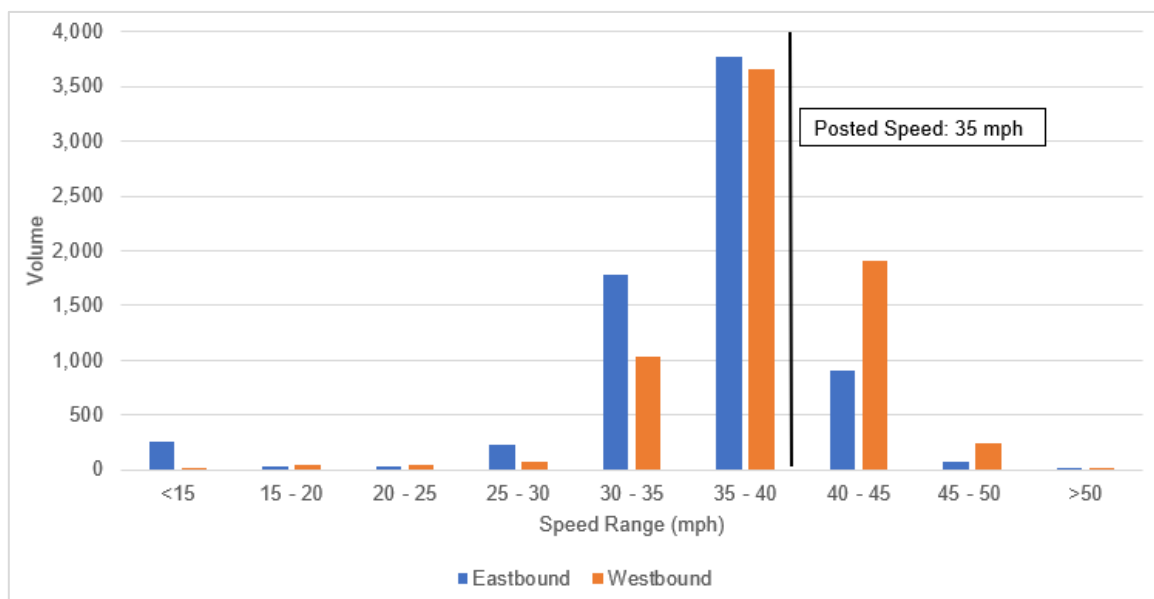


Figure 13 Vehicle Speeds by Direction: Jovita Blvd between 114th Ave E and West Valley Hwy

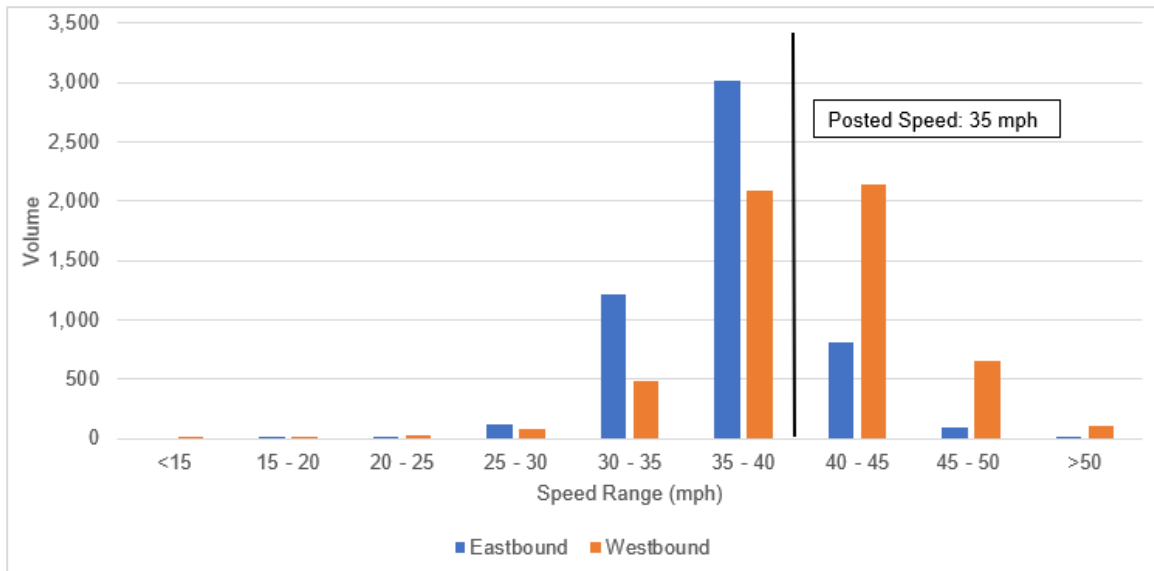


Figure 14 Vehicle Speeds by Direction: Jovita Boulevard between 106th Ave Ct and 107th Ave Ct

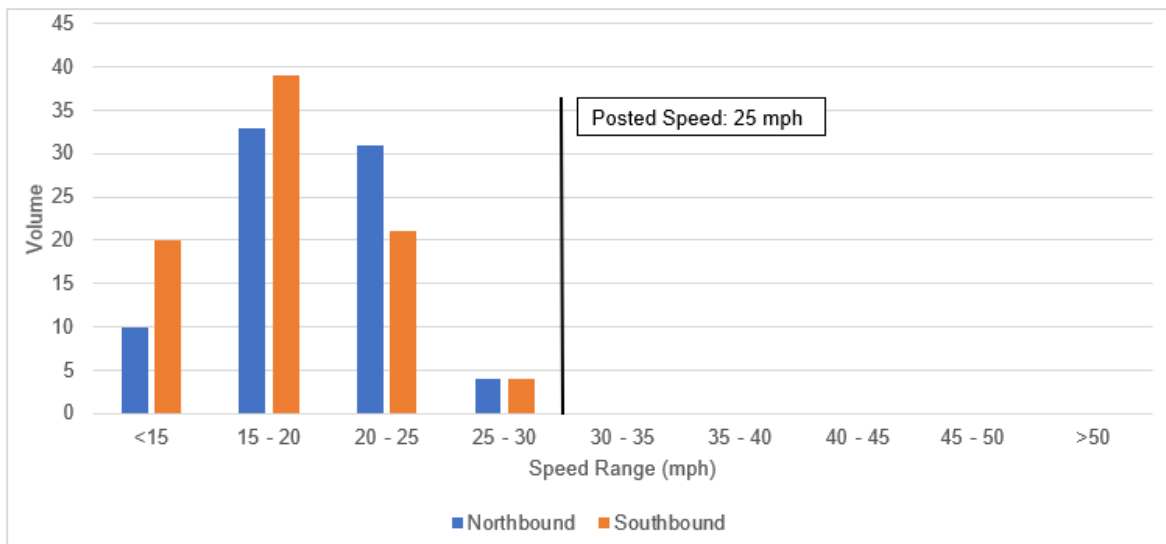


Figure 15 Vehicle Speeds by Direction: 106th Ave Ct south of Jovita Boulevard

Figures 13 and 14 support the data showing that high numbers of vehicles are traveling at speeds exceeding the posted 35 mph speed limit along Jovita Boulevard. The City could explore speed management techniques and increase enforcement activities to reduce the number and extent of vehicles traveling over the posted speed limit.

COVID Considerations

A comparison of hourly traffic volumes was considered to account for any potential changes due to the impacts of COVID-19 on travel patterns in the area. A COVID adjustment factor was applied to intersection approaches where 2021 traffic counts reflect reductions in traffic volumes due to the COVID-19 pandemic. Based on a comparison between 2021 counts and previous counts collected in 2017-2019, southbound volumes on Meridian Avenue decreased by approximately 25 percent and southbound volumes along 114th Avenue and 122nd Avenue decreased by approximately 50

percent. A 25 percent and 50 percent adjustment was applied to southbound volumes on Meridian Avenue and 114th and 122nd Avenues, respectively, to increase volumes and conservatively approximate non-pandemic conditions.

Safety Analysis

Crash records over the most recent complete seven-year period were reviewed for the study intersection and are summarized in Table 4. Historical crash data was provided by WSDOT for the period of January 1, 2014 to December 31, 2020 at the study intersections. Table 4 provides a summary of the total number and type of collisions at the study intersection.

Table 4. Annual Collision Summary – 2014 to 2020

Intersection or Roadway Segment	2014	2015	2016	2017	2018	2019	2020	Total	Annual Average
Intersection									
1. Jovita Blvd/Emerald St	0	0	0	0	1	0	1	2	0.29
2. 114th Ave E/Jovita Blvd	4	2	2	2	1	7	3	21	3.00
3. West Valley Hwy/Jovita Blvd	1	7	7	10	7	9	3	44	6.29
4. SR 167 SB Ramps/Jovita Blvd	10	5	6	5	8	5	6	45	6.43
Roadway Segment									
Jovita Blvd between Emerald St and 114th Ave E	1	0	3	2	5	4	7	22	3.14
Jovita Blvd between 114th Ave E and West Valley Hwy	4	5	4	2	5	7	4	31	4.43

Source: WSDOT, 2021.

Note: Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

As shown in Table 4, the study corridor intersections experienced an annual average of approximately 6 or fewer collisions over the last seven year period. The SR 167 SB Ramps/Jovita Boulevard intersection experienced the highest number of collisions, with 45 between 2014-2020 or approximately 6.4 per year. In addition, the roadway segments between the study intersections experienced an average of approximately 3.1 to 4.4 collisions per year. Figure 16 illustrates all study area collisions along the corridor. As shown, the highest number of collisions occurred at the West Valley Highway and SR 167 SB Ramps intersections along Jovita Boulevard.



Figure 16 Study Area Collisions, 2014-2020

Table 5 summarizes the historical data by collision type.

Table 5. Collision Summary (By Collision Type) – 2014 to 2020

Intersection or Roadway Segment		Fixed Object	Approach Turn	Rear End	Head On	Ped/ Bike	Angle	Sideswipe	Other	Total
Intersection										
1.	Jovita Blvd/Emerald St	2	0	0	0	0	0	0	0	2
2.	114th Ave E/Jovita Blvd	2	11	2	1	0	2	1	2	21
3.	West Valley Hwy/Jovita Blvd	0	26	6	0	0	7	1	4	44
4.	SR 167 SB Ramps/Jovita Blvd	3	6	17	0	0	14	4	1	45
Roadway Segment										
Jovita Blvd between Emerald St and 114th Ave E		6	1	8	1	0	1	4	1	22
Jovita Blvd between 114th Ave E and West Valley Hwy		16	0	3	3	0	0	3	6	31
Total		29	44	36	5	0	24	13	14	165
Annual Average		4.14	6.29	5.14	0.71	0	3.43	1.86	2	23.6

Source: WSDOT, 2021.

Note: Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

As shown in Table 5, the most common collision types along the study corridor were approach turn (44), rear end (36), and fixed object (29). The majority of the approach turn collisions (26 of the 44 identified, or 59 percent) occurred at the West Valley Highway/Jovita Boulevard study intersection. The majority of rear end collisions (17 of the 36 identified, or 47 percent) occurred at the SR 167 Ramps/Jovita Boulevard intersection. Rear end collisions are generally associated with congested conditions.

Traffic Operations

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). At all-way stop-controlled intersections, LOS is measured in average delay per vehicle during the peak hour of traffic and is reported for the overall intersection delay. For signalized locations, LOS is measured in average delay per vehicle and is reported for the intersections as a whole. Traffic operations for an intersection can be described alphabetically with a range of levels of service (LOS A through F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays. Appendix C contains a detailed explanation of LOS criteria and definitions.

Weekday PM peak hour traffic operations for existing and future conditions were evaluated at the signalized study intersections using the *Synchro 10* software program based on the procedures identified in the *Highway Capacity Manual (HCM)* (2016). Traffic operations at the roundabout intersection were evaluated using the *Sidra 8* software program. Heavy vehicle percentages observed during the midweek peak hour counts were incorporated in the Synchro analysis. The intersection operations are summarized in Table 6. Detailed LOS worksheets for each intersection analysis are included in Appendix D.

Table 6. Existing Weekday PM Peak Hour Intersection LOS Summary

Intersection	Traffic Control	AM Peak Hour			PM Peak Hour		
		LOS ¹	Delay ²	WM (V/C) ³	LOS ¹	Delay ²	WM (V/C) ³
1. Jovita Boulevard/Emerald Street	RAB	A	6	SB (0.33)	A	6	SB (0.43)
2. 114th Avenue E/Jovita Boulevard	Signal	B	18	-	C	25	-
3. West Valley Highway/Jovita Boulevard ⁴	Signal	C	34	-	E	57	-
4. SR 167 Southbound Ramps/Jovita Boulevard/Stewart Road SW ⁴	Signal	D	41	-	D	45	-

Note: RAB = roundabout. **Bold** indicates the operations are below City LOS standards.

1. Level of Service (A – F) as defined by the *Highway Capacity Manual* 6th Edition (TRB, 2016)

2. Average delay per vehicle in seconds.

3. Worst Movement and volume-to capacity ratio reported for roundabout intersections.

4. Evaluated with HCM 2000 methodology due to signal timing restrictions.

The City's level of service standard is LOS D for all intersections within the study area, per the City's Concurrency Review & TIA Guidelines. As shown in Table 6, all study intersections currently operate at LOS D or better during the weekday AM and PM peak hours with the exception of the West Valley Highway/Jovita Boulevard intersection, which operates at LOS E during the PM peak hour.

Future Traffic Conditions

Traffic Volume Forecast Method

The corridor analysis analyzes six years in the future (i.e., the year 2027) to maintain consistency with the City's concurrency program. Future weekday PM peak hour volumes were estimated with the same methodology applied to the City's concurrency evaluation process. As described above, a COVID adjustment factor was applied to intersection approach volumes where the 2021 traffic counts reflect reductions in traffic volumes due to the COVID-19 pandemic. An annual 1 percent growth rate was also applied to existing peak hour traffic volumes to estimate annual background growth and growth from smaller developments not subject to concurrency requirements. In addition, net new trips generated by developments monitored through the concurrency process were included in the forecasted volumes at the study intersections. For the AM peak hour analysis that is outside of the City's concurrency process, forecast volumes were developed by applying proportional growth to each turning movement based on the growth experienced at the same volumes during the PM peak hour. Future (2027) turning movement volumes are shown on Figure 17.

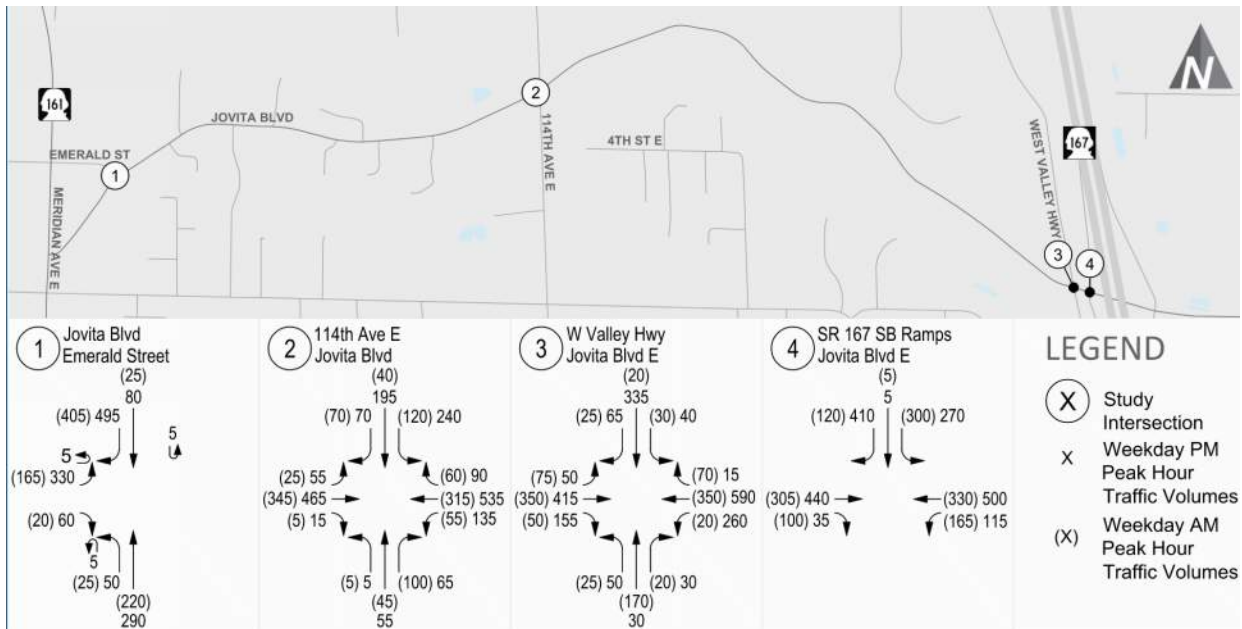


Figure 17 Future Weekday Peak Hour Traffic Volumes

Future 2027 Traffic Operations

Weekday PM peak hour traffic operations for future conditions were evaluated at the study intersections. The same methodology used for the existing conditions analysis was applied to the future (2027) intersection operations analysis. Existing channelization and signal timing was maintained under future (2027) conditions. The intersection operations are summarized in Table 7 and compared to the existing 2021 conditions to understand how operations change with expected growth. Detailed LOS worksheets for each intersection are included in Appendix D.

Table 7. Existing and Future Weekday Peak Hour Intersection LOS Summary

Intersection	Traffic Control	Existing 2021			Future 2027		
		LOS ¹	Delay ²	WM (V/C) ³	LOS	Delay	WM (V/C) ³
AM Peak Hour							
1. Jovita Boulevard/Emerald Street	RAB	A	6	SB (0.33)	A	6	SB (0.39)
2. 114th Avenue E/Jovita Boulevard	Signal	B	18	-	C	20	-
3. West Valley Highway/Jovita Boulevard ⁴	Signal	C	34	-	D	36	-
4. SR 167 Southbound Ramps/Jovita Boulevard/Stewart Road SW ⁴	Signal	D	41	-	D	46	-
PM Peak Hour							
1. Jovita Boulevard/Emerald Street	RAB	A	6	SB (0.43)	A	7	SB (0.51)
2. 114th Avenue E/Jovita Boulevard	Signal	C	25	-	C	28	-
3. West Valley Highway/Jovita Boulevard ⁴	Signal	E	57	-	E	67	-
4. SR 167 Southbound Ramps/Jovita Boulevard/Stewart Road SW ⁴	Signal	D	45	-	D	48	-

Note: RAB = roundabout. **Bold** indicates the operations are below City LOS standards.

1. Level of Service (A – F) as defined by the *Highway Capacity Manual* 6th Edition (TRB, 2016)

2. Average delay per vehicle in seconds.

3. Worst Movement and volume-to capacity ratio reported for roundabout intersections.

4. Evaluated with HCM 2000 methodology due to signal timing restrictions.

The City's level of service standard is LOS D. As shown in Table 7, the West Valley Highway/Jovita Boulevard intersection is anticipated to continue to operate below the City's LOS standard at LOS E during the weekday PM peak hour. However the intersection is just outside the city boundary, but the resulting delays impact the western leg of the intersection which is within Edgewood's jurisdiction.

Key Findings from the Safety and Operations Analysis

The existing and future conditions analysis resulted in the following key findings.

- **Vehicle Classifications:** During the midweek study period passenger vehicles represent the majority of traffic volumes at approximately 84 to 88 percent. Heavy vehicles, including double-unit trucks and larger vehicles represent approximately less than 1 percent of the traffic volumes, with the majority of heavy vehicles along the corridor (12 to 15 percent of the total vehicle volume) falling within the single unit truck class.
- **Vehicle Speeds:** Speed data demonstrate elevated speeding concerns on Jovita Boulevard, particularly in the westbound direction. The corridor changes in vertical grade, and drivers are typically more likely to exceed the posted speed limit when accelerating to travel up an incline or when traveling downhill.
- **Collision Types:** The most common collision types along the study corridor, including intersections and non-intersection crashes, were approach turn (6.3/year), rear end (5.1/year), and fixed object (4.1/year). Approximately 59 percent of approach turn collisions occurred at the West Valley Highway/Jovita Boulevard intersection. Approximately 47 percent of rear end collisions, which are generally associated with congested conditions, occurred at the SR 167 Ramps/8th Street E intersection.
- **Collision Rates:** The study corridor intersections (Emerald Street, 114th Avenue, West Valley Highway and SR 167 Ramps) experienced an annual average of 6 collisions per year over the last seven year period. The SR 167 SB Ramps/8th Street E intersection experienced the highest number of collisions, with 45 between 2014-2020 or approximately 6.4 per year.
- **Traffic Operations:** All study intersections currently operate at LOS D or better during the weekday AM and PM peak hours, meeting City standards, with the exception of the West Valley Highway/Jovita Boulevard intersection, which operates at LOS E during the PM peak hour. The West Valley Highway/Jovita Boulevard intersection is anticipated to continue to operate at LOS E under future (2027) PM peak hour conditions, while all other study intersections are anticipated to continue to meet City standards.

Developing Project Improvement Concepts

A set of project improvements were identified to help address the safety and mobility needs identified as part of the existing and future conditions analysis. The goals and categories for improvements include:

- Goal 1.** Calming traffic speeds, especially in steeper terrain segments of Jovita Boulevard
- Goal 2.** Discouraging westbound truck traffic and cut-through traffic on Jovita Boulevard at West Valley Highway
- Goal 3.** Address lane departure crashes



- Goal 4.** Create safer, more comfortable conditions for pedestrians between Emerald Street and 114th Avenue, and crossing conditions at the 114th Avenue and West Valley Highway intersections
- Goal 5.** Improve operations at West Valley Highway and SR 167 ramps intersections

Projects were identified to address each of the goals, then sorted by realistic implementation timeframes. Projects with quicker delivery, using lower cost design techniques, staying within existing right of way, and leveraging existing assets were categorized as short-term improvements. Projects that involved right of way acquisition and more extensive design and implementation costs were categorized as long-term improvements.

Recommended Near Term Improvements

Additional “No Trucks” signage at West Valley Highway

There is an existing truck restriction on Jovita Boulevard that is signed at the intersection with West Valley Highway. While the project findings indicate a low percentage of trucks, some trucks are still using Jovita Boulevard. Adding truck restriction signage to the signal spanwire would further increase the visibility of the restriction and increase the likelihood of voluntary compliance.



Ground-mounted guide signage at West Valley Highway

In addition to additional signage, guide signage at the West Valley Highway intersection indicating alternative truck-approved routes to Puyallup and other designations would help to direct truck traffic and other cut-through traffic away from Jovita Boulevard.



Truck restriction signage on SR 167 north of Jovita Blvd exit

Notifying southbound truck drivers on SR 167 of the truck restriction on Jovita Boulevard prior to the exit from the highway may cause trucks to continue south to reach Puyallup and other destinations south of Edgewood without entering the West Valley Highway or SR 167 ramps intersection.



LED-enhanced signage at horizontal curves

A project included in the City's Local Road Safety Plan, increasing the signage on sharp horizontal curves and enhancing the signs with LED blinking lights increases driver awareness of roadway geometry, can address distraction and drowsy drivers, and can be an effective countermeasure against lane departure crashes.



Reflective signs and pavement markers at horizontal curves

In horizontal curves where guardrail and other treatments exist, adding highly reflective signage and raised reflective markers on the roadway to delineate guardrails, the roadway edge stripe, and fixed objects adjacent to the roadway can help to mitigate future fixed object and lane departure crashes.



Profiled edge and centerline markings

Profiled striping creates a rumble-strip effect without the need to grind in rumble strips and affect active mode shoulder use. Profiled striping is more durable and lower maintenance and has better reflectivity compared to painted stripes. Replacing the centerline and edge stripes with profiled striping would address lane departure crashes.



Additional radar speed feedback signage

Radar speed feedback signs are already in use in the Jovita Boulevard corridor. Identifying other opportunities to use interactive signs to discourage high end speeds would improve safety for active users and likely reduce crash rates.



Additional roadway lighting

Adding lighting in the Jovita Boulevard corridor will increase visibility of horizontal curves, address lane departure crashes between 114th Avenue E and West Valley Highway and will increase pedestrian safety and comfort between Emerald Street and 114th Avenue E, in addition to addressing lane departure crashes. Roadway lighting is dependent on adding of power supply to the length of the corridor.



RRFB crossing at 106th Ave Ct E

A new marked crossing at 106th Ave Ct E, when combined with a widened pedestrian shoulder on the north side of Jovita Boulevard, would increase the number of residences directly served by higher safety and higher comfort pedestrian facilities. Enhancing the visibility of the crossing with an RRFB, with either solar or direct-wired power, would alert drivers to the presence of pedestrians.



Paved shoulder widening for pedestrian access, 106th Ave Ct E to 111th Ave E

Some existing paved shoulders with extruded curb are present on the north side of Jovita Boulevard west of 114th Avenue E. Extending paved shoulders, either through pavement widening or shifting striped lanes to the south, utilizing existing paved surfaces, and protecting the northern walkway with an extruded curb where it does not block driveway access would create a continuous pedestrian connection between the Emerald Street roundabout and the 114th Avenue E intersections. From 114th Avenue E, pedestrians could use



existing sidewalks to connect to the Interurban Trail to the north or Hedden Elementary School to the south.

Recommended Long Term Improvements

Interurban trail improvements, 114th Avenue E to West Valley Highway

The City of Edgewood has been planning for extension of the interurban trail from the existing terminus at 114th Avenue E to the West Valley Highway intersection. The extension project has been discussed by the City as a grant funding candidate and will require right of way acquisition and complex engineering to address significant vertical grade differences. A first phase would be to complete a feasibility evaluation to assess routing, environmental impacts and potential costs.

Roundabout at 114th Avenue E intersection

Replacement of the existing signal at Jovita Boulevard and 114th Avenue E with a roundabout would address traffic operations in the corridor, improve pedestrian safety and connections, and provide a traffic calming effect on both Jovita Boulevard and 114th Avenue E. A roundabout at the intersection would require acquisition of right of way and a significant capital expenditure. The likely roundabout configuration would be oblong in the north-south direction. A conceptual layout for a roundabout at 114th Avenue E can be found in Appendix A.

The conceptual layout for the roundabout accounts for the close proximity of the residential structures on the southeast and southwest corners of the intersection, which represent two significant constraints. The center of the roundabout was shifted northwest from the center of the existing intersection to avoid significant impacts to the residential parcels. Due to this shift in the location of the intersection, a standard circular roundabout was unable to provide sufficient deflection for eastbound vehicles entering and circulating through the roundabout without increasing the diameter of the roundabout. An elliptical shape was introduced to lengthen the central island in the north-south direction and provide better deflection for vehicles, while still maintaining a relatively small footprint on the corners of the roundabout.

In order to provide the proper angle between all legs of the intersection, a reverse curve was introduced along the north leg to pull approach away from the existing roadway alignment and provide a nearly 90-degree angle with the other intersection legs. While the conceptual layout shows the revised alignment along the north leg, the roadway does not tie back to the existing alignment before reaching the creek crossing. The nearby creek crossing is another significant constraint and ways to avoid impacting the creek and its buffer area need to be considered as this project moves forward. For example, with a more detailed survey and design effort, it may be possible to tighten the reverse curves to avoid any impacts to the existing creek crossing.

West Valley Highway intersection improvements

Enhanced Signal Option: At West Valley Highway and Jovita Boulevard, minor modifications to the existing refuge islands, removing some of the existing pedestrian crossings with no receiving facilities, and optimizing of the lane balance and turn pocket striping would be a lower cost, but high coordination project to improve the intersection. The project to reconfigure the intersection would address traffic operations, pedestrian safety and comfort and congestion which can result in crashes, especially of the rear-end type. The modifications to the intersection would require replacement of the existing span wire signal with a mast arm signal. A conceptual layout of the enhanced signal option can be found in Appendix A.

Roundabout Options: An alternative to the enhanced signal option would be to construct two roundabouts at West Valley Highway and SR 167 ramp intersections. The two roundabouts would improve safety, operations and active mode comfort at the intersection, beyond that of the enhanced signal option.

The roundabouts would likely need to be dual-centered, incorporating both the West Valley Highway and SR 167 southbound ramps into a single intersection. To arrive at the preferred two roundabout option, several iterations of roundabout concepts were considered. They included the following concepts:

Large Ellipse Roundabout – A large elliptical roundabout was considered and attempts to combine all six legs of the two intersections into a single roundabout. The roundabout would need to be larger than typically designed, which will reduce its effectiveness at controlling speeds through the intersection. Even with the increased size of the roundabout, there are still geometric issues in incorporating all six legs into a single roundabout. The angle between the southern legs and northern legs of the intersection (West Valley Highway and SR 167 on/off-ramp) is sharp so turning maneuvers could be difficult for trucks. The concept does allow for an extra wide lane between the central island and outside curb which could be perceived as a second lane, creating confusion and increased vehicle speeds.

Ellipse Roundabout – A smaller elliptical roundabout incorporates five legs of the intersections into a single roundabout and introduces a free right-turn off of Stewart Road SW to access the SR 167 on-ramp. This would require westbound vehicles wanting to access the on-ramp to circulate through the roundabout and make a “u-turn”. This concept allows for the ability to shrink the size of the roundabout relative to the large ellipse alternative, however, there will continue to be geometric issues to address. The angle and approach to the roundabout from the SR 167 off-ramp is fairly sharp and abrupt. In addition, the angle between the north and west legs of the intersection (West Valley Highway and Jovita Boulevard) is sharp which would make for difficult turning maneuvers for trucks. The concept also creates an extra wide lane at the corner which could be perceived by drivers as a second lane, creating confusion and increased vehicle speeds.

North-South Double Roundabouts – Two closely spaced roundabouts north-south along West Valley Highway was another concept considered. The concept would include realignment of the SR 167 off-ramp and the west leg of Jovita Boulevard to intersect at the north roundabout. The east leg of Stewart Road SW would intersect with West Valley Highway at the southern roundabout. The on-ramp to SR 167 would be a free right-turn off of Stewart Road SW requiring westbound vehicles to make a “u-turn” maneuver at the roundabout to access the on-ramp. The main geometric concerns of this concept are related to the angle and sharp curvature at which the SR 167 off-ramp approaches the north roundabout and the spacing between the two roundabouts. There is approximately 50 to 60 feet between the two roundabouts which provides a queue distance of 2 to 3 vehicles. In addition, the circuitous nature of the improvements could provide for more challenging turning maneuvers for vehicles and trucks in particular.

Each of the roundabout concepts have been included as part of Appendix A. The three concepts that were considered, but not advanced, only include the original linework and were not enhanced. If a project advances at this location, further design and survey will assist in narrowing down the options for consideration. Regardless of the final roundabout layout, construction of a roundabout(s) at this location would require close coordination and approval from WSDOT and the City of Pacific, and would require significant local, state and grant funding to implement.

Appendix E includes a summary and comparison of future intersection LOS at the West Valley Highway and SR 167 Ramp intersections with both possible intersection improvement options.

Recommended Improvements Assessment

A summary of the recommended Jovita Boulevard corridor improvements is provided in Table 8 and shown in Figures 18 and 19. Important considerations to assess project priority and feasibility are noted in the Table, as well as planning-level cost estimates to assist in programming local funds for projects or identifying likely grant funding partnerships for each project. Detailed cost estimates are included in Appendix F.

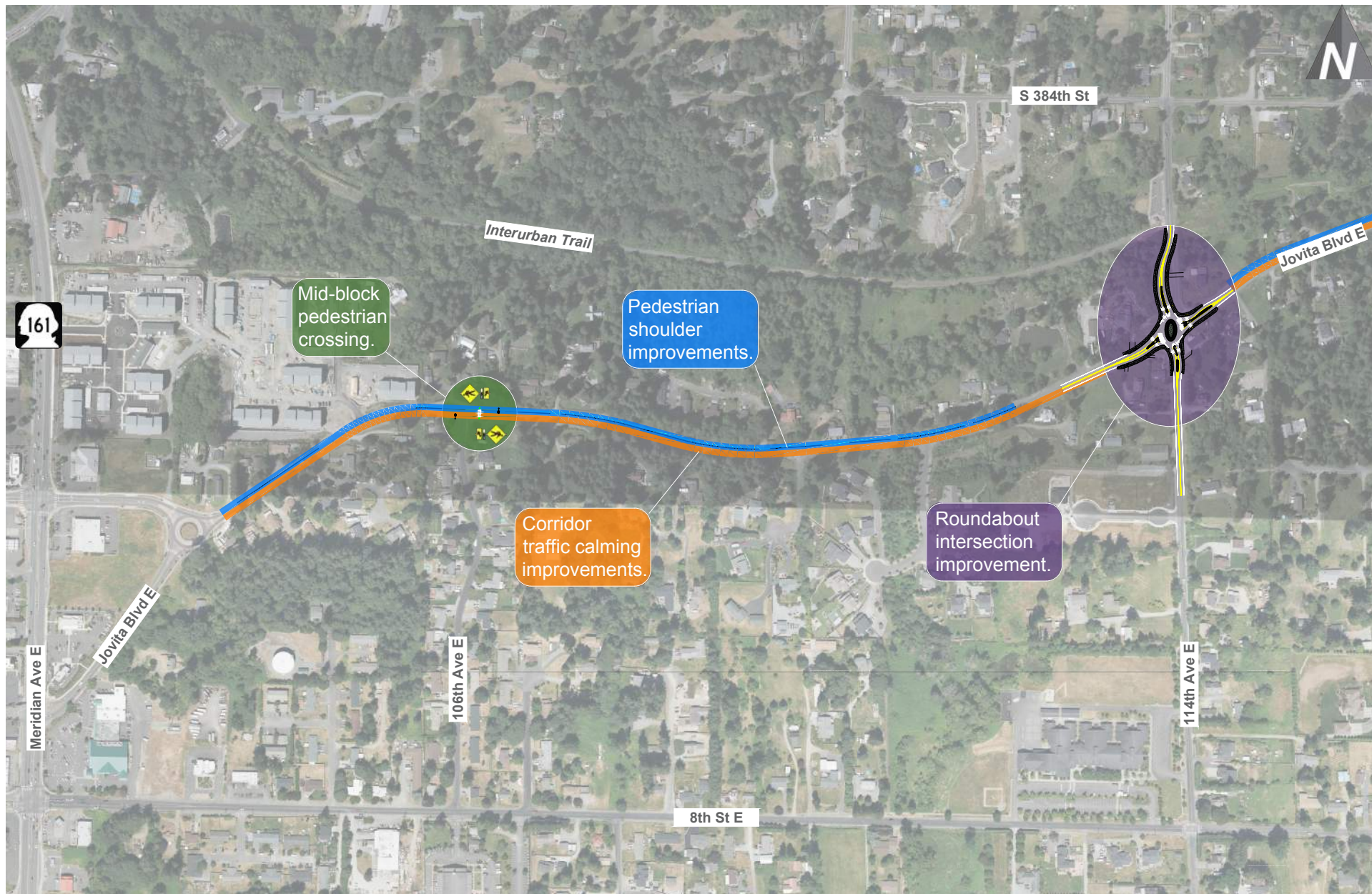
Table 8. Jovita Boulevard Corridor Recommended Improvements

<i>Description</i>	<i>Time</i>	<i>Goal 1</i>	<i>Goal 2</i>	<i>Goal 3</i>	<i>Goal 4</i>	<i>Goal 5</i>	<i>Advantages</i>	<i>Considerations</i>	<i>Estimated Cost³</i>
Additional "No Truck" Signage	Short	X			X		Discourages truck traffic	Redundancy	\$2,300
Ground-mount Signage	Short	X			X		Provide wayfinding to trucks and cut-through traffic	Redundancy	\$9,000
SR 167 Signage	Short	X			X		Discourage traffic at SR 167 before exiting to Jovita	WSDOT coordination	\$19,000
LED Curve Signage ¹	Short	X	X				Increased visibility of horizontal curves	Power source Maintenance	\$339,000
Reflective signs & markers ¹	Short		X				Increased visibility of roadside objects	Maintenance	\$18,000
Profiled striping ¹	Short		X	X			Visual and audible lane departure warning	Cost Maintenance	\$332,000
Radar speed feedback signs ¹	Short	X	X	X			Proven calming technique	Power source Maintenance Driver disregard	\$61,000
Roadway lighting	Short		X	X			Visibility of lane edge, pedestrians	Power source Maintenance	\$380,000
RRFB at 106th Ave Ct E	Short				X		Network connection Addresses barrier	Power source Sight distance	\$85,000
Pedestrian Shoulder	Mid		X	X			Connects to trail, school	Narrow width Maintenance of curbs Steep terrain	\$966,000
Interurban Trail ²	Mid				X		Off-road connection through Edgewood	Steep terrain ROW costs	\$5,010,000 ²
Jovita/114th Ave E Roundabout	Long	X	X	X	X		Calms traffic Improves operations Increases safety	ROW impacts Cost	\$3,886,000
West Valley Highway/Stewart Road Signalized Intersection Enhancements	Long				X	X	Improves operations Increases safety	WSDOT coordination Complimented by Trail Replacement by Roundabout	\$1,124,000
West Valley Highway/Stewart Road Roundabout	Long	X		X	X		Improves operations Increases safety	High Cost WSDOT coordination Construction traffic control	\$6,424,000

1. Project identified in the City's 2020 Local Road Safety Plan (LRSP)

2. Previously identified City project

3. Costs include 105% markup for engineering design, local administration, construction engineering, contractor mobilization, traffic control and contingency. Costs are shown in 2021 dollars.



Recommended Improvement Overview - Meridian Ave E to 114th Ave E

October 5, 2021

Jovita Boulevard Corridor Study

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WHAT TRANSPORTATION CAN BE.

FIGURE
18



Recommended Improvement Overview - 114th Ave E to W Valley Hwy E

October 5, 2021

Jovita Boulevard Corridor Study



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FIGURE
19

Implementation Strategies

Implementing the project recommendations for the Jovita Boulevard corridor will be a multi-year effort, coordinating projects among the City's other transportation needs, leveraging development where feasible, and identifying grant funding and other partnerships.

Coordinating with WSDOT

Signing improvements to reinforce existing truck restrictions on Jovita Boulevard and improving awareness for truck drivers of alternative routes would require coordination with WSDOT, but would be fundable through local funds without requiring allocation of funds away from other important transportation projects in the City. Early engagement with WSDOT to coordinate signage locations and messaging would be important first steps in implementing projects at West Valley Highway and SR 167.

Grant Funding

The near-term improvements identified for the corridor include projects already identified in the City's Local Road Safety Plan, developed in 2020. The Safety Plan should be updated for future year's grant opportunities and funds sought through the WSDOT Highway Safety Improvement Program (HSIP) for traffic calming and lane departure focused improvements.

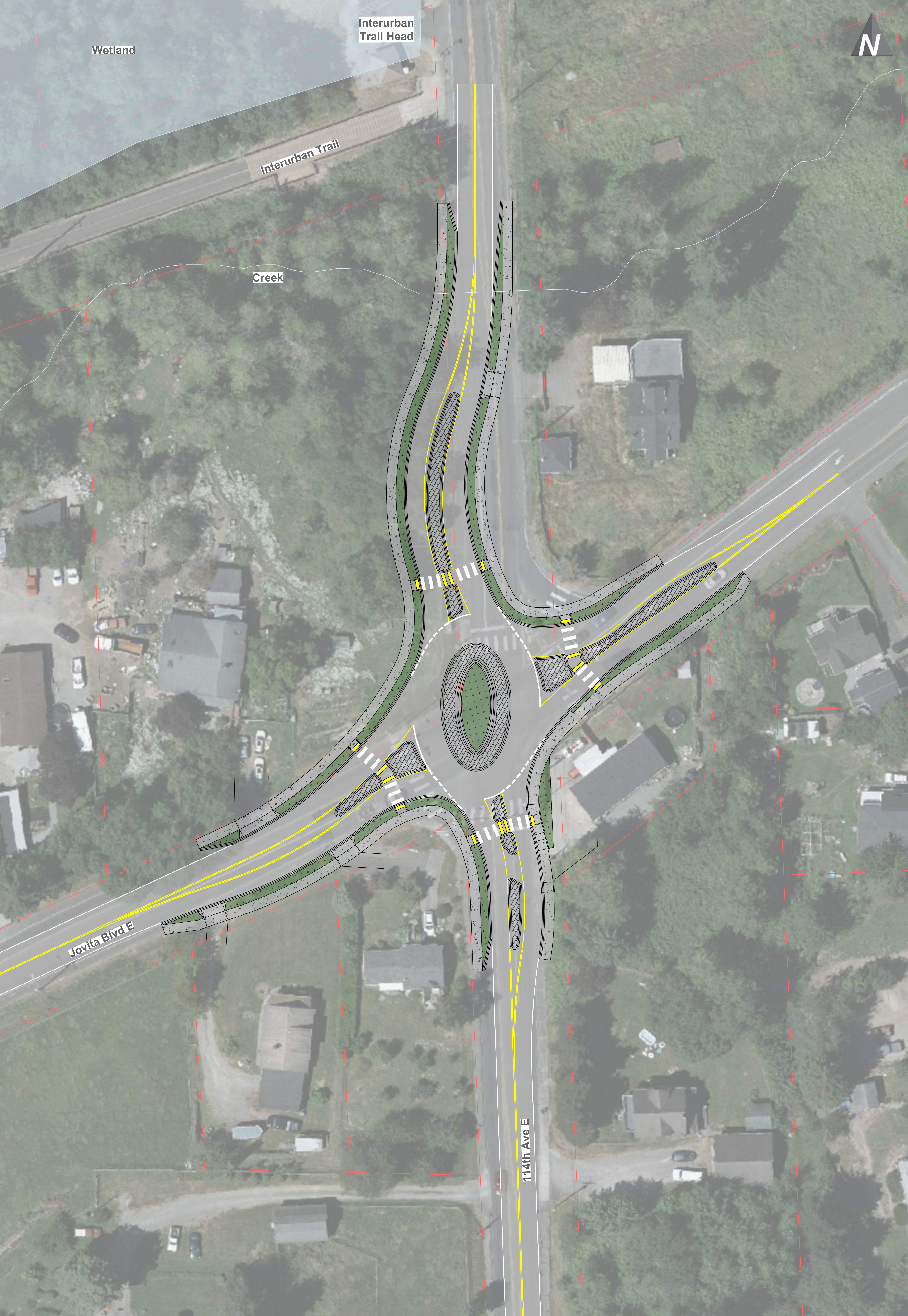
Grant funding opportunities at the state level, such as the pedestrian/bicycle program or TIB's complete streets program might be funds that could be pursued for the new crossing at 106th Avenue E and the pedestrian pathway on the north side of the roadway. Those programs favorably rate projects that add pedestrian facilities where none exist, connect residential developments to schools, especially multifamily residential, with multimodal improvements and demonstrate a safety benefit.

Longer term projects will require coordinated funding packages, likely involving a mix of local, state and federal funds. Early outreach to state representatives to determine the feasibility of appropriations should be conducted by the City. The Interurban Trail and 114th Avenue E projects, which do not require coordination with WSDOT, may be easier to fund with state-level grant funds. Longer term projects at the SR 167 interchange will require extensive coordination with WSDOT and will require state or federal funding in order to be implemented.

Transportation Element, Capital Program, and Impact Fee Program

Many of the projects identified in the study should be incorporated into the next update of the City's Capital Improvement Plan and Transportation Element. By including the projects in the City's planning documents, the projects are then eligible for inclusion in the transportation impact fee program, which can also assist in partially funding the improvements. Funds from the impact fee program then could be utilized to advance the higher-cost projects into design to help make them more attractive to granting agencies.

