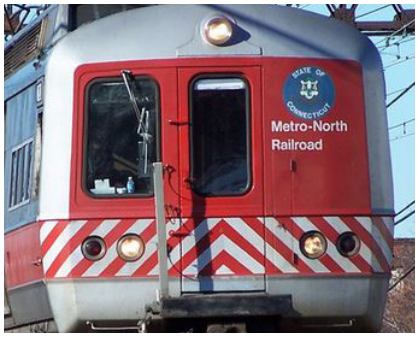
Westport Rail Stations Parking Study

Existing Conditions Report Analysis Recommendations

Analysis Report
February 2016



prepared by
The RBA Group
prepared for
Western CT Council of Governments

WESTCOG

Westport Rail Stations Parking Study Analysis Report

February 2016

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Table of Contents

List of Tables

List of Figures

Executive Summary

E.1 Study Background

The shortage of parking, particularly permit parking, at the Westport-Saugatuck (herein referred to as Saugatuck Station) and Green's Farms Stations has been an issue for the Town of Westport for the past two decades. As Metro-North has increased service over the last two years, more residents and non-residents have been using both stations to commute to Manhattan in addition to intrastate destinations. The demand for parking at both stations is high; the Town of Westport has a waiting list for permit parking of more than 1,700 people, with an average wait time of three years. Furthermore, the stations are popular with non-residents due to a commute time into New York City of approximately one hour, the relatively low annual parking permit ($325) and daily fees ($5), compared to market rates for parking compared to other stations along the line, and the absence of rail service to Weston and other towns north of Westport.

Since the Town of Westport assumed responsibility in the 1960s for parking at its stations from the predecessor to Metro-North, the New Haven Railroad Company, Westport has recognized the importance of providing sufficient commuter parking at its train stations for its residents. In the early 1990s, parking at Saugatuck Station was expanded to its current capacity. Since then, the Town also has focused on alternative ways to alleviate parking demand, such as improving bus/shuttle service to the station. This was a recommendation in both the *1997 Plan of Conservation and Development* (1997 POCD) and the *2007 Plan of Conservation and Development* (2007 POCD).

Another important recommendation from the 2007 POCD—one that helped initiate this study—was to conduct a comprehensive study of parking associated with commuter train service.

E.2 Study Purpose

The purpose of this study is to recommend ways to alleviate commuter rail parking shortages at the stations, and to provide recommendations for improving operations and governance while incorporating multi-modal solutions into the overall approach. The study promotes the goals and objectives of the *South Western Region Long Range Transportation Plan 2015-2040* (South Western Regional Planning Agency), which recommends that adequate rail station parking be provided, managed and operated so that Connecticut residents can utilize the regional rail network. The plan also recommends creating or improving intermodal transit connections and facilitating alternative methods of accessing stations such as walking, bicycling, or riding motorized two-wheelers (e.g., motorcycle, motor scooter, moped).

The South Western Regional Planning Agency (SWRPA) commissioned this study in partnership with the Connecticut Department of Transportation (CTDOT) and the Town of Westport. The study was funded by CTDOT in cooperation with the United States Department of Transportation (USDOT). The RBA Group of Connecticut, LLC was retained to prepare this study. In January 2015, SWRPA and the Housatonic Valley Council of Elected Officials were consolidated into the Western CT Council of Governments (WestCOG). This report examines the results of an on-line survey, provides an estimate of unmet parking demand, and then utilizes the results, as well as the findings of the Existing Conditions Report to identify a range of issues/opportunities related to parking management, parking improvements, and mobility.

The study is being assisted by a Study Technical Committee (STC) consisting of representatives from the Western CT Council of Governments, the Town of Westport's Police Department, Department of Public Works, Planning Department, and First Selectman's Office and from CTDOT, the Norwalk Transit District, and the Westport Transit District.

E.3 Key Findings

Saugatuck and Green's Farms Station Areas Intercept Survey (survey conducted from 8/13-12/13)

- Fifty percent of respondents reported that they drive themselves to the stations and park 4 or 5 days a week.
- Five respondents reported that they park at the Imperial Avenue lot and take the shuttle 4 or 5 days a week.

Rail Station Areas Traffic Conditions

- All the intersections in the study area currently operate at an overall LOS D or better during both peak hours with two exceptions: the intersection of Saugatuck Avenue/ I-95 Northbound ramp operates at LOS E during the Weekday AM peak hour, and the intersection of Riverside Avenue/ Bridge Street operates at LOS F during the Weekday AM peak hour.
- The intersection of Riverside and Bridge Street had the highest number of crashes (28) of any intersection in the study area between January 1, 2012 and December 31, 2014, one of which involved a bicycle and/or pedestrian.

Parking Demand

- The parking demand analysis uses two methodologies; one methodology that is based on historical data for select New Haven Line Stations indicating the relationship between parking supply and ridership (source: Transit Cooperative Research Report - Guidelines for Providing Access to Public Transportation Stations - Report 153, 2012); and a second methodology that is based on the relationship between existing parking permit demand and unmet parking demand. The source for the information includes: existing permit, wait list, and ridership data; visual observations; previous experience on similar studies; and conversations with the Westport Police Department and Metro North, which estimates that the range of unmet parking demand in terms of the number of parking required to accommodate new riders/permit users is between 334 and 817 in the next five years.
- Another factor that may impact parking demand at Saugatuck Station is any future development that eliminates current private lots located north of the station which would reduce the total number of spaces available to commuters and would increase demand at Saugatuck Station.
- Given the results from the demand analysis, it is a policy decision for the Town and State as to whether they wish to increase the capacity at each station to accommodate additional permit holders, continue to have commuters get to the stations using other modes and means but not provide convenient access nor promote rail user satisfaction, or encourage the use of other modes (e.g. shuttles, bicycles) to reduce the number of people driving to each station.

E.4 Evaluation of Rail Parking Strategies

Based on the findings from the *Existing Conditions Report*, discussions with STC, and the results of Chapters 1, 2, and 3 of this report, an initial issues and opportunities matrix related to **Parking Improvement** (PI), **Parking Management** (PM), and **Mobility Strategies** (M) was developed. This alternatives matrix, which is included in Appendix C, was then further discussed and evaluated by the STC in order to prioritize the strategies into short-term, mid-term, long-term, and those with no support. While the full listing of strategies and their evaluation notes begins on page 47 of this report, some of the key strategies include:

Short-Term

- Add high visibility crosswalks at Franklin Street and Charles Street/Park Street, and along the western of Riverside Avenue and Charles Street (M 3)
- Monitor CTDOT's Bridge Street Bridge Project (M 17)
- Review and comment on CTDOT's (Project 102-297) I-95 Exit 17 Interchange Project (M 18)
- Continue with the current management structure for rail station parking (PM 1)
- Implement a pay station and pay by phone system (PM 8)
- Develop a Capital Plan (PM 14)
- Develop an Operating and Financial Plan (PM 15)

Mid-Term

- Revise lease arrangements between CTDOT and the Town that govern the use of parking areas and clearly delineate responsibilities (PM 6)
- Consider implementing a Smart Parking System that provides real-time parking availability information on mobile phones and the Town's website (PM 13)

Long-Term

- Redesign Railroad Place, Franklin Street (south of Charles Street) and Riverside Avenue (south of Charles Street) as shared or slow speed streets to make them safer for pedestrians (M 13)
- Outsource parking management to a private operator (PM 5)
- With a number of properties in a state of flux in the Saugatuck Area, develop a TOD/land use plan that examines redevelopment opportunities that could provide additional parking, relocate parking, provide additional open space, implement complete streets improvements to accommodate pedestrians and bicycles facilities, add streetscape furnishings, and accommodate valet parking areas. (PI 2-5)

E.5 Next Steps

The next phase of the project will provide recommendations based on the issues/opportunities detailed in this report and discussions with the STC. A conceptual site plan will be produced highlighting parking and mobility recommendations.

1. Saugatuck and Green's Farm Station Areas Intercept Survey

1.1 Purpose

An online survey was created for the purpose of collecting basic information about how people use the Saugatuck and Green's Farms Stations and parking lots. The survey consisted of 13 closed-ended questions with an opportunity for open-ended feedback. The survey was advertised starting in June 2013 through signs posted at the Saugatuck and Green's Farms Stations, through links posted on SWRPA's website, and through an article in a local newspaper. More than 240 people responded to the survey. The survey was not scientific. However, its responses do provide some insight that help explain the travel behaviors of commuters. Furthermore, the responses can help to inform future decisions about the Saugatuck and Green's Farms Stations and associated transportation facilities and accommodations.

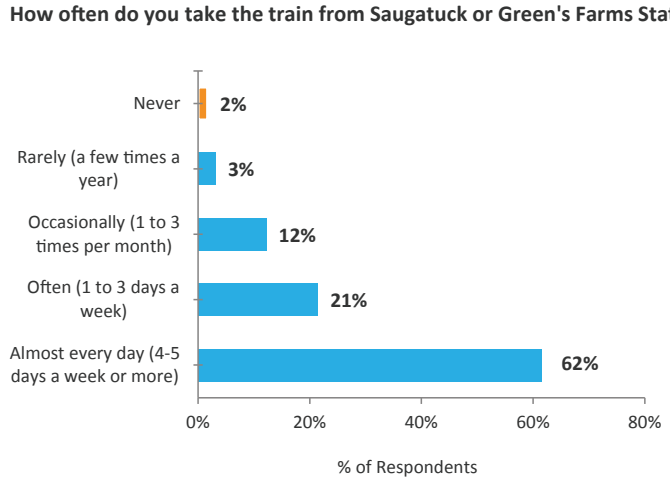
The survey included the following questions (the response choices are not shown):

1. In which zip code do you live?
2. What is the nearest intersection to your place of residence?
3. How often do you take the train from Saugatuck or Green's Farms Station?
4. Which station do you use the most?
5. At what time do you usually board the train in the morning?
6. When taking the train from Saugatuck or Green's Farms, at which station do you usually get off?
7. At what time do you usually board the train to return to Westport?
8. Do you currently have a Town of Westport annual rail parking permit?
9. How long have you been on the wait list for a parking permit?
10. How do you travel to the station?
11. If you drive to the station and park in one of the commuter lots, how difficult is it for you to find a parking space?
12. Did you know that the Westport Transit District runs a Commuter Shuttle Service to and from both Saugatuck and Green's Farms stations?
13. Have you ever used the Westport Transit District's Commuter Shuttle Service?
14. Please share additional information, comments, or suggestions if you wish to do so.

1.2 Summary of Results

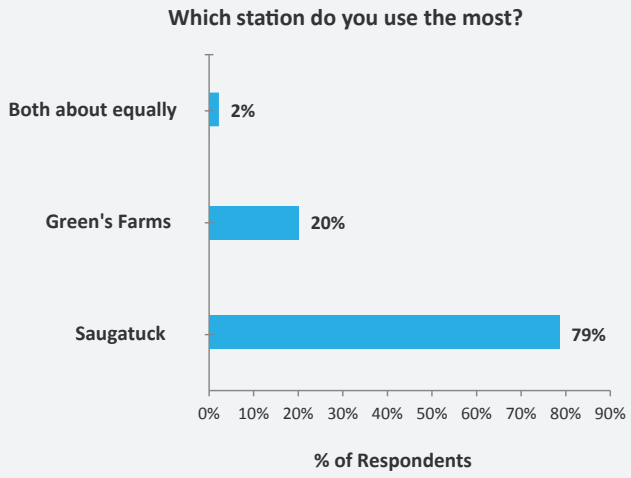
The summary of results begins with question #3. Questions #1 and #2 identified the respondents trip origin. Appendix A includes all of the raw survey information.

Figure 1: Saugatuck & Green's Farms Station Areas Intercept Survey Results - Frequency of Travel



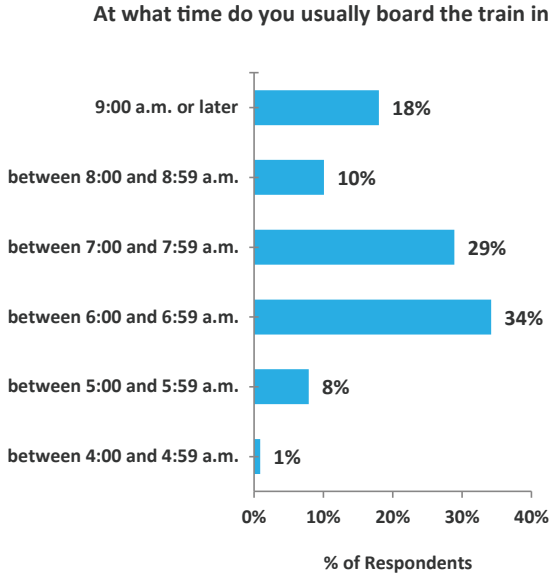
The majority of the 240 respondents (more than 60 percent) take the train at least 4 days a week. More than 20 percent of respondents take the train only 1-3 days a week.

Figure 2: Saugatuck & Green's Farms Station Areas Intercept Survey Results - Station Utilization



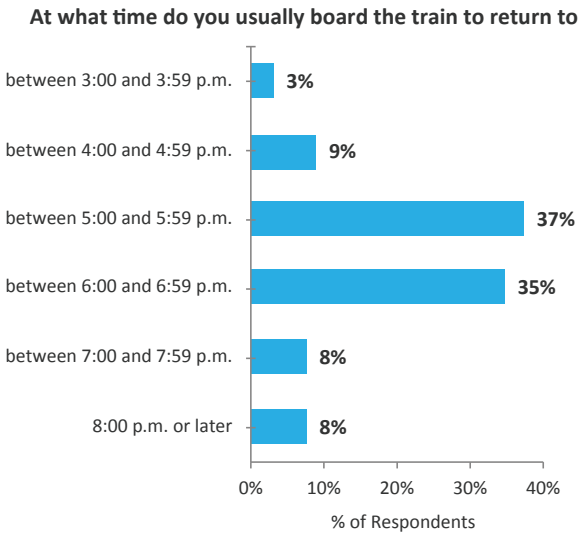
The majority of the 240 respondents (190 riders, or almost 80%) utilize Saugatuck Station.

Figure 3: Saugatuck & Green's Farms Station Areas Intercept Survey Results - Time of Morning Departure



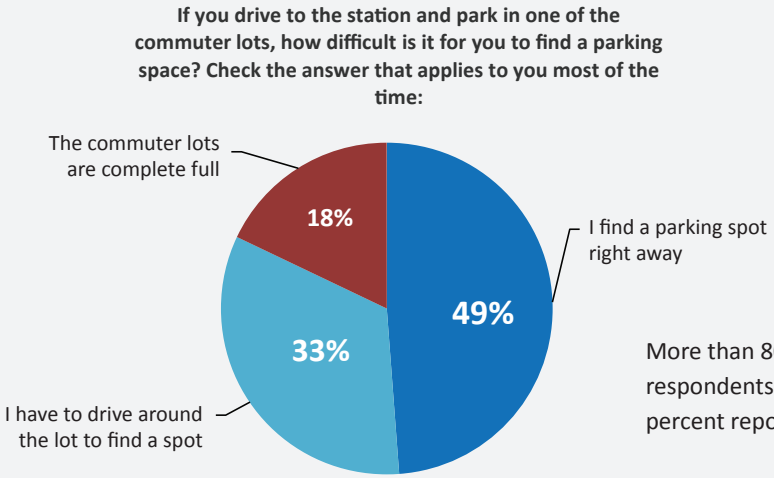
43 percent of the 240 respondents board the train before 7:00 am. More than 60 percent of respondents board the train between 6:00 am and 8:00 am. Almost 20 percent of respondents take the train after 9:00 am.

Figure 4: Saugatuck & Green's Farms Station Areas Intercept Survey Results - Time of Return to Westport



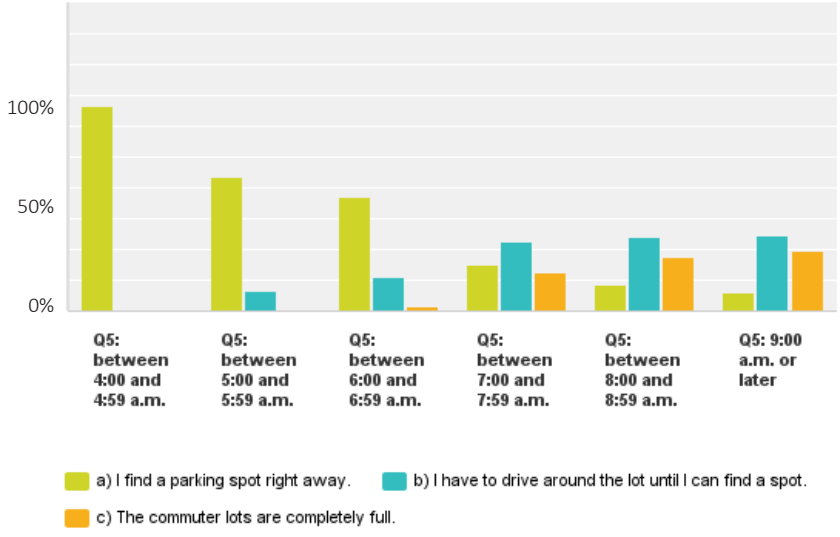
The majority of the 225 respondents (72%) return to Westport during standard rush hour times, between 5:00 pm and 7:00 pm.

Figure 5: Saugatuck & Green's Farms Station Areas Intercept Survey Results - Finding Commuter Parking



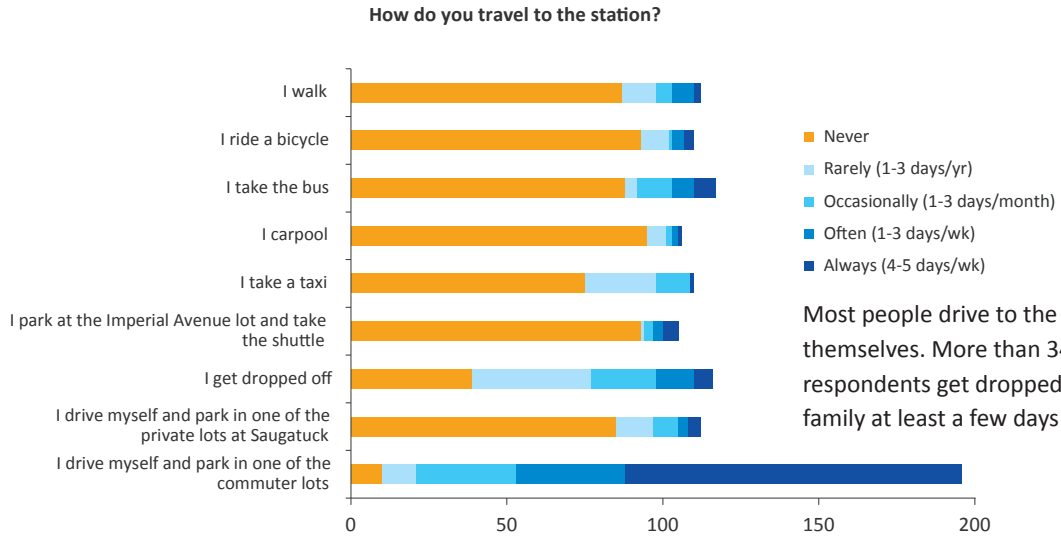
More than 80 percent of the 207 respondents find parking, while almost 20 percent reported that lots are often full.

Figure 6: Saugatuck & Green's Farms Station Areas Intercept Survey Results - Crosstab of Time Boarding Station in Morning and Ease of Finding Parking



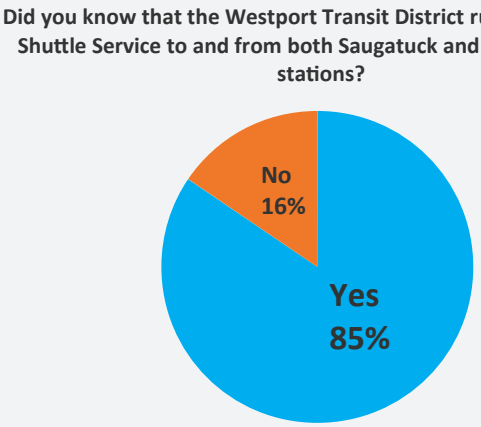
The question in Figure 5 was crosstabulated with the question in the survey that asked at what time people typically board the train in the morning. The earlier people board the train, the easier they report finding parking.

Figure 7: Saugatuck & Green's Farms Station Areas Intercept Survey Results - Mode of Travel to Station



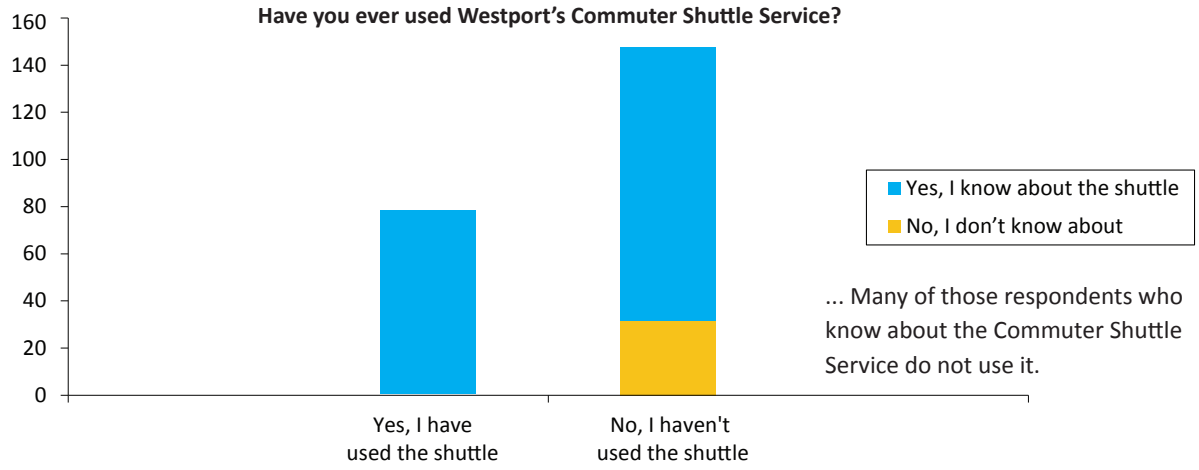
Most people drive to the stations themselves. More than 34% of the 221 respondents get dropped off by friends or family at least a few days per month.

Figure 8: Saugatuck & Green's Farms Station Areas Intercept Survey Results - Awareness of Commuter Shuttle



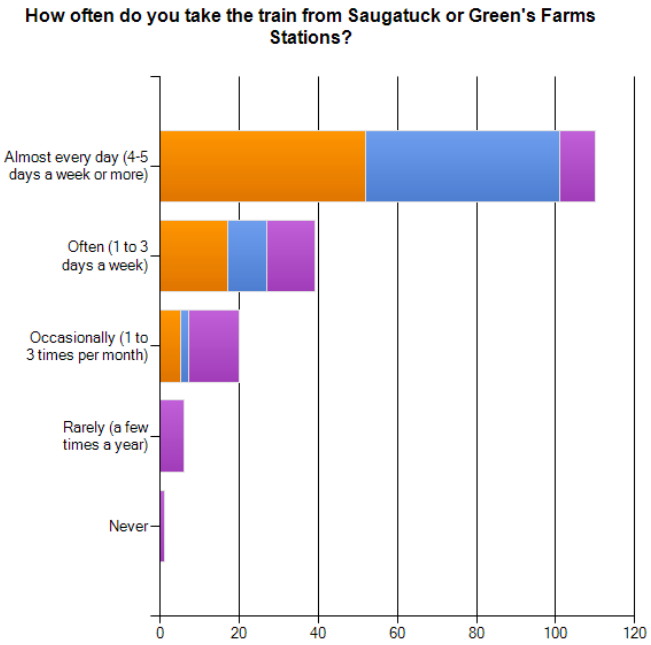
Most of the 219 respondents are aware of the Commuter Shuttle Service...

Figure 9: Saugatuck & Green's Farms Station Areas Intercept Survey Results - Cross Tab of Awareness of Commuter Shuttle and Utilization of Commuter Service



... Many of those respondents who know about the Commuter Shuttle Service do not use it.

Figure 10: Saugatuck & Green's Farms Station Areas Intercept Survey Results - Crosstab of Parking Status and Train Utilization



This chart is a crosstabulation that shows how often people take the train based on permit status (i.e., permitholder, waitlisted, or neither). More than half of permitholders take the train at least 4 days a week.

Responses to Open-Ended Questions

Q13: Have you ever used the Westport Transit District's Commuter Shuttle Service? If no, please explain. The following responses are some of the more frequent types of responses:

- Does not run early enough
- No shuttle service in Weston
- Not sure of stops; maps not clear
- Makes commute longer; routes not direct
- Doesn't run near my house
- Not convenient

Q14: Please share additional information, comments, or suggestions if you wish to do so. The following are some of the more frequent types of responses:

- Permit lots are usually not full or go unused; release more permit spaces for daily parkers; have fewer permit spaces
- Shuttle is great; make shuttle run earlier
- More bike racks
- Why do non-Westport residents get to buy permits?
- Raise the price of permits
- Too many hoarders of permit holders
- Those without permit who need one pay much more than permit holders ($325 vs. >$1200)
- 4 to 5 year waiting list is absurd

2. Rail Stations Area Traffic Conditions

2.1 Traffic Data Collection

Existing conditions data, previous studies, and available traffic counts were collected to create a comprehensive data set for developing a complete understanding of the study area and determine any gaps in data. The traffic data for the Westport Rail Stations Parking Study was collected at the same time as the data for the Downtown Westport Master Plan, a separate project also undertaken by RBA. Together, the two studies cover 40 intersections across the Town of Westport. The study intersections for the Westport Rail Stations Parking Study include nine (9) of these locations, which are listed below and mapped on Figure 11.

The new traffic data collected included vehicular, pedestrian, and bicycle data. The traffic data collection plan for this project is provided in Appendix B. Additionally, crash data were obtained for the latest available three years (2012-2014). The following sections describe traffic data collected for this project in greater detail:

ATR Counts

Automatic traffic recorder (ATR) counts were performed for a consecutive 24-hour, 5-day period (including one weekend) from 11/17/13 to 11/21/13. All machines counted in 15 minute intervals. The collected data was used for traffic flow map balancing and to calibrate turning movement counts. ATR counts were collected at the three (3) locations listed below and shown on Figure 10:

1. Saugatuck Avenue south of I-95 Southbound ramps
2. Charles Street west of Riverside Avenue
3. Riverside Avenue south of Ketchum Street

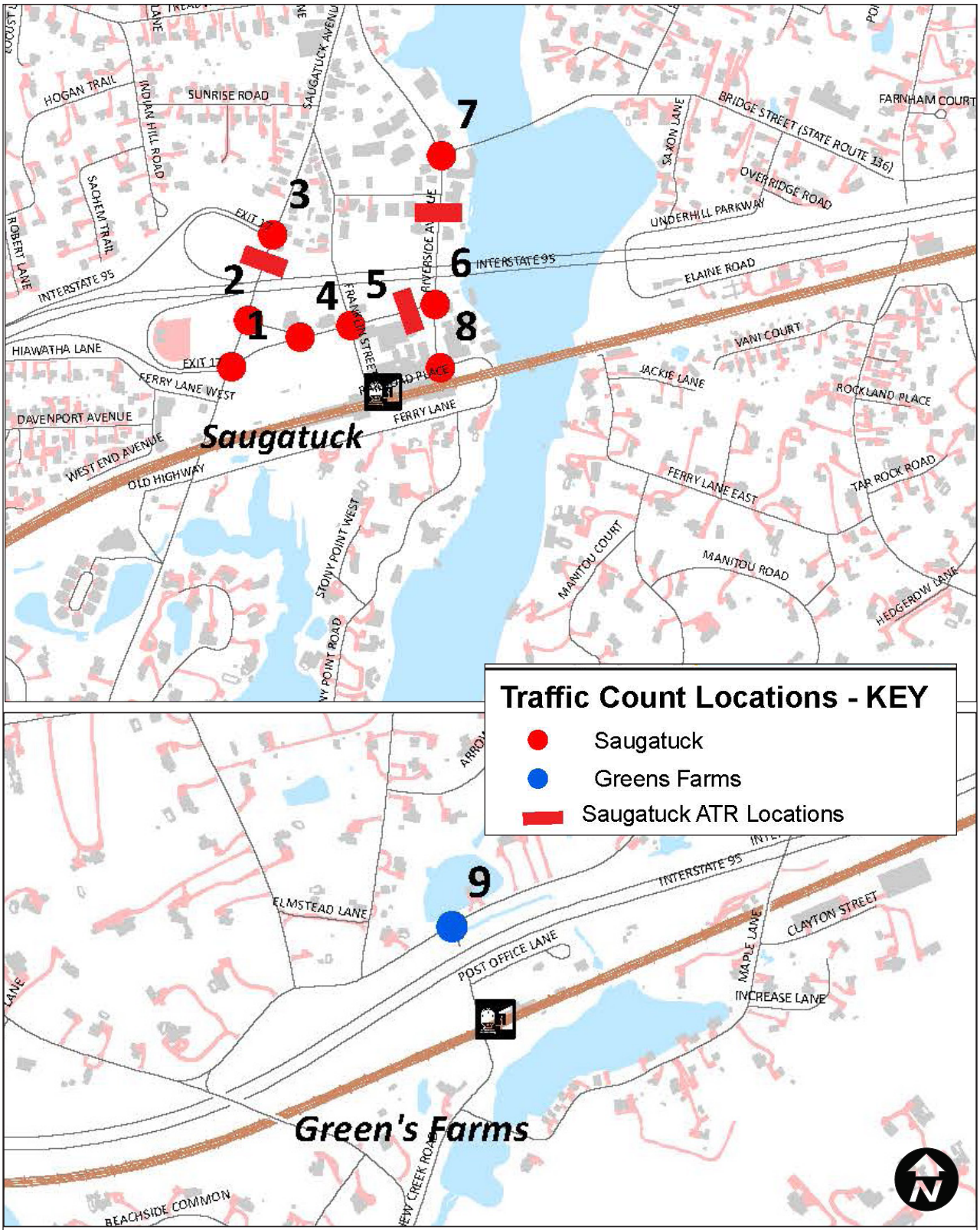
Turning Movement Counts

Turning movement counts (TMCs) were performed at the selected 9 intersections listed below and shown on Figure 11:

Saugatuck Study Area Locations

1. Saugatuck Avenue/I-95 Northbound ramps/ Park Street
2. Saugatuck Avenue/Charles Street
3. Saugatuck Avenue/I-95 Southbound ramps
4. Charles Street/Park Street
5. Charles Street/Franklin Street
6. Riverside Avenue/Charles Street
7. Riverside Avenue/Bridge Street
8. Riverside Avenue/ Railroad Place

Figure 11: Traffic Count Locations



TRAFFIC COUNT LOCATIONS
Westport Rail Stations Parking Study

Date: June 2014
Source: Westport GIS
Prepared by: The RBA Group
Client: WestCOG

Greens Farms Study Area Locations

9. Greens Farms Road/New Creek Road

Weekday turning movement counts (TMCs) were performed for one typical mid-week day (Tuesday, November 19, 2013), concurrently with the ATR counts. Counts were conducted for the Weekday AM and PM peak periods. The following peak periods were counted: 7:30 am - 9:30 am (2 hours) and 4:30 pm - 6:30 pm (2 hours)

Counts were performed in 15-minute intervals at the identified study intersections during the identified peak periods. The counts were used to identify the peak hours used in the analysis and provide peak hour traffic volumes that were shown in traffic flow maps. Counts were classified into three (3) categories: autos, trucks, and buses.

Physical Intersection Inventory

Intersection inventories were collected at the 9 study intersections listed above and shown on Figure 10. Roadway geometry and physical operating characteristics were inventoried for each of the study intersections and beyond the intersection along each approach and departure leg when necessary. Intersection inventories were used to obtain the following information:

1. Street directions
2. Intersection geometry (number of lanes, lane widths, and usage of travel lane)
3. Lane configurations on intersection approaches;
4. Pavement markings
5. Turning prohibitions or restrictions
6. Type of traffic control
7. Street Signing
8. Truck routes/restrictions
9. Posted speed limit
10. On-street (curbside) parking
11. Bus stops
12. Locations and function of driveways
13. Any observed roadway traffic characteristics that may affect travel flow

The ATR Count, Turning Movement Count, and physical inventory summary data are provided in Appendix B.

Crash Data

Crash summary information was obtained from Connecticut State Department of Transportation (CTDOT) for the Westport rail study area for the latest available 3-year period to perform the crash analysis. The data included summaries by crash severity and type for the period from January 1, 2012 to December 31, 2014, based on police accident reports from CTDOT. The crash summary information is provided in Appendix B.

2.2 Existing Conditions

Level of Service Methodology

The typical measures of effectiveness for both signalized and unsignalized intersection analyses include volume-to-capacity ratio (v/c), delay, and level-of-service (LOS). V/c is an indicator of the degree of saturation that occurs at a particular location. A v/c ratio equal to or greater than 1.0 indicates traffic operations at or above capacity (high levels of congestion); a v/c less than 1.0 indicates traffic operations below capacity (lower levels of congestion).

Delay, typically provided as seconds per vehicle (sec/veh), includes what is termed control delay, which generally encompasses delays associated with acceleration, deceleration, and stoppages from downstream traffic control devices. In the Synchro traffic analysis software, the delay for signalized intersections also includes queue delay, a measure of queue interaction between closely spaced intersections. The total delay reported is the sum of the control and queue delays.

Level-of-service (a rating ranging from excellent operating conditions at LOS A to failing operating conditions at LOS F) is a concept developed to quantify the degree of comfort experienced by drivers, and is based on delay. The LOS designations for unsignalized and signalized intersection analyses differ from each other and are provided in Table 1 and Table 2, respectively.

Table 1: Unsignalized Intersection LOS Designations

LOS	DELAY
A	10 or less
B	> 10 to 15
C	> 15 to 25
D	> 25 to 35
E	> 35 to 50
F	>50
Date: June 2014 Source: Highway Capacity Manual, 2010 *Prepared by: The RBA Group Client: WestCOG*	

Table 2: Signalized Intersection LOS Designations

LOS	DELAY
A	10 or less
B	> 10 to 20
C	> 20 to 35
D	> 35 to 55
E	> 55 to 80
F	> 80
Date: June 2014 Source: Highway Capacity Manual, 2010 *Prepared by: The RBA Group Client: WestCOG*	

Existing Traffic (Level of Service) Analysis

Traffic capacity analysis was performed using Synchro software for the nine signalized and unsignalized intersections in the study area as listed below and identified in Figure 2.

Saugatuck Study Area Locations

1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street
2. Saugatuck Avenue/Charles Street
3. Saugatuck Avenue/I-95 Southbound Ramps
4. Charles Street/Park Street
5. Charles Street/Franklin Street
6. Riverside Avenue/Charles Street
7. Riverside Avenue/Bridge Street
8. Riverside Avenue/ Railroad Place

Greens Farms Study Area Locations

9. Greens Farms Road/New Creek Road

The turning movement counts that were collected at the nine study intersections were examined to determine the peak traffic hours during the AM and PM peak periods. Traffic volume flow maps were developed for the peak hours identified. Maps showing the traffic volumes during each identified peak hour were prepared based on these findings. Figure 12 through Figure 15 are the existing volume flow maps during the Weekday AM and PM peak hours for the intersections within the study area.

The data that was input into the Synchro model included intersection geometry, lane usage, traffic signal timing where applicable, as well as peak hour traffic volumes. The intersection geometry was obtained from detailed field inventories that were performed at the time of the data collection effort. These inventories captured all relevant roadway features that could affect traffic operations. As noted previously, the intersection inventories are provided in Appendix B. Official traffic signal timings for each of the peak hours at all of the signalized study intersections were obtained from CTDOT.

Synchro analyses were performed for the two peak hour scenarios: Weekday AM and Weekday PM. The Measures of Effectiveness (MOEs) provided by the Synchro analysis include:

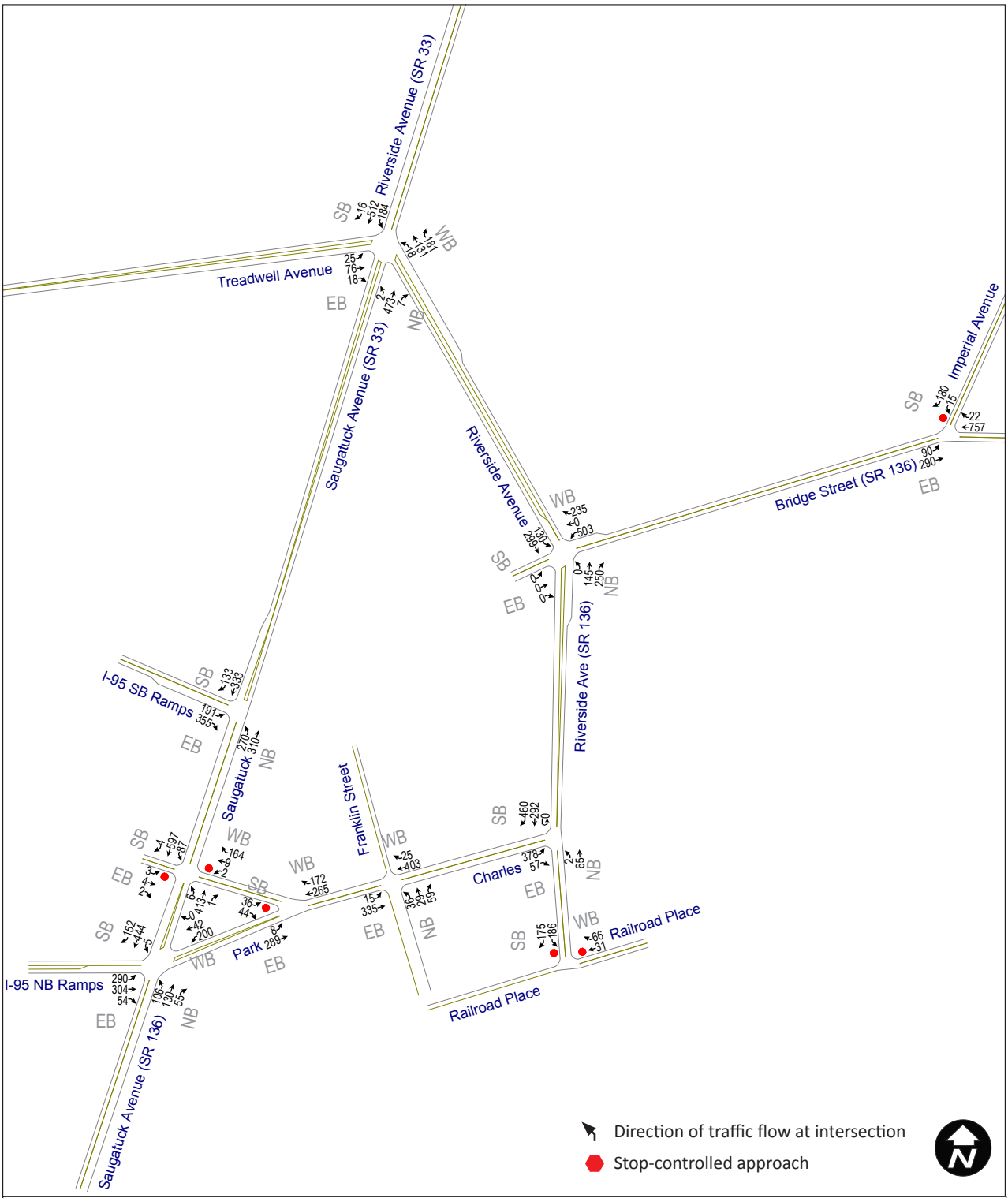
- Volume-to-Capacity (v/c) ratio
- Delay, expressed as seconds per vehicle
- Level of Service (LOS), which the HCM 2010 defines based on thresholds of delay

The baseline Synchro model was created for an existing conditions scenario of 2013, the year that the traffic data was collected. As noted above, the 2013 Existing Conditions flow maps for the Weekday AM and PM peak hours are shown in Figure 12 through Figure 15. Results of the existing conditions traffic capacity analyses during these peak hours for the nine intersections are shown in Table 3 on Page 25. Volume-to-capacity (v/c) ratio, delay, and level of service (LOS) results are shown for each lane group individually and for the overall intersection, where applicable. *Note: The direction (e.g., westbound) of approaches indicated in the following text corresponds with the "Approach" column in Table 3.*

As shown in Table 3, all the intersections in the study area currently operate at an overall LOS D or better during both peak hours with two exceptions: the intersection of Saugatuck Avenue/ I-95 Northbound ramp operates at LOS E during the Weekday AM peak hour, and the intersection of Riverside Avenue/ Bridge Street operates at LOS F during the Weekday AM peak hour. While most intersections operate at an acceptable LOS overall, some approaches at certain intersections experience greater delays. The westbound approach at the intersection of Saugatuck Avenue/ I-95 Northbound ramps operates at LOS F during the Weekday AM peak hour, and LOS E during the Weekday PM peak hour. The eastbound through-right movement at this intersection operates at LOS F and the eastbound left operates as LOS E only during the Weekday AM peak hour. At the intersection of Saugatuck Avenue/ I-95 Northbound ramps the eastbound left turn movement operates at LOS E during both the Weekday AM and Weekday PM peak hours. The westbound left-through movement at the intersection of Riverside Avenue/ Bridge Street operates at LOS F during the Weekday AM peak hour. This movement experiences significant delay accompanied with extensive queuing that at times extends across the Saugatuck River. In the Weekday PM peak hour the northbound right turn at this intersection operates at LOS F. The eastbound approach at the unsignalized intersection of Saugatuck Avenue/ Charles street operates at LOS F during the Weekday AM peak hour and LOS E during the Weekday PM Peak hour. At the intersection of Greens Farms Road/ New Creek Road the northbound left turn movement operates at LOS E during the Weekday AM peak hour.

Figure 12 through Figure 15 are existing traffic volume flow maps. Detailed 2013 Existing Conditions Synchro analysis results are provided in Appendix B.

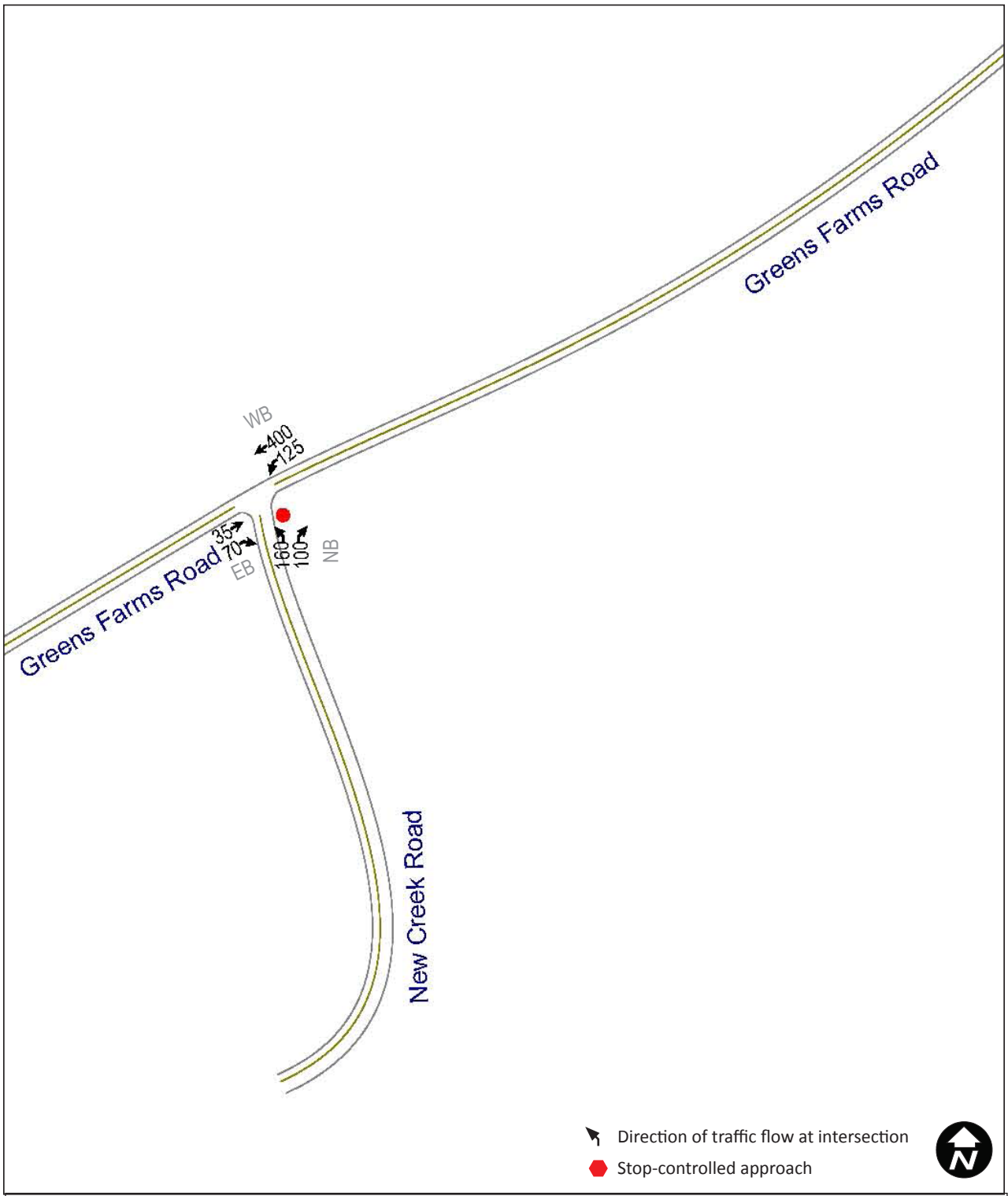
Figure 12: 2013 Existing Weekday AM Peak Hour Traffic Volumes, Saugatuck Station Area



2103 EXISTING WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES, SAUGATUCK STATION AREA
Westport Rail Stations Parking Study

Date: June 2014
Source:
Prepared by: The RBA Group
Client: WestCOG

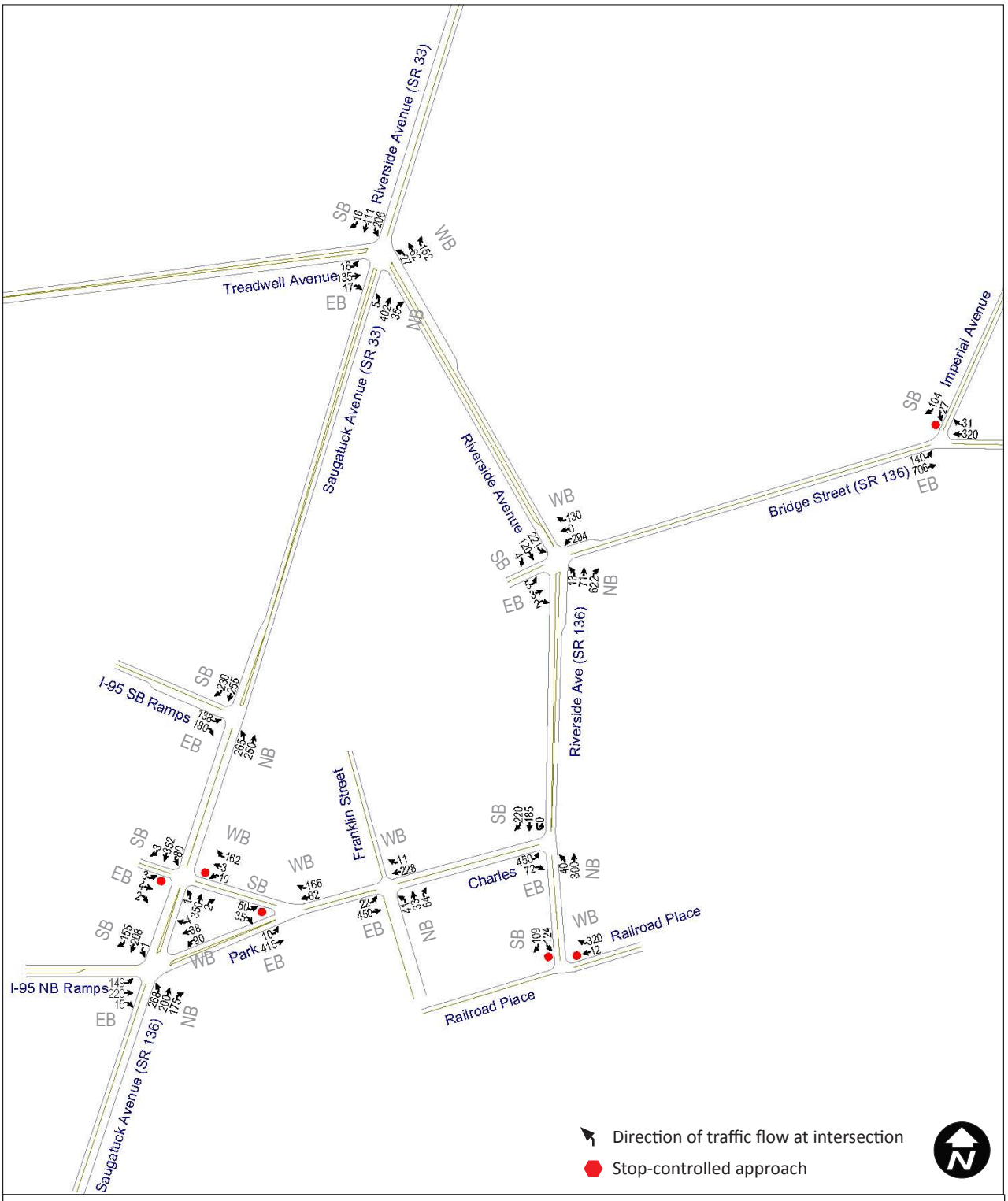
Figure 13: 2013 Existing Weekday AM Peak Hour Traffic Volumes, Greens Farms Station Area



2103 EXISTING WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES, GREENS FARMS STATION AREA
Westport Rail Stations Parking Study

Date: June 2014
Source:
Prepared by: The RBA Group
Client: WestCOG

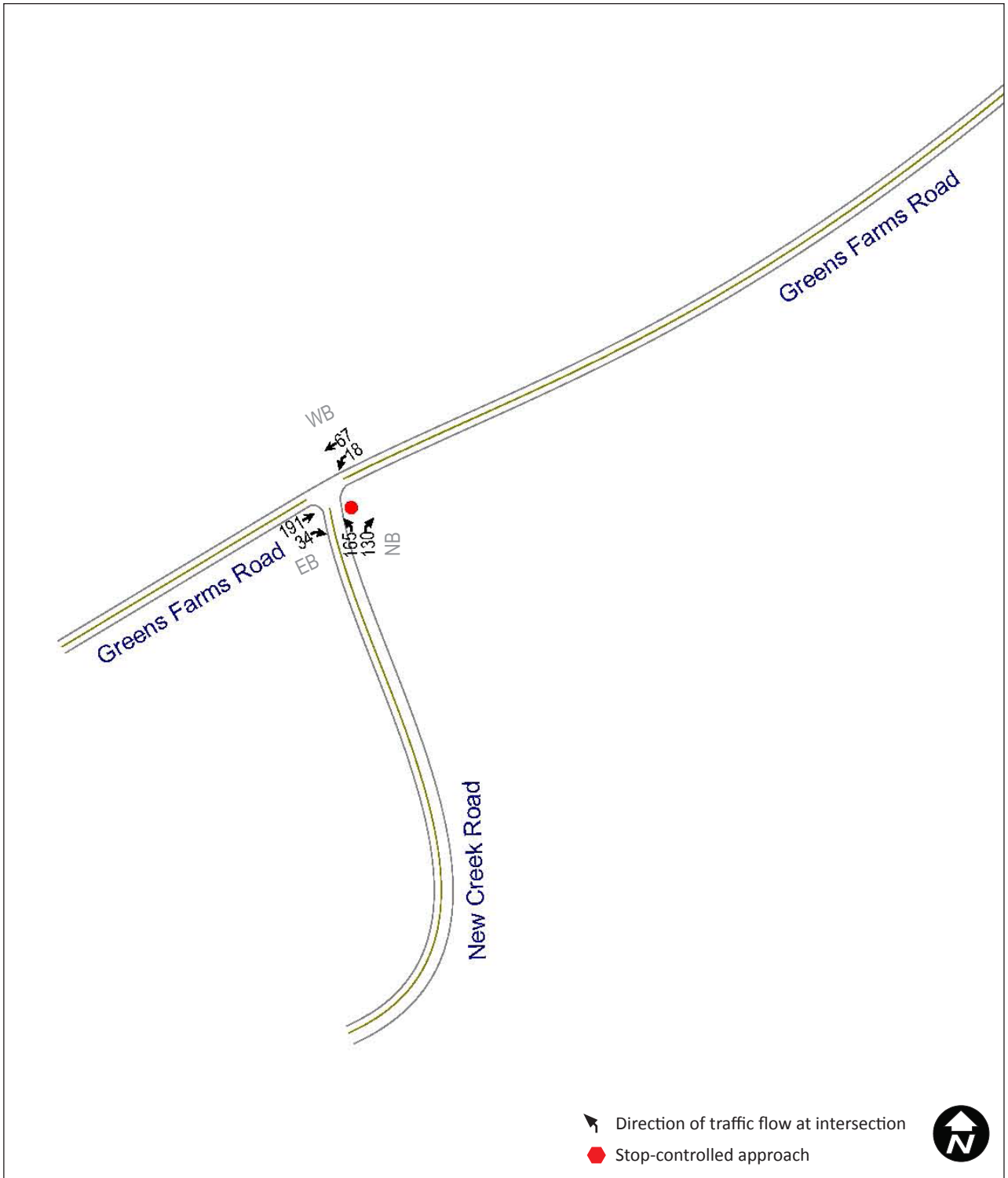
Figure 14: 2013 Existing Weekday PM Peak Hour Traffic Volumes, Saugatuck Station Area



2103 EXISTING WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES, SAUGATUCK STATION AREA
Westport Rail Stations Parking Study

Date: June 2014
Source:
Prepared by: The RBA Group
Client: WestCOG

Figure 15: 2013 Existing Weekday PM Peak Hour Traffic Volumes, Greens Farms Station Area



2103 EXISTING WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES, GREENS FARMS STATION AREA
Westport Rail Stations Parking Study

Date: June 2014
Source:
Prepared by: The RBA Group
Client: WestCOG

Table 3: 2013 Existing Traffic Conditions

Intersection	Approach	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
			v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS
SIGNALIZED INTERSECTIONS								
Saugatuck Avenue/ I-95 Northbound ramps (northbound off- and on-ramps)/ Park Street	EB	L	0.89	73.3	E	0.47	45.1	D
		TR	1.04	102.0	F	0.73	54.7	D
	WB	LTR	1.03	112.3	F	0.74	70.1	E
	NB	L	0.40	16.8	B	0.49	18.3	B
		TR	0.29	13.5	B	0.47	15.8	B
	SB	LT	0.85	43.3	D	0.40	35.2	D
		R	0.28	4.1	A	0.31	7.2	A
	Overall		*	60.0	E	*	31.8	C
Saugatuck Avenue/ I-95 Southbound ramps (southbound off and on-ramps)	EB	L	0.81	69.9	E	0.72	70.4	E
		R	0.81	18.7	B	0.69	20.5	C
	NB	L	0.45	5.6	A	0.41	5.1	A
		T	0.26	2.7	A	0.19	3.7	A
	SB	TR	0.28	7.2	A	0.24	2.3	A
	Overall		*	16.2	B	*	12.4	B
Charles Street/ Franklin Street	EB	LT	0.24	2.8	A	0.41	4.0	A
	WB	TR	0.26	6.3	A	0.16	4.3	A
	NB	L	0.29	42.0	D	0.42	44.3	D
		T	0.35	43.3	D	0.23	38.8	D
		R	0.44	16.5	B	0.35	13.2	B
	Overall		*	9.8	A	*	8.9	A
Riverside Avenue/ Charles Street	EB	LR	0.86	44.7	D	0.80	35.5	D
	NB	LT	0.09	12.4	B	0.51	19.7	B
	SB	LTR	0.78	20.5	C	0.46	17.8	B
	Overall		*	28.4	C	*	25.4	C
Riverside Avenue/ Bridge Street	EB	LTR	0.00	0.0	A	0.06	17.0	B
	WB	LT	1.62	314.4	F	0.85	50.8	D
		R	0.27	7.1	A	0.31	11.4	B
	NB	LT	0.45	22.5	C	0.13	12.7	B
		R	0.58	9.3	A	1.10	80.9	F
	SB	L	0.45	25.0	C	0.34	9.5	A
		T	0.53	28.2	C	0.14	8.7	A
	Overall		*	105.7	F	*	48.1	D
UNSIGNALIZED INTERSECTIONS								
Saugatuck Avenue/ Charles Street	EB	LTR	0.39	98.3	F	0.14	35.1	E
	WB	LTR	0.56	24.7	C	0.44	16.9	C
	NB	LTR	0.01	0.3	A	0.00	0.1	A
	SB	LTR	0.16	4.2	A	0.09	3.2	A
Charles Street/ Park Place	EB	LT	0.02	0.8	A	0.02	0.5	A
	SB	LR	0.25	13.7	B	0.22	13.1	B
Riverside Avenue/ Railroad Place	WB	TR	0.22	8.9	A	0.51	11.3	B
	SB	LR	0.51	11.5	B	0.40	11.0	B
Greens Farms Road/ New Creek Road	WB	LT	0.11	2.8	A	0.02	2.0	A
	NB	L	0.64	40.3	E	0.48	16.1	C
		R	0.19	9.8	A	0.31	11.6	B

Notes:

1. v/c = volume-to-capacity ratio, LOS = Level-of-Service
2. NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound
3. L = left-turn; R = right-turn; T = through movement; LTR = left/through/right; TR = through/right-turn; LT = left-turn/through, LR = left-turn/right-turn

* Synchro does not provide overall v/c ratio for signalized intersections.

2.3 Future Conditions

No-Build Traffic Forecasts

To project background traffic growth, two growth rates were applied for each station location. At the Saugatuck Station study intersections, a growth rate of 0.75 percent per year was used between 2013 and 2020, and 0.50 percent per year was used between 2020 and 2030. At the Greens Farms Station study intersections, a growth rate of 1.00 percent per year was used between 2013 and 2020, and 0.75 percent per year was used between 2020 and 2030. The combination of these two background growth rates yielded growth factors of 1.05 and 1.07 for the 2020 horizon year for the Saugatuck study area and Greens Farms study area, respectively. These background growth rates also yielded growth factors of 1.10 and 1.15 for the 2030 horizon year for the Saugatuck study area and Greens Farms study area, respectively. These factors were applied to the existing vehicular traffic volumes as part of the projection of future No-Action volumes. These were used to create the 2020 and 2030 Weekday AM and Weekday PM peak hour traffic. The 2020 and 2030 No-Build Conditions volume flow maps for each of the peak hours are shown in Figure 16 through Figure 23.

The only planned development that is projected to affect the study area intersections is the construction of medical offices at 325 Riverside Avenue, which is scheduled to open in late 2014 and would impact the Saugatuck Station study area. Additional site-generated traffic volumes from this development were added to the existing traffic volumes along with the background growth rate.

There are no identified transportation improvements in the study area that are projected to impact traffic operations at the study locations in the future horizon years. However, if the block bounded by Railroad Place, Franklin Street, Charles Street, and Riverside Avenue is redeveloped in the future, there will be significant impact to traffic as well as parking with the study area.

Future No-Build Traffic (Level of Service) Analysis

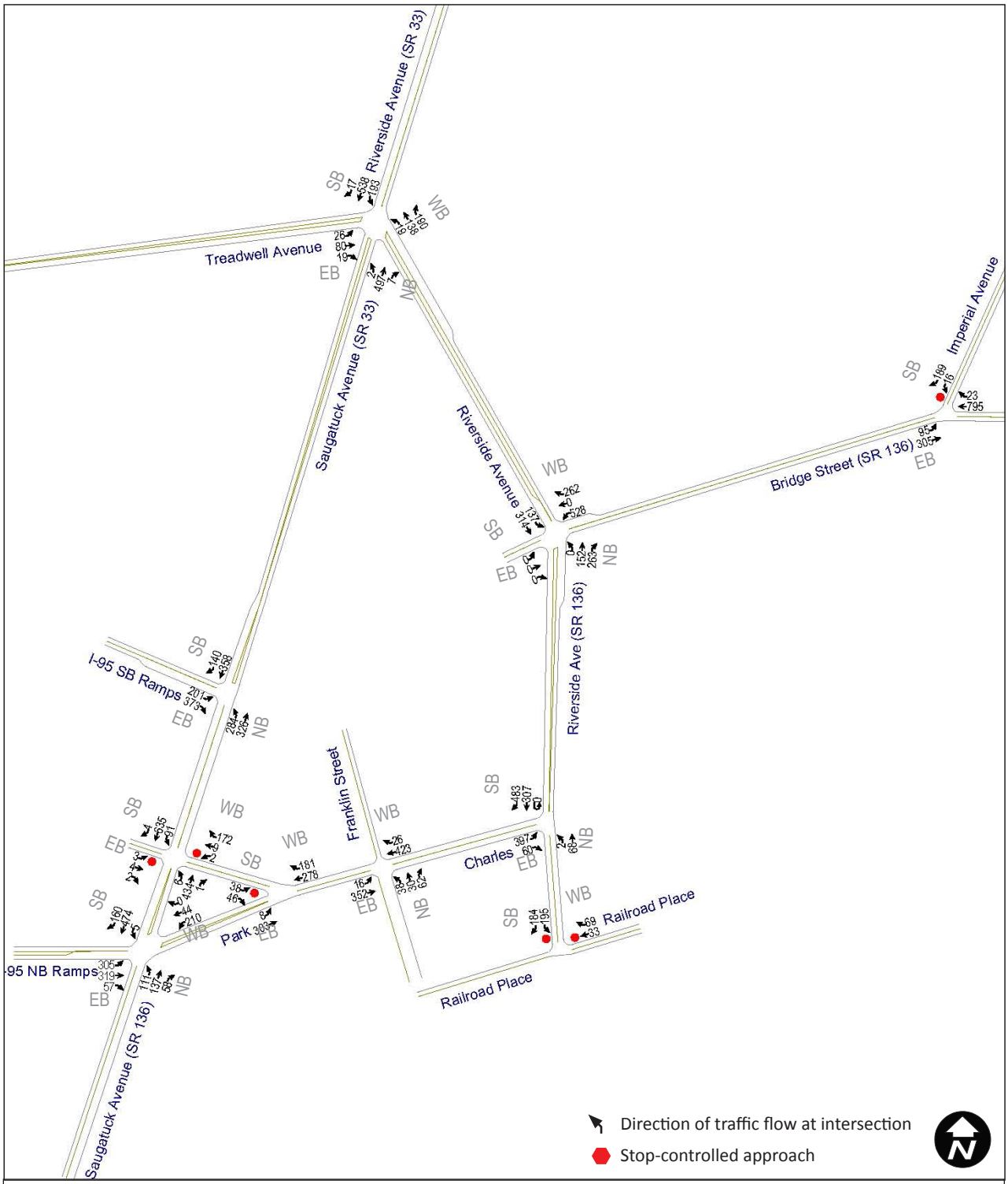
Future No-Build Conditions traffic analyses were performed for the Weekday AM and Weekday PM peak hours. The capacity analysis results for the nine study intersections are shown for 2020 and 2030 No-Build Conditions in Table 4 and Table 5. As shown in the tables, the future No-Build level of service (LOS) is projected to generally degrade compared to the Existing Condition. The following sections describe the results of the Synchro analysis:

2020

Table 4 presents the future 2020 No-Build Conditions LOS results. Most movements would continue to operate at LOS D or higher, and most movements operating at LOS D or worse do not degrade further. The exception is the eastbound left turn at the intersection of Saugatuck Avenue/ I-95 Northbound ramps during the AM peak hour—this movement is projected to degrade from LOS E to LOS F when compared to existing conditions—and the northbound left turn movement at Greens Farms Road/ New Creek Road, which is projected to degrade from LOS E to LOS F during the Weekday AM peak hour.

Detailed 2020 future No-Build Conditions Synchro analysis results are provided in Appendix B.

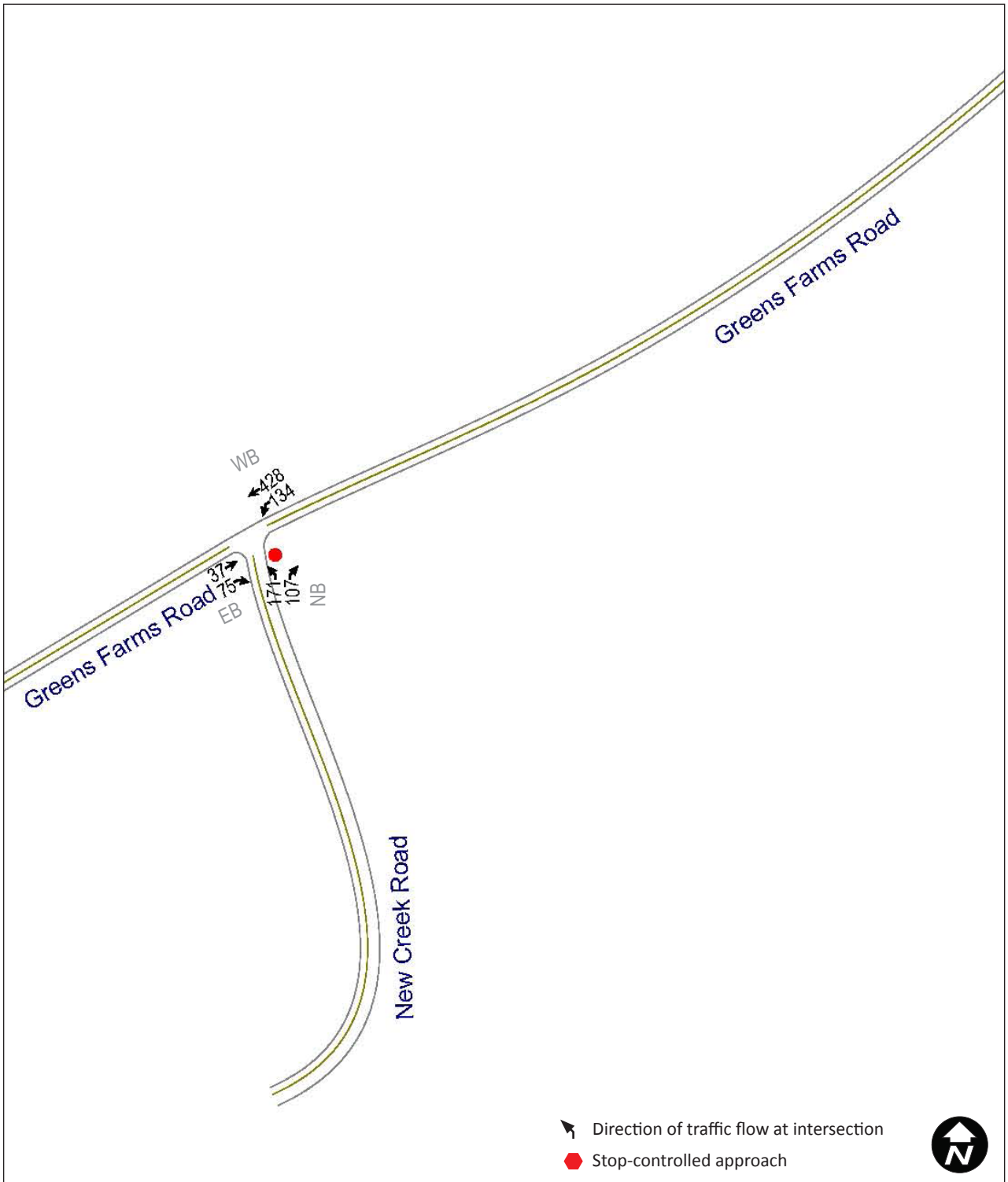
Figure 16: 2020 No Build Weekday AM Peak Hour Traffic Volumes, Saugatuck Station Area



2020 NO BUILD WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES, SAUGATUCK STATION AREA
Westport Rail Stations Parking Study

Date: June 2014
Source:
Prepared by: The RBA Group
Client: WestCOG

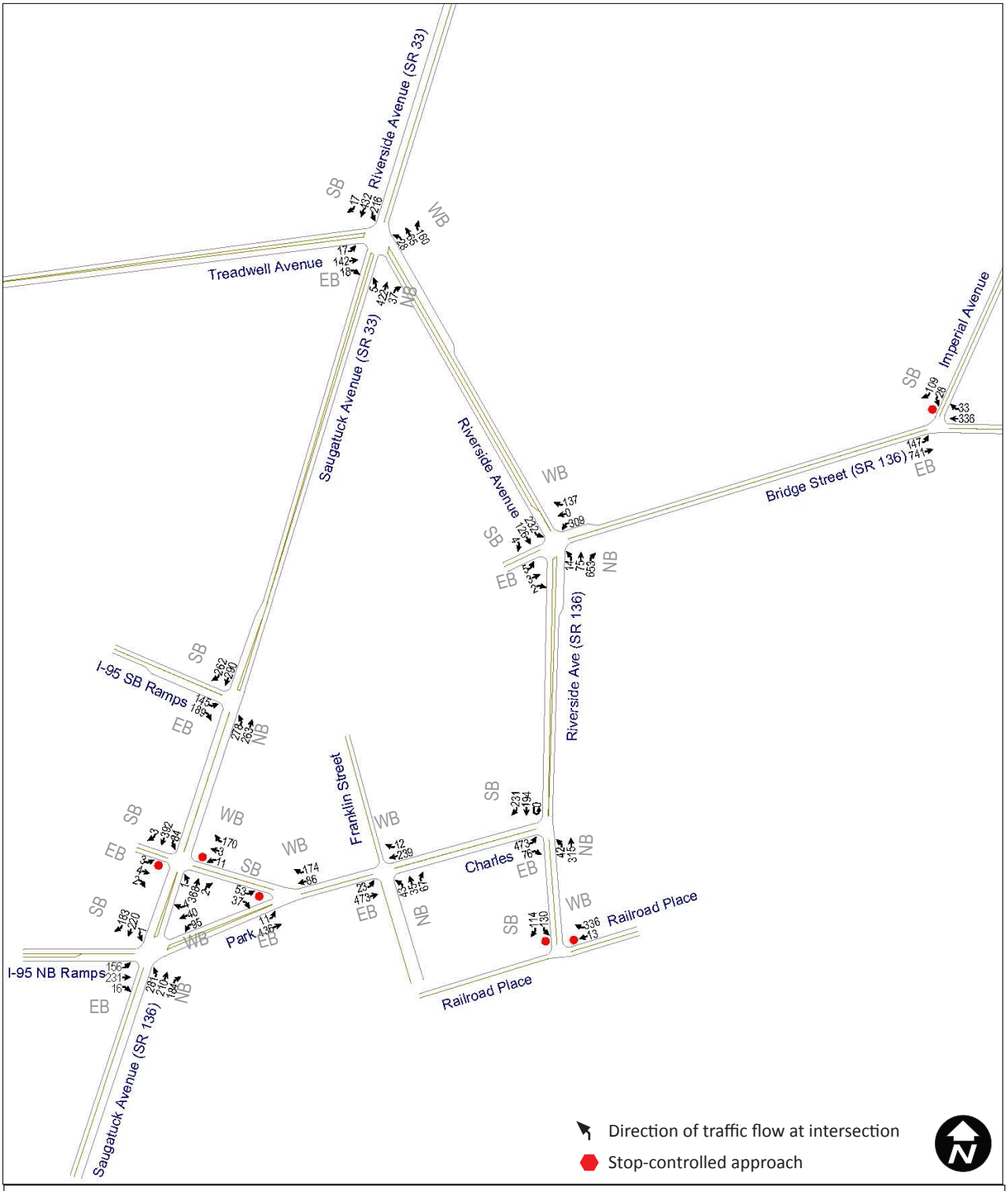
Figure 17: 2020 No Build Weekday AM Peak Hour Traffic Volumes, Greens Farms Station Area



2020 NO BUILD WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES, GREENS FARMS STATION AREA
Westport Rail Stations Parking Study

Date: June 2014
Source:
Prepared by: The RBA Group
Client: WestCOG

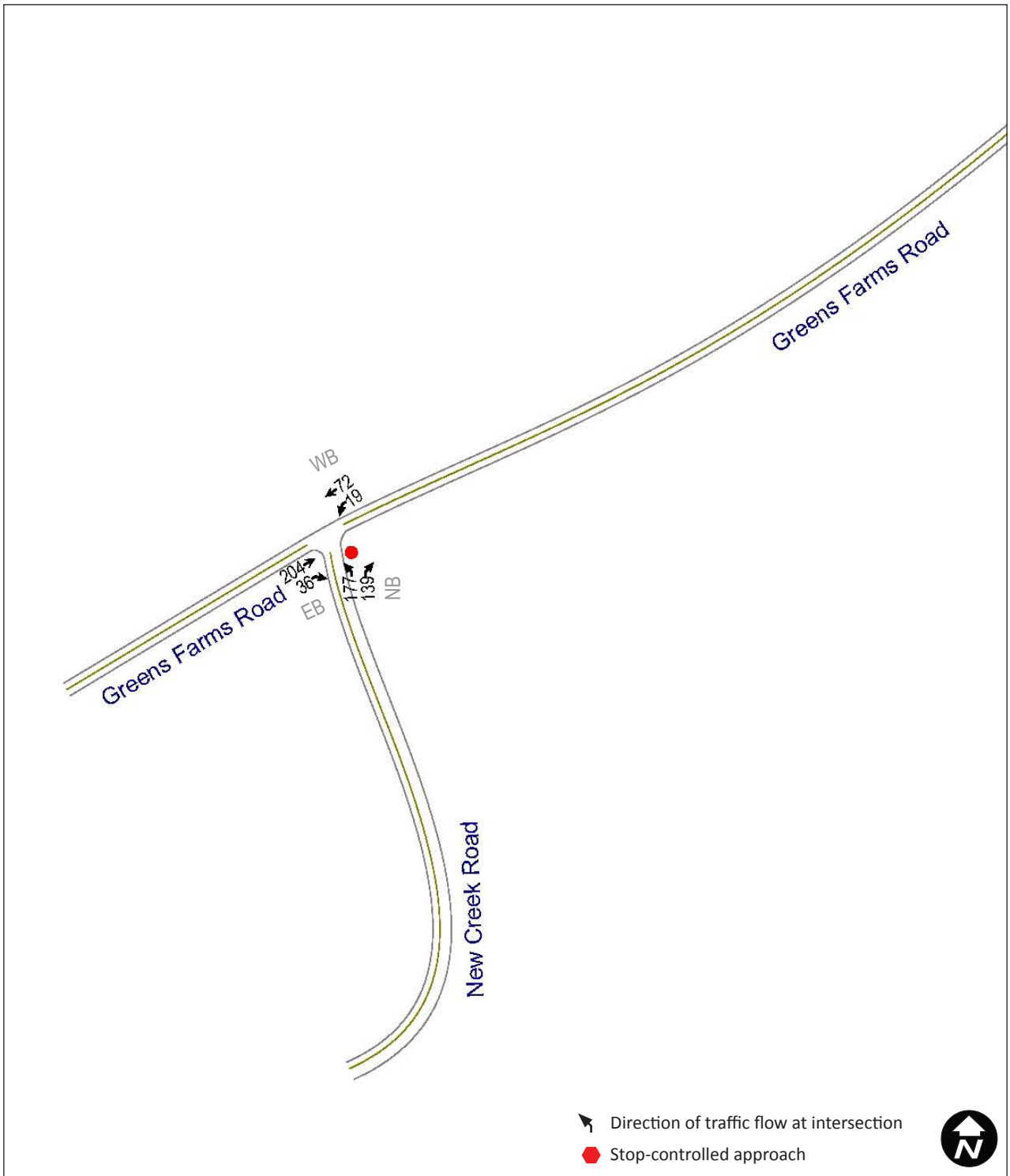
Figure 18: 2020 No Build Weekday PM Peak Hour Traffic Volumes, Saugatuck Station Area



2020 NO BUILD WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES, SAUGATUCK STATION AREA
Westport Rail Stations Parking Study

Date: June 2014
Source:
Prepared by: The RBA Group
Client: WestCOG

Figure 19: 2020 No Build Weekday PM Peak Hour Traffic Volumes, Greens Farms Station Area



2020 NO BUILD WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES, GREENS FARMS STATION AREA
Westport Rail Stations Parking Study

Date: June 2014
Source:
Prepared by: The RBA Group
Client: WestCOG

Table 4: 2020 No Build Traffic Conditions

Intersection	Approach	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
			v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS
SIGNALIZED INTERSECTIONS								
Saugatuck Avenue/ I-95 Northbound ramps (northbound off- and on-ramps)/ Park Street	EB	L	1.00	97.3	F	0.46	43.5	D
		TR	1.17	142.3	F	0.71	51.9	D
	WB	LTR	1.08	125.6	F	0.76	70.3	E
	NB	L	0.44	16.8	B	0.55	21.0	C
		TR	0.30	13.0	B	0.51	17.7	B
	SB	LT	0.86	43.1	D	0.45	36.1	D
		R	0.28	3.9	A	0.37	6.5	A
	Overall		*	73.2	E	*	31.8	C
Saugatuck Avenue/ I-95 Southbound ramps (southbound off and on-ramps)	EB	L	0.82	69.7	E	0.73	70.6	E
		R	0.81	18.2	B	0.70	20.0	B
	NB	L	0.49	6.6	A	0.46	5.6	A
		T	0.27	2.8	A	0.20	3.7	A
	SB	TR	0.30	7.8	A	0.28	3.1	A
	Overall		*	16.4	B	*	12.4	B
Charles Street/ Franklin Street	EB	LT	0.26	2.9	A	0.43	4.3	A
	WB	TR	0.27	7.5	A	0.17	4.4	A
	NB	L	0.29	42.0	D	0.43	44.4	D
		T	0.36	43.4	D	0.23	38.6	D
		R	0.45	16.4	B	0.35	12.7	B
	Overall		*	10.2	B	*	9.1	A
Riverside Avenue/ Charles Street	EB	LR	0.84	40.9	D	0.79	33.2	C
	NB	LT	0.11	13.2	B	0.61	23.1	C
	SB	LTR	0.85	23.0	C	0.51	21.5	C
	Overall		*	28.6	C	*	26.7	C
Riverside Avenue/ Bridge Street	EB	LTR	0.00	0.0	A	0.06	16.8	B
	WB	LT	1.71	352.5	F	0.87	52.1	D
		R	0.31	7.6	A	0.32	11.9	B
	NB	LT	0.47	22.7	C	0.14	12.8	B
		R	0.59	8.7	A	1.18	110.1	F
	SB	L	0.47	25.3	C	0.36	10.0	A
		T	0.55	28.5	C	0.15	9.0	A
	Overall		*	116.1	F	*	61.0	E
UNSIGNALIZED INTERSECTIONS								
Saugatuck Avenue/ Charles Street	EB	LTR	0.48	123.8	F	0.18	42.4	E
	WB	LTR	0.62	28.3	D	0.48	18.4	C
	NB	LTR	0.01	0.3	A	0.00	0.1	A
	SB	LTR	0.17	4.4	A	0.09	3.2	A
Charles Street/ Park Place	EB	LT	0.02	0.8	A	0.02	0.5	A
	SB	LR	0.27	14.2	B	0.24	13.4	B
Riverside Avenue/ Railroad Place	WB	TR	0.24	9.1	A	0.54	11.9	B
	SB	LR	0.54	12.0	B	0.43	11.4	B
Greens Farms Road/ New Creek Road	WB	LT	0.12	3.0	A	0.02	2.0	A
	NB	L	0.76	55.5	F	0.54	17.8	C
		R	0.21	9.9	A	0.34	12.0	B

Notes:

1. v/c = volume-to-capacity ratio, LOS = Level-of-Service
2. NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound
3. L = left-turn; R = right-turn; T = through movement; LTR = left/through/right; TR = through/right-turn; LT = left-turn/through, LR = left-turn/right-turn

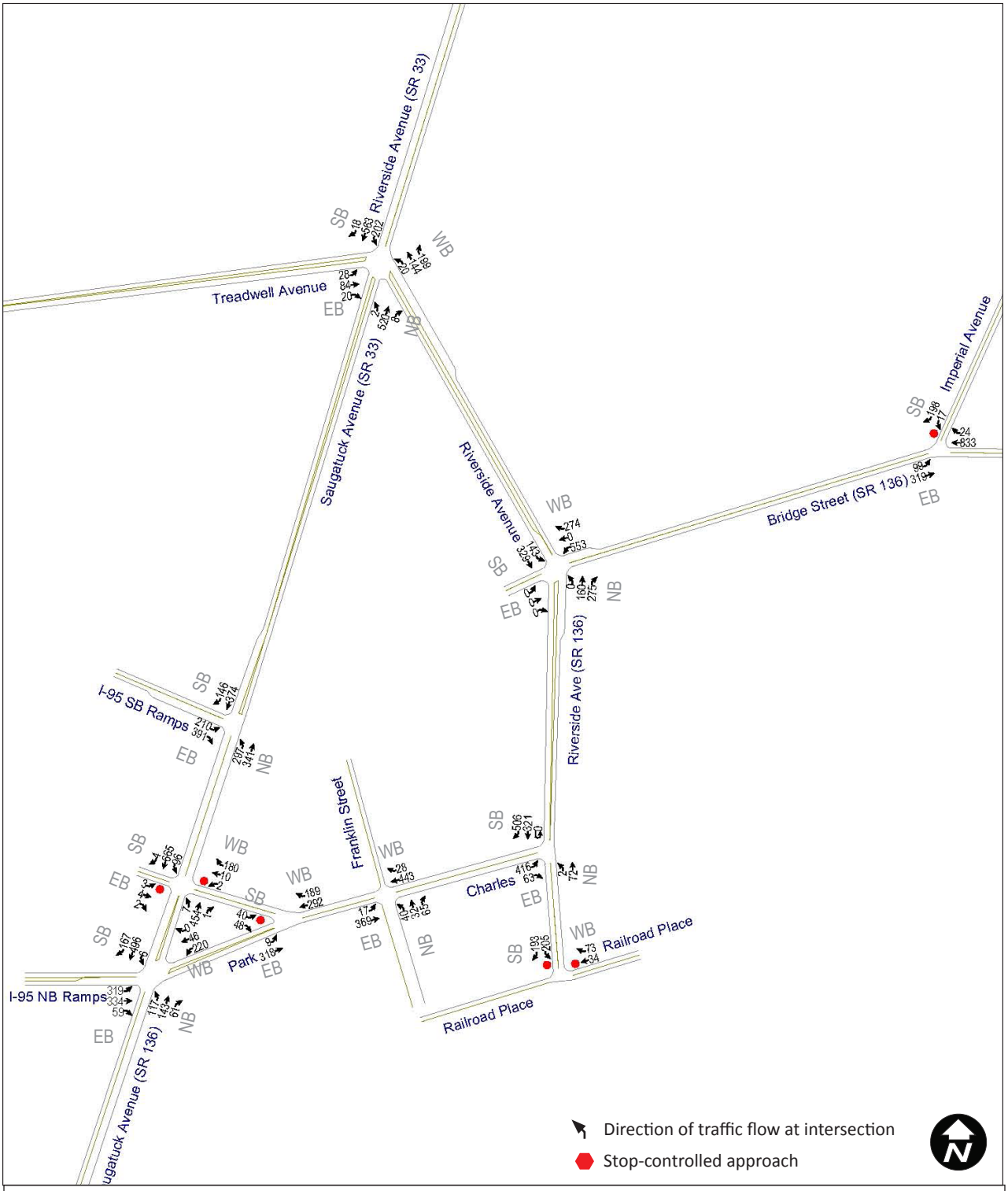
* Synchro does not provide overall v/c ratio for signalized intersections.

2030

Table 5 presents the future 2030 No-Build Conditions LOS results. As with the 2020 No-Build Conditions results, the analysis for the 2030 No-Build Conditions projects most movements are projected to operate at LOS D or higher. The movements that operate at LOS D or worse are not projected to degrade further. However, the overall LOS at the intersection of Saugatuck Avenue/ I-95 Northbound ramps during the AM peak hour is projected to degrade from overall LOS E to LOS F.

Detailed 2030 future No-Build Conditions Synchro analysis results are provided in Appendix B.

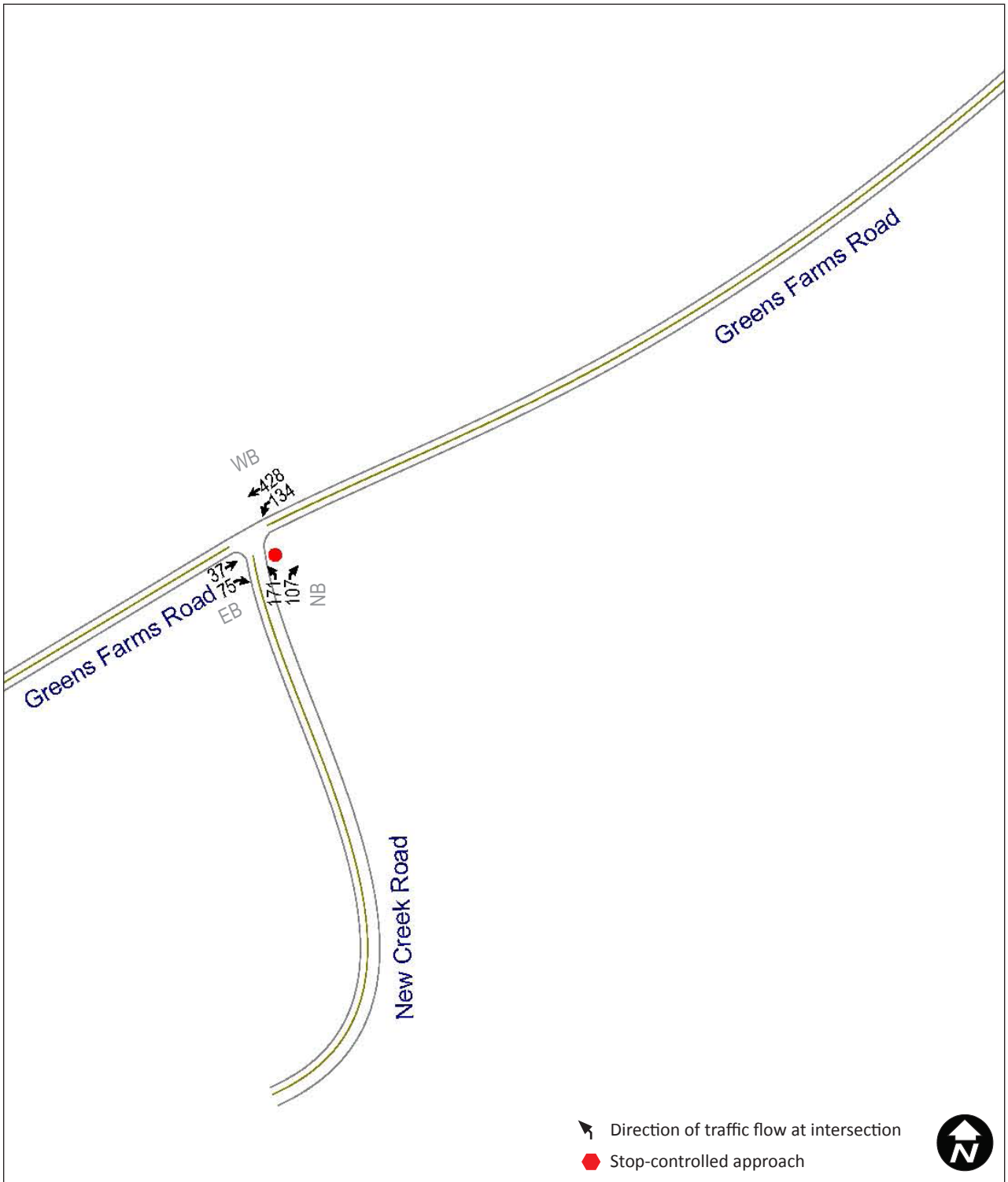
Figure 20: 2030 No Build Weekday AM Peak Hour Traffic Volumes, Saugatuck Station Area



2030 NO BUILD WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES, SAUGATUCK STATION AREA
Westport Rail Stations Parking Study

Date: June 2014
Source:
Prepared by: The RBA Group
Client: WestCOG

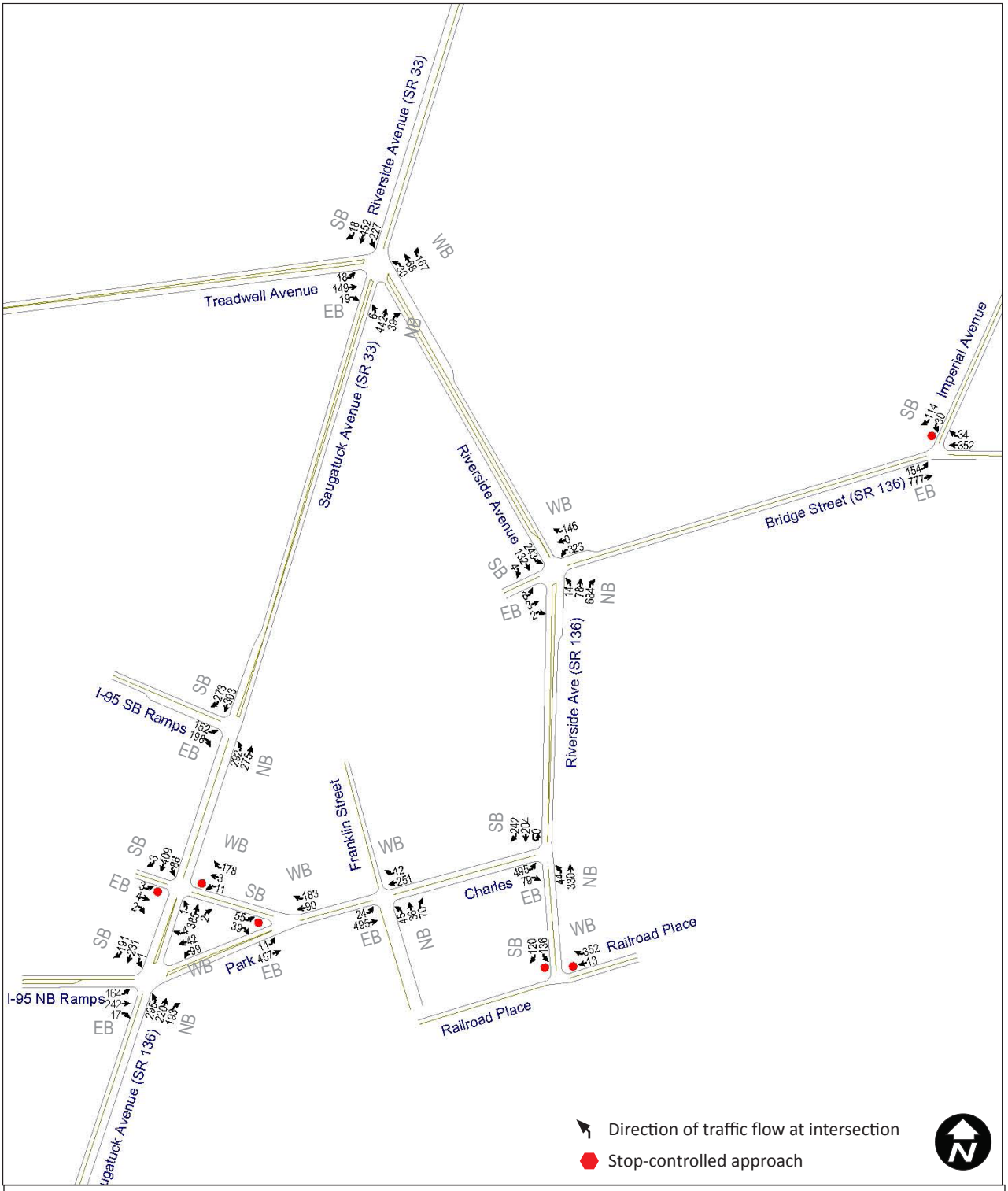
Figure 21: 2030 No Build Weekday AM Peak Hour Traffic Volumes, Greens Farms Station Area



2030 NO BUILD WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES, GREENS FARMS STATION AREA
Westport Rail Stations Parking Study

Date: June 2014
Source:
Prepared by: The RBA Group
Client: WestCOG

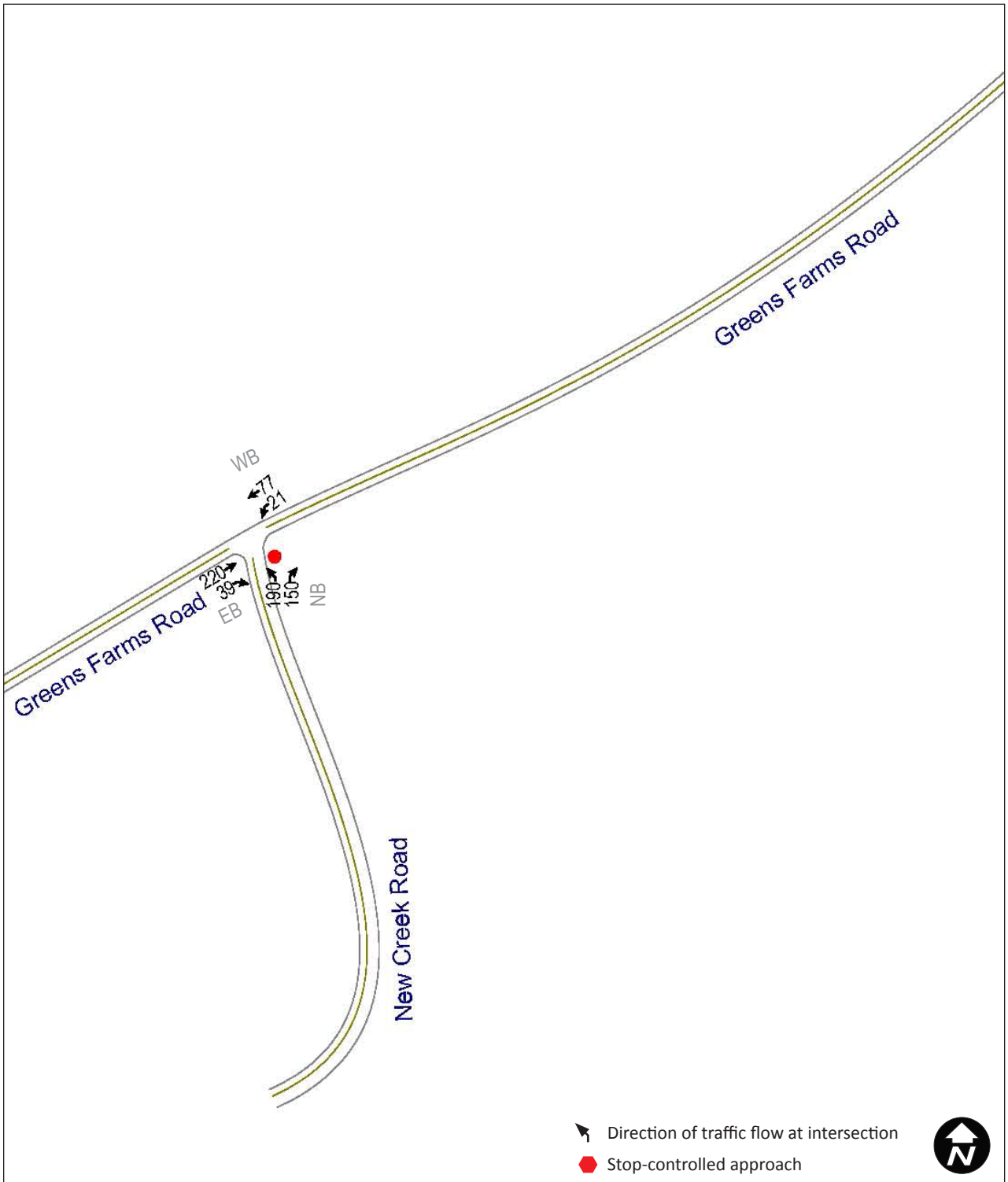
Figure 22: 2030 No Build Weekday PM Peak Hour Traffic Volumes, Saugatuck Station Area



2030 NO BUILD WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES, SAUGATUCK STATION AREA
Westport Rail Stations Parking Study

Date: June 2014
Source:
Prepared by: The RBA Group
Client: WestCOG

Figure 23: 2030 No Build Weekday PM Peak Hour Traffic Volumes, Greens Farms Station Area



2030 NO BUILD WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES, GREENS FARMS STATION AREA
Westport Rail Stations Parking Study

Date: June 2014
Source:
Prepared by: The RBA Group
Client: WestCOG

Table 5: 2030 No Build Traffic Conditions

Intersection	Approach	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
			v/c	Delay (sec/veh)	LOS	v/c	Delay (sec/veh)	LOS
SIGNALIZED INTERSECTIONS								
Saugatuck Avenue/ I-95 Northbound ramps (northbound off- and on-ramps)/ Park Street	EB	L	1.10	123.0	F	0.45	41.8	D
		TR	1.28	182.9	F	0.69	49.3	D
	WB	LTR	1.13	140.9	F	0.76	69.9	E
	NB	L	0.47	17.2	B	0.62	25.2	C
		TR	0.31	12.8	B	0.56	20.1	C
	SB	LT	0.88	43.4	D	0.51	38.2	D
		R	0.29	3.7	A	0.40	6.2	A
	Overall		*	87.2	F	*	32.7	C
Saugatuck Avenue/ I-95 Southbound ramps (southbound off and on-ramps)	EB	L	0.82	69.2	E	0.74	71.0	E
		R	0.82	17.8	B	0.70	19.6	B
	NB	L	0.53	7.6	A	0.50	6.0	A
		T	0.29	3.0	A	0.21	3.8	A
	SB	TR	0.32	8.2	A	0.29	3.6	A
	Overall		*	16.5	B	*	12.7	B
Charles Street/ Franklin Street	EB	LT	0.27	3.0	A	0.45	4.6	A
	WB	TR	0.29	8.0	A	0.18	6.1	A
	NB	L	0.30	42.0	D	0.45	44.6	D
		T	0.38	43.5	D	0.24	38.5	D
		R	0.46	16.2	B	0.36	12.5	B
	Overall		*	10.5	B	*	9.7	A
Riverside Avenue/ Charles Street	EB	LR	0.82	38.1	D	0.77	30.3	C
	NB	LT	0.14	14.1	B	0.78	32.8	C
	SB	LTR	0.93	26.4	C	0.56	26.4	C
	Overall		*	29.7	C	*	29.9	C
Riverside Avenue/ Bridge Street	EB	LTR	0.00	0.0	A	0.06	16.6	B
	WB	LT	1.80	395.0	F	0.88	53.7	D
		R	0.32	8.2	A	0.33	12.3	B
	NB	LT	0.49	22.3	C	0.15	14.9	B
		R	0.60	8.2	A	1.25	143.7	F
	SB	L	0.50	25.5	C	0.38	10.5	B
		T	0.57	28.6	C	0.15	9.3	A
	Overall		*	128.7	F	*	75.8	E
UNSIGNALIZED INTERSECTIONS								
Saugatuck Avenue/ Charles Street	EB	LTR	0.59	164.0	F	0.21	49.7	E
	WB	LTR	0.68	33.3	D	0.53	20.2	C
	NB	LTR	0.01	0.3	A	0.00	0.1	A
	SB	LTR	0.18	4.6	A	0.10	3.3	A
Charles Street/ Park Place	EB	LT	0.03	0.8	A	0.02	0.5	A
	SB	LR	0.30	14.8	B	0.26	13.8	B
Riverside Avenue/ Railroad Place	WB	TR	0.25	9.2	A	0.57	12.7	B
	SB	LR	0.57	12.6	B	0.45	11.9	B
Greens Farms Road/ New Creek Road	WB	LT	0.13	3.1	A	0.02	2.1	A
	NB	L	0.91	86.9	F	0.60	20.2	C
		R	0.23	10.1	B	0.38	12.6	B

Notes:

1. v/c = volume-to-capacity ratio, LOS = Level-of-Service
2. NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound
3. L = left-turn; R = right-turn; T = through movement; LTR = left/through/right; TR = through/right-turn; LT = left-turn/through, LR = left-turn/right-turn

* Synchro does not provide overall v/c ratio for signalized intersections.

2.4 Crash Summary

Crash summary data were obtained from Connecticut Department of Transportation (CTDOT) for the study area for the period from January 1, 2012 through December 31, 2014, the most recent three-year period for which data are available. The following nine study intersections were analyzed as part of the safety evaluation:

Saugatuck Study Area Locations

1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street
2. Saugatuck Avenue/Charles Street
3. Saugatuck Avenue/I-95 Southbound Ramps
4. Charles Street/Park Street
5. Charles Street/Franklin Street
6. Riverside Avenue/Charles Street
7. Riverside Avenue/Bridge Street
8. Riverside Avenue/ Railroad Place

Greens Farms Study Area Locations

9. Greens Farms Road/New Creek Road

The crash analysis, which is presented in detail below indicated that Riverside Avenue and Bridge Street experienced the highest percentage of crashes in the study area at 24% followed by Saugatuck Avenue and the I-95 ramps at 19%, and Saugatuck Avenue and Charles Street at 14%. In addition, Riverside Avenue and Bridge Street experienced the highest number of crashes involving injuries with 5 which represented 38% of all crashes involving injuries in the study area.

Frequency & Severity

Table 6 summarizes the total number of crashes (crash frequency) at each location during the 3-year period, as well as the number of fatal, injury, and property damage only (PDO) crashes (crash severity). PDO crashes are those in which there are no injuries or fatalities, but in which there is property damage valued at $1,000 or greater.

Of the 116 total crashes in the rail stations study area over the three-year period, there were no fatal crashes (0.0 percent), 13 crashes with injuries (11.2 percent), and 103 PDO crashes (88.8 percent).

Pedestrians & Bicycles

A detailed review of the data was also conducted to determine the number of pedestrian and bicyclist crashes per year. Table 7 summarizes the pedestrian and bicyclist crashes at each location by year. There were two crashes involving pedestrians or bicycles throughout the study area over the three year period: one at the intersection of Riverside Avenue/Bridge Street and another at the intersection of Saugatuck Avenue and Charles Street.

Collision Types

Crashes were classified into ten different categories by type, which describes the manner in which the collision took place. Of the 116 total crashes reported in the rail study area over the three-year period, 33 were rear end (28.4 percent), 24 were side swipe (20.7%), with the remaining 59 crashes (50.8 percent) split between right angle, left turn, fixed object, right turn, backing, and other. The collision types are summarized in Table 8.

Contributing Factors

The crash data provided by CTDOT lists the primary contributing factor for each crash. These factors can be useful in developing measures to improve future safety conditions. Of the 116 total crashes, the most common contributing factors were following too closely with 34 of the total (29.3 percent), followed by failure to grant right of way with 32 of the total (27.6 percent), and improper turn with 12 (10.3 percent). The remaining 38 crashes (32.7 percent) are split among other contributing factors. The contributing factors are summarized in Table 9.

The detailed crash summary data reports are provided in Appendix B.

