



TMS Engineers, Inc



Pedestrian Hybrid Beacon Follow Up Study

SR 91 & Aurora Street Crosswalks Hudson, Ohio

March 19, 2025

**Prepared for:
City of Hudson
Hudson Engineering Department
1140 Terex Road
Hudson, Ohio 44236**

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City of Hudson
Hudson Engineering Department
1140 Terex Road
Hudson, Ohio 44236

Prepared By:

TMS Engineers, Inc.
2112 Case Parkway South
Unit #7
Twinsburg, Ohio 44087



REGISTERED ENGINEER NO. E56982
CERTIFICATION NO. 2234

**"This document was prepared consistent with local agency requirements
and/or applicable guidelines contained in this report."**

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Executive Summary

This report is a follow-up study to the November 14, 2024 Pedestrian Hybrid Beacon Justification Study that was prepared by TMS Engineers, Inc. and is based on discussions from the Hudson City Council workshop that was held on November 26, 2024.

The locations under consideration for installation of a Pedestrian Hybrid Beacon (PHB) are at the following locations:

1. North Main Street (SR 91) & Church Street
2. Aurora Street & E. Main Street
3. North Main Street (SR 91) & Church Street (eliminate mid-block at 116 N. Main St.)

The gap analysis, **NCHRP Report 562** and **ODOT Form 496-19 (Pedestrian Hybrid Evaluation Matrix)** worksheets were completed and updated with the October, 2024 existing peak hour traffic and pedestrian volumes at the three study area crosswalks, as previous data was collected during the COVID pandemic.

The available historical Streetlight Data indicates that collecting pedestrian crossing data in the summer months of July and August may yield higher volumes when the weather conditions are more favorable to outdoor activity.

It is recommended that additional pedestrian counts be performed in July/August to verify the most effective locations should the City desire to proceed with pedestrian hybrid beacons or other improvements per the following considerations:

- a. The July/August data may show an increase in pedestrian crossing activity that would meet the “Crosswalk” level for treatment options at the Aurora Street and East Main Street intersection. The addition of pedestrian crossing warning signs (W11-2) for Aurora Street at the crosswalk location would be recommended as part of the “Crosswalk” level of treatment if the pedestrian volume crossing Aurora Street was found to meet or exceed 20 pedestrians in the peak hour.
- b. The July/August data may show an increase in pedestrian crossing activity that would increase the SR 91 crossing location scores **Form 496-19** and meet the **Figure 4F-1** criteria for the installation of a pedestrian hybrid beacon.

It is our opinion that, if the pedestrian volume guidelines are met with collected volumes from the July/August period, the Church Street location is better suited for the installation of a PHB.

The mid-block crossing on North Main Street (SR 91) would be recommended for removal with the installation of a PHB at Church Street in order to minimize the interruptions in the north-south SR 91 traffic stream and to consolidate the crossings in one location. The removal of the mid-block crosswalk and RRFB would decrease the amount of conflict points in the corridor and limit pedestrian exposure. The PHB will stop and queue southbound traffic through the RRFB mid-block location. It would not be safe for west to east crossing pedestrians at the mid-block location to enter the northbound travel lane from between two stopped vehicles in a southbound queue created by the PHB.

The removal of the RRFB at the mid-block location is only recommended with the installation of a PHB at the Church Street location due to the use of red beacons to stop the SR 91 traffic stream with the use of the PHB. The removal of the mid-block crossing would require the removal of the bump outs, pavement markings, the RRFB and curb ramps. We recommend replacing the bump outs on the west side of SR 91 with additional on-street parking.

A Pedestrian Hybrid Beacon (PHB) can be coordinated with an Adaptive Signal Control (ASC). It is possible to optimize both pedestrian safety and vehicle traffic flow by aligning pedestrian crossing phases with adaptive signal adjustments. The key is ensuring seamless communication between the PHB and ASC systems to dynamically adjust signal timings based on real-time demand. TMS Engineers, Inc. is capable of providing the necessary system integration between a PHB and the ASC system that is currently being installed in Hudson.

Accessible Pedestrian Signals (APS) are devices designed to help visually impaired or blind pedestrians safely navigate intersections. They provide audible and tactile cues that assist pedestrians in determining when it's safe to cross the street. We would recommend that a form of APS be included with the installation of a PHB.

The use of APS at other locations should be considered on a case by case basis where it has been identified that visually impaired pedestrians are crossing.

If the City of Hudson should decide to install a PHB, the data and analysis indicate that the recommended location, based on the pedestrian crossing volumes, the impact to vehicle delay and travel speed in the SR 91 corridor and consolidating crossing locations is the intersection of North Main Street (SR 91) and Church Street. The removal of the mid-block crossing location and RRFB is recommended with the installation of a PHB at Church Street. The installation of a PHB at Church Street should be coordinated with the adjacent signals through the use of the adaptive signal control system that is currently being installed in the City of Hudson and include the use of accessible pedestrian signals.

Chapter 1

Introduction

1.1 Purpose of Report

This report is a follow-up study to the November 14, 2024 Pedestrian Hybrid Beacon Justification Study that was prepared by TMS Engineers, Inc. and is based on discussions from the Hudson City Council workshop that was held on November 26, 2024.

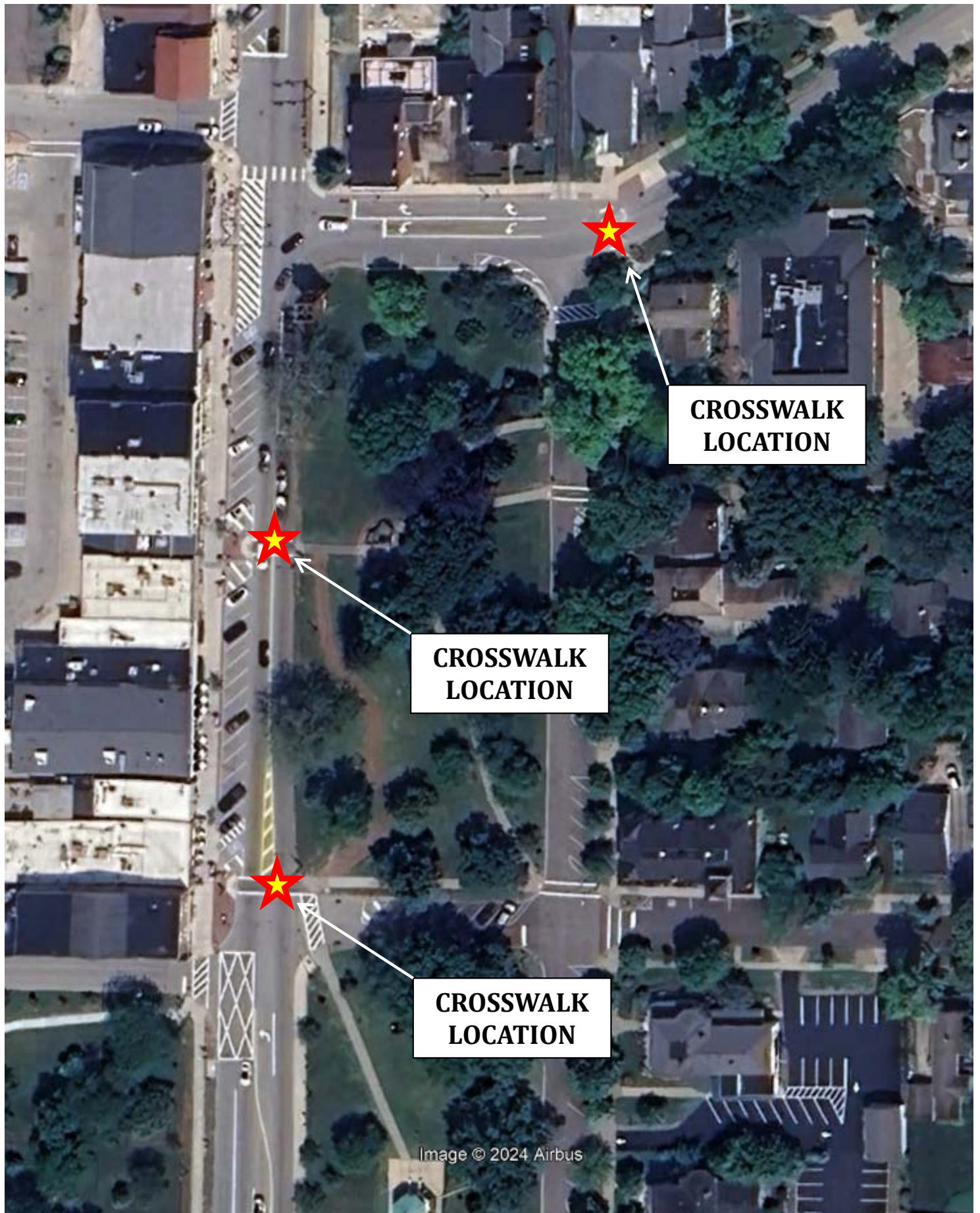
A Pedestrian Hybrid Beacon (PHB) is a type of signal designed to improve pedestrian safety at intersections. It is typically used at mid-block locations or at intersections with lower pedestrian volumes, and its phases include an off state (when vehicles are not required to stop), a flashing yellow (preparing vehicles to stop), a solid red (where vehicles are required to stop for pedestrian crossings) and a flashing red (where vehicles may proceed after stopping and the pedestrian has cleared their travel lane). A Pedestrian Hybrid Beacon (PHB) is sometimes referred to as a High Intensity Activated Crosswalk (HAWK) signal.

The locations under consideration for installation of a Pedestrian Hybrid Beacon (PHB) are at the following locations:

1. North Main Street (SR 91) & Church Street
2. Aurora Street & E. Main Street
3. North Main Street (SR 91) & Church Street (eliminate mid-block at 116 N. Main St.)

Figure 1.1, Page 2 shows the location of the existing crosswalks in the study area.

The goal of this study is to analyze traffic volume data, crash records and other engineering data to determine the impact of installing a Pedestrian Hybrid Beacon (PHB) on the traffic in the North Main Street (SR 91) study area from SR 303 to Aurora Road.



1.2 Study Objectives

This follow-up study is structured to determine the impacts of installing a pedestrian hybrid beacon in the study area based on discussions from the November 26, 2024 City Council workshop.

This study documents the methodologies, findings and conclusions of the analysis, including the basis for all assumptions, traffic parameters utilized and conclusions reached. The follow-up report will include updated data and analyses as the past data utilized was collected during the COVID pandemic.

The **NCHRP Report 562** criteria and the number of pedestrian gaps will be reviewed to determine if pedestrian signalization should be considered.

Form 496-19 (Pedestrian Hybrid Evaluation Matrix) from the **ODOT Traffic Engineering Manual**, will be evaluated in the consideration of installing pedestrian hybrid beacon at the study area locations.

The **Synchro plus SimTraffic 12** software program will be used to evaluate the congestion and queue lengths created with the introduction of a pedestrian hybrid beacon at the previously discussed locations.

Section 8.2 of the **Ohio Manual of Uniform Traffic Control Devices (OMUTCD)** provides the following guidance when considering the installation of a pedestrian hybrid beacon (PHB):

"It may be necessary to consider pedestrian signal or pedestrian hybrid beacon (PHB) installation at crossing locations where one or more of the following conditions occur:

- *Where one or more OMUTCD traffic signal warrants or PHB guidelines are met;*
- *Sight distance is restricted, based on prevailing motor vehicle speeds;*
- *Motor vehicle approach speeds exceed 30 mph;*
- *There are four or more through lanes of major street traffic;*
- *There are insufficient crossing opportunities (including crossings of two through lanes) within about a quarter of a mile from the location in question.*

Traffic control signal installation should be limited to locations where less restrictive traffic control devices do not provide adequate crossing opportunities for pedestrians and bicyclists. Even at locations where a traffic control signal is warranted, other treatments such as traffic calming, roundabouts, active beacons, or PHBs should be considered before determining a full traffic signal is appropriate."

Chapter 2

Area Conditions

2.1 Transportation Network Study Area

North Main Street (SR 91) is a two-lane, two-way undivided roadway (one lane in each direction) with a posted speed limit of 25 miles per hour (mph). It has a south to north orientation and is classified as an urban principal arterial roadway according to the Ohio Department of Transportation. It has an average daily traffic of approximately 13,700 vehicles per day based on the recent traffic count collected on October 22, 2024 at the Church Street intersection.

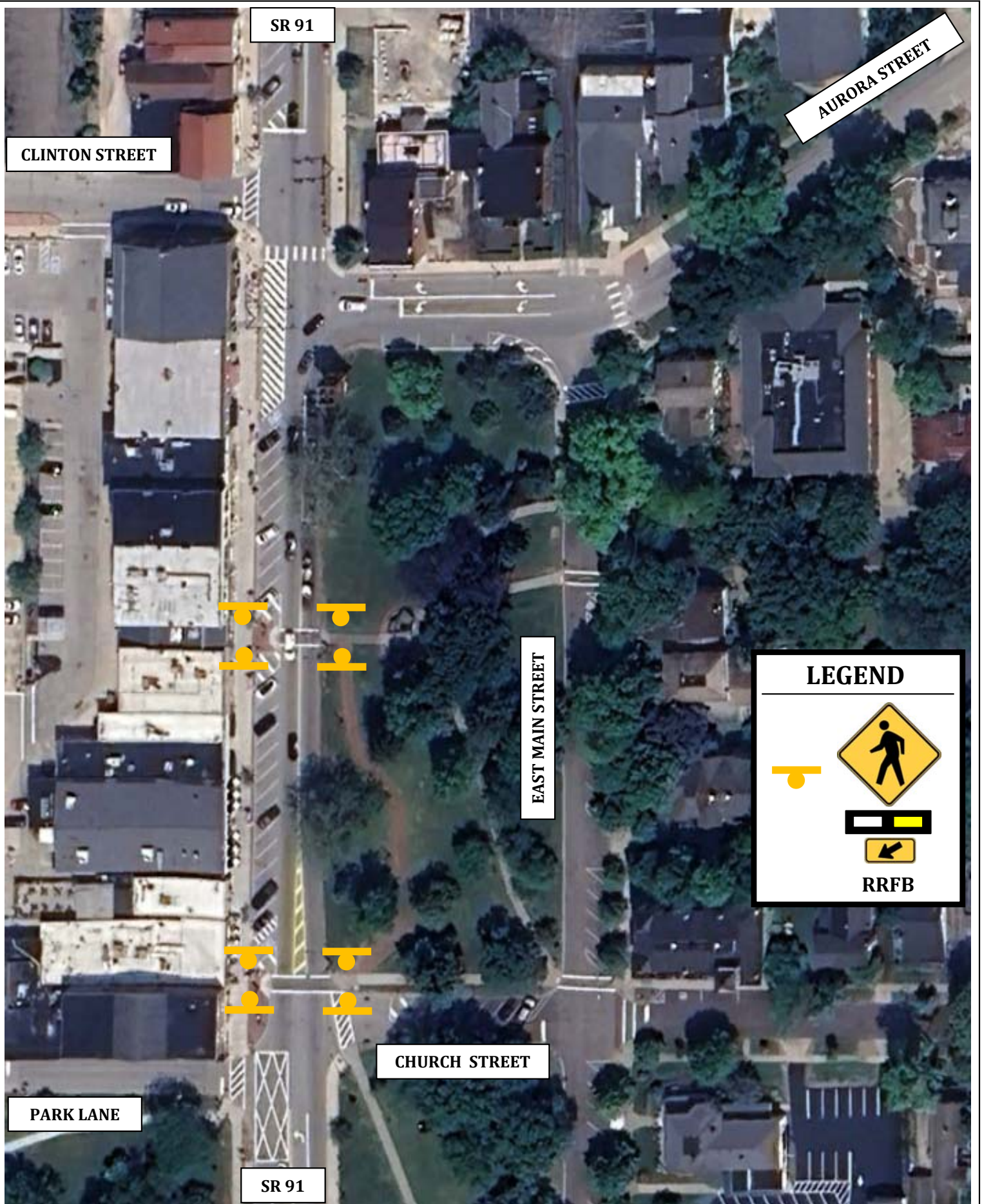
Aurora Street is a two-lane, two-way undivided roadway (one lane in each direction) with a posted speed limit of 25 miles per hour (mph). It has a west to east orientation and is classified as an urban major collector roadway according to the Ohio Department of Transportation. It has an average daily traffic of approximately 5,100 vehicles per day based on the recent traffic count collected on October 29, 2024 at the East Main Street intersection.

The crosswalk across Aurora Street at East Main Street is marked with only diagonal transverse lines. The crosswalk currently has no crosswalk signage at or in advance of the location to alert motorists of a crosswalk. The crosswalk has no additional pavement markings such as longitudinal lines to mark the edges to increase the visibility of the crosswalk.

The existing crosswalk across North Main Street (SR 91) at the mid-block crossing at 116 N. Main Street has been upgraded to have crosswalk signage with rectangular rapid flashing beacons (RRFB) on the east and west side of the roadway. The flashing beacons were tested and are operational. The pavement markings at this crosswalk are in good condition and plainly visible to motorists. The crosswalk is marking with standard crosswalk lines and filled with a material that is different from the roadway in texture and color.

The existing crosswalk across North Main Street (SR 91) at the Church Street intersection has also been upgraded to have crosswalk signage with rectangular rapid flashing beacons (RRFB) on the east and west side of the roadway. The flashing beacons were tested and are operational. The pavement markings at this crosswalk are in good condition and plainly visible to motorists. The crosswalk is marking with standard crosswalk lines and filled with a material that is different from the roadway in texture and color. The crosswalk lines and textured material inside the lines provides a visual contrast from the roadway in order to increase the visibility of the crosswalk for oncoming motorists.

Figure 2.1, Page 6 shows the crosswalk pavement markings and pedestrian traffic signs in the study area.



2.2 Sight Distance Analyses

A primary feature in roadway design is the arrangement of the geometric elements so that sufficient sight distance is provided for safe and efficient operation. The most important sight distance consideration is the distance required for stopping.

The available stopping sight distance will be evaluated for vehicles traveling on Aurora Street and North Main Street (SR 91) at the three study crosswalks. The necessary stopping sight distance will be based on the guidelines found in the ODOT **Location and Design Manual, Volume 1**. The material in this manual is based upon accepted engineering practice developed by the American Association of State Highway Transportation Officials (AASHTO).

Stopping Sight Distance

Stopping sight distance is the sum of two distances. The first distance is the distance traversed by a vehicle from the instant the driver sights an object (such as a pedestrian in the crosswalk) that requires a stop, to the instant the brakes are applied. The second distance is the distance needed to stop the vehicle from the instant the brakes are applied. Recommended stopping sight distances are provided in the Ohio Department of Transportation's **Location & Design Manual, Volume 1**.

The necessary stopping sight distance requirements for the vehicles approaching the crosswalks will be compared to the 25 mile per hour requirements. *Figure 201-1* found in *Section 200* of the **Location and Design Manual, Volume 1** indicates that for a 25 mile per hour roadway, 155 feet is the recommended stopping sight distance.

Field measurements were taken to determine the amount of available stopping sight distance for vehicles traveling on North Main Street (SR 91) and Aurora Street as they approach the crosswalks. The tables shown on following page detail the available stopping sight distance as compared to the recommendations found in the **Location and Design Manual, Volume 1**.

**Table 1 - Stopping Sight Distance
(Crosswalk on Aurora Street)**

| ROADWAY & APPROACH | AVAILABLE SSD | 25 MPH 155 FEET |
|-------------------------------|------------------|--------------------|
| Aurora Street - East Approach | >200' | ✓ |
| Aurora Street - West Approach | > 200' | ✓ |

✓ Indicates Criteria is Met X Indicates Criteria is Not Met

**Table 2 - Stopping Sight Distance
(Mid-Block Crosswalk on SR 91 near Howard Hanna)**

| ROADWAY & APPROACH | AVAILABLE SSD | 25 MPH 155 FEET |
|------------------------|------------------|--------------------|
| SR 91 - North Approach | >200' | ✓ |
| SR 91 - South Approach | > 200' | ✓ |

✓ Indicates Criteria is Met X Indicates Criteria is Not Met

**Table 3 - Stopping Sight Distance
(Crosswalk on SR 91 at Church Street)**

| ROADWAY & APPROACH | AVAILABLE SSD | 25 MPH 155 FEET |
|------------------------|------------------|--------------------|
| SR 91 - North Approach | >200' | ✓ |
| SR 91 - South Approach | > 200' | ✓ |

✓ Indicates Criteria is Met X Indicates Criteria is Not Met

The stopping sight distances are not constrained by severe vertical or horizontal curves on North Main Street (SR 91) and Aurora Street. Photographs of the stopping sight distance along the study area roadways can be seen in **Appendix A**. The study area roadways provide adequate visibility of the existing crosswalks for approaching motorists since the recommended stopping sight distance requirements are met. A PHB is not necessary at the three crosswalk locations based on the available stopping sight distance exceeding the recommended distance for a 25 mile per hour speed.

2.3 Manual Traffic Count Data

Nine-hour weekday vehicle and pedestrian counts were performed in late October, 2024 at the following locations:

1. North Main Street (SR 91) & Aurora Street/Clinton Street
2. North Main Street (SR 91) & Mid-Block Crosswalk
3. North Main Street (SR 91) & Church Street/Park Lane
4. N./S. Main Street (SR 91) & E./W. Streetsboro Street (SR 303)
5. Aurora Street & East Main Street

The traffic counts were conducted in fifteen (15) minute intervals between the hours of 7:00 - 9:00 AM, 10:00 - 2:00 PM and 3:00 - 6:00 PM, then hourly totals were calculated. Average daily traffic was calculated for the roadways using expansion factors to account for daily and seasonal variations according to the recommendations and latest data from the Ohio Department of Transportation. A copy of the vehicle and pedestrian counts are included in **Appendix B**.

The following tables show the corresponding traffic volumes for the 9 hours that will be compared to the various guidelines and criteria for establishing appropriate traffic control methods for pedestrian crossings.

