

ITE Data Collection Project 2008

University of Washington Chapter

Over the course of three days, members of the University of Washington ITE chapter diligently collected data regarding parking occupancy as well as pedestrian and vehicle arrivals and departures at a local drive-through coffee shop. The coffee shop is a small, local establishment that serves the surrounding residential area as well as through motorists with coffee and baked goods. Data was collected by a team of two members on Tuesday February 26th, Tuesday March 15th and Thursday March 17th. These days were not, nor were in the proximity of, any national holidays, thus reflecting average weekday traffic patterns. Unfortunately, due to low volumes towards the end of the day, the coffee shop began unofficially closing at 5pm, thus reducing the total data collected per day to 11 hours – from 6am to 5pm. Pedestrians coming in were recorded separately and there were no cyclists observed. There was no max queue size, but after 4 or 5 vehicles, the queue backed up onto the street. Maximum parking occupancy was noted every 5 minutes, as well as the vehicle entrance and exit counts and longest queues. The data collected has been summarized into the specified format and is attached in Microsoft Excel format as well as .pdf forms. Please note that since the Part 3 form has no column for pedestrian data, pedestrian counts are only available in the attached Excel sheets.

Yegor Malinovskiy
UW ITE Chapter President

6.2.2008

Trip Generation Data Form (Part 1)

Land Use/Building Type: <u>Coffee Shop with Drive-Through</u>		ITE Land Use Code:	
Source:		Source No. (ITE use only):	
Name of Development: <u>Java Jazz Espresso</u>			
City: <u>Seattle</u>	State/Province:	Zip/Postal Code: <u>98107</u>	Day: _____ Month: _____ Year: _____
Country: <u>US</u>		Metropolitan Area:	

1. For fast-food land use, please specify if hamburger- or nonhamburger-based.

Location Within Area:				Detailed Description of Development: ³			
<input type="checkbox"/> (1) CBD		<input type="checkbox"/> (3) Suburban (Non-CBD)		<input type="checkbox"/> (5) Rural		<u>Coffee shop with indoor seating, drive through service and parking. Two employees per shift. Shop is next to bus and local high school sidewalk present.</u>	
<input checked="" type="checkbox"/> (2) Urban (Non-CBD)		<input type="checkbox"/> (4) Suburban CBD		<input type="checkbox"/> (6) Freeway Interchange Area (Rural)			
				<input type="checkbox"/> (7) Not Given			
Independent Variable: (include data for as many as possible) ²				Actual	Estimated	Actual	Estimated
_____ (1) Employees (#)	<input type="checkbox"/>	<input type="checkbox"/>	<u>10</u>	(10) Parking Spaces (#)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
_____ (2) Persons (#)	<input type="checkbox"/>	<input type="checkbox"/>		(11) Occupied Beds (#)	<input type="checkbox"/>	<input type="checkbox"/>	
_____ (3) Units (#)	<input type="checkbox"/>	<input type="checkbox"/>	<u>8</u>	(12) Seats (#)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
_____ (4) Occupied Units (#)	<input type="checkbox"/>	<input type="checkbox"/>		(13) Servicing Positions/Vehicle Fueling Positions _____	<input type="checkbox"/>	<input type="checkbox"/>	
<u>800</u> (5) Gross Floor Area (gross sq. ft.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>		(14) Shopping Center % Out-parcels/pads	<input type="checkbox"/>	<input type="checkbox"/>	
(% of development occupied _____)				(15) A.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>	
_____ (6) Net Rentable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>		(16) P.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>	
_____ (7) Gross Leasable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>		(17) Other _____	<input type="checkbox"/>	<input type="checkbox"/>	
_____ (8) Occupied Gross Leasable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>		(18) Other _____	<input type="checkbox"/>	<input type="checkbox"/>	
_____ (9) Acres	<input type="checkbox"/>	<input type="checkbox"/>					

2. Definitions for several independent variables can be found in the Trip Generation Handbook Glossary.

3. Please provide all pertinent information that helps to describe the subject project. If necessary, attach a detailed report.

Other Data:		Transportation Demand Management (TDM) Information:	
Vehicle Occupancy (#) _____ A.M. _____ P.M. _____ 24-hour % Percent by Transit: _____ A.M. % _____ P.M. % _____ 24-hour % Percent by Carpool/Vanpool: _____ A.M. % _____ P.M. % _____ 24-hour %		At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) underway? <input type="checkbox"/> No <input type="checkbox"/> Yes (If yes, please check appropriate box/boxes, describe the nature of the TDM program(s) and provide a source for any studies that may help quantify this impact. Attach additional sheets if necessary)	
Employees by Shift: First Shift: Start Time _____ End Time _____ Employees (#) _____ Second Shift: Start Time _____ End Time _____ Employees (#) _____ Third Shift: Start Time _____ End Time _____ Employees (#) _____		<input type="checkbox"/> (1) Transit Service <input type="checkbox"/> (2) Carpool Programs <input type="checkbox"/> (3) Vanpool Programs <input type="checkbox"/> (4) Bicycle/Pedestrian Facilities and Site Improvements <input type="checkbox"/> (5) Employer Support Measures <input type="checkbox"/> (6) Preferential HOV Treatments <input type="checkbox"/> (7) Transit and Ridesharing Incentives <input type="checkbox"/> (8) Parking Supply and Pricing Management <input type="checkbox"/> (9) Tolls and Congestion Pricing <input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks <input type="checkbox"/> (11) Telecommuting <input type="checkbox"/> (12) Other _____	
Parking Cost on Site: Hourly _____ Daily _____			