Intersection	Fatal	Injury	PDO[1]	Total Crashes
Saugatuck Study Area Locations				
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	0	0	22	22
2. Saugatuck Avenue/Charles Street	0	3	13	16
3. Saugatuck Avenue/I-95 Southbound Ramps	0	1	13	14
4. Charles Street/Park Street	0	1	11	12
5. Charles Street/Franklin Street	0	1	4	5
6. Riverside Avenue/Charles Street	0	0	7	7
7. Riverside Avenue/Bridge Street	0	5	23	28
8. Riverside Avenue/ Railroad Place	0	2	9	11
Greens Farms Study Area Locations				
9. Greens Farms Road/New Creek Road	0	0	1	1
Total	0	13	103	116
Percent of Total	0.0%	11.2%	88.8%	100.0%

Notes:

1. PDO = Property Damage Only

2. Source: CT DOT crash summary data for the 3-year period January 1, 2012 - December 31, 2014.

Table 7: Pedestrian & Bicycle Crashes

Intersection	2012 Pedestrian / Bicyclist Crashes	2013 Pedestrian / Bicyclist Crashes	2014 Pedestrian / Bicyclist Crashes	Total Pedestrian / Bicyclist Crashes
Saugatuck Study Area Locations				
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	0	0	0	0
2. Saugatuck Avenue/Charles Street	0	1	0	1
3. Saugatuck Avenue/I-95 Southbound Ramps	0	0	0	0
4. Charles Street/Park Street	0	0	0	0
5. Charles Street/Franklin Street	0	0	0	0
6. Riverside Avenue/Charles Street	0	0	0	0
7. Riverside Avenue/Bridge Street	1	0	0	1
8. Riverside Avenue/ Railroad Place	0	0	0	0
Greens Farms Study Area Locations				
9. Greens Farms Road/New Creek Road	0	0	0	0
Total	1	1	0	2

1. Source: CT DOT crash summary data for the 3-year period January 1, 2012 - December 31, 2014.

Table 8: Collision Types

Intersection	Over-taking	Rear End	Right Angle	Left Turn	Fixed Object	Head-On	Side Swipe	Right Turn	Backing	Other	Total
Saugatuck Study Area Locations											
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	0	8	0	1	4	0	8	1	0	0	22
2. Saugatuck Avenue/Charles Street	0	2	8	4	0	0	0	1	0	1	16
3. Saugatuck Avenue/I-95 Southbound Ramps	0	6	0	0	2	0	6	0	0	0	14
4. Charles Street/Park Street	0	3	1	1	2	0	1	4	0	0	12
5. Charles Street/Franklin Street	0	2	2	0	0	0	0	1	0	0	5
6. Riverside Avenue/Charles Street	0	1	0	1	0	0	3	1	1	0	7
7. Riverside Avenue/Bridge Street	0	10	3	7	0	0	2	6	0	0	28
8. Riverside Avenue/ Railroad Place	0	1	0	1	0	0	4	1	1	3	11
Greens Farms Study Area Locations											
9. Greens Farms Road/New Creek Road	0	0	0	1	0	0	0	0	0	0	1
Total	0	33	14	16	8	0	24	15	2	4	116
Percent of Total	0.0%	28.4%	12.1%	13.8%	6.9%	0.0%	20.7%	12.9%	1.7%	3.4%	100.0%

1. Source: CT DOT crash summary data for the 3-year period January 1, 2012 - December 31, 2014.

Table 9: Crash Contributing Factors

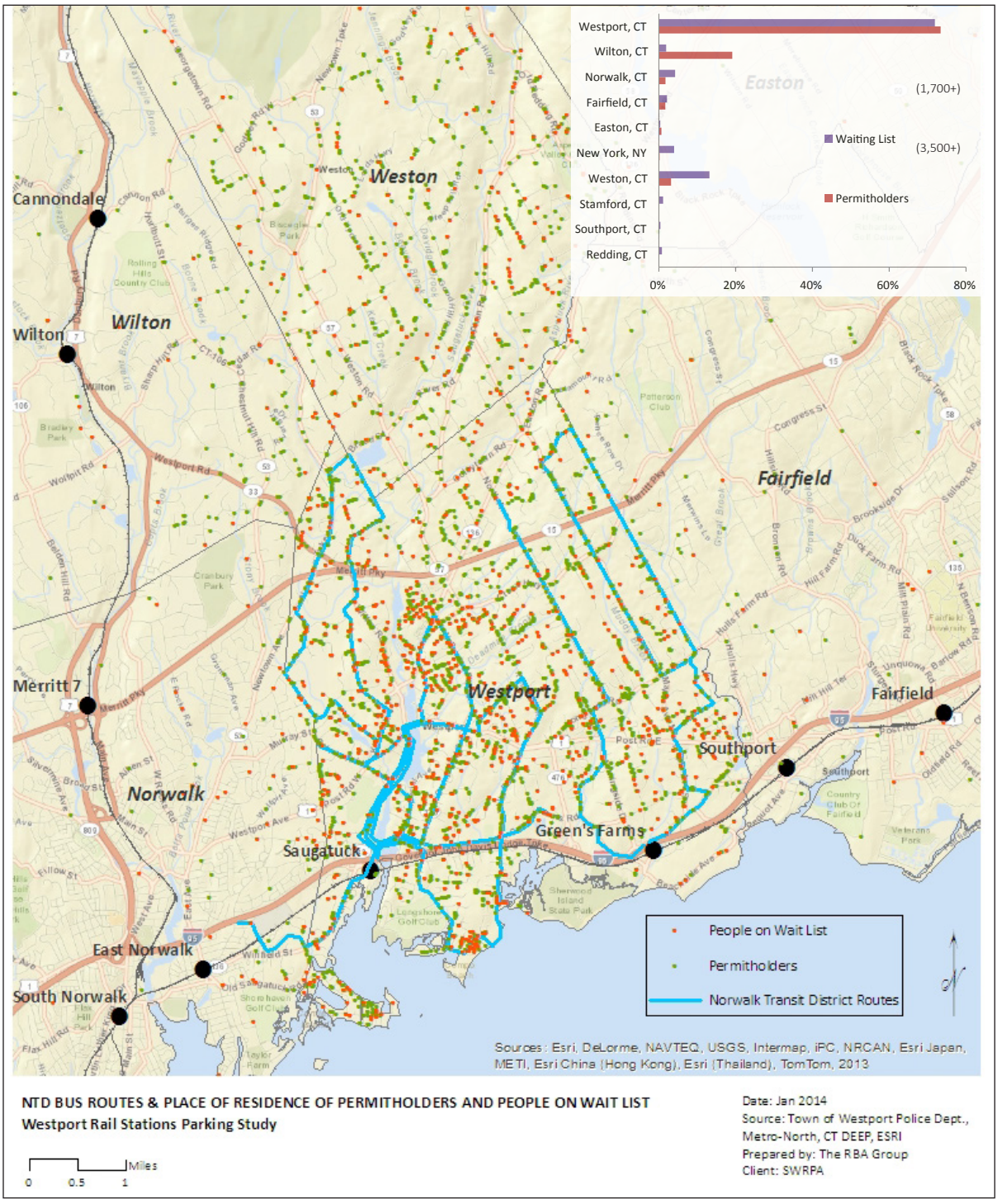
Intersection	Speed Too Fast	Violated Traffic Control	Failed To Grant Right Of Way	Improper Passing	Improper Lane Change	Following Too Closely	Driver Lost Control	Improper Turn	Unsafe Backing	Defective Equipment	Other	Total
Saugatuck Study Area Locations												
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	0	0	3	1	2	8	4	1	0	0	3	22
2. Saugatuck Avenue/Charles Street	0	3	9	0	0	2	0	2	0	0	0	16
3. Saugatuck Avenue/I-95 Southbound Ramps	0	0	3	0	1	7	1	0	0	0	2	14
4. Charles Street/Park Street	0	2	3	0	1	3	1	1	0	0	1	12
5. Charles Street/Franklin Street	0	2	0	0	0	2	0	1	0	0	0	5
6. Riverside Avenue/Charles Street	1	0	2	1	0	1	1	0	1	0	0	7
7. Riverside Avenue/Bridge Street	0	0	7	1	2	10	0	7	0	0	1	28
8. Riverside Avenue/ Railroad Place	0	0	4	0	0	1	4	0	1	0	1	11
Greens Farms Study Area Locations												
9. Greens Farms Road/New Creek Road	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	7	32	3	6	34	11	12	2	0	8	116
Percent of Total	0.9%	6.0%	27.6%	2.6%	5.2%	29.3%	9.5%	10.3%	1.7%	0.0%	6.9%	100.0%

1. Source: CT DOT crash summary data for the 3-year period January 1, 2012 - December 31, 2014.

3. Origin of Commuters

Figure 24 shows the place of residence of parking permitholders and people on the wait list. The Westport Bus routes operated by the Norwalk Transit District (NTD) are also shown. The map shows proximity of many train commuters living in Westport to bus routes. While Weston and Wilton also have train commuters, the bus routes do not cross into Weston. This data, which may be helpful in developing bus routes, will be provided to the NTD for its 2016-2017 comprehensive operational analysis of bus service.

Figure 24: Place of Residence of Parking Permitholders and People on Permit Wait List



4. Parking Demand

As discussions with CTDOT revealed that the agency has no set for formula for determining individual train station parking demand, the following two methodologies were utilized: one that looked at historical information regarding ridership and parking supply, and a second that utilized data collected from the Existing Conditions Report (i.e., permits, waiting list information, ridership information, etc.)—in addition to visual observations, past experience, expert judgment, and conversations with Metro-North and the Westport Police Department—to provide a range of parking demand estimates for Saugatuck and Green's Farms Station

4.1 Demand Methodology #1: Relationship between Supply and Parking Demand Utilizing Historical Data

Data presented in the Transit Cooperative Research Report *Guidelines for Providing Access to Public Transportation Stations - Report 153* (2012) indicates that between 1985 and 1999, the communities of New Haven, South Norwalk, Bridgeport, added 1,533 parking spaces to their rail stations, which accommodated a rail ridership increase of 1,533 riders. The data suggests that one new rider can be gained per parking space.

If Metro-North's ridership along the New Haven grows at 0.5% for the next 20 years—and that growth is evenly distributed among all stations—this would result in 817 more riders at Saugatuck and Green's Farms stations in the next five years. If the formula of one space per new rider is applied, a total of 817 spaces would need to be provided to accommodate the increased demand.

4.2 Demand Methodology #2: Relationship between Existing Permit Parking Demand and Unmet Parking Demand

The second methodology presented in this chapter was developed based first on how and if existing permit parking demand is being met, followed by an examination of unmet (unsatisfied) demand related to those persons on the wait list. As indicated above, the sources for this methodology included existing permit, wait list, and ridership information, visual observations of commuter travel behavior, past experience on similar projects, and conversations with Metro-North and the Westport Police Department.

Permit Parking Demand

Facts

- Annual Permit Holders = 3,803
- Persons on Wait List =1,711
- Permit Spaces = 1,440
- Daily Spaces = 300

Assumptions

- 1,440 permit spaces are filled each day.

» Since the Westport Police Department reports few complaints from permitholders about difficulty finding a space, it is assumed that 38% (1,440/3,803) of all permitholders park at the stations on any given day. This also indicates that the ratio of 2.8 to 1 in permit sales to the number of permit spaces is appropriate.

Assessment

Based on the above points, one assumption is that the parking demand for permitholders is currently being met.

Unmet Parking Demand

If as indicated above, the demand for permit parking is being met, then the next step in identifying unmet demand (i.e., unsatisfied demand) at both stations was to focus on persons on the wait list.

Facts

» Persons on waiting list for parking permit in February 2015 = 1,253 (3-year wait), which is reduced from 1,711 in November 2013 and 2,500 in 2010.

Assumptions

» Based on visual observation, on any given day, 50% of the people (856 people) on the wait list park at the stations.

» Of those 856 people using the stations on any given day, how are they getting there? Based on the RBA Intercept Survey, ridership data from Metro-North and the Norwalk Transit District, and visual observations at each station, the following assumptions were made:

- 150 waitlisted persons are parked in daily spaces, with the remaining 150 daily spaces taken by occasional users/day trippers, and other non-wait list persons.
- 100 waitlisted persons are parked in the adjacent private lots.
- 25 wait listed persons are taking the shuttle/bus.
- 380 wait listed persons are dropped off (kiss and ride) but want to park at the stations.

» After adding the totals listed above, the remaining unsatisfied parking demand is 201. It was assumed that 50% (100) of these remaining people are getting to work by driving directly to their location (i.e., New York City, Stamford, etc.) while 50% (101) are driving or being dropped off at other stations. Given that not all persons who are on the wait list and drive to work may in fact accept a permit, it was assumed that 75% of those driving to work would park at Saugatuck or Green's Farms Stations which reduced that total to 75.

Assessment

Using the numbers generated above, Table 10 summarizes the results of the above analysis.

Table 10: Unmet Parking Demand Analysis

NUMBER OF PERSONS	MODE OF TRANSPORTATION TO RAIL STATIONS
380	Dropped off by Car
150	Park in Daily Spaces

NUMBER OF PERSONS	MODE OF TRANSPORTATION TO RAIL STATIONS
100	Park in Private Spaces
100	Drive to Other Stations
75	Drive Directly to Work
25	Take the Bus/Shuttle
730 SPACES	**UNMET PARKING DEMAND**
Date: June 2014 Source: The RBA Group *Prepared by: The RBA Group Client: WestCOG*	

The total unmet parking demand is projected to be 730 spaces. However, based on judgment, observation, and discussion with the Westport Police Department, on a daily basis there are likely to be another 150 to 200 persons who are neither on the wait list nor are they current permitholders who wish to park at the stations, which would bring the total unmet parking demand up to between 880 and 930 spaces.

While the total unmet parking demand indicates a need for additional permit spaces at each station, demand is being met through other means and modes. The totals of 880 and 930, therefore, represent demand for new permits. Based on the assumption that 38% of all permit holders use the stations on any given day, a total of between 334 and 353 spaces would need to be built to accommodate the additional permit users.

In addition (as indicated earlier), Metro-North projects that ridership on the New Haven Line will increase by 0.5% a year for the next 20 years. While this will more than likely impact parking at Saugatuck and Green's Farms Stations, it is difficult to calculate the specific demand related to these projections as they are not done on a station by station basis. However, if each station did in fact experience a 0.5% increase in riders each year, Saugatuck and Green's Farms could see an additional 817 riders (2012 Weekday Inbound Riders for Saugatuck & Green's Farms Stations (2,966) x 0.5% increase each year) over the next five years. If all of these riders were added to the wait list, the unmet parking demand as identified above would rise to between 1,697 and 1,747, and increase the number of spaces that would be needed to accommodate additional permit users to between 644 and 663.

Finally, another factor that might impact parking demand at Saugatuck Station is future development, which could occupy the current private lots located north of the station. This would reduce the total number of available spaces to commuters.

4.3 Summary

The above methodologies indicate that the range of unmet parking demand in terms of the number of parking required to accommodate new riders/permit users is between 334 and 817 in the next five years.

Given these results, the Town and State should make a policy decision if it wishes to increase the capacity at each station to accommodate additional permit holders or to continue to let commuters reach the stations using other modes and means, which is currently satisfying demand. The Town also could encourage the use of other modes (e.g. shuttles, bicycles, carpooling, etc.) to reduce the number of people driving to each station. A description of potential improvements related to these policies is presented in the next chapter.

5. Evaluation of Rail Station Parking Strategies

A prior version of this report included a matrix of issues and opportunities related to parking improvements, parking management, and mobility strategies, which were identified based on findings from the *Existing Conditions Report*, discussions with the STC, and the results of Chapters 1, 2, and 3 of this report. This matrix has been relocated to Appendix C. This section contains the results of a process through which STC members discussed, evaluated, and prioritized each of the strategies. The results of this process are described in this section. Note that the third and final part of the *Westport Rail Stations Parking Study* is the Recommendations report, which will provide more detail and graphics to support and further explain the strategies.

The strategies are coded by category and with corresponding letters as follows:

- Parking Management (PM)
- Parking Improvements (PI)
- Mobility Improvements (M)

A summary table of the strategies precedes a more detailed table in which strategies are organized by the following categories:

- Short-Term (should be implemented within 3 years)
- Mid-Term (should be implemented within the next 3 to 5 years)
- Long-Term (should be considered/implemented after 5 or more years)
- No Support (strategies that were not supported by the STC)

Table 11: Matrix of Strategies by Category

#	SUPPORTED STRATEGIES	IMPLEMENTATION TIMELINE
M 1	Install fence on eastern edge of Lot #8 (M6)	Short-Term
M 2	Build additional staircase at western end of Lot #1 and Lot #2	Short-Term
M 3	Add high-visibility crosswalks at Franklin Street and Charles Street/Park Street	Short-Term
M 4	Install "No Right Turn" sign at Charles Street and Franklin Street	Short-Term
M 5	Add high-visibility crosswalk along western edge of Riverside Avenue and Charles Street	Short-Term
M 6	Close off two entrances/exits located at western end of Lot #1. -	Short-Term
M 7	Install five foot buffer along southern edge of Lot#3	Long-Term
M 8	Create a traffic Island at Railroad Place and Riverside Avenue	Long-Term
M 9	Promote carpooling	Short-Term
M 11	Establish dedicated bus pick-up and drop-off area in front of main staircases on westbound platform	Short-Term
M 12	Implement shared lane markings on Railroad Place, Riverside Avenue, and Saugatuck Avenue south of the station for bicyclists. Consider bike lanes on Imperial Avenue and Green's Farms Road. Consider Complete Streets concepts.	Long-Term
M 13	Redesign Railroad Place, Franklin Street (south of Charles Street) and Riverside Avenue (south of Charles Street) as shared or slow speed streets to make them safer for pedestrians.	Long-Term
M 14	Examine changing traffic signal timing at Riverside Avenue and Bridge Street. Consider readjusting Dunkin Donut parking lot entrance/exits by allowing only right hand turns on the north side of the lot. See M-17.	Short-Term
M 15	Add wayfinding signs at appropriate locations	Short-Term
M 16	Consider using capital improvement funds for transit and bicycle/pedestrian improvements.	Short-Term
M 17	Monitor CTDOT's Bridge Street Bridge Project. See M-14.	Short-Term
M 18	Review and comment on CTDOT's (Project 102-297) I-95 Exit 17 Interchange Project.	Short-Term
PI 2	Consider purchasing property adjacent to TD Bank to create surface parking	Long-Term

#	SUPPORTED STRATEGIES	IMPLEMENTATION TIMELINE
PI 3	Develop Luciano Park as surface parking	Long-Term
PI 4	Purchase private lot along Franklin Street	Long-Term
PI 5	Consider a valet parking program at Saugatuck Station	Long-Term
PI 6	Build structured parking	Long-Term
PI 7	Repave/Restripe Lot #1	Short-Term
PI 8	Expand Lot 7 by transferring the leases on two adjacent properties from CTDOT to the Town.	Short-Term
PM 1	Continue with current management structure for rail station parking	Short-Term
PM 5	Outsource parking management to a private contractor	Long-Term
PM 6	Revise lease agreements between CTDOT and the Town that govern use of parking areas and clearly delineate responsibilities.	Mid-Term
PM 7	Increase annual and daily parking fees closer to market rate gradually over time.	Short-Term
PM 8	Implement a pay station and pay by phone system	Short-Term
PM 9	Charge a fee for people to be on the waiting list	Short-Term
PM 11	Convert some of the 1 hour spaces currently used for businesses to permit spaces for rail station parking	Short-Term
PM 12	Open up unused permit spaces (especially in Lot #8) to daily users before 10 a.m.	Short-Term
PM 13	Consider implementing a Smart Parking System that provides real-time parking availability information on mobile phones, the Town's website, social media platforms, and VMS (variable messaging systems).	Mid-Term
PM 14	Develop a Capital Plan	Short-Term
PM 15	Develop an Operating and Financial Plan	Short-Term

Table 12: Matrix of Strategies by Implementation Phase, with Evaluation Notes

#	STRATEGIES	EVALUATION NOTES
SHORT-TERM STRATEGIES		
PI 7 **M 2** **M 6**	-Repave/Restripe Lot #1 (P7) -Build additional staircase at western end of Lot #1 and Lot #2 (M2) -Close off two entrances/exits located at western end of Lot #1 (M6) -Install fence on eastern edge of Lot #8 (M6)	The Westport Police Department (WPD), in coordination with the Westport Department of Public Works (DPW), is updating the design of Lot #1, with construction planned for later in 2016.
PI 8	Expand Lot 7 through acquiring or leasing adjacent property.	This action will add approximately 25 spaces to Lot 7, bringing total parking capacity at this lot to at least 55 spaces.
PM 1	Continue with current management structure for rail station parking	WPD should continue to operate parking at the stations in the short- and mid-term, although the First Selectman's office has expressed a desire to examine the possibility of contracting out the service to a private operator in the long term (see PM 5 under Long Term). However there is also need to establish a transition, succession, and/or continuity plan to address possible retirement of WPD staff that currently manage parking, in addition to a transition to another management arrangement.
PM 7	Increase annual and daily parking fees closer to market rate gradually over time.	Additional analysis will be provided in the Recommendations Report to evaluate potential impacts on retention of permit holders, wait list, etc. The increase in revenue can also be tied into specific capital improvements which are identified in a Capital Plan (See new PM 14).
PM 9	Charge a fee for people to be on the waiting list	WPD and the Town recently implemented a policy whereby a $35 fee is charged to any new person seeking to be placed on the waiting list. Of this fee, $10 represents revenue and $25 is allocated to COMPLUS for administration. WPD and the Town also recently instituted a policy that allows permit holders to add a second car to their permit for an additional annual fee of $125. Any additional revenue could be allocated toward specific capital improvements (see PM 14).
M 3	Add high-visibility crosswalks at Franklin Street and Charles Street/Park Street	Coordination is required with CTDOT District 3. Also, see PM 14 – Develop Capital Plan under Short Term.

#	STRATEGIES	EVALUATION NOTES
M 4	Install "No Right Turn" sign at Charles Street and Franklin Street	Coordination is required with CTDOT District 3. Also, see PM 14 – Develop Capital Plan under Short Term.
M 5	Add high-visibility crosswalk along western edge of Riverside Avenue and Charles Street	Coordination is required with CTDOT District 3. Also, see PM 14 – Develop Capital Plan under Short Term.
M 9	Promote carpooling	Additional detail on how this would work will be provided in the Recommendations Report.
M 11	Establish dedicated bus pick-up and drop-off area in front of main staircases on westbound platform	This has already been implemented. There is a bench and shelter at this location.
M 14	Examine changing traffic signal timing at Riverside Avenue and Bridge Street. Consider readjusting Dunkin Donut parking lot entrance/exits by allowing only right hand turns on the north side of the lot. See M-17.	Need to meet with CTDOT Traffic District 3 office to discuss signal. Changing entrance/exit pattern will require coordination/agreement with property owner.
M 15	Add wayfinding signs at appropriate locations	A conceptual wayfinding plan will be included in the Recommendations Report.
M 16	Consider using capital improvement funds for transit and bicycle/pedestrian improvements.	Funds should be prioritized for infrastructure improvements. Also, see PM 14 – Develop Capital Plan under Short Term.
M 17	Monitor CTDOT's Bridge Street Bridge Project. See M-14.	Phase II of the Rail Stations Study should evaluate the alternatives developed by CTDOT as part of the Bridge Street Bridge Project to determine their impact on traffic, bicyclists, pedestrians and the surrounding land uses.
M 18	Review and comment on CTDOT's (Project 102-297) I-95 Exit 17 Interchange Project.	Phase II of the Rail Stations Study should provide an evaluation of the I-95 Exit 17 Interchange Project which involves median reconstruction and resurfacing, and its impacts on local roads and traffic during construction which is expected to start in 2018.
PM 8	Implement a pay station and pay by phone system	A more detailed analysis of costs/benefits of paystation and pay by phone systems as well as examples of nearby successes will be provided in the Recommendations Report. WPD is currently investigating pay by phone with COMPLUS.

#	STRATEGIES	EVALUATION NOTES
PM 11	Convert some of the 1 hour spaces currently used for businesses to permit spaces for rail station parking	The issue with converting additional 1-hour spaces to permit spaces is that commuters typically return from work after 5:00pm which would create a shortage of spaces for tenant businesses. WPD recently surveyed the utilization of the 1 hour spaces which indicated that 35% of the spaces were utilized during the day with the percentage increasing to 80% after 4:30pm. Moving forward, the WPD will continue to monitor and survey the 1 hour spaces to see if the utilization pattern changes especially since Mario's Restaurant has closed and will be occupied by a new dining establishment.
PM 12	Open up unused permit spaces (especially in Lot #8) to daily users before 10 a.m.	This will be more clearly defined in the Recommendations Report. WPD indicated that this is the current policy.
PM 14	Develop a Capital Plan	To better define and plan for capital needs/projects (as identified in this report (e.g. M 3, M 4, etc.) and for the future) and allocate funding accordingly from the Railroad Parking Fund, a capital plan needs to be developed and maintained by the Town on an annual basis. This plan would need to be approved by CTDOT.
PM 15	Develop an Operating and Financial Plan	Similar to the above recommendation, an operating and financial plan should be developed by the Town so as to provide a more detailed and easier to understand accounting of costs, expenses, and financial measures such as unit values for revenues and costs per space (by lot location).

#	STRATEGIES	EVALUATION NOTES
MID-TERM STRATEGIES		
PM 6	Revise lease agreements between CTDOT and the Town that govern use of parking areas and clearly delineate responsibilities.	Additional detail will be provided in the Recommendations Report to clarify responsibilities between the Town and CTDOT regarding repairs and maintenance.
PM 13	Consider implementing a Smart Parking System that provides real-time parking availability information on mobile phones, the Town's website, social media platforms, and VMS (variable messaging systems).	Additional detail on these type of system including the potential use of social media applications to provide real time parking availability will be provided in the Recommendations Report.

#	STRATEGIES	EVALUATION NOTES
LONG TERM STRATEGIES		
PI 6	Build structured parking	Lot #1 and #3 were identified as candidates for potential parking structures/decks However, a closer examination of the Lot #3 site indicated that the width of the lot is too narrow to support an efficient parking structure. In addition, while decking the western half of Lot #3 could be done; the gain in parking would be minimal compared to the cost. Additional detail on the feasibility of structured parking for both Lot #1 and Lot #3 will be provided in the Recommendations Report.
M 12	Implement shared lane markings on Railroad Place, Riverside Avenue, and Saugatuck Avenue south of the station for bicyclists. Consider bike lanes on Imperial Avenue and Green's Farms Road. Consider Complete Streets concepts.	DPW indicated that the roadways listed are candidates for shared lane markings but that bike lanes would be difficult to do on Imperial Avenue because of the lack of adequate road width and ROW and Green's Farms Road because of liability issues. A concept plan showing the location of shared lane markings will be included in the Recommendations Report.
M 13	Redesign Railroad Place, Franklin Street (south of Charles Street) and Riverside Avenue (south of Charles Street) as shared or slow speed streets to make them safer for pedestrians.	Concepts will be developed as part of the Recommendations Report. It should be noted that widening the sidewalk along Railroad Place has already been proposed and met with opposition from Historic District Commission.
PM 5	Outsource parking management to a private contractor	Support from P&Z and First Selectman's office. Need to provide additional analysis and see how CTDOT is doing this elsewhere in the state. Maybe a longer term option.
PI 2 **PI 3** **PI 4** **PI 5**	Consider purchasing property adjacent to TD Bank to create surface parking Develop Luciano Park as surface parking Purchase private lot along Franklin Street Consider a valet parking program at Saugatuck Station	With a number of properties in a state of flux in the Saugatuck area—including the potential for the redevelopment of the block bounded by Railroad Place, Franklin Street, Charles Street, and Riverside Avenue—these recommendations have been grouped together with the idea of developing a TOD/land use plan for the Saugatuck area that looks at redevelopment opportunities including private/public partnerships that could provide additional parking, relocating and or providing additional open space, and redesigning parcels to accommodate additional pedestrian and bicycle facilities, as well as valet parking areas.

#	STRATEGIES	EVALUATION NOTES
M 7	Install five foot buffer along southern edge of Lot#3	While there is no accident data that supports this recommendation, providing an additional buffer for vehicles parked in Lot #3 with Ferry Lane would improve vehicular safety. Additional detail will be provided in the Recommendations Report. This project would likely be scheduled the next time Lot #3 is due for repaving to make it more cost efficient.
M 8	Create a traffic Island at Railroad Place and Riverside Avenue	As there are concerns by DPW that raised islands cause problems for plows, the recommendation would be implemented using paint or stone/stamped concrete which is flush with the ground. This could be done as a pilot project to determine the feasibility of phasing in a raised island in the future. In addition, the initial design would have to be done so that it does not impact existing parking spaces. Additional detail will be provided in the Recommendations Report.

Table 13: Matrix of Strategies Not Supported, with Evaluation Notes

#	RECOMMENDATION	EVALUATION NOTES
PI 1	Expand Lot 8 to create more parking spaces	CTDOT is not prepared to relinquish the construction staging area adjacent to Lot #8 because it is the primary staging area for the I-95 corridor. However, as per the lease agreement with the Town, the staging area should continue to be used for overflow parking, if necessary.
PM 1	Utilize a different department to manage rail station parking	Since WPD is responsible for enforcement and ticketing at the station today, this would likely separate functions that are currently consolidated, which would not be efficient.
PM 3	Create a new department to manage rail station parking	Creating a new department is not consistent with the Town's fiscal approach, and would require some reorganization and the hiring of additional staff, which would increase salaries and overhead costs. It also would require a change to the Town Charter.
PM 4	Create a Parking Authority	Potentially too political with appointments made by elected officials or CEO. There is also a lack of staff continuity which creates instability. However, examples of where it is being used and why will be provided in the Recommendations Report.
PM 10	Move all or some of the daily spaces to the farthest locations	There was no support from the Town in moving some or all of the daily spaces to the farthest locations. However, WPD will continue to monitor use, hcp spaces and determine if reduction in daily spaces makes sense.

Appendices

A. Saugatuck Station Area Intercept Survey Results - Full Data Set

B. Traffic Conditions Appendices

B-1. ATR & Turning Movement Counts

B-2. Intersection Inventories

B-3. Synchro Reports

B-4. Crash Summaries (2012-2014 and 2010-2012 data)

B-5. Prior Version of Crash Summary Narrative (using 2010-2012 data)

C. Initial Issues & Opportunities Matrix (November 2015 version)

D. Study Technical Committee Meeting Notes (December 4, 2014)

E. Initial Evaluation Matrix (August 2014 version)

Appendix

A. Saugatuck Station Area Intercept Survey Results - Full Data Set

Westport Rail Stations Parking Study - Commuter Survey

1. In which zip code do you live?

	Response Count
	179
answered question	**179**
skipped question	**4**

2. What is the nearest intersection to your place of residence?

	Response Percent	Response Count
Street 1	**100.0%**	**178**
Street 2	88.2%	157
answered question		**178**
skipped question		**5**

3. How often do you take the train from Saugatuck or Green's Farms Stations?

	Response Percent	Response Count
Almost every day (4-5 days a week or more)	**61.3%**	**111**
Often (1 to 3 days a week)	22.1%	40
Occasionally (1 to 3 times per month)	11.0%	20
Rarely (a few times a year)	3.3%	6
Never	2.2%	4
	answered question	**181**
	skipped question	**2**

4. Which station do you use the most?

	Response Percent	Response Count
Saugatuck	**77.3%**	**140**
Green's Farms	21.5%	39
Both of the above about equally	2.2%	4
	answered question	**181**
	skipped question	**2**

5. At what time do you usually board the train in the morning?

	Response Percent	Response Count
between 4:00 and 4:59 a.m.	1.1%	2
between 5:00 and 5:59 a.m.	8.3%	15
between 6:00 and 6:59 a.m.	**33.3%**	**60**
between 7:00 and 7:59 a.m.	30.0%	54
between 8:00 and 8:59 a.m.	10.6%	19
9:00 a.m. or later	16.7%	30
	answered question	**180**
	skipped question	**3**

6. When taking the train from Saugatuck or Green's Farms, at which station do you usually get off?

	Response Count
	176
answered question	**176**
skipped question	**7**

7. At what time do you usually board the train to return to Westport?

	Response Percent	Response Count
between 3:00 and 3:59 p.m.	3.4%	6
between 4:00 and 4:59 p.m.	11.3%	20
between 5:00 and 5:59 p.m.	**37.3%**	**66**
between 6:00 and 6:59 p.m.	33.9%	60
between 7:00 and 7:59 p.m.	7.9%	14
8:00 p.m. or later	6.2%	11
	answered question	**177**
	skipped question	**6**

8. Do you currently have a Town of Westport annual rail parking permit?

	Response Percent	Response Count
Yes	**42.0%**	**74**
No, but I am on the wait list for a parking permit	34.7%	61
No, and I am not on the wait list	23.3%	41
	answered question	**176**
	skipped question	**7**

9. How long have you been on the wait list for a parking permit?

		Response Percent	Response Count
Less than 1 year		23.3%	24
1 to 2 years		16.5%	17
2 to 3 years		15.5%	16
3 to 4 years		20.4%	21
more than 4 years		**24.3%**	**25**
		answered question	**103**
		skipped question	**80**

10. How do you travel to the station? (Please select a frequency for each mode of transportation)

	Always (4-5 days/wk)	Often (1-3 days/wk)	Occasionally (1-3 days/month)	Rarely (1-3 days/yr)	Never	Rating Count
a) I drive myself and park in one of the commuter lots	**54.8% (85)**	19.4% (30)	15.5% (24)	5.8% (9)	4.5% (7)	155
b) I drive myself and park in one of the private lots at Saugatuck	3.5% (3)	2.3% (2)	5.8% (5)	9.3% (8)	**79.1% (68)**	86
c) I get dropped off	3.4% (3)	11.2% (10)	16.9% (15)	32.6% (29)	**36.0% (32)**	89
d) I park at the Imperial Avenue lot and take the shuttle	4.9% (4)	3.7% (3)	3.7% (3)	1.2% (1)	**86.4% (70)**	81
e) I take a taxi	0.0% (0)	0.0% (0)	8.3% (7)	20.2% (17)	**71.4% (60)**	84
f) I carpool	1.2% (1)	2.4% (2)	1.2% (1)	2.4% (2)	**92.7% (76)**	82
g) I take the bus	5.5% (5)	7.7% (7)	8.8% (8)	4.4% (4)	**73.6% (67)**	91
h) I ride a bicycle	2.4% (2)	4.7% (4)	1.2% (1)	9.4% (8)	**82.4% (70)**	85
i) I walk	2.3% (2)	5.7% (5)	5.7% (5)	11.5% (10)	**74.7% (65)**	87
					answered question	**174**
					skipped question	**9**

11. If you drive to the station and park in one of the commuter lots, how difficult is it for you to find a parking space? Check the answer that applies to you most of the time:

	Response Percent	Response Count
a) I find a parking spot right away.	**49.7%**	**81**
b) I have to drive around the lot until I can find a spot.	34.4%	56
c) The commuter lots are completely full.	16.0%	26
answered question		**163**
skipped question		**20**

12. Did you know that the Westport Transit District runs a Commuter Shuttle Service to and from both Saugatuck and Green's Farms stations?

	Response Percent	Response Count
Yes	**83.7%**	**144**
No	16.3%	28
answered question		**172**
skipped question		**11**

13. Have you ever used the Westport Transit District's Commuter Shuttle Service?

		Response Percent	Response Count
Yes		36.8%	64
No		**63.2%**	**110**
		If not, please explain here	89
		answered question	**174**
		skipped question	**9**

14. Please share additional information, comments, or suggestions if you wish to do so. We value your feedback.

	Response Count
	109
answered question	**109**
skipped question	**74**

Page 2, Q1. In which zip code do you live?		
1	06880	Oct 16, 2013 8:52 AM
2	06880	Oct 15, 2013 3:06 PM
3	06880	Oct 15, 2013 2:03 PM
4	06880	Oct 14, 2013 8:58 AM
5	06880	Oct 12, 2013 6:44 AM
6	06880	Oct 11, 2013 7:56 AM
7	06880	Oct 9, 2013 9:30 AM
8	06880	Oct 7, 2013 8:53 AM
9	06831	Oct 4, 2013 11:35 PM
10	06880	Oct 4, 2013 4:48 AM
11	06880	Oct 3, 2013 7:23 PM
12	06880	Sep 30, 2013 10:54 PM
13	05301	Sep 29, 2013 7:31 PM
14	06851	Sep 26, 2013 10:34 PM
15	06880	Sep 26, 2013 11:03 AM
16	06460	Sep 24, 2013 4:06 PM
17	06883	Sep 24, 2013 2:21 PM
18	06883	Sep 24, 2013 10:59 AM
19	06824	Sep 23, 2013 1:57 PM
20	06880	Sep 23, 2013 8:47 AM
21	06880	Sep 22, 2013 8:13 AM
22	06880-2322	Sep 21, 2013 8:13 PM
23	06880	Sep 20, 2013 10:56 AM
24	06880	Sep 20, 2013 8:56 AM
25	06880	Sep 19, 2013 10:23 AM
26	06880	Sep 19, 2013 6:27 AM
27	06883	Sep 19, 2013 5:19 AM

Page 2, Q1. In which zip code do you live?		
28	06880	Sep 18, 2013 8:00 AM
29	06880	Sep 17, 2013 10:56 AM
30	06880	Sep 17, 2013 7:19 AM
31	06880	Sep 17, 2013 6:48 AM
32	06851	Sep 16, 2013 4:26 PM
33	06883	Sep 14, 2013 7:08 PM
34	06880	Sep 13, 2013 10:34 PM
35	06880	Sep 13, 2013 11:40 AM
36	06880	Sep 12, 2013 9:05 PM
37	06883	Sep 12, 2013 2:13 PM
38	06880	Sep 12, 2013 10:29 AM
39	06605	Sep 11, 2013 4:58 PM
40	06880	Sep 11, 2013 2:13 PM
41	06880	Sep 11, 2013 9:36 AM
42	06880	Sep 11, 2013 8:53 AM
43	06880	Sep 11, 2013 5:40 AM
44	06880	Sep 10, 2013 8:41 AM
45	06880	Sep 9, 2013 6:46 AM
46	06880	Sep 7, 2013 4:40 PM
47	06517	Sep 6, 2013 1:14 PM
48	10018	Sep 5, 2013 6:02 PM
49	06880	Sep 5, 2013 11:32 AM
50	06880	Sep 5, 2013 6:45 AM
51	06896	Sep 4, 2013 4:11 PM
52	06880	Sep 4, 2013 10:56 AM
53	06883	Sep 4, 2013 10:05 AM
54	06880	Sep 3, 2013 11:14 AM

Page 2, Q1. In which zip code do you live?		
55	06880	Sep 3, 2013 5:15 AM
56	06880	Aug 30, 2013 10:53 AM
57	06880	Aug 29, 2013 8:39 AM
58	06883	Aug 29, 2013 8:26 AM
59	06880	Aug 29, 2013 7:55 AM
60	06880	Aug 29, 2013 6:32 AM
61	06880	Aug 29, 2013 6:31 AM
62	06880	Aug 29, 2013 5:04 AM
63	06880	Aug 28, 2013 7:08 PM
64	06880	Aug 28, 2013 2:05 PM
65	02369	Aug 28, 2013 6:00 AM
66	06885	Aug 28, 2013 5:54 AM
67	06880	Aug 28, 2013 4:39 AM
68	06612	Aug 27, 2013 5:11 PM
69	06880	Aug 27, 2013 8:20 AM
70	06880	Aug 26, 2013 10:06 AM
71	06880	Aug 26, 2013 9:48 AM
72	06883	Aug 26, 2013 9:45 AM
73	06880	Aug 26, 2013 8:45 AM
74	06880	Aug 25, 2013 8:05 PM
75	06880	Aug 25, 2013 3:17 PM
76	06883	Aug 25, 2013 12:05 PM
77	06880	Aug 25, 2013 9:54 AM
78	06880	Aug 25, 2013 9:14 AM
79	06883	Aug 25, 2013 8:48 AM
80	06880	Aug 25, 2013 1:00 AM
81	06838	Aug 24, 2013 11:14 PM

Page 2, Q1. In which zip code do you live?		
82	06880	Aug 24, 2013 1:22 PM
83	06880	Aug 24, 2013 10:49 AM
84	06880	Aug 24, 2013 8:57 AM
85	06880	Aug 24, 2013 8:23 AM
86	06880	Aug 23, 2013 11:43 PM
87	06880	Aug 23, 2013 9:44 PM
88	06851	Aug 23, 2013 7:11 PM
89	06880	Aug 23, 2013 5:17 PM
90	06880	Aug 23, 2013 4:15 PM
91	06880	Aug 23, 2013 2:42 PM
92	06880	Aug 23, 2013 1:30 PM
93	06883	Aug 23, 2013 1:30 PM
94	06880	Aug 23, 2013 1:30 PM
95	06880	Aug 23, 2013 1:21 PM
96	06880	Aug 23, 2013 1:03 PM
97	06880	Aug 23, 2013 12:59 PM
98	06880	Aug 23, 2013 12:58 PM
99	06880	Aug 23, 2013 12:58 PM
100	06880	Aug 23, 2013 12:50 PM
101	06880	Aug 23, 2013 12:35 PM
102	06880	Aug 23, 2013 12:32 PM
103	06880	Aug 23, 2013 12:32 PM
104	06883	Aug 23, 2013 10:43 AM
105	06880	Aug 23, 2013 9:48 AM
106	06880	Aug 23, 2013 8:19 AM
107	06880	Aug 23, 2013 7:04 AM
108	06880	Aug 23, 2013 4:38 AM

Page 2, Q1. In which zip code do you live?		
109	06890	Aug 22, 2013 11:46 PM
110	06883	Aug 22, 2013 9:44 PM
111	06880	Aug 22, 2013 8:57 PM
112	06880	Aug 22, 2013 8:50 PM
113	06880	Aug 22, 2013 7:05 PM
114	06880	Aug 22, 2013 6:57 PM
115	06880	Aug 22, 2013 6:45 PM
116	06880	Aug 22, 2013 5:29 PM
117	06880	Aug 22, 2013 5:04 PM
118	06880	Aug 22, 2013 4:49 PM
119	06880	Aug 22, 2013 4:33 PM
120	06880	Aug 22, 2013 4:33 PM
121	06880	Aug 22, 2013 4:20 PM
122	06880	Aug 22, 2013 4:16 PM
123	06880	Aug 22, 2013 4:16 PM
124	06897	Aug 22, 2013 10:34 AM
125	06883	Aug 19, 2013 10:02 PM
126	06883	Aug 19, 2013 5:24 PM
127	06883	Aug 19, 2013 10:07 AM
128	06883	Aug 19, 2013 8:25 AM
129	06883	Aug 18, 2013 10:02 PM
130	06883	Aug 17, 2013 8:31 PM
131	06883	Aug 16, 2013 9:59 AM
132	06880	Aug 16, 2013 8:02 AM
133	06880	Aug 16, 2013 7:20 AM
134	06883	Aug 15, 2013 4:46 PM
135	06880	Aug 15, 2013 7:28 AM

Page 2, Q1. In which zip code do you live?		
136	06880	Aug 14, 2013 2:30 PM
137	06880	Aug 12, 2013 10:46 AM
138	06880	Aug 11, 2013 11:37 PM
139	06880	Aug 10, 2013 6:39 PM
140	06880	Aug 10, 2013 3:29 PM
141	06880	Aug 10, 2013 3:09 PM
142	06880	Aug 10, 2013 10:35 AM
143	06880	Aug 10, 2013 9:57 AM
144	06880	Aug 9, 2013 7:26 PM
145	06880	Aug 9, 2013 12:18 PM
146	06880	Aug 9, 2013 11:43 AM
147	06880	Aug 8, 2013 7:12 PM
148	06880	Aug 8, 2013 12:51 PM
149	06883	Aug 8, 2013 10:36 AM
150	06883	Aug 7, 2013 7:11 PM
151	06883	Aug 7, 2013 4:46 PM
152	06880	Aug 7, 2013 2:05 PM
153	06880	Aug 7, 2013 1:57 PM
154	06880	Aug 7, 2013 12:09 PM
155	06880	Aug 7, 2013 11:50 AM
156	06880	Aug 7, 2013 11:17 AM
157	06880	Aug 7, 2013 10:51 AM
158	06880	Aug 7, 2013 10:47 AM
159	06880	Aug 7, 2013 10:19 AM
160	06880	Aug 7, 2013 10:18 AM
161	06880	Aug 7, 2013 9:42 AM
162	06880	Aug 7, 2013 9:37 AM

Page 2, Q1. In which zip code do you live?		
163	06880	Aug 7, 2013 8:47 AM
164	06880	Aug 7, 2013 8:43 AM
165	06880	Aug 7, 2013 8:42 AM
166	06880	Aug 7, 2013 8:21 AM
167	06883	Aug 7, 2013 8:07 AM
168	06880	Aug 7, 2013 7:01 AM
169	06880	Aug 7, 2013 4:32 AM
170	06883	Aug 6, 2013 11:39 PM
171	06880	Aug 6, 2013 9:44 PM
172	06880	Aug 6, 2013 8:14 PM
173	06880	Aug 6, 2013 6:41 PM
174	06880	Aug 6, 2013 5:49 PM
175	06883	Aug 6, 2013 5:05 PM
176	06880	Aug 6, 2013 4:44 PM
177	06880	Aug 6, 2013 4:30 PM
178	06880	Aug 6, 2013 4:26 PM
179	06880	Aug 6, 2013 3:02 PM

Page 2, Q2. What is the nearest intersection to your place of residence?

	Street 1	
1	SAGAUTAUCK AVENUE	Oct 16, 2013 8:52 AM
2	18 Hillandale Road	Oct 15, 2013 3:06 PM
3	North Avenue	Oct 15, 2013 2:03 PM
4	cross highway	Oct 14, 2013 8:58 AM
5	bulkely avenue north	Oct 12, 2013 6:44 AM
6	Leslie	Oct 11, 2013 7:56 AM
7	Main	Oct 9, 2013 9:30 AM
8	Bridge Street	Oct 7, 2013 8:53 AM
9	Valley	Oct 4, 2013 4:48 AM
10	greens farms	Oct 3, 2013 7:23 PM
11	Loren Lane	Sep 30, 2013 10:54 PM
12	Westport Avenue	Sep 26, 2013 10:34 PM
13	Imperial Avenue	Sep 26, 2013 11:03 AM
14	new haven ave	Sep 24, 2013 4:06 PM
15	weston rd	Sep 24, 2013 2:21 PM
16	eleven o'clock	Sep 24, 2013 10:59 AM
17	Sturges	Sep 23, 2013 1:57 PM
18	newtown tpke	Sep 23, 2013 8:47 AM
19	stonybrook	Sep 22, 2013 8:13 AM
20	Woodside Lane	Sep 21, 2013 8:13 PM
21	Tamarac	Sep 20, 2013 10:56 AM
22	1 webb	Sep 20, 2013 8:56 AM
23	Greens Farms rd	Sep 19, 2013 10:23 AM
24	Bayberry	Sep 19, 2013 6:27 AM
25	Lords Highway	Sep 19, 2013 5:19 AM
26	Cranbury rd	Sep 18, 2013 8:00 AM

Page 2, Q2. What is the nearest intersection to your place of residence?		
27	Harbor Road	Sep 17, 2013 10:56 AM
28	Sasco creek road	Sep 17, 2013 7:19 AM
29	Coleytown Rd	Sep 17, 2013 6:48 AM
30	Post road	Sep 16, 2013 4:26 PM
31	Old Hyde road	Sep 14, 2013 7:08 PM
32	Old Road	Sep 13, 2013 10:34 PM
33	Lyon's Plains	Sep 13, 2013 11:40 AM
34	Lyons Plains	Sep 12, 2013 9:05 PM
35	valley forge road	Sep 12, 2013 2:13 PM
36	Long lots and sprucewood	Sep 12, 2013 10:29 AM
37	Chapel Hill Rd.	Sep 11, 2013 2:13 PM
38	Fillow St	Sep 11, 2013 9:36 AM
39	Main Street	Sep 11, 2013 8:53 AM
40	Newtown Turnpike	Sep 11, 2013 5:40 AM
41	Canal	Sep 10, 2013 8:41 AM
42	Hitchcock	Sep 9, 2013 6:46 AM
43	Post road	Sep 7, 2013 4:40 PM
44	151 daniel road	Sep 6, 2013 1:14 PM
45	8th Ave	Sep 5, 2013 6:02 PM
46	Easton	Sep 5, 2013 11:32 AM
47	Post Road	Sep 5, 2013 6:45 AM
48	North Park ave	Sep 4, 2013 4:11 PM
49	Colony	Sep 4, 2013 10:56 AM
50	Richmond Hill Road	Sep 4, 2013 10:05 AM
51	5 Grant Lane	Sep 3, 2013 11:14 AM
52	Cross Highway	Sep 3, 2013 5:15 AM
53	65 Evergreen Ave	Aug 30, 2013 10:53 AM

Page 2, Q2. What is the nearest intersection to your place of residence?		
54	16 North Pasture Road	Aug 29, 2013 8:39 AM
55	Fanton hill road	Aug 29, 2013 8:26 AM
56	Oak	Aug 29, 2013 7:55 AM
57	Post	Aug 29, 2013 6:32 AM
58	old road	Aug 29, 2013 6:31 AM
59	Dorchester	Aug 29, 2013 5:04 AM
60	Main Street	Aug 28, 2013 7:08 PM
61	High Point Road	Aug 28, 2013 2:05 PM
62	Manomet Pt. Road	Aug 28, 2013 6:00 AM
63	Cross highway	Aug 28, 2013 5:54 AM
64	Compo Road South	Aug 28, 2013 4:39 AM
65	Tranquility Dr.	Aug 27, 2013 5:11 PM
66	wilton Rd	Aug 27, 2013 8:20 AM
67	Saugatuck	Aug 26, 2013 10:06 AM
68	Route 1	Aug 26, 2013 9:48 AM
69	lyons plains	Aug 26, 2013 9:45 AM
70	hillspoint rd	Aug 26, 2013 8:45 AM
71	Gordon Lane	Aug 25, 2013 8:05 PM
72	sylvan rd north	Aug 25, 2013 3:17 PM
73	Parade Ground Ct.	Aug 25, 2013 12:05 PM
74	Hyde lane	Aug 25, 2013 9:54 AM
75	Compo Road South	Aug 25, 2013 9:14 AM
76	Weston Rd	Aug 25, 2013 8:48 AM
77	Lyons plains rd	Aug 25, 2013 1:00 AM
78	Maple	Aug 24, 2013 11:14 PM
79	Post Road	Aug 24, 2013 1:22 PM
80	Bayberry Lane	Aug 24, 2013 10:49 AM

Page 2, Q2. What is the nearest intersection to your place of residence?		
81	Washinton Ave.	Aug 24, 2013 8:57 AM
82	saugatuck ave	Aug 24, 2013 8:23 AM
83	Canal Street	Aug 24, 2013 5:43 AM
84	Bulkley	Aug 23, 2013 11:43 PM
85	Sunrise	Aug 23, 2013 9:44 PM
86	County St	Aug 23, 2013 7:11 PM
87	Post Road East	Aug 23, 2013 5:17 PM
88	Bauer pl	Aug 23, 2013 4:15 PM
89	compo road north	Aug 23, 2013 2:42 PM
90	Pine tree drive	Aug 23, 2013 1:30 PM
91	Fanton Hill Road and Old Easton Tpke	Aug 23, 2013 1:30 PM
92	Cob Drive	Aug 23, 2013 1:30 PM
93	Evergreen ave	Aug 23, 2013 1:21 PM
94	Newtown turnpike	Aug 23, 2013 1:03 PM
95	Narrow rocks	Aug 23, 2013 12:59 PM
96	Valley Field Road	Aug 23, 2013 12:58 PM
97	Colony Road	Aug 23, 2013 12:58 PM
98	Weston Road	Aug 23, 2013 12:50 PM
99	roseville	Aug 23, 2013 12:32 PM
100	Long Lots Rd	Aug 23, 2013 12:32 PM
101	goodhill	Aug 23, 2013 10:43 AM
102	North morningside drive	Aug 23, 2013 9:48 AM
103	north	Aug 23, 2013 8:19 AM
104	Imperial Avenue	Aug 23, 2013 7:04 AM
105	easton road	Aug 23, 2013 4:38 AM
106	Campo	Aug 22, 2013 11:46 PM
107	Weston road	Aug 22, 2013 9:44 PM

Page 2, Q2. What is the nearest intersection to your place of residence?		
108	greens farms	Aug 22, 2013 8:57 PM
109	Woodside ave	Aug 22, 2013 8:50 PM
110	Charmers Landing	Aug 22, 2013 7:05 PM
111	Old Mill Rd.	Aug 22, 2013 6:57 PM
112	Hills lane	Aug 22, 2013 6:45 PM
113	Saugatuck ave	Aug 22, 2013 5:29 PM
114	Hales Rd	Aug 22, 2013 5:04 PM
115	Clinton Avenue	Aug 22, 2013 4:49 PM
116	Westway Road	Aug 22, 2013 4:33 PM
117	Morningside Drive South	Aug 22, 2013 4:33 PM
118	Roseville Road	Aug 22, 2013 4:20 PM
119	Main St	Aug 22, 2013 4:16 PM
120	Newtown Tpke	Aug 22, 2013 4:16 PM
121	newtown tpke	Aug 22, 2013 10:34 AM
122	Treadwell Ave	Aug 21, 2013 11:51 AM
123	White Burch	Aug 19, 2013 10:02 PM
124	lyons plain rd	Aug 19, 2013 5:24 PM
125	georgetown road	Aug 19, 2013 10:07 AM
126	Norfield Rd	Aug 19, 2013 8:25 AM
127	Good Hill Rd	Aug 18, 2013 10:02 PM
128	Broad st	Aug 17, 2013 8:31 PM
129	11 O'Clock	Aug 16, 2013 9:59 AM
130	Cross Highway	Aug 16, 2013 8:02 AM
131	Cross Highway	Aug 16, 2013 7:20 AM
132	Lyons Plains Road	Aug 15, 2013 8:55 PM
133	Hill Crest Lane	Aug 15, 2013 4:46 PM
134	Clinton Ave	Aug 15, 2013 7:28 AM

Page 2, Q2. What is the nearest intersection to your place of residence?		
135	Roseville Road	Aug 14, 2013 2:30 PM
136	maple ave south	Aug 12, 2013 2:29 PM
137	roseville	Aug 12, 2013 10:46 AM
138	Weston Rd	Aug 11, 2013 11:37 PM
139	Whitney Street	Aug 10, 2013 6:39 PM
140	woodcock lane	Aug 10, 2013 3:29 PM
141	Park Lane	Aug 10, 2013 3:09 PM
142	Canal St.	Aug 10, 2013 10:35 AM
143	Lookout Lane	Aug 10, 2013 9:57 AM
144	Hills lane	Aug 9, 2013 7:26 PM
145	baker avenue	Aug 9, 2013 12:18 PM
146	East Main	Aug 9, 2013 11:43 AM
147	gault ave	Aug 8, 2013 7:12 PM
148	Pequot Trail	Aug 8, 2013 12:51 PM
149	Lyons Plain Road	Aug 8, 2013 10:36 AM
150	White birch road	Aug 7, 2013 7:11 PM
151	Davis Hill Road	Aug 7, 2013 4:46 PM
152	Roseville	Aug 7, 2013 2:05 PM
153	keenes road	Aug 7, 2013 1:57 PM
154	Dogwood lane	Aug 7, 2013 12:09 PM
155	Eno Lane	Aug 7, 2013 11:50 AM
156	Maple Avenue South	Aug 7, 2013 11:17 AM
157	Black Birch Road	Aug 7, 2013 10:51 AM
158	Dover rd	Aug 7, 2013 10:47 AM
159	Compo South	Aug 7, 2013 10:19 AM
160	Grouse Path	Aug 7, 2013 10:18 AM
161	post road east	Aug 7, 2013 9:42 AM

Appendix

B. Traffic Conditions Appendices

B-1. ATR & Turning Movement Counts

B-2. Intersection Inventories

B-3. Synchro Reports

B-4. Accident Summaries

Page 2, Q2. What is the nearest intersection to your place of residence?		
162	Catamount Road	Aug 7, 2013 9:37 AM
163	Roseville Road	Aug 7, 2013 8:47 AM
164	Gorham Ave	Aug 7, 2013 8:43 AM
165	Cross Highway	Aug 7, 2013 8:42 AM
166	hockanum rd	Aug 7, 2013 8:21 AM
167	high acre	Aug 7, 2013 8:07 AM
168	Daybreak Lane	Aug 7, 2013 7:01 AM
169	Greens Farms Road	Aug 7, 2013 4:32 AM
170	Georgetown road	Aug 6, 2013 11:39 PM
171	Myrtle	Aug 6, 2013 8:14 PM
172	duck pond road	Aug 6, 2013 6:41 PM
173	Clinton Avenue	Aug 6, 2013 5:49 PM
174	old easton turnpike	Aug 6, 2013 5:05 PM
175	saugatuck avenue	Aug 6, 2013 4:44 PM
176	wouth compo road	Aug 6, 2013 4:30 PM
177	Cross Highway	Aug 6, 2013 4:26 PM
178	Promised Road	Aug 6, 2013 3:02 PM
	Street 2	
3	Cross Highway	Oct 15, 2013 2:03 PM
4	reichert circle	Oct 14, 2013 8:58 AM
5	godfrey lane	Oct 12, 2013 6:44 AM
6	Berndale	Oct 11, 2013 7:56 AM
7	Richmondville	Oct 9, 2013 9:30 AM
9	Lakeview	Oct 4, 2013 4:48 AM
10	clapboard	Oct 3, 2013 7:23 PM
11	Clinton Street	Sep 30, 2013 10:54 PM
12	Strawberry Hill Avenue	Sep 26, 2013 10:34 PM

Page 2, Q2. What is the nearest intersection to your place of residence?		
13	Gault Avenue	Sep 26, 2013 11:03 AM
14	gulf st	Sep 24, 2013 4:06 PM
15	norfield rd	Sep 24, 2013 2:21 PM
16	autumn ridge	Sep 24, 2013 10:59 AM
17	Inhleside	Sep 23, 2013 1:57 PM
18	Rt 33	Sep 23, 2013 8:47 AM
19	sylvan	Sep 22, 2013 8:13 AM
20	Stony brook Road	Sep 21, 2013 8:13 PM
21	Evergreen Pkwy	Sep 20, 2013 10:56 AM
23	I96 Connector	Sep 19, 2013 10:23 AM
24	Meeker	Sep 19, 2013 6:27 AM
25	Tobacco Road	Sep 19, 2013 5:19 AM
26	Lisa Ln	Sep 18, 2013 8:00 AM
27	Duck Pond Road	Sep 17, 2013 10:56 AM
29	Meadow View Dr	Sep 17, 2013 6:48 AM
30	Sylvan road	Sep 16, 2013 4:26 PM
31	Norfield road	Sep 14, 2013 7:08 PM
32	Maple Ave North	Sep 13, 2013 10:34 PM
33	Little Lane	Sep 13, 2013 11:40 AM
34	Little Lane	Sep 12, 2013 9:05 PM
35	old redding road	Sep 12, 2013 2:13 PM
37	Hillandale	Sep 11, 2013 2:13 PM
38	Clinton Ave	Sep 11, 2013 9:36 AM
39	Maplewood Avenue	Sep 11, 2013 8:53 AM
40	Wilton Road	Sep 11, 2013 5:40 AM
41	Main street	Sep 10, 2013 8:41 AM
42	Roseville	Sep 9, 2013 6:46 AM

Page 2, Q2. What is the nearest intersection to your place of residence?		
43	Compo road	Sep 7, 2013 4:40 PM
44	state street	Sep 6, 2013 1:14 PM
45	38th St	Sep 5, 2013 6:02 PM
46	Silverbrook Rd	Sep 5, 2013 11:32 AM
47	Turkey hill	Sep 5, 2013 6:45 AM
48	Sport hill road	Sep 4, 2013 4:11 PM
49	Roseville	Sep 4, 2013 10:56 AM
50	Lords Highway E	Sep 4, 2013 10:05 AM
52	Vineyard Lane	Sep 3, 2013 5:15 AM
55	Old Easton turnpike	Aug 29, 2013 8:26 AM
56	Clinton	Aug 29, 2013 7:55 AM
57	Compo	Aug 29, 2013 6:32 AM
58	elizabeth drive	Aug 29, 2013 6:31 AM
59	Long Lots	Aug 29, 2013 5:04 AM
60	Clinton Avenue	Aug 28, 2013 7:08 PM
61	Long Lots Road	Aug 28, 2013 2:05 PM
62	Osprey Ln	Aug 28, 2013 6:00 AM
63	Rt 107	Aug 28, 2013 5:54 AM
64	Ferry Lane East	Aug 28, 2013 4:39 AM
65	Sport Hill Rd.	Aug 27, 2013 5:11 PM
66	Overlook Rd	Aug 27, 2013 8:20 AM
68	Sylvan	Aug 26, 2013 9:48 AM
69	partridge	Aug 26, 2013 9:45 AM
70	greens farms rd	Aug 26, 2013 8:45 AM
71	Center Street	Aug 25, 2013 8:05 PM
72	post road w	Aug 25, 2013 3:17 PM
73	Old Hyde Rd.	Aug 25, 2013 12:05 PM

Page 2, Q2. What is the nearest intersection to your place of residence?		
74	maple avenue	Aug 25, 2013 9:54 AM
75	Minute Man Hill	Aug 25, 2013 9:14 AM
76	Norfield Rd	Aug 25, 2013 8:48 AM
77	Coleytown rd	Aug 25, 2013 1:00 AM
78	Bulkley	Aug 24, 2013 11:14 PM
79	Maple Ave	Aug 24, 2013 1:22 PM
80	Hawthorne Lane	Aug 24, 2013 10:49 AM
81	Grant Ave.	Aug 24, 2013 8:57 AM
82	pier way lndg	Aug 24, 2013 8:23 AM
83	Woods Grove Rd.	Aug 24, 2013 5:43 AM
84	Post road	Aug 23, 2013 11:43 PM
85	Saugatuck Ave	Aug 23, 2013 9:44 PM
86	Williams St	Aug 23, 2013 7:11 PM
87	Maple	Aug 23, 2013 5:17 PM
88	Old rd	Aug 23, 2013 4:15 PM
89	roseville road	Aug 23, 2013 2:42 PM
90	Roseville rd	Aug 23, 2013 1:30 PM
91	Fanton Hill Road and Lyons Plains Road	Aug 23, 2013 1:30 PM
93	Washington ave	Aug 23, 2013 1:21 PM
94	Wilton rd	Aug 23, 2013 1:03 PM
95	Mayflower pkwy	Aug 23, 2013 12:59 PM
96	Long Lots Road	Aug 23, 2013 12:58 PM
97	Roseville Road	Aug 23, 2013 12:58 PM
98	Silverbrook	Aug 23, 2013 12:50 PM
99	post road	Aug 23, 2013 12:32 PM
100	Long Lots Rd	Aug 23, 2013 12:32 PM
101	steephill	Aug 23, 2013 10:43 AM

Page 2, Q2. What is the nearest intersection to your place of residence?		
102	Hickory Drive	Aug 23, 2013 9:48 AM
103	coley	Aug 23, 2013 8:19 AM
104	Ridge Drive	Aug 23, 2013 7:04 AM
105	bayberry	Aug 23, 2013 4:38 AM
106	Greens farm	Aug 22, 2013 11:46 PM
107	Good hill road	Aug 22, 2013 9:44 PM
108	hales road	Aug 22, 2013 8:57 PM
109	Kings hwy north	Aug 22, 2013 8:50 PM
110	Saugatuck Ave	Aug 22, 2013 7:05 PM
111	Hillspoint Rd.	Aug 22, 2013 6:57 PM
112	Terra Nova Circle	Aug 22, 2013 6:45 PM
113	Charmers landing	Aug 22, 2013 5:29 PM
114	Greens Farms Rd	Aug 22, 2013 5:04 PM
115	Sniffen Road	Aug 22, 2013 4:49 PM
117	Hillandale	Aug 22, 2013 4:33 PM
119	North Kings Highway	Aug 22, 2013 4:16 PM
120	Wilton Rd	Aug 22, 2013 4:16 PM
122	Kings Hwy S	Aug 21, 2013 11:51 AM
123	Greenlea Lane	Aug 19, 2013 10:02 PM
124	coley dr	Aug 19, 2013 5:24 PM
126	Weston Rd.	Aug 19, 2013 8:25 AM
127	Steep Hill Rd	Aug 18, 2013 10:02 PM
128	Cavalry	Aug 17, 2013 8:31 PM
129	Autumn Ridge	Aug 16, 2013 9:59 AM
130	North Avenue	Aug 16, 2013 8:02 AM
131	Bayberry Lane	Aug 16, 2013 7:20 AM
133	Newtown Turnpike	Aug 15, 2013 4:46 PM

Page 2, Q2. What is the nearest intersection to your place of residence?		
135	Fieldcrest Road	Aug 14, 2013 2:30 PM
136	clapboard rd	Aug 12, 2013 2:29 PM
137	salem rd	Aug 12, 2013 10:46 AM
138	Silver Brook	Aug 11, 2013 11:37 PM
140	newtown tpke	Aug 10, 2013 3:29 PM
141	Rayfield	Aug 10, 2013 3:09 PM
142	Main St.	Aug 10, 2013 10:35 AM
143	Hillspoint Road	Aug 10, 2013 9:57 AM
144	Post road	Aug 9, 2013 7:26 PM
145	imperial avenue	Aug 9, 2013 12:18 PM
146	Compo North	Aug 9, 2013 11:43 AM
147	imperial ave	Aug 8, 2013 7:12 PM
148	Sylvan Road	Aug 8, 2013 12:51 PM
149	River Road	Aug 8, 2013 10:36 AM
150	Bayberry lane	Aug 7, 2013 7:11 PM
151	Lords Highway Extension	Aug 7, 2013 4:46 PM
152	Post Road	Aug 7, 2013 2:05 PM
153	morningside north	Aug 7, 2013 1:57 PM
154	South compo	Aug 7, 2013 12:09 PM
155	Saugatuck Ave	Aug 7, 2013 11:50 AM
156	Greens Farms Road	Aug 7, 2013 11:17 AM
157	Roseville Road	Aug 7, 2013 10:51 AM
158	Reichert circle	Aug 7, 2013 10:47 AM
159	Ferry Lane East	Aug 7, 2013 10:19 AM
160	Woodcock	Aug 7, 2013 10:18 AM
162	Sturges Highway	Aug 7, 2013 9:37 AM
163	Route 1	Aug 7, 2013 8:47 AM

Page 2, Q2. What is the nearest intersection to your place of residence?		
164	Main St	Aug 7, 2013 8:43 AM
165	Compo Road North	Aug 7, 2013 8:42 AM
166	weston rd	Aug 7, 2013 8:21 AM
167	weston rd	Aug 7, 2013 8:07 AM
168	Main Street	Aug 7, 2013 7:01 AM
169	Center Street	Aug 7, 2013 4:32 AM
171	Avery	Aug 6, 2013 8:14 PM
173	Sniffen Road	Aug 6, 2013 5:49 PM
174	fanton hill road	Aug 6, 2013 5:05 PM
175	pier way landing	Aug 6, 2013 4:44 PM
176	bridge street	Aug 6, 2013 4:30 PM
177	North Avenue	Aug 6, 2013 4:26 PM
178	harbor rd	Aug 6, 2013 3:02 PM

Page 6, Q6. When taking the train from Saugatuck or Green's Farms, at which station do you usually get off?		
1	GCS	Oct 16, 2013 8:53 AM
2	stamford and GC	Oct 15, 2013 3:12 PM
3	Grand Central Terminal	Oct 15, 2013 2:04 PM
4	grand central	Oct 14, 2013 8:59 AM
5	grand central	Oct 12, 2013 6:45 AM
6	Grand Central	Oct 11, 2013 7:58 AM
7	Grand Central	Oct 9, 2013 9:30 AM
8	Westport	Oct 7, 2013 8:53 AM
9	Greenwich	Oct 4, 2013 11:35 PM
10	GCT	Oct 4, 2013 4:49 AM
11	Grand Central	Oct 3, 2013 7:23 PM
12	Grand Central	Sep 30, 2013 10:54 PM
13	GRAND CENTRAL STATION	Sep 29, 2013 7:32 PM
14	New Haven	Sep 26, 2013 10:34 PM
15	Grand Central	Sep 26, 2013 11:04 AM
16	gct	Sep 24, 2013 2:21 PM
17	grand central	Sep 24, 2013 10:59 AM
18	Grand central	Sep 23, 2013 1:57 PM
19	GCT	Sep 23, 2013 8:47 AM
20	grand central	Sep 22, 2013 8:13 AM
21	Grand Central	Sep 21, 2013 8:14 PM
22	GCT	Sep 20, 2013 10:57 AM
23	GRAND CENTRAL	Sep 20, 2013 8:57 AM
24	Grand central	Sep 19, 2013 10:24 AM
25	Greenwich	Sep 19, 2013 6:27 AM
26	Grand Central	Sep 19, 2013 5:20 AM
27	Saugatuck	Sep 18, 2013 8:01 AM

Page 6, Q6. When taking the train from Saugatuck or Green's Farms, at which station do you usually get off?		
28	Saugatuck	Sep 17, 2013 10:57 AM
29	Grand central station	Sep 17, 2013 7:20 AM
30	Saugatuck	Sep 17, 2013 6:48 AM
31	Grand central	Sep 14, 2013 7:09 PM
32	Grand Central	Sep 13, 2013 10:35 PM
33	Grand Central	Sep 13, 2013 11:40 AM
34	Grand Central	Sep 12, 2013 9:06 PM
35	Saugatuck	Sep 12, 2013 2:13 PM
36	Green's Farms	Sep 11, 2013 2:14 PM
37	Grand Central	Sep 11, 2013 9:37 AM
38	Grand Central Terminal	Sep 11, 2013 8:54 AM
39	Grand Central	Sep 11, 2013 5:41 AM
40	Grand central	Sep 9, 2013 6:55 AM
41	Grand central	Sep 7, 2013 4:41 PM
42	new haven	Sep 6, 2013 1:15 PM
43	Grand Central	Sep 5, 2013 6:02 PM
44	Grand Central	Sep 5, 2013 11:33 AM
45	GCT	Sep 5, 2013 7:01 AM
46	Grand central	Sep 4, 2013 4:12 PM
47	Grand central	Sep 4, 2013 10:57 AM
48	Grand Central	Sep 4, 2013 10:06 AM
49	Grand Central	Sep 3, 2013 11:14 AM
50	Grand Central	Sep 3, 2013 5:16 AM
51	Grand Central Terminal	Aug 30, 2013 10:53 AM
52	grand central	Aug 29, 2013 8:40 AM
53	Grand central	Aug 29, 2013 8:27 AM
54	Grand central	Aug 29, 2013 7:56 AM

Page 6, Q6. When taking the train from Saugatuck or Green's Farms, at which station do you usually get off?		
55	GCT	Aug 29, 2013 6:32 AM
56	grand central	Aug 29, 2013 6:32 AM
57	Green's Farms	Aug 29, 2013 5:05 AM
58	Grand Central	Aug 28, 2013 7:09 PM
59	Green's Farms	Aug 28, 2013 2:05 PM
60	Grand Central Terminal	Aug 28, 2013 6:01 AM
61	Grand central	Aug 28, 2013 5:55 AM
62	GCT	Aug 28, 2013 4:40 AM
63	Grand Central	Aug 27, 2013 5:12 PM
64	saugatuck	Aug 27, 2013 8:20 AM
65	NYC	Aug 26, 2013 10:07 AM
66	Grand Central	Aug 26, 2013 9:49 AM
67	Saugatuck	Aug 26, 2013 9:45 AM
68	saugatuck	Aug 26, 2013 8:45 AM
69	GCT	Aug 25, 2013 8:05 PM
70	grand central	Aug 25, 2013 3:18 PM
71	Saugatuck	Aug 25, 2013 12:05 PM
72	gct	Aug 25, 2013 9:55 AM
73	Grand Central Terminal	Aug 25, 2013 9:15 AM
74	Grand Central	Aug 25, 2013 8:49 AM
75	GCT	Aug 25, 2013 1:01 AM
76	GCT	Aug 24, 2013 11:15 PM
77	Grand Central	Aug 24, 2013 1:23 PM
78	Green's Farms	Aug 24, 2013 10:50 AM
79	Grand Central	Aug 24, 2013 8:57 AM
80	GCT	Aug 24, 2013 8:24 AM
81	Grand Central	Aug 24, 2013 5:44 AM

Page 6, Q6. When taking the train from Saugatuck or Green's Farms, at which station do you usually get off?		
82	Grand central	Aug 23, 2013 11:44 PM
83	Grand Central	Aug 23, 2013 9:45 PM
84	Grand Central	Aug 23, 2013 7:12 PM
85	Grand Central	Aug 23, 2013 5:17 PM
86	Grand Central	Aug 23, 2013 4:16 PM
87	Grand Central	Aug 23, 2013 2:42 PM
88	Grand central	Aug 23, 2013 1:32 PM
89	GCT	Aug 23, 2013 1:31 PM
90	Green's Farms	Aug 23, 2013 1:30 PM
91	Grand central	Aug 23, 2013 1:21 PM
92	Gct	Aug 23, 2013 1:03 PM
93	GCT	Aug 23, 2013 1:00 PM
94	Fordham	Aug 23, 2013 12:58 PM
95	Grand Central	Aug 23, 2013 12:58 PM
96	GCT	Aug 23, 2013 12:51 PM
97	grand central	Aug 23, 2013 12:32 PM
98	Stamford	Aug 23, 2013 12:32 PM
99	gct	Aug 23, 2013 10:44 AM
100	Grand Central	Aug 23, 2013 9:49 AM
101	Grand Central	Aug 23, 2013 8:20 AM
102	Grand Central	Aug 23, 2013 7:05 AM
103	grand central	Aug 23, 2013 4:41 AM
104	Grand central	Aug 22, 2013 11:47 PM
105	Saugatuck	Aug 22, 2013 9:45 PM
106	saugatuck	Aug 22, 2013 8:58 PM
107	Grand central	Aug 22, 2013 8:50 PM
108	Grand Central Station	Aug 22, 2013 7:06 PM

Page 6, Q6. When taking the train from Saugatuck or Green's Farms, at which station do you usually get off?		
109	Saugatuck	Aug 22, 2013 6:58 PM
110	Grand central	Aug 22, 2013 6:45 PM
111	Grand central	Aug 22, 2013 5:29 PM
112	Greens Farms	Aug 22, 2013 5:04 PM
113	Grand Central	Aug 22, 2013 4:49 PM
114	GCT	Aug 22, 2013 4:34 PM
115	Grand Central	Aug 22, 2013 4:33 PM
116	Grand Central	Aug 22, 2013 4:20 PM
117	Grand Central	Aug 22, 2013 4:17 PM
118	GRand Central	Aug 22, 2013 4:17 PM
119	Grand Central	Aug 22, 2013 10:35 AM
120	Grand Central	Aug 21, 2013 11:52 AM
121	Grand central	Aug 19, 2013 10:03 PM
122	grand central	Aug 19, 2013 5:25 PM
123	grand central	Aug 19, 2013 10:08 AM
124	Grand Central	Aug 19, 2013 8:26 AM
125	Grand Central Terminal	Aug 18, 2013 10:03 PM
126	Grand central terminal	Aug 17, 2013 8:32 PM
127	Grand Central	Aug 16, 2013 9:59 AM
128	Grand Central	Aug 16, 2013 8:02 AM
129	Grand Central	Aug 16, 2013 7:20 AM
130	Grand Central	Aug 15, 2013 8:56 PM
131	Grand Central	Aug 15, 2013 4:47 PM
132	Grand Central	Aug 15, 2013 7:29 AM
133	Grand Central Terminal	Aug 14, 2013 2:30 PM
134	grand central	Aug 12, 2013 2:30 PM
135	harlem 125	Aug 12, 2013 10:46 AM

Page 6, Q6. When taking the train from Saugatuck or Green's Farms, at which station do you usually get off?		
136	Grand Central	Aug 11, 2013 11:38 PM
137	Grand Central Station	Aug 10, 2013 6:40 PM
138	Grand Central	Aug 10, 2013 3:29 PM
139	GCT	Aug 10, 2013 3:09 PM
140	Grand Central	Aug 10, 2013 10:35 AM
141	GCS	Aug 10, 2013 9:58 AM
142	Westport	Aug 9, 2013 7:27 PM
143	Grand Central	Aug 9, 2013 12:18 PM
144	Grand Central	Aug 9, 2013 11:43 AM
145	grand central	Aug 8, 2013 7:13 PM
146	Stamford	Aug 8, 2013 12:52 PM
147	Grand Central	Aug 8, 2013 10:36 AM
148	Gct	Aug 7, 2013 7:12 PM
149	Grand Central	Aug 7, 2013 2:06 PM
150	greens farms	Aug 7, 2013 1:57 PM
151	Grand Central	Aug 7, 2013 12:11 PM
152	Grand Central	Aug 7, 2013 11:50 AM
153	Grand Central	Aug 7, 2013 11:18 AM
154	Grand Central Station	Aug 7, 2013 10:52 AM
155	Grand central	Aug 7, 2013 10:49 AM
156	Grand Central	Aug 7, 2013 10:20 AM
157	Grand Central	Aug 7, 2013 10:18 AM
158	saugtack	Aug 7, 2013 9:42 AM
159	Grand Central Terminal	Aug 7, 2013 9:37 AM
160	GCT	Aug 7, 2013 8:47 AM
161	Grand Central	Aug 7, 2013 8:44 AM
162	GCT	Aug 7, 2013 8:43 AM

Page 6, Q6. When taking the train from Saugatuck or Green's Farms, at which station do you usually get off?		
163	Grand Central	Aug 7, 2013 8:21 AM
164	grand central	Aug 7, 2013 8:07 AM
165	Grand Central Terminal	Aug 7, 2013 7:02 AM
166	Grand Central	Aug 7, 2013 4:33 AM
167	Grand central	Aug 6, 2013 11:40 PM
168	Grand central	Aug 6, 2013 9:45 PM
169	Grand Central	Aug 6, 2013 8:14 PM
170	gct	Aug 6, 2013 6:42 PM
171	Grand Central	Aug 6, 2013 5:49 PM
172	grand central	Aug 6, 2013 5:06 PM
173	Grand Central	Aug 6, 2013 4:44 PM
174	grand central	Aug 6, 2013 4:31 PM
175	GCT	Aug 6, 2013 4:27 PM
176	Saugatuck	Aug 6, 2013 3:03 PM

Page 12, Q13. Have you ever used the Westport Transit District's Commuter Shuttle Service?		
1	NOT ON THE ROUTE WHERE I LIVE	Oct 16, 2013 8:55 AM
2	And you should expand it! Earlier and later hours would catch more commuters....great service	Oct 15, 2013 3:15 PM
3	Because it runs only in the early morning TO the station and in the late afternoon/early evening HOME from the station. Because of my job, I must go to the station later and return later,	Oct 15, 2013 2:06 PM
4	If I have to stay late I would be stranded.	Oct 11, 2013 8:00 AM
5	Shuttle does not change it's time schedules if changes occur in Metronorth's train schedules	Oct 7, 2013 8:55 AM
6	It runs too far from my house and not early/late (morning/evening) enough, so if it ran closer and earlier/later I would use it	Oct 4, 2013 4:55 AM
7	However, it runs too late. I need a shuttle I can take to board the 5:59 train from Grand Central. Also, more return trips in the evening would be a plus.	Oct 3, 2013 7:25 PM
8	I have to drop off my children at pre-school on my way to the station.	Sep 30, 2013 10:56 PM
9	I always use it. It picks me up on Imperial Avenue, near Gault Avenue	Sep 26, 2013 11:05 AM
10	Don't have time to wait for it	Sep 24, 2013 11:01 AM
11	Adds too much time to get to whole process.	Sep 22, 2013 8:15 AM
12	Doesn't run near enough to me nor at good time	Sep 19, 2013 10:26 AM
13	I often return home after the last one.	Sep 18, 2013 8:03 AM
14	The times at which I travel don't merit using it at this time. But I would add that it's not a super obvious service. I've noticed the buses at the station but - whereas I encountered this survey, for example, on the station door- I've never encountered a poster or psa telling me about the shuttle. Doesn't need to be major. Just put poster on doors, elevators and maybe spring for one if the large platform ads for a month. Send word through different email lists, etc. doesn't need to - and shouldn't (!) - cost a lot of money to get word out if you want to increase usage. You could even get dma and chamber to help- have merchant set up coffee cart at the pick up spots.	Sep 14, 2013 7:15 PM
15	Inconvenient times	Sep 13, 2013 10:36 PM
16	Too time-consuming. I live at the other end of town.	Sep 13, 2013 11:41 AM
17	It doesn't come anywhere near my house	Sep 12, 2013 9:07 PM
18	Live in Weston	Sep 12, 2013 2:15 PM
19	It doesn't pass my cross street	Sep 9, 2013 6:58 AM
20	Prefer to bike	Sep 7, 2013 4:44 PM

Page 12, Q13. Have you ever used the Westport Transit District's Commuter Shuttle Service?		
21	adds too much to my already onerous commute time	Sep 5, 2013 11:34 AM
22	Didn't know	Sep 4, 2013 10:58 AM
23	Shuttle not running at times I would need it.	Sep 4, 2013 10:09 AM
24	I cannot take it to the train - it does not get there early enough. Also, the route is long and circuitious.	Sep 3, 2013 11:16 AM
25	I prefer the flexibility of my own transportation.	Aug 30, 2013 10:54 AM
26	Didn't know about it	Aug 29, 2013 8:41 AM
27	Times in morning don't work for me -- I leave too early. So not an option.	Aug 29, 2013 5:07 AM
28	I haven't researched the schedule, but it appears to be limited. Not sure where the bus actually stops.	Aug 28, 2013 2:10 PM
29	I don't need to.	Aug 28, 2013 6:03 AM
30	Live in redding	Aug 28, 2013 5:57 AM
31	I walk	Aug 28, 2013 4:42 AM
32	I can usually get dropped off at the station. I'm not sure of the bus schedule, and where it picks up.	Aug 26, 2013 9:51 AM
33	I get driven down from Weston to Ford Rd. Would be great for many of the Shuttle, as a trial, we up Lyons Plains to some degree.	Aug 26, 2013 9:48 AM
34	It does not run when I need it	Aug 25, 2013 3:19 PM
35	Where would I park my car to get on the shuttle? I live in Weston. How often does it run?	Aug 25, 2013 12:08 PM
36	Early departure	Aug 25, 2013 9:56 AM
37	It doesn't run all day, so I can't count on it if my schedule changes.	Aug 24, 2013 11:18 PM
38	Not convenient	Aug 24, 2013 10:52 AM
39	Not useful	Aug 24, 2013 8:25 AM
40	One passes near me on the outbound circuit which would require riding most of a long loop. By the time I could drive to Imperial lot, I may as well drive to the station. I often come home later than the last bus.	Aug 24, 2013 5:48 AM
41	I'm not sure where they go--maps are impossible to read. Don't think they go near my house	Aug 23, 2013 7:14 PM
42	I do not think one stops at Lansdowne	Aug 23, 2013 5:20 PM
43	I've never looked into it	Aug 23, 2013 2:44 PM

Page 12, Q13. Have you ever used the Westport Transit District's Commuter Shuttle Service?		
44	Doesn't come near my house	Aug 23, 2013 1:34 PM
45	Have a car	Aug 23, 2013 1:06 PM
46	I would rather pay the annual fee for parking and not rely on the bus. Parking is NOT an issue for me.	Aug 23, 2013 12:53 PM
47	It would add more time to an already long commute	Aug 23, 2013 9:51 AM
48	It is a 10 minute walk from my house and longer commute time.	Aug 23, 2013 8:21 AM
49	don't know where/when it picks up, never seen it except in the parking lot	Aug 23, 2013 4:45 AM
50	didn't know about it	Aug 22, 2013 9:00 PM
51	It's inefficient use of taxpayers dollars.	Aug 22, 2013 7:17 PM
52	Not convenient	Aug 22, 2013 6:59 PM
53	Doesn't run near my home	Aug 22, 2013 6:47 PM
54	Pick up location is farther from me than train station	Aug 22, 2013 5:31 PM
55	I don't know how to book it	Aug 22, 2013 5:06 PM
56	My early hours don't permit it	Aug 22, 2013 10:37 AM
57	Don't know where they commute too.. Imperial is out of the way for me...	Aug 21, 2013 11:54 AM
58	Not close to my home	Aug 19, 2013 5:27 PM
59	When I was a resident of Westport I did not use the shuttles. They are an example of wasting tax payer money for a substandard service	Aug 19, 2013 10:10 AM
60	Not Convenient	Aug 19, 2013 8:27 AM
61	Too long to get home in Weston	Aug 16, 2013 10:01 AM
62	It doesn't run at convenient times for me.	Aug 16, 2013 8:04 AM
63	Haven't needed to.	Aug 15, 2013 8:57 PM
64	It doesn't come to upper Weston	Aug 15, 2013 4:49 PM
65	I can get a ride to the station if I don't think I can find parking.	Aug 15, 2013 7:31 AM
66	It doesn't stop at my house.	Aug 14, 2013 2:31 PM
67	not sure of schedule or where it stops...	Aug 12, 2013 2:32 PM
68	Don't know where to find information easily about it.	Aug 11, 2013 11:39 PM
69	More convenient to have my car as I often run errands on my way home. Also, the company I work for reimburses for parking and the train, but would not	Aug 10, 2013 6:43 PM

Page 12, Q13. Have you ever used the Westport Transit District's Commuter Shuttle Service?		
	reimburse for the shuttle.	
70	I travek often when the shuttle is not available	Aug 10, 2013 3:32 PM
71	I leave too early	Aug 10, 2013 3:10 PM
72	No interest- timing is an issue	Aug 9, 2013 7:28 PM
73	I walk or take taxi instead	Aug 8, 2013 7:15 PM
74	From the website you can't figure out where the Bus stops.	Aug 8, 2013 12:54 PM
75	Don't know what it is	Aug 8, 2013 10:38 AM
76	Live to far away from the furthest stop(bayberry extension/whitebirch rd)	Aug 7, 2013 7:15 PM
77	i love it.. but it only runs 3 times in the morning and 3x at night. you need for departures at night. 3 departures from the train isnt enough.	Aug 7, 2013 1:59 PM
78	I always get a spot as I take 447am train or at worst 520am	Aug 7, 2013 12:13 PM
79	I do not know if it picks jup near my home	Aug 7, 2013 10:56 AM
80	Takes too long. Faster to walk.	Aug 7, 2013 10:22 AM
81	Not convenient.	Aug 7, 2013 10:19 AM
82	we need more tinmes for it from the downtown near the libary and souch we have lot peaple that live downtown and board finace stop it	Aug 7, 2013 9:44 AM
83	Does not pick up in the morning form a place that is convenient and safe for me to walk to; not enough options at night, particularly after 7:00 p.m.	Aug 7, 2013 9:39 AM
84	It doesn't run early enough in the morning, and takes too long in the evening.	Aug 7, 2013 8:46 AM
85	I have a car and sticker and if car not available my wife would drive me	Aug 7, 2013 8:45 AM
86	Less convenient than driving and parking myself.	Aug 7, 2013 8:22 AM
87	Like to stop for papers, coffee, etc. on Post Road prior to boarding	Aug 7, 2013 4:35 AM
88	no as convenient, flexible as driving	Aug 6, 2013 6:43 PM
89	The service is not convenient for my location	Aug 6, 2013 4:46 PM

Page 13, Q14. Please share additional information, comments, or suggestions if you wish to do so. We value your feedback.		
1	BY GIVING UP THE RR PARKING AT SAUGAUTAUCK ON THE NY SIDE FOR THE NON COMMUTERS, MUCH VALUABLE CAR PARKING IS LOST	Oct 16, 2013 8:56 AM
2	Baffled why Police Department manages Town Railroad Parking. No other town uses the Police to run their parking operations...maybe transit district directors should be responsible for this in addition to transit services. And where does the revenue from parking permits go? State does not charge Westport and I can not imagine railroad parking needs THAT much police protection?	Oct 15, 2013 3:22 PM
3	I wish there were more parking spaces for those of us who have permits - but there aren't. Occasionally, I have to use my handicap permit (I don't like to) because there are no available spaces late-morning/early-afternoon and, when that happens, it's irritating to see how many out-of-towners - without Westport permits - are hogging those spots. Sometimes they get tickets but they, apparently, don't care. The $20-$25 means little or nothing to them, it seems. There should be heavier fines imposed on drivers who park in Westport lots without Westport parking permits.	Oct 15, 2013 2:09 PM
4	Build an underground parking garage.	Oct 14, 2013 9:02 AM
5	the payment system for non permit holders needs to be fixed.....too painful and too many late fees if not paid on time. you should be able to buy monthly or annual pass that cost 4X's as much as permit (as $5 does annualized) so that you don't have to deal with DAILY ticket pain!	Oct 12, 2013 6:47 AM
6	Would be nice to have a mechanism in place to weed out the train pass hoarders that don't use their passes, but won't relinquish them either so people in need of parking can obtain passes.	Oct 7, 2013 8:56 AM
7	However, it runs too late. I need a shuttle I can take to board the 5:59 train from Grand Central. Also, more return trips in the evening would be a plus.	Oct 3, 2013 7:25 PM
8	The parking situation in Westport is very frustrating. Many of the permit spots are empty at peak times while the pay per day spots are usually full and spread out all around the station. There should be a use requirement for the permit spots or a first come first serve basis. Also, the parking ticket payment website has lots of problems. In several instances I've had to email the webmaster because of server errors. It's ridiculous that as a tax paying member of this community I have to wait years to get a permit to park at the station.	Sep 30, 2013 11:01 PM
9	i AM TRAVELING FROM VERMONT. I NEED TO GET TO GRAND CENTRAL STATION. I USUALLY PARK AT GREENS FARMS. NOT MANY PARKING SPOTS, AND IT'S HARD TO FIGURE OUT WHAT TO DO. I ONCE GOT A TICKET FOR PARKING IN THE WRONG SPOT. NOT CLEAR AS TO WHAT BEST	Sep 29, 2013 7:35 PM
10	It would be great if, on its way back to Saugatuck station from Pepperidge Farm, the Route 1 shuttle could go via the Strawberry Hill shopping center (at the corner of Strawberry Hill Avenue and Westport Avenue in Norwalk).	Sep 26, 2013 10:40 PM
11	1 permits are priced to low. People keep them when they don't need them. 2. We need more spaces. Double Decker parking should be built in lit 3 and 8	Sep 24, 2013 2:25 PM

Page 13, Q14. Please share additional information, comments, or suggestions if you wish to do so. We value your feedback.		
12	I think it's against the law for mta tickets to expire, if you've paid for it should be valid for at least one yesr	Sep 24, 2013 11:02 AM
13	Hope you can solve the problem as the situation is very chaotic. For all I pay for a parking pass I would like to be able to easily find a spot. Perhaps some flags to tell us when lots are full. Also crossing the road from the remote lots is very scary- seems quite unsafe...	Sep 22, 2013 8:16 AM
14	Give out more tickets. The permit lots are never full	Sep 21, 2013 8:17 PM
15	Speedbumps on RR Place would be useful.	Sep 20, 2013 10:58 AM
16	There are many unused permit spots. More permits should be issued and/or more should be converted to daily spots.	Sep 18, 2013 8:04 AM
17	I feel that annual parking permits should go to Westport residents only. I will be on the waiting list for a couple of years and think it should not take that long for a tax paying resident of the town.	Sep 17, 2013 10:59 AM
18	Can you make more close temp spaces available? Many permit spaces go unused. Or allow more permits. .	Sep 17, 2013 7:00 AM
19	Already did. :-D	Sep 14, 2013 7:15 PM
20	There appear to be many permit spaces open each day, but limited daily parking. Can more spaces be assigned to daily parkers without permits as we are residents of the town awaiting said permits, or better more permits available (shorter waiting lists). Suspect many people hold onto permits without using them, causing longer wait lists, causing more people to hold onto them, etc. Perhaps people could be encouraged to give up unused permits by allowing them to "jump the queue" if they need it bak in the future (be at the top of the list again)?	Sep 13, 2013 10:39 PM
21	Too few trains, erratic service, lack of infrastructure maintenance, not enough parking for those who have stickers. I'm tired of subsidizing drivers. We need more -- and better -- train service, and a more reasonable cost that encourages people to take public transport. What we're getting for what we're paying is appalling.	Sep 13, 2013 11:43 AM
22	You have issued too many permits. Parking is a bitch! It is ridiculous. It is miserable. Who fucked this up? Why am I paying so much money for LESS?	Sep 12, 2013 9:08 PM
23	Commuting without a permit creats anxiety every day. The busses are infrequent and there are not enough daily spots at greens farms (in 2013 there were more but starting Sept. 2013 many were taken away) making it very tough. There should be some kind of leniency policy due to the fact that so many commuters have a hard time finding a spot -- a $25 ticket is unreasonable when there are limited ways to get to work. Perhaps 5-10 of these $25 tickets should be forgiven as sometimes we get stuck and need to get to work.	Sep 11, 2013 2:21 PM
24	I use the shuttle all the time. Best way to get to and from the station. Don't kill it, promote it!!!	Sep 11, 2013 9:40 AM

Page 13, Q14. Please share additional information, comments, or suggestions if you wish to do so. We value your feedback.

25	The bus service was very important to me when I first moved to Westport. It is still valuable for me on those occasions when my husband needs the car. Please do not eliminate it.	Sep 11, 2013 8:57 AM
26	I'd live to see more bike racks at the Westport station. They're cheap, encourage exercise, and the existing racks are frequently full.	Sep 7, 2013 4:46 PM
27	This survey didn't take reverse commuting into consideration	Sep 5, 2013 6:04 PM
28	I am disappointed that after moving to Westport and buying a house that I had to wait over three years to obtain a town permit. I was even more disappointed to learn that permits have been issued to non-town residents.	Sep 5, 2013 7:05 AM
29	More non permits spaces please	Sep 4, 2013 4:14 PM
30	5$ parking severely limited.	Sep 4, 2013 10:59 AM
31	Because the passes are so cheap (especially compared to daily parking at $5 a day), people are incented to hold on to the passes forever. Raising the price of the permitt should help rectify this situation. Also, the parking lot should not be used for long term parking. Cars left for more than two days/nights should be towed at the owners' expense. Finally, if the there were more shuttles and the routes were more direct, I would gladly take it on a regular basis.	Sep 3, 2013 11:18 AM
32	your parking system needs to be fixed. there has to be reliable parking for people who don't have a permit. if i arrive at the station for a 12.30 train because I have an interview in the city and all the non-permit lots are full and there are tons of spots in the permit areas, there is a problem. And then traffic enforcement tells me I'll have to park in one of the spots and just get a $25 ticket. I'm sorry but that's not a solution. maybe release some permit spots earlier as most of these people are commuters. not sure I would've moved from greenwich to westport if i knew how bad the parking was	Aug 29, 2013 8:44 AM
33	The wait for a pass was too long, the fees charged while waiting were too high (not equitable with pass holders despite worse service), and daily parkers are forced to park too far from the platforms even though they use the train everyday for four years while awaiting a pass. Lastly, Saugatuck desperately needs a parking structure. Westport and the MTA should have plans ready to build as soon as funding can be found.	Aug 29, 2013 8:33 AM
34	I would like to see expanded bus service.	Aug 29, 2013 8:01 AM
35	At greens farms cars waiting to pick up passengers often block other cars and prevent us from leaving until they all get loadef	Aug 29, 2013 6:36 AM
36	I would like the earlier commuter shuttle back.	Aug 29, 2013 6:34 AM
37	We could use security cameras in the parking lots to deter thieves.	Aug 29, 2013 5:07 AM
38	The shuttle bus is such a convenient and economical service. I would add more evening service and promote it more to increase ridership.	Aug 28, 2013 7:16 PM
39	I would ride my bike to the station if better bicycle racks were provided. Bike	Aug 28, 2013 2:18 PM

Page 13, Q14. Please share additional information, comments, or suggestions if you wish to do so. We value your feedback.		
	space is limited and I'm also uncomfortable with leaving one of my bike's at Green's Farms for fear of theft.	
40	Parking is fine if you have a permit!!!!	Aug 28, 2013 6:04 AM
41	I think you should turn one of the lots into a garage. Better yet, rip down the ugly office building on Charles St and make that into a garage.	Aug 28, 2013 4:43 AM
42	I think that there seem to be several spots open for more permits. There seems to be way too many 5 dollar spots all the sudden. I also think the field next to the lot should become parking. It's never being used. I would promote keeping it if it was near a school, but there are never any kids in the area.	Aug 26, 2013 10:10 AM
43	I think there needs to be a few more daily spots.	Aug 26, 2013 9:52 AM
44	see prior comment....results should be posted in both westport and weston papers	Aug 26, 2013 9:48 AM
45	The parking pass wait list for residents of the town of Westport is excessive and should be addressed as part of the improvement plan. All town residents who request a parking pass should be granted one just as we are granted beach and park passes.	Aug 25, 2013 8:08 PM
46	The fee for non-residents should be raised to give Town residents priority.	Aug 25, 2013 3:21 PM
47	I do not have a commuter pass. The only parking spaces available for non-commuters are along the perimeter of the parking lot in the Riverside lot.which costs $5. However these spots are filled by 7:00am. I don't have to be in NYC until 11:00am so I am precluded from ever obtaining one of these limited spots. Yet, the parking lot is 50% empty but the sign says the empty spots are for commuters. I park there nevertheless and end up paying the $25 fine. What else can I do? There is no place to park for non-commuters like me. I believe this is a conscious effort by Westport to raise extra money. What an infair practice!	Aug 25, 2013 12:18 PM
48	Please consider adding pay lot to the Westport (saugatuck)	Aug 25, 2013 1:04 AM
49	Sometimes I don't take the train because of logistics with parking at the station. If I knew for sure I could get a day spot at GF station, there are times I'd take the train instead of driving to my destination.	Aug 24, 2013 11:19 PM
50	More shuttles would be GREAT. I use the S3 Route, and if there were an AM bus that could get me on the 6:03 or 6:14 train for GCT, and evening service until at least 8:00 - 8:30 PM, then I might not drive and just use the shuttle reguarly. I think a fixed price permit system (say $700/yr for residents and $1400-$1500 for non residents) with no waiting list and first come-first served parking, might also be agood idea. I see many cars in the $5 daily spaces with multiple tickets on their windshields. I suspect that many of these are Manhattan residents with weekend houses in CT who use these $5 spaces instead of renting expensice garage space in Manhattan. If I'm right about this, these people should be towed away and fined heavily (as in THOUSANDS of dollars) - they're taking up much needed spaces!	Aug 24, 2013 9:05 AM

Page 13, Q14. Please share additional information, comments, or suggestions if you wish to do so. We value your feedback.		
51	Double deck the lot along eastbound side - adds spots and convenient for inclement weather.	Aug 24, 2013 8:27 AM
52	Get rid of Steam coffee as it is too expensive	Aug 23, 2013 11:46 PM
53	Been on the waiting list for years. They need to issue more permits.	Aug 23, 2013 9:47 PM
54	A few more bike racks please, and remove abandoned bikes with flat tires	Aug 23, 2013 7:15 PM
55	The parking signs need to be updated to be more clear and understandable. They are confusing.	Aug 23, 2013 2:45 PM
56	Since I have a parking permit I do not find parking at the station to be a problem	Aug 23, 2013 1:23 PM
57	Have less permit spaces and more daily parking.	Aug 23, 2013 1:00 PM
58	the shuttle buses are valuable to the towns they service (both westport and weston) and should be maintained if not expanded..	Aug 23, 2013 10:47 AM
59	There needs to be a parking infrastructure built. It is inevitable that there will be more commuters. Regardless of the look of a parking structure in Westport in order to be a competitive NYC commuter town there needs to be more parking.	Aug 23, 2013 8:23 AM
60	The revitalization of Saugatuck Center has made walking to the station more pleasant, However, sidewalk repairs under Route 95 - adjacent to the two parking lots - are overdue	Aug 23, 2013 7:09 AM
61	I think we have a great train station.	Aug 22, 2013 9:10 PM
62	I would prefer to take the shuttle but it doesn't run early or late enough for me to use.	Aug 22, 2013 8:52 PM
63	Why not build a one level parking garage?	Aug 22, 2013 7:17 PM
64	Need more spaces for people who go to NY just after the peak rush	Aug 22, 2013 6:48 PM
65	I generally park in a daily spot at GF station and park free because I am over 65. .	Aug 22, 2013 4:38 PM
66	Parking lots are empty in the summer but the daily spaces are 100% full. Should allow daily parkers to park after 8:30 if spots are open.	Aug 22, 2013 4:22 PM
67	It is always dangerous to pull out of the public commuter lot on the northbound side by the station. The curb cuts where commuters pull out are hard to see from the street. It is hard for the commuter exiting the lot to see over the parked cars as the street is so narrow.	Aug 22, 2013 4:22 PM
68	When I take a train later in the morning (I am on the first train out) parking lot(s) is often full. I wonder if additional parking via double decker lots might be appropriate?	Aug 22, 2013 10:40 AM
69	Half, & I mean half, not 10%-25%, of the permit spots are empty daily. I see no need for me to wait 2-3 year more.	Aug 21, 2013 11:55 AM

Page 13, Q14. Please share additional information, comments, or suggestions if you wish to do so. We value your feedback.		
70	Provide more daily parking spots Open permit spots for daily use after 9.30 am	Aug 19, 2013 5:28 PM
71	The cost of a parking pass should be increased in price to the point those who maintain them but do not use the facilities will not renew. That will decease the amount of waiting time for a parking pass.	Aug 19, 2013 10:13 AM
72	I waited six years for a parking permit - way too long.	Aug 17, 2013 8:34 PM
73	Please RAISE the price of the annual parking permits in Westport to $400 ASAP so some of the permit hoarders give up their permits to daily commuters. East Norwalk is at $600/year. You will get more money for the city AND permit waits should fall a bit. Thanks!	Aug 16, 2013 10:03 AM
74	Because I have orthopedic problems, I have a handicap pass. I deeply resent that people who do NOT have a Westport RR sticker - as I do - can park in those few handicap spots. Many of them come from out of town - and brag about how easy it is to park here. That's not right. Everyone who parks in Handicap spots should have to pay for a Westport sticker. That would increase the town coffers and give those of us who do pay fair access to our town RR facilities.	Aug 16, 2013 8:10 AM
75	The commuter bus is a great option that provides me with increased flexibility	Aug 16, 2013 7:24 AM
76	Please ensure that there are always enough parking spots for people with stickers. They are not cheap.	Aug 15, 2013 8:59 PM
77	Westport should put in a double/triple deck parking lot like south Norwalk.	Aug 15, 2013 4:51 PM
78	The shuttle times are too restricted. ALSO, the lot by 95 that opens up after 10am is never very full so should open up to day passes at 9:00am	Aug 12, 2013 10:48 AM
79	Where can I find a schedule and a route map? Does it cost anything? Is it only during rush hour?	Aug 11, 2013 11:40 PM
80	The lower parking lot (where the Italian Festival was held) is in a dispicable state. Full of areas that fill up with water after a rain and make it difficult getting in and out of cars without getting one's feet soaking wet. In the winter, these areas become icy and dangerous for walking. The lot was scheduled to be paved a few years ago, but that never happened. It i a disgrace since many commuters walk through that lot to get to their cars or a restaurant.	Aug 10, 2013 3:35 PM
81	there are too many permit holders that don't park at the station. the list should be vetted and restricted to residents	Aug 10, 2013 3:11 PM
82	Spots should be lotteried every year. There are so many open permit spots in Lot 3 for example that are just being hoarded and not used while the pay spots are totally full.	Aug 10, 2013 10:38 AM
83	Parking typically not an issue at the Saugatuck station, although when I leave late, all lots tend to be full in the AM and I must park by Exit 17 northbound ramp parking lot. Please keep that lot available. Paving of the lot opposite the now closed Parrot Restaurant needs resurfacing, given how much the parking fee has increased (used to be $50-$75 year.	Aug 10, 2013 10:02 AM

Page 13, Q14. Please share additional information, comments, or suggestions if you wish to do so. We value your feedback.		
84	The past 4 years the trains are much more crowded, the new car seats are Very uncomfortable. Why did the commuters have no input. The new cars do not have enough seating. The parking lots are always full, and a Saugatuck lot was taken away from people with permits--- don't we pay enough to have accessible parking.	Aug 9, 2013 7:31 PM
85	Do not raise the price of the train parking to week out those who have passes but do not use them. Westport commuters should not be additonally penalized with higher prices for parking to take the train - we already pay a lot for our commutes and needlessly suffer on MTA for 4 hours a day so that we can work in the city.	Aug 9, 2013 12:21 PM
86	I do think a 6-yr waiting list is too long. Anecdotally, I understand that people hold onto these passes even though they don't use them just in case. I think there should be a test to ensure the passes are being used. The imperial shuttle I take leaves 13 minutes before the train which only adds to the length of the commute, which is not ideal. Also, $1.50 is not easy to gather each morning, they should update it so you can take other passes, or include WTD on passes with shorter durations that weekly. Also, the website is not accurate, so the first time I used i missed the shuttle coming back due to inaccurate data on the website. Same with the parking map, it is inaccurate and I got a ticket for parking in a spot that was marked as non-permit on the online map.	Aug 9, 2013 11:48 AM
87	more "day parking" versus permit parking would be helpful for off peak travellers. A large amount of daily parking spaces are taken by commuters waiting for a permit	Aug 8, 2013 7:17 PM
88	The Saugatuck station needs another train around 7a. At present, there is a train that departs the Saugatuck station at 6:34a train that stops in Stamford (with the next train at 7:29a).	Aug 8, 2013 12:58 PM
89	Reduce the wait time for a permit	Aug 8, 2013 10:38 AM
90	I just learned this morning that non Westport residents can apply for parking permits. I was very upset to learn about this. Why should someone who lives in Bridgeport be able to obtain a Wesport train parking permit? This is asbsurd. The town should limit the parking passes to RESIDENTS ONLY.	Aug 8, 2013 9:37 AM
91	At greens farms if you don't have a pass(have been waiting 3+ years) and get there after 645am it's difficult to find or spot or the spot is all the way in the back even though the daily commuters without a pass have to pay $5/daily. This amount is far greater than the permit holders who can also park very close to the train. It's therefore imperative to speed up the time it takes to get the parking permit.	Aug 7, 2013 7:20 PM
92	we need a Greens Farms only parking sticker... or build a nice parking garage at westport station. Westport Station is very important. Look what happened with the train derailment in Fairfield. Fairfield county used WSPT station as a major hub.	Aug 7, 2013 2:00 PM
93	I find it incredible I can pay $22000 a year in taxes and have to wait 4 years with no sign of a permit. So I have a ticket every day, get fined because	Aug 7, 2013 12:17 PM

Page 13, Q14. Please share additional information, comments, or suggestions if you wish to do so. We value your feedback.		
	"parkingticketpayment.com's" website is so unuser friendly. I just tried to pay. The one ticket I kept the parking ticket agent put the wrong plate on. The website is Down. So more fines. All I want is my pass ASAP	
94	There is a very large difference between the parking cost for a Westport resident with a parking permit and one without -- $325 annually for a permit holder versus about $1,250 for daily fee parking. Westport parking permit costs are also low compared to other nearby towns. A moderately higher parking permit cost would discourage those from keeping permits they don't use, raise revenue, and close the unfairly large cost gap between residents who have a permit and those who don't.	Aug 7, 2013 11:58 AM
95	It would be great if there were a sidewalk on Greens Farms Road to encourage walking to the Greens Farms station. I would walk more often if I didn't feel like I was at risk dodging traffic.	Aug 7, 2013 11:21 AM
96	As a tax payer in the town of Westport and a full time resident, I think that it is absurd that I need to pay for daily parking for 4-5 years until I can get a RR permit.	Aug 7, 2013 11:00 AM
97	Build a parking garage	Aug 7, 2013 10:50 AM
98	We need more daily parking.	Aug 7, 2013 10:22 AM
99	we need better bus service it use to be better the the town stop it please make sure the rtm and board no what there doing that why i am running for office	Aug 7, 2013 9:45 AM
100	There should be more frequent purges of permit holders to eliminate those who don't use them and get permits in the hands of those who do use them. Without a permit, you have to arrive very early at the station to get one of the few daily spots before they all are taken, but there are often permit spots that go unused.	Aug 7, 2013 9:40 AM
101	A census/poll should be taken of current annual permit holders. Those who have permits, but rarely use the commuter lots should somehow be incentivized to give them up. The waitlists for daily commuters is simply too long, and there are scores of annual permit holders who no longer commute daily.	Aug 7, 2013 8:49 AM
102	I think shuttle is great idea as it helps new residents who have moved into town and do not have a sticker also for those who can't leave a car at station all day i.e. teenagers need the car.	Aug 7, 2013 8:47 AM
103	People who never go to train hold permits and permit lots tyoically have available spots	Aug 7, 2013 8:09 AM
104	Get rid of the bar cars; too many seats are lost.	Aug 7, 2013 7:06 AM
105	Very satisfied with current parking.	Aug 7, 2013 4:35 AM
106	More commuter parking is needed. The parking lots need better security. The Westport police have stopped patrols at night to ensure safety. Solicitations on cars (flyers, cards etc....) must stop.	Aug 6, 2013 11:46 PM