**Table 4 - Aurora Street @ East Main Street
(Tuesday October 29, 2024)**

| Time Period | Major Street Vehicles (Aurora Street) | Pedestrians (E. Main Street) |
|---------------------|--|---------------------------------|
| 7:00 - 8:00 AM | 503 | 0 |
| 8:00 - 9:00 AM | 439 | 3 |
| 9:00 - 10:00 AM | 338 | 6 |
| 11:00 AM - 12:00 PM | 313 | 17 |
| 12:00 - 1:00 PM | 328 | 13 |
| 1:00 - 2:00 PM | 292 | 12 |
| 3:00 - 4:00 PM | 452 | 4 |
| 4:00 - 5:00 PM | 550 | 5 |
| 5:00 - 6:00 PM | 502 | 12 |

**Table 5 - SR 91 @ Mid-Block
(Tuesday October 22, 2024)**

| Time Period | Major Street (SR 91) | Pedestrians (Mid-Block) |
|---------------------|-----------------------------|--------------------------------|
| 7:00 - 8:00 AM | 1134 | 5 |
| 8:00 - 9:00 AM | 1176 | 12 |
| 9:00 - 10:00 AM | 1019 | 31 |
| 11:00 AM - 12:00 PM | 1117 | 30 |
| 12:00 - 1:00 PM | 1126 | 50 |
| 1:00 - 2:00 PM | 1092 | 22 |
| 3:00 - 4:00 PM | 1232 | 27 |
| 4:00 - 5:00 PM | 1298 | 28 |
| 5:00 - 6:00 PM | 1371 | 38 |

**Table 6 - SR 91 @ Church Street
(Tuesday October 22, 2024)**

| Time Period | Major Street (SR 91) | Pedestrians (Church Street) |
|---------------------|-----------------------------|------------------------------------|
| 7:00 - 8:00 AM | 1054 | 3 |
| 8:00 - 9:00 AM | 1102 | 6 |
| 9:00 - 10:00 AM | 1003 | 9 |
| 11:00 AM - 12:00 PM | 1021 | 16 |
| 12:00 - 1:00 PM | 1076 | 28 |
| 1:00 - 2:00 PM | 963 | 20 |
| 3:00 - 4:00 PM | 1030 | 6 |
| 4:00 - 5:00 PM | 1124 | 15 |
| 5:00 - 6:00 PM | 1080 | 17 |

2.4 Streetlight Pedestrian Data

The City of Hudson was provided pedestrian crossing data for the three locations using Streetlight Data. Streetlight Data is location-based data derived from mobile devices (smartphones, GPS systems, etc.) that is intended to provide insights into travel patterns, traffic flow, and mobility trends. The Streetlight Data will provide a comparison of the pedestrian data collected in October to the potential peak pedestrian activity when weather conditions are more favorable for outdoor activity.

The Streetlight Data pedestrian volumes were based on data collected during the months of July and August (when pedestrian activity is high) for the years 2019, 2020, and 2021. Copies of the Streetlight Data can be found in **Appendix C**. The following table details a comparison of the 2021 Streetlight Data (average pedestrians per day) and the TMS collected data at each of the locations:

Table 7 - 2021 Streetlight Pedestrian Data Summary & Comparison

| ALL DAYS (Monday - Sunday) | Aurora Street | SR 91 Mid-Block | Church Street |
|----------------------------|---------------|-----------------|---------------|
| 7 AM - 8 AM | 2 (0) | 9 (5) | 1 (3) |
| 8 AM - 9AM | 9 (3) | 33 (12) | 12 (6) |
| 9 AM - 10 AM | 3 (6) | 15 (31) | 19 (9) |
| | | | |
| 11 AM - 12 PM | 2 (17) | 16 (30) | 49 (16) |
| 12 PM - 1 PM | na (13) | 21 (50) | 19 (28) |
| 1 PM - 2 PM | 7 (12) | 15 (22) | 6 (20) |
| | | | |
| 3 PM - 4 PM | na (4) | 18 (27) | 10 (6) |
| 4 PM - 5 PM | 3 (5) | 7 (28) | 11 (15) |
| 5 PM - 6 PM | 2 (12) | 29 (38) | 12 (17) |

XX (XX) - Streetlight Data (TMS Data)

na - Data Not Available

The available historical Streetlight Data indicates that collecting pedestrian crossing data in the summer months of July and August may yield higher volumes as the pedestrian activity is likely higher when weather conditions are more favorable.

2.5 Crash Data

Crash Data

The Ohio Department of Transportation provides a tool to retrieve crash data. The ODOT GIS Crash Analyses Tool (GCAT) was used to collect crash information at the three study crosswalks. The current web address for the ODOT GIS Crash Analyses Tool can be seen below:

<https://gis.dot.state.oh.us/tims/>

The crash data for years 2019 through 2024 (6 years) was reviewed and there was one pedestrian crash reported in the study area during this time period.

The crash was located at the North Main Street mid-block crossing location. The crash occurred on October 31, 2019 at approximately 1:00 PM. The crash report indicated there was a possible injury to the pedestrian. The crash narrative indicated that the northbound motorist moved his vehicle forward when the traffic signal at Aurora Street turned green while not seeing the pedestrian in the crosswalk. The pedestrian was crossing from the west to the east. The cause of the crash was cited as failure to yield. A copy of the crash report can be found in **Appendix D**.

The lack of crashes since the 2019 crash indicates there is a minimal crash hazard at the crosswalks so it is anticipated that a PHB may not increase the safety to pedestrians crossing at these locations.

2.6 Pedestrian Gap Analysis

Pedestrians need to wait for a gap in the traffic that is of sufficient duration to permit a reasonably safe crossing. Alternate gaps and blockades are inherent in the traffic stream and are different at each crossing location. When the delay between the occurrence of adequate gaps becomes excessive, pedestrians may become impatient and endanger themselves by attempting to cross the roadway during inadequate gaps in the traffic stream.

The Institute of Transportation Engineers **School Trip Safety Program Guidelines** states that on average, at least one (1) adequate gap should occur each minute to allow for children to cross without undue delay or risk. The analysis of crossing the uncontrolled approaches at the intersections under study will be based on providing one gap per minute.

An intersection Gap Analysis was performed for all three locations under study. Data included in the gap analysis includes roadway width, speed, and volumes. A gap (N) value greater than 30 is considered desirable. A N value of 30 or higher would indicate that over a 30 minute period there is at least one suitable gap per minute to cross the uncontrolled approach of a roadway. The gap analyses were based upon highest 30 minute traffic volume experienced during the AM or PM peak hours. The analysis has been updated with the October, 2024 traffic data. A copy of the gap analysis worksheet for each study intersection can be seen in **Appendix E**.

The results of the peak hour gap analysis is shown below:

- Aurora Street & East Main Street - **42.8 Gaps** Per 30 Minutes
 - Recommended N value **IS** met.
- SR 91 & Mid-Block Crosswalk - **11.5 Gaps** Per 30 Minutes
 - Recommended N value **IS NOT** met.
- SR 91 & Church Street Crosswalk - **9.44 Gaps** Per 30 Minutes
 - Recommended N value **IS NOT** met.

The gap analyses determined that pedestrians crossing Aurora Street have sufficient gaps in traffic during the peak periods.

The gap analysis indicates that there are not sufficient adequate gaps in the through traffic stream on North Main Street (SR 91) for the safe crossing of pedestrians at the two existing crosswalk locations and that there is justification for the alternative crosswalk enhancements currently installed.

An alternative method to control and/or interrupt the through traffic at these locations may be necessary based on the results of the gap analysis. The rectangular rapid flashing beacons present at these locations have already been installed due to the lack of gaps in the North Main Street (SR 91) through traffic stream.

2.7 NCHRP Report 562 Analyses

The **National Cooperative Highway Research Program (NCHRP) Report 562 Improving Pedestrian Safety at Unsignalized Crossings** will be used to justify proposed crosswalk treatments at the study area intersections. **NCHRP Report 562** was developed with two main objectives. The first objective was to recommend selected engineering treatments to improve safety for pedestrian crossings and the second was to recommend modifications to the **Manual on Uniform Traffic Control Devices** pedestrian signal warrant.

As part of the report, guidelines were provided for general recommendations on pedestrian crossing treatments at unsignalized intersections. The first step of the procedure is to select the necessary worksheet based on the roadway speed and the community size. The worksheet then assists in determining base conditions, and analyzing pedestrian signal warrants and pedestrian delay. The gap analysis data includes roadway width, speed, and volumes. A treatment category is recommended for the unsignalized crossing location based on the results of the worksheet.

The guidelines found in **NCHRP Report 562** are divided into broad classes of elements and devices. Elements are used either uniquely or to supplement a device. A device represents the primary component of a pedestrian treatment.

Elements can further be grouped into two categories. The first is supplemental signs and markings. This category is composed of applications of signs and markings beyond the standard crosswalk markings and pedestrian crossing signs discussed in the “crosswalk” category of treatments. Items in this category can include advance stop lines and advance signing.

The second element is geometric elements. This pertains to crosswalk elements that are permanent installations but are not signs, markings, or devices. These elements are installed based on engineering judgement rather than warrants and can include items such as median refuge islands and curb extensions.

Devices have been divided into the following categories:

- **No Treatment:** “Do Nothing”
- **Crosswalk:** The category includes standard crosswalk markings and pedestrian crossing signs, as opposed to unmarked crossings.
- **Enhanced:** An enhanced treatment includes devices that enhance the visibility of the crossing location and pedestrians waiting to cross. Warning signs, markings, or beacons in this category are present and active at the crossing location at all times.
- **Active:** An active treatment, also called “active when present” includes devices designed to display a warning only when pedestrians are present or crossing the street. RRFB is an example of an “active” treatment.
- **Red:** This category includes those devices (PHB, beacons) that display a circular red indication to motorists at the crossing location.
- **Signal:** This category pertains to traffic control signals. The **OMUTCD** traffic signal warrant #4 (Pedestrian Volume) is likely to be met at this level.

The **NCHRP Report 562** worksheets were completed with the existing peak hour traffic and pedestrian volumes at the three study crosswalks. The analysis has been updated with the October, 2024 traffic data. Copies of the **NCHRP Report 562** worksheets can be found in **Appendix F**.

The pedestrian treatment analysis worksheet determined that the “**No Treatment**” level category is met for the existing crosswalk across Aurora Street at the East Main Street intersection. The amount of vehicular and pedestrian traffic was found to be insufficient to require a PHB or any other enhancements. The crosswalk would be expected to meet the “Crosswalk” level of treatment if the pedestrian crossing volume was found to meet at least 20 pedestrians in the peak hour.

The addition of pedestrian crossing warning signs (W11-2) for Aurora Street at the crosswalk location would be recommended as part of the “Crosswalk” level of treatment. It is recommended that an additional pedestrian count be performed in July/August which may show increased pedestrian crossing activity of a level high enough to meet the “Crosswalk” level for treatment options. This would include the use of warnings signs at and in advance of the crosswalk location.

The pedestrian treatment analysis worksheet determined that the “**Active or Enhanced**” level category is met for the existing crosswalk across SR 91 at the mid-block crosswalk. The amount of vehicular and pedestrian traffic was found to be sufficient to install enhanced pavement markings and signage such as rectangular rapid flashing beacons. The enhancements have already be installed at this crosswalk and no additional crosswalk improvements are necessary based on the **NCHRP Report 562** worksheet. The amount of vehicular and pedestrian traffic was found to be insufficient to consider a PHB or any other method of traffic control that would interrupt or stop the main street traffic stream.

The pedestrian treatment analysis worksheet determined that the “**Active or Enhanced**” level category is met for the existing crosswalk across SR 91 at the Church Street intersection. The amount of vehicular and pedestrian traffic was found to be sufficient to install enhanced pavement markings and signage such as rectangular rapid flashing beacons. The enhancements have already been installed at this crosswalk and no additional crosswalk improvements are necessary based on the **NCHRP Report 562** worksheet. The amount of vehicular and pedestrian traffic was found to be insufficient to consider a PHB or any other method of traffic control that would interrupt or stop the main street traffic stream.

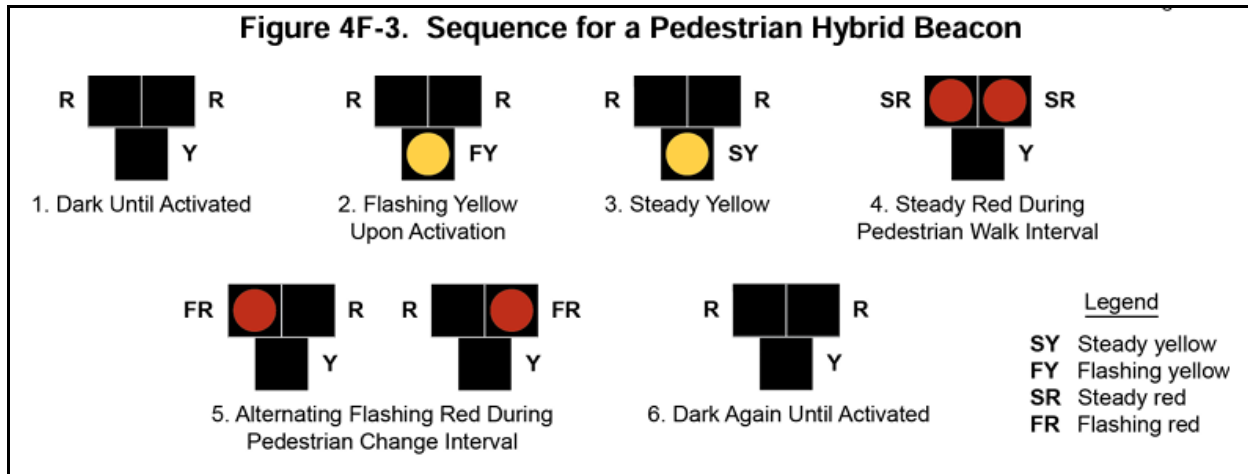
2.8 Pedestrian Hybrid Beacon Evaluation

A pedestrian hybrid beacon (PHB), sometimes referred to as a HAWK signal, is a traffic control device which is designed to assist pedestrians to cross a roadway by stopping traffic utilizing beacons. The beacons are similar to traffic signal heads which are utilized at signalized intersections but they are dark until actuated by a pedestrian who is attempting to cross the roadway. The beacons then initiate a yellow to red lighting that directs motorists to stop prior to the crosswalk. The Federal Highway Administration has stated “the PHB is an intermediate option between a flashing beacon and a full pedestrian traffic signal because it assigns right of way and provides positive stop control. It also allows motorists to proceed once the pedestrian has cleared their side of travel lane(s), reducing vehicle delay.”

The following picture shows an existing PHB on Detroit Avenue (Alt. US 6) at Manor Park Avenue in the City of Lakewood, Ohio:



Figure 4F-3 from the **OMUTCD** details the sequencing operation for a PHB:



The Ohio Department of Transportation (ODOT) has included **Form 496-19 (Pedestrian Hybrid Evaluation Matrix)** in the **Traffic Engineering Manual** which can be used to evaluate a crosswalk to determine if a PHB would be a viable form of traffic control. **Form 496-19** considers factors such as crashes, traffic volumes, travel speed, roadway geometry and nearby population volumes. This evaluation matrix contains **Figure 4F-1**. **Figure 4F-1** compared the major street traffic volumes to the total pedestrians crossing the major street per hour.

Form 496-19 does not provide a passing or warranting score. The Pedestrian Hybrid Evaluation Matrix (**Form 496-19**) gives an arbitrary value of points to help determine the best location for a PHB along a corridor. There isn't a PHB installation granted based on the score alone.

An analyses of the three existing pedestrian crosswalks across Aurora Street and SR 91 were performed. The analysis has been updated with the October, 2024 traffic data. Copies of the Pedestrian Hybrid Evaluation Matrixes are shown in **Appendix G**.

The results of the evaluation indicates that the crosswalks do not currently meet the **Figure 4F-1** criteria for the installation of a pedestrian hybrid beacon. A significant increase in pedestrians (approximately 15%-20% increase) at each of the crosswalks would be necessary to have the criteria be met.

The Aurora Street/East Main Street location had a score of 72 points (36%). The two locations along SR 91 had a score of 102 points (51%). The locations along SR 91 provide better locations for a PHB than the Aurora Street/East Main Street location based on **Form 496-19**.

Chapter 3

Pedestrian Hybrid Beacon Impacts

3.1 Impacts of Pedestrian Hybrid Beacons

Pedestrian Hybrid Beacons provide a gap in the traffic stream for pedestrians to cross the street, however, there can be additional consequences due to the stopping of vehicles at the crosswalks.

The following is a list of possible consequences with installing PHBs.

1. The installation of PHBs may cause motorists to suddenly stop at the crosswalk which could cause an increase in rear-end crashes.
2. The installation of PHBs on busy roadways such as SR 91 may create additional stopping locations for motorists which can cause increased delay and congestion in the corridor.
3. An interconnected signal system like SR 91 may have an increase in the amount of delay a vehicle experiences traveling through the corridor with the installation of a PHB. The yellow phases at the intersections along the corridor have been designated to occur at specific times to allow the least amount of stops and increase the flow of traffic through the City. The installation of a PHB will disrupt the flow of traffic and could significantly increase queues which are already lengthy during the peak hours.

The **Synchro plus SimTraffic 12 (Synchro)** software program will be used to evaluate the delay, levels-of-service (LOS) and queues in the study area with the introduction of pedestrian hybrid beacons.

Synchro is a traffic simulation and analysis software that allows the modeling and evaluation of traffic flow at intersections, including the effects of signals, pedestrian facilities, and traffic control devices. It can simulate traffic signal timings, pedestrian movements and vehicle interactions to assess queue lengths, delays and overall intersection performance.

3.2 Congestion & Queue Analysis

The signal delay (seconds/vehicle), travel time (seconds/vehicle), arterial speed (miles/hour) and levels-of-service will be compared to determine the congestion impacts of installing a PHB.

The signal delay represents the time per vehicle in seconds that the average vehicle is expected to be stopped by a red indication for either a traffic signal or PHB or for a pedestrian in the crosswalk at an RRFB location.

The travel time represents the time per vehicle in seconds that average vehicle is expected to spend traveling through the corridor. The travel time is based on a North Main Street (SR 91) corridor that extends 300 feet past the intersections at Aurora Street and SR 303. The signal delay is a portion of the travel time.

The arterial speed is the overall speed in miles per hour that an average vehicle travels the corridor at. The average arterial speed is then assigned a “grade” or level of service (LOS) ranging from LOS A, the best, to LOS F, the worst based upon driver expectation and the speed limit. The arterial LOS “grades” as defined by the Transportation Research Board’s **Highway Capacity Manual** are as follows:

Table 8 Arterial Levels-of-Service

| LOS | TRAVEL SPEED THRESHOLD BY BASE FREE-FLOW SPEED | | | | | | |
|-----|--|--------|--------|--------|--------|--------|--------|
| | 55 MPH | 50 MPH | 45 MPH | 40 MPH | 35 MPH | 30 MPH | 25 MPH |
| A | > 44 | > 40 | > 36 | > 32 | > 28 | > 24 | > |
| B | > 37 | > 34 | > 30 | > 27 | > 23 | > 20 | > |
| C | > 28 | > 25 | > 23 | > 20 | > 18 | > 15 | > |
| D | > 22 | > 20 | > 18 | > 16 | > 14 | > 12 | > |
| E | >17 | > 15 | > 14 | > 12 | > 11 | > 9 | > 8 |
| F | ≤ 17 | ≤ 15 | ≤ 14 | ≤ 12 | ≤ 11 | ≤ 9 | ≤ 8 |

The following scenarios will be compared to determine the congestion impacts of installing a PHB:

1. Existing Conditions (No PHB)
2. SR 91 PHB at Church Street (w/ RRFB at SR 91 Mid-Block)
3. SR 91 PHB a Church Street (No RRFB at Church Street)
4. Aurora Street PHB at East Main Street

Copies of the Synchro arterial analysis reports for each scenario are included in **Appendix H**. The following table details the AM peak hour comparison:

Table 9 - AM Peak Hour Existing Conditions

| | EXISTING CONDITIONS | | | |
|------------------|---------------------|--------------|----------------|----------|
| | Signal Delay | Travel Time | Arterial Speed | LOS |
| SR 91 NORTHBOUND | | | | |
| @ SR 303 | 26.9 | 42.5 | 5.0 | F |
| @ Church | 12.8 | 31.8 | 8.1 | E |
| @ Mid-Block | 6.7 | 19.4 | 8.9 | E |
| @ Aurora | 20.2 | 32.4 | 5.1 | F |
| Overall | 66.6 | 126.1 | 6.4 | F |
| SR 91 SOUTHBOUND | | | | |
| @ Aurora | 18.2 | 33.3 | 6.1 | F |
| @ Mid-Block | 14.2 | 26.4 | 6.3 | F |
| @ Church | 5.1 | 17.8 | 9.7 | E |
| @ SR 303 | 30.9 | 49.9 | 5.2 | F |
| Overall | 68.4 | 127.4 | 6.3 | F |

Table 10 - AM Peak Hour Proposed Conditions

| | PHB @ CHURCH w/ MID-BLOCK RRFB | | | | PHB @ CHURCH NO MID-BLOCK RRFB | | | | PHB @ AURORA/EAST MAIN | | | |
|------------------|-----------------------------------|--------------|----------------|----------|-----------------------------------|--------------|----------------|----------|------------------------|--------------|----------------|----------|
| | Signal Delay | Travel Time | Arterial Speed | LOS | Signal Delay | Travel Time | Arterial Speed | LOS | Signal Delay | Travel Time | Arterial Speed | LOS |
| SR 91 NORTHBOUND | | | | | | | | | | | | |
| @ SR 303 | 26.9 | 44.1 | 5.3 | F | 26.9 | 41.4 | 4.7 | F | 26.9 | 41.0 | 4.7 | F |
| @ Church | 1.1 | 20.1 | 12.9 | D | 6.6 | 25.6 | 10.1 | D | 12.8 | 31.8 | 8.1 | E |
| @ Mid-Block | 13.3 | 26.0 | 6.7 | F | | | | | 6.7 | 19.4 | 8.9 | E |
| @ Aurora | 20.2 | 32.4 | 5.1 | F | 20.2 | 40.9 | 8.3 | E | 20.2 | 32.4 | 5.1 | F |
| Overall | 61.5 | 122.6 | 6.8 | F | 54.2 | 107.9 | 7.4 | F | 66.6 | 124.6 | 6.3 | F |
| SR 91 SOUTHBOUND | | | | | | | | | | | | |
| @ Aurora | 18.2 | 33.3 | 6.1 | F | 18.2 | 33.2 | 6.1 | F | 18.2 | 31.6 | 5.7 | F |
| @ Mid-Block | 14.2 | 26.4 | 6.3 | F | | | | | 14.2 | 26.4 | 6.3 | F |
| @ Church | 0.7 | 13.4 | 12.9 | D | 6.5 | 27.2 | 12.5 | D | 5.1 | 17.8 | 9.7 | E |
| @ SR 303 | 30.9 | 49.9 | 5.2 | F | 30.9 | 49.9 | 5.2 | F | 30.9 | 49.9 | 5.2 | F |
| Overall | 64.0 | 123.0 | 6.5 | F | 55.6 | 110.3 | 7.3 | F | 68.4 | 125.7 | 6.2 | F |

The following table details the PM peak hour comparison:

Table 11 - PM Peak Hour Existing Conditions

| | EXISTING CONDITIONS | | | |
|------------------|---------------------|--------------|----------------|----------|
| | Signal Delay | Travel Time | Arterial Speed | LOS |
| SR 91 NORTHBOUND | | | | |
| @ SR 303 | 28.6 | 44.8 | 4.9 | F |
| @ Church | 11.9 | 30.9 | 8.4 | E |
| @ Mid-Block | 7.9 | 20.6 | 8.4 | E |
| @ Aurora | 23.4 | 35.6 | 4.7 | F |
| Overall | 71.8 | 131.9 | 6.2 | F |
| SR 91 SOUTHBOUND | | | | |
| @ Aurora | 22.6 | 38.2 | 5.5 | F |
| @ Mid-Block | 21.7 | 33.9 | 4.9 | F |
| @ Church | 5.6 | 18.3 | 9.5 | E |
| @ SR 303 | 36.2 | 55.2 | 4.7 | F |
| Overall | 86.1 | 145.6 | 5.6 | F |

Table 12 - PM Peak Hour Proposed Conditions

| | PHB @ CHURCH w/ MID-BLOCK RRFB | | | | PHB @ CHURCH NO MID-BLOCK RRFB | | | | PHB @ AURORA/EAST MAIN | | | |
|------------------|-----------------------------------|--------------|----------------|----------|-----------------------------------|--------------|----------------|----------|------------------------|--------------|----------------|----------|
| | Signal Delay | Travel Time | Arterial Speed | LOS | Signal Delay | Travel Time | Arterial Speed | LOS | Signal Delay | Travel Time | Arterial Speed | LOS |
| SR 91 NORTHBOUND | | | | | | | | | | | | |
| @ SR 303 | 28.6 | 43.7 | 4.7 | F | 28.6 | 45.7 | 5.1 | F | 28.6 | 43.4 | 4.6 | F |
| @ Church | 6.6 | 25.6 | 10.1 | D | 6.6 | 25.6 | 10.1 | D | 11.9 | 30.9 | 8.4 | E |
| @ Mid-Block | 11.2 | 23.9 | 7.2 | F | | | | | 7.9 | 20.6 | 8.4 | E |
| @ Aurora | 23.4 | 35.6 | 4.7 | F | 23.4 | 44.1 | 7.7 | F | 23.4 | 35.6 | 4.7 | F |
| Overall | 69.8 | 128.8 | 6.2 | F | 58.6 | 115.4 | 7.2 | F | 71.8 | 130.5 | 6.1 | F |
| SR 91 SOUTHBOUND | | | | | | | | | | | | |
| @ Aurora | 22.6 | 40.6 | 6.0 | F | 22.6 | 38.1 | 5.5 | F | 22.6 | 38.2 | 5.6 | F |
| @ Mid-Block | 21.7 | 33.9 | 4.9 | F | | | | | 21.7 | 33.9 | 4.9 | F |
| @ Church | 2.8 | 15.5 | 11.2 | D | 7.0 | 27.7 | 12.2 | D | 5.6 | 18.3 | 9.5 | E |
| @ SR 303 | 36.2 | 55.2 | 4.7 | F | 36.2 | 55.2 | 4.7 | F | 36.2 | 55.2 | 4.7 | F |
| Overall | 83.3 | 145.2 | 5.8 | F | 65.8 | 121.0 | 6.7 | F | 86.1 | 145.6 | 5.6 | F |

The tables indicate that the introduction of a PHB at the Aurora Street and East Main Street location is not expected to significantly impact the traffic conditions on North Main Street (SR 91) between SR 303 to the south and Aurora Street to the north.

