



# ARLINGTON VIRGINIA

## DEPARTMENT OF ENVIRONMENTAL SERVICES

### Multiway Stop Analysis N Harrison St At 26th St N

Prepared For:  
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## Multiway Stop Analysis Intersection of N Harrison St at 26th St N

### I. Introduction

This report presents the study conducted to determine if an all-way stop condition is warranted at the intersection of N Harrison St and 26th St N. The analysis was performed in accordance with Arlington County Warrants for Multiway Stop Signs. The specific warrants that are applicable are based on the functional classification of all approaches to the intersection.

In cases where all approaches are classified as neighborhood streets, the neighborhood street warrants are applicable. In cases where at least one of the approaches is classified as an arterial, the arterial street warrants are applicable.

The functional classification of N Harrison St is arterial street and the functional classification of 26th St N is neighborhood street, and as such, the Arterial Street Warrants are applicable. These warrants consist of the following four specific criteria used to evaluate an intersection for a multiway stop condition:

- Traffic Signal Installation
- Traffic Accidents
- Minimum Traffic Volumes
- Combination Warrants

Field observations were made to determine intersection characteristics, operations during peak hours, and sight distance restrictions. Additionally, vehicular, pedestrian, and bicycle activity was observed to determine if improvements to the intersection are needed to ensure the safety and mobility of all users.

Transportation data obtained for the analysis includes vehicular volumes collected by Quality Traffic Data, LLC on 03/01/2016 and accident history for the five most recent years for which data is available. Appendix A presents the transportation volume data.

## Multiway Stop Analysis Intersection of N Harrison St at 26th St N

### II. Warrants

#### Warrant 1- Traffic Signal Installation

##### **Guidance**

The signal installation warrant suggests that where traffic signals are warranted and urgently needed, a multiway stop sign is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.

##### **Analysis**

A traffic signal warrant analysis has been completed for this intersection.

*The results of the traffic signal warrant analysis indicate that a traffic signal is not warranted.*

##### **Results**

Based on the stated criteria, the traffic signal installation warrant is not met.

#### Warrant 2- Traffic Accidents

##### **Guidance**

The traffic accidents warrant suggests that a multiway stop may be warranted where an accident trend exists as indicated by five or more qualifying accidents in a 12-month period. Qualifying accidents include reported right-and left-turn collisions as well as right-angled collisions that are susceptible to correction by a multiway stop sign installation.

##### **Analysis**

A maximum of 2 qualifying accidents occurred within any 12-month period between 01/01/2010 and 07/09/2015.

*The number of accidents in a 12-month period does not meet the threshold of five.*

##### **Results**

Based on the stated criteria, the traffic accidents warrant is not met.

## Multiway Stop Analysis Intersection of N Harrison St at 26th St N

### **Warrant 3- Minimum Traffic Volumes Warrant**

#### **Guidance**

The minimum traffic volumes warrant is to be treated as a single warrant with two distinct parts (Parts A and B). The combination of Parts A and B are not needed to satisfy the warrant. If Part A is satisfied, then the minimum traffic volumes warrant is met; similarly if Part B is satisfied, the minimum traffic volumes warrant is met.

Part A of the minimum traffic volumes warrant suggests that a multiway stop may be warranted where all three of the following criteria are met:

- 1.) The vehicular volume entering an intersection for the total of both approaches of the major street averages at least 300 vehicles per hour for eight hours of an average day; **and**
- 2.) The combined pedestrian, bicycle, and motor vehicle volume from the minor street averages at least 200 units per hour for the same eight hours; **and**
- 3.) The average delay to minor street vehicular traffic is at least 30 seconds per vehicle during the peak hour.

#### **Analysis**

- 1.) The total vehicular volume entering the intersection from both approaches of the major street averages 690 vehicles per hour for the eight highest volume hours of an average day.  
*This does meet the required average volume of 300 vehicles per hour for eight hours of an average day.*
- 2.) The total vehicular, bicycle, and pedestrian volume entering the intersection from both approaches of the minor street averages 174 units per hour for the same eight hours of an average day.  
*This does not meet the required combined vehicular, bicycle, and pedestrian average volume of 200 units per hour for the same eight hours of an average day.*
- 3.) The average delay to minor street vehicular traffic is less than 30 seconds per vehicle during the maximum hour.  
*This does not meet the required minor street delay of 30 seconds or more during the maximum hour.*

#### **Results**

Part A of the minimum traffic volumes warrant is not satisfied.