Page 13, Q14. Please share additional information, comments, or suggestions if you wish to do so. We value your feedback.		
107	More parking would be greatly welcomed! A 5 year wait is a bit absurd for a parking pass	Aug 6, 2013 8:17 PM
108	Parking is the absolute worst thing about taking the train into the city. Taking the 8:27 or 8:56 brings with it the added hassle and stress of whether or not I can even get a parking space, since the shuttle doesn't run late enough to service these trains.	Aug 6, 2013 5:54 PM
109	even at 6:30 am on weekdays there are hardly any spots left	Aug 6, 2013 4:34 PM

Appendix

B-1. ATR & Turning Movement Counts

B-2. Intersection Inventories

B-3. Synchro Reports

B-4. Accident Summaries

Appendix

B-1 ATR & Turning Movement Counts

Automatic Traffic Recorder (ATR) Counts

Charles betwen Franklin & Riverside

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 4
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	17-Nov-13 Sun	Westbound	Eastbound	Total
12:00 AM		*	*	*
12:15		*	*	*
12:30		*	*	*
12:45		*	*	*
01:00		*	*	*
01:15		*	*	*
01:30		*	*	*
01:45		*	*	*
02:00		*	*	*
02:15		*	*	*
02:30		*	*	*
02:45		*	*	*
03:00		*	*	*
03:15		*	*	*
03:30		*	*	*
03:45		*	*	*
04:00		*	*	*
04:15		*	*	*
04:30		*	*	*
04:45		*	*	*
05:00		*	*	*
05:15		*	*	*
05:30		*	*	*
05:45		*	*	*
06:00		*	*	*
06:15		*	*	*
06:30		*	*	*
06:45		*	*	*
07:00		*	*	*
07:15		*	*	*
07:30		*	*	*
07:45		*	*	*
08:00		*	*	*
08:15		*	*	*
08:30		*	*	*
08:45		*	*	*
09:00		*	*	*
09:15		*	*	*
09:30		*	*	*
09:45		*	*	*
10:00		*	*	*
10:15		*	*	*
10:30		9	14	23
10:45		35	56	91
11:00		**36**	**43**	**79**
11:15		**44**	**54**	**98**
11:30		**45**	**56**	**101**
11:45		**39**	**57**	**96**
Total		208	280	488
Percent		42.6%	57.4%	
Peak		11:00	11:00	11:00
Vol.		164	210	374
P.H.F.		0.911	0.921	0.926

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973-946-5600

Site Code: 4
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	17-Nov-13 Sun	Westbound	Eastbound	Total
12:00 PM		41	56	97
12:15		39	**61**	100
12:30		**54**	**63**	117
12:45		**46**	**59**	105
01:00		**44**	**62**	106
01:15		**46**	56	102
01:30		41	33	74
01:45		44	55	99
02:00		43	57	100
02:15		45	46	91
02:30		42	60	102
02:45		46	44	90
03:00		30	37	67
03:15		55	70	**125**
03:30		37	66	**103**
03:45		47	53	**100**
04:00		50	53	**103**
04:15		41	53	94
04:30		46	60	106
04:45		49	54	103
05:00		44	55	99
05:15		41	56	97
05:30		25	52	77
05:45		20	43	63
06:00		29	48	77
06:15		30	58	88
06:30		19	47	66
06:45		32	57	89
07:00		22	42	64
07:15		27	38	65
07:30		20	34	54
07:45		19	18	37
08:00		23	28	51
08:15		14	37	51
08:30		23	11	34
08:45		10	25	35
09:00		17	26	43
09:15		13	9	22
09:30		17	24	41
09:45		23	15	38
10:00		7	15	22
10:15		8	9	17
10:30		4	14	18
10:45		2	9	11
11:00		5	6	11
11:15		5	8	13
11:30		2	5	7
11:45		2	4	6
Total		1389	1891	3280
Percent		42.3%	57.7%	
Peak		12:30	12:15	15:15
Vol.		190	245	431
P.H.F.		0.880	0.972	0.862

Charles betwen Franklin & Riverside

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Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 4
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	18-Nov-13 Mon	Westbound	Eastbound	Total
12:00 AM		1	2	3
12:15		1	4	5
12:30		9	0	9
12:45		0	1	1
01:00		4	4	8
01:15		1	0	1
01:30		3	1	4
01:45		4	2	6
02:00		2	1	3
02:15		0	0	0
02:30		0	0	0
02:45		0	2	2
03:00		1	2	3
03:15		0	4	4
03:30		2	4	6
03:45		2	0	2
04:00		2	4	6
04:15		2	2	4
04:30		4	4	8
04:45		2	13	15
05:00		5	6	11
05:15		7	8	15
05:30		10	11	21
05:45		20	25	45
06:00		34	26	60
06:15		30	30	60
06:30		43	39	82
06:45		38	54	92
07:00		79	47	126
07:15		87	83	170
07:30		76	53	129
07:45		105	**77**	182
08:00		**119**	**81**	**200**
08:15		**117**	**76**	**193**
08:30		**110**	**75**	**185**
08:45		**110**	76	**186**
09:00		82	72	154
09:15		83	51	134
09:30		60	75	135
09:45		55	59	114
10:00		44	59	103
10:15		49	52	101
10:30		37	53	90
10:45		55	56	111
11:00		63	54	117
11:15		67	60	127
11:30		67	69	136
11:45		63	52	115
Total		1755	1529	3284
Percent		53.4%	46.6%	
Peak		08:00	07:45	08:00
Vol.		456	309	764
P.H.F.		0.958	0.954	0.955

Charles betwen Franklin & Riverside

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973-946-5600

Site Code: 4
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	18-Nov-13 Mon	Westbound	Eastbound	Total
12:00 PM		57	59	116
12:15		63	57	120
12:30		68	89	157
12:45		59	63	122
01:00		46	70	116
01:15		53	81	134
01:30		52	44	96
01:45		52	66	118
02:00		65	81	146
02:15		43	78	121
02:30		50	62	112
02:45		43	68	111
03:00		45	58	103
03:15		61	76	137
03:30		65	59	124
03:45		70	71	141
04:00		63	73	136
04:15		61	93	154
04:30		**67**	67	134
04:45		**53**	78	131
05:00		**79**	73	152
05:15		**68**	98	166
05:30		51	70	121
05:45		67	90	**157**
06:00		78	74	**152**
06:15		42	**115**	**157**
06:30		45	**90**	**135**
06:45		59	**59**	118
07:00		32	**114**	146
07:15		66	67	133
07:30		49	81	130
07:45		30	42	72
08:00		20	69	89
08:15		27	45	72
08:30		22	25	47
08:45		9	34	43
09:00		20	24	44
09:15		16	50	66
09:30		23	34	57
09:45		20	29	49
10:00		10	16	26
10:15		3	26	29
10:30		10	13	23
10:45		14	11	25
11:00		3	12	15
11:15		6	13	19
11:30		6	13	19
11:45		10	8	18
Total		2021	2788	4809
Percent		42.0%	58.0%	
Peak		16:30	18:15	17:45
Vol.		267	378	601
P.H.F.		0.845	0.822	0.905

Charles betwen Franklin & Riverside

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 4
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	19-Nov-13 Tue	Westbound	Eastbound	Total
12:00 AM		4	6	10
12:15		3	3	6
12:30		1	4	5
12:45		2	0	2
01:00		4	4	8
01:15		2	4	6
01:30		1	2	3
01:45		3	2	5
02:00		2	2	4
02:15		0	2	2
02:30		1	2	3
02:45		0	0	0
03:00		0	0	0
03:15		1	1	2
03:30		0	1	1
03:45		1	5	6
04:00		2	5	7
04:15		5	4	9
04:30		3	1	4
04:45		4	10	14
05:00		3	8	11
05:15		6	8	14
05:30		15	13	28
05:45		21	26	47
06:00		20	29	49
06:15		22	49	71
06:30		43	34	77
06:45		52	52	104
07:00		73	42	115
07:15		112	73	185
07:30		90	50	140
07:45		**116**	74	190
08:00		**106**	66	172
08:15		**88**	**89**	**177**
08:30		**124**	**78**	**202**
08:45		103	**87**	**190**
09:00		84	**93**	**177**
09:15		77	76	153
09:30		84	60	144
09:45		62	57	119
10:00		42	74	116
10:15		65	61	126
10:30		43	53	96
10:45		58	64	122
11:00		51	73	124
11:15		52	72	124
11:30		43	69	112
11:45		43	66	109
Total		1737	1654	3391
Percent		51.2%	48.8%	
Peak		07:45	08:15	08:15
Vol.		434	347	746
P.H.F.		0.875	0.933	0.923

Charles betwen Franklin & Riverside

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 4
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	19-Nov-13 Tue	Westbound	Eastbound	Total
12:00 PM		53	80	133
12:15		51	89	140
12:30		59	78	137
12:45		45	72	117
01:00		56	75	131
01:15		50	77	127
01:30		61	65	126
01:45		64	74	138
02:00		53	59	112
02:15		71	71	142
02:30		51	56	107
02:45		55	57	112
03:00		40	63	103
03:15		55	82	137
03:30		70	81	151
03:45		58	78	136
04:00		73	98	171
04:15		**81**	82	163
04:30		**55**	102	157
04:45		**67**	119	**186**
05:00		**96**	97	**193**
05:15		67	**118**	**185**
05:30		52	**107**	**159**
05:45		63	**98**	161
06:00		53	**127**	180
06:15		80	101	181
06:30		38	107	145
06:45		38	90	128
07:00		29	95	124
07:15		33	90	123
07:30		41	96	137
07:45		21	38	59
08:00		35	57	92
08:15		25	58	83
08:30		30	42	72
08:45		19	47	66
09:00		19	43	62
09:15		23	26	49
09:30		25	31	56
09:45		26	45	71
10:00		18	25	43
10:15		17	37	54
10:30		16	13	29
10:45		9	19	28
11:00		10	19	29
11:15		8	19	27
11:30		7	17	24
11:45		13	7	20
Total		2079	3227	5306
Percent		39.2%	60.8%	
Peak		16:15	17:15	16:45
Vol.		299	450	723
P.H.F.		0.779	0.886	0.937

Charles betwen Franklin & Riverside

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 4
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	20-Nov-13 Wed	Westbound	Eastbound	Total
12:00 AM		5	13	18
12:15		3	13	16
12:30		3	9	12
12:45		13	3	16
01:00		4	1	5
01:15		2	5	7
01:30		0	0	0
01:45		4	1	5
02:00		3	3	6
02:15		1	3	4
02:30		0	1	1
02:45		1	1	2
03:00		0	5	5
03:15		1	3	4
03:30		1	4	5
03:45		1	4	5
04:00		7	3	10
04:15		1	6	7
04:30		4	4	8
04:45		7	6	13
05:00		6	8	14
05:15		7	7	14
05:30		13	14	27
05:45		13	22	35
06:00		16	27	43
06:15		22	25	47
06:30		59	37	96
06:45		40	49	89
07:00		61	44	105
07:15		85	79	164
07:30		80	63	143
07:45		80	81	161
08:00		**84**	**97**	**181**
08:15		**114**	**93**	**207**
08:30		**93**	**107**	**200**
08:45		**95**	**90**	**185**
09:00		84	80	164
09:15		67	78	145
09:30		67	56	123
09:45		64	60	124
10:00		43	60	103
10:15		43	43	86
10:30		60	51	111
10:45		44	69	113
11:00		64	78	142
11:15		54	60	114
11:30		61	65	126
11:45		91	83	174
Total		1671	1714	3385
Percent		49.4%	50.6%	
Peak		08:00	08:00	08:00
Vol.		386	387	773
P.H.F.		0.846	0.904	0.934

Charles betwen Franklin & Riverside

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 4
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	20-Nov-13 Wed	Westbound	Eastbound	Total
12:00 PM		59	87	146
12:15		74	72	146
12:30		93	68	161
12:45		76	74	150
01:00		76	65	141
01:15		89	73	162
01:30		67	69	136
01:45		94	71	165
02:00		95	69	164
02:15		92	73	165
02:30		**129**	57	186
02:45		**94**	74	168
03:00		**109**	61	170
03:15		**93**	68	**161**
03:30		86	100	**186**
03:45		85	136	**221**
04:00		89	115	**204**
04:15		68	83	151
04:30		72	100	172
04:45		45	98	143
05:00		89	120	209
05:15		61	106	167
05:30		65	**114**	179
05:45		84	**112**	196
06:00		47	**123**	170
06:15		54	**131**	185
06:30		58	103	161
06:45		55	105	160
07:00		54	95	149
07:15		48	77	125
07:30		42	76	118
07:45		28	48	76
08:00		30	86	116
08:15		23	45	68
08:30		23	54	77
08:45		20	45	65
09:00		21	47	68
09:15		20	32	52
09:30		19	40	59
09:45		27	28	55
10:00		16	23	39
10:15		17	34	51
10:30		18	22	40
10:45		18	19	37
11:00		8	11	19
11:15		10	31	41
11:30		14	10	24
11:45		8	21	29
Total		2662	3371	6033
Percent		44.1%	55.9%	
Peak		14:30	17:30	15:15
Vol.		425	480	772
P.H.F.		0.824	0.916	0.873

Charles betwen Franklin & Riverside

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 4
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	21-Nov-13 Thu	Westbound	Eastbound	Total
12:00 AM		4	14	18
12:15		6	5	11
12:30		4	11	15
12:45		3	2	5
01:00		3	5	8
01:15		0	9	9
01:30		2	2	4
01:45		3	5	8
02:00		0	0	0
02:15		2	5	7
02:30		0	3	3
02:45		3	5	8
03:00		2	4	6
03:15		5	1	6
03:30		3	0	3
03:45		4	4	8
04:00		3	7	10
04:15		2	3	5
04:30		4	2	6
04:45		2	6	8
05:00		**5**	**12**	**17**
05:15		**7**	**11**	**18**
05:30		**20**	**17**	**37**
05:45		**14**	**23**	**37**
06:00		0	4	4
06:15		0	0	0
06:30		0	0	0
06:45		0	0	0
07:00		0	0	0
07:15		0	0	0
07:30		0	0	0
07:45		0	0	0
08:00		0	0	0
08:15		0	0	0
08:30		0	0	0
08:45		0	0	0
09:00		0	0	0
09:15		0	0	0
09:30		0	0	0
09:45		0	0	0
10:00		0	0	0
10:15		0	0	0
10:30		0	0	0
10:45		0	0	0
11:00		0	0	0
11:15		0	0	0
11:30		0	0	0
11:45		0	0	0
Total		101	160	261
Percent		38.7%	61.3%	
Peak		05:00	05:00	05:00
Vol.		46	63	109
P.H.F.		0.575	0.685	0.736
Grand Total		13623	16614	30237
Percent		45.1%	54.9%	

ADT ADT 3,338 AADT 3,338

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	17-Nov-13 Sun	Northbound	Southboun	Total
12:00 AM		*	*	*
12:15		*	*	*
12:30		*	*	*
12:45		*	*	*
01:00		*	*	*
01:15		*	*	*
01:30		*	*	*
01:45		*	*	*
02:00		*	*	*
02:15		*	*	*
02:30		*	*	*
02:45		*	*	*
03:00		*	*	*
03:15		*	*	*
03:30		*	*	*
03:45		*	*	*
04:00		*	*	*
04:15		*	*	*
04:30		*	*	*
04:45		*	*	*
05:00		*	*	*
05:15		*	*	*
05:30		*	*	*
05:45		*	*	*
06:00		*	*	*
06:15		*	*	*
06:30		*	*	*
06:45		*	*	*
07:00		*	*	*
07:15		*	*	*
07:30		*	*	*
07:45		*	*	*
08:00		*	*	*
08:15		*	*	*
08:30		*	*	*
08:45		*	*	*
09:00		*	*	*
09:15		*	*	*
09:30		*	*	*
09:45		*	*	*
10:00		*	*	*
10:15		*	*	*
10:30		*	*	*
10:45		46	58	104
11:00		**48**	**75**	**123**
11:15		**84**	**60**	**144**
11:30		**67**	**66**	**133**
11:45		**74**	**73**	**147**
Total		319	332	651
Percent		49.0%	51.0%	
Peak		11:00	11:00	11:00
Vol.		273	274	547
P.H.F.		0.813	0.913	0.930

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	17-Nov-13 Sun	Northbound	Southboun	Total
12:00 PM		**72**	67	**139**
12:15		**91**	62	**153**
12:30		**70**	**83**	**153**
12:45		**76**	**73**	**149**
01:00		62	**71**	133
01:15		76	**67**	143
01:30		43	61	104
01:45		58	75	133
02:00		67	80	147
02:15		68	63	131
02:30		82	52	134
02:45		60	64	124
03:00		47	63	110
03:15		99	98	197
03:30		70	51	121
03:45		66	61	127
04:00		57	77	134
04:15		65	68	133
04:30		63	63	126
04:45		96	61	157
05:00		64	68	132
05:15		70	57	127
05:30		53	48	101
05:45		60	40	100
06:00		61	48	109
06:15		52	53	105
06:30		43	40	83
06:45		62	51	113
07:00		50	42	92
07:15		45	40	85
07:30		47	28	75
07:45		25	25	50
08:00		37	25	62
08:15		41	27	68
08:30		23	28	51
08:45		34	10	44
09:00		34	25	59
09:15		21	17	38
09:30		25	19	44
09:45		25	21	46
10:00		13	5	18
10:15		12	10	22
10:30		15	8	23
10:45		5	11	16
11:00		6	7	13
11:15		11	5	16
11:30		6	2	8
11:45		3	4	7
Total		2331	2124	4455
Percent		52.3%	47.7%	
Peak		12:00	12:30	12:00
Vol.		309	294	594
P.H.F.		0.849	0.886	0.971

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	18-Nov-13 Mon	Northbound	Southboun	Total
12:00 AM		2	1	3
12:15		4	2	6
12:30		8	1	9
12:45		3	1	4
01:00		4	5	9
01:15		1	1	2
01:30		4	0	4
01:45		4	1	5
02:00		3	2	5
02:15		0	0	0
02:30		0	0	0
02:45		0	0	0
03:00		1	2	3
03:15		1	0	1
03:30		1	1	2
03:45		1	2	3
04:00		3	5	8
04:15		3	2	5
04:30		5	37	42
04:45		10	6	16
05:00		15	31	46
05:15		9	26	35
05:30		26	63	89
05:45		27	90	117
06:00		29	90	119
06:15		41	85	126
06:30		51	162	213
06:45		52	118	170
07:00		95	177	272
07:15		102	150	252
07:30		76	128	204
07:45		103	**188**	**291**
08:00		84	**172**	**256**
08:15		84	**192**	**276**
08:30		84	**179**	**263**
08:45		**110**	165	275
09:00		**93**	110	203
09:15		**97**	111	208
09:30		**88**	86	174
09:45		82	70	152
10:00		67	66	133
10:15		96	68	164
10:30		79	51	130
10:45		99	54	153
11:00		79	83	162
11:15		95	78	173
11:30		92	73	165
11:45		104	75	179
Total		2117	3010	5127
Percent		41.3%	58.7%	
Peak		08:45	07:45	07:45
Vol.		388	731	1086
P.H.F.		0.882	0.952	0.933

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	18-Nov-13 Mon	Northbound	Southboun	Total
12:00 PM		98	71	169
12:15		117	62	179
12:30		115	86	201
12:45		91	89	180
01:00		104	74	178
01:15		102	73	175
01:30		72	61	133
01:45		90	71	161
02:00		114	74	188
02:15		108	65	173
02:30		80	79	159
02:45		96	67	163
03:00		86	70	156
03:15		110	81	191
03:30		84	75	159
03:45		109	99	208
04:00		102	92	194
04:15		126	85	211
04:30		103	77	180
04:45		94	93	187
05:00		126	**96**	222
05:15		123	**99**	222
05:30		117	**69**	186
05:45		133	**107**	**240**
06:00		101	76	**177**
06:15		**152**	87	**239**
06:30		**154**	80	**234**
06:45		**67**	71	138
07:00		**179**	59	238
07:15		148	58	206
07:30		146	55	201
07:45		55	42	97
08:00		96	40	136
08:15		90	34	124
08:30		46	28	74
08:45		37	20	57
09:00		45	19	64
09:15		56	36	92
09:30		48	36	84
09:45		41	21	62
10:00		25	15	40
10:15		39	15	54
10:30		16	8	24
10:45		20	12	32
11:00		14	9	23
11:15		20	14	34
11:30		24	7	31
11:45		11	6	17
Total		4130	2763	6893
Percent		59.9%	40.1%	
Peak		18:15	17:00	17:45
Vol.		552	371	890
P.H.F.		0.771	0.867	0.927

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	19-Nov-13 Tue	Northbound	Southboun	Total
12:00 AM		9	6	15
12:15		3	0	3
12:30		6	1	7
12:45		0	3	3
01:00		4	3	7
01:15		7	1	8
01:30		3	1	4
01:45		5	1	6
02:00		2	1	3
02:15		2	0	2
02:30		1	0	1
02:45		0	0	0
03:00		0	1	1
03:15		2	1	3
03:30		0	0	0
03:45		3	2	5
04:00		4	3	7
04:15		6	7	13
04:30		2	22	24
04:45		9	13	22
05:00		12	20	32
05:15		6	22	28
05:30		9	79	88
05:45		28	84	112
06:00		54	61	115
06:15		48	81	129
06:30		100	103	203
06:45		82	91	173
07:00		107	116	223
07:15		115	121	236
07:30		105	99	204
07:45		115	**165**	280
08:00		109	**123**	232
08:15		**138**	**124**	**262**
08:30		**127**	**134**	**261**
08:45		**148**	136	**284**
09:00		**115**	121	**236**
09:15		125	92	217
09:30		99	91	190
09:45		75	96	171
10:00		79	74	153
10:15		76	79	155
10:30		53	65	118
10:45		83	66	149
11:00		78	69	147
11:15		87	75	162
11:30		91	54	145
11:45		86	70	156
Total		2418	2577	4995
Percent		48.4%	51.6%	
Peak		08:15	07:45	08:15
Vol.		528	546	1043
P.H.F.		0.892	0.827	0.918

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	19-Nov-13 Tue	Northbound	Southboun	Total
12:00 PM		96	76	172
12:15		103	77	180
12:30		97	74	171
12:45		80	66	146
01:00		70	99	169
01:15		89	73	162
01:30		73	83	156
01:45		81	82	163
02:00		73	80	153
02:15		94	85	179
02:30		85	86	171
02:45		88	67	155
03:00		80	62	142
03:15		93	74	167
03:30		111	90	201
03:45		111	89	200
04:00		132	76	208
04:15		111	107	218
04:30		134	68	202
04:45		137	99	236
05:00		**164**	104	268
05:15		**165**	103	268
05:30		**159**	61	220
05:45		**160**	**94**	**254**
06:00		145	**105**	**250**
06:15		157	**108**	**265**
06:30		174	**75**	**249**
06:45		95	71	166
07:00		159	53	212
07:15		140	64	204
07:30		136	46	182
07:45		42	47	89
08:00		101	44	145
08:15		93	43	136
08:30		64	52	116
08:45		38	44	82
09:00		71	28	99
09:15		36	27	63
09:30		38	17	55
09:45		54	30	84
10:00		27	25	52
10:15		47	24	71
10:30		28	19	47
10:45		24	9	33
11:00		15	17	32
11:15		26	14	40
11:30		34	10	44
11:45		14	6	20
Total		4344	2953	7297
Percent		59.5%	40.5%	
Peak		17:00	17:45	17:45
Vol.		648	382	1018
P.H.F.		0.982	0.884	0.950

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	20-Nov-13 Wed	Northbound	Southboun	Total
12:00 AM		11	5	16
12:15		14	0	14
12:30		18	1	19
12:45		4	2	6
01:00		2	3	5
01:15		5	2	7
01:30		0	0	0
01:45		1	4	5
02:00		1	4	5
02:15		1	0	1
02:30		1	0	1
02:45		1	2	3
03:00		3	1	4
03:15		2	1	3
03:30		2	0	2
03:45		4	0	4
04:00		5	7	12
04:15		3	5	8
04:30		11	22	33
04:45		9	14	23
05:00		13	17	30
05:15		7	29	36
05:30		17	56	73
05:45		29	78	107
06:00		44	57	101
06:15		43	82	125
06:30		118	89	207
06:45		91	55	146
07:00		98	120	218
07:15		130	117	247
07:30		80	134	214
07:45		**138**	114	252
08:00		**118**	**120**	**238**
08:15		**129**	**161**	**290**
08:30		**118**	**156**	**274**
08:45		135	**137**	**272**
09:00		110	117	227
09:15		101	93	194
09:30		78	104	182
09:45		77	75	152
10:00		61	82	143
10:15		64	70	134
10:30		63	54	117
10:45		82	56	138
11:00		86	83	169
11:15		72	81	153
11:30		71	95	166
11:45		103	111	214
Total		2374	2616	4990
Percent		47.6%	52.4%	
Peak		07:45	08:00	08:00
Vol.		503	574	1074
P.H.F.		0.911	0.891	0.926

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	20-Nov-13 Wed	Northbound	Southboun	Total
12:00 PM		109	81	190
12:15		81	137	218
12:30		84	118	202
12:45		91	107	198
01:00		78	112	190
01:15		109	116	225
01:30		102	98	200
01:45		102	102	204
02:00		117	115	232
02:15		87	**137**	224
02:30		85	**140**	225
02:45		81	**137**	218
03:00		68	**143**	211
03:15		107	117	224
03:30		128	123	251
03:45		158	123	281
04:00		155	114	269
04:15		152	107	259
04:30		185	80	265
04:45		141	85	226
05:00		206	99	305
05:15		141	100	241
05:30		139	103	242
05:45		**201**	77	**278**
06:00		**140**	82	**222**
06:15		**203**	124	**327**
06:30		**198**	79	**277**
06:45		112	93	205
07:00		151	66	217
07:15		138	72	210
07:30		109	62	171
07:45		55	56	111
08:00		138	47	185
08:15		49	41	90
08:30		67	41	108
08:45		67	20	87
09:00		71	32	103
09:15		39	36	75
09:30		59	26	85
09:45		33	36	69
10:00		28	25	53
10:15		59	20	79
10:30		27	18	45
10:45		34	13	47
11:00		11	11	22
11:15		37	14	51
11:30		21	16	37
11:45		23	9	32
Total		4776	3710	8486
Percent		56.3%	43.7%	
Peak		17:45	14:15	17:45
Vol.		742	557	1104
P.H.F.		0.914	0.974	0.844

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	21-Nov-13 Thu	Northbound	Southboun	Total
12:00 AM		12	4	16
12:15		4	5	9
12:30		20	2	22
12:45		2	4	6
01:00		4	4	8
01:15		9	3	12
01:30		3	3	6
01:45		3	2	5
02:00		0	1	1
02:15		4	0	4
02:30		2	1	3
02:45		3	3	6
03:00		1	4	5
03:15		0	5	5
03:30		1	0	1
03:45		6	1	7
04:00		5	2	7
04:15		4	6	10
04:30		2	27	29
04:45		5	8	13
05:00		11	15	26
05:15		9	0	9
05:30		14	0	14
05:45		19	0	19
06:00		19	6	25
06:15		0	33	33
06:30		6	21	27
06:45		**38**	22	60
07:00		**32**	35	67
07:15		**23**	70	93
07:30		**14**	63	77
07:45		24	61	85
08:00		15	74	**89**
08:15		20	98	**118**
08:30		17	98	**115**
08:45		0	108	**108**
09:00		0	84	84
09:15		0	107	107
09:30		0	72	72
09:45		0	98	98
10:00		0	**100**	100
10:15		0	**109**	109
10:30		0	**100**	100
10:45		3	**108**	111
11:00		0	99	99
11:15		0	95	95
11:30		0	105	105
11:45		0	104	104
Total		354	1970	2324
Percent		15.2%	84.8%	
Peak		06:45	10:00	08:00
Vol.		107	417	430
P.H.F.		0.704	0.956	0.911

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	21-Nov-13 Thu	Northbound	Southboun	Total
12:00 PM		0	110	110
12:15		0	159	159
12:30		0	136	136
12:45		0	168	168
01:00		0	124	124
01:15		0	174	174
01:30		0	122	122
01:45		0	134	134
02:00		0	169	169
02:15		**0**	223	223
02:30		**0**	188	188
02:45		**0**	166	166
03:00		**1**	197	198
03:15		0	148	148
03:30		0	153	153
03:45		0	153	153
04:00		0	108	108
04:15		0	168	168
04:30		0	184	184
04:45		0	221	221
05:00		0	207	207
05:15		0	247	247
05:30		0	226	226
05:45		0	271	271
06:00		0	175	175
06:15		0	**376**	**376**
06:30		0	**369**	**369**
06:45		0	**258**	**258**
07:00		0	**277**	**277**
07:15		0	202	202
07:30		0	162	162
07:45		0	84	84
08:00		0	164	164
08:15		0	62	62
08:30		0	68	68
08:45		0	75	75
09:00		0	94	94
09:15		0	41	41
09:30		0	43	43
09:45		0	54	54
10:00		0	42	42
10:15		0	56	56
10:30		0	15	15
10:45		0	20	20
11:00		0	25	25
11:15		0	45	45
11:30		0	35	35
11:45		0	17	17
Total		1	6915	6916
Percent		0.0%	100.0%	
Peak		14:15	18:15	18:15
Vol.		1	1280	1280
P.H.F.		0.250	0.851	0.851

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	22-Nov-13 Fri	Northbound	Southboun	Total
12:00 AM		0	22	22
12:15		0	5	5
12:30		0	26	26
12:45		0	19	19
01:00		0	6	6
01:15		1	12	13
01:30		0	4	4
01:45		0	5	5
02:00		0	4	4
02:15		0	4	4
02:30		0	5	5
02:45		0	1	1
03:00		0	5	5
03:15		0	2	2
03:30		0	2	2
03:45		0	0	0
04:00		2	10	12
04:15		0	5	5
04:30		0	5	5
04:45		0	6	6
05:00		0	3	3
05:15		1	7	8
05:30		2	18	20
05:45		5	17	22
06:00		5	34	39
06:15		3	41	44
06:30		1	35	36
06:45		10	70	80
07:00		14	56	70
07:15		15	94	109
07:30		**7**	82	89
07:45		**11**	97	108
08:00		**13**	123	**136**
08:15		**36**	124	**160**
08:30		6	98	**104**
08:45		11	**130**	**141**
09:00		9	**124**	133
09:15		0	**106**	106
09:30		0	**125**	125
09:45		0	117	117
10:00		0	102	102
10:15		0	134	134
10:30		0	105	105
10:45		1	103	104
11:00		0	107	107
11:15		0	119	119
11:30		0	135	135
11:45		1	115	116
Total		154	2569	2723
Percent		5.7%	94.3%	
Peak		07:30	08:45	08:00
Vol.		67	485	541
P.H.F.		0.465	0.933	0.845

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	22-Nov-13 Fri	Northbound	Southboun	Total
12:00 PM		**0**	103	103
12:15		**0**	144	144
12:30		**2**	131	133
12:45		**0**	96	96
01:00		0	42	42
01:15		0	91	91
01:30		0	64	64
01:45		0	72	72
02:00		0	85	85
02:15		0	150	150
02:30		0	149	149
02:45		0	185	185
03:00		0	133	133
03:15		0	182	182
03:30		0	186	186
03:45		0	194	194
04:00		0	232	232
04:15		0	200	200
04:30		0	169	169
04:45		0	262	262
05:00		0	**311**	**311**
05:15		0	**268**	**268**
05:30		0	**262**	**262**
05:45		0	**329**	**329**
06:00		0	235	235
06:15		0	266	266
06:30		0	260	260
06:45		0	81	81
07:00		0	186	186
07:15		0	215	215
07:30		0	147	147
07:45		0	91	91
08:00		0	81	81
08:15		0	108	108
08:30		0	48	48
08:45		0	60	60
09:00		0	57	57
09:15		0	32	32
09:30		0	24	24
09:45		1	47	48
10:00		0	30	30
10:15		0	55	55
10:30		0	28	28
10:45		0	49	49
11:00		0	37	37
11:15		0	55	55
11:30		0	57	57
11:45		0	26	26
Total		3	6315	6318
Percent		0.0%	100.0%	
Peak		12:00	17:00	17:00
Vol.		2	1170	1170
P.H.F.		0.250	0.889	0.889

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	23-Nov-13 Sat	Northbound	Southboun	Total
12:00 AM		0	28	28
12:15		0	16	16
12:30		1	36	37
12:45		0	13	13
01:00		0	9	9
01:15		0	25	25
01:30		0	17	17
01:45		0	10	10
02:00		0	12	12
02:15		0	10	10
02:30		0	2	2
02:45		0	2	2
03:00		0	8	8
03:15		0	5	5
03:30		0	5	5
03:45		0	4	4
04:00		1	2	3
04:15		0	1	1
04:30		0	5	5
04:45		0	4	4
05:00		0	4	4
05:15		1	4	5
05:30		4	0	4
05:45		0	3	3
06:00		0	7	7
06:15		6	4	10
06:30		3	11	14
06:45		1	29	30
07:00		1	21	22
07:15		4	42	46
07:30		3	30	33
07:45		**6**	75	81
08:00		**14**	66	80
08:15		**6**	85	91
08:30		**5**	70	75
08:45		2	91	93
09:00		0	92	92
09:15		0	82	82
09:30		1	75	76
09:45		0	104	104
10:00		2	101	103
10:15		1	111	112
10:30		0	**130**	**130**
10:45		0	**113**	**113**
11:00		0	**110**	**110**
11:15		2	**115**	**117**
11:30		0	99	99
11:45		0	116	116
Total		64	2004	2068
Percent		3.1%	96.9%	
Peak		07:45	10:30	10:30
Vol.		31	468	470
P.H.F.		0.554	0.900	0.904

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	23-Nov-13 Sat	Northbound	Southboun	Total
12:00 PM		0	106	106
12:15		0	98	98
12:30		0	126	126
12:45		0	120	120
01:00		0	**103**	**103**
01:15		**0**	**132**	**132**
01:30		**0**	**118**	**118**
01:45		**0**	**135**	**135**
02:00		**1**	98	99
02:15		0	108	108
02:30		0	116	116
02:45		0	99	99
03:00		0	126	126
03:15		0	120	120
03:30		0	88	88
03:45		0	73	73
04:00		0	99	99
04:15		0	146	146
04:30		0	97	97
04:45		0	135	135
05:00		0	79	79
05:15		0	133	133
05:30		0	59	59
05:45		0	99	99
06:00		0	86	86
06:15		0	108	108
06:30		0	101	101
06:45		0	76	76
07:00		0	99	99
07:15		0	83	83
07:30		0	57	57
07:45		0	61	61
08:00		0	61	61
08:15		0	33	33
08:30		0	23	23
08:45		0	38	38
09:00		0	31	31
09:15		0	30	30
09:30		0	44	44
09:45		0	33	33
10:00		0	30	30
10:15		0	36	36
10:30		0	57	57
10:45		0	27	27
11:00		0	24	24
11:15		0	33	33
11:30		0	25	25
11:45		1	14	15
Total		2	3823	3825
Percent		0.1%	99.9%	
Peak		13:15	13:00	13:00
Vol.		1	488	488
P.H.F.		0.250	0.904	0.904

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	24-Nov-13 Sun	Northbound	Southboun	Total
12:00 AM		0	40	40
12:15		0	38	38
12:30		0	14	14
12:45		0	6	6
01:00		0	14	14
01:15		0	14	14
01:30		0	19	19
01:45		0	3	3
02:00		0	7	7
02:15		0	20	20
02:30		0	4	4
02:45		0	0	0
03:00		0	7	7
03:15		0	0	0
03:30		0	2	2
03:45		0	2	2
04:00		0	1	1
04:15		0	0	0
04:30		0	2	2
04:45		0	3	3
05:00		0	0	0
05:15		0	3	3
05:30		0	2	2
05:45		0	0	0
06:00		0	9	9
06:15		0	3	3
06:30		0	9	9
06:45		0	8	8
07:00		0	20	20
07:15		0	24	24
07:30		**2**	15	17
07:45		**1**	26	27
08:00		**2**	35	37
08:15		**3**	37	40
08:30		1	43	44
08:45		1	65	66
09:00		1	50	51
09:15		0	61	61
09:30		6	41	47
09:45		1	40	41
10:00		0	44	44
10:15		1	61	62
10:30		0	59	59
10:45		0	76	76
11:00		1	**81**	**82**
11:15		0	**109**	**109**
11:30		0	**76**	**76**
11:45		0	**81**	**81**
Total		20	1274	1294
Percent		1.5%	98.5%	
Peak		07:30	11:00	11:00
Vol.		8	347	348
P.H.F.		0.667	0.796	0.798

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	24-Nov-13 Sun	Northbound	Southboun	Total
12:00 PM		1	77	78
12:15		0	81	81
12:30		0	70	70
12:45		0	81	81
01:00		1	81	82
01:15		1	109	110
01:30		1	90	91
01:45		1	70	71
02:00		1	72	73
02:15		**3**	110	**113**
02:30		**1**	93	**94**
02:45		**1**	80	**81**
03:00		**2**	90	**92**
03:15		2	94	96
03:30		0	71	71
03:45		0	**79**	79
04:00		0	**102**	102
04:15		0	**106**	106
04:30		1	**89**	90
04:45		1	73	74
05:00		2	83	85
05:15		0	85	85
05:30		0	56	56
05:45		0	97	97
06:00		0	79	79
06:15		0	73	73
06:30		2	85	87
06:45		0	60	60
07:00		0	39	39
07:15		0	66	66
07:30		0	61	61
07:45		0	55	55
08:00		1	50	51
08:15		0	89	89
08:30		0	46	46
08:45		0	62	62
09:00		0	42	42
09:15		0	18	18
09:30		0	39	39
09:45		0	33	33
10:00		0	18	18
10:15		0	32	32
10:30		0	6	6
10:45		0	17	17
11:00		0	13	13
11:15		0	9	9
11:30		0	6	6
11:45		0	5	5
Total		22	3042	3064
Percent		0.7%	99.3%	
Peak		14:15	15:45	14:15
Vol.		7	376	380
P.H.F.		0.583	0.887	0.841

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	25-Nov-13 Mon	Northbound	Southboun	Total
12:00 AM		0	6	6
12:15		0	4	4
12:30		0	19	19
12:45		0	4	4
01:00		0	3	3
01:15		0	4	4
01:30		0	2	2
01:45		0	3	3
02:00		0	0	0
02:15		0	3	3
02:30		0	2	2
02:45		0	4	4
03:00		0	0	0
03:15		0	4	4
03:30		0	2	2
03:45		0	7	7
04:00		0	5	5
04:15		1	5	6
04:30		0	9	9
04:45		0	18	18
05:00		0	9	9
05:15		2	9	11
05:30		0	11	11
05:45		1	20	21
06:00		0	40	40
06:15		1	28	29
06:30		1	35	36
06:45		0	81	81
07:00		2	80	82
07:15		6	92	98
07:30		1	99	100
07:45		**16**	122	138
08:00		**4**	106	110
08:15		**8**	**122**	**130**
08:30		**18**	**116**	**134**
08:45		9	**129**	**138**
09:00		6	**129**	**135**
09:15		2	109	111
09:30		4	94	98
09:45		3	92	95
10:00		0	122	122
10:15		0	100	100
10:30		0	95	95
10:45		0	92	92
11:00		0	89	89
11:15		0	123	123
11:30		1	119	120
11:45		3	125	128
Total		89	2492	2581
Percent		3.4%	96.6%	
Peak		07:45	08:15	08:15
Vol.		46	496	537
P.H.F.		0.639	0.961	0.973

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	25-Nov-13 Mon	Northbound	Southboun	Total
12:00 PM		0	136	136
12:15		1	121	122
12:30		0	102	102
12:45		1	85	86
01:00		1	99	100
01:15		0	169	169
01:30		0	95	95
01:45		0	144	144
02:00		0	118	118
02:15		1	127	128
02:30		2	**160**	**162**
02:45		0	**128**	**128**
03:00		0	**131**	**131**
03:15		0	**157**	**157**
03:30		**0**	146	146
03:45		**5**	82	87
04:00		**0**	0	0
04:15		**1**	1	2
04:30		0	0	0
04:45		0	0	0
05:00		0	0	0
05:15		0	0	0
05:30		0	0	0
05:45		0	0	0
06:00		0	0	0
06:15		0	0	0
06:30		0	0	0
06:45		0	0	0
07:00		0	0	0
07:15		0	0	0
07:30		0	0	0
07:45		0	0	0
08:00		0	0	0
08:15		0	0	0
08:30		0	0	0
08:45		0	0	0
09:00		0	0	0
09:15		0	0	0
09:30		0	0	0
09:45		0	0	0
10:00		0	0	0
10:15		0	0	0
10:30		0	0	0
10:45		0	0	0
11:00		0	0	0
11:15		0	0	0
11:30		0	0	0
11:45		0	0	0
Total		12	2001	2013
Percent		0.6%	99.4%	
Peak		15:30	14:30	14:30
Vol.		6	576	578
P.H.F.		0.300	0.900	0.892

Riverside between Charles & Ketchum

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 3
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	26-Nov-13 Tue	Northbound	Southboun	Total
12:00 AM		0	0	0
12:15		0	0	0
12:30		0	0	0
12:45		0	0	0
01:00		0	0	0
01:15		0	0	0
01:30		0	0	0
01:45		0	0	0
02:00		0	0	0
02:15		0	0	0
02:30		0	0	0
02:45		0	0	0
03:00		0	0	0
03:15		0	0	0
03:30		0	0	0
03:45		0	0	0
04:00		0	0	0
04:15		0	0	0
04:30		0	0	0
04:45		0	0	0
05:00		0	0	0
05:15		0	0	0
05:30		0	0	0
05:45		0	0	0
06:00		0	0	0
06:15		0	0	0
06:30		0	0	0
06:45		0	0	0
07:00		0	0	0
07:15		0	0	0
07:30		0	0	0
07:45		0	0	0
08:00		0	0	0
08:15		0	0	0
08:30		0	**0**	**0**
08:45		0	**0**	**0**
09:00		0	**0**	**0**
09:15		0	**1**	**1**
09:30		0	0	0
09:45		0	0	0
10:00		0	0	0
10:15		0	0	0
10:30		0	0	0
10:45		0	0	0
11:00		0	0	0
11:15		0	0	0
11:30		0	0	0
11:45		*	*	*
Total		0	1	1
Percent		0.0%	100.0%	
Peak			08:30	08:30
Vol.			1	1
P.H.F.			0.250	0.250
Grand Total		23530	52491	76021
Percent		31.0%	69.0%	

ADT ADT 8,397 AADT 8,397

Saugatuck between Charles & Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000002
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	17-Nov-13 Sun	Northbound		Total
12:00 AM		*	*	*
12:15		*	*	*
12:30		*	*	*
12:45		*	*	*
01:00		*	*	*
01:15		*	*	*
01:30		*	*	*
01:45		*	*	*
02:00		*	*	*
02:15		*	*	*
02:30		*	*	*
02:45		*	*	*
03:00		*	*	*
03:15		*	*	*
03:30		*	*	*
03:45		*	*	*
04:00		*	*	*
04:15		*	*	*
04:30		*	*	*
04:45		*	*	*
05:00		*	*	*
05:15		*	*	*
05:30		*	*	*
05:45		*	*	*
06:00		*	*	*
06:15		*	*	*
06:30		*	*	*
06:45		*	*	*
07:00		*	*	*
07:15		*	*	*
07:30		*	*	*
07:45		*	*	*
08:00		*	*	*
08:15		*	*	*
08:30		*	*	*
08:45		*	*	*
09:00		*	*	*
09:15		*	*	*
09:30		*	*	*
09:45		*	*	*
10:00		*	*	*
10:15		*	*	*
10:30		*	*	*
10:45		33	0	33
11:00		**111**	0	**111**
11:15		**110**	0	**110**
11:30		**119**	0	**119**
11:45		**113**	0	**113**
Total		486	0	486
Percent		100.0%	0.0%	
Peak		11:00		11:00
Vol.		453		453
P.H.F.		0.952		0.952

Saugatuck between Charles & Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000002
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	17-Nov-13 Sun	Northbound		Total
12:00 PM		105	0	105
12:15		126	0	126
12:30		124	0	124
12:45		123	0	123
01:00		97	0	97
01:15		104	0	104
01:30		110	0	110
01:45		101	0	101
02:00		115	0	115
02:15		104	0	104
02:30		92	0	92
02:45		**127**	0	**127**
03:00		**109**	0	**109**
03:15		**142**	0	**142**
03:30		**107**	0	**107**
03:45		99	0	99
04:00		109	0	109
04:15		97	0	97
04:30		95	0	95
04:45		95	0	95
05:00		79	0	79
05:15		79	0	79
05:30		67	0	67
05:45		71	0	71
06:00		61	0	61
06:15		79	0	79
06:30		62	0	62
06:45		61	0	61
07:00		60	0	60
07:15		57	0	57
07:30		31	0	31
07:45		48	0	48
08:00		52	0	52
08:15		34	0	34
08:30		40	0	40
08:45		32	0	32
09:00		35	0	35
09:15		27	0	27
09:30		27	0	27
09:45		24	0	24
10:00		17	0	17
10:15		22	0	22
10:30		10	0	10
10:45		12	0	12
11:00		19	0	19
11:15		15	0	15
11:30		8	0	8
11:45		7	0	7
Total		3317	0	3317
Percent		100.0%	0.0%	
Peak		14:45		14:45
Vol.		485		485
P.H.F.		0.854		0.854

Saugatuck between Charles & Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000002
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	18-Nov-13 Mon	Northbound		Total
12:00 AM		2	0	2
12:15		6	0	6
12:30		10	0	10
12:45		4	0	4
01:00		8	0	8
01:15		4	0	4
01:30		2	0	2
01:45		2	0	2
02:00		1	0	1
02:15		2	0	2
02:30		0	0	0
02:45		0	0	0
03:00		2	0	2
03:15		1	0	1
03:30		4	0	4
03:45		5	0	5
04:00		9	0	9
04:15		7	0	7
04:30		9	0	9
04:45		10	0	10
05:00		11	0	11
05:15		11	0	11
05:30		27	0	27
05:45		53	0	53
06:00		42	0	42
06:15		60	0	60
06:30		76	0	76
06:45		104	0	104
07:00		145	0	145
07:15		147	0	147
07:30		140	0	140
07:45		**171**	0	**171**
08:00		**221**	0	**221**
08:15		**198**	0	**198**
08:30		**195**	0	**195**
08:45		166	0	166
09:00		180	0	180
09:15		159	0	159
09:30		130	0	130
09:45		112	0	112
10:00		122	0	122
10:15		95	0	95
10:30		83	0	83
10:45		102	0	102
11:00		107	0	107
11:15		100	0	100
11:30		98	0	98
11:45		113	0	113
Total		3256	0	3256
Percent		100.0%	0.0%	
Peak		07:45		07:45
Vol.		785		785
P.H.F.		0.888		0.888

Saugatuck between Charles & Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000002
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	18-Nov-13 Mon	Northbound			Total
12:00 PM		100	0		100
12:15		123	0		123
12:30		153	0		153
12:45		142	0		142
01:00		129	0		129
01:15		148	0		148
01:30		132	0		132
01:45		123	0		123
02:00		113	0		113
02:15		133	0		133
02:30		131	0		131
02:45		143	0		143
03:00		120	0		120
03:15		144	0		144
03:30		136	0		136
03:45		154	0		154
04:00		160	0		160
04:15		162	0		162
04:30		**170**	0		**170**
04:45		**150**	0		**150**
05:00		**165**	0		**165**
05:15		**163**	0		**163**
05:30		135	0		135
05:45		158	0		158
06:00		128	0		128
06:15		158	0		158
06:30		191	0		191
06:45		110	0		110
07:00		137	0		137
07:15		132	0		132
07:30		127	0		127
07:45		71	0		71
08:00		75	0		75
08:15		80	0		80
08:30		68	0		68
08:45		41	0		41
09:00		53	0		53
09:15		50	0		50
09:30		50	0		50
09:45		42	0		42
10:00		23	0		23
10:15		35	0		35
10:30		29	0		29
10:45		30	0		30
11:00		20	0		20
11:15		31	0		31
11:30		29	0		29
11:45		16	0		16
Total		5113	0		5113
Percent		100.0%	0.0%		
Peak		16:30			16:30
Vol.		648			648
P.H.F.		0.953			0.953

Saugatuck between Charles & Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000002
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	19-Nov-13 Tue	Northbound		Total
12:00 AM		5	0	5
12:15		9	0	9
12:30		6	0	6
12:45		7	0	7
01:00		6	0	6
01:15		1	0	1
01:30		2	0	2
01:45		3	0	3
02:00		4	0	4
02:15		3	0	3
02:30		1	0	1
02:45		3	0	3
03:00		2	0	2
03:15		9	0	9
03:30		2	0	2
03:45		6	0	6
04:00		7	0	7
04:15		21	0	21
04:30		6	0	6
04:45		9	0	9
05:00		9	0	9
05:15		14	0	14
05:30		28	0	28
05:45		52	0	52
06:00		44	0	44
06:15		41	0	41
06:30		88	0	88
06:45		116	0	116
07:00		162	0	162
07:15		158	0	158
07:30		167	0	167
07:45		**197**	0	**197**
08:00		**193**	0	**193**
08:15		**184**	0	**184**
08:30		**168**	0	**168**
08:45		169	0	169
09:00		192	0	192
09:15		149	0	149
09:30		176	0	176
09:45		125	0	125
10:00		116	0	116
10:15		141	0	141
10:30		110	0	110
10:45		142	0	142
11:00		114	0	114
11:15		138	0	138
11:30		132	0	132
11:45		125	0	125
Total		3562	0	3562
Percent		100.0%	0.0%	
Peak		07:45		07:45
Vol.		742		742
P.H.F.		0.942		0.942

Saugatuck between Charles & Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000002
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	19-Nov-13 Tue	Northbound			Total
12:00 PM		119	0		119
12:15		136	0		136
12:30		157	0		157
12:45		133	0		133
01:00		132	0		132
01:15		140	0		140
01:30		118	0		118
01:45		150	0		150
02:00		127	0		127
02:15		139	0		139
02:30		120	0		120
02:45		118	0		118
03:00		150	0		150
03:15		132	0		132
03:30		177	0		177
03:45		152	0		152
04:00		154	0		154
04:15		**156**	0		**156**
04:30		**152**	0		**152**
04:45		**168**	0		**168**
05:00		**174**	0		**174**
05:15		136	0		136
05:30		156	0		156
05:45		126	0		126
06:00		153	0		153
06:15		156	0		156
06:30		186	0		186
06:45		115	0		115
07:00		109	0		109
07:15		152	0		152
07:30		109	0		109
07:45		68	0		68
08:00		103	0		103
08:15		81	0		81
08:30		65	0		65
08:45		41	0		41
09:00		63	0		63
09:15		34	0		34
09:30		54	0		54
09:45		45	0		45
10:00		46	0		46
10:15		57	0		57
10:30		32	0		32
10:45		23	0		23
11:00		25	0		25
11:15		36	0		36
11:30		36	0		36
11:45		7	0		7
Total		5218	0		5218
Percent		100.0%	0.0%		
Peak		16:15			16:15
Vol.		650			650
P.H.F.		0.934			0.934

Saugatuck between Charles & Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000002
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	20-Nov-13 Wed	Northbound		Total
12:00 AM		10	0	10
12:15		7	0	7
12:30		7	0	7
12:45		10	0	10
01:00		7	0	7
01:15		2	0	2
01:30		2	0	2
01:45		3	0	3
02:00		7	0	7
02:15		1	0	1
02:30		0	0	0
02:45		1	0	1
03:00		6	0	6
03:15		1	0	1
03:30		3	0	3
03:45		6	0	6
04:00		6	0	6
04:15		5	0	5
04:30		9	0	9
04:45		18	0	18
05:00		13	0	13
05:15		14	0	14
05:30		28	0	28
05:45		32	0	32
06:00		26	0	26
06:15		54	0	54
06:30		94	0	94
06:45		117	0	117
07:00		124	0	124
07:15		153	0	153
07:30		163	0	163
07:45		185	0	185
08:00		**193**	0	**193**
08:15		**185**	0	**185**
08:30		**162**	0	**162**
08:45		**190**	0	**190**
09:00		169	0	169
09:15		163	0	163
09:30		158	0	158
09:45		105	0	105
10:00		120	0	120
10:15		123	0	123
10:30		96	0	96
10:45		119	0	119
11:00		109	0	109
11:15		102	0	102
11:30		85	0	85
11:45		123	0	123
Total		3316	0	3316
Percent		100.0%	0.0%	
Peak		08:00		08:00
Vol.		730		730
P.H.F.		0.946		0.946

Saugatuck between Charles & Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000002
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	20-Nov-13 Wed	Northbound		Total
12:00 PM		111	0	111
12:15		108	0	108
12:30		110	0	110
12:45		90	0	90
01:00		105	0	105
01:15		90	0	90
01:30		105	0	105
01:45		98	0	98
02:00		101	0	101
02:15		125	0	125
02:30		130	0	130
02:45		154	0	154
03:00		163	0	163
03:15		117	0	117
03:30		154	0	154
03:45		158	0	158
04:00		183	0	183
04:15		150	0	150
04:30		155	0	155
04:45		137	0	137
05:00		197	0	197
05:15		154	0	154
05:30		147	0	147
05:45		**159**	0	**159**
06:00		**115**	0	**115**
06:15		**199**	0	**199**
06:30		**196**	0	**196**
06:45		128	0	128
07:00		133	0	133
07:15		131	0	131
07:30		125	0	125
07:45		73	0	73
08:00		95	0	95
08:15		64	0	64
08:30		64	0	64
08:45		51	0	51
09:00		72	0	72
09:15		37	0	37
09:30		67	0	67
09:45		45	0	45
10:00		46	0	46
10:15		56	0	56
10:30		44	0	44
10:45		31	0	31
11:00		23	0	23
11:15		40	0	40
11:30		25	0	25
11:45		15	0	15
Total		5076	0	5076
Percent		100.0%	0.0%	
Peak		17:45		17:45
Vol.		669		669
P.H.F.		0.840		0.840

Saugatuck between Charles & Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000002
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	21-Nov-13 Thu	Northbound		Total
12:00 AM		8	0	8
12:15		13	0	13
12:30		11	0	11
12:45		6	0	6
01:00		6	0	6
01:15		6	0	6
01:30		4	0	4
01:45		2	0	2
02:00		1	0	1
02:15		3	0	3
02:30		0	0	0
02:45		6	0	6
03:00		4	0	4
03:15		0	0	0
03:30		2	0	2
03:45		9	0	9
04:00		6	0	6
04:15		8	0	8
04:30		10	0	10
04:45		6	0	6
05:00		**9**	0	**9**
05:15		**22**	**0**	**22**
05:30		**24**	**0**	**24**
05:45		**32**	**0**	**32**
06:00		2	**1**	3
06:15		0	0	0
06:30		0	0	0
06:45		0	0	0
07:00		0	0	0
07:15		0	0	0
07:30		0	0	0
07:45		0	0	0
08:00		0	0	0
08:15		0	0	0
08:30		0	0	0
08:45		0	0	0
09:00		0	0	0
09:15		0	0	0
09:30		0	0	0
09:45		0	0	0
10:00		0	0	0
10:15		0	0	0
10:30		0	0	0
10:45		0	0	0
11:00		0	0	0
11:15		0	0	0
11:30		0	0	0
11:45		0	0	0
Total		200	1	201
Percent		99.5%	0.5%	
Peak		05:00	05:15	05:00
Vol.		87	1	87
P.H.F.		0.680	0.250	0.680
Grand Total		29544	1	29545
Percent		100.0%	0.0%	

ADT ADT 3,544 AADT 3,544

Saugatuck between Charles and Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000001
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	17-Nov-13 Sun	Southboun		Total
12:00 AM		*	*	*
12:15		*	*	*
12:30		*	*	*
12:45		*	*	*
01:00		*	*	*
01:15		*	*	*
01:30		*	*	*
01:45		*	*	*
02:00		*	*	*
02:15		*	*	*
02:30		*	*	*
02:45		*	*	*
03:00		*	*	*
03:15		*	*	*
03:30		*	*	*
03:45		*	*	*
04:00		*	*	*
04:15		*	*	*
04:30		*	*	*
04:45		*	*	*
05:00		*	*	*
05:15		*	*	*
05:30		*	*	*
05:45		*	*	*
06:00		*	*	*
06:15		*	*	*
06:30		*	*	*
06:45		*	*	*
07:00		*	*	*
07:15		*	*	*
07:30		*	*	*
07:45		*	*	*
08:00		*	*	*
08:15		*	*	*
08:30		*	*	*
08:45		*	*	*
09:00		*	*	*
09:15		*	*	*
09:30		*	*	*
09:45		*	*	*
10:00		*	*	*
10:15		*	*	*
10:30		*	*	*
10:45		6	**2**	8
11:00		**68**	**1**	**69**
11:15		**75**	**0**	**75**
11:30		**80**	**0**	**80**
11:45		**84**	0	**84**
Total		313	3	316
Percent		99.1%	0.9%	
Peak		11:00	10:45	11:00
Vol.		307	3	308
P.H.F.		0.914	0.375	0.917

Saugatuck between Charles and Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000001
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	17-Nov-13 Sun	Southboun		Total
12:00 PM		71	0	71
12:15		80	0	80
12:30		82	0	82
12:45		76	0	76
01:00		67	**0**	67
01:15		70	**0**	70
01:30		83	**0**	83
01:45		87	**1**	88
02:00		72	0	72
02:15		71	0	71
02:30		69	0	69
02:45		77	0	77
03:00		88	0	88
03:15		75	0	75
03:30		**98**	0	**98**
03:45		**79**	0	**79**
04:00		**89**	0	**89**
04:15		**83**	0	**83**
04:30		82	0	82
04:45		87	0	87
05:00		78	0	78
05:15		74	0	74
05:30		69	0	69
05:45		65	0	65
06:00		50	0	50
06:15		64	0	64
06:30		47	0	47
06:45		48	0	48
07:00		58	0	58
07:15		44	0	44
07:30		42	0	42
07:45		39	0	39
08:00		45	0	45
08:15		32	0	32
08:30		28	0	28
08:45		25	0	25
09:00		31	0	31
09:15		28	0	28
09:30		14	0	14
09:45		23	0	23
10:00		23	0	23
10:15		9	0	9
10:30		14	0	14
10:45		13	0	13
11:00		20	0	20
11:15		11	0	11
11:30		10	0	10
11:45		8	0	8
Total		2598	1	2599
Percent		100.0%	0.0%	
Peak		15:30	13:00	15:30
Vol.		349	1	349
P.H.F.		0.890	0.250	0.890

Saugatuck between Charles and Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000001
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	18-Nov-13 Mon	Southboun		Total
12:00 AM		4	0	4
12:15		5	0	5
12:30		4	0	4
12:45		1	0	1
01:00		2	0	2
01:15		1	0	1
01:30		4	0	4
01:45		1	0	1
02:00		1	0	1
02:15		3	0	3
02:30		1	0	1
02:45		3	0	3
03:00		2	0	2
03:15		1	0	1
03:30		3	0	3
03:45		1	0	1
04:00		5	0	5
04:15		6	0	6
04:30		18	0	18
04:45		7	0	7
05:00		24	0	24
05:15		17	0	17
05:30		77	0	77
05:45		62	0	62
06:00		71	0	71
06:15		76	0	76
06:30		107	0	107
06:45		88	0	88
07:00		139	0	139
07:15		127	0	127
07:30		**168**	0	**168**
07:45		**188**	0	**188**
08:00		**161**	0	**161**
08:15		**191**	0	**191**
08:30		137	0	137
08:45		149	0	149
09:00		148	0	148
09:15		110	0	110
09:30		112	0	112
09:45		94	0	94
10:00		79	0	79
10:15		70	0	70
10:30		81	0	81
10:45		84	0	84
11:00		94	0	94
11:15		84	0	84
11:30		79	0	79
11:45		85	0	85
Total		2975	0	2975
Percent		100.0%	0.0%	
Peak		07:30		07:30
Vol.		708		708
P.H.F.		0.927		0.927

Saugatuck between Charles and Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000001
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	18-Nov-13 Mon	Southboun		Total
12:00 PM		103	**1**	104
12:15		95	**0**	95
12:30		84	**0**	84
12:45		99	**0**	99
01:00		105	0	105
01:15		92	0	92
01:30		79	0	79
01:45		88	0	88
02:00		84	0	84
02:15		83	0	83
02:30		102	0	102
02:45		110	0	110
03:00		100	0	100
03:15		114	0	114
03:30		105	0	105
03:45		89	0	89
04:00		110	0	110
04:15		104	0	104
04:30		**103**	0	**103**
04:45		**99**	0	**99**
05:00		**132**	0	**132**
05:15		**123**	0	**123**
05:30		88	0	88
05:45		80	0	80
06:00		92	0	92
06:15		115	0	115
06:30		76	0	76
06:45		87	0	87
07:00		87	0	87
07:15		76	0	76
07:30		65	0	65
07:45		48	0	48
08:00		62	0	62
08:15		57	0	57
08:30		50	0	50
08:45		45	0	45
09:00		50	0	50
09:15		51	0	51
09:30		47	0	47
09:45		35	0	35
10:00		38	0	38
10:15		24	0	24
10:30		15	0	15
10:45		15	0	15
11:00		17	0	17
11:15		10	0	10
11:30		12	0	12
11:45		8	0	8
Total		3553	1	3554
Percent		100.0%	0.0%	
Peak		16:30	12:00	16:30
Vol.		457	1	457
P.H.F.		0.866	0.250	0.866

Saugatuck between Charles and Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000001
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	19-Nov-13 Tue	Southboun			Total
12:00 AM		3	0		3
12:15		8	0		8
12:30		1	0		1
12:45		7	0		7
01:00		6	0		6
01:15		3	0		3
01:30		4	0		4
01:45		5	0		5
02:00		4	0		4
02:15		1	0		1
02:30		1	0		1
02:45		3	0		3
03:00		0	0		0
03:15		0	0		0
03:30		4	0		4
03:45		2	0		2
04:00		2	0		2
04:15		7	0		7
04:30		16	0		16
04:45		8	0		8
05:00		19	0		19
05:15		18	0		18
05:30		68	0		68
05:45		58	0		58
06:00		74	0		74
06:15		89	0		89
06:30		112	0		112
06:45		85	0		85
07:00		144	0		144
07:15		142	0		142
07:30		**178**	0		**178**
07:45		**194**	0		**194**
08:00		**151**	0		**151**
08:15		**188**	0		**188**
08:30		176	0		176
08:45		194	0		194
09:00		128	0		128
09:15		136	0		136
09:30		101	0		101
09:45		93	0		93
10:00		86	0		86
10:15		83	0		83
10:30		89	0		89
10:45		91	0		91
11:00		93	0		93
11:15		83	0		83
11:30		86	0		86
11:45		98	0		98
Total		3142	0		3142
Percent		100.0%	0.0%		
Peak		07:30			07:30
Vol.		711			711
P.H.F.		0.916			0.916

Saugatuck between Charles and Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000001
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	19-Nov-13 Tue	Southboun			Total
12:00 PM		108	0		108
12:15		89	0		89
12:30		72	0		72
12:45		96	0		96
01:00		94	0		94
01:15		94	0		94
01:30		119	0		119
01:45		109	0		109
02:00		133	0		133
02:15		85	0		85
02:30		107	0		107
02:45		110	0		110
03:00		**142**	0		**142**
03:15		**121**	0		**121**
03:30		**137**	0		**137**
03:45		**111**	0		**111**
04:00		107	0		107
04:15		84	0		84
04:30		120	0		120
04:45		97	0		97
05:00		125	0		125
05:15		89	0		89
05:30		94	0		94
05:45		92	0		92
06:00		93	0		93
06:15		94	0		94
06:30		90	0		90
06:45		73	0		73
07:00		67	0		67
07:15		76	0		76
07:30		57	0		57
07:45		69	0		69
08:00		59	0		59
08:15		52	0		52
08:30		67	0		67
08:45		35	0		35
09:00		49	0		49
09:15		46	0		46
09:30		53	0		53
09:45		44	0		44
10:00		31	0		31
10:15		26	0		26
10:30		28	0		28
10:45		11	0		11
11:00		24	0		24
11:15		15	0		15
11:30		12	0		12
11:45		9	0		9
Total		3715	0		3715
Percent		100.0%	0.0%		
Peak		15:00			15:00
Vol.		511			511
P.H.F.		0.900			0.900

Saugatuck between Charles and Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000001
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	20-Nov-13 Wed	Southboun			Total
12:00 AM		11	0		11
12:15		7	0		7
12:30		3	0		3
12:45		10	0		10
01:00		3	0		3
01:15		2	0		2
01:30		4	0		4
01:45		1	0		1
02:00		6	0		6
02:15		1	0		1
02:30		5	0		5
02:45		1	0		1
03:00		3	0		3
03:15		3	0		3
03:30		1	0		1
03:45		5	0		5
04:00		3	0		3
04:15		5	0		5
04:30		17	0		17
04:45		11	0		11
05:00		28	0		28
05:15		27	0		27
05:30		58	0		58
05:45		68	0		68
06:00		70	0		70
06:15		65	0		65
06:30		135	0		135
06:45		77	0		77
07:00		139	0		139
07:15		148	0		148
07:30		184	0		184
07:45		165	0		165
08:00		**186**	0		**186**
08:15		**171**	0		**171**
08:30		**168**	0		**168**
08:45		**183**	0		**183**
09:00		145	0		145
09:15		114	0		114
09:30		113	0		113
09:45		108	0		108
10:00		70	0		70
10:15		77	0		77
10:30		83	0		83
10:45		150	0		150
11:00		148	0		148
11:15		159	0		159
11:30		172	0		172
11:45		163	0		163
Total		3476	0		3476
Percent		100.0%	0.0%		
Peak		08:00			08:00
Vol.		708			708
P.H.F.		0.952			0.952

Saugatuck between Charles and Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000001
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	20-Nov-13 Wed	Southboun			Total
12:00 PM		162	0		162
12:15		**135**	0		**135**
12:30		**141**	0		**141**
12:45		**180**	0		**180**
01:00		**169**	0		**169**
01:15		132	0		132
01:30		124	0		124
01:45		146	0		146
02:00		148	0		148
02:15		146	0		146
02:30		119	0		119
02:45		130	0		130
03:00		160	0		160
03:15		164	0		164
03:30		138	0		138
03:45		94	0		94
04:00		131	0		131
04:15		94	0		94
04:30		116	0		116
04:45		112	0		112
05:00		111	0		111
05:15		118	0		118
05:30		98	0		98
05:45		92	0		92
06:00		104	0		104
06:15		120	0		120
06:30		101	0		101
06:45		101	0		101
07:00		83	0		83
07:15		71	0		71
07:30		64	0		64
07:45		59	0		59
08:00		75	0		75
08:15		41	0		41
08:30		51	0		51
08:45		46	0		46
09:00		51	0		51
09:15		45	0		45
09:30		37	0		37
09:45		37	0		37
10:00		39	0		39
10:15		16	0		16
10:30		29	0		29
10:45		9	0		9
11:00		22	0		22
11:15		15	0		15
11:30		8	0		8
11:45		9	0		9
Total		4393	0		4393
Percent		100.0%	0.0%		
Peak		12:15			12:15
Vol.		625			625
P.H.F.		0.868			0.868

Saugatuck between Charles and Rt95 ramp

The RBA Group, Inc.
7 Campus Dive, Suite 300
Parsippany, NJ. 07054-4495
973-946-5600

Site Code: 000000000001
Station ID:

Latitude: 0' 0.000 Undefined

Start Time	21-Nov-13 Thu	Southboun			Total
12:00 AM		8	0		8
12:15		9	0		9
12:30		7	0		7
12:45		6	0		6
01:00		6	0		6
01:15		4	0		4
01:30		5	0		5
01:45		4	0		4
02:00		4	0		4
02:15		4	0		4
02:30		0	0		0
02:45		1	0		1
03:00		1	0		1
03:15		1	0		1
03:30		1	0		1
03:45		5	0		5
04:00		4	0		4
04:15		5	0		5
04:30		20	0		20
04:45		8	0		8
05:00		20	0		20
05:15		**21**	**0**		**21**
05:30		**65**	**0**		**65**
05:45		**65**	**0**		**65**
06:00		**44**	**1**		**45**
06:15		0	0		0
06:30		0	0		0
06:45		0	0		0
07:00		0	0		0
07:15		0	0		0
07:30		0	0		0
07:45		0	0		0
08:00		0	0		0
08:15		0	0		0
08:30		0	0		0
08:45		0	0		0
09:00		0	0		0
09:15		0	0		0
09:30		0	0		0
09:45		0	0		0
10:00		0	0		0
10:15		0	0		0
10:30		0	0		0
10:45		0	0		0
11:00		0	0		0
11:15		0	0		0
11:30		0	0		0
11:45		0	0		0
Total		318	1		319
Percent		99.7%	0.3%		
Peak		05:15	05:15		05:15
Vol.		195	1		196
P.H.F.		0.750	0.250		0.754
Grand Total		24483	6		24489
Percent		100.0%	0.0%		

ADT ADT 6,001 AADT 6,001

Turning Movement Counts (TMC)

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Saugatuck Ave at Park Street/I-95 Ramps
Westport, Connecticut

File Name : 12468
Site Code : 12468
Start Date : 11/19/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

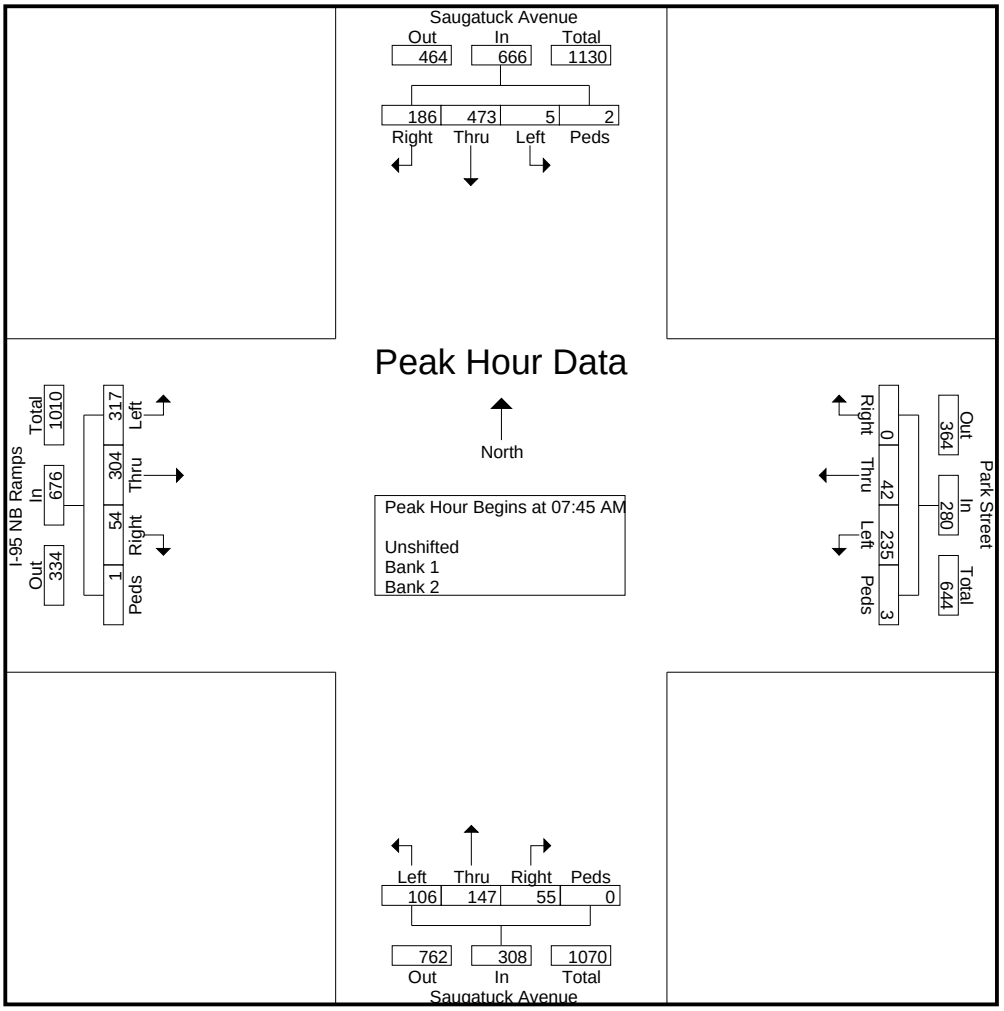
	Saugatuck Avenue From North					Park Street From East					Saugatuck Avenue From South					I-95 NB Ramps From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	15	72	2	0	89	2	5	15	2	24	6	21	21	0	48	8	15	24	0	47	208
06:45 AM	20	69	0	5	94	0	5	17	5	27	6	29	15	0	50	10	22	27	0	59	230
Total	35	141	2	5	183	2	10	32	7	51	12	50	36	0	98	18	37	51	0	106	438
07:00 AM	21	100	0	0	121	0	7	17	1	25	13	42	22	1	78	9	25	44	0	78	302
07:15 AM	33	87	1	0	121	1	6	38	0	45	9	42	16	0	67	10	48	49	0	107	340
07:30 AM	51	98	4	0	153	2	5	40	0	47	12	44	32	0	88	12	39	59	0	110	398
07:45 AM	55	99	2	0	156	0	3	48	1	52	16	30	28	0	74	19	63	90	0	172	454
Total	160	384	7	0	551	3	21	143	2	169	50	158	98	1	307	50	175	242	0	467	1494
08:00 AM	52	107	1	2	162	0	9	61	0	70	8	39	28	0	75	9	63	80	0	152	459
08:15 AM	43	133	2	0	178	0	10	60	0	70	21	53	33	0	107	15	93	71	0	179	534
08:30 AM	36	134	0	0	170	0	20	66	2	88	10	25	17	0	52	11	85	76	1	173	483
08:45 AM	56	135	0	2	193	2	17	76	3	98	22	43	26	0	91	12	101	70	6	189	571
Total	187	509	3	4	703	2	56	263	5	326	61	160	104	0	325	47	342	297	7	693	2047
09:00 AM	39	115	5	2	161	1	15	65	0	81	15	35	15	0	65	11	85	65	2	163	470
09:15 AM	42	115	1	0	158	0	9	55	2	66	12	23	19	0	54	12	96	61	5	174	452
Grand Total	463	1264	18	11	1756	8	111	558	16	693	150	426	272	1	849	138	735	716	14	1603	4901
Apprch %	26.4	72	1	0.6		1.2	16	80.5	2.3		17.7	50.2	32	0.1		8.6	45.9	44.7	0.9		
Total %	9.4	25.8	0.4	0.2	35.8	0.2	2.3	11.4	0.3	14.1	3.1	8.7	5.5	0	17.3	2.8	15	14.6	0.3	32.7	
Unshifted	448	1243																			
% Unshifted	96.8	98.3	94.4	100	97.9	100	97.3	98.4	100	98.3	98.7	97.7	98.5	100	98.1	95.7	98.9	95.9	100	97.3	97.8
Bank 1	12	11	1	0	24	0	3	2	0	5	2	6	2	0	10	5	7	28	0	40	79
% Bank 1	2.6	0.9	5.6	0	1.4	0	2.7	0.4	0	0.7	1.3	1.4	0.7	0	1.2	3.6	1	3.9	0	2.5	1.6
Bank 2	3	10	0	0	13	0	0	7	0	7	0	4	2	0	6	1	1	1	0	3	29
% Bank 2	0.6	0.8	0	0	0.7	0	0	1.3	0	1	0	0.9	0.7	0	0.7	0.7	0.1	0.1	0	0.2	0.6

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12468
Site Code : 12468
Start Date : 11/19/2013
Page No : 2

	Saugatuck Avenue From North					Park Street From East					Saugatuck Avenue From South					I-95 NB Ramps From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**55**	99	**2**	0	156	0	3	48	1	52	16	30	28	0	74	**19**	63	**90**	0	172	454
08:00 AM	52	107	1	**2**	162	0	9	61	0	70	8	39	28	0	75	9	63	80	0	152	459
08:15 AM	43	133	2	0	**178**	0	10	60	0	70	**21**	**53**	**33**	0	**107**	15	**93**	71	0	**179**	**534**
08:30 AM	36	**134**	0	0	170	0	**20**	**66**	**2**	**88**	10	25	17	0	52	11	85	76	**1**	173	483
Total Volume	186	473	5	2	666	0	42	235	3	280	55	147	106	0	308	54	304	317	1	676	1930
% App. Total	27.9	71	0.8	0.3		0	15	83.9	1.1		17.9	47.7	34.4	0		8	45	46.9	0.1		
PHF	.845	.882	.625	.250	.935	.000	.525	.890	.375	.795	.655	.693	.803	.000	.720	.711	.817	.881	.250	.944	.904

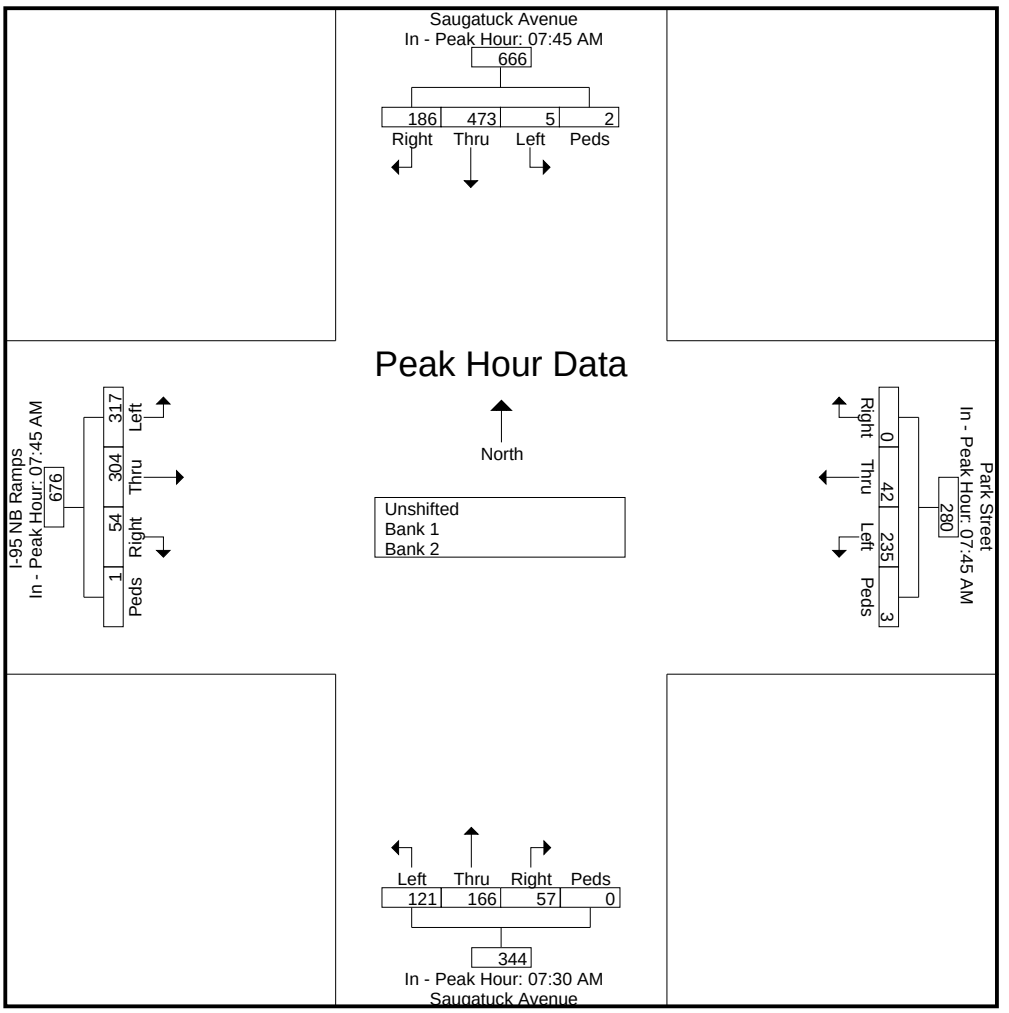


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12468
Site Code : 12468
Start Date : 11/19/2013
Page No : 3

	Saugatuck Avenue From North					Park Street From East					Saugatuck Avenue From South					I-95 NB Ramps From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:45 AM					07:30 AM					07:45 AM					
+0 mins.	**55**	99	**2**	0	156	0	3	48	1	52	12	44	32	0	88	**19**	63	**90**	0	172	
+15 mins.	52	107	1	**2**	162	0	9	61	0	70	16	30	28	0	74	9	63	80	0	152	
+30 mins.	43	133	2	0	**178**	0	10	60	0	70	8	39	28	0	75	15	**93**	71	0	**179**	
+45 mins.	36	**134**	0	0	170	0	**20**	**66**	**2**	**88**	**21**	**53**	**33**	0	**107**	11	85	76	**1**	173	
Total Volume	186	473	5	2	666	0	42	235	3	280	57	166	121	0	344	54	304	317	1	676	
% App. Total	27.9	71	0.8	0.3		0	15	83.9	1.1		16.6	48.3	35.2	0		8	45	46.9	0.1		
PHF	.845	.882	.625	.250	.935	.000	.525	.890	.375	.795	.679	.783	.917	.000	.804	.711	.817	.881	.250	.944	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Saugatuck Ave at Park Street/I-95 Ramps
Westport, Connecticut

File Name : 12469
Site Code : 12469
Start Date : 11/19/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

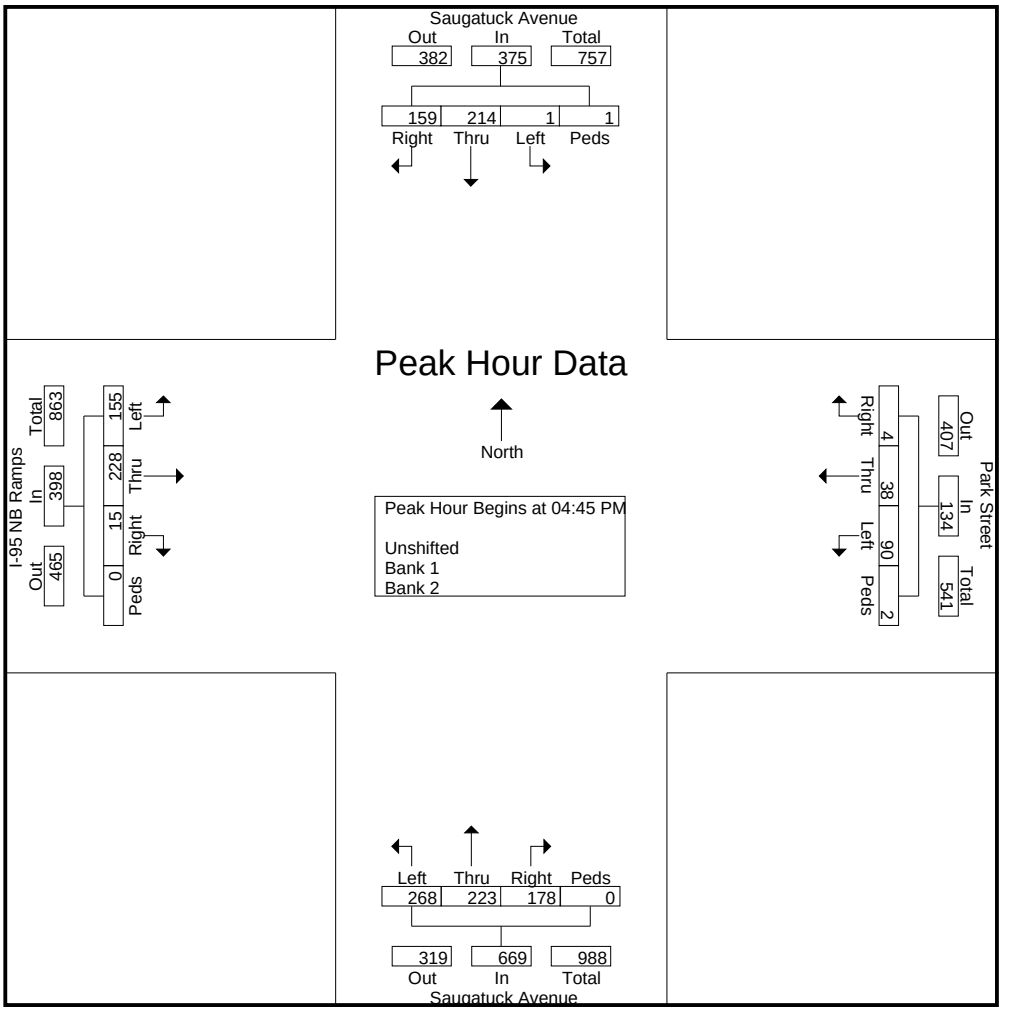
	Saugatuck Avenue From North					Park Street From East					Saugatuck Avenue From South					I-95 NB Ramps From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	55	54	0	0	109	0	7	16	0	23	39	41	48	0	128	2	41	43	1	87	347
04:45 PM	26	48	0	1	75	0	13	27	1	41	35	64	64	0	163	4	61	39	0	104	383
Total	81	102	0	1	184	0	20	43	1	64	74	105	112	0	291	6	102	82	1	191	730
05:00 PM	53	50	0	0	103	2	12	27	0	41	38	54	65	0	157	2	40	39	0	81	382
05:15 PM	37	55	0	0	92	2	9	26	0	37	48	54	74	0	176	4	57	32	0	93	398
05:30 PM	43	61	1	0	105	0	4	10	1	15	57	51	65	0	173	5	70	45	0	120	413
05:45 PM	34	51	2	2	89	1	6	16	1	24	34	48	51	0	133	4	61	46	2	113	359
Total	167	217	3	2	389	5	31	79	2	117	177	207	255	0	639	15	228	162	2	407	1552
06:00 PM	40	42	1	0	83	0	14	16	0	30	44	28	38	0	110	2	72	60	0	134	357
06:15 PM	41	53	4	0	98	1	9	21	3	34	36	64	35	0	135	3	66	52	2	123	390
06:30 PM	46	31	1	0	78	1	7	18	0	26	14	75	32	0	121	4	63	56	0	123	348
06:45 PM	44	35	1	0	80	1	8	14	0	23	19	23	30	0	72	5	79	45	0	129	304
Total	171	161	7	0	339	3	38	69	3	113	113	190	135	0	438	14	280	213	2	509	1399
07:00 PM	26	40	1	0	67	0	6	11	0	17	5	54	14	0	73	11	41	39	0	91	248
07:15 PM	33	38	2	0	73	2	6	12	0	20	9	35	15	0	59	5	56	35	0	96	248
Grand Total	478	558	13	3	1052	10	101	214	6	331	378	591	531	0	1500	51	707	531	5	1294	4177
Apprch %	45.4	53	1.2	0.3		3	30.5	64.7	1.8		25.2	39.4	35.4	0		3.9	54.6	41	0.4		
Total %	11.4	13.4	0.3	0.1	25.2	0.2	2.4	5.1	0.1	7.9	9	14.1	12.7	0	35.9	1.2	16.9	12.7	0.1	31	
Unshifted	474	552	13	3	1042	10	101	203	6	320	376	587	529	0	1492	50	706	529	5	1290	4144
% Unshifted																					
Bank 1	2	4	0	0	6	0	0	5	0	5	1	2	2	0	5	0	0	2	0	2	18
% Bank 1	0.4	0.7	0	0	0.6	0	0	2.3	0	1.5	0.3	0.3	0.4	0	0.3	0	0	0.4	0	0.2	0.4
Bank 2	2	2	0	0	4	0	0	6	0	6	1	2	0	0	3	1	1	0	0	2	15
% Bank 2	0.4	0.4	0	0	0.4	0	0	2.8	0	1.8	0.3	0.3	0	0	0.2	2	0.1	0	0	0.2	0.4

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12469
Site Code : 12469
Start Date : 11/19/2013
Page No : 2

	Saugatuck Avenue From North					Park Street From East					Saugatuck Avenue From South					I-95 NB Ramps From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 07:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	26	48	0	**1**	75	0	**13**	**27**	**1**	**41**	35	**64**	64	0	163	4	61	39	0	104	383
05:00 PM	**53**	50	0	0	103	**2**	12	27	0	41	38	54	65	0	157	2	40	39	0	81	382
05:15 PM	37	55	0	0	92	2	9	26	0	37	48	54	**74**	0	**176**	4	57	32	0	93	398
05:30 PM	43	**61**	**1**	0	**105**	0	4	10	1	15	**57**	51	65	0	173	**5**	**70**	**45**	0	**120**	**413**
Total Volume	159	214	1	1	375	4	38	90	2	134	178	223	268	0	669	15	228	155	0	398	1576
% App. Total	42.4	57.1	0.3	0.3		3	28.4	67.2	1.5		26.6	33.3	40.1	0		3.8	57.3	38.9	0		
PHF	.750	.877	.250	.250	.893	.500	.731	.833	.500	.817	.781	.871	.905	.000	.950	.750	.814	.861	.000	.829	.954

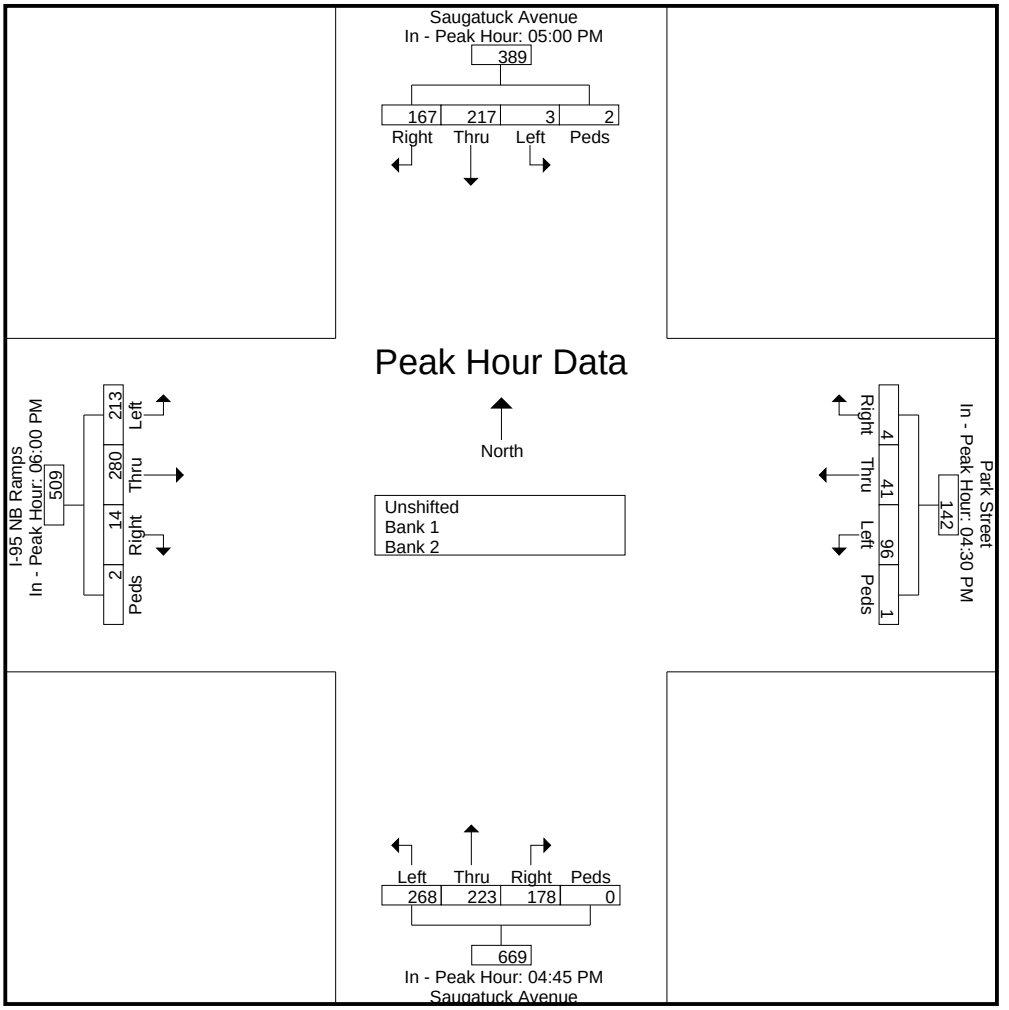


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12469
Site Code : 12469
Start Date : 11/19/2013
Page No : 3

	Saugatuck Avenue From North					Park Street From East					Saugatuck Avenue From South					I-95 NB Ramps From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 07:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					04:30 PM					04:45 PM					06:00 PM					
+0 mins.	**53**	50	0	0	103	0	7	16	0	23	35	**64**	64	0	163	2	72	**60**	0	**134**	
+15 mins.	37	55	0	0	92	0	**13**	**27**	**1**	**41**	38	54	65	0	157	3	66	52	**2**	123	
+30 mins.	43	**61**	1	0	**105**	**2**	12	27	0	41	48	54	**74**	0	**176**	4	63	56	0	123	
+45 mins.	34	51	**2**	**2**	89	2	9	26	0	37	**57**	51	65	0	173	**5**	**79**	45	0	129	
Total Volume	167	217	3	2	389	4	41	96	1	142	178	223	268	0	669	14	280	213	2	509	
% App. Total	42.9	55.8	0.8	0.5		2.8	28.9	67.6	0.7		26.6	33.3	40.1	0		2.8	55	41.8	0.4		
PHF	.788	.889	.375	.250	.926	.500	.788	.889	.250	.866	.781	.871	.905	.000	.950	.700	.886	.888	.250	.950	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Saugatuck Ave at Park St/Private Dr
Westport, Connecticut

File Name : 12472
Site Code : 12472
Start Date : 11/19/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

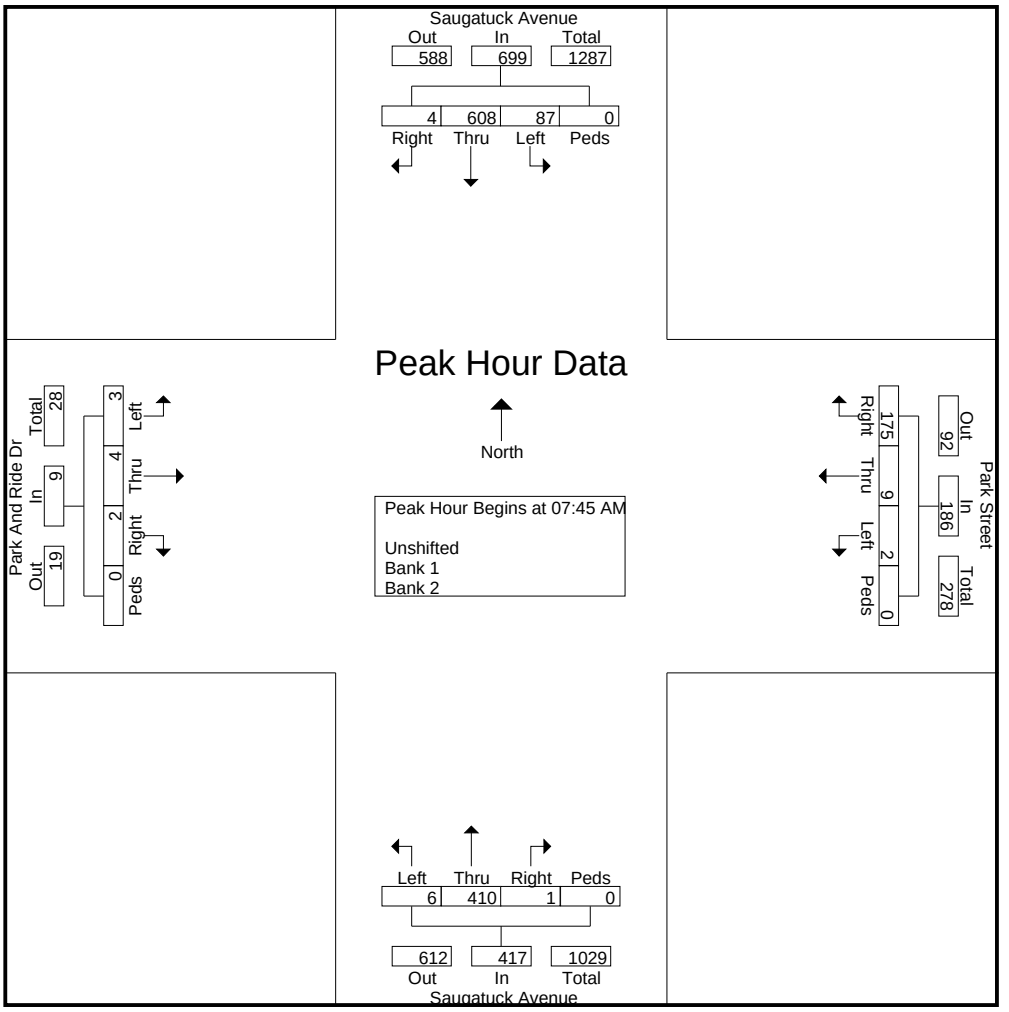
	Saugatuck Avenue From North					Park Street From East					Saugatuck Avenue From South					Park And Ride Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	9	65	15	0	89	26	2	0	0	28	0	56	1	0	57	2	0	3	0	5	179
06:45 AM	11	53	12	0	76	27	2	0	0	29	0	53	0	0	53	0	0	0	0	0	158
Total	20	118	27	0	165	53	4	0	0	57	0	109	1	0	110	2	0	3	0	5	337
07:00 AM	11	101	32	0	144	35	1	0	0	36	0	71	5	0	76	3	1	6	0	10	266
07:15 AM	2	103	37	0	142	40	0	1	0	41	0	81	1	0	82	1	1	1	0	3	268
07:30 AM	3	136	15	0	154	40	0	0	0	40	0	90	1	0	91	0	0	0	0	0	285
07:45 AM	2	155	39	0	196	34	2	1	0	37	0	116	1	0	117	1	3	2	0	6	356
Total	18	495	123	0	636	149	3	2	0	154	0	358	8	0	366	5	5	9	0	19	1175
08:00 AM	2	123	16	0	141	50	1	0	0	51	1	102	2	0	105	1	1	0	0	2	299
08:15 AM	0	174	21	0	195	36	2	0	0	38	0	107	1	0	108	0	0	1	0	1	342
08:30 AM	0	156	11	0	167	55	4	1	0	60	0	85	2	0	87	0	0	0	0	0	314
08:45 AM	3	165	9	0	177	37	11	2	0	50	0	96	1	0	97	0	0	0	0	0	324
Total	5	618	57	0	680	178	18	3	0	199	1	390	6	0	397	1	1	1	0	3	1279
09:00 AM	0	145	15	0	160	45	5	2	0	52	0	99	2	0	101	3	0	2	0	5	318
09:15 AM	0	125	12	0	137	35	6	2	0	43	0	98	6	0	104	2	0	1	0	3	287
Grand Total	43	1501	234	0	1778	460	36	9	0	505	1	1054	23	0	1078	13	6	16	0	35	3396
Apprch %	2.4	84.4	13.2	0		91.1	7.1	1.8	0		0.1	97.8	2.1	0		37.1	17.1	45.7	0		
Total %	1.3	44.2	6.9	0	52.4	13.5	1.1	0.3	0	14.9	0	31	0.7	0	31.7	0.4	0.2	0.5	0	1	
Unshifted	43	1501										1054									
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12472
Site Code : 12472
Start Date : 11/19/2013
Page No : 2

	Saugatuck Avenue From North					Park Street From East					Saugatuck Avenue From South					Park And Ride Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**2**	155	**39**	0	**196**	34	2	**1**	0	37	0	**116**	1	0	**117**	**1**	**3**	**2**	0	**6**	**356**
08:00 AM	2	123	16	0	141	50	1	0	0	51	**1**	102	**2**	0	105	1	1	0	0	2	299
08:15 AM	0	**174**	21	0	195	36	2	0	0	38	0	107	1	0	108	0	0	1	0	1	342
08:30 AM	0	156	11	0	167	**55**	**4**	1	0	**60**	0	85	2	0	87	0	0	0	0	0	314
Total Volume	4	608	87	0	699	175	9	2	0	186	1	410	6	0	417	2	4	3	0	9	1311
% App. Total	0.6	87	12.4	0		94.1	4.8	1.1	0		0.2	98.3	1.4	0		22.2	44.4	33.3	0		
PHF	.500	.874	.558	.000	.892	.795	.563	.500	.000	.775	.250	.884	.750	.000	.891	.500	.333	.375	.000	.375	.921

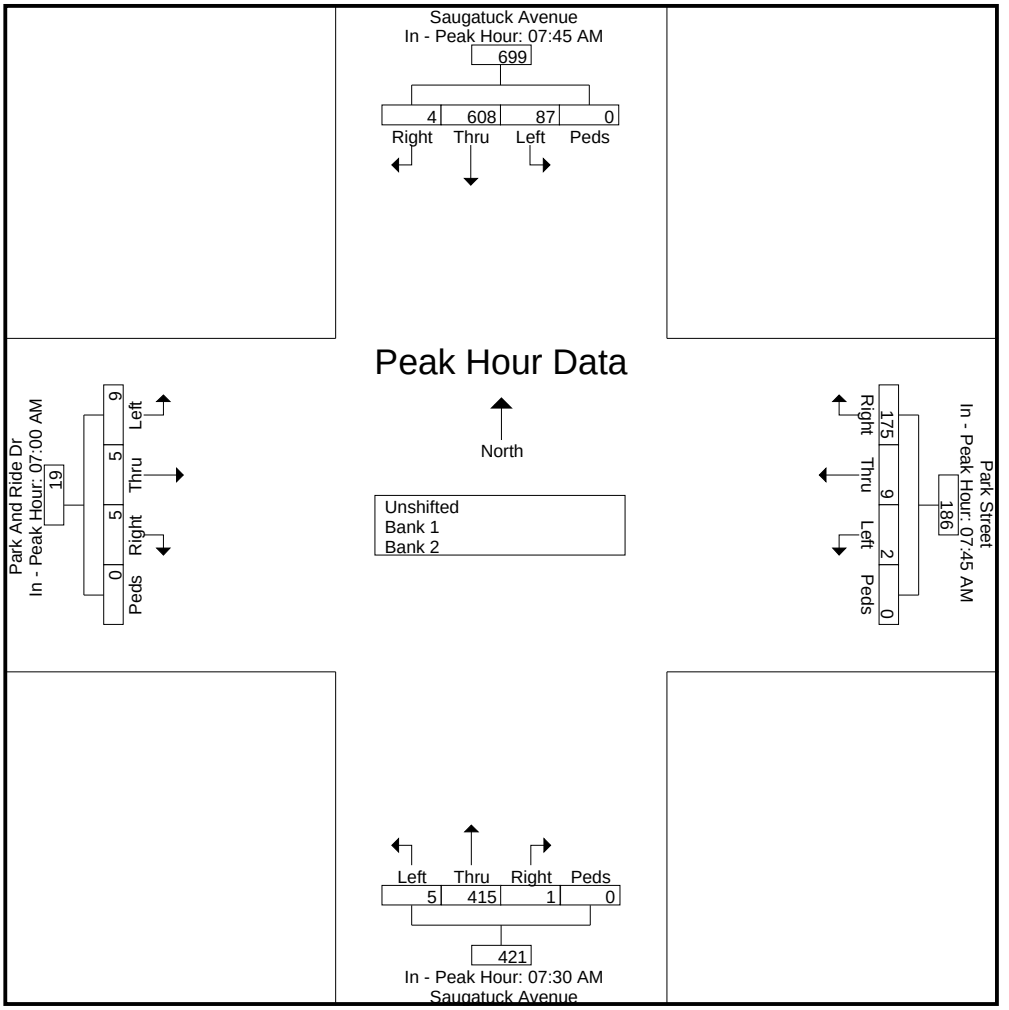


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12472
Site Code : 12472
Start Date : 11/19/2013
Page No : 3

	Saugatuck Avenue From North					Park Street From East					Saugatuck Avenue From South					Park And Ride Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:45 AM					07:30 AM					07:00 AM					
+0 mins.	**2**	155	**39**	0	**196**	34	2	**1**	0	37	0	90	1	0	91	**3**	1	**6**	0	**10**	
+15 mins.	2	123	16	0	141	50	1	0	0	51	0	**116**	1	0	**117**	1	1	1	0	3	
+30 mins.	0	**174**	21	0	195	36	2	0	0	38	**1**	102	**2**	0	105	0	0	0	0	0	
+45 mins.	0	156	11	0	167	**55**	**4**	1	0	**60**	0	107	1	0	108	1	**3**	2	0	6	
Total Volume	4	608	87	0	699	175	9	2	0	186	1	415	5	0	421	5	5	9	0	19	
% App. Total	0.6	87	12.4	0		94.1	4.8	1.1	0		0.2	98.6	1.2	0		26.3	26.3	47.4	0		
PHF	.500	.874	.558	.000	.892	.795	.563	.500	.000	.775	.250	.894	.625	.000	.900	.417	.417	.375	.000	.475	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Saugatuck Ave at Park Street/Private Dr
Westport, Connecticut

File Name : 12473
Site Code : 12473
Start Date : 11/19/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

