

MEMORANDUM

To: Claire Gallogly, AICP, City of Santa Cruz
 From: Frederik Venter, P.E., and Ali Mustafa, PTP/RSP¹, Kimley-Horn and Associates, Inc.
 Date: January 5, 2023
 Subject: 900 High Street Project – Revised Trip Generation Memo

This memorandum documents trip generation estimates for the proposed residential project (the “Project”) located at 900 High Street in the City of Santa Cruz, CA. The purpose of this memorandum is to agree on Project trip estimates and the driveway volumes to be used for further analysis. This memorandum summarizes the trip generation estimates and does not address parking.

The Project plans to construct approximately 40 residential dwelling units (Apartments) in 2 ½ stories building on the vacant land behind the Peace United Church at 900 High Street in Santa Cruz, California. This project will have an emphasis on residents without cars enabled via the proximity to transit routes along High Street. The Project site will be accessed via two driveways along High Street. All existing land uses at the project site are assumed to stay and the proposed project will be an addition to the site. The Project Site Plan is attached in **Appendix A**.

Details of the proposed Project, including number of units, bedrooms and anticipated number of residents are shown in detail in **Table 1** below:

Table 1: 900 High Street: Number of Units/Bedrooms

No. of Bedrooms	No. of Units	Number of Residents ¹
5	1	5
4	6	24
3	4	12
2	15	30
1	1	1
1 (Junior)	2	2
1 (Studios)	11	11
Total	40	85
Notes:		
1. An assumption of one resident per bedroom was made to estimate the number of residents		

Trip Generation

The trip generation rates for the proposed project site were based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021). ITE Land Use Code 220 for Multifamily Housing was used to estimate project trips. Based on the number of dwelling units, the proposed project is forecasted to generate 270 Daily trips, 16 AM peak trips (4 inbound and 12 outbound), and 20 PM peak

trips (12 inbound and 8 outbound trips). Trip generation rates and the resulting project trips are summarized in **Table 2**.

Table 2: 900 High Street: Trip Generation – Based on Number of Dwelling Units

Land Use Type	Project Size		Daily	Weekday AM			Weekday PM		
				Rate	IN	OUT	Rate	IN	OUT
ITE 220- MultiFamily Housing (Low-Rise) ¹	-	DU	6.74	0.40	24%	76%	0.51	63%	37%
Land Use Type	Project Size		Daily	Weekday AM			Weekday PM		
				Total Trips	IN	OUT	Total Trips	IN	OUT
900 High Street Project	40	DU	270	16	4	12	20	12	8
Total	40	DU	270	16	4	12	20	12	8

Notes

1. Daily, AM, and PM trips based on average land use rates from the Institute of Traffic Engineers Trip Generation 11th Edition. ITE Land Use Code 220 for Multifamily Housing (Low-Rise) was used.

Exiting Driveway Volumes

As shown in the Site Plan, existing driveways off High Street will also be used by the residents of the proposed project. Under existing conditions, the Peace United Church located at 900 High Street is accessed by two driveways: one entrance only driveway and one exit only driveway. The proposed residential project will add trips to these driveways. To estimate the total number of vehicle trips that will be served by these driveways, driveway counts were undertaken at both entrance and exit driveways during the AM (7-9), PM (2-6) and Sunday (10-12:30) peak periods.

AM and PM peak period counts were undertaken to estimate the existing trips in and out of the driveways during the morning and evening peak hours. These trips also account for people parking at the Peace United Church to pick up their kids from the adjacent Westlake Elementary School. Sunday peak period counts were undertaken to estimate existing Peach United Church patronage for Sunday prayers.

The driveway count data collected at the existing driveways is shown in **Table 3** below:

Table 3: Peace United Church – Existing Driveway Counts

Peace United Church - Existing Driveway Counts							
Thursday (September 15, 2022)				Sunday (September 18, 2022)			
Peak Hour	In	Out	Total	Peak Hour	In	Out	Total
7:00 - 8:00 AM	16	3	19	10:00 - 11:00 AM	27	1	28
7:15 - 8:15 AM	28	8	36	10:15 - 11:15 AM	28	1	29
7:30 - 8:30 AM	38	16	54	10:30 - 11:30 AM	11	1	12
7:45 - 8:45 AM	46	26	72	10:45 - 11:45 AM	4	13	17
8:00 - 9:00 AM	43	33	76	11 AM - 12 Noon	4	23	27
				11:15 AM - 12:15 PM	2	25	27
14:00 - 15:00 PM	20	23	43	11:30 AM - 12:30 PM	2	24	26
14:15 - 15:15 PM	17	29	46				

Peace United Church - Existing Driveway Counts							
Thursday (September 15, 2022)				Sunday (September 18, 2022)			
Peak Hour	In	Out	Total	Peak Hour	In	Out	Total
14:30 - 15:30 PM	12	25	37				
14:45 - 15:45 PM	9	16	25				
15:00 - 16:00 PM	9	12	21				
15:15 - 16:15 PM	13	7	20				
15:30 - 16:30 PM	22	15	37				
15:45 - 16:45 PM	22	20	42				
16:00 - 17:00 PM	26	25	51				
16:15 - 17:15 PM	28	30	58				
16:30 - 17:30 PM	21	28	49				
16:45 - 17:45 PM	15	29	44				
17:00 - 18:00 PM	13	21	34				

As shown in **Table 3** above, the driveway counts show higher trips during the AM and PM peak hour trips than Sunday, and therefore will be used for traffic impact analysis. The proposed residential trips estimated from AM and PM peak hour driveway trips will be added. Therefore, for the traffic impact analysis report, the AM and PM peak hour trips from **Table 2** will be added to the existing driveway counts for 'Existing + Project Conditions' analysis.

The total trips that will be assigned to the existing driveways during the AM and PM peak hours are shown in **Table 4** below:

Table 4: 900 High Street: Final Driveway Volumes

Scenario	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Existing Driveway Counts (from Table 3)	43	33	76	28	30	58
Project Trip Estimates (from Table 2)	4	12	16	12	8	20
Total Driveway Volumes	47	45	92	40	38	78

In addition to the driveway counts, in coordination with City staff, existing intersection turning movement were conducted during the AM (7:00 – 9:00) peak period and PM (4:00 – 6:00) peak periods at the following intersections:

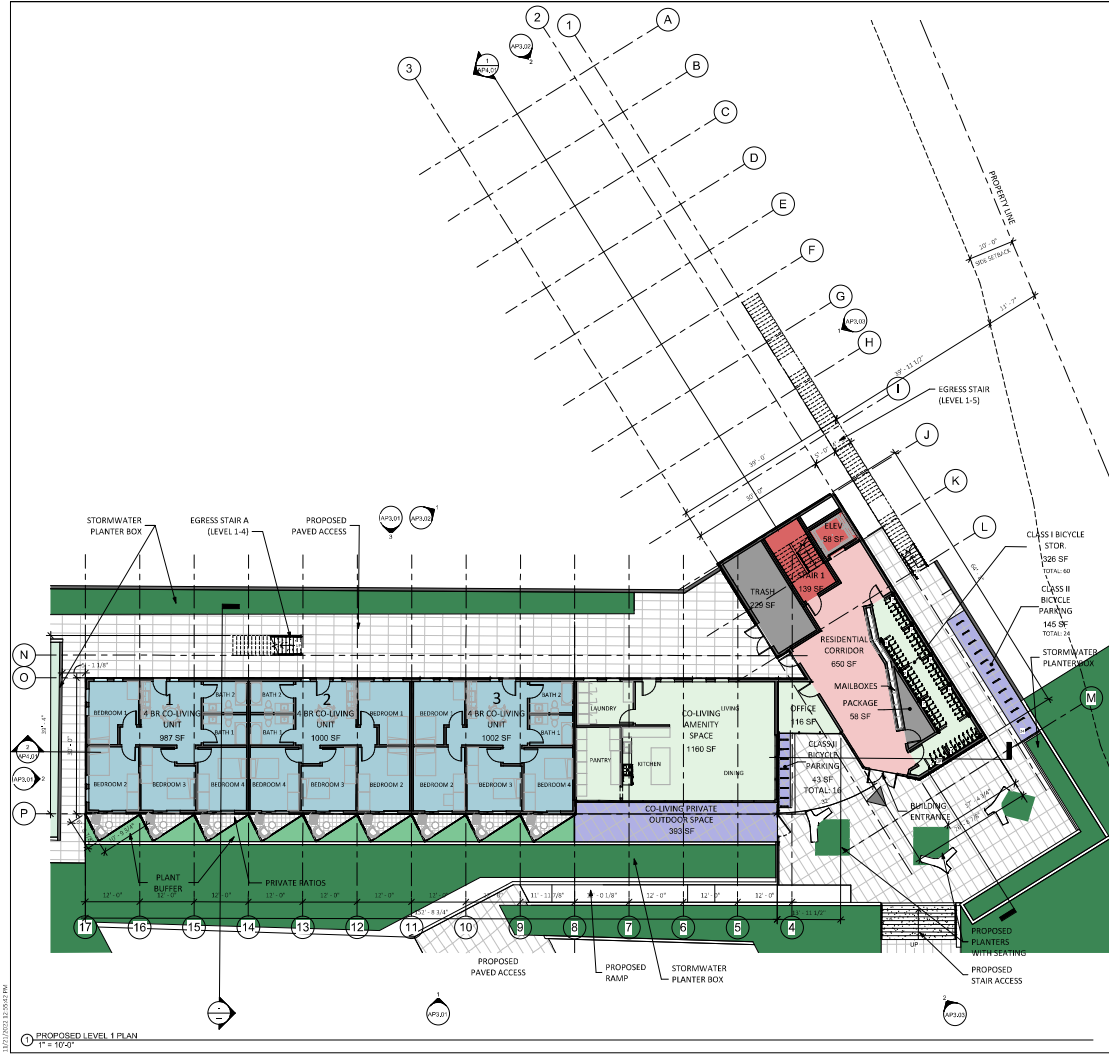
1. High Street & Glen Coolidge Drive / Bay Drive
2. High Street & Moore Street / Westlake School Driveway
3. High Street & Laurent Street / Ross Street

