



# MORGANTOWN TRAFFIC COMMISSION

DATE:  
TIME: **6:30 P.M.**  
City Council Chambers

## Engineering Dept.

389 Spruce Street  
Morgantown, WV 26505  
304.284.7412

## AGENDA

### CALL TO ORDER:

### ROLL CALL AND INTRODUCTIONS:

#### Voting Members

Margaret Roberts	Lisa Mardis
Paul Steel	Jamie Lewis
David McKain	Roy Nutter
Chris Gluck	William Wyant
Julie Thalman	Wes Nugent

#### Non-Voting Members

Damien Davis  
1<sup>st</sup> Sgt. Matt McCabe  
Frank Gmeindl  
Christiaan Abildso

### PUBLIC COMMENTS:

MINUTES: Approval of October and January minutes

### COMMITTEE REPORTS:

#### BICYCLE BOARD REPORT:

- Monthly report

#### PEDESTRIAN SAFETY BOARD REPORT:

- Monthly report
- Budget Request

#### TRAFFIC CALMING REPORT:

#### TRUCK TRAFFIC REPORT:

### MONTHLY UPDATES (Engineering):

#### UNFINISHED BUSINESS:

1. Discussion to encourage study of how to change Rt. 7 State route designation from Earl Core Road to Greenbag Road.
2. Discussion of proposed amendments to Section 151 of City Code. Establishing a Traffic Commission.

#### NEW BUSINESS:

1. Traffic calming on Southview Drive in Sunscreech

### COMMISSION COMMENTS:

### ADJOURNMENT:

#### Traffic Commissioners:

Margaret Roberts, 1<sup>st</sup> Ward

Paul Steel, 2<sup>nd</sup> Ward

David McKain, 3<sup>rd</sup> Ward

Chris Gluck, 4<sup>th</sup> Ward

Julie Thalman, 5<sup>th</sup> Ward

Lisa Mardis, 6<sup>th</sup> Ward

Jamie Lewis, 7<sup>th</sup> Ward

Roy Nutter, At-large

Wes Nugent, City Council

William Wyant, Planning  
Commission

#### Ex Officio Members:

Christiaan Abildso, Pedestrian  
Safety Board

Frank Gmeindl, Morgantown  
Bicycle Board

Damien Davis, Engineering

Matt McCabe, Police Dept.

## Minutes

### Traffic Commission Meeting Wednesday, October 3, 2012

Voting Members Present: Margaret Roberts, Paul Steel, David McKain, Chris Gluck, Mike Wolfe, Jamie Lewis, Roy Nutter, William Wyant, Wes Nugent

Non-Voting Members Present: Damien Davis, Sgt. Matt McCabe, Christiaan Abildso, Frank Gmeindl

Members Absent: Julie Thalman

#### MATTER OF BUSINESS:

Roy Nutter called the Traffic Commission Meeting to Order 6:30pm and held roll call.

PUBLIC COMMENTS: see New Business

MEETING MINUTES: Wes Nugent *moved to approve August minutes with corrections. Mike Wolfe seconded motion. Motion passed unanimously.*

#### BICYCLE BOARD:

Frank Gmeindl reviewed the accomplishments and plans for the Bicycle Board. Discussion Ensued. Please see attached report. Frank Gmeindl reminded Traffic Commission that the Bicycle Board still needs a Traffic Commission member on the Bicycle Board. Discussion Ensued. Jamie Lewis volunteered to be Traffic Commission Representative on the Bicycle Board.

PEDESTRIAN SAFETY BOARD: None

TRAFFIC CALMING REPORT: Chris Gluck asked Damien Davis about the Traffic Calming on Hoffman Avenue. Damien Davis reported that the work has been completed and they seem to be working. Damien Davis stated he will be placing traffic counters on Hoffman Avenue to compare the current speeds to the speeds prior to installation of traffic calming.

TRUCK TRAFFIC REPORT: None

MONTHLY UPDATES: Damien Davis reviewed the status of various projects in the City of Morgantown.

UNFINISHED BUSINESS: None

NEW BUSINESS: Erica Venetta, 400 Willey Street, reported that her son had almost been hit by a car while getting off the bus at the intersection by the Dairy Mart. Erica would like to have a

better solution at that intersection for pedestrians. Discussion ensued. Due to the fact that Willey Street is a State Route Damien Davis will discuss possible improvements with the WVDOH.