Please Complete Form on Other Side

ITE Institute of Transportation Engineers
Trip Generation Data Form (Part 2)

Summary of Driveway Volumes

(All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

	Average Weekday (M-F)						Saturday						Sunday						
	Enter		Exit		Total		Enter		Exit		Total		Enter		Exit		Total		
	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	
24-Hour Volume	N/A																		
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 - 9) Time (ex.: 7:15 - 8:15): 7:45 - 8:45	24	0	22	0	45	0													
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 - 6) Time: 14:30 - 15:30	6	0	5	0	11	0													
A.M. Peak Hour Generator ² Time:	24	0	22	0	45	0													
P.M. Peak Hour Generator ² Time:	6	0	5	0	11	0													
Peak Hour Generator ³ Time (Weekend):																			

1. Highest hourly volume between 7 AM and 9 AM (4 PM and 6 PM).

2. Highest hourly volume during the AM or PM period.

3. Highest hourly volume during the entire day.

Please refer to the *Trip Generation User's Guide* for full definition of the terms.

Hourly Driveway Volumes- Average Weekday (M-F)

A.M. Period	Enter		Exit		Total		Mid-Day Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
6:00-7:00	12	0	12	0	23	0	11:00-12:00	4	0	4	0	8	0	3:00-4:00	5	0	5	0	10	0
6:15-7:15	13	0	13	0	26	0	11:15-12:15	4	0	3	0	7	0	3:15-4:15	3	0	4	0	7	0
6:30-7:30	10	0	14	0	24	0	11:30-12:30	6	0	5	0	11	0	3:30-4:30	4	0	3	0	7	0
6:45-7:45	15	0	13	0	28	0	11:45-12:45	4	0	2	0	6	0	3:45-4:45	3	0	3	0	6	0
7:00-8:00	16	0	14	0	30	0	12:00-1:00	4	0	3	0	7	0	4:00-5:00	3	0	2	0	5	0
7:15-8:15	17	0	15	0	32	0	12:15-1:15	4	0	2	0	6	0	4:15-5:15						
7:30-8:30	18	0	17	0	35	0	12:30-1:30	5	0	4	0	9	0	4:30-5:30						
7:45-8:45	24	0	24	0	48	0	12:45-1:45	4	0	3	0	7	0	4:45-5:45						
8:00-9:00	22	0	23	0	45	0	1:00-2:00	4	0	3	0	7	0	5:00-6:00						

Check if Part 3 and/or additional information is attached.

Survey conducted by: Name: Yegor Malinovsky
 Organization: University of Washington ITE
 Address: Civil & Environmental Eng., University of Wash. 201 Hove Hall
 City/State/Zip: Seattle, WA 98195
 Telephone #: 206 685 6817 Fax #: _____ E-mail: yegor.m@u.washington.edu

Please return to:

Institute of Transportation Engineers
 Technical Projects Division
 1099 14th Street, NW, Suite 300 West
 Washington, DC 20005-3438 USA
 Telephone: +1 202-289-0222
 FAX: +1 202-289-7722
 ITE on the Web: www.ite.org

ITE Institute of Transportation Engineers
Trip Generation Data Form (Part 3)

Name/Organization: UW ITE Chapter City/State: WA
 Telephone Number: _____

Detailed Driveway Volumes: Attach this sheet to Parts 1 and 2 if you are providing additional information.

Day of the week: Tuesday 2.26.2008 (All = All Vehicles Counted, Except Trucks; Trucks = Heavy Duty Trucks and Buses)