The introduction of a PHB on North Main Street (SR 91) and maintaining the RRFB at the mid-block location is expected to not expected to significantly impact the signal delay, travel time and arterial speed of the corridor.

The tables indicate that the introduction of the PHB at Church Street with the removal of the RRFB at the mid-block location is expected to decrease the overall travel time and increase the overall arterial speed.

The following table details the queue analysis results for providing a PHB at the Church Street location and maintaining a RRFB at the North Main Street (SR 91) mid-block crossing location. It was assumed that pedestrians crossing locations would not change with this scenario as all crossing locations are still available.

The **Table 13** queue lengths highlighted in green are not expected to exceed the available storage space between intersections. Queue lengths highlighted in red are expected to exceed the available storage space and extend into or through the adjacent intersections.

Table 13 - Queue Length Analysis
(PHB @ Church Street & RRFB @ Mid-Block)

| LOCATION | DIRECTION | AVAILABLE STORAGE LENGTH (FT) | AM PEAK HOUR QUEUE* W/ CHURCH PHB & MID-BLOCK RRFB | | PM PEAK HOUR QUEUE* W/ CHURCH PHB & MID-BLOCK RRFB | |
|-------------------------|-----------|-------------------------------|--|----------------------------------|--|----------------------------------|
| | | | AVERAGE (FT) | 95 TH PERCENTILE (FT) | AVERAGE (FT) | 95 TH PERCENTILE (FT) |
| SR 91 RRFB Mid-Block | NB | 190 | 151 | 202 | 167 | 224 |
| | SB | 150 | 133 | 169 | 158 | 213 |
| SR 91 & Church | NB | 280 | 193 | 265 | 159 | 285 |
| | SB | 190 | 51 | 80 | 63 | 138 |

* Queue measured from stop bar to back of queue.

The table indicates that northbound and southbound queues created from the use of a PHB at the intersection of Church Street with an RRFB at the mid-block location would be expected to extend into or through the adjacent intersections. This indicates that the use of a PHB and an RRFB on SR 91 is expected to create queued or stopped traffic that will extend through the adjacent crossing locations.

The following table details the queue analysis results for providing a PHB at the Church Street location and removing the RRFB at the SR 91 mid-block location. It was assumed that pedestrians crossing at the mid-block location would relocate to either the Church Street PHB or to the signalized intersection crossing at SR 91 and Aurora Street.

**Table 13 - Queue Length Analysis
(PHB @ Church Street & No RRFB @ Mid-Block)**

| LOCATION | DIRECTION | AVAILABLE STORAGE LENGTH (FT) | AM PEAK HOUR QUEUE W/ CHURCH PHB & NO MID-BLOCK RRFB | | PM PEAK HOUR QUEUE W/ CHURCH PHB & NO MID-BLOCK RRFB | |
|-------------------|-----------|--|--|--|--|--|
| | | | AVERAGE (FT) | 95 TH PERCENTILE (FT) | AVERAGE (FT) | 95 TH PERCENTILE (FT) |
| SR 91 & Church | NB | 280 | 70 | 158 | 66 | 184 |
| | SB | 370 | 158 | 263 | 129 | 277 |

The table indicates that northbound and southbound queues created from the use of a PHB at the North Main Street (SR 91) and Church Street and the removal of the mid-block RRFB would not be expected to extend into or through the adjacent intersections.

The following table details the queue analysis results for providing a PHB at only the Aurora Street location while maintaining the RRFB's at Church Street and the SR 91 mid-block location. The installation of a PHB on Aurora Street at East Main Street would not impact the crossing locations and queues on SR 91. It was assumed that pedestrians crossing locations would not change with this scenario as all crossing locations are still available.

Table 14 - Queue Length Analysis
(PHB @ AURORA STREET & SR 91 RRFB's)

| LOCATION | DIRECTION | AVAILABLE STORAGE LENGTH (FT) | AM PEAK HOUR QUEUE W/ AURORA PHB & SR 91 RRFB's | | PM PEAK HOUR QUEUE W/ AURORA PHB & SR 91 RRFB's | |
|-----------------------|-----------|--|---|--|---|--|
| | | | AVERAGE (FT) | 95 TH PERCENTILE (FT) | AVERAGE (FT) | 95 TH PERCENTILE (FT) |
| Aurora & East Main | EB | 120 | 29 | 55 | 60 | 109 |
| | WB | 600 | 76 | 124 | 69 | 112 |

The table indicates that eastbound and westbound queues created from the use of a PHB at the intersection of Aurora Street and East Main Street would not be expected to extend into or through the adjacent intersections.

3.3 Coordination of PHB & Adaptive Signal System

A Pedestrian Hybrid Beacon (PHB) can be coordinated with an Adaptive Signal Control (ASC) system like the City of Hudson is currently installing along SR 91 and SR 303. The coordination requires careful planning and configuration to ensure smooth integration.

Adaptive Signal Control (ASC) systems adjust signal timings in real-time based on traffic conditions (e.g., vehicle counts, traffic flow, or congestion). They optimize signal operations continuously and dynamically to improve the flow of traffic and reduce delays at intersections. The coordination between a PHB and an ASC system is more complex because a PHB introduces a more random, periodic stop for vehicles to accommodate pedestrians, which could impact the adaptive nature of the ASC system. However, with the right integration, it is possible to manage both systems effectively.

The following are key components of coordinating a PHB and an adaptive signal system:

- **Integration of Traffic and Pedestrian Data:** ASC systems typically rely on vehicle detection (e.g., loops, cameras, radar) to provide automatic communications with the signal to determine traffic flow and adjust signal timings accordingly. Pedestrian demand can be integrated into the ASC system through additional detection methods (e.g., pedestrian push buttons or sensors). Pedestrian demand can trigger the PHB to operate in red, and this data can be fed into the ASC system to adjust signal timing based on pedestrian crossing needs while still optimizing vehicle flow.
- **Dynamic Adjustment of Signal Phases:** Adaptive signal control systems can dynamically modify signal phases to accommodate the pedestrian crossing demand from the PHB. For example, when a pedestrian push button is activated, the ASC system can adjust vehicle signal timings, ensuring that the red phase for the PHB aligns with available green phases in the surrounding signal network, minimizing disruption to traffic flow. When the PHB is in its solid red phase, ASC can adjust the other intersection signals to either prioritize or give a longer green time to other approaches, ensuring that the overall system remains efficient.

- **Optimizing Vehicle and Pedestrian Movements:** The adaptive signal control system considers both pedestrian crossings and vehicle flow. For example, it can adjust vehicle green times to accommodate pedestrians while ensuring the overall traffic network performs optimally. If the pedestrian volume is high, the system can give a longer red phase to vehicles, allowing pedestrians more time to cross. The system might reduce the PHB's activation, allowing the ASC to prioritize vehicle flow more efficiently if there is minimal pedestrian demand.
- **Communication Between PHB & ASC Systems:** For effective coordination, communication between the PHB controller and the ASC system is necessary. This can be done using traffic management software that integrates all signal controllers (PHB, adaptive signals, and other signals in the network) like the City of Hudson is currently installing along SR 91 and SR 303. The ASC system would need to understand the pedestrian crossing timing at the PHB and adjust the overall signal timings to account for the interruptions caused by the red phases triggered by pedestrian demand.

The following are benefits of coordinating a PHB with an adaptive signal system:

- **Reduced congestion:** By integrating the PHB with ASC, the system can adjust signal timings to optimize the flow of both vehicles and pedestrians, reducing the overall congestion at intersections.
- **Improved pedestrian safety:** ASC can ensure that vehicles are stopped for pedestrians to cross when needed, without unduly impacting the flow of traffic when there's little pedestrian demand.
- **Flexible operation:** The system can adapt to various traffic and pedestrian conditions, making it suitable for areas with fluctuating traffic or pedestrian volumes.

The following are challenges to consider when coordinating a PHB with an adaptive signal system:

- **Timing conflicts:** A potential challenge is managing conflicts in timing between pedestrian phases (for the PHB) and vehicle signal timings in the ASC system. Careful coordination is needed to ensure that vehicle movements are not significantly disrupted when pedestrians activate the PHB.
- **System complexity:** Integrating these systems adds complexity to the traffic management infrastructure, requiring advanced communication and synchronization between the PHB and ASC controllers.

It is possible to optimize both pedestrian safety and vehicle traffic flow by aligning pedestrian crossing phases with adaptive signal adjustments. The activation of a PHB can be delayed until coordinated with the adjacent traffic signals. The key is ensuring seamless communication between the PHB and ASC systems to dynamically adjust signal timings based on real-time demand. TMS Engineers, Inc. is capable of providing the necessary system integration between a PHB and the ASC system that is currently being installed in Hudson.

The PHB and ASC system are capable of being equipped with digital signs that can provide information to the pedestrian regarding confirmation of the PHB activation or queues regarding when they can cross. We are unaware of any digital messaging signs that currently available to provide the messaging.

3.4 Accessible Pedestrian Signals

Accessible Pedestrian Signals (APS) are devices designed to help visually impaired or blind pedestrians safely navigate intersections. They provide audible and tactile cues that assist pedestrians in determining when it's safe to cross the street. APS are meant to improve pedestrian safety and mobility for people with vision impairments, allowing them to independently and safely cross streets by providing crucial information about signal phases. The following are typical components of an APS:

- **Audible Signals:** APS typically emit audible tones or speech messages that indicate the signal status (e.g., "walk," "don't walk"). These sounds help visually impaired pedestrians know when to cross the street.
- **Tactile Features:** Many APS systems include vibrating push buttons, tactile maps and tactile surfaces at the intersection to provide additional feedback to pedestrians with visual impairments.
 - A tactile map is a raised schematic map showing what will be encountered by a pedestrian negotiating a crosswalk controlled by a pushbutton.
 - A tactile mat is considered an ADA complaint detectable warning surface. A detectable warning surface is distinctive surface pattern of domes detectable by cane or underfoot that alert people with vision impairments of their approach to street crossings and hazardous drop-offs.
 - A tactile bar is an accessory to a ADA complaint detectable warning surface that is intended to provide pathway guidance to the decisions point at the warning surface. The use of tactile bars is not currently specified for use by ADA. The inclusion of the tactile bars at crossing location would need to be evaluated based on the existing geometric configuration of the sidewalks and roadways at specific locations where the use would be considered.



Tactile Bars - Source: www.adatile.com

- **Non-visual Information:** The signals may also include speech output that announces the street names and direction of crossing to assist those who are blind or have low vision.
- **Customized Sound:** APS devices often allow the sound or volume to be adjusted to ensure clarity for the pedestrian in varying environmental conditions (e.g., busy intersections, loud traffic).

The intersection of SR 91 and SR 303 in Hudson currently utilizes APS features in addition to ADA compliant curb ramp assemblies.

The cities of Brecksville, Mayfield Heights, and Lakewood are known to employ APS at a limited number of intersections within each city. The cities are using audible signals that provide audible tones to assist finding the pushbutton and audible queues for the signal status (e.g., "walk," "don't walk").

Projects are currently under design in the cities of Cleveland, Fairview Park, and Euclid that will employ similar uses of audible signals and queues.

The cities that employ these installations were able to determine a need to assist visually impaired pedestrians at these locations.

Additional information regarding the use of APS can be found in the following documents:

- **Ohio Manual of Uniform Traffic Control Devices (Section 8.3.1)**
- **NCHRP - Accessible Pedestrian Signals: A Guide to Best Practices**

3.5 On-Coming Traffic Audible Warnings at RRFB

There is no current industry option that provides an audio component that alerts pedestrians at an RRFB of on-coming vehicles.

The ASC system does however possess the ability to alert motorists about pedestrian crossings in vehicles that are equipped accordingly.

Motorists could be alerted through the use of flashing yellow beacons, a dedicated pedestrian crossing signal, or even a visual display on a connected car dashboard (if equipped in vehicle), alerting drivers to the presence of pedestrians in the crosswalk.

Chapter 4

Conclusions and Recommendations

Based on the results of the analyses, we offer the following conclusions and recommendations:

- 4.1 This report is a follow-up study to the November 14, 2024 Pedestrian Hybrid Beacon Justification Study that was prepared by TMS Engineers, Inc. and is based on discussions from the Hudson City Council workshop that was held on November 26, 2024.
- 4.2 The locations under consideration for installation of a Pedestrian Hybrid Beacon (PHB) are at the following locations:
 1. North Main Street (SR 91) & Church Street
 2. Aurora Street & E. Main Street
 3. North Main Street (SR 91) & Church Street (eliminate mid-block at 116 N. Main St.)
- 4.3 Stopping sight distance for the study crosswalks is not constrained by horizontal or vertical curves in the roadway. The stopping sight distance was determined to be sufficient so motorists on Aurora Street and SR 91 should have distance to see pedestrians in the crosswalks or see the RRFBs which have been installed. Adequate sight distance is being provided on all approaches of the crosswalk and signalization of the crosswalks for this reason is not justified.
- 4.4 The gap analysis, **NCHRP Report 562** and **ODOT Form 496-19 (Pedestrian Hybrid Evaluation Matrix)** worksheets were completed and updated with the October, 2024 existing peak hour traffic and pedestrian volumes at the three study area crosswalks.
- 4.5 The Institute of Transportation Engineers states that on average, at least one (1) adequate gap should occur each minute to allow for pedestrians to cross without undue delay or risk. The results of the peak hour gap analysis indicates that there are sufficient gaps in the Aurora Street traffic stream for pedestrians to cross the roadway. The analysis indicates that there are not sufficient adequate gaps in the SR 91 through traffic stream for the safe crossing of pedestrians at the two study crosswalks. The lack of gaps is the reason rectangular rapid flashing beacons have been installed for these two crosswalks.

- 4.6 The pedestrian treatment analysis worksheet (**NCHRP Report 562**) determined that the “**No Treatment**” level category is met for the existing crosswalk across Aurora Street at the East Main Street intersection. The amount of vehicular and pedestrian traffic was found to not be sufficient to require a PHB signal or any other enhancements like RRFBs.
- 4.7 It was determined from the **NCHRP Report 562** worksheets that the “**Active or Enhanced**” level category is met for the existing crosswalks across SR 91 at the mid-block crosswalk and at Church Street. This means that the amount of vehicular and pedestrian traffic was found to be sufficient to install enhanced pavement markings and signage such as rectangular rapid flashing beacons. The enhancements have already been installed at these crosswalks and no additional crosswalk improvements are necessary.
- 4.8 The Ohio Department of Transportation (ODOT) **Form 496-19 (Pedestrian Hybrid Evaluation Matrix)** indicates that the study area crosswalks do not currently meet the **Figure 4F-1** criteria for the installation of a pedestrian hybrid beacon. A significant increase in pedestrians (approximately 15%-20% increase) at each of the crosswalks would be necessary to have the criteria be met. The Aurora Street/East Main Street location had a score of 72 points (36%). The two locations along SR 91 had a score of 102 points (51%). The locations along SR 91 provide better locations for a PHB than the Aurora Street/East Main Street location based on **Form 496-19**.
- 4.9 The available historical Streetlight Data indicates that collecting pedestrian crossing data in the summer months of July and August may yield higher volumes as the pedestrian activity is likely higher with more favorable weather conditions.
- 4.10 It is recommended that additional pedestrian counts be performed in July/August to verify the most effective locations should the City desire to proceed with pedestrian hybrid beacons or other improvements per the following considerations:
- a. The July/August data may show an increase in pedestrian crossing activity that would meet the “Crosswalk” level for treatment options at the Aurora Street and East Main Street intersection. The addition of pedestrian crossing warning signs (W11-2) for Aurora Street at the crosswalk location would be recommended as part of the “Crosswalk” level of treatment if the pedestrian volume crossing Aurora Street was found to meet or exceed 20 pedestrians in the peak hour.

- b. The July/August data may show an increase in pedestrian crossing activity that would increase the SR 91 crossing location scores **Form 496-19** and meet the **Figure 4F-1** criteria for the installation of a pedestrian hybrid beacon.
- 4.11 It is our opinion that, if the pedestrian volume guidelines are met with collected volumes from the July/August period, the Church Street location is better suited for the installation of a PHB based on the following:
- a. SR 91 was determined to lack adequate gaps in the through traffic stream for the crossing of pedestrians,
 - b. The **NCHRP Report 562** worksheets indicated that the “**Active or Enhanced**” level category is met for the existing crosswalk across SR 91 at Church Street.
 - c. ODOT **Form 496-19** indicated that the SR 91 locations had a higher score for the installation of a PHB than the Aurora Street location.
 - d. The Church Street location has additional storage space available as compared to the sections of Aurora Street between North Main Street and East Main Street and North Main Street between the mid-block crossing location and Aurora Street.
 - e. The ITE **Design and Safety of Pedestrian Facilities** states that, *“It is reasonable to expect pedestrians to walk a block (300 to 600 feet) out of their way to a better crossing location.”* The 300 foot distance is supported through its use as the minimum allowable spacing between crossing locations required for satisfaction of the **OMUTCD** traffic signal warrant #4 - Pedestrian Volume criteria which states, *“The Pedestrian Volume signal warrant shall not be applied at locations where the distance to the nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.”* The Aurora Street at East Main Street crossing is less than 200 feet from the signalized intersection at North Main Street (SR 91). The SR 91 crossing at Church Street is approximately 400 feet south of the signalized crossing at Aurora Street and 350 feet north of the crossing at SR 303. The removal of the crossings along SR 91 would result in approximately 780 feet of distance between signalized intersections on SR 91 indicating that a crossing between Aurora Street and SR 303 is as the distance between locations exceeds what pedestrians are typically willing to travel to for a crossing.

- 4.12 The mid-block crossing on North Main Street (SR 91) would be recommended for removal with the installation of a PHB at Church Street in order to minimize the interruptions in the north-south SR 91 traffic stream and to consolidate the crossings in one location. The removal of the mid-block crosswalk and RRFB would decrease the amount of conflict points in the corridor and limit pedestrian exposure. The PHB will stop and queue southbound traffic through the RRFB mid-block location. It would not be safe for west to east crossing pedestrians at the mid-block location to enter the northbound travel lane from between two stopped vehicles in a southbound queue created by the PHB.
- 4.13 The removal of the RRFB at the mid-block location is only recommended with the installation of a PHB at the Church Street location due to the use of red beacons to stop the SR 91 traffic stream with the use of the PHB. The removal of the mid-block crossing would require the removal of the bump outs, pavement markings, the RRFB and curb ramps. We recommend replacing the bump outs on the west side of SR 91 with additional on-street parking.
- 4.14 A Pedestrian Hybrid Beacon (PHB) can be coordinated with an Adaptive Signal Control (ASC) system. It is possible to optimize both pedestrian safety and vehicle traffic flow by aligning pedestrian crossing phases with adaptive signal adjustments. The key is ensuring seamless communication between the PHB and ASC systems to dynamically adjust signal timings based on real-time demand. TMS Engineers, Inc. is capable of providing the necessary system integration between a PHB and the ASC system that is currently being installed in Hudson.
- 4.15 Accessible Pedestrian Signals (APS) are devices designed to help visually impaired or blind pedestrians safely navigate intersections. They provide audible and tactile cues that assist pedestrians in determining when it's safe to cross the street. We would recommend that a form of APS be included with the installation of a PHB at Church Street.
- 4.16 We recommend that the use of APS at other locations be considered on a case by case basis where it has been identified that visually impaired pedestrians are crossing.
- 4.17 If the City of Hudson should decide to install a PHB, the data and analysis indicate that the recommended location, based on the pedestrian crossing volumes, the impact to vehicle delay and travel speed in the SR 91 corridor and consolidating crossing locations is the intersection of North Main Street (SR 91) and Church Street. The removal of the mid-block crossing location and RRFB is recommended with the installation of a PHB at Church Street. The installation of a PHB at Church Street should be coordinated with the adjacent signals through the use of the adaptive signal control system that is currently being installed in the City of Hudson and include the use of accessible pedestrian signals.