The existing intersection turning movement count data for the above intersections is provided in **Appendix B**.



APPENDIX A

Project Site Plan



FLOOR PLAN NOTES

1. SEE SHEET GRID-GRIDS FOR GENERAL NOTES AND PROJECT INFORMATION

UNIT MIX

UNIT - STUDIO	11
UNIT - JR 1 BED	2
UNIT - 1 BED	1
UNIT - 2 BED	15
UNIT - 3 BED	4
UNIT - 4 BED	6
UNIT - 5 BED	1
TOTAL	40

FLOOR PLAN KEYED NOTES

FLOOR PLAN KEYED NOTES	
KEYNOTE	MATERIAL

189 WALNUT AVENUE
SANTA CRUZ, CA 95060
WORKBENCH-BUILT.COM
P: 831.227.2217

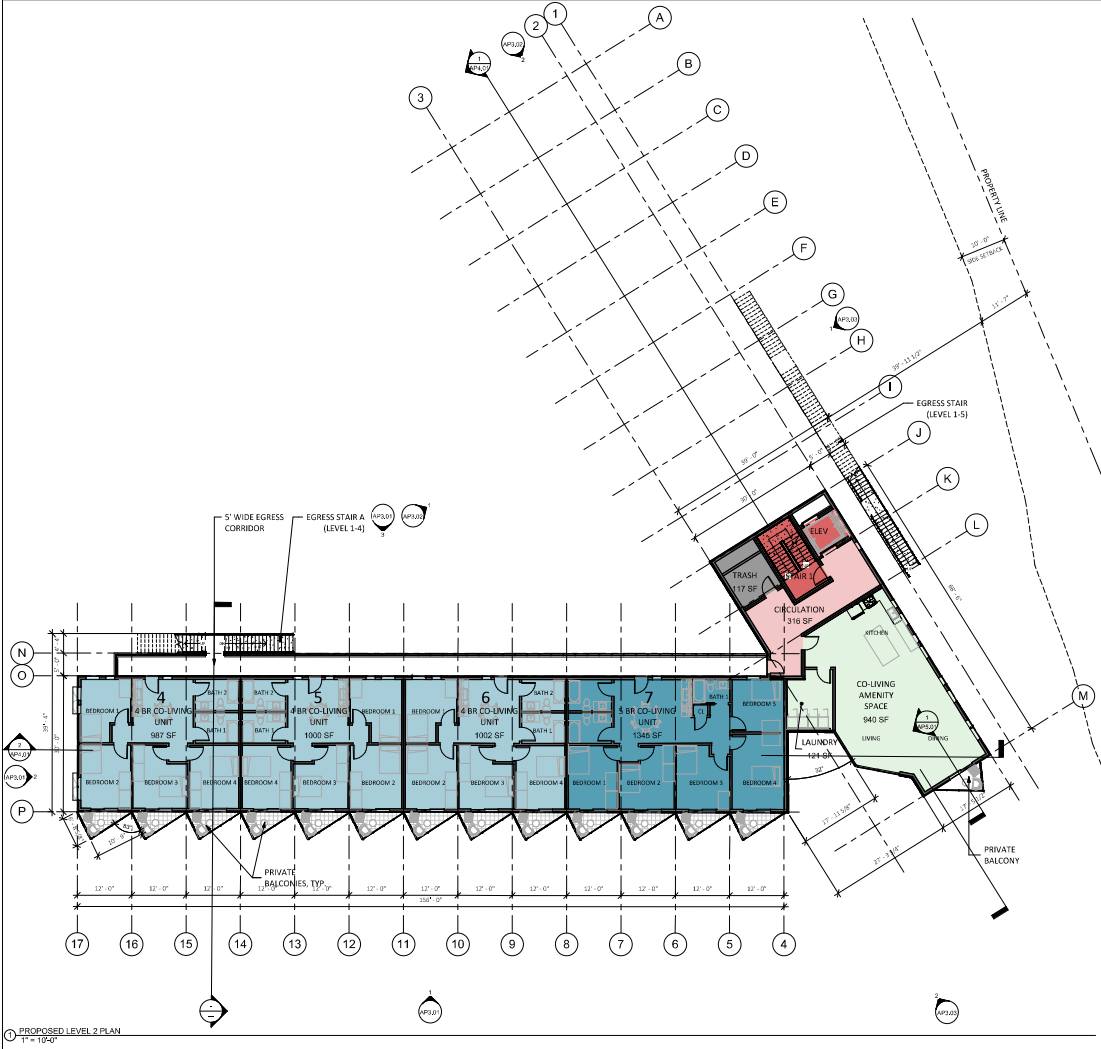
PEACE VILLAGE
900 HIGH ST.
SANTA CRUZ, CA 95060

ISSUES/REVISIONS

NO.	DESCRIPTION	DATE
01	ISSUE FOR APPROVAL	11.31.2022

APR Number: 001-022-40
Project Number: 22433
Print Date: 11.21.2022
Drawn By: JP / Q4
Checked By: AS
Scale: As indicated

PROPOSED FIRST LEVEL PLAN
AP1.01



FLOOR PLAN NOTES

1. SEE SHEET GP001-GP005 FOR GENERAL NOTES AND PROJECT INFORMATION

UNIT MIX

UNIT - STUDIO	11
UNIT - JR 1 BED	2
UNIT - 1 BED	1
UNIT - 2 BED	15
UNIT - 3 BED	4
UNIT - 4 BED	6
UNIT - 5 BED	1
TOTAL	40

FLOOR PLAN KEYED NOTES

FLOOR PLAN KEYED NOTES	
KEYNOTE	MATERIAL



189 WALNUT AVENUE
 SANTA CRUZ, CA 95060
 WORKBENCH-BUILT.COM
 P: 831.227.2217

PEACE VILLAGE
 900 HIGH ST.
 SANTA CRUZ, CA 95060



ISSUES/ REVISIONS			
NO.	DESCRIPTION	DATE	BY
1	ISSUE FOR APPROVAL	11.21.2022	

APR Number: 001-022-40
 Project Number: 22433
 Print Date: 11.21.2022
 Drawn By: JP / Q4
 Checked By: JB
 Scale: As indicated