A.M. Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
12:00-12:15							12:00-12:15	2	0	2	0	4	0
12:15-12:30							12:15-12:30	0	0	0	0	0	0
12:30-12:45							12:30-12:45	1	0	1	0	2	0
12:45-1:00							12:45-1:00	0	0	0	0	0	0
1:00-1:15							1:00-1:15	0	0	0	0	0	0
1:15-1:30							1:15-1:30	1	0	1	0	2	0
1:30-1:45							1:30-1:45	0	0	0	0	0	0
1:45-2:00							1:45-2:00	0	0	0	0	0	0
2:00-2:15							2:00-2:15	0	0	0	0	0	0
2:15-2:30							2:15-2:30	0	0	0	0	0	0
2:30-2:45							2:30-2:45	2	0	2	0	4	0
2:45-3:00							2:45-3:00	1	0	1	0	2	0
3:00-3:15							3:00-3:15	2	0	1	0	4	0
3:15-3:30							3:15-3:30	2	0	4	0	6	0
3:30-3:45							3:30-3:45	2	0	2	0	4	0
3:45-4:00							3:45-4:00	0	0	0	0	0	0
4:00-4:15							4:00-4:15	0	0	0	0	0	0
4:15-4:30							4:15-4:30	0	0	0	0	0	0
4:30-4:45							4:30-4:45	0	0	0	0	0	0
4:45-5:00							4:45-5:00	0	0	0	0	0	0
5:00-5:15							5:00-5:15						
5:15-5:30							5:15-5:30						
5:30-5:45							5:30-5:45						
5:45-6:00							5:45-6:00						
6:00-6:15	2	0	2	0	4	0	6:00-6:15						
6:15-6:30	3	0	2	0	5	0	6:15-6:30						
6:30-6:45	2	0	3	0	5	0	6:30-6:45						
6:45-7:00	1	0	1	0	2	0	6:45-7:00						
7:00-7:15	4	0	2	0	6	0	7:00-7:15						
7:15-7:30	1	0	1	0	2	0	7:15-7:30						
7:30-7:45	2	0	2	0	4	0	7:30-7:45						
7:45-8:00	5	0	5	0	10	0	7:45-8:00						
8:00-8:15	4	0	4	0	8	0	8:00-8:15						
8:15-8:30	5	0	4	0	9	0	8:15-8:30						
8:30-8:45	4	0	5	0	9	0	8:30-8:45						
8:45-9:00	4	0	4	0	8	0	8:45-9:00						
9:00-9:15	4	0	4	0	8	0	9:00-9:15						
9:15-9:30	9	0	8	0	17	0	9:15-9:30						
9:30-9:45	2	0	3	0	5	0	9:30-9:45						
9:45-10:00	4	0	4	0	8	0	9:45-10:00						
10:00-10:15	3	0	3	0	6	0	10:00-10:15						
10:15-10:30	1	0	1	0	2	0	10:15-10:30						
10:30-10:45	3	0	2	0	5	0	10:30-10:45						
10:45-11:00	0	0	1	0	1	0	10:45-11:00						
11:00-11:15	1	0	1	0	2	0	11:00-11:15						
11:15-11:30	0	0	0	0	0	0	11:15-11:30						
11:30-11:45	2	0	2	0	4	0	11:30-11:45						
11:45-12:00	0	0	0	0	0	0	11:45-12:00						

ITE Institute of Transportation Engineers
Trip Generation Data Form (Part 3)

Name/Organization: UW ITE Chapter City/State: WA
 Telephone Number: _____

Detailed Driveway Volumes: Attach this sheet to Parts 1 and 2 if you are providing additional information.

Day of the week: Tuesday 3.15.2008 (All = All Vehicles Counted, Except Trucks; Trucks = Heavy Duty Trucks and Buses)

A.M. Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
12:00-12:15							12:00-12:15	0	0	0	0	0	0
12:15-12:30							12:15-12:30	2	0	0	0	2	0
12:30-12:45							12:30-12:45	1	0	0	0	1	0
12:45-1:00							12:45-1:00	1	0	1	0	2	0
1:00-1:15							1:00-1:15	0	0	0	0	0	0
1:15-1:30							1:15-1:30	0	0	0	0	0	0
1:30-1:45							1:30-1:45	1	0	1	0	2	0
1:45-2:00							1:45-2:00	1	0	1	0	2	0
2:00-2:15							2:00-2:15	2	0	2	0	4	0
2:15-2:30							2:15-2:30	1	0	1	0	2	0
2:30-2:45							2:30-2:45	1	0	1	0	2	0
2:45-3:00							2:45-3:00	1	0	0	0	1	0
3:00-3:15							3:00-3:15	1	0	1	0	2	0
3:15-3:30							3:15-3:30	1	0	1	0	2	0
3:30-3:45							3:30-3:45	0	0	0	0	0	0
3:45-4:00							3:45-4:00	1	0	1	0	2	0
4:00-4:15							4:00-4:15	0	0	0	0	0	0
4:15-4:30							4:15-4:30	2	0	2	0	4	0
4:30-4:45							4:30-4:45	0	0	0	0	0	0
4:45-5:00							4:45-5:00	0	0	0	0	0	0
5:00-5:15							5:00-5:15						
5:15-5:30							5:15-5:30						
5:30-5:45							5:30-5:45						
5:45-6:00							5:45-6:00						
6:00-6:15	3	0	3	0	6	0	6:00-6:15						
6:15-6:30	3	0	2	0	5	0	6:15-6:30						
6:30-6:45	3	0	3	0	6	0	6:30-6:45						
6:45-7:00	7	0	7	0	14	0	6:45-7:00						
7:00-7:15	1	0	2	0	3	0	7:00-7:15						
7:15-7:30	16	0	6	0	16	0	7:15-7:30						
7:30-7:45	2	0	2	0	4	0	7:30-7:45						
7:45-8:00	4	0	4	0	8	0	7:45-8:00						
8:00-8:15	4	0	5	0	9	0	8:00-8:15						
8:15-8:30	7	0	6	0	13	0	8:15-8:30						
8:30-8:45	5	0	6	0	11	0	8:30-8:45						
8:45-9:00	3	0	3	0	6	0	8:45-9:00						
9:00-9:15	2	1	0	1	2	2	9:00-9:15						
9:15-9:30	2	0	2	0	4	0	9:15-9:30						
9:30-9:45	3	0	3	0	6	0	9:30-9:45						
9:45-10:00	4	0	4	0	8	0	9:45-10:00						
10:00-10:15	1	0	0	0	1	0	10:00-10:15						
10:15-10:30	6	0	6	0	12	0	10:15-10:30						
10:30-10:45	1	0	2	0	3	0	10:30-10:45						
10:45-11:00	4	0	3	0	7	0	10:45-11:00						
11:00-11:15	0	0	0	0	0	0	11:00-11:15						
11:15-11:30	1	0	1	0	2	0	11:15-11:30						
11:30-11:45	0	0	0	0	0	0	11:30-11:45						
11:45-12:00	0	0	0	0	0	0	11:45-12:00						