Appendix A

Stopping Sight Distance Photos



Looking Eastbound on Aurora Street at East Main Street



Looking Westbound on Aurora Street at East Main Street



Looking Northbound on SR 91 at Mid-Block Crosswalk



Looking Southbound on SR 91 at Mid-Block Crosswalk



Looking Northbound on SR 91 at Church Street Crosswalk



Looking Southbound on SR 91 at Church Street Crosswalk

Appendix B

Manual Traffic Count Data

VEHICULAR TRAFFIC COUNT SUMMARY

Municipality: Hudson At Intersection of: Aurora Street and East Main Street
 Date: 10/29/2024 Day: Tue. Comments: _____ Project: 24-129
 Weather: Clear Recorder(s): DJS Data entry by: JJO Date entered: Oct. 30, 2024 Aurora St & E. Main St 102924

| TIME BEGINS | Aurora St. FROM NORTH | | | | | | Aurora St. FROM SOUTH | | | | | | TOTAL NORTH SOUTH | E. Main St. FROM EAST | | | | | | FROM WEST | | | | | | TOTAL EAST WEST | TOTAL ALL DIREC. | PEAK HOUR FACTOR | | | |
|----------------|--------------------------|------|-------|-------|------|-----|--------------------------|------|-------|-------|------|-----|-------------------------|--------------------------|------|-------|-------|------|-----|-----------|------|-------|-------|-----|-----|-----------------------|------------------------|------------------|-------|-------|-------|
| | Left | Thru | Right | Total | Trk | Bus | Left | Thru | Right | Total | Trk | Bus | | Left | Thru | Right | Total | Trk | Bus | Left | Thru | Right | Total | Trk | Bus | | | North | South | East | West |
| 06:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 18 | 272 | 0 | 290 | 4 | 8 | 0 | 207 | 6 | 213 | 5 | 7 | 503 | 1 | 0 | 3 | 4 | 0 | 0 | | | | | | | 4 | 507 | 0.863 | 0.772 | 0.333 | 0.000 |
| 08:00 | 9 | 243 | 0 | 252 | 3 | 2 | 0 | 179 | 8 | 187 | 7 | 2 | 439 | 0 | 0 | 1 | 1 | 0 | 0 | | | | | | | 1 | 440 | 0.797 | 0.766 | 0.250 | 0.000 |
| 09:00 | 16 | 203 | 0 | 219 | 7 | 5 | 0 | 112 | 5 | 117 | 1 | 0 | 336 | 3 | 0 | 3 | 6 | 0 | 0 | | | | | | | 6 | 342 | 0.720 | 0.860 | 0.375 | 0.000 |
| 10:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 | 10 | 170 | 0 | 180 | 4 | 2 | 0 | 126 | 7 | 133 | 7 | 0 | 313 | 8 | 0 | 6 | 14 | 1 | 0 | | | | | | | 14 | 327 | 0.789 | 0.853 | 0.583 | 0.000 |
| 12:00 | 5 | 171 | 0 | 176 | 8 | 1 | 0 | 134 | 12 | 146 | 5 | 3 | 322 | 2 | 0 | 0 | 2 | 0 | 0 | | | | | | | 2 | 324 | 0.898 | 0.869 | 0.500 | 0.000 |
| 1:00 | 6 | 152 | 0 | 158 | 7 | 0 | 0 | 121 | 8 | 129 | 5 | 2 | 287 | 2 | 0 | 1 | 3 | 0 | 0 | | | | | | | 3 | 290 | 0.898 | 0.921 | 0.375 | 0.000 |
| 2:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3:00 | 16 | 226 | 0 | 242 | 1 | 8 | 0 | 198 | 7 | 205 | 1 | 1 | 447 | 2 | 0 | 2 | 4 | 0 | 0 | | | | | | | 4 | 451 | 0.877 | 0.884 | 0.333 | 0.000 |
| 4:00 | 24 | 324 | 0 | 348 | 4 | 3 | 0 | 184 | 14 | 198 | 2 | 0 | 546 | 4 | 0 | 4 | 8 | 0 | 0 | | | | | | | 8 | 554 | 0.861 | 0.917 | 0.500 | 0.000 |
| 5:00 | 14 | 298 | 0 | 312 | 4 | 1 | 0 | 179 | 8 | 187 | 1 | 0 | 499 | 2 | 0 | 1 | 3 | 0 | 0 | | | | | | | 3 | 502 | 0.907 | 0.917 | 0.375 | 0.000 |
| 6:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS | 118 | 2059 | 0 | 2177 | 42 | 30 | 0 | 1440 | 75 | 1515 | 34 | 15 | 3692 | 24 | 0 | 21 | 45 | 1 | 0 | | | | | | | 45 | 3737 | | | | |
| ADT | 162 | 2828 | 0 | 2990 | 3.3% | | 0 | 1978 | 103 | 2081 | 3.2% | | 5070 | 34 | 0 | 29 | 63 | 2.2% | | | | | | | | 63 | 5133 | | | | |

N Leg Hourly Factor:
 S Leg Hourly Factor:
 N Leg Monthly Factor:
 S Leg Monthly Factor:

1.54
 1.54
 0.89
 0.89

E Leg Hourly Factor:
 W Leg Hourly Factor:
 E Leg Monthly Factor:
 W Leg Monthly Factor:

1.57
 0.00
 0.89
 0.00

N Leg Combined Factor:
 S Leg Combined Factor:

1.37
 1.37

E Leg Combined Factor:
 W Leg Combined Factor:

1.40

TMS ENGINEERS, INC.

2112 Case Parkway South #7

Twinsburg, Ohio 44087

(330) 686-6402 FAX: (330) 686-6417

Figure #:

Page #:

2112 Case Parkway South #7
Twinsburg, Ohio 44087

Transportation Management Services

City: Hudson

Intersection: Aurora St & E. Main St

Counter: DJS

Day of the Week: Tuesday

File Name : TC 1 Aurora St and E Main St 102924 DJS

Site Code : 00000000

Start Date : 10/29/2024

Page No : 1

Groups Printed- Cars - Trucks - Buses

[illegible]

Twinsburg, Ohio 44087

Transportation Management Services

File Name : TC 1 Aurora St and E Main St 102924 DJS

Site Code : 00000000

Start Date : 10/29/2024

Page No : 2

Groups Printed- Cars - Trucks - Buses

[illegible]

TMS Engineers, Inc.

2112 Case Parkway South #7
Twinsburg, Ohio 44087

Transportation Management Services

File Name : TC 1 Aurora St and E Main St 102924 DJS

Site Code : 00000000

Start Date : 10/29/2024

Page No : 3

Groups Printed- Cars - Trucks - Buses

| | AURORA STREET From North | | | | | EAST MAIN STREET From East | | | | | AURORA STREET 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 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 PM | 0 | 64 | 5 | 2 | 71 | 2 | 0 | 1 | 1 | 4 | 1 | 53 | 0 | 3 | 57 | 0 | 0 | 0 | 0 | 0 | 132 |
| 03:15 PM | 0 | 49 | 3 | 0 | 52 | 0 | 0 | 1 | 1 | 2 | 3 | 55 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 112 |
| 03:30 PM | 0 | 63 | 5 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 2 | 49 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 119 |
| 03:45 PM | 0 | 50 | 3 | 0 | 53 | 0 | 0 | 0 | 2 | 2 | 1 | 41 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 97 |
| Total | 0 | 226 | 16 | 2 | 244 | 2 | 0 | 2 | 4 | 8 | 7 | 198 | 0 | 3 | 208 | 0 | 0 | 0 | 0 | 0 | 460 |
| 04:00 PM | 0 | 97 | 4 | 0 | 101 | 0 | 0 | 2 | 2 | 4 | 4 | 50 | 0 | 2 | 56 | 0 | 0 | 0 | 0 | 0 | 161 |
| 04:15 PM | 0 | 72 | 13 | 0 | 85 | 1 | 0 | 0 | 1 | 2 | 6 | 42 | 0 | 1 | 49 | 0 | 0 | 0 | 0 | 0 | 136 |
| 04:30 PM | 0 | 73 | 4 | 1 | 78 | 3 | 0 | 1 | 2 | 6 | 1 | 51 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 136 |
| 04:45 PM | 0 | 82 | 3 | 0 | 85 | 0 | 0 | 1 | 0 | 1 | 3 | 41 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 130 |
| Total | 0 | 324 | 24 | 1 | 349 | 4 | 0 | 4 | 5 | 13 | 14 | 184 | 0 | 3 | 201 | 0 | 0 | 0 | 0 | 0 | 563 |
| 05:00 PM | 0 | 66 | 2 | 0 | 68 | 0 | 0 | 0 | 5 | 5 | 2 | 43 | 0 | 1 | 46 | 0 | 0 | 0 | 0 | 0 | 119 |
| 05:15 PM | 0 | 84 | 1 | 0 | 85 | 1 | 0 | 1 | 4 | 6 | 3 | 38 | 0 | 2 | 43 | 0 | 0 | 0 | 0 | 0 | 134 |
| 05:30 PM | 0 | 82 | 4 | 0 | 86 | 0 | 0 | 0 | 2 | 2 | 1 | 49 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 138 |
| 05:45 PM | 0 | 66 | 7 | 0 | 73 | 0 | 0 | 1 | 1 | 2 | 2 | 49 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 126 |
| Total | 0 | 298 | 14 | 0 | 312 | 1 | 0 | 2 | 12 | 15 | 8 | 179 | 0 | 3 | 190 | 0 | 0 | 0 | 0 | 0 | 517 |
| Grand Total | 0 | 2059 | 118 | 10 | 2187 | 21 | 0 | 24 | 70 | 115 | 75 | 1440 | 0 | 15 | 1530 | 0 | 0 | 0 | 2 | 2 | 3834 |
| Apprch % | 0 | 94.1 | 5.4 | 0.5 | | 18.3 | 0 | 20.9 | 60.9 | | 4.9 | 94.1 | 0 | 1 | | 0 | 0 | 0 | 100 | | |
| Total % | 0 | 53.7 | 3.1 | 0.3 | 57 | 0.5 | 0 | 0.6 | 1.8 | 3 | 2 | 37.6 | 0 | 0.4 | 39.9 | 0 | 0 | 0 | 0.1 | 0.1 | |
| Cars | 0 | 1991 | 114 | 10 | 2115 | 20 | 0 | 24 | 64 | 108 | 73 | 1393 | 0 | 15 | 1481 | 0 | 0 | 0 | 2 | 2 | 3706 |
| % Cars | 0 | 96.7 | 96.6 | 100 | 96.7 | 95.2 | 0 | 100 | 91.4 | 93.9 | 97.3 | 96.7 | 0 | 100 | 96.8 | 0 | 0 | 0 | 100 | 100 | 96.7 |
| Trucks | 0 | 42 | 0 | 0 | 42 | 1 | 0 | 0 | 6 | 7 | 2 | 32 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 83 |
| % Trucks | 0 | 2 | 0 | 0 | 1.9 | 4.8 | 0 | 0 | 8.6 | 6.1 | 2.7 | 2.2 | 0 | 0 | 2.2 | 0 | 0 | 0 | 0 | 0 | 2.2 |
| Buses | 0 | 26 | 4 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 45 |

Twinsburg, Ohio 44087

Transportation Management Services

| | | | | | | | | | | | | | | | | | | | | | |
|---------|---|-----|-----|---|-----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-----|
| % Buses | 0 | 1.3 | 3.4 | 0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1.2 |
|---------|---|-----|-----|---|-----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-----|

| | AURORA STREET From North | | | | | EAST MAIN STREET From East | | | | | AURORA STREET 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 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 64 | 5 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 3 | 53 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 125 |
| 07:30 AM | 0 | 79 | 4 | 0 | 83 | 1 | 0 | 0 | 0 | 1 | 0 | 69 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 153 |
| 07:45 AM | 0 | 78 | 6 | 0 | 84 | 2 | 0 | 1 | 0 | 3 | 0 | 55 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 142 |
| 08:00 AM | 0 | 75 | 4 | 0 | 79 | 0 | 0 | 0 | 1 | 1 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 2 | 2 | 109 |
| Total Volume | 0 | 296 | 19 | 0 | 315 | 3 | 0 | 1 | 1 | 5 | 3 | 204 | 0 | 0 | 207 | 0 | 0 | 0 | 2 | 2 | 529 |
| % App. Total | 0 | 94 | 6 | 0 | | 60 | 0 | 20 | 20 | | 1.4 | 98.6 | 0 | 0 | | 0 | 0 | 0 | 100 | | |
| PHF | .000 | .937 | .792 | .000 | .938 | .375 | .000 | .250 | .250 | .417 | .250 | .739 | .000 | .000 | .750 | .000 | .000 | .000 | .250 | .250 | .864 |
| Cars | 0 | 285 | 18 | 0 | 303 | 3 | 0 | 1 | 1 | 5 | 3 | 193 | 0 | 0 | 196 | 0 | 0 | 0 | 2 | 2 | 506 |
| % Cars | 0 | 96.3 | 94.7 | 0 | 96.2 | 100 | 0 | 100 | 100 | 100 | 100 | 94.6 | 0 | 0 | 94.7 | 0 | 0 | 0 | 100 | 100 | 95.7 |
| Trucks | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| % Trucks | 0 | 1.0 | 0 | 0 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 0 | 0 | 1.9 | 0 | 0 | 0 | 0 | 0 | 1.3 |
| Buses | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 16 |
| % Buses | 0 | 2.7 | 5.3 | 0 | 2.9 | 0 | 0 | 0 | 0 | 0 | 0 | 3.4 | 0 | 0 | 3.4 | 0 | 0 | 0 | 0 | 0 | 3.0 |

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

[illegible]

VEHICULAR TRAFFIC COUNT SUMMARY

Municipality: Hudson At Intersection of: East Streetsboro Street (SR 303) and South Main Street (SR 91)
 Date: 4/13/2023 Day: Thu. Comments: _____ Project: 23-041
 Weather: Clear Recorder(s): DJS & ALB Data entry by: JJO Date entered: Apr. 14, 2023 E.Streetsboro St & S. Main St 041323

| TIME BEGINS | S. Main St. (SR 91) FROM NORTH | | | | | | S. Main St. (SR 91) FROM SOUTH | | | | | | TOTAL NORTH SOUTH | E.Streetsboro St. (SR 303) FROM EAST | | | | | | E.Streetsboro St. (SR 303) FROM WEST | | | | | | TOTAL EAST WEST | TOTAL ALL DIREC. | PEAK HOUR FACTOR | | | |
|----------------|-----------------------------------|------|-------|-------|------|-----|-----------------------------------|------|-------|-------|------|-----|-------------------------|---|------|-------|-------|------|-----|---|------|-------|-------|------|-----|-----------------------|------------------------|------------------|-------|-------|-------|
| | Left | Thru | Right | Total | Trk | Bus | Left | Thru | Right | Total | Trk | Bus | | Left | Thru | Right | Total | Trk | Bus | Left | Thru | Right | Total | Trk | Bus | | | North | South | East | West |
| 06:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 9 | 314 | 213 | 536 | 6 | 4 | 124 | 435 | 196 | 755 | 16 | 13 | 1291 | 128 | 326 | 21 | 475 | 3 | 23 | 194 | 358 | 109 | 661 | 26 | 18 | 1136 | 2427 | 0.937 | 0.870 | 0.802 | 0.818 |
| 08:00 | 32 | 364 | 174 | 570 | 28 | 1 | 210 | 460 | 191 | 861 | 30 | 6 | 1431 | 115 | 314 | 23 | 452 | 8 | 11 | 210 | 271 | 192 | 673 | 41 | 17 | 1125 | 2556 | 0.919 | 0.924 | 0.974 | 0.945 |
| 09:00 | 27 | 328 | 188 | 543 | 27 | 14 | 212 | 341 | 134 | 687 | 33 | 2 | 1230 | 94 | 275 | 26 | 395 | 14 | 12 | 161 | 213 | 175 | 549 | 40 | 2 | 944 | 2174 | 0.848 | 0.810 | 0.760 | 0.827 |
| 10:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 | 44 | 267 | 169 | 480 | 19 | 3 | 235 | 322 | 133 | 690 | 19 | 7 | 1170 | 133 | 279 | 31 | 443 | 11 | 1 | 216 | 302 | 225 | 743 | 23 | 2 | 1186 | 2356 | 0.863 | 0.876 | 0.955 | 0.938 |
| 12:00 | 54 | 314 | 194 | 562 | 8 | 3 | 276 | 303 | 138 | 717 | 16 | 3 | 1279 | 105 | 298 | 28 | 431 | 24 | 3 | 197 | 281 | 224 | 702 | 20 | 5 | 1133 | 2412 | 0.969 | 0.953 | 0.921 | 0.820 |
| 1:00 | 49 | 369 | 149 | 567 | 21 | 3 | 217 | 288 | 150 | 655 | 19 | 0 | 1222 | 99 | 274 | 33 | 406 | 19 | 5 | 184 | 269 | 257 | 710 | 34 | 4 | 1116 | 2338 | 0.903 | 0.958 | 0.914 | 0.959 |
| 2:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3:00 | 25 | 405 | 185 | 615 | 10 | 6 | 186 | 420 | 190 | 796 | 11 | 12 | 1411 | 128 | 348 | 28 | 504 | 8 | 9 | 213 | 370 | 227 | 810 | 20 | 17 | 1314 | 2725 | 0.955 | 0.917 | 0.881 | 0.925 |
| 4:00 | 49 | 426 | 196 | 671 | 14 | 11 | 241 | 405 | 229 | 875 | 8 | 3 | 1546 | 135 | 330 | 21 | 486 | 2 | 13 | 207 | 449 | 231 | 887 | 12 | 4 | 1373 | 2919 | 0.942 | 0.893 | 0.838 | 0.920 |
| 5:00 | 82 | 424 | 179 | 685 | 6 | 1 | 220 | 409 | 251 | 880 | 6 | 2 | 1565 | 146 | 353 | 19 | 518 | 3 | 0 | 259 | 398 | 258 | 915 | 5 | 3 | 1433 | 2998 | 0.962 | 0.936 | 0.918 | 0.953 |
| 6:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS | 371 | 3211 | 1647 | 5229 | 139 | 46 | 1921 | 3383 | 1612 | 6916 | 158 | 48 | 12145 | 1083 | 2797 | 230 | 4110 | 92 | 77 | 1841 | 2911 | 1898 | 6650 | 221 | 72 | 10760 | 22905 | | | | |
| ADT | 778 | 6730 | 3452 | 10960 | 3.5% | | 4026 | 7091 | 3379 | 14495 | 3.0% | | 25455 | 2062 | 5325 | 438 | 7825 | 4.1% | | 3505 | 5542 | 3614 | 12661 | 4.4% | | 20486 | 45941 | | | | |

N Leg Hourly Factor: 1.63 E Leg Hourly Factor: 1.57
 S Leg Hourly Factor: 1.63 W Leg Hourly Factor: 1.57
 N Leg Monthly Factor: 1.29 E Leg Monthly Factor: 1.21
 S Leg Monthly Factor: 1.29 W Leg Monthly Factor: 1.21

N Leg Combined Factor: 2.10 E Leg Combined Factor: 1.90
 S Leg Combined Factor: 2.10 W Leg Combined Factor: 1.90

TMS ENGINEERS, INC.

2112 Case Parkway South #7

Twinsburg, Ohio 44087

(330) 686-6402 FAX: (330) 686-6417

Figure #:

Page #:

Transportation Management Services

Page No : 1

[illegible]

Twinsburg, Ohio 44087

Transportation Management Services

File Name : SR 91 & SR 303 041323

Site Code : 00000000

Start Date : 4/13/2023

Page No : 2

Groups Printed- Cars - Trucks - Buses

[illegible]

TMS Engineers, Inc.

2112 Case Parkway South #7
Twinsburg, Ohio 44087

Transportation Management Services

File Name : SR 91 & SR 303 041323

Site Code : 00000000

Start Date : 4/13/2023

Page No : 3

Groups Printed- Cars - Trucks - Buses

| | SOUTH MAIN STREET (SR 91) From North | | | | | EAST STREETSBORO STREET (SR 303) From East | | | | | SOUTH MAIN STREET (SR 91) From South | | | | | EAST STREETSBORO STREET (SR 303) 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 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:00 PM | 28 | 103 | 7 | 4 | 142 | 4 | 67 | 29 | 3 | 103 | 42 | 101 | 39 | 2 | 184 | 69 | 85 | 52 | 9 | 215 | 644 |
| 03:15 PM | 43 | 108 | 4 | 1 | 156 | 11 | 97 | 35 | 5 | 148 | 60 | 100 | 38 | 0 | 198 | 51 | 89 | 56 | 0 | 196 | 698 |
| 03:30 PM | 50 | 103 | 8 | 0 | 161 | 8 | 91 | 28 | 0 | 127 | 45 | 116 | 56 | 0 | 217 | 49 | 83 | 57 | 0 | 189 | 694 |
| 03:45 PM | 64 | 91 | 6 | 3 | 164 | 5 | 93 | 36 | 11 | 145 | 43 | 103 | 53 | 2 | 201 | 58 | 113 | 48 | 1 | 220 | 730 |
| Total | 185 | 405 | 25 | 8 | 623 | 28 | 348 | 128 | 19 | 523 | 190 | 420 | 186 | 4 | 800 | 227 | 370 | 213 | 10 | 820 | 2766 |
| 04:00 PM | 43 | 93 | 17 | 3 | 156 | 3 | 75 | 28 | 2 | 108 | 51 | 87 | 54 | 1 | 193 | 53 | 105 | 41 | 0 | 199 | 656 |
| 04:15 PM | 43 | 113 | 13 | 1 | 170 | 8 | 70 | 39 | 0 | 117 | 46 | 113 | 61 | 0 | 220 | 49 | 115 | 58 | 0 | 222 | 729 |
| 04:30 PM | 48 | 115 | 8 | 5 | 176 | 4 | 81 | 33 | 0 | 118 | 59 | 104 | 55 | 0 | 218 | 58 | 110 | 57 | 0 | 225 | 737 |
| 04:45 PM | 62 | 105 | 11 | 0 | 178 | 6 | 104 | 35 | 0 | 145 | 73 | 101 | 71 | 0 | 245 | 71 | 119 | 51 | 2 | 243 | 811 |
| Total | 196 | 426 | 49 | 9 | 680 | 21 | 330 | 135 | 2 | 488 | 229 | 405 | 241 | 1 | 876 | 231 | 449 | 207 | 2 | 889 | 2933 |
| 05:00 PM | 39 | 109 | 16 | 2 | 166 | 4 | 79 | 38 | 6 | 127 | 68 | 115 | 52 | 0 | 235 | 65 | 101 | 74 | 1 | 241 | 769 |
| 05:15 PM | 44 | 108 | 26 | 2 | 180 | 5 | 85 | 36 | 0 | 126 | 69 | 95 | 55 | 0 | 219 | 64 | 93 | 62 | 0 | 219 | 744 |
| 05:30 PM | 45 | 103 | 19 | 0 | 167 | 4 | 94 | 32 | 3 | 133 | 50 | 104 | 50 | 0 | 204 | 67 | 106 | 58 | 2 | 233 | 737 |
| 05:45 PM | 51 | 104 | 21 | 2 | 178 | 6 | 95 | 40 | 2 | 143 | 64 | 95 | 63 | 0 | 222 | 62 | 98 | 65 | 0 | 225 | 768 |
| Total | 179 | 424 | 82 | 6 | 691 | 19 | 353 | 146 | 11 | 529 | 251 | 409 | 220 | 0 | 880 | 258 | 398 | 259 | 3 | 918 | 3018 |
| Grand Total | 1647 | 3211 | 371 | 59 | 5288 | 235 | 2800 | 1083 | 40 | 4158 | 1612 | 3383 | 1921 | 16 | 6932 | 1898 | 2911 | 1841 | 31 | 6681 | 23059 |
| Apprch % | 31.1 | 60.7 | 7 | 1.1 | | 5.7 | 67.3 | 26 | 1 | | 23.3 | 48.8 | 27.7 | 0.2 | | 28.4 | 43.6 | 27.6 | 0.5 | | |
| Total % | 7.1 | 13.9 | 1.6 | 0.3 | 22.9 | 1 | 12.1 | 4.7 | 0.2 | 18 | 7 | 14.7 | 8.3 | 0.1 | 30.1 | 8.2 | 12.6 | 8 | 0.1 | 29 | |
| Cars | 1613 | 3064 | 367 | 59 | 5103 | 227 | 2671 | 1051 | 40 | 3989 | 1554 | 3276 | 1880 | 15 | 6725 | 1861 | 2752 | 1744 | 29 | 6386 | 22203 |
| % Cars | 97.9 | 95.4 | 98.9 | 100 | 96.5 | 96.6 | 95.4 | 97 | 100 | 95.9 | 96.4 | 96.8 | 97.9 | 93.8 | 97 | 98.1 | 94.5 | 94.7 | 93.5 | 95.6 | 96.3 |
| Trucks | 25 | 110 | 4 | 0 | 139 | 8 | 72 | 12 | 0 | 92 | 27 | 95 | 36 | 1 | 159 | 29 | 113 | 79 | 2 | 223 | 613 |

TMS Engineers, Inc.