PROPOSED SECOND LEVEL PLAN
AP1.02



FLOOR PLAN NOTES

1. SEE SHEET GRID-DIMENSIONS FOR GENERAL NOTES AND PROJECT INFORMATION

UNIT MIX

UNIT - STUDIO	11
UNIT - 1 BR	2
UNIT - 1 BED	1
UNIT - 2 BED	15
UNIT - 3 BED	4
UNIT - 4 BED	6
UNIT - 5 BED	1
TOTAL	40

FLOOR PLAN KEYED NOTES

FLOOR PLAN KEYED NOTES	
KEYNOTE	MATERIAL



189 WALNUT AVENUE
SANTA CRUZ, CA 95060
WORKBENCH-BUILT.COM
P: 831.227.2217

PEACE VILLAGE
900 HIGH ST.
SANTA CRUZ, CA 95060

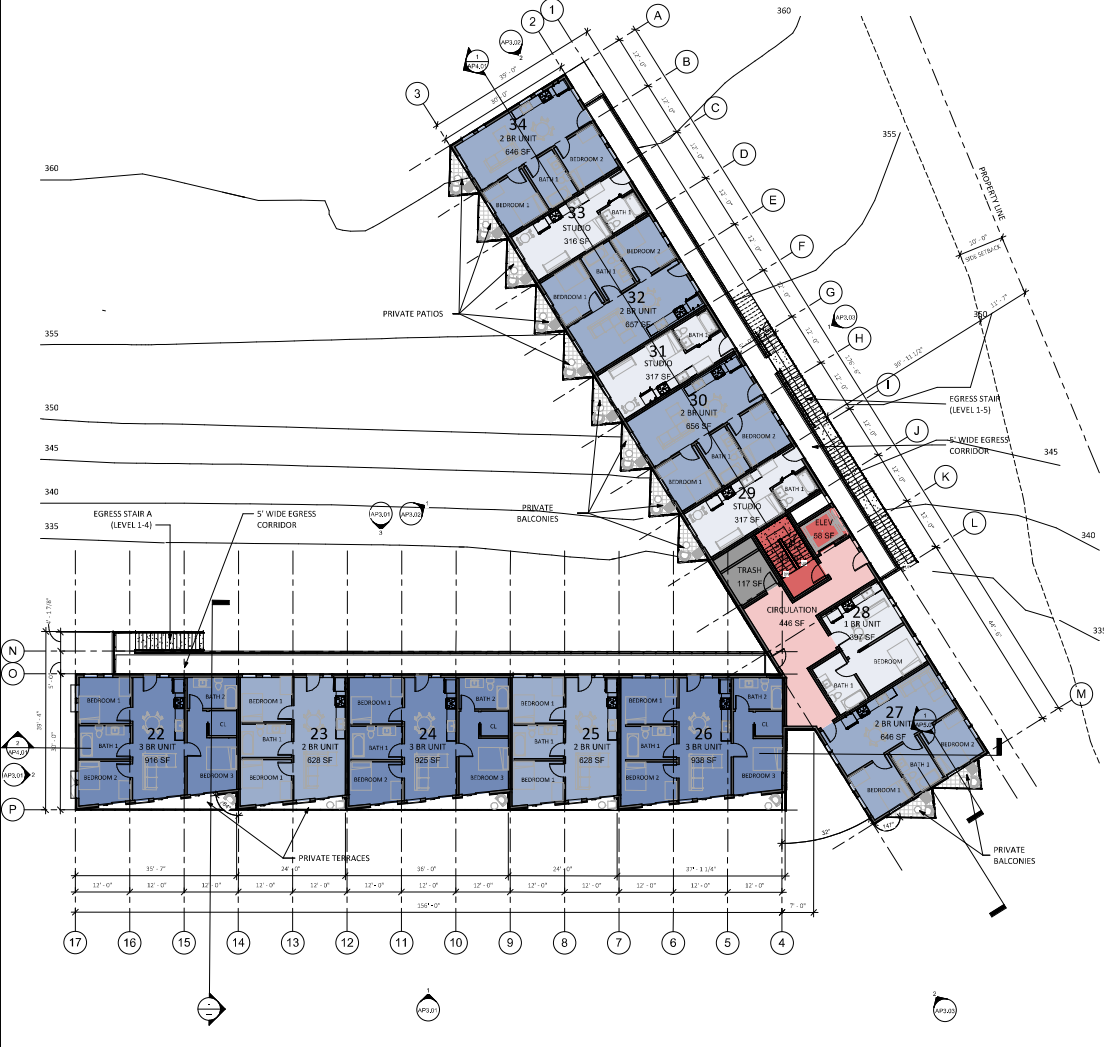


ISSUES/ REVISIONS

NO.	DESCRIPTION	DATE
1	ISSUE FOR APPROVAL	11.31.2022

APR number: 001-022-40
Project number: 22233
Print Date: 11.21.2022
Drawn By: JP / QM
Checked By: JB
Scale: As indicated

PROPOSED THIRD LEVEL PLAN
AP1.03



FLOOR PLAN NOTES

1. SEE SHEET GRID-G FOR GENERAL NOTES AND PROJECT INFORMATION

UNIT MIX

UNIT - STUDIO	11
UNIT - JR 1 BED	2
UNIT - 1 BED	1
UNIT - 2 BED	15
UNIT - 3 BED	4
UNIT - 4 BED	6
UNIT - 5 BED	1
TOTAL	40

FLOOR PLAN KEYED NOTES

FLOOR PLAN KEYED NOTES	
KEYNOTE	MATERIAL



189 WALKLEY AVENUE
SANTA CRUZ, CA 95060
WORKBENCH-BUILT.COM
P: 831.227.2217

PEACE VILLAGE
900 HIGH ST.
SANTA CRUZ, CA 95060



ISSUES/ REVISIONS

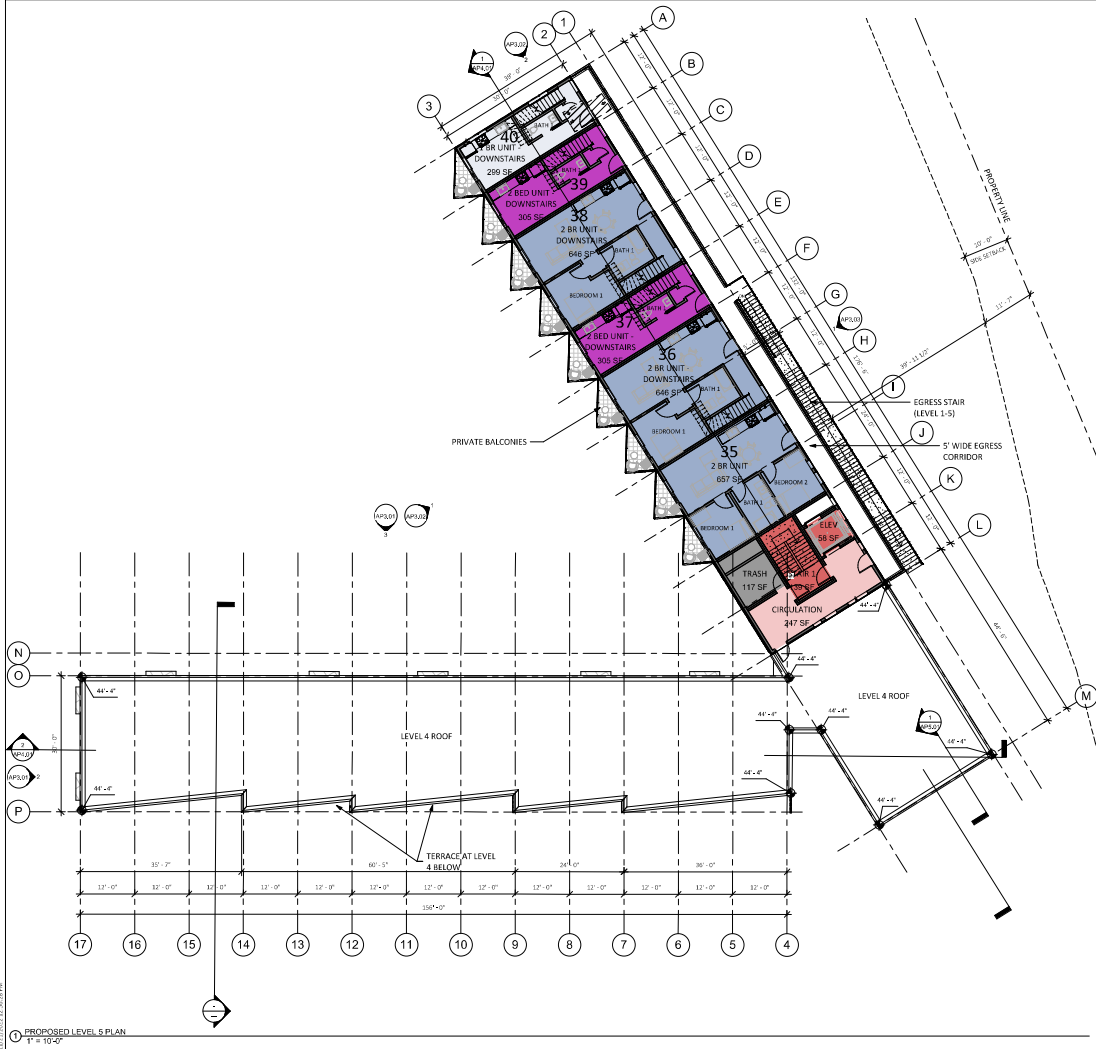
NO	DESCRIPTION	DATE
0	05130 PRELAPPROVAL	11.21.2022

