



Sustainable Traffic Solutions

Joseph L. Henderson PE, PTOE
Traffic Engineer / Principal

May 1, 2019

Mr. Dennis Haberkorn
Queen of Peace Catholic Church
13120 East Kentucky Avenue
Aurora, CO 80012

RE: Response to Comments on Queen of Peace Catholic Church TIS that is Dated March 8, 2019

Dear Mr. Haberkorn,

This letter details the response to the City of Aurora comments on the traffic study for your project.

- Comment** Section 2.2. Provide long term for documentation. 2040 per pre-application notes, 2% growth is default, unless other growth data can support the alternative.
- Response** Information provided by DRCOG is included in Appendix A that shows the streets around the church that are included in the DRCOG 2040 regional model. The information provided by DRCOG shows that the streets adjacent to the church (Uvalda Street, Kentucky Street, and Victor Way) are not included in the model, therefore, growth in background traffic is not expected on the streets adjacent to the church. Additional discussion is also included in Section 2.2.
- Comment** Section 3.0. Before peak hours are listed, list time periods data was collected-more data was collected than just the peak hours.
- Response** Information was provided in Section 3.0 regarding the times that data were collected and the peak hour during each period.
- Comment** Figure 2. Is this access being closed? Include a note explaining why not analyzed.
- Response** The access that the note refers to is an access on Uvalda Street between Site Access 1 and Site Access 2. There are no plans to close this access. Data were collected at this access (Site Access 6) during the peak hours for the church on Saturday April 27th, Sunday April 28th, and Tuesday April 30th. The data are included in Appendix B and contained in Figures 4, 5, and 6. Analysis of the data was performed which is summarized in Table 2, and the VISTRO analysis worksheets are contained in Appendix C. Data were collected on Tuesday rather than Monday because of the snow storm that occurred that evening. A review of Table 1 shows that events that occur at the church on Monday and Tuesday are representative of the other weekdays, therefore, the data collected on Tuesday can be substituted for data that would be collected on a Monday.

Please contact me regarding the contents of this letter.

Sincerely,

Joseph L. Henderson, PE, PTOE
Project Manager / Principal

Parish Center Addition

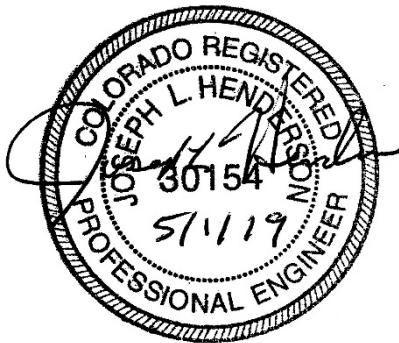
Traffic Impact Study

Queen of Peace Catholic Church

Aurora, Colorado

May 1, 2019

Prepared By:



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Parish Center Addition

Traffic Impact Study

1.0 Introduction

The Queen of Peace Catholic Church is an ethnically diverse church that serves the spiritual and physical needs of the people of Aurora. The sanctuary space has a capacity of 1,500 people. Each weekend, an average of 6,000 people attend one of the eight Sunday services that are offered. Attendance at these services ranges from 300 to 1,500 people. On weekdays, there are a total of 12 services with an average attendance of 40 to 100 people. The church is also used for special events such as weddings, funerals, baptisms, and quinceñeras. Each of these special events has an average attendance of 30 to 200 people. Separate from the worship services, Queen of Peace offers classes, Bible studies, other group gatherings and services.

A typical weekly schedule of events at the church is contained in Table 1. The table also includes the average attendance for each of the events. It shows that there are events scheduled on each day of the week and that the events that draw the largest number of people are the Saturday afternoon and Sunday masses. The masses typically last about one hour. The most heavily attended masses are scheduled so that there is at least one hour between the end of one mass and the beginning of the next mass. This one-hour gap helps to prevent congestion in the parking lots and on the streets surrounding the church.

The project entails a two-story Parish Center addition that includes a full-service kitchen, parish hall, gathering spaces, classrooms, offices, and related spaces. The existing church building will have renovations in the narthex (entry gathering space). Two existing buildings connected to the church will be demolished and the proposed new building will be constructed in the same general area.

The new Parish Center is not expected to increase membership. The program space associated with the new building is very similar to the existing building and freestanding buildings that are going to be removed. The project is a consolidation of the spaces into a badly needed new building. The existing building is residential grade construction and full of asbestos.

This study has been prepared in conformance with City of Aurora requirements for traffic studies¹.

2.0 Project Description

The church is located south of Kentucky Avenue between Uvalda Street and Victor Way. A vicinity map is contained in Figure 1 showing the location of the church adjacent to the I-225 / Mississippi Avenue interchange. Adjacent land uses include the Aurora Hills Middle School to the west, the Mississippi Avenue Baptist Church to the south, and single-family dwelling units to the north and east.

¹ [Traffic Impact Study Guidelines](#). City of Aurora Public Works Department. June 2015.

2.1 Study Area

The study area includes the streets and intersections that surround the church. Intersections included in the study area are:

- Uvalda Street / Kentucky Avenue
- Victor Way / Kentucky Avenue
- Three site accesses on Uvalda Street
- Two site accesses on Kentucky Avenue
- One site access on Victor Way

The site plan in Figure 2 shows the access points to the church. Two of the accesses on Uvalda Street align with accesses to the Aurora Hills Middle School. Figure 3 contains the existing laneage and traffic control at each of the study area intersections.

All of the streets providing access to the site are classified as local streets. The classifications are based on the City's 2017 Street Map².

2.2 Study Assumptions

The following assumptions were utilized for this study.

- **Growth in Church Traffic.** Based on the information provided by the church and the architect, the Parish Center addition is not expected to increase the attendance at the masses or the events held at the church. The new Parish Center is not expected to increase membership. The program space associated with the new building is very similar to the existing building and freestanding buildings that are going to be removed. The project is a consolidation of the spaces into a badly needed new building. The existing building is residential grade construction and full of asbestos.
- **Long-Term Planning Horizon.** All of the streets surrounding the site are local streets which are designed as local streets because they don't have the connectivity to carry through traffic like arterial streets do. Since the area is built-out, traffic is not expected to grow on these corridors.

Information provided by DRCOG is included in Appendix A. Figure A-1 contains the Year 2015 volumes that were used for the basis of the Year 2040 model, and the Year 2040 projected volumes are contained in Figure A-2. The approximate location of the church has been identified in the model output and the corridors included in the model that are near the church have been labeled. The classification of the streets that are noted in the figures include:

- Mississippi Avenue – major arterial street
- Exposition Avenue – collector street
- Troy Street – collector street

² 2017 Street Map. City of Aurora. January 29, 2017.

It can be seen that none of the streets that border the church are included in the DRCOG model. They are not included in the model because traffic is not expected to grow on those streets. Therefore, it would not be appropriate to assume growth in background traffic on the streets surrounding the church.

- **Improvements to Study Area Corridors and Intersections.** No changes are anticipated to the study area intersections.
- **Saturation Flow Rate.** The saturation flow rate was assumed to be 1,900 passenger cars / hour / lane.
- **Peak Hour Factor.** The peak hour factor was based on the data collected for the traffic study
- **Truck Percentage.** The truck percentage was assumed to be 2% for all movements.

3.0 Existing Traffic Volumes

Traffic count data were collected for the project in 2019 on Saturday February 2nd, Sunday February 3rd, and Monday February 4th. The data were collected on Saturday and Sunday because the Sunday masses are the highest traffic events at the church. Data were collected on Monday because the events that occur on Monday are representative of the other weekdays. The data were collected during the following times and the peak hours on each day are noted.

- Saturday – Data were collected from 3:30 p.m. to 9:00 p.m. The peak hour was determined to be 4:15 p.m. to 5:15 p.m.
- Sunday – Data were collected from 6:30 a.m. to 8:45 p.m. The peak hour was determined to be 1:15 p.m. to 2:15 p.m.
- Monday – Data were collected from 6:00 p.m. to 10:00 p.m. The peak hour was determined to be 6:00 p.m. to 7:00 p.m.

Data at Church Access 6 on Uvalda Street were collected on Saturday April 27th, Sunday April 28th, and Tuesday April 30th in response to a comment from City staff on the March 8, 2019 version of the report. The data were collected at this access only during the peak times that were identified during the February data collection effort.

The data are contained in Appendix B and the peak hour volumes are summarized in Figures 4 through 6.

3.1 Level of Service Analysis

To evaluate the performance of the intersections within the study area, the level of service (LOS) was calculated using PTV VISTRO software. This software package utilizes criteria described in the Highway Capacity Manual³. LOS is a measure used to describe operational conditions at an intersection. LOS categories ranging from A to F are assigned based on the predicted delay in seconds per vehicle for the intersection as a whole, as well as for individual turning movements. LOS A indicates very good operations, and LOS F indicates poor, congested operations. In

³ Highway Capacity Manual, 6th Edition. Transportation Research Board. 2016.

Aurora, acceptable intersection operation is LOS D, or better. Individual movements may be allowed to fall to LOS E.

The results of the analysis are summarized in the following table. It shows that all of the intersections are currently operating at LOS A or B during all three peak hours.

Intersection	Control	Peak Hour		
		Saturday	Sunday	Monday
1 - Uvalda Street / Kentucky Avenue	Stop	A	A	B
2 - Uvalda Street / Church Access 1	Stop	B	B	B
3 - Uvalda Street / Church Access 2	Stop	B	A	B
5 - Victor Way / Kentucky Avenue	Stop	A	A	A
6 - Victor Way / Church Access 3	Stop	B	A	A
7 - Kentucky Avenue / Church Access 4	Stop	A	A	A
8 - Kentucky Avenue / Church Access 5	Stop	A	A	A
9 - Uvalda Street / Church Access 6	Stop	A	A	A

The level of service for stop-controlled intersections is based on the lowest letter grade for the side street movements.

The detailed analysis results are summarized in Table 2 and the VISTRO analysis results are contained in Appendix C.

4.0 Traffic Observations

Traffic around the church and in the parking areas was observed on Sunday February 3rd from 12:15 p.m. to 1:45 p.m. During this time period, the second biggest mass of the week ends and the biggest mass of the week begins. No congestion was observed either on the street or in the parking areas. Very few cars were parked on the street and no cars were parked in the school parking lot.

5.0 Events Planning and Operations Management Plan

The church staff prepared the Events Planning and Operations Management Plan that is contained in Appendix D. As noted in the plan, special events are scheduled to minimize the impact to traffic. First, baptisms occur on Saturday mornings when most parishioners are not at church and the traffic volumes in the neighborhood would be low. Second, confirmation and first communion are spread among five of the regularly scheduled Sunday masses. Celebration of these sacraments only occurs two times per year. Most likely, families choose the mass that they would normally attend. Finally, the church limits weddings to a maximum of two on one day.

6.0 Conclusions

STS has drawn the following conclusions based on the analysis performed for this project.

- **Intersection Operation.** All of the intersections in the study area are operating at acceptable levels of service during all of the church peak hours.

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- **Traffic Observations.** Traffic was observed on Sunday February 3rd during the busiest part of the day. No congestion was observed either on the street or in the parking areas. Very few cars were parked on the street and no cars were parked in the school parking lot.
 - **Events Planning and Operations Management Plan.** The church schedules special events to minimize the impact to traffic. This is demonstrated through the plan that is contained in Appendix D.

Tables

Table 1 – Typical Weekly Schedule for Events

Table 2 – Intersection Operational Summary

Table 1. Typical Weekly Schedule of Events**Saturday**

Time of Day	Event	Average Attendance
7:00 AM	Exodus 90 Ascetical Program	15-20
8:00 AM	Daily Mass	40-50
9:00 AM	Weekley Baptism Celebration	60-90
9:00 AM	Parent Clases	250
9:00 AM	Religious Education	300
10:30 AM	Ballet Folklorico	45-50
11:30 AM	Religious Education	300
11:30 AM	Endow Womens Group	25-30
11:30 - 1:00 PM	Confessions	40-45
4:00 PM	Handmaid of the Lord St. Francis	25-30
4:00 PM	Mass - English	300-350
5:00 PM	Baptism Clases	40-45
5:30 PM	Neocatechumenal way Community 1	25-35
5:30 PM	Neocatechumenal Way Community 2	25-35
6:30 PM	Couples for Christ Assembly	35-40
6:30 PM	Mass - Español	300-350
6:30 PM	Neocatechumenal way Community 3	35-40
6:30 PM	Neocatechumenal Way Community 4	35-40
6:30 PM	Neocatechumenal Way Community 5	35-40
7:00 PM	Encuentro Matrimonial	35-40

Sunday

7:30 AM	Mass - English	150-200
9:30 AM	Mass - English	200-250
10:30 AM	Childrens Nursery Ministry	35-40
11:30 AM	Mass - English	700-750
1:30 PM	Mass - Español	1,200-1,500
3:00 PM	Praise and Worship Choir	10
5:00 PM	Mass - English	200-250
7:00 PM	Mass - Español	600-750

Time of Day	Event	Average Attendance
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Monday

7:20-7:50 AM	Confessions	6
8:00 AM	Mass - English	60-80
9:00 AM	Fellowship & Coffee	12
6:30 PM	Parent Clases	250
6:30 PM	Religious Education classes	250
6:00 PM	Childrens Nursery	20-25
7:30 PM	Youth/Praise & Worship Choir	12
6:00 PM	Charismatics Leaders Meeting	25-30
6:30 PM	Mass - Español	50-60

Tuesday

6:30 AM	Counters	6
7:20-7:50 AM	Confessions	10
8:00 AM	Mass - English	60-80
9:00 AM	Fellowship & Coffee	12
9:30 AM	Kintting/Crocheting	10
10:00 AM	Betania	20-25
12:10 PM	Mass - English	40-45
1:00 PM	Our Lady of Fatima Holy Hour	12
4:00Pm	The Cherubs Choir	12
4:00 pm,	The Kings Choir	12
5:30 PM	Divine Mercy Cenacle St.	13
5:30 PM	Divine Mercy Cenacle St.	20-25
5:30 PM	African Catholic Socity Choir	25-35
6:00Pm	Santining Choir rehearsal	20-25
6:15-7:15 PM	Confessions	50-65
6:30 PM	Taller de Biblia Evangelio San Lucas	35
7:00pm	Spanish Youth Group leadership meeting	12
7:00pm	Hispanic Young Adults leadership meeting	15
7:30 PM	Neocatechumenal Way	100-120

Time of Day	Event	Average Attendance
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Wednesday

7:20-7:50 AM	Confessions	10
8:00 AM	Mass - English	60-80
9:00 AM	Fellowship & Coffee	12
10:00 AM	Little Rock Scripture Study	15-20
12:10 PM	Mass - English	40-45
6:00pm	ESL Clases	115-120
7:00pm	Certificacion de Agentes de Pastoral	45
7:00 PM	Young Adults Choir	15
7:00pm	Sp Baptims Clases	75-100
7:00 PM	Hispanic Young Adults Choir	13
7:00 PM	Santinig Choir Practice	20-25
7:30 PM	Neocatechumenal Way	60-75
8:00pm	Exodus 90 Ascetical Progam	15

Thursday

7:20-7:50 AM	Confessions	10
8:00 AM	Mass - English	60-80
9:00 AM	Fellowship & Coffee	12
12:10 PM	Mass - English	40-45
4:15 PM	Violin Classes	30-35
6:30 PM	Grief Ministry	20.00
7:00 PM	Celebration Singers Choir Church	20-25
7:00 PM	Grupos Juveniles de Middle & High School	120-150
7:00 PM	Hispanic Young Adult meeting	45
7:00 PM	Grupo de Oración Carismático	65-80
7:00 PM	RCIA (EN)	30
7:00 PM	RCIA (ES)	45

Time of Day	Event	Average Attendance
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Friday

7:20-7:50 AM	Confessions	10
8:00 AM	Mass - English	60-80
8:30 AM	Flower Ministry	10
9:00 AM	Fellowship & Coffee	12
12 - 1:00 PM	Confessions	20
12:10 PM	Mass - English	40-45
4 - 7:00 PM	Confessions	20-25
5:30 PM	Ballet Folklorico	40
6:30 PM	Mass - Español	50-60
7:00 PM	Ensayo del Coro de 6:30 pm	20
7:00 PM	Ensayo del Coro de 1:30	35
7:00 PM	MFCC	25
7:15 PM	Taller Oracion Y Vida	35
7:30 PM	Marriage Prep Classes	100

Table 2. Intersection Operational Summary

Stop Controlled Intersections	Saturday		Sunday		Monday	
	Delay	LOS	Delay	LOS	Delay	LOS
1 - Uvalda Street / Kentucky Avenue						
Southbound Left Turn	7.41	A	7.47	A	7.60	A
Westbound Left Turn + Right Turn	9.84	A	9.31	A	10.27	B
2 - Uvalda Street / Church Access 1						
Northbound Left Turn	0.00	A	0.00	A	7.56	A
Southbound Left Turn	7.37	A	7.42	A	7.37	A
Westbound Left Turn + Right Turn	10.93	B	10.07	B	11.12	B
3 - Uvalda Street / Church Access 2						
Southbound Left Turn	7.39	A	7.55	A	7.59	A
Eastbound Left Turn + Right Turn	9.27	A	0.00	A	10.68	B
Westbound Left Turn + Right Turn	11.94	B	9.69	A	11.97	B
5 - Victor Way / Kentucky Avenue						
Northbound Left Turn	7.31	A	7.44	A	7.38	A
Eastbound Left Turn + Right Turn	9.36	A	9.15	A	9.52	A
6 - Victor Way / Church Access 3						
Northbound Left Turn	7.36	A	7.71	A	7.42	A
Eastbound Left Turn + Right Turn	10.42	B	9.35	A	8.59	A
7 - Kentucky Avenue / Church Access 4						
Northbound Left Turn + Right Turn	9.04	A	8.87	A	8.92	A
Westbound Left Turn	7.28	A	7.34	A	7.28	A
8 - Kentucky Avenue / Church Access 5						
Northbound Left Turn + Right Turn	9.36	A	8.90	A	8.95	A
Westbound Left Turn	7.28	A	7.35	A	7.34	A
9 - Uvalda Street / Church Access 6						
Southbound Left Turn	0.00	A	7.40	A	7.35	A
Westbound Left Turn + Right Turn	9.14	A	8.96	A	8.96	A

Figures

Figure 1 – Vicinity Map

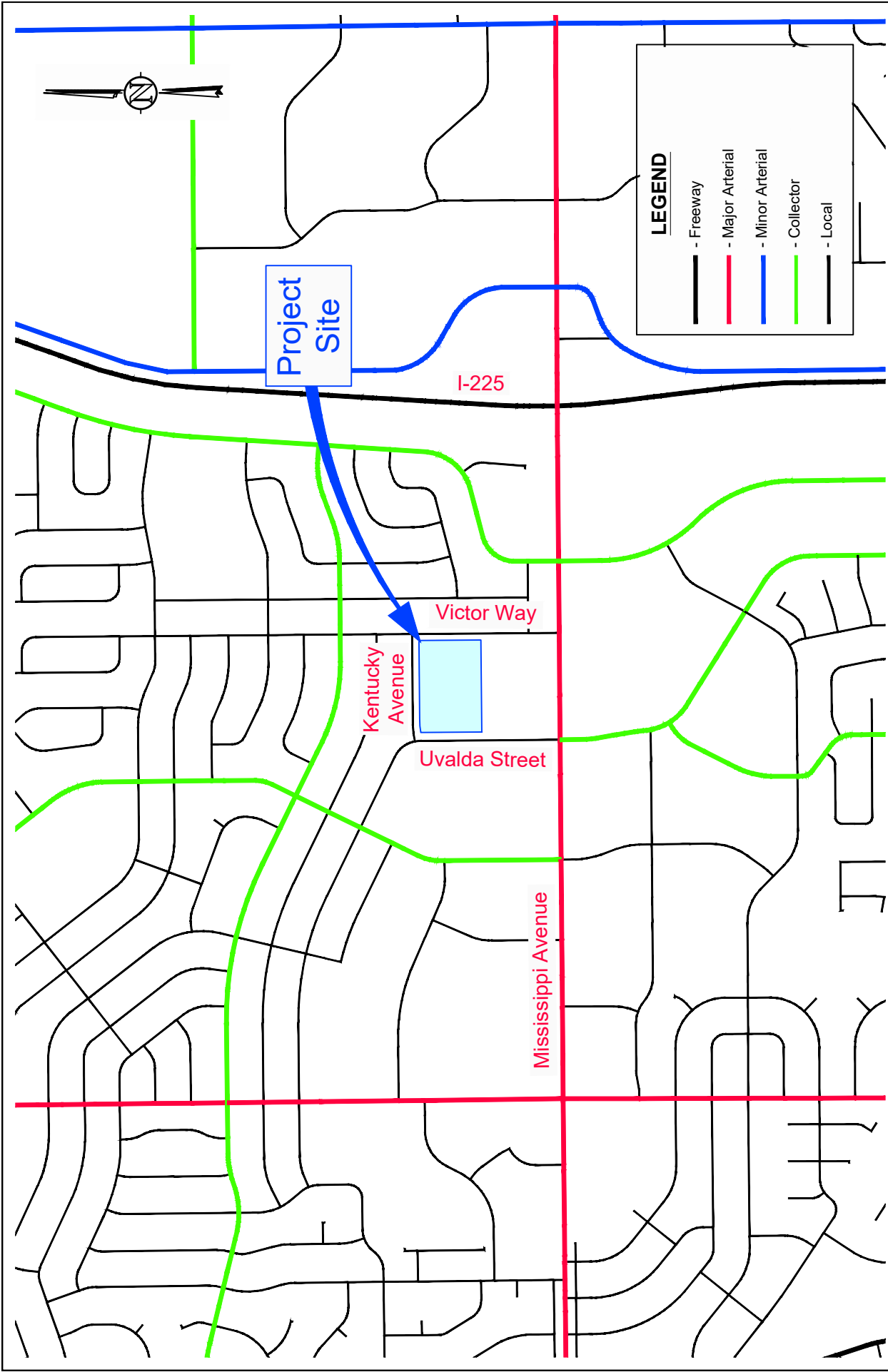
Figure 2 – Site Plan

Figure 3 – Laneage and Traffic Control – Existing

Figure 4 – Existing Traffic Volumes – Saturday Peak Hour

Figure 5 – Existing Traffic Volumes – Sunday Peak Hour

Figure 6 – Existing Traffic Volumes – Monday Peak Hour



LEGEND

- Freeway
- Major Arterial
- Minor Arterial
- Collector
- Local



Parish Center Addition Traffic Impact Study
VICINITY MAP

Scale	1" = 1,000'	Date	May 1, 2019	Drawn by	JLH	Job #	Queen of Peace	Figure	1
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Kentucky Avenue

Victor Way

Site Access 3

Site Access 5

Site Access 4

Site Access 1

Site Access 6

Site Access 2

Uvalda Street

Aurora Hills
Middle School
Access

Aurora Hills
Middle School
Access



Parish Center Addition Traffic Impact Study

SITE PLAN

Scale	NTS	Date	May 1, 2019	Drawn by	JLH	Job #	Queen of Peace	Figure	2
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Figure 3: Lane and Traffic Control - Existing

