

2012-2013

UPWP

Safety Improvement Analysis

City of Syracuse



Prepared by:

Syracuse Metropolitan Transportation Council



Safety Improvement Analysis

City of Syracuse

February 2013

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Table of Contents

1. East Genesee Street at Columbus Avenue
2. East Genesee Street at Westmoreland Avenue
3. James Street at Hickok Avenue
4. James Street at S. Midler Avenue
5. S. Salina Street at Brighton Avenue
6. S. Salina Street at Castle Street
7. S. Salina Street at Colvin Street
8. S. Salina Street at Seneca Turnpike
9. South Avenue at Brighton Avenue
10. South Avenue at Glenwood Avenue

List of Figures

Figure 1, Locations Analyzed

Figure 1-1, East Genesee Street at Columbus Avenue Intersection Diagram

Figure 1-2, East Genesee Street at Columbus Avenue Collision Diagram

Figure 2-1, East Genesee Street at Westmoreland Avenue Intersection Diagram

Figure 2-2, East Genesee Street at Westmoreland Avenue Collision Diagram

Figure 3-1, James Street at Hickok Avenue Intersection Diagram

Figure 3-2, James Street at Hickok Avenue Collision Diagram

Figure 4-1, James Street at S. Midler Avenue Intersection Diagram

Figure 4-2, James Street at S. Midler Avenue Collision Diagram

Figure 5-1, S. Salina Street at Brighton Avenue Intersection Diagram

Figure 5-2, S. Salina Street at Brighton Avenue Collision Diagram

Figure 6-1, S. Salina Street at Castle Street Intersection Diagram

Figure 6-2, S. Salina Street at Castle Street Collision Diagram

Figure 7-1, S. Salina Street at Colvin Street Intersection Diagram

Figure 7-2, S. Salina Street at Colvin Street Collision Diagram

Figure 8-1, S. Salina Street at Seneca Turnpike Intersection Diagram

Figure 8-2, S. Salina Street at Seneca Turnpike Collision Diagram

Figure 9-1, South Avenue at Brighton Avenue Intersection Diagram

Figure 9-2, South Avenue at Brighton Avenue Collision Diagram

Figure 10-1, South Avenue at Glenwood Avenue Intersection Diagram

Figure 10-2, South Avenue at Glenwood Avenue Collision Diagram

List of Tables

Table 1-1, East Genesee Street at Columbus Avenue Collision Data Summary

Table 2-1, East Genesee Street at Westmoreland Avenue Collision Data Summary

Table 3-1, James Street at Hickok Avenue Collision Data Summary

Table 4-1, James Street at S. Midler Avenue Collision Data Summary

Table 5-1, S. Salina Street at Brighton Avenue Collision Data Summary

Table 6-1, S. Salina Street at Castle Street Collision Data Summary

Table 7-1, S. Salina Street at Colvin Street Collision Data Summary

Table 8-1, S. Salina Street at Seneca Turnpike Collision Data Summary

Table 9-1, South Avenue at Brighton Avenue Collision Data Summary

Table 10-1, South Avenue at Glenwood Avenue Collision Data Summary

Appendices

- A. Intersection Diagram Sign Index
- B. Level of Service (LOS) of Intersections
- C. Intersection Turning Movement Counts

* All intersection photos taken by SMTC staff unless otherwise noted

* All aerial photography courtesy of Pictometry International (2001-2006)

Executive Summary

Introduction

A Safety Improvement Analysis (SIA) is conducted on an annual basis as part of the Syracuse Metropolitan Transportation Council's (SMTC) Unified Planning Work Program (UPWP). The program, which is intended to identify and analyze vehicular collision locations, is offered to both the Onondaga County Department of Transportation (OCDOT) and the City of Syracuse Department of Public Works (DPW).

This report addressed 10 intersections as determined by the city DPW.

Data Acquisition and Process

The objective of this report is to provide the member agency with an assessment of their 10 priority vehicular collision locations. To accomplish this, data collection was completed and a detailed analysis of each location was prepared.

The SMTC utilized the New York State Department of Transportation's (NYSDOT) Accident Location Information System (ALIS) to determine the number and location of all collisions on roads within the city of Syracuse for the three-year period, from December 31, 2007, to December 31, 2010. Based on factors such as number of collisions and the type of collision, the city DPW selected 10 locations to be analyzed:

1. East Genesee Street at Columbus Avenue
2. East Genesee Street at Westmoreland Avenue
3. James Street at Hickok Avenue
4. James Street at S. Midler Avenue
5. S. Salina Street at Brighton Avenue
6. S. Salina Street at Castle Street
7. S. Salina Street at Colvin Street
8. S. Salina Street at Seneca Turnpike
9. South Avenue at Brighton Avenue
10. South Avenue at Glenwood Avenue

Collision summary reports and collision diagrams were prepared for all 10 locations based upon the data contained in the ALIS records. In conjunction with the summary reports and collision diagrams, various traffic data were collected at each location. This data included morning and evening peak hour turning movement counts, intersection geometry, pavement markings, traffic signage, and signal timing and phasing data. Analysis of these data sets completed the problem identification phase of the project. Intersection diagrams were also prepared based on the actual conditions of the intersection. Highway Capacity Software (HCS) was used to determine the Level of Service (LOS) and delay for each intersection.

The table below shows the LOS of the 10 intersections analyzed in this report:

Intersection	Approach LOS								Overall Intersection LOS	
	AM Peak Hour				PM Peak Hour				AM Peak Hour	PM Peak Hour
	EB	WB	NB	SB	EB	WB	NB	SB		
East Genesee Street at Columbus Avenue	A (8.8)	B (11.1)	D (38.5)	D (36.3)	B (11.0)	A (9.1)	D (36.7)	D (40.5)	B (15.6)	B (16.3)
East Genesee Street at Westmoreland Avenue	A (7.4)	A (9.0)	C (22.2)	C (24.3)	A (9.0)	A (7.6)	C (20.9)	C (22.2)	B (10.9)	A (10.0)
James Street at Hickok Avenue	A (1.3)	A (3.4)	F (199.6)	N/A	A (2.7)	A (3.1)	F (90.6)	N/A	B (14.9)	A (9.3)
James Street at S. Midler Avenue	C (23.9)	C (20.7)	C (22.4)	C (25.8)	C (21.9)	C (22.0)	C (25.2)	D (37.1)	C (23.3)	C (26.6)
S. Salina Street at Brighton Avenue	B (15.8)	E (56.7)	C (21.3)	C (19.7)	B (16.6)	D (45.9)	B (18.0)	C (26.2)	C (27.8)	C (27.4)
S. Salina Street at Castle Street	C (30.1)	C (26.5)	A (5.4)	A (5.1)	C (29.4)	C (32.7)	A (6.0)	A (6.2)	B (12.5)	B (14.4)
S. Salina Street at Colvin Street	N/A	D (46.7)	A (5.7)	A (4.8)	N/A	D (40.4)	A (6.4)	A (7.4)	B (13.9)	B (13.2)
S. Salina Street at Seneca Turnpike	C (25.5)	C (23.5)	C (32.0)	C (28.1)	C (24.5)	D (42.3)	C (28.8)	C (30.1)	C (27.0)	C (32.2)
South Avenue at Brighton Avenue	B (14.7)	C (30.7)	A (8.2)	A (5.5)	B (11.6)	C (34.5)	A (9.0)	A (7.9)	B (13.9)	B (16.6)
South Avenue at Glenwood Avenue	C (20.8)	C (23.7)	D (38.2)	A (9.0)	C (21.5)	C (24.6)	C (27.3)	B (11.3)	C (25.3)	B (19.7)

*Note: X (#.#) = LOS (seconds of delay)

The LOS is a measure relating primarily to speed, delay, and density. There are six levels of service ranging from A through F. LOS A represents free flow with individual vehicles unaffected by the presence of others in the traffic stream, while LOS E indicates that traffic flow is exceeding the capacity of the transportation system. LOS F references a breakdown in traffic flow conditions. Generally, LOS D is considered the minimally acceptable level of service for a signalized intersection.

Introduction

Background

A Safety Improvement Analysis (SIA) is conducted as part of the Syracuse Metropolitan Transportation Council's (SMTC) Unified Planning Work Program (UPWP). The SIA, which is intended to identify and analyze 10 vehicular collision locations, is offered to both the City of Syracuse Department of Public Works (DPW) and the Onondaga County Department of Transportation (OCDOT).

The SIA included in the UPWP addressed 10 collision locations as determined by the city DPW.

Methodology

The objective of this report is to provide the city DPW with an assessment of their 10 vehicular collision locations. To accomplish this, data collection was completed and a detailed analysis of each location was prepared. These steps included the following:

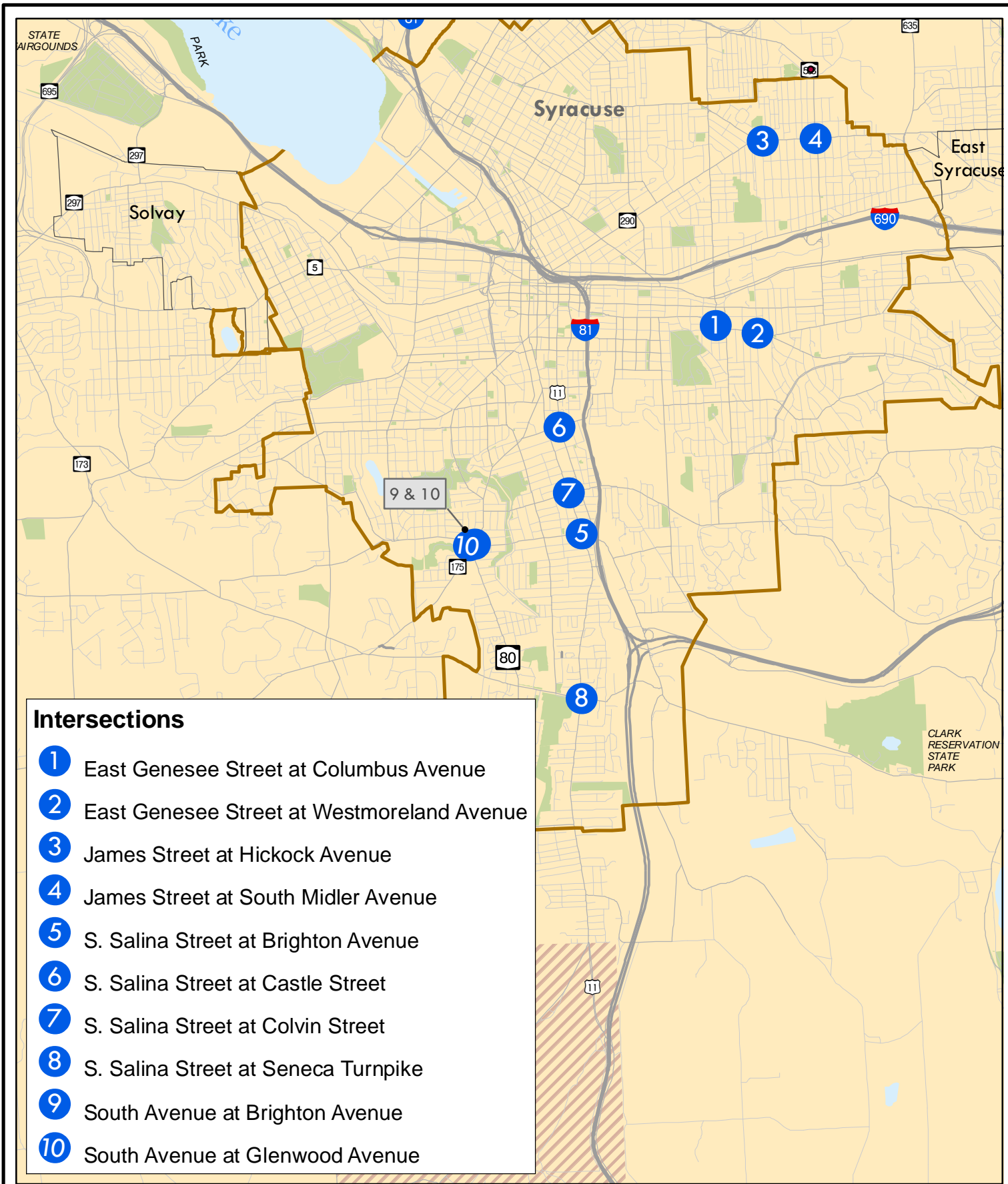
- The SMTC utilized the New York State Department of Transportation (NYSDOT) Accident Location Information System (ALIS) to determine the number and location of all collisions that occurred within 50 feet of selected intersections in the city of Syracuse. The three-year period was December 31, 2007, to December 31, 2010. The data obtained had collision attribute information for reportable (any collision resulting in \$1,000 or more in property damage or with a personal injury or fatality) and non-reportable (any collision resulting in less than \$1,000 in property damage with no personal injury or fatality). The system also identified which collisions had property damage only, the time of day, date, weather conditions, light conditions, number of vehicle(s) involved, number of occupants in each vehicle, type of vehicle(s) involved, weight of vehicle(s) involved, road surface conditions, road characteristics, state of registration of involved vehicle(s), and direction of travel of involved vehicle(s).
- In an effort to narrow down the number of locations that would be considered for analysis, the city DPW submitted a preliminary list of 42 locations to be queried through the ALIS system. After providing initial search results to the city DPW, they determined the 10 final locations to be included in the full analysis. The 10 locations chosen are identified in Figure 1.
- After the city DPW selected the 10 locations for full analysis, SMTC staff used the ALIS system to get more detailed attribute information about each individual collision.
- Collision summary reports and collision diagrams were prepared for all 10 intersections based upon the data contained in the ALIS. In conjunction with the summary reports and collision diagrams, various traffic data were collected at each intersection. These data included morning and evening peak hour turning

movement counts, intersection geometry, pavement markings, traffic signage, and signal timing and phasing plans. An intersection diagram was then completed for each intersection for a visual of the conditions at each location (see intersection diagrams corresponding to each location). Analysis of these data sets completed the problem identification phase of the project.

- Highway Capacity Software was used to determine the Level of Service (LOS) and delay for each intersection. LOS is a measure relating primarily to speed, delay and density. There are six levels of service ranging from A through F. LOS A represents free flow with individual vehicles unaffected by the presence of others in the traffic stream, while LOS E indicates that traffic flow is exceeding the capacity of the transportation system. LOS F references a breakdown in traffic flow conditions. Generally, LOS D is considered the minimally acceptable level of service for a signalized intersection.

For the purpose of this analysis, the time of year is as follows:

- Winter – November, December, January, February, and March
- Spring – April and May
- Summer – June, July, and August
- Fall – September and October



Intersections

- 1 East Genesee Street at Columbus Avenue
- 2 East Genesee Street at Westmoreland Avenue
- 3 James Street at Hickock Avenue
- 4 James Street at South Midler Avenue
- 5 S. Salina Street at Brighton Avenue
- 6 S. Salina Street at Castle Street
- 7 S. Salina Street at Colvin Street
- 8 S. Salina Street at Seneca Turnpike
- 9 South Avenue at Brighton Avenue
- 10 South Avenue at Glenwood Avenue

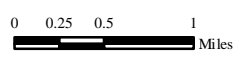


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Locations Analyzed - City of Syracuse

Safety Improvement Analysis



This map is for presentation purposes only.
 The SMTC does not guarantee the accuracy or completeness of this map.

Legend

- Major Roads
- Local Roads
- Interstates
- Parks
- Village
- City of Syracuse
- ▨ Onondaga Nation Territory

Intersection #1: East Genesee Street at Columbus Avenue



Aerial photo of East Genesee Street – Columbus Avenue intersection (looking north)

Description

The intersection of East Genesee Street (eastbound and westbound) at Columbus Avenue (northbound and southbound) has northbound and southbound approaches that are offset from one another. It is a three-phase signalized intersection with split phasing on the northbound and southbound approaches. The signal phasing for this intersection is as follows:

Phase one – Eastbound and westbound through, right turns, and permitted left turns

Phase two – Southbound only (through, right turns, and protected left turns)

Phase three – Northbound only (through, right turns, and protected left turns)

This appears to be a fully actuated signal. During the observation time the northbound approach was often skipped due to no traffic being present.

The immediate surrounding land use is residential, mainly to the east of the intersection. On the southwest corner there is a sizable religious institution, and on the northwest corner there is a city park. The estimated average daily entering vehicles (ADEV) at this intersection is 12,500 vehicles per day.

The approaches have the following characteristics:



Northbound (Columbus Avenue):

A very slight downgrade that is straight as you get close to the intersection. A curve in the approach exists approximately 300 feet south of the intersection. Traffic is allowed in both directions but there are no lines delineating lanes. Both sides of the street have sidewalks and no shoulders. Odd/Even parking is allowed on this approach.



Southbound (Columbus Avenue): A straight and slight upgrade consisting of two lanes separated by a solid double yellow line. Sidewalks are present on each side of the street, with no shoulders. Parking is not allowed on this approach.



Eastbound (East Genesee Street): A straight and slight upgrade consisting of four lanes separated by a solid double yellow line. The two lanes heading east are separated by dashed white lines and eventually a solid white line as you near the intersection. The two lanes heading west are separated by dashed white lines. Sidewalks are present on each side of the street, with no shoulders. Right turns on red are not allowed and neither is parking on either side of the street.



Westbound (East Genesee Street): A curved and slight downgrade consisting of four lanes separated by a solid double yellow line. The two lanes heading west are separated by dashed white lines and eventually a solid white line as you near the intersection. The two lanes heading east are separated by dashed white lines. There are no shoulders on this approach. Both sides of the street have sidewalks. Right turns on red are not allowed and neither is parking on either side of the street.

Collision History

During the period used for the analysis, ALIS showed there were 41 collisions. Twenty-eight of those collisions were reportable. The statewide average for an intersection of this type is .10 collisions per million entering vehicles (MEV). The collision rate at this intersection is 2.05, or 20.50 times higher than the state average.

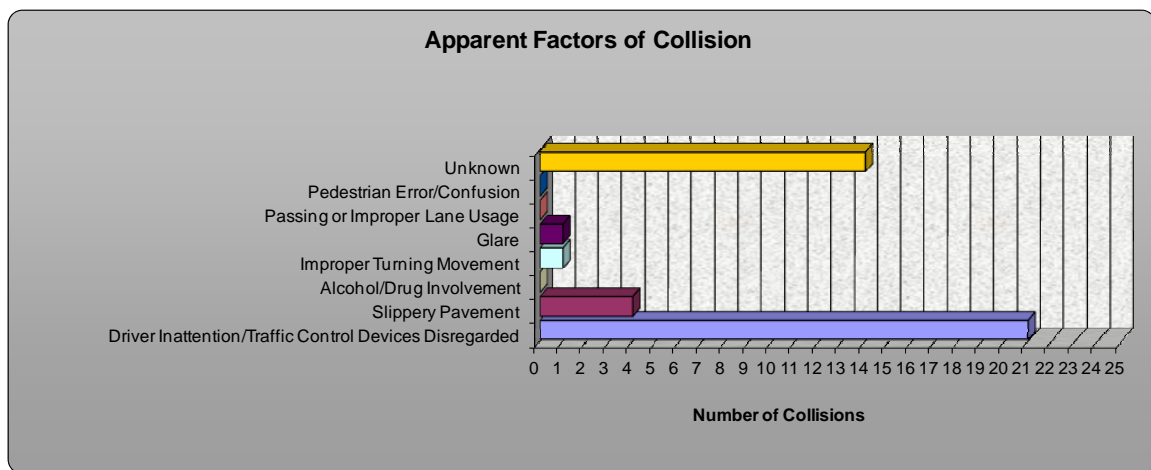
The collision diagram (Figure 1-2) and the summary (Table 1-1) present detailed data on the collisions that occurred at this intersection. The specifics are discussed below:

- Eighty-eight percent, or 36 of 41, of the collisions that occurred involved a collision with a motor vehicle. The other 5 collisions occurred with a pedestrian, a fixed object, or a pole.
- Rear-end collisions made up the majority of the collisions, with 19 out of 41. There was a wide variety of collision types at this intersection beyond rear-end collisions. They included overtaking, left turn (against other car), right angle, right turn (against other car), head-on, and other.
- Twenty eight collisions occurred during the daylight hours.
- While there were 11 injuries, there were no fatalities at this intersection.
- Thirteen of the collisions were non-reportable. The remaining collisions had property damage and/or injury, with just property damage having the most with 17 collisions.
- Forty-four percent of the collisions occurred in rainy weather conditions, the most of any weather condition. The second most collisions, with 14 out of 41, or 34% of all collisions, occurred during clear weather.
- Wet and dry roadway conditions existed during roughly the same amount of collisions, with 21 and 16 collisions respectively.
- Eight collisions occurred during the winter season, 5 during the spring season, 11 during the summer season, and 17 during the fall season.
- Collisions occurred on every day of the week, with the most occurring on a Friday, with 10 collisions. Monday and Saturday had the least amount of collisions with 2 each. The remaining days had between 5 and 8 collisions each.
- Sixty-eight percent of the collisions occurred during the p.m. hours.

Analysis

According to the data available, there were a number of collisions at this intersection with items that were not motor vehicles. Five collisions occurred with a pedestrian, a fixed object, or a pole. Thirty-four of the collisions occurred sometime during the weekday, leaving 7 that occurred on one of the weekend days. It was found that a large number of collisions occurred as traffic traveled westbound on East Genesee Street. Many of those westbound collisions were rear-end collisions, occurring during the daylight hours when it was rainy and the roads were wet. This intersection had numerous other types of collisions, but there were not nearly as many of those other types as there were rear-end collisions.

The apparent collision factors for this intersection are as follows:



Unfortunately, not all reports indicated apparent factors, as is evident by the large number of unknowns. However, from the list of apparent factors, “driver inattention/traffic control devices disregarded” shows the most collisions. “Slippery pavement” was found to be a factor in four collisions, three of which were westbound rear- end collisions. Based solely on staff’s field observation, the curved and slight downhill grade of the westbound approach could indirectly be a contributing factor to some of the collisions. As vehicles approach the intersection, the configuration of the road is such that within feet of where vehicles need to stop for the light, the street curves and goes downhill, causing drivers going westbound to have the inability to recognize vehicles stopping for a red light as they come up over the hill and around the curve.

HCS Analysis

During the morning peak hour (7:45 – 8:45):

- The eastbound approach operates at LOS A, with 8.8 seconds of delay per vehicle.
- The westbound approach operates at LOS B, with 11.1 seconds of delay per vehicle.
- The northbound approach operates at LOS D, with 38.5 seconds of delay per vehicle.

- The southbound approach operates at LOS D, with 36.3 seconds of delay per vehicle.
- The intersection operates at LOS B, with 15.6 seconds of delay per vehicle during the a.m. peak.

During the evening peak hour (4:00 – 5:00):

- The eastbound approach operates at LOS B, with 11.0 seconds of delay per vehicle
- The westbound approach operates at LOS A, with 9.1 seconds of delay per vehicle.
- The northbound approach operates at LOS D, with 36.7 seconds of delay per vehicle
- The southbound approach operates at LOS D, with 40.5 seconds of delay per vehicle.
- The intersection operates at LOS B, with 16.3 seconds of delay per vehicle during the p.m. peak.

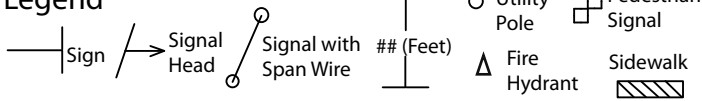
This intersection is operating at an acceptable level of service during peak periods.

INTERSECTION DIAGRAM

Location

East Genesee Street at Columbus Avenue

Legend



Drawn By

KK

Prepared By

SMTC

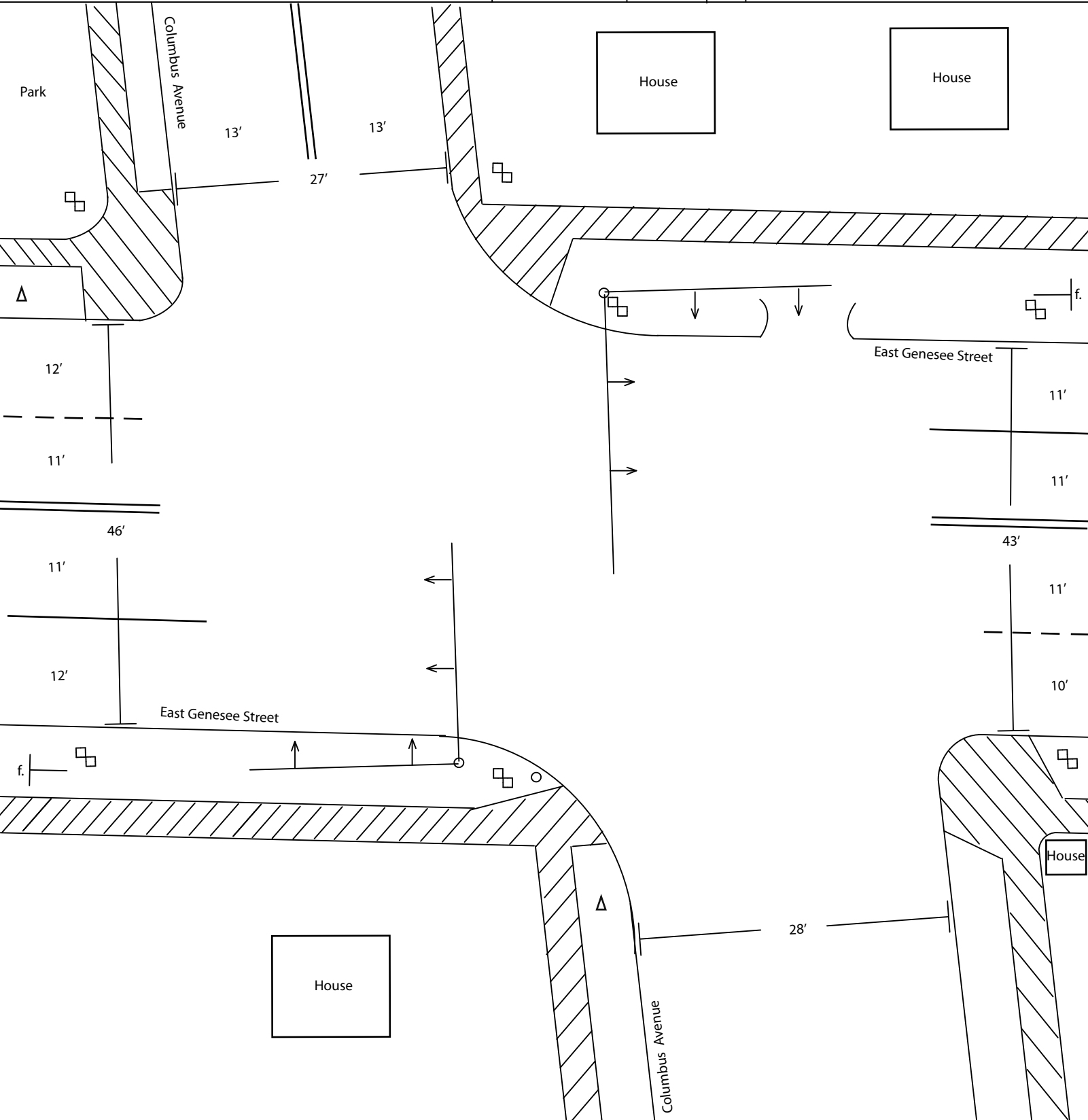
Date

April 2012



Note:
Only actual pavement markings were drawn. An absence of arrows/stripping indicates no pavement markings.

For sign definitions see Intersection Diagram Sign Index



Task
Safety Improvement Analysis

FIGURE 1-1

Data Source: SMTC
Diagram is for presentation purposes only.
SMTC does not guarantee the accuracy or completeness of this diagram.
Diagram is not to scale

COLLISION DIAGRAM

FIGURE 1-2

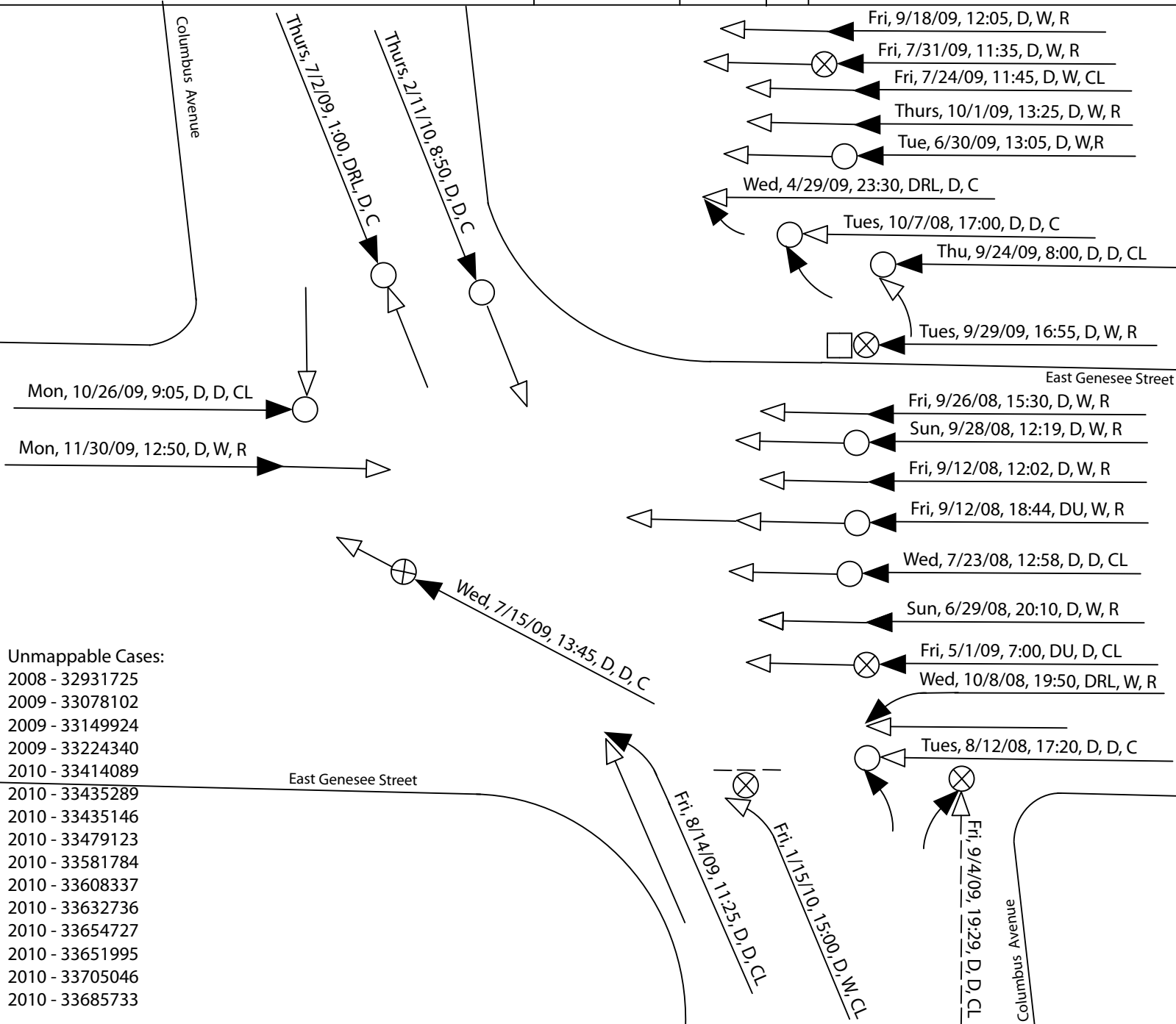
Location

East Genesee Street at Columbus Avenue

Drawn By KK
Date April 2012

Prepared By SMTC

Period
12/31/07 - 12/31/10



Unmappable Cases:

- 2008 - 32931725
- 2009 - 33078102
- 2009 - 33149924
- 2009 - 33224340
- 2010 - 33414089
- 2010 - 33435289
- 2010 - 33435146
- 2010 - 33479123
- 2010 - 33581784
- 2010 - 33608337
- 2010 - 33632736
- 2010 - 33654727
- 2010 - 33651995
- 2010 - 33705046
- 2010 - 33685733

Legend

- | | | | |
|--------------------|--------------|----------------|-----------------|
| Moving Vehicle | Fixed Object | Rear End | Approach Turn |
| Backing Vehicle | PDO | Head On | Overtaking Turn |
| Parked Vehicle | Animal | Sideswipe | Right Angle |
| Pedestrian/Bicycle | Injury | Out Of Control | |
| | Fatal | | |

- | | |
|----------|--|
| Light | D = Daylight
DU = Dawn/Dusk
DA = Dark
DRU = Dark - Road Unlighted
DRL = Dark - Road Lighted |
| Pavement | D = Dry
W = Wet
SI = Snow/Ice |
| Weather | C = Clear
CL = Cloudy
R = Rain
S = Snow
F = Fog
SHF = Sleet/Hail/Freezing Rain
U = Unknown |



Day Date Time Light Pavement Weather
 Fri, 2/12/93, 16, D, D, S

Note: Filled arrow denotes vehicle at fault

Data Source: Accident Location Information System
New York State Directory Services (NYSDS, 2009).

Diagram Completed by SMTC, April 2012. Diagram is for presentation purposes only. SMTC does not guarantee the accuracy or completeness of this diagram.

Table 1-1, East Genesee Street at Columbus Avenue Collision Data Summary

TOTAL COLLISIONS: 41

ACCIDENT TYPE

Type of Accident:	Number:
COLLISION WITH MOTOR VEHICLE	36
COLLISION WITH PEDESTRIAN	2
COLLISION WITH OTHER PEDESTRIAN	1
COLLISION WITH OTHER FIXED OBJECT	1
COLL. W/LIGHT SUPPORT/UTILITY POLE	1

COLLISION SEVERITY

Severity:	Number:
PROPERTY DAMAGE	17
NON-REPORTABLE	13
INJURY	7
PROPERTY DAMAGE AND INJURY	4

COLLISION TYPE

Type of Collision	Number:
REAR END	19
OTHER	7
OVERTAKING	5
LEFT TURN (AGAINST OTHER CAR)	4
RIGHT ANGLE	3
RIGHT TURN (AGAINST OTHER CAR)	2
HEAD ON	1

WEATHER CONDITIONS

Weather:	Number:
RAIN	18
CLEAR	14
CLOUDY	5
UNKNOWN	2
SNOW	2

LIGHT CONDITIONS

Light conditions:	Number:
DAYLIGHT	28
DARK-ROAD LIGHTED	7
DUSK	3
UNKNOWN	2
DAWN	1

ROADWAY CONDITIONS

Roadway Conditions:	Number:
WET	21
DRY	16
UNKNOWN	2
SNOW/ICE	2

INJURIES / FATALITIES

Number of Injuries:	11
Number of Fatalities:	0

SEASON

Winter:	8
Spring:	5
Summer:	11
Fall:	17

COLLISION DAY / TIME*

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
No. of Collisions	5	2	8	8	6	10	2
Time of Collision	11:15 AM	9:05 AM	1:05 PM	9:05 AM	1:00 AM	7:00 AM	4:42 AM
	12:19 PM	12:50 PM	4:30 PM	12:58 PM	8:00 AM	11:25 AM	10:55 PM
	5:15 PM		4:40 PM	1:45 PM	8:50 AM	11:35 AM	
	8:10 PM		4:55 PM	3:30 PM	10:00 AM	11:45 AM	
	10:55 PM		5:00 PM	5:24 PM	1:25 PM	12:02 PM	
			5:10 PM	7:50 PM	3:09 PM	12:05 PM	
			5:20 PM	11:25 PM		3:00 PM	
			8:45 PM	11:30 PM		3:30 PM	
						6:44 PM	
						7:29 PM	

*Time of day may not be available for all collisions.

Intersection #2: East Genesee Street at Westmoreland Avenue



Aerial photo of East Genesee Street – Westmoreland Avenue intersection (looking north)

Description

The intersection of East Genesee Street (eastbound and westbound) at Westmoreland Avenue (northbound and southbound) is a two-phase signalized intersection. The signal phasing for this intersection is as follows:

Phase one – Eastbound and westbound through, right turns, and permitted left turns

Phase two – Northbound and southbound through, right turns, and permitted left turns

The immediate surrounding land use is residential. All four corners have large houses occupying them. The estimated average daily entering vehicles (ADEV) at this intersection is 12,820 vehicles per day.

The approaches have the following characteristics:



Northbound (Westmoreland Avenue): A straight and level grade allowing traffic in both directions. The lanes however are not delineated by any lines. There are sidewalks on both sides of the street, and there are no shoulders. Odd/Even parking is allowed on this approach.



Southbound (Westmoreland Avenue): Similar to the northbound approach, this approach is a straight and level grade allowing traffic in both directions with no lines in between the lanes. There are sidewalks on both sides of the street with no shoulders. Odd/Even parking is allowed on this approach.



Eastbound (East Genesee Street): A straight and slight down grade consisting of four lanes separated by a solid double yellow line. The two lanes heading east as you approach the intersection are separated by a solid white line, while the two lanes heading west are separated by dashed white lines. Both sides of the street have sidewalks, and neither side has shoulders. Parking is not allowed on either side of the street



Westbound (East Genesee Street): A straight and slight upgrade consisting of four lanes separated by a solid double yellow line. As with the eastbound approach, shoulders do not exist, but sidewalks do exist on each side of the street. The two lanes heading west as you approach the intersection are separated by a solid white line, while the two lanes heading east are separated by dashed white lines. Parking is not allowed on this approach.

Collision History

In the three-year period used for the analysis, ALIS showed there were 18 collisions at this intersection. Nine of those collisions were reportable collisions. The statewide average for an intersection of this type is 0.10 collisions per million entering vehicles (MEV). The collision rate at this intersection is 0.64, or 6.40 times higher than the state average.

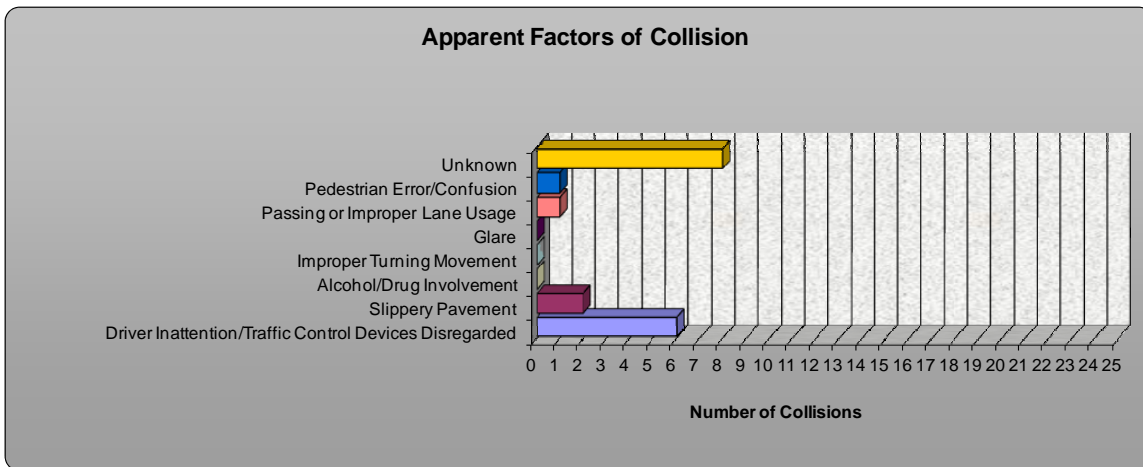
The collision diagram (Figure 2-2) and the summary (Table 2) present detailed data on the collisions that occurred at this intersection. The specifics are discussed below:

- All but 2 collisions were with motor vehicles. The two collisions that were not were with a pedestrian.
- The types of collisions were wide spread and included right-angle collisions, with 5 collisions; rear-end, with 4; overtaking, with 1; and left turn (against other car), unknown, other, and head on all with 2 each.
- Thirteen of the 18 collisions occurred during daylight hours.
- There were 4 injuries at this intersection and no fatalities.
- Half of the collisions were reportable collisions with property damage and/or injury.
- A third of the collisions had some form of precipitation. Four collisions occurred in snowy conditions while 2 occurred in rainy conditions. Consequently, roadway conditions were reported as wet for 3 collisions and snow/ice covered for 3 collisions.
- Collisions occurred in all four seasons, with the winter season having the most with 10 collisions, followed by summer and fall with 3 collisions each, and the spring season with 2.
- None of the 18 collisions at this intersection occurred on the weekend. Seventy-nine percent of the collisions occurred from Wednesday through Friday, with Thursday having the largest one day total with 7 collisions.
- The majority, or 61%, of the collisions occurred during the p.m. hours. None took place after 9:45 p.m.

Analysis

Three out of the 4 collisions involving snowy weather conditions occurred with vehicles traveling eastbound. This is the same approach as described earlier that consists of a slight downhill grade. Not many collisions overall were capable of being mapped, but those that were capable showed many occurred with a vehicle coming from the west. Data shows this intersection as having many different types of collisions, the most being right angle, but not markedly more than any other type. Many collisions occurred during the daylight hours, and all of them occurred during the week. The winter season had 10 out of the 18 total collisions. Notably, only 3 collisions had roadway collisions with snow/ice present. Eleven of the 18 collisions had dry roadways.

The apparent collision factors for this intersection are as follows:



Similar to the previous intersection, it unfortunately cannot be determined what were many of the factors to the collisions at this intersection. Most of the apparent factors were not recorded. For those that were recorded, the “driver inattention/traffic control devices disregarded” factor had the most collisions with 6 collisions, followed by the “slippery pavement” factor with 2. The data associated with this intersection provides no overwhelming cause of the collisions.

HCS Analysis

During the morning peak hour (7:30 – 8:30):

- The eastbound approach operates at LOS A, with 7.4 seconds of delay per vehicle.
- The westbound approach operates at LOS A, with 9.0 seconds of delay per vehicle.
- The northbound approach operates at LOS C, with 22.2 seconds of delay per vehicle.
- The southbound approach operates at LOS C, with 24.3 seconds of delay per vehicle.
- The intersection operates at LOS B, with 10.9 seconds of delay per vehicle during the a.m. peak.

During the evening peak hour (4:30 – 5:30):

- The eastbound approach operates at LOS A, with 9.0 seconds of delay per vehicle
- The westbound approach operates at LOS A, with 7.6 seconds of delay per vehicle.
- The northbound approach operates at LOS C, with 20.9 seconds of delay per vehicle
- The southbound approach operates at LOS C, with 22.2 seconds of delay per vehicle.
- The intersection operates at LOS A, with 10 seconds of delay per vehicle during the p.m. peak.

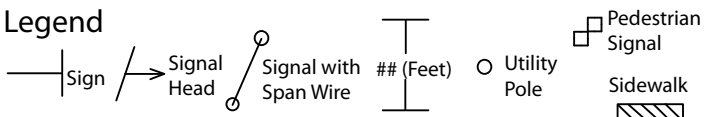
This intersection is operating at an acceptable level of service during peak periods.

INTERSECTION DIAGRAM

Location

East Genesee Street at Westmoreland Avenue

Legend



Drawn By KK

Prepared By

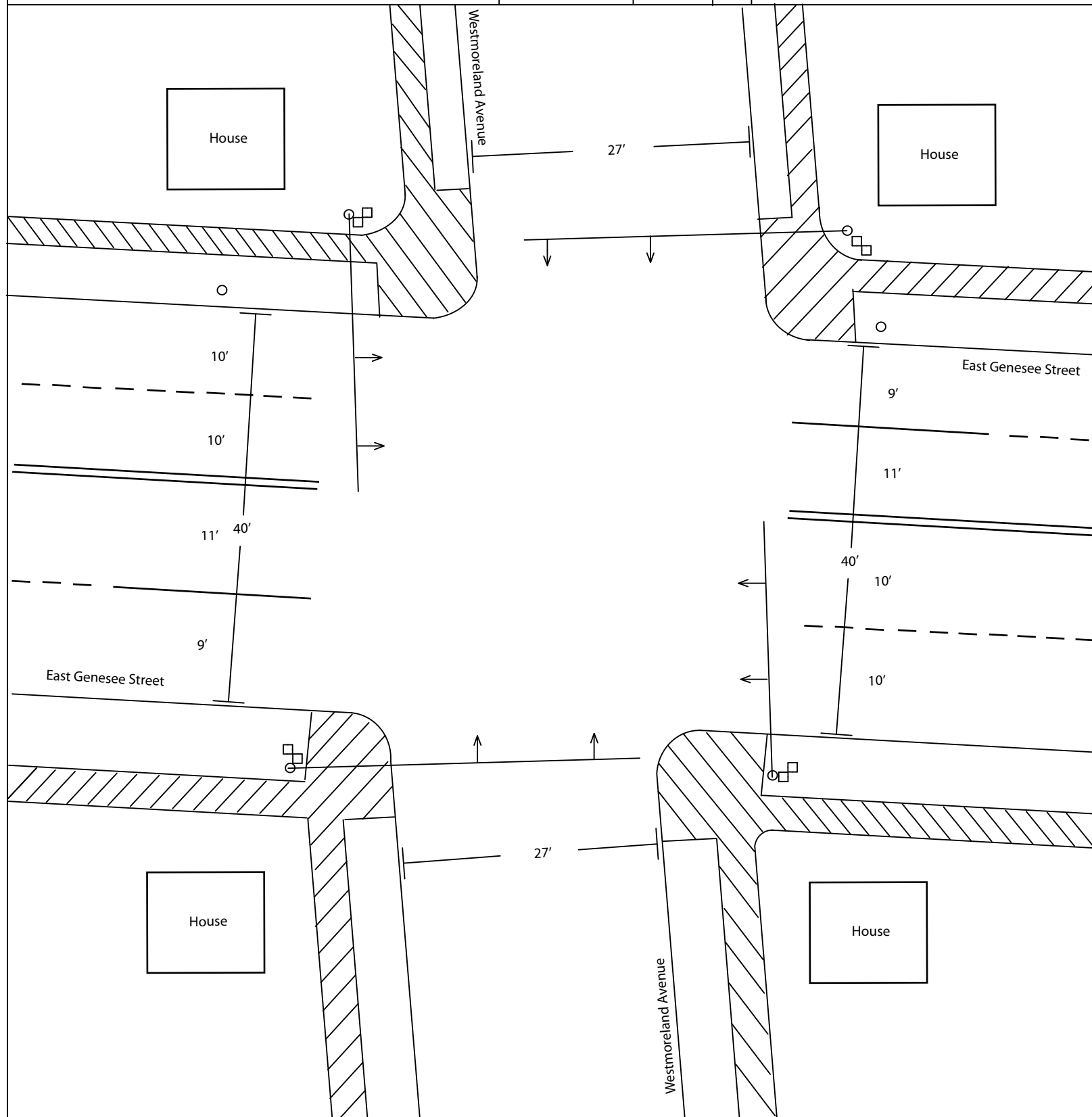
SMTC

Date April 2012



Note:
Only actual pavement markings were drawn. An absence of arrows/stripping indicates no pavement markings.

For sign definitions see Intersection Diagram Sign Index




Task
Safety Improvement Analysis

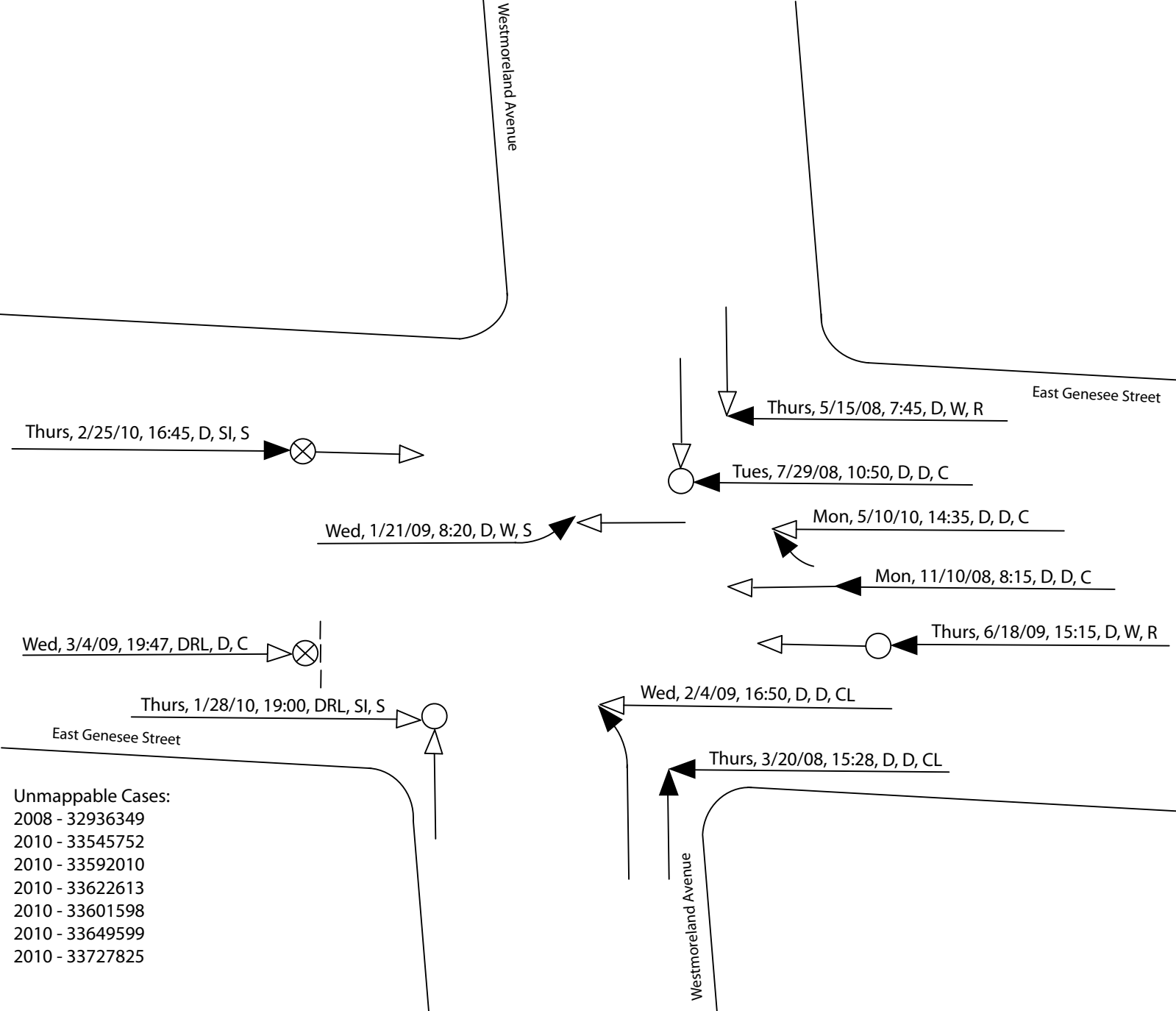
FIGURE 2-1

Data Source: SMTC
Diagram is for presentation purposes only.
SMTC does not guarantee the accuracy or completeness of this diagram.
Diagram is not to scale

COLLISION DIAGRAM



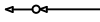



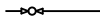









FIGURE 2-2

Location East Genesee Street at Westmoreland Avenue			
Drawn By KK	Prepared By SMTC	 N	Period 12/31/07 - 12/31/10
Date April 2012			


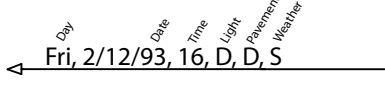


- Unmappable Cases:**
 2008 - 32936349
 2010 - 33545752
 2010 - 33592010
 2010 - 33622613
 2010 - 33601598
 2010 - 33649599
 2010 - 33727825

Legend

 Moving Vehicle	 Fixed Object	 Rear End	 Approach Turn
 Backing Vehicle	 PDO	 Head On	 Overtaking Turn
 Parked Vehicle	 Animal	 Sideswipe	 Right Angle
 Pedestrian/Bicycle	 Injury	 Out Of Control	
	 Fatal		

Light	D = Daylight DU = Dawn/Dusk DA = Dark DRU = Dark - Road Unlighted DRL = Dark - Road Lighted
Pavement	D = Dry W = Wet SI = Snow/Ice
Weather	C = Clear CL = Cloudy R = Rain S = Snow F = Fog SHF = Sleet/Hail/Freezing Rain U = Unknown



 Note: Filled arrow denotes vehicle at fault

Data Source: Accident Location Information System
 New York State Directory Services (NYSDS, 2009).
 Diagram Completed by SMTC, April 2012. Diagram is for presentation purposes only. SMTC does not guarantee the accuracy or completeness of this diagram.

Table 2-1, East Genesee Street at Westmoreland Avenue Collision Data Summary

TOTAL COLLISIONS: 18

ACCIDENT TYPE

<i>Type of Accident:</i>	<i>Number:</i>
COLLISION WITH MOTOR VEHICLE	16
COLLISION WITH PEDESTRIAN	2

COLLISION SEVERITY

<i>Severity:</i>	<i>Number:</i>
NON-REPORTABLE	9
PROPERTY DAMAGE	5
PROPERTY DAMAGE AND INJURY	2
INJURY	2

COLLISION TYPE

<i>Type of Collision</i>	<i>Number:</i>
RIGHT ANGLE	5
REAR END	4
UNKNOWN	2
OTHER	2
LEFT TURN (AGAINST OTHER CAR)	2
HEAD ON	2
OVERTAKING	1

WEATHER CONDITIONS

<i>Weather:</i>	<i>Number:</i>
CLEAR	7
SNOW	4
CLOUDY	4
RAIN	2
UNKNOWN	1

LIGHT CONDITIONS

<i>Light conditions:</i>	<i>Number:</i>
DAYLIGHT	13
DARK-ROAD LIGHTED	4
UNKNOWN	1

ROADWAY CONDITIONS

<i>Roadway Conditions:</i>	<i>Number:</i>
DRY	11
WET	3
SNOW/ICE	3
UNKNOWN	1

INJURIES / FATALITIES

<i>Number of Injuries:</i>	4
<i>Number of Fatalities:</i>	0

SEASON

Winter:	10
Spring:	2
Summer:	3
Fall:	3

COLLISION DAY / TIME*

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
No. of Collisions	0	2	2	5	7	2	0
Time of Collision		8:15 AM 2:35 PM	8:15 AM 10:50 AM	8:20 AM 2:55 PM 3:00 PM 4:50 PM 7:47 PM	7:45 AM 8:30 AM 3:15 PM 3:28 PM 4:45 PM 7:00 PM 9:44 PM	11:20 AM 6:05 PM	

*Time of day may not be available for all collisions.

Intersection #3: James Street at Hickok Avenue



Aerial photo of James Street – Hickok Avenue intersection (looking north)

Description

The intersection of James Street (eastbound and westbound) at Hickok Avenue (Northbound) is a two-phase signalized, three-legged intersection. The signal phasing for this intersection is as follows:

Phase one – Eastbound and westbound through and westbound permitted left turns

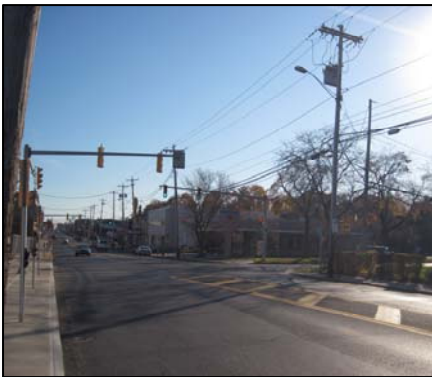
Phase two – Northbound through, right turns, and left turns

The immediate surrounding land use is mainly commercial, although behind the properties on the southern corners lies a residential neighborhood. James Street is essentially a neighborhood business district with mixed uses, while the perpendicular streets to this district are lined with residential properties. The estimated average daily entering vehicles (ADEV) at this intersection is 15,300 vehicles per day.

The approaches have the following characteristics:



Northbound (Hickok Avenue): A straight and level grade, consisting of two lanes not separated by any lines. Traffic is allowed in both directions. Those heading north come to a T-intersection and are only allowed to go right or left. There are sidewalks on each side of the street and no shoulders. Odd/Even parking is allowed on this approach. A fading white crosswalk crosses this approach, and fading white solid stop bars cross the lane heading north.



Eastbound (James Street): A straight and level grade consisting of two lanes separated by two sets of yellow double lines and yellow hash marks connecting those two sets of lines. The distance between the two sets of lines is roughly seven feet in width. Roughly 80 feet from the intersection going west, the one lane turns into two, and metered parking that was allowed up to that point is no longer allowed. No parking is allowed on the south side. There are no shoulders on this approach. A fading crosswalk painted white crosses the approach and a fading white solid stop bar stops the eastbound traffic.



Westbound (James Street): A straight and level grade consisting of three lanes. There are two lanes heading west; one is a left-turn-only lane, and one is a through/right lane. Those two lanes are separated by a solid white line and have stop bars. The travel lane heading east is separated by the lanes traveling west by a solid double yellow line. Metered parking is available on both sides of the street. There are sidewalks on both sides of the street. Connecting those sidewalks to one another is a fading crosswalk painted white.

Collision History

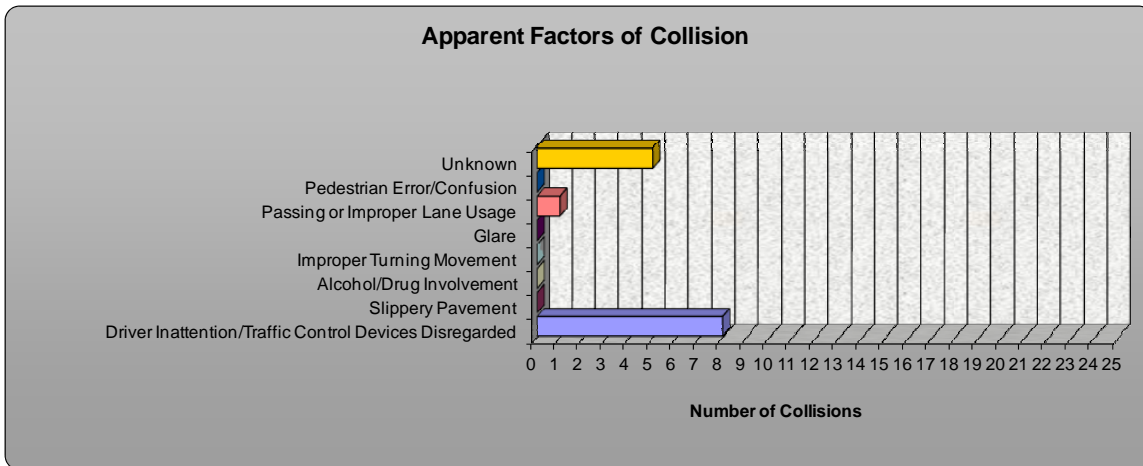
During the period used for the analysis, ALIS showed there were 14 collisions. Six of those collisions were reportable collisions. The statewide average for an intersection of this type is 0.15 collisions per million entering vehicles (MEV). The collision rate at this intersection is .36, or 2.4 times higher than the state average.

- The collision diagram (Figure 3-2) and the summary (Table 3) present detailed data on the collisions that occurred at this intersection. The specifics are discussed below.
- The majority of the collisions, 64%, occurred with motor vehicles. Two collisions occurred with a bicycle.
- Rear-end collisions occurred the most with 6 out of the 14 collisions. Right angled and overtaking each had one collision a piece. Two collisions were either not entered or marked as “other”.
- All but 2 collisions were reported to have occurred during daylight hours.
- There were 5 injuries and no fatalities at the intersection.
- Over half of the collisions, 57%, were not reported. The remaining collisions had either property damage and/or injury.
- Thirteen out of the 14, or 93%, of the collisions, occurred during clear or cloudy weather conditions.
- Road conditions were dry for 11 out of the 14 collisions.
- The summer season had the most collisions with 7, followed by fall with 3, and spring and winter with 2 each.
- No collisions occurred on a Sunday or Monday. Most of the collisions, 6 to be precise, occurred on a Friday.
- Seventy-one percent of the collisions occurred during the p.m. hours of the day. Only 1 of them occurred between 9:00 p.m. and 11:00 a.m.

Analysis

The data for this intersection shows that there were many collisions that took place when conditions such as weather, roadway condition, and/or lighting conditions should have been a non-factor. Twelve of the fourteen collisions, or 86%, took place in the daylight, 13 out of the 14 collisions, or 93%, took place under clear or cloudy skies, and 11 out of the 14 collisions, or 79%, occurred when roadway conditions were dry. Only 2 collisions occurred in the winter season. Friday afternoon seemed to have yielded the most collisions. Meanwhile, the type of collision occurring most at this intersection was rear-end collisions.

The apparent collision factors for this intersection are as follows:



Similar to previous intersections, this intersection has a large amount of the collisions with unknown apparent factors. The most common apparent factor noted in the collision reports at this intersection was the “driver inattention/ traffic control devices disregarded” factor. More specifically, many of the drivers were following too closely and were inattentive. This helps make the case that many of the collisions were simply the result of human error.

HCS Analysis

During the morning peak hour (7:15 – 8:15):

- The eastbound approach operates at LOS A, with 1.3 seconds of delay per vehicle.
- The westbound approach operates at LOS A, with 3.4 seconds of delay per vehicle.
- The northbound approach operates at LOS F, with 199.6 seconds of delay per vehicle.
- The intersection operates at LOS B, with 14.9 seconds of delay per vehicle during the a.m. peak.

During the evening peak hour (4:45 – 5:45):

- The eastbound approach operates at LOS A, with 2.7 seconds of delay per vehicle.
- The westbound approach operates at LOS A, with 3.1 seconds of delay per vehicle.
- The northbound approach operates at LOS F, with 90.6 seconds of delay per vehicle.
- The intersection operates at LOS A, with 9.3 seconds of delay per vehicle during the p.m. peak.

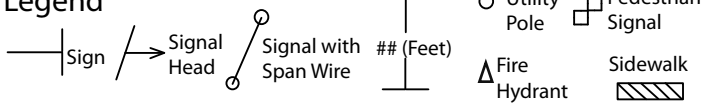
This intersection is operating at an acceptable level of service during peak periods.

INTERSECTION DIAGRAM

Location

James Street at Hickok Avenue

Legend

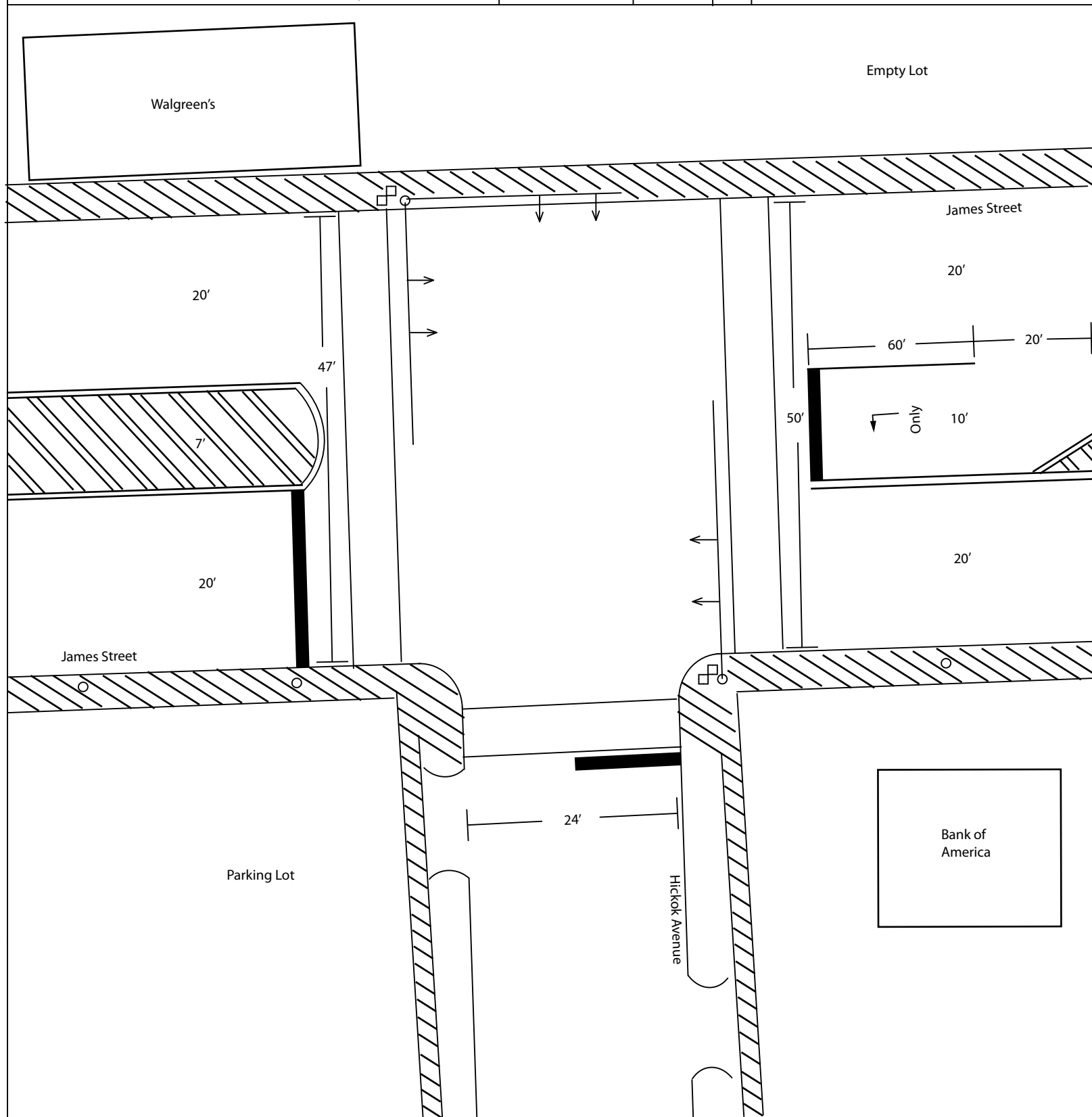


Drawn By KK
 Date January 2012

Prepared By SMTC



Note:
 Only actual pavement markings were drawn. An absence of arrows/stripping indicates no pavement markings.
 For sign definitions see Intersection Diagram Sign Index



Task
 Safety Improvement Analysis

FIGURE 3-1

Data Source: SMTC
 Diagram is for presentation purposes only.
 SMTC does not guarantee the accuracy or completeness of this diagram.
 Diagram is not to scale

COLLISION DIAGRAM

FIGURE 3-2

Location

James Street at Hickok Avenue

Drawn By KK

Prepared By

Period

Date April 2012

SMTC



12/31/07 - 12/31/10

James Street

Sat, 5/24/08, 11:20, D, D, C

Wed, 10/8/08, 19:50, DRL, W, R

Fri, 6/6/08, 15:25, D, D, C

2009 - 33057311
Fri, 6/26/09, 12:55, D, D, CL

Fri, 6/5/09, 15:40, D, D, C

2008 - 32665995
Fri, 7/18/08, 12:55, D, D, CL

Wed, 10/28/09, 15:35, D, W, CL

Tues, 11/10/09, 11:45, D, D, C

2009 - 33043585
Wed, 6/10/09, 20:55, D, D, C

Thurs, 1/29/09, 15:00, D, W, CL

Fri, 8/21/09, 16:00, U, D, C

2009 - 33149521

Hickok Avenue

James Street

Unmappable Cases:

- 2008 - 32746344
- 2010 - 33439621
- 2010 - 33573563
- 2010 - 33622770

Legend

- | | | | |
|--------------------|--------------|----------------|-----------------|
| Moving Vehicle | Fixed Object | Rear End | Approach Turn |
| Backing Vehicle | PDO | Head On | Overtaking Turn |
| Parked Vehicle | Animal | Sideswipe | Right Angle |
| Pedestrian/Bicycle | Injury | Out Of Control | |
| | Fatal | | |

Light
 D = Daylight
 DU = Dawn/Dusk
 DA = Dark
 DRU = Dark - Road Unlighted
 DRL = Dark - Road Lighted

Pavement
 D = Dry
 W = Wet
 SI = Snow/Ice

Weather
 C = Clear
 CL = Cloudy
 R = Rain
 S = Snow
 F = Fog
 SHF = Sleet/Hail/Freezing Rain
 U = Unknown



Day Date Time Light Pavement Weather
 ← Fri, 2/12/93, 16, D, D, S

Note: Filled arrow denotes vehicle at fault

Data Source: Accident Location Information System
 New York State Directory Services (NYSDS, 2009).

Diagram Completed by SMTC, April 2012. Diagram
 is for presentation purposes only. SMTC does not
 guarantee the accuracy or completeness of this diagram.

Table 3-1, James Street at Hickok Avenue Collision Data Summary

TOTAL COLLISIONS: 14

ACCIDENT TYPE

<i>Type of Accident:</i>	<i>Number:</i>
COLLISION WITH MOTOR VEHICLE	9
COLLISION WITH BICYCLIST	2
OVERTURNED	1
OTHER NON-COLLISION	1
NOT ENTERED	1

COLLISION SEVERITY

<i>Severity:</i>	<i>Number:</i>
NON-REPORTABLE	8
INJURY	3
PROPERTY DAMAGE	2
PROPERTY DAMAGE AND INJURY	1

COLLISION TYPE

<i>Type of Collision</i>	<i>Number:</i>
REAR END	6
OTHER	5
RIGHT ANGLE	1
OVERTAKING	1
NOT ENTERED	1

WEATHER CONDITIONS

<i>Weather:</i>	<i>Number:</i>
CLEAR	8
CLOUDY	5
NOT ENTERED	1

LIGHT CONDITIONS

<i>Light conditions:</i>	<i>Number:</i>
DAYLIGHT	12
UNKNOWN	1
NOT ENTERED	1

ROADWAY CONDITIONS

<i>Roadway Conditions:</i>	<i>Number:</i>
DRY	11
WET	2
NOT ENTERED	1

INJURIES / FATALITIES

<i>Number of Injuries:</i>	5
<i>Number of Fatalities:</i>	0

SEASON

Winter:	2
Spring:	2
Summer:	7
Fall:	3

COLLISION DAY / TIME*

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
No. of Collisions	0	0	2	3	1	6	2
Time of Collision			11:45 AM 5:10 PM	10:54 AM 3:35 PM 8:55 PM	3:00 PM	12:55 PM 12:55 PM 3:25 PM 3:40 PM 4:00 PM 8:00 PM	11:20 AM 11:48 AM

*Time of day may not be available for all collisions.

Intersection #4: James Street at S. Midler Avenue



Aerial photo of James Street – S. Midler Avenue intersection (looking north)

Description

The intersection of James Street (eastbound and westbound) at S. Midler Avenue (northbound and southbound) is a three-phase signalized intersection. The signal phasing for this intersection is as follows:

Phase one – Eastbound and westbound through, right turns, and permitted left turns

Phase two – Northbound and southbound protected left turns

Phase three – Northbound and southbound through, right turns, and permitted left turns

Although this intersection has a flared northbound approach that allows vehicles to turn right on red, this was analyzed as a shared through, right-turn lane.

All four corners of this intersection have commercial properties on them. As discussed in the previous intersection of James Street and Hickok Avenue, perpendicular streets to James Street consist of mainly residential properties, and Midler Avenue is no exception. However, Midler Avenue does have other land uses scattered within, but for the most part, residential properties dominate this street, while commercial properties dominate James Street. The estimated average daily entering vehicles (ADEV) at this intersection is 23,320 vehicles per day.

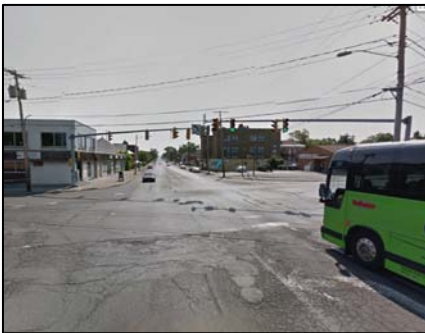
The approaches have the following characteristics:



Northbound (Midler Avenue): A slightly curved and level grade consisting of three lanes. The two lanes heading north consist of one left-turn-only lane and one through/right lane which are separated from one another by a solid white line. Both of these lanes have a stop bar. The one south lane is separated from the two north lanes by a solid double yellow line. Crosswalks connect the sidewalks on each side of the street. Parking is not allowed on this approach, and neither side has shoulders.



Southbound (Midler Avenue): A straight and level grade consisting of three lanes. The two lanes heading south consist of one left-turn-only lane and one through/right lane separated by a solid white line. Turning on red is not allowed and these lanes have fading white stop bars. The lane heading north is separated by those going south by a solid double yellow line. The sidewalks on this approach are connected by a fading white crosswalk. On street parking and shoulders do not exist on either side.



Eastbound (James Street): A straight and level grade consisting of three lanes. Opposite traveling lanes are separated by a double yellow line. The two eastbound lanes consist of one through/right lane and one left-turn-only lane, which are separated by a solid white line. A fading white stop bar is present across these two lanes. A fading white crosswalk, connects the sidewalks on each side of the street. There are no shoulders, and parking is not allowed.



Westbound (James Street): A straight and level grade consisting of three lanes. Opposite traveling lanes are separated by a double yellow line. The two westbound lanes consist of one through/right lane and one left-turn-only lane, which are separated by a solid white line. A stop bar is present across the two westbound lanes. The crosswalk connecting the sidewalks is fading, there are no shoulders, and parking is not allowed.

*Photos on this page are courtesy of Google maps street view (June 2011)

Collision History

During the period used for the analysis, ALIS showed there were 34 collisions. Twenty-two (22) of those collisions were reportable collisions. The statewide average for an intersection of this type is 0.12 collisions per million entering vehicles (MEV). The collision rate at this intersection is 0.86 or 7.2 times higher than the state average.

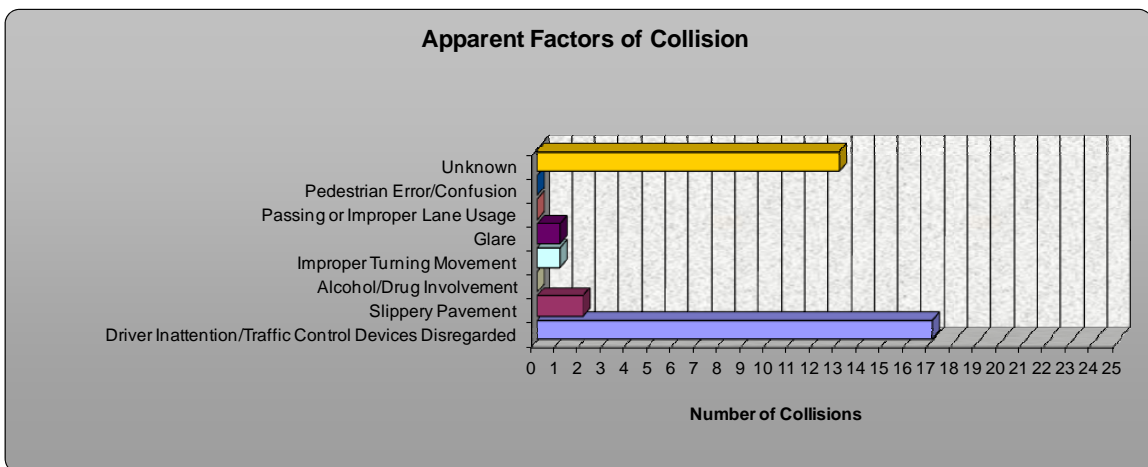
The collision diagram (Figure 4-2) and the summary (Table 4) present detailed data on the collisions that occurred at this intersection. The specifics are discussed below.

- The majority of the collisions, 30 out of 34, were with other motor vehicles. Three of the collisions were with a pedestrian, and the 1 remaining collision occurred with a pole.
- The type of collisions that occurred the most were rear-end collisions and right-angle collisions, 12 and 11 collisions respectively. They accounted for 68% of the collisions.
- Seventy-one percent of the collisions occurred during daylight hours.
- There were a total of 15 injuries at this intersection and no fatalities.
- Of the reportable collisions, 10 had property damage, 7 had property damage and injury, and five had just injury.
- Twenty-four collisions occurred under dry, either cloudy or clear, weather conditions.
- Twenty-one collisions occurred while the roadway was dry, 8 while it was wet, 4 while it had snow/ice, and one with an unknown roadway condition.
- The majority of the collisions, 19 out of 34, occurred during the winter season. Spring, summer, and fall each had 5 collisions.
- More collisions occurred during the p.m. hours, with 21, than during the a.m. hours, with 13. The earliest collision occurred on a Tuesday morning at 6:41 a.m., while the latest collision occurred on a Sunday night at 10:08 p.m.
- Collisions were spread out fairly evenly between Sunday and Friday, with as many as 7 occurring on a Friday and with as little as 4 occurring on a Monday. Saturday was the day with the least collisions, with only 1.

Analysis

This intersection had 3 collisions involving pedestrians and 1 with a pole, out of 34 total collisions. There was 1 collision on a Saturday in three years of analysis. Right-angle and rear-end collisions dominated the motor vehicle collisions, with 11 and 12 collisions respectively. Of the collisions that were able to be mapped, southbound and westbound traffic was involved in many of the total collisions. Southbound traffic in particular was involved in at least 5 right-angle collisions. Similar to the James Street and Hickok Avenue Intersection, lighting, weather, and roadway conditions should have not been a factor in the collisions at this intersection. Seventy-one percent of the collisions occurred in daylight, 71% occurred when it was either clear or cloudy out, and 62% occurred when roadway conditions were dry. The winter season contained the most collisions.

The apparent collision factors for this intersection are as follows:



Similar to previous intersections, this intersection has a large amount of the collisions with unknown apparent factors. The most common apparent factor noted in the collision reports at this intersection was the “driver inattention/ traffic control devices disregarded” factor. More specifically, many of the drivers were either following too closely, failing to yield the right of way, backing unsafely, or were simply disregarding traffic control devices and/or being inattentive. This helps make the case that many of the collisions were the result of human error.

HCS Analysis

During the morning peak hour (7:30 – 8:30):

- The eastbound approach operates at LOS C, with 23.9 seconds of delay per vehicle.
- The westbound approach operates at LOS C, with 20.7 seconds of delay per vehicle.
- The northbound approach operates at LOS C, with 22.4 seconds of delay per vehicle.
- The southbound approach operates at LOS C, with 25.8 seconds of delay per vehicle.
- The intersection operates at LOS C, with 23.3 seconds of delay per vehicle during the a.m. peak

During the evening peak hour (4:30 – 5:30):

- The eastbound approach operates at LOS C, with 21.9 seconds of delay per vehicle.
- The westbound approach operates at LOS C, with 22.0 seconds of delay per vehicle.
- The northbound approach operates at LOS C, with 25.2 seconds of delay per vehicle.
- The southbound approach operates at LOS D, with 37.1 seconds of delay per vehicle.
- The intersection operates at LOS C, with 26.6 seconds of delay per vehicle during the p.m. peak.

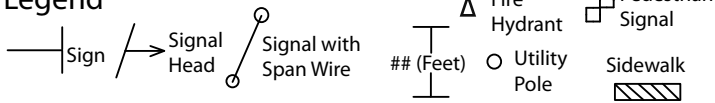
This intersection is operating at an acceptable level of service during the peak periods.

INTERSECTION DIAGRAM

Location

James Street at Midler Avenue

Legend



Drawn By

KK

Prepared By

SMTC

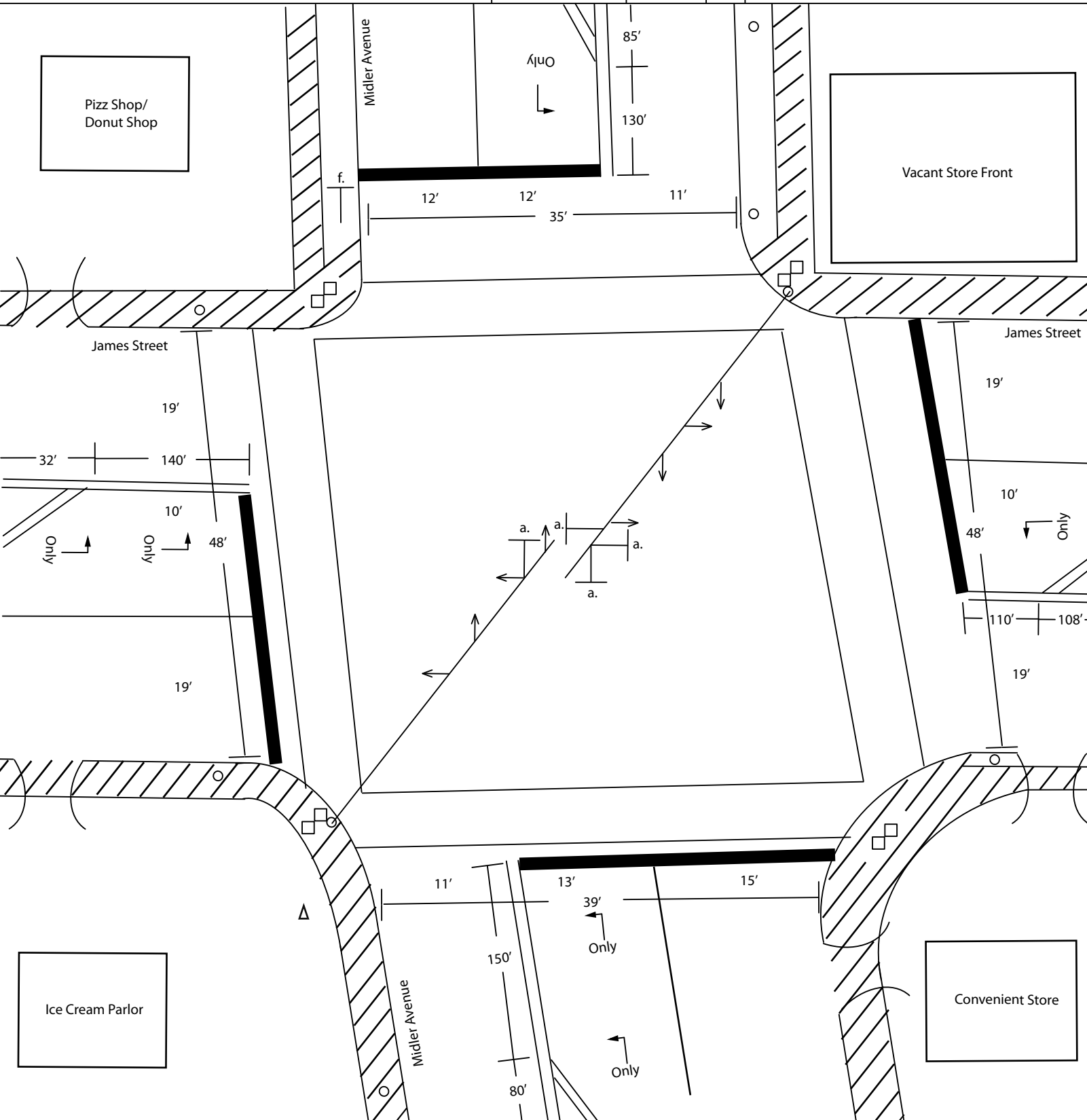
Date

January 2012



Note:
Only actual pavement markings were drawn. An absence of arrows/stripping indicates no pavement markings.