2112 Case Parkway South #7

Twinsburg, Ohio 44087

Transportation Management Services

| | | | | | | | | | | | | | | | | | | | | | |
|----------|-----|-----|-----|---|-----|-----|-----|-----|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| % Trucks | 1.5 | 3.4 | 1.1 | 0 | 2.6 | 3.4 | 2.6 | 1.1 | 0 | 2.2 | 1.7 | 2.8 | 1.9 | 6.2 | 2.3 | 1.5 | 3.9 | 4.3 | 6.5 | 3.3 | 2.7 |
| Buses | 9 | 37 | 0 | 0 | 46 | 0 | 57 | 20 | 0 | 77 | 31 | 12 | 5 | 0 | 48 | 8 | 46 | 18 | 0 | 72 | 243 |
| % Buses | 0.5 | 1.2 | 0 | 0 | 0.9 | 0 | 2 | 1.8 | 0 | 1.9 | 1.9 | 0.4 | 0.3 | 0 | 0.7 | 0.4 | 1.6 | 1 | 0 | 1.1 | 1.1 |

| | SOUTH MAIN STREET (SR 91) From North | | | | | EAST STREETSBORO STREET (SR 303) From East | | | | | SOUTH MAIN STREET (SR 91) From South | | | | | EAST STREETSBORO STREET (SR 303) From West | | | | | |
|--|---|-----------|----------|----------|------------|--|-----------|-----------|----------|------------|---|------------|-----------|------|------------|--|------------|-----------|----------|------------|------------|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 72 | 69 | 0 | 0 | 141 | 1 | 87 | 33 | 0 | 121 | 61 | 116 | 31 | 0 | 208 | 27 | 87 | 44 | 0 | 158 | 628 |
| 07:30 AM | 39 | 90 | 5 | 5 | 139 | 10 | 87 | 37 | 0 | 134 | 60 | 93 | 45 | 0 | 198 | 21 | 120 | 61 | 0 | 202 | 673 |
| 07:45 AM | 53 | 86 | 4 | 0 | 143 | 7 | 99 | 42 | 1 | 149 | 44 | 146 | 27 | 0 | 217 | 37 | 92 | 54 | 2 | 185 | 694 |
| 08:00 AM | 53 | 91 | 5 | 3 | 152 | 9 | 75 | 26 | 2 | 112 | 53 | 127 | 51 | 0 | 231 | 38 | 88 | 52 | 0 | 178 | 673 |
| Total Volume | 217 | 336 | 14 | 8 | 575 | 27 | 348 | 138 | 3 | 516 | 218 | 482 | 154 | 0 | 854 | 123 | 387 | 211 | 2 | 723 | 2668 |
| % App. Total | 37.7 | 58.4 | 2.4 | 1.4 | | 5.2 | 67.4 | 26.7 | 0.6 | | 25.5 | 56.4 | 18 | 0 | | 17 | 53.5 | 29.2 | 0.3 | | |
| PHF | .753 | .923 | .700 | .400 | .946 | .675 | .879 | .821 | .375 | .866 | .893 | .825 | .755 | .000 | .924 | .809 | .806 | .865 | .250 | .895 | .961 |
| Cars | 212 | 324 | 13 | 8 | 557 | 25 | 331 | 133 | 3 | 492 | 204 | 466 | 148 | 0 | 818 | 119 | 365 | 190 | 2 | 676 | 2543 |
| % Cars | 97.7 | 96.4 | 92.9 | 100 | 96.9 | 92.6 | 95.1 | 96.4 | 100 | 95.3 | 93.6 | 96.7 | 96.1 | 0 | 95.8 | 96.7 | 94.3 | 90.0 | 100 | 93.5 | 95.3 |
| Trucks | 4 | 9 | 1 | 0 | 14 | 2 | 2 | 0 | 0 | 4 | 7 | 14 | 4 | 0 | 25 | 3 | 13 | 14 | 0 | 30 | 73 |
| % Trucks | 1.8 | 2.7 | 7.1 | 0 | 2.4 | 7.4 | 0.6 | 0 | 0 | 0.8 | 3.2 | 2.9 | 2.6 | 0 | 2.9 | 2.4 | 3.4 | 6.6 | 0 | 4.1 | 2.7 |
| Buses | 1 | 3 | 0 | 0 | 4 | 0 | 15 | 5 | 0 | 20 | 7 | 2 | 2 | 0 | 11 | 1 | 9 | 7 | 0 | 17 | 52 |
| % Buses | 0.5 | 0.9 | 0 | 0 | 0.7 | 0 | 4.3 | 3.6 | 0 | 3.9 | 3.2 | 0.4 | 1.3 | 0 | 1.3 | 0.8 | 2.3 | 3.3 | 0 | 2.4 | 1.9 |

TMS Engineers, Inc.

2112 Case Parkway South #7
Twinsburg, Ohio 44087

Transportation Management Services

File Name : SR 91 & SR 303 041323
Site Code : 00000000
Start Date : 4/13/2023
Page No : 5

| | SOUTH MAIN STREET (SR 91) From North | | | | | EAST STREETSBORO STREET (SR 303) From East | | | | | SOUTH MAIN STREET (SR 91) From South | | | | | EAST STREETSBORO STREET (SR 303) 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 02:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 48 | 115 | 8 | 5 | 176 | 4 | 81 | 33 | 0 | 118 | 59 | 104 | 55 | 0 | 218 | 58 | 110 | 57 | 0 | 225 | 737 |
| 04:45 PM | 62 | 105 | 11 | 0 | 178 | 6 | 104 | 35 | 0 | 145 | 73 | 101 | 71 | 0 | 245 | 71 | 119 | 51 | 2 | 243 | 811 |
| 05:00 PM | 39 | 109 | 16 | 2 | 166 | 4 | 79 | 38 | 6 | 127 | 68 | 115 | 52 | 0 | 235 | 65 | 101 | 74 | 1 | 241 | 769 |
| 05:15 PM | 44 | 108 | 26 | 2 | 180 | 5 | 85 | 36 | 0 | 126 | 69 | 95 | 55 | 0 | 219 | 64 | 93 | 62 | 0 | 219 | 744 |
| Total Volume | 193 | 437 | 61 | 9 | 700 | 19 | 349 | 142 | 6 | 516 | 269 | 415 | 233 | 0 | 917 | 258 | 423 | 244 | 3 | 928 | 3061 |
| % App. Total | 27.6 | 62.4 | 8.7 | 1.3 | | 3.7 | 67.6 | 27.5 | 1.2 | | 29.3 | 45.3 | 25.4 | 0 | | 27.8 | 45.6 | 26.3 | 0.3 | | |
| PHF | .778 | .950 | .587 | .450 | .972 | .792 | .839 | .934 | .250 | .890 | .921 | .902 | .820 | .000 | .936 | .908 | .889 | .824 | .375 | .955 | .944 |
| Cars | 191 | 419 | 61 | 9 | 680 | 19 | 348 | 141 | 6 | 514 | 268 | 407 | 232 | 0 | 907 | 255 | 419 | 238 | 2 | 914 | 3015 |
| % Cars | 99.0 | 95.9 | 100 | 100 | 97.1 | 100 | 99.7 | 99.3 | 100 | 99.6 | 99.6 | 98.1 | 99.6 | 0 | 98.9 | 98.8 | 99.1 | 97.5 | 66.7 | 98.5 | 98.5 |
| Trucks | 1 | 8 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 2 | 4 | 4 | 1 | 11 | 28 |
| % Trucks | 0.5 | 1.8 | 0 | 0 | 1.3 | 0 | 0.3 | 0 | 0 | 0.2 | 0 | 1.7 | 0 | 0 | 0.8 | 0.8 | 0.9 | 1.6 | 33.3 | 1.2 | 0.9 |
| Buses | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 1 | 0 | 2 | 0 | 3 | 18 |
| % Buses | 0.5 | 2.3 | 0 | 0 | 1.6 | 0 | 0 | 0.7 | 0 | 0.2 | 0.4 | 0.2 | 0.4 | 0 | 0.3 | 0.4 | 0 | 0.8 | 0 | 0.3 | 0.6 |

VEHICULAR TRAFFIC COUNT SUMMARY

Municipality: Hudson At Intersection of: North Main Street (SR 91) and Church Street / Park Lane
Date: 10/22/2024 Day: Tue. Comments: _____ Project: 24-129
Weather: Clear Recorder(s): KPB Data entry by: JJO Date entered: Oct. 23, 2024
N. Main St & Church St + Park Ln
102224

| TIME BEGIN | N. Main St. (SR 91) FROM NORTH | | | | | | N. Main St. (SR 91) FROM SOUTH | | | | | | TOTAL NORTH SOUTH | Church St. FROM EAST | | | | | | Park Ln. FROM WEST | | | | | | TOTAL EAST WEST | TOTAL ALL DIREC. | PEAK HOUR FACTOR | | | |
|---------------|-----------------------------------|------|-------|-------|------|-----|-----------------------------------|------|-------|-------|------|-----|-------------------------|-------------------------|------|-------|-------|-----|-----|-----------------------|------|-------|-------|------|-----|-----------------------|------------------------|------------------|-------|-------|-------|
| | Left | Thru | Right | Total | Trk | Bus | Left | Thru | Right | Total | Trk | Bus | | Left | Thru | Right | Total | Trk | Bus | Left | Thru | Right | Total | Trk | Bus | | | North | South | East | West |
| 06:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 495 | 2 | 497 | 23 | 7 | 13 | 530 | 7 | 550 | 17 | 11 | 1047 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 1 | 0 | 11 | 1058 | 0.823 | 0.982 | 0.000 | 0.688 |
| 08:00 | 0 | 523 | 6 | 529 | 22 | 7 | 28 | 535 | 10 | 573 | 40 | 12 | 1102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 1 | 0 | 6 | 1108 | 0.938 | 0.949 | 0.000 | 0.750 |
| 09:00 | 5 | 495 | 5 | 505 | 37 | 14 | 53 | 426 | 16 | 495 | 36 | 2 | 1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 0 | 0 | 16 | 1016 | 0.915 | 0.809 | 0.000 | 0.364 |
| 10:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 | 4 | 495 | 16 | 515 | 28 | 3 | 62 | 427 | 8 | 497 | 37 | 1 | 1012 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 31 | 1 | 0 | 31 | 1043 | 0.847 | 0.894 | 0.000 | 0.596 |
| 12:00 | 5 | 535 | 14 | 554 | 33 | 4 | 69 | 428 | 14 | 511 | 29 | 1 | 1065 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 53 | 54 | 2 | 0 | 54 | 1119 | 0.923 | 0.919 | 0.000 | 0.675 |
| 1:00 | 2 | 472 | 19 | 493 | 24 | 2 | 35 | 406 | 12 | 453 | 32 | 7 | 946 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 43 | 1 | 0 | 43 | 989 | 0.948 | 0.815 | 0.000 | 0.632 |
| 2:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3:00 | 3 | 502 | 13 | 518 | 19 | 3 | 41 | 452 | 14 | 507 | 15 | 4 | 1025 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 25 | 1 | 0 | 25 | 1050 | 0.906 | 0.905 | 0.000 | 0.694 |
| 4:00 | 2 | 562 | 12 | 576 | 9 | 14 | 71 | 449 | 13 | 533 | 5 | 0 | 1109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 48 | 0 | 0 | 48 | 1157 | 0.947 | 0.888 | 0.000 | 0.800 |
| 5:00 | 1 | 505 | 12 | 518 | 9 | 1 | 62 | 468 | 16 | 546 | 3 | 2 | 1064 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 46 | 0 | 0 | 46 | 1110 | 0.906 | 0.922 | 0.000 | 0.605 |
| 6:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS | 22 | 4584 | 99 | 4705 | 204 | 55 | 434 | 4121 | 110 | 4665 | 214 | 40 | 9370 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 279 | 280 | 7 | 0 | 280 | 9650 | | | | |
| ADT | 32 | 6699 | 145 | 6875 | 5.5% | | 634 | 6022 | 161 | 6817 | 5.4% | | 13692 | 0 | 0 | 0 | 0 | | | 1 | 0 | 392 | 393 | 2.5% | | 393 | 14085 | | | | |

| | | | |
|-----------------------|------|-----------------------|------|
| N Leg Hourly Factor: | 1.61 | E Leg Hourly Factor: | 1.57 |
| S Leg Hourly Factor: | 1.61 | W Leg Hourly Factor: | 1.57 |
| N Leg Monthly Factor: | 0.91 | E Leg Monthly Factor: | 0.89 |
| S Leg Monthly Factor: | 0.91 | W Leg Monthly Factor: | 0.89 |

| | | | |
|------------------------|------|------------------------|------|
| N Leg Combined Factor: | 1.46 | E Leg Combined Factor: | 1.40 |
| S Leg Combined Factor: | 1.46 | W Leg Combined Factor: | 1.40 |

TMS ENGINEERS, INC.

2112 Case Parkway South #7
Twinsburg, Ohio 44087
(330) 686-6402 FAX: (330) 686-6417

Figure #:

Page #:

Twinsburg, Ohio 44087

Transportation Management Services

City: Hudson

Intersection: SR 91 & Church St + Park Ln

Counter: KPB

Day of the Week: Tuesday

File Name : N Main St and Church St-Park Lane 10-22-2024 KB

Site Code : 00000000

Start Date : 10/22/2024

Page No : 1

[illegible]

Transportation Management Services

Page No : 2

Groups Printed- Cars - Trucks - Busses

[illegible]

TMS Engineers, Inc.

2112 Case Parkway South #7

Twinsburg, Ohio 44087

Transportation Management Services

File Name : N Main St and Church St-Park Lane 10-22-2024 KB

Site Code : 00000000

Start Date : 10/22/2024

Page No : 3

Groups Printed- Cars - Trucks - Busses

| | NORTH MAIN STREET (SR 91) From North | | | | | CHURCH STREET From East | | | | | NORTH MAIN STREET (SR 91) From South | | | | | PARK LANE 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 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 PM | 4 | 117 | 0 | 2 | 123 | 0 | 0 | 0 | 2 | 2 | 3 | 112 | 15 | 0 | 130 | 9 | 0 | 0 | 0 | 9 | 264 |
| 03:15 PM | 2 | 140 | 1 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 5 | 128 | 7 | 3 | 143 | 6 | 0 | 0 | 0 | 6 | 292 |
| 03:30 PM | 5 | 124 | 2 | 0 | 131 | 0 | 0 | 0 | 2 | 2 | 0 | 111 | 9 | 0 | 120 | 6 | 0 | 0 | 0 | 6 | 259 |
| 03:45 PM | 2 | 121 | 0 | 0 | 123 | 0 | 0 | 0 | 1 | 1 | 6 | 101 | 10 | 0 | 117 | 4 | 0 | 0 | 1 | 5 | 246 |
| Total | 13 | 502 | 3 | 2 | 520 | 0 | 0 | 0 | 5 | 5 | 14 | 452 | 41 | 3 | 510 | 25 | 0 | 0 | 1 | 26 | 1061 |
| 04:00 PM | 1 | 134 | 0 | 3 | 138 | 0 | 0 | 0 | 6 | 6 | 3 | 83 | 12 | 3 | 101 | 12 | 0 | 0 | 0 | 12 | 257 |
| 04:15 PM | 4 | 147 | 1 | 0 | 152 | 0 | 0 | 0 | 2 | 2 | 3 | 111 | 22 | 1 | 137 | 10 | 0 | 0 | 0 | 10 | 301 |
| 04:30 PM | 4 | 140 | 0 | 2 | 146 | 0 | 0 | 0 | 1 | 1 | 4 | 124 | 22 | 0 | 150 | 11 | 0 | 0 | 1 | 12 | 309 |
| 04:45 PM | 3 | 141 | 1 | 1 | 146 | 0 | 0 | 0 | 3 | 3 | 3 | 131 | 15 | 5 | 154 | 15 | 0 | 0 | 2 | 17 | 320 |
| Total | 12 | 562 | 2 | 6 | 582 | 0 | 0 | 0 | 12 | 12 | 13 | 449 | 71 | 9 | 542 | 48 | 0 | 0 | 3 | 51 | 1187 |
| 05:00 PM | 3 | 134 | 0 | 0 | 137 | 0 | 0 | 0 | 4 | 4 | 7 | 128 | 13 | 2 | 150 | 19 | 0 | 0 | 0 | 19 | 310 |
| 05:15 PM | 4 | 139 | 0 | 3 | 146 | 0 | 0 | 0 | 1 | 1 | 0 | 111 | 15 | 0 | 126 | 3 | 0 | 0 | 1 | 4 | 277 |
| 05:30 PM | 2 | 112 | 0 | 6 | 120 | 0 | 0 | 0 | 2 | 2 | 2 | 107 | 17 | 0 | 126 | 8 | 0 | 0 | 1 | 9 | 257 |
| 05:45 PM | 3 | 120 | 1 | 5 | 129 | 0 | 0 | 0 | 6 | 6 | 7 | 122 | 17 | 0 | 146 | 16 | 0 | 0 | 2 | 18 | 299 |
| Total | 12 | 505 | 1 | 14 | 532 | 0 | 0 | 0 | 13 | 13 | 16 | 468 | 62 | 2 | 548 | 46 | 0 | 0 | 4 | 50 | 1143 |
| Grand Total | 99 | 4584 | 22 | 51 | 4756 | 0 | 0 | 0 | 82 | 82 | 110 | 4121 | 434 | 32 | 4697 | 279 | 0 | 1 | 38 | 318 | 9853 |
| Apprch % | 2.1 | 96.4 | 0.5 | 1.1 | | 0 | 0 | 0 | 100 | | 2.3 | 87.7 | 9.2 | 0.7 | | 87.7 | 0 | 0.3 | 11.9 | | |
| Total % | 1 | 46.5 | 0.2 | 0.5 | 48.3 | 0 | 0 | 0 | 0.8 | 0.8 | 1.1 | 41.8 | 4.4 | 0.3 | 47.7 | 2.8 | 0 | 0 | 0.4 | 3.2 | |
| Cars | 97 | 4328 | 21 | 51 | 4497 | 0 | 0 | 0 | 82 | 82 | 107 | 3882 | 422 | 32 | 4443 | 272 | 0 | 1 | 38 | 311 | 9333 |
| % Cars | 98 | 94.4 | 95.5 | 100 | 94.6 | 0 | 0 | 0 | 100 | 100 | 97.3 | 94.2 | 97.2 | 100 | 94.6 | 97.5 | 0 | 100 | 100 | 97.8 | 94.7 |
| Trucks | 1 | 202 | 1 | 0 | 204 | 0 | 0 | 0 | 0 | 0 | 1 | 202 | 11 | 0 | 214 | 7 | 0 | 0 | 0 | 7 | 425 |
| % Trucks | 1 | 4.4 | 4.5 | 0 | 4.3 | 0 | 0 | 0 | 0 | 0 | 0.9 | 4.9 | 2.5 | 0 | 4.6 | 2.5 | 0 | 0 | 0 | 2.2 | 4.3 |
| Busses | 1 | 54 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 2 | 37 | 1 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 95 |

TMS Engineers, Inc.