ITE Institute of Transportation Engineers
Trip Generation Data Form (Part 3)

Name/Organization: UW ITE Chapter City/State: WA
 Telephone Number: _____

Detailed Driveway Volumes: Attach this sheet to Parts 1 and 2 if you are providing additional information.

Day of the week: Thursday 3.17.2008 (All = All Vehicles Counted, Except Trucks; Trucks = Heavy Duty Trucks and Buses)

A.M. Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
12:00-12:15							12:00-12:15	1	0	1	0	2	0
12:15-12:30							12:15-12:30	1	0	1	0	2	0
12:30-12:45							12:30-12:45	3	0	2	0	5	0
12:45-1:00							12:45-1:00	1	0	1	0	2	0
1:00-1:15							1:00-1:15	2	0	0	0	2	0
1:15-1:30							1:15-1:30	6	0	3	0	11	0
1:30-1:45							1:30-1:45	0	0	1	0	1	0
1:45-2:00							1:45-2:00	0	0	1	0	1	0
2:00-2:15							2:00-2:15	1	0	0	0	1	0
2:15-2:30							2:15-2:30	0	0	2	0	2	0
2:30-2:45							2:30-2:45	0	0	0	0	0	0
2:45-3:00							2:45-3:00	2	0	1	0	3	0
3:00-3:15							3:00-3:15	3	0	3	0	6	0
3:15-3:30							3:15-3:30	0	0	0	0	0	0
3:30-3:45							3:30-3:45	0	0	1	0	1	0
3:45-4:00							3:45-4:00	1	0	1	0	2	0
4:00-4:15							4:00-4:15	3	0	1	0	4	0
4:15-4:30							4:15-4:30	2	0	2	0	4	0
4:30-4:45							4:30-4:45	1	0	1	0	2	0
4:45-5:00							4:45-5:00	2	0	1	0	3	0
5:00-5:15							5:00-5:15						
5:15-5:30							5:15-5:30						
5:30-5:45							5:30-5:45						
5:45-6:00							5:45-6:00						
6:00-6:15	2	0	1	0	3	0	6:00-6:15						
6:15-6:30	1	0	2	0	3	0	6:15-6:30						
6:30-6:45	6	0	6	0	12	0	6:30-6:45						
6:45-7:00	2	0	1	0	3	0	6:45-7:00	1					
7:00-7:15	4	0	6	0	10	0	7:00-7:15						
7:15-7:30	3	0	5	0	8	0	7:15-7:30						
7:30-7:45	4	0	4	0	8	0	7:30-7:45						
7:45-8:00	5	0	3	0	8	0	7:45-8:00						
8:00-8:15	7	0	6	0	13	0	8:00-8:15						
8:15-8:30	6	0	6	0	12	0	8:15-8:30						
8:30-8:45	15	1	11	1	26	2	8:30-8:45						
8:45-9:00	3	0	8	0	11	0	8:45-9:00						
9:00-9:15	5	0	6	0	11	0	9:00-9:15						
9:15-9:30	7	0	6	0	13	0	9:15-9:30						
9:30-9:45	6	0	7	0	13	0	9:30-9:45						
9:45-10:00	2	0	2	0	4	0	9:45-10:00						
10:00-10:15	10	0	8	0	18	0	10:00-10:15						
10:15-10:30	3	0	5	0	8	0	10:15-10:30						
10:30-10:45	1	0	2	0	3	0	10:30-10:45						
10:45-11:00	6	0	4	0	10	0	10:45-11:00						
11:00-11:15	1	0	3	0	4	0	11:00-11:15						
11:15-11:30	2	0	2	0	4	0	11:15-11:30						
11:30-11:45	4	0	2	0	6	0	11:30-11:45						
11:45-12:00	1	0	0	0	1	0	11:45-12:00						