For sign definitions see Intersection Diagram Sign Index



Task
Safety Improvement Analysis

FIGURE 4-1

Data Source: SMTC

Diagram is for presentation purposes only.
SMTC does not guarantee the accuracy or completeness of this diagram.

Diagram is not to scale

COLLISION DIAGRAM

FIGURE 4-2

Location

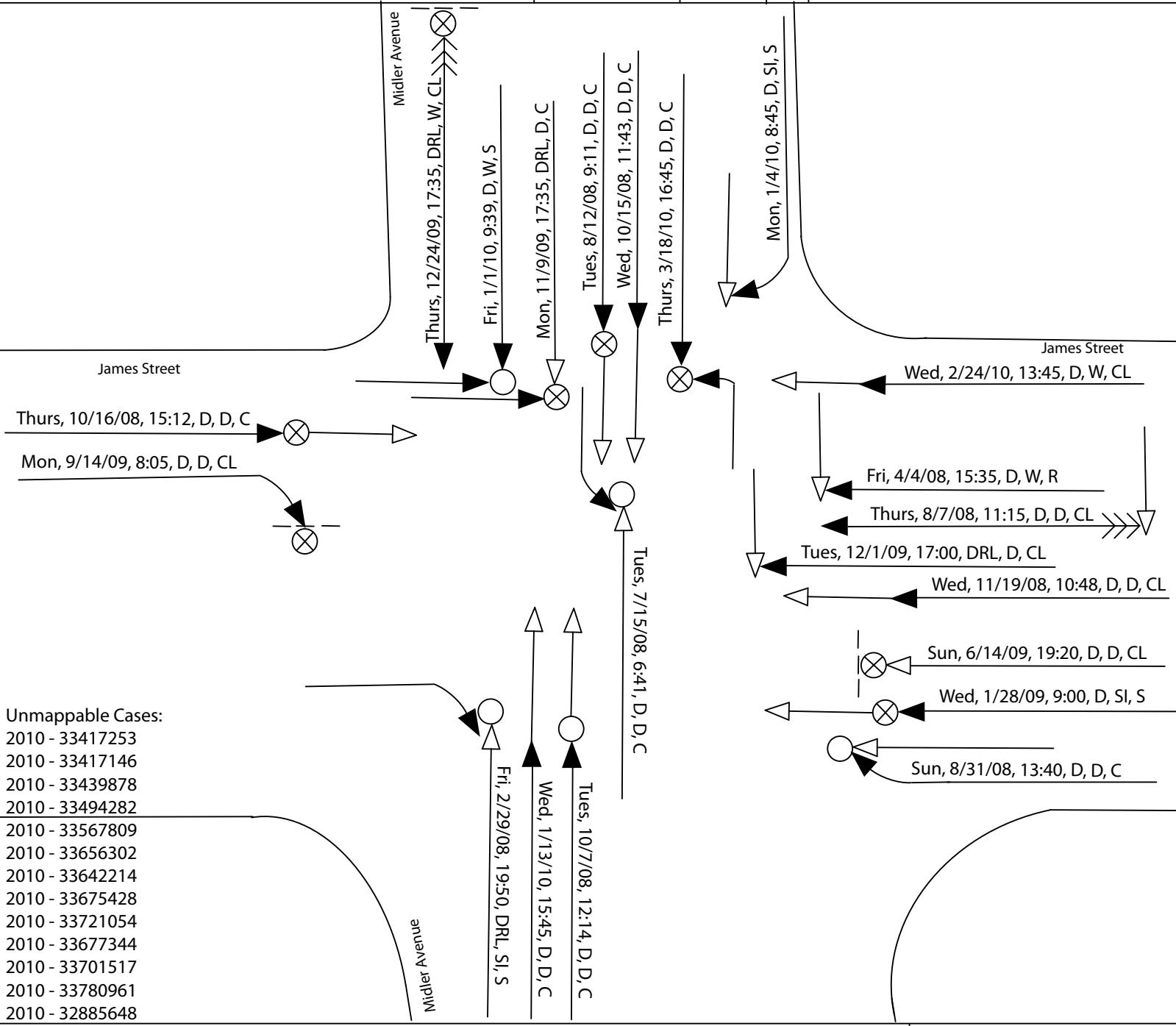
James Street at Midler Avenue

Drawn By
KK
Date
April 2012

Prepared By
SMTC

Period

12/31/07 - 12/31/10



Unmappable Cases:

- 2010 - 33417253
- 2010 - 33417146
- 2010 - 33439878
- 2010 - 33494282
- 2010 - 33567809
- 2010 - 33656302
- 2010 - 33642214
- 2010 - 33675428
- 2010 - 33721054
- 2010 - 33677344
- 2010 - 33701517
- 2010 - 33780961
- 2010 - 32885648

Legend

- | | | | |
|--------------------|--------------|----------------|-----------------|
| Moving Vehicle | Fixed Object | Rear End | Approach Turn |
| Backing Vehicle | PDO | Head On | Overtaking Turn |
| Parked Vehicle | Animal | Sideswipe | Right Angle |
| Pedestrian/Bicycle | Injury | Out Of Control | |
| | Fatal | | |

- | | |
|-----------------|--|
| Light | D = Daylight
DU = Dawn/Dusk
DA = Dark
DRU = Dark - Road Unlighted
DRL = Dark - Road Lighted |
| Pavement | D = Dry
W = Wet
SI = Snow/Ice |
| Weather | C = Clear
CL = Cloudy
R = Rain
S = Snow
F = Fog
SHF = Sleet/Hail/Freezing Rain
U = Unknown |

Fri, 2/12/93, 16, D, D, S

Note: Filled arrow denotes vehicle at fault

Data Source: Accident Location Information System
New York State Directory Services (NYSDS, 2009).

Diagram Completed by SMTC, April 2012. Diagram is for presentation purposes only. SMTC does not guarantee the accuracy or completeness of this diagram.

Table 4-1, James Street at S. Midler Avenue Collision Data Summary

TOTAL COLLISIONS: 34

ACCIDENT TYPE

<i>Type of Accident:</i>	<i>Number:</i>
COLLISION WITH MOTOR VEHICLE	30
COLLISION WITH PEDESTRIAN	3
COLL. W/LIGHT SUPPORT/UTILITY POLE	1

COLLISION SEVERITY

<i>Severity:</i>	<i>Number:</i>
NON-REPORTABLE	12
PROPERTY DAMAGE	10
PROPERTY DAMAGE AND INJURY	7
INJURY	5

COLLISION TYPE

<i>Type of Collision</i>	<i>Number:</i>
REAR END	12
RIGHT ANGLE	11
OTHER	5
OVERTAKING	2
UNKNOWN	1
SIDESWIPE	1
RIGHT TURN (WITH OTHER CAR)	1
LEFT TURN (AGAINST OTHER CAR)	1

WEATHER CONDITIONS

<i>Weather:</i>	<i>Number:</i>
CLOUDY	13
CLEAR	11
SNOW	5
RAIN	4
UNKNOWN	1

LIGHT CONDITIONS

<i>Light conditions:</i>	<i>Number:</i>
DAYLIGHT	24
DARK-ROAD LIGHTED	9
UNKNOWN	1

ROADWAY CONDITIONS

<i>Roadway Conditions:</i>	<i>Number:</i>
DRY	21
WET	8
SNOW/ICE	4
UNKNOWN	1

INJURIES / FATALITIES

<i>Number of Injuries:</i>	15
<i>Number of Fatalities:</i>	0

SEASON

Winter:	19
Spring:	5
Summer:	5
Fall:	5

COLLISION DAY / TIME*

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
No. of Collisions	5	4	5	6	6	7	1
Time of Collision	1:40 PM 4:15 PM 7:20 PM 8:00 PM 10:08 PM	8:05 AM 8:45 AM 1:38 PM 5:35 PM	6:41 AM 9:11 AM 12:14 PM 3:09 PM 5:00 PM	9:00 AM 10:48 AM 11:43 AM 1:45 PM 3:45 PM 3:45 PM	8:20 AM 11:15 AM 11:30 AM 3:12 PM 4:45 PM 5:35 PM	9:39 AM 11:30 AM 3:35 PM 5:10 PM 6:00 PM 7:50 PM 9:45 PM	8:55 AM

*Time of day may not be available for all collisions.

Intersection #5: S. Salina Street at Brighton Avenue



Aerial photo of S. Salina Street –Brighton Avenue (looking north)

Description

The intersection of South Salina Street (northbound and southbound) at Brighton Avenue (eastbound and westbound) is a three-phase signalized intersection. The signal phasing for this intersection is as follows:

Phase one – Eastbound only (through, right turns, and protected left turns)

Phase two – Eastbound and westbound through, right turns, and permitted left turns

Phase three – Northbound and southbound through, right turns, and permitted lefts

All four corners of this intersection have commercial properties on them and/or parking lots for commercial properties. On the northwest corner is a large furniture store, on the northeast and southwest corner are other smaller stores, and on the southwest corner is a vacant gas station. The estimated average daily entering vehicles (ADEV) at this intersection is 17,940 vehicles per day.

The approaches have the following characteristics:



Northbound (Salina Street): A straight and level grade consisting of two lanes separated by a double yellow line. This approach has no shoulders, and parking is not allowed. A stop bar is present across the northbound lane, and a crosswalk connects the sidewalks present on both sides of the street.



Southbound (Salina Street): A straight and level grade consisting of two lanes separated by a double yellow line. This approach has no shoulders, and parking is not allowed. A stop bar is present across the southbound lane, and a crosswalk connects the sidewalks present on both sides of the street.



Eastbound (Brighton Avenue): A straight and level grade consisting of three lanes. The two lanes heading east consist of one left-turn-only lane and one through/right lane separated by a solid white line. Stop bar exists across these two lanes. The lane heading west is separated from the two lanes heading east by a double yellow line. There are no shoulders, and parking is not allowed in close proximity to the intersection on either side. A crosswalk connects the sidewalks on each side of the street.



Westbound (Brighton Avenue): A slightly curved and level grade consisting of three lanes. The two lanes heading west consist of one left-turn-only lane and one through/right lane separated by a solid white line. A stop bar is present across the two lanes. The lane heading east is separated from the west lanes by a solid double yellow line. Both sides of the street have sidewalks connected by a crosswalk. Neither side allows on street parking.

Collision History

During the period used for the analysis, ALIS showed there were 29 collisions. Seventeen of those collisions were reportable collisions. The statewide average for an intersection of this type is 0.12 collisions per million entering vehicles (MEV). The collision rate at this intersection is 0.87, or 7.2 times higher than the state average.

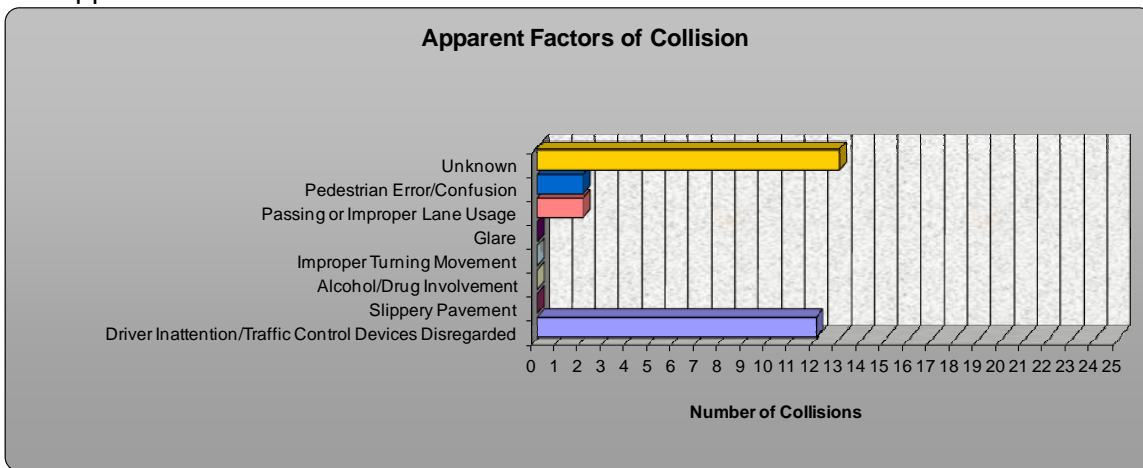
The collision diagram (Figure 5-2) and the summary (Table 5) present detailed data on the collisions that occurred at this intersection. The specifics are discussed below.

- Ninety percent of the collisions occurred with a motor vehicle. One collision each occurred with a bicyclist, a pedestrian, and a pole.
- The top 3 collisions occurring at this intersection were right-angle collisions, with 7, overtaking collisions with 7, and rear-end collisions with 6 collisions. Other collisions occurring not as frequently included head on, left turn (with other car), and left turn (against other car).
- The majority, 22 out of 29 collisions, occurred during the daylight hours.
- There were 8 injuries and no fatalities at this intersection.
- Of the 17 reportable collisions, 10 had property damage, 4 had injury and 3 had property damage and injury.
- Eighteen of the collisions at this intersection occurred under clear weather conditions, 6 under cloudy conditions and 3 during the rain.
- Seventy-six percent of the collisions occurred under dry roadway conditions.
- The summer season had the most collisions with 11, followed by winter with 9, spring with 6, and fall with 3.
- The majority, 21 out of 29 collisions, occurred during the p.m. hours of the day. The latest collision occurred at 11:44 p.m., while the earliest occurred at 7:38 a.m.
- Thursday had the most collisions with 9, while Wednesday had the least with 1.

Analysis

There were a few collisions with items other than motor vehicles at this intersection, and they included collisions with a pedestrian, a bicyclist, and a pole. The collisions at this intersection occurred more in the p.m. hours than the a.m. hours. This intersection had an array of different types of collisions, yet right angle, overtaking, and rear-end collisions occurred more than other types. A large number of collisions occurred when the lighting, weather, and roadway conditions were light, clear and dry. In fact the most collisions occurred during the summer season. The majority of the collisions involved vehicles traveling on South Salina Street, going northbound or southbound. According to those collisions that were able to be mapped, 5 of the 7 overtaking collisions occurred on South Salina Street.

The apparent collision factors for this intersection are as follows:



Unfortunately, there was large number of “unknowns” for this intersection. However, one of the more common apparent factors noted in the collision reports at this intersection was “driver inattention/traffic control devices disregarded.” More specifically, many of the drivers were either following too closely, failing to yield the right of way, backing unsafely, or were simply disregarding traffic control devices and/or being inattentive. Beyond the “driver inattention” factor, there were two collisions caused by “pedestrian error/ confusion” and two caused by “passing or improper lane usage.” All these collision factors help make the case that many of the collisions were the result of human error.

HCS Analysis

During the morning peak hour (7:45 – 8:45):

- The eastbound approach operates at LOS B, with 15.8 seconds of delay per vehicle.
- The westbound approach operates at LOS E, with 56.7 seconds of delay per vehicle.
- The northbound approach operates at LOS C, with 21.3 seconds of delay per vehicle.
- The southbound approach operates at LOS C, with 19.7 seconds of delay per vehicle.
- The intersection operates at LOS C, with 27.8 seconds of delay per vehicle during the a.m. peak.

During the evening peak hour (4:45 – 5:45):

- The eastbound approach operates at LOS B, with 16.6 seconds of delay per vehicle.
- The westbound approach operates at LOS D, with 45.9 seconds of delay per vehicle.
- The northbound approach operates at LOS B, with 18.0 seconds of delay per vehicle.
- The southbound approach operates at LOS C, with 26.2 seconds of delay per vehicle.
- The intersection operates at LOS C, with 27.4 seconds of delay per vehicle during the p.m. peak.

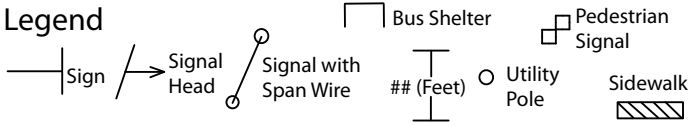
This intersection is operating at an acceptable level of service during peak periods.

INTERSECTION DIAGRAM

Location

South Salina Street at Brighton Avenue

Legend



Drawn By

KK

Prepared By

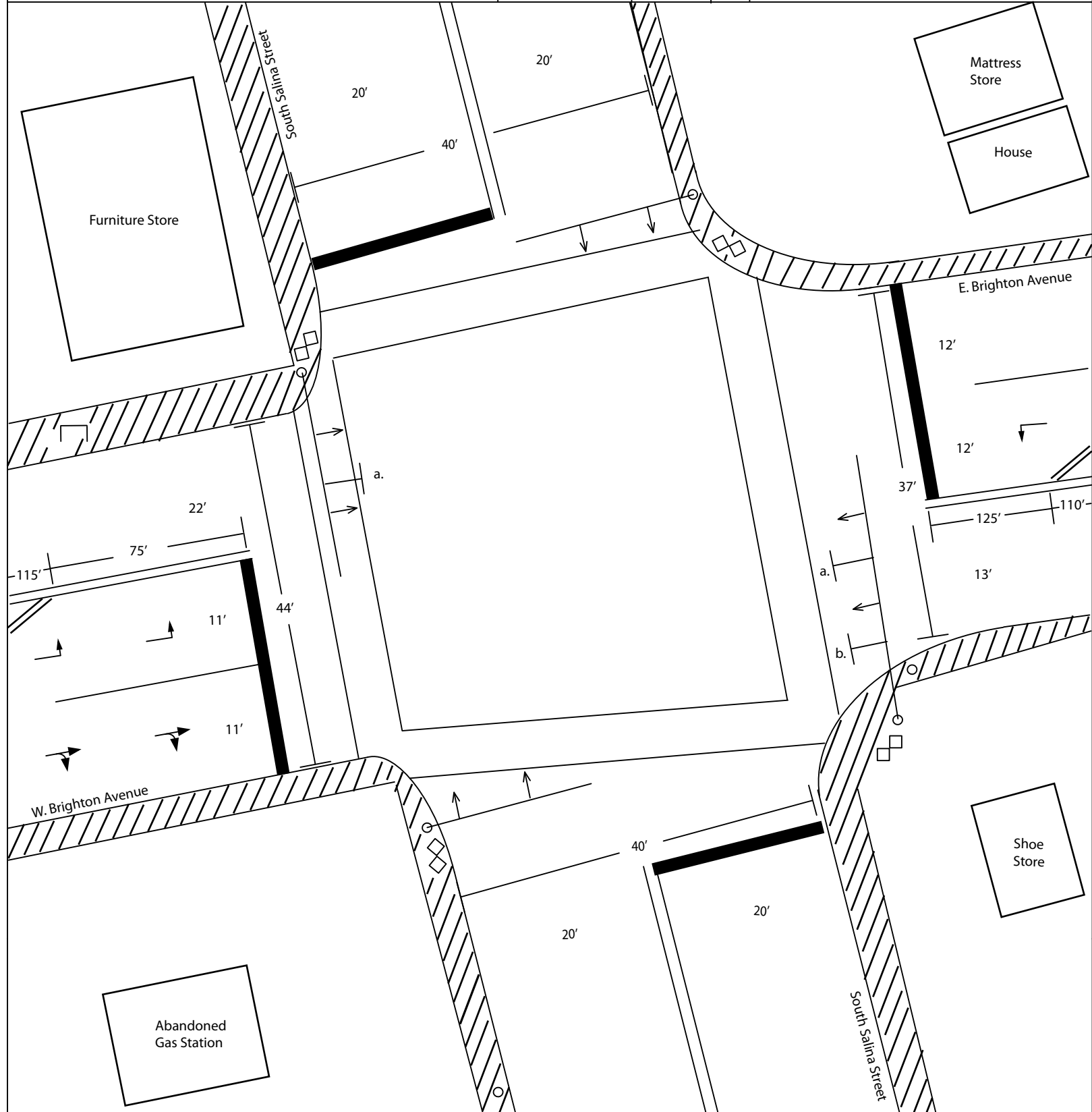
SMTC

Date January 2012



Note:
Only actual pavement markings were drawn. An absence of arrows/stripping indicates no pavement markings.

For sign definitions see Intersection Diagram Sign Index



Task

Safety Improvement Analysis

FIGURE 5-1


Data Source: SMTC

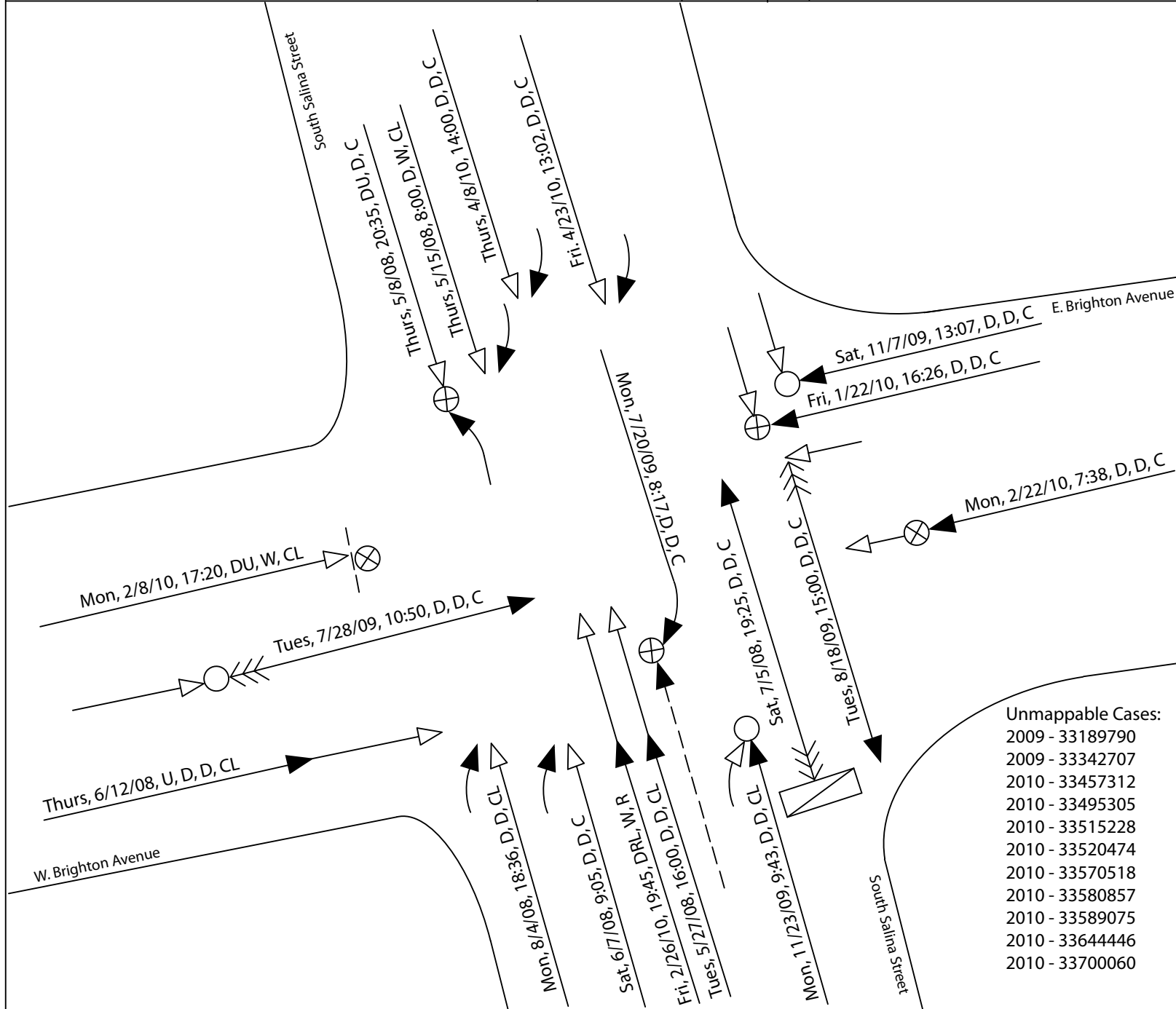
Diagram is for presentation purposes only. SMTC does not guarantee the accuracy or completeness of this diagram.

Diagram is not to scale

COLLISION DIAGRAM

FIGURE 5-2

Location South Salina Street at Brighton Avenue			
Drawn By KK	Prepared By SMTC	 N	Period 12/31/07 - 12/31/10
Date April 2012			

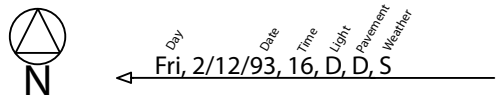


- Unmappable Cases:**
- 2009 - 33189790
 - 2009 - 33342707
 - 2010 - 33457312
 - 2010 - 33495305
 - 2010 - 33515228
 - 2010 - 33520474
 - 2010 - 33570518
 - 2010 - 33580857
 - 2010 - 33589075
 - 2010 - 33644446
 - 2010 - 33700060

Legend

- | | | | |
|--------------------|--------------|----------------|-----------------|
| Moving Vehicle | Fixed Object | Rear End | Approach Turn |
| Backing Vehicle | PDO | Head On | Overtaking Turn |
| Parked Vehicle | Animal | Sideswipe | Right Angle |
| Pedestrian/Bicycle | Injury | Out Of Control | |
| | Fatal | | |

- | | |
|-----------------|--|
| Light | D = Daylight
DU = Dawn/Dusk
DA = Dark
DRU = Dark - Road Unlighted
DRL = Dark - Road Lighted |
| Pavement | D = Dry
W = Wet
SI = Snow/Ice |
| Weather | C = Clear
CL = Cloudy
R = Rain
S = Snow
F = Fog
SHF = Sleet/Hail/Freezing Rain
U = Unknown |



Note: Filled arrow denotes vehicle at fault

Data Source: Accident Location Information System
New York State Directory Services (NYS DS, 2009).

Diagram Completed by SMTC, April 2012. Diagram is for presentation purposes only. SMTC does not guarantee the accuracy or completeness of this diagram.

Table 5-1, S. Salina Street at Brighton Avenue Collision Data Summary

TOTAL COLLISIONS: 29

ACCIDENT TYPE

<i>Type of Accident:</i>	<i>Number:</i>
COLLISION WITH MOTOR VEHICLE	26
COLLISION WITH OTHER PEDESTRIAN	1
COLLISION WITH BICYCLIST	1
COLL. W/LIGHT SUPPORT/UTILITY POLE	1

COLLISION SEVERITY

<i>Severity:</i>	<i>Number:</i>
NON-REPORTABLE	12
PROPERTY DAMAGE	10
INJURY	4
PROPERTY DAMAGE AND INJURY	3

COLLISION TYPE

<i>Type of Collision</i>	<i>Number:</i>
RIGHT ANGLE	7
OVERTAKING	7
REAR END	6
OTHER	3
LEFT TURN (WITH OTHER CAR)	3
UNKNOWN	1
LEFT TURN (AGAINST OTHER CAR)	1
HEAD ON	1

WEATHER CONDITIONS

<i>Weather:</i>	<i>Number:</i>
CLEAR	18
CLOUDY	6
RAIN	3
UNKNOWN	2

LIGHT CONDITIONS

<i>Light conditions:</i>	<i>Number:</i>
DAYLIGHT	22
DARK-ROAD LIGHTED	3
UNKNOWN	2
DUSK	2

ROADWAY CONDITIONS

<i>Roadway Conditions:</i>	<i>Number:</i>
DRY	22
WET	5
UNKNOWN	2

INJURIES / FATALITIES

<i>Number of Injuries:</i>	8
<i>Number of Fatalities:</i>	0

SEASON

Winter:	9
Spring:	6
Summer:	11
Fall:	3

COLLISION DAY / TIME*

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
No. of Collisions	2	6	3	1	9	4	4
Time of Collision	12:20 PM 11:44 PM	7:38 AM 8:17 AM 9:43 AM 4:45 PM 5:20 PM 6:36 PM	10:50 AM 3:00 PM 4:00 PM	5:20 PM	8:00 AM 9:34 AM 12:05 PM 12:40 PM 2:40 PM 3:47 PM 5:12 PM 8:35 PM	1:02 PM 2:00 PM 4:26 PM 7:45 PM	9:05 AM 1:07 PM 5:09 PM 7:25 PM

*Time of day may not be available for all collisions.

Intersection #6: S. Salina Street at Castle Street



Aerial photo of S. Salina Street–Castle Street intersection (looking north)

Description

The intersection of South Salina Street (northbound and westbound) at Castle Street (eastbound and westbound) is a two-phase signalized intersection. The signal phasing for this intersection is as follows:

Phase one – Northbound and southbound through, right turns, and permitted lefts

Phase two – Eastbound and westbound through, right turns, and permitted left turns

Three corners of this intersection have commercial properties on them, a taxi garage on the northeast corner, a repair shop on the southeast corner, and a gas station on the southwest corner. The northwest corner has a large parking lot that does not appear to be in use. The estimated average daily entering vehicles (ADEV) at this intersection is 12,100 vehicles per day.

The approaches have the following characteristics:



Northbound (S. Salina Street): A straight and level grade consisting of three lanes. There are two lanes going north, separated from one another by a solid white line. There is a lane going south separated from the north lanes by a double yellow line. Sidewalks exist on both sides of the street. A fading white crosswalk connects the sidewalks to one another. A stop bar is present across the two northbound lanes. There are no shoulders, and parking is not allowed on either side of the street.



Southbound (S. Salina Street): A straight and level grade consisting of four lanes. The two lanes heading north are separated from one another by dashed white lines. The two southbound lanes are separated from one another by a solid white line as you approach the intersection. North and south lanes are separated by a solid double yellow line. Stop bars, white in color and fading, are present across the two southbound lanes. Crosswalks, fading and white, connect the sidewalks. There are no shoulders, and parking is not allowed on either side of the street.



Eastbound (Castle Street): A straight and level grade consisting of three lanes. Two lanes heading east consist of one left-turn-only lane and one through/right lane separated from one another by a solid white line. These two lanes are separated from the one westbound lane by a solid double yellow line. Fading white stop bars are present across the eastbound lanes, and white fading crosswalks connect the sidewalks on both sides of the street. There are no shoulders and parking is not allowed on either side of the street.



Westbound (Castle Street): A straight and level grade consisting of three lanes. Two head west, a left-turn-only lane and a through lane, separated by a solid white line. The eastbound lane is separated from the westbound lanes by a solid double yellow lane. Sidewalks on both sides, a white fading crosswalk, and stop bars across the westbound lanes all exist. There are no shoulders, and parking is not allowed.

*Photos on this page are courtesy of Google maps street view (June 2011)

Collision History

During the period used for the analysis, ALIS showed there were 22 collisions. Twelve of those collisions are reportable collisions. The statewide average for an intersection of this type is 0.12 collisions per million entering vehicles (MEV). The collision rate at this intersection is .91, or 7.5 times higher than the state average.

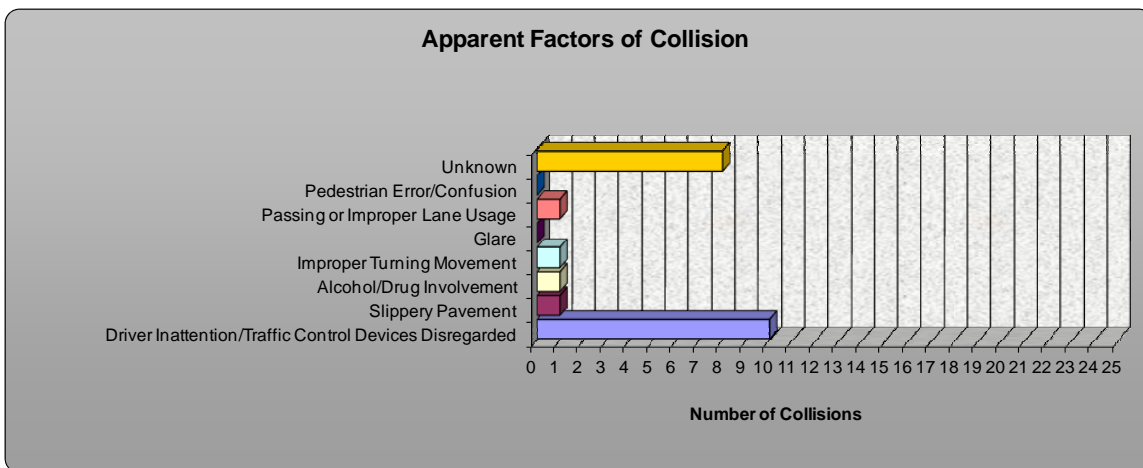
The collision diagram (Figure 6-2) and the summary (Table 6) present detailed data on the collisions that occurred at this intersection. The specifics are discussed below.

- The majority of the collisions, 86%, occurred with a motor vehicle. One of the 22 total collisions occurred with a pedestrian.
- The type of collision occurring the most at this intersection was rear-end collisions, with 9 collisions. Other collision types reported at this intersection were overtaking, right angle, and left turn (against other car).
- Twenty of the collisions occurred during daylight conditions.
- There were 7 injuries at this intersection and no fatalities.
- Of the 12 reportable collisions, 7 had property damage, 4 had injury, and 1 had both.
- Six of the collisions at this intersection occurred during wet weather, 4 during rain, and 2 during snow conditions.
- Roadway conditions were dry for 55% of the collisions. Meanwhile 7 collisions occurred while there were wet road conditions, 2 while there were snow/ice conditions, and 1 while slush existed on the roadway.
- The winter season had the most collisions with 10 collisions. Spring, summer and fall had roughly the same amount of collisions each, with 4, 5, and 3 respectively.
- Sixty-four percent, or 14 out of 22, of the collisions occurred during the p.m. hours of the day, between 1:30 p.m. and 10:55 p.m. Five of the 14 collisions occurred in the hour between 4:00 p.m. and 5:00 p.m. Of the eight a.m. collisions, 5 of them occurred on a Saturday morning.
- Saturday had the most collisions of any day with 7, followed by Thursday with 6, Wednesday with 4, Monday with 3, and Sunday with 2. Tuesday and Friday had 0 collisions.

Analysis

There was 1 collision at this intersection with a pedestrian, but the majority were with a motor vehicle. Ninety-one percent of the collisions occurred during the daylight hours. Wet roadway conditions with snow/ice and slush conditions figured into almost 50% of the collisions. In fact, the winter season had the majority of the collisions with 10. No collisions occurred on Tuesday or Friday. Thursday and Saturday had the most collisions of all the days with 6 and 7 respectively, while 5 out of the 22 collisions occurred in the a.m. hours of a Saturday alone. For those collisions that were able to be mapped, the majority of the collisions involved vehicles traveling on South Salina Street.

The apparent collision factors for this intersection are as follows:



The “driver inattention/traffic control devices disregarded” factor was the largest factor at this intersection. There were numerous other factors at 1 collision each. Also, unfortunately, there was once again a large number of collisions that had an unknown factor. With regard to the “driver inattention” factor, the more specific reasons under this category included driver inexperience, failure to yield the right of way, following too closely, and backing unsafely to name a few. Human error is attributable to many of these collisions.

HCS Analysis

During the morning peak hour (7:45 – 8:45):

- The eastbound approach operates at LOS C, with 30.1 seconds of delay per vehicle.
- The westbound approach operates at LOS C, with 26.5 seconds of delay per vehicle.
- The northbound approach operates at LOS A, with 5.4 seconds of delay per vehicle.
- The southbound approach operates at LOS A, with 5.1 seconds of delay per vehicle.
- The intersection operates at LOS B, with 12.5 seconds of delay per vehicle during the a.m. peak.

During the evening peak hour (4:15 – 5:15):

- The eastbound approach operates at LOS C, with 29.4 seconds of delay per vehicle.
- The westbound approach operates at LOS C, with 32.7 seconds of delay per vehicle.
- The northbound approach operates at LOS A, with 6.0 seconds of delay per vehicle.
- The southbound approach operates at LOS A, with 6.2 seconds of delay per vehicle.
- The intersection operates at LOS B, with 14.4 seconds of delay per vehicle during the p.m. peak.

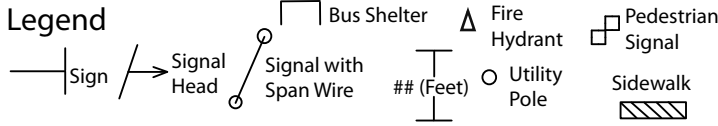
This intersection is operating at an acceptable level of service during peak periods.

INTERSECTION DIAGRAM

Location

South Salina Street at Castle Street

Legend

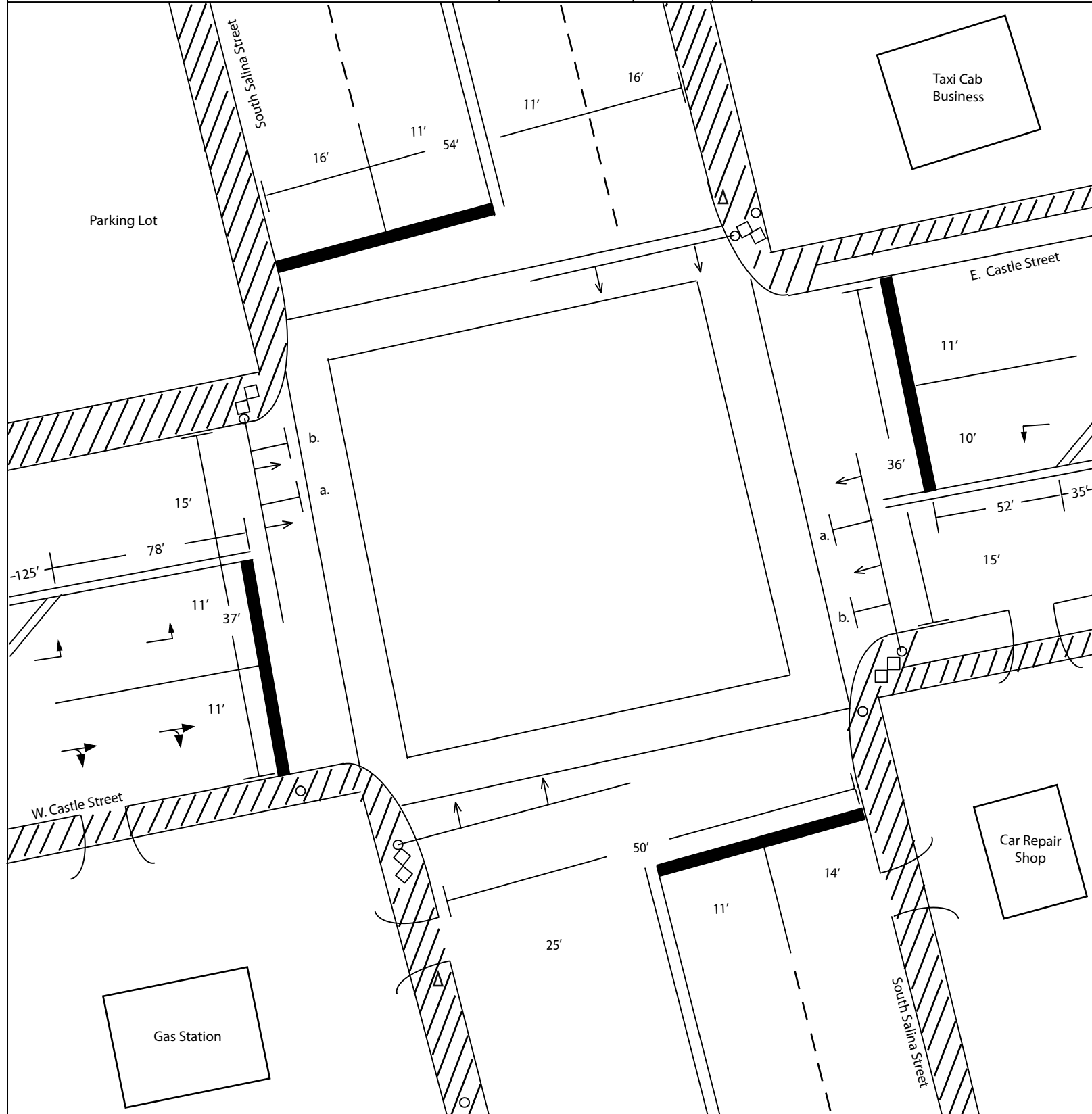


Drawn By: KK
Date: January 2012

Prepared By: SMTC



Note: Only actual pavement markings were drawn. An absence of arrows/stripping indicates no pavement markings.
For sign definitions see Intersection Diagram Sign Index



Task: Safety Improvement Analysis

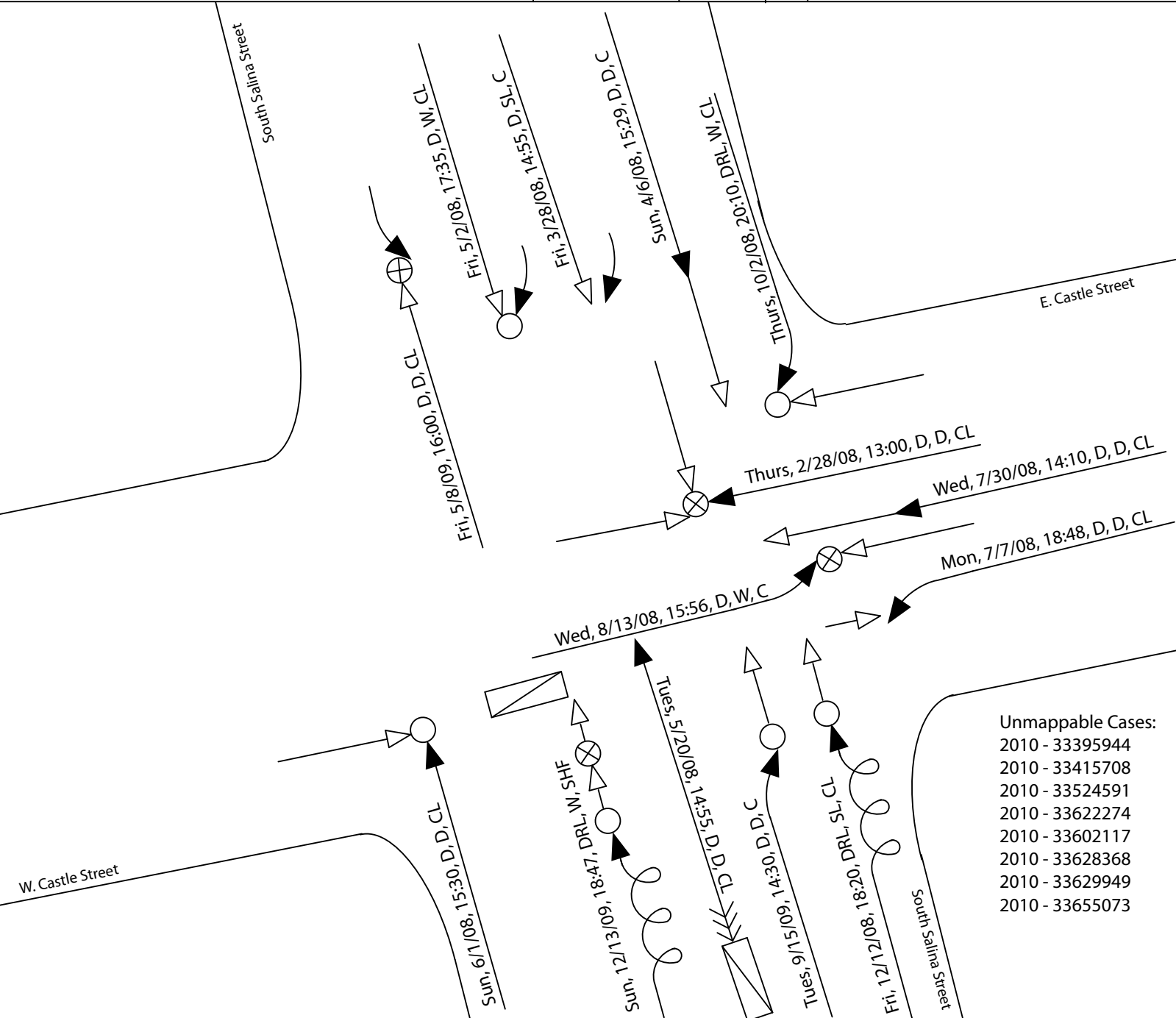
FIGURE 6-1

Data Source: SMTC
Diagram is for presentation purposes only. SMTC does not guarantee the accuracy or completeness of this diagram.
Diagram is not to scale

COLLISION DIAGRAM

FIGURE 6-2

Location				South Salina Street at Castle Street	
Drawn By	KK	Prepared By	SMTC	Period	12/31/07 - 12/31/10
Date	April 2012				



- Unmappable Cases:**
- 2010 - 33395944
 - 2010 - 33415708
 - 2010 - 33524591
 - 2010 - 33622274
 - 2010 - 33602117
 - 2010 - 33628368
 - 2010 - 33629949
 - 2010 - 33655073

Legend

Moving Vehicle	Fixed Object	Rear End	Approach Turn
Backing Vehicle	PDO	Head On	Overtaking Turn
Parked Vehicle	Animal	Sideswipe	Right Angle
Pedestrian/Bicycle	Injury	Out Of Control	
	Fatal		

Light	D = Daylight DU = Dawn/Dusk DA = Dark DRU = Dark - Road Unlighted DRL = Dark - Road Lighted
Pavement	D = Dry W = Wet S = Snow/Ice SL = Slush
Weather	C = Clear CL = Cloudy R = Rain S = Snow F = Fog SHF = Sleet/Hail/Freezing Rain U = Unknown

Day: Fri, 2/12/93, 16, D, D, S

Note: Filled arrow denotes vehicle at fault

Data Source: Accident Location Information System
New York State Directory Services (NYS DS, 2009).

Diagram Completed by SMTC, April 2012. Diagram is for presentation purposes only. SMTC does not guarantee the accuracy or completeness of this diagram.

Table 6-1, S. Salina Street at Castle Street Collision Data Summary

TOTAL COLLISIONS: 22

ACCIDENT TYPE

<i>Type of Accident:</i>	<i>Number:</i>
COLLISION WITH MOTOR VEHICLE	19
OTHER NON-COLLISION	1
COLLISION WITH PEDESTRIAN	1
COLLISION WITH OTHER	1

COLLISION SEVERITY

<i>Severity:</i>	<i>Number:</i>
NON-REPORTABLE	10
PROPERTY DAMAGE	7
INJURY	4
PROPERTY DAMAGE AND INJURY	1

COLLISION TYPE

<i>Type of Collision</i>	<i>Number:</i>
REAR END	9
OVERTAKING	5
OTHER	4
RIGHT ANGLE	3
LEFT TURN (AGAINST OTHER CAR)	1

WEATHER CONDITIONS

<i>Weather:</i>	<i>Number:</i>
CLEAR	10
CLOUDY	6
RAIN	4
SNOW	2

LIGHT CONDITIONS

<i>Light conditions:</i>	<i>Number:</i>
DAYLIGHT	20
DARK-ROAD LIGHTED	2

ROADWAY CONDITIONS

<i>Roadway Conditions:</i>	<i>Number:</i>
DRY	12
WET	7
SNOW/ICE	2
SLUSH	1

INJURIES / FATALITIES

<i>Number of Injuries:</i>	7
<i>Number of Fatalities:</i>	0

SEASON

Winter:	10
Spring:	4
Summer:	5
Fall:	3

COLLISION DAY / TIME*

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
No. of Collisions	2	3	0	4	6	0	7
Time of Collision	4:30 PM 7:20 PM	12:10 PM 1:30 PM 1:51 PM		12:25 AM 2:06 PM 4:10 PM 4:45 PM	9:15 AM 2:47 PM 4:00 PM 4:00 PM 7:40 PM		7:25 AM 8:44 AM 10:00 AM 10:15 AM 10:50 AM 12:10 PM 10:55 PM

*Time of day may not be available for all collisions.

Intersection #7: S. Salina Street at Colvin Street



Aerial photo of S. Salina Street – Colvin Street intersection (looking north)

Description

The intersection of South Salina Street (northbound and southbound) at Colvin Street (westbound) is a two-phase signalized intersection. It should be noted that Colvin Street is a one-way street going westbound after you go through the intersection. The signal phasing for this intersection is as follows:

Phase one – Northbound and southbound through, right turns, and permitted lefts

Phase two – Westbound only (through, right turns, and protected left turns)

The immediate surrounding land use includes a church on the northwest corner, a library on the northeast corner, a bank on the southwest corner, and a post office on the southeast corner. The estimated average daily entering vehicles (ADEV) at this intersection is 15,140 vehicles per day.

The approaches have the following characteristics:



Northbound (S. Salina Street): A straight and level grade consisting of two lanes separated from one another by a solid double yellow line. There are no shoulders, and parking is allowed on both sides but with time restrictions. A stop bar sits across the northbound lane, and a crosswalk connects sidewalks on both side of the street.



Southbound (S. Salina Street): A straight and level grade consisting of two lanes separated by a solid double yellow line. There are no shoulders, and parking is not allowed on either side of the street. A stop bar sits across the southbound lane, and a crosswalk connects sidewalks on both side of the street.



Eastbound (Colvin Street): A straight and level grade consisting of one lane. Traffic is only allowed to travel west. There is a white crosswalk connecting the sidewalks that exist on both sides of the street. There are no other lines and no defined shoulders. Odd/Even parking is allowed.



Westbound (Colvin Street): A slightly curved and level grade consisting of two lanes separated by a solid double yellow line. There is a white stop bar across the westbound lane. White painted crosswalks join the sidewalks on both sides of the street. There are no shoulders, and parking is not allowed on either side.

Collision History

During the period used for the analysis, ALIS showed there were 22 collisions. Fifteen of those collisions were reportable collisions. The statewide average for an intersection of this type is 0.26 collisions per million entering vehicles (MEV). The collision rate at this intersection is 0.90, or 3.50 times higher than the state average.

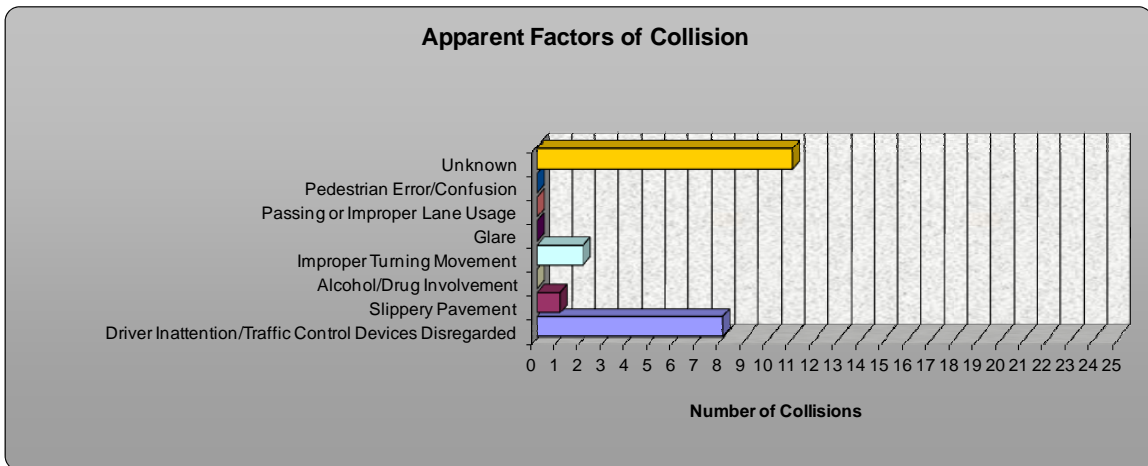
The collision diagram (Figure 7-2) and the summary (Table 7) present detailed data on the collisions that occurred at this intersection. The specifics are discussed below.

- Two collisions at this intersection were with a pedestrian. The majority, 19, were with motor vehicles.
- Many different collision types occurred at this intersection; right-angle collisions occurred the most with 7.
- Twenty-three percent of the collisions occurred under dark-road lighted conditions. The remaining collisions occurred during the daylight hours.
- There were 15 injuries at this intersection and no fatalities.
- The reportable collisions made up 68%, or 15 out of 22, of the collisions. Six had injury, 5 had property damage, and 4 had property damage and injury.
- The majority, 95%, of the collisions occurred in either cloudy or clear weather conditions. The remaining 5% was 1 collision that occurred during sleet/hail/freezing rain.
- Fifteen out of the 22 collisions occurred when roadway conditions were dry. The remaining 7 collisions occurred when roads were either wet or slushy.
- Fall had the most number of collisions with 7, while the other three seasons had 5 collisions each.
- The majority of the collisions, 82% or 18 of 22, occurred during the p.m. hours. The earliest p.m. collision occurred at 12:05 p.m., and the latest occurred at 8:10 p.m.
- The most collisions occurred on Sunday with 6 collisions. The least amount of collisions occurred on Saturday and Monday, when only 1 collision each was reported.

Analysis

There were 2 collisions with a pedestrian at this intersection. Though there were a number of different types of collisions, right-angle collisions occurred the most with 7 collisions. Many of the rear-end collisions that occurred at this intersection occurred going northbound on South Salina Street. All but 1 of the collisions that were able to be mapped involved vehicles traveling either northbound or southbound on South Salina Street. Some interesting statistics to take note of at this intersection is that dark-road lighted conditions existed for 5 of the collisions, wet and slush roadway conditions were present for 7 collisions, injury was a part of 10 collisions, and cloudy conditions existed for 12 collisions. Also, all but 3 of the collisions occurred in the p.m. hours, and Sunday had the most collisions of any of the days.

The apparent collision factors for this intersection are as follows:



The list of apparent factors provides a slightly clearer picture to the cause of the collisions at this intersection. It indicates that most of the collisions were due to human error involving the two factor categories of “driver inattention/traffic control devices disregarded” and “improper turning movement.”

HCS Analysis

During the morning peak hour (7:45 – 8:45):

- The westbound approach operates at LOS D, with 46.7 seconds of delay per vehicle.
- The northbound approach operates at LOS A, with 5.7 seconds of delay per vehicle.
- The southbound approach operates at LOS A with 4.8 seconds of delay per vehicle.
- The intersection operates at LOS B, with 13.9 seconds of delay per vehicle during the a.m. peak.

During the evening peak hour (4:30 – 5:30):

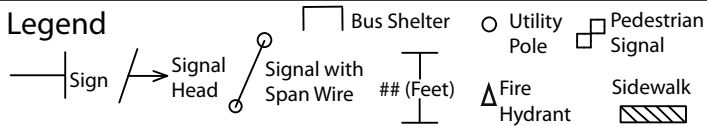
- The westbound approach operates at LOS D, with 40.4 seconds of delay per vehicle.
- The northbound approach operates at LOS A, with 6.4 seconds of delay per vehicle.
- The southbound approach operates at LOS A, with 7.4 seconds of delay per vehicle.
- The intersection operates at LOS B, with 13.2 seconds of delay per vehicle during the p.m. peak.

This intersection is operating at an acceptable level of service during peak periods.

INTERSECTION DIAGRAM

Location
South Salina Street at Colvin Street

Legend



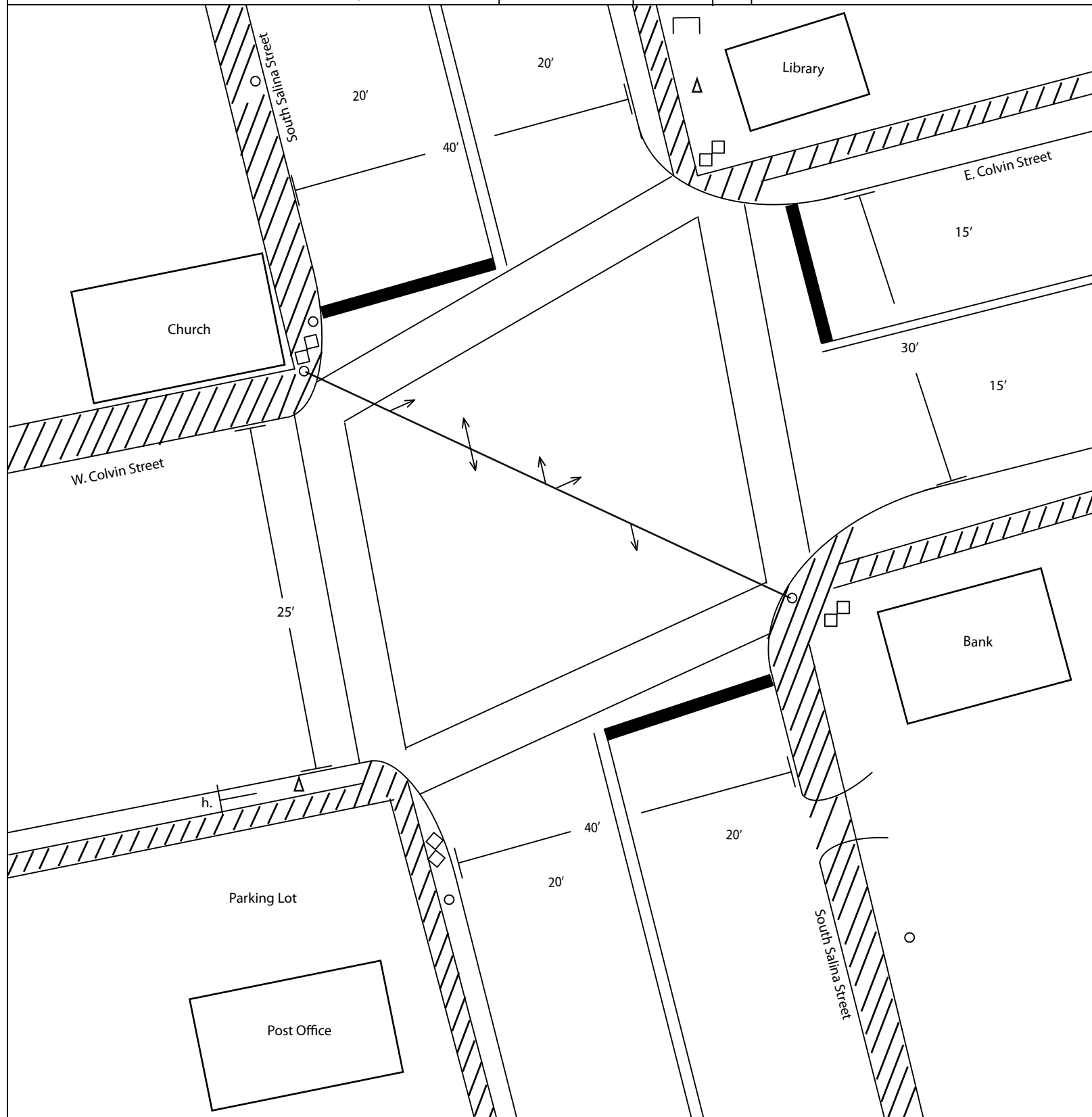
Drawn By
KK

Date
January 2012

Prepared By
SMTC



Note:
Only actual pavement markings were drawn. An absence of arrows/stripping indicates no pavement markings.
For sign definitions see Intersection Diagram Sign Index



Task
Safety Improvement Analysis

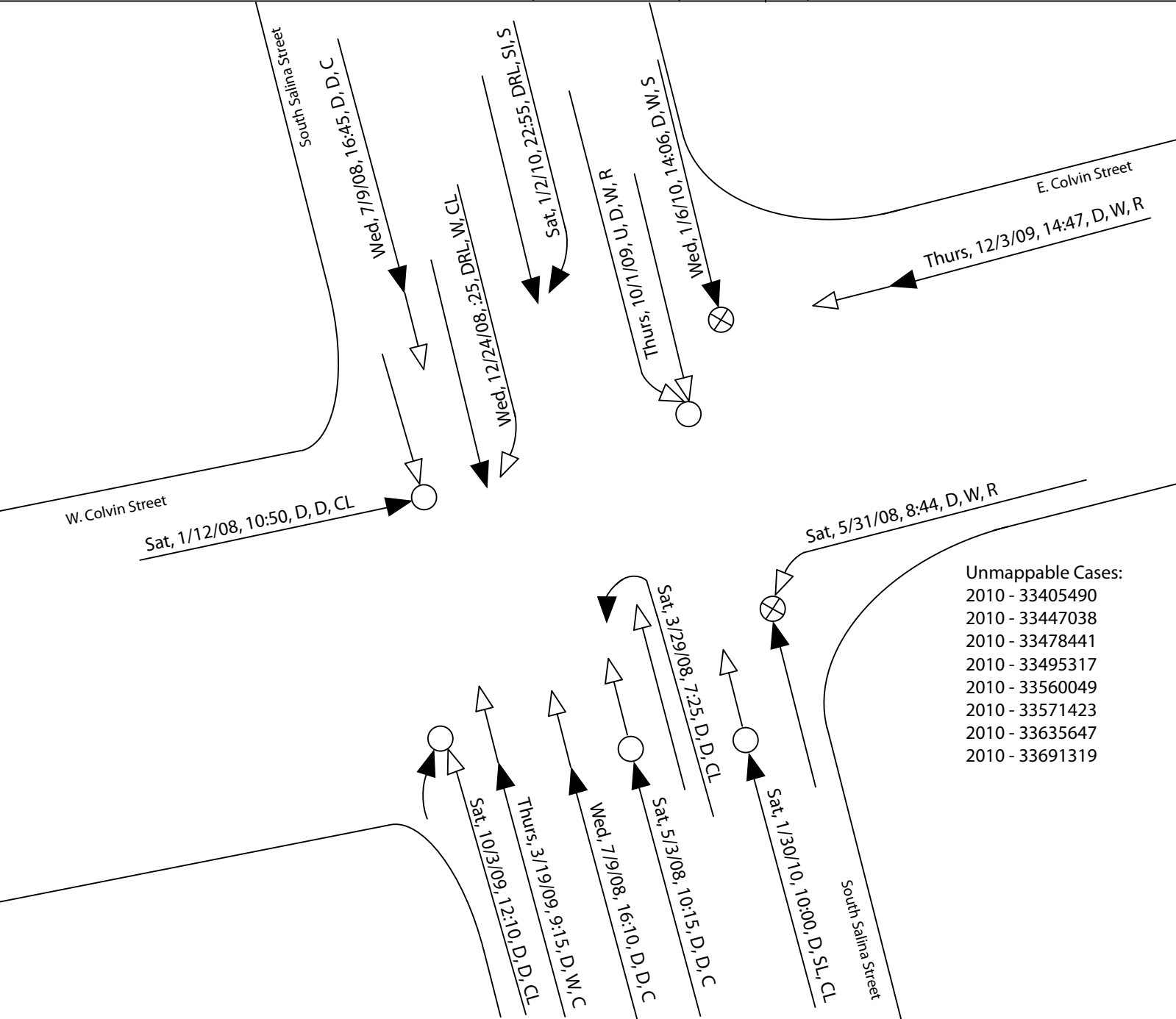
FIGURE 7-1

Data Source: SMTC
Diagram is for presentation purposes only. SMTC does not guarantee the accuracy or completeness of this diagram.
Diagram is not to scale

COLLISION DIAGRAM

FIGURE 7-2

Location				South Salina Street at Colvin Street	
Drawn By	KK	Prepared By	SMTC	Period	12/31/07 - 12/31/10
Date	April 2012				



- Unmappable Cases:
- 2010 - 33405490
 - 2010 - 33447038
 - 2010 - 33478441
 - 2010 - 33495317
 - 2010 - 33560049
 - 2010 - 33571423
 - 2010 - 33635647
 - 2010 - 33691319

Legend

- | | | | |
|-------------------------|----------------|------------------|-------------------|
| ← Moving Vehicle | □ Fixed Object | ←○ Rear End | ↘ Approach Turn |
| ←→ Backing Vehicle | ○ PDO | ←○ Head On | ↘ Overtaking Turn |
| ▭ Parked Vehicle | ◇ Animal | ↘ Sideswipe | ↘ Right Angle |
| ←--- Pedestrian/Bicycle | ⊗ Injury | ⚡ Out Of Control | |
| | ● Fatal | | |

- Light
- D = Daylight
 - DU = Dawn/Dusk
 - DA = Dark
 - DRU = Dark - Road Unlighted
 - DRL = Dark - Road Lighted
- Pavement
- D = Dry
 - W = Wet
 - SI = Snow/Ice
 - SL = Slush
- Weather
- C = Clear
 - CL = Cloudy
 - R = Rain
 - S = Snow
 - F = Fog
 - SHF = Sleet/Hail/Freezing Rain
 - U = Unknown



Day Date Time Light Pavement Weather
 ← Fri, 2/12/93, 16, D, D, S

Note: Filled arrow denotes vehicle at fault

Data Source: Accident Location Information System
 New York State Directory Services (NYSDS, 2009).

Diagram Completed by SMTC, April 2012. Diagram
 is for presentation purposes only. SMTC does not
 guarantee the accuracy or completeness of this diagram.

Table 7-1, S. Salina Street at Colvin Street Collision Data Summary

TOTAL COLLISIONS: 22

ACCIDENT TYPE

<i>Type of Accident:</i>	<i>Number:</i>
COLLISION WITH MOTOR VEHICLE	19
COLLISION WITH PEDESTRIAN	2
OTHER NON-COLLISION	1

COLLISION SEVERITY

<i>Severity:</i>	<i>Number:</i>
NON-REPORTABLE	7
INJURY	6
PROPERTY DAMAGE	5
PROPERTY DAMAGE AND INJURY	4

COLLISION TYPE

<i>Type of Collision</i>	<i>Number:</i>
RIGHT ANGLE	7
OTHER	6
REAR END	4
OVERTAKING	3
RIGHT TURN (AGAINST OTHER CAR)	1
HEAD ON	1

WEATHER CONDITIONS

<i>Weather:</i>	<i>Number:</i>
CLOUDY	12
CLEAR	9
SLEET/HAIL/FREEZING RAIN	1

LIGHT CONDITIONS

<i>Light conditions:</i>	<i>Number:</i>
DAYLIGHT	17
DARK-ROAD LIGHTED	5

ROADWAY CONDITIONS

<i>Roadway Conditions:</i>	<i>Number:</i>
DRY	15
WET	5
SLUSH	2

INJURIES / FATALITIES

<i>Number of Injuries:</i>	15
<i>Number of Fatalities:</i>	0

SEASON

Winter:	5
Spring:	5
Summer:	5
Fall:	7

COLLISION DAY / TIME*

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
No. of Collisions	6	1	2	5	3	4	1
Time of Collision	1:24 AM	6:48 PM	2:30 PM	10:15 AM	1:00 PM	2:55 PM	1:00 AM
	3:29 PM		2:55 PM	11:45 AM	2:18 PM	4:00 PM	
	3:30 PM			12:05 PM	8:10 PM	5:35 PM	
	3:48 PM			2:10 PM		6:20 PM	
	4:50 PM			3:56 PM			
	6:47 PM						

*Time of day may not be available for all collisions.

Intersection #8: S. Salina Street at Seneca Turnpike



Aerial photo of S. Salina Street – Seneca Turnpike (looking north)

Description

The intersection of South Salina Street (northbound and southbound) at Seneca Turnpike (eastbound and westbound) is an eight-phase signalized intersection.

The signal phasing for this intersection is as follows:

Phase one – Northbound and southbound protected left turns, eastbound and westbound protected right turns

Phase two – Northbound only (through, right turns, and protected left turns)

Phase three – Southbound only (through, right turns, and protected left turns)

Phase four – Northbound and southbound through, right turns, and permitted left turns

Phase five – Eastbound and westbound protected left turns, northbound, and southbound protected right turns

Phase six – Eastbound only (through, right turns, and protected left turns)

Phase seven – Westbound only (through, right turns, and protected left turns)

Phase eight – Eastbound and westbound through, right turns, and permitted left turns

Field observations revealed that the signal typically operates with four phases in a cycle, as follows: phase 1, phase 4, phase 5, and phase 8. Phases 2, 3, 6 and 7 typically were skipped. The four corners of this intersection consist of a financial institution on the southwest corner, a gas station on the northwest corner, a small plaza on the northeast corner, and a hardware store on the southeast corner. Within very close proximity to this intersection lie a sizeable

city park, a church and an apartment building as well. The estimated average daily entering vehicles (ADEV) at this intersection, is 25,490 vehicles per day

The approaches have the following characteristics:



Northbound (S. Salina Street): A straight and level grade consisting of four lanes, three heading north and one heading south. Lanes going in opposite direction are separated by a double yellow line. Northbound lanes consist of a left-turn-only lane, a through lane, and a right-turn-only lane, and are separated from one another by a solid white line. There are no shoulders, and parking is not allowed. Faded white crosswalks connect the sidewalks on either side of the street, and a faded stop bar is present across the northbound lanes.



Southbound (S. Salina Street): A straight and level grade consisting of four lanes, three heading south, and one heading north. The northbound and southbound lanes are separated by a double yellow line. The southbound lanes consist of a left-turn-only lane, a through lane, and a right-turn-only lane that are separated from one another by a solid white line. There are no shoulders, and parking is not allowed. A fading white crosswalk connects the sidewalks on either side of the street, and a faded stop bar is present across the lanes going south.



Eastbound (Seneca Turnpike): A straight and level grade consisting of four lanes, three heading east, and one heading west. Opposite direction lanes are separated by a solid double yellow line. The eastbound lanes consist of a left-turn-only lane, a through lane, and a right-turn-only lane, and are separated from one another by a solid white line. There is a shoulder on the westbound lane, but parking is not allowed on either side. A fading white crosswalk and a stop bar across the eastbound lanes are present. A sidewalk exists only on the north side.



Westbound (Seneca Turnpike): A straight and level grade consisting of four lanes, three heading west, and one heading east. Opposite direction lanes are separated by a solid double yellow line. The westbound lanes consist of a left-turn-only lane, a through lane, and a right-turn-only lane, separated by white solid line. They all have stop bars. There are no shoulders, and parking is not allowed. A fading white crosswalk exists, while only a sidewalk exist on the northside.

Collision History

During the period used for the analysis, ALIS showed there were 41 collisions. Twenty-five of those collisions were reportable collisions. The statewide average for an intersection of this type is 0.12 collisions per million entering vehicles (MEV). The collision rate at this intersection is 0.90, or 7.5 times higher than the state average.

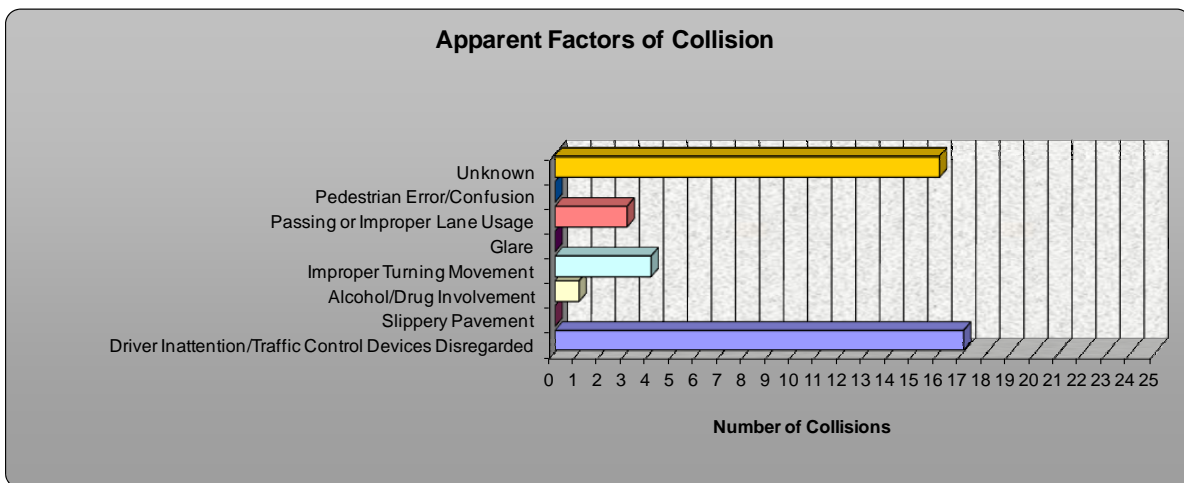
The collision diagram (Figure 8-2) and the summary (Table 8) present detailed data on the collisions that occurred at this intersection. The specifics are discussed below.

- The majority of the collisions, 37 out of 41, occurred with motor vehicles. There was also 1 collision with a pedestrian and 1 with a pole at this intersection.
- Rear-end collisions occurred the most with 15 collisions. Other collision types at this intersection included overtaking, right angle, left turn (against other car), and left turn (with other car).
- Seventy-three percent of the collisions occurred during the daylight hours.
- There were 12 injuries and no fatalities.
- Of the 25 reported collisions, 13 had property damage, 4 had injury, and 6 had property damage and injury.
- Clear weather conditions existed for most of the collisions, in 20 out of 41 instances.
- Dry roadway conditions existed for 69% of the collisions. Twenty-four percent of the collisions had either wet, snow/ice, or slush roadways. The remaining collisions did not have roadway conditions noted.
- Winter and summer had the most number of collisions with 14 and 12 collisions respectively.
- Seventy-one percent, or 29 of 41, of the collisions occurred in the p.m. hours. Eleven of those collisions occurred between 4:00 p.m. and 6:00 p.m.
- Collisions occurred on every day of the week at this intersection. Thursday had the most with 10 collisions and Sunday had the least with 3 collisions. The remaining days had 5, 6, or 7 collisions a piece.

Analysis

There were numerous types of collisions; the most were rear-end collisions. If looking at those that were able to be mapped, the southbound and eastbound approaches were involved in more total collisions than the other two approaches. Fifty-percent of the left turn (against other car) collisions occurred as vehicles traveling east collided with vehicles traveling west. Fifty-percent of the right-angle collisions occurred between southbound and westbound vehicles. Two overtaking collisions each took place on the southbound and westbound approaches. Three out of the 5 collisions, based on the data provided, show that the collisions that occurred under dark-road light conditions involved vehicles traveling on Seneca Turnpike. Ten collisions occurred when the roadway conditions were less than favorable, when they were either wet, snow/ice, or slush. In fact, the season with the most collisions was winter. Collisions occurring in the p.m. outnumbered those occurring in the a.m. Thursdays had the most collisions with 10, and out of those, 9 occurred in the p.m. hours. Eleven out of the 41 total collisions occurred during the evening peak hours of 4:00 to 6:00 p.m.

The apparent collision factors for this intersection are as follows:



Based upon the data presented and the apparent collision factors shown above, it could be said that many of the collisions at this intersection are due to human error because of multiple reasons, the biggest being driver inattention, and more specifically, following too closely or failing to yield the right of way.

HCS Analysis

During the morning peak hour (7:15 – 8:15):

- The eastbound approach operates at LOS C, with 25.5 seconds of delay per vehicle.
- The westbound approach operates at LOS C, with 23.5 seconds of delay per vehicle.
- The northbound approach operates at LOS C, with 32.0 seconds of delay per vehicle.
- The southbound approach operates at LOS C, with 28.1 seconds of delay per vehicle.
- The intersection operates at LOS C, with 27.0 seconds of delay per vehicle during the a.m. peak.

During the evening peak hour (4:15 – 5:15):

- The eastbound approach operates at LOS C, with 24.5 seconds of delay per vehicle
- The westbound approach operates at LOS D, with 42.3 seconds of delay per vehicle.
- The northbound approach operates at LOS C, with 28.8 seconds of delay per vehicle
- The southbound approach operates at LOS C, with 30.1 seconds of delay per vehicle.
- The intersection operates at LOS C, with 32.2 seconds of delay per vehicle during the p.m. peak.

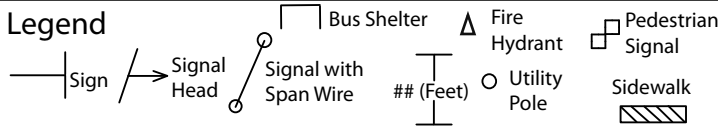
This intersection is operating at an acceptable level of service during peak periods.