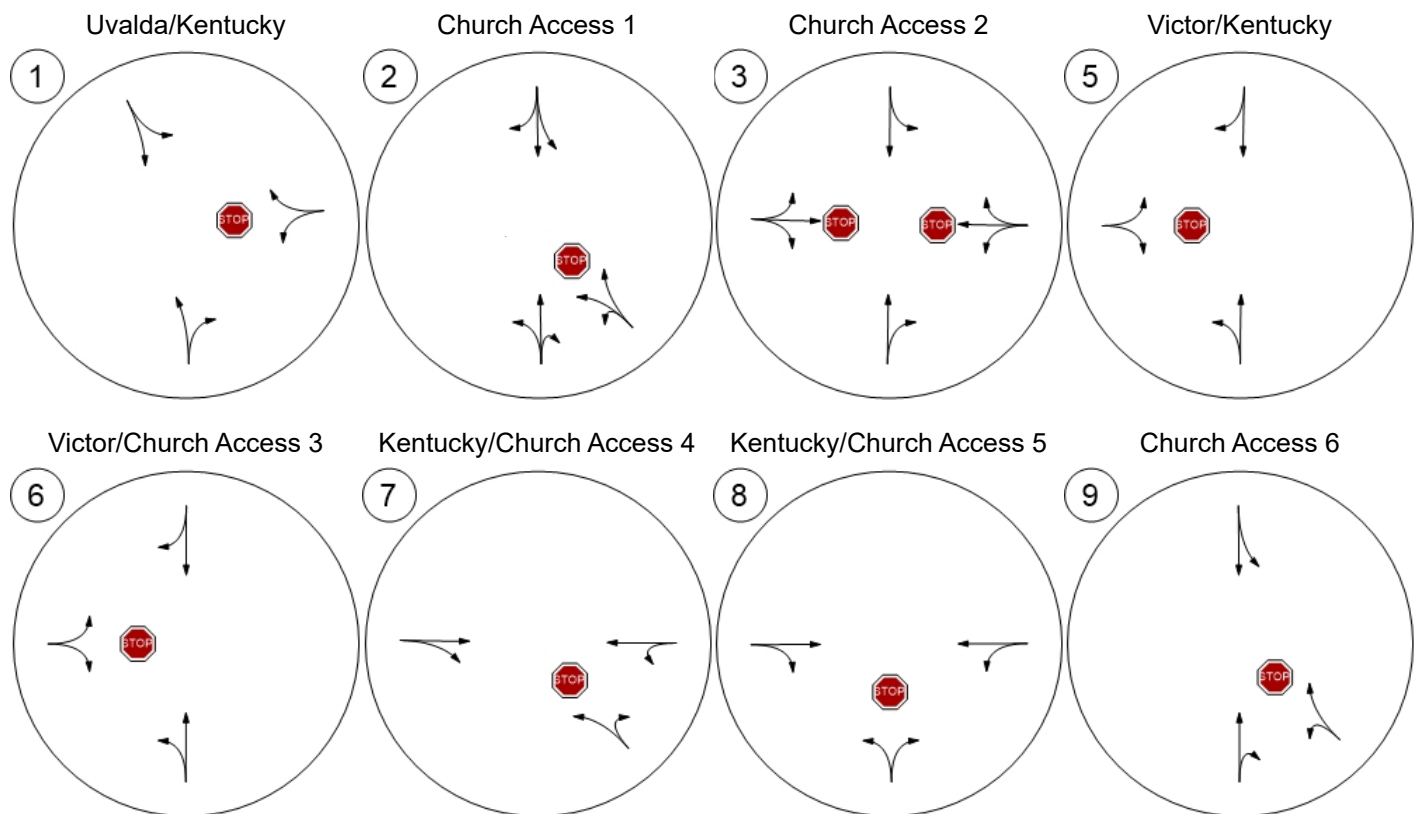


Figure 4: Existing Traffic Volumes - Saturday Peak Hour

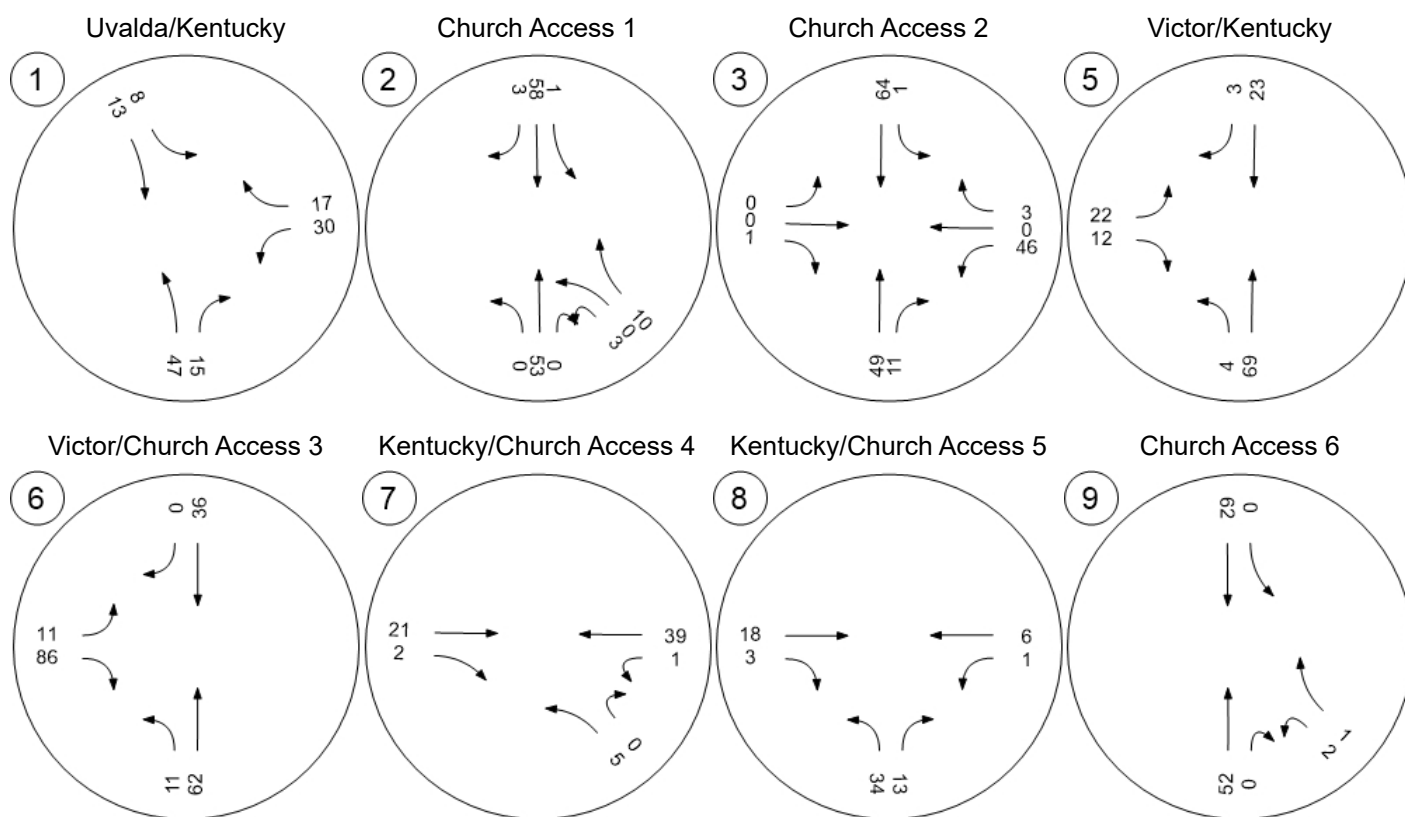


Figure 5: Existing Traffic Volumes - Sunday Peak Hour

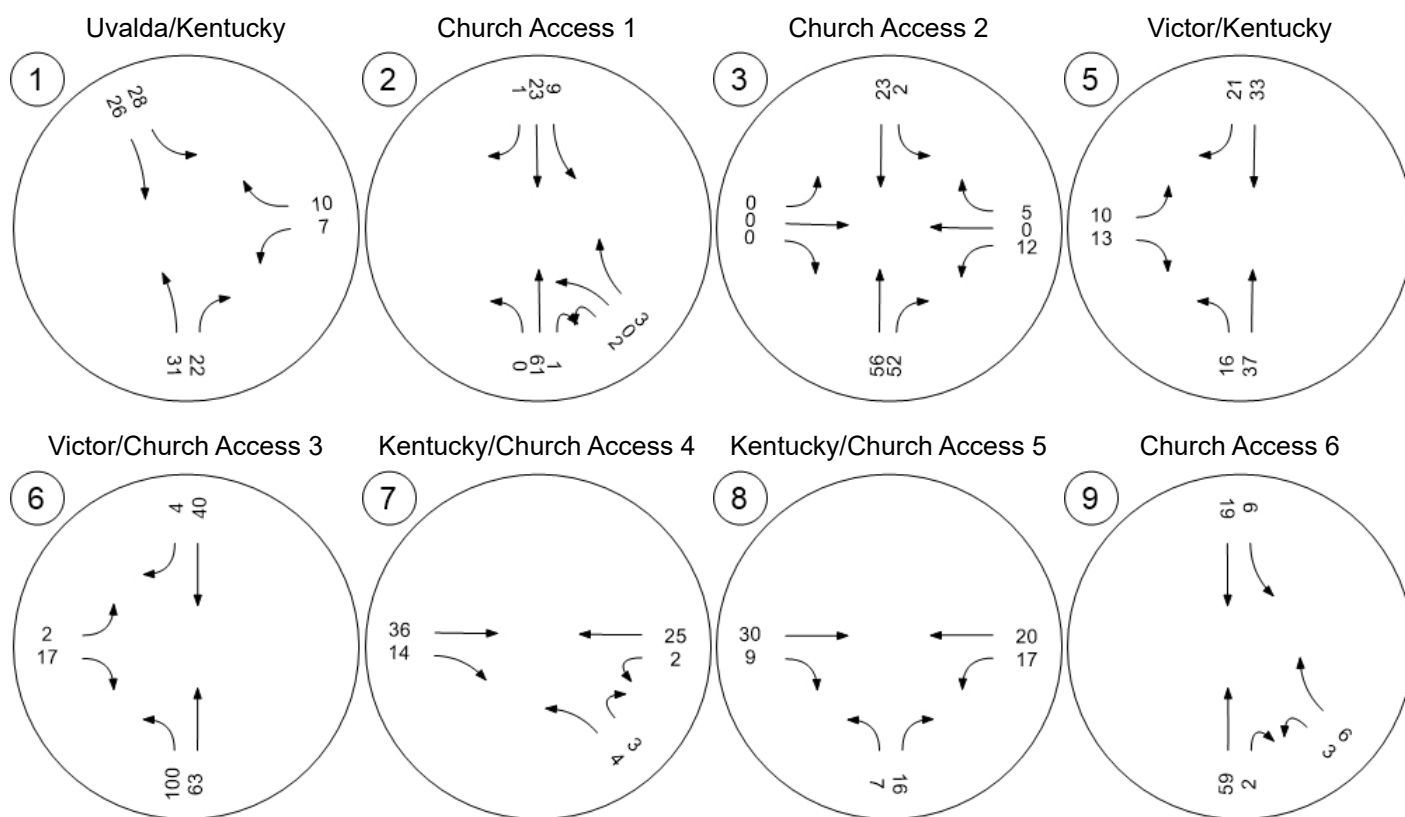
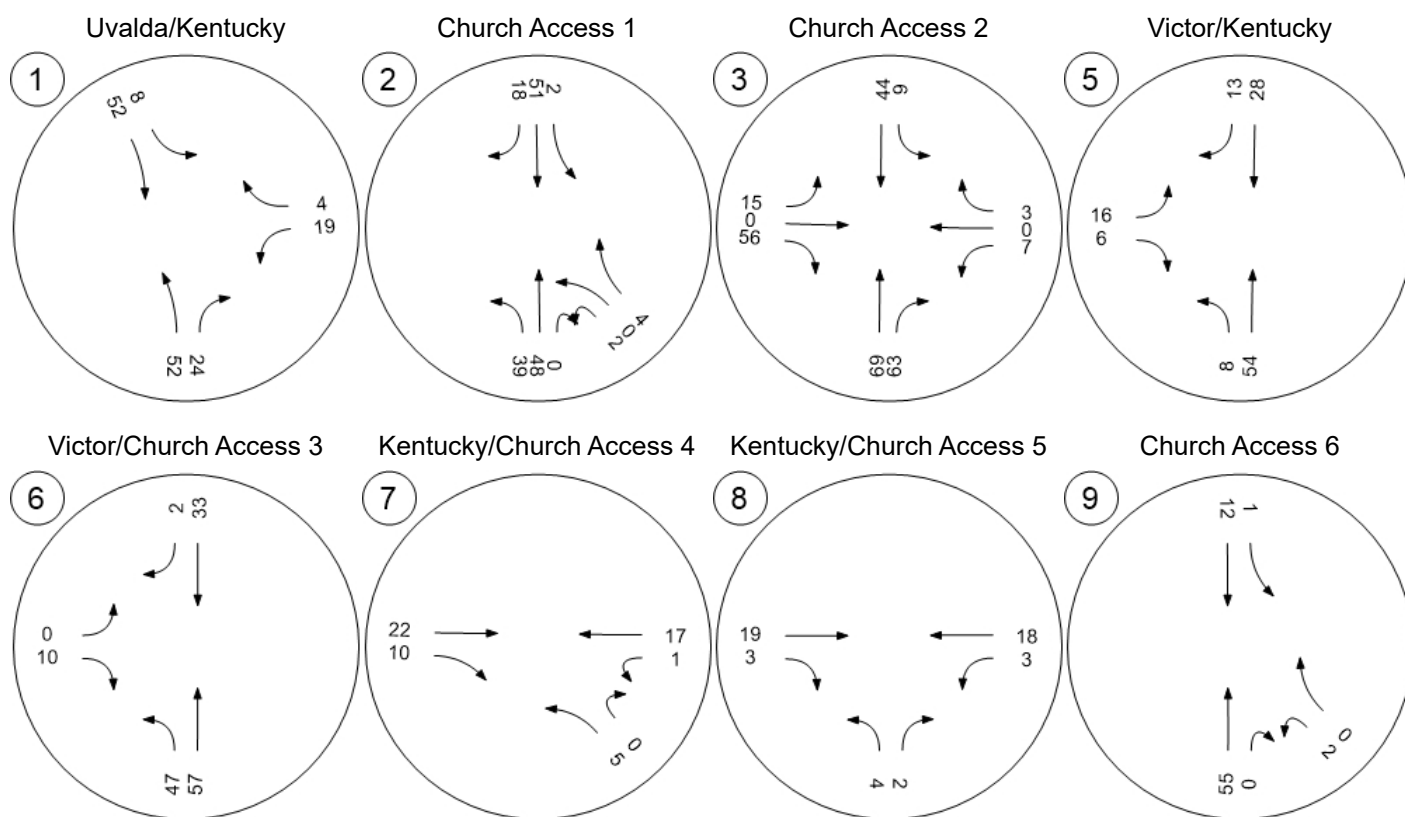
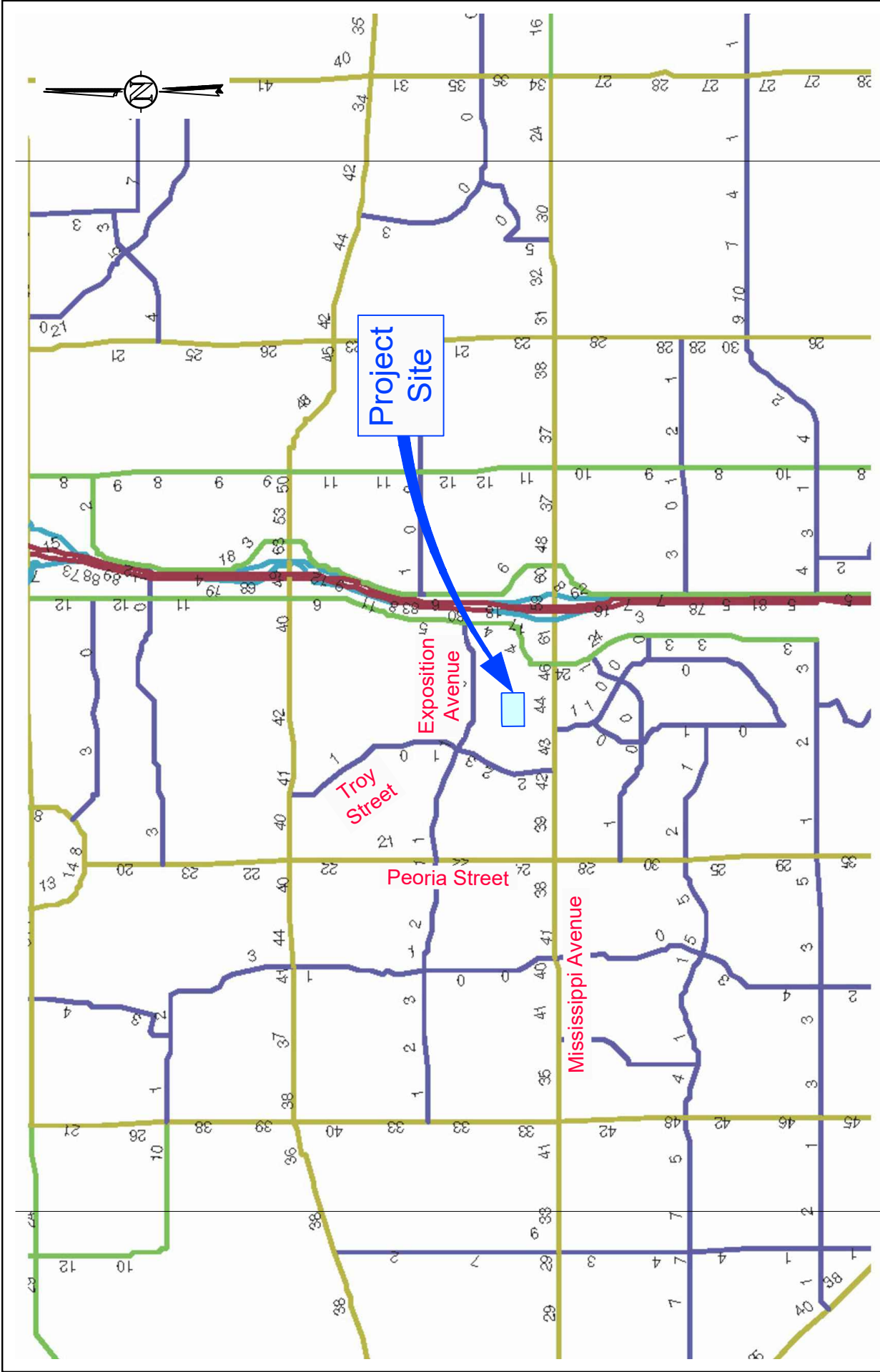


Figure 6: Existing Traffic Volumes - Monday Peak Hour



Appendix A

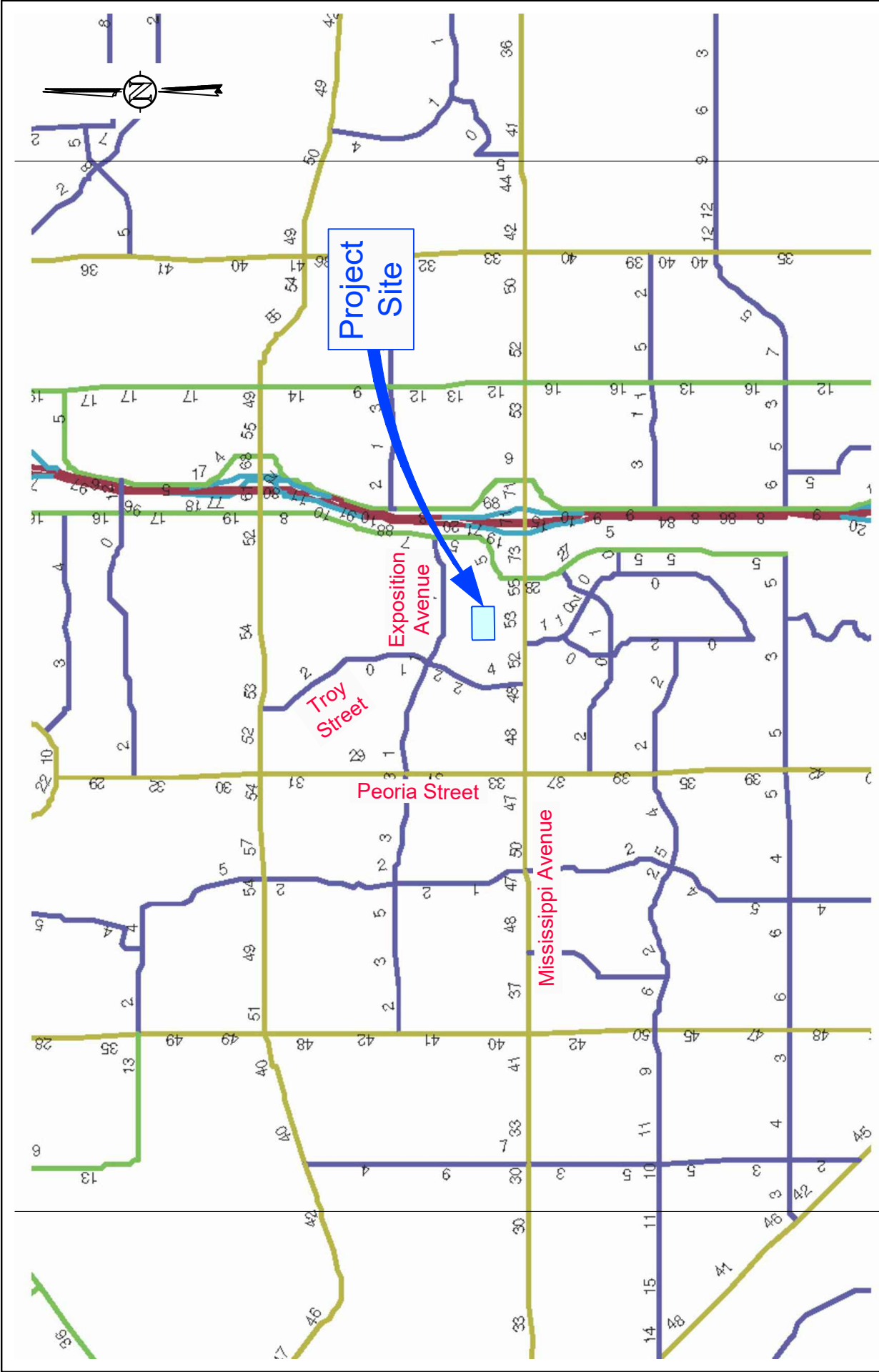
DRCOG Data



Parish Center Addition Traffic Impact Study
YEAR 2015 BASE TRAFFIC VOLUMES



Scale	NTS	Date	May 1, 2019	Drawn by	JLH	Job #	Queen of Peace	Figure	A-1
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Parish Center Addition Traffic Impact Study YEAR 2040 PROJECTED TRAFFIC VOLUMES

Scale	NTS	Date	May 1, 2019	Drawn by	JLH	Job #	Queen of Peace	Figure	A-2
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Appendix B