Parking Demand Survey Form

Institute of Transportation Engineers

(fill in all highlighted cells - * are required data)

Land Use Code*

Name of Site

Brief Description of Site

Transit*

Area*

TMP*

City

State Country

Parking Price* \$

Daily Rate Hourly Rate

Site Size*

Units*

Occupancy*

Land Use

Site Size

Units

Occupancy

Site Size

Units

Occupancy

Site Size

Units

Occupancy

Number of Parking Spaces Provided at Site

Highest Observed Parking Demand for the following hours of the day (hour beginning)*

Date	2/26/2008	4/15/2008	4/17/2008				
Day	Tuesday	Tuesday	Thursday				
6:00 AM	3	4	3				
7:00 AM	6	5	3				
8:00 AM	3	5	6				
9:00 AM	5	5	6				
10:00 AM	3	7	8				
11:00 AM	2	7	4				
12:00 PM	3	8	3				
1:00 PM	7	8	6				
2:00 PM	6	10	5				
3:00 PM	6	10	4				
4:00 PM	4	9	6				

Person

Organization

Phone

Fax

Email

Notes

Enter data on the web at www.ite.org

Comments to: ite_staff@ite.org

IF not entered on web site, please mail to:

Institute of Transportation Engineers, 1099 14th Street, NW Suite 300 West; Washington, DC 20005-3438

	Max Queue	Enter			Exit			Total			
		All	Trucks	Pedestrian	All	Trucks	Pedestrian	All	Trucks	Pedestrians	
6:00	6:15	2	2	0	1	2	0	1	4	0	2
6:15	6:30	2	3	0	0	2	0	0	5	0	0
6:30	6:45	1	2	0	1	3	0	1	5	0	2
6:45	7:00	1	1	0	4	1	0	1	2	0	5
7:00	7:15	2	4	0	0	2	0	0	6	0	0
7:15	7:30	1	1	0	0	1	0	0	2	0	0
7:30	7:45	1	2	0	0	2	0	0	4	0	0
7:45	8:00	2	5	0	3	5	0	1	10	0	4
8:00	8:15	2	4	0	2	4	0	2	8	0	4
8:15	8:30	2	5	0	2	4	0	0	9	0	2
8:30	8:45	2	4	0	3	5	0	4	9	0	7
8:45	9:00	2	4	0	2	4	0	1	8	0	3
9:00	9:15	2	4	0	3	4	0	3	8	0	6
9:15	9:30	3	9	0	0	8	0	1	17	0	1
9:30	9:45	2	2	0	2	3	0	2	5	0	4
9:45	10:00	1	4	0	1	4	0	1	8	0	2
10:00	10:15	1	3	0	3	3	0	0	6	0	3
10:15	10:30	1	1	0	2	1	0	2	2	0	4
10:30	10:45	2	3	0	1	2	0	0	5	0	1
10:45	11:00	1	0	0	1	1	0	1	1	0	2
11:00	11:15	1	1	0	1	1	0	1	2	0	2
11:15	11:30	0	0	0	1	0	0	1	0	0	2
11:30	11:45	1	2	0	2	2	0	0	4	0	2
11:45	12:00	0	0	0	1	0	0	2	0	0	3
12:00	12:15	1	2	0	1	2	0	1	4	0	2
12:15	12:30	0	0	0	0	0	0	1	0	0	1
12:30	12:45	1	1	0	1	1	0	0	2	0	1
12:45	13:00	0	0	0	2	0	0	2	0	0	4
13:00	13:15	0	0	0	3	0	0	1	0	0	4
13:15	13:30	1	1	0	3	1	0	1	2	0	4
13:30	13:45	0	0	0	0	0	0	2	0	0	2
13:45	14:00	0	0	0	0	0	0	0	0	0	0
14:00	14:15	0	0	0	2	0	0	4	0	0	6
14:15	14:30	0	0	0	0	0	0	0	0	0	0
14:30	14:45	1	2	0	0	2	0	0	4	0	0
14:45	15:00	1	1	0	0	1	0	0	2	0	0
15:00	15:15	2	3	0	1	1	0	1	4	0	2
15:15	15:30	2	2	0	1	4	0	1	6	0	2
15:30	15:45	1	2	0	0	2	0	0	4	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	2	0	0	3	0	0	5
16:15	16:30	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0
			80	0	52	78	0	42			