## Multiway Stop Analysis Intersection of N Harrison St at 26th St N

### **Warrant 3- Minimum Traffic Volumes Warrant (continued)**

#### **Guidance**

Part B of the minimum traffic volumes warrant states that if the 85th percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular warrants can be reduced to 70-percent of the values in Part A. In such cases, a multiway stop may be warranted where all three of the following criteria are met:

- 1.) The vehicular volume entering an intersection for the total of both approaches of the major street averages at least 210 vehicles per hour for any eight hours of an average day; **and**
- 2.) The combined pedestrian, bicycle, and motor vehicle volume from the minor street averages at least 140 units per hour for the same eight hours; **and**
- 3.) The average delay to minor street vehicular traffic is at least 30 seconds per vehicle during the peak hour.

#### **Analysis**

The 85th percentile approach speed of the major-street traffic is less than 40 mph; therefore, Part B of the minimum traffic volumes warrant is not applicable.

#### **Results**

Part B of the minimum traffic volumes warrant is not satisfied.

Based on the stated criteria, the minimum traffic volumes warrant is not met.

## Multiway Stop Analysis Intersection of N Harrison St at 26th St N

### Warrant 4- Combination Warrant

#### Guidance

The combination warrant suggests that a multiway stop may be warranted where no single criterion from Warrants 2 and 3 is satisfied, but where all of the following adjusted criterion from those warrants are satisfied:

- 1.) An accident trend exists as indicated by four or more accidents within a 12-month period susceptible to correction by a multiway stop sign installation; **and**
- 2.) The vehicular volume entering an intersection for the total of both approaches of the major street averages at least 240 vehicles per hour for eight hours of an average day; **and**
- 3.) The combined pedestrian, bicycle, and motor vehicle volume from the minor street averages at least 160 units per hour for the same eight hours; **and**
- 4.) The average delay to minor street vehicular traffic is at least 24 seconds per vehicle during the peak hour.

#### Analysis

- 1.) A maximum of 2 qualifying accidents occurred within any 12-month period between 01/01/2010 and 07/09/2015.  
*The number of accidents in a 12-month period does not meet the threshold of four.*
- 2.) The total vehicular volume entering the intersection from both approaches of the major street averages 690 vehicles per hour for the eight highest volume hours of an average day.  
*This does meet the required average volume of 240 vehicles per hour for eight hours of an average day.*
- 3.) The total vehicular, bicycle, and pedestrian volume entering the intersection from both approaches of the minor street averages 174 units per hour for the same eight hours.  
*This does meet the required combined vehicular, bicycle, and pedestrian average volume of 160 units per hour for the same eight hours of an average day.*
- 4.) The average delay to minor street vehicular traffic is less than 24 seconds per vehicle during the maximum hour.  
*This does not meet the required minor street delay of 24 seconds or more during the maximum hour.*

#### Results

Based on the stated criteria, the combination warrant is not met.

## Multiway Stop Analysis Intersection of N Harrison St at 26th St N

### III. Conclusion

#### Summary

This report contains the analysis that was completed to determine if an all-way stop condition is warranted at the intersection of N Harrison St and 26th St N. The analysis was performed in accordance with Arlington County Warrants for Multiway Stop Signs. The specific warrants that were applied were based on the functional classification of all approaches to the intersection.

The functional classification of N Harrison St is arterial street and the functional classification of 26th St N is neighborhood street, and as such, the Arterial Street Warrants were applied.