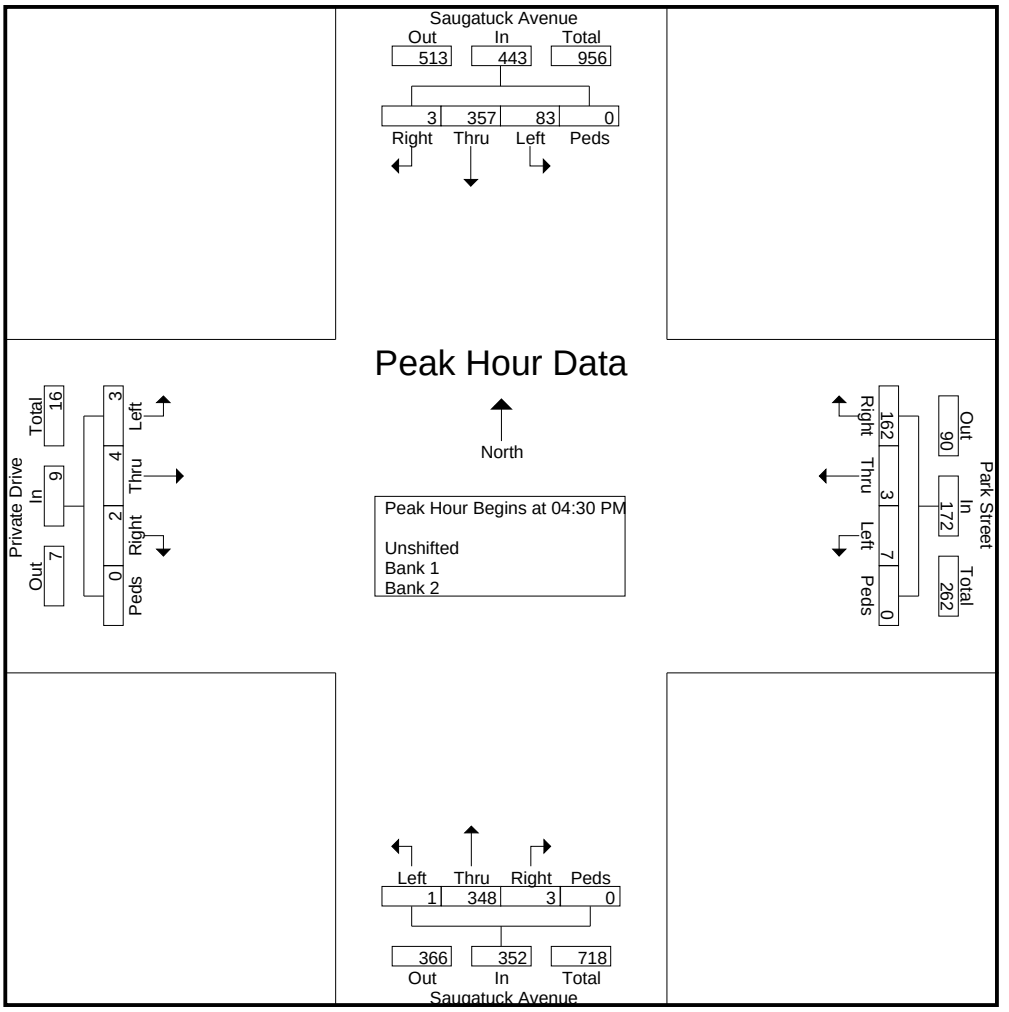
	Saugatuck Avenue From North					Park Street From East					Saugatuck Avenue From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	0	107	12	0	119	35	1	3	0	39	0	85	0	0	85	0	0	0	0	0	243
04:45 PM	2	67	24	0	93	39	1	0	0	40	1	96	0	0	97	1	2	0	0	3	233
Total	2	174	36	0	212	74	2	3	0	79	1	181	0	0	182	1	2	0	0	3	476
05:00 PM	1	97	26	0	124	53	0	2	0	55	0	87	1	0	88	0	1	1	0	2	269
05:15 PM	0	86	21	0	107	35	1	2	0	38	2	80	0	0	82	1	1	2	0	4	231
05:30 PM	1	85	15	0	101	30	0	1	0	31	0	83	0	0	83	0	1	5	0	6	221
05:45 PM	0	79	9	0	88	38	0	0	1	39	1	92	0	0	93	2	1	3	0	6	226
Total	2	347	71	0	420	156	1	5	1	163	3	342	1	0	346	3	4	11	0	18	947
06:00 PM	1	72	17	0	90	30	0	2	0	32	1	83	1	0	85	0	0	0	0	0	207
06:15 PM	0	88	9	0	97	41	0	0	0	41	0	113	0	0	113	2	0	9	0	11	262
06:30 PM	0	68	10	0	78	35	0	2	0	37	0	125	1	0	126	1	1	6	0	8	249
06:45 PM	3	78	8	0	89	22	0	0	0	22	2	63	0	0	65	0	0	2	0	2	178
Total	4	306	44	0	354	128	0	4	0	132	3	384	2	0	389	3	1	17	0	21	896
07:00 PM	0	62	9	0	71	33	0	0	0	33	0	89	0	0	89	2	3	8	0	13	206
07:15 PM	4	65	6	0	75	34	2	0	0	36	2	68	0	0	70	2	1	2	0	5	186
Grand Total	12	954	166	0	1132	425	5	12	1	443	9	1064	3	0	1076	11	11	38	0	60	2711
Apprch %	1.1	84.3	14.7	0		95.9	1.1	2.7	0.2		0.8	98.9	0.3	0		18.3	18.3	63.3	0		
Total %	0.4	35.2	6.1	0	41.8	15.7	0.2	0.4	0	16.3	0.3	39.2	0.1	0	39.7	0.4	0.4	1.4	0	2.2	
Unshifted	12	954	166	0	1132	425	5	12	1	443	9	1064									
% Unshifted	100	100	100	0	100	100	100	100	100	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12473
Site Code : 12473
Start Date : 11/19/2013
Page No : 2

	Saugatuck Avenue From North					Park Street From East					Saugatuck Avenue From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 07:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	**107**	12	0	119	35	**1**	**3**	0	39	0	85	0	0	85	0	0	0	0	0	243
04:45 PM	**2**	67	24	0	93	39	1	0	0	40	1	**96**	0	0	**97**	**1**	**2**	0	0	3	233
05:00 PM	1	97	**26**	0	**124**	**53**	0	2	0	**55**	0	87	**1**	0	88	0	1	1	0	2	**269**
05:15 PM	0	86	21	0	107	35	1	2	0	38	**2**	80	0	0	82	1	1	**2**	0	**4**	231
Total Volume	3	357	83	0	443	162	3	7	0	172	3	348	1	0	352	2	4	3	0	9	976
% App. Total	0.7	80.6	18.7	0		94.2	1.7	4.1	0		0.9	98.9	0.3	0		22.2	44.4	33.3	0		
PHF	.375	.834	.798	.000	.893	.764	.750	.583	.000	.782	.375	.906	.250	.000	.907	.500	.500	.375	.000	.563	.907

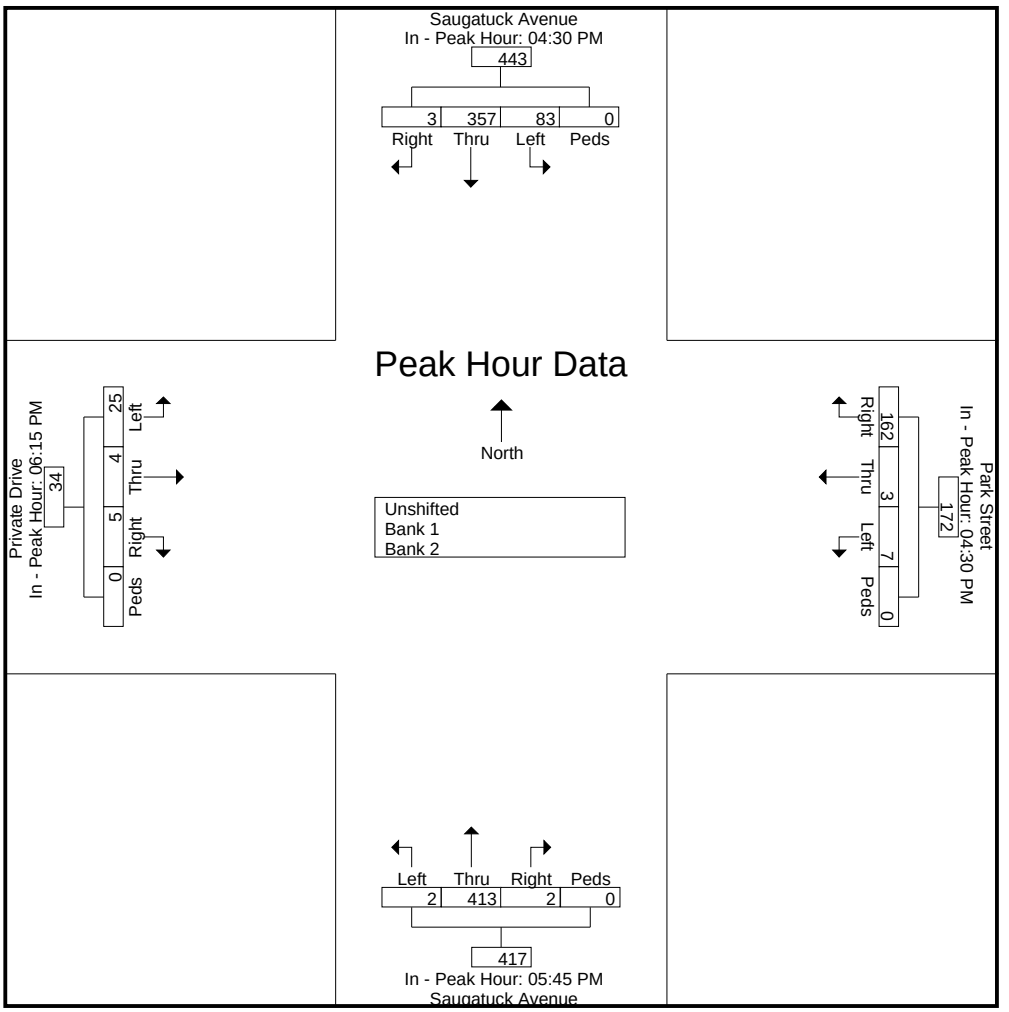


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12473
Site Code : 12473
Start Date : 11/19/2013
Page No : 3

	Saugatuck Avenue From North					Park Street From East					Saugatuck Avenue From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 07:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:30 PM					05:45 PM					06:15 PM					
+0 mins.	0	**107**	12	0	119	35	**1**	**3**	0	39	**1**	92	0	0	93	**2**	0	**9**	0	11	
+15 mins.	**2**	67	24	0	93	39	1	0	0	40	1	83	**1**	0	85	1	1	6	0	8	
+30 mins.	1	97	**26**	0	**124**	**53**	0	2	0	**55**	0	113	0	0	113	0	0	2	0	2	
+45 mins.	0	86	21	0	107	35	1	2	0	38	0	**125**	1	0	**126**	2	**3**	8	0	**13**	
Total Volume	3	357	83	0	443	162	3	7	0	172	2	413	2	0	417	5	4	25	0	34	
% App. Total	0.7	80.6	18.7	0		94.2	1.7	4.1	0		0.5	99	0.5	0		14.7	11.8	73.5	0		
PHF	.375	.834	.798	.000	.893	.764	.750	.583	.000	.782	.500	.826	.500	.000	.827	.625	.333	.694	.000	.654	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Saugatuck Avenue at I-95 SB Ramps
Westport, Connecticut

File Name : 12474
Site Code : 12474
Start Date : 11/19/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

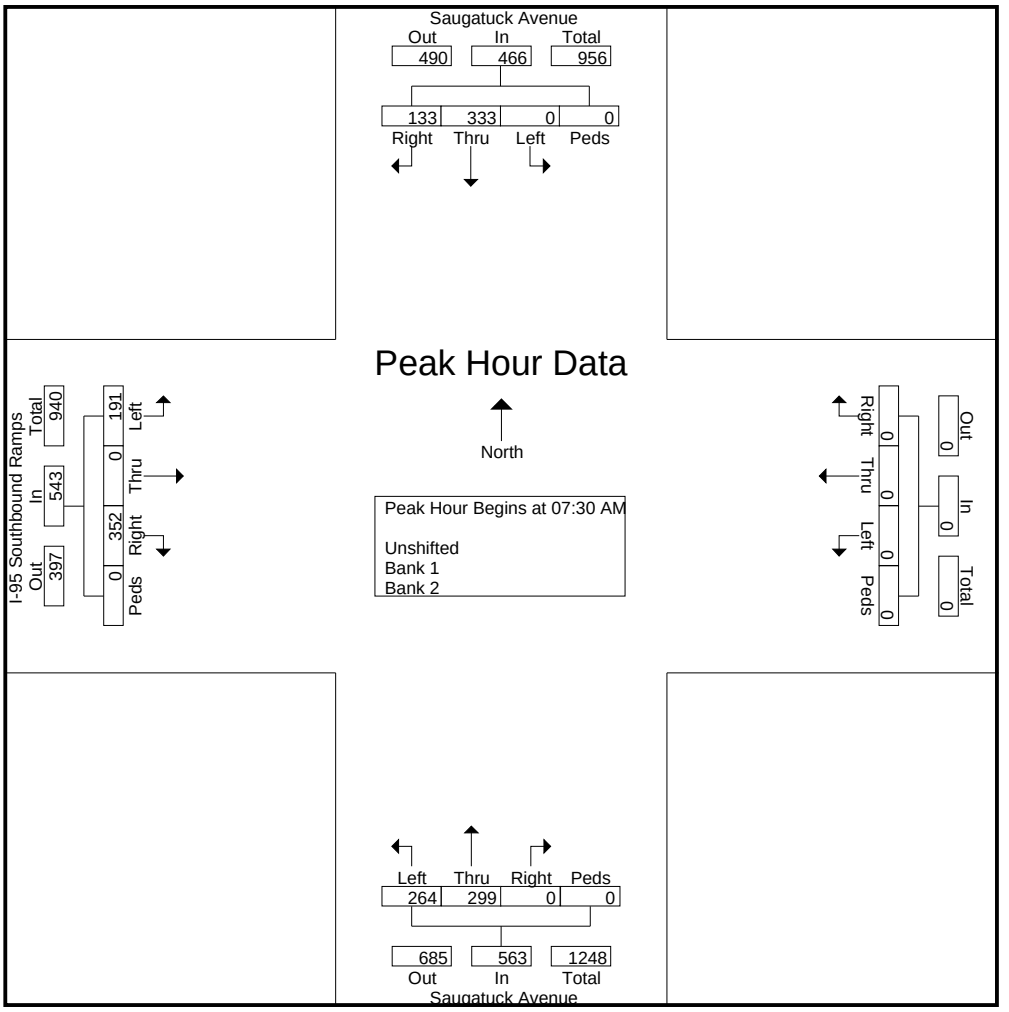
	Saugatuck Avenue From North					From East					Saugatuck Avenue From South					I-95 Southbound Ramps From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	35	45	0	0	80	0	0	0	0	0	0	54	43	0	97	36	0	52	0	88	265
06:45 AM	36	65	0	0	101	0	0	0	0	0	0	56	64	0	120	85	0	65	0	150	371
Total	71	110	0	0	181	0	0	0	0	0	0	110	107	0	217	121	0	117	0	238	636
07:00 AM	34	68	0	0	102	0	0	0	0	0	0	68	61	0	129	82	0	56	0	138	369
07:15 AM	26	88	0	0	114	0	0	0	0	0	0	65	65	0	130	65	0	54	0	119	363
07:30 AM	26	87	0	0	113	0	0	0	0	0	0	59	68	0	127	85	0	52	0	137	377
07:45 AM	36	68	0	0	104	0	0	0	0	0	0	68	65	0	133	82	0	41	0	123	360
Total	122	311	0	0	433	0	0	0	0	0	0	260	259	0	519	314	0	203	0	517	1469
08:00 AM	35	69	0	0	104	0	0	0	0	0	0	85	62	0	147	87	0	42	0	129	380
08:15 AM	36	109	0	0	145	0	0	0	0	0	0	87	69	0	156	98	0	56	0	154	455
08:30 AM	32	104	0	0	136	0	0	0	0	0	0	64	51	0	115	80	0	24	2	106	357
08:45 AM	32	67	0	0	99	0	0	0	0	0	0	84	45	0	129	83	0	56	1	140	368
Total	135	349	0	0	484	0	0	0	0	0	0	320	227	0	547	348	0	178	3	529	1560
09:00 AM	15	68	0	0	83	0	0	0	0	0	0	86	66	0	152	86	0	45	1	132	367
09:15 AM	25	85	0	0	110	0	0	0	0	0	0	77	59	0	136	79	0	42	2	123	369
Grand Total	368	923	0	0	1291	0	0	0	0	0	0	853	718	0	1571	948	0	585	6	1539	4401
Apprch %	28.5	71.5	0	0		0	0	0	0		0	54.3	45.7	0		61.6	0	38	0.4		
Total %	8.4	21	0	0	29.3	0	0	0	0	0	0	19.4	16.3	0	35.7	21.5	0	13.3	0.1	35	
Unshifted	368	923	0	0	1291	0	0	0	0	0	0	853	718	0	1571	948	0	585	6	1539	4401
% Unshifted																					
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12474
Site Code : 12474
Start Date : 11/19/2013
Page No : 2

	Saugatuck Avenue From North					From East					Saugatuck Avenue From South					I-95 Southbound Ramps From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	26	87	0	0	113	0	0	0	0	0	0	59	68	0	127	85	0	52	0	137	377
07:45 AM	**36**	68	0	0	104	0	0	0	0	0	0	68	65	0	133	82	0	41	0	123	360
08:00 AM	35	69	0	0	104	0	0	0	0	0	0	85	62	0	147	87	0	42	0	129	380
08:15 AM	36	**109**	0	0	**145**	0	0	0	0	0	0	**87**	**69**	0	**156**	**98**	0	**56**	0	**154**	**455**
Total Volume	133	333	0	0	466	0	0	0	0	0	0	299	264	0	563	352	0	191	0	543	1572
% App. Total	28.5	71.5	0	0		0	0	0	0		0	53.1	46.9	0		64.8	0	35.2	0		
PHF	.924	.764	.000	.000	.803	.000	.000	.000	.000	.000	.000	.859	.957	.000	.902	.898	.000	.853	.000	.881	.864

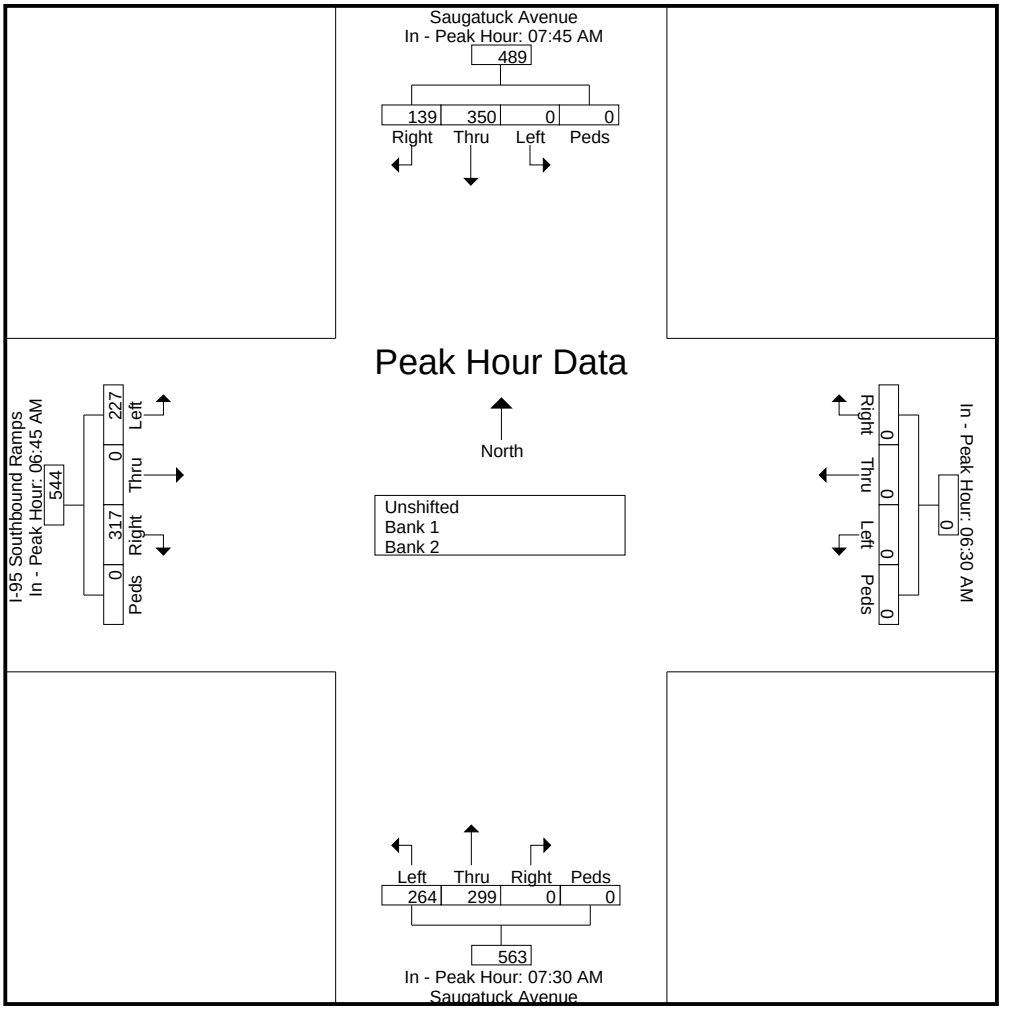


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12474
Site Code : 12474
Start Date : 11/19/2013
Page No : 3

	Saugatuck Avenue From North					From East					Saugatuck Avenue From South					I-95 Southbound Ramps From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					06:30 AM					07:30 AM					06:45 AM					
+0 mins.	**36**	68	0	0	104	0	0	0	0	0	0	59	68	0	127	**85**	0	**65**	0	**150**	
+15 mins.	35	69	0	0	104	0	0	0	0	0	0	68	65	0	133	82	0	56	0	138	
+30 mins.	36	**109**	0	0	**145**	0	0	0	0	0	0	85	62	0	147	65	0	54	0	119	
+45 mins.	32	104	0	0	136	0	0	0	0	0	0	**87**	**69**	0	**156**	85	0	52	0	137	
Total Volume	139	350	0	0	489	0	0	0	0	0	0	299	264	0	563	317	0	227	0	544	
% App. Total	28.4	71.6	0	0		0	0	0	0		0	53.1	46.9	0		58.3	0	41.7	0		
PHF	.965	.803	.000	.000	.843	.000	.000	.000	.000	.000	.000	.859	.957	.000	.902	.932	.000	.873	.000	.907	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Saugatuck Avenue at I-95 SB Ramps
Westport, Connecticut

File Name : 12475
Site Code : 12475
Start Date : 11/19/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

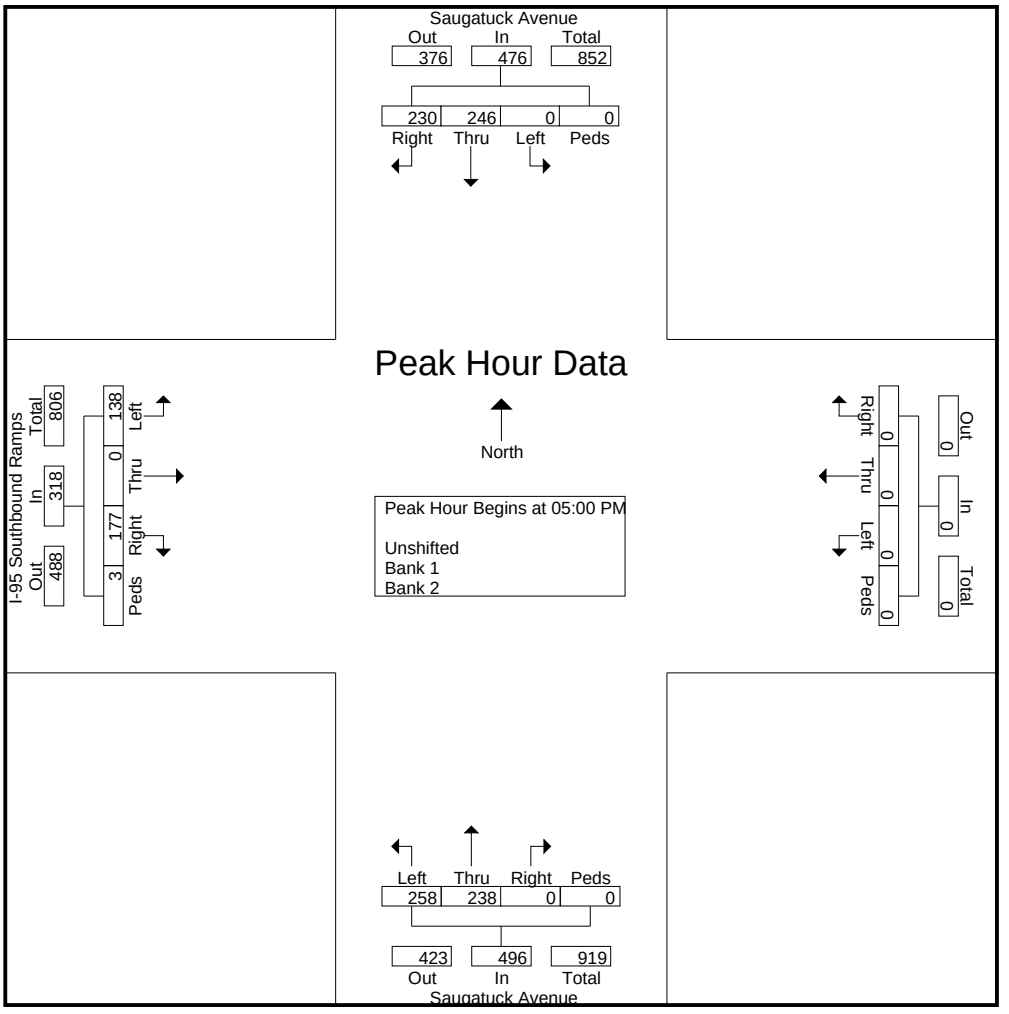
	Saugatuck Avenue From North					From East					Saugatuck Avenue From South					I-95 Southbound Ramps From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	54	35	0	0	89	0	0	0	0	0	0	35	45	0	80	23	0	23	0	46	215
04:45 PM	56	56	0	0	112	0	0	0	0	0	0	45	48	0	93	26	0	26	0	52	257
Total	110	91	0	0	201	0	0	0	0	0	0	80	93	0	173	49	0	49	0	98	472
05:00 PM	54	65	0	0	119	0	0	0	0	0	0	55	65	0	120	35	0	35	0	70	309
05:15 PM	49	66	0	0	115	0	0	0	0	0	0	58	66	0	124	46	0	36	1	83	322
05:30 PM	59	56	0	0	115	0	0	0	0	0	0	66	59	0	125	48	0	35	0	83	323
05:45 PM	68	59	0	0	127	0	0	0	0	0	0	59	68	0	127	48	0	32	2	82	336
Total	230	246	0	0	476	0	0	0	0	0	0	238	258	0	496	177	0	138	3	318	1290
06:00 PM	59	49	0	0	108	0	0	0	0	0	0	56	64	0	120	55	0	25	1	81	309
06:15 PM	58	44	0	0	102	0	0	0	0	0	0	54	60	0	114	42	0	29	0	71	287
06:30 PM	59	45	0	0	104	0	0	0	0	0	0	45	59	0	104	48	0	35	0	83	291
06:45 PM	65	45	0	0	110	0	0	0	0	0	0	48	44	0	92	45	0	26	2	73	275
Total	241	183	0	0	424	0	0	0	0	0	0	203	227	0	430	190	0	115	3	308	1162
07:00 PM	58	48	0	0	106	0	0	0	0	0	0	45	48	0	93	42	0	34	1	77	276
07:15 PM	55	51	0	0	106	0	0	0	0	0	0	48	68	0	116	45	0	26	2	73	295
Grand Total	694	619	0	0	1313	0	0	0	0	0	0	614	694	0	1308	503	0	362	9	874	3495
Apprch %	52.9	47.1	0	0		0	0	0	0		0	46.9	53.1	0		57.6	0	41.4	1		
Total %	19.9	17.7	0	0	37.6	0	0	0	0	0	0	17.6	19.9	0	37.4	14.4	0	10.4	0.3	25	
Unshifted	694	619	0	0	1313	0	0	0	0	0	0	614	694	0	1308	503	0	362	9	874	3495
% Unshifted																					
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12475
Site Code : 12475
Start Date : 11/19/2013
Page No : 2

	Saugatuck Avenue From North					From East					Saugatuck Avenue From South					I-95 Southbound Ramps From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	54	65	0	0	119	0	0	0	0	0	0	55	65	0	120	35	0	35	0	70	309
05:15 PM	49	**66**	0	0	115	0	0	0	0	0	0	58	66	0	124	46	0	**36**	1	**83**	322
05:30 PM	59	56	0	0	115	0	0	0	0	0	0	**66**	59	0	125	**48**	0	35	0	83	323
05:45 PM	**68**	59	0	0	**127**	0	0	0	0	0	0	59	**68**	0	**127**	48	0	32	**2**	82	**336**
Total Volume	230	246	0	0	476	0	0	0	0	0	0	238	258	0	496	177	0	138	3	318	1290
% App. Total	48.3	51.7	0	0		0	0	0	0		0	48	52	0		55.7	0	43.4	0.9		
PHF	.846	.932	.000	.000	.937	.000	.000	.000	.000	.000	.000	.902	.949	.000	.976	.922	.000	.958	.375	.958	.960

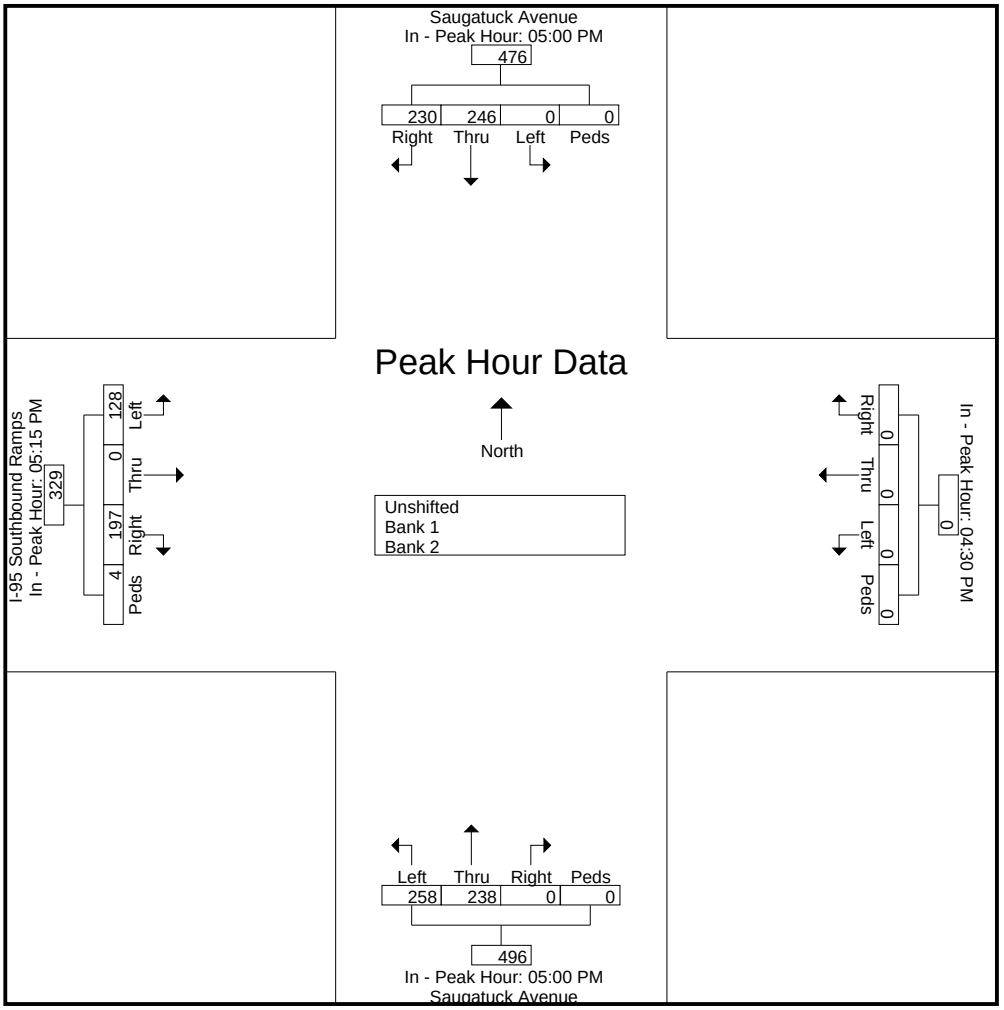


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12475
Site Code : 12475
Start Date : 11/19/2013
Page No : 3

	Saugatuck Avenue From North					From East					Saugatuck Avenue From South					I-95 Southbound Ramps From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					04:30 PM					05:00 PM					05:15 PM					
+0 mins.	54	65	0	0	119	0	0	0	0	0	0	55	65	0	120	46	0	**36**	1	**83**	
+15 mins.	49	**66**	0	0	115	0	0	0	0	0	0	58	66	0	124	48	0	35	0	83	
+30 mins.	59	56	0	0	115	0	0	0	0	0	0	**66**	59	0	125	48	0	32	**2**	82	
+45 mins.	**68**	59	0	0	**127**	0	0	0	0	0	0	59	**68**	0	**127**	**55**	0	25	1	81	
Total Volume	230	246	0	0	476	0	0	0	0	0	0	238	258	0	496	197	0	128	4	329	
% App. Total	48.3	51.7	0	0		0	0	0	0		0	48	52	0		59.9	0	38.9	1.2		
PHF	.846	.932	.000	.000	.937	.000	.000	.000	.000	.000	.000	.902	.949	.000	.976	.895	.000	.889	.500	.991	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Park Street at Charles Street
Westport, Connecticut

File Name : 12470
Site Code : 12470
Start Date : 11/20/2013

Groups Printed- Unshifted - Bank 1 - Bank 2

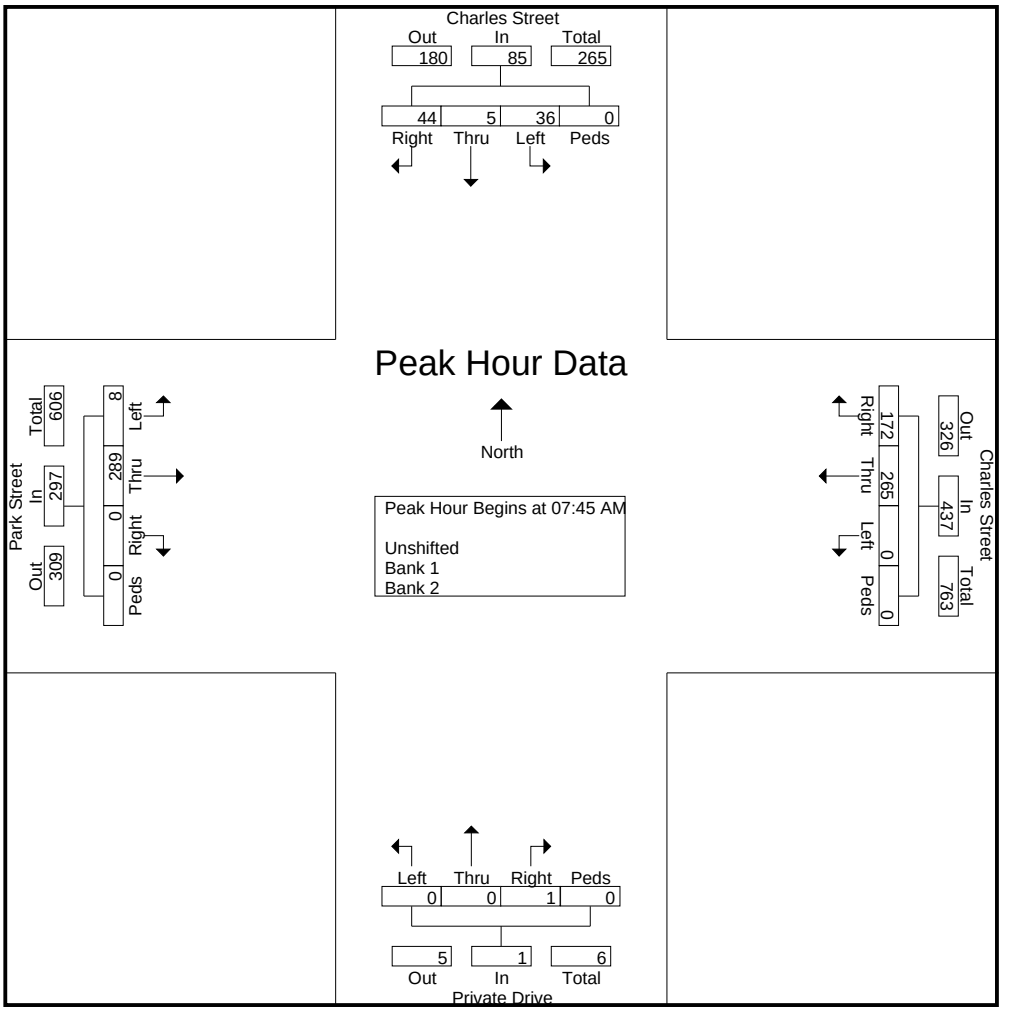
	Charles Street From North					Charles Street From East					Private Drive From South					Park Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	21	1	6	0	28	21	35	0	0	56	2	0	1	0	3	0	33	1	1	35	122
06:45 AM	15	2	5	0	22	26	25	0	0	51	1	0	1	0	2	0	42	2	2	46	121
Total	36	3	11	0	50	47	60	0	0	107	3	0	2	0	5	0	75	3	3	81	243
07:00 AM	22	3	7	0	32	32	39	0	0	71	0	0	0	0	0	0	45	1	3	49	152
07:15 AM	36	3	7	0	46	33	43	0	0	76	1	0	0	0	1	0	41	0	1	42	165
07:30 AM	13	0	12	0	25	32	64	0	0	96	0	2	0	0	2	0	47	1	0	48	171
07:45 AM	22	3	7	0	32	48	60	0	0	108	0	0	0	0	0	0	51	0	0	51	191
Total	93	9	33	0	135	145	206	0	0	351	1	2	0	0	3	0	184	2	4	190	679
08:00 AM	11	1	13	0	25	35	63	0	0	98	1	0	0	0	1	0	73	6	0	79	203
08:15 AM	6	0	6	0	12	49	72	0	0	121	0	0	0	0	0	0	77	1	0	78	211
08:30 AM	5	1	10	0	16	40	70	0	0	110	0	0	0	0	0	0	88	1	0	89	215
08:45 AM	1	0	6	0	7	25	53	3	0	81	2	0	0	0	2	1	74	1	0	76	166
Total	23	2	35	0	60	149	258	3	0	410	3	0	0	0	3	1	312	9	0	322	795
09:00 AM	1	1	12	0	14	42	56	0	0	98	0	1	1	0	2	1	74	4	0	79	193
09:15 AM	1	0	11	0	12	32	40	0	0	72	0	0	0	1	1	0	65	1	0	66	151
Grand Total	154	15	102	0	271	415	620	3	0	1038	7	3	3	1	14	2	710	19	7	738	2061
Apprch %	56.8	5.5	37.6	0		40	59.7	0.3	0		50	21.4	21.4	7.1		0.3	96.2	2.6	0.9		
Total %	7.5	0.7	4.9	0	13.1	20.1	30.1	0.1	0	50.4	0.3	0.1	0.1	0	0.7	0.1	34.4	0.9	0.3	35.8	
Unshifted	154	15	102	0	271	415	620	3	0	1038	7	3	3	1	14	2	710	19	7	738	2061
% Unshifted																					
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12470
Site Code : 12470
Start Date : 11/20/2013
Page No : 2

	Charles Street From North					Charles Street From East					Private Drive From South					Park Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**22**	**3**	7	0	**32**	48	60	0	0	108	0	0	0	0	0	0	51	0	0	51	191
08:00 AM	11	1	**13**	0	25	35	63	0	0	98	**1**	0	0	0	**1**	0	73	**6**	0	79	203
08:15 AM	6	0	6	0	12	**49**	**72**	0	0	**121**	0	0	0	0	0	0	77	1	0	78	211
08:30 AM	5	1	10	0	16	40	70	0	0	110	0	0	0	0	0	0	**88**	1	0	**89**	**215**
Total Volume	44	5	36	0	85	172	265	0	0	437	1	0	0	0	1	0	289	8	0	297	820
% App. Total	51.8	5.9	42.4	0		39.4	60.6	0	0		100	0	0	0		0	97.3	2.7	0		
PHF	.500	.417	.692	.000	.664	.878	.920	.000	.000	.903	.250	.000	.000	.000	.250	.000	.821	.333	.000	.834	.953

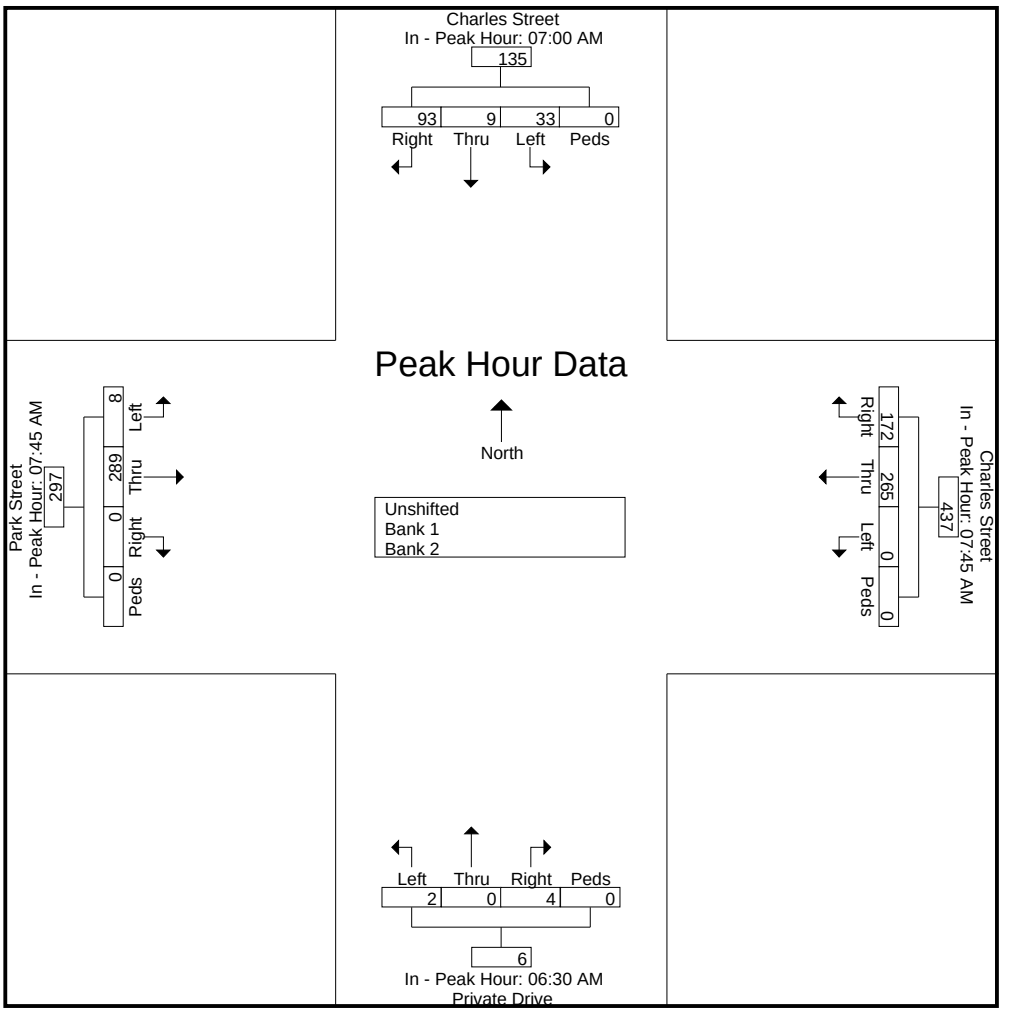


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12470
Site Code : 12470
Start Date : 11/20/2013
Page No : 3

	Charles Street From North					Charles Street From East					Private Drive From South					Park Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:45 AM					06:30 AM					07:45 AM					
+0 mins.	22	**3**	7	0	32	48	60	0	0	108	**2**	0	**1**	0	**3**	0	51	0	0	51	
+15 mins.	**36**	3	7	0	**46**	35	63	0	0	98	1	0	1	0	2	0	73	**6**	0	79	
+30 mins.	13	0	**12**	0	25	**49**	**72**	0	0	**121**	0	0	0	0	0	0	77	1	0	78	
+45 mins.	22	3	7	0	32	40	70	0	0	110	1	0	0	0	1	0	**88**	1	0	**89**	
Total Volume	93	9	33	0	135	172	265	0	0	437	4	0	2	0	6	0	289	8	0	297	
% App. Total	68.9	6.7	24.4	0		39.4	60.6	0	0		66.7	0	33.3	0		0	97.3	2.7	0		
PHF	.646	.750	.688	.000	.734	.878	.920	.000	.000	.903	.500	.000	.500	.000	.500	.000	.821	.333	.000	.834	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Park Street at Charles Street
Westport, Connecticut

File Name : 12471
Site Code : 12471
Start Date : 11/19/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

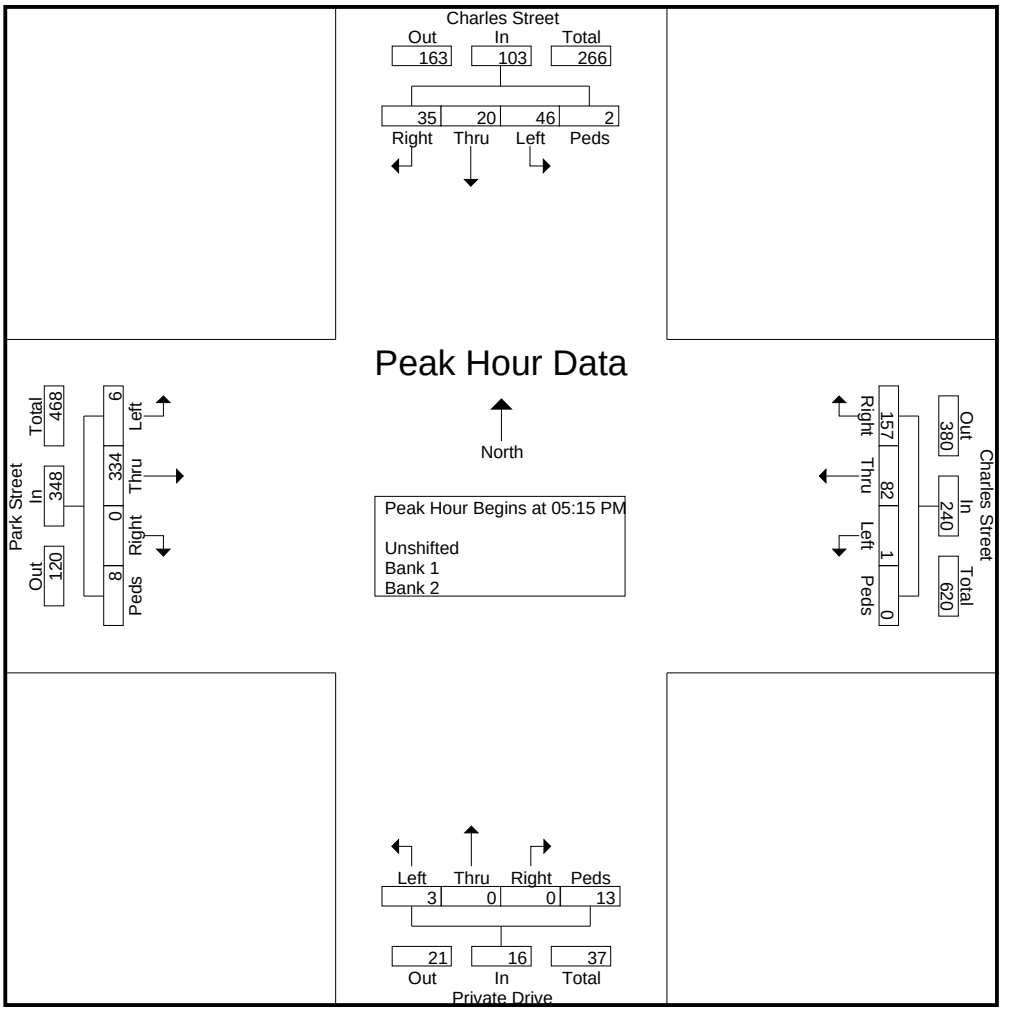
	Charles Street From North					Charles Street From East					Private Drive From South					Park Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	7	2	15	2	26	23	12	0	0	35	0	0	0	0	0	0	45	1	0	46	107
04:45 PM	8	1	12	0	21	26	15	0	0	41	0	0	0	0	0	0	56	2	0	58	120
Total	15	3	27	2	47	49	27	0	0	76	0	0	0	0	0	0	101	3	0	104	227
05:00 PM	7	2	15	1	25	35	15	0	0	50	0	0	0	2	2	0	95	0	1	96	173
05:15 PM	4	3	11	0	18	32	14	0	0	46	0	0	0	5	5	0	88	3	2	93	162
05:30 PM	8	6	15	0	29	36	25	1	0	62	0	0	0	2	2	0	79	2	1	82	175
05:45 PM	7	6	9	2	24	45	26	0	0	71	0	0	1	4	5	0	88	0	2	90	190
Total	26	17	50	3	96	148	80	1	0	229	0	0	1	13	14	0	350	5	6	361	700
06:00 PM	16	5	11	0	32	44	17	0	0	61	0	0	2	2	4	0	79	1	3	83	180
06:15 PM	7	5	11	1	24	33	19	1	0	53	0	0	0	3	3	0	67	2	0	69	149
06:30 PM	7	2	9	1	19	49	25	1	0	75	1	0	1	2	4	0	55	1	0	56	154
06:45 PM	5	3	6	0	14	49	13	0	0	62	1	0	0	0	1	0	65	1	2	68	145
Total	35	15	37	2	89	175	74	2	0	251	2	0	3	7	12	0	266	5	5	276	628
07:00 PM	7	2	8	0	17	29	20	1	0	50	0	0	1	1	2	0	74	2	1	77	146
07:15 PM	7	0	9	0	16	28	36	0	0	64	0	0	0	0	0	0	51	3	0	54	134
Grand Total	90	37	131	7	265	429	237	4	0	670	2	0	5	21	28	0	842	18	12	872	1835
Apprch %	34	14	49.4	2.6		64	35.4	0.6	0		7.1	0	17.9	75		0	96.6	2.1	1.4		
Total %	4.9	2	7.1	0.4	14.4	23.4	12.9	0.2	0	36.5	0.1	0	0.3	1.1	1.5	0	45.9	1	0.7	47.5	
Unshifted	90	37	131	7	265	429	237	4	0	670	2	0	5	21	28	0	842	18	12	872	1835
% Unshifted																					
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12471
Site Code : 12471
Start Date : 11/19/2013
Page No : 2

	Charles Street From North					Charles Street From East					Private Drive From South					Park Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	4	3	11	0	18	32	14	0	0	46	0	0	0	**5**	**5**	0	**88**	**3**	2	**93**	162
05:30 PM	8	**6**	**15**	0	29	36	25	**1**	0	62	0	0	0	2	2	0	79	2	1	82	175
05:45 PM	7	6	9	**2**	24	**45**	**26**	0	0	**71**	0	0	1	4	5	0	88	0	2	90	**190**
06:00 PM	**16**	5	11	0	**32**	44	17	0	0	61	0	0	**2**	2	4	0	79	1	**3**	83	180
Total Volume	35	20	46	2	103	157	82	1	0	240	0	0	3	13	16	0	334	6	8	348	707
% App. Total	34	19.4	44.7	1.9		65.4	34.2	0.4	0		0	0	18.8	81.2		0	96	1.7	2.3		
PHF	.547	.833	.767	.250	.805	.872	.788	.250	.000	.845	.000	.000	.375	.650	.800	.000	.949	.500	.667	.935	.930

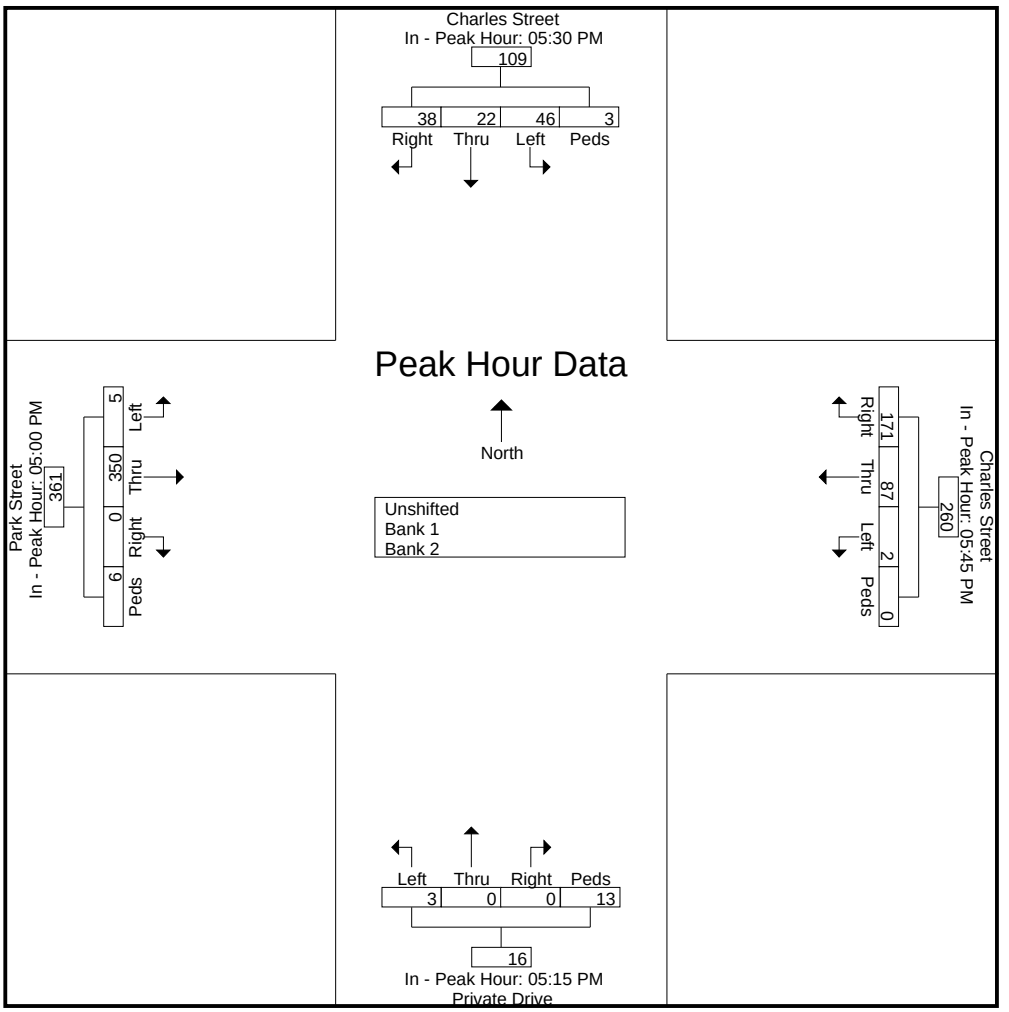


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12471
Site Code : 12471
Start Date : 11/19/2013
Page No : 3

	Charles Street From North					Charles Street From East					Private Drive From South					Park Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:30 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:30 PM					05:45 PM					05:15 PM					05:00 PM					
+0 mins.	8	**6**	**15**	0	29	45	**26**	0	0	71	0	0	0	**5**	**5**	0	**95**	0	1	**96**	
+15 mins.	7	6	9	**2**	24	44	17	0	0	61	0	0	0	2	2	0	88	**3**	**2**	93	
+30 mins.	**16**	5	11	0	**32**	33	19	**1**	0	53	0	0	1	4	5	0	79	2	1	82	
+45 mins.	7	5	11	1	24	**49**	25	1	0	**75**	0	0	**2**	2	4	0	88	0	2	90	
Total Volume	38	22	46	3	109	171	87	2	0	260	0	0	3	13	16	0	350	5	6	361	
% App. Total	34.9	20.2	42.2	2.8		65.8	33.5	0.8	0		0	0	18.8	81.2		0	97	1.4	1.7		
PHF	.594	.917	.767	.375	.852	.872	.837	.500	.000	.867	.000	.000	.375	.650	.800	.000	.921	.417	.750	.940	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Charles Street at Franklin Street
Westport, Connecticut

File Name : 12476
Site Code : 12476
Start Date : 11/20/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

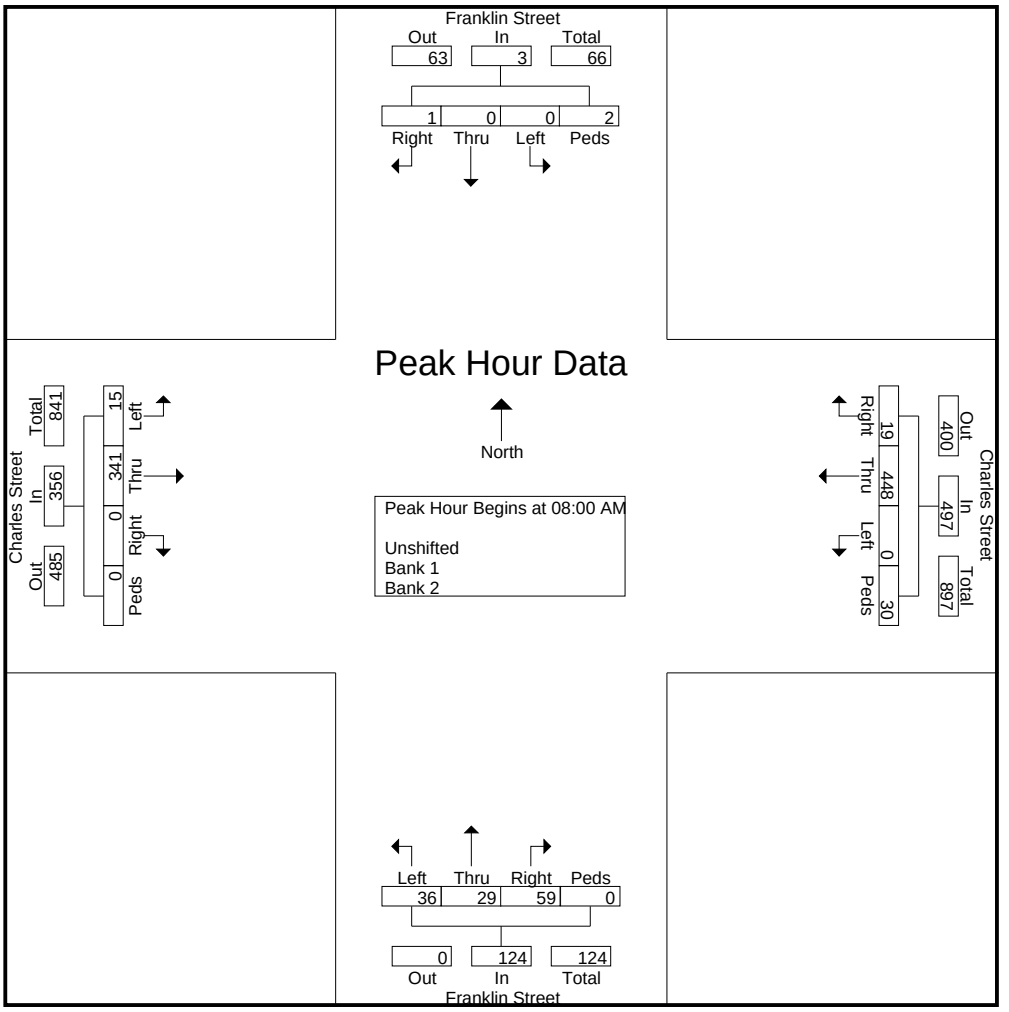
	Franklin Street From North					Charles Street From East					Franklin Street From South					Charles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	2	25	0	0	27	14	12	7	0	33	0	67	3	0	70	130
06:45 AM	0	0	0	0	0	3	28	0	0	31	8	5	6	0	19	0	45	1	0	46	96
Total	0	0	0	0	0	5	53	0	0	58	22	17	13	0	52	0	112	4	0	116	226
07:00 AM	0	0	0	0	0	0	36	0	4	40	19	9	7	0	35	0	29	1	2	32	107
07:15 AM	0	0	0	0	0	0	54	0	2	56	13	10	12	0	35	0	29	4	2	35	126
07:30 AM	0	0	0	1	1	4	82	0	4	90	19	8	4	1	32	0	42	0	0	42	165
07:45 AM	0	0	0	2	2	3	101	0	14	118	22	15	8	0	45	0	70	3	1	74	239
Total	0	0	0	3	3	7	273	0	24	304	73	42	31	1	147	0	170	8	5	183	637
08:00 AM	0	0	0	1	1	5	110	0	8	123	13	5	11	0	29	0	72	3	0	75	228
08:15 AM	0	0	0	1	1	3	114	0	4	121	21	15	9	0	45	0	89	4	0	93	260
08:30 AM	0	0	0	0	0	7	116	0	7	130	9	1	8	0	18	0	90	4	0	94	242
08:45 AM	1	0	0	0	1	4	108	0	11	123	16	8	8	0	32	0	90	4	0	94	250
Total	1	0	0	2	3	19	448	0	30	497	59	29	36	0	124	0	341	15	0	356	980
09:00 AM	0	0	0	0	0	1	113	0	1	115	15	4	9	0	28	0	80	4	0	84	227
09:15 AM	0	0	0	0	0	3	75	0	3	81	9	5	2	0	16	0	73	4	1	78	175
Grand Total	1	0	0	5	6	35	962	0	58	1055	178	97	91	1	367	0	776	35	6	817	2245
Apprch %	16.7	0	0	83.3		3.3	91.2	0	5.5		48.5	26.4	24.8	0.3		0	95	4.3	0.7		
Total %	0	0	0	0.2	0.3	1.6	42.9	0	2.6	47	7.9	4.3	4.1	0	16.3	0	34.6	1.6	0.3	36.4	
Unshifted	1	0	0	5	6	34	956	0	58	1048	163	95	85	1	344	0	764	34	6	804	2202
% Unshifted																					
Bank 1	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	0	11	0	0	11	17
% Bank 1	0	0	0	0	0	0	0.4	0	0	0.4	0.6	0	1.1	0	0.5	0	1.4	0	0	1.3	0.8
Bank 2	0	0	0	0	0	1	2	0	0	3	14	2	5	0	21	0	1	1	0	2	26
% Bank 2	0	0	0	0	0	2.9	0.2	0	0	0.3	7.9	2.1	5.5	0	5.7	0	0.1	2.9	0	0.2	1.2

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12476
Site Code : 12476
Start Date : 11/20/2013
Page No : 2

	Franklin Street From North					Charles Street From East					Franklin Street From South					Charles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	**1**	**1**	5	110	0	8	123	13	5	**11**	0	29	0	72	3	0	75	228
08:15 AM	0	0	0	1	1	3	114	0	4	121	**21**	**15**	9	0	**45**	0	89	**4**	0	93	**260**
08:30 AM	0	0	0	0	0	**7**	**116**	0	7	**130**	9	1	8	0	18	0	**90**	4	0	**94**	242
08:45 AM	**1**	0	0	0	1	4	108	0	**11**	123	16	8	8	0	32	0	90	4	0	94	250
Total Volume	1	0	0	2	3	19	448	0	30	497	59	29	36	0	124	0	341	15	0	356	980
% App. Total	33.3	0	0	66.7		3.8	90.1	0	6		47.6	23.4	29	0		0	95.8	4.2	0		
PHF	.250	.000	.000	.500	.750	.679	.966	.000	.682	.956	.702	.483	.818	.000	.689	.000	.947	.938	.000	.947	.942

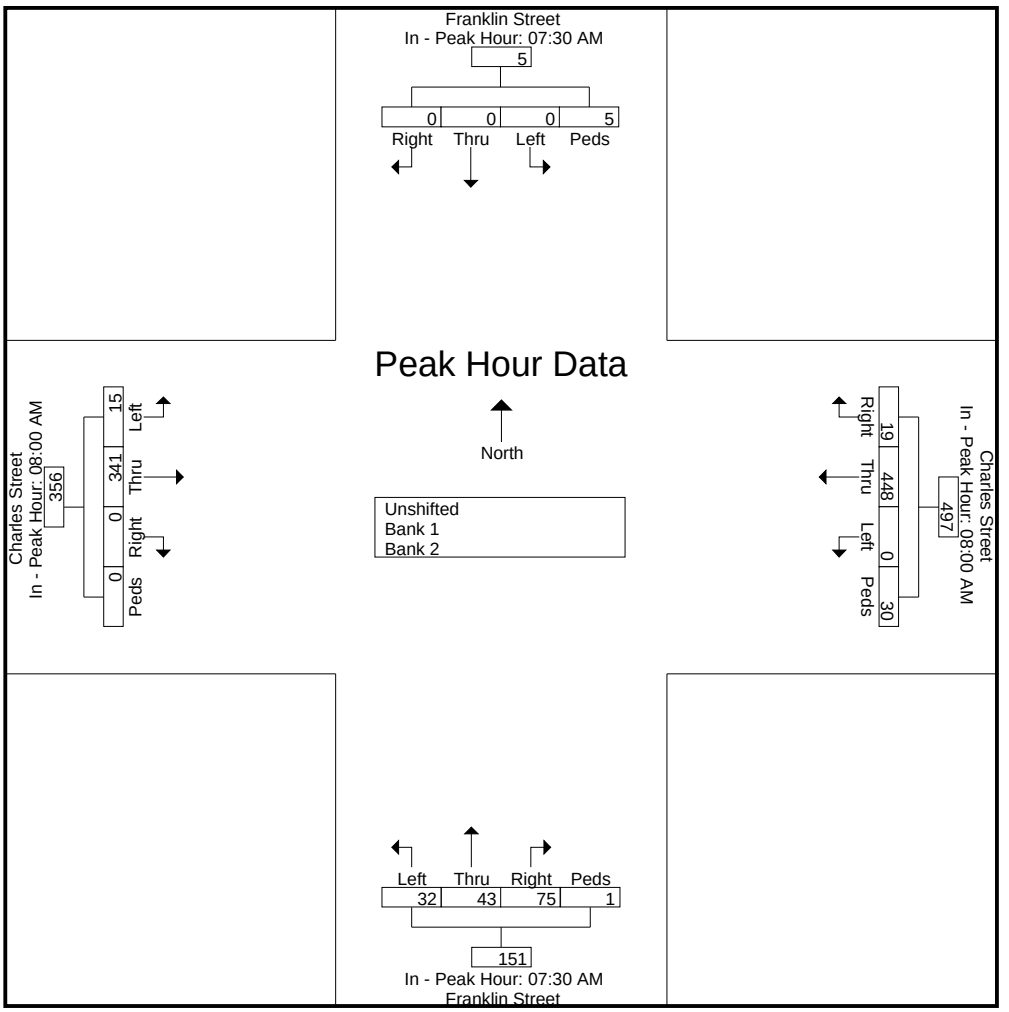


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12476
Site Code : 12476
Start Date : 11/20/2013
Page No : 3

	Franklin Street From North					Charles Street From East					Franklin Street From South					Charles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					08:00 AM					07:30 AM					08:00 AM					
+0 mins.	0	0	0	1	1	5	110	0	8	123	19	8	4	**1**	32	0	72	3	0	75	
+15 mins.	0	0	0	**2**	**2**	3	114	0	4	121	**22**	**15**	8	0	**45**	0	89	**4**	0	93	
+30 mins.	0	0	0	1	1	**7**	**116**	0	7	**130**	13	5	**11**	0	29	0	**90**	4	0	**94**	
+45 mins.	0	0	0	1	1	4	108	0	**11**	123	21	15	9	0	45	0	90	4	0	94	
Total Volume	0	0	0	5	5	19	448	0	30	497	75	43	32	1	151	0	341	15	0	356	
% App. Total	0	0	0	100		3.8	90.1	0	6		49.7	28.5	21.2	0.7		0	95.8	4.2	0		
PHF	.000	.000	.000	.625	.625	.679	.966	.000	.682	.956	.852	.717	.727	.250	.839	.000	.947	.938	.000	.947	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Charles Street at Franklin Street
Westport, Connecticut

File Name : 12477
Site Code : 12477
Start Date : 11/20/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

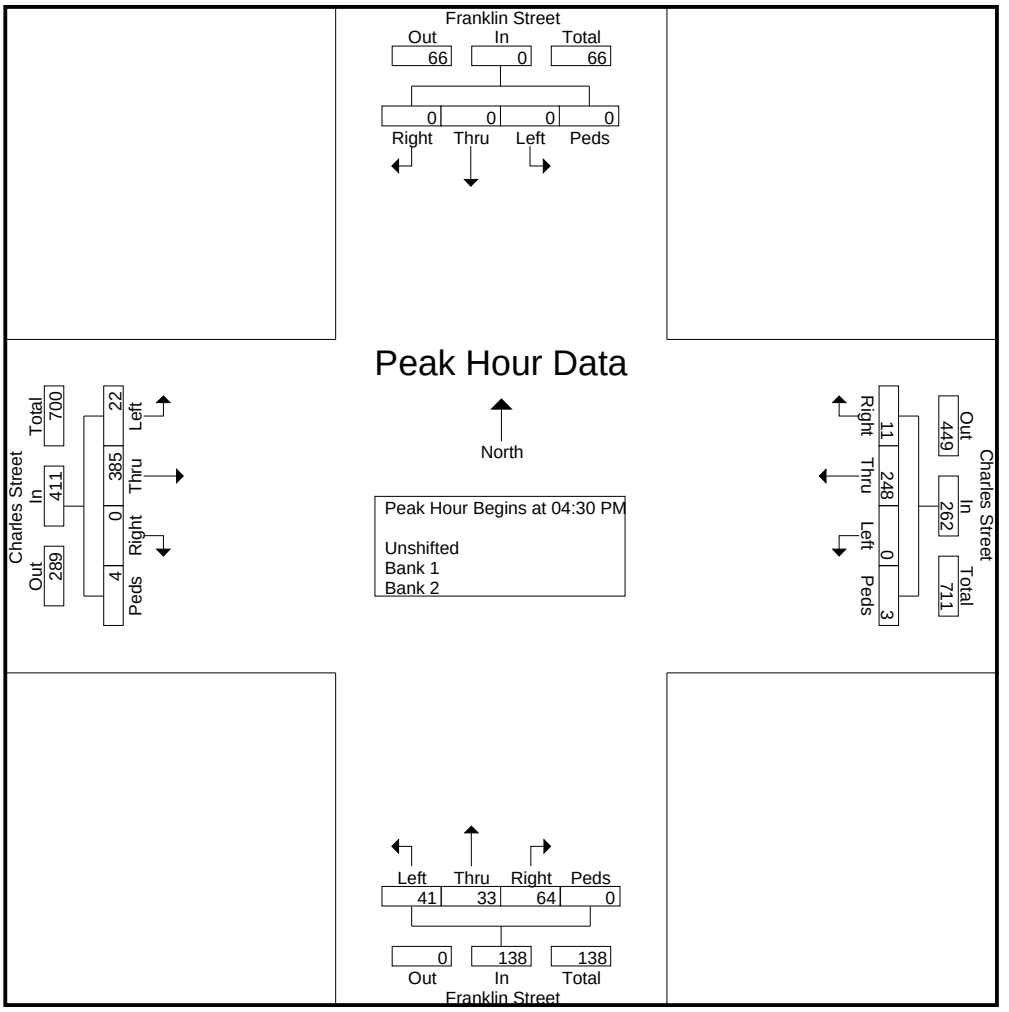
	Franklin Street From North					Charles Street From East					Franklin Street From South					Charles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	0	0	0	0	0	2	53	0	3	58	17	11	13	0	41	0	82	6	4	92	191
04:45 PM	0	0	0	0	0	1	62	0	0	63	20	6	6	0	32	0	107	2	0	109	204
Total	0	0	0	0	0	3	115	0	3	121	37	17	19	0	73	0	189	8	4	201	395
05:00 PM	0	0	0	0	0	5	71	0	0	76	9	7	19	0	35	0	70	7	0	77	188
05:15 PM	0	0	0	0	0	3	62	0	0	65	18	9	3	0	30	0	126	7	0	133	228
05:30 PM	0	0	0	0	0	3	38	0	0	41	9	4	10	0	23	0	98	11	2	111	175
05:45 PM	0	0	0	0	0	4	48	0	0	52	15	11	6	0	32	0	107	5	0	112	196
Total	0	0	0	0	0	15	219	0	0	234	51	31	38	0	120	0	401	30	2	433	787
06:00 PM	0	0	0	0	0	2	39	0	0	41	13	7	7	0	27	0	110	6	1	117	185
06:15 PM	0	0	0	0	0	5	45	0	0	50	17	11	7	0	35	0	92	10	0	102	187
06:30 PM	0	0	0	0	0	4	44	0	0	48	13	8	9	0	30	0	91	4	1	96	174
06:45 PM	0	0	0	0	0	2	38	0	0	40	15	1	4	0	20	0	89	4	0	93	153
Total	0	0	0	0	0	13	166	0	0	179	58	27	27	0	112	0	382	24	2	408	699
07:00 PM	0	0	0	0	0	8	25	0	0	33	14	12	7	0	33	0	67	3	0	70	136
07:15 PM	0	0	0	0	0	6	18	0	0	24	8	5	6	0	19	0	45	1	0	46	89
Grand Total	0	0	0	0	0	45	543	0	3	591	168	92	97	0	357	0	1084	66	8	1158	2106
Apprch %	0	0	0	0		7.6	91.9	0	0.5		47.1	25.8	27.2	0		0	93.6	5.7	0.7		
Total %	0	0	0	0	0	2.1	25.8	0	0.1	28.1	8	4.4	4.6	0	17	0	51.5	3.1	0.4	55	
Unshifted	0	0	0	0	0	45	543	0	3	591	168	92	97	0	357	0	1084				
% Unshifted	0	0	0	0	0	100	100	0	100	100	100	100	100	0	100	0	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12477
Site Code : 12477
Start Date : 11/20/2013
Page No : 2

	Franklin Street From North					Charles Street From East					Franklin Street From South					Charles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	2	53	0	**3**	58	17	**11**	13	0	**41**	0	82	6	**4**	92	191
04:45 PM	0	0	0	0	0	1	62	0	0	63	**20**	6	6	0	32	0	107	2	0	109	204
05:00 PM	0	0	0	0	0	**5**	**71**	0	0	**76**	9	7	**19**	0	35	0	70	**7**	0	77	188
05:15 PM	0	0	0	0	0	3	62	0	0	65	18	9	3	0	30	0	**126**	7	0	**133**	**228**
Total Volume	0	0	0	0	0	11	248	0	3	262	64	33	41	0	138	0	385	22	4	411	811
% App. Total	0	0	0	0		4.2	94.7	0	1.1		46.4	23.9	29.7	0		0	93.7	5.4	1		
PHF	.000	.000	.000	.000	.000	.550	.873	.000	.250	.862	.800	.750	.539	.000	.841	.000	.764	.786	.250	.773	.889

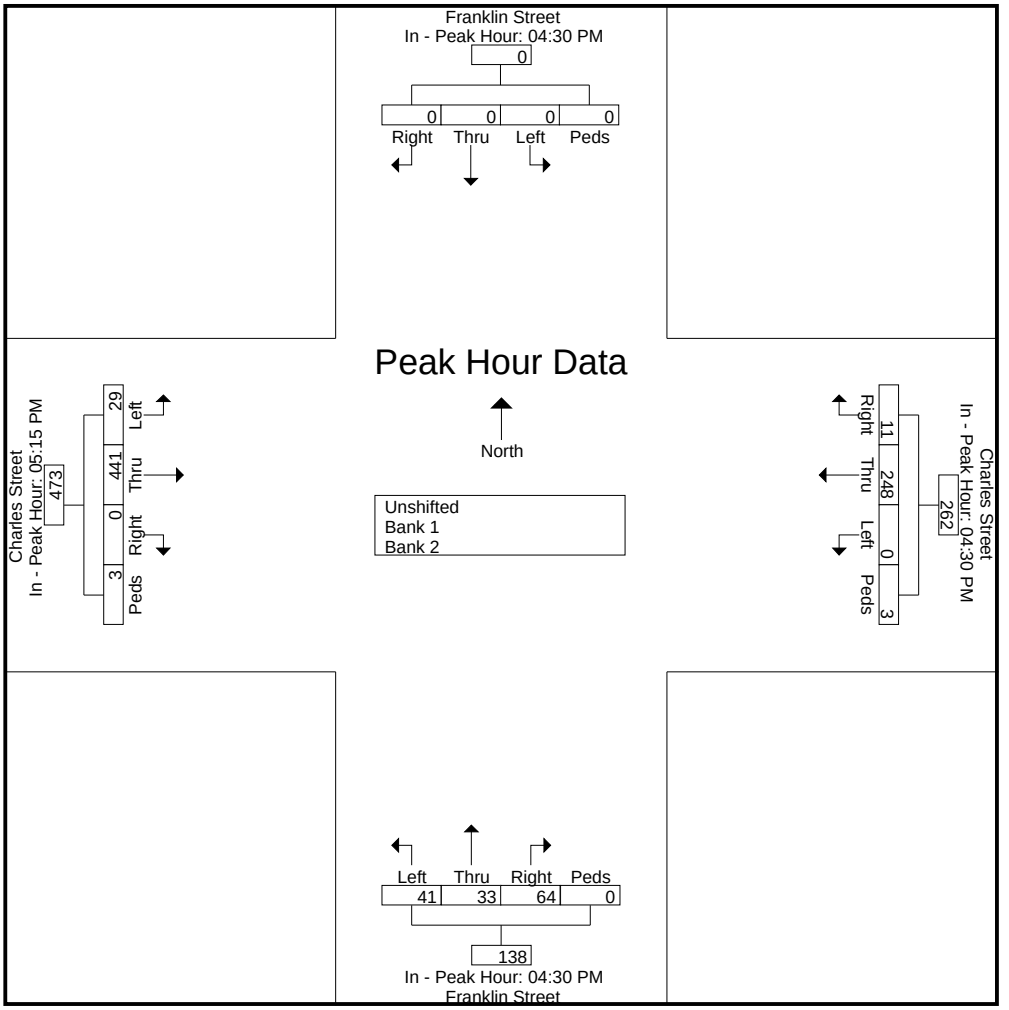


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12477
Site Code : 12477
Start Date : 11/20/2013
Page No : 3

	Franklin Street From North					Charles Street From East					Franklin Street From South					Charles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					04:30 PM					04:30 PM					05:15 PM					
+0 mins.	0	0	0	0	0	2	53	0	**3**	58	17	**11**	13	0	**41**	0	**126**	7	0	**133**	
+15 mins.	0	0	0	0	0	1	62	0	0	63	**20**	6	6	0	32	0	98	**11**	**2**	111	
+30 mins.	0	0	0	0	0	**5**	**71**	0	0	**76**	9	7	**19**	0	35	0	107	5	0	112	
+45 mins.	0	0	0	0	0	3	62	0	0	65	18	9	3	0	30	0	110	6	1	117	
Total Volume	0	0	0	0	0	11	248	0	3	262	64	33	41	0	138	0	441	29	3	473	
% App. Total	0	0	0	0		4.2	94.7	0	1.1		46.4	23.9	29.7	0		0	93.2	6.1	0.6		
PHF	.000	.000	.000	.000	.000	.550	.873	.000	.250	.862	.800	.750	.539	.000	.841	.000	.875	.659	.375	.889	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Riverside Avenue at Charles Street
Westport, Connecticut

File Name : 12466
Site Code : 12466
Start Date : 11/19/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

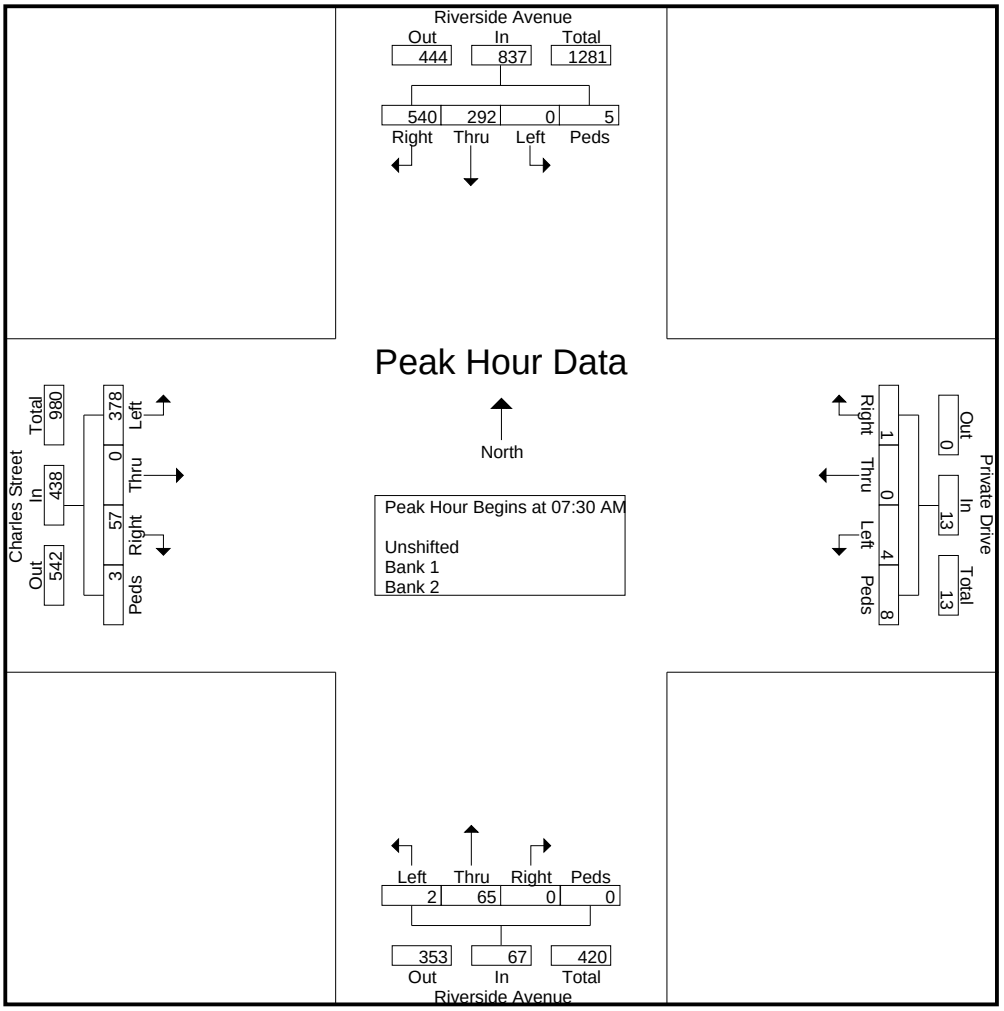
	Riverside Avenue From North					Private Drive From East					Riverside Avenue From South					Charles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	82	90	0	8	180	0	0	0	10	10	0	15	3	0	18	8	0	53	0	61	269
06:45 AM	94	46	0	1	141	0	0	0	3	3	0	8	1	0	9	7	0	61	0	68	221
Total	176	136	0	9	321	0	0	0	13	13	0	23	4	0	27	15	0	114	0	129	490
07:00 AM	124	102	0	1	227	0	0	3	4	7	0	13	4	0	17	8	0	55	2	65	316
07:15 AM	118	49	0	3	170	2	0	2	5	9	0	12	2	0	14	13	0	80	0	93	286
07:30 AM	131	75	0	2	208	0	0	0	2	2	0	9	0	0	9	11	0	83	1	95	314
07:45 AM	150	85	0	1	236	1	0	2	3	6	0	12	0	0	12	14	0	107	0	121	375
Total	523	311	0	7	841	3	0	7	14	24	0	46	6	0	52	46	0	325	3	374	1291
08:00 AM	127	61	0	1	189	0	0	1	2	3	0	22	1	0	23	18	0	96	0	114	329
08:15 AM	132	71	0	1	204	0	0	1	1	2	0	22	1	0	23	14	0	92	2	108	337
08:30 AM	72	43	1	0	116	0	2	0	1	3	0	14	2	0	16	14	0	74	0	88	223
08:45 AM	121	54	0	5	180	0	0	1	2	3	0	21	2	0	23	11	0	77	1	89	295
Total	452	229	1	7	689	0	2	3	6	11	0	79	6	0	85	57	0	339	3	399	1184
09:00 AM	115	42	1	1	159	1	0	0	6	7	0	15	3	0	18	11	0	65	2	78	262
Grand Total	1266	718	2	24	2010	4	2	10	39	55	0	163	19	0	182	129	0	843	8	980	3227
Apprch %	63	35.7	0.1	1.2		7.3	3.6	18.2	70.9		0	89.6	10.4	0		13.2	0	86	0.8		
Total %	39.2	22.2	0.1	0.7	62.3	0.1	0.1	0.3	1.2	1.7	0	5.1	0.6	0	5.6	4	0	26.1	0.2	30.4	
Unshifted	1260																				
% Unshifted	99.5	98.7	100	100	99.3	100	100	100	100	100	0	97.5	89.5	0	96.7	93.8	0	96.9	100	96.5	98.3
Bank 1	5	2	0	0	7	0	0	0	0	0	0	1	2	0	3	2	0	14	0	16	26
% Bank 1	0.4	0.3	0	0	0.3	0	0	0	0	0	0	0.6	10.5	0	1.6	1.6	0	1.7	0	1.6	0.8
Bank 2	1	7	0	0	8	0	0	0	0	0	0	3	0	0	3	6	0	12	0	18	29
% Bank 2	0.1	1	0	0	0.4	0	0	0	0	0	0	1.8	0	0	1.6	4.7	0	1.4	0	1.8	0.9

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12466
Site Code : 12466
Start Date : 11/19/2013
Page No : 2

	Riverside Avenue From North					Private Drive From East					Riverside Avenue From South					Charles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	131	75	0	**2**	208	0	0	0	2	2	0	9	0	0	9	11	0	83	1	95	314
07:45 AM	**150**	**85**	0	1	**236**	**1**	0	**2**	**3**	**6**	0	12	0	0	12	14	0	**107**	0	**121**	**375**
08:00 AM	127	61	0	1	189	0	0	1	2	3	0	**22**	**1**	0	**23**	**18**	0	96	0	114	329
08:15 AM	132	71	0	1	204	0	0	1	1	2	0	22	1	0	23	14	0	92	**2**	108	337
Total Volume	540	292	0	5	837	1	0	4	8	13	0	65	2	0	67	57	0	378	3	438	1355
% App. Total	64.5	34.9	0	0.6		7.7	0	30.8	61.5		0	97	3	0		13	0	86.3	0.7		
PHF	.900	.859	.000	.625	.887	.250	.000	.500	.667	.542	.000	.739	.500	.000	.728	.792	.000	.883	.375	.905	.903

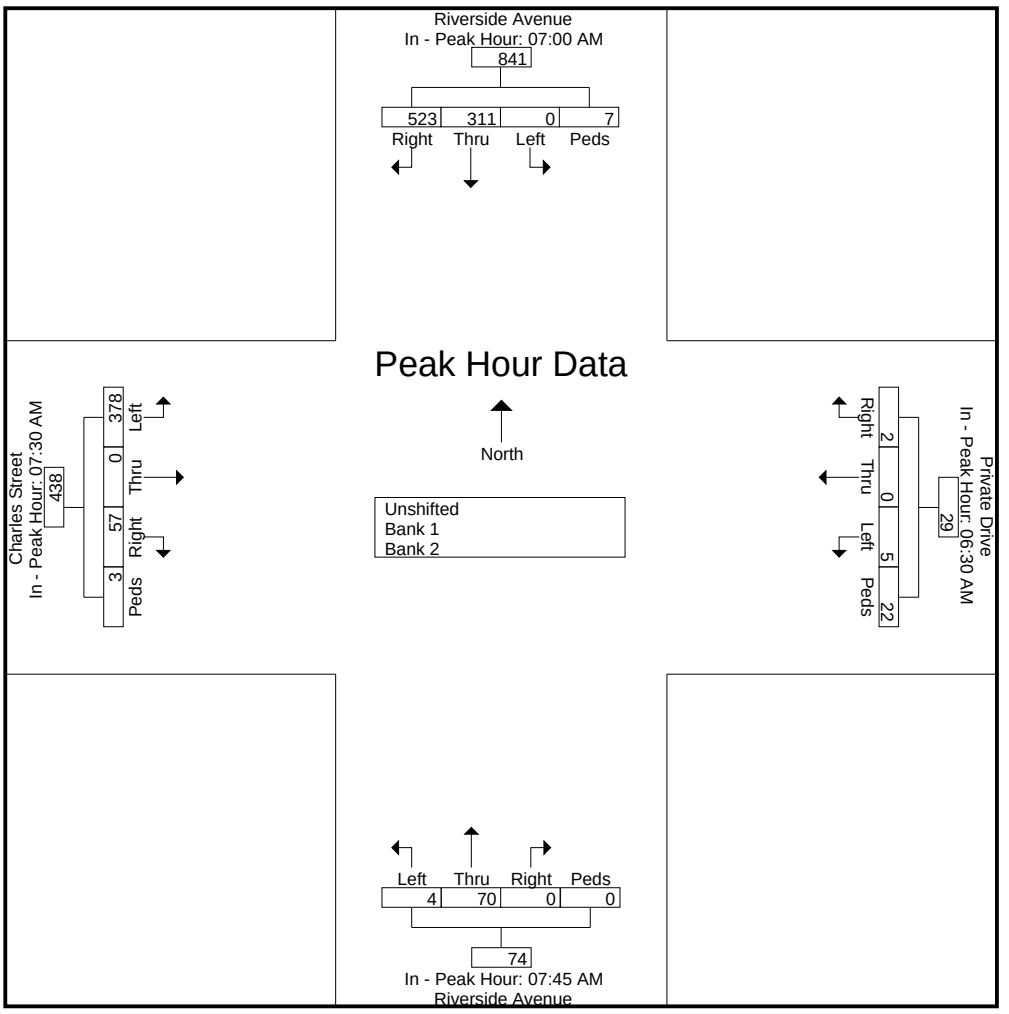


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12466
Site Code : 12466
Start Date : 11/19/2013
Page No : 3

	Riverside Avenue From North					Private Drive From East					Riverside Avenue From South					Charles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					06:30 AM					07:45 AM					07:30 AM					
+0 mins.	124	**102**	0	1	227	0	0	0	**10**	**10**	0	12	0	0	12	11	0	83	1	95	
+15 mins.	118	49	0	**3**	170	0	0	0	3	3	0	**22**	1	0	**23**	14	0	**107**	0	**121**	
+30 mins.	131	75	0	2	208	0	0	**3**	4	7	0	22	1	0	23	**18**	0	96	0	114	
+45 mins.	**150**	85	0	1	**236**	**2**	0	2	5	9	0	14	**2**	0	16	14	0	92	**2**	108	
Total Volume	523	311	0	7	841	2	0	5	22	29	0	70	4	0	74	57	0	378	3	438	
% App. Total	62.2	37	0	0.8		6.9	0	17.2	75.9		0	94.6	5.4	0		13	0	86.3	0.7		
PHF	.872	.762	.000	.583	.891	.250	.000	.417	.550	.725	.000	.795	.500	.000	.804	.792	.000	.883	.375	.905	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Riverside Avenue at Charles Street
Westport, Connecticut

File Name : 12467
Site Code : 12467
Start Date : 11/20/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

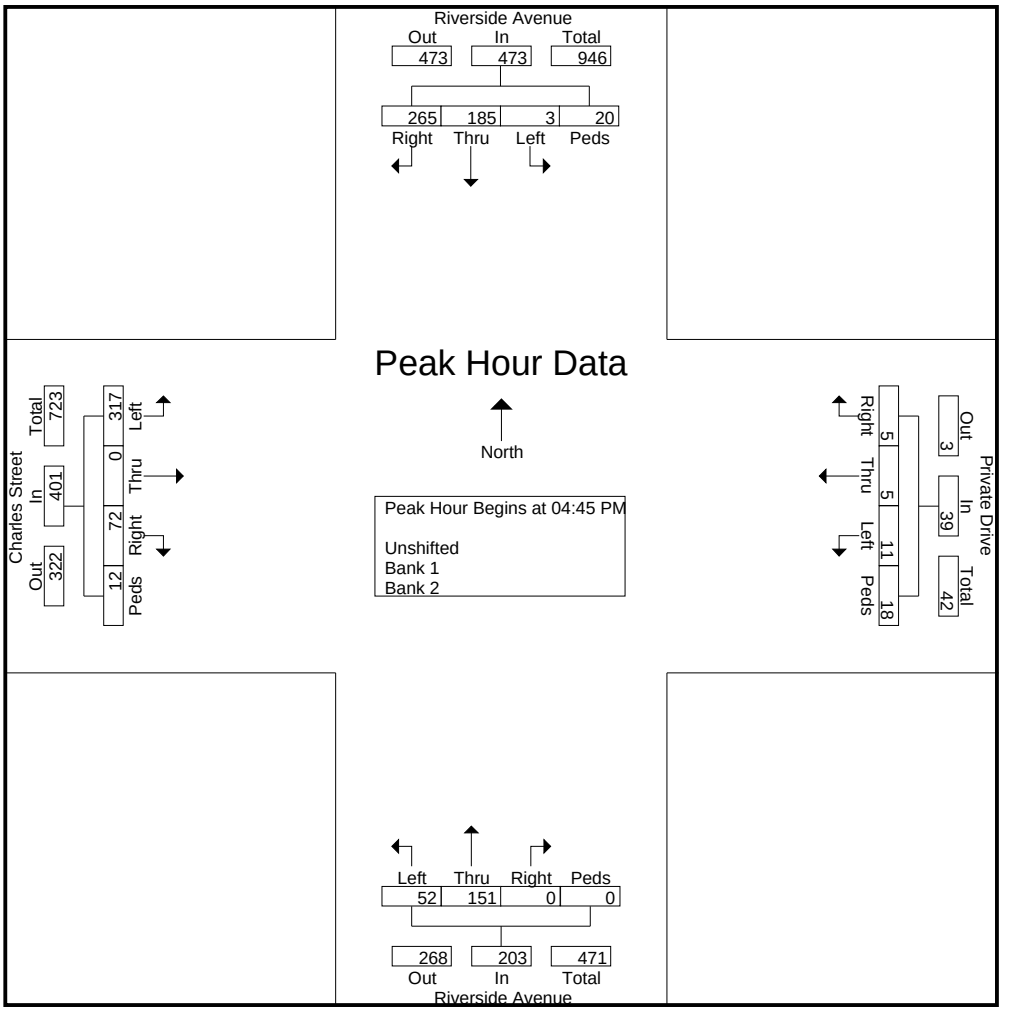
	Riverside Avenue From North					Private Drive From East					Riverside Avenue From South					Charles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	63	45	1	8	117	0	0	0	1	1	0	33	12	0	45	22	0	73	6	101	264
04:45 PM	65	49	0	5	119	0	2	1	2	5	0	35	18	0	53	17	0	76	2	95	272
Total	128	94	1	13	236	0	2	1	3	6	0	68	30	0	98	39	0	149	8	196	536
05:00 PM	70	46	2	6	124	1	0	2	8	11	0	33	15	0	48	14	0	85	2	101	284
05:15 PM	68	43	0	4	115	2	2	3	6	13	0	35	13	0	48	18	0	85	5	108	284
05:30 PM	62	47	1	5	115	2	1	5	2	10	0	48	6	0	54	23	0	71	3	97	276
05:45 PM	47	31	0	2	80	1	2	2	1	6	0	48	8	0	56	17	0	96	5	118	260
Total	247	167	3	17	434	6	5	12	17	40	0	164	42	0	206	72	0	337	15	424	1104
06:00 PM	45	21	0	6	72	1	0	1	2	4	0	46	11	0	57	28	0	87	3	118	251
06:15 PM	46	27	1	5	79	0	3	2	9	14	0	32	13	0	45	14	0	78	2	94	232
06:30 PM	58	37	1	4	100	2	2	1	8	13	0	44	9	0	53	17	0	97	0	114	280
06:45 PM	52	34	0	2	88	3	0	2	6	11	0	26	6	0	32	23	0	56	3	82	213
Total	201	119	2	17	339	6	5	6	25	42	0	148	39	0	187	82	0	318	8	408	976
07:00 PM	35	13	2	3	53	2	2	1	2	7	0	28	11	0	39	12	0	71	0	83	182
07:15 PM	24	24	0	2	50	1	1	2	6	10	0	40	8	0	48	16	0	65	3	84	192
07:30 PM	41	23	0	1	65	0	0	0	5	5	0	31	9	0	40	14	0	59	0	73	183
Grand Total	676	440	8	53	1177	15	15	22	58	110	0	479	139	0	618	235	0	999	34	1268	3173
Apprch %	57.4	37.4	0.7	4.5		13.6	13.6	20	52.7		0	77.5	22.5	0		18.5	0	78.8	2.7		
Total %	21.3	13.9	0.3	1.7	37.1	0.5	0.5	0.7	1.8	3.5	0	15.1	4.4	0	19.5	7.4	0	31.5	1.1	40	
Unshifted	653	419	8	53	1133	15	15	22	58	110	0	469	133	0	602	221	0	979	34	1234	3079
% Unshifted																					
Bank 1	22	7	0	0	29	0	0	0	0	0	0	4	6	0	10	3	0	12	0	15	54
% Bank 1	3.3	1.6	0	0	2.5	0	0	0	0	0	0	0.8	4.3	0	1.6	1.3	0	1.2	0	1.2	1.7
Bank 2	1	14	0	0	15	0	0	0	0	0	0	6	0	0	6	11	0	8	0	19	40
% Bank 2	0.1	3.2	0	0	1.3	0	0	0	0	0	0	1.3	0	0	1	4.7	0	0.8	0	1.5	1.3

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12467
Site Code : 12467
Start Date : 11/20/2013
Page No : 2

	Riverside Avenue From North					Private Drive From East					Riverside Avenue From South					Charles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	65	**49**	0	5	119	0	**2**	1	2	5	0	35	**18**	0	53	17	0	76	2	95	272
05:00 PM	**70**	46	**2**	**6**	**124**	1	0	2	**8**	11	0	33	15	0	48	14	0	**85**	2	101	**284**
05:15 PM	68	43	0	4	115	**2**	2	3	6	**13**	0	35	13	0	48	18	0	85	**5**	**108**	284
05:30 PM	62	47	1	5	115	2	1	**5**	2	10	0	**48**	6	0	**54**	**23**	0	71	3	97	276
Total Volume	265	185	3	20	473	5	5	11	18	39	0	151	52	0	203	72	0	317	12	401	1116
% App. Total	56	39.1	0.6	4.2		12.8	12.8	28.2	46.2		0	74.4	25.6	0		18	0	79.1	3		
PHF	.946	.944	.375	.833	.954	.625	.625	.550	.563	.750	.000	.786	.722	.000	.940	.783	.000	.932	.600	.928	.982

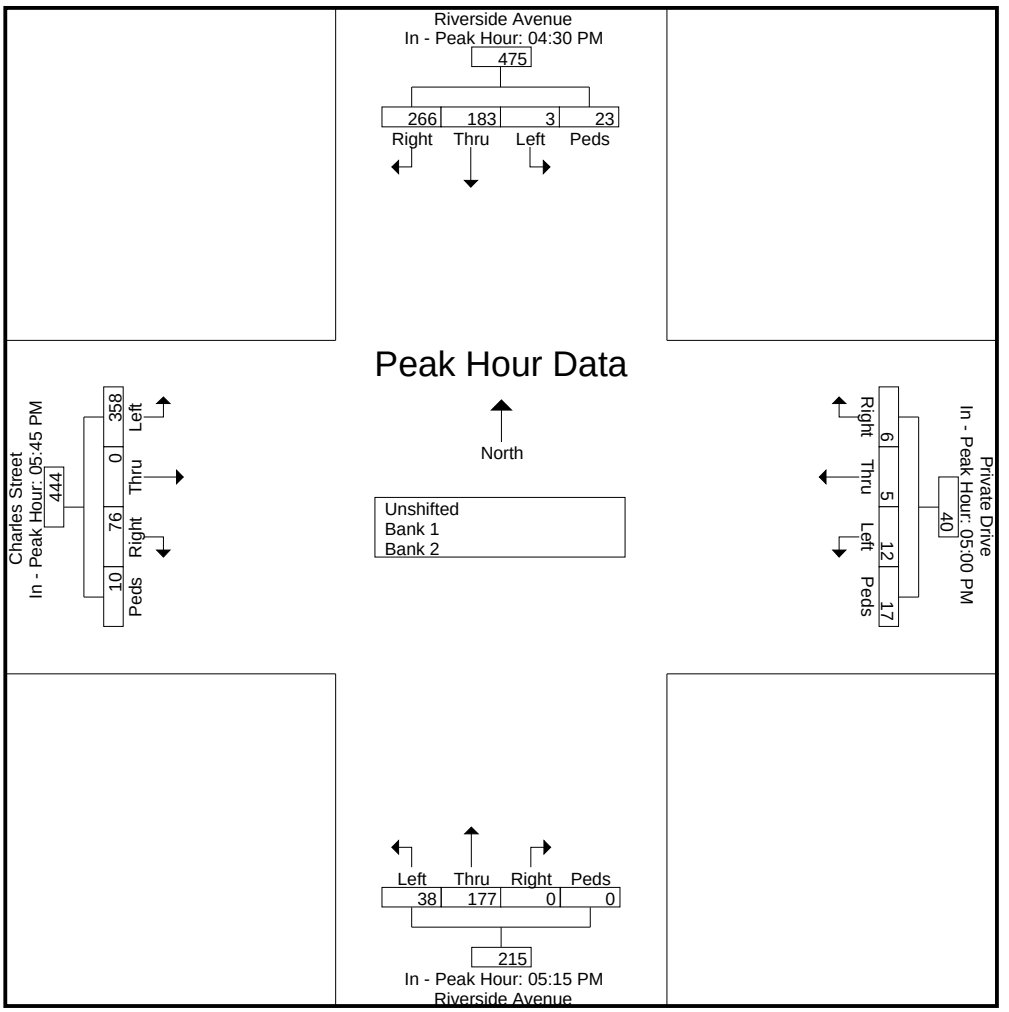


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12467
Site Code : 12467
Start Date : 11/20/2013
Page No : 3

	Riverside Avenue From North					Private Drive From East					Riverside Avenue From South					Charles Street From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:30 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					05:00 PM					05:15 PM					05:45 PM					
+0 mins.	63	45	1	**8**	117	1	0	2	**8**	11	0	35	**13**	0	48	17	0	96	**5**	**118**	
+15 mins.	65	**49**	0	5	119	**2**	**2**	3	6	**13**	0	**48**	6	0	54	**28**	0	87	3	118	
+30 mins.	**70**	46	**2**	6	**124**	2	1	**5**	2	10	0	48	8	0	56	14	0	78	2	94	
+45 mins.	68	43	0	4	115	1	2	2	1	6	0	46	11	0	**57**	17	0	**97**	0	114	
Total Volume	266	183	3	23	475	6	5	12	17	40	0	177	38	0	215	76	0	358	10	444	
% App. Total	56	38.5	0.6	4.8		15	12.5	30	42.5		0	82.3	17.7	0		17.1	0	80.6	2.3		
PHF	.950	.934	.375	.719	.958	.750	.625	.600	.531	.769	.000	.922	.731	.000	.943	.679	.000	.923	.500	.941	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Riverside Avenue at Bridge Street
Westport, Connecticut

File Name : 12535
Site Code : 12535
Start Date : 11/20/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

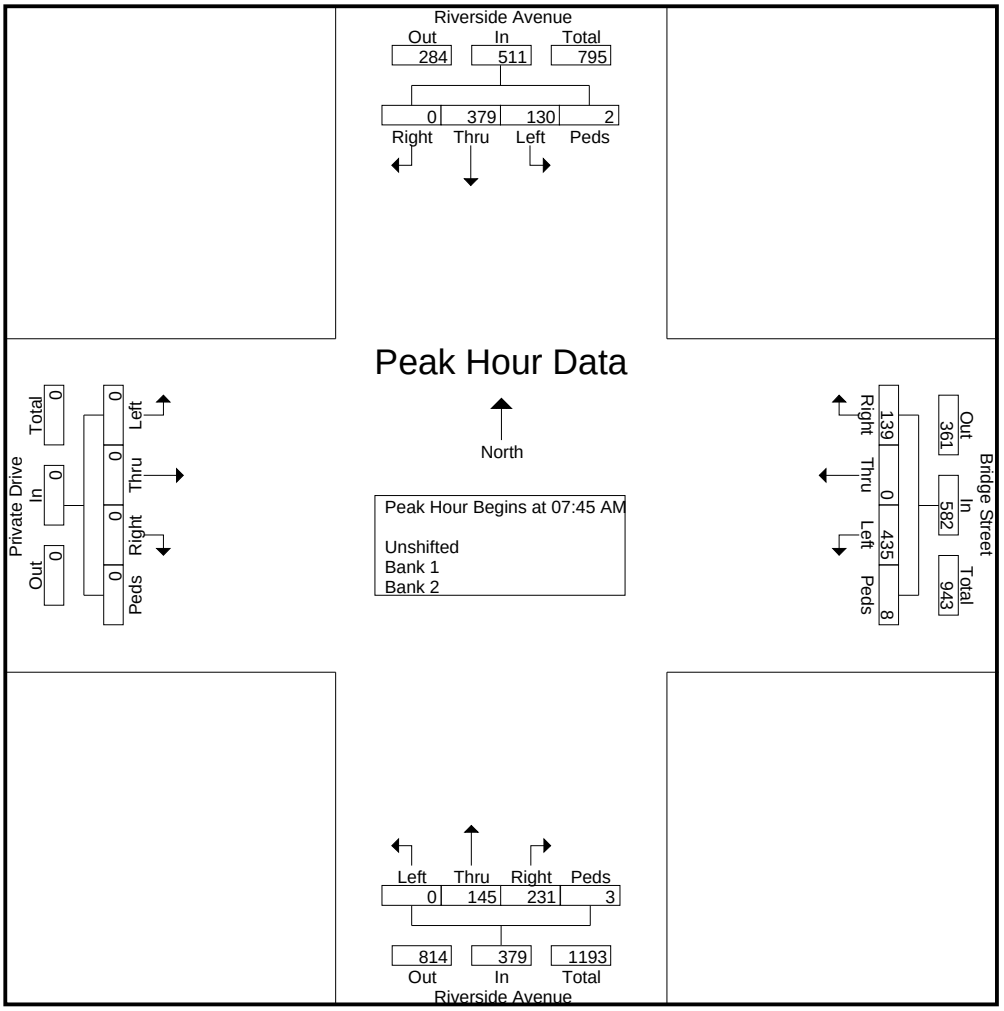
	Riverside Avenue From North					Bridge Street From East					Riverside Avenue From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	68	24	0	92	36	0	115	0	151	32	26	0	0	58	0	0	0	0	0	301
06:45 AM	0	65	26	0	91	36	0	116	0	152	46	18	0	0	64	0	0	0	1	1	308
Total	0	133	50	0	183	72	0	231	0	303	78	44	0	0	122	0	0	0	1	1	609
07:00 AM	0	69	33	0	102	27	1	107	0	135	44	16	0	0	60	0	0	0	0	0	297
07:15 AM	0	68	27	0	95	24	0	119	0	143	45	22	0	0	67	0	0	0	0	0	305
07:30 AM	0	86	33	0	119	26	0	108	0	134	43	26	0	1	70	0	0	0	1	1	324
07:45 AM	0	98	44	0	142	35	0	109	2	146	49	36	0	0	85	0	0	0	0	0	373
Total	0	321	137	0	458	112	1	443	2	558	181	100	0	1	282	0	0	0	1	1	1299
08:00 AM	0	96	25	1	122	36	0	108	1	145	49	33	0	2	84	0	0	0	0	0	351
08:15 AM	0	100	26	0	126	37	0	109	2	148	62	37	0	0	99	0	0	0	0	0	373
08:30 AM	0	85	35	1	121	31	0	109	3	143	71	39	0	1	111	0	0	0	0	0	375
08:45 AM	0	79	26	0	105	26	0	115	2	143	63	35	0	0	98	0	0	0	0	0	346
Total	0	360	112	2	474	130	0	441	8	579	245	144	0	3	392	0	0	0	0	0	1445
09:00 AM	0	67	39	0	106	39	0	108	1	148	57	24	0	0	81	0	0	0	0	0	335
09:15 AM	0	74	34	1	109	37	0	108	0	145	57	22	0	0	79	0	0	0	0	0	333
09:30 AM	0	78	38	0	116	25	0	95	1	121	47	15	0	0	62	0	0	0	0	0	299
Grand Total	0	1033	410	3	1446	415	1	1426	12	1854	665	349	0	4	1018	0	0	0	2	2	4320
Apprch %	0	71.4	28.4	0.2		22.4	0.1	76.9	0.6		65.3	34.3	0	0.4		0	0	0	100		
Total %	0	23.9	9.5	0.1	33.5	9.6	0	33	0.3	42.9	15.4	8.1	0	0.1	23.6	0	0	0	0	0	
Unshifted	0	1021						1419													
% Unshifted	0	98.8	98	100	98.6	98.1	100	99.5	100	99.2	98.8	98.6	0	100	98.7	0	0	0	100	100	98.9
Bank 1	0	2	4	0	6	5	0	5	0	10	3	1	0	0	4	0	0	0	0	0	20
% Bank 1	0	0.2	1	0	0.4	1.2	0	0.4	0	0.5	0.5	0.3	0	0	0.4	0	0	0	0	0	0.5
Bank 2	0	10	4	0	14	3	0	2	0	5	5	4	0	0	9	0	0	0	0	0	28
% Bank 2	0	1	1	0	1	0.7	0	0.1	0	0.3	0.8	1.1	0	0	0.9	0	0	0	0	0	0.6