APR NUMBER: 001-022-40
PROJECT NUMBER: 22253
PRINT DATE: 11.21.2022
DRAWN BY: JP / Q4
CHECKED BY: JL
SCALE: As Indicated

PROPOSED FOURTH LEVEL PLAN
AP1.04



11/21/2022 11:56:00 AM



FLOOR PLAN NOTES

1. SEE SHEET GRID-GRIDUS FOR GENERAL NOTES AND PROJECT INFORMATION

UNIT MIX

UNIT - STUDIO	11
UNIT - JR 1 BED	2
UNIT - 1 BED	1
UNIT - 2 BED	15
UNIT - 3 BED	4
UNIT - 4 BED	6
UNIT - 5 BED	1
TOTAL	40

FLOOR PLAN KEYED NOTES

FLOOR PLAN KEYED NOTES	
KEYNOTE	MATERIAL



189 WALNUT AVENUE
SANTA CRUZ, CA 95060
WORKBENCH-BUILT.COM
P: 831.227.2217

PEACE VILLAGE
900 HIGH ST.
SANTA CRUZ, CA 95060



ISSUES/ REVISIONS

NO.	DESCRIPTION	DATE
1	ISSUE FOR APPROVAL	11.21.2022

APR number: 001-022-40
Project number: 22433
Print Date: 11.21.2022
Drawn By: JP / Q4
Checked By: JB
Scale: As indicated

PROPOSED FIFTH LEVEL PLAN
AP1.05



FLOOR PLAN NOTES

1. SEE SHEET 01020-01025 FOR GENERAL NOTES AND PROJECT INFORMATION

UNIT MIX

UNIT - STUDIO	11
UNIT - 1R 1 BED	2
UNIT - 1 BED	1
UNIT - 2 BED	15
UNIT - 3 BED	4
UNIT - 4 BED	6
UNIT - 5 BED	1
TOTAL	40

FLOOR PLAN KEYED NOTES

KEYNOTE	MATERIAL
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PEACE VILLAGE
900 HIGH ST.
SANTA CRUZ, CA 95060



ISSUES/ REVISIONS

NO.	DESCRIPTION	DATE
1	050300 PRE-APPLICATION	01.31.2022

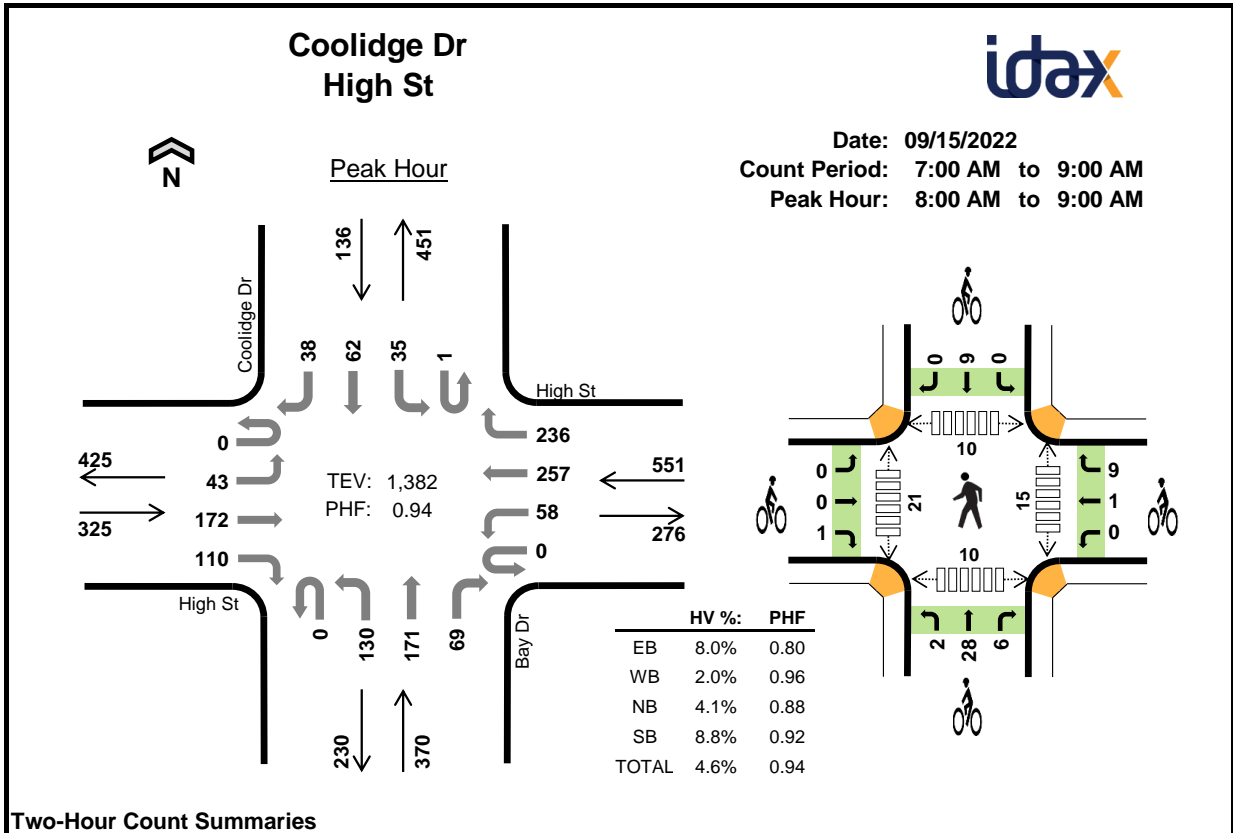
APN number: 001-022-40
Project number: 22433
Print Date: 11.21.2022
Drawn By: JP / Q4
Checked By: EB
Date: As indicated

PROPOSED SIXTH LEVEL PLAN
AP1.06

PROPOSED LEVEL 6 PLAN
1" = 1/8" = 1/4"

APPENDIX B

Traffic Counts



Two-Hour Count Summaries

Interval Start	High St Eastbound				High St Westbound				Bay Dr Northbound				Coolidge Dr Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	6	17	7	0	5	21	33	0	9	23	6	0	5	4	2	138	0	
7:15 AM	0	6	24	9	0	5	25	32	0	7	24	12	0	9	8	9	170	0	
7:30 AM	0	17	28	11	0	6	43	46	0	23	32	9	0	7	10	8	240	0	
7:45 AM	0	7	39	17	0	7	43	62	0	38	42	21	0	4	14	14	308	856	
8:00 AM	0	9	60	32	0	10	69	44	0	41	37	27	0	7	19	11	366	1,084	
8:15 AM	0	10	39	32	0	18	63	61	0	27	51	10	0	6	19	11	347	1,261	
8:30 AM	0	9	38	25	0	13	62	68	0	32	49	19	0	15	11	7	348	1,369	
8:45 AM	0	15	35	21	0	17	63	63	0	30	34	13	1	7	13	9	321	1,382	
Count Total	0	79	280	154	0	81	389	409	0	207	292	117	1	60	98	71	2,238	0	
Peak Hour	All	0	43	172	110	0	58	257	236	0	130	171	69	1	35	62	38	1,382	0
	HV	0	4	7	15	0	3	7	1	0	9	5	1	1	0	7	4	64	0
	HV%	-	9%	4%	14%	-	5%	3%	0%	-	7%	3%	1%	100%	0%	11%	11%	5%	0