HOURLY

		Enter			Exit			Total		
		All	Trucks	Pedestrian	All	Trucks	Pedestrian	All	Trucks	Pedestrians
6:00	7:00	8	0	6	8	0	3	16	0	9
6:15	7:15	10	0	5	8	0	2	18	0	7
6:30	7:30	8	0	5	7	0	2	15	0	7
6:45	7:45	8	0	4	6	0	1	14	0	5
7:00	8:00	12	0	3	10	0	1	22	0	4
7:15	8:15	12	0	5	12	0	3	24	0	8
7:30	8:30	16	0	7	15	0	3	31	0	10
7:45	8:45	18	0	10	18	0	7	36	0	17
8:00	9:00	17	0	9	17	0	7	34	0	16
8:15	9:15	17	0	10	17	0	8	34	0	18
8:30	9:30	21	0	8	21	0	9	42	0	17
8:45	9:45	19	0	7	19	0	7	38	0	14
9:00	10:00	19	0	6	19	0	7	38	0	13
9:15	10:15	18	0	6	18	0	4	36	0	10
9:30	10:30	10	0	8	11	0	5	21	0	13
9:45	10:45	11	0	7	10	0	3	21	0	10
10:00	11:00	7	0	7	7	0	3	14	0	10
10:15	11:15	5	0	5	5	0	4	10	0	9
10:30	11:30	4	0	4	4	0	3	8	0	7
10:45	11:45	3	0	5	4	0	3	7	0	8
11:00	12:00	3	0	5	3	0	4	6	0	9
11:15	12:15	4	0	5	4	0	4	8	0	9
11:30	12:30	4	0	4	4	0	4	8	0	8
11:45	12:45	3	0	3	3	0	4	6	0	7
12:00	13:00	3	0	4	3	0	4	6	0	8
12:15	13:15	1	0	6	1	0	4	2	0	10
12:30	13:30	2	0	9	2	0	4	4	0	13
12:45	13:45	1	0	8	1	0	6	2	0	14
13:00	14:00	1	0	6	1	0	4	2	0	10
13:15	14:15	1	0	5	1	0	7	2	0	12
13:30	14:30	0	0	2	0	0	6	0	0	8
13:45	14:45	2	0	2	2	0	4	4	0	6
14:00	15:00	3	0	2	3	0	4	6	0	6
14:15	15:15	6	0	1	4	0	1	10	0	2
14:30	15:30	8	0	2	8	0	2	16	0	4
14:45	15:45	8	0	2	8	0	2	16	0	4
15:00	16:00	7	0	2	7	0	2	14	0	4
15:15	16:15	4	0	3	6	0	4	10	0	7
15:30	16:30	2	0	2	2	0	3	4	0	5
15:45	16:45	0	0	2	0	0	3	0	0	5
16:00	17:00	0	0	2	0	0	3	0	0	5

Max Queue		Enter			Exit			Total			
		All	Trucks	Pedestrian	All	Trucks	Pedestrian	All	Trucks	Pedestrians	
6:00	6:15	1	3	0	1	3	0	1	6	0	2
6:15	6:30	1	3	0	2	2	0	2	5	0	4
6:30	6:45	2	3	0	0	3	0	0	6	0	0
6:45	7:00	2	7	0	0	7	0	0	14	0	0
7:00	7:15	1	1	0	0	2	0	0	3	0	0
7:15	7:30	3	10	0	3	6	0	2	16	0	5
7:30	7:45	1	2	0	5	2	0	3	4	0	8
7:45	8:00	3	4	0	4	4	0	3	8	0	7
8:00	8:15	2	4	0	4	5	0	3	9	0	7
8:15	8:30	3	7	0	0	6	0	0	13	0	0
8:30	8:45	3	5	0	0	6	0	0	11	0	0
8:45	9:00	2	3	0	1	3	0	0	6	0	1
9:00	9:15	1	2	1	0	0	1	0	2	2	0
9:15	9:30	1	2	0	1	2	0	1	4	0	2
9:30	9:45	2	3	0	3	3	0	3	6	0	6
9:45	10:00	2	4	0	0	4	0	0	8	0	0
10:00	10:15	1	1	0	0	0	0	0	1	0	0
10:15	10:30	3	6	0	1	6	0	1	12	0	2
10:30	10:45	1	1	0	2	2	0	2	3	0	4
10:45	11:00	2	4	0	3	3	0	1	7	0	4
11:00	11:15	0	0	0	2	0	0	1	0	0	3
11:15	11:30	1	1	0	0	1	0	0	2	0	0
11:30	11:45	0	0	0	4	0	0	3	0	0	7
11:45	12:00	0	0	0	1	0	0	1	0	0	2
12:00	12:15	0	0	0	1	0	0	1	0	0	2
12:15	12:30	0	2	0	1	0	0	0	2	0	1
12:30	12:45	1	1	0	0	0	0	3	1	0	3
12:45	13:00	1	1	0	1	1	0	0	2	0	1
13:00	13:15	0	0	0	0	0	0	0	0	0	0
13:15	13:30	0	0	0	3	0	0	4	0	0	7
13:30	13:45	1	1	0	0	1	0	1	2	0	1
13:45	14:00	1	1	0	7	1	0	1	2	0	8
14:00	14:15	1	2	0	2	2	0	6	4	0	8
14:15	14:30	1	1	0	1	1	0	2	2	0	3
14:30	14:45	1	1	0	3	1	0	0	2	0	3
14:45	15:00	1	1	0	2	0	0	1	1	0	3
15:00	15:15	1	1	0	1	1	0	0	2	0	1
15:15	15:30	1	1	0	1	1	0	0	2	0	1
15:30	15:45	0	0	0	1	0	0	1	0	0	2
15:45	16:00	1	1	0	3	1	0	1	2	0	4
16:00	16:15	0	0	0	0	0	0	0	0	0	0
16:15	16:30	1	2	0	2	2	0	1	4	0	3
16:30	16:45	0	0	0	3	0	0	6	0	0	9
16:45	17:00	0	0	0	0	0	0	1	0	0	1
			92	1	69	82	1	56			