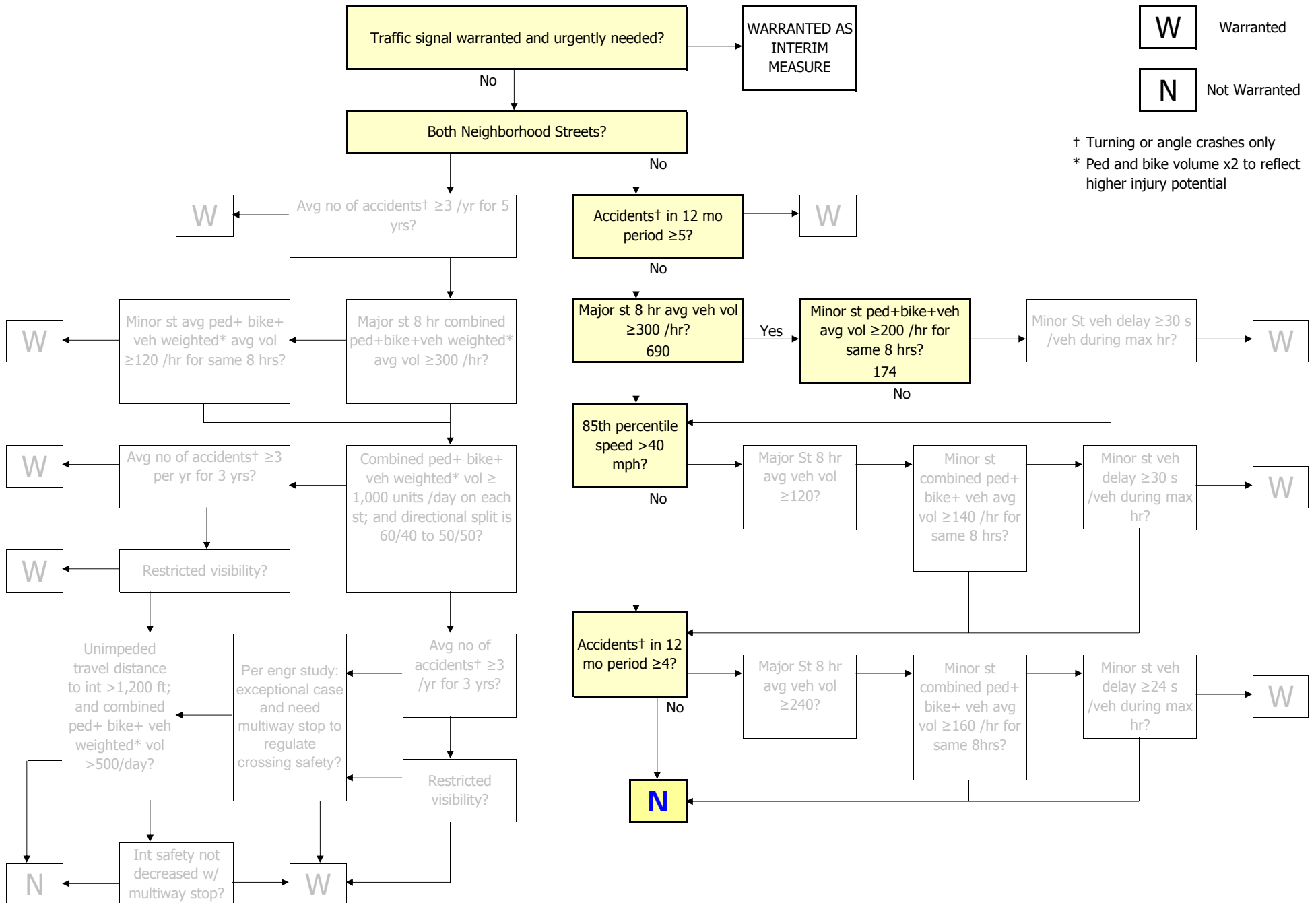
Following are the results of each of the multiway stop warrants:

- The Traffic Signal Installation Warrant is not met.
- The Traffic Accidents Warrant is not met.
- The Minimum Traffic Volumes Warrant is not met.
- The Combination Warrant is not met.

#### Recommendation

The results of the analysis presented in this report indicate that none of the warrants are met for the installation of a multiway stop condition. Based on this finding and engineering judgement, it is recommended that the intersection should continue to operate as it currently does.

# Multiway Stop Analysis Intersection of N Harrison St at 26th St N



**W** Warranted  
**N** Not Warranted

† Turning or angle crashes only  
\* Ped and bike volume x2 to reflect higher injury potential



