

Wall Avenue Corridor Plan

Memorandum #1: Plans Assessment, Current and Future Conditions Assessments

March 2025



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1. Introduction

Project Overview

The [Ogden Downtown Master Plan](#) and the [Union Station Neighborhood Plan](#) collectively envision improved transportation and connectivity, advocate for better pedestrian and bicycle access, improved public transit connections, and traffic calming measures to create a more accessible and connected downtown.

The Wall Avenue Corridor Plan aims to advance this vision by examining traffic patterns to identify opportunities and feasibility of corridor improvements on Wall Avenue within Ogden City. Potential opportunities include reducing the number of travel lanes, narrowing existing lanes, and implementing traffic calming.

Project Activities

The Wall Avenue Corridor Plan will be prepared in five (5) phases:

- Phase 1: Stakeholder Engagement – Inform stakeholders on the “why, what, and how” of the Wall Avenue Corridor Plan. Stakeholders include elected officials, community and neighborhood organizations, and the public.
- Phase 2: Plan Review, Data Collection, and Analysis – Review and summarize relevant information from past plans and studies to outline goals and objectives for Wall Avenue. Conduct an analysis of existing conditions to establish a solid foundation of the study. Use the analysis to identify gaps in the transportation network for all modes of travel.
- Phase 3: Scenario Planning and Corridor Vision – Engage advisory committee to prepare alternative cross-sections and intersection configurations. Evaluate the benefits and constraints of each concept alternative. Provide an opportunity for public review.
- Phase 4: Refine Cross Sections and Intersection Improvements – Refine the concepts prepared in Phase 3 leading to recommended cross sections and intersection configurations.
- Phase 5: Draft and Final Corridor Plan – Prepare a Corridor Plan that reflects community engagement, and the vision, goals, and priorities for Wall Avenue. This will include a corridor agreement between Utah Department of Transportation (UDOT) and Ogden City.

Study Area

The Wall Avenue Corridor Plan study area includes the entirety of Wall Avenue (SR-204) within the Ogden City. The entirety of Wall Avenue is a state route. The study area is divided into the following three roadway segments as illustrated in Figure 1:

- North Segment (North of 22nd Street)
- Downtown Segment (22nd Street – 27th Street)
- South Segment (South of 27th Street)

The Wall Avenue corridor is also separated into seven subsegments based on UDOT count stations which are depicted in Figure 1:

- Station: 057 – 0576; MP: 003.571 – 004.609; North Street to 2nd Street
- Station: 057 – 0570; MP: 003.571 – 004.609; 2nd Street to 12th Street
- Station: 057 – 0565; MP: 002.671 – 003.571; 12th Street to 20th Street

- Station: 057 – 0560; MP: 002.095 – 002.671; 20th Street to 24th Street
- Station: 057 – 0561; MP: 001.086 – 002.095; 24th Street to 31st Street
- Station: 057 – 0555; MP: 000.374 – 001.086; 31st Street to 36th Street
- Station: 057 – 0550; MP: 000.000 – 000.374; 36th Street to Riverdale Road

Purpose & Report Organization

Technical Memorandum #1: Plans Assessment, Current and Future Conditions Assessments (“Tech Memo# 1”) summarizes transportation and land use characteristics that will inform identification of potential corridor improvement alternatives. Tech Memo #1 is organized into the following sections:

- Section 1 – Introduction
- Section 2 – Transportation Characteristics
- Section 3 – Land Use Assessment
- Section 4 – Traffic Operation
- Section 5 – Conclusions

Wall Avenue Corridor Plan

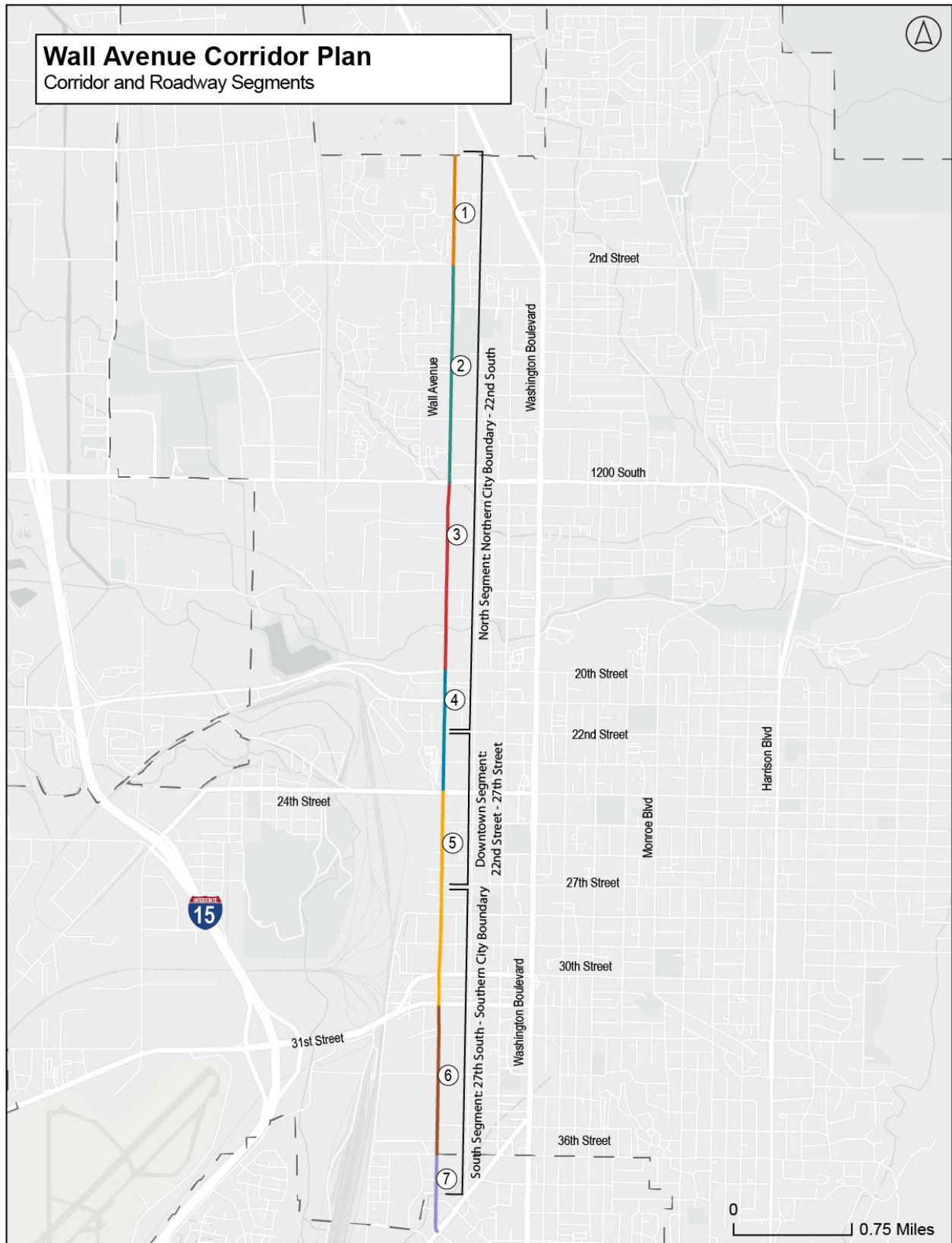


Figure 1 - Wall Avenue Roadway Segments

2. Transportation Characteristics

This section summarizes existing transportation characteristics. The section begins with a summary of past plans and studies. Following the plans summary, the section outlines roadway features relating to traffic volumes, active transportation, and crash history.

Previous Plans and Studies

Table 1 summarizes planning documents that were reviewed for the study.

Table 1 - General Plan and Planning Documents

DOCUMENT TITLE	DATE	SUMMARY AND KEY FINDINGS
Plan Ogden	In Progress	Summary: Plan Ogden is a project that provides three visions for future development in Ogden: Livable Neighborhoods, Complete Corridors, and a Vibrant Downtown. This includes changes such as more diverse housing options, community centers (offices, entertainment, dining, shopping, etc.), transit centers, and green space. Key Findings: - Complete corridors with shorter trips ideal for walking and biking through construction of pathways/trails separate from the roadway and midblock pedestrian walkways. - Expansion of OGX from downtown Ogden to the Ogden Business Depot and Regional Airport
WFRC Transportation Improvement Program	Ongoing	Summary: The WFRC Transportation Improvement Program (TIP) is a six-year program meant to prioritize roadway, transit, bicycle and pedestrian projects which include maintenance and operation of existing systems. Utilizing funding from federal, state and local transportation funds, the WFRC TIP is updated once a year and covers areas including the Salt Lake-West Valley and Ogden-Layton urban areas. Key Findings: - Reconstruction of a portion of Wall Avenue due to Average Daily Traffic increase. As a result, there is insufficient space for bike lanes along with substandard lane lengths and spacings. - Evaluation of existing and future transit projects, emphasis on existing transportation systems while prioritizing pedestrian and bicycle safety throughout roadways.

DOCUMENT TITLE	DATE	SUMMARY AND KEY FINDINGS
UDOT Statewide Transportation Improvement Program	Ongoing	Summary: The UDOT Statewide Transportation Improvement Program, also known as the Statewide Transportation Improvement Program (STIP) that ties closely with WFRC's Transportation Improvement Program with a timeline of six years meant to focus on transportation projects across the state, city and county highways and across national parks, forests and Indian reservations. The STIP's workplan is to focus on development of projects through conception, environmental studies, right of way acquisition, planning and advertising for construction through funding obtained through federal and state means. Key Findings: - Investment into the BRT which connects the Ogden Frontrunner to Weber State. Sections of Wall Avenue will be included in the BRT and Frontrunner Route. - Investment into the Ogden City Green Bike Share Expansion program – with significant attention on Wall Avenue and future bike lanes, the Green Bike Expansion will tie closely with implemented biking infrastructure.
WFRC Comprehensive Safety Action Plan	2024	Summary: WFRC prepared a regional Comprehensive Safety Action Plan (CHSP) to present a holistic, well-defined strategy to reduce roadway fatalities and serious injuries along the Wasatch Front. The CSAP analyzes safety needs, identifies high-crash and high-risk locations and factors contributing to crashes, and prioritizes strategies to address them. Wall Avenue was identified in the analysis of the CSAP. Key Findings: - Wall Avenue from 400 North to Riverdale Road was identified as a Composite High-Risk roadway segment. - Several intersections along Wall Avenue were ranked in the top 10 unsignalized and signalized intersection in terms of higher than expected Critical Crash Rate Differential. - A potential safety improvement project sheet was developed for Wall Avenue that included segment and intersection improvements. These improvements included raised medians, lane narrowing, bicycle lanes, and sidewalks.

DOCUMENT TITLE	DATE	SUMMARY AND KEY FINDINGS
Wasatch Choice Great Streets	2023	Summary: Wasatch Choice Great Streets is a framework that helps provide transportation planning decisions. By providing multiple elements to consider such as identifying the context, elements, partnerships, and typology, partners through the Wasatch Front Region can better assess regional planning and projects through the context that surrounds them. Key Findings: ▪ Wall Avenue is a street as a “Hybrid Main Street” which is a street with multiple elements seen in both corridors and main streets but is classified as neither. ▪ Along roadways classified as “Hybrid Main Streets” such as Wall Avenue, separated facilities are highly recommended such as curbs, bollards, and specific landscape meant to separate motorists from bicyclists. ▪ Addition of more pedestrian crossings due to the nature of “Hybrid Main Streets” where pedestrian crossing tends to be more frequent. Slow speeds are also emphasized to maintain safe and comfortable pedestrian spaces.
WFRC Regional Transportation Plan	2023	Summary: The WFRC Regional Transportation Plan (RTP) is a regional-scale transportation plan which invests money into all modes of transportation. For the years of 2023-2050, the RTP addresses local and regional growth and infrastructure, maintenance of existing transportation systems, regional road systems, high-capacity transit opportunities, and active transportation networks. With the population growth of Utah in mind, air quality conformity is a big emphasis when it comes to present and future transportation investments with all transportation plans, programs and projects requiring strict conformity with the National Ambient Air Quality Standards. Key Findings: ▪ Wall Avenue is included in the WFRC Regional Transportation Plan through the addition of active transportation in the form of a protected bike lane. ▪ Investment into street design and function of a roadway – a road should look, feel and operate differently with slower speeds and wider roadways such as along Wall Avenue.

DOCUMENT TITLE	DATE	SUMMARY AND KEY FINDINGS
Union Station Neighborhood Plan	2021	Summary: The Union Station Neighborhood Plan evaluates future improvements to Ogden City's historic Union Station along with land uses surrounding the station. This includes restoration of Union Station itself and redevelopment of the area surrounding the station through greater land use diversity including museums, residential areas, and employment centers. Key Findings: ▪ Enhancement of pedestrian and cyclist mobility through the addition of mid-blocks and east-west pedestrian paseos located between each numbered street. ▪ Evaluates present and alternative transportation measures along Wall Ave, addition of future BRT Route along sections of Wall avenue. ▪ Redevelopment of parcels along Wall Avenue/FrontRunner Rail Corridor for a more transit-focused mixed-use district.
Utah Parking Modernization Initiative	2021	Summary: The Utah Parking Modernization Initiative provides guidance for communities on modern parking management strategies by providing specific goals. Through Partnership Studies on the cities of Ogden and South Salt Lake, localized data was gathered in order to reassess new and emerging parking conditions. A few goals include reassessing parking issues given new and emerging conditions, enabling communities to proactively manage parking/mobility, alignment of parking strategies with different land typologies, enhancement of parking and mobility to improve access to business areas, and understanding how parking impacts housing affordability, mode share, economic development and quality of life. Key Findings: ▪ Adjustment of right-size parking rates for small commercial, big box retail and affordable housing spaces – currently spaces are larger than their right-size counterpart. ▪ Creation of separate modifications in the code that offer clear reductions for shared parking, proximity to transit, inclusion of access to multimodal connectivity, and employers who offer Transportation Demand Management programs for employees. ▪ Expansion of shared parking ordinance to increase walking distances – this way, developers can utilize underused parking rather than building more private parking.

DOCUMENT TITLE	DATE	SUMMARY AND KEY FINDINGS
Downtown Ogden Master Plan	2020	Summary: The Downtown Ogden Master Plan focuses on five key tenets: Real Estate and Land Use, Historic and Cultural Assets, Transportation and Mobility, Open Space and Parks, Social Equity and Essential Services. These act as guidance for development around downtown Ogden, which is displayed through changes such as an enhanced mobility hub through FrontRunner Station redesigns, new crossings and pathways for pedestrians and cyclists, traffic calming efforts to promote pedestrian safety, and development of underused parcels for increased mixed land use. Key Findings: - Improving connectivity of the Union Station Campus, UTA property and Downtown through reduction of street width, traffic calming and amenitized streetscapes along Wall Avenue. - Development of UTA-owned properties along Wall Avenue and 24th street to bring new employment and incentivize connectivity in the downtown center.
Ogden Transportation Master Plan	2019	Summary: The Ogden Transportation Master Plan has six main goals in its transportation considerations: transit service, bicycles, pedestrians, network efficiency, new technology & innovations, and wayfinding. Each of these goals emphasizes current improvements and expansion along with pushing for more safety and innovations in infrastructure and technology. Key Findings: - Improvements along Wall Avenue such as pedestrian and bicycle crossings, filling in sidewalk gaps, adding pedestrian and bicycle furniture, and traffic calming. - Creation of bicycle, pedestrian and transit priority zones around downtown Ogden along Wall Avenue to Washington Boulevard and encourage use through signal timings, intersection hardware, lighting, ADA accessibility improvements, and transit signal priority. - Enhance transit frequency through “Core Routes” and addition of BRT bus routes across downtown Ogden.

DOCUMENT TITLE	DATE	SUMMARY AND KEY FINDINGS
Ogden Bicycle Master Plan	2016	Summary: The Ogden Bicycle Master Plan is a mission to encourage more bicyclists through five objectives: Developing a more connected bicycle network through Ogden and other communities, improving safety, encouraging bicycling for all ages and abilities, improving bicyclist culture through encouragement of government organizations and businesses, and a thorough evaluation of existing and future bicyclist programs, projects and procedures. Key Findings: ▪ Phased Implementation of bike lanes along Wall Avenue through addition of buffered bike lanes which will eventually be upgraded to protected bike lanes ▪ Detection of bicycles through In-Pavement Bike Detection at intersections between Wall Avenue and minor streets along with bike boulevards added along Wall Avenue. ▪ Enhanced mobility through addition of improved connectivity between trails, cyclists and pedestrians.

Active Transportation

Ogden City completed a [Bicycle Master Plan](#) in 2016 which outlines a shared vision and preferred network for bicycle infrastructure throughout the city. Currently, there are no bicycle facilities along Wall Avenue.

Wall Avenue intersecting streets that offer bicycle facilities include 2nd Street (striped bike lane) and the Ogden River Parkway Trail along the Ogden River (shared use path). Grant Avenue, which runs parallel to Wall Avenue offers cyclists an on-street barrier-protected bike lane in each direction between 20th Street and 24th Street.

Sidewalks are present along most of Wall Avenue. Gaps exist in the northern and southern ends of the corridor. The downtown area of the Wall Avenue has consistent sidewalks on both sides between 20th Street and 35th Street. Figure 2 shows the location of existing and missing sidewalks.

Wall Avenue Corridor Plan

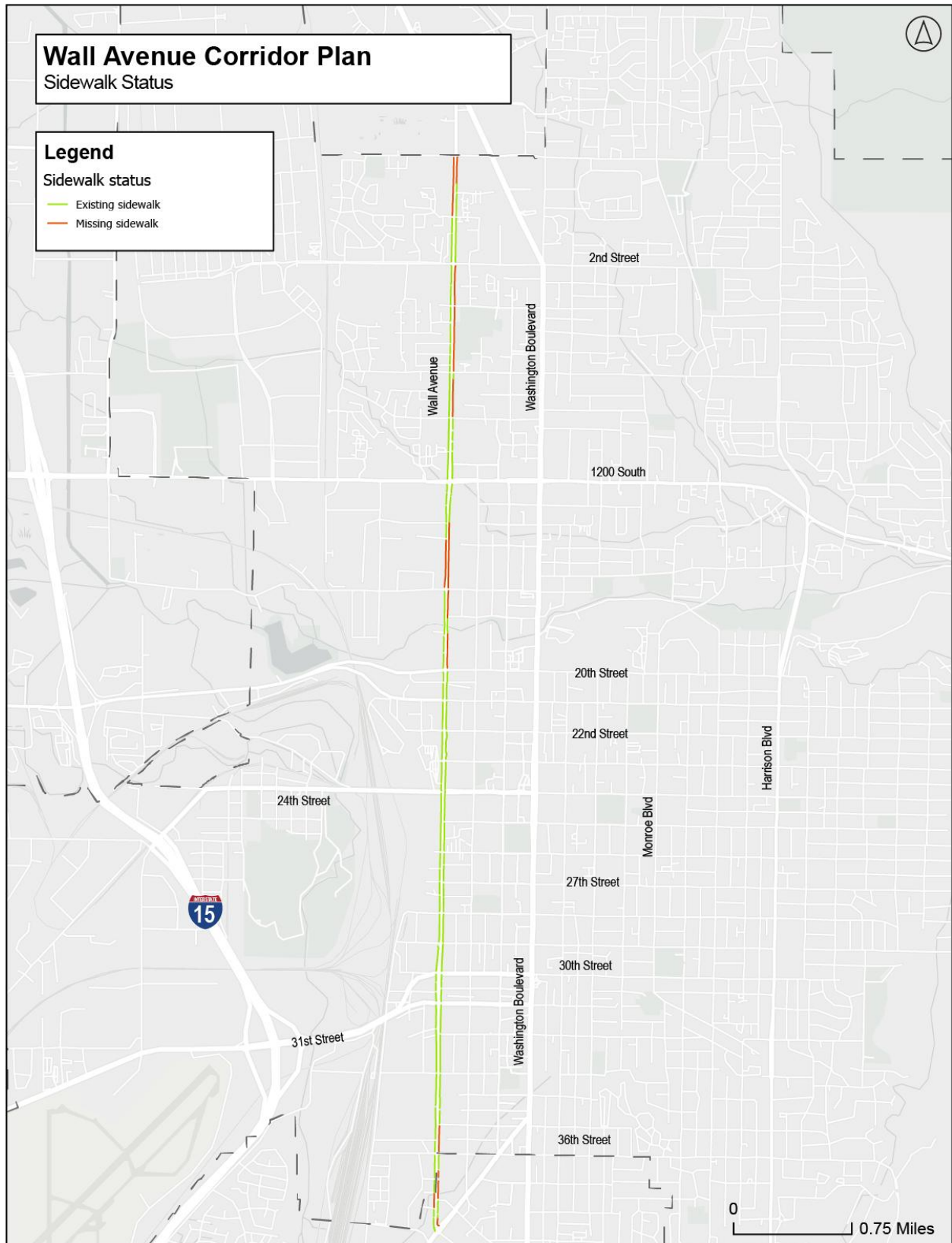


Figure 2 - Sidewalk Status

Right-of-Way

Available right-of-way for each corridor segment can be seen in Appendix A, with parcel data sourced from the Weber County Geo-Gizmo.

The corridor's typical cross-section consists of a paved shoulder on both sides, two travel lanes in each direction, and a two-way left-turn-lane (TWLTL). At signaled intersections, the roadway widens slightly to accommodate a dedicated left turn lane and, in some instances, a marked right turn lane. The right-of-way also includes sections of on-street parking, sidewalks, or landscaping. The right-of-way width along the corridor ranges between 78 feet to 105 feet.

Transit

Utah Transit Authority (UTA) services the area, with several transit services available on the corridor including FrontRunner commuter bus, OGX Bus Rapid Transit (BRT), and regular bus. A list of transit services available along Wall Avenue and route-specific details can be found in Table 2, with a visual display of shown in Figure 3.



Wall Avenue Corridor Plan

Table 2 - UTA Transit Services and Routes

Route No.	Route Name	Weekday Operating Hours	Weekday Frequency	Saturday Operating Hours	Saturday Frequency	Stops on Wall Ave
455	U of U / Davis County / WSU	4:00 AM to 10:00 PM	30 minutes	-	None	17th St & Wall Ave; Ogden Central
470	Ogden - Salt Lake Intercity	4:00 AM to 1:00 AM	30 minutes	5:45 AM to 1:25 AM	30 minutes	17th St & Wall Ave; Ogden Central
473	SLC - Ogden Hwy 89 Express	2:55 PM to 7:30 PM	30 minutes	-	None	Ogden Central
601	Ogden Trolley	8:00 AM to 10:55 PM	20 minutes	8:00 AM to 1:40 pm	20 minutes	Ogden Central
603X	Ogden Express (OGX)	4:20 AM to 11:50 PM	10 minutes	8:40 AM to 10:40 AM	15 minutes	Ogden Central
604	West Ogden	5:55 AM to 8:20 PM	60 minutes	6:00 AM to 6:25 PM	60 minutes	Ogden Central
613	Weber Industrial Park	6:00 AM to 6:40 PM	60 minutes	-	None	Ogden Central
630	Brigham City / Ogden Commuter	4:30 AM to 10:05 PM	60 minutes	8:55 AM to 8:10 PM	60 minutes	400 N & Wall Ave; 17th St & Wall Ave; Ogden Central
640	Layton Hills Mall / WSU Ogden Camp	5:25 AM to 9:15 PM	20-30 minutes	6:45 AM to 8:25 PM	60 minutes	36th St & Wall Ave
750	FrontRunner	5:00 AM to 10:00 PM	60 minutes; 30 minutes peak	6:00 AM to 12:00 AM	60 minutes	Ogden Central
F618	Ogden BDO Flex	5:30 AM to 8:00 PM	30 minutes	7:00 AM to 7:00 PM	60 minutes	17th St & Wall Ave; 2nd St & Wall Ave; Ogden Central
F620	West Haven Flex	5:30 AM to 8:20 PM	60 minutes; 30 minutes peak	-	None	Ogden Central

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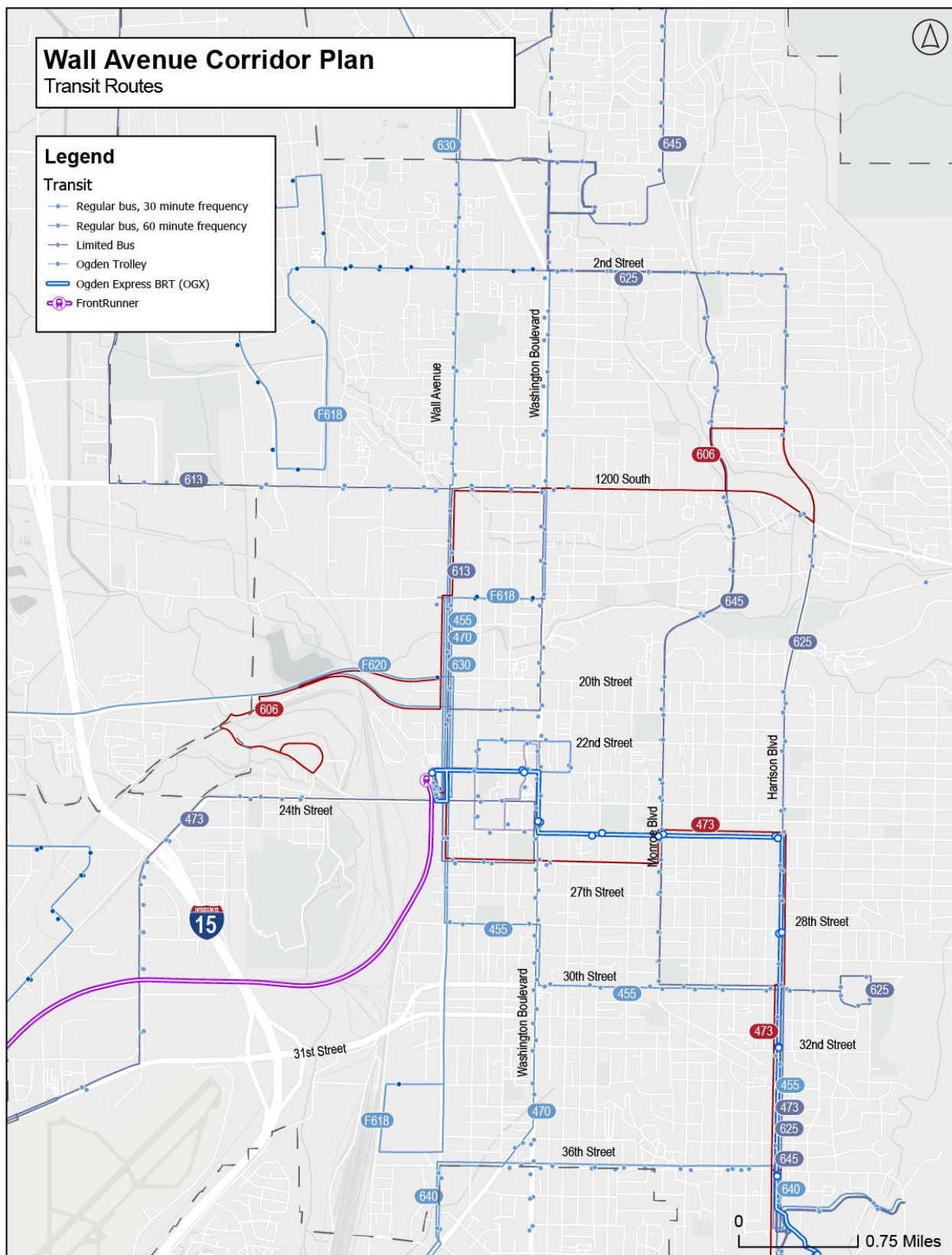


Figure 3 - Transit Routes and Stops

Parking

Parking was evaluated in the downtown area bounded by 22nd Street, 27th Street, Wall Avenue, and Grant Avenue. Existing public parking can be seen in Figure 4.

Parking in the downtown area is primarily located near Union Station. Union Station has a North, Central and South parking lot, accommodating approximately 200 vehicles. Electric Alley Parking lot, located between 24th and 25th Street, has an east and west lot, with the west lot located in the study area. The Ogden Transit Center has three additional parking lots accommodating approximately 550 vehicles. A summary of existing parking lot capacity is detailed in Table 3.

On-Street Parking:

Wall Avenue to Lincoln Avenue

22nd Street, east of Wall Avenue, has striped on-street parking stalls on the south side of the road for 18 vehicles. Westbound does not have striped parking but could accommodate 17 vehicles. 23rd Street has striped angle parking on the east side of Wall Avenue along the eastbound and westbound travel lane, accommodating 52 vehicles. 24th Street is a segment elevated on a bridge that spans over Wall Avenue. East of Wall Avenue underneath the bridge is a small lot which accommodates about 11 vehicles, accessible only through the westbound lane. 25th Street has 27 angled parking stalls on the eastbound travel lane and 37 angled parking stalls on the westbound travel lane. 26th Street has no designated street parking but can accommodate about 9 cars on the eastbound lane and 15 cars on the westbound lane. 27th Street has no designated street parking but can accommodate about 24 cars on the eastbound lane and 23 cars on the westbound lane. In total, on-street parking can accommodate 224 vehicles.

Lincoln Avenue to Grant Avenue

22nd Street between Lincoln Avenue to Grant Avenue has striped angled street parking on the eastbound side of the roadway with a capacity of 30 vehicles and no designated street parking on the westbound side of the roadway with a capacity of about 9 vehicles. 23rd Street between Lincoln Avenue and Grant Avenue has striped angle parking on the eastbound side of the roadway with a capacity of 34 vehicles and a mixture of 33 striped angled stalls and a capacity of about 5 vehicles for street parking on the westbound side of the roadway. 24th Street has 16 striped parking spaces along the eastbound travel side and 13 designated street parking spaces on the westbound side lane. 25th Street has designated angled parking along both sides of the roadway, with a capacity of 27 vehicles on the eastbound side and 37 vehicles on the westbound side. 26th Street has no striped parking stalls along its length with approximately enough space for 24 vehicles on the eastbound side and 10 on the westbound side. 27th Street also has no designated street parking along its length with a capacity of 22 vehicles on its eastbound side and 24 vehicles on its westbound side.

The Union Station Neighborhood Plan consolidates parking through creation of additional parking spaces near transit plazas and the FrontRunner Station. The Downtown Ogden Master Plan includes a new parking garage at the intersection of 24th street and Grant Avenue and at the Union Station campus along with new parking structures at the FrontRunner station. Plan Ogden intends to create more complete street corridors by adding more on-street parking.

Table 3 - Parking Lot Capacities

Lot Number	Parking Lot Name	Number of Stalls
1	Union Station Parking – North Lot	76
2	Union Station Parking – Central Lot & Connection Lane	61
3	Union Station Parking – South Lot	64
4	Electric Alley Parking Lot – West	217
5	Electric Alley Parking Lot – East	246
6	Electric Alley Parking Lot – East & Courtyard Ogden	84
7	Ogden Transit Center – North Lot	289
8	Ogden Transit Center – South Lot	172
9	Ogden Transit Center – West Lot	110
	TOTAL	1,319

Wall Avenue Corridor Plan

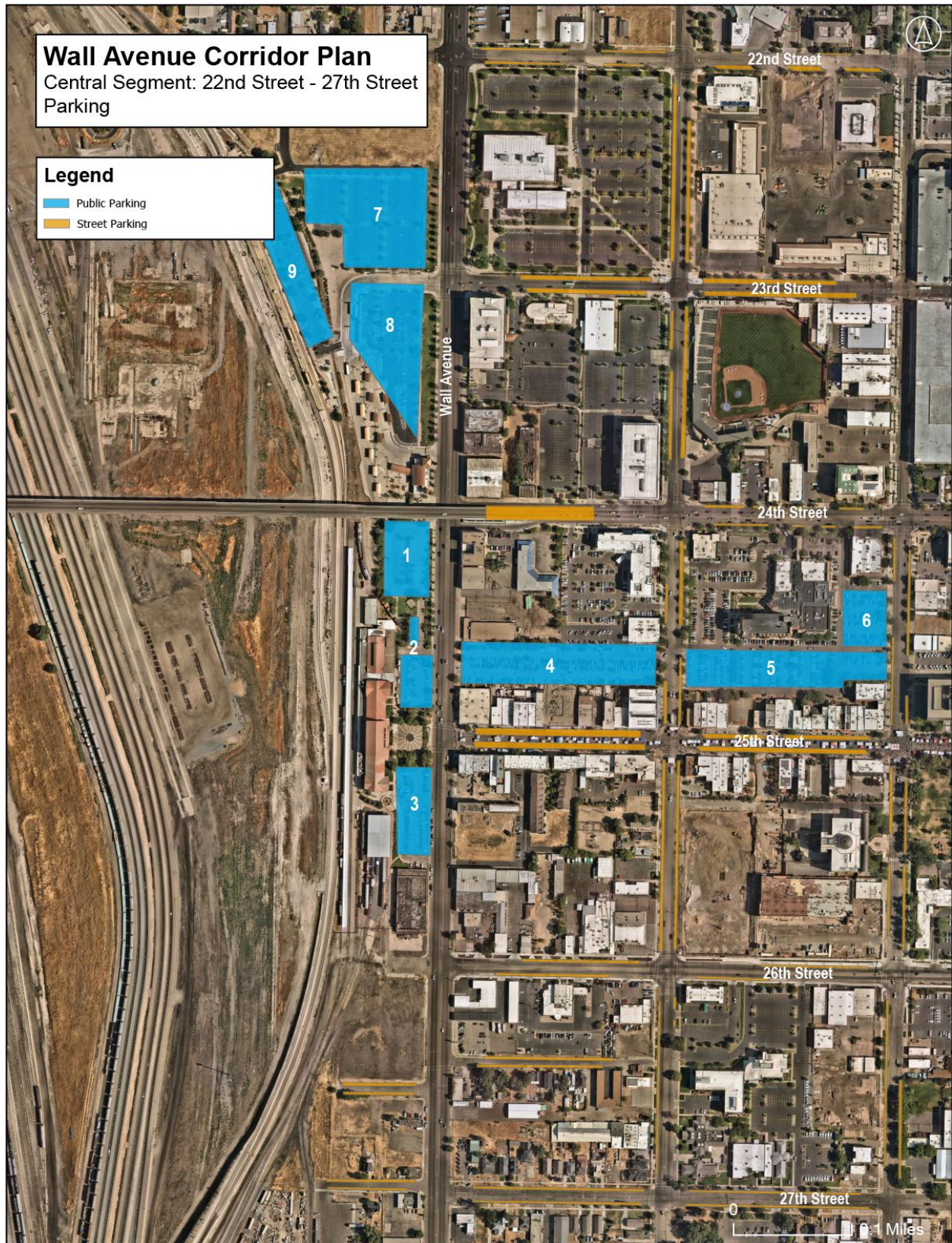


Figure 4 - 22nd Street to 27th Street Public Parking

Utilities

The primary utility infrastructures present within the Wall Avenue right-of-way include main water lines, main sewer lines, and main storm drain infrastructure. City-owned fiber infrastructure is also present along the corridor between 4th Street and 26th Street. Main water and main sewer infrastructure is present along the whole corridor while storm drain infrastructure is only consistently present between about 9th Street and 27th Street with a small gap just south of the Ogden River.

Appendix B illustrates corridor maps, separated by study area segments that show the primary utility infrastructure along Wall Avenue.

Traffic Safety

Crash data for the years 2019 through 2023 were obtained from the UDOT AASHTOWare Safety System by Numetric. The data reported a total of 769 crashes along the Wall Avenue corridor within the study area during the 5-year period.

Figure 5 shows crashes reported by year and severity. The year with the highest number of crashes within the 5-year period was 2021 with 176 crashes.

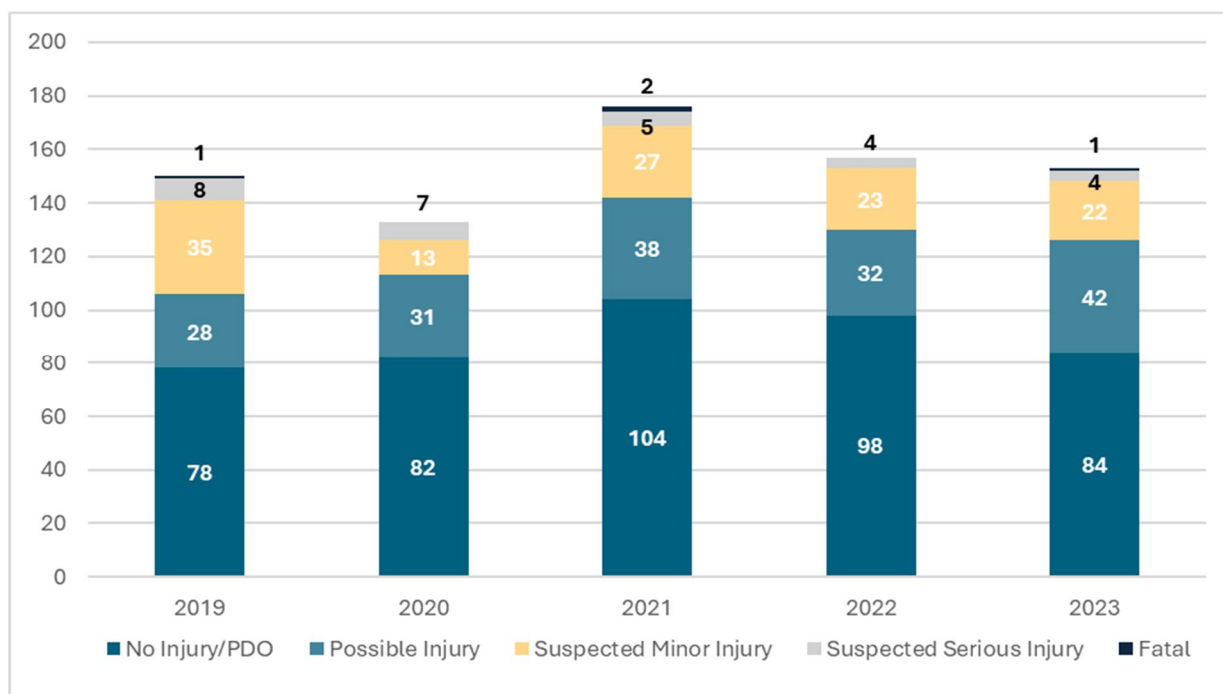


Figure 5 - Annual Crashes 2019-2023

Crash severity is summarized in Table 4. 2021 was the deadliest year of the 5-year period, with 2 fatal crashes and 5 suspected serious injury crashes. No injury / property damage only (PDO) crashes accounted for 58% of crashes, while fatal and serious injury crashes accounted for 1% and 4% of crashes, respectively.

Table 4 - Crash Severity Summary 2019-2023

Crash Severity	Number of Crashes					
	2019	2020	2021	2022	2023	Total
No Injury/PDO	78 (52%)	82 (62%)	104 (59%)	98 (62%)	84 (55%)	446 (58%)
Possible Injury	28 (19%)	31 (23%)	38 (22%)	32 (20%)	42 (27%)	171 (22%)
Suspected Minor Injury	35 (23%)	13 (10%)	27 (15%)	23 (15%)	22 (14%)	120 (16%)
Suspected Serious Injury	8 (5%)	7 (5%)	5 (3%)	4 (3%)	4 (3%)	28 (4%)
Fatal	1 (1%)	0 (0%)	2 (1%)	0 (0%)	1 (1%)	4 (1%)
Total	150	133	176	157	153	769

Crashes categorized by manner of collision and most harmful event are summarized in Table 5 and Table 6, respectively. Angle crashes were the most prominent manner of collision accounting for 42% of crashes. This kind of multi-vehicle crash typically occurs most commonly at intersections.

Collision with another vehicle was the most frequent harmful event with 681 reported crashes, followed by 49 recorded pedestrian / pedalcycle crashes. Specifically, 18 crashes involved cyclists and 31 crashes involved a pedestrian. 5 pedestrian crashes resulted in suspected serious injuries.

Table 5 - Manner of Collision Summary 2019-2023

Manner of Collision	Number of Crashes					
	2019	2020	2021	2022	2023	Total
Angle	55 (37%)	59 (44%)	69 (39%)	72 (46%)	67 (44%)	322 (42%)
Front to Rear	60 (40%)	45 (34%)	65 (37%)	47 (30%)	55 (36%)	272 (35%)
Head On	7 (5%)	4 (3%)	1 (1%)	2 (1%)	3 (2%)	17 (2%)
Single-Vehicle	16 (11%)	17 (13%)	20 (11%)	21 (13%)	13 (8%)	87 (11%)
Sideswipe	6 (4%)	5 (4%)	13 (7%)	11 (7%)	13 (8%)	48 (6%)
Parked Vehicle	3 (2%)	0 (0%)	4 (2%)	4 (3%)	2 (1%)	13 (2%)
Unknown	3 (2%)	3 (2%)	4 (2%)	0 (0%)	0 (0%)	10 (1%)
Total	150	133	176	157	153	769

Table 6 - Most Harmful Event Summary 2019-2023

Top 5 First Harmful Event	Number of Crashes					
	2019	2020	2021	2022	2023	Total
Other Vehicle	132 (87%)	115 (85%)	156 (89%)	138 (88%)	140 (91%)	681 (89%)
Pedestrian/Pedalcycle	7 (5%)	8 (6%)	13 (7%)	13 (8%)	8 (5%)	49 (6%)
Post, Pole, or Support	5 (3%)	2 (1%)	1 (1%)	2 (1%)	0 (0%)	10 (1%)
Collision with Object	6 (4%)	8 (6%)	2 (1%)	3 (2%)	3 (2%)	22 (3%)
Fell/Jumped from Motor Vehicle	0 (0%)	0 (0%)	0 (0%)	1 (1%)	1 (1%)	2 (0%)
Total	151	136	175	157	154	769

Crashes were mapped to identify crash “hot-spots” along Wall Avenue within the study area. Crash locations of fatal or serious injury crashes as well as overall crash density is shown in Figure 6. Locations with the highest density of crashes include the following intersections:

- Wall Avenue and 20th Street
- Wall Avenue and 21st Street
- Wall Avenue and 30th Street
- Wall Avenue and 31st Street
- Wall Avenue and 32nd Street

All high crash density locations were included in the project recommendations provided by the Wasatch Front Regional Council (WFRC) Comprehensive Safety Action Plan (CSAP)¹.

Pedestrian and bicycle-involved crashes are illustrated by severity in Figure 7. Two bicycle involved crashes resulted in fatalities, both of which occurred in 2021. One bicycle fatality occurred at the intersection of Wall Avenue and 28th Street, and the other occurred at the intersection of Wall Avenue and 14th Street.

¹ <https://wfrc.org/wp-content/uploads/2024/05/D4-Central-Weber-County-2.pdf>

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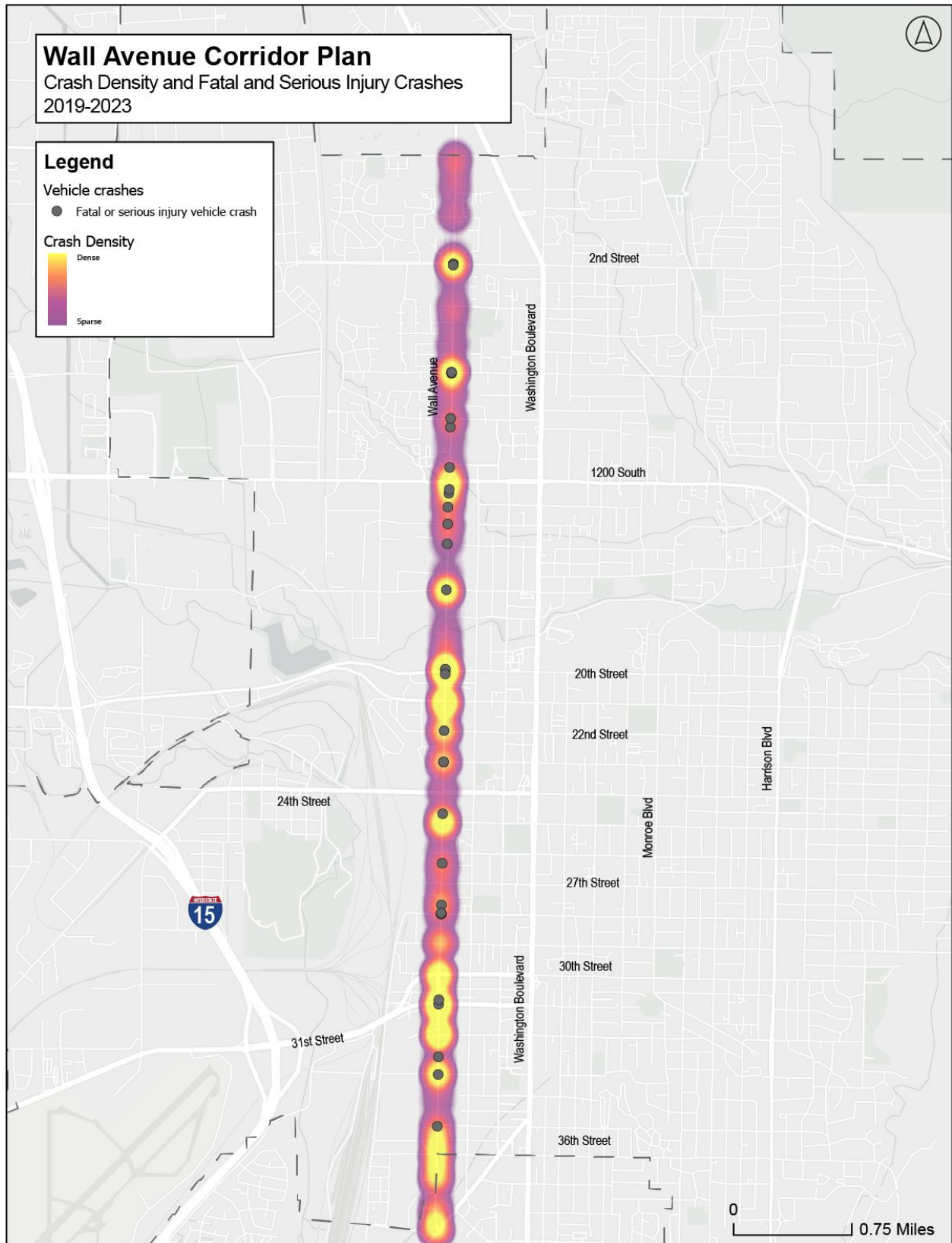


Figure 6 - Crash Summary

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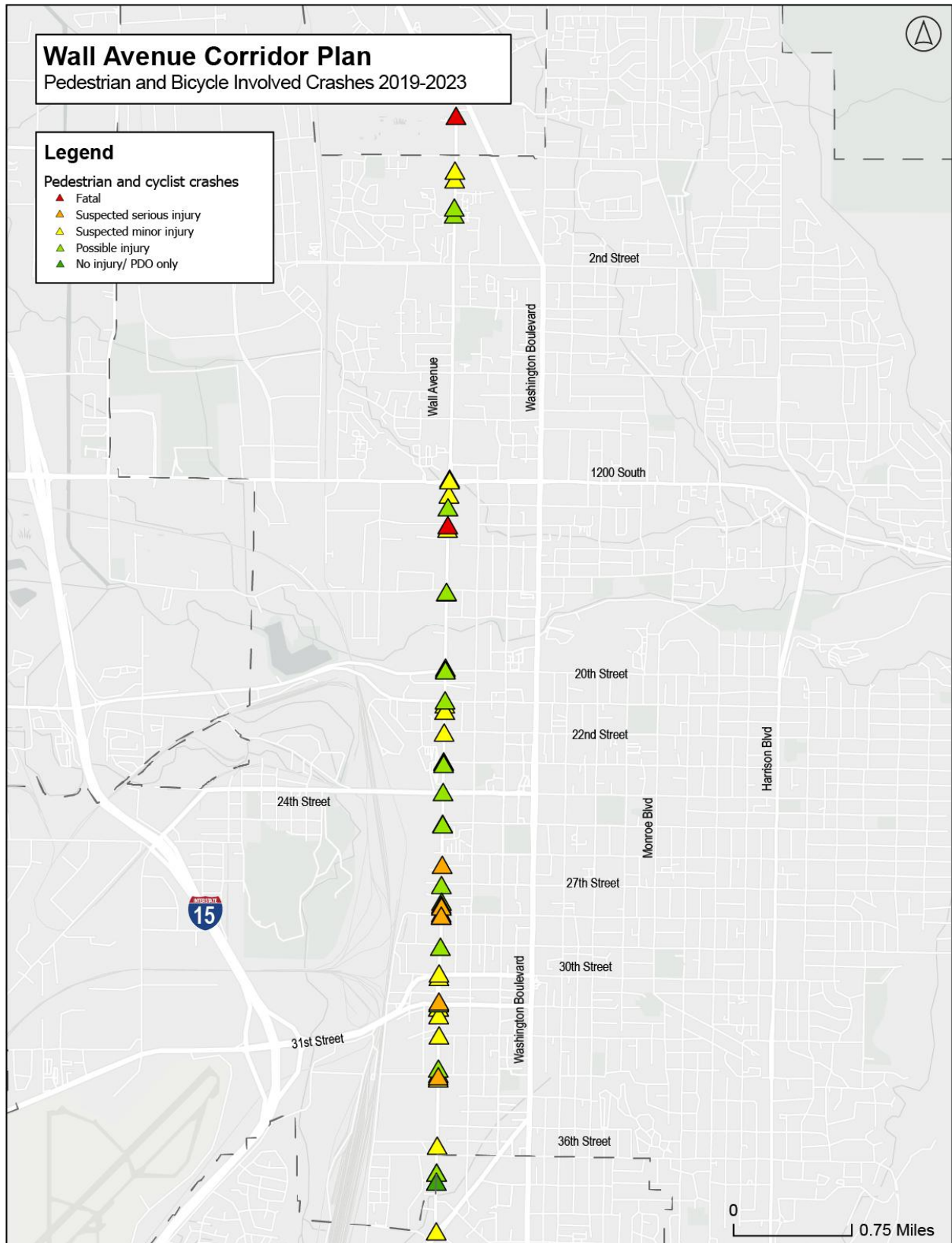


Figure 7 - Pedestrian and Bicycle-Involved Crashes by Severity

Origin-Destination Data

Origin and destination data was obtained from Replica, an online platform that aggregates cellular location, demographic, and land use data to provide mobility patterns and trends. For this analysis, spring 2024 data was analyzed which includes typical daily trip data for March, April, and May.

Looking at the whole SR-240 corridor, on average, the corridor sees 169,412 daily trips that traveled on at least one Replica-defined segment of Wall Avenue. If a trip included traveling on multiple segments along the corridor, they are all counted towards the total trip count. Therefore, the daily average trip number is not the same as traditional AADT counts. The average trip duration is 15.9 minutes, and the average trip length is 11.3 miles. Out of almost 170,000 trips average daily trips, 8,790 trips end in the downtown census block group surrounding 25th Street.

Additionally, trip data was analyzed to understand travel patterns across the 24th Street bridge by identifying trips that originate in the 12 census block groups along Wall Avenue and travel westbound across the 24th Street bridge as well as trips that traveled east-bound across the bridge and ending their trip in any of the 12 identified census block groups. Westbound origin trips are illustrated in Figure 8 and eastbound destination trips are illustrated in Figure 9.



Wall Avenue Corridor Plan

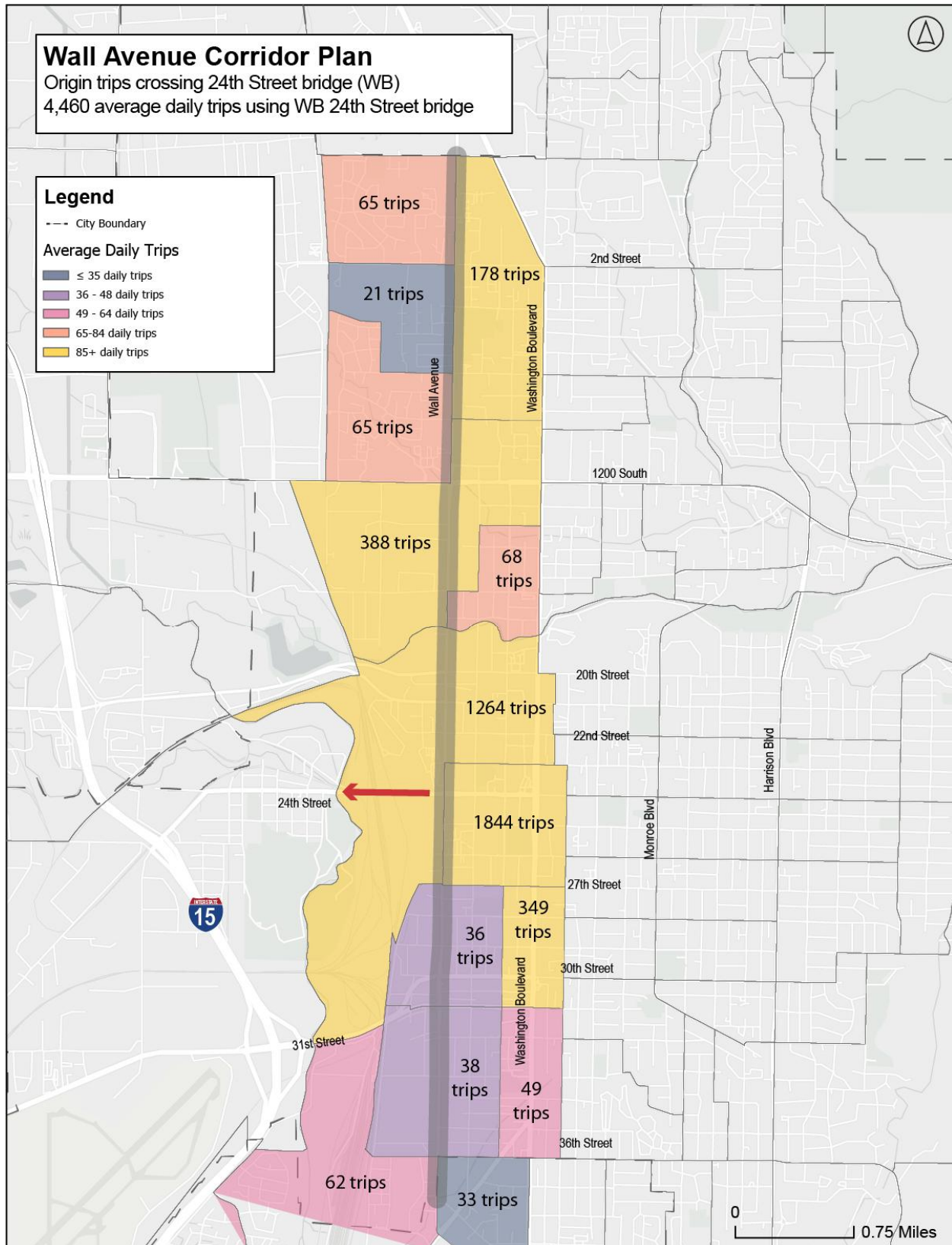


Figure 8 - 24th Street westbound trips originating in census block groups along Wall Avenue

Wall Avenue Corridor Plan

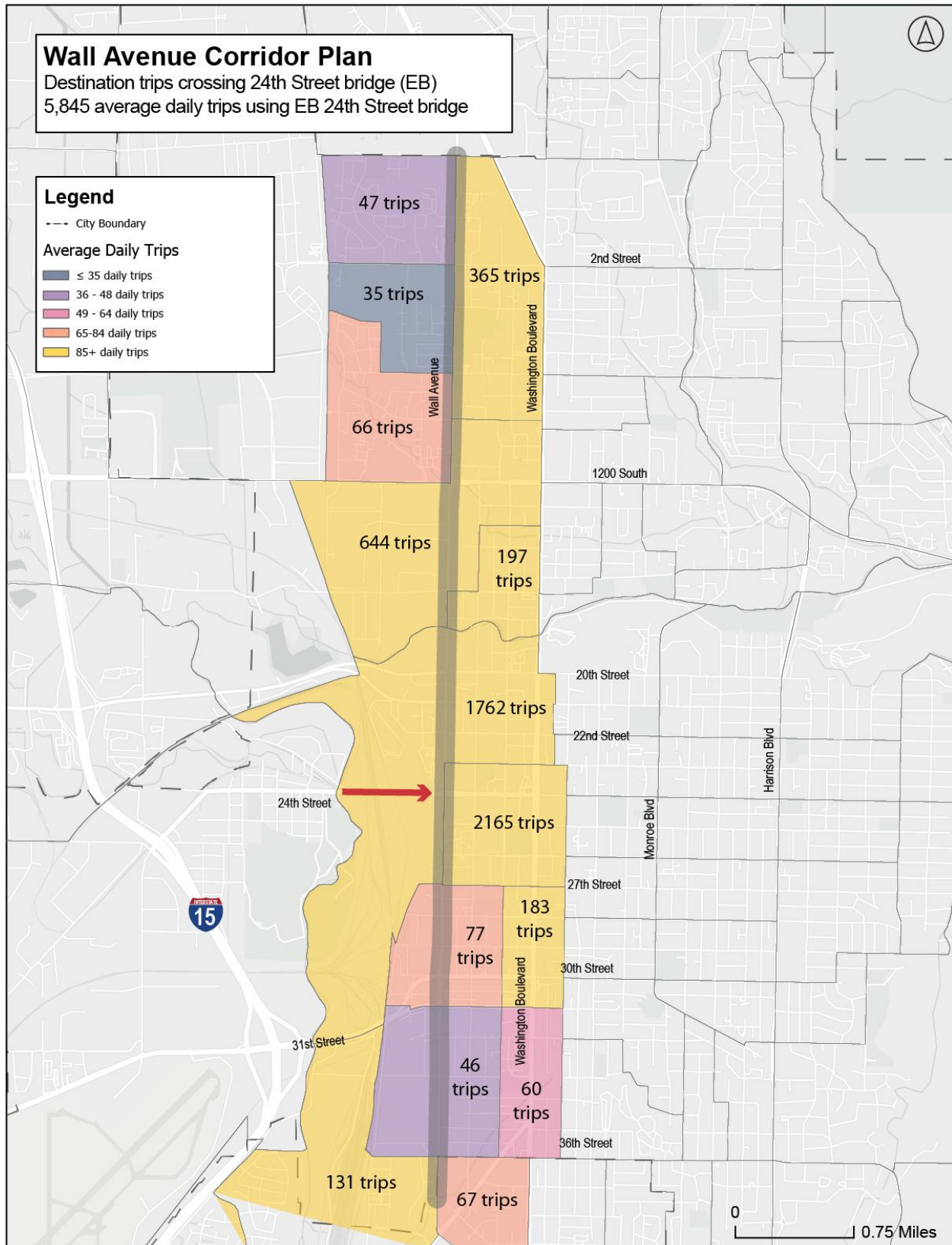


Figure 9 - 24th Street bridge eastbound trips ending in census block groups along Wall Avenue

3. Land Use Assessment

Future land use for the downtown area is presented in the Union Station Neighborhood Plan. The development area encompasses the blocks between Wall Avenue and the train tracks from 22nd Street to 27th Street. The concept layout can be seen in Figure 10. Proposed land uses for the development include commercial, retail, residential, civic, and hospitality.

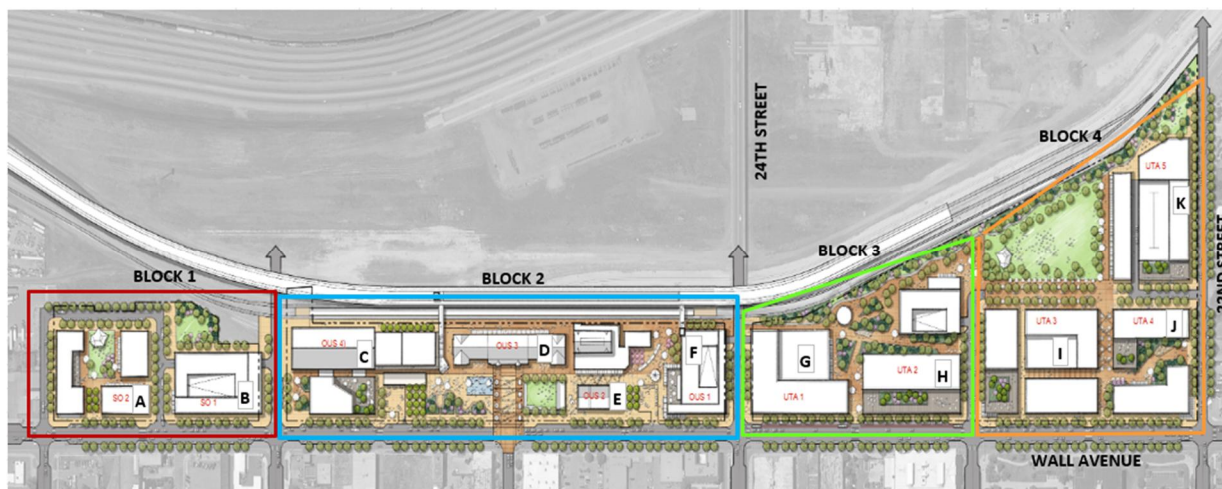


Figure 10 - Union Station Neighborhood Concept Layout

The concept design was divided into four blocks, with buildings on each block to better assign and distribute trips to and from the proposed development. The segmentation, building land use, and building size for each block is seen in Table 7. Transit spaces were assumed to have remained the same as the existing condition, with none being added for the future land use.

Table 7 - Union Station Neighborhood Land Use

Block	Location	Building	Land Use	Size
1	27th Street to 26th Street	A	COMMERCIAL	1,300,000
			RESTAURANT	5,000
		B	COMMERCIAL	85,000
			RESTAURANT	5,000
2	26th Street to 24th Street	C	CIVIC	100,000
		D	CIVIC	80,000
		E	RESTAURANT	7,000
		F	HOSP.	100 (ROOMS)
			RESTAURANT	5,000
3	24th Street to 23rd Street	G	COMMERCIAL	170,000
			RETAIL	15,000
		H	COMMERCIAL	240,000
			RETAIL	15,000
4	23rd Street to 22nd Street	I	COMMERCIAL	200,000
			RETAIL	24,000
			RESIDENTIAL	150 (DU)
		J	RESIDENTIAL	150 (DU)
			RESIDENTIAL	200 (DU)

Wall Avenue Corridor Plan

The Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, was used to obtain daily and peak hour trip generation rates and inbound-outbound percentages, which were then used to estimate the number of daily and peak hour trips that can be attributed to the proposed development.

As documented in the ITE Trip Generation Manual, 11th Edition, the restaurant and retail land uses do not typically generate all new traffic on the roadway system. The total traffic generation is a combination of pass-by trips, or traffic drawn directly from the already passing traffic flow on adjacent streets, and primary trips, which represent new traffic drawn to the development. Additionally, some internal trips between the land uses are expected. Pass-by trips and internal trips were removed from the total new trips generated by the development for a more accurate trip assignment to the roadway network. A transit reduction was also applied to the trip generation considering that the development includes the Ogden Frontrunner Station. Data for the transit reduction was acquired using Replica mode split application.

The trip generation characteristics of the site are summarized in Table 8. Summaries of ITE trip generation calculations are included in Appendix C. The proposed development is expected to generate 16,676 daily external new trips, with 1,898 total external new trips occurring in the AM peak hour and 1,717 total external new trips occurring in the PM peak hour.

Trips were then distributed to the network in accordance with the most likely travel patterns for the area.

Table 8 - Union Station Neighborhood Proposed Trip Generation

Land Use	Size	Units	Daily Trips ¹	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out
RESIDENTIAL	500	Dwelling Unit(s)	2,139	144	33	111	132	81	51
COMMERCIAL	825	1,000 Sq Ft	8,943	1,254	1,104	150	1,188	203	985
RETAIL	54.000	1,000 Sq Ft	5,299	338	191	147	554	300	254
RESTAURANT	22.000	1,000 Sq Ft	2,358	211	115	96	198	123	75
CIVIC	180.000	1,000 Sq Ft	4,066	601	451	150	308	77	231
HOSP.	100.000	Room(s)	799	46	26	20	59	30	29
GRAND TOTAL			23,604	2,594	1,920	674	2,439	814	1,625
Internal Capture (Office)			-786	-177	-90	-87	-38	-9	-29
Internal Capture (Retail)			-1,890	-141	-78	-63	-164	-81	-83
Internal Capture (Restaurant)			-130	-115	-69	-46	-106	-55	-51
Internal Capture (Residential)			-929	-28	-3	-25	-89	-53	-36
Internal Capture (Hotel)			-338	-21	-1	-20	-23	-12	-11
Total Internal Capture			-4,073	-482	-241	-241	-420	-210	-210
Retail Pass-by Reduction			-857	0	0	0	-140	-81	-59
Restaurant Pass-by Reduction			-479	0	0	0	-40	-29	-11
Total External Trips			18,195	2,112	1,679	433	1,839	494	1,345
Transit Reduction (Daily = 9%, AM = 11%, PM = 7%)			-1,519	-214	-174	-40	-122	-31	-91
Total External Vehicle Trips			16,676	1,898	1,505	393	1,717	463	1,254

Source: ITE Trip Generation, 11th Edition

4. Traffic Operations

Existing and Historic Traffic Volumes (Traffic Data)

The Wall Avenue corridor is divided into seven segments, broken up by mile post, and are listed below in order from north to south.

- Station: 057 – 0576; MP: 003.571 – 004.609; North Street to 2nd Street
- Station: 057 – 0570; MP: 003.571 – 004.609; 2nd Street to 12th Street
- Station: 057 – 0565; MP: 002.671 – 003.571; 12th Street to 20th Street
- Station: 057 – 0560; MP: 002.095 – 002.671; 20th Street to 24th Street
- Station: 057 – 0561; MP: 001.086 – 002.095; 24th Street to 31st Street
- Station: 057 – 0555; MP: 000.374 – 001.086; 31st Street to 36th Street
- Station: 057 – 0550; MP: 000.000 – 000.374; 36th Street to Riverdale Road

Existing traffic volumes were downloaded from the UDOT Average Annual Daily Traffic (AADT) unrounded layer, which is compiled using an aggregation of data from Continuous Count Stations (CCS) and short-term counts administered by UDOT. The data for 2023 were used for this analysis. The AADT values for each segment of Wall Avenue can be seen in Figure 11.



Wall Avenue Corridor Plan

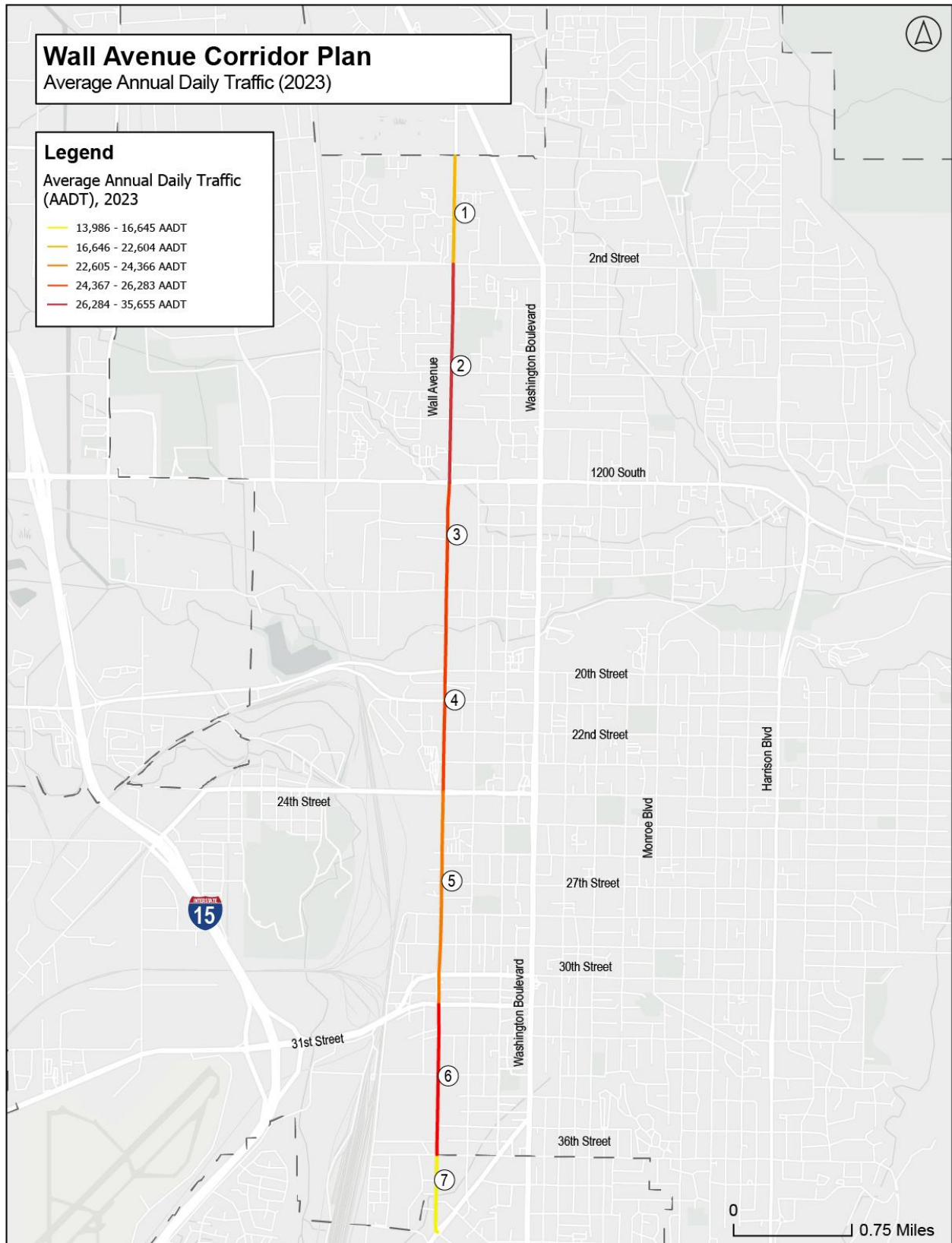


Figure 11 - 2023 Average Annual Daily Traffic (AADT)

Wall Avenue Corridor Plan

Historic traffic volumes were also sourced from the UDOT AADT unrounded layer for the years 2013-2023. Values were aggregated and can be seen in Table 9 and Figure 12.

Table 9 - Historic Traffic Volumes (AADT) 2015-2023

Segment	2015	2016	2017	2018	2019	2020	2021	2022	2023	Growth 2015-2023	Annual Growth Rate 2013-2023
1. North Street to 2 nd Street	20,505	21,593	22,176	22,398	22,801	20,361	22,071	22,292	22,604	10.2%	1.2%
2. 2 nd Street to 12 th Street	30,535	32,154	33,022	33,352	33,952	30,319	32,866	33,194	33,659	10.2%	1.2%
3. 12 th Street to 20 th Street	23,650	24,905	25,785	26,043	26,512	23,675	25,664	25,920	26,283	11.1%	1.3%
4. 20 th Street to 24 th Street	23,300	24,534	25,196	25,448	25,906	23,134	25,077	25,328	25,683	10.2%	1.2%
5. 24 th Street to 31 st Street	22,105	23,276	23,904	24,143	24,578	21,948	23,792	24,030	24,366	10.2%	1.2%
6. 31 st Street to 36 th Street	27,505	28,965	34,979	35,329	35,965	32,117	34,815	35,163	35,655	29.6%	3.3%
7. 36 th Street to Riverdale Road	15,100	15,901	16,330	16,493	16,790	14,993	16,252	16,415	16,645	10.2%	1.2%

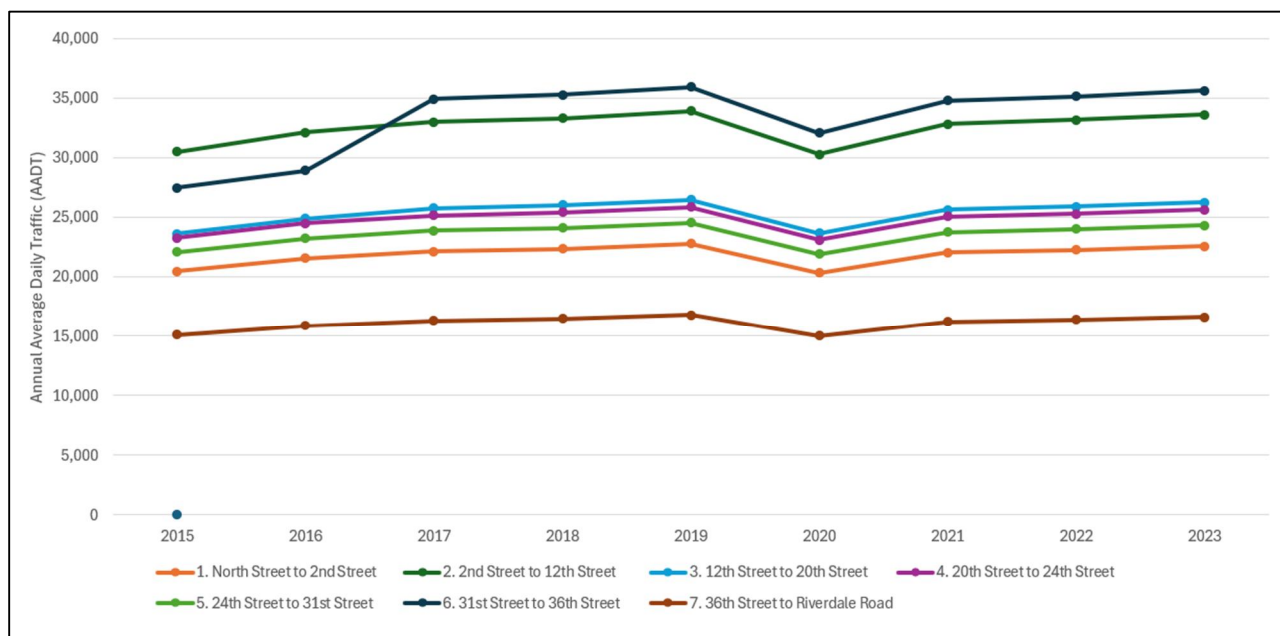


Figure 12 - Historic Traffic Volumes (AADT) 2015-2023

Traffic volumes range from approximately 14,300 vehicles through the southernmost segment, to 35,655 vehicles through the segment from 31st Street to 36th Street. Volumes are consistently high through the downtown portion of the corridor (22nd Street to 27th Street), averaging around 24,000 vehicles per day. The northernmost segment from Harrisville Road to North Street experienced a significant drop in traffic volumes between 2016 and 2017, while the segment from 31st Street to 36th Street experienced a significant increase during the same period. Note that all segments experienced a dip in traffic volumes in 2020, which is characteristic of nearly all segments within the area.