INTERSECTION DIAGRAM

Location

South Salina Street at Seneca Turnpike

Legend



Drawn By

KK

Prepared By

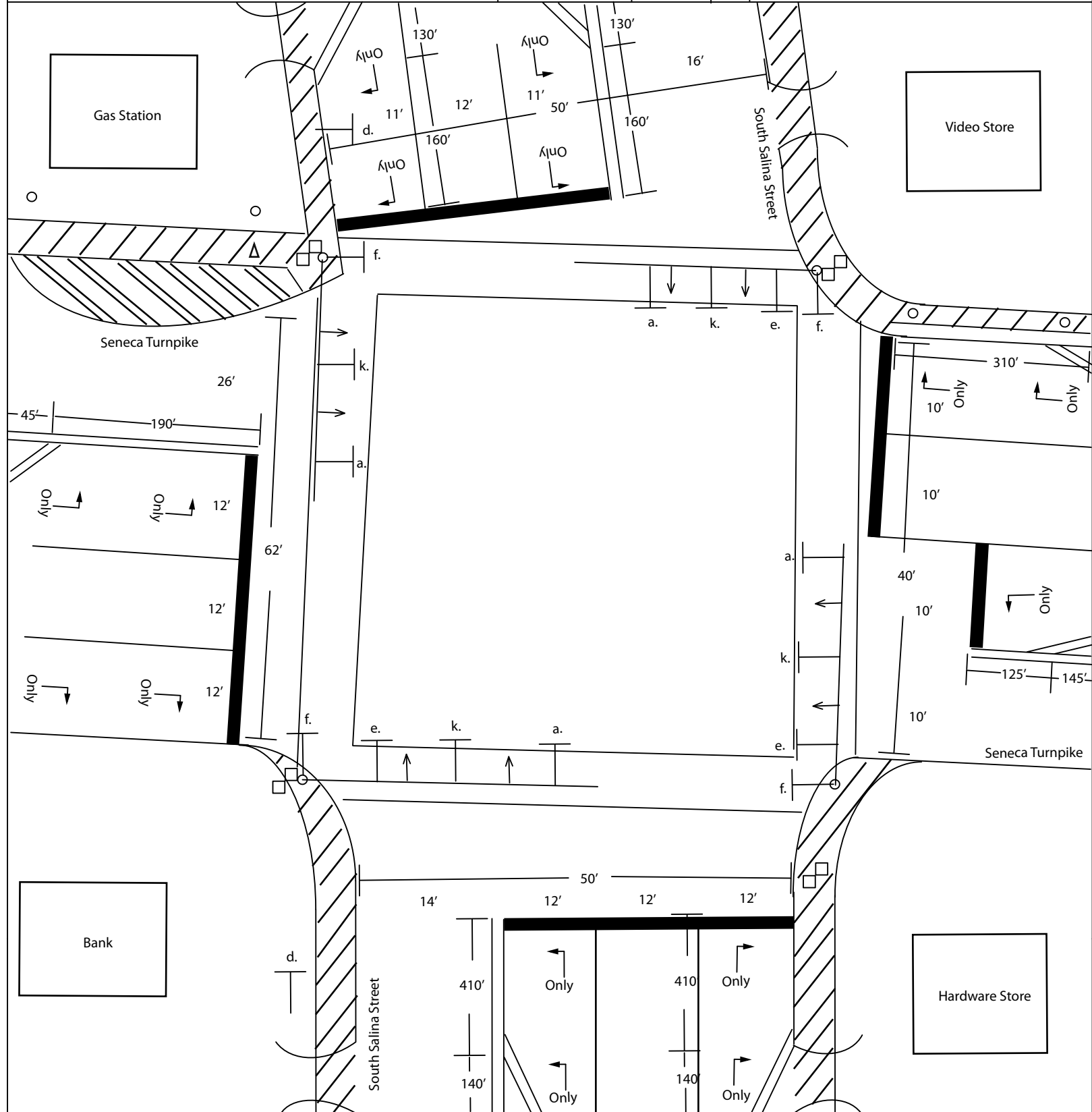
SMTC

Date

January 2012



Note:
Only actual pavement markings were drawn. An absence of arrows/stripping indicates no pavement markings.
For sign definitions see Intersection Diagram Sign Index



Task
Safety Improvement Analysis

FIGURE 8-1

Data Source: SMTC
Diagram is for presentation purposes only. SMTC does not guarantee the accuracy or completeness of this diagram.
Diagram is not to scale

COLLISION DIAGRAM

FIGURE 8-2

Location

South Salina Street at Seneca Turnpike

Drawn By KK
Date April 2012

Prepared By SMTC

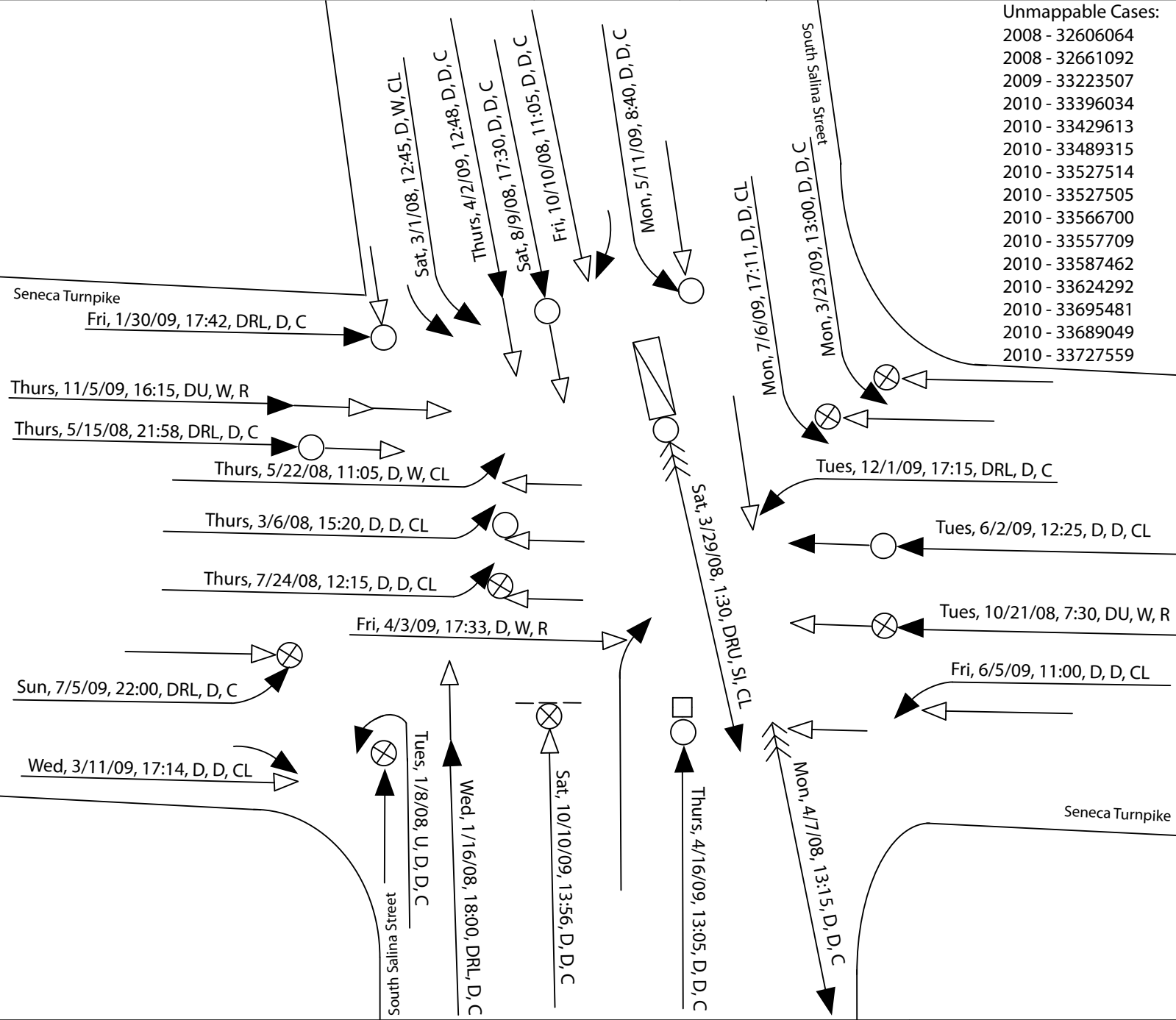
Period

12/31/07 - 12/31/10



Unmappable Cases:

- 2008 - 32606064
- 2008 - 32661092
- 2009 - 33223507
- 2010 - 33396034
- 2010 - 33429613
- 2010 - 33489315
- 2010 - 33527514
- 2010 - 33527505
- 2010 - 33566700
- 2010 - 33557709
- 2010 - 33587462
- 2010 - 33624292
- 2010 - 33695481
- 2010 - 33689049
- 2010 - 33727559



Legend

- | | | | |
|----------------------------|----------------|------------------|-------------------|
| ← Moving Vehicle | □ Fixed Object | ← ⊕ Rear End | ↘ Approach Turn |
| ← ⊕ Backing Vehicle | ○ PDO | ← ⊕ Head On | ↘ Overtaking Turn |
| ▭ Parked Vehicle | ◇ Animal | ↔ Sideswipe | ⊕ Right Angle |
| ← - - - Pedestrian/Bicycle | ⊗ Injury | ⌋ Out Of Control | |
| | ● Fatal | | |

- | | |
|-----------------|--|
| Light | D = Daylight
DU = Dawn/Dusk
DA = Dark
DRU = Dark - Road Unlighted
DRL = Dark - Road Lighted |
| Pavement | D = Dry
W = Wet
SI = Snow/Ice
SL = Slush |
| Weather | C = Clear
CL = Cloudy
R = Rain
S = Snow
F = Fog
SHF = Sleet/Hail/Freezing Rain
U = Unknown |



Day Date Time Light Pavement Weather
← Fri, 2/12/93, 16, D, D, S

Note: Filled arrow denotes vehicle at fault

Data Source: Accident Location Information System
New York State Directory Services (NYS DS, 2009).

Diagram Completed by SMTC, April 2012. Diagram is for presentation purposes only. SMTC does not guarantee the accuracy or completeness of this diagram.

Table 8-1, S. Salina Street at Seneca Turnpike Collision Data Summary

TOTAL COLLISIONS: 41

ACCIDENT TYPE

Type of Accident:	Number:
COLLISION WITH MOTOR VEHICLE	37
n/a	2
COLLISION WITH PEDESTRIAN	1
COLLISION WITH OTHER FIXED OBJECT	1

COLLISION SEVERITY

Severity:	Number:
NON-REPORTABLE	16
PROPERTY DAMAGE	13
PROPERTY DAMAGE AND INJURY	6
INJURY	4
n/a	2

COLLISION TYPE

Type of Collision	Number:
REAR END	15
OVERTAKING	6
LEFT TURN (AGAINST OTHER CAR)	6
RIGHT ANGLE	4
OTHER	4
UNKNOWN	3
n/a	2
LEFT TURN (WITH OTHER CAR)	1

WEATHER CONDITIONS

Weather:	Number:
CLEAR	20
CLOUDY	11
RAIN	5
SNOW	2
n/a	2
UNKNOWN	1

LIGHT CONDITIONS

Light conditions:	Number:
DAYLIGHT	30
DARK-ROAD LIGHTED	5
n/a	2
DUSK	2
UNKNOWN	1
DARK-ROAD UNLIGHTED	1

ROADWAY CONDITIONS

Roadway Conditions:	Number:
DRY	28
WET	7
SNOW/ICE	2
n/a	2
UNKNOWN	1
SLUSH	1

INJURIES / FATALITIES

Number of Injuries:	12
Number of Fatalities:	0

SEASON

Winter:	14
Spring:	8
Summer:	12
Fall:	7

COLLISION DAY / TIME*

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
No. of Collisions	3	5	7	5	10	6	5
Time of Collision	4:05 PM 10:00 PM	8:40 AM 1:00 PM 1:15 PM 2:45 PM 5:11 PM	7:30 AM 10:15 AM 12:25 PM 5:15 PM 5:45 PM	11:00 AM 2:00 PM 4:25 PM 5:14 PM 6:00 PM	11:05 AM 12:15 PM 12:48 PM 1:05 PM 1:47 PM 3:20 PM 4:15 PM 6:10 PM 6:20 PM 9:58 PM	2:10 AM 11:00 AM 11:05 AM 2:35 PM 5:33 PM 5:42 PM	1:30 AM 12:45 PM 1:56 PM 5:30 PM 6:05 PM

*Time of day may not be available for all collisions.

Intersection #9: South Avenue at Brighton Avenue



Aerial photo of South Avenue – Brighton Avenue intersection (looking north)

Description

The intersection of South Avenue (northbound and southbound) at Brighton Avenue (eastbound and westbound) is a two-phase signalized intersection. The signal phasing for this intersection is as follows:

- Phase one – Northbound and southbound through, right turns, and permitted left turns
- Phase two – Eastbound and westbound through, right turns, and permitted left turns

It should be noted that during field observations it was found that there was not an “all red” phase.

The four corners of this intersection consist of either a commercial property or a parking lot. A number of commercial properties along the South Avenue corridor as a whole, including those on this corner, appear to be vacant. Within a short distance of the intersection is a city school. Similar to the James Street corridor discussed earlier, there are perpendicular streets leading in and out of this corridor, and they consist of mainly residential properties. The estimated average daily entering vehicles (ADEV) at this intersection is 15,370 vehicles per day.

The approaches have the following characteristics:



Northbound (South Avenue): A straight and level grade consisting of two lanes separated by a solid double yellow line. There are no shoulders, and the crosswalk is faded to non-existent, as is the case with stop bar across the northbound lane. Parking is allowed on both sides of the street with limitation.



Southbound (South Avenue): A straight and level grade consisting of two lanes separated by a solid double yellow line. There are no shoulders and the crosswalk is very faded to non-existent, as is the case with stop bar across the southbound lane. Parking is not allowed on the west side in close proximity to the intersection, while the eastside of the street allows parking but is not clear as to the limitations.



Eastbound (Brighton Avenue): A straight and level grade consisting of two lanes separated by a solid double yellow line. There are no shoulders and the crosswalk and stop bar on the eastbound lanes are very faded to non-existent. Parking is not allowed on either side of the street. There are sidewalks on both sides.



Westbound (Brighton Avenue): A straight and level grade consisting of three lanes. A left-turn-only lane and a through/right lane going westbound are separated from one another by a solid white line. The lanes going in different direction are separated by a solid double yellow line. Approximately 200' from the intersection the road begins to curve. There are no shoulders and parking is not allowed on either side of the street. Any stop bars or crosswalk are faded to non-existent. Sidewalks are present on both sides of the street.

*Photos on this page are courtesy of Google maps street view (June 2011)

Collision History

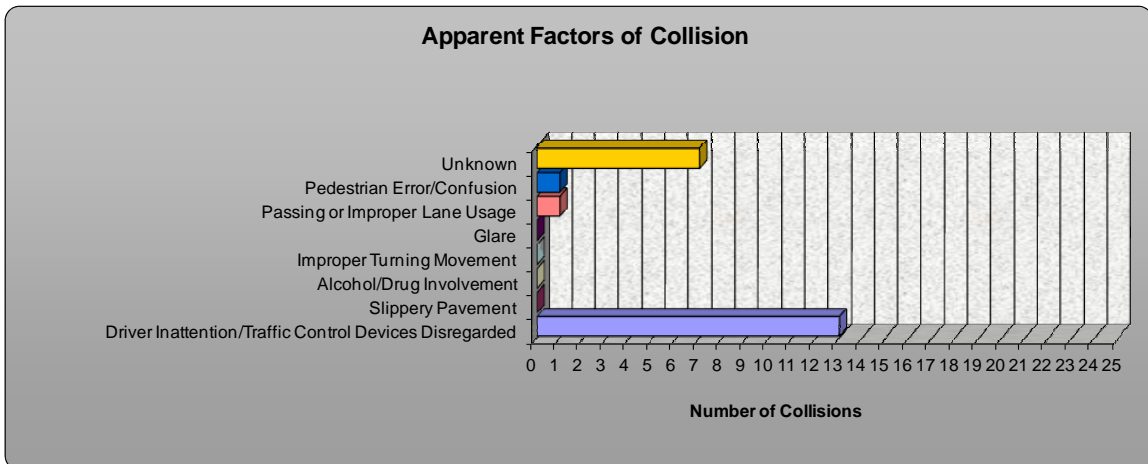
During the period used for the analysis, ALIS showed there were 22 collisions. Thirteen of those collisions were reportable collisions. The statewide average for an intersection of this type is 0.12 collisions per million entering vehicles (MEV). The collision rate at this intersection is .77, or 6.4 times higher than the state average. The specifics are discussed below.

- Ninety-one percent of the collisions, 20 out of 22, were with motor vehicles. The remaining 2 collisions were with a bicyclist and a pole.
- Right-angle collisions occurred the most at this intersection with 6 collisions, followed by rear-end collisions with 5 and overtaking with 2. Right turn (with other car), left turn (with other car), and left turn (against other car) each had 1 collision a piece.
- The majority of the collisions, 82%, occurred during daylight conditions.
- There were 13 injuries at this intersection with no fatalities.
- Of the 13 reportable collisions, 6 had property damage, 3 had injury, and 4 had property damage and injury.
- Eighteen of the 22 collisions occurred during clear or cloudy weather conditions. The remaining collisions occurred during rain or snowy conditions.
- Sixty-eight percent of the collisions occurred when the roadway collisions were dry.
- The winter season had the most collisions with 9, followed by summer with 7, fall with 5, and spring with 1.
- Thirteen collisions occurred during the p.m. hours and 9 during the a.m. hours. The earliest collision occurred at 1:21 a.m., and the latest occurred at 7:40 p.m.
- Thursday had the most collisions with 7 collisions, followed by Tuesday with 5, and Monday with 4. The remaining days of the week had 1 or 2 collisions.

Analysis

All but three of the collisions that were able to be mapped involved vehicles traveling either northbound or southbound along South Avenue. Only one collision occurred on the eastbound approach, with a vehicle overtaking another vehicle. The right-angle and rear-end collisions made up 50% of the total collisions. Half of the right-angle collisions involved a southbound vehicle. Looking at the numbers, wet roadways may have played a role in some of these collisions. Seven out of the 22 collisions had wet roadway conditions. Late morning and late afternoon/early evening hours had many of the collisions. Between 7:00 a.m. and 11:00 a.m. there were eight collisions, while between 3:00 p.m. and 8:00 p.m. there were 10 collisions. Tuesdays and Thursdays had 12 collisions, with 5 and 7 collisions respectively.

The apparent collision factors for this intersection are as follows:



The list of apparent factors provides a slightly clearer picture to the cause of the collisions at this intersection. It indicates that most of the collisions were due to human error involving the two factor categories of “driver inattention/traffic control devices disregarded” and “passing or improper lane usage.” Some the more specific reasons under these categories were drivers following too closely, traveling at an unsafe speed, or failing to yield the right of way.

HCS Analysis

During the morning peak hour (7:15 – 8:15):

- The eastbound approach operates at LOS B, with 14.7 seconds of delay per vehicle.
- The westbound approach operates at LOS C, with 30.7 seconds of delay per vehicle.
- The northbound approach operates at LOS A, with 8.2 seconds of delay per vehicle.
- The southbound approach operates at LOS A, with 5.5 seconds of delay per vehicle.
- The intersection operates at LOS B, with 13.9 seconds of delay per vehicle during the a.m. peak

During the evening peak hour (4:30 – 5:30):

- The eastbound approach operates at LOS B, with 11.6 seconds of delay per vehicle.
- The westbound approach operates at LOS C, with 34.5 seconds of delay per vehicle.
- The northbound approach operates at LOS A, with 9.0 seconds of delay per vehicle.
- The southbound approach operates at LOS A, with 7.9 seconds of delay per vehicle.
- The intersection operates at LOS B, with 16.6 seconds of delay per vehicle during the a.m. peak.

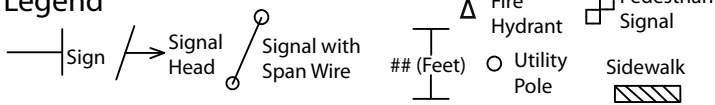
This intersection is operating at an acceptable level of service during peak periods.

INTERSECTION DIAGRAM

Location

South Avenue at Brighton Avenue

Legend

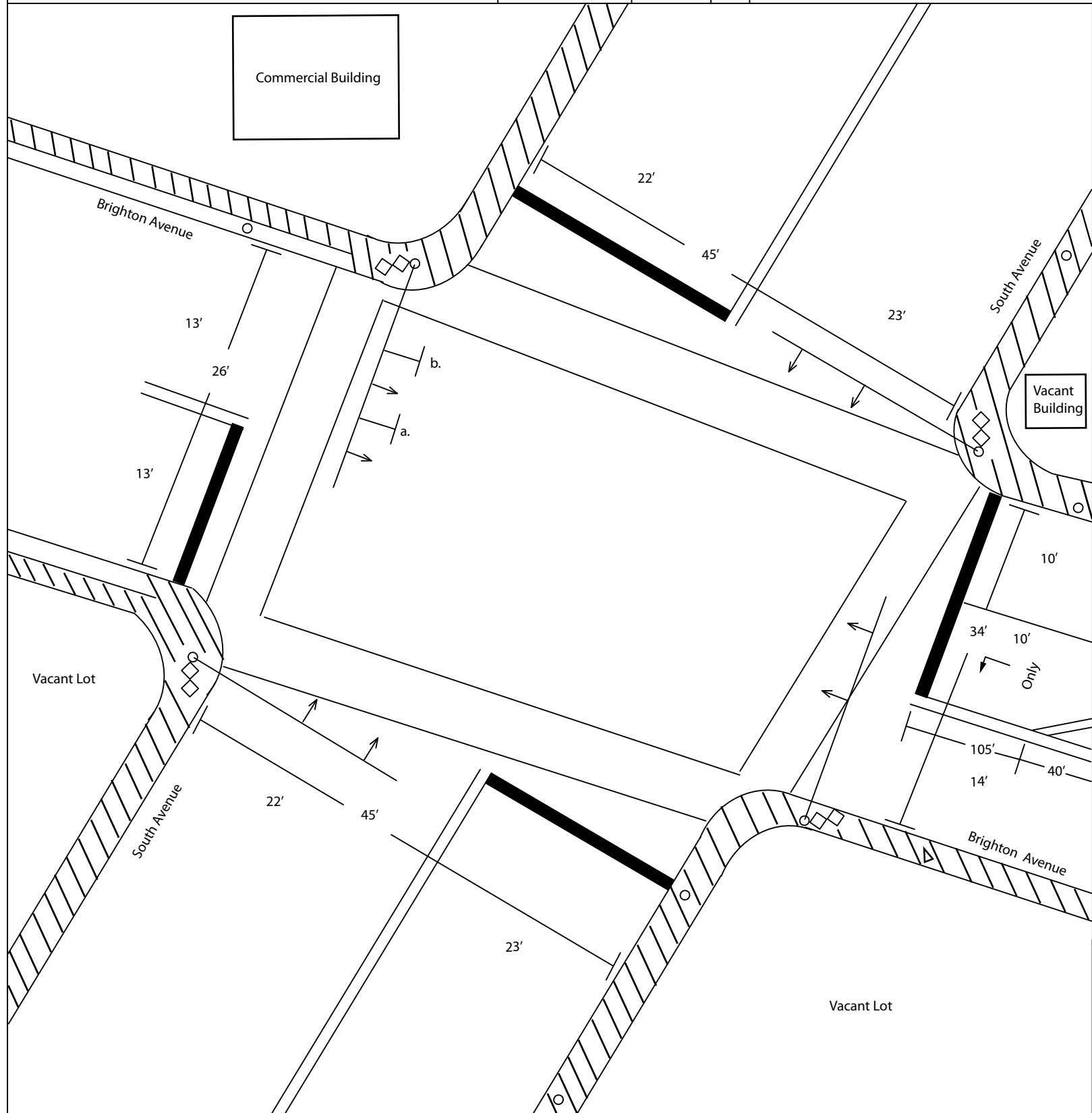


Drawn By: KK
Date: January 2012

Prepared By: SMTC



Note: Only actual pavement markings were drawn. An absence of arrows/stripping indicates no pavement markings.
For sign definitions see Intersection Diagram Sign Index



Task: Safety Improvement Analysis

FIGURE 9-1

Data Source: SMTC
Diagram is for presentation purposes only. SMTC does not guarantee the accuracy or completeness of this diagram.
Diagram is not to scale

COLLISION DIAGRAM

FIGURE 9-2

Location

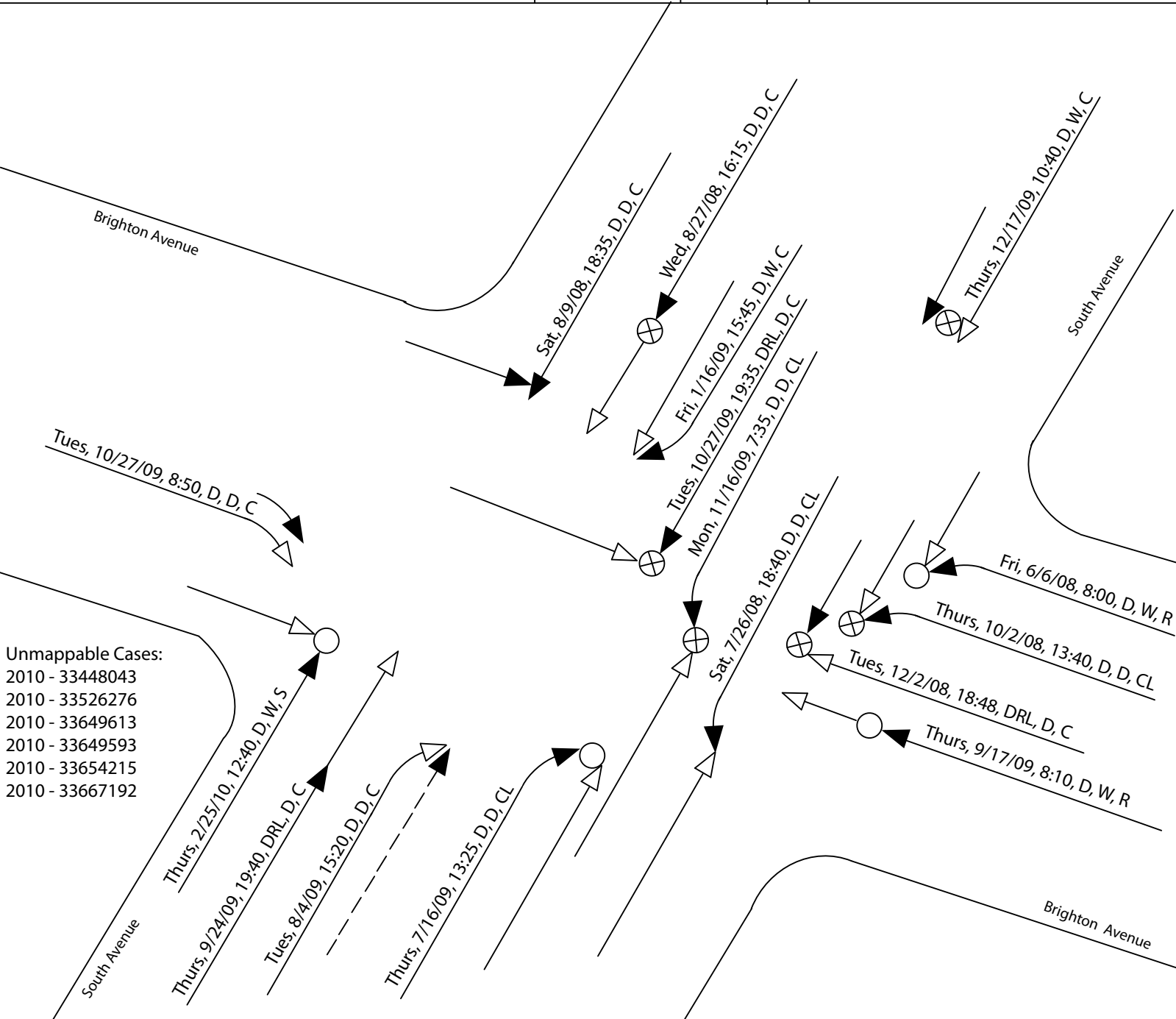
South Avenue at Brighton Avenue

Drawn By
KK
Date
April 2012

Prepared By
SMTC



Period
12/31/07 - 12/31/10



Unmappable Cases:
 2010 - 33448043
 2010 - 33526276
 2010 - 33649613
 2010 - 33649593
 2010 - 33654215
 2010 - 33667192

Legend

- | | | | |
|---------------------------|----------------|------------------|-------------------|
| ← Moving Vehicle | □ Fixed Object | ←⊕ Rear End | ↘ Approach Turn |
| ←→ Backing Vehicle | ○ PDO | ←⊖ Head On | ↖ Overtaking Turn |
| ▭ Parked Vehicle | ◇ Animal | ↔ Sideswipe | ⊥ Right Angle |
| ←- - - Pedestrian/Bicycle | ⊗ Injury | ⌚ Out Of Control | |
| | ● Fatal | | |

- Light**
 D = Daylight
 DU = Dawn/Dusk
 DA = Dark
 DRU = Dark - Road Unlighted
 DRL = Dark - Road Lighted
- Pavement**
 D = Dry
 W = Wet
 SI = Snow/Ice
- Weather**
 C = Clear
 CL = Cloudy
 R = Rain
 S = Snow
 F = Fog
 SHF = Sleet/Hail/Freezing Rain
 U = Unknown

Day: Fri, 2/12/93, 16, D, D, S
 Date: _____
 Time: _____
 Light: _____
 Pavement: _____
 Weather: _____

Note: Filled arrow denotes vehicle at fault

Data Source: Accident Location Information System
 New York State Directory Services (NYSDS, 2009).

Diagram Completed by SMTC, April 2012. Diagram is for presentation purposes only. SMTC does not guarantee the accuracy or completeness of this diagram.

Table 9-1, South Avenue at Brighton Avenue Collision Data Summary

TOTAL COLLISIONS: 22

ACCIDENT TYPE

Type of Accident:	Number:
COLLISION WITH MOTOR VEHICLE	20
COLLISION WITH BICYCLIST	1
COLL. W/LIGHT SUPPORT/UTILITY POLE	1

COLLISION SEVERITY

Severity:	Number:
NON-REPORTABLE	9
PROPERTY DAMAGE	6
PROPERTY DAMAGE AND INJURY	4
INJURY	3

COLLISION TYPE

Type of Collision	Number:
RIGHT ANGLE	6
REAR END	5
OTHER	5
OVERTAKING	2
UNKNOWN	1
RIGHT TURN (WITH OTHER CAR)	1
LEFT TURN (WITH OTHER CAR)	1
LEFT TURN (AGAINST OTHER CAR)	1

WEATHER CONDITIONS

Weather:	Number:
CLEAR	11
CLOUDY	7
RAIN	3
SNOW	1

LIGHT CONDITIONS

Light conditions:	Number:
DAYLIGHT	18
DARK-ROAD LIGHTED	4

ROADWAY CONDITIONS

Roadway Conditions:	Number:
DRY	15
WET	7

INJURIES / FATALITIES

Number of Injuries:	13
Number of Fatalities:	0

SEASON

Winter:	9
Spring:	1
Summer:	7
Fall:	5

COLLISION DAY / TIME*

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
No. of Collisions	1	4	5	1	7	2	2
Time of Collision	3:00 PM	1:21 AM 7:35 AM 9:05 AM 10:21 AM	8:50 AM 10:48 AM 3:20 PM 6:48 PM 7:35 PM	4:15 PM	8:10 AM 10:40 AM 12:40 PM 1:25 PM 1:40 PM 3:55 PM 7:40 PM	8:00 AM 3:45 PM	6:35 PM 6:40 PM

*Time of day may not be available for all collisions.

Intersection #10: South Avenue at Glenwood Avenue



Aerial photo of South Avenue – Glenwood Avenue intersection (looking north)

Description

The intersection of South Avenue (northbound and southbound) at Glenwood Avenue (eastbound and westbound) is a three-phase signalized intersection. The signal phasing for this intersection is as follows:

Phase one – Southbound only (through, right turns and protected left turns)

Phase two – Northbound and southbound through, right turns, and permitted lefts

Phase three – Eastbound and westbound through, right turns, and permitted left turns

Field observations revealed that the signal typically operates with two phases in a cycle. Phase 2 is followed by phase 3, which was then sometimes followed by phase 1, more often during the p.m. peak than during the a.m. peak.

The four corners of this intersection consist of either a commercial or a mixed-use property. On the northwest and northeast corners sit mixed-use properties, on the southwest corner there is a mobile phone store, and on the southeast corner there is a small convenience store. This intersection is not only a block down from the previous intersection analyzed, but within two blocks is also a city park of significant size. The estimated average daily entering vehicles (ADEV) at this intersection is 17,660 vehicles per day.

The approaches have the following characteristics:



Northbound (South Avenue): A straight and downhill grade consisting of two lanes, separated by two sets of solid double yellow lines forming a yellow striped median approximately 7' in width. There are no shoulders and no parking is allowed on either side of the street. A fading to non-existent stop bar exists across the northbound lane.



Southbound (South Avenue): A straight and level grade consisting of three lanes. The two lanes heading south consist of one left-turn-only lane and one through/right-turn lane with vehicles being forced to take a right due to a concrete median directing them in that direction. These two lanes are separated by a solid white line. The lanes heading in opposite direction are separated by a solid double yellow line. There are no shoulders, and limited parking is allowed on both sides of the street. A very faded to non-existent crosswalk is present, as is a very faded stop bar across the southbound lanes.



Eastbound (Glenwood Avenue): A straight and level grade consisting of three lanes. The two lanes heading east consist of a left-turn-only lane and one through/right-turn-only lane. They are separated by a solid white line. The lane heading westbound is separated from the eastbound lanes by a solid double yellow line and a concrete median of approximately 4' in width. The road begins to curve about 200' before reaching the intersection. There are no shoulders and no parking going west. Going east, parking is limited. The crosswalk and stop bar across the eastbound lanes are very faded to non-existent.



Westbound (Valley Drive): A straight and level grade consisting of three lanes. Two lanes heading west consist of one left-turn-only lane and one through/right-turn only lane. They are separated from one another by a solid white line. The lane heading east is separated from the westbound lanes by a solid double yellow line. There are no shoulders, and parking is not allowed. Sidewalks are present on both sides of the street. Stop bars across the westbound lanes and the crosswalk across the approach are very faded to non-existent.

* The eastbound photo on this page is courtesy of Google maps street view (June 2011)

Collision History

During the period used for the analysis, ALIS showed there were 32 collisions. Fourteen of those collisions were reportable collisions. The statewide average for an intersection of this type is 0.12 collisions per million entering vehicles (MEV). The collision rate at this intersection is 0.72, or 6.0 times higher than the state average.

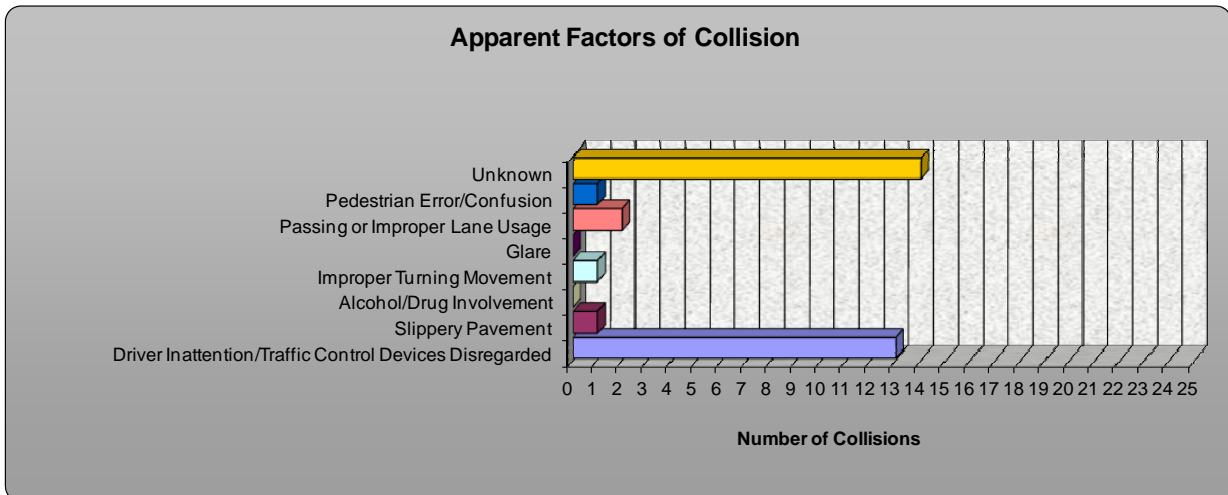
The collision diagram (Figure 10-2) and the summary (Table 10) present detailed data on the collisions that occurred at this intersection. The specifics are discussed below.

- Seventy-eight percent of the collisions were with motor vehicles. Beyond those collisions, 3 collisions were with pedestrians, 1 was with a light support/utility pole, and 1 was with a building/wall.
- Rear-end collisions occurred the most at this intersection with 7 collisions. Overtaking collisions and left-turn (against other car) collisions each had 5 collisions. Right-angle and right-turn (with other car) collisions had 3 and 2 collisions respectively. There was also 1 head on collision.
- The majority, 22 out of the 32 collisions, occurred during the daylight.
- There were 15 injuries at this intersection and no fatalities.
- Of the 14 reportable collisions, 5 had property damage, 4 had injury, and 4 had both.
- Fifty-six percent of the collisions occurred when weather conditions were either clear or cloudy. Nine of the 32 total collisions occurred in the rain.
- Roadway conditions during 15 of the collisions were dry, while 12 collisions occurred when roadway conditions were wet, and 2 occurred when roadway conditions were snow/ice, a near 50/50 split of wet roads vs. dry roads.
- The winter season had the most collisions with 13, followed by summer with 10, fall with 6, and spring with 3.
- Sixty-six percent of the collisions occurred in the p.m. hours.
- Other than Sunday which had 0 collisions, all other days of the week had 3 to 7 collisions. Wednesday had the most, and Saturday had the least number of collisions.

Analysis

Similar to the previous intersection, vehicles traveling along South Avenue were involved in many of the collisions. Though collisions with motor vehicles was the dominate accident type there were many other collisions involving pedestrians, a building/wall, and a pole. Five out of the seven rear-end collisions took place either on the northbound or westbound approach. Less than ideal weather and roadway conditions may have played a role in many of the collisions. Weather consisting of rain, snow, or sleet/hail/freezing rain was present for 11 of the total collisions. Wet or snow/ice roads were present for 14 of the total collisions. Other than one, 3:00 a.m. collision, all other a.m. collisions occurred between 7:30 a.m. and 10:30 a.m. Collisions in the p.m. hours occurred a lot more in the afternoon hours compared to the evening hours. In the afternoon from 1:00 p.m. to 5:00 p.m. twelve collisions occurred, versus in the evening hours from 5:00 p.m. to 9:00 p.m. four collisions occurred. Ninety-one percent of the collisions occurred on a weekday.

The apparent collision factors for this intersection are as follows:



The apparent factors of collision indicate that the majority of the collisions at this intersection were due to human error, particularly “driver inattention/traffic control devices disregarded”. Drivers at this intersection failed numerous times to yield the right of way and a couple backed up unsafely. It should be re-stated that three of the total collisions at this intersection was with a pedestrian. Again, unfortunately a large number of collisions do not have an apparent factor due to lack of information recorded at the scene.

HCS Analysis

During the morning peak hour (7:15 – 8:15):

- The eastbound approach operates at LOS C, with 20.8 seconds of delay per vehicle.
- The westbound approach operates at LOS C, with 23.7 seconds of delay per vehicle.
- The northbound approach operates at LOS D, with 38.2 seconds of delay per vehicle.
- The southbound approach operates at LOS A, with 9.0 seconds of delay per vehicle.
- The intersection operates at LOS C, with 25.3 seconds of delay per vehicle during the a.m. peak.

During the evening peak hour (4:30 – 5:30):

- The eastbound approach operates at LOS C, with 21.5 seconds of delay per vehicle.
- The westbound approach operates at LOS C, with 24.6 seconds of delay per vehicle.
- The northbound approach operates at LOS C, with 27.3 seconds of delay per vehicle.
- The southbound approach operates at LOS B, with 11.3 seconds of delay per vehicle.
- The intersection operates at LOS B, with 19.7 seconds of delay per vehicle during the p.m. peak

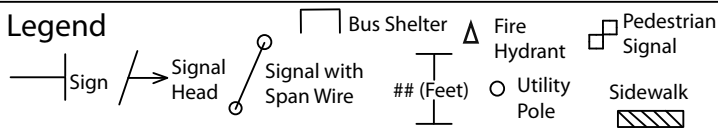
This intersection is operating at an acceptable level of service during the peak periods.

INTERSECTION DIAGRAM

Location

South Avenue at Glenwood Avenue

Legend

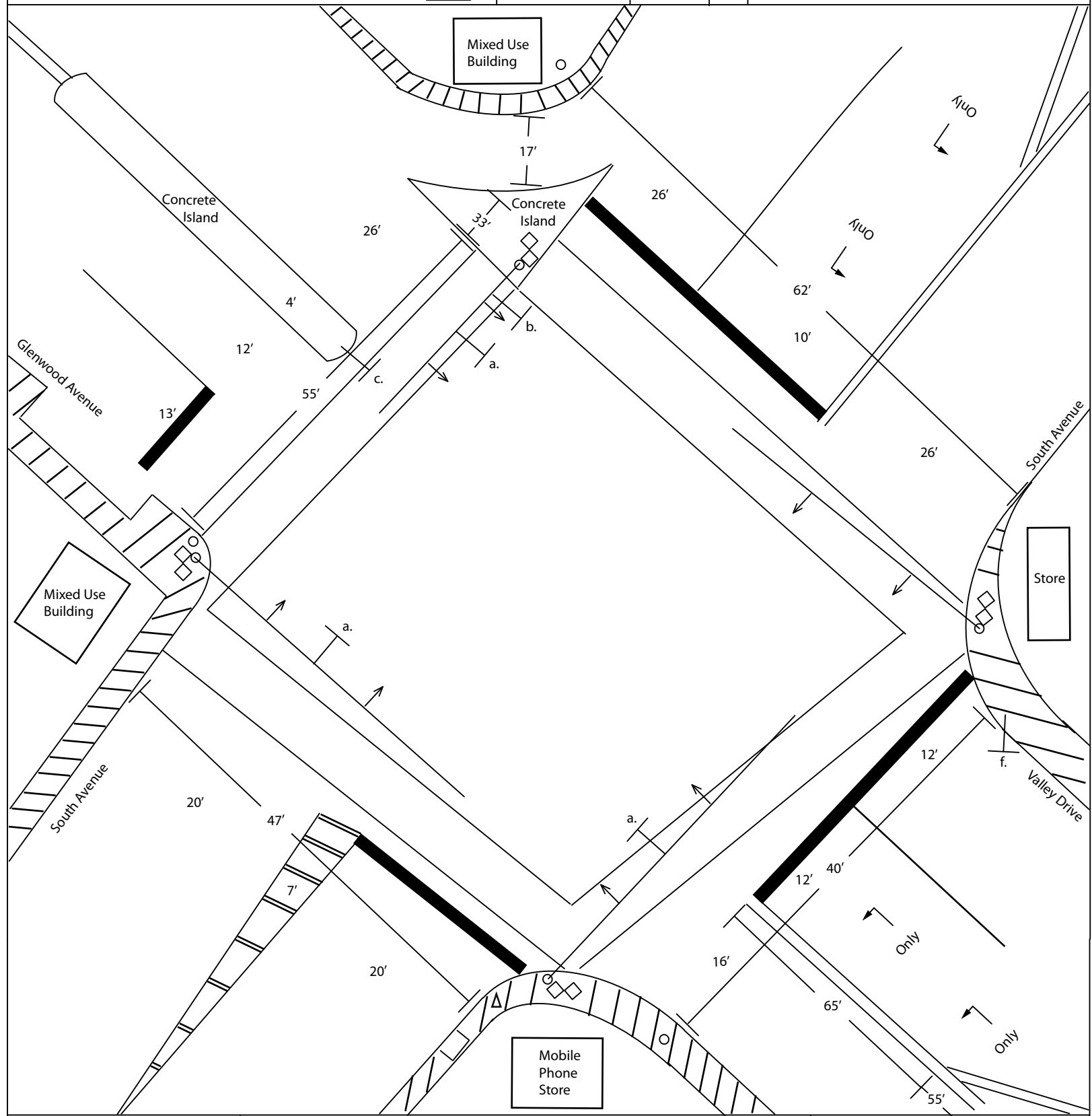


Drawn By: KK
 Date: January 2012

Prepared By: SMTC



Note:
 Only actual pavement markings were drawn. An absence of arrows/stripping indicates no pavement markings.
 For sign definitions see Intersection Diagram Sign Index




Task
 Safety Improvement Analysis

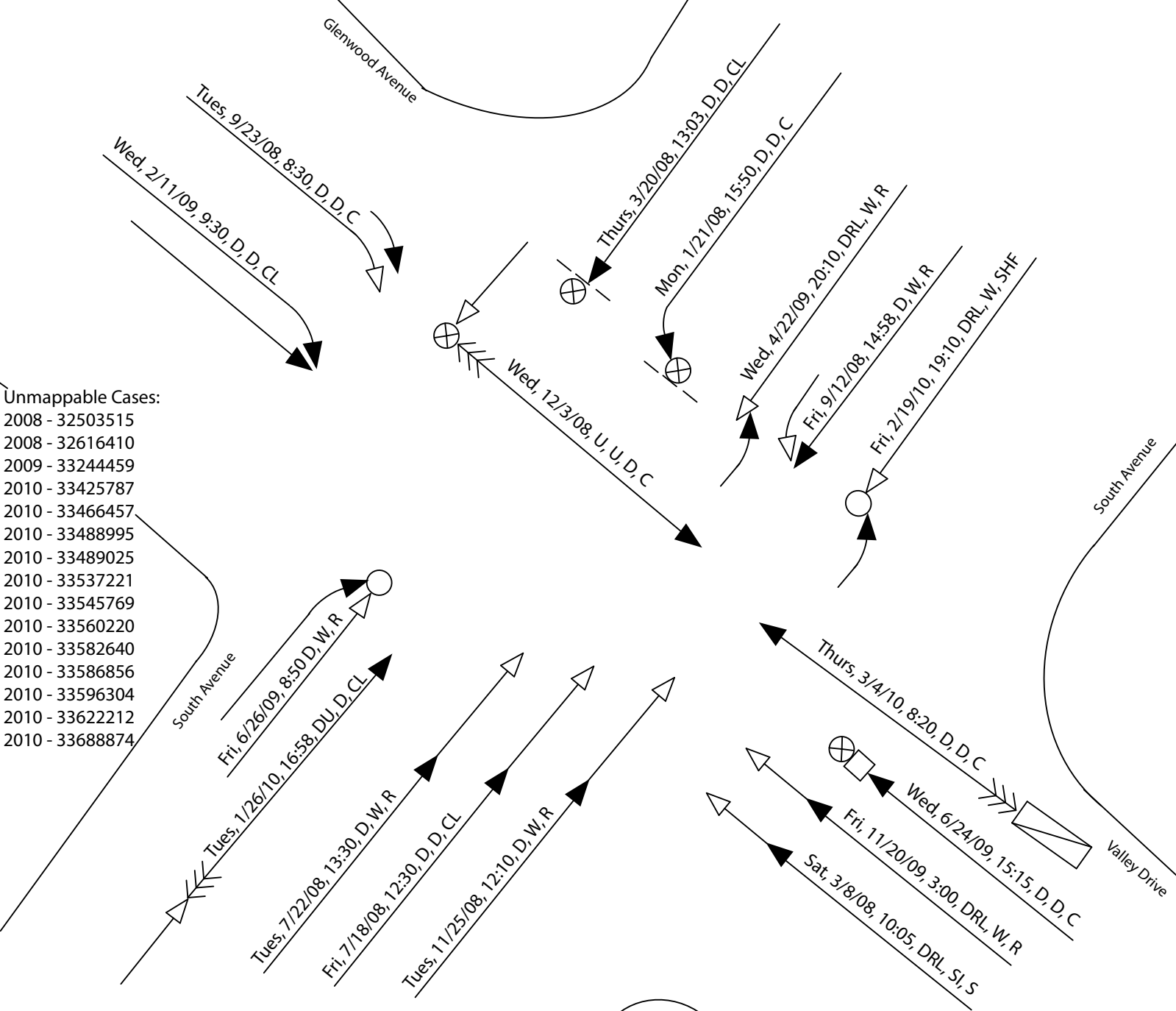
FIGURE 10-1

Data Source: SMTC
 Diagram is for presentation purposes only. SMTC does not guarantee the accuracy or completeness of this diagram.
 Diagram is not to scale

COLLISION DIAGRAM

FIGURE 10-2


Location South Avenue at Glenwood Avenue			
Drawn By KK	Prepared By SMTC	 N	Period 12/31/07 - 12/31/10
Date April 2012			



Legend

Moving Vehicle	Fixed Object	Rear End	Approach Turn
Backing Vehicle	PDO	Head On	Overtaking Turn
Parked Vehicle	Animal	Sideswipe	Right Angle
Pedestrian/Bicycle	Injury	Out Of Control	
	Fatal		

Light	D = Daylight DU = Dawn/Dusk DA = Dark DRU = Dark - Road Unlighted DRL = Dark - Road Lighted
Pavement	D = Dry W = Wet SI = Snow/Ice
Weather	C = Clear CL = Cloudy R = Rain S = Snow F = Fog SHF = Sleet/Hail/Freezing Rain U = Unknown

 N

Day: Fri, 2/12/93, 16, D, D, S

Date: _____

Time: _____

Light: _____

Pavement: _____

Weather: _____

Note: Filled arrow denotes vehicle at fault

Data Source: Accident Location Information System
 New York State Directory Services (NYSYS, 2009).

Diagram Completed by SMTC, April 2012. Diagram is for presentation purposes only. SMTC does not guarantee the accuracy or completeness of this diagram.

Table 10-1, South Avenue at Glenwood Avenue Collision Data Summary

TOTAL COLLISIONS: 32

ACCIDENT TYPE

<i>Type of Accident:</i>	<i>Number:</i>
COLLISION WITH MOTOR VEHICLE	25
COLLISION WITH PEDESTRIAN	3
NOT ENTERED	1
n/a	1
COLLISION WITH BUILDING/WALL	1
COLL. W/LIGHT SUPPORT/UTILITY POLE	1

COLLISION SEVERITY

<i>Severity:</i>	<i>Number:</i>
NON-REPORTABLE	18
PROPERTY DAMAGE	5
PROPERTY DAMAGE AND INJURY	4
INJURY	4
n/a	1

COLLISION TYPE

<i>Type of Collision</i>	<i>Number:</i>
REAR END	7
OTHER	6
OVERTAKING	5
LEFT TURN (AGAINST OTHER CAR)	5
RIGHT ANGLE	3
RIGHT TURN (WITH OTHER CAR)	2
UNKNOWN	1
NOT ENTERED	1
n/a	1
HEAD ON	1

WEATHER CONDITIONS

<i>Weather:</i>	<i>Number:</i>
CLEAR	10
RAIN	9
CLOUDY	8
UNKNOWN	1
SNOW	1
SLEET/HAIL/FREEZING RAIN	1
NOT ENTERED	1
n/a	1

LIGHT CONDITIONS

<i>Light conditions:</i>	<i>Number:</i>
DAYLIGHT	22
DARK-ROAD LIGHTED	5
UNKNOWN	2
NOT ENTERED	1
n/a	1
DUSK	1

ROADWAY CONDITIONS

<i>Roadway Conditions:</i>	<i>Number:</i>
DRY	15
WET	12
SNOW/ICE	2
UNKNOWN	1
NOT ENTERED	1
n/a	1

INJURIES / FATALITIES

<i>Number of Injuries:</i>	15
<i>Number of Fatalities:</i>	0

SEASON

Winter:	13
Spring:	3
Summer:	10
Fall:	6

COLLISION DAY / TIME*

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
No. of Collisions	0	5	6	7	5	6	3
Time of Collision		1:20 PM	8:30 AM	7:30 AM	8:20 AM	3:00 AM	10:05 AM
		2:20 PM	12:10 PM	9:30 AM	10:05 AM	8:50 AM	7:00 PM
		3:50 PM	1:30 PM	1:20 PM	10:30 AM	12:30 PM	10:45 PM
		6:36 PM	2:40 PM	2:58 PM	1:03 PM	2:58 PM	
			3:39 PM	3:15 PM	7:10 PM	7:10 PM	
			4:58 PM	8:10 PM		10:45 PM	

*Time of day may not be available for all collisions.

Safety Improvement Analysis

City of Syracuse

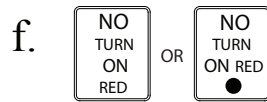
Appendix A

Intersection Diagram Sign Index

Intersection Diagram Sign Index

Prepared by the Syracuse Metropolitan Transportation Council
for the 2011 Safety Improvement Analysis Project

Drawn By: KK
Date: 10/2011



Safety Improvement Analysis

City of Syracuse

Appendix B

Level of Service (LOS) of Intersections

East Genesee Street at Columbus Avenue
(a.m. peak hour)

CAPACITY AND LOS WORKSHEET											
General Information											
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>											
Capacity Analysis											
	EB		WB		NB		SB				
Lane group		LTR		LTR		LTR		LTR			
Adj. flow rate		256		859		35		236			
Satflow rate		2609		3166		1829		1763			
Lost time		2.0		2.0		2.0		2.0			
Green ratio		0.56		0.56		0.06		0.20			
Lane group cap.		1464		1776		112		344			
v/c ratio		0.17		0.48		0.31		0.69			
Flow ratio		0.10		0.27		0.02		0.13			
Crit. lane group		N		Y		Y		Y			
Sum flow ratios		0.42									
Lost time/cycle		15.00									
Critical v/c ratio		0.52									
Lane Group Capacity, Control Delay, and LOS Determination											
	EB		WB		NB		SB				
Lane group		LTR		LTR		LTR		LTR			
Adj. flow rate		256		859		35		236			
Lane group cap.		1464		1776		112		344			
v/c ratio		0.17		0.48		0.31		0.69			
Green ratio		0.56		0.56		0.06		0.20			
Unif. delay d1		8.8		10.8		36.9		30.7			
Delay factor k		0.11		0.11		0.11		0.26			
Increm. delay d2		0.1		0.2		1.6		5.6			
PF factor		1.000		1.000		1.000		1.000			
Control delay		8.8		11.1		38.5		36.3			
Lane group LOS		A		B		D		D			
Apprch. delay		8.8		11.1		38.5		36.3			
Approach LOS		A		B		D		D			
Intersec. delay		15.6		Intersection LOS					B		

East Genesee Street at Columbus Avenue
(p.m. peak hour)

CAPACITY AND LOS WORKSHEET											
General Information											
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>											
Capacity Analysis											
	EB		WB		NB		SB				
Lane group		LTR		LTR		LTR		LTR			
Adj. flow rate		740		382		57		227			
Satflow rate		2794		3090		1871		1828			
Lost time		2.0		2.0		2.0		2.0			
Green ratio		0.56		0.56		0.09		0.17			
Lane group cap.		1567		1733		160		312			
v/c ratio		0.47		0.22		0.36		0.73			
Flow ratio		0.26		0.12		0.03		0.12			
Crit. lane group		Y		N		Y		Y			
Sum flow ratios		0.42									
Lost time/cycle		15.00									
Critical v/c ratio		0.51									
Lane Group Capacity, Control Delay, and LOS Determination											
	EB		WB		NB		SB				
Lane group		LTR		LTR		LTR		LTR			
Adj. flow rate		740		382		57		227			
Lane group cap.		1567		1733		160		312			
v/c ratio		0.47		0.22		0.36		0.73			
Green ratio		0.56		0.56		0.09		0.17			
Unif. delay d1		10.8		9.0		35.4		32.2			
Delay factor k		0.11		0.11		0.11		0.29			
Increm. delay d2		0.2		0.1		1.4		8.3			
PF factor		1.000		1.000		1.000		1.000			
Control delay		11.0		9.1		36.7		40.5			
Lane group LOS		B		A		D		D			
Apprch. delay		11.0		9.1		36.7		40.5			
Approach LOS		B		A		D		D			
Intersec. delay		16.3		Intersection LOS					B		

East Genesee Street at Westmoreland Avenue
(a.m. peak hour)

CAPACITY AND LOS WORKSHEET											
General Information											
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>											
Capacity Analysis											
	EB		WB		NB		SB				
Lane group		LTR		LTR		LTR		LTR			
Adj. flow rate		346		757		81		133			
Satflow rate		2826		3066		1698		1534			
Lost time		2.0		2.0		2.0		2.0			
Green ratio		0.60		0.60		0.27		0.27			
Lane group cap.		1688		1832		463		418			
v/c ratio		0.20		0.41		0.17		0.32			
Flow ratio		0.12		0.25		0.05		0.09			
Crit. lane group		N		Y		N		Y			
Sum flow ratios		0.33									
Lost time/cycle		10.00									
Critical v/c ratio		0.38									
Lane Group Capacity, Control Delay, and LOS Determination											
	EB		WB		NB		SB				
Lane group		LTR		LTR		LTR		LTR			
Adj. flow rate		346		757		81		133			
Lane group cap.		1688		1832		463		418			
v/c ratio		0.20		0.41		0.17		0.32			
Green ratio		0.60		0.60		0.27		0.27			
Unif. delay d1		7.1		8.3		21.4		22.3			
Delay factor k		0.50		0.50		0.50		0.50			
Increm. delay d2		0.3		0.7		0.8		2.0			
PF factor		1.000		1.000		1.000		1.000			
Control delay		7.4		9.0		22.2		24.3			
Lane group LOS		A		A		C		C			
Apprch. delay		7.4		9.0		22.2		24.3			
Approach LOS		A		A		C		C			
Intersec. delay		10.9		Intersection LOS					B		

East Genesee Street at Westmoreland Avenue
(p.m. peak hour)

CAPACITY AND LOS WORKSHEET											
General Information											
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>											
Capacity Analysis											
	EB		WB		NB		SB				
Lane group		LTR		LTR		LTR		LTR			
Adj. flow rate		815		476		59		106			
Satflow rate		3138		2972		1792		1714			
Lost time		2.0		2.0		2.0		2.0			
Green ratio		0.59		0.59		0.27		0.27			
Lane group cap.		1866		1767		484		463			
v/c ratio		0.44		0.27		0.12		0.23			
Flow ratio		0.26		0.16		0.03		0.06			
Crit. lane group		Y		N		N		Y			
Sum flow ratios		0.32									
Lost time/cycle		10.00									
Critical v/c ratio		0.37									
Lane Group Capacity, Control Delay, and LOS Determination											
	EB		WB		NB		SB				
Lane group		LTR		LTR		LTR		LTR			
Adj. flow rate		815		476		59		106			
Lane group cap.		1866		1767		484		463			
v/c ratio		0.44		0.27		0.12		0.23			
Green ratio		0.59		0.59		0.27		0.27			
Unif. delay d1		8.2		7.2		20.4		21.0			
Delay factor k		0.50		0.50		0.50		0.50			
Increm. delay d2		0.7		0.4		0.5		1.2			
PF factor		1.000		1.000		1.000		1.000			
Control delay		9.0		7.6		20.9		22.2			
Lane group LOS		A		A		C		C			
Apprch. delay		9.0		7.6		20.9		22.2			
Approach LOS		A		A		C		C			
Intersec. delay		10.0-		Intersection LOS					A		

James Street at Hickok Avenue
(a.m. peak hour)

CAPACITY AND LOS WORKSHEET											
General Information											
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>											
Capacity Analysis											
	EB			WB			NB			SB	
Lane group		<i>TR</i>		<i>L</i>	<i>T</i>			<i>LR</i>			
Adj. flow rate		<i>509</i>		<i>34</i>	<i>566</i>			<i>75</i>			
Satflow rate		<i>1858</i>		<i>54</i>	<i>1870</i>			<i>1727</i>			
Lost time		<i>2.0</i>		<i>2.0</i>	<i>2.0</i>			<i>2.0</i>			
Green ratio		<i>0.89</i>		<i>0.89</i>	<i>0.89</i>			<i>0.04</i>			
Lane group cap.		<i>1657</i>		<i>49</i>	<i>1668</i>			<i>70</i>			
v/c ratio		<i>0.31</i>		<i>0.69</i>	<i>0.34</i>			<i>1.07</i>			
Flow ratio		<i>0.27</i>		<i>0.63</i>	<i>0.30</i>			<i>0.04</i>			
Crit. lane group		<i>N</i>		<i>Y</i>	<i>N</i>			<i>Y</i>			
Sum flow ratios		<i>0.67</i>									
Lost time/cycle		<i>5.00</i>									
Critical v/c ratio		<i>0.70</i>									
Lane Group Capacity, Control Delay, and LOS Determination											
	EB			WB			NB			SB	
Lane group		<i>TR</i>		<i>L</i>	<i>T</i>			<i>LR</i>			
Adj. flow rate		<i>509</i>		<i>34</i>	<i>566</i>			<i>75</i>			
Lane group cap.		<i>1657</i>		<i>49</i>	<i>1668</i>			<i>70</i>			
v/c ratio		<i>0.31</i>		<i>0.69</i>	<i>0.34</i>			<i>1.07</i>			
Green ratio		<i>0.89</i>		<i>0.89</i>	<i>0.89</i>			<i>0.04</i>			
Unif. delay d1		<i>1.2</i>		<i>2.3</i>	<i>1.2</i>			<i>71.0</i>			
Delay factor k		<i>0.11</i>		<i>0.26</i>	<i>0.11</i>			<i>0.50</i>			
Increm. delay d2		<i>0.1</i>		<i>34.7</i>	<i>0.1</i>			<i>128.6</i>			
PF factor		<i>1.000</i>		<i>1.000</i>	<i>1.000</i>			<i>1.000</i>			
Control delay		<i>1.3</i>		<i>37.0</i>	<i>1.4</i>			<i>199.6</i>			
Lane group LOS		<i>A</i>		<i>D</i>	<i>A</i>			<i>F</i>			
Apprch. delay		<i>1.3</i>			<i>3.4</i>			<i>199.6</i>			
Approach LOS		<i>A</i>			<i>A</i>			<i>F</i>			
Intersec. delay		<i>14.9</i>			Intersection LOS					<i>B</i>	

James Street at Hickok Avenue
(p.m. peak hour)

CAPACITY AND LOS WORKSHEET										
General Information										
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>										
Capacity Analysis										
	EB		WB			NB			SB	
Lane group		<i>TR</i>		<i>L</i>	<i>T</i>			<i>LR</i>		
Adj. flow rate		<i>715</i>		<i>33</i>	<i>761</i>			<i>118</i>		
Satflow rate		<i>1931</i>		<i>68</i>	<i>1944</i>			<i>1774</i>		
Lost time		<i>2.0</i>		<i>2.0</i>	<i>2.0</i>			<i>2.0</i>		
Green ratio		<i>0.84</i>		<i>0.84</i>	<i>0.84</i>			<i>0.08</i>		
Lane group cap.		<i>1615</i>		<i>62</i>	<i>1626</i>			<i>138</i>		
v/c ratio		<i>0.44</i>		<i>0.53</i>	<i>0.47</i>			<i>0.86</i>		
Flow ratio		<i>0.37</i>		<i>0.49</i>	<i>0.39</i>			<i>0.07</i>		
Crit. lane group		<i>N</i>		<i>Y</i>	<i>N</i>			<i>Y</i>		
Sum flow ratios		<i>0.55</i>								
Lost time/cycle		<i>5.00</i>								
Critical v/c ratio		<i>0.58</i>								
Lane Group Capacity, Control Delay, and LOS Determination										
	EB		WB			NB			SB	
Lane group		<i>TR</i>		<i>L</i>	<i>T</i>			<i>LR</i>		
Adj. flow rate		<i>715</i>		<i>33</i>	<i>761</i>			<i>118</i>		
Lane group cap.		<i>1615</i>		<i>62</i>	<i>1626</i>			<i>138</i>		
v/c ratio		<i>0.44</i>		<i>0.53</i>	<i>0.47</i>			<i>0.86</i>		
Green ratio		<i>0.84</i>		<i>0.84</i>	<i>0.84</i>			<i>0.08</i>		
Unif. delay d1		<i>2.5</i>		<i>2.8</i>	<i>2.6</i>			<i>52.9</i>		
Delay factor k		<i>0.11</i>		<i>0.14</i>	<i>0.11</i>			<i>0.39</i>		
Increm. delay d2		<i>0.2</i>		<i>8.6</i>	<i>0.2</i>			<i>37.7</i>		
PF factor		<i>1.000</i>		<i>1.000</i>	<i>1.000</i>			<i>1.000</i>		
Control delay		<i>2.7</i>		<i>11.4</i>	<i>2.8</i>			<i>90.6</i>		
Lane group LOS		<i>A</i>		<i>B</i>	<i>A</i>			<i>F</i>		
Apprch. delay		<i>2.7</i>		<i>3.1</i>			<i>90.6</i>			
Approach LOS		<i>A</i>		<i>A</i>			<i>F</i>			
Intersec. delay		<i>9.3</i>		Intersection LOS					<i>A</i>	

James Street at Midler Avenue
(a.m. peak hour)

CAPACITY AND LOS WORKSHEET												
General Information												
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>												
Capacity Analysis												
	EB			WB			NB			SB		
Lane group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>	
Adj. flow rate	<i>21</i>	<i>518</i>		<i>39</i>	<i>385</i>		<i>165</i>	<i>316</i>		<i>139</i>	<i>337</i>	
Satflow rate	<i>591</i>	<i>2076</i>		<i>396</i>	<i>2041</i>		<i>1793</i>	<i>2015</i>		<i>1770</i>	<i>1733</i>	
Lost time	<i>2.0</i>	<i>2.0</i>		<i>2.0</i>	<i>2.0</i>		<i>2.0</i>	<i>2.0</i>		<i>2.0</i>	<i>2.0</i>	
Green ratio	<i>0.38</i>	<i>0.38</i>		<i>0.38</i>	<i>0.38</i>		<i>0.51</i>	<i>0.28</i>		<i>0.51</i>	<i>0.28</i>	
Lane group cap.	<i>222</i>	<i>782</i>		<i>149</i>	<i>768</i>		<i>489</i>	<i>569</i>		<i>499</i>	<i>489</i>	
v/c ratio	<i>0.09</i>	<i>0.66</i>		<i>0.26</i>	<i>0.50</i>		<i>0.34</i>	<i>0.56</i>		<i>0.28</i>	<i>0.69</i>	
Flow ratio	<i>0.04</i>	<i>0.25</i>		<i>0.10</i>	<i>0.19</i>			<i>0.16</i>			<i>0.19</i>	
Crit. lane group	<i>N</i>	<i>Y</i>		<i>N</i>	<i>N</i>		<i>N</i>	<i>N</i>		<i>N</i>	<i>N</i>	
Sum flow ratios	<i>0.54</i>											
Lost time/cycle	<i>15.00</i>											
Critical v/c ratio	<i>0.65</i>											
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Lane group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>	
Adj. flow rate	<i>21</i>	<i>518</i>		<i>39</i>	<i>385</i>		<i>165</i>	<i>316</i>		<i>139</i>	<i>337</i>	
Lane group cap.	<i>222</i>	<i>782</i>		<i>149</i>	<i>768</i>		<i>489</i>	<i>569</i>		<i>499</i>	<i>489</i>	
v/c ratio	<i>0.09</i>	<i>0.66</i>		<i>0.26</i>	<i>0.50</i>		<i>0.34</i>	<i>0.56</i>		<i>0.28</i>	<i>0.69</i>	
Green ratio	<i>0.38</i>	<i>0.38</i>		<i>0.38</i>	<i>0.38</i>		<i>0.51</i>	<i>0.28</i>		<i>0.51</i>	<i>0.28</i>	
Unif. delay d1	<i>17.1</i>	<i>22.0</i>		<i>18.3</i>	<i>20.4</i>		<i>12.8</i>	<i>26.0</i>		<i>12.4</i>	<i>27.2</i>	
Delay factor k	<i>0.11</i>	<i>0.24</i>		<i>0.11</i>	<i>0.11</i>		<i>0.11</i>	<i>0.15</i>		<i>0.11</i>	<i>0.26</i>	
Increm. delay d2	<i>0.2</i>	<i>2.1</i>		<i>0.9</i>	<i>0.5</i>		<i>0.4</i>	<i>1.2</i>		<i>0.3</i>	<i>4.1</i>	
PF factor	<i>1.000</i>	<i>1.000</i>		<i>1.000</i>	<i>1.000</i>		<i>1.000</i>	<i>1.000</i>		<i>1.000</i>	<i>1.000</i>	
Control delay	<i>17.3</i>	<i>24.1</i>		<i>19.3</i>	<i>20.9</i>		<i>13.2</i>	<i>27.2</i>		<i>12.7</i>	<i>31.3</i>	
Lane group LOS	<i>B</i>	<i>C</i>		<i>B</i>	<i>C</i>		<i>B</i>	<i>C</i>		<i>B</i>	<i>C</i>	
Apprch. delay	<i>23.9</i>			<i>20.7</i>			<i>22.4</i>			<i>25.8</i>		
Approach LOS	<i>C</i>			<i>C</i>			<i>C</i>			<i>C</i>		
Intersec. delay	<i>23.3</i>			Intersection LOS						<i>C</i>		

James Street at Midler Avenue
(p.m. peak hour)

CAPACITY AND LOS WORKSHEET												
General Information												
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>												
Capacity Analysis												
	EB			WB			NB			SB		
Lane group	L	TR		L	TR		L	TR		L	TR	
Adj. flow rate	24	564		34	579		218	296		177	425	
Satflow rate	367	2095		407	2114		1865	2055		1805	1847	
Lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Green ratio	0.42	0.42		0.42	0.42		0.47	0.27		0.47	0.27	
Lane group cap.	155	885		172	893		377	548		465	493	
v/c ratio	0.15	0.64		0.20	0.65		0.58	0.54		0.38	0.86	
Flow ratio	0.07	0.27		0.08	0.27			0.14			0.23	
Crit. lane group	N	N		N	Y		N	N		N	N	
Sum flow ratios	0.62											
Lost time/cycle	15.00											
Critical v/c ratio	0.75											
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Lane group	L	TR		L	TR		L	TR		L	TR	
Adj. flow rate	24	564		34	579		218	296		177	425	
Lane group cap.	155	885		172	893		377	548		465	493	
v/c ratio	0.15	0.64		0.20	0.65		0.58	0.54		0.38	0.86	
Green ratio	0.42	0.42		0.42	0.42		0.47	0.27		0.47	0.27	
Unif. delay d1	16.1	20.6		16.4	20.7		17.4	28.3		15.3	31.4	
Delay factor k	0.11	0.22		0.11	0.23		0.17	0.14		0.11	0.39	
Increm. delay d2	0.5	1.5		0.6	1.7		2.2	1.1		0.5	14.5	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	16.5	22.1		17.0	22.3		19.6	29.4		15.8	45.9	
Lane group LOS	B	C		B	C		B	C		B	D	
Aprch. delay	21.9			22.0			25.2			37.1		
Approach LOS	C			C			C			D		
Intersec. delay	26.6			Intersection LOS						C		

South Salina Street at Brighton Avenue
(a.m. peak hour)

CAPACITY AND LOS WORKSHEET											
General Information											
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>											
Capacity Analysis											
	EB			WB			NB			SB	
Lane group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>			<i>LTR</i>			<i>LTR</i>
Adj. flow rate	<i>285</i>	<i>247</i>		<i>72</i>	<i>333</i>			<i>438</i>			<i>317</i>
Satflow rate	<i>1631</i>	<i>1723</i>		<i>1009</i>	<i>1718</i>			<i>1938</i>			<i>1744</i>
Lost time	<i>2.0</i>	<i>2.0</i>		<i>2.0</i>	<i>2.0</i>			<i>2.0</i>			<i>2.0</i>
Green ratio	<i>0.49</i>	<i>0.49</i>		<i>0.21</i>	<i>0.21</i>			<i>0.40</i>			<i>0.40</i>
Lane group cap.	<i>463</i>	<i>841</i>		<i>211</i>	<i>360</i>			<i>766</i>			<i>689</i>
v/c ratio	<i>0.62</i>	<i>0.29</i>		<i>0.34</i>	<i>0.93</i>			<i>0.57</i>			<i>0.46</i>
Flow ratio		<i>0.14</i>		<i>0.07</i>	<i>0.19</i>			<i>0.23</i>			<i>0.18</i>
Crit. lane group	<i>N</i>	<i>N</i>		<i>N</i>	<i>Y</i>			<i>Y</i>			<i>N</i>
Sum flow ratios	<i>0.59</i>										
Lost time/cycle	<i>15.00</i>										
Critical v/c ratio	<i>0.72</i>										
Lane Group Capacity, Control Delay, and LOS Determination											
	EB			WB			NB			SB	
Lane group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>			<i>LTR</i>			<i>LTR</i>
Adj. flow rate	<i>285</i>	<i>247</i>		<i>72</i>	<i>333</i>			<i>438</i>			<i>317</i>
Lane group cap.	<i>463</i>	<i>841</i>		<i>211</i>	<i>360</i>			<i>766</i>			<i>689</i>
v/c ratio	<i>0.62</i>	<i>0.29</i>		<i>0.34</i>	<i>0.93</i>			<i>0.57</i>			<i>0.46</i>
Green ratio	<i>0.49</i>	<i>0.49</i>		<i>0.21</i>	<i>0.21</i>			<i>0.40</i>			<i>0.40</i>
Unif. delay d1	<i>15.5</i>	<i>13.1</i>		<i>29.0</i>	<i>33.3</i>			<i>20.3</i>			<i>19.2</i>
Delay factor k	<i>0.20</i>	<i>0.11</i>		<i>0.11</i>	<i>0.44</i>			<i>0.17</i>			<i>0.11</i>
Increm. delay d2	<i>2.5</i>	<i>0.2</i>		<i>1.0</i>	<i>29.2</i>			<i>1.0</i>			<i>0.5</i>
PF factor	<i>1.000</i>	<i>1.000</i>		<i>1.000</i>	<i>1.000</i>			<i>1.000</i>			<i>1.000</i>
Control delay	<i>18.0</i>	<i>13.3</i>		<i>29.9</i>	<i>62.5</i>			<i>21.3</i>			<i>19.7</i>
Lane group LOS	<i>B</i>	<i>B</i>		<i>C</i>	<i>E</i>			<i>C</i>			<i>B</i>
Apprch. delay	<i>15.8</i>			<i>56.7</i>			<i>21.3</i>			<i>19.7</i>	
Approach LOS	<i>B</i>			<i>E</i>			<i>C</i>			<i>B</i>	
Intersec. delay	<i>27.8</i>			Intersection LOS						<i>C</i>	

South Salina Street at Brighton Avenue
(p.m. peak hour)

CAPACITY AND LOS WORKSHEET											
General Information											
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>											
Capacity Analysis											
	EB			WB			NB			SB	
Lane group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>		<i>LTR</i>			<i>LTR</i>	
Adj. flow rate	<i>211</i>	<i>250</i>		<i>85</i>	<i>401</i>		<i>346</i>			<i>573</i>	
Satflow rate	<i>1745</i>	<i>1771</i>		<i>1148</i>	<i>1886</i>		<i>1868</i>			<i>1755</i>	
Lost time	<i>2.0</i>	<i>2.0</i>		<i>2.0</i>	<i>2.0</i>		<i>2.0</i>			<i>2.0</i>	
Green ratio	<i>0.46</i>	<i>0.46</i>		<i>0.24</i>	<i>0.24</i>		<i>0.43</i>			<i>0.43</i>	
Lane group cap.	<i>385</i>	<i>814</i>		<i>277</i>	<i>455</i>		<i>794</i>			<i>746</i>	
v/c ratio	<i>0.55</i>	<i>0.31</i>		<i>0.31</i>	<i>0.88</i>		<i>0.44</i>			<i>0.77</i>	
Flow ratio		<i>0.14</i>		<i>0.07</i>	<i>0.21</i>		<i>0.19</i>			<i>0.33</i>	
Crit. lane group	<i>N</i>	<i>N</i>		<i>N</i>	<i>Y</i>		<i>N</i>			<i>Y</i>	
Sum flow ratios	<i>0.66</i>										
Lost time/cycle	<i>15.00</i>										
Critical v/c ratio	<i>0.80</i>										
Lane Group Capacity, Control Delay, and LOS Determination											
	EB			WB			NB			SB	
Lane group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>		<i>LTR</i>			<i>LTR</i>	
Adj. flow rate	<i>211</i>	<i>250</i>		<i>85</i>	<i>401</i>		<i>346</i>			<i>573</i>	
Lane group cap.	<i>385</i>	<i>814</i>		<i>277</i>	<i>455</i>		<i>794</i>			<i>746</i>	
v/c ratio	<i>0.55</i>	<i>0.31</i>		<i>0.31</i>	<i>0.88</i>		<i>0.44</i>			<i>0.77</i>	
Green ratio	<i>0.46</i>	<i>0.46</i>		<i>0.24</i>	<i>0.24</i>		<i>0.43</i>			<i>0.43</i>	
Unif. delay d1	<i>16.9</i>	<i>14.8</i>		<i>27.0</i>	<i>31.8</i>		<i>17.6</i>			<i>21.3</i>	
Delay factor k	<i>0.15</i>	<i>0.11</i>		<i>0.11</i>	<i>0.41</i>		<i>0.11</i>			<i>0.32</i>	
Increm. delay d2	<i>1.7</i>	<i>0.2</i>		<i>0.6</i>	<i>17.9</i>		<i>0.4</i>			<i>4.9</i>	
PF factor	<i>1.000</i>	<i>1.000</i>		<i>1.000</i>	<i>1.000</i>		<i>1.000</i>			<i>1.000</i>	
Control delay	<i>18.6</i>	<i>15.0</i>		<i>27.7</i>	<i>49.7</i>		<i>18.0</i>			<i>26.2</i>	
Lane group LOS	<i>B</i>	<i>B</i>		<i>C</i>	<i>D</i>		<i>B</i>			<i>C</i>	
Apprch. delay	<i>16.6</i>			<i>45.9</i>			<i>18.0</i>			<i>26.2</i>	
Approach LOS	<i>B</i>			<i>D</i>			<i>B</i>			<i>C</i>	
Intersec. delay	<i>27.4</i>			Intersection LOS						<i>C</i>	

South Salina Street at Castle Street
(a.m. peak hour)

CAPACITY AND LOS WORKSHEET											
General Information											
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>											
Capacity Analysis											
	EB			WB			NB			SB	
Lane group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>			<i>LTR</i>			<i>LTR</i>
Adj. flow rate	<i>42</i>	<i>170</i>		<i>24</i>	<i>61</i>			<i>414</i>			<i>268</i>
Satflow rate	<i>1317</i>	<i>1817</i>		<i>1046</i>	<i>1801</i>			<i>3185</i>			<i>3177</i>
Lost time	<i>2.0</i>	<i>2.0</i>		<i>2.0</i>	<i>2.0</i>			<i>2.0</i>			<i>2.0</i>
Green ratio	<i>0.21</i>	<i>0.21</i>		<i>0.21</i>	<i>0.21</i>			<i>0.66</i>			<i>0.66</i>
Lane group cap.	<i>280</i>	<i>386</i>		<i>222</i>	<i>383</i>			<i>2110</i>			<i>2105</i>
v/c ratio	<i>0.15</i>	<i>0.44</i>		<i>0.11</i>	<i>0.16</i>			<i>0.20</i>			<i>0.13</i>
Flow ratio	<i>0.03</i>	<i>0.09</i>		<i>0.02</i>	<i>0.03</i>			<i>0.13</i>			<i>0.08</i>
Crit. lane group	<i>N</i>	<i>Y</i>		<i>N</i>	<i>N</i>			<i>Y</i>			<i>N</i>
Sum flow ratios	<i>0.22</i>										
Lost time/cycle	<i>10.00</i>										
Critical v/c ratio	<i>0.26</i>										
Lane Group Capacity, Control Delay, and LOS Determination											
	EB			WB			NB			SB	
Lane group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>			<i>LTR</i>			<i>LTR</i>
Adj. flow rate	<i>42</i>	<i>170</i>		<i>24</i>	<i>61</i>			<i>414</i>			<i>268</i>
Lane group cap.	<i>280</i>	<i>386</i>		<i>222</i>	<i>383</i>			<i>2110</i>			<i>2105</i>
v/c ratio	<i>0.15</i>	<i>0.44</i>		<i>0.11</i>	<i>0.16</i>			<i>0.20</i>			<i>0.13</i>
Green ratio	<i>0.21</i>	<i>0.21</i>		<i>0.21</i>	<i>0.21</i>			<i>0.66</i>			<i>0.66</i>
Unif. delay d1	<i>25.6</i>	<i>27.4</i>		<i>25.4</i>	<i>25.7</i>			<i>5.2</i>			<i>5.0</i>
Delay factor k	<i>0.50</i>	<i>0.50</i>		<i>0.50</i>	<i>0.50</i>			<i>0.50</i>			<i>0.50</i>
Increm. delay d2	<i>1.1</i>	<i>3.6</i>		<i>1.0</i>	<i>0.9</i>			<i>0.2</i>			<i>0.1</i>
PF factor	<i>1.000</i>	<i>1.000</i>		<i>1.000</i>	<i>1.000</i>			<i>1.000</i>			<i>1.000</i>
Control delay	<i>26.8</i>	<i>31.0</i>		<i>26.4</i>	<i>26.6</i>			<i>5.4</i>			<i>5.1</i>
Lane group LOS	<i>C</i>	<i>C</i>		<i>C</i>	<i>C</i>			<i>A</i>			<i>A</i>
Apprch. delay	<i>30.1</i>			<i>26.5</i>			<i>5.4</i>			<i>5.1</i>	
Approach LOS	<i>C</i>			<i>C</i>			<i>A</i>			<i>A</i>	
Intersec. delay	<i>12.5</i>			Intersection LOS						<i>B</i>	

South Salina Street at Castle Street
(p.m. peak hour)

CAPACITY AND LOS WORKSHEET											
General Information											
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>											
Capacity Analysis											
	EB			WB			NB		SB		
Lane group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>		<i>LTR</i>		<i>LTR</i>		
Adj. flow rate	<i>31</i>	<i>125</i>		<i>100</i>	<i>196</i>		<i>415</i>		<i>526</i>		
Satflow rate	<i>940</i>	<i>1758</i>		<i>1200</i>	<i>1779</i>		<i>2989</i>		<i>3180</i>		
Lost time	<i>2.0</i>	<i>2.0</i>		<i>2.0</i>	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Green ratio	<i>0.22</i>	<i>0.22</i>		<i>0.22</i>	<i>0.22</i>		<i>0.66</i>		<i>0.66</i>		
Lane group cap.	<i>210</i>	<i>393</i>		<i>268</i>	<i>398</i>		<i>1969</i>		<i>2095</i>		
v/c ratio	<i>0.15</i>	<i>0.32</i>		<i>0.37</i>	<i>0.49</i>		<i>0.21</i>		<i>0.25</i>		
Flow ratio	<i>0.03</i>	<i>0.07</i>		<i>0.08</i>	<i>0.11</i>		<i>0.14</i>		<i>0.17</i>		
Crit. lane group	<i>N</i>	<i>N</i>		<i>N</i>	<i>Y</i>		<i>N</i>		<i>Y</i>		
Sum flow ratios	<i>0.28</i>										
Lost time/cycle	<i>10.00</i>										
Critical v/c ratio	<i>0.31</i>										
Lane Group Capacity, Control Delay, and LOS Determination											
	EB			WB			NB		SB		
Lane group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>		<i>LTR</i>		<i>LTR</i>		
Adj. flow rate	<i>31</i>	<i>125</i>		<i>100</i>	<i>196</i>		<i>415</i>		<i>526</i>		
Lane group cap.	<i>210</i>	<i>393</i>		<i>268</i>	<i>398</i>		<i>1969</i>		<i>2095</i>		
v/c ratio	<i>0.15</i>	<i>0.32</i>		<i>0.37</i>	<i>0.49</i>		<i>0.21</i>		<i>0.25</i>		
Green ratio	<i>0.22</i>	<i>0.22</i>		<i>0.22</i>	<i>0.22</i>		<i>0.66</i>		<i>0.66</i>		
Unif. delay d1	<i>26.5</i>	<i>27.6</i>		<i>28.0</i>	<i>28.8</i>		<i>5.7</i>		<i>5.9</i>		
Delay factor k	<i>0.50</i>	<i>0.50</i>		<i>0.50</i>	<i>0.50</i>		<i>0.50</i>		<i>0.50</i>		
Increm. delay d2	<i>1.5</i>	<i>2.1</i>		<i>3.9</i>	<i>4.3</i>		<i>0.2</i>		<i>0.3</i>		
PF factor	<i>1.000</i>	<i>1.000</i>		<i>1.000</i>	<i>1.000</i>		<i>1.000</i>		<i>1.000</i>		
Control delay	<i>28.0</i>	<i>29.7</i>		<i>31.9</i>	<i>33.1</i>		<i>6.0</i>		<i>6.2</i>		
Lane group LOS	<i>C</i>	<i>C</i>		<i>C</i>	<i>C</i>		<i>A</i>		<i>A</i>		
Apprch. delay	<i>29.4</i>			<i>32.7</i>			<i>6.0</i>		<i>6.2</i>		
Approach LOS	<i>C</i>			<i>C</i>			<i>A</i>		<i>A</i>		
Intersec. delay	<i>14.4</i>			Intersection LOS				<i>B</i>			