2112 Case Parkway South #7
Twinsburg, Ohio 44087

Transportation Management Services

| | | | | | | | | | | | | | | | | | | | | | | |
|----------|---|-----|---|---|-----|---|---|---|---|---|-----|-----|-----|---|-----|---|---|---|---|---|---|---|
| % Busses | 1 | 1.2 | 0 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 1.8 | 0.9 | 0.2 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
|----------|---|-----|---|---|-----|---|---|---|---|---|-----|-----|-----|---|-----|---|---|---|---|---|---|---|

| | NORTH MAIN STREET (SR 91) From North | | | | | CHURCH STREET From East | | | | | NORTH MAIN STREET (SR 91) From South | | | | | PARK LANE From West | | | | | |
|------------|---|------|------|------|------------|----------------------------|------|------|------|------------|---|------|------|------|------------|------------------------|------|------|------|------------|------------|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:15 AM

| | | | | | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 08:15 AM | 2 | 138 | 0 | 0 | 140 | 0 | 0 | 0 | 1 | 1 | 2 | 141 | 8 | 0 | 151 | 2 | 0 | 0 | 0 | 2 | 294 |
| 08:30 AM | 2 | 125 | 0 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 2 | 129 | 7 | 0 | 138 | 2 | 0 | 0 | 0 | 2 | 267 |
| 08:45 AM | 2 | 139 | 0 | 0 | 141 | 0 | 0 | 0 | 3 | 3 | 4 | 131 | 8 | 0 | 143 | 2 | 0 | 0 | 1 | 3 | 290 |
| 09:00 AM | 1 | 136 | 1 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 5 | 132 | 16 | 0 | 153 | 2 | 0 | 0 | 0 | 2 | 293 |
| Total Volume | 7 | 538 | 1 | 0 | 546 | 0 | 0 | 0 | 4 | 4 | 13 | 533 | 39 | 0 | 585 | 8 | 0 | 0 | 1 | 9 | 1144 |
| % App. Total | 1.3 | 98.5 | 0.2 | 0 | | 0 | 0 | 0 | 100 | | 2.2 | 91.1 | 6.7 | 0 | | 88.9 | 0 | 0 | 11.1 | | |
| PHF | .875 | .968 | .250 | .000 | .968 | .000 | .000 | .000 | .333 | .333 | .650 | .945 | .609 | .000 | .956 | 1.00 | .000 | .000 | .250 | .750 | .973 |
| Cars | 7 | 498 | 1 | 0 | 506 | 0 | 0 | 0 | 4 | 4 | 12 | 483 | 37 | 0 | 532 | 7 | 0 | 0 | 1 | 8 | 1050 |
| % Cars | 100 | 92.6 | 100 | 0 | 92.7 | 0 | 0 | 0 | 100 | 100 | 92.3 | 90.6 | 94.9 | 0 | 90.9 | 87.5 | 0 | 0 | 100 | 88.9 | 91.8 |
| Trucks | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 41 | 1 | 0 | 43 | 1 | 0 | 0 | 0 | 1 | 67 |
| % Trucks | 0 | 4.3 | 0 | 0 | 4.2 | 0 | 0 | 0 | 0 | 0 | 7.7 | 7.7 | 2.6 | 0 | 7.4 | 12.5 | 0 | 0 | 0 | 11.1 | 5.9 |
| Busses | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 27 |
| % Busses | 0 | 3.2 | 0 | 0 | 3.1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.7 | 2.6 | 0 | 1.7 | 0 | 0 | 0 | 0 | 0 | 2.4 |

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

| | | | | | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 04:15 PM | 4 | 147 | 1 | 0 | 152 | 0 | 0 | 0 | 2 | 2 | 3 | 111 | 22 | 1 | 137 | 10 | 0 | 0 | 0 | 10 | 301 |
| 04:30 PM | 4 | 140 | 0 | 2 | 146 | 0 | 0 | 0 | 1 | 1 | 4 | 124 | 22 | 0 | 150 | 11 | 0 | 0 | 1 | 12 | 309 |
| 04:45 PM | 3 | 141 | 1 | 1 | 146 | 0 | 0 | 0 | 3 | 3 | 3 | 131 | 15 | 5 | 154 | 15 | 0 | 0 | 2 | 17 | 320 |
| 05:00 PM | 3 | 134 | 0 | 0 | 137 | 0 | 0 | 0 | 4 | 4 | 7 | 128 | 13 | 2 | 150 | 19 | 0 | 0 | 0 | 19 | 310 |
| Total Volume | 14 | 562 | 2 | 3 | 581 | 0 | 0 | 0 | 10 | 10 | 17 | 494 | 72 | 8 | 591 | 55 | 0 | 0 | 3 | 58 | 1240 |
| % App. Total | 2.4 | 96.7 | 0.3 | 0.5 | | 0 | 0 | 0 | 100 | | 2.9 | 83.6 | 12.2 | 1.4 | | 94.8 | 0 | 0 | 5.2 | | |
| PHF | .875 | .956 | .500 | .375 | .956 | .000 | .000 | .000 | .625 | .625 | .607 | .943 | .818 | .400 | .959 | .724 | .000 | .000 | .375 | .763 | .969 |
| Cars | 13 | 546 | 2 | 3 | 564 | 0 | 0 | 0 | 10 | 10 | 17 | 490 | 71 | 8 | 586 | 55 | 0 | 0 | 3 | 58 | 1218 |
| % Cars | 92.9 | 97.2 | 100 | 100 | 97.1 | 0 | 0 | 0 | 100 | 100 | 100 | 99.2 | 98.6 | 100 | 99.2 | 100 | 0 | 0 | 100 | 100 | 98.2 |
| Trucks | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 11 |
| % Trucks | 0 | 1.2 | 0 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 | 1.4 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0.9 |
| Busses | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| % Busses | 7.1 | 1.6 | 0 | 0 | 1.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0.9 |

VEHICULAR TRAFFIC COUNT SUMMARY

Municipality: Hudson At Intersection of: North Main Street (SR 91) and Mid-Block Crosswalk

Date: 10/22/2024 Day: Tue. Comments: _____ Project: 24-129

Weather: Clear Recorder(s): DJS Data entry by: JJO Date entered: Oct. 23, 2024

N. Main St & Mid-Block Crosswalk
102224

| TIME BEGINS | N. Main St. (SR 91) FROM NORTH | | | | | | N. Main St. (SR 91) FROM SOUTH | | | | | | TOTAL NORTH SOUTH | Mid-Block Crosswalk FROM EAST | | | | | | Mid-Block Crosswalk FROM WEST | | | | | | TOTAL EAST WEST | TOTAL ALL DIREC. | PEAK HOUR FACTOR | | | |
|----------------|-----------------------------------|------|-------|-------|------|-----|-----------------------------------|------|-------|-------|------|-----|-------------------------|----------------------------------|------|-------|-------|-----|-----|----------------------------------|------|-------|-------|-----|-----|-----------------------|------------------------|------------------|-------|-------|-------|
| | Left | Thru | Right | Total | Trk | Bus | Left | Thru | Right | Total | Trk | Bus | | Left | Thru | Right | Total | Trk | Bus | Left | Thru | Right | Total | Trk | Bus | | | North | South | East | West |
| 06:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 548 | 0 | 548 | 25 | 8 | 0 | 594 | 0 | 594 | 16 | 12 | 1142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1142 | 0.801 | 0.946 | 0.000 | 0.000 |
| 08:00 | 0 | 577 | 0 | 577 | 24 | 8 | 0 | 597 | 0 | 597 | 46 | 11 | 1174 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1174 | 0.919 | 0.951 | 0.000 | 0.000 |
| 09:00 | 0 | 566 | 0 | 566 | 43 | 15 | 0 | 453 | 0 | 453 | 40 | 2 | 1019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1019 | 0.907 | 0.839 | 0.000 | 0.000 |
| 10:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 | 0 | 602 | 8 | 610 | 38 | 3 | 0 | 514 | 0 | 514 | 44 | 1 | 1124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1124 | 0.847 | 0.918 | 0.000 | 0.000 |
| 12:00 | 0 | 614 | 0 | 614 | 44 | 5 | 0 | 512 | 0 | 512 | 32 | 2 | 1126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1126 | 0.953 | 0.901 | 0.000 | 0.000 |
| 1:00 | 0 | 580 | 0 | 580 | 34 | 2 | 0 | 512 | 0 | 512 | 38 | 7 | 1092 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1092 | 0.954 | 0.908 | 0.000 | 0.000 |
| 2:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3:00 | 0 | 669 | 0 | 669 | 22 | 7 | 0 | 563 | 0 | 563 | 15 | 5 | 1232 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1232 | 0.899 | 0.891 | 0.000 | 0.000 |
| 4:00 | 0 | 727 | 0 | 727 | 12 | 16 | 0 | 571 | 0 | 571 | 6 | 0 | 1298 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1298 | 0.972 | 0.784 | 0.000 | 0.000 |
| 5:00 | 0 | 736 | 0 | 736 | 9 | 1 | 0 | 635 | 0 | 635 | 5 | 2 | 1371 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1371 | 0.925 | 0.980 | 0.000 | 0.000 |
| 6:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS | 0 | 5619 | 8 | 5627 | 251 | 65 | 0 | 4951 | 0 | 4951 | 242 | 42 | 10578 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10578 | | | | |
| ADT | 0 | 8211 | 12 | 8223 | 5.6% | | 0 | 7235 | 0 | 7235 | 5.7% | | 15458 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | | 0 | 15458 | | | | |

| | | | |
|-----------------------|------|-----------------------|------|
| N Leg Hourly Factor: | 1.61 | E Leg Hourly Factor: | 1.57 |
| S Leg Hourly Factor: | 1.61 | W Leg Hourly Factor: | 1.57 |
| N Leg Monthly Factor: | 0.91 | E Leg Monthly Factor: | 0.89 |
| S Leg Monthly Factor: | 0.91 | W Leg Monthly Factor: | 0.89 |

| | | | |
|------------------------|------|------------------------|------|
| N Leg Combined Factor: | 1.46 | E Leg Combined Factor: | 1.40 |
| S Leg Combined Factor: | 1.46 | W Leg Combined Factor: | 1.40 |

TMS ENGINEERS, INC.

2112 Case Parkway South #7

Twinsburg, Ohio 44087

(330) 686-6402 FAX: (330) 686-6417

Figure #:

Page #:

2112 Case Parkway South #7
Twinsburg, Ohio 44087
Transportation Management Services

Twinsburg, Ohio 44087

Transportation Management Services

Day of the Week: Tuesday

Page No : 1

[illegible]

2112 Case Parkway South #7
Twinsburg, Ohio 44087
Transportation Management Services

File Name : TC 2 SR91 and Mid Block Crosswalk 102224 DJS
Site Code : 00000000
Start Date : 10/22/2024
Page No : 2

Groups Printed- Cars - Trucks - Buses

[illegible]

TMS Engineers, Inc.

2112 Case Parkway South #7
Twinsburg, Ohio 44087

Transportation Management Services

File Name : TC 2 SR91 and Mid Block Crosswalk 102224 DJS

Site Code : 00000000

Start Date : 10/22/2024

Page No : 3

Groups Printed- Cars - Trucks - Buses

| | NORTH MAIN STREET (SR 91) From North | | | | | MID BLOCK CROSSWALK From East | | | | | NORTH MAIN STREET (SR 91) From South | | | | | MID BLOCK CROSSWALK 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 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 PM | 0 | 151 | 0 | 0 | 151 | 0 | 0 | 0 | 4 | 4 | 0 | 129 | 0 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 284 |
| 03:15 PM | 0 | 149 | 0 | 0 | 149 | 0 | 0 | 0 | 5 | 5 | 0 | 142 | 0 | 0 | 142 | 0 | 0 | 0 | 4 | 4 | 300 |
| 03:30 PM | 0 | 183 | 0 | 0 | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 0 | 0 | 158 | 0 | 0 | 0 | 2 | 2 | 343 |
| 03:45 PM | 0 | 186 | 0 | 0 | 186 | 0 | 0 | 0 | 10 | 10 | 0 | 134 | 0 | 0 | 134 | 0 | 0 | 0 | 2 | 2 | 332 |
| Total | 0 | 669 | 0 | 0 | 669 | 0 | 0 | 0 | 19 | 19 | 0 | 563 | 0 | 0 | 563 | 0 | 0 | 0 | 8 | 8 | 1259 |
| 04:00 PM | 0 | 187 | 0 | 0 | 187 | 0 | 0 | 0 | 2 | 2 | 0 | 106 | 0 | 0 | 106 | 0 | 0 | 0 | 10 | 10 | 305 |
| 04:15 PM | 0 | 184 | 0 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 0 | 130 | 0 | 0 | 0 | 1 | 1 | 315 |
| 04:30 PM | 0 | 169 | 0 | 0 | 169 | 0 | 0 | 0 | 3 | 3 | 0 | 153 | 0 | 0 | 153 | 0 | 0 | 0 | 7 | 7 | 332 |
| 04:45 PM | 0 | 187 | 0 | 0 | 187 | 0 | 0 | 0 | 1 | 1 | 0 | 182 | 0 | 0 | 182 | 0 | 0 | 0 | 4 | 4 | 374 |
| Total | 0 | 727 | 0 | 0 | 727 | 0 | 0 | 0 | 6 | 6 | 0 | 571 | 0 | 0 | 571 | 0 | 0 | 0 | 22 | 22 | 1326 |
| 05:00 PM | 0 | 199 | 0 | 0 | 199 | 0 | 0 | 0 | 6 | 6 | 0 | 151 | 0 | 0 | 151 | 0 | 0 | 0 | 4 | 4 | 360 |
| 05:15 PM | 0 | 196 | 0 | 0 | 196 | 0 | 0 | 0 | 1 | 1 | 0 | 162 | 0 | 0 | 162 | 0 | 0 | 0 | 3 | 3 | 362 |
| 05:30 PM | 0 | 171 | 0 | 0 | 171 | 0 | 0 | 0 | 9 | 9 | 0 | 162 | 0 | 0 | 162 | 0 | 0 | 0 | 5 | 5 | 347 |
| 05:45 PM | 0 | 170 | 0 | 0 | 170 | 0 | 0 | 0 | 8 | 8 | 0 | 160 | 0 | 0 | 160 | 0 | 0 | 0 | 2 | 2 | 340 |
| Total | 0 | 736 | 0 | 0 | 736 | 0 | 0 | 0 | 24 | 24 | 0 | 635 | 0 | 0 | 635 | 0 | 0 | 0 | 14 | 14 | 1409 |
| Grand Total | 2 | 5611 | 1 | 0 | 5614 | 0 | 0 | 0 | 149 | 149 | 0 | 4951 | 0 | 0 | 4951 | 0 | 0 | 0 | 94 | 94 | 10808 |
| Apprch % | 0 | 99.9 | 0 | 0 | | 0 | 0 | 0 | 100 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 100 | | |
| Total % | 0 | 51.9 | 0 | 0 | 51.9 | 0 | 0 | 0 | 1.4 | 1.4 | 0 | 45.8 | 0 | 0 | 45.8 | 0 | 0 | 0 | 0.9 | 0.9 | |
| Cars | 0 | 5295 | 0 | 0 | 5295 | 0 | 0 | 0 | 143 | 143 | 0 | 4667 | 0 | 0 | 4667 | 0 | 0 | 0 | 94 | 94 | 10199 |
| % Cars | 0 | 94.4 | 0 | 0 | 94.3 | 0 | 0 | 0 | 96 | 96 | 0 | 94.3 | 0 | 0 | 94.3 | 0 | 0 | 0 | 100 | 100 | 94.4 |
| Trucks | 2 | 251 | 0 | 0 | 253 | 0 | 0 | 0 | 6 | 6 | 0 | 242 | 0 | 0 | 242 | 0 | 0 | 0 | 0 | 0 | 501 |
| % Trucks | 100 | 4.5 | 0 | 0 | 4.5 | 0 | 0 | 0 | 4 | 4 | 0 | 4.9 | 0 | 0 | 4.9 | 0 | 0 | 0 | 0 | 0 | 4.6 |
| Buses | 0 | 65 | 1 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 108 |

TMS Engineers, Inc.

2112 Case Parkway South #7

Twinsburg, Ohio 44087

Transportation Management Services

| | | | | | | | | | | | | | | | | | | | | | | | |
|---------|---|-----|-----|---|-----|---|---|---|---|---|---|---|-----|---|---|-----|---|---|---|---|---|---|---|
| % Buses | 0 | 1.2 | 100 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.8 | 0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
|---------|---|-----|-----|---|-----|---|---|---|---|---|---|---|-----|---|---|-----|---|---|---|---|---|---|---|

| | NORTH MAIN STREET (SR 91) From North | | | | | MID BLOCK CROSSWALK From East | | | | | NORTH MAIN STREET (SR 91) From South | | | | | MID BLOCK CROSSWALK From West | | | | | |
|------------|---|------|------|------|------------|----------------------------------|------|------|------|------------|---|------|------|------|------------|----------------------------------|------|------|------|------------|------------|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

| | | | | | | | | | | | | | | | | | | | | | |
|--------------|----------|------------|------|------|------------|------|------|------|----------|----------|------|------------|------|------|------------|------|------|------|----------|----------|------------|
| 07:45 AM | 0 | 171 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 324 |
| 08:00 AM | 1 | 140 | 0 | 0 | 141 | 0 | 0 | 0 | 2 | 2 | 0 | 146 | 0 | 0 | 146 | 0 | 0 | 0 | 2 | 2 | 291 |
| 08:15 AM | 0 | 149 | 0 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 0 | 0 | 149 | 0 | 0 | 0 | 2 | 2 | 300 |
| 08:30 AM | 0 | 131 | 0 | 0 | 131 | 0 | 0 | 0 | 4 | 4 | 0 | 145 | 0 | 0 | 145 | 0 | 0 | 0 | 0 | 0 | 280 |
| Total Volume | 1 | 591 | 0 | 0 | 592 | 0 | 0 | 0 | 6 | 6 | 0 | 593 | 0 | 0 | 593 | 0 | 0 | 0 | 4 | 4 | 1195 |
| % App. Total | 0.2 | 99.8 | 0 | 0 | | 0 | 0 | 0 | 100 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 100 | | |
| PHF | .250 | .864 | .000 | .000 | .865 | .000 | .000 | .000 | .375 | .375 | .000 | .969 | .000 | .000 | .969 | .000 | .000 | .000 | .500 | .500 | .922 |
| Cars | 0 | 559 | 0 | 0 | 559 | 0 | 0 | 0 | 5 | 5 | 0 | 540 | 0 | 0 | 540 | 0 | 0 | 0 | 4 | 4 | 1108 |
| % Cars | 0 | 94.6 | 0 | 0 | 94.4 | 0 | 0 | 0 | 83.3 | 83.3 | 0 | 91.1 | 0 | 0 | 91.1 | 0 | 0 | 0 | 100 | 100 | 92.7 |
| Trucks | 1 | 25 | 0 | 0 | 26 | 0 | 0 | 0 | 1 | 1 | 0 | 43 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 70 |
| % Trucks | 100 | 4.2 | 0 | 0 | 4.4 | 0 | 0 | 0 | 16.7 | 16.7 | 0 | 7.3 | 0 | 0 | 7.3 | 0 | 0 | 0 | 0 | 0 | 5.9 |
| Buses | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 17 |
| % Buses | 0 | 1.2 | 0 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 1.7 | 0 | 0 | 1.7 | 0 | 0 | 0 | 0 | 0 | 1.4 |

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

| | | | | | | | | | | | | | | | | | | | | | |
|--------------|------|------------|------|------|------------|------|------|------|----------|----------|------|------------|------|------|------------|------|------|------|----------|----------|------------|
| 04:45 PM | 0 | 187 | 0 | 0 | 187 | 0 | 0 | 0 | 1 | 1 | 0 | 182 | 0 | 0 | 182 | 0 | 0 | 0 | 4 | 4 | 374 |
| 05:00 PM | 0 | 199 | 0 | 0 | 199 | 0 | 0 | 0 | 6 | 6 | 0 | 151 | 0 | 0 | 151 | 0 | 0 | 0 | 4 | 4 | 360 |
| 05:15 PM | 0 | 196 | 0 | 0 | 196 | 0 | 0 | 0 | 1 | 1 | 0 | 162 | 0 | 0 | 162 | 0 | 0 | 0 | 3 | 3 | 362 |
| 05:30 PM | 0 | 171 | 0 | 0 | 171 | 0 | 0 | 0 | 9 | 9 | 0 | 162 | 0 | 0 | 162 | 0 | 0 | 0 | 5 | 5 | 347 |
| Total Volume | 0 | 753 | 0 | 0 | 753 | 0 | 0 | 0 | 17 | 17 | 0 | 657 | 0 | 0 | 657 | 0 | 0 | 0 | 16 | 16 | 1443 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 100 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 100 | | |
| PHF | .000 | .946 | .000 | .000 | .946 | .000 | .000 | .000 | .472 | .472 | .000 | .902 | .000 | .000 | .902 | .000 | .000 | .000 | .800 | .800 | .965 |
| Cars | 0 | 742 | 0 | 0 | 742 | 0 | 0 | 0 | 16 | 16 | 0 | 649 | 0 | 0 | 649 | 0 | 0 | 0 | 16 | 16 | 1423 |
| % Cars | 0 | 98.5 | 0 | 0 | 98.5 | 0 | 0 | 0 | 94.1 | 94.1 | 0 | 98.8 | 0 | 0 | 98.8 | 0 | 0 | 0 | 100 | 100 | 98.6 |
| Trucks | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 1 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 18 |
| % Trucks | 0 | 1.3 | 0 | 0 | 1.3 | 0 | 0 | 0 | 5.9 | 5.9 | 0 | 1.1 | 0 | 0 | 1.1 | 0 | 0 | 0 | 0 | 0 | 1.2 |
| Buses | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Buses | 0 | 0.1 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0.1 |

VEHICULAR TRAFFIC COUNT SUMMARY

Municipality: Hudson At Intersection of: North Main Street (SR 91) and Aurora Street / Clinton Street

Date: 1/30/2025 Day: Thu. Comments: _____ Project: 24-149

Weather: Clear Recorder(s): KPB Data entry by: JJO Date entered: Jan. 31, 2025

N.Main St + Aurora St + Clinton St
013025

| TIME BEGINS | N. Main St. (SR 91) FROM NORTH | | | | | | N. Main St. (SR 91) FROM SOUTH | | | | | | TOTAL NORTH SOUTH | Aurora St. FROM EAST | | | | | | Clinton St. FROM WEST | | | | | | TOTAL EAST WEST | TOTAL ALL DIREC. | PEAK HOUR FACTOR | | | |
|----------------|-----------------------------------|------|-------|-------|------|-----|-----------------------------------|------|-------|-------|------|-----|-------------------------|-------------------------|------|-------|-------|------|-----|--------------------------|------|-------|-------|------|-----|-----------------------|------------------------|------------------|-------|-------|-------|
| | Left | Thru | Right | Total | Trk | Bus | Left | Thru | Right | Total | Trk | Bus | | Left | Thru | Right | Total | Trk | Bus | Left | Thru | Right | Total | Trk | Bus | | | North | South | East | West |
| 06:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 22 | 287 | 8 | 317 | 10 | 3 | 0 | 333 | 123 | 456 | 9 | 10 | 773 | 198 | 28 | 14 | 240 | 2 | 6 | 22 | 52 | 16 | 90 | 2 | 0 | 330 | 1103 | 0.809 | 0.891 | 0.882 | 0.592 |
| 08:00 | 13 | 344 | 20 | 377 | 6 | 7 | 1 | 383 | 134 | 518 | 23 | 5 | 895 | 179 | 32 | 22 | 233 | 0 | 3 | 14 | 20 | 22 | 56 | 2 | 3 | 289 | 1184 | 0.933 | 0.959 | 0.756 | 0.609 |
| 09:00 | 14 | 326 | 29 | 369 | 27 | 6 | 0 | 267 | 90 | 357 | 17 | 4 | 726 | 123 | 26 | 10 | 159 | 3 | 6 | 19 | 11 | 20 | 50 | 3 | 0 | 209 | 935 | 0.831 | 0.902 | 0.811 | 0.735 |
| 10:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11:00 | 14 | 288 | 39 | 341 | 26 | 2 | 0 | 271 | 113 | 384 | 12 | 3 | 725 | 140 | 26 | 24 | 190 | 5 | 5 | 30 | 32 | 36 | 98 | 2 | 0 | 288 | 1013 | 0.897 | 0.828 | 0.792 | 0.790 |
| 12:00 | 6 | 336 | 41 | 383 | 15 | 7 | 3 | 298 | 82 | 383 | 17 | 2 | 766 | 141 | 28 | 8 | 177 | 4 | 0 | 36 | 27 | 57 | 120 | 3 | 0 | 297 | 1063 | 0.912 | 0.878 | 0.805 | 0.732 |
| 1:00 | 11 | 335 | 38 | 384 | 9 | 2 | 2 | 317 | 95 | 414 | 25 | 3 | 798 | 118 | 28 | 19 | 165 | 2 | 2 | 44 | 26 | 55 | 125 | 4 | 0 | 290 | 1088 | 0.814 | 0.941 | 0.842 | 0.868 |
| 2:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3:00 | 11 | 406 | 27 | 444 | 12 | 3 | 2 | 314 | 108 | 424 | 10 | 2 | 868 | 146 | 49 | 24 | 219 | 6 | 7 | 49 | 36 | 52 | 137 | 1 | 1 | 356 | 1224 | 0.881 | 0.841 | 0.898 | 0.815 |
| 4:00 | 9 | 404 | 37 | 450 | 8 | 14 | 1 | 359 | 123 | 483 | 8 | 2 | 933 | 167 | 41 | 17 | 225 | 1 | 3 | 48 | 35 | 50 | 133 | 1 | 1 | 358 | 1291 | 0.930 | 0.915 | 0.922 | 0.831 |
| 5:00 | 8 | 393 | 36 | 437 | 7 | 2 | 1 | 369 | 119 | 489 | 4 | 1 | 926 | 173 | 48 | 15 | 236 | 2 | 0 | 55 | 39 | 65 | 159 | 0 | 0 | 395 | 1321 | 0.874 | 0.892 | 0.868 | 0.846 |
| 6:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS | 108 | 3119 | 275 | 3502 | 120 | 46 | 10 | 2911 | 987 | 3908 | 125 | 32 | 7410 | 1385 | 306 | 153 | 1844 | 25 | 32 | 317 | 278 | 373 | 968 | 18 | 5 | 2812 | 10222 | | | | |
| ADT | 153 | 4407 | 389 | 4948 | 4.7% | | 14 | 4113 | 1395 | 5522 | 4.0% | | 10470 | 1872 | 414 | 207 | 2493 | 3.1% | | 438 | 384 | 515 | 1337 | 2.4% | | 3830 | 14300 | | | | |

N Leg Hourly Factor: 1.61 E Leg Hourly Factor: 1.54
S Leg Hourly Factor: 1.61 W Leg Hourly Factor: 1.57
N Leg Monthly Factor: 0.88 E Leg Monthly Factor: 0.88
S Leg Monthly Factor: 0.88 W Leg Monthly Factor: 0.88

N Leg Combined Factor: 1.41 E Leg Combined Factor: 1.35
S Leg Combined Factor: 1.41 W Leg Combined Factor: 1.38

TMS ENGINEERS, INC.