Operational Analysis

Turning movement count data were collected on Wednesday, October 9th, 2024, for the following study area intersections:

- 12th Street and Wall Avenue
- 20th Street and Wall Avenue
- 21st Street and Wall Avenue
- 22nd Street and Wall Avenue
- 23rd Street and Wall Avenue
- 24th Street and Lincoln Avenue
- 25th Street and Wall Avenue
- 26th Street and Wall Avenue
- 27th Street and Wall Avenue
- 28th Street and Wall Avenue
- 29th Street and Wall Avenue
- 30th Street and Wall Avenue
- 33rd Street and Wall Avenue

Turning movement count data from a 2022 study were used as supplemental data due to construction on the days of the initial counts. The 2022 turning movement counts were adjusted to 2024 counts using WFRC growth rates. Collected turning movement counts and counts used in the various operational analyses are located in Appendix D.

Study area intersections were analyzed based on average total delay for signalized and unsignalized intersections as presented in the Transportation Research Board's Highway Capacity Manual, 7th Edition (HCM 7). Under the unsignalized analysis, the level of service (LOS) for a two-way stop controlled (TWSC) intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection. LOS for signalized and unsignalized intersections is defined in Table 10.

Table 10 - Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Definitions provided from the Highway Capacity Manual, 7th Edition, Transportation Research Board

Synchro 12 Analysis and Optimization Software was used to analyze the study area intersections for LOS and total delay. A level of service of D or better is typically considered to be acceptable. Synchro reports for operational analyses for each scenario are provided in Appendix E.

Scenario: 2024 Existing

Operational analysis results for the 2024 existing weekday AM and PM peak hour traffic volumes are shown in Table 11. The study area intersections all operate at acceptable levels of service in each peak hour evaluated in this analysis.

Table 11 - 2024 Existing Operational Analysis Results

Intersection	2024 Existing (AM)		2024 Existing (PM)	
	Delay (LOS)	Queue (ft)	Delay (LOS)	Queue (ft)
Wall Avenue / 12th Street Signalized	37.7 (LOS D)	264 (SBT)	38.0 (LOS D)	328 (EBL)
Wall Avenue / 20th Street Signalized	18.7 (LOS B)	238 (SBT)	27.5 (LOS C)	402 (SBT)
Wall Avenue / 21st Street Signalized	15.8 (LOS B)	247 (EBL/T)	23.7 (LOS C)	449 (NBT)
Wall Avenue / 22nd Street Two-Way Stop-Control	3.4 (LOS A)	97 (SBL)	3.0 (LOS A)	89 (SBL)
Wall Avenue / 23rd Street Signalized	5.4 (LOS A)	84 (NBT)	9.9 (LOS A)	209 (WBT/R)
Lincoln Avenue / 24th Street Two-Way Stop-Control	18.3 (LOS C)	198 (WBT)	21.1 (LOS C)	225 (WBT)
Wall Avenue / 25th Street Signalized	3.8 (LOS A)	111 (WBL)	9.1 (LOS A)	247 (WBL)
Wall Avenue / 26th Street Two-Way Stop-Control	1.6 (LOS A)	44 (SBL)	3.2 (LOS A)	73 (WBL)
Wall Avenue / 27th Street Two-Way Stop-Control	1.0 (LOS A)	44 (WBT/T)	1.7 (LOS A)	48 (WBL / SBL)
Wall Avenue / 28th Street Two-Way Stop-Control	0.8 (LOS A)	31 (WBT/R)	1.9 (LOS A)	33 (NBL)
Wall Avenue / 29th Street Signalized	3.4 (LOS A)	74 (SBT)	9.1 (LOS A)	198 (SBT)
Wall Avenue / 30th Street Signalized	19.2 (LOS B)	283 (WBT)	26.3 (LOS C)	379 (WBT)
Wall Avenue / 33rd Street Two-Way Stop-Control	2.6 (LOS A)	49 (EBL/T/R) (WBL/T/R)	4.2 (LOS A)	100 (EBL/T/R)

Scenario: 2044 Horizon Year Background

Operational analysis results for the 2044 background AM and PM peak hours are shown in Table 12. This scenario reflects a case in which no changes to configuration or land use occur on Wall Avenue, and traffic volumes grow at a rate consistent with projections from the Wasatch Front Travel Demand Model. Analysis was performed using a 1% annual growth rate. The study area intersections operate at acceptable levels of service in each peak hour evaluated with exception of the intersection of Lincoln Avenue and 24th Street, which shows operations at LOS E in the PM peak hour.

Table 12 - 2044 Horizon Year Background Operational Analysis Results

Intersection	2044 Background (AM)		2044 Background (PM)	
	Delay (LOS)	Queue (ft)	Delay (LOS)	Queue (ft)
Wall Avenue / 12th Street Signalized	41.3 (LOS D)	307 (WBT)	48.5 (LOS D)	1310 (EBT)
Wall Avenue / 20th Street Signalized	20.2 (LOS C)	270 (SBT)	42.1 (LOS D)	639 (NBT)
Wall Avenue / 21st Street Signalized	16.9 (LOS B)	299 (EBL/T)	45.0 (LOS D)	917 (EBL/T)
Wall Avenue / 22nd Street Two-Way Stop-Control	4.0 (LOS A)	132 (SBL)	5.9 (LOS A)	128 (SBL)
Wall Avenue / 23rd Street Signalized	6.2 (LOS A)	116 (WBL)	11.5 (LOS B)	248 (WBT/R)
Lincoln Avenue / 24th Street Signalized	19.3 (LOS B)	239 (WBT)	59.6 (LOS E)	922 (WBT)
Wall Avenue / 25th Street Signalized	4.1 (LOS A)	115 (WBL)	10.0 (LOS A)	268 (WBL)
Wall Avenue / 26th Street Two-Way Stop-Control	2.1 (LOS A)	61 (WBL)	6.1 (LOS A)	137 (WBL)
Wall Avenue / 27th Street Two-Way Stop-Control	1.4 (LOS A)	54 (SBL)	3.3 (LOS A)	96 (WBL)
Wall Avenue / 28th Street Two-Way Stop-Control	0.9 (LOS A)	29 (WBT/R)	2.3 (LOS A)	37 (WBT/R)
Wall Avenue / 29th Street Signalized	4.4 (LOS A)	85 (SBT)	11.8 (LOS B)	278 (NBT)
Wall Avenue / 30th Street Signalized	20.7 (LOS C)	318 (WBT)	36.0 (LOS D)	554 (NBT)
Wall Avenue / 33rd Street Two-Way Stop-Control	3.8 (LOS A)	77 (EBL/T/R)	18.9 (LOS C)	604 (EBL/T/R)

Scenario: 20-Year Horizon 2044 Plus Reconfiguration of 24th Street

Operational analysis results for the 2044 with the 24th Street bridge reconfiguration in the AM and PM peak hours are shown in Table 13. This scenario reflects a case in which the 24th Street bridge is reconfigured to touch down west of Wall Avenue. A percentage of the volumes from the existing intersection of Lincoln Avenue and 24th Street were shifted to the intersection of Wall Avenue and 24th Street and further distributed along the Wall Avenue corridor. This scenario also includes a 10% increase in eastbound approach volume to account for additional traffic due to the 24th street interchange and bridge reconfigurations based on preliminary projections from the Wasatch Front Travel Demand Model. Existing background traffic volumes were grown at a rate consistent with projections from the Wasatch Front Travel Demand Model. Analysis was performed using a 1% annual growth rate. The study area intersections operate at acceptable levels of service in each peak hour evaluated with exception of the following intersections:

- Wall Avenue and 24th Street AM and PM peak hours (LOS E and LOS F, respectively)
- Wall Avenue and 20th Street PM peak hour (LOS E)
- Wall Avenue and 21st Street PM peak hour (LOS E)
- Wall Avenue and 22nd Street PM peak hour (LOS E)
- Wall Avenue and 23rd Street PM peak hour (LOS F)

Wall Avenue Corridor Plan

Nearly all failing intersections are located within the downtown segment, with the exception of the intersection of Wall Avenue and 20th Street and Wall Avenue and 21st Street.

Table 13 - 2044 Horizon Year Plus Reconfiguration of 24th Street Operational Analysis Results

Intersection	2044 24th Street Reconfig. (AM)		2044 24th Street Reconfig. (AM)	
	Delay (LOS)	Queue (ft)	Delay (LOS)	Queue (ft)
Wall Avenue / 12th Street Signalized	43.3 (LOS D)	305 (WB)	44.0 (LOS D)	421 (EBL)
Wall Avenue / 20th Street Signalized	21.5 (LOS C)	267 (NBT)	62.1 (LOS E)	1883 (SBT)
Wall Avenue / 21st Street Signalized	20.3 (LOS C)	405 (NBT/R)	61.0 (LOS E)	775 (NBT)
Wall Avenue / 22nd Street Two-Way Stop-Control	6.2 (LOS A)	146 (SBL)	64.8 (LOS E)	1133 (WBT/R)
Wall Avenue / 23rd Street Signalized	9.6 (LOS A)	171 (NBT)	96.1 (LOS F)	1556 (WBT/R)
Lincoln Avenue / 24th Street Signalized	14.8 (LOS C)	162 (EBT/R)	14.5 (LOS B)	182 (WBT)
Wall Avenue / 24th Street Signalized *	78.0 (LOS E)	383 (WBT)	108.9 (LOS F)	776 (WBT)
Wall Avenue / 25th Street Signalized	7.1 (LOS A)	142 (SBT)	16.5 (LOS B)	442 (SBT)
Wall Avenue / 26th Street Two-Way Stop-Control	2.8 (LOS A)	85 (SBL)	45.2 (LOS D)	1467 (WBT)
Wall Avenue / 27th Street Two-Way Stop-Control	1.4 (LOS A)	42 (SBL)	7.6 (LOS A)	281 (WBT/R)
Wall Avenue / 28th Street Two-Way Stop-Control	1.2 (LOS A)	26 (WBT/R/NBL)	3.5 (LOS A)	714 (EBL/T/R)
Wall Avenue / 29th Street Signalized	4.9 (LOS A)	153 (SBT)	12.1 (LOS B)	312 (SBT)
Wall Avenue / 30th Street Signalized	21.4 (LOS C)	324 (WBT)	43.7 (LOS D)	615 (SBT)
Wall Avenue / 33rd Street Two-Way Stop-Control	6.3 (LOS A)	147 (EBL/T/R)	24.7 (LOS C)	706 (EBL/T/R)

* Future intersection assumed to be signalized

Scenario: 20-Year Horizon 2044 Plus Union Station Concept Plan

Operational analysis results for the 2044 Union Station Concept Plan in the AM and PM peak hours are shown in Table 14. This scenario reflects a case in which traffic is added consistent with the Union Station Neighborhood proposed land uses. Traffic volumes were grown at a rate consistent with projections from the Wasatch Front Travel Demand Model. Analysis was performed using a 1% annual growth rate. This scenario did not include the reconfiguration of 24th Street bridge. The study area intersections operate at acceptable levels of service in each peak hour evaluated with exception of the following intersections:

- Wall Avenue and 23rd Street AM and PM peak hours (LOS E and LOS E, respectively)
- Wall Avenue and 26th Street AM and PM peak hours (LOS F and LOS E, respectively)
- Wall Avenue and 27th Street AM peak hour (LOS E)

Table 14 - 2044 Horizon Year Plus Union Station Concept Plan Operational Analysis Results

Intersection	2044 Union Station Concept (AM)		2044 Union Station Concept (AM)	
	Delay (LOS)	Queue (ft)	Delay (LOS)	Queue (ft)
Wall Avenue / 12th Street Signalized	41.4 (LOS D)	351 (SBT)	43.6 (LOS D)	486 (EBT)
Wall Avenue / 20th Street Signalized	20.7 (LOS C)	315 (SBT)	42.4 (LOS D)	674 (NBT)
Wall Avenue / 21st Street Signalized	18.8 (LOS B)	279 (EBL/T)	49.6 (LOS D)	711 (NBT)
Wall Avenue / 22nd Street Two-Way Stop-Control	7.1 (LOS A)	127 (WBT/R)	22.4 (LOS C)	445 (EBL/T/R)
Wall Avenue / 23rd Street Signalized	63.2 (LOS E)	896 (NBT)	75.0 (LOS E)	1187 (WBT/R)
Wall Avenue / 25th Street Signalized	55.0 (LOS D)	936 (NBT/R)	9.2 (LOS A)	280 (WBL)
Wall Avenue / 26th Street Two-Way Stop-Control	114.0 (LOS F)	1267 (WBT)	73.7 (LOS E)	1547 (WBT)
Wall Avenue / 27th Street Two-Way Stop-Control	44.5 (LOS E)	783 (NBT)	4.1 (LOS A)	90 (WBL)
Wall Avenue / 28th Street Two-Way Stop-Control	28.0 (LOS D)	693 (NBT)	2.9 (LOS A)	55 (EBL/T/R)
Wall Avenue / 29th Street Signalized	24.0 (LOS C)	616 (NBT)	10.8 (LOS B)	229 (SBT)
Wall Avenue / 30th Street Signalized	29.3 (LOS C)	436 (NBT)	31.2 (LOS C)	419 (WBT)

Scenario: 20-Year Horizon 2044 Plus Reconfiguration of 24th Street and Union Station Concept Plan

Operational analysis results for the 2044 with the combination of the 24th Street bridge reconfiguration and the Union Station Concept Plan in the AM and PM peak hours are show in Table 15. This scenario reflects a case in which traffic volumes are added consistent with the Union Station land uses, and the 24th Street bridge is reconfigured to touch down west of Wall Avenue. Nearly all study intersections operate at a failing level of service in one or both peak hours. These intersections are as follows:

- Wall Avenue and 20th Street Pm peak hour (LOS E)
- Wall Avenue and 22nd Street PM peak hour (LOS F)
- Wall Avenue and 23rd Street PM peak hour (LOS F)
- Lincoln Avenue and 24th Street AM peak hour (LOS F)
- Wall Avenue and 24th Street AM and PM peak hours (LOS F and LOS F, respectively)
- Wall Avenue and 25th Street AM and PM peak hours (LOS F and LOS F, respectively)
- Wall Avenue and 26th Street AM and PM peak hours (LOS F and LOS F, respectively)
- Wall Avenue and 27th Street AM and PM peak hours (LOS F and LOS F, respectively)
- Wall Avenue and 28th Street AM and PM peak hours (LOS F and LOS F, respectively)
- Wall Avenue and 29th Street AM and PM peak hours (LOS E and LOS F, respectively)
- Wall Avenue and 30th Street AM and PM peak hours (LOS F and LOS F, respectively)
- Wall Avenue and 33rd Street PM peak hour (LOS E)

Wall Avenue Corridor Plan

Table 15 - 2044 Horizon Year Union Station Plus 24th Street Reconfiguration Analysis Results

Intersection	2044 Concept + Reconfiguration (AM)		2044 Concept + Reconfiguration (PM)	
	Delay (LOS)	Queue (ft)	Delay (LOS)	Queue (ft)
Wall Avenue / 12th Street Signalized	40.7 (LOS D)	354 (SBT)	46.0 (LOS D)	516 (EBT)
Wall Avenue / 20th Street Signalized	20.5 (LOS C)	261 (SBT)	78.2 (LOS E)	2491 (SBT)
Wall Avenue / 21st Street Signalized	17.8 (LOS B)	245 (EBL/T)	49.0 (LOS D)	834 (SBT)
Wall Avenue / 22nd Street Two-Way Stop-Control	13.5 (LOS B)	409 (WBT/R)	110.6 (LOS F)	1178 (WBT/R)
Wall Avenue / 23rd Street Signalized	33.5 (LOS C)	660 (SBT/R)	136.6 (LOS F)	1508 (WBT/R)
Lincoln Avenue / 24th Street Signalized	145.9 (LOS F)	1022 (WBT/R)	21.3 (LOS C)	359 (WBT)
Wall Avenue / 24th Street Signalized *	135.3 (LOS F)	830 (NBT)	122.0 (LOS F)	893 (NBT)
Wall Avenue / 25th Street Signalized	112.5 (LOS F)	919 (NBT/R)	96.0 (LOS F)	1035 (WBL)
Wall Avenue / 26th Street Two-Way Stop-Control	171.6 (LOS F)	1362 (WBT)	114.7 (LOS F)	1323 (WBT)
Wall Avenue / 27th Street Two-Way Stop-Control	126.7 (LOS F)	1160 (WBT/R)	113.9 (LOS F)	1168 (WBT/R)
Wall Avenue / 28th Street Two-Way Stop-Control	84.9 (LOS F)	984 (NBT)	75.4 (LOS F)	1007 (NBT)
Wall Avenue / 29th Street Signalized	78.9 (LOS E)	917 (NBT)	111.0 (LOS F)	1071 (EBT)
Wall Avenue / 30th Street Signalized	83.4 (LOS F)	983 (NBT)	88.2 (LOS F)	1023 (NBL)
Wall Avenue / 33rd Street Two-Way Stop-Control	17.9 (LOS C)	537 (NBT)	48.9 (LOS E)	900 (EBL/T/R)

* Future intersection assumed to be signalized

5. CONCLUSIONS

The findings in this memorandum provide a detailed assessment of existing transportation, land use, and infrastructure conditions along Wall Avenue, establishing a baseline for future analysis and planning. Several key takeaways emerge from this assessment.

Wall Avenue serves as a major transit corridor with multiple UTA routes and the Frontrunner station. Existing land use reflects Wall Avenue's role as both a transportation corridor and a growing commercial and residential district, with planned developments expected to increase travel demand.

Safety is another key consideration, with a high number of crashes, particularly angle collisions at intersections and a handful of pedestrian and bicycle involved crashes along the corridor. Future improvements along the corridor need to consider the overall safety of all road user.

Traffic volumes vary across the corridor, with the highest AADT values found in the downtown segment. While most intersections currently operate at acceptable levels, projected growth and planned developments are anticipated to create significant congestion. The operational analysis did not consider likely shifts in traffic patterns with futures conditions in the various analysis scenarios. In discussion with Ogden City, alternatives or improvements that shifted traffic to alternative corridors like Lincoln Avenue, Grant Avenue, or Washinton Avenue was discouraged. This leads to lane reductions along Wall Avenue become an unlikely alternative for consideration.

This memorandum provides the technical foundation for the next phases of the Wall Avenue Corridor Plan, which will propose and analyze potential improvements. As the planning process progresses, these findings will serve as a reference point for evaluating future scenarios and informing the development of a comprehensive corridor vision.



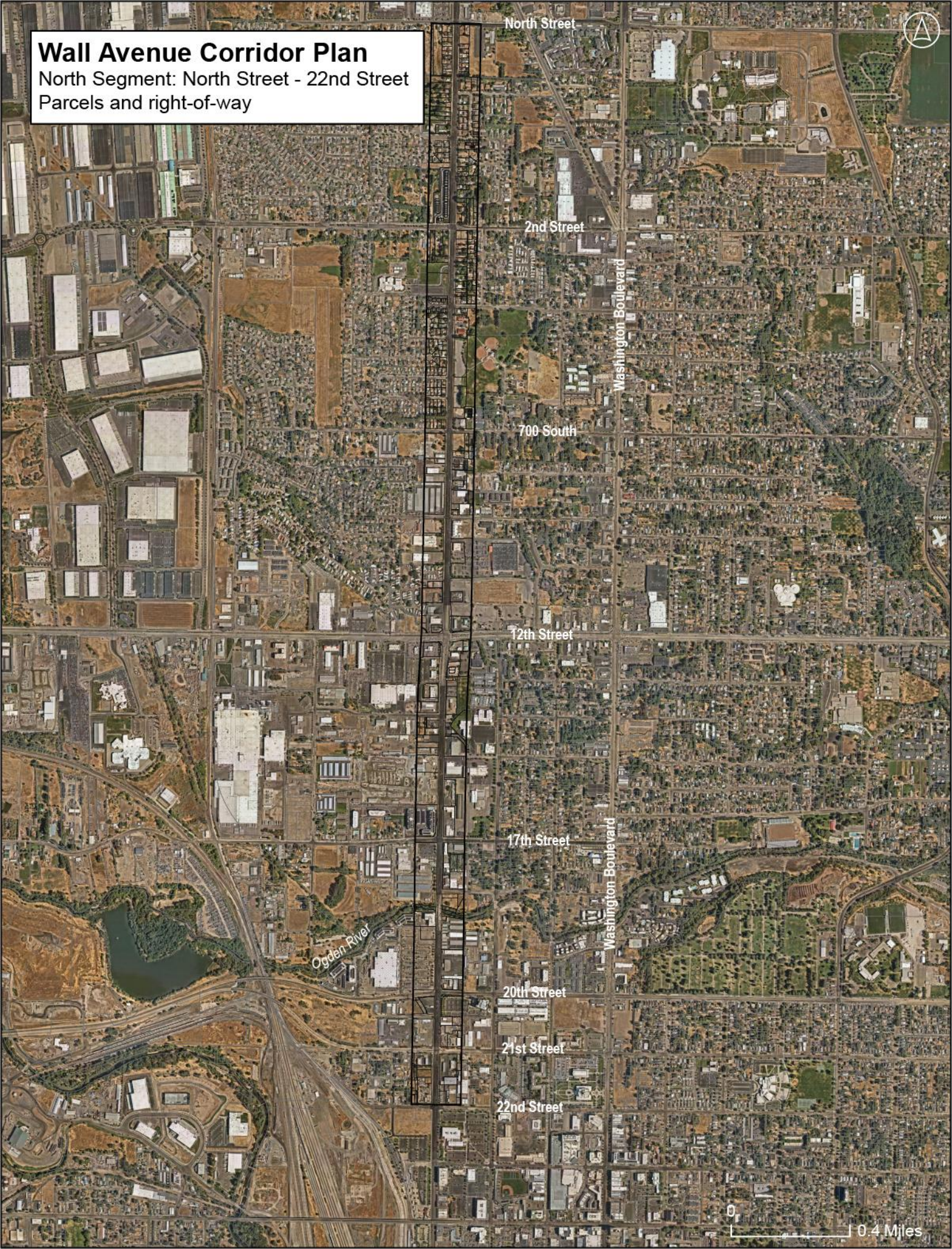
Appendix A

Right-Of-Way



Wall Avenue Corridor Plan

North Segment: North Street - 22nd Street
Parcels and right-of-way



Wall Avenue Corridor Plan

Central Segment: 22nd Street - 27th Street
Parcels and right-of-way



Wall Avenue Corridor Plan

South Segment: 27th Street to
Southern City Boundary
Parcels and right-of-way



27th Street

28th Street

30th Street

31st Street

33rd Street

36th Street

Riverdale Road

Washington Boulevard

Washington Boulevard

0.4 Miles

Appendix B

Utilities



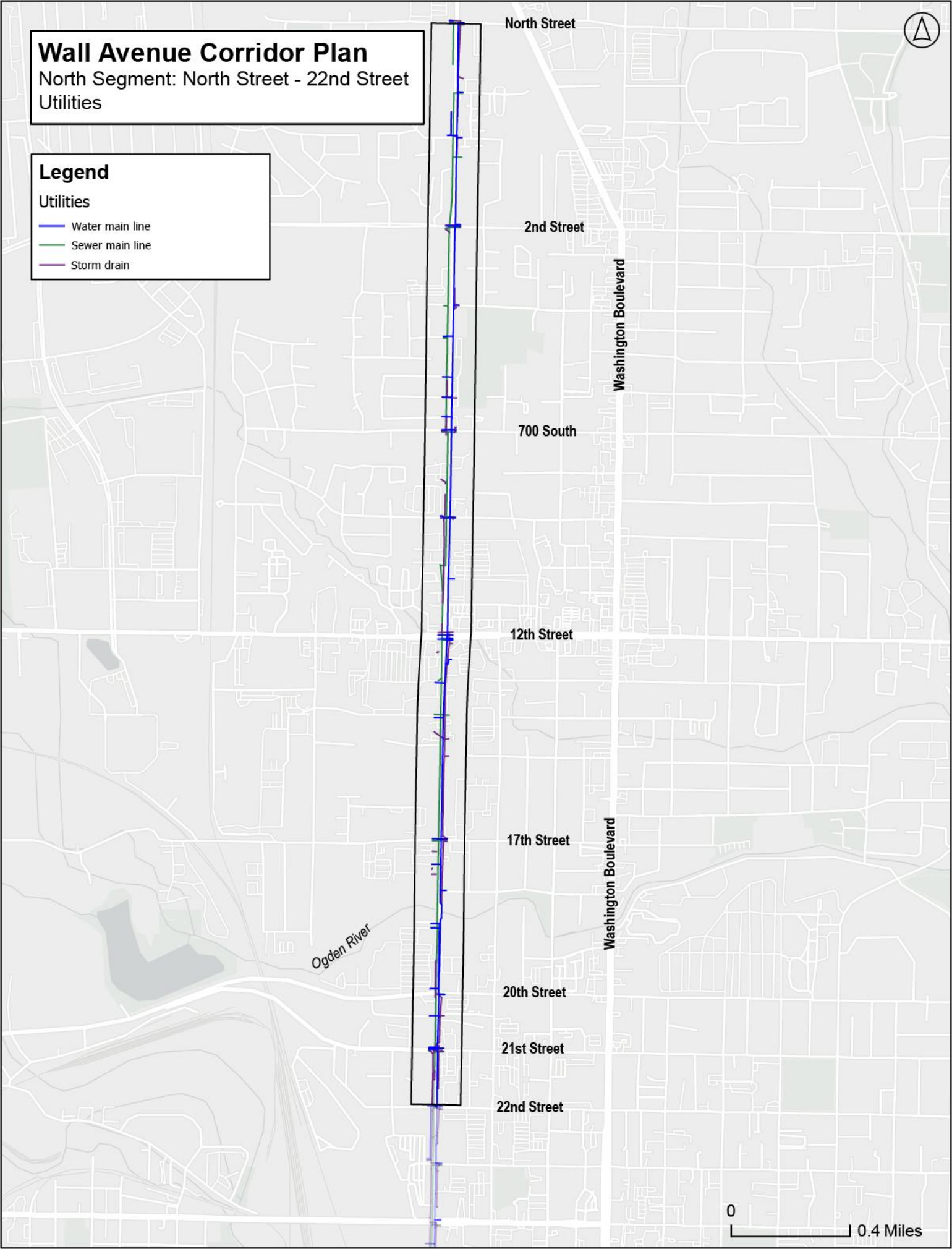
Wall Avenue Corridor Plan

North Segment: North Street - 22nd Street
Utilities

Legend

Utilities

- Water main line
- Sewer main line
- Storm drain



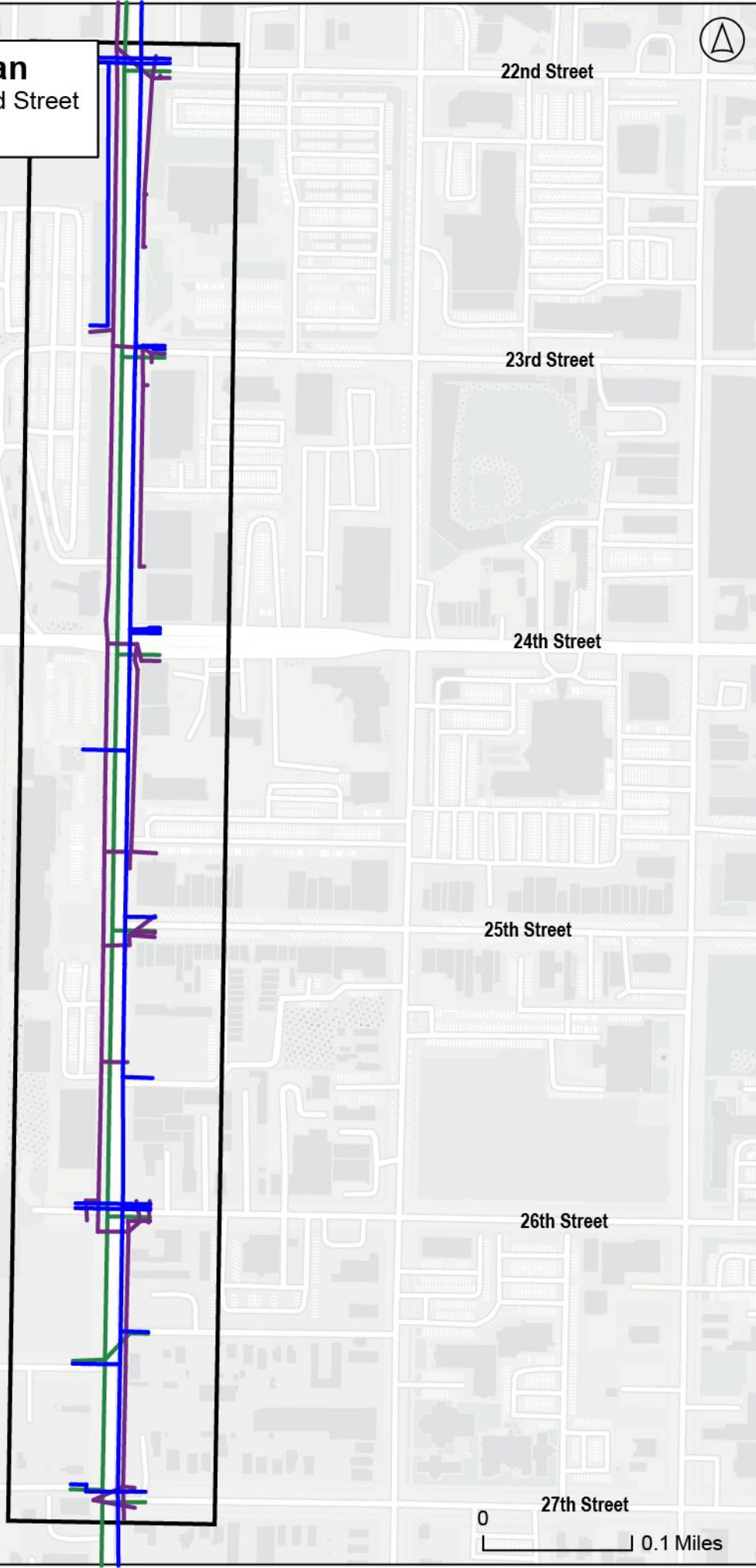
Wall Avenue Corridor Plan

North Segment: North Street - 22nd Street
Utilities

Legend

Utilities

- Water main line
- Sewer main line
- Storm drain



Wall Avenue Corridor Plan

South Segment: 27th Street to
Southern City Boundary

Utilities

Legend

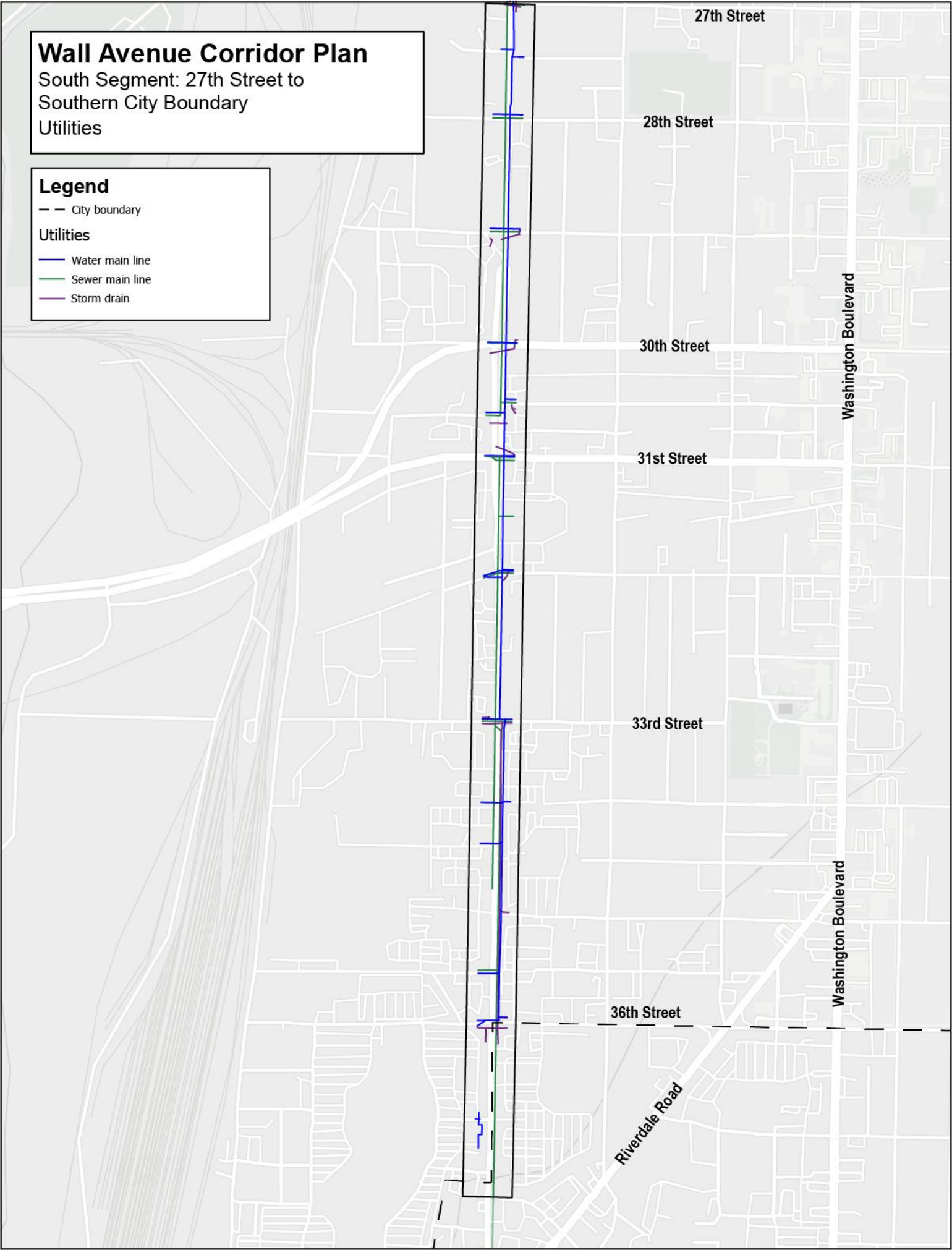
--- City boundary

Utilities

— Water main line

— Sewer main line

— Storm drain



Appendix C

ITE Trip Generation



Government Office Building (730)

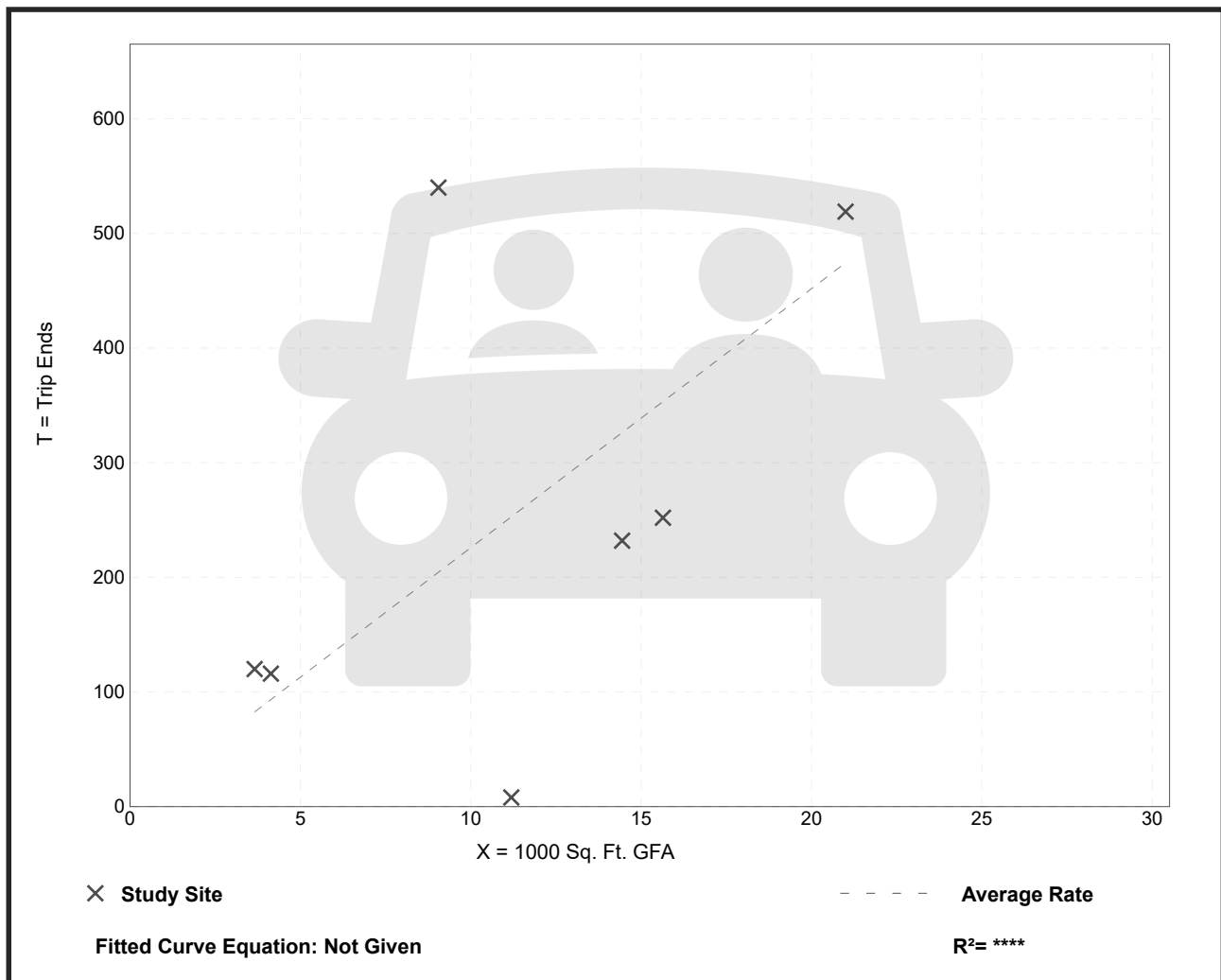
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. 1000 Sq. Ft. GFA: 11
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
22.59	0.71 - 59.66	17.03

Data Plot and Equation



General Office Building (710)

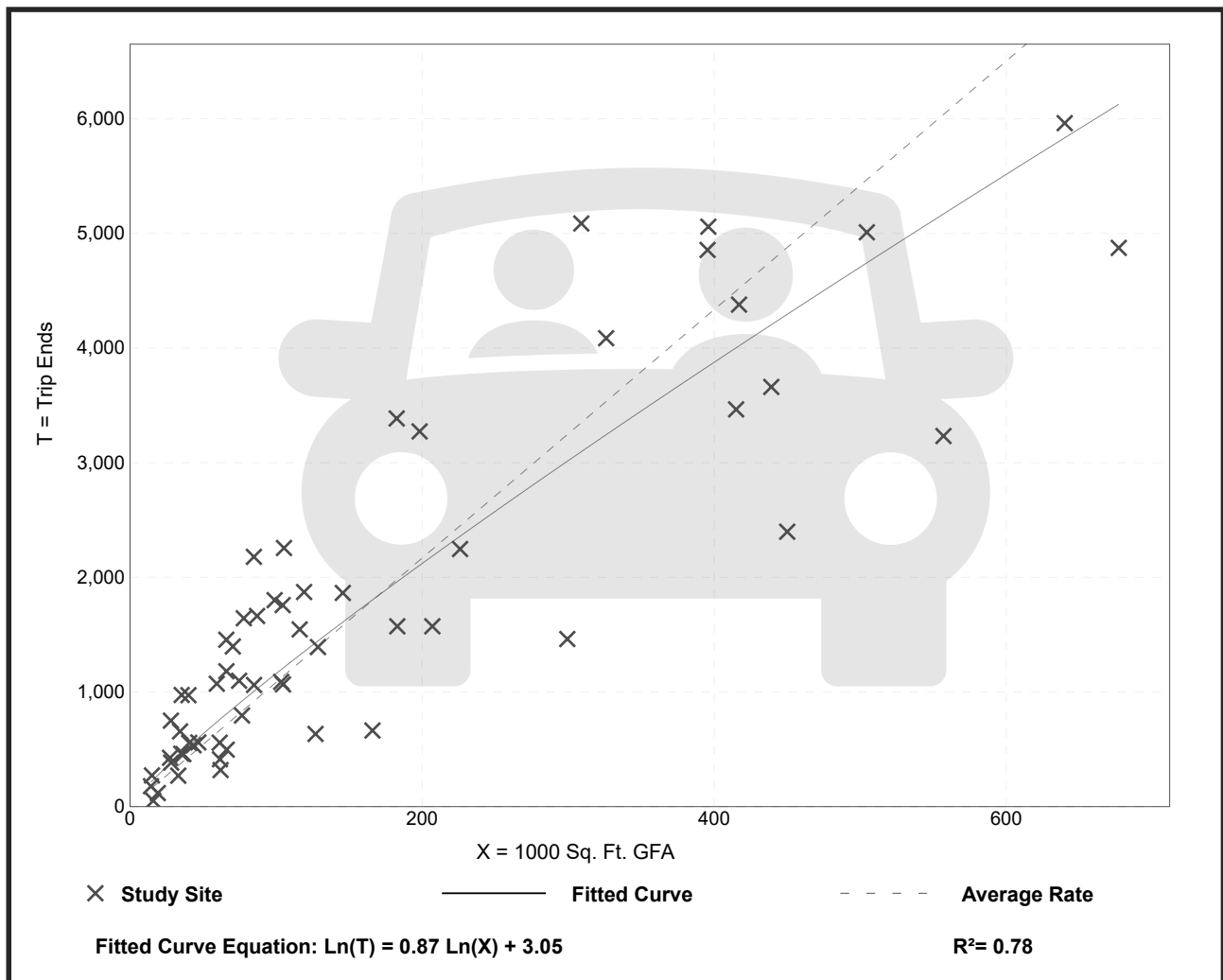
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



Hotel (310)

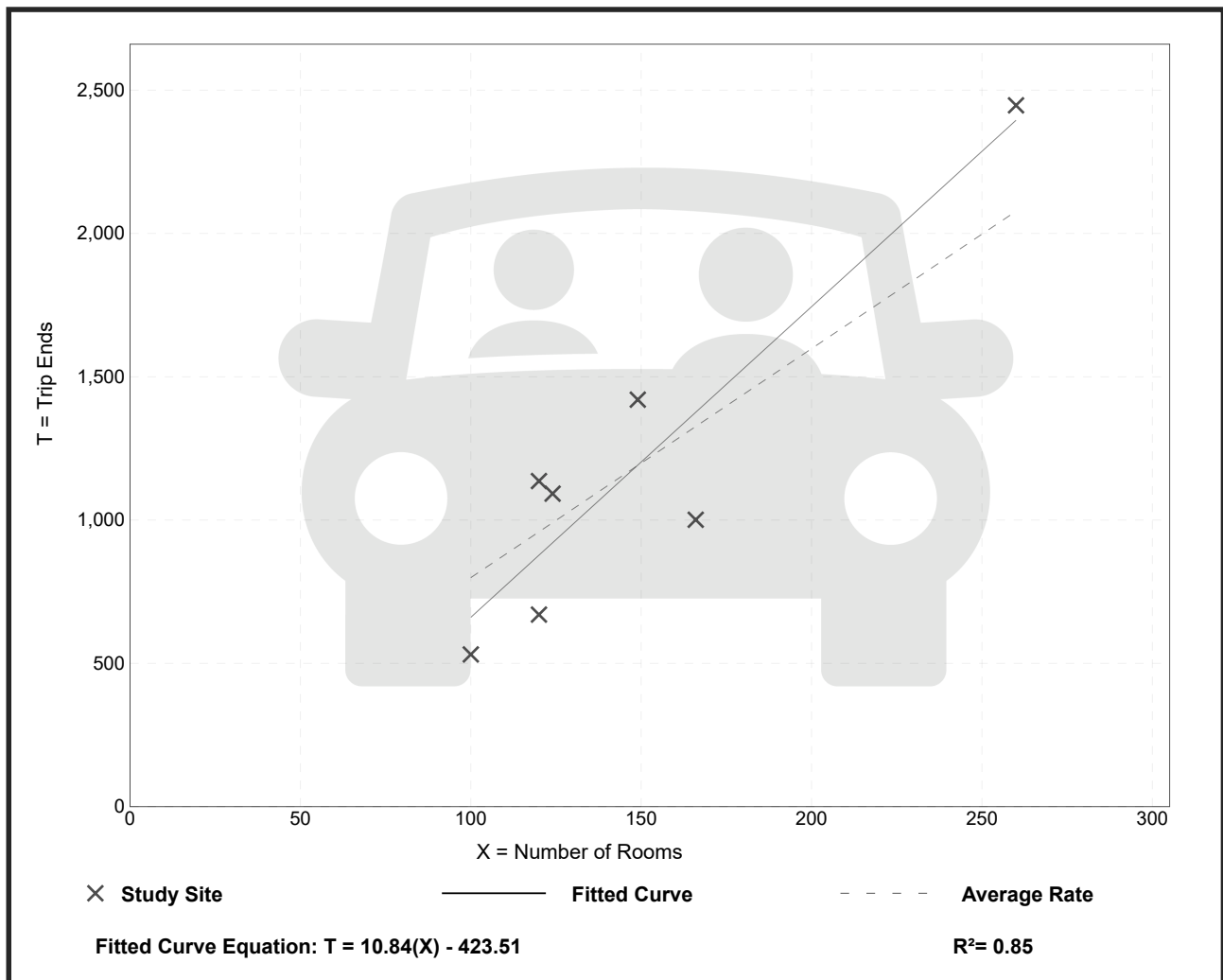
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Rooms: 148
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
7.99	5.31 - 9.53	1.92

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

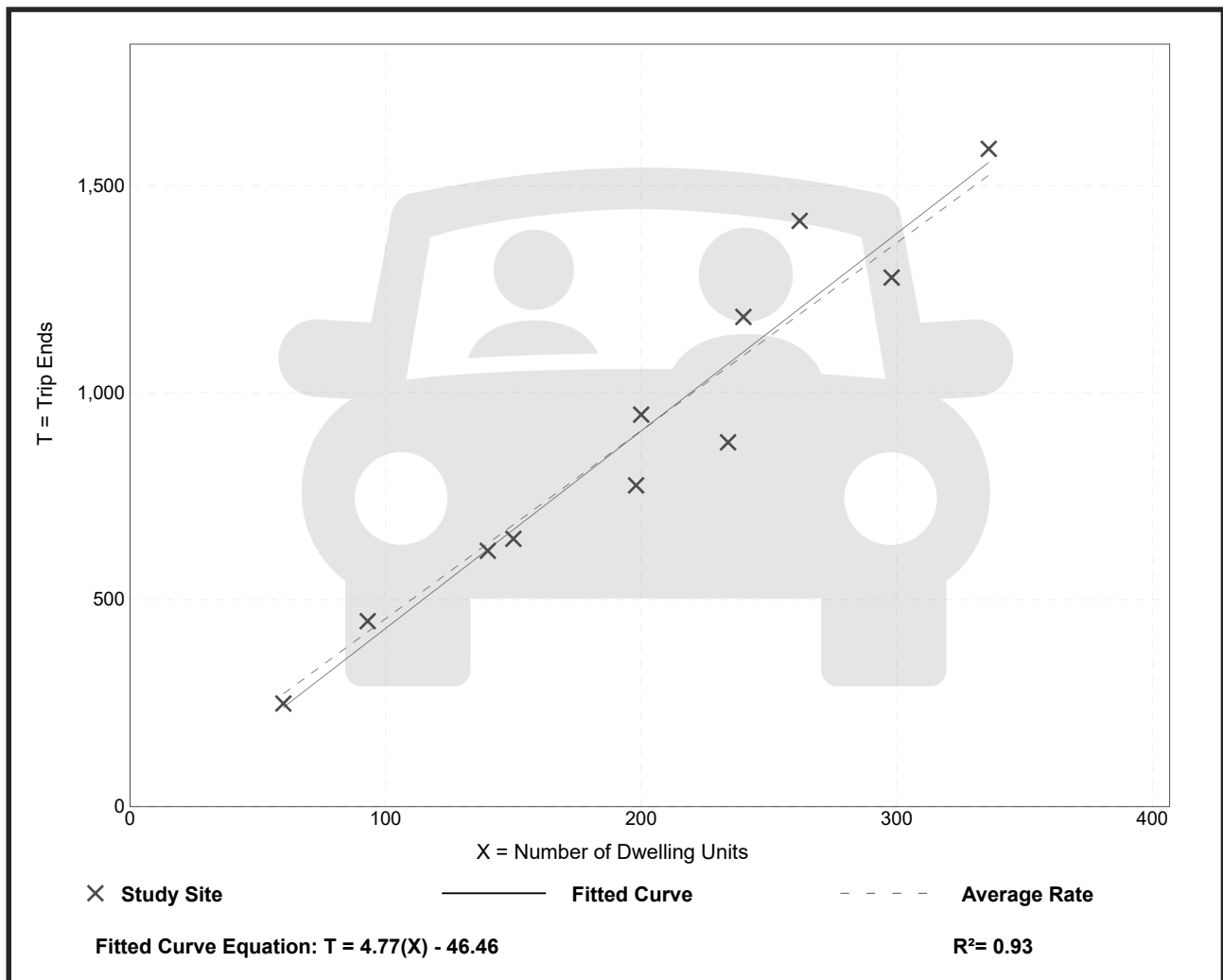
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

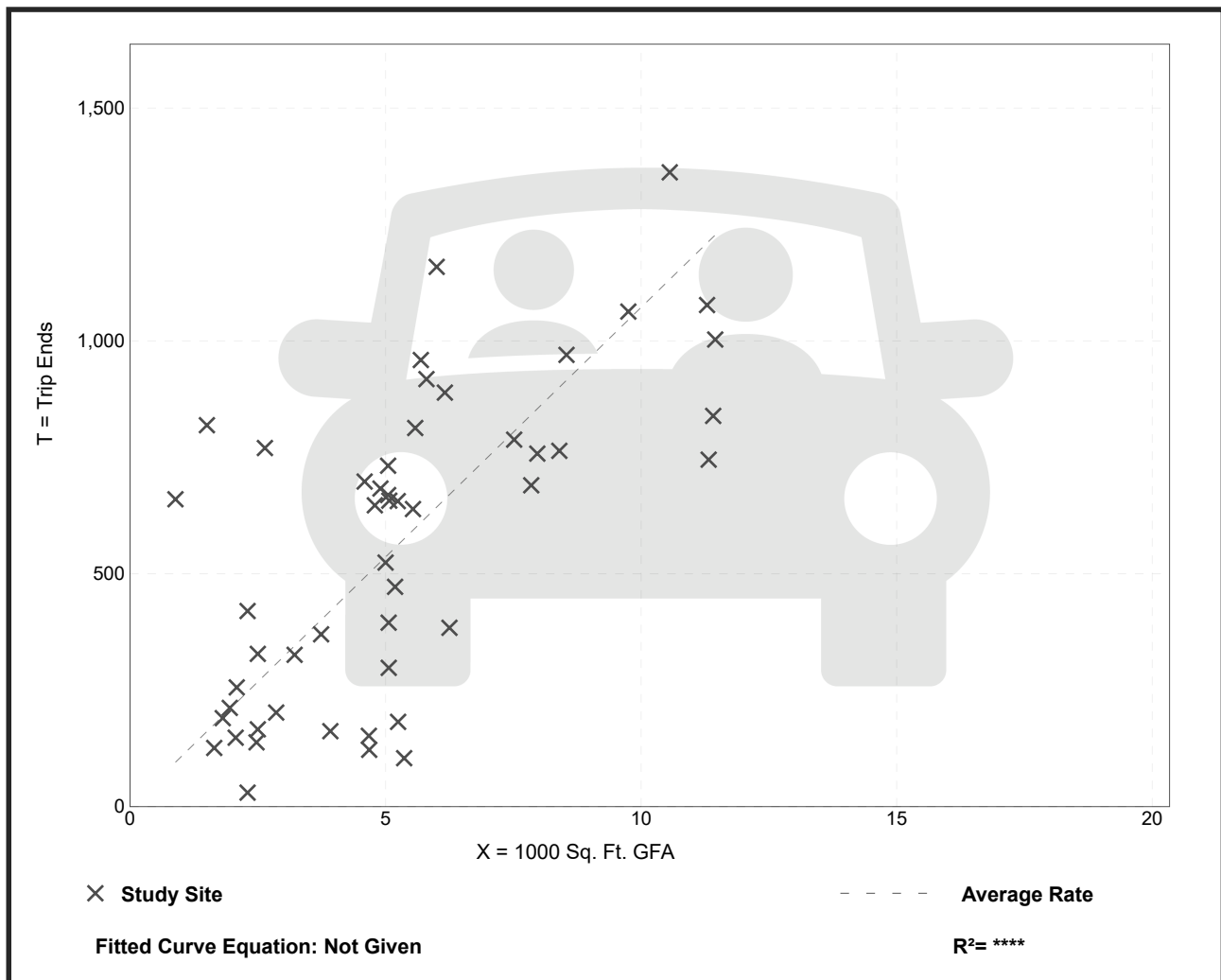
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

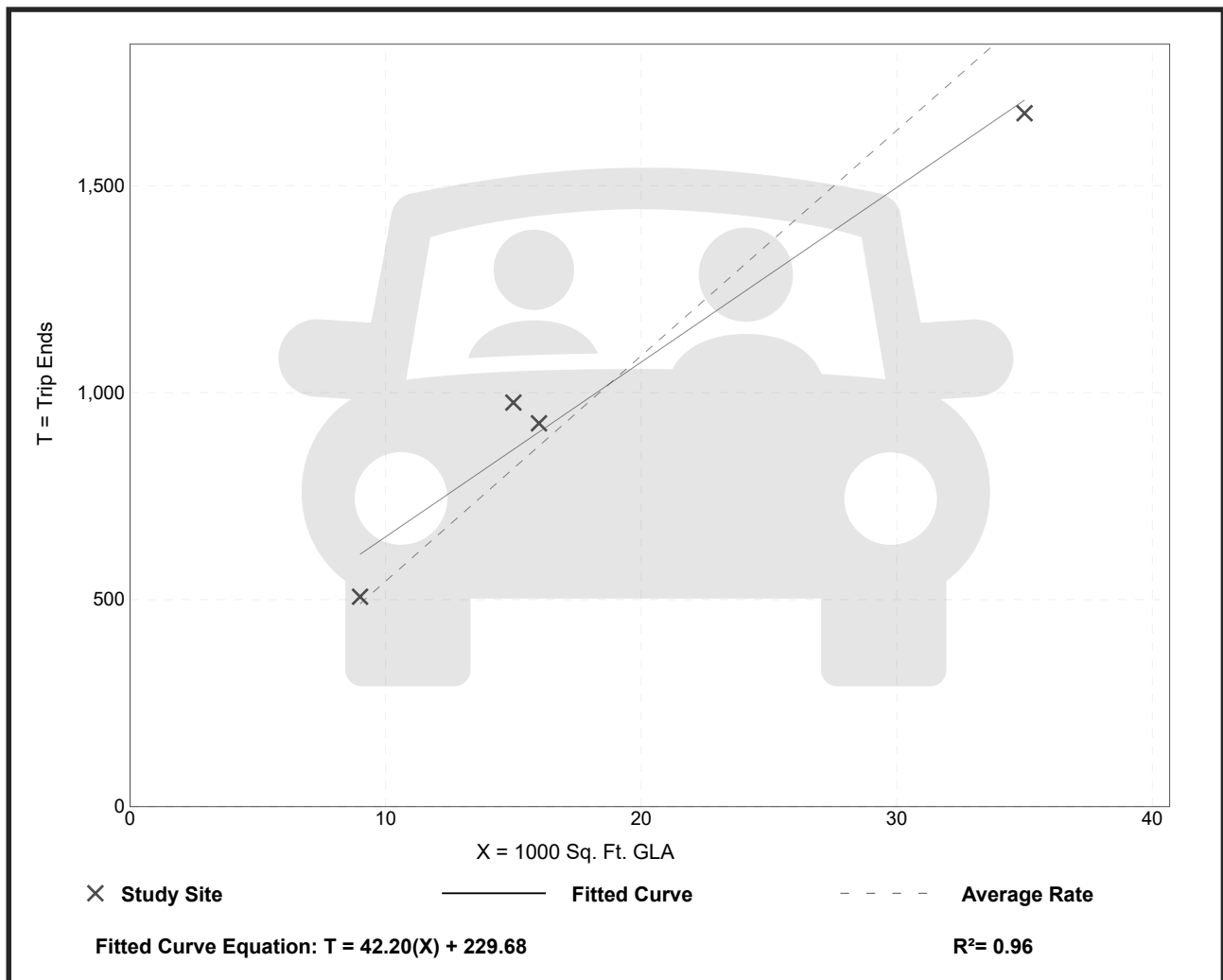
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Appendix D

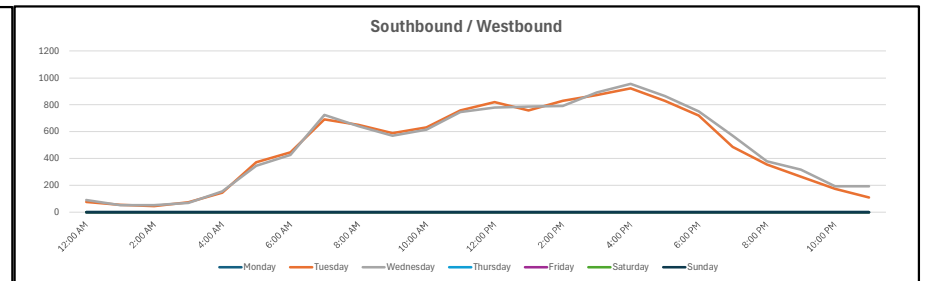
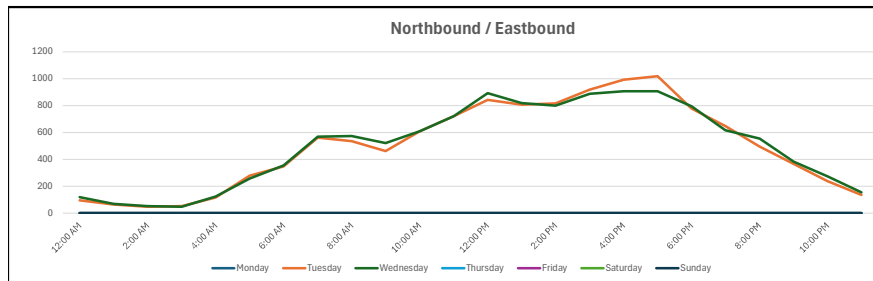
Intersection Turning Movement Counts



Vehicle Volume Report - Hourly

Site Description: Wall Ave N.O 14th St
 Site Number: Wall Ave N.O 14th St
 Start Date: 10/8/2024
 End Date: 10/9/2024

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	10/14/24			10/8/24			10/9/24			10/10/24			10/11/24			10/12/24			10/13/24			Tue-Thu		Mon-Fri		Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	95	77	172	119	90	209	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	63	55	118	69	53	122	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	47	45	92	51	53	104	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	52	74	126	46	69	115	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	116	145	261	123	155	278	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	278	372	650	257	347	604	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	348	445	793	355	426	781	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	561	691	1252	569	724	1293	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	534	650	1184	574	641	1215	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	460	589	1049	522	569	1091	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	608	633	1241	609	614	1223	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	720	758	1478	720	746	1466	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	843	820	1663	892	778	1670	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	805	758	1563	818	788	1606	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	816	829	1645	800	791	1591	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	919	874	1793	887	892	1779	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	993	922	1915	907	956	1863	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	1018	831	1849	906	864	1770	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	778	720	1498	794	752	1546	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	647	486	1133	617	570	1187	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	495	356	851	555	380	935	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	365	264	629	381	318	699	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	237	174	411	273	192	465	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	136	109	245	153	194	347	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	1443	1786	3229	1498	1791	3289	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	2930	2627	5557	2700	2712	5412	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	9403	9520	18923	9353	9541	18894	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	11934	11677	23611	11997	11962	23959	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	50.5%	49.5%	100.0%	50.1%	49.9%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	11:00 AM	12:00 PM	-	11:00 AM	12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	4:00 PM	5:00 PM	-	4:00 PM	5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vehicle Classification Report - Hourly

Site Description: Wall Ave N.O 14th St
Site Number: 14
Start Date: 10/8/2024
End Date: 10/9/2024

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

		FHWA Vehicle Classification - Total Study												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Northbound	23931	169	18653	3517	210	978	76	113	75	62	30	8	3	37
Percent	100.0%	0.7%	77.9%	14.7%	0.9%	4.1%	0.3%	0.5%	0.3%	0.3%	0.1%	0.0%	0.0%	0.2%
Southbound	23639	43	18592	3519	211	886	94	95	96	40	15	5	0	43
Percent	100.0%	0.2%	78.6%	14.9%	0.9%	3.7%	0.4%	0.4%	0.4%	0.2%	0.1%	0.0%	0.0%	0.2%
Total	47570	212	37245	7036	421	1864	170	208	171	102	45	13	3	80
Percent	100.0%	0.4%	78.3%	14.8%	0.9%	3.9%	0.4%	0.4%	0.4%	0.2%	0.1%	0.0%	0.0%	0.2%

Site Description: Wall Ave N.O 14th St
 Site Number: 14
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Northbound - 10/08/2024)

Tuesday	Total	Northbound												
		Classes												
10/8/24		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	95 	1	81	12	0	1	0	0	0	0	0	0	0	0
1:00 AM	63 	2	54	5	0	1	0	0	0	1	0	0	0	0
2:00 AM	47 	0	42	2	0	2	0	0	1	0	0	0	0	0
3:00 AM	52 	0	42	7	2	0	1	0	0	0	0	0	0	0
4:00 AM	116 	0	88	22	2	2	0	0	0	2	0	0	0	0
5:00 AM	278 	1	221	42	4	6	3	1	0	0	0	0	0	0
6:00 AM	348 	2	251	59	11	18	0	4	1	1	1	0	0	0
7:00 AM	561 	2	445	71	9	28	1	0	2	2	0	0	0	1
8:00 AM	534 	3	378	102	10	24	3	2	2	5	4	0	0	1
9:00 AM	460 	5	318	83	14	32	1	3	1	0	2	0	0	1
10:00 AM	608 	3	438	118	3	34	2	2	1	3	2	0	0	2
11:00 AM	720 	3	563	111	3	31	2	2	2	0	1	0	1	1
12:00 PM	843 	9	649	130	10	34	3	3	2	0	1	0	0	2
1:00 PM	805 	5	625	122	4	32	5	3	4	1	2	0	0	2
2:00 PM	816 	1	654	115	4	28	5	3	2	0	3	0	0	1
3:00 PM	919 	5	749	114	2	31	3	3	5	2	0	1	0	4
4:00 PM	993 	9	779	139	5	45	2	5	2	1	0	2	0	4
5:00 PM	1018 	11	800	147	4	37	1	7	4	0	1	0	0	6
6:00 PM	778 	4	623	104	4	33	1	3	4	1	0	0	0	1
7:00 PM	647 	6	529	82	4	16	2	4	2	1	1	0	0	0
8:00 PM	495 	6	411	59	1	16	0	2	0	0	0	0	0	0
9:00 PM	365 	3	303	41	5	9	0	2	1	1	0	0	0	0
10:00 PM	237 	5	196	31	0	2	0	0	3	0	0	0	0	0
11:00 PM	136 	3	116	12	0	4	0	0	0	0	1	0	0	0
6:00 AM - 9:00 AM	1443	7	1074	232	30	70	4	6	5	8	5	0	0	2
3:00 PM - 6:00 PM	2930	25	2328	400	11	113	6	15	11	3	1	3	0	14
6:00 AM - 7:00 PM	9403	62	7272	1415	83	407	29	40	32	16	17	3	1	26
12:00 AM - 12:00 AM	11934	89	9355	1730	101	466	35	49	39	21	19	3	1	26
Percent	100%	0.7%	78.4%	14.5%	0.8%	3.9%	0.3%	0.4%	0.3%	0.2%	0.2%	0.0%	0.0%	0.2%

Site Description: Wall Ave N.O 14th St
 Site Number: 14
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Southbound - 10/08/2024)

Tuesday	Total	Southbound												
		Classes												
10/8/24		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	77	0	58	14	1	4	0	0	0	0	0	0	0	0
1:00 AM	55	1	45	5	1	2	0	0	0	1	0	0	0	0
2:00 AM	45	0	40	3	0	2	0	0	0	0	0	0	0	0
3:00 AM	74	0	56	9	1	8	0	0	0	0	0	0	0	0
4:00 AM	145	0	98	37	3	5	0	0	1	1	0	0	0	0
5:00 AM	372	1	277	72	1	18	0	1	1	1	0	0	0	0
6:00 AM	445	1	313	99	3	22	0	0	4	1	0	0	0	2
7:00 AM	691	5	552	91	9	23	4	2	2	1	0	0	0	2
8:00 AM	650	0	481	114	11	29	5	3	4	0	0	1	0	2
9:00 AM	589	1	440	108	6	26	2	0	3	1	0	1	0	1
10:00 AM	633	2	468	108	7	27	6	1	8	4	0	0	0	2
11:00 AM	758	1	597	109	5	35	3	3	1	2	1	0	0	1
12:00 PM	820	3	633	123	4	42	4	5	2	1	0	1	0	2
1:00 PM	758	1	596	109	9	31	1	5	4	0	1	0	0	1
2:00 PM	829	0	651	117	8	32	6	0	7	2	0	0	0	6
3:00 PM	874	7	725	95	4	28	8	1	1	1	0	0	0	4
4:00 PM	922	2	776	100	3	29	3	5	4	0	0	0	0	0
5:00 PM	831	1	685	102	2	25	2	10	3	0	1	0	0	0
6:00 PM	720	0	588	112	2	14	0	2	1	1	0	0	0	0
7:00 PM	486	1	395	71	4	8	1	1	3	1	1	0	0	0
8:00 PM	356	0	299	42	4	9	0	1	1	0	0	0	0	0
9:00 PM	264	0	224	33	1	6	0	0	0	0	0	0	0	0
10:00 PM	174	0	155	15	2	1	1	0	0	0	0	0	0	0
11:00 PM	109	0	87	19	0	3	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1786	6	1346	304	23	74	9	5	10	2	0	1	0	6
3:00 PM - 6:00 PM	2627	10	2186	297	9	82	13	16	8	1	1	0	0	4
6:00 AM - 7:00 PM	9520	24	7505	1387	73	363	44	37	44	14	3	3	0	23
12:00 AM - 12:00 AM	11677	27	9239	1707	91	429	46	40	50	18	4	3	0	23
Percent	100%	0.2%	79.1%	14.6%	0.8%	3.7%	0.4%	0.3%	0.4%	0.2%	0.0%	0.0%	0.0%	0.2%

Site Description: Wall Ave N.O 14th St
 Site Number: 14
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Northbound - 10/09/2024)

Wednesday	Total	Northbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
10/9/24														
12:00 AM	119 	0	101	15	0	3	0	0	0	0	0	0	0	0
1:00 AM	69 	0	58	8	1	1	0	0	0	1	0	0	0	0
2:00 AM	51 	1	42	6	0	1	1	0	0	0	0	0	0	0
3:00 AM	46 	0	35	9	0	2	0	0	0	0	0	0	0	0
4:00 AM	123 	0	95	19	3	4	0	0	0	2	0	0	0	0
5:00 AM	257 	0	193	39	6	9	2	3	2	2	0	0	0	1
6:00 AM	355 	5	260	54	8	20	2	3	1	2	0	0	0	0
7:00 AM	569 	5	414	94	13	29	4	4	3	1	1	1	0	0
8:00 AM	574 	4	400	118	11	27	6	3	1	3	0	0	0	1
9:00 AM	522 	4	358	95	10	43	3	2	0	5	1	0	0	1
10:00 AM	609 	3	410	130	10	45	2	2	1	5	1	0	0	0
11:00 AM	720 	3	563	101	7	32	1	5	2	2	2	0	0	2
12:00 PM	892 	10	699	116	9	37	4	8	3	2	1	0	1	2
1:00 PM	818 	3	634	123	4	38	5	5	2	4	0	0	0	0
2:00 PM	800 	1	622	116	7	36	3	5	3	3	3	0	1	0
3:00 PM	887 	3	698	143	5	27	1	5	2	1	0	1	0	1
4:00 PM	907 	5	724	118	0	47	2	5	1	1	0	2	0	2
5:00 PM	906 	6	728	123	3	33	1	6	4	2	0	0	0	0
6:00 PM	794 	12	638	111	4	23	0	1	4	1	0	0	0	0
7:00 PM	617 	3	495	85	0	24	1	2	4	1	0	1	0	1
8:00 PM	555 	3	468	61	3	16	1	1	1	0	1	0	0	0
9:00 PM	381 	5	314	44	2	9	0	4	1	2	0	0	0	0
10:00 PM	273 	2	227	37	2	2	1	0	1	1	0	0	0	0
11:00 PM	153 	2	122	22	1	4	1	0	0	0	1	0	0	0
6:00 AM - 9:00 AM	1498	14	1074	266	32	76	12	10	5	6	1	1	0	1
3:00 PM - 6:00 PM	2700	14	2150	384	8	107	4	16	7	4	0	3	0	3
6:00 AM - 7:00 PM	9353	64	7148	1442	91	437	34	54	27	32	9	4	2	9
12:00 AM - 12:00 AM	11997	80	9298	1787	109	512	41	64	36	41	11	5	2	11
Percent	100%	0.7%	77.5%	14.9%	0.9%	4.3%	0.3%	0.5%	0.3%	0.3%	0.1%	0.0%	0.0%	0.1%

Site Description: Wall Ave N.O 14th St
 Site Number: 14
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Southbound - 10/09/2024)

Wednesday	Total	Southbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
10/9/24														
12:00 AM	90 	0	71	14	2	3	0	0	0	0	0	0	0	0
1:00 AM	53 	0	44	7	1	1	0	0	0	0	0	0	0	0
2:00 AM	53 	0	43	3	1	5	0	0	0	1	0	0	0	0
3:00 AM	69 	1	51	12	1	4	0	0	0	0	0	0	0	0
4:00 AM	155 	0	115	29	2	6	0	0	0	3	0	0	0	0
5:00 AM	347 	0	245	74	3	19	2	1	1	2	0	0	0	0
6:00 AM	426 	0	293	102	6	20	2	0	3	0	0	0	0	0
7:00 AM	724 	1	540	114	3	45	4	6	4	4	1	0	0	2
8:00 AM	641 	1	478	104	14	32	2	2	3	4	0	0	0	1
9:00 AM	569 	0	401	105	12	39	6	3	2	0	1	0	0	0
10:00 AM	614 	0	436	115	9	42	6	1	1	0	3	1	0	0
11:00 AM	746 	1	563	118	7	34	1	9	6	2	2	0	0	3
12:00 PM	778 	0	634	107	9	18	4	4	1	0	0	0	0	1
1:00 PM	788 	0	605	119	11	33	8	6	2	0	0	0	0	4
2:00 PM	791 	2	635	110	9	19	3	3	5	1	2	1	0	1
3:00 PM	892 	1	725	114	9	28	1	7	4	1	1	0	0	1
4:00 PM	956 	5	778	124	5	29	3	5	2	1	0	0	0	4
5:00 PM	864 	2	702	116	4	27	2	3	5	0	0	0	0	3
6:00 PM	752 	1	620	101	3	21	1	2	3	0	0	0	0	0
7:00 PM	570 	0	474	73	1	17	1	2	1	1	0	0	0	0
8:00 PM	380 	1	309	52	3	8	1	1	2	2	1	0	0	0
9:00 PM	318 	0	265	46	4	2	0	0	1	0	0	0	0	0
10:00 PM	192 	0	164	24	1	2	1	0	0	0	0	0	0	0
11:00 PM	194 	0	162	29	0	3	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1791	2	1311	320	23	97	8	8	10	8	1	0	0	3
3:00 PM - 6:00 PM	2712	8	2205	354	18	84	6	15	11	2	1	0	0	8
6:00 AM - 7:00 PM	9541	14	7410	1449	101	387	43	51	41	13	10	2	0	20
12:00 AM - 12:00 AM	11962	16	9353	1812	120	457	48	55	46	22	11	2	0	20
Percent	100%	0.1%	78.2%	15.1%	1.0%	3.8%	0.4%	0.5%	0.4%	0.2%	0.1%	0.0%	0.0%	0.2%