Traffic Count Data



(303) 216-2439
www.alltrafficdata.net

Location: 1 S ULVADA ST & E KENTUCKY AVE PM

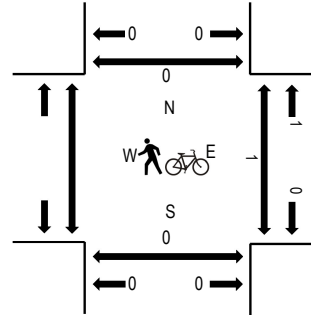
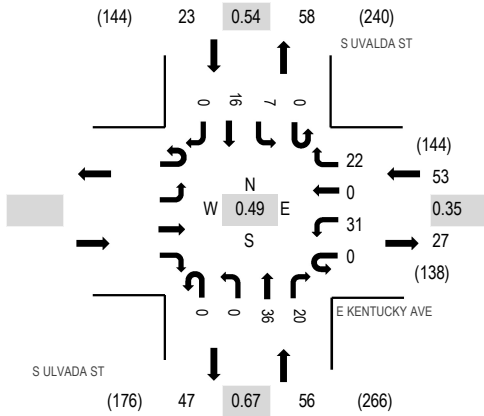
Date: Saturday, February 2, 2019

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E KENTUCKY AVE								S ULVADA ST				S UVALDA ST				Total	Rolling Hour	Pedestrian Crossings									
	Eastbound				Westbound				Northbound				Southbound						West				East		South		North	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North						
3:30 PM					0	0	0	2	0	0	12	12	0	6	3	0	35	110	0	0	0							
3:45 PM					0	0	0	1	1	0	4	9	0	7	8	0	30	98	1	0	2							
4:00 PM					0	2	0	2	0	0	8	3	0	4	3	0	22	85	0	0	0							
4:15 PM					0	0	0	0	0	0	9	6	0	3	5	0	23	130	0	0	0							
4:30 PM					0	1	0	0	0	0	15	3	0	2	2	0	23	131	0	0	0							
4:45 PM					0	6	0	0	0	0	7	0	0	1	3	0	17	125	0	0	0							
5:00 PM					0	23	0	17	0	0	16	6	0	2	3	0	67	132	1	0	0							
5:15 PM					0	5	0	4	0	0	9	2	0	0	4	0	24	89	0	0	0							
5:30 PM					0	1	0	0	0	0	5	5	0	2	4	0	17	109	0	0	0							
5:45 PM					0	2	0	1	0	0	6	7	0	3	5	0	24	122	0	0	0							
6:00 PM					0	2	0	2	0	0	6	5	0	6	3	0	24	110	0	0	0							
6:15 PM					0	2	0	1	0	0	10	6	0	9	16	0	44	99	0	0	0							
6:30 PM					0	1	0	5	0	0	9	3	0	7	5	0	30	65	0	0	0							
6:45 PM					0	1	0	0	0	0	4	1	0	1	5	0	12	91	0	0	0							
7:00 PM					0	2	0	0	0	0	4	1	0	1	5	0	13	115	0	0	0							
7:15 PM					0	2	0	1	0	0	2	2	0	0	3	0	10	120	0	0	0							
7:30 PM					0	19	0	10	0	0	21	3	0	1	2	0	56	126	0	0	0							
7:45 PM					0	8	0	9	0	0	13	4	0	0	2	0	36	77	0	1	0							
8:00 PM					0	5	0	2	0	0	5	3	0	0	3	0	18	47	0	0	0							
8:15 PM					0	1	0	1	0	0	10	0	0	0	4	0	16		0	0	0							
8:30 PM					0	2	0	0	0	0	3	2	0	0	0	0	7		0	0	0							
8:45 PM					0	1	0	0	0	0	4	0	0	0	1	0	6		0	0	0							
Count Total					0	86	0	58	1	0	182	83	0	55	89	0	554		2	1	2							
Peak Hour					0	31	0	22	0	0	36	20	0	7	16	0	132		1	0	0							



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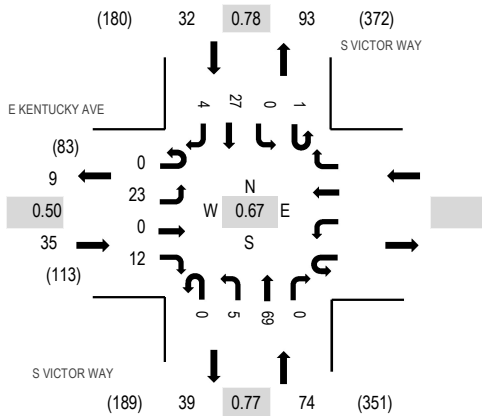
Location: 2 S VICTOR WAY & E KENTUCKY AVE PM

Date: Saturday, February 2, 2019

Peak Hour: 04:45 PM - 05:45 PM

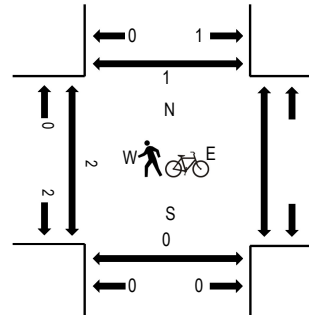
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E KENTUCKY AVE Eastbound				S VICTOR WAY Northbound				S VICTOR WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:30 PM	0	3	0	1	0	1	6	0	0	0	11	4	26	118	0	0	0	0
3:45 PM	0	0	0	2	0	5	14	0	0	0	11	5	37	114	1	0	0	0
4:00 PM	0	1	0	3	0	5	13	0	0	0	9	2	33	114	0	0	0	0
4:15 PM	0	5	0	2	0	0	11	0	0	0	3	1	22	134	0	0	0	0
4:30 PM	0	0	0	5	0	0	14	0	0	0	3	0	22	138	1	0	0	0
4:45 PM	0	3	0	0	0	3	22	0	1	0	6	2	37	141	2	0	0	0
5:00 PM	0	14	0	5	0	1	22	0	0	0	11	0	53	136	0	0	0	0
5:15 PM	0	4	0	4	0	1	11	0	0	0	4	2	26	116	0	0	0	1
5:30 PM	0	2	0	3	0	0	14	0	0	0	6	0	25	125	0	0	0	0
5:45 PM	0	5	0	1	0	1	11	0	0	0	11	3	32	141	0	0	0	0
6:00 PM	0	2	0	2	0	5	14	0	0	0	6	4	33	123	0	0	0	0
6:15 PM	0	2	0	0	1	5	17	0	0	0	5	5	35	114	0	0	0	0
6:30 PM	0	0	0	6	0	2	17	0	0	0	13	3	41	92	0	0	0	2
6:45 PM	0	2	0	0	0	2	6	0	0	0	3	1	14	104	0	0	0	0
7:00 PM	0	0	0	2	0	0	13	0	0	0	6	3	24	131	0	0	0	0
7:15 PM	0	1	0	0	0	2	6	0	0	0	3	1	13	128	0	0	0	0
7:30 PM	0	12	0	8	0	3	20	0	0	0	8	2	53	135	0	0	0	0
7:45 PM	0	7	0	3	0	2	24	0	0	0	5	0	41	96	1	0	0	0
8:00 PM	0	0	0	1	0	3	12	0	0	0	5	0	21	77	0	0	0	0
8:15 PM	0	0	0	0	0	1	15	0	0	0	4	0	20		0	0	0	0
8:30 PM	0	2	0	0	0	1	7	0	0	0	3	1	14		0	0	0	0
8:45 PM	0	0	0	0	0	1	17	0	0	0	4	0	22		0	0	0	0
Count Total	0	65	0	48	1	44	306	0	1	0	140	39	644		5	0	0	3
Peak Hour	0	23	0	12	0	5	69	0	1	0	27	4	141		2	0	0	1



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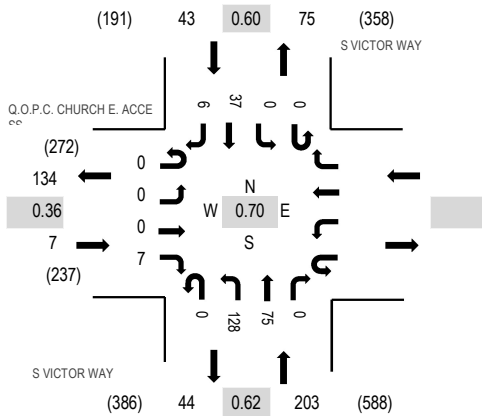
Location: 3 S VICTOR WAY & Q.O.P.C. CHURCH E. ACCESS PM

Date: Saturday, February 2, 2019

Peak Hour: 05:45 PM - 06:45 PM

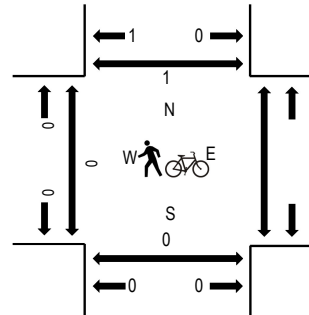
Peak 15-Minutes: 06:15 PM - 06:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	Q.O.P.C. CHURCH E. Eastbound				Westbound				S VICTOR WAY Northbound				S VICTOR WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:30 PM	0	0	0	1					0	32	9	0	0	0	9	2	53	214	0		0	2
3:45 PM	0	1	0	2					0	59	20	0	0	0	9	5	96	184	1		0	0
4:00 PM	0	0	0	1					0	12	17	0	0	0	12	0	42	134	1		0	0
4:15 PM	0	0	0	2					0	3	12	0	0	0	6	0	23	206	2		0	0
4:30 PM	0	0	0	0					0	2	13	0	0	0	8	0	23	224	1		0	0
4:45 PM	0	3	0	14					0	1	22	0	0	0	6	0	46	226	2		0	0
5:00 PM	0	8	0	70					0	5	15	0	0	0	16	0	114	214	0		0	0
5:15 PM	0	0	0	18					0	3	12	0	0	0	8	0	41	161	0		0	0
5:30 PM	0	0	0	0					0	4	13	0	0	0	8	0	25	210	0		0	0
5:45 PM	0	0	0	3					0	8	12	0	0	0	10	1	34	253	0		0	1
6:00 PM	0	0	0	1					0	33	19	0	0	0	6	2	61	236	0		0	0
6:15 PM	0	0	0	2					0	59	23	0	0	0	5	1	90	196	0		0	0
6:30 PM	0	0	0	1					0	28	21	0	0	0	16	2	68	121	0		0	0
6:45 PM	0	0	0	1					1	3	7	0	0	0	5	0	17	135	0		0	0
7:00 PM	0	0	0	0					0	1	14	0	0	0	6	0	21	194	0		0	0
7:15 PM	0	0	0	0					0	1	9	0	0	0	5	0	15	200	0		0	0
7:30 PM	0	11	0	46					0	0	11	0	0	0	14	0	82	208	0		0	1
7:45 PM	0	6	0	39					0	4	18	0	0	0	9	0	76	141	0		0	0
8:00 PM	0	1	0	3					0	0	16	0	0	0	7	0	27	89	0		0	0
8:15 PM	0	1	0	1					1	0	16	0	0	0	4	0	23		0		0	0
8:30 PM	0	0	0	1					0	1	10	0	0	0	3	0	15		0		0	0
8:45 PM	0	0	0	0					0	0	18	0	0	0	6	0	24		0		0	0
Count Total	0	31	0	206					2	259	327	0	0	0	178	13	1,016		7		0	4
Peak Hour	0	0	0	7					0	128	75	0	0	0	37	6	253		0		0	1



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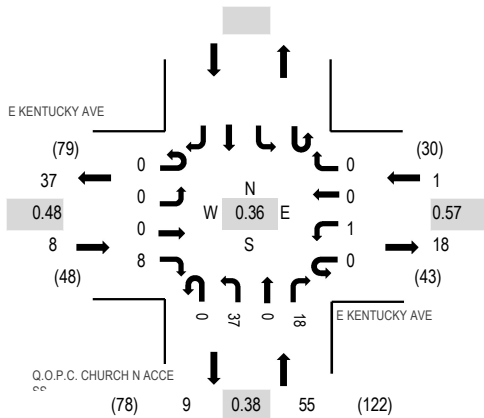
Location: 4 Q.O.P.C. CHURCH N ACCESS & E KENTUCKY AVE PM

Date: Saturday, February 2, 2019

Peak Hour: 05:00 PM - 06:00 PM

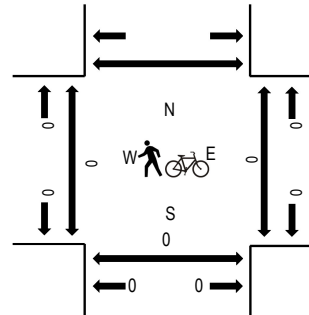
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



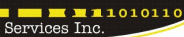
Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

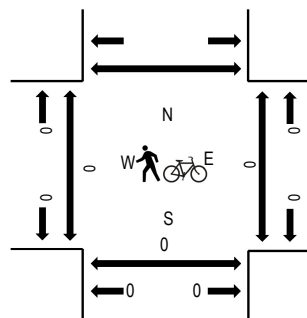
Interval Start Time	E KENTUCKY AVE Eastbound				E KENTUCKY AVE Westbound				Q.O.P.C. CHURCH N Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:30 PM	0	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	14	39	0	0	0	0
3:45 PM	0	0	0	9	0	6	0	0	0	0	0	0	0	0	0	0	15	25	0	0	0	0
4:00 PM	0	0	0	3	0	4	0	0	0	0	2	0	0	0	0	0	9	15	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	51	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0	0	5	61	0	0	0	0
5:00 PM	0	0	0	3	0	0	0	0	0	30	0	12	0	0	0	0	45	64	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	4	0	4	0	0	0	0	9	32	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	37	0	0	0	0
5:45 PM	0	0	0	4	0	0	0	0	0	2	0	2	0	0	0	0	8	40	0	0	0	0
6:00 PM	0	0	0	7	0	5	0	0	0	1	0	0	0	0	0	0	13	34	0	0	0	0
6:15 PM	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	14	21	0	0	0	0
6:30 PM	0	0	0	1	0	2	0	0	0	1	0	1	0	0	0	0	5	7	0	0	0	0
6:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	40	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	22	0	16	0	0	0	0	38	58	0	0	0	0
7:45 PM	0	0	0	0	0	1	0	0	0	9	0	6	0	0	0	0	16	20	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	4	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Count Total	0	0	0	48	0	30	0	0	0	79	0	43	0	0	0	0	200		0	0	0	0
Peak Hour	0	0	0	8	0	1	0	0	0	37	0	18	0	0	0	0	64		0	0	0	0



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Peak 15-Minutes: 07:45 PM - 08:00 PM

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval Start Time	E KENTUCKY AVE				E KENTUCKY AVE				Q.O.P.C. CHURCH NW				Q.O.P.C. CHURCH NW				Rolling Hour	Pedestrian Crossings				
	Eastbound				Westbound				Northbound				Southbound					Total	West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
3:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0				2	7	0	0	0	
3:45 PM	0	0	0	4	0	0	0	0	0	0	0	0	0				4	5	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				0	2	0	0	0	
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0				1	8	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				0	8	0	0	0	
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0				1	10	0	0	0	
5:00 PM	0	0	0	1	0	0	0	0	0	5	0	0					6	10	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0					1	8	0	0	0	
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	1					2	12	0	0	0	
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0				1	13	0	0	0	
6:00 PM	0	0	0	2	0	1	0	0	0	1	0	0					4	13	0	0	0	
6:15 PM	0	0	0	5	0	0	0	0	0	0	0	0	0				5	9	0	0	0	
6:30 PM	0	0	0	2	0	0	0	0	0	1	0	0					3	6	0	0	0	
6:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0				1	7	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				0	11	0	0	0	
7:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0				2	14	0	0	0	
7:30 PM	0	0	0	0	0	1	0	0	0	2	0	1					4	12	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	5	0	0					5	9	0	0	0	
8:00 PM	0	0	0	1	0	0	0	0	0	2	0	0					3	4	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0					0		0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	1	0	0					1		0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0					0		0	0	0	
Count Total	0	0	0	21	0	5	0	0	0	18	0	2					46		0	0	0	
Peak Hour	0	0	0	2	0	2	0	0	0	9	0	1					14		0	0	0	



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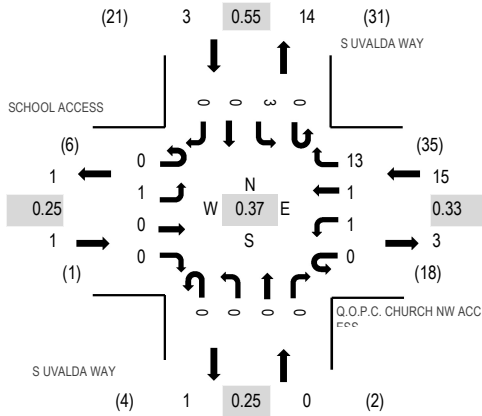
Location: 6 S UVALDA WAY & Q.O.P.C. CHURCH NW ACCESS PM

Date: Saturday, February 2, 2019

Peak Hour: 06:45 PM - 07:45 PM

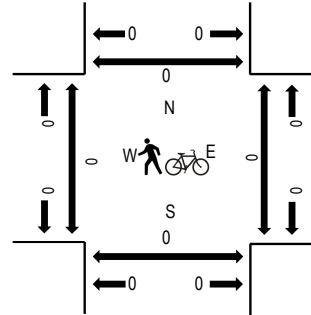
Peak 15-Minutes: 07:30 PM - 07:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	SCHOOL ACCESS Eastbound				Q.O.P.C. CHURCH NW Westbound				S UVALDA WAY Northbound				S UVALDA WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6	9	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	14	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	14	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	13	0	0	0	0
5:00 PM	0	0	0	0	0	3	0	8	0	0	0	0	0	0	0	3	14	15	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	4	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3	15	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	13	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3	8	0	0	0	0
6:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	3	0	0	5	19	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	17	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0
7:30 PM	0	0	0	0	0	1	0	12	0	0	0	0	0	0	0	0	13	16	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	4	1	30	0	2	0	0	0	18	0	3	59		0	0	0	0
Peak Hour	0	1	0	0	0	1	1	13	0	0	0	0	0	3	0	0	19		0	0	0	0



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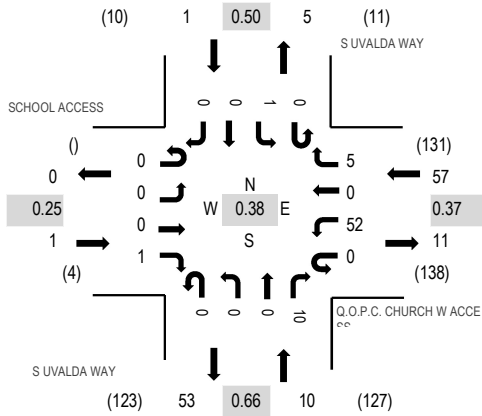
Location: 7 S UVALDA WAY & Q.O.P.C. CHURCH W ACCESS PM

Date: Saturday, February 2, 2019

Peak Hour: 04:45 PM - 05:45 PM

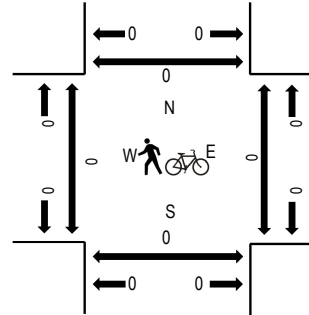
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	SCHOOL ACCESS Eastbound				Q.O.P.C. CHURCH W Westbound				S UVALDA WAY Northbound				S UVALDA WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	16	0	0	0	0	17	61	0	0	0	0
3:45 PM	0	0	0	0	0	2	0	0	0	0	0	26	0	2	0	0	30	47	0	0	0	0
4:00 PM	0	0	1	0	0	2	0	0	0	0	0	9	0	1	0	0	13	31	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	63	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	68	0	0	0	0
4:45 PM	0	0	0	1	0	7	0	2	0	0	0	3	0	1	0	0	14	69	0	0	0	0
5:00 PM	0	0	0	0	0	39	0	3	0	0	0	3	0	0	0	0	45	68	0	0	0	0
5:15 PM	0	1	0	0	0	5	0	0	0	0	0	2	0	0	0	0	8	36	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	52	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	11	0	1	0	0	13	66	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	12	56	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	22	0	2	0	0	24	44	0	0	0	0
6:30 PM	0	0	0	0	0	3	0	0	0	0	0	14	0	0	0	0	17	20	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	47	0	0	0	0
7:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	64	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0	0	0	0
7:30 PM	0	0	0	0	0	42	0	2	0	0	0	0	0	0	0	0	44	67	0	0	0	0
7:45 PM	0	0	0	0	0	15	0	3	0	0	0	0	0	1	0	0	19	23	0	0	0	0
8:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0
8:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3		0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Count Total	0	1	1	2	0	121	0	10	0	0	0	127	0	10	0	0	272		0	0	0	0
Peak Hour	0	0	0	1	0	52	0	5	0	0	0	10	0	1	0	0	69		0	0	0	0



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Location: 8 S UVALDA WAY & Q.O.P.C. CHURCH SW ACCESS PM

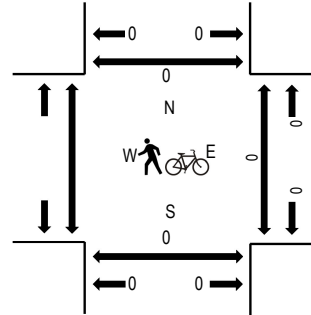
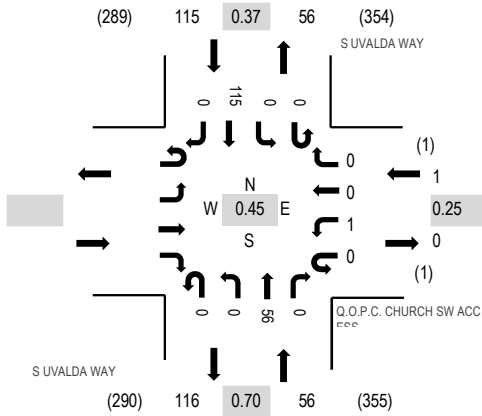
Date: Saturday, February 2, 2019

Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Q.O.P.C. CHURCH SW Westbound				S UVALDA WAY Northbound				S UVALDA WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:30 PM					0	0	0	0	0	0	0	3	0	44	138	0	0	0
3:45 PM					0	0	0	0	0	0	0	4	0	47	118	0	0	0
4:00 PM					0	0	0	0	0	0	0	6	0	27	97	0	0	0
4:15 PM					0	0	0	0	0	0	0	5	0	20	165	0	0	0
4:30 PM					0	0	0	0	0	0	0	3	0	24	172	0	0	0
4:45 PM					0	0	0	0	0	0	0	17	0	26	168	0	0	0
5:00 PM					0	1	0	0	0	0	0	79	0	95	171	0	0	0
5:15 PM					0	0	0	0	0	0	0	16	0	27	99	0	0	0
5:30 PM					0	0	0	0	0	0	0	6	0	20	115	0	0	0
5:45 PM					0	0	0	0	0	0	0	6	0	29	126	0	0	0
6:00 PM					0	0	0	0	0	0	0	2	0	23	112	0	0	0
6:15 PM					0	0	0	0	0	0	0	5	0	43	102	0	0	0
6:30 PM					0	0	0	0	0	0	0	6	0	31	67	0	0	0
6:45 PM					0	0	0	0	0	0	0	6	0	15	109	0	0	0
7:00 PM					0	0	0	0	0	0	0	8	0	13	126	0	0	0
7:15 PM					0	0	0	0	0	0	0	5	0	8	131	0	0	0
7:30 PM					0	0	0	0	0	0	0	67	0	73	139	0	0	0
7:45 PM					0	0	0	0	0	0	0	25	0	32	73	0	0	0
8:00 PM					0	0	0	0	0	0	0	10	0	18	48	0	0	0
8:15 PM					0	0	0	0	0	0	0	6	0	16		0	0	0
8:30 PM					0	0	0	0	0	0	0	2	0	7		0	0	0
8:45 PM					0	0	0	0	0	0	0	2	0	7		0	0	0
Count Total					0	1	0	0	0	0	0	289	0	645		0	0	0
Peak Hour					0	1	0	0	0	0	0	115	0	172		0	0	0

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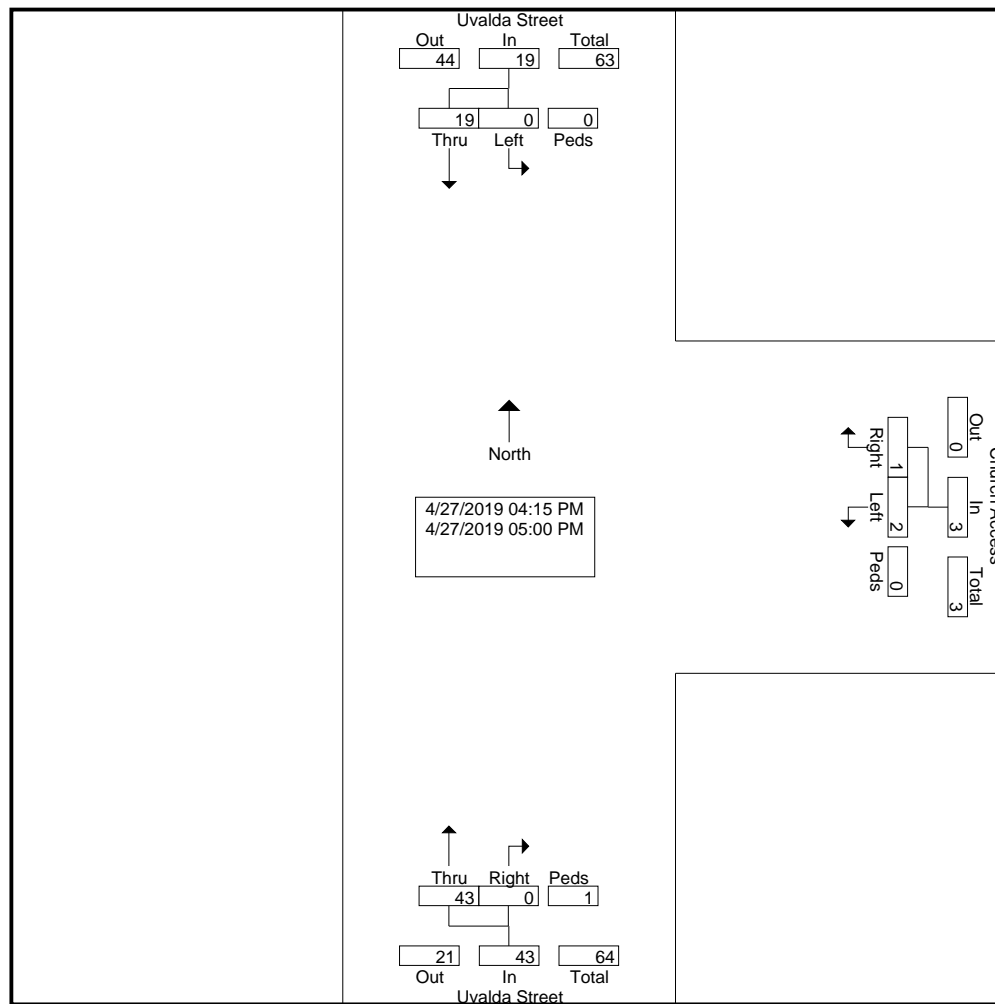
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Uvalda Street / Church Access 6
Saturday Peak Hour
Counts by MRD

File Name : Queen Sat
Site Code : 04272019
Start Date : 4/27/2019
Page No : 1

Groups Printed-

	Uvalda Street Northbound				Uvalda Street Southbound				Church Access Westbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
04:15 PM	13	0	0	13	0	2	0	2	0	0	0	0	15
04:30 PM	16	0	0	16	0	6	0	6	0	0	0	0	22
04:45 PM	5	0	0	5	0	6	0	6	0	1	0	1	12
Total	34	0	0	34	0	14	0	14	0	1	0	1	49
05:00 PM	9	0	1	10	0	5	0	5	2	0	0	2	17
Grand Total	43	0	1	44	0	19	0	19	2	1	0	3	66
Apprch %	97.7	0	2.3		0	100	0		66.7	33.3	0		
Total %	65.2	0	1.5	66.7	0	28.8	0	28.8	3	1.5	0	4.5	



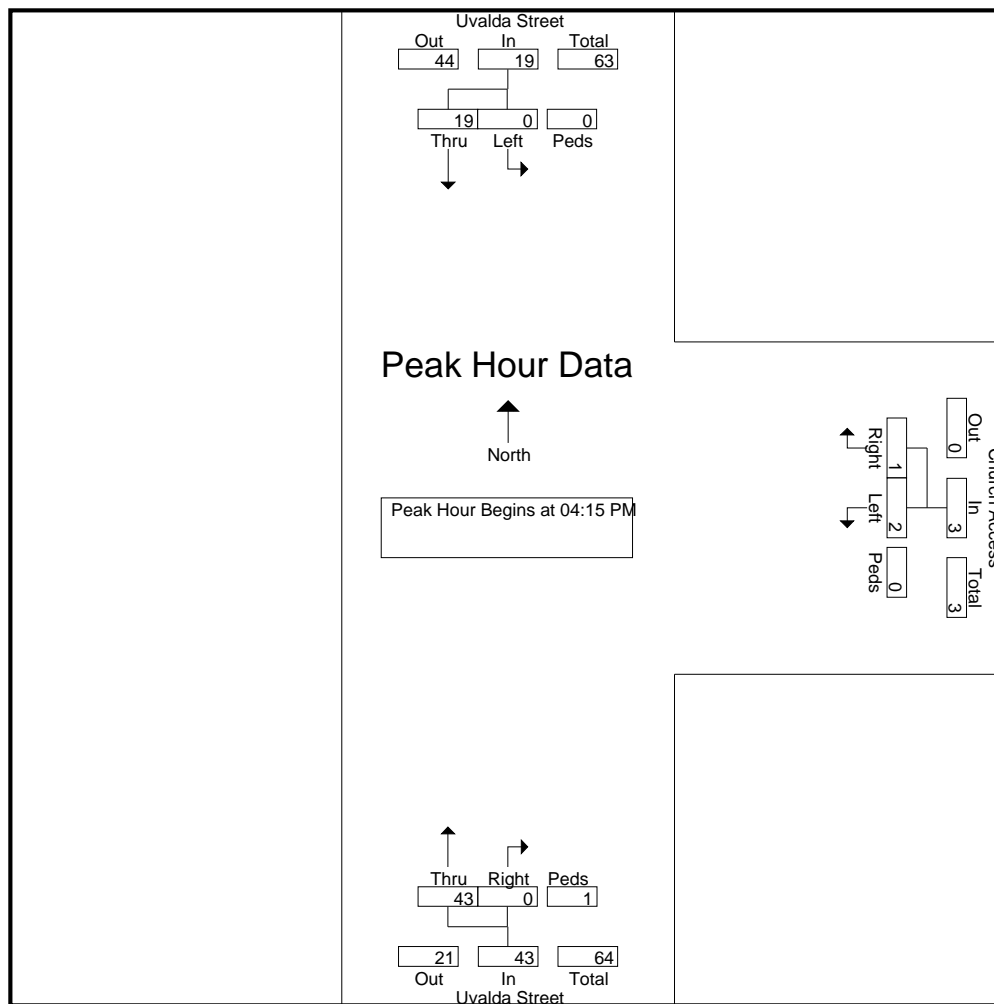
Sustainable Traffic Solutions, Inc.

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Uvalda Street / Church Access 6
Saturday Peak Hour
Counts by MRD

File Name : Queen Sat
Site Code : 04272019
Start Date : 4/27/2019
Page No : 2

	Uvalda Street Northbound				Uvalda Street Southbound				Church Access Westbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	13	0	0	13	0	2	0	2	0	0	0	0	15
04:30 PM	16	0	0	16	0	6	0	6	0	0	0	0	22
04:45 PM	5	0	0	5	0	6	0	6	0	1	0	1	12
05:00 PM	9	0	1	10	0	5	0	5	2	0	0	2	17
Total Volume	43	0	1	44	0	19	0	19	2	1	0	3	66
% App. Total	97.7	0	2.3		0	100	0		66.7	33.3	0		
PHF	.672	.000	.250	.688	.000	.792	.000	.792	.250	.250	.000	.375	.750





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Location: 1 S UVALDA ST & E KENTUCKY AVE AM

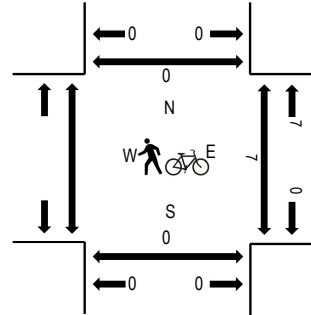
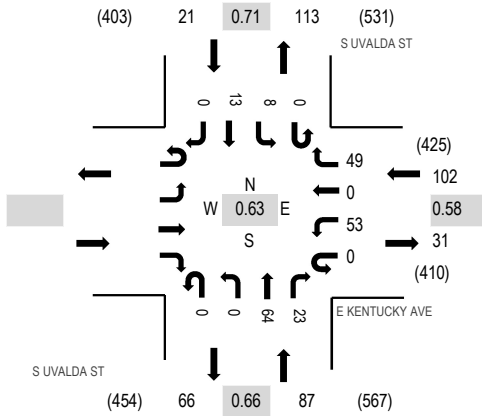
Date: Sunday, February 3, 2019

Peak Hour: 02:30 PM - 03:30 PM

Peak 15-Minutes: 02:30 PM - 02:45 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E KENTUCKY AVE								S UVALDA ST				S UVALDA ST				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
6:30 AM					0	0	0	0	0	0	0	1	0	0	0	0	1	42		0	0	0
6:45 AM					0	0	0	0	0	0	1	0	0	2	1	0	4	49		0	0	0
7:00 AM					0	1	0	1	0	0	1	4	0	7	2	0	16	49		0	0	0
7:15 AM					0	1	0	0	0	0	1	6	0	8	5	0	21	37		0	0	0
7:30 AM					0	0	0	0	0	0	1	0	0	4	3	0	8	21		0	0	0
7:45 AM					0	0	0	1	0	0	0	0	0	0	3	0	4	53		0	0	0
8:00 AM					0	1	0	0	0	0	1	0	0	0	2	0	4	70		1	0	0
8:15 AM					0	0	0	0	0	0	1	3	0	1	0	0	5	84		0	0	0
8:30 AM					0	12	0	8	0	0	9	1	0	4	6	0	40	114		0	0	0
8:45 AM					0	8	0	1	0	0	3	3	0	1	5	0	21	95		0	0	0
9:00 AM					0	4	0	0	0	0	4	5	0	3	2	0	18	89		0	0	0
9:15 AM					0	2	0	0	0	0	4	10	0	13	6	0	35	78		1	0	0
9:30 AM					0	3	0	1	0	0	4	8	0	0	5	0	21	52		1	0	0
9:45 AM					0	3	0	1	0	0	1	5	0	2	3	0	15	83		0	0	1
10:00 AM					0	0	0	1	0	0	5	1	0	0	0	0	7	99		0	0	0
10:15 AM					0	1	0	0	0	0	4	0	0	1	3	0	9	120		0	0	0
10:30 AM					0	18	0	11	1	0	10	3	0	3	6	0	52	160		0	0	0
10:45 AM					0	11	0	3	0	0	9	4	0	0	4	0	31	140		0	0	0
11:00 AM					0	5	0	3	0	0	7	6	0	3	4	0	28	125		0	0	0
11:15 AM					0	8	0	4	0	0	4	11	0	12	10	0	49	118		0	0	0
11:30 AM					0	4	0	1	0	0	5	8	0	13	1	0	32	102		0	0	0
11:45 AM					0	1	0	1	0	0	7	3	0	3	1	0	16	105		0	0	0
12:00 PM					0	5	0	0	0	0	5	3	0	3	5	0	21	156		0	0	0
12:15 PM					0	7	0	2	0	0	9	5	4	4	2	0	33	178		0	0	0
12:30 PM					0	12	0	6	0	0	7	7	0	1	2	0	35	193		0	0	0
12:45 PM					0	21	0	14	1	0	12	4	0	6	9	0	67	203		1	1	0
1:00 PM					0	6	0	0	0	0	12	3	1	8	13	0	43	156		2	0	0
1:15 PM					0	3	0	4	0	0	4	7	1	19	10	0	48	125		0	0	0
1:30 PM					0	3	0	4	0	0	13	7	0	7	11	0	45	94		0	0	0
1:45 PM					0	1	0	1	0	0	9	5	0	2	2	0	20	132		0	0	0
2:00 PM					0	0	0	1	0	0	5	3	0	0	3	0	12	171		1	0	0
2:15 PM					0	2	0	0	0	0	9	2	0	4	0	0	17	200		2	0	0
2:30 PM					0	24	0	20	0	0	24	9	0	2	4	0	83	210		6	0	0
2:45 PM					0	16	0	16	0	0	18	7	0	1	1	0	59	151		1	0	0
3:00 PM					0	8	0	11	0	0	12	3	0	4	3	0	41	116		0	0	0

3:15 PM	0	5	0	2	0	0	10	4	0	1	5	0	27	90	0	0	0
3:30 PM	0	3	0	6	0	0	6	2	0	3	4	0	24	83	1	0	0
3:45 PM	0	1	0	4	0	0	9	2	0	4	4	0	24	81	2	0	0
4:00 PM	0	1	0	1	0	0	9	2	0	2	0	0	15	84	0	0	0
4:15 PM	0	1	0	2	0	0	8	3	0	5	1	0	20	79	0	0	0
4:30 PM	0	1	0	1	0	0	10	3	0	5	2	0	22	73	0	0	0
4:45 PM	0	3	0	2	0	0	5	6	0	10	1	0	27	61	0	0	0
5:00 PM	0	2	0	0	0	0	3	1	0	2	2	0	10	44	0	0	0
5:15 PM	0	2	0	1	0	0	2	4	0	1	4	0	14	63	0	0	0
5:30 PM	0	0	0	2	0	0	3	2	0	1	2	0	10	64	0	0	0
5:45 PM	0	1	0	3	0	0	1	2	0	1	2	0	10	74	0	0	0
6:00 PM	0	8	0	5	0	0	7	3	0	1	5	0	29	84	0	0	0
6:15 PM	0	1	0	0	0	0	7	3	0	3	1	0	15	73	0	0	0
6:30 PM	0	1	0	0	0	0	7	4	0	5	3	0	20	68	0	0	0
6:45 PM	0	0	0	0	0	0	4	4	0	5	7	0	20	54	0	0	0
7:00 PM	0	1	0	1	0	0	3	4	0	6	3	0	18	43	0	0	0
7:15 PM	0	0	0	0	0	0	2	2	0	1	5	0	10	79	0	0	0
7:30 PM	0	0	0	0	0	0	2	1	0	2	1	0	6	102	0	0	0
7:45 PM	0	5	0	0	0	0	2	1	0	1	0	0	9	104	0	0	0
8:00 PM	0	18	0	14	0	0	18	2	0	0	2	0	54	104	0	0	0
8:15 PM	0	12	0	5	0	0	11	3	0	2	0	0	33		0	0	0
8:30 PM	0	0	0	2	0	0	4	1	0	0	1	0	8		0	0	0
8:45 PM	0	1	0	0	0	0	4	1	0	1	2	0	9		0	0	0
Count Total	0	258	0	167	2	0	358	207	6	203	194	0	1,395		19	1	1
Peak Hour	0	53	0	49	0	0	64	23	0	8	13	0	210		7	0	0



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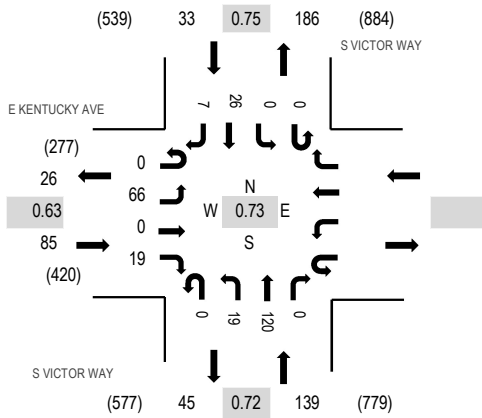
Location: 2 S VICTOR WAY & E KENTUCKY AVE AM

Date: Sunday, February 3, 2019

Peak Hour: 02:30 PM - 03:30 PM

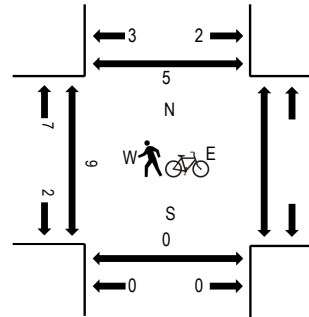
Peak 15-Minutes: 02:45 PM - 03:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E KENTUCKY AVE								S VICTOR WAY				S VICTOR WAY				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
6:30 AM	0	0	0	1					0	0	2	0	0	0	3	1	7	50	0		0	0
6:45 AM	0	0	0	1					0	3	2	0	0	0	7	1	14	57	0		0	0
7:00 AM	0	0	0	0					0	6	1	0	0	0	6	2	15	54	0		0	0
7:15 AM	0	0	0	0					0	2	1	0	0	0	8	3	14	46	0		0	0
7:30 AM	0	0	0	1					0	4	1	0	0	0	5	3	14	44	1		0	0
7:45 AM	0	0	0	0					0	1	1	0	0	0	8	1	11	63	0		0	0
8:00 AM	0	1	0	0					0	0	4	0	0	0	1	1	7	78	0		0	0
8:15 AM	0	3	0	1					0	0	3	0	0	0	4	1	12	96	0		0	0
8:30 AM	0	5	0	8					0	3	9	0	0	0	7	1	33	121	0		0	1
8:45 AM	0	5	0	3					0	3	7	0	0	0	8	0	26	121	0		0	0
9:00 AM	0	1	0	1					0	2	6	0	0	0	13	2	25	117	0		0	0
9:15 AM	0	3	0	4					0	5	4	0	0	0	11	10	37	108	0		0	0
9:30 AM	0	3	0	1					0	1	8	0	0	0	13	7	33	85	2		0	0
9:45 AM	1	1	0	6					0	2	5	0	0	0	6	1	22	115	0		0	0
10:00 AM	0	0	0	1					0	2	4	0	0	0	9	0	16	129	0		0	0
10:15 AM	0	1	0	0					0	1	8	0	0	0	3	1	14	153	0		0	0
10:30 AM	0	17	0	11					0	1	23	0	0	0	10	1	63	177	1		0	1
10:45 AM	0	7	0	4					0	1	12	0	0	0	9	3	36	146	2		0	1
11:00 AM	0	5	0	1					0	2	16	0	0	0	13	3	40	130	2		0	0
11:15 AM	0	5	0	4					0	5	6	0	0	0	9	9	38	130	0		0	0
11:30 AM	0	2	0	3					0	1	18	0	0	0	4	4	32	137	0		0	0
11:45 AM	0	2	0	0					0	2	6	0	0	0	10	0	20	160	0		0	0
12:00 PM	0	3	0	1					0	6	25	0	0	0	4	1	40	199	0		0	0
12:15 PM	0	4	0	3					1	7	22	0	0	0	7	1	45	194	2		0	0
12:30 PM	0	13	0	4					0	2	24	0	0	0	10	2	55	201	0		0	0
12:45 PM	0	16	0	12					0	3	13	0	0	0	12	3	59	184	0		0	0
1:00 PM	0	4	0	2					0	5	4	0	0	0	8	12	35	149	0		0	0
1:15 PM	0	2	0	5					2	9	10	0	0	0	8	16	52	133	0		0	0
1:30 PM	0	3	0	4					1	2	15	0	0	0	9	4	38	100	6		0	0
1:45 PM	0	3	0	3					0	3	6	0	0	0	8	1	24	136	0		0	7
2:00 PM	0	2	0	1					0	2	6	0	0	0	8	0	19	200	0		0	3
2:15 PM	0	1	0	4					0	1	10	0	0	0	2	1	19	238	0		0	2
2:30 PM	0	28	0	6					0	4	26	0	0	0	8	2	74	257	8		0	5
2:45 PM	0	25	0	9					0	6	42	0	0	0	4	2	88	218	0		0	0
3:00 PM	0	8	0	4					0	6	29	0	0	0	7	3	57	163	0		0	0

3:15 PM	0	5	0	0	0	3	23	0	0	0	7	0	38	138	1	0	0
3:30 PM	0	5	0	1	0	5	16	0	0	0	7	1	35	135	0	0	0
3:45 PM	0	2	0	3	0	2	14	0	0	0	11	1	33	136	0	0	0
4:00 PM	0	2	0	1	0	1	18	0	0	0	10	0	32	129	0	0	3
4:15 PM	0	2	0	1	0	0	15	0	0	0	13	4	35	123	0	0	0
4:30 PM	0	3	0	4	0	1	14	0	0	0	13	1	36	104	0	0	0
4:45 PM	0	2	0	5	0	1	9	0	0	0	4	5	26	91	0	0	0
5:00 PM	0	2	0	0	0	2	16	0	0	0	4	2	26	83	0	0	0
5:15 PM	0	2	0	0	0	2	10	0	0	0	2	0	16	91	0	0	0
5:30 PM	0	0	0	1	0	2	10	0	0	0	8	2	23	88	0	0	0
5:45 PM	0	3	0	1	0	0	9	0	0	0	4	1	18	82	0	0	0
6:00 PM	0	12	0	3	0	0	9	0	0	0	8	2	34	94	0	0	0
6:15 PM	0	1	0	1	0	2	6	0	0	0	3	0	13	84	0	0	0
6:30 PM	0	1	0	2	0	3	5	0	0	0	5	1	17	82	1	0	0
6:45 PM	0	0	0	1	0	5	9	0	0	0	9	6	30	69	0	0	0
7:00 PM	0	1	0	1	0	5	8	0	0	0	6	3	24	54	0	0	0
7:15 PM	0	1	0	0	0	1	7	0	0	0	2	0	11	86	1	0	0
7:30 PM	0	0	0	1	0	0	2	0	0	0	1	0	4	126	0	0	0
7:45 PM	0	2	0	3	0	0	6	0	1	0	1	2	15	135	0	0	0
8:00 PM	0	21	0	13	0	3	15	0	0	0	4	0	56	138	0	0	0
8:15 PM	0	9	0	17	0	0	17	0	0	0	8	0	51		1	0	1
8:30 PM	0	0	0	0	0	0	9	0	0	0	4	0	13		1	0	0
8:45 PM	0	1	0	1	0	1	7	0	0	0	8	0	18		0	0	0
Count Total	1	250	0	169	4	142	633	0	1	0	404	134	1,738		29	0	24
Peak Hour	0	66	0	19	0	19	120	0	0	0	26	7	257		9	0	5