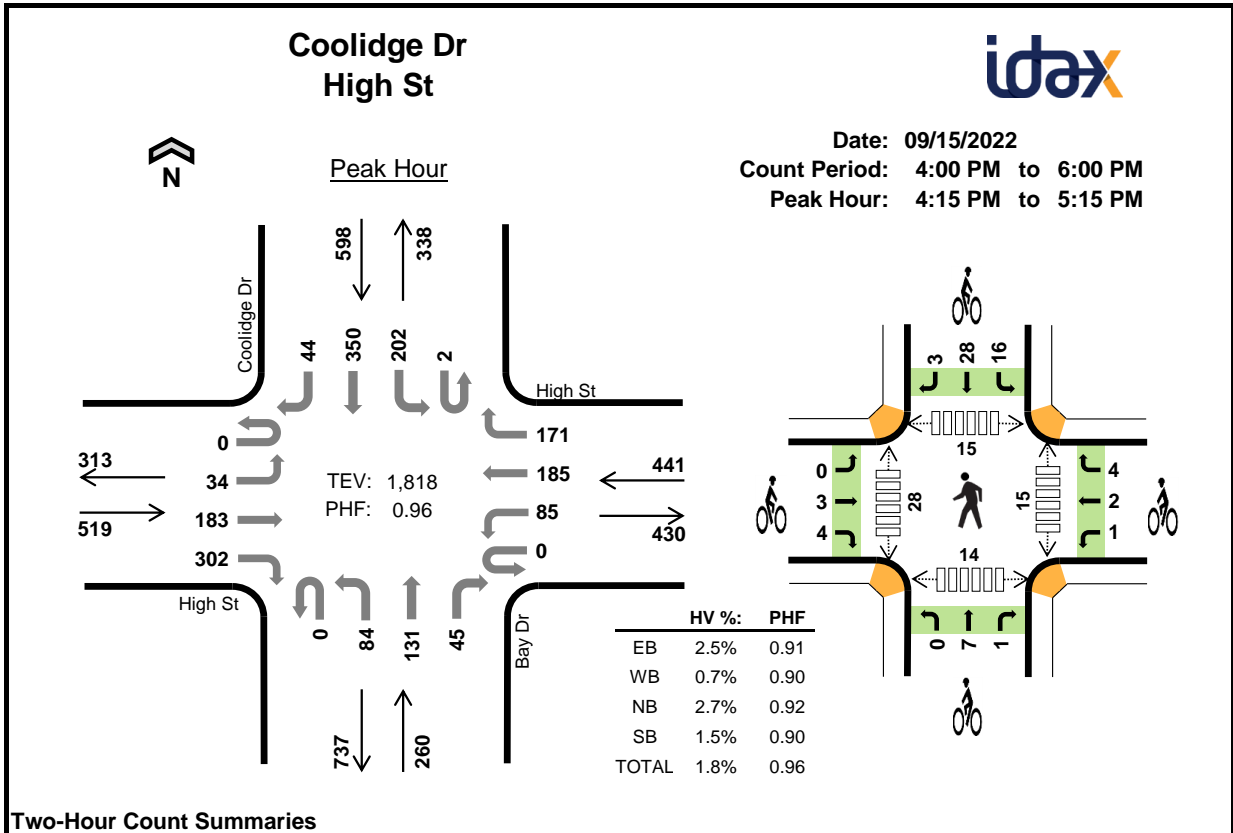
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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	1	2	1	7	1	1	4	0	6	0	0	1	0	1
7:15 AM	3	2	5	1	11	1	0	2	0	3	1	3	1	2	7
7:30 AM	7	2	4	5	18	0	0	3	1	4	3	3	1	3	10
7:45 AM	3	2	7	5	17	0	4	6	2	12	1	6	4	0	11
8:00 AM	9	2	3	6	20	0	2	5	8	15	9	9	7	4	29
8:15 AM	4	3	5	2	14	0	3	13	0	16	2	0	1	2	5
8:30 AM	9	2	2	2	15	1	2	9	0	12	3	5	1	3	12
8:45 AM	4	4	5	2	15	0	3	9	1	13	1	7	1	1	10
Count Total	42	18	33	24	117	3	15	51	12	81	20	33	17	15	85
Peak Hour	26	11	15	12	64	1	10	36	9	56	15	21	10	10	56

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	High St				High St				Bay Dr				Coolidge Dr				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	0	2	0	0	1	0	0	2	0	0	0	0	0	1	0	7	0
7:15 AM	0	2	0	1	0	0	1	1	0	3	2	0	0	0	0	1	1	11	0
7:30 AM	0	3	1	3	0	1	1	0	0	3	1	0	0	1	2	2	18	0	
7:45 AM	0	1	1	1	0	0	2	0	0	6	1	0	0	0	3	2	17	53	
8:00 AM	0	1	3	5	0	0	2	0	0	2	1	0	0	0	4	2	20	66	
8:15 AM	0	0	1	3	0	1	1	1	0	2	2	1	0	0	1	1	14	69	
8:30 AM	0	2	3	4	0	1	1	0	0	1	1	0	0	0	2	0	15	66	
8:45 AM	0	1	0	3	0	1	3	0	0	4	1	0	1	0	0	1	15	64	
Count Total	0	11	9	22	0	4	12	2	0	23	9	1	1	1	13	9	117	0	
Peak Hour	0	4	7	15	0	3	7	1	0	9	5	1	1	0	7	4	64	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	High St			High St			Bay Dr			Coolidge Dr			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	1	0	0	1	0	4	0	0	0	0	0	0	6	0	
7:15 AM	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3	0	
7:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	0	4	0		
7:45 AM	0	0	0	0	0	4	0	4	2	0	2	0	12	25			
8:00 AM	0	0	0	0	0	2	0	2	3	0	8	0	15	34			
8:15 AM	0	0	0	0	1	2	1	10	2	0	0	0	16	47			
8:30 AM	0	0	1	0	0	2	0	9	0	0	0	0	12	55			
8:45 AM	0	0	0	0	0	3	1	7	1	0	1	0	13	56			
Count Total	0	0	3	0	1	14	2	41	8	0	12	0	81	0			
Peak Hour	0	0	1	0	1	9	2	28	6	0	9	0	56	0			

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



Two-Hour Count Summaries

Interval Start	High St Eastbound				High St Westbound				Bay Dr Northbound				Coolidge Dr 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	7	71	67	0	9	56	46	0	25	32	17	0	35	75	7	447	0	
4:15 PM	0	13	44	86	0	25	44	47	0	18	38	14	0	50	86	10	475	0	
4:30 PM	0	9	44	70	0	14	44	39	0	22	31	18	1	35	87	12	426	0	
4:45 PM	0	4	46	64	0	25	50	48	0	26	39	5	0	64	72	14	457	1,805	
5:00 PM	0	8	49	82	0	21	47	37	0	18	23	8	1	53	105	8	460	1,818	
5:15 PM	0	9	64	69	0	20	36	44	0	22	27	12	0	50	80	9	442	1,785	
5:30 PM	0	11	53	68	0	23	46	31	0	17	37	5	0	39	75	11	416	1,775	
5:45 PM	0	8	49	37	0	22	45	38	0	19	34	19	0	39	49	6	365	1,683	
Count Total	0	69	420	543	0	159	368	330	0	167	261	98	2	365	629	77	3,488	0	
Peak Hour	All	0	34	183	302	0	85	185	171	0	84	131	45	2	202	350	44	1,818	0
	HV	0	6	2	5	0	0	2	1	0	5	2	0	1	1	4	3	32	0
	HV%	-	18%	1%	2%	-	0%	1%	1%	-	6%	2%	0%	50%	0%	1%	7%	2%	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	1	2	0	3	6	3	3	3	7	16	4	3	3	1	11
4:15 PM	4	1	2	2	9	1	1	2	9	13	0	4	1	1	6
4:30 PM	4	0	1	1	6	3	1	1	14	19	4	9	7	3	23
4:45 PM	2	1	2	2	7	2	4	4	13	23	6	6	2	5	19
5:00 PM	3	1	2	4	10	1	1	1	11	14	5	9	5	5	24
5:15 PM	3	2	2	1	8	1	3	2	18	24	1	2	2	0	5
5:30 PM	2	2	1	3	8	0	1	2	11	14	1	7	0	1	9
5:45 PM	1	0	2	2	5	6	2	3	7	18	2	2	0	0	4
Count Total	20	9	12	18	59	17	16	18	90	141	23	42	20	16	101
Peak Hour	13	3	7	9	32	7	7	8	47	69	15	28	15	14	72