Christiaan Abildso, Pedestrian Safety Board, reviewed the sidewalk data collected by the Engineering Interns. Discussion ensued.

Truck Traffic Committee has been dissolved.

COMMISSION COMMENTS:

William Wyant stated that these major planning efforts are reaching a point where community input is important.

Mike Wolfe said thank you for having me on the commission.

Paul Steel asked Sgt. McCabe if work was being done on the Hogback Turn this morning because the truck traffic was almost nonexistent. Paul also asked if we could just put signs up at intersections stating that people will be fined for blocking the intersections.

Frank Gmeindl asked Damien Davis about the work being done on White Avenue between Wilson and Vandalia Road. Damien Davis stated that the Gas Company has been doing work out in that area and the Engineering Department is discussing issues with the curb cuts being unrepaired for too long.

Christiaan Abildso stated that the AARP will be hosting a Complete Streets Class. Christiaan Abildso asked Damien Davis about sidewalk requests on Request Partner.

Chris Gluck asked Damien to request that the DOH repair the crosswalks after paving University Avenue.

Dave McKain discussed the accident on Mon Blvd and what can be done to stop the parking on Mon Blvd.

**ADJOURNMENT: *Wes Nugent moved to adjourn meeting. William Wyant seconded the motion. Motion passed unanimously. Meeting Adjourned at 8:00pm.***

## Minutes

### Traffic Commission Meeting Wednesday, January 9, 2013

Voting Members Present: Margaret Roberts, Paul Steel, David McKain, Chris Gluck, Roy Nutter, William Wyant, Wes Nugent, Lisa Mardis, Jamie Lewis

Non-Voting Members Present: Damien Davis, Frank Gmeindl

Members Absent: Christiaan Abildso, Julie Thalman, Sgt. Matt McCabe

MATTER OF BUSINESS:

Roy Nutter called the Traffic Commission Meeting to Order 6:30pm and held roll call.

PUBLIC COMMENTS: None

MEETING MINUTES: None

BICYCLE BOARD:

Frank Gmeindl reviewed the qualifications for the suggested new Bicycle Board members. ***Margaret Roberts moved to appoint Emily Vasile and Jing Zhang to the Bicycle Board. Paul Steel seconded the motion. Motion passed unanimously.*** Frank Gmeindl reviewed the accomplishments and plans for the Bicycle Board. Discussion Ensued. Please see attached report. Frank Gmeindl reminded Traffic Commission that the Bicycle Board still needs a Traffic Commission member on the Bicycle Board. Discussion Ensued. Frank Gmeindl outlined the plans for next month.

PEDESTRIAN SAFETY BOARD: None

TRAFFIC CALMING REPORT: Chris Gluck reviewed the Traffic Calming projects for the 2013-2014 fiscal year. Discussion ensued. Damien Davis was asked to do a traffic study on Madigan Avenue. Chris Gluck reviewed the “Don’t Block the Box” survey and gave suggestions on how to prevent blockage of intersections. Discussion ensued.

MONTHLY UPDATES:

UNFINISHED BUSINESS:

NEW BUSINESS:

1. Review the MPO plan, and consider Traffic Commission role in its implementation – Bill Austin, MPO, reviewed the MPO plan, Transportation network etc.

2. Discussion to encourage study of how to change Rt. 7 State route designation from Earl Core Road to Green bag Road. - Jamie Lewis stated that the DOH will look at letters sent requesting information on changing Rt. 7 from Earl Core Road to Greenbag Road. Discussion ensued.
3. Narrow Streets- Damien Davis stated that the Narrow Streets Policy is going back to City Council. Damien Davis also stated that anything less than 17ft will not have a parking lane, anything greater than or equal to 17ft will have one parking lane, and anything greater than 24ft will have two parking lanes in this proposed Narrow Streets Policy. Discussion Ensued.

COMMISSION COMMENTS:

**ADJOURNMENT: *Paul Steel moved to adjourn meeting. Margaret Roberts seconded the motion. Motion passed unanimously. Meeting Adjourned at 8:00pm.***

January 31, 2013  
(For February 6, 2013 Traffic Commission meeting)

## **Bicycle Board Report to Traffic Commission**

### **HIGHLIGHTS**

#### ***Accomplishments***

1. 53 students are registered for 3 sections of Confident City Cycling that will be delivered at WVU Mar. 2-3, Mar. 16-17 and Apr. 1 – May 1.
2. Provided recommendations (see attached) to MPO on WVDOH proposed Two Way Center Left Turn Lane on Mon Blvd. between Boyers and Patteson.
3. Provided City Manager with FY2013-2014 budget recommendation based on May 2012 Greater Morgantown Bicycle Plan.
4. Participated in Jan. 10 MPO Citizens Advisory Committee meeting.
5. Participated in Jan. 14 “Crossroads” Morgantown comprehensive plan public meeting.