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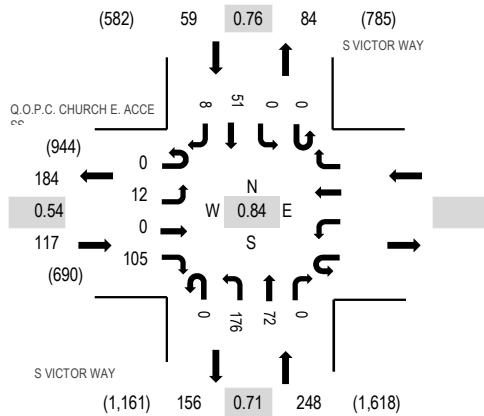
Location: 3 S VICTOR WAY & Q.O.P.C. CHURCH E. ACCESS AM

Date: Sunday, February 3, 2019

Peak Hour: 12:30 PM - 01:30 PM

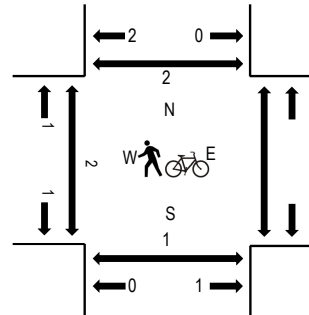
Peak 15-Minutes: 12:45 PM - 01:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	Q.O.P.C. CHURCH E.				Westbound				S VICTOR WAY				S VICTOR WAY				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				U-Turn	Left	Thru	Right	Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right					U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
6:30 AM	0	0	0	0					0	2	2	0	0	0	4	0	8	132	0		0	2
6:45 AM	0	0	0	0					0	8	5	0	0	0	8	1	22	150	0		0	0
7:00 AM	0	0	0	1					0	27	7	0	0	0	5	1	41	140	0		0	0
7:15 AM	0	0	0	1					0	49	3	0	0	0	8	0	61	106	0		0	0
7:30 AM	0	0	0	1					0	15	5	0	0	0	5	0	26	62	1		0	0
7:45 AM	0	0	0	0					0	2	2	0	0	0	8	0	12	124	1		0	0
8:00 AM	0	0	0	0					0	1	4	0	0	0	2	0	7	163	0		0	0
8:15 AM	0	0	0	3					0	4	4	0	0	0	6	0	17	212	0		0	0
8:30 AM	0	3	0	57					0	6	7	0	0	0	15	0	88	300	1		0	0
8:45 AM	0	3	0	14					0	16	7	0	0	0	11	0	51	279	0		0	0
9:00 AM	0	0	0	7					0	27	8	0	0	0	13	1	56	260	1		0	0
9:15 AM	0	0	0	2					0	78	10	0	0	0	12	3	105	228	1		0	0
9:30 AM	0	0	0	2					1	39	10	0	0	0	14	1	67	143	0		0	0
9:45 AM	0	0	0	1					0	12	7	0	0	0	12	0	32	172	0		0	0
10:00 AM	0	0	0	1					0	7	6	0	0	0	10	0	24	212	0		0	0
10:15 AM	0	0	0	5					0	0	9	0	0	0	6	0	20	263	0		0	0
10:30 AM	0	9	0	48					0	4	15	0	0	0	20	0	96	349	0		2	0
10:45 AM	0	1	0	37					0	7	13	0	0	0	13	1	72	318	1		0	0
11:00 AM	0	5	0	22					0	21	13	0	0	0	14	0	75	275	1		0	0
11:15 AM	0	1	0	11					0	71	10	0	0	0	10	3	106	243	0		0	0
11:30 AM	0	1	0	4					1	32	18	0	0	0	8	1	65	189	0		0	0
11:45 AM	0	0	0	0					0	10	9	0	0	0	10	0	29	204	0		0	0
12:00 PM	0	1	0	0					0	4	33	0	0	0	5	0	43	301	0		0	0
12:15 PM	0	0	0	3					0	10	28	0	0	0	9	2	52	364	2		0	0
12:30 PM	0	8	0	29					0	12	18	0	0	0	13	0	80	424	0		0	0
12:45 PM	0	4	0	60					0	23	15	0	0	0	20	4	126	411	1		1	0
1:00 PM	0	0	0	10					0	74	12	0	0	0	8	2	106	313	1		0	0
1:15 PM	0	0	0	6					0	67	27	0	0	0	10	2	112	227	0		0	2
1:30 PM	0	0	0	7					0	27	21	0	0	0	10	2	67	136	0		0	2
1:45 PM	0	2	0	4					1	3	7	0	0	0	11	0	28	169	0		1	1
2:00 PM	0	0	0	0					0	3	8	0	0	0	9	0	20	237	0		0	0
2:15 PM	0	0	0	1					0	3	11	0	0	0	6	0	21	288	0		0	0
2:30 PM	0	9	0	53					1	1	14	0	0	0	22	0	100	304	1		2	4
2:45 PM	0	11	0	35					0	3	32	0	0	0	14	1	96	243	0		0	1
3:00 PM	0	1	0	17					0	4	36	0	0	0	10	3	71	177	0		0	0

3:15 PM	0	3	0	5	0	2	20	0	0	0	7	0	37	138	0	0	0
3:30 PM	0	1	0	7	0	3	20	0	0	0	8	0	39	131	0	0	0
3:45 PM	0	1	0	0	0	0	16	0	0	0	13	0	30	139	0	0	0
4:00 PM	0	0	0	2	0	3	18	0	0	0	9	0	32	165	0	0	0
4:15 PM	0	0	0	3	0	1	15	0	0	0	11	0	30	170	0	0	0
4:30 PM	0	1	0	1	0	17	13	0	0	0	15	0	47	161	2	2	0
4:45 PM	0	0	0	4	0	29	12	0	0	0	8	3	56	138	0	0	0
5:00 PM	0	0	0	0	0	16	17	0	0	0	4	0	37	101	0	2	0
5:15 PM	0	0	0	0	0	6	13	0	0	0	2	0	21	129	0	0	0
5:30 PM	0	0	0	0	0	1	14	0	0	0	9	0	24	139	0	0	0
5:45 PM	0	0	0	4	0	3	7	0	0	0	5	0	19	160	0	0	0
6:00 PM	0	2	0	39	1	5	7	0	0	0	11	0	65	232	0	0	0
6:15 PM	0	1	0	7	0	12	7	0	0	0	4	0	31	218	0	0	0
6:30 PM	0	0	0	1	0	27	10	0	0	0	7	0	45	207	1	0	0
6:45 PM	0	0	0	1	0	68	12	0	0	0	10	0	91	170	0	0	0
7:00 PM	0	0	0	0	0	32	14	0	0	0	5	0	51	90	0	0	0
7:15 PM	0	0	0	0	0	9	9	0	0	0	2	0	20	126	0	0	0
7:30 PM	0	1	0	0	0	2	2	0	0	0	3	0	8	178	0	0	0
7:45 PM	0	0	0	1	0	1	5	0	0	0	4	0	11	187	0	0	0
8:00 PM	0	10	0	53	0	1	5	0	0	0	18	0	87	194	1	0	0
8:15 PM	0	3	0	31	0	0	14	0	0	0	23	1	72		1	0	0
8:30 PM	0	1	0	2	0	0	9	0	0	0	5	0	17		1	0	0
8:45 PM	0	0	0	4	0	1	7	0	0	0	5	1	18		0	0	0
Count Total	0	83	0	607	5	911	702	0	0	0	549	33	2,890		18	10	12
Peak Hour	0	12	0	105	0	176	72	0	0	0	51	8	424		2	1	2



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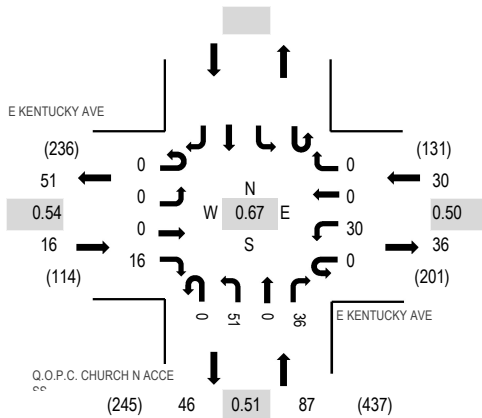
Location: 4 Q.O.P.C. CHURCH N ACCESS & E KENTUCKY AVE AM

Date: Sunday, February 3, 2019

Peak Hour: 12:30 PM - 01:30 PM

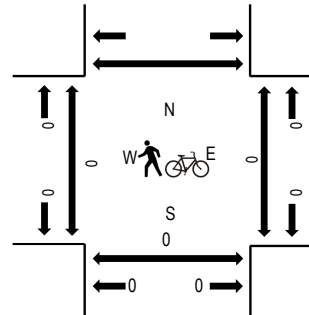
Peak 15-Minutes: 12:45 PM - 01:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E KENTUCKY AVE Eastbound				E KENTUCKY AVE Westbound				Q.O.P.C. CHURCH N Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	36	0	0	0	0
6:45 AM	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	6	42	0	0	0	0
7:00 AM	0	0	0	8	0	5	0	0	0	0	0	0	0	0	0	0	13	37	0	0	0	0
7:15 AM	0	0	0	12	0	4	0	0	0	0	0	0	0	0	0	0	16	24	0	0	0	0
7:30 AM	0	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	7	10	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	42	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	59	0	0	0	0
8:30 AM	0	0	0	2	0	3	0	0	0	22	0	12	0	0	0	6	39	75	0	0	0	0
8:45 AM	0	0	0	1	0	2	0	0	0	4	0	6	0	0	0	0	13	55	0	0	0	0
9:00 AM	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	5	44	0	0	0	0
9:15 AM	0	0	0	7	0	11	0	0	0	0	0	0	0	0	0	0	18	40	0	0	0	0
9:30 AM	0	0	0	4	0	7	0	0	0	3	0	5	0	0	0	0	19	23	0	0	0	0
9:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	42	0	0	0	0
10:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	61	0	0	0	0
10:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	77	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	21	0	17	0	0	0	7	38	104	0	0	0	0
10:45 AM	0	0	0	3	0	3	0	0	0	8	0	7	0	0	0	0	21	82	0	0	0	0
11:00 AM	0	0	0	6	0	3	0	0	0	4	0	4	0	0	0	0	17	63	0	0	0	0
11:15 AM	0	0	0	12	0	8	0	0	0	6	0	2	0	0	0	0	28	50	0	0	0	0
11:30 AM	0	0	0	5	0	5	0	0	0	4	0	2	0	0	0	0	16	27	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	42	0	0	0	0
12:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4	90	0	0	0	0
12:15 PM	0	0	0	0	0	1	0	0	0	2	0	2	0	0	0	0	5	108	0	0	0	0
12:30 PM	0	0	0	2	0	2	0	0	0	15	0	12	0	0	0	0	31	133	0	0	0	0
12:45 PM	0	0	0	4	0	3	0	0	0	30	0	13	0	0	0	0	50	117	0	0	0	0
1:00 PM	0	0	0	5	0	10	0	0	0	3	0	4	0	0	0	0	22	70	0	0	0	0
1:15 PM	0	0	0	5	0	15	0	0	0	3	0	7	0	0	0	0	30	49	0	0	0	0
1:30 PM	0	0	0	4	0	0	0	0	0	4	0	7	0	0	0	0	15	20	0	0	0	0
1:45 PM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3	56	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	79	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	87	0	0	0	0
2:30 PM	0	0	0	1	0	0	0	0	0	28	0	22	0	0	0	0	51	88	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	15	0	11	0	0	0	0	26	40	0	0	0	0
3:00 PM	0	0	0	0	0	1	0	0	0	5	0	3	0	0	0	0	9	17	0	0	0	0

3:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	2	8	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	2	0	1	3	8	0	0	0
3:45 PM	0	0	0	1	0	0	0	0	0	1	0	1	3	7	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0
4:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	2	15	0	0	0
4:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	2	16	0	0	0
4:45 PM	0	0	0	6	0	3	0	0	0	0	0	1	10	18	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	11	0	0	0
5:15 PM	0	0	0	1	0	1	0	0	0	1	0	0	3	32	0	0	0
5:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	4	34	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	1	3	35	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	12	0	10	22	49	0	0	0
6:15 PM	0	0	0	2	0	2	0	0	0	1	0	0	5	34	0	0	0
6:30 PM	0	0	0	4	0	1	0	0	0	0	0	0	5	30	0	0	0
6:45 PM	0	0	0	5	0	11	0	0	0	0	0	1	17	26	0	0	0
7:00 PM	0	0	0	1	0	5	0	0	0	0	0	1	7	13	0	0	0
7:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	54	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	77	0	0	0
7:45 PM	0	0	0	1	0	0	0	0	0	1	0	2	4	77	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	19	0	29	48	73	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	11	0	13	24		0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Count Total	0	0	0	114	0	131	0	0	0	236	0	201	682		0	0	0
Peak Hour	0	0	0	16	0	30	0	0	0	51	0	36	133		0	0	0



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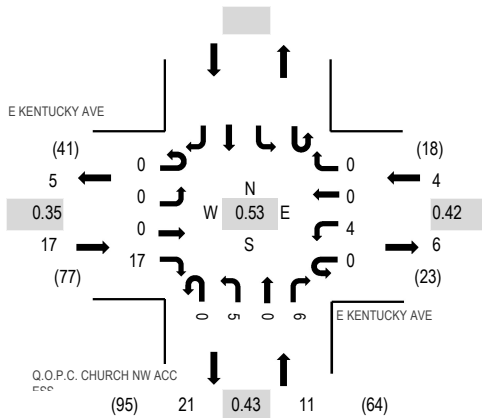
Location: 5 Q.O.P.C. CHURCH NW ACCESS & E KENTUCKY AVE AM

Date: Sunday, February 3, 2019

Peak Hour: 12:45 PM - 01:45 PM

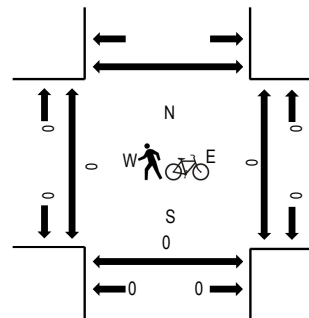
Peak 15-Minutes: 01:15 PM - 01:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E KENTUCKY AVE				E KENTUCKY AVE				Q.O.P.C. CHURCH NW				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound										West East South North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0					0	4	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0					0	6	0	0	0	
7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0					2	7	0	0	0	
7:15 AM	0	0	0	1	0	1	0	0	0	0	0	0					2	5	0	0	0	
7:30 AM	0	0	0	2	0	0	0	0	0	0	0	0					2	5	0	0	0	
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0					1	7	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0					0	10	0	0	0	
8:15 AM	0	0	0	2	0	0	0	0	0	0	0	0					2	13	0	0	0	
8:30 AM	0	0	0	3	0	0	0	0	0	0	1	0	0				4	23	0	0	0	
8:45 AM	0	0	0	3	0	0	0	0	0	0	1	0	0				4	20	0	0	0	
9:00 AM	0	0	0	2	0	1	0	0	0	0	0	0	0				3	20	0	0	0	
9:15 AM	0	0	0	7	0	2	0	0	0	0	1	0	2				12	19	0	0	0	
9:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0				1	7	0	0	0	
9:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	2				4	9	0	0	0	
10:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1				2	10	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0				0	10	0	0	0	
10:30 AM	0	0	0	1	0	0	0	0	0	0	2	0	0				3	16	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	2				5	18	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0				2	20	0	0	0	
11:15 AM	0	0	0	6	0	0	0	0	0	0	0	0	0				6	20	0	0	0	
11:30 AM	0	0	0	5	0	0	0	0	0	0	0	0	0				5	16	0	0	0	
11:45 AM	0	0	0	4	0	2	0	0	0	0	0	0	1				7	12	0	0	0	
12:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	0				2	10	0	0	0	
12:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0				2	14	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0				1	27	0	0	0	
12:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	3				5	32	0	0	0	
1:00 PM	0	0	0	2	0	3	0	0	0	0	1	0	0				6	29	0	0	0	
1:15 PM	0	0	0	12	0	1	0	0	0	0	2	0	0				15	23	0	0	0	
1:30 PM	0	0	0	2	0	0	0	0	0	0	1	0	3				6	10	0	0	0	
1:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0				2	10	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0				0	12	0	0	0	
2:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0				2	17	0	0	0	
2:30 PM	0	0	0	2	0	0	0	0	0	0	3	0	1				6	16	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0				4	11	0	0	0	
3:00 PM	0	0	0	1	0	0	0	0	0	0	3	0	1				5	8	0	0	0	

3:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	4	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	5	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	1	2	7	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	6	0	0	0
4:45 PM	0	0	0	2	0	0	0	0	0	1	0	0	3	4	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
6:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	6	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0
6:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	2	9	0	0	0
6:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	2	9	0	0	0
7:00 PM	0	0	0	3	0	2	0	0	0	0	0	0	5	7	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0
7:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	2	14	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	5	0	2	7	12	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	3	0	2	5		0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0
Count Total	0	0	0	77	0	18	0	0	0	41	0	23	159		0	0	0
Peak Hour	0	0	0	17	0	4	0	0	0	5	0	6	32		0	0	0



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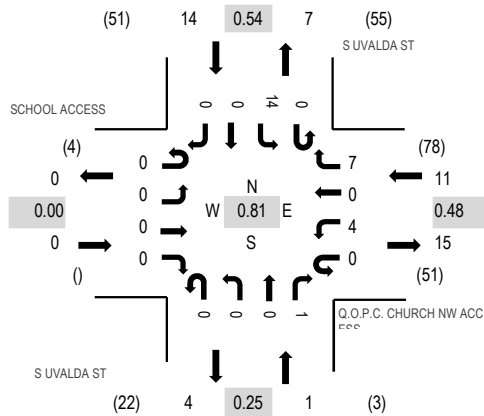
Location: 6 S UVALDA ST & Q.O.P.C. CHURCH NW ACCESS AM

Date: Sunday, February 3, 2019

Peak Hour: 12:30 PM - 01:30 PM

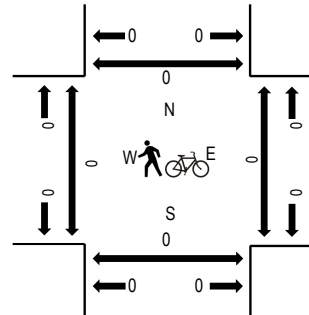
Peak 15-Minutes: 01:15 PM - 01:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	SCHOOL ACCESS Eastbound				Q.O.P.C. CHURCH NW Westbound				S UVALDA ST Northbound				S UVALDA ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	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	0	0	4	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
8:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	0	5	9	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3	8	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	10	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	10	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	14	0	0	0	0
10:45 AM	0	0	0	0	0	1	0	3	0	0	0	0	0	2	0	0	6	12	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	6	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0	0	5	6	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	12	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0
12:30 PM	0	0	0	0	0	1	0	3	0	0	0	0	0	1	0	0	5	26	0	0	0	0
12:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	6	24	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0	0	7	20	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	7	0	0	8	15	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	4	11	0	0	0	0
1:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	20	0	0	0	0
2:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	24	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3	25	0	0	0	0
2:30 PM	0	0	0	0	0	4	0	7	0	0	0	0	0	2	0	0	13	25	0	0	0	0
2:45 PM	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	6	12	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3	6	0	0	0	0

3:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3	4	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	3	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	12	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	13	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	13	0	0	0	0
6:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	0	6	9	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	3	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	10	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0
8:00 PM	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	9	17	0	0	0	0
8:15 PM	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	5		0	0	0	0
8:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2		0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
Count Total	0	0	0	0	0	22	1	55	0	1	0	2	0	49	0	2	132		0	0	0	0
Peak Hour	0	0	0	0	0	4	0	7	0	0	0	1	0	14	0	0	26		0	0	0	0



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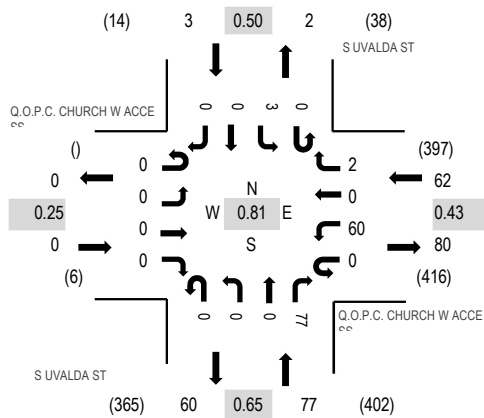
Location: 7 S UVALDA ST & Q.O.P.C. CHURCH W ACCESS AM

Date: Sunday, February 3, 2019

Peak Hour: 12:30 PM - 01:30 PM

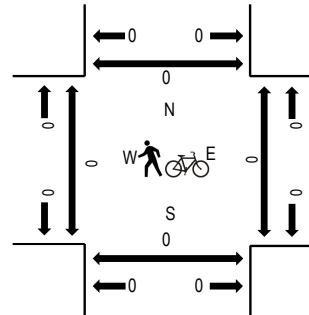
Peak 15-Minutes: 12:45 PM - 01:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	Q.O.P.C. CHURCH W Eastbound				Q.O.P.C. CHURCH W Westbound				S UVALDA ST Northbound				S UVALDA ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2	40	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	47	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	12	0	2	0	14	44	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	30	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	15	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	3	38	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	46	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	3	58	0	0	0	0
8:30 AM	0	0	0	1	0	30	0	2	0	0	0	0	0	0	0	0	33	101	0	0	0	0
8:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	6	0	1	0	10	87	0	0	0	0
9:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	10	0	0	0	13	81	0	0	0	0
9:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	40	0	1	0	45	71	0	0	0	0
9:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	15	0	0	0	19	27	0	0	0	0
9:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	1	0	4	56	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	79	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	95	0	0	0	0
10:30 AM	0	0	0	0	0	45	0	1	0	0	0	0	2	0	0	0	48	132	0	0	0	0
10:45 AM	0	0	0	0	0	15	0	1	0	0	0	0	11	0	0	0	27	105	0	0	0	0
11:00 AM	0	0	0	0	0	8	0	0	0	0	0	0	11	0	0	0	19	90	0	0	0	0
11:15 AM	0	0	0	0	0	10	0	0	0	0	0	0	27	0	1	0	38	71	0	0	0	0
11:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	18	0	0	0	21	38	0	0	0	0
11:45 AM	0	2	0	0	0	4	0	0	0	0	0	0	8	0	0	0	14	44	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	0	0	0	0
12:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	7	111	0	0	0	0
12:30 PM	0	0	0	0	0	20	0	0	0	0	0	0	5	0	0	0	25	142	0	0	0	0
12:45 PM	0	0	0	0	0	26	0	2	0	0	0	0	14	0	2	0	44	142	0	0	0	0
1:00 PM	0	0	0	0	0	10	0	0	0	0	0	0	25	0	0	0	35	105	0	0	0	0
1:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	33	0	1	0	38	71	0	0	0	0
1:30 PM	0	0	0	0	0	6	0	4	0	0	0	0	14	0	1	0	25	36	0	0	0	0
1:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	5	0	0	0	7	51	0	0	0	0
2:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	73	0	0	0	0
2:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	3	85	0	0	0	0
2:30 PM	0	0	0	0	0	33	0	6	0	0	0	0	1	0	0	0	40	85	0	0	0	0
2:45 PM	0	0	0	0	0	24	0	4	0	0	0	0	1	0	0	0	29	52	0	0	0	0
3:00 PM	0	0	0	0	0	7	0	3	0	0	0	0	3	0	0	0	13	24	0	0	0	0

3:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3	14	0	0	0	0
3:30 PM	0	0	0	0	0	4	0	1	0	0	0	1	0	1	0	0	7	14	0	0	0	0
3:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14	0	0	0	0
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	21	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	22	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	7	25	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	8	21	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	4	18	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	6	39	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	44	0	0	0	0
5:45 PM	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	5	53	0	0	0	0
6:00 PM	0	0	0	0	0	20	0	1	0	0	0	3	0	1	0	0	25	71	0	0	0	0
6:15 PM	0	0	0	0	0	6	0	1	0	0	0	4	0	0	0	0	11	62	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	54	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	23	45	0	0	0	0
7:00 PM	0	0	0	0	0	2	0	0	0	0	0	13	0	1	0	0	16	25	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	45	0	0	0	0
7:30 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	55	0	0	0	0
7:45 PM	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	3	55	0	0	0	0
8:00 PM	0	0	0	0	0	33	0	3	0	0	0	0	0	0	0	0	36	55	0	0	0	0
8:15 PM	0	0	0	0	0	10	0	2	0	0	0	1	0	0	0	0	13		0	0	0	0
8:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3		0	0	0	0
8:45 PM	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3		0	0	0	0
Count Total	0	3	0	3	0	362	0	35	0	0	0	402	0	14	0	0	819		0	0	0	0
Peak Hour	0	0	0	0	0	60	0	2	0	0	0	77	0	3	0	0	142		0	0	0	0



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Location: 8 S UVALDA ST & Q.O.P.C. CHURCH SW ACCESS AM

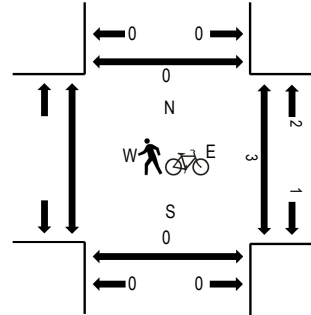
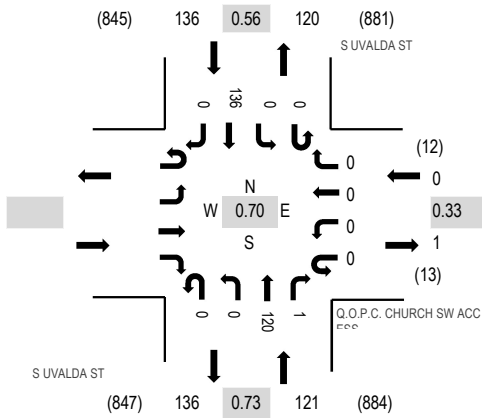
Date: Sunday, February 3, 2019

Peak Hour: 12:30 PM - 01:30 PM

Peak 15-Minutes: 12:45 PM - 01:00 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Q.O.P.C. CHURCH SW Westbound				S UVALDA ST Northbound				S UVALDA ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM					0	0	0	0	0	0	0	1	0	3	59	0	0	0
6:45 AM					0	0	0	0	0	0	0	1	0	8	68	0	0	0
7:00 AM					0	0	0	0	0	0	0	2	0	19	67	1	0	0
7:15 AM					0	0	0	0	0	0	0	3	0	29	52	0	0	0
7:30 AM					0	0	0	0	0	0	0	2	0	12	31	0	0	0
7:45 AM					0	0	0	0	0	0	0	4	0	7	77	0	0	0
8:00 AM					0	0	0	0	0	0	0	3	0	4	97	0	0	0
8:15 AM					0	0	0	0	0	0	0	2	0	8	120	0	0	0
8:30 AM					0	0	0	0	0	0	0	53	0	58	171	0	0	0
8:45 AM					0	0	0	0	0	0	0	17	0	27	147	0	0	0
9:00 AM					0	0	0	0	0	0	0	8	0	27	135	0	0	0
9:15 AM					0	0	0	0	0	0	0	7	0	59	118	1	0	0
9:30 AM					0	0	0	0	0	0	0	7	0	34	66	0	0	0
9:45 AM					0	0	0	0	0	0	0	8	0	15	122	0	1	1
10:00 AM					0	0	0	0	0	0	0	1	0	10	163	0	0	0
10:15 AM					0	0	0	0	0	0	0	4	0	7	193	0	0	0
10:30 AM					0	0	0	0	0	0	0	79	0	90	254	3	0	0
10:45 AM					0	0	0	1	0	0	0	35	0	56	203	1	0	0
11:00 AM					0	0	0	0	0	0	0	17	0	40	172	0	0	0
11:15 AM					0	1	0	0	0	0	0	24	0	68	148	1	0	0
11:30 AM					0	1	0	0	0	0	0	8	0	39	110	0	0	0
11:45 AM					0	0	0	0	0	0	0	6	0	25	130	0	0	0
12:00 PM					0	0	0	0	0	0	0	9	0	16	197	0	0	0
12:15 PM					0	0	0	0	0	0	0	9	0	30	232	0	0	0
12:30 PM					0	0	0	0	0	0	0	40	0	59	257	1	0	0
12:45 PM					0	0	0	0	0	0	0	70	0	92	249	0	0	0
1:00 PM					0	0	0	0	0	0	0	18	0	51	183	1	0	0
1:15 PM					0	0	0	0	0	0	0	8	0	55	145	1	0	0
1:30 PM					0	0	0	0	0	0	1	3	11	51	104	0	0	0
1:45 PM					0	0	0	0	0	0	1	4	0	26	143	0	0	0
2:00 PM					0	0	0	0	0	0	1	4	0	13	193	0	0	0
2:15 PM					0	0	0	0	0	0	0	3	0	14	218	2	0	0
2:30 PM					0	4	0	2	0	0	0	73	0	90	227	1	0	0
2:45 PM					0	0	0	1	0	0	0	59	0	76	155	0	0	0
3:00 PM					0	1	0	0	0	0	0	22	0	38	98	0	0	0

3:15 PM	0	0	0	0	0	0	13	0	0	0	10	0	23	75	0	0	0
3:30 PM	0	0	0	0	0	0	8	0	0	0	10	0	18	66	2	0	0
3:45 PM	0	1	0	0	0	0	11	0	0	0	7	0	19	69	1	0	0
4:00 PM	0	0	0	0	0	0	13	0	0	0	2	0	15	71	0	0	0
4:15 PM	0	0	0	0	0	0	11	0	0	0	3	0	14	72	0	0	0
4:30 PM	0	0	0	0	0	0	17	0	0	0	4	0	21	78	0	0	0
4:45 PM	0	0	0	0	0	0	18	0	0	0	3	0	21	69	0	0	0
5:00 PM	0	0	0	0	0	0	10	0	0	0	6	0	16	59	0	0	0
5:15 PM	0	0	0	0	0	0	11	0	0	0	9	0	20	92	0	0	0
5:30 PM	0	0	0	0	0	0	8	0	0	0	4	0	12	91	0	0	0
5:45 PM	0	0	0	0	0	0	5	0	0	0	6	0	11	103	1	0	0
6:00 PM	0	0	0	0	0	0	11	0	0	0	38	0	49	125	0	0	0
6:15 PM	0	0	0	0	0	0	12	0	0	0	7	0	19	97	0	0	0
6:30 PM	0	0	0	0	0	0	24	0	0	0	0	0	24	89	0	0	0
6:45 PM	0	0	0	0	0	0	31	0	0	0	2	0	33	71	0	1	0
7:00 PM	0	0	0	0	0	0	19	0	0	0	2	0	21	49	0	0	0
7:15 PM	0	0	0	0	0	0	7	0	0	0	4	0	11	95	0	0	0
7:30 PM	0	0	0	0	0	0	5	0	0	0	1	0	6	121	0	0	0
7:45 PM	0	0	0	0	0	0	6	0	0	0	5	0	11	122	0	0	0
8:00 PM	0	0	0	0	0	0	8	0	0	0	59	0	67	121	0	0	0
8:15 PM	0	0	0	0	0	0	9	0	0	0	28	0	37		0	0	0
8:30 PM	0	0	0	0	0	0	4	0	0	0	3	0	7		0	0	1
8:45 PM	0	0	0	0	0	0	6	0	0	0	4	0	10		0	0	0
Count Total	0	8	0	4	0	0	876	8	1	5	839	0	1,741		17	2	2
Peak Hour	0	0	0	0	0	0	120	1	0	0	136	0	257		3	0	0

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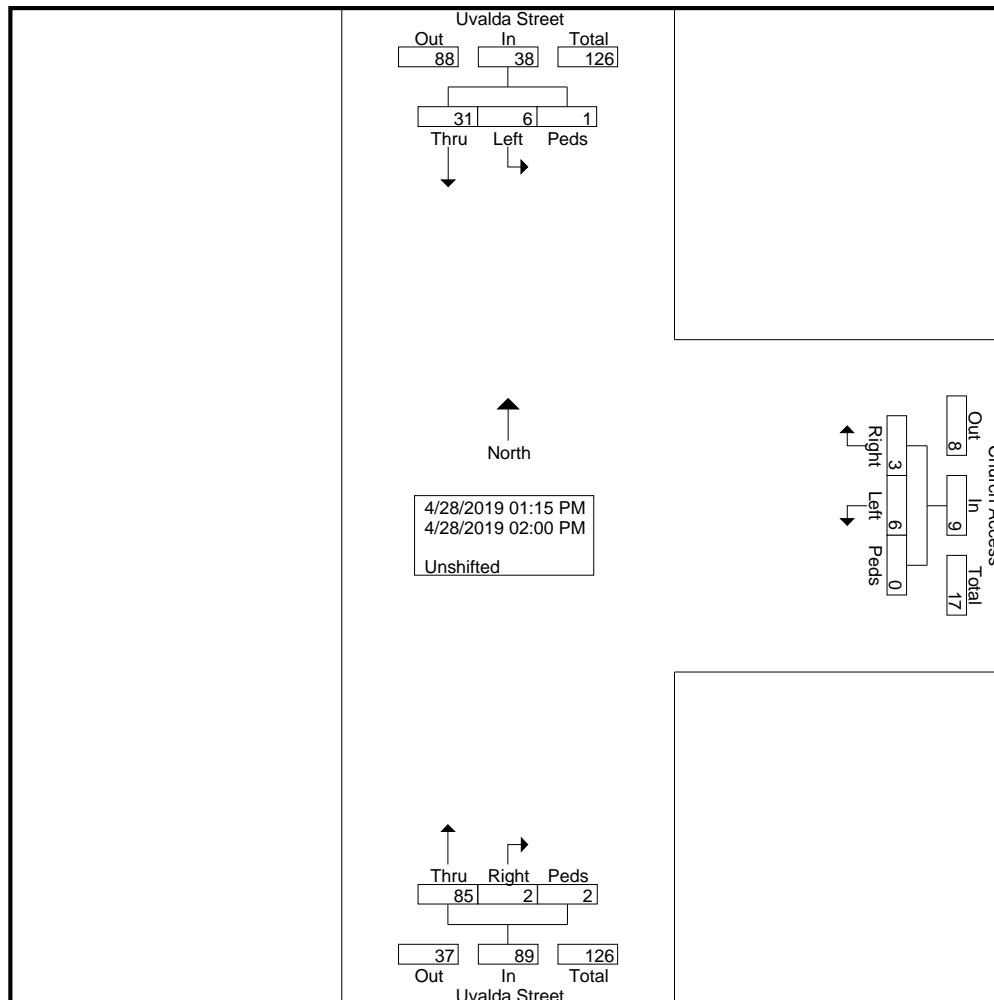
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Uvalda Street / Church Access 6
Sunday Peak Hour
Counts by LEH

File Name : Queen Sunday
Site Code : 00042819
Start Date : 4/28/2019
Page No : 1

Groups Printed- Unshifted

	Uvalda Street Northbound				Uvalda Street Southbound				Church Access Westbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
01:15 PM	25	1	1	27	4	14	1	19	3	0	0	3	49
01:30 PM	24	1	1	26	1	6	0	7	3	2	0	5	38
01:45 PM	22	0	0	22	1	5	0	6	0	0	0	0	28
Total	71	2	2	75	6	25	1	32	6	2	0	8	115
02:00 PM	14	0	0	14	0	6	0	6	0	1	0	1	21
Grand Total	85	2	2	89	6	31	1	38	6	3	0	9	136
Apprch %	95.5	2.2	2.2		15.8	81.6	2.6		66.7	33.3	0		
Total %	62.5	1.5	1.5	65.4	4.4	22.8	0.7	27.9	4.4	2.2	0	6.6	



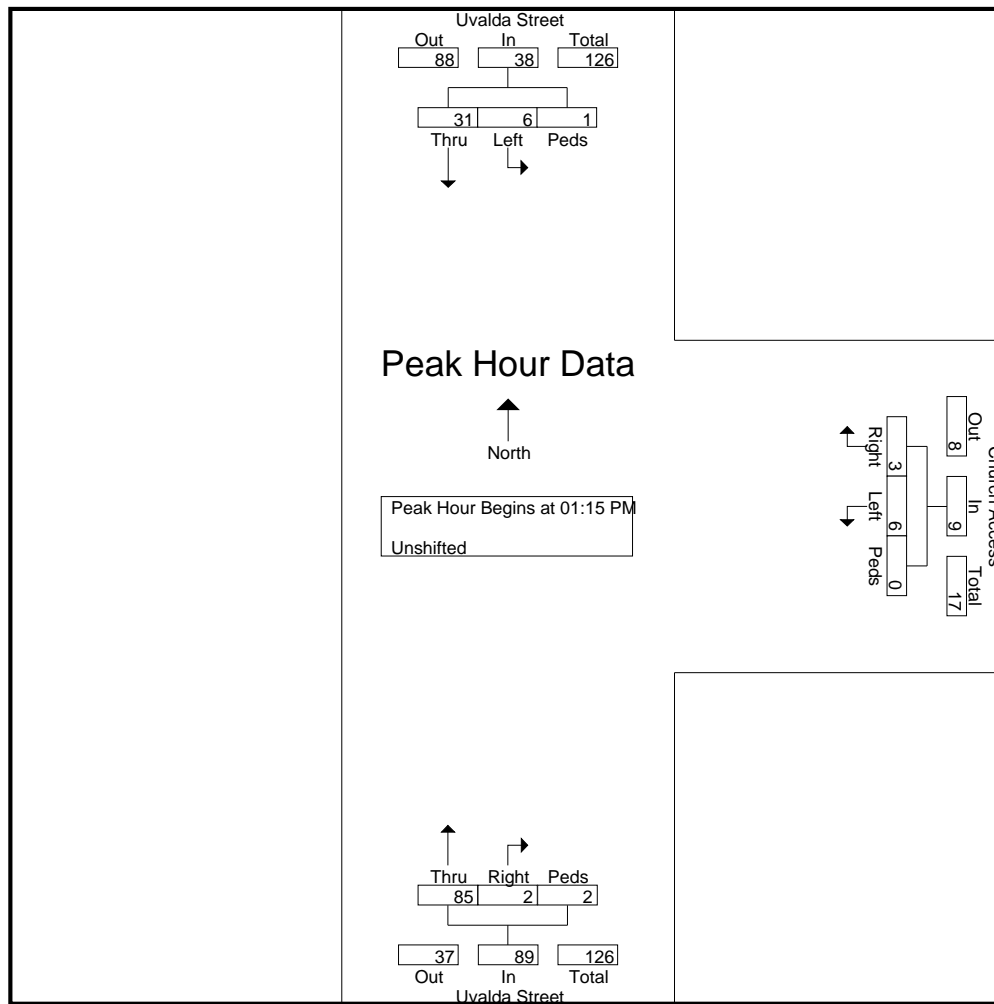
Sustainable Traffic Solutions, Inc.

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Uvalda Street / Church Access 6
Sunday Peak Hour
Counts by LEH

File Name : Queen Sunday
Site Code : 00042819
Start Date : 4/28/2019
Page No : 2

	Uvalda Street Northbound				Uvalda Street Southbound				Church Access Westbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 01:15 PM to 02:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 01:15 PM													
01:15 PM	25	1	1	27	4	14	1	19	3	0	0	3	49
01:30 PM	24	1	1	26	1	6	0	7	3	2	0	5	38
01:45 PM	22	0	0	22	1	5	0	6	0	0	0	0	28
02:00 PM	14	0	0	14	0	6	0	6	0	1	0	1	21
Total Volume	85	2	2	89	6	31	1	38	6	3	0	9	136
% App. Total	95.5	2.2	2.2		15.8	81.6	2.6		66.7	33.3	0		
PHF	.850	.500	.500	.824	.375	.554	.250	.500	.500	.375	.000	.450	.694





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Location: 1 S UVALDA ST & E KENTUCKY AVE PM

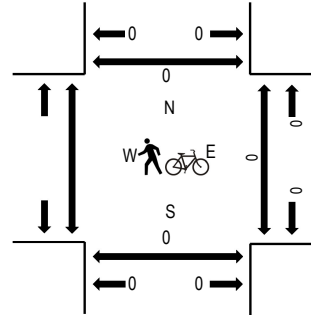
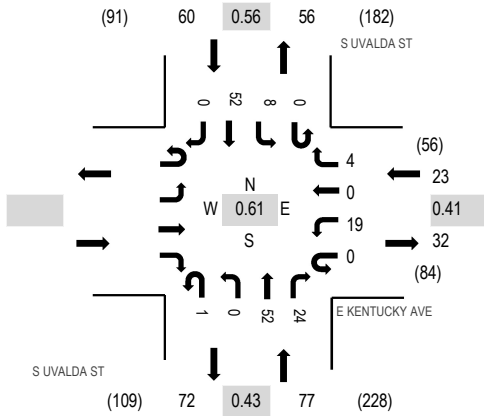
Date: Monday, February 4, 2019

Peak Hour: 06:00 PM - 07:00 PM

Peak 15-Minutes: 06:15 PM - 06:30 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E KENTUCKY AVE								S UVALDA ST				S UVALDA ST				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
6:00 PM					0	4	0	2	1	0	19	7	0	4	13	0	50	160		0	0	0
6:15 PM					0	13	0	1	0	0	15	10	0	2	25	0	66	124		0	0	0
6:30 PM					0	1	0	1	0	0	12	4	0	2	12	0	32	79		0	0	0
6:45 PM					0	1	0	0	0	0	6	3	0	0	2	0	12	60		0	0	0
7:00 PM					0	0	0	1	0	0	10	2	0	0	1	0	14	71		0	0	0
7:15 PM					0	3	0	3	0	0	9	3	0	1	2	0	21	128		0	0	0
7:30 PM					0	2	0	2	0	0	5	0	0	2	2	0	13	128		0	0	0
7:45 PM					0	4	0	2	0	0	9	6	0	2	0	0	23	128		0	0	0
8:00 PM					0	4	0	3	0	0	37	21	0	1	5	0	71	113		0	0	0
8:15 PM					0	0	0	1	0	0	14	5	0	0	1	0	21	54		0	0	0
8:30 PM					0	3	0	1	0	0	6	1	0	0	2	0	13	42		0	0	0
8:45 PM					0	0	0	1	0	0	5	0	0	0	2	0	8	36		0	0	0
9:00 PM					0	1	0	0	0	0	7	0	0	1	3	0	12	31		0	0	0
9:15 PM					0	0	0	1	0	0	2	3	0	3	0	0	9			0	0	0
9:30 PM					0	0	0	1	0	0	3	0	0	1	2	0	7			0	0	0
9:45 PM					0	0	0	0	0	0	3	0	0	0	0	0	3			0	0	0
Count Total					0	36	0	20	1	0	162	65	0	19	72	0	375			0	0	0
Peak Hour					0	19	0	4	1	0	52	24	0	8	52	0	160			0	0	0



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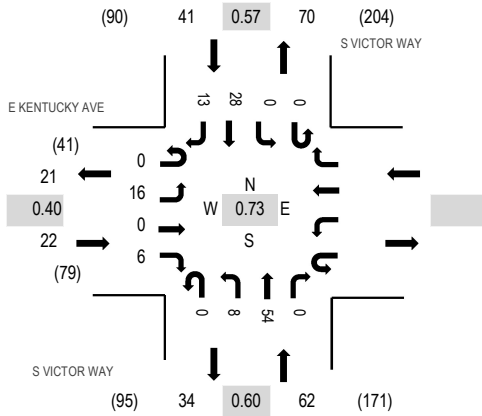
Location: 2 S VICTOR WAY & E KENTUCKY AVE PM

Date: Monday, February 4, 2019

Peak Hour: 06:00 PM - 07:00 PM

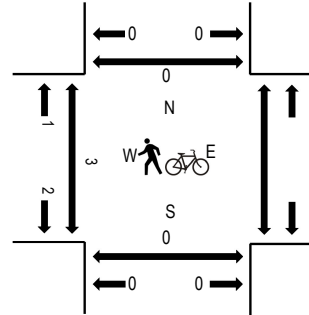
Peak 15-Minutes: 06:00 PM - 06:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E KENTUCKY AVE Eastbound				S VICTOR WAY Westbound				S VICTOR WAY Northbound				S VICTOR WAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 PM	0	6	0	1					0	3	23	0	0	0	7	3	43	125	0		0	0
6:15 PM	0	4	0	2					0	3	10	0	0	0	10	8	37	105	0		0	0
6:30 PM	0	4	0	1					0	0	17	0	0	0	8	2	32	89	3		0	0
6:45 PM	0	2	0	2					0	2	4	0	0	0	3	0	13	71	0		0	0
7:00 PM	0	2	0	2					0	2	13	0	1	0	3	0	23	79	0		0	0
7:15 PM	0	4	0	1					0	1	7	0	0	0	6	2	21	100	0		0	0
7:30 PM	0	0	0	3					0	1	8	0	0	0	2	0	14	93	0		0	0
7:45 PM	0	3	0	4					0	2	5	0	0	0	4	3	21	90	1		0	0
8:00 PM	0	19	0	6					0	2	14	0	0	0	2	1	44	80	0		0	0
8:15 PM	0	3	0	0					1	0	8	0	0	0	1	1	14	46	0		0	0
8:30 PM	0	1	0	0					0	0	7	0	0	0	3	0	11	53	0		0	0
8:45 PM	0	0	0	0					0	1	8	0	0	0	2	0	11	57	0		0	0
9:00 PM	0	0	0	1					0	0	5	0	0	0	4	0	10	56	0		0	0
9:15 PM	0	4	0	3					0	2	5	0	0	0	7	0	21		0		0	0
9:30 PM	0	0	0	0					0	1	11	0	0	0	3	0	15		0		0	0
9:45 PM	0	1	0	0					0	0	5	0	0	0	3	1	10		0		0	0
Count Total	0	53	0	26					1	20	150	0	1	0	68	21	340		4		0	0
Peak Hour	0	16	0	6					0	8	54	0	0	0	28	13	125		3		0	0