South Salina Street at Colvin Street
(a.m. peak hour)

CAPACITY AND LOS WORKSHEET											
General Information											
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>											
Capacity Analysis											
	EB			WB			NB			SB	
Lane group					LTR			LTR			LTR
Adj. flow rate					250			638			324
Satflow rate					1793			1869			1399
Lost time					2.0			2.0			2.0
Green ratio					0.17			0.70			0.70
Lane group cap.					310			1315			984
v/c ratio					0.81			0.49			0.33
Flow ratio					0.14			0.34			0.23
Crit. lane group					Y			Y			N
Sum flow ratios										0.48	
Lost time/cycle										10.00	
Critical v/c ratio										0.55	
Lane Group Capacity, Control Delay, and LOS Determination											
	EB			WB			NB			SB	
Lane group					LTR			LTR			LTR
Adj. flow rate					250			638			324
Lane group cap.					310			1315			984
v/c ratio					0.81			0.49			0.33
Green ratio					0.17			0.70			0.70
Unif. delay d1					32.2			5.4			4.6
Delay factor k					0.35			0.11			0.11
Increm. delay d2					14.5			0.3			0.2
PF factor					1.000			1.000			1.000
Control delay					46.7			5.7			4.8
Lane group LOS					D			A			A
Apprch. delay				46.7			5.7			4.8	
Approach LOS				D			A			A	
Intersec. delay	13.9						Intersection LOS			B	

South Salina Street and Colvin Street
(p.m. peak hour)

CAPACITY AND LOS WORKSHEET											
General Information											
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>											
Capacity Analysis											
	EB			WB			NB			SB	
Lane group					LTR			LTR			LTR
Adj. flow rate					282			598			621
Satflow rate					1994			1848			1613
Lost time					2.0			2.0			2.0
Green ratio					0.19			0.69			0.69
Lane group cap.					385			1281			1118
v/c ratio					0.73			0.47			0.56
Flow ratio					0.14			0.32			0.38
Crit. lane group					Y			N			Y
Sum flow ratios	0.53										
Lost time/cycle	10.00										
Critical v/c ratio	0.59										
Lane Group Capacity, Control Delay, and LOS Determination											
	EB			WB			NB			SB	
Lane group					LTR			LTR			LTR
Adj. flow rate					282			598			621
Lane group cap.					385			1281			1118
v/c ratio					0.73			0.47			0.56
Green ratio					0.19			0.69			0.69
Unif. delay d1					33.4			6.1			6.7
Delay factor k					0.29			0.11			0.15
Increm. delay d2					7.0			0.3			0.6
PF factor					1.000			1.000			1.000
Control delay					40.4			6.4			7.4
Lane group LOS					D			A			A
Apprch. delay				40.4			6.4			7.4	
Approach LOS				D			A			A	
Intersec. delay	13.2			Intersection LOS						B	

South Salina Street at Seneca Turnpike
(a.m. peak hour)

CAPACITY AND LOS WORKSHEET												
General Information												
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>												
Capacity Analysis												
	EB			WB			NB			SB		
Lane group	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Adj. flow rate	113	629	129	92	492	33	142	296	178	28	142	107
Satflow rate	1752	1845	1482	1620	1705	1311	1736	1810	1568	1407	1727	1459
Lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Green ratio	0.56	0.43	0.54	0.56	0.43	0.54	0.34	0.24	0.36	0.34	0.24	0.36
Lane group cap.	384	796	799	263	735	707	373	426	569	204	406	529
v/c ratio	0.29	0.79	0.16	0.35	0.67	0.05	0.38	0.69	0.31	0.14	0.35	0.20
Flow ratio		0.34	0.09		0.29	0.03		0.16	0.11		0.08	0.07
Crit. lane group	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>	<i>N</i>
Sum flow ratios	0.64											
Lost time/cycle	20.00											
Critical v/c ratio	0.79											
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Lane group	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
Adj. flow rate	113	629	129	92	492	33	142	296	178	28	142	107
Lane group cap.	384	796	799	263	735	707	373	426	569	204	406	529
v/c ratio	0.29	0.79	0.16	0.35	0.67	0.05	0.38	0.69	0.31	0.14	0.35	0.20
Green ratio	0.56	0.43	0.54	0.56	0.43	0.54	0.34	0.24	0.36	0.34	0.24	0.36
Unif. delay d1	13.3	25.0	11.9	16.0	23.2	11.1	24.2	35.7	23.4	23.6	32.5	22.4
Delay factor k	0.11	0.34	0.11	0.11	0.24	0.11	0.11	0.26	0.11	0.11	0.11	0.11
Increm. delay d2	0.4	5.4	0.1	0.8	2.4	0.0	0.7	4.9	0.3	0.3	0.5	0.2
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	13.7	30.4	12.0	16.8	25.5	11.1	24.9	40.5	23.7	24.0	33.0	22.5
Lane group LOS	<i>B</i>	<i>C</i>	<i>B</i>	<i>B</i>	<i>C</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>C</i>	<i>C</i>	<i>C</i>	<i>C</i>
Apprch. delay	25.5			23.5			32.0			28.1		
Approach LOS	<i>C</i>			<i>C</i>			<i>C</i>			<i>C</i>		
Intersec. delay	27.0			Intersection LOS						<i>C</i>		

South Salina Street at Seneca Turnpike
(p.m. peak hour)

CAPACITY AND LOS WORKSHEET												
General Information												
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>												
Capacity Analysis												
	EB			WB			NB			SB		
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Adj. flow rate	106	505	130	191	648	25	162	231	128	70	294	181
Satflow rate	1787	1881	1568	1668	1756	1507	1805	1863	1599	1694	1881	1531
Lost time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Green ratio	0.55	0.39	0.50	0.55	0.39	0.50	0.35	0.25	0.40	0.35	0.25	0.40
Lane group cap.	284	738	784	359	689	754	275	457	643	306	461	615
v/c ratio	0.37	0.68	0.17	0.53	0.94	0.03	0.59	0.51	0.20	0.23	0.64	0.29
Flow ratio		0.27	0.08		0.37	0.02		0.12	0.08		0.16	0.12
Crit. lane group	N	N	N	N	N	N	N	N	N	N	N	N
Sum flow ratios	0.71											
Lost time/cycle	20.00											
Critical v/c ratio	0.88											
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Adj. flow rate	106	505	130	191	648	25	162	231	128	70	294	181
Lane group cap.	284	738	784	359	689	754	275	457	643	306	461	615
v/c ratio	0.37	0.68	0.17	0.53	0.94	0.03	0.59	0.51	0.20	0.23	0.64	0.29
Green ratio	0.55	0.39	0.50	0.55	0.39	0.50	0.35	0.25	0.40	0.35	0.25	0.40
Unif. delay d1	17.9	25.8	13.9	15.4	29.9	13.0	24.8	33.2	19.8	22.9	34.4	20.7
Delay factor k	0.11	0.25	0.11	0.13	0.45	0.11	0.18	0.11	0.11	0.11	0.22	0.11
Increm. delay d2	0.8	2.6	0.1	1.5	21.0	0.0	3.3	0.9	0.2	0.4	2.9	0.3
PF factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control delay	18.7	28.4	14.0	17.0	50.8	13.0	28.1	34.1	20.0-	23.3	37.4	21.0
Lane group LOS	B	C	B	B	D	B	C	C	B	C	D	C
Apprch. delay	24.5			42.3			28.8			30.1		
Approach LOS	C			D			C			C		
Intersec. delay	32.2			Intersection LOS						C		

South Avenue at Brighton Avenue
(a.m. peak hour)

CAPACITY AND LOS WORKSHEET										
General Information										
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>										
Capacity Analysis										
	EB		WB			NB			SB	
Lane group		<i>LTR</i>		<i>L</i>	<i>TR</i>			<i>LTR</i>		<i>LTR</i>
Adj. flow rate		225		245	127			719		284
Satflow rate		1747		1056	1617			2008		1774
Lost time		2.0		2.0	2.0			2.0		2.0
Green ratio		0.27		0.27	0.27			0.56		0.56
Lane group cap.		466		282	431			1116		986
v/c ratio		0.48		0.87	0.29			0.64		0.29
Flow ratio		0.13		0.23	0.08			0.36		0.16
Crit. lane group		<i>N</i>		<i>Y</i>	<i>N</i>			<i>Y</i>		<i>N</i>
Sum flow ratios		0.59								
Lost time/cycle		8.00								
Critical v/c ratio		0.72								
Lane Group Capacity, Control Delay, and LOS Determination										
	EB		WB			NB			SB	
Lane group		<i>LTR</i>		<i>L</i>	<i>TR</i>			<i>LTR</i>		<i>LTR</i>
Adj. flow rate		225		245	127			719		284
Lane group cap.		466		282	431			1116		986
v/c ratio		0.48		0.87	0.29			0.64		0.29
Green ratio		0.27		0.27	0.27			0.56		0.56
Unif. delay d1		13.9		15.7	13.1			6.9		5.3
Delay factor k		0.11		0.40	0.11			0.22		0.11
Increm. delay d2		0.8		23.9	0.4			1.3		0.2
PF factor		1.000		1.000	1.000			1.000		1.000
Control delay		14.7		39.7	13.5			8.2		5.5
Lane group LOS		<i>B</i>		<i>D</i>	<i>B</i>			<i>A</i>		<i>A</i>
Apprch. delay		14.7		30.7				8.2		5.5
Approach LOS		<i>B</i>		<i>C</i>				<i>A</i>		<i>A</i>
Intersec. delay		13.9		Intersection LOS				<i>B</i>		

South Avenue at Brighton Avenue
(p.m. peak hour)

CAPACITY AND LOS WORKSHEET										
General Information										
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>										
Capacity Analysis										
	EB		WB			NB		SB		
Lane group		<i>LTR</i>		<i>L</i>	<i>TR</i>		<i>LTR</i>		<i>LTR</i>	
Adj. flow rate		<i>94</i>		<i>363</i>	<i>160</i>		<i>583</i>		<i>503</i>	
Satflow rate		<i>1824</i>		<i>1222</i>	<i>1700</i>		<i>1944</i>		<i>1989</i>	
Lost time		<i>2.0</i>		<i>2.0</i>	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	
Green ratio		<i>0.32</i>		<i>0.32</i>	<i>0.32</i>		<i>0.51</i>		<i>0.51</i>	
Lane group cap.		<i>582</i>		<i>390</i>	<i>543</i>		<i>993</i>		<i>1016</i>	
v/c ratio		<i>0.16</i>		<i>0.93</i>	<i>0.29</i>		<i>0.59</i>		<i>0.50</i>	
Flow ratio		<i>0.05</i>		<i>0.30</i>	<i>0.09</i>		<i>0.30</i>		<i>0.25</i>	
Crit. lane group		<i>N</i>		<i>Y</i>	<i>N</i>		<i>Y</i>		<i>N</i>	
Sum flow ratios	<i>0.60</i>									
Lost time/cycle	<i>8.00</i>									
Critical v/c ratio	<i>0.72</i>									
Lane Group Capacity, Control Delay, and LOS Determination										
	EB		WB			NB		SB		
Lane group		<i>LTR</i>		<i>L</i>	<i>TR</i>		<i>LTR</i>		<i>LTR</i>	
Adj. flow rate		<i>94</i>		<i>363</i>	<i>160</i>		<i>583</i>		<i>503</i>	
Lane group cap.		<i>582</i>		<i>390</i>	<i>543</i>		<i>993</i>		<i>1016</i>	
v/c ratio		<i>0.16</i>		<i>0.93</i>	<i>0.29</i>		<i>0.59</i>		<i>0.50</i>	
Green ratio		<i>0.32</i>		<i>0.32</i>	<i>0.32</i>		<i>0.51</i>		<i>0.51</i>	
Unif. delay d1		<i>11.5</i>		<i>15.5</i>	<i>12.0</i>		<i>8.0</i>		<i>7.5</i>	
Delay factor k		<i>0.11</i>		<i>0.45</i>	<i>0.11</i>		<i>0.18</i>		<i>0.11</i>	
Increm. delay d2		<i>0.1</i>		<i>28.8</i>	<i>0.3</i>		<i>0.9</i>		<i>0.4</i>	
PF factor		<i>1.000</i>		<i>1.000</i>	<i>1.000</i>		<i>1.000</i>		<i>1.000</i>	
Control delay		<i>11.6</i>		<i>44.3</i>	<i>12.3</i>		<i>9.0</i>		<i>7.9</i>	
Lane group LOS		<i>B</i>		<i>D</i>	<i>B</i>		<i>A</i>		<i>A</i>	
Apprch. delay	<i>11.6</i>		<i>34.5</i>			<i>9.0</i>		<i>7.9</i>		
Approach LOS	<i>B</i>		<i>C</i>			<i>A</i>		<i>A</i>		
Intersec. delay	<i>16.6</i>		Intersection LOS					<i>B</i>		

South Avenue at Glenwood Avenue
(a.m. peak hour)

CAPACITY AND LOS WORKSHEET												
General Information												
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>												
Capacity Analysis												
	EB			WB			NB			SB		
Lane group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>		<i>LTR</i>		<i>L</i>	<i>TR</i>		
Adj. flow rate	46	252		44	330		743		72	392		
Satflow rate	701	1844		902	1752		2020		1604	2053		
Lost time	2.0	2.0		2.0	2.0		2.0		2.0	2.0		
Green ratio	0.30	0.30		0.30	0.30		0.39		0.56	0.56		
Lane group cap.	207	545		267	518		797		326	1157		
v/c ratio	0.22	0.46		0.16	0.64		0.93		0.22	0.34		
Flow ratio	0.07	0.14		0.05	0.19		0.37			0.19		
Crit. lane group	<i>N</i>	<i>N</i>		<i>N</i>	<i>Y</i>		<i>Y</i>		<i>N</i>	<i>N</i>		
Sum flow ratios	0.60											
Lost time/cycle	15.00											
Critical v/c ratio	0.76											
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Lane group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>		<i>LTR</i>		<i>L</i>	<i>TR</i>		
Adj. flow rate	46	252		44	330		743		72	392		
Lane group cap.	207	545		267	518		797		326	1157		
v/c ratio	0.22	0.46		0.16	0.64		0.93		0.22	0.34		
Green ratio	0.30	0.30		0.30	0.30		0.39		0.56	0.56		
Unif. delay d1	18.8	20.4		18.5	21.7		20.6		10.9	8.4		
Delay factor k	0.11	0.11		0.11	0.22		0.45		0.11	0.11		
Increm. delay d2	0.5	0.6		0.3	2.6		17.6		0.3	0.2		
PF factor	1.000	1.000		1.000	1.000		1.000		1.000	1.000		
Control delay	19.4	21.0		18.8	24.3		38.2		11.2	8.5		
Lane group LOS	<i>B</i>	<i>C</i>		<i>B</i>	<i>C</i>		<i>D</i>		<i>B</i>	<i>A</i>		
Aprch. delay	20.8			23.7			38.2			9.0		
Approach LOS	<i>C</i>			<i>C</i>			<i>D</i>			<i>A</i>		
Intersec. delay	25.3			Intersection LOS						<i>C</i>		

South Avenue at Glenwood Avenue
(p.m. peak hour)

CAPACITY AND LOS WORKSHEET												
General Information												
Project Description <i>Safety Improvement Analysis (2011-2012 UPWP Task)</i>												
Capacity Analysis												
	EB			WB			NB			SB		
Lane group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>		<i>LTR</i>		<i>L</i>	<i>TR</i>		
Adj. flow rate	<i>55</i>	<i>281</i>		<i>78</i>	<i>363</i>		<i>505</i>		<i>107</i>	<i>677</i>		
Satflow rate	<i>656</i>	<i>1926</i>		<i>892</i>	<i>1794</i>		<i>1894</i>		<i>1652</i>	<i>2101</i>		
Lost time	<i>2.0</i>	<i>2.0</i>		<i>2.0</i>	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>	<i>2.0</i>		
Green ratio	<i>0.31</i>	<i>0.31</i>		<i>0.31</i>	<i>0.31</i>		<i>0.35</i>		<i>0.56</i>	<i>0.56</i>		
Lane group cap.	<i>201</i>	<i>591</i>		<i>274</i>	<i>550</i>		<i>657</i>		<i>452</i>	<i>1177</i>		
v/c ratio	<i>0.27</i>	<i>0.48</i>		<i>0.28</i>	<i>0.66</i>		<i>0.77</i>		<i>0.24</i>	<i>0.58</i>		
Flow ratio	<i>0.08</i>	<i>0.15</i>		<i>0.09</i>	<i>0.20</i>		<i>0.27</i>			<i>0.32</i>		
Crit. lane group	<i>N</i>	<i>N</i>		<i>N</i>	<i>Y</i>		<i>Y</i>		<i>N</i>	<i>N</i>		
Sum flow ratios	<i>0.53</i>											
Lost time/cycle	<i>15.00</i>											
Critical v/c ratio	<i>0.67</i>											
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Lane group	<i>L</i>	<i>TR</i>		<i>L</i>	<i>TR</i>		<i>LTR</i>		<i>L</i>	<i>TR</i>		
Adj. flow rate	<i>55</i>	<i>281</i>		<i>78</i>	<i>363</i>		<i>505</i>		<i>107</i>	<i>677</i>		
Lane group cap.	<i>201</i>	<i>591</i>		<i>274</i>	<i>550</i>		<i>657</i>		<i>452</i>	<i>1177</i>		
v/c ratio	<i>0.27</i>	<i>0.48</i>		<i>0.28</i>	<i>0.66</i>		<i>0.77</i>		<i>0.24</i>	<i>0.58</i>		
Green ratio	<i>0.31</i>	<i>0.31</i>		<i>0.31</i>	<i>0.31</i>		<i>0.35</i>		<i>0.56</i>	<i>0.56</i>		
Unif. delay d1	<i>19.7</i>	<i>21.1</i>		<i>19.8</i>	<i>22.6</i>		<i>21.8</i>		<i>10.4</i>	<i>10.7</i>		
Delay factor k	<i>0.11</i>	<i>0.11</i>		<i>0.11</i>	<i>0.23</i>		<i>0.32</i>		<i>0.11</i>	<i>0.17</i>		
Increm. delay d2	<i>0.7</i>	<i>0.6</i>		<i>0.6</i>	<i>2.9</i>		<i>5.5</i>		<i>0.3</i>	<i>0.7</i>		
PF factor	<i>1.000</i>	<i>1.000</i>		<i>1.000</i>	<i>1.000</i>		<i>1.000</i>		<i>1.000</i>	<i>1.000</i>		
Control delay	<i>20.4</i>	<i>21.7</i>		<i>20.3</i>	<i>25.5</i>		<i>27.3</i>		<i>10.6</i>	<i>11.4</i>		
Lane group LOS	<i>C</i>	<i>C</i>		<i>C</i>	<i>C</i>		<i>C</i>		<i>B</i>	<i>B</i>		
Apprch. delay	<i>21.5</i>			<i>24.6</i>			<i>27.3</i>			<i>11.3</i>		
Approach LOS	<i>C</i>			<i>C</i>			<i>C</i>			<i>B</i>		
Intersec. delay	<i>19.7</i>			Intersection LOS						<i>B</i>		

Safety Improvement Analysis

City of Syracuse

Appendix C

Intersection Turning Movement Counts



Syracuse Metropolitan Transportation Council

126 N. Salina St.
 Syracuse, NY 13202
 T: (315) 422-5716

www.smctmpo.org

City of Syracuse
 East Genesee / Columbus Ave
 Counter: KK
 Formatted by SMTC, 2/2912

File Name : eastgenesee_columbus_11_9_11_all_time_adjust
 Site Code : 11920111
 Start Date : 11/9/2011
 Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	East Genesee St Eastbound Approach					East Genesee St Westbound Approach					Columbus Ave Northbound Approach					Columbus Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	11	25	1	0	37	0	72	16	0	88	0	2	0	0	2	20	3	5	3	31	158
07:15 AM	9	50	0	0	59	0	97	17	1	115	0	3	0	0	3	40	3	5	1	49	226
07:30 AM	5	49	0	0	54	1	106	16	0	123	0	1	1	1	3	49	10	3	1	63	243
07:45 AM	5	46	0	0	51	1	182	33	0	216	3	5	1	0	9	41	12	5	1	59	335
Total	30	170	1	0	201	2	457	82	1	542	3	11	2	1	17	150	28	18	6	202	962
08:00 AM	11	43	1	0	55	0	158	18	0	176	3	1	0	0	4	38	16	6	0	60	295
08:15 AM	12	41	0	0	53	0	161	20	0	181	4	5	0	0	9	36	4	15	0	55	298
08:30 AM	13	51	0	0	64	1	123	25	0	149	3	2	0	0	5	32	7	2	0	41	259
08:45 AM	14	40	0	0	54	3	111	14	0	128	2	2	1	1	6	48	8	11	0	67	255
Total	50	175	1	0	226	4	553	77	0	634	12	10	1	1	24	154	35	34	0	223	1107
*** BREAK ***																					
04:00 PM	15	113	2	0	130	0	73	22	0	95	1	4	1	0	6	30	10	6	1	47	278
04:15 PM	32	118	4	0	154	2	64	26	0	92	0	4	2	1	7	36	7	3	1	47	300
04:30 PM	32	135	0	0	167	1	72	22	0	95	4	11	0	0	15	43	8	4	0	55	332
04:45 PM	34	150	2	0	186	0	72	16	0	88	0	7	0	0	7	41	8	9	1	59	340
Total	113	516	8	0	637	3	281	86	0	370	5	26	3	1	35	150	33	22	3	208	1250
05:00 PM	43	152	1	0	196	0	79	23	0	102	1	8	1	1	11	50	10	5	1	66	375
05:15 PM	36	143	1	0	180	1	80	22	1	104	1	5	1	0	7	57	12	4	1	74	365
05:30 PM	20	114	1	0	135	1	68	14	0	83	0	1	0	0	1	40	11	5	1	57	276
05:45 PM	28	92	1	0	121	1	64	21	0	86	0	1	1	1	3	41	7	4	2	54	264
Total	127	501	4	0	632	3	291	80	1	375	2	15	3	2	22	188	40	18	5	251	1280
Grand Total	320	1362	14	0	1696	12	1582	325	2	1921	22	62	9	5	98	642	136	92	14	884	4599
Apprch %	18.9	80.3	0.8	0		0.6	82.4	16.9	0.1		22.4	63.3	9.2	5.1		72.6	15.4	10.4	1.6		
Total %	7	29.6	0.3	0	36.9	0.3	34.4	7.1	0	41.8	0.5	1.3	0.2	0.1	2.1	14	3	2	0.3	19.2	
Cars	306	1313	13	0	1632	12	1526	307	1	1846	20	57	7	5	89	616	135	86	14	851	4418
% Cars	95.6	96.4	92.9	0	96.2	100	96.5	94.5	50	96.1	90.9	91.9	77.8	100	90.8	96	99.3	93.5	100	96.3	96.1
Heavy Vehicles	14	49	1	0	64	0	56	18	1	75	2	5	2	0	9	26	1	6	0	33	181
% Heavy Vehicles	4.4	3.6	7.1	0	3.8	0	3.5	5.5	50	3.9	9.1	8.1	22.2	0	9.2	4	0.7	6.5	0	3.7	3.9



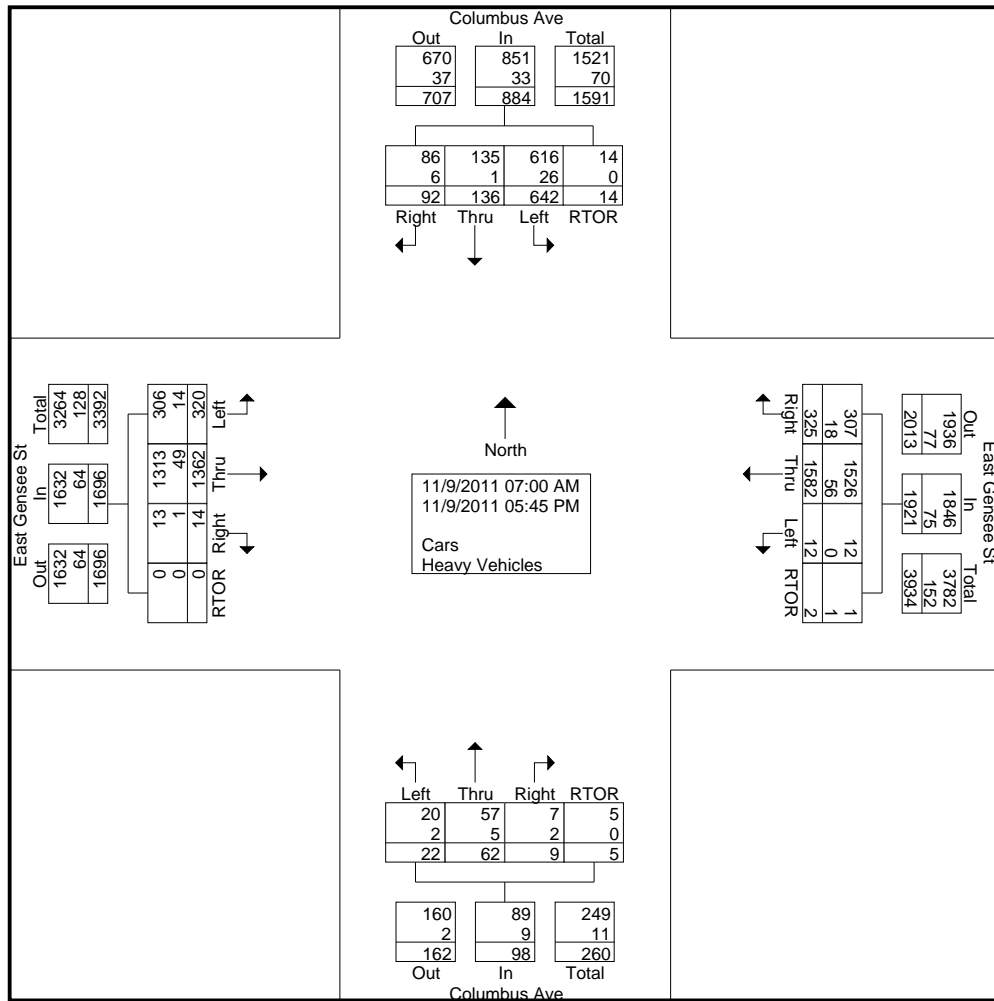
Syracuse Metropolitan Transportation Council

126 N. Salina St.
Syracuse, NY 13202
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City of Syracuse
East Genesee / Columbus Ave
Counter: KK
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File Name : eastgenesee_columbus_11_9_11_all_time_adjust
Site Code : 11920111
Start Date : 11/9/2011
Page No : 2





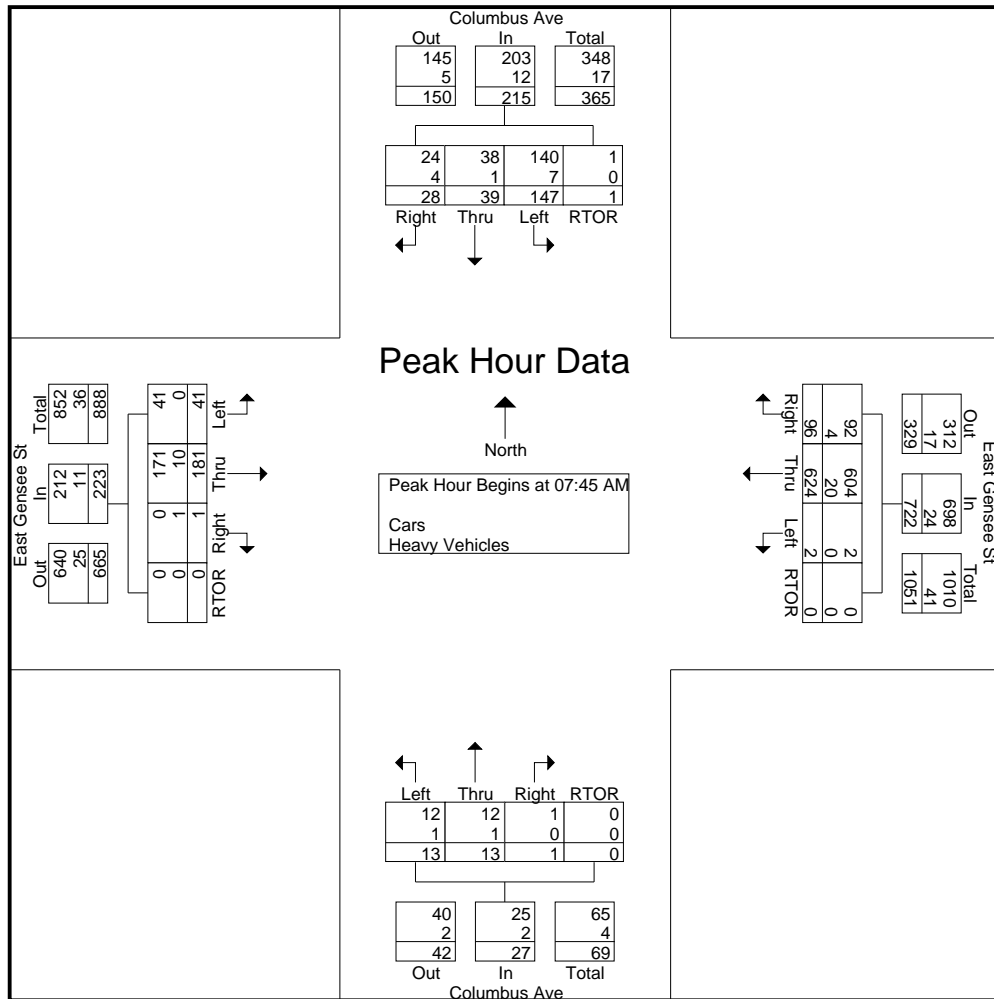
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 Site Code : 11920111
 Start Date : 11/9/2011
 Page No : 3

Start Time	East Genesee St Eastbound Approach					East Genesee St Westbound Approach					Columbus Ave Northbound Approach					Columbus Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App.Total	Left	Thru	Right	RTOR	App.Total	Left	Thru	Right	RTOR	App.Total	Left	Thru	Right	RTOR	App.Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	5	46	0	0	51	1	182	33	0	216	3	5	1	0	9	41	12	5	1	59	335
08:00 AM	11	43	1	0	55	0	158	18	0	176	3	1	0	0	4	38	16	6	0	60	295
08:15 AM	12	41	0	0	53	0	161	20	0	181	4	5	0	0	9	36	4	15	0	55	298
08:30 AM	13	51	0	0	64	1	123	25	0	149	3	2	0	0	5	32	7	2	0	41	259
Total Volume	41	181	1	0	223	2	624	96	0	722	13	13	1	0	27	147	39	28	1	215	1187
% App. Total	18.4	81.2	0.4	0		0.3	86.4	13.3	0		48.1	48.1	3.7	0		68.4	18.1	13	0.5		
PHF	.788	.887	.250	.000	.871	.500	.857	.727	.000	.836	.813	.650	.250	.000	.750	.896	.609	.467	.250	.896	.886
Cars	41	171	0	0	212	2	604	92	0	698	12	12	1	0	25	140	38	24	1	203	1138
% Cars	100	94.5	0	0	95.1	100	96.8	95.8	0	96.7	92.3	92.3	100	0	92.6	95.2	97.4	85.7	100	94.4	95.9
Heavy Vehicles	0	5.5	100	0	4.9	0	3.2	4.2	0	3.3	7.7	7.7	0	0	7.4	4.8	2.6	14.3	0	5.6	4.1
% Heavy Vehicles																					





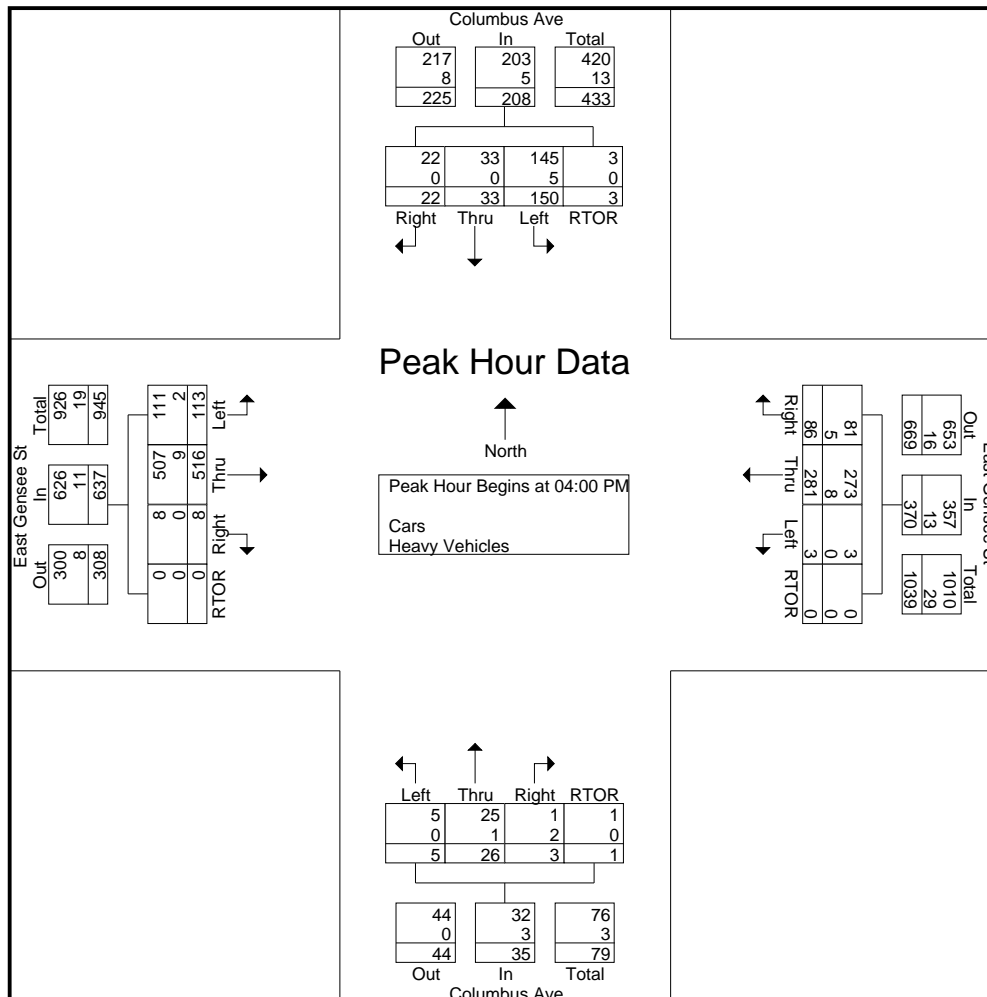
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 Site Code : 11920111
 Start Date : 11/9/2011
 Page No : 4

Start Time	East Genesee St Eastbound Approach					East Genesee St Westbound Approach					Columbus Ave Northbound Approach					Columbus Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 11:00 AM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	15	113	2	0	130	0	73	22	0	95	1	4	1	0	6	30	10	6	1	47	278
04:15 PM	32	118	4	0	154	2	64	26	0	92	0	4	2	1	7	36	7	3	1	47	300
04:30 PM	32	135	0	0	167	1	72	22	0	95	4	11	0	0	15	43	8	4	0	55	332
04:45 PM	34	150	2	0	186	0	72	16	0	88	0	7	0	0	7	41	8	9	1	59	340
Total Volume	113	516	8	0	637	3	281	86	0	370	5	26	3	1	35	150	33	22	3	208	1250
% App. Total	17.7	81	1.3	0	98.3	0.8	75.9	23.2	0	96.5	14.3	74.3	8.6	2.9	91.4	72.1	15.9	10.6	1.4	97.6	
PHF	.831	.860	.500	.000	.856	.375	.962	.827	.000	.974	.313	.591	.375	.250	.583	.872	.825	.611	.750	.881	.919
Cars	111	507	8	0	626	3	273	81	0	357	5	25	1	1	32	145	33	22	3	203	1218
% Cars	98.2	98.3	100	0	98.3	100	97.2	94.2	0	96.5	100	96.2	33.3	100	91.4	96.7	100	100	100	97.6	97.4
Heavy Vehicles																					
% Heavy Vehicles	1.8	1.7	0	0	1.7	0	2.8	5.8	0	3.5	0	3.8	66.7	0	8.6	3.3	0	0	0	2.4	2.6





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File Name : eastgenesee_columbus_11_9_11_all_time_adjust
 Site Code : 11920111
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 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	East Genesee St Eastbound Approach					East Genesee St Westbound Approach					Columbus Ave Northbound Approach					Columbus Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	4	6	0	0	10	0	5	1	0	6	0	1	0	0	1	1	0	0	0	1	18
07:15 AM	2	9	0	0	11	0	3	1	1	5	0	0	0	0	0	3	0	2	0	5	21
07:30 AM	1	4	0	0	5	0	2	4	0	6	0	0	0	0	0	9	0	0	0	9	20
07:45 AM	0	3	0	0	3	0	7	2	0	9	0	1	0	0	1	2	1	0	0	3	16
Total	7	22	0	0	29	0	17	8	1	26	0	2	0	0	2	15	1	2	0	18	75
08:00 AM	0	3	1	0	4	0	7	0	0	7	0	0	0	0	0	2	0	0	0	2	13
08:15 AM	0	2	0	0	2	0	6	1	0	7	1	0	0	0	1	2	0	4	0	6	16
08:30 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	4
08:45 AM	0	2	0	0	2	0	6	0	0	6	0	1	0	0	1	1	0	0	0	1	10
Total	0	9	1	0	10	0	19	2	0	21	1	1	0	0	2	6	0	4	0	10	43
*** BREAK ***																					
04:00 PM	0	3	0	0	3	0	4	2	0	6	0	0	1	0	1	2	0	0	0	2	12
04:15 PM	1	4	0	0	5	0	1	2	0	3	0	1	1	0	2	2	0	0	0	2	12
04:30 PM	1	1	0	0	2	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	5
04:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	2	9	0	0	11	0	8	5	0	13	0	1	2	0	3	5	0	0	0	5	32
05:00 PM	1	4	0	0	5	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	9
05:15 PM	3	2	0	0	5	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	9
05:30 PM	1	2	0	0	3	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	1	0	0	1	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	6
Total	5	9	0	0	14	0	12	3	0	15	1	1	0	0	2	0	0	0	0	0	31
Grand Total	14	49	1	0	64	0	56	18	1	75	2	5	2	0	9	26	1	6	0	33	181
Apprch %	21.9	76.6	1.6	0		0	74.7	24	1.3		22.2	55.6	22.2	0		78.8	3	18.2	0		
Total %	7.7	27.1	0.6	0	35.4	0	30.9	9.9	0.6	41.4	1.1	2.8	1.1	0	5	14.4	0.6	3.3	0	18.2	



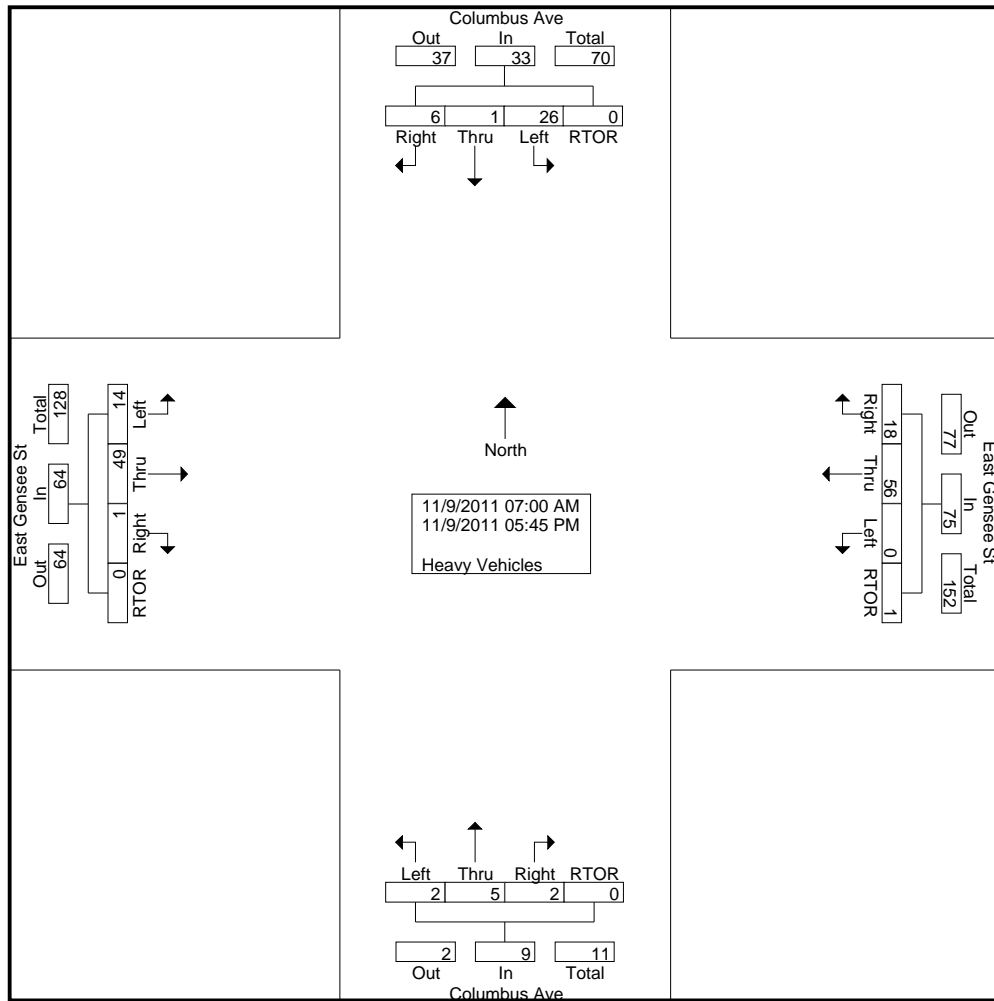
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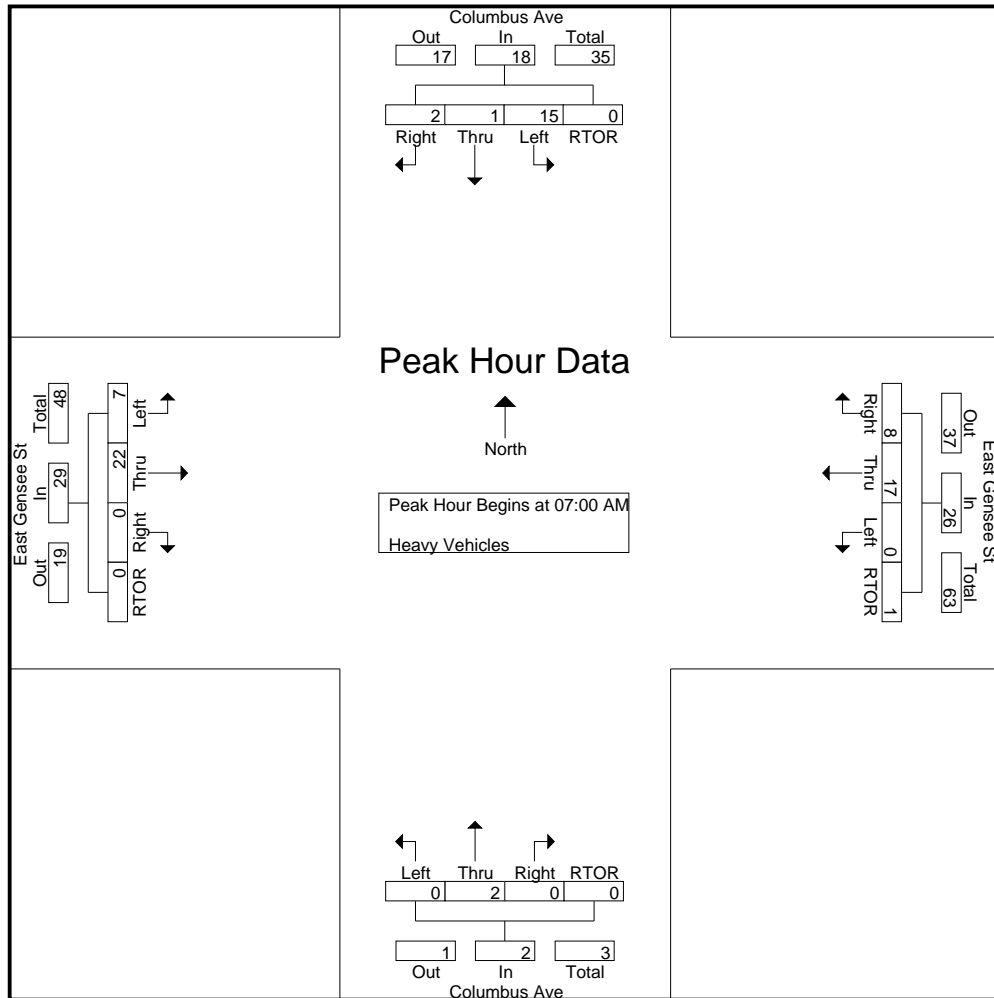
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 Site Code : 11920111
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 Page No : 3

Start Time	East Genesee St Eastbound Approach					East Genesee St Westbound Approach					Columbus Ave Northbound Approach					Columbus Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	4	6	0	0	10	0	5	1	0	6	0	1	0	0	1	1	0	0	0	1	18
07:15 AM	2	9	0	0	11	0	3	1	1	5	0	0	0	0	0	3	0	2	0	5	21
07:30 AM	1	4	0	0	5	0	2	4	0	6	0	0	0	0	0	9	0	0	0	9	20
07:45 AM	0	3	0	0	3	0	7	2	0	9	0	1	0	0	1	2	1	0	0	3	16
Total Volume	7	22	0	0	29	0	17	8	1	26	0	2	0	0	2	15	1	2	0	18	75
% App. Total	24.1	75.9	0	0		0	65.4	30.8	3.8		0	100	0	0		83.3	5.6	11.1	0		
PHF	.438	.611	.000	.000	.659	.000	.607	.500	.250	.722	.000	.500	.000	.000	.500	.417	.250	.250	.000	.500	.893





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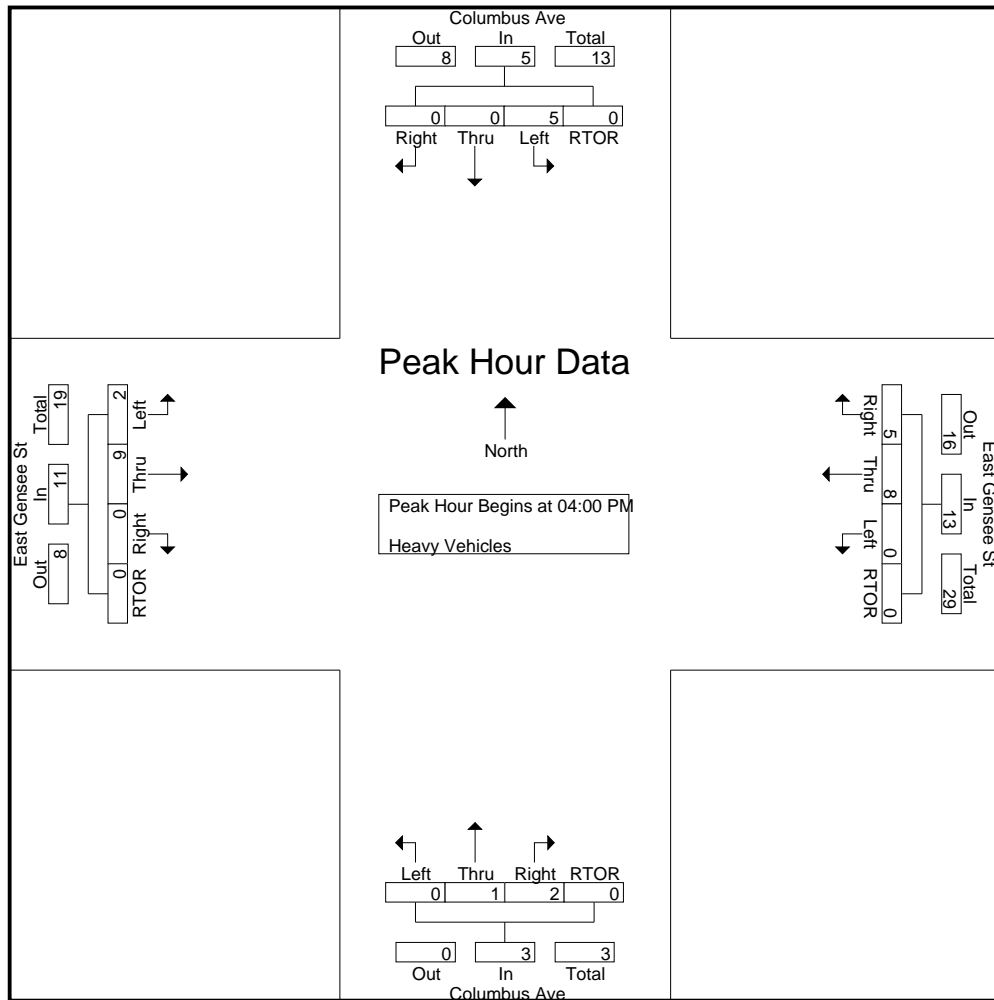
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 Page No : 4

Start Time	East Genesee St Eastbound Approach					East Genesee St Westbound Approach					Columbus Ave Northbound Approach					Columbus Ave Southbound Approach					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
04:00 PM	0	3	0	0	3	0	4	2	0	6	0	0	1	0	1	2	0	0	0	0	2	12
04:15 PM	1	4	0	0	5	0	1	2	0	3	0	1	1	0	2	2	0	0	0	0	2	12
04:30 PM	1	1	0	0	2	0	1	1	0	2	0	0	0	0	0	1	0	0	0	0	1	5
04:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	2	9	0	0	11	0	8	5	0	13	0	1	2	0	3	5	0	0	0	0	5	32
% App. Total	18.2	81.8	0	0		0	61.5	38.5	0		0	33.3	66.7	0		100	0	0	0	0		
PHF	.500	.563	.000	.000	.550	.000	.500	.625	.000	.542	.000	.250	.500	.000	.375	.625	.000	.000	.000	.000	.625	.667

Peak Hour Analysis From 11:00 AM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM





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Groups Printed- Bike Peds

Start Time	East Genesee St Eastbound Approach					East Genesee St Westbound Approach					Columbus Ave Northbound Approach					Columbus Ave Southbound Approach					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	3
07:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	4
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	5
07:45 AM	0	0	0	3	3	0	1	0	1	2	0	0	0	1	1	0	0	0	0	0	6
Total	0	1	0	4	5	0	3	0	2	5	0	0	0	4	4	0	0	0	4	4	18
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	1	1	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
08:30 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	3	3	0	0	0	2	2	8
08:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	3
Total	0	2	0	0	2	0	1	0	2	3	0	0	0	7	7	0	0	0	5	5	17
*** BREAK ***																					
04:00 PM	0	0	0	2	2	0	2	0	0	2	0	0	0	1	1	0	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4	4
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	4	4	0	0	0	2	2	7
04:45 PM	0	1	0	0	1	0	0	0	1	1	0	1	0	5	6	0	0	0	2	2	10
Total	0	1	0	2	3	0	3	0	1	4	0	1	0	10	11	0	1	0	7	8	26
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	2	0	0	4	6	9
05:30 PM	0	1	0	0	1	0	1	0	1	2	0	0	0	1	1	0	0	0	2	2	6
05:45 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	4	4	0	0	0	5	5	13
Total	0	2	0	2	4	0	1	0	5	6	0	0	0	6	6	2	0	0	11	13	29
Grand Total	0	6	0	8	14	0	8	0	10	18	0	1	0	27	28	2	1	0	27	30	90
Apprch %	0	42.9	0	57.1		0	44.4	0	55.6		0	3.6	0	96.4		6.7	3.3	0	90		
Total %	0	6.7	0	8.9	15.6	0	8.9	0	11.1	20	0	1.1	0	30	31.1	2.2	1.1	0	30	33.3	

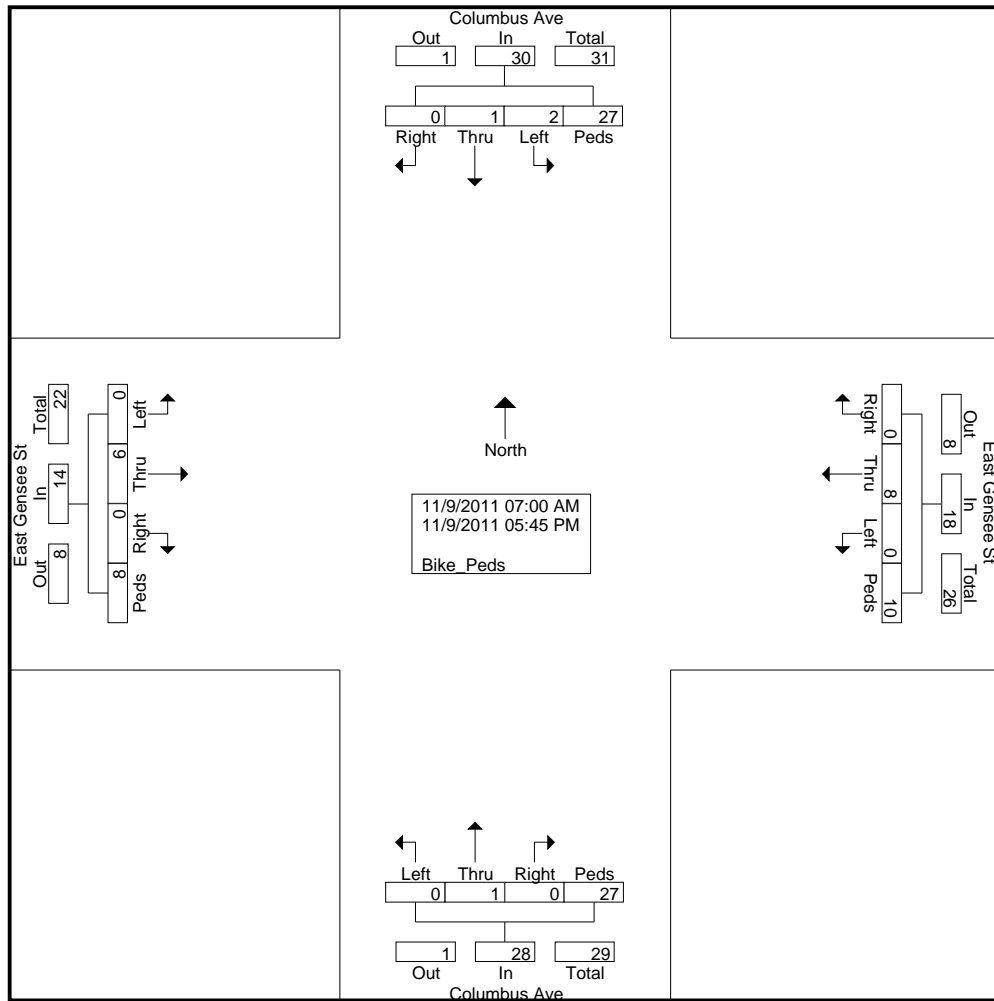


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Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	East Genesee St Eastbound Approach					East Genesee St Westbound Approach					Westmoreland Ave Northbound Approach					Westmoreland Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	6	41	2	0	49	2	79	4	2	87	4	1	0	0	5	2	3	4	0	9	150
07:15 AM	0	60	2	1	63	2	89	2	0	93	4	3	3	0	10	14	9	2	0	25	191
07:30 AM	3	64	4	1	72	7	140	7	0	154	6	13	4	1	24	16	13	4	1	34	284
07:45 AM	6	81	0	0	87	4	177	8	0	189	4	8	3	1	16	12	13	4	0	29	321
Total	15	246	8	2	271	15	485	21	2	523	18	25	10	2	55	44	38	14	1	97	946
08:00 AM	5	73	1	0	79	1	177	2	0	180	1	8	7	2	18	4	14	4	0	22	299
08:15 AM	1	63	1	0	65	0	154	6	1	161	5	8	4	2	19	2	6	1	0	9	254
08:30 AM	3	69	0	0	72	1	144	2	0	147	4	6	3	2	15	3	5	4	1	13	247
08:45 AM	3	68	2	0	73	3	130	2	0	135	3	4	1	0	8	5	8	5	2	20	236
Total	12	273	4	0	289	5	605	12	1	623	13	26	15	6	60	14	33	14	3	64	1036
*** BREAK ***																					
04:00 PM	3	122	1	1	127	9	91	5	0	105	1	4	5	5	15	3	10	3	1	17	264
04:15 PM	9	115	6	0	130	9	107	2	0	118	4	7	4	2	17	6	13	3	0	22	287
04:30 PM	5	115	0	0	120	6	105	3	0	114	2	14	1	1	18	10	7	4	3	24	276
04:45 PM	1	150	0	0	151	6	102	4	1	113	0	5	1	4	10	5	16	7	1	29	303
Total	18	502	7	1	528	30	405	14	1	450	7	30	11	12	60	24	46	17	5	92	1130
05:00 PM	5	186	2	0	193	4	105	3	1	113	4	5	3	1	13	7	9	4	2	22	341
05:15 PM	2	197	5	0	204	5	107	7	0	119	1	5	5	5	16	7	13	1	2	23	362
05:30 PM	3	121	8	1	133	4	77	8	1	90	2	10	3	1	16	5	10	5	1	21	260
05:45 PM	3	115	6	0	124	4	92	3	0	99	0	4	1	3	8	7	9	3	1	20	251
Total	13	619	21	1	654	17	381	21	2	421	7	24	12	10	53	26	41	13	6	86	1214
Grand Total	58	1640	40	4	1742	67	1876	68	6	2017	45	105	48	30	228	108	158	58	15	339	4326
Apprch %	3.3	94.1	2.3	0.2		3.3	93	3.4	0.3		19.7	46.1	21.1	13.2		31.9	46.6	17.1	4.4		
Total %	1.3	37.9	0.9	0.1	40.3	1.5	43.4	1.6	0.1	46.6	1	2.4	1.1	0.7	5.3	2.5	3.7	1.3	0.3	7.8	
Cars	54	1572	37	4	1667	64	1815	60	5	1944	45	103	44	29	221	97	150	52	15	314	4146
% Cars	93.1	95.9	92.5	100	95.7	95.5	96.7	88.2	83.3	96.4	100	98.1	91.7	96.7	96.9	89.8	94.9	89.7	100	92.6	95.8
Heavy Vehicles	4	68	3	0	75	3	61	8	1	73	0	2	4	1	7	11	8	6	0	25	180
% Heavy Vehicles	6.9	4.1	7.5	0	4.3	4.5	3.3	11.8	16.7	3.6	0	1.9	8.3	3.3	3.1	10.2	5.1	10.3	0	7.4	4.2



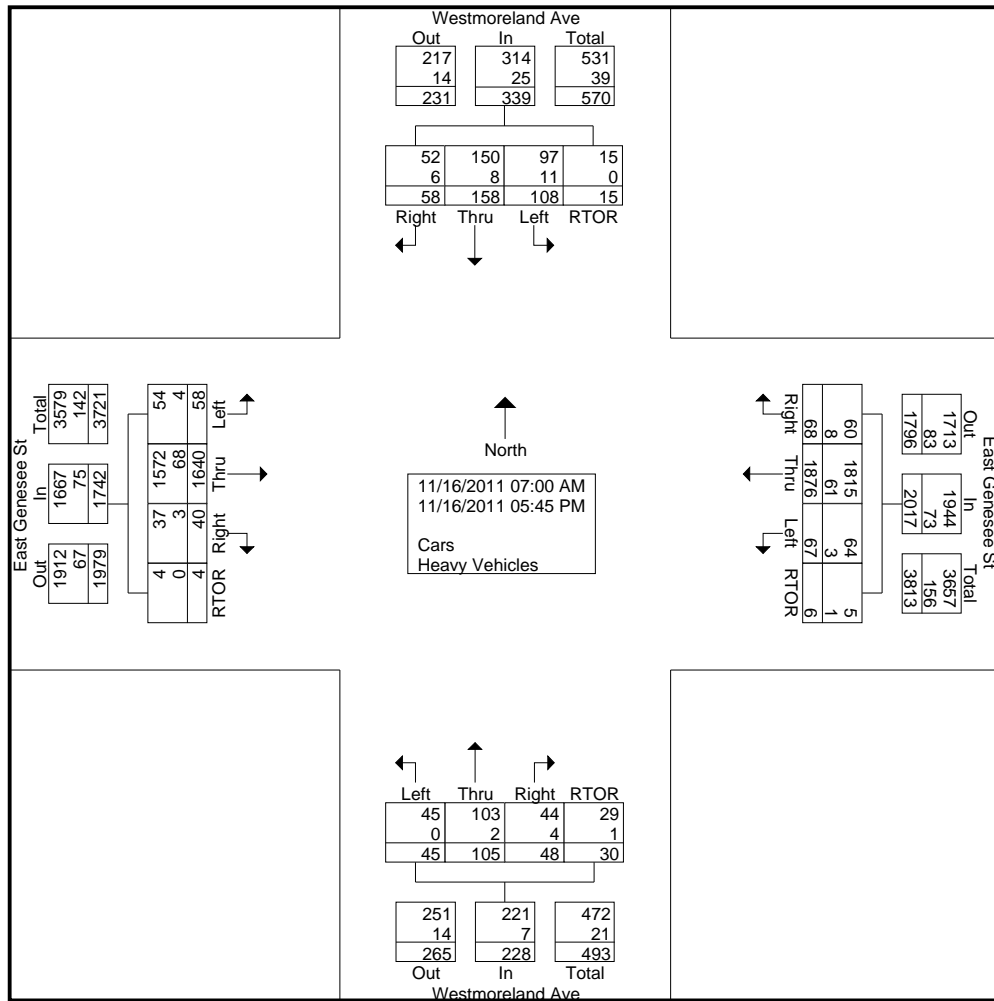
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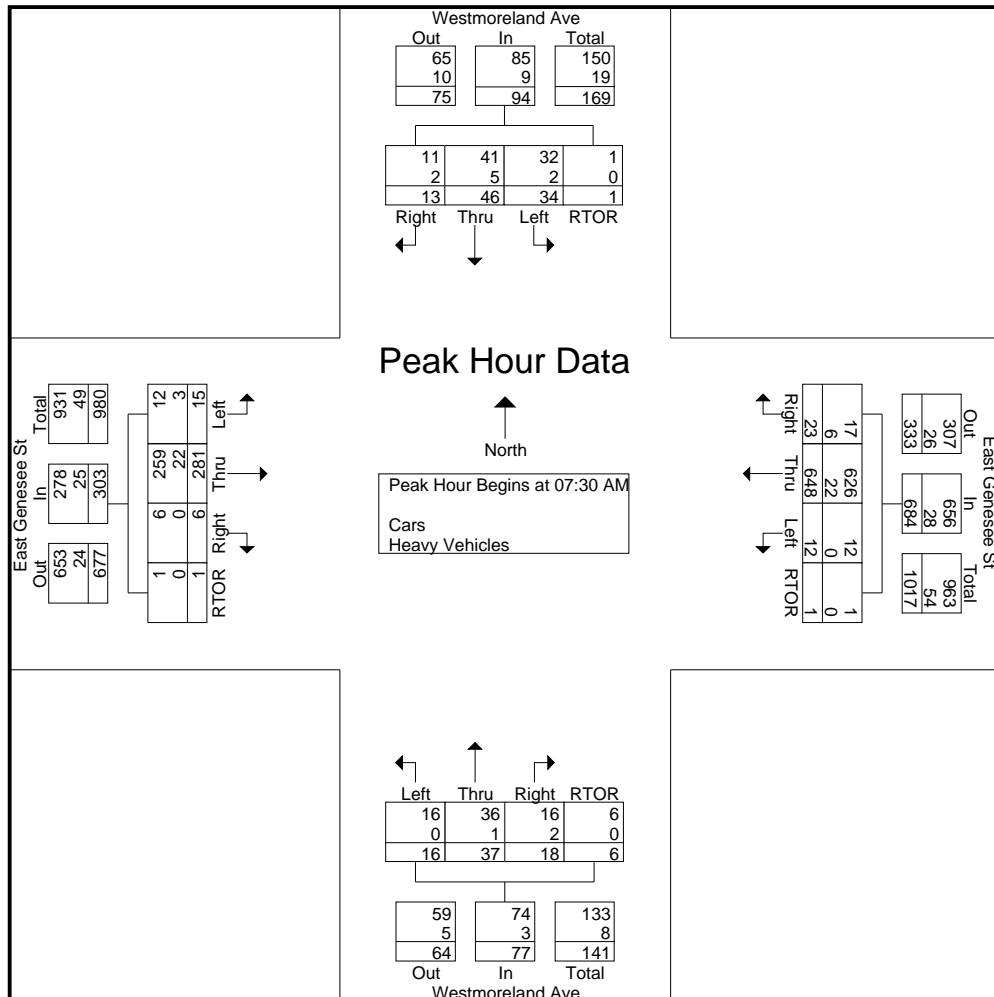
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Page No : 3

Start Time	East Genesee St Eastbound Approach					East Genesee St Westbound Approach					Westmoreland Ave Northbound Approach					Westmoreland Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	64	4	1	72	7	140	7	0	154	6	13	4	1	24	16	13	4	1	34	284
07:45 AM	6	81	0	0	87	4	177	8	0	189	4	8	3	1	16	12	13	4	0	29	321
08:00 AM	5	73	1	0	79	1	177	2	0	180	1	8	7	2	18	4	14	4	0	22	299
08:15 AM	1	63	1	0	65	0	154	6	1	161	5	8	4	2	19	2	6	1	0	9	254
Total Volume	15	281	6	1	303	12	648	23	1	684	16	37	18	6	77	34	46	13	1	94	1158
% App. Total	5	92.7	2	0.3		1.8	94.7	3.4	0.1		20.8	48.1	23.4	7.8		36.2	48.9	13.8	1.1		
PHF	.625	.867	.375	.250	.871	.429	.915	.719	.250	.905	.667	.712	.643	.750	.802	.531	.821	.813	.250	.691	.902
Cars	12	259	6	1	278	12	626	17	1	656	16	36	16	6	74	32	41	11	1	85	1093
% Cars	80.0	92.2	100	100	91.7	100	96.6	73.9	100	95.9	100	97.3	88.9	100	96.1	94.1	89.1	84.6	100	90.4	94.4
Heavy Vehicles	20.0	7.8	0	0	8.3	0	3.4	26.1	0	4.1	0	2.7	11.1	0	3.9	5.9	10.9	15.4	0	9.6	5.6





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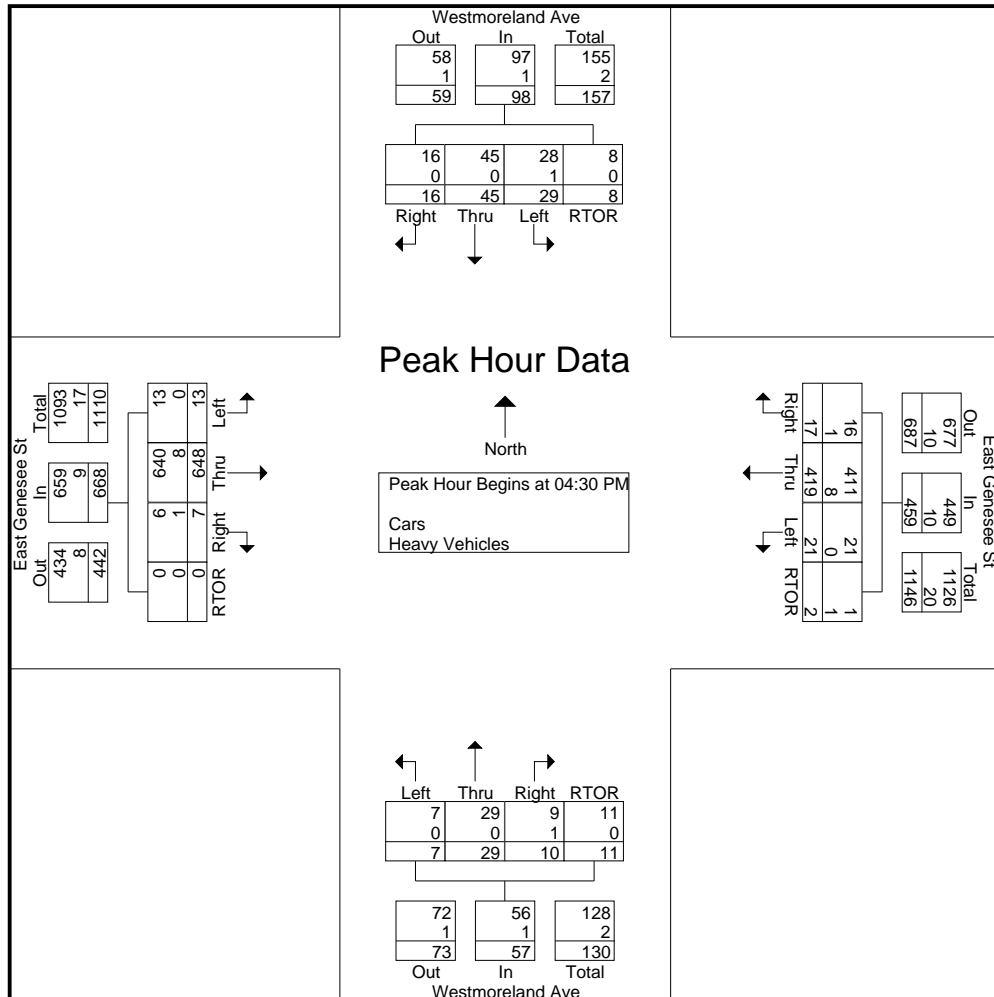
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Start Date : 11/16/2011
Page No : 4

Start Time	East Genesee St Eastbound Approach					East Genesee St Westbound Approach					Westmoreland Ave Northbound Approach					Westmoreland Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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	5	115	0	0	120	6	105	3	0	114	2	14	1	1	18	10	7	4	3	24	276
04:45 PM	1	150	0	0	151	6	102	4	1	113	0	5	1	4	10	5	16	7	1	29	303
05:00 PM	5	186	2	0	193	4	105	3	1	113	4	5	3	1	13	7	9	4	2	22	341
05:15 PM	2	197	5	0	204	5	107	7	0	119	1	5	5	5	16	7	13	1	2	23	362
Total Volume	13	648	7	0	668	21	419	17	2	459	7	29	10	11	57	29	45	16	8	98	1282
% App. Total	1.9	97	1	0		4.6	91.3	3.7	0.4		12.3	50.9	17.5	19.3		29.6	45.9	16.3	8.2		
PHF	.650	.822	.350	.000	.819	.875	.979	.607	.500	.964	.438	.518	.500	.550	.792	.725	.703	.571	.667	.845	.885
Cars	13	640	6	0	659	21	411	16	1	449	7	29	9	11	56	28	45	16	8	97	1261
% Cars	100	98.8	85.7	0	98.7	100	98.1	94.1	50.0	97.8	100	100	90.0	100	98.2	96.6	100	100	100	99.0	98.4
Heavy Vehicles																					
% Heavy Vehicles	0	1.2	14.3	0	1.3	0	1.9	5.9	50.0	2.2	0	0	10.0	0	1.8	3.4	0	0	0	1.0	1.6





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Groups Printed- Heavy Vehicles

Start Time	East Genesee St Eastbound Approach					East Genesee St Westbound Approach					Westmoreland Ave Northbound Approach					Westmoreland Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	5	1	0	6	1	5	0	0	6	0	0	0	0	0	1	0	1	0	2	14
07:15 AM	0	12	0	0	12	1	7	1	0	9	0	0	0	0	0	3	2	1	0	6	27
07:30 AM	2	6	0	0	8	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	13
07:45 AM	0	6	0	0	6	0	9	1	0	10	0	0	0	0	0	1	2	0	0	3	19
Total	2	29	1	0	32	2	24	3	0	29	0	0	0	0	0	5	5	2	0	12	73
08:00 AM	0	4	0	0	4	0	6	2	0	8	0	1	1	0	2	1	2	2	0	5	19
08:15 AM	1	6	0	0	7	0	4	2	0	6	0	0	1	0	1	0	0	0	0	0	14
08:30 AM	0	4	0	0	4	0	5	0	0	5	0	0	1	1	2	1	0	0	0	1	12
08:45 AM	1	3	0	0	4	0	3	0	0	3	0	0	0	0	0	2	1	0	0	3	10
Total	2	17	0	0	19	0	18	4	0	22	0	1	3	1	5	4	3	2	0	9	55
*** BREAK ***																					
04:00 PM	0	3	0	0	3	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	7
04:15 PM	0	6	1	0	7	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	11
04:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	5
Total	0	12	1	0	13	0	9	1	0	10	0	1	0	0	1	1	0	1	0	2	26
05:00 PM	0	3	0	0	3	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	7
05:15 PM	0	2	1	0	3	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	6
05:30 PM	0	4	0	0	4	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	7
05:45 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	6
Total	0	10	1	0	11	1	10	0	1	12	0	0	1	0	1	1	0	1	0	2	26
Grand Total	4	68	3	0	75	3	61	8	1	73	0	2	4	1	7	11	8	6	0	25	180
Apprch %	5.3	90.7	4	0		4.1	83.6	11	1.4		0	28.6	57.1	14.3		44	32	24	0		
Total %	2.2	37.8	1.7	0	41.7	1.7	33.9	4.4	0.6	40.6	0	1.1	2.2	0.6	3.9	6.1	4.4	3.3	0	13.9	



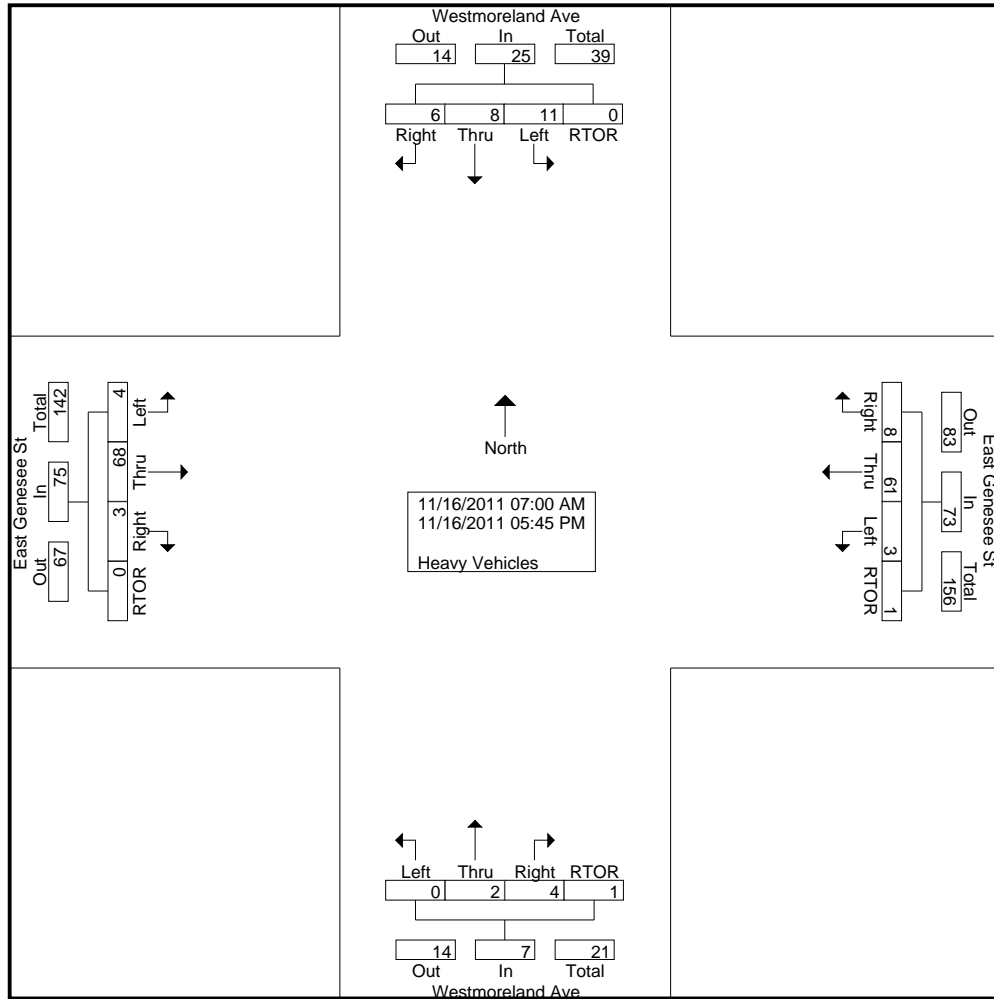
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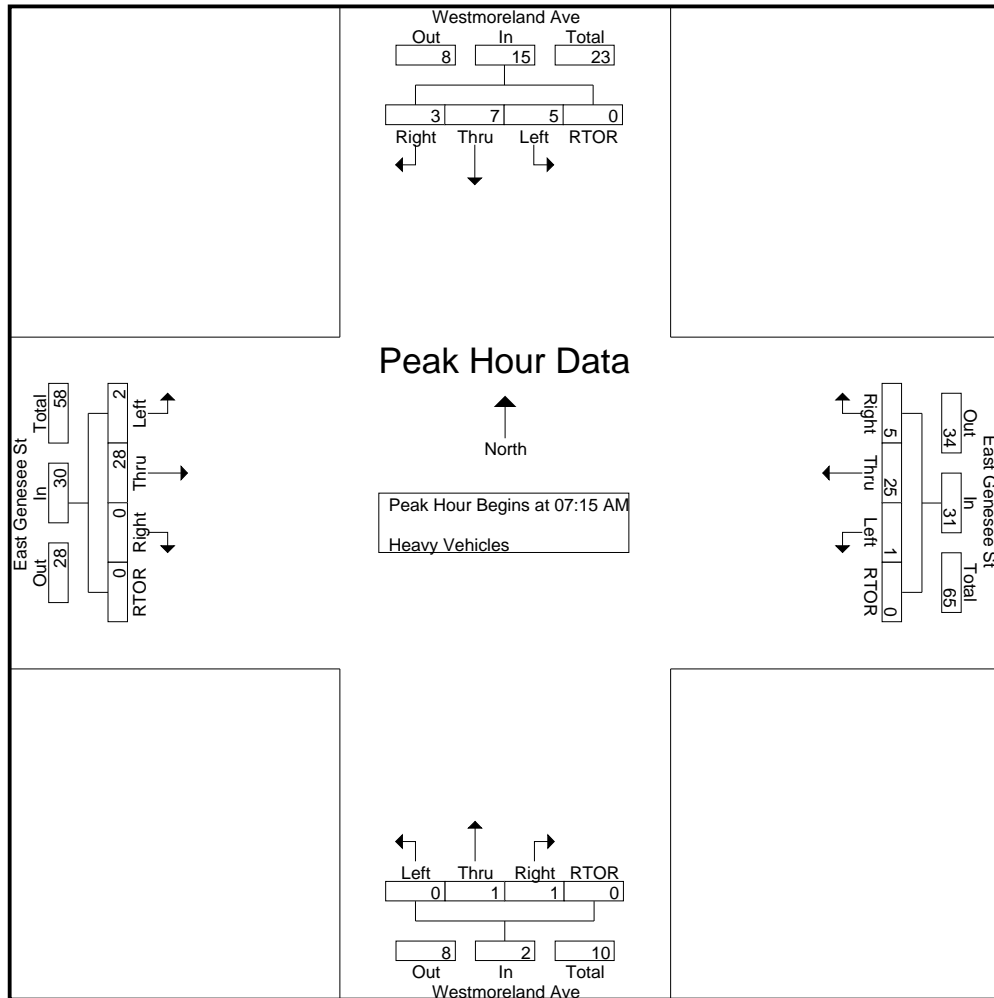
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 Page No : 3

Start Time	East Genesee St Eastbound Approach					East Genesee St Westbound Approach					Westmoreland Ave Northbound Approach					Westmoreland Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	12	0	0	12	1	7	1	0	9	0	0	0	0	0	3	2	1	0	6	27
07:30 AM	2	6	0	0	8	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	13
07:45 AM	0	6	0	0	6	0	9	1	0	10	0	0	0	0	0	1	2	0	0	3	19
08:00 AM	0	4	0	0	4	0	6	2	0	8	0	1	1	0	2	1	2	2	0	5	19
Total Volume	2	28	0	0	30	1	25	5	0	31	0	1	1	0	2	5	7	3	0	15	78
% App. Total	6.7	93.3	0	0		3.2	80.6	16.1	0		0	50	50	0		33.3	46.7	20	0		
PHF	.250	.583	.000	.000	.625	.250	.694	.625	.000	.775	.000	.250	.250	.000	.250	.417	.875	.375	.000	.625	.722