#### ***Plans for Next Month***

1. Continue to support City in establishing bicycle-climbing lane on Mon Blvd. between Eighth St. and Evansdale Dr.



Date: January 4, 2013

To: Bill Austin, Executive Director, Morgantown Monongalia Metropolitan Planning Organization

From: Frank Gmeindl, Chairman, Morgantown Municipal Bicycle Board

Subject: WVDOH proposed Two-Way Left Turn Lane (TWLTL) on Mon Blvd. between Boyers Av. and Patteson Dr.

The Morgantown Municipal Bicycle Board is disappointed that the WVDOH apparently did not consider bicyclists in their proposed Mon Blvd. TWLTL and recommends that the MPO encourage the WVDOH to amend their proposal to include (in accordance with the 2009 MUTCD and the 2011 AASHTO Guidelines for the Development of Bicycle Facilities)

- a minimum 8-foot wide bicycle-climbing lane on the uphill side of Mon Blvd. between Boyers Av. and Patteson Dr.;
- R4-11 Bicycles May Use Full Lane signs every 250 feet on the downhill side, and
- an 8-foot wide smooth paved shoulder on the downhill side.

The WVDOH proposed Mon Blvd. TWLTL contradicts the Greater Morgantown Bicycle Plan that the WVDOH helped to create.

WVDOH proposes to narrow the shoulders to 4-feet. Narrowing the uphill shoulder to 4-feet will preclude making it a bicycle-climbing lane. The Greater Morgantown Bicycle Plan Engineering Action #17 is to install a bicycle-climbing lane on Monongahela Boulevard between Boyers Avenue and Patteson Drive. AASHTO recommends a minimum 5-foot width for bike lanes or wider when the bicycle lane is adjacent to high speed motor traffic.

The proposed TWLTL will likely increase actual motor vehicle speed. Narrowing the shoulders and increasing the actual speed in the travel lanes will increase risk to bicyclists and pedestrians who still choose to use the shoulders.

The proposed TWLTL will increase safety for Type A<sup>i</sup> cyclists if motor vehicle speed remains the same or decreases. The proposed TWLTL will increase Type A cyclist safety and convenience for the same reasons that the TWLTL would increase safety for motorists.

Unfortunately, most Morgantown area cyclists are Type B<sup>ii</sup> cyclists that use the shoulders rather than the travel lanes. Narrowing the shoulders on either side of Mon Blvd. can be expected to discourage the few Type B cyclists that use them now.

Knowing that they have the same right to the travel lanes as motorists, Type A cyclists ride in the rightmost travel lane that serves their destination. However, even among Type



A cyclists, few will ride the travel lane up the hill on Mon Blvd. because they are scared by motor vehicles passing them closely at high speeds. Even Type A cyclists can be expected to prefer a bicycle-climbing lane on the uphill side of Mon Blvd.

More Type A cyclists and perhaps even some Type B cyclists could be expected to use the downhill travel lanes if R4-11 Bicycles May Use Full Lane signs were erected in the corridor but most Type B cyclists would still prefer a wide smooth paved shoulder despite the increased risks of right hook, left cross and drive out crashes (especially at Chipps Hollow where a cyclist could easily be travelling in excess of 40 mph) at crossings. Therefore, the Bicycle Board recommends that the downhill shoulder of Mon Blvd. be smoothly paved to a width of 8-feet but NOT marked as a bike lane and that R4-11 signs be erected every 250-feet along the downhill side of Mon Blvd.

Last year, the wide uphill shoulder was smoothly paved. All that remains is to stripe it as a bike lane.