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	High St				High St				Bay Dr				Coolidge Dr				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	0	1	0	0	2	0	0	0	0	0	0	0	0	3	0	6	0
4:15 PM	0	2	0	2	0	0	0	1	0	2	0	0	0	0	0	1	1	9	0
4:30 PM	0	1	2	1	0	0	0	0	0	1	0	0	0	0	0	1	0	6	0
4:45 PM	0	1	0	1	0	0	1	0	0	1	1	0	0	0	0	1	1	7	28
5:00 PM	0	2	0	1	0	0	1	0	0	1	1	0	1	1	1	1	1	10	32
5:15 PM	0	2	1	0	0	0	0	2	0	2	0	0	0	0	1	0	8	31	
5:30 PM	0	1	1	0	0	0	1	1	0	0	0	1	0	0	2	1	8	33	
5:45 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	1	1	5	31	
Count Total	0	10	4	6	0	0	5	4	0	9	2	1	1	1	11	5	59	0	
Peak Hour	0	6	2	5	0	0	2	1	0	5	2	0	1	1	4	3	32	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	High St			High St			Bay Dr			Coolidge Dr			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	3	0	0	3	0	2	1	2	5	0	16	0			
4:15 PM	0	0	1	0	0	1	0	2	0	2	7	0	13	0			
4:30 PM	0	1	2	1	0	0	0	1	0	3	10	1	19	0			
4:45 PM	0	1	1	0	2	2	0	3	1	4	8	1	23	71			
5:00 PM	0	1	0	0	0	1	0	1	0	7	3	1	14	69			
5:15 PM	0	0	1	1	1	1	0	2	0	6	12	0	24	80			
5:30 PM	0	0	0	0	0	1	0	2	0	1	10	0	14	75			
5:45 PM	1	5	0	0	0	2	0	3	0	0	7	0	18	70			
Count Total	1	8	8	2	3	11	0	16	2	25	62	3	141	0			
Peak Hour	0	3	4	1	2	4	0	7	1	16	28	3	69	0			

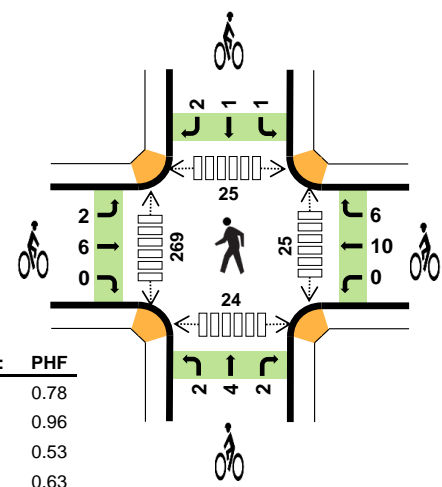
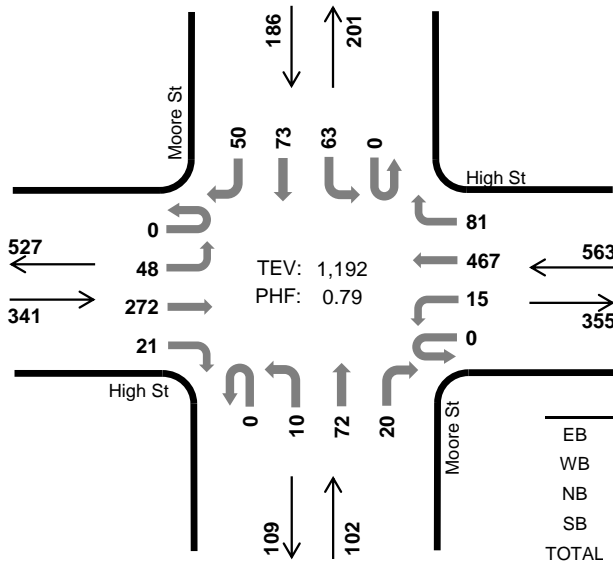
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Moore St High St



Peak Hour

Date: 09/15/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	3.2%	0.78
WB	1.4%	0.96
NB	1.0%	0.53
SB	1.6%	0.63
TOTAL	1.9%	0.79

Two-Hour Count Summaries

Interval Start	High St Eastbound				High St Westbound				Moore St Northbound				Moore St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	29	0	0	2	63	1	0	2	0	2	0	1	0	0	100	0	
7:15 AM	0	6	41	1	0	1	66	4	0	2	0	1	0	0	0	0	122	0	
7:30 AM	0	3	48	2	0	3	93	10	0	1	6	5	0	2	0	1	174	0	
7:45 AM	0	17	64	3	0	4	114	14	0	1	14	1	0	11	9	5	257	653	
8:00 AM	0	19	76	14	0	2	106	38	0	2	43	3	0	17	40	17	377	930	
8:15 AM	0	11	57	3	0	5	113	25	0	5	15	10	0	31	23	20	318	1,126	
8:30 AM	0	1	75	1	0	4	134	4	0	2	0	6	0	4	1	8	240	1,192	
8:45 AM	0	2	62	4	0	0	154	1	0	2	0	4	0	2	2	1	234	1,169	
Count Total	0	59	452	28	0	21	843	97	0	17	78	32	0	68	75	52	1,822	0	
Peak Hour	All	0	48	272	21	0	15	467	81	0	10	72	20	0	63	73	50	1,192	0
	HV	0	2	9	0	0	2	5	1	0	1	0	0	0	1	0	2	23	0
	HV%	-	4%	3%	0%	-	13%	1%	1%	-	10%	0%	0%	-	2%	0%	4%	2%	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	0	1	0	0	1	3	2	0	0	5	1	0	1	1	3
7:15 AM	0	2	0	0	2	1	1	1	0	3	0	0	1	2	3
7:30 AM	2	1	0	0	3	0	1	1	0	2	0	5	1	0	6
7:45 AM	2	2	1	0	5	2	8	3	0	13	1	26	2	3	32
8:00 AM	3	2	0	0	5	2	2	3	0	7	19	135	16	10	180
8:15 AM	2	3	0	2	7	3	3	0	3	9	5	102	5	11	123
8:30 AM	4	1	0	1	6	1	3	2	1	7	0	6	2	0	8
8:45 AM	2	4	0	0	6	1	8	0	0	9	3	1	1	1	6
Count Total	15	16	1	3	35	13	28	10	4	55	29	275	29	28	361
Peak Hour	11	8	1	3	23	8	16	8	4	36	25	269	25	24	343

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	High St				High St				Moore St				Moore St				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	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
7:45 AM	0	0	2	0	0	1	1	0	0	1	0	0	0	0	0	0	5	11
8:00 AM	0	1	2	0	0	0	1	1	0	0	0	0	0	0	0	0	5	15
8:15 AM	0	1	1	0	0	1	2	0	0	0	0	0	0	0	1	0	7	20
8:30 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	1	6	23
8:45 AM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	24
Count Total	0	2	13	0	0	2	13	1	0	1	0	0	0	0	1	0	35	0
Peak Hour	0	2	9	0	0	2	5	1	0	1	0	0	0	0	1	0	23	0

Two-Hour Count Summaries - Bikes																	
Interval Start	High St			High St			Moore St			Moore St			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	2	1	0	2	0	0	0	0	0	0	0	0	5	0		
7:15 AM	0	1	0	0	1	0	1	0	0	0	0	0	0	3	0		
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0		
7:45 AM	0	2	0	0	6	2	1	2	0	0	0	0	0	13	23		
8:00 AM	1	1	0	0	0	2	1	2	0	0	0	0	0	7	25		
8:15 AM	1	2	0	0	1	2	0	0	0	1	0	2	0	9	31		
8:30 AM	0	1	0	0	3	0	0	0	2	0	1	0	0	7	36		
8:45 AM	0	1	0	1	7	0	0	0	0	0	0	0	0	9	32		
Count Total	2	10	1	1	20	7	3	5	2	1	1	2	0	55	0		
Peak Hour	2	6	0	0	10	6	2	4	2	1	1	2	0	36	0		