Vehicle Speed Report - Hourly

Site Description: Wall Ave N.O 14th St
 Site Number: 14
 Start Date: 10/8/2024
 End Date: 10/9/2024

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	36.7 mph	36.3 mph
50th Percentile	37.6 mph	37.6 mph
85th Percentile	42.7 mph	42.9 mph
95th Percentile	45.8 mph	46.2 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Northbound	23931	14	79	441	1023	1787	4203	8847	5873	1449	173	25	9	2	1	2	1	0	2	0	0
Percent	100.0%	0.1%	0.3%	1.8%	4.3%	7.5%	17.6%	37.0%	24.5%	6.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	23639	47	146	505	1683	1797	3660	8018	5954	1535	233	43	11	2	1	1	1	0	2	0	0
Percent	100.0%	0.2%	0.6%	2.1%	7.1%	7.6%	15.5%	33.9%	25.2%	6.5%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	47570	61	225	946	2706	3584	7863	16865	11827	2984	406	68	20	4	2	3	2	0	4	0	0
Percent	100.0%	0.1%	0.5%	2.0%	5.7%	7.5%	16.5%	35.5%	24.9%	6.3%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Wall Ave N.O 14th St
 Site Number: 14
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Speed Report (Northbound - 10/08/2024)

Tuesday	Northbound																				
10/8/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	95		0	0	2	4	2	5	25	43	13	1	0	0	0	0	0	0	0	0	0
1:00 AM	63		0	0	1	2	0	2	18	35	3	2	0	0	0	0	0	0	0	0	0
2:00 AM	47		0	0	0	2	1	1	18	17	8	0	0	0	0	0	0	0	0	0	0
3:00 AM	52		0	1	0	2	0	4	14	24	5	2	0	0	0	0	0	0	0	0	0
4:00 AM	116		0	0	0	0	3	10	26	45	23	9	0	0	0	0	0	0	0	0	0
5:00 AM	278		0	0	3	4	7	21	80	108	50	4	0	0	0	0	1	0	0	0	0
6:00 AM	348		0	1	1	7	12	28	125	118	49	7	0	0	0	0	0	0	0	0	0
7:00 AM	561		0	2	0	9	19	86	254	154	32	4	1	0	0	0	0	0	0	0	0
8:00 AM	534		0	1	11	16	25	84	202	144	45	2	3	0	0	0	1	0	0	0	0
9:00 AM	460		0	2	7	17	31	86	181	108	24	3	1	0	0	0	0	0	0	0	0
10:00 AM	608		0	4	16	27	54	131	216	131	25	4	0	0	0	0	0	0	0	0	0
11:00 AM	720		0	7	19	58	66	144	261	135	29	1	0	0	0	0	0	0	0	0	0
12:00 PM	843		1	2	18	55	83	183	292	166	40	3	0	0	0	0	0	0	0	0	0
1:00 PM	805		1	5	12	42	75	182	307	145	31	5	0	0	0	0	0	0	0	0	0
2:00 PM	816		0	2	12	32	74	175	333	146	36	5	1	0	0	0	0	0	0	0	0
3:00 PM	919		2	5	20	36	78	180	357	194	43	4	0	0	0	0	0	0	0	0	0
4:00 PM	993		0	4	21	40	69	179	378	253	41	7	1	0	0	0	0	0	0	0	0
5:00 PM	1018		0	2	19	54	88	184	342	263	57	8	0	0	0	0	0	1	0	0	0
6:00 PM	778		0	2	21	43	76	102	298	189	42	3	1	1	0	0	0	0	0	0	0
7:00 PM	647		0	0	21	42	56	145	237	123	22	1	0	0	0	0	0	0	0	0	0
8:00 PM	495		0	2	9	18	36	76	189	136	26	3	0	0	0	0	0	0	0	0	0
9:00 PM	365		0	0	7	13	16	51	134	102	36	5	1	0	0	0	0	0	0	0	0
10:00 PM	237		0	1	2	11	14	23	72	78	29	3	3	1	0	0	0	0	0	0	0
11:00 PM	136		0	0	2	7	11	9	39	48	18	1	1	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1443		0	4	12	32	56	198	581	416	126	13	4	0	0	0	1	0	0	0	0
3:00 PM - 6:00 PM	2930		2	11	60	130	235	543	1077	710	141	19	1	0	0	0	0	1	0	0	0
6:00 AM - 7:00 PM	9403		4	39	177	436	750	1744	3546	2146	494	56	8	1	0	0	1	1	0	0	0
12:00 AM - 12:00 AM	11934		4	43	224	541	896	2091	4398	2905	727	87	13	2	0	0	2	1	0	0	0
Percent	100%		0.0%	0.4%	1.9%	4.5%	7.5%	17.5%	36.9%	24.3%	6.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	37.5 mph																				
85th Percentile	42.8 mph																				
95th Percentile	45.8 mph																				

Site Description: Wall Ave N.O 14th St
 Site Number: 14
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Speed Report (Southbound - 10/08/2024)

Tuesday	Southbound																				
10/8/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	77	0	0	3	6	3	3	25	31	4	1	1	0	0	0	0	0	0	0	0	0
1:00 AM	55	0	0	2	3	6	3	24	13	4	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	45	0	0	2	7	0	2	14	15	4	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	74	0	0	3	7	1	2	17	27	14	2	1	0	0	0	0	0	0	0	0	0
4:00 AM	145	0	0	2	1	4	2	42	53	35	2	3	1	0	0	0	0	0	0	0	0
5:00 AM	372	0	0	1	5	4	35	116	142	61	7	1	0	0	0	0	0	0	0	0	0
6:00 AM	445	0	0	5	12	4	55	177	143	38	10	1	0	0	0	0	0	0	0	0	0
7:00 AM	691	1	3	5	12	31	126	253	201	51	7	1	0	0	0	0	0	0	0	0	0
8:00 AM	650	0	1	3	18	27	78	248	186	70	13	3	1	0	1	1	0	0	0	0	0
9:00 AM	589	0	1	6	27	38	73	244	164	28	7	1	0	0	0	0	0	0	0	0	0
10:00 AM	633	0	1	6	40	32	75	224	198	52	5	0	0	0	0	0	0	0	0	0	0
11:00 AM	758	0	3	16	56	75	121	276	162	43	6	0	0	0	0	0	0	0	0	0	0
12:00 PM	820	0	1	10	60	86	150	281	190	34	5	1	2	0	0	0	0	0	0	0	0
1:00 PM	758	1	1	11	56	67	139	265	175	33	9	1	0	0	0	0	0	0	0	0	0
2:00 PM	829	0	3	11	59	96	164	272	180	39	4	1	0	0	0	0	0	0	0	0	0
3:00 PM	874	29	54	94	93	82	112	241	129	34	5	0	0	1	0	0	0	0	0	0	0
4:00 PM	922	0	11	31	78	77	181	322	177	36	7	2	0	0	0	0	0	0	0	0	0
5:00 PM	831	0	1	11	78	80	139	261	201	52	5	3	0	0	0	0	0	0	0	0	0
6:00 PM	720	0	3	10	61	64	109	241	187	41	4	0	0	0	0	0	0	0	0	0	0
7:00 PM	486	2	2	15	58	43	67	159	108	29	3	0	0	0	0	0	0	0	0	0	0
8:00 PM	356	0	3	8	40	29	41	117	92	22	4	0	0	0	0	0	0	0	0	0	0
9:00 PM	264	1	1	8	24	18	24	82	78	25	2	1	0	0	0	0	0	0	0	0	0
10:00 PM	174	0	1	3	14	9	11	63	56	14	3	0	0	0	0	0	0	0	0	0	0
11:00 PM	109	0	0	1	18	3	13	46	26	1	1	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1786	1	4	13	42	62	259	678	530	159	30	5	1	0	1	1	0	0	0	0	0
3:00 PM - 6:00 PM	2627	29	66	136	249	239	432	824	507	122	17	5	0	1	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	9520	31	83	219	650	759	1522	3305	2293	551	87	14	3	1	1	1	0	0	0	0	0
12:00 AM - 12:00 AM	11677	34	90	267	833	879	1725	4010	2934	764	113	21	4	1	1	1	0	0	0	0	0
Percent	100%	0.3%	0.8%	2.3%	7.1%	7.5%	14.8%	34.3%	25.1%	6.5%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	37.6 mph																				
85th Percentile	43.0 mph																				
95th Percentile	46.2 mph																				

Site Description: Wall Ave N.O 14th St
 Site Number: 14
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Speed Report (Northbound - 10/09/2024)

Wednesday		Northbound																			
10/9/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	119	0	0	0	3	5	5	42	50	12	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	69	0	0	0	2	5	7	19	24	11	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	51	0	0	0	2	4	1	18	21	5	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	46	0	0	2	0	1	10	9	19	4	0	1	0	0	0	0	0	0	0	0	0
4:00 AM	123	0	0	1	3	4	7	31	41	27	6	2	0	1	0	0	0	0	0	0	0
5:00 AM	257	0	0	1	1	7	23	65	96	57	7	0	0	0	0	0	0	0	0	0	0
6:00 AM	355	0	0	0	5	9	31	100	134	67	7	0	2	0	0	0	0	0	0	0	0
7:00 AM	569	0	1	3	11	25	63	243	176	42	4	1	0	0	0	0	0	0	0	0	0
8:00 AM	574	2	2	16	22	28	93	222	140	38	9	1	0	0	1	0	0	0	0	0	0
9:00 AM	522	0	2	9	17	26	77	201	164	23	0	1	2	0	0	0	0	0	0	0	0
10:00 AM	609	0	1	14	36	39	104	221	157	29	5	3	0	0	0	0	0	0	0	0	0
11:00 AM	720	0	3	7	33	66	147	277	155	26	6	0	0	0	0	0	0	0	0	0	0
12:00 PM	892	1	7	36	45	83	177	368	147	21	6	0	1	0	0	0	0	0	0	0	0
1:00 PM	818	1	1	8	33	63	182	338	156	32	3	1	0	0	0	0	0	0	0	0	0
2:00 PM	800	2	2	17	46	89	147	303	165	25	1	0	1	0	0	0	0	0	2	0	0
3:00 PM	887	2	0	9	27	67	176	338	216	49	3	0	0	0	0	0	0	0	0	0	0
4:00 PM	907	0	4	20	34	69	179	320	219	60	1	1	0	0	0	0	0	0	0	0	0
5:00 PM	906	0	3	18	39	53	168	329	238	52	6	0	0	0	0	0	0	0	0	0	0
6:00 PM	794	0	3	17	36	68	192	275	168	29	5	0	0	1	0	0	0	0	0	0	0
7:00 PM	617	1	3	14	22	80	128	233	113	22	1	0	0	0	0	0	0	0	0	0	0
8:00 PM	555	1	3	10	33	39	92	221	130	24	2	0	0	0	0	0	0	0	0	0	0
9:00 PM	381	0	0	11	10	37	55	139	97	30	2	0	0	0	0	0	0	0	0	0	0
10:00 PM	273	0	1	2	11	19	34	91	87	21	6	0	1	0	0	0	0	0	0	0	0
11:00 PM	153	0	0	2	11	5	14	46	55	16	3	1	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1498	2	3	19	38	62	187	565	450	147	20	2	2	0	1	0	0	0	0	0	0
3:00 PM - 6:00 PM	2700	2	7	47	100	189	523	987	673	161	10	1	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	9353	8	29	174	384	685	1736	3535	2235	493	56	8	6	1	1	0	0	0	2	0	0
12:00 AM - 12:00 AM	11997	10	36	217	482	891	2112	4449	2968	722	86	12	7	2	1	0	0	0	2	0	0
Percent	100%	0.1%	0.3%	1.8%	4.0%	7.4%	17.6%	37.1%	24.7%	6.0%	0.7%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	37.7 mph																				
85th Percentile	42.7 mph																				
95th Percentile	45.8 mph																				

Site Description: Wall Ave N.O 14th St
 Site Number: 14
 Start Date: 10/8/2024
 End Date: 10/9/2024

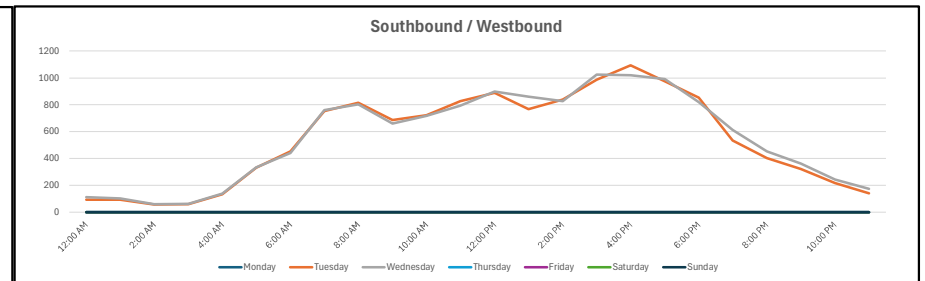
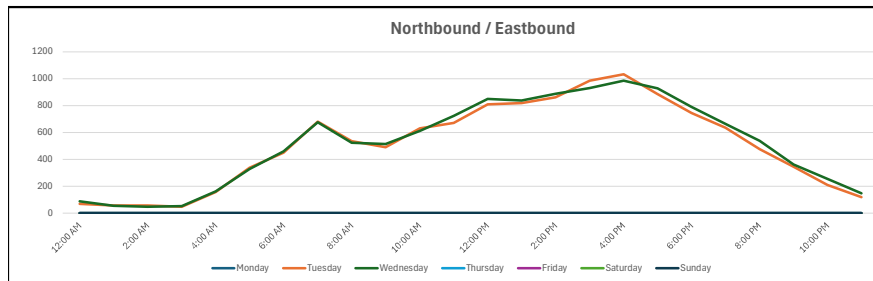
Vehicle Speed Report (Southbound - 10/09/2024)

Wednesday		Southbound																			
10/9/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	90	0	0	3	6	3	6	25	38	7	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	53	0	0	1	6	2	3	20	18	2	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	53	0	0	0	10	1	4	16	18	1	2	1	0	0	0	0	0	0	0	0	0
3:00 AM	69	0	0	1	2	2	7	21	24	10	1	1	0	0	0	0	0	0	0	0	0
4:00 AM	155	0	0	0	6	1	10	43	69	21	4	1	0	0	0	0	0	0	0	0	0
5:00 AM	347	0	0	0	7	4	12	116	141	57	7	2	0	1	0	0	0	0	0	0	0
6:00 AM	426	0	0	2	14	13	44	144	153	42	13	1	0	0	0	0	0	0	0	0	0
7:00 AM	724	0	1	10	28	56	157	250	182	35	4	0	1	0	0	0	0	0	0	0	0
8:00 AM	641	2	1	7	22	33	86	222	199	54	12	3	0	0	0	0	0	0	0	0	0
9:00 AM	569	0	1	4	26	24	61	205	176	56	10	3	3	0	0	0	0	0	0	0	0
10:00 AM	614	0	0	5	36	33	70	215	194	48	8	4	1	0	0	0	0	0	0	0	0
11:00 AM	746	0	1	12	39	61	144	279	165	36	8	0	0	0	0	0	1	0	0	0	0
12:00 PM	778	0	7	19	69	72	170	270	132	32	7	0	0	0	0	0	0	0	0	0	0
1:00 PM	788	0	3	6	64	73	147	285	171	37	2	0	0	0	0	0	0	0	0	0	0
2:00 PM	791	8	17	38	49	94	155	244	147	34	1	2	0	0	0	0	0	0	2	0	0
3:00 PM	892	1	0	5	52	94	206	282	201	48	3	0	0	0	0	0	0	0	0	0	0
4:00 PM	956	1	11	46	105	94	204	274	179	37	4	0	1	0	0	0	0	0	0	0	0
5:00 PM	864	0	3	21	65	79	142	297	198	46	12	1	0	0	0	0	0	0	0	0	0
6:00 PM	752	0	2	8	64	59	126	267	180	38	7	1	0	0	0	0	0	0	0	0	0
7:00 PM	570	0	2	13	59	55	83	212	110	33	2	1	0	0	0	0	0	0	0	0	0
8:00 PM	380	0	5	19	50	31	31	109	102	27	5	0	1	0	0	0	0	0	0	0	0
9:00 PM	318	0	1	11	36	13	34	98	93	27	4	1	0	0	0	0	0	0	0	0	0
10:00 PM	192	1	1	3	27	14	17	55	57	16	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	194	0	0	4	8	7	16	59	73	27	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1791	2	2	19	64	102	287	616	534	131	29	4	1	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	2712	2	14	72	222	267	552	853	578	131	19	1	1	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	9541	12	47	183	633	785	1712	3234	2277	543	91	15	6	0	0	1	0	2	0	0	0
12:00 AM - 12:00 AM	11962	13	56	238	850	918	1935	4008	3020	771	120	22	7	1	0	0	1	0	2	0	0
Percent	100%	0.1%	0.5%	2.0%	7.1%	7.7%	16.2%	33.5%	25.2%	6.4%	1.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	37.6 mph																				
85th Percentile	42.9 mph																				
95th Percentile	46.2 mph																				

Vehicle Volume Report - Hourly

Site Description: Wall Ave N.O 24th St
 Site Number: Wall Ave N.O 24th St
 Start Date: 10/8/2024
 End Date: 10/9/2024

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	10/14/24			10/8/24			10/9/24			10/10/24			10/11/24			10/12/24			10/13/24			Tue-Thu		Mon-Fri		Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	69	93	162	87	114	201	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	56	94	150	55	102	157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	57	57	114	48	59	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	48	60	108	53	62	115	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	156	135	291	161	139	300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	336	332	668	327	335	662	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	450	454	904	458	440	898	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	679	754	1433	675	761	1436	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	535	814	1349	523	803	1326	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	490	687	1177	514	662	1176	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	631	722	1353	611	718	1329	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	671	826	1497	722	794	1516	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	810	890	1700	849	899	1748	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	819	767	1586	838	860	1698	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	861	839	1700	886	827	1713	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	986	987	1973	931	1024	1955	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	1032	1095	2127	985	1021	2006	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	884	975	1859	927	991	1918	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	744	853	1597	789	820	1609	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	634	534	1168	663	612	1275	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	476	403	879	538	453	991	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	346	322	668	362	363	725	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	209	218	427	254	243	497	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	118	142	260	146	175	321	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	1664	2022	3686	1656	2004	3660	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	2902	3057	5959	2843	3036	5879	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	9592	10663	20255	9708	10620	20328	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	12097	13053	25150	12402	13277	25679	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	48.1%	51.9%	100.0%	48.3%	51.7%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	11:00 AM	12:00 PM	-	11:00 AM	12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	4:00 PM	5:00 PM	-	4:00 PM	5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vehicle Classification Report - Hourly

Site Description: Wall Ave N.O 24th St
Site Number: 15
Start Date: 10/8/2024
End Date: 10/9/2024

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

		FHWA Vehicle Classification - Total Study												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Northbound	24499	127	19959	3069	192	718	108	141	90	38	15	4	1	37
Percent	100.0%	0.5%	81.5%	12.5%	0.8%	2.9%	0.4%	0.6%	0.4%	0.2%	0.1%	0.0%	0.0%	0.2%
Southbound	26330	161	20140	3755	609	974	159	183	170	62	16	17	0	84
Percent	100.0%	0.6%	76.5%	14.3%	2.3%	3.7%	0.6%	0.7%	0.6%	0.2%	0.1%	0.1%	0.0%	0.3%
Total	50829	288	40099	6824	801	1692	267	324	260	100	31	21	1	121
Percent	100.0%	0.6%	78.9%	13.4%	1.6%	3.3%	0.5%	0.6%	0.5%	0.2%	0.1%	0.0%	0.0%	0.2%

Site Description: Wall Ave N.O 24th St
 Site Number: 15
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Northbound - 10/08/2024)

Tuesday		Northbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/8/24														
12:00 AM	69 	1	54	9	4	0	0	0	0	0	0	0	0	1
1:00 AM	56 	2	42	8	1	2	0	0	0	1	0	0	0	0
2:00 AM	57 	0	49	5	2	1	0	0	0	0	0	0	0	0
3:00 AM	48 	0	37	7	1	1	0	0	0	1	0	0	0	1
4:00 AM	156 	1	121	26	1	3	3	0	0	1	0	0	0	0
5:00 AM	336 	2	270	48	2	11	0	0	2	0	0	0	0	1
6:00 AM	450 	3	367	56	7	10	2	3	1	1	0	0	0	0
7:00 AM	679 	4	568	67	5	26	3	1	4	1	0	0	0	0
8:00 AM	535 	3	422	74	8	18	4	3	2	0	0	0	0	1
9:00 AM	490 	2	371	80	6	20	4	2	5	0	0	0	0	0
10:00 AM	631 	1	489	96	5	27	2	4	2	3	2	0	0	0
11:00 AM	671 	5	530	85	9	30	3	2	3	0	0	1	0	3
12:00 PM	810 	3	638	111	13	24	7	7	2	3	0	0	0	2
1:00 PM	819 	8	643	111	4	34	5	4	6	2	0	0	0	2
2:00 PM	861 	3	713	102	4	23	4	4	2	1	1	0	0	4
3:00 PM	986 	6	826	111	6	23	3	8	1	0	0	0	0	2
4:00 PM	1032 	3	881	97	5	29	2	7	5	1	0	0	0	2
5:00 PM	884 	3	756	89	1	11	4	12	3	3	0	0	0	2
6:00 PM	744 	4	617	93	1	17	1	3	5	0	2	0	1	0
7:00 PM	634 	2	530	80	5	10	2	4	0	0	0	1	0	0
8:00 PM	476 	3	404	50	2	11	0	1	3	2	0	0	0	0
9:00 PM	346 	0	308	24	4	7	0	1	0	2	0	0	0	0
10:00 PM	209 	2	179	22	2	3	1	0	0	0	0	0	0	0
11:00 PM	118 	0	97	16	0	4	0	1	0	0	0	0	0	0
6:00 AM - 9:00 AM	1664	10	1357	197	20	54	9	7	7	2	0	0	0	1
3:00 PM - 6:00 PM	2902	12	2463	297	12	63	9	27	9	4	0	0	0	6
6:00 AM - 7:00 PM	9592	48	7821	1172	74	292	44	60	41	15	5	1	1	18
12:00 AM - 12:00 AM	12097	61	9912	1467	98	345	50	67	46	22	5	2	1	21
Percent	100%	0.5%	81.9%	12.1%	0.8%	2.9%	0.4%	0.6%	0.4%	0.2%	0.0%	0.0%	0.0%	0.2%

Site Description: Wall Ave N.O 24th St
 Site Number: 15
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Southbound - 10/08/2024)

Tuesday	Total	Southbound												
		Classes												
10/8/24		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	93 	0	77	12	2	2	0	0	0	0	0	0	0	0
1:00 AM	94 	2	82	8	0	1	0	0	0	1	0	0	0	0
2:00 AM	57 	1	45	7	1	3	0	0	0	0	0	0	0	0
3:00 AM	60 	1	43	9	3	4	0	0	0	0	0	0	0	0
4:00 AM	135 	2	87	21	21	1	1	0	0	2	0	0	0	0
5:00 AM	332 	1	241	47	25	9	2	3	2	1	0	0	0	1
6:00 AM	454 	2	326	69	22	26	3	0	3	1	0	0	0	2
7:00 AM	754 	4	583	101	17	28	5	6	5	1	1	3	0	0
8:00 AM	814 	3	594	124	21	41	12	4	8	2	2	1	0	2
9:00 AM	687 	4	489	109	24	36	11	1	5	4	2	1	0	1
10:00 AM	722 	2	551	97	11	38	8	5	5	2	2	0	0	1
11:00 AM	826 	2	624	121	16	41	5	10	1	2	0	0	0	4
12:00 PM	890 	2	688	111	11	40	10	8	9	4	0	1	0	6
1:00 PM	767 	8	589	93	17	29	10	6	9	1	0	1	0	4
2:00 PM	839 	7	654	103	10	35	9	10	8	1	0	0	0	2
3:00 PM	987 	10	790	128	14	29	2	7	2	1	1	0	0	3
4:00 PM	1095 	5	891	133	9	40	3	8	4	1	0	1	0	0
5:00 PM	975 	3	783	123	13	32	1	5	9	1	0	1	0	4
6:00 PM	853 	5	662	135	11	24	0	5	7	1	0	1	0	2
7:00 PM	534 	1	432	71	9	16	0	3	1	1	0	0	0	0
8:00 PM	403 	2	305	67	12	10	1	3	2	1	0	0	0	0
9:00 PM	322 	5	263	34	8	6	0	2	2	2	0	0	0	0
10:00 PM	218 	1	165	32	10	5	2	2	1	0	0	0	0	0
11:00 PM	142 	1	116	14	8	2	0	1	0	0	0	0	0	0
6:00 AM - 9:00 AM	2022	9	1503	294	60	95	20	10	16	4	3	4	0	4
3:00 PM - 6:00 PM	3057	18	2464	384	36	101	6	20	15	3	1	2	0	7
6:00 AM - 7:00 PM	10663	57	8224	1447	196	439	79	75	75	22	8	10	0	31
12:00 AM - 12:00 AM	13053	74	10080	1769	295	498	85	89	83	30	8	10	0	32
Percent	100%	0.6%	77.2%	13.6%	2.3%	3.8%	0.7%	0.7%	0.6%	0.2%	0.1%	0.1%	0.0%	0.2%

Site Description: Wall Ave N.O 24th St
 Site Number: 15
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Northbound - 10/09/2024)

Wednesday	Total	Northbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
10/9/24														
12:00 AM	87 	0	70	12	4	1	0	0	0	0	0	0	0	0
1:00 AM	55 	1	46	6	1	0	0	0	0	1	0	0	0	0
2:00 AM	48 	0	43	4	0	0	0	1	0	0	0	0	0	0
3:00 AM	53 	0	34	15	0	1	0	0	0	2	0	0	0	1
4:00 AM	161 	1	130	19	3	6	0	0	1	1	0	0	0	0
5:00 AM	327 	1	266	42	2	10	4	1	1	0	0	0	0	0
6:00 AM	458 	3	357	69	4	20	2	2	0	1	0	0	0	0
7:00 AM	675 	4	548	83	9	20	5	5	0	1	0	0	0	0
8:00 AM	523 	4	411	76	10	12	3	3	1	1	0	0	0	2
9:00 AM	514 	4	352	108	4	33	6	2	1	2	0	1	0	1
10:00 AM	611 	4	463	100	2	30	3	4	0	1	1	1	0	2
11:00 AM	722 	2	560	120	5	19	4	5	1	2	1	0	0	3
12:00 PM	849 	8	669	115	7	29	6	6	7	0	2	0	0	0
1:00 PM	838 	8	658	102	10	40	5	6	6	2	1	0	0	0
2:00 PM	886 	1	722	115	7	23	2	5	7	0	2	0	0	2
3:00 PM	931 	6	762	111	5	25	6	7	5	1	2	0	0	1
4:00 PM	985 	8	848	84	4	31	4	3	1	0	0	0	0	2
5:00 PM	927 	4	786	99	3	17	3	6	5	1	1	0	0	2
6:00 PM	789 	4	662	99	1	16	0	6	1	0	0	0	0	0
7:00 PM	663 	2	547	81	6	17	2	3	5	0	0	0	0	0
8:00 PM	538 	0	461	56	3	10	1	6	1	0	0	0	0	0
9:00 PM	362 	1	308	39	2	8	1	2	1	0	0	0	0	0
10:00 PM	254 	0	221	26	2	3	1	1	0	0	0	0	0	0
11:00 PM	146 	0	123	21	0	2	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1656	11	1316	228	23	52	10	10	1	3	0	0	0	2
3:00 PM - 6:00 PM	2843	18	2396	294	12	73	13	16	11	2	3	0	0	5
6:00 AM - 7:00 PM	9708	60	7798	1281	71	315	49	60	35	12	10	2	0	15
12:00 AM - 12:00 AM	12402	66	10047	1602	94	373	58	74	44	16	10	2	0	16
Percent	100%	0.5%	81.0%	12.9%	0.8%	3.0%	0.5%	0.6%	0.4%	0.1%	0.1%	0.0%	0.0%	0.1%

Site Description: Wall Ave N.O 24th St
 Site Number: 15
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Southbound - 10/09/2024)

Wednesday	Total	Southbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
10/9/24														
12:00 AM	114 	0	99	11	2	2	0	0	0	0	0	0	0	0
1:00 AM	102 	0	84	15	0	3	0	0	0	0	0	0	0	0
2:00 AM	59 	2	46	6	1	4	0	0	0	0	0	0	0	0
3:00 AM	62 	1	42	16	1	1	0	0	0	1	0	0	0	0
4:00 AM	139 	1	84	30	17	2	2	0	0	3	0	0	0	0
5:00 AM	335 	2	245	39	23	17	1	3	4	0	0	0	0	1
6:00 AM	440 	1	305	74	23	23	5	3	3	2	0	0	0	1
7:00 AM	761 	7	564	111	16	36	6	11	5	1	0	1	0	3
8:00 AM	803 	3	585	128	19	40	8	7	3	4	1	0	0	5
9:00 AM	662 	1	475	102	19	40	8	4	7	4	1	0	0	1
10:00 AM	718 	8	503	136	17	33	2	3	7	1	1	1	0	6
11:00 AM	794 	5	594	119	22	34	4	6	3	2	1	2	0	2
12:00 PM	899 	5	653	161	20	28	7	7	6	4	1	0	0	7
1:00 PM	860 	4	624	140	16	42	8	9	8	0	0	1	0	8
2:00 PM	827 	6	622	120	18	31	8	7	9	1	0	1	0	4
3:00 PM	1024 	4	806	150	13	32	3	6	3	4	0	1	0	2
4:00 PM	1021 	11	826	119	14	18	3	12	7	2	2	0	0	7
5:00 PM	991 	6	784	140	7	37	2	5	7	1	0	0	0	2
6:00 PM	820 	4	645	117	14	22	5	2	8	1	0	0	0	2
7:00 PM	612 	5	476	88	16	16	1	5	3	0	1	0	0	1
8:00 PM	453 	3	371	54	13	7	1	2	2	0	0	0	0	0
9:00 PM	363 	2	293	51	9	5	0	2	0	1	0	0	0	0
10:00 PM	243 	3	190	36	11	1	0	0	2	0	0	0	0	0
11:00 PM	175 	3	144	23	3	2	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	2004	11	1454	313	58	99	19	21	11	7	1	1	0	9
3:00 PM - 6:00 PM	3036	21	2416	409	34	87	8	23	17	7	2	1	0	11
6:00 AM - 7:00 PM	10620	65	7986	1617	218	416	69	82	76	27	7	7	0	50
12:00 AM - 12:00 AM	13277	87	10060	1986	314	476	74	94	87	32	8	7	0	52
Percent	100%	0.7%	75.8%	15.0%	2.4%	3.6%	0.6%	0.7%	0.7%	0.2%	0.1%	0.1%	0.0%	0.4%

Vehicle Speed Report - Hourly

Site Description: Wall Ave N.O 24th St
 Site Number: 15
 Start Date: 10/8/2024
 End Date: 10/9/2024

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	33.7 mph	38.9 mph
50th Percentile	34.9 mph	39.2 mph
85th Percentile	40.7 mph	44.0 mph
95th Percentile	43.7 mph	46.9 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Northbound	24499	65	397	935	1703	3184	6039	7611	3830	648	69	12	1	1	2	0	2	0	0	0	0
Percent	100.0%	0.3%	1.6%	3.8%	7.0%	13.0%	24.6%	31.1%	15.6%	2.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	26330	16	56	111	172	767	4357	9396	8683	2400	315	41	11	4	1	0	0	0	0	0	0
Percent	100.0%	0.1%	0.2%	0.4%	0.7%	2.9%	16.5%	35.7%	33.0%	9.1%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	50829	81	453	1046	1875	3951	10396	17007	12513	3048	384	53	12	5	3	0	2	0	0	0	0
Percent	100.0%	0.2%	0.9%	2.1%	3.7%	7.8%	20.5%	33.5%	24.6%	6.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Wall Ave N.O 24th St
 Site Number: 15
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Speed Report (Northbound - 10/08/2024)

Tuesday	Northbound																				
10/8/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	69		2	1	0	0	6	18	25	16	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	56		0	2	1	0	1	12	23	15	1	0	0	0	0	0	1	0	0	0	0
2:00 AM	57		0	0	0	0	1	14	22	20	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	48		0	0	0	0	1	11	16	18	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	156		0	0	0	2	11	27	45	49	17	5	0	0	0	0	0	0	0	0	0
5:00 AM	336		0	0	2	18	28	75	129	62	17	4	1	0	0	0	0	0	0	0	0
6:00 AM	450		0	1	3	11	50	111	158	103	12	1	0	0	0	0	0	0	0	0	0
7:00 AM	679		0	5	24	34	91	181	211	104	23	5	0	0	1	0	0	0	0	0	0
8:00 AM	535		1	3	7	21	71	125	166	112	22	7	0	0	0	0	0	0	0	0	0
9:00 AM	490		0	3	3	17	42	130	180	97	18	0	0	0	0	0	0	0	0	0	0
10:00 AM	631		2	3	11	21	88	156	212	109	27	1	1	0	0	0	0	0	0	0	0
11:00 AM	671		1	8	15	44	82	181	213	108	19	0	0	0	0	0	0	0	0	0	0
12:00 PM	810		1	13	21	45	130	244	254	87	15	0	0	0	0	0	0	0	0	0	0
1:00 PM	819		1	6	20	56	120	192	275	135	13	1	0	0	0	0	0	0	0	0	0
2:00 PM	861		3	10	54	102	143	186	240	108	14	1	0	0	0	0	0	0	0	0	0
3:00 PM	986		7	39	74	155	156	255	214	71	11	2	0	0	0	2	0	0	0	0	0
4:00 PM	1032		2	39	88	141	178	241	219	109	13	2	0	0	0	0	0	0	0	0	0
5:00 PM	884		24	94	136	151	133	177	115	45	9	0	0	0	0	0	0	0	0	0	0
6:00 PM	744		1	4	24	46	87	176	255	129	20	2	0	0	0	0	0	0	0	0	0
7:00 PM	634		1	4	11	26	60	209	234	85	4	0	0	0	0	0	0	0	0	0	0
8:00 PM	476		0	3	3	11	58	133	189	65	13	0	1	0	0	0	0	0	0	0	0
9:00 PM	346		0	1	0	9	32	70	125	91	16	1	1	0	0	0	0	0	0	0	0
10:00 PM	209		1	0	0	4	16	37	71	66	14	0	0	0	0	0	0	0	0	0	0
11:00 PM	118		0	0	0	1	13	30	43	28	3	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1664		1	9	34	66	212	417	535	319	57	13	0	0	1	0	0	0	0	0	0
3:00 PM - 6:00 PM	2902		33	172	298	447	467	673	548	225	33	4	0	0	0	2	0	0	0	0	0
6:00 AM - 7:00 PM	9592		43	228	480	844	1371	2355	2712	1317	216	22	1	0	1	2	0	0	0	0	0
12:00 AM - 12:00 AM	12097		47	239	497	915	1598	2991	3634	1832	304	32	4	0	1	2	0	1	0	0	0
Percent	100%		0.4%	2.0%	4.1%	7.6%	13.2%	24.7%	30.0%	15.1%	2.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	34.6 mph																				
85th Percentile	40.5 mph																				
95th Percentile	43.7 mph																				

Site Description: Wall Ave N.O 24th St
 Site Number: 15
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Speed Report (Southbound - 10/08/2024)

Tuesday	Southbound																				
10/8/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	93		0	0	1	0	5	19	36	25	4	3	0	0	0	0	0	0	0	0	0
1:00 AM	94		0	0	0	0	3	13	37	32	6	3	0	0	0	0	0	0	0	0	0
2:00 AM	57		0	0	0	0	1	2	14	33	4	3	0	0	0	0	0	0	0	0	0
3:00 AM	60		0	0	0	0	1	0	19	24	8	7	1	0	0	0	0	0	0	0	0
4:00 AM	135		0	0	0	0	4	14	34	50	27	4	2	0	0	0	0	0	0	0	0
5:00 AM	332		0	5	1	2	8	46	99	121	37	11	1	0	1	0	0	0	0	0	0
6:00 AM	454		0	1	3	2	13	62	145	157	54	13	4	0	0	0	0	0	0	0	0
7:00 AM	754		0	3	3	2	14	77	259	304	75	12	4	0	1	0	0	0	0	0	0
8:00 AM	814		0	0	3	0	20	102	271	293	100	24	1	0	0	0	0	0	0	0	0
9:00 AM	687		0	1	1	1	10	81	218	281	80	13	0	1	0	0	0	0	0	0	0
10:00 AM	722		2	0	1	2	12	91	261	277	67	9	0	0	0	0	0	0	0	0	0
11:00 AM	826		0	1	2	4	12	140	310	269	77	11	0	0	0	0	0	0	0	0	0
12:00 PM	890		1	2	4	4	24	173	341	276	63	2	0	0	0	0	0	0	0	0	0
1:00 PM	767		0	2	2	1	14	108	294	281	60	5	0	0	0	0	0	0	0	0	0
2:00 PM	839		1	1	3	10	40	150	282	270	78	3	1	0	0	0	0	0	0	0	0
3:00 PM	987		2	4	4	15	29	221	413	238	51	8	1	0	0	1	0	0	0	0	0
4:00 PM	1095		2	3	12	6	37	235	476	269	51	4	0	0	0	0	0	0	0	0	0
5:00 PM	975		3	4	17	19	18	188	426	243	54	3	0	0	0	0	0	0	0	0	0
6:00 PM	853		1	0	1	7	30	200	294	256	56	8	0	0	0	0	0	0	0	0	0
7:00 PM	534		0	0	2	2	8	94	206	174	38	8	2	0	0	0	0	0	0	0	0
8:00 PM	403		0	3	2	1	16	68	145	131	34	3	0	0	0	0	0	0	0	0	0
9:00 PM	322		0	0	1	0	9	47	105	121	34	4	1	0	0	0	0	0	0	0	0
10:00 PM	218		0	0	3	1	13	39	73	69	17	2	1	0	0	0	0	0	0	0	0
11:00 PM	142		0	0	1	1	4	27	32	66	10	1	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	2022		0	4	9	4	47	241	675	754	229	49	9	0	1	0	0	0	0	0	0
3:00 PM - 6:00 PM	3057		7	11	33	40	84	644	1315	750	156	15	1	0	0	1	0	0	0	0	0
6:00 AM - 7:00 PM	10663		12	22	56	73	273	1828	3990	3414	866	115	11	1	1	1	0	0	0	0	0
12:00 AM - 12:00 AM	13053		12	30	67	80	345	2197	4790	4260	1085	164	19	1	2	1	0	0	0	0	0
Percent	100%		0.1%	0.2%	0.5%	0.6%	2.6%	16.8%	36.7%	32.6%	8.3%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	39.0 mph																				
85th Percentile	43.8 mph																				
95th Percentile	46.7 mph																				

Site Description: Wall Ave N.O 24th St
 Site Number: 15
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Speed Report (Northbound - 10/09/2024)

Wednesday		Northbound																			
10/9/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	87	1	4	0	2	9	20	34	15	2	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	55	0	2	0	0	3	14	19	16	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	48	1	0	0	0	1	5	22	19	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	53	0	0	0	0	0	7	20	20	4	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	161	0	0	0	1	4	17	61	51	19	4	4	0	0	0	0	0	0	0	0	0
5:00 AM	327	0	0	3	5	19	80	122	80	14	2	2	0	0	0	0	0	0	0	0	0
6:00 AM	458	0	0	2	19	45	120	151	96	24	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	675	1	9	12	40	89	162	219	117	19	7	0	0	0	0	0	0	0	0	0	0
8:00 AM	523	0	1	7	12	39	111	175	145	31	2	0	0	0	0	0	0	0	0	0	0
9:00 AM	514	0	4	3	20	35	128	183	114	22	5	0	0	0	0	0	0	0	0	0	0
10:00 AM	611	0	2	5	20	70	167	230	97	19	0	0	0	0	0	0	1	0	0	0	0
11:00 AM	722	0	3	19	51	92	176	257	104	18	2	0	0	0	0	0	0	0	0	0	0
12:00 PM	849	3	9	26	61	121	206	274	128	20	1	0	0	0	0	0	0	0	0	0	0
1:00 PM	838	3	12	45	70	140	208	247	94	19	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	886	1	14	54	68	142	252	217	114	22	2	0	0	0	0	0	0	0	0	0	0
3:00 PM	931	1	31	68	99	159	267	191	101	13	1	0	0	0	0	0	0	0	0	0	0
4:00 PM	985	0	26	100	123	154	211	250	109	12	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	927	4	29	46	73	130	237	286	100	19	1	2	0	0	0	0	0	0	0	0	0
6:00 PM	789	2	5	25	44	118	157	294	125	17	1	0	1	0	0	0	0	0	0	0	0
7:00 PM	663	0	1	20	42	103	179	229	82	7	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	538	0	3	2	11	52	151	211	103	5	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	362	1	1	0	14	32	92	135	69	18	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	254	0	1	1	7	18	51	97	63	13	3	0	0	0	0	0	0	0	0	0	0
11:00 PM	146	0	1	0	6	11	30	53	36	6	3	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1656	1	10	21	71	173	393	545	358	74	10	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	2843	5	86	214	295	443	715	727	310	44	2	2	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	9708	15	145	412	700	1334	2402	2974	1444	255	23	2	1	0	0	1	0	0	0	0	0
12:00 AM - 12:00 AM	12402	18	158	438	788	1586	3048	3977	1998	344	37	8	1	0	0	1	0	0	0	0	0
Percent	100%	0.1%	1.3%	3.5%	6.4%	12.8%	24.6%	32.1%	16.1%	2.8%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	35.2 mph																				
85th Percentile	40.8 mph																				
95th Percentile	43.8 mph																				

Site Description: Wall Ave N.O 24th St
 Site Number: 15
 Start Date: 10/8/2024
 End Date: 10/9/2024

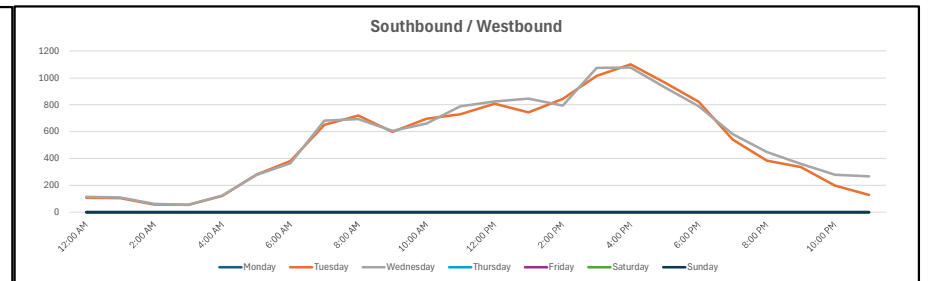
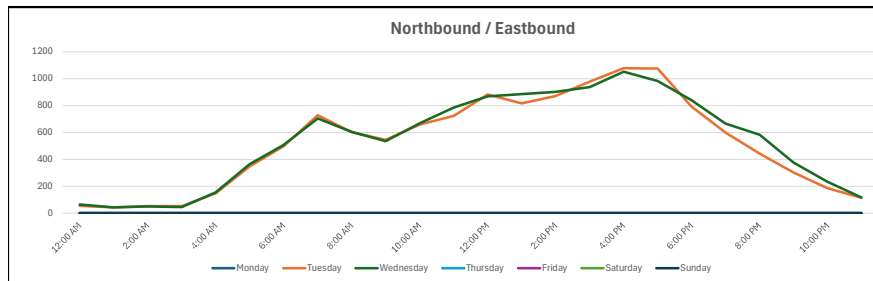
Vehicle Speed Report (Southbound - 10/09/2024)

Wednesday		Southbound																			
10/9/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	114	0	0	0	0	7	25	42	32	5	3	0	0	0	0	0	0	0	0	0	0
1:00 AM	102	0	0	0	0	1	24	34	26	14	3	0	0	0	0	0	0	0	0	0	0
2:00 AM	59	0	0	0	0	2	7	16	26	7	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	62	0	0	0	0	1	1	20	23	11	4	2	0	0	0	0	0	0	0	0	0
4:00 AM	139	1	0	0	0	1	9	34	56	30	8	0	0	0	0	0	0	0	0	0	0
5:00 AM	335	0	1	3	2	13	46	89	115	49	15	1	1	0	0	0	0	0	0	0	0
6:00 AM	440	2	6	2	2	6	62	100	160	88	8	4	0	0	0	0	0	0	0	0	0
7:00 AM	761	0	0	1	8	38	114	250	271	68	10	1	0	0	0	0	0	0	0	0	0
8:00 AM	803	0	1	1	4	19	98	238	305	125	11	0	1	0	0	0	0	0	0	0	0
9:00 AM	662	0	4	1	7	17	75	193	247	102	15	1	0	0	0	0	0	0	0	0	0
10:00 AM	718	0	0	1	4	20	94	193	300	95	8	2	1	0	0	0	0	0	0	0	0
11:00 AM	794	0	0	0	2	17	99	271	294	98	10	3	0	0	0	0	0	0	0	0	0
12:00 PM	899	0	0	3	16	39	127	303	320	81	10	0	0	0	0	0	0	0	0	0	0
1:00 PM	860	0	0	2	5	36	136	318	298	62	3	0	0	0	0	0	0	0	0	0	0
2:00 PM	827	0	1	5	5	25	127	314	260	78	5	3	2	2	0	0	0	0	0	0	0
3:00 PM	1024	0	5	6	11	38	301	397	227	34	4	0	1	0	0	0	0	0	0	0	0
4:00 PM	1021	0	2	11	11	59	235	425	230	45	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	991	0	3	3	4	19	155	307	374	116	6	2	2	0	0	0	0	0	0	0	0
6:00 PM	820	1	0	4	4	22	145	324	244	68	7	0	1	0	0	0	0	0	0	0	0
7:00 PM	612	0	0	0	2	15	99	245	199	42	8	1	1	0	0	0	0	0	0	0	0
8:00 PM	453	0	0	0	1	12	64	187	145	42	2	0	0	0	0	0	0	0	0	0	0
9:00 PM	363	0	2	0	1	7	48	139	131	31	4	0	0	0	0	0	0	0	0	0	0
10:00 PM	243	0	0	1	2	7	34	102	82	13	1	1	0	0	0	0	0	0	0	0	0
11:00 PM	175	0	1	0	1	1	35	65	58	11	2	1	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	2004	2	7	4	14	63	274	588	736	281	29	5	1	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	3036	0	10	20	26	116	691	1129	831	195	13	2	3	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	10620	3	22	40	83	355	1768	3633	3530	1060	100	16	8	2	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	13277	4	26	44	92	422	2160	4606	4423	1315	151	22	10	2	0	0	0	0	0	0	0
Percent	100%	0.0%	0.2%	0.3%	0.7%	3.2%	16.3%	34.7%	33.3%	9.9%	1.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	39.3 mph																				
85th Percentile	44.1 mph																				
95th Percentile	47.1 mph																				

Vehicle Volume Report - Hourly

Site Description: Wall Ave N.O 26th St
 Site Number: Wall Ave N.O 26th St
 Start Date: 10/8/2024
 End Date: 10/9/2024

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	10/14/24			10/8/24			10/9/24			10/10/24			10/11/24			10/12/24			10/13/24			Tue-Thu		Mon-Fri		Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	55	107	162	63	115	178	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	43	104	147	43	110	153	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	51	57	108	49	61	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	51	55	106	45	56	101	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	147	123	270	153	124	277	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	347	279	626	364	277	641	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	497	382	879	507	365	872	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	728	651	1379	705	681	1386	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	602	720	1322	604	693	1297	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	545	598	1143	536	605	1141	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	659	696	1355	669	661	1330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	723	730	1453	784	790	1574	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	883	809	1692	868	824	1692	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	816	745	1561	884	846	1730	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	871	843	1714	903	793	1696	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	978	1015	1993	937	1075	2012	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	1077	1100	2177	1051	1077	2128	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	1076	965	2041	984	929	1913	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	791	821	1612	839	790	1629	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	600	541	1141	666	583	1249	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	443	383	826	582	449	1031	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	301	336	637	374	359	733	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	186	198	384	233	278	511	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	113	129	242	115	266	381	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	1827	1753	3580	1816	1739	3555	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	3131	3080	6211	2972	3081	6053	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	10246	10075	20321	10271	10129	20400	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	12583	12387	24970	12958	12807	25765	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	50.4%	49.6%	100.0%	50.3%	49.7%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	11:00 AM	12:00 PM	-	11:00 AM	12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	4:00 PM	5:00 PM	-	4:00 PM	5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vehicle Classification Report - Hourly

Site Description: Wall Ave N.O 26th St
Site Number: 16
Start Date: 10/8/2024
End Date: 10/9/2024

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

		FHWA Vehicle Classification - Total Study												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Northbound	25541	145	20125	3757	266	889	97	92	97	38	14	2	0	19
Percent	100.0%	0.6%	78.8%	14.7%	1.0%	3.5%	0.4%	0.4%	0.4%	0.1%	0.1%	0.0%	0.0%	0.1%
Southbound	25194	174	19377	3764	280	874	147	209	170	54	25	17	1	102
Percent	100.0%	0.7%	76.9%	14.9%	1.1%	3.5%	0.6%	0.8%	0.7%	0.2%	0.1%	0.1%	0.0%	0.4%
Total	50735	319	39502	7521	546	1763	244	301	267	92	39	19	1	121
Percent	100.0%	0.6%	77.9%	14.8%	1.1%	3.5%	0.5%	0.6%	0.5%	0.2%	0.1%	0.0%	0.0%	0.2%

Site Description: Wall Ave N.O 26th St
 Site Number: 16
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Northbound - 10/08/2024)

Tuesday	Total	Northbound												
		Classes												
10/8/24		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	55	0	43	5	5	0	0	0	0	1	0	0	0	1
1:00 AM	43	2	31	6	1	2	0	0	0	1	0	0	0	0
2:00 AM	51	0	42	6	2	1	0	0	0	0	0	0	0	0
3:00 AM	51	0	38	8	2	2	0	0	0	1	0	0	0	0
4:00 AM	147	1	116	25	0	3	1	0	0	1	0	0	0	0
5:00 AM	347	1	276	49	0	12	1	3	5	0	0	0	0	0
6:00 AM	497	5	380	78	7	21	1	2	1	2	0	0	0	0
7:00 AM	728	4	576	97	9	27	5	2	4	3	0	0	0	1
8:00 AM	602	2	448	105	9	27	5	4	1	1	0	0	0	0
9:00 AM	545	2	385	104	13	32	3	2	4	0	0	0	0	0
10:00 AM	659	6	465	127	12	35	5	3	4	2	0	0	0	0
11:00 AM	723	10	548	106	11	41	4	0	1	0	1	0	0	1
12:00 PM	883	2	676	145	12	35	8	3	0	1	0	0	0	1
1:00 PM	816	2	635	125	5	35	6	3	3	1	0	1	0	0
2:00 PM	871	2	676	138	6	36	1	2	6	1	2	0	0	1
3:00 PM	978	3	789	128	8	33	4	3	5	3	1	0	0	1
4:00 PM	1077	5	902	118	9	27	3	3	9	0	1	0	0	0
5:00 PM	1076	6	892	137	3	21	2	7	8	0	0	0	0	0
6:00 PM	791	5	624	115	4	31	2	4	4	0	1	0	0	1
7:00 PM	600	6	477	84	9	17	2	1	3	0	1	0	0	0
8:00 PM	443	5	358	52	5	15	0	5	3	0	0	0	0	0
9:00 PM	301	0	255	35	3	4	0	0	1	2	0	0	0	1
10:00 PM	186	2	154	26	2	1	1	0	0	0	0	0	0	0
11:00 PM	113	0	93	15	0	5	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1827	11	1404	280	25	75	11	8	6	6	0	0	0	1
3:00 PM - 6:00 PM	3131	14	2583	383	20	81	9	13	22	3	2	0	0	1
6:00 AM - 7:00 PM	10246	54	7996	1523	108	401	49	38	50	14	6	1	0	6
12:00 AM - 12:00 AM	12583	71	9879	1834	137	463	54	47	62	20	7	1	0	8
Percent	100%	0.6%	78.5%	14.6%	1.1%	3.7%	0.4%	0.4%	0.5%	0.2%	0.1%	0.0%	0.0%	0.1%

Site Description: Wall Ave N.O 26th St
 Site Number: 16
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Southbound - 10/08/2024)

Tuesday	Total	Southbound												
		Classes												
10/8/24		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	107 	0	90	15	0	2	0	0	0	0	0	0	0	0
1:00 AM	104 	2	86	13	1	1	0	0	0	1	0	0	0	0
2:00 AM	57 	1	44	9	0	3	0	0	0	0	0	0	0	0
3:00 AM	55 	1	39	7	3	5	0	0	0	0	0	0	0	0
4:00 AM	123 	1	85	19	13	3	1	0	0	1	0	0	0	0
5:00 AM	279 	4	201	49	11	7	1	1	5	0	0	0	0	0
6:00 AM	382 	3	261	74	11	21	3	2	1	4	0	0	0	2
7:00 AM	651 	4	498	93	7	32	5	6	2	1	1	0	0	2
8:00 AM	720 	1	527	119	15	35	9	5	4	1	2	0	0	2
9:00 AM	598 	1	422	103	15	32	7	6	4	4	0	0	0	4
10:00 AM	696 	3	506	116	7	38	7	8	6	1	1	1	0	2
11:00 AM	730 	4	536	121	7	27	7	6	14	0	1	0	0	7
12:00 PM	809 	4	628	115	1	29	7	4	7	2	3	4	0	5
1:00 PM	745 	6	575	102	5	33	11	2	5	2	1	1	0	2
2:00 PM	843 	7	659	106	6	39	8	8	5	0	1	0	0	4
3:00 PM	1015 	7	814	119	9	34	3	11	11	0	0	0	1	6
4:00 PM	1100 	7	902	126	2	28	0	13	12	2	0	2	0	6
5:00 PM	965 	10	775	119	6	27	2	12	6	2	0	0	0	6
6:00 PM	821 	7	630	135	7	25	0	5	7	0	1	1	0	3
7:00 PM	541 	5	435	75	2	16	1	3	4	0	0	0	0	0
8:00 PM	383 	5	301	61	1	8	1	2	2	0	0	1	0	1
9:00 PM	336 	1	285	44	2	3	0	0	0	0	1	0	0	0
10:00 PM	198 	1	161	33	0	2	0	0	0	0	1	0	0	0
11:00 PM	129 	0	106	17	0	3	1	1	1	0	0	0	0	0
6:00 AM - 9:00 AM	1753	8	1286	286	33	88	17	13	7	6	3	0	0	6
3:00 PM - 6:00 PM	3080	24	2491	364	17	89	5	36	29	4	0	2	1	18
6:00 AM - 7:00 PM	10075	64	7733	1448	98	400	69	88	84	19	11	9	1	51
12:00 AM - 12:00 AM	12387	85	9566	1790	131	453	74	95	96	21	13	10	1	52
Percent	100%	0.7%	77.2%	14.5%	1.1%	3.7%	0.6%	0.8%	0.8%	0.2%	0.1%	0.1%	0.0%	0.4%

Site Description: Wall Ave N.O 26th St
 Site Number: 16
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Northbound - 10/09/2024)

Wednesday	Total	Northbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
10/9/24														
12:00 AM	63	0	48	10	4	1	0	0	0	0	0	0	0	0
1:00 AM	43	1	34	6	1	0	0	0	0	1	0	0	0	0
2:00 AM	49	0	44	5	0	0	0	0	0	0	0	0	0	0
3:00 AM	45	0	31	12	1	0	0	0	0	0	0	0	0	1
4:00 AM	153	1	121	22	2	4	1	1	0	1	0	0	0	0
5:00 AM	364	0	286	57	1	15	3	0	1	0	0	0	0	1
6:00 AM	507	7	388	79	5	21	5	0	1	1	0	0	0	0
7:00 AM	705	3	563	95	8	27	4	2	2	1	0	0	0	0
8:00 AM	604	4	464	94	9	22	4	1	1	4	0	0	0	1
9:00 AM	536	1	383	101	7	31	5	2	2	2	1	0	0	1
10:00 AM	669	3	496	118	7	35	1	5	1	1	1	0	0	1
11:00 AM	784	1	579	157	7	27	3	4	2	3	0	0	0	1
12:00 PM	868	4	668	136	10	33	7	4	2	2	1	0	0	1
1:00 PM	884	5	702	118	15	39	3	0	0	0	1	0	0	1
2:00 PM	903	4	714	140	10	30	1	1	1	1	1	0	0	0
3:00 PM	937	5	746	145	8	23	1	4	3	0	0	1	0	1
4:00 PM	1051	10	856	137	6	30	1	4	6	0	0	0	0	1
5:00 PM	984	8	796	139	6	22	1	4	6	1	1	0	0	0
6:00 PM	839	4	682	115	6	24	0	3	3	0	1	0	0	1
7:00 PM	666	3	551	82	7	16	1	2	4	0	0	0	0	0
8:00 PM	582	5	488	66	5	14	1	3	0	0	0	0	0	0
9:00 PM	374	3	313	42	3	8	1	4	0	0	0	0	0	0
10:00 PM	233	2	198	28	1	3	0	1	0	0	0	0	0	0
11:00 PM	115	0	95	19	0	1	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1816	14	1415	268	22	70	13	3	4	6	0	0	0	1
3:00 PM - 6:00 PM	2972	23	2398	421	20	75	3	12	15	1	1	1	0	2
6:00 AM - 7:00 PM	10271	59	8037	1574	104	364	36	34	30	16	7	1	0	9
12:00 AM - 12:00 AM	12958	74	10246	1923	129	426	43	45	35	18	7	1	0	11
Percent	100%	0.6%	79.1%	14.8%	1.0%	3.3%	0.3%	0.3%	0.3%	0.1%	0.1%	0.0%	0.0%	0.1%

Site Description: Wall Ave N.O 26th St
 Site Number: 16
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Southbound - 10/09/2024)

Wednesday	Total	Southbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
10/9/24														
12:00 AM	115 	1	102	9	0	3	0	0	0	0	0	0	0	0
1:00 AM	110 	0	93	13	0	3	0	0	1	0	0	0	0	0
2:00 AM	61 	2	44	10	1	4	0	0	0	0	0	0	0	0
3:00 AM	56 	1	40	12	1	1	0	0	0	1	0	0	0	0
4:00 AM	124 	1	72	28	14	2	2	1	1	3	0	0	0	0
5:00 AM	277 	3	200	47	10	13	3	0	0	1	0	0	0	0
6:00 AM	365 	3	241	78	17	18	2	1	3	1	1	0	0	0
7:00 AM	681 	3	516	105	8	33	2	5	3	2	0	0	0	4
8:00 AM	693 	5	507	115	13	35	5	8	1	1	2	0	0	1
9:00 AM	605 	3	424	109	11	31	10	7	2	3	3	0	0	2
10:00 AM	661 	4	477	123	6	22	4	7	6	3	2	2	0	5
11:00 AM	790 	6	580	141	12	27	5	11	2	4	0	0	0	2
12:00 PM	824 	4	610	140	6	25	10	8	6	4	1	0	0	10
1:00 PM	846 	11	649	110	8	43	8	5	7	0	2	0	0	3
2:00 PM	793 	4	613	115	13	16	7	9	4	5	0	0	0	7
3:00 PM	1075 	8	848	154	5	28	6	6	5	5	0	4	0	6
4:00 PM	1077 	8	884	125	5	27	2	14	8	0	0	0	0	4
5:00 PM	929 	7	725	136	5	32	3	10	7	0	0	1	0	3
6:00 PM	790 	1	626	122	3	19	1	12	3	0	0	0	0	3
7:00 PM	583 	3	462	87	7	13	2	6	3	0	0	0	0	0
8:00 PM	449 	4	367	59	2	8	1	2	6	0	0	0	0	0
9:00 PM	359 	1	290	51	2	8	0	2	4	0	1	0	0	0
10:00 PM	278 	2	222	49	0	4	0	0	1	0	0	0	0	0
11:00 PM	266 	4	219	36	0	6	0	0	1	0	0	0	0	0
6:00 AM - 9:00 AM	1739	11	1264	298	38	86	9	14	7	4	3	0	0	5
3:00 PM - 6:00 PM	3081	23	2457	415	15	87	11	30	20	5	0	5	0	13
6:00 AM - 7:00 PM	10129	67	7700	1573	112	356	65	103	57	28	11	7	0	50
12:00 AM - 12:00 AM	12807	89	9811	1974	149	421	73	114	74	33	12	7	0	50
Percent	100%	0.7%	76.6%	15.4%	1.2%	3.3%	0.6%	0.9%	0.6%	0.3%	0.1%	0.1%	0.0%	0.4%

Vehicle Speed Report - Hourly

Site Description: Wall Ave N.O 26th St
 Site Number: 16
 Start Date: 10/8/2024
 End Date: 10/9/2024

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	38.6 mph	39.4 mph
50th Percentile	39.0 mph	39.5 mph
85th Percentile	43.7 mph	44.1 mph
95th Percentile	46.6 mph	47.1 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Northbound	25541	7	18	79	276	1296	3764	9476	8164	2156	267	29	5	1	1	1	1	0	0	0	0
Percent	100.0%	0.0%	0.1%	0.3%	1.1%	5.1%	14.7%	37.1%	32.0%	8.4%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	25194	3	19	38	119	562	3177	9686	8826	2353	335	61	9	2	0	1	1	2	0	0	0
Percent	100.0%	0.0%	0.1%	0.2%	0.5%	2.2%	12.6%	38.4%	35.0%	9.3%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	50735	10	37	117	395	1858	6941	19162	16990	4509	602	90	14	3	1	2	2	2	0	0	0
Percent	100.0%	0.0%	0.1%	0.2%	0.8%	3.7%	13.7%	37.8%	33.5%	8.9%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Wall Ave N.O 26th St
 Site Number: 16
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Speed Report (Northbound - 10/08/2024)

Tuesday	Northbound																				
10/8/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	55		0	0	0	0	3	5	19	21	3	4	0	0	0	0	0	0	0	0	0
1:00 AM	43		0	0	0	0	1	6	15	15	4	1	0	0	0	0	1	0	0	0	0
2:00 AM	51		0	0	0	0	1	5	18	23	4	0	0	0	0	0	0	0	0	0	0
3:00 AM	51		0	0	0	1	1	9	10	23	7	0	0	0	0	0	0	0	0	0	0
4:00 AM	147		1	1	0	0	3	6	31	75	25	3	2	0	0	0	0	0	0	0	0
5:00 AM	347		0	0	0	0	9	30	81	160	56	8	2	0	1	0	0	0	0	0	0
6:00 AM	497		0	0	0	1	13	55	176	183	64	5	0	0	0	0	0	0	0	0	0
7:00 AM	728		0	0	0	2	18	81	296	237	78	14	2	0	0	0	0	0	0	0	0
8:00 AM	602		0	0	1	3	16	43	180	253	87	16	2	0	0	1	0	0	0	0	0
9:00 AM	545		0	0	2	8	26	73	216	160	49	10	1	0	0	0	0	0	0	0	0
10:00 AM	659		0	0	0	3	32	87	220	249	59	9	0	0	0	0	0	0	0	0	0
11:00 AM	723		0	1	10	6	33	103	293	232	42	3	0	0	0	0	0	0	0	0	0
12:00 PM	883		0	0	0	6	43	176	351	238	61	8	0	0	0	0	0	0	0	0	0
1:00 PM	816		0	0	2	3	38	116	314	279	46	15	2	1	0	0	0	0	0	0	0
2:00 PM	871		0	1	1	11	51	163	337	238	61	6	2	0	0	0	0	0	0	0	0
3:00 PM	978		2	2	12	23	56	159	367	298	56	2	0	1	0	0	0	0	0	0	0
4:00 PM	1077		0	0	2	25	73	168	397	316	89	6	1	0	0	0	0	0	0	0	0
5:00 PM	1076		0	0	3	22	79	189	407	287	82	7	0	0	0	0	0	0	0	0	0
6:00 PM	791		0	0	0	5	30	120	307	273	51	4	1	0	0	0	0	0	0	0	0
7:00 PM	600		0	0	1	9	21	78	258	196	34	3	0	0	0	0	0	0	0	0	0
8:00 PM	443		0	0	2	1	21	57	165	161	33	2	1	0	0	0	0	0	0	0	0
9:00 PM	301		0	0	0	2	9	24	104	123	30	7	2	0	0	0	0	0	0	0	0
10:00 PM	186		0	0	0	2	5	12	63	73	28	3	0	0	0	0	0	0	0	0	0
11:00 PM	113		0	0	0	0	4	15	41	39	11	3	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1827		0	0	1	6	47	179	652	673	229	35	4	0	0	1	0	0	0	0	0
3:00 PM - 6:00 PM	3131		2	2	17	70	208	516	1171	901	227	15	1	1	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	10246		2	4	33	118	508	1533	3861	3243	825	105	11	2	0	1	0	0	0	0	0
12:00 AM - 12:00 AM	12583		3	5	36	133	586	1780	4666	4152	1060	139	18	2	1	1	0	1	0	0	0
Percent	100%		0.0%	0.0%	0.3%	1.1%	4.7%	14.1%	37.1%	33.0%	8.4%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	39.2 mph																				
85th Percentile	43.7 mph																				
95th Percentile	46.6 mph																				

Site Description: Wall Ave N.O 26th St
 Site Number: 16
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Speed Report (Southbound - 10/08/2024)

Tuesday	Southbound																				
10/8/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	107	0	0	0	0	0	7	44	45	10	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	104	0	0	0	0	0	2	24	63	11	2	2	0	0	0	0	0	0	0	0	0
2:00 AM	57	0	0	0	0	1	6	16	25	8	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	55	0	0	0	0	0	2	7	25	14	5	2	0	0	0	0	0	0	0	0	0
4:00 AM	123	0	0	0	0	0	8	31	50	31	3	0	0	0	0	0	0	0	0	0	0
5:00 AM	279	0	0	0	1	0	18	92	134	27	6	1	0	0	0	0	0	0	0	0	0
6:00 AM	382	0	0	0	0	9	30	103	171	59	9	1	0	0	0	0	0	0	0	0	0
7:00 AM	651	0	1	2	6	14	75	226	257	60	7	3	0	0	0	0	0	0	0	0	0
8:00 AM	720	0	0	2	1	11	60	208	315	98	22	3	0	0	0	0	0	0	0	0	0
9:00 AM	598	0	0	4	1	7	73	202	220	75	15	1	0	0	0	0	0	0	0	0	0
10:00 AM	696	0	2	0	1	9	90	259	256	69	10	0	0	0	0	0	0	0	0	0	0
11:00 AM	730	0	3	0	1	22	90	303	259	47	3	2	0	0	0	0	0	0	0	0	0
12:00 PM	809	0	0	1	2	32	145	328	237	59	4	1	0	0	0	0	0	0	0	0	0
1:00 PM	745	0	0	2	2	8	107	322	231	61	10	2	0	0	0	0	0	0	0	0	0
2:00 PM	843	0	1	1	2	22	120	361	258	68	9	1	0	0	0	0	0	0	0	0	0
3:00 PM	1015	0	0	0	5	10	95	462	360	72	9	1	0	0	0	0	0	1	0	0	0
4:00 PM	1100	0	0	4	8	42	204	440	316	74	9	3	0	0	0	0	0	0	0	0	0
5:00 PM	965	0	0	1	1	18	127	408	330	68	8	2	1	0	0	0	1	0	0	0	0
6:00 PM	821	0	0	0	8	4	97	335	277	87	12	0	1	0	0	0	0	0	0	0	0
7:00 PM	541	0	0	0	3	6	84	203	188	51	4	2	0	0	0	0	0	0	0	0	0
8:00 PM	383	0	0	1	1	12	62	148	124	31	4	0	0	0	0	0	0	0	0	0	0
9:00 PM	336	0	0	0	2	5	18	118	151	35	6	1	0	0	0	0	0	0	0	0	0
10:00 PM	198	0	0	0	1	2	20	72	69	30	3	1	0	0	0	0	0	0	0	0	0
11:00 PM	129	0	0	0	0	2	12	46	51	14	4	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1753	0	1	4	7	34	165	537	743	217	38	7	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	3080	0	0	5	14	70	426	1310	1006	214	26	6	1	0	0	0	1	1	0	0	0
6:00 AM - 7:00 PM	10075	0	7	17	38	208	1313	3957	3487	897	127	20	2	0	0	0	1	1	0	0	0
12:00 AM - 12:00 AM	12387	0	7	18	46	236	1552	4758	4412	1159	166	29	2	0	0	0	1	1	0	0	0
Percent	100%	0.0%	0.1%	0.1%	0.4%	1.9%	12.5%	38.4%	35.6%	9.4%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	39.6 mph																				
85th Percentile	44.0 mph																				
95th Percentile	47.1 mph																				

Site Description: Wall Ave N.O 26th St
 Site Number: 16
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Speed Report (Northbound - 10/09/2024)

Wednesday		Northbound																			
10/9/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	63	0	0	0	1	1	8	20	22	10	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	43	0	0	0	0	0	4	16	18	5	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	49	0	0	0	1	0	2	21	20	4	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	45	0	0	0	1	0	7	15	15	6	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	153	0	1	0	2	6	5	47	59	27	5	1	0	0	0	0	0	0	0	0	0
5:00 AM	364	0	0	0	6	24	36	114	127	54	3	0	0	0	0	0	0	0	0	0	0
6:00 AM	507	0	0	0	2	11	31	181	201	73	8	0	0	0	0	0	0	0	0	0	0
7:00 AM	705	0	1	1	1	9	56	265	289	75	7	1	0	0	0	0	0	0	0	0	0
8:00 AM	604	0	0	1	2	32	47	189	255	69	8	1	0	0	0	0	0	0	0	0	0
9:00 AM	536	0	0	0	4	34	84	187	164	53	10	0	0	0	0	0	0	0	0	0	0
10:00 AM	669	0	1	1	2	28	94	257	221	53	11	1	0	0	0	0	0	0	0	0	0
11:00 AM	784	0	0	0	3	45	145	284	241	57	9	0	0	0	0	0	0	0	0	0	0
12:00 PM	868	2	0	2	13	46	134	322	270	70	9	0	0	0	0	0	0	0	0	0	0
1:00 PM	884	0	2	11	18	55	180	352	198	64	4	0	0	0	0	0	0	0	0	0	0
2:00 PM	903	1	5	5	18	64	192	322	238	49	9	0	0	0	0	0	0	0	0	0	0
3:00 PM	937	1	0	3	13	66	165	334	290	58	4	1	2	0	0	0	0	0	0	0	0
4:00 PM	1051	0	0	4	10	63	184	427	270	81	10	2	0	0	0	0	0	0	0	0	0
5:00 PM	984	0	3	12	18	87	171	354	256	74	8	1	0	0	0	0	0	0	0	0	0
6:00 PM	839	0	0	1	12	48	119	331	258	60	7	2	1	0	0	0	0	0	0	0	0
7:00 PM	666	0	0	0	5	33	136	252	189	46	3	1	0	0	0	1	0	0	0	0	0
8:00 PM	582	0	0	1	6	35	110	247	156	22	5	0	0	0	0	0	0	0	0	0	0
9:00 PM	374	0	0	1	4	15	39	141	128	45	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	233	0	0	0	1	5	23	93	83	26	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	115	0	0	0	0	3	12	39	44	15	2	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1816	0	1	2	5	52	134	635	745	217	23	2	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	2972	1	3	19	41	216	520	1115	816	213	22	4	2	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	10271	4	12	41	116	588	1602	3805	3151	836	104	9	3	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	12958	4	13	43	143	710	1984	4810	4012	1096	128	11	3	0	0	1	0	0	0	0	0
Percent	100%	0.0%	0.1%	0.3%	1.1%	5.5%	15.3%	37.1%	31.0%	8.5%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	38.9 mph																				
85th Percentile	43.6 mph																				
95th Percentile	46.6 mph																				

Site Description: Wall Ave N.O 26th St
 Site Number: 16
 Start Date: 10/8/2024
 End Date: 10/9/2024

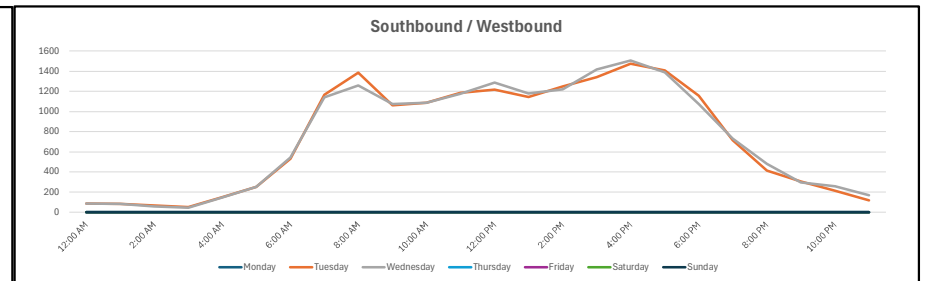
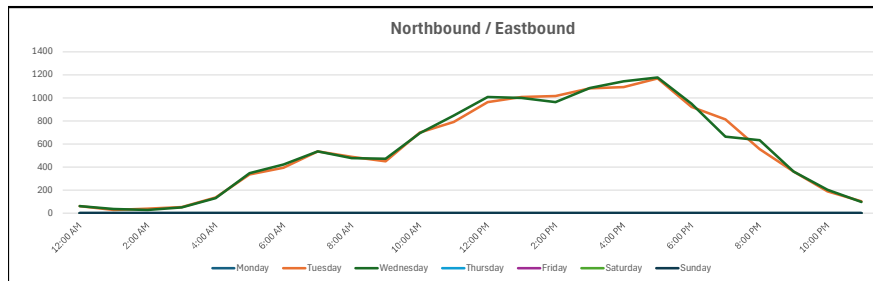
Vehicle Speed Report (Southbound - 10/09/2024)