A bicycle-climbing lane on the uphill shoulder:

- would provide an attractive bicycle route from Star City to Evansdale, a destination for many Morgantown area students and cyclists;
- would provide an important connection from the Mon River Trail to Evansdale;
- could be part of an important bicycle corridor connecting the 916-bed Domain and the 336-bed University Commons student apartment complexes to Morgantown so some of those 1,200 students could ride their bikes instead of driving their cars;
- would be an essential part of a bicycle corridor from the University Town Centre to Mileground when Bicycle Plan Action Engineering #18 bicycle lane on both sides of WV 705 from Willowdale Road to Mileground Road is completed so some of the tens of thousands of cars that travel that corridor most days could be left at home when their users choose to bike.

Bicycle lanes are appropriate on roadways with speeds in excess of 25 mph and with few driveways and intersections. Bicyclists traveling in the travel lanes are more visible to motorists merging onto the roadway from businesses such as the Texas Roadhouse and from intersections including Canfield Av. and Saratoga Av. however since Type B and C cyclists will not use the roadway, the bicycle-climbing lane must maximize cyclist's visibility. Current sightlines are excellent however at a minimum, signage should be placed at these crossings to alert merging motorists that they're crossing a bike lane and to watch for bicyclists.

In addition to contradicting the Greater Morgantown Bicycle Plan, the WVDOH proposed Mon Blvd. TWLTL contradicts the 2040 LRTP that WVDOH also helped to create. Tier 1 project #40 Regional Bikeway Plan Implementation Program includes projects from the Greater Morgantown Bicycle plan including the bicycle-climbing lane on Mon Blvd. from Boyers Av. to Patteson Dr.

The WVDOH proposed Mon Blvd. TWLTL violates the Monongalia County and Morgantown Complete Streets Policies. The proposed TWLTL will make Mon Blvd. more dangerous to pedestrians and Type B cyclists.

In summary, Monongalia County and the City of Morgantown are striving to achieve a modern multi-modal transportation system. The proposed TWLTL project fails to consider the needs of bicyclists and pedestrians. The Bicycle Board requests you to encourage the WVDOH to amend their proposal to include (in accordance with the 2009 MUTCD and the 2011 AASHTO Guidelines for the Development of Bicycle Facilities)

- a minimum 8-foot wide bicycle-climbing lane on the uphill side of Mon Blvd. between Boyers Av. and Patteson Dr. and
- R4-11 Bicycles May Use Full Lane signs every 250 feet on the downhill side
- an 8-foot wide smooth paved shoulder on the downhill side.

If the WVDOH will not make these amendments to their proposal, the Bicycle Board requests that the MPO deny the WVDOH proposal to amend the TIP to add the proposed TWLTL project.1616

As you know, Morgantown achieved Bronze Level recognition as a Bicycle Friendly Community last year. The City intends to retain the award and even try for a Silver award in 2015 (see Greater Morgantown Bicycle Plan Encouragement Action #16). The WVDOH TWLTL as proposed is a step backward towards that objective.

Frank Gmeindl  
Chairman, Morgantown Municipal Bicycle Board  
*Cyclists fare best when they act and are treated as vehicles*

---

<sup>i</sup> Type A cyclists, according to AASHTO are “advanced or experienced riders that are generally using their bicycles as they would a motor vehicle. They are riding for convenience and speed and want direct access to destinations with a minimum of detour or delay. They are typically comfortable riding with motor vehicle traffic’ however, they need sufficient operating space on the traveled way or shoulder to eliminate the need for either themselves or a passing motor vehicle to shift position”.

<sup>ii</sup> Type B cyclists, according to AASHTO are “basic or less confident adult riders that may also be using their bicycles for transportation purposes, e.g., to get to the store or to visit friends, but prefer to avoid roads with fast and busy motor vehicle traffic unless there is ample roadway width to allow easy overtaking by faster motor vehicles. Thus, basic riders are comfortable riding on neighborhood streets and shared use paths and prefer designated facilities such as bike lanes or wide shoulder lanes on busier streets”.



January 29, 2013

Terrence Moore, ICMA-CM  
City Manager  
City of Morgantown  
389 Spruce Street  
Morgantown, WV 26505

Mr. Moore,

In September, 2010, City Council unanimously voted to approve the Goals and Objectives of the Pedestrian Safety Plan as drafted by the Morgantown Pedestrian Safety Board. Objective 9 was to “Establish a financial foundation for ongoing sidewalk installation, replacement and maintenance and for improvement of safe walkability and protection from speeding traffic.” Since that time, however, there has been little financial support or coordination. Implementation of the PSB Plan has been nearly impossible without such support by the City. According to the 2012-13 budget (FY2013), City Public Works installed 1,400 linear feet of sidewalk in FY 2010, 0 in FY 2011, 0 in FY 2012 (estimate), and proposed to install 0 yet again in FY 2013! Similarly, thermoplastic installation (for crosswalks) decreased from 4,420 in FY2010, to 2,640 in FY 2011, 2,600 in FY 2012 (estimate), and a proposed 2,600 in FY 2013.