HOURLY

		Enter			Exit			Total		
		All	Trucks	Pedestrian	All	Trucks	Pedestrian	All	Trucks	Pedestrians
6:00	7:00	16	0	3	15	0	3	31	0	6
6:15	7:15	14	0	2	14	0	2	28	0	4
6:30	7:30	21	0	3	18	0	2	39	0	5
6:45	7:45	20	0	8	17	0	5	37	0	13
7:00	8:00	17	0	12	14	0	8	31	0	20
7:15	8:15	20	0	16	17	0	11	37	0	27
7:30	8:30	17	0	13	17	0	9	34	0	22
7:45	8:45	20	0	8	21	0	6	41	0	14
8:00	9:00	19	0	5	20	0	3	39	0	8
8:15	9:15	17	1	1	15	1	0	32	2	1
8:30	9:30	12	1	2	11	1	1	23	2	3
8:45	9:45	10	1	5	8	1	4	18	2	9
9:00	10:00	11	1	4	9	1	4	20	2	8
9:15	10:15	10	0	4	9	0	4	19	0	8
9:30	10:30	14	0	4	13	0	4	27	0	8
9:45	10:45	12	0	3	12	0	3	24	0	6
10:00	11:00	12	0	6	11	0	4	23	0	10
10:15	11:15	11	0	8	11	0	5	22	0	13
10:30	11:30	6	0	7	6	0	4	12	0	11
10:45	11:45	5	0	9	4	0	5	9	0	14
11:00	12:00	1	0	7	1	0	5	2	0	12
11:15	12:15	1	0	6	1	0	5	2	0	11
11:30	12:30	2	0	7	0	0	5	2	0	12
11:45	12:45	3	0	3	0	0	5	3	0	8
12:00	13:00	4	0	3	1	0	4	5	0	7
12:15	13:15	4	0	2	1	0	3	5	0	5
12:30	13:30	2	0	4	1	0	7	3	0	11
12:45	13:45	2	0	4	2	0	5	4	0	9
13:00	14:00	2	0	10	2	0	6	4	0	16
13:15	14:15	4	0	12	4	0	12	8	0	24
13:30	14:30	5	0	10	5	0	10	10	0	20
13:45	14:45	5	0	13	5	0	9	10	0	22
14:00	15:00	5	0	8	4	0	9	9	0	17
14:15	15:15	4	0	7	3	0	3	7	0	10
14:30	15:30	4	0	7	3	0	1	7	0	8
14:45	15:45	3	0	5	2	0	2	5	0	7
15:00	16:00	3	0	6	3	0	2	6	0	8
15:15	16:15	2	0	5	2	0	2	4	0	7
15:30	16:30	3	0	6	3	0	3	6	0	9
15:45	16:45	3	0	8	3	0	8	6	0	16
16:00	17:00	2	0	5	2	0	8	4	0	13