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(330) 686-6402 FAX: (330) 686-6417

Figure #:

Page #:

Transportation Management Services

Page No : 1

[illegible]

2112 Case Parkway South #7
Twinsburg, Ohio 44087
Transportation Management Services

File Name : N Main St and Aurora St 01-30-2025 KB
Site Code : 00000000
Start Date : 1/30/2025
Page No : 2

Groups Printed- Cars - Trucks - Busses

[illegible]

TMS Engineers, Inc.

2112 Case Parkway South #7

Twinsburg, Ohio 44087

Transportation Management Services

File Name : N Main St and Aurora St 01-30-2025 KB

Site Code : 00000000

Start Date : 1/30/2025

Page No : 3

Groups Printed- Cars - Trucks - Busses

| | NORTH MAIN STREET (SR 91) From North | | | | | AURORA STREET From East | | | | | NORTH MAIN STREET (SR 91) From South | | | | | CLINTON 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 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 PM | 2 | 93 | 2 | 0 | 97 | 3 | 11 | 26 | 0 | 40 | 20 | 70 | 0 | 0 | 90 | 15 | 11 | 16 | 1 | 43 | 270 |
| 03:15 PM | 8 | 105 | 3 | 1 | 117 | 7 | 11 | 39 | 0 | 57 | 40 | 86 | 0 | 0 | 126 | 8 | 7 | 14 | 0 | 29 | 329 |
| 03:30 PM | 8 | 113 | 5 | 0 | 126 | 8 | 11 | 42 | 0 | 61 | 30 | 83 | 0 | 0 | 113 | 9 | 14 | 10 | 1 | 34 | 334 |
| 03:45 PM | 9 | 95 | 1 | 0 | 105 | 6 | 16 | 39 | 0 | 61 | 18 | 75 | 2 | 3 | 98 | 20 | 4 | 9 | 0 | 33 | 297 |
| Total | 27 | 406 | 11 | 1 | 445 | 24 | 49 | 146 | 0 | 219 | 108 | 314 | 2 | 3 | 427 | 52 | 36 | 49 | 2 | 139 | 1230 |
| 04:00 PM | 10 | 103 | 3 | 0 | 116 | 3 | 14 | 39 | 3 | 59 | 27 | 87 | 1 | 0 | 115 | 12 | 7 | 15 | 0 | 34 | 324 |
| 04:15 PM | 12 | 100 | 2 | 0 | 114 | 2 | 10 | 45 | 0 | 57 | 21 | 90 | 0 | 1 | 112 | 12 | 4 | 14 | 5 | 35 | 318 |
| 04:30 PM | 9 | 88 | 2 | 0 | 99 | 5 | 9 | 47 | 0 | 61 | 35 | 90 | 0 | 0 | 125 | 11 | 9 | 9 | 1 | 30 | 315 |
| 04:45 PM | 6 | 113 | 2 | 0 | 121 | 7 | 8 | 36 | 0 | 51 | 40 | 92 | 0 | 0 | 132 | 15 | 15 | 10 | 1 | 41 | 345 |
| Total | 37 | 404 | 9 | 0 | 450 | 17 | 41 | 167 | 3 | 228 | 123 | 359 | 1 | 1 | 484 | 50 | 35 | 48 | 7 | 140 | 1302 |
| 05:00 PM | 12 | 98 | 3 | 0 | 113 | 5 | 11 | 43 | 0 | 59 | 36 | 91 | 0 | 1 | 128 | 15 | 5 | 18 | 1 | 39 | 339 |
| 05:15 PM | 10 | 114 | 1 | 0 | 125 | 5 | 16 | 47 | 0 | 68 | 32 | 105 | 0 | 0 | 137 | 20 | 6 | 8 | 1 | 35 | 365 |
| 05:30 PM | 7 | 88 | 2 | 1 | 98 | 4 | 12 | 41 | 2 | 59 | 27 | 86 | 0 | 0 | 113 | 19 | 11 | 17 | 0 | 47 | 317 |
| 05:45 PM | 7 | 93 | 2 | 2 | 104 | 1 | 9 | 42 | 3 | 55 | 24 | 87 | 1 | 0 | 112 | 11 | 17 | 12 | 0 | 40 | 311 |
| Total | 36 | 393 | 8 | 3 | 440 | 15 | 48 | 173 | 5 | 241 | 119 | 369 | 1 | 1 | 490 | 65 | 39 | 55 | 2 | 161 | 1332 |
| Grand Total | 275 | 3119 | 108 | 36 | 3538 | 153 | 306 | 1385 | 31 | 1875 | 987 | 2911 | 10 | 8 | 3916 | 373 | 278 | 317 | 54 | 1022 | 10351 |
| Apprch % | 7.8 | 88.2 | 3.1 | 1 | | 8.2 | 16.3 | 73.9 | 1.7 | | 25.2 | 74.3 | 0.3 | 0.2 | | 36.5 | 27.2 | 31 | 5.3 | | |
| Total % | 2.7 | 30.1 | 1 | 0.3 | 34.2 | 1.5 | 3 | 13.4 | 0.3 | 18.1 | 9.5 | 28.1 | 0.1 | 0.1 | 37.8 | 3.6 | 2.7 | 3.1 | 0.5 | 9.9 | |
| Cars | 267 | 2966 | 103 | 36 | 3372 | 149 | 302 | 1336 | 31 | 1818 | 947 | 2794 | 10 | 8 | 3759 | 360 | 276 | 309 | 54 | 999 | 9948 |
| % Cars | 97.1 | 95.1 | 95.4 | 100 | 95.3 | 97.4 | 98.7 | 96.5 | 100 | 97 | 95.9 | 96 | 100 | 100 | 96 | 96.5 | 99.3 | 97.5 | 100 | 97.7 | 96.1 |
| Trucks | 8 | 110 | 2 | 0 | 120 | 4 | 1 | 20 | 0 | 25 | 26 | 99 | 0 | 0 | 125 | 10 | 0 | 8 | 0 | 18 | 288 |
| % Trucks | 2.9 | 3.5 | 1.9 | 0 | 3.4 | 2.6 | 0.3 | 1.4 | 0 | 1.3 | 2.6 | 3.4 | 0 | 0 | 3.2 | 2.7 | 0 | 2.5 | 0 | 1.8 | 2.8 |
| Busses | 0 | 43 | 3 | 0 | 46 | 0 | 3 | 29 | 0 | 32 | 14 | 18 | 0 | 0 | 32 | 3 | 2 | 0 | 0 | 5 | 115 |

TMS Engineers, Inc.

2112 Case Parkway South #7

Twinsburg, Ohio 44087

Transportation Management Services

| | | | | | | | | | | | | | | | | | | | | | |
|----------|---|-----|-----|---|-----|---|---|-----|---|-----|-----|-----|---|---|-----|-----|-----|---|---|-----|-----|
| % Busses | 0 | 1.4 | 2.8 | 0 | 1.3 | 0 | 1 | 2.1 | 0 | 1.7 | 1.4 | 0.6 | 0 | 0 | 0.8 | 0.8 | 0.7 | 0 | 0 | 0.5 | 1.1 |
|----------|---|-----|-----|---|-----|---|---|-----|---|-----|-----|-----|---|---|-----|-----|-----|---|---|-----|-----|

| | NORTH MAIN STREET (SR 91) From North | | | | | AURORA STREET From East | | | | | NORTH MAIN STREET (SR 91) From South | | | | | CLINTON STREET From West | | | | | |
|------------|---|------|------|------|------------|----------------------------|------|------|------|------------|---|------|------|------|------------|-----------------------------|------|------|------|------------|------------|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

| | | | | | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 07:30 AM | 4 | 86 | 8 | 1 | 99 | 5 | 11 | 49 | 0 | 65 | 37 | 91 | 0 | 0 | 128 | 4 | 23 | 11 | 0 | 38 | 330 |
| 07:45 AM | 0 | 74 | 5 | 2 | 81 | 3 | 11 | 54 | 0 | 68 | 34 | 80 | 0 | 0 | 114 | 7 | 14 | 5 | 0 | 26 | 289 |
| 08:00 AM | 5 | 89 | 3 | 1 | 98 | 3 | 8 | 40 | 0 | 51 | 29 | 90 | 1 | 0 | 120 | 3 | 4 | 3 | 1 | 11 | 280 |
| 08:15 AM | 3 | 76 | 3 | 0 | 82 | 3 | 3 | 57 | 0 | 63 | 25 | 110 | 0 | 0 | 135 | 5 | 2 | 4 | 0 | 11 | 291 |
| Total Volume | 12 | 325 | 19 | 4 | 360 | 14 | 33 | 200 | 0 | 247 | 125 | 371 | 1 | 0 | 497 | 19 | 43 | 23 | 1 | 86 | 1190 |
| % App. Total | 3.3 | 90.3 | 5.3 | 1.1 | | 5.7 | 13.4 | 81 | 0 | | 25.2 | 74.6 | 0.2 | 0 | | 22.1 | 50 | 26.7 | 1.2 | | |
| PHF | .600 | .913 | .594 | .500 | .909 | .700 | .750 | .877 | .000 | .908 | .845 | .843 | .250 | .000 | .920 | .679 | .467 | .523 | .250 | .566 | .902 |
| Cars | 12 | 315 | 19 | 4 | 350 | 14 | 32 | 195 | 0 | 241 | 119 | 358 | 1 | 0 | 478 | 17 | 43 | 23 | 1 | 84 | 1153 |
| % Cars | 100 | 96.9 | 100 | 100 | 97.2 | 100 | 97.0 | 97.5 | 0 | 97.6 | 95.2 | 96.5 | 100 | 0 | 96.2 | 89.5 | 100 | 100 | 100 | 97.7 | 96.9 |
| Trucks | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 0 | 0 | 16 | 2 | 0 | 0 | 0 | 2 | 27 |
| % Trucks | 0 | 2.8 | 0 | 0 | 2.5 | 0 | 0 | 0 | 0 | 0 | 3.2 | 3.2 | 0 | 0 | 3.2 | 10.5 | 0 | 0 | 0 | 2.3 | 2.3 |
| Busses | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 6 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| % Busses | 0 | 0.3 | 0 | 0 | 0.3 | 0 | 3.0 | 2.5 | 0 | 2.4 | 1.6 | 0.3 | 0 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0.8 |

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

| | | | | | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 04:45 PM | 6 | 113 | 2 | 0 | 121 | 7 | 8 | 36 | 0 | 51 | 40 | 92 | 0 | 0 | 132 | 15 | 15 | 10 | 1 | 41 | 345 |
| 05:00 PM | 12 | 98 | 3 | 0 | 113 | 5 | 11 | 43 | 0 | 59 | 36 | 91 | 0 | 1 | 128 | 15 | 5 | 18 | 1 | 39 | 339 |
| 05:15 PM | 10 | 114 | 1 | 0 | 125 | 5 | 16 | 47 | 0 | 68 | 32 | 105 | 0 | 0 | 137 | 20 | 6 | 8 | 1 | 35 | 365 |
| 05:30 PM | 7 | 88 | 2 | 1 | 98 | 4 | 12 | 41 | 2 | 59 | 27 | 86 | 0 | 0 | 113 | 19 | 11 | 17 | 0 | 47 | 317 |
| Total Volume | 35 | 413 | 8 | 1 | 457 | 21 | 47 | 167 | 2 | 237 | 135 | 374 | 0 | 1 | 510 | 69 | 37 | 53 | 3 | 162 | 1366 |
| % App. Total | 7.7 | 90.4 | 1.8 | 0.2 | | 8.9 | 19.8 | 70.5 | 0.8 | | 26.5 | 73.3 | 0 | 0.2 | | 42.6 | 22.8 | 32.7 | 1.9 | | |
| PHF | .729 | .906 | .667 | .250 | .914 | .750 | .734 | .888 | .250 | .871 | .844 | .890 | .000 | .250 | .931 | .863 | .617 | .736 | .750 | .862 | .936 |
| Cars | 35 | 405 | 8 | 1 | 449 | 21 | 47 | 166 | 2 | 236 | 134 | 369 | 0 | 1 | 504 | 69 | 37 | 53 | 3 | 162 | 1351 |
| % Cars | 100 | 98.1 | 100 | 100 | 98.2 | 100 | 100 | 99.4 | 100 | 99.6 | 99.3 | 98.7 | 0 | 100 | 98.8 | 100 | 100 | 100 | 100 | 100 | 98.9 |
| Trucks | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| % Trucks | 0 | 1.5 | 0 | 0 | 1.3 | 0 | 0 | 0 | 0 | 0 | 0.7 | 1.1 | 0 | 0 | 1.0 | 0 | 0 | 0 | 0 | 0 | 0.8 |
| Busses | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| % Busses | 0 | 0.5 | 0 | 0 | 0.4 | 0 | 0 | 0.6 | 0 | 0.4 | 0 | 0.3 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0.3 |

Appendix C

Streetlight Pedestrian Data

| Data Periods | Zone ID | Zone Name | Day Type | Day Part | Average Daily Zone Traffic (StL Volume) |
|-----------------------------|---------|-----------------|---------------------|-------------------------|---|
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 0: All Days (M-Su) | 00: All Day (12am-12am) | 43 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 0: All Days (M-Su) | 08: 7am (7am-8am) | 2 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 0: All Days (M-Su) | 09: 8am (8am-9am) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 0: All Days (M-Su) | 10: 9am (9am-10am) | 3 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 0: All Days (M-Su) | 11: 10am (10am-11am) | 2 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 0: All Days (M-Su) | 12: 11am (11am-12noon) | 2 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 0: All Days (M-Su) | 14: 1pm (1pm-2pm) | 7 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 0: All Days (M-Su) | 15: 2pm (2pm-3pm) | 3 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 0: All Days (M-Su) | 17: 4pm (4pm-5pm) | 3 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 0: All Days (M-Su) | 18: 5pm (5pm-6pm) | 2 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 0: All Days (M-Su) | 19: 6pm (6pm-7pm) | 2 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 0: All Days (M-Su) | 20: 7pm (7pm-8pm) | 5 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 0: All Days (M-Su) | 21: 8pm (8pm-9pm) | 2 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 0: All Days (M-Su) | 22: 9pm (9pm-10pm) | 1 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 1: Monday (M-M) | 00: All Day (12am-12am) | 62 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 1: Monday (M-M) | 09: 8am (8am-9am) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 1: Monday (M-M) | 10: 9am (9am-10am) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 1: Monday (M-M) | 14: 1pm (1pm-2pm) | 18 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 1: Monday (M-M) | 15: 2pm (2pm-3pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 1: Monday (M-M) | 18: 5pm (5pm-6pm) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 00: All Day (12am-12am) | 31 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 08: 7am (7am-8am) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 09: 8am (8am-9am) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 14: 1pm (1pm-2pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 3: Wednesday (W-W) | 00: All Day (12am-12am) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 3: Wednesday (W-W) | 09: 8am (8am-9am) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 4: Thursday (Th-Th) | 00: All Day (12am-12am) | 24 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 4: Thursday (Th-Th) | 19: 6pm (6pm-7pm) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 4: Thursday (Th-Th) | 21: 8pm (8pm-9pm) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 5: Friday (F-F) | 00: All Day (12am-12am) | 40 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 5: Friday (F-F) | 09: 8am (8am-9am) | 21 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 5: Friday (F-F) | 14: 1pm (1pm-2pm) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 5: Friday (F-F) | 20: 7pm (7pm-8pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 00: All Day (12am-12am) | 73 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 10: 9am (9am-10am) | 8 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 11: 10am (10am-11am) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 14: 1pm (1pm-2pm) | 14 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 15: 2pm (2pm-3pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 20: 7pm (7pm-8pm) | 23 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 22: 9pm (9pm-10pm) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 00: All Day (12am-12am) | 53 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 09: 8am (8am-9am) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 11: 10am (10am-11am) | 6 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 12: 11am (11am-12noon) | 14 |
| Jul 01, 2021 - Aug 31, 2021 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 17: 4pm (4pm-5pm) | 22 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 00: All Day (12am-12am) | 297 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 03: 2am (2am-3am) | 2 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 08: 7am (7am-8am) | 6 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 09: 8am (8am-9am) | 14 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 10: 9am (9am-10am) | 20 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 11: 10am (10am-11am) | 18 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 12: 11am (11am-12noon) | 19 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 13: 12pm (12noon-1pm) | 15 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 14: 1pm (1pm-2pm) | 16 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 15: 2pm (2pm-3pm) | 14 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 16: 3pm (3pm-4pm) | 20 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 17: 4pm (4pm-5pm) | 22 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 18: 5pm (5pm-6pm) | 39 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 19: 6pm (6pm-7pm) | 50 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 20: 7pm (7pm-8pm) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 21: 8pm (8pm-9pm) | 16 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 0: All Days (M-Su) | 22: 9pm (9pm-10pm) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 1: Monday (M-M) | 00: All Day (12am-12am) | 349 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 1: Monday (M-M) | 09: 8am (8am-9am) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 1: Monday (M-M) | 10: 9am (9am-10am) | 39 |

| | | | | | |
|-----------------------------|---|---------------|---------------------|-------------------------|-----|
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 1: Monday (M-M) | 14: 1pm (1pm-2pm) | 74 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 1: Monday (M-M) | 15: 2pm (2pm-3pm) | 57 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 1: Monday (M-M) | 16: 3pm (3pm-4pm) | 31 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 1: Monday (M-M) | 17: 4pm (4pm-5pm) | 24 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 1: Monday (M-M) | 18: 5pm (5pm-6pm) | 60 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 1: Monday (M-M) | 19: 6pm (6pm-7pm) | 38 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 1: Monday (M-M) | 21: 8pm (8pm-9pm) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 00: All Day (12am-12am) | 221 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 08: 7am (7am-8am) | 21 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 09: 8am (8am-9am) | 21 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 10: 9am (9am-10am) | 22 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 12: 11am (11am-12noon) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 13: 12pm (12noon-1pm) | 56 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 16: 3pm (3pm-4pm) | 15 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 17: 4pm (4pm-5pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 19: 6pm (6pm-7pm) | 50 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 20: 7pm (7pm-8pm) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 3: Wednesday (W-W) | 00: All Day (12am-12am) | 310 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 3: Wednesday (W-W) | 03: 2am (2am-3am) | 14 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 3: Wednesday (W-W) | 08: 7am (7am-8am) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 3: Wednesday (W-W) | 09: 8am (8am-9am) | 24 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 3: Wednesday (W-W) | 11: 10am (10am-11am) | 31 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 3: Wednesday (W-W) | 12: 11am (11am-12noon) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 3: Wednesday (W-W) | 14: 1pm (1pm-2pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 3: Wednesday (W-W) | 17: 4pm (4pm-5pm) | 42 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 3: Wednesday (W-W) | 18: 5pm (5pm-6pm) | 37 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 3: Wednesday (W-W) | 19: 6pm (6pm-7pm) | 66 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 3: Wednesday (W-W) | 20: 7pm (7pm-8pm) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 3: Wednesday (W-W) | 21: 8pm (8pm-9pm) | 22 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 3: Wednesday (W-W) | 22: 9pm (9pm-10pm) | 28 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 00: All Day (12am-12am) | 215 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 10: 9am (9am-10am) | 16 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 11: 10am (10am-11am) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 17: 4pm (4pm-5pm) | 27 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 18: 5pm (5pm-6pm) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 19: 6pm (6pm-7pm) | 44 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 20: 7pm (7pm-8pm) | 26 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 21: 8pm (8pm-9pm) | 44 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 22: 9pm (9pm-10pm) | 32 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 5: Friday (F-F) | 00: All Day (12am-12am) | 396 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 5: Friday (F-F) | 08: 7am (7am-8am) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 5: Friday (F-F) | 10: 9am (9am-10am) | 36 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 5: Friday (F-F) | 11: 10am (10am-11am) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 5: Friday (F-F) | 13: 12pm (12noon-1pm) | 29 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 5: Friday (F-F) | 14: 1pm (1pm-2pm) | 8 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 5: Friday (F-F) | 15: 2pm (2pm-3pm) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 5: Friday (F-F) | 16: 3pm (3pm-4pm) | 31 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 5: Friday (F-F) | 17: 4pm (4pm-5pm) | 22 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 5: Friday (F-F) | 18: 5pm (5pm-6pm) | 118 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 5: Friday (F-F) | 19: 6pm (6pm-7pm) | 89 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 5: Friday (F-F) | 20: 7pm (7pm-8pm) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 5: Friday (F-F) | 21: 8pm (8pm-9pm) | 19 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 00: All Day (12am-12am) | 339 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 11: 10am (10am-11am) | 59 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 12: 11am (11am-12noon) | 67 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 13: 12pm (12noon-1pm) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 14: 1pm (1pm-2pm) | 20 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 15: 2pm (2pm-3pm) | 30 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 16: 3pm (3pm-4pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 17: 4pm (4pm-5pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 18: 5pm (5pm-6pm) | 18 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 19: 6pm (6pm-7pm) | 39 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 20: 7pm (7pm-8pm) | 33 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 21: 8pm (8pm-9pm) | 15 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 22: 9pm (9pm-10pm) | 30 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 00: All Day (12am-12am) | 252 |