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12535
Site Code : 12535
Start Date : 11/20/2013
Page No : 2

	Riverside Avenue From North					Bridge Street From East					Riverside Avenue From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	98	**44**	0	**142**	35	0	**109**	2	146	49	36	0	0	85	0	0	0	0	0	373
08:00 AM	0	96	25	**1**	122	36	0	108	1	145	49	33	0	**2**	84	0	0	0	0	0	351
08:15 AM	0	**100**	26	0	126	**37**	0	109	2	**148**	62	37	0	0	99	0	0	0	0	0	373
08:30 AM	0	85	35	1	121	31	0	109	**3**	143	**71**	**39**	0	1	**111**	0	0	0	0	0	**375**
Total Volume	0	379	130	2	511	139	0	435	8	582	231	145	0	3	379	0	0	0	0	0	1472
% App. Total	0	74.2	25.4	0.4		23.9	0	74.7	1.4		60.9	38.3	0	0.8		0	0	0	0		
PHF	.000	.948	.739	.500	.900	.939	.000	.998	.667	.983	.813	.929	.000	.375	.854	.000	.000	.000	.000	.000	.981

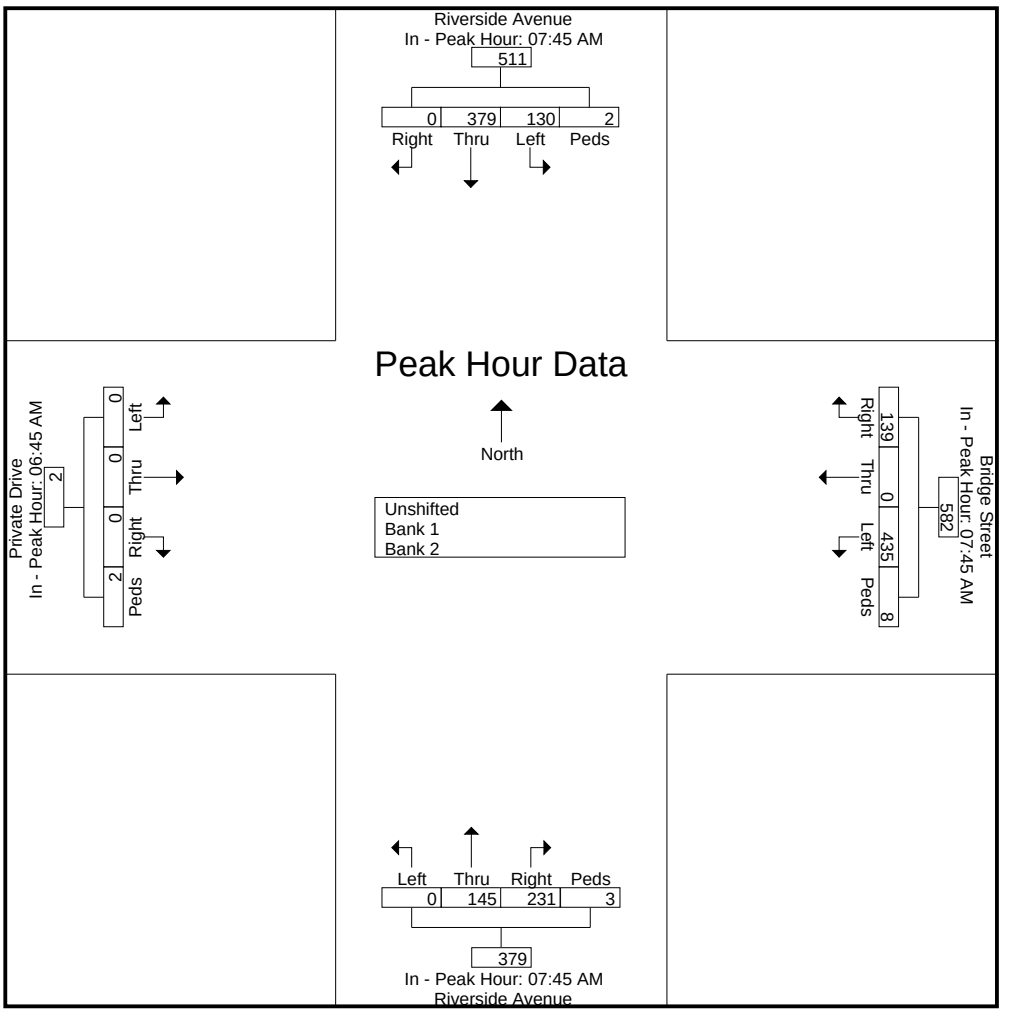


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12535
Site Code : 12535
Start Date : 11/20/2013
Page No : 3

	Riverside Avenue From North					Bridge Street From East					Riverside Avenue From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:45 AM					07:45 AM					06:45 AM					
+0 mins.	0	98	**44**	0	**142**	35	0	**109**	2	146	49	36	0	0	85	0	0	0	**1**	**1**	
+15 mins.	0	96	25	**1**	122	36	0	108	1	145	49	33	0	**2**	84	0	0	0	0	0	
+30 mins.	0	**100**	26	0	126	**37**	0	109	2	**148**	62	37	0	0	99	0	0	0	0	0	
+45 mins.	0	85	35	1	121	31	0	109	**3**	143	**71**	**39**	0	1	**111**	0	0	0	1	1	
Total Volume	0	379	130	2	511	139	0	435	8	582	231	145	0	3	379	0	0	0	2	2	
% App. Total	0	74.2	25.4	0.4		23.9	0	74.7	1.4		60.9	38.3	0	0.8		0	0	0	100		
PHF	.000	.948	.739	.500	.900	.939	.000	.998	.667	.983	.813	.929	.000	.375	.854	.000	.000	.000	.500	.500	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Riverside Avenue at Bridge Street
Westport, Connecticut

File Name : 12536
Site Code : 12536
Start Date : 11/20/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

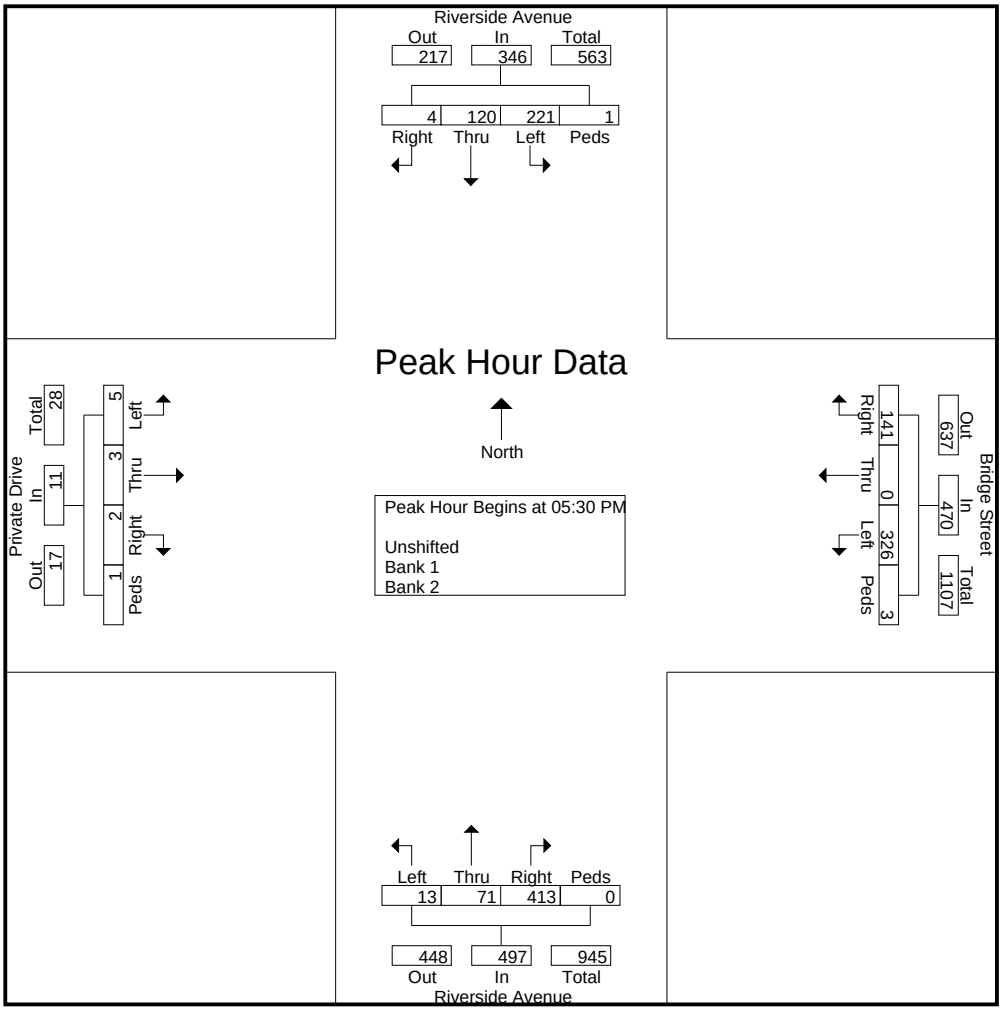
	Riverside Avenue From North					Bridge Street From East					Riverside Avenue From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	2	28	57	1	88	46	0	77	1	124	99	23	0	0	122	0	0	0	0	0	334
04:45 PM	1	19	53	1	74	59	0	71	4	134	61	12	1	2	76	2	1	0	1	4	288
Total	3	47	110	2	162	105	0	148	5	258	160	35	1	2	198	2	1	0	1	4	622
05:00 PM	1	20	52	1	74	43	1	64	0	108	88	18	2	1	109	0	0	1	0	1	292
05:15 PM	0	33	50	0	83	37	0	73	0	110	64	13	0	0	77	3	1	1	0	5	275
05:30 PM	1	28	52	0	81	31	0	77	0	108	100	21	2	0	123	2	0	0	1	3	315
05:45 PM	2	22	49	1	74	33	0	72	0	105	86	22	4	0	112	0	2	3	0	5	296
Total	4	103	203	2	312	144	1	286	0	431	338	74	8	1	421	5	3	5	1	14	1178
06:00 PM	0	35	53	0	88	35	0	85	0	120	102	16	2	0	120	0	1	2	0	3	331
06:15 PM	1	35	67	0	103	42	0	92	3	137	125	12	5	0	142	0	0	0	0	0	382
06:30 PM	2	41	56	0	99	27	0	53	1	81	103	16	3	3	125	4	0	1	0	5	310
06:45 PM	3	30	71	0	104	19	0	39	1	59	102	19	2	0	123	2	0	1	0	3	289
Total	6	141	247	0	394	123	0	269	5	397	432	63	12	3	510	6	1	4	0	11	1312
07:00 PM	5	51	65	0	121	37	0	67	0	104	114	7	0	0	121	3	1	2	0	6	352
07:15 PM	4	32	53	0	89	25	0	90	0	115	101	7	0	0	108	5	0	2	0	7	319
07:30 PM	7	42	40	1	90	28	0	78	1	107	159	35	1	0	195	2	2	5	0	9	401
Grand Total	29	416	718	5	1168	462	1	938	11	1412	1304	221	22	6	1553	23	8	18	2	51	4184
Apprch %	2.5	35.6	61.5	0.4		32.7	0.1	66.4	0.8		84	14.2	1.4	0.4		45.1	15.7	35.3	3.9		
Total %	0.7	9.9	17.2	0.1	27.9	11	0	22.4	0.3	33.7	31.2	5.3	0.5	0.1	37.1	0.5	0.2	0.4	0	1.2	
Unshifted	29	404	710	5	1148	454	1	931	11	1397	1296										
% Unshifted	100	97.1	98.9	100	98.3	98.3	100	99.3	100	98.9	99.4	97.7	100	100	99.2	100	100	100	100	100	98.9
Bank 1	0	2	4	0	6	5	0	5	0	10	3	1	0	0	4	0	0	0	0	0	20
% Bank 1	0	0.5	0.6	0	0.5	1.1	0	0.5	0	0.7	0.2	0.5	0	0	0.3	0	0	0	0	0	0.5
Bank 2	0	10	4	0	14	3	0	2	0	5	5	4	0	0	9	0	0	0	0	0	28
% Bank 2	0	2.4	0.6	0	1.2	0.6	0	0.2	0	0.4	0.4	1.8	0	0	0.6	0	0	0	0	0	0.7

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12536
Site Code : 12536
Start Date : 11/20/2013
Page No : 2

	Riverside Avenue From North					Bridge Street From East					Riverside Avenue From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	1	28	52	0	81	31	0	77	0	108	100	21	2	0	123	**2**	0	0	**1**	3	315
05:45 PM	**2**	22	49	**1**	74	33	0	72	0	105	86	**22**	4	0	112	0	**2**	**3**	0	**5**	296
06:00 PM	0	**35**	53	0	88	35	0	85	0	120	102	16	2	0	120	0	1	2	0	3	331
06:15 PM	1	35	**67**	0	**103**	**42**	0	**92**	**3**	**137**	**125**	12	**5**	0	**142**	0	0	0	0	0	**382**
Total Volume	4	120	221	1	346	141	0	326	3	470	413	71	13	0	497	2	3	5	1	11	1324
% App. Total	1.2	34.7	63.9	0.3		30	0	69.4	0.6		83.1	14.3	2.6	0		18.2	27.3	45.5	9.1		
PHF	.500	.857	.825	.250	.840	.839	.000	.886	.250	.858	.826	.807	.650	.000	.875	.250	.375	.417	.250	.550	.866

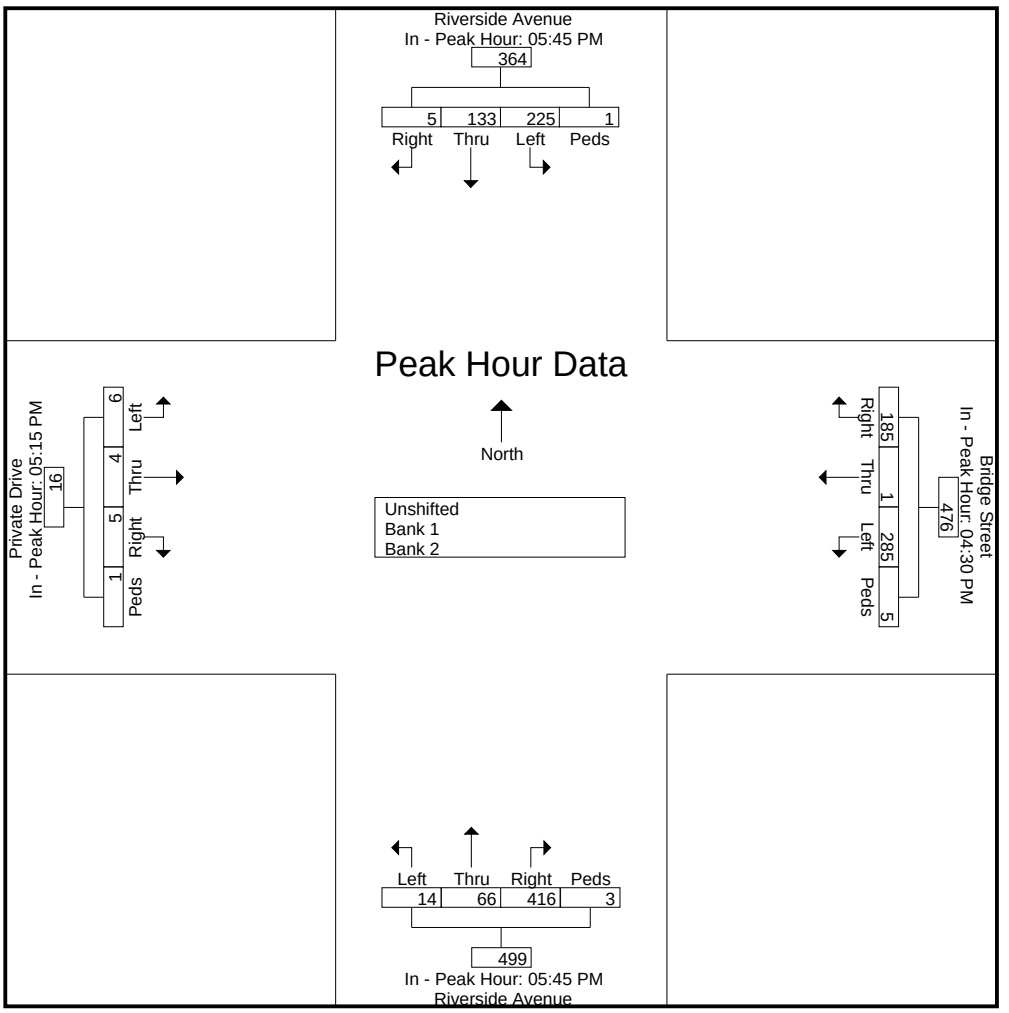


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12536
Site Code : 12536
Start Date : 11/20/2013
Page No : 3

	Riverside Avenue From North					Bridge Street From East					Riverside Avenue From South					Private Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:30 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:45 PM					04:30 PM					05:45 PM					05:15 PM					
+0 mins.	**2**	22	49	**1**	74	46	0	**77**	1	124	86	**22**	4	0	112	**3**	1	1	0	**5**	
+15 mins.	0	35	53	0	88	**59**	0	71	**4**	**134**	102	16	2	0	120	2	0	0	**1**	3	
+30 mins.	1	35	**67**	0	**103**	43	**1**	64	0	108	**125**	12	**5**	0	**142**	0	**2**	**3**	0	5	
+45 mins.	2	**41**	56	0	99	37	0	73	0	110	103	16	3	**3**	125	0	1	2	0	3	
Total Volume	5	133	225	1	364	185	1	285	5	476	416	66	14	3	499	5	4	6	1	16	
% App. Total	1.4	36.5	61.8	0.3		38.9	0.2	59.9	1.1		83.4	13.2	2.8	0.6		31.2	25	37.5	6.2		
PHF	.625	.811	.840	.250	.883	.784	.250	.925	.313	.888	.832	.750	.700	.250	.879	.417	.500	.500	.250	.800	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Railroad Place at Riverside Avenue
Westport, Connecticut

File Name : 12527
Site Code : 12527
Start Date : 11/20/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

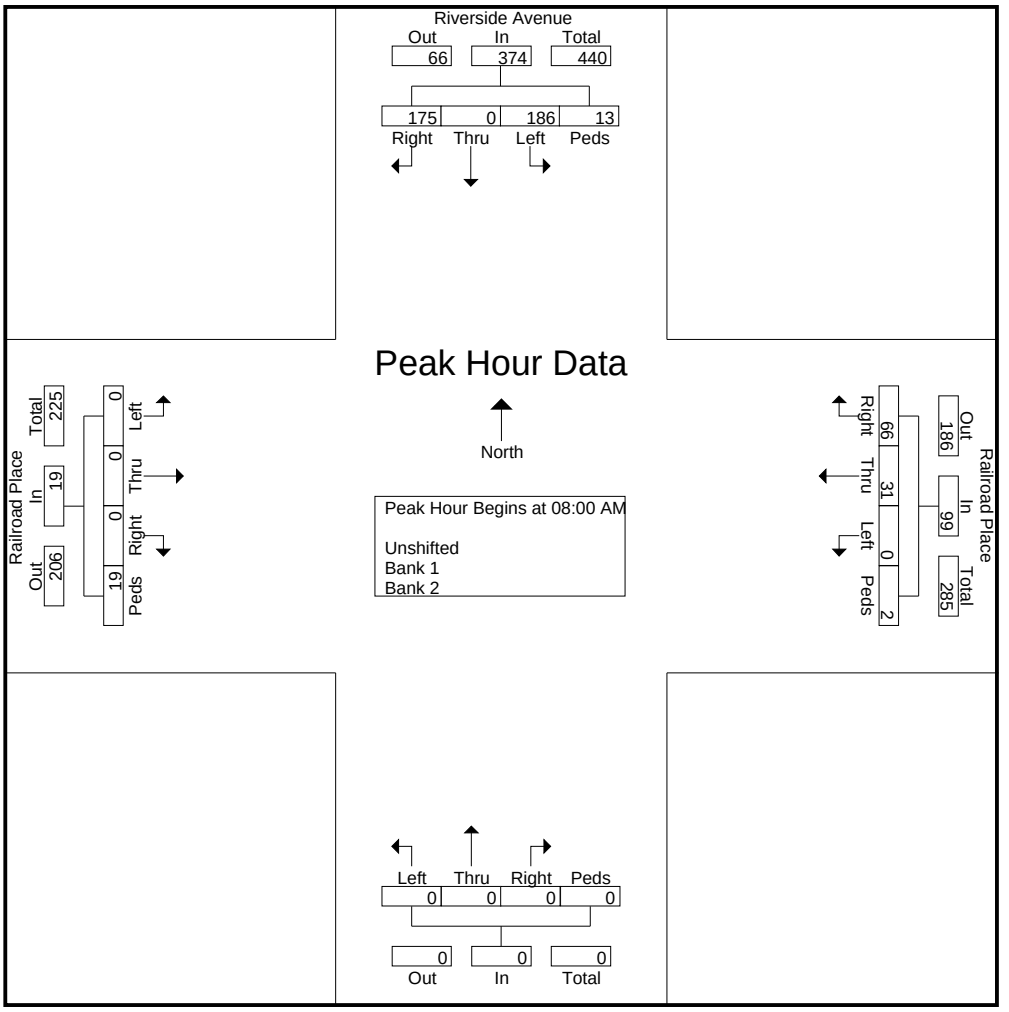
	Riverside Avenue From North					Railroad Place From East					From South					Railroad Place From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	52	0	28	8	88	7	7	0	11	25	0	0	0	0	0	0	0	0	15	15	128
06:45 AM	35	0	33	5	73	27	3	0	2	32	0	0	0	0	0	0	0	0	5	5	110
Total	87	0	61	13	161	34	10	0	13	57	0	0	0	0	0	0	0	0	20	20	238
07:00 AM	67	0	29	4	100	4	5	0	3	12	0	0	0	0	0	0	0	0	15	15	127
07:15 AM	20	0	16	6	42	17	3	0	6	26	0	0	0	0	0	0	0	0	4	4	72
07:30 AM	62	0	28	0	90	10	10	0	6	26	0	0	0	0	0	0	0	0	6	6	122
07:45 AM	28	0	30	3	61	15	6	0	3	24	0	0	0	2	2	0	0	0	10	10	97
Total	177	0	103	13	293	46	24	0	18	88	0	0	0	2	2	0	0	0	35	35	418
08:00 AM	49	0	46	7	102	11	6	0	0	17	0	0	0	0	0	0	0	0	8	8	127
08:15 AM	49	0	60	2	111	12	1	0	0	13	0	0	0	0	0	0	0	0	2	2	126
08:30 AM	38	0	39	1	78	29	9	0	1	39	0	0	0	0	0	0	0	0	7	7	124
08:45 AM	39	0	41	3	83	14	15	0	1	30	0	0	0	0	0	0	0	0	2	2	115
Total	175	0	186	13	374	66	31	0	2	99	0	0	0	0	0	0	0	0	19	19	492
09:00 AM	42	0	35	1	78	15	9	0	0	24	0	0	0	0	0	0	0	0	6	6	108
09:15 AM	41	0	34	2	77	19	12	0	1	32	0	0	0	0	0	0	0	0	2	2	111
Grand Total	522	0	419	42	983	180	86	0	34	300	0	0	0	2	2	0	0	0	82	82	1367
Apprch %	53.1	0	42.6	4.3		60	28.7	0	11.3		0	0	0	100		0	0	0	100		
Total %	38.2	0	30.7	3.1	71.9	13.2	6.3	0	2.5	21.9	0	0	0	0.1	0.1	0	0	0	6	6	
Unshifted	501	0	417	42	960	173	80	0	34	287	0	0	0	2	2	0	0	0	82	82	1331
% Unshifted																					
Bank 1	3	0	1	0	4	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
% Bank 1	0.6	0	0.2	0	0.4	1.1	0	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0.4
Bank 2	18	0	1	0	19	5	6	0	0	11	0	0	0	0	0	0	0	0	0	0	30
% Bank 2	3.4	0	0.2	0	1.9	2.8	7	0	0	3.7	0	0	0	0	0	0	0	0	0	0	2.2

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12527
Site Code : 12527
Start Date : 11/20/2013
Page No : 2

	Riverside Avenue From North					Railroad Place From East					From South					Railroad Place From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**49**	0	46	**7**	102	11	6	0	0	17	0	0	0	0	0	0	0	0	**8**	**8**	**127**
08:15 AM	49	0	**60**	2	**111**	12	1	0	0	13	0	0	0	0	0	0	0	0	2	2	126
08:30 AM	38	0	39	1	78	**29**	9	0	**1**	**39**	0	0	0	0	0	0	0	0	7	7	124
08:45 AM	39	0	41	3	83	14	**15**	0	1	30	0	0	0	0	0	0	0	0	2	2	115
Total Volume	175	0	186	13	374	66	31	0	2	99	0	0	0	0	0	0	0	0	19	19	492
% App. Total	46.8	0	49.7	3.5		66.7	31.3	0	2		0	0	0	0		0	0	0	100		
PHF	.893	.000	.775	.464	.842	.569	.517	.000	.500	.635	.000	.000	.000	.000	.000	.000	.000	.000	.594	.594	.969

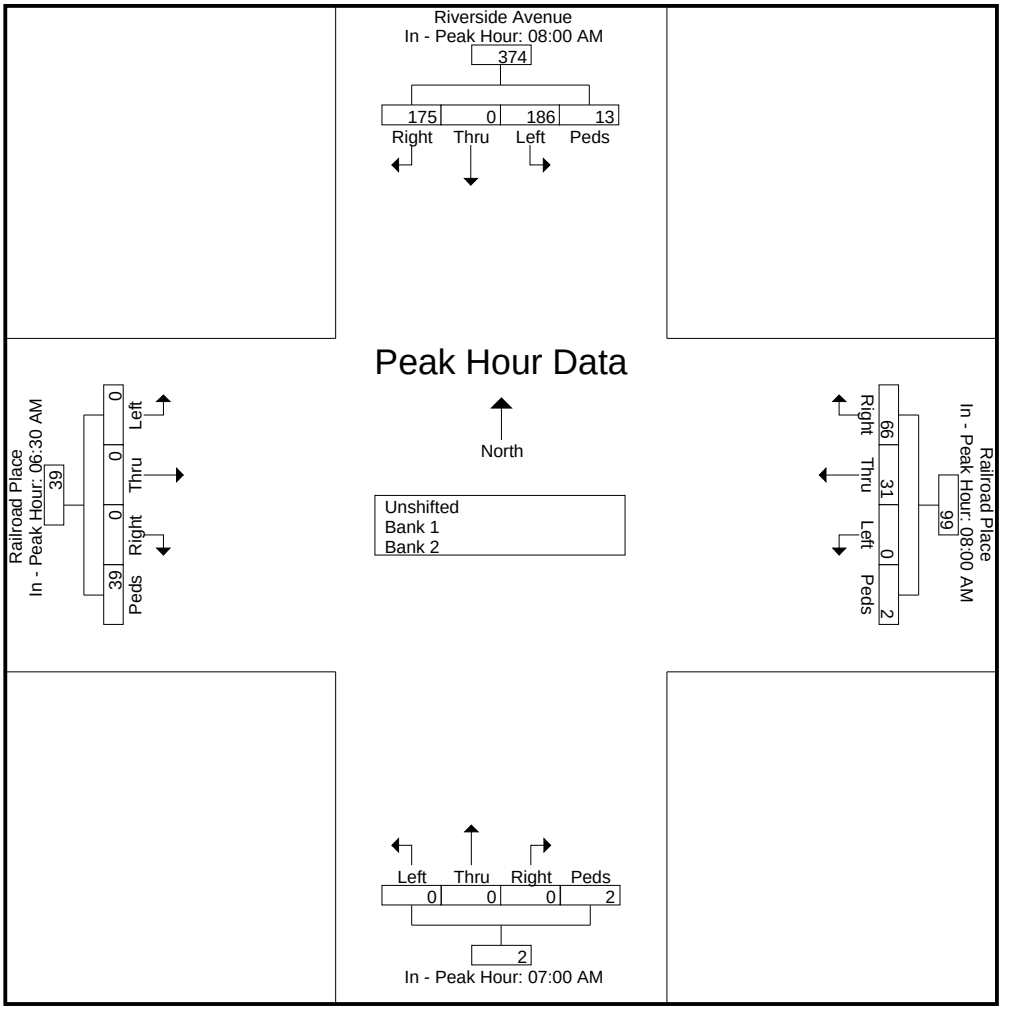


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12527
Site Code : 12527
Start Date : 11/20/2013
Page No : 3

	Riverside Avenue From North					Railroad Place From East					From South					Railroad Place From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					08:00 AM					07:00 AM					06:30 AM					
+0 mins.	**49**	0	46	**7**	102	11	6	0	0	17	0	0	0	0	0	0	0	0	**15**	**15**	
+15 mins.	49	0	**60**	2	**111**	12	1	0	0	13	0	0	0	0	0	0	0	0	5	5	
+30 mins.	38	0	39	1	78	**29**	9	0	**1**	**39**	0	0	0	0	0	0	0	0	15	15	
+45 mins.	39	0	41	3	83	14	**15**	0	1	30	0	0	0	**2**	**2**	0	0	0	4	4	
Total Volume	175	0	186	13	374	66	31	0	2	99	0	0	0	2	2	0	0	0	39	39	
% App. Total	46.8	0	49.7	3.5		66.7	31.3	0	2		0	0	0	100		0	0	0	100		
PHF	.893	.000	.775	.464	.842	.569	.517	.000	.500	.635	.000	.000	.000	.250	.250	.000	.000	.000	.650	.650	



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

Railroad Place at Riverside Avenue
Westport, Connecticut

File Name : 12528
Site Code : 12528
Start Date : 11/20/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

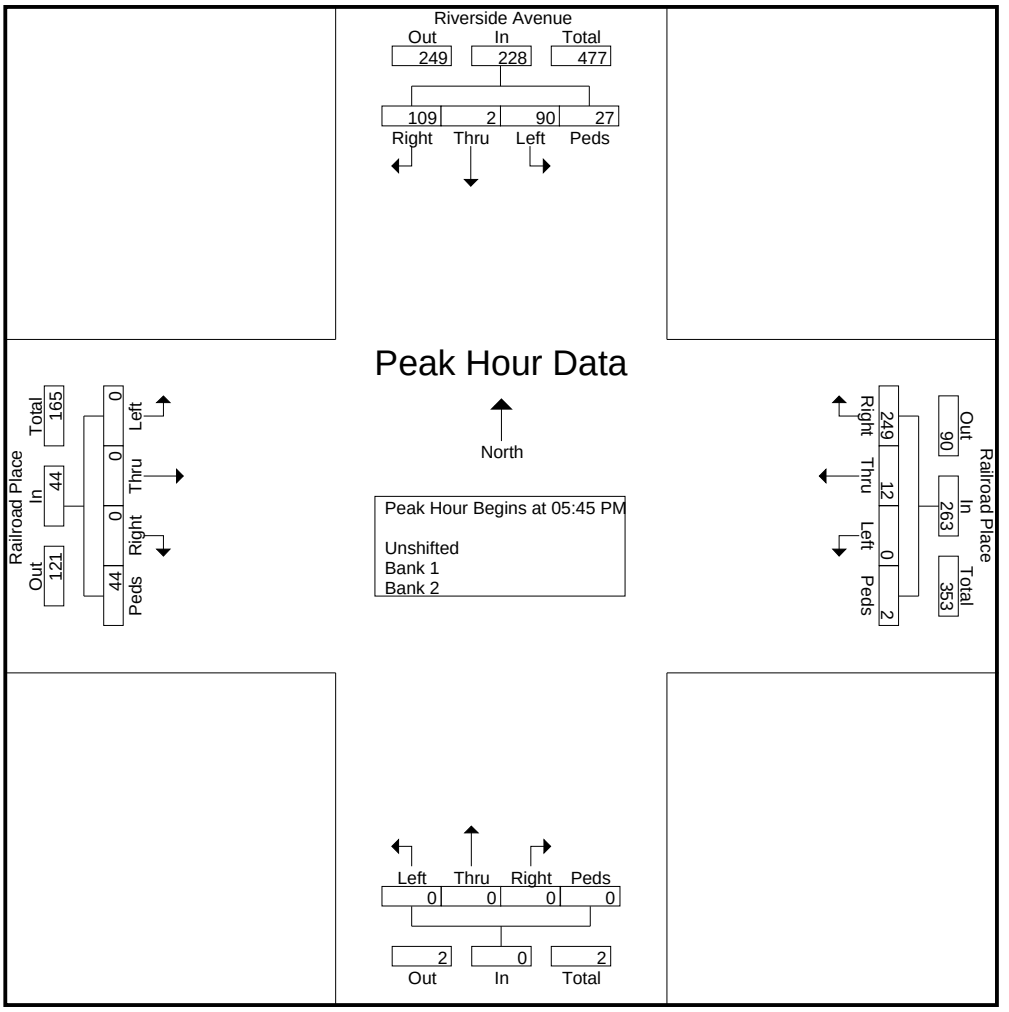
	Riverside Avenue From North					Railroad Place From East					From South					Railroad Place From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	30	0	18	0	48	27	7	0	0	34	0	0	0	0	0	0	0	0	3	3	85
04:45 PM	23	0	31	6	60	29	12	0	0	41	0	0	0	0	0	0	0	0	7	7	108
Total	53	0	49	6	108	56	19	0	0	75	0	0	0	0	0	0	0	0	10	10	193
05:00 PM	37	0	18	2	57	24	8	0	1	33	0	0	0	0	0	0	0	0	7	7	97
05:15 PM	30	0	19	12	61	65	6	0	1	72	0	0	0	0	0	0	0	0	26	26	159
05:30 PM	22	0	27	1	50	50	5	0	0	55	0	0	0	0	0	0	0	0	7	7	112
05:45 PM	19	0	16	5	40	82	3	0	1	86	0	0	0	0	0	0	0	0	12	12	138
Total	108	0	80	20	208	221	22	0	3	246	0	0	0	0	0	0	0	0	52	52	506
06:00 PM	27	1	21	0	49	35	6	0	0	41	0	0	0	0	0	0	0	0	10	10	100
06:15 PM	27	1	24	10	62	75	1	0	1	77	0	0	0	0	0	0	0	0	12	12	151
06:30 PM	36	0	29	12	77	57	2	0	0	59	0	0	0	0	0	0	0	0	10	10	146
06:45 PM	28	0	20	2	50	27	0	0	0	27	0	0	0	0	0	0	0	0	3	3	80
Total	118	2	94	24	238	194	9	0	1	204	0	0	0	0	0	0	0	0	35	35	477
07:00 PM	12	0	15	7	34	55	2	0	0	57	0	0	0	0	0	0	0	0	17	17	108
07:15 PM	22	0	12	0	34	10	2	0	3	15	0	0	0	0	0	0	0	0	0	0	49
Grand Total	313	2	250	57	622	536	54	0	7	597	0	0	0	0	0	0	0	0	114	114	1333
Apprch %	50.3	0.3	40.2	9.2		89.8	9	0	1.2		0	0	0	0		0	0	0	100		
Total %	23.5	0.2	18.8	4.3	46.7	40.2	4.1	0	0.5	44.8	0	0	0	0	0	0	0	0	8.6	8.6	
Unshifted	285	2	248	57	592	534	47	0	7	588	0	0	0	0	0	0	0	0	114	114	1294
% Unshifted																					
Bank 1	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
% Bank 1	0.6	0	0	0	0.3	0.2	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.2
Bank 2	26	0	2	0	28	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	36
% Bank 2	8.3	0	0.8	0	4.5	0.2	13	0	0	1.3	0	0	0	0	0	0	0	0	0	0	2.7

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12528
Site Code : 12528
Start Date : 11/20/2013
Page No : 2

	Riverside Avenue From North					Railroad Place From East					From South					Railroad Place From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:45 PM																					
05:45 PM	19	0	16	5	40	**82**	3	0	**1**	**86**	0	0	0	0	0	0	0	0	**12**	**12**	138
06:00 PM	27	**1**	21	0	49	35	**6**	0	0	41	0	0	0	0	0	0	0	0	10	10	100
06:15 PM	27	1	24	10	62	75	1	0	1	77	0	0	0	0	0	0	0	0	12	12	**151**
06:30 PM	**36**	0	**29**	**12**	**77**	57	2	0	0	59	0	0	0	0	0	0	0	0	10	10	146
Total Volume	109	2	90	27	228	249	12	0	2	263	0	0	0	0	0	0	0	0	44	44	535
% App. Total	47.8	0.9	39.5	11.8		94.7	4.6	0	0.8		0	0	0	0		0	0	0	100		
PHF	.757	.500	.776	.563	.740	.759	.500	.000	.500	.765	.000	.000	.000	.000	.000	.000	.000	.000	.917	.917	.886

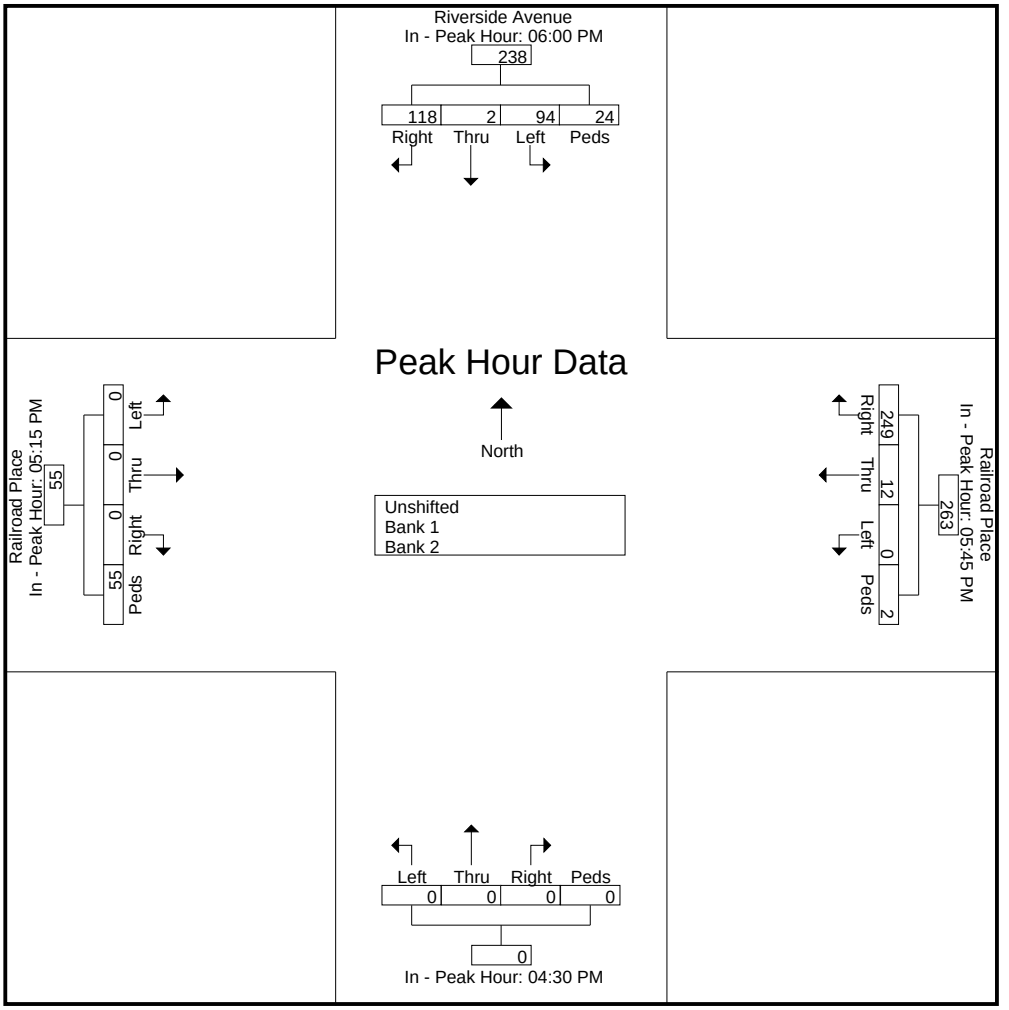


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12528
Site Code : 12528
Start Date : 11/20/2013
Page No : 3

	Riverside Avenue From North					Railroad Place From East					From South					Railroad Place From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:00 PM					05:45 PM					04:30 PM					05:15 PM					
+0 mins.	27	**1**	21	0	49	**82**	3	0	**1**	**86**	0	0	0	0	0	0	0	0	**26**	**26**	
+15 mins.	27	1	24	10	62	35	**6**	0	0	41	0	0	0	0	0	0	0	0	7	7	
+30 mins.	**36**	0	**29**	**12**	**77**	75	1	0	1	77	0	0	0	0	0	0	0	0	12	12	
+45 mins.	28	0	20	2	50	57	2	0	0	59	0	0	0	0	0	0	0	0	10	10	
Total Volume	118	2	94	24	238	249	12	0	2	263	0	0	0	0	0	0	0	0	55	55	
% App. Total	49.6	0.8	39.5	10.1		94.7	4.6	0	0.8		0	0	0	0		0	0	0	100		
PHF	.819	.500	.810	.500	.773	.759	.500	.000	.500	.765	.000	.000	.000	.000	.000	.000	.000	.000	.529	.529	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Greens Farms Road at New Creek Road
Westport, Connecticut

File Name : 12478
Site Code : 12478
Start Date : 11/20/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

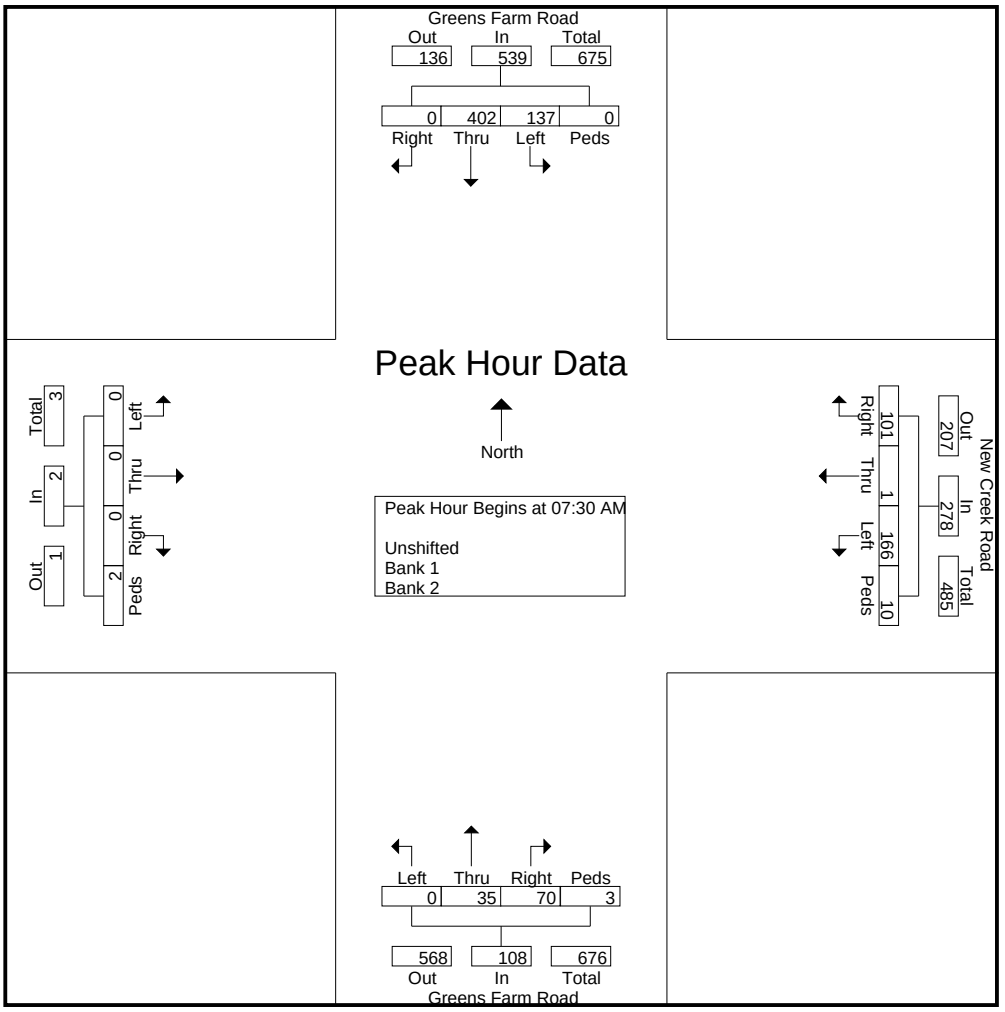
	Greens Farm Road From North					New Creek Road From East					Greens Farm Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	67	9	0	76	8	0	2	0	10	8	5	0	0	13	0	0	0	0	0	99
06:45 AM	0	62	11	0	73	12	0	6	1	19	9	6	0	0	15	0	0	0	0	0	107
Total	0	129	20	0	149	20	0	8	1	29	17	11	0	0	28	0	0	0	0	0	206
07:00 AM	0	24	48	0	72	5	0	16	0	21	93	21	0	0	114	0	0	0	0	0	207
07:15 AM	0	47	38	0	85	19	1	11	5	36	24	7	0	3	34	0	0	0	0	0	155
07:30 AM	0	84	51	0	135	31	0	42	0	73	28	6	0	0	34	0	0	0	0	0	242
07:45 AM	0	73	50	0	123	49	1	84	3	137	12	9	0	1	22	0	0	0	2	2	284
Total	0	228	187	0	415	104	2	153	8	267	157	43	0	4	204	0	0	0	2	2	888
08:00 AM	0	123	9	0	132	16	0	25	1	42	7	8	0	1	16	0	0	0	0	0	190
08:15 AM	0	122	27	0	149	5	0	15	6	26	23	12	0	1	36	0	0	0	0	0	211
08:30 AM	0	100	13	2	115	13	0	6	6	25	11	19	0	1	31	0	0	0	0	0	171
08:45 AM	0	105	20	0	125	10	0	17	2	29	8	19	0	0	27	0	0	0	0	0	181
Total	0	450	69	2	521	44	0	63	15	122	49	58	0	3	110	0	0	0	0	0	753
09:00 AM	0	85	8	0	93	5	0	7	2	14	3	9	0	1	13	0	0	0	0	0	120
09:15 AM	0	71	12	0	83	11	0	3	1	15	8	4	0	0	12	0	0	0	0	0	110
Grand Total	0	963	296	2	1261	184	2	234	27	447	234	125	0	8	367	0	0	0	2	2	2077
Apprch %	0	76.4	23.5	0.2		41.2	0.4	52.3	6		63.8	34.1	0	2.2		0	0	0	100		
Total %	0	46.4	14.3	0.1	60.7	8.9	0.1	11.3	1.3	21.5	11.3	6	0	0.4	17.7	0	0	0	0.1	0.1	
Unshifted	0	939	292	2	1233	180	2	222	26	430	227	109	0	8	344	0	0	0	1	1	2008
% Unshifted																					
Bank 1	0	22	1	0	23	0	0	5	1	6	5	15	0	0	20	0	0	0	1	1	50
% Bank 1	0	2.3	0.3	0	1.8	0	0	2.1	3.7	1.3	2.1	12	0	0	5.4	0	0	0	50	50	2.4
Bank 2	0	2	3	0	5	4	0	7	0	11	2	1	0	0	3	0	0	0	0	0	19
% Bank 2	0	0.2	1	0	0.4	2.2	0	3	0	2.5	0.9	0.8	0	0	0.8	0	0	0	0	0	0.9

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12478
Site Code : 12478
Start Date : 11/20/2013
Page No : 2

	Greens Farm Road From North					New Creek Road From East					Greens Farm Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	84	**51**	0	135	31	0	42	0	73	**28**	6	0	0	34	0	0	0	0	0	242
07:45 AM	0	73	50	0	123	**49**	**1**	**84**	3	**137**	12	9	0	**1**	22	0	0	0	**2**	**2**	**284**
08:00 AM	0	**123**	9	0	132	16	0	25	1	42	7	8	0	1	16	0	0	0	0	0	190
08:15 AM	0	122	27	0	**149**	5	0	15	**6**	26	23	**12**	0	1	**36**	0	0	0	0	0	211
Total Volume	0	402	137	0	539	101	1	166	10	278	70	35	0	3	108	0	0	0	2	2	927
% App. Total	0	74.6	25.4	0		36.3	0.4	59.7	3.6		64.8	32.4	0	2.8		0	0	0	100		
PHF	.000	.817	.672	.000	.904	.515	.250	.494	.417	.507	.625	.729	.000	.750	.750	.000	.000	.000	.250	.250	.816

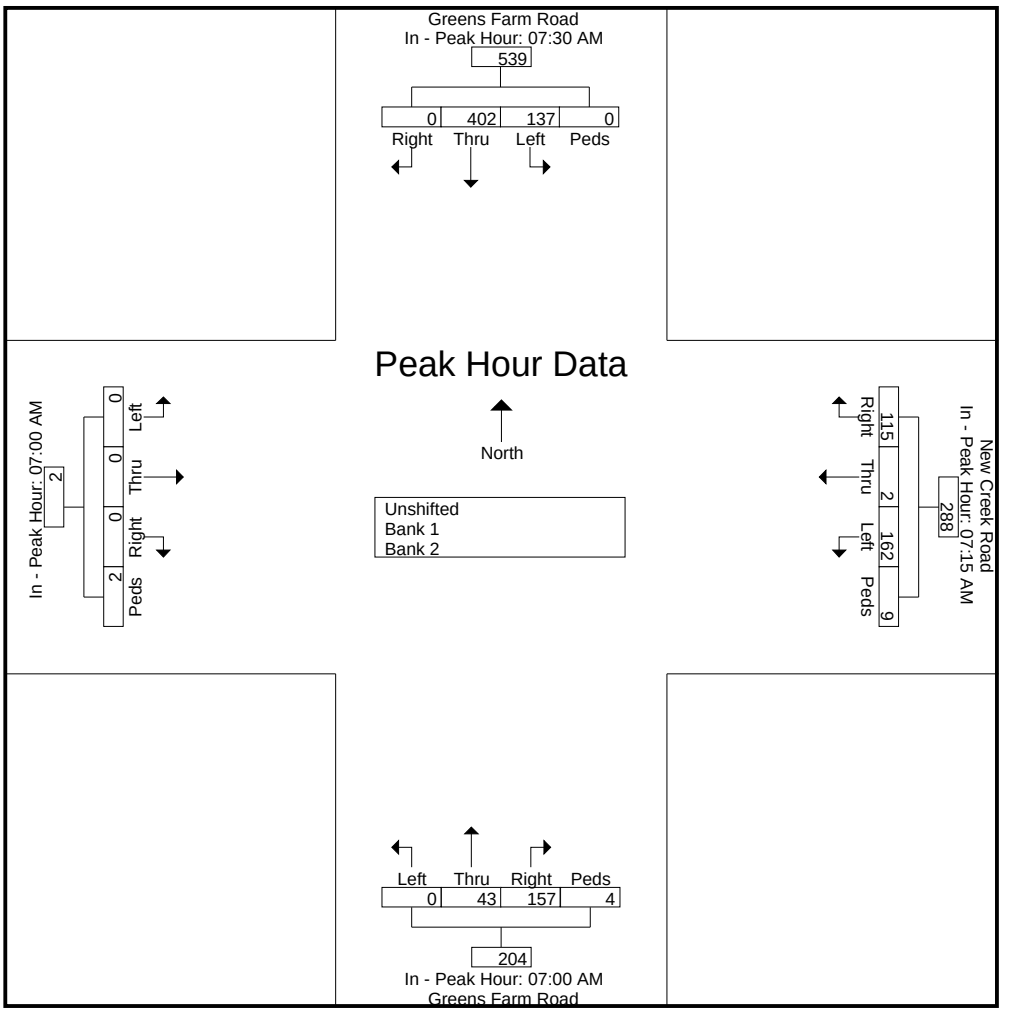


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12478
Site Code : 12478
Start Date : 11/20/2013
Page No : 3

	Greens Farm Road From North					New Creek Road From East					Greens Farm Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:15 AM					07:00 AM					07:00 AM					
+0 mins.	0	84	**51**	0	135	19	**1**	11	**5**	36	**93**	**21**	0	0	**114**	0	0	0	0	0	
+15 mins.	0	73	50	0	123	31	0	42	0	73	24	7	0	**3**	34	0	0	0	0	0	
+30 mins.	0	**123**	9	0	132	**49**	1	**84**	3	**137**	28	6	0	0	34	0	0	0	0	0	
+45 mins.	0	122	27	0	**149**	16	0	25	1	42	12	9	0	1	22	0	0	0	**2**	**2**	
Total Volume	0	402	137	0	539	115	2	162	9	288	157	43	0	4	204	0	0	0	2	2	
% App. Total	0	74.6	25.4	0		39.9	0.7	56.2	3.1		77	21.1	0	2		0	0	0	100		
PHF	.000	.817	.672	.000	.904	.587	.500	.482	.450	.526	.422	.512	.000	.333	.447	.000	.000	.000	.250	.250	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

reens Farm Road at New Creek Road
Westport, Connecticut

File Name : 12479
Site Code : 12479
Start Date : 11/20/2013
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

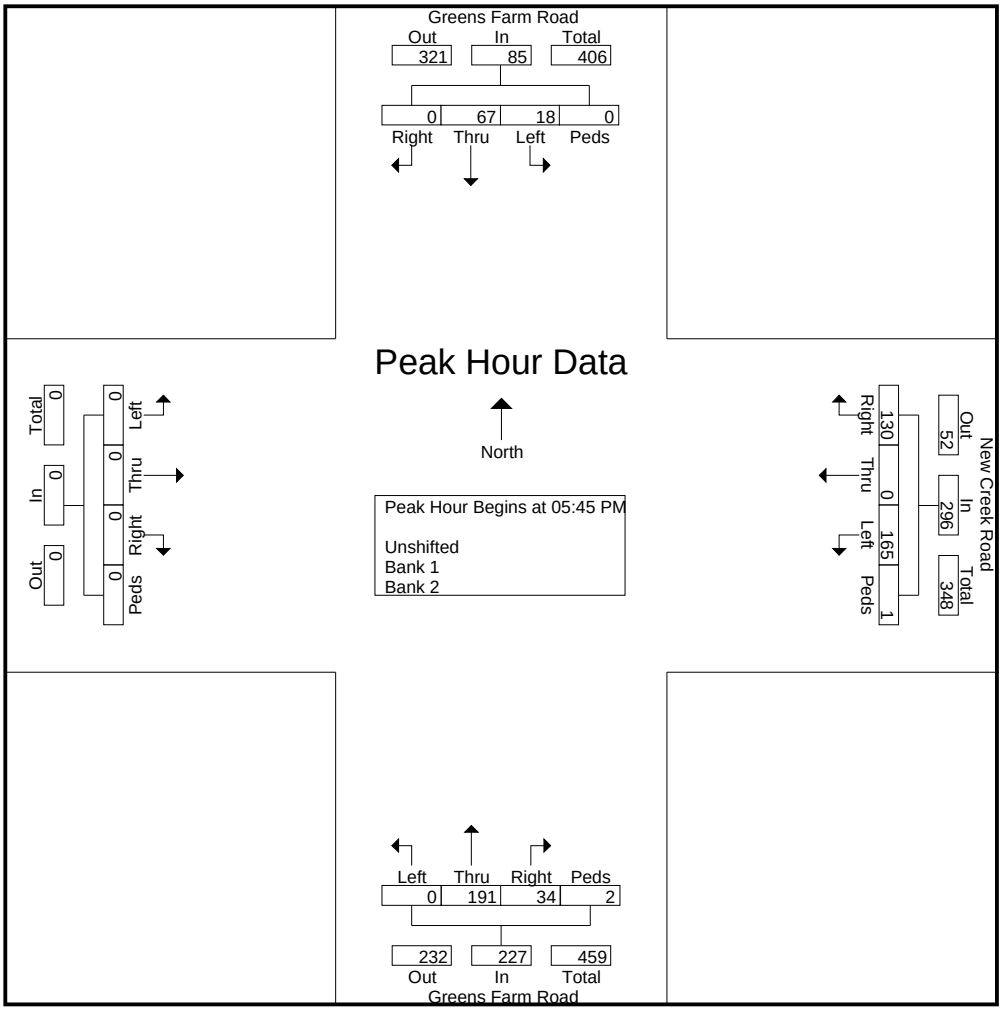
	Greens Farm Road From North					New Creek Road From East					Greens Farm Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:30 PM	0	12	3	0	15	31	0	0	0	31	0	0	0	0	0	0	0	0	0	0	46
04:45 PM	0	13	5	0	18	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	41
Total	0	25	8	0	33	54	0	0	0	54	0	0	0	0	0	0	0	0	0	0	87
05:00 PM	0	16	9	0	25	21	1	28	0	50	4	54	0	0	58	0	0	0	0	0	133
05:15 PM	1	11	2	0	14	23	0	5	0	28	0	61	0	0	61	0	0	0	0	0	103
05:30 PM	0	18	4	0	22	13	0	3	1	17	3	64	0	1	68	0	0	0	0	0	107
05:45 PM	0	18	4	0	22	24	0	31	0	55	3	55	0	1	59	0	0	0	0	0	136
Total	1	63	19	0	83	81	1	67	1	150	10	234	0	2	246	0	0	0	0	0	479
06:00 PM	0	18	5	0	23	14	0	13	1	28	11	48	0	0	59	0	0	0	0	0	110
06:15 PM	0	19	6	0	25	62	0	75	0	137	11	47	0	1	59	0	0	0	0	0	221
06:30 PM	0	12	3	0	15	30	0	46	0	76	9	41	0	0	50	0	0	0	0	0	141
06:45 PM	0	14	7	0	21	21	0	18	0	39	7	38	0	0	45	0	0	0	0	0	105
Total	0	63	21	0	84	127	0	152	1	280	38	174	0	1	213	0	0	0	0	0	577
07:00 PM	0	9	3	0	12	28	0	25	0	53	4	27	0	2	33	0	0	0	0	0	98
07:15 PM	0	13	7	0	20	50	0	56	1	107	8	20	0	1	29	0	0	0	0	0	156
Grand Total	1	173	58	0	232	340	1	300	3	644	60	455	0	6	521	0	0	0	0	0	1397
Apprch %	0.4	74.6	25	0		52.8	0.2	46.6	0.5		11.5	87.3	0	1.2		0	0	0	0		
Total %	0.1	12.4	4.2	0	16.6	24.3	0.1	21.5	0.2	46.1	4.3	32.6	0	0.4	37.3	0	0	0	0	0	
Unshifted	1	170	54	0	225	336	1	296	3	636	58	453	0	5	516	0	0	0	0	0	1377
% Unshifted																					
Bank 1	0	2	1	0	3	2	0	2	0	4	0	2	0	1	3	0	0	0	0	0	10
% Bank 1	0	1.2	1.7	0	1.3	0.6	0	0.7	0	0.6	0	0.4	0	16.7	0.6	0	0	0	0	0	0.7
Bank 2	0	1	3	0	4	2	0	2	0	4	2	0	0	0	2	0	0	0	0	0	10
% Bank 2	0	0.6	5.2	0	1.7	0.6	0	0.7	0	0.6	3.3	0	0	0	0.4	0	0	0	0	0	0.7

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12479
Site Code : 12479
Start Date : 11/20/2013
Page No : 2

	Greens Farm Road From North					New Creek Road From East					Greens Farm Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:45 PM																					
05:45 PM	0	18	4	0	22	24	0	31	0	55	3	**55**	0	**1**	**59**	0	0	0	0	0	136
06:00 PM	0	18	5	0	23	14	0	13	**1**	28	**11**	48	0	0	59	0	0	0	0	0	110
06:15 PM	0	**19**	**6**	0	**25**	**62**	0	**75**	0	**137**	11	47	0	1	59	0	0	0	0	0	**221**
06:30 PM	0	12	3	0	15	30	0	46	0	76	9	41	0	0	50	0	0	0	0	0	141
Total Volume	0	67	18	0	85	130	0	165	1	296	34	191	0	2	227	0	0	0	0	0	608
% App. Total	0	78.8	21.2	0		43.9	0	55.7	0.3		15	84.1	0	0.9		0	0	0	0		
PHF	.000	.882	.750	.000	.850	.524	.000	.550	.250	.540	.773	.868	.000	.500	.962	.000	.000	.000	.000	.000	.688

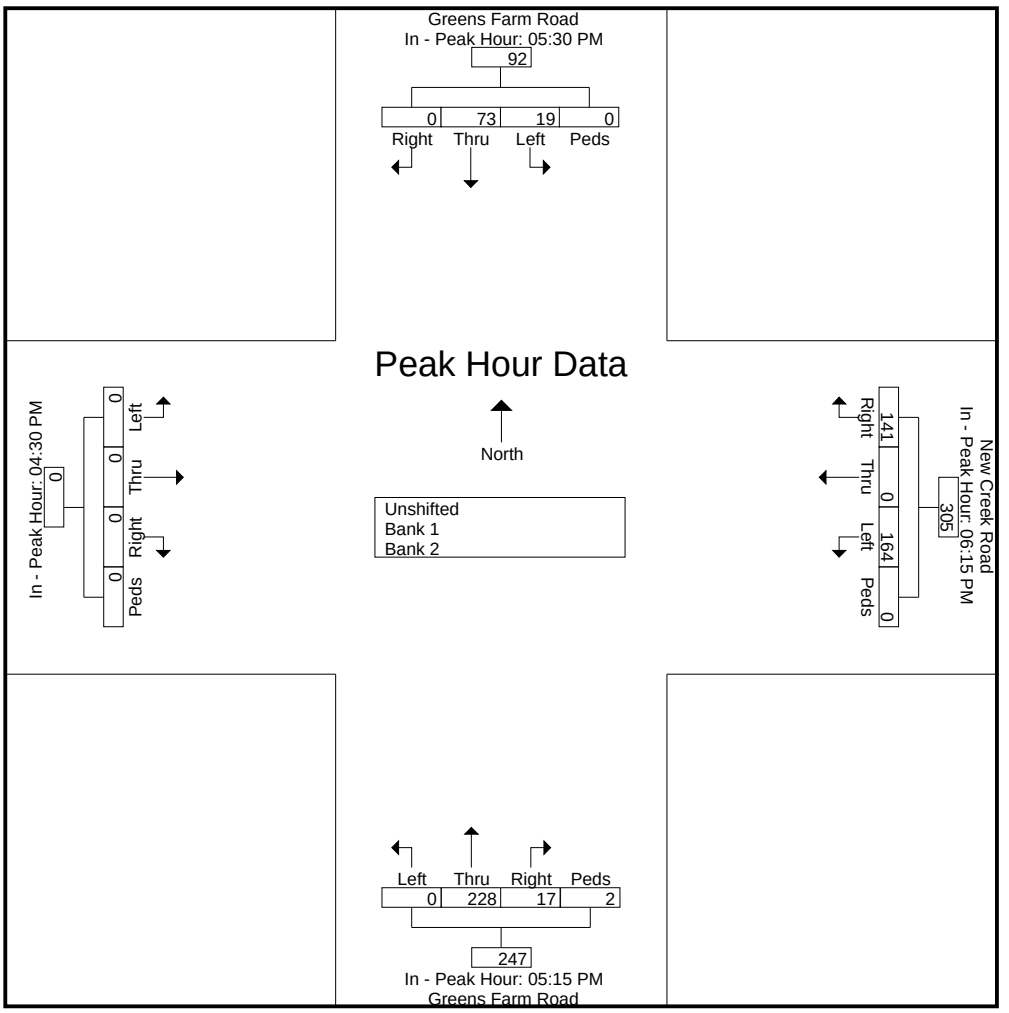


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 12479
Site Code : 12479
Start Date : 11/20/2013
Page No : 3

	Greens Farm Road From North					New Creek Road From East					Greens Farm Road From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 07:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:30 PM					06:15 PM					05:15 PM					04:30 PM					
+0 mins.	0	18	4	0	22	**62**	0	**75**	0	**137**	0	61	0	0	61	0	0	0	0	0	
+15 mins.	0	18	4	0	22	30	0	46	0	76	3	**64**	0	**1**	**68**	0	0	0	0	0	
+30 mins.	0	18	5	0	23	21	0	18	0	39	3	55	0	1	59	0	0	0	0	0	
+45 mins.	0	**19**	**6**	0	**25**	28	0	25	0	53	**11**	48	0	0	59	0	0	0	0	0	
Total Volume	0	73	19	0	92	141	0	164	0	305	17	228	0	2	247	0	0	0	0	0	
% App. Total	0	79.3	20.7	0		46.2	0	53.8	0		6.9	92.3	0	0.8		0	0	0	0		
PHF	.000	.961	.792	.000	.920	.569	.000	.547	.000	.557	.386	.891	.000	.500	.908	.000	.000	.000	.000	.000	



Appendix

B-2 Intersection Inventories

INTERSECTION (101) Saugatuck / I-95 NB Ramps

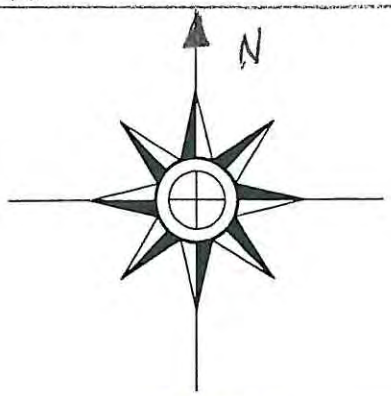
C4676.00 WESTPORT PLAN
Y4437.00 WESTPORT RAIL

TIME : 7:00 pm

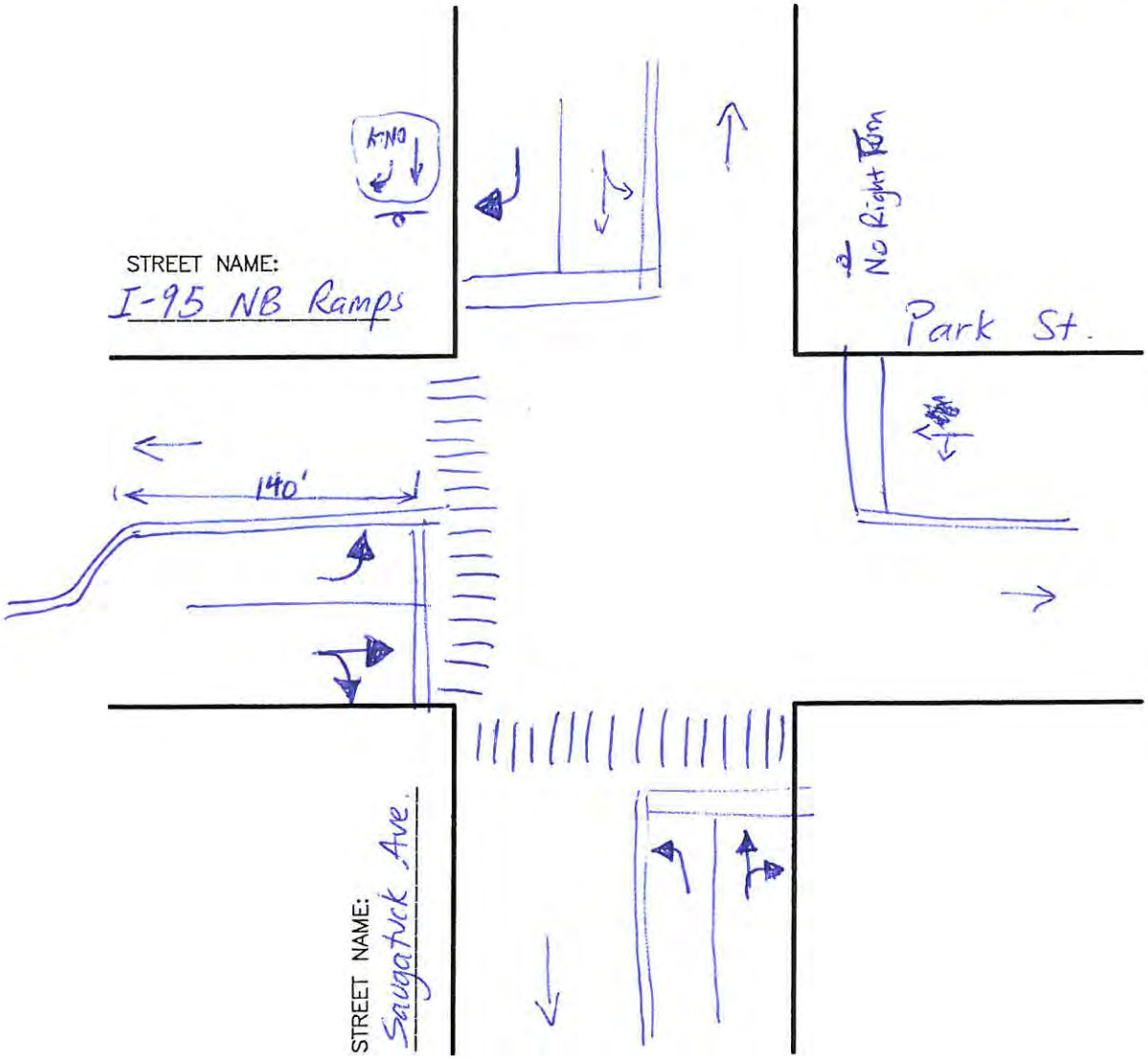
DATE : 1/20/2014

FIELD NOTES: INTERSECTION LANE GEOMETRY

DATA COLLECTOR : ES, BS



NOTE:
No Photos Here.



☐ UNSIGNALIZED
☑ SIGNALIZED

SIGNAL PHASING IF SIGNALIZED

Phase	Phase	Phase	Phase	Phase

The RBA Group
ENGINEERS • ARCHITECTS • PLANNERS
27 UNION SQUARE WEST
NEW YORK, NEW YORK 10003

INTERSECTION : (102) Saugatuck / Charles

TIME : 7:15 pm

DATE : 1/20/2014

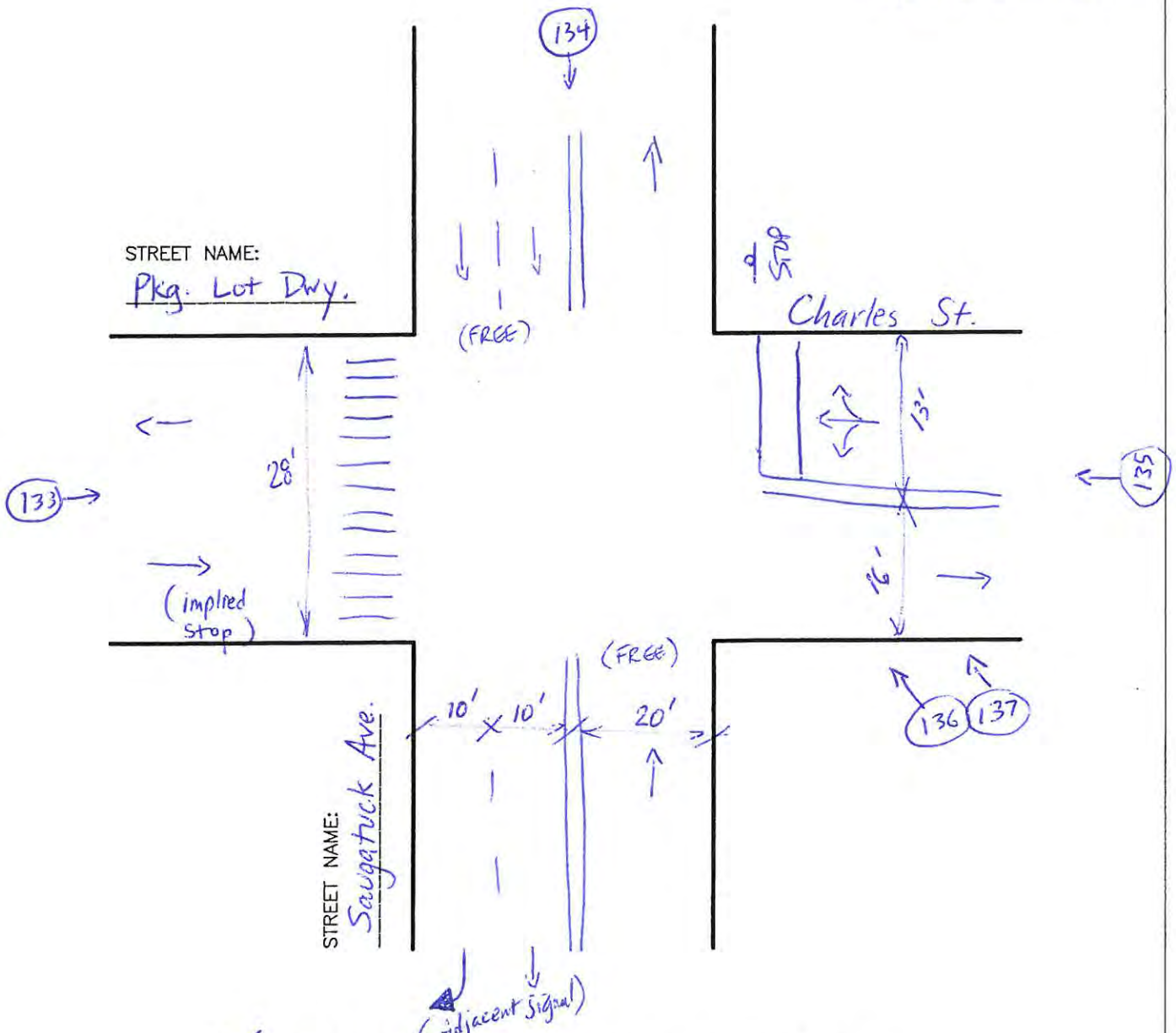
FIELD NOTES: INTERSECTION LANE GEOMETRY

DATA COLLECTOR : ES, BS

C4676.00 WESTPORT PLAN
Y4437.00 WESTPORT RAIL

N

NOTE:
TWSC int.



☑ UNSIGNALIZED
☐ SIGNALIZED

SIGNAL PHASING IF SIGNALIZED

Phase	Phase	Phase	Phase	Phase

The RBA Group
ENGINEERS • ARCHITECTS • PLANNERS
27 UNION SQUARE WEST
NEW YORK, NEW YORK 10003

INTERSECTION : (103) Saugatuck Av/I-95 SB Ramps

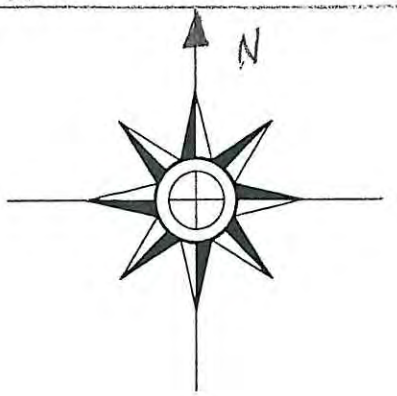
C4676.00 WESTPORT PLAN
Y4437.00 WESTPORT RAIL

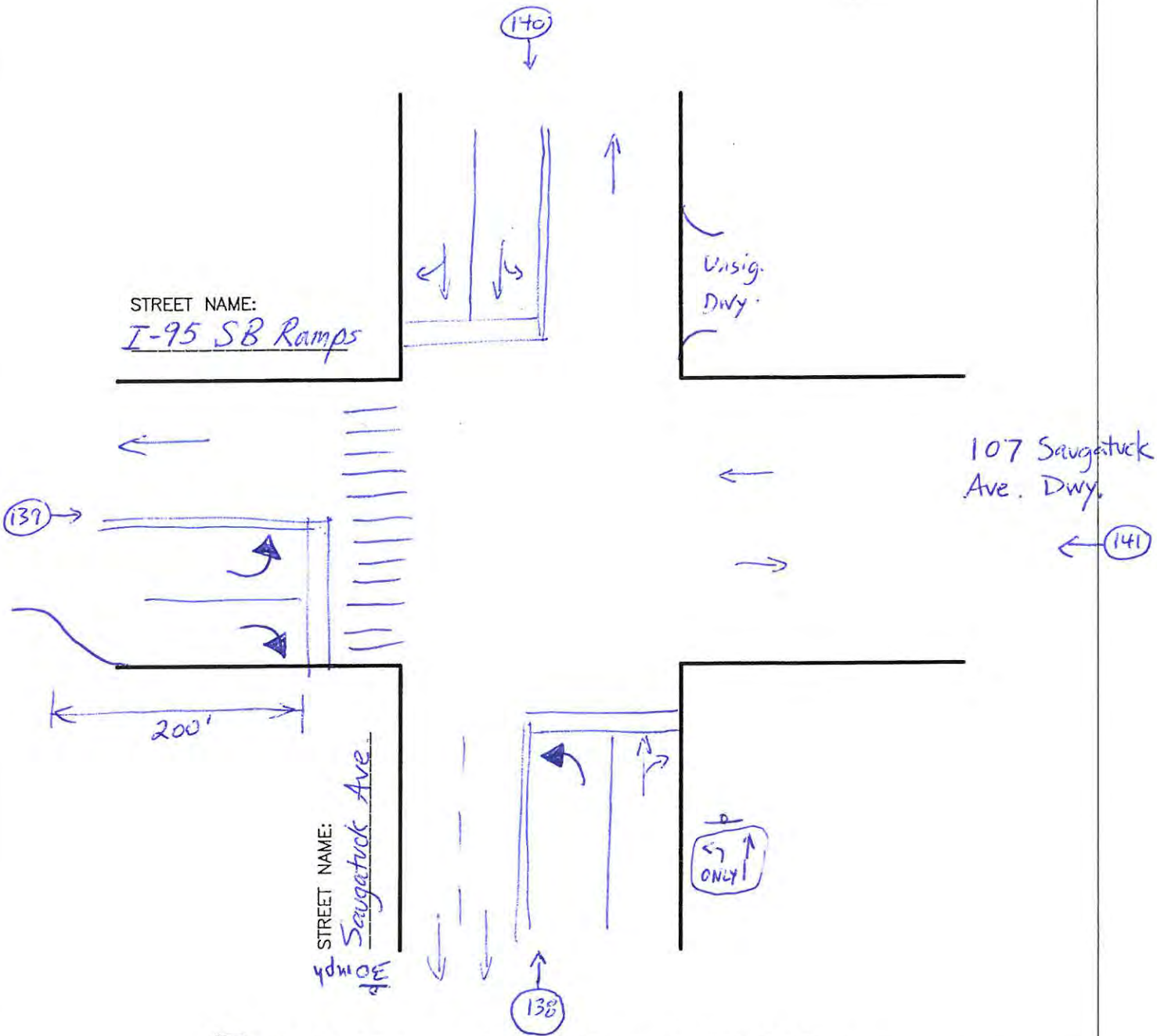
TIME : 7:30 pm

DATE : 1/20/2014

FIELD NOTES: INTERSECTION LANE GEOMETRY

DATA COLLECTOR : ES, BS





☐ UNSIGNALIZED
☑ SIGNALIZED

SIGNAL PHASING IF SIGNALIZED

Phase	Phase	Phase	Phase	Phase

The RBA Group
ENGINEERS • ARCHITECTS • PLANNERS
27 UNION SQUARE WEST
NEW YORK, NEW YORK 10003

INTERSECTION : (104) Charles St / Park St.

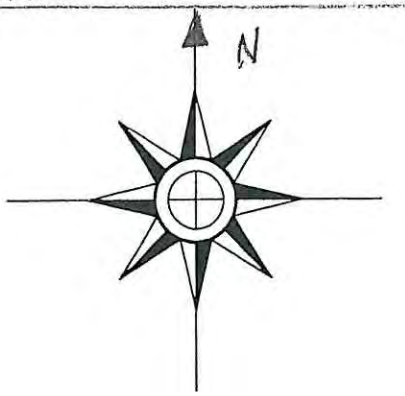
C4676.00 WESTPORT PLAN
Y4437.00 WESTPORT RAIL

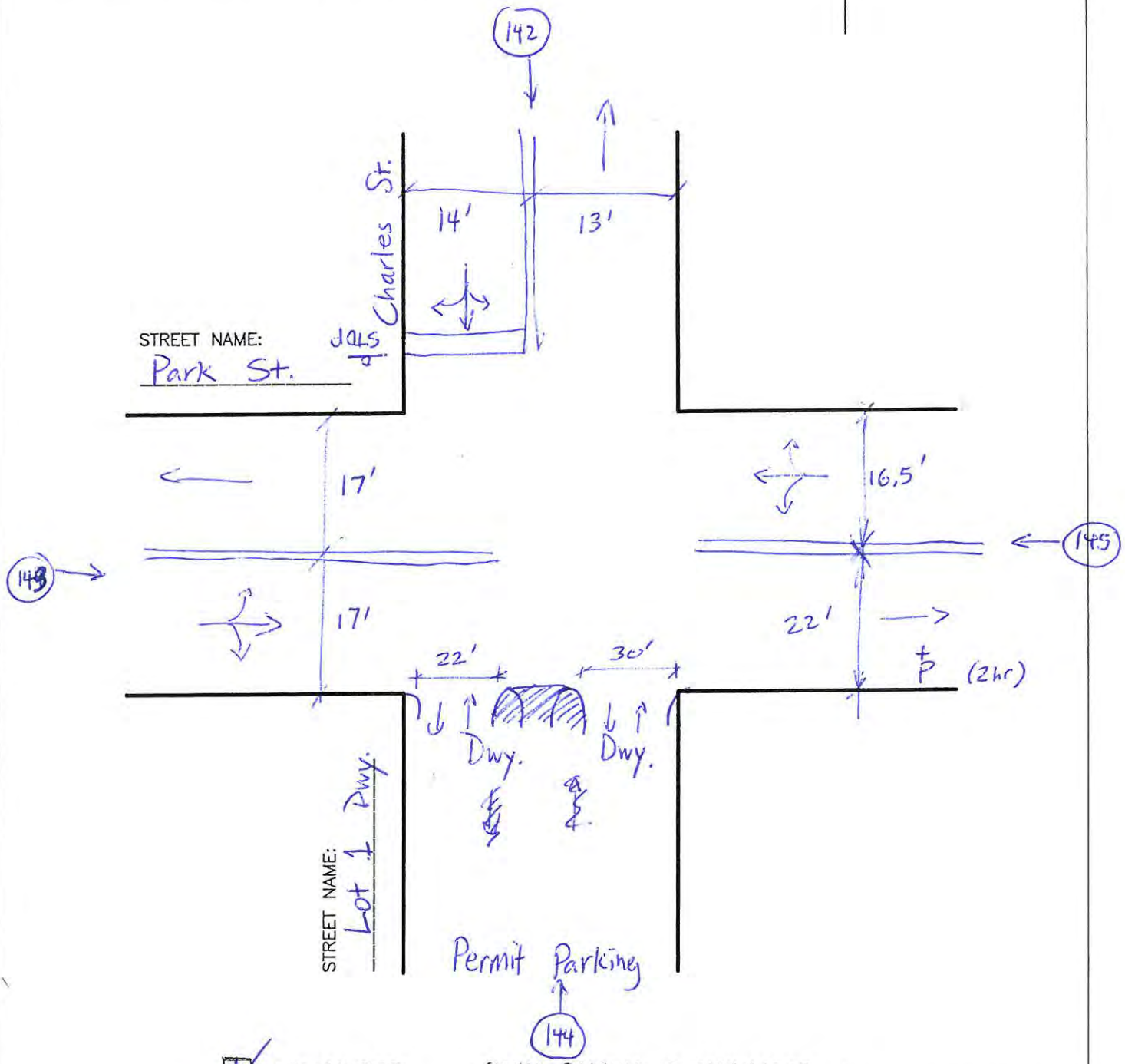
TIME : 7:45 pm

DATE : 1/20/2014

FIELD NOTES: INTERSECTION LANE GEOMETRY

DATA COLLECTOR : ES, BS





☑ UNSIGNALIZED
☐ SIGNALIZED

SIGNAL PHASING IF SIGNALIZED

Phase	Phase	Phase	Phase	Phase

The RBA Group
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27 UNION SQUARE WEST
NEW YORK, NEW YORK 10003

INTERSECTION : (105) Charles St / Franklin St

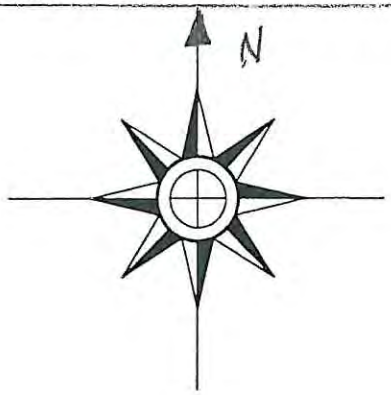
TIME : 8:00 pm

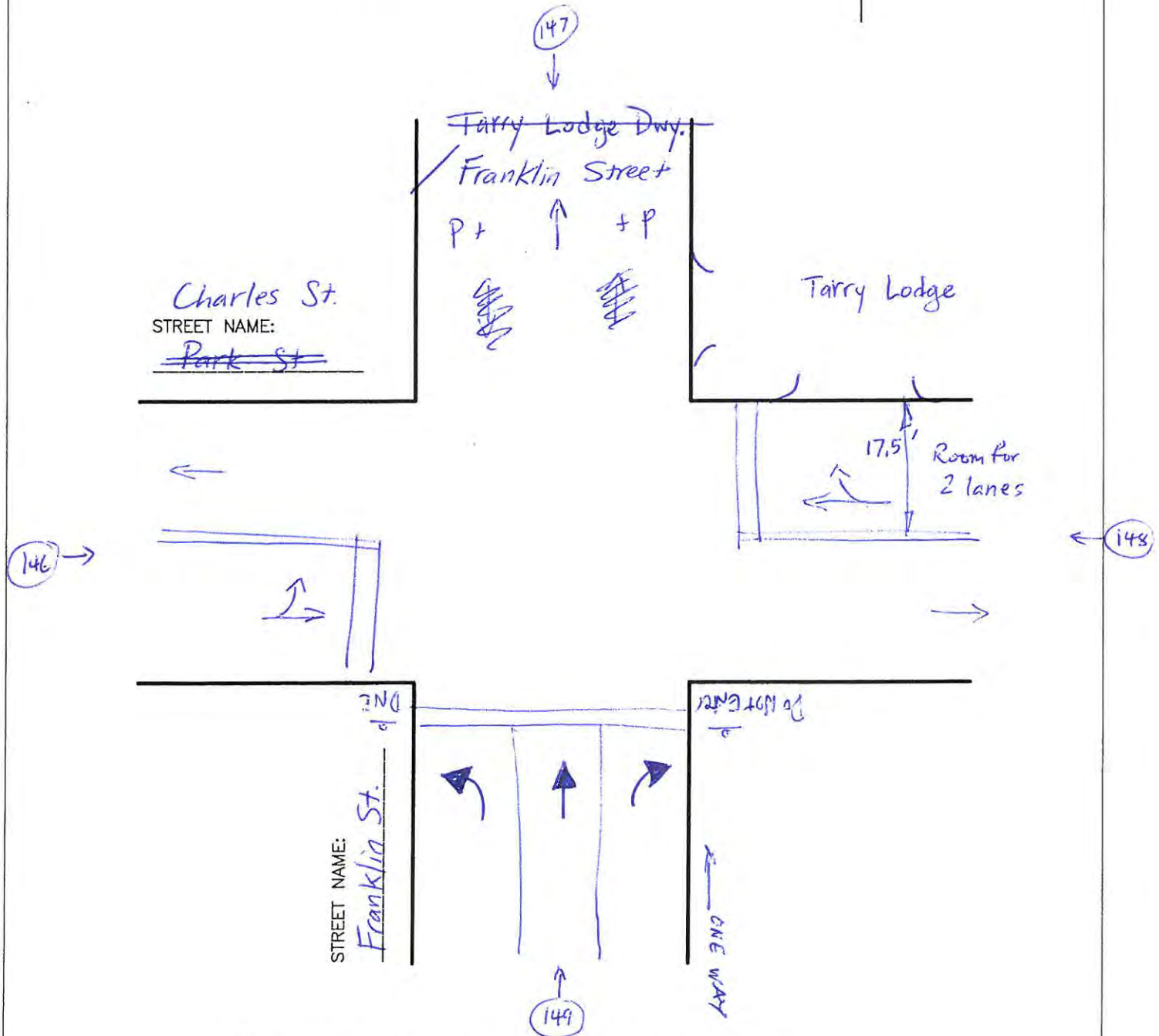
DATE : 1/20/2014

FIELD NOTES: INTERSECTION LANE GEOMETRY

DATA COLLECTOR : ES, BS

C4676.00 WESTPORT PLAN
Y4437.00 WESTPORT RAIL





☐ UNSIGNALIZED
☑ SIGNALIZED

SIGNAL PHASING IF SIGNALIZED

Phase	Phase	Phase	Phase	Phase
↓ ↑	← →			

The RBA Group
ENGINEERS • ARCHITECTS • PLANNERS
27 UNION SQUARE WEST
NEW YORK, NEW YORK 10003

INTERSECTION : (106) Riverside Av/Charles St

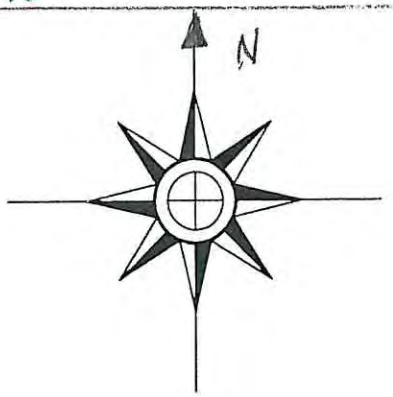
TIME : 8:20 pm

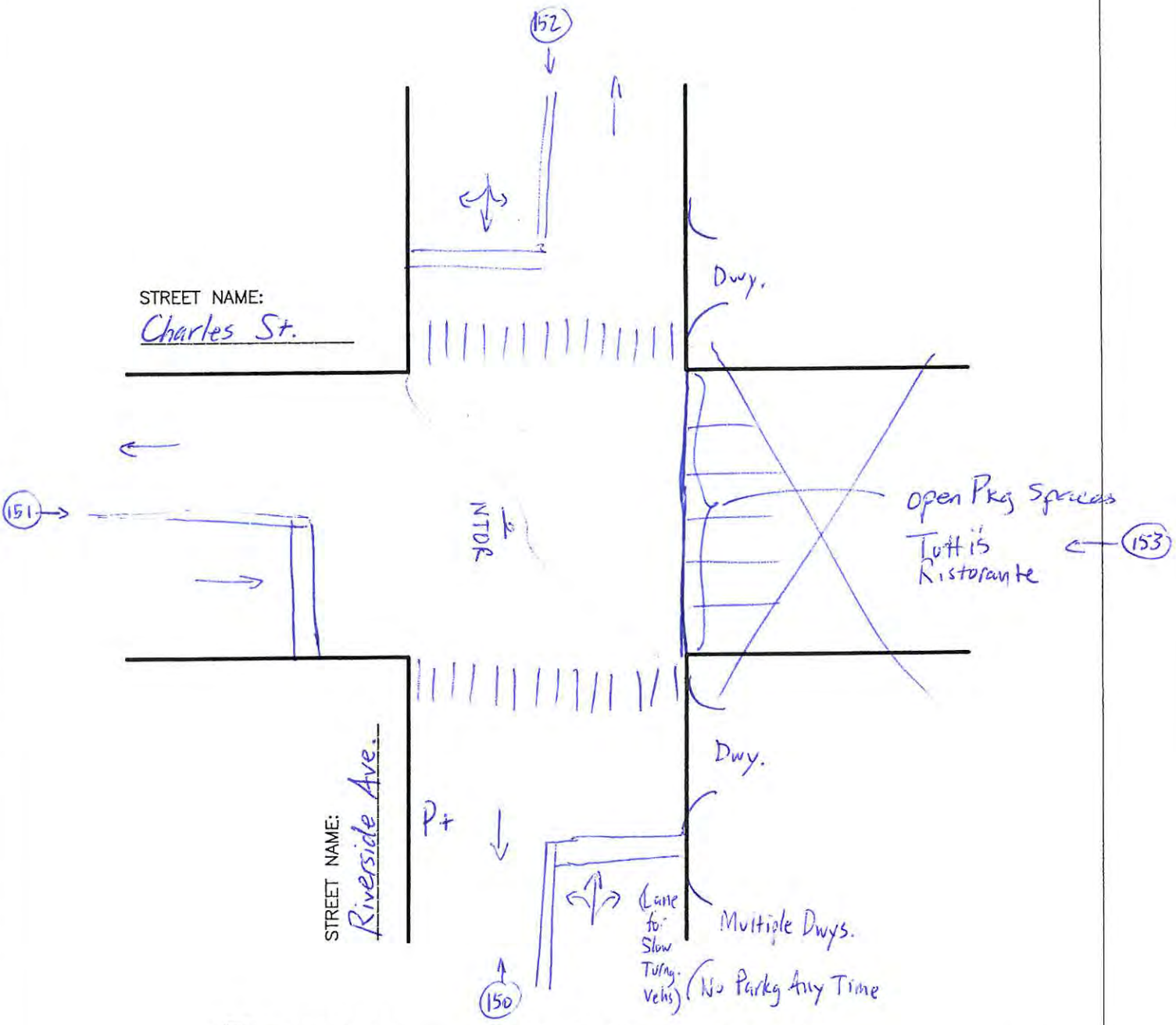
DATE : 1/20/2014

FIELD NOTES: INTERSECTION LANE GEOMETRY

DATA COLLECTOR : ES, BS

C4676.00 WESTPORT PLAN
Y4437.00 WESTPORT RAIL





☐ UNSIGNALIZED
☑ SIGNALIZED

SIGNAL PHASING IF SIGNALIZED

Phase	Phase	Phase	Phase	Phase
↓ ↑	↱ ↘	All Ped if Activated		

The RBA Group
ENGINEERS • ARCHITECTS • PLANNERS
27 UNION SQUARE WEST
NEW YORK, NEW YORK 10003

INTERSECTION : (107) Riverside Av / Bridge St

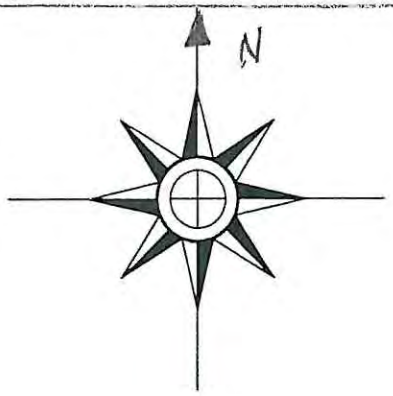
TIME : 8:45 pm

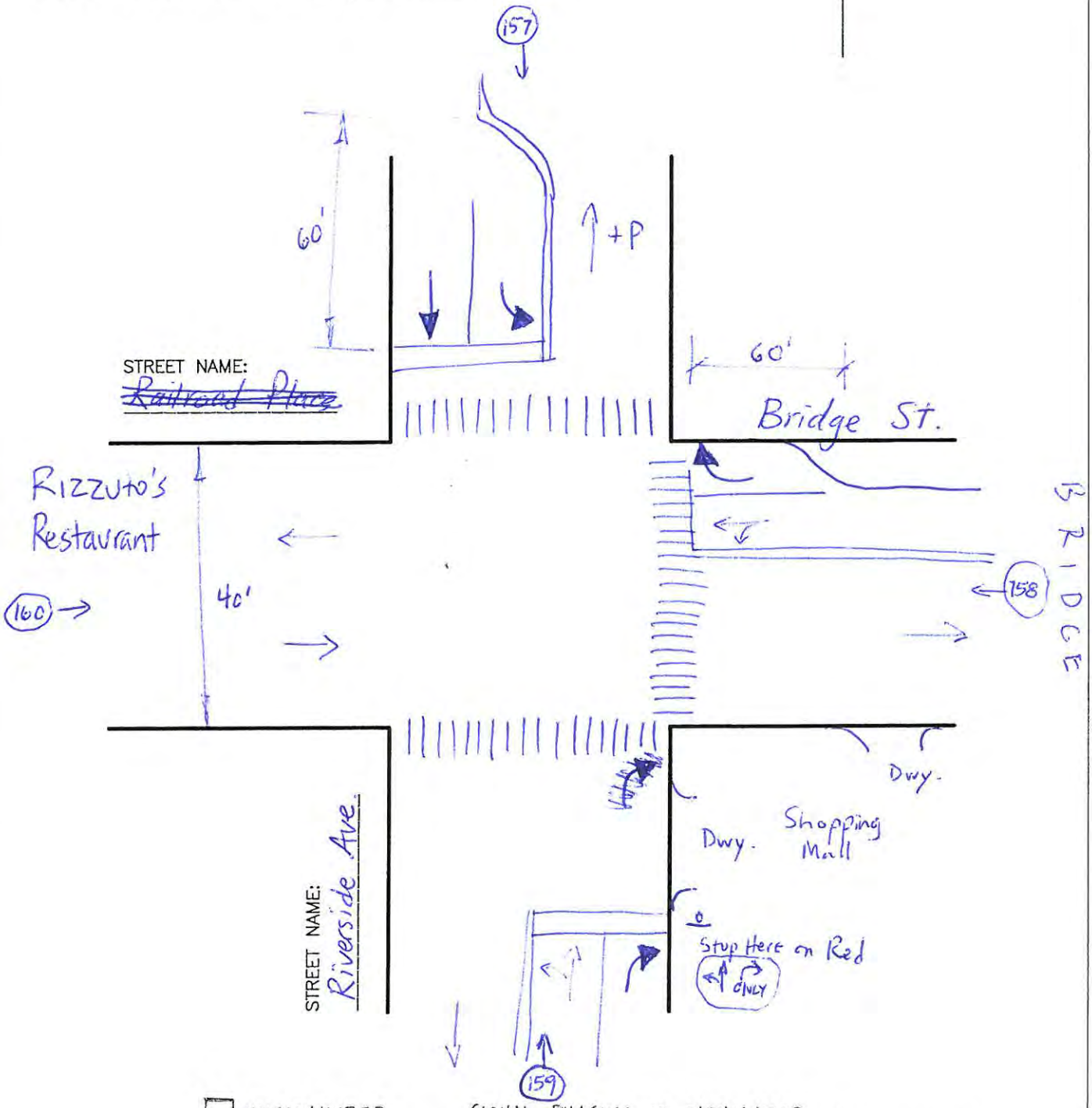
DATE : 1/20/2014

FIELD NOTES: INTERSECTION LANE GEOMETRY

DATA COLLECTOR : ES, BS

C4676.00 WESTPORT PLAN
Y4437.00 WESTPORT RAIL





☐ UNSIGNALIZED
☑ SIGNALIZED

SIGNAL PHASING IF SIGNALIZED

Phase	Phase	Phase	Phase	Phase

The RBA Group
ENGINEERS • ARCHITECTS • PLANNERS
27 UNION SQUARE WEST
NEW YORK, NEW YORK 10003

INTERSECTION : (108) Riverside Ave / Railroad Pl

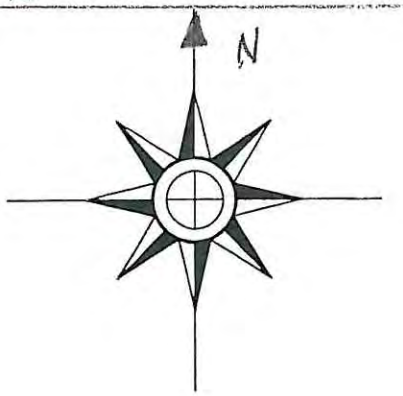
TIME : 8:45 pm

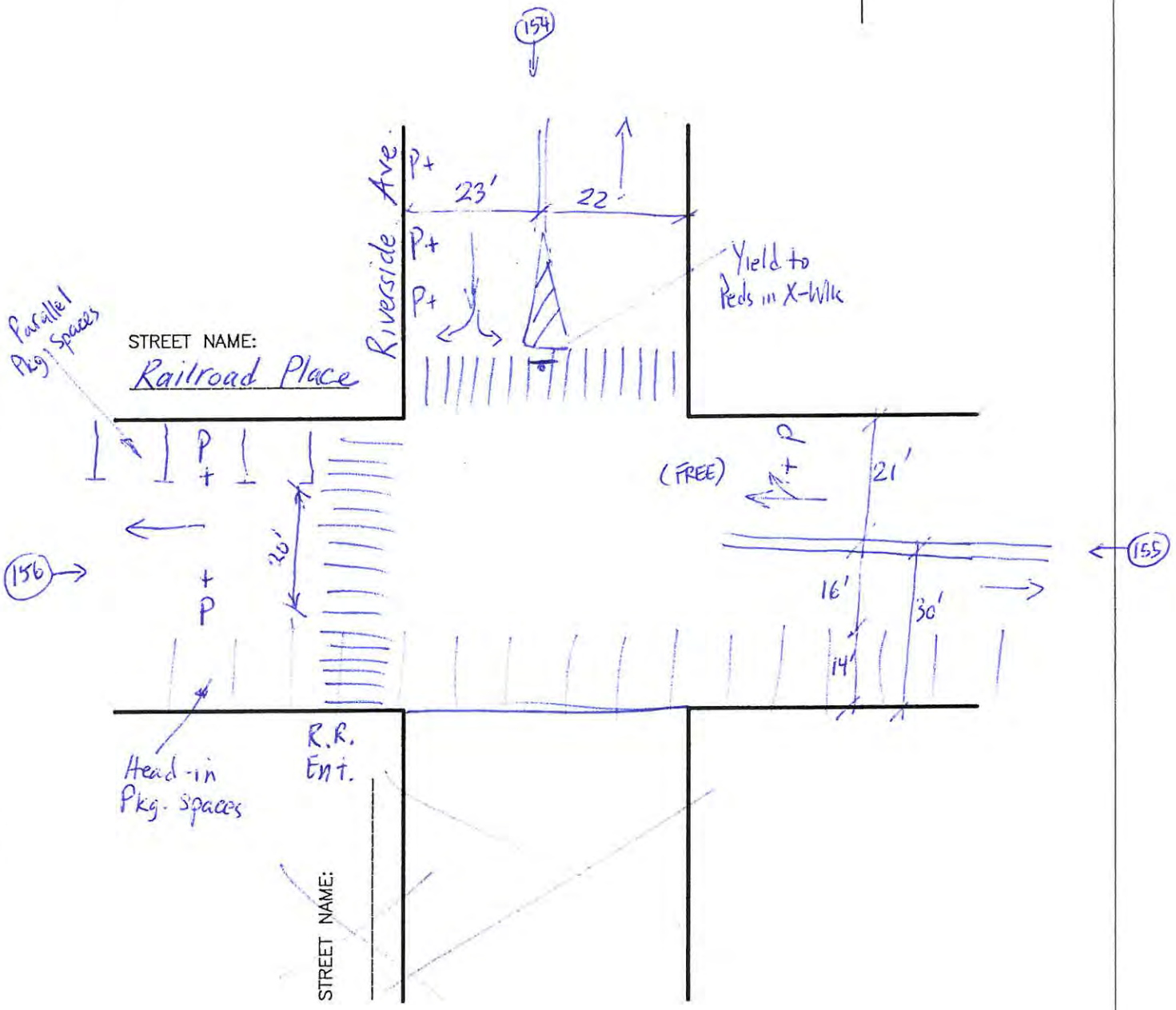
DATE : 1/20/2014

FIELD NOTES: INTERSECTION LANE GEOMETRY

DATA COLLECTOR : ES, BS

C4676.00 WESTPORT PLAN
Y4437.00 WESTPORT RAIL





☑ UNSIGNALIZED
☐ SIGNALIZED

SIGNAL PHASING IF SIGNALIZED

Phase	Phase	Phase	Phase	Phase

The RBA Group
ENGINEERS • ARCHITECTS • PLANNERS
27 UNION SQUARE WEST
NEW YORK, NEW YORK 10003

INTERSECTION (109) Greens Farms Rd / New Creek Rd

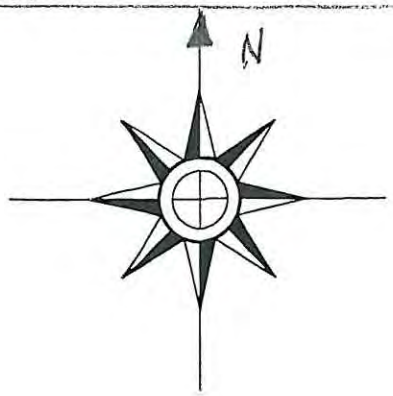
C4676.00 WESTPORT PLAN
Y4437.00 WESTPORT RAIL