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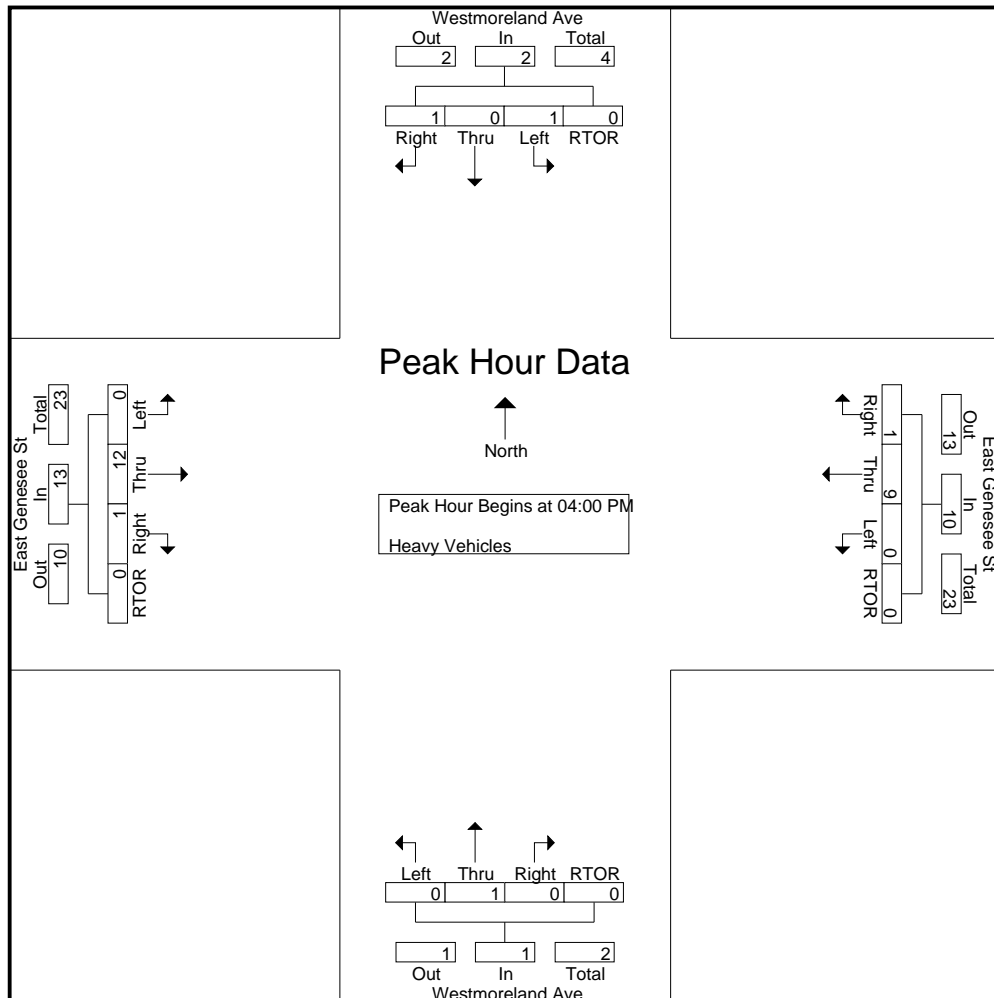
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 Page No : 4

Start Time	East Genesee St Eastbound Approach					East Genesee St Westbound Approach					Westmoreland Ave Northbound Approach					Westmoreland Ave Southbound Approach					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
04:00 PM	0	3	0	0	3	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	7
04:15 PM	0	6	1	0	7	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	11	
04:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	
04:45 PM	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	1	0	0	0	0	1	5
Total Volume	0	12	1	0	13	0	9	1	0	10	0	1	0	0	1	1	0	1	0	2	26	
% App. Total	0	92.3	7.7	0		0	90	10	0		0	100	0	0		50	0	50	0			
PHF	.000	.500	.250	.000	.464	.000	.750	.250	.000	.833	.000	.250	.000	.000	.250	.250	.000	.250	.000	.500	.591	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM





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Groups Printed- Bike Peds

Start Time	East Genesee St Eastbound Approach					East Genesee St Westbound Approach					Westmoreland Ave Northbound Approach					Westmoreland Ave Southbound Approach					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	4
07:15 AM	0	0	0	0	0	0	1	0	2	3	0	0	0	2	2	0	0	0	4	4	9
07:30 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	6	6	0	0	0	1	1	10
07:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	0	0	0	2	2	7
Total	0	0	0	4	4	0	1	0	3	4	0	0	0	12	12	0	0	0	10	10	30
08:00 AM	0	0	0	1	1	0	1	0	2	3	0	0	0	1	1	0	0	0	2	2	7
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	3
Total	1	0	0	2	3	0	1	0	2	3	0	0	0	5	5	0	0	0	4	4	15
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	4	4	0	0	0	2	2	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	4	5	0	0	0	0	0	5
04:30 PM	0	1	0	0	1	0	0	0	3	3	0	0	0	5	5	0	0	0	2	2	11
04:45 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	8
Total	0	1	0	3	4	0	0	0	4	4	0	1	0	13	14	0	0	0	9	9	31
05:00 PM	0	0	0	4	4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	3
05:30 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	6
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	9	9	0	0	0	1	1	0	0	0	4	4	0	0	0	2	2	16
Grand Total	1	1	0	18	20	0	2	0	10	12	0	1	0	34	35	0	0	0	25	25	92
Apprch %	5	5	0	90		0	16.7	0	83.3		0	2.9	0	97.1		0	0	0	100		
Total %	1.1	1.1	0	19.6	21.7	0	2.2	0	10.9	13	0	1.1	0	37	38	0	0	0	27.2	27.2	



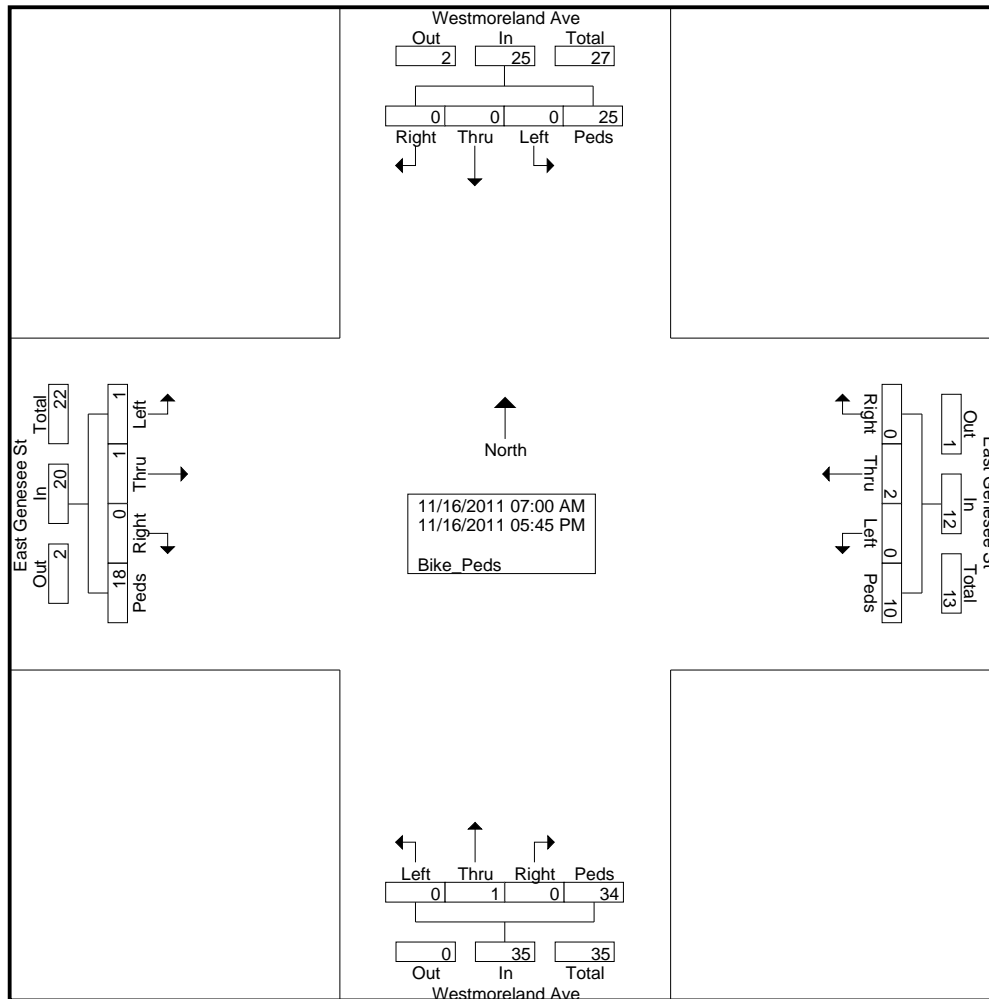
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Groups Printed- Cars - Heavy Vehicles

Start Time	James Street Eastbound Approach					James Street Westbound Approach					Hickok Avenue Northbound Approach					Hickok Avenue Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	76	6	0	82	1	57	0	0	58	8	0	1	2	11	0	0	0	0	0	151
07:15 AM	1	114	6	0	121	7	80	0	0	87	13	0	6	5	24	0	0	0	0	0	232
07:30 AM	0	110	4	0	114	11	104	0	0	115	12	0	4	4	20	0	0	0	0	0	249
07:45 AM	0	126	2	0	128	5	146	0	0	151	13	0	6	0	19	0	0	0	0	0	298
Total	1	426	18	0	445	24	387	0	0	411	46	0	17	11	74	0	0	0	0	0	930
08:00 AM	0	104	12	0	116	5	140	0	0	145	15	0	2	0	17	0	0	0	0	0	278
08:15 AM	0	83	1	0	84	9	104	0	0	113	16	0	6	0	22	0	0	0	0	0	219
08:30 AM	0	89	7	1	97	7	111	0	0	118	18	0	6	2	26	0	0	0	0	0	241
08:45 AM	0	123	14	0	137	10	109	0	0	119	12	0	7	4	23	0	0	0	0	0	279
Total	0	399	34	1	434	31	464	0	0	495	61	0	21	6	88	0	0	0	0	0	1017
*** BREAK ***																					
04:00 PM	0	130	7	0	137	8	119	0	0	127	8	0	11	3	22	0	0	0	0	0	286
04:15 PM	0	109	9	0	118	9	147	0	0	156	10	0	4	1	15	0	0	0	0	0	289
04:30 PM	0	152	12	0	164	7	139	0	0	146	10	0	8	7	25	0	0	0	0	0	335
04:45 PM	1	140	13	0	154	6	172	0	0	178	17	0	4	3	24	0	0	0	1	1	357
Total	1	531	41	0	573	30	577	0	0	607	45	0	27	14	86	0	0	0	1	1	1267
05:00 PM	0	167	5	1	173	9	189	0	0	198	20	0	14	5	39	0	0	0	0	0	410
05:15 PM	0	169	11	0	180	8	182	0	0	190	25	1	6	3	35	0	0	0	0	0	405
05:30 PM	0	153	8	0	161	8	165	0	0	173	10	0	10	3	23	0	0	0	1	1	358
05:45 PM	0	118	7	0	125	10	174	0	0	184	12	0	7	3	22	0	0	0	0	0	331
Total	0	607	31	1	639	35	710	0	0	745	67	1	37	14	119	0	0	0	1	1	1504
*** BREAK ***																					
Grand Total	2	1963	124	2	2091	120	2138	0	0	2258	219	1	102	45	367	0	0	0	2	2	4718
Apprch %	0.1	93.9	5.9	0.1		5.3	94.7	0	0		59.7	0.3	27.8	12.3		0	0	0	100		
Total %	0	41.6	2.6	0	44.3	2.5	45.3	0	0	47.9	4.6	0	2.2	1	7.8	0	0	0	0	0	
Cars	2	1906	121	2	2031	117	2087	0	0	2204	216	1	102	44	363	0	0	0	2	2	4600
% Cars	100	97.1	97.6	100	97.1	97.5	97.6	0	0	97.6	98.6	100	100	97.8	98.9	0	0	0	100	100	97.5
Heavy Vehicles	0	57	3	0	60	3	51	0	0	54	3	0	0	1	4	0	0	0	0	0	118
% Heavy Vehicles	0	2.9	2.4	0	2.9	2.5	2.4	0	0	2.4	1.4	0	0	2.2	1.1	0	0	0	0	0	2.5



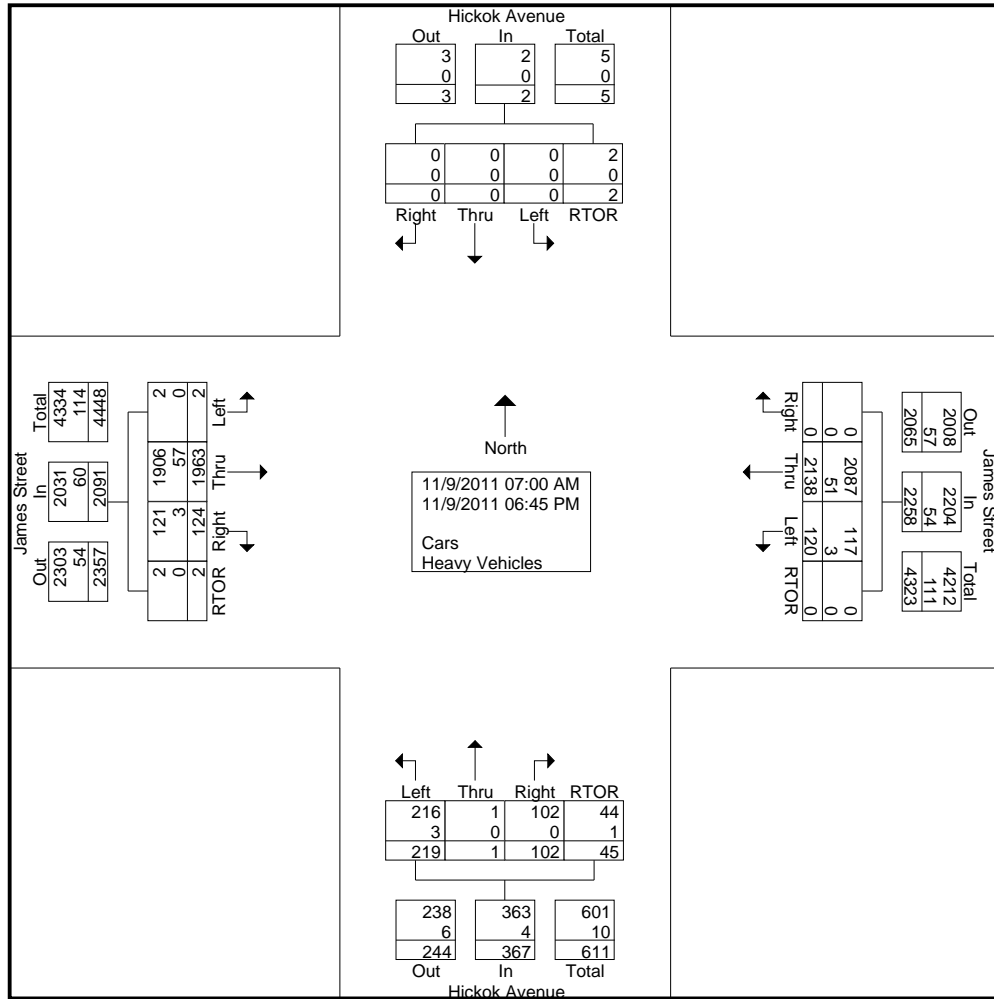
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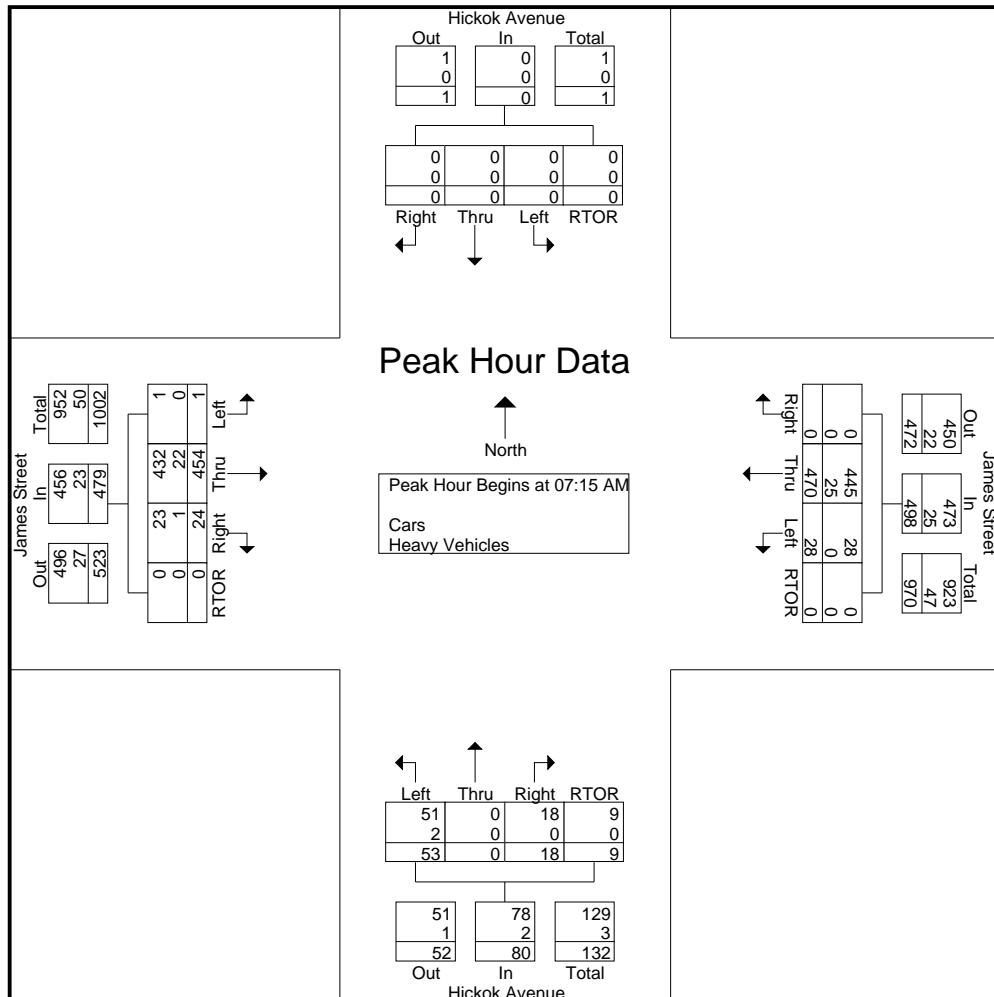
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 Start Date : 11/9/2011
 Page No : 3

Start Time	James Street Eastbound Approach					James Street Westbound Approach					Hickok Avenue Northbound Approach					Hickok Avenue Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	114	6	0	121	7	80	0	0	87	13	0	6	5	24	0	0	0	0	0	232
07:30 AM	0	110	4	0	114	11	104	0	0	115	12	0	4	4	20	0	0	0	0	0	249
07:45 AM	0	126	2	0	128	5	146	0	0	151	13	0	6	0	19	0	0	0	0	0	298
08:00 AM	0	104	12	0	116	5	140	0	0	145	15	0	2	0	17	0	0	0	0	0	278
Total Volume	1	454	24	0	479	28	470	0	0	498	53	0	18	9	80	0	0	0	0	0	1057
% App. Total	0.2	94.8	5	0		5.6	94.4	0	0		66.2	0	22.5	11.2		0	0	0	0		
PHF	.250	.901	.500	.000	.936	.636	.805	.000	.000	.825	.883	.000	.750	.450	.833	.000	.000	.000	.000	.000	.887
Cars	1	432	23	0	456	28	445	0	0	473	51	0	18	9	78	0	0	0	0	0	1007
% Cars	100	95.2	95.8	0	95.2	100	94.7	0	0	95.0	96.2	0	100	100	97.5	0	0	0	0	0	95.3
Heavy Vehicles	0	4.8	4.2	0	4.8	0	5.3	0	0	5.0	3.8	0	0	0	2.5	0	0	0	0	0	4.7





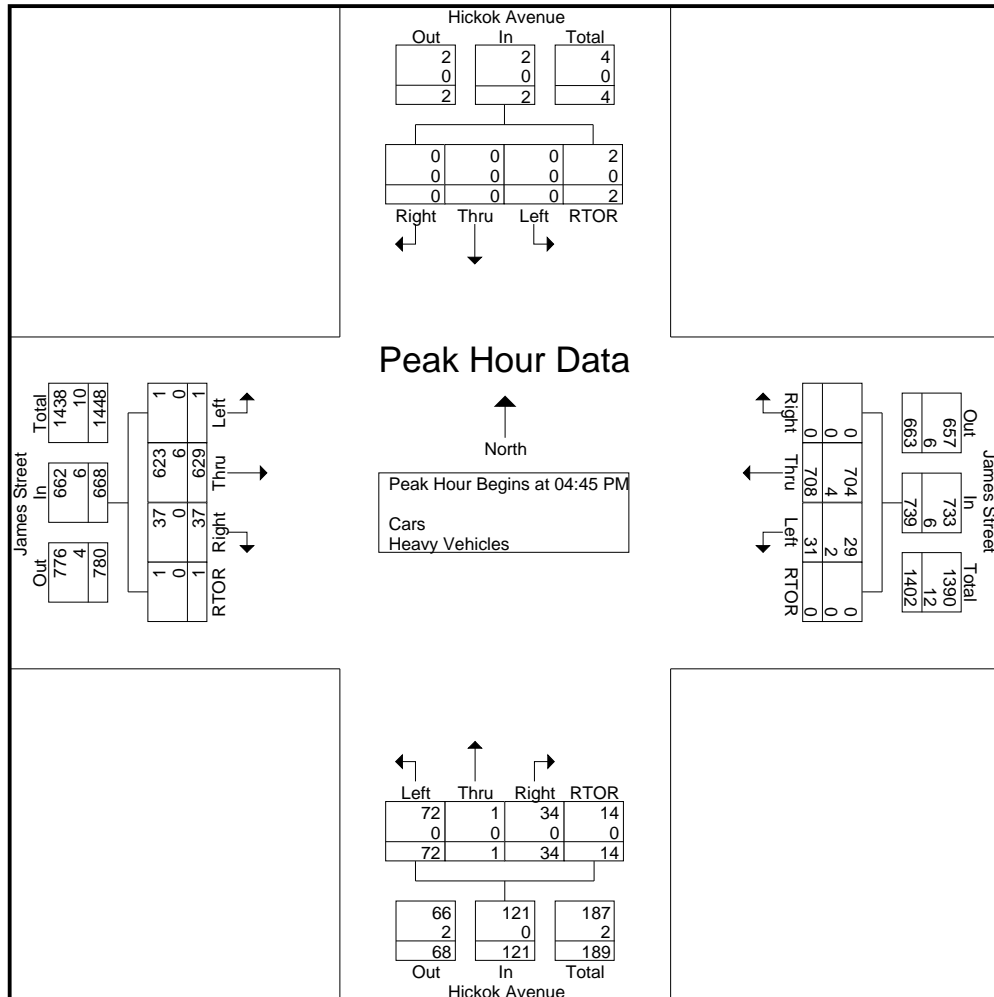
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 Start Date : 11/9/2011
 Page No : 4

Start Time	James Street Eastbound Approach				James Street Westbound Approach				Hickok Avenue Northbound Approach				Hickok Avenue Southbound Approach				Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left		Thru	Right	RTOR	App. Total
Peak Hour Analysis From 11:00 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	140	13	0	154	6	172	0	0	178	17	0	4	3	24	0	0	0	1	1	357
05:00 PM	0	167	5	1	173	9	189	0	0	198	20	0	14	5	39	0	0	0	0	0	410
05:15 PM	0	169	11	0	180	8	182	0	0	190	25	1	6	3	35	0	0	0	0	0	405
05:30 PM	0	153	8	0	161	8	165	0	0	173	10	0	10	3	23	0	0	0	1	1	358
Total Volume	1	629	37	1	668	31	708	0	0	739	72	1	34	14	121	0	0	0	2	2	1530
% App. Total	0.1	94.2	5.5	0.1		4.2	95.8	0	0		59.5	0.8	28.1	11.6		0	0	0	100		
PHF	.250	.930	.712	.250	.928	.861	.937	.000	.000	.933	.720	.250	.607	.700	.776	.000	.000	.000	.500	.500	.933
Cars	1	623	37	1	662	29	704	0	0	733	72	1	34	14	121	0	0	0	2	2	1518
% Cars	100	99.0	100	100	99.1	93.5	99.4	0	0	99.2	100	100	100	100	100	0	0	0	100	100	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	1.0	0	0	0.9	6.5	0.6	0	0	0.8	0	0	0	0	0	0	0	0	0	0	0.8





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Groups Printed- Heavy Vehicles

Start Time	James Street Eastbound Approach					James Street Westbound Approach					Hickok Avenue Northbound Approach					Hickok Avenue Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	2	1	0	3	0	4	0	0	4	0	0	0	1	1	0	0	0	0	0	8
07:15 AM	0	9	0	0	9	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	11
07:30 AM	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	14
07:45 AM	0	3	0	0	3	0	9	0	0	9	1	0	0	0	1	0	0	0	0	0	13
Total	0	19	1	0	20	0	23	0	0	23	2	0	0	1	3	0	0	0	0	0	46
08:00 AM	0	5	1	0	6	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	12
08:15 AM	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	9
08:30 AM	0	7	1	0	8	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	13
08:45 AM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
Total	0	22	2	0	24	1	16	0	0	17	0	0	0	0	0	0	0	0	0	0	41
*** BREAK ***																					
04:00 PM	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	4
04:15 PM	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
04:30 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	11	0	0	11	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	17
05:00 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	5	0	0	5	2	7	0	0	9	0	0	0	0	0	0	0	0	0	0	14
*** BREAK ***																					
Grand Total	0	57	3	0	60	3	51	0	0	54	3	0	0	1	4	0	0	0	0	0	118
Apprch %	0	95	5	0		5.6	94.4	0	0		75	0	0	25		0	0	0	0	0	
Total %	0	48.3	2.5	0	50.8	2.5	43.2	0	0	45.8	2.5	0	0	0.8	3.4	0	0	0	0	0	



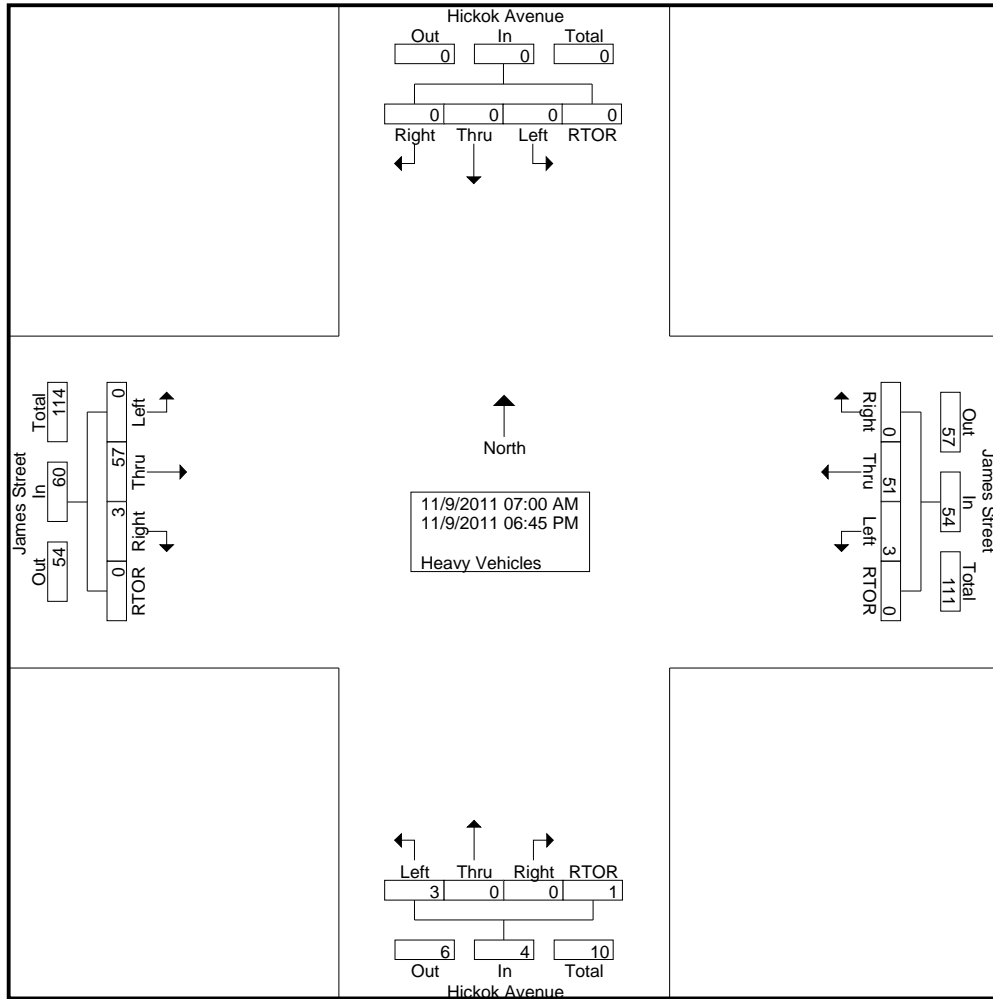
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City of Syracuse
James St / Hickok Ave
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File Name : james_hickock_11_9_11_all_TIME_ADJUST2
Site Code : 00119112
Start Date : 11/9/2011
Page No : 2





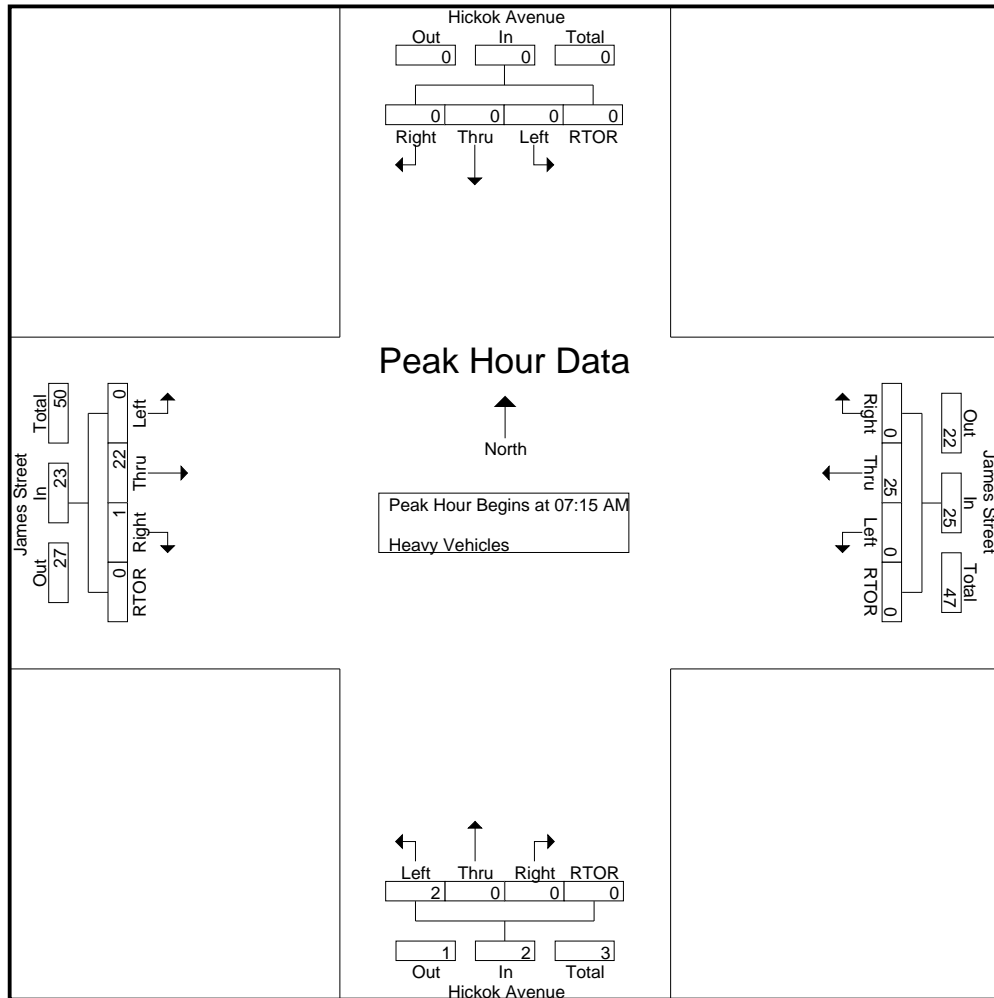
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File Name : james_hickock_11_9_11_all_TIME_ADJUST2
 Site Code : 00119112
 Start Date : 11/9/2011
 Page No : 3

Start Time	James Street Eastbound Approach					James Street Westbound Approach					Hickok Avenue Northbound Approach					Hickok Avenue Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 10:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	9	0	0	9	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	11
07:30 AM	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	14
07:45 AM	0	3	0	0	3	0	9	0	0	9	1	0	0	0	1	0	0	0	0	0	13
08:00 AM	0	5	1	0	6	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	12
Total Volume	0	22	1	0	23	0	25	0	0	25	2	0	0	0	2	0	0	0	0	0	50
% App. Total	0	95.7	4.3	0		0	100	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.611	.250	.000	.639	.000	.694	.000	.000	.694	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.893





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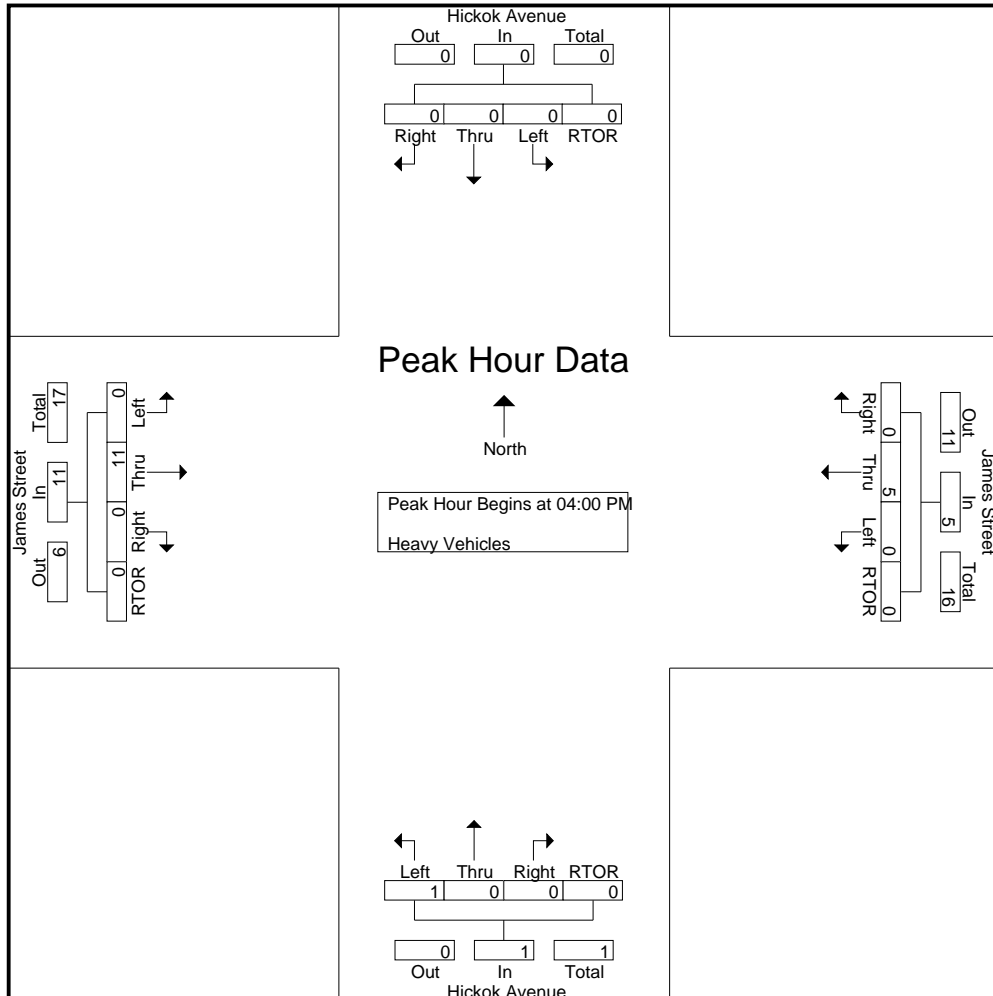
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 Site Code : 00119112
 Start Date : 11/9/2011
 Page No : 4

Start Time	James Street Eastbound Approach					James Street Westbound Approach					Hickok Avenue Northbound Approach					Hickok Avenue Southbound Approach					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
04:00 PM	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	4
04:15 PM	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6
04:30 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	11	0	0	11	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	0	17
% App. Total	0	100	0	0		0	100	0	0		100	0	0	0		0	0	0	0	0		
PHF	.000	.550	.000	.000	.550	.000	.417	.000	.000	.417	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.708

Peak Hour Analysis From 11:00 AM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM





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 Page No : 1

Groups Printed- Bike Peds

Start Time	James Street Eastbound Approach					James Street Westbound Approach					Hickok Avenue Northbound Approach					Hickok Avenue Southbound Approach					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
07:00 AM	0	2	0	1	3	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	3	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	1	1	1	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	2	4
07:45 AM	0	2	0	0	2	0	0	0	1	1	0	0	0	2	2	0	0	0	2	2	2	7
Total	0	4	0	1	5	0	0	0	1	1	0	0	0	11	11	0	0	0	8	8	8	25
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	3	3	3	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	2	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	6	6	6	7
08:45 AM	0	0	0	1	1	0	1	0	0	1	0	0	0	3	3	0	0	0	4	4	4	9
Total	0	0	0	1	1	0	1	0	0	1	0	0	0	8	8	0	0	0	15	15	15	25
*** BREAK ***																						
04:00 PM	0	1	0	1	2	0	1	0	0	1	0	0	0	2	2	0	0	0	3	3	3	8
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	4
04:30 PM	0	2	0	0	2	0	1	0	1	2	0	0	0	2	2	0	0	0	6	6	6	12
04:45 PM	0	0	0	0	0	0	1	0	1	2	0	0	0	5	5	0	0	0	4	4	4	11
Total	0	4	0	1	5	0	3	0	2	5	0	0	0	9	9	0	0	0	16	16	16	35
05:00 PM	0	1	0	1	2	0	1	0	0	1	0	0	0	1	1	0	0	0	3	3	3	7
05:15 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	1	1	0	0	0	1	1	1	5
05:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	4
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	5	5	0	0	0	3	3	3	9
Total	0	3	0	4	7	0	2	0	0	2	0	0	0	8	8	0	0	0	8	8	8	25
*** BREAK ***																						
Grand Total	0	11	0	7	18	0	6	0	3	9	0	0	0	36	36	0	0	0	47	47	47	110
Apprch %	0	61.1	0	38.9		0	66.7	0	33.3		0	0	0	100		0	0	0	100			
Total %	0	10	0	6.4	16.4	0	5.5	0	2.7	8.2	0	0	0	32.7	32.7	0	0	0	42.7	42.7	42.7	



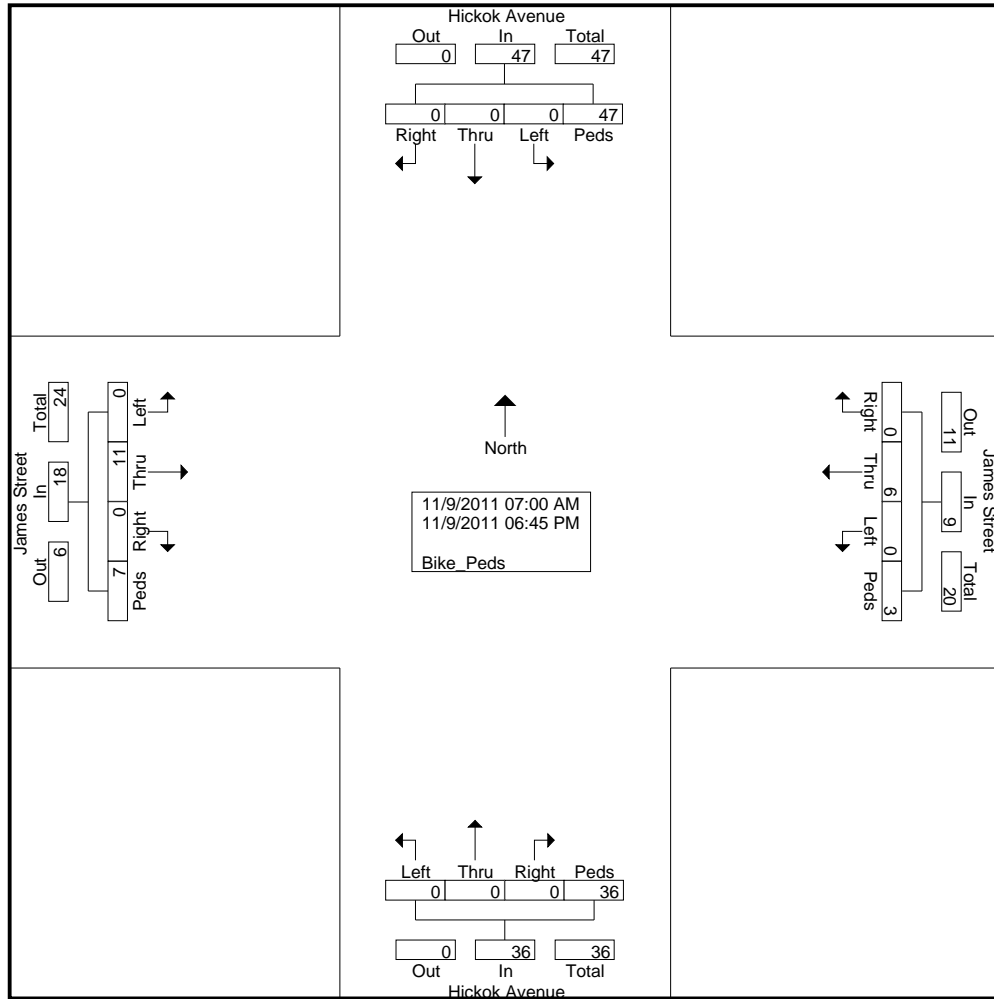
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James St / Hickok Ave
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Page No : 2



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C/Syracuse, Onondaga County
Midler Ave./James St.
Counter Initials: JC
Weather: Clear

File Name : 55000006
Site Code : 55000006
Start Date : 6/22/2010
Page No : 1

Groups Printed- Cars - Heavy Vehicles

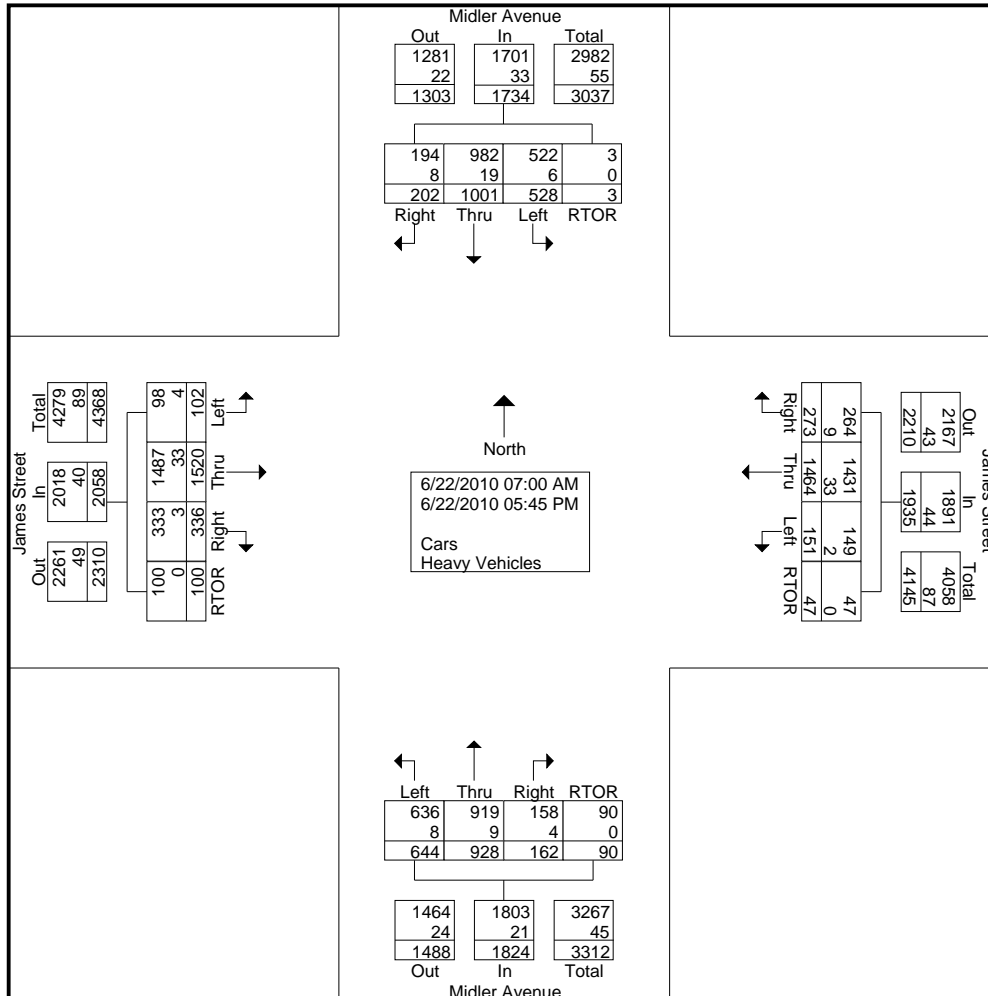
Start Time	James Street Eastbound					James Street Westbound					Midler Avenue Northbound					Midler Avenue Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	7	45	16	6	74	4	38	10	2	54	18	41	6	7	72	23	39	7	0	69	269
07:15 AM	5	61	16	9	91	6	42	19	4	71	21	52	8	5	86	32	53	6	0	91	339
07:30 AM	5	92	13	4	114	11	80	14	3	108	36	68	9	7	120	36	63	10	0	109	451
07:45 AM	5	113	24	7	149	9	85	14	3	111	36	73	15	5	129	34	76	10	0	120	509
Total	22	311	69	26	428	30	245	57	12	344	111	234	38	24	407	125	231	33	0	389	1568
08:00 AM	1	63	18	8	90	8	76	9	3	96	43	59	13	3	118	23	52	9	1	85	389
08:15 AM	5	80	19	4	108	9	78	15	0	102	35	59	8	2	104	31	60	22	1	114	428
08:30 AM	6	74	20	4	104	14	71	14	2	101	33	63	9	4	109	31	50	10	0	91	405
08:45 AM	13	81	17	6	117	13	76	11	5	105	36	50	8	6	100	33	56	18	0	107	429
Total	25	298	74	22	419	44	301	49	10	404	147	231	38	15	431	118	218	59	2	397	1651
*** BREAK ***																					
04:00 PM	8	119	25	3	155	16	98	19	5	138	56	42	11	4	113	36	62	12	0	110	516
04:15 PM	7	122	32	4	165	6	101	22	1	130	44	70	8	14	136	30	50	13	0	93	524
04:30 PM	7	119	20	3	149	10	121	20	5	156	56	56	8	4	124	42	76	19	0	137	566
04:45 PM	7	126	22	3	158	6	125	20	3	154	56	58	5	4	123	33	67	12	0	112	547
Total	29	486	99	13	627	38	445	81	14	578	212	226	32	26	496	141	255	56	0	452	2153
05:00 PM	6	109	28	8	151	8	119	28	1	156	40	77	16	7	140	40	92	19	0	151	598
05:15 PM	3	120	20	9	152	9	133	14	3	159	51	57	18	5	131	41	77	13	1	132	574
05:30 PM	10	103	26	9	148	16	114	18	3	151	40	53	8	4	105	30	80	8	0	118	522
05:45 PM	7	93	20	13	133	6	107	26	4	143	43	50	12	9	114	33	48	14	0	95	485
Total	26	425	94	39	584	39	473	86	11	609	174	237	54	25	490	144	297	54	1	496	2179
Grand Total	102	1520	336	100	2058	151	1464	273	47	1935	644	928	162	90	1824	528	1001	202	3	1734	7551
Apprch %	5	73.9	16.3	4.9		7.8	75.7	14.1	2.4		35.3	50.9	8.9	4.9		30.4	57.7	11.6	0.2		
Total %	1.4	20.1	4.4	1.3	27.3	2	19.4	3.6	0.6	25.6	8.5	12.3	2.1	1.2	24.2	7	13.3	2.7	0	23	
Cars	98	1487	333	100	2018	149	1431	264	47	1891	636	919	158	90	1803	522	982	194	3	1701	7413
% Cars	96.1	97.8	99.1	100	98.1	98.7	97.7	96.7	100	97.7	98.8	99	97.5	100	98.8	98.9	98.1	96	100	98.1	98.2
Heavy Vehicles	4	33	3	0	40	2	33	9	0	44	8	9	4	0	21	6	19	8	0	33	138
% Heavy Vehicles	3.9	2.2	0.9	0	1.9	1.3	2.3	3.3	0	2.3	1.2	1	2.5	0	1.2	1.1	1.9	4	0	1.9	1.8

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 Counter Initials: JC
 Weather: Clear

File Name : 55000006
 Site Code : 55000006
 Start Date : 6/22/2010
 Page No : 2



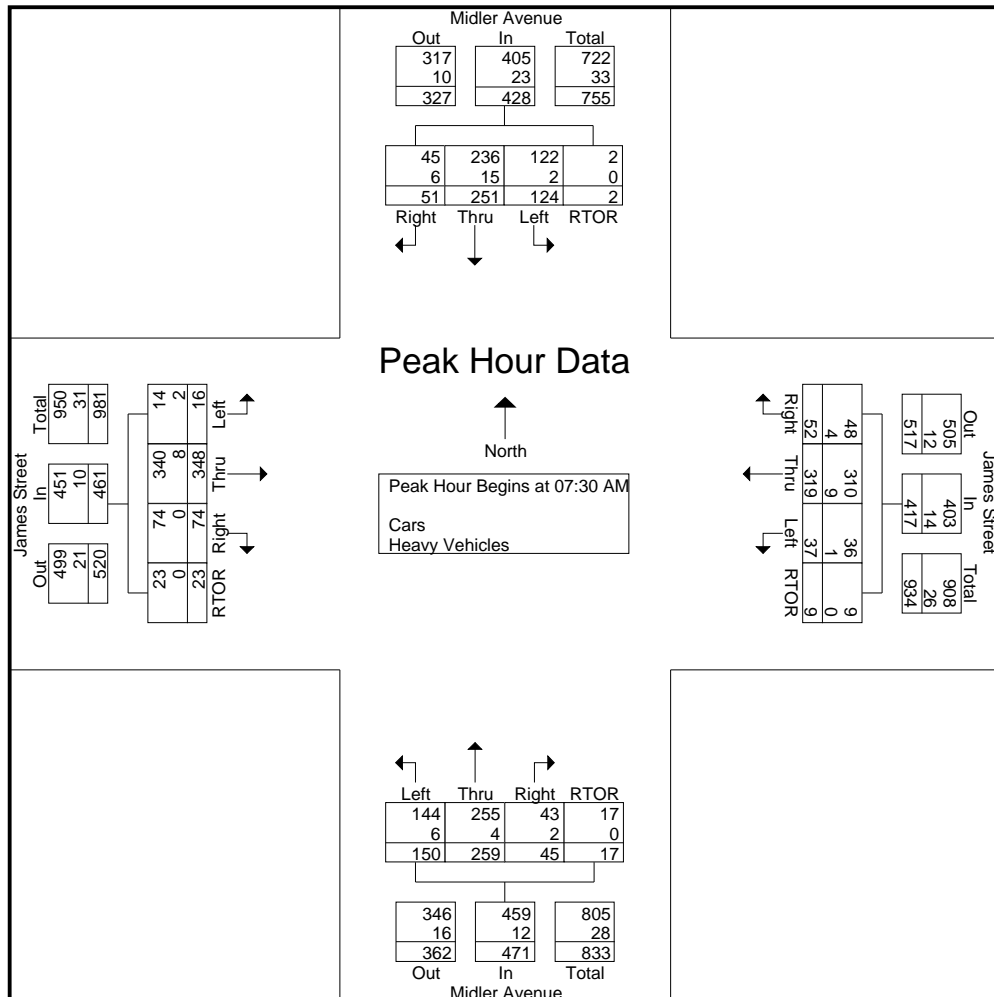
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Page No : 3

Start Time	James Street Eastbound					James Street Westbound					Midler Avenue Northbound					Midler Avenue Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	5	92	13	4	114	11	80	14	3	108	36	68	9	7	120	36	63	10	0	109	451
07:45 AM	5	113	24	7	149	9	85	14	3	111	36	73	15	5	129	34	76	10	0	120	509
08:00 AM	1	63	18	8	90	8	76	9	3	96	43	59	13	3	118	23	52	9	1	85	389
08:15 AM	5	80	19	4	108	9	78	15	0	102	35	59	8	2	104	31	60	22	1	114	428
Total Volume	16	348	74	23	461	37	319	52	9	417	150	259	45	17	471	124	251	51	2	428	1777
% App. Total	3.5	75.5	16.1	5		8.9	76.5	12.5	2.2		31.8	55	9.6	3.6		29	58.6	11.9	0.5		
PHF	.800	.770	.771	.719	.773	.841	.938	.867	.750	.939	.872	.887	.750	.607	.913	.861	.826	.580	.500	.892	.873
Cars	14	340	74	23	451	36	310	48	9	403	144	255	43	17	459	122	236	45	2	405	1718
% Cars	87.5	97.7	100	100	97.8	97.3	97.2	92.3	100	96.6	96.0	98.5	95.6	100	97.5	98.4	94.0	88.2	100	94.6	96.7
Heavy Vehicles																					
% Heavy Vehicles	12.5	2.3	0	0	2.2	2.7	2.8	7.7	0	3.4	4.0	1.5	4.4	0	2.5	1.6	6.0	11.8	0	5.4	3.3



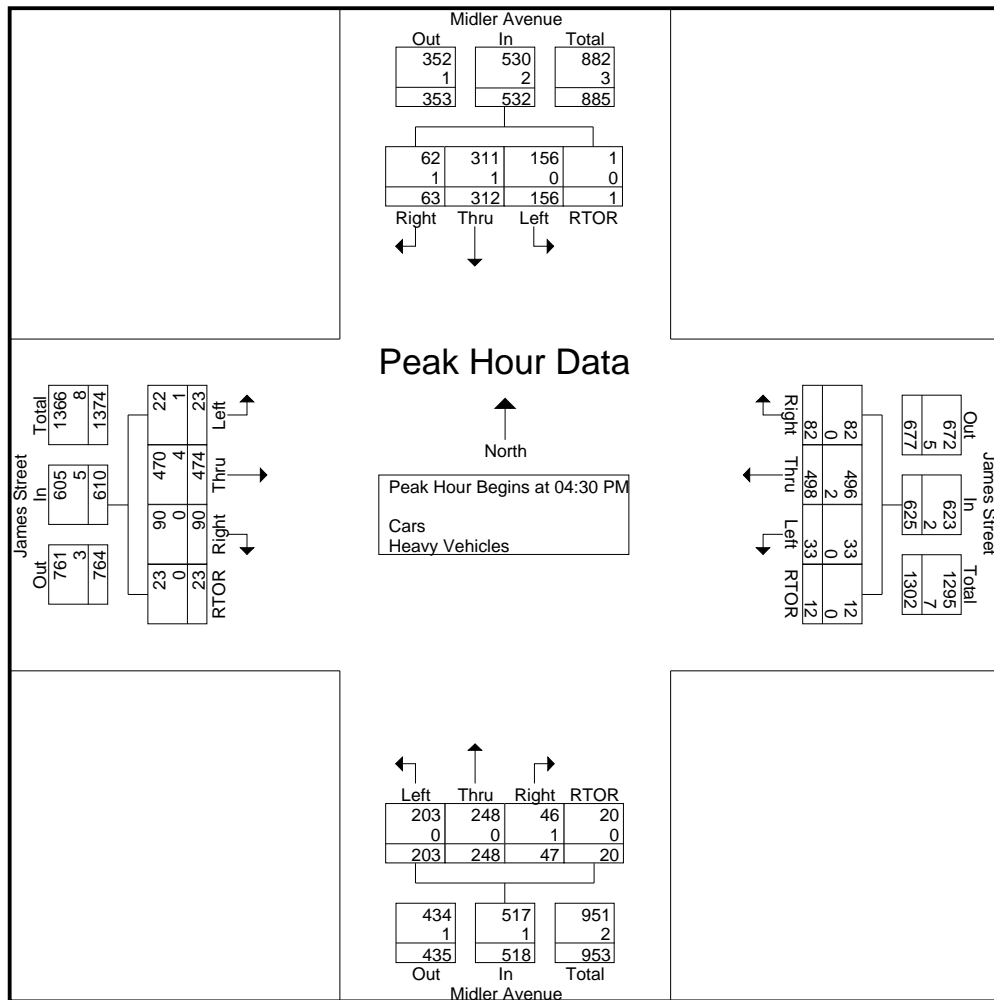
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File Name : 55000006
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Page No : 4

Start Time	James Street Eastbound					James Street Westbound					Midler Avenue Northbound					Midler Avenue Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	7	119	20	3	149	10	121	20	5	156	56	56	8	4	124	42	76	19	0	137	566
04:45 PM	7	126	22	3	158	6	125	20	3	154	56	58	5	4	123	33	67	12	0	112	547
05:00 PM	6	109	28	8	151	8	119	28	1	156	40	77	16	7	140	40	92	19	0	151	598
05:15 PM	3	120	20	9	152	9	133	14	3	159	51	57	18	5	131	41	77	13	1	132	574
Total Volume	23	474	90	23	610	33	498	82	12	625	203	248	47	20	518	156	312	63	1	532	2285
% App. Total	3.8	77.7	14.8	3.8		5.3	79.7	13.1	1.9		39.2	47.9	9.1	3.9		29.3	58.6	11.8	0.2		
PHF	.821	.940	.804	.639	.965	.825	.936	.732	.600	.983	.906	.805	.653	.714	.925	.929	.848	.829	.250	.881	.955
Cars	22	470	90	23	605	33	496	82	12	623	203	248	46	20	517	156	311	62	1	530	2275
% Cars	95.7	99.2	100	100	99.2	100	99.6	100	100	99.7	100	100	97.9	100	99.8	100	99.7	98.4	100	99.6	99.6
Heavy Vehicles																					
% Heavy Vehicles	4.3	0.8	0	0	0.8	0	0.4	0	0	0.3	0	0	2.1	0	0.2	0	0.3	1.6	0	0.4	0.4



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Site Code : 55000006
Start Date : 6/22/2010
Page No : 1

Groups Printed- Heavy Vehicles

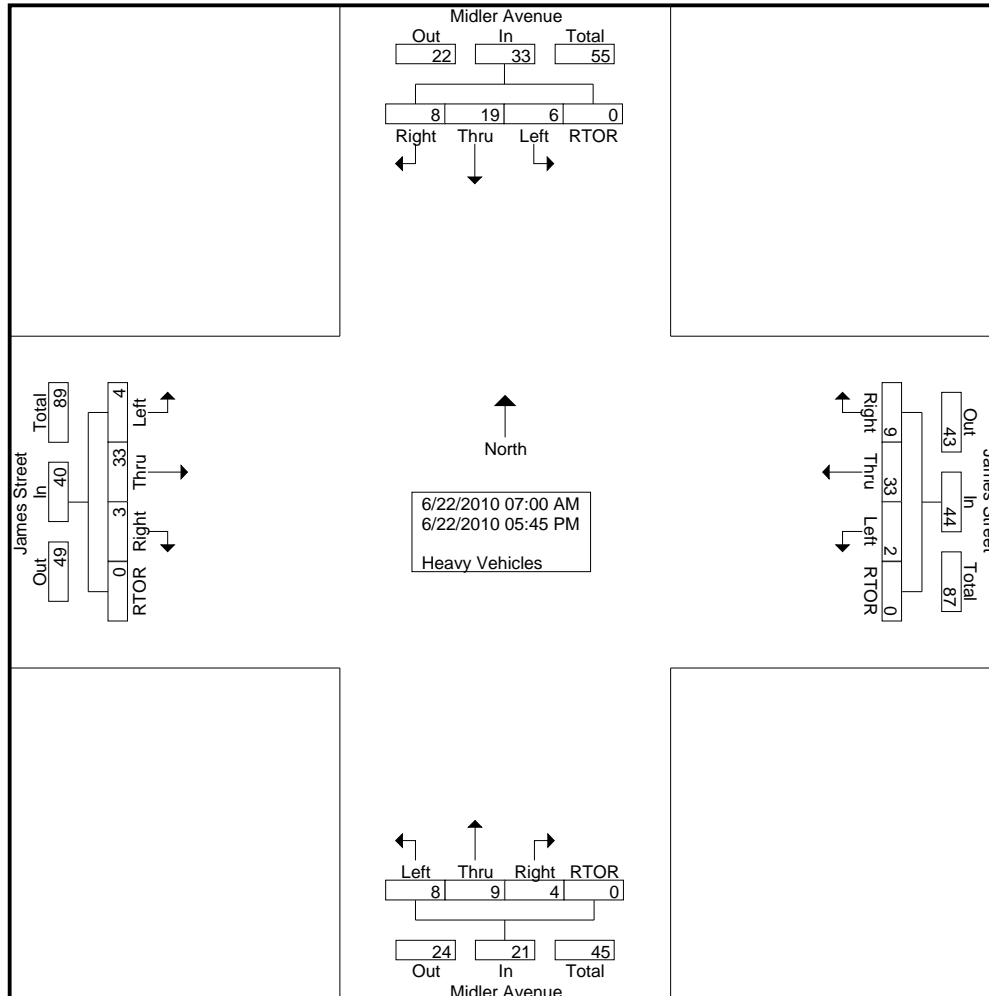
Start Time	James Street Eastbound					James Street Westbound					Midler Avenue Northbound					Midler Avenue Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	2	1	0	4	0	6	1	0	7	2	2	0	0	4	2	1	1	0	4	19
07:15 AM	0	7	1	0	8	0	3	4	0	7	0	1	1	0	2	1	2	0	0	3	20
07:30 AM	0	4	0	0	4	1	2	0	0	3	1	0	0	0	1	1	2	2	0	5	13
07:45 AM	0	0	0	0	0	0	2	1	0	3	4	1	2	0	7	1	3	1	0	5	15
Total	1	13	2	0	16	1	13	6	0	20	7	4	3	0	14	5	8	4	0	17	67
08:00 AM	0	2	0	0	2	0	2	1	0	3	1	0	0	0	1	0	5	2	0	7	13
08:15 AM	2	2	0	0	4	0	3	2	0	5	0	3	0	0	3	0	5	1	0	6	18
08:30 AM	0	2	0	0	2	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	7
08:45 AM	0	4	0	0	4	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	8
Total	2	10	0	0	12	1	11	3	0	15	1	4	0	0	5	1	10	3	0	14	46
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	4	1	0	5	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	9
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	6	1	0	8	0	5	0	0	5	0	1	0	0	1	0	1	0	0	1	15
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	4
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	4	0	0	4	0	4	0	0	4	0	0	1	0	1	0	0	1	0	1	10
Grand Total	4	33	3	0	40	2	33	9	0	44	8	9	4	0	21	6	19	8	0	33	138
Apprch %	10	82.5	7.5	0		4.5	75	20.5	0		38.1	42.9	19	0		18.2	57.6	24.2	0		
Total %	2.9	23.9	2.2	0	29	1.4	23.9	6.5	0	31.9	5.8	6.5	2.9	0	15.2	4.3	13.8	5.8	0	23.9	

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C/Syracuse, Onondaga County
 Midler Ave./James St.
 Counter Initials: JC
 Weather: Clear

File Name : 55000006
 Site Code : 55000006
 Start Date : 6/22/2010
 Page No : 2



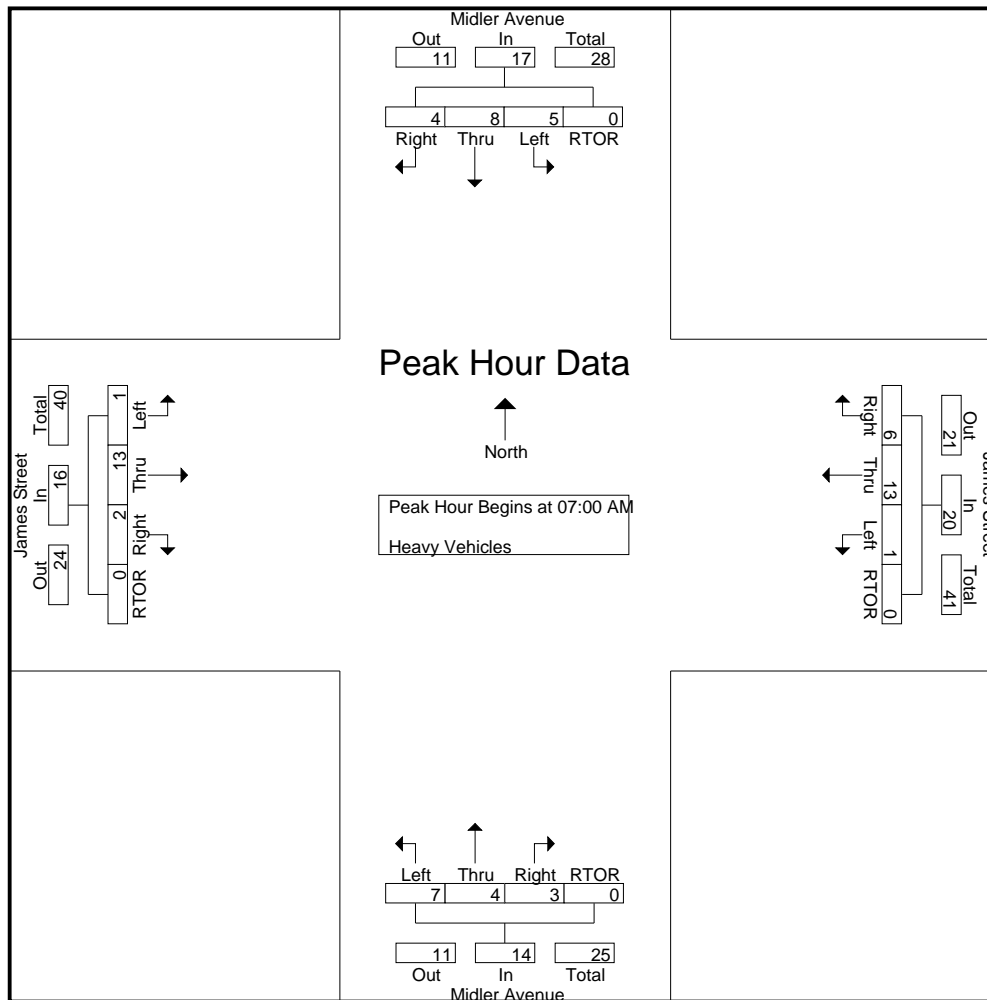
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File Name : 55000006
Site Code : 55000006
Start Date : 6/22/2010
Page No : 3

Start Time	James Street Eastbound					James Street Westbound					Midler Avenue Northbound					Midler Avenue Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	2	1	0	4	0	6	1	0	7	2	2	0	0	4	2	1	1	0	4	19
07:15 AM	0	7	1	0	8	0	3	4	0	7	0	1	1	0	2	1	2	0	0	3	20
07:30 AM	0	4	0	0	4	1	2	0	0	3	1	0	0	0	1	1	2	2	0	5	13
07:45 AM	0	0	0	0	0	0	2	1	0	3	4	1	2	0	7	1	3	1	0	5	15
Total Volume	1	13	2	0	16	1	13	6	0	20	7	4	3	0	14	5	8	4	0	17	67
% App. Total	6.2	81.2	12.5	0		5	65	30	0		50	28.6	21.4	0		29.4	47.1	23.5	0		
PHF	.250	.464	.500	.000	.500	.250	.542	.375	.000	.714	.438	.500	.375	.000	.500	.625	.667	.500	.000	.850	.838



Syracuse Metropolitan Transportation Council

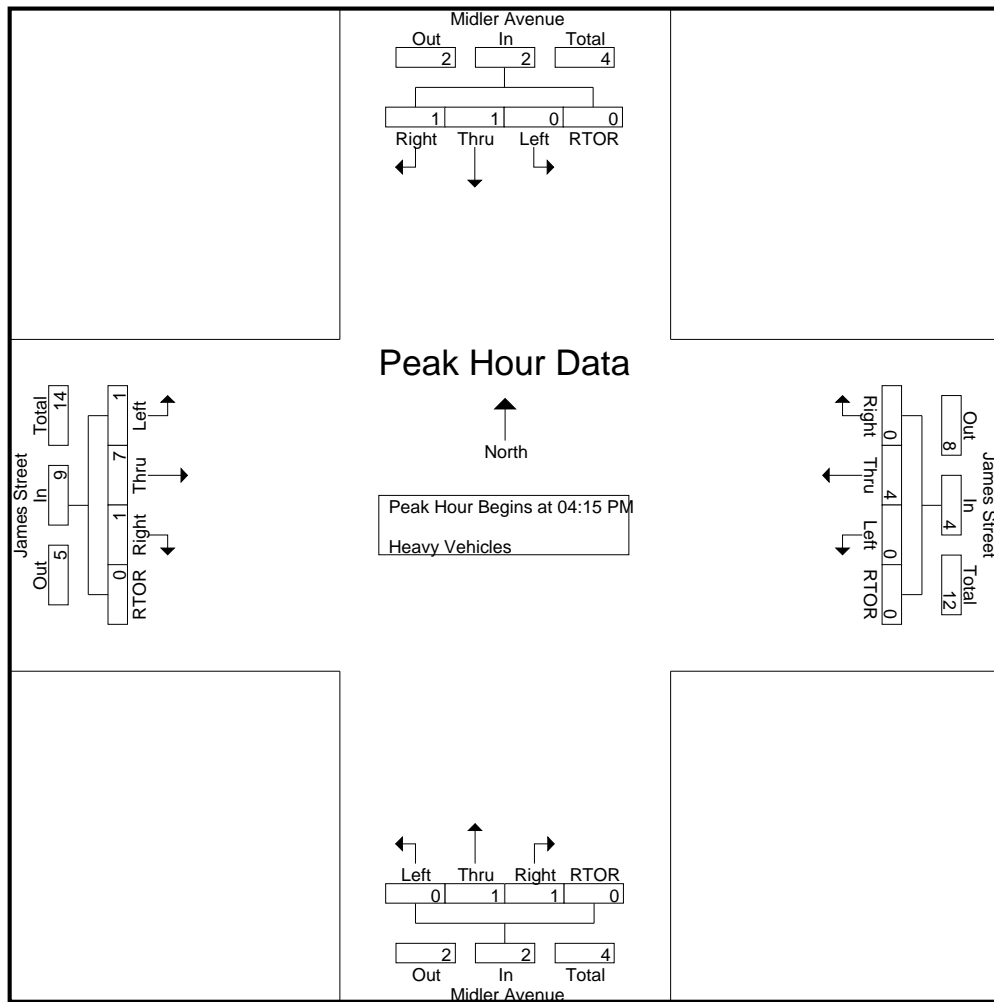
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Midler Ave./James St.
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File Name : 55000006
Site Code : 55000006
Start Date : 6/22/2010
Page No : 4

Start Time	James Street Eastbound					James Street Westbound					Midler Avenue Northbound					Midler Avenue Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:15 PM	0	4	1	0	5	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	9
04:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	3
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	4
Total Volume	1	7	1	0	9	0	4	0	0	4	0	1	1	0	2	0	1	1	0	2	17
% App. Total	11.1	77.8	11.1	0		0	100	0	0		0	50	50	0		0	50	50	0		
PHF	.250	.438	.250	.000	.450	.000	.333	.000	.000	.333	.000	.250	.250	.000	.500	.000	.250	.250	.000	.500	.472

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:15 PM



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Counter Initials: JC
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File Name : 55000006
Site Code : 55000006
Start Date : 6/22/2010
Page No : 1

Groups Printed- Bicycles/Peds

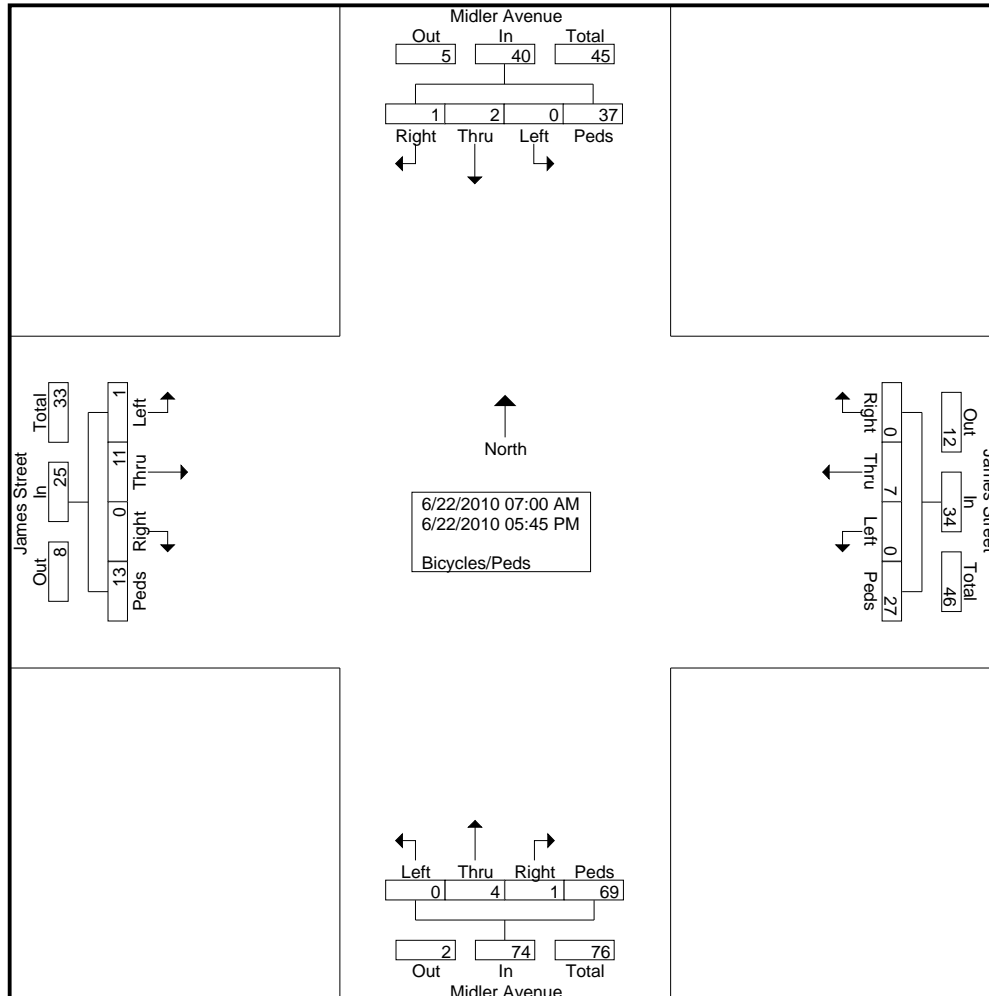
Start Time	James Street Eastbound					James Street Westbound					Midler Avenue Northbound					Midler Avenue Southbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
07:00 AM	0	1	0	1	2	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1		
07:15 AM	1	1	0	0	2	0	0	0	2	2	0	0	0	1	1	0	0	0	2	2		
07:30 AM	0	2	0	2	4	0	1	0	1	2	0	0	1	1	2	0	0	1	1	2		
07:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	4	4	0	0	0	1	1		
Total	1	4	0	3	8	0	1	0	4	5	0	0	1	8	9	0	0	1	5	6		28
08:00 AM	0	1	0	0	1	0	0	0	2	2	0	1	0	0	1	0	1	0	4	5		
08:15 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	4	4	0	0	0	2	2		
08:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	1	1	0	0	0	4	4		
08:45 AM	0	2	0	1	3	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1		
Total	0	3	0	3	6	0	0	0	7	7	0	1	0	7	8	0	1	0	11	12		33
*** BREAK ***																						
04:00 PM	0	0	0	6	6	0	0	0	3	3	0	0	0	21	21	0	0	0	1	1		
04:15 PM	0	0	0	0	0	0	2	0	1	3	0	1	0	6	7	0	0	0	6	6		
04:30 PM	0	0	0	0	0	0	1	0	5	6	0	0	0	8	8	0	0	0	3	3		
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	6	6	0	0	0	3	3		
Total	0	1	0	6	7	0	3	0	9	12	0	1	0	41	42	0	0	0	13	13		74
05:00 PM	0	1	0	0	1	0	1	0	3	4	0	0	0	0	0	0	0	0	4	4		
05:15 PM	0	2	0	0	2	0	0	0	2	2	0	0	0	3	3	0	1	0	3	4		
05:30 PM	0	0	0	1	1	0	1	0	1	2	0	2	0	3	5	0	0	0	0	0		
05:45 PM	0	0	0	0	0	0	1	0	1	2	0	0	0	7	7	0	0	0	1	1		
Total	0	3	0	1	4	0	3	0	7	10	0	2	0	13	15	0	1	0	8	9		38
Grand Total	1	11	0	13	25	0	7	0	27	34	0	4	1	69	74	0	2	1	37	40		173
Apprch %	4	44	0	52		0	20.6	0	79.4		0	5.4	1.4	93.2		0	5	2.5	92.5			
Total %	0.6	6.4	0	7.5	14.5	0	4	0	15.6	19.7	0	2.3	0.6	39.9	42.8	0	1.2	0.6	21.4	23.1		

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 Counter Initials: JC
 Weather: Clear

File Name : 55000006
 Site Code : 55000006
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 Page No : 2





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City of Syracuse
S. Salina St / Brighton Ave
Counters: KK (AM), AJM (PM)
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File Name : Salina_Brighton_11_17_11_MERGED
Site Code : 11171102
Start Date : 11/17/2011
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Brighton Ave Eastbound Approach					Brighton Ave Westbound Approach					S. Salina St Northbound Approach					S. Salina St Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	41	31	7	3	82	13	44	9	1	67	4	53	6	0	63	4	37	17	1	59	271
07:15 AM	43	43	6	1	93	21	62	6	1	90	0	63	6	0	69	7	52	28	6	93	345
07:30 AM	60	57	9	4	130	24	66	11	3	104	5	71	2	0	78	8	50	26	12	96	408
07:45 AM	69	58	8	1	136	15	53	19	0	87	5	92	7	2	106	9	49	25	4	87	416
Total	213	189	30	9	441	73	225	45	5	348	14	279	21	2	316	28	188	96	23	335	1440
08:00 AM	61	39	6	0	106	10	41	12	1	64	3	72	6	2	83	8	56	22	9	95	348
08:15 AM	55	34	7	1	97	8	52	14	1	75	5	101	5	2	113	10	43	31	7	91	376
08:30 AM	70	35	8	2	115	10	41	18	4	73	6	71	11	2	90	7	52	21	6	86	364
08:45 AM	55	35	11	3	104	9	55	15	1	80	5	89	5	1	100	7	65	31	5	108	392
Total	241	143	32	6	422	37	189	59	7	292	19	333	27	7	386	32	216	105	27	380	1480
*** BREAK ***																					
04:00 PM	37	44	11	3	95	14	57	11	5	87	3	75	9	5	92	12	75	30	8	125	399
04:15 PM	39	43	7	2	91	14	88	4	8	114	4	79	13	3	99	16	79	24	7	126	430
04:30 PM	39	44	12	2	97	12	70	4	1	87	7	82	14	1	104	9	82	35	14	140	428
04:45 PM	43	51	15	3	112	17	77	10	2	106	6	69	13	5	93	12	84	24	5	125	436
Total	158	182	45	10	395	57	292	29	16	394	20	305	49	14	388	49	320	113	34	516	1693
05:00 PM	48	50	19	5	122	21	90	13	8	132	1	72	7	3	83	18	90	26	8	142	479
05:15 PM	39	42	6	1	88	20	89	4	2	115	2	70	8	0	80	20	86	40	19	165	448
05:30 PM	45	29	7	2	83	18	83	8	5	114	5	72	8	3	88	10	105	26	5	146	431
05:45 PM	31	41	8	4	84	5	60	14	5	84	2	73	7	3	85	16	63	33	10	122	375
Total	163	162	40	12	377	64	322	39	20	445	10	287	30	9	336	64	344	125	42	575	1733
Grand Total	775	676	147	37	1635	231	1028	172	48	1479	63	1204	127	32	1426	173	1068	439	126	1806	6346
Apprch %	47.4	41.3	9	2.3		15.6	69.5	11.6	3.2		4.4	84.4	8.9	2.2		9.6	59.1	24.3	7		
Total %	12.2	10.7	2.3	0.6	25.8	3.6	16.2	2.7	0.8	23.3	1	19	2	0.5	22.5	2.7	16.8	6.9	2	28.5	
Cars	748	659	135	32	1574	213	1001	159	18	1391	58	1155	121	29	1363	160	1026	429	117	1732	6060
% Cars	96.5	97.5	91.8	86.5	96.3	92.2	97.4	92.4	37.5	94.1	92.1	95.9	95.3	90.6	95.6	92.5	96.1	97.7	92.9	95.9	95.5
Heavy Vehicles	27	17	12	5	61	18	27	13	30	88	5	49	6	3	63	13	42	10	9	74	286
% Heavy Vehicles	3.5	2.5	8.2	13.5	3.7	7.8	2.6	7.6	62.5	5.9	7.9	4.1	4.7	9.4	4.4	7.5	3.9	2.3	7.1	4.1	4.5