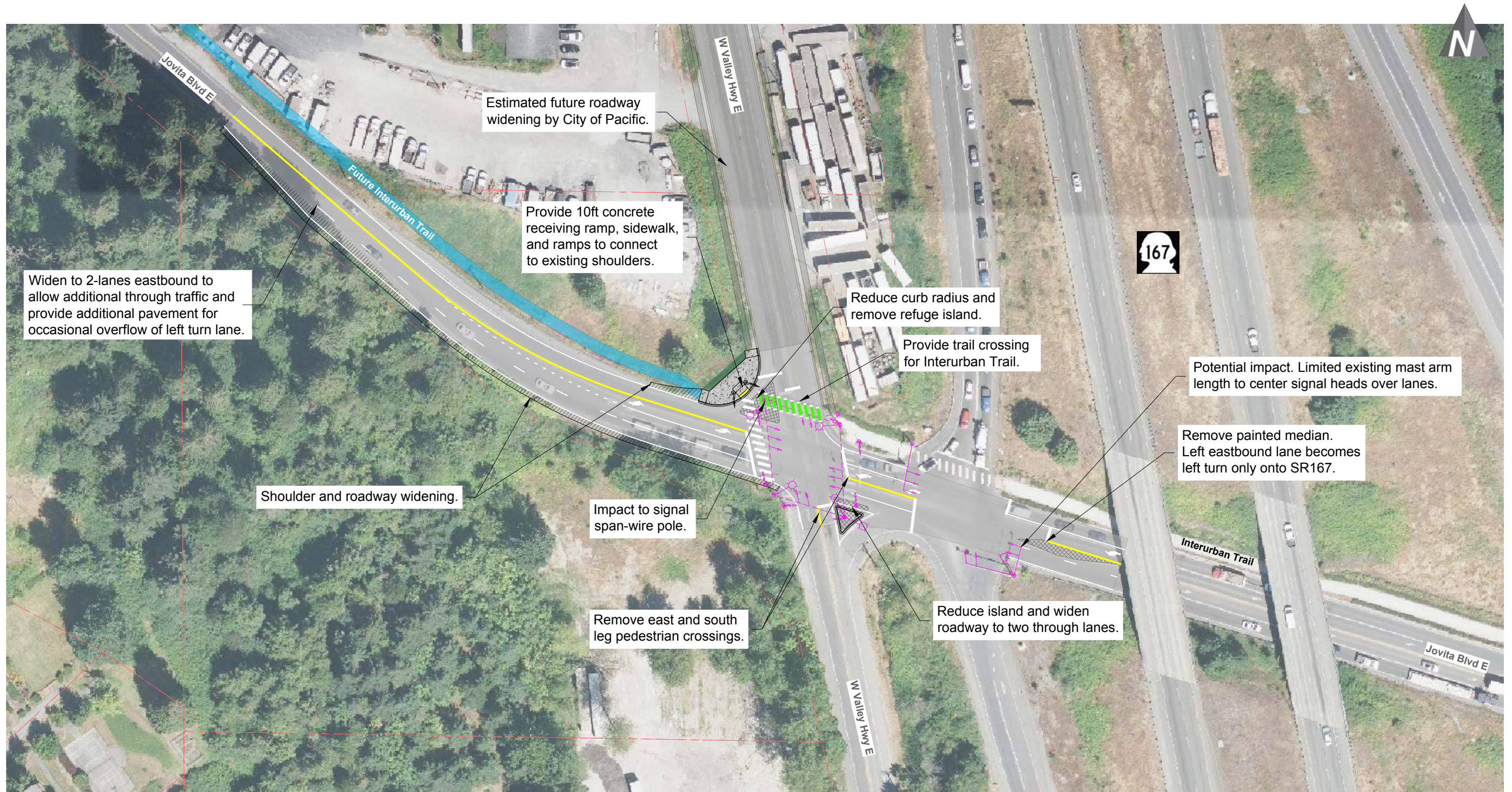
Appendix A: Improvement Concept Drawings



Jovita Blvd E & 114th Ave E - Roundabout Concept
City of Edgewood On-Call

October 25, 2021
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WHAT TRANSPORTATION CAN BE.

FIGURE
A



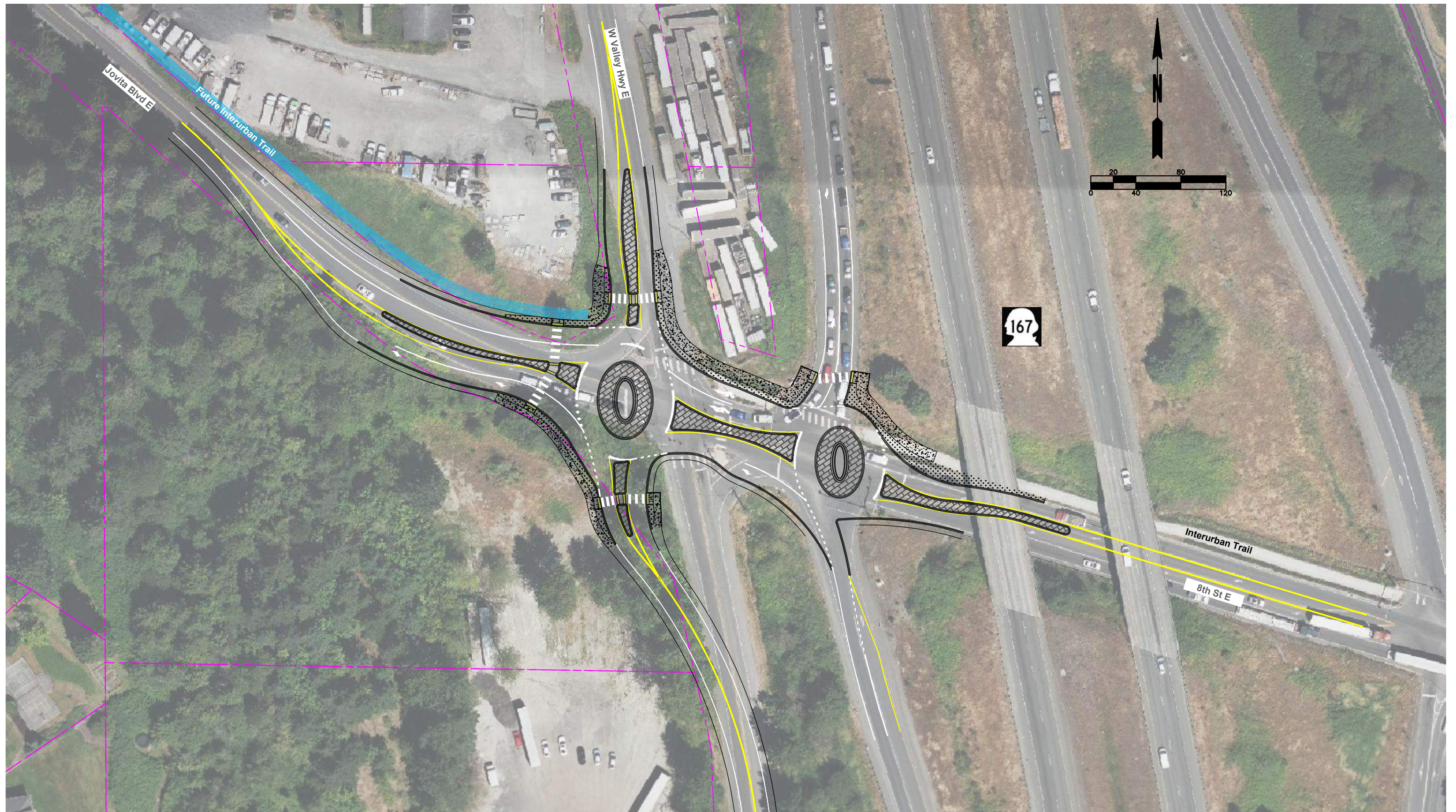
West Valley Highway East - Intersection Modifications

1.18149.00 - Jovita Boulevard Corridor Study

FIGURE

B

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West Valley Hwy E & Jovita Blvd E / SR-167 & 8th St E - Roundabout Concept

City of Edgewood On-Call

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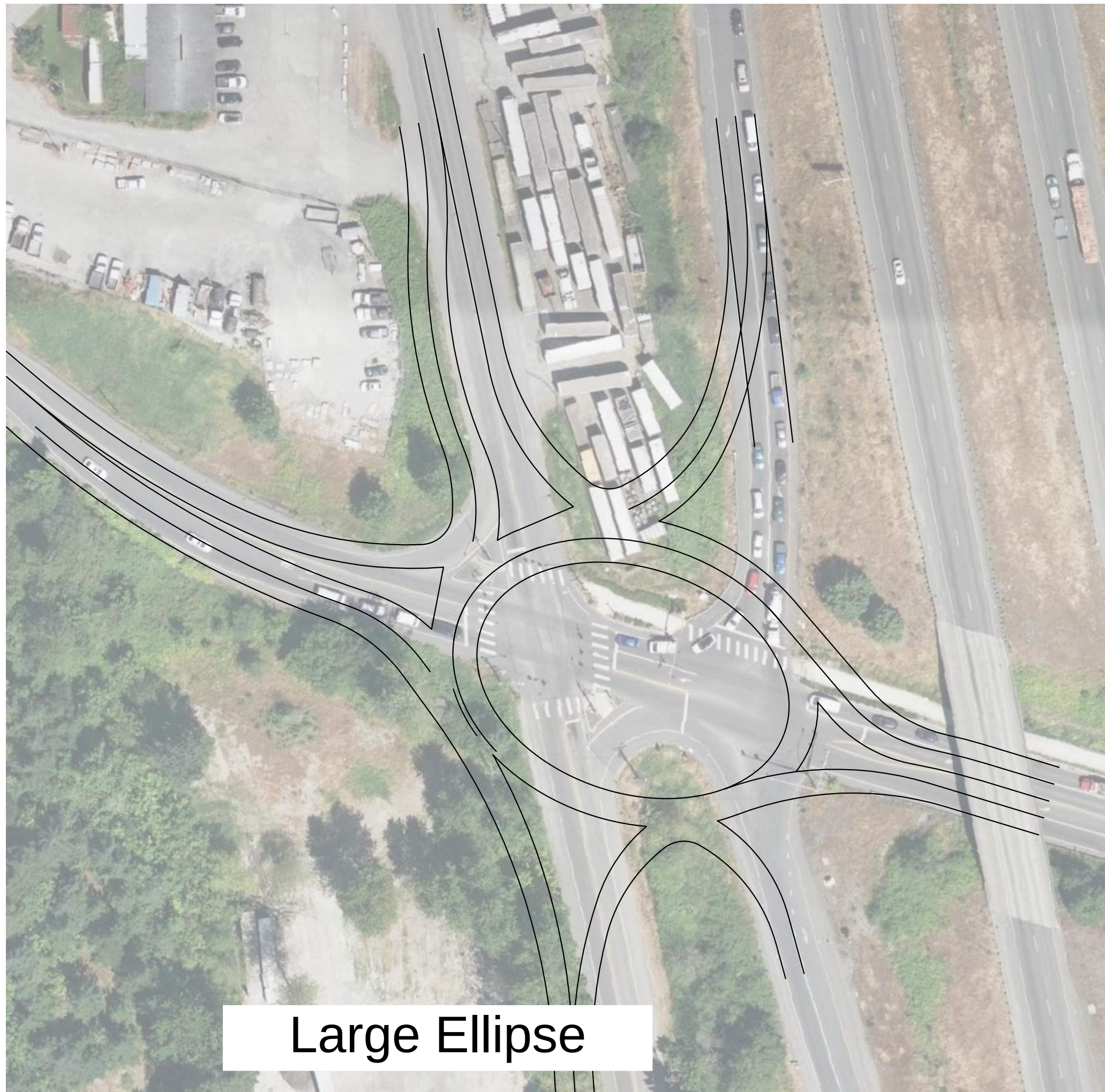
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FIGURE

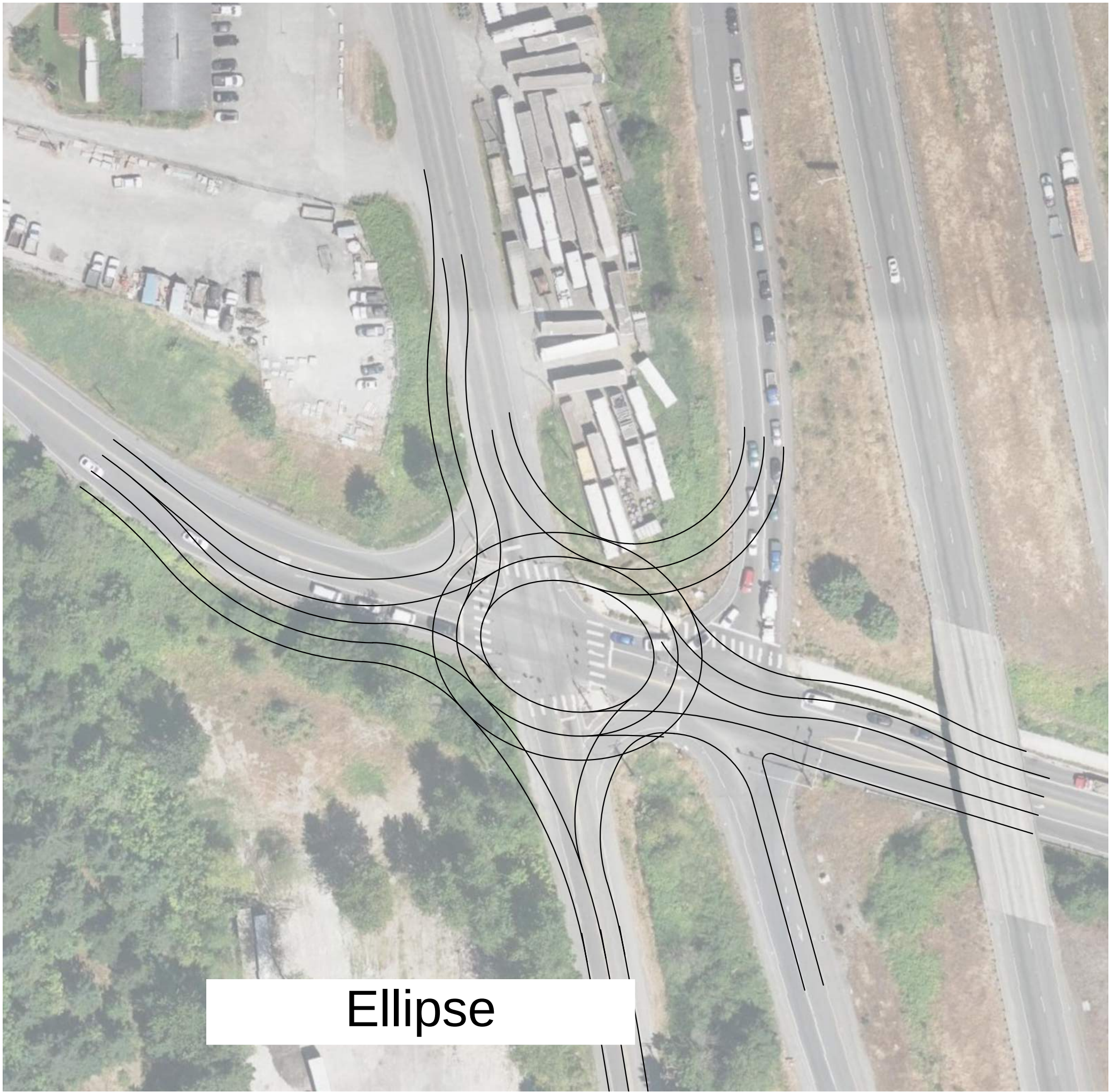
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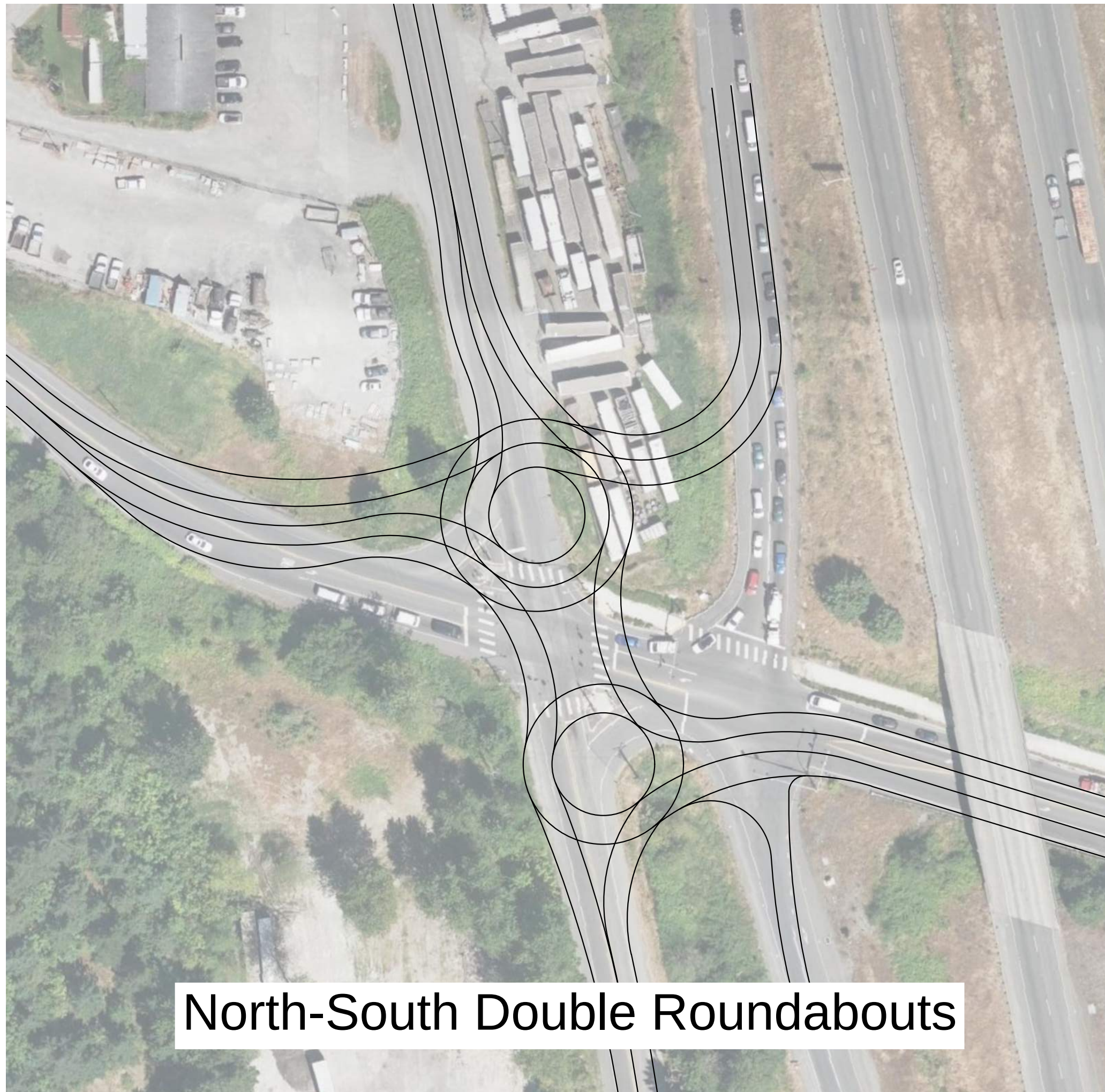
Large Ellipse

Figure
D



Ellipse

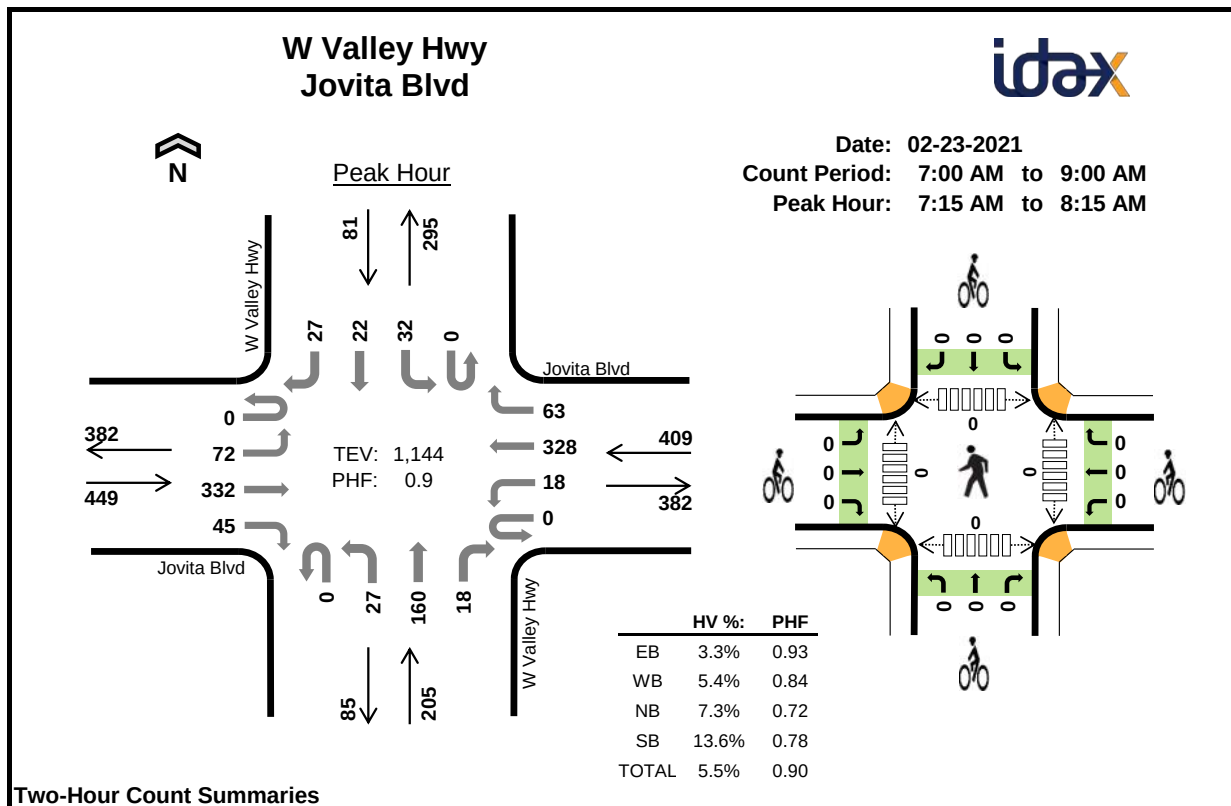
Figure
E



North-South Double Roundabouts

Figure
F

Appendix B: Traffic Count Sheets



Interval Start		Jovita Blvd				Jovita Blvd				W Valley Hwy				W Valley Hwy				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	11	76	11	0	0	64	15	0	7	54	4	0	4	2	4	252	0
7:15 AM		0	23	73	15	0	4	62	20	0	4	50	2	0	4	5	2	264	0
7:30 AM		0	16	90	12	0	1	84	17	0	13	50	8	0	15	5	6	317	0
7:45 AM		0	18	91	12	0	8	79	12	0	7	42	5	0	8	6	10	298	1,131
8:00 AM		0	15	78	6	0	5	103	14	0	3	18	3	0	5	6	9	265	1,144
8:15 AM		0	15	68	11	0	6	78	15	0	11	22	4	0	10	4	7	251	1,131
8:30 AM		0	9	73	6	0	5	86	9	0	7	40	4	0	6	11	6	262	1,076
8:45 AM		0	3	77	7	0	4	82	10	0	5	16	3	0	6	6	6	225	1,003
Count Total		0	110	626	80	0	33	638	112	0	57	292	33	0	58	45	50	2,134	0
Peak Hour	All	0	72	332	45	0	18	328	63	0	27	160	18	0	32	22	27	1,144	0
	HV	0	3	12	0	0	2	14	6	0	0	9	6	0	4	5	2	63	0
	HV%	-	4%	4%	0%	-	11%	4%	10%	-	0%	6%	33%	-	13%	23%	7%	6%	0

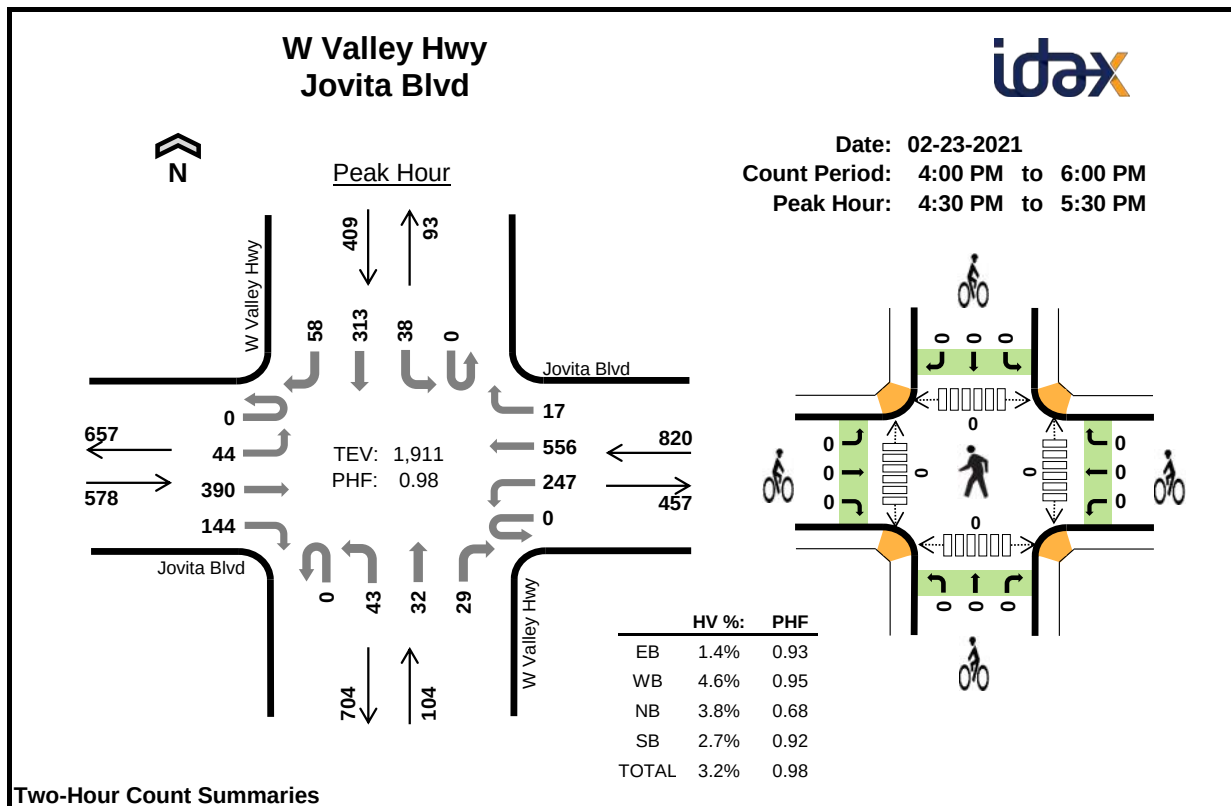
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	6	3	1	13	0	0	0	0	0	0	0	0	0	0
7:15 AM	5	8	3	0	16	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	6	7	1	15	0	0	0	0	0	0	0	0	0	0
7:45 AM	4	2	3	5	14	0	0	0	0	0	0	0	0	0	0
8:00 AM	5	6	2	5	18	0	0	0	0	0	0	0	0	0	0
8:15 AM	5	2	8	3	18	0	0	0	0	0	0	0	0	0	0
8:30 AM	6	5	2	1	14	0	0	0	0	0	0	0	0	0	0
8:45 AM	8	9	2	3	22	0	0	0	0	0	0	0	0	0	0
Count Total	37	44	30	19	130	0	0	0	0	0	0	0	0	0	0
Peak Hour	15	22	15	11	63	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Jovita Blvd				Jovita Blvd				W Valley Hwy				W Valley Hwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	1	1	0	0	5	1	0	0	3	0	0	1	0	0	13	0
7:15 AM	0	1	4	0	0	1	4	3	0	0	2	1	0	0	0	0	16	0
7:30 AM	0	0	1	0	0	0	5	1	0	0	3	4	0	1	0	0	15	0
7:45 AM	0	1	3	0	0	0	0	2	0	0	3	0	0	2	2	1	14	58
8:00 AM	0	1	4	0	0	1	5	0	0	0	1	1	0	1	3	1	18	63
8:15 AM	0	1	4	0	0	0	2	0	0	2	4	2	0	3	0	0	18	65
8:30 AM	0	0	5	1	0	1	3	1	0	0	2	0	0	0	1	0	14	64
8:45 AM	0	0	8	0	0	1	6	2	0	0	1	1	0	1	2	0	22	72
Count Total	0	5	30	2	0	4	30	10	0	2	19	9	0	9	8	2	130	0
Peak Hour	0	3	12	0	0	2	14	6	0	0	9	6	0	4	5	2	63	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Jovita Blvd			Jovita Blvd			W Valley Hwy			W Valley Hwy			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

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

**Two-Hour Count Summaries**

Interval Start		Jovita Blvd				Jovita Blvd				W Valley Hwy				W Valley Hwy				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	4:00 PM	0	10	105	37	0	65	133	8	0	7	10	6	0	7	67	13	468	0
	4:15 PM	0	12	89	42	0	72	151	4	0	5	10	4	0	11	62	9	471	0
	4:30 PM	0	8	92	45	0	70	133	4	0	14	15	9	0	8	68	22	488	0
	4:45 PM	0	14	103	25	0	72	134	10	0	5	5	7	0	12	75	9	471	1,898
	5:00 PM	0	9	94	33	0	52	147	2	0	10	8	7	0	10	80	14	466	1,896
	5:15 PM	0	13	101	41	0	53	142	1	0	14	4	6	0	8	90	13	486	1,911
	5:30 PM	0	18	106	24	0	56	118	6	0	10	7	3	0	13	86	11	458	1,881
	5:45 PM	0	8	93	17	0	90	128	2	0	9	4	2	0	14	60	11	438	1,848
Count Total		0	92	783	264	0	530	1,086	37	0	74	63	44	0	83	588	102	3,746	0
Peak Hour	All	0	44	390	144	0	247	556	17	0	43	32	29	0	38	313	58	1,911	0
	HV	0	0	7	1	0	33	3	2	0	0	3	1	0	2	8	1	61	0
	HV%	-	0%	2%	1%	-	13%	1%	12%	-	0%	9%	3%	-	5%	3%	2%	3%	0

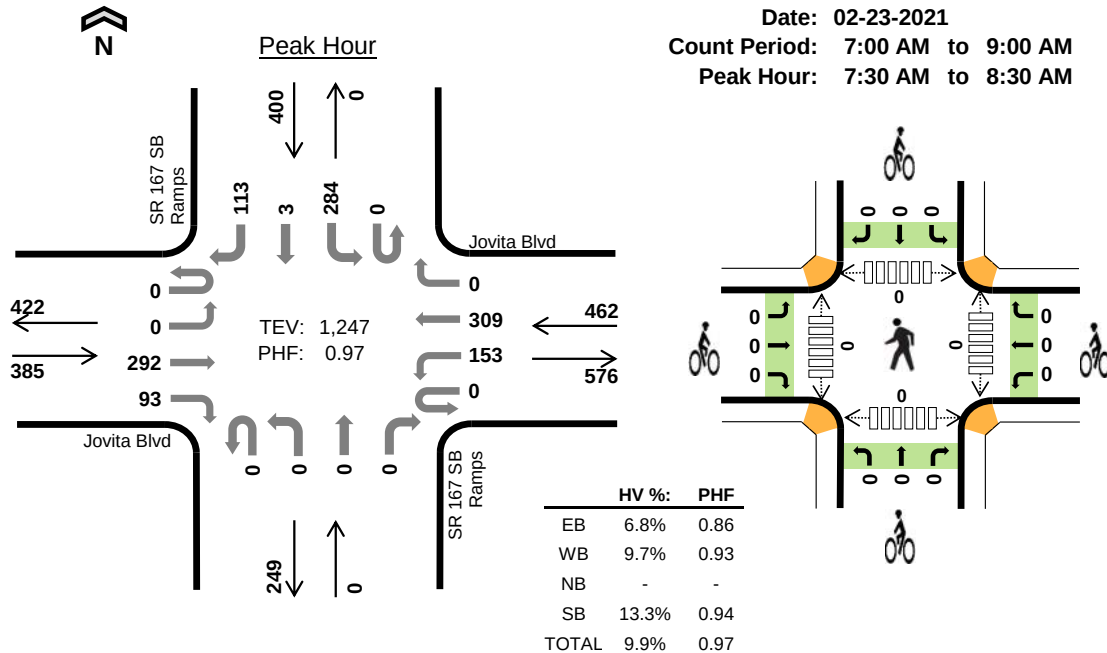
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	7	2	2	15	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	12	1	8	24	0	0	0	0	0	1	0	0	0	1
4:30 PM	1	7	2	0	10	0	0	0	0	0	0	0	0	0	0
4:45 PM	3	11	2	2	18	0	0	0	0	0	0	0	0	0	0
5:00 PM	4	14	0	4	22	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	6	0	5	11	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	12	1	3	17	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	7	1	4	12	0	0	0	0	0	0	0	0	0	0
Count Total	16	76	9	28	129	0	0	0	0	0	1	0	0	0	1
Peak Hour	8	38	4	11	61	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Jovita Blvd				Jovita Blvd				W Valley Hwy				W Valley Hwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	1	2	0	7	0	0	0	0	1	1	0	1	1	0	15	0
4:15 PM	0	0	2	1	0	5	7	0	0	0	1	0	0	1	6	1	24	0
4:30 PM	0	0	1	0	0	7	0	0	0	0	2	0	0	0	0	0	10	0
4:45 PM	0	0	3	0	0	11	0	0	0	0	1	1	0	1	0	1	18	67
5:00 PM	0	0	3	1	0	9	3	2	0	0	0	0	0	0	4	0	22	74
5:15 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	1	4	0	11	61
5:30 PM	0	0	1	0	0	9	2	1	0	0	0	1	0	1	2	0	17	68
5:45 PM	0	0	0	0	0	4	2	1	0	0	0	1	0	1	3	0	12	62
Count Total	0	1	11	4	0	58	14	4	0	0	5	4	0	6	20	2	129	0
Peak Hour	0	0	7	1	0	33	3	2	0	0	3	1	0	2	8	1	61	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Jovita Blvd			Jovita Blvd			W Valley Hwy			W Valley Hwy			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

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



Two-Hour Count Summaries

Interval Start		Jovita Blvd				Jovita Blvd				SR 167 SB Ramps				SR 167 SB Ramps				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	66	17	0	47	67	0	0	0	0	0	0	74	0	13	284	0
7:15 AM		0	0	61	19	0	56	68	0	0	0	0	0	0	67	0	18	289	0
7:30 AM		0	0	85	27	0	39	75	0	0	0	0	0	0	69	1	25	321	0
7:45 AM		0	0	77	28	0	39	68	0	0	0	0	0	0	74	1	31	318	1,212
8:00 AM		0	0	67	18	0	37	87	0	0	0	0	0	0	73	0	33	315	1,243
8:15 AM		0	0	63	20	0	38	79	0	0	0	0	0	0	68	1	24	293	1,247
8:30 AM		0	0	61	22	0	48	73	0	0	0	0	0	0	69	1	27	301	1,227
8:45 AM		0	0	66	20	0	39	78	0	0	0	0	0	0	58	0	19	280	1,189
Count Total		0	0	546	171	0	343	595	0	0	0	0	0	0	552	4	190	2,401	0
Peak Hour	All	0	0	292	93	0	153	309	0	0	0	0	0	0	284	3	113	1,247	0
	HV	0	0	17	9	0	33	12	0	0	0	0	0	0	48	1	4	124	0
	HV%	-	-	6%	10%	-	22%	4%	-	-	-	-	-	-	17%	33%	4%	10%	0

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

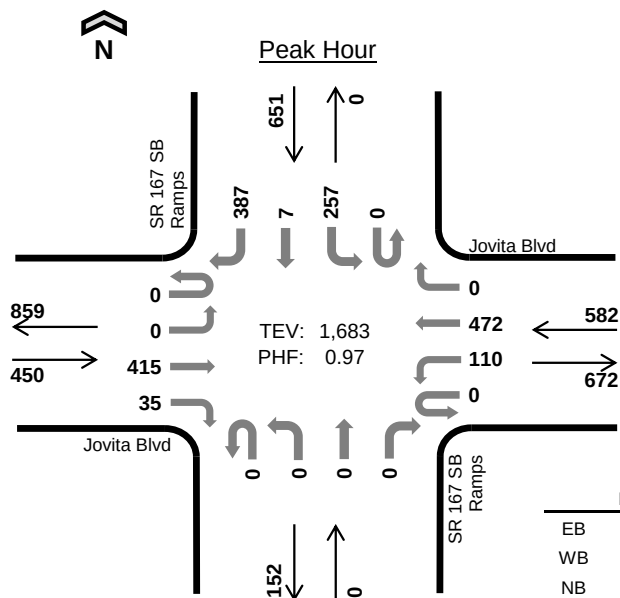
[illegible]

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Jovita Blvd				Jovita Blvd				SR 167 SB Ramps				SR 167 SB Ramps				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	12	6	0	0	0	0	0	0	13	0	0	33	0
7:15 AM	0	0	4	1	0	16	7	0	0	0	0	0	0	13	0	1	42	0
7:30 AM	0	0	6	0	0	6	6	0	0	0	0	0	0	17	0	0	35	0
7:45 AM	0	0	1	4	0	10	2	0	0	0	0	0	0	7	1	0	25	135
8:00 AM	0	0	3	3	0	9	3	0	0	0	0	0	0	11	0	3	32	134
8:15 AM	0	0	7	2	0	8	1	0	0	0	0	0	0	13	0	1	32	124
8:30 AM	0	0	4	1	0	11	3	0	0	0	0	0	0	10	0	2	31	120
8:45 AM	0	0	9	1	0	8	7	0	0	0	0	0	0	16	0	2	43	138
Count Total	0	0	36	12	0	80	35	0	0	0	0	0	0	100	1	9	273	0
Peak Hour	0	0	17	9	0	33	12	0	0	0	0	0	0	48	1	4	124	0

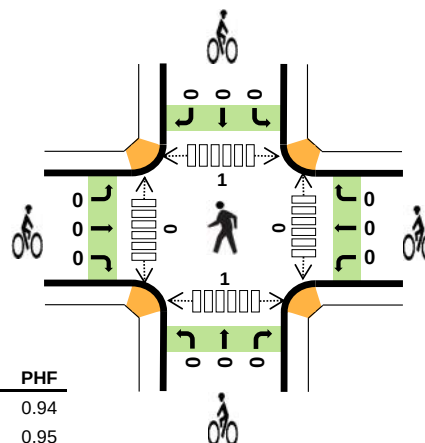
Two-Hour Count Summaries - Bikes																		
Interval Start	Jovita Blvd			Jovita Blvd			SR 167 SB Ramps			SR 167 SB Ramps			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

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

SR 167 SB Ramps Jovita Blvd



Date: 02-23-2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	2.7%	0.94
WB	2.7%	0.95
NB	-	-
SB	12.3%	0.91
TOTAL	6.4%	0.97

Two-Hour Count Summaries

Interval Start	Jovita Blvd Eastbound				Jovita Blvd Westbound				SR 167 SB Ramps Northbound				SR 167 SB Ramps Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	100	19	0	26	120	0	0	0	0	0	0	58	2	83	408	0
4:15 PM	0	0	96	7	0	26	127	0	0	0	0	0	0	74	0	104	434	0
4:30 PM	0	0	102	6	0	33	111	0	0	0	0	0	0	65	4	95	416	0
4:45 PM	0	0	117	3	0	25	114	0	0	0	0	0	0	60	1	105	425	1,683
5:00 PM	0	0	100	13	0	22	126	0	0	0	0	0	0	61	2	73	397	1,672
5:15 PM	0	0	107	9	0	23	113	0	0	0	0	0	0	65	1	81	399	1,637
5:30 PM	0	0	114	8	0	27	94	0	0	0	0	0	0	71	0	88	402	1,623
5:45 PM	0	0	103	6	0	14	92	0	0	0	0	0	0	70	2	126	413	1,611
Count Total	0	0	839	71	0	196	897	0	0	0	0	0	0	524	12	755	3,294	0
Peak Hour	All	0	0	415	35	0	110	472	0	0	0	0	0	257	7	387	1,683	0
	HV	0	0	12	0	0	9	7	0	0	0	0	0	50	0	30	108	0
	HV%	-	-	3%	0%	-	8%	1%	-	-	-	-	-	19%	0%	8%	6%	0

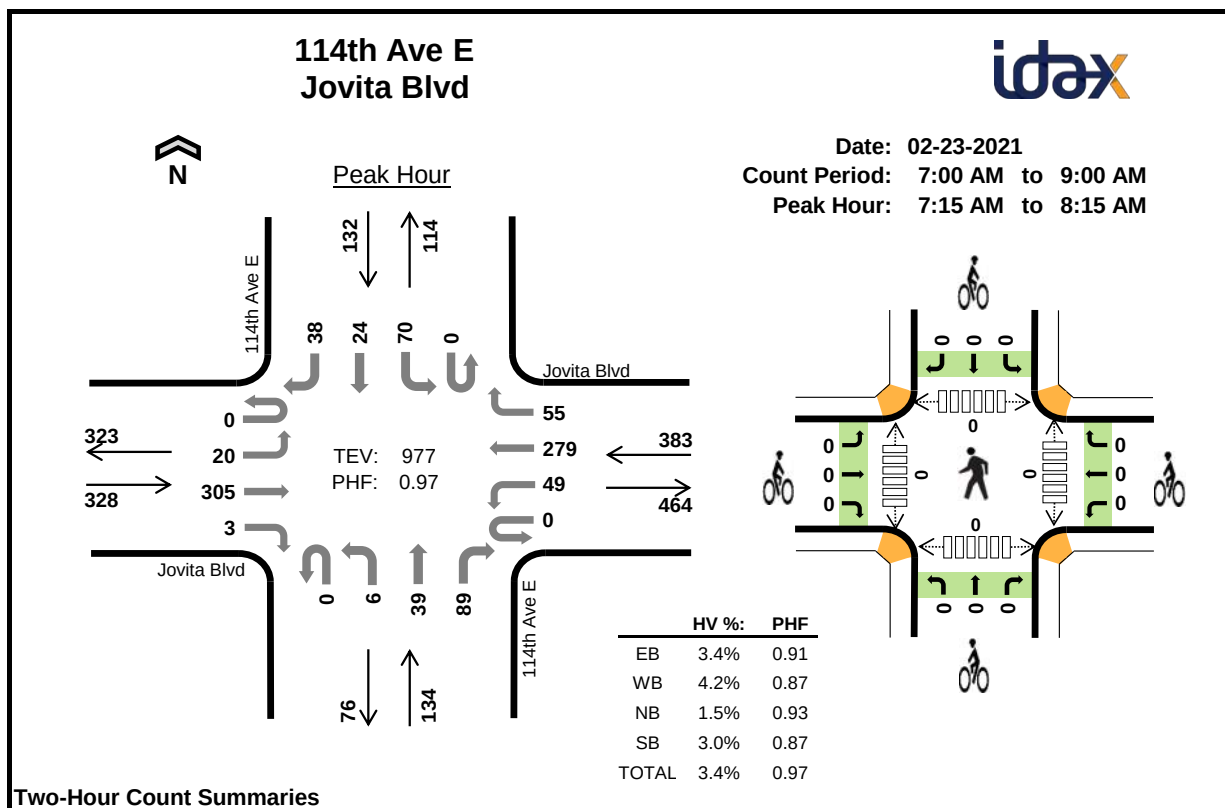
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	4	0	18	25	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	7	0	17	27	0	0	0	0	0	0	0	1	0	1
4:30 PM	1	3	0	18	22	0	0	0	0	0	0	0	0	1	1
4:45 PM	5	2	0	27	34	0	0	0	0	0	0	0	0	0	0
5:00 PM	3	4	0	24	31	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	19	20	0	0	0	0	0	0	0	0	0	0
5:30 PM	3	5	0	20	28	0	0	0	0	0	0	0	0	0	0
5:45 PM	2	4	0	15	21	0	0	0	0	0	0	0	0	0	0
Count Total	21	29	0	158	208	0	0	0	0	0	0	0	1	1	2
Peak Hour	12	16	0	80	108	0	0	0	0	0	0	0	1	1	2

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Jovita Blvd				Jovita Blvd				SR 167 SB Ramps				SR 167 SB Ramps				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	3	0	0	3	1	0	0	0	0	0	0	0	12	0	6	25	0
4:15 PM	0	0	3	0	0	1	6	0	0	0	0	0	0	0	11	0	6	27	0
4:30 PM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	11	0	7	22	0
4:45 PM	0	0	5	0	0	2	0	0	0	0	0	0	0	0	16	0	11	34	108
5:00 PM	0	0	3	0	0	1	3	0	0	0	0	0	0	0	13	0	11	31	114
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	13	0	6	20	107
5:30 PM	0	0	3	0	0	3	2	0	0	0	0	0	0	0	10	0	10	28	113
5:45 PM	0	0	2	0	0	1	3	0	0	0	0	0	0	0	11	0	4	21	100
Count Total	0	0	21	0	0	14	15	0	0	0	0	0	0	0	97	0	61	208	0
Peak Hour	0	0	12	0	0	9	7	0	0	0	0	0	0	0	50	0	30	108	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Jovita Blvd			Jovita Blvd			SR 167 SB Ramps			SR 167 SB Ramps			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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



Two-Hour Count Summaries

Interval Start		Jovita Blvd				Jovita Blvd				114th Ave E				114th Ave E				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	61	0	0	7	55	4	0	3	6	14	0	16	3	8	179	0
7:15 AM		0	5	83	2	0	3	55	15	0	2	9	22	0	26	6	5	233	0
7:30 AM		0	5	76	0	0	7	83	12	0	2	11	22	0	13	3	8	242	0
7:45 AM		0	6	79	1	0	12	72	14	0	1	11	24	0	19	3	11	253	907
8:00 AM		0	4	67	0	0	27	69	14	0	1	8	21	0	12	12	14	249	977
8:15 AM		0	11	55	0	0	16	73	8	0	4	5	24	0	11	2	8	217	961
8:30 AM		0	2	55	2	0	14	80	11	0	2	5	14	0	14	6	9	214	933
8:45 AM		0	7	53	1	0	14	67	15	0	0	5	15	0	15	6	13	211	891
Count Total		0	42	529	6	0	100	554	93	0	15	60	156	0	126	41	76	1,798	0
Peak Hour	All	0	20	305	3	0	49	279	55	0	6	39	89	0	70	24	38	977	0
	HV	0	1	10	0	0	2	10	4	0	0	0	2	0	3	0	1	33	0
	HV%	-	5%	3%	0%	-	4%	4%	7%	-	0%	0%	2%	-	4%	0%	3%	3%	0