Wednesday		Southbound																			
10/9/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	115	0	0	0	0	0	9	37	52	17	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	110	0	0	0	0	1	4	29	52	19	5	0	0	0	0	0	0	0	0	0	0
2:00 AM	61	0	0	0	0	3	4	17	30	4	3	0	0	0	0	0	0	0	0	0	0
3:00 AM	56	0	0	0	0	0	5	16	21	9	3	2	0	0	0	0	0	0	0	0	0
4:00 AM	124	0	0	0	0	1	8	22	54	33	6	0	0	0	0	0	0	0	0	0	0
5:00 AM	277	0	1	0	2	0	7	50	143	56	11	5	2	0	0	0	0	0	0	0	0
6:00 AM	365	0	0	0	2	4	22	109	148	67	13	0	0	0	0	0	0	0	0	0	0
7:00 AM	681	0	1	1	6	15	47	226	280	86	17	1	1	0	0	0	0	0	0	0	0
8:00 AM	693	0	1	2	0	15	68	228	277	88	11	2	0	1	0	0	0	0	0	0	0
9:00 AM	605	0	0	1	2	12	96	218	189	78	9	0	0	0	0	0	0	0	0	0	0
10:00 AM	661	0	2	5	10	6	60	241	250	78	7	2	0	0	0	0	0	0	0	0	0
11:00 AM	790	0	0	0	5	23	125	326	227	72	10	2	0	0	0	0	0	0	0	0	0
12:00 PM	824	2	0	1	4	24	107	327	275	75	8	1	0	0	0	0	0	0	0	0	0
1:00 PM	846	0	2	3	7	25	114	381	255	49	8	1	0	0	0	0	0	1	0	0	0
2:00 PM	793	0	2	2	3	33	141	322	222	56	7	2	3	0	0	0	0	0	0	0	0
3:00 PM	1075	1	1	1	8	25	145	441	370	66	11	4	1	1	0	0	0	0	0	0	0
4:00 PM	1077	0	0	2	5	32	196	468	293	73	6	2	0	0	0	0	0	0	0	0	0
5:00 PM	929	0	1	1	2	24	126	379	302	80	10	4	0	0	0	0	0	0	0	0	0
6:00 PM	790	0	0	0	1	15	109	310	303	45	7	0	0	0	0	0	0	0	0	0	0
7:00 PM	583	0	0	0	0	14	60	250	203	45	7	3	0	0	0	1	0	0	0	0	0
8:00 PM	449	0	0	0	1	16	50	190	156	31	4	1	0	0	0	0	0	0	0	0	0
9:00 PM	359	0	0	0	4	7	62	130	125	28	3	0	0	0	0	0	0	0	0	0	0
10:00 PM	278	0	1	0	5	12	30	115	88	24	3	0	0	0	0	0	0	0	0	0	0
11:00 PM	266	0	0	1	6	19	30	96	99	15	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1739	0	2	3	8	34	137	563	705	241	41	3	1	1	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	3081	1	2	4	15	81	467	1288	965	219	27	10	1	1	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	10129	3	10	19	55	253	1356	3976	3391	913	124	21	5	2	0	0	0	1	0	0	0
12:00 AM - 12:00 AM	12807	3	12	20	73	326	1625	4928	4414	1194	169	32	7	2	0	1	0	1	0	0	0
Percent	100%	0.0%	0.1%	0.2%	0.6%	2.5%	12.7%	38.5%	34.5%	9.3%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	39.4 mph																				
85th Percentile	44.1 mph																				
95th Percentile	47.1 mph																				

Vehicle Volume Report - Hourly

Site Description: Wall Ave S.O 31st St
 Site Number: Wall Ave S.O 31st St
 Start Date: 10/8/2024
 End Date: 10/9/2024

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	10/14/24			10/8/24			10/9/24			10/10/24			10/11/24			10/12/24			10/13/24			Tue-Thu		Mon-Fri		Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	60	86	146	59	86	145	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	27	85	112	34	82	116	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	39	66	105	27	59	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	52	53	105	50	45	95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	134	148	282	128	146	274	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	336	252	588	347	252	599	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	393	533	926	422	543	965	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	536	1166	1702	535	1141	1676	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	488	1384	1872	477	1259	1736	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	449	1061	1510	470	1074	1544	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	698	1086	1784	695	1088	1783	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	791	1187	1978	845	1174	2019	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	962	1217	2179	1008	1287	2295	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	1008	1143	2151	1000	1179	2179	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	1016	1248	2264	962	1221	2183	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	1083	1342	2425	1085	1416	2501	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	1093	1473	2566	1143	1505	2648	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	1168	1407	2575	1177	1388	2565	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	921	1156	2077	951	1073	2024	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	813	714	1527	662	732	1394	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	555	414	969	633	479	1112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	359	304	663	360	295	655	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	188	213	401	201	256	457	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	101	117	218	98	170	268	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	1417	3083	4500	1434	2943	4377	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	3344	4222	7566	3405	4309	7714	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	10606	15403	26009	10770	15348	26118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	13270	17855	31125	13369	17950	31319	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	42.6%	57.4%	100.0%	42.7%	57.3%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	11:00 AM	12:00 PM	-	11:00 AM	12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	5:00 PM	6:00 PM	-	4:00 PM	5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vehicle Classification Report - Hourly

Site Description: Wall Ave S.O 31st St
Site Number: 17
Start Date: 10/8/2024
End Date: 10/9/2024

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

		FHWA Vehicle Classification - Total Study												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
Northbound	26639	180	18881	5534	201	1366	136	111	127	58	30	1	2	12
Percent	100.0%	0.7%	70.9%	20.8%	0.8%	5.1%	0.5%	0.4%	0.5%	0.2%	0.1%	0.0%	0.0%	0.0%
Southbound	35805	190	26817	6068	254	1613	255	222	234	81	34	3	0	34
Percent	100.0%	0.5%	74.9%	16.9%	0.7%	4.5%	0.7%	0.6%	0.7%	0.2%	0.1%	0.0%	0.0%	0.1%
Total	62444	370	45698	11602	455	2979	391	333	361	139	64	4	2	46
Percent	100.0%	0.6%	73.2%	18.6%	0.7%	4.8%	0.6%	0.5%	0.6%	0.2%	0.1%	0.0%	0.0%	0.1%

Site Description: Wall Ave S.O 31st St
 Site Number: 17
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Northbound - 10/08/2024)

Tuesday	Total	Northbound												
		Classes												
10/8/24		1	2	3	4	5	6	7	8	9	10	11	12	13
12:00 AM	60	0	42	13	3	1	0	0	0	1	0	0	0	0
1:00 AM	27	0	18	5	1	1	0	0	0	1	1	0	0	0
2:00 AM	39	0	27	9	1	0	0	0	1	1	0	0	0	0
3:00 AM	52	0	28	17	2	1	0	0	0	3	1	0	0	0
4:00 AM	134	0	100	25	0	8	0	0	0	1	0	0	0	0
5:00 AM	336	5	231	75	3	16	0	1	1	2	1	0	0	1
6:00 AM	393	8	241	98	7	33	3	1	0	1	1	0	0	0
7:00 AM	536	3	366	125	4	30	3	2	1	2	0	0	0	0
8:00 AM	488	0	321	110	9	36	8	1	1	1	1	0	0	0
9:00 AM	449	3	285	112	3	33	6	0	4	1	2	0	0	0
10:00 AM	698	7	450	162	13	43	9	1	5	5	3	0	0	0
11:00 AM	791	10	532	162	11	52	12	3	2	3	3	0	1	0
12:00 PM	962	4	666	198	10	69	7	6	0	1	1	0	0	0
1:00 PM	1008	7	691	226	4	64	5	1	6	1	0	1	0	2
2:00 PM	1016	4	709	222	9	52	4	5	5	2	3	0	0	1
3:00 PM	1083	4	809	195	7	49	6	3	4	2	3	0	0	1
4:00 PM	1093	7	819	192	9	41	2	9	11	2	1	0	0	0
5:00 PM	1168	4	887	214	2	42	4	9	6	0	0	0	0	0
6:00 PM	921	7	691	172	3	42	1	3	2	0	0	0	0	0
7:00 PM	813	1	627	135	5	35	3	4	3	0	0	0	0	0
8:00 PM	555	2	428	103	1	17	1	2	1	0	0	0	0	0
9:00 PM	359	2	279	63	2	9	1	1	0	2	0	0	0	0
10:00 PM	188	1	145	33	1	6	0	1	0	0	0	0	1	0
11:00 PM	101	1	82	13	0	4	0	0	1	0	0	0	0	0
6:00 AM - 9:00 AM	1417	11	928	333	20	99	14	4	2	4	2	0	0	0
3:00 PM - 6:00 PM	3344	15	2515	601	18	132	12	21	21	4	4	0	0	1
6:00 AM - 7:00 PM	10606	68	7467	2188	91	586	70	44	47	21	18	1	1	4
12:00 AM - 12:00 AM	13270	80	9474	2679	110	684	75	53	54	32	21	1	2	5
Percent	100%	0.6%	71.4%	20.2%	0.8%	5.2%	0.6%	0.4%	0.4%	0.2%	0.2%	0.0%	0.0%	0.0%

Site Description: Wall Ave S.O 31st St
 Site Number: 17
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Southbound - 10/08/2024)

Tuesday		Southbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/8/24														
12:00 AM	86 	1	73	8	0	3	0	0	0	1	0	0	0	0
1:00 AM	85 	2	66	14	0	2	0	0	0	1	0	0	0	0
2:00 AM	66 	2	49	12	1	2	0	0	0	0	0	0	0	0
3:00 AM	53 	1	37	5	4	3	0	0	0	1	1	0	0	1
4:00 AM	148 	0	112	15	10	3	2	1	0	4	1	0	0	0
5:00 AM	252 	0	196	30	10	11	2	0	1	1	1	0	0	0
6:00 AM	533 	4	383	88	11	32	9	0	3	2	1	0	0	0
7:00 AM	1166 	3	898	176	7	44	12	6	17	2	1	0	0	0
8:00 AM	1384 	5	1042	229	11	60	7	16	10	1	3	0	0	0
9:00 AM	1061 	4	762	191	9	64	9	7	7	3	4	1	0	0
10:00 AM	1086 	5	795	190	2	65	12	4	7	4	1	0	0	1
11:00 AM	1187 	5	870	207	11	59	9	7	8	6	1	0	0	4
12:00 PM	1217 	2	897	218	8	58	8	8	10	3	3	0	0	2
1:00 PM	1143 	2	845	196	6	59	14	6	7	4	2	0	0	2
2:00 PM	1248 	10	951	193	9	52	11	7	10	2	2	0	0	1
3:00 PM	1342 	6	995	248	4	57	9	9	9	2	1	0	0	2
4:00 PM	1473 	3	1099	255	3	68	16	11	16	0	0	0	0	2
5:00 PM	1407 	6	1026	262	7	69	9	17	10	0	0	1	0	0
6:00 PM	1156 	6	892	189	4	33	10	13	5	2	2	0	0	0
7:00 PM	714 	4	556	114	4	25	4	5	2	0	0	0	0	0
8:00 PM	414 	5	309	71	2	20	2	2	1	2	0	0	0	0
9:00 PM	304 	1	245	49	2	5	1	0	0	0	1	0	0	0
10:00 PM	213 	1	179	25	1	6	1	0	0	0	0	0	0	0
11:00 PM	117 	1	104	9	0	1	2	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3083	12	2323	493	29	136	28	22	30	5	5	0	0	0
3:00 PM - 6:00 PM	4222	15	3120	765	14	194	34	37	35	2	1	1	0	4
6:00 AM - 7:00 PM	15403	61	11455	2642	92	720	135	111	119	31	21	2	0	14
12:00 AM - 12:00 AM	17855	79	13381	2994	126	801	149	119	123	41	25	2	0	15
Percent	100%	0.4%	74.9%	16.8%	0.7%	4.5%	0.8%	0.7%	0.7%	0.2%	0.1%	0.0%	0.0%	0.1%

Site Description: Wall Ave S.O 31st St
 Site Number: 17
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Northbound - 10/09/2024)

Wednesday	Total	Northbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
10/9/24														
12:00 AM	59	1	39	14	3	2	0	0	0	0	0	0	0	0
1:00 AM	34	0	28	4	1	1	0	0	0	0	0	0	0	0
2:00 AM	27	1	21	5	0	0	0	0	0	0	0	0	0	0
3:00 AM	50	0	30	18	1	1	0	0	0	0	0	0	0	0
4:00 AM	128	1	92	22	1	9	1	1	0	1	0	0	0	0
5:00 AM	347	2	252	68	1	21	1	1	0	1	0	0	0	0
6:00 AM	422	9	250	108	5	43	3	2	0	1	1	0	0	0
7:00 AM	535	5	362	133	2	24	2	2	3	2	0	0	0	0
8:00 AM	477	2	313	113	3	31	9	0	3	2	0	0	0	1
9:00 AM	470	3	279	134	9	33	7	1	1	2	0	0	0	1
10:00 AM	695	6	437	177	10	45	10	1	4	2	2	0	0	1
11:00 AM	845	7	551	217	5	48	5	5	3	3	1	0	0	0
12:00 PM	1008	5	702	220	4	59	4	5	5	3	1	0	0	0
1:00 PM	1000	4	686	243	7	48	1	4	5	2	0	0	0	0
2:00 PM	962	7	665	221	6	47	3	6	5	1	0	0	0	1
3:00 PM	1085	9	776	219	6	59	2	4	5	1	2	0	0	2
4:00 PM	1143	12	818	220	6	58	2	13	12	1	1	0	0	0
5:00 PM	1177	4	917	191	4	44	3	6	6	1	1	0	0	0
6:00 PM	951	3	703	186	3	38	3	4	9	2	0	0	0	0
7:00 PM	662	7	480	135	4	25	3	3	5	0	0	0	0	0
8:00 PM	633	7	487	104	5	26	0	0	3	1	0	0	0	0
9:00 PM	360	3	284	50	3	13	2	0	4	0	0	0	0	1
10:00 PM	201	2	163	29	2	5	0	0	0	0	0	0	0	0
11:00 PM	98	0	72	24	0	2	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1434	16	925	354	10	98	14	4	6	5	1	0	0	1
3:00 PM - 6:00 PM	3405	25	2511	630	16	161	7	23	23	3	4	0	0	2
6:00 AM - 7:00 PM	10770	76	7459	2382	70	577	54	53	61	23	9	0	0	6
12:00 AM - 12:00 AM	13369	100	9407	2855	91	682	61	58	73	26	9	0	0	7
Percent	100%	0.7%	70.4%	21.4%	0.7%	5.1%	0.5%	0.4%	0.5%	0.2%	0.1%	0.0%	0.0%	0.1%

Site Description: Wall Ave S.O 31st St
 Site Number: 17
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Classification Report (Southbound - 10/09/2024)

Wednesday	Total	Southbound												
		Classes												
		1	2	3	4	5	6	7	8	9	10	11	12	13
10/9/24														
12:00 AM	86	1	76	5	1	1	1	0	0	1	0	0	0	0
1:00 AM	82	0	63	13	2	4	0	0	0	0	0	0	0	0
2:00 AM	59	2	42	11	1	3	0	0	0	0	0	0	0	0
3:00 AM	45	0	27	11	1	2	2	0	0	1	1	0	0	0
4:00 AM	146	1	113	16	9	3	1	0	0	3	0	0	0	0
5:00 AM	252	3	188	34	5	15	4	0	0	3	0	0	0	0
6:00 AM	543	2	404	93	8	24	5	1	3	3	0	0	0	0
7:00 AM	1141	6	856	172	9	67	4	12	9	2	0	0	0	4
8:00 AM	1259	4	946	208	14	63	3	7	7	3	1	1	0	2
9:00 AM	1074	9	793	177	14	52	11	7	5	2	3	0	0	1
10:00 AM	1088	7	770	222	6	58	7	9	6	1	0	0	0	2
11:00 AM	1174	6	852	221	6	65	8	8	5	1	1	0	0	1
12:00 PM	1287	2	916	252	12	68	9	10	9	7	0	0	0	2
1:00 PM	1179	5	862	219	8	57	8	5	11	2	0	0	0	2
2:00 PM	1221	10	933	201	5	44	8	6	10	2	0	0	0	2
3:00 PM	1416	9	1062	245	4	62	6	14	12	1	0	0	0	1
4:00 PM	1505	8	1143	254	4	60	8	12	11	3	1	0	0	1
5:00 PM	1388	15	1061	238	6	53	2	3	7	2	0	0	0	1
6:00 PM	1073	7	839	173	3	39	4	4	3	0	1	0	0	0
7:00 PM	732	9	537	128	9	39	4	0	5	1	0	0	0	0
8:00 PM	479	3	372	75	1	16	6	2	3	0	1	0	0	0
9:00 PM	295	1	235	45	0	9	1	2	2	0	0	0	0	0
10:00 PM	256	0	204	40	0	5	4	1	0	2	0	0	0	0
11:00 PM	170	1	142	21	0	3	0	0	3	0	0	0	0	0
6:00 AM - 9:00 AM	2943	12	2206	473	31	154	12	20	19	8	1	1	0	6
3:00 PM - 6:00 PM	4309	32	3266	737	14	175	16	29	30	6	1	0	0	3
6:00 AM - 7:00 PM	15348	90	11437	2675	99	712	83	98	98	29	7	1	0	19
12:00 AM - 12:00 AM	17950	111	13436	3074	128	812	106	103	111	40	9	1	0	19
Percent	100%	0.6%	74.9%	17.1%	0.7%	4.5%	0.6%	0.6%	0.6%	0.2%	0.1%	0.0%	0.0%	0.1%

Vehicle Speed Report - Hourly

Site Description: Wall Ave S.O 31st St
 Site Number: 17
 Start Date: 10/8/2024
 End Date: 10/9/2024

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	37.2 mph	41.1 mph
50th Percentile	38.5 mph	41.2 mph
85th Percentile	45.0 mph	45.5 mph
95th Percentile	48.4 mph	48.4 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Northbound	26639	73	335	717	1272	2276	4169	6601	7119	3345	619	89	23	1	0	0	0	0	0	0	0
Percent	100.0%	0.3%	1.3%	2.7%	4.8%	8.5%	15.6%	24.8%	26.7%	12.6%	2.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	35805	0	37	178	93	362	2002	10648	16072	5464	784	121	27	12	3	1	0	1	0	0	0
Percent	100.0%	0.0%	0.1%	0.5%	0.3%	1.0%	5.6%	29.7%	44.9%	15.3%	2.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	62444	73	372	895	1365	2638	6171	17249	23191	8809	1403	210	50	13	3	1	0	1	0	0	0
Percent	100.0%	0.1%	0.6%	1.4%	2.2%	4.2%	9.9%	27.6%	37.1%	14.1%	2.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: Wall Ave S.O 31st St
 Site Number: 17
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Speed Report (Northbound - 10/08/2024)

Tuesday	Northbound																				
10/8/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	60		0	0	0	0	5	9	22	18	4	1	1	0	0	0	0	0	0	0	0
1:00 AM	27		0	0	0	0	1	7	6	8	4	1	0	0	0	0	0	0	0	0	0
2:00 AM	39		0	0	0	0	1	7	14	16	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	52		0	0	0	0	2	9	18	14	7	2	0	0	0	0	0	0	0	0	0
4:00 AM	134		0	0	0	0	5	18	41	44	18	8	0	0	0	0	0	0	0	0	0
5:00 AM	336		0	0	3	0	14	47	125	88	46	10	3	0	0	0	0	0	0	0	0
6:00 AM	393		0	0	0	5	18	41	81	131	88	25	3	1	0	0	0	0	0	0	0
7:00 AM	536		0	0	2	4	42	96	131	160	82	16	3	0	0	0	0	0	0	0	0
8:00 AM	488		0	2	4	8	26	95	128	142	72	8	3	0	0	0	0	0	0	0	0
9:00 AM	449		0	0	1	6	19	48	113	159	84	13	4	2	0	0	0	0	0	0	0
10:00 AM	698		0	5	11	29	64	113	166	190	98	21	0	1	0	0	0	0	0	0	0
11:00 AM	791		4	7	28	35	52	108	222	221	92	18	3	1	0	0	0	0	0	0	0
12:00 PM	962		2	8	16	47	119	169	231	224	118	25	3	0	0	0	0	0	0	0	0
1:00 PM	1008		3	14	45	74	126	187	235	210	89	21	4	0	0	0	0	0	0	0	0
2:00 PM	1016		4	17	41	74	95	158	231	264	108	21	2	1	0	0	0	0	0	0	0
3:00 PM	1083		5	19	64	75	109	166	227	256	133	25	4	0	0	0	0	0	0	0	0
4:00 PM	1093		5	26	46	83	113	172	239	273	116	13	5	2	0	0	0	0	0	0	0
5:00 PM	1168		16	41	74	111	157	189	230	221	107	20	2	0	0	0	0	0	0	0	0
6:00 PM	921		2	18	9	54	96	141	231	249	106	13	1	1	0	0	0	0	0	0	0
7:00 PM	813		0	4	7	29	88	144	228	210	89	14	0	0	0	0	0	0	0	0	0
8:00 PM	555		0	0	1	1	20	65	168	205	85	9	0	1	0	0	0	0	0	0	0
9:00 PM	359		0	0	1	7	11	43	93	138	51	13	2	0	0	0	0	0	0	0	0
10:00 PM	188		0	0	0	0	7	23	64	61	30	3	0	0	0	0	0	0	0	0	0
11:00 PM	101		0	0	0	0	4	13	40	33	6	4	0	1	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1417		0	2	6	17	86	232	340	433	242	49	9	1	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	3344		26	86	184	269	379	527	696	750	356	58	11	2	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	10606		41	157	341	605	1036	1683	2465	2700	1293	239	37	9	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	13270		41	161	353	642	1194	2068	3284	3535	1634	304	43	11	0	0	0	0	0	0	0
Percent	100%		0.3%	1.2%	2.7%	4.8%	9.0%	15.6%	24.7%	26.6%	12.3%	2.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	38.4 mph																				
85th Percentile	45.0 mph																				
95th Percentile	48.4 mph																				

Site Description: Wall Ave S.O 31st St
 Site Number: 17
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Speed Report (Southbound - 10/08/2024)

Tuesday	Southbound																				
10/8/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	86	0	0	0	0	0	6	37	34	6	3	0	0	0	0	0	0	0	0	0	0
1:00 AM	85	0	0	0	0	1	3	35	29	14	3	0	0	0	0	0	0	0	0	0	0
2:00 AM	66	0	0	0	0	0	8	26	25	6	0	0	0	0	0	1	0	0	0	0	0
3:00 AM	53	0	0	0	0	2	7	13	25	4	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	148	0	0	0	0	4	8	43	56	33	4	0	0	0	0	0	0	0	0	0	0
5:00 AM	252	0	1	0	2	1	11	84	120	26	6	1	0	0	0	0	0	0	0	0	0
6:00 AM	533	0	0	0	0	6	22	127	249	109	17	3	0	0	0	0	0	0	0	0	0
7:00 AM	1166	0	1	2	0	13	51	305	558	200	30	6	0	0	0	0	0	0	0	0	0
8:00 AM	1384	0	0	1	0	6	47	337	664	280	37	10	2	0	0	0	0	0	0	0	0
9:00 AM	1061	0	1	0	1	9	45	234	503	233	27	7	1	0	0	0	0	0	0	0	0
10:00 AM	1086	0	0	9	4	13	63	272	526	166	28	4	1	0	0	0	0	0	0	0	0
11:00 AM	1187	0	3	6	3	11	79	398	503	157	23	2	2	0	0	0	0	0	0	0	0
12:00 PM	1217	0	1	7	2	22	79	339	568	173	22	2	2	0	0	0	0	0	0	0	0
1:00 PM	1143	0	4	16	0	10	59	398	473	159	18	4	1	1	0	0	0	0	0	0	0
2:00 PM	1248	0	1	15	6	31	91	412	491	167	28	4	1	1	0	0	0	0	0	0	0
3:00 PM	1342	0	1	10	4	21	107	383	559	211	39	5	1	0	0	0	0	1	0	0	0
4:00 PM	1473	0	0	8	3	20	79	468	674	190	26	4	0	0	1	0	0	0	0	0	0
5:00 PM	1407	0	4	13	8	20	71	439	617	192	36	4	1	2	0	0	0	0	0	0	0
6:00 PM	1156	0	0	9	10	18	59	339	531	165	19	6	0	0	0	0	0	0	0	0	0
7:00 PM	714	0	0	0	0	4	39	221	320	115	13	1	0	1	0	0	0	0	0	0	0
8:00 PM	414	0	0	1	1	7	21	121	184	65	9	5	0	0	0	0	0	0	0	0	0
9:00 PM	304	0	0	1	0	1	14	89	133	59	6	1	0	0	0	0	0	0	0	0	0
10:00 PM	213	0	1	1	2	4	8	75	94	22	6	0	0	0	0	0	0	0	0	0	0
11:00 PM	117	0	1	0	0	1	15	41	48	9	1	0	1	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3083	0	1	3	0	25	120	769	1471	589	84	19	2	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4222	0	5	31	15	61	257	1290	1850	593	101	13	2	2	1	0	0	1	0	0	0
6:00 AM - 7:00 PM	15403	0	16	96	41	200	852	4451	6916	2402	350	61	12	4	1	0	0	1	0	0	0
12:00 AM - 12:00 AM	17855	0	19	99	46	225	992	5236	7984	2761	403	69	13	5	1	1	0	1	0	0	0
Percent	100%	0.0%	0.1%	0.6%	0.3%	1.3%	5.6%	29.3%	44.7%	15.5%	2.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	41.2 mph																				
85th Percentile	45.5 mph																				
95th Percentile	48.5 mph																				

Site Description: Wall Ave S.O 31st St
 Site Number: 17
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Speed Report (Northbound - 10/09/2024)

Wednesday		Northbound																			
10/9/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	59	0	0	0	1	1	13	20	17	6	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	34	0	0	0	0	0	8	14	11	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	27	0	0	1	0	1	3	6	11	5	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	50	0	0	0	0	1	7	21	13	6	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	128	0	1	0	1	5	13	40	43	21	4	0	0	0	0	0	0	0	0	0	0
5:00 AM	347	0	0	0	2	10	45	115	114	47	11	1	2	0	0	0	0	0	0	0	0
6:00 AM	422	0	0	1	2	15	42	100	151	92	17	2	0	0	0	0	0	0	0	0	0
7:00 AM	535	0	0	5	10	40	92	141	145	86	14	2	0	0	0	0	0	0	0	0	0
8:00 AM	477	0	0	5	15	41	73	123	127	69	19	3	2	0	0	0	0	0	0	0	0
9:00 AM	470	0	2	2	14	24	62	116	135	95	18	2	0	0	0	0	0	0	0	0	0
10:00 AM	695	0	7	14	29	48	89	178	197	107	23	2	1	0	0	0	0	0	0	0	0
11:00 AM	845	0	10	17	40	60	132	218	228	112	24	3	1	0	0	0	0	0	0	0	0
12:00 PM	1008	2	19	39	76	82	176	255	250	87	17	4	1	0	0	0	0	0	0	0	0
1:00 PM	1000	3	9	27	35	100	165	254	264	120	20	3	0	0	0	0	0	0	0	0	0
2:00 PM	962	7	17	27	54	79	138	239	251	130	16	4	0	0	0	0	0	0	0	0	0
3:00 PM	1085	1	33	55	73	121	157	211	266	144	20	3	1	0	0	0	0	0	0	0	0
4:00 PM	1143	2	30	47	81	106	202	253	279	121	19	3	0	0	0	0	0	0	0	0	0
5:00 PM	1177	12	29	72	98	136	200	251	247	111	19	2	0	0	0	0	0	0	0	0	0
6:00 PM	951	4	11	37	53	81	157	203	253	121	26	4	0	1	0	0	0	0	0	0	0
7:00 PM	662	0	3	11	19	59	135	175	178	64	13	3	2	0	0	0	0	0	0	0	0
8:00 PM	633	1	2	3	23	45	104	186	180	76	10	3	0	0	0	0	0	0	0	0	0
9:00 PM	360	0	0	0	3	17	42	88	135	58	14	2	1	0	0	0	0	0	0	0	0
10:00 PM	201	0	1	0	0	8	31	76	60	18	6	0	1	0	0	0	0	0	0	0	0
11:00 PM	98	0	0	1	1	2	15	34	29	14	2	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1434	0	0	11	27	96	207	364	423	247	50	7	2	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	3405	15	92	174	252	363	559	715	792	376	58	8	1	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	10770	31	167	348	580	933	1685	2542	2793	1395	252	37	6	1	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	13369	32	174	364	630	1082	2101	3317	3584	1711	315	46	12	1	0	0	0	0	0	0	0
Percent	100%	0.2%	1.3%	2.7%	4.7%	8.1%	15.7%	24.8%	26.8%	12.8%	2.4%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	38.5 mph																				
85th Percentile	45.1 mph																				
95th Percentile	48.5 mph																				

Site Description: Wall Ave S.O 31st St
 Site Number: 17
 Start Date: 10/8/2024
 End Date: 10/9/2024

Vehicle Speed Report (Southbound - 10/09/2024)

Wednesday		Southbound																			
10/9/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	86	0	0	0	0	1	14	31	30	10	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	82	0	0	0	0	0	5	30	38	8	0	0	1	0	0	0	0	0	0	0	0
2:00 AM	59	0	0	0	1	0	4	23	25	6	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	45	0	0	0	1	0	6	19	15	4	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	146	0	0	0	0	4	10	35	66	28	2	1	0	0	0	0	0	0	0	0	0
5:00 AM	252	0	1	0	0	4	6	67	118	48	6	2	0	0	0	0	0	0	0	0	0
6:00 AM	543	0	0	0	0	4	14	127	246	132	16	2	0	2	0	0	0	0	0	0	0
7:00 AM	1141	0	0	2	1	3	62	294	545	208	21	5	0	0	0	0	0	0	0	0	0
8:00 AM	1259	0	0	1	0	3	60	321	601	234	34	3	0	2	0	0	0	0	0	0	0
9:00 AM	1074	0	3	4	5	3	49	285	477	212	31	4	1	0	0	0	0	0	0	0	0
10:00 AM	1088	0	1	3	1	5	44	321	499	181	25	6	2	0	0	0	0	0	0	0	0
11:00 AM	1174	0	0	9	1	8	56	341	550	172	35	2	0	0	0	0	0	0	0	0	0
12:00 PM	1287	0	1	13	3	12	84	462	523	166	22	0	0	1	0	0	0	0	0	0	0
1:00 PM	1179	0	0	7	4	12	69	380	512	165	25	3	2	0	0	0	0	0	0	0	0
2:00 PM	1221	0	5	8	8	12	82	405	545	134	18	1	3	0	0	0	0	0	0	0	0
3:00 PM	1416	0	1	10	7	20	80	430	621	212	30	2	2	1	0	0	0	0	0	0	0
4:00 PM	1505	0	3	7	5	11	117	459	663	207	28	4	0	1	0	0	0	0	0	0	0
5:00 PM	1388	0	2	5	1	9	85	401	634	207	34	7	2	0	1	0	0	0	0	0	0
6:00 PM	1073	0	1	7	3	5	45	351	508	127	24	0	1	0	1	0	0	0	0	0	0
7:00 PM	732	0	0	0	3	8	48	253	330	78	9	3	0	0	0	0	0	0	0	0	0
8:00 PM	479	0	0	3	1	5	22	133	238	68	6	3	0	0	0	0	0	0	0	0	0
9:00 PM	295	0	0	0	0	1	15	87	130	49	10	3	0	0	0	0	0	0	0	0	0
10:00 PM	256	0	0	0	2	6	21	91	108	24	4	0	0	0	0	0	0	0	0	0	0
11:00 PM	170	0	0	0	0	1	12	66	66	23	1	1	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	2943	0	0	3	1	10	136	742	1392	574	71	10	0	4	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4309	0	6	22	13	40	282	1290	1918	626	92	13	4	2	1	0	0	0	0	0	0
6:00 AM - 7:00 PM	15348	0	17	76	39	107	847	4577	6924	2357	343	39	13	7	2	0	0	0	0	0	0
12:00 AM - 12:00 AM	17950	0	18	79	47	137	1010	5412	8088	2703	381	52	14	7	2	0	0	0	0	0	0
Percent	100%	0.0%	0.1%	0.4%	0.3%	0.8%	5.6%	30.2%	45.1%	15.1%	2.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	41.2 mph																				
85th Percentile	45.4 mph																				
95th Percentile	48.3 mph																				



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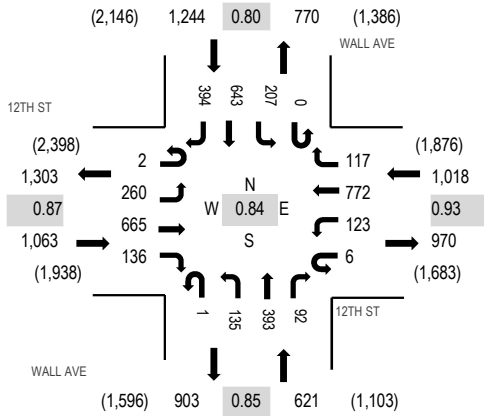
Location: 1 WALL AVE & 12TH ST AM

Date: Wednesday, October 9, 2024

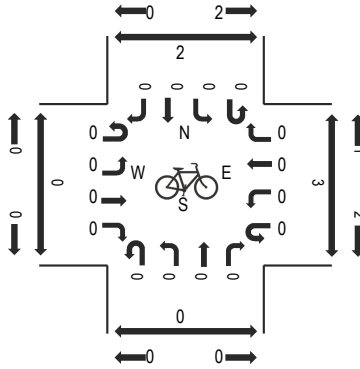
Peak Hour: 07:15 AM - 08:15 AM

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

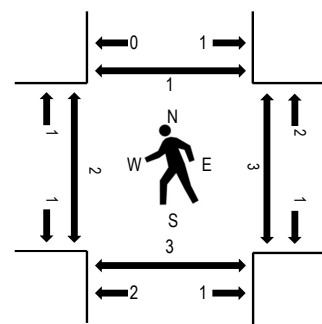
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	12TH ST Eastbound				12TH ST Westbound				WALL AVE Northbound				WALL AVE 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
7:00 AM	0	47	104	27	2	15	173	22	0	36	44	19	0	24	101	89	703	3,711	1	0	0	0
7:15 AM	0	57	167	23	1	20	164	23	0	22	76	13	0	42	143	89	840	3,946	0	1	1	0
7:30 AM	0	64	148	43	1	31	209	31	0	27	106	17	0	50	155	117	999	3,941	1	0	1	0
7:45 AM	0	84	182	39	1	33	212	35	0	45	110	37	0	70	210	111	1,169	3,734	0	1	0	1
8:00 AM	2	55	168	31	3	39	187	28	1	41	101	25	0	45	135	77	938	3,352	1	1	1	0
8:15 AM	0	58	156	31	2	32	166	35	1	34	85	21	0	22	119	73	835		0	2	0	1
8:30 AM	0	54	139	27	0	32	149	28	0	32	56	21	0	34	127	93	792		0	0	0	0
8:45 AM	1	65	129	37	1	27	140	34	0	26	88	19	0	20	117	83	787		0	0	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	7	3	0	0	3	0	0	2	2	1	0	3	1	1	26
Lights	2	252	619	129	6	122	750	114	1	125	382	88	0	201	630	387	3,808
Mediums	0	5	39	4	0	1	19	3	0	8	9	3	0	3	12	6	112
Total	2	260	665	136	6	123	772	117	1	135	393	92	0	207	643	394	3,946



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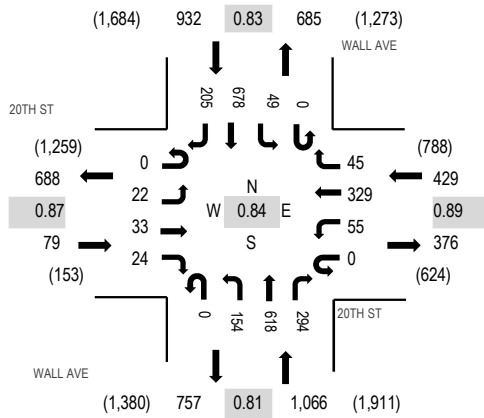
Location: 2 WALL AVE & 20TH ST AM

Date: Wednesday, October 9, 2024

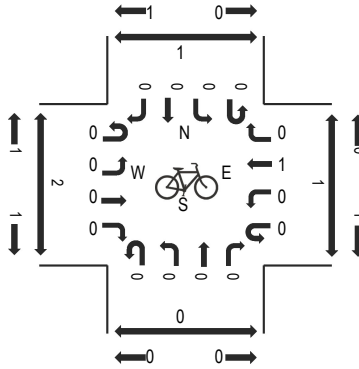
Peak Hour: 07:15 AM - 08:15 AM

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

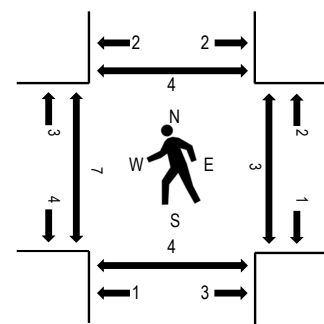
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	20TH ST Eastbound				20TH ST Westbound				WALL AVE Northbound				WALL AVE 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
7:00 AM	0	4	3	1	0	13	66	2	0	26	125	28	0	8	114	43	433	2,319	0	1	0	0
7:15 AM	0	3	9	7	0	11	70	9	0	27	147	52	0	10	138	39	522	2,506	1	1	0	2
7:30 AM	0	6	8	6	0	18	95	7	0	38	144	62	0	14	169	49	616	2,494	3	1	3	0
7:45 AM	0	8	5	6	0	20	82	16	0	44	172	113	0	14	206	62	748	2,407	3	0	1	0
8:00 AM	0	5	11	5	0	6	82	13	0	45	155	67	0	11	165	55	620	2,217	0	1	0	2
8:15 AM	0	9	10	5	0	12	67	10	0	30	131	49	0	8	146	33	510		0	1	0	1
8:30 AM	0	3	5	9	0	16	71	7	0	40	129	51	1	13	145	39	529		0	0	0	1
8:45 AM	0	10	7	8	0	12	72	11	0	34	145	57	1	9	142	50	558		2	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	4	3	0	0	0	1	1	10
Lights	0	20	33	24	0	53	326	45	0	139	587	291	0	49	653	195	2,415
Mediums	0	1	0	0	0	2	3	0	0	11	28	3	0	0	24	9	81
Total	0	22	33	24	0	55	329	45	0	154	618	294	0	49	678	205	2,506



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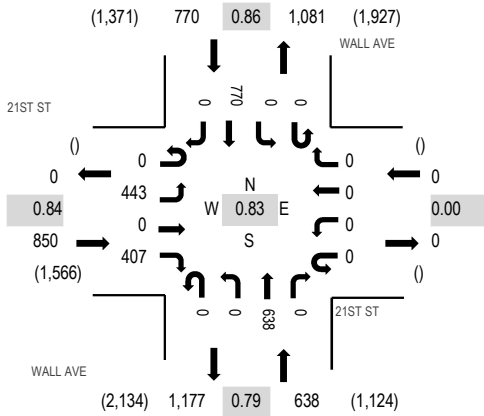
Location: 3 WALL AVE & 21ST ST AM

Date: Wednesday, October 9, 2024

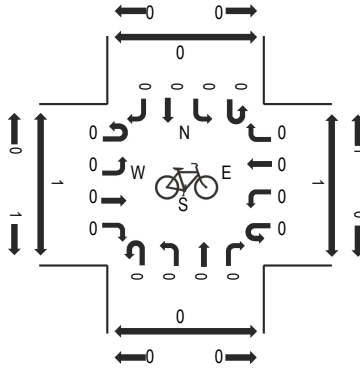
Peak Hour: 07:30 AM - 08:30 AM

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

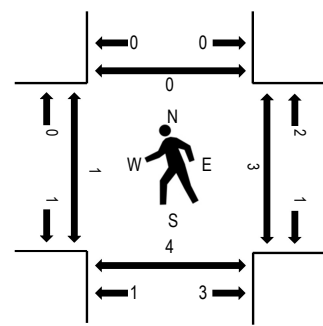
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

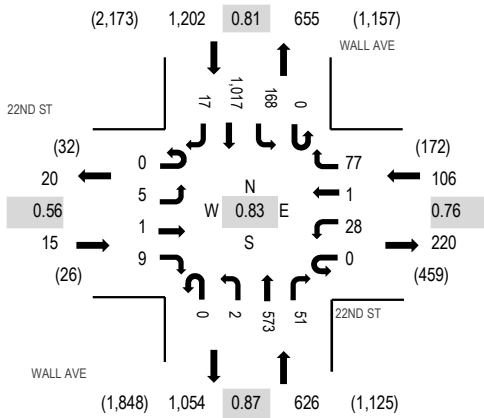
Traffic Counts - Motorized Vehicles

Interval Start Time	21ST ST Eastbound				21ST ST Westbound				WALL AVE Northbound				WALL AVE 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
7:00 AM	0	64	0	76	0	0	0	0	0	0	117	0	0	0	128	0	385	2,078	1	2	2	0
7:15 AM	0	89	0	98	0	0	0	0	0	0	133	0	0	0	151	0	471	2,248	1	1	0	0
7:30 AM	0	113	0	81	0	0	0	0	0	0	152	0	0	0	194	0	540	2,258	0	2	1	0
7:45 AM	0	122	0	131	0	0	0	0	0	0	205	0	0	0	224	0	682	2,192	1	1	1	0
8:00 AM	0	107	0	101	0	0	0	0	0	0	158	0	0	0	189	0	555	1,983	0	0	2	0
8:15 AM	0	101	0	94	0	0	0	0	0	0	123	0	0	0	163	0	481		0	0	0	0
8:30 AM	0	104	0	94	0	0	0	0	0	0	109	0	0	0	167	0	474		0	0	0	0
8:45 AM	0	103	0	88	0	0	0	0	0	0	127	0	0	0	155	0	473		2	1	0	0

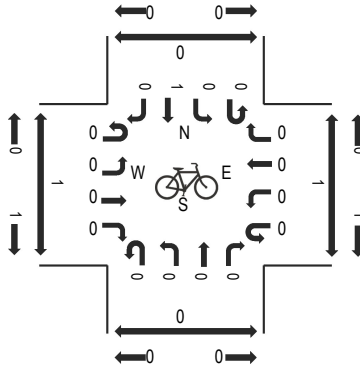
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	3	0	0	0	0	0	0	5	0	0	0	0	0	11
Lights	0	423	0	390	0	0	0	0	0	0	601	0	0	0	744	0	2,158
Mediums	0	17	0	14	0	0	0	0	0	0	32	0	0	0	26	0	89
Total	0	443	0	407	0	0	0	0	0	0	638	0	0	0	770	0	2,258

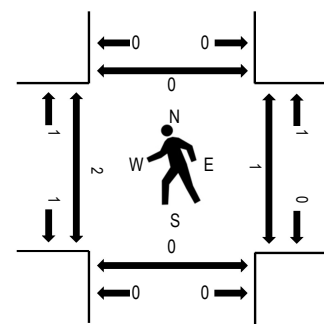
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	22ND ST Eastbound				22ND ST Westbound				WALL AVE Northbound				WALL AVE 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
7:00 AM	0	3	0	0	0	4	0	14	0	0	106	10	0	44	167	1	349	1,810	1	0	0	0
7:15 AM	0	0	0	1	0	1	0	7	0	1	124	15	0	62	180	3	394	1,940	1	1	0	0
7:30 AM	0	1	0	1	0	7	1	19	0	1	158	17	0	41	232	3	481	1,949	1	0	0	0
7:45 AM	0	0	0	2	0	5	0	23	0	0	172	13	0	42	324	5	586	1,866	1	1	0	0
8:00 AM	0	3	0	5	0	10	0	25	0	0	131	11	0	46	243	5	479	1,686	0	0	0	0
8:15 AM	0	1	1	1	0	6	0	10	0	1	112	10	0	39	218	4	403		0	0	0	0
8:30 AM	0	0	0	3	0	10	1	15	0	0	97	12	0	38	220	2	398		1	0	0	0
8:45 AM	0	0	1	3	0	1	0	13	0	0	123	11	0	46	204	4	406		2	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	5	0	0	0	4	0	10
Lights	0	5	1	8	0	26	1	73	0	2	539	51	0	163	979	17	1,865
Mediums	0	0	0	0	0	2	0	4	0	0	29	0	0	5	34	0	74
Total	0	5	1	9	0	28	1	77	0	2	573	51	0	168	1,017	17	1,949



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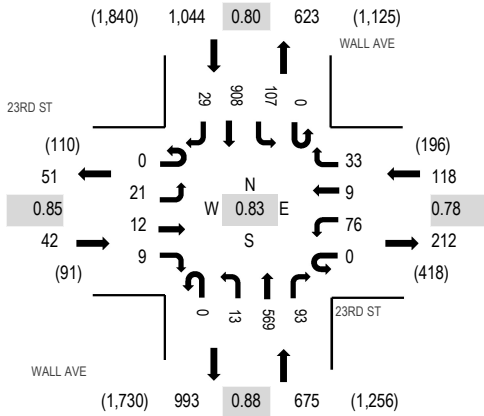
Location: 5 WALL AVE & 23RD ST AM

Date: Wednesday, October 9, 2024

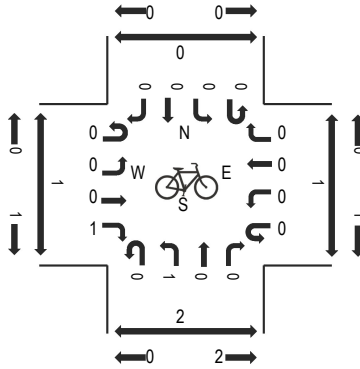
Peak Hour: 07:30 AM - 08:30 AM

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

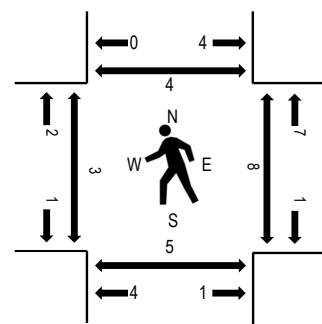
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	23RD ST Eastbound				23RD ST Westbound				WALL AVE Northbound				WALL AVE 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
7:00 AM	0	9	4	2	0	10	4	7	0	7	106	44	0	16	146	8	363	1,779	1	0	0	1
7:15 AM	0	7	4	2	0	13	2	4	0	1	128	31	0	17	161	9	379	1,875	3	0	3	4
7:30 AM	0	5	2	4	0	17	1	6	0	4	165	33	0	27	202	8	474	1,879	1	1	4	2
7:45 AM	0	7	3	2	0	19	3	11	0	3	162	25	0	32	283	13	563	1,789	1	3	1	1
8:00 AM	0	5	4	2	0	25	3	10	0	3	130	18	0	30	224	5	459	1,604	0	2	0	0
8:15 AM	0	4	3	1	0	15	2	6	0	3	112	17	0	18	199	3	383		1	2	0	1
8:30 AM	0	6	3	1	0	11	1	4	0	2	102	18	0	18	213	5	384		0	0	0	0
8:45 AM	0	5	4	2	0	8	7	7	0	6	117	19	0	28	168	7	378		2	0	4	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10
Lights	0	11	3	9	0	67	9	32	0	13	545	92	0	106	870	27	1,784
Mediums	0	10	9	0	0	9	0	1	0	0	19	1	0	1	33	2	85
Total	0	21	12	9	0	76	9	33	0	13	569	93	0	107	908	29	1,879



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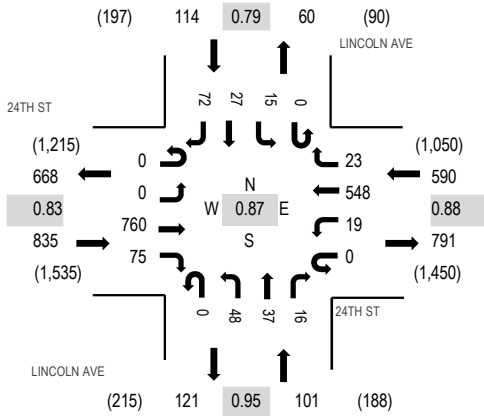
Location: 6 LINCOLN AVE & 24TH ST AM

Date: Wednesday, October 9, 2024

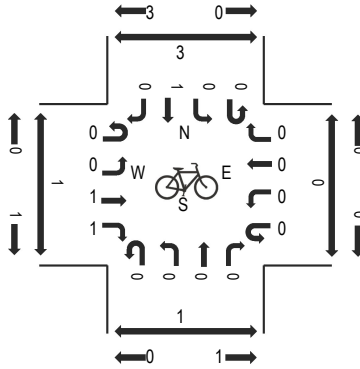
Peak Hour: 07:30 AM - 08:30 AM

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

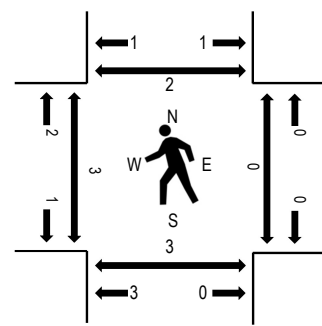
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	24TH ST Eastbound				24TH ST Westbound				LINCOLN AVE Northbound				LINCOLN AVE 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
7:00 AM	0	0	119	7	0	4	141	3	0	8	6	2	0	3	2	13	308	1,517	1	2	2	1
7:15 AM	1	0	148	15	0	0	125	4	0	13	9	5	0	1	2	19	342	1,623	0	0	1	0
7:30 AM	0	0	178	23	0	5	126	2	0	12	13	3	0	6	8	22	398	1,640	0	0	2	0
7:45 AM	0	0	231	21	0	5	152	12	0	12	7	5	0	3	3	18	469	1,551	0	0	0	0
8:00 AM	0	0	176	14	0	6	155	5	0	12	11	4	0	4	9	18	414	1,453	1	0	0	2
8:15 AM	0	0	175	17	0	3	115	4	0	12	6	4	0	2	7	14	359		2	0	1	0
8:30 AM	0	0	166	17	0	4	88	0	0	13	2	6	0	2	3	8	309		1	1	1	3
8:45 AM	0	1	199	27	0	8	80	3	0	14	2	7	0	1	5	24	371		1	0	1	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	0	741	75	0	18	538	22	0	46	36	16	0	15	25	71	1,603
Mediums	0	0	19	0	0	1	9	1	0	2	1	0	0	0	2	1	36
Total	0	0	760	75	0	19	548	23	0	48	37	16	0	15	27	72	1,640



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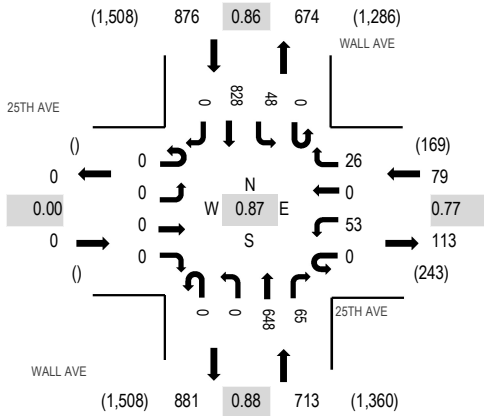
Location: 7 WALL AVE & 25TH AVE AM

Date: Wednesday, October 9, 2024

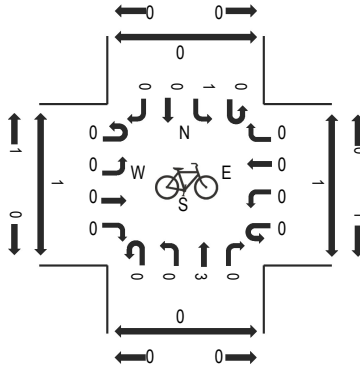
Peak Hour: 07:30 AM - 08:30 AM

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

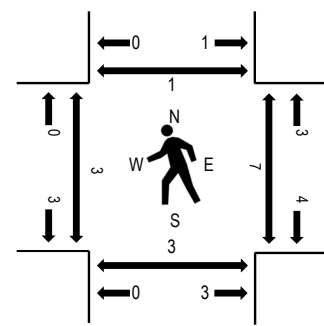
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	25TH AVE Eastbound				25TH AVE Westbound				WALL AVE Northbound				WALL AVE 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
7:00 AM	0	0	0	0	0	10	0	7	0	0	145	15	0	7	131	0	315	1,549	0	2	0	1
7:15 AM	0	0	0	0	0	12	0	9	0	0	160	16	0	12	130	0	339	1,642	2	1	1	0
7:30 AM	0	0	0	0	0	10	0	8	0	0	183	9	0	6	197	0	413	1,668	0	0	0	1
7:45 AM	0	0	0	0	0	11	0	7	0	0	188	22	0	17	237	0	482	1,614	2	4	2	0
8:00 AM	0	0	0	0	0	16	0	5	0	0	149	16	0	11	211	0	408	1,488	1	0	1	0
8:15 AM	0	0	0	0	0	16	0	6	0	0	128	18	0	14	183	0	365		0	3	0	0
8:30 AM	0	0	0	0	0	12	0	9	0	0	123	22	0	17	176	0	359		1	3	1	2
8:45 AM	0	0	0	0	0	16	0	15	0	0	144	22	0	19	140	0	356		0	1	1	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	0	10
Lights	0	0	0	0	0	53	0	26	0	0	624	63	0	48	798	0	1,612
Mediums	0	0	0	0	0	0	0	0	0	0	20	1	0	0	25	0	46
Total	0	0	0	0	0	53	0	26	0	0	648	65	0	48	828	0	1,668



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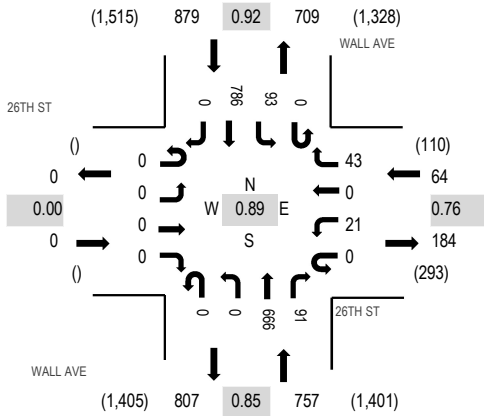
Location: 8 WALL AVE & 26TH ST AM

Date: Wednesday, October 9, 2024

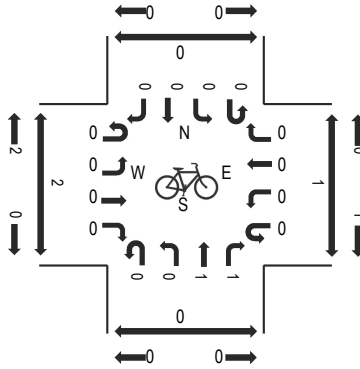
Peak Hour: 07:30 AM - 08:30 AM

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

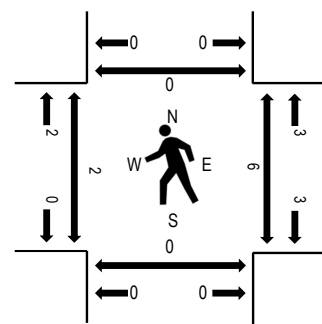
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	26TH ST Eastbound				26TH ST Westbound				WALL AVE Northbound				WALL AVE 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
7:00 AM	0	0	0	0	0	6	0	5	0	0	151	14	0	17	128	0	321	1,552	1	0	0	0
7:15 AM	0	0	0	0	0	8	0	4	0	0	167	9	0	10	133	0	331	1,655	2	0	0	0
7:30 AM	0	0	0	0	0	8	0	7	0	0	181	12	0	11	203	0	422	1,700	0	2	0	0
7:45 AM	0	0	0	0	0	1	0	11	0	0	203	25	0	32	206	0	478	1,621	2	2	0	0
8:00 AM	0	0	0	0	0	4	0	12	0	0	148	31	0	31	198	0	424	1,474	0	2	0	0
8:15 AM	0	0	0	0	0	8	0	13	0	0	134	23	0	19	179	0	376		0	0	0	0
8:30 AM	0	0	0	0	0	5	0	6	0	0	129	12	0	17	174	0	343		1	0	0	0
8:45 AM	0	0	0	0	0	6	0	6	0	0	151	11	0	19	138	0	331		0	3	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	5	1	0	0	5	0	12
Lights	0	0	0	0	0	18	0	40	0	0	642	89	0	89	761	0	1,639
Mediums	0	0	0	0	0	3	0	2	0	0	19	1	0	4	20	0	49
Total	0	0	0	0	0	21	0	43	0	0	666	91	0	93	786	0	1,700



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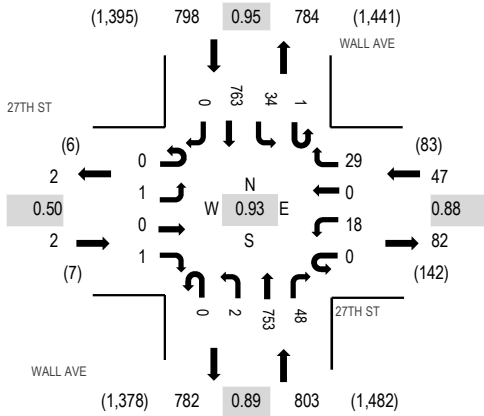
Location: 9 WALL AVE & 27TH ST AM

Date: Wednesday, October 9, 2024

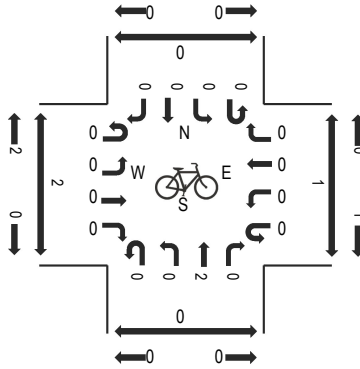
Peak Hour: 07:30 AM - 08:30 AM

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

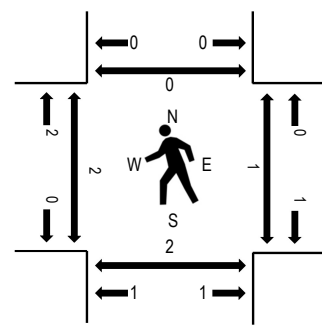
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	27TH ST Eastbound				27TH ST Westbound				WALL AVE Northbound				WALL AVE 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
7:00 AM	0	0	0	0	0	7	0	5	0	0	154	8	0	6	127	0	307	1,518	1	0	0	0
7:15 AM	0	0	0	2	0	2	1	1	0	0	176	8	0	6	138	1	335	1,610	1	0	0	0
7:30 AM	0	1	0	1	0	3	0	6	0	0	202	9	1	6	202	0	431	1,650	1	0	0	0
7:45 AM	0	0	0	0	0	3	0	10	0	1	211	14	0	14	192	0	445	1,568	1	0	0	0
8:00 AM	0	0	0	0	0	4	0	7	0	0	180	8	0	4	196	0	399	1,449	0	1	0	0
8:15 AM	0	0	0	0	0	8	0	6	0	1	160	17	0	10	173	0	375		0	0	2	0
8:30 AM	0	0	1	2	0	6	0	5	0	0	150	8	0	11	166	0	349		1	0	0	0
8:45 AM	0	0	0	0	0	7	0	2	0	2	164	9	0	3	139	0	326		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	1	0	0	0	0	5	0	0	0	5	0	12
Lights	0	0	0	1	0	17	0	23	0	2	734	46	1	26	742	0	1,592
Mediums	0	0	0	0	0	0	0	6	0	0	14	2	0	8	16	0	46
Total	0	1	0	1	0	18	0	29	0	2	753	48	1	34	763	0	1,650



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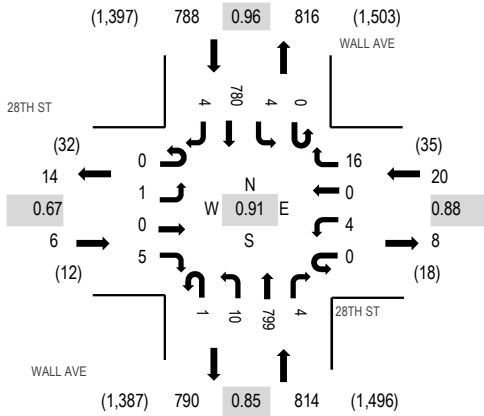
Location: 10 WALL AVE & 28TH ST AM

Date: Wednesday, October 9, 2024

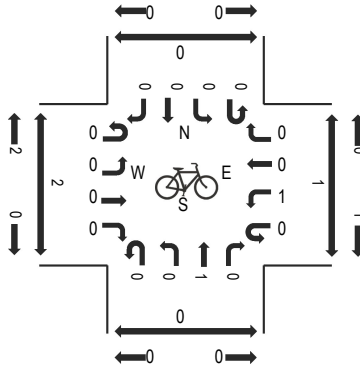
Peak Hour: 07:30 AM - 08:30 AM

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

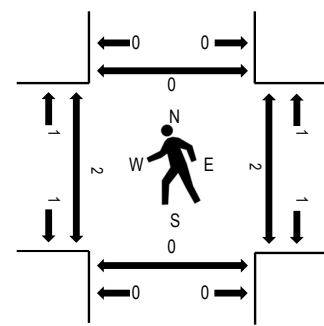
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	28TH ST Eastbound				28TH ST Westbound				WALL AVE Northbound				WALL AVE 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
7:00 AM	0	0	0	1	0	1	0	3	0	3	161	0	0	2	127	3	301	1,491	1	0	0	0
7:15 AM	0	0	0	1	0	0	0	6	0	2	182	0	0	3	138	0	332	1,585	2	1	0	0
7:30 AM	0	0	0	0	0	2	0	3	0	1	200	0	0	1	203	1	411	1,628	2	0	0	0
7:45 AM	0	0	0	3	0	1	0	4	0	2	236	1	0	3	195	2	447	1,555	0	2	0	0
8:00 AM	0	1	0	1	0	0	0	5	1	4	183	3	0	0	196	1	395	1,449	0	0	0	0
8:15 AM	0	0	0	1	0	1	0	4	0	3	180	0	0	0	186	0	375		0	0	0	0
8:30 AM	0	2	0	0	0	1	0	2	0	2	149	0	0	4	176	2	338		1	0	0	1
8:45 AM	0	1	0	1	0	0	0	2	0	3	179	1	0	0	151	3	341		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	2	5	0	0	0	5	1	13
Lights	0	1	0	5	0	4	0	15	1	8	779	4	0	4	760	3	1,584
Mediums	0	0	0	0	0	0	0	1	0	0	15	0	0	0	15	0	31
Total	0	1	0	5	0	4	0	16	1	10	799	4	0	4	780	4	1,628



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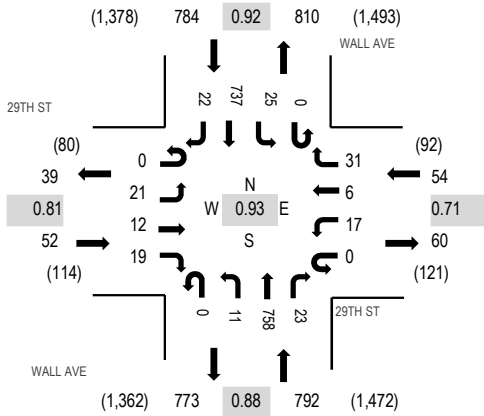
Location: 11 WALL AVE & 29TH ST AM

Date: Wednesday, October 9, 2024

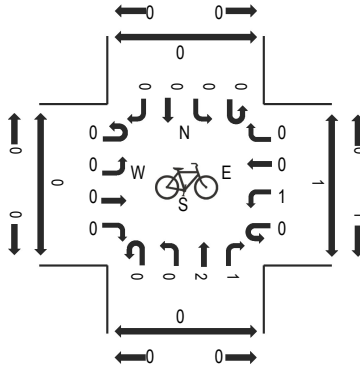
Peak Hour: 07:30 AM - 08:30 AM

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

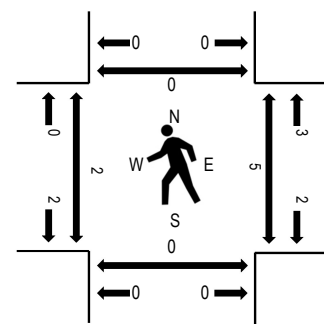
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	29TH ST Eastbound				29TH ST Westbound				WALL AVE Northbound				WALL AVE 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
7:00 AM	0	7	2	1	0	3	3	5	0	5	154	1	0	6	113	10	310	1,533	1	1	0	0
7:15 AM	0	4	2	10	0	5	1	5	0	4	169	5	0	8	128	4	345	1,622	0	0	0	0
7:30 AM	0	3	2	2	0	3	3	9	0	0	187	5	0	8	201	4	427	1,682	2	1	0	0
7:45 AM	0	7	5	4	0	7	1	12	0	4	217	5	0	4	179	6	451	1,605	0	3	0	0
8:00 AM	0	6	1	6	0	2	1	5	0	2	183	2	0	7	178	6	399	1,523	0	1	0	0
8:15 AM	0	5	4	7	0	5	1	5	0	5	171	11	0	6	179	6	405		0	0	0	0
8:30 AM	0	5	4	11	0	2	0	2	0	2	147	8	0	7	161	1	350		0	1	0	0
8:45 AM	0	2	6	8	0	3	4	5	0	1	178	6	0	6	144	6	369		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	6	0	0	0	0	0	2	6	0	0	0	5	0	20
Lights	0	20	9	13	0	17	6	31	0	9	737	22	0	23	718	22	1,627
Mediums	0	0	3	0	0	0	0	0	0	0	15	1	0	2	14	0	35
Total	0	21	12	19	0	17	6	31	0	11	758	23	0	25	737	22	1,682



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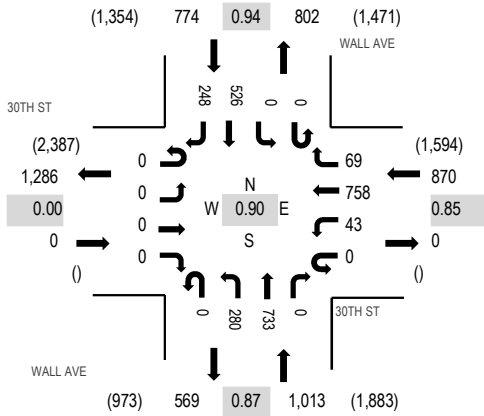
Location: 12 WALL AVE & 30TH ST AM

Date: Wednesday, October 9, 2024

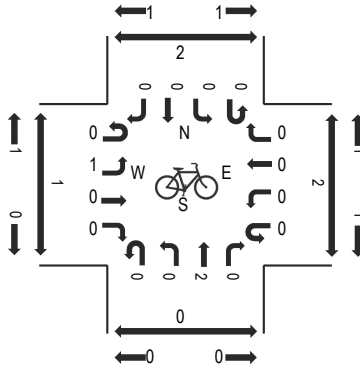
Peak Hour: 07:30 AM - 08:30 AM

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

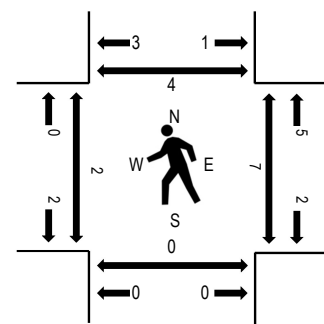
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	30TH ST Eastbound				30TH ST Westbound				WALL AVE Northbound				WALL AVE 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
7:00 AM	0	0	0	0	0	1	156	17	0	64	136	0	0	0	61	51	486	2,483	1	5	0	0
7:15 AM	0	0	0	0	0	10	172	16	0	66	157	0	0	0	81	55	557	2,617	1	0	0	0
7:30 AM	0	0	0	0	0	11	201	19	0	82	186	0	0	0	137	69	705	2,657	2	0	0	0
7:45 AM	0	0	0	0	0	12	236	14	0	83	209	0	0	0	130	51	735	2,523	0	5	0	2
8:00 AM	0	0	0	0	0	14	168	17	0	54	170	0	0	0	136	61	620	2,348	0	2	0	1
8:15 AM	0	0	0	0	0	6	153	19	0	61	168	0	0	0	123	67	597		0	0	0	1
8:30 AM	0	0	0	0	0	9	160	8	0	65	155	0	0	0	117	57	571		0	0	0	0
8:45 AM	0	0	0	0	0	17	145	13	0	60	167	0	0	0	108	50	560		0	2	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	5	2	0	5	6	0	0	0	3	9	31
Lights	0	0	0	0	0	41	743	65	0	270	714	0	0	0	515	231	2,579
Mediums	0	0	0	0	0	1	10	2	0	5	13	0	0	0	8	8	47
Total	0	0	0	0	0	43	758	69	0	280	733	0	0	0	526	248	2,657



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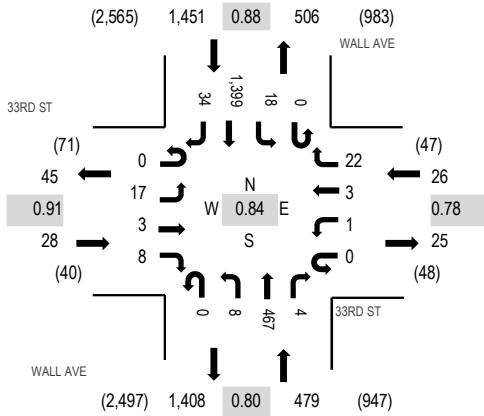
Location: 13 WALL AVE & 33RD ST AM

Date: Wednesday, October 9, 2024

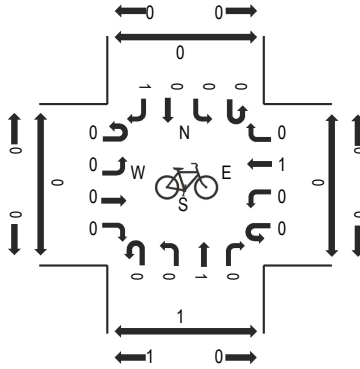
Peak Hour: 07:45 AM - 08:45 AM

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

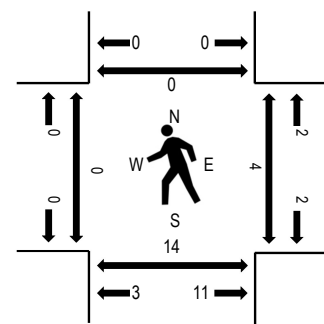
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	33RD ST Eastbound				33RD ST Westbound				WALL AVE Northbound				WALL AVE 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
7:00 AM	0	1	0	0	0	3	0	2	0	1	98	0	0	6	200	3	314	1,751	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	5	0	1	113	2	0	7	258	4	391	1,909	0	0	1	0
7:30 AM	0	2	1	3	0	0	0	3	0	2	134	0	0	2	309	2	458	1,979	0	1	7	0
7:45 AM	0	4	2	2	0	0	0	6	0	3	154	3	0	2	398	14	588	1,984	0	0	4	0
8:00 AM	0	4	0	4	0	1	1	3	0	3	97	0	0	6	345	8	472	1,848	0	2	6	0
8:15 AM	0	5	1	1	0	0	0	6	0	2	110	0	0	6	325	5	461		0	0	2	0
8:30 AM	0	4	0	1	0	0	2	7	0	0	106	1	0	4	331	7	463		0	2	2	0
8:45 AM	0	2	0	2	0	0	1	7	0	6	110	1	0	3	314	6	452		0	0	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	9
Lights	0	17	3	8	0	1	3	22	0	8	453	4	0	18	1,374	34	1,945
Mediums	0	0	0	0	0	0	0	0	0	0	11	0	0	0	19	0	30
Total	0	17	3	8	0	1	3	22	0	8	467	4	0	18	1,399	34	1,984



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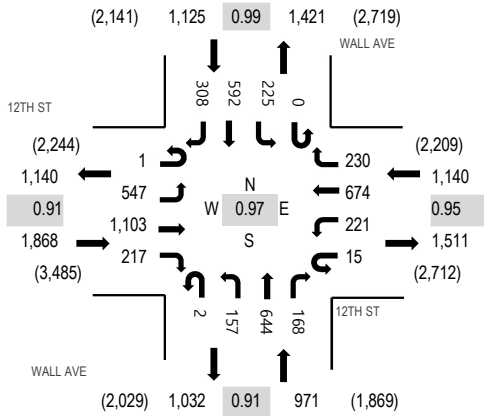
Location: 1 WALL AVE & 12TH ST PM

Date: Wednesday, October 9, 2024

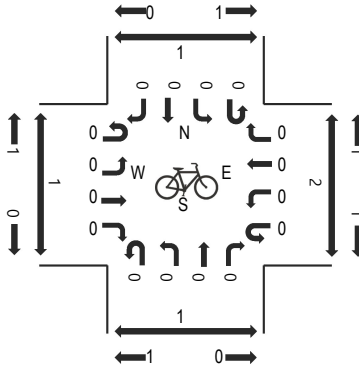
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