Prior to the PSB Plan’s passage, money had been set aside in the City’s Capital Escrow account for targeted projects and/or sidewalk construction matching funds. For example, in the Fiscal Year 2011 budget, approved in early 2010, \$300,000 was budgeted: (pg 7) “\$100,000 is proposed for this year’s Gateway Sidewalk Program (sidewalks, curb, period lighting, and hanging plants-the Beechurst Gateway will be started this summer). Successive projects are recommended to be the Brockway Gateway and the Willey Gateway. An additional \$200,000 is proposed for a new Neighborhood Sidewalk Program that could make the funds available on a matching basis for neighborhoods interested in new sidewalks—would be coordinated with the Pedestrian Safety Board.” This was never coordinated with the PSB, was not used, and thus eliminated for the 2011-12 budget (FY2012).

In the FY2012 budget, \$300,000 was “budgeted for roadway and walkway improvement activities. This allocation will enable improvements to 1 mile of streets and sidewalks. A total of \$300,000 will be budgeted for Fiscal Year 2012. The Department of Public Works will also be working on a five year roadway improvement program that will also require continued significant levels for construction. Additionally, Public Works, Urban Landscaping and BOPARC will begin expanding efforts to design curbs, installing more miles of sidewalk, and enhance public right-of-ways for more attractive public landscape features and other pedestrian and traffic oriented public areas of the community.” (pg 13) Included in this \$300,000 was \$100,000 to match DOH grants for bicycles, pedestrians, & sidewalks. This was not communicated or coordinated with the PSB or in accordance with the Plan, was unused, and thus eliminated for FY2013 budget. “Paving” in FY2013 had an expected carryover of \$375,326 from FY2011 (\$25,326) and FY2012 (\$350,000).

According to police reports, from July, 2008 through September, 2012, there were **149** pedestrians involved in motor vehicle crashes (3 per month). In these reports, police estimate the level of injury of all parties involved in the crash. According to these reports, one pedestrian was killed, 19 had an

incapacitating injury, 44 had a non-incapacitating injury, 60 had a possible injury, and 24 were not injured. Based on Federal Highways Administration research, ***the estimated cost of these injuries in medically-related costs, emergency services, property damage, and lost productivity is \$7,750,290.***

***The Pedestrian Safety Board respectfully requests \$200,000 to complete as many of the projects listed on the following page as possible, taken from the approved PSB Plan.*** We request these funds be transferred from the unused paving moneys from prior fiscal years or other source as you see fit. In addition the PSB requests the City Manager explore funding a Pedestrian Infrastructure fee with City Council as was proposed in the approved PSB Plan. We plan to work with the City and Morgantown-Monongalia Metropolitan Planning Organization to leverage this money as the 20% match for federally funded projects and expect the *full cooperation and coordination* of PSB Plan implementation with City staff, unlike what has been the experience to date.

Respectfully,

Christiaan Abildso, Chair, Morgantown Pedestrian Safety Board  
Bill Reger-Nash, Vice Chair, Morgantown Pedestrian Safety Board

The projects that we plan to seek funding for are based on established criteria detailed in the PSB Plan with additional justification for federal funding to be provided from pedestrian-motor vehicle crash data supplied by the City. The projects we will be seeking funding for may include (with project number, priority score, and neighborhood priority from the PSB Plan, and source of funding):