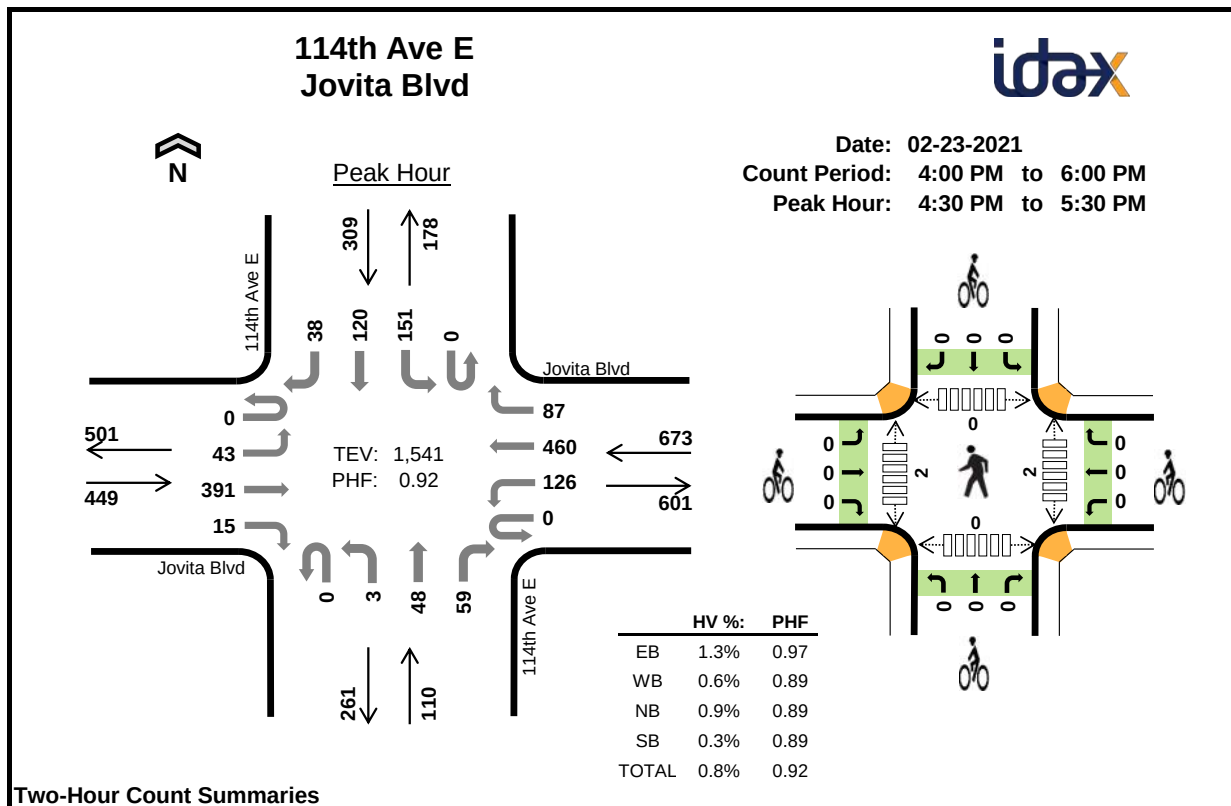
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	4	2	0	8	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	5	1	1	10	0	0	0	0	0	0	0	0	0	0
7:30 AM	3	5	0	1	9	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	2	0	2	4	0	0	0	0	0	0	0	0	0	0
8:00 AM	5	4	1	0	10	0	0	0	0	0	0	0	0	0	0
8:15 AM	2	5	2	1	10	0	0	0	0	0	0	1	0	0	1
8:30 AM	5	4	2	2	13	0	0	0	0	0	0	1	0	0	1
8:45 AM	8	5	0	3	16	0	1	0	0	1	0	1	0	0	1
Count Total	28	34	8	10	80	0	1	0	0	1	0	3	0	0	3
Peak Hour	11	16	2	4	33	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Jovita Blvd				Jovita Blvd				114th Ave E				114th Ave E				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	1	3	0	0	0	0	2	0	0	0	0	8	0
7:15 AM	0	1	2	0	0	0	4	1	0	0	0	1	0	1	0	0	10	0
7:30 AM	0	0	3	0	0	0	3	2	0	0	0	0	0	0	0	1	9	0
7:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	4	31
8:00 AM	0	0	5	0	0	1	3	0	0	0	0	1	0	0	0	0	10	33
8:15 AM	0	0	2	0	0	0	3	2	0	0	0	2	0	0	0	1	10	33
8:30 AM	0	0	5	0	0	1	3	0	0	0	2	0	0	2	0	0	13	37
8:45 AM	0	0	8	0	0	0	2	3	0	0	0	0	0	1	0	2	16	49
Count Total	0	1	27	0	0	4	21	9	0	0	2	6	0	6	0	4	80	0
Peak Hour	0	1	10	0	0	2	10	4	0	0	0	2	0	3	0	1	33	0

Two-Hour Count Summaries - Bikes																	
Interval Start	Jovita Blvd			Jovita Blvd			114th Ave E			114th Ave E			15-min Total	Rolling One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	1			
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

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



Two-Hour Count Summaries

Interval Start		Jovita Blvd				Jovita Blvd				114th Ave E				114th Ave E				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
	4:00 PM	0	10	82	5	0	26	98	23	0	0	4	16	0	47	26	6	343	0
	4:15 PM	0	12	91	4	0	31	110	33	0	3	4	19	0	38	42	11	398	0
	4:30 PM	0	11	102	2	0	32	120	23	0	1	12	15	0	33	23	13	387	0
	4:45 PM	0	18	95	3	0	27	101	24	0	1	15	8	0	36	36	10	374	1,502
	5:00 PM	0	10	89	4	0	27	115	15	0	1	15	15	0	39	25	7	362	1,521
	5:15 PM	0	4	105	6	0	40	124	25	0	0	6	21	0	43	36	8	418	1,541
	5:30 PM	0	12	89	4	0	22	101	22	0	0	8	12	0	23	23	5	321	1,475
	5:45 PM	0	8	71	2	0	27	99	25	0	3	7	12	0	28	27	6	315	1,416
Count Total		0	85	724	30	0	232	868	190	0	9	71	118	0	287	238	66	2,918	0
Peak Hour	All	0	43	391	15	0	126	460	87	0	3	48	59	0	151	120	38	1,541	0
	HV	0	0	6	0	0	1	3	0	0	0	0	1	0	1	0	0	12	0
	HV%	-	0%	2%	0%	-	1%	1%	0%	-	0%	0%	2%	-	1%	0%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	1	1	2	7	0	0	0	0	0	0	1	0	0	1
4:15 PM	2	7	1	3	13	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	4	3	0	0	7	0	0	0	0	0	0	2	0	0	2
5:15 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2
5:30 PM	0	2	0	1	3	0	0	0	0	0	0	3	0	0	3
5:45 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0
Count Total	11	15	5	7	38	0	0	0	0	0	2	6	0	0	8
Peak Hour	6	4	1	1	12	0	0	0	0	0	2	2	0	0	4

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Jovita Blvd				Jovita Blvd				114th Ave E				114th Ave E				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	1	0	0	1	0	0	0	1	0	0	2	0	0	7	0
4:15 PM	0	0	2	0	0	0	5	2	0	1	0	0	0	1	0	2	13	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	24
5:00 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	24
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12
5:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	3	13
5:45 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3	14
Count Total	0	0	10	1	0	1	11	3	0	3	1	1	0	5	0	2	38	0
Peak Hour	0	0	6	0	0	1	3	0	0	0	0	1	0	1	0	0	12	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Jovita Blvd			Jovita Blvd			114th Ave E			114th Ave E			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

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

Prepared for:

Heath & Associates

Traffic Count Consultants, Inc.

Phone: (253) 770-1407 FAX: (253) 770-1411 E-Mail: Team@TC2inc.com

WBE/DBE

Intersection:	Emerald St & Jovita Blvd E
Location:	Edgewood, Washington

Date of Count: Tue 07/14/2020
Checked By: Jen

[illegible]

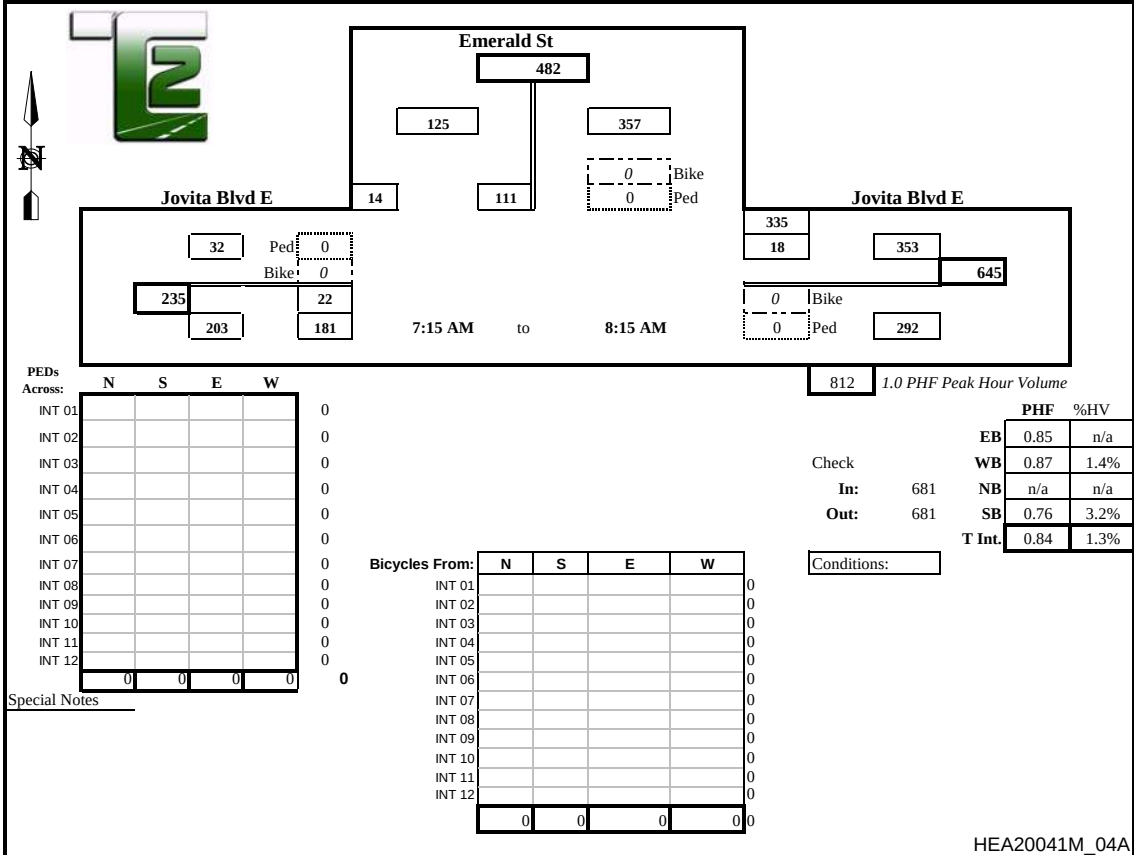
Total Survey	8	208	0	25	0	0	0	0	14	0	34	639	0	33	358	0	1297
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Peak Hour:	7:15 AM	to	8:15 AM
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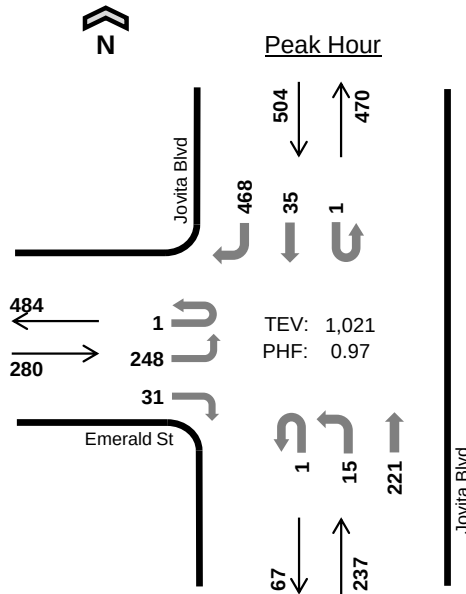
Total	4	111	0	14	0	0	0	0	5	0	18	335	0	22	181	0	681
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Approach	125	0	353	203	681
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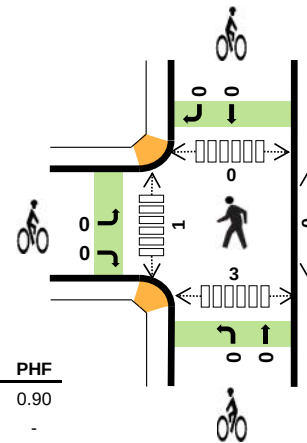
%HV	3.2%	n/a	1.4%	n/a	1.3%
PHF	0.76	n/a	0.87	0.85	0.84



Jovita Blvd Emerald St



Date: 02-23-2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM



	HV %:	PHF
EB	0.4%	0.90
WB	-	-
NB	2.1%	0.86
SB	0.6%	0.94
TOTAL	0.9%	0.97

Two-Hour Count Summaries

Interval Start		Emerald St				0				Jovita Blvd				Jovita Blvd				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		1	45	0	4	0	0	0	0	0	5	46	0	0	0	8	96	205	0
4:15 PM		0	63	0	7	0	0	0	0	0	3	43	0	0	0	11	114	241	0
4:30 PM		0	66	0	9	0	0	0	0	0	2	53	0	1	0	9	123	263	0
4:45 PM		0	56	0	11	0	0	0	0	0	2	67	0	0	0	10	105	251	960
5:00 PM		1	70	0	7	0	0	0	0	1	8	45	0	0	0	13	109	254	1,009
5:15 PM		0	56	0	4	0	0	0	0	0	3	56	0	0	0	3	131	253	1,021
5:30 PM		1	53	0	6	0	0	0	0	0	2	60	0	0	0	7	96	225	983
5:45 PM		1	41	0	5	0	0	0	0	0	4	32	0	0	0	8	103	194	926
Count Total		4	450	0	53	0	0	0	0	1	29	402	0	1	0	69	877	1,886	0
Peak Hour	All	1	248	0	31	0	0	0	0	1	15	221	0	1	0	35	468	1,021	0
	HV	0	1	0	0	0	0	0	0	0	0	5	0	0	0	1	2	9	0
	HV%	0%	0%	-	0%	-	-	-	-	0%	0%	2%	-	0%	-	3%	0%	1%	0

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

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	0	1	1	4	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	1	7	9	0	0	0	0	0	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	3	3	7	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Count Total	4	0	7	14	25	0	0	0	0	0	0	1	0	4	5
Peak Hr	1	0	5	3	9	0	0	0	0	0	0	1	0	3	4

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Emerald St				0				Jovita Blvd				Jovita Blvd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	6	9	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	15
5:00 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	1	2	7	18
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	10
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	10
Count Total	0	4	0	0	0	0	0	0	0	0	7	0	0	0	2	12	25	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	5	0	0	0	1	2	9	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Emerald St			0			Jovita Blvd			Jovita Blvd						15-min Total	Rolling One Hour	
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Vehicle Classification Report Summary

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
Count Direction: Eastbound / Westbound
Date Range: 2/23/2021 to 2/25/2021
Site Code: 01

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	39	14,360	3,893	14	2,931	63	0	8	8	6	1	0	3	21,326
Percent	0.2%	67.3%	18.3%	0.1%	13.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	41	14,787	3,856	10	2,393	55	0	6	9	10	0	0	5	21,172
Percent	0.2%	69.8%	18.2%	0.0%	11.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	80	29,147	7,749	24	5,324	118	0	14	17	16	1	0	8	42,498
Percent	0.2%	68.6%	18.2%	0.1%	12.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
Date Range: 2/23/2021 to 2/25/2021
Site Code: 01

Tuesday, February 23, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	26	6	0	8	1	0	0	0	0	0	0	0	41
1:00 AM	0	19	6	0	1	0	0	0	0	0	0	0	0	26
2:00 AM	0	27	7	0	3	0	0	0	0	0	0	0	0	37
3:00 AM	0	43	16	0	8	0	0	0	0	0	0	0	0	67
4:00 AM	0	96	34	0	23	0	0	1	0	0	0	0	0	154
5:00 AM	2	178	62	0	35	1	0	0	0	0	0	0	0	278
6:00 AM	0	275	82	0	53	1	0	0	0	0	0	0	0	411
7:00 AM	0	301	88	0	63	2	0	0	1	1	0	0	0	456
8:00 AM	0	230	72	3	49	3	0	0	0	0	0	0	0	357
9:00 AM	0	221	54	1	56	2	0	0	0	0	1	0	0	335
10:00 AM	0	183	73	0	49	1	0	0	1	1	0	0	0	308
11:00 AM	1	226	79	1	62	1	0	0	0	0	0	0	0	370
12:00 PM	2	242	75	0	59	0	0	0	0	0	0	0	0	378
1:00 PM	1	237	76	0	60	2	0	0	1	0	0	0	0	377
2:00 PM	0	325	108	0	75	1	0	0	0	0	0	0	0	509
3:00 PM	2	339	107	0	78	1	0	0	0	0	0	0	0	527
4:00 PM	0	395	95	0	84	2	0	0	0	0	0	0	0	576
5:00 PM	2	403	85	0	61	1	0	0	0	0	0	0	0	552
6:00 PM	0	292	59	0	46	0	0	0	0	0	0	0	0	397
7:00 PM	0	163	42	0	16	0	0	0	0	0	0	0	0	221
8:00 PM	1	139	20	0	22	0	0	0	0	0	0	0	0	182
9:00 PM	0	139	30	0	15	0	0	0	0	0	0	0	0	184
10:00 PM	1	69	16	0	9	0	0	0	0	0	0	0	0	95
11:00 PM	0	50	10	0	9	1	0	0	0	0	0	0	0	70
Total	12	4,618	1,302	5	944	20	0	1	3	2	1	0	0	6,908
Percent	0.2%	66.9%	18.8%	0.1%	13.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
Date Range: 2/23/2021 to 2/25/2021
Site Code: 01

Tuesday, February 23, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	37	9	0	10	1	0	0	0	0	0	0	0	57
1:00 AM	0	27	4	0	1	0	0	0	0	0	0	0	0	32
2:00 AM	0	16	5	0	2	0	0	0	0	0	0	0	0	23
3:00 AM	0	28	7	0	5	1	0	0	0	0	0	0	0	41
4:00 AM	0	35	19	0	4	0	0	0	0	0	0	0	0	58
5:00 AM	0	87	29	0	15	0	0	0	0	0	0	0	0	131
6:00 AM	0	166	42	1	48	1	0	0	0	0	0	0	1	259
7:00 AM	1	219	70	0	48	1	0	0	0	0	0	0	0	339
8:00 AM	1	250	95	0	49	4	0	0	0	0	0	0	0	399
9:00 AM	0	194	69	0	68	1	0	0	0	0	0	0	0	332
10:00 AM	0	198	69	0	52	1	0	0	0	0	0	0	0	320
11:00 AM	0	226	62	0	62	0	0	0	0	1	0	0	0	351
12:00 PM	0	301	91	0	62	1	0	0	0	0	0	0	0	455
1:00 PM	1	293	89	0	55	2	0	0	0	1	0	0	0	441
2:00 PM	1	333	110	1	63	1	0	0	0	0	0	0	0	509
3:00 PM	2	422	117	0	55	1	0	1	0	0	0	0	0	598
4:00 PM	3	466	122	0	59	0	0	0	0	0	0	0	0	650
5:00 PM	2	490	91	0	60	0	0	1	0	1	0	0	0	645
6:00 PM	0	392	93	0	38	1	0	0	0	0	0	0	0	524
7:00 PM	0	228	40	0	15	0	0	0	1	0	0	0	0	284
8:00 PM	0	184	24	0	13	2	0	0	0	0	0	0	0	223
9:00 PM	0	141	27	0	6	0	0	0	0	0	0	0	0	174
10:00 PM	0	75	13	0	5	1	0	0	1	0	0	0	0	95
11:00 PM	1	66	18	0	7	0	0	0	0	0	0	0	0	92
Total	12	4,874	1,315	2	802	19	0	2	2	3	0	0	1	7,032
Percent	0.2%	69.3%	18.7%	0.0%	11.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
Date Range: 2/23/2021 to 2/25/2021
Site Code: 01

Wednesday, February 24, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	29	11	0	1	0	0	0	0	0	0	0	0	41
1:00 AM	0	18	6	0	2	0	0	0	0	0	0	0	0	26
2:00 AM	0	28	9	0	1	0	0	0	0	0	0	0	0	38
3:00 AM	0	38	12	0	8	1	0	0	0	0	0	0	0	59
4:00 AM	0	96	27	0	24	0	0	1	0	0	0	0	0	148
5:00 AM	1	202	65	0	41	1	0	0	0	0	0	0	0	310
6:00 AM	0	269	84	1	66	0	0	0	0	0	0	0	0	420
7:00 AM	1	296	87	0	72	1	0	0	0	0	0	0	0	457
8:00 AM	0	250	90	1	73	4	0	0	0	1	0	0	0	419
9:00 AM	0	238	73	1	72	2	0	0	0	0	0	0	0	386
10:00 AM	0	228	62	0	45	0	0	0	0	0	0	0	0	335
11:00 AM	1	235	72	0	64	0	0	0	1	0	0	0	0	373
12:00 PM	1	243	72	1	66	0	0	0	0	0	0	0	0	383
1:00 PM	2	253	64	1	52	2	0	1	1	0	0	0	0	376
2:00 PM	1	312	109	0	77	4	0	0	0	0	0	0	0	503
3:00 PM	2	468	105	0	82	2	0	1	0	0	0	0	0	660
4:00 PM	3	488	75	0	61	9	0	0	0	1	0	0	1	638
5:00 PM	3	456	54	1	68	8	0	1	0	0	0	0	0	591
6:00 PM	0	286	68	0	47	0	0	0	0	0	0	0	0	401
7:00 PM	0	198	47	0	26	0	0	0	0	0	0	0	0	271
8:00 PM	0	164	63	0	28	0	0	0	0	0	0	0	0	255
9:00 PM	0	115	18	0	20	0	0	0	0	0	0	0	0	153
10:00 PM	0	74	13	0	6	0	0	0	0	0	0	0	0	93
11:00 PM	0	41	13	0	2	0	0	0	0	0	0	0	0	56
Total	15	5,025	1,299	6	1,004	34	0	4	2	2	0	0	1	7,392
Percent	0.2%	68.0%	17.6%	0.1%	13.6%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 01



Wednesday, February 24, 2021
 Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	30	6	0	2	1	0	0	0	0	0	0	0	39
1:00 AM	0	23	6	0	2	0	0	0	0	0	0	0	0	31
2:00 AM	0	23	4	0	3	2	0	0	0	0	0	0	0	32
3:00 AM	0	26	6	0	4	1	0	0	0	0	0	0	0	37
4:00 AM	0	40	10	0	5	0	0	0	0	0	0	0	0	55
5:00 AM	0	79	23	0	20	0	0	0	0	0	0	0	0	122
6:00 AM	0	156	45	0	40	4	0	0	0	0	0	0	0	245
7:00 AM	1	229	74	0	54	1	0	1	0	0	0	0	1	361
8:00 AM	0	266	74	0	49	1	0	0	0	0	0	0	0	390
9:00 AM	0	174	75	0	54	3	0	0	1	0	0	0	0	307
10:00 AM	1	228	58	0	49	0	0	1	1	0	0	0	0	338
11:00 AM	0	236	78	0	49	0	0	1	1	1	0	0	0	366
12:00 PM	3	274	70	1	58	3	0	0	1	0	0	0	0	410
1:00 PM	0	319	95	0	58	1	0	0	0	0	0	0	0	473
2:00 PM	2	378	102	1	60	2	0	0	1	2	0	0	1	549
3:00 PM	0	358	90	0	53	4	0	0	0	1	0	0	0	506
4:00 PM	3	465	96	0	57	0	0	0	0	1	0	0	0	622
5:00 PM	2	415	73	0	45	0	0	0	0	0	0	0	0	535
6:00 PM	2	398	104	0	47	0	0	0	0	0	0	0	0	551
7:00 PM	1	257	52	0	15	1	0	0	0	0	0	0	0	326
8:00 PM	0	153	38	0	18	0	0	0	0	0	0	0	0	209
9:00 PM	1	133	25	0	16	0	0	0	0	0	0	0	0	175
10:00 PM	0	101	16	0	9	0	0	0	0	0	0	0	0	126
11:00 PM	1	62	20	0	6	0	0	0	0	0	0	0	0	89
Total	17	4,823	1,240	2	773	24	0	3	5	5	0	0	2	6,894
Percent	0.2%	70.0%	18.0%	0.0%	11.2%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
Date Range: 2/23/2021 to 2/25/2021
Site Code: 01

Thursday, February 25, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	21	5	0	6	0	0	0	0	0	0	0	0	32
1:00 AM	0	23	9	0	2	0	0	0	0	0	0	0	0	34
2:00 AM	0	29	6	0	2	0	0	0	0	0	0	0	0	37
3:00 AM	0	31	14	0	5	1	0	0	0	0	0	0	0	51
4:00 AM	0	112	37	0	20	0	0	0	0	0	0	0	0	169
5:00 AM	3	193	65	0	41	0	0	0	0	0	0	0	0	302
6:00 AM	1	251	81	0	59	0	0	0	0	0	0	0	0	392
7:00 AM	1	276	73	0	68	1	0	0	0	0	0	0	0	419
8:00 AM	0	233	81	0	70	0	0	1	0	1	0	0	0	386
9:00 AM	0	218	63	0	47	3	0	0	0	0	0	0	0	331
10:00 AM	0	196	65	0	42	0	0	0	0	0	0	0	0	303
11:00 AM	0	256	69	1	62	1	0	1	0	0	0	0	0	390
12:00 PM	0	271	66	1	58	0	0	0	0	0	0	0	0	396
1:00 PM	0	237	77	0	56	2	0	0	0	0	0	0	0	372
2:00 PM	0	310	103	0	79	0	0	0	0	0	0	0	1	493
3:00 PM	3	407	105	1	90	0	0	0	1	0	0	0	0	607
4:00 PM	1	392	100	0	85	0	0	0	0	1	0	0	0	579
5:00 PM	3	396	88	0	71	1	0	1	1	0	0	0	0	561
6:00 PM	0	296	72	0	39	0	0	0	0	0	0	0	0	407
7:00 PM	0	184	35	0	31	0	0	0	0	0	0	0	0	250
8:00 PM	0	133	33	0	24	0	0	0	0	0	0	0	1	191
9:00 PM	0	133	20	0	15	0	0	0	1	0	0	0	0	169
10:00 PM	0	74	13	0	8	0	0	0	0	0	0	0	0	95
11:00 PM	0	45	12	0	3	0	0	0	0	0	0	0	0	60
Total	12	4,717	1,292	3	983	9	0	3	3	2	0	0	2	7,026
Percent	0.2%	67.1%	18.4%	0.0%	14.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
Date Range: 2/23/2021 to 2/25/2021
Site Code: 01

Thursday, February 25, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	39	8	0	4	0	0	0	0	0	0	0	0	51
1:00 AM	0	21	4	0	2	0	0	0	0	0	0	0	0	27
2:00 AM	0	24	5	0	3	0	0	0	0	0	0	0	0	32
3:00 AM	0	27	8	0	8	0	0	0	0	0	0	0	0	43
4:00 AM	0	36	11	0	4	0	0	0	0	0	0	0	0	51
5:00 AM	0	88	24	0	24	0	0	0	0	0	0	0	0	136
6:00 AM	0	180	39	1	39	1	0	0	0	0	0	0	0	260
7:00 AM	1	244	84	0	65	1	0	0	0	1	0	0	0	396
8:00 AM	0	255	84	1	60	2	0	0	0	0	0	0	1	403
9:00 AM	0	175	79	1	55	2	0	0	0	0	0	0	0	312
10:00 AM	0	224	74	0	51	0	0	0	1	0	0	0	1	351
11:00 AM	0	255	73	0	58	1	0	0	0	0	0	0	0	387
12:00 PM	0	259	84	1	51	0	0	0	0	0	0	0	0	395
1:00 PM	0	328	87	1	50	1	0	0	0	1	0	0	0	468
2:00 PM	2	366	113	0	65	1	0	1	1	0	0	0	0	549
3:00 PM	0	427	108	1	50	0	0	0	0	0	0	0	0	586
4:00 PM	1	548	120	0	74	1	0	0	0	0	0	0	0	744
5:00 PM	2	501	98	0	58	1	0	0	0	0	0	0	0	660
6:00 PM	1	402	65	0	40	0	0	0	0	0	0	0	0	508
7:00 PM	0	236	52	0	22	0	0	0	0	0	0	0	0	310
8:00 PM	2	181	36	0	17	0	0	0	0	0	0	0	0	236
9:00 PM	2	135	18	0	6	1	0	0	0	0	0	0	0	162
10:00 PM	0	76	10	0	6	0	0	0	0	0	0	0	0	92
11:00 PM	1	63	17	0	6	0	0	0	0	0	0	0	0	87
Total	12	5,090	1,301	6	818	12	0	1	2	2	0	0	2	7,246
Percent	0.2%	70.2%	18.0%	0.1%	11.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
Date Range: 2/23/2021 to 2/25/2021
Site Code: 01

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	25	7	0	5	0	0	0	0	0	0	0	0	37
1:00 AM	0	20	7	0	2	0	0	0	0	0	0	0	0	29
2:00 AM	0	28	7	0	2	0	0	0	0	0	0	0	0	37
3:00 AM	0	37	14	0	7	1	0	0	0	0	0	0	0	59
4:00 AM	0	101	33	0	22	0	0	1	0	0	0	0	0	157
5:00 AM	2	191	64	0	39	1	0	0	0	0	0	0	0	297
6:00 AM	0	265	82	0	59	0	0	0	0	0	0	0	0	406
7:00 AM	1	291	83	0	68	1	0	0	0	0	0	0	0	444
8:00 AM	0	238	81	1	64	2	0	0	0	1	0	0	0	387
9:00 AM	0	226	63	1	58	2	0	0	0	0	0	0	0	350
10:00 AM	0	202	67	0	45	0	0	0	0	0	0	0	0	314
11:00 AM	1	239	73	1	63	1	0	0	0	0	0	0	0	378
12:00 PM	1	252	71	1	61	0	0	0	0	0	0	0	0	386
1:00 PM	1	242	72	0	56	2	0	0	1	0	0	0	0	374
2:00 PM	0	316	107	0	77	2	0	0	0	0	0	0	0	502
3:00 PM	2	405	106	0	83	1	0	0	0	0	0	0	0	597
4:00 PM	1	425	90	0	77	4	0	0	0	1	0	0	0	598
5:00 PM	3	418	76	0	67	3	0	1	0	0	0	0	0	568
6:00 PM	0	291	66	0	44	0	0	0	0	0	0	0	0	401
7:00 PM	0	182	41	0	24	0	0	0	0	0	0	0	0	247
8:00 PM	0	145	39	0	25	0	0	0	0	0	0	0	0	209
9:00 PM	0	129	23	0	17	0	0	0	0	0	0	0	0	169
10:00 PM	0	72	14	0	8	0	0	0	0	0	0	0	0	94
11:00 PM	0	45	12	0	5	0	0	0	0	0	0	0	0	62
Total	12	4,785	1,298	4	978	20	0	2	1	2	0	0	0	7,102
Percent	0.2%	67.4%	18.3%	0.1%	13.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
Date Range: 2/23/2021 to 2/25/2021
Site Code: 01

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	35	8	0	5	1	0	0	0	0	0	0	0	49
1:00 AM	0	24	5	0	2	0	0	0	0	0	0	0	0	31
2:00 AM	0	21	5	0	3	1	0	0	0	0	0	0	0	30
3:00 AM	0	27	7	0	6	1	0	0	0	0	0	0	0	41
4:00 AM	0	37	13	0	4	0	0	0	0	0	0	0	0	54
5:00 AM	0	85	25	0	20	0	0	0	0	0	0	0	0	130
6:00 AM	0	167	42	1	42	2	0	0	0	0	0	0	0	254
7:00 AM	1	231	76	0	56	1	0	0	0	0	0	0	0	365
8:00 AM	0	257	84	0	53	2	0	0	0	0	0	0	0	396
9:00 AM	0	181	74	0	59	2	0	0	0	0	0	0	0	316
10:00 AM	0	217	67	0	51	0	0	0	1	0	0	0	0	336
11:00 AM	0	239	71	0	56	0	0	0	0	1	0	0	0	367
12:00 PM	1	278	82	1	57	1	0	0	0	0	0	0	0	420
1:00 PM	0	313	90	0	54	1	0	0	0	1	0	0	0	459
2:00 PM	2	359	108	1	63	1	0	0	1	1	0	0	0	536
3:00 PM	1	402	105	0	53	2	0	0	0	0	0	0	0	563
4:00 PM	2	493	113	0	63	0	0	0	0	0	0	0	0	671
5:00 PM	2	469	87	0	54	0	0	0	0	0	0	0	0	612
6:00 PM	1	397	87	0	42	0	0	0	0	0	0	0	0	527
7:00 PM	0	240	48	0	17	0	0	0	0	0	0	0	0	305
8:00 PM	1	173	33	0	16	1	0	0	0	0	0	0	0	224
9:00 PM	1	136	23	0	9	0	0	0	0	0	0	0	0	169
10:00 PM	0	84	13	0	7	0	0	0	0	0	0	0	0	104
11:00 PM	1	64	18	0	6	0	0	0	0	0	0	0	0	89
Total	13	4,929	1,284	3	798	16	0	0	2	3	0	0	0	7,048
Percent	0.2%	69.9%	18.2%	0.0%	11.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
Date Range: 2/23/2021 to 2/25/2021
Site Code: 01

**3-Day (Tuesday - Thursday) Average
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	25	7	0	5	0	0	0	0	0	0	0	0	37
1:00 AM	0	20	7	0	2	0	0	0	0	0	0	0	0	29
2:00 AM	0	28	7	0	2	0	0	0	0	0	0	0	0	37
3:00 AM	0	37	14	0	7	1	0	0	0	0	0	0	0	59
4:00 AM	0	101	33	0	22	0	0	1	0	0	0	0	0	157
5:00 AM	2	191	64	0	39	1	0	0	0	0	0	0	0	297
6:00 AM	0	265	82	0	59	0	0	0	0	0	0	0	0	406
7:00 AM	1	291	83	0	68	1	0	0	0	0	0	0	0	444
8:00 AM	0	238	81	1	64	2	0	0	0	1	0	0	0	387
9:00 AM	0	226	63	1	58	2	0	0	0	0	0	0	0	350
10:00 AM	0	202	67	0	45	0	0	0	0	0	0	0	0	314
11:00 AM	1	239	73	1	63	1	0	0	0	0	0	0	0	378
12:00 PM	1	252	71	1	61	0	0	0	0	0	0	0	0	386
1:00 PM	1	242	72	0	56	2	0	0	1	0	0	0	0	374
2:00 PM	0	316	107	0	77	2	0	0	0	0	0	0	0	502
3:00 PM	2	405	106	0	83	1	0	0	0	0	0	0	0	597
4:00 PM	1	425	90	0	77	4	0	0	0	1	0	0	0	598
5:00 PM	3	418	76	0	67	3	0	1	0	0	0	0	0	568
6:00 PM	0	291	66	0	44	0	0	0	0	0	0	0	0	401
7:00 PM	0	182	41	0	24	0	0	0	0	0	0	0	0	247
8:00 PM	0	145	39	0	25	0	0	0	0	0	0	0	0	209
9:00 PM	0	129	23	0	17	0	0	0	0	0	0	0	0	169
10:00 PM	0	72	14	0	8	0	0	0	0	0	0	0	0	94
11:00 PM	0	45	12	0	5	0	0	0	0	0	0	0	0	62
Total	12	4,785	1,298	4	978	20	0	2	1	2	0	0	0	7,102
Percent	0.2%	67.4%	18.3%	0.1%	13.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
Date Range: 2/23/2021 to 2/25/2021
Site Code: 01

3-Day (Tuesday - Thursday) Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	35	8	0	5	1	0	0	0	0	0	0	0	49
1:00 AM	0	24	5	0	2	0	0	0	0	0	0	0	0	31
2:00 AM	0	21	5	0	3	1	0	0	0	0	0	0	0	30
3:00 AM	0	27	7	0	6	1	0	0	0	0	0	0	0	41
4:00 AM	0	37	13	0	4	0	0	0	0	0	0	0	0	54
5:00 AM	0	85	25	0	20	0	0	0	0	0	0	0	0	130
6:00 AM	0	167	42	1	42	2	0	0	0	0	0	0	0	254
7:00 AM	1	231	76	0	56	1	0	0	0	0	0	0	0	365
8:00 AM	0	257	84	0	53	2	0	0	0	0	0	0	0	396
9:00 AM	0	181	74	0	59	2	0	0	0	0	0	0	0	316
10:00 AM	0	217	67	0	51	0	0	0	1	0	0	0	0	336
11:00 AM	0	239	71	0	56	0	0	0	0	1	0	0	0	367
12:00 PM	1	278	82	1	57	1	0	0	0	0	0	0	0	420
1:00 PM	0	313	90	0	54	1	0	0	0	1	0	0	0	459
2:00 PM	2	359	108	1	63	1	0	0	1	1	0	0	0	536
3:00 PM	1	402	105	0	53	2	0	0	0	0	0	0	0	563
4:00 PM	2	493	113	0	63	0	0	0	0	0	0	0	0	671
5:00 PM	2	469	87	0	54	0	0	0	0	0	0	0	0	612
6:00 PM	1	397	87	0	42	0	0	0	0	0	0	0	0	527
7:00 PM	0	240	48	0	17	0	0	0	0	0	0	0	0	305
8:00 PM	1	173	33	0	16	1	0	0	0	0	0	0	0	224
9:00 PM	1	136	23	0	9	0	0	0	0	0	0	0	0	169
10:00 PM	0	84	13	0	7	0	0	0	0	0	0	0	0	104
11:00 PM	1	64	18	0	6	0	0	0	0	0	0	0	0	89
Total	13	4,929	1,284	3	798	16	0	0	2	3	0	0	0	7,048
Percent	0.2%	69.9%	18.2%	0.0%	11.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy

Count Direction: Eastbound / Westbound

Date Range: 2/23/2021 to 2/25/2021

Site Code: 01

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	579	217	105	88	697	5,330	11,326	2,742	220	17	5	0	0	0	0	0	0	21,326
Percent	2.7%	1.0%	0.5%	0.4%	3.3%	25.0%	53.1%	12.9%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	11	42	144	158	246	3,109	10,958	5,719	728	50	6	1	0	0	0	0	0	21,172
Percent	0.1%	0.2%	0.7%	0.7%	1.2%	14.7%	51.8%	27.0%	3.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	590	259	249	246	943	8,439	22,284	8,461	948	67	11	1	0	0	0	0	0	42,498
Percent	1.4%	0.6%	0.6%	0.6%	2.2%	19.9%	52.4%	19.9%	2.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Eastbound				Eastbound			
50th Percentile (Median)		36.5	mph	Mean (Average) Speed		35.4	mph
85th Percentile		39.8	mph	10 mph Pace		31.9 - 41.9	mph
95th Percentile		42.1	mph	Percent in Pace		82.1	%
Westbound				Westbound			
50th Percentile (Median)		38.3	mph	Mean (Average) Speed		38.1	mph
85th Percentile		41.9	mph	10 mph Pace		33.3 - 43.3	mph
95th Percentile		44.4	mph	Percent in Pace		83.0	%

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 01

Tuesday, February 23, 2021
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	11	17	8	2	2	1	0	0	0	0	0	0	41
1:00 AM	0	0	0	0	0	3	8	11	4	0	0	0	0	0	0	0	0	26
2:00 AM	0	0	0	0	0	14	15	8	0	0	0	0	0	0	0	0	0	37
3:00 AM	0	0	0	0	0	11	35	16	5	0	0	0	0	0	0	0	0	67
4:00 AM	0	0	0	0	1	18	89	39	7	0	0	0	0	0	0	0	0	154
5:00 AM	0	0	0	0	2	45	161	65	4	0	1	0	0	0	0	0	0	278
6:00 AM	0	0	0	0	1	84	262	61	3	0	0	0	0	0	0	0	0	411
7:00 AM	0	0	0	0	1	92	293	68	2	0	0	0	0	0	0	0	0	456
8:00 AM	0	0	0	0	7	102	214	32	2	0	0	0	0	0	0	0	0	357
9:00 AM	0	0	0	0	6	78	196	51	3	1	0	0	0	0	0	0	0	335
10:00 AM	0	0	3	1	8	70	156	62	8	0	0	0	0	0	0	0	0	308
11:00 AM	0	0	0	0	1	88	214	62	5	0	0	0	0	0	0	0	0	370
12:00 PM	0	0	0	0	12	97	200	65	4	0	0	0	0	0	0	0	0	378
1:00 PM	0	0	0	4	9	91	241	30	2	0	0	0	0	0	0	0	0	377
2:00 PM	0	0	0	2	10	115	286	92	3	1	0	0	0	0	0	0	0	509
3:00 PM	0	0	0	0	6	100	319	97	3	2	0	0	0	0	0	0	0	527
4:00 PM	0	0	0	0	6	124	353	87	6	0	0	0	0	0	0	0	0	576
5:00 PM	0	0	0	0	4	135	351	57	5	0	0	0	0	0	0	0	0	552
6:00 PM	0	0	0	0	13	138	208	35	3	0	0	0	0	0	0	0	0	397
7:00 PM	0	0	0	0	4	89	102	26	0	0	0	0	0	0	0	0	0	221
8:00 PM	0	0	0	0	5	60	93	23	1	0	0	0	0	0	0	0	0	182
9:00 PM	0	0	0	0	16	79	73	12	3	1	0	0	0	0	0	0	0	184
10:00 PM	0	0	0	0	6	30	43	13	2	1	0	0	0	0	0	0	0	95
11:00 PM	0	0	0	0	3	21	33	11	2	0	0	0	0	0	0	0	0	70
Total	0	0	3	7	121	1,695	3,962	1,031	79	8	2	0	0	0	0	0	0	6,908
Percent	0.0%	0.0%	0.0%	0.1%	1.8%	24.5%	57.4%	14.9%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	36.9	mph	Mean (Average) Speed	37.0	mph
85th Percentile	40.2	mph	10 mph Pace	32.1 - 42.1	mph
95th Percentile	42.5	mph	Percent in Pace	87.7	%

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 01

Tuesday, February 23, 2021
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	0	0	0	9	24	15	7	1	0	0	0	0	0	0	0	57
1:00 AM	0	0	0	0	0	6	16	9	1	0	0	0	0	0	0	0	0	32
2:00 AM	0	0	0	0	0	5	9	7	1	1	0	0	0	0	0	0	0	23
3:00 AM	0	0	0	0	1	5	15	13	7	0	0	0	0	0	0	0	0	41
4:00 AM	0	0	0	0	0	6	25	20	7	0	0	0	0	0	0	0	0	58
5:00 AM	0	0	0	0	1	12	61	46	10	1	0	0	0	0	0	0	0	131
6:00 AM	0	0	0	0	0	28	143	79	8	1	0	0	0	0	0	0	0	259
7:00 AM	0	0	0	0	0	35	176	114	13	1	0	0	0	0	0	0	0	339
8:00 AM	0	0	0	0	4	71	197	117	8	2	0	0	0	0	0	0	0	399
9:00 AM	0	0	0	0	0	25	151	139	15	2	0	0	0	0	0	0	0	332
10:00 AM	0	0	0	0	1	38	155	110	14	1	1	0	0	0	0	0	0	320
11:00 AM	0	0	0	0	0	31	167	129	23	1	0	0	0	0	0	0	0	351
12:00 PM	0	0	0	0	3	50	226	157	18	1	0	0	0	0	0	0	0	455
1:00 PM	0	0	0	0	0	47	232	150	11	1	0	0	0	0	0	0	0	441
2:00 PM	0	0	0	0	3	58	285	145	17	1	0	0	0	0	0	0	0	509
3:00 PM	0	0	0	0	0	69	303	193	31	2	0	0	0	0	0	0	0	598
4:00 PM	0	0	0	0	2	66	408	154	19	1	0	0	0	0	0	0	0	650
5:00 PM	0	0	0	2	9	109	357	145	23	0	0	0	0	0	0	0	0	645
6:00 PM	0	0	0	0	2	100	296	110	16	0	0	0	0	0	0	0	0	524
7:00 PM	0	0	0	0	7	54	122	86	14	1	0	0	0	0	0	0	0	284
8:00 PM	0	0	0	0	0	27	104	76	16	0	0	0	0	0	0	0	0	223
9:00 PM	0	0	0	2	6	62	73	31	0	0	0	0	0	0	0	0	0	174
10:00 PM	0	0	0	1	1	17	51	22	3	0	0	0	0	0	0	0	0	95
11:00 PM	0	0	3	0	0	16	51	17	5	0	0	0	0	0	0	0	0	92
Total	0	1	3	5	40	946	3,647	2,084	287	18	1	0	0	0	0	0	0	7,032
Percent	0.0%	0.0%	0.0%	0.1%	0.6%	13.5%	51.9%	29.6%	4.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	38.7	mph	Mean (Average) Speed	38.7	mph
85th Percentile	42.3	mph	10 mph Pace	33.4 - 43.4	mph
95th Percentile	44.7	mph	Percent in Pace	84.44	%