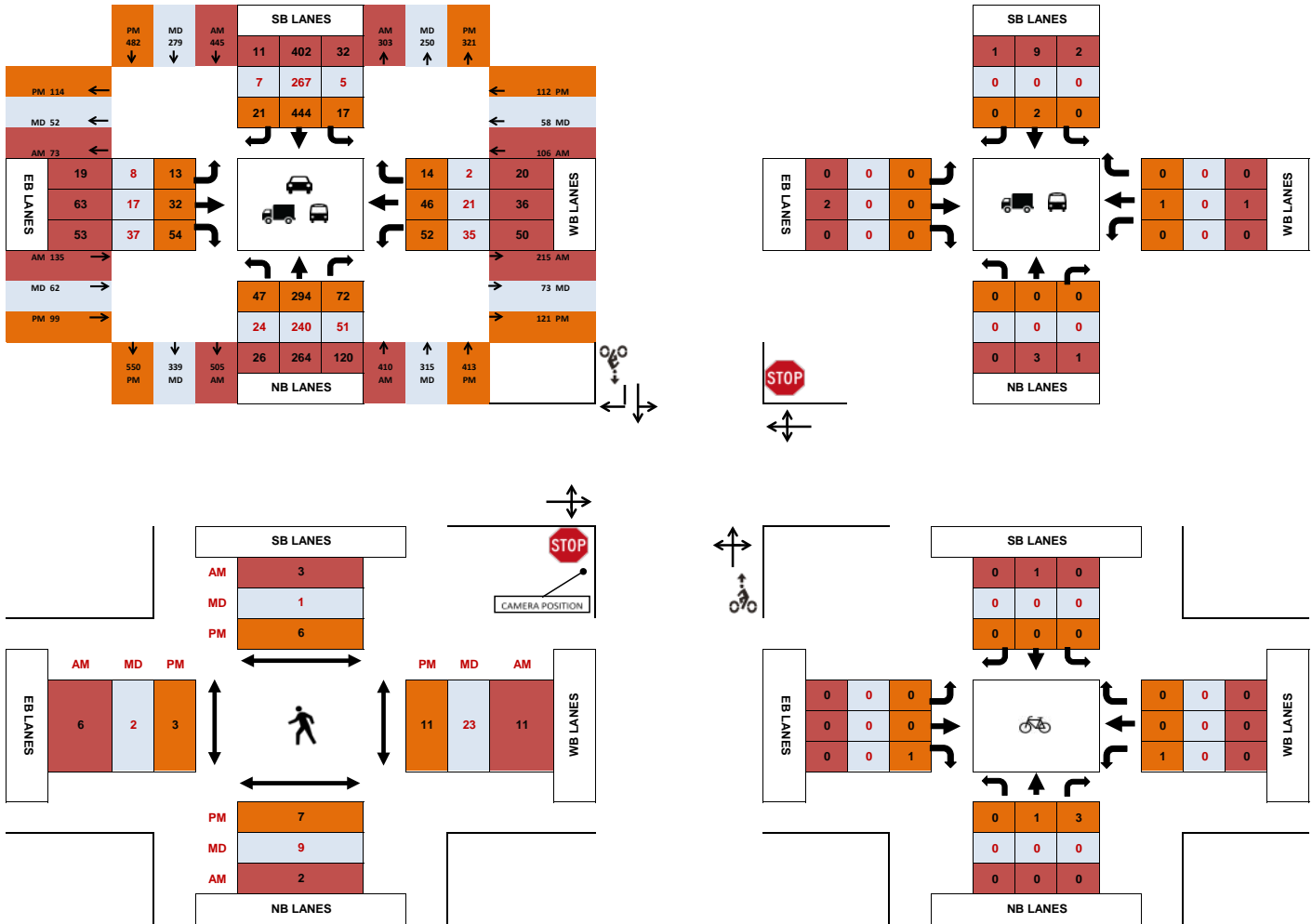
# Multiway Stop Analysis Intersection of N Harrison St at 26th St N

## **APPENDIX A** **Transportation Count Raw Data**

# SUMMARY PAGE

#003 N Harrison St - MAJOR & 26th St - MINOR

LOCATION#:	003	QTD PROJ#:	2016127	AM PEAK HOUR:	730 AM - 830 AM
NORTH / SOUTH:	N Harrison St - MAJOR	COUNT DATE:	Tuesday, March 01, 2016	MD PEAK HOUR:	1200 PM - 1300 PM
EAST / WEST:	26th St - MINOR	VICINITY:	VA	PM PEAK HOUR:	530 PM - 630 PM
WEATHER:	NORMAL / CLEAR	AM TOTAL PHF:	0.844	AM PEAK 15-Min:	800 AM - 815 AM
		MD TOTAL PHF:	0.981	MD PEAK 15-Min:	1215 PM - 1230 PM
		PM TOTAL PHF:	0.932	PM PEAK 15-Min:	530 PM - 545 PM



COMMENTS:

AM COUNT	7:00 AM	TO	10:00 AM
MD COUNT	11:00 AM	TO	1:00 PM
PM COUNT	4:00PM	TO	7:00PM

### VEHICLE TURNING MOVEMENT COUNT

#003 N Harrison St - MAJOR & 26th St - MINOR - AM PEAK

LOCATION#: 003	QTD PROJ#: 2016127
NORTH / SOUTH: N Harrison St - MAJOR	DATE: Tuesday, March 01, 2016
EAST / WEST: 26th St - MINOR	VICINITY: VA

DIRECTION:	NL	NT	NR	U	SL	ST	SR	U	EL	ET	ER	U	WL	WT	WR	U	TOTALS
LANES:	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
7:00 AM	5	44	7	0	2	44	2	0	0	3	9	0	9	3	3	0	131
7:15 AM	4	65	25	0	4	74	1	1	7	8	12	0	8	2	7	0	218
7:30 AM	4	54	26	0	9	86	1	0	9	12	14	0	12	8	5	0	240
7:45 AM	12	56	27	0	8	103	5	0	3	18	15	0	6	3	7	0	263
8:00 AM	4	85	46	0	9	101	1	0	6	21	10	0	17	12	7	0	319
8:15 AM	6	66	20	0	4	103	3	0	1	10	14	0	15	12	1	0	255
8:30 AM	4	65	7	0	8	68	1	0	2	9	7	0	9	6	6	0	192
8:45 AM	3	59	8	0	2	94	5	0	3	8	16	0	9	5	3	0	215
9:00 AM	5	42	13	0	6	100	5	0	4	4	12	0	7	1	2	0	201
9:15 AM	7	49	10	0	2	68	1	0	4	9	11	0	3	3	0	0	167
9:30 AM	1	37	10	0	0	58	3	0	1	4	7	0	7	4	1	0	133
9:45 AM	5	41	10	0	3	65	2	0	3	6	7	0	7	4	0	0	153