<i>Project/#</i>	<i>Priority score</i>	<i>Neighborhood priority</i>	<i>Funding source</i>
Install sidewalks and install crosswalks where appropriate on Dorsey Avenue from Mountainview Elementary School to end of existing sidewalk on Dorsey at Hudson Street (#27)	39	First Ward #2	Transportation Alternatives-Safe Routes for Non Drivers
Upgrade sidewalks on University Avenue between Riverview Drive and Patteson Drive (#24)	40	Evansdale #1	Highway Safety Improvement Program
Making significant safety improvements to Spruce Street from Walnut Street to Willey Street (#20)	44.5	Central City #8	Highway Safety Improvement Program
Upgrade sidewalk on Brockway Avenue between Walnut Street bridge and Hogback Turn (#38)	41	Greenmont #1	Highway Safety Improvement Program
Install sidewalks, crosswalks and connections to Deckers Creek Trail on Powell Avenue/Earl Core Road (State Route 7) corridor from Hogback Turn to Listravia Avenue (#s 49-52)	40-42	Jerome Park/Sabraton priority #1-4	Highway Safety Improvement Program/Transportation Alternatives
Install crosswalks at South Walnut Avenue/Brockway Avenue (#66) and Kingwood Street/Brockway Avenue intersections (#67)	41 & 36	South Park #4 & #7	TBD
Install enhanced pedestrian crossing at Burroughs/Van Voorhis/Chestnut Intersection (#79)	48	Suncrest #1	TBD
Install/upgrade sidewalks on Baldwin Street between University Avenue and Patteson Drive (#85) and Install sidewalk on Krepps Avenue between Baldwin Street and Elmhurst Street (#86)	42 & 41	Suncrest #5 & #9	Transportation Alternatives-Safe Routes for Non Drivers
Upgrade sidewalk on Jones Avenue between Stewart Street and North Street (#122)	39	Wiles Hill/Highland Park #4	TBD
Upgrade/complete sidewalk on North Willey Street between Prospect Street and Roosevelt Street (#140)	36	Woodburn #6	Transportation Alternatives-Safe Routes for Non Drivers

Southview Tue-Thur  
 Date from: 6/5/2012 Start time: 12:00 AM  
 Date to: 6/8/2012 End time: 12:00 AM

Location 1:

**West Bound Traffic**

ADT: 335  
 Peak AM: 7:00 to 8:00 am 17.0  
 Peak PM: 4:00 to 5:00 pm 51.0  
 85% Speed: 30.9

**East Bound Traffic**

ADT: 362  
 Peak AM: 7:00 to 8:00 am 50.7  
 Peak PM: 3:00 to 4:00 pm 28.0  
 85% Speed: 31.1

**Total Traffic**

ADT: 697.3  
 Peak AM: 7:00 to 8:00 am 67.7  
 Peak PM: 4:00 to 5:00 pm 78.0  
 85% Speed: 31.1

Location 2:

**West Bound Traffic**

ADT: 344  
 Peak AM: 7:00 to 8:00 am 14.3  
 Peak PM: 4:00 to 5:00 pm 53.0  
 85% Speed: 28.9

**East Bound Traffic**

ADT: 362  
 Peak AM: 7:00 to 8:00 am 50.3  
 Peak PM: 3:00 to 4:00 pm 29.7  
 85% Speed: 29.5

**Total Traffic**

ADT: 717.0  
 Peak AM: 7:00 to 8:00 am 64.7  
 Peak PM: 4:00 to 5:00 pm 81.3  
 85% Speed: 29.3

Southview Tue-Thur  
 Date from: 10/2/2012 Start time: 12:00 AM  
 Date to: 10/5/2012 End time: 12:00 AM

Location 1:

**West Bound Traffic**

ADT: 364.7  
 Peak AM: 8:00 to 9:00 am 15.0  
 Peak PM: 4:00 to 5:00 pm 60.3  
 85% Speed: 32.9

**East Bound Traffic**

ADT: 639.3  
 Peak AM: 7:00 to 8:00 am 114.7  
 Peak PM: 4:00 to 5:00 pm 46.0  
 85% Speed: 32.4

**Total Traffic**

ADT: 1004.0  
 Peak AM: 7:00 to 8:00 am 128.3  
 Peak PM: 4:00 to 5:00 pm 106.3  
 85% Speed: 32.4

Location 2:

**West Bound Traffic**

ADT: 381.0  
 Peak AM: 8:00 to 9:00 am 16.3  
 Peak PM: 4:00 to 5:00 pm 63.7  
 85% Speed: 29.1

**East Bound Traffic**

ADT: 655.7  
 Peak AM: 7:00 to 8:00 am 119.3  
 Peak PM: 4:00 to 5:00 pm 43.3  
 85% Speed: 29.8

**Total Traffic**

ADT: 1036.7  
 Peak AM: 7:00 to 8:00 am 133  
 Peak PM: 4:00 to 5:00 pm 107.0  
 85% Speed: 29.5



Location 2

Location 1