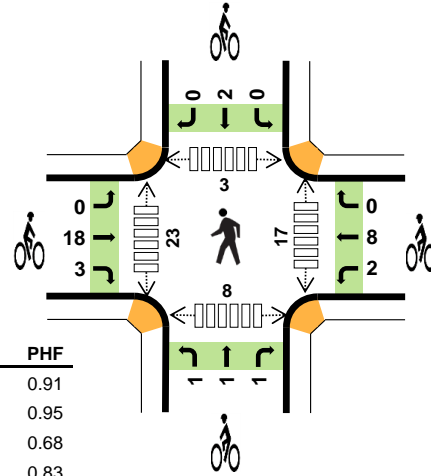
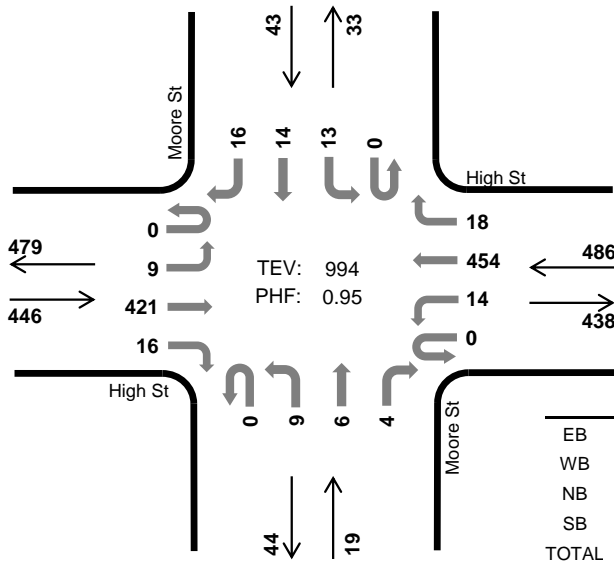
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Moore St High St



Peak Hour

Date: 09/15/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.4%	0.91
WB	0.8%	0.95
NB	0.0%	0.68
SB	0.0%	0.83
TOTAL	0.6%	0.95

Two-Hour Count Summaries

Interval Start	High St Eastbound				High St Westbound				Moore St Northbound				Moore St 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	2	112	5	0	3	111	6	0	4	1	2	0	5	2	4	257	0	
4:15 PM	0	4	97	2	0	0	125	3	0	0	0	1	0	4	1	4	241	0	
4:30 PM	0	3	94	4	0	6	106	5	0	3	3	0	0	3	5	2	234	0	
4:45 PM	0	0	118	5	0	5	112	4	0	2	2	1	0	1	6	6	262	994	
5:00 PM	0	0	112	1	0	4	99	2	0	0	4	5	0	1	2	4	234	971	
5:15 PM	0	2	117	4	0	4	108	3	0	2	2	2	0	3	4	1	252	982	
5:30 PM	0	1	97	4	0	3	102	1	0	0	1	3	0	3	5	5	225	973	
5:45 PM	0	2	108	0	0	3	108	1	0	0	0	3	0	4	0	1	230	941	
Count Total	0	14	855	25	0	28	871	25	0	11	13	17	0	24	25	27	1,935	0	
Peak Hour	All	0	9	421	16	0	14	454	18	0	9	6	4	0	13	14	16	994	0
	HV	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	0
	HV%	-	0%	0%	0%	-	0%	1%	0%	-	0%	0%	0%	-	0%	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	0	2	0	0	2	4	1	0	0	5	1	5	1	1	8
4:15 PM	0	1	0	0	1	5	1	1	0	7	14	15	0	6	35
4:30 PM	1	0	0	0	1	7	4	0	1	12	2	0	1	1	4
4:45 PM	1	1	0	0	2	5	4	2	1	12	0	3	1	0	4
5:00 PM	0	0	0	0	0	10	3	0	1	14	2	7	2	3	14
5:15 PM	1	1	1	0	3	6	6	0	1	13	1	2	2	1	6
5:30 PM	2	1	0	0	3	4	4	0	0	8	5	4	1	3	13
5:45 PM	0	1	1	0	2	6	2	0	0	8	0	1	0	0	1
Count Total	5	7	2	0	14	47	25	3	4	79	25	37	8	15	85
Peak Hour	2	4	0	0	6	21	10	3	2	36	17	23	3	8	51

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	High St				High St				Moore St				Moore St				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	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	6	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	3	6	
5:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3	8	
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	8	
Count Total	0	0	5	0	0	0	7	0	0	0	0	2	0	0	0	14	0	
Peak Hour	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	6	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	High St			High St			Moore St			Moore St			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	3	1	0	1	0	0	0	0	0	0	0	5	0				
4:15 PM	0	5	0	0	1	0	0	0	1	0	0	0	7	0				
4:30 PM	0	6	1	1	3	0	0	0	0	0	0	1	12	0				
4:45 PM	0	4	1	1	3	0	1	1	0	0	1	0	12	36				
5:00 PM	0	6	4	0	3	0	0	0	0	0	1	0	14	45				
5:15 PM	0	6	0	1	5	0	0	0	0	0	1	0	13	51				
5:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	8	47				
5:45 PM	0	6	0	0	2	0	0	0	0	0	0	0	8	43				
Count Total	0	40	7	3	22	0	1	1	1	0	4	0	79	0				
Peak Hour	0	18	3	2	8	0	1	1	1	0	2	0	36	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

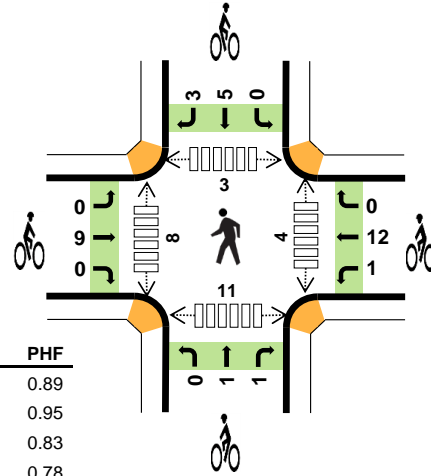
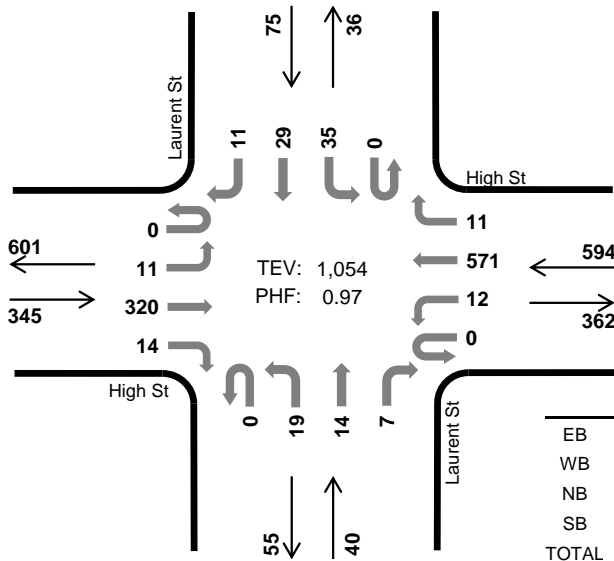


Laurent St High St



Peak Hour

Date: 09/15/2022
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	3.8%	0.89
WB	2.5%	0.95
NB	5.0%	0.83
SB	0.0%	0.78
TOTAL	2.8%	0.97

Two-Hour Count Summaries

Interval Start	High St Eastbound				High St Westbound				Laurent St Northbound				Laurent St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	1	29	0	0	0	70	1	0	1	0	2	0	2	1	0	107	0	
7:15 AM	0	1	40	0	0	0	81	1	0	1	1	1	0	3	1	0	130	0	
7:30 AM	0	0	51	0	0	1	111	1	0	1	1	4	0	8	3	2	183	0	
7:45 AM	0	1	67	1	0	3	132	0	0	4	2	2	0	10	5	4	231	651	
8:00 AM	0	5	84	4	0	3	142	3	0	8	1	1	0	8	9	5	273	817	
8:15 AM	0	1	90	6	0	4	132	6	0	6	4	0	0	11	9	4	273	960	
8:30 AM	0	3	86	2	0	4	152	1	0	3	3	2	0	9	4	1	270	1,047	
8:45 AM	0	2	60	2	0	1	145	1	0	2	6	4	0	7	7	1	238	1,054	
Count Total	0	14	507	15	0	16	965	14	0	26	18	16	0	58	39	17	1,705	0	
Peak Hour	All	0	11	320	14	0	12	571	11	0	19	14	7	0	35	29	11	1,054	0
	HV	0	0	13	0	0	2	12	1	0	1	1	0	0	0	0	0	30	0
	HV%	-	0%	4%	0%	-	17%	2%	9%	-	5%	7%	0%	-	0%	0%	0%	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	0	2	0	0	2	1	2	0	0	3	1	0	0	0	1
7:15 AM	0	2	0	0	2	1	0	0	0	1	1	0	0	0	2
7:30 AM	2	3	0	1	6	0	3	0	2	5	3	1	0	0	4
7:45 AM	2	6	0	0	8	2	5	0	0	7	0	0	0	0	0
8:00 AM	4	3	1	0	8	2	2	2	5	11	2	4	2	3	11
8:15 AM	1	5	1	0	7	5	2	0	1	8	2	2	0	4	8
8:30 AM	5	4	0	0	9	1	3	0	1	5	0	0	0	3	3
8:45 AM	3	3	0	0	6	1	6	0	1	8	0	2	1	1	4
Count Total	17	28	2	1	48	13	23	2	10	48	9	9	3	12	33
Peak Hour	13	15	2	0	30	9	13	2	8	32	4	8	3	11	26