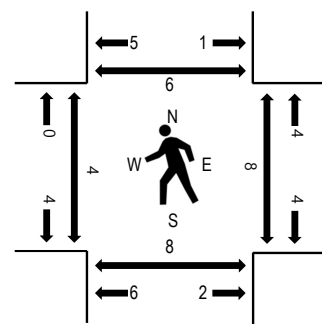
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	12TH ST Eastbound				12TH ST Westbound				WALL AVE Northbound				WALL AVE 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
4:00 PM	1	126	256	58	6	54	191	46	1	50	141	29	0	41	138	90	1,228	4,855	0	4	8	1
4:15 PM	0	79	133	66	2	60	145	61	5	39	159	27	0	45	166	73	1,060	4,919	2	2	1	2
4:30 PM	0	138	271	54	0	57	152	52	1	37	154	54	0	66	151	71	1,258	5,104	2	0	1	0
4:45 PM	1	137	303	70	6	56	162	58	0	41	153	34	0	56	141	91	1,309	5,008	0	2	1	1
5:00 PM	0	132	267	49	5	56	182	58	1	48	174	44	0	52	154	70	1,292	4,849	2	2	2	4
5:15 PM	0	140	262	44	4	52	178	62	0	31	163	36	0	51	146	76	1,245		0	4	4	1
5:30 PM	0	138	259	39	2	49	144	47	1	45	157	35	0	34	128	84	1,162		0	1	1	4
5:45 PM	1	144	265	52	4	58	149	51	0	24	149	36	0	27	122	68	1,150		3	3	3	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	1	3	0	0	3	2	0	0	0	3	0	13
Lights	1	544	1,097	212	15	220	660	228	2	153	634	165	0	225	583	306	5,045
Mediums	0	2	6	5	0	0	11	2	0	1	8	3	0	0	6	2	46
Total	1	547	1,103	217	15	221	674	230	2	157	644	168	0	225	592	308	5,104



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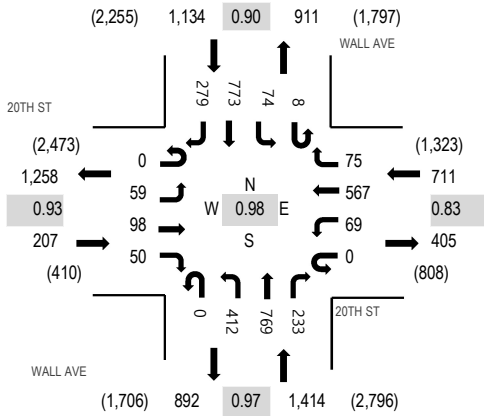
Location: 2 WALL AVE & 20TH ST PM

Date: Wednesday, October 9, 2024

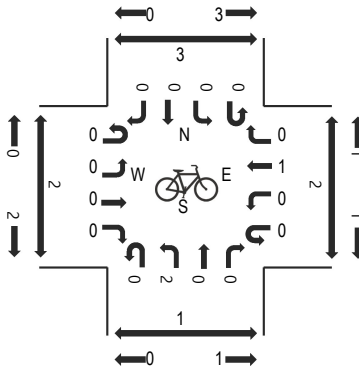
Peak Hour: 04:30 PM - 05:30 PM

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

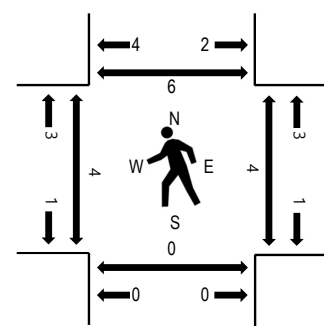
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	20TH ST Eastbound				20TH ST Westbound				WALL AVE Northbound				WALL AVE 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
4:00 PM	0	25	25	7	0	25	133	25	1	114	165	59	3	25	169	79	855	3,417	0	0	0	1
4:15 PM	0	11	19	6	0	18	95	13	0	119	199	46	4	15	183	123	851	3,444	3	1	0	1
4:30 PM	0	14	22	11	0	19	140	13	0	107	186	57	1	18	175	68	831	3,466	1	0	0	1
4:45 PM	0	17	20	14	0	11	126	23	0	91	211	59	4	12	221	71	880	3,419	2	1	0	1
5:00 PM	0	12	29	15	0	22	171	21	0	102	185	50	2	21	170	82	882	3,367	0	1	0	2
5:15 PM	0	16	27	10	0	17	130	18	0	112	187	67	1	23	207	58	873		1	2	0	2
5:30 PM	0	15	30	14	0	14	125	16	0	101	182	43	3	20	165	56	784		5	2	1	4
5:45 PM	0	19	20	12	0	18	106	24	0	102	179	72	3	29	182	62	828		1	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	2	1	1	0	0	2	3	10
Lights	0	58	97	49	0	69	563	74	0	404	750	230	8	73	759	271	3,405
Mediums	0	1	1	0	0	0	4	1	0	6	18	2	0	1	12	5	51
Total	0	59	98	50	0	69	567	75	0	412	769	233	8	74	773	279	3,466



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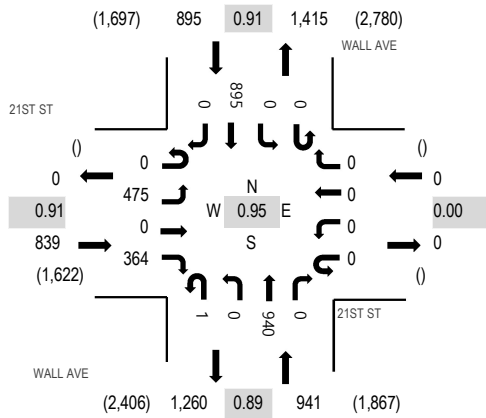
Location: 3 WALL AVE & 21ST ST PM

Date: Wednesday, October 9, 2024

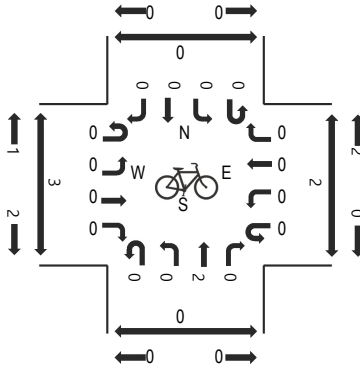
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

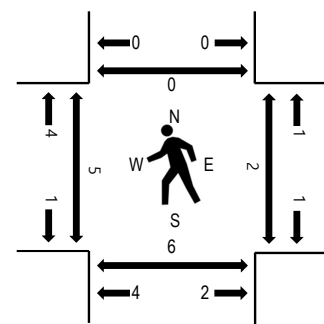
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	21ST ST Eastbound				21ST ST Westbound				WALL AVE Northbound				WALL AVE 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
4:00 PM	0	124	0	71	0	0	0	0	0	0	226	0	0	0	201	0	622	2,603	0	1	5	0
4:15 PM	0	95	0	95	0	0	0	0	0	0	244	0	0	0	206	0	640	2,613	4	0	1	0
4:30 PM	0	131	0	100	0	0	0	0	0	0	224	0	0	0	199	0	654	2,675	1	0	0	0
4:45 PM	0	123	0	86	0	0	0	0	0	0	233	0	0	0	245	0	687	2,626	3	0	2	0
5:00 PM	0	116	0	87	0	0	0	0	1	0	220	0	0	0	208	0	632	2,583	0	2	3	0
5:15 PM	0	105	0	91	0	0	0	0	0	0	263	0	0	0	243	0	702		1	0	1	0
5:30 PM	0	107	0	86	0	0	0	0	0	0	219	0	0	0	193	0	605		3	0	1	0
5:45 PM	0	113	0	92	0	0	0	0	0	0	237	0	0	0	202	0	644		0	2	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	1	0	0	0	0	0	0	1	0	0	0	3	0	8
Lights	0	464	0	357	0	0	0	0	1	0	922	0	0	0	880	0	2,624
Mediums	0	8	0	6	0	0	0	0	0	0	17	0	0	0	12	0	43
Total	0	475	0	364	0	0	0	0	1	0	940	0	0	0	895	0	2,675



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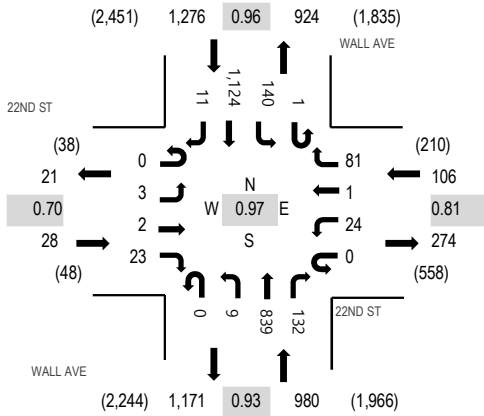
Location: 4 WALL AVE & 22ND ST PM

Date: Wednesday, October 9, 2024

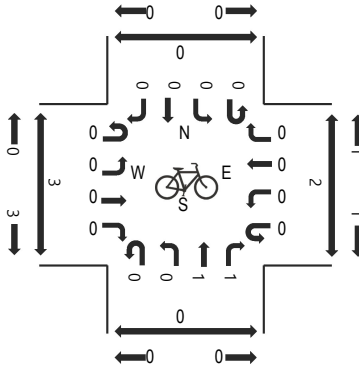
Peak Hour: 04:30 PM - 05:30 PM

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

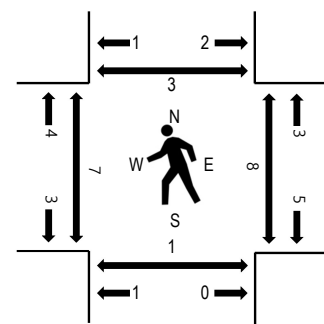
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	22ND ST Eastbound				22ND ST Westbound				WALL AVE Northbound				WALL AVE 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
4:00 PM	0	1	0	3	0	7	0	28	0	4	210	39	0	22	256	5	575	2,342	0	1	0	0
4:15 PM	0	0	0	6	0	6	0	18	0	0	212	38	0	43	255	1	579	2,380	4	2	0	2
4:30 PM	0	0	1	9	0	5	1	27	0	5	216	35	0	42	265	3	609	2,390	0	1	0	0
4:45 PM	0	1	0	3	0	5	0	16	0	1	200	21	1	35	295	1	579	2,335	2	1	0	0
5:00 PM	0	0	0	7	0	7	0	17	0	3	224	39	0	33	279	4	613	2,333	0	5	0	0
5:15 PM	0	2	1	4	0	7	0	21	0	0	199	37	0	30	285	3	589		5	1	1	3
5:30 PM	0	0	0	2	0	3	1	10	0	1	216	32	0	36	249	4	554		5	0	0	0
5:45 PM	0	2	0	6	0	12	0	19	0	1	195	38	0	36	268	0	577		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	5
Lights	0	2	2	23	0	24	0	81	0	9	822	128	1	140	1,106	11	2,349
Mediums	0	0	0	0	0	0	0	0	0	0	17	4	0	0	15	0	36
Total	0	3	2	23	0	24	1	81	0	9	839	132	1	140	1,124	11	2,390



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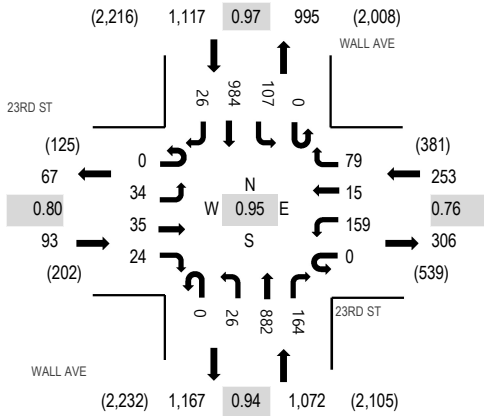
Location: 5 WALL AVE & 23RD ST PM

Date: Wednesday, October 9, 2024

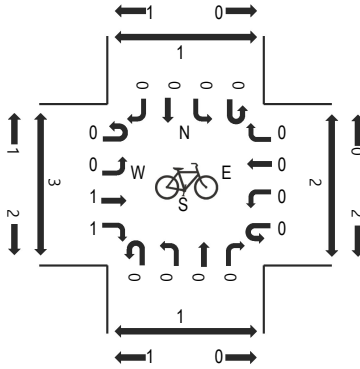
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

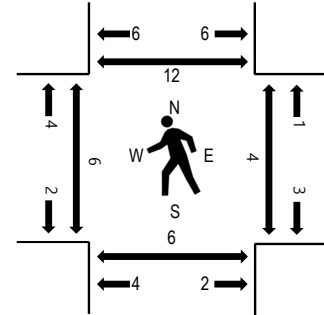
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	23RD ST Eastbound				23RD ST Westbound				WALL AVE Northbound				WALL AVE 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
4:00 PM	0	12	8	6	0	55	1	27	0	11	229	41	0	30	237	7	664	2,535	2	1	1	4
4:15 PM	0	2	8	7	0	38	4	20	0	6	211	55	0	32	219	4	606	2,514	0	1	3	1
4:30 PM	0	7	5	3	0	36	5	23	0	5	231	40	0	23	263	5	646	2,493	2	1	0	2
4:45 PM	0	13	14	8	0	30	5	9	0	4	211	28	0	22	265	10	619	2,404	2	1	2	5
5:00 PM	0	9	5	8	0	18	2	16	0	9	243	34	0	29	262	8	643	2,369	0	1	1	0
5:15 PM	0	14	10	9	0	15	2	10	0	9	223	16	0	27	239	11	585		5	1	6	7
5:30 PM	0	10	9	3	0	10	0	23	0	4	223	16	0	23	235	1	557		0	0	1	1
5:45 PM	0	11	11	10	0	19	3	10	0	5	221	30	0	23	237	4	584		0	0	2	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7	0	9
Lights	0	26	22	24	0	144	15	77	0	26	872	163	0	105	958	24	2,456
Mediums	0	8	13	0	0	15	0	2	0	0	9	1	0	1	19	2	70
Total	0	34	35	24	0	159	15	79	0	26	882	164	0	107	984	26	2,535



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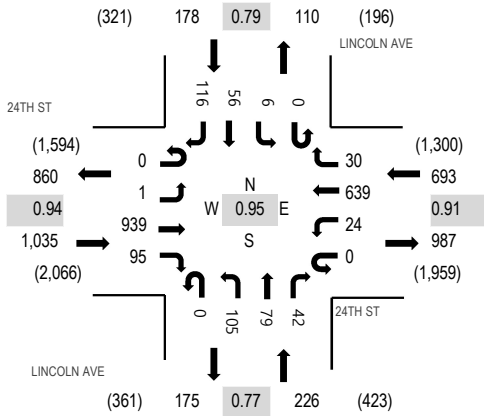
Location: 6 LINCOLN AVE & 24TH ST PM

Date: Wednesday, October 9, 2024

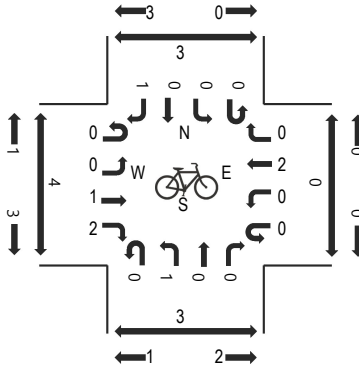
Peak Hour: 04:15 PM - 05:15 PM

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

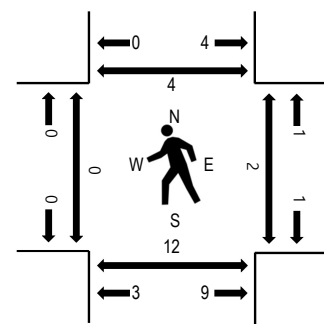
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	24TH ST Eastbound				24TH ST Westbound				LINCOLN AVE Northbound				LINCOLN AVE 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
4:00 PM	0	2	221	19	0	8	155	10	0	28	26	20	0	4	13	51	557	2,130	2	2	0	2
4:15 PM	0	0	237	26	0	7	139	7	0	26	25	8	0	2	13	42	532	2,132	0	1	1	2
4:30 PM	0	1	216	29	0	4	162	10	0	18	26	15	0	1	23	33	538	2,101	0	0	2	0
4:45 PM	0	0	245	18	0	6	159	8	0	17	11	7	0	1	8	23	503	2,045	0	0	1	0
5:00 PM	0	0	241	22	0	7	179	5	0	44	17	12	0	2	12	18	559	1,980	0	1	8	2
5:15 PM	0	1	248	33	0	6	151	2	0	18	13	6	0	0	8	15	501		1	0	2	5
5:30 PM	0	0	224	33	0	7	144	4	0	17	15	11	0	1	13	13	482		1	4	2	0
5:45 PM	0	0	222	28	0	9	110	1	0	19	12	12	0	3	9	13	438		4	0	3	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	1	936	95	0	24	629	30	0	104	73	42	0	6	52	115	2,107
Mediums	0	0	3	0	0	0	9	0	0	1	6	0	0	0	4	1	24
Total	0	1	939	95	0	24	639	30	0	105	79	42	0	6	56	116	2,132



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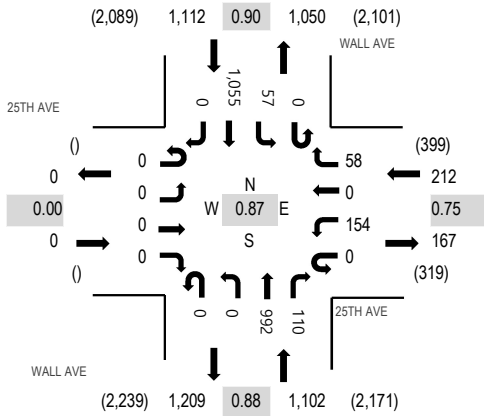
Location: 7 WALL AVE & 25TH AVE PM

Date: Wednesday, October 9, 2024

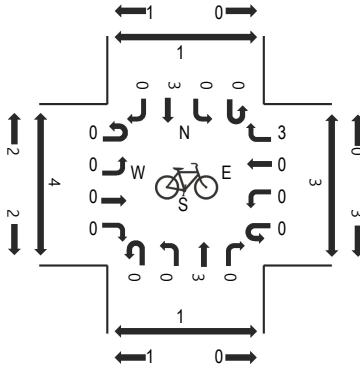
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

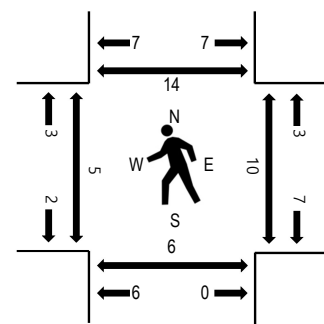
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	25TH AVE Eastbound				25TH AVE Westbound				WALL AVE Northbound				WALL AVE 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
4:00 PM	0	0	0	0	0	54	0	17	0	0	285	29	0	10	300	0	695	2,426	2	3	0	8
4:15 PM	0	0	0	0	0	39	0	18	0	0	221	25	0	11	231	0	545	2,357	0	2	1	4
4:30 PM	0	0	0	0	0	29	0	10	0	0	261	27	0	17	274	0	618	2,353	1	2	2	1
4:45 PM	0	0	0	0	0	32	0	13	0	0	225	29	0	19	250	0	568	2,258	2	3	3	1
5:00 PM	0	0	0	0	0	34	0	9	0	0	275	27	0	16	265	0	626	2,233	0	8	1	2
5:15 PM	0	0	0	0	0	34	0	14	0	0	235	23	0	22	213	0	541		3	4	1	0
5:30 PM	0	0	0	0	0	22	0	18	0	0	231	16	0	14	222	0	523		1	6	0	3
5:45 PM	0	0	0	0	0	32	0	24	0	0	245	17	0	17	208	0	543		0	0	1	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	8
Lights	0	0	0	0	0	154	0	57	0	0	982	110	0	57	1,031	0	2,391
Mediums	0	0	0	0	0	0	0	1	0	0	9	0	0	0	17	0	27
Total	0	0	0	0	0	154	0	58	0	0	992	110	0	57	1,055	0	2,426



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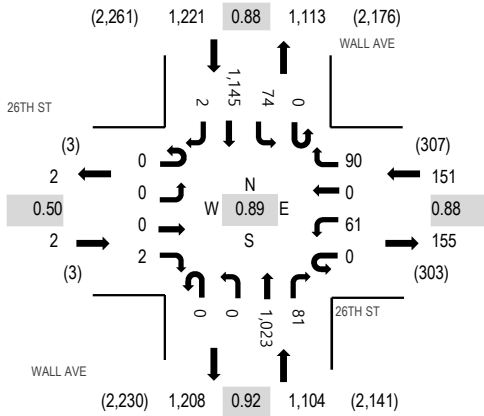
Location: 8 WALL AVE & 26TH ST PM

Date: Wednesday, October 9, 2024

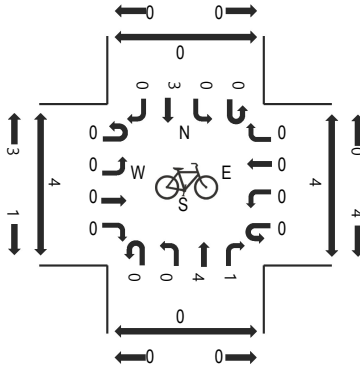
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

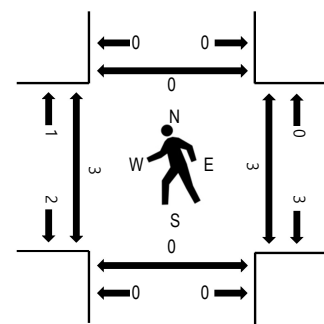
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	26TH ST Eastbound				26TH ST Westbound				WALL AVE Northbound				WALL AVE 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
4:00 PM	0	0	0	0	0	23	0	30	0	0	284	15	0	13	333	1	699	2,478	2	0	0	0
4:15 PM	0	0	0	1	0	18	0	15	0	0	225	25	0	18	260	1	563	2,409	0	3	0	0
4:30 PM	0	0	0	0	0	9	0	23	0	0	267	16	0	18	285	0	618	2,391	1	0	0	0
4:45 PM	0	0	0	1	0	11	0	22	0	0	247	25	0	25	267	0	598	2,305	0	0	0	0
5:00 PM	0	0	0	0	0	12	0	35	0	0	258	21	0	18	286	0	630	2,234	1	0	0	0
5:15 PM	0	0	0	0	0	19	0	28	0	0	231	15	0	20	232	0	545		1	0	0	0
5:30 PM	0	0	0	1	0	15	0	24	0	1	233	19	0	14	225	0	532		2	2	0	0
5:45 PM	0	0	0	0	0	5	0	18	0	0	236	23	0	18	227	0	527		2	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	8
Lights	0	0	0	2	0	60	0	90	0	0	1,013	77	0	71	1,124	2	2,439
Mediums	0	0	0	0	0	1	0	0	0	0	9	4	0	3	14	0	31
Total	0	0	0	2	0	61	0	90	0	0	1,023	81	0	74	1,145	2	2,478



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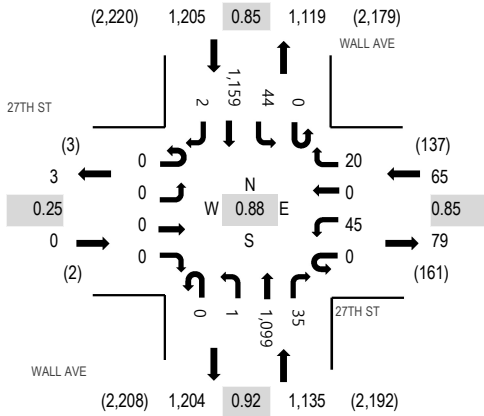
Location: 9 WALL AVE & 27TH ST PM

Date: Wednesday, October 9, 2024

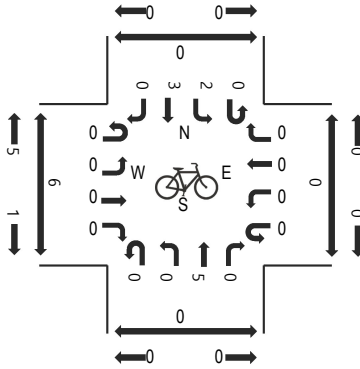
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

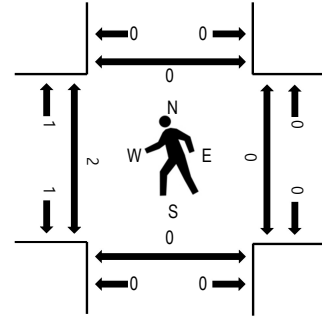
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	27TH ST Eastbound				27TH ST Westbound				WALL AVE Northbound				WALL AVE 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
4:00 PM	0	0	0	0	0	15	0	6	0	0	300	10	0	7	348	1	687	2,405	1	0	0	0
4:15 PM	0	0	0	0	0	9	0	3	0	0	253	4	0	12	271	0	552	2,310	1	0	0	0
4:30 PM	0	0	0	0	0	13	0	5	0	0	277	12	0	12	276	0	595	2,287	0	0	0	0
4:45 PM	0	0	0	0	0	8	0	6	0	1	269	9	0	13	264	1	571	2,199	0	0	0	0
5:00 PM	0	2	0	0	0	12	0	9	0	0	268	8	0	12	281	0	592	2,146	1	0	0	0
5:15 PM	0	0	0	0	0	12	0	10	0	0	246	8	0	8	245	0	529		0	0	0	0
5:30 PM	0	0	0	0	0	5	0	9	0	0	246	10	0	7	230	0	507		3	0	0	0
5:45 PM	0	0	0	0	0	5	0	10	0	0	260	11	0	18	214	0	518		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	8
Lights	0	0	0	0	0	45	0	18	0	1	1,088	35	0	40	1,139	2	2,368
Mediums	0	0	0	0	0	0	0	2	0	0	10	0	0	4	13	0	29
Total	0	0	0	0	0	45	0	20	0	1	1,099	35	0	44	1,159	2	2,405



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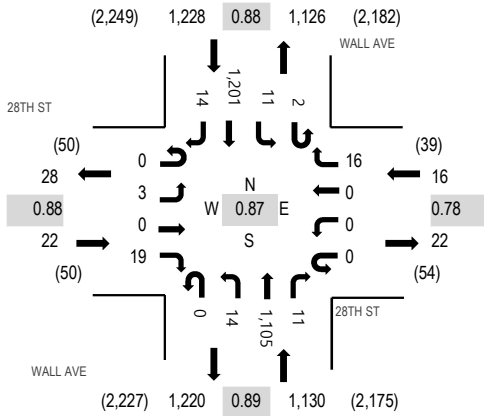
Location: 10 WALL AVE & 28TH ST PM

Date: Wednesday, October 9, 2024

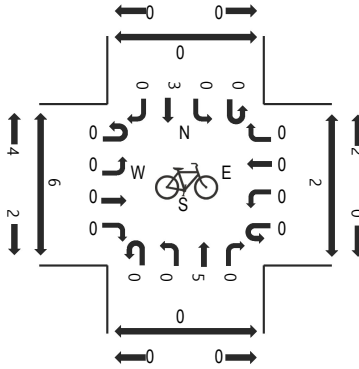
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

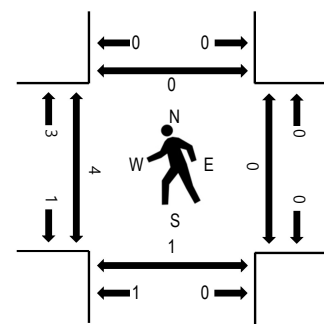
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	28TH ST Eastbound				28TH ST Westbound				WALL AVE Northbound				WALL AVE 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
4:00 PM	0	3	0	13	0	0	0	2	0	5	310	2	1	4	341	4	685	2,396	2	0	0	0
4:15 PM	0	0	0	2	0	0	0	4	0	4	243	2	1	0	301	4	561	2,294	0	0	1	0
4:30 PM	0	0	0	1	0	0	0	6	0	2	289	5	0	3	268	2	576	2,260	0	0	0	0
4:45 PM	0	0	0	3	0	0	0	4	0	3	263	2	0	4	291	4	574	2,196	2	0	0	0
5:00 PM	0	4	0	3	0	1	0	7	0	2	271	3	0	5	283	4	583	2,117	1	0	0	0
5:15 PM	0	2	0	6	0	1	0	6	0	2	239	2	0	5	262	2	527		0	1	0	0
5:30 PM	0	1	0	5	0	0	0	3	0	3	264	4	0	3	227	2	512		3	0	0	0
5:45 PM	0	3	0	4	0	0	0	5	0	2	251	2	0	8	215	5	495		1	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	1	0	0	0	6	1	9
Lights	0	3	0	19	0	0	0	16	0	13	1,093	11	2	11	1,185	12	2,365
Mediums	0	0	0	0	0	0	0	0	0	0	11	0	0	0	10	1	22
Total	0	3	0	19	0	0	0	16	0	14	1,105	11	2	11	1,201	14	2,396



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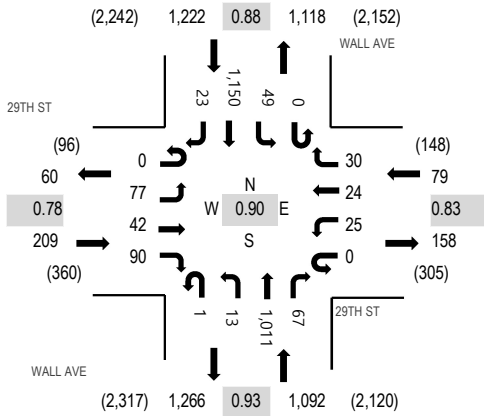
Location: 11 WALL AVE & 29TH ST PM

Date: Wednesday, October 9, 2024

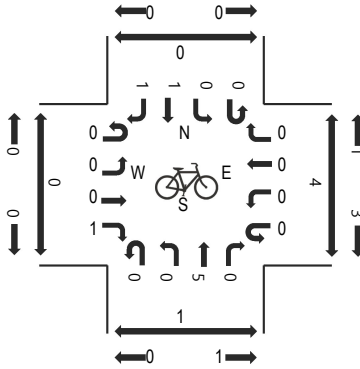
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

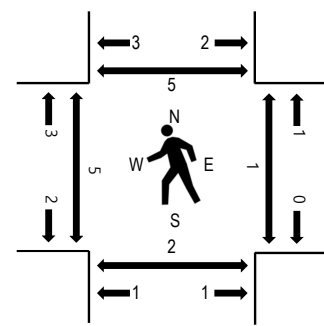
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	29TH ST Eastbound				29TH ST Westbound				WALL AVE Northbound				WALL AVE 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
4:00 PM	0	22	13	29	0	8	5	5	0	1	268	24	0	15	327	7	724	2,602	2	0	0	3
4:15 PM	0	16	9	23	0	6	5	6	1	5	221	12	0	15	288	2	609	2,528	0	1	0	1
4:30 PM	0	23	8	20	0	5	8	7	0	5	270	15	0	6	260	6	633	2,478	3	0	1	0
4:45 PM	0	16	12	18	0	6	6	12	0	2	252	16	0	13	275	8	636	2,378	0	0	1	1
5:00 PM	0	19	9	40	0	7	0	11	0	6	252	18	0	17	267	4	650	2,268	1	1	2	0
5:15 PM	0	12	1	21	0	6	3	9	0	3	217	17	0	18	250	2	559		0	0	0	0
5:30 PM	0	7	3	8	0	6	2	12	0	4	243	11	0	13	222	2	533		3	0	0	0
5:45 PM	0	11	4	16	0	1	2	10	0	5	231	21	0	15	207	3	526		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	11	0	0	0	0	0	1	1	0	0	0	5	1	20
Lights	0	75	41	77	0	25	24	30	1	11	1,000	66	0	49	1,136	21	2,556
Mediums	0	1	1	2	0	0	0	0	0	1	10	1	0	0	9	1	26
Total	0	77	42	90	0	25	24	30	1	13	1,011	67	0	49	1,150	23	2,602



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

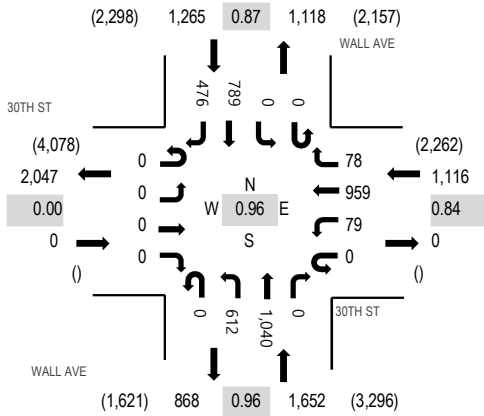
Location: 12 WALL AVE & 30TH ST PM

Date: Wednesday, October 9, 2024

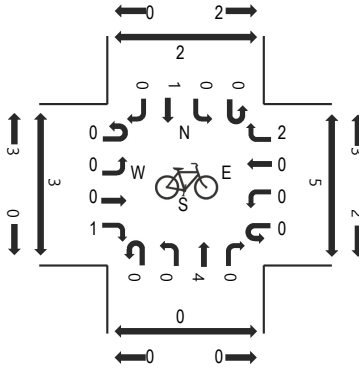
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

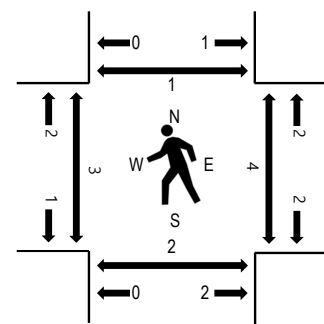
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	30TH ST Eastbound				30TH ST Westbound				WALL AVE Northbound				WALL AVE 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
4:00 PM	0	0	0	0	0	11	224	22	0	151	284	0	0	0	205	158	1,055	4,033	1	0	0	0
4:15 PM	0	0	0	0	0	28	244	19	0	151	233	0	0	0	190	130	995	3,952	0	3	1	1
4:30 PM	0	0	0	0	0	19	221	20	0	168	263	0	0	0	193	96	980	3,988	1	1	1	0
4:45 PM	0	0	0	0	0	21	270	17	0	142	260	0	0	0	201	92	1,003	3,880	1	0	0	0
5:00 PM	0	0	0	0	0	13	220	23	0	173	240	0	0	0	191	114	974	3,823	1	0	0	0
5:15 PM	0	0	0	0	0	22	315	14	0	175	239	0	0	0	178	88	1,031		0	0	1	0
5:30 PM	0	0	0	0	0	14	217	15	0	156	235	0	0	0	161	74	872		1	0	0	0
5:45 PM	0	0	0	0	0	22	259	12	0	165	261	0	0	0	152	75	946		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	4	3	0	0	0	3	13	24
Lights	0	0	0	0	0	77	949	78	0	605	1,025	0	0	0	781	457	3,972
Mediums	0	0	0	0	0	2	9	0	0	3	12	0	0	0	5	6	37
Total	0	0	0	0	0	79	959	78	0	612	1,040	0	0	0	789	476	4,033



ALL TRAFFIC DATA SERVICES

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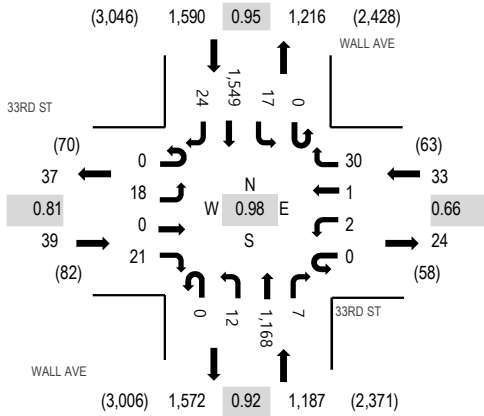
Location: 13 WALL AVE & 33RD ST PM

Date: Wednesday, October 9, 2024

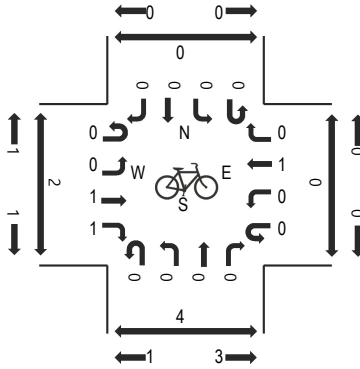
Peak Hour: 04:15 PM - 05:15 PM

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

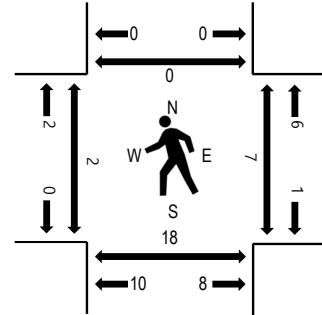
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	33RD ST Eastbound				33RD ST Westbound				WALL AVE Northbound				WALL AVE 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
4:00 PM	0	3	0	7	0	0	1	4	0	0	300	3	0	9	369	7	703	2,826	0	0	3	0
4:15 PM	0	4	0	8	0	0	0	5	0	3	273	1	0	7	398	9	708	2,849	2	3	7	0
4:30 PM	0	5	0	4	0	1	0	6	0	5	292	3	0	3	366	7	692	2,849	0	0	1	0
4:45 PM	0	5	0	4	0	1	1	10	0	1	278	3	0	5	412	3	723	2,792	0	0	6	0
5:00 PM	0	4	0	5	0	0	0	9	0	3	325	0	0	2	373	5	726	2,736	0	4	4	0
5:15 PM	0	4	0	4	0	1	1	15	0	2	281	2	0	6	388	4	708		3	0	2	0
5:30 PM	0	5	0	8	0	0	1	2	0	2	282	1	0	8	320	6	635		2	2	3	0
5:45 PM	0	5	1	6	0	0	0	5	0	4	305	2	1	2	331	5	667		0	0	2	0

Peak Rolling Hour Flow Rates

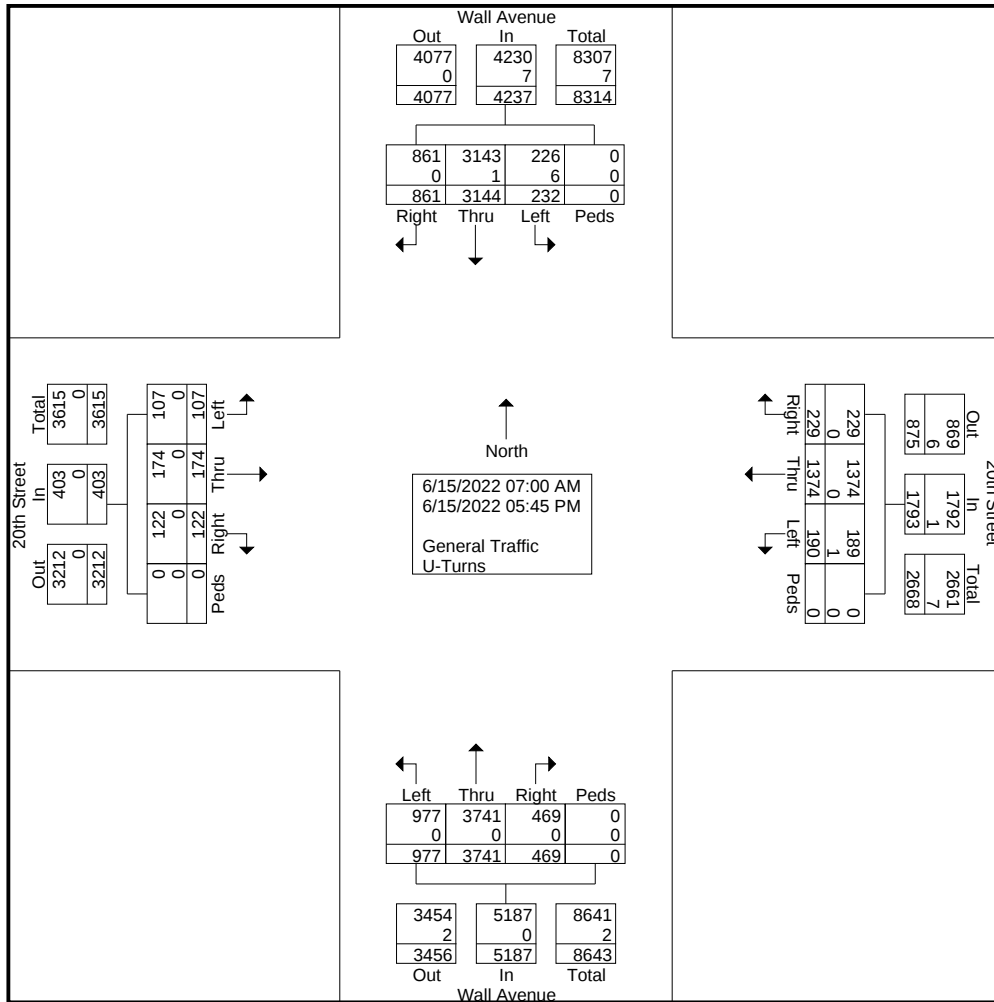
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6
Lights	0	18	0	21	0	2	1	30	0	12	1,154	7	0	17	1,538	23	2,823
Mediums	0	0	0	0	0	0	0	0	0	0	11	0	0	0	8	1	20
Total	0	18	0	21	0	2	1	30	0	12	1,168	7	0	17	1,549	24	2,849

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0072
Intersection: Wall Ave/ 20th Street
City, State: Ogden, Utah
Control: Signalized

File Name : 20th St & Wall Ave
Site Code : 00000000
Start Date : 6/15/2022
Page No : 2



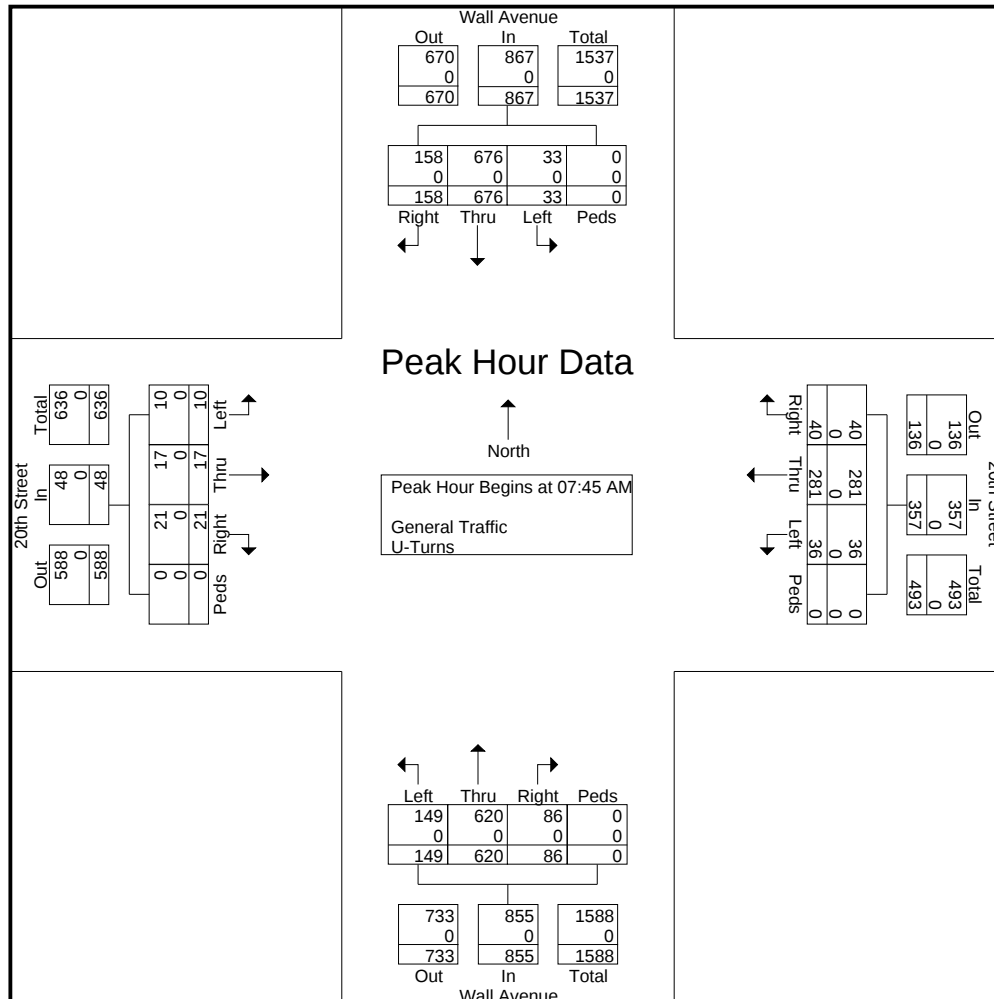
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0072
Intersection: Wall Ave/ 20th Street
City, State: Ogden, Utah
Control: Signalized

File Name : 20th St & Wall Ave
Site Code : 00000000
Start Date : 6/15/2022
Page No : 3

	Wall Avenue From North					20th Street From East					Wall Avenue From South					20th Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	41	198	5	0	244	11	78	10	0	99	33	187	50	0	270	5	5	1	0	11	624
08:00 AM	42	164	7	0	213	12	59	14	0	85	26	136	36	0	198	3	2	2	0	7	503
08:15 AM	38	132	6	0	176	4	66	1	0	71	12	139	35	0	186	4	4	3	0	11	444
08:30 AM	37	182	15	0	234	13	78	11	0	102	15	158	28	0	201	9	6	4	0	19	556
Total Volume	158	676	33	0	867	40	281	36	0	357	86	620	149	0	855	21	17	10	0	48	2127
% App. Total	18.2	78	3.8	0		11.2	78.7	10.1	0		10.1	72.5	17.4	0		43.8	35.4	20.8	0		
PHF	.940	.854	.550	.000	.888	.769	.901	.643	.000	.875	.652	.829	.745	.000	.792	.583	.708	.625	.000	.632	.852
General Traffic	158	676	33	0	867	40	281	36	0	357	86	620	149	0	855	21	17	10	0	48	2127
% General Traffic	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0072
Intersection: Wall Ave/ 20th Street
City, State: Ogden, Utah
Control: Signalized

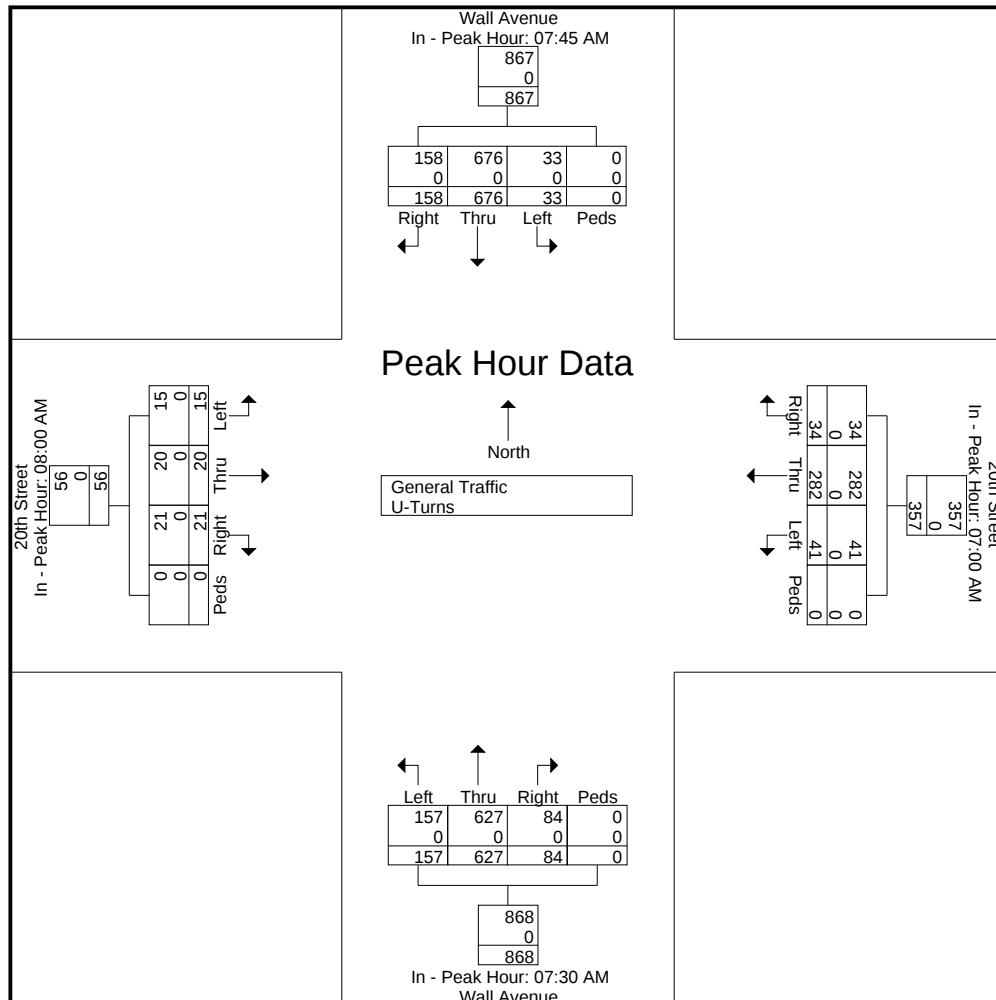
File Name : 20th St & Wall Ave
Site Code : 00000000
Start Date : 6/15/2022
Page No : 4

	Wall Avenue From North					20th Street From East					Wall Avenue From South					20th Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:00 AM					07:30 AM					08:00 AM				
+0 mins.	41	198	5	0	244	7	76	13	0	96	13	165	36	0	214	3	2	2	0	7
+15 mins.	42	164	7	0	213	8	62	5	0	75	33	187	50	0	270	4	4	3	0	11
+30 mins.	38	132	6	0	176	8	66	13	0	87	26	136	36	0	198	9	6	4	0	19
+45 mins.	37	182	15	0	234	11	78	10	0	99	12	139	35	0	186	5	8	6	0	19
Total Volume	158	676	33	0	867	34	282	41	0	357	84	627	157	0	868	21	20	15	0	56
% App. Total	18.2	78	3.8	0		9.5	79	11.5	0		9.7	72.2	18.1	0		37.5	35.7	26.8	0	
PHF	.940	.854	.550	.000	.888	.773	.904	.788	.000	.902	.636	.838	.785	.000	.804	.583	.625	.625	.000	.737
General Traffic	158	676	33	0	867	34	282	41	0	357	84	627	157	0	868	21	20	15	0	56
% General Traffic	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



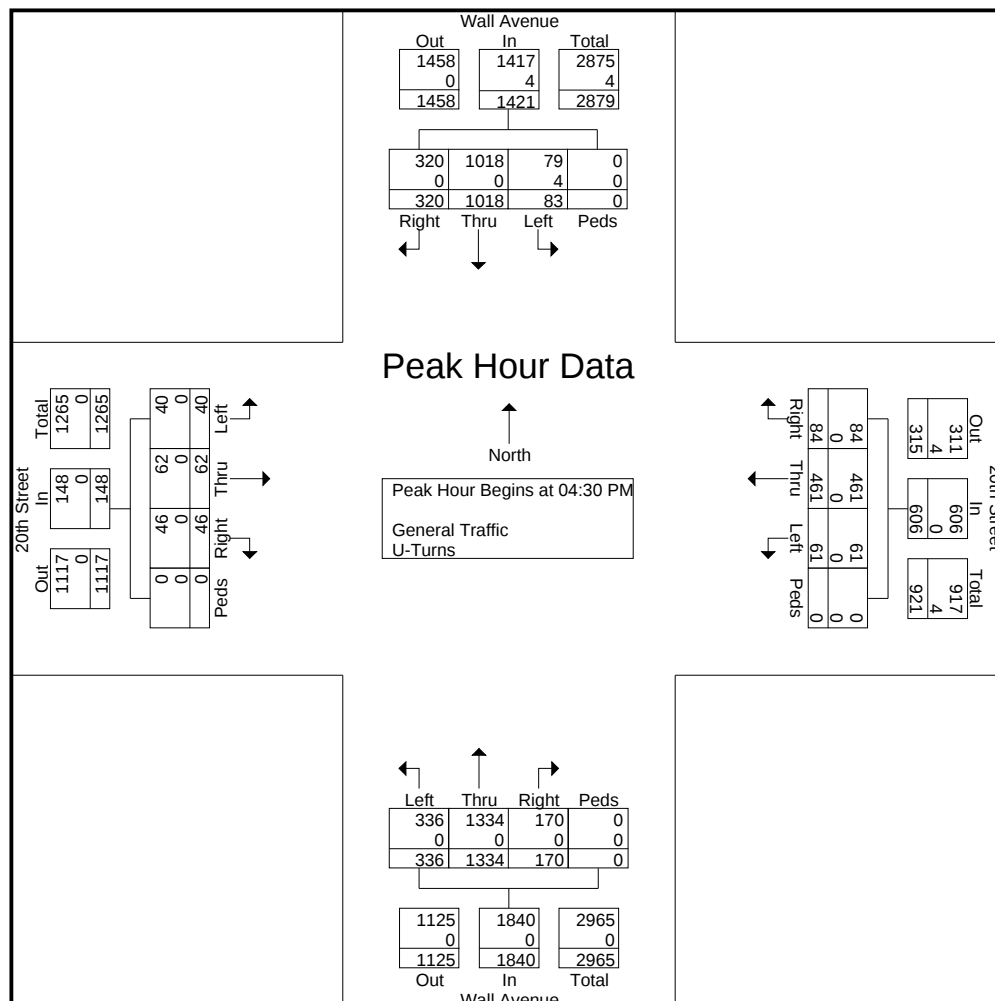
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0072
Intersection: Wall Ave/ 20th Street
City, State: Ogden, Utah
Control: Signalized

File Name : 20th St & Wall Ave
Site Code : 00000000
Start Date : 6/15/2022
Page No : 5

	Wall Avenue From North					20th Street From East					Wall Avenue From South					20th Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	71	261	20	0	352	20	96	10	0	126	43	345	69	0	457	5	16	7	0	28	963
04:45 PM	68	264	14	0	346	19	128	15	0	162	46	304	81	0	431	13	19	16	0	48	987
05:00 PM	95	269	22	0	386	19	120	14	0	153	38	360	101	0	499	10	12	6	0	28	1066
05:15 PM	86	224	27	0	337	26	117	22	0	165	43	325	85	0	453	18	15	11	0	44	999
Total Volume	320	1018	83	0	1421	84	461	61	0	606	170	1334	336	0	1840	46	62	40	0	148	4015
% App. Total	22.5	71.6	5.8	0		13.9	76.1	10.1	0		9.2	72.5	18.3	0		31.1	41.9	27	0		
PHF	.842	.946	.769	.000	.920	.808	.900	.693	.000	.918	.924	.926	.832	.000	.922	.639	.816	.625	.000	.771	.942
General Traffic	320	1018	79	0	1417	84	461	61	0	606	170	1334	336	0	1840	46	62	40	0	148	4011
% General Traffic	100	100	95.2	0	99.7	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	99.9
U-Turns	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% U-Turns	0	0	4.8	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1



L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

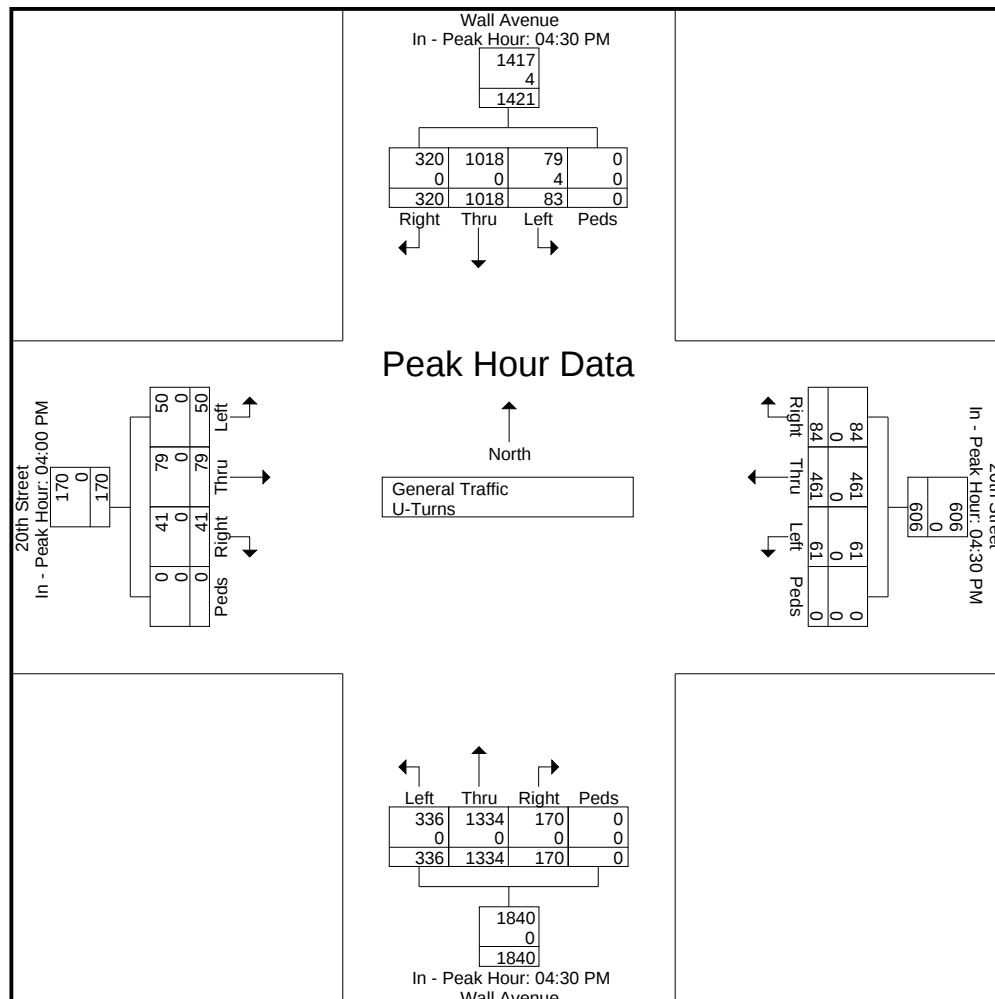
Study: KIML0072
Intersection: Wall Ave/ 20th Street
City, State: Ogden, Utah
Control: Signalized

File Name : 20th St & Wall Ave
Site Code : 00000000
Start Date : 6/15/2022
Page No : 6

	Wall Avenue From North					20th Street From East					Wall Avenue From South					20th Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0072
Intersection: Wall Ave/ 20th Street
City, State: Ogden, Utah
Control: Signalized

File Name : 20th St & Wall Ave
Site Code : 00000000
Start Date : 6/15/2022
Page No : 7

Image 1



L2 Data Collection

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Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0072
Intersection: Wall Ave/ 21st Street
City, State: Ogden, Utah
Control: Signalized

File Name : 21st St & Wall Ave
Site Code : 00000000
Start Date : 6/15/2022
Page No : 1

Groups Printed- General Traffic

	Wall Avenue From North					21st Street From East					Wall Avenue From South					21st Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	136	5	0	141	7	0	8	1	16	2	112	0	0	114	41	38	61	1	141	412
07:15 AM	0	124	7	0	131	13	0	5	1	19	6	109	0	0	115	39	44	61	1	145	410
07:30 AM	0	156	9	0	165	8	0	4	2	14	6	136	0	0	142	36	46	67	0	149	470
07:45 AM	0	208	7	0	215	16	0	6	0	22	11	156	0	0	167	59	57	106	0	222	626
Total	0	624	28	0	652	44	0	23	4	71	25	513	0	0	538	175	185	295	2	657	1918
08:00 AM	0	168	6	0	174	12	0	1	0	13	8	109	0	1	118	48	48	78	0	174	479
08:15 AM	0	146	2	0	148	7	0	6	1	14	10	119	0	1	130	58	43	69	2	172	464
08:30 AM	0	176	10	0	186	12	0	8	1	21	6	147	0	1	154	48	59	66	3	176	537
08:45 AM	0	163	5	0	168	20	0	7	3	30	5	125	0	1	131	38	42	68	1	149	478
Total	0	653	23	0	676	51	0	22	5	78	29	500	0	4	533	192	192	281	6	671	1958

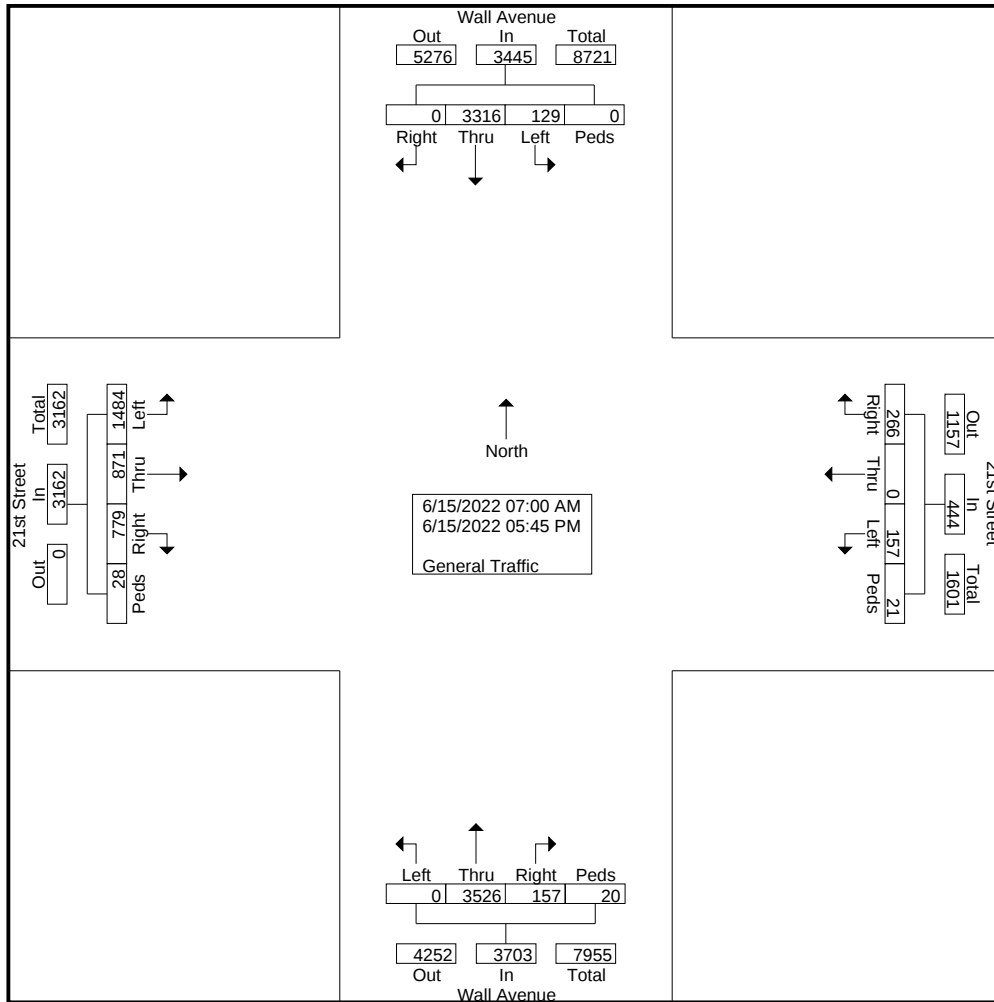
04:00 PM	0	259	8	0	267	37	0	14	0	51	12	341	0	2	355	45	59	104	5	213	886
04:15 PM	0	238	11	0	249	27	0	20	3	50	13	339	0	2	354	62	60	91	0	213	866
04:30 PM	0	254	2	0	256	12	0	10	6	28	13	317	0	3	333	57	60	131	0	248	865
04:45 PM	0	303	6	0	309	11	0	10	1	22	14	324	0	2	340	61	53	134	4	252	923
Total	0	1054	27	0	1081	87	0	54	10	151	52	1321	0	9	1382	225	232	460	9	926	3540
05:00 PM	0	268	13	0	281	31	0	10	2	43	15	312	0	1	328	52	74	134	4	264	916
05:15 PM	0	268	17	0	285	23	0	15	0	38	13	344	0	3	360	51	61	106	6	224	907
05:30 PM	0	221	10	0	231	21	0	20	0	41	8	262	0	0	270	34	74	117	0	225	767
05:45 PM	0	228	11	0	239	9	0	13	0	22	15	274	0	3	292	50	53	91	1	195	748
Total	0	985	51	0	1036	84	0	58	2	144	51	1192	0	7	1250	187	262	448	11	908	3338
Grand Total	0	3316	129	0	3445	266	0	157	21	444	157	3526	0	20	3703	779	871	1484	28	3162	10754
Apprch %	0	96.3	3.7	0		59.9	0	35.4	4.7		4.2	95.2	0	0.5		24.6	27.5	46.9	0.9		
Total %	0	30.8	1.2	0	32	2.5	0	1.5	0.2	4.1	1.5	32.8	0	0.2	34.4	7.2	8.1	13.8	0.3	29.4	

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0072
Intersection: Wall Ave/ 21st Street
City, State: Ogden, Utah
Control: Signalized

File Name : 21st St & Wall Ave
Site Code : 00000000
Start Date : 6/15/2022
Page No : 2



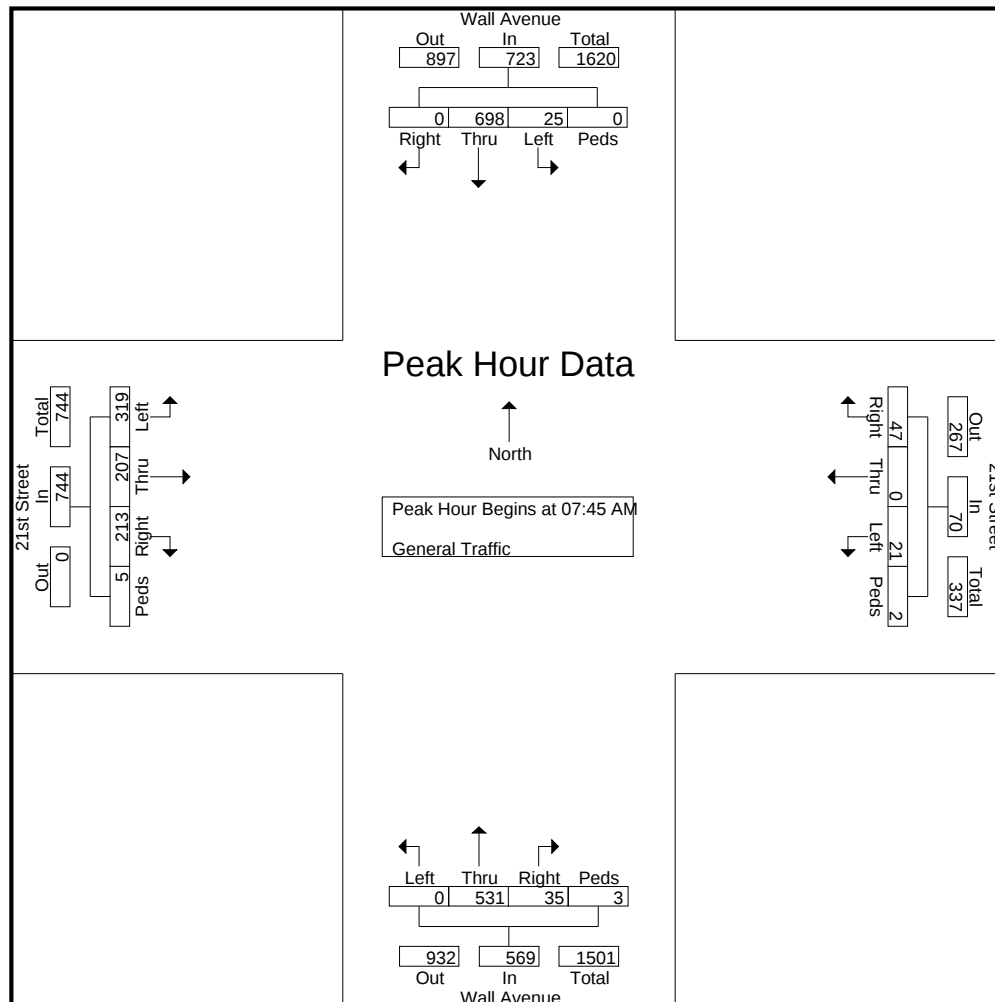
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0072
Intersection: Wall Ave/ 21st Street
City, State: Ogden, Utah
Control: Signalized

File Name : 21st St & Wall Ave
Site Code : 00000000
Start Date : 6/15/2022
Page No : 3

	Wall Avenue From North					21st Street From East					Wall Avenue From South					21st Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	208	7	0	215	16	0	6	0	22	11	156	0	0	167	59	57	106	0	222	626
08:00 AM	0	168	6	0	174	12	0	1	0	13	8	109	0	1	118	48	48	78	0	174	479
08:15 AM	0	146	2	0	148	7	0	6	1	14	10	119	0	1	130	58	43	69	2	172	464
08:30 AM	0	176	10	0	186	12	0	8	1	21	6	147	0	1	154	48	59	66	3	176	537
Total Volume	0	698	25	0	723	47	0	21	2	70	35	531	0	3	569	213	207	319	5	744	2106
% App. Total	0	96.5	3.5	0		67.1	0	30	2.9		6.2	93.3	0	0.5		28.6	27.8	42.9	0.7		
PHF	.000	.839	.625	.000	.841	.734	.000	.656	.500	.795	.795	.851	.000	.750	.852	.903	.877	.752	.417	.838	.841



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0072
Intersection: Wall Ave/ 21st Street
City, State: Ogden, Utah
Control: Signalized

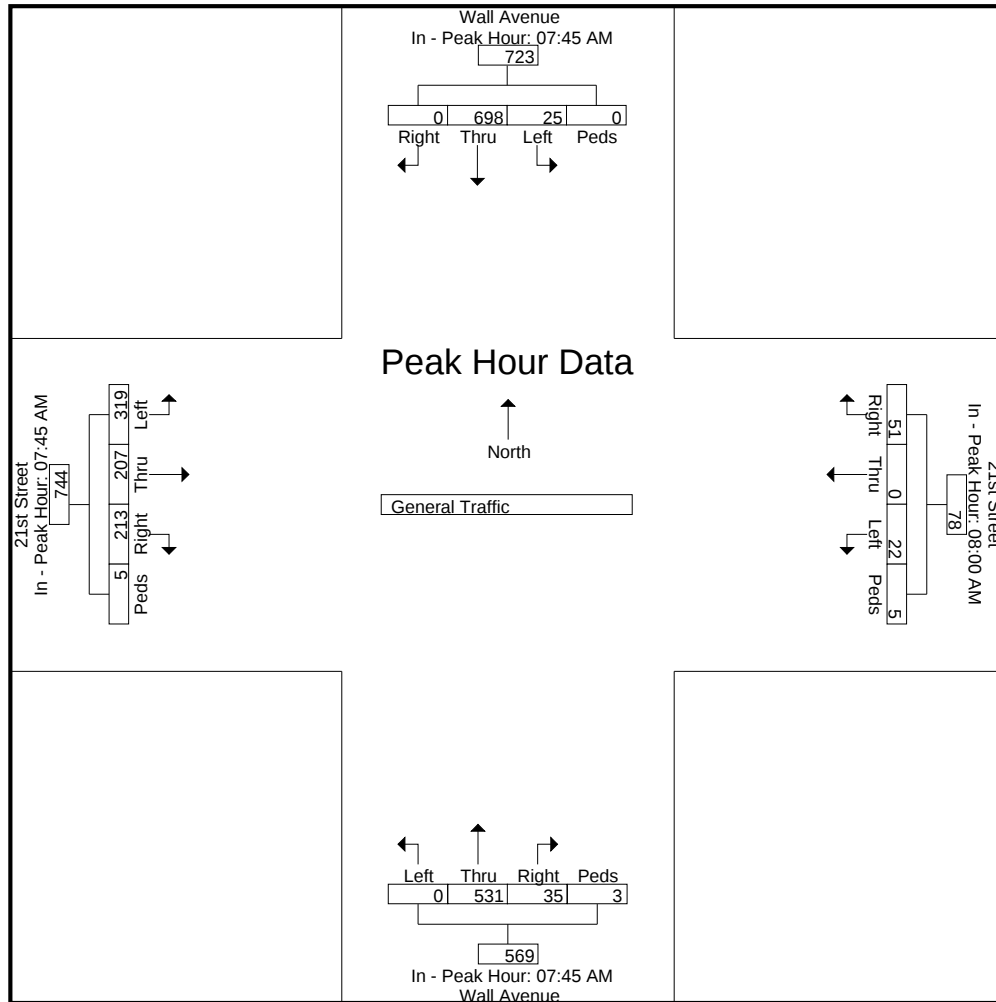
File Name : 21st St & Wall Ave
Site Code : 00000000
Start Date : 6/15/2022
Page No : 4

	Wall Avenue From North					21st Street From East					Wall Avenue From South					21st Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					08:00 AM					07:45 AM					07:45 AM				
+0 mins.	0	208	7	0	215	12	0	1	0	13	11	156	0	0	167	59	57	106	0	222
+15 mins.	0	168	6	0	174	7	0	6	1	14	8	109	0	1	118	48	48	78	0	174
+30 mins.	0	146	2	0	148	12	0	8	1	21	10	119	0	1	130	58	43	69	2	172
+45 mins.	0	176	10	0	186	20	0	7	3	30	6	147	0	1	154	48	59	66	3	176
Total Volume	0	698	25	0	723	51	0	22	5	78	35	531	0	3	569	213	207	319	5	744
% App. Total	0	96.5	3.5	0		65.4	0	28.2	6.4		6.2	93.3	0	0.5		28.6	27.8	42.9	0.7	
PHF	.000	.839	.625	.000	.841	.638	.000	.688	.417	.650	.795	.851	.000	.750	.852	.903	.877	.752	.417	.838