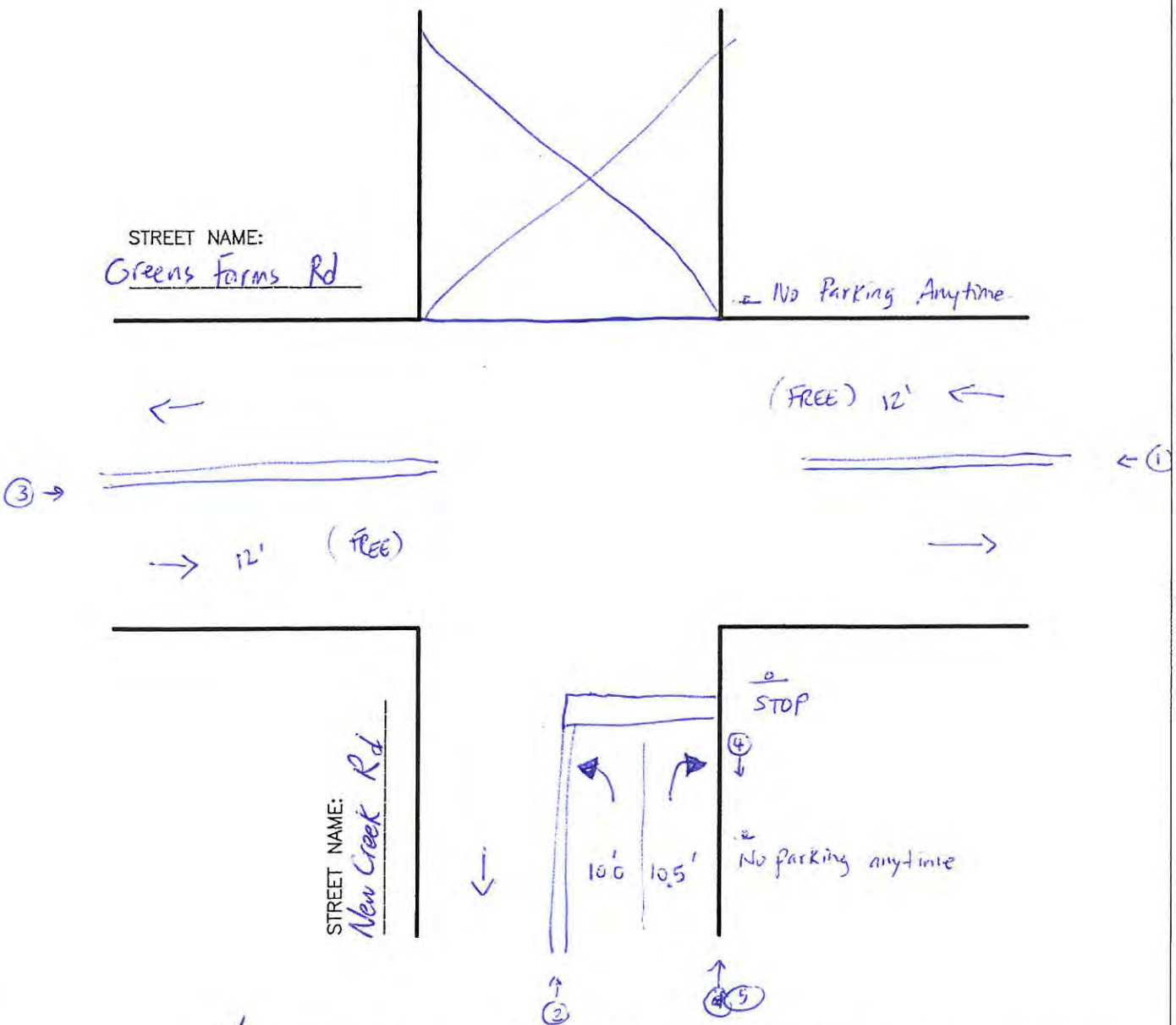
TIME : 11 am

DATE : 1/20/2014

FIELD NOTES: INTERSECTION LANE GEOMETRY

DATA COLLECTOR : ES, BS





☑ UNSIGNALIZED
☐ SIGNALIZED

SIGNAL PHASING IF SIGNALIZED

Phase	Phase	Phase	Phase	Phase

The RBA Group
ENGINEERS • ARCHITECTS • PLANNERS
27 UNION SQUARE WEST
NEW YORK, NEW YORK 10003

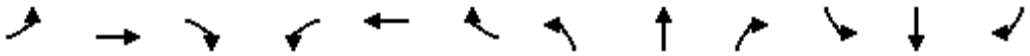
Appendix

B-3 Synchro Reports

2013 Existing Conditions
Weekday AM Peak Hour
Signalized Intersections

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	304	54	200	42	0	106	130	55	5	444	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	14	12	10	11	12	12	11	12
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99						1.00	0.99			1.00	0.98
Frt		0.976						0.954				0.850
Flt Protected	0.950				0.961		0.950				0.999	
Satd. Flow (prot)	1620	1766	0	0	1906	0	1668	1711	0	0	1798	1568
Flt Permitted	0.950				0.961		0.164				0.995	
Satd. Flow (perm)	1608	1766	0	0	1906	0	288	1711	0	0	1790	1535
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		7						33				179
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		350			423			649			272	
Travel Time (s)		8.0			11.5			14.8			6.2	
Confl. Peds. (#/hr)	2					2	1		3	3		1
Peak Hour Factor	0.88	0.85	0.80	0.89	0.80	0.92	0.80	0.69	0.66	0.63	0.88	0.85
Heavy Vehicles (%)	4%	1%	4%	2%	3%	0%	1%	2%	1%	6%	2%	3%
Adj. Flow (vph)	330	358	68	225	52	0	132	188	83	8	505	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	330	426	0	0	277	0	132	271	0	0	513	179
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.00	0.92	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	86	86		20	6		21	21		20	24	20
Trailing Detector (ft)	80	80		0	0		15	15		0	18	0
Detector 1 Position(ft)	80	80		0	0		15	15		0	18	0
Detector 1 Size(ft)	6	6		20	6		6	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split			Split			pm+pt			Perm		Perm
Protected Phases	4	4		8	8		5 9	2			6	
Permitted Phases							2			6		6
Detector Phase	4	4		8	8		5 9	2		6	6	6
Switch Phase												

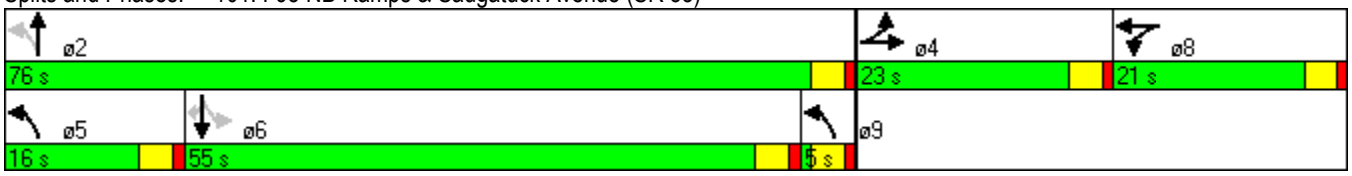
Lane Group	ø5	ø9
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	9.0	9.0		10.0	10.0			15.0		15.0	15.0	15.0
Minimum Split (s)	15.0	15.0		14.0	14.0			19.0		19.0	19.0	19.0
Total Split (s)	23.0	23.0	0.0	21.0	21.0	0.0	21.0	76.0	0.0	55.0	55.0	55.0
Total Split (%)	19.2%	19.2%	0.0%	17.5%	17.5%	0.0%	17.5%	63.3%	0.0%	45.8%	45.8%	45.8%
Maximum Green (s)	19.0	19.0		17.0	17.0			72.0		51.0	51.0	51.0
Yellow Time (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead		Lag	Lag					Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		1.0	1.0			1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None			C-Min		C-Min	C-Min	C-Min
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	1.0	1.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)	27.3	27.3			17.0		63.7	63.7			40.5	40.5
Actuated g/C Ratio	0.23	0.23			0.14		0.53	0.53			0.34	0.34
v/c Ratio	0.89	1.04			1.03		0.40	0.29			0.85	0.28
Control Delay	73.3	102.0			112.3		16.8	13.5			43.3	4.1
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	73.3	102.0			112.3		16.8	13.5			43.3	4.1
LOS	E	F			F		B	B			D	A
Approach Delay		89.5			112.3			14.6			33.2	
Approach LOS		F			F			B			C	
90th %ile Green (s)	19.0	19.0		17.0	17.0			72.0		49.9	49.9	49.9
90th %ile Term Code	Max	Max		Max	Max			Coord		Coord	Coord	Coord
70th %ile Green (s)	20.5	20.5		17.0	17.0			70.5		45.0	45.0	45.0
70th %ile Term Code	Max	Max		Max	Max			Coord		Coord	Coord	Coord
50th %ile Green (s)	26.0	26.0		17.0	17.0			65.0		40.9	40.9	40.9
50th %ile Term Code	Max	Max		Max	Max			Coord		Coord	Coord	Coord
30th %ile Green (s)	31.6	31.6		17.0	17.0			59.4		36.6	36.6	36.6
30th %ile Term Code	Max	Max		Max	Max			Coord		Coord	Coord	Coord
10th %ile Green (s)	39.6	39.6		17.0	17.0			51.4		30.0	30.0	30.0
10th %ile Term Code	Max	Max		Max	Max			Coord		Coord	Coord	Coord

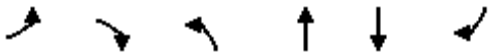
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 40 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 60.0		Intersection LOS: E	
Intersection Capacity Utilization 82.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 101: I-95 NB Ramps & Saugatuck Avenue (SR 33)

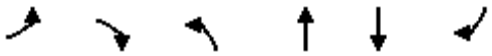


Lane Group	ø5	ø9
Minimum Initial (s)	10.0	1.0
Minimum Split (s)	14.0	5.0
Total Split (s)	16.0	5.0
Total Split (%)	13%	4%
Maximum Green (s)	12.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	0.2
Recall Mode	None	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
90th %ile Green (s)	10.1	4.0
90th %ile Term Code	Gap	Max
70th %ile Green (s)	10.0	7.5
70th %ile Term Code	Min	Gap
50th %ile Green (s)	10.0	6.1
50th %ile Term Code	Min	Gap
30th %ile Green (s)	10.0	4.8
30th %ile Term Code	Min	Gap
10th %ile Green (s)	10.0	3.4
10th %ile Term Code	Min	Gap

Intersection Summary



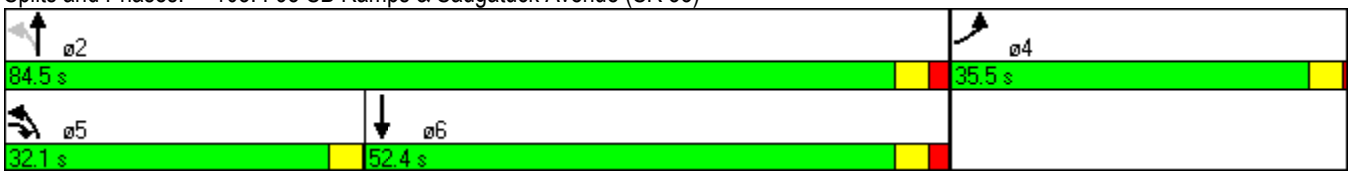
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	191	355	270	310	333	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	11	10	11
Storage Length (ft)	0	200	0			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25	25	25			25
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850			0.963	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1478	1652	1801	3181	0
Flt Permitted	0.950		0.399			
Satd. Flow (perm)	1770	1478	694	1801	3181	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		394			44	
Link Speed (mph)	25			30	30	
Link Distance (ft)	366			468	266	
Travel Time (s)	10.0			10.6	6.0	
Peak Hour Factor	0.85	0.90	0.96	0.86	0.76	0.92
Adj. Flow (vph)	225	394	281	360	438	145
Shared Lane Traffic (%)						
Lane Group Flow (vph)	225	394	281	360	583	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.09	1.09	1.04	1.09	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	
Detector Template	Left	Right	Left			
Leading Detector (ft)	25	25	26	0	0	
Trailing Detector (ft)	19	19	20	0	0	
Detector 1 Position(ft)	19	19	20	0	0	
Detector 1 Size(ft)	6	6	6	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type		Over	pm+pt			
Protected Phases	4	5	5	2	6	
Permitted Phases			2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	9.0	5.0	5.0	15.0	15.0	
Minimum Split (s)	17.5	8.1	8.1	20.0	20.0	
Total Split (s)	35.5	32.1	32.1	84.5	52.4	0.0



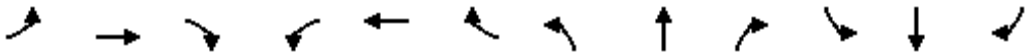
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (%)	29.6%	26.8%	26.8%	70.4%	43.7%	0.0%
Maximum Green (s)	32.0	29.0	29.0	79.5	47.4	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.5	0.1	0.1	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	3.1	3.1	5.0	5.0	4.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5	1.5	0.2	0.2	
Recall Mode	None	Min	Min	C-Max	C-Max	
Walk Time (s)	13.0					
Flash Dont Walk (s)	1.0					
Pedestrian Calls (#/hr)	5					
Act Effct Green (s)	18.8	10.1	94.6	92.7	79.4	
Actuated g/C Ratio	0.16	0.08	0.79	0.77	0.66	
v/c Ratio	0.81	0.81	0.45	0.26	0.28	
Control Delay	69.9	18.7	5.6	2.7	7.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	69.9	18.7	5.6	2.7	7.2	
LOS	E	B	A	A	A	
Approach Delay	37.3			3.9	7.2	
Approach LOS	D			A	A	
90th %ile Green (s)	26.0	18.9	18.9	85.5	63.5	
90th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
70th %ile Green (s)	21.8	10.5	10.5	89.7	76.1	
70th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
50th %ile Green (s)	18.9	8.7	8.7	92.6	80.8	
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
30th %ile Green (s)	15.9	7.1	7.1	95.6	85.4	
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
10th %ile Green (s)	11.6	5.4	5.4	99.9	91.4	
10th %ile Term Code	Gap	Gap	Gap	Coord	Coord	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 13 (11%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 49.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 103: I-95 SB Ramps & Saugatuck Avenue (SR 33)



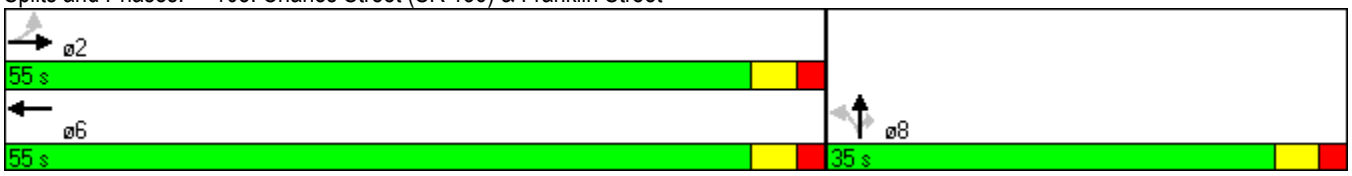
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	335	0	0	403	25	36	29	59	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00				0.83			
Frt					0.989				0.850			
Flt Protected		0.998					0.950					
Satd. Flow (prot)	0	1858	0	0	2101	0	1687	1863	1482	0	0	0
Flt Permitted		0.978					0.950					
Satd. Flow (perm)	0	1821	0	0	2101	0	1687	1863	1234	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8				84			
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			481			320			390	
Travel Time (s)		7.0			13.1			7.3			8.9	
Confl. Peds. (#/hr)	2					2			30	30		
Peak Hour Factor	0.94	0.95	0.92	0.92	0.97	0.68	0.82	0.48	0.70	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	0%	0%	1%	3%	7%	2%	9%	0%	0%	0%
Adj. Flow (vph)	16	353	0	0	415	37	44	60	84	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	369	0	0	452	0	44	60	84	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0			0		1	1	1			
Detector Template	Left						Left	Thru	Right			
Leading Detector (ft)	20	0			0		51	51	51			
Trailing Detector (ft)	0	0			0		45	45	45			
Detector 1 Position(ft)	0	0			0		45	45	45			
Detector 1 Size(ft)	20	6			6		6	6	6			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	Perm						Perm		Perm			
Protected Phases		2			6			8				
Permitted Phases	2						8		8			
Detector Phase	2	2			6		8	8	8			
Switch Phase												
Minimum Initial (s)	15.0	15.0			15.0		5.0	5.0	5.0			
Minimum Split (s)	21.0	21.0			21.0		14.0	14.0	14.0			
Total Split (s)	55.0	55.0	0.0	0.0	55.0	0.0	35.0	35.0	35.0	0.0	0.0	0.0

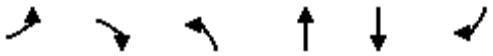


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	61.1%	61.1%	0.0%	0.0%	61.1%	0.0%	38.9%	38.9%	38.9%	0.0%	0.0%	0.0%
Maximum Green (s)	50.0	50.0			50.0		30.0	30.0	30.0			
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0	3.0			
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2			0.2		4.0	4.0	4.0			
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Walk Time (s)	15.0	15.0			15.0		8.0	8.0	8.0			
Flash Dont Walk (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Pedestrian Calls (#/hr)	5	5			5		5	5	5			
Act Effct Green (s)		74.9			74.9		8.2	8.2	8.2			
Actuated g/C Ratio		0.83			0.83		0.09	0.09	0.09			
v/c Ratio		0.24			0.26		0.29	0.35	0.44			
Control Delay		2.8			6.3		42.0	43.3	16.5			
Queue Delay		0.0			0.4		0.0	0.0	0.0			
Total Delay		2.8			6.7		42.0	43.3	16.5			
LOS		A			A		D	D	B			
Approach Delay		2.8			6.7			31.0				
Approach LOS		A			A			C				
90th %ile Green (s)	68.8	68.8			68.8		11.2	11.2	11.2			
90th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
70th %ile Green (s)	70.6	70.6			70.6		9.4	9.4	9.4			
70th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
50th %ile Green (s)	71.8	71.8			71.8		8.2	8.2	8.2			
50th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
30th %ile Green (s)	73.1	73.1			73.1		6.9	6.9	6.9			
30th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
10th %ile Green (s)	85.0	85.0			85.0		0.0	0.0	0.0			
10th %ile Term Code	Coord	Coord			Coord		Skip	Skip	Skip			

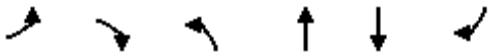
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 9.8		Intersection LOS: A	
Intersection Capacity Utilization 44.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 105: Charles Street (SR 136) & Franklin Street





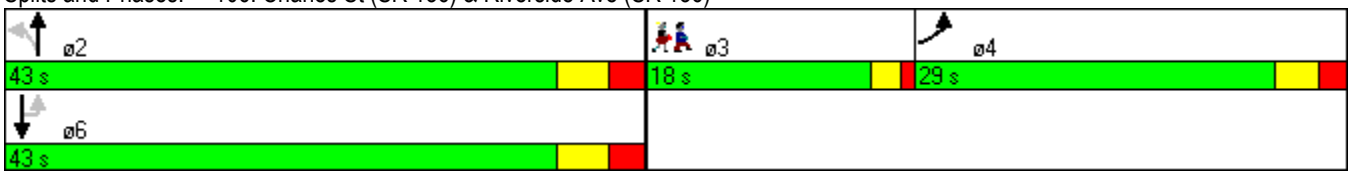
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø3
Lane Configurations							
Volume (vph)	378	57	2	65	292	460	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	16	12	12	16	16	12	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	0.99			1.00	0.99		
Frt	0.981				0.919		
Flt Protected	0.959			0.998			
Satd. Flow (prot)	1959	0	0	2099	1932	0	
Flt Permitted	0.959			0.942			
Satd. Flow (perm)	1943	0	0	1981	1932	0	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)					102		
Link Speed (mph)	25			25	25		
Link Distance (ft)	481			356	794		
Travel Time (s)	13.1			9.7	21.7		
Confl. Peds. (#/hr)	5		3			3	
Peak Hour Factor	0.88	0.79	0.50	0.74	0.86	0.90	
Heavy Vehicles (%)	3%	6%	11%	2%	1%	1%	
Adj. Flow (vph)	430	72	4	88	340	511	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	502	0	0	92	851	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	16			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	0.85	1.00	1.00	0.85	0.85	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1		1	1	1		
Detector Template	Left		Left	Thru	Thru		
Leading Detector (ft)	30		20	50	78		
Trailing Detector (ft)	24		0	44	72		
Detector 1 Position(ft)	24		0	44	72		
Detector 1 Size(ft)	6		20	6	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Turn Type			Perm				
Protected Phases	4			2	6		3
Permitted Phases			2				
Detector Phase	4		2	2	6		
Switch Phase							
Minimum Initial (s)	9.0		15.0	15.0	15.0		1.0
Minimum Split (s)	14.0		21.0	21.0	21.0		18.0
Total Split (s)	29.0	0.0	43.0	43.0	43.0	0.0	18.0

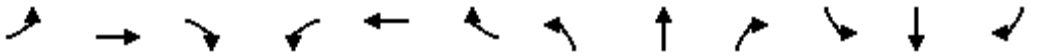


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø3
Total Split (%)	32.2%	0.0%	47.8%	47.8%	47.8%	0.0%	20%
Maximum Green (s)	24.0		37.0	37.0	37.0		15.0
Yellow Time (s)	3.0		3.5	3.5	3.5		2.0
All-Red Time (s)	2.0		2.5	2.5	2.5		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	4.0	6.0	6.0	6.0	4.0	
Lead/Lag	Lag						Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0		2.5	2.5	2.5		0.2
Recall Mode	Min		C-Min	C-Min	C-Min		None
Walk Time (s)							7.0
Flash Dont Walk (s)							8.0
Pedestrian Calls (#/hr)							5
Act Effct Green (s)	26.8			48.6	48.6		
Actuated g/C Ratio	0.30			0.54	0.54		
v/c Ratio	0.86			0.09	0.78		
Control Delay	44.7			12.4	20.5		
Queue Delay	0.0			0.0	0.0		
Total Delay	44.7			12.4	20.5		
LOS	D			B	C		
Approach Delay	44.7			12.4	20.5		
Approach LOS	D			B	C		
90th %ile Green (s)	24.0		37.0	37.0	37.0		15.0
90th %ile Term Code	Max		Coord	Coord	Coord		Ped
70th %ile Green (s)	30.4		48.6	48.6	48.6		0.0
70th %ile Term Code	Gap		Coord	Coord	Coord		Skip
50th %ile Green (s)	29.2		49.8	49.8	49.8		0.0
50th %ile Term Code	Gap		Coord	Coord	Coord		Skip
30th %ile Green (s)	27.4		51.6	51.6	51.6		0.0
30th %ile Term Code	Gap		Coord	Coord	Coord		Skip
10th %ile Green (s)	23.1		55.9	55.9	55.9		0.0
10th %ile Term Code	Gap		Coord	Coord	Coord		Skip

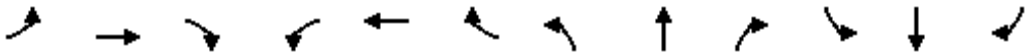
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 16 (18%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 28.4		Intersection LOS: C	
Intersection Capacity Utilization 77.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 106: Charles St (SR 136) & Riverside Ave (SR 136)





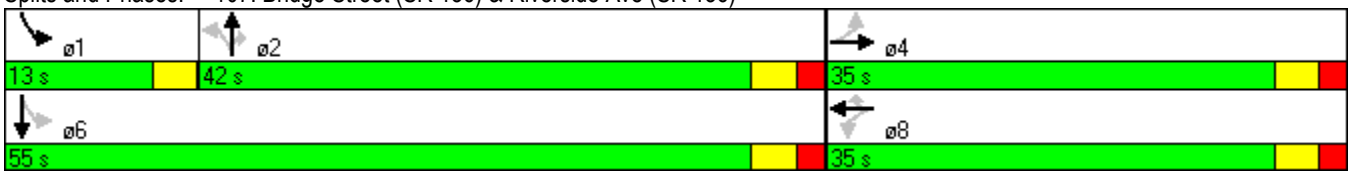
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	503	0	235	0	145	250	130	299	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	11	11	11	11	12
Storage Length (ft)	0		0	0		60	0		125	60		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99	0.97			0.97	0.99		
Frt						0.850			0.850			
Flt Protected					*0.300					0.950		
Satd. Flow (prot)	0	2153	0	0	564	1583	0	1818	1546	1711	1818	0
Flt Permitted					*0.300					0.495		
Satd. Flow (perm)	0	2153	0	0	558	1540	0	1818	1500	886	1818	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						100			309			
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		155			1095			794			990	
Travel Time (s)		3.5			29.9			18.0			27.0	
Confl. Peds. (#/hr)	2		3	3		2			8	8		
Peak Hour Factor	0.92	0.92	0.92	0.99	0.92	0.94	0.92	0.93	0.81	0.74	0.95	0.92
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%	0%	1%	1%	2%	1%	0%
Adj. Flow (vph)	0	0	0	508	0	250	0	156	309	176	315	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	508	250	0	156	309	176	315	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left		Right		Thru	
Leading Detector (ft)	20	6		20	30	30	20	0	20	6	106	
Trailing Detector (ft)	0	0		0	24	24	0	0	0	0	100	
Detector 1 Position(ft)	0	0		0	24	24	0	44	0	0	100	
Detector 1 Size(ft)	20	6		20	6	6	20	6	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm		Perm	Perm		Perm	pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	15.0	15.0	15.0	3.0	15.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	20.0	20.0	20.0	6.1	20.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	35.0	42.0	42.0	42.0	13.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	38.9%	46.7%	46.7%	46.7%	14.4%	61.1%	0.0%
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	37.0	37.0	37.0	9.9	50.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	0.1	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	3.1	5.0	4.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	2.0	4.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	1.0	1.0		1.0	1.0	1.0						
Pedestrian Calls (#/hr)	5	5		5	5	5						
Act Effct Green (s)					50.6	50.6		17.0	17.0	31.3	29.4	
Actuated g/C Ratio					0.56	0.56		0.19	0.19	0.35	0.33	
v/c Ratio					1.62	0.27		0.45	0.58	0.45	0.53	
Control Delay					314.4	7.1		22.5	9.3	25.0	28.2	
Queue Delay					0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay					314.4	7.1		22.5	9.3	25.0	28.2	
LOS					F	A		C	A	C	C	
Approach Delay					213.1			13.8			27.0	
Approach LOS					F			B			C	
90th %ile Green (s)	47.1	47.1		47.1	47.1	47.1	19.9	19.9	19.9	9.9	32.9	
90th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Max	Coord	
70th %ile Green (s)	50.1	50.1		50.1	50.1	50.1	16.9	16.9	16.9	9.9	29.9	
70th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Max	Coord	
50th %ile Green (s)	52.0	52.0		52.0	52.0	52.0	15.0	15.0	15.0	9.9	28.0	
50th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Max	Coord	
30th %ile Green (s)	52.0	52.0		52.0	52.0	52.0	15.4	15.4	15.4	9.5	28.0	
30th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Gap	Coord	
10th %ile Green (s)	52.0	52.0		52.0	52.0	52.0	18.0	18.0	18.0	6.9	28.0	
10th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Gap	Coord	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.62			
Intersection Signal Delay: 105.7		Intersection LOS: F	
Intersection Capacity Utilization 76.1%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 107: Bridge Street (SR 136) & Riverside Ave (SR 136)

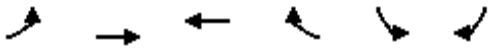


2013 Existing Conditions
Weekday AM Peak Hour
Unsignalized Intersections

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	4	2	2	9	164	6	413	1	87	597	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.38	0.33	0.50	0.50	0.56	0.80	0.75	0.88	0.25	0.50	0.87	0.56
Hourly flow rate (vph)	8	12	4	4	16	205	8	469	4	174	686	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								272			468	
pX, platoon unblocked	0.97	0.97	0.98	0.97	0.97	0.96	0.98			0.96		
vC, conflicting volume	1738	1527	347	1188	1529	471	693			473		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1676	1458	298	1109	1460	428	651			430		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	73	88	99	97	84	63	99			84		
cM capacity (veh/h)	29	103	686	126	103	552	914			1080		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	24	225	481	517	350
Volume Left	8	4	8	174	0
Volume Right	4	205	4	0	7
cSH	61	402	914	1080	1700
Volume to Capacity	0.39	0.56	0.01	0.16	0.21
Queue Length 95th (ft)	37	83	1	14	0
Control Delay (s)	98.3	24.7	0.3	4.2	0.0
Lane LOS	F	C	A	A	
Approach Delay (s)	98.3	24.7	0.3	2.5	
Approach LOS	F	C			

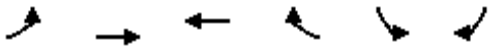
Intersection Summary				
Average Delay	6.4			
Intersection Capacity Utilization	62.1%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	8	289	265	172	36	44
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.33	0.82	0.92	0.88	0.69	0.50
Hourly flow rate (vph)	24	352	288	195	52	88
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		423	258			
pX, platoon unblocked	0.95				0.84	0.95
vC, conflicting volume	483				787	386
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	431				520	328
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				88	87
cM capacity (veh/h)	1073				425	678

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	377	483	140
Volume Left	24	0	52
Volume Right	0	195	88
cSH	1073	1700	555
Volume to Capacity	0.02	0.28	0.25
Queue Length 95th (ft)	2	0	25
Control Delay (s)	0.8	0.0	13.7
Lane LOS	A		B
Approach Delay (s)	0.8	0.0	13.7
Approach LOS			B

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	0	0	31	66	186	175
Peak Hour Factor	0.92	0.92	0.52	0.57	0.78	0.89
Hourly flow rate (vph)	0	0	60	116	238	197

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	175	435
Volume Left (vph)	0	238
Volume Right (vph)	116	197
Hadj (s)	-0.31	-0.13
Departure Headway (s)	4.6	4.2
Degree Utilization, x	0.22	0.51
Capacity (veh/h)	726	836
Control Delay (s)	8.9	11.5
Approach Delay (s)	8.9	11.5
Approach LOS	A	B

Intersection Summary			
Delay	10.7		
HCM Level of Service	B		
Intersection Capacity Utilization	37.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	35	70	125	400	160	100
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.63	0.80	0.82	0.95	0.55
Hourly flow rate (vph)	48	111	156	488	168	182
Pedestrians	3				10	
Lane Width (ft)	12.0				10.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			169		917	114
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			169		917	114
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			89		36	81
cM capacity (veh/h)			1405		263	933

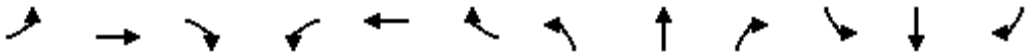
Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	159	644	168	182
Volume Left	0	156	168	0
Volume Right	111	0	0	182
cSH	1700	1405	263	933
Volume to Capacity	0.09	0.11	0.64	0.19
Queue Length 95th (ft)	0	9	100	18
Control Delay (s)	0.0	2.8	40.3	9.8
Lane LOS		A	E	A
Approach Delay (s)	0.0	2.8	24.5	
Approach LOS			C	

Intersection Summary			
Average Delay	9.0		
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

2013 Existing Conditions
Signalized Intersections
Weekday PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	149	220	15	90	38	4	268	200	175	1	208	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	14	12	10	11	12	12	11	12
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00			0.99			1.00	
Frt		0.990			0.994			0.926				0.850
Flt Protected	0.950				0.969		0.950				0.999	
Satd. Flow (prot)	1685	1816	0	0	1889	0	1685	1666	0	0	1817	1599
Flt Permitted	0.950				0.969		0.451				0.994	
Satd. Flow (perm)	1677	1816	0	0	1889	0	800	1666	0	0	1808	1599
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		3						73				207
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		350			423			649			272	
Travel Time (s)		8.0			11.5			14.8			6.2	
Confl. Peds. (#/hr)	1					1			2	2		
Peak Hour Factor	0.86	0.81	0.75	0.83	0.73	0.50	0.91	0.87	0.78	0.25	0.88	0.75
Heavy Vehicles (%)	0%	0%	2%	5%	0%	0%	0%	1%	1%	0%	1%	1%
Adj. Flow (vph)	173	272	20	108	52	8	295	230	224	4	236	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	292	0	0	168	0	295	454	0	0	240	207
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.00	0.92	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	86	86		20	6		21	21		20	24	20
Trailing Detector (ft)	80	80		0	0		15	15		0	18	0
Detector 1 Position(ft)	80	80		0	0		15	15		0	18	0
Detector 1 Size(ft)	6	6		20	6		6	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split			Split			pm+pt			Perm		Perm
Protected Phases	4	4		8	8		5 9	2			6	
Permitted Phases							2			6		6
Detector Phase	4	4		8	8		5 9	2		6	6	6
Switch Phase												

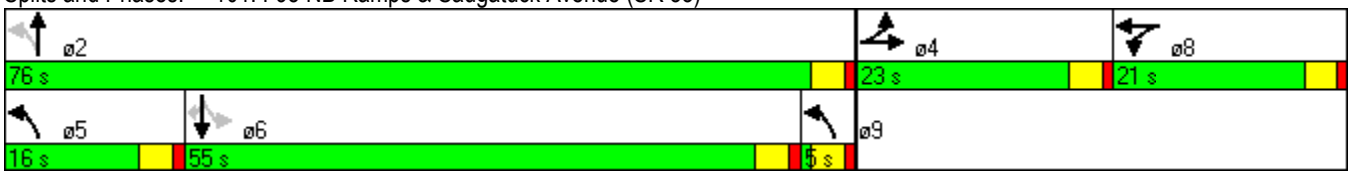
Lane Group	ø5	ø9
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	9.0	9.0		10.0	10.0			15.0		15.0	15.0	15.0
Minimum Split (s)	15.0	15.0		14.0	14.0			19.0		19.0	19.0	19.0
Total Split (s)	23.0	23.0	0.0	21.0	21.0	0.0	21.0	76.0	0.0	55.0	55.0	55.0
Total Split (%)	19.2%	19.2%	0.0%	17.5%	17.5%	0.0%	17.5%	63.3%	0.0%	45.8%	45.8%	45.8%
Maximum Green (s)	19.0	19.0		17.0	17.0			72.0		51.0	51.0	51.0
Yellow Time (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead		Lag	Lag					Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		1.0	1.0			1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None			C-Min		C-Min	C-Min	C-Min
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	1.0	1.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)	26.2	26.2			14.4		67.5	67.5			39.7	39.7
Actuated g/C Ratio	0.22	0.22			0.12		0.56	0.56			0.33	0.33
v/c Ratio	0.47	0.73			0.74		0.49	0.47			0.40	0.31
Control Delay	45.1	54.7			70.1		18.3	15.8			35.2	7.2
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	45.1	54.7			70.1		18.3	15.8			35.2	7.2
LOS	D	D			E		B	B			D	A
Approach Delay		51.1			70.1			16.8			22.2	
Approach LOS		D			E			B			C	
90th %ile Green (s)	29.4	29.4		19.7	19.7			58.9		25.9	25.9	25.9
90th %ile Term Code	Gap	Gap		Gap	Gap			Coord		Coord	Coord	Coord
70th %ile Green (s)	27.3	27.3		16.4	16.4			64.3		33.5	33.5	33.5
70th %ile Term Code	Gap	Gap		Gap	Gap			Coord		Coord	Coord	Coord
50th %ile Green (s)	26.1	26.1		14.1	14.1			67.8		40.3	40.3	40.3
50th %ile Term Code	Gap	Gap		Gap	Gap			Coord		Coord	Coord	Coord
30th %ile Green (s)	24.9	24.9		11.7	11.7			71.4		46.4	46.4	46.4
30th %ile Term Code	Gap	Gap		Gap	Gap			Coord		Coord	Coord	Coord
10th %ile Green (s)	23.1	23.1		10.0	10.0			74.9		52.2	52.2	52.2
10th %ile Term Code	Gap	Gap		Min	Min			Coord		Coord	Coord	Coord

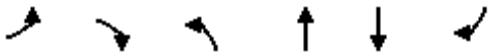
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 29 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 31.8		Intersection LOS: C	
Intersection Capacity Utilization 68.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 101: I-95 NB Ramps & Saugatuck Avenue (SR 33)

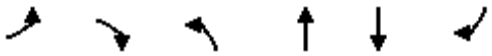


Lane Group	ø5	ø9
Minimum Initial (s)	10.0	1.0
Minimum Split (s)	14.0	5.0
Total Split (s)	16.0	5.0
Total Split (%)	13%	4%
Maximum Green (s)	12.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	0.2
Recall Mode	None	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
90th %ile Green (s)	19.8	5.2
90th %ile Term Code	Max	Gap
70th %ile Green (s)	17.3	5.5
70th %ile Term Code	Gap	Gap
50th %ile Green (s)	14.1	5.4
50th %ile Term Code	Gap	Gap
30th %ile Green (s)	11.4	5.6
30th %ile Term Code	Gap	Gap
10th %ile Green (s)	10.0	4.7
10th %ile Term Code	Min	Gap

Intersection Summary



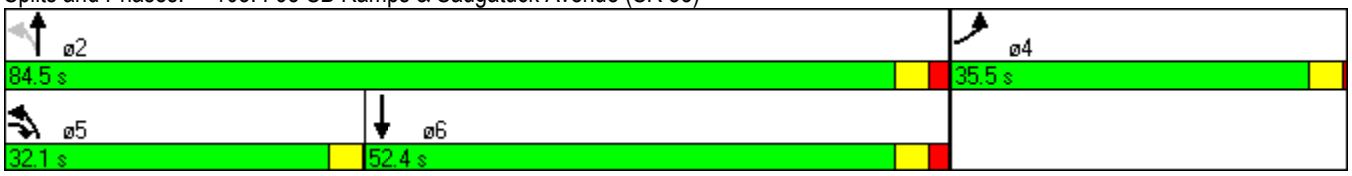
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	138	180	265	250	255	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	11	10	11
Storage Length (ft)	0	200	0			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25	25	25			25
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			1.00		0.99	
Frt		0.850			0.925	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1478	1652	1801	3019	0
Flt Permitted	0.950		0.427			
Satd. Flow (perm)	1770	1478	742	1801	3019	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		196			249	
Link Speed (mph)	25			30	30	
Link Distance (ft)	366			468	266	
Travel Time (s)	10.0			10.6	6.0	
Confl. Peds. (#/hr)			3			3
Peak Hour Factor	0.96	0.92	0.95	0.90	0.93	0.85
Adj. Flow (vph)	144	196	279	278	274	271
Shared Lane Traffic (%)						
Lane Group Flow (vph)	144	196	279	278	545	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.09	1.09	1.04	1.09	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	
Detector Template	Left	Right	Left			
Leading Detector (ft)	25	25	26	0	0	
Trailing Detector (ft)	19	19	20	0	0	
Detector 1 Position(ft)	19	19	20	0	0	
Detector 1 Size(ft)	6	6	6	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type		Over	pm+pt			
Protected Phases	4	5	5	2	6	
Permitted Phases			2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	9.0	5.0	5.0	15.0	15.0	

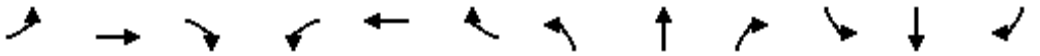


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	17.5	8.1	8.1	20.0	20.0	
Total Split (s)	35.5	32.1	32.1	84.5	52.4	0.0
Total Split (%)	29.6%	26.8%	26.8%	70.4%	43.7%	0.0%
Maximum Green (s)	32.0	29.0	29.0	79.5	47.4	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.5	0.1	0.1	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	3.1	3.1	5.0	5.0	4.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5	1.5	0.2	0.2	
Recall Mode	None	Min	Min	C-Max	C-Max	
Walk Time (s)	13.0					
Flash Dont Walk (s)	1.0					
Pedestrian Calls (#/hr)	5					
Act Effct Green (s)	13.6	8.1	99.8	97.9	86.7	
Actuated g/C Ratio	0.11	0.07	0.83	0.82	0.72	
v/c Ratio	0.72	0.69	0.41	0.19	0.24	
Control Delay	70.4	20.5	5.1	3.7	2.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	70.4	20.5	5.1	3.7	2.3	
LOS	E	C	A	A	A	
Approach Delay	41.6			4.4	2.3	
Approach LOS	D			A	A	
90th %ile Green (s)	19.1	12.7	12.7	92.4	76.6	
90th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
70th %ile Green (s)	15.7	9.0	9.0	95.8	83.7	
70th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
50th %ile Green (s)	13.3	7.5	7.5	98.2	87.6	
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
30th %ile Green (s)	10.9	6.3	6.3	100.6	91.2	
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
10th %ile Green (s)	9.0	5.1	5.1	102.5	94.3	
10th %ile Term Code	Min	Gap	Gap	Coord	Coord	

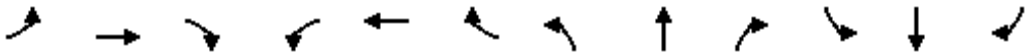
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 13 (11%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 47.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 103: I-95 SB Ramps & Saugatuck Avenue (SR 33)





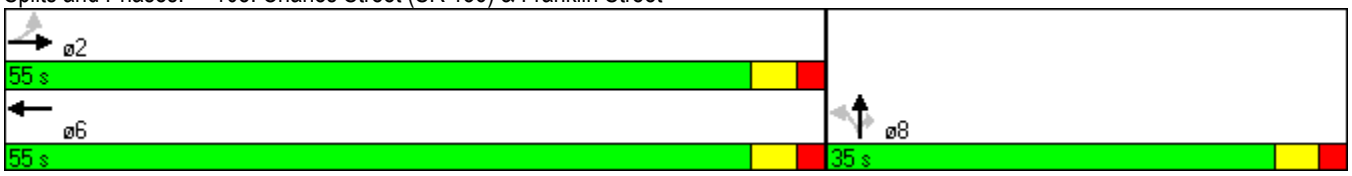
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	450	0	0	228	11	41	33	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							0.98		0.97			
Frt					0.990				0.850			
Flt Protected		0.998					0.950					
Satd. Flow (prot)	0	1896	0	0	2132	0	1805	1900	1615	0	0	0
Flt Permitted		0.979					0.950					
Satd. Flow (perm)	0	1860	0	0	2132	0	1769	1900	1559	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7				80			
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			481			320			390	
Travel Time (s)		7.0			13.1			7.3			8.9	
Confl. Peds. (#/hr)							4		3	3		4
Peak Hour Factor	0.79	0.76	0.92	0.92	0.87	0.55	0.54	0.75	0.80	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	28	592	0	0	262	20	76	44	80	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	620	0	0	282	0	76	44	80	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0			0		1	1	1			
Detector Template	Left						Left	Thru	Right			
Leading Detector (ft)	20	0			0		51	51	51			
Trailing Detector (ft)	0	0			0		45	45	45			
Detector 1 Position(ft)	0	0			0		45	45	45			
Detector 1 Size(ft)	20	6			6		6	6	6			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	Perm						Perm		Perm			
Protected Phases		2			6			8				
Permitted Phases	2						8		8			
Detector Phase	2	2			6		8	8	8			
Switch Phase												
Minimum Initial (s)	15.0	15.0			15.0		5.0	5.0	5.0			
Minimum Split (s)	21.0	21.0			21.0		14.0	14.0	14.0			
Total Split (s)	55.0	55.0	0.0	0.0	55.0	0.0	35.0	35.0	35.0	0.0	0.0	0.0

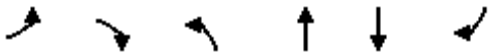


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	61.1%	61.1%	0.0%	0.0%	61.1%	0.0%	38.9%	38.9%	38.9%	0.0%	0.0%	0.0%
Maximum Green (s)	50.0	50.0			50.0		30.0	30.0	30.0			
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0	3.0			
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2			0.2		4.0	4.0	4.0			
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Walk Time (s)	15.0	15.0			15.0		8.0	8.0	8.0			
Flash Dont Walk (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Pedestrian Calls (#/hr)	5	5			5		5	5	5			
Act Effct Green (s)		74.0			74.0		9.1	9.1	9.1			
Actuated g/C Ratio		0.82			0.82		0.10	0.10	0.10			
v/c Ratio		0.41			0.16		0.42	0.23	0.35			
Control Delay		4.0			4.3		44.3	38.8	13.2			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		4.0			4.3		44.3	38.8	13.2			
LOS		A			A		D	D	B			
Approach Delay		4.0			4.3			30.7				
Approach LOS		A			A			C				
90th %ile Green (s)	67.3	67.3			67.3		12.7	12.7	12.7			
90th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
70th %ile Green (s)	69.4	69.4			69.4		10.6	10.6	10.6			
70th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
50th %ile Green (s)	70.9	70.9			70.9		9.1	9.1	9.1			
50th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
30th %ile Green (s)	72.3	72.3			72.3		7.7	7.7	7.7			
30th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
10th %ile Green (s)	85.0	85.0			85.0		0.0	0.0	0.0			
10th %ile Term Code	Coord	Coord			Coord		Skip	Skip	Skip			

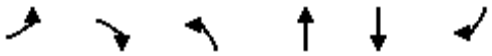
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 8.9		Intersection LOS: A	
Intersection Capacity Utilization 54.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 105: Charles Street (SR 136) & Franklin Street





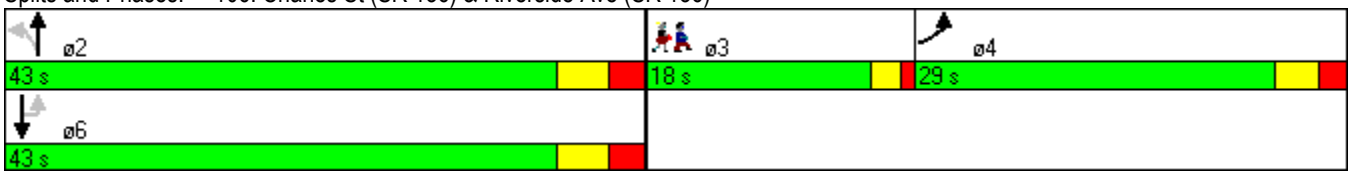
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø3
Lane Configurations							
Volume (vph)	450	72	40	300	185	220	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	16	12	12	16	16	12	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	0.97			1.00	0.98		
Frt	0.978				0.927		
Flt Protected	0.960			0.994			
Satd. Flow (prot)	1970	0	0	2093	1885	0	
Flt Permitted	0.960			0.859			
Satd. Flow (perm)	1908	0	0	1807	1885	0	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)					80		
Link Speed (mph)	25			25	25		
Link Distance (ft)	481			356	794		
Travel Time (s)	13.1			9.7	21.7		
Confl. Peds. (#/hr)	20		12			12	
Peak Hour Factor	0.93	0.78	0.72	0.79	0.94	0.95	
Heavy Vehicles (%)	2%	6%	4%	2%	5%	3%	
Adj. Flow (vph)	484	92	56	380	197	232	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	576	0	0	436	429	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	16			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	0.85	1.00	1.00	0.85	0.85	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1		1	1	1		
Detector Template	Left		Left	Thru	Thru		
Leading Detector (ft)	30		20	50	78		
Trailing Detector (ft)	24		0	44	72		
Detector 1 Position(ft)	24		0	44	72		
Detector 1 Size(ft)	6		20	6	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Turn Type			Perm				
Protected Phases	4			2	6		3
Permitted Phases			2				
Detector Phase	4		2	2	6		
Switch Phase							
Minimum Initial (s)	9.0		15.0	15.0	15.0		1.0
Minimum Split (s)	14.0		21.0	21.0	21.0		18.0
Total Split (s)	29.0	0.0	43.0	43.0	43.0	0.0	18.0



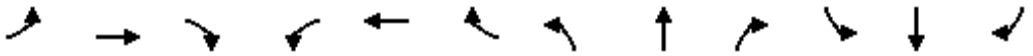
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø3
Total Split (%)	32.2%	0.0%	47.8%	47.8%	47.8%	0.0%	20%
Maximum Green (s)	24.0		37.0	37.0	37.0		15.0
Yellow Time (s)	3.0		3.5	3.5	3.5		2.0
All-Red Time (s)	2.0		2.5	2.5	2.5		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	4.0	6.0	6.0	6.0	4.0	
Lead/Lag	Lag						Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0		2.5	2.5	2.5		0.2
Recall Mode	Min		C-Min	C-Min	C-Min		None
Walk Time (s)							7.0
Flash Dont Walk (s)							8.0
Pedestrian Calls (#/hr)							5
Act Effct Green (s)	32.9			42.5	42.5		
Actuated g/C Ratio	0.37			0.47	0.47		
v/c Ratio	0.80			0.51	0.46		
Control Delay	35.5			19.7	17.8		
Queue Delay	0.0			0.0	0.0		
Total Delay	35.5			19.7	17.8		
LOS	D			B	B		
Approach Delay	35.5			19.7	17.8		
Approach LOS	D			B	B		
90th %ile Green (s)	25.1		35.9	35.9	35.9		15.0
90th %ile Term Code	Max		Coord	Coord	Coord		Ped
70th %ile Green (s)	33.1		45.9	45.9	45.9		0.0
70th %ile Term Code	Gap		Coord	Coord	Coord		Skip
50th %ile Green (s)	33.5		45.5	45.5	45.5		0.0
50th %ile Term Code	Gap		Coord	Coord	Coord		Skip
30th %ile Green (s)	34.6		44.4	44.4	44.4		0.0
30th %ile Term Code	Gap		Coord	Coord	Coord		Skip
10th %ile Green (s)	38.3		40.7	40.7	40.7		0.0
10th %ile Term Code	Gap		Coord	Coord	Coord		Skip

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 16 (18%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 25.4		Intersection LOS: C	
Intersection Capacity Utilization 85.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 106: Charles St (SR 136) & Riverside Ave (SR 136)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	3	2	294	0	130	13	71	622	221	120	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	11	11	11	11	12
Storage Length (ft)	0		0	0		60	0		125	60		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.98		1.00	0.98	1.00	1.00	
Frt		0.961				0.850			0.850		0.992	
Flt Protected		0.979			0.950			0.991		0.950		
Satd. Flow (prot)	0	2026	0	0	1787	1583	0	1791	1391	1728	1770	0
Flt Permitted		0.848			0.739			0.945		0.641		
Satd. Flow (perm)	0	1754	0	0	1390	1546	0	1708	1358	1163	1770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				96			*125		5	
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		155			1095			794			990	
Travel Time (s)		3.5			29.9			18.0			27.0	
Confl. Peds. (#/hr)	1					1	1		3	3		1
Peak Hour Factor	0.42	0.38	0.25	0.89	0.92	0.84	0.65	0.81	0.80	0.83	0.86	0.50
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%	0%	2%	1%	1%	3%	0%
Parking (#/hr)									0			
Adj. Flow (vph)	12	8	8	330	0	155	20	88	778	266	140	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	330	155	0	108	778	266	148	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.04	1.19	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left		Right		Thru	
Leading Detector (ft)	20	6		20	30	30	20	0	20	6	106	
Trailing Detector (ft)	0	0		0	24	24	0	0	0	0	100	
Detector 1 Position(ft)	0	0		0	24	24	0	44	0	0	100	
Detector 1 Size(ft)	20	6		20	6	6	20	6	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm		Perm	Perm		Perm	pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	

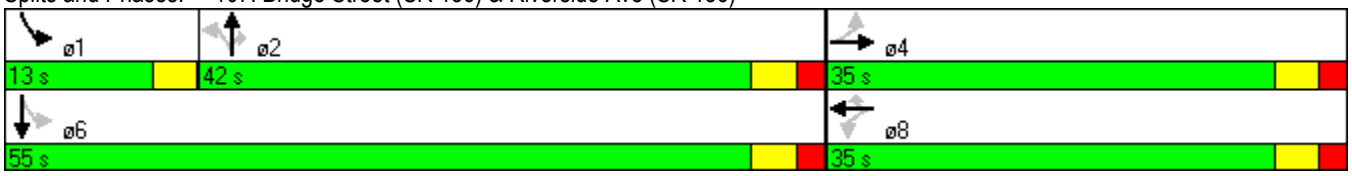


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	15.0	15.0	15.0	3.0	15.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	20.0	20.0	20.0	6.1	20.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	35.0	42.0	42.0	42.0	13.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	38.9%	46.7%	46.7%	46.7%	14.4%	61.1%	0.0%
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	37.0	37.0	37.0	9.9	50.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	0.1	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	3.1	5.0	4.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	2.0	4.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	1.0	1.0		1.0	1.0	1.0						
Pedestrian Calls (#/hr)	5	5		5	5	5						
Act Effct Green (s)		25.1			25.1	25.1		42.6	42.6	56.8	54.9	
Actuated g/C Ratio		0.28			0.28	0.28		0.47	0.47	0.63	0.61	
v/c Ratio		0.06			0.85	0.31		0.13	1.10	0.34	0.14	
Control Delay		17.0			50.8	11.4		12.7	80.9	9.5	8.7	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		17.0			50.8	11.4		12.7	80.9	9.5	8.7	
LOS		B			D	B		B	F	A	A	
Approach Delay		17.0			38.2			72.6			9.2	
Approach LOS		B			D			E			A	
90th %ile Green (s)	30.0	30.0		30.0	30.0	30.0	37.0	37.0	37.0	9.9	50.0	
90th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Max	Coord	
70th %ile Green (s)	29.7	29.7		29.7	29.7	29.7	37.0	37.0	37.0	10.2	50.3	
70th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Coord	Coord	Coord	Max	Coord	
50th %ile Green (s)	26.3	26.3		26.3	26.3	26.3	39.9	39.9	39.9	10.7	53.7	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Coord	Coord	Coord	Gap	Coord	
30th %ile Green (s)	22.6	22.6		22.6	22.6	22.6	45.6	45.6	45.6	8.7	57.4	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Coord	Coord	Coord	Gap	Coord	
10th %ile Green (s)	16.9	16.9		16.9	16.9	16.9	53.4	53.4	53.4	6.6	63.1	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Coord	Coord	Coord	Gap	Coord	

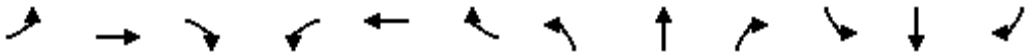
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 48.1		Intersection LOS: D	
Intersection Capacity Utilization 72.2%		ICU Level of Service C	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 107: Bridge Street (SR 136) & Riverside Ave (SR 136)



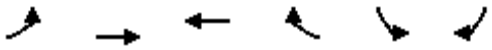
2013 Existing Conditions
Weekday PM Peak Hour
Unsignalized Intersections



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	4	2	10	3	162	1	350	2	80	352	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.38	0.50	0.50	0.58	0.75	0.76	0.25	0.91	0.38	0.80	0.83	0.36
Hourly flow rate (vph)	8	8	4	17	4	213	4	385	5	100	424	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								272			468	
pX, platoon unblocked												
vC, conflicting volume	1239	1026	216	815	1028	387	432			390		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1239	1026	216	815	1028	387	432			390		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	96	99	93	98	65	100			91		
cM capacity (veh/h)	79	212	788	242	212	611	1124			1165		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	20	234	394	312	220
Volume Left	8	17	4	100	0
Volume Right	4	213	5	0	8
cSH	139	534	1124	1165	1700
Volume to Capacity	0.14	0.44	0.00	0.09	0.13
Queue Length 95th (ft)	12	55	0	7	0
Control Delay (s)	35.1	16.9	0.1	3.2	0.0
Lane LOS	E	C	A	A	
Approach Delay (s)	35.1	16.9	0.1	1.9	
Approach LOS	E	C			

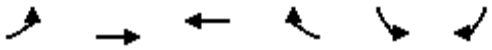
Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	51.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	10	415	82	166	50	35
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.50	0.95	0.79	0.87	0.77	0.55
Hourly flow rate (vph)	20	437	104	191	65	64
Pedestrians		8			2	
Lane Width (ft)		14.0			13.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		1			0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		423	258			
pX, platoon unblocked	0.99				0.88	0.99
vC, conflicting volume	297				678	209
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	279				525	190
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				85	92
cM capacity (veh/h)	1263				442	831

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	457	295	129
Volume Left	20	0	65
Volume Right	0	191	64
cSH	1263	1700	575
Volume to Capacity	0.02	0.17	0.22
Queue Length 95th (ft)	1	0	21
Control Delay (s)	0.5	0.0	13.1
Lane LOS	A		B
Approach Delay (s)	0.5	0.0	13.1
Approach LOS			B

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	0	0	12	320	124	109
Peak Hour Factor	0.92	0.92	0.50	0.76	0.78	0.76
Hourly flow rate (vph)	0	0	24	421	159	143

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	445	302
Volume Left (vph)	0	159
Volume Right (vph)	421	143
Hadj (s)	-0.56	-0.10
Departure Headway (s)	4.1	4.8
Degree Utilization, x	0.51	0.40
Capacity (veh/h)	834	709
Control Delay (s)	11.3	11.0
Approach Delay (s)	11.3	11.0
Approach LOS	B	B

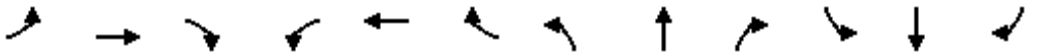
Intersection Summary			
Delay	11.2		
HCM Level of Service	B		
Intersection Capacity Utilization	44.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	191	34	18	67	165	130
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.77	0.75	0.88	0.55	0.52
Hourly flow rate (vph)	220	44	24	76	300	250
Pedestrians	2				1	
Lane Width (ft)	12.0				10.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			265		369	243
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			265		369	243
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			98		52	69
cM capacity (veh/h)			1270		620	798

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	264	100	300	250
Volume Left	0	24	300	0
Volume Right	44	0	0	250
cSH	1700	1270	620	798
Volume to Capacity	0.16	0.02	0.48	0.31
Queue Length 95th (ft)	0	1	66	34
Control Delay (s)	0.0	2.0	16.1	11.6
Lane LOS		A	C	B
Approach Delay (s)	0.0	2.0	14.0	
Approach LOS			B	

Intersection Summary			
Average Delay	8.7		
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

2020 No-Build Conditions
Weekday AM Peak Hour
Signalized Intersections



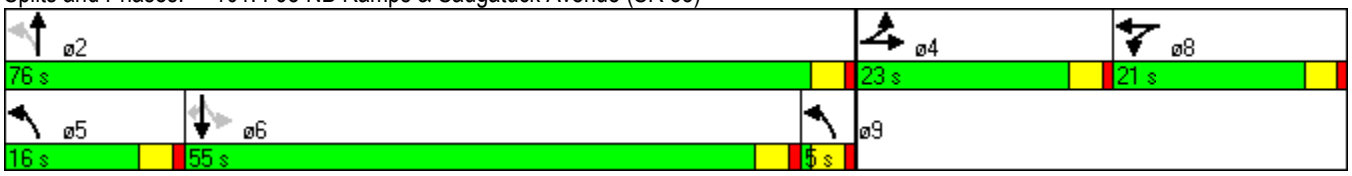
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	304	54	200	42	0	106	130	55	5	474	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	14	12	10	11	12	12	11	12
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99						1.00	0.99			1.00	0.98
Frt		0.976						0.954				0.850
Flt Protected	0.950				0.961		0.950				0.999	
Satd. Flow (prot)	1620	1767	0	0	1906	0	1668	1711	0	0	1798	1568
Flt Permitted	0.950				0.961		0.151				0.995	
Satd. Flow (perm)	1608	1767	0	0	1906	0	265	1711	0	0	1791	1535
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		7						33				188
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		350			423			649			272	
Travel Time (s)		8.0			11.5			14.8			6.2	
Confl. Peds. (#/hr)	2					2	1		3	3		1
Peak Hour Factor	0.88	0.85	0.80	0.89	0.80	0.92	0.80	0.69	0.66	0.63	0.88	0.85
Growth Factor	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%	100%	105%
Heavy Vehicles (%)	4%	1%	4%	2%	3%	0%	1%	2%	1%	6%	2%	3%
Adj. Flow (vph)	346	376	71	236	55	0	139	198	88	8	539	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	346	447	0	0	291	0	139	286	0	0	547	188
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.00	0.92	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	86	86		20	6		21	21		20	24	20
Trailing Detector (ft)	80	80		0	0		15	15		0	18	0
Detector 1 Position(ft)	80	80		0	0		15	15		0	18	0
Detector 1 Size(ft)	6	6		20	6		6	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split			Split			pm+pt			Perm		Perm
Protected Phases	4	4		8	8		5 9	2			6	
Permitted Phases							2			6		6
Detector Phase	4	4		8	8		5 9	2		6	6	6

Lane Group	ø5	ø9
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	9.0	9.0		10.0	10.0			15.0		15.0	15.0	15.0
Minimum Split (s)	15.0	15.0		14.0	14.0			19.0		19.0	19.0	19.0
Total Split (s)	23.0	23.0	0.0	21.0	21.0	0.0	21.0	76.0	0.0	55.0	55.0	55.0
Total Split (%)	19.2%	19.2%	0.0%	17.5%	17.5%	0.0%	17.5%	63.3%	0.0%	45.8%	45.8%	45.8%
Maximum Green (s)	19.0	19.0		17.0	17.0			72.0		51.0	51.0	51.0
Yellow Time (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead		Lag	Lag					Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		1.0	1.0			1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None			C-Min		C-Min	C-Min	C-Min
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	1.0	1.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)	25.6	25.6			17.0		65.4	65.4			42.5	42.5
Actuated g/C Ratio	0.21	0.21			0.14		0.54	0.54			0.35	0.35
v/c Ratio	1.00	1.17			1.08		0.44	0.30			0.86	0.28
Control Delay	97.3	142.3			125.6		16.8	13.0			43.1	3.9
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	97.3	142.3			125.6		16.8	13.0			43.1	3.9
LOS	F	F			F		B	B			D	A
Approach Delay		122.7			125.6			14.3			33.1	
Approach LOS		F			F			B			C	
90th %ile Green (s)	19.0	19.0		17.0	17.0			72.0		51.4	51.4	51.4
90th %ile Term Code	Max	Max		Max	Max			Coord		Coord	Coord	Coord
70th %ile Green (s)	19.0	19.0		17.0	17.0			72.0		47.1	47.1	47.1
70th %ile Term Code	Max	Max		Max	Max			Coord		Coord	Coord	Coord
50th %ile Green (s)	23.4	23.4		17.0	17.0			67.6		43.1	43.1	43.1
50th %ile Term Code	Max	Max		Max	Max			Coord		Coord	Coord	Coord
30th %ile Green (s)	29.1	29.1		17.0	17.0			61.9		38.7	38.7	38.7
30th %ile Term Code	Max	Max		Max	Max			Coord		Coord	Coord	Coord
10th %ile Green (s)	37.4	37.4		17.0	17.0			53.6		32.0	32.0	32.0
10th %ile Term Code	Max	Max		Max	Max			Coord		Coord	Coord	Coord

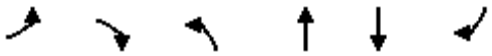
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 40 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 73.2		Intersection LOS: E	
Intersection Capacity Utilization 86.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 101: I-95 NB Ramps & Saugatuck Avenue (SR 33)

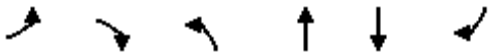


Lane Group	ø5	ø9
Switch Phase		
Minimum Initial (s)	10.0	1.0
Minimum Split (s)	14.0	5.0
Total Split (s)	16.0	5.0
Total Split (%)	13%	4%
Maximum Green (s)	12.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	0.2
Recall Mode	None	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
90th %ile Green (s)	10.4	2.2
90th %ile Term Code	Gap	Max
70th %ile Green (s)	10.0	6.9
70th %ile Term Code	Min	Max
50th %ile Green (s)	10.0	6.5
50th %ile Term Code	Min	Gap
30th %ile Green (s)	10.0	5.2
30th %ile Term Code	Min	Gap
10th %ile Green (s)	10.0	3.6
10th %ile Term Code	Min	Gap

Intersection Summary



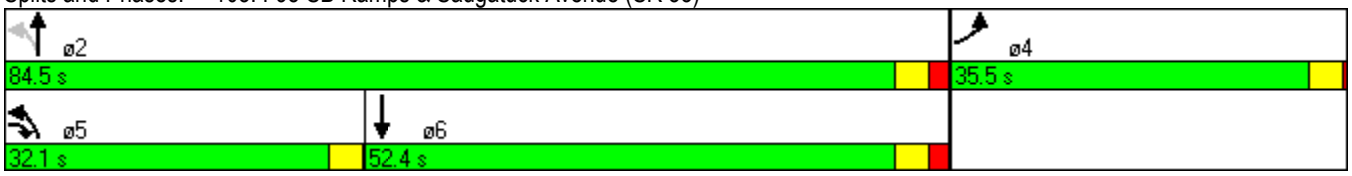
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	191	355	270	310	358	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	11	10	11
Storage Length (ft)	0	200	0			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25	25	25			25
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850			0.963	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1478	1652	1801	3181	0
Flt Permitted	0.950		0.378			
Satd. Flow (perm)	1770	1478	657	1801	3181	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		414			43	
Link Speed (mph)	25			30	30	
Link Distance (ft)	366			468	266	
Travel Time (s)	10.0			10.6	6.0	
Peak Hour Factor	0.85	0.90	0.96	0.86	0.76	0.92
Growth Factor	105%	105%	105%	105%	100%	105%
Adj. Flow (vph)	236	414	295	378	471	152
Shared Lane Traffic (%)						
Lane Group Flow (vph)	236	414	295	378	623	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.09	1.09	1.04	1.09	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	
Detector Template	Left	Right	Left			
Leading Detector (ft)	25	25	26	0	0	
Trailing Detector (ft)	19	19	20	0	0	
Detector 1 Position(ft)	19	19	20	0	0	
Detector 1 Size(ft)	6	6	6	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type		Over	pm+pt			
Protected Phases	4	5	5	2	6	
Permitted Phases			2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	9.0	5.0	5.0	15.0	15.0	
Minimum Split (s)	17.5	8.1	8.1	20.0	20.0	



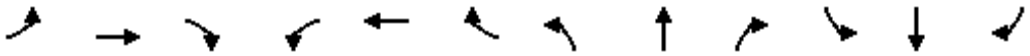
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	35.5	32.1	32.1	84.5	52.4	0.0
Total Split (%)	29.6%	26.8%	26.8%	70.4%	43.7%	0.0%
Maximum Green (s)	32.0	29.0	29.0	79.5	47.4	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.5	0.1	0.1	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	3.1	3.1	5.0	5.0	4.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5	1.5	0.2	0.2	
Recall Mode	None	Min	Min	C-Max	C-Max	
Walk Time (s)	13.0					
Flash Dont Walk (s)	1.0					
Pedestrian Calls (#/hr)	5					
Act Effct Green (s)	19.6	10.6	93.8	91.9	78.2	
Actuated g/C Ratio	0.16	0.09	0.78	0.77	0.65	
v/c Ratio	0.82	0.81	0.49	0.27	0.30	
Control Delay	69.7	18.2	6.6	2.8	7.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	69.7	18.2	6.6	2.8	7.8	
LOS	E	B	A	A	A	
Approach Delay	36.9			4.5	7.8	
Approach LOS	D			A	A	
90th %ile Green (s)	26.9	19.7	19.7	84.6	61.8	
90th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
70th %ile Green (s)	22.6	11.1	11.1	88.9	74.7	
70th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
50th %ile Green (s)	19.6	9.1	9.1	91.9	79.7	
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
30th %ile Green (s)	16.6	7.5	7.5	94.9	84.3	
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
10th %ile Green (s)	12.2	5.7	5.7	99.3	90.5	
10th %ile Term Code	Gap	Gap	Gap	Coord	Coord	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 13 (11%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 16.4		Intersection LOS: B	
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 103: I-95 SB Ramps & Saugatuck Avenue (SR 33)



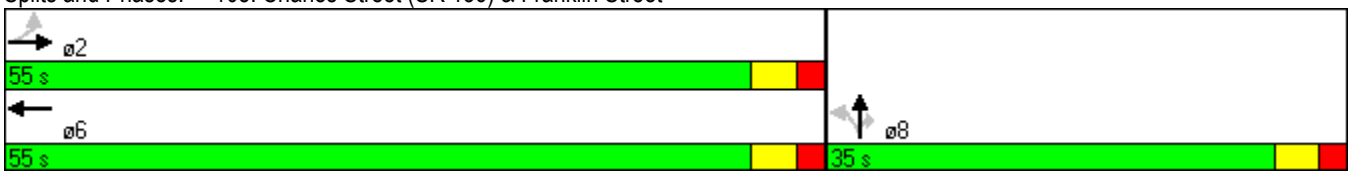
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	335	0	0	403	25	36	29	59	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00				0.83			
Frt					0.989				0.850			
Flt Protected		0.998					0.950					
Satd. Flow (prot)	0	1858	0	0	2101	0	1687	1863	1482	0	0	0
Flt Permitted		0.976					0.950					
Satd. Flow (perm)	0	1817	0	0	2101	0	1687	1863	1234	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8				88			
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			481			320			390	
Travel Time (s)		7.0			13.1			7.3			8.9	
Confl. Peds. (#/hr)	2					2			30	30		
Peak Hour Factor	0.94	0.95	0.92	0.92	0.97	0.68	0.82	0.48	0.70	0.92	0.92	0.92
Growth Factor	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%
Heavy Vehicles (%)	3%	2%	0%	0%	1%	3%	7%	2%	9%	0%	0%	0%
Adj. Flow (vph)	17	370	0	0	436	39	46	63	88	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	387	0	0	475	0	46	63	88	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0			0		1	1	1			
Detector Template	Left						Left	Thru	Right			
Leading Detector (ft)	20	0			0		51	51	51			
Trailing Detector (ft)	0	0			0		45	45	45			
Detector 1 Position(ft)	0	0			0		45	45	45			
Detector 1 Size(ft)	20	6			6		6	6	6			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	Perm						Perm		Perm			
Protected Phases		2			6			8				
Permitted Phases	2						8		8			
Detector Phase	2	2			6		8	8	8			
Switch Phase												
Minimum Initial (s)	15.0	15.0			15.0		5.0	5.0	5.0			
Minimum Split (s)	21.0	21.0			21.0		14.0	14.0	14.0			

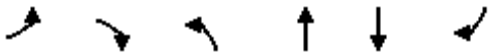


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	55.0	55.0	0.0	0.0	55.0	0.0	35.0	35.0	35.0	0.0	0.0	0.0
Total Split (%)	61.1%	61.1%	0.0%	0.0%	61.1%	0.0%	38.9%	38.9%	38.9%	0.0%	0.0%	0.0%
Maximum Green (s)	50.0	50.0			50.0		30.0	30.0	30.0			
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0	3.0			
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2			0.2		4.0	4.0	4.0			
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Walk Time (s)	15.0	15.0			15.0		8.0	8.0	8.0			
Flash Dont Walk (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Pedestrian Calls (#/hr)	5	5			5		5	5	5			
Act Effct Green (s)		74.7			74.7		8.4	8.4	8.4			
Actuated g/C Ratio		0.83			0.83		0.09	0.09	0.09			
v/c Ratio		0.26			0.27		0.29	0.36	0.45			
Control Delay		2.9			7.0		42.0	43.4	16.4			
Queue Delay		0.0			0.5		0.0	0.0	0.0			
Total Delay		2.9			7.5		42.0	43.4	16.4			
LOS		A			A		D	D	B			
Approach Delay		2.9			7.5			31.0				
Approach LOS		A			A			C				
90th %ile Green (s)	68.6	68.6			68.6		11.4	11.4	11.4			
90th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
70th %ile Green (s)	70.4	70.4			70.4		9.6	9.6	9.6			
70th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
50th %ile Green (s)	71.7	71.7			71.7		8.3	8.3	8.3			
50th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
30th %ile Green (s)	72.9	72.9			72.9		7.1	7.1	7.1			
30th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
10th %ile Green (s)	85.0	85.0			85.0		0.0	0.0	0.0			
10th %ile Term Code	Coord	Coord			Coord		Skip	Skip	Skip			

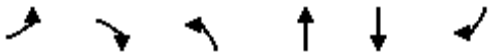
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 10.2		Intersection LOS: B	
Intersection Capacity Utilization 45.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 105: Charles Street (SR 136) & Franklin Street





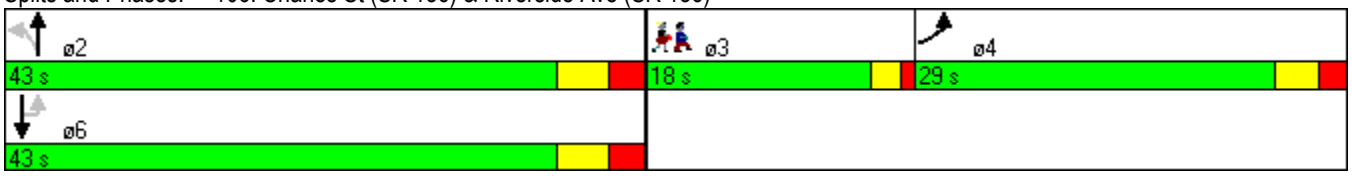
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø3
Lane Configurations							
Volume (vph)	378	57	2	65	292	460	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	16	12	12	16	16	12	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	0.99			1.00	0.99		
Frt	0.981				0.919		
Flt Protected	0.959			0.998			
Satd. Flow (prot)	1959	0	0	2099	1932	0	
Flt Permitted	0.959			0.776			
Satd. Flow (perm)	1943	0	0	1632	1932	0	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)					102		
Link Speed (mph)	25			25	25		
Link Distance (ft)	481			356	794		
Travel Time (s)	13.1			9.7	21.7		
Confl. Peds. (#/hr)	5		3			3	
Peak Hour Factor	0.88	0.79	0.50	0.74	0.86	0.90	
Growth Factor	105%	105%	105%	105%	105%	105%	
Heavy Vehicles (%)	3%	6%	11%	2%	1%	1%	
Adj. Flow (vph)	451	76	4	92	357	537	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	527	0	0	96	894	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	16			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	0.85	1.00	1.00	0.85	0.85	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1		1	1	1		
Detector Template	Left		Left	Thru	Thru		
Leading Detector (ft)	30		20	50	78		
Trailing Detector (ft)	24		0	44	72		
Detector 1 Position(ft)	24		0	44	72		
Detector 1 Size(ft)	6		20	6	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Turn Type			Perm				
Protected Phases	4			2	6		3
Permitted Phases			2				
Detector Phase	4		2	2	6		
Switch Phase							
Minimum Initial (s)	9.0		15.0	15.0	15.0		1.0
Minimum Split (s)	14.0		21.0	21.0	21.0		18.0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø3
Total Split (s)	29.0	0.0	43.0	43.0	43.0	0.0	18.0
Total Split (%)	32.2%	0.0%	47.8%	47.8%	47.8%	0.0%	20%
Maximum Green (s)	24.0		37.0	37.0	37.0		15.0
Yellow Time (s)	3.0		3.5	3.5	3.5		2.0
All-Red Time (s)	2.0		2.5	2.5	2.5		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	4.0	6.0	6.0	6.0	4.0	
Lead/Lag	Lag						Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0		2.5	2.5	2.5		0.2
Recall Mode	Min		C-Min	C-Min	C-Min		None
Walk Time (s)							7.0
Flash Dont Walk (s)							8.0
Pedestrian Calls (#/hr)							5
Act Effct Green (s)	29.0			46.4	46.4		
Actuated g/C Ratio	0.32			0.52	0.52		
v/c Ratio	0.84			0.11	0.85		
Control Delay	40.9			13.2	23.0		
Queue Delay	0.0			0.0	0.0		
Total Delay	40.9			13.2	23.0		
LOS	D			B	C		
Approach Delay	40.9			13.2	23.0		
Approach LOS	D			B	C		
90th %ile Green (s)	24.0		37.0	37.0	37.0		15.0
90th %ile Term Code	Max		Coord	Coord	Coord		Ped
70th %ile Green (s)	31.5		47.5	47.5	47.5		0.0
70th %ile Term Code	Gap		Coord	Coord	Coord		Skip
50th %ile Green (s)	30.8		48.2	48.2	48.2		0.0
50th %ile Term Code	Gap		Coord	Coord	Coord		Skip
30th %ile Green (s)	30.0		49.0	49.0	49.0		0.0
30th %ile Term Code	Gap		Coord	Coord	Coord		Skip
10th %ile Green (s)	28.5		50.5	50.5	50.5		0.0
10th %ile Term Code	Gap		Coord	Coord	Coord		Skip

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 16 (18%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 28.6		Intersection LOS: C	
Intersection Capacity Utilization 80.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 106: Charles St (SR 136) & Riverside Ave (SR 136)



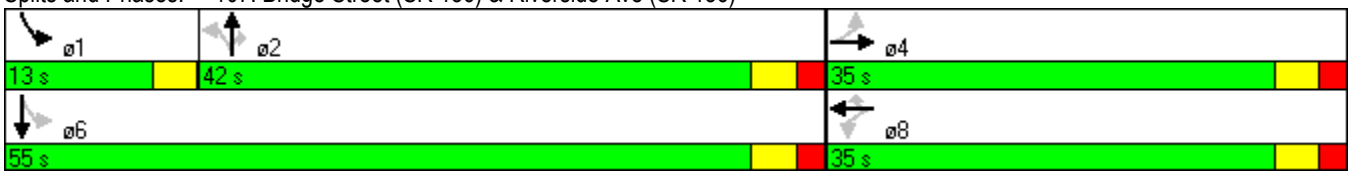
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	503	0	262	0	145	250	130	299	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	11	11	11	11	12
Storage Length (ft)	0		0	0		60	0		125	60		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99	0.97			0.97	0.99		
Frt						0.850			0.850			
Flt Protected					*0.300					0.950		
Satd. Flow (prot)	0	2153	0	0	564	1583	0	1818	1546	1711	1818	0
Flt Permitted					*0.300					0.480		
Satd. Flow (perm)	0	2153	0	0	558	1540	0	1818	1500	860	1818	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						107			324			
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		155			1095			794			990	
Travel Time (s)		3.5			29.9			18.0			27.0	
Confl. Peds. (#/hr)	2		3	3		2			8	8		
Peak Hour Factor	0.92	0.92	0.92	0.99	0.92	0.94	0.92	0.93	0.81	0.74	0.95	0.92
Growth Factor	105%	105%	105%	105%	105%	100%	105%	105%	105%	105%	105%	105%
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%	0%	1%	1%	2%	1%	0%
Adj. Flow (vph)	0	0	0	533	0	279	0	164	324	184	330	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	533	279	0	164	324	184	330	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left		Right		Thru	
Leading Detector (ft)	20	6		20	30	30	20	0	20	6	106	
Trailing Detector (ft)	0	0		0	24	24	0	0	0	0	100	
Detector 1 Position(ft)	0	0		0	24	24	0	44	0	0	100	
Detector 1 Size(ft)	20	6		20	6	6	20	6	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm		Perm	Perm		Perm	pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	15.0	15.0	15.0	3.0	15.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	20.0	20.0	20.0	6.1	20.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	35.0	42.0	42.0	42.0	13.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	38.9%	46.7%	46.7%	46.7%	14.4%	61.1%	0.0%
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	37.0	37.0	37.0	9.9	50.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	0.1	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	3.1	5.0	4.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	2.0	4.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	1.0	1.0		1.0	1.0	1.0						
Pedestrian Calls (#/hr)	5	5		5	5	5						
Act Effct Green (s)					50.4	50.4		17.1	17.1	31.5	29.6	
Actuated g/C Ratio					0.56	0.56		0.19	0.19	0.35	0.33	
v/c Ratio					1.71	0.31		0.47	0.59	0.47	0.55	
Control Delay					352.5	7.6		22.7	8.7	25.3	28.5	
Queue Delay					0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay					352.5	7.6		22.7	8.7	25.3	28.5	
LOS					F	A		C	A	C	C	
Approach Delay					234.0			13.4			27.3	
Approach LOS					F			B			C	
90th %ile Green (s)	46.5	46.5		46.5	46.5	46.5	20.5	20.5	20.5	9.9	33.5	
90th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Max	Coord	
70th %ile Green (s)	49.6	49.6		49.6	49.6	49.6	17.4	17.4	17.4	9.9	30.4	
70th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Max	Coord	
50th %ile Green (s)	52.0	52.0		52.0	52.0	52.0	15.0	15.0	15.0	9.9	28.0	
50th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Max	Coord	
30th %ile Green (s)	52.0	52.0		52.0	52.0	52.0	15.1	15.1	15.1	9.8	28.0	
30th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Gap	Coord	
10th %ile Green (s)	52.0	52.0		52.0	52.0	52.0	17.7	17.7	17.7	7.2	28.0	
10th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Gap	Coord	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.71			
Intersection Signal Delay: 116.1		Intersection LOS: F	
Intersection Capacity Utilization 78.3%		ICU Level of Service D	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 107: Bridge Street (SR 136) & Riverside Ave (SR 136)

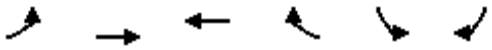


2020 No-Build Conditions
Weekday AM Peak Hour
Unsignalized Intersections

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	4	2	2	9	164	6	413	1	87	635	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.38	0.33	0.50	0.50	0.56	0.80	0.75	0.88	0.25	0.50	0.87	0.56
Hourly flow rate (vph)	8	13	4	4	17	215	8	493	4	183	730	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								272			468	
pX, platoon unblocked	0.97	0.97	0.97	0.97	0.97	0.96	0.97			0.96		
vC, conflicting volume	1834	1613	369	1253	1614	495	737			497		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1730	1502	288	1131	1503	450	668			452		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	66	87	99	96	82	60	99			83		
cM capacity (veh/h)	25	96	687	119	96	533	890			1057		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	25	236	505	548	372
Volume Left	8	4	8	183	0
Volume Right	4	215	4	0	8
cSH	53	384	890	1057	1700
Volume to Capacity	0.48	0.62	0.01	0.17	0.22
Queue Length 95th (ft)	45	99	1	16	0
Control Delay (s)	123.8	28.3	0.3	4.4	0.0
Lane LOS	F	D	A	A	
Approach Delay (s)	123.8	28.3	0.3	2.6	
Approach LOS	F	D			

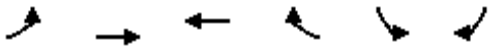
Intersection Summary				
Average Delay	7.3			
Intersection Capacity Utilization	64.9%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	8	289	265	172	36	44
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.33	0.82	0.92	0.88	0.69	0.50
Hourly flow rate (vph)	25	370	302	205	55	92
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		423	258			
pX, platoon unblocked	0.94				0.84	0.94
vC, conflicting volume	508				826	405
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	450				552	341
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				87	86
cM capacity (veh/h)	1049				407	663

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	396	508	147
Volume Left	25	0	55
Volume Right	0	205	92
cSH	1049	1700	537
Volume to Capacity	0.02	0.30	0.27
Queue Length 95th (ft)	2	0	28
Control Delay (s)	0.8	0.0	14.2
Lane LOS	A		B
Approach Delay (s)	0.8	0.0	14.2
Approach LOS			B

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	37.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	0	0	31	66	186	175
Peak Hour Factor	0.92	0.92	0.52	0.57	0.78	0.89
Hourly flow rate (vph)	0	0	63	122	250	206

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	184	457
Volume Left (vph)	0	250
Volume Right (vph)	122	206
Hadj (s)	-0.31	-0.13
Departure Headway (s)	4.6	4.2
Degree Utilization, x	0.24	0.54
Capacity (veh/h)	717	831
Control Delay (s)	9.1	12.0
Approach Delay (s)	9.1	12.0
Approach LOS	A	B

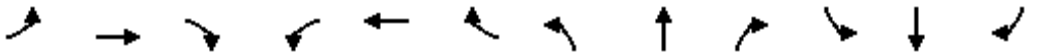
Intersection Summary			
Delay	11.2		
HCM Level of Service	B		
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	35	70	125	400	160	100
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.63	0.80	0.82	0.95	0.55
Hourly flow rate (vph)	51	119	167	522	180	195
Pedestrians	3				10	
Lane Width (ft)	12.0				10.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			180		980	121
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			180		980	121
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			88		24	79
cM capacity (veh/h)			1392		238	924

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	170	689	180	195
Volume Left	0	167	180	0
Volume Right	119	0	0	195
cSH	1700	1392	238	924
Volume to Capacity	0.10	0.12	0.76	0.21
Queue Length 95th (ft)	0	10	134	20
Control Delay (s)	0.0	3.0	55.5	9.9
Lane LOS		A	F	A
Approach Delay (s)	0.0	3.0	31.8	
Approach LOS			D	

Intersection Summary			
Average Delay	11.3		
Intersection Capacity Utilization	52.7%	ICU Level of Service	A
Analysis Period (min)	15		

2020 No-Build Conditions
Weekday PM Peak Hour
Signalized Intersections



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	149	220	15	90	38	4	268	200	175	1	220	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	14	12	10	11	12	12	11	12
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00			0.99			1.00	
Frt		0.990			0.994			0.926				0.850
Flt Protected	0.950				0.969		0.950				0.999	
Satd. Flow (prot)	1685	1816	0	0	1889	0	1685	1666	0	0	1817	1599
Flt Permitted	0.950				0.969		0.421				0.994	
Satd. Flow (perm)	1677	1816	0	0	1889	0	747	1666	0	0	1808	1599
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		3						73				244
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		350			423			649			272	
Travel Time (s)		8.0			11.5			14.8			6.2	
Confl. Peds. (#/hr)	1					1			2	2		
Peak Hour Factor	0.86	0.81	0.75	0.83	0.73	0.50	0.91	0.87	0.78	0.25	0.88	0.75
Growth Factor	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	5%	0%	0%	0%	1%	1%	0%	1%	1%
Adj. Flow (vph)	182	285	21	114	55	8	309	241	236	4	250	244
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	306	0	0	177	0	309	477	0	0	254	244
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.00	0.92	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	86	86		20	6		21	21		20	24	20
Trailing Detector (ft)	80	80		0	0		15	15		0	18	0
Detector 1 Position(ft)	80	80		0	0		15	15		0	18	0
Detector 1 Size(ft)	6	6		20	6		6	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split			Split			pm+pt			Perm		Perm
Protected Phases	4	4		8	8		5 9	2			6	
Permitted Phases							2			6		6
Detector Phase	4	4		8	8		5 9	2		6	6	6

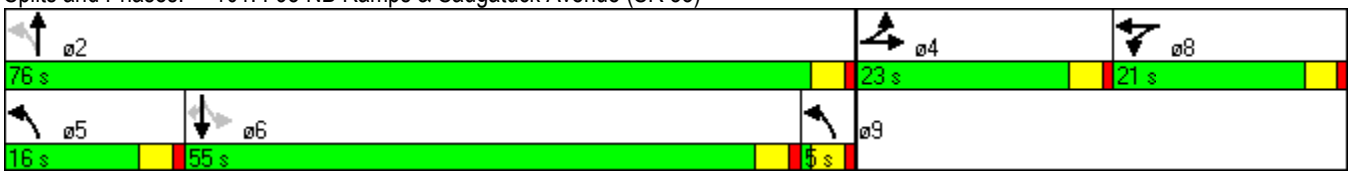
Lane Group	ø5	ø9
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	9.0	9.0		10.0	10.0			15.0		15.0	15.0	15.0
Minimum Split (s)	15.0	15.0		14.0	14.0			19.0		19.0	19.0	19.0
Total Split (s)	23.0	23.0	0.0	21.0	21.0	0.0	21.0	76.0	0.0	55.0	55.0	55.0
Total Split (%)	19.2%	19.2%	0.0%	17.5%	17.5%	0.0%	17.5%	63.3%	0.0%	45.8%	45.8%	45.8%
Maximum Green (s)	19.0	19.0		17.0	17.0			72.0		51.0	51.0	51.0
Yellow Time (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead		Lag	Lag					Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		1.0	1.0			1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None			C-Min		C-Min	C-Min	C-Min
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	1.0	1.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)	28.2	28.2			14.9		64.9	64.9			37.3	37.3
Actuated g/C Ratio	0.24	0.24			0.12		0.54	0.54			0.31	0.31
v/c Ratio	0.46	0.71			0.76		0.55	0.51			0.45	0.37
Control Delay	43.5	51.9			70.3		21.0	17.7			36.1	6.5
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	43.5	51.9			70.3		21.0	17.7			36.1	6.5
LOS	D	D			E		C	B			D	A
Approach Delay		48.7			70.3			19.0			21.6	
Approach LOS		D			E			B			C	
90th %ile Green (s)	30.3	30.3		20.4	20.4			57.3		28.3	28.3	28.3
90th %ile Term Code	Gap	Gap		Gap	Gap			Coord		Coord	Coord	Coord
70th %ile Green (s)	28.4	28.4		17.0	17.0			62.6		30.6	30.6	30.6
70th %ile Term Code	Gap	Gap		Gap	Gap			Coord		Coord	Coord	Coord
50th %ile Green (s)	27.6	27.6		14.7	14.7			65.7		37.1	37.1	37.1
50th %ile Term Code	Gap	Gap		Gap	Gap			Coord		Coord	Coord	Coord
30th %ile Green (s)	27.2	27.2		12.3	12.3			68.5		42.7	42.7	42.7
30th %ile Term Code	Gap	Gap		Gap	Gap			Coord		Coord	Coord	Coord
10th %ile Green (s)	27.6	27.6		10.0	10.0			70.4		47.6	47.6	47.6
10th %ile Term Code	Gap	Gap		Min	Min			Coord		Coord	Coord	Coord

Intersection Summary

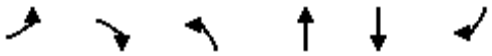
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 29 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 31.8 Intersection LOS: C
Intersection Capacity Utilization 69.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 101: I-95 NB Ramps & Saugatuck Avenue (SR 33)

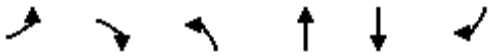


Lane Group	ø5	ø9
Switch Phase		
Minimum Initial (s)	10.0	1.0
Minimum Split (s)	14.0	5.0
Total Split (s)	16.0	5.0
Total Split (%)	13%	4%
Maximum Green (s)	12.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	0.2
Recall Mode	None	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
90th %ile Green (s)	16.2	4.8
90th %ile Term Code	Max	Gap
70th %ile Green (s)	18.6	5.4
70th %ile Term Code	Gap	Gap
50th %ile Green (s)	15.2	5.4
50th %ile Term Code	Gap	Gap
30th %ile Green (s)	12.4	5.4
30th %ile Term Code	Gap	Gap
10th %ile Green (s)	10.0	4.8
10th %ile Term Code	Min	Gap

Intersection Summary



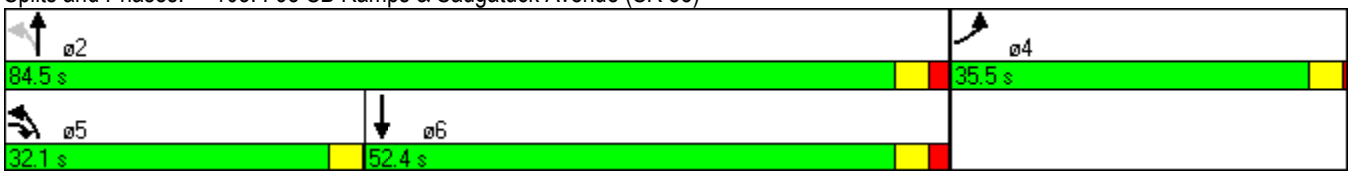
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	138	180	265	250	290	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	11	10	11
Storage Length (ft)	0	200	0			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25	25	25			25
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			1.00		0.99	
Frt		0.850			0.925	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1478	1652	1801	3020	0
Flt Permitted	0.950		0.391			
Satd. Flow (perm)	1770	1478	679	1801	3020	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		205			246	
Link Speed (mph)	25			30	30	
Link Distance (ft)	366			468	266	
Travel Time (s)	10.0			10.6	6.0	
Confl. Peds. (#/hr)			3			3
Peak Hour Factor	0.96	0.92	0.95	0.90	0.93	0.85
Growth Factor	105%	105%	105%	105%	100%	100%
Adj. Flow (vph)	151	205	293	292	312	308
Shared Lane Traffic (%)						
Lane Group Flow (vph)	151	205	293	292	620	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.09	1.09	1.04	1.09	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	
Detector Template	Left	Right	Left			
Leading Detector (ft)	25	25	26	0	0	
Trailing Detector (ft)	19	19	20	0	0	
Detector 1 Position(ft)	19	19	20	0	0	
Detector 1 Size(ft)	6	6	6	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type		Over	pm+pt			
Protected Phases	4	5	5	2	6	
Permitted Phases			2			
Detector Phase	4	5	5	2	6	
Switch Phase						



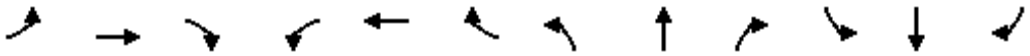
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	9.0	5.0	5.0	15.0	15.0	
Minimum Split (s)	17.5	8.1	8.1	20.0	20.0	
Total Split (s)	35.5	32.1	32.1	84.5	52.4	0.0
Total Split (%)	29.6%	26.8%	26.8%	70.4%	43.7%	0.0%
Maximum Green (s)	32.0	29.0	29.0	79.5	47.4	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.5	0.1	0.1	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	3.1	3.1	5.0	5.0	4.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5	1.5	0.2	0.2	
Recall Mode	None	Min	Min	C-Max	C-Max	
Walk Time (s)	13.0					
Flash Dont Walk (s)	1.0					
Pedestrian Calls (#/hr)	5					
Act Effct Green (s)	14.0	8.4	99.4	97.5	86.0	
Actuated g/C Ratio	0.12	0.07	0.83	0.81	0.72	
v/c Ratio	0.73	0.70	0.46	0.20	0.28	
Control Delay	70.6	20.0	5.6	3.7	3.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	70.6	20.0	5.6	3.7	3.1	
LOS	E	C	A	A	A	
Approach Delay	41.5			4.7	3.1	
Approach LOS	D			A	A	
90th %ile Green (s)	19.7	13.0	13.0	91.8	75.7	
90th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
70th %ile Green (s)	16.2	9.4	9.4	95.3	82.8	
70th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
50th %ile Green (s)	13.8	7.8	7.8	97.7	86.8	
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
30th %ile Green (s)	11.4	6.6	6.6	100.1	90.4	
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
10th %ile Green (s)	9.0	5.3	5.3	102.5	94.1	
10th %ile Term Code	Min	Gap	Gap	Coord	Coord	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 13 (11%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 103: I-95 SB Ramps & Saugatuck Avenue (SR 33)



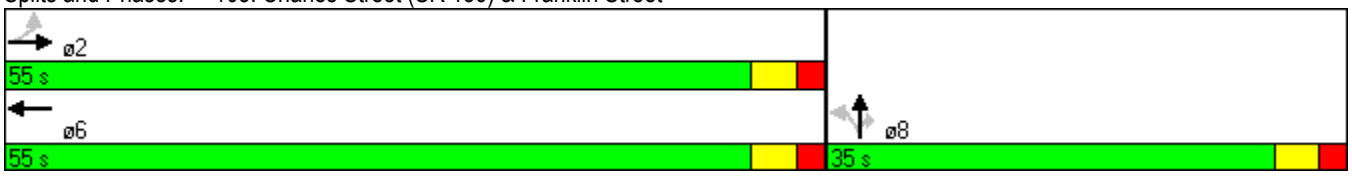
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	450	0	0	228	11	41	33	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							0.98		0.97			
Frt					0.990				0.850			
Flt Protected		0.998					0.950					
Satd. Flow (prot)	0	1896	0	0	2132	0	1805	1900	1615	0	0	0
Flt Permitted		0.978					0.950					
Satd. Flow (perm)	0	1858	0	0	2132	0	1769	1900	1559	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7				84			
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			481			320			390	
Travel Time (s)		7.0			13.1			7.3			8.9	
Confl. Peds. (#/hr)							4		3	3		4
Peak Hour Factor	0.79	0.76	0.92	0.92	0.87	0.55	0.54	0.75	0.80	0.92	0.92	0.92
Growth Factor	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	29	622	0	0	275	21	80	46	84	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	651	0	0	296	0	80	46	84	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0			0		1	1	1			
Detector Template	Left						Left	Thru	Right			
Leading Detector (ft)	20	0			0		51	51	51			
Trailing Detector (ft)	0	0			0		45	45	45			
Detector 1 Position(ft)	0	0			0		45	45	45			
Detector 1 Size(ft)	20	6			6		6	6	6			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	Perm						Perm		Perm			
Protected Phases		2			6			8				
Permitted Phases	2						8		8			
Detector Phase	2	2			6		8	8	8			
Switch Phase												
Minimum Initial (s)	15.0	15.0			15.0		5.0	5.0	5.0			
Minimum Split (s)	21.0	21.0			21.0		14.0	14.0	14.0			

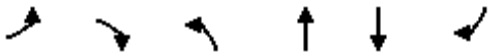


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	55.0	55.0	0.0	0.0	55.0	0.0	35.0	35.0	35.0	0.0	0.0	0.0
Total Split (%)	61.1%	61.1%	0.0%	0.0%	61.1%	0.0%	38.9%	38.9%	38.9%	0.0%	0.0%	0.0%
Maximum Green (s)	50.0	50.0			50.0		30.0	30.0	30.0			
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0	3.0			
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2			0.2		4.0	4.0	4.0			
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Walk Time (s)	15.0	15.0			15.0		8.0	8.0	8.0			
Flash Dont Walk (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Pedestrian Calls (#/hr)	5	5			5		5	5	5			
Act Effct Green (s)		73.8			73.8		9.3	9.3	9.3			
Actuated g/C Ratio		0.82			0.82		0.10	0.10	0.10			
v/c Ratio		0.43			0.17		0.43	0.23	0.35			
Control Delay		4.3			4.4		44.4	38.6	12.7			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		4.3			4.4		44.4	38.6	12.7			
LOS		A			A		D	D	B			
Approach Delay		4.3			4.4			30.5				
Approach LOS		A			A			C				
90th %ile Green (s)	67.0	67.0			67.0		13.0	13.0	13.0			
90th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
70th %ile Green (s)	69.1	69.1			69.1		10.9	10.9	10.9			
70th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
50th %ile Green (s)	70.7	70.7			70.7		9.3	9.3	9.3			
50th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
30th %ile Green (s)	72.2	72.2			72.2		7.8	7.8	7.8			
30th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
10th %ile Green (s)	85.0	85.0			85.0		0.0	0.0	0.0			
10th %ile Term Code	Coord	Coord			Coord		Skip	Skip	Skip			

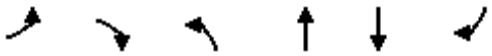
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 105: Charles Street (SR 136) & Franklin Street





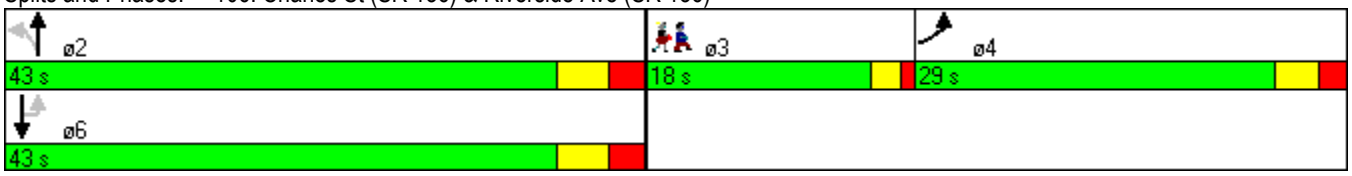
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø3
Lane Configurations							
Volume (vph)	450	72	40	300	185	220	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	16	12	12	16	16	12	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	0.97			1.00	0.98		
Frt	0.978				0.927		
Flt Protected	0.960			0.994			
Satd. Flow (prot)	1970	0	0	2093	1885	0	
Flt Permitted	0.960			0.789			
Satd. Flow (perm)	1908	0	0	1660	1885	0	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)					80		
Link Speed (mph)	25			25	25		
Link Distance (ft)	481			356	794		
Travel Time (s)	13.1			9.7	21.7		
Confl. Peds. (#/hr)	20		12			12	
Peak Hour Factor	0.93	0.78	0.72	0.79	0.94	0.95	
Growth Factor	105%	105%	105%	105%	105%	105%	
Heavy Vehicles (%)	2%	6%	4%	2%	5%	3%	
Adj. Flow (vph)	508	97	58	399	207	243	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	605	0	0	457	450	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	16			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	0.85	1.00	1.00	0.85	0.85	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1		1	1	1		
Detector Template	Left		Left	Thru	Thru		
Leading Detector (ft)	30		20	50	78		
Trailing Detector (ft)	24		0	44	72		
Detector 1 Position(ft)	24		0	44	72		
Detector 1 Size(ft)	6		20	6	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Turn Type			Perm				
Protected Phases	4			2	6		3
Permitted Phases			2				
Detector Phase	4		2	2	6		
Switch Phase							
Minimum Initial (s)	9.0		15.0	15.0	15.0		1.0
Minimum Split (s)	14.0		21.0	21.0	21.0		18.0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø3
Total Split (s)	29.0	0.0	43.0	43.0	43.0	0.0	18.0
Total Split (%)	32.2%	0.0%	47.8%	47.8%	47.8%	0.0%	20%
Maximum Green (s)	24.0		37.0	37.0	37.0		15.0
Yellow Time (s)	3.0		3.5	3.5	3.5		2.0
All-Red Time (s)	2.0		2.5	2.5	2.5		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	4.0	6.0	6.0	6.0	4.0	
Lead/Lag	Lag						Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0		2.5	2.5	2.5		0.2
Recall Mode	Min		C-Min	C-Min	C-Min		None
Walk Time (s)							7.0
Flash Dont Walk (s)							8.0
Pedestrian Calls (#/hr)							5
Act Effct Green (s)	35.0			40.4	40.4		
Actuated g/C Ratio	0.39			0.45	0.45		
v/c Ratio	0.79			0.61	0.51		
Control Delay	33.2			23.1	21.5		
Queue Delay	0.0			0.0	0.0		
Total Delay	33.2			23.1	21.5		
LOS	C			C	C		
Approach Delay	33.2			23.1	21.5		
Approach LOS	C			C	C		
90th %ile Green (s)	24.0		37.0	37.0	37.0		15.0
90th %ile Term Code	Max		Coord	Coord	Coord		Ped
70th %ile Green (s)	34.0		45.0	45.0	45.0		0.0
70th %ile Term Code	Gap		Coord	Coord	Coord		Skip
50th %ile Green (s)	35.1		43.9	43.9	43.9		0.0
50th %ile Term Code	Gap		Coord	Coord	Coord		Skip
30th %ile Green (s)	37.3		41.7	41.7	41.7		0.0
30th %ile Term Code	Gap		Coord	Coord	Coord		Skip
10th %ile Green (s)	44.4		34.6	34.6	34.6		0.0
10th %ile Term Code	Gap		Coord	Coord	Coord		Skip

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 16 (18%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 26.7		Intersection LOS: C	
Intersection Capacity Utilization 88.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 106: Charles St (SR 136) & Riverside Ave (SR 136)



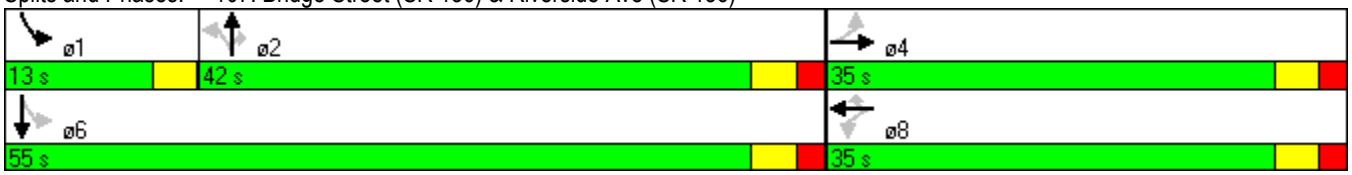
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	3	2	294	0	130	13	71	622	221	120	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	11	11	11	11	12
Storage Length (ft)	0		0	0		60	0		125	60		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.98		1.00	0.98	1.00	1.00	
Frt		0.961				0.850			0.850		0.992	
Flt Protected		0.979			0.950			0.991		0.950		
Satd. Flow (prot)	0	2026	0	0	1787	1583	0	1791	1391	1728	1770	0
Flt Permitted		0.845			0.739			0.942		0.637		
Satd. Flow (perm)	0	1748	0	0	1390	1546	0	1702	1358	1156	1770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				95			*125		5	
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		155			1095			794			990	
Travel Time (s)		3.5			29.9			18.0			27.0	
Confl. Peds. (#/hr)	1					1	1		3	3		1
Peak Hour Factor	0.42	0.38	0.25	0.89	0.92	0.84	0.65	0.81	0.80	0.83	0.86	0.50
Growth Factor	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%	105%
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%	0%	2%	1%	1%	3%	0%
Parking (#/hr)									0			
Adj. Flow (vph)	12	8	8	347	0	162	21	92	816	280	147	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	347	162	0	113	816	280	155	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.04	1.19	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left		Right		Thru	
Leading Detector (ft)	20	6		20	30	30	20	0	20	6	106	
Trailing Detector (ft)	0	0		0	24	24	0	0	0	0	100	
Detector 1 Position(ft)	0	0		0	24	24	0	44	0	0	100	
Detector 1 Size(ft)	20	6		20	6	6	20	6	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm		Perm	Perm		Perm	pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	15.0	15.0	15.0	3.0	15.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	20.0	20.0	20.0	6.1	20.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	35.0	42.0	42.0	42.0	13.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	38.9%	46.7%	46.7%	46.7%	14.4%	61.1%	0.0%
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	37.0	37.0	37.0	9.9	50.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	0.1	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	3.1	5.0	4.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	2.0	4.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	1.0	1.0		1.0	1.0	1.0						
Pedestrian Calls (#/hr)	5	5		5	5	5						
Act Effct Green (s)		25.9			25.9	25.9		41.6	41.6	56.0	54.1	
Actuated g/C Ratio		0.29			0.29	0.29		0.46	0.46	0.62	0.60	
v/c Ratio		0.06			0.87	0.32		0.14	1.18	0.36	0.15	
Control Delay		16.8			52.1	11.9		12.8	110.1	10.0	9.0	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		16.8			52.1	11.9		12.8	110.1	10.0	9.0	
LOS		B			D	B		B	F	B	A	
Approach Delay		16.8			39.3			98.3			9.6	
Approach LOS		B			D			F			A	
90th %ile Green (s)	30.0	30.0		30.0	30.0	30.0	37.0	37.0	37.0	9.9	50.0	
90th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Max	Coord	
70th %ile Green (s)	30.0	30.0		30.0	30.0	30.0	37.0	37.0	37.0	9.9	50.0	
70th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Max	Coord	
50th %ile Green (s)	27.6	27.6		27.6	27.6	27.6	37.9	37.9	37.9	11.4	52.4	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Coord	Coord	Coord	Gap	Coord	
30th %ile Green (s)	23.8	23.8		23.8	23.8	23.8	43.9	43.9	43.9	9.2	56.2	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Coord	Coord	Coord	Gap	Coord	
10th %ile Green (s)	18.1	18.1		18.1	18.1	18.1	52.0	52.0	52.0	6.8	61.9	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Coord	Coord	Coord	Gap	Coord	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.18			
Intersection Signal Delay: 61.0		Intersection LOS: E	
Intersection Capacity Utilization 74.1%		ICU Level of Service D	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 107: Bridge Street (SR 136) & Riverside Ave (SR 136)