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
Date Range: 2/23/2021 to 2/25/2021
Site Code: 01

Wednesday, February 24, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	1	1	12	20	6	1	0	0	0	0	0	0	0	0	41
1:00 AM	0	0	0	0	1	6	14	5	0	0	0	0	0	0	0	0	0	26
2:00 AM	0	0	0	0	1	12	19	5	1	0	0	0	0	0	0	0	0	38
3:00 AM	0	0	0	0	3	14	32	9	1	0	0	0	0	0	0	0	0	59
4:00 AM	0	0	0	0	2	29	83	32	2	0	0	0	0	0	0	0	0	148
5:00 AM	0	0	0	0	6	106	169	27	2	0	0	0	0	0	0	0	0	310
6:00 AM	0	0	0	0	14	173	201	31	1	0	0	0	0	0	0	0	0	420
7:00 AM	0	0	0	0	3	127	277	49	0	1	0	0	0	0	0	0	0	457
8:00 AM	0	0	0	0	4	112	246	54	3	0	0	0	0	0	0	0	0	419
9:00 AM	0	0	0	1	15	99	230	40	1	0	0	0	0	0	0	0	0	386
10:00 AM	0	0	0	0	12	99	196	24	4	0	0	0	0	0	0	0	0	335
11:00 AM	0	0	0	0	7	134	204	26	1	1	0	0	0	0	0	0	0	373
12:00 PM	0	0	1	0	9	109	215	46	3	0	0	0	0	0	0	0	0	383
1:00 PM	0	0	5	12	24	155	151	29	0	0	0	0	0	0	0	0	0	376
2:00 PM	1	0	1	24	253	163	54	7	0	0	0	0	0	0	0	0	0	503
3:00 PM	123	44	42	16	13	93	262	60	7	0	0	0	0	0	0	0	0	660
4:00 PM	210	102	33	5	12	106	142	28	0	0	0	0	0	0	0	0	0	638
5:00 PM	244	71	18	12	23	61	130	31	1	0	0	0	0	0	0	0	0	591
6:00 PM	0	0	0	0	18	157	187	38	1	0	0	0	0	0	0	0	0	401
7:00 PM	0	0	0	0	6	98	137	26	2	2	0	0	0	0	0	0	0	271
8:00 PM	0	0	0	0	9	95	120	29	2	0	0	0	0	0	0	0	0	255
9:00 PM	0	0	0	0	0	30	86	30	5	0	2	0	0	0	0	0	0	153
10:00 PM	0	0	0	0	2	19	49	19	3	0	1	0	0	0	0	0	0	93
11:00 PM	0	0	0	0	1	10	29	12	4	0	0	0	0	0	0	0	0	56
Total	578	217	100	71	439	2,019	3,253	663	45	4	3	0	0	0	0	0	0	7,392
Percent	7.8%	2.9%	1.4%	1.0%	5.9%	27.3%	44.0%	9.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	35.3	mph	Mean (Average) Speed	32.5	mph
85th Percentile	39.0	mph	10 mph Pace	31.4 - 41.4	mph
95th Percentile	41.3	mph	Percent in Pace	72.6	%

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 01

Wednesday, February 24, 2021
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	6	21	10	2	0	0	0	0	0	0	0	0	39
1:00 AM	0	0	0	0	0	9	12	7	2	1	0	0	0	0	0	0	0	31
2:00 AM	0	0	0	0	2	5	12	7	5	1	0	0	0	0	0	0	0	32
3:00 AM	0	0	0	0	1	5	21	8	2	0	0	0	0	0	0	0	0	37
4:00 AM	0	0	0	0	0	10	26	15	4	0	0	0	0	0	0	0	0	55
5:00 AM	0	0	0	0	3	33	54	30	2	0	0	0	0	0	0	0	0	122
6:00 AM	0	0	0	0	1	50	147	40	7	0	0	0	0	0	0	0	0	245
7:00 AM	0	0	0	0	2	64	202	84	9	0	0	0	0	0	0	0	0	361
8:00 AM	0	0	0	0	0	35	213	129	11	0	2	0	0	0	0	0	0	390
9:00 AM	0	0	0	0	7	30	177	84	7	2	0	0	0	0	0	0	0	307
10:00 AM	0	0	0	0	0	60	190	75	13	0	0	0	0	0	0	0	0	338
11:00 AM	0	0	0	0	5	47	201	100	13	0	0	0	0	0	0	0	0	366
12:00 PM	0	0	0	0	8	83	229	81	8	1	0	0	0	0	0	0	0	410
1:00 PM	0	0	0	0	6	117	251	96	3	0	0	0	0	0	0	0	0	473
2:00 PM	8	41	137	150	77	55	66	15	0	0	0	0	0	0	0	0	0	549
3:00 PM	0	0	0	0	0	71	263	152	20	0	0	0	0	0	0	0	0	506
4:00 PM	3	0	1	1	12	172	316	108	9	0	0	0	0	0	0	0	0	622
5:00 PM	0	0	1	0	9	120	314	80	11	0	0	0	0	0	0	0	0	535
6:00 PM	0	0	0	0	11	88	338	103	10	1	0	0	0	0	0	0	0	551
7:00 PM	0	0	0	0	6	43	165	97	14	1	0	0	0	0	0	0	0	326
8:00 PM	0	0	0	0	3	26	107	63	10	0	0	0	0	0	0	0	0	209
9:00 PM	0	0	0	0	0	24	87	51	11	2	0	0	0	0	0	0	0	175
10:00 PM	0	0	0	1	3	22	48	32	14	5	1	0	0	0	0	0	0	126
11:00 PM	0	0	1	0	0	8	37	35	7	1	0	0	0	0	0	0	0	89
Total	11	41	140	152	156	1,183	3,497	1,502	194	15	3	0	0	0	0	0	0	6,894
Percent	0.2%	0.6%	2.0%	2.2%	2.3%	17.2%	50.7%	21.8%	2.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	37.6	mph	Mean (Average) Speed	36.9	mph
85th Percentile	41.4	mph	10 mph Pace	32.8 - 42.8	mph
95th Percentile	44.0	mph	Percent in Pace	79.53	%

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
Date Range: 2/23/2021 to 2/25/2021
Site Code: 01

Thursday, February 25, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	6	17	7	2	0	0	0	0	0	0	0	0	32
1:00 AM	0	0	0	0	1	10	13	6	4	0	0	0	0	0	0	0	0	34
2:00 AM	0	0	0	0	3	15	14	3	2	0	0	0	0	0	0	0	0	37
3:00 AM	0	0	0	0	0	14	25	12	0	0	0	0	0	0	0	0	0	51
4:00 AM	0	0	0	0	1	26	94	45	3	0	0	0	0	0	0	0	0	169
5:00 AM	1	0	0	0	10	54	183	52	2	0	0	0	0	0	0	0	0	302
6:00 AM	0	0	0	0	2	114	235	38	3	0	0	0	0	0	0	0	0	392
7:00 AM	0	0	0	1	12	94	252	58	2	0	0	0	0	0	0	0	0	419
8:00 AM	0	0	0	0	10	88	240	43	5	0	0	0	0	0	0	0	0	386
9:00 AM	0	0	0	0	7	80	181	59	3	1	0	0	0	0	0	0	0	331
10:00 AM	0	0	0	0	7	56	175	56	9	0	0	0	0	0	0	0	0	303
11:00 AM	0	0	0	0	4	117	223	43	3	0	0	0	0	0	0	0	0	390
12:00 PM	0	0	0	0	3	84	255	52	2	0	0	0	0	0	0	0	0	396
1:00 PM	0	0	0	2	5	52	227	80	6	0	0	0	0	0	0	0	0	372
2:00 PM	0	0	1	5	5	89	307	80	5	1	0	0	0	0	0	0	0	493
3:00 PM	0	0	0	0	5	119	370	106	6	1	0	0	0	0	0	0	0	607
4:00 PM	0	0	0	2	23	131	333	81	9	0	0	0	0	0	0	0	0	579
5:00 PM	0	0	1	0	10	120	344	79	7	0	0	0	0	0	0	0	0	561
6:00 PM	0	0	0	0	6	155	214	30	2	0	0	0	0	0	0	0	0	407
7:00 PM	0	0	0	0	12	90	127	16	5	0	0	0	0	0	0	0	0	250
8:00 PM	0	0	0	0	4	39	123	22	3	0	0	0	0	0	0	0	0	191
9:00 PM	0	0	0	0	3	31	80	45	8	2	0	0	0	0	0	0	0	169
10:00 PM	0	0	0	0	4	13	50	26	2	0	0	0	0	0	0	0	0	95
11:00 PM	0	0	0	0	0	19	29	9	3	0	0	0	0	0	0	0	0	60
Total	1	0	2	10	137	1,616	4,111	1,048	96	5	0	0	0	0	0	0	0	7,026
Percent	0.0%	0.0%	0.0%	0.1%	1.9%	23.0%	58.5%	14.9%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	37.0	mph	Mean (Average) Speed	37.0	mph
85th Percentile	40.3	mph	10 mph Pace	32.1 - 42.1	mph
95th Percentile	42.3	mph	Percent in Pace	87.3	%

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
Date Range: 2/23/2021 to 2/25/2021
Site Code: 01

Thursday, February 25, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	11	18	17	4	1	0	0	0	0	0	0	0	51
1:00 AM	0	0	0	0	0	3	14	7	3	0	0	0	0	0	0	0	0	27
2:00 AM	0	0	0	0	0	5	18	7	2	0	0	0	0	0	0	0	0	32
3:00 AM	0	0	0	1	2	11	21	8	0	0	0	0	0	0	0	0	0	43
4:00 AM	0	0	0	0	2	7	28	11	3	0	0	0	0	0	0	0	0	51
5:00 AM	0	0	0	0	3	23	64	40	5	1	0	0	0	0	0	0	0	136
6:00 AM	0	0	0	0	3	52	143	59	3	0	0	0	0	0	0	0	0	260
7:00 AM	0	0	0	0	0	53	220	116	7	0	0	0	0	0	0	0	0	396
8:00 AM	0	0	0	0	0	62	224	109	8	0	0	0	0	0	0	0	0	403
9:00 AM	0	0	0	0	0	23	161	114	14	0	0	0	0	0	0	0	0	312
10:00 AM	0	0	0	0	1	44	188	97	20	1	0	0	0	0	0	0	0	351
11:00 AM	0	0	0	0	1	41	218	114	13	0	0	0	0	0	0	0	0	387
12:00 PM	0	0	0	0	2	45	179	155	14	0	0	0	0	0	0	0	0	395
1:00 PM	0	0	0	0	0	46	236	162	24	0	0	0	0	0	0	0	0	468
2:00 PM	0	0	0	0	2	72	287	167	17	3	1	0	0	0	0	0	0	549
3:00 PM	0	0	0	0	1	72	347	155	7	4	0	0	0	0	0	0	0	586
4:00 PM	0	0	0	0	11	63	429	223	17	1	0	0	0	0	0	0	0	744
5:00 PM	0	0	0	0	7	116	369	155	12	1	0	0	0	0	0	0	0	660
6:00 PM	0	0	0	0	6	108	252	131	11	0	0	0	0	0	0	0	0	508
7:00 PM	0	0	0	0	4	49	141	94	21	1	0	0	0	0	0	0	0	310
8:00 PM	0	0	0	0	3	33	114	74	9	2	0	1	0	0	0	0	0	236
9:00 PM	0	0	0	0	0	21	74	53	13	1	0	0	0	0	0	0	0	162
10:00 PM	0	0	0	0	0	11	37	30	12	1	1	0	0	0	0	0	0	92
11:00 PM	0	0	1	0	2	9	32	35	8	0	0	0	0	0	0	0	0	87
Total	0	0	1	1	50	980	3,814	2,133	247	17	2	1	0	0	0	0	0	7,246
Percent	0.0%	0.0%	0.0%	0.0%	0.7%	13.5%	52.6%	29.4%	3.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	38.5	mph	Mean (Average) Speed	38.6	mph
85th Percentile	42.1	mph	10 mph Pace	33.6 - 43.6	mph
95th Percentile	44.5	mph	Percent in Pace	85.48	%

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 01

Total Study Average
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	10	18	7	2	1	0	0	0	0	0	0	0	38
1:00 AM	0	0	0	0	1	6	12	7	3	0	0	0	0	0	0	0	0	29
2:00 AM	0	0	0	0	1	14	16	5	1	0	0	0	0	0	0	0	0	37
3:00 AM	0	0	0	0	1	13	31	12	2	0	0	0	0	0	0	0	0	59
4:00 AM	0	0	0	0	1	24	89	39	4	0	0	0	0	0	0	0	0	157
5:00 AM	0	0	0	0	6	68	171	48	3	0	0	0	0	0	0	0	0	296
6:00 AM	0	0	0	0	6	124	233	43	2	0	0	0	0	0	0	0	0	408
7:00 AM	0	0	0	0	5	104	274	58	1	0	0	0	0	0	0	0	0	442
8:00 AM	0	0	0	0	7	101	233	43	3	0	0	0	0	0	0	0	0	387
9:00 AM	0	0	0	0	9	86	202	50	2	1	0	0	0	0	0	0	0	350
10:00 AM	0	0	1	0	9	75	176	47	7	0	0	0	0	0	0	0	0	315
11:00 AM	0	0	0	0	4	113	214	44	3	0	0	0	0	0	0	0	0	378
12:00 PM	0	0	0	0	8	97	223	54	3	0	0	0	0	0	0	0	0	385
1:00 PM	0	0	2	6	13	99	206	46	3	0	0	0	0	0	0	0	0	375
2:00 PM	0	0	1	10	89	122	216	60	3	1	0	0	0	0	0	0	0	502
3:00 PM	41	15	14	5	8	104	317	88	5	1	0	0	0	0	0	0	0	598
4:00 PM	70	34	11	2	14	120	276	65	5	0	0	0	0	0	0	0	0	597
5:00 PM	81	24	6	4	12	105	275	56	4	0	0	0	0	0	0	0	0	567
6:00 PM	0	0	0	0	12	150	203	34	2	0	0	0	0	0	0	0	0	401
7:00 PM	0	0	0	0	7	92	122	23	2	1	0	0	0	0	0	0	0	247
8:00 PM	0	0	0	0	6	65	112	25	2	0	0	0	0	0	0	0	0	210
9:00 PM	0	0	0	0	6	47	80	29	5	1	1	0	0	0	0	0	0	169
10:00 PM	0	0	0	0	4	21	47	19	2	0	0	0	0	0	0	0	0	93
11:00 PM	0	0	0	0	1	17	30	11	3	0	0	0	0	0	0	0	0	62
Total	192	73	35	27	230	1,777	3,776	913	72	6	1	0	0	0	0	0	0	7,102
Percent	2.7%	1.0%	0.5%	0.4%	3.2%	25.0%	53.2%	12.9%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	36.5	mph	Mean (Average) Speed	35.4	mph
85th Percentile	39.8	mph	10 mph Pace	31.9 - 41.9	mph
95th Percentile	42.1	mph	Percent in Pace	82.1	%

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
Date Range: 2/23/2021 to 2/25/2021
Site Code: 01

**Total Study Average
Westbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	9	21	14	4	1	0	0	0	0	0	0	0	49
1:00 AM	0	0	0	0	0	6	14	8	2	0	0	0	0	0	0	0	0	30
2:00 AM	0	0	0	0	1	5	13	7	3	1	0	0	0	0	0	0	0	30
3:00 AM	0	0	0	0	1	7	19	10	3	0	0	0	0	0	0	0	0	40
4:00 AM	0	0	0	0	1	8	26	15	5	0	0	0	0	0	0	0	0	55
5:00 AM	0	0	0	0	2	23	60	39	6	1	0	0	0	0	0	0	0	131
6:00 AM	0	0	0	0	1	43	144	59	6	0	0	0	0	0	0	0	0	253
7:00 AM	0	0	0	0	1	51	199	105	10	0	0	0	0	0	0	0	0	366
8:00 AM	0	0	0	0	1	56	211	118	9	1	1	0	0	0	0	0	0	397
9:00 AM	0	0	0	0	2	26	163	112	12	1	0	0	0	0	0	0	0	316
10:00 AM	0	0	0	0	1	47	178	94	16	1	0	0	0	0	0	0	0	337
11:00 AM	0	0	0	0	2	40	195	114	16	0	0	0	0	0	0	0	0	367
12:00 PM	0	0	0	0	4	59	211	131	13	1	0	0	0	0	0	0	0	419
1:00 PM	0	0	0	0	2	70	240	136	13	0	0	0	0	0	0	0	0	461
2:00 PM	3	14	46	50	27	62	213	109	11	1	0	0	0	0	0	0	0	536
3:00 PM	0	0	0	0	0	71	304	167	19	2	0	0	0	0	0	0	0	563
4:00 PM	1	0	0	0	8	100	384	162	15	1	0	0	0	0	0	0	0	671
5:00 PM	0	0	0	1	8	115	347	127	15	0	0	0	0	0	0	0	0	613
6:00 PM	0	0	0	0	6	99	295	115	12	0	0	0	0	0	0	0	0	527
7:00 PM	0	0	0	0	6	49	143	92	16	1	0	0	0	0	0	0	0	307
8:00 PM	0	0	0	0	2	29	108	71	12	1	0	0	0	0	0	0	0	223
9:00 PM	0	0	0	1	2	36	78	45	8	1	0	0	0	0	0	0	0	171
10:00 PM	0	0	0	1	1	17	45	28	10	2	1	0	0	0	0	0	0	105
11:00 PM	0	0	2	0	1	11	40	29	7	0	0	0	0	0	0	0	0	90
Total	4	14	48	53	80	1,039	3,651	1,907	243	16	2	0	0	0	0	0	0	7,057
Percent	0.1%	0.2%	0.7%	0.8%	1.1%	14.7%	51.7%	27.0%	3.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	38.3	mph	Mean (Average) Speed	38.1	mph
85th Percentile	41.9	mph	10 mph Pace	33.3 - 43.3	mph
95th Percentile	44.4	mph	Percent in Pace	83.0	%

Location: Jovita Blvd BTWN 114th Ave E & W Valley Hwy
 Date Range: 2/23/2021 - 3/1/2021
 Site Code: 01

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	2/23/2021			2/24/2021			2/25/2021			2/26/2021			2/27/2021			2/28/2021			3/1/2021					
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	41	57	98	41	39	80	32	51	83	-	-	-	-	-	-	-	-	-	-	-	-	38	49	87
1:00 AM	26	32	58	26	31	57	34	27	61	-	-	-	-	-	-	-	-	-	-	-	-	29	30	59
2:00 AM	37	23	60	38	32	70	37	32	69	-	-	-	-	-	-	-	-	-	-	-	-	37	29	66
3:00 AM	67	41	108	59	37	96	51	43	94	-	-	-	-	-	-	-	-	-	-	-	-	59	40	99
4:00 AM	154	58	212	148	55	203	169	51	220	-	-	-	-	-	-	-	-	-	-	-	-	157	55	212
5:00 AM	278	131	409	310	122	432	302	136	438	-	-	-	-	-	-	-	-	-	-	-	-	297	130	426
6:00 AM	411	259	670	420	245	665	392	260	652	-	-	-	-	-	-	-	-	-	-	-	-	408	255	662
7:00 AM	456	339	795	457	361	818	419	396	815	-	-	-	-	-	-	-	-	-	-	-	-	444	365	809
8:00 AM	357	399	756	419	390	809	386	403	789	-	-	-	-	-	-	-	-	-	-	-	-	387	397	785
9:00 AM	335	332	667	386	307	693	331	312	643	-	-	-	-	-	-	-	-	-	-	-	-	351	317	668
10:00 AM	308	320	628	335	338	673	303	351	654	-	-	-	-	-	-	-	-	-	-	-	-	315	336	652
11:00 AM	370	351	721	373	366	739	390	387	777	-	-	-	-	-	-	-	-	-	-	-	-	378	368	746
12:00 PM	378	455	833	383	410	793	396	395	791	-	-	-	-	-	-	-	-	-	-	-	-	386	420	806
1:00 PM	377	441	818	376	473	849	372	468	840	-	-	-	-	-	-	-	-	-	-	-	-	375	461	836
2:00 PM	509	509	1,018	503	549	1,052	493	549	1,042	-	-	-	-	-	-	-	-	-	-	-	-	502	536	1,037
3:00 PM	527	598	1,125	660	506	1,166	607	586	1,193	-	-	-	-	-	-	-	-	-	-	-	-	598	563	1,161
4:00 PM	576	650	1,226	638	622	1,260	579	744	1,323	-	-	-	-	-	-	-	-	-	-	-	-	598	672	1,270
5:00 PM	552	645	1,197	591	535	1,126	561	660	1,221	-	-	-	-	-	-	-	-	-	-	-	-	568	613	1,181
6:00 PM	397	524	921	401	551	952	407	508	915	-	-	-	-	-	-	-	-	-	-	-	-	402	528	929
7:00 PM	221	284	505	271	326	597	250	310	560	-	-	-	-	-	-	-	-	-	-	-	-	247	307	554
8:00 PM	182	223	405	255	209	464	191	236	427	-	-	-	-	-	-	-	-	-	-	-	-	209	223	432
9:00 PM	184	174	358	153	175	328	169	162	331	-	-	-	-	-	-	-	-	-	-	-	-	169	170	339
10:00 PM	95	95	190	93	126	219	95	92	187	-	-	-	-	-	-	-	-	-	-	-	-	94	104	199
11:00 PM	70	92	162	56	89	145	60	87	147	-	-	-	-	-	-	-	-	-	-	-	-	62	89	151
Total	6,908	7,032	13,940	7,392	6,894	14,286	7,026	7,246	14,272	-	-	-	-	-	-	-	-	-	-	-	-	7,109	7,057	14,166
Percent	50%	50%	-	52%	48%	-	49%	51%	-	-	-	-	-	-	-	-	-	-	-	-	-	50%	50%	-

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

Vehicle Classification Report Summary

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
Count Direction: Eastbound / Westbound
Date Range: 2/23/2021 to 2/25/2021
Site Code: 02

	FHWA Vehicle Classification													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	Volume
Study Total														
Eastbound	24	10,996	2,850	8	1,982	44	0	6	7	4	0	0	3	15,924
Percent	0.2%	69.1%	17.9%	0.1%	12.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	23	11,729	3,110	12	1,939	50	0	6	11	4	0	0	3	16,887
Percent	0.1%	69.5%	18.4%	0.1%	11.5%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%
Total	47	22,725	5,960	20	3,921	94	0	12	18	8	0	0	6	32,811
Percent	0.1%	69.3%	18.2%	0.1%	12.0%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
Date Range: 2/23/2021 to 2/25/2021
Site Code: 02

Tuesday, February 23, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	18	6	0	4	1	0	0	0	0	0	0	0	29
1:00 AM	0	18	3	0	1	0	0	0	0	0	0	0	0	22
2:00 AM	0	21	3	0	3	0	0	0	0	0	0	0	0	27
3:00 AM	0	27	16	0	5	0	0	1	0	0	0	0	0	49
4:00 AM	0	67	19	0	16	0	0	1	0	0	0	0	0	103
5:00 AM	2	141	42	0	14	1	0	0	0	0	0	0	0	200
6:00 AM	0	196	50	0	33	1	0	0	0	0	0	0	0	280
7:00 AM	0	220	50	0	35	2	0	0	1	0	0	0	0	308
8:00 AM	0	166	50	1	44	3	0	0	0	0	0	0	0	264
9:00 AM	0	151	46	1	43	2	0	0	0	0	0	0	0	243
10:00 AM	0	150	58	0	43	1	0	0	1	1	0	0	0	254
11:00 AM	1	207	57	0	48	1	0	0	0	0	0	0	0	314
12:00 PM	0	205	63	0	44	2	0	0	0	0	0	0	0	314
1:00 PM	0	200	61	0	34	0	0	0	1	1	0	0	0	297
2:00 PM	1	215	56	0	42	1	0	0	0	0	0	0	0	315
3:00 PM	1	255	75	0	49	2	0	0	0	0	0	0	0	382
4:00 PM	1	319	80	0	39	3	0	1	0	0	0	0	0	443
5:00 PM	2	298	59	0	41	2	0	0	0	0	0	0	0	402
6:00 PM	0	244	49	0	34	0	0	0	0	0	0	0	0	327
7:00 PM	0	143	34	0	17	0	0	0	0	0	0	0	0	194
8:00 PM	0	104	23	0	16	0	0	0	1	0	0	0	0	144
9:00 PM	0	97	19	0	8	0	0	0	0	0	0	0	0	124
10:00 PM	1	57	13	0	8	0	0	0	0	0	0	0	0	79
11:00 PM	0	42	8	0	5	0	0	0	0	0	0	0	0	55
Total	9	3,561	940	2	626	22	0	3	4	2	0	0	0	5,169
Percent	0.2%	68.9%	18.2%	0.0%	12.1%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
Date Range: 2/23/2021 to 2/25/2021
Site Code: 02

Tuesday, February 23, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	28	10	0	3	1	0	0	0	0	0	0	0	42
1:00 AM	0	25	1	0	2	0	0	0	0	0	0	0	0	28
2:00 AM	0	10	4	0	2	0	0	0	0	0	0	0	0	16
3:00 AM	0	23	7	0	5	1	0	0	0	0	0	0	0	36
4:00 AM	0	36	15	0	4	0	0	0	0	0	0	0	0	55
5:00 AM	0	70	23	0	19	0	0	0	0	0	0	0	0	112
6:00 AM	0	150	42	1	36	0	0	0	0	1	0	0	0	230
7:00 AM	0	208	59	0	43	1	0	0	0	0	0	0	0	311
8:00 AM	1	212	80	1	50	3	0	0	0	0	0	0	0	347
9:00 AM	0	184	70	1	59	2	0	0	0	0	0	0	0	316
10:00 AM	0	168	50	0	39	1	0	0	0	0	0	0	0	258
11:00 AM	0	199	54	0	55	0	0	0	0	1	0	0	0	309
12:00 PM	0	237	77	0	49	1	0	0	0	0	0	0	0	364
1:00 PM	0	248	81	2	43	2	0	0	0	0	0	0	1	377
2:00 PM	1	268	79	1	41	0	0	0	0	0	0	0	0	390
3:00 PM	1	314	101	0	57	1	0	0	1	0	0	0	0	475
4:00 PM	3	333	83	0	45	2	0	0	0	0	0	0	0	466
5:00 PM	0	361	77	0	36	0	0	1	0	1	0	0	0	476
6:00 PM	0	254	71	0	30	1	0	0	0	0	0	0	0	356
7:00 PM	0	171	31	0	10	0	0	0	1	0	0	0	0	213
8:00 PM	0	134	26	0	7	2	0	0	0	0	0	0	0	169
9:00 PM	0	96	18	0	3	0	0	0	0	0	0	0	0	117
10:00 PM	0	55	4	0	6	1	0	0	1	0	0	0	0	67
11:00 PM	0	48	11	0	5	0	0	0	0	0	0	0	0	64
Total	6	3,832	1,074	6	649	19	0	1	3	3	0	0	1	5,594
Percent	0.1%	68.5%	19.2%	0.1%	11.6%	0.3%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
Date Range: 2/23/2021 to 2/25/2021
Site Code: 02

Wednesday, February 24, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	23	8	0	2	0	0	0	0	0	0	0	0	33
1:00 AM	0	13	3	0	1	0	0	0	0	0	0	0	0	17
2:00 AM	0	21	7	0	0	0	0	0	0	0	0	0	0	28
3:00 AM	0	29	10	0	6	1	0	0	0	0	0	0	0	46
4:00 AM	0	74	20	0	14	0	0	1	0	0	0	0	0	109
5:00 AM	1	149	55	0	14	1	0	0	0	0	0	0	0	220
6:00 AM	0	208	60	0	39	1	0	0	0	0	0	0	0	308
7:00 AM	0	233	63	0	46	1	0	1	0	0	0	0	0	344
8:00 AM	0	194	63	1	49	2	0	0	0	0	0	0	0	309
9:00 AM	0	199	57	1	40	1	0	0	0	0	0	0	0	298
10:00 AM	0	170	47	0	34	1	0	0	0	0	0	0	0	252
11:00 AM	0	180	57	0	53	0	0	0	1	0	0	0	0	291
12:00 PM	0	221	61	1	46	1	0	0	0	0	0	0	0	330
1:00 PM	2	205	53	0	30	0	0	0	1	0	0	0	0	291
2:00 PM	1	222	79	0	45	0	0	0	0	1	0	0	0	348
3:00 PM	0	270	77	1	56	2	0	0	0	0	0	0	0	406
4:00 PM	0	311	72	0	51	2	0	0	0	0	0	0	0	436
5:00 PM	1	307	60	0	57	1	0	0	0	0	0	0	0	426
6:00 PM	0	219	55	0	36	0	0	0	0	0	0	0	0	310
7:00 PM	0	182	38	0	26	0	0	0	0	0	0	0	0	246
8:00 PM	1	109	27	0	19	0	0	0	0	0	0	0	0	156
9:00 PM	0	97	18	0	17	0	0	0	0	0	0	0	0	132
10:00 PM	0	62	11	0	5	0	0	0	0	0	0	0	0	78
11:00 PM	0	33	9	0	3	0	0	0	0	0	0	0	0	45
Total	6	3,731	1,010	4	689	14	0	2	2	1	0	0	0	5,459
Percent	0.1%	68.3%	18.5%	0.1%	12.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
Date Range: 2/23/2021 to 2/25/2021
Site Code: 02

Wednesday, February 24, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	22	6	0	1	1	0	0	0	0	0	0	0	30
1:00 AM	0	22	0	0	2	0	0	0	0	0	0	0	0	24
2:00 AM	0	19	5	0	1	1	0	0	0	0	0	0	0	26
3:00 AM	0	21	5	0	4	1	0	0	0	0	0	0	0	31
4:00 AM	0	43	11	0	2	0	0	0	0	0	0	0	0	56
5:00 AM	0	59	27	0	14	0	0	0	0	0	0	0	0	100
6:00 AM	0	127	34	0	36	4	0	0	0	0	0	0	0	201
7:00 AM	0	198	62	0	48	2	0	1	1	0	0	0	0	312
8:00 AM	0	225	61	0	42	1	0	0	0	0	0	0	0	329
9:00 AM	0	157	59	0	46	2	0	0	1	0	0	0	0	265
10:00 AM	0	179	53	0	43	1	0	2	2	0	0	0	0	280
11:00 AM	0	215	56	0	38	0	0	0	2	0	0	0	0	311
12:00 PM	2	218	65	0	45	1	0	1	1	0	0	0	0	333
1:00 PM	1	255	74	0	52	0	0	0	0	0	0	0	0	382
2:00 PM	0	303	81	1	59	2	0	0	0	0	0	0	1	447
3:00 PM	0	304	69	0	46	5	0	0	0	0	0	0	0	424
4:00 PM	0	410	87	0	60	0	0	0	0	0	0	0	0	557
5:00 PM	2	376	79	0	34	0	0	0	0	0	0	0	0	491
6:00 PM	1	271	62	0	35	0	0	0	0	0	0	0	0	369
7:00 PM	1	177	33	0	14	1	0	0	0	0	0	0	0	226
8:00 PM	1	109	26	0	16	0	0	0	0	0	0	0	0	152
9:00 PM	0	103	19	0	9	0	0	0	1	0	0	0	0	132
10:00 PM	0	72	8	0	4	1	0	0	0	0	0	0	0	85
11:00 PM	0	50	12	0	4	0	0	0	0	0	0	0	0	66
Total	8	3,935	994	1	655	23	0	4	8	0	0	0	1	5,629
Percent	0.1%	69.9%	17.7%	0.0%	11.6%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
Date Range: 2/23/2021 to 2/25/2021
Site Code: 02

Thursday, February 25, 2021
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	17	6	0	5	0	0	0	0	0	0	0	0	28
1:00 AM	0	19	5	0	1	0	0	0	0	0	0	0	0	25
2:00 AM	0	21	2	0	2	0	0	0	0	0	0	0	0	25
3:00 AM	0	25	11	0	4	1	0	0	0	0	0	0	0	41
4:00 AM	0	79	19	0	11	0	0	0	0	0	0	0	0	109
5:00 AM	2	148	50	0	18	0	0	0	0	0	0	0	0	218
6:00 AM	0	195	55	0	36	0	0	0	0	0	0	0	0	286
7:00 AM	0	214	45	0	45	1	0	1	0	0	0	0	0	306
8:00 AM	1	188	55	0	50	0	0	0	0	1	0	0	0	295
9:00 AM	0	147	46	0	40	1	0	0	0	0	0	0	0	234
10:00 AM	0	175	50	0	31	0	0	0	0	0	0	0	0	256
11:00 AM	0	217	47	1	48	0	0	0	0	0	0	0	0	313
12:00 PM	1	224	52	0	40	0	0	0	0	0	0	0	0	317
1:00 PM	0	212	58	0	43	1	0	0	0	0	0	0	0	314
2:00 PM	0	235	67	0	43	1	0	0	0	0	0	0	1	347
3:00 PM	3	276	68	1	56	0	0	0	1	0	0	0	0	405
4:00 PM	0	289	61	0	51	1	0	0	0	0	0	0	0	402
5:00 PM	2	291	63	0	42	1	0	0	0	0	0	0	1	400
6:00 PM	0	258	48	0	39	0	0	0	0	0	0	0	0	345
7:00 PM	0	170	33	0	27	1	0	0	0	0	0	0	0	231
8:00 PM	0	110	30	0	19	0	0	0	0	0	0	0	1	160
9:00 PM	0	97	12	0	9	0	0	0	0	0	0	0	0	118
10:00 PM	0	57	9	0	2	0	0	0	0	0	0	0	0	68
11:00 PM	0	40	8	0	5	0	0	0	0	0	0	0	0	53
Total	9	3,704	900	2	667	8	0	1	1	1	0	0	3	5,296
Percent	0.2%	69.9%	17.0%	0.0%	12.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
Date Range: 2/23/2021 to 2/25/2021
Site Code: 02

Thursday, February 25, 2021
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	28	4	0	2	0	0	0	0	0	0	0	0	34
1:00 AM	0	12	2	0	2	0	0	0	0	0	0	0	0	16
2:00 AM	0	19	4	0	2	0	0	0	0	0	0	0	0	25
3:00 AM	0	21	6	0	7	0	0	0	0	0	0	0	0	34
4:00 AM	0	41	5	0	2	0	0	0	0	0	0	0	0	48
5:00 AM	0	74	19	0	20	0	0	0	0	0	0	0	0	113
6:00 AM	0	147	39	0	36	1	0	0	0	0	0	0	0	223
7:00 AM	0	219	67	0	55	0	0	0	0	1	0	0	0	342
8:00 AM	0	213	68	0	48	0	0	0	0	0	0	0	0	329
9:00 AM	0	177	67	2	47	1	0	0	0	0	0	0	0	294
10:00 AM	0	173	55	0	48	0	0	0	0	0	0	0	1	277
11:00 AM	0	219	59	0	51	2	0	0	0	0	0	0	0	331
12:00 PM	0	223	58	1	40	0	0	0	0	0	0	0	0	322
1:00 PM	0	246	86	1	30	1	0	0	0	0	0	0	0	364
2:00 PM	1	280	90	0	49	1	0	1	0	0	0	0	0	422
3:00 PM	0	317	96	0	42	0	0	0	0	0	0	0	0	455
4:00 PM	2	398	88	0	58	1	0	0	0	0	0	0	0	547
5:00 PM	2	373	97	0	43	1	0	0	0	0	0	0	0	516
6:00 PM	0	264	46	1	19	0	0	0	0	0	0	0	0	330
7:00 PM	0	164	39	0	12	0	0	0	0	0	0	0	0	215
8:00 PM	2	128	21	0	9	0	0	0	0	0	0	0	0	160
9:00 PM	2	110	10	0	4	0	0	0	0	0	0	0	0	126
10:00 PM	0	58	6	0	5	0	0	0	0	0	0	0	0	69
11:00 PM	0	58	10	0	4	0	0	0	0	0	0	0	0	72
Total	9	3,962	1,042	5	635	8	0	1	0	1	0	0	1	5,664
Percent	0.2%	70.0%	18.4%	0.1%	11.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
Date Range: 2/23/2021 to 2/25/2021
Site Code: 02

Total Study Average
Eastbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	19	7	0	4	0	0	0	0	0	0	0	0	30
1:00 AM	0	17	4	0	1	0	0	0	0	0	0	0	0	22
2:00 AM	0	21	4	0	2	0	0	0	0	0	0	0	0	27
3:00 AM	0	27	12	0	5	1	0	0	0	0	0	0	0	45
4:00 AM	0	73	19	0	14	0	0	1	0	0	0	0	0	107
5:00 AM	2	146	49	0	15	1	0	0	0	0	0	0	0	213
6:00 AM	0	200	55	0	36	1	0	0	0	0	0	0	0	292
7:00 AM	0	222	53	0	42	1	0	1	0	0	0	0	0	319
8:00 AM	0	183	56	1	48	2	0	0	0	0	0	0	0	290
9:00 AM	0	166	50	1	41	1	0	0	0	0	0	0	0	259
10:00 AM	0	165	52	0	36	1	0	0	0	0	0	0	0	254
11:00 AM	0	201	54	0	50	0	0	0	0	0	0	0	0	305
12:00 PM	0	217	59	0	43	1	0	0	0	0	0	0	0	320
1:00 PM	1	206	57	0	36	0	0	0	1	0	0	0	0	301
2:00 PM	1	224	67	0	43	1	0	0	0	0	0	0	0	336
3:00 PM	1	267	73	1	54	1	0	0	0	0	0	0	0	397
4:00 PM	0	306	71	0	47	2	0	0	0	0	0	0	0	426
5:00 PM	2	299	61	0	47	1	0	0	0	0	0	0	0	410
6:00 PM	0	240	51	0	36	0	0	0	0	0	0	0	0	327
7:00 PM	0	165	35	0	23	0	0	0	0	0	0	0	0	223
8:00 PM	0	108	27	0	18	0	0	0	0	0	0	0	0	153
9:00 PM	0	97	16	0	11	0	0	0	0	0	0	0	0	124
10:00 PM	0	59	11	0	5	0	0	0	0	0	0	0	0	75
11:00 PM	0	38	8	0	4	0	0	0	0	0	0	0	0	50
Total	7	3,666	951	3	661	14	0	2	1	0	0	0	0	5,305
Percent	0.1%	69.1%	17.9%	0.1%	12.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
Date Range: 2/23/2021 to 2/25/2021
Site Code: 02

Total Study Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	26	7	0	2	1	0	0	0	0	0	0	0	36
1:00 AM	0	20	1	0	2	0	0	0	0	0	0	0	0	23
2:00 AM	0	16	4	0	2	0	0	0	0	0	0	0	0	22
3:00 AM	0	22	6	0	5	1	0	0	0	0	0	0	0	34
4:00 AM	0	40	10	0	3	0	0	0	0	0	0	0	0	53
5:00 AM	0	68	23	0	18	0	0	0	0	0	0	0	0	109
6:00 AM	0	141	38	0	36	2	0	0	0	0	0	0	0	217
7:00 AM	0	208	63	0	49	1	0	0	0	0	0	0	0	321
8:00 AM	0	217	70	0	47	1	0	0	0	0	0	0	0	335
9:00 AM	0	173	65	1	51	2	0	0	0	0	0	0	0	292
10:00 AM	0	173	53	0	43	1	0	1	1	0	0	0	0	272
11:00 AM	0	211	56	0	48	1	0	0	1	0	0	0	0	317
12:00 PM	1	226	67	0	45	1	0	0	0	0	0	0	0	340
1:00 PM	0	250	80	1	42	1	0	0	0	0	0	0	0	374
2:00 PM	1	284	83	1	50	1	0	0	0	0	0	0	0	420
3:00 PM	0	312	89	0	48	2	0	0	0	0	0	0	0	451
4:00 PM	2	380	86	0	54	1	0	0	0	0	0	0	0	523
5:00 PM	1	370	84	0	38	0	0	0	0	0	0	0	0	493
6:00 PM	0	263	60	0	28	0	0	0	0	0	0	0	0	351
7:00 PM	0	171	34	0	12	0	0	0	0	0	0	0	0	217
8:00 PM	1	124	24	0	11	1	0	0	0	0	0	0	0	161
9:00 PM	1	103	16	0	5	0	0	0	0	0	0	0	0	125
10:00 PM	0	62	6	0	5	1	0	0	0	0	0	0	0	74
11:00 PM	0	52	11	0	4	0	0	0	0	0	0	0	0	67
Total	7	3,912	1,036	3	648	18	0	1	2	0	0	0	0	5,627
Percent	0.1%	69.5%	18.4%	0.1%	11.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
Date Range: 2/23/2021 to 2/25/2021
Site Code: 02

**3-Day (Tuesday - Thursday) Average
 Eastbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	19	7	0	4	0	0	0	0	0	0	0	0	30
1:00 AM	0	17	4	0	1	0	0	0	0	0	0	0	0	22
2:00 AM	0	21	4	0	2	0	0	0	0	0	0	0	0	27
3:00 AM	0	27	12	0	5	1	0	0	0	0	0	0	0	45
4:00 AM	0	73	19	0	14	0	0	1	0	0	0	0	0	107
5:00 AM	2	146	49	0	15	1	0	0	0	0	0	0	0	213
6:00 AM	0	200	55	0	36	1	0	0	0	0	0	0	0	292
7:00 AM	0	222	53	0	42	1	0	1	0	0	0	0	0	319
8:00 AM	0	183	56	1	48	2	0	0	0	0	0	0	0	290
9:00 AM	0	166	50	1	41	1	0	0	0	0	0	0	0	259
10:00 AM	0	165	52	0	36	1	0	0	0	0	0	0	0	254
11:00 AM	0	201	54	0	50	0	0	0	0	0	0	0	0	305
12:00 PM	0	217	59	0	43	1	0	0	0	0	0	0	0	320
1:00 PM	1	206	57	0	36	0	0	0	1	0	0	0	0	301
2:00 PM	1	224	67	0	43	1	0	0	0	0	0	0	0	336
3:00 PM	1	267	73	1	54	1	0	0	0	0	0	0	0	397
4:00 PM	0	306	71	0	47	2	0	0	0	0	0	0	0	426
5:00 PM	2	299	61	0	47	1	0	0	0	0	0	0	0	410
6:00 PM	0	240	51	0	36	0	0	0	0	0	0	0	0	327
7:00 PM	0	165	35	0	23	0	0	0	0	0	0	0	0	223
8:00 PM	0	108	27	0	18	0	0	0	0	0	0	0	0	153
9:00 PM	0	97	16	0	11	0	0	0	0	0	0	0	0	124
10:00 PM	0	59	11	0	5	0	0	0	0	0	0	0	0	75
11:00 PM	0	38	8	0	4	0	0	0	0	0	0	0	0	50
Total	7	3,666	951	3	661	14	0	2	1	0	0	0	0	5,305
Percent	0.1%	69.1%	17.9%	0.1%	12.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
Date Range: 2/23/2021 to 2/25/2021
Site Code: 02

3-Day (Tuesday - Thursday) Average
Westbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	26	7	0	2	1	0	0	0	0	0	0	0	36
1:00 AM	0	20	1	0	2	0	0	0	0	0	0	0	0	23
2:00 AM	0	16	4	0	2	0	0	0	0	0	0	0	0	22
3:00 AM	0	22	6	0	5	1	0	0	0	0	0	0	0	34
4:00 AM	0	40	10	0	3	0	0	0	0	0	0	0	0	53
5:00 AM	0	68	23	0	18	0	0	0	0	0	0	0	0	109
6:00 AM	0	141	38	0	36	2	0	0	0	0	0	0	0	217
7:00 AM	0	208	63	0	49	1	0	0	0	0	0	0	0	321
8:00 AM	0	217	70	0	47	1	0	0	0	0	0	0	0	335
9:00 AM	0	173	65	1	51	2	0	0	0	0	0	0	0	292
10:00 AM	0	173	53	0	43	1	0	1	1	0	0	0	0	272
11:00 AM	0	211	56	0	48	1	0	0	1	0	0	0	0	317
12:00 PM	1	226	67	0	45	1	0	0	0	0	0	0	0	340
1:00 PM	0	250	80	1	42	1	0	0	0	0	0	0	0	374
2:00 PM	1	284	83	1	50	1	0	0	0	0	0	0	0	420
3:00 PM	0	312	89	0	48	2	0	0	0	0	0	0	0	451
4:00 PM	2	380	86	0	54	1	0	0	0	0	0	0	0	523
5:00 PM	1	370	84	0	38	0	0	0	0	0	0	0	0	493
6:00 PM	0	263	60	0	28	0	0	0	0	0	0	0	0	351
7:00 PM	0	171	34	0	12	0	0	0	0	0	0	0	0	217
8:00 PM	1	124	24	0	11	1	0	0	0	0	0	0	0	161
9:00 PM	1	103	16	0	5	0	0	0	0	0	0	0	0	125
10:00 PM	0	62	6	0	5	1	0	0	0	0	0	0	0	74
11:00 PM	0	52	11	0	4	0	0	0	0	0	0	0	0	67
Total	7	3,912	1,036	3	648	18	0	1	2	0	0	0	0	5,627
Percent	0.1%	69.5%	18.4%	0.1%	11.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct

Count Direction: Eastbound / Westbound

Date Range: 2/23/2021 to 2/25/2021

Site Code: 02

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Eastbound	1	4	11	61	372	3,638	9,057	2,425	306	40	4	1	3	1	0	0	0	15,924
Percent	0.0%	0.0%	0.1%	0.4%	2.3%	22.8%	56.9%	15.2%	1.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Westbound	1	9	51	106	259	1,448	6,286	6,422	1,979	270	42	13	1	0	0	0	0	16,887
Percent	0.0%	0.1%	0.3%	0.6%	1.5%	8.6%	37.2%	38.0%	11.7%	1.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	2	13	62	167	631	5,086	15,343	8,847	2,285	310	46	14	4	1	0	0	0	32,811
Percent	0.0%	0.0%	0.2%	0.5%	1.9%	15.5%	46.8%	27.0%	7.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Eastbound				Eastbound			
50th Percentile (Median)	36.9	mph		Mean (Average) Speed	37.0	mph	
85th Percentile	40.4	mph		10 mph Pace	32.1 - 42.1	mph	
95th Percentile	42.9	mph		Percent in Pace	85.5	%	
Westbound				Westbound			
50th Percentile (Median)	40.2	mph		Mean (Average) Speed	40.1	mph	
85th Percentile	44.7	mph		10 mph Pace	35.3 - 45.3	mph	
95th Percentile	47.6	mph		Percent in Pace	75.1	%	

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 02

Tuesday, February 23, 2021
 Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	5	11	8	1	2	0	0	0	1	0	0	0	29
1:00 AM	0	0	0	0	1	3	8	9	0	1	0	0	0	0	0	0	0	22
2:00 AM	0	0	0	0	0	7	10	8	1	1	0	0	0	0	0	0	0	27
3:00 AM	0	0	0	0	2	7	29	7	4	0	0	0	0	0	0	0	0	49
4:00 AM	0	0	1	0	0	13	49	33	5	2	0	0	0	0	0	0	0	103
5:00 AM	0	0	0	0	2	35	114	41	7	1	0	0	0	0	0	0	0	200
6:00 AM	0	0	0	0	3	33	176	63	3	1	0	1	0	0	0	0	0	280
7:00 AM	0	0	0	0	9	68	181	44	6	0	0	0	0	0	0	0	0	308
8:00 AM	0	0	0	0	12	84	144	20	3	1	0	0	0	0	0	0	0	264
9:00 AM	0	0	0	1	4	58	132	41	6	0	1	0	0	0	0	0	0	243
10:00 AM	0	0	0	0	8	83	128	31	4	0	0	0	0	0	0	0	0	254
11:00 AM	0	0	0	2	6	93	175	38	0	0	0	0	0	0	0	0	0	314
12:00 PM	0	0	0	3	10	78	170	51	2	0	0	0	0	0	0	0	0	314
1:00 PM	0	0	0	0	10	68	188	24	7	0	0	0	0	0	0	0	0	297
2:00 PM	1	0	0	3	4	60	182	59	5	1	0	0	0	0	0	0	0	315
3:00 PM	0	0	0	0	12	101	218	43	6	1	1	0	0	0	0	0	0	382
4:00 PM	0	0	0	1	4	100	263	69	6	0	0	0	0	0	0	0	0	443
5:00 PM	0	0	0	0	2	78	240	76	6	0	0	0	0	0	0	0	0	402
6:00 PM	0	0	0	2	3	67	201	46	8	0	0	0	0	0	0	0	0	327
7:00 PM	0	0	1	0	3	24	122	38	5	1	0	0	0	0	0	0	0	194
8:00 PM	0	0	0	0	1	29	79	29	5	0	0	0	1	0	0	0	0	144
9:00 PM	0	0	0	1	6	48	50	11	8	0	0	0	0	0	0	0	0	124
10:00 PM	0	0	0	0	1	23	44	9	2	0	0	0	0	0	0	0	0	79
11:00 PM	0	0	0	0	3	13	26	12	0	1	0	0	0	0	0	0	0	55
Total	1	0	2	13	107	1,178	2,940	810	100	13	2	1	1	1	0	0	0	5,169
Percent	0.0%	0.0%	0.0%	0.3%	2.1%	22.8%	56.9%	15.7%	1.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	37.0	mph	Mean (Average) Speed	37.1	mph
85th Percentile	40.4	mph	10 mph Pace	32.0 - 42.0	mph
95th Percentile	43.0	mph	Percent in Pace	85.8	%

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 02

Tuesday, February 23, 2021
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	1	1	0	0	2	12	16	8	1	1	0	0	0	0	0	0	42
1:00 AM	0	0	0	0	0	4	11	8	4	1	0	0	0	0	0	0	0	28
2:00 AM	0	0	0	0	1	3	1	4	4	1	0	2	0	0	0	0	0	16
3:00 AM	0	0	0	0	0	4	11	14	3	4	0	0	0	0	0	0	0	36
4:00 AM	0	0	0	0	0	7	13	20	11	4	0	0	0	0	0	0	0	55
5:00 AM	0	0	0	0	2	11	19	53	18	8	0	1	0	0	0	0	0	112
6:00 AM	0	0	0	0	1	14	105	84	22	4	0	0	0	0	0	0	0	230
7:00 AM	0	0	1	2	12	37	95	119	39	6	0	0	0	0	0	0	0	311
8:00 AM	0	0	1	2	8	35	139	121	37	2	2	0	0	0	0	0	0	347
9:00 AM	0	0	0	1	1	15	104	137	49	9	0	0	0	0	0	0	0	316
10:00 AM	0	0	0	2	3	23	86	88	46	8	1	1	0	0	0	0	0	258
11:00 AM	0	0	0	0	2	20	109	119	51	6	2	0	0	0	0	0	0	309
12:00 PM	0	0	0	0	2	22	130	153	51	5	1	0	0	0	0	0	0	364
1:00 PM	0	2	4	8	10	26	136	135	49	7	0	0	0	0	0	0	0	377
2:00 PM	0	0	0	1	3	22	138	178	44	4	0	0	0	0	0	0	0	390
3:00 PM	0	0	1	0	2	44	222	167	37	2	0	0	0	0	0	0	0	475
4:00 PM	0	1	2	5	3	39	193	181	37	3	2	0	0	0	0	0	0	466
5:00 PM	0	0	1	1	7	34	173	216	42	2	0	0	0	0	0	0	0	476
6:00 PM	0	0	5	7	10	35	128	127	39	3	1	1	0	0	0	0	0	356
7:00 PM	0	0	1	1	5	14	77	74	36	5	0	0	0	0	0	0	0	213
8:00 PM	0	0	0	0	0	13	56	74	20	6	0	0	0	0	0	0	0	169
9:00 PM	0	0	0	0	1	12	30	61	11	0	2	0	0	0	0	0	0	117
10:00 PM	0	0	0	1	1	9	22	22	12	0	0	0	0	0	0	0	0	67
11:00 PM	0	0	0	1	1	1	21	29	8	3	0	0	0	0	0	0	0	64
Total	0	4	17	32	75	446	2,031	2,200	678	94	12	5	0	0	0	0	0	5,594
Percent	0.0%	0.1%	0.3%	0.6%	1.3%	8.0%	36.3%	39.3%	12.1%	1.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	40.4	mph	Mean (Average) Speed	40.3	mph
85th Percentile	44.9	mph	10 mph Pace	35.3 - 45.3	mph
95th Percentile	47.8	mph	Percent in Pace	75.49	%

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
Date Range: 2/23/2021 to 2/25/2021
Site Code: 02



Wednesday, February 24, 2021

Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	12	14	2	2	2	0	0	0	0	0	0	0	33
1:00 AM	0	0	0	1	1	3	8	1	2	1	0	0	0	0	0	0	0	17
2:00 AM	0	0	0	0	1	5	15	7	0	0	0	0	0	0	0	0	0	28
3:00 AM	0	0	0	0	2	6	31	4	3	0	0	0	0	0	0	0	0	46
4:00 AM	0	0	0	0	1	25	60	18	5	0	0	0	0	0	0	0	0	109
5:00 AM	0	0	0	1	2	59	130	20	8	0	0	0	0	0	0	0	0	220
6:00 AM	0	0	0	0	12	90	153	46	6	1	0	0	0	0	0	0	0	308
7:00 AM	0	1	1	1	11	84	204	39	3	0	0	0	0	0	0	0	0	344
8:00 AM	0	0	0	0	16	85	163	43	1	1	0	0	0	0	0	0	0	309
9:00 AM	0	0	0	1	4	96	168	24	5	0	0	0	0	0	0	0	0	298
10:00 AM	0	0	0	0	5	49	151	41	6	0	0	0	0	0	0	0	0	252
11:00 AM	0	0	0	1	9	80	160	37	4	0	0	0	0	0	0	0	0	291
12:00 PM	0	0	0	1	10	72	185	58	2	2	0	0	0	0	0	0	0	330
1:00 PM	0	0	0	1	6	76	162	41	5	0	0	0	0	0	0	0	0	291
2:00 PM	0	0	0	0	5	64	213	60	6	0	0	0	0	0	0	0	0	348
3:00 PM	0	1	2	5	6	79	241	60	12	0	0	0	0	0	0	0	0	406
4:00 PM	0	0	0	3	6	77	257	87	6	0	0	0	0	0	0	0	0	436
5:00 PM	0	1	0	1	17	71	260	63	11	1	1	0	0	0	0	0	0	426
6:00 PM	0	0	1	1	1	57	198	45	6	1	0	0	0	0	0	0	0	310
7:00 PM	0	0	0	1	4	52	135	48	5	1	0	0	0	0	0	0	0	246
8:00 PM	0	0	0	0	2	29	98	23	4	0	0	0	0	0	0	0	0	156
9:00 PM	0	0	0	0	1	15	81	30	3	1	0	0	1	0	0	0	0	132
10:00 PM	0	0	0	0	0	15	39	19	4	0	1	0	0	0	0	0	0	78
11:00 PM	0	0	0	0	1	9	24	8	2	1	0	0	0	0	0	0	0	45
Total	0	3	4	18	124	1,210	3,150	824	111	12	2	0	1	0	0	0	0	5,459
Percent	0.0%	0.1%	0.1%	0.3%	2.3%	22.2%	57.7%	15.1%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	37.0	mph	Mean (Average) Speed	37.1	mph
85th Percentile	40.4	mph	10 mph Pace	32.2 - 42.2	mph
95th Percentile	42.9	mph	Percent in Pace	86.1	%

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 02



Wednesday, February 24, 2021
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	3	7	13	7	0	0	0	0	0	0	0	0	30
1:00 AM	0	0	0	0	0	1	6	8	7	1	1	0	0	0	0	0	0	24
2:00 AM	0	0	0	0	0	2	10	7	4	1	2	0	0	0	0	0	0	26
3:00 AM	0	0	0	1	0	1	9	9	6	5	0	0	0	0	0	0	0	31
4:00 AM	0	0	0	0	0	7	14	20	13	2	0	0	0	0	0	0	0	56
5:00 AM	0	0	0	0	1	10	43	32	12	1	0	1	0	0	0	0	0	100
6:00 AM	0	0	0	1	1	16	80	82	16	4	1	0	0	0	0	0	0	201
7:00 AM	0	0	1	6	9	28	117	113	33	5	0	0	0	0	0	0	0	312
8:00 AM	0	0	0	0	7	25	117	121	48	8	3	0	0	0	0	0	0	329
9:00 AM	0	1	1	1	4	26	105	104	21	2	0	0	0	0	0	0	0	265
10:00 AM	0	0	0	0	2	13	128	108	23	5	1	0	0	0	0	0	0	280
11:00 AM	0	0	0	0	2	23	97	144	38	6	1	0	0	0	0	0	0	311
12:00 PM	0	0	2	0	6	28	114	127	53	3	0	0	0	0	0	0	0	333
1:00 PM	0	0	1	0	3	22	165	148	40	3	0	0	0	0	0	0	0	382
2:00 PM	0	0	0	2	8	43	211	156	26	1	0	0	0	0	0	0	0	447
3:00 PM	0	0	0	0	0	34	135	183	64	8	0	0	0	0	0	0	0	424
4:00 PM	0	0	4	5	12	51	233	184	55	10	3	0	0	0	0	0	0	557
5:00 PM	0	0	1	3	6	40	204	189	44	2	1	0	1	0	0	0	0	491
6:00 PM	0	0	4	5	9	35	137	149	25	4	1	0	0	0	0	0	0	369
7:00 PM	0	4	9	4	6	8	57	103	32	2	1	0	0	0	0	0	0	226
8:00 PM	0	0	0	0	1	13	37	66	31	3	0	1	0	0	0	0	0	152
9:00 PM	0	0	0	0	0	7	57	43	23	2	0	0	0	0	0	0	0	132
10:00 PM	0	0	0	1	0	4	26	31	18	4	0	1	0	0	0	0	0	85
11:00 PM	0	0	0	2	2	5	18	22	15	1	1	0	0	0	0	0	0	66
Total	0	5	23	31	79	445	2,127	2,162	654	83	16	3	1	0	0	0	0	5,629
Percent	0.0%	0.1%	0.4%	0.6%	1.4%	7.9%	37.8%	38.4%	11.6%	1.5%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	40.2	mph	Mean (Average) Speed	40.2	mph
85th Percentile	44.7	mph	10 mph Pace	35.6 - 45.6	mph
95th Percentile	47.5	mph	Percent in Pace	76.3	%

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
Date Range: 2/23/2021 to 2/25/2021
Site Code: 02

Thursday, February 25, 2021
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	2	9	9	7	1	0	0	0	0	0	0	0	0	28
1:00 AM	0	0	0	0	1	4	8	9	2	1	0	0	0	0	0	0	0	25
2:00 AM	0	0	0	0	2	4	14	5	0	0	0	0	0	0	0	0	0	25
3:00 AM	0	0	0	0	2	11	18	8	2	0	0	0	0	0	0	0	0	41
4:00 AM	0	0	0	0	2	19	56	28	3	0	0	0	1	0	0	0	0	109
5:00 AM	0	0	0	0	4	40	137	29	7	1	0	0	0	0	0	0	0	218
6:00 AM	0	0	0	0	0	53	176	52	5	0	0	0	0	0	0	0	0	286
7:00 AM	0	0	0	2	5	59	189	44	4	3	0	0	0	0	0	0	0	306
8:00 AM	0	0	0	0	9	88	165	30	3	0	0	0	0	0	0	0	0	295
9:00 AM	0	0	0	1	13	95	104	20	1	0	0	0	0	0	0	0	0	234
10:00 AM	0	0	0	6	28	138	75	9	0	0	0	0	0	0	0	0	0	256
11:00 AM	0	1	0	2	16	87	172	28	7	0	0	0	0	0	0	0	0	313
12:00 PM	0	0	0	4	6	79	186	38	4	0	0	0	0	0	0	0	0	317
1:00 PM	0	0	1	5	11	61	178	55	3	0	0	0	0	0	0	0	0	314
2:00 PM	0	0	0	0	6	75	207	55	4	0	0	0	0	0	0	0	0	347
3:00 PM	0	0	1	0	6	96	235	59	7	1	0	0	0	0	0	0	0	405
4:00 PM	0	0	0	0	3	77	250	66	5	1	0	0	0	0	0	0	0	402
5:00 PM	0	0	0	3	11	78	228	69	8	3	0	0	0	0	0	0	0	400
6:00 PM	0	0	2	1	3	74	202	58	5	0	0	0	0	0	0	0	0	345
7:00 PM	0	0	1	0	5	39	130	48	7	1	0	0	0	0	0	0	0	231
8:00 PM	0	0	0	4	4	25	98	22	6	1	0	0	0	0	0	0	0	160
9:00 PM	0	0	0	0	0	18	70	25	4	1	0	0	0	0	0	0	0	118
10:00 PM	0	0	0	0	2	10	34	17	4	1	0	0	0	0	0	0	0	68
11:00 PM	0	0	0	2	0	11	26	10	3	1	0	0	0	0	0	0	0	53
Total	0	1	5	30	141	1,250	2,967	791	95	15	0	0	1	0	0	0	0	5,296
Percent	0.0%	0.0%	0.1%	0.6%	2.7%	23.6%	56.0%	14.9%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	36.8	mph	Mean (Average) Speed	36.9	mph
85th Percentile	40.4	mph	10 mph Pace	32.0 - 42.0	mph
95th Percentile	43.0	mph	Percent in Pace	84.6	%

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
Date Range: 2/23/2021 to 2/25/2021
Site Code: 02

Thursday, February 25, 2021
Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	1	15	13	2	1	1	1	0	0	0	0	0	34
1:00 AM	0	0	0	0	0	0	3	9	4	0	0	0	0	0	0	0	0	16
2:00 AM	0	0	0	0	0	1	9	6	4	3	1	1	0	0	0	0	0	25
3:00 AM	0	0	0	1	0	1	8	18	3	3	0	0	0	0	0	0	0	34
4:00 AM	0	0	0	0	0	0	20	16	9	3	0	0	0	0	0	0	0	48
5:00 AM	0	0	0	1	1	5	28	54	19	4	1	0	0	0	0	0	0	113
6:00 AM	0	0	1	0	1	12	75	97	36	1	0	0	0	0	0	0	0	223
7:00 AM	1	0	1	3	9	52	132	101	39	4	0	0	0	0	0	0	0	342
8:00 AM	0	0	0	1	0	26	126	133	37	6	0	0	0	0	0	0	0	329
9:00 AM	0	0	0	1	0	11	120	115	43	4	0	0	0	0	0	0	0	294
10:00 AM	0	0	0	1	14	42	91	93	27	8	1	0	0	0	0	0	0	277
11:00 AM	0	0	3	1	1	40	131	126	26	2	1	0	0	0	0	0	0	331
12:00 PM	0	0	0	1	8	36	117	119	34	7	0	0	0	0	0	0	0	322
1:00 PM	0	0	0	2	5	45	156	114	33	8	0	1	0	0	0	0	0	364
2:00 PM	0	0	0	0	7	60	173	132	43	6	1	0	0	0	0	0	0	422
3:00 PM	0	0	0	6	9	33	202	156	44	4	1	0	0	0	0	0	0	455
4:00 PM	0	0	1	7	28	63	189	207	45	5	2	0	0	0	0	0	0	547
5:00 PM	0	0	1	3	13	47	233	177	36	5	0	1	0	0	0	0	0	516
6:00 PM	0	0	0	13	7	26	100	136	45	2	1	0	0	0	0	0	0	330
7:00 PM	0	0	3	1	1	17	67	82	36	8	0	0	0	0	0	0	0	215
8:00 PM	0	0	0	1	0	16	55	57	27	4	0	0	0	0	0	0	0	160
9:00 PM	0	0	0	0	1	13	34	56	21	1	0	0	0	0	0	0	0	126
10:00 PM	0	0	0	0	0	5	25	20	15	2	2	0	0	0	0	0	0	69
11:00 PM	0	0	1	0	0	5	19	23	19	2	2	1	0	0	0	0	0	72
Total	1	0	11	43	105	557	2,128	2,060	647	93	14	5	0	0	0	0	0	5,664
Percent	0.0%	0.0%	0.2%	0.8%	1.9%	9.8%	37.6%	36.4%	11.4%	1.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	39.9	mph	Mean (Average) Speed	39.9	mph
85th Percentile	44.7	mph	10 mph Pace	35.0 - 45.0	mph
95th Percentile	47.8	mph	Percent in Pace	73.85	%

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 02

Total Study Average
Eastbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	1	9	11	6	1	1	0	0	0	0	0	0	0	29
1:00 AM	0	0	0	0	1	3	8	6	1	1	0	0	0	0	0	0	0	20
2:00 AM	0	0	0	0	1	5	13	7	0	0	0	0	0	0	0	0	0	26
3:00 AM	0	0	0	0	2	8	26	6	3	0	0	0	0	0	0	0	0	45
4:00 AM	0	0	0	0	1	19	55	26	4	1	0	0	0	0	0	0	0	106
5:00 AM	0	0	0	0	3	45	127	30	7	1	0	0	0	0	0	0	0	213
6:00 AM	0	0	0	0	5	59	168	54	5	1	0	0	0	0	0	0	0	292
7:00 AM	0	0	0	1	8	70	191	42	4	1	0	0	0	0	0	0	0	317
8:00 AM	0	0	0	0	12	86	157	31	2	1	0	0	0	0	0	0	0	289
9:00 AM	0	0	0	1	7	83	135	28	4	0	0	0	0	0	0	0	0	258
10:00 AM	0	0	0	2	14	90	118	27	3	0	0	0	0	0	0	0	0	254
11:00 AM	0	0	0	2	10	87	169	34	4	0	0	0	0	0	0	0	0	306
12:00 PM	0	0	0	3	9	76	180	49	3	1	0	0	0	0	0	0	0	321
1:00 PM	0	0	0	2	9	68	176	40	5	0	0	0	0	0	0	0	0	300
2:00 PM	0	0	0	1	5	66	201	58	5	0	0	0	0	0	0	0	0	336
3:00 PM	0	0	1	2	8	92	231	54	8	1	0	0	0	0	0	0	0	397
4:00 PM	0	0	0	1	4	85	257	74	6	0	0	0	0	0	0	0	0	427
5:00 PM	0	0	0	1	10	76	243	69	8	1	0	0	0	0	0	0	0	408
6:00 PM	0	0	1	1	2	66	200	50	6	0	0	0	0	0	0	0	0	326
7:00 PM	0	0	1	0	4	38	129	45	6	1	0	0	0	0	0	0	0	224
8:00 PM	0	0	0	1	2	28	92	25	5	0	0	0	0	0	0	0	0	153
9:00 PM	0	0	0	0	2	27	67	22	5	1	0	0	0	0	0	0	0	124
10:00 PM	0	0	0	0	1	16	39	15	3	0	0	0	0	0	0	0	0	74
11:00 PM	0	0	0	1	1	11	25	10	2	1	0	0	0	0	0	0	0	51
Total	0	0	3	19	122	1,213	3,018	808	100	13	0	0	0	0	0	0	0	5,296
Percent	0.0%	0.0%	0.1%	0.4%	2.3%	22.9%	57.0%	15.3%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	36.9	mph	Mean (Average) Speed	37.0	mph
85th Percentile	40.4	mph	10 mph Pace	32.1 - 42.1	mph
95th Percentile	42.9	mph	Percent in Pace	85.5	%

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 02

Total Study Average
 Westbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	2	11	14	6	1	1	0	0	0	0	0	0	35
1:00 AM	0	0	0	0	0	2	7	8	5	1	0	0	0	0	0	0	0	23
2:00 AM	0	0	0	0	0	2	7	6	4	2	1	1	0	0	0	0	0	23
3:00 AM	0	0	0	1	0	2	9	14	4	4	0	0	0	0	0	0	0	34
4:00 AM	0	0	0	0	0	5	16	19	11	3	0	0	0	0	0	0	0	54
5:00 AM	0	0	0	0	1	9	30	46	16	4	0	1	0	0	0	0	0	107
6:00 AM	0	0	0	0	1	14	87	88	25	3	0	0	0	0	0	0	0	218
7:00 AM	0	0	1	4	10	39	115	111	37	5	0	0	0	0	0	0	0	322
8:00 AM	0	0	0	1	5	29	127	125	41	5	2	0	0	0	0	0	0	335
9:00 AM	0	0	0	1	2	17	110	119	38	5	0	0	0	0	0	0	0	292
10:00 AM	0	0	0	1	6	26	102	96	32	7	1	0	0	0	0	0	0	271
11:00 AM	0	0	1	0	2	28	112	130	38	5	1	0	0	0	0	0	0	317
12:00 PM	0	0	1	0	5	29	120	133	46	5	0	0	0	0	0	0	0	339
1:00 PM	0	1	2	3	6	31	152	132	41	6	0	0	0	0	0	0	0	374
2:00 PM	0	0	0	1	6	42	174	155	38	4	0	0	0	0	0	0	0	420
3:00 PM	0	0	0	2	4	37	186	169	48	5	0	0	0	0	0	0	0	451
4:00 PM	0	0	2	6	14	51	205	191	46	6	2	0	0	0	0	0	0	523
5:00 PM	0	0	1	2	9	40	203	194	41	3	0	0	0	0	0	0	0	493
6:00 PM	0	0	3	8	9	32	122	137	36	3	1	0	0	0	0	0	0	351
7:00 PM	0	1	4	2	4	13	67	86	35	5	0	0	0	0	0	0	0	217
8:00 PM	0	0	0	0	0	14	49	66	26	4	0	0	0	0	0	0	0	159
9:00 PM	0	0	0	0	1	11	40	53	18	1	1	0	0	0	0	0	0	125
10:00 PM	0	0	0	1	0	6	24	24	15	2	1	0	0	0	0	0	0	73
11:00 PM	0	0	0	1	1	4	19	25	14	2	1	0	0	0	0	0	0	67
Total	0	2	15	34	86	485	2,094	2,141	661	91	12	2	0	0	0	0	0	5,623
Percent	0.0%	0.0%	0.3%	0.6%	1.5%	8.6%	37.2%	38.1%	11.8%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	40.2	mph	Mean (Average) Speed	40.1	mph
85th Percentile	44.7	mph	10 mph Pace	35.3 - 45.3	mph
95th Percentile	47.6	mph	Percent in Pace	75.1	%

Location: Jovita Blvd BTWN 106th Ave Ct & 107th Ave Ct
 Date Range: 2/23/2021 - 3/1/2021
 Site Code: 02

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	2/23/2021			2/24/2021			2/25/2021			2/26/2021			2/27/2021			2/28/2021			3/1/2021					
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	29	42	71	33	30	63	28	34	62	-	-	-	-	-	-	-	-	-	-	-	-	30	35	65
1:00 AM	22	28	50	17	24	41	25	16	41	-	-	-	-	-	-	-	-	-	-	-	-	21	23	44
2:00 AM	27	16	43	28	26	54	25	25	50	-	-	-	-	-	-	-	-	-	-	-	-	27	22	49
3:00 AM	49	36	85	46	31	77	41	34	75	-	-	-	-	-	-	-	-	-	-	-	-	45	34	79
4:00 AM	103	55	158	109	56	165	109	48	157	-	-	-	-	-	-	-	-	-	-	-	-	107	53	160
5:00 AM	200	112	312	220	100	320	218	113	331	-	-	-	-	-	-	-	-	-	-	-	-	213	108	321
6:00 AM	280	230	510	308	201	509	286	223	509	-	-	-	-	-	-	-	-	-	-	-	-	291	218	509
7:00 AM	308	311	619	344	312	656	306	342	648	-	-	-	-	-	-	-	-	-	-	-	-	319	322	641
8:00 AM	264	347	611	309	329	638	295	329	624	-	-	-	-	-	-	-	-	-	-	-	-	289	335	624
9:00 AM	243	316	559	298	265	563	234	294	528	-	-	-	-	-	-	-	-	-	-	-	-	258	292	550
10:00 AM	254	258	512	252	280	532	256	277	533	-	-	-	-	-	-	-	-	-	-	-	-	254	272	526
11:00 AM	314	309	623	291	311	602	313	331	644	-	-	-	-	-	-	-	-	-	-	-	-	306	317	623
12:00 PM	314	364	678	330	333	663	317	322	639	-	-	-	-	-	-	-	-	-	-	-	-	320	340	660
1:00 PM	297	377	674	291	382	673	314	364	678	-	-	-	-	-	-	-	-	-	-	-	-	301	374	675
2:00 PM	315	390	705	348	447	795	347	422	769	-	-	-	-	-	-	-	-	-	-	-	-	337	420	756
3:00 PM	382	475	857	406	424	830	405	455	860	-	-	-	-	-	-	-	-	-	-	-	-	398	451	849
4:00 PM	443	466	909	436	557	993	402	547	949	-	-	-	-	-	-	-	-	-	-	-	-	427	523	950
5:00 PM	402	476	878	426	491	917	400	516	916	-	-	-	-	-	-	-	-	-	-	-	-	409	494	904
6:00 PM	327	356	683	310	369	679	345	330	675	-	-	-	-	-	-	-	-	-	-	-	-	327	352	679
7:00 PM	194	213	407	246	226	472	231	215	446	-	-	-	-	-	-	-	-	-	-	-	-	224	218	442
8:00 PM	144	169	313	156	152	308	160	160	320	-	-	-	-	-	-	-	-	-	-	-	-	153	160	314
9:00 PM	124	117	241	132	132	264	118	126	244	-	-	-	-	-	-	-	-	-	-	-	-	125	125	250
10:00 PM	79	67	146	78	85	163	68	69	137	-	-	-	-	-	-	-	-	-	-	-	-	75	74	149
11:00 PM	55	64	119	45	66	111	53	72	125	-	-	-	-	-	-	-	-	-	-	-	-	51	67	118
Total	5,169	5,594	10,763	5,459	5,629	11,088	5,296	5,664	10,960	-	-	-	-	-	-	-	-	-	-	-	-	5,308	5,629	10,937
Percent	48%	52%	-	49%	51%	-	48%	52%	-	-	-	-	-	-	-	-	-	-	-	-	-	49%	51%	-

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

Vehicle Classification Report Summary



Location: 106th Ave Ct S-O Jovita Blvd

Count Direction: Northbound / Southbound

Date Range: 2/23/2021 to 2/25/2021

Site Code: 06

	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Study Total														
Northbound	3	158	45	0	45	5	0	0	0	0	0	0	0	256
Percent	1.2%	61.7%	17.6%	0.0%	17.6%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	5	171	52	0	35	5	0	0	0	0	0	0	0	268
Percent	1.9%	63.8%	19.4%	0.0%	13.1%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	8	329	97	0	80	10	0	0	0	0	0	0	0	524
Percent	1.5%	62.8%	18.5%	0.0%	15.3%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

Location: 106th Ave Ct S-O Jovita Blvd
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 06



Tuesday, February 23, 2021
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
5:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	2	2	0	2	0	0	0	0	0	0	0	0	6
8:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
10:00 AM	0	1	0	0	4	1	0	0	0	0	0	0	0	6
11:00 AM	1	3	0	0	5	0	0	0	0	0	0	0	0	9
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
2:00 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
3:00 PM	0	10	1	0	2	0	0	0	0	0	0	0	0	13
4:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
7:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	4
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	2	1	0	1	1	0	0	0	0	0	0	0	5
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	57	15	0	19	2	0	0	0	0	0	0	0	94
Percent	1.1%	60.6%	16.0%	0.0%	20.2%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 106th Ave Ct S-O Jovita Blvd
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 06



Tuesday, February 23, 2021
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
9:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
10:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	6
11:00 AM	1	3	2	0	2	0	0	0	0	0	0	0	0	8
12:00 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
1:00 PM	0	6	0	0	2	0	0	0	0	0	0	0	0	8
2:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
4:00 PM	0	2	1	0	1	1	0	0	0	0	0	0	0	5
5:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
6:00 PM	0	7	1	0	2	0	0	0	0	0	0	0	0	10
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	3	0	0	1	1	0	0	0	0	0	0	0	5
9:00 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	63	18	0	15	2	0	0	0	0	0	0	0	100
Percent	2.0%	63.0%	18.0%	0.0%	15.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 106th Ave Ct S-O Jovita Blvd
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 06



Wednesday, February 24, 2021
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
6:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
8:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
10:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
11:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
12:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
2:00 PM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
3:00 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
4:00 PM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	4	1	0	0	1	0	0	0	0	0	0	0	6
7:00 PM	0	4	0	0	3	0	0	0	0	0	0	0	0	7
8:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	54	18	0	15	2	0	0	0	0	0	0	0	89
Percent	0.0%	60.7%	20.2%	0.0%	16.9%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 106th Ave Ct S-O Jovita Blvd
Date Range: 2/23/2021 to 2/25/2021
Site Code: 06



Wednesday, February 24, 2021
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	2	6	0	1	0	0	0	0	0	0	0	0	9
9:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	3
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
1:00 PM	1	1	0	0	1	0	0	0	0	0	0	0	0	3
2:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
3:00 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
4:00 PM	0	9	3	0	2	0	0	0	0	0	0	0	0	14
5:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
6:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
7:00 PM	0	7	0	0	0	1	0	0	0	0	0	0	0	8
8:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	53	19	0	11	1	0	0	0	0	0	0	0	85
Percent	1.2%	62.4%	22.4%	0.0%	12.9%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 106th Ave Ct S-O Jovita Blvd
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 06



Thursday, February 25, 2021
 Northbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	10
8:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:00 AM	0	0	1	0	3	0	0	0	0	0	0	0	0	4
11:00 AM	2	4	0	0	1	0	0	0	0	0	0	0	0	7
12:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
1:00 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
2:00 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
3:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	47	12	0	11	1	0	0	0	0	0	0	0	73
Percent	2.7%	64.4%	16.4%	0.0%	15.1%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 106th Ave Ct S-O Jovita Blvd
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 06



Thursday, February 25, 2021
 Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	1	7	2	0	0	0	0	0	0	0	0	0	0	10
12:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
1:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
2:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
3:00 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
4:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
5:00 PM	0	2	1	0	2	1	0	0	0	0	0	0	0	6
6:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
7:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
8:00 PM	0	0	1	0	1	1	0	0	0	0	0	0	0	3
9:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	55	15	0	9	2	0	0	0	0	0	0	0	83
Percent	2.4%	66.3%	18.1%	0.0%	10.8%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 106th Ave Ct S-O Jovita Blvd
Date Range: 2/23/2021 to 2/25/2021
Site Code: 06



**Total Study Average
Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
8:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
10:00 AM	0	1	0	0	3	0	0	0	0	0	0	0	0	4
11:00 AM	1	4	1	0	2	0	0	0	0	0	0	0	0	8
12:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
2:00 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
3:00 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
4:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
7:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	53	13	0	14	1	0	0	0	0	0	0	0	82
Percent	1.2%	64.6%	15.9%	0.0%	17.1%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Location: 106th Ave Ct S-O Jovita Blvd
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 06



**Total Study Average
Southbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
9:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
10:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
11:00 AM	1	5	2	0	1	0	0	0	0	0	0	0	0	9
12:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
1:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
2:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
3:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
4:00 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
5:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
6:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:00 PM	0	2	1	0	1	1	0	0	0	0	0	0	0	5
9:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	60	16	0	11	1	0	0	0	0	0	0	0	90
Percent	2.2%	66.7%	17.8%	0.0%	12.2%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Location: 106th Ave Ct S-O Jovita Blvd
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 06



**3-Day (Tuesday - Thursday) Average
 Northbound**

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
8:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
10:00 AM	0	1	0	0	3	0	0	0	0	0	0	0	0	4
11:00 AM	1	4	1	0	2	0	0	0	0	0	0	0	0	8
12:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
2:00 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
3:00 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
4:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
7:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	53	13	0	14	1	0	0	0	0	0	0	0	82
Percent	1.2%	64.6%	15.9%	0.0%	17.1%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Location: 106th Ave Ct S-O Jovita Blvd
Date Range: 2/23/2021 to 2/25/2021
Site Code: 06



3-Day (Tuesday - Thursday) Average
Southbound

Time	FHWA Vehicle Classification													Total Volume
	1	2	3	4	5	6	7	8	9	10	11	12	13	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
9:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
10:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
11:00 AM	1	5	2	0	1	0	0	0	0	0	0	0	0	9
12:00 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
1:00 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
2:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
3:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
4:00 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
5:00 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
6:00 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:00 PM	0	2	1	0	1	1	0	0	0	0	0	0	0	5
9:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	60	16	0	11	1	0	0	0	0	0	0	0	90
Percent	2.2%	66.7%	17.8%	0.0%	12.2%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Vehicle Speed Report Summary

Location: 106th Ave Ct S-O Jovita Blvd

Count Direction: Northbound / Southbound

Date Range: 2/23/2021 to 2/25/2021

Site Code: 06

	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
Study Total																		
Northbound	9	29	104	92	19	3	0	0	0	0	0	0	0	0	0	0	0	256
Percent	3.5%	11.3%	40.6%	35.9%	7.4%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Southbound	16	46	123	66	16	1	0	0	0	0	0	0	0	0	0	0	0	268
Percent	6.0%	17.2%	45.9%	24.6%	6.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%
Total	25	75	227	158	35	4	0	0	0	0	0	0	0	0	0	0	0	524
Percent	4.8%	14.3%	43.3%	30.2%	6.7%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Total Study Percentile Speed Summary				Total Study Speed Statistics			
Northbound				Northbound			
50th Percentile (Median)	19.5	mph		Mean (Average) Speed	19.4	mph	
85th Percentile	23.8	mph		10 mph Pace	14.5 - 24.5	mph	
95th Percentile	27.0	mph		Percent in Pace	77.7	%	
Southbound				Southbound			
50th Percentile (Median)	18.0	mph		Mean (Average) Speed	17.9	mph	
85th Percentile	22.7	mph		10 mph Pace	13.0 - 23.0	mph	
95th Percentile	25.4	mph		Percent in Pace	74.3	%	

Location: 106th Ave Ct S-O Jovita Blvd
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 06



Tuesday, February 23, 2021
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 AM	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00 AM	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
12:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00 PM	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00 PM	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11
3:00 PM	1	2	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13
4:00 PM	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 PM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:00 PM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	44	36	4	0	0	0	0	0	0	0	0	0	0	0	0	94
Percent	5.3%	5.3%	46.8%	38.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.4	mph	Mean (Average) Speed	19.0	mph
85th Percentile	22.6	mph	10 mph Pace	15.1 - 25.1	mph
95th Percentile	25.0	mph	Percent in Pace	85.1	%

Location: 106th Ave Ct S-O Jovita Blvd
Date Range: 2/23/2021 to 2/25/2021
Site Code: 06

Tuesday, February 23, 2021

Southbound

Time	Speed Range (mph)																	Total
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	Volume
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:00 AM	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
9:00 AM	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
11:00 AM	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
12:00 PM	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:00 PM	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
2:00 PM	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
3:00 PM	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:00 PM	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	1	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
6:00 PM	0	1	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	10
7:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
9:00 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	18	46	24	5	0	0	0	0	0	0	0	0	0	0	0	0	100
Percent	7.0%	18.0%	46.0%	24.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	17.8	mph	Mean (Average) Speed	17.6	mph
85th Percentile	22.4	mph	10 mph Pace	13.0 - 23.0	mph
95th Percentile	25.2	mph	Percent in Pace	77	%

Location: 106th Ave Ct S-O Jovita Blvd
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 06



Wednesday, February 24, 2021
 Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	5
10:00 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00 AM	0	0	2	6	0	1	0	0	0	0	0	0	0	0	0	0	0	9
12:00 PM	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1:00 PM	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2:00 PM	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
3:00 PM	0	0	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	11
4:00 PM	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	1	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	6
7:00 PM	1	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	7
8:00 PM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	13	30	33	7	3	0	0	0	0	0	0	0	0	0	0	0	89
Percent	3.4%	14.6%	33.7%	37.1%	7.9%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.5	mph	Mean (Average) Speed	19.7	mph
85th Percentile	24.3	mph	10 mph Pace	14.7 - 24.7	mph
95th Percentile	28.2	mph	Percent in Pace	76.4	%

Location: 106th Ave Ct S-O Jovita Blvd
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 06



Wednesday, February 24, 2021
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	3	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9
9:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
12:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00 PM	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	8
3:00 PM	0	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
4:00 PM	0	3	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14
5:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
7:00 PM	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	12	44	19	5	1	0	0	0	0	0	0	0	0	0	0	0	85
Percent	4.7%	14.1%	51.8%	22.4%	5.9%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	18.2	mph	Mean (Average) Speed	18.3	mph
85th Percentile	22.3	mph	10 mph Pace	12.9 - 22.9	mph
95th Percentile	26.6	mph	Percent in Pace	80	%

Location: 106th Ave Ct S-O Jovita Blvd
Date Range: 2/23/2021 to 2/25/2021
Site Code: 06



Thursday, February 25, 2021
Northbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:00 AM	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
10:00 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7
12:00 PM	1	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
1:00 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
3:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	11	30	23	8	0	0	0	0	0	0	0	0	0	0	0	0	73
Percent	1.4%	15.1%	41.1%	31.5%	11.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	19.6	mph	Mean (Average) Speed	19.4	mph
85th Percentile	24.3	mph	10 mph Pace	14.3 - 24.3	mph
95th Percentile	27.3	mph	Percent in Pace	72.6	%

Location: 106th Ave Ct S-O Jovita Blvd
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 06



Thursday, February 25, 2021
 Southbound

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 AM	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
12:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:00 PM	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00 PM	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	8
3:00 PM	1	1	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10
4:00 PM	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:00 PM	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:00 PM	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00 PM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
9:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	16	33	23	6	0	0	0	0	0	0	0	0	0	0	0	0	83
Percent	6.0%	19.3%	39.8%	27.7%	7.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily Percentile Speed Summary			Speed Statistics		
50th Percentile (Median)	17.8	mph	Mean (Average) Speed	17.8	mph
85th Percentile	23.3	mph	10 mph Pace	14.4 - 24.4	mph
95th Percentile	25.5	mph	Percent in Pace	69.88	%

Location: 106th Ave Ct S-O Jovita Blvd
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 06



**Total Study Average
Northbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:00 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 AM	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00 AM	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
12:00 PM	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00 PM	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	8
3:00 PM	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9
4:00 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:00 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	9	33	31	4	0	0	0	0	0	0	0	0	0	0	0	0	78
Percent	1.3%	11.5%	42.3%	39.7%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	19.5	mph	Mean (Average) Speed	19.4	mph
85th Percentile	23.8	mph	10 mph Pace	14.5 - 24.5	mph
95th Percentile	27.0	mph	Percent in Pace	77.7	%

Location: 106th Ave Ct S-O Jovita Blvd
 Date Range: 2/23/2021 to 2/25/2021
 Site Code: 06



**Total Study Average
Southbound**

Time	Speed Range (mph)																	Total Volume
	0 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 +	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00 AM	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
12:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:00 PM	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00 PM	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	8
3:00 PM	0	1	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
4:00 PM	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00 PM	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 PM	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8
7:00 PM	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00 PM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	16	39	21	4	0	0	0	0	0	0	0	0	0	0	0	0	84
Percent	4.8%	19.0%	46.4%	25.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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

Total Study Percentile Speed Summary			Total Study Speed Statistics		
50th Percentile (Median)	18.0	mph	Mean (Average) Speed	17.9	mph
85th Percentile	22.7	mph	10 mph Pace	13.0 - 23.0	mph
95th Percentile	25.4	mph	Percent in Pace	74.3	%

Location: 106th Ave Ct S-O Jovita Blvd
 Date Range: 2/23/2021 - 3/1/2021
 Site Code: 06

Time	Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Mid-Week Average		
	2/23/2021			2/24/2021			2/25/2021			2/26/2021			2/27/2021			2/28/2021			3/1/2021					
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
1:00 AM	0	1	1	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	0	0	0	1	0	1	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	2	2	4	2	1	3	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	1	1	3
5:00 AM	5	4	9	3	1	4	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	4	2	6
6:00 AM	0	0	0	2	1	3	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1
7:00 AM	6	6	12	4	2	6	10	4	14	-	-	-	-	-	-	-	-	-	-	-	-	7	4	11
8:00 AM	6	8	14	5	9	14	5	6	11	-	-	-	-	-	-	-	-	-	-	-	-	5	8	13
9:00 AM	4	5	9	5	3	8	5	1	6	-	-	-	-	-	-	-	-	-	-	-	-	5	3	8
10:00 AM	6	6	12	3	1	4	4	2	6	-	-	-	-	-	-	-	-	-	-	-	-	4	3	7
11:00 AM	9	8	17	9	6	15	7	10	17	-	-	-	-	-	-	-	-	-	-	-	-	8	8	16
12:00 PM	2	5	7	6	4	10	6	5	11	-	-	-	-	-	-	-	-	-	-	-	-	5	5	9
1:00 PM	5	8	13	6	3	9	3	5	8	-	-	-	-	-	-	-	-	-	-	-	-	5	5	10
2:00 PM	11	6	17	7	8	15	7	8	15	-	-	-	-	-	-	-	-	-	-	-	-	8	7	16
3:00 PM	13	7	20	11	8	19	3	10	13	-	-	-	-	-	-	-	-	-	-	-	-	9	8	17
4:00 PM	5	5	10	5	14	19	3	6	9	-	-	-	-	-	-	-	-	-	-	-	-	4	8	13
5:00 PM	4	9	13	3	3	6	5	6	11	-	-	-	-	-	-	-	-	-	-	-	-	4	6	10
6:00 PM	6	10	16	6	6	12	2	7	9	-	-	-	-	-	-	-	-	-	-	-	-	5	8	12
7:00 PM	4	1	5	7	8	15	1	5	6	-	-	-	-	-	-	-	-	-	-	-	-	4	5	9
8:00 PM	1	5	6	4	3	7	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-	3	4	6
9:00 PM	5	4	9	0	3	3	4	2	6	-	-	-	-	-	-	-	-	-	-	-	-	3	3	6
10:00 PM	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
11:00 PM	0	0	0	0	1	1	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
Total	94	100	194	89	85	174	73	83	156	-	-	-	-	-	-	-	-	-	-	-	-	85	89	175
Percent	48%	52%	-	51%	49%	-	47%	53%	-	-	-	-	-	-	-	-	-	-	-	-	-	49%	51%	-

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

Appendix C: LOS Definitions

Highway Capacity Manual 2010/6th Edition

Signalized intersection level of service (LOS) is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control as well as provides a surrogate measure for driver discomfort and fuel consumption. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday PM peak hour). Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Table 1 summarizes the LOS criteria for signalized intersections, as described in the *Highway Capacity Manual 2010* and 6th Edition (Transportation Research Board, 2010 and 2016, respectively).