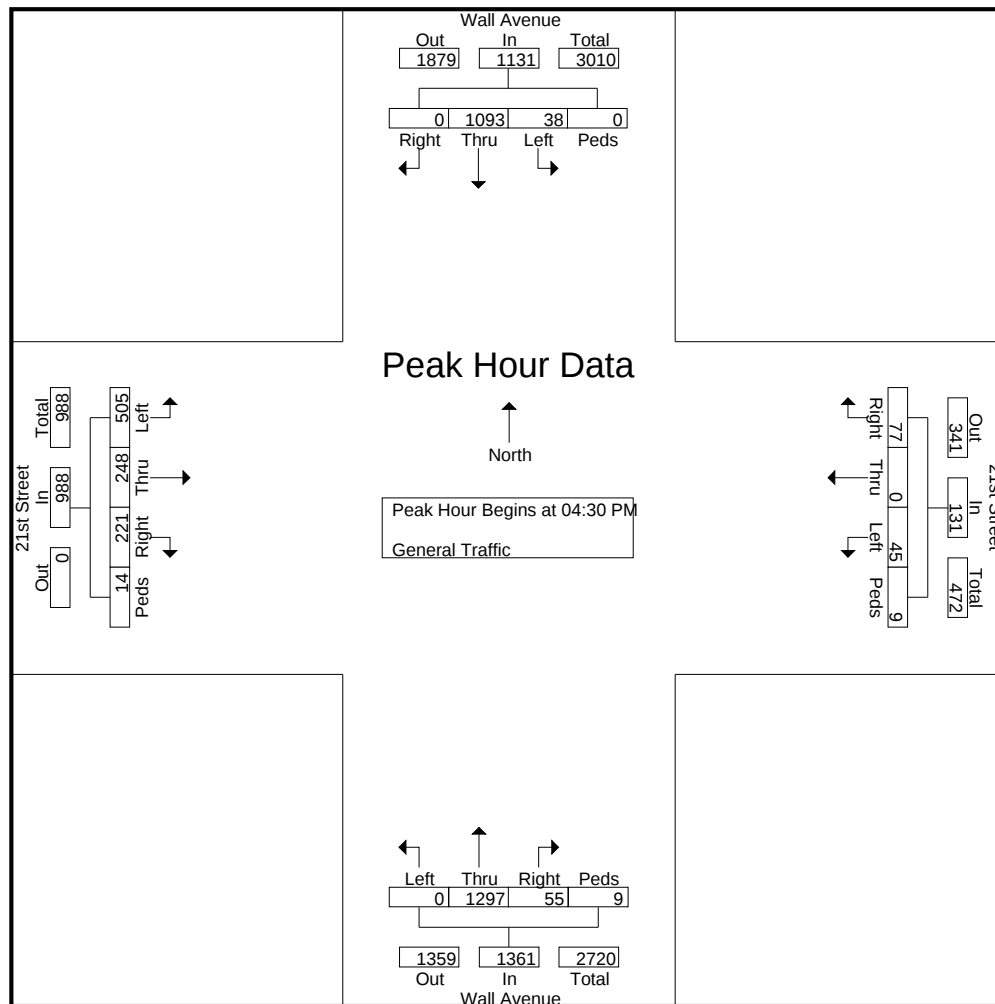
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0072
Intersection: Wall Ave/ 21st Street
City, State: Ogden, Utah
Control: Signalized

File Name : 21st St & Wall Ave
Site Code : 00000000
Start Date : 6/15/2022
Page No : 5

	Wall Avenue From North					21st Street From East					Wall Avenue From South					21st Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	254	2	0	256	12	0	10	6	28	13	317	0	3	333	57	60	131	0	248	865
04:45 PM	0	303	6	0	309	11	0	10	1	22	14	324	0	2	340	61	53	134	4	252	923
05:00 PM	0	268	13	0	281	31	0	10	2	43	15	312	0	1	328	52	74	134	4	264	916
05:15 PM	0	268	17	0	285	23	0	15	0	38	13	344	0	3	360	51	61	106	6	224	907
Total Volume	0	1093	38	0	1131	77	0	45	9	131	55	1297	0	9	1361	221	248	505	14	988	3611
% App. Total	0	96.6	3.4	0		58.8	0	34.4	6.9		4	95.3	0	0.7		22.4	25.1	51.1	1.4		
PHF	.000	.902	.559	.000	.915	.621	.000	.750	.375	.762	.917	.943	.000	.750	.945	.906	.838	.942	.583	.936	.978



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0072
Intersection: Wall Ave/ 21st Street
City, State: Ogden, Utah
Control: Signalized

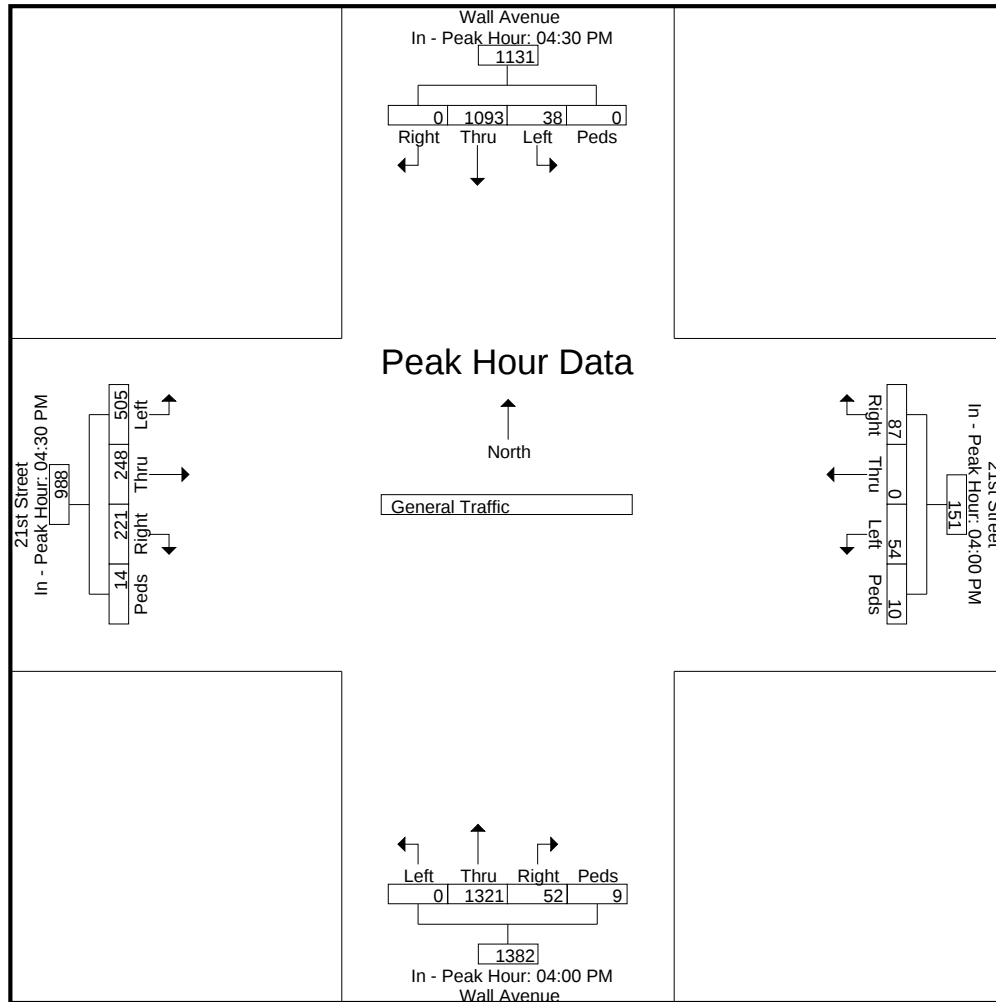
File Name : 21st St & Wall Ave
Site Code : 00000000
Start Date : 6/15/2022
Page No : 6

	Wall Avenue From North					21st Street From East					Wall Avenue From South					21st Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:00 PM					04:00 PM					04:30 PM				
+0 mins.	0	254	2	0	256	37	0	14	0	51	12	341	0	2	355	57	60	131	0	248
+15 mins.	0	303	6	0	309	27	0	20	3	50	13	339	0	2	354	61	53	134	4	252
+30 mins.	0	268	13	0	281	12	0	10	6	28	13	317	0	3	333	52	74	134	4	264
+45 mins.	0	268	17	0	285	11	0	10	1	22	14	324	0	2	340	51	61	106	6	224
Total Volume	0	1093	38	0	1131	87	0	54	10	151	52	1321	0	9	1382	221	248	505	14	988
% App. Total	0	96.6	3.4	0		57.6	0	35.8	6.6		3.8	95.6	0	0.7		22.4	25.1	51.1	1.4	
PHF	.000	.902	.559	.000	.915	.588	.000	.675	.417	.740	.929	.968	.000	.750	.973	.906	.838	.942	.583	.936



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: KIML0072
Intersection: Wall Ave/ 21st Street
City, State: Ogden, Utah
Control: Signalized

File Name : 21st St & Wall Ave
Site Code : 00000000
Start Date : 6/15/2022
Page No : 7

Image 1



Appendix E

LOS Analysis Reports



1: Wall Avenue & 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.6	0.2	2.0	2.1	0.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	5.0	4.5	0.2	2.9	6.2	0.1	2.6	5.7	0.2	4.0	10.2	1.2
Total Del/Veh (s)	64.4	25.4	5.3	68.6	27.5	4.5	69.5	41.5	5.1	73.4	56.5	11.7
Vehicles Entered	265	622	127	147	802	108	132	493	117	193	648	381
Vehicles Exited	261	623	127	147	787	109	130	493	115	193	651	380
Hourly Exit Rate	261	623	127	147	787	109	130	493	115	193	651	380
Input Volume	262	665	136	129	772	117	136	456	92	207	643	394
% of Volume	100	94	94	114	102	93	96	108	125	93	101	96

1: Wall Avenue & 12th St Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.4
Total Delay (hr)	42.8
Total Del/Veh (s)	37.7
Vehicles Entered	4035
Vehicles Exited	4016
Hourly Exit Rate	4016
Input Volume	4008
% of Volume	100

2: Wall Avenue & 20th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	4.0	0.2	0.2	3.0	0.1	2.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.1	0.4	2.9	0.1	2.1	1.4	0.1	0.4	3.8	0.6
Total Del/Veh (s)	47.2	38.2	9.2	35.6	35.6	8.7	48.0	6.9	4.0	54.8	18.7	12.5
Vehicles Entered	10	22	22	37	285	36	154	738	97	28	723	172
Vehicles Exited	10	23	23	36	286	36	149	738	98	27	725	170
Hourly Exit Rate	10	23	23	36	286	36	149	738	98	27	725	170
Input Volume	10	17	21	37	287	41	152	675	88	34	712	161
% of Volume	103	135	108	97	100	87	98	109	111	79	102	105

2: Wall Avenue & 20th St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	12.2
Total Del/Veh (s)	18.7
Vehicles Entered	2324
Vehicles Exited	2321
Hourly Exit Rate	2321
Input Volume	2236
% of Volume	104

3: Wall Avenue & 21st St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.3	0.2	3.8	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	2.1	2.0	0.6	0.4	0.1	2.8	0.1	0.1	2.2	10.3
Total Del/Veh (s)	21.5	31.8	9.4	46.4	5.0	14.9	7.5	16.3	10.6	15.8
Vehicles Entered	344	223	220	33	53	671	33	26	744	2347
Vehicles Exited	343	222	221	34	53	673	34	26	745	2351
Hourly Exit Rate	343	222	221	34	53	673	34	26	745	2351
Input Volume	325	211	217	21	48	619	36	26	722	2226
% of Volume	106	105	102	160	110	109	94	101	103	106

4: Wall Avenue & 22nd St Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	3.6	0.1	0.3	0.0	0.0	0.0	0.9	0.1	1.8	0.2
Total Delay (hr)	0.0	0.0	0.3	0.0	0.1	0.0	0.2	0.0	0.4	0.7	0.0	1.9
Total Del/Veh (s)	37.9	7.9	41.6	39.9	5.4	12.6	1.4	1.1	9.1	2.3	1.8	3.4
Vehicles Entered	4	6	27	1	74	5	625	47	175	1055	21	2040
Vehicles Exited	4	7	26	1	76	5	624	47	174	1057	21	2042
Hourly Exit Rate	4	7	26	1	76	5	624	47	174	1057	21	2042
Input Volume	5	9	28	1	77	2	573	51	168	1017	17	1950
% of Volume	76	80	93	100	98	250	109	92	103	104	124	105

5: Wall Avenue & 23rd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.3	3.9	2.8	0.1	0.2	2.0	0.2	3.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.1	0.0	0.8	0.1	0.1	0.0	0.5	0.0	0.3	0.6	0.0
Total Del/Veh (s)	40.3	32.1	8.2	43.9	24.9	7.8	11.1	3.2	1.0	9.7	2.4	1.2
Vehicles Entered	23	12	16	64	7	40	13	605	72	125	933	32
Vehicles Exited	23	12	16	63	8	42	13	606	72	124	932	32
Hourly Exit Rate	23	12	16	63	8	42	13	606	72	124	932	32
Input Volume	21	12	9	76	9	33	13	569	93	107	918	29
% of Volume	108	102	183	83	91	126	100	107	77	116	102	110

5: Wall Avenue & 23rd St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	2.9
Total Del/Veh (s)	5.4
Vehicles Entered	1942
Vehicles Exited	1943
Hourly Exit Rate	1943
Input Volume	1889
% of Volume	103

6: Lincoln Ave & 24th St Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	69.1	7.8	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	77.1
Denied Del/Veh (s)	329.0	310.5	2.8	0.3	0.1	4.1	0.2	0.2	3.9	0.2	0.2	168.4
Total Delay (hr)	4.4	0.5	0.4	2.1	0.0	0.1	0.1	0.0	0.1	0.1	0.0	7.9
Total Del/Veh (s)	24.1	21.0	97.7	13.9	3.5	10.7	8.3	8.1	11.5	7.0	2.3	18.3
Vehicles Entered	655	79	15	548	20	47	42	13	19	27	70	1535
Vehicles Exited	655	79	15	550	19	47	42	13	18	27	70	1535
Hourly Exit Rate	655	79	15	550	19	47	42	13	18	27	70	1535
Input Volume	760	75	19	548	23	48	37	16	15	27	72	1640
% of Volume	86	106	79	100	83	97	114	83	122	99	98	94

7: Wall Avenue & 25th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.2	3.8	0.0	0.0	3.1	0.3	0.3
Total Delay (hr)	0.9	0.0	0.3	0.0	0.1	0.5	1.8
Total Del/Veh (s)	43.1	7.2	1.8	1.2	7.5	1.9	3.8
Vehicles Entered	74	20	649	73	50	859	1725
Vehicles Exited	73	20	650	73	50	859	1725
Hourly Exit Rate	73	20	650	73	50	859	1725
Input Volume	53	26	650	65	48	828	1670
% of Volume	138	76	100	112	104	104	103

8: Wall Avenue & 26th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.6	2.5	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.2	0.1	0.2	0.0	0.1	0.2	0.8
Total Del/Veh (s)	24.9	4.7	0.8	0.9	4.8	1.0	1.6
Vehicles Entered	23	39	700	86	103	831	1782
Vehicles Exited	24	39	699	86	103	829	1780
Hourly Exit Rate	24	39	699	86	103	829	1780
Input Volume	21	43	694	91	93	793	1734
% of Volume	114	91	101	95	111	105	103

9: Wall Avenue & 27th St Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	2.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1	0.0	0.2	0.0	0.0	0.1	0.5
Total Del/Veh (s)	3.9	2.7	15.3	5.7	6.5	0.8	0.8	5.1	0.5	1.0
Vehicles Entered	1	2	19	37	1	755	53	35	812	1715
Vehicles Exited	1	2	18	36	1	757	54	35	812	1716
Hourly Exit Rate	1	2	18	36	1	757	54	35	812	1716
Input Volume	1	1	18	29	2	766	48	35	775	1676
% of Volume	100	200	99	125	50	99	112	100	105	102

10: Wall Avenue & 28th St Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	4.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.4
Total Del/Veh (s)	10.1	3.4	4.4	5.0	5.7	0.8	1.1	8.1	0.6	0.4	0.8
Vehicles Entered	2	7	2	21	8	789	2	7	818	4	1660
Vehicles Exited	2	7	2	21	8	787	2	6	817	4	1656
Hourly Exit Rate	2	7	2	21	8	787	2	6	817	4	1656
Input Volume	1	5	4	16	11	800	4	4	780	4	1630
% of Volume	200	140	50	133	71	98	50	150	105	100	102

11: Wall Avenue & 29th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	4.1	0.1	3.3	3.4	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.1	0.0	0.2	0.1	0.1	0.0	0.5	0.0	0.1	0.4	0.0
Total Del/Veh (s)	45.5	32.4	1.1	38.2	43.1	9.8	5.4	2.4	1.5	6.7	1.8	1.0
Vehicles Entered	22	10	18	15	6	22	14	765	31	27	773	27
Vehicles Exited	22	10	18	14	7	23	14	761	31	26	778	26
Hourly Exit Rate	22	10	18	14	7	23	14	761	31	26	778	26
Input Volume	21	12	19	17	6	31	11	768	23	25	744	22
% of Volume	106	82	94	81	117	75	124	99	136	105	105	120

11: Wall Avenue & 29th St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.7
Total Del/Veh (s)	3.4
Vehicles Entered	1730
Vehicles Exited	1730
Hourly Exit Rate	1730
Input Volume	1698
% of Volume	102

12: Wall Avenue & 30th St Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.2	0.1	2.7	1.8	0.1	0.0	0.0	0.3
Total Delay (hr)	0.3	6.4	0.1	3.2	1.7	2.6	0.3	14.6
Total Del/Veh (s)	23.3	30.0	3.2	38.6	8.2	16.8	3.9	19.2
Vehicles Entered	49	753	79	298	733	563	245	2720
Vehicles Exited	47	760	78	299	732	561	246	2723
Hourly Exit Rate	47	760	78	299	732	561	246	2723
Input Volume	43	758	69	280	733	534	248	2665
% of Volume	110	100	113	107	100	105	99	102

13: Wall Avenue & 33rd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.2	3.9	0.2	3.5	2.5	0.2	0.3
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0
Total Del/Veh (s)	40.8	39.2	7.7	34.6	57.9	4.7	19.8	0.3	0.1	3.9	2.7	2.6
Vehicles Entered	16	2	14	2	1	29	5	489	8	18	1502	35
Vehicles Exited	15	2	13	2	1	29	5	489	8	18	1507	35
Hourly Exit Rate	15	2	13	2	1	29	5	489	8	18	1507	35
Input Volume	17	3	8	1	3	22	8	467	4	18	1399	34
% of Volume	88	62	168	200	31	130	65	105	188	100	108	103

13: Wall Avenue & 33rd St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	1.5
Total Del/Veh (s)	2.6
Vehicles Entered	2121
Vehicles Exited	2124
Hourly Exit Rate	2124
Input Volume	1984
% of Volume	107

14: Wall Avenue & 24th St Performance by movement

Movement	WBT	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.2	0.3
Total Del/Veh (s)	0.2	0.5	0.7	0.5
Vehicles Entered	664	667	1001	2332
Vehicles Exited	664	667	996	2327
Hourly Exit Rate	664	667	996	2327
Input Volume	668	674	993	2336
% of Volume	99	99	100	100

Total Network Performance

Denied Delay (hr)	78.8
Denied Del/Veh (s)	24.4
Total Delay (hr)	109.0
Total Del/Veh (s)	33.1
Vehicles Entered	11532
Vehicles Exited	11499
Hourly Exit Rate	11499
Input Volume	43487
% of Volume	26

Queuing and Blocking Report

Baseline

12/11/2024

Intersection: 1: Wall Avenue & 12th St

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	180	198	288	262	224	62	162	271	285	266	271	72
Average Queue (ft)	119	142	134	115	60	24	62	104	159	149	111	27
95th Queue (ft)	183	197	215	205	157	50	130	189	237	228	219	54
Link Distance (ft)			1724	1724	1724				2230	2230	2230	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				215	315	315				240
Storage Blk Time (%)					0						0	
Queuing Penalty (veh)					0						1	

Intersection: 1: Wall Avenue & 12th St

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	130	169	166	181	189	59	174	190	299	298	297	236
Average Queue (ft)	42	63	77	88	89	25	78	116	211	185	139	83
95th Queue (ft)	101	121	134	138	153	54	146	166	264	251	215	170
Link Distance (ft)			949	949	949				641	641	641	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	440	440				145	260	260				260
Storage Blk Time (%)					2				1		0	
Queuing Penalty (veh)					2				3		0	

Queuing and Blocking Report

Baseline

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Intersection: 2: Wall Avenue & 20th St

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	T	T	R	L	L	T	T	R	L
Maximum Queue (ft)	65	107	112	227	172	44	109	118	173	150	93	68
Average Queue (ft)	9	23	30	106	58	13	48	67	55	57	13	18
95th Queue (ft)	34	67	71	173	139	31	89	109	114	117	47	43
Link Distance (ft)		990		1211	1211				666	666		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		145			105	235	235			155	170
Storage Blk Time (%)		0		2	3					0		
Queuing Penalty (veh)		0		1	1					0		

Intersection: 2: Wall Avenue & 20th St

Movement	SB	SB	SB	B20
Directions Served	T	T	R	T
Maximum Queue (ft)	254	301	290	56
Average Queue (ft)	98	103	33	3
95th Queue (ft)	229	238	79	24
Link Distance (ft)	3641	3641		949
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			95	
Storage Blk Time (%)	5	9	0	
Queuing Penalty (veh)	2	14	2	

Intersection: 3: Wall Avenue & 21st St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	R	T	T	R	L	T	T
Maximum Queue (ft)	215	304	141	66	56	194	183	39	48	104	106
Average Queue (ft)	101	145	65	22	21	101	93	10	12	58	54
95th Queue (ft)	160	247	107	54	42	171	162	30	36	104	98
Link Distance (ft)	985	985	985		1128	690	690			666	666
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)				80			105	100			
Storage Blk Time (%)				0		7				1	
Queuing Penalty (veh)				0		3				0	

Queuing and Blocking Report

Baseline

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Intersection: 4: Wall Avenue & 22nd St

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	R	L	T
Maximum Queue (ft)	21	72	90	30	22	140	85
Average Queue (ft)	6	24	27	4	2	48	3
95th Queue (ft)	21	56	55	21	14	97	29
Link Distance (ft)	865		1026				690
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		80		90	80	110	
Storage Blk Time (%)		1	1			0	
Queuing Penalty (veh)		1	0			2	

Intersection: 5: Wall Avenue & 23rd St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	54	53	52	106	62	25	106	74	56	96	93	52
Average Queue (ft)	26	10	14	44	17	9	36	20	7	42	18	26
95th Queue (ft)	52	35	41	80	38	27	84	59	27	81	48	63
Link Distance (ft)	253	253			1162						695	695
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			150	110		80			80	105		
Storage Blk Time (%)				0			1	0		0	0	
Queuing Penalty (veh)				0			0	0		1	0	

Intersection: 6: Lincoln Ave & 24th St

Movement	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	198	194	236	209	50	75	50	55
Average Queue (ft)	164	26	128	53	21	23	8	31
95th Queue (ft)	179	89	198	140	46	59	33	46
Link Distance (ft)			843	843		494		484
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		105			85		80	
Storage Blk Time (%)			12			0		
Queuing Penalty (veh)			2			0		

Queuing and Blocking Report

Baseline

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Intersection: 7: Wall Avenue & 25th St

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	132	65	31	98	52	99	111
Average Queue (ft)	59	16	10	22	19	42	30
95th Queue (ft)	111	56	32	62	46	86	75
Link Distance (ft)	991		691	691			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		40			90		
Storage Blk Time (%)	21	1				0	
Queuing Penalty (veh)	6	0				0	

Intersection: 8: Wall Avenue & 26th St

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	49	44	22	54
Average Queue (ft)	16	17	2	21
95th Queue (ft)	38	36	13	44
Link Distance (ft)				
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	85	85	95	85
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Wall Avenue & 27th St

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	L	TR	L	R	L
Maximum Queue (ft)	21	26	66	27	22	48
Average Queue (ft)	2	13	18	1	1	12
95th Queue (ft)	13	33	44	9	8	36
Link Distance (ft)	301		1020			
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		75		110	110	80
Storage Blk Time (%)			0			
Queuing Penalty (veh)			0			

Queuing and Blocking Report

Baseline

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Intersection: 10: Wall Avenue & 28th St

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	L	L
Maximum Queue (ft)	22	26	47	51	29
Average Queue (ft)	5	2	12	5	5
95th Queue (ft)	19	13	31	26	22
Link Distance (ft)	823		806		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100		100	90
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 11: Wall Avenue & 29th St

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	53	31	46	64	28	30	52	26	53	52	96	28
Average Queue (ft)	22	11	11	17	4	1	5	3	17	15	31	3
95th Queue (ft)	51	34	34	47	19	10	25	15	42	47	74	17
Link Distance (ft)		855		965		656	656	656		685	685	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	80		80		110				105			105
Storage Blk Time (%)				0							0	
Queuing Penalty (veh)				0							0	

Queuing and Blocking Report

Baseline

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Intersection: 12: Wall Avenue & 30th St

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	T	TR	L	L	T	T	T	T	T
Maximum Queue (ft)	93	335	228	162	72	160	199	185	158	117	185	223
Average Queue (ft)	33	217	163	42	27	72	123	78	78	19	84	94
95th Queue (ft)	71	283	222	123	53	139	180	139	133	75	151	165
Link Distance (ft)	626	626	626	626				712	712	712	656	656
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	190					290	290					
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 12: Wall Avenue & 30th St

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	165	76
Average Queue (ft)	26	45
95th Queue (ft)	90	71
Link Distance (ft)	656	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	190	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Wall Avenue & 33rd St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	59	51	28	28
Average Queue (ft)	27	20	4	7
95th Queue (ft)	49	49	19	26
Link Distance (ft)	908	1069		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			85	100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Baseline

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Intersection: 14: Wall Avenue & 24th St

Movement	B43	B43
Directions Served	T	
Maximum Queue (ft)	76	93
Average Queue (ft)	3	3
95th Queue (ft)	26	32
Link Distance (ft)	292	292
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 41

1: Wall Avenue & 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.3	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.0	0.4	1.8	1.9	0.2	1.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	9.9	9.7	0.3	4.6	7.2	0.7	3.2	9.7	0.5	5.4	8.8	0.6
Total Del/Veh (s)	60.5	31.9	4.9	60.9	38.3	9.6	73.5	30.5	10.7	83.8	50.9	7.5
Vehicles Entered	574	1091	216	264	666	240	155	1126	180	216	608	305
Vehicles Exited	575	1090	215	259	673	241	152	1127	179	222	596	307
Hourly Exit Rate	575	1090	215	259	673	241	152	1127	179	222	596	307
Input Volume	548	1103	217	236	674	230	159	1161	168	225	592	308
% of Volume	105	99	99	110	100	105	96	97	107	99	101	100

1: Wall Avenue & 12th St Performance by movement

Movement	All
Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.5
Total Delay (hr)	60.7
Total Del/Veh (s)	38.0
Vehicles Entered	5641
Vehicles Exited	5636
Hourly Exit Rate	5636
Input Volume	5622
% of Volume	100

2: Wall Avenue & 20th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	3.9	0.4	0.2	2.8	0.2	2.9	0.0	0.0	0.1	1.0	0.1	0.9
Total Delay (hr)	1.1	0.6	0.3	0.8	5.8	0.4	5.4	5.9	0.3	1.5	7.7	1.8
Total Del/Veh (s)	111.3	44.6	25.4	48.5	44.5	19.1	54.6	15.2	6.2	68.0	25.9	19.1
Vehicles Entered	37	45	49	55	458	77	352	1396	157	80	1053	346
Vehicles Exited	36	43	49	56	460	77	355	1395	158	79	1057	339
Hourly Exit Rate	36	43	49	56	460	77	355	1395	158	79	1057	339
Input Volume	41	63	47	62	470	86	343	1410	173	85	1038	326
% of Volume	88	68	104	90	98	90	103	99	91	93	102	104

2: Wall Avenue & 20th St Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.3
Total Delay (hr)	31.7
Total Del/Veh (s)	27.5
Vehicles Entered	4105
Vehicles Exited	4104
Hourly Exit Rate	4104
Input Volume	4144
% of Volume	99

3: Wall Avenue & 21st St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.2	0.2	0.2	4.0	0.3	0.4	1.5	0.1	0.0	0.3
Total Delay (hr)	5.5	4.0	1.2	0.8	0.4	9.2	0.1	0.3	2.8	24.4
Total Del/Veh (s)	37.4	55.6	19.1	57.1	16.8	25.3	10.8	33.2	8.7	23.7
Vehicles Entered	527	250	231	51	77	1285	49	30	1146	3646
Vehicles Exited	527	258	230	50	76	1292	49	32	1149	3663
Hourly Exit Rate	527	258	230	50	76	1292	49	32	1149	3663
Input Volume	515	253	225	46	79	1323	56	39	1125	3661
% of Volume	102	102	102	108	97	98	87	82	102	100

4: Wall Avenue & 22nd St Performance by movement

Movement	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	4.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.1	0.0	0.4	0.1	0.6	0.7	0.0	2.1
Total Del/Veh (s)	11.1	24.2	4.8	12.1	1.9	1.9	12.6	1.9	2.0	3.0
Vehicles Entered	21	22	70	10	827	147	156	1246	15	2514
Vehicles Exited	21	22	70	10	826	149	157	1246	15	2516
Hourly Exit Rate	21	22	70	10	826	149	157	1246	15	2516
Input Volume	23	24	81	9	854	132	141	1234	11	2516
% of Volume	90	91	86	111	97	113	111	101	136	100

5: Wall Avenue & 23rd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	4.1	2.9	0.6	0.6	3.0	0.4	2.6	0.0	0.0	0.0
Total Delay (hr)	0.4	0.6	0.1	2.4	0.1	0.3	0.1	1.2	0.1	0.5	1.3	0.0
Total Del/Veh (s)	43.1	51.0	8.4	58.7	40.4	14.3	20.1	5.0	1.9	16.7	4.4	3.5
Vehicles Entered	36	37	30	139	12	68	21	877	154	108	1046	27
Vehicles Exited	36	39	30	138	11	71	21	877	154	104	1045	27
Hourly Exit Rate	36	39	30	138	11	71	21	877	154	104	1045	27
Input Volume	34	35	24	159	15	79	26	882	164	107	1038	26
% of Volume	107	112	124	87	72	90	80	99	94	97	101	103

5: Wall Avenue & 23rd St Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.6
Total Delay (hr)	7.1
Total Del/Veh (s)	9.9
Vehicles Entered	2555
Vehicles Exited	2553
Hourly Exit Rate	2553
Input Volume	2590
% of Volume	99

6: Lincoln Ave & 24th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.3	213.3	21.6	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1087.7	751.4	734.8	3.2	0.3	0.4	3.7	0.6	0.7	3.6	0.2	0.2
Total Delay (hr)	0.0	4.4	0.4	2.0	3.2	0.0	0.3	0.2	0.1	0.0	0.1	0.1
Total Del/Veh (s)	38.1	23.6	20.7	201.7	17.3	4.3	10.3	8.9	7.9	12.5	8.8	4.3
Vehicles Entered	1	668	73	32	655	28	94	68	41	3	53	119
Vehicles Exited	1	668	74	36	650	28	94	67	42	3	53	116
Hourly Exit Rate	1	668	74	36	650	28	94	67	42	3	53	116
Input Volume	1	939	95	24	639	30	105	79	42	6	56	116
% of Volume	100	71	78	148	102	94	90	85	101	50	95	100

6: Lincoln Ave & 24th St Performance by movement

Movement	All
Denied Delay (hr)	235.5
Denied Del/Veh (s)	381.5
Total Delay (hr)	10.9
Total Del/Veh (s)	21.1
Vehicles Entered	1835
Vehicles Exited	1832
Hourly Exit Rate	1832
Input Volume	2132
% of Volume	86

7: Wall Avenue & 25th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.1	0.2
Denied Del/Veh (s)	0.3	3.8	0.0	0.0	2.4	0.4	0.3
Total Delay (hr)	2.6	0.5	1.0	0.1	0.3	1.6	6.1
Total Del/Veh (s)	58.3	28.6	3.8	4.2	17.1	5.5	9.1
Vehicles Entered	158	61	987	117	60	1036	2419
Vehicles Exited	157	62	986	117	61	1037	2420
Hourly Exit Rate	157	62	986	117	61	1037	2420
Input Volume	154	58	1006	110	57	1055	2440
% of Volume	102	107	98	106	107	98	99

8: Wall Avenue & 26th St Performance by movement

Movement	EBR	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	2.4	2.3	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	0.0	0.6	0.2	0.4	0.0	0.3	0.6	0.0	2.2
Total Del/Veh (s)	2.8	36.4	8.1	1.5	1.7	14.6	2.0	2.1	3.2
Vehicles Entered	2	57	106	1004	85	78	1130	3	2465
Vehicles Exited	2	55	104	1007	85	79	1133	3	2468
Hourly Exit Rate	2	55	104	1007	85	79	1133	3	2468
Input Volume	2	61	90	1038	81	74	1150	2	2498
% of Volume	100	91	116	97	105	107	99	150	99

9: Wall Avenue & 27th St Performance by movement

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.1	0.2	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.3	0.0	0.0	0.4	0.0	0.1	0.3	1.1
Total Del/Veh (s)	31.6	5.9	1.6	1.2	0.8	9.2	1.0	1.7
Vehicles Entered	32	19	1	1068	28	44	1142	2334
Vehicles Exited	34	20	1	1069	28	44	1145	2341
Hourly Exit Rate	34	20	1	1069	28	44	1145	2341
Input Volume	45	20	1	1100	35	44	1165	2411
% of Volume	76	100	100	97	81	100	98	97

10: Wall Avenue & 28th St Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.7	0.0	0.0	0.3	0.0	1.2
Total Del/Veh (s)	17.4	11.0	9.1	7.8	2.3	2.6	5.6	1.0	0.7	1.9
Vehicles Entered	2	25	19	18	1065	8	9	1174	19	2339
Vehicles Exited	2	24	19	17	1065	8	9	1172	19	2335
Hourly Exit Rate	2	24	19	17	1065	8	9	1172	19	2335
Input Volume	3	19	16	14	1108	11	13	1201	14	2398
% of Volume	67	126	121	124	96	74	71	98	138	97

11: Wall Avenue & 29th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.9	0.5	3.8	3.1	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	1.1	0.7	0.0	0.5	0.3	0.1	0.0	1.9	0.1	0.2	1.8	0.0
Total Del/Veh (s)	55.5	49.5	1.5	57.7	41.0	20.0	17.6	6.4	2.8	12.6	5.6	3.0
Vehicles Entered	68	51	96	31	25	17	8	1035	67	55	1129	27
Vehicles Exited	68	49	96	29	27	17	8	1035	67	55	1125	27
Hourly Exit Rate	68	49	96	29	27	17	8	1035	67	55	1125	27
Input Volume	77	42	90	25	24	30	14	1050	67	49	1161	23
% of Volume	88	117	106	116	112	57	58	99	100	113	97	117

11: Wall Avenue & 29th St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	6.6
Total Del/Veh (s)	9.1
Vehicles Entered	2609
Vehicles Exited	2603
Hourly Exit Rate	2603
Input Volume	2651
% of Volume	98

12: Wall Avenue & 30th St Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.1	0.1	2.2	0.9	0.1	0.0	0.1	0.2
Total Delay (hr)	0.8	11.0	0.1	8.4	3.3	5.1	1.0	29.7
Total Del/Veh (s)	37.4	41.3	4.6	47.1	11.1	22.7	7.6	26.3
Vehicles Entered	78	950	56	626	1051	805	457	4023
Vehicles Exited	78	958	57	628	1050	807	454	4032
Hourly Exit Rate	78	958	57	628	1050	807	454	4032
Input Volume	79	959	78	612	1040	811	476	4056
% of Volume	99	100	73	103	101	100	95	99

13: Wall Avenue & 33rd St Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	2.2	0.3	2.2	1.4	0.2	0.2	0.3
Total Delay (hr)	0.9	0.5	0.0	0.0	0.0	0.0	0.3	0.0	0.0	1.6	0.0	3.4
Total Del/Veh (s)	147.1	70.6	16.6	15.2	4.2	14.2	0.8	0.1	8.2	3.7	4.8	4.2
Vehicles Entered	21	23	3	1	31	11	1213	10	13	1552	29	2907
Vehicles Exited	19	21	3	1	31	11	1212	10	13	1550	30	2901
Hourly Exit Rate	19	21	3	1	31	11	1212	10	13	1550	30	2901
Input Volume	18	21	2	1	30	12	1168	7	17	1549	24	2849
% of Volume	106	100	150	100	102	92	104	143	76	100	125	102

14: Wall Avenue & 24th St Performance by movement

Movement	WBT	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.4	0.7
Total Del/Veh (s)	0.2	0.8	1.2	0.8
Vehicles Entered	863	1037	1155	3055
Vehicles Exited	863	1036	1152	3051
Hourly Exit Rate	863	1036	1152	3051
Input Volume	860	1050	1167	3078
% of Volume	100	99	99	99

Total Network Performance

Denied Delay (hr)	238.5
Denied Del/Veh (s)	53.2
Total Delay (hr)	203.2
Total Del/Veh (s)	44.9
Vehicles Entered	15754
Vehicles Exited	15772
Hourly Exit Rate	15772
Input Volume	63236
% of Volume	25

Queuing and Blocking Report

Baseline

12/11/2024

Intersection: 1: Wall Avenue & 12th St

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	327	369	320	282	293	85	230	243	244	224	224	161
Average Queue (ft)	223	247	193	194	177	33	109	130	166	156	127	64
95th Queue (ft)	305	328	271	267	261	66	179	200	229	206	202	125
Link Distance (ft)			1724	1724	1724				2230	2230	2230	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				215	315	315				240
Storage Blk Time (%)		0			4						0	
Queuing Penalty (veh)		1			9						0	

Intersection: 1: Wall Avenue & 12th St

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	151	173	198	215	234	142	206	239	332	263	219	169
Average Queue (ft)	60	76	128	154	165	42	108	139	191	166	124	67
95th Queue (ft)	115	134	187	211	225	92	177	207	267	227	180	134
Link Distance (ft)			949	949	949				641	641	641	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	440	440				145	260	260				260
Storage Blk Time (%)					18	0			2			
Queuing Penalty (veh)					30	0			5			

Queuing and Blocking Report

Baseline

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Intersection: 2: Wall Avenue & 20th St

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	T	T	R	L	L	T	T	R	L
Maximum Queue (ft)	109	125	91	240	209	84	208	222	274	317	240	320
Average Queue (ft)	41	46	45	167	135	32	127	139	155	169	46	110
95th Queue (ft)	90	108	91	219	200	65	185	195	266	294	160	300
Link Distance (ft)		990		1211	1211				666	666		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		145			105	235	235			155	170
Storage Blk Time (%)	0	1		16	18			0	2	11		2
Queuing Penalty (veh)	0	0		10	15			0	7	18		13

Intersection: 2: Wall Avenue & 20th St

Movement	SB	SB	SB	B20
Directions Served	T	T	R	T
Maximum Queue (ft)	393	383	290	100
Average Queue (ft)	205	200	133	6
95th Queue (ft)	390	402	314	40
Link Distance (ft)	3641	3641		949
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			95	
Storage Blk Time (%)	10	19	7	
Queuing Penalty (veh)	9	62	38	

Intersection: 3: Wall Avenue & 21st St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	R	T	T	R	L	T	T
Maximum Queue (ft)	354	432	204	74	64	436	408	220	91	87	86
Average Queue (ft)	234	280	91	39	31	312	290	49	21	45	43
95th Queue (ft)	336	402	169	76	65	449	422	181	59	89	89
Link Distance (ft)	985	985	985		1128	690	690			666	666
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)				80			105	100			
Storage Blk Time (%)				1	0		28		0	0	
Queuing Penalty (veh)				0	0		16		0	0	

Queuing and Blocking Report

Baseline

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Intersection: 4: Wall Avenue & 22nd St

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	L	TR	L	R	L
Maximum Queue (ft)	22	44	62	31	22	115
Average Queue (ft)	12	16	24	6	3	50
95th Queue (ft)	28	36	46	26	15	86
Link Distance (ft)	865		1026			
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		80		90	80	110
Storage Blk Time (%)			0			0
Queuing Penalty (veh)			0			2

Intersection: 5: Wall Avenue & 23rd St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	74	92	31	134	257	194	195	128	43	97	132	134
Average Queue (ft)	33	37	20	98	81	19	70	52	14	48	31	63
95th Queue (ft)	64	73	44	147	209	78	151	106	34	84	89	129
Link Distance (ft)	253	253			1162						695	695
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			150	110		80			80	105		
Storage Blk Time (%)				20	0		5	1		0	0	
Queuing Penalty (veh)				18	1		1	2		1	0	

Intersection: 6: Lincoln Ave & 24th St

Movement	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	198	194	307	211	74	116	31	172
Average Queue (ft)	166	71	162	77	37	40	2	50
95th Queue (ft)	182	139	225	182	67	91	15	114
Link Distance (ft)			843	843		494		484
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		105			85		80	
Storage Blk Time (%)		12	24		0	1		1
Queuing Penalty (veh)		37	6		0	1		0

Queuing and Blocking Report

Baseline

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Intersection: 7: Wall Avenue & 25th St

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	272	65	98	120	75	348	225
Average Queue (ft)	137	40	36	56	35	114	79
95th Queue (ft)	247	88	88	107	71	230	160
Link Distance (ft)	991		691	691			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		40			90		
Storage Blk Time (%)	59	2			0	6	
Queuing Penalty (veh)	34	3			0	3	

Intersection: 8: Wall Avenue & 26th St

Movement	EB	WB	WB	WB	NB	SB	SB	SB
Directions Served	LTR	L	T	R	R	L	T	TR
Maximum Queue (ft)	31	78	56	65	22	70	89	110
Average Queue (ft)	2	37	2	35	3	33	3	4
95th Queue (ft)	15	73	19	58	15	61	30	38
Link Distance (ft)	173		1244				691	691
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		85		85	95	85		
Storage Blk Time (%)		0				0	0	
Queuing Penalty (veh)		0				0	0	

Intersection: 9: Wall Avenue & 27th St

Movement	WB	WB	NB	SB
Directions Served	L	TR	R	L
Maximum Queue (ft)	44	22	60	53
Average Queue (ft)	23	13	2	19
95th Queue (ft)	48	30	20	48
Link Distance (ft)		1020		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	75		110	80
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Baseline

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Intersection: 10: Wall Avenue & 28th St

Movement	EB	WB	NB	SB
Directions Served	LTR	TR	L	L
Maximum Queue (ft)	44	22	51	29
Average Queue (ft)	14	13	9	4
95th Queue (ft)	32	29	33	20
Link Distance (ft)	823	806		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	90
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Wall Avenue & 29th St

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	134	138	95	65	31	155	161	76	54	178	239	52
Average Queue (ft)	57	47	23	24	7	50	59	16	27	68	107	6
95th Queue (ft)	97	99	62	58	27	140	157	52	58	135	198	29
Link Distance (ft)		855		965		656	656	656		685	685	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	80		80		110				105			105
Storage Blk Time (%)	9	6	1	0		1				1	5	
Queuing Penalty (veh)	12	10	1	0		0				1	1	

Queuing and Blocking Report

Baseline

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Intersection: 12: Wall Avenue & 30th St

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	T	TR	L	L	T	T	T	T	T
Maximum Queue (ft)	305	400	375	238	120	366	320	339	270	166	240	252
Average Queue (ft)	59	299	257	148	25	201	225	133	150	43	114	131
95th Queue (ft)	150	379	352	232	54	289	302	246	237	125	170	193
Link Distance (ft)	626	626	626	626				712	712	712	656	656
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)					190	290	290					
Storage Blk Time (%)				1		0	1	0				
Queuing Penalty (veh)				2		1	3	2				

Intersection: 12: Wall Avenue & 30th St

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	172	161
Average Queue (ft)	70	67
95th Queue (ft)	143	111
Link Distance (ft)	656	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		190
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 13: Wall Avenue & 33rd St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	154	55	30	50
Average Queue (ft)	50	27	8	9
95th Queue (ft)	100	53	28	33
Link Distance (ft)	908	1069		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			85	100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 14: Wall Avenue & 24th St

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 377

1: Wall Avenue & 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.2	0.2	2.1	1.5	0.2	1.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	5.9	6.9	0.2	3.6	10.5	0.4	3.0	6.1	0.1	6.6	11.2	2.6
Total Del/Veh (s)	64.3	30.9	5.3	77.5	39.8	7.8	71.7	38.8	5.1	90.3	50.6	17.8
Vehicles Entered	317	792	164	159	926	164	146	561	95	252	791	516
Vehicles Exited	316	800	164	164	934	165	148	559	96	259	790	514
Hourly Exit Rate	316	800	164	164	934	165	148	559	96	259	790	514
Input Volume	320	811	166	157	942	143	166	556	112	253	785	481
% of Volume	99	99	99	105	99	115	89	101	86	102	101	107

1: Wall Avenue & 12th St Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.4
Total Delay (hr)	57.1
Total Del/Veh (s)	41.3
Vehicles Entered	4883
Vehicles Exited	4909
Hourly Exit Rate	4909
Input Volume	4892
% of Volume	100

2: Wall Avenue & 20th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.8	0.2	0.2	3.2	0.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.1	0.6	3.5	0.1	2.5	1.5	0.1	0.3	5.5	0.9
Total Del/Veh (s)	71.3	35.9	14.4	43.5	34.7	8.1	45.4	6.9	3.6	37.8	22.3	15.9
Vehicles Entered	9	22	26	46	357	61	193	787	134	32	878	207
Vehicles Exited	9	23	25	43	360	61	188	787	134	30	881	209
Hourly Exit Rate	9	23	25	43	360	61	188	787	134	30	881	209
Input Volume	12	21	26	45	350	50	185	824	107	41	870	196
% of Volume	73	111	97	95	103	121	101	95	125	73	101	107

2: Wall Avenue & 20th St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	15.6
Total Del/Veh (s)	20.2
Vehicles Entered	2752
Vehicles Exited	2750
Hourly Exit Rate	2750
Input Volume	2728
% of Volume	101

3: Wall Avenue & 21st St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	3.7	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	2.9	2.3	0.8	0.3	0.1	3.4	0.1	0.2	2.9	12.8
Total Del/Veh (s)	24.1	33.3	11.1	37.8	6.2	16.2	7.6	20.0	11.6	16.9
Vehicles Entered	417	245	250	25	55	744	45	34	887	2702
Vehicles Exited	413	241	251	24	55	743	45	33	876	2681
Hourly Exit Rate	413	241	251	24	55	743	45	33	876	2681
Input Volume	397	257	265	26	59	755	44	32	881	2716
% of Volume	104	94	95	93	94	98	102	103	99	99

4: Wall Avenue & 22nd St Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	3.3	0.2	0.0	0.0	0.0	1.0	0.1	0.3	0.2
Total Delay (hr)	0.2	0.1	0.5	0.1	0.0	0.3	0.0	0.7	0.7	0.0	2.6
Total Del/Veh (s)	87.4	20.9	52.9	4.6	39.4	1.7	1.2	11.7	2.1	1.7	4.0
Vehicles Entered	7	10	33	84	1	699	52	209	1209	15	2319
Vehicles Exited	7	10	34	84	1	698	52	208	1208	15	2317
Hourly Exit Rate	7	10	34	84	1	698	52	208	1208	15	2317
Input Volume	6	11	34	94	2	700	62	205	1241	21	2377
% of Volume	112	89	100	90	50	100	84	101	97	72	97

5: Wall Avenue & 23rd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	4.1	2.7	0.2	0.3	2.8	0.3	2.8	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.0	1.1	0.1	0.1	0.1	0.8	0.0	0.4	0.9	0.0
Total Del/Veh (s)	30.7	40.6	6.4	39.9	37.7	5.5	16.1	4.4	1.1	11.1	2.9	1.4
Vehicles Entered	20	17	9	94	9	45	20	686	111	134	1091	29
Vehicles Exited	20	18	9	98	7	44	20	683	111	139	1095	30
Hourly Exit Rate	20	18	9	98	7	44	20	683	111	139	1095	30
Input Volume	26	15	11	93	11	40	16	694	113	131	1121	35
% of Volume	78	118	80	106	62	110	123	98	98	106	98	86

5: Wall Avenue & 23rd St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	3.9
Total Del/Veh (s)	6.2
Vehicles Entered	2265
Vehicles Exited	2274
Hourly Exit Rate	2274
Input Volume	2307
% of Volume	99

6: Lincoln Ave & 24th St Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	146.7	15.6	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	162.5
Denied Del/Veh (s)	562.6	589.9	2.7	0.4	0.2	3.9	0.3	0.4	4.0	0.2	0.2	283.9
Total Delay (hr)	4.5	0.4	0.9	3.0	0.0	0.3	0.2	0.0	0.1	0.1	0.1	9.5
Total Del/Veh (s)	24.1	20.8	107.5	16.2	5.1	12.2	9.5	6.2	12.6	8.1	2.7	19.3
Vehicles Entered	666	69	28	652	21	72	64	26	30	40	94	1762
Vehicles Exited	666	69	30	650	21	74	65	26	30	41	95	1767
Hourly Exit Rate	666	69	30	650	21	74	65	26	30	41	95	1767
Input Volume	927	92	23	669	28	71	55	24	22	40	107	2057
% of Volume	72	75	132	97	76	104	119	109	138	102	89	86

7: Wall Avenue & 25th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.2
Denied Del/Veh (s)	0.3	3.4	0.0	0.0	2.1	0.3	0.3
Total Delay (hr)	0.9	0.1	0.4	0.0	0.2	0.7	2.3
Total Del/Veh (s)	42.8	9.8	2.0	1.2	9.8	2.4	4.1
Vehicles Entered	78	42	779	86	61	1015	2061
Vehicles Exited	75	41	778	86	61	1015	2056
Hourly Exit Rate	75	41	778	86	61	1015	2056
Input Volume	65	32	791	79	59	1010	2036
% of Volume	115	128	98	109	104	100	101

8: Wall Avenue & 26th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	2.2	2.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.3	0.1	0.2	0.0	0.2	0.3	1.2
Total Del/Veh (s)	33.6	6.1	1.0	1.1	8.1	1.2	2.1
Vehicles Entered	30	58	832	105	107	983	2115
Vehicles Exited	30	60	831	106	107	984	2118
Hourly Exit Rate	30	60	831	106	107	984	2118
Input Volume	26	52	844	111	113	962	2108
% of Volume	117	116	98	95	94	102	100

9: Wall Avenue & 27th St Performance by movement

Movement	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	3.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1	0.0	0.2	0.0	0.1	0.2	0.8
Total Del/Veh (s)	8.3	22.9	7.9	0.7	1.0	0.7	9.8	0.7	1.4
Vehicles Entered	1	21	34	2	912	65	48	960	2043
Vehicles Exited	1	21	36	2	916	64	49	958	2047
Hourly Exit Rate	1	21	36	2	916	64	49	958	2047
Input Volume	1	22	35	2	935	59	43	942	2039
% of Volume	100	97	103	100	98	108	114	102	100

10: Wall Avenue & 28th St Performance by movement

Movement	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	4.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.5
Total Del/Veh (s)	4.0	5.5	5.5	6.3	0.9	1.5	6.1	0.6	0.2	0.9
Vehicles Entered	8	4	23	9	958	3	5	959	9	1978
Vehicles Exited	8	4	23	10	957	3	5	960	9	1979
Hourly Exit Rate	8	4	23	10	957	3	5	960	9	1979
Input Volume	6	5	20	13	976	5	5	952	5	1988
% of Volume	128	80	116	75	98	60	100	101	180	100

11: Wall Avenue & 29th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.9	0.2	3.6	3.8	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.3	0.0	0.3	0.1	0.1	0.0	0.7	0.0	0.0	0.6	0.0
Total Del/Veh (s)	43.4	46.3	1.6	54.7	56.3	8.1	10.9	2.9	1.5	5.8	2.4	1.2
Vehicles Entered	26	21	18	23	4	36	14	907	32	30	903	40
Vehicles Exited	26	21	18	23	5	35	14	910	32	29	908	40
Hourly Exit Rate	26	21	18	23	5	35	14	910	32	29	908	40
Input Volume	26	15	23	21	7	38	13	937	28	31	907	27
% of Volume	101	138	79	111	69	92	106	97	115	94	100	150

11: Wall Avenue & 29th St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.5
Total Del/Veh (s)	4.4
Vehicles Entered	2054
Vehicles Exited	2061
Hourly Exit Rate	2061
Input Volume	2072
% of Volume	99

12: Wall Avenue & 30th St Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.1	0.1	2.6	1.7	0.1	0.0	0.0	0.3
Total Delay (hr)	0.4	8.2	0.1	3.8	2.4	3.3	0.5	18.7
Total Del/Veh (s)	27.8	31.2	3.2	37.9	10.1	18.9	5.6	20.7
Vehicles Entered	55	938	81	357	873	628	308	3240
Vehicles Exited	55	938	79	358	874	627	308	3239
Hourly Exit Rate	55	938	79	358	874	627	308	3239
Input Volume	52	925	84	342	894	642	303	3242
% of Volume	106	101	94	105	98	98	102	100

13: Wall Avenue & 33rd St Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.1	3.0	0.2	4.2	1.7	0.3	0.5	0.3
Total Delay (hr)	0.3	0.2	0.2	0.0	0.0	0.1	0.1	0.0	0.0	1.6	0.0	2.5
Total Del/Veh (s)	55.4	137.5	49.9	43.9	3.7	20.5	0.3	0.0	5.9	3.3	2.6	3.8
Vehicles Entered	20	5	13	4	23	10	552	4	26	1705	46	2408
Vehicles Exited	21	5	13	4	23	10	554	4	26	1710	47	2417
Hourly Exit Rate	21	5	13	4	23	10	554	4	26	1710	47	2417
Input Volume	21	4	10	4	27	10	570	5	22	1707	41	2422
% of Volume	101	125	127	100	86	98	97	80	120	100	114	100

14: Wall Avenue & 24th St Performance by movement

Movement	WBT	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.3	0.5
Total Del/Veh (s)	0.2	0.6	0.8	0.6
Vehicles Entered	824	819	1190	2833
Vehicles Exited	823	819	1193	2835
Hourly Exit Rate	823	819	1193	2835
Input Volume	847	823	1212	2882
% of Volume	97	100	98	98

Total Network Performance

Denied Delay (hr)	164.6
Denied Del/Veh (s)	42.1
Total Delay (hr)	142.8
Total Del/Veh (s)	36.2
Vehicles Entered	13760
Vehicles Exited	13805
Hourly Exit Rate	13805
Input Volume	53182
% of Volume	26

Queuing and Blocking Report

Baseline

12/11/2024

Intersection: 1: Wall Avenue & 12th St

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	183	260	252	226	220	62	150	264	354	369	357	115
Average Queue (ft)	123	152	160	150	114	34	71	101	215	209	182	44
95th Queue (ft)	197	206	236	227	203	62	124	180	300	307	272	88
Link Distance (ft)			1724	1724	1724				2230	2230	2230	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				215	315	315				240
Storage Blk Time (%)					0				1		2	
Queuing Penalty (veh)					0				1		2	

Intersection: 1: Wall Avenue & 12th St

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	112	130	130	155	190	41	239	274	350	305	258	329
Average Queue (ft)	54	70	91	96	107	17	130	157	235	214	142	164
95th Queue (ft)	100	117	128	149	162	38	212	244	302	281	201	286
Link Distance (ft)			949	949	949				641	641	641	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	440	440				145	260	260				260
Storage Blk Time (%)					4			1	5		0	1
Queuing Penalty (veh)					5			2	13		0	2

Queuing and Blocking Report

Baseline

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Intersection: 2: Wall Avenue & 20th St

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	T	T	R	L	L	T	T	R	L
Maximum Queue (ft)	46	44	71	179	154	64	97	119	96	134	53	67
Average Queue (ft)	7	19	34	119	84	25	54	72	42	59	18	26
95th Queue (ft)	25	42	69	176	146	48	91	106	86	122	48	62
Link Distance (ft)		990		1211	1211				666	666		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		145			105	235	235			155	170
Storage Blk Time (%)				3	2							
Queuing Penalty (veh)				1	1							

Intersection: 2: Wall Avenue & 20th St

Movement	SB	SB	SB	B20
Directions Served	T	T	R	T
Maximum Queue (ft)	367	384	290	56
Average Queue (ft)	138	134	54	3
95th Queue (ft)	270	261	143	24
Link Distance (ft)	3641	3641		949
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			95	
Storage Blk Time (%)	8	13	1	
Queuing Penalty (veh)	3	25	3	

Intersection: 3: Wall Avenue & 21st St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	R	T	T	R	L	T	T
Maximum Queue (ft)	239	384	136	47	41	193	192	57	47	201	172
Average Queue (ft)	123	188	74	19	17	109	112	16	16	74	62
95th Queue (ft)	199	299	122	45	30	181	172	44	37	146	140
Link Distance (ft)	985	985	985		1128	690	690			666	666
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)				80			105	100			
Storage Blk Time (%)						9				5	
Queuing Penalty (veh)						4				2	

Queuing and Blocking Report

Baseline

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Intersection: 4: Wall Avenue & 22nd St

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	L	TR	L	R	L
Maximum Queue (ft)	43	67	63	29	23	179
Average Queue (ft)	12	26	26	2	2	66
95th Queue (ft)	34	56	46	12	14	132
Link Distance (ft)	865		1026			
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		80		90	80	110
Storage Blk Time (%)		0	0			2
Queuing Penalty (veh)		0	0			14

Intersection: 5: Wall Avenue & 23rd St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	54	51	30	134	194	43	111	113	39	121	72	74
Average Queue (ft)	22	17	8	63	27	13	50	37	9	51	34	41
95th Queue (ft)	58	41	30	116	87	35	105	93	25	92	70	87
Link Distance (ft)	253	253			1162						695	695
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			150	110		80			80	105		
Storage Blk Time (%)				5			2	1		0		
Queuing Penalty (veh)				2			0	1		2		

Intersection: 6: Lincoln Ave & 24th St

Movement	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	209	195	256	227	90	72	52	88
Average Queue (ft)	167	50	154	75	28	33	16	33
95th Queue (ft)	187	131	239	175	68	60	46	63
Link Distance (ft)			843	843		494		484
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		105			85		80	
Storage Blk Time (%)		1	19		0	0		0
Queuing Penalty (veh)		4	4		0	0		0

Queuing and Blocking Report

Baseline

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Intersection: 7: Wall Avenue & 25th St

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	141	65	31	73	67	134	110
Average Queue (ft)	66	38	9	23	30	47	36
95th Queue (ft)	115	79	30	58	55	106	86
Link Distance (ft)	991		691	691			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		40			90		
Storage Blk Time (%)	24	2				1	
Queuing Penalty (veh)	8	1				1	

Intersection: 8: Wall Avenue & 26th St

Movement	WB	WB	WB	NB	SB
Directions Served	L	T	R	R	L
Maximum Queue (ft)	68	56	44	22	72
Average Queue (ft)	28	2	24	2	24
95th Queue (ft)	61	19	43	13	45
Link Distance (ft)		1244			
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	85		85	95	85
Storage Blk Time (%)	0				0
Queuing Penalty (veh)	0				1

Intersection: 9: Wall Avenue & 27th St

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	R	L
Maximum Queue (ft)	22	64	61	20	75
Average Queue (ft)	1	13	19	0	20
95th Queue (ft)	7	33	39	0	54
Link Distance (ft)	301		1020		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		75		110	80
Storage Blk Time (%)		0	0		1
Queuing Penalty (veh)		0	0		5

Queuing and Blocking Report

Baseline

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Intersection: 10: Wall Avenue & 28th St

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	L	L
Maximum Queue (ft)	22	26	43	29	28
Average Queue (ft)	5	3	13	7	3
95th Queue (ft)	21	16	29	26	17
Link Distance (ft)	823		806		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100		100	90
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 11: Wall Avenue & 29th St

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	L	TR	L	T	R	L	T	T	R
Maximum Queue (ft)	55	76	48	69	31	52	22	31	77	129	31
Average Queue (ft)	24	17	16	20	11	10	1	14	19	43	1
95th Queue (ft)	55	47	43	48	33	34	8	37	46	85	11
Link Distance (ft)		855		965		656	656		685	685	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	80		80		110			105			105
Storage Blk Time (%)		3		0						0	
Queuing Penalty (veh)		1		0						0	

Queuing and Blocking Report

Baseline

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Intersection: 12: Wall Avenue & 30th St

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	T	TR	L	L	T	T	T	T	T
Maximum Queue (ft)	93	343	308	210	72	163	205	159	194	110	174	138
Average Queue (ft)	32	252	207	90	26	91	137	95	107	27	86	94
95th Queue (ft)	71	318	279	185	51	144	187	144	158	80	145	146
Link Distance (ft)	626	626	626	626				712	712	712	656	656
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)					190	290	290					
Storage Blk Time (%)				0								
Queuing Penalty (veh)				0								

Intersection: 12: Wall Avenue & 30th St

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	123	110
Average Queue (ft)	39	58
95th Queue (ft)	104	98
Link Distance (ft)	656	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	190	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Wall Avenue & 33rd St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	90	31	48	56
Average Queue (ft)	36	20	6	11
95th Queue (ft)	77	44	25	37
Link Distance (ft)	908	1069		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			85	100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 14: Wall Avenue & 24th St

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 112

1: Wall Avenue & 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.4	0.2	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.9	0.5	1.7	1.8	0.2	1.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	25.4	17.3	0.6	6.0	12.0	1.2	3.2	10.1	1.0	5.9	10.2	1.1
Total Del/Veh (s)	136.7	46.9	8.4	73.1	49.7	13.7	61.5	25.7	16.4	78.1	46.4	10.9
Vehicles Entered	653	1310	256	288	860	310	181	1396	211	266	769	349
Vehicles Exited	636	1314	257	285	861	310	175	1397	208	255	771	354
Hourly Exit Rate	636	1314	257	285	861	310	175	1397	208	255	771	354
Input Volume	669	1346	265	288	822	281	194	1418	205	275	722	376
% of Volume	95	98	97	99	105	110	90	99	101	93	107	94

1: Wall Avenue & 12th St Performance by movement

Movement	All
Denied Delay (hr)	1.0
Denied Del/Veh (s)	0.5
Total Delay (hr)	93.8
Total Del/Veh (s)	48.5
Vehicles Entered	6849
Vehicles Exited	6823
Hourly Exit Rate	6823
Input Volume	6861
% of Volume	99

2: Wall Avenue & 20th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	3.9	0.4	0.3	2.7	0.2	2.8	0.0	0.0	0.0	1.1	0.2	0.8
Total Delay (hr)	4.7	1.4	0.9	1.4	7.2	0.8	6.6	16.9	1.1	2.0	13.1	3.5
Total Del/Veh (s)	336.1	68.5	52.9	54.6	44.5	26.3	58.6	35.0	20.3	68.8	37.4	30.1
Vehicles Entered	50	75	60	94	569	103	399	1715	191	101	1237	411
Vehicles Exited	46	73	57	94	578	107	399	1706	189	100	1226	406
Hourly Exit Rate	46	73	57	94	578	107	399	1706	189	100	1226	406
Input Volume	50	77	57	76	573	105	419	1720	211	104	1267	398
% of Volume	92	95	100	124	101	102	95	99	89	96	97	102

2: Wall Avenue & 20th St Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.3
Total Delay (hr)	59.5
Total Del/Veh (s)	42.1
Vehicles Entered	5005
Vehicles Exited	4981
Hourly Exit Rate	4981
Input Volume	5058
% of Volume	98

3: Wall Avenue & 21st St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	1.9	0.1	0.0	0.0	2.2
Denied Del/Veh (s)	0.2	0.4	0.2	3.6	0.4	4.2	5.8	0.1	0.0	1.7
Total Delay (hr)	12.5	12.4	3.5	1.0	0.7	20.0	0.2	1.1	5.1	56.4
Total Del/Veh (s)	74.3	130.3	42.8	61.1	26.3	43.9	9.4	108.3	13.2	45.0
Vehicles Entered	601	337	291	60	100	1606	66	35	1365	4461
Vehicles Exited	586	329	280	60	100	1609	67	37	1357	4425
Hourly Exit Rate	586	329	280	60	100	1609	67	37	1357	4425
Input Volume	628	309	275	56	96	1614	68	48	1374	4469
% of Volume	93	106	102	107	104	100	98	77	99	99

4: Wall Avenue & 22nd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	3.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.2	1.4	0.1	0.0	0.9	0.1	1.2	1.1	0.0	5.0
Total Del/Veh (s)	30.2	68.7	19.2	152.2	3.6	11.2	3.0	2.3	26.0	2.6	1.6	5.9
Vehicles Entered	2	1	30	32	95	7	1017	173	169	1492	23	3041
Vehicles Exited	0	1	31	31	96	7	1018	172	168	1487	23	3034
Hourly Exit Rate	0	1	31	31	96	7	1018	172	168	1487	23	3034
Input Volume	4	2	28	29	99	11	1041	161	172	1508	13	3068
% of Volume	0	50	110	106	97	64	98	107	98	99	177	99

5: Wall Avenue & 23rd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.3	3.9	2.8	0.6	0.4	2.5	0.5	2.6	0.0	0.0	0.0
Total Delay (hr)	0.6	0.5	0.1	2.7	0.3	0.5	0.3	2.3	0.1	0.8	1.8	0.1
Total Del/Veh (s)	49.5	45.8	10.4	54.0	34.8	17.5	29.4	7.7	2.3	24.2	5.3	4.9
Vehicles Entered	43	42	33	174	26	102	36	1054	206	117	1256	38
Vehicles Exited	42	43	33	172	26	102	35	1053	207	117	1252	38
Hourly Exit Rate	42	43	33	172	26	102	35	1053	207	117	1252	38
Input Volume	41	43	29	194	18	96	32	1076	200	131	1266	32
% of Volume	103	101	115	89	142	107	110	98	104	89	99	120

5: Wall Avenue & 23rd St Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.6
Total Delay (hr)	10.0
Total Del/Veh (s)	11.5
Vehicles Entered	3127
Vehicles Exited	3120
Hourly Exit Rate	3120
Input Volume	3156
% of Volume	99

6: Lincoln Ave & 24th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	371.4	37.7	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	634.5	1048.6	998.5	3.1	0.9	0.8	3.6	0.6	0.6	3.4	0.3	0.4
Total Delay (hr)	0.0	4.4	0.4	1.8	27.9	1.2	0.5	0.3	0.2	0.0	0.4	0.3
Total Del/Veh (s)		23.6	20.9	251.0	121.7	109.6	15.4	8.7	8.1	11.9	11.7	6.4
Vehicles Entered	0	668	72	25	816	40	123	117	69	10	115	188
Vehicles Exited	0	669	71	24	773	36	121	118	72	10	114	186
Hourly Exit Rate	0	669	71	24	773	36	121	118	72	10	114	186
Input Volume	1	1146	116	29	780	37	156	117	62	9	83	172
% of Volume	0	58	61	83	99	98	78	101	116	111	137	108

6: Lincoln Ave & 24th St Performance by movement

Movement	All
Denied Delay (hr)	409.7
Denied Del/Veh (s)	506.0
Total Delay (hr)	37.5
Total Del/Veh (s)	59.6
Vehicles Entered	2243
Vehicles Exited	2194
Hourly Exit Rate	2194
Input Volume	2707
% of Volume	81

7: Wall Avenue & 25th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.2	0.3
Denied Del/Veh (s)	0.4	3.7	0.0	0.0	2.6	0.5	0.4
Total Delay (hr)	2.9	0.6	2.0	0.2	0.5	2.0	8.2
Total Del/Veh (s)	58.0	28.6	6.0	5.0	24.6	5.6	10.0
Vehicles Entered	178	76	1199	131	72	1268	2924
Vehicles Exited	179	76	1197	132	70	1265	2919
Hourly Exit Rate	179	76	1197	132	70	1265	2919
Input Volume	188	71	1225	134	70	1287	2976
% of Volume	95	107	98	99	100	98	98

8: Wall Avenue & 26th St Performance by movement

Movement	EBR	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	2.2	2.1	0.0	0.0	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	2.4	0.5	0.5	0.0	0.7	0.9	0.0	5.1
Total Del/Veh (s)	9.5	111.3	17.8	1.5	1.4	25.6	2.3	0.6	6.1
Vehicles Entered	2	77	96	1241	95	96	1354	3	2964
Vehicles Exited	2	73	99	1244	95	96	1353	3	2965
Hourly Exit Rate	2	73	99	1244	95	96	1353	3	2965
Input Volume	2	74	110	1266	99	90	1397	2	3040
% of Volume	100	99	90	98	96	107	97	150	98

9: Wall Avenue & 27th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.8	0.3	0.0	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	1.4	0.0	0.5	0.0	0.3	0.4	0.0	2.7
Total Del/Veh (s)	95.6	7.7	1.3	1.1	16.5	1.1	0.4	3.3
Vehicles Entered	52	23	1314	47	58	1364	6	2864
Vehicles Exited	52	23	1313	47	59	1364	6	2864
Hourly Exit Rate	52	23	1313	47	59	1364	6	2864
Input Volume	55	24	1341	43	54	1418	2	2937
% of Volume	95	97	98	109	110	96	300	98

10: Wall Avenue & 28th St Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1	0.1	1.0	0.0	0.1	0.5	0.0	1.8
Total Del/Veh (s)	28.5	11.2	15.3	16.1	2.7	3.6	13.6	1.2	0.6	2.3
Vehicles Entered	3	21	23	15	1327	18	15	1404	18	2844
Vehicles Exited	3	21	23	15	1327	18	15	1404	18	2844
Hourly Exit Rate	3	21	23	15	1327	18	15	1404	18	2844
Input Volume	4	23	20	17	1349	13	16	1465	17	2925
% of Volume	75	92	116	87	98	136	92	96	104	97

11: Wall Avenue & 29th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.9	0.7	3.6	3.7	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.5	0.9	0.0	0.4	0.6	0.2	0.1	3.2	0.1	0.5	2.8	0.0
Total Del/Veh (s)	57.6	55.2	1.7	44.4	55.4	19.5	22.5	9.1	2.9	28.0	7.6	2.6
Vehicles Entered	91	55	101	31	35	27	18	1268	74	60	1337	30
Vehicles Exited	92	56	102	29	35	28	18	1268	74	59	1337	30
Hourly Exit Rate	92	56	102	29	35	28	18	1268	74	59	1337	30
Input Volume	94	51	110	31	29	37	17	1271	82	60	1403	28
% of Volume	98	109	93	94	121	76	104	100	90	99	95	108

11: Wall Avenue & 29th St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	10.3
Total Del/Veh (s)	11.8
Vehicles Entered	3127
Vehicles Exited	3128
Hourly Exit Rate	3128
Input Volume	3213
% of Volume	97

12: Wall Avenue & 30th St Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.6	0.6	0.0	0.0	1.4
Denied Del/Veh (s)	0.2	0.1	2.5	3.3	1.8	0.0	0.1	1.1
Total Delay (hr)	1.0	14.5	0.1	14.2	9.5	7.4	1.6	48.3
Total Del/Veh (s)	34.7	45.2	5.3	71.6	26.8	27.9	10.7	36.0
Vehicles Entered	100	1142	89	699	1265	941	545	4781
Vehicles Exited	100	1143	90	699	1263	940	547	4782
Hourly Exit Rate	100	1143	90	699	1263	940	547	4782
Input Volume	96	1170	95	747	1269	981	581	4940
% of Volume	104	98	94	94	100	96	94	97

13: Wall Avenue & 33rd St Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.4
Denied Del/Veh (s)	0.2	0.2	0.1	0.1	0.2	2.5	0.4	1.3	2.3	0.5	0.5	0.4
Total Delay (hr)	6.2	8.4	0.1	0.0	0.1	0.0	0.3	0.0	0.1	2.7	0.0	18.1
Total Del/Veh (s)	930.2	842.7	237.5	12.9	12.6	17.5	0.8	0.1	15.4	5.2	5.8	18.9
Vehicles Entered	23	36	1	1	40	7	1383	9	19	1870	28	3417
Vehicles Exited	14	18	1	1	39	8	1383	9	19	1880	27	3399
Hourly Exit Rate	14	18	1	1	39	8	1383	9	19	1880	27	3399
Input Volume	22	26	2	1	37	15	1425	9	21	1890	29	3478
% of Volume	64	69	50	100	105	53	97	100	90	99	92	98

14: Wall Avenue & 24th St Performance by movement

Movement	WBT	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.4	0.5	1.0
Total Del/Veh (s)	0.3	1.1	1.3	0.9
Vehicles Entered	1081	1258	1390	3729
Vehicles Exited	1081	1259	1390	3730
Hourly Exit Rate	1081	1259	1390	3730
Input Volume	1108	1281	1424	3812
% of Volume	98	98	98	98

Total Network Performance

Denied Delay (hr)	416.6
Denied Del/Veh (s)	75.7
Total Delay (hr)	380.6
Total Del/Veh (s)	69.0
Vehicles Entered	19148
Vehicles Exited	18980
Hourly Exit Rate	18980
Input Volume	77388
% of Volume	25

Queuing and Blocking Report

Baseline

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Intersection: 1: Wall Avenue & 12th St

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	420	490	1494	1366	1066	103	249	260	312	309	273	199
Average Queue (ft)	314	366	606	547	277	44	124	139	210	209	173	88
95th Queue (ft)	480	562	1310	1166	545	83	206	206	265	274	237	150
Link Distance (ft)			1724	1724	1724				2230	2230	2230	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				215	315	315				240
Storage Blk Time (%)	22	31	1		15				0		1	
Queuing Penalty (veh)	98	141	6		39				0		3	