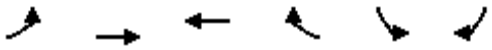


2020 No-Build Conditions
Weekday PM Peak Hour
Unsignalized Intersections

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	4	2	10	3	162	1	350	2	80	392	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.38	0.50	0.50	0.58	0.75	0.76	0.25	0.91	0.38	0.80	0.83	0.36
Hourly flow rate (vph)	8	8	4	18	4	224	4	404	6	105	472	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								272			468	
pX, platoon unblocked												
vC, conflicting volume	1328	1104	241	870	1106	407	481			409		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1328	1104	241	870	1106	407	481			409		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	96	99	92	98	62	100			91		
cM capacity (veh/h)	64	190	760	219	189	594	1078			1146		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	21	246	414	341	245
Volume Left	8	18	4	105	0
Volume Right	4	224	6	0	9
cSH	117	511	1078	1146	1700
Volume to Capacity	0.18	0.48	0.00	0.09	0.14
Queue Length 95th (ft)	16	65	0	8	0
Control Delay (s)	42.4	18.4	0.1	3.2	0.0
Lane LOS	E	C	A	A	
Approach Delay (s)	42.4	18.4	0.1	1.9	
Approach LOS	E	C			

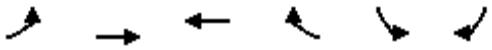
Intersection Summary				
Average Delay	5.2			
Intersection Capacity Utilization	54.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	10	415	82	166	50	35
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.50	0.95	0.79	0.87	0.77	0.55
Hourly flow rate (vph)	21	459	109	200	68	67
Pedestrians		8			2	
Lane Width (ft)		14.0			13.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		1			0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		423	258			
pX, platoon unblocked	0.98				0.87	0.98
vC, conflicting volume	311				712	219
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	286				545	192
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				84	92
cM capacity (veh/h)	1247				429	824

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	480	309	135
Volume Left	21	0	68
Volume Right	0	200	67
cSH	1247	1700	562
Volume to Capacity	0.02	0.18	0.24
Queue Length 95th (ft)	1	0	23
Control Delay (s)	0.5	0.0	13.4
Lane LOS	A		B
Approach Delay (s)	0.5	0.0	13.4
Approach LOS			B

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	0	0	12	320	124	109
Peak Hour Factor	0.92	0.92	0.50	0.76	0.78	0.76
Hourly flow rate (vph)	0	0	25	442	167	151

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	467	318
Volume Left (vph)	0	167
Volume Right (vph)	442	151
Hadj (s)	-0.56	-0.10
Departure Headway (s)	4.2	4.8
Degree Utilization, x	0.54	0.43
Capacity (veh/h)	826	691
Control Delay (s)	11.9	11.4
Approach Delay (s)	11.9	11.4
Approach LOS	B	B

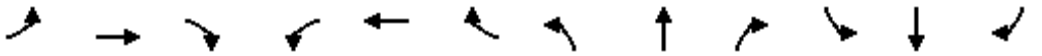
Intersection Summary			
Delay	11.7		
HCM Level of Service	B		
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	191	34	18	67	165	130
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.77	0.75	0.88	0.55	0.52
Hourly flow rate (vph)	235	47	26	81	321	268
Pedestrians	2				1	
Lane Width (ft)	12.0				10.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			283		394	260
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			283		394	260
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			98		46	66
cM capacity (veh/h)			1250		598	781

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	282	107	321	268
Volume Left	0	26	321	0
Volume Right	47	0	0	268
cSH	1700	1250	598	781
Volume to Capacity	0.17	0.02	0.54	0.34
Queue Length 95th (ft)	0	2	80	38
Control Delay (s)	0.0	2.0	17.8	12.0
Lane LOS		A	C	B
Approach Delay (s)	0.0	2.0	15.1	
Approach LOS			C	

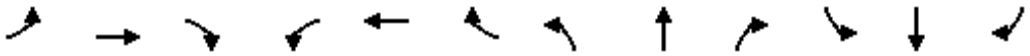
Intersection Summary			
Average Delay	9.3		
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		

2030 No-Build Conditions
Weekday AM Peak Hour
Signalized Intersections



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	304	54	200	42	0	106	130	55	5	496	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	14	12	10	11	12	12	11	12
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99						1.00	0.99			1.00	0.98
Frt		0.976						0.954				0.850
Flt Protected	0.950				0.961		0.950				0.999	
Satd. Flow (prot)	1620	1767	0	0	1906	0	1668	1711	0	0	1798	1568
Flt Permitted	0.950				0.961		0.141				0.994	
Satd. Flow (perm)	1608	1767	0	0	1906	0	247	1711	0	0	1789	1535
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		7						33				197
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		350			423			649			272	
Travel Time (s)		8.0			11.5			14.8			6.2	
Confl. Peds. (#/hr)	2					2	1		3	3		1
Peak Hour Factor	0.88	0.85	0.80	0.89	0.80	0.92	0.80	0.69	0.66	0.63	0.88	0.85
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	100%	110%
Heavy Vehicles (%)	4%	1%	4%	2%	3%	0%	1%	2%	1%	6%	2%	3%
Adj. Flow (vph)	362	393	74	247	58	0	146	207	92	9	564	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	362	467	0	0	305	0	146	299	0	0	573	197
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.00	0.92	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	86	86		20	6		21	21		20	24	20
Trailing Detector (ft)	80	80		0	0		15	15		0	18	0
Detector 1 Position(ft)	80	80		0	0		15	15		0	18	0
Detector 1 Size(ft)	6	6		20	6		6	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split			Split			pm+pt			Perm		Perm
Protected Phases	4	4		8	8		5 9	2			6	
Permitted Phases							2			6		6
Detector Phase	4	4		8	8		5 9	2		6	6	6

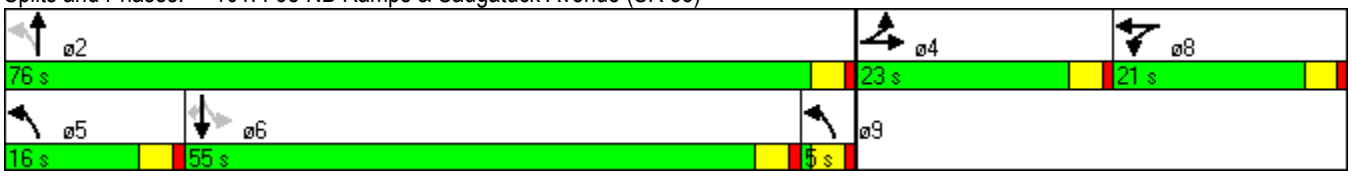
Lane Group	ø5	ø9
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	9.0	9.0		10.0	10.0			15.0		15.0	15.0	15.0
Minimum Split (s)	15.0	15.0		14.0	14.0			19.0		19.0	19.0	19.0
Total Split (s)	23.0	23.0	0.0	21.0	21.0	0.0	21.0	76.0	0.0	55.0	55.0	55.0
Total Split (%)	19.2%	19.2%	0.0%	17.5%	17.5%	0.0%	17.5%	63.3%	0.0%	45.8%	45.8%	45.8%
Maximum Green (s)	19.0	19.0		17.0	17.0			72.0		51.0	51.0	51.0
Yellow Time (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead		Lag	Lag					Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		1.0	1.0			1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None			C-Min		C-Min	C-Min	C-Min
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	1.0	1.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)	24.5	24.5			17.0		66.5	66.5			43.9	43.9
Actuated g/C Ratio	0.20	0.20			0.14		0.55	0.55			0.37	0.37
v/c Ratio	1.10	1.28			1.13		0.47	0.31			0.88	0.29
Control Delay	123.0	182.9			140.9		17.2	12.8			43.4	3.7
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	123.0	182.9			140.9		17.2	12.8			43.4	3.7
LOS	F	F			F		B	B			D	A
Approach Delay		156.8			140.9			14.3			33.3	
Approach LOS		F			F			B			C	
90th %ile Green (s)	19.0	19.0		17.0	17.0			72.0		52.2	52.2	52.2
90th %ile Term Code	Max	Max		Max	Max			Coord		Coord	Coord	Coord
70th %ile Green (s)	19.0	19.0		17.0	17.0			72.0		48.5	48.5	48.5
70th %ile Term Code	Max	Max		Max	Max			Coord		Coord	Coord	Coord
50th %ile Green (s)	21.4	21.4		17.0	17.0			69.6		44.7	44.7	44.7
50th %ile Term Code	Max	Max		Max	Max			Coord		Coord	Coord	Coord
30th %ile Green (s)	27.2	27.2		17.0	17.0			63.8		40.4	40.4	40.4
30th %ile Term Code	Max	Max		Max	Max			Coord		Coord	Coord	Coord
10th %ile Green (s)	35.7	35.7		17.0	17.0			55.3		33.6	33.6	33.6
10th %ile Term Code	Max	Max		Max	Max			Coord		Coord	Coord	Coord

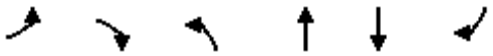
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 40 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay: 87.2		Intersection LOS: F	
Intersection Capacity Utilization 88.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 101: I-95 NB Ramps & Saugatuck Avenue (SR 33)

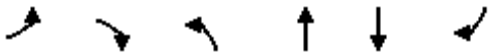


Lane Group	ø5	ø9
Switch Phase		
Minimum Initial (s)	10.0	1.0
Minimum Split (s)	14.0	5.0
Total Split (s)	16.0	5.0
Total Split (%)	13%	4%
Maximum Green (s)	12.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	0.2
Recall Mode	None	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
90th %ile Green (s)	10.8	1.0
90th %ile Term Code	Gap	Max
70th %ile Green (s)	10.0	5.5
70th %ile Term Code	Min	Max
50th %ile Green (s)	10.0	6.9
50th %ile Term Code	Min	Gap
30th %ile Green (s)	10.0	5.4
30th %ile Term Code	Min	Gap
10th %ile Green (s)	10.0	3.7
10th %ile Term Code	Min	Gap

Intersection Summary



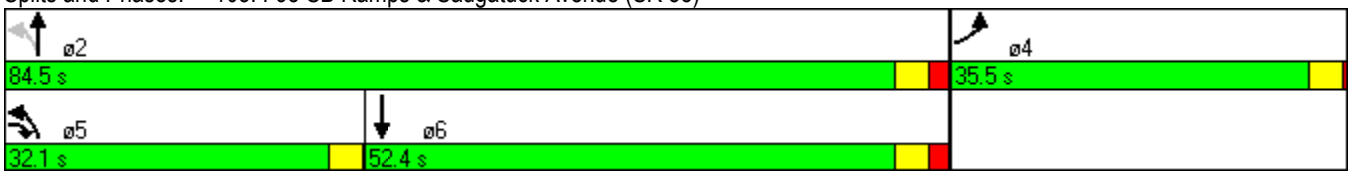
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	191	355	270	310	374	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	11	10	11
Storage Length (ft)	0	200	0			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25	25	25			25
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850			0.963	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1478	1652	1801	3181	0
Flt Permitted	0.950		0.363			
Satd. Flow (perm)	1770	1478	631	1801	3181	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		434			43	
Link Speed (mph)	25			30	30	
Link Distance (ft)	366			468	266	
Travel Time (s)	10.0			10.6	6.0	
Peak Hour Factor	0.85	0.90	0.96	0.86	0.76	0.92
Growth Factor	110%	110%	110%	110%	100%	110%
Adj. Flow (vph)	247	434	309	397	492	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	247	434	309	397	651	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.09	1.09	1.04	1.09	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	
Detector Template	Left	Right	Left			
Leading Detector (ft)	25	25	26	0	0	
Trailing Detector (ft)	19	19	20	0	0	
Detector 1 Position(ft)	19	19	20	0	0	
Detector 1 Size(ft)	6	6	6	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type		Over	pm+pt			
Protected Phases	4	5	5	2	6	
Permitted Phases			2			
Detector Phase	4	5	5	2	6	
Switch Phase						
Minimum Initial (s)	9.0	5.0	5.0	15.0	15.0	
Minimum Split (s)	17.5	8.1	8.1	20.0	20.0	



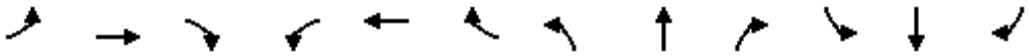
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (s)	35.5	32.1	32.1	84.5	52.4	0.0
Total Split (%)	29.6%	26.8%	26.8%	70.4%	43.7%	0.0%
Maximum Green (s)	32.0	29.0	29.0	79.5	47.4	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.5	0.1	0.1	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	3.1	3.1	5.0	5.0	4.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5	1.5	0.2	0.2	
Recall Mode	None	Min	Min	C-Max	C-Max	
Walk Time (s)	13.0					
Flash Dont Walk (s)	1.0					
Pedestrian Calls (#/hr)	5					
Act Effct Green (s)	20.3	11.1	93.1	91.2	76.9	
Actuated g/C Ratio	0.17	0.09	0.78	0.76	0.64	
v/c Ratio	0.82	0.82	0.53	0.29	0.32	
Control Delay	69.2	17.8	7.6	3.0	8.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	69.2	17.8	7.6	3.0	8.2	
LOS	E	B	A	A	A	
Approach Delay	36.4			5.0	8.2	
Approach LOS	D			A	A	
90th %ile Green (s)	27.8	20.3	20.3	83.7	60.3	
90th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
70th %ile Green (s)	23.4	11.8	11.8	88.1	73.2	
70th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
50th %ile Green (s)	20.4	9.7	9.7	91.1	78.3	
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
30th %ile Green (s)	17.3	7.9	7.9	94.2	83.2	
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
10th %ile Green (s)	12.8	5.9	5.9	98.7	89.7	
10th %ile Term Code	Gap	Gap	Gap	Coord	Coord	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 13 (11%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 16.5		Intersection LOS: B	
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 103: I-95 SB Ramps & Saugatuck Avenue (SR 33)



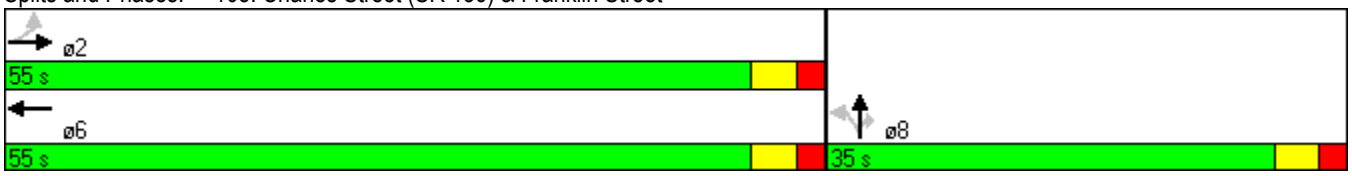
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	335	0	0	403	25	36	29	59	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00				0.83			
Frt					0.989				0.850			
Flt Protected		0.998					0.950					
Satd. Flow (prot)	0	1858	0	0	2101	0	1687	1863	1482	0	0	0
Flt Permitted		0.974					0.950					
Satd. Flow (perm)	0	1813	0	0	2101	0	1687	1863	1234	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8				93			
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			481			320			390	
Travel Time (s)		7.0			13.1			7.3			8.9	
Confl. Peds. (#/hr)	2					2			30	30		
Peak Hour Factor	0.94	0.95	0.92	0.92	0.97	0.68	0.82	0.48	0.70	0.92	0.92	0.92
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Heavy Vehicles (%)	3%	2%	0%	0%	1%	3%	7%	2%	9%	0%	0%	0%
Adj. Flow (vph)	18	388	0	0	457	40	48	66	93	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	406	0	0	497	0	48	66	93	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0			0		1	1	1			
Detector Template	Left						Left	Thru	Right			
Leading Detector (ft)	20	0			0		51	51	51			
Trailing Detector (ft)	0	0			0		45	45	45			
Detector 1 Position(ft)	0	0			0		45	45	45			
Detector 1 Size(ft)	20	6			6		6	6	6			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	Perm						Perm		Perm			
Protected Phases		2			6			8				
Permitted Phases	2						8		8			
Detector Phase	2	2			6		8	8	8			
Switch Phase												
Minimum Initial (s)	15.0	15.0			15.0		5.0	5.0	5.0			
Minimum Split (s)	21.0	21.0			21.0		14.0	14.0	14.0			

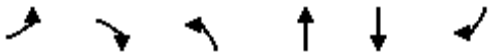


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	55.0	55.0	0.0	0.0	55.0	0.0	35.0	35.0	35.0	0.0	0.0	0.0
Total Split (%)	61.1%	61.1%	0.0%	0.0%	61.1%	0.0%	38.9%	38.9%	38.9%	0.0%	0.0%	0.0%
Maximum Green (s)	50.0	50.0			50.0		30.0	30.0	30.0			
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0	3.0			
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2			0.2		4.0	4.0	4.0			
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Walk Time (s)	15.0	15.0			15.0		8.0	8.0	8.0			
Flash Dont Walk (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Pedestrian Calls (#/hr)	5	5			5		5	5	5			
Act Effct Green (s)		74.6			74.6		8.5	8.5	8.5			
Actuated g/C Ratio		0.83			0.83		0.09	0.09	0.09			
v/c Ratio		0.27			0.29		0.30	0.38	0.46			
Control Delay		3.0			7.5		42.0	43.5	16.2			
Queue Delay		0.0			0.6		0.0	0.0	0.0			
Total Delay		3.0			8.0		42.0	43.5	16.2			
LOS		A			A		D	D	B			
Approach Delay		3.0			8.0			30.9				
Approach LOS		A			A			C				
90th %ile Green (s)	68.4	68.4			68.4		11.6	11.6	11.6			
90th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
70th %ile Green (s)	70.2	70.2			70.2		9.8	9.8	9.8			
70th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
50th %ile Green (s)	71.5	71.5			71.5		8.5	8.5	8.5			
50th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
30th %ile Green (s)	72.8	72.8			72.8		7.2	7.2	7.2			
30th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
10th %ile Green (s)	85.0	85.0			85.0		0.0	0.0	0.0			
10th %ile Term Code	Coord	Coord			Coord		Skip	Skip	Skip			

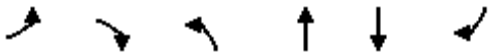
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 105: Charles Street (SR 136) & Franklin Street





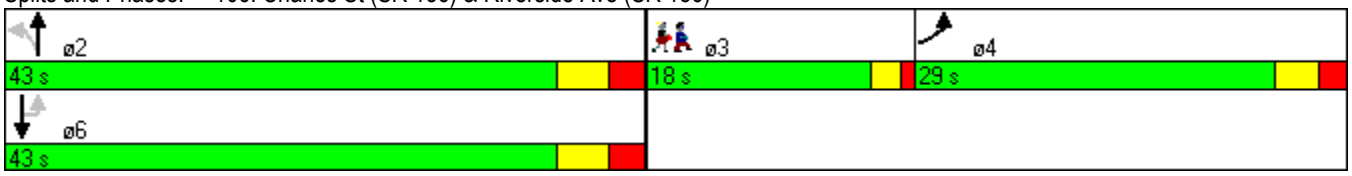
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø3
Lane Configurations							
Volume (vph)	378	57	2	65	292	460	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	16	12	12	16	16	12	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	0.99			1.00	0.99		
Frt	0.981				0.919		
Flt Protected	0.959			0.998			
Satd. Flow (prot)	1959	0	0	2100	1932	0	
Flt Permitted	0.959			0.674			
Satd. Flow (perm)	1943	0	0	1418	1932	0	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)					102		
Link Speed (mph)	25			25	25		
Link Distance (ft)	481			356	794		
Travel Time (s)	13.1			9.7	21.7		
Confl. Peds. (#/hr)	5		3			3	
Peak Hour Factor	0.88	0.79	0.50	0.74	0.86	0.90	
Growth Factor	110%	110%	110%	110%	110%	110%	
Heavy Vehicles (%)	3%	6%	11%	2%	1%	1%	
Adj. Flow (vph)	472	79	4	97	373	562	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	551	0	0	101	935	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	16			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	0.85	1.00	1.00	0.85	0.85	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1		1	1	1		
Detector Template	Left		Left	Thru	Thru		
Leading Detector (ft)	30		20	50	78		
Trailing Detector (ft)	24		0	44	72		
Detector 1 Position(ft)	24		0	44	72		
Detector 1 Size(ft)	6		20	6	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Turn Type			Perm				
Protected Phases	4			2	6		3
Permitted Phases			2				
Detector Phase	4		2	2	6		
Switch Phase							
Minimum Initial (s)	9.0		15.0	15.0	15.0		1.0
Minimum Split (s)	14.0		21.0	21.0	21.0		18.0



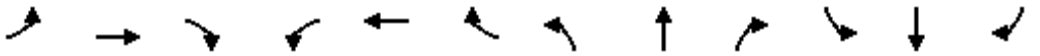
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø3
Total Split (s)	29.0	0.0	43.0	43.0	43.0	0.0	18.0
Total Split (%)	32.2%	0.0%	47.8%	47.8%	47.8%	0.0%	20%
Maximum Green (s)	24.0		37.0	37.0	37.0		15.0
Yellow Time (s)	3.0		3.5	3.5	3.5		2.0
All-Red Time (s)	2.0		2.5	2.5	2.5		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	4.0	6.0	6.0	6.0	4.0	
Lead/Lag	Lag						Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0		2.5	2.5	2.5		0.2
Recall Mode	Min		C-Min	C-Min	C-Min		None
Walk Time (s)							7.0
Flash Dont Walk (s)							8.0
Pedestrian Calls (#/hr)							5
Act Effct Green (s)	31.0			44.4	44.4		
Actuated g/C Ratio	0.34			0.49	0.49		
v/c Ratio	0.82			0.14	0.93		
Control Delay	38.1			14.1	26.4		
Queue Delay	0.0			0.0	0.0		
Total Delay	38.1			14.1	26.4		
LOS	D			B	C		
Approach Delay	38.1			14.1	26.4		
Approach LOS	D			B	C		
90th %ile Green (s)	24.0		37.0	37.0	37.0		15.0
90th %ile Term Code	Max		Coord	Coord	Coord		Ped
70th %ile Green (s)	32.4		46.6	46.6	46.6		0.0
70th %ile Term Code	Gap		Coord	Coord	Coord		Skip
50th %ile Green (s)	32.3		46.7	46.7	46.7		0.0
50th %ile Term Code	Gap		Coord	Coord	Coord		Skip
30th %ile Green (s)	32.5		46.5	46.5	46.5		0.0
30th %ile Term Code	Gap		Coord	Coord	Coord		Skip
10th %ile Green (s)	33.7		45.3	45.3	45.3		0.0
10th %ile Term Code	Gap		Coord	Coord	Coord		Skip

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 16 (18%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 29.7		Intersection LOS: C	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 106: Charles St (SR 136) & Riverside Ave (SR 136)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	503	0	274	0	145	250	130	299	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	11	11	11	11	12
Storage Length (ft)	0		0	0		60	0		125	60		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99	0.97			0.97	0.99		
Frt						0.850			0.850			
Flt Protected					*0.300					0.950		
Satd. Flow (prot)	0	2153	0	0	564	1583	0	1818	1546	1711	1818	0
Flt Permitted					*0.300					0.466		
Satd. Flow (perm)	0	2153	0	0	558	1540	0	1818	1500	835	1818	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						106			340			
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		155			1095			794			990	
Travel Time (s)		3.5			29.9			18.0			27.0	
Confl. Peds. (#/hr)	2		3	3		2			8	8		
Peak Hour Factor	0.92	0.92	0.92	0.99	0.92	0.94	0.92	0.93	0.81	0.74	0.95	0.92
Growth Factor	110%	110%	110%	110%	110%	100%	110%	110%	110%	110%	110%	110%
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%	0%	1%	1%	2%	1%	0%
Adj. Flow (vph)	0	0	0	559	0	291	0	172	340	193	346	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	559	291	0	172	340	193	346	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left		Right		Thru	
Leading Detector (ft)	20	6		20	30	30	20	0	20	6	106	
Trailing Detector (ft)	0	0		0	24	24	0	0	0	0	100	
Detector 1 Position(ft)	0	0		0	24	24	0	44	0	0	100	
Detector 1 Size(ft)	20	6		20	6	6	20	6	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm		Perm	Perm		Perm	pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	8	2	2	2	1	6	

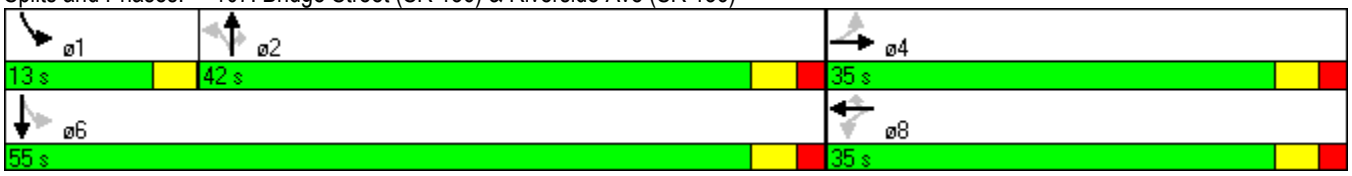


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	15.0	15.0	15.0	3.0	15.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	20.0	20.0	20.0	6.1	20.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	35.0	42.0	42.0	42.0	13.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	38.9%	46.7%	46.7%	46.7%	14.4%	61.1%	0.0%
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	37.0	37.0	37.0	9.9	50.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	0.1	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	3.1	5.0	4.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	2.0	4.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	1.0	1.0		1.0	1.0	1.0						
Pedestrian Calls (#/hr)	5	5		5	5	5						
Act Effct Green (s)					50.1	50.1		17.4	17.4	31.8	29.9	
Actuated g/C Ratio					0.56	0.56		0.19	0.19	0.35	0.33	
v/c Ratio					1.80	0.32		0.49	0.60	0.50	0.57	
Control Delay					395.0	8.2		22.3	8.2	25.5	28.6	
Queue Delay					0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay					395.0	8.2		22.3	8.2	25.5	28.6	
LOS					F	A		C	A	C	C	
Approach Delay					262.6			13.0			27.5	
Approach LOS					F			B			C	
90th %ile Green (s)	45.2	45.2		45.2	45.2	45.2	21.8	21.8	21.8	9.9	34.8	
90th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Max	Coord	
70th %ile Green (s)	49.1	49.1		49.1	49.1	49.1	17.9	17.9	17.9	9.9	30.9	
70th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Max	Coord	
50th %ile Green (s)	52.0	52.0		52.0	52.0	52.0	15.0	15.0	15.0	9.9	28.0	
50th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Max	Coord	
30th %ile Green (s)	52.0	52.0		52.0	52.0	52.0	15.0	15.0	15.0	9.9	28.0	
30th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Max	Coord	
10th %ile Green (s)	52.0	52.0		52.0	52.0	52.0	17.5	17.5	17.5	7.4	28.0	
10th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Gap	Coord	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.80			
Intersection Signal Delay: 128.7		Intersection LOS: F	
Intersection Capacity Utilization 80.5%		ICU Level of Service D	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 107: Bridge Street (SR 136) & Riverside Ave (SR 136)

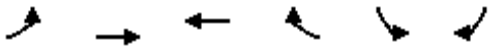


2030 No-Build Conditions
Weekday AM Peak Hour
Unsignalized Intersections

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	4	2	2	9	164	6	413	1	87	665	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.38	0.33	0.50	0.50	0.56	0.80	0.75	0.88	0.25	0.50	0.87	0.56
Hourly flow rate (vph)	9	13	4	4	18	226	9	516	4	191	764	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								272			468	
pX, platoon unblocked	0.97	0.97	0.96	0.97	0.97	0.95	0.96			0.95		
vC, conflicting volume	1921	1689	386	1312	1691	518	772			521		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1788	1549	284	1161	1551	471	685			473		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	57	85	99	96	80	56	99			82		
cM capacity (veh/h)	20	89	686	110	88	514	870			1035		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	26	248	529	574	390
Volume Left	9	4	9	191	0
Volume Right	4	226	4	0	8
cSH	45	365	870	1035	1700
Volume to Capacity	0.59	0.68	0.01	0.18	0.23
Queue Length 95th (ft)	55	119	1	17	0
Control Delay (s)	164.0	33.3	0.3	4.6	0.0
Lane LOS	F	D	A	A	
Approach Delay (s)	164.0	33.3	0.3	2.7	
Approach LOS	F	D			

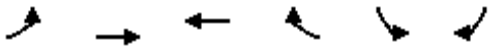
Intersection Summary				
Average Delay	8.7			
Intersection Capacity Utilization	67.5%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	8	289	265	172	36	44
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.33	0.82	0.92	0.88	0.69	0.50
Hourly flow rate (vph)	27	388	317	215	57	97
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		423	258			
pX, platoon unblocked	0.94				0.84	0.94
vC, conflicting volume	532				865	424
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	469				586	354
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				85	85
cM capacity (veh/h)	1026				389	647

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	414	532	154
Volume Left	27	0	57
Volume Right	0	215	97
cSH	1026	1700	519
Volume to Capacity	0.03	0.31	0.30
Queue Length 95th (ft)	2	0	31
Control Delay (s)	0.8	0.0	14.8
Lane LOS	A		B
Approach Delay (s)	0.8	0.0	14.8
Approach LOS			B

Intersection Summary			
Average Delay		2.4	
Intersection Capacity Utilization		38.7%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	0	0	31	66	186	175
Peak Hour Factor	0.92	0.92	0.52	0.57	0.78	0.89
Hourly flow rate (vph)	0	0	66	127	262	216

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	193	479
Volume Left (vph)	0	262
Volume Right (vph)	127	216
Hadj (s)	-0.31	-0.13
Departure Headway (s)	4.7	4.3
Degree Utilization, x	0.25	0.57
Capacity (veh/h)	708	827
Control Delay (s)	9.2	12.6
Approach Delay (s)	9.2	12.6
Approach LOS	A	B

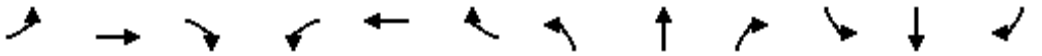
Intersection Summary			
Delay	11.7		
HCM Level of Service	B		
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	35	70	125	400	160	100
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.63	0.80	0.82	0.95	0.55
Hourly flow rate (vph)	55	128	180	561	194	209
Pedestrians	3				10	
Lane Width (ft)	12.0				10.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			193		1052	129
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			193		1052	129
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			87		9	77
cM capacity (veh/h)			1377		213	914

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	183	741	194	209
Volume Left	0	180	194	0
Volume Right	128	0	0	209
cSH	1700	1377	213	914
Volume to Capacity	0.11	0.13	0.91	0.23
Queue Length 95th (ft)	0	11	185	22
Control Delay (s)	0.0	3.1	86.9	10.1
Lane LOS		A	F	B
Approach Delay (s)	0.0	3.1	47.0	
Approach LOS			E	

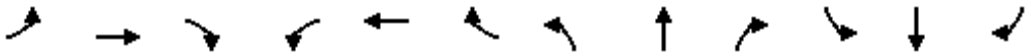
Intersection Summary			
Average Delay	16.0		
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

2030 No-Build Conditions
Weekday PM Peak Hour
Signalized Intersections



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	149	220	15	90	38	4	268	200	175	1	231	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	12	12	14	12	10	11	12	12	11	12
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00			0.99			1.00	
Frt		0.990			0.993			0.926				0.850
Flt Protected	0.950				0.969		0.950				0.999	
Satd. Flow (prot)	1685	1816	0	0	1887	0	1685	1666	0	0	1817	1599
Flt Permitted	0.950				0.969		0.388				0.994	
Satd. Flow (perm)	1678	1816	0	0	1887	0	688	1666	0	0	1808	1599
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		3						73				255
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		350			423			649			272	
Travel Time (s)		8.0			11.5			14.8			6.2	
Confl. Peds. (#/hr)	1					1			2	2		
Peak Hour Factor	0.86	0.81	0.75	0.83	0.73	0.50	0.91	0.87	0.78	0.25	0.88	0.75
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	5%	0%	0%	0%	1%	1%	0%	1%	1%
Adj. Flow (vph)	191	299	22	119	57	9	324	253	247	4	262	255
Shared Lane Traffic (%)												
Lane Group Flow (vph)	191	321	0	0	185	0	324	500	0	0	266	255
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.04	1.00	1.00	0.92	1.00	1.09	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	86	86		20	6		21	21		20	24	20
Trailing Detector (ft)	80	80		0	0		15	15		0	18	0
Detector 1 Position(ft)	80	80		0	0		15	15		0	18	0
Detector 1 Size(ft)	6	6		20	6		6	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Split			Split			pm+pt			Perm		Perm
Protected Phases	4	4		8	8		5 9	2			6	
Permitted Phases							2			6		6
Detector Phase	4	4		8	8		5 9	2		6	6	6

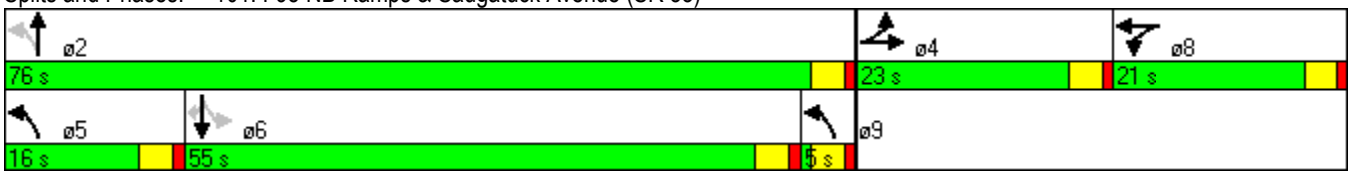
Lane Group	ø5	ø9
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Turn Type		
Protected Phases	5	9
Permitted Phases		
Detector Phase		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	9.0	9.0		10.0	10.0			15.0		15.0	15.0	15.0
Minimum Split (s)	15.0	15.0		14.0	14.0			19.0		19.0	19.0	19.0
Total Split (s)	23.0	23.0	0.0	21.0	21.0	0.0	21.0	76.0	0.0	55.0	55.0	55.0
Total Split (%)	19.2%	19.2%	0.0%	17.5%	17.5%	0.0%	17.5%	63.3%	0.0%	45.8%	45.8%	45.8%
Maximum Green (s)	19.0	19.0		17.0	17.0			72.0		51.0	51.0	51.0
Yellow Time (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	1.0		1.0	1.0			1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead		Lag	Lag					Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		1.0	1.0			1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None			C-Min		C-Min	C-Min	C-Min
Walk Time (s)	10.0	10.0										
Flash Dont Walk (s)	1.0	1.0										
Pedestrian Calls (#/hr)	5	5										
Act Effct Green (s)	30.4	30.4			15.4		62.1	62.1			34.4	34.4
Actuated g/C Ratio	0.25	0.25			0.13		0.52	0.52			0.29	0.29
v/c Ratio	0.45	0.69			0.76		0.62	0.56			0.51	0.40
Control Delay	41.8	49.3			69.9		25.2	20.1			38.2	6.2
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay	41.8	49.3			69.9		25.2	20.1			38.2	6.2
LOS	D	D			E		C	C			D	A
Approach Delay		46.5			69.9			22.1			22.5	
Approach LOS		D			E			C			C	
90th %ile Green (s)	31.2	31.2		21.1	21.1			55.7		30.1	30.1	30.1
90th %ile Term Code	Gap	Gap		Gap	Gap			Coord		Coord	Coord	Coord
70th %ile Green (s)	29.7	29.7		17.8	17.8			60.5		27.3	27.3	27.3
70th %ile Term Code	Gap	Gap		Gap	Gap			Coord		Coord	Coord	Coord
50th %ile Green (s)	29.2	29.2		15.4	15.4			63.4		33.7	33.7	33.7
50th %ile Term Code	Gap	Gap		Gap	Gap			Coord		Coord	Coord	Coord
30th %ile Green (s)	29.6	29.6		12.9	12.9			65.5		38.8	38.8	38.8
30th %ile Term Code	Gap	Gap		Gap	Gap			Coord		Coord	Coord	Coord
10th %ile Green (s)	32.5	32.5		10.0	10.0			65.5		42.2	42.2	42.2
10th %ile Term Code	Gap	Gap		Min	Min			Coord		Coord	Coord	Coord

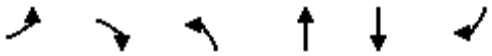
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 29 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 32.7		Intersection LOS: C	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 101: I-95 NB Ramps & Saugatuck Avenue (SR 33)

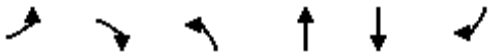


Lane Group	ø5	ø9
Switch Phase		
Minimum Initial (s)	10.0	1.0
Minimum Split (s)	14.0	5.0
Total Split (s)	16.0	5.0
Total Split (%)	13%	4%
Maximum Green (s)	12.0	1.0
Yellow Time (s)	3.0	3.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?		
Vehicle Extension (s)	1.0	0.2
Recall Mode	None	Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
90th %ile Green (s)	13.6	4.0
90th %ile Term Code	Max	Gap
70th %ile Green (s)	20.1	5.1
70th %ile Term Code	Gap	Gap
50th %ile Green (s)	16.5	5.2
50th %ile Term Code	Gap	Gap
30th %ile Green (s)	13.5	5.2
30th %ile Term Code	Gap	Gap
10th %ile Green (s)	10.3	5.0
10th %ile Term Code	Gap	Gap

Intersection Summary



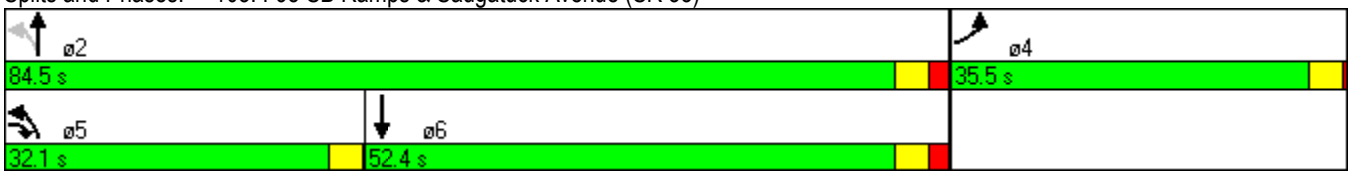
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	138	180	265	250	303	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	11	10	11
Storage Length (ft)	0	200	0			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25	25	25			25
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor			1.00		0.99	
Frt		0.850			0.926	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1478	1652	1801	3023	0
Flt Permitted	0.950		0.378			
Satd. Flow (perm)	1770	1478	657	1801	3023	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		215			245	
Link Speed (mph)	25			30	30	
Link Distance (ft)	366			468	266	
Travel Time (s)	10.0			10.6	6.0	
Confl. Peds. (#/hr)			3			3
Peak Hour Factor	0.96	0.92	0.95	0.90	0.93	0.85
Growth Factor	110%	110%	110%	110%	100%	100%
Adj. Flow (vph)	158	215	307	306	326	321
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	215	307	306	647	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			10	10	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.09	1.09	1.04	1.09	1.04
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	
Detector Template	Left	Right	Left			
Leading Detector (ft)	25	25	26	0	0	
Trailing Detector (ft)	19	19	20	0	0	
Detector 1 Position(ft)	19	19	20	0	0	
Detector 1 Size(ft)	6	6	6	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type		Over	pm+pt			
Protected Phases	4	5	5	2	6	
Permitted Phases			2			
Detector Phase	4	5	5	2	6	
Switch Phase						

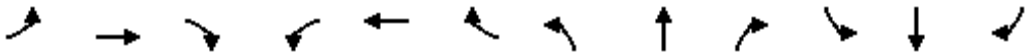


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	9.0	5.0	5.0	15.0	15.0	
Minimum Split (s)	17.5	8.1	8.1	20.0	20.0	
Total Split (s)	35.5	32.1	32.1	84.5	52.4	0.0
Total Split (%)	29.6%	26.8%	26.8%	70.4%	43.7%	0.0%
Maximum Green (s)	32.0	29.0	29.0	79.5	47.4	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.5	0.1	0.1	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	3.1	3.1	5.0	5.0	4.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5	1.5	0.2	0.2	
Recall Mode	None	Min	Min	C-Max	C-Max	
Walk Time (s)	13.0					
Flash Dont Walk (s)	1.0					
Pedestrian Calls (#/hr)	5					
Act Effct Green (s)	14.4	8.7	99.0	97.1	85.3	
Actuated g/C Ratio	0.12	0.07	0.82	0.81	0.71	
v/c Ratio	0.74	0.70	0.50	0.21	0.29	
Control Delay	71.0	19.6	6.0	3.8	3.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	71.0	19.6	6.0	3.8	3.6	
LOS	E	B	A	A	A	
Approach Delay	41.4			4.9	3.6	
Approach LOS	D			A	A	
90th %ile Green (s)	20.3	13.3	13.3	91.2	74.8	
90th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
70th %ile Green (s)	16.7	9.9	9.9	94.8	81.8	
70th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
50th %ile Green (s)	14.3	8.2	8.2	97.2	85.9	
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
30th %ile Green (s)	11.8	6.8	6.8	99.7	89.8	
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	
10th %ile Green (s)	9.0	5.4	5.4	102.5	94.0	
10th %ile Term Code	Min	Gap	Gap	Coord	Coord	

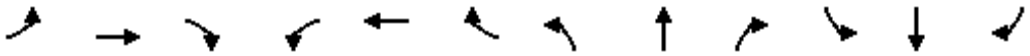
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 13 (11%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 52.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 103: I-95 SB Ramps & Saugatuck Avenue (SR 33)





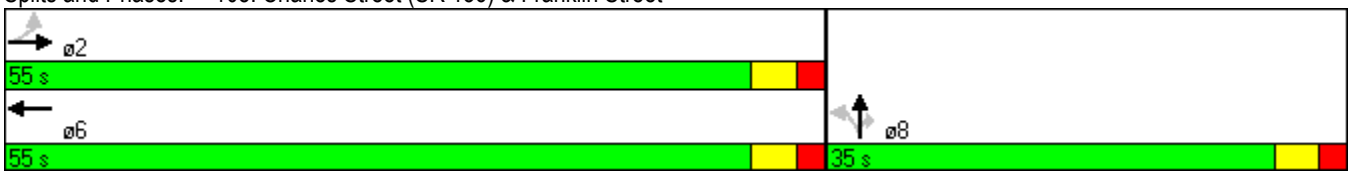
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	450	0	0	228	11	41	33	64	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	16	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							0.98		0.97			
Frt					0.990				0.850			
Flt Protected		0.998					0.950					
Satd. Flow (prot)	0	1896	0	0	2132	0	1805	1900	1615	0	0	0
Flt Permitted		0.977					0.950					
Satd. Flow (perm)	0	1856	0	0	2132	0	1769	1900	1559	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7				88			
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			481			320			390	
Travel Time (s)		7.0			13.1			7.3			8.9	
Confl. Peds. (#/hr)							4		3	3		4
Peak Hour Factor	0.79	0.76	0.92	0.92	0.87	0.55	0.54	0.75	0.80	0.92	0.92	0.92
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	31	651	0	0	288	22	84	48	88	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	682	0	0	310	0	84	48	88	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0			0		1	1	1			
Detector Template	Left						Left	Thru	Right			
Leading Detector (ft)	20	0			0		51	51	51			
Trailing Detector (ft)	0	0			0		45	45	45			
Detector 1 Position(ft)	0	0			0		45	45	45			
Detector 1 Size(ft)	20	6			6		6	6	6			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Turn Type	Perm						Perm		Perm			
Protected Phases		2			6			8				
Permitted Phases	2						8		8			
Detector Phase	2	2			6		8	8	8			
Switch Phase												
Minimum Initial (s)	15.0	15.0			15.0		5.0	5.0	5.0			
Minimum Split (s)	21.0	21.0			21.0		14.0	14.0	14.0			

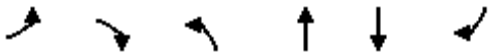


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	55.0	55.0	0.0	0.0	55.0	0.0	35.0	35.0	35.0	0.0	0.0	0.0
Total Split (%)	61.1%	61.1%	0.0%	0.0%	61.1%	0.0%	38.9%	38.9%	38.9%	0.0%	0.0%	0.0%
Maximum Green (s)	50.0	50.0			50.0		30.0	30.0	30.0			
Yellow Time (s)	3.0	3.0			3.0		3.0	3.0	3.0			
All-Red Time (s)	2.0	2.0			2.0		2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	5.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2			0.2		4.0	4.0	4.0			
Recall Mode	C-Max	C-Max			C-Max		None	None	None			
Walk Time (s)	15.0	15.0			15.0		8.0	8.0	8.0			
Flash Dont Walk (s)	1.0	1.0			1.0		1.0	1.0	1.0			
Pedestrian Calls (#/hr)	5	5			5		5	5	5			
Act Effct Green (s)		73.6			73.6		9.5	9.5	9.5			
Actuated g/C Ratio		0.82			0.82		0.11	0.11	0.11			
v/c Ratio		0.45			0.18		0.45	0.24	0.36			
Control Delay		4.6			6.1		44.6	38.5	12.5			
Queue Delay		0.0			0.0		0.0	0.0	0.0			
Total Delay		4.6			6.1		44.6	38.5	12.5			
LOS		A			A		D	D	B			
Approach Delay		4.6			6.1			30.4				
Approach LOS		A			A			C				
90th %ile Green (s)	66.7	66.7			66.7		13.3	13.3	13.3			
90th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
70th %ile Green (s)	68.9	68.9			68.9		11.1	11.1	11.1			
70th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
50th %ile Green (s)	70.5	70.5			70.5		9.5	9.5	9.5			
50th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
30th %ile Green (s)	72.0	72.0			72.0		8.0	8.0	8.0			
30th %ile Term Code	Coord	Coord			Coord		Gap	Gap	Gap			
10th %ile Green (s)	85.0	85.0			85.0		0.0	0.0	0.0			
10th %ile Term Code	Coord	Coord			Coord		Skip	Skip	Skip			

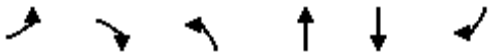
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 9.7		Intersection LOS: A	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 105: Charles Street (SR 136) & Franklin Street





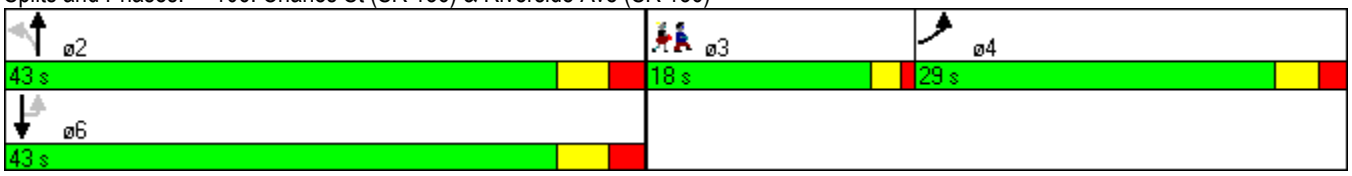
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø3
Lane Configurations							
Volume (vph)	450	72	40	300	185	220	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	16	12	12	16	16	12	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor	0.97			1.00	0.98		
Frt	0.978				0.927		
Flt Protected	0.960			0.994			
Satd. Flow (prot)	1970	0	0	2093	1885	0	
Flt Permitted	0.960			0.695			
Satd. Flow (perm)	1908	0	0	1462	1885	0	
Right Turn on Red		No				Yes	
Satd. Flow (RTOR)					80		
Link Speed (mph)	25			25	25		
Link Distance (ft)	481			356	794		
Travel Time (s)	13.1			9.7	21.7		
Confl. Peds. (#/hr)	20		12			12	
Peak Hour Factor	0.93	0.78	0.72	0.79	0.94	0.95	
Growth Factor	110%	110%	110%	110%	110%	110%	
Heavy Vehicles (%)	2%	6%	4%	2%	5%	3%	
Adj. Flow (vph)	532	102	61	418	216	255	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	634	0	0	479	471	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	16			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	0.85	1.00	1.00	0.85	0.85	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1		1	1	1		
Detector Template	Left		Left	Thru	Thru		
Leading Detector (ft)	30		20	50	78		
Trailing Detector (ft)	24		0	44	72		
Detector 1 Position(ft)	24		0	44	72		
Detector 1 Size(ft)	6		20	6	6		
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0		
Turn Type			Perm				
Protected Phases	4			2	6		3
Permitted Phases			2				
Detector Phase	4		2	2	6		
Switch Phase							
Minimum Initial (s)	9.0		15.0	15.0	15.0		1.0
Minimum Split (s)	14.0		21.0	21.0	21.0		18.0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø3
Total Split (s)	29.0	0.0	43.0	43.0	43.0	0.0	18.0
Total Split (%)	32.2%	0.0%	47.8%	47.8%	47.8%	0.0%	20%
Maximum Green (s)	24.0		37.0	37.0	37.0		15.0
Yellow Time (s)	3.0		3.5	3.5	3.5		2.0
All-Red Time (s)	2.0		2.5	2.5	2.5		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	4.0	6.0	6.0	6.0	4.0	
Lead/Lag	Lag						Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	2.0		2.5	2.5	2.5		0.2
Recall Mode	Min		C-Min	C-Min	C-Min		None
Walk Time (s)							7.0
Flash Dont Walk (s)							8.0
Pedestrian Calls (#/hr)							5
Act Effct Green (s)	37.6			37.8	37.8		
Actuated g/C Ratio	0.42			0.42	0.42		
v/c Ratio	0.77			0.78	0.56		
Control Delay	30.3			32.8	26.4		
Queue Delay	0.0			0.0	0.0		
Total Delay	30.3			32.8	26.4		
LOS	C			C	C		
Approach Delay	30.3			32.8	26.4		
Approach LOS	C			C	C		
90th %ile Green (s)	24.0		37.0	37.0	37.0		15.0
90th %ile Term Code	Max		Coord	Coord	Coord		Ped
70th %ile Green (s)	37.6		41.4	41.4	41.4		0.0
70th %ile Term Code	Gap		Coord	Coord	Coord		Skip
50th %ile Green (s)	36.5		42.5	42.5	42.5		0.0
50th %ile Term Code	Gap		Coord	Coord	Coord		Skip
30th %ile Green (s)	39.8		39.2	39.2	39.2		0.0
30th %ile Term Code	Gap		Coord	Coord	Coord		Skip
10th %ile Green (s)	50.2		28.8	28.8	28.8		0.0
10th %ile Term Code	Gap		Coord	Coord	Coord		Skip

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 16 (18%), Referenced to phase 2:NBTL and 6:SBTU, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 29.9		Intersection LOS: C	
Intersection Capacity Utilization 92.4%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 106: Charles St (SR 136) & Riverside Ave (SR 136)



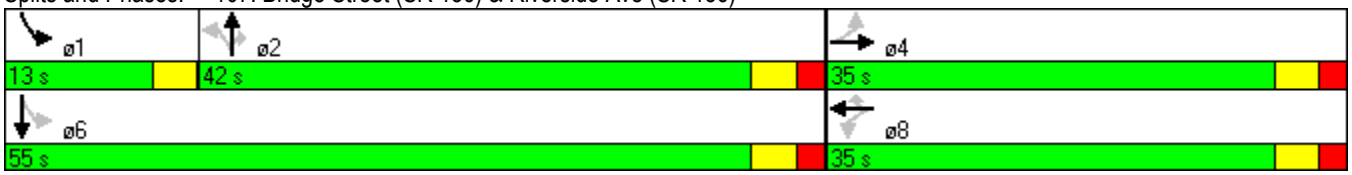
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	3	2	294	0	146	13	71	622	221	120	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	12	12	12	11	11	11	11	12
Storage Length (ft)	0		0	0		60	0		125	60		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.98		1.00	0.98	1.00	1.00	
Frt		0.961				0.850			0.850		0.992	
Flt Protected		0.979			0.950			0.991		0.950		
Satd. Flow (prot)	0	2026	0	0	1787	1583	0	1791	1391	1728	1770	0
Flt Permitted		0.842			0.737			0.940		0.633		
Satd. Flow (perm)	0	1741	0	0	1386	1546	0	1699	1358	1149	1770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				98			*125		5	
Link Speed (mph)		30			25			30			25	
Link Distance (ft)		155			1095			794			990	
Travel Time (s)		3.5			29.9			18.0			27.0	
Confl. Peds. (#/hr)	1					1	1		3	3		1
Peak Hour Factor	0.42	0.38	0.25	0.89	0.92	0.84	0.65	0.81	0.80	0.83	0.86	0.50
Growth Factor	110%	110%	110%	110%	110%	100%	110%	110%	110%	110%	110%	110%
Heavy Vehicles (%)	0%	0%	0%	1%	0%	2%	0%	2%	1%	1%	3%	0%
Parking (#/hr)									0			
Adj. Flow (vph)	13	9	9	363	0	174	22	96	855	293	153	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	363	174	0	118	855	293	162	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.04	1.19	1.04	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0	1	1	1	
Detector Template	Left	Thru		Left	Thru	Right	Left		Right		Thru	
Leading Detector (ft)	20	6		20	30	30	20	0	20	6	106	
Trailing Detector (ft)	0	0		0	24	24	0	0	0	0	100	
Detector 1 Position(ft)	0	0		0	24	24	0	44	0	0	100	
Detector 1 Size(ft)	20	6		20	6	6	20	6	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Perm			Perm		Perm	Perm		Perm	pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2		2	6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	15.0	15.0	15.0	3.0	15.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	20.0	20.0	20.0	6.1	20.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	35.0	42.0	42.0	42.0	13.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	38.9%	46.7%	46.7%	46.7%	14.4%	61.1%	0.0%
Maximum Green (s)	30.0	30.0		30.0	30.0	30.0	37.0	37.0	37.0	9.9	50.0	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	0.1	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	3.1	5.0	4.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	2.0	4.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Walk Time (s)	11.0	11.0		11.0	11.0	11.0						
Flash Dont Walk (s)	1.0	1.0		1.0	1.0	1.0						
Pedestrian Calls (#/hr)	5	5		5	5	5						
Act Effct Green (s)		26.7			26.7	26.7		40.7	40.7	55.2	53.3	
Actuated g/C Ratio		0.30			0.30	0.30		0.45	0.45	0.61	0.59	
v/c Ratio		0.06			0.88	0.33		0.15	1.25	0.38	0.15	
Control Delay		16.6			53.7	12.3		14.9	143.7	10.5	9.3	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		16.6			53.7	12.3		14.9	143.7	10.5	9.3	
LOS		B			D	B		B	F	B	A	
Approach Delay		16.6			40.3			128.1			10.1	
Approach LOS		B			D			F			B	
90th %ile Green (s)	30.0	30.0		30.0	30.0	30.0	37.0	37.0	37.0	9.9	50.0	
90th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Max	Coord	
70th %ile Green (s)	30.0	30.0		30.0	30.0	30.0	37.0	37.0	37.0	9.9	50.0	
70th %ile Term Code	Hold	Hold		Max	Max	Max	Coord	Coord	Coord	Max	Coord	
50th %ile Green (s)	28.9	28.9		28.9	28.9	28.9	37.0	37.0	37.0	11.0	51.1	
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Coord	Coord	Coord	Max	Coord	
30th %ile Green (s)	25.1	25.1		25.1	25.1	25.1	42.1	42.1	42.1	9.7	54.9	
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Coord	Coord	Coord	Gap	Coord	
10th %ile Green (s)	19.3	19.3		19.3	19.3	19.3	50.5	50.5	50.5	7.1	60.7	
10th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Coord	Coord	Coord	Gap	Coord	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay: 75.8		Intersection LOS: E	
Intersection Capacity Utilization 76.2%		ICU Level of Service D	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 107: Bridge Street (SR 136) & Riverside Ave (SR 136)

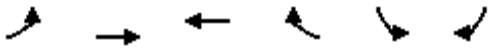


2030 No-Build Conditions
Weekday PM Peak Hour
Unsignalized Intersections

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	4	2	10	3	162	1	350	2	80	409	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.38	0.50	0.50	0.58	0.75	0.76	0.25	0.91	0.38	0.80	0.83	0.36
Hourly flow rate (vph)	9	9	4	19	4	234	4	423	6	110	493	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								272			468	
pX, platoon unblocked												
vC, conflicting volume	1389	1155	251	910	1157	426	502			429		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1389	1155	251	910	1157	426	502			429		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	84	95	99	91	97	59	100			90		
cM capacity (veh/h)	55	176	749	203	175	577	1059			1127		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	22	258	433	356	256
Volume Left	9	19	4	110	0
Volume Right	4	234	6	0	9
cSH	102	491	1059	1127	1700
Volume to Capacity	0.21	0.53	0.00	0.10	0.15
Queue Length 95th (ft)	19	75	0	8	0
Control Delay (s)	49.7	20.2	0.1	3.3	0.0
Lane LOS	E	C	A	A	
Approach Delay (s)	49.7	20.2	0.1	1.9	
Approach LOS	E	C			

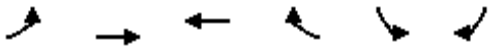
Intersection Summary				
Average Delay	5.7			
Intersection Capacity Utilization	56.5%	ICU Level of Service		B
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	10	415	82	166	50	35
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.50	0.95	0.79	0.87	0.77	0.55
Hourly flow rate (vph)	22	481	114	210	71	70
Pedestrians		8			2	
Lane Width (ft)		14.0			13.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		1			0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		423	258			
pX, platoon unblocked	0.97				0.87	0.97
vC, conflicting volume	326				746	229
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	292				564	193
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				83	91
cM capacity (veh/h)	1232				417	817

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	503	324	141
Volume Left	22	0	71
Volume Right	0	210	70
cSH	1232	1700	550
Volume to Capacity	0.02	0.19	0.26
Queue Length 95th (ft)	1	0	25
Control Delay (s)	0.5	0.0	13.8
Lane LOS	A		B
Approach Delay (s)	0.5	0.0	13.8
Approach LOS			B

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Stop	Stop		Stop	
Volume (vph)	0	0	12	320	124	109
Peak Hour Factor	0.92	0.92	0.50	0.76	0.78	0.76
Hourly flow rate (vph)	0	0	26	463	175	158

Direction, Lane #	WB 1	SB 1
Volume Total (vph)	490	333
Volume Left (vph)	0	175
Volume Right (vph)	463	158
Hadj (s)	-0.56	-0.10
Departure Headway (s)	4.2	4.9
Degree Utilization, x	0.57	0.45
Capacity (veh/h)	818	684
Control Delay (s)	12.7	11.9
Approach Delay (s)	12.7	11.9
Approach LOS	B	B

Intersection Summary			
Delay	12.4		
HCM Level of Service	B		
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	191	34	18	67	165	130
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.77	0.75	0.88	0.55	0.52
Hourly flow rate (vph)	252	51	28	88	345	288
Pedestrians	2				1	
Lane Width (ft)	12.0				10.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			304		424	279
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			304		424	279
tC, single (s)			4.2		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.3		3.5	3.3
p0 queue free %			98		40	62
cM capacity (veh/h)			1228		574	762

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	303	115	345	288
Volume Left	0	28	345	0
Volume Right	51	0	0	288
cSH	1700	1228	574	762
Volume to Capacity	0.18	0.02	0.60	0.38
Queue Length 95th (ft)	0	2	99	44
Control Delay (s)	0.0	2.1	20.2	12.6
Lane LOS		A	C	B
Approach Delay (s)	0.0	2.1	16.8	
Approach LOS			C	

Intersection Summary			
Average Delay	10.3		
Intersection Capacity Utilization	39.2%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix

B-4 Accident Summaries

Accident Summary Tables

Summary of Intersection Accident Severity

Intersection	Fatal	Injury	PDO[1]	Total Crashes
Saugatuck Study Area Locations				
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	0	0	22	22
2. Saugatuck Avenue/Charles Street	0	3	13	16
3. Saugatuck Avenue/I-95 Southbound Ramps	0	1	13	14
4. Charles Street/Park Street	0	1	11	12
5. Charles Street/Franklin Street	0	1	4	5
6. Riverside Avenue/Charles Street	0	0	7	7
7. Riverside Avenue/Bridge Street	0	5	23	28
8. Riverside Avenue/ Railroad Place	0	2	9	11
Greens Farms Study Area Locations				
9. Greens Farms Road/New Creek Road	0	0	1	1
Total	0	13	103	116
Percent of Total	0.0%	11.2%	88.8%	100.0%

Notes:

1. PDO = Property Damage Only

2. Source: CT DOT crash summary data for the 3-year period January 1, 2012 - December 31, 2014.

Summary of Intersection Pedestrian and Bicyclist Crashes

Intersection	2012 Pedestrian / Bicyclist Crashes	2013 Pedestrian / Bicyclist Crashes	2014 Pedestrian / Bicyclist Crashes	Total Pedestrian / Bicyclist Crashes
Saugatuck Study Area Locations				
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	0	0	0	0
2. Saugatuck Avenue/Charles Street	0	1	0	1
3. Saugatuck Avenue/I-95 Southbound Ramps	0	0	0	0
4. Charles Street/Park Street	0	0	0	0
5. Charles Street/Franklin Street	0	0	0	0
6. Riverside Avenue/Charles Street	0	0	0	0
7. Riverside Avenue/Bridge Street	1	0	0	1
8. Riverside Avenue/ Railroad Place	0	0	0	0
Greens Farms Study Area Locations				
9. Greens Farms Road/New Creek Road	0	0	0	0
Total	1	1	0	2

1. Source: CT DOT crash summary data for the 3-year period January 1, 2012 - December 31, 2014.

Summary of Intersection Accident Types
(January 1, 2012 - December 31, 2014)
Westport, CT

Intersection	Over-taking	Rear End	Right Angle	Left Turn	Fixed Object	Head-On	Side Swipe	Right Turn	Backing	Other	Total
Saugatuck Study Area Locations											
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	0	8	0	1	4	0	8	1	0	0	22
2. Saugatuck Avenue/Charles Street	0	2	8	4	0	0	0	1	0	1	16
3. Saugatuck Avenue/I-95 Southbound Ramps	0	6	0	0	2	0	6	0	0	0	14
4. Charles Street/Park Street	0	3	1	1	2	0	1	4	0	0	12
5. Charles Street/Franklin Street	0	2	2	0	0	0	0	1	0	0	5
6. Riverside Avenue/Charles Street	0	1	0	1	0	0	3	1	1	0	7
7. Riverside Avenue/Bridge Street	0	10	3	7	0	0	2	6	0	0	28
8. Riverside Avenue/ Railroad Place	0	1	0	1	0	0	4	1	1	3	11
Greens Farms Study Area Locations											
9. Greens Farms Road/New Creek Road	0	0	0	1	0	0	0	0	0	0	1
Total	0	33	14	16	8	0	24	15	2	4	116
Percent of Total	0.0%	28.4%	12.1%	13.8%	6.9%	0.0%	20.7%	12.9%	1.7%	3.4%	100.0%

1. Source: CT DOT crash summary data for the 3-year period January 1, 2012 - December 31, 2014.

Summary of Intersection Accident Contributing Factors
(January 1, 2012 - December 31, 2014)
Westport, CT

Intersection	Speed Too Fast	Violated Traffic Control	Failed To Grant Right Of Way	Improper Passing	Improper Lane Change	Following Too Closely	Driver Lost Control	Improper Turn	Unsafe Backing	Defective Equipment	Other	Total
Saugatuck Study Area Locations												
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	0	0	3	1	2	8	4	1	0	0	3	22
2. Saugatuck Avenue/Charles Street	0	3	9	0	0	2	0	2	0	0	0	16
3. Saugatuck Avenue/I-95 Southbound Ramps	0	0	3	0	1	7	1	0	0	0	2	14
4. Charles Street/Park Street	0	2	3	0	1	3	1	1	0	0	1	12
5. Charles Street/Franklin Street	0	2	0	0	0	2	0	1	0	0	0	5
6. Riverside Avenue/Charles Street	1	0	2	1	0	1	1	0	1	0	0	7
7. Riverside Avenue/Bridge Street	0	0	7	1	2	10	0	7	0	0	1	28
8. Riverside Avenue/ Railroad Place	0	0	4	0	0	1	4	0	1	0	1	11
Greens Farms Study Area Locations												
9. Greens Farms Road/New Creek Road	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	7	32	3	6	34	11	12	2	0	8	116
Percent of Total	0.9%	6.0%	27.6%	2.6%	5.2%	29.3%	9.5%	10.3%	1.7%	0.0%	6.9%	100.0%

1. Source: CT DOT crash summary data for the 3-year period January 1, 2012 - December 31, 2014.

Summary of Intersection Accident Severity

Intersection	Fatal	Injury	PDO[1]	Total Crashes
Saugatuck Study Area Locations				
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	0	0	5	5
2. Saugatuck Avenue/Charles Street	0	1	10	11
3. Saugatuck Avenue/I-95 Southbound Ramps	0	4	12	16
4. Charles Street/Park Street	0	1	5	6
5. Charles Street/Franklin Street	0	2	7	9
6. Riverside Avenue/Charles Street	0	2	2	4
7. Riverside Avenue/Bridge Street	0	4	24	28
8. Riverside Avenue/ Railroad Place	0	2	6	8
Greens Farms Study Area Locations				
9. Greens Farms Road/New Creek Road	0	0	1	1
Total	0	16	72	88
Percent of Total	0.0%	18.2%	81.8%	100.0%

Notes:

1. PDO = Property Damage Only

2. Source: CT DOT crash summary data for the 3-year period January 1, 2010 - December 31, 2012.

Summary of Intersection Pedestrian and Bicyclist Crashes

Intersection	2010 Pedestrian / Bicyclist Crashes	2011 Pedestrian / Bicyclist Crashes	2012 Pedestrian / Bicyclist Crashes	Total Pedestrian / Bicyclist Crashes
Saugatuck Study Area Locations				
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	0	0	0	0
2. Saugatuck Avenue/Charles Street	0	0	0	0
3. Saugatuck Avenue/I-95 Southbound Ramps	0	0	0	0
4. Charles Street/Park Street	0	0	0	0
5. Charles Street/Franklin Street	0	0	0	0
6. Riverside Avenue/Charles Street	0	0	0	0
7. Riverside Avenue/Bridge Street	0	0	1	1
8. Riverside Avenue/ Railroad Place	0	0	0	0
Greens Farms Study Area Locations				
9. Greens Farms Road/New Creek Road	0	0	0	0
Total	0	0	1	1

1. Source: CT DOT crash summary data for the 3-year period January 1, 2010 - December 31, 2012.

Summary of Intersection Accident Types
(January 1, 2010 - December 31, 2012)
Westport, CT

Intersection	Over-taking	Rear End	Right Angle	Left Turn	Fixed Object	Head-On	Side Swipe	Right Turn	Backing	Other	Total
Saugatuck Study Area Locations											
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	4	1	0	0	0	0	0	0	0	0	5
2. Saugatuck Avenue/Charles Street	1	3	2	4	0	0	0	1	0	0	11
3. Saugatuck Avenue/I-95 Southbound Ramps	1	8	0	0	4	0	0	1	0	2	16
4. Charles Street/Park Street	1	1	1	1	1	0	0	1	0	0	6
5. Charles Street/Franklin Street	0	3	5	0	0	0	0	0	1	0	9
6. Riverside Avenue/Charles Street	0	1	0	1	1	0	0	1	0	0	4
7. Riverside Avenue/Bridge Street	6	11	0	6	0	0	1	3	1	0	28
8. Riverside Avenue/ Railroad Place	3	0	0	1	0	0	0	1	0	3	8
Greens Farms Study Area Locations											
9. Greens Farms Road/New Creek Road	0	0	0	0	0	0	0	1	0	0	1
Total	16	28	8	13	6	0	1	9	2	5	88
Percent of Total	18.2%	31.8%	9.1%	14.8%	6.8%	0.0%	1.1%	10.2%	2.3%	5.7%	100.0%

1. Source: CT DOT crash summary data for the 3-year period January 1, 2010 - December 31, 2012.

Summary of Intersection Accident Contributing Factors
(January 1, 2010 - December 31, 2012)
Westport, CT

Intersection	Speed Too Fast	Violated Traffic Control	Failed To Grant Right Of Way	Improper Passing	Improper Lane Change	Following Too Closely	Driver Lost Control	Improper Turn	Unsafe Backing	Defective Equipment	Other	Total
Saugatuck Study Area Locations												
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	0	0	3	0	0	1	1	0	0	0	0	5
2. Saugatuck Avenue/Charles Street	0	1	4	0	1	3	0	2	0	0	0	11
3. Saugatuck Avenue/I-95 Southbound Ramps	3	0	1	0	0	8	1	0	0	0	3	16
4. Charles Street/Park Street	0	1	2	0	1	1	0	0	0	0	1	6
5. Charles Street/Franklin Street	0	4	1	0	0	3	0	0	1	0	0	9
6. Riverside Avenue/Charles Street	0	0	0	2	0	1	0	0	0	0	1	4
7. Riverside Avenue/Bridge Street	1	2	3	4	2	11	0	2	1	0	2	28
8. Riverside Avenue/ Railroad Place	0	1	4	0	0	0	2	0	0	0	1	8
Greens Farms Study Area Locations												
9. Greens Farms Road/New Creek Road	0	0	0	0	0	0	0	1	0	0	0	1
Total	4	9	18	6	4	28	4	5	2	0	8	88
Percent of Total	4.5%	10.2%	20.5%	6.8%	4.5%	31.8%	4.5%	5.7%	2.3%	0.0%	9.1%	100.0%

1. Source: CT DOT crash summary data for the 3-year period January 1, 2010 - December 31, 2012.

Summary of Accident Weather Conditions by Location
(January 1, 2010 - December 31, 2012)
Westport, CT

Intersection	Clear	Rain	Snow	Sleet	Fog	Unknown	Total
Saugatuck Study Area Locations							
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	3	2	0	0	0	0	5
2. Saugatuck Avenue/Charles Street	10	1	0	0	0	0	11
3. Saugatuck Avenue/I-95 Southbound Ramps	14	0	2	0	0	0	16
4. Charles Street/Park Street	6	0	0	0	0	0	6
5. Charles Street/Franklin Street	7	1	0	0	1	0	9
6. Riverside Avenue/Charles Street	3	1	0	0	0	0	4
7. Riverside Avenue/Bridge Street	25	2	1	0	0	0	28
8. Riverside Avenue/ Railroad Place	7	1	0	0	0	0	8
Greens Farms Study Area Locations							
9. Greens Farms Road/New Creek Road	1	0	0	0	0	0	1
Total	76	8	3	0	1	0	88
Percent of Total	86.4%	9.1%	3.4%	0.0%	1.1%	0.0%	100.0%

1. Source: CT DOT crash summary data for the 3-year period January 1, 2010 - December 31, 2012.

Summary of Accident Pavement Conditions by Location
(January 1, 2010 - December 31, 2012)
Westport, CT

Intersection	Dry	Icy	Wet	Other	Unknown	Total
Saugatuck Study Area Locations						
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	3	0	2	0	0	5
2. Saugatuck Avenue/Charles Street	10	0	1	0	0	11
3. Saugatuck Avenue/I-95 Southbound Ramps	14	2	0	0	0	16
4. Charles Street/Park Street	6	0	0	0	0	6
5. Charles Street/Franklin Street	7	0	1	1	0	9
6. Riverside Avenue/Charles Street	3	0	1	0	0	4
7. Riverside Avenue/Bridge Street	24	1	3	0	0	28
8. Riverside Avenue/ Railroad Place	7	0	1	0	0	8
Greens Farms Study Area Locations						
9. Greens Farms Road/New Creek Road	1	0	0	0	0	1
Total	75	3	9	1	0	88
Percent of Total	85.2%	3.4%	10.2%	1.1%	0.0%	100.0%

1. Source: CT DOT crash summary data for the 3-year period January 1, 2010 - December 31, 2012.

Summary of Accident Light Conditions by Location
(January 1, 2010 - December 31, 2012)
Westport, CT

Intersection	Day	Dawn or Dusk	Night	Unknown	Total
Saugatuck Study Area Locations					
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	4	0	1	0	5
2. Saugatuck Avenue/Charles Street	8	1	2	0	11
3. Saugatuck Avenue/I-95 Southbound Ramps	14	0	2	0	16
4. Charles Street/Park Street	2	0	4	0	6
5. Charles Street/Franklin Street	7	0	2	0	9
6. Riverside Avenue/Charles Street	2	0	2	0	4
7. Riverside Avenue/Bridge Street	21	0	7	0	28
8. Riverside Avenue/ Railroad Place	7	0	1	0	8
Greens Farms Study Area Locations					
9. Greens Farms Road/New Creek Road	1	0	0	0	1
Total	66	1	21	0	88
Percent of Total	75.0%	1.1%	23.9%	0.0%	100.0%

1. Source: CT DOT crash summary data for the 3-year period January 1, 2010 - December 31, 2012.

Accident History Data

Town of Westport Route/Road 095 Mile Marker 18.10 to 18.10

Total of 5 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jun-11-12 6:42	Westport	(I 095)	18.10	at NB ACC FR RTE 33(SAUGTCK	1867949	1200333062	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Tractor Semi-	None Apply	Vehicle Going Straight			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Entering Traffic from Ramp			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Dec-18-12 7:31	Westport	(I 095)	18.10	at NB ACC FR RTE 33(SAUGTCK	2018918	1200710895	Driver Lost Control	Daylight	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Skidding in Roadway	Metal Beam Guide Rail	Off Road and Shoulder,	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Dec-30-12 13:31	Westport	(I 095)	18.10	at NB ACC FR RTE 33(SAUGTCK	2023837	1200732848	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Feb-22-13 14:23	Westport	(I 095)	18.10	at NB ACC FR RTE 33(SAUGTCK	2028280	1300111926	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Entering Traffic from Ramp			0	0	0	0	0
*	North	Single Unit Truck	Vehicle Skidded Slowing or	Vehicle Entering Traffic from Ramp			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Aug-04-14 18:23	Westport	(I 095)	18.10	at NB ACC FR RTE 33(SAUGTCK	2201059	1400483862	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Tractor Semi-	None Apply	Vehicle Going Straight			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Entering Traffic from Ramp			0	0	0	0	0

Town of Westport Route/Road 095 Mile Marker 17.86 to 17.86

Total of 9 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Feb-09-12 1:18	Westport	(I 095)	17.86	at NB EXIT TO RTE 33(SAUGTCK	1831895	1200081027	Driver Lost Control	Dark - Lighted	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight	Tree	Off Road and Shoulder,	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Apr-29-12 22:20	Westport	(I 095)	17.86	at NB EXIT TO RTE 33(SAUGTCK	1856627	1200248022	Driver Lost Control	Dark - Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Tractor Semi-	None Apply	Vehicle Going Straight			0	0	0	0	0
*	North	Automobile	Vehicle Skidded Slowing or	Other			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Aug-16-12 1:47	Westport	(I 095)	17.86	at NB EXIT TO RTE 33(SAUGTCK	1882532	1200463998	Fell Asleep	Dark - Lighted	Dry	Fog	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight	Metal Beam Guide Rail	Off Road and Shoulder,	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Sep-19-12 12:46	Westport	(I 095)	17.86	onNB EXIT TO RTE 33(SAUGTCK	2000500	1200536397	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	North	Single Unit Truck	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Dec-12-12 16:38	Westport	(I 095)	17.86	at NB EXIT TO RTE 33(SAUGTCK	2018387	1200701393	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	North	Single Unit Truck	None Apply	Vehicle Going Straight			0	0	0	0	0

Thu Jun-27-13 9:28	Westport	(I 095)	17.86	at NB EXIT TO RTE 33(SAUGTCK	2065089	1300399856	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Changing Lane(s) to Left			0	0	0	0	0

Tue Nov-05-13 23:40	Westport	(I 095)	17.86	at NB EXIT TO RTE 33(SAUGTCK	2096452	1300693354	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Wed Dec-25-13 10:58	Westport	(I 095)	17.86	at NB EXIT TO RTE 33(SAUGTCK	2116921	1300796831	Driver Lost Control	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Skidding in Roadway	Highway Sign, Post, Delineator	Gore Area, Ramp Nose	0	0	0	0	0

Thu Sep-11-14 13:51	Westport	(I 095)	17.86	at NB EXIT TO RTE 33(SAUGTCK	2210435	1400571981	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Single Unit Truck	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	North	Commercial Bus	None Apply	Vehicle Passing Same Direction on			0	0	0	0	0

Town of Westport Route/Road 033 Mile Marker 0.00 to 0.02

Total of 2 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Aug-06-12 19:24	Westport	(CT route 033)	0.00	at RTE 136(SAUGATUCK	1886646	2012-014131	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Aug-26-14 10:36	Westport	(CT route 033)	0.00	at RT 33-WILTON RD	2214275	2014-016596	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Vehicle Turning Left from Proper			0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.26 to 8.30

Total of 6 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Jan-04-14 13:00	Westport	(CT route 136)	8.27	750 feet South of FRANKLIN	2151092	2014-000237	Unknown	Daylight	Wet	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Unknown	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Parking			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Apr-18-12 23:38	Westport	(CT route 136)	8.28	at RTE 33(SAUGATUCK	1853908	2012-006590	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Oct-06-12 18:42	Westport	(CT route 136)	8.28	at EXIT FR I-95 NB(055)	2008116	2012-018010	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Nov-03-12 19:05	Westport	(CT route 136)	8.28	at RTE 136 TURNS RT 90 DEG	2009756	2012-019976	Under The Influence	Dark - Lighted	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Turning Left from Proper .			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Jan-18-14 14:11	Westport	(CT route 136)	8.28	at RTE 33(SAUGATUCK	2151189	2014-001338	Improper Turning Maneuver	Daylight	Wet	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Turning Left from Proper .			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Mon 17:11	Aug-06-12	Westport	(CT route 136)	8.29	300 feet South of (RTE 136 -	1886639	2012-014124	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries				
							K	A	B	C	Total
*	South	Single Unit Truck	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Westport Route/Road 033 Mile Marker 0.03 to 0.07

Total of 16 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Aug-09-12 7:44	Westport	(CT route 033)	0.05	at CHARLES ST	1880925	2012-014267	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-02-13 8:56	Westport	(CT route 033)	0.05	at CHARLES ST	2102264	2013-008181	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed May-15-13 17:31	Westport	(CT route 033)	0.05	at CHARLES ST	2088417	2013-009096	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Right from Proper.			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon May-20-13 6:51	Westport	(CT route 033)	0.05	at CHARLES ST	2088096	2013-009397	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	Vehicle Slowing For	Vehicle Turning Left from Proper.			0	0	0	1	1
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue May-21-13 8:04	Westport	(CT route 033)	0.05	at CHARLES ST	2088087	2013-009467	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Left from Proper.			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Tue Jun-11-13 19:11	Westport	(CT route 033)	0.05	at CHARLES ST	2091275	2013-011065	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0

Tue Jul-02-13 12:46	Westport	(CT route 033)	0.05	at DR TO COMMUTER	2107671	2013-012583	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Wed Jul-17-13 8:11	Westport	(CT route 033)	0.05	at DR TO COMMUTER	2119585	2013-013746	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Pedestrian

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	?	Pedestrian		Working in Road			0	0	0	0	0

Wed Sep-04-13 8:53	Westport	(CT route 033)	0.05	at CHARLES ST	2123874	2013-017516	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1
	South	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1

Wed Jun-04-14 9:49	Westport	(CT route 033)	0.05	at DR TO COMMUTER	2188230	2014-010485	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Thu Jun-26-14 17:02	Westport	(CT route 033)	0.05	at CHARLES ST	2188969	2014-012059	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Turning Right from Proper .			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0

Mon Jul-07-14 18:16	Westport	(CT route 033)	0.05	on CHARLES ST	2199872	2014-012835	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0

Mon Sep-22-14 8:59	Westport	(CT route 033)	0.05	at CHARLES ST	2216990	2014-018754	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Tue Sep-30-14 8:27	Westport	(CT route 033)	0.05	at CHARLES ST	2218477	2014-019341	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Mon Nov-10-14 9:44	Westport	(CT route 033)	0.05	at CHARLES ST	2232523	2014-022077	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Turning Left from Proper .			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0

Tue Dec-02-14 9:05	Westport	(CT route 033)	0.05	at CHARLES ST	2235332	2014-023485	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1

Town of Westport Route/Road 095 Mile Marker 17.94 to 17.94

Total of 5 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Apr-10-12 11:33	Westport	(I 095)	17.94	at SB ACC FR RTE 33(SAUGATCK	1847324	1200208350	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	South	Tractor Semi-	None Apply	Vehicle Entering Traffic from Ramp			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-28-12 11:11	Westport	(I 095)	17.94	at SB ACC FR RTE 33(SAUGATCK	2001642	1200554641	Failed To Grant Right Of Way	Daylight	Wet	Rain	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Tractor Semi-	None Apply	Vehicle Going Straight			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Entering Traffic from Ramp			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Dec-12-12 16:38	Westport	(I 095)	17.94	at SB ACC FR RTE 33(SAUGATCK	2018395	1200701580	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	South	Single Unit Truck	Vehicle Skidded Slowing or	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jan-14-13 9:54	Westport	(I 095)	17.94	at SB ACC FR RTE 33(SAUGATCK	2025360	1300025778	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Tractor Semi-	None Apply	Vehicle Going Straight			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Entering Traffic from Ramp			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Aug-02-14 9:17	Westport	(I 095)	17.94	at SB ACC FR RTE 33(SAUGATCK	2205361	1400478814	Slippery Surface	Daylight	Wet	Rain	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Negotiating Curve	Metal Beam Guide Rail	Off Road and Shoulder,	0	0	0	0	0

Town of Westport Route/Road 095 Mile Marker 18.11 to 18.11

Total of 7 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-19-12 0:29	Westport	(I 095)	18.11	on SB EXIT TO RTE 33(SAUGTCK	1830288	1200037256	Under The Influence	Dark - Lighted	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Negotiating Curve	Bank, Ledge, Rock (Off Road) / Metal	Off Road and Shoulder,	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Feb-08-12 16:07	Westport	(I 095)	18.11	at SB EXIT TO RTE 33(SAUGTCK	1831652	1200080185	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	1	1
*	South	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Apr-19-13 11:44	Westport	(I 095)	18.11	ON SB EXIT TO RTE 33(SAUGTCK	2181438	2014-007216	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Emergency Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Apr-28-13 13:09	Westport	(I 095)	18.11	at SB EXIT TO RTE 33(SAUGTCK	2079681	2013-007895	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Turning Right from Proper :			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Jun-02-13 12:45	Westport	(I 095)	18.11	at SB EXIT TO RTE 33(SAUGTCK	2059987	1300343758	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0

Fri Jun-14-13 12:34	Westport	(I 095)	18.11	at SB EXIT TO RTE 33(SAUGTCK	2063883	1300370210	Driver Lost Control	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	South	Automobile	Vehicle Skidded Slowing or	Unknown Reason			0	0	0	0	0

Mon Jun-30-14 11:27	Westport	(I 095)	18.11	on SB EXIT TO RTE 33(SAUGTCK	2192761	1400403413	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	South	Passenger Van	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Westport Route/Road 033 Mile Marker 0.12 to 0.17

Total of 2 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jun-10-14 9:30	Westport	(CT route 033)	0.13	50 feet South of EXIT FR SB I-	2188231	2014-010875	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Vehicle Turning Left from Proper			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Oct-07-13 8:16	Westport	(CT route 033)	0.15	at ACC TO SB I-95(056)	2130405	2013-019723	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.34 to 8.36

Total of 12 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jan-20-12 20:56	Westport	(CT route 136)	8.34	50 feet S of CHARLES ST	1813304	2012-001194	Improper Lane Change	Dark - Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Feb-01-12 19:07	Westport	(CT route 136)	8.35	at RR PARKING AREA	1836064	2012-001881	Failed To Grant Right Of Way	Dark - Lighted	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Right From Driveway			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Apr-25-12 21:25	Westport	(CT route 136)	8.35	?? at RR PARKING AREA ??lot 3	1854205	2012-007024	Failed To Grant Right Of Way	Dark - Lighted	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jun-15-12 1:14	Westport	(CT route 136)	8.35	at CHARLES ST	1865599	2012-010458	Under The Influence	Dark - Not Lighted	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Turning Right from Proper	Curbing / Vehicle Off Road	Off Road and Shoulder,	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Oct-05-12 15:36	Westport	(CT route 136)	8.35	on CHARLES ST	2008106	2012-017989	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1

Mon Jan-14-13 8:36	Westport	(CT route 136)	8.35	at CHARLES ST	2043497	2013-000963	Improper Turning Maneuver	Daylight	Wet	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Turning Left from Proper .			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0

Fri Feb-22-13 13:45	Westport	(CT route 136)	8.35	at CHARLES ST	2057090	2013-003477	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	West	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0

Thu Jun-06-13 20:29	Westport	(CT route 136)	8.35	at CHARLES ST	2091079	2013010732	Following Too Closely	Dusk	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0

Mon Jun-17-13 8:55	Westport	(CT route 136)	8.35	at CHARLES ST	2093835	2013-01439	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Mon Mar-03-14 19:31	Westport	(CT route 136)	8.35	at (RTE 136 - CHARLES ST)	2165466	2014-004057	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Turn Right			0	0	0	0	0

Fri May-30-14 20:00	Westport	(CT route 136)	8.35	at CHARLES ST	2186259	2014-010164	Violated Traffic Control	Dusk	Wet	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Turning Left from Proper .			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Turning Left from Proper .			0	0	0	0	0

Sat Apr-27-13 0:44	Westport	(CT route 136)	8.36	50 feet North of CHARLES ST	2079696	2013-007815	Driver Lost Control	Dark - Lighted	Dry	No Adverse Condition	Fixed Object	

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight	Illumination Pole / Fence	Off Road and Shoulder,	0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.41 to 8.42

Total of 5 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Feb-14-12 16:22	Westport	(CT route 136)	8.41	at FRANKLIN ST(ONE-WAY NB)	1849050	2012-002635	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Dec-10-12 17:57	Westport	(CT route 136)	8.41	at FRANKLIN ST(ONE-WAY NB)	2037074	2012-022372	Following Too Closely	Dark - Lighted	Dry	Fog	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jan-21-13 9:06	Westport	(CT route 136)	8.41	at RAILROAD PL(ONE-WAY WB)	2044958	2013-001375	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Heavy Vehicle	None Apply	Vehicle Turning Right from Proper			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Other			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue May-14-13 18:51	Westport	(CT route 136)	8.41	at FRANKLIN ST(ONE-WAY NB)	2088420	2013-009026	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jan-27-14 13:12	Westport	(CT route 136)	8.41	at FRANKLIN ST(ONE-WAY NB)	2152985	2014-001873	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.48 to 8.50

Total of 7 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Mar-02-13 16:21	Westport	(CT route 136)	8.49	at RIVERSIDE AVE #1	2076484	2013-003994	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Left from Proper			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jun-27-13 13:06	Westport	(CT route 136)	8.49	at (RTE 136 - RIVERSIDE AVE)	2094454	2013-012187	Driver Lost Control	Daylight	Dry	No Adverse Condition	Sideswipe - Opposite

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Single Unit Truck	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jan-14-14 10:59	Westport	(CT route 136)	8.49	at RIVERSIDE AVE #1	2150422	2014-000995	Following Too Closely	Daylight	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Passenger Van	Vehicle Skidded Slowing or	Stopped Vehicle			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jan-17-14 9:36	Westport	(CT route 136)	8.49	at RIVERSIDE AVE #1	2151360	2014-001250	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Pedal Cycle	None Apply	Vehicle Passing Same Direction on			0	0	0	0	0
	North	Single Unit Truck	None Apply	Vehicle Turning Right from Proper			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Nov-06-14 18:06	Westport	(CT route 136)	8.49	at RIVERSIDE AVE #1 90 deg	2232508	2014-021809	Unsafe Backing	Dark - Lighted	Wet	Rain	Backing

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Backing into Driveway or Side			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Thu Feb-14-13 12:19	Westport	(CT route 136)	8.50	500 feet North of FRANKLIN	2057575	2013-002979	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Engaged in Parking ..			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Tue Dec-17-13 12:52	Westport	(CT route 136)	8.50	50 feet North of (RTE 136 -	2140486	2013-024554	Speed Too Fast For Conditions	Daylight	Snow/Slush	Snow	Sideswipe - Opposite

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Skidding in Roadway			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Single Unit Truck	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.63 to 8.65

Total of 28 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jan-31-12 16:44	Westport	(CT route 136)	8.63	50 feet South of (RTE 136 -	1834261	2012-001809	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jul-10-12 9:33	Westport	(CT route 136)	8.63	50 feet South of (RTE 136 -	1874377	2012-012265	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jun-13-13 9:14	Westport	(CT route 136)	8.63	50 feet South of (RTE 136 -	2093410	2013-011201	Failed To Grant Right Of Way	Daylight	Wet	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	Vehicle Slowing For	Vehicle Turning Left from Proper .			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon May-19-14 10:10	Westport	(CT route 136)	8.63	67 feet South of (RTE 136 -	2183927	2014-009282	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jun-24-14 19:08	Westport	(CT route 136)	8.63	50 feet South of (RTE 136 -	2188959	2014-011900	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Mon Apr-02-12 23:17	Westport	(CT route 136)	8.64	at RIVERSIDE AVE #2	1853213	2012-005512	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Wed Apr-11-12 16:38	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	1854875	2012-006084	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Passing Same Direction on			0	0	0	0	0
	North	Truck-Trailer	None Apply	Vehicle Turning Right from Proper			0	0	0	0	0

Sun May-20-12 16:50	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	1855508	2012-008542	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1

Wed May-30-12 17:05	Westport	(CT route 136)	8.64	at RIVERSIDE AVE #2	1861365	2012-009309	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Thu May-31-12 11:37	Westport	(CT route 136)	8.64	at RIVERSIDE AVE #2	1863088	2012-009377	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	Vehicle Skidded Slowing or	Stopped Vehicle			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	1	1
	South	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0

Tue Jul-24-12 18:53	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	1876509	2012-013249	Following Too Closely	Daylight	Wet	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1
	North	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	1	0	1

	North	Automobile	None Apply	Vehicle Going Straight								0	0	0	4	4

Mon Jul-30-12 12:14	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	1874719	2012-013600	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end					
Contrib. Factor	**Direction**	**Veh Type**	**Maneuver Prefix**	**Maneuver Suffix**			**1st/2nd Object Struck**			**1st/2nd Object Location**	**Injuries**	**K**	**A**	**B**	**C**	**Total**
*	North	Automobile	None Apply	Vehicle Going Straight								0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Traffic								0	0	0	0	0

Sat Aug-11-12 11:14	Westport	(CT route 136)	8.64	at RIVERSIDE AVE #2	1887560	2012-014396	Improper Turning Maneuver	Daylight	Wet	Rain	Turning - Intersecting Paths					
Contrib. Factor	**Direction**	**Veh Type**	**Maneuver Prefix**	**Maneuver Suffix**			**1st/2nd Object Struck**			**1st/2nd Object Location**	**Injuries**	**K**	**A**	**B**	**C**	**Total**
	South	Pedal Cycle	Vehicle Stopped For	Traffic								0	0	0	1	1
*	East	Automobile	None Apply	Vehicle Turning Left from Proper								0	0	0	0	0

Thu Nov-29-12 22:08	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	2021259	2012-021561	Improper Turning Maneuver	Dark - Lighted	Dry	No Adverse Condition	Turning - Same Direction					
Contrib. Factor	**Direction**	**Veh Type**	**Maneuver Prefix**	**Maneuver Suffix**			**1st/2nd Object Struck**			**1st/2nd Object Location**	**Injuries**	**K**	**A**	**B**	**C**	**Total**
*	North	Automobile	None Apply	Vehicle Turning Right from Improper								0	0	0	0	0
	North	Automobile	None Apply	Vehicle Turning Right from Proper								0	0	0	0	0

Fri Apr-05-13 20:00	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	2079205	2013-006380	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Turning - Same Direction					
Contrib. Factor	**Direction**	**Veh Type**	**Maneuver Prefix**	**Maneuver Suffix**			**1st/2nd Object Struck**			**1st/2nd Object Location**	**Injuries**	**K**	**A**	**B**	**C**	**Total**
*	North	Automobile	None Apply	Vehicle Turning Right from Improper								0	0	0	0	0
	North	Automobile	None Apply	Vehicle Turning Right from Proper								0	0	0	0	0

Thu May-23-13 21:15	Westport	(CT route 136)	8.64	at RIVERSIDE AVE #2	2089039	2013-009711	Improper Turning Maneuver	Dark - Lighted	Dry	No Adverse Condition	Turning - Same Direction					
Contrib. Factor	**Direction**	**Veh Type**	**Maneuver Prefix**	**Maneuver Suffix**			**1st/2nd Object Struck**			**1st/2nd Object Location**	**Injuries**	**K**	**A**	**B**	**C**	**Total**
*	North	Automobile	None Apply	Vehicle Turning Right from Improper								0	0	0	0	0
	North	Automobile	None Apply	Vehicle Turning Right from Proper								0	0	0	0	0

Thu Nov-07-13 8:48	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST) 90	2134721	2013-021865	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Turning - Same Direction					
Contrib. Factor	**Direction**	**Veh Type**	**Maneuver Prefix**	**Maneuver Suffix**			**1st/2nd Object Struck**			**1st/2nd Object Location**	**Injuries**	**K**	**A**	**B**	**C**	**Total**
*	North	Automobile	None Apply	Vehicle Turning Right from Improper								0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Traffic Signal								0	0	0	0	0

Sun Jan-12-14 21:28	Westport	(CT route 136)	8.64	at RIVERSIDE AVE #2 90 deg	2149171	2014-000872	Failed To Grant Right Of Way	Dark - Lighted	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Turning Left from Proper .			0	0	0	0	0
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Fri Jan-17-14 19:25	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	2151202	2014-001296	Unknown	Dark - Lighted	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0
	North	Commercial Bus	None Apply	Vehicle Turning Right from Proper .			0	0	0	1	1

Mon Mar-31-14 11:57	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	2164284	2014-005880	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	Vehicle Slowing For	Vehicle Turning Left from Proper .			0	0	0	0	0
	East	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Fri Jul-25-14 15:39	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	2195527	2014-014133	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Turning Right from Improper .			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Turning Right from Proper .			0	0	0	0	0

Sat Nov-22-14 16:00	Westport	(CT route 136)	8.64	on RIVERSIDE AVE #2	2233579	2014-022907	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Unknown	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Mon Dec-01-14 7:22	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	2236902	20214-023426	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	Vehicle Slowing For	Vehicle Turning Left from Proper .			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Traffic Officer			0	0	0	0	0

Fri Dec-19-14 15:07	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	2244050	2014-024679	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	Vehicle Slowing For	Vehicle Turning Left From Driveway			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Wed Apr-25-12 17:12	Westport	(CT route 136)	8.65	30 feet North of RIVERSIDE AVE	1851460	2012007014	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	Vehicle Skidded Slowing or	Stopped Vehicle			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Emergency Vehicle			0	0	0	0	0

Sat May-18-13 1:00	Westport	(CT route 136)	8.65	50 feet North of RIVERSIDE AVE	2088414	2013-009319	Following Too Closely	Unknown	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Turning Right from Proper			0	0	0	0	0

Sat May-18-13 13:00	Westport	(CT route 136)	8.65	50 feet North of RIVERSIDE AVE	2088755	2013-009314	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Turning Right from Proper			0	0	0	0	0

Tue Aug-27-13 13:55	Westport	(CT route 136)	8.65	50 feet North of RIVERSIDE AVE	2114560	2013-016836	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0

Town of Westport Route/Road Mile Marker 0.00 to 0.02

Total of 8 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Dec-16-13 11:17	Westport	RAILROAD PL	0.00	at RIVERSIDE AV NO 1	2142572	2013-024474	Driver Lost Control	Daylight	Dry	No Adverse Condition	Parking

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Engaged in Parking			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Turning Left from Proper			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jul-19-12 9:45	Westport	RAILROAD PL	0.01	75 feet West of RIVERSIDE AV NO	1873403	2012-012887	Unknown	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	Vehicle Stopped For	Occupant Entering or Exiting Vehicle			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Aug-11-12 15:24	Westport	RAILROAD PL	0.01	30 feet West of RIVERSIDE AV NO	1889414	2012-014410	Driver Lost Control	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Single Unit Truck	None Apply	Vehicle Engaged in Parking			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Parking			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Nov-27-12 15:10	Westport	RAILROAD PL	0.01	30 feet West of RIVERSIDE AV NO	2013285	2012-021400	Failed To Grant Right Of Way	Daylight	Wet	Rain	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Taxi	Vehicle Stopped For	Occupant Entering or Exiting Vehicle			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jun-13-13 8:16	Westport	RAILROAD PL	0.02	100 feet West of RIVERSIDE AV NO	2095225	2013-011193	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Sun Nov-24-13 15:58	Westport	RAILROAD PL	0.02	83 feet West of RIVERSIDE AV NO	2137858	2013-023021	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Engaged in Parking			0	0	0	1	1
	West	Automobile	Vehicle Stopped For	Parking			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Parking			0	0	0	0	0

Mon Mar-10-14 18:22	Westport	RAILROAD PL	0.02	100 feet West of RIVERSIDE AV NO	2166707	2014-004536	Unsafe Backing	Daylight	Dry	No Adverse Condition	Backing

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Backing along Shoulder			0	0	0	0	0
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Thu Jun-19-14 17:37	Westport	RAILROAD PL	0.02	100 feet West of RIVERSIDE AV NO	2189008	2014-011539	Driver Lost Control	Daylight	Dry	No Adverse Condition	Parking

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Engaged in Parking			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Parking			0	0	0	0	0

Town of Westport Route/Road Mile Marker 0.04 to 0.06

Total of 3 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon May-07-12 8:23	Westport	RIVERSIDE AV NO 1	0.04	100 feet N of FERRY LA	1856493	2012-007703	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	1	1
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Mar-10-14 0:00	Westport	RIVERSIDE AV NO 1	0.04	90 feet North of RAILROAD PL	2166697	2014-004525	Failed To Grant Right Of Way	Unknown	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Passenger Van	None Apply	Vehicle Turning Left from Proper .			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-10-12 13:11	Westport	RIVERSIDE AV NO 1	0.05	30 feet North of RAILROAD PL	1859695	2012-007920	Driver Lost Control	Daylight	Dry	No Adverse Condition	Parking

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Engaged in Parking . .			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Parking			0	0	0	0	0

Town of Westport Route/Road Mile Marker 0.31 to 0.33

Total of 1 accidents

1/1/2012 to 12/31/2014 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Dec-12-13 22:45	Westport	NEW CREEK RD	0.33	at GREEN'S FARMS RD	2140463	2013-024266	Failed To Grant Right Of Way	Dark - Lighted	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Turning Left from Proper.			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Turning Left from Proper.			0	0	0	0	0

Town of Westport Route/Road 095 Mile Marker 17.94 to 17.94 SB Access

Total of 5 accidents

1/1/2010 to 12/31/2012 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jan-28-11 10:49	Westport	(I 095)	17.94	on SB ACC FR RTE 33 (SAUGATCK AVE) (056)	1741603	1100049763	Driver Lost Control	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Skidding in Roadway	Bank, Ledge, Rock (Off Road)	Off Road and Shoulder, Right	0	0	0	0	0
	South	Single Unit Truck 2 Axle 4 Tires	Vehicle Skidded Slowing or Stopping For	Vehicle Skidding in Roadway			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Jun-11-11 14:29	Westport	(I 095)	17.94	at SB ACC FR RTE 33 (SAUGATCK AVE) (056)	1780176	1100323396	Failed To Grant Right Of Way	Daylight	Wet	Rain	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Single Unit Truck 2 Axle 6 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Entering Traffic from Ramp			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Apr-10-12 11:33	Westport	(I 095)	17.94	at SB ACC FR RTE 33 (SAUGATCK AVE) (056)	1847324	1200208350	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
*	South	Tractor Semi-Trailer	None Apply	Vehicle Entering Traffic from Ramp			0	0	0	0	0

Town of Westport Route/Road 095 Mile Marker 17.94 to 17.94 SB Access

Total of 5 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-28-12 11:11	Westport	(I 095)	17.94	at SB ACC FR RTE 33 (SAUGATCK AVE) (056)	2001642	1200554641	Failed To Grant Right Of Way	Daylight	Wet	Rain	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Tractor Semi-Trailer	None Apply	Vehicle Going Straight			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Entering Traffic from Ramp			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Dec-12-12 16:38	Westport	(I 095)	17.94	at SB ACC FR RTE 33 (SAUGATCK AVE) (056)	2018395	1200701580	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	South	Single Unit Truck 2 Axle 4 Tires	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Westport Route/Road 033 Mile Marker .03 to .07

Total of 11 accidents

1/1/2010 to 12/31/2012 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Feb-17-10 18:47	Westport	(CT route 033)	0.05	at CHARLES ST	1652793	2010-002659	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue May-25-10 16:16	Westport	(CT route 033)	0.05	at CHARLES ST	1678858	2010-009386	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jun-02-10 8:11	Westport	(CT route 033)	0.05	at DR TO COMMUTER PARKING LOT	1681903	2010-010095	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jul-14-10 18:17	Westport	(CT route 033)	0.05	at DR TO COMMUTER PARKING LOT	1693971	2010-013182	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Westport Route/Road 033 Mile Marker .03 to .07

Total of 11 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Oct-24-10 14:02	Westport	(CT route 033)	0.05	at CHARLES ST	1718035	2010-020559	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Dec-20-10 14:02	Westport	(CT route 033)	0.05	at CHARLES ST	1731135	2010-024649	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Traffic Sign			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Mar-31-11 18:35	Westport	(CT route 033)	0.05	at CHARLES ST	1765500	2011-005676	Improper Turning Maneuver	Dusk	Wet	Rain	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Right from Proper Lane			0	0	0	1	1
	South	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle on Wrong Side of Road			0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jun-06-11 18:38	Westport	(CT route 033)	0.05	at CHARLES ST from Commercial Parking lot	1788039	2011-010131	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0

Town of Westport Route/Road 033 Mile Marker .03 to .07

Total of 11 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Aug-02-11 19:30	Westport	(CT route 033)	0.05	at CHARLES ST	1818246	2011-014147	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Opposite Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Nov-11-11 17:29	Westport	(CT route 033)	0.05	at CHARLES ST	1810538	2011021900	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Aug-09-12 7:44	Westport	(CT route 033)	0.05	at CHARLES ST	1880925	2012-014267	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Westport Route/Road 095 Mile Marker 18.11 to 18.11 SB Exit

Total of 16 accidents

1/1/2010 to 12/31/2012 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-28-10 10:31	Westport	(I 095)	18.11	OnSB EXIT TO RTE 33	1648112	1000050588	Driver Lost Control	Daylight	Snow/Slush	Snow	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Negotiating Curve	Metal Beam Guide Rail	Off Road and Shoulder, Left	0	0	0	0	0
	South	Automobile	Vehicle Slowing For	Vehicle Skidding in Roadway			0	0	0	0	0
	South	Single Unit Truck 2 Axle 4 Tires	Vehicle Slowing For	Vehicle Skidding in Roadway			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-28-10 10:38	Westport	(I 095)	18.11	at SB Exit 17	1634786	1000050605	Speed Too Fast For Conditions	Daylight	Snow/Slush	Snow	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Previous Accident			0	0	0	0	0
*	South	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Going Straight	Metal Beam Guide Rail	Off Road and Shoulder, Right	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Apr-05-10 14:36	Westport	(I 095)	18.11	on SB EXIT TO RTE 33 (SAUGTCK AVE) (058)	1664011	1000178067	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1
*	South	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Town of Westport Route/Road 095 Mile Marker 18.11 to 18.11 SB Exit

Total of 16 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jul-06-10 9:58	Westport	(I 095)	18.11	at SB EXIT TO RTE 33 (SAUGTCK AVE) (058) : Exit 17	1688689	1000358892	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0
*	South	Single Unit Truck 2 Axle 4 Tires	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-17-10 9:37	Westport	(I 095)	18.11	at SB EXIT TO RTE 33 (SAUGTCK AVE) (058) : Exit 17	1701837	1000507758	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Oct-04-10 8:40	Westport	(I 095)	18.11	at SB EXIT TO RTE 33 (SAUGTCK AVE) (058) : Exit 17	1708494	1000537849	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0
	South	Automobile	Vehicle Slowing For	Vehicle Going Straight			0	0	0	1	1
	South	Automobile	Vehicle Slowing For	Vehicle Going Straight			0	0	0	1	1
*	South	Single Unit Truck 3 Or More Axles	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Westport Route/Road 095 Mile Marker 18.11 to 18.11 SB Exit