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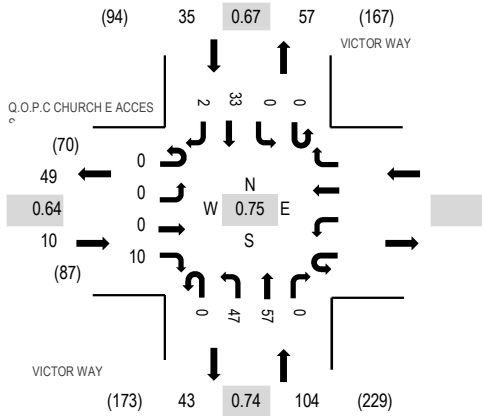
Location: 3 VICTOR WAY & Q.O.P.C CHURCH E ACCESS PM

Date: Monday, February 4, 2019

Peak Hour: 06:00 PM - 07:00 PM

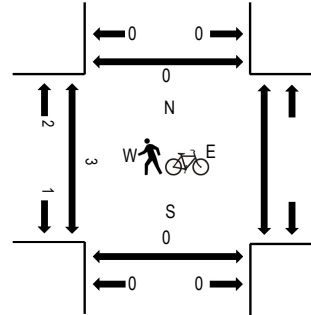
Peak 15-Minutes: 06:15 PM - 06:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	Q.O.P.C CHURCH E ACCESS								VICTOR WAY				VICTOR WAY				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
6:00 PM	0	0	0	3					0	9	26	0	0	0	7	0	45	149	0	0	0	
6:15 PM	0	0	0	3					0	23	11	0	0	0	12	1	50	130	2	0	0	
6:30 PM	0	0	0	4					0	13	14	0	0	0	9	1	41	114	1	0	0	
6:45 PM	0	0	0	0					0	2	6	0	0	0	5	0	13	94	0	0	0	
7:00 PM	0	0	0	1					0	4	15	0	0	0	6	0	26	105	0	0	0	
7:15 PM	0	0	0	18					0	2	8	0	0	0	6	0	34	126	0	0	0	
7:30 PM	0	2	0	4					0	2	7	0	1	0	5	0	21	107	0	0	0	
7:45 PM	0	0	0	9					0	2	6	0	0	0	7	0	24	98	0	0	0	
8:00 PM	0	2	0	19					0	3	15	0	0	0	8	0	47	92	0	0	0	
8:15 PM	0	0	0	3					0	1	10	0	0	0	1	0	15	57	0	0	0	
8:30 PM	0	0	0	1					0	2	6	0	0	0	3	0	12	65	0	0	0	
8:45 PM	0	0	0	5					0	2	9	0	0	0	2	0	18	74	0	0	0	
9:00 PM	0	0	0	1					0	1	5	0	0	0	5	0	12	64	0	0	0	
9:15 PM	0	0	0	7					0	0	7	0	0	0	9	0	23		0	0	0	
9:30 PM	0	0	0	4					0	2	12	0	0	0	3	0	21		0	0	0	
9:45 PM	0	1	0	0					0	0	4	0	0	0	3	0	8		0	0	0	
Count Total	0	5	0	82					0	68	161	0	1	0	91	2	410		3	0	0	
Peak Hour	0	0	0	10					0	47	57	0	0	0	33	2	149		3	0	0	



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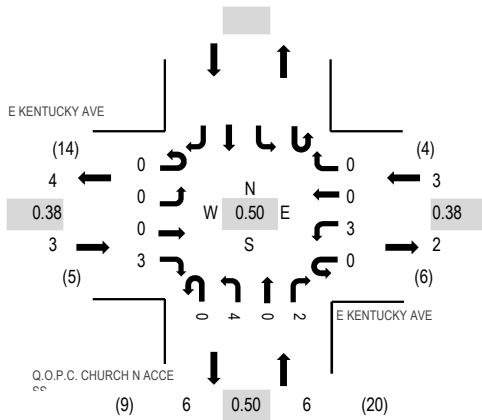
Location: 4 Q.O.P.C. CHURCH N ACCESS & E KENTUCKY AVE PM

Date: Monday, February 4, 2019

Peak Hour: 06:00 PM - 07:00 PM

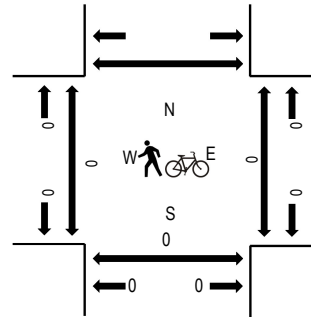
Peak 15-Minutes: 06:15 PM - 06:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E KENTUCKY AVE				E KENTUCKY AVE				Q.O.P.C. CHURCH N								Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound										Southbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 PM	0	0	0	2	0	0	0	0	0	0	0	1					3	12	0	0	0	
6:15 PM	0	0	0	1	0	1	0	0	0	3	0	1					6	11	0	0	0	
6:30 PM	0	0	0	0	0	2	0	0	0	1	0	0					3	11	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0					0	10	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	2					2	12	0	0	0	
7:15 PM	0	0	0	0	0	1	0	0	0	3	0	2					6	11	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	2	0	0					2	5	0	0	0	
7:45 PM	0	0	0	1	0	0	0	0	0	1	0	0					2	5	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	1	0	0					1	3	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0					0	3	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	2	0	0					2	3	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0					0	2	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	1	0	0					1	2	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0					0		0	0	0	
9:30 PM	0	0	0	1	0	0	0	0	0	0	0	0					1		0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0					0		0	0	0	
Count Total	0	0	0	5	0	4	0	0	0	14	0	6					29		0	0	0	
Peak Hour	0	0	0	3	0	3	0	0	0	4	0	2					12		0	0	0	



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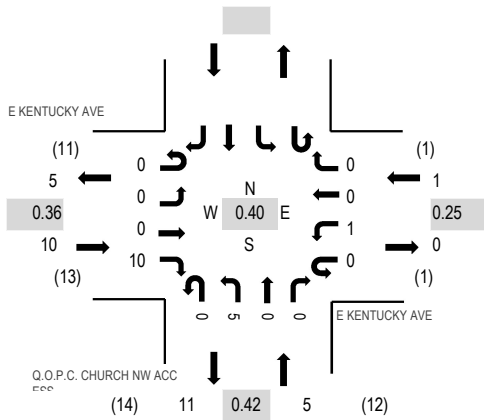
Location: 5 Q.O.P.C. CHURCH NW ACCESS & E KENTUCKY AVE PM

Date: Monday, February 4, 2019

Peak Hour: 06:00 PM - 07:00 PM

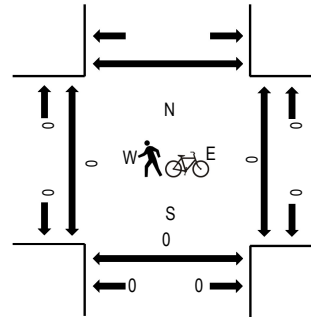
Peak 15-Minutes: 06:15 PM - 06:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E KENTUCKY AVE Eastbound				E KENTUCKY AVE Westbound				Q.O.P.C. CHURCH NW Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 PM	0	0	0	2	0	0	0	0	0	0	1	0	0				3	16	0	0	0	0
6:15 PM	0	0	0	7	0	0	0	0	0	3	0	0					10	13	0	0	0	0
6:30 PM	0	0	0	1	0	0	0	0	0	0	0	0					1	4	0	0	0	0
6:45 PM	0	0	0	0	0	1	0	0	0	1	0	0					2	4	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0					0	4	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	1	0	0					1	6	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	1	0	0					1	7	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	2	0	0					2	7	0	0	0	0
8:00 PM	0	0	0	1	0	0	0	0	0	0	0	1					2	5	0	0	0	0
8:15 PM	0	0	0	2	0	0	0	0	0	0	0	0					2	3	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	1	0	0					1	1	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0					0	1	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0					0	1	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0					0		0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	1	0	0					1		0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0					0		0	0	0	0
Count Total	0	0	0	13	0	1	0	0	0	11	0	1					26		0	0	0	0
Peak Hour	0	0	0	10	0	1	0	0	0	5	0	0					16		0	0	0	0



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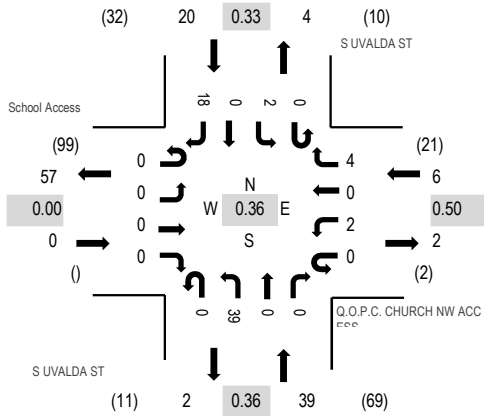
Location: 6 S UVALDA ST & Q.O.P.C. CHURCH NW ACCESS PM

Date: Monday, February 4, 2019

Peak Hour: 06:00 PM - 07:00 PM

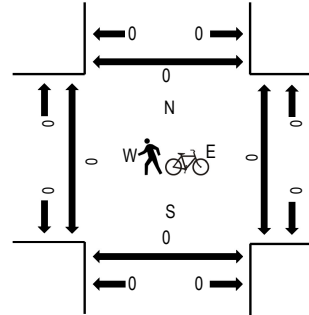
Peak 15-Minutes: 06:00 PM - 06:15 PM

Peak Hour - All Vehicles



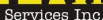
Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

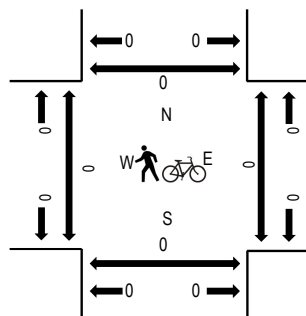
Interval Start Time	School Access Eastbound				Q.O.P.C. CHURCH NW Westbound				S UVALDA ST Northbound				S UVALDA ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 PM	0	0	0	0	0	1	0	2	0	27	0	0	0	0	0	15	45	65	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	1	0	12	0	0	0	0	0	0	13	24	0	0	0	0
6:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	3	7	13	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	1	0	6	0	0	0	0	0	0	7	40	0	0	0	0
7:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	5	26	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0
7:45 PM	0	0	0	0	0	2	0	5	0	24	0	0	0	0	0	6	37	45	0	0	0	0
8:00 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	3	8	8	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	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	11	0	10	0	69	0	0	0	2	0	30	122		0	0	0	0
Peak Hour	0	0	0	0	0	2	0	4	0	39	0	0	0	2	0	18	65		0	0	0	0



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Peak 15-Minutes: 06:00 PM - 06:15 PM

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Interval Start Time	SCHOOL ACCESS				Q.O.P.C. CHURCH W				S UVALDA ST				S UVALDA ST				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
6:00 PM	0	10	0	40	0	0	0	0	0	0	0	6	0	1	0	0	57	153	0	0	0	0
6:15 PM	0	4	0	12	0	5	0	0	0	0	0	28	0	6	0	0	55	100	0	0	0	0
6:30 PM	0	0	0	4	0	1	0	1	0	0	0	26	0	2	0	0	34	67	0	0	0	0
6:45 PM	0	1	0	0	0	1	0	2	0	0	0	3	0	0	0	0	7	28	0	0	0	0
7:00 PM	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	4	55	0	0	0	0
7:15 PM	0	2	0	12	0	7	0	0	0	0	0	5	0	0	0	0	26	79	0	0	0	0
7:30 PM	0	2	0	2	0	1	0	0	0	0	0	2	0	0	0	0	7	55	0	0	0	0
7:45 PM	0	0	0	0	0	13	0	1	0	0	0	4	0	0	0	0	18	48	0	0	0	0
8:00 PM	0	0	0	0	0	17	0	7	0	0	0	4	0	0	0	0	28	31	0	0	0	0
8:15 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	4	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
8:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0
9:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0
9:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2		0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Count Total	0	20	0	72	0	50	0	11	0	0	0	80	0	9	0	0	242		0	0	0	0
Peak Hour	0	15	0	56	0	7	0	3	0	0	0	63	0	9	0	0	153		0	0	0	0



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Location: 8 S UVALDA ST & Q.O.P.C CHURCH S.W ACCESS PM

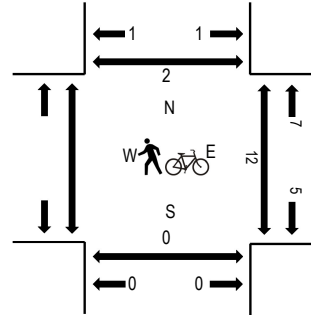
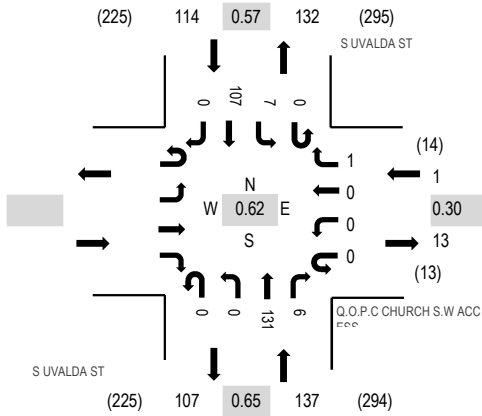
Date: Monday, February 4, 2019

Peak Hour: 06:00 PM - 07:00 PM

Peak 15-Minutes: 06:15 PM - 06:30 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Q.O.P.C CHURCH S.W								S UVALDA ST				S UVALDA ST				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
6:00 PM					0	0	0	0	0	0	31	0	0	1	49	0	81	252		0	0	0
6:15 PM					0	0	0	1	0	0	49	4	0	6	41	0	101	188		11	0	2
6:30 PM					0	0	0	0	0	0	41	2	0	0	12	0	55	115		1	0	0
6:45 PM					0	0	0	0	0	0	10	0	0	0	5	0	15	75		0	0	0
7:00 PM					0	0	0	0	0	0	13	0	0	0	4	0	17	123		0	0	0
7:15 PM					0	0	0	0	0	0	16	0	0	0	12	0	28	195		1	0	0
7:30 PM					0	0	0	0	0	0	10	0	0	0	5	0	15	190		0	0	0
7:45 PM					0	1	0	1	0	0	22	0	0	0	39	0	63	187		6	0	0
8:00 PM					0	6	0	5	0	0	47	0	0	0	31	0	89	132		1	0	0
8:15 PM					0	0	0	0	0	0	20	0	0	0	3	0	23	54		0	0	0
8:30 PM					0	0	0	0	0	0	7	0	0	0	5	0	12	38		0	0	0
8:45 PM					0	0	0	0	0	0	5	0	0	0	3	0	8	32		0	0	0
9:00 PM					0	0	0	0	0	0	6	0	0	0	5	0	11	26		0	0	0
9:15 PM					0	0	0	0	0	0	5	0	0	0	2	0	7			0	0	0
9:30 PM					0	0	0	0	0	0	4	0	0	0	2	0	6			0	0	0
9:45 PM					0	0	0	0	0	0	2	0	0	0	0	0	2			0	0	0
Count Total					0	7	0	7	0	0	288	6	0	7	218	0	533			20	0	2
Peak Hour					0	0	0	1	0	0	131	6	0	7	107	0	252			12	0	2

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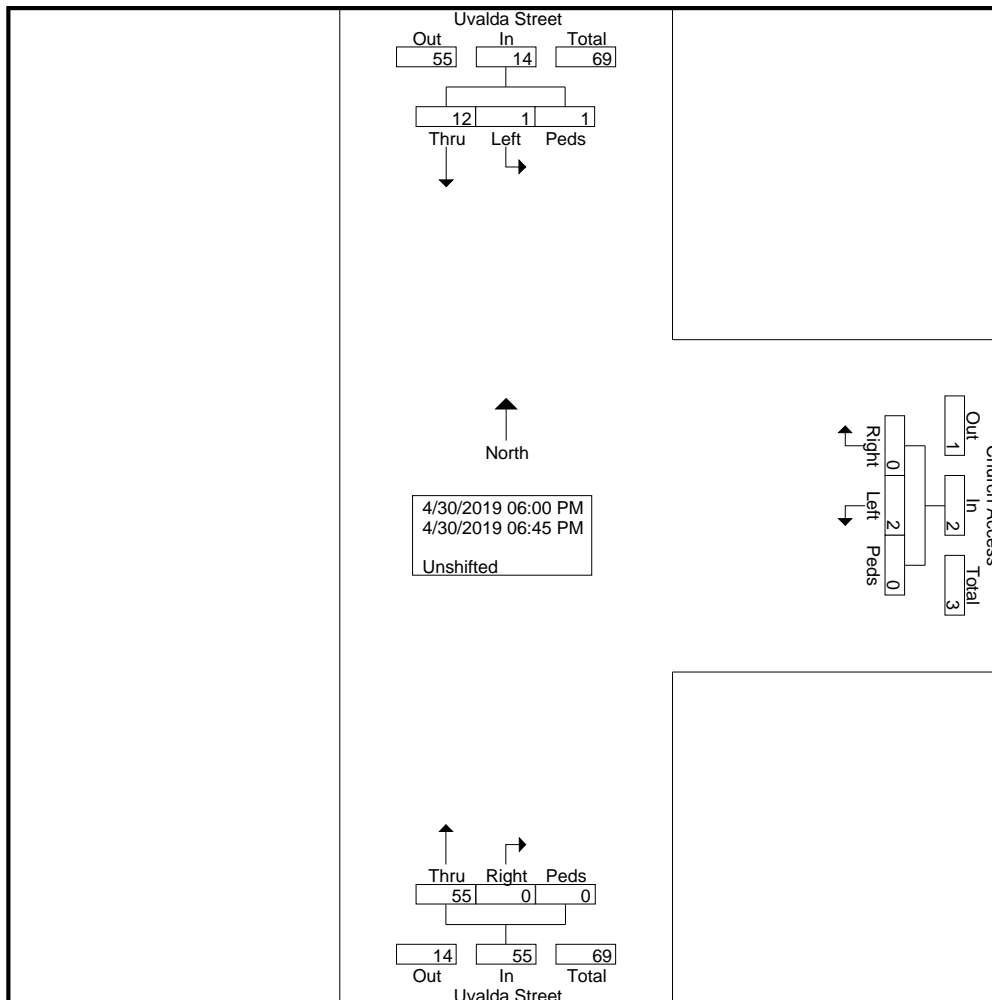
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Uvalda Street / Church Access 6
Evening Peak Hour
Counts by JBH

File Name : Queen Tuesday
Site Code : 00043019
Start Date : 4/30/2019
Page No : 1

Groups Printed- Unshifted

	Uvalda Street Northbound				Uvalda Street Southbound				Church Access Westbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
06:00 PM	15	0	0	15	1	2	1	4	0	0	0	0	19
06:15 PM	17	0	0	17	0	1	0	1	0	0	0	0	18
06:30 PM	6	0	0	6	0	4	0	4	1	0	0	1	11
06:45 PM	17	0	0	17	0	5	0	5	1	0	0	1	23
Total	55	0	0	55	1	12	1	14	2	0	0	2	71
Grand Total	55	0	0	55	1	12	1	14	2	0	0	2	71
Apprch %	100	0	0		7.1	85.7	7.1		100	0	0		
Total %	77.5	0	0	77.5	1.4	16.9	1.4	19.7	2.8	0	0	2.8	



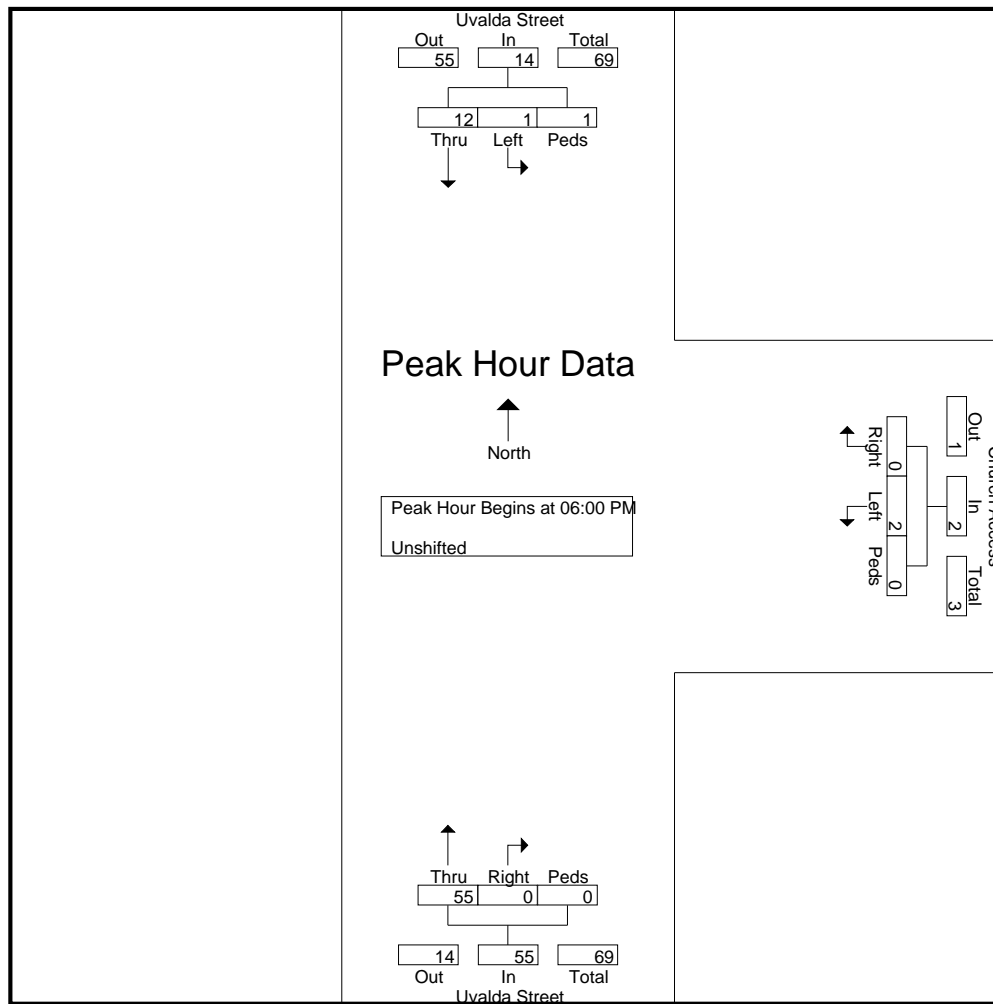
Sustainable Traffic Solutions, Inc.