Intersection: 1: Wall Avenue & 12th St

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	173	178	243	253	268	124	210	226	350	289	257	189
Average Queue (ft)	71	87	150	171	184	60	121	151	230	206	151	90
95th Queue (ft)	134	138	233	242	253	120	185	213	306	277	229	173
Link Distance (ft)			949	949	949				641	641	641	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	440	440				145	260	260				260
Storage Blk Time (%)					22				4		0	
Queuing Penalty (veh)					46				11		0	

Queuing and Blocking Report

Baseline

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Intersection: 2: Wall Avenue & 20th St

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	T	T	R	L	L	T	T	R	L
Maximum Queue (ft)	197	259	220	354	292	132	254	390	674	666	240	320
Average Queue (ft)	113	108	94	205	180	55	150	254	383	399	142	103
95th Queue (ft)	205	224	195	284	252	110	210	432	639	637	315	247
Link Distance (ft)		990		1211	1211				666	666		
Upstream Blk Time (%)									0	0		
Queuing Penalty (veh)									3	2		
Storage Bay Dist (ft)	125		145			105	235	235			155	170
Storage Blk Time (%)	38	14	0	24	26	2	0	0	25	34		2
Queuing Penalty (veh)	51	7	0	18	27	6	3	3	107	72		11

Intersection: 2: Wall Avenue & 20th St

Movement	SB	SB	SB	B20
Directions Served	T	T	R	T
Maximum Queue (ft)	669	728	290	26
Average Queue (ft)	336	331	191	1
95th Queue (ft)	628	626	353	9
Link Distance (ft)	3641	3641		949
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			95	
Storage Blk Time (%)	22	30	15	
Queuing Penalty (veh)	23	118	96	

Intersection: 3: Wall Avenue & 21st St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	R	T	T	R	L	T	T
Maximum Queue (ft)	970	1000	864	91	149	658	640	355	119	177	197
Average Queue (ft)	443	534	266	48	52	453	430	45	40	87	90
95th Queue (ft)	816	917	671	94	113	620	604	183	88	160	181
Link Distance (ft)	985	985	985		1128	690	690	690		666	666
Upstream Blk Time (%)	0	1									
Queuing Penalty (veh)	0	0									
Storage Bay Dist (ft)				80					100		
Storage Blk Time (%)				5	5				0	9	
Queuing Penalty (veh)				4	3				2	4	

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Baseline

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Intersection: 4: Wall Avenue & 22nd St

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	R	L	T
Maximum Queue (ft)	65	99	102	31	22	141	157
Average Queue (ft)	18	48	34	5	6	80	11
95th Queue (ft)	46	92	59	23	22	128	69
Link Distance (ft)	865		1027				690
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		80		90	80	110	
Storage Blk Time (%)		21	0			7	
Queuing Penalty (veh)		21	0			48	

Intersection: 5: Wall Avenue & 23rd St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	74	117	76	134	316	69	248	182	43	117	185	188
Average Queue (ft)	38	41	24	108	105	24	113	95	19	56	55	81
95th Queue (ft)	69	86	62	149	248	63	200	164	42	96	127	156
Link Distance (ft)	253	253			1162						695	695
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			150	110		80			80	105		
Storage Blk Time (%)				22	2	0	11	8		1	1	
Queuing Penalty (veh)				25	3	0	3	16		5	1	

Intersection: 6: Lincoln Ave & 24th St

Movement	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	209	195	877	877	132	116	31	140
Average Queue (ft)	168	108	584	538	51	52	8	79
95th Queue (ft)	188	256	922	861	100	101	29	131
Link Distance (ft)			843	843		494		484
Upstream Blk Time (%)			11	4				
Queuing Penalty (veh)			0	0				
Storage Bay Dist (ft)		105			85		80	
Storage Blk Time (%)		6	74		2	2		6
Queuing Penalty (veh)		24	21		3	3		1

Queuing and Blocking Report

Baseline

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Intersection: 7: Wall Avenue & 25th St

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	310	65	292	316	118	333	209
Average Queue (ft)	167	40	73	99	40	118	96
95th Queue (ft)	268	89	179	213	85	226	183
Link Distance (ft)	991		691	691			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		40			90		
Storage Blk Time (%)	58	7			3	7	
Queuing Penalty (veh)	41	14			17	5	

Intersection: 8: Wall Avenue & 26th St

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	L	R	R	L	T
Maximum Queue (ft)	31	140	83	23	106	151
Average Queue (ft)	1	78	41	5	51	20
95th Queue (ft)	10	137	74	21	92	92
Link Distance (ft)	173					691
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		85	85	95	85	
Storage Blk Time (%)		35	1		6	0
Queuing Penalty (veh)		39	1		41	0

Intersection: 9: Wall Avenue & 27th St

Movement	WB	WB	SB
Directions Served	L	TR	L
Maximum Queue (ft)	99	151	54
Average Queue (ft)	44	26	30
95th Queue (ft)	96	93	52
Link Distance (ft)		1020	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	75		80
Storage Blk Time (%)	14		
Queuing Penalty (veh)	4		

Queuing and Blocking Report

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Intersection: 10: Wall Avenue & 28th St

Movement	EB	WB	NB	SB
Directions Served	LTR	TR	L	L
Maximum Queue (ft)	41	41	76	30
Average Queue (ft)	12	15	9	10
95th Queue (ft)	31	37	32	31
Link Distance (ft)	823	806		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	90
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Wall Avenue & 29th St

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	134	136	104	107	52	428	473	75	165	209	264	55
Average Queue (ft)	76	52	24	40	18	84	92	9	42	80	145	2
95th Queue (ft)	123	107	60	90	46	263	278	38	109	168	249	15
Link Distance (ft)		855		965		656	656	656		685	685	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	80		80		110				105			105
Storage Blk Time (%)	22	10		3		2			1	3	8	
Queuing Penalty (veh)	36	20		1		0			8	2	2	

Queuing and Blocking Report

Baseline

12/16/2024

Intersection: 12: Wall Avenue & 30th St

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	T	TR	L	L	T	T	T	T	T
Maximum Queue (ft)	117	438	412	276	160	440	589	659	553	548	283	726
Average Queue (ft)	61	332	289	194	64	289	326	282	279	157	144	198
95th Queue (ft)	112	428	378	262	145	447	525	554	502	433	204	447
Link Distance (ft)	626	626	626	626				712	712	712	656	656
Upstream Blk Time (%)												0
Queuing Penalty (veh)												1
Storage Bay Dist (ft)					190	290	290					
Storage Blk Time (%)				2		11	17	16				
Queuing Penalty (veh)				8		49	73	122				

Intersection: 12: Wall Avenue & 30th St

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	251	214
Average Queue (ft)	95	89
95th Queue (ft)	188	154
Link Distance (ft)	656	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		190
Storage Blk Time (%)	2	0
Queuing Penalty (veh)	10	1

Intersection: 13: Wall Avenue & 33rd St

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	T
Maximum Queue (ft)	629	94	30	31	911
Average Queue (ft)	354	30	6	11	34
95th Queue (ft)	604	69	25	33	313
Link Distance (ft)	908	1069			1700
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			85	100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report

Baseline

12/16/2024

Intersection: 14: Wall Avenue & 24th St

Movement	B43
Directions Served	T
Maximum Queue (ft)	55
Average Queue (ft)	3
95th Queue (ft)	24
Link Distance (ft)	292
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 1574

1: Wall Avenue & 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.1	0.2	2.2	1.8	0.1	1.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	6.6	7.4	0.2	3.0	11.4	0.2	6.2	9.2	0.3	5.8	10.5	2.9
Total Del/Veh (s)	67.7	33.0	4.4	71.6	40.2	6.3	85.4	43.3	7.4	86.6	48.8	20.9
Vehicles Entered	337	788	145	144	1007	126	258	764	155	237	770	501
Vehicles Exited	338	792	145	150	1008	125	261	761	156	239	770	496
Hourly Exit Rate	338	792	145	150	1008	125	261	761	156	239	770	496
Input Volume	320	811	166	157	942	143	254	809	172	253	785	481
% of Volume	106	98	87	96	107	87	103	94	91	94	98	103

1: Wall Avenue & 12th St Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.4
Total Delay (hr)	63.8
Total Del/Veh (s)	43.3
Vehicles Entered	5232
Vehicles Exited	5241
Hourly Exit Rate	5241
Input Volume	5293
% of Volume	99

2: Wall Avenue & 20th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.8	0.3	0.2	3.3	0.1	2.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.1	0.4	3.3	0.1	2.9	5.0	0.3	0.6	4.9	0.8
Total Del/Veh (s)	39.2	32.2	8.1	37.1	32.8	9.1	41.5	15.2	7.7	46.5	21.9	14.2
Vehicles Entered	15	22	30	39	355	41	246	1169	151	48	809	202
Vehicles Exited	15	21	30	40	357	41	249	1176	152	47	807	203
Hourly Exit Rate	15	21	30	40	357	41	249	1176	152	47	807	203
Input Volume	12	21	26	45	350	50	282	1227	163	41	870	196
% of Volume	122	101	117	88	102	82	88	96	93	114	93	104

2: Wall Avenue & 20th St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	18.9
Total Del/Veh (s)	21.5
Vehicles Entered	3127
Vehicles Exited	3138
Hourly Exit Rate	3138
Input Volume	3283
% of Volume	96

3: Wall Avenue & 21st St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.3	0.3	3.7	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	2.2	1.9	1.0	0.3	0.2	8.9	0.2	0.3	2.9	17.8
Total Del/Veh (s)	21.6	27.0	12.5	43.8	14.4	25.5	11.8	31.1	12.5	20.3
Vehicles Entered	355	244	291	23	58	1234	68	32	817	3122
Vehicles Exited	350	246	294	24	57	1253	68	32	816	3140
Hourly Exit Rate	350	246	294	24	57	1253	68	32	816	3140
Input Volume	397	257	265	26	59	1310	81	32	881	3308
% of Volume	88	96	111	93	97	96	84	100	93	95

4: Wall Avenue & 22nd St Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	3.8	0.1	0.2	0.0	0.0	0.0	0.7	0.1	1.2	0.2
Total Delay (hr)	0.1	0.0	1.3	0.0	0.3	0.0	1.0	0.1	1.3	0.8	0.0	5.0
Total Del/Veh (s)	70.9	21.8	137.1	37.6	11.6	11.5	3.0	3.7	23.0	2.3	2.0	6.2
Vehicles Entered	5	7	31	3	95	4	1205	124	206	1199	24	2903
Vehicles Exited	5	7	33	3	95	4	1205	124	206	1202	23	2907
Hourly Exit Rate	5	7	33	3	95	4	1205	124	206	1202	23	2907
Input Volume	6	11	34	1	94	4	1292	115	205	1241	21	3025
% of Volume	80	62	97	300	101	100	93	108	100	97	111	96

5: Wall Avenue & 23rd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	4.2	3.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.1	0.0	1.1	0.1	0.2	0.2	3.6	0.4	0.7	1.2	0.0
Total Del/Veh (s)	31.8	37.5	10.0	42.2	29.1	11.9	22.9	10.3	6.8	18.9	3.9	1.7
Vehicles Entered	21	14	12	94	9	45	30	1266	194	139	1063	40
Vehicles Exited	21	14	12	96	9	46	29	1262	196	138	1064	41
Hourly Exit Rate	21	14	12	96	9	46	29	1262	196	138	1064	41
Input Volume	26	15	11	93	11	40	31	1341	219	131	1121	35
% of Volume	82	92	107	104	80	115	94	94	89	106	95	117

5: Wall Avenue & 23rd St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	7.8
Total Del/Veh (s)	9.6
Vehicles Entered	2927
Vehicles Exited	2928
Hourly Exit Rate	2928
Input Volume	3074
% of Volume	95

6: Lincoln Ave & 24th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.9	0.3	0.2	4.1	0.2	0.1	3.7	0.1	0.4
Total Delay (hr)	0.1	3.8	0.1	0.1	1.8	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	31.9	19.2	15.2	19.0	11.2	4.4	10.4	5.5	3.4	10.5	7.7	3.9
Vehicles Entered	13	703	30	18	588	28	12	30	18	15	30	11
Vehicles Exited	13	698	32	18	585	28	12	31	18	14	29	11
Hourly Exit Rate	13	698	32	18	585	28	12	31	18	14	29	11
Input Volume	23	760	32	19	548	23	12	37	16	15	27	18
% of Volume	57	92	100	96	107	123	98	84	111	92	108	62

6: Lincoln Ave & 24th St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	6.2
Total Del/Veh (s)	14.8
Vehicles Entered	1496
Vehicles Exited	1489
Hourly Exit Rate	1489
Input Volume	1530
% of Volume	97

7: Wall Avenue & 25th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.5	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.9	0.1	0.5	0.0	0.3	3.0	4.9
Total Del/Veh (s)	44.3	7.6	2.6	1.5	15.0	7.6	7.1
Vehicles Entered	69	36	755	94	82	1407	2443
Vehicles Exited	71	36	754	94	81	1405	2441
Hourly Exit Rate	71	36	754	94	81	1405	2441
Input Volume	65	32	791	79	117	2160	3244
% of Volume	109	112	95	119	69	65	75

8: Wall Avenue & 26th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	1.7	2.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.3	0.1	0.3	0.1	0.4	0.8	1.9
Total Del/Veh (s)	35.2	5.4	1.2	1.6	10.5	2.3	2.8
Vehicles Entered	27	62	821	138	146	1237	2431
Vehicles Exited	26	60	819	138	145	1239	2427
Hourly Exit Rate	26	60	819	138	145	1239	2427
Input Volume	26	52	844	111	220	1862	3115
% of Volume	101	116	97	124	66	67	78

9: Wall Avenue & 27th St Performance by movement

Movement	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	3.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1	0.0	0.3	0.0	0.1	0.4	0.9
Total Del/Veh (s)	2.6	18.5	6.0	1.9	1.1	1.1	8.4	1.1	1.4
Vehicles Entered	1	18	33	3	947	50	40	1223	2315
Vehicles Exited	1	18	33	3	948	50	41	1220	2314
Hourly Exit Rate	1	18	33	3	948	50	41	1220	2314
Input Volume	1	22	35	2	935	59	82	1803	2940
% of Volume	100	83	94	150	101	84	50	68	79

10: Wall Avenue & 28th St Performance by movement

Movement	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	3.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.8
Total Del/Veh (s)	6.7	28.6	7.8	5.9	1.0	0.9	7.5	1.0	0.5	1.2
Vehicles Entered	8	5	18	15	983	8	4	1226	11	2278
Vehicles Exited	8	6	17	15	984	8	4	1230	11	2283
Hourly Exit Rate	8	6	17	15	984	8	4	1230	11	2283
Input Volume	6	5	20	13	976	5	9	1804	9	2849
% of Volume	128	120	86	113	101	160	43	68	119	80

11: Wall Avenue & 29th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.5	0.2	3.5	3.6	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.2	0.0	0.3	0.1	0.1	0.1	0.9	0.0	0.1	1.2	0.0
Total Del/Veh (s)	43.1	34.9	1.3	46.7	44.4	10.4	16.7	3.2	2.2	10.4	3.8	1.5
Vehicles Entered	27	20	28	24	7	33	11	951	37	33	1166	45
Vehicles Exited	26	20	28	23	7	34	11	959	36	33	1165	45
Hourly Exit Rate	26	20	28	23	7	34	11	959	36	33	1165	45
Input Volume	26	15	23	21	7	38	13	937	28	58	1707	51
% of Volume	101	131	123	111	97	89	83	102	130	57	68	88

11: Wall Avenue & 29th St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	3.3
Total Del/Veh (s)	4.9
Vehicles Entered	2382
Vehicles Exited	2387
Hourly Exit Rate	2387
Input Volume	2924
% of Volume	82

12: Wall Avenue & 30th St Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.1	0.1	2.6	1.8	0.1	0.0	0.0	0.3
Total Delay (hr)	0.3	8.1	0.1	4.1	2.9	4.9	0.8	21.2
Total Del/Veh (s)	20.3	31.5	4.0	40.8	11.6	21.6	6.9	21.4
Vehicles Entered	47	908	92	356	909	804	414	3530
Vehicles Exited	48	905	94	358	905	809	411	3530
Hourly Exit Rate	48	905	94	358	905	809	411	3530
Input Volume	52	925	84	342	894	1189	560	4046
% of Volume	93	98	112	105	101	68	73	87

13: Wall Avenue & 33rd St Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	3.8	0.2	2.6	2.3	0.3	0.4	0.3
Total Delay (hr)	1.3	0.2	0.3	0.3	0.2	0.1	0.1	0.0	0.0	2.1	0.0	4.5
Total Del/Veh (s)	237.8	115.1	215.0	159.2	22.8	22.1	0.3	0.3	6.7	4.1	3.6	6.3
Vehicles Entered	19	5	5	7	27	9	565	4	24	1839	43	2547
Vehicles Exited	17	5	5	7	26	9	564	4	24	1834	43	2538
Hourly Exit Rate	17	5	5	7	26	9	564	4	24	1834	43	2538
Input Volume	21	4	10	4	27	10	570	5	29	2232	54	2966
% of Volume	82	125	49	175	97	88	99	80	83	82	80	86

14: Wall Avenue & 24th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	3.0	26.4	3.5	0.0	0.0	0.0	0.6	23.0	0.7	10.1	425.4	11.8
Denied Del/Veh (s)	120.9	120.0	123.6	0.0	0.0	0.0	50.9	57.1	79.2	848.7	710.4	847.6
Total Delay (hr)	3.6	25.8	3.1	0.6	4.9	0.2	6.0	20.6	0.3	1.9	29.1	0.6
Total Del/Veh (s)	153.9	128.2	116.9	86.3	31.8	16.7	498.7	53.0	32.8	248.9	74.3	72.0
Vehicles Entered	83	719	94	22	547	40	39	1377	28	27	1376	31
Vehicles Exited	81	689	89	23	549	40	35	1366	28	26	1377	29
Hourly Exit Rate	81	689	89	23	549	40	35	1366	28	26	1377	29
Input Volume	88	729	102	20	520	40	36	1461	35	50	2155	54
% of Volume	92	95	87	116	106	100	97	93	80	52	64	54

14: Wall Avenue & 24th St Performance by movement

Movement	All
Denied Delay (hr)	504.4
Denied Del/Veh (s)	338.8
Total Delay (hr)	96.6
Total Del/Veh (s)	78.0
Vehicles Entered	4383
Vehicles Exited	4332
Hourly Exit Rate	4332
Input Volume	5290
% of Volume	82

Total Network Performance

Denied Delay (hr)	506.4
Denied Del/Veh (s)	134.4
Total Delay (hr)	267.6
Total Del/Veh (s)	73.5
Vehicles Entered	12581
Vehicles Exited	12534
Hourly Exit Rate	12534
Input Volume	66744
% of Volume	19

Queuing and Blocking Report

Baseline

12/16/2024

Intersection: 1: Wall Avenue & 12th St

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	277	281	237	238	203	61	131	162	328	320	304	52
Average Queue (ft)	147	170	165	155	115	24	65	93	223	214	188	32
95th Queue (ft)	226	237	247	216	210	46	121	154	305	296	275	53
Link Distance (ft)			1724	1724	1724				2230	2230	2230	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				215	315	315				240
Storage Blk Time (%)					0				0		2	
Queuing Penalty (veh)					0				1		3	

Intersection: 1: Wall Avenue & 12th St

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	216	237	293	295	293	64	226	259	344	329	230	296
Average Queue (ft)	115	128	123	142	156	34	127	160	223	210	134	169
95th Queue (ft)	187	199	212	227	241	64	190	234	303	285	215	263
Link Distance (ft)			949	949	949				641	641	641	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	440	440				145	260	260				260
Storage Blk Time (%)					20			0	5			1
Queuing Penalty (veh)					34			1	13			2

Queuing and Blocking Report

Baseline

12/16/2024

Intersection: 2: Wall Avenue & 20th St

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	T	T	R	L	L	T	T	R	L
Maximum Queue (ft)	47	67	91	198	195	86	164	178	267	285	236	307
Average Queue (ft)	12	21	28	120	87	19	75	93	149	159	47	45
95th Queue (ft)	37	47	69	176	168	50	130	148	243	267	116	136
Link Distance (ft)		990		1211	1211				666	666		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		145			105	235	235			155	170
Storage Blk Time (%)				3	3	0			1	9		
Queuing Penalty (veh)				1	2	0			2	14		

Intersection: 2: Wall Avenue & 20th St

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	282	286	106
Average Queue (ft)	134	128	44
95th Queue (ft)	253	221	94
Link Distance (ft)	3641	3641	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			95
Storage Blk Time (%)	6	13	1
Queuing Penalty (veh)	3	26	4

Intersection: 3: Wall Avenue & 21st St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	R	T	TR	R	L	T	T
Maximum Queue (ft)	221	335	223	65	62	372	431	220	66	210	161
Average Queue (ft)	112	171	93	18	22	247	270	97	23	77	59
95th Queue (ft)	190	273	162	49	46	382	405	251	51	161	125
Link Distance (ft)	985	985	985		1129	690	690			666	666
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)				80			105	100			
Storage Blk Time (%)				0	0	35	0			7	
Queuing Penalty (veh)				0	0	14	0			2	

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Intersection: 4: Wall Avenue & 22nd St

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	R	L	T
Maximum Queue (ft)	41	90	87	30	22	156	148
Average Queue (ft)	8	44	36	3	6	86	14
95th Queue (ft)	30	83	71	17	22	146	74
Link Distance (ft)	865		1026				690
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		80		90	80	110	
Storage Blk Time (%)		7	0			5	0
Queuing Penalty (veh)		6	0			29	0

Intersection: 5: Wall Avenue & 23rd St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	74	51	53	114	144	47	168	193	59	158	155	183
Average Queue (ft)	21	13	10	65	28	17	86	94	19	61	39	48
95th Queue (ft)	56	39	36	113	71	45	171	183	44	111	88	113
Link Distance (ft)	253	253			1162		674	674			695	695
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			150	110		80			80	105		
Storage Blk Time (%)				3			4	4		1	0	
Queuing Penalty (veh)				2			1	10		7	0	

Intersection: 6: Lincoln Ave & 24th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	53	122	163	53	169	116	31	50	52	51
Average Queue (ft)	10	106	131	15	106	43	6	20	9	17
95th Queue (ft)	36	128	162	43	155	84	25	44	36	47
Link Distance (ft)		668	668		843	843		482		484
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			105			85		80	
Storage Blk Time (%)		9			6					
Queuing Penalty (veh)		2			1					

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Intersection: 7: Wall Avenue & 25th St

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	121	78	53	72	74	95	159
Average Queue (ft)	51	39	11	21	29	29	67
95th Queue (ft)	102	77	43	59	64	75	142
Link Distance (ft)	991		691	691		674	674
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		40			90		
Storage Blk Time (%)	22	2			0	0	
Queuing Penalty (veh)	7	1			0	0	

Intersection: 8: Wall Avenue & 26th St

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	49	103	49	129
Average Queue (ft)	19	24	6	46
95th Queue (ft)	45	57	26	85
Link Distance (ft)				
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	85	85	95	85
Storage Blk Time (%)		0		1
Queuing Penalty (veh)		0		5

Intersection: 9: Wall Avenue & 27th St

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	L	TR	L	R	L
Maximum Queue (ft)	22	44	22	29	22	51
Average Queue (ft)	1	13	13	1	1	18
95th Queue (ft)	7	35	29	10	8	42
Link Distance (ft)	301		1020			
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		75		110	110	80
Storage Blk Time (%)						
Queuing Penalty (veh)						

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Intersection: 10: Wall Avenue & 28th St

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	L	L
Maximum Queue (ft)	22	26	21	29	28
Average Queue (ft)	5	4	9	7	2
95th Queue (ft)	20	18	26	26	14
Link Distance (ft)	823		806		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100		100	90
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 11: Wall Avenue & 29th St

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	L	TR	L	T	R	L	T	T	R
Maximum Queue (ft)	83	53	64	62	49	31	26	52	116	152	31
Average Queue (ft)	24	17	20	20	8	5	1	18	47	81	9
95th Queue (ft)	64	47	50	47	32	23	9	48	108	153	30
Link Distance (ft)		855		965		656	656		685	685	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	80		80		110			105			105
Storage Blk Time (%)	0	0	0	0					0	2	
Queuing Penalty (veh)	0	0	0	0					0	1	

Queuing and Blocking Report

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Intersection: 12: Wall Avenue & 30th St

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	T	TR	L	L	T	T	T	T	T
Maximum Queue (ft)	75	373	327	195	71	184	251	183	222	156	224	221
Average Queue (ft)	26	250	205	89	32	101	140	95	125	31	124	129
95th Queue (ft)	66	324	289	193	60	168	199	160	203	94	201	198
Link Distance (ft)	626	626	626	626				712	712	712	656	656
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)					190	290	290					
Storage Blk Time (%)				0								
Queuing Penalty (veh)				0								

Intersection: 12: Wall Avenue & 30th St

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	212	116
Average Queue (ft)	63	67
95th Queue (ft)	159	107
Link Distance (ft)	656	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		190
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Wall Avenue & 33rd St

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	200	74	29	49	93
Average Queue (ft)	55	33	8	11	3
95th Queue (ft)	147	70	29	36	32
Link Distance (ft)	908	1069			1700
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			85	100	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report

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Intersection: 14: Wall Avenue & 24th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	129	1191	200	194	309	140	194	488	501	195	209	568
Average Queue (ft)	102	996	143	51	191	27	158	378	393	76	82	489
95th Queue (ft)	160	1442	278	164	284	74	229	492	499	223	211	556
Link Distance (ft)		1152			668	668		674	674			674
Upstream Blk Time (%)		58										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	105		100	105			110			110	95	
Storage Blk Time (%)	0	58	0		42		69	53	60		15	62
Queuing Penalty (veh)	2	111	2		8		498	19	21		162	31

Intersection: 14: Wall Avenue & 24th St

Movement	SB
Directions Served	TR
Maximum Queue (ft)	588
Average Queue (ft)	499
95th Queue (ft)	557
Link Distance (ft)	674
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 1049

1: Wall Avenue & 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.4	0.2	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.0	0.5	1.8	1.7	0.2	1.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	13.5	16.0	0.5	5.4	11.8	1.1	4.3	12.9	1.3	8.2	10.1	1.0
Total Del/Veh (s)	73.5	43.0	7.3	66.0	50.0	13.8	68.8	31.5	18.1	97.3	49.6	9.3
Vehicles Entered	638	1327	240	282	836	276	215	1444	248	285	719	376
Vehicles Exited	639	1322	241	284	837	278	213	1440	252	290	725	376
Hourly Exit Rate	639	1322	241	284	837	278	213	1440	252	290	725	376
Input Volume	669	1346	265	288	822	281	287	1794	303	275	722	376
% of Volume	96	98	91	99	102	99	74	80	83	105	100	100

1: Wall Avenue & 12th St Performance by movement

Movement	All
Denied Delay (hr)	1.0
Denied Del/Veh (s)	0.5
Total Delay (hr)	86.0
Total Del/Veh (s)	44.0
Vehicles Entered	6886
Vehicles Exited	6897
Hourly Exit Rate	6897
Input Volume	7429
% of Volume	93

2: Wall Avenue & 20th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.2	2.4	0.9
Denied Del/Veh (s)	3.6	0.3	0.3	2.5	0.2	3.1	0.1	0.2	0.4	8.2	6.9	8.0
Total Delay (hr)	1.4	1.3	0.7	2.1	7.4	0.8	6.5	18.3	1.4	2.7	36.6	10.3
Total Del/Veh (s)	123.6	57.3	40.1	96.1	45.1	26.4	56.7	36.0	22.2	100.9	103.3	96.2
Vehicles Entered	41	80	63	77	571	106	413	1807	223	93	1231	378
Vehicles Exited	36	81	62	77	581	108	409	1814	225	83	1153	349
Hourly Exit Rate	36	81	62	77	581	108	409	1814	225	83	1153	349
Input Volume	50	77	57	76	573	105	562	2298	283	104	1267	398
% of Volume	72	106	108	102	101	103	73	79	80	80	91	88

2: Wall Avenue & 20th St Performance by movement

Movement	All
Denied Delay (hr)	3.8
Denied Del/Veh (s)	2.7
Total Delay (hr)	89.6
Total Del/Veh (s)	62.1
Vehicles Entered	5083
Vehicles Exited	4978
Hourly Exit Rate	4978
Input Volume	5850
% of Volume	85

3: Wall Avenue & 21st St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	9.2	0.3	0.0	0.4	10.1
Denied Del/Veh (s)	0.2	0.4	0.3	3.8	0.4	19.5	17.7	0.0	1.2	8.1
Total Delay (hr)	9.2	8.6	6.6	2.4	0.8	28.4	0.7	1.1	18.9	76.7
Total Del/Veh (s)	51.9	96.9	82.1	143.7	24.1	59.7	37.3	92.9	53.3	61.0
Vehicles Entered	624	312	288	59	124	1685	70	42	1264	4468
Vehicles Exited	620	303	280	53	123	1676	71	43	1230	4399
Hourly Exit Rate	620	303	280	53	123	1676	71	43	1230	4399
Input Volume	628	309	275	56	96	2397	101	48	1374	5285
% of Volume	99	98	102	94	128	70	70	89	90	83

4: Wall Avenue & 22nd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.8	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4.5
Denied Del/Veh (s)	0.1	0.1	0.1	108.9	132.2	0.0	0.0	0.0	0.0	0.0	0.0	5.2
Total Delay (hr)	0.5	0.6	3.1	8.0	13.9	0.0	1.4	0.2	3.5	23.8	0.1	55.2
Total Del/Veh (s)	883.5	728.2	490.6	1367.3	705.2	13.2	4.2	3.5	76.8	62.5	22.3	64.8
Vehicles Entered	2	3	23	21	71	9	1196	175	164	1368	17	3049
Vehicles Exited	1	2	14	8	36	9	1194	177	160	1344	17	2962
Hourly Exit Rate	1	2	14	8	36	9	1194	177	160	1344	17	2962
Input Volume	4	2	28	29	99	20	1857	289	172	1508	13	4022
% of Volume	25	100	50	27	36	44	64	61	93	89	131	74

5: Wall Avenue & 23rd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	9.6	1.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	4.2	169.3	215.6	99.9	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.5	0.5	0.2	25.1	1.2	8.3	0.4	5.0	0.5	5.4	35.9	0.8
Total Del/Veh (s)	40.1	40.7	22.8	537.4	437.1	382.4	30.6	14.2	8.0	167.8	119.8	97.4
Vehicles Entered	46	43	27	163	10	78	49	1268	223	115	1078	30
Vehicles Exited	44	40	28	128	8	69	49	1269	223	108	1029	29
Hourly Exit Rate	44	40	28	128	8	69	49	1269	223	108	1029	29
Input Volume	41	43	29	194	18	96	60	2042	377	131	1266	32
% of Volume	108	94	97	66	44	72	82	62	59	82	81	91

5: Wall Avenue & 23rd St Performance by movement

Movement	All
Denied Delay (hr)	13.2
Denied Del/Veh (s)	14.9
Total Delay (hr)	83.8
Total Del/Veh (s)	96.1
Vehicles Entered	3130
Vehicles Exited	3024
Hourly Exit Rate	3024
Input Volume	4328
% of Volume	70

6: Lincoln Ave & 24th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	0.0	0.0	3.2	0.3	0.2	4.1	0.2	0.1	4.2	0.1	0.1
Total Delay (hr)	0.2	3.7	0.1	0.1	2.0	0.0	0.1	0.2	0.0	0.0	0.1	0.0
Total Del/Veh (s)	31.3	19.0	14.5	15.0	11.8	4.4	13.4	7.8	2.4	8.7	7.1	3.2
Vehicles Entered	23	692	30	16	599	40	20	89	14	4	47	25
Vehicles Exited	23	693	30	16	602	39	20	86	14	5	48	26
Hourly Exit Rate	23	693	30	16	602	39	20	86	14	5	48	26
Input Volume	33	962	42	24	639	30	26	79	16	6	56	29
% of Volume	70	72	72	66	94	131	76	109	86	83	86	90

6: Lincoln Ave & 24th St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	6.5
Total Del/Veh (s)	14.5
Vehicles Entered	1599
Vehicles Exited	1602
Hourly Exit Rate	1602
Input Volume	1943
% of Volume	82

7: Wall Avenue & 25th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.1	1.5	1.7
Denied Del/Veh (s)	0.5	3.4	0.0	0.0	3.8	2.6	1.7
Total Delay (hr)	3.1	0.6	2.1	0.2	1.7	8.9	16.6
Total Del/Veh (s)	58.6	33.9	6.7	5.8	49.6	16.1	16.5
Vehicles Entered	189	60	1124	121	122	1993	3609
Vehicles Exited	185	59	1124	120	117	1981	3586
Hourly Exit Rate	185	59	1124	120	117	1981	3586
Input Volume	188	71	1225	134	134	2472	4224
% of Volume	98	83	92	90	87	80	85

8: Wall Avenue & 26th St Performance by movement

Movement	EBR	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	4.3	5.0	0.0	0.0	0.0	0.0	0.0	9.3
Denied Del/Veh (s)	0.1	190.0	177.6	0.0	0.0	0.1	0.0	0.0	9.1
Total Delay (hr)	0.0	23.3	17.8	0.5	0.0	0.9	3.3	0.0	46.0
Total Del/Veh (s)	42.2	1151.1	771.6	1.6	1.7	24.8	5.7	9.1	45.2
Vehicles Entered	3	64	78	1206	96	133	2045	2	3627
Vehicles Exited	3	45	55	1204	96	132	2049	2	3586
Hourly Exit Rate	3	45	55	1204	96	132	2049	2	3586
Input Volume	2	74	110	1266	99	162	2508	4	4224
% of Volume	150	61	50	95	97	82	82	50	85

9: Wall Avenue & 27th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	3.5	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	4.8	0.4	0.5	0.0	0.4	1.4	0.0	7.4
Total Del/Veh (s)	264.2	71.9	1.4	1.5	18.0	2.4	1.7	7.6
Vehicles Entered	61	20	1276	40	74	2020	3	3494
Vehicles Exited	58	20	1282	40	74	2016	3	3493
Hourly Exit Rate	58	20	1282	40	74	2016	3	3493
Input Volume	55	24	1341	43	95	2485	4	4048
% of Volume	106	84	96	92	78	81	75	86

10: Wall Avenue & 28th St Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.6	0.1	0.3	1.0	0.0	0.1	1.2	0.0	3.4
Total Del/Veh (s)	252.9	130.3	15.2	60.7	2.8	2.0	14.9	2.2	1.9	3.5
Vehicles Entered	1	14	15	16	1284	20	19	2050	28	3447
Vehicles Exited	2	15	15	16	1285	20	20	2051	28	3452
Hourly Exit Rate	2	15	15	16	1285	20	20	2051	28	3452
Input Volume	4	23	20	17	1349	13	27	2510	29	3992
% of Volume	50	66	76	93	95	151	75	82	97	86

11: Wall Avenue & 29th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.9	0.6	3.7	3.7	0.2	0.3	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (hr)	1.6	0.6	0.0	0.5	0.3	0.1	0.2	2.8	0.1	0.5	5.8	0.1
Total Del/Veh (s)	53.5	46.9	1.8	57.7	41.9	10.8	49.2	8.2	3.1	20.8	10.7	6.0
Vehicles Entered	106	43	98	32	28	30	11	1213	87	84	1937	49
Vehicles Exited	106	43	97	33	29	30	11	1213	87	84	1939	49
Hourly Exit Rate	106	43	97	33	29	30	11	1213	87	84	1939	49
Input Volume	94	51	110	31	29	37	17	1271	82	102	2386	48
% of Volume	113	84	88	106	100	81	64	95	106	82	81	102

11: Wall Avenue & 29th St Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.3
Total Delay (hr)	12.6
Total Del/Veh (s)	12.1
Vehicles Entered	3718
Vehicles Exited	3721
Hourly Exit Rate	3721
Input Volume	4260
% of Volume	87

12: Wall Avenue & 30th St Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.5	0.5	0.0	0.0	1.1
Denied Del/Veh (s)	0.2	0.1	2.3	2.2	1.4	0.0	0.1	0.7
Total Delay (hr)	1.0	15.1	0.1	18.7	5.5	18.1	8.7	67.3
Total Del/Veh (s)	37.0	45.2	5.1	85.7	15.9	48.7	39.4	43.7
Vehicles Entered	100	1195	83	764	1224	1316	781	5463
Vehicles Exited	99	1188	83	769	1221	1322	788	5470
Hourly Exit Rate	99	1188	83	769	1221	1322	788	5470
Input Volume	96	1170	95	747	1269	1604	951	5934
% of Volume	103	102	87	103	96	82	83	92

13: Wall Avenue & 33rd St Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.5
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	2.4	0.4	2.4	2.6	0.6	0.4	0.5
Total Delay (hr)	8.0	11.4	0.3	0.9	0.2	0.5	0.0	0.1	4.7	0.1	26.3
Total Del/Veh (s)	1073.2	1370.0	290.0	87.6	34.0	1.1	0.1	14.6	7.7	8.0	24.7
Vehicles Entered	22	24	4	37	21	1428	9	25	2168	39	3777
Vehicles Exited	12	8	4	35	21	1426	9	25	2169	38	3747
Hourly Exit Rate	12	8	4	35	21	1426	9	25	2169	38	3747
Input Volume	22	26	2	37	15	1425	9	28	2487	38	4091
% of Volume	55	30	200	94	140	100	100	88	87	99	92

14: Wall Avenue & 24th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	16.5	146.3	26.4	0.0	0.0	0.0	24.9	574.5	12.0	2.3	56.1	4.7
Denied Del/Veh (s)	550.5	559.8	642.7	0.0	0.0	0.0	1121.7	869.4	758.3	180.6	170.6	243.3
Total Delay (hr)	6.1	40.5	5.5	0.4	5.6	0.3	1.6	28.5	0.5	14.2	24.4	0.7
Total Del/Veh (s)	271.4	201.2	184.0	82.6	33.4	20.6	153.7	72.3	51.5	1084.6	82.8	45.5
Vehicles Entered	76	678	101	17	595	47	37	1384	31	40	1044	58
Vehicles Exited	78	678	100	18	598	47	32	1383	31	30	1021	58
Hourly Exit Rate	78	678	100	18	598	47	32	1383	31	30	1021	58
Input Volume	112	909	129	23	631	46	79	2281	50	70	1434	87
% of Volume	69	75	78	79	95	102	40	61	62	43	71	67

14: Wall Avenue & 24th St Performance by movement

Movement	All
Denied Delay (hr)	863.8
Denied Del/Veh (s)	548.4
Total Delay (hr)	128.3
Total Del/Veh (s)	108.9
Vehicles Entered	4108
Vehicles Exited	4074
Hourly Exit Rate	4074
Input Volume	5851
% of Volume	70

Total Network Performance

Denied Delay (hr)	909.5
Denied Del/Veh (s)	173.8
Total Delay (hr)	731.9
Total Del/Veh (s)	145.8
Vehicles Entered	17062
Vehicles Exited	16616
Hourly Exit Rate	16616
Input Volume	93515
% of Volume	18

Queuing and Blocking Report

Baseline

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Intersection: 1: Wall Avenue & 12th St

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	420	478	446	387	409	85	188	202	286	331	295	149
Average Queue (ft)	276	306	269	271	249	41	111	132	216	202	176	80
95th Queue (ft)	394	421	384	366	363	70	187	195	267	256	234	141
Link Distance (ft)			1724	1724	1724				2230	2230	2230	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				215	315	315				240
Storage Blk Time (%)	1	5	1		16						0	
Queuing Penalty (veh)	6	20	9		43						1	

Intersection: 1: Wall Avenue & 12th St

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	173	187	296	316	352	325	271	276	345	311	260	169
Average Queue (ft)	84	103	186	204	216	83	154	183	241	209	152	70
95th Queue (ft)	139	154	282	296	315	206	230	253	335	307	257	127
Link Distance (ft)			949	949	949				641	641	641	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	440	440				145	260	260				260
Storage Blk Time (%)					34	4	0	1	7		0	
Queuing Penalty (veh)					103	15	0	2	19		1	

Queuing and Blocking Report

Baseline

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Intersection: 2: Wall Avenue & 20th St

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	T	T	R	L	L	T	T	R	L
Maximum Queue (ft)	116	260	220	333	320	145	255	390	691	678	240	320
Average Queue (ft)	44	93	92	203	176	49	153	252	436	441	175	113
95th Queue (ft)	96	189	209	297	266	104	225	435	645	633	329	302
Link Distance (ft)		990		1211	1211				666	666		
Upstream Blk Time (%)									1	0		
Queuing Penalty (veh)									14	3		
Storage Bay Dist (ft)	125		145			105	235	235			155	170
Storage Blk Time (%)	0	8	8	28	26	1	0	0	28	36		0
Queuing Penalty (veh)	0	4	23	21	28	4	1	5	156	102		1

Intersection: 2: Wall Avenue & 20th St

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	2330	2298	290
Average Queue (ft)	724	708	187
95th Queue (ft)	1883	1878	355
Link Distance (ft)	3641	3641	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			95
Storage Blk Time (%)	41	45	16
Queuing Penalty (veh)	42	178	104

Intersection: 3: Wall Avenue & 21st St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	R	T	T	R	L	T	T
Maximum Queue (ft)	736	944	778	183	244	690	698	220	245	688	684
Average Queue (ft)	337	421	251	72	81	577	603	86	72	271	270
95th Queue (ft)	548	695	596	158	188	731	775	249	194	657	664
Link Distance (ft)	985	985	985		1128	690	690			666	666
Upstream Blk Time (%)						0	1			10	10
Queuing Penalty (veh)						2	13			68	69
Storage Bay Dist (ft)				80				105	100		
Storage Blk Time (%)				28	5		48		0	40	
Queuing Penalty (veh)				27	3		48		0	19	

Queuing and Blocking Report

Baseline

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Intersection: 4: Wall Avenue & 22nd St

Movement	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	235	121	1031	51	31	115	22	225	711	734	200
Average Queue (ft)	91	93	471	6	3	13	2	164	425	421	28
95th Queue (ft)	193	149	1133	28	19	56	13	300	881	890	142
Link Distance (ft)	865		1026		695	695			690	690	
Upstream Blk Time (%)			23						13	14	
Queuing Penalty (veh)			0						115	118	
Storage Bay Dist (ft)		80		90			80	110			105
Storage Blk Time (%)		77	1			1		11	56	53	
Queuing Penalty (veh)		77	0			1		77	97	7	

Intersection: 5: Wall Avenue & 23rd St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	74	74	69	135	1201	67	214	235	81	205	732	764
Average Queue (ft)	36	39	20	126	844	24	127	140	21	156	574	586
95th Queue (ft)	81	74	51	147	1556	56	213	228	50	277	994	1015
Link Distance (ft)	253	253			1162		674	674			695	695
Upstream Blk Time (%)					49						32	32
Queuing Penalty (veh)					0						230	229
Storage Bay Dist (ft)			150	110		80			80	105		
Storage Blk Time (%)				80	3	0	13	16	0	7	72	
Queuing Penalty (veh)				92	5	0	8	61	0	39	95	

Intersection: 6: Lincoln Ave & 24th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	124	157	142	31	204	199	73	96	31	53
Average Queue (ft)	27	110	124	10	113	63	11	37	3	27
95th Queue (ft)	79	137	142	33	182	143	42	81	16	55
Link Distance (ft)		668	668		843	843		482		484
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			105			85		80	
Storage Blk Time (%)		12			8		0	0		
Queuing Penalty (veh)		4			2		0	0		

Queuing and Blocking Report

Baseline

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Intersection: 7: Wall Avenue & 25th St

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	351	65	176	203	120	474	442
Average Queue (ft)	172	45	69	108	88	261	264
95th Queue (ft)	288	90	132	201	142	436	442
Link Distance (ft)	991		691	691		674	674
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		40			90		
Storage Blk Time (%)	65	5			15	14	
Queuing Penalty (veh)	46	9			185	19	

Intersection: 8: Wall Avenue & 26th St

Movement	EB	WB	WB	WB	NB	SB	SB
Directions Served	LTR	L	T	R	R	L	T
Maximum Queue (ft)	31	160	1278	170	52	159	189
Average Queue (ft)	4	153	958	48	5	58	16
95th Queue (ft)	20	166	1467	160	24	120	88
Link Distance (ft)	173		1244				691
Upstream Blk Time (%)			41				
Queuing Penalty (veh)			0				
Storage Bay Dist (ft)		85		85	95	85	
Storage Blk Time (%)		100		4		5	0
Queuing Penalty (veh)		110		3		57	0

Intersection: 9: Wall Avenue & 27th St

Movement	WB	WB	NB	SB
Directions Served	L	TR	R	L
Maximum Queue (ft)	100	343	22	91
Average Queue (ft)	85	105	2	37
95th Queue (ft)	119	281	14	81
Link Distance (ft)		1020		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	75		110	80
Storage Blk Time (%)	66	0		4
Queuing Penalty (veh)	16	0		43

Queuing and Blocking Report

Baseline

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Intersection: 10: Wall Avenue & 28th St

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	TR	L	L	T
Maximum Queue (ft)	107	43	53	51	20
Average Queue (ft)	21	9	19	12	1
95th Queue (ft)	71	27	49	37	7
Link Distance (ft)	823	806			693
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100	90	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 11: Wall Avenue & 29th St

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	134	174	100	62	54	332	326	77	92	292	378	31
Average Queue (ft)	81	48	27	30	12	81	89	19	42	121	187	7
95th Queue (ft)	125	109	69	57	41	246	263	57	78	237	312	27
Link Distance (ft)		855		965		656	656	656		685	685	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	80		80		110				105			105
Storage Blk Time (%)	22	7	2	0		2			0	6	13	
Queuing Penalty (veh)	35	14	1	0		0			0	7	6	

Queuing and Blocking Report

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Intersection: 12: Wall Avenue & 30th St

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	T	TR	L	L	T	T	T	T	T
Maximum Queue (ft)	140	468	427	276	203	440	590	710	438	360	482	706
Average Queue (ft)	65	339	289	193	80	312	373	295	198	90	298	364
95th Queue (ft)	119	429	378	271	189	456	587	577	335	188	433	577
Link Distance (ft)	626	626	626	626				712	712	712	656	656
Upstream Blk Time (%)								0				1
Queuing Penalty (veh)								0				5
Storage Bay Dist (ft)					190	290	290					
Storage Blk Time (%)				2	0	22	31	8				
Queuing Penalty (veh)				9	0	91	130	59				

Intersection: 12: Wall Avenue & 30th St

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	674	300
Average Queue (ft)	363	253
95th Queue (ft)	615	370
Link Distance (ft)	656	
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	12	
Storage Bay Dist (ft)		190
Storage Blk Time (%)	9	41
Queuing Penalty (veh)	87	218

Intersection: 13: Wall Avenue & 33rd St

Movement	EB	WB	NB	NB	NB	SB	SB	SB	B47	B47
Directions Served	LTR	LTR	L	T	T	L	T	TR	T	T
Maximum Queue (ft)	808	217	51	56	86	52	26	21	711	714
Average Queue (ft)	437	58	17	2	3	12	1	1	25	27
95th Queue (ft)	706	146	48	19	29	38	9	7	243	245
Link Distance (ft)	908	1069		676	676		1700	1700	712	712
Upstream Blk Time (%)									0	0
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)			85			100				
Storage Blk Time (%)					0					
Queuing Penalty (veh)					0					

Queuing and Blocking Report

Baseline

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Intersection: 14: Wall Avenue & 24th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	130	1589	200	48	379	346	194	608	633	195	210	697
Average Queue (ft)	102	1555	154	16	221	48	95	486	510	100	203	641
95th Queue (ft)	169	1577	269	38	321	166	230	571	604	255	222	841
Link Distance (ft)		1526			668	668		674	674			674
Upstream Blk Time (%)		98										48
Queuing Penalty (veh)		0										346
Storage Bay Dist (ft)	105		100	105			110			110	95	
Storage Blk Time (%)	12	56	1		47		6	62	65		100	27
Queuing Penalty (veh)	126	136	13		11		65	49	33		717	19

Intersection: 14: Wall Avenue & 24th St

Movement	SB
Directions Served	TR
Maximum Queue (ft)	747
Average Queue (ft)	589
95th Queue (ft)	932
Link Distance (ft)	674
Upstream Blk Time (%)	14
Queuing Penalty (veh)	105
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 5196

1: Wall Avenue & 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.3	0.2	2.0	1.6	0.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	6.2	7.2	0.3	2.8	10.6	0.3	3.1	5.2	0.1	6.1	12.3	2.1
Total Del/Veh (s)	68.9	32.0	5.5	65.3	39.6	6.4	68.7	39.9	4.5	85.4	48.8	15.7
Vehicles Entered	305	800	173	149	948	170	154	465	97	253	903	481
Vehicles Exited	310	797	172	147	940	170	159	467	97	254	892	483
Hourly Exit Rate	310	797	172	147	940	170	159	467	97	254	892	483
Input Volume	320	811	166	157	942	143	254	844	172	253	929	481
% of Volume	97	98	104	94	100	119	63	55	56	100	96	100

1: Wall Avenue & 12th St Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.4
Total Delay (hr)	56.3
Total Del/Veh (s)	40.7
Vehicles Entered	4898
Vehicles Exited	4888
Hourly Exit Rate	4888
Input Volume	5472
% of Volume	89

2: Wall Avenue & 20th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	4.1	0.3	0.3	2.9	0.1	2.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.2	0.0	0.8	3.3	0.1	2.1	1.4	0.1	0.5	6.0	0.7
Total Del/Veh (s)	55.2	28.9	7.2	33.2	32.3	6.4	47.3	7.4	4.0	57.3	21.4	15.2
Vehicles Entered	18	22	25	82	361	50	149	675	105	29	1004	171
Vehicles Exited	19	23	25	78	367	51	156	683	105	31	1008	175
Hourly Exit Rate	19	23	25	78	367	51	156	683	105	31	1008	175
Input Volume	12	21	26	73	350	50	282	1262	163	41	1014	196
% of Volume	155	111	97	107	105	101	55	54	65	75	99	89

2: Wall Avenue & 20th St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	15.6
Total Del/Veh (s)	20.5
Vehicles Entered	2691
Vehicles Exited	2721
Hourly Exit Rate	2721
Input Volume	3490
% of Volume	78

3: Wall Avenue & 21st St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.3	0.2	3.4	0.1	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	2.3	2.0	1.0	0.3	0.1	2.6	0.0	0.2	4.5	13.0
Total Del/Veh (s)	19.5	28.1	13.8	45.6	5.2	18.8	4.7	23.9	15.3	17.8
Vehicles Entered	414	249	262	25	53	488	27	34	1049	2601
Vehicles Exited	421	253	261	25	53	488	27	32	1046	2606
Hourly Exit Rate	421	253	261	25	53	488	27	32	1046	2606
Input Volume	397	257	265	26	59	1345	81	32	1052	3514
% of Volume	106	98	99	97	90	36	33	100	99	74

4: Wall Avenue & 22nd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.4	1.6	0.3	0.0	0.0	0.0	0.9	0.2	1.3
Total Delay (hr)	0.1	0.2	0.2	4.3	0.1	1.2	0.1	0.2	0.0	0.5	1.9	0.1
Total Del/Veh (s)	46.8	54.9	28.1	136.8	106.6	36.7	14.5	2.2	1.2	7.9	5.1	2.9
Vehicles Entered	10	9	29	105	2	119	15	385	43	215	1334	62
Vehicles Exited	10	10	29	104	2	117	16	388	43	216	1331	64
Hourly Exit Rate	10	10	29	104	2	117	16	388	43	216	1331	64
Input Volume	11	13	28	87	1	94	45	1321	130	205	1374	61
% of Volume	89	75	105	120	200	125	35	29	33	105	97	105

4: Wall Avenue & 22nd St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	8.8
Total Del/Veh (s)	13.5
Vehicles Entered	2328
Vehicles Exited	2330
Hourly Exit Rate	2330
Input Volume	3370
% of Volume	69

5: Wall Avenue & 23rd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	3.7	2.8	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.3	0.4	0.9	1.2	0.4	1.5	1.0	0.1	1.0	13.8	1.0
Total Del/Veh (s)	35.9	28.5	17.9	40.0	36.1	24.2	87.7	10.6	4.5	27.3	39.1	44.4
Vehicles Entered	40	37	73	80	116	52	54	343	57	130	1256	78
Vehicles Exited	39	37	72	82	116	52	63	350	57	128	1220	76
Hourly Exit Rate	39	37	72	82	116	52	63	350	57	128	1220	76
Input Volume	36	41	85	93	114	40	272	1417	219	131	1272	85
% of Volume	108	90	84	88	102	130	23	25	26	98	96	89

5: Wall Avenue & 23rd St Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	21.9
Total Del/Veh (s)	33.5
Vehicles Entered	2316
Vehicles Exited	2292
Hourly Exit Rate	2292
Input Volume	3806
% of Volume	60

6: Lincoln Ave & 24th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	1.1	37.2	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	189.9	140.2	143.4	4.2	0.1	0.1	4.2	0.1	0.1
Total Delay (hr)	0.1	1.5	0.0	0.8	48.6	1.7	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	27.6	17.3	12.3	218.4	220.6	222.5	11.3	9.0	2.2	11.8	9.6	4.2
Vehicles Entered	11	308	14	14	776	27	15	48	15	11	26	25
Vehicles Exited	11	303	13	13	733	25	14	49	15	11	25	25
Hourly Exit Rate	11	303	13	13	733	25	14	49	15	11	25	25
Input Volume	23	851	32	19	922	23	12	37	16	15	27	18
% of Volume	48	36	41	69	80	110	114	132	92	72	93	141

6: Lincoln Ave & 24th St Performance by movement

Movement	All
Denied Delay (hr)	39.6
Denied Del/Veh (s)	96.2
Total Delay (hr)	53.1
Total Del/Veh (s)	145.9
Vehicles Entered	1290
Vehicles Exited	1237
Hourly Exit Rate	1237
Input Volume	1994
% of Volume	62

7: Wall Avenue & 25th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.9	0.2	0.0	0.0	1.1
Denied Del/Veh (s)	0.2	3.3	10.1	25.0	0.0	0.0	2.2
Total Delay (hr)	1.3	1.3	47.5	1.6	0.2	4.3	56.2
Total Del/Veh (s)	87.1	129.8	534.7	208.0	14.1	11.8	112.5
Vehicles Entered	52	37	313	27	58	1303	1790
Vehicles Exited	54	35	262	23	59	1302	1735
Hourly Exit Rate	54	35	262	23	59	1302	1735
Input Volume	65	32	1020	79	117	2394	3708
% of Volume	83	109	26	29	50	54	47

8: Wall Avenue & 26th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	5.4	6.0	4.9	6.8	13.9	29.3	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	770.7	946.0	1033.4	903.6	643.2	902.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.7	3.5	1.0	5.7	23.4	26.3	1.3	20.5	1.3	0.2	1.4	0.1
Total Del/Veh (s)	814.9	2078.2	856.3	1868.5	1620.9	2104.0	178.9	205.8	136.3	6.8	4.5	3.6
Vehicles Entered	8	6	2	8	38	32	27	359	34	129	1075	73
Vehicles Exited	9	2	3	5	29	16	25	331	32	127	1075	73
Hourly Exit Rate	9	2	3	5	29	16	25	331	32	127	1075	73
Input Volume	27	17	16	26	75	113	67	985	111	228	1967	122
% of Volume	34	12	18	19	39	14	37	34	29	56	55	60

8: Wall Avenue & 26th St Performance by movement

Movement	All
Denied Delay (hr)	66.3
Denied Del/Veh (s)	120.4
Total Delay (hr)	87.4
Total Del/Veh (s)	171.6
Vehicles Entered	1791
Vehicles Exited	1727
Hourly Exit Rate	1727
Input Volume	3754
% of Volume	46

9: Wall Avenue & 27th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.4	0.5	0.5	0.0	0.0	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	75.7	57.9	52.3	0.0	0.0	0.0	1.7	0.3	1.9
Total Delay (hr)	0.3	0.3	0.7	5.4	9.2	10.5	0.5	41.5	1.2	0.1	0.7	0.0
Total Del/Veh (s)	1243.0	306.9	523.1	1214.4	1232.1	1108.7	344.7	317.1	236.1	6.2	2.0	0.8
Vehicles Entered	1	4	5	16	26	33	5	468	18	76	1328	18
Vehicles Exited	0	3	2	7	9	15	5	413	14	76	1330	18
Hourly Exit Rate	0	3	2	7	9	15	5	413	14	76	1330	18
Input Volume	4	5	4	22	33	35	18	1136	59	82	1841	14
% of Volume	0	60	50	32	27	43	27	36	24	93	72	126

9: Wall Avenue & 27th St Performance by movement

Movement	All
Denied Delay (hr)	1.6
Denied Del/Veh (s)	2.9
Total Delay (hr)	70.5
Total Del/Veh (s)	126.7
Vehicles Entered	1998
Vehicles Exited	1892
Hourly Exit Rate	1892
Input Volume	3254
% of Volume	58

10: Wall Avenue & 28th St Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	2.1
Denied Del/Veh (s)	0.1	0.1	4.2	0.1	0.0	14.0	0.0	0.0	0.0	0.0	3.9
Total Delay (hr)	0.2	0.4	0.2	7.0	0.6	37.1	0.0	0.0	0.4	0.0	45.8
Total Del/Veh (s)	850.6	190.3	158.4	894.4	157.6	248.1	23.4	6.9	1.0	0.3	84.9
Vehicles Entered	1	7	4	28	14	529	4	9	1329	5	1930
Vehicles Exited	1	7	3	9	11	482	4	9	1331	6	1863
Hourly Exit Rate	1	7	3	9	11	482	4	9	1331	6	1863
Input Volume	1	6	5	20	13	1194	5	9	1856	9	3118
% of Volume	100	112	60	46	83	40	80	97	72	65	60

11: Wall Avenue & 29th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.4	0.1	3.4	3.7	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.0	0.1	0.0	0.4	0.4	1.4	0.7	36.5	0.6	0.2	3.8	0.0
Total Del/Veh (s)	187.6	24.8	1.0	85.7	184.5	155.5	221.9	233.9	125.5	16.9	10.7	3.0
Vehicles Entered	19	16	25	15	7	30	11	555	16	45	1261	36
Vehicles Exited	19	16	25	15	7	31	9	503	16	45	1266	36
Hourly Exit Rate	19	16	25	15	7	31	9	503	16	45	1266	36
Input Volume	26	15	23	21	7	38	13	1156	28	58	1759	51
% of Volume	74	105	110	72	97	82	68	44	58	77	72	70

11: Wall Avenue & 29th St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	45.0
Total Del/Veh (s)	78.9
Vehicles Entered	2036
Vehicles Exited	1988
Hourly Exit Rate	1988
Input Volume	3195
% of Volume	62

12: Wall Avenue & 30th St Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	24.7	68.5	0.0	0.0	93.3
Denied Del/Veh (s)	0.2	0.1	2.8	305.0	286.3	0.0	0.0	96.2
Total Delay (hr)	0.3	8.7	7.4	4.9	46.3	5.1	0.9	73.7
Total Del/Veh (s)	19.9	34.7	317.0	88.2	272.5	19.6	8.8	83.4
Vehicles Entered	54	893	84	200	607	923	386	3147
Vehicles Exited	56	890	60	192	522	928	390	3038
Hourly Exit Rate	56	890	60	192	522	928	390	3038
Input Volume	52	925	84	342	1112	1242	560	4317
% of Volume	108	96	71	56	47	75	70	70

13: Wall Avenue & 33rd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.2	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.2	2.6	11.6	2.0	2.0	0.4	0.6
Total Delay (hr)	0.9	0.5	0.2	0.0	0.2	0.6	0.1	9.1	0.0	0.0	2.5	0.1
Total Del/Veh (s)	208.2	312.7	115.0	151.2	201.5	62.7	74.5	44.2	2.4	5.4	4.6	4.5
Vehicles Entered	13	6	6	1	3	35	6	740	7	19	1961	52
Vehicles Exited	11	6	6	1	3	34	6	685	7	19	1965	52
Hourly Exit Rate	11	6	6	1	3	34	6	685	7	19	1965	52
Input Volume	21	4	10	1	4	27	10	788	5	29	2284	54
% of Volume	53	150	59	100	75	127	59	87	140	66	86	97

13: Wall Avenue & 33rd St Performance by movement

Movement	All
Denied Delay (hr)	2.8
Denied Del/Veh (s)	3.5
Total Delay (hr)	14.3
Total Del/Veh (s)	17.9
Vehicles Entered	2849
Vehicles Exited	2795
Hourly Exit Rate	2795
Input Volume	3237
% of Volume	86

14: Wall Avenue & 24th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	107.7	368.2	99.2	0.0	0.1	0.0	37.3	346.9	12.5	23.6	589.0	66.1
Denied Del/Veh (s)	1557.3	1508.1	1532.4	0.0	0.3	0.0	1524.5	1354.5	1367.3	912.7	917.5	1102.1
Total Delay (hr)	6.5	3.1	0.4	2.3	24.6	2.3	19.0	13.6	0.0	1.4	36.9	3.4
Total Del/Veh (s)	256.7	40.4	22.3	131.2	135.5	85.1	1799.3	170.1	25.5	94.4	103.7	119.6
Vehicles Entered	85	275	68	59	623	92	24	266	7	53	1239	97
Vehicles Exited	90	273	69	61	628	96	23	263	6	54	1231	97
Hourly Exit Rate	90	273	69	61	628	96	23	263	6	54	1231	97
Input Volume	247	777	214	85	758	111	166	1547	47	81	2212	193
% of Volume	36	35	32	72	83	86	14	17	13	66	56	50

14: Wall Avenue & 24th St Performance by movement

Movement	All
Denied Delay (hr)	1650.6
Denied Del/Veh (s)	1024.9
Total Delay (hr)	113.6
Total Del/Veh (s)	135.3
Vehicles Entered	2888
Vehicles Exited	2891
Hourly Exit Rate	2891
Input Volume	6438
% of Volume	45

15: Wall Avenue Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	1.5	0.0	0.0	1.5
Denied Del/Veh (s)	0.1	0.1	0.0	12.6	0.0	0.0	3.5
Total Delay (hr)	0.4	0.0	0.0	19.9	1.6	0.0	22.0
Total Del/Veh (s)	112.4	3.4	39.4	165.4	5.4	4.0	51.3
Vehicles Entered	14	3	2	424	1053	30	1526
Vehicles Exited	14	4	2	408	1044	30	1502
Hourly Exit Rate	14	4	2	408	1044	30	1502
Input Volume	11	3	8	1155	1946	60	3184
% of Volume	124	133	24	35	54	50	47

16: 24th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	5.8	24.6	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.2
Denied Del/Veh (s)	343.1	359.4	325.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	106.9
Total Delay (hr)	10.6	40.7	12.4	2.1	0.7	0.3	0.0	0.9	0.8	0.0	68.5
Total Del/Veh (s)	623.0	593.4	573.3	49.3	5.2	8.3	8.2	49.9	93.0	1.0	194.5
Vehicles Entered	59	234	73	151	459	138	22	58	31	12	1237
Vehicles Exited	49	208	66	146	459	137	22	65	31	12	1195
Hourly Exit Rate	49	208	66	146	459	137	22	65	31	12	1195
Input Volume	61	228	74	216	668	232	21	61	31	8	1600
% of Volume	81	91	89	68	69	59	106	107	100	145	75

17: 22nd St Performance by movement

Movement	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.2	0.0	0.0	0.2
Total Del/Veh (s)	8.8	0.4	2.1	5.4
Vehicles Entered	62	20	34	116
Vehicles Exited	62	20	34	116
Hourly Exit Rate	62	20	34	116
Input Volume	80	27	34	141
% of Volume	77	75	100	82

Total Network Performance

Denied Delay (hr)	1897.6
Denied Del/Veh (s)	412.4
Total Delay (hr)	845.6
Total Del/Veh (s)	224.7
Vehicles Entered	12840
Vehicles Exited	12013
Hourly Exit Rate	12013
Input Volume	79242
% of Volume	15

Queuing and Blocking Report

Baseline

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Intersection: 1: Wall Avenue & 12th St

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	290	305	285	254	221	77	123	136	310	351	343	119
Average Queue (ft)	139	173	183	172	123	27	60	83	213	210	180	41
95th Queue (ft)	227	257	253	244	215	56	102	127	298	301	300	80
Link Distance (ft)			1724	1724	1724				2230	2230	2230	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				215	315	315				240
Storage Blk Time (%)					0				0		2	
Queuing Penalty (veh)					0				0		4	

Intersection: 1: Wall Avenue & 12th St

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	132	132	148	165	192	59	256	332	395	365	346	254
Average Queue (ft)	61	76	75	85	88	20	127	156	260	227	169	134
95th Queue (ft)	112	122	136	145	152	44	192	240	354	323	263	246
Link Distance (ft)			949	949	949				641	641	641	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	440	440				145	260	260				260
Storage Blk Time (%)					3		0	0	9		0	0
Queuing Penalty (veh)					5		0	0	22		1	0

Queuing and Blocking Report

Baseline

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Intersection: 2: Wall Avenue & 20th St

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	T	T	R	L	L	T	T	R	L
Maximum Queue (ft)	45	63	112	189	170	44	137	138	138	172	52	65
Average Queue (ft)	14	14	47	121	82	18	47	72	46	58	18	25
95th Queue (ft)	36	38	101	177	157	38	99	114	99	113	50	54
Link Distance (ft)		990		1211	1211				666	666		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		145			105	235	235			155	170
Storage Blk Time (%)				2	3					0		
Queuing Penalty (veh)				1	1					1		

Intersection: 2: Wall Avenue & 20th St

Movement	SB	SB	SB	B20
Directions Served	T	T	R	T
Maximum Queue (ft)	321	296	290	397
Average Queue (ft)	141	132	46	17
95th Queue (ft)	261	249	138	140
Link Distance (ft)	3641	3641		949
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			95	
Storage Blk Time (%)	6	14	0	
Queuing Penalty (veh)	2	27	0	

Intersection: 3: Wall Avenue & 21st St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	R	T	T	R	L	T	T
Maximum Queue (ft)	212	324	243	66	41	256	226	20	47	318	296
Average Queue (ft)	119	159	88	19	15	82	93	7	17	97	97
95th Queue (ft)	190	245	175	45	32	180	192	22	41	199	192
Link Distance (ft)	985	985	985		1128	690	690			666	666
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)				80			105	100			
Storage Blk Time (%)				0		7				9	
Queuing Penalty (veh)				0		6				3	

Queuing and Blocking Report

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Intersection: 4: Wall Avenue & 22nd St

Movement	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	L	R	L	T	T
Maximum Queue (ft)	84	124	454	51	22	224	246	232
Average Queue (ft)	27	95	164	13	2	51	15	20
95th Queue (ft)	62	150	409	40	13	122	96	103
Link Distance (ft)	347		1026				690	690
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		80		90	80	110		
Storage Blk Time (%)		50	3			1	1	1
Queuing Penalty (veh)		46	2			4	2	1

Intersection: 5: Wall Avenue & 23rd St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	93	93	86	135	283	194	370	356	66	205	724	756
Average Queue (ft)	32	28	42	59	100	52	61	55	7	88	255	260
95th Queue (ft)	68	64	79	119	190	138	210	196	30	223	659	660
Link Distance (ft)	253	253			1162		674	674			695	695
Upstream Blk Time (%)											2	4
Queuing Penalty (veh)											13	26
Storage Bay Dist (ft)			150	110		80			80	105		
Storage Blk Time (%)				0	7	13	1	1	0		32	
Queuing Penalty (veh)				0	6	88	2	2	0		42	

Intersection: 6: Lincoln Ave & 24th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	32	117	140	195	882	906	50	72	32	53
Average Queue (ft)	8	60	73	72	746	722	8	25	8	20
95th Queue (ft)	29	131	139	223	999	1022	32	55	30	49
Link Distance (ft)		668	668		843	843		482		484
Upstream Blk Time (%)					52	47				
Queuing Penalty (veh)					0	0				
Storage Bay Dist (ft)	100			105			85		80	
Storage Blk Time (%)		3			83			0		
Queuing Penalty (veh)		1			16			0		

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Intersection: 7: Wall Avenue & 25th St

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	282	65	713	760	119	221	255
Average Queue (ft)	91	46	631	616	23	96	120
95th Queue (ft)	216	80	905	919	78	234	247
Link Distance (ft)	991		691	691		674	674
Upstream Blk Time (%)			76	69			
Queuing Penalty (veh)			418	383			
Storage Bay Dist (ft)		40			90		
Storage Blk Time (%)	16	35			0	9	
Queuing Penalty (veh)	5	23			0	10	

Intersection: 8: Wall Avenue & 26th St

Movement	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	186	160	1259	170	190	367	376	185	66	23	27
Average Queue (ft)	156	24	1221	139	40	273	278	40	18	1	1
95th Queue (ft)	200	116	1362	233	158	504	507	164	48	8	9
Link Distance (ft)	173		1244			346	346			691	691
Upstream Blk Time (%)	73		79			62	63				
Queuing Penalty (veh)	0		0			367	372				
Storage Bay Dist (ft)		85		85	100			95	85		
Storage Blk Time (%)			29	77		79	60		0		
Queuing Penalty (veh)			39	78		54	68		0		

Intersection: 9: Wall Avenue & 27th St

Movement	EB	WB	WB	NB	NB	NB	NB	SB
Directions Served	LTR	L	TR	L	T	T	R	L
Maximum Queue (ft)	106	99	1030	184	705	705	200	89
Average Queue (ft)	30	12	572	15	495	495	21	12
95th Queue (ft)	88	64	1160	93	999	999	123	39
Link Distance (ft)	301		1020		693	693		
Upstream Blk Time (%)			24		60	59		
Queuing Penalty (veh)			0		367	365		
Storage Bay Dist (ft)		75		110			110	80
Storage Blk Time (%)			89		70	71		0
Queuing Penalty (veh)			20		13	42		2

Queuing and Blocking Report

Baseline

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Intersection: 10: Wall Avenue & 28th St

Movement	EB	WB	WB	NB	NB	NB	SB
Directions Served	LTR	L	TR	L	T	T	L
Maximum Queue (ft)	84	26	434	174	732	708	50
Average Queue (ft)	17	3	160	10	445	444	3
95th Queue (ft)	60	15	430	64	984	977	20
Link Distance (ft)	823		806		685	685	
Upstream Blk Time (%)					52	48	
Queuing Penalty (veh)					321	297	
Storage Bay Dist (ft)		100		100			90
Storage Blk Time (%)			47		64	64	
Queuing Penalty (veh)			2		9	3	

Intersection: 11: Wall Avenue & 29th St

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	99	53	104	150	199	688	690	705	164	273	301	31
Average Queue (ft)	36	11	17	54	18	391	395	372	33	112	156	11
95th Queue (ft)	84	36	58	130	103	917	909	906	99	240	273	34
Link Distance (ft)		855		965		656	656	656		685	685	
Upstream Blk Time (%)						42	50	44				
Queuing Penalty (veh)						171	204	180				
Storage Bay Dist (ft)	80		80		110				105			105
Storage Blk Time (%)	16	0	0	25		60				9	17	
Queuing Penalty (veh)	7	0	0	5		8				6	9	

Queuing and Blocking Report

Baseline

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Intersection: 12: Wall Avenue & 30th St

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	NB	B47	B47
Directions Served	L	T	T	T	TR	L	L	T	T	T	T	T
Maximum Queue (ft)	71	383	599	619	375	162	590	802	784	784	1734	1738
Average Queue (ft)	26	253	263	235	123	52	356	459	446	406	561	552
95th Queue (ft)	60	345	462	554	331	127	703	983	980	970	1748	1730
Link Distance (ft)	626	626	626	626				712	712	712	1700	1700
Upstream Blk Time (%)				0				45	44	40	16	17
Queuing Penalty (veh)				0				128	124	112	44	45
Storage Bay Dist (ft)					190	290	290					
Storage Blk Time (%)				15	28		0	54				
Queuing Penalty (veh)				51	64		1	189				

Intersection: 12: Wall Avenue & 30th St

Movement	B47	SB	SB	SB	SB
Directions Served	T	T	T	T	R
Maximum Queue (ft)	1704	203	255	233	164
Average Queue (ft)	501	127	137	73	74
95th Queue (ft)	1599	192	210	159	144
Link Distance (ft)	1700	656	656	656	
Upstream Blk Time (%)	4				
Queuing Penalty (veh)	10				
Storage Bay Dist (ft)				190	
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Intersection: 13: Wall Avenue & 33rd St

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	T	R	L	T	TR
Maximum Queue (ft)	116	161	164	710	715	170	30	877	888
Average Queue (ft)	51	43	12	124	113	6	9	31	33
95th Queue (ft)	101	114	64	537	514	58	30	300	305
Link Distance (ft)	908	1069		676	676			1700	1700
Upstream Blk Time (%)				13	11				
Queuing Penalty (veh)				0	0				
Storage Bay Dist (ft)			85			90	100		
Storage Blk Time (%)				19	17				
Queuing Penalty (veh)				2	1				

Queuing and Blocking Report

Baseline

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Intersection: 14: Wall Avenue & 24th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	130	256	200	195	704	684	195	695	686	31	210	715
Average Queue (ft)	128	237	96	124	675	595	190	677	314	3	118	626
95th Queue (ft)	132	279	250	267	708	776	196	685	830	16	269	752
Link Distance (ft)		237			668	668		674	674			674
Upstream Blk Time (%)		54			23	5		89	26			7
Queuing Penalty (veh)		174			110	21		470	139			50
Storage Bay Dist (ft)	105		100	105			110			110	95	
Storage Blk Time (%)	86	17	0	0	70		100	0	0			65
Queuing Penalty (veh)	859	78	0	4	60		774	0	0			53