VOLUME STATS:	NL	NT	NR	U	SL	ST	SR	U	EL	ET	ER	U	WL	WT	WR	U	TOTALS
TOTAL:	60	663	209	0	57	964	30	1	43	112	134	0	109	63	42	0	2487
P.H.V. 1:	26	261	119	0	30	393	10	0	19	61	53	0	50	35	20	0	1077
P.H.F. 2:	0.752				0.933				0.899				0.729				0.844

- (1) Peak Hour Volume (Peak Hour - 730 AM - 830 AM)
- (2) Peak Hour Factor (directional aggregate)
- (3) Peak 15m: 800 AM - 815 AM

### VEHICLE TURNING MOVEMENT COUNT

#003 N Harrison St - MAJOR & 26th St - MINOR - MD PEAK

LOCATION#: 003	QTD PROJ#: 2016127
NORTH / SOUTH: N Harrison St - MAJOR	DATE: Tuesday, March 01, 2016
EAST / WEST: 26th St - MINOR	VICINITY: VA

DIRECTION:	NL	NT	NR	U	SL	ST	SR	U	EL	ET	ER	U	WL	WT	WR	U	TOTALS
LANES:	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
11:00 AM	3	49	6	0	1	56	4	0	2	8	11	0	8	5	3	0	156
11:15 AM	3	47	11	0	1	59	2	0	4	5	2	0	9	9	2	0	154
11:30 AM	7	49	9	0	1	54	1	0	2	9	6	0	4	3	1	0	146
11:45 AM	7	62	8	0	0	60	0	0	2	2	3	0	7	8	1	0	160
12:00 PM	8	63	11	0	1	68	1	0	3	2	11	0	8	5	0	0	181
12:15 PM	7	54	18	0	3	65	2	0	3	6	11	0	6	6	1	0	182
12:30 PM	6	59	9	0	0	62	1	0	1	5	11	0	15	7	1	0	177
12:45 PM	3	64	13	0	1	72	3	0	1	4	4	0	6	3	0	0	174

VOLUME STATS:	NL	NT	NR	U	SL	ST	SR	U	EL	ET	ER	U	WL	WT	WR	U	TOTALS
TOTAL:	44	447	85	0	8	496	14	0	18	41	59	0	63	46	9	0	1330
P.H.V. 1:	24	240	51	0	5	267	7	0	8	17	37	0	35	21	2	0	714
P.H.F. 2:	0.960				0.918				0.775				0.630				0.981

- (1) Peak Hour Volume (Peak Hour - 1200 PM - 1300 PM)
- (2) Peak Hour Factor (directional aggregate)
- (3) Peak 15m: 1215 PM - 1230 PM

### VEHICLE TURNING MOVEMENT COUNT

#003 N Harrison St - MAJOR & 26th St - MINOR - PM PEAK

LOCATION#: 003	QTD PROJ#: 2016127
NORTH / SOUTH: N Harrison St - MAJOR	DATE: Tuesday, March 01, 2016
EAST / WEST: 26th St - MINOR	VICINITY: VA

DIRECTION:	NL	NT	NR	U	SL	ST	SR	U	EL	ET	ER	U	WL	WT	WR	U	TOTALS
LANES:	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
4:00 PM	6	78	15	0	2	98	5	0	5	6	11	0	12	9	12	0	259
4:15 PM	9	71	22	0	4	82	4	0	3	3	10	0	7	7	4	0	226
4:30 PM	10	74	22	0	7	88	6	0	1	6	14	0	11	11	5	0	255
4:45 PM	11	64	9	0	3	80	3	0	2	9	9	0	11	11	5	0	217
5:00 PM	13	88	14	0	4	83	3	0	0	5	10	0	22	10	7	0	259
5:15 PM	11	69	27	0	11	88	2	0	4	8	12	0	11	9	7	0	259
5:30 PM	13	78	22	0	6	118	7	0	3	4	15	0	16	11	3	0	296
5:45 PM	14	62	17	0	4	132	4	0	1	10	23	0	9	10	3	0	289
6:00 PM	9	66	12	0	4	97	7	0	4	6	12	0	17	14	2	0	250
6:15 PM	11	88	21	0	3	95	3	0	5	12	4	0	10	10	6	0	268
6:30 PM	8	68	14	0	1	82	3	0	2	2	16	0	9	6	7	0	218
6:45 PM	13	81	20	0	5	67	2	0	5	4	14	0	9	5	2	0	227