Max Queue		Enter			Exit			Total			
		All	Trucks	Pedestrian	All	Trucks	Pedestrian	All	Trucks	Pedestrians	
6:00	6:15	1	2	0	3	1	0	2	3	0	5
6:15	6:30	1	1	0	0	2	0	1	3	0	1
6:30	6:45	4	6	0	0	6	0	0	12	0	0
6:45	7:00	2	2	0	0	1	0	0	3	0	0
7:00	7:15	3	7	0	0	6	0	0	13	0	0
7:15	7:30	2	3	0	0	5	0	0	8	0	0
7:30	7:45	2	4	0	4	4	0	3	8	0	7
7:45	8:00	1	5	0	2	3	0	0	8	0	2
8:00	8:15	2	7	0	0	6	0	1	13	0	1
8:15	8:30	3	6	0	1	6	0	1	12	0	2
8:30	8:45	6	15	1	2	11	1	1	26	2	3
8:45	9:00	4	3	0	0	8	0	0	11	0	0
9:00	9:15	3	5	0	2	6	0	1	11	0	3
9:15	9:30	3	7	0	2	6	0	2	13	0	4
9:30	9:45	3	6	0	2	7	0	2	13	0	4
9:45	10:00	1	2	0	2	2	0	3	4	0	5
10:00	10:15	2	10	0	6	6	0	1	16	0	7
10:15	10:30	1	3	0	1	5	0	4	8	0	5
10:30	10:45	1	1	0	0	2	0	0	3	0	0
10:45	11:00	2	6	0	3	4	0	3	10	0	6
11:00	11:15	1	1	0	0	3	0	0	4	0	0
11:15	11:30	1	2	0	1	2	0	0	4	0	1
11:30	11:45	1	4	0	3	2	0	2	6	0	5
11:45	12:00	0	1	0	4	0	0	2	1	0	6
12:00	12:15	1	1	0	0	1	0	1	2	0	1
12:15	12:30	1	1	0	0	1	0	0	2	0	0
12:30	12:45	1	3	0	0	2	0	0	5	0	0
12:45	13:00	1	1	0	0	1	0	0	2	0	0
13:00	13:15	0	2	0	1	0	0	1	2	0	2
13:15	13:30	3	6	0	1	5	0	2	11	0	3
13:30	13:45	1	0	0	1	1	0	0	1	0	1
13:45	14:00	0	0	0	0	1	0	1	1	0	1
14:00	14:15	0	1	0	1	0	0	0	1	0	1
14:15	14:30	0	0	0	3	2	0	4	2	0	7
14:30	14:45	0	0	0	2	0	0	1	0	0	3
14:45	15:00	1	2	0	1	1	0	0	3	0	1
15:00	15:15	1	3	0	2	3	0	0	6	0	2
15:15	15:30	0	0	0	0	0	0	3	0	0	3
15:30	15:45	0	0	0	2	1	0	0	1	0	2
15:45	16:00	1	1	0	1	1	0	3	2	0	4
16:00	16:15	2	3	0	1	1	0	1	4	0	2
16:15	16:30	2	2	0	0	2	0	0	4	0	0
16:30	16:45	1	1	0	1	1	0	0	2	0	1
16:45	17:00	1	2	0	0	1	0	1	3	0	1
			138	1	55	129	1	47			

HOURLY

		Enter			Exit			Total		
		All	Trucks	Pedestrians	All	Trucks	Pedestrian	All	Trucks	Pedestrians
6:00	7:00	11	0	3	10	0	3	21	0	6
6:15	7:15	16	0	0	15	0	1	31	0	1
6:30	7:30	18	0	0	18	0	0	36	0	0
6:45	7:45	16	0	4	16	0	3	32	0	7
7:00	8:00	19	0	6	18	0	3	37	0	9
7:15	8:15	19	0	6	18	0	4	37	0	10
7:30	8:30	22	0	7	19	0	5	41	0	12
7:45	8:45	33	1	5	26	1	3	59	2	8
8:00	9:00	31	1	3	31	1	3	62	2	6
8:15	9:15	29	1	5	31	1	3	60	2	8
8:30	9:30	30	1	6	31	1	4	61	2	10
8:45	9:45	21	0	6	27	0	5	48	0	11
9:00	10:00	20	0	8	21	0	8	41	0	16
9:15	10:15	25	0	12	21	0	8	46	0	20
9:30	10:30	21	0	11	20	0	10	41	0	21
9:45	10:45	16	0	9	15	0	8	31	0	17
10:00	11:00	20	0	10	17	0	8	37	0	18
10:15	11:15	11	0	4	14	0	7	25	0	11
10:30	11:30	10	0	4	11	0	3	21	0	7
10:45	11:45	13	0	7	11	0	5	24	0	12
11:00	12:00	8	0	8	7	0	4	15	0	12
11:15	12:15	8	0	8	5	0	5	13	0	13
11:30	12:30	7	0	7	4	0	5	11	0	12
11:45	12:45	6	0	4	4	0	3	10	0	7
12:00	13:00	6	0	0	5	0	1	11	0	1
12:15	13:15	7	0	1	4	0	1	11	0	2
12:30	13:30	12	0	2	8	0	3	20	0	5
12:45	13:45	9	0	3	7	0	3	16	0	6
13:00	14:00	8	0	3	7	0	4	15	0	7
13:15	14:15	7	0	3	7	0	3	14	0	6
13:30	14:30	1	0	5	4	0	5	5	0	10
13:45	14:45	1	0	6	3	0	6	4	0	12
14:00	15:00	3	0	7	3	0	5	6	0	12
14:15	15:15	5	0	8	6	0	5	11	0	13
14:30	15:30	5	0	5	4	0	4	9	0	9
14:45	15:45	5	0	5	5	0	3	10	0	8
15:00	16:00	4	0	5	5	0	6	9	0	11
15:15	16:15	4	0	4	3	0	7	7	0	11
15:30	16:30	6	0	4	5	0	4	11	0	8
15:45	16:45	7	0	3	5	0	4	12	0	7
16:00	17:00	8	0	2	5	0	2	13	0	4