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Uvalda Street / Church Access 6
Evening Peak Hour
Counts by JBH

File Name : Queen Tuesday
Site Code : 00043019
Start Date : 4/30/2019
Page No : 2

	Uvalda Street Northbound				Uvalda Street Southbound				Church Access Westbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 06:00 PM													
06:00 PM	15	0	0	15	1	2	1	4	0	0	0	0	19
06:15 PM	17	0	0	17	0	1	0	1	0	0	0	0	18
06:30 PM	6	0	0	6	0	4	0	4	1	0	0	1	11
06:45 PM	17	0	0	17	0	5	0	5	1	0	0	1	23
Total Volume	55	0	0	55	1	12	1	14	2	0	0	2	71
% App. Total	100	0	0		7.1	85.7	7.1		100	0	0		
PHF	.809	.000	.000	.809	.250	.600	.250	.700	.500	.000	.000	.500	.772



Appendix C




VISTRO Analysis Results

Intersection Level Of Service Report
Intersection 1: Uvalda/Kentucky

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.0
 Level Of Service: B
 Volume to Capacity (v/c): 0.119

Intersection Setup

Name	Uvalda Street		Kentucky Avenue		Kentucky Avenue	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Uvalda Street		Kentucky Avenue		Kentucky Avenue	
Base Volume Input [veh/h]	47	15	8	13	30	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	15	8	13	30	17
Peak Hour Factor	0.7000	0.7000	0.6600	0.6600	0.2900	0.2900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	5	3	5	26	15
Total Analysis Volume [veh/h]	67	21	12	20	103	59
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.12	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	7.41	0.00	10.02	9.52
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.65	0.65
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.60	0.60	16.22	16.22
d_A, Approach Delay [s/veh]	0.00		2.78		9.84	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.97					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 2: Church Access 1

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.0
 Level Of Service: B
 Volume to Capacity (v/c): 0.052

Intersection Setup

Name	Uvalda Street			Uvalda Street			School Access			Church Access		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+						+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Right	Right	Left2	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Uvalda Street			Uvalda Street			School Access			Church Access		
Base Volume Input [veh/h]	0	53	0	1	58	3	0	0	0	3	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	53	0	1	58	3	0	0	0	3	0	10
Peak Hour Factor	0.7000	0.7000	0.7000	0.3300	0.3300	0.3300	1.0000	1.0000	1.0000	0.3000	0.3000	0.3000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	19	0	1	44	2	0	0	0	3	0	8
Total Analysis Volume [veh/h]	0	76	0	3	176	9	0	0	0	10	0	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results


V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.05
d_M, Delay for Movement [s/veh]	7.59	0.00	0.00	7.37	0.00	0.00	0.00	0.00	0.00	10.62	10.62	11.03
Movement LOS	A	A	A	A	A	A				B	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.00	0.00	0.21	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.00	0.00	5.30	5.30	5.30
d_A, Approach Delay [s/veh]	0.00			0.12			0.00			10.93		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	1.60											
Intersection LOS	B											

Intersection Level Of Service Report Intersection 3: Church Access 2

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 12.0
Level Of Service: B
Volume to Capacity (v/c): 0.229

Intersection Setup

Name	Uvalda Street			Uvalda Street			School Access			Church Access		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Uvalda Street			Uvalda Street			School Access			Church Access		
Base Volume Input [veh/h]	0	49	11	1	64	0	0	0	1	46	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	49	11	1	64	0	0	0	1	46	0	3
Peak Hour Factor	0.7000	0.7000	0.7000	0.3300	0.3300	0.3300	1.0000	0.2500	0.2500	0.3000	0.3000	0.3000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	18	4	1	48	0	0	0	1	38	0	3
Total Analysis Volume [veh/h]	0	70	16	3	194	0	0	0	4	153	0	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.39	0.00	0.00	10.46	10.81	9.27	12.04	12.38	10.32	
Movement LOS		A	A	A	A		B	B	A	B	B	B	
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.01	0.93	0.93	0.93	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.15	0.15	0.00	0.36	0.36	0.36	23.25	23.25	23.25	
d_A, Approach Delay [s/veh]	0.00			0.11			9.27			11.94			
Approach LOS	A			A			A			B			
d_I, Intersection Delay [s/veh]	4.46												
Intersection LOS	B												

**Intersection Level Of Service Report
Intersection 5: Victor/Kentucky**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.6
 Level Of Service: A
 Volume to Capacity (v/c): 0.058

Intersection Setup

Name	Victor Way		Victor Way		Kentucky Avenue	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Victor Way		Victor Way		Kentucky Avenue	
Base Volume Input [veh/h]	4	69	23	3	22	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	69	23	3	22	12
Peak Hour Factor	0.7300	0.7300	0.5900	0.5900	0.4500	0.4500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	24	10	1	12	7
Total Analysis Volume [veh/h]	5	95	39	5	49	27
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.06	0.03
d_M, Delay for Movement [s/veh]	7.31	0.00	0.00	0.00	9.64	8.87
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.28	0.28
95th-Percentile Queue Length [ft/ln]	0.24	0.24	0.00	0.00	6.89	6.89
d_A, Approach Delay [s/veh]	0.37		0.00		9.36	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.40					
Intersection LOS	A					




Intersection Level Of Service Report

Intersection 6: Victor/Church Access 3

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.043

Intersection Setup

Name	Victor Way		Victor Way		Church Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Victor Way		Victor Way		Church Access	
Base Volume Input [veh/h]	11	62	36	0	11	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	62	36	0	11	86
Peak Hour Factor	0.7900	0.7900	0.5600	0.5600	0.3100	0.3100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	20	16	0	9	69
Total Analysis Volume [veh/h]	14	78	64	0	35	277
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.04	0.28
d_M, Delay for Movement [s/veh]	7.36	0.00	0.00	0.00	11.16	10.33
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	1.39	1.39
95th-Percentile Queue Length [ft/ln]	0.69	0.69	0.00	0.00	34.71	34.71
d_A, Approach Delay [s/veh]	1.12		0.00		10.42	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	7.17					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Kentucky/Church Access 4

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Church Access		Kentucky Avenue		Kentucky Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Church Access		Kentucky Avenue		Kentucky Avenue	
Base Volume Input [veh/h]	5	0	21	2	1	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	21	2	1	39
Peak Hour Factor	0.2500	0.2500	0.7000	0.7000	0.7000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	8	1	0	14
Total Analysis Volume [veh/h]	20	0	30	3	1	56
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.04	8.54	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.68	1.68	0.00	0.00	0.05	0.05
d_A, Approach Delay [s/veh]	9.04		0.00		0.13	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.71					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Kentucky/Church Access 5

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.124

Intersection Setup

Name	Church Access		Kentucky Avenue		Kentucky Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Church Access		Kentucky Avenue		Kentucky Avenue	
Base Volume Input [veh/h]	34	13	18	3	1	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	13	18	3	1	6
Peak Hour Factor	0.2800	0.2800	0.7000	0.7000	0.7000	0.7000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	12	6	1	0	2
Total Analysis Volume [veh/h]	121	46	26	4	1	9
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.04	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.44	9.17	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.60	0.60	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.10	15.10	0.00	0.00	0.05	0.05
d_A, Approach Delay [s/veh]	9.36		0.00		0.73	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.59					
Intersection LOS	A					




Intersection Level Of Service Report

Intersection 9: Church Access 6

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.4
 Level Of Service: A
 Volume to Capacity (v/c): 0.006

Intersection Setup

Name	Uvalda Street		Uvalda Street		Church Access 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Uvalda Street		Uvalda Street		Church Access 6	
Base Volume Input [veh/h]	52	0	0	62	2	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	0	0	62	2	1
Peak Hour Factor	0.7100	0.7100	0.6600	0.6600	0.3800	0.3800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	0	0	23	1	1
Total Analysis Volume [veh/h]	73	0	0	94	5	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.36	0.00	9.41	8.68
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.69	0.69
d_A, Approach Delay [s/veh]	0.00		0.00		9.14	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.42					
Intersection LOS	A					




Intersection Level Of Service Report

Intersection 1: Uvalda/Kentucky

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.1
 Level Of Service: B
 Volume to Capacity (v/c): 0.015

Intersection Setup

Name	Uvalda Street		Kentucky Avenue		Kentucky Avenue	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Uvalda Street		Kentucky Avenue		Kentucky Avenue	
Base Volume Input [veh/h]	31	22	28	26	7	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	22	28	26	7	10
Peak Hour Factor	0.6600	0.6600	0.4700	0.4700	0.6100	0.6100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	8	15	14	3	4
Total Analysis Volume [veh/h]	47	33	60	55	11	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.02	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.47	0.00	10.14	8.73
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.12	0.12	0.10	0.10
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.08	3.08	2.42	2.42
d_A, Approach Delay [s/veh]	0.00		3.90		9.31	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.15					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 2: Church Access 1

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.007

Intersection Setup

Name	Uvalda Street			Uvalda Street			School Access			Church Access		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+						+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Right	Right	Left2	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Uvalda Street			Uvalda Street			School Access			Church Access		
Base Volume Input [veh/h]	0	61	1	9	23	1	0	0	0	2	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	61	1	9	23	1	0	0	0	2	0	3
Peak Hour Factor	0.7000	0.7000	0.7000	0.4700	0.3300	0.4700	1.0000	1.0000	1.0000	0.6300	0.6300	0.6300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	22	0	5	17	1	0	0	0	1	0	1
Total Analysis Volume [veh/h]	0	87	1	19	70	2	0	0	0	3	0	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results


V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	7.36	0.00	0.00	7.42	0.00	0.00	0.00	0.00	0.00	9.84	9.84	10.21
Movement LOS	A	A	A	A	A	A				A	A	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.04	0.04	0.04	0.00	0.00	0.00	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.96	0.96	0.96	0.00	0.00	0.00	0.85	0.85	0.85
d_A, Approach Delay [s/veh]	0.00			1.55			0.00			10.07		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	1.18											
Intersection LOS	B											

Intersection Level Of Service Report Intersection 3: Church Access 2

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 10.0
Level Of Service: B
Volume to Capacity (v/c): 0.037

Intersection Setup

Name	Uvalda Street			Uvalda Street			School Access			Church Access		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Uvalda Street			Uvalda Street			School Access			Church Access		
Base Volume Input [veh/h]	0	56	52	2	23	0	0	0	0	12	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	56	52	2	23	0	0	0	0	12	0	5
Peak Hour Factor	0.6600	0.7000	0.6600	0.3300	0.3300	0.3300	1.0000	1.0000	1.0000	0.4300	0.4300	0.3000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	20	20	2	17	0	0	0	0	7	0	4
Total Analysis Volume [veh/h]	0	80	79	6	70	0	0	0	0	28	0	17
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.55	0.00	0.00	9.92	10.47	8.63	10.03	10.47	9.12
Movement LOS		A	A	A	A		A	B	A	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.18	0.18	0.18
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.00	4.39	4.39	4.39
d_A, Approach Delay [s/veh]	0.00			0.60			9.68			9.69		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	1.72											
Intersection LOS	B											

**Intersection Level Of Service Report
Intersection 5: Victor/Kentucky**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.6
 Level Of Service: A
 Volume to Capacity (v/c): 0.015

Intersection Setup

Name	Victor Way		Victor Way		Kentucky Avenue	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Victor Way		Victor Way		Kentucky Avenue	
Base Volume Input [veh/h]	16	37	33	21	10	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	37	33	21	10	13
Peak Hour Factor	0.7000	0.7000	0.5600	0.5600	0.8200	0.8200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	13	15	9	3	4
Total Analysis Volume [veh/h]	23	53	59	37	12	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	7.44	0.00	0.00	0.00	9.63	8.79
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	1.17	1.17	0.00	0.00	2.42	2.42
d_A, Approach Delay [s/veh]	2.25		0.00		9.15	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.14					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 6: Victor/Church Access 3

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

Name	Victor Way		Victor Way		Church Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Victor Way		Victor Way		Church Access	
Base Volume Input [veh/h]	100	63	40	4	2	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	63	40	4	2	17
Peak Hour Factor	0.4300	0.4300	0.9200	0.9200	0.6800	0.6800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	37	11	1	1	6
Total Analysis Volume [veh/h]	233	147	43	4	3	25
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.15	0.00	0.00	0.00	0.01	0.02
d_M, Delay for Movement [s/veh]	7.71	0.00	0.00	0.00	15.16	8.66
Movement LOS	A	A	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.52	0.52	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	13.12	13.12	0.00	0.00	2.54	2.54
d_A, Approach Delay [s/veh]	4.73		0.00		9.35	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.52					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 7: Kentucky/Church Access 4

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Church Access		Kentucky Avenue		Kentucky Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Church Access		Kentucky Avenue		Kentucky Avenue	
Base Volume Input [veh/h]	4	3	36	14	2	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	3	36	14	2	25
Peak Hour Factor	0.4400	0.4400	0.8200	0.8200	0.6100	0.6100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	11	4	1	10
Total Analysis Volume [veh/h]	9	7	44	17	3	41
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.08	8.61	0.00	0.00	7.34	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	1.29	1.29	0.00	0.00	0.15	0.15
d_A, Approach Delay [s/veh]	8.87		0.00		0.50	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.36					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Kentucky/Church Access 5

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.015

Intersection Setup

Name	Church Access		Kentucky Avenue		Kentucky Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Church Access		Kentucky Avenue		Kentucky Avenue	
Base Volume Input [veh/h]	7	16	30	9	17	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	16	30	9	17	20
Peak Hour Factor	0.5200	0.5200	0.8200	0.8200	0.6100	0.6100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	8	9	3	7	8
Total Analysis Volume [veh/h]	13	31	37	11	28	33
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	9.43	8.68	0.00	0.00	7.35	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	3.57	3.57	0.00	0.00	1.37	1.37
d_A, Approach Delay [s/veh]	8.90		0.00		3.37	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.91					
Intersection LOS	A					




Intersection Level Of Service Report

Intersection 9: Church Access 6

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.3
 Level Of Service: A
 Volume to Capacity (v/c): 0.008

Intersection Setup

Name	Uvalda Street		Uvalda Street		Church Access 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Uvalda Street		Uvalda Street		Church Access 6	
Base Volume Input [veh/h]	59	2	6	19	3	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	2	6	19	3	6
Peak Hour Factor	0.7100	0.7100	0.6600	0.6600	0.4500	0.4500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	1	2	7	2	3
Total Analysis Volume [veh/h]	83	3	9	29	7	13
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.40	0.00	9.28	8.78
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.07	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.45	0.45	1.65	1.65
d_A, Approach Delay [s/veh]	0.00		1.75		8.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.71					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 1: Uvalda/Kentucky

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.5
 Level Of Service: B
 Volume to Capacity (v/c): 0.065

Intersection Setup

Name	Uvalda Street		Kentucky Avenue		Kentucky Avenue	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Uvalda Street		Kentucky Avenue		Kentucky Avenue	
Base Volume Input [veh/h]	52	24	8	52	19	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	52	24	8	52	19	4
Peak Hour Factor	0.4300	0.4300	0.5600	0.5600	0.4100	0.4100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	14	4	23	12	2
Total Analysis Volume [veh/h]	121	56	14	93	46	10
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.06	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.60	0.00	10.46	9.41
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.25	0.25
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.76	0.76	6.13	6.13
d_A, Approach Delay [s/veh]	0.00		0.99		10.27	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.00					
Intersection LOS	B					




Intersection Level Of Service Report

Intersection 2: Church Access 1

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.013

Intersection Setup

Name	Uvalda Street			Uvalda Street			School Access			Church Access		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Right	Right	Left2	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Uvalda Street			Uvalda Street			School Access			Church Access		
Base Volume Input [veh/h]	39	48	0	2	51	18	0	0	0	2	0	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	48	0	2	51	18	0	0	0	2	0	4
Peak Hour Factor	0.6500	0.6500	0.6500	0.5600	0.5600	0.5600	1.0000	1.0000	1.0000	0.5000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	18	0	1	23	8	0	0	0	1	0	2
Total Analysis Volume [veh/h]	60	74	0	4	91	32	0	0	0	4	0	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance				No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results


V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	7.56	0.00	0.00	7.37	0.00	0.00	0.00	0.00	0.00	10.98	10.98	11.19
Movement LOS	A	A	A	A	A	A				B	B	B
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.13	0.01	0.01	0.01	0.00	0.00	0.00	0.06	0.06	0.06
95th-Percentile Queue Length [ft/ln]	3.20	3.20	3.20	0.20	0.20	0.20	0.00	0.00	0.00	1.53	1.53	1.53
d_A, Approach Delay [s/veh]	3.39			0.23			0.00			11.12		
Approach LOS	A			A			A			B		
d_I, Intersection Delay [s/veh]	2.26											
Intersection LOS	B											

Intersection Level Of Service Report Intersection 3: Church Access 2

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 13.1
Level Of Service: B
Volume to Capacity (v/c): 0.033

Intersection Setup

Name	Uvalda Street			Uvalda Street			School Access			Church Access		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Uvalda Street			Uvalda Street			School Access			Church Access		
Base Volume Input [veh/h]	0	69	63	9	44	0	15	0	56	7	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	69	63	9	44	0	15	0	56	7	0	3
Peak Hour Factor	1.0000	0.7000	1.0000	0.3300	0.3300	0.3300	0.3600	0.3600	0.3600	0.4800	0.4800	0.4800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	25	16	7	33	0	10	0	39	4	0	2
Total Analysis Volume [veh/h]	0	99	63	27	133	0	42	0	156	15	0	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.00	0.07	0.00	0.17	0.03	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	7.59	0.00	0.00	12.17	12.74	10.28	13.08	11.41	9.19
Movement LOS		A	A	A	A		B	B	B	B	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.06	0.06	0.00	0.93	0.93	0.93	0.12	0.12	0.12
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	1.46	1.46	0.00	23.18	23.18	23.18	3.04	3.04	3.04
d_A, Approach Delay [s/veh]	0.00			1.28			10.68			11.97		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	4.75											
Intersection LOS	B											

**Intersection Level Of Service Report
Intersection 5: Victor/Kentucky**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.050

Intersection Setup

Name	Victor Way		Victor Way		Kentucky Avenue	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Victor Way		Victor Way		Kentucky Avenue	
Base Volume Input [veh/h]	8	54	28	13	16	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	54	28	13	16	6
Peak Hour Factor	0.6000	0.6000	0.5700	0.5700	0.4000	0.4000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	23	12	6	10	4
Total Analysis Volume [veh/h]	13	90	49	23	40	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.05	0.01
d_M, Delay for Movement [s/veh]	7.38	0.00	0.00	0.00	9.76	8.87
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.00	0.00	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.64	0.64	0.00	0.00	5.17	5.17
d_A, Approach Delay [s/veh]	0.93		0.00		9.52	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.69					
Intersection LOS	A					




Intersection Level Of Service Report

Intersection 6: Victor/Church Access 3

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.6
 Level Of Service: A
 Volume to Capacity (v/c): 0.016

Intersection Setup

Name	Victor Way		Victor Way		Church Access	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Victor Way		Victor Way		Church Access	
Base Volume Input [veh/h]	47	57	33	2	0	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	47	57	33	2	0	10
Peak Hour Factor	0.7400	0.7400	0.6700	0.6700	0.6400	0.6400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	19	12	1	0	4
Total Analysis Volume [veh/h]	64	77	49	3	0	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.00	0.00	0.02
d_M, Delay for Movement [s/veh]	7.42	0.00	0.00	0.00	10.19	8.59
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.05	0.05
95th-Percentile Queue Length [ft/ln]	3.22	3.22	0.00	0.00	1.20	1.20
d_A, Approach Delay [s/veh]	3.37		0.00		8.59	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.93					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Kentucky/Church Access 4

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Church Access		Kentucky Avenue		Kentucky Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Church Access		Kentucky Avenue		Kentucky Avenue	
Base Volume Input [veh/h]	5	0	22	10	1	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	0	22	10	1	17
Peak Hour Factor	0.4200	0.4200	1.0000	1.0000	0.4100	0.4100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	6	3	1	10
Total Analysis Volume [veh/h]	12	0	22	10	2	41
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.92	8.48	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.98	0.98	0.00	0.00	0.10	0.10
d_A, Approach Delay [s/veh]	8.92		0.00		0.34	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.40					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 8: Kentucky/Church Access 5

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

Name	Church Access		Kentucky Avenue		Kentucky Avenue	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Church Access		Kentucky Avenue		Kentucky Avenue	
Base Volume Input [veh/h]	4	2	19	3	3	18
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	2	19	3	3	18
Peak Hour Factor	0.5000	0.5000	0.4000	0.4000	0.4100	0.4100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	12	2	2	11
Total Analysis Volume [veh/h]	8	4	48	8	7	44
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results




V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.13	8.60	0.00	0.00	7.34	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.99	0.99	0.00	0.00	0.34	0.34
d_A, Approach Delay [s/veh]	8.95		0.00		1.01	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.33					
Intersection LOS	A					

Intersection Level Of Service Report Intersection 9: Church Access 6

Control Type: Two-way stop
Analysis Method: HCM 6th Edition
Analysis Period: 15 minutes

Delay (sec / veh): 9.0
Level Of Service: A
Volume to Capacity (v/c): 0.004

Intersection Setup

Name	Uvalda Street		Uvalda Street		Church Access 6	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Uvalda Street		Uvalda Street		Church Access 6	
Base Volume Input [veh/h]	55	0	1	12	2	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	0	1	12	2	0
Peak Hour Factor	0.8000	0.8000	0.7000	0.7000	0.5000	0.5000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	0	0	4	1	0
Total Analysis Volume [veh/h]	69	0	1	17	4	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.35	0.00	8.96	8.64
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.05	0.05	0.33	0.33
d_A, Approach Delay [s/veh]	0.00		0.41		8.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.47					
Intersection LOS	A					

Appendix D

Events Planning and Operations Management Plan

Events Planning and Operations Management Plan

To schedule a baptism, or a wedding, a parishioner has to go through a preparation process; for a wedding, that includes attending at least four meetings with the priest who will celebrate the wedding and attending weekly marriage preparation classes for an average of two months. For a baptism, it includes two two-hour classes. Both require paperwork. Once the requirements are met, a date is scheduled for the baptism or wedding.

Baptisms are celebrated every Saturday morning at 9am. At each celebration, there are an average of 10-15 infants being baptized. The celebrations last approximately an hour. Participants and guests arrive 15 minutes before the celebration and park in the spaces around the sanctuary space.

Weddings are celebrated throughout the year. No more than two weddings can be scheduled on any given date. In the case of two weddings on the same date, these are scheduled at different times. The earliest that a wedding can be celebrated on a Saturday is 10:45am, to allow plenty of time between baptisms and weddings. As with baptisms, wedding participants and guests arrive before the celebration and park in the spaces around the sanctuary space.

For confirmations and first communions, the children are assigned to one of five different Masses, to avoid traffic congestion. The children and their guests are asked to arrive to Mass early. They park in the spaces around the sanctuary space.

These celebrations - baptisms, weddings, confirmations, first communions - all take place in the sanctuary space, which will not be affected by the proposed reconstruction.

For large events, a hospitality director welcomes and manages foot traffic while trained volunteers also stand at the doors to direct attendees. Recently, Queen of Peace also began a safety ministry made up of parishioners with a background in law enforcement to serve as an additional resource for large events. Logistical practices will be replicated in the new facilities and amended for the new space. Additionally, we will have tours and volunteer training.

Wayfinding is accomplished through the signing above the church entrances. The church has two entrances with one on the north side of the building and other on the south side. They are very visible from the parking areas.