VOLUME STATS:	NL	NT	NR	U	SL	ST	SR	U	EL	ET	ER	U	WL	WT	WR	U	TOTALS
TOTAL:	128	887	215	0	54	1110	49	0	35	75	150	0	144	113	63	0	3023
P.H.V. 1:	47	294	72	0	17	442	21	0	13	32	54	0	52	45	14	0	1103
P.H.F. 2:	0.860				0.857				0.728				0.841				0.932

- (1) Peak Hour Volume (Peak Hour - 530 PM - 630 PM)
- (2) Peak Hour Factor (directional aggregate)
- (3) Peak 15m: 530 PM - 545 PM



## HEAVY TRUCKS & BUSES TURNING MOVEMENT COUNT

#003 N Harrison St - MAJOR & 26th St - MINOR - AM PEAK

LOCATION#: 003	QTD PROJ#: 2016127
NORTH / SOUTH: N Harrison St - MAJOR	DATE: Tuesday, March 01, 2016
EAST / WEST: 26th St - MINOR	VICINITY: VA

DIRECTION:	NL	NT	NR	U	SL	ST	SR	U	EL	ET	ER	U	WL	WT	WR	U	TOTALS
LANES:	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
7:00 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	2	0	0	0	3	0	0	0	1	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	2	3	1	0	0	0	0	0	0	0	0	0	7
8:15 AM	0	0	1	0	0	2	0	0	0	1	0	0	0	1	0	0	5
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
9:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	1	0	0	4
9:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
9:30 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	5
9:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
<b>VOLUME STATS:</b>	<b>NL</b>	<b>NT</b>	<b>NR</b>	<b>U</b>	<b>SL</b>	<b>ST</b>	<b>SR</b>	<b>U</b>	<b>EL</b>	<b>ET</b>	<b>ER</b>	<b>U</b>	<b>WL</b>	<b>WT</b>	<b>WR</b>	<b>U</b>	
TOTAL:	1	12	1	0	5	21	1	0	0	3	1	0	0	3	0	0	48
P.H.V. 1	0	3	1	0	2	9	1	0	0	2	0	0	0	1	0	0	19
P.H.F. 2	0.500				0.500				0.500				0.250			0.679	

- (1) Peak Hour Volume (Peak Hour - 730 AM - 830 AM)  
 (2) Peak Hour Factor (directional aggregate)  
 (3) Peak 15m: 800 AM - 815 AM

## HEAVY TRUCKS & BUSES TURNING MOVEMENT COUNT

#003 N Harrison St - MAJOR & 26th St - MINOR - MD PEAK

LOCATION#: 003	QTD PROJ#: 2016127
NORTH / SOUTH: N Harrison St - MAJOR	DATE: Tuesday, March 01, 2016
EAST / WEST: 26th St - MINOR	VICINITY: VA

DIRECTION:	NL	NT	NR	U	SL	ST	SR	U	EL	ET	ER	U	WL	WT	WR	U	TOTALS
LANES:	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	1	0	4
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>VOLUME STATS:</b>	<b>NL</b>	<b>NT</b>	<b>NR</b>	<b>U</b>	<b>SL</b>	<b>ST</b>	<b>SR</b>	<b>U</b>	<b>EL</b>	<b>ET</b>	<b>ER</b>	<b>U</b>	<b>WL</b>	<b>WT</b>	<b>WR</b>	<b>U</b>	
TOTAL:	0	3	1	0	0	2	0	0	0	0	0	0	0	0	1	0	7
P.H.V. 1	0	3	1	0	0	2	0	0	0	0	0	0	0	0	1	0	7
P.H.F. 2	0.500				0.500				0.000				0.250			0.438	

- (1) Peak Hour Volume (Peak Hour - 1200 PM - 1300 PM)  
 (2) Peak Hour Factor (directional aggregate)  
 (3) Peak 15m: 1215 PM - 1230 PM

## HEAVY TRUCKS & BUSES TURNING MOVEMENT COUNT

#003 N Harrison St - MAJOR & 26th St - MINOR - PM PEAK

LOCATION#: 003	QTD PROJ#: 2016127
NORTH / SOUTH: N Harrison St - MAJOR	DATE: Tuesday, March 01, 2016
EAST / WEST: 26th St - MINOR	VICINITY: VA