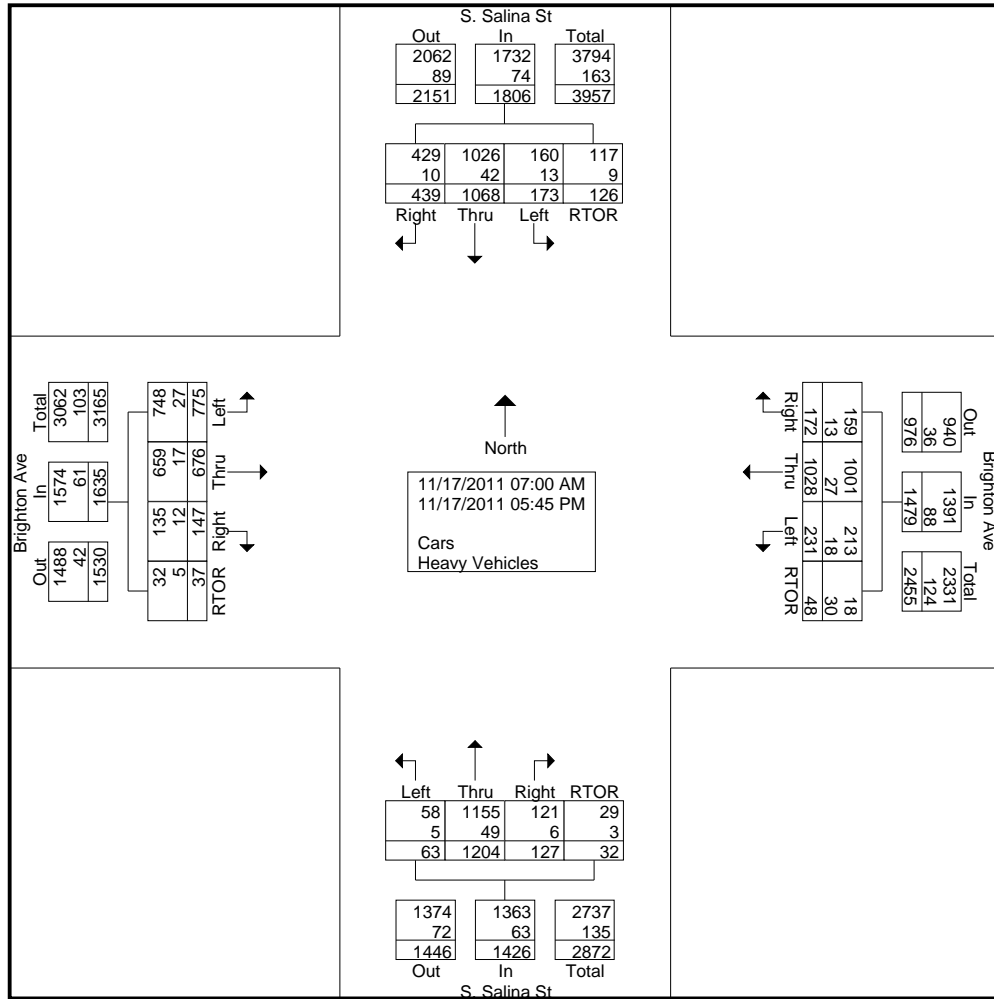
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City of Syracuse
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 Counters: KK (AM), AJM (PM)
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File Name : Salina_Brighton_11_17_11_MERGED
 Site Code : 11171102
 Start Date : 11/17/2011
 Page No : 2





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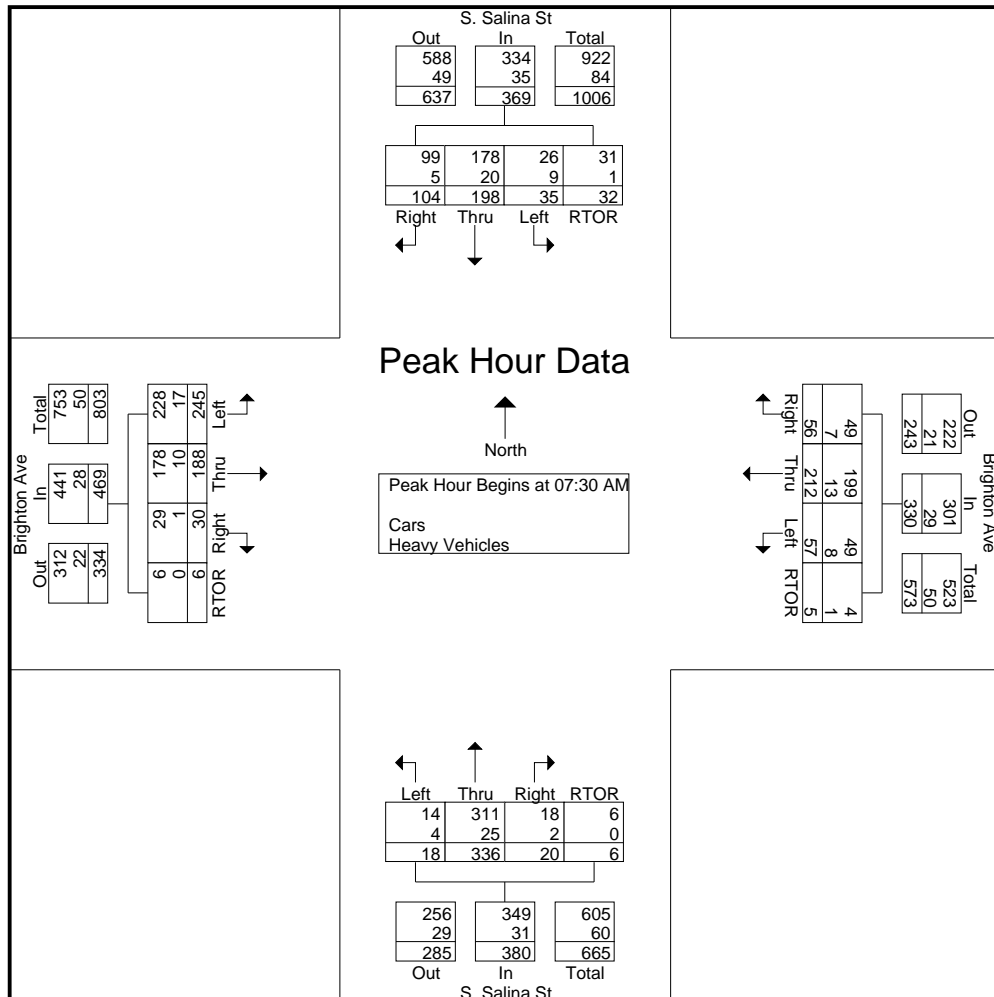
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Site Code : 11171102
Start Date : 11/17/2011
Page No : 3

Start Time	Brighton Ave Eastbound Approach					Brighton Ave Westbound Approach					S. Salina St Northbound Approach					S. Salina St Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	60	57	9	4	130	24	66	11	3	104	5	71	2	0	78	8	50	26	12	96	408
07:45 AM	69	58	8	1	136	15	53	19	0	87	5	92	7	2	106	9	49	25	4	87	416
08:00 AM	61	39	6	0	106	10	41	12	1	64	3	72	6	2	83	8	56	22	9	95	348
08:15 AM	55	34	7	1	97	8	52	14	1	75	5	101	5	2	113	10	43	31	7	91	376
Total Volume	245	188	30	6	469	57	212	56	5	330	18	336	20	6	380	35	198	104	32	369	1548
% App. Total	52.2	40.1	6.4	1.3		17.3	64.2	17	1.5		4.7	88.4	5.3	1.6		9.5	53.7	28.2	8.7		
PHF	.888	.810	.833	.375	.862	.594	.803	.737	.417	.793	.900	.832	.714	.750	.841	.875	.884	.839	.667	.961	.930
Cars	228	178	29	6	441	49	199	49	4	301	14	311	18	6	349	26	178	99	31	334	1425
% Cars	93.1	94.7	96.7	100	94.0	86.0	93.9	87.5	80.0	91.2	77.8	92.6	90.0	100	91.8	74.3	89.9	95.2	96.9	90.5	92.1
Heavy Vehicles	6.9	5.3	3.3	0	6.0	14.0	6.1	12.5	20.0	8.8	22.2	7.4	10.0	0	8.2	25.7	10.1	4.8	3.1	9.5	7.9
% Heavy Vehicles																					





Syracuse Metropolitan Transportation Council

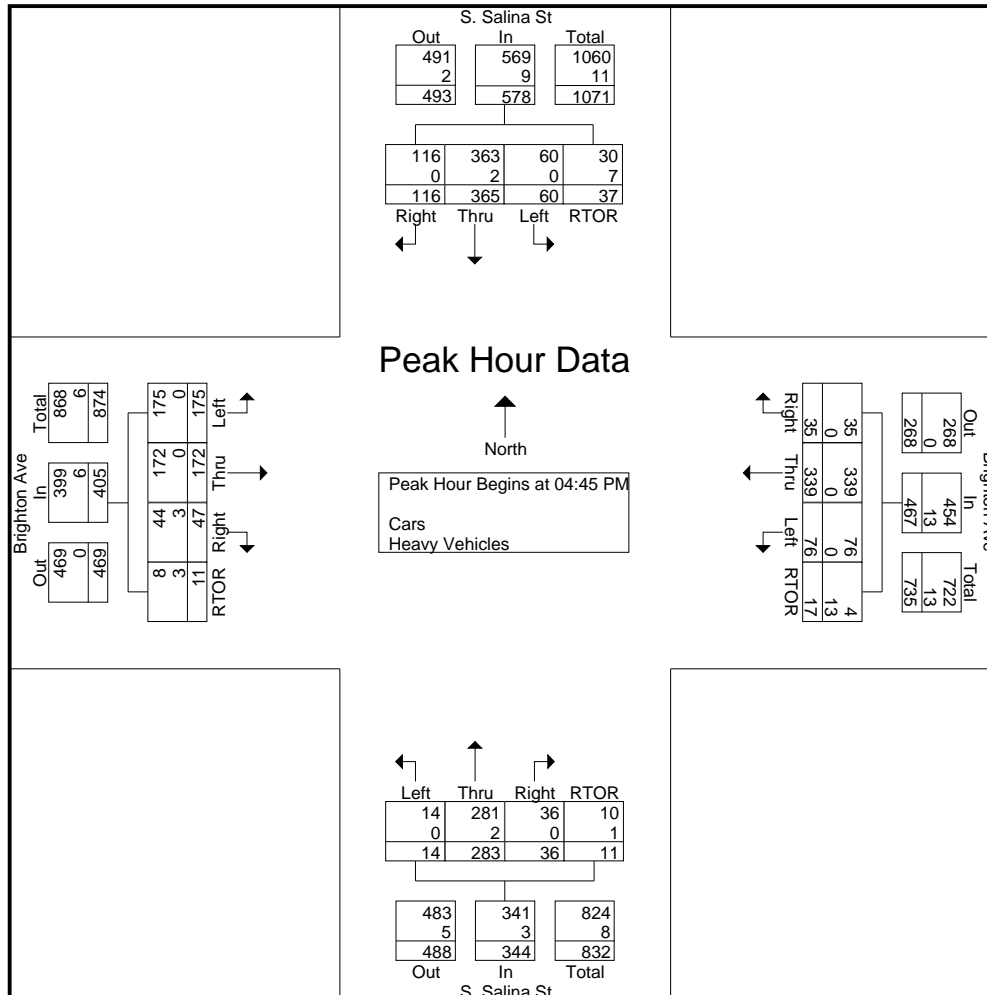
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File Name : Salina_Brighton_11_17_11_MERGED
Site Code : 11171102
Start Date : 11/17/2011
Page No : 4

Start Time	Brighton Ave Eastbound Approach					Brighton Ave Westbound Approach					S. Salina St Northbound Approach					S. Salina St Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	43	51	15	3	112	17	77	10	2	106	6	69	13	5	93	12	84	24	5	125	436
05:00 PM	48	50	19	5	122	21	90	13	8	132	1	72	7	3	83	18	90	26	8	142	479
05:15 PM	39	42	6	1	88	20	89	4	2	115	2	70	8	0	80	20	86	40	19	165	448
05:30 PM	45	29	7	2	83	18	83	8	5	114	5	72	8	3	88	10	105	26	5	146	431
Total Volume	175	172	47	11	405	76	339	35	17	467	14	283	36	11	344	60	365	116	37	578	1794
% App. Total	43.2	42.5	11.6	2.7		16.3	72.6	7.5	3.6		4.1	82.3	10.5	3.2		10.4	63.1	20.1	6.4		
PHF	.911	.843	.618	.550	.830	.905	.942	.673	.531	.884	.583	.983	.692	.550	.925	.750	.869	.725	.487	.876	.936
Cars	175	172	44	8	399	76	339	35	4	454	14	281	36	10	341	60	363	116	30	569	1763
% Cars	100	100	93.6	72.7	98.5	100	100	100	23.5	97.2	100	99.3	100	90.9	99.1	100	99.5	100	81.1	98.4	98.3
Heavy Vehicles																					
% Heavy Vehicles	0	0	6.4	27.3	1.5	0	0	0	76.5	2.8	0	0.7	0	9.1	0.9	0	0.5	0	18.9	1.6	1.7





Syracuse Metropolitan Transportation Council

126 N. Salina St.
 Syracuse, NY 13202
 T: (315) 422-5716
www.smctmpo.org

City of Syracuse
 S. Salina St / Brighton Ave
 Counters: KK (AM), AJM (PM)
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File Name : Salina_Brighton_11_17_11_MERGED
 Site Code : 11171102
 Start Date : 11/17/2011
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Brighton Ave Eastbound Approach					Brighton Ave Westbound Approach					S. Salina St Northbound Approach					S. Salina St Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	0	2	0	3	4	6	2	0	12	1	5	1	0	7	2	5	3	0	10	32
07:15 AM	0	2	2	0	4	2	2	0	0	4	0	4	2	0	6	1	5	0	0	6	20
07:30 AM	3	1	0	0	4	3	7	1	0	11	1	6	0	0	7	1	3	1	1	6	28
07:45 AM	6	5	0	0	11	3	1	2	0	6	1	7	1	0	9	2	8	0	0	10	36
Total	10	8	4	0	22	12	16	5	0	33	3	22	4	0	29	6	21	4	1	32	116
08:00 AM	3	1	1	0	5	2	1	2	0	5	1	5	1	0	7	2	7	1	0	10	27
08:15 AM	5	3	0	0	8	0	4	2	1	7	1	7	0	0	8	4	2	3	0	9	32
08:30 AM	5	0	1	0	6	2	2	2	0	6	0	5	1	0	6	0	3	2	1	6	24
08:45 AM	4	5	1	0	10	2	4	2	0	8	0	6	0	0	6	1	4	0	0	5	29
Total	17	9	3	0	29	6	11	8	1	26	2	23	2	0	27	7	16	6	1	30	112
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	5	5	0	0	0	1	1	0	1	0	0	1	7
04:15 PM	0	0	0	0	0	0	0	0	8	8	0	2	0	1	3	0	0	0	0	0	11
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	14	14	0	2	0	2	4	0	2	0	0	2	20
05:00 PM	0	0	2	2	4	0	0	0	8	8	0	1	0	1	2	0	0	0	2	2	16
05:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	5	5	7
05:30 PM	0	0	1	1	2	0	0	0	3	3	0	1	0	0	1	0	1	0	0	1	7
05:45 PM	0	0	2	2	4	0	0	0	2	2	0	0	0	0	0	0	2	0	0	2	8
Total	0	0	5	5	10	0	0	0	15	15	0	2	0	1	3	0	3	0	7	10	38
Grand Total	27	17	12	5	61	18	27	13	30	88	5	49	6	3	63	13	42	10	9	74	286
Apprch %	44.3	27.9	19.7	8.2		20.5	30.7	14.8	34.1		7.9	77.8	9.5	4.8		17.6	56.8	13.5	12.2		
Total %	9.4	5.9	4.2	1.7	21.3	6.3	9.4	4.5	10.5	30.8	1.7	17.1	2.1	1	22	4.5	14.7	3.5	3.1	25.9	



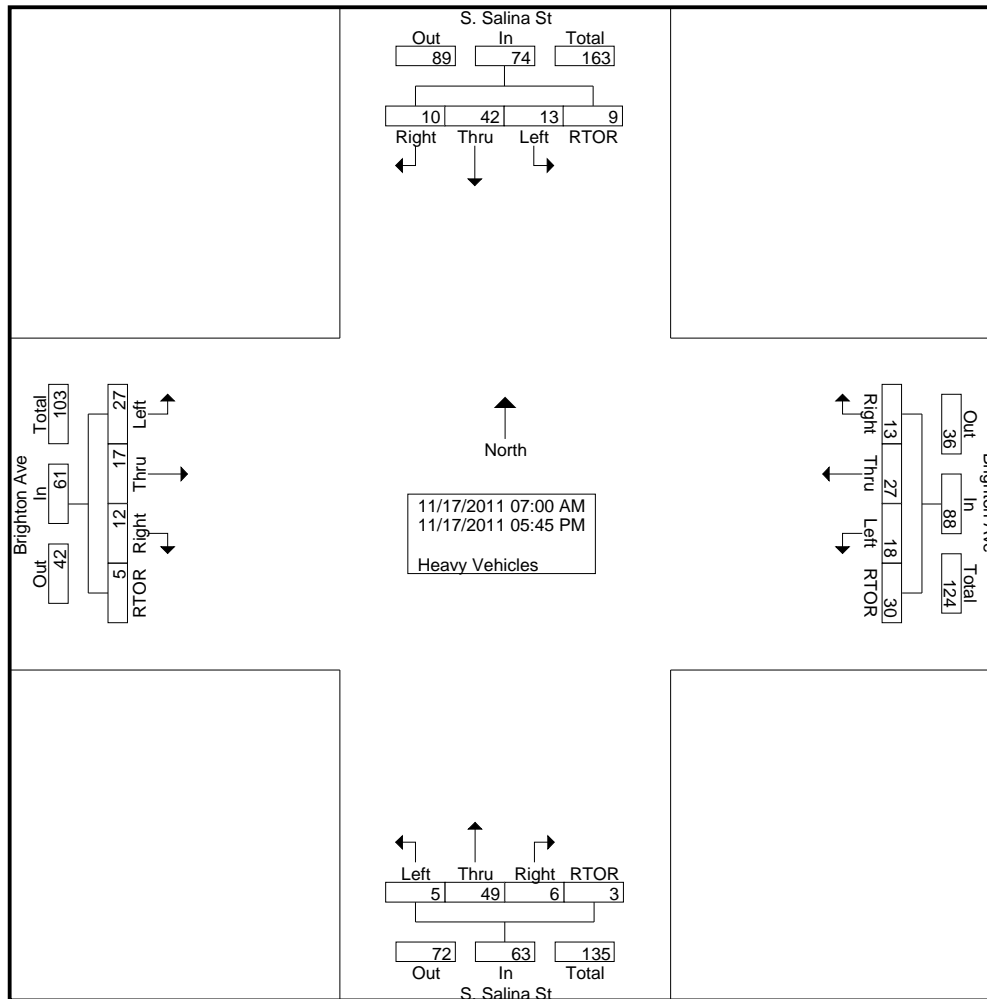
Syracuse Metropolitan Transportation Council

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City of Syracuse
S. Salina St / Brighton Ave
Counters: KK (AM), AJM (PM)
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File Name : Salina_Brighton_11_17_11_MERGED
Site Code : 11171102
Start Date : 11/17/2011
Page No : 2





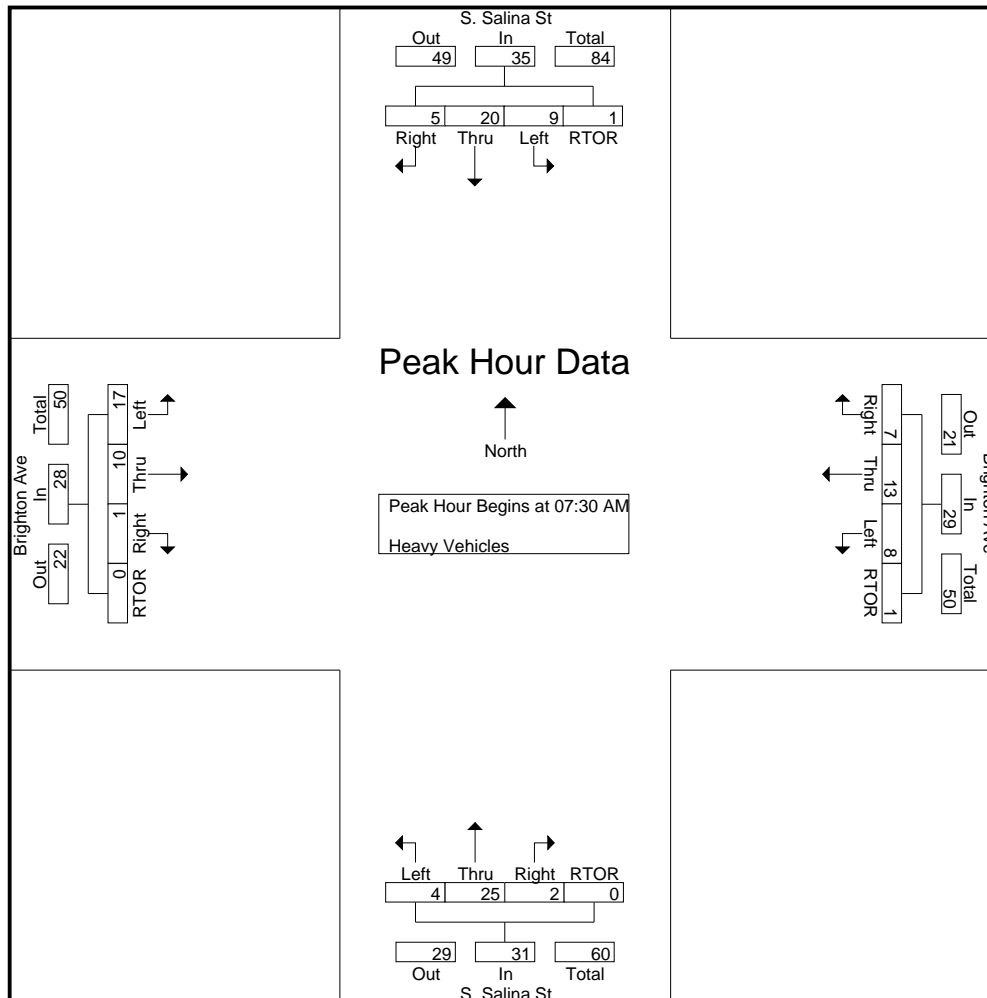
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 Site Code : 11171102
 Start Date : 11/17/2011
 Page No : 3

Start Time	Brighton Ave Eastbound Approach					Brighton Ave Westbound Approach					S. Salina St Northbound Approach					S. Salina St Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	1	0	0	4	3	7	1	0	11	1	6	0	0	7	1	3	1	1	6	28
07:45 AM	6	5	0	0	11	3	1	2	0	6	1	7	1	0	9	2	8	0	0	10	36
08:00 AM	3	1	1	0	5	2	1	2	0	5	1	5	1	0	7	2	7	1	0	10	27
08:15 AM	5	3	0	0	8	0	4	2	1	7	1	7	0	0	8	4	2	3	0	9	32
Total Volume	17	10	1	0	28	8	13	7	1	29	4	25	2	0	31	9	20	5	1	35	123
% App. Total	60.7	35.7	3.6	0		27.6	44.8	24.1	3.4		12.9	80.6	6.5	0		25.7	57.1	14.3	2.9		
PHF	.708	.500	.250	.000	.636	.667	.464	.875	.250	.659	1.000										





Syracuse Metropolitan Transportation Council

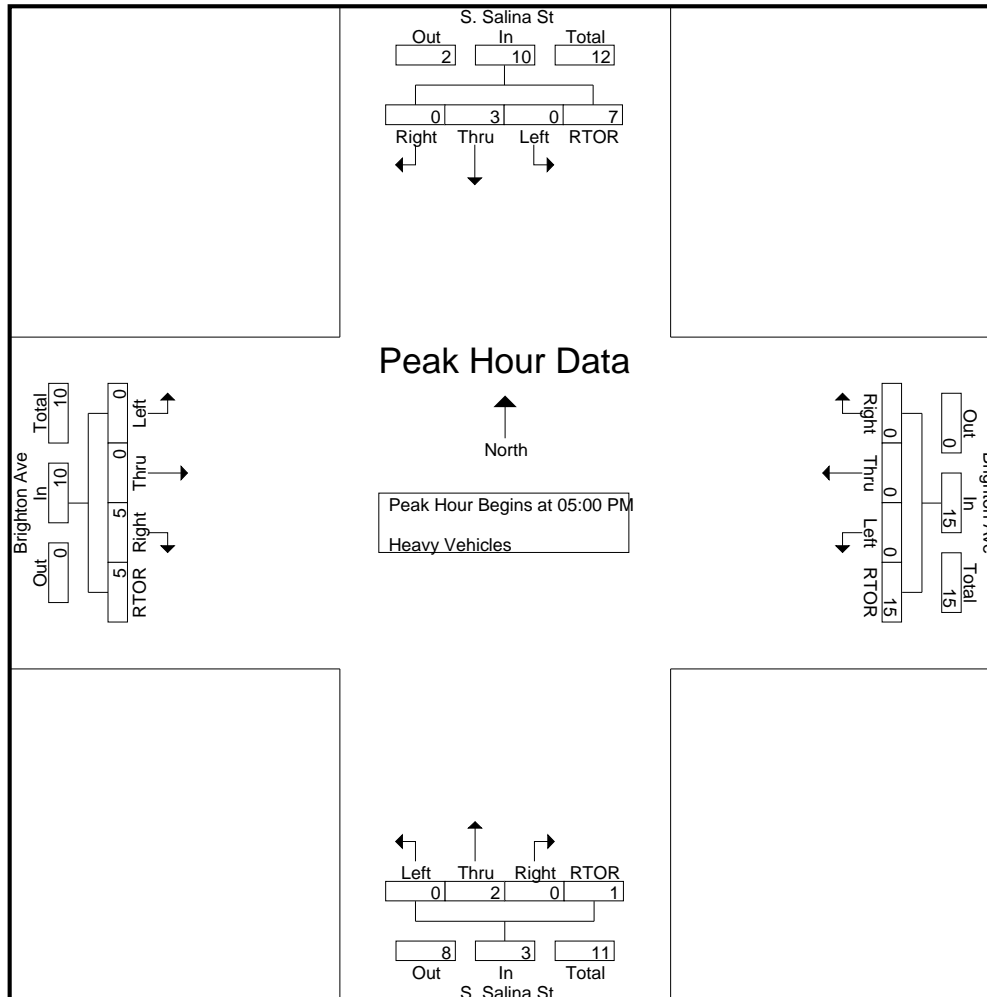
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Site Code : 11171102
Start Date : 11/17/2011
Page No : 4

Start Time	Brighton Ave Eastbound Approach					Brighton Ave Westbound Approach					S. Salina St Northbound Approach					S. Salina St Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	2	2	4	0	0	0	8	8	0	1	0	1	2	0	0	0	2	2	16
05:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	5	5	7
05:30 PM	0	0	1	1	2	0	0	0	3	3	0	1	0	0	1	0	1	0	0	1	7
05:45 PM	0	0	2	2	4	0	0	0	2	2	0	0	0	0	0	0	2	0	0	2	8
Total Volume	0	0	5	5	10	0	0	0	15	15	0	2	0	1	3	0	3	0	7	10	38
% App. Total	0	0	50	50	100	0	0	0	100	100	0	66.7	0	33.3	33.3	0	30	0	70	100	100
PHF	.000	.000	.625	.625	.625	.000	.000	.000	.469	.469	.000	.500	.000	.250	.375	.000	.375	.000	.350	.500	.594





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 Site Code : 11171102
 Start Date : 11/17/2011
 Page No : 1

Groups Printed- Bike Peds

Start Time	Brighton Ave Eastbound Approach					Brighton Ave Westbound Approach					S. Salina St Northbound Approach					S. Salina St Southbound Approach					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	4
07:15 AM	0	0	0	4	4	0	0	0	9	9	0	0	0	6	6	0	0	0	3	3	22
07:30 AM	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	5
07:45 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	4
Total	0	0	0	8	8	0	0	0	14	14	0	0	0	6	6	0	0	0	7	7	35
08:00 AM	0	0	0	3	3	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	7
08:15 AM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	5
08:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
08:45 AM	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	0	5	5	0	1	0	7	8	0	0	0	1	1	0	1	0	4	5	19
*** BREAK ***																					
04:00 PM	0	1	0	2	3	0	0	0	3	3	0	7	0	0	7	0	2	0	0	2	15
04:15 PM	1	0	0	0	1	0	0	1	1	2	1	1	0	0	2	1	2	0	0	3	8
04:30 PM	2	1	0	0	3	0	1	0	0	1	0	5	1	0	6	1	1	0	0	2	12
04:45 PM	0	0	0	2	2	0	1	0	0	1	0	2	1	0	3	0	2	0	0	2	8
Total	3	2	0	4	9	0	2	1	4	7	1	15	2	0	18	2	7	0	0	9	43
05:00 PM	0	0	0	0	0	1	0	1	1	3	0	1	0	0	1	0	2	0	0	2	6
05:15 PM	1	0	0	0	1	1	1	0	0	2	0	6	0	0	6	0	3	0	0	3	12
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	4
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	5
Total	1	1	0	0	2	2	2	1	1	6	0	10	0	0	10	0	8	1	0	9	27
Grand Total	4	3	0	17	24	2	5	2	26	35	1	25	2	7	35	2	16	1	11	30	124
Apprch %	16.7	12.5	0	70.8		5.7	14.3	5.7	74.3		2.9	71.4	5.7	20		6.7	53.3	3.3	36.7		
Total %	3.2	2.4	0	13.7	19.4	1.6	4	1.6	21	28.2	0.8	20.2	1.6	5.6	28.2	1.6	12.9	0.8	8.9	24.2	



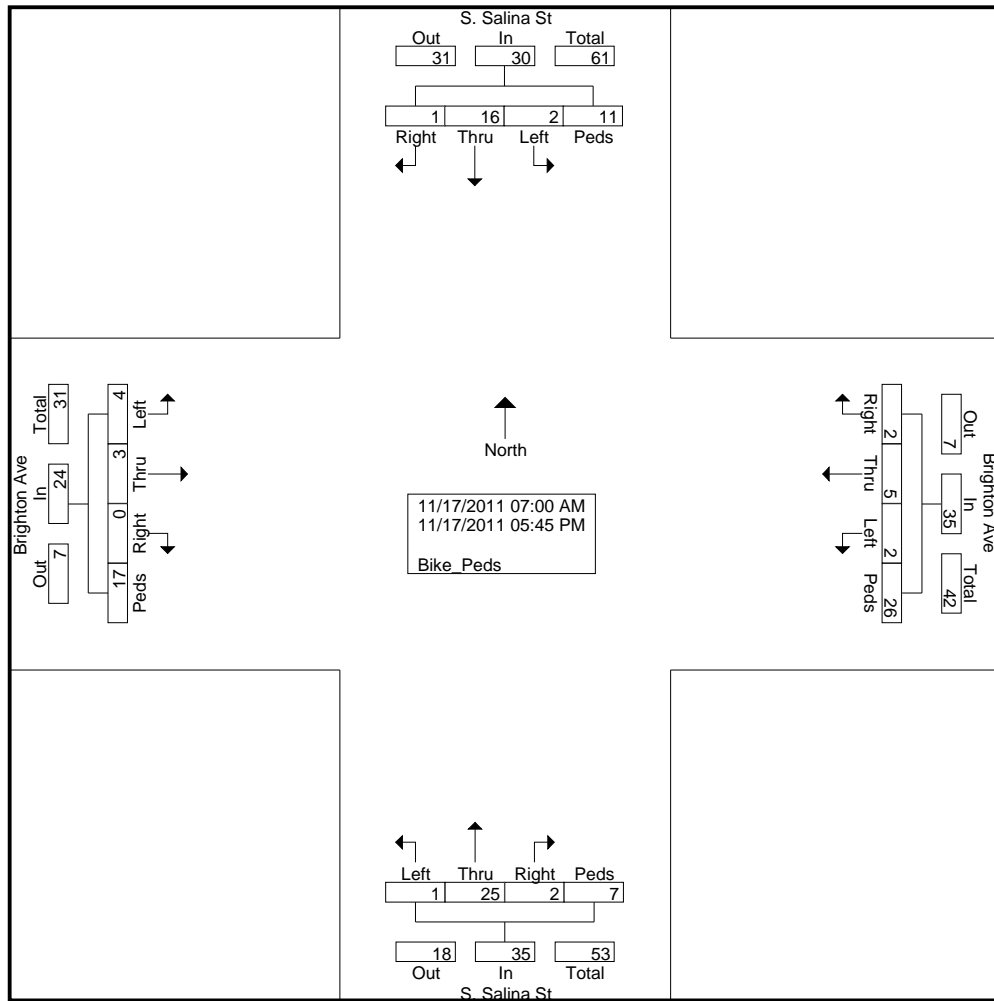
Syracuse Metropolitan Transportation Council

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City of Syracuse
S. Salina St / Brighton Ave
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File Name : Salina_Brighton_11_17_11_MERGED
Site Code : 11171102
Start Date : 11/17/2011
Page No : 2



The Traffic Group, Inc.
 9900 Franklin Square Drive, Suite H
 Baltimore, Maryland 21236

Intersection of Salina Street
 and Castle Street
 Syracuse, New York

(800) 583-8411

File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 1

Groups Printed- Passenger Car

Start Time	Salina Street Southbound					Castle Street Westbound					Salina Street Northbound					Castle Street Eastbound					Int. Total
	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	
07:00 AM	1	11	2	0	14	5	12	1	0	18	0	18	5	0	23	3	22	1	0	26	81
07:15 AM	7	34	3	0	44	3	7	2	0	12	5	51	6	0	62	3	31	3	0	37	155
07:30 AM	5	35	3	0	43	6	8	2	0	16	4	69	9	0	82	4	39	2	0	45	186
07:45 AM	6	51	3	0	60	4	15	0	0	19	5	73	9	0	87	8	42	2	0	52	218
Total	19	131	11	0	161	18	42	5	0	65	14	211	29	0	254	18	134	8	0	160	640
08:00 AM	4	50	4	0	58	6	6	2	0	14	2	80	6	0	88	6	23	1	0	30	190
08:15 AM	4	50	1	0	55	5	13	2	0	20	11	82	8	0	101	11	35	3	0	49	225
08:30 AM	2	42	6	0	50	7	11	3	0	21	7	80	6	0	93	7	20	2	0	29	193
08:45 AM	1	36	3	0	40	4	9	2	0	15	5	75	5	0	85	6	18	3	0	27	167
Total	11	178	14	0	203	22	39	9	0	70	25	317	25	0	367	30	96	9	0	135	775
*** BREAK ***																					
04:00 PM	1	84	9	0	94	18	38	5	0	61	9	72	9	0	90	9	13	3	0	25	270
04:15 PM	5	82	9	0	96	20	41	6	0	67	6	82	6	0	94	7	26	6	0	39	296
04:30 PM	4	112	14	0	130	25	37	7	0	69	14	68	9	0	91	10	20	5	0	35	325
04:45 PM	3	81	7	0	91	22	41	9	0	72	7	82	14	0	103	2	14	4	0	20	286
Total	13	359	39	0	411	85	157	27	0	269	36	304	38	0	378	28	73	18	0	119	1177
05:00 PM	5	92	13	0	110	23	27	4	0	54	7	66	8	0	81	6	21	6	0	33	278
05:15 PM	6	78	10	0	94	19	47	1	0	67	15	82	4	0	101	3	22	4	0	29	291
05:30 PM	0	97	9	0	106	14	33	2	0	49	8	70	6	0	84	7	22	7	0	36	275
05:45 PM	3	81	8	0	92	13	23	4	0	40	7	76	10	0	93	6	21	4	0	31	256
Total	14	348	40	0	402	69	130	11	0	210	37	294	28	0	359	22	86	21	0	129	1100
Grand Total	57	1016	104	0	1177	194	368	52	0	614	112	1126	120	0	1358	98	389	56	0	543	3692
Apprch %	4.8	86.3	8.8	0		31.6	59.9	8.5	0		8.2	82.9	8.8	0		18	71.6	10.3	0		
Total %	1.5	27.5	2.8	0	31.9	5.3	10	1.4	0	16.6	3	30.5	3.3	0	36.8	2.7	10.5	1.5	0	14.7	

The Traffic Group, Inc.
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Intersection of Salina Street
 and Castle Street
 Syracuse, New York

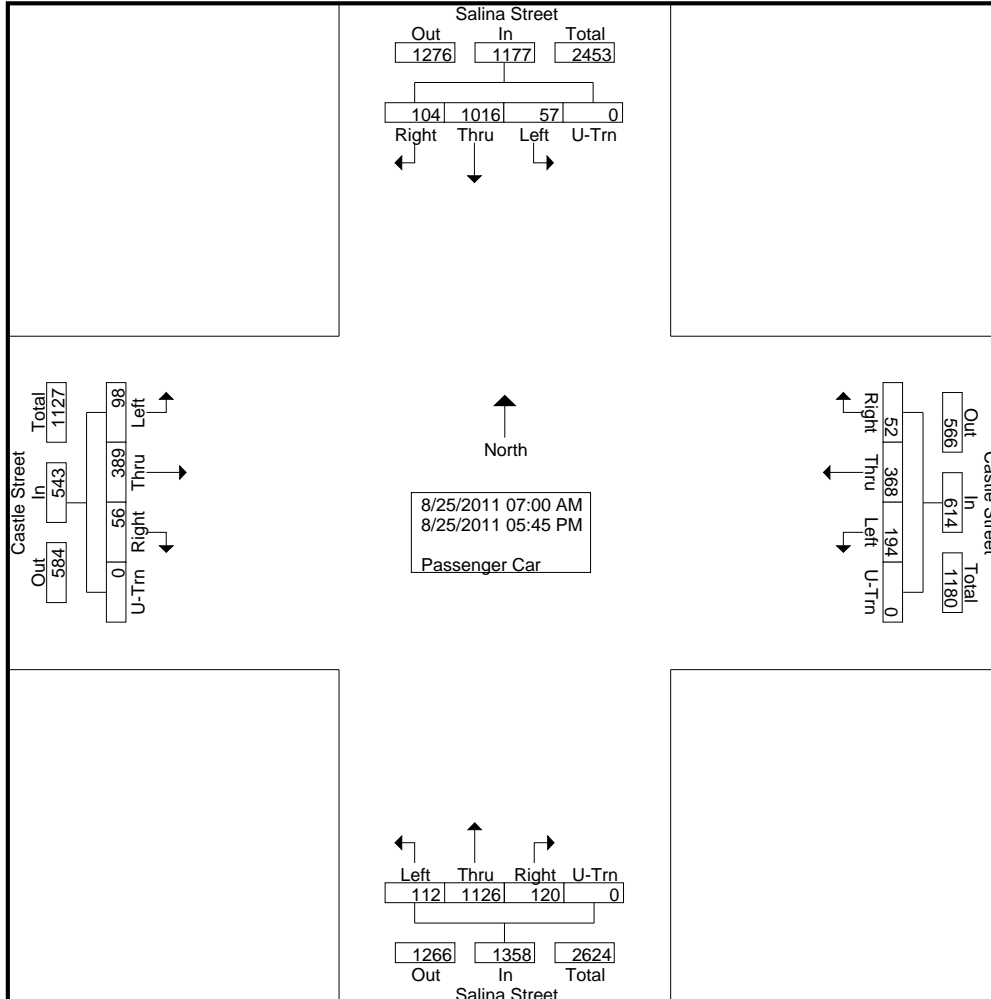
(800) 583-8411

File Name : Salina Street & Castle Street

Site Code : 00000000

Start Date : 8/25/2011

Page No : 2



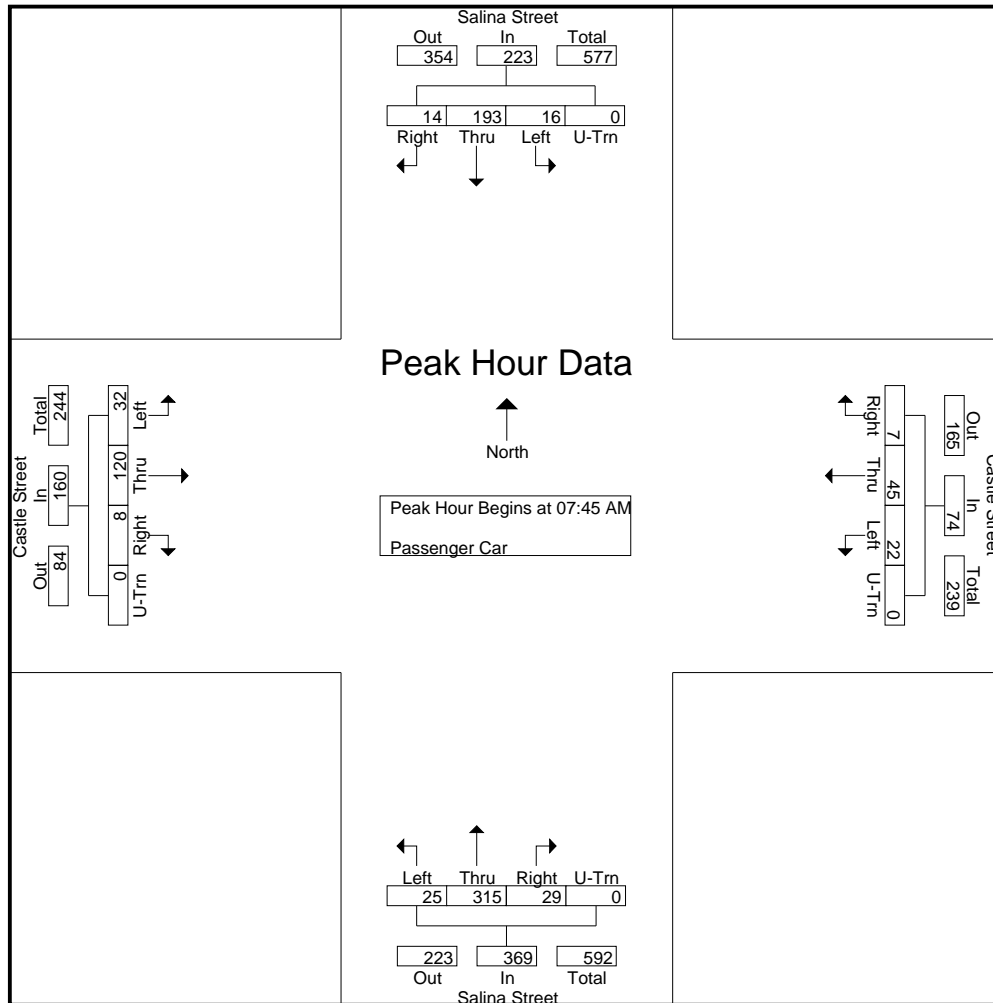
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File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 3

Start Time	Salina Street Southbound					Castle Street Westbound					Salina Street Northbound					Castle Street Eastbound					Int. Total
	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. 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	6	51	3	0	60	4	15	0	0	19	5	73	9	0	87	8	42	2	0	52	218
08:00 AM	4	50	4	0	58	6	6	2	0	14	2	80	6	0	88	6	23	1	0	30	190
08:15 AM	4	50	1	0	55	5	13	2	0	20	11	82	8	0	101	11	35	3	0	49	225
08:30 AM	2	42	6	0	50	7	11	3	0	21	7	80	6	0	93	7	20	2	0	29	193
Total Volume	16	193	14	0	223	22	45	7	0	74	25	315	29	0	369	32	120	8	0	160	826
% App. Total	7.2	86.5	6.3	0		29.7	60.8	9.5	0		6.8	85.4	7.9	0		20	75	5	0		
PHF	.667	.946	.583	.000	.929	.786	.750	.583	.000	.881	.568	.960	.806	.000	.913	.727	.714	.667	.000	.769	.918



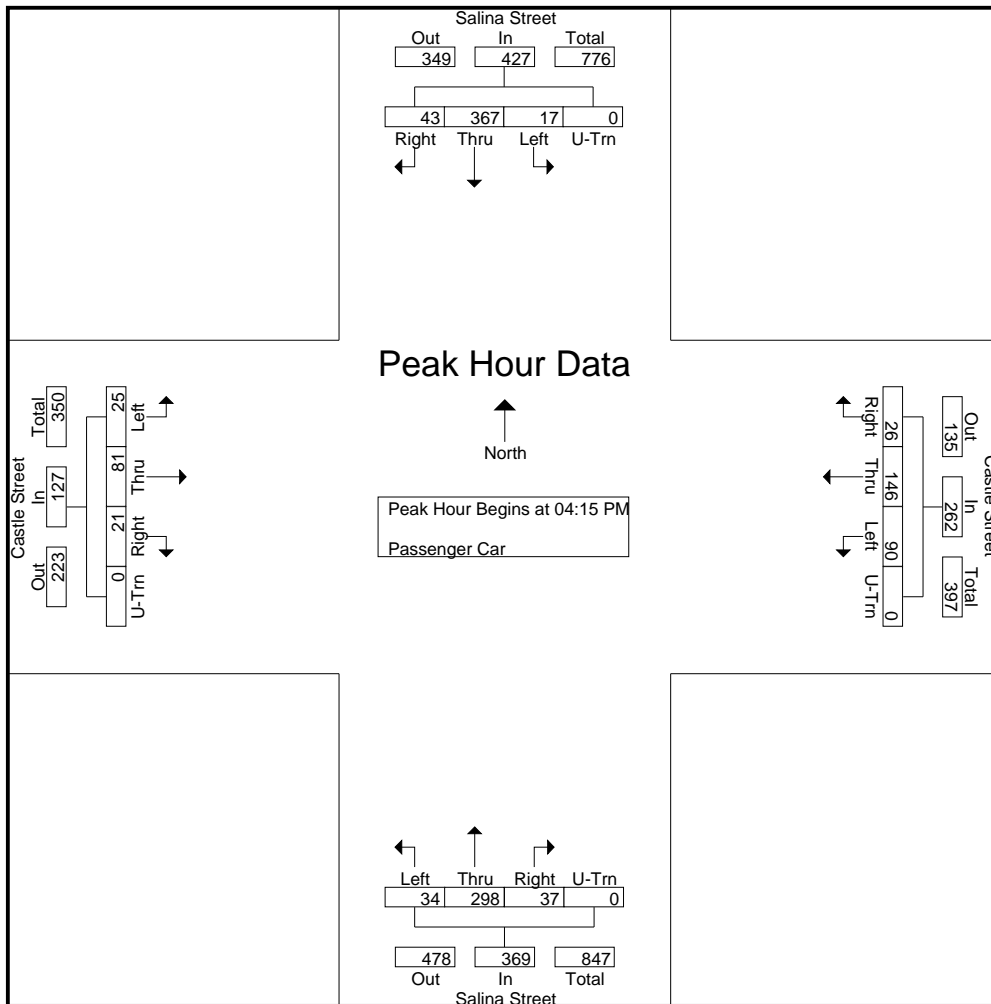
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Intersection of Salina Street
 and Castle Street
 Syracuse, New York

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File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 4

Start Time	Salina Street Southbound					Castle Street Westbound					Salina Street Northbound					Castle Street Eastbound					Int. Total
	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	5	82	9	0	96	20	41	6	0	67	6	82	6	0	94	7	26	6	0	39	296
04:30 PM	4	112	14	0	130	25	37	7	0	69	14	68	9	0	91	10	20	5	0	35	325
04:45 PM	3	81	7	0	91	22	41	9	0	72	7	82	14	0	103	2	14	4	0	20	286
05:00 PM	5	92	13	0	110	23	27	4	0	54	7	66	8	0	81	6	21	6	0	33	278
Total Volume	17	367	43	0	427	90	146	26	0	262	34	298	37	0	369	25	81	21	0	127	1185
% App. Total	4	85.9	10.1	0		34.4	55.7	9.9	0		9.2	80.8	10	0		19.7	63.8	16.5	0		
PHF	.850	.819	.768	.000	.821	.900	.890	.722	.000	.910	.607	.909	.661	.000	.896	.625	.779	.875	.000	.814	.912



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File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 1

Groups Printed- Bus

Start Time	Salina Street Southbound					Castle Street Westbound					Salina Street Northbound					Castle Street Eastbound					Int. Total
	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	
07:00 AM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	2
07:15 AM	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	0	0	3	0	3	3
07:30 AM	0	2	0	0	2	1	0	2	0	3	1	1	0	0	2	0	0	1	0	1	8
07:45 AM	1	6	0	0	7	0	2	0	0	2	0	4	1	0	5	0	0	1	0	1	15
Total	1	10	1	0	12	1	4	2	0	7	1	10	1	0	12	0	2	5	0	7	38
08:00 AM	0	4	0	0	4	0	1	0	0	1	1	7	0	0	8	0	0	0	0	0	13
08:15 AM	0	4	0	0	4	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	8
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	9
08:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	6
Total	0	13	0	0	13	0	2	0	0	2	1	17	0	0	18	0	3	0	0	3	36
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	5
04:15 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:45 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	0	6	0	0	6	0	2	0	0	2	0	5	0	0	5	0	1	1	0	2	15
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	5
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
05:45 PM	0	2	0	0	2	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	8
Total	0	5	0	0	5	0	2	1	0	3	0	10	0	0	10	0	1	0	0	1	19
Grand Total	1	34	1	0	36	1	10	3	0	14	2	42	1	0	45	0	7	6	0	13	108
Apprch %	2.8	94.4	2.8	0		7.1	71.4	21.4	0		4.4	93.3	2.2	0		0	53.8	46.2	0		
Total %	0.9	31.5	0.9	0	33.3	0.9	9.3	2.8	0	13	1.9	38.9	0.9	0	41.7	0	6.5	5.6	0	12	

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Intersection of Salina Street
 and Castle Street
 Syracuse, New York

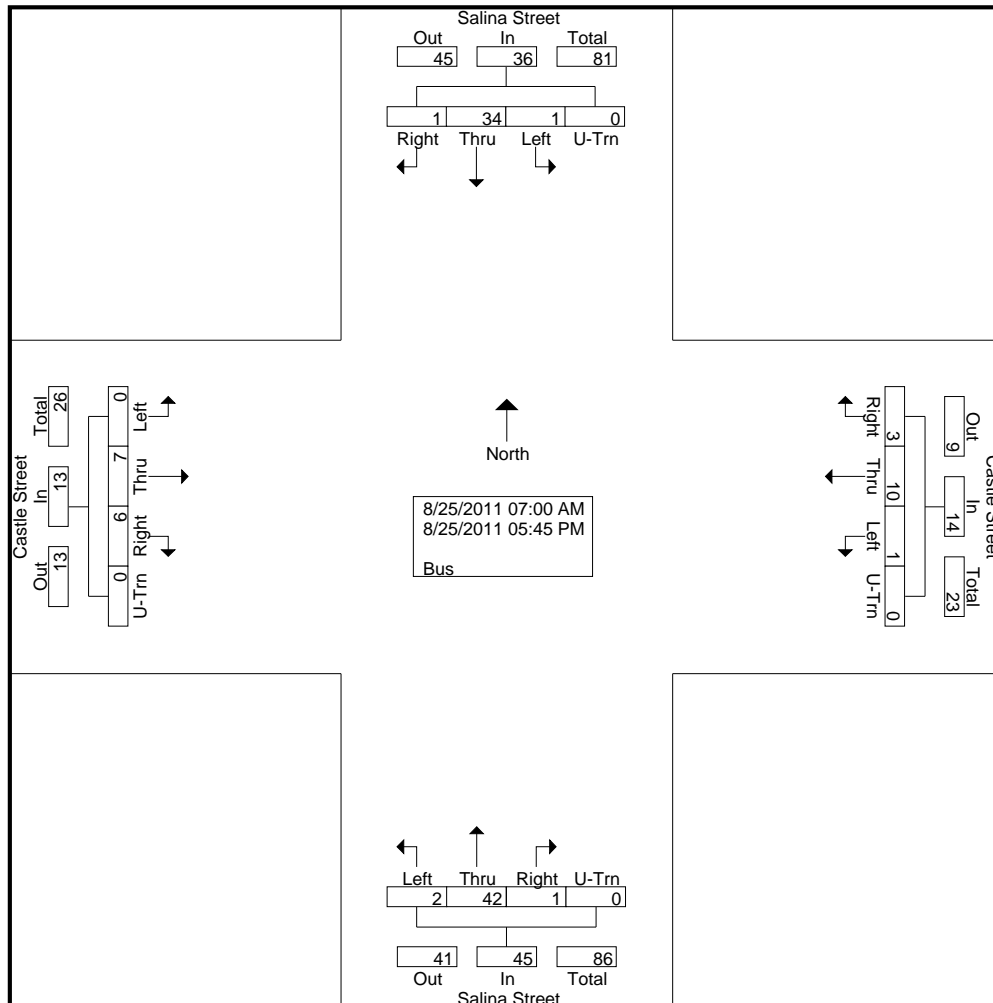
(800) 583-8411

File Name : Salina Street & Castle Street

Site Code : 00000000

Start Date : 8/25/2011

Page No : 2



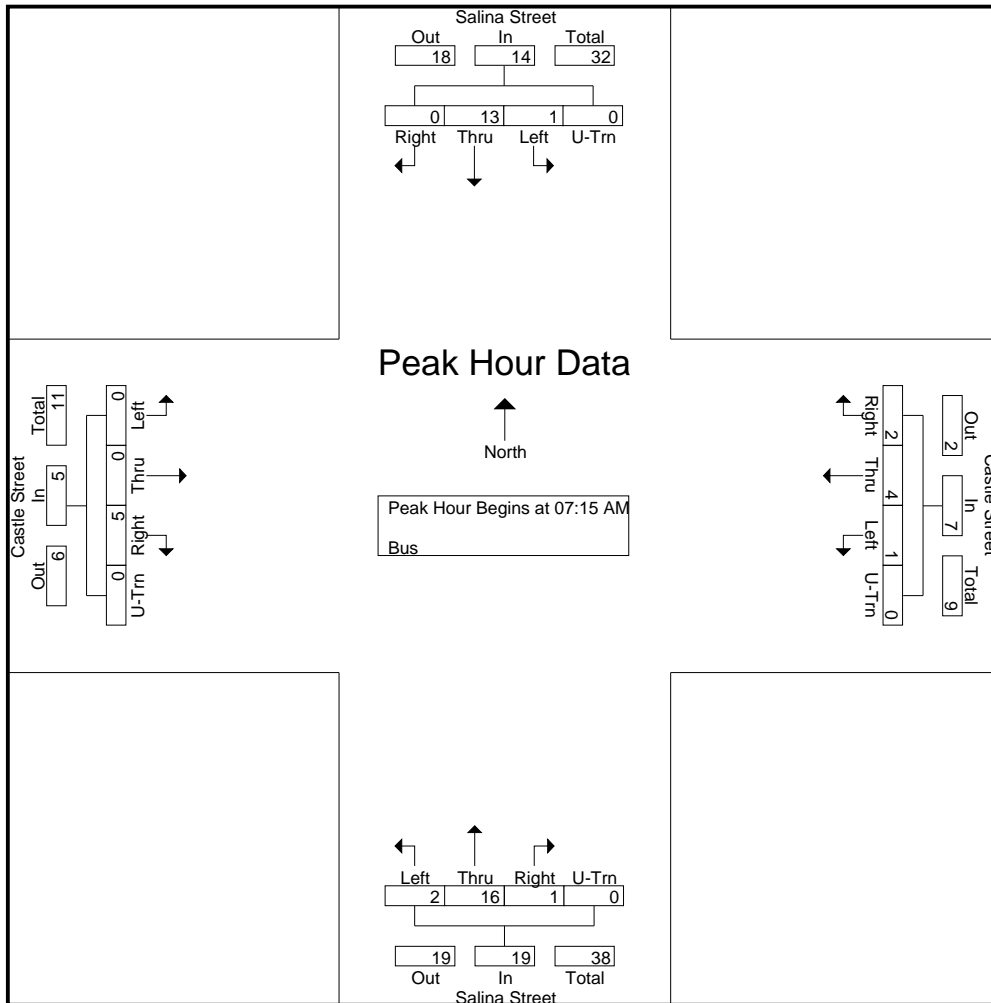
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Intersection of Salina Street
 and Castle Street
 Syracuse, New York

(800) 583-8411

File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 3

Start Time	Salina Street Southbound					Castle Street Westbound					Salina Street Northbound					Castle Street Eastbound					Int. Total
	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	0	0	3	0	3	9
07:30 AM	0	2	0	0	2	1	0	2	0	3	1	1	0	0	2	0	0	1	0	1	8
07:45 AM	1	6	0	0	7	0	2	0	0	2	0	4	1	0	5	0	0	1	0	1	15
08:00 AM	0	4	0	0	4	0	1	0	0	1	1	7	0	0	8	0	0	0	0	0	13
Total Volume	1	13	0	0	14	1	4	2	0	7	2	16	1	0	19	0	0	5	0	5	45
% App. Total	7.1	92.9	0	0		14.3	57.1	28.6	0		10.5	84.2	5.3	0		0	0	100	0		
PHF	.250	.542	.000	.000	.500	.250	.500	.250	.000	.583	.500	.571	.250	.000	.594	.000	.000	.417	.000	.417	.750



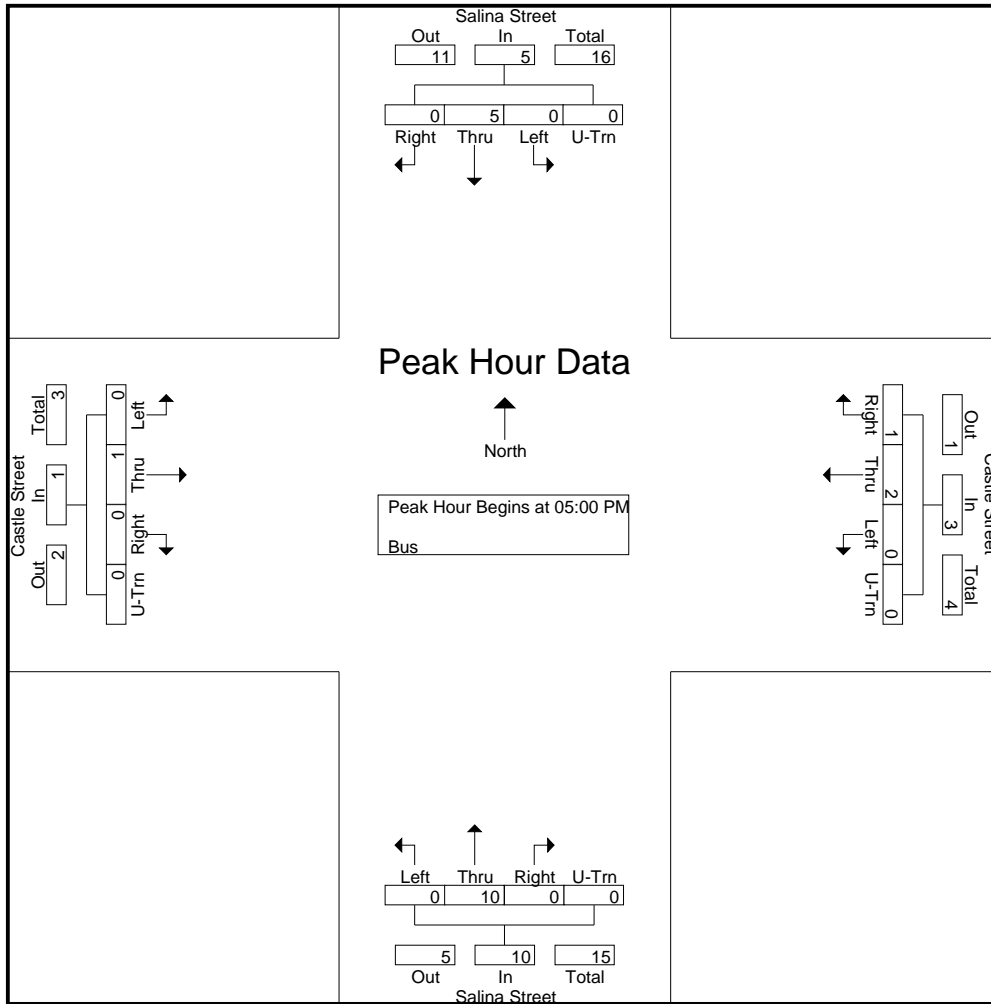
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Intersection of Salina Street
 and Castle Street
 Syracuse, New York

(800) 583-8411

File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 4

Start Time	Salina Street Southbound					Castle Street Westbound					Salina Street Northbound					Castle Street Eastbound					Int. Total	
	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total		
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 05:00 PM																						
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	5
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
05:45 PM	0	2	0	0	2	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	8
Total Volume	0	5	0	0	5	0	2	1	0	3	0	10	0	0	10	0	1	0	0	1	0	19
% App. Total	0	100	0	0	0	0	66.7	33.3	0	0	0	100	0	0	0	0	100	0	0	0	0	0
PHF	.000	.625	.000	.000	.625	.000	.500	.250	.000	.750	.000	.500	.000	.000	.500	.000	.250	.000	.000	.250	.594	



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Intersection of Salina Street
 and Castle Street
 Syracuse, New York

(800) 583-8411

File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 1

Groups Printed- Heavy Truck

Start Time	Salina Street Southbound					Castle Street Westbound					Salina Street Northbound					Castle Street Eastbound					Int. Total
	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	
*** BREAK ***																					
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
04:45 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	0	6	0	0	6	0	1	1	0	2	0	4	1	0	5	0	0	0	0	0	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	6
Grand Total	0	7	1	0	8	0	1	1	0	2	0	7	1	0	8	1	0	1	0	2	20
Apprch %	0	87.5	12.5	0		0	50	50	0		0	87.5	12.5	0		50	0	50	0		
Total %	0	35	5	0	40	0	5	5	0	10	0	35	5	0	40	5	0	5	0	10	

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Intersection of Salina Street
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 Syracuse, New York

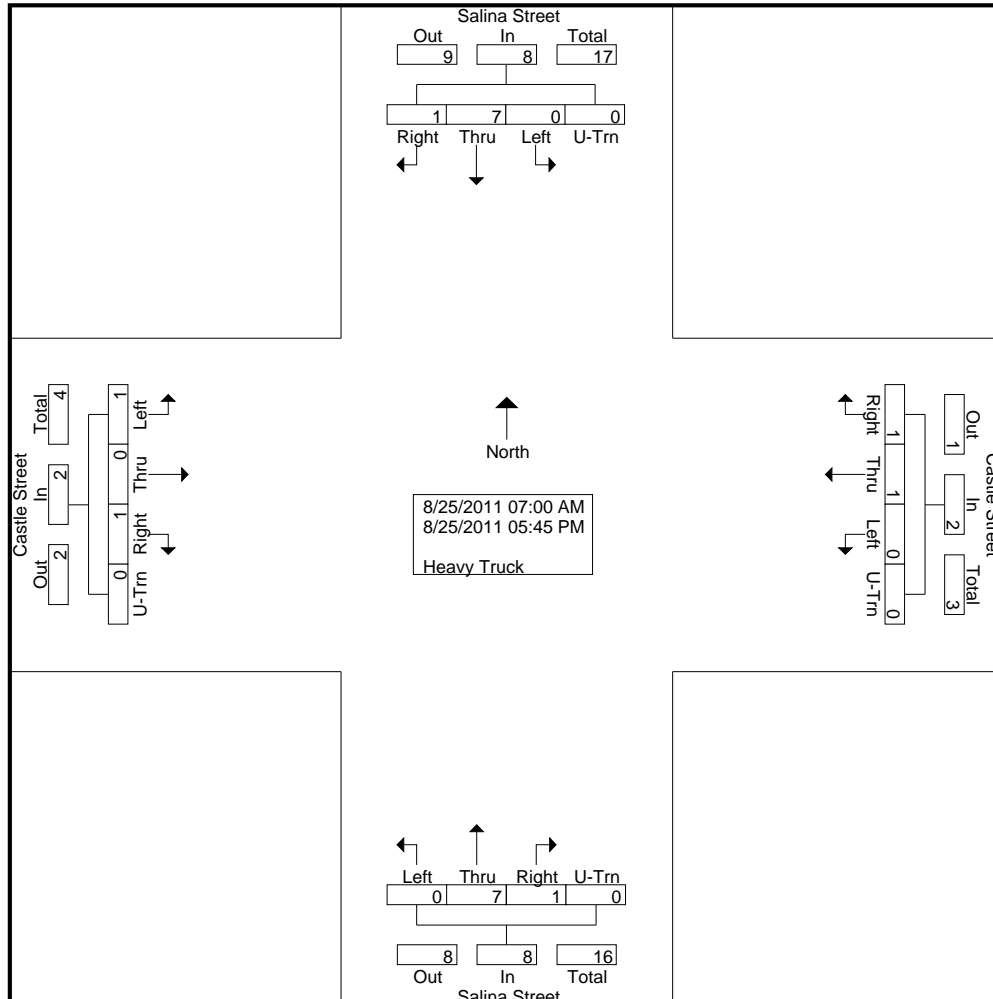
(800) 583-8411

File Name : Salina Street & Castle Street

Site Code : 00000000

Start Date : 8/25/2011

Page No : 2



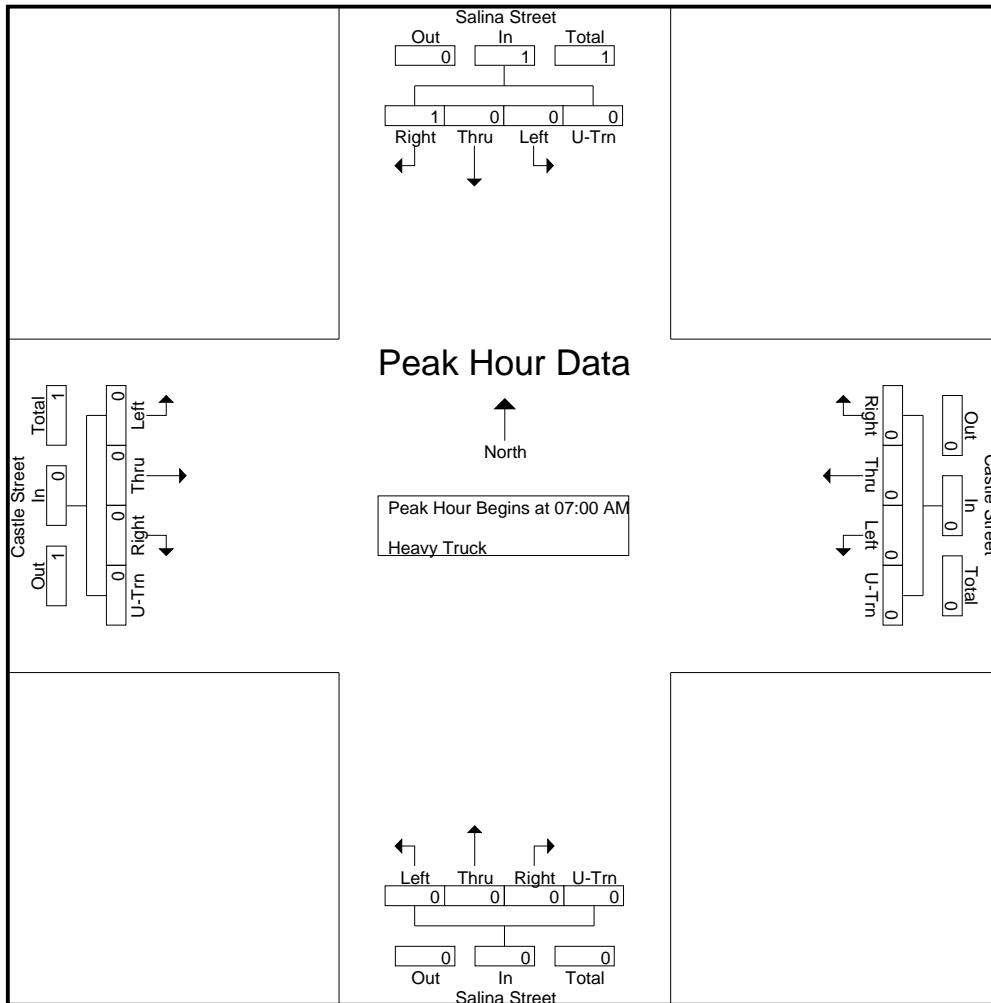
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Intersection of Salina Street
 and Castle Street
 Syracuse, New York

(800) 583-8411

File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 3

Start Time	Salina Street Southbound					Castle Street Westbound					Salina Street Northbound					Castle Street Eastbound					Int. Total	
	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00 AM																						
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250



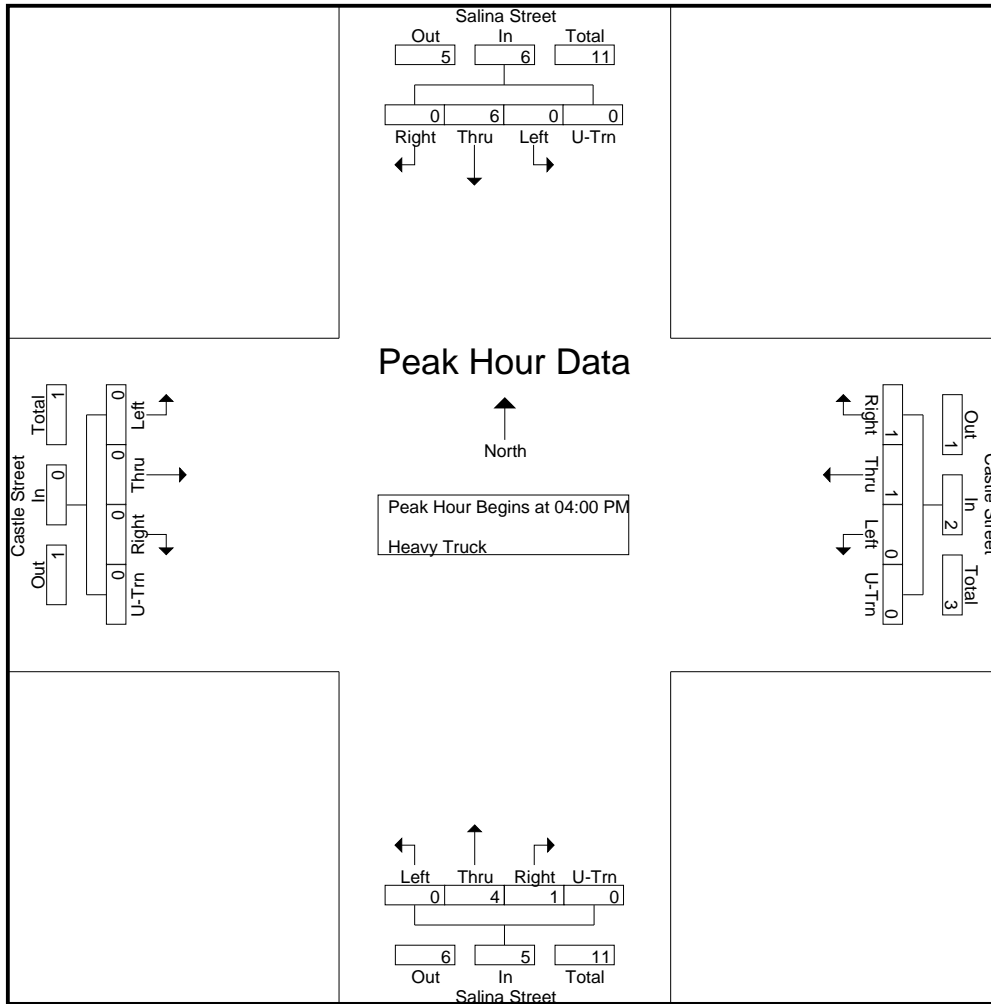
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Intersection of Salina Street
 and Castle Street
 Syracuse, New York

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File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 4

Start Time	Salina Street Southbound					Castle Street Westbound					Salina Street Northbound					Castle Street Eastbound					Int. Total
	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	Left	Thru	Right	U-Trn	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
04:45 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	6	0	0	6	0	1	1	0	2	0	4	1	0	5	0	0	0	0	0	0
% App. Total	0	100	0	0		0	50	50	0		0	80	20	0		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.250	.250	.000	.500	.000	.500	.250	.000	.625	.000	.000	.000	.000	.000	.813



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Intersection of Salina Street
 and Castle Street
 Syracuse, New York

(800) 583-8411

File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 1

Groups Printed- Pedestrian

Start Time	Salina Street Southbound					Castle Street Westbound					Salina Street Northbound					Castle Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
07:30 AM	0	0	0	4	4	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	8
07:45 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	7
Total	0	0	0	6	6	0	0	0	6	6	0	0	0	3	3	0	0	0	1	1	16
08:00 AM	0	0	0	1	1	0	0	0	4	4	0	0	0	4	4	0	0	0	5	5	14
08:15 AM	0	0	0	3	3	0	0	0	4	4	0	0	0	2	2	0	0	0	0	0	9
08:30 AM	0	0	0	3	3	0	0	0	3	3	0	0	0	3	3	0	0	0	1	1	10
08:45 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	4
Total	0	0	0	8	8	0	0	0	12	12	0	0	0	11	11	0	0	0	6	6	37
*** BREAK ***																					
04:00 PM	0	0	0	1	1	0	0	0	4	4	0	0	0	2	2	0	0	0	0	0	7
04:15 PM	0	0	0	1	1	0	0	0	3	3	0	0	0	3	3	0	0	0	3	3	10
04:30 PM	0	0	0	1	1	0	0	0	4	4	0	0	0	1	1	0	0	0	0	0	6
04:45 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	5
Total	0	0	0	5	5	0	0	0	13	13	0	0	0	7	7	0	0	0	3	3	28
05:00 PM	0	0	0	1	1	0	0	0	5	5	0	0	0	2	2	0	0	0	5	5	13
05:15 PM	0	0	0	0	0	0	0	0	5	5	0	0	0	2	2	0	0	0	3	3	10
05:30 PM	0	0	0	3	3	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	1	1	6
Total	0	0	0	4	4	0	0	0	16	16	0	0	0	5	5	0	0	0	9	9	34
Grand Total	0	0	0	23	23	0	0	0	47	47	0	0	0	26	26	0	0	0	19	19	115
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	20	20	0	0	0	40.9	40.9	0	0	0	22.6	22.6	0	0	0	16.5	16.5	

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Intersection of Salina Street
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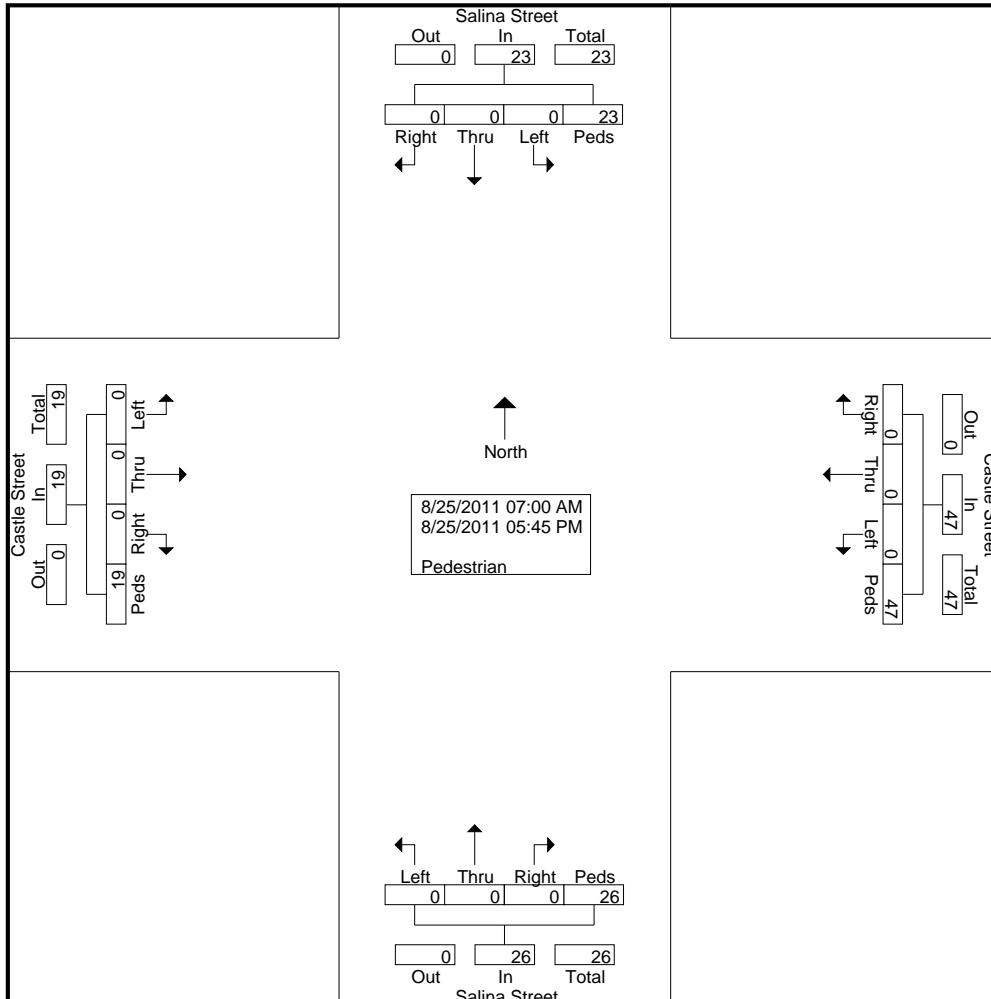
(800) 583-8411

File Name : Salina Street & Castle Street

Site Code : 00000000

Start Date : 8/25/2011

Page No : 2



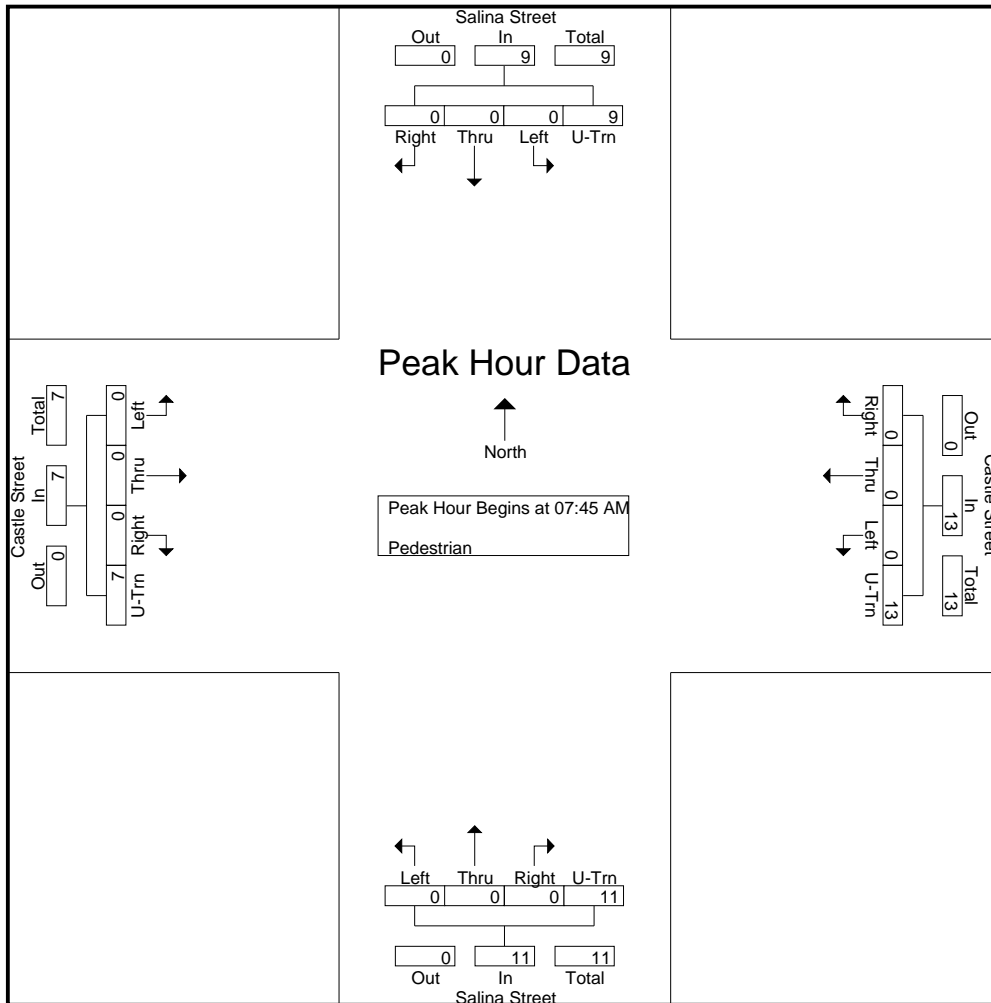
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Intersection of Salina Street
 and Castle Street
 Syracuse, New York