Total of 16 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Oct-12-10 13:30	Westport	(I 095)	18.11	at SB EXIT TO RTE 33 (SAUGTCK AVE) (058) : Exit 17	1709184	1000551672	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Tractor Semi-Trailer	Vehicle Stopped For	Traffic			0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Dec-04-10 12:53	Westport	(I 095)	18.11	at SB EXIT TO RTE 33 (SAUGTCK AVE) (058) : Exit 17	1738942	1000651045	Speed Too Fast For Conditions	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Negotiating Curve	Metal Beam Guide Rail	Off Road and Shoulder, Left	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-18-11 12:29	Westport	(I 095)	18.11	at SB RTE 33 (SAUGTCK AVE) (058)	1784680	1100395967	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	South	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Aug-11-11 15:47	Westport	(I 095)	18.11	at SB EXIT TO RTE 33 (SAUGTCK AVE) (058) : Exit 17	1812220	2011-014751	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Turning Right from Proper Lane			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Westport Route/Road 095 Mile Marker 18.11 to 18.11 SB Exit

Total of 16 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Aug-20-11 11:20	Westport	(I 095)	18.11	on SB EXIT TO RTE 33 (SAUGTCK AVE) (058) : Exit 17	1791175	1100458970	Under The Influence	Daylight	Dry	No Adverse Condition	Overturn

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Negotiating Curve			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Sep-20-11 17:14	Westport	(I 095)	18.11	at SB EXIT TO RTE 33 (SAUGTCK AVE) (058) : Exit 17	1797580	1100515539	Speed Too Fast For Conditions	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight	Highway Sign, Post, Delineator / Metal Beam Guide Rail	Gore Area, Ramp Nose / On Median Divider	0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Dec-28-11 11:40	Westport	(I 095)	18.11	at SB EXIT TO RTE 33 (SAUGTCK AVE) (058) : Exit 17	1829349	1100695258	Animal Or Foreign Object In Road	Daylight	Dry	No Adverse Condition	Moving Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	None Apply	Vehicle Going Straight	Other	In Roadway	0	0	0	0	0
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jan-19-12 0:29	Westport	(I 095)	18.11	on SB EXIT TO RTE 33 (SAUGTCK AVE) (058) : Exit 17	1830288	1200037256	Under The Influence	Dark - Lighted	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Negotiating Curve	Bank, Ledge, Rock (Off Road) / Metal Beam Guide Rail	Off Road and Shoulder, Left / Off Road and Shoulder, Left	0	0	0	0	0

Town of Westport Route/Road 095 Mile Marker 18.11 to 18.11 SB Exit

Total of 16 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Feb-08-12 16:07	Westport	(I 095)	18.11	at SB EXIT TO RTE 33 (SAUGTCK AVE) (058) : Exit 17	1831652	1200080185	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	1	1
*	South	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Sep-29-12 19:20	Westport	(I 095)	18.11	at SB EXIT TO RTE 33 (SAUGTCK AVE) (058) : Exit 17	2001696	1200557098	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.33 to 8.37

Total of 6 accidents

1/1/2010 to 12/31/2012 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jan-20-12 20:56	Westport	(CT route 136)	8.34	50 feet S of CHARLES ST	1813304	2012-001194	Improper Lane Change	Dark - Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jun-06-11 8:38	Westport	(CT route 136)	8.35	at CHARLES ST	1786282	2011-010093	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Feb-01-12 19:07	Westport	(CT route 136)	8.35	at RR PARKING AREA	1836064	2012-001881	Failed To Grant Right Of Way	Dark - Lighted	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Right From Driveway			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Apr-25-12 21:25	Westport	(CT route 136)	8.35	?? at RR PARKING AREA ??lot 3	1854205	2012-007024	Failed To Grant Right Of Way	Dark - Lighted	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.33 to 8.37

Total of 6 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jun-15-12 1:14	Westport	(CT route 136)	8.35	at CHARLES ST	1865599	2012-010458	Under The Influence	Dark - Not Lighted	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Turning Right from Proper Lane	Curbing / Vehicle Off Road	Off Road and Shoulder, Left / Off Road and Shoulder, Left	0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Oct-05-12 15:36	Westport	(CT route 136)	8.35	on CHARLES ST	2008106	2012-017989	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	East	Automobile	Vehicle Stopped For	Traffic			0	0	0	1	1

Town of Westport Route/Road 136 Mile Marker 8.39 to 8.43

Total of 9 accidents

1/1/2010 to 12/31/2012 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-16-12 7:30	Westport	(CT route 136)	8.40	27 feet South of RAILROAD PL(ONE-WAY WB)	1873410	2012012649	Unsafe Backing	Daylight	Dry	No Adverse Condition	Backing

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Backing along Shoulder			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Parking			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Feb-01-10 15:23	Westport	(CT route 136)	8.41	at FRANKLIN ST(ONE-WAY NB)	1654499	2010-001794	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Feb-13-10 15:23	Westport	(CT route 136)	8.41	at RAILROAD PL(ONE-WAY WB)	1653339	2010-002450	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.39 to 8.43

Total of 9 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Oct-03-10 9:28	Westport	(CT route 136)	8.41	at FRANKLIN ST(ONE-WAY NB)	1718607	2010-019077	Failed To Grant Right Of Way	Daylight	Other	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Feb-08-11 18:45	Westport	(CT route 136)	8.41	at RAILROAD PL(ONE-WAY WB)	1761021	2011-002326	Violated Traffic Control	Dark - Lighted	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Feb-11-11 16:48	Westport	(CT route 136)	8.41	at FRANKLIN ST(ONE-WAY NB)	1757982	2011-002546	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Apr-19-11 14:48	Westport	(CT route 136)	8.41	at FRANKLIN ST(ONE-WAY NB)	1765909	2011-006905	Violated Traffic Control	Daylight	Wet	Rain	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Emergency Vehicle	Vehicle Slowing For	Traffic Signal			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.39 to 8.43

Total of 9 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Feb-14-12 16:22	Westport	(CT route 136)	8.41	at FRANKLIN ST(ONE-WAY NB)	1849050	2012-002635	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Angle

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	1	0	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Dec-10-12 17:57	Westport	(CT route 136)	8.41	at FRANKLIN ST(ONE-WAY NB)	2037074	2012-022372	Following Too Closely	Dark - Lighted	Dry	Fog	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.47 to 8.51

Total of 4 accidents

1/1/2010 to 12/31/2012 Accident Experience Detail Report

Town of Westport Route/Road 136 Mile Marker 8.47 to 8.51

Total of 4 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Oct-14-10 18:51	Westport	(CT route 136)	8.47	100 feet S of (RTE 136 - RIVERSIDE AVE)	1720540	2010-019885	Following Too Closely	Dark - Lighted	Wet	Rain	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Turn Left			0	0	0	2	2

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Feb-22-11 12:51	Westport	(CT route 136)	8.49	at RIVERSIDE AVE #1	1758580	2011-003207	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Passing Same Direction on Right			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Turning Right from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Jun-12-11 21:02	Westport	(CT route 136)	8.49	at RTE 136 TURNS LT 90 DEG	1788954	2011-010556	Improper Passing Maneuver	Dark - Lighted	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Passing Same Direction on Left			0	0	0	1	1
	South	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Sep-14-10 7:11	Westport	(CT route 136)	8.50	75 feet N of (RTE 136 - RIVERSIDE AVE)	1712251	2010-017772	Unknown	Daylight	Dry	No Adverse Condition	Fixed Object

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	School Bus	None Apply	Vehicle Going Straight	Bridge Structure	On Shoulder, Right	0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.62 to 8.66

Total of 28 accidents

1/1/2010 to 12/31/2012 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Oct-23-12 18:32	Westport	(CT route 136)	8.62	at MOBIL GAS STA(CL)	2009218	2012-019073	Improper Passing Maneuver	Dark - Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Passing Same Direction on Left			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Nov-19-10 15:55	Westport	(CT route 136)	8.63	75 feet S of (RTE 136 - BRIDGE ST)	1727348	2010-022543	Roadway Width Restricted	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	Vehicle Stopped For	Construction or Maintanance Work			0	0	0	0	0
	North	Single Unit Truck 2 Axle 6 Tires	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Feb-25-11 19:55	Westport	(CT route 136)	8.63	50 feet S of (RTE 136 - BRIDGE ST)	1758598	2011-003480	Improper Lane Change	Dark - Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0
	North	Passenger Van	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Aug-22-11 9:15	Westport	(CT route 136)	8.63	50 feet S of (RTE 136 - BRIDGE ST)	1817241	2011-015416	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Passenger Van	None Apply	Vehicle Passing Same Direction on Right			0	0	0	0	0
	North	Automobile	Vehicle Slowing For	Turn Left			0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.62 to 8.66

Total of 28 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Dec-16-11 8:10	Westport	(CT route 136)	8.63	50 feet South of (RTE 136 - BRIDGE ST)	1826141	2011-024277	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jan-31-12 16:44	Westport	(CT route 136)	8.63	50 feet South of (RTE 136 - BRIDGE ST)	1834261	2012-001809	Improper Lane Change	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Changing Lane(s) to Right			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jul-10-12 9:33	Westport	(CT route 136)	8.63	50 feet South of (RTE 136 - BRIDGE ST)	1874377	2012-012265	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Apr-15-10 22:38	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	1667863	2010-006311	Improper Passing Maneuver	Dark - Lighted	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Passing Same Direction on Right			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.62 to 8.66

Total of 28 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Jun-06-10 21:28	Westport	(CT route 136)	8.64	ON RIVERSIDE AVE #2	1681968	2010-010477	Unsafe Backing	Dark - Lighted	Dry	No Adverse Condition	Backing

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Backing along Shoulder			0	0	0	0	0
	East	Automobile	Vehicle Stopped For	Parking			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Oct-26-10 19:31	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	1718017	2010-020726	Violated Traffic Control	Dark - Lighted	Wet	Rain	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Jan-07-11 13:30	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	1750325	2011-000393	Speed Too Fast For Conditions	Daylight	Snow/Slush	Snow	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	Vehicle Skidded Slowing or Stopping For	Vehicle Turning Left from Proper Lane			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-12-11 9:18	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	1782568	2011-008310	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Turning Right from Improper Lane			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Turning Right from Proper Lane			0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.62 to 8.66

Total of 28 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-04-11 16:31	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	1808481	2011012097	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Passing Same Direction on Right			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-18-11 9:03	Westport	(CT route 136)	8.64	at RIVERSIDE AVE #2	1808049	2011-013073	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri Sep-09-11 8:40	Westport	(CT route 136)	8.64	at RIVERSIDE AVE #2	1793958	2011-016919	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Apr-02-12 23:17	Westport	(CT route 136)	8.64	at RIVERSIDE AVE #2	1853213	2012-005512	Following Too Closely	Dark - Lighted	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.62 to 8.66

Total of 28 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Apr-11-12 16:38	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	1854875	2012-006084	Improper Passing Maneuver	Daylight	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Passing Same Direction on Right			0	0	0	0	0
	North	Truck-Trailer Combination	None Apply	Vehicle Turning Right from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun May-20-12 16:50	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	1855508	2012-008542	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed May-30-12 17:05	Westport	(CT route 136)	8.64	at RIVERSIDE AVE #2	1861365	2012-009309	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Traffic Signal			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-31-12 11:37	Westport	(CT route 136)	8.64	at RIVERSIDE AVE #2	1863088	2012-009377	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	0	1	1
	South	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.62 to 8.66

Total of 28 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Jul-24-12 18:53	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	1876509	2012-013249	Following Too Closely	Daylight	Wet	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	1	1
	North	Automobile	Vehicle Stopped For	Stopped Vehicle			0	0	1	0	1
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	4	4

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Jul-30-12 12:14	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	1874719	2012-013600	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Traffic			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Aug-11-12 11:14	Westport	(CT route 136)	8.64	at RIVERSIDE AVE #2	1887560	2012-014396	Improper Turning Maneuver	Daylight	Wet	Rain	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
	South	Pedal Cycle	Vehicle Stopped For	Traffic			0	0	0	1	1
*	East	Automobile	None Apply	Vehicle Turning Left from Proper Lane			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Nov-29-12 22:08	Westport	(CT route 136)	8.64	at (RTE 136 - BRIDGE ST)	2021259	2012-021561	Improper Turning Maneuver	Dark - Lighted	Dry	No Adverse Condition	Turning - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Turning Right from Improper Lane			0	0	0	0	0
	North	Automobile	None Apply	Vehicle Turning Right from Proper Lane			0	0	0	0	0

Town of Westport Route/Road 136 Mile Marker 8.62 to 8.66

Total of 28 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon Apr-19-10 8:30	Westport	(CT route 136)	8.65	30 feet N of RIVERSIDE AVE #2	1667081	2010-006622	Driver Illness	Daylight	Dry	No Adverse Condition	Sideswipe - Opposite Directions

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Jul-13-11 18:10	Westport	(CT route 136)	8.65	30 feet N of RIVERSIDE AVE #2	1807991	2011-012764	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	North	Automobile	Vehicle Slowing For	Traffic			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Wed Apr-25-12 17:12	Westport	(CT route 136)	8.65	30 feet North of RIVERSIDE AVE #2	1851460	2012007014	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	North	Automobile	Vehicle Skidded Slowing or Stopping For	Stopped Vehicle			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Emergency Vehicle			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Fri May-06-11 18:48	Westport	(CT route 136)	8.66	100 feet N of RIVERSIDE AVE #2	1782595	2011-007971	Following Too Closely	Daylight	Dry	No Adverse Condition	Rear-end

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0
	South	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Town of Westport Route/Road Mile Marker .00 to .02

Total of 5 accidents

1/1/2010 to 12/31/2012 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jul-29-10 16:30	Westport	RAILROAD PL	0.01	30 feet W of RIVERSIDE AV NO 1	1694440	2010-014355	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Parking

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Engaged in Parking Maneuver			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Jul-19-12 9:45	Westport	RAILROAD PL	0.01	75 feet West of RIVERSIDE AV NO 1	1873403	2012-012887	Unknown	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	Vehicle Stopped For	Occupant Entering or Exiting Vehicle			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sat Aug-11-12 15:24	Westport	RAILROAD PL	0.01	30 feet West of RIVERSIDE AV NO 1	1889414	2012-014410	Driver Lost Control	Daylight	Dry	No Adverse Condition	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Single Unit Truck 2 Axle 4 Tires	None Apply	Vehicle Engaged in Parking Maneuver			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Parking			0	0	0	0	0

Town of Westport Route/Road Mile Marker .00 to .02

Total of 5 accidents

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Nov-27-12 15:10	Westport	RAILROAD PL	0.01	30 feet West of RIVERSIDE AV NO 1	2013285	2012-021400	Failed To Grant Right Of Way	Daylight	Wet	Rain	Sideswipe - Same Direction

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Taxi	Vehicle Stopped For	Occupant Entering or Exiting Vehicle			0	0	0	0	0
	West	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Sun Jan-10-10 18:11	Westport	RAILROAD PL	0.02	100 feet W of RIVERSIDE AV NO 1	1646645	2010-000508	Failed To Grant Right Of Way	Dark - Lighted	Dry	No Adverse Condition	Parking

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Engaged in Parking Maneuver			0	0	0	0	0
	West	Automobile	Vehicle Stopped For	Parking			0	0	0	0	0

Town of Westport Route/Road Mile Marker .04 to .06

Total of 3 accidents

1/1/2010 to 12/31/2012 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Mon May-07-12 8:23	Westport	RIVERSIDE AV NO 1	0.04	100 feet N of FERRY LA	1856493	2012-007703	Failed To Grant Right Of Way	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	West	Automobile	None Apply	Vehicle Turning Left From Driveway			0	0	0	1	1
	North	Automobile	None Apply	Vehicle Going Straight			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu May-10-12 13:11	Westport	RIVERSIDE AV NO 1	0.05	30 feet North of RAILROAD PL	1859695	2012-007920	Driver Lost Control	Daylight	Dry	No Adverse Condition	Parking

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Engaged in Parking Maneuver			0	0	0	0	0
	South	Automobile	Vehicle Stopped For	Parking			0	0	0	0	0

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Tue Aug-31-10 8:29	Westport	RIVERSIDE AV NO 1	0.06	at RAILROAD PL	1700047	2010-016766	Violated Traffic Control	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	South	Automobile	None Apply	Vehicle Turning Right from Proper Lane			0	0	0	0	0
	West	Commercial Bus	None Apply	Vehicle Going Straight			0	0	0	1	1

Town of Westport Route/Road Mile Marker 2.68 to 2.72

Total of 1 accidents

1/1/2010 to 12/31/2012 Accident Experience Detail Report

Date	Town	Road	Mile	Location Description	DOT #	Police Case #	Contributing Factor	Lighting	Surface Condition	Weather Condition	Collision Type
Thu Apr-08-10 9:20	Westport	GREEN'S FARMS RD	2.70	at NEW CREEK RD	1670221	2010-005861	Improper Turning Maneuver	Daylight	Dry	No Adverse Condition	Turning - Intersecting Paths

Contrib. Factor	Direction	Veh Type	Maneuver Prefix	Maneuver Suffix	1st/2nd Object Struck	1st/2nd Object Location	Injuries K	A	B	C	Total
*	East	Single Unit Truck 3 Or More Axles	None Apply	Vehicle Turning Right from Proper Lane			0	0	0	0	0
	North	Automobile	Vehicle Stopped For	Turn Left			0	0	0	0	0

Appendix

B-5. Prior Version of Accident Summary Narrative (using 2010-2012 data)

2.4 Accident Summary

Accident summary data were obtained from Connecticut Department of Transportation (CTDOT) for the study area for the period from January 1, 2010 through December 31, 2012, the most recent three-year period for which data are available. The following nine study intersections were analyzed as part of the safety evaluation:

Saugatuck Study Area Locations

1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street
2. Saugatuck Avenue/Charles Street
3. Saugatuck Avenue/I-95 Southbound Ramps
4. Charles Street/Park Street
5. Charles Street/Franklin Street
6. Riverside Avenue/Charles Street
7. Riverside Avenue/Bridge Street
8. Riverside Avenue/ Railroad Place

Greens Farms Study Area Locations

9. Greens Farms Road/New Creek Road

The accident analysis, which is presented in detail below indicated that Riverside Avenue and Bridge Street experienced the highest % of accidents in the study area at 31% followed by Saugatuck Avenue and the I-95 Southbound Ramps at 18%, and Saugatuck Avenue and Charles Street at 13%. In addition, Riverside Avenue and Bridge Street, and Saugatuck Avenue and the I-95 Southbound Ramps and also experienced the highest number of accidents involving injuries with 4 each which represented 50% of all accidents involving injuries in the study area.

Frequency & Severity

Table 6 summarizes the total number of crashes (accident frequency) at each location during the 3-year period, as well as the number of fatal, injury, and property damage only (PDO) crashes (accident severity). PDO crashes are those in which there are no injuries or fatalities, but in which there is property damage valued at $1,000 or greater.

Of the 88 total crashes in the rail stations study area over the three-year period, there were no fatal crashes (0.0 percent), 16 crashes with injuries (18.2 percent), and 72 PDO crashes (81.8 percent).

Pedestrians & Bicycles

A detailed review of the data was also conducted to determine the number of pedestrian and bicyclist crashes per year. Table 7 summarizes the pedestrian and bicyclist crashes at each location by year. There was only one crash involving pedestrians or bicycles throughout the study area over the three-year period, which occurred at the intersection of Riverside Avenue/ Bridge Street.

Collision Types

Crashes were classified into ten different categories by type, which describes the manner in which the collision took place. Of the 88 total crashes reported in the rail study area over the three-year period, 28 were rear end (31.8 percent), 16 were overtaking (18.2 percent), 13 were left turn (14.8 percent), with the remaining 31 crashes (35.2 percent) split between right turn, right angle, fixed object, backing, side swipe, and other. The collision types are summarized in Table 8.

Contributing Factors

The crash data provided by CTDOT lists the primary contributing factor for each accident. These factors can be useful in developing measures to improve future safety conditions. Of the 88 total crashes, the most common contributing factors were following too closely with 28 of the total (31.8 percent), followed by failure to grant right of way with 18 of the total (20.5 percent), violating traffic control with 9 of the total (10.2 percent). The remaining 33 crashes (37.5 percent) are split among other contributing factors. The contributing factors are summarized in Table 9.

The detailed accident summary data reports are provided in Appendix B.

Table 6: Crashes by Frequency and Severity

Intersection	Fatal	Injury	PDO[1]	Total Crashes
Saugatuck Study Area Locations				
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	0	0	5	5
2. Saugatuck Avenue/Charles Street	0	1	10	11
3. Saugatuck Avenue/I-95 Southbound Ramps	0	4	12	16
4. Charles Street/Park Street	0	1	5	6
5. Charles Street/Franklin Street	0	2	7	9
6. Riverside Avenue/Charles Street	0	2	2	4
7. Riverside Avenue/Bridge Street	0	4	24	28
8. Riverside Avenue/ Railroad Place	0	2	6	8
Greens Farms Study Area Locations				
9. Greens Farms Road/New Creek Road	0	0	1	1
Total	0	16	72	88
Percent of Total	0.0%	18.2%	81.8%	100.0%

Notes:

1. PDO = Property Damage Only

2. Source: CT DOT crash summary data for the 3-year period January 1, 2010 - December 31, 2012.

Table 7: Pedestrian & Bicycle Crashes

Intersection Location	2010 Pedestrian / Bicyclist Crashes	2011 Pedestrian / Bicyclist Crashes	2012 Pedestrian / Bicyclist Crashes	Total Pedestrian / Bicyclist Crashes
Saugatuck Study Area Locations				
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	0	0	0	0
2. Saugatuck Avenue/Charles Street	0	0	0	0
3. Saugatuck Avenue/I-95 Southbound Ramps	0	0	0	0
4. Charles Street/Park Street	0	0	0	0
5. Charles Street/Franklin Street	0	0	0	0
6. Riverside Avenue/Charles Street	0	0	0	0
7. Riverside Avenue/Bridge Street	0	0	1	1
8. Riverside Avenue/ Railroad Place	0	0	0	0
Greens Farms Study Area Locations				
9. Greens Farms Road/New Creek Road	0	0	0	0
Total	0	0	1	1

1. Source: CT DOT crash summary data for the 3-year period January 1, 2010 - December 31, 2012.

Table 8: Collision Types

Intersection	Over-taking	Rear End	Right Angle	Left Turn	Fixed Object	Head-On	Side Swipe	Right Turn	Backing	Other	Total
Saugatuck Study Area Locations											
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	4	1	0	0	0	0	0	0	0	0	5
2. Saugatuck Avenue/Charles Street	1	3	2	4	0	0	0	1	0	0	11
3. Saugatuck Avenue/I-95 Southbound Ramps	1	8	0	0	4	0	0	1	0	2	16
4. Charles Street/Park Street	1	1	1	1	1	0	0	1	0	0	6
5. Charles Street/Franklin Street	0	3	5	0	0	0	0	0	1	0	9
6. Riverside Avenue/Charles Street	0	1	0	1	1	0	0	1	0	0	4
7. Riverside Avenue/Bridge Street	6	11	0	6	0	0	1	3	1	0	28
8. Riverside Avenue/ Railroad Place	3	0	0	1	0	0	0	1	0	3	8
Greens Farms Study Area Locations											
9. Greens Farms Road/New Creek Road	0	0	0	0	0	0	0	1	0	0	1
Total	16	28	8	13	6	0	1	9	2	5	88
Percent of Total	18.2%	31.8%	9.1%	14.8%	6.8%	0.0%	1.1%	10.2%	2.3%	5.7%	100.0%

1. Source: CT DOT crash summary data for the 3-year period January 1, 2010 - December 31, 2012.

Table 9: Crash Contributing Factors

Intersection	Speed Too Fast	Violated Traffic Control	Failed To Grant Right Of Way	Improper Passing	Improper Lane Change	Following Too Closely	Driver Lost Control	Improper Turn	Unsafe Backing	Defective Equipment	Other	Total
Saugatuck Study Area Locations												
1. Saugatuck Avenue/I-95 Northbound Ramps/ Park Street	0	0	3	0	0	1	1	0	0	0	0	5
2. Saugatuck Avenue/Charles Street	0	1	4	0	1	3	0	2	0	0	0	11
3. Saugatuck Avenue/I-95 Southbound Ramps	3	0	1	0	0	8	1	0	0	0	3	16
4. Charles Street/Park Street	0	1	2	0	1	1	0	0	0	0	1	6
5. Charles Street/Franklin Street	0	4	1	0	0	3	0	0	1	0	0	9
6. Riverside Avenue/Charles Street	0	0	0	2	0	1	0	0	0	0	1	4
7. Riverside Avenue/Bridge Street	1	2	3	4	2	11	0	2	1	0	2	28
8. Riverside Avenue/ Railroad Place	0	1	4	0	0	0	2	0	0	0	1	8
Greens Farms Study Area Locations												
9. Greens Farms Road/New Creek Road	0	0	0	0	0	0	0	1	0	0	0	1
Total	4	9	18	6	4	28	4	5	2	0	8	88
Percent of Total	4.5%	10.2%	20.5%	6.8%	4.5%	31.8%	4.5%	5.7%	2.3%	0.0%	9.1%	100.0%

1. Source: CT DOT crash summary data for the 3-year period January 1, 2010 - December 31, 2012.

Appendix

B. Traffic Conditions Appendices

B-1. ATR & Turning Movement Counts

B-2. Intersection Inventories

B-3. Synchro Reports

B-4. Crash Summaries (2012-2014 and 2010-2012 data)

B-5. Prior Version of Crash Summary Narrative (using 2010-2012 data)

Appendix

C. Initial Issues & Opportunities Matrix (November 2015 version)

This matrix presents issues and opportunities related to parking improvements, parking management, and mobility, which were identified based on findings from in the Existing Conditions Report, discussions with the STC, and the results of Chapters 1, 2, and 3 of this report.

Table 11: Issues & Opportunities: Parking Improvements

PARKING IMPROVEMENTS

ISSUES	#	OPPORTUNITIES
Based on the results of the parking demand analysis provided in Chapter 3, between 334 and 817 parking spaces would need to be built if the Town and State wishes to accommodate additional riders/permit users in the next five years.	**PI 1**	**Expand Lot 8 at Saugatuck Station by leasing adjacent property currently owned by the State and creating surface parking.[1]**
	PI 2	**Consider purchasing the property adjacent to TD Bank (along Charles Street) and creating surface parking.[4]**
	PI 3	**Consider developing Luciano Park as surface parking.[6]**
	PI 4	**Consider purchasing private lot along Franklin Street.**

[1] Expanded lot – approximately 35,000 sq. ft.
[2] 150 spaces per acre. Source: Transportation Cost and Benefit Analysis II – Parking Costs, Victoria Transport Policy Institute, August 2013
[3] $3,000 construction cost per surface parking space (suburban parking lot). Source: Transportation Cost and Benefit Analysis II – Parking Costs, Victoria Transport Policy Institute, August 2013
[4] Size of property – approximately 25,000 sq. ft.
[5] $3,000 construction cost per surface parking space (suburban parking lot). Source: Transportation Cost and Benefit Analysis II – Parking Costs, Victoria Transport Policy Institute, August 2013
[6] Size of property – approximately 42,406 sq. ft.
[7] $3,000 construction cost per surface parking space (suburban parking lot). Source: Transportation Cost and Benefit Analysis II – Parking Costs, Victoria Transport Policy Institute, August 2013

ADVANTAGES	DISADVANTAGES
+ Potential increase of 120 spaces[2].	– CTDOT would need to relocate the existing maintenance and construction staging facility to another location. – Capital ($360K[3]) and additional annual maintenance costs.
+ Potential increase of 86 spaces. (same as footnote #2). + If Town purchases property they can make it available for Westport residents only.	– Cost to purchase property and demolish existing structure + capital costs ($258K[5]) and additional annual maintenance costs. – If parking in this location is for Westport residents only, the Westport Police Department (WPD) would have to issue separate annual permits for residents and non-residents which would lead to additional administrative costs and effort. – Would further increase impervious coverage and detract from the overall "village" feel of Saugatuck. Site might be better suited for development.
+ Potential increase of 146 spaces. (same as footnote #2) + Could be combined with adjacent Lot 1 to make a more efficient parking layout.	– Cost to take out existing vegetation and structures + capital costs ($438K[7]) and additional maintenance costs. – Loss of parkland.
+ Potential increase of 50 public spaces.	– Cost to purchase private property.

PARKING IMPROVEMENTS

ISSUES	#	OPPORTUNITIES
	PI 5	**Consider introducing a valet parking program (either run by the Town or contracted out to a private operator) at Saugatuck Station.**
	PI 6	**Consider developing structured parking by decking over Lot 1[8] or decking over the western half of Lot 3[9] at Saugatuck Station.**
✍ *Based on visual observations, Lot 1 has deteriorating pavement conditions and drainage issues.*	**PI 7**	**Repave/restripe lot.**
✍ *While the Existing Conditions Report indicates that the WPD does an excellent job of operating and managing parking at Saugatuck and Green's Farms Stations and receives few complaints, one of the objectives of this is study is to investigate alternative structures that might be more cost effective and efficient.*	**PM 1**	**Continue with current structure.**
	PM 2	**Utilize a different department within the Town to run parking operations.**

[8] Decked lot – approximately 83,200 sq. ft.
[9] Decked lot – approximately 53,500 sq. ft.
[10] $15,000 construction cost per structured parking space (suburban two-story facility). Source: Transportation Cost and Benefit Analysis II – Parking Costs, Victoria Transport Policy Institute, August 2013
[11] Source: RBA Group of Connecticut, LLC and CTDOT 2014 Cost Estimating Guidelines

ADVANTAGES	DISADVANTAGES
+ Allows for additional cars to be parked, as commuters drop off their cars and keys at a designated valet station (e.g. at the entrance to Lot 1), and attendants are then able to stack cars within a lot (e.g. the western portion of Lot 1 could be designated for this purpose). + Would improve traffic flow around Saugatuck Station, as commuters would not have to drive around looking for spaces. Also, some programs allow commuters to text the service when they will be dropping off and picking up there vehicles to make the service more efficient. + Makes parking more customer friendly as commuters do not have to arrive at the station as early, and reduces the walking distance to the platform which is big benefit in inclement weather.	– Typically paid for by an increase in the annual permit fee.
+ Potential increase of 286 spaces at Lot 1 and 184 spaces at Lot 3.	– Capital costs of ($4.3M[10]) at Lot 1 and ($2.7M) at Lot 3 plus additional annual operating costs.
+ A well-maintained parking lot can better endure the elements and vehicular use. It can retain structural integrity, which reduces degradation, like pitting, cracking and potholes that can damage vehicles and increase insurance costs.	– Capital cost of $220,000 ($20.00 per sq.yd. assuming a 2" thick asphalt base * approximately 11,000 sq. yards) for repaving + $1,752 for restriping ($4 per space assuming a 4" marking (320 spaces) + $.35 per linear foot for centerlines (approximately 1,350 lf).[11]Additional costs associated with drainage, lighting, permits, driveway improvements, and signage also need to be included when determining the final cost.
+ The current operation is effective and well run by the WPD using a combination of enforcement personnel and full- and part-time administrative staff.	– Police cannot be redeployed into law enforcement duties.
+ Police can be redeployed into law enforcement duties.	– Since the Police is responsible for enforcement and ticketing at the station today, this would likely separate functions that are currently consolidated.

Table 12: Issues & Opportunities: Parking Management

PARKING MANAGEMENT

ISSUES	#	OPPORTUNITIES
	PM 3	**Create a new department, consolidating functions assigned to the Police Department, Finance and Public Works Departments. The Department of Parking Services would:** **a. Manage municipal parking infrastructure and resources throughout the Town.** **b. Issue railroad station parking permits** **c. Encourage appropriate parking through the issuance of parking violation tickets .** **d. Collect revenue from and maintaining the parking system.** **e. Provide fiscal stewardship over the Town's parking fund.**
	PM 4	**Create a Parking Authority[12]. A parking authority is a separate governmental body with its own commissioners, directors and staff. It is created to manage and deliver parking services, and usually have statutory authority to buy/sell/lease property, develop projects, issue bonds or borrow money, enter into contracts, and retain earnings. Funds are from parking user fees and not property taxes/general funds of the Town. The Authority is responsible for all maintenance and repairs.**
	PM 5	**Outsource the operation to a private firm, as CTDOT does with its station/garage facilities along the line.**
✍ *In reviewing the lease and arrangements between the Town of Westport and CTDOT, the responsibilities of the Town and State are not as clearly defined as they could be, especially regarding minor and major repairs.*	**PM 6**	**Revise lease and clearly state the responsibilities (e.g. capital projects, maintenance, etc.) of the Town and State.**
✍ *The Town's annual permit fee of $325 and daily rate of $5 are low compared to other stations on the New Haven Main and Branch Lines, including Stamford ($840 annual & $8 daily, New Canaan - Richmond Hill ($420 annual & $6 daily), South Norwalk ($1,080 annual & $10 daily, and Fairfield Metro ($420 annual & $6 daily).*	**PM 7**	**Increase annual permit and daily parking fees—closer to the market rate using a phased rate approach.**

[12] Chapter 100, C.G.S. 7-202-7-211, of the Connecticut General Statutes allows for the creation of municipal parking authorities.

ADVANTAGES	DISADVANTAGES
+ A new department would consolidate and coordinate all parking functions in the Town. It would coordinate activities now in separate departments. It would be under direct control of the current Town government unlike an authority (see below).	– It creates a new organization within the Town that may not be necessary as the police department already handles all of the activities and coordinates effectively with other departments. Would require additional office space and a program manager even if staff are transferred from current locations to the new organization. Would likely result in increased salaries and overhead costs to the Town. – Would require a change to the Town Charter establishing a new department and its roles and responsibilities, and approval by the Board of Finance.
+ A Parking Authority is an independent and fully-integrated organization specifically designated to operate the municipal parking program. It draws its funds from fees, not taxes, and is presumed to be apolitical in these considerations. Any debt is outside the Town's bonding limits. It can initiate TOD and other income-generating mixed developments in support of the parking on land it owns or purchases. If a Parking Authority were established in Westport, it would be responsible for not only rail parking but all parking within the Town.	– A Parking Authority would be independent of the Town government, which could put it in conflict with Town goals and plans. It is a significant organization structure that is out- of-proportion for the magnitude of issues in Westport. It would control parking fees, which, again, may be outside the desires of the Town. It also requires its own enforcement staff or contracted services.
+ Uses professional parking management. Requires a contract and contract monitoring by the Town and strong financial reporting. Eliminates Town positions and therefore salaries and overhead.	– Can lessen local control on a day-to-day basis if not well managed. Includes a management fee as part of the cost. Still requires someone to be in charge of local decisions and policies which are then implemented by the contractor. Finally, requires political consideration which may cause complications.
+ Clarifies responsibilities for repairs and modernization. Puts the station on the same foundation as others along the line.	– May assign additional responsibilities to Town. – May result in CTDOT taking over rail parking in Town or mandating a specific governance structure.
+ Increased revenue for the Town and State, which can supplement operating and capital expenses. + Might reduce the number of people who keep but do not use permits because they are inexpensive.	– Additional cost to rail parkers

PARKING MANAGEMENT

ISSUES	#	OPPORTUNITIES
Currently daily tickets are manually placed on the cars parking in daily spaces, and people can either pay online after they receive the ticket or at the WPD.	**PM 8**	**To make the daily ticketing system less labor intensive and easy to use for customers, the Town should implement a paystation and pay by phone system similar to what is being used in Norwalk by the Norwalk Parking Authority (ParkMobile is Norwalk's pay by phone application provider)**
While the Police Department has reduced the average time on the waiting list to 3 years and the number of people on the waiting list from 1,850 to 1,711, people on the wait list would still like to see the wait time reduced even further.	**PM 9**	**The Town should consider charging people a fee to be on the waiting list.[14] (already approved and will be implemented on 12/14/14).**
Some permitholders have long walk from Lots 4, 5, 6, 7, and 8 at Saugatuck Station while there are daily spaces in Lot 3 that are much closer. This is also the case within Lot 1 at Green's Farms Station, where there are a number of daily spaces that are closer to the station than some of the permit spaces.	**PM 10**	**Move all or some of the daily spaces (from Lot 3 at Saugatuck and Lot 1 at Green's Farms) to the farthest locations. Consider charging different fees for each lot based upon convenience to satisfy those would be willing to pay more and walk less.**
The Town of Westport provides a 1-hour parking area for the convenience of its tenant businesses at Saugatuck Station. Visual observations reveal that many of these parking spaces remain unoccupied throughout the day.	**PM 11**	**Given the high demand for parking spaces by permitholders, the number of spaces within this parking area should be reviewed to determine if some of these spaces might be reassigned in order to free up spaces for commuters.**
Given the data presented in the parking utilization survey for Saugatuck Station, it appears that the majority of daily spaces are filled before 9:00 am while there are still a number of permit spaces particularly in Lot 8.	**PM 12**	**While the WPD opens up permit parking to daily users after 10:00 am, they should monitor the lots (particularly Lot 8) to determine the exact time when all of daily spaces are typically occupied, and then consider opening up rest of the permit spaces to daily parkers.**

[13] Ahead of the Curve in Creative Parking Solutions, City of Bloomington, IN, Prepared by Walker Parking, 2012.
[14] e.g. West Windsor, NJ charges $75 to be on their waitlist which includes a $10 administrative fee plus a $65 deposit that can be applied to the cost of the annual permit when accepted.

ADVANTAGES	DISADVANTAGES
+ Reduces operating costs associated with ticket distribution, and money collecting at WPD. + Reduces fines as people have ability to pay instantly and improves revenue flow. + Provides email receipts which is ideal for persons submitting travel expenses. + Damaged tickets due to inclement weather would no longer be an issue. + Can generate income with surcharge.	– Additional capital cost for purchasing meters ($8,500 per meter) + management system software ($4,000-$8,000, + enforcement devices ($5,000 per device) + installation cost. [13] – Additional surcharge for those paying by phone.
+ Increase the potential that some people will drop off the waiting list. + Increase revenue for Town and State.	– Added cost to rail parkers.
+ Rewards permitholders. + Differential pricing would potentially increase revenue.	– Devalues premium daily spaces and may cause a decrease in revenue if daily parkers do not wish to park in more remote locations. – Differential pricing would also create an administrative burden as there would be a need to issue different permits for different lots, calculate usage rates and over sales by lot (and by station), and create the need for additional enforcement. In addition, a method would need to be developed for the initial award of higher priority spaces , as well as when they become available for those on the wait list.
+ Would Increase the number of permit spaces	– Could have a potential impact on existing businesses as there would be less parking available for customers.
+ Would provide additional spaces for non-permit holders.	– Care will have to be taken to ensure that there are still permit spaces available until the entire parking inventory is opened to all at 3PM.

PARKING MANAGEMENT

ISSUES	#	OPPORTUNITIES
✍ *As indicated in the existing conditions report, the WPD actively monitors usage in all of the lots at both Saugatuck and Green's Farms Station, and after 10:00 am provides additional daily permit parking in permit lots that are not full. This is done on a WPD staff driving around and seeing which lots are full.*	**PM 13**	**To improve how the daily parking capacity is managed and to make it easier for commuters to know if lots are full at both Saugatuck and Green's Farms Stations, the Town should consider purchasing a Smart Parking System that provides real time parking availability information on smartphones and the Town's web-site, as well as on changeable message signs at each lot. The Norwalk Parking Authority recently implemented a Smart Parking system that utilizes a smart parking app called Parker that allows commuters to access real-time availability information on parking spaces in South Norwalk and Wall Street, get directions and pricing information, as well as pay directly from their smartphones. The system which includes 200 in-street sensors and gate counters that provide real-time data about space availability at the Haviland Deck, Webster Lot and Yankee Doodle Garage, cost $90,000 to implement.**

[15] Source: Advanced Parking Management Systems: A Cross-Cutting Study, Federal Highway Administration, January 2007

ADVANTAGES	DISADVANTAGES
+ Smart Parking Systems which can provide commuters with information on the number of available parking spaces in each lot, the departure time of the next train, as well as guidance to open spaces in other lots, has been shown to help reduce congestion on local streets, and allow for entities to better management parking capacity.	– Additional capital cost for purchasing the system. Advanced parking management systems can range widely in cost (between $200 and $800 per space), depending on several factors including the following: Type and level of accuracy of the information provided; # and degree of complexity in installation of the sensors; Availability of communications channels; Availability of power supplies for remote components; Signage required to convey the information at appropriate decision points.[15]

Table 13: Issues & Opportunities: Mobility Improvements

MOBILITY

ISSUES	#	OPPORTUNITIES
The pedestrian connection from Lot 8 at Saugatuck Station, which includes crosswalks at the intersection of Exit 17, Saugatuck Avenue and Park Street, requires commuters to cross the entrance and exit ramps to I-95 in order to reach Lot 2, and eventually the westbound platform. Many commuters cross north of these crosswalks where there is neither a signal nor a crosswalk which is unsafe.	**M1**	**Install a chain link fence along the eastern edge of Lot 8 which would force people who park there to utilize the existing crosswalks at the southeastern corner of the lot.**
While a set of stairs was reconstructed with granite to provide safe passage for commuters parked in Lot 1 and Lot 2 at Saugatuck Station, people who park at the western end of Lot 1 and Lot 8 have to walk a significant distance to reach the station.	**M2**	**An additional staircase should be constructed at the western end of Lot 1 and Lot 2.**
Visual observation indicated that one of the most common pedestrian routes to Saugatuck Station is along Franklin Street. However, while the intersection of Franklin Street and Charles Street/Park Street has a pedestrian activated signal, there are no crosswalks at this location which can make it difficult to cross.	**M3**	**The intersection of Franklin Street and Charles Street/Park Street should have high visibility crosswalks installed along all four legs.**
During field observations, a vehicle turned onto Franklin Street in the southbound direction from Charles Street. While Franklin Street has 'Do Not Enter' and 'Wrong Way' signs, and a 'No Left Turn' sign for westbound traffic on Charles Street, it does not have a turn prohibition sign ('No Right Turn') for eastbound traffic on Charles Street.	**M4**	**A 'No Right Turn' sign should be installed at the intersection of Charles Street and Franklin Street.**
There is currently no crosswalk along the western leg of the intersection of Riverside Avenue and Charles Street which is often crossed by pedestrians especially those commuters parking in Lot #6 at Saugatuck Station.	**M5**	**A high visibility crosswalk should be installed along the western leg of this intersection**

[16] There were 16 accidents at Charles Street/Saugatuck Avenue and 22 accidents at Saugatuck Avenue/I-95 northbound ramps/Park Street between January 1, 2012 and December 31, 2014. One involved a pedestrian/bicyclist.
[17] Source: CTDOT 2014 Cost Estimating Guidelines.
[18] Source: RBA Group of Connecticut, LLC.
[19] Source: RBA Group of Connecticut, LLC.
[20] Source: RBA Group of Connecticut, LLC.

ADVANTAGES	DISADVANTAGES
+ Would improve pedestrian and well as vehicular safety along Saugatuck Avenue.[16]	– Capital cost of $9,880 ($38 per linear foot for an 8'foot high chain link fence x 260 feet).[17]
+ Provides additional access for those parking and walking to the station from more remote locations.	– Additional capital cost (TBD).
+ Would improve pedestrian safety	– Capital cost of $1,800 per crosswalk (which includes installation).[18]
+ Would improve pedestrian and vehicular safety	– Capital cost of new sign post and sign - $225 (which includes installation).[19]
+ Would improve pedestrian safety.	– Capital cost of $1,800 per crosswalk (which includes installation.[20]

MOBILITY

ISSUES	#	OPPORTUNITIES
At Lot 1 at Saugatuck Station, vehicles can enter/exit from multiple locations along Park Street which causes congestion as well as potential vehicular safety issues, although the accident analysis in Chapter 2 did not identify the Saugatuck Avenue/I-95 Northbound Ramps/Park Street or Charles Street/Park Street as high accident locations.	**M6**	**The Police should consider closing off the 2 entrances/exits located at the western end of the lot.**
At Lot 3 at Saugatuck Station, vehicles enter/exit immediately along Ferry Lane. In addition, it was observed that several vehicles that parked in spaces immediately adjacent to Lot 3 were partially jutting out into the roadway which presents a hazard.	**M7**	**The Police should install a five-foot buffer along the south side of Lot 3 that is flush with the existing pavement. The sidewalk/buffer could be constructed using colored paint or a material other than asphalt).**
At the intersection of Railroad Place and Riverside Avenue, vehicles traveling east on Ferry Lane cross under the railroad overpass and make a 180 degree turn onto Railroad Place traveling west at this location. Simultaneously, southbound vehicles on Riverside Avenue approach the same location with little visibility between westbound and southbound traffic. Additionally, the intersection is wide and unmarked, making this location with blind vehicle movements a potential conflict point. The intersection totaled 11 accidents between 2012 and 2014, two of which involved injuries.	**M8**	**A traffic island should be installed at the intersection to better channelize traffic movements, and slow down vehicle speeds.**
The amount of commuters carpooling to Saugatuck and Green's Farms Stations is extremely low at only 1% of the total mode share.[24]	**M9**	**Promote carpooling through financial incentives and priority carpool parking areas (between the hours of 6:00am and 10:00am) for permit holders) which could be located close to each station (e.g. Lot 2 at Saugatuck Station and Lot 2 at Green's Farms Station).**

[21] There were 12 accidents at Park/Charles Street between January 1, 2012 and December 31, 2014.
[22] Source: Costs for Pedestrian and Bicyclist Infrastructure Improvements, UNC Highway Safety Research Center, January 2013
[23] Source: Costs for Pedestrian and Bicyclist Infrastructure Improvements, UNC Highway Safety Research Center, January 2013
[24] RBA Intercept Survey, April 2013

ADVANTAGES	DISADVANTAGES
+ Would improve access management and traffic flow and safety along Park Street. [21]	– Capital cost of closing off entrances, replacing two existing islands, and constructing raised sidewalk with concrete curbing (TBD). Loss of approximately 24 spaces to allow for adequate aisle width along north side of lot.
+ Would improve access management and vehicular safety.	– Added capital cost for installing buffer ($3.40 per sq. yd.[22]). Although there appears to be enough space to accommodate a 5 foot sidewalk/buffer and maintain the same number of spaces and an acceptable aisle width of 24 feet, some grinding and restriping may be necessary.
+ Would improve vehicular safety.	– Added capital cost of $10 per sq. ft.[23] depending on the size of the island.
+ Could potentially reduce traffic congestion as less permit holders would be driving to each station.	– Would need to be actively monitored to be enforced either by a traffic officer or cameras. There would need to be a significant fine attached for scofflaws.

MOBILITY

ISSUES	#	OPPORTUNITIES
✍ *While there are six commuter routes that provide service to the two Metro-North Stations in Westport, as well as the Imperial Avenue Shuttle which operates between Saugatuck Station and the auxiliary parking lot on Imperial Avenue the portion of people using those services is only 4% for Saugatuck and 6%[25] for Green's Farms. Although public input from the Westport Bus Study information sessions attribute low usage of shuttles to lack of knowledge and limited span of service, the Saugatuck Station Area Intercept Survey results suggest that many Westport commuters are familiar with the service but do not find it to be convenient for them to use.*	**M10**	**The concurrent Westport Bus Study is looking at recommendations which include:** • **Extension of Westport Commuter Route service span (hours of operation)** • **Introduction of a daytime connection between the Saugatuck rail station and downtown** • **Introduction, if previous changes are successful, of a daytime town circulator** • **Westport funding to the NTD, for help support additional marketing through additional staff or marketing consulting services**
✍ *Currently Norwalk Transit District vehicles stop at Saugatuck Station along Franklin Street and in front of the elevators on the westbound platform. However, there is no dedicated bus pick-up and drop-off area and bus stop signage is minimal.*	**M11**	**The Town should consider establishing a dedicated bus/pick & drop off area in front of the main staircases on the westbound platform. The sidewalk in front of the staircases should be extended out to align with the sidewalk in front of the elevators (running all the way to Franklin St.) which would provide for a larger area for bus/shuttle users that could accommodate a shelter with benches and real time transit information.[26]**

[25] RBA Intercept Survey, April 2013

[26] The NTD is already in the process of installing AVL on all their vehicles which will provide real time transit information or the Saugatuck Station.

ADVANTAGES	DISADVANTAGES
+ Westport bus/shuttle services will benefit users and may increase utilization	– The increased service will require additional funding from the State and Town.
+ Makes the NTD bus/shuttle system easier to use and provides a more seamless connection to the train. + Eliminates the need for the Railroad Place diverter. Also ties in with the #12 recommendation which indicates a need to make Railroad Place, Franklin Street, and Riverside Avenue (between Charles Street and Railroad Place) more pedestrian/bicycle friendly as the crossing distance at the intersection of Railroad Place and Franklin Street would be reduced with the widening of the sidewalk.	– Additional capital expense related to sidewalk extension (TBD). In addition, could require the reconfiguration and/or loss of some customer parking which may be necessary to provide for a sufficient moving lane adjacent to the pick/up & drop off/area.

ı riders' smartphones, as well as on a single sided LED sign located on an I-Beam towards the right of the main stairs on the eastbound side of

MOBILITY

ISSUES	#	OPPORTUNITIES
✍ *While visual observations did not reveal a significant number of cyclists commuting to Saugatuck and Green's Farms Station, the primary routes that were utilized by cyclists observed included Riverside Avenue and Saugatuck Avenue at Saugatuck Station, and Green's Farms Road at Green's Farms Station.*	**M12**	**Since many of the streets surrounding Saugatuck Station are narrow, shared lane markings could be applied on Riverside Avenue and Railroad Place, with bike sharrows (painted bicycle logos with accompanying directional arrows), and signage for cyclists, listing the roadways as a bicycle route. The painted marking is placed in the center of a travel lane to indicate that a bicyclist may use the full lane. This could also be applied on Saugatuck Avenue south of the station.** **Imperial Avenue could be considered for a marked and signed bike lane, as it appears—at least at the southern end—to have sufficient shoulders (4 ft.) for narrow bike lanes. Unfortunately, the Bridge Street bridge is a pinch point for bicycle traffic, as its moving lanes are extremely narrow and the pedestrian walkway on the north side of the bridge is too narrow to accommodate both pedestrians and bicyclists. While sharrows could be painted on the bridge, a longer term solution could be to cantilever a bicycle lane out on the north side of the bridge to accommodate bicycle movement. While bicyclists would have to dismount before using this lane, it would be safer than crossing the existing bridge.** **At Green's Farms Station, shoulders are wide enough (5 ft.) along Green's Farms Road to provide marked and signed bike lanes.**

[27] Source: Costs for Pedestrian and Bicyclist Infrastructure Improvements, UNC Highway Safety Research Center, January 2013

ADVANTAGES	DISADVANTAGES
+ Would increase bicycle accessibility to each station. + Sharrows integrate cyclists into traffic effectively and also encourage more people to get out of their cars and onto a bike for their daily or recreational travel. They're also a great "head's up" for motorists to be aware that cyclists may be found there. + Bike Lanes allows timid riders to feel more comfortable, or legitimate, on the road. They also Increase cyclists' legitimacy to pass a queue of stopped traffic, and allow them to escape harassment from motorists who perceive them as an impediment, or just believe bikes don't belong in their road. + White line enhances visual separation at night.	– Capital Cost (which includes installation) of $180 per shared lane marking while a signed and marked bike lane costs approximately $5,000 per mile.[27] – For sharrows, If a motorist who is unaware of the traffic codes regarding cyclists sees a sharrow that indicates that cyclists have full use of the lane in a particular lane, he may then infer (incorrectly, but understandably) that cyclists do NOT have full use of other traffic lanes - whether on the same street or another in that Town. Also, if a cyclist has to leave the sharrow for any reason (turning left where the rightmost lane in either direction is a sharrow, for example) a motorist may be caught more off-guard or incensed by the inferred "illegal behavior" by that "scofflaw" cyclist. – Bike lanes can increase risk of common collisions in a complex urban/suburban environment, offer a false sense of security for inexperienced riders, and mislead motorists and cyclists about proper lane position and safe proximity to parked cars.

ISSUES	#	OPPORTUNITIES
✍ *The area immediately surrounding the Saugatuck Station building and platform on the north side of the tracks (Railroad Place, Franklin Street, and Riverside Avenue – below Charles Street) experiences a high level of pedestrian and vehicular activity particularly during peak hours which is due to Railroad Place serving as the primary pick-up/drop-off area for commuters, retail/commercial traffic generated by the businesses along Railroad Place and Riverside Avenue, and the fact that Franklin Street and Riverside Avenue are two of the primary pedestrian routes to the station.*[28] *In addition, in the future the block between Railroad Place, Franklin Street, Riverside Avenue, and Charles Street may be developed as some type of mixed use development which would lead to even more pedestrian and vehicular activity.*	**M13**	**The concepts of shared or slow-speed streets should be considered for Railroad Place, Franklin Street (south of Charles Street), and Riverside Avenue (south of Charles Street). Treatments that could be utilized as part of this approach include:** a. Reducing the posted speed from 25mph to 20mph on the above three streets b. Speed bumps/humps c. High visibility crosswalks d. Curb extensions to narrow the width of pedestrian crossings (e.g. Railroad Place and Riverside Avenue) e. Raised pedestrian crossings, which act as speed tables, often situated at intersections. f. Raised intersections g. Changing the surface material or texture of the cartway (e.g., brick, cobbles, etc.). h. Adding bike sharrows along Riverside Avenue. i. Widen sidewalks on Railroad Place.

[28] In addition, visual observation indicated that there was excessive speeding along Railroad Place.

[29] Source: RBA Group of Connecticut, LLC, Costs for Pedestrian and Bicyclist Infrastructure Improvements, UNC Highway Safety Research Center, January 2013, and CTDOT 2014 Cost Estimating Guidelines.

ADVANTAGES	DISADVANTAGES
+ Would increase road safety, provide increased comfort and mobility for non-motorized travel, and create a more livable neighborhood. + Would enhance the "village" feel of Saugatuck and create a better environment for pedestrians (i.e., customers) and adjacent businesses.	– Additional capital costs associated with each type of treatment, as well as additional maintenance costs. Typical costs (which include installation) for treatments[29]: ▪ Replacing speed limit signs - $225 ▪ Speed bumps/humps -$2,000 ▪ High visibility crosswalks - $1,800 ▪ Curb extensions: ▪ Single - $15,000 ▪ Double - $20,000 ▪ Raised pedestrian crossings - $50,000 ▪ Raised intersections - $150,000-$200,000 ▪ Patterned crosswalks - $9.68 per sq. ft. ▪ Bike Sharrows - $180 per shared lane markings – Could negatively impact congestion/noise, cause problems for emergency vehicles and buses, driver frustration, and problems for visually impaired pedestrians … Also treatments above may require the relocation of utilities and catch basins.

MOBILITY

ISSUES	#	OPPORTUNITIES
✍ The *intersection of Riverside Avenue and Bridge currently functions at a Level of Service (LOS) F during the AM Peak (predominately because of the high number of vehicles making the westbound left) while in the PM Peak the northbound right functions at a LOS F. In addition, the intersection experienced 28 accidents between January 1, 2012 and December 31, 2014 which was the highest number in the study area. 10 of these were following too closely. One accident involved a bicyclist or pedestrian.*	**M14**	**While geometric solutions are limited at the intersection due to a lack of available ROW, the following should be looked at in more detail:** a. Changes to the signal timing b. Readjusting the Dunkin Donut parking lot entrances/exits to improve access management and vehicular safety. This can be done by allowing only right hand turns on the north side of the lot, while maintaining right and left turns out of the west side of the lot. c. Note that while there is room for an additional lane west of the bridge in the westbound direction (which would require taking some of the property adjacent to the Mansion Clam House), and the intersection could be configured to provide two left turns lanes and one right turn lane in the westbound direction, there is only one moving lane south of Bridge Street on Riverside Avenue to accommodate the left turn movements and would therefore not be permitted. Widening Riverside Avenue south of Bridge Street would require taking major pieces of the existing Mobil Gas Station and adjacent property on its northern side, even if the Bridge Street Bridge were replaced with a wider bridge that could accommodate additional moving lanes.
✍ While all of the parking lots at Saugatuck and Green's Farms Stations are marked with excellent signage denoting the Lot # and parking regulations, there is a lack of directional wayfinding signage.	**M15**	**Wayfinding signs indicating the location of Saugatuck Station should be installed at the intersection of Riverside Avenue and Bridge Street, Riverside Avenue and Charles Street and along Saugatuck Avenue south of the station. For Green's Farms Station, a wayfinding sign should be installed on Green's Farm Road, east of New Creek Road.**
✍ *The Railroad Capital Improvement Fund currently had a balance of $256,909 for the FY ending 6/30/14. While the Town uses this to address minor capital improvements at each station, and the State has the right to withdraw 50% of the surplus funds following a period of five years, the surplus could also be used to fund increased transit services and some of the bike/ped improvements identified in this matrix.*	**M16**	**Consider the use of these funds for transit and bicycle/pedestrian improvements**

[30] CTDOT 2014 Cost Estimating Guidelines.

ADVANTAGES	DISADVANTAGES
+ Improves traffic flow and vehicular safety.	– Added capital cost for new signage in the Dunkin Donuts parking lot.
+ Makes it easier for people unfamiliar with the area to find the train station. Reduces congestion.	– Added capital cost of $225 per sign (which includes installation).[30]
+ Provides a potential dedicated funding source	– Could impact the ability to pay for basic maintenance

Appendix

D. Study Technical Committee Meeting Summary (December 4, 2014)

Project Name: Westport Rail Station Parking Study

Client: South Western Regional Planning Agency

RBA Project #Y4437

MEETING MINUTES

Date: 12/4/14 Time: 10:00 am Location: Westport Police Dept.

Attendees:

Name	Agency/Firm	Contact Information
Sue Prosi	SWRPA	prosi@swrpa.org
Foti Koskinas	Westport PD	fkosinas@westportct.gov
Dale Call	Westport PD	dcall@westportct.gov
Laurence Bradley	Westport - Planning	lbradley@westportct.gov
Peter Ratkiewich	Westport – DPW	pratkiewich@westportct.gov
Craig Bordiere	ConnDOT – Rail	craig.bordiere@ct.gov
Roxanne Fromson	ConnDOT	roxanne.fromson@ct.gov
Lou Schulman	NTD	ncarroll@norwalktransitdistrict.com
Jennifer Johnson	WTD	jbarrjohnson@gmail.com
Gene Cedarbaum	WTD	gene@cedarbaumlaw.com
Dewey Loselle	Westport Operations Director	dloselle@westportct.gov
Jim Marpe	Westport Selectman	jmarpe@westportct.gov
Victor Minerva	RBA	vminerva@rbagroup.org
Neil Desai	RBA	ndesai@rbagroup.com

PROGRESS MEETING

SWRPA and RBA prepared an agenda and meeting package (see attached) which included copies of the Final Existing Conditions Report and Draft Analysis Report.

1. Review of Final Existing Conditions Report

RBA made a brief presentation of the Final Existing Conditions Report to the Study Technical Committee (STC) highlighting the key findings from the report which focused on: existing plans, studies, and regulatory documents, existing conditions related to parking utilization; the results of an intercept survey at both stations; parking operations and management; an inventory of rail and transit services; and roadway congestion.

RBA then opened up the meeting to the STC for their feedback on the report and to see if anyone had any other additional comments or questions.

- The Westport Police Department (WPD) noted that the wait list is now 3 years and 2 months and used to be five years.
- The WPD indicated that they have yet to be completely full at Saugatuck and that more people are using Green's Farms. This is particularly true for commuters who are more flexible with respect to the rail schedule as Green's Farms has slightly less trains than Westport which is a "super" station. In addition, the parking spaces at Green's Farms are closer to the station than at Saugatuck and you have a better chance at getting a decent seat on the train at Green's Farms since it is one stop earlier than Saugatuck.
- CTDOT indicated that the legend should be clarified on Figure 10, as it is not clear that it refers to permit holders. Also, it would be helpful to add actual numbers.
- The WPD indicated that it can be difficult to find a space if you do not travel during regular commuting hours, but that they are flexible about giving out tickets.
- CTDOT asked whether or not the Westport PD could indicate on line when Greens Farms is full that commuters should go to Saugatuck.
- The Westport Transit District (WTD) questioned the ownership of Lot #2 and who is responsible for deciding regulations and the allocation of merchant parking located at that location.
- A number of committee members wanted to know what was meant by the No Build traffic condition in the Existing Conditions Report. RBA indicated that the report considered only developments that have been approved by the Town of Westport in their analysis. Going forward, the Westport Selectman indicated that a proposed 180 unit affordable housing with Ferry Lane West will impact the Saugatuck Station area. Westport planning also indicated that Gault project on Ketchum has the approval to convert from office to residential which could actually cause a net reduction in peak hour traffic.
- Regarding the expansion of transit service into Weston, the Norwalk Transit District (NTD) has had prior conversations with the Town but they were not interested.
- The Westport Selectman pointed out that data in the report shows that the majority of permit holders are from Westport which many residents think is not the case. He also stated that some residents do not understand why non Westport residents can park at Saugatuck and Green's Farms which is a condition of the lease with CTDOT. More non Westport residents are however on the wait list which is not surprising as people from other Towns and even those who maybe are just looking to move to Westport often sign up on multiple parking waitlists.

2. Presentation and Discussion of Preliminary Draft Analysis Report

RBA then made a presentation of the Preliminary Draft Analysis Report going over the key findings and results from the report which focused on: the Saugatuck and Green's Farms Station Areas Commuter Survey; Rail Station Area Traffic Conditions; Origin of Commuters, Parking Demand; and Issues and Opportunities.

Following the presentation, RBA then opened up the meeting to the STC for their feedback on the report, particularly with respect to issues and opportunities related to parking improvements, parking management and mobility.

- Regarding the expansion of Lot #8 into the CTDOT construction staging area, the WPD noted that they had already met with CTDOT to discuss the possibility. However the main issue preventing this from happening is what to do with the existing construction staging area. It could be moved to the other side of I-95 but that would cause issues for neighboring residents, and the site itself presents some constraints with respect to access to the highway and the steepness of the existing slope. The WPD did say that CTDOT would be amenable to them using the existing construction area when parking becomes to full. SWRPA indicated that Lot #8 would be a good location for valet parking.
- With respect to purchasing the TD Bank property and using it for parking, the WPD tried to negotiate but were unable to agree on an acceptable price.
- The majority of STC members were not in favor of developing Luciano Park as parking. However, the idea could be revisited if the block across from Railroad Place is redeveloped as some form of TOD. With respect to TOD, CTDOT indicated that in Westport it takes on different context than other places. The area is in high demand and is not underdeveloped. Also, there is a lot of private investment which is different from places like Stamford. SWRPA said that the Town should look at places like Darien and Noroton Heights to see how those towns and the State are working to reconfigure their station area.
- The WTD stated that the Town should be encouraging transit and not building more parking. The WPD said that the bottom line is that people want more parking spaces and most people will not use the shuttles even though they know they exist. The WTD then said that the Town should be looking to other alternatives rather than just adding parking especially if additional development occurs which will also result in increased congestion. SWRPA pointed out that the one of the bus study recommendations is to provide additional shuttle service earlier and later in the day which could help add commuters. SWRPA added that millennials do not necessarily want cars and would be willing to live near Saugatuck. RBA stated that there is no one solution and it is really a balancing act to try to accommodate all users. WTD would like their to be a policy decision by the Town that says we should increase parking or promote other modes of transportation like transit, and that this should be a public discussion. SWPRA stated that public outreach was not part of the current contract. In conclusion, the Westport Selectman said that they are bringing software which will allow the Town to do a more comprehensive survey on this type of topic.
- The WPD indicated that valet parking could be considered for Lot 8 but there is a lack of space for dropping off cars (e.g. Railroad Place), and that they would need 20 valets to make it work.
- The topic of who should operate parking at the stations was then discussed. SWRPA pointed out that the Town should look to Darien as an example if they are interested in having a Parking Authority operate and manage parking. RBA added that the CT has very specific regulations regarding the creation of a Parking Authority. WTD suggested maybe creating a rail access agency who would deal with parking and transit.
- On the topic of the existing lease and revising it to better spell out responsibilities between the Town and CTDOT, CTDOT indicated that the lease is fairly typical although there are some unique things to Westport. The WPD indicated they have a good working relationship with CTDOT and basically handle most capital improvements with some oversight/approval by

CTDOT. Westport Planning stated that there needs to be a better defined railroad capital budget.

- While most of the STC members were in favor of raising parking fees there was debate on the impact it would have on the number of permits. The WPD fears that if parking fees are raised the number of permits being sold would drop which would offset any gains in revenue. SWRPA said that parking fees could be raised incrementally, and that other towns along the New Haven Line have done this without seeing a drop in the number of permits issues or decreases in their waiting lists.
- WTD brought up the idea of cross subsidizing transit with any increase in parking fees. SWRPA indicated that this is addressed in the bus study.
- The WPD would love to do some type of smart parking guidance possibly using some form of social media like Twitter.
- There was some debate about the recommendation to put up a fence along Lot #8 so that people would utilize the cross walk at the intersection of Saugatuck Avenue and the I-95 ramps rather than cross midblock. Westport DPW stated that the fence would not have to be chain link. The WPD said that commuters could still exit at the parking lot entrance which is open. WTD brought up the issue of the need for improved lighting for Lot #8 and other lots as well such as Lot #7. They also stated that vandalism is an issue in Lot #7 since it is on the other side of I-95.
- The last major topic of discussion was on the need to improve Lot #1 which was agreed upon by the majority of STC members. Westport DPW indicated that the lot needs to be resurfaced and regarded, and there are major issues regarding drainage.

3. Discussion of Next Steps and Anticipated Deliverables

RBA then discussed the schedule moving forward. RBA and SWRPA would like to receive comments from STC members on the Preliminary Draft Analysis Report by the end of December 2014, so that a version of the report can be distributed back to the STC by the end of January 2015.

The next deliverable will then be Technical Memorandum #3 – Identification of Alternatives which will prioritize the recommendations discussed in the Analysis Report and provide more detail on their implementation. The target date for the draft of Technical Memorandum #3 is the end of March 2015, with a presentation to the STC discussing the results of the report then scheduled during April 2015.

WESTPORT RAIL STATION PARKING STUDY TECHNICAL COMMITTEE PROGRESS MEETING

DECEMBER 4, 2014 10:00 A.M. – WESTPORT POLICE DEPARTMENT

Sign-in Sheet

Name	Agency	Phone Number	Email address
Jennifer Johnson	WTD	917 886 0020	jbarjohnson@gmail.
GENE CEDERBAUM	WTD	203-571-1708	gene@cederbaum ki
Louis Schulman	NTD	203-852-0000	ncarroll@norwalktr
Foti Koskinas	WPD	(203) 341-6061	fkoskinas@westportct.g
PETER RATKIEWICH	WPW	203 341 1131	pratkiewich@westportct.g
Roxane Fromson	CTDOT	860-594-2038	roxane.fromson@c
LARRY Bradley	Westport PZ	203 341-1078	LBradley@westportct.
SUE PROSI	Western CT COG	203.316.5790	DPOSI@swrpa
CRAIG BOMBERGER	CT DOT - RAIL	203-497-3356	CRAIG.BOMBERGER@CT.GOV
JIM MARPE	WESTPORT SELECTMAN	203-341-1111	jmarpe@westportct.gov
DEWEY LOSELLE	Westport Operations Dir	203 341-1194	dloselle@westportct.g
VICTOR MINERVA	RBA	203-956-0513	VMINERVA@RBAGROUP.
NEIL DESAI	RBA	646-300-7181	ndesai@rbagroup.c

WESTERN CONNECTICUT

COUNCIL OF GOVERNMENTS

888 Washington Boulevard, 3rd Floor, Stamford, CT 06901

Brookfield Office (203) 775-6256 – Stamford Office (203) 316-5190

WESTPORT RAIL STATION PARKING STUDY TECHNICAL COMMITTEE PROGRESS MEETING

DECEMBER 4, 2014 10:00 A.M. – WESTPORT POLICE DEPARTMENT

MEETING AGENDA

1. Brief discussion about the ***Final Existing Conditions Report***

2. Presentation and Discussion of ***Preliminary Draft Analysis Report*** with a focus on issues/opportunities related to:

    - Parking Improvements
    - Parking Management
    - Mobility

3. Discuss of Next Steps & Anticipated Deliverables

    - Technical Memorandum #3 – Identification of Alternatives
    - Schedule

WESTERN CONNECTICUT COUNCIL OF GOVERNMENTS

888 Washington Boulevard, 3rd Floor, Stamford, CT 06901

Brookfield Office (203) 775-6256 – Stamford Office (203) 316-5190

November 24, 2014

To: Westport Rail Stations Study Technical Committee

From: Sue Prosi, Senior Transportation Coordinator
Western CT Council of Governments

Re: Westport Rail Stations Study Existing Conditions Report

Attached you will find a copy of the *Westport Rail Stations Study Existing Conditions Report (August 2013, Updated June 2014)*. In addition to the members of the Study Technical Committee, a copy of the report will be given to the Westport Library so that it will be available to the public. After the Study Technical Committee meeting, a copy of the report will be posted on the study website http://www.swrpa.org/default.aspx?Transport=256

Thank you for your assistance in developing the report. We look forward to meeting with you to discuss the *Draft Analysis Report* on December 4, 2014 at 10:00 a.m. at the Westport Police Department.

Enclosure
Westport Rail Stations Study Existing Conditions Report (August 2013, Updated June 2014)

WESTERN CONNECTICUT COUNCIL OF GOVERNMENTS

888 Washington Boulevard, 3rd Floor, Stamford, CT 06901

Brookfield Office (203) 775-6256 – Stamford Office (203) 316-5190

November 24, 2014

To: Westport Rail Stations Study Technical Committee

From: Sue Prosi, Senior Transportation Coordinator
Western CT Council of Governments

Re: Westport Rail Stations Study Draft Analysis Report

Attached you will find a copy of the *Westport Rail Stations Study Draft Analysis Report (November 2014).* The Analysis Report is the focus of the Study Technical Committee meeting on December 4, 2014. Following a brief presentation about the analysis phase of the study, the Study Technical Committee will discuss the report contents with particular attention to the issues and opportunities.

Please review the *Draft Analysis Report* prior to the meeting and come with your technical suggestions for report enhancements and revisions.

Thank you for your participation in the study. We look forward to meeting with you on December 4, 2014 at 10:00 a.m. – 12noon at the Westport Police Department.

Enclosure – Draft Westport Rail Stations Study Analysis Report (November 2014)

Appendix

E. Initial Evaluation Matrix (August 2014 version)

PD

Westport Rail Stations Parking Study
Preliminary Draft Analysis Report
Evaluation Matrix

No. (from report table)	Recommendation	Should be considered (Yes or No)	If yes, order of importance	Notes
PARKING IMPROVEMENTS				
1	Expand Lot #8	YES	2	CTDOT will allow parking but no improvements due to need for the property as a staging area for I95/RR work
2	Consider purchasing property adjacent to TD Bank	NO	-	Already tried, could not reach agreement on cost with owner, subsequently bought by another person
3	Develop Luciano Park as parking	NO	-	No place to relocate park, would not garner public support
4	Purchase private lot along Franklin St.	NO	-	Property is being used as a bargaining tool for future P&Z concessions needed for area development
5	Valet Parking	YES	3	Need location to park cars, would need to be outsourced
6	Structured Parking	YES	4	Not likely to gain public approval from residents
7	Repave/Restripe Lot #1	YES	1	Already in planning stages and awaiting cost estimates
PARKING MANAGEMENT				
1	Continue with current management structure	YES	2	Although it would be nice to concentrate on running a police department, the current system is efficient and has built the needed relationships to continue to do so
2	Utilize a different department to run parking operations	NO	-	There is no one department with adequate staff or experience to take the operation over
3	Create a new department to run parking	YES	3	Would enable the PD to concentrate on PD business only but would have a considerable learning curve to deal with
4	Create a Parking Authority	NO	-	No real need in Westport
5	Outsource parking to a private contractor	NO	-	Costs would probably be higher, day-to-day control would be diminished, would still require Town to handle facility management
6	Revise Lease & clearly state responsibilities	YES	1	Lease is too ambiguous, PD has assumed many responsibilities not specified in lease because no one else will get them done
7	Increase annual and daily parking fees to closer to market rate	YES	1	Would rate this at top of list with #1

	using phase approach			
8	Implement a paystation and pay by phone system	YES	4	Would require some work in lots, $$ cost of installing and maintaining paystations, would still require parking enforcement so would be additional cost
9	Charge fee to people on waiting list (already being implemented by WPD	YES	-	Not rated as it is already being done
10	Move all or some of daily spaces to the farthest locations	YES	-	Already done at some locations, would meet resistance from many users and given low # of daily spaces would not make a lot of difference (and might lead to underutilization of daily spaces that are "too far away"
11	Convert some of the 1 hour spaces used for tenant businesses to permit spaces	YES	-	This has been done for 16 spaces so far and is being looked at for other spaces. As Saugatuck becomes more of a destination, it must be weighed against removing spaces for the area business.
12	Open up permit spaces (particularly in Lot #8) to daily users before 10am if warranted	YES	-	Although it is already being done depending on time of year, it is also dependent on how quickly the other lots fill up
13	Consider purchasing a Smart Parking System that provides real time parking availability info on smart phones and the Town's web-site	NO	-	Physical alignment of many parking lots makes it cost-prohibitive to seriously consider unless a lot of $$ is put into those lots to both limit entrances and exits as well as install hardware. Not sure that systems work well in snow.
		MOBILITY		
1	Install chain link fence along eastern edge of Lot #8	YES	4	Can be done and cost added to budget but will probably not keep pedestrians from crossing at driveway (so may not be worth cost)
2	Additional staircase at western end of Lot #1 and Lot #2	YES		Part of Lot #1 project
3	High visibility crosswalk at Franklin Street and Charles Street/Park Street	YES	1	Used to be crosswalk here, was one planned for Charles at Park but project dropped off when restaurant went out of business
4	"No right" turn sign should be installed at Charles Street and Franklin Street	YES	1	Can be done ASAP

5	High visibility crosswalk along western edge of Riverside Avenue and Franklin Street	YES	1	Have been working with CT DOT on this but no real resolution as of yet
6	Close off 2 entrances/exits located at western end of Lot #1	YES	2	Part of Lot#1 reconstruction project
7	Install five foot buffer along southern edge of Lot #3	YES	3	Has been looked at in the past, would need it to be done in a material that requires low maintenance. Already doing this at Greens Farms station where additional parking area has been established.
8	Traffic island at Railroad Place and Riverside Avenue		5	Not sure there is a real need for it based on crash history but if it could be done at low enough cost would support it for both pedestrian safety and also beautification reasons.
9	Promote carpooling	YES	6	We looked at at carpool program 4 year ago and looked at what other towns do (usually in NY or the Midwest). Enforcing "Carpool permits" is a headache but we would be and have been willing to try this program (especially in conjunction with the GRH program).
10	Advance recommendations from Westport Bus Study	YES (to some)	7	Our feedback from commuters is that there is little to no interest in taking a bus to the station. We have been vocally supportive of a town circulator for years and have offered to build this into the RRP budget but have seen little support from NTD for this.
11	Establish dedicated bus pick & drop off area in front of main staircases on the westbound platform	NO	-	Seems like a good idea but the reality is that this area is also used by local businesses for AM deliveries (current loading zones are not really sufficient), also would require extensive monitoring to make sure it is not blocked by drop-offs
12	Implement shared lane markings on Railroad Place, Riverside Avenue, and Saugatuck Avenue south of the station for bicyclists. Consider bike lanes on Imperial Avenue and Green's Farms Road	NO	-	We have never seen any great number of people riding bikes to the station, and the Bridge Stret bridge is a major impediment to any increase in bike usage.
13	Introduce shared or slow speed streets on Railroad Place, Franklin	YES (to some)	-	Pedestrian enhancements (raised crosswalks) would be useful if allowed. Hi-vis croswalks should be installed.

	Street (south of Charles Street), and Riverside Avenue (south of Charles Street).			**Curb extensions would make it more difficult to get traffic through unless on-street parking is reduced (not going to be popular), this already slows traffic considerably through these areas. Widening RR Place sidewalk has been proposed already, Historic District Commission members have already shown an inclination to fight any development here which would allow this.**
14	**Examine change to signal timing at Riverside Avenue and Bridge Street. Look to readjust Dunkin Donut parking lot entrance/exits by allowing only right hand turns on the north side of the lot**	**NO**	-	**Might require additional input from other town agencies as well as agreement from property owner (which may be difficult to get), any changes are not enforceable anyway so compliance cannot be guaranteed.**
15	**Add wayfinding at appropriate locations**	**YES**	**1**	**Some if not all signage identified can be done within existing budgeting.**
16	**Consider the use of capital improvement funds for transit and bicycle/pedestrian improvements**	**YES (to some)**	**8**	**The passing off of many facility maintenance responsibilities from CT DOT and MTA to the Town has been increasing the $$ spent on those areas. Major reconstruction is needed for several projects that include some of these recommendations already (i.e., Lot #1 project includes potential for new stairs, lot reconfigurations, etc). Wait list revenue could be used to offset circulator route for downtown; pedestrian enhancements in RR station area should be funded from these funds.**

P&Z

Westport Rail Stations Parking Study
Preliminary Draft Analysis Report
Evaluation Matrix

No. (from report table)	Recommendation	Should be considered (Yes or No)	If yes, order of importance	Notes
PARKING IMPROVEMENTS				
1	Expand Lot #8	YES	2	WILL REQUIRE CT DOT APPROVAL ✓
2	Consider purchasing property adjacent to TD Bank	YES	3	PROPERTY HAS RECENTLY CHANGED HANDS AND THUS MAY NOT BE FOR SALE
3	Develop Luciano Park as parking	NO		THIS WILL BE DIFFICULT GIVEN P&Z'S CURRENT STANCE ON MAINTAINING OPEN SPACE
4	Purchase private lot along Franklin St.	YES	5	THIS COULD BE DONE IN CONJUNCTION WITH THE REDEVELOPMENT OF RAILROAD PLACE (POSSIBLE TOD PROJECT)
5	Valet Parking	NO		MAY CAUSE MORE PROBLEMS THAN IT SOLVES
6	Structured Parking	YES	4	THE ISSUE WILL BE THE AVAILABILITY OF FUNDING. IT MAY ALSO BE OPPOSE BY NEARBY RESIDENTS
7	Repave/Restripe Lot #1	YES	1	✓
PARKING MANAGEMENT				
1	Continue with current management structure	YES	2	CURRENT STRUCTURE IS WORKABLE BUT IS A DRAW ON THE RESOURCES OF THE POLICE DEPT.
2	Utilize a different department to run parking operations	NO		
3	Create a new department to run parking	YES	3	COULD BE CONSIDERED IF BOF APPROVES
4	Create a Parking Authority	YES	4	SHOULD ALSO BE CONSIDERED
5	Outsource parking to a private contractor	YES	5	ONLY IF TOWN CAN MAKE VERY SPECIFIC REQUIREMENTS. PERHAPS TRY ON A TRIAL BASIS
6	Revise Lease & clearly state responsibilities	???		NOT ENTIRELY SURE WHAT CURRENT LEASE SAYS. NEED MORE INFO TO EVALUATE THIS
7	Increase annual and daily parking fees to closer to market rate using phase approach	YES	1	WESTPORT FEES ARE MUCH LOWER COMPARED TO OTHER TOWNS.

8	Implement a paystation and pay by phone system	YES	7	THIS WOULD BE HELPFUL TO THE PUBLIC IF IT CAN BE FUNDED
9	Charge fee to people on waiting list (already being implemented by WPD	YES	6	
10	Move all or some of daily spaces to the farthest locations	NO		
11	Convert some of the 1 hour spaces used for tenant businesses to permit spaces	NO		
12	Open up permit spaces (particularly in Lot #8) to daily users before 10am if warranted	YES	8	THIS MAY BE HELPFUL TO THE PUBLIC
13	Consider purchasing a Smart Parking System that provides real time parking availability info on smart phones and the Town's web-site	YES	9	THIS WOULD BE HELPFUL TO THE PUBLIC IF IT CAN BE FUNDED
MOBILITY				
1	Install chain link fence along eastern edge of Lot #8	YES	14	
2	Additional staircase at western end of Lot #1 and Lot #2	YES ✓	7	THIS WOULD MAKE THE WALK FROM THE FARTEST LOTS MUCH SHORTER
3	High visibility crosswalk at Franklin Street and Charles Street/Park Street	YES ✓	5	ANY SAFETY IMPROVEMENTS SHOULD BE ENCOURAGED
4	"No right" turn sign should be installed at Charles Street and Franklin Street	YES ✓	8	NOT CLEAR WHICH MOVEMENT THIS RELATES TO. IS THIS FOR WB TRAFFIC ON CHARLES ST.?
5	High visibility crosswalk along western edge of Riverside Avenue and Franklin Street	YES ✓	6	ANY SAFETY IMPROVEMENTS SHOULD BE ENCOURAGED
6	Close off 2 entrances/exits located at western end of Lot #1	NO		

7	Install five foot buffer along southern edge of Lot #3	YES	9	ANY SAFETY IMPROVEMENTS SHOULD BE ENCOURAGED
8	Traffic island at Railroad Place and Riverside Avenue	YES	10	IS THIS TO CONSIDERED A PEDESTRIAN REFUGE OR IS THIS SIMPLY FOR TRAFFIC CIRCULATION?
9	Promote carpooling	YES	14	HAVING WORKED ON CARPOOL PROGRAMS IN THE PAST, I KNOW THAT THESE ARE NOT EASY TO GET THE PUBLIC TO AGREE TO
10	Advance recommendations from Westport Bus Study	YES	1	PROMOTION OF TRANSIT ALTERNATIVES SHOULD BE ENCOURAGED
11	Establish dedicated bus pick & drop off area in front of main staircases on the westbound platform	YES	2	ANY SAFETY IMPROVEMENTS SHOULD BE ENCOURAGED
12	Implement shared lane markings on Railroad Place, Riverside Avenue, and Saugatuck Avenue south of the station for bicyclists. Consider bike lanes on Imperial Avenue and Green's Farms Road	YES	12	ANY SAFETY IMPROVEMENTS SHOULD BE ENCOURAGED
13	Introduce shared or slow speed streets on Railroad Place, Franklin Street (south of Charles Street), and Riverside Avenue (south of Charles Street).	YES	11	ANY SAFETY IMPROVEMENTS SHOULD BE ENCOURAGED
14	Examine change to signal timing at Riverside Avenue and Bridge Street. Look to readjust Dunkin Donut parking lot entrance/exits by allowing only right hand turns on the north side of the lot	???	13	NOT SURE OF THE IMPACT THAT THIS WILL HAVE ON TRAFFIC? WHAT IS THE GOAL OF THIS CHANGE?
15	Add wayfinding at appropriate locations	YES ✓	3	IMPROVED WAY FINDING WILL HELP MAY IT EASIER FOR THE PUBLIC
16	Consider the use of capital improvement funds for transit	YES ✓	4	PROMOTION OF TRANSIT ALTERNATIVES SHOULD BE ENCOURAGED
	and bicycle/pedestrian improvements			

DFW

Westport Rail Stations Parking Study
Preliminary Draft Analysis Report
Evaluation Matrix

No. (from report table)	Recommendation	Should be considered (Yes or No)	If yes, order of importance	Notes
PARKING IMPROVEMENTS				
1	Expand Lot #8	yes	2 2 ✓	
2	Consider purchasing property adjacent to TD Bank	yes	3 N N	may be too late; it appears that a private developer has purchased it
3	Develop Luciano Park as parking	yes	4 N	long term as part of a redevelopment effort
4	Purchase private lot along Franklin St.	no		
5	Valet Parking	no		not really a practical solution for rush hour
6	Structured Parking	yes	5	long term with a green roof to replace the park
7	Repave/Restripe Lot #1	yes	1	
PARKING MANAGEMENT				
1	Continue with current management structure	yes	1	
2	Utilize a different department to run parking operations	no		no other department is currently suited to fulfill this function
3	Create a new department to run parking	no		More personnel unlikely to be approved by BOF
4	Create a Parking Authority	no		
5	Outsource parking to a private contractor	no		profit motivated enterprise may not operate with transit improvements as primary goal
6	Revise Lease & clearly state responsibilities	yes	2	
7	Increase annual and daily parking fees to closer to market rate using phase approach	yes	3	
8	Implement a paystation and pay by phone system	yes	5	

9	Charge fee to people on waiting list (already being implemented by WPD	yes	7	
10	Move all or some of daily spaces to the farthest locations	no		
11	Convert some of the 1 hour spaces used for tenant businesses to permit spaces	no		
12	Open up permit spaces (particularly in Lot #8) to daily users before 10am if warranted	yes	4	
13	Consider purchasing a Smart Parking System that provides real time parking availability info on smart phones and the Town's web-site	yes	6	
MOBILITY				
1	Install chain link fence along eastern edge of Lot #8	yes	7	can be a 4' high decorative fence, but will be subject to ConnDOT approval
2	Additional staircase at western end of Lot #1 and Lot #2	yes	11	
3	High visibility crosswalk at Franklin Street and Charles Street/Park Street	yes	1	
4	"No right" turn sign should be installed at Charles Street and Franklin Street	yes	2	
5	High visibility crosswalk along western edge of Riverside Avenue and Franklin Street	yes	1	
6	Close off 2 entrances/exits located at western end of Lot #1	yes	12	Concurrent with restriping
7	Install five foot buffer along southern edge of Lot #3		9	

8	Traffic island at Railroad Place and Riverside Avenue	no		Islands cause lots of problems for plows in tight intersections this would be feasible only if painted or made of stone/stamped concrete, and flush with ground
9	Promote carpooling	yes	3	
10	Advance recommendations from Westport Bus Study	yes	10	
11	Establish dedicated bus pick & drop off area in front of main staircases on the westbound platform	yes	5	
12	Implement shared lane markings on Railroad Place, Riverside Avenue, and Saugatuck Avenue south of the station for bicyclists. Consider bike lanes on Imperial Avenue and Green's Farms Road	yes	6	Actual "bike lanes" difficult to implement due to lack of adequate road width and ROW. Also an additional maintenance cost for Public Works.
13	Introduce shared or slow speed streets on Railroad Place, Franklin Street (south of Charles Street), and Riverside Avenue (south of Charles Street).	yes	8	
14	Examine change to signal timing at Riverside Avenue and Bridge Street. Look to readjust Dunkin Donut parking lot entrance/exits by allowing only right hand turns on the north side of the lot	yes	4	
15	Add wayfinding at appropriate locations	yes	9	
16	Consider the use of capital improvement funds for transit and bicycle/pedestrian improvements	yes	8	

Westport Rail Stations Parking Study
Preliminary Draft Analysis Report
Evaluation Matrix

Selectman's Office Submission 12/23/14

No. (from report table)	Recommendation	Should be considered (Yes or No)	If yes, order of importance	Notes
PARKING IMPROVEMENTS				
1	Expand Lot #8	Y	Medium	120 spaces makes it worth at least considering. Question on degree/% Lot 8 currently used? If you build it will they really park come over there? CTDOT swap issues make implementation more complicated. Would need State assistance to make happen.
2	Consider purchasing property adjacent to TD Bank	N	n.a.	Purchase price likely to be high plus capital costs. Better to leave bldg./land etc for other Saugatuck uses as Saugatuck area is in midst of many changes.
3	Develop Luciano Park as parking	N	n.a.	Growing neighborhood needs a park. Against Town's Plan of Conservation and Development.
4	Purchase private lot along Franklin St.	N	n.a.	Whether private or public doesn't increase the total amount of spaces already available on an overall basis. Little value added for likely high $ cost just to make the spaces "public". Worth considering as purchase in event that new Saugatuck plans call for development/building on that site which would result in the loss of these spaces in a prime location. Should be monitored in case situation changes then purchase may make more sense.
5	Valet Parking	Y	Medium	More analysis needed. Worth investigating on how working elsewhere. Would prefer that "valet users" pay for service rather than increase permit fees. Not sure what capacity could be handled? Potential "stacking" issues with many people arriving minutes before trains would seem problematic. Private

				vendor needed.
6	Structured Parking	Maybe	LOW	More analysis/investigation needed and likely traffic impact study? Likely neighborhood opposition to large project that has a "big look" in little ole Saugatuck and also major concerns about increased traffic/bottlenecks to the neighborhood. Major increase to permit fees needed or parking structure has its own "pay for use" status until one gets a permit?
7	Repave/Restripe Lot #1	Y	High	If lot really needs it and PD & PW are in agreement. Can it be paid for from RR Parking fund?
PARKING MANAGEMENT				
1	Continue with current management structure	Y	Medium	If not outsourcing to private management leave with PD for now.
2	Utilize a different department to run parking operations	N	n.a.	No logical candidate and would have to recreate functions/processes already existing plus increased staff and cost or would require transferring of some PD admin staff to make sense.
3	Create a new department to run parking	N	n.a.	No point to it unless transferring all admin/clerical staff of PD to new Dept.
4	Create a Parking Authority	Maybe	Low	More analysis needed. Loss of control over policy, fees, operations not desirable at this time. Not sure real benefits? Seems mostly useful only if one wants to deflect responsibility for actions, activities, fees etc. Useful to know where else this model exists under what circumstances and why is Darien moving to it?
5	Outsource parking to a private contractor	Y	High	More analysis needed. This should be considered and investigated more thoroughly. More info needed on how CTDOT does this elsewhere along the line? Pro's and con's. Seems to be a potential solution to lower long term Town employee costs while still maintaining control over policy, fees and

				overall operations.
6	Revise Lease & clearly state responsibilities	Y	High	More analysis needed. Need to better understand how Westport's lease differs and what are the potential downsides in revising and clarifying the lease? What add'n responsibilities could come to Town and under what circumstances might the Town have to cede control to CTDOT? Might there be $ savings and "load shedding" advantages to such a move as opposed to it being all downside for Westport?
7	Increase annual and daily parking fees to closer to market rate using phase approach	Y	High	Needs more investigation and analysis of impact? Westport historically criticized for low fees and long waiting list and slow turnover of permits from non-using permit holders. Maybe unintended consequence is loss of revenue from all the occasional users who hold on to permits while not really needed. Also potential increase in competition for spaces if permits are primarily issued to 52 week, 5 day a week users. Maybe we won't be able to "oversell" permits to same degree? Waiting list could get longer in time? Maybe idea could be to create a secondary type permit for "occasional" users that they could transition to at a lesser cost when they no longer are "full time" commuters. Would require some technology to monitor and track usage.
8	Implement a paystation and pay by phone system	Y	Low	Needs a lot more investigation and analysis as to how this would work and what are the real cost/benefits? Seems like high cost for purchase and

				installation. How many would we need total? Probably better suited to structured parking (although they do have something similar in New Cannan lots)? How does one deal with snow obscuring parking place markers/designations?
9	Charge fee to people on waiting list (already being implemented by WPD	Y	High	One time charge or annual? If not charging those on the list already (our planned policy I believe) then this will have little effect in thinning list. Alternative is to charge less to everyone and have it applied to first permit). If everyone not paying each year need to have in coordination with this new initiative a formal policy of contacting people on permit waiting list and have them positively "opt in" to stay on the list each year.
10	Move all or some of daily spaces to the farthest locations	N	n.a.	Two different recommendations are actually put forward in # 10 on pg 52. But not reflected here. NO to charging differential rates based on distance of parking lot. NO to moving more Daily Parking spots. Many are already farther away. Seems to be a good balance now. If moving more we may need to consider some "Daily Handicapped/Senior" spots as some retired seniors wanting to take the train may have trouble with walking from far away daily spots. In general doubt there would be any shortfall in Daily parking as those who want to park and take train have no choice.
11	Convert some of the 1 hour spaces used for tenant businesses to permit spaces	Y	High	More careful analysis needs to be done here before making any change. Need to really understand what is the size of excess capacity of unused 1hr. parking for Downtown Saugatuck shoppers/visitors and during what hours/days? If converted this should be done on an "experiment/trial basis". May all need to be changed back when Saugatuck redevelopment of Railroad Place occurs. Demand for hourly

				parking may increase. Also as side issue, the spaces on RR place and the parking lot we should consider changing from 1 hr. to 2 hr. as we did in much of Downtown Westport to what seems to be general satisfaction.
12	Open up permit spaces (particularly in Lot #8) to daily users before 10am if warranted	Y	High	Good idea. Needs good monitoring and much better communication/signage as to what the policies are? At the moment this is very confusing to most of the general Westport population (non – permit holders/daily parking candidates).
13	Consider purchasing a Smart Parking System that provides real time parking availability info on smart phones and the Town's web-site	Maybe	Low	More investigation and analysis needed. Seems like a better solution when you have managed parking structures. Seems much more difficult and very expensive with spread out over lot parking. Questions have come up in press with regard to "accuracy/timeliness" of "Norwalk system" and drivers now not believing the results and driving around to find spaces which exist when system says "no vacancy" but drivers past experience has shown that not to be true?
MOBILITY				
1	Install chain link fence along eastern edge of Lot #8	No	n.a	Not esthetically pleasing. May not really work based on driveway locations? Lighting also needed? Pedestrians may ignore anyway. Doesn't seem to be a high value item
2	Additional staircase at western end of Lot #1 and Lot #2	Y	High	Sounds like easy fix that will improve mobility/access/ability to get to train in an on-time manner from further out locations
3	High visibility crosswalk at Franklin Street and Charles Street/Park Street	Y	High	Sounds like another easy fix to improve safety/pedestrian mobility
4	"No right" turn sign should be installed at Charles Street and Franklin Street	Y	High	Agree If PD thinks this makes sense and will accomplish something without other unintended consequences?

5	High visibility crosswalk along western edge of Riverside Avenue and Franklin Street Charles	Y	High	Makes sense if in location actually used by commuters and mimics actually walking patterns.
6	Close off 2 entrances/exits located at western end of Lot #1	N	n.a.	People like multiple access points. Is there really such a problem here? Need P.D input. Don't think the cost/benefit is worth the loss of 24 spaces?
7	Install five foot buffer along southern edge of Lot #3	Y	low	If PD and PW agree this is a necessary and good idea and leads to no loss of spaces
8	Traffic island at Railroad Place and Riverside Avenue	Maybe	low	Based on accident data and observations sounds like a good project. However will this solve the fender/bender type accidents there when many people pull up to turn/drop off? Question will this cause more congestion/backup in an already tight area and make general situation worse. Look for P.D input/guidance.
9	Promote carpooling	Y	Low	Try it first as an "experiment" with limited # of spaces. Not sure that Westport is much of a "carpooling" town due to the wide variety of locations and work hours of our commuters. What would be size/type of financial incentives(see recommendation) that would make a Westport professional interested in this arrangement? Most Most Westporters are two car families (especially commuters) otherwise they would probably be more likely to be commuter bus riders than "carpoolers." Seems like an idea from the past that never really seems to get traction in most locations despite good intentions of promoters.
10	Advance recommendations from Westport Bus Study	N	n.a.	There are a variety of recommendations in the commuter bus study. Some potentially more feasible and realistic than others. These should be considered individually and on their merits. Can't support a blanket recommendation here to "advance recommendations" from other study.

				There is not proven good support or rationale for expanding bus service which has low utilization at the current time and over the last several years. Marketing efforts to expand ridership over past 2 years does not seem to have yielded an appreciable increase in ridership. It is not an "awareness issue" The Saugatuck survey results in this study found Westporters are familiar with transit service, but CHOOSE NOT to use it, as it is NOT CONVENIENT for their lifestyle.
11	Establish dedicated bus pick & drop off area in front of main staircases on the westbound platform	N	n.a.	Not clear that this is necessary. Bus service ingress/egress seems to function well and efficiently for the few who use it. Not convinced the cost is necessary especially if it is going to require a permanent loss of parking spaces for customer parking which is being proposed to be reduced in Recommendation # 11 also in Parking Management section.
12	Implement shared lane markings on Railroad Place, Riverside Avenue, and Saugatuck Avenue south of the station for bicyclists. Consider bike lanes on Imperial Avenue and Green's Farms Road	Maybe	low	Looking to PD and PW perspective of cost/benefit of making any (or all) of these changes? Maybe some are worth making and will help? Cantilevering a lane onto the Saugatuck bridge sounds like an expensive and complicated project? Not mentioned in the costing analysis?
13	Introduce shared or slow speed streets on Railroad Place, Franklin Street (south of Charles Street), and Riverside Avenue (south of Charles Street).	Y	High	Some of these recommendations seem to make sense and would appear to be good pedestrian improvements. Traffic on the RR Place and surrounding streets already moves naturally at very low speed due to congestion. Not sure if going from 25 to 20 really does anything as it seems people crawl along at whatever speed they can to get through. Don't know if PD finds speeding to be an issue? PD and PW should consult and weigh in on which recommendations would provide greatest

				improvements. Simple/agreed things should be done quickly.
14	Examine change to signal timing at Riverside Avenue and Bridge Street. Look to readjust Dunkin Donut parking lot entrance/exits by allowing only right hand turns on the north side of the lot	Y	Medium	More analysis needed. A number of different recommendations are discussed here. The easy ones like signage changes about right hand turns only may be easily implemented. Other items (which may have real ability to change/improve some of the" locked in" Physical challenges of this space require the buying or "taking" of private property to increase lanes. This is difficult to do and will take investigation. Looking for input from PD and PW as to whether the larger capital changes of added lanes would really help things and are worth pursuing especially if the narrow bridge is the real choke point? How does feeding in more cars faster help?
15	Add wayfinding at appropriate locations	Y	Medium	Need more details/analysis of where signs should go and what they should say to be most effective?
16	Consider the use of capital improvement funds for transit and bicycle/pedestrian improvements	Y/N	High	YES to using funds to improve many of the infrastructure changes mentioned to improve pedestrian safety/mobility and potentially for bicycle improvements. NO to using the funds for transit district expansion of service and transit related items. The RR parking area has already a high demand for improvements as cited in this report. The Transit District should seek funding through the Town funding process and through State/Federal grant funding.

SWRPC

Westport Rail Stations Parking Study
Preliminary Draft Analysis Report
Evaluation Matrix – Sue Prosi Comments 1-20-15 Revised 1-28-15

No. (from report table)	Recommendation	Should be considered (Yes or No)	If yes, order of importance; and near, mid, long term; feasibility determination	Notes Also added monitoring, evaluation and adjustment
PARKING IMPROVEMENTS				
1	Expand Lot #8	yes	2 Long Term	Include as long term future opportunity. In next task, indicate potential additional parking spaces or possibility to use for valet parking and concepts for reorganization of lot circulation, access/egress, fencing (short attractive), lighting, etc. CTDOT will not release because it is used for construction-related purposes
2	Consider purchasing property adjacent to TD Bank	yes	3 Near term determination of feasibility with park relocation to site	Include as a possibility for relocating the park to the site. Follow up with conversations with CTDOT about funding. Determine property sale/redevelopment status. Discuss internally.
3	Develop Luciano Park as parking	yes	4 Near term determination of feasibility with park relocation. Mid-term implementation	Long term as part of a redevelopment effort. Replacement of park is essential. Are there other municipal or state properties nearby? Or, is it just swapping property, park location or on the roof of a parking deck?
4	Purchase private lot along Franklin St.	yes	5 Near term determination of feasibility	As part of staged improvements to Lot 1 (private lot, park) and relationship to Lot 2 show, and possible redevelopment of Saugatuck.
5	Valet Parking	yes	2 Determine feasibility and contract out (aka New Haven)	There may be a market in Westport for elite service if a viable program can be established and marketed.
6	Structured Parking	yes	5 Long term	Show concepts including one with park on roof.

7	Repave/Restripe Lot #1	yes	1 Near term	Develop concepts for immediate improvement of current Lot 1 including drainage, lighting, landscaping, curbing, driveways, sidewalks and stairs, wheel stops, signage. How many more hcp spaces will be needed? As part of staged improvements to Lot 1, show improvements for property that includes the park and the Franklin Street lot. Also refer to Mobility options related to Lot 1.
PARKING MANAGEMENT				
1	Continue with current management structure	yes	1 Evaluation of priorities should reflect on goals for rail parking which haven't been established.	Proven performance and upgrading of rail parking facilities, operations and maintenance. Current WPD Chief and Dep Chief are passionate about creating 1st class operation and the results show it works. Need to establish a transition/succession/continuity plan for when they retire.
2	Utilize a different department to run parking operations	no LT ?		Shifting the diverse rail parking responsibilities to another department doesn't streamline or improve operations. Except for a long wait list for permits, rail station users are highly satisfied with the improvements to the stations. There would be a long learning curve for another department to operate since the WPD staff would not transfer, and there might be union issues. A new department is not consistent with the community's fiscal approach, requires some town reorganization and additional staff. Keep in report as an option in the analysis report, but not for the next task.
3	Create a new department to run parking	no LT ?		A new department is not consistent with the community's fiscal approach, requires some town reorganization and additional staff. Keep in report as an option in the analysis report, but not for the next task.
4	Create a Parking Authority	no LT ?		Potentially too political with appointments made by elected officials or the CEO. Also needs stability with staffing continuity. Need to identify options for how a Parking Authority fits into Westport Town Government. Need to describe more, and research Darien's Parking Authority. The first Norwalk Parking Authority did not work, and changes in elected officials have led to changes in parking programs and policies

5	Outsource parking to a private contractor	no LT?		Keep in as an option. Still requires administration and oversight to assure quality.
6	Revise Lease & clearly state responsibilities	yes ✓	Mid term	Change to review and update CTDOT-Town rail parking lease. CTDOT's position is that they want to update all leases at the same time.
7	Increase annual and daily parking fees to closer to market rate using phase approach	yes ✓	2 Near term	Phase in increases to market and NHL rates. Determine impact of fee increases on retention of permit holders, wait list, etc. Report findings as a basis for continuation of adjustment of policies to increase or not.
8	Implement a paystation and pay by phone system	yes ✓	4 Near term	Very effective in most parking facilities and with customers similar to Westport rail station users. Provide more detailed analysis re. costs/benefits and examples of nearby success.
9	Charge fee to people on waiting list (already being implemented by WPD	yes ✓		Modify to charge annual $10 rate, with amount going toward the first permit when it is issued. Monitor and evaluate success of registration fee to determine effectiveness and whether it should be changed.
10	Move all or some of daily spaces to the farthest locations	no ✓		Monitor use, hcp spaces, and determine if reduction in daily spaces makes sense. If valet is tested, shift some spaces to valet. Should there be a category – continue monitoring , evaluation and adjustment to conditions?
11	Convert some of the 1 hour spaces used for tenant businesses to permit spaces	no		Some spaces have been converted, but monitoring is required. No sense in alienating the Saugatuck businesses. Continue monitoring, evaluation and adjustment to conditions.
12	Open up permit spaces (particularly in Lot #8) to daily users before 10am if warranted	yes ✓	5 Near term	This is the current practice. Refine for the report and make transparent to all users.
13	Consider purchasing a Smart Parking System that provides real time parking availability info on smart phones and the Town's web-site. Rephrase to real time parking availability information? This would be a near term option	yes	3 Near term to 6 Long term if the expensive imbedded detectors in each parking space	Cite technology possibilities to provide advance parking guidance ranging from low-cost (camera)

	if low cost, e.g. cameras with views available on web, and programmed to report available spaces. WPD already has the cameras.			
MOBILITY				
1	Install chain link fence along eastern edge of Lot #8	yes	Mid term	Should be decorative fencing and same as Lot 1 – 3.5 - 4' high and subject to ConnDOT approval
2	Additional staircase at western end of Lot #1 and Lot #2	yes	Near term	Part of comprehensive redo of Lot 1.
3	High visibility crosswalk at Franklin Street and Charles Street/Park Street	yes	1 Immediate	Coordinate with CTDOT District 3 and implement 2015. Should we contact Ernie Lagoja, District 3 Traffic Engineer and arrange a walk about? I know Ernie.
4	"No right" turn sign should be installed at Charles Street and Franklin Street	yes	1 immediate	Coordinate with CTDOT District 3 and implement 2015. Should we contact Ernie Lagoja, District 3 Traffic Engineer and arrange a walk about?
5	High visibility crosswalk along western edge of Riverside Avenue and Franklin Street	yes	Near term	Determine feasibility – concept development. Meet with CTDOT Traffic as walk about.
6	Close off 2 entrances/exits located at western end of Lot #1	yes	Near term	Part of redo of Lot 1. Concept design needed for all facets of Lot 1: circulation, pedestrians, access/egress, staircase, drainage, wheel stops, lighting, fencing, landscaping
7	Install five foot buffer along southern edge of Lot #3 NEW Lot 3 – investigate possibility of structured parking on Lot 3 per Westport RTM Transit Committee member. Where does Lot 1 structure fit in?	no		With no crash or operational basis other than tidying up, find another way to make this observation.
8	Traffic island at Railroad Place and Riverside Avenue	Show concept, include for long term as part of redevelopment of Saugatuck	Long term	Show concept, include for long term as part of redevelopment of Saugatuck
9	Promote carpooling	yes	Near term	How?

10	Advance recommendations from Westport Bus Study	no		Eliminate this item. Since the bus study recommendations deal with service, operations and limited capital it is not a good fit with this study report. Let's cite the Bus Study again in appropriate Rail Study report locations.
11	Establish dedicated bus pick & drop off area in front of main staircases on the westbound platform	yes – after meeting with NTD and WPD, DPW concurrence	Near term – Mid term	Conflicts with recommendations to reorganize Railroad Place. Let's meet with NTD about their needs. Conflicting responses from Town officials. Let's find concepts for bus locations that work for NTD, WPD and overall goals. If the NTD TIDs are not in the right locations, let's point that out. In addition, can the NTD next bus information be streamed to monitors in the rail station buildings? On line? Apps?
12	Implement shared lane markings on Railroad Place, Riverside Avenue, and Saugatuck Avenue south of the station for bicyclists. Consider bike lanes on Imperial Avenue and Green's Farms Road	yes	Mid term – Long term	Develop concepts. Check out new parking spaces at Greens Farms. Foti was going to designate curbside permit parking.
13	Introduce shared or slow speed streets on Railroad Place, Franklin Street (south of Charles Street), and Riverside Avenue (south of Charles Street).	yes	Mid term – Long term	Develop concepts. This will be part of Saugatuck redevelopment.
14	Examine change to signal timing at Riverside Avenue and Bridge Street. Look to readjust Dunkin Donut parking lot entrance/exits by allowing only right hand turns on the north side of the lot	yes	Near term – Mid term	Need to meet with CTDOT Traffic. If District 3 is coming down, can start there. I've also spoken with Barbara Ricozzi. Saugatuck Shores activists identify this as their first priority.
15	Add wayfinding at appropriate locations	yes	Near term	Develop specific signing plan and cost estimate.
16	Consider the use of capital improvement funds ~~for transit and~~ bicycle/pedestrian improvements	yes	Near term	What else needs to be done? Foti would like to add more secure bike parking. I'd like secure/sheltered parking. A solar shed? Grants? Location?