DIRECTION:	NL	NT	NR	U	SL	ST	SR	U	EL	ET	ER	U	WL	WT	WR	U	TOTALS
LANES:	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
4:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	5
4:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	1	0	5
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>VOLUME STATS:</b>	<b>NL</b>	<b>NT</b>	<b>NR</b>	<b>U</b>	<b>SL</b>	<b>ST</b>	<b>SR</b>	<b>U</b>	<b>EL</b>	<b>ET</b>	<b>ER</b>	<b>U</b>	<b>WL</b>	<b>WT</b>	<b>WR</b>	<b>U</b>	
TOTAL:	0	7	0	0	2	5	0	0	0	0	0	0	1	2	1	0	18
P.H.V. 1	0	5	0	0	2	3	0	0	0	0	0	0	1	1	1	0	13
P.H.F. 2	0.625				0.625				0.000				0.375			0.650	

- (1) Peak Hour Volume (Peak Hour - 530 PM - 630 PM)  
 (2) Peak Hour Factor (directional aggregate)  
 (3) Peak 15m: 530 PM - 545 PM

## PEDESTRIAN CROSSWALK COUNTS

#003 N Harrison St - MAJOR & 26th St - MINOR - AM PEAK

LOCATION#: 003	QTD PROJ#: 2016127
NORTH / SOUTH: N Harrison St - MAJOR	DATE: Tuesday, March 01, 2016
EAST / WEST: 26th St - MINOR	VICINITY: VA

DIRECTION:	EASTERN CROSSWALK	WESTERN CROSSWALK	SOUTHERN CROSSWALK	NORTHERN CROSSWALK	TOTALS
7:00 AM	0	1	0	3	4
7:15 AM	0	1	3	1	5
7:30 AM	2	0	0	2	4
7:45 AM	6	2	1	1	10
8:00 AM	1	4	1	0	6
8:15 AM	2	0	0	0	2
8:30 AM	4	0	0	2	6
8:45 AM	4	0	2	0	6
9:00 AM	3	0	0	0	3
9:15 AM	1	0	0	0	1
9:30 AM	7	0	0	1	8
9:45 AM	2	0	0	0	2

VOLUME STATS:	EASTERN CROSSWALK	WESTERN CROSSWALK	SOUTHERN CROSSWALK	NORTHERN CROSSWALK	TOTALS
TOTAL:	32	8	7	10	57
P.H.V: 1	9	7	5	4	25
P.H.F: 2	0.375	0.438	0.417	0.500	0.625

- (1) Peak Hour Volume (Peak Hour - 730 AM - 830 AM)  
 (2) Peak Hour Factor  
 (3) Peak 15m: 800 AM - 815 AM

## PEDESTRIAN CROSSWALK COUNTS

#003 N Harrison St - MAJOR & 26th St - MINOR - MD PEAK

LOCATION#: 003	QTD PROJ#: 2016127
NORTH / SOUTH: N Harrison St - MAJOR	DATE: Tuesday, March 01, 2016
EAST / WEST: 26th St - MINOR	VICINITY: VA

DIRECTION:	EASTERN CROSSWALK	WESTERN CROSSWALK	SOUTHERN CROSSWALK	NORTHERN CROSSWALK	TOTALS
11:00 AM	1	0	2	0	3
11:15 AM	9	0	1	0	10
11:30 AM	1	0	0	0	1
11:45 AM	7	0	0	0	7
12:00 PM	1	0	0	1	2
12:15 PM	5	0	4	0	9
12:30 PM	7	1	4	0	12
12:45 PM	10	1	1	0	12

VOLUME STATS:	EASTERN CROSSWALK	WESTERN CROSSWALK	SOUTHERN CROSSWALK	NORTHERN CROSSWALK	TOTALS
TOTAL:	41	2	12	1	56
P.H.V: 1	23	2	9	1	35
P.H.F: 2	0.575	0.500	0.563	0.250	0.729

- (1) Peak Hour Volume (Peak Hour - 1200 PM - 1300 PM)  
 (2) Peak Hour Factor  
 (3) Peak 15m: 1215 PM - 1230 PM

## PEDESTRIAN CROSSWALK COUNTS

#003 N Harrison St - MAJOR & 26th St - MINOR - PM PEAK

LOCATION#: 003	QTD PROJ#: 2016127
NORTH / SOUTH: N Harrison St - MAJOR	DATE: Tuesday, March 01, 2016
EAST / WEST: 26th St - MINOR	VICINITY: VA

DIRECTION:	EASTERN CROSSWALK	WESTERN CROSSWALK	SOUTHERN CROSSWALK	NORTHERN CROSSWALK	TOTALS
4:00 PM	5	4	3	1	13
4:15 PM	4	0	2	2	6
4:30 PM	9	1	1	4	15
4:45 PM	14	0	2	1	17
5:00 PM	7	0	1	0	8
5:15 PM	8	3	2	0	13
5:30 PM	1	2	3	5	11
5:45 PM	2	0	2	0	4
6:00 PM	4	0	2	0	6
6:15 PM	4	1	0	1	6
6:30 PM	8	1	3	0	12
6:45 PM	4	3	1	0	8