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	High St				High St				Laurent St				Laurent St				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	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	1	6	0
7:45 AM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	8	18
8:00 AM	0	0	4	0	0	1	2	0	0	1	0	0	0	0	0	8	24	
8:15 AM	0	0	1	0	0	1	3	1	0	0	1	0	0	0	0	0	7	29
8:30 AM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	9	32
8:45 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	30
Count Total	0	0	17	0	0	2	24	2	0	1	1	0	0	0	1	0	48	0
Peak Hour	0	0	13	0	0	2	12	1	0	1	1	0	0	0	0	0	30	0

Two-Hour Count Summaries - Bikes																	
Interval Start	High St			High St			Laurent St			Laurent St			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	1	0	1	1	0	0	0	0	0	0	0	3	0			
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0			
7:30 AM	0	0	0	0	3	0	0	0	0	0	2	0	5	0			
7:45 AM	0	2	0	0	5	0	0	0	0	0	0	0	7	16			
8:00 AM	0	2	0	0	2	0	0	1	1	0	5	0	11	24			
8:15 AM	0	5	0	0	2	0	0	0	0	0	0	1	8	31			
8:30 AM	0	1	0	1	2	0	0	0	0	0	0	1	5	31			
8:45 AM	0	1	0	0	6	0	0	0	0	0	0	1	8	32			
Count Total	0	13	0	2	21	0	0	1	1	0	7	3	48	0			
Peak Hour	0	9	0	1	12	0	0	1	1	0	5	3	32	0			

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

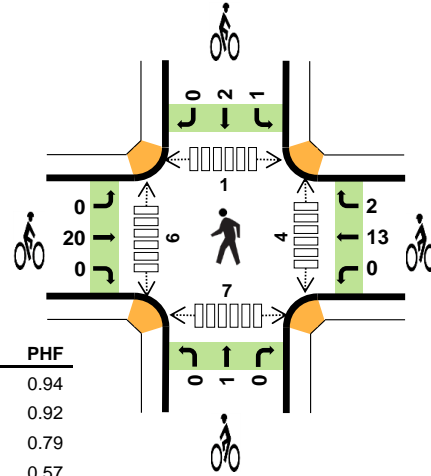
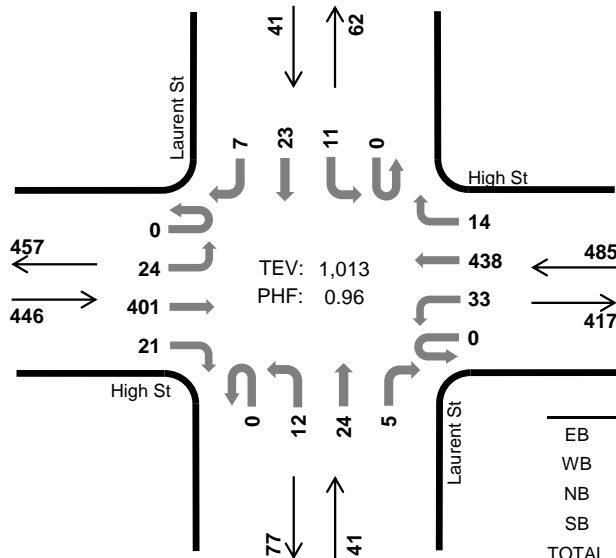


Laurent St High St



Peak Hour

Date: 09/15/2022
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.9%	0.94
WB	1.2%	0.92
NB	0.0%	0.79
SB	2.4%	0.57
TOTAL	1.1%	0.96

Two-Hour Count Summaries

Interval Start	High St Eastbound				High St Westbound				Laurent St Northbound				Laurent St 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	6	84	9	0	11	117	2	0	1	6	1	0	3	3	2	245	0	
4:15 PM	0	6	87	10	0	9	114	5	0	6	2	1	0	3	4	1	248	0	
4:30 PM	0	3	85	3	0	7	111	5	0	5	4	0	0	5	3	1	232	0	
4:45 PM	0	8	100	6	0	8	118	6	0	2	8	0	0	3	5	1	265	990	
5:00 PM	0	6	95	5	0	9	108	2	0	0	5	2	0	2	3	2	239	984	
5:15 PM	0	4	112	3	0	8	110	3	0	5	6	0	0	3	3	1	258	994	
5:30 PM	0	6	94	7	0	8	102	3	0	5	5	3	0	3	12	3	251	1,013	
5:45 PM	0	3	101	2	0	1	109	3	0	3	4	1	0	2	3	6	238	986	
Count Total	0	42	758	45	0	61	889	29	0	27	40	8	0	24	36	17	1,976	0	
Peak Hour	All	0	24	401	21	0	33	438	14	0	12	24	5	0	11	23	7	1,013	0
	HV	0	0	4	0	0	0	6	0	0	0	0	0	0	0	1	0	11	0
	HV%	-	0%	1%	0%	-	0%	1%	0%	-	0%	0%	0%	-	0%	4%	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	1	2	0	0	3	4	1	4	2	11	1	1	0	2	4
4:15 PM	0	1	0	1	2	3	0	0	1	4	1	0	0	2	3
4:30 PM	1	0	0	0	1	6	2	0	0	8	1	0	0	0	1
4:45 PM	1	1	0	0	2	4	3	0	1	8	1	1	0	1	3
5:00 PM	0	2	0	0	2	5	2	1	1	9	1	1	1	4	7
5:15 PM	1	2	0	1	4	6	4	0	0	10	0	2	0	1	3
5:30 PM	2	1	0	0	3	5	6	0	1	12	2	2	0	1	5
5:45 PM	1	0	0	1	2	3	2	0	0	5	0	3	0	0	3
Count Total	7	9	0	3	19	36	20	5	6	67	7	10	1	11	29
Peak Hour	4	6	0	1	11	20	15	1	3	39	4	6	1	7	18

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	High St				High St				Laurent St				Laurent St				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	1	0	0	0	2	0	0	0	0	0	0	0	0	3	0	
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	8	
5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	7	
5:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	4	9	
5:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3	11	
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	11	
Count Total	0	1	6	0	0	0	9	0	0	0	0	0	1	1	1	19	0	
Peak Hour	0	0	4	0	0	0	6	0	0	0	0	0	0	1	0	11	0	

Two-Hour Count Summaries - Bikes																	
Interval Start	High St			High St			Laurent St			Laurent St			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	1	3	0	0	1	0	0	3	1	1	1	0	11	0			
4:15 PM	0	3	0	0	0	0	0	0	0	0	1	0	4	0			
4:30 PM	0	6	0	0	2	0	0	0	0	0	0	0	8	0			
4:45 PM	0	4	0	0	3	0	0	0	0	0	1	0	8	31			
5:00 PM	0	5	0	0	2	0	0	1	0	0	1	0	9	29			
5:15 PM	0	6	0	0	3	1	0	0	0	0	0	0	10	35			
5:30 PM	0	5	0	0	5	1	0	0	0	1	0	0	12	39			
5:45 PM	0	3	0	1	1	0	0	0	0	0	0	0	5	36			
Count Total	1	35	0	1	17	2	0	4	1	2	4	0	67	0			
Peak Hour	0	20	0	0	13	2	0	1	0	1	2	0	39	0			

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