Intersection: 14: Wall Avenue & 24th St

Movement	SB
Directions Served	TR
Maximum Queue (ft)	703
Average Queue (ft)	636
95th Queue (ft)	739
Link Distance (ft)	674
Upstream Blk Time (%)	8
Queuing Penalty (veh)	60
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Wall Avenue

Movement	EB	EB	NB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	T	TR
Maximum Queue (ft)	74	30	31	300	309	93	119
Average Queue (ft)	21	3	2	249	256	44	73
95th Queue (ft)	55	19	15	363	351	81	118
Link Distance (ft)	174	174		283	283	346	346
Upstream Blk Time (%)				66	66		
Queuing Penalty (veh)				388	389		
Storage Bay Dist (ft)			100				
Storage Blk Time (%)				78			
Queuing Penalty (veh)				6			

Queuing and Blocking Report

Baseline

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Intersection: 16: 24th St

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	125	1763	124	250	31	156	117	30
Average Queue (ft)	55	1560	80	94	11	54	35	3
95th Queue (ft)	147	2093	127	231	35	122	91	19
Link Distance (ft)		1711		237	208	208	230	230
Upstream Blk Time (%)		67		7				
Queuing Penalty (veh)		0		78				
Storage Bay Dist (ft)	100		100					
Storage Blk Time (%)	0	86	20					
Queuing Penalty (veh)	0	52	58					

Intersection: 17: 22nd St

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	71	55
Average Queue (ft)	28	14
95th Queue (ft)	60	41
Link Distance (ft)	347	239
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 8768

1: Wall Avenue & 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.4	0.2	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.9	0.4	1.6	1.7	0.2	1.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	17.0	16.3	0.5	5.6	12.1	1.2	3.4	10.5	0.7	6.2	10.9	1.2
Total Del/Veh (s)	85.2	44.0	7.4	68.1	51.6	14.2	65.5	32.8	15.1	78.8	49.3	11.7
Vehicles Entered	683	1327	261	291	842	294	176	1133	176	271	775	353
Vehicles Exited	702	1323	257	288	837	297	176	1120	171	264	785	349
Hourly Exit Rate	702	1323	257	288	837	297	176	1120	171	264	785	349
Input Volume	669	1346	265	288	822	281	287	1916	303	275	762	376
% of Volume	105	98	97	100	102	106	61	58	56	96	103	93

1: Wall Avenue & 12th St Performance by movement

Movement	All
Denied Delay (hr)	0.9
Denied Del/Veh (s)	0.5
Total Delay (hr)	85.6
Total Del/Veh (s)	46.0
Vehicles Entered	6582
Vehicles Exited	6569
Hourly Exit Rate	6569
Input Volume	7590
% of Volume	87

2: Wall Avenue & 20th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.4	6.1	2.4
Denied Del/Veh (s)	3.9	0.4	0.2	2.7	0.2	2.5	0.0	0.0	0.1	13.6	16.8	21.8
Total Delay (hr)	3.0	1.6	0.7	1.3	7.6	0.6	5.2	7.9	0.5	4.5	55.8	12.9
Total Del/Veh (s)	185.0	66.6	41.5	51.8	45.3	20.7	57.1	20.9	10.4	152.9	152.9	119.4
Vehicles Entered	55	83	60	90	593	105	324	1349	170	103	1269	374
Vehicles Exited	47	84	61	82	593	103	324	1355	171	96	1173	361
Hourly Exit Rate	47	84	61	82	593	103	324	1355	171	96	1173	361
Input Volume	50	77	57	86	573	105	562	2421	283	104	1307	398
% of Volume	94	109	107	96	103	98	58	56	60	92	90	91

2: Wall Avenue & 20th St Performance by movement

Movement	All
Denied Delay (hr)	9.2
Denied Del/Veh (s)	7.1
Total Delay (hr)	101.6
Total Del/Veh (s)	78.2
Vehicles Entered	4575
Vehicles Exited	4450
Hourly Exit Rate	4450
Input Volume	6023
% of Volume	74

3: Wall Avenue & 21st St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.8
Denied Del/Veh (s)	0.2	0.3	0.3	4.0	0.3	1.2	2.2	0.0	0.8	0.8
Total Delay (hr)	7.0	5.7	3.7	1.9	0.4	8.0	0.1	0.9	25.7	53.4
Total Del/Veh (s)	39.5	64.8	44.6	152.2	15.3	25.6	9.7	86.5	69.9	49.0
Vehicles Entered	632	310	295	42	93	1088	40	36	1296	3832
Vehicles Exited	635	310	293	44	94	1101	41	35	1271	3824
Hourly Exit Rate	635	310	293	44	94	1101	41	35	1271	3824
Input Volume	628	309	275	56	96	2519	101	48	1424	5456
% of Volume	101	100	107	78	98	44	41	73	89	70

4: Wall Avenue & 22nd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	4.0	5.3	17.6	1.6	0.2	2.6	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	953.0	947.7	1007.5	124.8	580.2	96.4	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	2.2	3.2	10.4	11.1	0.0	12.8	0.0	0.3	0.1	2.5	30.9	0.6
Total Del/Veh (s)	779.5	722.5	962.1	1023.0	108.7	628.8	16.0	2.3	2.7	59.6	78.7	63.2
Vehicles Entered	7	11	31	34	0	73	10	534	86	148	1406	36
Vehicles Exited	7	13	28	21	1	44	10	536	89	143	1367	36
Hourly Exit Rate	7	13	28	21	1	44	10	536	89	143	1367	36
Input Volume	15	29	74	43	1	99	35	1968	318	172	1534	36
% of Volume	47	44	38	49	100	44	28	27	28	83	89	99

4: Wall Avenue & 22nd St Performance by movement

Movement	All
Denied Delay (hr)	31.2
Denied Del/Veh (s)	45.6
Total Delay (hr)	74.1
Total Del/Veh (s)	110.6
Vehicles Entered	2376
Vehicles Exited	2295
Hourly Exit Rate	2295
Input Volume	4324
% of Volume	53

5: Wall Avenue & 23rd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.3	11.5	4.3	5.5	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.2	2.4	4.9	215.9	327.3	205.0	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	1.2	2.0	4.1	27.5	5.7	9.7	0.2	1.5	0.1	3.0	42.8	2.1
Total Del/Veh (s)	44.0	47.8	61.7	623.1	544.6	478.1	26.1	11.0	6.5	98.0	137.0	140.5
Vehicles Entered	95	144	232	150	35	72	33	479	80	111	1118	54
Vehicles Exited	95	146	228	134	26	58	33	477	80	108	1075	53
Hourly Exit Rate	95	146	228	134	26	58	33	477	80	108	1075	53
Input Volume	94	144	271	194	50	96	154	2146	377	131	1325	59
% of Volume	101	102	84	69	52	61	21	22	21	82	81	90

5: Wall Avenue & 23rd St Performance by movement

Movement	All
Denied Delay (hr)	21.7
Denied Del/Veh (s)	29.1
Total Delay (hr)	100.0
Total Del/Veh (s)	136.6
Vehicles Entered	2603
Vehicles Exited	2513
Hourly Exit Rate	2513
Input Volume	5040
% of Volume	50

6: Lincoln Ave & 24th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.7	0.3	0.2	3.9	0.3	0.2	3.6	0.2	0.3
Total Delay (hr)	0.1	1.8	0.1	0.1	6.0	0.1	0.1	0.2	0.0	0.0	0.1	0.0
Total Del/Veh (s)	39.1	15.9	15.5	21.1	28.2	7.4	11.2	7.6	6.0	11.2	7.1	3.9
Vehicles Entered	11	411	19	19	759	30	20	76	16	2	52	25
Vehicles Exited	11	412	19	19	757	31	20	76	16	2	54	25
Hourly Exit Rate	11	412	19	19	757	31	20	76	16	2	54	25
Input Volume	33	1276	42	24	744	30	26	79	16	6	56	29
% of Volume	34	32	46	78	102	104	76	96	98	33	96	87

6: Lincoln Ave & 24th St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	8.6
Total Del/Veh (s)	21.3
Vehicles Entered	1440
Vehicles Exited	1442
Hourly Exit Rate	1442
Input Volume	2361
% of Volume	61

7: Wall Avenue & 25th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.6	0.4	0.0	0.0	0.1	0.8	1.8
Denied Del/Veh (s)	12.7	19.3	0.0	0.0	2.7	1.3	2.2
Total Delay (hr)	14.0	5.4	44.9	3.5	0.7	10.1	78.7
Total Del/Veh (s)	297.4	291.6	355.9	285.3	25.9	17.3	96.0
Vehicles Entered	167	66	452	44	104	2110	2943
Vehicles Exited	137	55	405	43	100	2102	2842
Hourly Exit Rate	137	55	405	43	100	2102	2842
Input Volume	188	71	1442	134	134	2699	4668
% of Volume	73	77	28	32	75	78	61

8: Wall Avenue & 26th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	74.5	21.4	19.7	26.7	2.0	43.2	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2252.6	2080.0	1971.0	1317.8	1054.2	1255.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	4.7	2.0	1.3	18.0	2.8	36.6	0.4	21.4	0.8	0.6	4.8	0.1
Total Del/Veh (s)	3349.4	3599.4	2422.0	1751.9	1670.1	2928.4	147.9	150.9	72.0	12.4	8.3	7.2
Vehicles Entered	0	0	1	18	2	27	8	511	41	172	2053	32
Vehicles Exited	1	0	0	19	4	7	9	492	39	172	2047	32
Hourly Exit Rate	1	0	0	19	4	7	9	492	39	172	2047	32
Input Volume	102	53	39	74	19	127	27	1364	99	222	2640	39
% of Volume	1	0	0	26	21	6	34	36	39	77	78	82

8: Wall Avenue & 26th St Performance by movement

Movement	All
Denied Delay (hr)	187.6
Denied Del/Veh (s)	210.2
Total Delay (hr)	93.4
Total Del/Veh (s)	114.7
Vehicles Entered	2865
Vehicles Exited	2822
Hourly Exit Rate	2822
Input Volume	4804
% of Volume	59

9: Wall Avenue & 27th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	5.6	12.1	5.8	2.8	0.3	1.6	0.0	2.5	0.0	0.0	0.8	0.0
Denied Del/Veh (s)	1196.2	1091.0	1393.8	188.1	117.7	203.4	0.0	15.8	0.0	2.3	1.2	3.8
Total Delay (hr)	6.1	6.8	1.0	17.3	4.6	8.9	0.0	44.7	2.2	0.2	2.7	0.0
Total Del/Veh (s)	2438.4	2030.7	1758.6	1295.8	2063.4	1610.0	17.0	289.8	357.4	9.3	4.3	1.5
Vehicles Entered	6	7	1	38	7	16	2	551	22	72	2224	6
Vehicles Exited	3	5	1	22	1	5	1	499	22	73	2219	6
Hourly Exit Rate	3	5	1	22	1	5	1	499	22	73	2219	6
Input Volume	16	29	14	55	8	24	13	1391	43	95	2652	7
% of Volume	18	17	7	40	12	21	8	36	51	77	84	83

9: Wall Avenue & 27th St Performance by movement

Movement	All
Denied Delay (hr)	31.5
Denied Del/Veh (s)	37.2
Total Delay (hr)	94.4
Total Del/Veh (s)	113.9
Vehicles Entered	2952
Vehicles Exited	2857
Hourly Exit Rate	2857
Input Volume	4348
% of Volume	66

10: Wall Avenue & 28th St Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	2.6	0.0	0.0	0.7	0.0	3.3
Denied Del/Veh (s)	0.2	0.1	0.1	0.0	14.9	0.0	0.0	1.1	0.0	4.0
Total Delay (hr)	0.7	1.8	5.0	0.0	43.1	0.3	0.1	10.6	0.1	61.7
Total Del/Veh (s)	632.5	332.5	811.1	21.1	252.6	292.5	12.8	17.0	12.3	75.4
Vehicles Entered	4	19	21	4	611	4	19	2226	23	2931
Vehicles Exited	1	12	11	6	559	4	19	2197	23	2832
Hourly Exit Rate	1	12	11	6	559	4	19	2197	23	2832
Input Volume	4	23	20	17	1411	13	27	2693	29	4236
% of Volume	25	53	56	35	40	30	71	82	79	67

11: Wall Avenue & 29th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	4.7	4.0	5.1	0.2	0.1	0.3	0.0	0.0	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	179.0	243.0	179.8	33.0	11.8	28.2	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	9.7	4.5	5.1	2.2	7.0	5.4	0.4	38.8	0.7	0.8	21.8	0.3
Total Del/Veh (s)	519.4	489.9	236.9	425.1	836.5	567.9	197.2	231.7	73.5	41.8	37.2	21.4
Vehicles Entered	66	33	78	18	30	33	6	602	35	66	2101	49
Vehicles Exited	49	23	66	11	11	18	7	554	35	62	2086	49
Hourly Exit Rate	49	23	66	11	11	18	7	554	35	62	2086	49
Input Volume	94	51	110	31	29	37	17	1326	82	102	2570	48
% of Volume	52	45	60	35	38	49	41	42	43	61	81	102

11: Wall Avenue & 29th St Performance by movement

Movement	All
Denied Delay (hr)	14.4
Denied Del/Veh (s)	16.2
Total Delay (hr)	96.6
Total Del/Veh (s)	111.0
Vehicles Entered	3117
Vehicles Exited	2971
Hourly Exit Rate	2971
Input Volume	4498
% of Volume	66

12: Wall Avenue & 30th St Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.1	0.7	0.1	33.4	50.6	0.0	0.0	84.8
Denied Del/Veh (s)	1.6	1.9	5.7	220.4	217.2	0.0	0.0	61.5
Total Delay (hr)	1.4	15.9	6.4	10.8	54.9	20.7	5.9	115.9
Total Del/Veh (s)	42.7	47.1	248.3	89.6	293.6	51.6	28.0	88.2
Vehicles Entered	115	1210	93	421	655	1419	743	4656
Vehicles Exited	110	1199	69	425	574	1408	751	4536
Hourly Exit Rate	110	1199	69	425	574	1408	751	4536
Input Volume	96	1170	95	747	1331	1760	951	6148
% of Volume	115	102	73	57	43	80	79	74

13: Wall Avenue & 33rd St Performance by movement

Movement	EBL	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.2	57.8	0.9	0.0	0.4	0.0	59.5
Denied Del/Veh (s)	0.2	14.3	0.1	0.1	63.7	139.9	214.2	1.6	0.7	1.1	53.2
Total Delay (hr)	10.9	11.9	0.0	1.0	0.6	19.0	0.3	0.1	5.6	0.1	49.6
Total Del/Veh (s)	1713.6	1949.1	118.1	123.7	257.6	62.8	103.3	15.3	8.4	9.1	48.9
Vehicles Entered	22	21	1	30	9	1080	10	28	2371	35	3607
Vehicles Exited	2	1	1	26	7	1031	9	29	2382	34	3522
Hourly Exit Rate	2	1	1	26	7	1031	9	29	2382	34	3522
Input Volume	22	26	1	37	15	1487	9	28	2670	38	4335
% of Volume	9	4	100	70	46	69	97	105	89	89	81

14: Wall Avenue & 24th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	109.2	459.0	114.5	0.0	0.7	0.3	51.0	640.6	31.6	4.4	67.7	16.1
Denied Del/Veh (s)	1517.3	1389.8	1436.0	0.0	3.8	16.4	1468.3	1491.7	1577.9	158.3	195.2	247.1
Total Delay (hr)	6.1	4.1	0.5	1.4	16.3	0.8	18.8	16.7	0.3	3.0	36.6	6.7
Total Del/Veh (s)	263.4	46.5	20.1	108.7	83.5	41.2	1646.3	137.3	53.7	105.4	113.1	113.3
Vehicles Entered	76	316	83	45	697	68	30	413	17	96	1119	199
Vehicles Exited	75	315	84	44	674	68	23	410	16	99	1130	202
Hourly Exit Rate	75	315	84	44	674	68	23	410	16	99	1130	202
Input Volume	242	1094	258	39	695	72	203	2319	110	135	1512	247
% of Volume	31	29	33	113	97	94	11	18	15	73	75	82

14: Wall Avenue & 24th St Performance by movement

Movement	All
Denied Delay (hr)	1495.1
Denied Del/Veh (s)	916.5
Total Delay (hr)	111.1
Total Del/Veh (s)	122.0
Vehicles Entered	3159
Vehicles Exited	3140
Hourly Exit Rate	3140
Input Volume	6926
% of Volume	45

15: Wall Avenue Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.8	0.0	0.0	0.8
Denied Del/Veh (s)	0.1	0.2	5.9	0.0	0.0	1.1
Total Delay (hr)	1.6	0.0	21.4	7.3	0.1	30.4
Total Del/Veh (s)	96.6	6.5	146.4	12.7	18.8	40.7
Vehicles Entered	59	22	510	2053	13	2657
Vehicles Exited	60	22	500	2051	13	2646
Hourly Exit Rate	60	22	500	2051	13	2646
Input Volume	56	14	1434	2738	15	4258
% of Volume	108	154	35	75	85	62

16: 24th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.2	40.1	10.5	52.3
Denied Del/Veh (s)	2.9	0.3	0.2	0.0	0.0	0.0	46.8	34.4	538.7	532.2	126.5
Total Delay (hr)	0.2	3.5	0.9	0.2	0.9	0.1	0.1	3.0	6.0	0.1	15.0
Total Del/Veh (s)	44.0	168.8	153.3	17.2	3.9	8.0	14.5	89.7	122.3	5.3	39.0
Vehicles Entered	17	67	18	43	797	48	34	115	172	48	1359
Vehicles Exited	18	64	16	42	796	48	35	115	172	48	1354
Hourly Exit Rate	18	64	16	42	796	48	35	115	172	48	1354
Input Volume	17	67	19	55	1020	63	41	119	241	61	1703
% of Volume	104	96	85	77	78	76	85	96	71	79	79

17: 22nd St Performance by movement

Movement	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	4.1	4.1
Denied Del/Veh (s)	0.0	0.0	180.6	114.3
Total Delay (hr)	0.1	0.0	6.3	6.4
Total Del/Veh (s)	10.1	0.3	366.5	210.9
Vehicles Entered	25	22	62	109
Vehicles Exited	25	22	49	96
Hourly Exit Rate	25	22	49	96
Input Volume	29	44	75	148
% of Volume	86	51	65	65

Total Network Performance

Denied Delay (hr)	1999.3
Denied Del/Veh (s)	327.5
Total Delay (hr)	1296.8
Total Del/Veh (s)	249.9
Vehicles Entered	17593
Vehicles Exited	16356
Hourly Exit Rate	16356
Input Volume	106323
% of Volume	15

Queuing and Blocking Report

Baseline

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Intersection: 1: Wall Avenue & 12th St

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	420	489	709	619	408	84	244	358	416	312	324	265
Average Queue (ft)	313	341	298	281	248	41	125	144	216	206	178	91
95th Queue (ft)	423	471	516	431	355	76	205	208	279	266	236	186
Link Distance (ft)			1724	1724	1724				2230	2230	2230	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				215	315	315				240
Storage Blk Time (%)	7	11	3		15			0	1		2	1
Queuing Penalty (veh)	30	50	19		39			0	2		6	2

Intersection: 1: Wall Avenue & 12th St

Movement	NB	NB	NB	NB	NB	NB	B20	B20	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	T	T	L	L	T	T
Maximum Queue (ft)	148	176	256	280	311	320	614	622	223	394	411	309
Average Queue (ft)	79	92	155	166	186	61	38	54	126	158	252	217
95th Queue (ft)	127	151	230	244	276	160	258	317	178	252	330	275
Link Distance (ft)			949	949	949		3641	3641			641	641
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	440	440				145			260	260		
Storage Blk Time (%)					24	0					5	
Queuing Penalty (veh)					73	1					14	

Intersection: 1: Wall Avenue & 12th St

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	269	207
Average Queue (ft)	159	83
95th Queue (ft)	233	152
Link Distance (ft)	641	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		260
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

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Intersection: 2: Wall Avenue & 20th St

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	T	T	R	L	L	T	T	R	L
Maximum Queue (ft)	284	346	220	281	264	88	253	389	451	451	240	320
Average Queue (ft)	72	102	95	204	183	37	118	143	218	238	68	199
95th Queue (ft)	164	232	199	284	256	73	188	246	380	420	217	391
Link Distance (ft)		990		1211	1211				666	666		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		145			105	235	235			155	170
Storage Blk Time (%)	19	13	0	26	28	0	0	0	6	16		1
Queuing Penalty (veh)	25	6	1	22	30	0	1	1	35	46		4

Intersection: 2: Wall Avenue & 20th St

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	2350	2394	290
Average Queue (ft)	1082	1085	233
95th Queue (ft)	2464	2491	397
Link Distance (ft)	3641	3641	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			95
Storage Blk Time (%)	51	54	8
Queuing Penalty (veh)	54	218	52

Intersection: 3: Wall Avenue & 21st St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	R	T	T	R	L	T	T
Maximum Queue (ft)	456	500	318	127	128	434	494	220	244	678	681
Average Queue (ft)	273	342	175	59	41	257	250	50	71	404	409
95th Queue (ft)	402	469	281	119	95	430	472	195	225	834	830
Link Distance (ft)	985	985	985		1128	690	690			666	666
Upstream Blk Time (%)										3	2
Queuing Penalty (veh)										23	15
Storage Bay Dist (ft)				80			105	100			
Storage Blk Time (%)				19	1		22		1	48	
Queuing Penalty (veh)				18	1		22		5	23	

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Intersection: 4: Wall Avenue & 22nd St

Movement	EB	WB	WB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	R	L	T	T	R
Maximum Queue (ft)	392	124	1060	54	41	225	716	714	200
Average Queue (ft)	355	106	531	4	4	176	531	523	114
95th Queue (ft)	431	145	1178	24	20	307	962	970	277
Link Distance (ft)	378		1026				690	690	
Upstream Blk Time (%)	66		21				11	14	
Queuing Penalty (veh)	50		0				98	126	
Storage Bay Dist (ft)		80		90	80	110			105
Storage Blk Time (%)		86	1			0	67	72	
Queuing Penalty (veh)		86	0			1	115	26	

Intersection: 5: Wall Avenue & 23rd St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	179	287	235	135	1196	147	168	196	60	205	738	740
Average Queue (ft)	72	173	168	134	1024	19	48	56	12	190	681	683
95th Queue (ft)	136	313	277	135	1508	72	129	147	39	270	817	825
Link Distance (ft)	253	253			1162		674	674			695	695
Upstream Blk Time (%)		7	0		60						28	28
Queuing Penalty (veh)		0	0		0						213	211
Storage Bay Dist (ft)			150	110		80			80	105		
Storage Blk Time (%)		6	32	96	3	1	3	3		1	77	
Queuing Penalty (veh)		17	46	140	6	14	4	12		7	101	

Intersection: 6: Lincoln Ave & 24th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	50	150	145	194	463	430	49	71	31	75
Average Queue (ft)	11	64	78	25	204	137	9	30	2	22
95th Queue (ft)	36	136	161	106	359	317	32	61	15	56
Link Distance (ft)		668	668		843	843		482		484
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	100			105			85		80	
Storage Blk Time (%)		3			40			0		0
Queuing Penalty (veh)		1			10			0		0

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Intersection: 7: Wall Avenue & 25th St

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	1025	65	718	737	120	450	427
Average Queue (ft)	550	49	603	609	46	290	301
95th Queue (ft)	1035	88	955	948	105	444	441
Link Distance (ft)	991		691	691		674	674
Upstream Blk Time (%)	11		65	64			
Queuing Penalty (veh)	0		514	508			
Storage Bay Dist (ft)		40			90		
Storage Blk Time (%)	42	49			1	18	
Queuing Penalty (veh)	30	92			15	24	

Intersection: 8: Wall Avenue & 26th St

Movement	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	188	160	1278	170	190	371	361	185	108	116	149
Average Queue (ft)	171	47	1242	129	34	288	283	59	31	17	9
95th Queue (ft)	177	156	1323	230	144	496	505	200	79	71	59
Link Distance (ft)	173		1244			342	342			691	691
Upstream Blk Time (%)	100		92			54	57				
Queuing Penalty (veh)	0		0			405	427				
Storage Bay Dist (ft)		85		85	100			95	85		
Storage Blk Time (%)		26		81	1	78	79		0	0	
Queuing Penalty (veh)		36		75	9	21	79		6	0	

Intersection: 9: Wall Avenue & 27th St

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	T	T	R	L	T	T
Maximum Queue (ft)	316	100	1035	716	733	200	70	30	205
Average Queue (ft)	292	33	677	542	545	36	15	1	20
95th Queue (ft)	316	107	1168	1007	1011	161	52	10	109
Link Distance (ft)	301		1020	693	693			287	287
Upstream Blk Time (%)	95		32	59	62				
Queuing Penalty (veh)	0		0	427	450				
Storage Bay Dist (ft)		75				110	80		
Storage Blk Time (%)		28	75	75	77		0		2
Queuing Penalty (veh)		9	41	10	33		3		0

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Intersection: 10: Wall Avenue & 28th St

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	TR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	259	255	57	720	746	184	159	693	702	190
Average Queue (ft)	59	104	5	511	513	0	18	159	188	8
95th Queue (ft)	183	248	29	1001	1007	0	88	593	639	66
Link Distance (ft)	823	806		685	685			693	693	
Upstream Blk Time (%)				54	57			0	0	
Queuing Penalty (veh)				391	412			1	4	
Storage Bay Dist (ft)			100			100	90			90
Storage Blk Time (%)		49		73	74		0	10	14	
Queuing Penalty (veh)		0		13	10		0	3	4	

Intersection: 11: Wall Avenue & 29th St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	T
Maximum Queue (ft)	135	870	260	104	969	199	675	682	702	164	703	698
Average Queue (ft)	112	410	28	11	348	18	441	443	409	43	452	480
95th Queue (ft)	156	1071	160	47	952	102	918	921	932	124	849	873
Link Distance (ft)		855			965		656	656	656		685	685
Upstream Blk Time (%)		38			11		47	54	48		4	5
Queuing Penalty (veh)		0			0		224	261	232		49	74
Storage Bay Dist (ft)	80		60	80		110				105		
Storage Blk Time (%)	69	2		0	52		67				26	29
Queuing Penalty (veh)	112	4		0	17		12				27	14

Intersection: 11: Wall Avenue & 29th St

Movement	SB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	13
95th Queue (ft)	37
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	105
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 12: Wall Avenue & 30th St

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	NB	B47	B47
Directions Served	L	T	T	T	TR	L	L	T	T	T	T	T
Maximum Queue (ft)	339	560	601	641	375	405	590	802	807	784	1729	1745
Average Queue (ft)	84	379	370	285	130	164	270	544	525	459	791	789
95th Queue (ft)	172	503	547	550	278	378	632	990	989	1023	2135	2134
Link Distance (ft)	626	626	626	626				712	712	712	1700	1700
Upstream Blk Time (%)				8				50	52	52	30	30
Queuing Penalty (veh)				0				264	276	274	152	153
Storage Bay Dist (ft)					190	290	290					
Storage Blk Time (%)				5	28	3	7	60				
Queuing Penalty (veh)				21	82	14	29	453				

Intersection: 12: Wall Avenue & 30th St

Movement	B47	SB	SB	SB	SB
Directions Served	T	T	T	T	R
Maximum Queue (ft)	1708	558	707	653	300
Average Queue (ft)	762	364	393	362	258
95th Queue (ft)	2085	503	574	542	362
Link Distance (ft)	1700	656	656	656	
Upstream Blk Time (%)	20		0	0	
Queuing Penalty (veh)	99		1	0	
Storage Bay Dist (ft)				190	
Storage Blk Time (%)				20	22
Queuing Penalty (veh)				189	131

Intersection: 13: Wall Avenue & 33rd St

Movement	EB	WB	NB	NB	NB	NB	SB	B47	B47
Directions Served	LTR	LTR	L	T	T	R	L	T	T
Maximum Queue (ft)	916	156	164	739	710	170	31	25	76
Average Queue (ft)	508	41	8	230	230	6	11	1	5
95th Queue (ft)	900	122	29	740	743	58	34	9	31
Link Distance (ft)	908	1069		676	676			712	712
Upstream Blk Time (%)	7			29	28				
Queuing Penalty (veh)	0			0	0				
Storage Bay Dist (ft)			85			90	100		
Storage Blk Time (%)				37	34				
Queuing Penalty (veh)				6	3				

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Intersection: 14: Wall Avenue & 24th St

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	130	272	200	195	695	705	195	690	720	31	210	729
Average Queue (ft)	127	249	121	80	480	336	191	666	595	7	171	691
95th Queue (ft)	133	260	273	212	811	794	197	747	893	28	285	713
Link Distance (ft)		242			668	668		674	674			674
Upstream Blk Time (%)		61			8	3		80	46			20
Queuing Penalty (veh)		258			31	10		599	342			176
Storage Bay Dist (ft)	105		100	105			110			110	95	
Storage Blk Time (%)	87	24	1		61		100	6	11		5	60
Queuing Penalty (veh)	1172	119	16		24		1160	13	12		43	81

Intersection: 14: Wall Avenue & 24th St

Movement	SB
Directions Served	TR
Maximum Queue (ft)	724
Average Queue (ft)	690
95th Queue (ft)	709
Link Distance (ft)	674
Upstream Blk Time (%)	18
Queuing Penalty (veh)	158
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: Wall Avenue

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	T	T	T	TR
Maximum Queue (ft)	203	55	330	315	342	358
Average Queue (ft)	70	8	286	288	174	205
95th Queue (ft)	170	32	331	317	296	313
Link Distance (ft)	206	206	287	287	342	342
Upstream Blk Time (%)	1		66	69	0	0
Queuing Penalty (veh)	0		475	495	1	6
Storage Bay Dist (ft)						
Storage Blk Time (%)			81			
Queuing Penalty (veh)			2			

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Intersection: 16: 24th St

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	124	332	72	112	141	162	166	166
Average Queue (ft)	19	143	22	54	39	101	139	40
95th Queue (ft)	74	318	55	82	112	171	159	138
Link Distance (ft)		1212		242	126	126	132	132
Upstream Blk Time (%)					10	38	97	3
Queuing Penalty (veh)					0	0	0	0
Storage Bay Dist (ft)	100		100					
Storage Blk Time (%)		45		0				
Queuing Penalty (veh)		8		0				

Intersection: 17: 22nd St

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	76	293
Average Queue (ft)	17	164
95th Queue (ft)	50	353
Link Distance (ft)	378	278
Upstream Blk Time (%)		37
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 14548

1: Wall Avenue & 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.2	0.2	2.0	1.7	0.1	1.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	6.6	7.3	0.2	3.8	11.1	0.2	3.0	5.0	0.2	5.4	12.2	2.3
Total Del/Veh (s)	68.7	31.9	6.0	72.4	44.8	5.0	79.3	37.9	5.5	78.0	45.5	16.3
Vehicles Entered	334	815	142	184	877	139	132	479	118	248	954	497
Vehicles Exited	331	806	145	185	878	137	133	479	118	246	952	497
Hourly Exit Rate	331	806	145	185	878	137	133	479	118	246	952	497
Input Volume	320	811	166	157	942	143	166	591	112	253	929	481
% of Volume	103	99	87	118	93	96	80	81	105	97	102	103

1: Wall Avenue & 12th St Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.4
Total Delay (hr)	57.2
Total Del/Veh (s)	41.4
Vehicles Entered	4919
Vehicles Exited	4907
Hourly Exit Rate	4907
Input Volume	5071
% of Volume	97

2: Wall Avenue & 20th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	4.2	0.1	0.2	3.2	0.1	2.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.1	0.7	3.3	0.1	2.1	1.5	0.1	0.6	6.2	0.9
Total Del/Veh (s)	69.1	35.1	11.4	36.6	35.1	6.7	47.2	7.8	3.1	45.5	21.4	15.7
Vehicles Entered	10	16	38	71	332	61	161	688	102	45	1033	201
Vehicles Exited	10	16	36	72	329	59	161	687	101	43	1035	200
Hourly Exit Rate	10	16	36	72	329	59	161	687	101	43	1035	200
Input Volume	12	21	26	73	350	50	185	859	119	41	1014	196
% of Volume	82	77	140	99	94	117	87	80	85	104	102	102

2: Wall Avenue & 20th St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	16.0
Total Del/Veh (s)	20.7
Vehicles Entered	2758
Vehicles Exited	2749
Hourly Exit Rate	2749
Input Volume	2947
% of Volume	93

3: Wall Avenue & 21st St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	3.9	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	2.3	2.2	1.2	0.4	0.1	2.6	0.1	0.2	5.4	14.4
Total Del/Veh (s)	21.1	31.5	15.6	43.4	4.6	16.4	5.0	31.1	17.6	18.8
Vehicles Entered	377	241	279	34	67	575	37	21	1086	2717
Vehicles Exited	377	250	281	33	65	576	37	21	1079	2719
Hourly Exit Rate	377	250	281	33	65	576	37	21	1079	2719
Input Volume	397	257	265	26	59	801	44	32	1052	2933
% of Volume	95	97	106	128	111	72	84	66	103	93

4: Wall Avenue & 22nd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.9	0.1	0.2	0.0	0.0	0.0	0.7	0.1	0.5
Total Delay (hr)	0.5	0.2	0.2	0.5	0.5	0.6	0.0	0.3	0.0	0.6	1.3	0.1
Total Del/Veh (s)	109.2	65.3	28.2	46.7	57.0	24.2	11.0	2.4	2.2	10.2	3.3	3.1
Vehicles Entered	16	11	23	36	28	91	13	503	35	210	1419	60
Vehicles Exited	17	11	23	37	28	91	13	505	35	212	1414	60
Hourly Exit Rate	17	11	23	37	28	91	13	505	35	212	1414	60
Input Volume	23	11	19	34	22	94	21	730	62	205	1374	61
% of Volume	75	100	123	109	129	97	63	69	57	103	103	99

4: Wall Avenue & 22nd St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	4.8
Total Del/Veh (s)	7.1
Vehicles Entered	2445
Vehicles Exited	2446
Hourly Exit Rate	2446
Input Volume	2654
% of Volume	92

5: Wall Avenue & 23rd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.1	0.1	0.1	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.5	3.7	2.0	0.6	0.4	19.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.4	0.9	0.2	2.9	9.9	0.8	26.4	4.5	0.1	0.8	3.5	0.3
Total Del/Veh (s)	106.3	31.4	9.6	103.9	88.3	75.3	617.7	34.4	5.8	22.8	10.0	8.3
Vehicles Entered	46	98	69	101	396	40	135	461	63	128	1226	120
Vehicles Exited	44	99	69	100	382	38	125	468	65	130	1234	119
Hourly Exit Rate	44	99	69	100	382	38	125	468	65	130	1234	119
Input Volume	39	86	76	93	345	40	304	731	113	131	1196	100
% of Volume	113	115	90	108	111	95	41	64	57	99	103	119

5: Wall Avenue & 23rd St Performance by movement

Movement	All
Denied Delay (hr)	0.9
Denied Del/Veh (s)	1.2
Total Delay (hr)	51.7
Total Del/Veh (s)	63.2
Vehicles Entered	2883
Vehicles Exited	2873
Hourly Exit Rate	2873
Input Volume	3254
% of Volume	88

7: Wall Avenue & 25th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	1.3	0.0	0.0	0.0	1.3
Denied Del/Veh (s)	0.2	3.6	6.9	0.0	0.0	0.0	2.1
Total Delay (hr)	0.8	0.6	30.6	1.3	0.2	1.1	34.6
Total Del/Veh (s)	48.2	56.8	160.4	79.5	11.7	3.0	55.0
Vehicles Entered	56	39	683	60	52	1367	2257
Vehicles Exited	53	36	627	60	52	1364	2192
Hourly Exit Rate	53	36	627	60	52	1364	2192
Input Volume	65	32	996	79	59	1427	2658
% of Volume	82	112	63	76	89	96	82

8: Wall Avenue & 26th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.9	1.4	0.9	18.4	115.7	47.3	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	223.9	159.2	155.0	1140.1	1466.8	1407.2	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (hr)	1.6	1.4	1.3	6.3	35.6	14.8	0.5	11.3	0.4	0.3	0.9	0.1
Total Del/Veh (s)	444.8	210.3	281.0	1201.1	1188.1	1439.8	26.1	52.8	17.7	8.9	3.2	2.0
Vehicles Entered	12	24	17	14	65	28	62	767	86	135	987	92
Vehicles Exited	10	23	13	13	74	19	61	741	85	135	985	93
Hourly Exit Rate	10	23	13	13	74	19	61	741	85	135	985	93
Input Volume	22	36	19	49	277	113	80	965	115	150	1021	98
% of Volume	46	64	69	26	27	17	76	77	74	90	96	95

8: Wall Avenue & 26th St Performance by movement

Movement	All
Denied Delay (hr)	184.6
Denied Del/Veh (s)	249.9
Total Delay (hr)	74.5
Total Del/Veh (s)	114.0
Vehicles Entered	2289
Vehicles Exited	2252
Hourly Exit Rate	2252
Input Volume	2946
% of Volume	76

9: Wall Avenue & 27th St Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	3.6	0.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	1.5	3.0	2.2	0.4	18.4	0.7	0.1	0.2	0.0	26.4
Total Del/Veh (s)	28.8	6.4	195.2	259.5	312.0	72.8	66.4	50.6	7.8	0.6	0.0	44.5
Vehicles Entered	1	6	27	40	24	20	990	53	30	930	4	2125
Vehicles Exited	1	5	16	28	13	18	941	49	30	932	4	2037
Hourly Exit Rate	1	5	16	28	13	18	941	49	30	932	4	2037
Input Volume	2	4	22	42	35	18	1136	59	43	991	4	2358
% of Volume	50	125	74	67	37	99	83	83	70	94	100	86

10: Wall Avenue & 28th St Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4
Denied Del/Veh (s)	0.1	0.1	2.6	0.1	0.0	1.4	0.0	0.0	0.0	0.0	0.7
Total Delay (hr)	0.0	0.0	0.0	0.3	0.2	15.6	0.0	0.0	0.2	0.0	16.4
Total Del/Veh (s)	66.3	3.0	7.4	54.9	128.4	50.7	1.1	11.4	0.7	0.0	28.0
Vehicles Entered	1	2	5	18	7	1101	3	3	948	2	2090
Vehicles Exited	1	2	5	16	6	1049	3	4	948	2	2036
Hourly Exit Rate	1	2	5	16	6	1049	3	4	948	2	2036
Input Volume	1	6	5	20	13	1194	5	5	1004	5	2258
% of Volume	100	32	100	81	45	88	60	80	94	40	90

11: Wall Avenue & 29th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.7	0.2	4.0	3.2	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.0	0.2	0.1	0.1	0.0	13.0	0.2	0.1	0.6	0.0
Total Del/Veh (s)	39.4	49.2	1.1	41.7	42.9	12.1	11.4	41.8	31.0	16.2	2.6	1.2
Vehicles Entered	18	17	19	18	5	36	8	1118	20	22	906	28
Vehicles Exited	18	16	19	17	5	33	8	1059	20	22	906	28
Hourly Exit Rate	18	16	19	17	5	33	8	1059	20	22	906	28
Input Volume	26	15	23	21	7	38	13	1156	28	31	958	27
% of Volume	70	105	84	82	69	87	60	92	72	72	95	105

11: Wall Avenue & 29th St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	14.8
Total Del/Veh (s)	24.0
Vehicles Entered	2215
Vehicles Exited	2151
Hourly Exit Rate	2151
Input Volume	2342
% of Volume	92

12: Wall Avenue & 30th St Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.7	1.7	0.0	0.0	2.5
Denied Del/Veh (s)	0.1	0.1	2.3	6.9	5.3	0.0	0.0	2.5
Total Delay (hr)	0.3	7.7	0.2	4.2	11.0	4.3	0.4	28.1
Total Del/Veh (s)	23.5	31.2	6.0	42.3	35.3	23.6	5.6	29.3
Vehicles Entered	52	880	98	349	1114	651	284	3428
Vehicles Exited	53	881	97	346	1049	652	285	3363
Hourly Exit Rate	53	881	97	346	1049	652	285	3363
Input Volume	52	925	84	342	1112	695	303	3512
% of Volume	102	95	115	101	94	94	94	96

13: Wall Avenue & 33rd St Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.2	0.6	0.1	0.1	0.1	3.4	0.2	1.6	1.5	0.3	0.3	0.3
Total Delay (hr)	1.4	0.1	0.1	0.2	0.2	0.0	0.1	0.0	0.1	1.6	0.0	3.8
Total Del/Veh (s)	181.0	85.4	65.1	151.9	19.0	20.8	0.5	0.1	9.0	3.2	3.9	5.0
Vehicles Entered	26	3	7	4	30	7	806	4	23	1716	41	2667
Vehicles Exited	28	3	8	4	30	7	809	4	23	1718	41	2675
Hourly Exit Rate	28	3	8	4	30	7	809	4	23	1718	41	2675
Input Volume	21	4	10	4	27	10	788	5	22	1759	41	2692
% of Volume	135	75	78	100	112	68	103	80	106	98	99	99

14: Wall Avenue & 24th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	50.4	47.9	5.8	0.0	0.0	0.0	104.1
Denied Del/Veh (s)	1135.1	1221.9	31.2	0.0	0.0	0.0	157.4
Total Delay (hr)	23.6	17.2	40.0	0.4	0.2	1.0	82.5
Total Del/Veh (s)	977.5	815.8	219.8	92.7	15.6	2.8	133.2
Vehicles Entered	63	57	655	15	44	1350	2184
Vehicles Exited	71	56	603	15	44	1348	2137
Hourly Exit Rate	71	56	603	15	44	1348	2137
Input Volume	171	132	1015	42	39	1315	2714
% of Volume	42	43	59	36	113	103	79

15: Wall Avenue Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.6	0.0	0.0	8.6	0.4	0.0	9.6
Total Del/Veh (s)	355.3	3.4	16.7	33.2	1.3	1.1	17.6
Vehicles Entered	6	9	9	936	959	52	1971
Vehicles Exited	3	9	9	912	955	53	1941
Hourly Exit Rate	3	9	9	912	955	53	1941
Input Volume	10	3	8	1153	1035	54	2264
% of Volume	29	300	109	79	92	99	86

17: 22nd St Performance by movement

Movement	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	2.7	0.7	2.4	2.4
Vehicles Entered	84	19	35	138
Vehicles Exited	84	19	35	138
Hourly Exit Rate	84	19	35	138
Input Volume	80	24	34	138
% of Volume	105	79	103	100

Total Network Performance

Denied Delay (hr)	295.3
Denied Del/Veh (s)	89.7
Total Delay (hr)	446.7
Total Del/Veh (s)	136.4
Vehicles Entered	11240
Vehicles Exited	10783
Hourly Exit Rate	10783
Input Volume	58292
% of Volume	18

Queuing and Blocking Report

Baseline

12/12/2024

Intersection: 1: Wall Avenue & 12th St

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	265	308	295	239	218	64	170	183	367	355	309	55
Average Queue (ft)	134	169	172	156	115	32	83	108	217	206	173	32
95th Queue (ft)	228	241	242	222	201	59	167	175	323	309	269	51
Link Distance (ft)			1724	1724	1724				2230	2230	2230	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				215	315	315				240
Storage Blk Time (%)					0				0		1	
Queuing Penalty (veh)					0				1		1	

Intersection: 1: Wall Avenue & 12th St

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	94	132	124	150	191	59	194	232	404	328	311	384
Average Queue (ft)	51	66	79	89	97	20	117	150	263	229	179	150
95th Queue (ft)	95	115	117	145	156	45	194	220	351	310	280	290
Link Distance (ft)			949	949	949				641	641	641	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	440	440				145	260	260				260
Storage Blk Time (%)					2				9		0	1
Queuing Penalty (veh)					2				23		1	3

Queuing and Blocking Report

Baseline

12/12/2024

Intersection: 2: Wall Avenue & 20th St

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	T	T	R	L	L	T	T	R	L
Maximum Queue (ft)	44	82	94	199	151	44	123	119	116	140	31	107
Average Queue (ft)	7	19	54	112	76	20	53	66	46	67	10	27
95th Queue (ft)	24	48	95	168	136	37	97	106	109	132	33	71
Link Distance (ft)		990		1211	1211				666	666		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		145			105	235	235			155	170
Storage Blk Time (%)				2	3					0		
Queuing Penalty (veh)				2	2					0		

Intersection: 2: Wall Avenue & 20th St

Movement	SB	SB	SB	B20	B20
Directions Served	T	T	R	T	T
Maximum Queue (ft)	497	495	290	29	168
Average Queue (ft)	151	152	53	1	7
95th Queue (ft)	309	315	173	10	59
Link Distance (ft)	3641	3641		949	949
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			95		
Storage Blk Time (%)	6	13	1		
Queuing Penalty (veh)	3	25	6		

Intersection: 3: Wall Avenue & 21st St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	R	T	T	R	L	T	T
Maximum Queue (ft)	189	270	186	64	66	216	219	44	88	273	267
Average Queue (ft)	126	174	97	23	20	95	103	8	13	110	101
95th Queue (ft)	191	279	162	50	45	185	200	26	49	218	203
Link Distance (ft)	985	985	985		1128	690	690			666	666
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)				80			105	100			
Storage Blk Time (%)				0	0		7		0	14	
Queuing Penalty (veh)				0	0		3		0	5	

Queuing and Blocking Report

Baseline

12/12/2024

Intersection: 4: Wall Avenue & 22nd St

Movement	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	T	R	L	R
Maximum Queue (ft)	86	124	147	30	22	22	113	21
Average Queue (ft)	38	38	61	8	1	3	55	1
95th Queue (ft)	76	89	127	29	7	15	105	10
Link Distance (ft)	328		1026		695			
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		80		90		80	110	105
Storage Blk Time (%)		0	12				1	
Queuing Penalty (veh)		0	4				7	

Intersection: 5: Wall Avenue & 23rd St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	118	116	77	135	822	195	696	721	106	142	203	301
Average Queue (ft)	55	61	26	85	432	194	677	383	7	58	108	120
95th Queue (ft)	109	101	60	166	787	196	689	896	24	113	177	199
Link Distance (ft)	253	253			1162		665	665			695	695
Upstream Blk Time (%)							78	18				
Queuing Penalty (veh)							450	105				
Storage Bay Dist (ft)			150	110		80			80	105		
Storage Blk Time (%)				4	61	98	2	3	0	2	4	
Queuing Penalty (veh)				15	57	358	6	4	1	14	5	

Intersection: 7: Wall Avenue & 25th St

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	198	67	708	724	69	136	160
Average Queue (ft)	63	44	403	412	22	31	44
95th Queue (ft)	136	81	915	936	52	106	127
Link Distance (ft)	991		691	691		665	665
Upstream Blk Time (%)			33	30			
Queuing Penalty (veh)			179	163			
Storage Bay Dist (ft)		40			90		
Storage Blk Time (%)	16	20				1	
Queuing Penalty (veh)	5	13				1	

Queuing and Blocking Report

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Intersection: 8: Wall Avenue & 26th St

Movement	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	LTR	L	T	R	L	T	T	R	L	TR
Maximum Queue (ft)	188	160	1259	170	190	383	374	185	87	34
Average Queue (ft)	117	44	1253	106	57	164	163	54	29	3
95th Queue (ft)	214	154	1267	236	167	456	453	191	64	15
Link Distance (ft)	173		1244			342	342			691
Upstream Blk Time (%)	41		100			28	26			
Queuing Penalty (veh)	0		0			162	155			
Storage Bay Dist (ft)		85		85	100			95	85	
Storage Blk Time (%)			69	32	0	43	41		0	
Queuing Penalty (veh)			113	102	2	35	48		1	

Intersection: 9: Wall Avenue & 27th St

Movement	EB	WB	WB	NB	NB	NB	NB	SB
Directions Served	LTR	L	TR	L	T	T	R	L
Maximum Queue (ft)	22	47	714	184	715	716	200	48
Average Queue (ft)	4	12	159	25	239	242	36	11
95th Queue (ft)	18	40	492	117	778	783	162	35
Link Distance (ft)	301		1020		693	693		
Upstream Blk Time (%)					20	20		
Queuing Penalty (veh)					119	123		
Storage Bay Dist (ft)		75		110			110	80
Storage Blk Time (%)			32		34	33		
Queuing Penalty (veh)			7		6	20		

Intersection: 10: Wall Avenue & 28th St

Movement	EB	WB	WB	NB	NB	NB	SB
Directions Served	LTR	L	TR	L	T	T	L
Maximum Queue (ft)	21	26	43	174	711	729	29
Average Queue (ft)	1	3	12	21	192	194	5
95th Queue (ft)	10	17	32	109	692	693	21
Link Distance (ft)	823		806		685	685	
Upstream Blk Time (%)					12	14	
Queuing Penalty (veh)					73	82	
Storage Bay Dist (ft)		100		100			90
Storage Blk Time (%)					29	29	
Queuing Penalty (veh)					4	1	

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Intersection: 11: Wall Avenue & 29th St

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	75	70	44	65	52	669	694	678	51	54	120	31
Average Queue (ft)	20	18	15	19	5	155	167	115	14	12	52	4
95th Queue (ft)	59	49	42	48	25	598	616	523	41	42	110	19
Link Distance (ft)		855		965		656	656	656		685	685	
Upstream Blk Time (%)						7	10	5				
Queuing Penalty (veh)						27	38	20				
Storage Bay Dist (ft)	80		80		110				105			105
Storage Blk Time (%)	0	1		0		23					1	
Queuing Penalty (veh)	0	1		0		3					0	

Intersection: 12: Wall Avenue & 30th St

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	T	TR	L	L	T	T	T	T	T
Maximum Queue (ft)	98	381	299	200	121	322	419	557	642	508	183	182
Average Queue (ft)	34	228	179	67	37	117	176	192	200	105	110	120
95th Queue (ft)	74	305	251	177	77	210	330	408	436	368	170	170
Link Distance (ft)	626	626	626	626				712	712	712	656	656
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)					190	290	290					
Storage Blk Time (%)				0		0	1	17				
Queuing Penalty (veh)				0		0	3	55				

Intersection: 12: Wall Avenue & 30th St

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	159	110
Average Queue (ft)	54	55
95th Queue (ft)	142	90
Link Distance (ft)	656	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		190
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

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Intersection: 13: Wall Avenue & 33rd St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	116	115	29	52
Average Queue (ft)	56	28	5	14
95th Queue (ft)	99	68	23	41
Link Distance (ft)	908	1069		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			85	100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 14: Wall Avenue & 24th St

Movement	WB	NB	NB	NB	SB
Directions Served	LTR	T	T	R	L
Maximum Queue (ft)	970	693	730	195	66
Average Queue (ft)	935	595	565	7	9
95th Queue (ft)	954	902	930	67	38
Link Distance (ft)	918	665	665		
Upstream Blk Time (%)	100	50	34		
Queuing Penalty (veh)	0	261	175		
Storage Bay Dist (ft)				110	95
Storage Blk Time (%)		90	12		
Queuing Penalty (veh)		0	5		

Intersection: 15: Wall Avenue

Movement	EB	EB	NB	NB	NB	SB
Directions Served	L	R	L	T	T	TR
Maximum Queue (ft)	72	30	124	304	321	25
Average Queue (ft)	16	8	13	105	106	3
95th Queue (ft)	55	31	66	335	338	17
Link Distance (ft)	194	194		289	289	342
Upstream Blk Time (%)				25	23	
Queuing Penalty (veh)				145	136	
Storage Bay Dist (ft)			100			
Storage Blk Time (%)				35		
Queuing Penalty (veh)				3		

Queuing and Blocking Report

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Intersection: 17: 22nd St

Movement	NB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	20
95th Queue (ft)	44
Link Distance (ft)	283
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 3391

1: Wall Avenue & 12th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.4	0.2	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.1	0.5	1.9	1.7	0.2	1.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	15.0	16.6	0.6	5.4	12.3	1.0	3.6	12.7	0.7	5.4	10.1	1.2
Total Del/Veh (s)	80.9	45.0	7.3	66.9	51.5	12.8	65.6	30.4	15.3	75.0	48.3	11.3
Vehicles Entered	653	1315	272	286	850	290	189	1486	172	245	739	384
Vehicles Exited	637	1308	273	284	848	288	193	1480	168	252	735	386
Hourly Exit Rate	637	1308	273	284	848	288	193	1480	168	252	735	386
Input Volume	669	1346	265	288	822	281	194	1539	205	275	762	376
% of Volume	95	97	103	99	103	102	99	96	82	92	96	103

1: Wall Avenue & 12th St Performance by movement

Movement	All
Denied Delay (hr)	1.0
Denied Del/Veh (s)	0.5
Total Delay (hr)	84.7
Total Del/Veh (s)	43.6
Vehicles Entered	6881
Vehicles Exited	6852
Hourly Exit Rate	6852
Input Volume	7022
% of Volume	98

2: Wall Avenue & 20th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	3.8	0.3	0.3	2.4	0.2	2.7	0.0	0.1	0.2	0.9	0.2	0.9
Total Delay (hr)	2.4	1.0	0.6	1.2	7.8	0.7	6.0	20.7	1.5	2.4	14.0	2.9
Total Del/Veh (s)	192.7	49.2	38.1	52.3	48.0	22.2	55.1	41.9	24.7	73.3	37.1	28.1
Vehicles Entered	44	74	59	80	567	107	391	1753	208	112	1320	365
Vehicles Exited	42	74	59	78	582	106	388	1755	211	113	1307	371
Hourly Exit Rate	42	74	59	78	582	106	388	1755	211	113	1307	371
Input Volume	50	77	57	86	573	105	419	1844	238	104	1307	398
% of Volume	84	96	103	91	102	101	93	95	89	108	100	93

2: Wall Avenue & 20th St Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.3
Total Delay (hr)	61.3
Total Del/Veh (s)	42.4
Vehicles Entered	5080
Vehicles Exited	5086
Hourly Exit Rate	5086
Input Volume	5259
% of Volume	97

3: Wall Avenue & 21st St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	15.2	0.5	0.0	0.0	15.9
Denied Del/Veh (s)	0.2	0.4	0.2	4.0	0.3	33.5	25.9	0.1	0.0	12.5
Total Delay (hr)	9.6	8.5	2.3	1.3	0.7	29.5	0.5	3.6	7.2	63.2
Total Del/Veh (s)	52.4	97.3	30.7	63.4	27.4	65.1	25.2	234.8	18.3	49.6
Vehicles Entered	656	303	272	68	97	1599	67	54	1411	4527
Vehicles Exited	654	312	273	71	94	1588	65	48	1396	4501
Hourly Exit Rate	654	312	273	71	94	1588	65	48	1396	4501
Input Volume	628	309	275	56	96	1763	68	48	1424	4668
% of Volume	104	101	99	126	98	90	95	99	98	96

4: Wall Avenue & 22nd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	2.4	1.4	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	217.1	344.0	191.1	3.5	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	4.5	1.3	5.5	1.6	0.6	2.0	0.1	1.1	0.1	1.0	1.3	0.0
Total Del/Veh (s)	490.9	470.6	457.0	227.1	206.9	57.5	23.9	4.2	3.6	22.1	3.2	2.9
Vehicles Entered	30	10	40	25	10	126	10	958	128	158	1529	39
Vehicles Exited	31	7	38	26	10	123	10	959	127	156	1527	39
Hourly Exit Rate	31	7	38	26	10	123	10	959	127	156	1527	39
Input Volume	42	22	54	29	9	99	18	1150	161	172	1534	36
% of Volume	73	31	71	89	111	124	55	83	79	91	100	108

4: Wall Avenue & 22nd St Performance by movement

Movement	All
Denied Delay (hr)	6.4
Denied Del/Veh (s)	7.4
Total Delay (hr)	19.2
Total Del/Veh (s)	22.4
Vehicles Entered	3063
Vehicles Exited	3053
Hourly Exit Rate	3053
Input Volume	3327
% of Volume	92

5: Wall Avenue & 23rd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	1.3	5.3	3.9	87.6	58.0	53.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	37.5	51.0	43.4	1553.6	1582.7	1720.5	0.1	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	2.0	6.9	3.4	30.2	11.7	11.3	2.5	3.3	0.4	1.0	2.7	0.1
Total Del/Veh (s)	61.9	69.5	39.7	1510.0	1311.2	1234.2	73.6	12.3	8.6	26.1	7.8	6.6
Vehicles Entered	113	348	310	38	21	25	118	969	158	141	1250	58
Vehicles Exited	115	347	304	44	23	16	116	967	161	139	1250	58
Hourly Exit Rate	115	347	304	44	23	16	116	967	161	139	1250	58
Input Volume	118	372	319	194	118	96	134	1121	200	131	1287	63
% of Volume	97	93	95	23	19	17	86	86	81	106	97	92

5: Wall Avenue & 23rd St Performance by movement

Movement	All
Denied Delay (hr)	209.2
Denied Del/Veh (s)	190.0
Total Delay (hr)	75.5
Total Del/Veh (s)	75.0
Vehicles Entered	3549
Vehicles Exited	3540
Hourly Exit Rate	3540
Input Volume	4152
% of Volume	85

7: Wall Avenue & 25th St Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	3.9	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	3.1	0.5	2.0	0.1	0.7	1.4	7.8
Total Del/Veh (s)	55.6	25.8	6.0	4.4	41.3	3.6	9.2
Vehicles Entered	195	64	1199	110	59	1404	3031
Vehicles Exited	193	65	1200	109	59	1405	3031
Hourly Exit Rate	193	65	1200	109	59	1405	3031
Input Volume	188	71	1379	134	70	1582	3424
% of Volume	103	92	87	81	84	89	89

8: Wall Avenue & 26th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	47.2	50.5	24.5	21.8	11.1	30.4	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1768.8	1782.2	1665.0	807.6	716.1	874.9	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay (hr)	3.5	2.4	2.0	22.7	16.0	14.1	0.2	0.5	0.0	2.5	1.5	0.0
Total Del/Veh (s)	1160.1	652.0	1038.5	1742.4	1915.2	1082.8	22.9	1.3	0.8	42.5	4.0	2.8
Vehicles Entered	9	9	6	41	23	36	29	1296	115	207	1358	25
Vehicles Exited	9	7	7	26	13	29	29	1291	114	213	1356	25
Hourly Exit Rate	9	7	7	26	13	29	29	1291	114	213	1356	25
Input Volume	79	88	46	80	70	127	30	1325	120	209	1512	32
% of Volume	11	8	15	32	19	23	97	97	95	102	90	78

8: Wall Avenue & 26th St Performance by movement

Movement	All
Denied Delay (hr)	185.5
Denied Del/Veh (s)	187.6
Total Delay (hr)	65.5
Total Del/Veh (s)	73.7
Vehicles Entered	3154
Vehicles Exited	3119
Hourly Exit Rate	3119
Input Volume	3718
% of Volume	84

9: Wall Avenue & 27th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	3.1	0.2	0.3	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.2	1.1	0.2	0.1	0.1	0.7	0.0	0.3	0.3	0.0
Total Del/Veh (s)	62.8	99.7	22.8	63.6	78.9	23.4	13.9	1.9	1.9	21.2	0.7	0.0
Vehicles Entered	2	10	23	60	9	21	15	1378	51	56	1334	1
Vehicles Exited	2	11	24	59	9	21	15	1376	51	55	1329	2
Hourly Exit Rate	2	11	24	59	9	21	15	1376	51	55	1329	2
Input Volume	7	9	14	55	10	24	13	1391	43	54	1587	3
% of Volume	28	119	168	108	88	88	113	99	118	102	84	67

9: Wall Avenue & 27th St Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	3.3
Total Del/Veh (s)	4.1
Vehicles Entered	2960
Vehicles Exited	2954
Hourly Exit Rate	2954
Input Volume	3211
% of Volume	92

10: Wall Avenue & 28th St Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.1	0.1	1.3	0.0	0.0	0.5	0.0	2.4
Total Del/Veh (s)	210.8	42.6	20.0	12.4	3.5	4.1	9.4	1.2	1.2	2.9
Vehicles Entered	2	17	27	15	1393	17	12	1412	17	2912
Vehicles Exited	2	17	27	15	1394	17	12	1413	17	2914
Hourly Exit Rate	2	17	27	15	1394	17	12	1413	17	2914
Input Volume	4	23	20	17	1411	13	16	1648	17	3169
% of Volume	50	75	137	87	99	128	74	86	99	92

11: Wall Avenue & 29th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.8	0.4	3.8	3.6	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.6	0.6	0.1	0.4	0.5	0.2	0.1	3.1	0.1	0.2	2.8	0.0
Total Del/Veh (s)	61.6	51.0	1.7	45.3	49.4	18.8	18.4	8.5	2.7	17.1	7.3	2.9
Vehicles Entered	92	39	111	34	31	36	16	1328	81	42	1376	18
Vehicles Exited	91	38	110	34	35	37	16	1328	81	42	1376	18
Hourly Exit Rate	91	38	110	34	35	37	16	1328	81	42	1376	18
Input Volume	94	51	110	31	29	37	17	1335	82	60	1586	28
% of Volume	97	74	100	110	121	100	93	99	98	70	87	65

11: Wall Avenue & 29th St Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.3
Total Delay (hr)	9.6
Total Del/Veh (s)	10.8
Vehicles Entered	3204
Vehicles Exited	3206
Hourly Exit Rate	3206
Input Volume	3460
% of Volume	93

12: Wall Avenue & 30th St Performance by movement

Movement	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.4
Denied Del/Veh (s)	0.1	0.1	2.5	0.9	0.1	0.0	0.0	0.3
Total Delay (hr)	0.8	14.2	0.1	13.0	5.9	8.1	1.6	43.6
Total Del/Veh (s)	33.3	44.0	4.8	58.2	15.9	28.5	10.9	31.2
Vehicles Entered	84	1145	96	778	1331	1021	516	4971
Vehicles Exited	84	1150	97	782	1323	1013	516	4965
Hourly Exit Rate	84	1150	97	782	1323	1013	516	4965
Input Volume	96	1170	95	747	1331	1166	581	5187
% of Volume	87	98	102	105	99	87	89	96

13: Wall Avenue & 33rd St Performance by movement

Movement	EBL	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.4
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	2.1	0.4	2.3	1.2	0.5	0.5	0.4
Total Delay (hr)	1.3	1.1	0.0	0.1	0.1	0.4	0.0	0.1	2.9	0.0	6.0
Total Del/Veh (s)	225.9	182.3	114.4	7.0	26.5	0.9	0.2	17.9	5.5	5.3	6.1
Vehicles Entered	20	22	1	45	11	1511	10	18	1890	19	3547
Vehicles Exited	16	20	1	44	11	1509	10	17	1888	18	3534
Hourly Exit Rate	16	20	1	44	11	1509	10	17	1888	18	3534
Input Volume	22	26	1	37	15	1487	9	21	2073	29	3723
% of Volume	73	76	100	118	73	101	111	81	91	62	95

14: Wall Avenue & 24th St Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.7	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.8
Denied Del/Veh (s)	0.1	0.1	73.8	93.3	0.0	0.0	0.4	0.0	0.0	0.0	2.2
Total Delay (hr)	1.3	0.6	10.4	7.6	0.1	0.7	0.1	0.8	1.2	0.0	22.7
Total Del/Veh (s)	323.0	321.0	1069.6	698.1	17.0	2.2	2.5	23.9	2.9	3.3	27.2
Vehicles Entered	14	7	32	33	14	1173	124	115	1448	10	2970
Vehicles Exited	13	7	17	25	14	1177	123	115	1447	10	2948
Hourly Exit Rate	13	7	17	25	14	1177	123	115	1447	10	2948
Input Volume	16	2	43	43	17	1364	118	125	1622	6	3357
% of Volume	80	350	39	58	81	86	104	92	89	160	88

15: Wall Avenue Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.9	0.1	0.0	0.3	0.4	0.0	3.8
Total Del/Veh (s)	258.0	13.3	33.1	0.9	1.1	0.9	4.8
Vehicles Entered	41	18	3	1399	1378	14	2853
Vehicles Exited	40	19	3	1400	1372	13	2847
Hourly Exit Rate	40	19	3	1400	1372	13	2847
Input Volume	50	14	2	1425	1630	13	3134
% of Volume	80	133	150	98	84	98	91

17: 22nd St Performance by movement

Movement	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Delay (hr)	0.0	0.0	0.5	0.5
Total Del/Veh (s)	2.4	0.7	25.5	14.3
Vehicles Entered	33	26	68	127
Vehicles Exited	34	26	67	127
Hourly Exit Rate	34	26	67	127
Input Volume	29	34	75	139
% of Volume	117	75	89	92

Total Network Performance

Denied Delay (hr)	421.6
Denied Del/Veh (s)	94.2
Total Delay (hr)	492.4
Total Del/Veh (s)	110.5
Vehicles Entered	15214
Vehicles Exited	15067
Hourly Exit Rate	15067
Input Volume	81150
% of Volume	19

Queuing and Blocking Report

Baseline

12/12/2024

Intersection: 1: Wall Avenue & 12th St

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	418	489	657	405	377	122	246	256	287	266	245	206
Average Queue (ft)	292	316	293	266	238	44	125	140	224	213	190	80
95th Queue (ft)	403	444	486	356	333	81	220	216	266	258	247	152
Link Distance (ft)			1724	1724	1724				2230	2230	2230	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				215	315	315				240
Storage Blk Time (%)	2	6	3		17						1	
Queuing Penalty (veh)	8	27	19		44						3	

Intersection: 1: Wall Avenue & 12th St

Movement	NB	NB	NB	NB	NB	NB	B20	B20	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	T	T	L	L	T	T
Maximum Queue (ft)	150	191	293	300	344	322	307	291	176	357	389	346
Average Queue (ft)	76	90	188	202	218	71	11	10	111	155	227	208
95th Queue (ft)	132	152	261	275	310	197	105	100	166	238	317	304
Link Distance (ft)			949	949	949		3641	3641			641	641
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	440	440				145			260	260		
Storage Blk Time (%)					33	0					5	
Queuing Penalty (veh)					68	1					15	

Intersection: 1: Wall Avenue & 12th St

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	284	183
Average Queue (ft)	143	91
95th Queue (ft)	237	151
Link Distance (ft)	641	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		260
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Queuing and Blocking Report

Baseline

12/12/2024

Intersection: 2: Wall Avenue & 20th St

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	T	T	R	L	L	T	T	R	L
Maximum Queue (ft)	134	191	219	330	307	300	203	390	678	669	240	320
Average Queue (ft)	68	92	90	195	181	54	135	298	480	494	171	145
95th Queue (ft)	131	168	203	269	256	142	204	490	668	674	335	316
Link Distance (ft)		990		1211	1211				666	666		
Upstream Blk Time (%)									1	0		
Queuing Penalty (veh)									6	2		
Storage Bay Dist (ft)	125		145			105	235	235			155	170
Storage Blk Time (%)	10	5	0	28	30	0		1	34	40		2
Queuing Penalty (veh)	14	2	0	24	31	0		8	142	94		13

Intersection: 2: Wall Avenue & 20th St

Movement	SB	SB	SB	B20
Directions Served	T	T	R	T
Maximum Queue (ft)	792	832	290	106
Average Queue (ft)	341	333	177	6
95th Queue (ft)	663	663	355	42
Link Distance (ft)	3641	3641		949
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			95	
Storage Blk Time (%)	24	29	9	
Queuing Penalty (veh)	25	114	55	

Intersection: 3: Wall Avenue & 21st St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	R	T	T	R	L	T	T
Maximum Queue (ft)	620	710	203	92	128	670	696	376	202	340	341
Average Queue (ft)	352	430	131	58	56	544	559	134	104	143	110
95th Queue (ft)	548	602	197	98	114	687	711	362	190	273	231
Link Distance (ft)	985	985	985		1128	690	690	690		666	666
Upstream Blk Time (%)						0	0				
Queuing Penalty (veh)						0	1				
Storage Bay Dist (ft)				80					100		
Storage Blk Time (%)				7	5				42	20	
Queuing Penalty (veh)				7	3				295	10	

Queuing and Blocking Report

Baseline

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Intersection: 4: Wall Avenue & 22nd St

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	369	125	337	32	31	22	160	55	69
Average Queue (ft)	275	49	121	6	1	2	66	2	2
95th Queue (ft)	445	121	271	24	11	13	125	19	24
Link Distance (ft)	358		1027		695			690	
Upstream Blk Time (%)	32								
Queuing Penalty (veh)	24								
Storage Bay Dist (ft)		80		90		80	110		105
Storage Blk Time (%)		15	32				4		
Queuing Penalty (veh)		17	9				28		

Intersection: 5: Wall Avenue & 23rd St

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	T	R	L	T	TR
Maximum Queue (ft)	268	287	235	135	1196	194	236	253	104	156	238	200
Average Queue (ft)	126	255	218	129	1175	87	130	141	34	80	98	97
95th Queue (ft)	275	304	284	141	1187	150	222	216	72	137	170	162
Link Distance (ft)	253	253			1162		665	665			695	695
Upstream Blk Time (%)	7	37	0		100							
Queuing Penalty (veh)	0	0	0		0							
Storage Bay Dist (ft)			150	110		80			80	105		
Storage Blk Time (%)		58	22	100	3	28	9	13	1	3	2	
Queuing Penalty (veh)		185	84	213	5	159	13	27	4	19	3	

Intersection: 7: Wall Avenue & 25th St

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	TR	L	T	T
Maximum Queue (ft)	336	65	184	261	117	175	96
Average Queue (ft)	178	41	64	109	44	58	58
95th Queue (ft)	280	86	152	208	86	130	101
Link Distance (ft)	991		691	691		666	666
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		40			90		
Storage Blk Time (%)	60	2			6	1	
Queuing Penalty (veh)	43	4			43	0	

Queuing and Blocking Report

Baseline

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Intersection: 8: Wall Avenue & 26th St

Movement	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	L	T	R	L	T	T	R	L	T	TR
Maximum Queue (ft)	188	160	1278	170	75	22	22	42	160	304	261
Average Queue (ft)	178	133	1145	29	20	1	2	9	112	92	14
95th Queue (ft)	195	204	1547	116	56	7	11	29	178	244	82
Link Distance (ft)	173		1244			342	342			691	691
Upstream Blk Time (%)	100		79								
Queuing Penalty (veh)	0		0								
Storage Bay Dist (ft)		85		85	100			95	85		
Storage Blk Time (%)		81	66	4					32	1	
Queuing Penalty (veh)		161	138	6					243	1	

Intersection: 9: Wall Avenue & 27th St

Movement	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	T	R	L	T
Maximum Queue (ft)	84	99	132	51	17	22	79	21
Average Queue (ft)	24	44	24	12	1	1	34	0
95th Queue (ft)	59	90	68	37	6	8	71	0
Link Distance (ft)	301		1020		693			289
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)		75		110		110	80	
Storage Blk Time (%)		7	0				3	
Queuing Penalty (veh)		2	0				20	

Intersection: 10: Wall Avenue & 28th St

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	TR	L	L	R
Maximum Queue (ft)	86	45	52	30	21
Average Queue (ft)	19	16	9	4	1
95th Queue (ft)	55	36	33	20	7
Link Distance (ft)	823	806			
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100	90	90
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report

Baseline

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Intersection: 11: Wall Avenue & 29th St

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	132	115	68	124	52	178	207	71	52	182	254	31
Average Queue (ft)	73	37	27	42	13	46	56	12	27	92	143	2
95th Queue (ft)	118	74	62	96	38	141	159	43	46	171	229	15
Link Distance (ft)		855		965		656	656	656		685	685	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	80		80		110				105			105
Storage Blk Time (%)	19	2	0	5		1				3	8	
Queuing Penalty (veh)	30	5	0	2		0				2	2	

Intersection: 12: Wall Avenue & 30th St

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	T	TR	L	L	T	T	T	T	T
Maximum Queue (ft)	106	507	445	282	163	374	385	379	392	275	234	269
Average Queue (ft)	52	328	298	208	56	273	296	224	208	94	160	175
95th Queue (ft)	86	419	391	267	133	352	377	371	313	199	222	256
Link Distance (ft)	626	626	626	626				712	712	712	656	656
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)					190	290	290					
Storage Blk Time (%)				1		4	13	3				
Queuing Penalty (veh)				6		20	55	22				

Intersection: 12: Wall Avenue & 30th St

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	239	230
Average Queue (ft)	118	92
95th Queue (ft)	219	184
Link Distance (ft)	656	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		190
Storage Blk Time (%)	0	2
Queuing Penalty (veh)	1	7

Queuing and Blocking Report

Baseline

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Intersection: 13: Wall Avenue & 33rd St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	160	74	31	52
Average Queue (ft)	74	31	9	12
95th Queue (ft)	146	60	31	38
Link Distance (ft)	908	1069		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			85	100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 14: Wall Avenue & 24th St

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	R	L	T	TR
Maximum Queue (ft)	180	724	34	20	105	91	88
Average Queue (ft)	54	424	5	1	39	3	3
95th Queue (ft)	136	870	19	10	90	31	30
Link Distance (ft)	197	709				665	665
Upstream Blk Time (%)	0	32					
Queuing Penalty (veh)	0	0					
Storage Bay Dist (ft)			110	110	95		
Storage Blk Time (%)					1	0	
Queuing Penalty (veh)					10	0	

Intersection: 15: Wall Avenue

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	222	50	28
Average Queue (ft)	93	15	4
95th Queue (ft)	200	41	19
Link Distance (ft)	220	220	
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Baseline

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Intersection: 17: 22nd St

Movement	NB
Directions Served	LR
Maximum Queue (ft)	116
Average Queue (ft)	41
95th Queue (ft)	83
Link Distance (ft)	294
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 2644