VOLUME STATS:	EASTERN CROSSWALK	WESTERN CROSSWALK	SOUTHERN CROSSWALK	NORTHERN CROSSWALK	TOTALS
TOTAL:	70	15	20	14	119
P.H.V: 1	15	5	9	5	34
P.H.F: 2	0.469	0.417	0.750	0.250	1.154

- (1) Peak Hour Volume (Peak Hour - 530 PM - 630 PM)  
 (2) Peak Hour Factor  
 (3) Peak 15m: 530 PM - 545 PM



## BICYCLE TURNING MOVEMENT COUNT

#003 N Harrison St - MAJOR & 26th St - MINOR - AM PEAK

LOCATION#: 003	QTD PROJ#: 2016127
NORTH / SOUTH: N Harrison St - MAJOR	DATE: Tuesday, March 01, 2016
EAST / WEST: 26th St - MINOR	VICINITY: VA

DIRECTION:	NL	NT	NR	U	SL	ST	SR	U	EL	ET	ER	U	WL	WT	WR	U	TOTALS
LANES:	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>VOLUME STATS:</b>	<b>NL</b>	<b>NT</b>	<b>NR</b>	<b>U</b>	<b>SL</b>	<b>ST</b>	<b>SR</b>	<b>U</b>	<b>EL</b>	<b>ET</b>	<b>ER</b>	<b>U</b>	<b>WL</b>	<b>WT</b>	<b>WR</b>	<b>U</b>	
TOTAL:	0	0	0	0	1	2	0	0	1	0	1	0	1	0	0	0	6
P.H.V.:	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	3
P.H.F.:	0.000			0.500			0.000			0.250			0.375				

- (1) Peak Hour Volume (Peak Hour - 730 AM - 830 AM)
- (2) Peak Hour Factor (directional aggregate)
- (3) Peak 15m: 800 AM - 815 AM

## BICYCLE TURNING MOVEMENT COUNT

#003 N Harrison St - MAJOR & 26th St - MINOR - MD PEAK

LOCATION#: 003	QTD PROJ#: 2016127
NORTH / SOUTH: N Harrison St - MAJOR	DATE: Tuesday, March 01, 2016
EAST / WEST: 26th St - MINOR	VICINITY: VA

DIRECTION:	NL	NT	NR	U	SL	ST	SR	U	EL	ET	ER	U	WL	WT	WR	U	TOTALS
LANES:	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>VOLUME STATS:</b>	<b>NL</b>	<b>NT</b>	<b>NR</b>	<b>U</b>	<b>SL</b>	<b>ST</b>	<b>SR</b>	<b>U</b>	<b>EL</b>	<b>ET</b>	<b>ER</b>	<b>U</b>	<b>WL</b>	<b>WT</b>	<b>WR</b>	<b>U</b>	
TOTAL:	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
P.H.V.:	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
P.H.F.:	0.500			0.250			0.000			0.000			0.375				

- (1) Peak Hour Volume (Peak Hour - 1200 PM - 1300 PM)
- (2) Peak Hour Factor (directional aggregate)
- (3) Peak 15m: 1215 PM - 1230 PM

## BICYCLE TURNING MOVEMENT COUNT

#003 N Harrison St - MAJOR & 26th St - MINOR - PM PEAK

LOCATION#: 003	QTD PROJ#: 2016127
NORTH / SOUTH: N Harrison St - MAJOR	DATE: Tuesday, March 01, 2016
EAST / WEST: 26th St - MINOR	VICINITY: VA

DIRECTION:	NL	NT	NR	U	SL	ST	SR	U	EL	ET	ER	U	WL	WT	WR	U	TOTALS
LANES:	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3
5:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	3
6:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>VOLUME STATS:</b>	<b>NL</b>	<b>NT</b>	<b>NR</b>	<b>U</b>	<b>SL</b>	<b>ST</b>	<b>SR</b>	<b>U</b>	<b>EL</b>	<b>ET</b>	<b>ER</b>	<b>U</b>	<b>WL</b>	<b>WT</b>	<b>WR</b>	<b>U</b>	
TOTAL:	1	6	3	0	0	3	0	0	0	2	1	0	1	0	0	0	17
P.H.V.:	0	3	3	0	0	1	0	0	0	0	0	0	1	0	0	0	8
P.H.F.:	0.750			0.250			0.000			0.250			0.667				

- (1) Peak Hour Volume (Peak Hour - 530 PM - 630 PM)
- (2) Peak Hour Factor (directional aggregate)
- (3) Peak 15m: 530 PM - 545 PM



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