Table 1. Level of Service Criteria for Signalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)	General Description
A	≤10	Free Flow
B	>10 – 20	Stable Flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F ¹	>80	Forced flow (congested and queues fail to clear)

Source: *Highway Capacity Manual 2010 and 6th Edition*, Transportation Research Board, 2010 and 2016, respectively.

1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop and two-way stop control. All-way stop control intersection LOS is expressed in terms of the weighted average control delay of the overall intersection or by approach. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is because major-street through vehicles are assumed to experience zero delay, a weighted average of all movements results in very low overall average delay, and this calculated low delay could mask deficiencies of minor movements. Table 2 shows LOS criteria for unsignalized intersections.

Table 2. Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F ¹	>50

Source: *Highway Capacity Manual 2010 and 6th Edition*, Transportation Research Board, 2010 and 2016, respectively.

1. If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned an individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay.

Appendix D: LOS Worksheets



MOVEMENT SUMMARY

Site: 1 [Jovita Blvd / Emerald St - Existing AM]

Jovita Boulevard & Emerald Street
Site Category: Existing AM Peak Hour
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Jovita Blvd												
3u	U	1	2.0	0.207	13.3	LOS B	1.1	26.9	0.34	0.48	0.34	37.7
3	L2	22	2.0	0.207	10.8	LOS B	1.1	26.9	0.34	0.48	0.34	36.7
8	T1	201	2.0	0.207	5.0	LOS A	1.1	26.9	0.34	0.48	0.34	36.6
Approach		224	2.0	0.207	5.6	LOS A	1.1	26.9	0.34	0.48	0.34	36.6
North: Jovita Blvd												
7u	U	1	3.0	0.327	12.6	LOS B	2.1	53.4	0.15	0.43	0.15	39.0
4	T1	22	3.0	0.327	4.2	LOS A	2.1	53.4	0.15	0.43	0.15	37.8
14	R2	370	3.0	0.327	4.1	LOS A	2.1	53.4	0.15	0.43	0.15	36.6
Approach		392	3.0	0.327	4.1	LOS A	2.1	53.4	0.15	0.43	0.15	36.6
West: Emerald St												
5u	U	1	0.0	0.139	12.5	LOS B	0.7	16.9	0.12	0.61	0.12	36.1
5	L2	150	0.0	0.139	10.0	LOS A	0.7	16.9	0.12	0.61	0.12	35.2
12	R2	21	0.0	0.139	4.0	LOS A	0.7	16.9	0.12	0.61	0.12	34.1
Approach		172	0.0	0.139	9.3	LOS A	0.7	16.9	0.12	0.61	0.12	35.1
All Vehicles		788	2.1	0.327	5.6	LOS A	2.1	53.4	0.20	0.48	0.20	36.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: M:\18\1.18149.00 - 2018 City of Edgewood On-Call\Task 18 - Jovita Blvd Corridor Study\Traffic Analysis\Traffic Operations\Sidra\Jovita & Emerald.sip8

HCM 6th Signalized Intersection Summary

2: 114th Ave E & Jovita Blvd E

Jovita Boulevard Corridor Study

Existing (2021) Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	305	5	50	280	55	5	40	90	70	25	40
Future Volume (veh/h)	20	305	5	50	280	55	5	40	90	70	25	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	21	314	5	52	289	0	5	41	93	72	26	41
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	4	4	4	2	2	2	3	3	3
Cap, veh/h	639	1108	18	610	1120		433	157	356	369	200	315
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.00	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1082	1821	29	1044	1841	0	1334	509	1154	1246	649	1023
Grp Volume(v), veh/h	21	0	319	52	289	0	5	0	134	72	0	67
Grp Sat Flow(s),veh/h/ln	1082	0	1850	1044	1841	0	1334	0	1663	1246	0	1671
Q Serve(g_s), s	1.1	0.0	9.8	3.0	8.8	0.0	0.3	0.0	7.3	5.5	0.0	3.5
Cycle Q Clear(g_c), s	9.9	0.0	9.8	12.8	8.8	0.0	3.8	0.0	7.3	12.8	0.0	3.5
Prop In Lane	1.00		0.02	1.00		0.00	1.00		0.69	1.00		0.61
Lane Grp Cap(c), veh/h	639	0	1126	610	1120		433	0	513	369	0	515
V/C Ratio(X)	0.03	0.00	0.28	0.09	0.26		0.01	0.00	0.26	0.20	0.00	0.13
Avail Cap(c_a), veh/h	639	0	1126	610	1120		433	0	513	369	0	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	11.1	14.1	10.9	0.0	31.3	0.0	31.2	36.0	0.0	29.9
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.3	0.6	0.0	0.0	0.0	1.2	1.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	4.1	0.8	3.7	0.0	0.1	0.0	3.1	1.8	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	11.8	14.4	11.5	0.0	31.3	0.0	32.5	37.2	0.0	30.4
LnGrp LOS	B	A	B	B	B		C	A	C	D	A	C
Approach Vol, veh/h	340			341			139			139		
Approach Delay, s/veh	11.8			11.9			32.4			33.9		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	78.0			42.0			78.0			42.0		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	73.0			37.0			73.0			37.0		
Max Q Clear Time (g_c+I1), s	11.9			14.8			14.8			9.3		
Green Ext Time (p_c), s	2.2			0.5			2.2			0.8		

Intersection Summary

HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis

3: Jovita Blvd E & W Valley Hwy

Jovita Boulevard Corridor Study
Existing (2021) Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	330	45	20	330	65	25	160	20	30	20	25
Future Volume (vph)	70	330	45	20	330	65	25	160	20	30	20	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6		6.6	6.6			6.6			6.6	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	0.98			0.99			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1752	1811		1719	1765			1742			1560	
Flt Permitted	0.12	1.00		0.18	1.00			0.95			0.68	
Satd. Flow (perm)	226	1811		321	1765			1666			1086	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	78	367	50	22	367	72	28	178	22	33	22	28
RTOR Reduction (vph)	0	4	0	0	6	0	0	3	0	0	15	0
Lane Group Flow (vph)	78	413	0	22	433	0	0	225	0	0	68	0
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	7%	7%	7%	14%	14%	14%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		13	36			4			4	
Permitted Phases	2			36			4			4		
Actuated Green, G (s)	49.3	32.7		67.3	60.2			23.0			23.0	
Effective Green, g (s)	49.3	32.7		67.3	60.2			23.0			23.0	
Actuated g/C Ratio	0.41	0.27		0.56	0.50			0.19			0.19	
Clearance Time (s)	6.6	6.6						6.6			6.6	
Vehicle Extension (s)	2.5	2.8						3.0			3.0	
Lane Grp Cap (vph)	304	495		618	888			320			208	
v/s Ratio Prot	c0.04	c0.23		0.01	c0.25							
v/s Ratio Perm	0.07			0.01				c0.13			0.06	
v/c Ratio	0.26	0.84		0.04	0.49			0.70			0.33	
Uniform Delay, d1	42.7	40.9		13.2	19.5			45.1			41.6	
Progression Factor	1.00	1.00		0.32	0.31			1.00			1.00	
Incremental Delay, d2	0.3	11.5		0.0	0.4			6.8			0.9	
Delay (s)	43.0	52.4		4.2	6.3			51.9			42.6	
Level of Service	D	D		A	A			D			D	
Approach Delay (s)		50.9			6.2			51.9			42.6	
Approach LOS		D			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			34.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			119.6			Sum of lost time (s)			26.4			
Intersection Capacity Utilization			53.2%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Jovita Blvd E/8th St & SR 167 SB Ramp

Jovita Boulevard Corridor Study

Existing (2021) Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶		↶	↶						↶	↶
Traffic Volume (vph)	0	290	95	155	310	0	0	0	0	285	5	115
Future Volume (vph)	0	290	95	155	310	0	0	0	0	285	5	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.6		6.6	6.6						6.6	6.6
Lane Util. Factor		1.00		1.00	1.00						1.00	1.00
Frt		0.97		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		1717		1641	1727						1603	1429
Flt Permitted		1.00		0.32	1.00						0.95	1.00
Satd. Flow (perm)		1717		561	1727						1603	1429
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	299	98	160	320	0	0	0	0	294	5	119
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	0	95
Lane Group Flow (vph)	0	387	0	160	320	0	0	0	0	0	299	24
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	0%	0%	0%	13%	13%	13%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		2 4		1	6						3	
Permitted Phases				6						3		3
Actuated Green, G (s)		55.7		43.5	29.8						23.8	23.8
Effective Green, g (s)		55.7		43.5	29.8						23.8	23.8
Actuated g/C Ratio		0.47		0.36	0.25						0.20	0.20
Clearance Time (s)				6.6	6.6						6.6	6.6
Vehicle Extension (s)				2.5	2.8						2.5	2.5
Lane Grp Cap (vph)		799		327	430						318	284
v/s Ratio Prot		c0.23		c0.06	c0.19							
v/s Ratio Perm				0.12							0.19	0.02
v/c Ratio		0.48		0.49	0.74						0.94	0.08
Uniform Delay, d1		22.0		38.9	41.4						47.2	39.0
Progression Factor		0.11		1.00	1.00						1.00	1.00
Incremental Delay, d2		0.3		1.0	6.7						37.3	0.6
Delay (s)		2.8		39.9	48.1						84.5	39.6
Level of Service		A		D	D						F	D
Approach Delay (s)		2.8			45.4			0.0			71.7	
Approach LOS		A			D			A			E	
Intersection Summary												
HCM 2000 Control Delay			40.8			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			119.6			Sum of lost time (s)			26.4			
Intersection Capacity Utilization			62.2%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

MOVEMENT SUMMARY

Site: 1 [Jovita Blvd / Emerald St - Existing PM]

Jovita Boulevard & Emerald Street
Site Category: Existing PM Peak Hour
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Jovita Blvd												
3u	U	5	2.0	0.252	14.1	LOS B	1.4	34.5	0.47	0.56	0.47	37.2
3	L2	15	2.0	0.252	11.6	LOS B	1.4	34.5	0.47	0.56	0.47	36.3
8	T1	227	2.0	0.252	5.8	LOS A	1.4	34.5	0.47	0.56	0.47	36.1
Approach		247	2.0	0.252	6.3	LOS A	1.4	34.5	0.47	0.56	0.47	36.2
North: Jovita Blvd												
7u	U	5	1.0	0.431	12.6	LOS B	3.2	80.9	0.18	0.43	0.18	39.0
4	T1	36	1.0	0.431	4.3	LOS A	3.2	80.9	0.18	0.43	0.18	37.7
14	R2	485	1.0	0.431	4.1	LOS A	3.2	80.9	0.18	0.43	0.18	36.5
Approach		526	1.0	0.431	4.2	LOS A	3.2	80.9	0.18	0.43	0.18	36.6
West: Emerald St												
5u	U	5	0.0	0.243	12.6	LOS B	1.3	33.0	0.19	0.61	0.19	35.9
5	L2	258	0.0	0.243	10.1	LOS B	1.3	33.0	0.19	0.61	0.19	35.0
12	R2	31	0.0	0.243	4.1	LOS A	1.3	33.0	0.19	0.61	0.19	33.8
Approach		294	0.0	0.243	9.5	LOS A	1.3	33.0	0.19	0.61	0.19	34.9
All Vehicles		1067	1.0	0.431	6.1	LOS A	3.2	80.9	0.25	0.51	0.25	36.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: THE TRANSPO GROUP | Processed: Wednesday, July 14, 2021 11:16:50 AM

Project: M:\18\1.18149.00 - 2018 City of Edgewood On-Call\Task 18 - Jovita Blvd Corridor Study\Traffic Analysis\Traffic Operations\Sidra\Jovita & Emerald.sip8

HCM 6th Signalized Intersection Summary

2: 114th Ave E & Jovita Blvd E

Jovita Boulevard Corridor Study
Existing (2021) Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	390	15	125	460	85	5	50	60	225	180	60
Future Volume (veh/h)	45	390	15	125	460	85	5	50	60	225	180	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	49	424	16	136	500	0	5	54	65	245	196	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	0	0	0
Cap, veh/h	329	872	33	371	911		441	337	406	565	591	196
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.00	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	905	1805	68	957	1885	0	1127	778	936	1291	1365	453
Grp Volume(v), veh/h	49	0	440	136	500	0	5	0	119	245	0	261
Grp Sat Flow(s),veh/h/ln	905	0	1873	957	1885	0	1127	0	1714	1291	0	1817
Q Serve(g_s), s	4.8	0.0	19.0	13.4	22.4	0.0	0.4	0.0	5.1	17.1	0.0	11.4
Cycle Q Clear(g_c), s	27.2	0.0	19.0	32.5	22.4	0.0	11.8	0.0	5.1	22.2	0.0	11.4
Prop In Lane	1.00		0.04	1.00		0.00	1.00		0.55	1.00		0.25
Lane Grp Cap(c), veh/h	329	0	905	371	911		441	0	743	565	0	787
V/C Ratio(X)	0.15	0.00	0.49	0.37	0.55		0.01	0.00	0.16	0.43	0.00	0.33
Avail Cap(c_a), veh/h	329	0	905	371	911		441	0	743	565	0	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.4	0.0	20.9	31.9	21.8	0.0	26.4	0.0	20.7	27.5	0.0	22.5
Incr Delay (d2), s/veh	1.0	0.0	1.9	2.8	2.4	0.0	0.0	0.0	0.5	2.4	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	8.7	3.4	10.4	0.0	0.1	0.0	2.1	5.6	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	0.0	22.8	34.7	24.2	0.0	26.4	0.0	21.2	29.9	0.0	23.6
LnGrp LOS	C	A	C	C	C		C	A	C	C	A	C
Approach Vol, veh/h	489			636			124			506		
Approach Delay, s/veh	23.8			26.4			21.4			26.7		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	63.0			57.0			63.0			57.0		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	58.0			52.0			58.0			52.0		
Max Q Clear Time (g_c+I1), s	29.2			24.2			34.5			13.8		
Green Ext Time (p_c), s	3.3			2.5			4.1			0.7		
Intersection Summary												
HCM 6th Ctrl Delay	25.4											
HCM 6th LOS	C											

HCM Signalized Intersection Capacity Analysis

3: Jovita Blvd E & W Valley Hwy

Jovita Boulevard Corridor Study
Existing (2021) Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	390	145	245	555	15	45	30	30	40	315	60
Future Volume (vph)	45	390	145	245	555	15	45	30	30	40	315	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6		6.6	6.6			6.6			6.6	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.96		1.00	1.00			0.96			0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1787	1805		1719	1803			1720			1800	
Flt Permitted	0.10	1.00		0.10	1.00			0.47			0.96	
Satd. Flow (perm)	186	1805		187	1803			833			1730	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	46	398	148	250	566	15	46	31	31	41	321	61
RTOR Reduction (vph)	0	10	0	0	1	0	0	11	0	0	5	0
Lane Group Flow (vph)	46	536	0	250	580	0	0	97	0	0	418	0
Heavy Vehicles (%)	1%	1%	1%	5%	5%	5%	4%	4%	4%	3%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1 3	3 6			4			4	
Permitted Phases	2			3 6			4			4		
Actuated Green, G (s)	46.2	40.4		85.1	79.3			34.4			34.4	
Effective Green, g (s)	46.2	40.4		85.1	79.3			34.4			34.4	
Actuated g/C Ratio	0.33	0.29		0.61	0.57			0.25			0.25	
Clearance Time (s)	6.6	6.6						6.6			6.6	
Vehicle Extension (s)	2.5	2.8						3.0			3.0	
Lane Grp Cap (vph)	128	523		533	1026			205			427	
v/s Ratio Prot	0.01	c0.30		c0.13	c0.32							
v/s Ratio Perm	0.10			0.16				0.12			c0.24	
v/c Ratio	0.36	1.02		0.47	0.57			0.48			0.98	
Uniform Delay, d1	61.7	49.5		24.4	19.1			44.8			52.1	
Progression Factor	1.00	1.00		1.25	0.38			1.00			1.00	
Incremental Delay, d2	1.3	45.9		0.4	0.5			1.7			38.2	
Delay (s)	63.0	95.3		31.0	7.6			46.5			90.3	
Level of Service	E	F		C	A			D			F	
Approach Delay (s)		92.8			14.7			46.5			90.3	
Approach LOS		F			B			D			F	
Intersection Summary												
HCM 2000 Control Delay			56.5			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			139.3			Sum of lost time (s)			26.4			
Intersection Capacity Utilization			82.4%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Jovita Blvd E/8th St & SR 167 SB Ramp

Jovita Boulevard Corridor Study
Existing (2021) Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	415	35	110	470	0	0	0	0	255	5	385
Future Volume (vph)	0	415	35	110	470	0	0	0	0	255	5	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.6		6.6	6.6						6.6	6.6
Lane Util. Factor		1.00		1.00	1.00						1.00	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.99		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		1822		1752	1845						1617	1442
Flt Permitted		1.00		0.33	1.00						0.95	1.00
Satd. Flow (perm)		1822		608	1845						1617	1442
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	428	36	113	485	0	0	0	0	263	5	397
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	330
Lane Group Flow (vph)	0	462	0	113	485	0	0	0	0	0	268	67
Confl. Peds. (#/hr)	1		1	1		1						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	12%	12%	12%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		2 4		1	6						3	
Permitted Phases				6						3		3
Actuated Green, G (s)		74.8		61.7	49.3						23.4	23.4
Effective Green, g (s)		74.8		61.7	49.3						23.4	23.4
Actuated g/C Ratio		0.54		0.44	0.35						0.17	0.17
Clearance Time (s)				6.6	6.6						6.6	6.6
Vehicle Extension (s)				2.5	2.8						2.5	2.5
Lane Grp Cap (vph)		978		390	652						271	242
v/s Ratio Prot		c0.25		c0.03	c0.26							
v/s Ratio Perm				0.10							0.17	0.05
v/c Ratio		0.47		0.29	0.74						0.99	0.28
Uniform Delay, d1		20.0		35.7	39.5						57.8	50.6
Progression Factor		0.21		1.00	1.00						1.00	1.00
Incremental Delay, d2		0.1		0.4	4.5						51.9	2.8
Delay (s)		4.4		36.1	44.0						109.8	53.4
Level of Service		A		D	D						F	D
Approach Delay (s)		4.4			42.5			0.0			76.1	
Approach LOS		A			D			A			E	
Intersection Summary												
HCM 2000 Control Delay			45.2			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			139.3			Sum of lost time (s)			26.4			
Intersection Capacity Utilization			61.0%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

MOVEMENT SUMMARY

Site: 1 [Jovita Blvd / Emerald St - Future AM]

Jovita Boulevard & Emerald Street
Site Category: Existing AM Peak Hour
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Jovita Blvd												
3u	U	1	2.0	0.254	13.5	LOS B	1.4	34.5	0.39	0.51	0.39	37.5
3	L2	27	2.0	0.254	11.0	LOS B	1.4	34.5	0.39	0.51	0.39	36.5
8	T1	239	2.0	0.254	5.2	LOS A	1.4	34.5	0.39	0.51	0.39	36.4
Approach		267	2.0	0.254	5.8	LOS A	1.4	34.5	0.39	0.51	0.39	36.4
North: Jovita Blvd												
7u	U	1	3.0	0.393	12.6	LOS B	2.8	70.7	0.19	0.43	0.19	38.9
4	T1	27	3.0	0.393	4.3	LOS A	2.8	70.7	0.19	0.43	0.19	37.7
14	R2	440	3.0	0.393	4.1	LOS A	2.8	70.7	0.19	0.43	0.19	36.4
Approach		468	3.0	0.393	4.2	LOS A	2.8	70.7	0.19	0.43	0.19	36.5
West: Emerald St												
5u	U	1	0.0	0.164	12.5	LOS B	0.8	20.8	0.14	0.61	0.14	36.1
5	L2	179	0.0	0.164	10.0	LOS B	0.8	20.8	0.14	0.61	0.14	35.2
12	R2	22	0.0	0.164	4.0	LOS A	0.8	20.8	0.14	0.61	0.14	34.0
Approach		202	0.0	0.164	9.4	LOS A	0.8	20.8	0.14	0.61	0.14	35.0
All Vehicles		938	2.1	0.393	5.8	LOS A	2.8	70.7	0.24	0.49	0.24	36.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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HCM 6th Signalized Intersection Summary

2: 114th Ave E & Jovita Blvd E

Jovita Boulevard Corridor Study
Future (2027) Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	345	5	55	315	60	5	45	100	120	40	70
Future Volume (veh/h)	25	345	5	55	315	60	5	45	100	120	40	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	26	356	5	57	325	0	5	46	103	124	41	72
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	4	4	4	2	2	2	3	3	3
Cap, veh/h	609	1110	16	576	1120		390	158	355	355	186	327
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.00	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1046	1825	26	1004	1841	0	1280	514	1150	1229	604	1061
Grp Volume(v), veh/h	26	0	361	57	325	0	5	0	149	124	0	113
Grp Sat Flow(s),veh/h/ln	1046	0	1851	1004	1841	0	1280	0	1663	1229	0	1665
Q Serve(g_s), s	1.5	0.0	11.4	3.5	10.1	0.0	0.3	0.0	8.2	10.2	0.0	6.0
Cycle Q Clear(g_c), s	11.5	0.0	11.4	14.9	10.1	0.0	6.4	0.0	8.2	18.4	0.0	6.0
Prop In Lane	1.00		0.01	1.00		0.00	1.00		0.69	1.00		0.64
Lane Grp Cap(c), veh/h	609	0	1126	576	1120		390	0	513	355	0	513
V/C Ratio(X)	0.04	0.00	0.32	0.10	0.29		0.01	0.00	0.29	0.35	0.00	0.22
Avail Cap(c_a), veh/h	609	0	1126	576	1120		390	0	513	355	0	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	11.4	15.1	11.2	0.0	33.2	0.0	31.5	38.5	0.0	30.8
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.3	0.7	0.0	0.1	0.0	1.4	2.7	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.8	0.9	4.2	0.0	0.1	0.0	3.5	3.4	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	0.0	12.2	15.4	11.8	0.0	33.2	0.0	33.0	41.2	0.0	31.8
LnGrp LOS	B	A	B	B	B		C	A	C	D	A	C
Approach Vol, veh/h	387			382			154			237		
Approach Delay, s/veh	12.3			12.4			33.0			36.7		
Approach LOS	B			B			C			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	78.0			42.0			78.0			42.0		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	73.0			37.0			73.0			37.0		
Max Q Clear Time (g_c+I1), s	13.5			20.4			16.9			10.2		
Green Ext Time (p_c), s	2.6			0.9			2.5			0.9		
Intersection Summary												
HCM 6th Ctrl Delay	20.1											
HCM 6th LOS	C											

HCM Signalized Intersection Capacity Analysis

3: Jovita Blvd E & W Valley Hwy

Jovita Boulevard Corridor Study
Future (2027) Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	350	50	20	350	70	25	170	20	30	20	25
Future Volume (vph)	75	350	50	20	350	70	25	170	20	30	20	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6		6.6	6.6			6.6			6.6	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	0.97			0.99			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1752	1810		1719	1764			1743			1560	
Flt Permitted	0.12	1.00		0.15	1.00			0.95			0.67	
Satd. Flow (perm)	213	1810		279	1764			1672			1065	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	83	389	56	22	389	78	28	189	22	33	22	28
RTOR Reduction (vph)	0	4	0	0	6	0	0	3	0	0	14	0
Lane Group Flow (vph)	83	441	0	22	461	0	0	236	0	0	69	0
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	7%	7%	7%	14%	14%	14%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		13	36			4			4	
Permitted Phases	2			36			4			4		
Actuated Green, G (s)	50.9	34.6		69.2	62.2			23.9			23.9	
Effective Green, g (s)	50.9	34.6		69.2	62.2			23.9			23.9	
Actuated g/C Ratio	0.42	0.28		0.57	0.51			0.20			0.20	
Clearance Time (s)	6.6	6.6						6.6			6.6	
Vehicle Extension (s)	2.5	2.8						3.0			3.0	
Lane Grp Cap (vph)	294	512		597	897			327			208	
v/s Ratio Prot	c0.04	c0.24		0.01	c0.26							
v/s Ratio Perm	0.08			0.01				c0.14			0.06	
v/c Ratio	0.28	0.86		0.04	0.51			0.72			0.33	
Uniform Delay, d1	44.2	41.5		13.7	19.9			46.0			42.3	
Progression Factor	1.00	1.00		0.32	0.30			1.00			1.00	
Incremental Delay, d2	0.4	13.9		0.0	0.4			7.6			0.9	
Delay (s)	44.6	55.4		4.3	6.4			53.6			43.2	
Level of Service	D	E		A	A			D			D	
Approach Delay (s)		53.7			6.3			53.6			43.2	
Approach LOS		D			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			35.7			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			122.2			Sum of lost time (s)			26.4			
Intersection Capacity Utilization			55.3%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Jovita Blvd E/8th St & SR 167 SB Ramp

Jovita Boulevard Corridor Study
Future (2027) Weekday AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	305	100	165	330	0	0	0	0	300	5	120
Future Volume (vph)	0	305	100	165	330	0	0	0	0	300	5	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.6		6.6	6.6						6.6	6.6
Lane Util. Factor		1.00		1.00	1.00						1.00	1.00
Frt		0.97		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		1716		1641	1727						1603	1429
Flt Permitted		1.00		0.31	1.00						0.95	1.00
Satd. Flow (perm)		1716		541	1727						1603	1429
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	314	103	170	340	0	0	0	0	309	5	124
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	0	100
Lane Group Flow (vph)	0	407	0	170	340	0	0	0	0	0	314	24
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	0%	0%	0%	13%	13%	13%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		2 4		1	6						3	
Permitted Phases				6						3		3
Actuated Green, G (s)		58.5		45.5	31.9						23.7	23.7
Effective Green, g (s)		58.5		45.5	31.9						23.7	23.7
Actuated g/C Ratio		0.48		0.37	0.26						0.19	0.19
Clearance Time (s)				6.6	6.6						6.6	6.6
Vehicle Extension (s)				2.5	2.8						2.5	2.5
Lane Grp Cap (vph)		821		323	450						310	277
v/s Ratio Prot		c0.24		c0.06	c0.20							
v/s Ratio Perm				0.14							0.20	0.02
v/c Ratio		0.50		0.53	0.76						1.01	0.09
Uniform Delay, d1		21.8		39.8	41.6						49.2	40.4
Progression Factor		0.11		1.00	1.00						1.00	1.00
Incremental Delay, d2		0.3		1.4	7.0						54.4	0.6
Delay (s)		2.7		41.2	48.5						103.7	41.0
Level of Service		A		D	D						F	D
Approach Delay (s)		2.7			46.1			0.0			85.9	
Approach LOS		A			D			A			F	
Intersection Summary												
HCM 2000 Control Delay			45.6			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			122.2			Sum of lost time (s)			26.4			
Intersection Capacity Utilization			64.7%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

MOVEMENT SUMMARY

Site: 1 [Jovita Blvd / Emerald St - Future PM]

Jovita Boulevard & Emerald Street
Site Category: Existing PM Peak Hour
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Jovita Blvd												
3u	U	5	2.0	0.391	14.9	LOS B	2.4	61.6	0.60	0.65	0.60	36.5
3	L2	52	2.0	0.391	12.4	LOS B	2.4	61.6	0.60	0.65	0.60	35.6
8	T1	299	2.0	0.391	6.6	LOS A	2.4	61.6	0.60	0.65	0.60	35.5
Approach		356	2.0	0.391	7.6	LOS A	2.4	61.6	0.60	0.65	0.60	35.5
North: Jovita Blvd												
7u	U	5	1.0	0.510	12.9	LOS B	4.4	109.7	0.35	0.46	0.35	38.4
4	T1	82	1.0	0.510	4.7	LOS A	4.4	109.7	0.35	0.46	0.35	37.2
14	R2	510	1.0	0.510	4.5	LOS A	4.4	109.7	0.35	0.46	0.35	36.0
Approach		598	1.0	0.510	4.6	LOS A	4.4	109.7	0.35	0.46	0.35	36.2
West: Emerald St												
5u	U	5	0.0	0.352	13.0	LOS B	2.2	56.2	0.32	0.61	0.32	35.7
5	L2	340	0.0	0.352	10.5	LOS B	2.2	56.2	0.32	0.61	0.32	34.8
12	R2	62	0.0	0.352	4.5	LOS A	2.2	56.2	0.32	0.61	0.32	33.7
Approach		407	0.0	0.352	9.6	LOS A	2.2	56.2	0.32	0.61	0.32	34.7
All Vehicles		1361	1.0	0.510	6.9	LOS A	4.4	109.7	0.41	0.55	0.41	35.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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HCM 6th Signalized Intersection Summary

2: 114th Ave E & Jovita Blvd E

Jovita Boulevard Corridor Study
Future (2027) Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	465	15	135	535	90	5	55	65	240	195	70
Future Volume (veh/h)	55	465	15	135	535	90	5	55	65	240	195	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	60	505	16	147	582	0	5	60	71	261	212	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	0	0	0
Cap, veh/h	272	878	28	313	911		419	340	403	554	578	207
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.00	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	839	1817	58	888	1885	0	1099	786	930	1277	1334	478
Grp Volume(v), veh/h	60	0	521	147	582	0	5	0	131	261	0	288
Grp Sat Flow(s),veh/h/ln	839	0	1875	888	1885	0	1099	0	1715	1277	0	1813
Q Serve(g_s), s	6.9	0.0	23.9	17.0	27.7	0.0	0.4	0.0	5.6	18.9	0.0	12.8
Cycle Q Clear(g_c), s	34.6	0.0	23.9	40.9	27.7	0.0	13.2	0.0	5.6	24.5	0.0	12.8
Prop In Lane	1.00		0.03	1.00		0.00	1.00		0.54	1.00		0.26
Lane Grp Cap(c), veh/h	272	0	906	313	911		419	0	743	554	0	785
V/C Ratio(X)	0.22	0.00	0.57	0.47	0.64		0.01	0.00	0.18	0.47	0.00	0.37
Avail Cap(c_a), veh/h	272	0	906	313	911		419	0	743	554	0	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	22.2	36.8	23.2	0.0	27.4	0.0	20.9	28.4	0.0	22.9
Incr Delay (d2), s/veh	1.9	0.0	2.7	5.0	3.4	0.0	0.1	0.0	0.5	2.9	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	11.0	4.1	12.9	0.0	0.1	0.0	2.4	6.2	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.0	0.0	24.8	41.8	26.6	0.0	27.4	0.0	21.4	31.2	0.0	24.2
LnGrp LOS	D	A	C	D	C		C	A	C	C	A	C
Approach Vol, veh/h	581			729			136			549		
Approach Delay, s/veh	26.2			29.7			21.6			27.6		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	63.0			57.0			63.0			57.0		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	58.0			52.0			58.0			52.0		
Max Q Clear Time (g_c+I1), s	36.6			26.5			42.9			15.2		
Green Ext Time (p_c), s	3.8			2.7			4.2			0.8		
Intersection Summary												
HCM 6th Ctrl Delay	27.5											
HCM 6th LOS	C											

HCM Signalized Intersection Capacity Analysis

3: Jovita Blvd E & W Valley Hwy

Jovita Boulevard Corridor Study
Future (2027) Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	415	155	260	590	15	50	30	30	40	335	65
Future Volume (vph)	50	415	155	260	590	15	50	30	30	40	335	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6		6.6	6.6			6.6			6.6	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.96		1.00	1.00			0.96			0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1787	1804		1719	1803			1720			1800	
Flt Permitted	0.10	1.00		0.09	1.00			0.42			0.96	
Satd. Flow (perm)	186	1804		154	1803			731			1735	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	51	423	158	265	602	15	51	31	31	41	342	66
RTOR Reduction (vph)	0	10	0	0	1	0	0	10	0	0	5	0
Lane Group Flow (vph)	51	571	0	265	616	0	0	103	0	0	444	0
Heavy Vehicles (%)	1%	1%	1%	5%	5%	5%	4%	4%	4%	3%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1 3	3 6			4			4	
Permitted Phases	2			3 6			4			4		
Actuated Green, G (s)	45.1	40.4		85.1	80.4			34.4			34.4	
Effective Green, g (s)	45.1	40.4		85.1	80.4			34.4			34.4	
Actuated g/C Ratio	0.32	0.29		0.61	0.58			0.25			0.25	
Clearance Time (s)	6.6	6.6						6.6			6.6	
Vehicle Extension (s)	2.5	2.8						3.0			3.0	
Lane Grp Cap (vph)	114	523		522	1040			180			428	
v/s Ratio Prot	0.02	c0.32		c0.14	c0.34							
v/s Ratio Perm	0.13			0.17				0.14			c0.26	
v/c Ratio	0.45	1.09		0.51	0.59			0.57			1.04	
Uniform Delay, d1	62.9	49.5		29.1	18.9			46.0			52.5	
Progression Factor	1.00	1.00		1.30	0.39			1.00			1.00	
Incremental Delay, d2	2.0	66.7		0.5	0.6			4.4			53.8	
Delay (s)	65.0	116.2		38.3	7.9			50.4			106.3	
Level of Service	E	F		D	A			D			F	
Approach Delay (s)		112.0			17.0			50.4			106.3	
Approach LOS		F			B			D			F	
Intersection Summary												
HCM 2000 Control Delay			67.1			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			139.3			Sum of lost time (s)			26.4			
Intersection Capacity Utilization			86.3%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Jovita Blvd E/8th St & SR 167 SB Ramp

Jovita Boulevard Corridor Study
Future (2027) Weekday PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗		↖	↗						↖	↗
Traffic Volume (vph)	0	440	35	115	500	0	0	0	0	270	5	410
Future Volume (vph)	0	440	35	115	500	0	0	0	0	270	5	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.6		6.6	6.6						6.6	6.6
Lane Util. Factor		1.00		1.00	1.00						1.00	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.99		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		1823		1752	1845						1617	1442
Flt Permitted		1.00		0.30	1.00						0.95	1.00
Satd. Flow (perm)		1823		561	1845						1617	1442
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	454	36	119	515	0	0	0	0	278	5	423
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	352
Lane Group Flow (vph)	0	488	0	119	515	0	0	0	0	0	283	71
Confl. Peds. (#/hr)	1		1	1		1						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	12%	12%	12%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		2 4		1	6						3	
Permitted Phases				6						3		3
Actuated Green, G (s)		74.8		61.7	50.4						23.4	23.4
Effective Green, g (s)		74.8		61.7	50.4						23.4	23.4
Actuated g/C Ratio		0.54		0.44	0.36						0.17	0.17
Clearance Time (s)				6.6	6.6						6.6	6.6
Vehicle Extension (s)				2.5	2.8						2.5	2.5
Lane Grp Cap (vph)		978		374	667						271	242
v/s Ratio Prot		c0.27		c0.03	c0.28							
v/s Ratio Perm				0.11							0.18	0.05
v/c Ratio		0.50		0.32	0.77						1.04	0.29
Uniform Delay, d1		20.4		37.5	39.4						58.0	50.7
Progression Factor		0.23		1.00	1.00						1.00	1.00
Incremental Delay, d2		0.0		0.4	5.4						66.7	3.1
Delay (s)		4.6		37.9	44.8						124.7	53.8
Level of Service		A		D	D						F	D
Approach Delay (s)		4.6			43.5			0.0			82.2	
Approach LOS		A			D			A			F	
Intersection Summary												
HCM 2000 Control Delay			48.0			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			139.3			Sum of lost time (s)			26.4			
Intersection Capacity Utilization			63.4%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: Jovita Blvd E & W Valley Hwy

Jovita Boulevard Corridor Study

Future (2027) Weekday AM Peak Hour - WVH Update Concept

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	350	50	20	350	70	25	170	20	30	20	25
Future Volume (vph)	75	350	50	20	350	70	25	170	20	30	20	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6		6.6	6.6			6.6			6.6	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	0.97			0.99			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1752	1810		1719	1764			1743			1560	
Flt Permitted	0.12	1.00		0.17	1.00			0.95			0.69	
Satd. Flow (perm)	214	1810		316	1764			1672			1091	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	83	389	56	22	389	78	28	189	22	33	22	28
RTOR Reduction (vph)	0	4	0	0	6	0	0	3	0	0	14	0
Lane Group Flow (vph)	83	441	0	22	461	0	0	236	0	0	69	0
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	7%	7%	7%	14%	14%	14%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		13	36			4			4	
Permitted Phases	2			36			4			4		
Actuated Green, G (s)	44.8	34.4		62.5	62.4			23.1			23.1	
Effective Green, g (s)	44.8	34.4		62.5	62.4			23.1			23.1	
Actuated g/C Ratio	0.39	0.30		0.54	0.54			0.20			0.20	
Clearance Time (s)	6.6	6.6						6.6			6.6	
Vehicle Extension (s)	2.5	2.8						3.0			3.0	
Lane Grp Cap (vph)	221	538		556	951			333			217	
v/s Ratio Prot	c0.03	c0.24		0.01	c0.26							
v/s Ratio Perm	0.11			0.01				c0.14			0.06	
v/c Ratio	0.38	0.82		0.04	0.48			0.71			0.32	
Uniform Delay, d1	46.2	37.8		14.2	16.6			43.2			39.6	
Progression Factor	1.00	1.00		0.28	0.28			1.00			1.00	
Incremental Delay, d2	0.8	9.4		0.0	0.3			6.7			0.8	
Delay (s)	47.0	47.1		4.0	5.0			49.9			40.4	
Level of Service	D	D		A	A			D			D	
Approach Delay (s)		47.1			4.9			49.9			40.4	
Approach LOS		D			A			D			D	
Intersection Summary												
HCM 2000 Control Delay			31.8			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			115.7			Sum of lost time (s)			26.4			
Intersection Capacity Utilization			55.3%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Jovita Blvd E/8th St & SR 167 SB Ramp

Jovita Boulevard Corridor Study

Future (2027) Weekday AM Peak Hour - WVH Update Concept

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	305	100	165	330	0	0	0	0	300	5	120
Future Volume (vph)	0	305	100	165	330	0	0	0	0	300	5	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.6		6.6	6.6						6.6	6.6
Lane Util. Factor		0.95		1.00	1.00						1.00	1.00
Frt		0.96		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		3249		1641	1727						1603	1429
Flt Permitted		1.00		0.48	1.00						0.95	1.00
Satd. Flow (perm)		3249		835	1727						1603	1429
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	314	103	170	340	0	0	0	0	309	5	124
RTOR Reduction (vph)	0	28	0	0	0	0	0	0	0	0	0	97
Lane Group Flow (vph)	0	389	0	170	340	0	0	0	0	0	314	27
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	0%	0%	0%	13%	13%	13%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		2 4		1	6						3	
Permitted Phases				6						3		3
Actuated Green, G (s)		57.5		37.4	30.7						25.1	25.1
Effective Green, g (s)		57.5		37.4	30.7						25.1	25.1
Actuated g/C Ratio		0.50		0.32	0.27						0.22	0.22
Clearance Time (s)				6.6	6.6						6.6	6.6
Vehicle Extension (s)				2.5	2.8						2.5	2.5
Lane Grp Cap (vph)		1614		316	458						347	310
v/s Ratio Prot		c0.12		c0.03	c0.20							
v/s Ratio Perm				0.14							0.20	0.02
v/c Ratio		0.24		0.54	0.74						0.90	0.09
Uniform Delay, d1		16.6		34.1	38.9						44.1	36.2
Progression Factor		0.06		1.00	1.00						1.00	1.00
Incremental Delay, d2		0.1		1.6	6.3						29.3	0.6
Delay (s)		1.0		35.7	45.1						73.4	36.7
Level of Service		A		D	D						E	D
Approach Delay (s)		1.0			42.0			0.0			63.0	
Approach LOS		A			D			A			E	
Intersection Summary												
HCM 2000 Control Delay			36.2			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			115.7			Sum of lost time (s)			26.4			
Intersection Capacity Utilization			54.2%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Jovita Blvd E & W Valley Hwy

Jovita Boulevard Corridor Study

Future (2027) Weekday PM Peak Hour - WVH Update Concept

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	415	155	260	590	15	50	30	30	40	335	65
Future Volume (vph)	50	415	155	260	590	15	50	30	30	40	335	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6		6.6	6.6			6.6			6.6	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.96		1.00	1.00			0.96			0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1787	1804		1719	1803			1720			1800	
Flt Permitted	0.09	1.00		0.10	1.00			0.42			0.96	
Satd. Flow (perm)	167	1804		181	1803			739			1734	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	51	423	158	265	602	15	51	31	31	41	342	66
RTOR Reduction (vph)	0	10	0	0	1	0	0	10	0	0	5	0
Lane Group Flow (vph)	51	571	0	265	616	0	0	103	0	0	444	0
Heavy Vehicles (%)	1%	1%	1%	5%	5%	5%	4%	4%	4%	3%	3%	3%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1 3	3 6			4			4	
Permitted Phases	2			3 6			4			4		
Actuated Green, G (s)	49.3	45.1		81.5	80.1			34.4			34.4	
Effective Green, g (s)	49.3	45.1		81.5	80.1			34.4			34.4	
Actuated g/C Ratio	0.36	0.33		0.59	0.58			0.25			0.25	
Clearance Time (s)	6.6	6.6						6.6			6.6	
Vehicle Extension (s)	2.5	2.8						3.0			3.0	
Lane Grp Cap (vph)	108	587		468	1042			183			430	
v/s Ratio Prot	0.01	c0.32		c0.13	c0.34							
v/s Ratio Perm	0.15			0.20				0.14			c0.26	
v/c Ratio	0.47	0.97		0.57	0.59			0.56			1.03	
Uniform Delay, d1	63.0	46.1		28.9	18.7			45.5			52.1	
Progression Factor	1.00	1.00		1.78	0.40			1.00			1.00	
Incremental Delay, d2	2.4	30.1		1.0	0.6			3.9			52.4	
Delay (s)	65.4	76.2		52.2	8.0			49.4			104.4	
Level of Service	E	E		D	A			D			F	
Approach Delay (s)		75.3			21.3			49.4			104.4	
Approach LOS		E			C			D			F	
Intersection Summary												
HCM 2000 Control Delay			57.2			HCM 2000 Level of Service				E		
HCM 2000 Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			138.5			Sum of lost time (s)			26.4			
Intersection Capacity Utilization			86.3%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Jovita Blvd E/8th St & SR 167 SB Ramp

Jovita Boulevard Corridor Study
Future (2027) Weekday PM Peak Hour - WVH Update Concept

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	440	35	115	500	0	0	0	0	270	5	410
Future Volume (vph)	0	440	35	115	500	0	0	0	0	270	5	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.6		6.6	6.6						6.6	6.6
Lane Util. Factor		0.95		1.00	1.00						1.00	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.99		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		3460		1751	1845						1617	1442
Flt Permitted		1.00		0.44	1.00						0.95	1.00
Satd. Flow (perm)		3460		814	1845						1617	1442
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	454	36	119	515	0	0	0	0	278	5	423
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	348
Lane Group Flow (vph)	0	486	0	119	515	0	0	0	0	0	283	75
Confl. Peds. (#/hr)	1		1	1		1						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	0%	0%	0%	12%	12%	12%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		2 4		1	6						3	
Permitted Phases				6						3		3
Actuated Green, G (s)		79.5		56.9	48.9						24.6	24.6
Effective Green, g (s)		79.5		56.9	48.9						24.6	24.6
Actuated g/C Ratio		0.57		0.41	0.35						0.18	0.18
Clearance Time (s)				6.6	6.6						6.6	6.6
Vehicle Extension (s)				2.5	2.8						2.5	2.5
Lane Grp Cap (vph)		1986		388	651						287	256
v/s Ratio Prot		c0.14		c0.02	c0.28							
v/s Ratio Perm				0.11							0.18	0.05
v/c Ratio		0.24		0.31	0.79						0.99	0.29
Uniform Delay, d1		14.6		30.1	40.2						56.8	49.4
Progression Factor		0.17		1.00	1.00						1.00	1.00
Incremental Delay, d2		0.0		0.4	6.4						49.7	2.9
Delay (s)		2.6		30.5	46.7						106.5	52.3
Level of Service		A		C	D						F	D
Approach Delay (s)		2.6			43.6			0.0			74.0	
Approach LOS		A			D			A			E	
Intersection Summary												
HCM 2000 Control Delay			44.4			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			138.5			Sum of lost time (s)			26.4			
Intersection Capacity Utilization			62.7%			ICU Level of Service			B			
Analysis Period (min)			15									

c Critical Lane Group

MOVEMENT SUMMARY

 **Site: 101 [Future PM Peak Hour Single Lane RAB - SR 167 Ramps (Site Folder: General)]**

SR 167 SB Ramps & 8th Street
Site Category: Future (2027) Conditions
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
East: Stewart Road SW														
1	L2	115	3.0	119	3.0	0.486	9.8	LOS A	0.0	0.0	0.00	0.45	0.00	37.6
6	T1	500	3.0	515	3.0	0.486	3.8	LOS A	0.0	0.0	0.00	0.45	0.00	37.5
Approach		615	3.0	634	3.0	0.486	4.9	LOS A	0.0	0.0	0.00	0.45	0.00	37.5
North: SR 167 Ramps														
7	L2	270	12.0	278	12.0	0.376	14.6	LOS B	2.1	56.9	0.68	0.86	0.68	32.4
4	T1	5	12.0	5	12.0	0.376	8.6	LOS A	2.1	56.9	0.68	0.86	0.68	32.5
14	R2	410	12.0	423	12.0	0.447	8.6	LOS A	2.9	80.5	0.70	0.80	0.75	33.9
Approach		685	12.0	706	12.0	0.447	10.9	LOS B	2.9	80.5	0.70	0.83	0.72	33.3
West: 8th Street														
2	T1	440	3.0	454	3.0	0.400	5.9	LOS A	2.7	69.4	0.63	0.58	0.63	35.8
12	R2	35	3.0	36	3.0	0.050	6.7	LOS A	0.2	6.0	0.53	0.62	0.53	35.1
Approach		475	3.0	490	3.0	0.400	6.0	LOS A	2.7	69.4	0.63	0.59	0.63	35.8
All Vehicles		1775	6.5	1830	6.5	0.486	7.5	LOS A	2.9	80.5	0.44	0.63	0.45	35.3

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: Not Saved

MOVEMENT SUMMARY

 **Site: 101 [Future PM Peak Hour Single Lane RAB - W Valley Hwy (Site Folder: General)]**

W Valley Hwy & Jovita Blvd
Site Category: Future (2027) Conditions
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] ft				
South: W Valley Highway														
3	L2	50	4.0	51	4.0	0.138	12.4	LOS B	0.8	20.1	0.62	0.71	0.62	34.9
8	T1	30	4.0	31	4.0	0.138	6.4	LOS A	0.8	20.1	0.62	0.71	0.62	34.9
18	R2	30	4.0	31	4.0	0.138	6.5	LOS A	0.8	20.1	0.62	0.71	0.62	33.8
Approach		110	4.0	112	4.0	0.138	9.2	LOS A	0.8	20.1	0.62	0.71	0.62	34.6
East: 8th Street														
1	L2	260	5.0	265	5.0	0.341	10.5	LOS B	2.0	53.2	0.35	0.59	0.35	35.1
6	T1	590	5.0	602	5.0	0.341	4.5	LOS A	2.1	54.0	0.34	0.48	0.34	36.4
16	R2	15	5.0	15	5.0	0.341	4.8	LOS A	2.1	54.0	0.34	0.44	0.34	35.6
Approach		865	5.0	883	5.0	0.341	6.3	LOS A	2.1	54.0	0.35	0.51	0.35	36.0
North: W Valley Highway														
7	L2	40	3.0	41	3.0	0.648	15.7	LOS B	3.9	98.6	0.74	0.94	1.00	34.5
4	T1	335	3.0	342	3.0	0.648	9.7	LOS A	3.9	98.6	0.74	0.94	1.00	34.5
14	R2	65	3.0	66	3.0	0.648	9.8	LOS A	3.9	98.6	0.74	0.94	1.00	33.5
Approach		440	3.0	449	3.0	0.648	10.3	LOS B	3.9	98.6	0.74	0.94	1.00	34.3
West: Jovita Blvd E														
5	L2	50	1.0	51	1.0	0.557	14.9	LOS B	4.4	110.8	0.78	0.90	0.93	35.0
2	T1	415	1.0	423	1.0	0.557	9.0	LOS A	4.4	110.8	0.78	0.90	0.93	34.9
12	R2	155	1.0	158	1.0	0.274	8.6	LOS A	1.3	32.8	0.65	0.81	0.65	34.2
Approach		620	1.0	633	1.0	0.557	9.4	LOS A	4.4	110.8	0.75	0.88	0.86	34.7
All Vehicles		2035	3.3	2077	3.3	0.648	8.2	LOS A	4.4	110.8	0.57	0.73	0.66	35.1

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

Intersection and Approach LOS values are based on average delay for all movements (v/c not used).