(800) 583-8411

File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 3

Start Time	Salina Street Southbound					Castle Street Westbound					Salina Street Northbound					Castle Street Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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	0	0	2	2	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	7
08:00 AM	0	0	0	1	1	0	0	0	4	4	0	0	0	4	4	0	0	0	5	5	14
08:15 AM	0	0	0	3	3	0	0	0	4	4	0	0	0	2	2	0	0	0	0	0	9
08:30 AM	0	0	0	3	3	0	0	0	3	3	0	0	0	3	3	0	0	0	1	1	10
Total Volume	0	0	0	9	9	0	0	0	13	13	0	0	0	11	11	0	0	0	7	7	40
% App. Total	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.750	.750	.000	.000	.000	.813	.813	.000	.000	.000	.688	.688	.000	.000	.000	.350	.350	.714



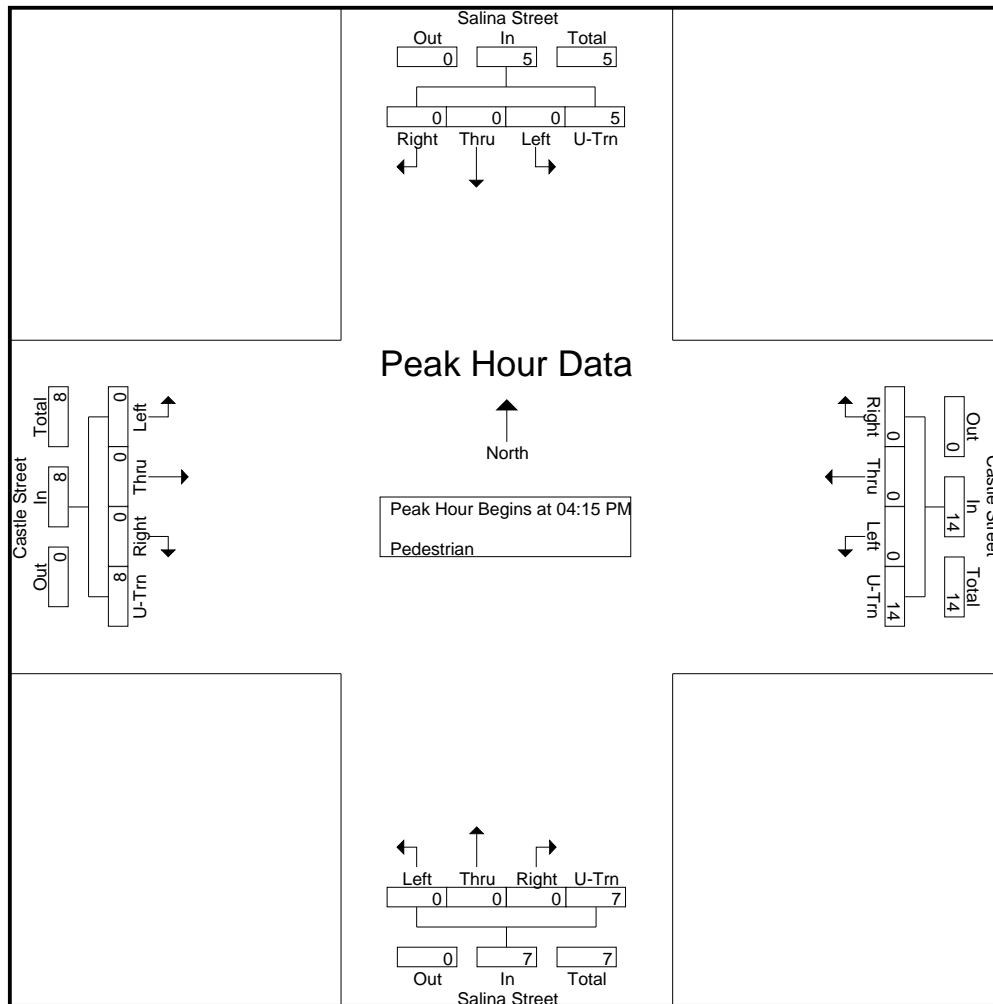
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Intersection of Salina Street
 and Castle Street
 Syracuse, New York

(800) 583-8411

File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 4

Start Time	Salina Street Southbound					Castle Street Westbound					Salina Street Northbound					Castle Street Eastbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:15 PM																						
04:15 PM	0	0	0	1	1	0	0	0	3	3	0	0	0	3	3	0	0	0	3	3	0	10
04:30 PM	0	0	0	1	1	0	0	0	4	4	0	0	0	1	1	0	0	0	0	0	0	6
04:45 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	5
05:00 PM	0	0	0	1	1	0	0	0	5	5	0	0	0	2	2	0	0	0	5	5	0	13
Total Volume	0	0	0	5	5	0	0	0	14	14	0	0	0	7	7	0	0	0	8	8	0	34
% App. Total	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		0	
PHF	.000	.000	.000	.625	.625	.000	.000	.000	.700	.700	.000	.000	.000	.583	.583	.000	.000	.000	.400	.400		.654





Syracuse Metropolitan Transportation Council

126 N. Salina St.
 Syracuse, NY 13202
 T: (315) 422-5716
www.smctmpo.org

Intersection of Salina Street
 and Castle Street
 Syracuse, New York

File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 1

Groups Printed- Passenger Car - Bus - Heavy Truck

Start Time	Salina Street Southbound Approach					Castle Street Westbound Approach					Salina Street Northbound Approach					Castle Street Eastbound Approach					Int. Total
	Right	Thru	Left	U-Trn	App. Total	Right	Thru	Left	U-Trn	App. Total	Right	Thru	Left	U-Trn	App. Total	Right	Thru	Left	U-Trn	App. Total	
07:00 AM	3	12	1	0	16	1	13	5	0	19	5	19	0	0	24	1	24	3	0	28	87
07:15 AM	4	35	7	0	46	2	8	3	0	13	6	55	5	0	66	6	31	3	0	40	165
07:30 AM	3	37	5	0	45	4	8	7	0	19	9	70	5	0	84	3	39	4	0	46	194
07:45 AM	3	57	7	0	67	0	17	4	0	21	10	77	5	0	92	3	42	8	0	53	233
Total	13	141	20	0	174	7	46	19	0	72	30	221	15	0	266	13	136	18	0	167	679
08:00 AM	4	54	4	0	62	2	7	6	0	15	6	87	3	0	96	1	23	6	0	30	203
08:15 AM	1	54	4	0	59	2	14	5	0	21	8	84	11	0	103	3	36	11	0	50	233
08:30 AM	6	45	2	0	53	3	11	7	0	21	6	85	7	0	98	2	21	7	0	30	202
08:45 AM	3	38	1	0	42	2	9	4	0	15	5	78	5	0	88	3	19	6	0	28	173
Total	14	191	11	0	216	9	41	22	0	72	25	334	26	0	385	9	99	30	0	138	811
*** BREAK ***																					
04:00 PM	9	86	1	0	96	6	38	18	0	62	9	75	9	0	93	4	14	9	0	27	278
04:15 PM	9	85	5	0	99	6	42	20	0	68	7	84	6	0	97	6	26	7	0	39	303
04:30 PM	14	114	4	0	132	7	37	25	0	69	9	71	14	0	94	5	20	10	0	35	330
04:45 PM	7	86	3	0	96	9	43	22	0	74	14	83	7	0	104	4	14	2	0	20	294
Total	39	371	13	0	423	28	160	85	0	273	39	313	36	0	388	19	74	28	0	121	1205
05:00 PM	13	92	5	0	110	5	27	23	0	55	8	68	7	0	83	7	21	7	0	35	283
05:15 PM	10	80	6	0	96	1	48	19	0	68	4	84	15	0	103	4	23	3	0	30	297
05:30 PM	9	99	0	0	108	2	33	14	0	49	6	73	8	0	87	7	22	7	0	36	280
05:45 PM	8	83	3	0	94	4	24	13	0	41	10	82	7	0	99	4	21	6	0	31	265
Total	40	354	14	0	408	12	132	69	0	213	28	307	37	0	372	22	87	23	0	132	1125
Grand Total	106	1057	58	0	1221	56	379	195	0	630	122	1175	114	0	1411	63	396	99	0	558	3820
Apprch %	8.7	86.6	4.8	0		8.9	60.2	31	0		8.6	83.3	8.1	0		11.3	71	17.7	0		
Total %	2.8	27.7	1.5	0	32	1.5	9.9	5.1	0	16.5	3.2	30.8	3	0	36.9	1.6	10.4	2.6	0	14.6	
Passenger Car	104	1016	57	0	1177	52	368	194	0	614	120	1126	112	0	1358	56	389	98	0	543	3692
% Passenger Car	98.1	96.1	98.3	0	96.4	92.9	97.1	99.5	0	97.5	98.4	95.8	98.2	0	96.2	88.9	98.2	99	0	97.3	96.6
Bus	1	34	1	0	36	3	10	1	0	14	1	42	2	0	45	6	7	0	0	13	108
% Bus	0.9	3.2	1.7	0	2.9	5.4	2.6	0.5	0	2.2	0.8	3.6	1.8	0	3.2	9.5	1.8	0	0	2.3	2.8
Heavy Truck	1	7	0	0	8	1	1	0	0	2	1	7	0	0	8	1	0	1	0	2	20
% Heavy Truck	0.9	0.7	0	0	0.7	1.8	0.3	0	0	0.3	0.8	0.6	0	0	0.6	1.6	0	1	0	0.4	0.5

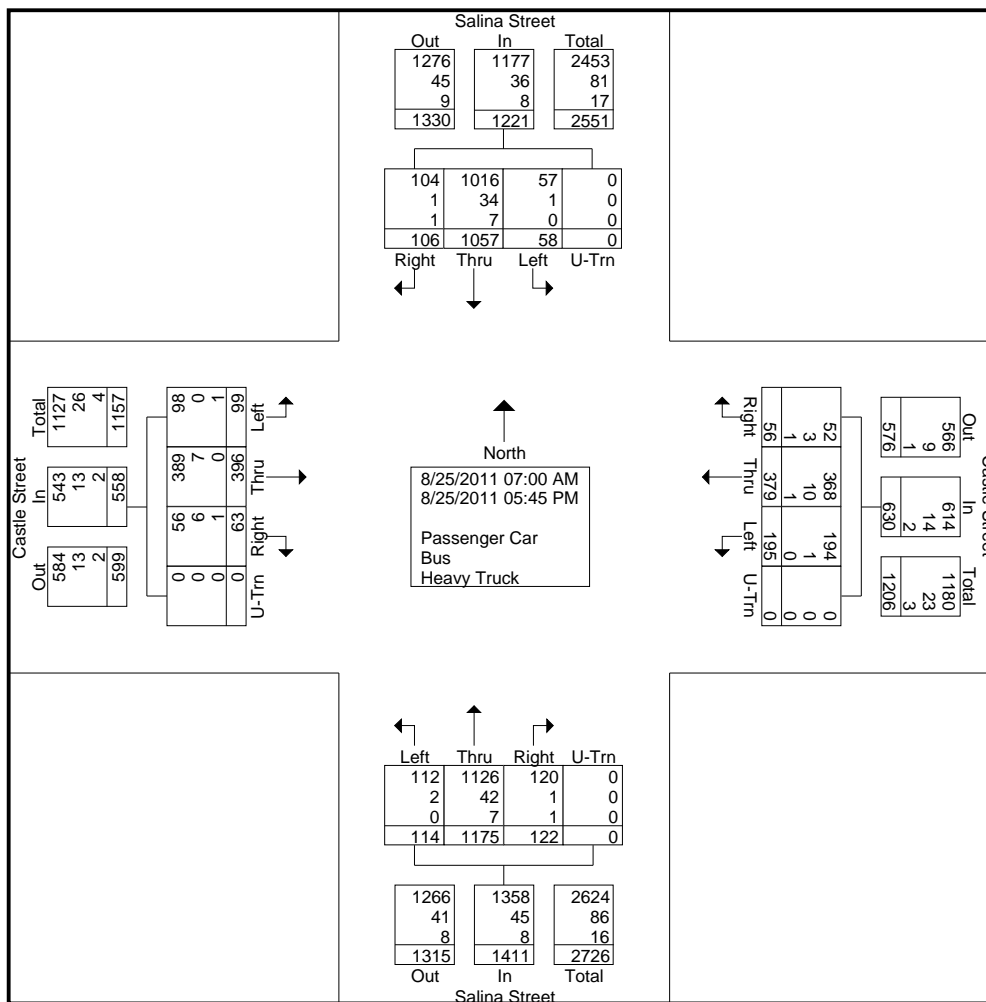


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Intersection of Salina Street
 and Castle Street
 Syracuse, New York

File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 2





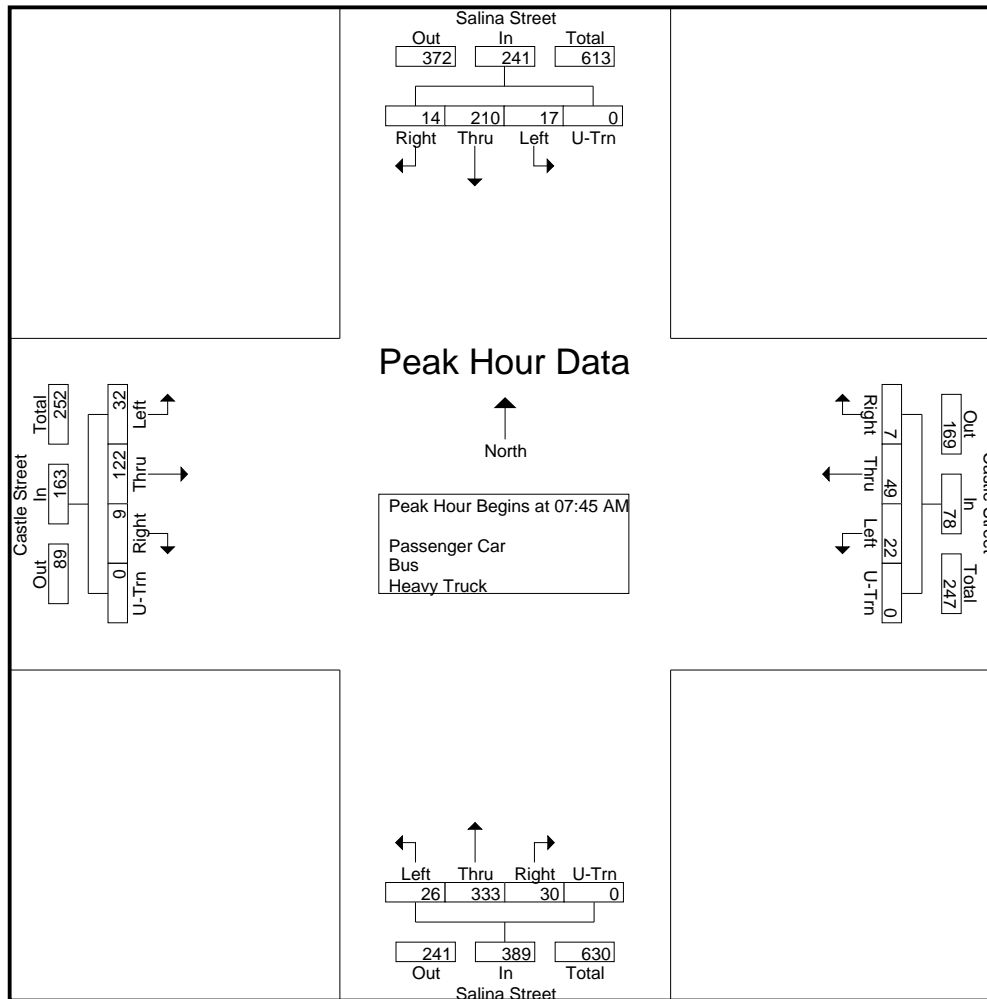
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 and Castle Street
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File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 3

Start Time	Salina Street Southbound Approach					Castle Street Westbound Approach					Salina Street Northbound Approach					Castle Street Eastbound Approach					Int. Total
	Right	Thru	Left	U-Trn	App. Total	Right	Thru	Left	U-Trn	App. Total	Right	Thru	Left	U-Trn	App. Total	Right	Thru	Left	U-Trn	App. 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	3	57	7	0	67	0	17	4	0	21	10	77	5	0	92	3	42	8	0	53	233
08:00 AM	4	54	4	0	62	2	7	6	0	15	6	87	3	0	96	1	23	6	0	30	203
08:15 AM	1	54	4	0	59	2	14	5	0	21	8	84	11	0	103	3	36	11	0	50	233
08:30 AM	6	45	2	0	53	3	11	7	0	21	6	85	7	0	98	2	21	7	0	30	202
Total Volume	14	210	17	0	241	7	49	22	0	78	30	333	26	0	389	9	122	32	0	163	871
% App. Total	5.8	87.1	7.1	0		9	62.8	28.2	0		7.7	85.6	6.7	0		5.5	74.8	19.6	0		
PHF	.583	.921	.607	.000	.899	.583	.721	.786	.000	.929	.750	.957	.591	.000	.944	.750	.726	.727	.000	.769	.935





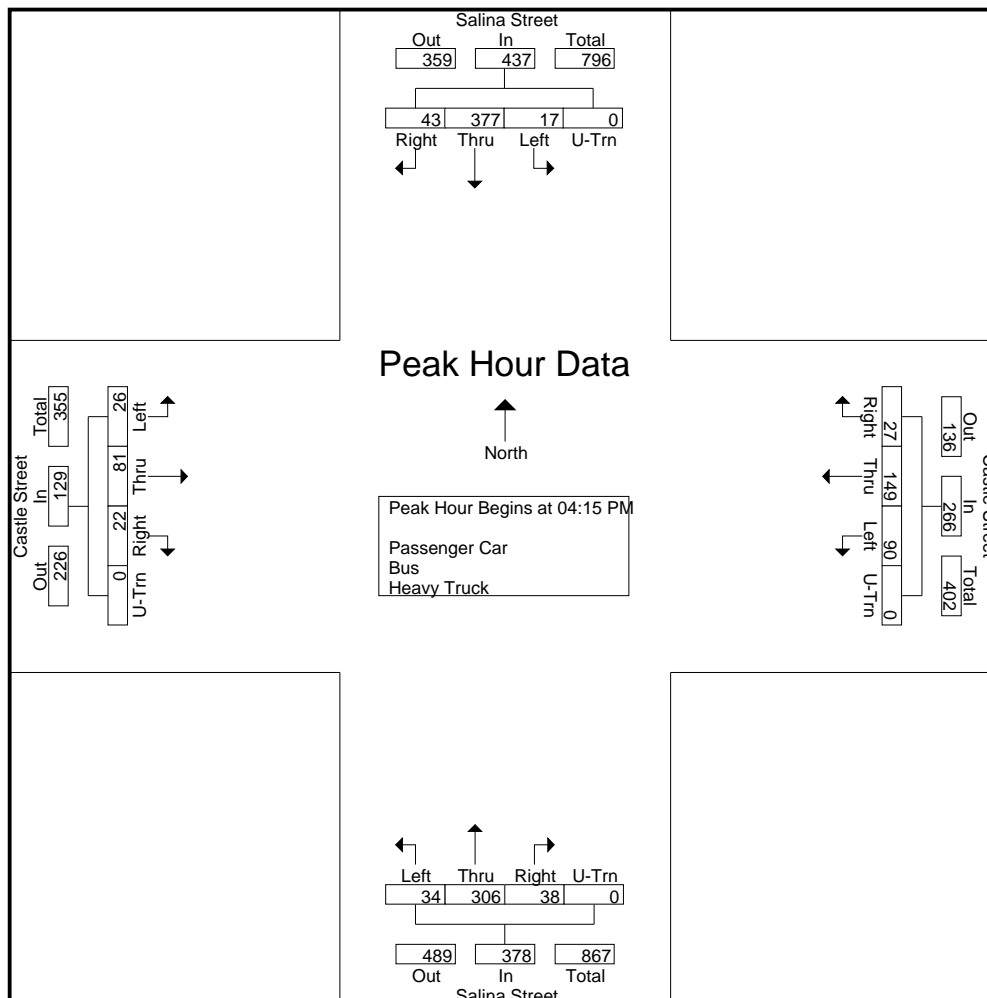
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Intersection of Salina Street
 and Castle Street
 Syracuse, New York

File Name : Salina Street & Castle Street
 Site Code : 00000000
 Start Date : 8/25/2011
 Page No : 4

Start Time	Salina Street Southbound Approach					Castle Street Westbound Approach					Salina Street Northbound Approach					Castle Street Eastbound Approach					Int. Total
	Right	Thru	Left	U-Trn	App. Total	Right	Thru	Left	U-Trn	App. Total	Right	Thru	Left	U-Trn	App. Total	Right	Thru	Left	U-Trn	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	9	85	5	0	99	6	42	20	0	68	7	84	6	0	97	6	26	7	0	39	303
04:30 PM	14	114	4	0	132	7	37	25	0	69	9	71	14	0	94	5	20	10	0	35	330
04:45 PM	7	86	3	0	96	9	43	22	0	74	14	83	7	0	104	4	14	2	0	20	294
05:00 PM	13	92	5	0	110	5	27	23	0	55	8	68	7	0	83	7	21	7	0	35	283
Total Volume	43	377	17	0	437	27	149	90	0	266	38	306	34	0	378	22	81	26	0	129	1210
% App. Total	9.8	86.3	3.9	0		10.2	56	33.8	0		10.1	81	9	0		17.1	62.8	20.2	0		
PHF	.768	.827	.850	.000	.828	.750	.866	.900	.000	.899	.679	.911	.607	.000	.909	.786	.779	.650	.000	.827	.917





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 Counters: KK (AM); AJM (PM)
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File Name : Salina_Colvin_11_15_11_MERGED3
 Site Code : 11151101
 Start Date : 11/15/2011
 Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	E. Colvin Street Eastbound Approach					E. Colvin Street Westbound Approach					S. Salina Street Northbound Approach					S. Salina Street Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	6	9	7	5	27	3	56	34	1	94	15	32	4	0	51	172
07:15 AM	0	0	0	0	0	5	20	3	3	31	4	64	64	11	143	23	25	9	0	57	231
07:30 AM	0	0	0	0	0	12	31	9	3	55	3	80	71	9	163	26	40	5	2	73	291
07:45 AM	0	0	0	0	0	15	36	15	2	68	9	75	70	16	170	26	42	6	1	75	313
Total	0	0	0	0	0	38	96	34	13	181	19	275	239	37	570	90	139	24	3	256	1007
08:00 AM	0	0	0	0	0	12	22	7	2	43	7	104	64	11	186	18	41	8	0	67	296
08:15 AM	0	0	0	0	0	10	19	27	1	57	10	98	68	8	184	18	39	10	1	68	309
08:30 AM	0	0	0	0	0	12	32	14	4	62	9	79	56	14	158	22	51	8	2	83	303
08:45 AM	0	0	0	0	0	11	25	8	1	45	4	68	45	3	120	34	46	7	0	87	252
Total	0	0	0	0	0	45	98	56	8	207	30	349	233	36	648	92	177	33	3	305	1160
*** BREAK ***																					
04:00 PM	0	0	0	0	0	13	26	10	2	51	21	68	73	3	165	25	85	19	1	130	346
04:15 PM	0	0	0	0	0	16	24	9	1	50	19	85	64	14	182	20	87	21	1	129	361
04:30 PM	0	0	1	1	2	16	39	13	1	69	7	75	71	10	163	27	101	20	6	154	388
04:45 PM	0	0	0	0	0	19	37	14	3	73	15	81	62	7	165	26	104	17	1	148	386
Total	0	0	1	1	2	64	126	46	7	243	62	309	270	34	675	98	377	77	9	561	1481
05:00 PM	0	0	0	0	0	17	40	15	3	75	18	82	53	5	158	28	91	13	1	133	366
05:15 PM	0	0	0	0	0	10	45	8	1	64	8	90	47	6	151	45	99	15	0	159	374
05:30 PM	0	0	0	0	0	23	25	11	4	63	12	84	48	12	156	34	80	11	0	125	344
05:45 PM	0	0	0	0	0	11	33	14	0	58	8	83	62	11	164	22	86	13	1	122	344
Total	0	0	0	0	0	61	143	48	8	260	46	339	210	34	629	129	356	52	2	539	1428
Grand Total	0	0	1	1	2	208	463	184	36	891	157	1272	952	141	2522	409	1049	186	17	1661	5076
Apprch %	0	0	50	50		23.3	52	20.7	4		6.2	50.4	37.7	5.6		24.6	63.2	11.2	1		
Total %	0	0	0	0	0	4.1	9.1	3.6	0.7	17.6	3.1	25.1	18.8	2.8	49.7	8.1	20.7	3.7	0.3	32.7	
Cars	0	0	1	1	2	191	445	165	35	836	148	1210	913	140	2411	370	1002	178	17	1567	4816
% Cars	0	0	100	100	100	91.8	96.1	89.7	97.2	93.8	94.3	95.1	95.9	99.3	95.6	90.5	95.5	95.7	100	94.3	94.9
Heavy Vehicles	0	0	0	0	0	17	18	19	1	55	9	62	39	1	111	39	47	8	0	94	260
% Heavy Vehicles	0	0	0	0	0	8.2	3.9	10.3	2.8	6.2	5.7	4.9	4.1	0.7	4.4	9.5	4.5	4.3	0	5.7	5.1

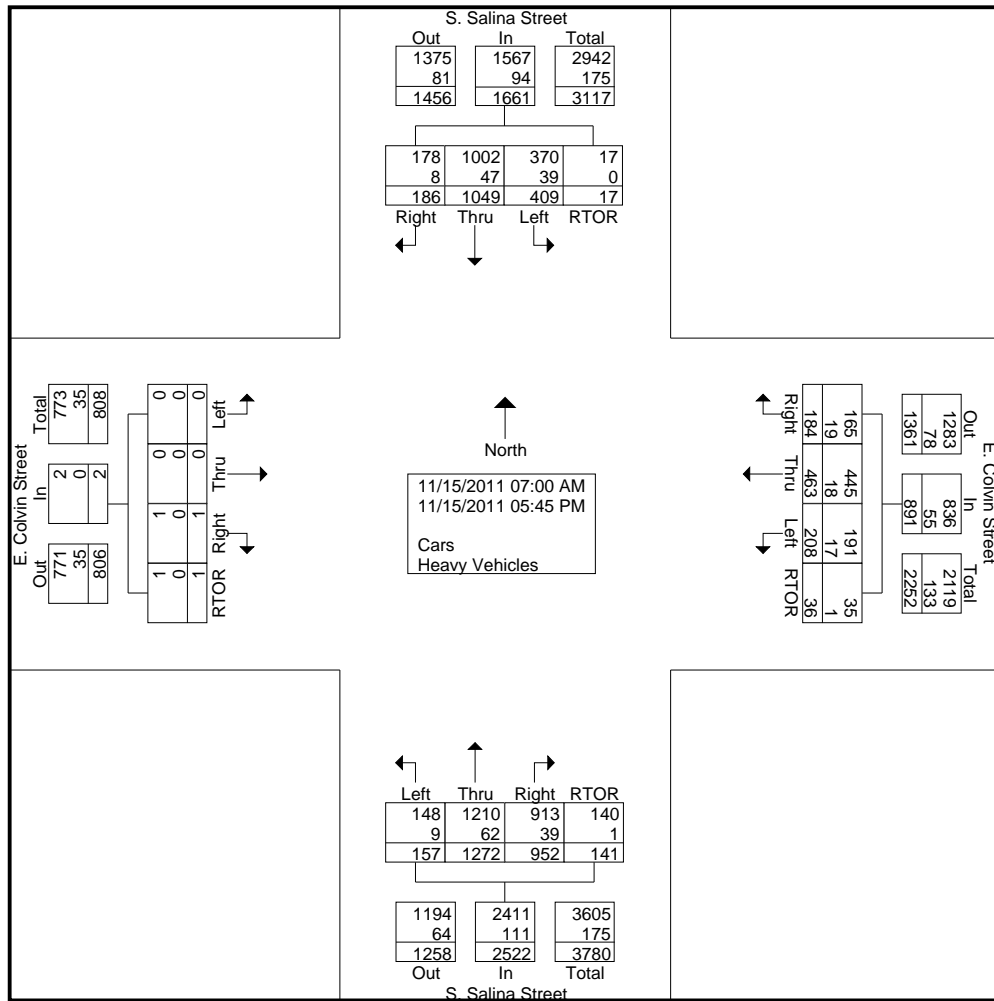


Syracuse Metropolitan Transportation Council

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City of Syracuse
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 Counters: KK (AM); AJM (PM)
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File Name : Salina_Colvin_11_15_11_MERGED3
 Site Code : 11151101
 Start Date : 11/15/2011
 Page No : 2





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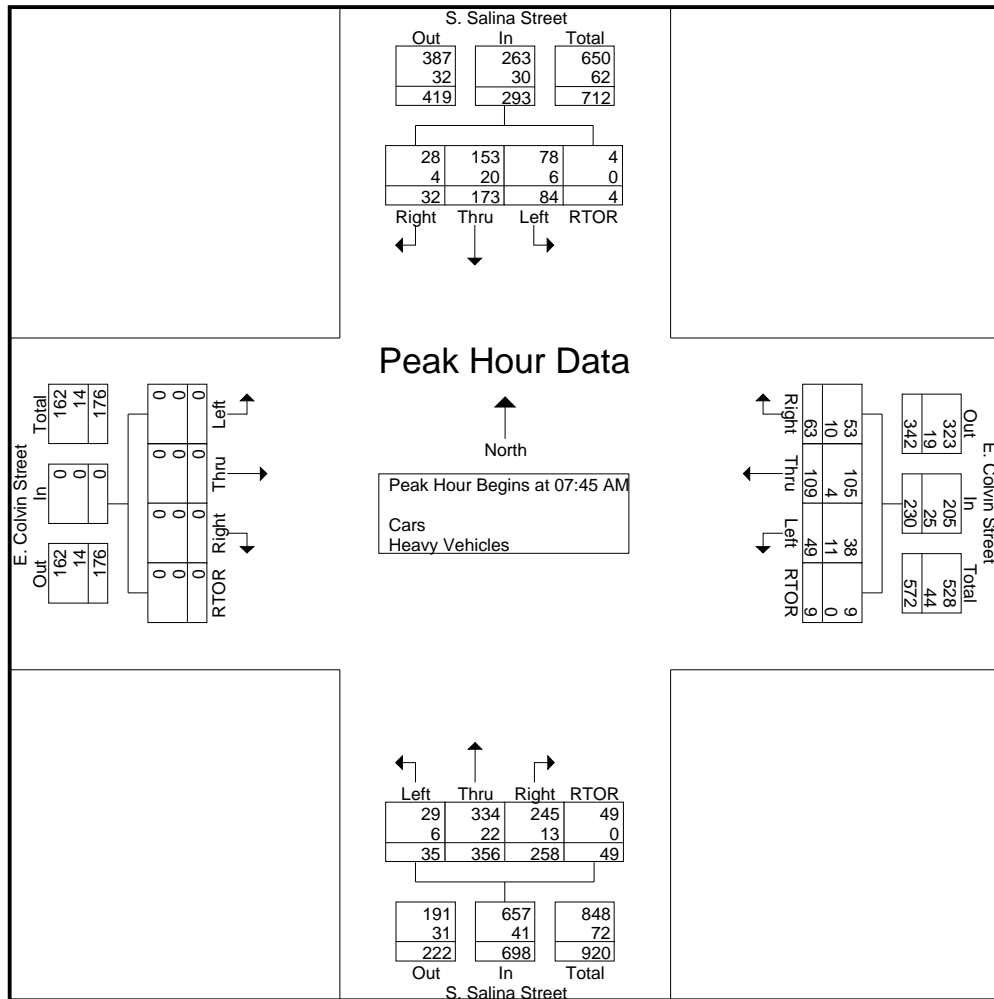
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Site Code : 11151101
Start Date : 11/15/2011
Page No : 3

Start Time	E. Colvin Street Eastbound Approach					E. Colvin Street Westbound Approach					S. Salina Street Northbound Approach					S. Salina Street Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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	0	0	0	0	15	36	15	2	68	9	75	70	16	170	26	42	6	1	75	313
08:00 AM	0	0	0	0	0	12	22	7	2	43	7	104	64	11	186	18	41	8	0	67	296
08:15 AM	0	0	0	0	0	10	19	27	1	57	10	98	68	8	184	18	39	10	1	68	309
08:30 AM	0	0	0	0	0	12	32	14	4	62	9	79	56	14	158	22	51	8	2	83	303
Total Volume	0	0	0	0	0	49	109	63	9	230	35	356	258	49	698	84	173	32	4	293	1221
% App. Total	0	0	0	0	0	21.3	47.4	27.4	3.9		5	51	37	7		28.7	59	10.9	1.4		
PHF	.000	.000	.000	.000	.000	.817	.757	.583	.563	.846	.875	.856	.921	.766	.938	.808	.848	.800	.500	.883	.975
Cars	0	0	0	0	0	38	105	53	9	205	29	334	245	49	657	78	153	28	4	263	1125
% Cars	0	0	0	0	0	77.6	96.3	84.1	100	89.1	82.9	93.8	95.0	100	94.1	92.9	88.4	87.5	100	89.8	92.1
Heavy Vehicles	0	0	0	0	0	22.4	3.7	15.9	0	10.9	17.1	6.2	5.0	0	5.9	7.1	11.6	12.5	0	10.2	7.9





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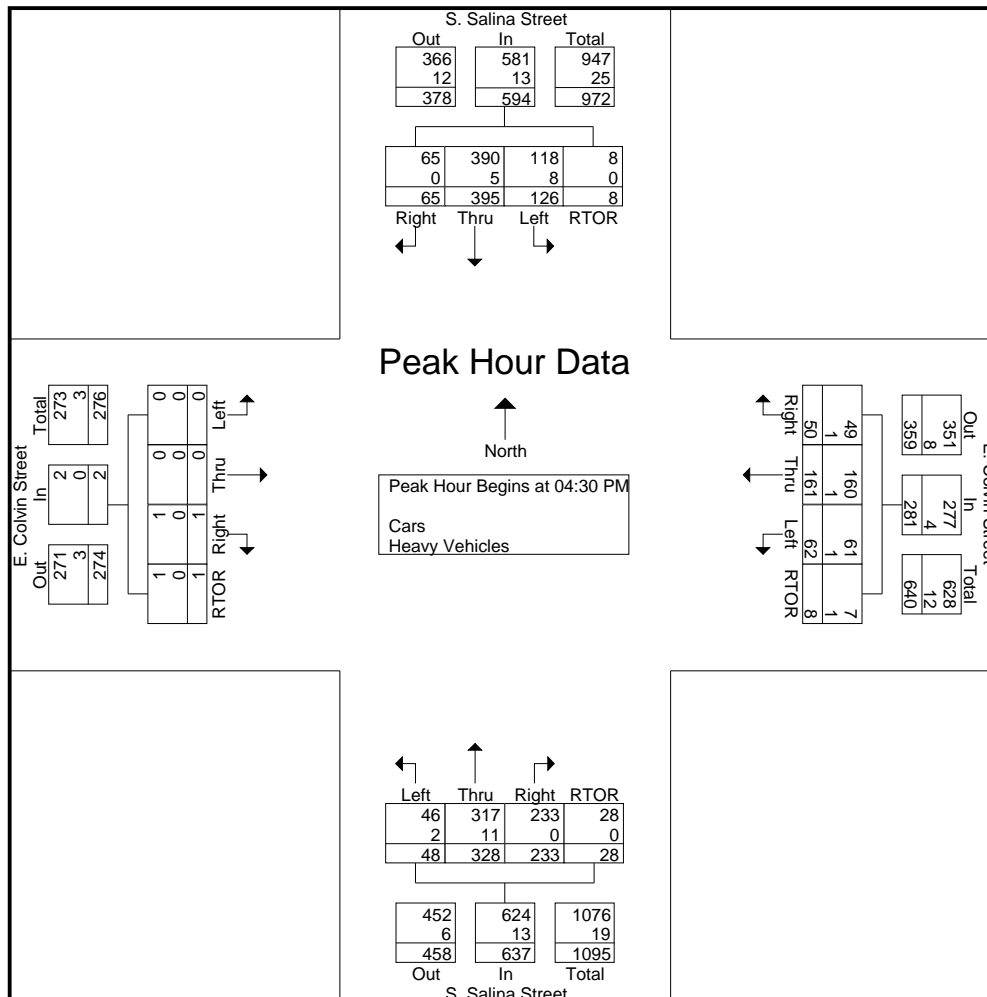
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Site Code : 11151101
Start Date : 11/15/2011
Page No : 4

Start Time	E. Colvin Street Eastbound Approach					E. Colvin Street Westbound Approach					S. Salina Street Northbound Approach					S. Salina Street Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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	0	1	1	2	16	39	13	1	69	7	75	71	10	163	27	101	20	6	154	388
04:45 PM	0	0	0	0	0	19	37	14	3	73	15	81	62	7	165	26	104	17	1	148	386
05:00 PM	0	0	0	0	0	17	40	15	3	75	18	82	53	5	158	28	91	13	1	133	366
05:15 PM	0	0	0	0	0	10	45	8	1	64	8	90	47	6	151	45	99	15	0	159	374
Total Volume	0	0	1	1	2	62	161	50	8	281	48	328	233	28	637	126	395	65	8	594	1514
% App. Total	0	0	50	50		22.1	57.3	17.8	2.8		7.5	51.5	36.6	4.4		21.2	66.5	10.9	1.3		
PHF	.000	.000	.250	.250	.250	.816	.894	.833	.667	.937	.667	.911	.820	.700	.965	.700	.950	.813	.333	.934	.976
Cars	0	0	1	1	2	61	160	49	7	277	46	317	233	28	624	118	390	65	8	581	1484
% Cars	0	0	100	100	100	98.4	99.4	98.0	87.5	98.6	95.8	96.6	100	100	98.0	93.7	98.7	100	100	97.8	98.0
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	1.6	0.6	2.0	12.5	1.4	4.2	3.4	0	0	2.0	6.3	1.3	0	0	2.2	2.0





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 Site Code : 11151101
 Start Date : 11/15/2011
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	E. Colvin Street Eastbound Approach					E. Colvin Street Westbound Approach					S. Salina Street Northbound Approach					S. Salina Street Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	2	3	1	0	6	1	3	4	0	8	5	7	2	0	14	
07:15 AM	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	5	4	1	0	10	
07:30 AM	0	0	0	0	0	0	4	2	0	6	0	5	8	0	13	3	2	0	0	5	
07:45 AM	0	0	0	0	0	4	1	1	0	6	0	5	3	0	8	1	6	0	0	7	
Total	0	0	0	0	0	6	12	4	0	22	1	17	15	0	33	14	19	3	0	36	91
08:00 AM	0	0	0	0	0	4	0	1	0	5	1	4	1	0	6	0	3	1	0	4	
08:15 AM	0	0	0	0	0	3	2	7	0	12	3	8	6	0	17	1	6	2	0	9	
08:30 AM	0	0	0	0	0	0	1	1	0	2	2	5	3	0	10	4	5	1	0	10	
08:45 AM	0	0	0	0	0	1	2	2	0	5	0	4	4	0	8	3	3	1	0	7	
Total	0	0	0	0	0	8	5	11	0	24	6	21	14	0	41	8	17	5	0	30	95
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	1	0	2	0	7	8	0	15	2	3	0	0	5	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	2	3	0	0	5	
04:30 PM	0	0	0	0	0	0	1	0	0	1	2	2	0	0	4	2	3	0	0	5	
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	4	1	0	0	5	
Total	0	0	0	0	0	2	1	1	0	4	2	16	9	0	27	10	10	0	0	20	51
05:00 PM	0	0	0	0	0	0	0	1	1	2	0	3	0	0	3	2	0	0	0	2	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	
05:30 PM	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	3	0	0	0	3	
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	3	1	1	5	2	0	0	0	2	
Total	0	0	0	0	0	1	0	3	1	5	0	8	1	1	10	7	1	0	0	8	23
Grand Total	0	0	0	0	0	17	18	19	1	55	9	62	39	1	111	39	47	8	0	94	260
Apprch %	0	0	0	0	0	30.9	32.7	34.5	1.8		8.1	55.9	35.1	0.9		41.5	50	8.5	0		
Total %	0	0	0	0	0	6.5	6.9	7.3	0.4	21.2	3.5	23.8	15	0.4	42.7	15	18.1	3.1	0	36.2	



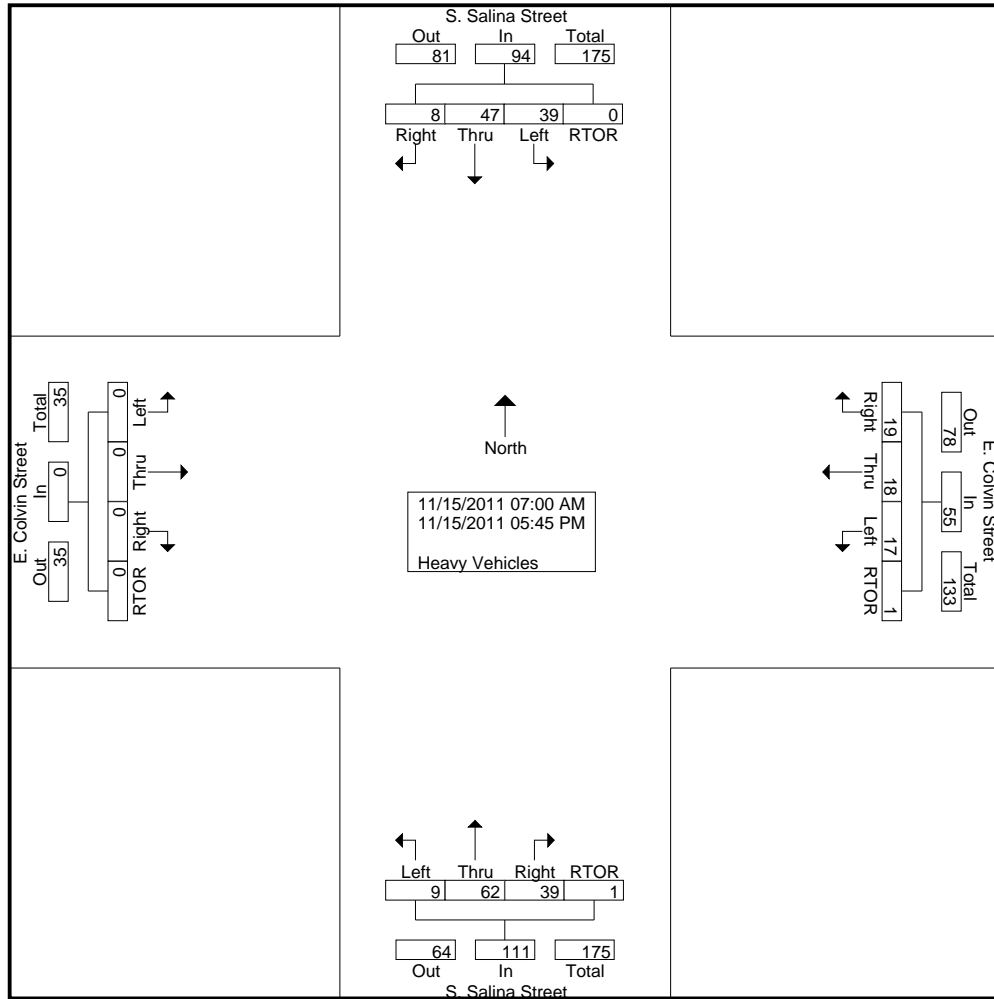
Syracuse Metropolitan Transportation Council

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City of Syracuse
S. Salina Street / E. Colvin Street
Counters: KK (AM); AJM (PM)
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File Name : Salina_Colvin_11_15_11_MERGED3
Site Code : 11151101
Start Date : 11/15/2011
Page No : 2





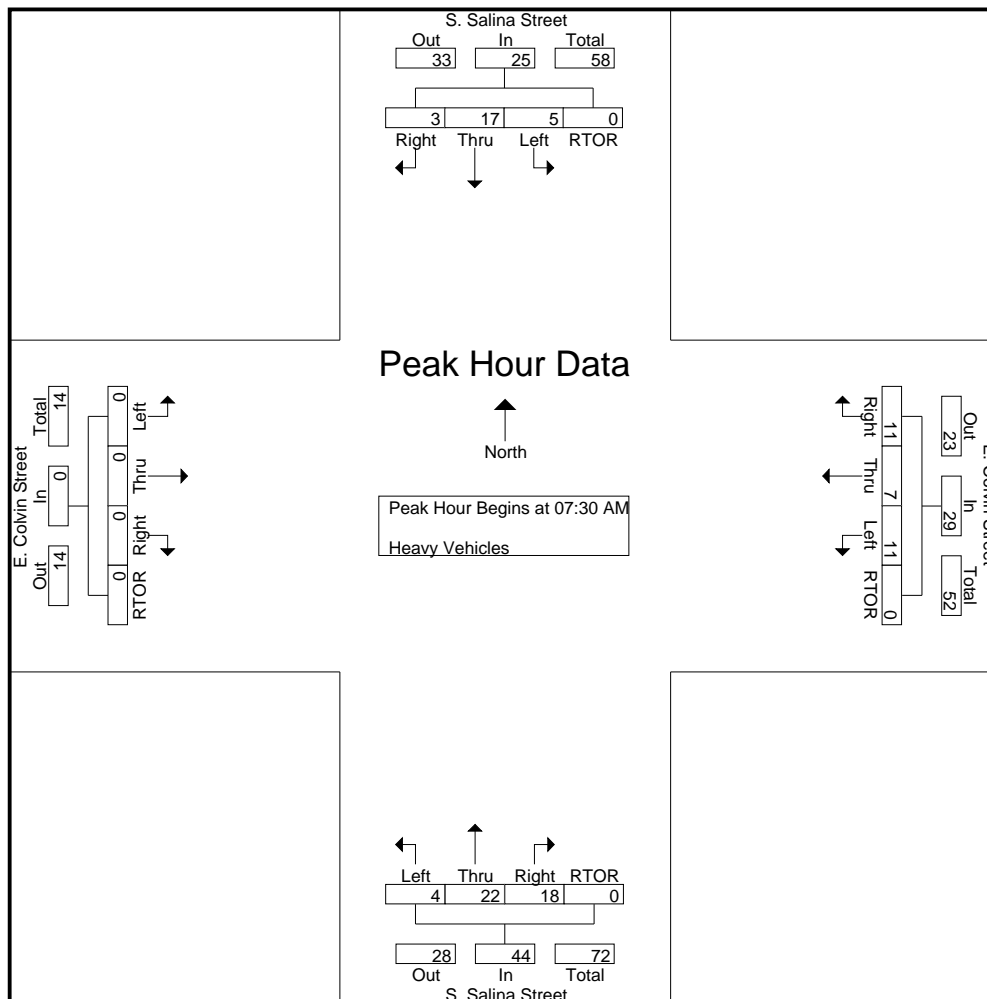
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File Name : Salina_Colvin_11_15_11_MERGED3
 Site Code : 11151101
 Start Date : 11/15/2011
 Page No : 3

Start Time	E. Colvin Street Eastbound Approach					E. Colvin Street Westbound Approach					S. Salina Street Northbound Approach					S. Salina Street Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	4	2	0	6	0	5	8	0	13	3	2	0	0	5	24
07:45 AM	0	0	0	0	0	4	1	1	0	6	0	5	3	0	8	1	6	0	0	7	21
08:00 AM	0	0	0	0	0	4	0	1	0	5	1	4	1	0	6	0	3	1	0	4	15
08:15 AM	0	0	0	0	0	3	2	7	0	12	3	8	6	0	17	1	6	2	0	9	38
Total Volume	0	0	0	0	0	11	7	11	0	29	4	22	18	0	44	5	17	3	0	25	98
% App. Total	0	0	0	0	0	37.9	24.1	37.9	0	60.4	9.1	50	40.9	0	64.7	20	68	12	0	69.4	64.5
PHF	.000	.000	.000	.000	.000	.688	.438	.393	.000	.604	.333	.688	.563	.000	.647	.417	.708	.375	.000	.694	.645





Syracuse Metropolitan Transportation Council

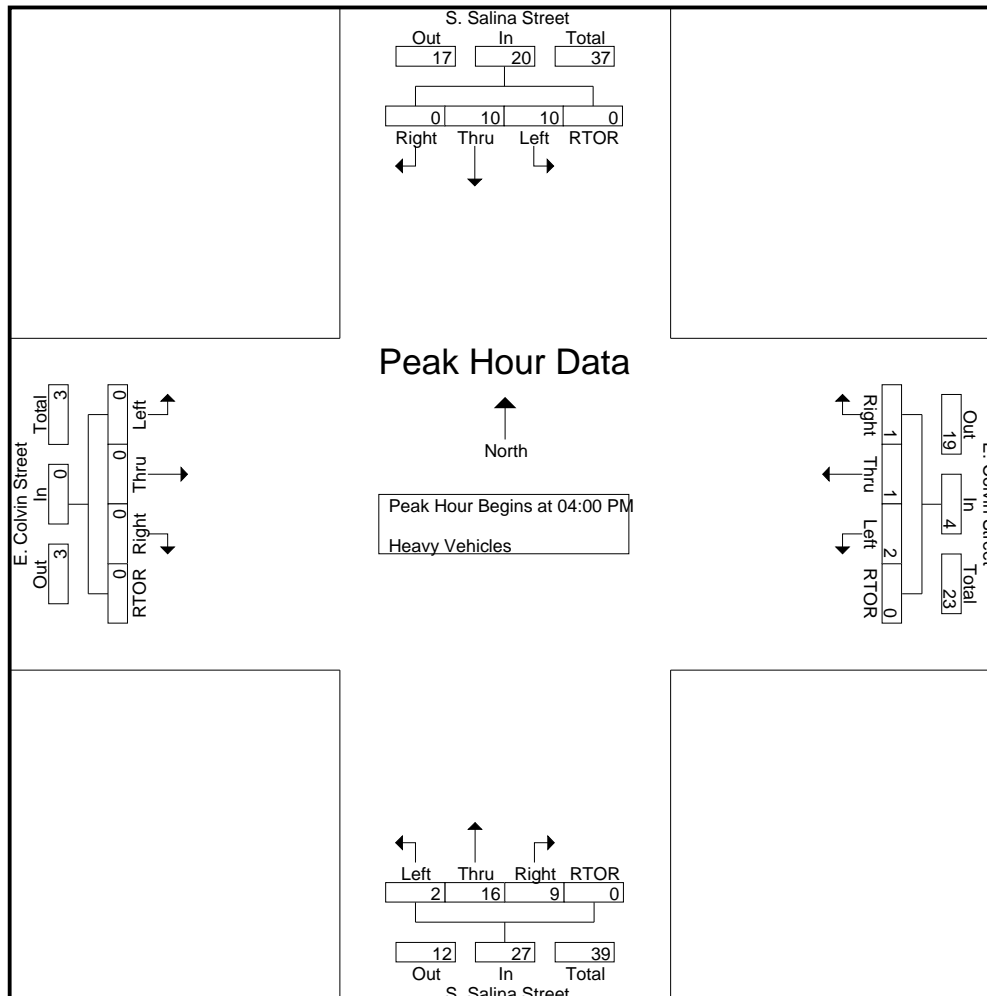
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File Name : Salina_Colvin_11_15_11_MERGED3
 Site Code : 11151101
 Start Date : 11/15/2011
 Page No : 4

Start Time	E. Colvin Street Eastbound Approach					E. Colvin Street Westbound Approach					S. Salina Street Northbound Approach					S. Salina Street Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	2	0	7	8	0	15	2	3	0	0	5	22
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	2	3	0	0	5	8
04:30 PM	0	0	0	0	0	0	1	0	0	1	2	2	0	0	4	2	3	0	0	5	10
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	4	1	0	0	5	11
Total Volume	0	0	0	0	0	2	1	1	0	4	2	16	9	0	27	10	10	0	0	20	51
% App. Total	0	0	0	0	0	.50	.25	.25	0	.50	7.4	59.3	33.3	0		50	50	0	0		
PHF	.000	.000	.000	.000	.000	.500	.250	.250	.000	.500	.250	.571	.281	.000	.450	.625	.833	.000	.000	1.000	.580

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM





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 Site Code : 11151101
 Start Date : 11/15/2011
 Page No : 1

Groups Printed- Bike Peds

Start Time	E. Colvin Street Eastbound Approach					E. Colvin Street Westbound Approach					S. Salina Street Northbound Approach					S. Salina Street Southbound Approach					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	3	3	0	1	0	0	1	0	0	0	2	2	2	6
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	1	1	1	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	1	1	3	5	9	9
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	2	0	0	0	3	3	0	3	1	4	8	0	1	1	6	8	8	21
08:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	1	0	1	0	0	0	1	1	4	4
08:15 AM	0	0	0	2	2	0	0	0	5	5	0	0	0	2	2	0	0	0	8	8	17	17
08:30 AM	0	0	0	1	1	1	0	0	2	3	0	1	1	1	3	0	0	0	0	0	7	7
08:45 AM	0	0	0	5	5	0	0	0	3	3	0	1	0	0	1	0	0	0	4	4	13	13
Total	0	0	0	9	9	1	0	0	11	12	0	2	2	3	7	0	0	0	13	13	41	41
*** BREAK ***																						
04:00 PM	0	0	0	7	7	0	0	0	14	14	0	1	0	0	1	0	0	0	1	1	23	23
04:15 PM	0	0	0	12	12	0	1	0	7	8	0	0	0	1	1	0	1	0	12	13	34	34
04:30 PM	1	0	0	5	6	0	0	0	17	17	0	1	0	3	4	0	2	0	6	8	35	35
04:45 PM	0	1	0	5	6	0	0	0	6	6	0	0	0	4	4	0	1	1	0	2	18	18
Total	1	1	0	29	31	0	1	0	44	45	0	2	0	8	10	0	4	1	19	24	110	110
05:00 PM	0	1	0	3	4	0	0	1	6	7	0	4	0	1	5	1	1	1	1	4	20	20
05:15 PM	3	0	0	7	10	0	0	1	5	6	1	0	0	1	2	0	2	0	5	7	25	25
05:30 PM	0	0	0	2	2	0	0	0	6	6	0	1	0	0	1	0	2	0	6	8	17	17
05:45 PM	0	0	0	2	2	0	0	0	3	3	0	0	0	6	6	0	1	0	0	1	12	12
Total	3	1	0	14	18	0	0	2	20	22	1	5	0	8	14	1	6	1	12	20	74	74
Grand Total	5	2	0	53	60	1	1	2	78	82	1	12	3	23	39	1	11	3	50	65	246	246
Apprch %	8.3	3.3	0	88.3		1.2	1.2	2.4	95.1		2.6	30.8	7.7	59		1.5	16.9	4.6	76.9			
Total %	2	0.8	0	21.5	24.4	0.4	0.4	0.8	31.7	33.3	0.4	4.9	1.2	9.3	15.9	0.4	4.5	1.2	20.3	26.4		



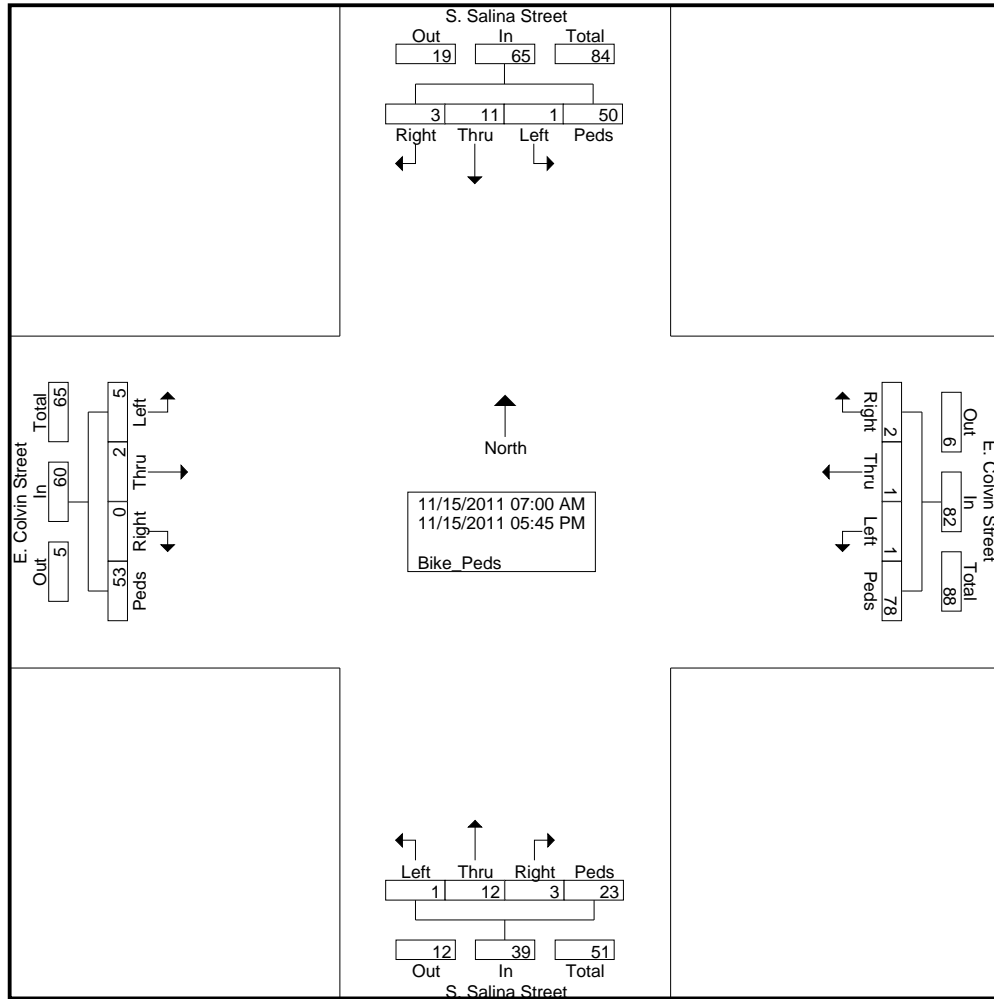
Syracuse Metropolitan Transportation Council

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File Name : Salina_Colvin_11_15_11_MERGED3
Site Code : 11151101
Start Date : 11/15/2011
Page No : 2



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C/Syracuse, Onondaga County
S Salina St./Seneca Tpke.
Counter Initials: EH, MA
Accident at 5:18 PM

File Name : 55000012_All_for SIA
Site Code : 55000012
Start Date : 6/24/2010
Page No : 1

Groups Printed- Cars - Heavy Vehicles

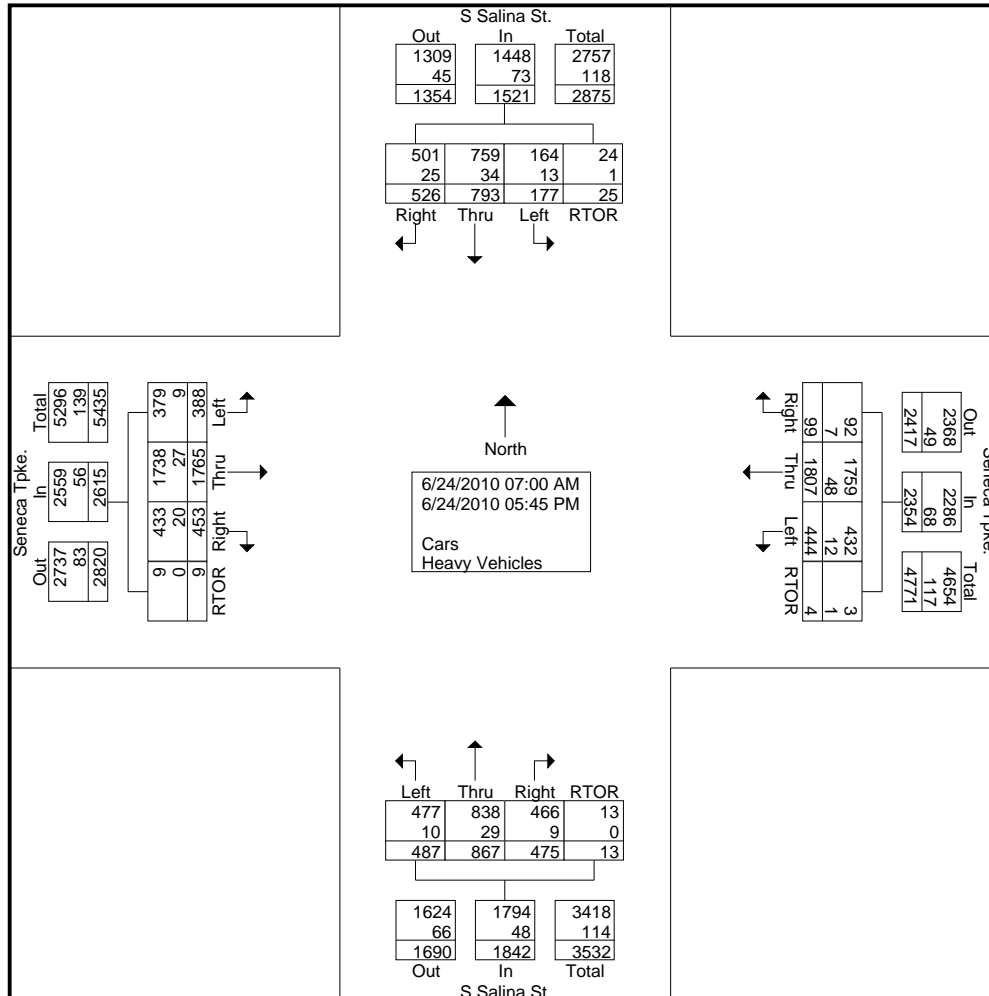
Start Time	Seneca Tpke. Eastbound					Seneca Tpke. Westbound					S Salina St. Northbound					S Salina St. Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	16	97	9	1	123	20	61	5	0	86	23	40	18	1	82	5	22	11	3	41	332
07:15 AM	27	128	24	0	179	19	73	9	1	102	28	41	29	3	101	7	25	18	2	52	434
07:30 AM	16	135	38	0	189	28	120	6	0	154	27	77	51	0	155	4	36	30	0	70	568
07:45 AM	31	158	28	0	217	14	118	4	0	136	29	53	33	0	115	6	36	20	1	63	531
Total	90	518	99	1	708	81	372	24	1	478	107	211	131	4	453	22	119	79	6	226	1865
08:00 AM	21	107	18	1	147	15	97	8	0	120	31	69	31	0	131	8	29	27	0	64	462
08:15 AM	22	105	23	2	152	12	75	7	0	94	26	34	26	1	87	5	34	22	1	62	395
08:30 AM	19	87	18	0	124	16	86	7	1	110	24	48	37	0	109	14	37	18	0	69	412
08:45 AM	24	100	18	0	142	27	67	12	0	106	22	62	31	2	117	5	38	21	0	64	429
Total	86	399	77	3	565	70	325	34	1	430	103	213	125	3	444	32	138	88	1	259	1698
*** BREAK ***																					
04:00 PM	20	113	38	1	172	39	134	8	0	181	36	55	27	2	120	16	67	34	5	122	595
04:15 PM	26	107	28	1	162	57	153	5	1	216	44	54	28	0	126	15	68	39	5	127	631
04:30 PM	30	118	34	0	182	57	149	8	0	214	35	59	31	2	127	17	63	45	2	127	650
04:45 PM	20	130	37	0	187	43	162	6	0	211	36	48	24	1	109	19	71	47	1	138	645
Total	96	468	137	2	703	196	598	27	1	822	151	216	110	5	482	67	269	165	13	514	2521
05:00 PM	23	115	22	2	162	28	165	5	1	199	37	56	37	1	131	15	74	39	1	129	621
05:15 PM	40	95	26	0	161	26	108	4	0	138	30	46	27	0	103	17	62	34	1	114	516
05:30 PM	27	92	35	0	154	22	111	3	0	136	31	68	31	0	130	16	62	56	3	137	557
05:45 PM	26	78	57	1	162	21	128	2	0	151	28	57	14	0	99	8	69	65	0	142	554
Total	116	380	140	3	639	97	512	14	1	624	126	227	109	1	463	56	267	194	5	522	2248
Grand Total	388	1765	453	9	2615	444	1807	99	4	2354	487	867	475	13	1842	177	793	526	25	1521	8332
Apprch %	14.8	67.5	17.3	0.3		18.9	76.8	4.2	0.2		26.4	47.1	25.8	0.7		11.6	52.1	34.6	1.6		
Total %	4.7	21.2	5.4	0.1	31.4	5.3	21.7	1.2	0	28.3	5.8	10.4	5.7	0.2	22.1	2.1	9.5	6.3	0.3	18.3	
Cars	379	1738	433	9	2559	432	1759	92	3	2286	477	838	466	13	1794	164	759	501	24	1448	8087
% Cars	97.7	98.5	95.6	100	97.9	97.3	97.3	92.9	75	97.1	97.9	96.7	98.1	100	97.4	92.7	95.7	95.2	96	95.2	97.1
Heavy Vehicles	9	27	20	0	56	12	48	7	1	68	10	29	9	0	48	13	34	25	1	73	245
% Heavy Vehicles	2.3	1.5	4.4	0	2.1	2.7	2.7	7.1	25	2.9	2.1	3.3	1.9	0	2.6	7.3	4.3	4.8	4	4.8	2.9

Syracuse Metropolitan Transportation Council

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C/Syracuse, Onondaga County
 S Salina St./Seneca Tpke.
 Counter Initials: EH, MA
 Accident at 5:18 PM

File Name : 55000012_All_for SIA
 Site Code : 55000012
 Start Date : 6/24/2010
 Page No : 2



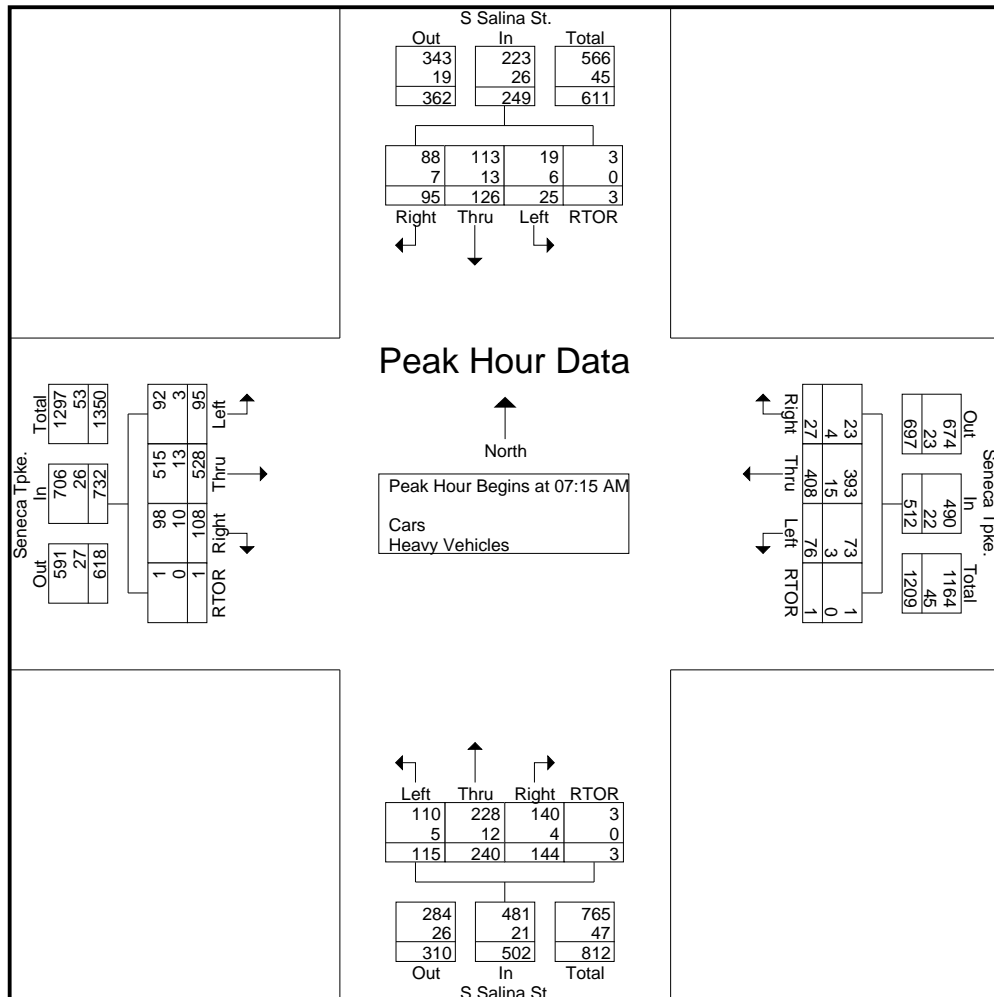
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Start Time	Seneca Tpke. Eastbound					Seneca Tpke. Westbound					S Salina St. Northbound					S Salina St. Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	27	128	24	0	179	19	73	9	1	102	28	41	29	3	101	7	25	18	2	52	434
07:30 AM	16	135	38	0	189	28	120	6	0	154	27	77	51	0	155	4	36	30	0	70	568
07:45 AM	31	158	28	0	217	14	118	4	0	136	29	53	33	0	115	6	36	20	1	63	531
08:00 AM	21	107	18	1	147	15	97	8	0	120	31	69	31	0	131	8	29	27	0	64	462
Total Volume	95	528	108	1	732	76	408	27	1	512	115	240	144	3	502	25	126	95	3	249	1995
% App. Total	13	72.1	14.8	0.1		14.8	79.7	5.3	0.2		22.9	47.8	28.7	0.6		10	50.6	38.2	1.2		
PHF	.766	.835	.711	.250	.843	.679	.850	.750	.250	.831	.927	.779	.706	.250	.810	.781	.875	.792	.375	.889	.878
Cars	92	515	98	1	706	73	393	23	1	490	110	228	140	3	481	19	113	88	3	223	1900
% Cars	96.8	97.5	90.7	100	96.4	96.1	96.3	85.2	100	95.7	95.7	95.0	97.2	100	95.8	76.0	89.7	92.6	100	89.6	95.2
Heavy Vehicles																					
% Heavy Vehicles	3.2	2.5	9.3	0	3.6	3.9	3.7	14.8	0	4.3	4.3	5.0	2.8	0	4.2	24.0	10.3	7.4	0	10.4	4.8



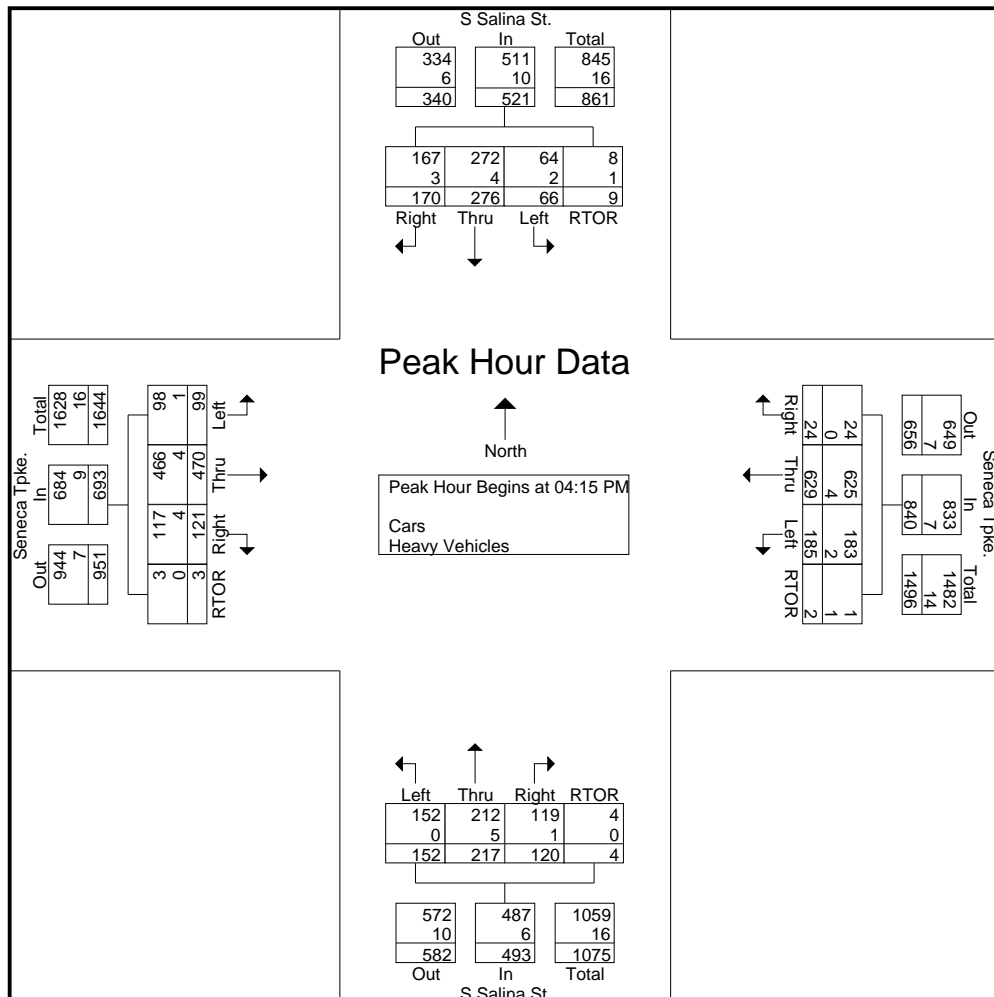
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	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	26	107	28	1	162	57	153	5	1	216	44	54	28	0	126	15	68	39	5	127	631
04:30 PM	30	118	34	0	182	57	149	8	0	214	35	59	31	2	127	17	63	45	2	127	650
04:45 PM	20	130	37	0	187	43	162	6	0	211	36	48	24	1	109	19	71	47	1	138	645
05:00 PM	23	115	22	2	162	28	165	5	1	199	37	56	37	1	131	15	74	39	1	129	621
Total Volume	99	470	121	3	693	185	629	24	2	840	152	217	120	4	493	66	276	170	9	521	2547
% App. Total	14.3	67.8	17.5	0.4		22	74.9	2.9	0.2		30.8	44	24.3	0.8		12.7	53	32.6	1.7		
PHF	.825	.904	.818	.375	.926	.811	.953	.750	.500	.972	.864	.919	.811	.500	.941	.868	.932	.904	.450	.944	.980
Cars	98	466	117	3	684	183	625	24	1	833	152	212	119	4	487	64	272	167	8	511	2515
% Cars	99.0	99.1	96.7	100	98.7	98.9	99.4	100	50.0	99.2	100	97.7	99.2	100	98.8	97.0	98.6	98.2	88.9	98.1	98.7
Heavy Vehicles																					
% Heavy Vehicles	1.0	0.9	3.3	0	1.3	1.1	0.6	0	50.0	0.8	0	2.3	0.8	0	1.2	3.0	1.4	1.8	11.1	1.9	1.3



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Groups Printed- Heavy Vehicles

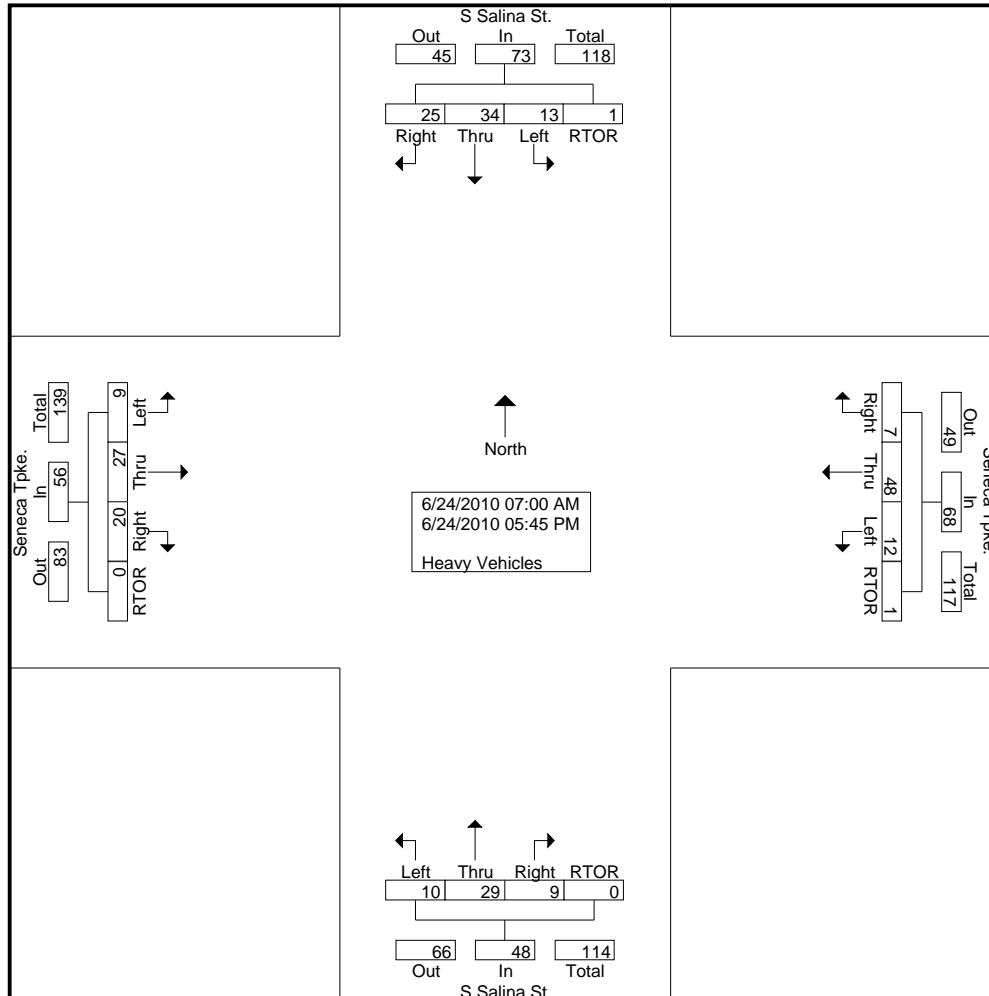
Start Time	Seneca Tpke. Eastbound					Seneca Tpke. Westbound					S Salina St. Northbound					S Salina St. Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	2	1	0	4	3	7	1	0	11	2	1	0	0	3	2	5	2	0	9	27
07:15 AM	0	2	5	0	7	0	1	2	0	3	3	4	0	0	7	4	4	1	0	9	26
07:30 AM	1	3	4	0	8	3	6	1	0	10	1	6	3	0	10	0	3	1	0	4	32
07:45 AM	1	3	1	0	5	0	4	0	0	4	0	1	1	0	2	1	4	3	0	8	19
Total	3	10	11	0	24	6	18	4	0	28	6	12	4	0	22	7	16	7	0	30	104
08:00 AM	1	5	0	0	6	0	4	1	0	5	1	1	0	0	2	1	2	2	0	5	18
08:15 AM	0	4	2	0	6	2	6	0	0	8	1	1	1	0	3	0	2	3	0	5	22
08:30 AM	3	1	2	0	6	1	3	1	0	5	0	4	2	0	6	2	4	5	0	11	28
08:45 AM	0	0	0	0	0	1	12	1	0	14	2	2	1	0	5	0	1	2	0	3	22
Total	4	10	4	0	18	4	25	3	0	32	4	8	4	0	16	3	9	12	0	24	90
*** BREAK ***																					
04:00 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	7
04:15 PM	0	2	1	0	3	0	0	0	0	0	0	2	1	0	3	1	1	2	0	4	10
04:30 PM	1	0	0	0	1	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	7
04:45 PM	0	2	3	0	5	2	1	0	0	3	0	0	0	0	0	1	1	1	0	3	11
Total	2	5	4	0	11	2	5	0	0	7	0	4	1	0	5	3	5	4	0	12	35
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	1	0	1	2	4
05:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	6
*** BREAK ***																					
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	6
Total	0	2	1	0	3	0	0	0	1	1	0	5	0	0	5	0	4	2	1	7	16
Grand Total	9	27	20	0	56	12	48	7	1	68	10	29	9	0	48	13	34	25	1	73	245
Apprch %	16.1	48.2	35.7	0		17.6	70.6	10.3	1.5		20.8	60.4	18.8	0		17.8	46.6	34.2	1.4		
Total %	3.7	11	8.2	0	22.9	4.9	19.6	2.9	0.4	27.8	4.1	11.8	3.7	0	19.6	5.3	13.9	10.2	0.4	29.8	

Syracuse Metropolitan Transportation Council

126 N. Salina Street
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C/Syracuse, Onondaga County
 S Salina St./Seneca Tpke.
 Counter Initials: EH, MA
 Accident at 5:18 PM

File Name : 55000012_All_for SIA
 Site Code : 55000012
 Start Date : 6/24/2010
 Page No : 2