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: Not Saved

Appendix E: West Valley Highway Improvements Comparison

The following table summarizes intersection treatment improvements at the West Valley Highway/Jovita Boulevard and SR 167 Ramps/Jovita Boulevard intersections. It should be noted that the Roundabout Alternative was evaluated under worst-case weekday PM peak hour conditions only.

Future 2027 Weekday Peak Hour Intersection LOS Summary

Intersection	No Action			Signal Improvements Alternative			Roundabout Alternative		
	LOS ¹	Delay ²	V/C ³ or WM ³	LOS	Delay	V/C or WM	LOS	Delay	V/C or WM
<u>AM Peak Hour</u>									
West Valley Highway/Jovita Boulevard ⁴	D	36	-	C	32	-	-	-	-
SR 167 Southbound Ramps/Jovita Boulevard/Stewart Road SW ⁴	D	46	-	D	36	-	-	-	-
<u>PM Peak Hour</u>									
West Valley Highway/Jovita Boulevard ⁴	E	67	-	E	57	-	A	8	SB (0.65)
SR 167 Southbound Ramps/Jovita Boulevard/Stewart Road SW ⁴	D	48	-	D	44	-	A	8	WB (0.49)

Bold indicates the operations are below City LOS standards.

1. Level of Service (A – F) as defined by the *Highway Capacity Manual* 6th Edition (TRB, 2016)
2. Average delay per vehicle in seconds.
3. Worst Movement and volume-to capacity ratio reported for roundabout intersections.
4. Evaluated with HCM 2000 methodology due to signal timing restrictions.

Appendix F: Project Costs

City of Edgewood - Jovita Boulevard Projects					
Item Description	Unit	Unit Price	Quantity	Cost	
"No Truck" Signage					
Sign Panel	EA	\$350.00	1	\$	350.00
Signal mount	EA	\$750.00	1	\$	750.00
SUBTOTAL + 105% (ROUNDED)				\$	2,300.00
Ground Mount Signage					
Sign Panel	SF	\$45.00	60	\$	2,700.00
Double-post mounting	EA	\$1,500.00	1	\$	1,500.00
SUBTOTAL + 105% (ROUNDED)				\$	9,000.00
SR 167 Signage					
Sign Panel	SF	\$45.00	60	\$	2,700.00
Double-post mounting	EA	\$1,500.00	1	\$	1,500.00
Traffic Control & WSDOT Coordination	LS	\$5,000.00	1	\$	5,000.00
SUBTOTAL + 105% (ROUNDED)				\$	19,000.00
LED Curve Signage					
LED-lit horizontal curve chevron signs (direct-wired)	EA	\$	7,500.00	22	\$ 165,000
SUBTOTAL + 105% (ROUNDED)				\$	339,000.00
Reflective Signs & Markers					
Sign Panel	EA	\$350.00	10	\$	3,500.00
Single-post mount	EA	\$150.00	10	\$	1,500.00
Raised reflective markers (road & object mount)	HUND	\$900.00	4	\$	3,600.00
SUBTOTAL + 105% (ROUNDED)				\$	18,000.00
Profiled Striping					
Profiled thermoplastic striping	LF	\$	4.50	35904	\$ 161,568
SUBTOTAL + 105% (ROUNDED)				\$	332,000.00
Radar Speed Feedback Signs					
Solar powered speed feedback sign	EA	\$	10,000.00	2	\$ 20,000
Mobile speed feedback brackets and sign post	EA	\$	750.00	4	\$ 3,000
LED-lit speed limit sign (solar powered)	EA	\$	3,250.00	2	\$ 6,500
SUBTOTAL + 105% (ROUNDED)				\$	61,000.00
Roadway Lighting					
Illumination pole (Complete)	EA	\$	8,000.00	20	\$ 160,000
Electrical connection	LS	\$	25,000.00	1	\$ 25,000
SUBTOTAL + 105% (ROUNDED)				\$	380,000.00
RRFB at 106th Ave Ct E					
RRFB (Solar powered)	EA	\$	15,000.00	1	\$ 15,000
Pavement marking & Signage	LS	\$	10,000.00	1	\$ 10,000
Illumination (Complete)	EA	\$	8,000.00	2	\$ 16,000
SUBTOTAL + 105% (ROUNDED)				\$	85,000.00
Pedestrian Shoulder (2500 LF @ 4' Wide)					
Shoulder widening (paving)	SY	\$	125.00	1112	\$ 139,000
Shoulder widening (grading/fill)	CY	\$	60.00	1490	\$ 89,400
Curbed protection	LF	\$	25.00	2500	\$ 62,500
Retaining Walls	SF	\$	90.00	2000	\$ 180,000
SUBTOTAL + 105% (ROUNDED)				\$	966,000.00
West Valley Highway Intersection					
Signal replacement	LS	\$	450,000.00	1	\$ 450,000
Shoulder widening (paving)	SY	\$	125.00	223	\$ 27,875
Shoulder widening (grading/fill)	CY	\$	60.00	150	\$ 9,000
Sidewalk	SY	\$	120.00	150	\$ 18,000
Curb Ramp	EA	\$	3,000.00	1	\$ 3,000
Median Island modifications	LS	\$	15,000.00	1	\$ 15,000
Pavement markings and signage	LS	\$	15,000.00	1	\$ 15,000
Pavement marking removal	LS	\$	10,000.00	1	\$ 10,000
SUBTOTAL + 105% (ROUNDED)				\$	1,124,000.00

Planning Level Engineer's Opinion of Probable Cost - Jovita & 114th Roundabout Alternative

Transpo Job No.: 1.18149.00

Description of Work:

This opinion of probable cost is based on conceptual design for a single-lane roundabout at the intersection of Jovita Blvd E and 114th Ave E in Edgewood

Last Edit: VVM - 10/05/2021

Checked:

Item Description	Quantity	Unit	Unit Cost	Total
SURVEY	1	LS	\$ 20,000	\$ 20,000
ESTIMATED RIGHT-OF-WAY NEED	1,300	SF	\$ 25	\$ 32,500
CLEARING AND GRUBBING	0.3	ACRE	\$ 15,000	\$ 4,500
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1.0	LS	\$ 60,000	\$ 60,000
ROADWAY EXCAVATION, INCL. HAUL	8798	CY	\$ 40	\$ 351,920
GRAVEL BASE	2,575	TON	\$ 50	\$ 128,750
CRUSH SURFACING TOP COURSE	1,717	TON	\$ 60	\$ 103,020
HMA 1/2" PG 64-22	951	TON	\$ 135	\$ 128,385
ROUNDAABOUT TRUCK APRON CEMENT CONCRETE ROLLED CURB	199	LF	\$ 75	\$ 14,925
TEXTURED CEMENT CONCRETE TRUCK APRON (12")	43	CY	\$ 250	\$ 10,750
TEXTURED CEMENT CONCRETE FOR ISLANDS (6")	34	CY	\$ 250	\$ 8,500
CEMENT CONCRETE SIDEWALK	356	SY	\$ 150	\$ 53,400
CEMENT CONCRETE CURB & GUTTER	2,430	LF	\$ 50	\$ 121,500
CURB RAMP	8	EA	\$ 3,000	\$ 24,000
UTILITY CONFLICTS	1	LS	\$ 100,000	\$ 100,000
LANDSCAPING	1	LS	\$ 50,000	\$ 50,000
CHANNELIZATION	1	LS	\$ 30,000	\$ 30,000
PERMANENT SIGNING	1	LS	\$ 15,000	\$ 15,000
ILLUMINATION	1	LS	\$ 25,000	\$ 25,000
Subtotal ₁				\$ 1,283,000
Subtotal ₁				\$ 1,283,000
Project Temporary Traffic Control (30% of Subtotal ₁)				\$ 385,000
Mobilization (10% of Subtotal ₁)				\$ 129,000
Stormwater Improvements (15% of Subtotal ₁)				\$ 193,000
Temporary Erosion and Sediment Control (5% of Subtotal ₁)				\$ 65,000
Subtotal ₂				\$ 772,000
35% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 720,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 2,775,000
Construction Administration (15% of Construction Estimate)				\$ 417,000
Design Engineering (25% of Construction Estimate)				\$ 694,000
CONSTRUCTION ADMIN AND DESIGN ENGINEERING ESTIMATE				\$ 1,111,000
TOTAL PROJECT PLANNING LEVEL ESTIMATE				\$ 3,886,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

Planning Level Engineer's Opinion of Probable Cost - Jovita Blvd Roundabout Alternative

Transpo Job No.: 1.18149.00

Description of Work:

This opinion of probable cost is based on conceptual design for dual roundabouts at the intersections of Jovita Blvd E and West Valley Hwy E and 8th St E and SR 167 ramps in Edgewood

Last Edit: DGN - 10/5/2021

Checked:

Item Description	Quantity	Unit	Unit Cost	Total
SURVEY	1	LS	\$ 20,000	\$ 20,000
ESTIMATED RIGHT-OF-WAY NEED	18,000	SF	\$ 25	\$ 450,000
CLEARING AND GRUBBING	1.0	ACRE	\$ 15,000	\$ 15,000
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1.0	LS	\$ 40,000	\$ 40,000
ROADWAY EXCAVATION, INCL. HAUL	9275	CY	\$ 40	\$ 371,000
GRAVEL BASE	4,200	TON	\$ 50	\$ 210,000
CRUSH SURFACING TOP COURSE	2,800	TON	\$ 60	\$ 168,000
HMA 1/2" PG 64-22	1,550	TON	\$ 135	\$ 209,250
ROUNDAABOUT TRUCK APRON CEMENT CONCRETE ROLLED CURB	362	LF	\$ 75	\$ 27,150
TEXTURED CEMENT CONCRETE TRUCK APRON (12")	117	CY	\$ 250	\$ 29,250
TEXTURED CEMENT CONCRETE FOR ISLANDS (6")	90	CY	\$ 250	\$ 22,500
CEMENT CONCRETE SIDEWALK	585	SY	\$ 150	\$ 87,750
CEMENT CONCRETE CURB & GUTTER	3,150	LF	\$ 50	\$ 157,500
CURB RAMP	8	EA	\$ 3,000	\$ 24,000
UTILITY CONFLICTS	1	LS	\$ 100,000	\$ 100,000
LANDSCAPING	1	LS	\$ 50,000	\$ 50,000
CHANNELIZATION	1	LS	\$ 25,000	\$ 25,000
PERMANENT SIGNING	1	LS	\$ 15,000	\$ 15,000
ILLUMINATION	1	LS	\$ 100,000	\$ 100,000
Subtotal ₁				\$ 2,122,000
Subtotal ₁				\$ 2,122,000
Project Temporary Traffic Control (30% of Subtotal ₁)				\$ 637,000
Mobilization (10% of Subtotal ₁)				\$ 213,000
Stormwater Improvements (15% of Subtotal ₁)				\$ 319,000
Temporary Erosion and Sediment Control (5% of Subtotal ₁)				\$ 107,000
Subtotal ₂				\$ 1,276,000
35% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 1,190,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 4,588,000
Construction Administration (15% of Construction Estimate)				\$ 689,000
Design Engineering (25% of Construction Estimate)				\$ 1,147,000
CONSTRUCTION ADMIN AND DESIGN ENGINEERING ESTIMATE				\$ 1,836,000
TOTAL PROJECT PLANNING LEVEL ESTIMATE				\$ 6,424,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.



City Of Edgewood Council Agenda Summary Sheet

Subject: Discussion – Ordinance – Impact Fees – Traffic	Agenda Item #: 2.C
	For Agenda of: 11/30/2021
	Prepared by: Jeremy Metzler
Attachments (list): 1. 1 - DRAFT 2021 TIF Program (October 2021) 2. 2 - Edgewood TIF Project List - JWM 2021-10-18 3. 3 - Forecasting Scenarios 4. 4 - 11-18-2021 TIF Memo 5. 5 - Edgewood DRAFT TIF Schedule (November 2021) 6. 6 - DRAFT ORDINANCE NO. 21-0xxx	
Approval of Materials: Jeremy Metzler Dave Gray 11/24/2021 Daryl Eidinger 11/24/2021	Expenditure Required: N/A
	Amount Budgeted: N/A
	Timeline: 11/30/2021 SS 12/07/2021 SS (tentative) 12/14/2021 RCM (tentative)

Summary Statement:

Pursuant to Chapter 82.02 RCW, the City of Edgewood has adopted a Traffic Impact Fee (TIF) program. As currently codified, TIF's are established and regulated under Edgewood Municipal Code (EMC) Chapter 4.30, and Council passed Ordinance 21-0608 on July 27, 2021, allowing the Council to update the TIF program and fee by ordinance (without the need to amend the EMC). Having been five years since the last review, the City's on-call transportation engineer, Transpo Group, was tasked with updating the Traffic Impact Fee Program underlying Chapter 4.30 EMC, in order to more closely align the impact fee with the City's adopted Capital Improvement Plan, Transportation Improvement Plan, and Capital Facilities element of the Comprehensive Plan.

Attached is the draft program update and fee recommendation for Council's consideration. A public hearing was held at the October 26, 2021 regular meeting, where several public comments on the proposed changes to the Traffic Impact Fee program and associated fee were received. Staff prepared the attached "Forecasting Scenarios" spreadsheet, originally presented at the November 2, 2021 study session, in response to Council comments.

In response to public comment and further conversation with Council at the November 2, 2021 study session, staff requested the attached memo from Transpo (dated , and both staff and Transpo are prepared to discuss this information in more detail this evening. Staff seeks Council's direction on how they wish to proceed with this matter, and is prepared to bring forward the attached draft ordinance for potential action at next week's

regular meeting.

Item History:

10/19/2021 SS

10/26/2021 RCM PH

11/02/2021 SS

Recommended Action:

Hold a discussion and provide staff guidance regarding Discussion – Ordinance – Impact Fees – Traffic

Fiscal Note/Consideration:

State law allows for cities to collect impact fees from developers, based on the impacts to the city's transportation system directly attributed to increased roadway trips from new development. Impact fees can only be used to fund the projects listed in the current TIF program. As presented in the report, Transpo Group has identified that the City could charge up to a maximum of of \$10,317 per peak hour trip, which represents a 134% increase over the current fee that is set at \$4,413. The increase in the maximum fee reflects a combination of increased project costs, or modifications to the general scope and eligibility of each project.

The \$10,317 impact fee rate represents the maximum that can be charged, but a lower number can be, and often is, selected by jurisdictions. Some of the policy considerations by Council in determining the appropriate fee could include the following:

- Trade-off of new growth versus existing taxpayers funding infrastructure capacity
- Impacts of fees on new development in the permitting pipeline
- Competitiveness with surrounding jurisdictions
- Potential impacts on housing affordability

CITY OF EDGEWOOD TRANSPORTATION IMPACT FEE PROGRAM REPORT

Prepared for:
City of Edgewood

October 2021

DRAFT

Prepared by:



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Kirkland, WA 98034-7120
Phone: 425-821-3665
www.transpogroup.com

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Appendix

Appendix A: TIF Schedule

Introduction

Edgewood, like many local government agencies in Washington State, has implemented transportation impact fees (TIF) to help fund improvements to its transportation system. The Growth Management Act (GMA) allows agencies to develop and implement a TIF program to help fund some of the costs of transportation facilities needed to accommodate growth. State law (Chapter 82.02 RCW) requires that TIFs are:

- Related to improvements serving new developments and not existing deficiencies;
- Assessed proportional to the impacts of new developments;
- Allocated for improvements that reasonably benefit new development; and
- Spent on facilities identified in the Capital Facilities Plan

The City first implemented and adopted a TIF program in 2007 (Ordinance No. 07-0282). The program is defined in Title 4.30 of the Edgewood Municipal Code. In 2015, the City updated its Comprehensive Plan to plan and support the growth expected to occur between 2015 and 2035. The TIF program was updated in 2016 to be consistent with the Comprehensive Plan. The analysis from the adopted Comprehensive Plan continues to form the basis for the 2021 TIF program update.

The TIF program builds from the long-term transportation project list contained in the Transportation and Capital Facilities Elements of the Comprehensive Plan. The project list was originally prepared by utilizing the City's travel demand model to evaluate future transportation system needs. The travel demand model is a tool for forecasting traffic volumes based on the projected growth in housing and employment identified in the Land Use Element. The travel demand model was utilized to provide the technical basis for the TIF program. The scope and cost of transportation projects has been updated and refined since adoption of the Comprehensive Plan to reflect further design elements, increased costs, or modifications to the general scope of the project.

This report documents the 2021 update of the City of Edgewood's TIF program. The report also highlights what transportation impact fees are and how they relate to other development regulations. An overview of the TIF program is provided to summarize how the program was set-up and how the fees were established. It also highlights how the program will be implemented by Edgewood.

What are Transportation Impact Fees?

Transportation impact fees are allowed under the GMA to help fund growth-related capital facility improvements to public streets and roads. Impact fees are also allowed under GMA to fund other public capital facilities such as parks, open space, recreation facilities, schools, and fire protection. The following summarizes the GMA definition of an impact fee:

"Impact fee" means a payment of money imposed upon development as a condition of development approval to pay for public facilities needed to serve new growth and development, and that is reasonably related to the new development that creates additional demand and need for public facilities, that is a proportionate share of the cost of the public facilities, and that is used for facilities that reasonably benefit the new development. (source: RCW 82.02.090[3])

Impact fees are an optional element under GMA; agencies are not required to implement them. They are used to help mitigate some of the transportation impacts due to new development or redevelopment.

TIFs cannot be the only funding for the growth-related transportation improvement projects. The project cost allocations must account for other public funding which would be generated by development in forms of taxes or user fees.

Transportation impact fees help mitigate development impacts for system wide traffic impacts. The following summarizes the key points:

- Supports “growth pays for growth” principal
- Funds must be spent on roadway improvement projects that are designed to serve new growth and not fix existing deficiencies
- Funds must be spent on improvements that generally benefit the developments paying the fee
- Impact fee projects are to address “system” improvements, not “project” improvements
- Must be generally proportional to impacts of development
- Helps provide funding for the agency’s six-year Capital Improvement Program
- Funds assessed for several improvement needs can be “pooled” to address agency’s priority projects

How do Transportation Impact Fees Relate to Other Development Regulations?

As noted above, TIFs are an optional element allowed under GMA. They are used to help mitigate some of a development’s potential transportation impacts. TIFs are used in conjunction with three other development review regulations as shown in Figure 1:

- Frontage Improvements/Development Regulations
- State Environmental Policy Act (SEPA)
- Transportation Concurrency



Figure 1. Elements of the Development Review Process

These other requirements basically cover transportation impacts directly resulting from development. They do not specifically address the long-term transportation system needs resulting from forecast growth. While transportation impact fees can change how agencies apply some of these other regulations, the other requirements do not go away with adoption of a TIF. The following summarizes the basic roles of the other transportation review and mitigation programs.

Development Regulations/Frontage Improvements

When properties are subdivided or otherwise developed, the permitting agency can require transportation and other improvements needed to promote the public health, safety, and general welfare (RCW 58.17). Frontage improvements and site development regulations help ensure that the City's road standards are met and that ultimately, new development is served by transportation facilities in a safe and efficient manner. Developers can be required to construct the site's frontage and on-site roadways based on the City's Road Standards (EMC 12.05). Frontage improvements apply to both vehicular and active transportation facilities. Key elements related to addressing impacts to the transportation system include:

- Addresses on-site impacts and access onto public rights-of-way
- Helps to ensure that new development is served by adequate roadways
- Developer can be responsible for frontage along public and private roads
- Can be used to address potential vehicular, transit, and active transportation needs serving the development

State Environmental Policy Act (SEPA)

Washington's State Environmental Policy Act (SEPA), adopted in 1971 (RCW 43.21C), directs State and local decision-makers to consider the environmental consequences of their actions. "SEPA gives agencies the tools to both consider and mitigate for environmental impacts of proposals." (*Washington State Department of Ecology, SEPA Handbook, 2003*) Implementing regulations, in the form of the SEPA Rules (WAC 197-11) establish uniform requirements for agencies to use in evaluating the potential environmental impacts of a proposal. The process also allows review of possible project alternatives or mitigation measures that will reduce the environmental impacts of a project. For transportation, SEPA is typically used to review impacts within the immediate and nearby vicinity, such as vehicular access points, and operations and safety at nearby intersections or roadways. Depending on the potential for impacts, SEPA review can extend beyond the immediate vicinity of the development based on an assessment of the impacts of the proposed development. SEPA uses the "significant adverse environmental impact" standard as the threshold for triggering mitigation. The intention of SEPA, as applied for transportation, is to mitigate a development's significant adverse impact on the transportation system in terms of capacity, operations, and safety, including access, circulation, pedestrian connections and safety, bicycle system needs, and transit facilities and services.

The following summarizes key items of SEPA in the review of specific development projects:

- Uses "significant adverse impact" standard (not just level of service)
- Broad scope can be used to address impacts on capacity, safety, operations, non-motorized travel, and transit
- Typically reviewed on a development by development basis, or as part of a Planned Action Ordinance
- Can be used to mitigate both on- and off-site impacts
- Mitigation can be in the form of constructing improvements or payment of proportionate share of improvement costs
- Pooling of mitigation funds from one impact location to another location is generally not allowed

- Does not require denial of developments if standards are not met

Concurrency

The GMA requires that infrastructure improvements or strategies to accommodate development be available when the impacts of development occur. For transportation facilities, concurrency is defined in the GMA and the Washington Administrative Code (WAC) to mean that any needed transportation improvements or programs be in place at the time of development or that a financial commitment exists to complete the improvements or strategies within six years. Local governments have flexibility regarding how to set level of service standards and how to apply transportation concurrency within their plans, regulations, and permit systems.

As part of the requirement to develop a comprehensive plan, jurisdictions are required to establish level-of-service standards for arterials, transit service, and other facilities, such as water and sewer. Once a jurisdiction adopts a standard, it is used to determine whether the impacts of a proposed development can be accommodated with the existing transportation system. If a “development causes the level of service on a locally owned transportation facility to decline below the standards adopted in its transportation element”, jurisdictions are required to prohibit development approval unless transportation improvements or strategies to accommodate the impacts of development are made **concurrent** with the development. Transportation is the only area of concurrency that specifies denial of development if the standards are not met within six years. The Growth Management Hearings Boards reiterated the role of a concurrency program, finding that “the concept of concurrency is not an end in of itself but a foundation for local governments to achieve the coordinated, consistent, sustainable growth called for by the Act” (source: *Puget Sound Regional Council, Assessing the Effectiveness of Concurrency, 2002*).

Concurrency provides a link between land use, transportation, and public investments. The following identifies key requirements for concurrency programs.

- Compliance with the GMA
- Local governments have flexibility in applying concurrency
- Measured with level of service standards as defined by the City’s Comprehensive Plan
- Addresses system wide impacts
- Developments shall not be approved if development causes the level of service to decline below identified standards and the standards cannot be met within six years.

Development of the City of Edgewood's Transportation Impact Fee Program

The updated Transportation Impact Fee program for the City of Edgewood is based on technical analyses and policy direction as part of the adopted Transportation Element of the City's Comprehensive Plan, which was last updated in 2015. The 2021 update to the TIF focused on updating project cost estimates and reviewing project scope and project eligibility criteria more closely. Material and labor costs have increased significantly since the TIF program was last updated in 2016.

Key elements of the program are presented in this section, including:

- What improvement projects and costs are included?
- What share of the TIF Costs are allocated to growth in Edgewood?
- What is the service area for the TIF Program?
- What are the resulting impact fee rates and schedules?
- How are TIF rates determined for uses not specifically included in the rate schedule?
- How are the transportation impact fees collected and spent?
- Are any developments exempt from the fees?
- How will the impact fees be kept up to date?

What Improvement Projects and Costs are Included?

As noted above, the GMA specifies that Transportation Impact Fees shall only be used for system improvements that are reasonably related to new development. As defined by GMA (RCW 82.02.090), *"system improvements mean public facilities that are included in the capital facilities plan and are designed to provide service to service areas within the community at large, in contrast to project improvements."*

The City's Transportation Element includes a list of transportation projects needed to address existing and forecast capacity, operations, and safety needs through 2035. The plan builds upon the City's policies, standards, and overall transportation funding strategy. The plan also reflects state and regional plans and programs, including planned improvements to the state highway system.

The project list was reviewed to confirm improvements that were needed to serve growth (and therefore, TIF eligible) and those that were not TIF-eligible. Table 1 and Figure 2 show the transportation improvements from the 2015 Transportation Element that were identified as being growth-related system improvements. The projects listed represent a majority of the improvement projects in the Transportation Element.

The initial task of 2021 TIF update was a review of the projects included in the 2015 Transportation Element and included an assessment of potential additional projects for inclusion in the TIF.

Projects identified as TIF eligible were reviewed to determine what portion of the project costs could be included. The review addressed existing and forecast traffic volumes and levels of service. The primary focus of the technical analysis was to determine if the improvement were adding capacity to the transportation system that was needed to serve growth. The evaluation also assessed each improvement in resolving existing deficiencies - which cannot be covered by impact fees.

The TIF program includes a portion of the City's proposed plan to construct a parallel road network on both the east and west sides of Meridian Avenue. The parallel network was identified to support local property access, neighborhood circulation, and provide capacity for north-south travel in lieu of additional widening of Meridian Avenue. These roadways will help serve the forecasted growth in the City which is planned for in the Town Center and the rest of the Meridian Avenue corridor.

The City's travel demand model provided the basis for assessing roadway operations for the Meridian Parallel Road System. The travel forecasts and resulting volume-to-capacity (v/c) ratios were used to identify which of the parallel roads system and connecting roads should be considered for inclusion in the TIF program.

What are the Total TIF Program Project Costs?

Table 1 summarizes the improvements projects and costs included in the 2021 TIF program. The project locations are shown on Figure 2. A project identification number was assigned to support discussion of the TIF program. The project identifiers do not represent the City's priorities or project references used in the Capital Improvement Program.

As shown on Table 1, the total cost of projects included in the TIF program is approximately \$105.8 million (2021 dollars). After applying the adjustments for existing deficiencies and capacity to serve external growth, the TIF related portion of the costs is reduced to \$40.7 million. This represents approximately 38 percent of the total project costs included in the TIF analysis.

What is the Service Area for the TIF Program?

GMA requires an agency implementing impact fees to establish one or more service areas (RCW 82.02.060) for assessing the fees. In updating its impact fee program in 2012, the City evaluated various service area concepts. Based on that review, a single, citywide service area for its Transportation Impact Fee program has been maintained.

What Share of the TIF Costs Are Allocated to Growth in Edgewood

Increases in traffic in Edgewood will come from growth within the City as well as increased travel from outside of the City. Without specific Interlocal Agreements, the City can only apply its TIF to growth within its boundaries. The TIF share for growth in the City is based on the proportional share of the growth share of the forecast travel demands on the City roadways.

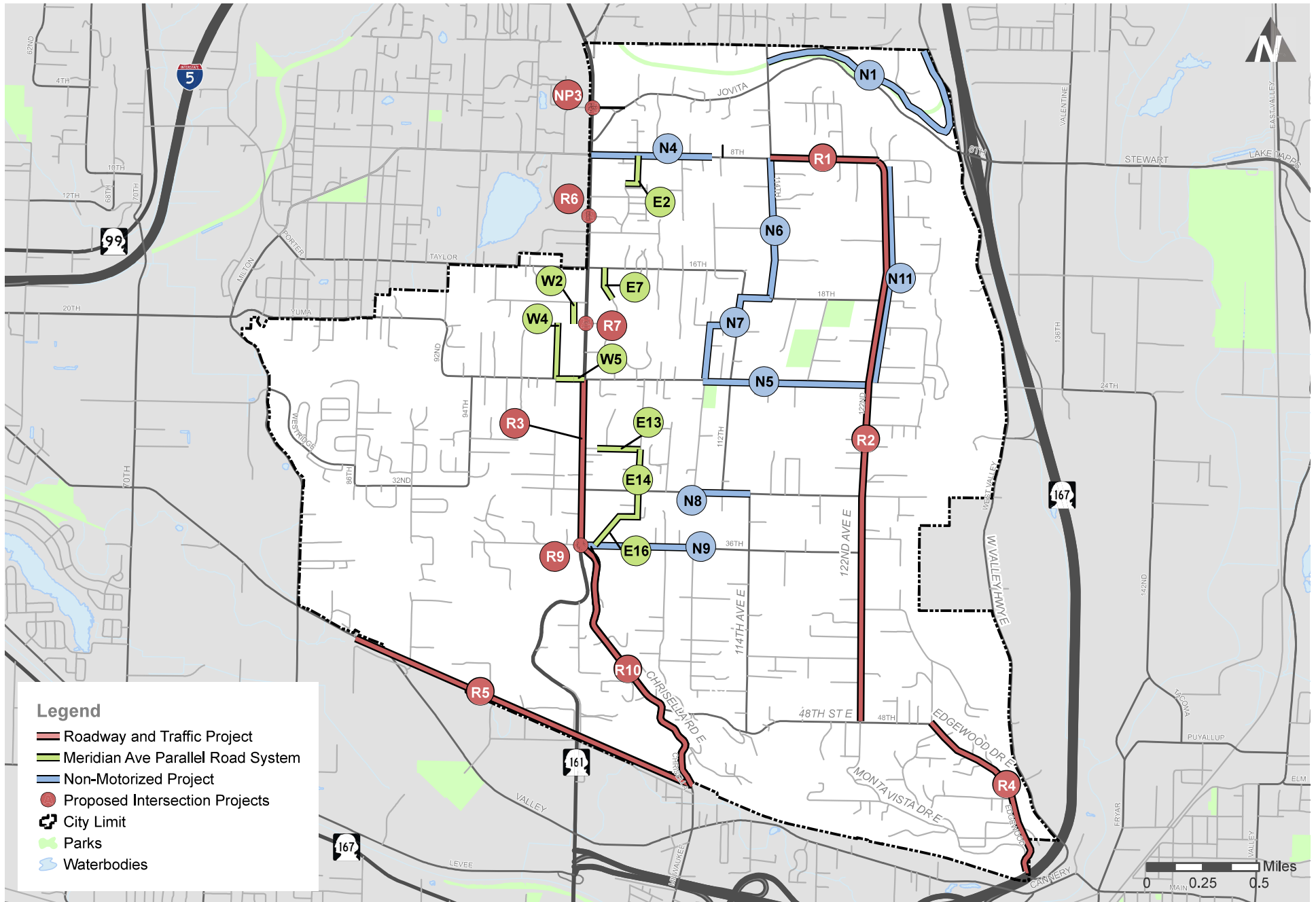
The travel demand model was adjusted to separate out the growth-related travel demands from the existing travel demands. The growth travel demands were then divided into City generated travel and non-City generated growth travel demands. Growth trips that had an origin or destination within the City were counted, as well as trips that occurred only within the city (internal trips). This resulted in a growth of approximately 3,922 vehicle trips during the PM peak hour.

Table 1. Transportation Impact Fee Program Project Costs

Project ID	Project Name	Project Limits	Total Cost Estimate	Impact Fee Share Cost
R-1	8th Street E Safety Improvements (Multi-modal Loop)	114th Ave E to 122nd Ave E	\$3,020,000	\$604,000
R-2	122nd Avenue E Safety Improvements	8th St E to 48th St E	\$7,190,000	\$1,438,000
R-3	Meridian Avenue Safety Improvements	36th St E to 24th St E	\$18,040,000	\$10,824,000
R-4	Edgewood Drive Safety Improvements	48th St E to Sumner Heights Dr	\$10,535,000	\$4,214,000
R-5	Railroad Frontage Road	86th Ave E to Chrisella Rd	\$16,890,000	\$3,378,000
R-6	Meridian Avenue / 12th Street E	Intersection	\$2,400,000	\$1,440,000
R-7	Meridian Avenue / 20th Street E	Intersection	\$2,400,000	\$1,440,000
R-9	Meridian Avenue / 36th Street E	Intersection	\$5,600,000	\$2,240,000
R-10	Chrisella Rd E Safety Improvements	36th St E to City limits	\$6,420,000	\$2,568,000
NP-3	Intersection Improvements at Emerald Street	Emerald St & Meridian Ave	\$325,000	\$325,000
NP-4	Mid-block Pedestrian Crossing Improvements	Emerald St to 36th St	\$400,000	\$80,000
MCE-2	104th Avenue E	8th St E to 10th St E	\$2,550,000	\$1,530,000
MCE-7	104th Avenue E	16th St E to 18th St E	\$1,660,000	\$996,000
MCE-13	29th Street E	103rd Ave Ct E to 106th Ave E	\$1,910,000	\$764,000
MCE-14	106th Avenue E	29th St E to 32nd St E	\$2,730,000	\$1,638,000
MCE-16	103rd Avenue E / 106th Avenue E	32nd St E to 36th St E	\$3,100,000	\$1,860,000
MCW-2	101st Avenue E	18th St E to 20th St E	\$1,150,000	\$690,000
MCW-4	20th Street E/100th Avenue E/24th Street E	20th St E to 24th St E	\$2,380,000	\$952,000
MCW-5	24th Street E	101st Ave E to Meridian Ave	\$722,000	\$144,000
S-1	Meridian Avenue E Preliminary Design	24th St E to 36th St E	\$455,000	\$364,000
S-3	Interurban Trail Phase III Connection Feasibility Study	114th Ave E to West Valley Hwy	\$100,000	\$20,000

Transportation Impact Fee Program Project Costs (continued)

N-1	Interurban Trail Phase III	114th Ave E to West Valley Hwy	\$5,010,000	\$1,002,000
N-4	8th Street E Walkway Extension	Meridian Ave to 110th Ave E	\$1,860,000	\$372,000
N-5	24th Street E Walkway Extension (Multi- modal Loop)	110th Ave E to 122nd Ave E	\$1,960,000	\$392,000
N-6	114th Ave E Walkway	8th St E to 18th St E	\$1,700,000	\$340,000
N-7	110th Avenue E; 20th Street E; 112th Avenue E; 18th Avenue E Walkway	24th E to 114th Ave E	\$1,700,000	\$340,000
N-8	32nd St E Walkway	110th Ave E to 114th Ave E	\$1,020,000	\$204,000
N-9	36th St E Walkway Extension	Meridian Ave E to 110th Ave E	\$735,100	\$147,020
N-11	122nd Ave E Walkway	8th St E to 24th St E	\$1,850,000	\$370,000
TOTAL Project Costs (only projects in the TIF)			\$105,812,100	\$40,676,420



What are the Resulting Transportation Impact Fees and Rates?

The City share of the impact fee program project costs were converted to a base cost per new PM peak hour trip. The base cost per new PM peak hour trip was then used to develop the TIF rate schedule for a wide range of land uses. The rate schedule takes into account the relative net new trip generation of the various land uses.

Base Transportation Impact Fee Rate

Based on the existing and forecast land uses used in developing the travel demand model, growth in the City will generate 3,922 additional PM peak hour trips ends (either origins or destinations). To calculate a base transportation impact fee rate, the City growth share of the TIF project costs for the citywide service area were divided by the increase in trip ends forecast within the City. As shown in Table 2, this results in a base TIF rate of \$10,317 per new PM peak hour trip end for the citywide service area.

Table 2. Calculating the Citywide Base Transportation Impact Fee Rate

A. Growth Share of TIF Cost ¹	\$40,676,420
B. Growth in Trip Ends ¹	3,922
C. Base TIF Rate for Service Area ²	\$10,317

1. Based on model analysis of growth in travel based on land use assumptions.
2. Values in line A divided by values in line B, rounded to nearest dollar.

Development of the TIF Rate Schedules

The base transportation impact fee rate per new PM peak hour trip end is converted to a schedule of fees by land use category. This makes it simpler for staff and applicants to calculate the TIF for a specific development project. *Trip Generation*, Institute of Transportation Engineers (ITE), 10th Edition, 2017 provides data on the average PM peak hour trips generated for a wide range of land uses. The weekday PM peak hour trip rate is used because it is consistent with the modeling analysis of growth trips and was the basis for defining the improvement projects. The ITE rates are based on studies from around the United States using standardized sampling and reporting methods. The trip rates are defined based on units of development. Typically, trip rates for residential land uses are based on the number of dwelling units. Trip rates for employment land uses can be reported for several different variables, with the most typical being trips per 1,000 square feet of building area.

The base trip rates are adjusted to reflect the impacts of “new” trips, consistent with methodologies identified in *Trip Generation*.

Pass-by Trip Adjustment

The base PM peak hour trip rate reported by *Trip Generation* reflects the number of trips entering and exiting the site access driveways or roadways during the weekday afternoon time period. *Trip Generation* notes that for some retail and other commercial land uses, not all of the driveway trips are “new” to the road system, but are “pass-by” trips. Pass-by trips reflect traffic that would otherwise be traveling on the adjacent street system but makes an intermediate stop at the new development. A person making a trip between work and home but stops at a gas station along the route is an example of a pass-by trip. The inbound and outbound trips at the gas station would not be new trips to the system and should not be

charged in the TIF. Therefore, the rate schedule applies an adjustment to account for the reduction of traffic impacts to account for pass-by trips.

Trip Generation provides guidance on adjustments for pass-by trips. In addition to using ITE data, data on pass-by trip rates applied in TIF programs by other agencies were reviewed in developing the proposed adjustment for Edgewood. The base trip generation rate for residential and many other land use categories are not affected by pass-by trips and therefore, the full base trip rate is applied in the rate schedule.

TIF Rate Schedules

A revised transportation impact fee schedule was prepared for the citywide service area for a wide range of typical land uses. The rate schedule was calculated as follows:

***Transportation Impact Fee Rate per Unit = Base Cost per New PM Peak Hour Trip x
Base Trip Generation Rate per Unit of Development x Pass-by Trip Adjustment Factor***

Appendix A includes the resulting rate schedule. The base trip rate and adjustments for pass-by trips are incorporated in the rate schedules. The impact fee assessed for a specific development would simply be calculated by multiplying the number of units by the rate per unit for the corresponding district.

Total Transportation Impact Fee = Number of Units x Transportation Impact Fee per Unit

How are TIF Rates Determined for Uses Not Specifically Included in the Rate Schedule?

The impact fee rate schedule included in Appendix A includes impact fee rates for a wide range of typical land uses. There will, however, be development applications for land uses not included in the rate schedule. GMA requires that the TIF ordinance allow applicants to submit their own independent studies to reflect unique characteristics that may not be accurately reflected by the average trip rates reported in *Trip Generation*.

For applications where the land use category is not included in the rate schedule, the Public Works Director (or designee), would review the schedule and base the rate on the most comparable type of land use in the schedule. The Public Works Director could review definitions in *Trip Generation* or other available studies. The Public Works Director would consider the type of activity, size of development, and other information provided by the applicant in selecting the comparable land use for use in establishing the fee. Such additional information may include the hours of operations; number of employees, staff, or visitors; parking requirements; potential market area; and proximity to other land uses. The Public Works Director should document the rationale for selecting a comparable land use in order to provide background for the project file.

If the Public Works Director determines that none of the categories in the rate schedule provides a suitable comparable land use, the Public Works Director could then request the applicant provide an independent fee calculation. An applicant can also choose to submit their own independent fee study for their development if they believe that the characteristics of their project are not accurately reflected by the rate schedule for one or more land uses. The independent fee calculation would provide data and/or analyses on trip generation characteristics including trip rates, mode share, Public Works Director may accept the calculation and impose the fee based on the independent fee analysis. If the Public Works Director does not accept the independent fee calculation, the applicant can appeal the decision to the hearing examiner consistent with City code.

How are the Transportation Impact Fees Collected and Spent?