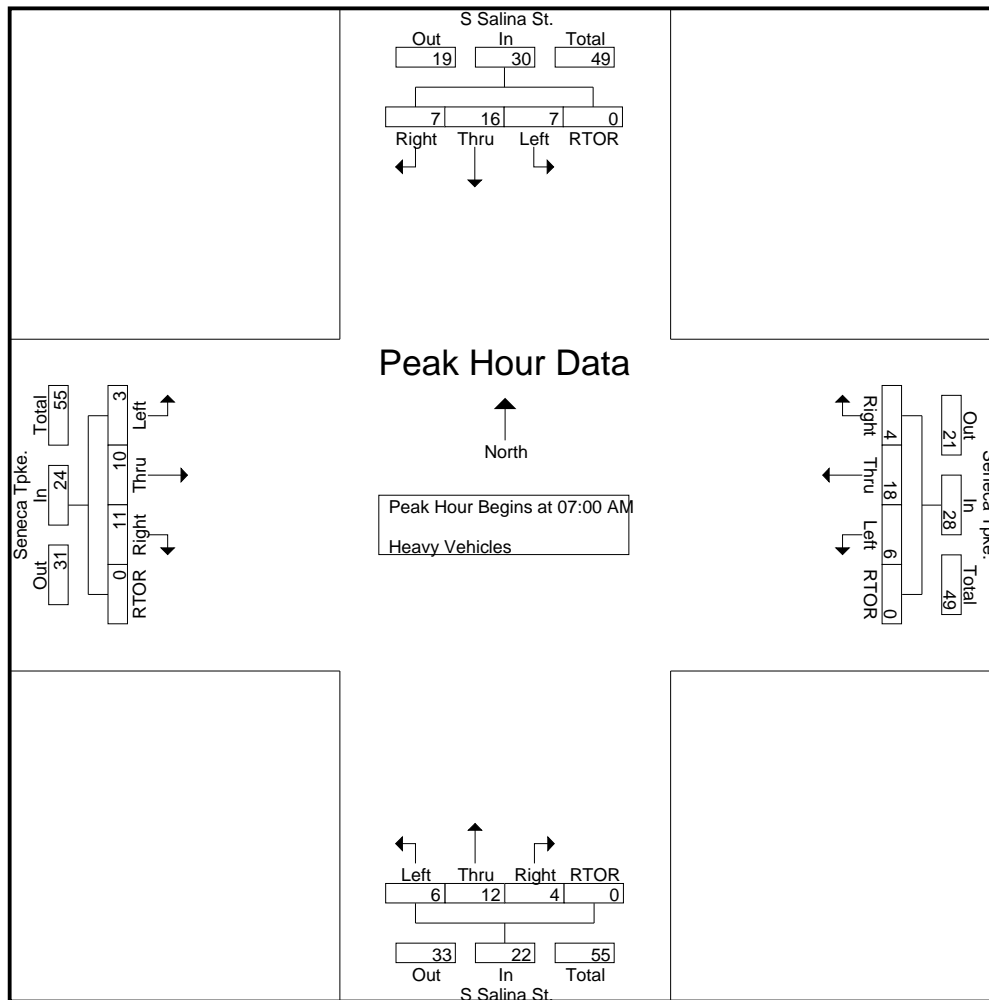
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Counter Initials: EH, MA
Accident at 5:18 PM

File Name : 55000012_All_for SIA
Site Code : 55000012
Start Date : 6/24/2010
Page No : 3

Start Time	Seneca Tpke. Eastbound					Seneca Tpke. Westbound					S Salina St. Northbound					S Salina St. Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	2	1	0	4	3	7	1	0	11	2	1	0	0	3	2	5	2	0	9	27
07:15 AM	0	2	5	0	7	0	1	2	0	3	3	4	0	0	7	4	4	1	0	9	26
07:30 AM	1	3	4	0	8	3	6	1	0	10	1	6	3	0	10	0	3	1	0	4	32
07:45 AM	1	3	1	0	5	0	4	0	0	4	0	1	1	0	2	1	4	3	0	8	19
Total Volume	3	10	11	0	24	6	18	4	0	28	6	12	4	0	22	7	16	7	0	30	104
% App. Total	12.5	41.7	45.8	0		21.4	64.3	14.3	0		27.3	54.5	18.2	0		23.3	53.3	23.3	0		
PHF	.750	.833	.550	.000	.750	.500	.643	.500	.000	.636	.500	.500	.333	.000	.550	.438	.800	.583	.000	.833	.813



Syracuse Metropolitan Transportation Council

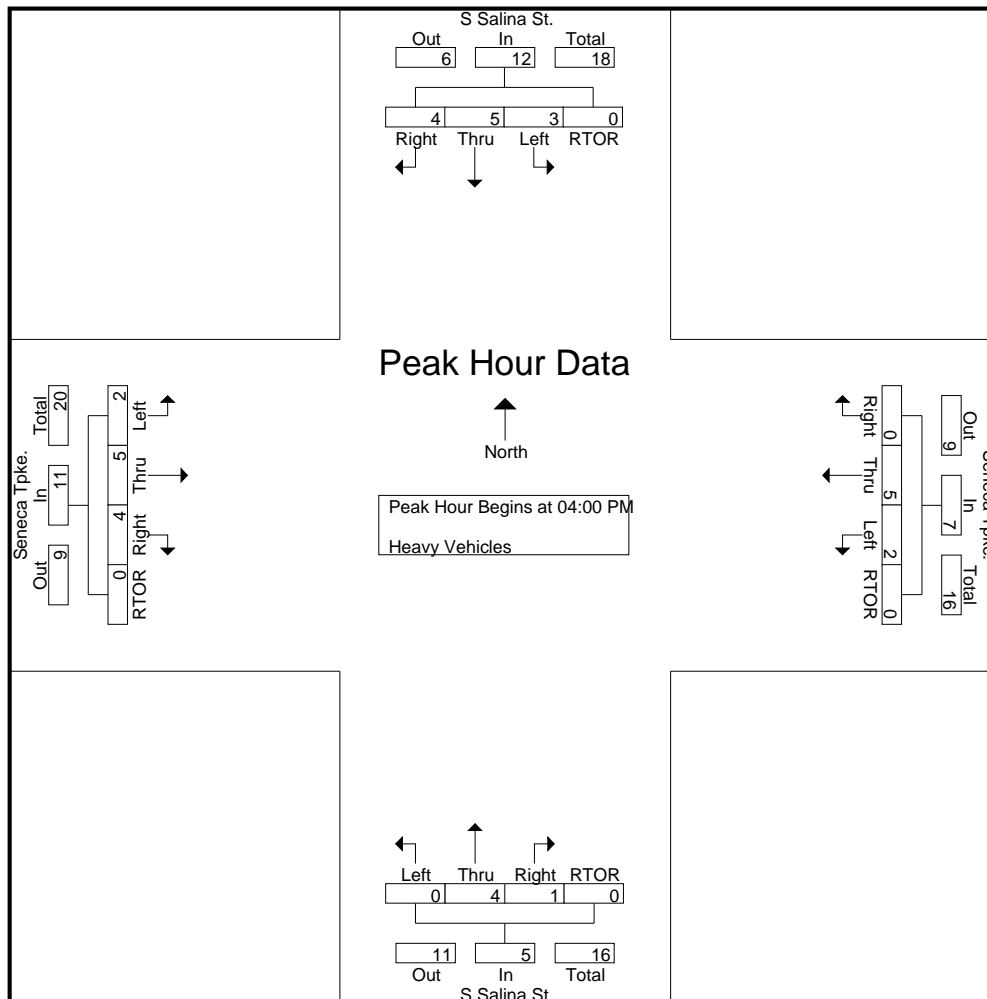
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S Salina St./Seneca Tpke.
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Accident at 5:18 PM

File Name : 55000012_All_for SIA
Site Code : 55000012
Start Date : 6/24/2010
Page No : 4

Start Time	Seneca Tpke. Eastbound					Seneca Tpke. Westbound					S Salina St. Northbound					S Salina St. Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:00 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	7
04:15 PM	0	2	1	0	3	0	0	0	0	0	0	2	1	0	3	1	1	2	0	4	10
04:30 PM	1	0	0	0	1	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	7
04:45 PM	0	2	3	0	5	2	1	0	0	3	0	0	0	0	0	1	1	1	0	3	11
Total Volume	2	5	4	0	11	2	5	0	0	7	0	4	1	0	5	3	5	4	0	12	35
% App. Total	18.2	45.5	36.4	0		28.6	71.4	0	0		0	80	20	0		25	41.7	33.3	0		
PHF	.500	.625	.333	.000	.550	.250	.417	.000	.000	.583	.000	.500	.250	.000	.417	.750	.625	.500	.000	.750	.795

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM



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Counter Initials: EH, MA
Accident at 5:18 PM

File Name : 55000012_All_for SIA
Site Code : 55000012
Start Date : 6/24/2010
Page No : 1

Groups Printed- Bicycles/Peds

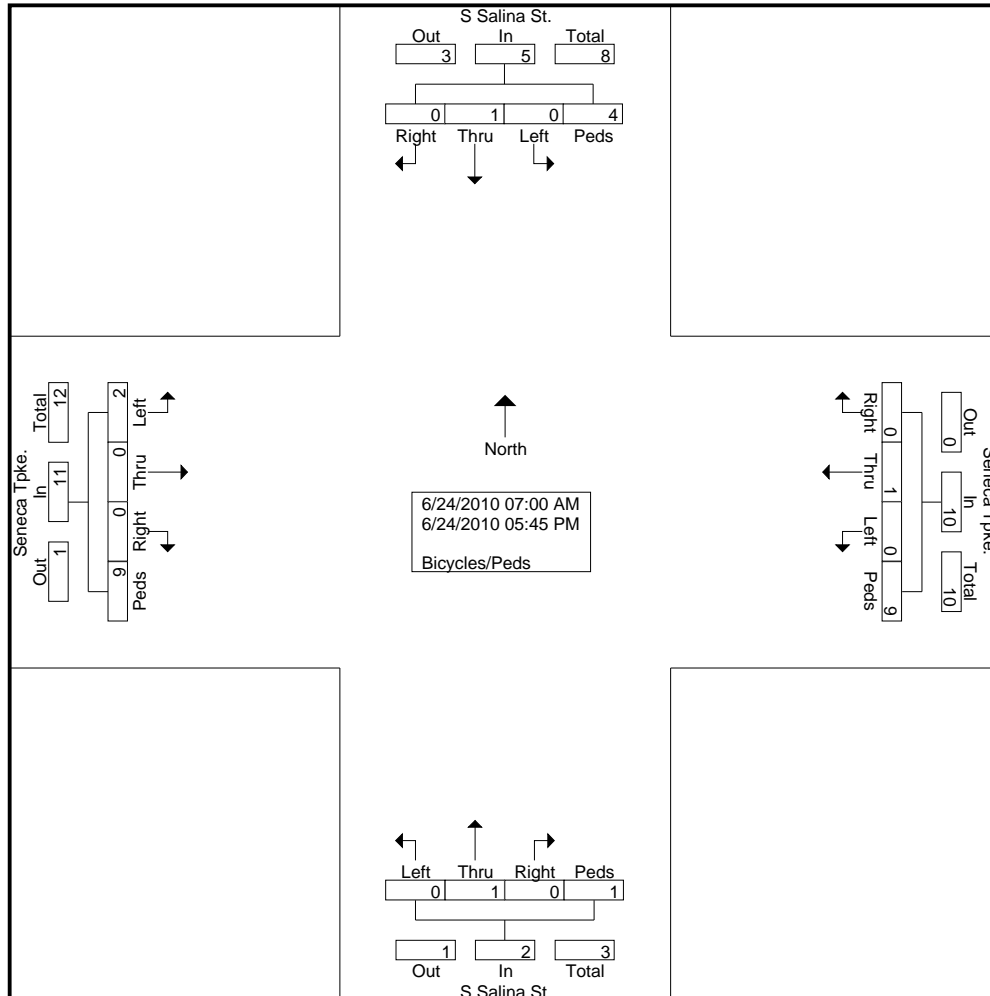
Start Time	Seneca Tpke. Eastbound					Seneca Tpke. Westbound					S Salina St. Northbound					S Salina St. Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	1	0	0	1	0	0	0	1	1	0	0	0	2	2	5
*** BREAK ***																					
04:00 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	5	5	0	0	0	3	3	0	1	0	0	1	0	0	0	0	0	9
05:45 PM	2	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	5
Total	2	0	0	5	7	0	0	0	4	4	0	1	0	0	1	0	1	0	2	3	15
Grand Total	2	0	0	9	11	0	1	0	9	10	0	1	0	1	2	0	1	0	4	5	28
Apprch %	18.2	0	0	81.8		0	10	0	90		0	50	0	50		0	20	0	80		
Total %	7.1	0	0	32.1	39.3	0	3.6	0	32.1	35.7	0	3.6	0	3.6	7.1	0	3.6	0	14.3	17.9	

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C/Syracuse, Onondaga County
 S Salina St./Seneca Tpke.
 Counter Initials: EH, MA
 Accident at 5:18 PM

File Name : 55000012_All_for SIA
 Site Code : 55000012
 Start Date : 6/24/2010
 Page No : 2





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City of Syracuse
South Ave / Brighton Ave
Counters: MG (AM), JRD (PM))
Formatted by SMTC, 3/7/12

File Name : SouthAve_Brighton_11_22_11_ALL
Site Code : 11221102
Start Date : 11/22/2011
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Brighton Ave Eastbound Approach					Brighton Ave Westbound Approach					South Ave Northbound Approach					South Ave Southbound Approach					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	2	22	0	0	24	28	4	2	4	38	1	81	54	4	140	2	21	0	0	23	225
07:15 AM	6	33	0	0	39	49	22	5	1	77	2	85	49	19	155	11	29	2	1	43	314
07:30 AM	9	47	0	0	56	61	26	5	2	94	2	111	45	22	180	7	46	2	0	55	385
07:45 AM	10	42	0	0	52	63	26	1	1	91	0	113	45	23	181	8	62	2	0	72	396
Total	27	144	0	0	171	201	78	13	8	300	5	390	193	68	656	28	158	6	1	193	1320
08:00 AM	5	30	0	0	35	40	19	6	0	65	1	131	56	15	203	5	55	1	0	61	364
08:15 AM	3	24	0	0	27	47	9	6	1	63	0	102	43	6	151	7	55	0	0	62	303
08:30 AM	6	20	0	1	27	49	14	6	0	69	1	109	38	7	155	14	53	3	3	73	324
08:45 AM	3	26	0	1	30	56	14	8	0	78	3	101	37	17	158	15	53	5	1	74	340
Total	17	100	0	2	119	192	56	26	1	275	5	443	174	45	667	41	216	9	4	270	1331
*** BREAK ***																					
04:00 PM	2	19	4	1	26	57	28	6	1	92	6	42	44	19	111	6	76	6	2	90	319
04:15 PM	2	13	4	3	22	68	19	6	2	95	4	54	52	13	123	19	85	6	0	110	350
04:30 PM	4	12	2	3	21	59	14	8	4	85	3	60	73	27	163	8	95	7	3	113	382
04:45 PM	2	16	6	1	25	72	30	11	1	114	3	66	81	17	167	5	118	3	1	127	433
Total	10	60	16	8	94	256	91	31	8	386	16	222	250	76	564	38	374	22	6	440	1484
05:00 PM	4	11	2	1	18	65	31	7	2	105	3	60	45	11	119	11	97	7	0	115	357
05:15 PM	3	15	6	0	24	102	26	4	2	134	4	47	33	12	96	10	88	13	0	111	365
05:30 PM	0	16	3	0	19	82	24	11	2	119	2	41	33	11	87	17	72	5	1	95	320
05:45 PM	0	16	4	2	22	76	17	13	4	110	3	30	31	10	74	9	74	2	0	85	291
Total	7	58	15	3	83	325	98	35	10	468	12	178	142	44	376	47	331	27	1	406	1333
Grand Total	61	362	31	13	467	974	323	105	27	1429	38	1233	759	233	2263	154	1079	64	12	1309	5468
Apprch %	13.1	77.5	6.6	2.8		68.2	22.6	7.3	1.9		1.7	54.5	33.5	10.3		11.8	82.4	4.9	0.9		
Total %	1.1	6.6	0.6	0.2	8.5	17.8	5.9	1.9	0.5	26.1	0.7	22.5	13.9	4.3	41.4	2.8	19.7	1.2	0.2	23.9	
Cars	53	350	31	13	447	962	312	98	27	1399	36	1191	737	232	2196	149	1042	63	12	1266	5308
% Cars	86.9	96.7	100	100	95.7	98.8	96.6	93.3	100	97.9	94.7	96.6	97.1	99.6	97	96.8	96.6	98.4	100	96.7	97.1
Heavy Vehicles	8	12	0	0	20	12	11	7	0	30	2	42	22	1	67	5	37	1	0	43	160
% Heavy Vehicles	13.1	3.3	0	0	4.3	1.2	3.4	6.7	0	2.1	5.3	3.4	2.9	0.4	3	3.2	3.4	1.6	0	3.3	2.9



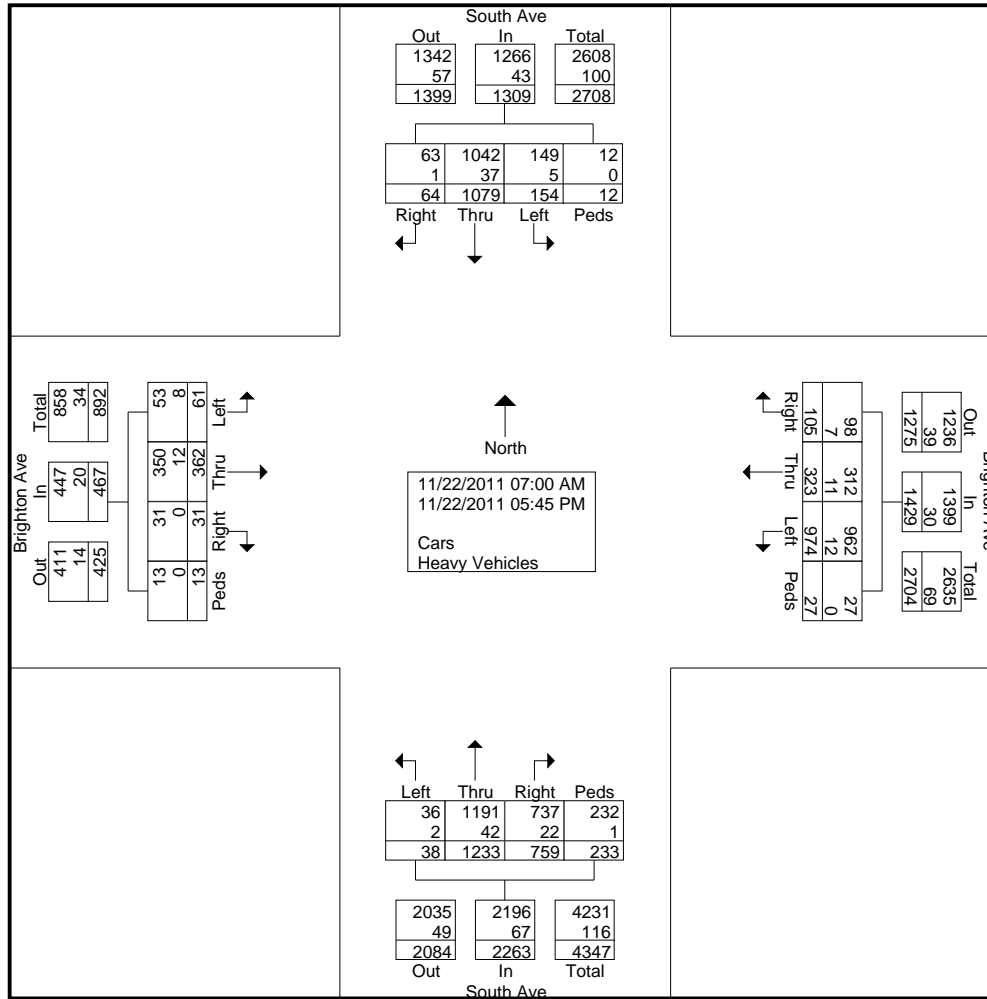
Syracuse Metropolitan Transportation Council

126 N. Salina St.
Syracuse, NY 13202
T: (315) 422-5716

www.smctmpo.org

City of Syracuse
South Ave / Brighton Ave
Counters: MG (AM), JRD (PM))
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File Name : SouthAve_Brighton_11_22_11_ALL
Site Code : 11221102
Start Date : 11/22/2011
Page No : 2





Syracuse Metropolitan Transportation Council

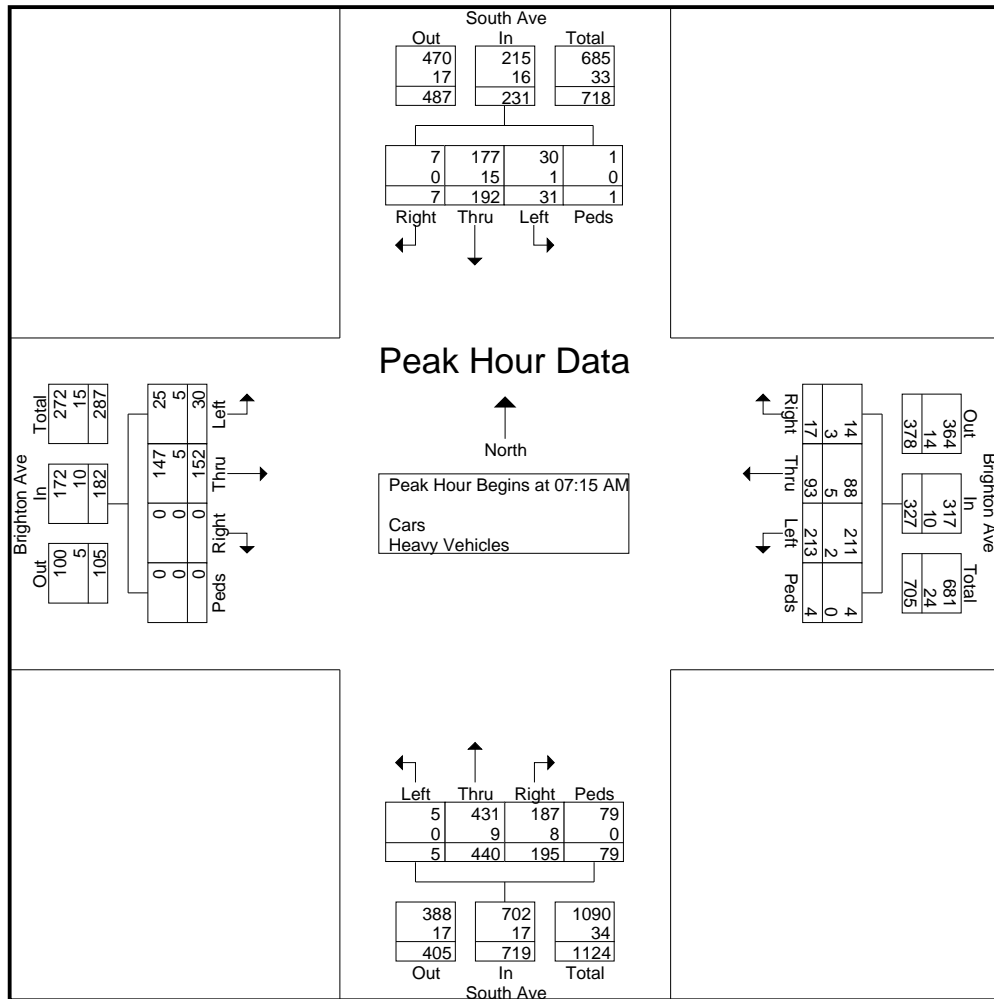
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Site Code : 11221102
Start Date : 11/22/2011
Page No : 3

Start Time	Brighton Ave Eastbound Approach					Brighton Ave Westbound Approach					South Ave Northbound Approach					South Ave Southbound Approach					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	6	33	0	0	39	49	22	5	1	77	2	85	49	19	155	11	29	2	1	43	314
07:30 AM	9	47	0	0	56	61	26	5	2	94	2	111	45	22	180	7	46	2	0	55	385
07:45 AM	10	42	0	0	52	63	26	1	1	91	0	113	45	23	181	8	62	2	0	72	396
08:00 AM	5	30	0	0	35	40	19	6	0	65	1	131	56	15	203	5	55	1	0	61	364
Total Volume	30	152	0	0	182	213	93	17	4	327	5	440	195	79	719	31	192	7	1	231	1459
% App. Total	16.5	83.5	0	0		65.1	28.4	5.2	1.2		0.7	61.2	27.1	11		13.4	83.1	3	0.4		
PHF	.750	.809	.000	.000	.813	.845	.894	.708	.500	.870	.625	.840	.871	.859	.885	.705	.774	.875	.250	.802	.921
Cars	25	147	0	0	172	211	88	14	4	317	5	431	187	79	702	30	177	7	1	215	1406
% Cars	83.3	96.7	0	0	94.5	99.1	94.6	82.4	100	96.9	100	98.0	95.9	100	97.6	96.8	92.2	100	100	93.1	96.4
Heavy Vehicles																					
% Heavy Vehicles	16.7	3.3	0	0	5.5	0.9	5.4	17.6	0	3.1	0	2.0	4.1	0	2.4	3.2	7.8	0	0	6.9	3.6





Syracuse Metropolitan Transportation Council

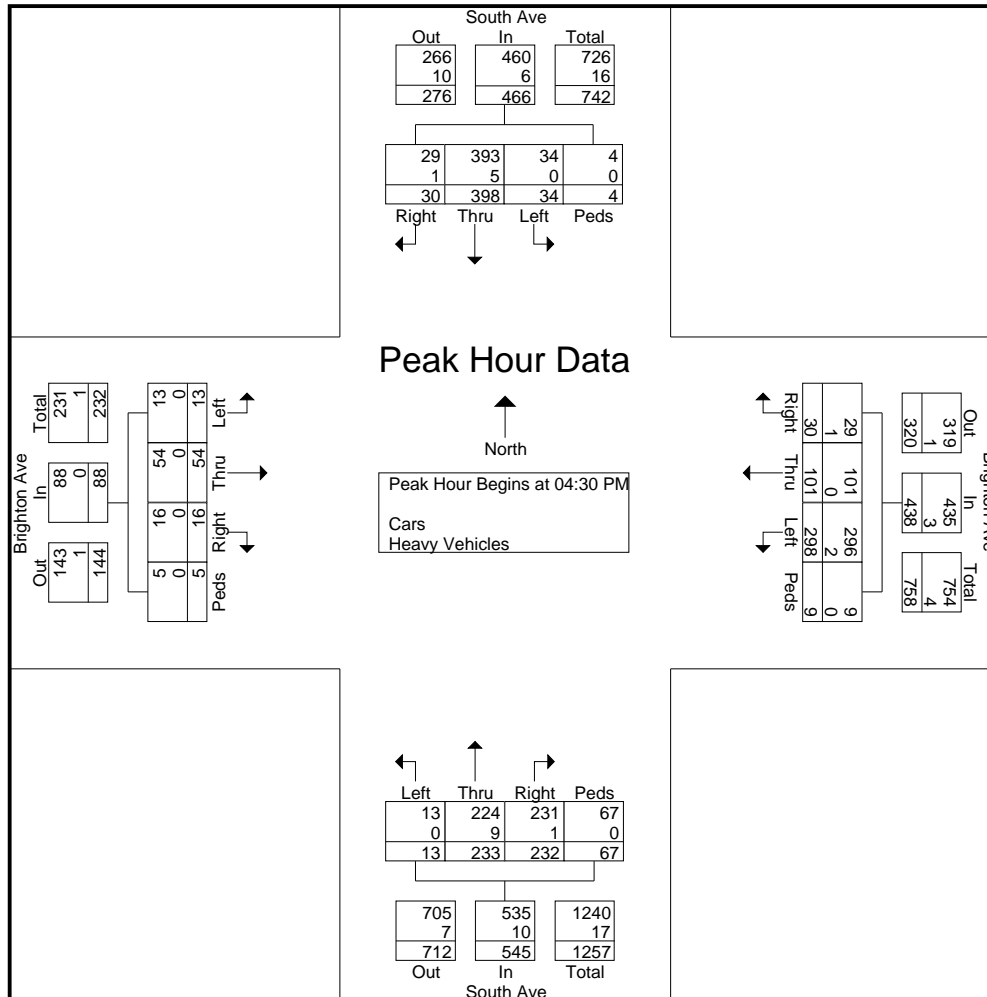
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Site Code : 11221102
Start Date : 11/22/2011
Page No : 4

Start Time	Brighton Ave Eastbound Approach					Brighton Ave Westbound Approach					South Ave Northbound Approach					South Ave Southbound Approach					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. 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	4	12	2	3	21	59	14	8	4	85	3	60	73	27	163	8	95	7	3	113	382
04:45 PM	2	16	6	1	25	72	30	11	1	114	3	66	81	17	167	5	118	3	1	127	433
05:00 PM	4	11	2	1	18	65	31	7	2	105	3	60	45	11	119	11	97	7	0	115	357
05:15 PM	3	15	6	0	24	102	26	4	2	134	4	47	33	12	96	10	88	13	0	111	365
Total Volume	13	54	16	5	88	298	101	30	9	438	13	224	232	67	545	34	398	30	4	466	1537
% App. Total	14.8	61.4	18.2	5.7		68	23.1	6.8	2.1		2.4	42.8	42.6	12.3		7.3	85.4	6.4	0.9		
PHF	.813	.844	.667	.417	.880	.730	.815	.682	.563	.817	.813	.883	.716	.620	.816	.773	.843	.577	.333	.917	.887
Cars	13	54	16	5	88	296	101	29	9	435	13	224	231	67	535	34	393	29	4	460	1518
% Cars	100	100	100	100	100	99.3	100	96.7	100	99.3	100	96.1	99.6	100	98.2	100	98.7	96.7	100	98.7	98.8
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0.7	0	3.3	0	0.7	0	3.9	0.4	1.8	0	1.3	3.3	0	1.3	1.2	1.2





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File Name : SouthAve_Brighton_11_22_11_ALL
 Site Code : 11221102
 Start Date : 11/22/2011
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Brighton Ave Eastbound Approach					Brighton Ave Westbound Approach					South Ave Northbound Approach					South Ave Southbound Approach					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	2	2	0	0	4	1	2	1	0	4	0	4	3	0	7	0	1	0	0	1	16
07:15 AM	3	1	0	0	4	0	3	1	0	4	0	5	4	0	9	0	8	0	0	8	25
07:30 AM	1	1	0	0	2	0	1	1	0	2	0	1	1	0	2	0	3	0	0	3	9
07:45 AM	0	1	0	0	1	1	1	0	0	2	0	3	2	0	5	1	1	0	0	2	10
Total	6	5	0	0	11	2	7	3	0	12	0	13	10	0	23	1	13	0	0	14	60
08:00 AM	1	2	0	0	3	1	0	1	0	2	0	0	1	0	1	0	3	0	0	3	9
08:15 AM	0	1	0	0	1	3	1	0	0	4	0	3	2	0	5	0	3	0	0	3	13
08:30 AM	1	1	0	0	2	1	0	0	0	1	1	8	4	1	14	3	4	0	0	7	24
08:45 AM	0	2	0	0	2	1	2	0	0	3	0	2	2	0	4	0	3	0	0	3	12
Total	2	6	0	0	8	6	3	1	0	10	1	13	9	1	24	3	13	0	0	16	58
*** BREAK ***																					
04:00 PM	0	0	0	0	0	2	0	1	0	3	1	0	0	0	1	0	2	0	0	2	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	1	2	0	0	3	8
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	0	2	0	0	2	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
Total	0	0	0	0	0	2	0	2	0	4	1	9	2	0	12	1	8	0	0	9	25
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	5
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	3
05:30 PM	0	1	0	0	1	0	1	1	0	2	0	1	1	0	2	0	2	0	0	2	7
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	1	0	0	1	2	1	1	0	4	0	7	1	0	8	0	3	1	0	4	17
Grand Total	8	12	0	0	20	12	11	7	0	30	2	42	22	1	67	5	37	1	0	43	160
Apprch %	40	60	0	0		40	36.7	23.3	0		3	62.7	32.8	1.5		11.6	86	2.3	0		
Total %	5	7.5	0	0	12.5	7.5	6.9	4.4	0	18.8	1.2	26.2	13.8	0.6	41.9	3.1	23.1	0.6	0	26.9	



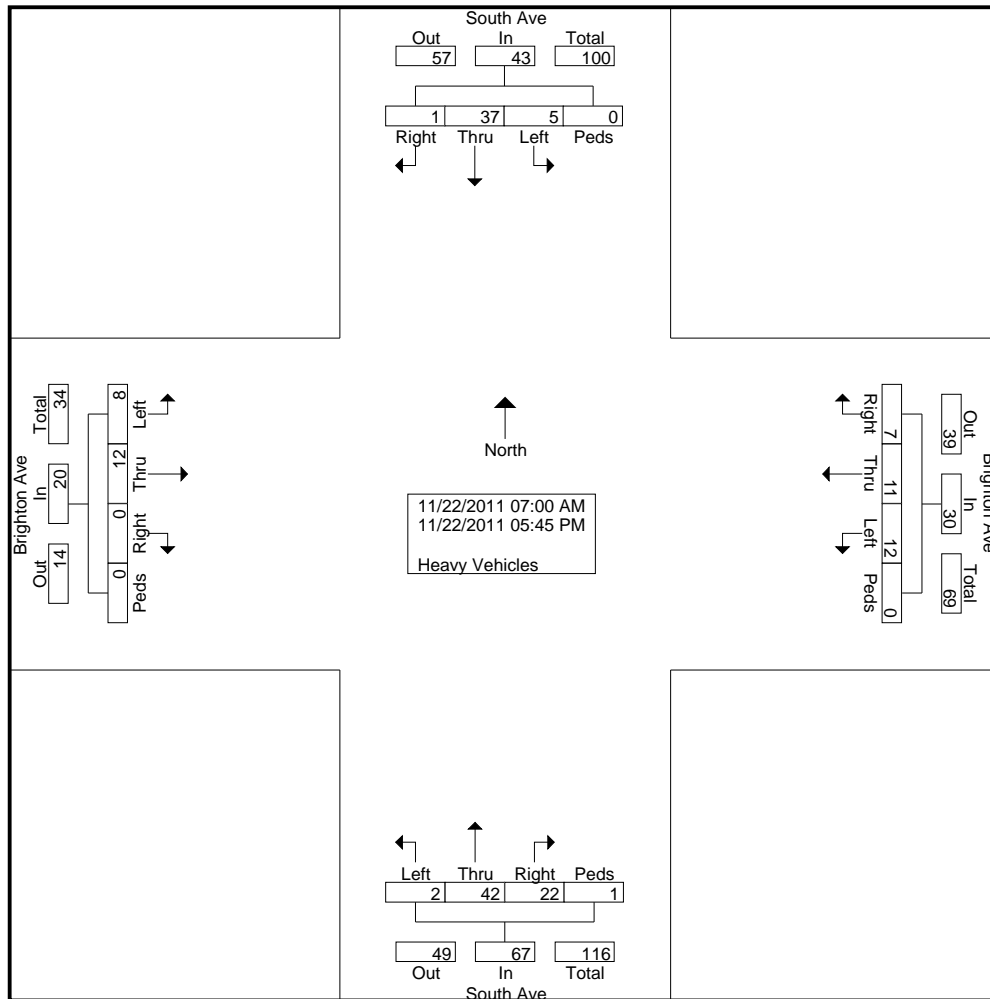
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Site Code : 11221102
Start Date : 11/22/2011
Page No : 2





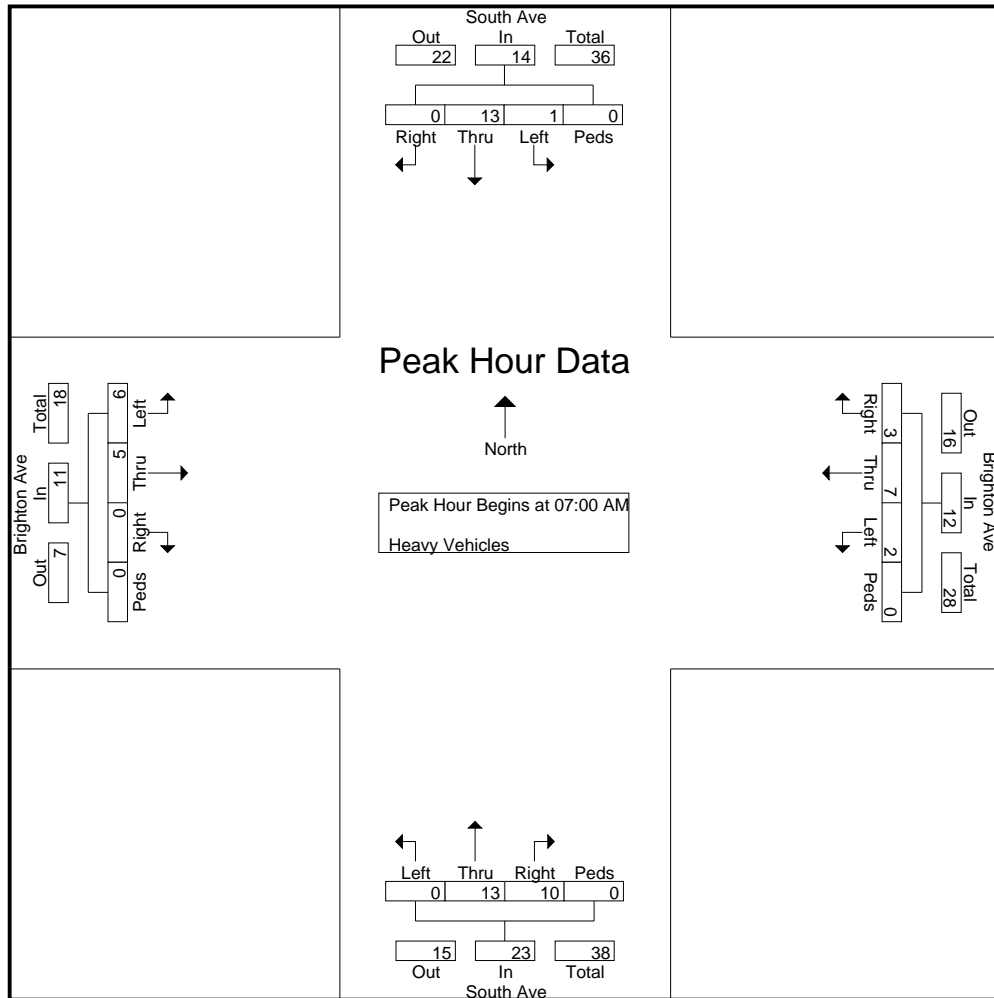
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File Name : SouthAve_Brighton_11_22_11_ALL
 Site Code : 11221102
 Start Date : 11/22/2011
 Page No : 3

Start Time	Brighton Ave Eastbound Approach					Brighton Ave Westbound Approach					South Ave Northbound Approach					South Ave Southbound Approach					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	2	2	0	0	4	1	2	1	0	4	0	4	3	0	7	0	1	0	0	1	16
07:15 AM	3	1	0	0	4	0	3	1	0	4	0	5	4	0	9	0	8	0	0	8	25
07:30 AM	1	1	0	0	2	0	1	1	0	2	0	1	1	0	2	0	3	0	0	3	9
07:45 AM	0	1	0	0	1	1	1	0	0	2	0	3	2	0	5	1	1	0	0	2	10
Total Volume	6	5	0	0	11	2	7	3	0	12	0	13	10	0	23	1	13	0	0	14	60
% App. Total	54.5	45.5	0	0		16.7	58.3	25	0		0	56.5	43.5	0		7.1	92.9	0	0		
PHF	.500	.625	.000	.000	.688	.500	.583	.750	.000	.750	.000	.650	.625	.639	.250	.406	.000	.000	.438	.600	





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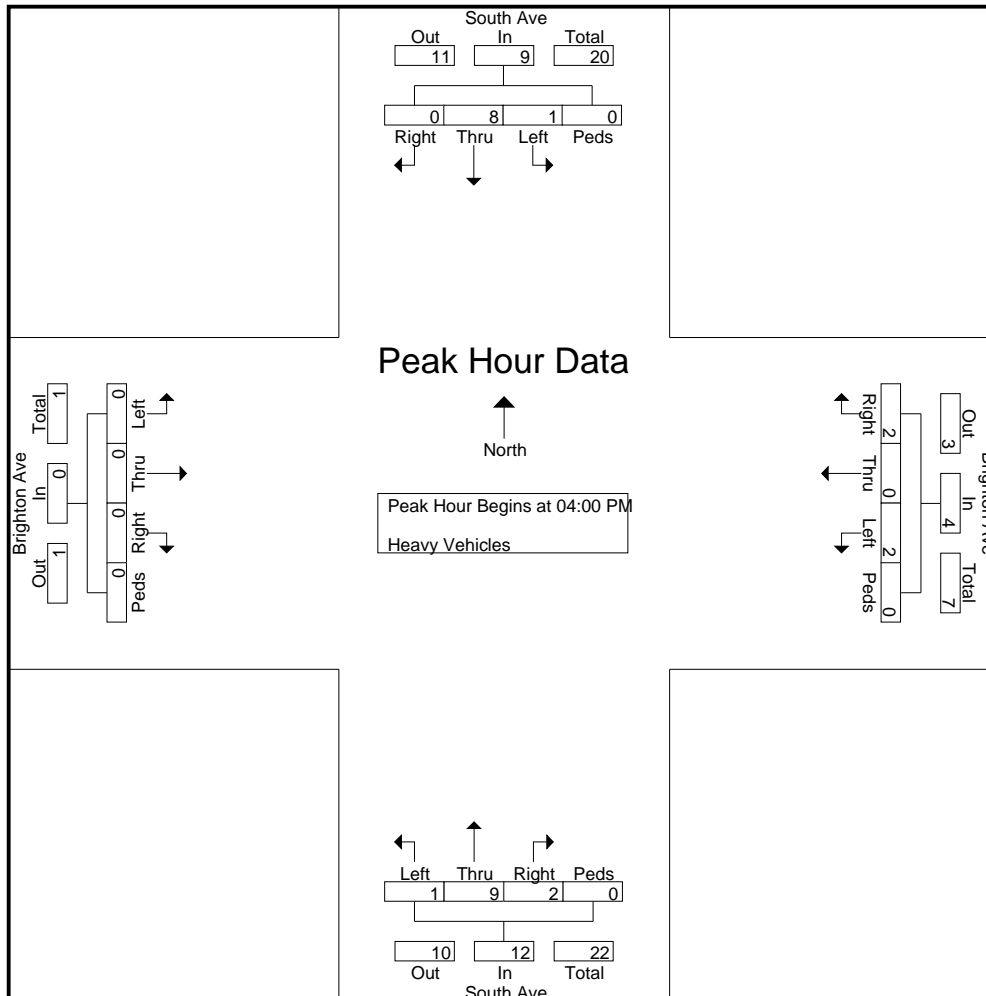
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 Site Code : 11221102
 Start Date : 11/22/2011
 Page No : 4

Start Time	Brighton Ave Eastbound Approach					Brighton Ave Westbound Approach					South Ave Northbound Approach					South Ave Southbound Approach					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	2	0	1	0	3	1	0	0	0	1	0	2	0	0	2	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	1	2	0	0	3	8
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	0	2	0	0	2	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
Total Volume	0	0	0	0	0	2	0	2	0	4	1	9	2	0	12	1	8	0	0	9	25
% App. Total	0	0	0	0	0	50	0	50	0	0	8.3	75	16.7	0	0	11.1	88.9	0	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.500	.000	.333	.250	.563	.500	.000	.600	.250	1.000				

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM





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Groups Printed- Bike Peds

Start Time	Brighton Ave Eastbound Approach					Brighton Ave Westbound Approach					South Ave Northbound Approach					South Ave Southbound Approach					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3	3	6
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	2	2	6	
07:45 AM	0	0	0	2	2	0	0	0	5	5	0	0	0	2	2	0	0	0	4	4	13	
Total	0	0	0	3	3	0	0	0	9	9	0	0	0	6	6	0	0	0	9	9	27	
08:00 AM	0	0	1	3	4	0	0	0	3	3	0	0	0	1	1	0	0	0	2	2	10	
08:15 AM	0	0	0	1	1	0	0	0	11	11	0	0	0	1	1	0	0	0	0	0	13	
08:30 AM	0	0	0	8	8	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	12	
08:45 AM	0	0	0	7	7	0	0	1	2	3	0	1	0	1	2	0	0	0	1	1	13	
Total	0	0	1	19	20	0	0	1	18	19	0	1	0	5	6	0	0	0	3	3	48	
*** BREAK ***																						
04:00 PM	0	0	0	7	7	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	12	
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	1	0	0	1	3	
*** BREAK ***																						
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	8	8	0	0	0	3	3	0	1	0	2	3	0	1	0	1	2	16	
05:00 PM	0	0	0	7	7	0	0	0	2	2	0	1	0	1	2	0	0	0	1	1	12	
05:15 PM	0	0	0	3	3	0	0	0	3	3	0	0	0	1	1	0	1	0	1	2	9	
05:30 PM	0	1	0	6	7	0	0	0	4	4	0	0	0	2	2	0	1	0	1	2	15	
*** BREAK ***																						
Total	0	1	0	16	17	0	0	0	9	9	0	1	0	4	5	0	2	0	3	5	36	
Grand Total	0	1	1	46	48	0	0	1	39	40	0	3	0	17	20	0	3	0	16	19	127	
Apprch %	0	2.1	2.1	95.8		0	0	2.5	97.5		0	15	0	85		0	15.8	0	84.2			
Total %	0	0.8	0.8	36.2	37.8	0	0	0.8	30.7	31.5	0	2.4	0	13.4	15.7	0	2.4	0	12.6	15		

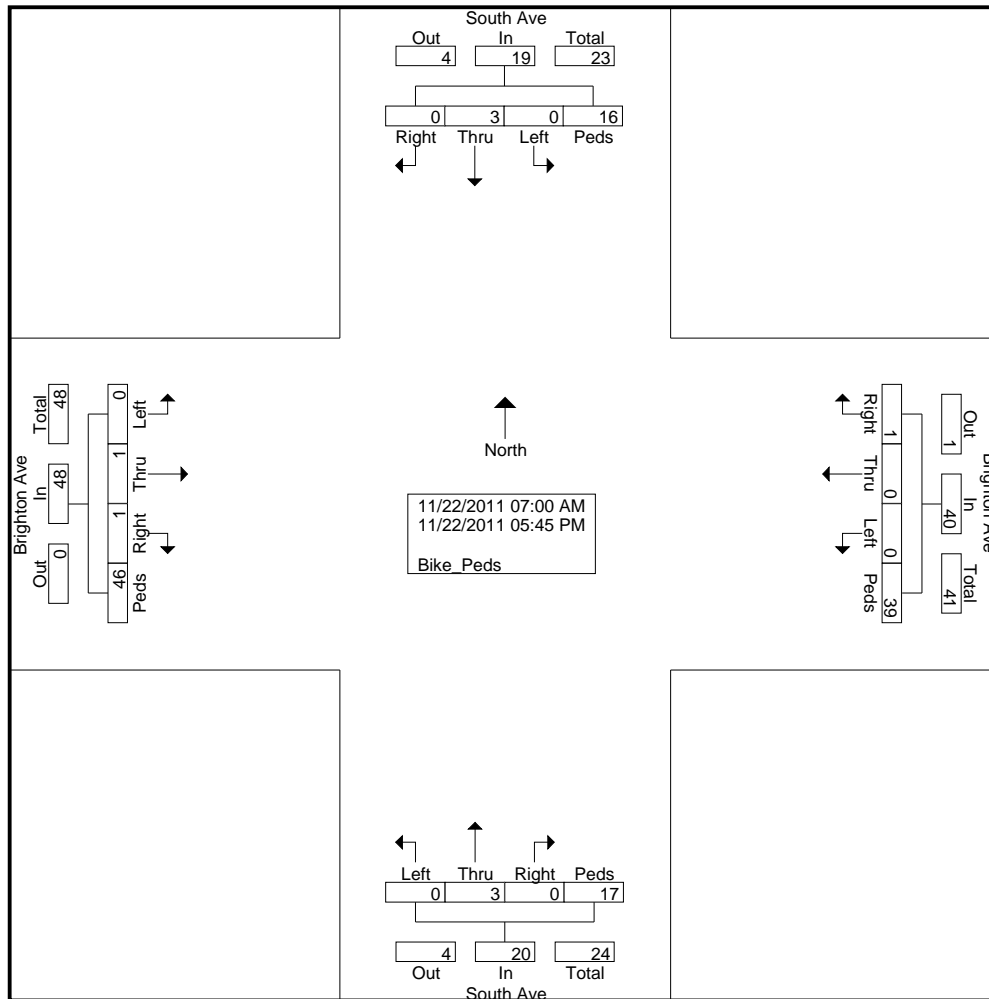


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Start Date : 11/22/2011
Page No : 2





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Site Code : 11222011
Start Date : 11/22/2011
Page No : 1

Groups Printed- Cars - Heavy Vehicles

Start Time	Glenwood Ave Eastbound Approach					Valley Drive Westbound Approach					South Ave Northbound Approach					South Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	6	33	6	1	46	8	28	15	0	51	9	115	14	0	138	4	48	2	1	55	290
07:15 AM	9	42	7	2	60	8	70	14	0	92	4	123	25	1	153	7	50	12	1	70	375
07:30 AM	11	54	5	0	70	11	69	14	0	94	7	162	13	0	182	14	78	7	0	99	445
07:45 AM	8	59	9	1	77	12	62	19	1	94	11	142	14	0	167	16	95	6	0	117	455
Total	34	188	27	4	253	39	229	62	1	331	31	542	66	1	640	41	271	27	2	341	1565
08:00 AM	13	47	6	2	68	9	31	22	0	62	5	169	12	2	188	21	64	7	0	92	410
08:15 AM	10	40	8	2	60	12	25	14	0	51	7	122	10	0	139	20	67	2	0	89	339
08:30 AM	8	29	8	5	50	10	31	22	0	63	4	109	15	3	131	18	78	9	0	105	349
08:45 AM	18	27	9	4	58	12	46	20	0	78	6	112	5	0	123	18	78	8	0	104	363
Total	49	143	31	13	236	43	133	78	0	254	22	512	42	5	581	77	287	26	0	390	1461
*** BREAK ***																					
04:00 PM	16	40	8	4	68	11	48	16	1	76	14	84	15	3	116	20	94	6	0	120	380
04:15 PM	14	58	5	1	78	15	39	13	0	67	5	69	17	1	92	25	119	18	0	162	399
04:30 PM	9	47	7	0	63	13	51	23	1	88	12	100	19	2	133	29	122	17	0	168	452
04:45 PM	10	48	7	1	66	21	62	27	4	114	5	105	16	3	129	25	126	11	0	162	471
Total	49	193	27	6	275	60	200	79	6	345	36	358	67	9	470	99	461	52	0	612	1702
05:00 PM	14	53	7	0	74	11	47	21	0	79	10	71	12	0	93	26	134	12	0	172	418
05:15 PM	14	60	11	0	85	16	41	16	0	73	6	49	13	4	72	15	157	23	0	195	425
05:30 PM	9	46	10	2	67	12	43	15	1	71	7	39	10	1	57	23	123	13	0	159	354
05:45 PM	14	35	10	3	62	12	46	11	1	70	6	37	11	1	55	22	121	32	0	175	362
Total	51	194	38	5	288	51	177	63	2	293	29	196	46	6	277	86	535	80	0	701	1559
Grand Total	183	718	123	28	1052	193	739	282	9	1223	118	1608	221	21	1968	303	1554	185	2	2044	6287
Apprch %	17.4	68.3	11.7	2.7		15.8	60.4	23.1	0.7		6	81.7	11.2	1.1		14.8	76	9.1	0.1		
Total %	2.9	11.4	2	0.4	16.7	3.1	11.8	4.5	0.1	19.5	1.9	25.6	3.5	0.3	31.3	4.8	24.7	2.9	0	32.5	
Cars	173	699	115	23	1010	177	717	270	7	1171	109	1568	215	21	1913	290	1528	174	1	1993	6087
% Cars	94.5	97.4	93.5	82.1	96	91.7	97	95.7	77.8	95.7	92.4	97.5	97.3	100	97.2	95.7	98.3	94.1	50	97.5	96.8
Heavy Vehicles	10	19	8	5	42	16	22	12	2	52	9	40	6	0	55	13	26	11	1	51	200
% Heavy Vehicles	5.5	2.6	6.5	17.9	4	8.3	3	4.3	22.2	4.3	7.6	2.5	2.7	0	2.8	4.3	1.7	5.9	50	2.5	3.2



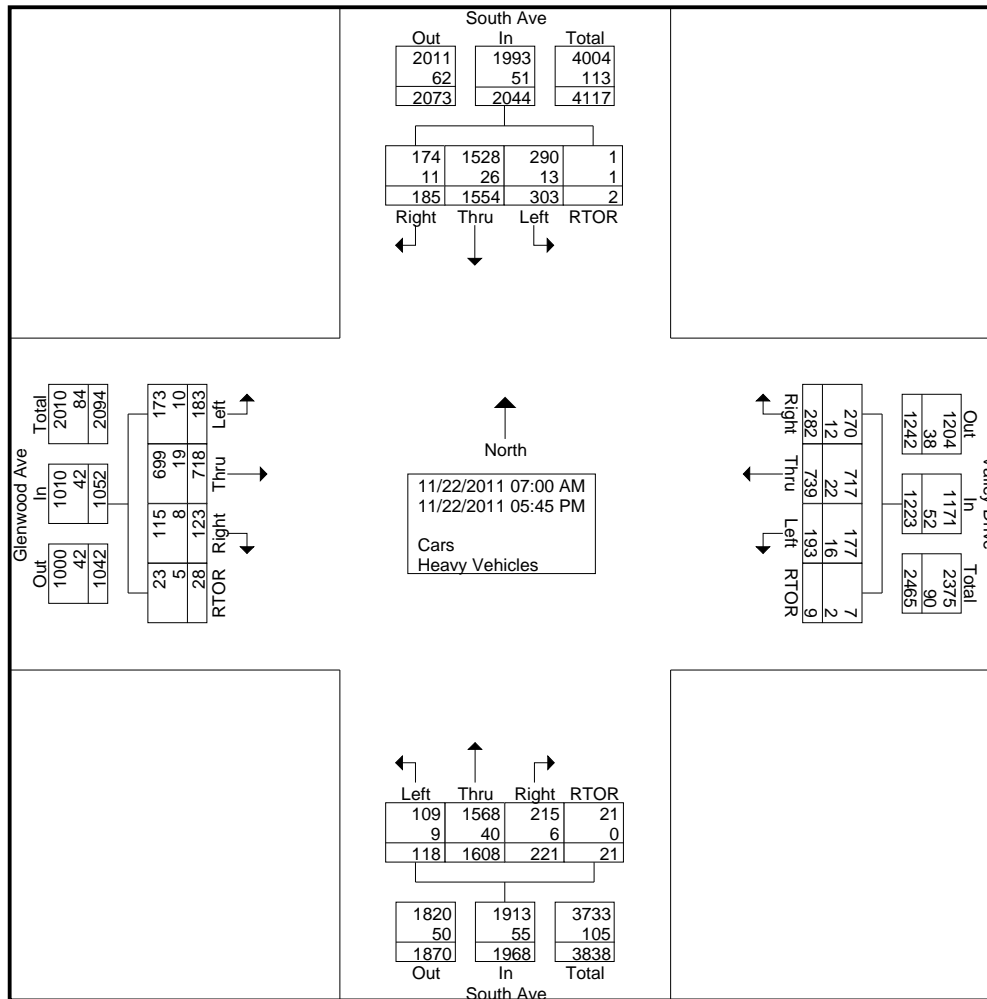
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Start Date : 11/22/2011
Page No : 2





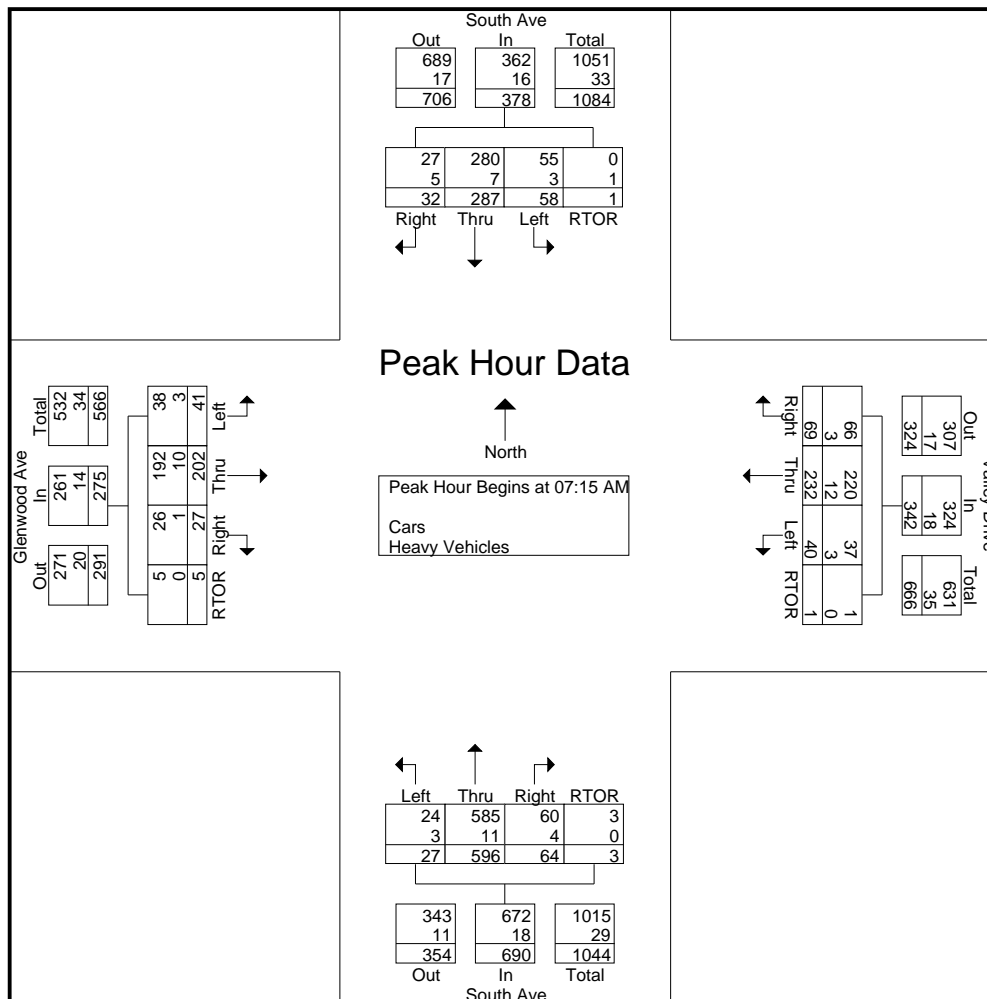
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 Site Code : 11222011
 Start Date : 11/22/2011
 Page No : 3

Start Time	Glenwood Ave Eastbound Approach					Valley Drive Westbound Approach					South Ave Northbound Approach					South Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	9	42	7	2	60	8	70	14	0	92	4	123	25	1	153	7	50	12	1	70	375
07:30 AM	11	54	5	0	70	11	69	14	0	94	7	162	13	0	182	14	78	7	0	99	445
07:45 AM	8	59	9	1	77	12	62	19	1	94	11	142	14	0	167	16	95	6	0	117	455
08:00 AM	13	47	6	2	68	9	31	22	0	62	5	169	12	2	188	21	64	7	0	92	410
Total Volume	41	202	27	5	275	40	232	69	1	342	27	596	64	3	690	58	287	32	1	378	1685
% App. Total	14.9	73.5	9.8	1.8		11.7	67.8	20.2	0.3		3.9	86.4	9.3	0.4		15.3	75.9	8.5	0.3		
PHF	.788	.856	.750	.625	.893	.833	.829	.784	.250	.910	.614	.882	.640	.375	.918	.690	.755	.667	.250	.808	.926
Cars	38	192	26	5	261	37	220	66	1	324	24	585	60	3	672	55	280	27	0	362	1619
% Cars	92.7	95.0	96.3	100	94.9	92.5	94.8	95.7	100	94.7	88.9	98.2	93.8	100	97.4	94.8	97.6	84.4	0	95.8	96.1
Heavy Vehicles	7.3	5.0	3.7	0	5.1	7.5	5.2	4.3	0	5.3	11.1	1.8	6.3	0	2.6	5.2	2.4	15.6	100	4.2	3.9
% Heavy Vehicles																					





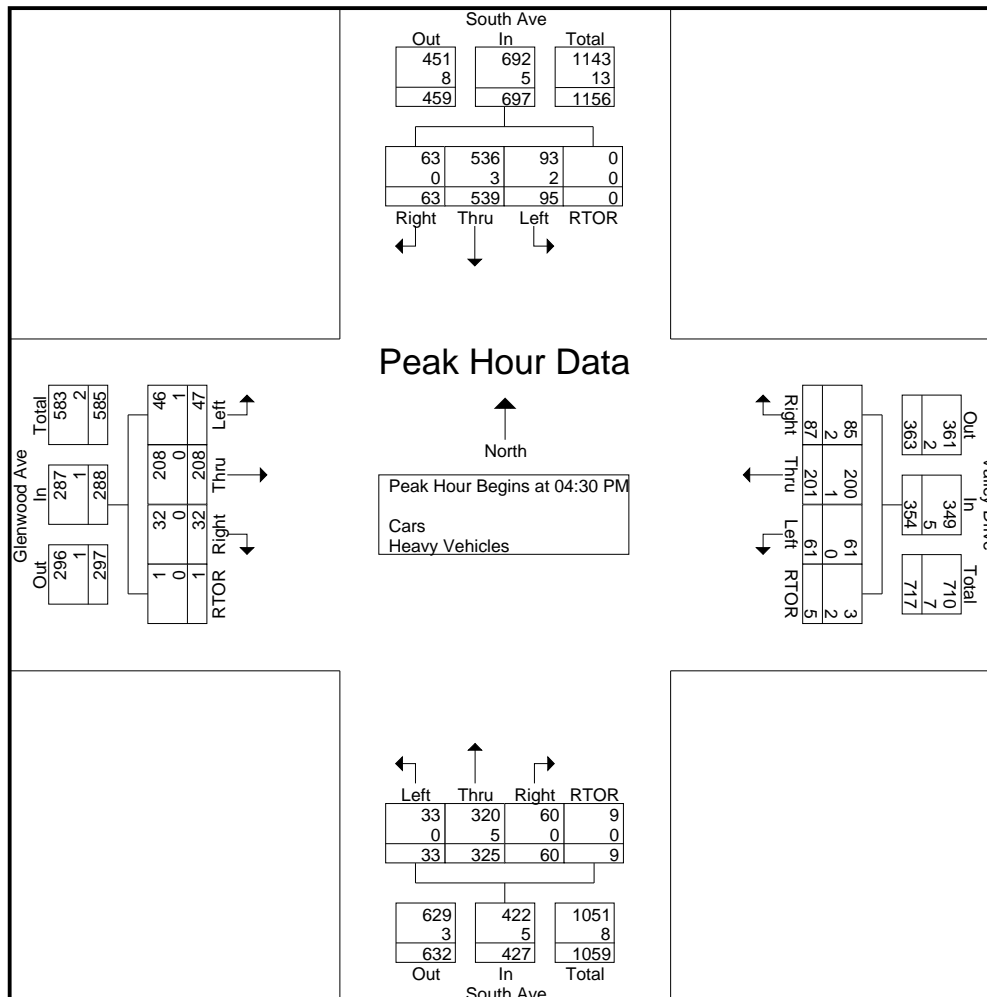
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 Site Code : 11222011
 Start Date : 11/22/2011
 Page No : 4

Start Time	Glenwood Ave Eastbound Approach					Valley Drive Westbound Approach					South Ave Northbound Approach					South Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. 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	9	47	7	0	63	13	51	23	1	88	12	100	19	2	133	29	122	17	0	168	452
04:45 PM	10	48	7	1	66	21	62	27	4	114	5	105	16	3	129	25	126	11	0	162	471
05:00 PM	14	53	7	0	74	11	47	21	0	79	10	71	12	0	93	26	134	12	0	172	418
05:15 PM	14	60	11	0	85	16	41	16	0	73	6	49	13	4	72	15	157	23	0	195	425
Total Volume	47	208	32	1	288	61	201	87	5	354	33	325	60	9	427	95	539	63	0	697	1766
% App. Total	16.3	72.2	11.1	0.3		17.2	56.8	24.6	1.4		7.7	76.1	14.1	2.1		13.6	77.3	9	0		
PHF	.839	.867	.727	.250	.847	.726	.810	.806	.313	.776	.688	.774	.789	.563	.803	.819	.858	.685	.000	.894	.937
Cars	46	208	32	1	287	61	200	85	3	349	33	320	60	9	422	93	536	63	0	692	1750
% Cars	97.9	100	100	100	99.7	100	99.5	97.7	60.0	98.6	100	98.5	100	100	98.8	97.9	99.4	100	0	99.3	99.1
Heavy Vehicles																					
% Heavy Vehicles	2.1	0	0	0	0.3	0	0.5	2.3	40.0	1.4	0	1.5	0	0	1.2	2.1	0.6	0	0	0.7	0.9





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File Name : South_Glenwood_11_22_11_MERGE
Site Code : 11222011
Start Date : 11/22/2011
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Glenwood Ave Eastbound Approach					Valley Drive Westbound Approach					South Ave Northbound Approach					South Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	2	1	0	4	6	4	2	0	12	2	4	1	0	7	1	2	1	0	4	27
07:15 AM	3	1	1	0	5	0	9	2	0	11	0	4	2	0	6	3	3	3	1	10	32
07:30 AM	0	3	0	0	3	1	0	0	0	1	1	2	0	0	3	0	1	2	0	3	10
07:45 AM	0	2	0	0	2	0	1	1	0	2	0	3	0	0	3	0	1	0	0	1	8
Total	4	8	2	0	14	7	14	5	0	26	3	13	3	0	19	4	7	6	1	18	77
08:00 AM	0	4	0	0	4	2	2	0	0	4	2	2	2	0	6	0	2	0	0	2	16
08:15 AM	0	1	2	1	4	4	0	0	0	4	2	4	1	0	7	3	3	1	0	7	22
08:30 AM	2	1	3	3	9	1	4	5	0	10	1	8	0	0	9	1	4	3	0	8	36
08:45 AM	1	3	0	0	4	0	1	0	0	1	0	3	0	0	3	1	2	1	0	4	12
Total	3	9	5	4	21	7	7	5	0	19	5	17	3	0	25	5	11	5	0	21	86
*** BREAK ***																					
04:00 PM	0	1	0	0	1	2	0	0	0	2	1	1	0	0	2	1	2	0	0	3	8
04:15 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	5
04:45 PM	0	0	0	0	0	0	1	2	2	5	0	0	0	0	0	0	0	0	0	0	5
Total	1	2	0	0	3	2	1	2	2	7	1	5	0	0	6	3	4	0	0	7	23
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
05:45 PM	0	0	1	1	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	2	0	1	1	4	0	0	0	0	0	0	5	0	0	5	1	4	0	0	5	14
Grand Total	10	19	8	5	42	16	22	12	2	52	9	40	6	0	55	13	26	11	1	51	200
Apprch %	23.8	45.2	19	11.9		30.8	42.3	23.1	3.8		16.4	72.7	10.9	0		25.5	51	21.6	2		
Total %	5	9.5	4	2.5	21	8	11	6	1	26	4.5	20	3	0	27.5	6.5	13	5.5	0.5	25.5	



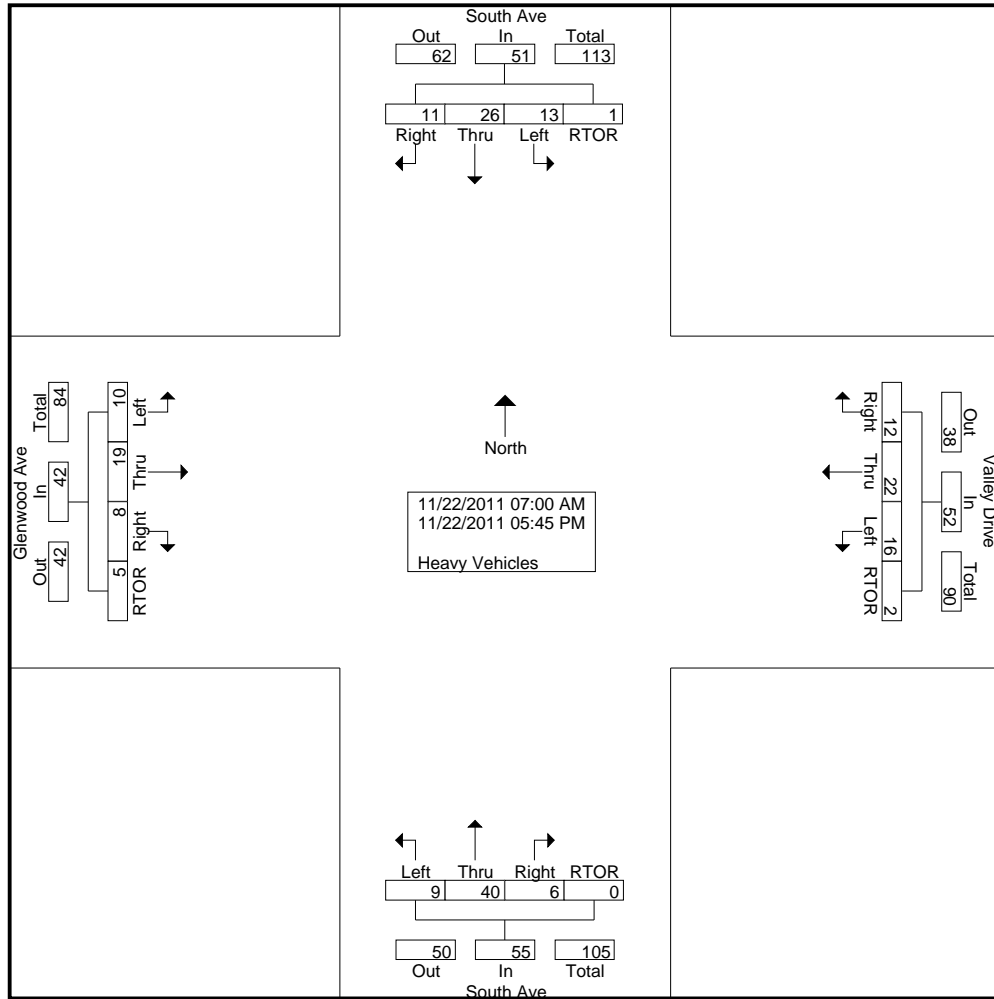
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City of Syracuse
South Ave / Glenwood Ave
Counters: KK (AM); AJM (PM)
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Site Code : 11222011
Start Date : 11/22/2011
Page No : 2





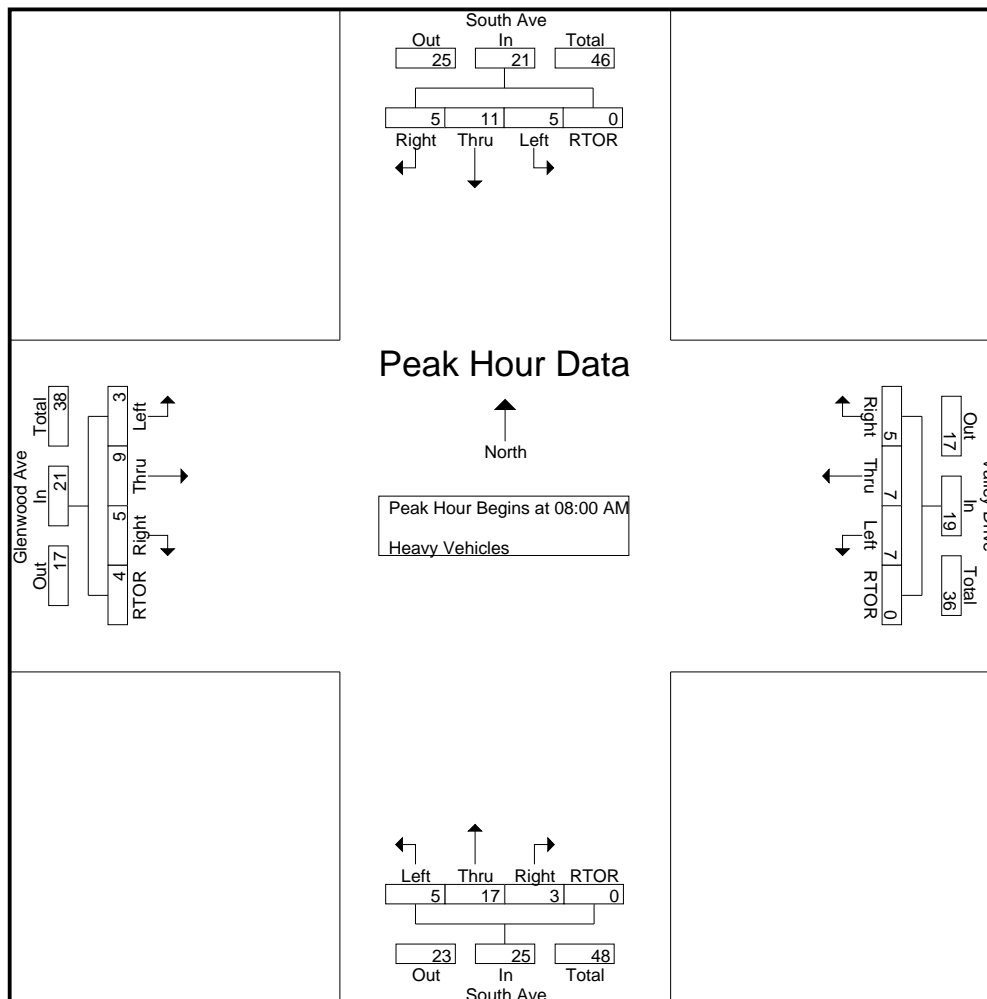
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 Start Date : 11/22/2011
 Page No : 3

Start Time	Glenwood Ave Eastbound Approach					Valley Drive Westbound Approach					South Ave Northbound Approach					South Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	4	0	0	4	2	2	0	0	4	2	2	2	0	6	0	2	0	0	2	16
08:15 AM	0	1	2	1	4	4	0	0	0	4	2	4	1	0	7	3	3	1	0	7	22
08:30 AM	2	1	3	3	9	1	4	5	0	10	1	8	0	0	9	1	4	3	0	8	36
08:45 AM	1	3	0	0	4	0	1	0	0	1	0	3	0	0	3	1	2	1	0	4	12
Total Volume	3	9	5	4	21	7	7	5	0	19	5	17	3	0	25	5	11	5	0	21	86
% App. Total	14.3	42.9	23.8	19		36.8	36.8	26.3	0		20	68	12	0		23.8	52.4	23.8	0		
PHF	.375	.563	.417	.333	.583	.438	.438	.250	.000	.475	.625	.531	.375	.000	.694	.417	.688	.417	.000	.656	.597





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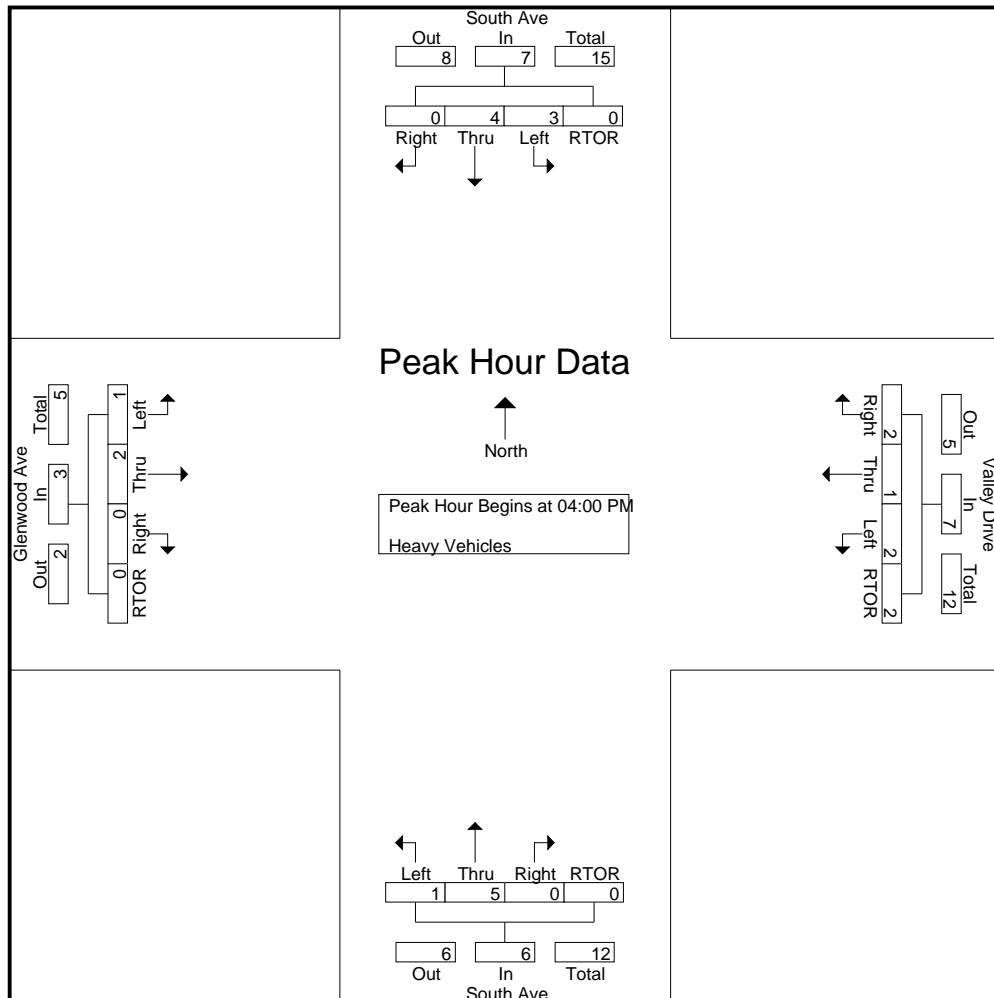
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Start Date : 11/22/2011
Page No : 4

Start Time	Glenwood Ave Eastbound Approach					Valley Drive Westbound Approach					South Ave Northbound Approach					South Ave Southbound Approach					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
04:00 PM	0	1	0	0	1	2	0	0	0	2	1	1	0	0	2	1	2	0	0	3	8
04:15 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	5
04:45 PM	0	0	0	0	0	0	1	2	2	5	0	0	0	0	0	0	0	0	0	0	5
Total Volume	1	2	0	0	3	2	1	2	2	7	1	5	0	0	6	3	4	0	0	7	23
% App. Total	33.3	66.7	0	0		28.6	14.3	28.6	28.6		16.7	83.3	0	0		42.9	57.1	0	0		
PHF	.250	.500	.000	.000	.375	.250	.250	.250	.250	.350	.250	.417	.000	.000	.500	.750	.500	.000	.000	.583	.719

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM





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 Page No : 1

Groups Printed- Bike Peds

Start Time	Glenwood Ave Eastbound Approach					Valley Drive Westbound Approach					South Ave Northbound Approach					South Ave Southbound Approach					Int. Total					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total						
07:00 AM	0	0	0	3	3	0	0	0	1	1	0	0	0	1	1	0	0	0	7	7	0	0	0	14	14	7
07:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	7	7	0	0	0	14	14	0	0	0	14	14	23
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	9	9	0	0	0	9	9	13
07:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	2	2	0	0	0	5	5	0	0	0	5	5	9
Total	1	0	0	5	6	0	1	0	2	3	0	0	0	13	13	0	0	0	35	35	0	0	0	35	35	57
08:00 AM	0	0	0	1	1	0	0	0	4	4	0	0	0	0	0	0	0	0	3	3	0	0	0	3	3	8
08:15 AM	0	0	0	2	2	0	0	0	3	3	0	0	0	3	3	0	0	0	4	4	0	0	0	4	4	12
08:30 AM	0	0	0	6	6	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	11
08:45 AM	0	0	0	1	1	0	0	1	3	4	0	0	0	1	1	0	0	0	2	2	0	0	0	2	2	8
Total	0	0	0	10	10	0	0	1	12	13	0	0	0	6	6	0	0	0	10	10	0	0	0	10	10	39
*** BREAK ***																										
04:00 PM	0	0	0	2	2	0	0	0	3	3	0	0	0	3	3	0	0	0	4	4	0	0	0	4	4	12
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	1	0	7	8	0	1	0	7	8	10
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	8
04:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	0	0	0	3	3	6
Total	0	0	0	7	7	0	0	0	3	3	0	1	0	10	11	0	1	0	14	15	0	1	0	14	15	36
05:00 PM	0	1	0	1	2	0	0	0	2	2	0	0	0	4	4	0	0	0	5	5	0	0	0	5	5	13
05:15 PM	0	0	0	7	7	0	0	0	1	1	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	11
05:30 PM	0	0	0	1	1	0	0	0	4	4	0	0	0	4	4	0	1	0	5	6	0	1	0	5	6	15
05:45 PM	0	0	0	3	3	1	1	0	0	2	0	0	0	1	1	0	0	0	3	3	0	0	0	3	3	9
Total	0	1	0	12	13	1	1	0	7	9	0	0	0	11	11	0	1	0	14	15	0	1	0	14	15	48
Grand Total	1	1	0	34	36	1	2	1	24	28	0	1	0	40	41	0	2	0	73	75	0	2	0	73	75	180
Apprch %	2.8	2.8	0	94.4		3.6	7.1	3.6	85.7		0	2.4	0	97.6		0	2.7	0	97.3		0	2.7	0	97.3		
Total %	0.6	0.6	0	18.9	20	0.6	1.1	0.6	13.3	15.6	0	0.6	0	22.2	22.8	0	1.1	0	40.6	41.7	0	1.1	0	40.6	41.7	



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