The City of Edgewood requires that transportation impact fees be paid prior to the issuance a building permit. If a building permit is not required, the fees would be payable at the time of issuance of an applicable construction permit. The required fees would be those in effect at that time. Under GMA, the City is required to maintain a separate account in its accounting processes for the collected impact fees. The City will use the account to track collection of the TIF and where the funds are spent. The City would encumber the fees as part of its annual budgeting process to assure the funds are properly spent. Collected fees must be encumbered or spent within 10 years of receipt, unless an extraordinary reason is identified in written findings by the City Council. (The requirement to encumber or spend the fees within 10 years was adopted by the Washington State Legislative as part of ESHB 1478 in April 2011 and was signed by the Governor in May 2011.)

The City may only spend the collected fees on improvement projects identified in the TIF program (Figure 2). The fees may be spent on planning, engineering design, acquisition of right-of-way (for those projects where right-of way was included in the TIF cost), or construction of any of the TIF improvement projects.

GMA requires that the City provide a credit against the TIF for applicants that are required to construct all or a portion of a TIF project or for dedication of land that was *included in the costs of the TIF project*. This eliminates the potential for double charging a development applicant for the same improvement. Since the costs of rights-of-way and frontage improvements for the parallel road system projects were not included in the TIF cost share, credits would not be required for those project elements.

Are any Developments Exempt from the Fees?

GMA allows jurisdictions to exempt low-income housing or other developments that serve broad public purposes. In addition to low-income housing, developments serving a broad public purpose could include parks, schools, City facilities, fire stations, water or sewer district facilities, or other similar developments.

Fees that would otherwise be collected from exempt developments would be the responsibility of the City. These could be paid through property taxes, general funds, grants, or other applicable funding source but cannot be paid with other TIF fees. The total amount of the potential revenues generated by the program would be directly reduced by any exemptions.

The City of Edgewood has previously chosen to only exempt new developments that do not result in an increase in PM peak hour traffic. However, the City may choose to review this in the future.

How Will the Impact Fees be Kept Up to Date?

Many communities with adopted impact fee programs incorporate an annual cost escalation to help keep fees more current. The cost escalator is based on an index that reflects changes in improvement costs for the area. The City's TIF program and ordinance does not include a cost escalation factor. If the City decides to incorporate a cost escalation factor in the future, it could be based on the most recent Consumer Price Index (CPI) in the region, unless a more applicable industry standard construction cost index is available.

The City also should plan to update the base TIF rates as new growth-related transportation improvement projects are defined as part of the update of its Comprehensive Plan. Significant changes in forecast residential or employment growth from those in the current

Land Use Element and travel forecasting model also would result in a need to update the TIF program and base rate schedule. Significant annexations to the City also could trigger a need to update the base TIF rates. Changes in land use and growth-related transportation improvement projects would likely be identified as part of the future updates of the City's Comprehensive Plan.

Appendix A: TIF Schedule

DRAFT November Update included after
November 18, 2021 Memorandum

City of Edgewood - Transportation Long-term Project List (September 2021)

Project Group	Project ID	Project Name	Project Limits	Project Description	Project Type	In 2021 TIP?	Total Cost Estimate	Cost Estimate Source	TIF Eligibility	TIF Comment	TIF %	Proposed TIF Share	Remaining Costs ¹	Comments
ROADWAY AND TRAFFIC PROJECTS	R-1	8th Street E Safety Improvements (Multi-modal Loop)	114th Avenue E to 122nd Avenue E	Separated pedestrian walkway with illumination, shoulder improvements, crosswalks, and reconstruction of the 8th/114th intersection.	Reconstruction; Non-motorized; Safety	No	\$3,020,000	2021 Transpo Update	Partial	Shoulder improvements combined with separated pedestrian facilities adds to overall mobility and capacity of roadways and intersections.	20%	\$ 604,000	\$ 2,416,000	
	R-2	122nd Avenue E Safety Improvements	8th Street E to 48th Street E	Road overlay, shoulder improvements, school bus stop waiting areas, signage, and pavement markings.	Reconstruction; Non-motorized; Safety	No	\$7,190,000	2021 Transpo Update	Partial	Construction of wider shoulders for bicycles and pedestrians, and bus pull-outs allows roadway traffic to flow with less impedance, adding roadway capacity.	20%	\$ 1,438,000	\$ 5,752,000	Coordinate with Project N-11.
	R-3	Meridian Avenue Safety Improvements	36th Street E to 24th Street E	Construct 5-lane cross-section with curb/gutter, sidewalks and storm drainage. Medians address access management issues at 29th St and 32nd St. Widening at 24th St intersection and Roundabout at 36th facilitate access.	Reconstruction; Non-motorized; Safety	No	\$18,040,000	2021 Transpo Update	Partial	Project adds to overall roadway capacity by including additional travel lanes, turn lane, intersection improvements, and non-motorized facilities.	60%	\$ 10,824,000	\$ 7,216,000	
	R-4	Edgewood Drive Safety Improvements	48th Street E to Sumner Heights Drive	Roadway widening, curb, gutter, storm water system, and pedestrian walkway.	Reconstruction; Non-motorized	TIP-4	\$10,535,000	2021-2026 TIP	Partial	Pedestrian walkways and roadway widening contribute to overall increase in roadway capacity. Serves growth.	40%	\$ 4,214,000	\$ 6,321,000	
	R-5	Railroad Frontage Road	86th Avenue E to Chrisella Road	Construct new roadway parallel to railroad tracks to provide access to southern part of the City, relieve pressure on Meridian Avenue, and eliminate need for several at-grade crossings.	New construction; Capacity	No	\$16,890,000	2021 Transpo Update	Partial	Project primarily serves new growth in the south part of the City, with some added system capacity by rerouting traffic around bottlenecks at the south end fo the City such as the Meridian and Chrisella corridors.	20%	\$ 3,378,000	\$ 13,512,000	
	R-6	Meridian Avenue / 12th Street E or 13th Street	Intersection	Construct new multi-lane roundabout, compete ICE.	Signal Systems; Capacity	No	\$2,400,000	20th Street ICE	Partial	New traffic control would be needed to resolve existing LOS F as identified in the concurrency program. Roundabout would improve operations, safety, and multimodal access. Some costs would be absorbed by adjoining development.	60%	\$ 1,440,000	\$ 960,000	
	R-7	Meridian Avenue / 20th Street E	Intersection	Construct new multi-lane roundabout consistent with approved ICE.	Signal Systems; Capacity	No	\$2,400,000	20th Street ICE	Partial	New traffic control would be needed to resolve existing LOS F as identified in the concurrency program. Roundabout would improve operations, safety, and multimodal access. ICE has been completed. Some costs would be absorbed by adjoining development.	60%	\$ 1,440,000	\$ 960,000	
	R-9	Meridian Avenue / 36th Street E	Intersection	Construct an intersection improvement to allow for access management and U-turns. Meridian Ave E Preliminary Design study (S-1) will inform the ultimate traffic control and intersection design.	Intersection; Capacity	No	\$5,600,000	2021 Chrisella Road Alternatives Analysis	Partial	Intersection improvement will address an existing concurrency issues at 29th and 32nd Street intersections and allow the City to accommodate growth in traffic. The project will include evaluation of access management treatments south of 24th St.	40%	\$ 2,240,000	\$ 3,360,000	
	R-10	Chrisella Rd E Safety Improvements	36th St E to City limits	Improve shoulders, pavement markings, signage, lighting, and sight distance; improve intersection with 48th Ave E and consider installation of non-motorized facilities and traffic calming measures.	Reconstruction; Non-motorized; Safety	TIP-5	\$6,420,000	2022-2027 CIP	Partial	Shoulder improvements combined with sight distance and intersection improvements adds to overall mobility and capacity of corridor.	40%	\$ 2,568,000	\$ 3,852,000	
	NP-3	Intersection Improvements at Emerald Street	Emerald St & Meridian Ave	Add mast arms & detection at minor approach on Emerald St & Meridian Ave to allow non-split phasing	Signal Systems; Capacity	TIP 12	\$325,000	Emerald Intersection Project (Remaining)	Full	Signals addresses roadway efficiency and increases capacity.	100%	\$ 325,000	\$ -	
MERIDIAN PARALLEL ROAD SYSTEM	NP-4	Mid-block Pedestrian Crossing Improvements	Emerald St to 36th St	Install pedestrian signals at two locations along Meridian Ave to allow pedestrians to safely cross E/W	Non-motorized	No	\$400,000	2021 Transpo Update	Partial	Provides access to transit, which provides system capacity as it reduces the number of vehicles on the roadway.	20%	\$ 80,000	\$ 320,000	
	MCE-2	104th Avenue E	8th Street E to 10th Street E	Build or improve corridor to collector arterial standard	Circulation / access	No	\$2,550,000	2021 Transpo Update	Partial	Addresses concurrency issues between 13th and 8th Streets	60%	\$ 1,530,000	\$ 1,020,000	
	MCE-6	16th Street E	Meridian to 104th Avenue E	Build or improve corridor to collector arterial standard	Circulation / access	No	\$1,360,000	2015 Tran Element	No	Frontage improvements would be completed by adjoining property redevelopment	0%	\$ -	\$ -	
	MCE-7	104th Avenue E	16th Street E to 18th Street E	Build or improve corridor to collector arterial standard	Circulation / access	No	\$1,660,000	2021 Transpo Update	Partial	Addresses concurrency issues at 20th and other cross streets	60%	\$ 996,000	\$ 664,000	
	MCE-11	24th Street E	Meridian to 104th Avenue E	Build or improve corridor to collector arterial standard	Circulation / access	No	\$1,360,000	2015 Tran Element	No	Segment already includes existing pedestrian pathway	0%	\$ -	\$ -	
	MCE-13	29th Street E	103rd Avenue Ct E to 106th Ave E	Build or improve corridor to collector arterial standard	Circulation / access	No	\$1,910,000	2021 Transpo Update	Partial	Partial funding to account for existing deficiency on this segment of Meridian	40%	\$ 764,000	\$ 1,146,000	
	MCE-14	106th Avenue E	29th Street E to 32nd Street E	Build or improve corridor to collector arterial standard	Circulation / access	No	\$2,730,000	2021 Transpo Update	Partial	Partial funding to account for existing deficiency on this segment of Meridian	60%	\$ 1,638,000	\$ 1,092,000	Includes 20' widening (5' bike lane + 5' sidewalk each side), some extensive drainage changes since the existing is all ditches, and utility relocation. If overlay was skipped, it would probably lower cost by \$250k or so
	MCE-15	32nd Street E	Meridian to 106th Avenue E	Build or improve corridor to collector arterial standard	Circulation / access	No	\$740,000	2015 Tran Element	No	Is not providing additional capacity. Frontage improvements would be completed when adjoining properties develop. Cost estimate is out of date.	0%	\$ -	\$ -	
	MCE-16	103rd / 106th Avenue E	32nd Street E to 36th Street E	Build or improve corridor to collector arterial standard	Circulation / access	No	\$3,100,000	2021 Transpo Update (excl. acquisition)	Partial	Partial funding to account for existing deficiency on this segment of Meridian	60%	\$ 1,860,000	\$ 1,240,000	
	MCE-17	36th Street E	Meridian to 103rd Avenue E	Build or improve corridor to collector arterial standard	Circulation / access	No	\$740,000	2015 Tran Element	No	Frontage improvements being completed by the City as part of the park redevelopment	0%	\$ -	\$ -	

City of Edgewood - Transportation Long-term Project List (September 2021)

Project Group	Project ID	Project Name	Project Limits	Project Description	Project Type	In 2021 TIP?	Total Cost Estimate	Cost Estimate Source	TIF Eligibility	TIF Comment	TIF %	Proposed TIF Share	Remaining Costs ¹	Comments
MERIDIAN PARALLEL ROAD SYSTEM	MCW-2	101st Avenue E	18th Street E to 20th Street E	Build or improve corridor to collector arterial standard	Circulation / access	No	\$1,150,000	2021 Transpo Update	Partial	Addresses concurrency issues at 20th and other cross streets	60%	\$ 690,000	\$ 460,000	
	MCW-3	20th Street E	101st Avenue E to Meridian	Build or improve corridor to collector arterial standard	Circulation / access	No	NA		No	No deficiency. Part of a new access roadway of a proposed development.	0%	\$ -	\$ -	Built by Dhaliwal Project
	MCW-4	20th Street E/ 100th Avenue E/ 24th Street E	20th Street E to 24th Street E	Build or improve corridor to collector arterial standard	Circulation / access	No	\$2,380,000	2021 Transpo Update	Partial	Addresses a concurrency issue between 16th and 24th Streets. Will be partially built by Dhaliwal Project so less cost associated with the TIF.	40%	\$ 952,000	\$ 1,428,000	Partially implemented by developer
	MCW-5	24th Street E	101st Avenue E to Meridian	Build or improve corridor to collector arterial standard	Circulation / access	No	\$722,000	Recent sidewalk project	Partial	Provides active transportation amenities along a busy stretch of 24th Street. Recently completed in 2021.	20%	\$ 144,400	\$ 577,600	
	MCW-7	29th Street E	101st Avenue E to Meridian	Build or improve corridor to collector arterial standard	Circulation / access	No	\$1,080,000	2015 Tran Element	No	Is not providing additional capacity. Frontage improvements would be completed when adjoining properties develop	0%	\$ -	\$ -	
	MCW-8	101st Avenue E	29th Street E to 32nd Street E	Build or improve corridor to collector arterial standard	Circulation / access	No	\$1,290,000	2015 Tran Element	No	Is not providing additional capacity as it does not connect to 24th or 36th	0%	\$ -	\$ -	
	MCW-9	32nd Street E	101st Avenue E to Meridian	Build or improve corridor to collector arterial standard	Circulation / access	No	\$1,080,000	2015 Tran Element	No	Is not providing additional capacity. Frontage improvements would be completed when adjoining properties develop	0%	\$ -	\$ -	
STUDIES	S-1	Meridian Avenue E Preliminary Design	24th Street E to 36th Street E	Complete a corridor study and preliminary design to evaluate widening, complete street improvements, intersection treatments, and access management strategies.	Study	TIP-2	\$455,000	2021-2026 TIP	Partial	Design of a roadway capacity project (4- to 5-lane section) directly supports future growth, addresses LOS F issues at 29th and 32nd Streets. The design will review potential access management treatments.	80%	\$ 364,000	\$ 91,000	
	S-2	36th Street E Walkway Extension Feasibility Study	105th Avenue E to 110th Avenue E	Conduct a study to determine project scope and costs due to surface water and environmental challenges.	Study	TIP-13	\$0	DELETE - See N-9	Partial	Project adds to overall capacity by adding dedicated pedestrian facilities.	20%	\$ -	\$ -	Outcome will define scope of N-8
	S-3	Interurban Trail Phase III Connection Feasibility Study	114th Avenue E to West Valley Hwy	Evaluate the route and alignment of the trail extension, including topographic survey, crossing treatments, and Geotech/environmental analysis.	Study	TIP-7	\$100,000	2021-2026 TIP	Partial	Provides an alternative connection to Jovita Boulevard, which is a constrained corridor, for active users to access Sumner and Pacific.	20%	\$ 20,000	\$ 80,000	
NON-MOTORIZED PROJECTS														
	N-1	Interurban Trail Phase III	114th Avenue E to West Valley Hwy	Construct multi-use pathway.	Non-motorized	No	\$5,010,000	2021 Transpo Update	Partial	Project is in the Parks Plan. Provides an alternative connection to Jovita Boulevard for active users to access Sumner and Pacific.	20%	\$ 1,002,000	\$ 4,008,000	
	N-4	8th Street E Walkway Extension (Multi-modal Loop)	Meridian Avenue to 110th Avenue E	Separated pedestrian walkway.	Non-motorized; Safety	No	\$1,860,000	2021 Transpo Update	Yes	Shoulder improvements combined with separated pedestrian facilities add to overall mobility and capacity of the system.	20%	\$ 372,000	\$ 1,488,000	
	N-5	24th Street E Walkway Extension (Multi-modal Loop)	110th Avenue E to 122nd Avenue E	Separated pedestrian walkway and shoulder improvements.	Non-motorized; Safety	No	\$1,960,000	2021 Transpo Update	Partial	Shoulder improvements combined with separated pedestrian facilities add to overall mobility and capacity of the system.	20%	\$ 392,000	\$ 1,568,000	
	N-6	114th Avenue E Walkway	8th Street E to 18th Street E	Separated pedestrian walkway.	Non-motorized; Safety	No	\$1,700,000	2021 Transpo Update	Yes	Shoulder improvements combined with separated pedestrian facilities add to overall mobility and capacity of the system.	20%	\$ 340,000	\$ 1,360,000	
	N-7	110th Avenue E; 20th Street E; 112th Avenue E; 18th Avenue E Walkway	24th Street E to 114th Avenue E	Separated pedestrian walkway.	Non-motorized; Safety	No	\$1,700,000	2021 Transpo Update	Yes	Shoulder improvements combined with separated pedestrian facilities add to overall mobility and capacity of the system.	20%	\$ 340,000	\$ 1,360,000	
	N-8	32nd Street E Walkway	110th Avenue E to 114th Avenue E	Separated pedestrian walkway.	Non-motorized; Safety	No	\$1,020,000	2021 Transpo Update	Yes	Shoulder improvements combined with separated pedestrian facilities add to overall mobility and capacity of the system.	20%	\$ 204,000	\$ 816,000	
	N-9	36th Street E Walkway Extension	Meridian Avenue E to 110th Avenue E	Extension of existing walkway.	Non-motorized; Safety	TIP-13	\$735,100	2022-2027 CIP (TIB Grant Materials)	Yes	Shoulder improvements combined with separated pedestrian facilities add to overall mobility and capacity of the system.	20%	\$ 147,020	\$ 588,080	
	N-11	122nd Avenue E Walkway	8th Street E to 24th Street E	Separated pedestrian walkway.	Non-motorized; Safety	No	\$1,850,000	2021 Transpo Update	Yes	Shoulder improvements combined with separated pedestrian facilities add to overall mobility and capacity of the system.	20%	\$ 370,000	\$ 1,480,000	

¹Remaining Costs includes the portion of the Total Cost Estimate not covered by Proposed TIF Share, and does not include costs potentially covered by grant, developer, or other sources.

Total
\$113,462,100

Total Costs

Total Costs

TIF
\$40,676,420
38%

Total
\$65,135,680
62%
\$105,812,100

TIF CALCULATION	
Net New PM Peak Hour Trips	3922
Fee per PM peak hour trip	\$10,371

Transportation Impact Fees - Forecasting Scenarios							
Revenue History							
Year	2017	2018	2019	2020	2021 (YTD)		
Impact Fees Collected	\$ 647,635	\$ 2,013,636	\$ 555,240	\$ 680,307	\$ 680,000		
# of Trips Represented	146	456	125	154	154		
Anticipated Impact Fee Revenues			Anticipated Impact Fee Expenditures (2022-2027 DRAFT CIP)				
Permits In Progress	# of Trips		Total Transportation Project Costs \$31,040,100				
Multifamily	300		Total Cost of Projects w/ TIF Eligibility \$26,965,100				
Single Family	55		Proposed TIF Expenditures in CIP \$12,917,020				
Industrial	471		Total TIF Expenditures in TIF Program \$40,676,420				
Year	2022	2023	2024	2025	2026	2027	6-Yr Totals
# of Trips Expected	450	350	250	150	100	100	1400
Projected Revenue Scenario:							
1) Maintain @ \$4,413	\$1,985,850	\$1,544,550	\$1,103,250	\$661,950	\$441,300	\$441,300	\$6,178,200
2) \$6,000 (2022), \$7,500 (2023), \$9,000 (2024+)	\$2,700,000	\$2,625,000	\$2,250,000	\$1,350,000	\$900,000	\$900,000	\$10,725,000
3) \$6,500 (2022), \$8,500 (2023), \$10,317 (2024+)	\$2,925,000	\$2,975,000	\$2,579,250	\$1,547,550	\$1,031,700	\$1,031,700	\$12,090,200
4) Increase to \$10,317 maximum	\$4,642,650	\$3,610,950	\$2,579,250	\$1,547,550	\$1,031,700	\$1,031,700	\$14,443,800

MEMORANDUM

Date:	November 18, 2021	TG:	1.18149.07
To:	Jeremy Metzler, PE – City of Edgewood Public Works		
From:	Jon Pascal, PE – Transpo Group		
Subject:	Transportation Impact Fee - Follow-Up to Council Discussion		

In 2020, the City of Edgewood (“City”) contracted with Transpo Group to update the City’s transportation impact fee (TIF) program. On October 19, 2021, City staff presented the proposed transportation impact fee rate schedule to the City Council. A public hearing was held on October 26, 2021 to obtain public comment on the proposed changes to the TIF. A follow-up discussion with City Council occurred on November 2, 2021 with Transpo Group present at the meeting. During the November meeting, discussion focused on where to set the base TIF rate. This memorandum serves to assist the Council in determining the appropriate TIF rate for adoption. The information presented will hopefully allow Council to provide direction to City staff on the preferred TIF base rate to allow an ordinance to be drafted for Council consideration for the December 7, 2021 Council meeting.

Background Discussion

The updated TIF rate study calculated a maximum transportation impact fee base rate of \$10,371 per new PM peak hour trip end. Included in the rate study were updates made to various trip rates to account for more recent data comprised in the *Trip Generation Manual*, Institute of Transportation Engineers (ITE), 10th Edition. If the maximum base rate was adopted, the fees per unit of development would increase as summarized in Table 1.

Table 1. Change in Transportation Impact Fee by Land Use Category¹

Land Use	Unit	Existing Fee per Unit	Updated Fee per Unit	% Change
Single-family Home	Dwelling Unit	\$4,413	\$10,475	+137%
Mid-rise Apartment	Dwelling Unit	\$2,736	\$4,563	+67%
Quality Restaurant	1,000 sqft Gross Floor Area	\$18,510	\$45,301	+145%
Office Building	1,000 sqft Gross Floor Area	\$6,575	\$11,927	+81%
Light Industrial	1,000 sqft Gross Floor Area	\$4,281	\$6,534	+53%

1. Representative sample of land use types

Recognizing that the maximum TIF base rate of \$10,371 per new PM peak hour trip end is a sizable increase to the current base rate of \$4,413, several options were suggested for Council consideration. The options included:

- OPTION 1: Take no action (maintain at \$4,413)
- OPTION 2: Adopt partial amount phased over 3 years ~\$6,000 (2022), \$7,500 (2023), \$9,000 (2024+)
- OPTION 3: Adopt maximum amount phased over 3 years ~\$6,500 (2022), \$8,500 (2023), \$10,317 (2024+)
- OPTION 4: Adopt maximum amount immediately

Modifications to the Rate Schedule

Based on discussions with staff, the following modifications have been made to the rate schedule since it was last presented to Council. Below is a summary of the modifications.

Simplification of the rate schedule

A few land use categories were removed from the rate schedule to simplify the list of potential land uses. Golf courses, tennis courts, resort hotel, and a variety store were removed since there is a low probability such land uses would be proposed in the City. If a proposed land use was not identified on the rate schedule, the applicant would submit an independent fee calculation as required in the adopted EMC.

Units of Measure for Schools

Staff requested that the unit of measure for elementary, middle/junior high school, and high school be changed from gross floor area to number of students. The number of students at a school more directly correlates to the expected number of trips the school would be estimated to generate.

Early Learning Centers

Under RCW 82.02.060 (3a), which became law in July 2021, agencies are required to “*not impose an impact fee on development activities of an early learning facility greater than that imposed on commercial retail or commercial office development activities that generate a similar number, volume, type, and duration of vehicle trips.*”

Furthermore, the law allows an agency governing body (City Council) to specifically exempt early learning facilities for up to 80 percent of the impact fee cost. The TIF rate schedule has been updated to include a footnote to this RCW, but no adjustment to the impact fee rate has been made. Any impact fee for an early learning facility will be reviewed based on RCW 82.02.060 (3a) to ensure the resulting impact fee is not greater than a similar commercial development. If the Council would like to exempt early learning facilities to up to 80 percent, the language would need to be included in the adopting ordinance.

Options to Finalize Base TIF Rate

It is important to emphasize that the impact fee rate presented represents the maximum that can be charged, but a lower number can be, and often is, selected by jurisdictions. Some of the policy considerations by Council could include the following:

- Trade-off of new growth versus existing taxpayers funding infrastructure capacity
- Impacts of fees on new development in the permitting pipeline
- Competitiveness with surrounding jurisdictions
- Potential impacts on housing affordability

We have assembled some additional information to assist Council in determining the appropriate TIF base rate.

Phasing of the Base Rate

The previous options presented on Page 1 of the memo identified a possible three-year phase-in strategy recognizing that the City will be updating its Comprehensive Plan by 2023. The update will identify needed infrastructure to serve updated growth forecasts over the next 20 years. Once that information is available, it is recommended that the impact fee reflect the updated plan. A 3-

year phase-in plan can be included under any scenario and is a decision that can be de-coupled from deciding upon the TIF base rate.

Project Cost Increases

The total cost of projects included in the TIF program is approximately \$105.8 million (2021 dollars). After applying the adjustments for existing deficiencies and capacity to serve external growth, the TIF related portion of the costs has been reduced to \$40.7 million. This represents approximately 38 percent of the total project costs included in the TIF.

The scope and cost of transportation projects has been updated and refined since the last TIF update in 2017 to reflect increased project costs, or modifications to the general scope and eligibility of each project. The TIF eligible costs in 2017 were \$17.3 million, compared to \$40.7 million in 2021 – or an increase of approximately 135%.

However, in further evaluating the total costs, the increase in the project costs attributable to increases in the actual construction costs is closer to \$14.8 million or 85% more than the 2017 total costs as shown in Table 2. The remaining increases to the total TIF costs are due primarily to changes in the overall scope of the projects and the eligibility assigned to the TIF. That remaining about is approximately 50% increase over the 2017 costs, or \$8.7 million.

Table 2. Breakdown of Cost Increases

Land Use	2017	2021	Increase	Associated with Construction Costs	Associated with Change in Scope / Eligibility
TIF Eligible Costs	\$17.3 million	\$40.7 million	\$23.5 million (+135%)	\$14.8 million (+85%)	\$8.7 million (+50%)

If just the costs associated with the increase in project construction costs were used to arrive at an adjusted TIF base rate, the updated base rate would be approximately \$8,185 per PM peak hour trip.

$\$17.3 \text{ million} + \$14.8 \text{ million divided by } 3,922 \text{ trips} = \$8,185 \text{ per PM peak hour trip (+85\%)}$

This is one data point to consider when determining a TIF base rate the Council would be comfortable in supporting.

Population Growth Rates

Another option to consider is the rate of growth that Edgewood is experiencing when compared to other communities and their associated impact fee rates as shown in Table 3. The population information was assembled from publicly available data on the Washington State Office of Financial Management and the Municipal Research and Services Center (MRSC) web sites.

Table 3. Comparison of Change in Population and Transportation Impact Fees¹

City	2011 Population	2021 Population	% Change	Existing TIF ²
City of Sammamish	46,940	66,130	+40.9%	\$14,064
City of Edgewood	9,405	13,000	+38.2%	\$4,413
City of North Bend	5,830	7,700	+32.1%	\$11,630
City of Issaquah	30,690	39,840	+29.8%	\$9,173
City of Puyallup	37,240	43,040	+15.6%	\$4,500 ³
City of Fife	9,220	10,360	+12.4%	\$6,413
City of Federal Way	89,306	99,590	+11.5%	\$6,311

1. Washington State OFM <https://ofm.wa.gov/washington-data-research/population-demographics/population-estimates/april-1-official-population-estimates>

2. <https://mrsc.org/getmedia/7b937ea4-f666-4b86-b21d-fd21f43115e3/b45ImpactFeeCompare.pdf.aspx>

3. Planning to update their impact fee in 2022.

As was presented at the November 2, 2021 Council meeting, the highest existing fee in Pierce County is the City of Fife at \$6,413. Federal Way which borders the City of Edgewood, but is within King County, has an impact fee of \$6,311. Yet both jurisdictions had a 12% rate of growth over the last 10 years compared to Edgewood which had a rate of growth of 38%.

When exploring the agencies with higher impact fees, one area in common is that they all have been experiencing higher rates of growth than compared to some of the communities immediately surrounding Edgewood. In other words, there appears to be a correlation between impact fee rates and the rates of growth, which is logical given the need to build more infrastructure to serve a growing population.

While this data does not give a clear indication on an alternative TIF base rate the Council should consider, it does appear to support the policy basis for a much higher fee than surrounding Pierce County jurisdictions given the high rate of growth being experienced in Edgewood.

City of Edgewood
Schedule of Transportation Impact Fees

Cost per PM peak hour trip end = \$10,371

Land Use Category - ITE 9th Edition	Notes (see below)	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
RESIDENTIAL							
Single-Family Detached Housing	2	210	1.01	Dwelling Unit	1.00	1.01	\$10,475
Multi-Family Housing (Low-Rise)	2	220	0.56	Dwelling Unit	1.00	0.56	\$5,808
Multi-Family Housing (Mid-Rise)	2	221	0.44	Dwelling Unit	1.00	0.44	\$4,563
Mobile Home Park	2	240	0.59	Occupied Dwelling Unit	1.00	0.59	\$6,119
Senior Adult Housing-Detached	2	251	0.30	Dwelling Unit	1.00	0.30	\$3,111
INSTITUTIONAL							
Public Park		411	0.11	Acre	1.00	0.11	\$1,141
Multi-Purpose Recreational Facility	1	435	3.58	1,000 sf GFA	1.00	3.58	\$37,128
Movie Theater	1	444	0.09	Seat	1.00	0.09	\$933
Casino/Video Lottery Establishment		473	13.49	1,000 sf GFA	1.00	13.49	\$139,905
Racquet / Tennis Club	1	491	3.82	Court	1.00	3.82	\$39,617
Health/Fitness Club		492	3.45	1,000 sf GFA	1.00	3.45	\$35,780
Elementary School		520	0.16	Student	1.00	0.16	\$1,659
Middle School/Junior High School		522	0.15	Student	1.00	0.15	\$1,556
High School		525	0.14	Student	1.00	0.14	\$1,452
Private School (K-12)	1	532	0.17	Student	1.00	0.17	\$1,763
Church		560	0.49	1,000 sf GFA	1.00	0.49	\$5,082
Day Care Center	4	565	11.12	1,000 sf GFA	1.00	11.12	\$115,326
Library		590	8.16	1,000 sf GFA	1.00	8.16	\$84,627
Hospital	2	610	0.97	1,000 sf GFA	1.00	0.97	\$10,060
Nursing Home		620	0.59	1,000 sf GFA	1.00	0.59	\$6,119
BUSINESS & COMMERCIAL							
Hotel	3 (a)	310	0.60	Room	0.75	0.45	\$4,667
All Suites Hotel	3 (a)	311	0.36	Room	0.75	0.27	\$2,800
Motel	3 (a)	320	0.38	Room	0.75	0.29	\$2,956
Building Materials/Lumber Sales	3 (a)	812	2.06	1,000 sf GFA	0.75	1.55	\$16,023
Free-Standing Discount Superstore		813	4.33	1,000 sf GFA	0.71	3.07	\$31,884
Free-Standing Discount Store		815	4.83	1,000 sf GFA	0.83	4.01	\$41,576
Hardware/Paint Store		816	2.68	1,000 sf GFA	0.74	1.98	\$20,568
Nursery (Garden Center)		817	6.94	1,000 sf GFA	0.75	5.21	\$53,981
Nursery (Wholesale)		818	5.18	1,000 sf GFA	0.75	3.89	\$40,291
Shopping Center	2	820	3.81	1,000 sf GLA	0.66	2.51	\$26,079
Quality Restaurant		931	7.80	1,000 sf GFA	0.56	4.37	\$45,301
High Turnover (Sit-Down) Restaurant		932	9.77	1,000 sf GFA	0.57	5.57	\$57,755
Fast Food Restaurant without Drive-Through	1	933	28.34	1,000 sf GFA	0.50	14.17	\$146,957
Fast Food Restaurant with Drive-Through		934	32.67	1,000 sf GFA	0.5	16.34	\$169,410
Quick Lubrication Vehicle Shop		941	4.85	Servicing Position	0.61	2.96	\$30,683
Automobile Care Center		942	3.11	1,000 sf GLA	0.61	1.90	\$19,675
Automobile Sales		841	3.75	1,000 sf GFA	0.75	2.81	\$29,168
Automobile Parts Sales		843	4.91	1,000 sf GFA	0.57	2.80	\$29,025
Gasoline/Service Station		944	14.03	Vehicle Fueling Position	0.58	8.14	\$84,393
Gasoline/Service Station with Convenience Market		945	13.99	Vehicle Fueling Position	0.44	6.16	\$63,840
Self-Service Car Wash		947	5.54	Wash Stall	0.77	4.27	\$44,241
Tire Store		848	3.98	1,000 sf GFA	0.72	2.87	\$29,719
Tire Superstore		849	2.11	1,000 sf GFA	0.72	1.52	\$15,756
Supermarket	2	850	9.24	1,000 sf GFA	0.64	5.91	\$61,330
Convenience Market		851	49.11	1,000 sf GFA	0.49	24.06	\$249,567
Convenience Market with Gas Pumps		853	49.29	1,000 sf GFA	0.34	16.76	\$173,803
Discount Supermarket		854	8.38	1,000 sf GFA	0.79	6.62	\$68,658
Discount Club		857	4.18	1,000 sf GFA	0.63	2.63	\$27,311
Home Improvement Superstore		862	2.33	1,000 sf GFA	0.58	1.35	\$14,015
Electronics Superstore	1	863	4.26	1,000 sf GFA	0.60	2.56	\$26,508
Toy/Children's Superstore	1, 3 (b)	864	5.00	1,000 sf GFA	0.66	3.30	\$34,224
Pet Supply Superstore		866	3.55	1,000 sf GFA	0.60	2.13	\$22,090
Apparel Store	3 (a)	876	4.12	1,000 sf GFA	0.75	3.09	\$32,046
Pharmacy/Drug Store without Drive-Through		880	8.51	1,000 sf GFA	0.47	4.00	\$41,481
Pharmacy/Drug Store with Drive-Through		881	10.29	1,000 sf GFA	0.51	5.25	\$54,426
Furniture Store		890	0.52	1,000 sf GFA	0.47	0.24	\$2,535
Walk-in Bank	1, 3 (c)	911	12.13	1,000 sf GFA	0.65	7.88	\$81,770
Drive-in Bank		912	20.45	1,000 sf GFA	0.65	13.29	\$137,857
OFFICE							
Clinic	1	630	3.28	1,000 sf GFA	1.00	3.28	\$34,017
Animal Hospital/Veterinary Clinic		640	3.53	1,000 sf GFA	1.00	3.53	\$36,610
General Office Building	2	710	1.15	1,000 sf GFA	1.00	1.15	\$11,927
Medical-Dental Office Building	2	720	3.46	1,000 sf GFA	1.00	3.46	\$35,884
United States Post Office		732	11.21	1,000 sf GFA	1.00	11.21	\$116,259
Office Park	1	750	1.07	1,000 sf GFA	1.00	1.07	\$11,097
Research and Development Center	2	760	0.49	1,000 sf GFA	1.00	0.49	\$5,082
Business Park	1	770	0.42	1,000 sf GFA	1.00	0.42	\$4,356
INDUSTRIAL							
General Light Industrial	2	110	0.63	1,000 sf GFA	1.00	0.63	\$6,534
Industrial Park		130	0.40	1,000 sf GFA	1.00	0.40	\$4,148
Manufacturing		140	0.67	1,000 sf GFA	1.00	0.67	\$6,949
Warehousing	2	150	0.19	1,000 sf GFA	1.00	0.19	\$1,970
Mini-Warehouse (Self-Storage)		151	0.17	1,000 sf GFA	1.00	0.17	\$1,763
High-Cube Fulfillment Center Warehouse	1	155	1.37	1,000 sf GFA	1.00	1.37	\$14,208
Utility	2	170	2.27	1,000 sf GFA	1.00	2.27	\$23,542
PORT and TERMINAL							
Intermodal Truck Terminal	1	30	1.87	1,000 sf GFA	1.00	1.87	\$19,394
Park-and-Ride Lot with Bus or Light Rail Service	2	90	0.43	Parking Space	1.00	0.43	\$4,460

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area.
** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the *ITE Trip Generation Handbook* (3rd Edition, 2017) and previously adopted factors.

NET NEW TRIP RATE CALCULATION:

\$10,371

IMPACT FEE CALCULATION:

- NOTES:
- (1) *Trip Generation* (10th Edition, 2017) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) Alternatively, the PM peak hour trip regression equation in *Trip Generation* can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in *Trip Generation*.
- (3) No pass-by rates are available. Pass-by rates were estimated from other similar uses.
- | Code | Land Use | Pass-By Trip Reduction Factor |
|-------|---|-------------------------------|
| 3 (a) | No Data Available 25% Estimated Pass-by | 0.75 |
| 3 (b) | Shopping Center (850) | 0.66 |
| 3 (c) | Drive-in Bank (912) | 0.65 |
- (4) Consistent with RCW 82.02.060, Day Care Centers shall not have a fee greater than that imposed on commercial development activities that generate a similar number, volume, type, and duration of vehicle trips.

ORDINANCE NO. 21-0XXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, RELATING TO TRAFFIC IMPACT FEES, ESTABLISHING AN UPDATED, TRAFFIC IMPACT FEE SCHEDULE, BASED ON A TRAFFIC IMPACT FEE PROGRAM REPORT PUBLISHED IN OCTOBER 2021 BY TRANSPO GROUP; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, pursuant to Chapter 82.02 RCW, the City of Edgewood has adopted a traffic impact fee program and has codified regulations governing the calculation, assessment, collection, refund and administration of such fees at Chapter 4.30 EMC; and

WHEREAS, the City tasked their on-call transportation engineer, Transpo Group, with updating the Traffic Impact Fee Program underlying Chapter 4.30 EMC, in order to more closely align the impact fee with the City's adopted Capital Improvement Plan, Transportation Improvement Plan, and Capital Facilities element of the Comprehensive Plan; and

WHEREAS, on October 19, 2021, the City Council reviewed the DRAFT Traffic Impact Fee Program report and proposed impact fee rate; and

WHEREAS, on October 26, 2021, the City Council held a public hearing to receive public comments on the proposed changes to the Traffic Impact Fee program and associated fee; and

WHEREAS, the Council considered this Ordinance during its study sessions on November 2, 2021 and November 30, 2021, and regular City Council meeting on December 14, 2021;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, HEREBY ORDAINS AS FOLLOWS:

Section 1. Findings. The recitals above are hereby adopted as legislative findings in support of this ordinance. The City Council further adopts by reference previously held study session agenda bills of October 19, 2021, November 2, 2021, and November 30, 2021 as additional findings.

Section 2. Updated Program Adopted. The City of Edgewood Transportation Impact Fee Program report is hereby updated by adopting 2021 Traffic Impact Fee Program report and impact fee rate schedule pursuant to EMC 4.30.150.

Section 3. Severability. If any section, sentence, clause or phrase of this Ordinance should be held to be unconstitutional or unlawful by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

Section 4. Effective Date. A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City. This Ordinance shall take effect and be in full force and effect five days after publication, as provided by law.

ADOPTED THIS 14TH DAY OF DECEMBER, 2021.

Daryl Eiding, Mayor

ATTEST:

Rachel Pitzel, CMC
City Clerk

APPROVED AS TO FORM:

Ann Marie Soto, City Attorney

Published: 12/16/2021
Effective Date: 12/21/2021



**City Of Edgewood
Council Agenda Summary Sheet**

Subject: Discussion – Reappointments of Position No. 2 & 4 to Code Enforcement Board	Agenda Item #: 2.D
	For Agenda of: 11/30/2021
	Prepared by: Darren Groth, John Fairbanks
Attachments (list):	
Approval of Materials: Darren Groth, John Fairbanks Dave Gray 11/24/2021 Daryl Eidinger 11/24/2021	Expenditure Required: N/A
	Amount Budgeted: N/A
	Timeline: 11/30/2021 SS Discussion 12/14/2021 RCM Approval

Summary Statement:

Item History:

On January 14, 2020, City Council adopted Ord. No. 20-0568 to create a Code Enforcement Board (CEB). The CEB hears cases and appeals, and renders decisions regarding civil violations of the Edgewood Municipal Code (EMC) or specified city ordinances. The CEB consists of three voting members (Positions 1, 2, and 3) and two alternate members (Positions 4 and 5). Positions 1, 3, and 5 (alternate) were initially appointed to their respective positions until December 31, 2022. Positions 2 and 4 (alternate) were initially appointed to their respective positions until December 31, 2021. This agenda item is intended to serve as the initial discussion to allow City Council to reappoint Nicholas Owen in Position 2 and Kenneth Farthing in Position 4 (alternate) for two-year terms beginning on January 1, 2022 and ending on December 31, 2024.

Recommended Action:

Hold a discussion and provide staff direction to Discussion – Reappointments of Position No. 2 & 4 to Code Enforcement Board

Fiscal Note/Consideration:

N/A



City Of Edgewood Council Agenda Summary Sheet

Subject: Discussion – Reappointments of Position No. 1, 4 & 5 to Salary Commission	Agenda Item #: 2.E
	For Agenda of: 11/30/2021
	Prepared by: Dave Gray, Rachel Pitzel
Attachments (list): 1. Salary Commission_Roster_Public_020921 2. Salary Commission_Roster_Public_123121 - PROPOSED	
Approval of Materials: Dave Gray, Rachel Pitzel Dave Gray 11/23/2021 Daryl Eidinger 11/23/2021	Expenditure Required: N/A
	Amount Budgeted: N/A
	Timeline: 11/30/2021 SS Discussion 12/14/2021 RCM Approval

Summary Statement:

The Salary Commission has three positions expiring December 31, 2021. Commissioners serving positions #1 and #4 would like to continue serving this commission. The staff is asking for approval of the mayoral re-appointments of Shelly Osmonson, position #1, and Jason Neil, position #4 with new terms ending December 31, 2024. The city is left with a current vacancy for position #5 which has been advertised on Facebook and the city's website. As soon as we have anyone interested in serving in that position, we will bring it forward to council for approval.

Item History:

Recommended Action:

Hold a discussion and provide staff direction to Discussion – Reappointments of Position No. 1, 4 & 5 to Salary Commission

Fiscal Note/Consideration:



City of Edgewood Salary Commission Roster
2224 104th Avenue East, Edgewood, WA 98372

CURRENT ROSTER

SHELLY OSMONSON, POSITION #1

Term Ending: December 31, 2021

JEFF HOGAN, POSITION #2

Term Ending: December 31, 2023

GARY BALDRIDGE, POSITION #3

Term Ending: December 31, 2023

JASON NEIL, POSITION #4 (CHAIR)

Term Ending: December 31, 2021

SHAWN CARTER, POSITION #5

Term Ending: December 31, 2021



City of Edgewood Salary Commission Roster
2224 104th Avenue East, Edgewood, WA 98372

PROPOSED 2022 ROSTER

SHELLY OSMONSON, POSITION #1
Term Ending: December 31, 2024

JEFF HOGAN, POSITION #2
Term Ending: December 31, 2023

GARY BALDRIDGE, POSITION #3
Term Ending: December 31, 2023

JASON NEIL, POSITION #4 (CHAIR)
Term Ending: December 31, 2024

VACANT, POSITION #5
Term Ending: December 31, 2024



City Of Edgewood Council Agenda Summary Sheet

Subject: Discussion – Park Signage/Branding	Agenda Item #: 2.F
	For Agenda of: 11/30/2021
	Prepared by: Jeremy Metzler
Attachments (list): 1. Local Sign Examples	
Approval of Materials: Jeremy Metzler Dave Gray 11/23/2021 Daryl Eidingen 11/23/2021	Expenditure Required: TBD Amount Budgeted: TBD Timeline: 11/30/2021 SS

Summary Statement:

Staff held a brief discussion with the Parks and Recreation Advisory Board (PRAB) at their last regular meeting on the topic of parks signage, recognizing the need to move forward with monumentation signage for the new park if we are to have something installed before it is officially opened. Staff sees this as an opportunity to establish a new standard or "brand" for Edgewood Parks, using the new City logo and style guide, and the PRAB felt it appropriate to circle back with the City Council before moving forward.

The attached local examples include sandblast-carved signs made of wood or HDU (a synthetic material), and printed metal, all of which are long-lasting materials. For example, one local sign vendor is restoring some old wood signs for the Town of Steilacoom that are more than 30 years old, which are cleaning up nicely and look almost new again - This is a great indicator of what to expect for a maintenance interval. Staff is seeking Council's direction on what material(s) to solicit bids for, and any other suggestions they may have.

Item History:

N/A

Recommended Action:

Hold a discussion and provide staff direction to Discussion – Park Signage/Branding

Fiscal Note/Consideration:

Signage for the new Edgewood Community Park can be paid for using Park Impact Fees. If similar signage is desired for other City of Edgewood Parks, that would need to be paid for through other revenue sources.





North Entrance



CLARKS CREEK — PARK —

PARKS & RECREATION DEPARTMENT