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|-----------------------------|---|-------------------------|---------------------|-------------------------|-----|
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 09: 8am (8am-9am) | 40 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 10: 9am (9am-10am) | 22 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 11: 10am (10am-11am) | 16 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 12: 11am (11am-12noon) | 39 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 13: 12pm (12noon-1pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 16: 3pm (3pm-4pm) | 51 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 17: 4pm (4pm-5pm) | 22 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 18: 5pm (5pm-6pm) | 29 |
| Jul 01, 2021 - Aug 31, 2021 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 19: 6pm (6pm-7pm) | 23 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 00: All Day (12am-12am) | 290 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 08: 7am (7am-8am) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 09: 8am (8am-9am) | 33 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 10: 9am (9am-10am) | 15 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 11: 10am (10am-11am) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 12: 11am (11am-12noon) | 16 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 13: 12pm (12noon-1pm) | 21 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 14: 1pm (1pm-2pm) | 15 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 15: 2pm (2pm-3pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 16: 3pm (3pm-4pm) | 18 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 17: 4pm (4pm-5pm) | 7 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 18: 5pm (5pm-6pm) | 29 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 19: 6pm (6pm-7pm) | 27 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 20: 7pm (7pm-8pm) | 31 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 21: 8pm (8pm-9pm) | 26 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 22: 9pm (9pm-10pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 23: 10pm (10pm-11pm) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 00: All Day (12am-12am) | 147 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 08: 7am (7am-8am) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 09: 8am (8am-9am) | 32 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 10: 9am (9am-10am) | 20 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 11: 10am (10am-11am) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 13: 12pm (12noon-1pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 15: 2pm (2pm-3pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 16: 3pm (3pm-4pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 17: 4pm (4pm-5pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 19: 6pm (6pm-7pm) | 6 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 21: 8pm (8pm-9pm) | 25 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 00: All Day (12am-12am) | 203 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 08: 7am (7am-8am) | 31 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 12: 11am (11am-12noon) | 18 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 13: 12pm (12noon-1pm) | 20 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 14: 1pm (1pm-2pm) | 16 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 15: 2pm (2pm-3pm) | 21 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 16: 3pm (3pm-4pm) | 29 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 18: 5pm (5pm-6pm) | 26 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 21: 8pm (8pm-9pm) | 8 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 22: 9pm (9pm-10pm) | 27 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 23: 10pm (10pm-11pm) | 6 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 00: All Day (12am-12am) | 198 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 08: 7am (7am-8am) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 09: 8am (8am-9am) | 14 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 10: 9am (9am-10am) | 25 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 12: 11am (11am-12noon) | 18 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 13: 12pm (12noon-1pm) | 14 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 14: 1pm (1pm-2pm) | 15 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 16: 3pm (3pm-4pm) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 17: 4pm (4pm-5pm) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 18: 5pm (5pm-6pm) | 23 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 19: 6pm (6pm-7pm) | 15 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 20: 7pm (7pm-8pm) | 27 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 21: 8pm (8pm-9pm) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 00: All Day (12am-12am) | 350 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 09: 8am (8am-9am) | 76 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 10: 9am (9am-10am) | 20 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 11: 10am (10am-11am) | 23 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 12: 11am (11am-12noon) | 19 |

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|-----------------------------|---|-------------------------|---------------------|-------------------------|-----|
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 13: 12pm (12noon-1pm) | 7 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 14: 1pm (1pm-2pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 16: 3pm (3pm-4pm) | 31 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 18: 5pm (5pm-6pm) | 26 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 19: 6pm (6pm-7pm) | 50 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 20: 7pm (7pm-8pm) | 78 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 21: 8pm (8pm-9pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 00: All Day (12am-12am) | 259 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 09: 8am (8am-9am) | 21 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 12: 11am (11am-12noon) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 13: 12pm (12noon-1pm) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 15: 2pm (2pm-3pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 16: 3pm (3pm-4pm) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 18: 5pm (5pm-6pm) | 17 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 19: 6pm (6pm-7pm) | 36 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 20: 7pm (7pm-8pm) | 41 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 21: 8pm (8pm-9pm) | 80 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 22: 9pm (9pm-10pm) | 8 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 23: 10pm (10pm-11pm) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 00: All Day (12am-12am) | 563 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 09: 8am (8am-9am) | 57 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 10: 9am (9am-10am) | 44 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 11: 10am (10am-11am) | 52 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 12: 11am (11am-12noon) | 38 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 13: 12pm (12noon-1pm) | 36 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 14: 1pm (1pm-2pm) | 34 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 15: 2pm (2pm-3pm) | 25 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 17: 4pm (4pm-5pm) | 19 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 18: 5pm (5pm-6pm) | 78 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 19: 6pm (6pm-7pm) | 52 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 20: 7pm (7pm-8pm) | 28 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 21: 8pm (8pm-9pm) | 31 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 22: 9pm (9pm-10pm) | 35 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 23: 10pm (10pm-11pm) | 35 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 00: All Day (12am-12am) | 302 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 08: 7am (7am-8am) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 09: 8am (8am-9am) | 31 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 12: 11am (11am-12noon) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 13: 12pm (12noon-1pm) | 44 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 14: 1pm (1pm-2pm) | 29 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 15: 2pm (2pm-3pm) | 8 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 16: 3pm (3pm-4pm) | 33 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 17: 4pm (4pm-5pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 18: 5pm (5pm-6pm) | 33 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 19: 6pm (6pm-7pm) | 31 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 20: 7pm (7pm-8pm) | 40 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 21: 8pm (8pm-9pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 23: 10pm (10pm-11pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 00: All Day (12am-12am) | 237 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 02: 1am (1am-2am) | 3 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 07: 6am (6am-7am) | 2 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 08: 7am (7am-8am) | 1 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 09: 8am (8am-9am) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 10: 9am (9am-10am) | 19 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 11: 10am (10am-11am) | 45 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 12: 11am (11am-12noon) | 49 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 13: 12pm (12noon-1pm) | 19 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 14: 1pm (1pm-2pm) | 6 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 15: 2pm (2pm-3pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 16: 3pm (3pm-4pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 17: 4pm (4pm-5pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 18: 5pm (5pm-6pm) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 19: 6pm (6pm-7pm) | 8 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 20: 7pm (7pm-8pm) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 21: 8pm (8pm-9pm) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 22: 9pm (9pm-10pm) | 7 |

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|-----------------------------|---|---------------|---------------------|-------------------------|-----|
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 0: All Days (M-Su) | 23: 10pm (10pm-11pm) | 3 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 1: Monday (M-M) | 00: All Day (12am-12am) | 106 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 1: Monday (M-M) | 09: 8am (8am-9am) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 1: Monday (M-M) | 11: 10am (10am-11am) | 14 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 1: Monday (M-M) | 12: 11am (11am-12noon) | 25 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 1: Monday (M-M) | 13: 12pm (12noon-1pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 1: Monday (M-M) | 16: 3pm (3pm-4pm) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 1: Monday (M-M) | 21: 8pm (8pm-9pm) | 26 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 1: Monday (M-M) | 22: 9pm (9pm-10pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 00: All Day (12am-12am) | 106 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 02: 1am (1am-2am) | 22 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 11: 10am (10am-11am) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 13: 12pm (12noon-1pm) | 18 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 16: 3pm (3pm-4pm) | 15 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 19: 6pm (6pm-7pm) | 6 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 20: 7pm (7pm-8pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 22: 9pm (9pm-10pm) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 23: 10pm (10pm-11pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 3: Wednesday (W-W) | 00: All Day (12am-12am) | 132 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 3: Wednesday (W-W) | 09: 8am (8am-9am) | 15 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 3: Wednesday (W-W) | 14: 1pm (1pm-2pm) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 3: Wednesday (W-W) | 15: 2pm (2pm-3pm) | 24 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 3: Wednesday (W-W) | 16: 3pm (3pm-4pm) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 3: Wednesday (W-W) | 17: 4pm (4pm-5pm) | 39 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 3: Wednesday (W-W) | 18: 5pm (5pm-6pm) | 17 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 3: Wednesday (W-W) | 22: 9pm (9pm-10pm) | 14 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 4: Thursday (Th-Th) | 00: All Day (12am-12am) | 89 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 4: Thursday (Th-Th) | 08: 7am (7am-8am) | 8 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 4: Thursday (Th-Th) | 12: 11am (11am-12noon) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 4: Thursday (Th-Th) | 13: 12pm (12noon-1pm) | 18 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 4: Thursday (Th-Th) | 14: 1pm (1pm-2pm) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 4: Thursday (Th-Th) | 15: 2pm (2pm-3pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 4: Thursday (Th-Th) | 17: 4pm (4pm-5pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 4: Thursday (Th-Th) | 19: 6pm (6pm-7pm) | 5 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 4: Thursday (Th-Th) | 20: 7pm (7pm-8pm) | 14 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 5: Friday (F-F) | 00: All Day (12am-12am) | 119 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 5: Friday (F-F) | 07: 6am (6am-7am) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 5: Friday (F-F) | 09: 8am (8am-9am) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 5: Friday (F-F) | 11: 10am (10am-11am) | 14 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 5: Friday (F-F) | 15: 2pm (2pm-3pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 5: Friday (F-F) | 16: 3pm (3pm-4pm) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 5: Friday (F-F) | 17: 4pm (4pm-5pm) | 8 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 5: Friday (F-F) | 18: 5pm (5pm-6pm) | 21 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 5: Friday (F-F) | 19: 6pm (6pm-7pm) | 6 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 5: Friday (F-F) | 21: 8pm (8pm-9pm) | 27 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 00: All Day (12am-12am) | 906 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 09: 8am (8am-9am) | 49 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 10: 9am (9am-10am) | 115 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 11: 10am (10am-11am) | 243 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 12: 11am (11am-12noon) | 262 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 13: 12pm (12noon-1pm) | 68 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 15: 2pm (2pm-3pm) | 25 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 16: 3pm (3pm-4pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 17: 4pm (4pm-5pm) | 19 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 18: 5pm (5pm-6pm) | 25 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 19: 6pm (6pm-7pm) | 20 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 20: 7pm (7pm-8pm) | 38 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 21: 8pm (8pm-9pm) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 22: 9pm (9pm-10pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 23: 10pm (10pm-11pm) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 7: Sunday (Su-Su) | 00: All Day (12am-12am) | 187 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 7: Sunday (Su-Su) | 10: 9am (9am-10am) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 7: Sunday (Su-Su) | 11: 10am (10am-11am) | 24 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 7: Sunday (Su-Su) | 12: 11am (11am-12noon) | 42 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 7: Sunday (Su-Su) | 13: 12pm (12noon-1pm) | 14 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 7: Sunday (Su-Su) | 14: 1pm (1pm-2pm) | 17 |

| | | | | | |
|-----------------------------|---|--------------------|---------------------|-------------------------|-----|
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 7: Sunday (Su-Su) | 16: 3pm (3pm-4pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 7: Sunday (Su-Su) | 18: 5pm (5pm-6pm) | 21 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 7: Sunday (Su-Su) | 19: 6pm (6pm-7pm) | 20 |
| Jul 01, 2021 - Aug 31, 2021 | 4 | Main & Church | 7: Sunday (Su-Su) | 20: 7pm (7pm-8pm) | 26 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 00: All Day (12am-12am) | 98 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 09: 8am (8am-9am) | 3 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 10: 9am (9am-10am) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 11: 10am (10am-11am) | 5 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 12: 11am (11am-12noon) | 14 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 13: 12pm (12noon-1pm) | 6 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 14: 1pm (1pm-2pm) | 5 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 15: 2pm (2pm-3pm) | 3 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 16: 3pm (3pm-4pm) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 17: 4pm (4pm-5pm) | 8 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 18: 5pm (5pm-6pm) | 6 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 19: 6pm (6pm-7pm) | 5 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 20: 7pm (7pm-8pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 21: 8pm (8pm-9pm) | 3 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 22: 9pm (9pm-10pm) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 23: 10pm (10pm-11pm) | 2 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 1: Monday (M-M) | 00: All Day (12am-12am) | 88 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 1: Monday (M-M) | 10: 9am (9am-10am) | 22 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 1: Monday (M-M) | 11: 10am (10am-11am) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 1: Monday (M-M) | 13: 12pm (12noon-1pm) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 1: Monday (M-M) | 14: 1pm (1pm-2pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 1: Monday (M-M) | 18: 5pm (5pm-6pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 1: Monday (M-M) | 20: 7pm (7pm-8pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 1: Monday (M-M) | 22: 9pm (9pm-10pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 00: All Day (12am-12am) | 92 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 09: 8am (8am-9am) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 10: 9am (9am-10am) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 13: 12pm (12noon-1pm) | 8 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 16: 3pm (3pm-4pm) | 8 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 17: 4pm (4pm-5pm) | 21 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 18: 5pm (5pm-6pm) | 19 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 20: 7pm (7pm-8pm) | 14 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 00: All Day (12am-12am) | 153 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 10: 9am (9am-10am) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 12: 11am (11am-12noon) | 39 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 14: 1pm (1pm-2pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 15: 2pm (2pm-3pm) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 16: 3pm (3pm-4pm) | 36 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 17: 4pm (4pm-5pm) | 12 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 18: 5pm (5pm-6pm) | 15 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 20: 7pm (7pm-8pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 21: 8pm (8pm-9pm) | 8 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 00: All Day (12am-12am) | 50 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 11: 10am (10am-11am) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 12: 11am (11am-12noon) | 29 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 16: 3pm (3pm-4pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 5: Friday (F-F) | 00: All Day (12am-12am) | 61 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 5: Friday (F-F) | 10: 9am (9am-10am) | 21 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 5: Friday (F-F) | 14: 1pm (1pm-2pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 5: Friday (F-F) | 16: 3pm (3pm-4pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 5: Friday (F-F) | 19: 6pm (6pm-7pm) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 5: Friday (F-F) | 22: 9pm (9pm-10pm) | 9 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 00: All Day (12am-12am) | 207 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 09: 8am (8am-9am) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 10: 9am (9am-10am) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 11: 10am (10am-11am) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 12: 11am (11am-12noon) | 31 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 13: 12pm (12noon-1pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 17: 4pm (4pm-5pm) | 24 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 19: 6pm (6pm-7pm) | 22 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 20: 7pm (7pm-8pm) | 23 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 21: 8pm (8pm-9pm) | 10 |

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|-----------------------------|---|--------------------|---------------------|-------------------------|----|
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 22: 9pm (9pm-10pm) | 41 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 23: 10pm (10pm-11pm) | 13 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 00: All Day (12am-12am) | 41 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 10: 9am (9am-10am) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 13: 12pm (12noon-1pm) | 10 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 15: 2pm (2pm-3pm) | 11 |
| Jul 01, 2021 - Aug 31, 2021 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 20: 7pm (7pm-8pm) | 9 |

| Data Periods | Zone ID | Zone Name | Day Type | Day Part | Average Daily Zone Traffic (StL Volume) |
|-----------------------------|---------|-----------------|---------------------|-------------------------|---|
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 0: All Days (M-Su) | 00: All Day (12am-12am) | 56 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 0: All Days (M-Su) | 09: 8am (8am-9am) | 1 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 0: All Days (M-Su) | 10: 9am (9am-10am) | 4 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 0: All Days (M-Su) | 11: 10am (10am-11am) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 0: All Days (M-Su) | 12: 11am (11am-12noon) | 4 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 0: All Days (M-Su) | 13: 12pm (12noon-1pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 0: All Days (M-Su) | 14: 1pm (1pm-2pm) | 4 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 0: All Days (M-Su) | 15: 2pm (2pm-3pm) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 0: All Days (M-Su) | 17: 4pm (4pm-5pm) | 6 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 0: All Days (M-Su) | 18: 5pm (5pm-6pm) | 3 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 0: All Days (M-Su) | 19: 6pm (6pm-7pm) | 5 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 0: All Days (M-Su) | 20: 7pm (7pm-8pm) | 1 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 0: All Days (M-Su) | 21: 8pm (8pm-9pm) | 1 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 0: All Days (M-Su) | 22: 9pm (9pm-10pm) | 2 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 1: Monday (M-M) | 00: All Day (12am-12am) | 26 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 1: Monday (M-M) | 14: 1pm (1pm-2pm) | 19 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 1: Monday (M-M) | 19: 6pm (6pm-7pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 00: All Day (12am-12am) | 120 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 09: 8am (8am-9am) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 10: 9am (9am-10am) | 22 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 12: 11am (11am-12noon) | 12 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 13: 12pm (12noon-1pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 15: 2pm (2pm-3pm) | 12 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 17: 4pm (4pm-5pm) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 19: 6pm (6pm-7pm) | 19 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 21: 8pm (8pm-9pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 22: 9pm (9pm-10pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 3: Wednesday (W-W) | 00: All Day (12am-12am) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 3: Wednesday (W-W) | 11: 10am (10am-11am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 3: Wednesday (W-W) | 13: 12pm (12noon-1pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 4: Thursday (Th-Th) | 00: All Day (12am-12am) | 39 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 4: Thursday (Th-Th) | 10: 9am (9am-10am) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 4: Thursday (Th-Th) | 11: 10am (10am-11am) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 4: Thursday (Th-Th) | 14: 1pm (1pm-2pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 4: Thursday (Th-Th) | 18: 5pm (5pm-6pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 5: Friday (F-F) | 00: All Day (12am-12am) | 31 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 5: Friday (F-F) | 11: 10am (10am-11am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 5: Friday (F-F) | 17: 4pm (4pm-5pm) | 24 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 00: All Day (12am-12am) | 110 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 11: 10am (10am-11am) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 12: 11am (11am-12noon) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 13: 12pm (12noon-1pm) | 34 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 15: 2pm (2pm-3pm) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 19: 6pm (6pm-7pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 20: 7pm (7pm-8pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 22: 9pm (9pm-10pm) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 00: All Day (12am-12am) | 55 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 11: 10am (10am-11am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 13: 12pm (12noon-1pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 15: 2pm (2pm-3pm) | 23 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 17: 4pm (4pm-5pm) | 6 |
| Jul 01, 2020 - Aug 31, 2020 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 18: 5pm (5pm-6pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 00: All Day (12am-12am) | 333 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 01: 12am (12am-1am) | 2 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 06: 5am (5am-6am) | 2 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 07: 6am (6am-7am) | 4 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 08: 7am (7am-8am) | 1 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 09: 8am (8am-9am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 10: 9am (9am-10am) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 11: 10am (10am-11am) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 12: 11am (11am-12noon) | 28 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 13: 12pm (12noon-1pm) | 39 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 14: 1pm (1pm-2pm) | 29 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 15: 2pm (2pm-3pm) | 27 |

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|-----------------------------|---|---------------|---------------------|-------------------------|-----|
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 16: 3pm (3pm-4pm) | 21 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 17: 4pm (4pm-5pm) | 22 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 18: 5pm (5pm-6pm) | 20 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 19: 6pm (6pm-7pm) | 26 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 20: 7pm (7pm-8pm) | 29 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 21: 8pm (8pm-9pm) | 21 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 22: 9pm (9pm-10pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 0: All Days (M-Su) | 23: 10pm (10pm-11pm) | 3 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 1: Monday (M-M) | 00: All Day (12am-12am) | 234 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 1: Monday (M-M) | 07: 6am (6am-7am) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 1: Monday (M-M) | 10: 9am (9am-10am) | 15 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 1: Monday (M-M) | 12: 11am (11am-12noon) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 1: Monday (M-M) | 13: 12pm (12noon-1pm) | 45 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 1: Monday (M-M) | 15: 2pm (2pm-3pm) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 1: Monday (M-M) | 17: 4pm (4pm-5pm) | 30 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 1: Monday (M-M) | 18: 5pm (5pm-6pm) | 49 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 1: Monday (M-M) | 19: 6pm (6pm-7pm) | 5 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 1: Monday (M-M) | 20: 7pm (7pm-8pm) | 43 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 1: Monday (M-M) | 23: 10pm (10pm-11pm) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 00: All Day (12am-12am) | 262 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 07: 6am (6am-7am) | 12 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 11: 10am (10am-11am) | 12 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 12: 11am (11am-12noon) | 24 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 13: 12pm (12noon-1pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 14: 1pm (1pm-2pm) | 15 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 15: 2pm (2pm-3pm) | 20 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 16: 3pm (3pm-4pm) | 28 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 17: 4pm (4pm-5pm) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 18: 5pm (5pm-6pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 19: 6pm (6pm-7pm) | 67 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 20: 7pm (7pm-8pm) | 27 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 21: 8pm (8pm-9pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 22: 9pm (9pm-10pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 3: Wednesday (W-W) | 00: All Day (12am-12am) | 234 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 3: Wednesday (W-W) | 09: 8am (8am-9am) | 22 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 3: Wednesday (W-W) | 10: 9am (9am-10am) | 21 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 3: Wednesday (W-W) | 11: 10am (10am-11am) | 38 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 3: Wednesday (W-W) | 12: 11am (11am-12noon) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 3: Wednesday (W-W) | 13: 12pm (12noon-1pm) | 35 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 3: Wednesday (W-W) | 14: 1pm (1pm-2pm) | 25 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 3: Wednesday (W-W) | 15: 2pm (2pm-3pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 3: Wednesday (W-W) | 16: 3pm (3pm-4pm) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 3: Wednesday (W-W) | 17: 4pm (4pm-5pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 3: Wednesday (W-W) | 18: 5pm (5pm-6pm) | 29 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 3: Wednesday (W-W) | 21: 8pm (8pm-9pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 3: Wednesday (W-W) | 22: 9pm (9pm-10pm) | 14 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 00: All Day (12am-12am) | 297 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 07: 6am (6am-7am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 10: 9am (9am-10am) | 21 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 11: 10am (10am-11am) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 12: 11am (11am-12noon) | 53 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 13: 12pm (12noon-1pm) | 26 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 14: 1pm (1pm-2pm) | 34 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 16: 3pm (3pm-4pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 17: 4pm (4pm-5pm) | 24 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 18: 5pm (5pm-6pm) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 19: 6pm (6pm-7pm) | 24 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 20: 7pm (7pm-8pm) | 12 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 21: 8pm (8pm-9pm) | 53 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 5: Friday (F-F) | 00: All Day (12am-12am) | 283 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 5: Friday (F-F) | 09: 8am (8am-9am) | 21 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 5: Friday (F-F) | 10: 9am (9am-10am) | 21 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 5: Friday (F-F) | 13: 12pm (12noon-1pm) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 5: Friday (F-F) | 14: 1pm (1pm-2pm) | 49 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 5: Friday (F-F) | 15: 2pm (2pm-3pm) | 22 |

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|-----------------------------|---|-------------------------|---------------------|-------------------------|-----|
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 5: Friday (F-F) | 16: 3pm (3pm-4pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 5: Friday (F-F) | 17: 4pm (4pm-5pm) | 67 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 5: Friday (F-F) | 19: 6pm (6pm-7pm) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 5: Friday (F-F) | 20: 7pm (7pm-8pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 5: Friday (F-F) | 21: 8pm (8pm-9pm) | 38 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 5: Friday (F-F) | 22: 9pm (9pm-10pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 00: All Day (12am-12am) | 675 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 09: 8am (8am-9am) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 10: 9am (9am-10am) | 36 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 11: 10am (10am-11am) | 60 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 12: 11am (11am-12noon) | 72 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 13: 12pm (12noon-1pm) | 66 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 14: 1pm (1pm-2pm) | 53 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 15: 2pm (2pm-3pm) | 57 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 16: 3pm (3pm-4pm) | 54 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 17: 4pm (4pm-5pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 18: 5pm (5pm-6pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 19: 6pm (6pm-7pm) | 76 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 20: 7pm (7pm-8pm) | 66 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 21: 8pm (8pm-9pm) | 38 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 22: 9pm (9pm-10pm) | 64 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 23: 10pm (10pm-11pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 00: All Day (12am-12am) | 339 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 01: 12am (12am-1am) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 06: 5am (5am-6am) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 08: 7am (7am-8am) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 11: 10am (10am-11am) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 12: 11am (11am-12noon) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 13: 12pm (12noon-1pm) | 64 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 14: 1pm (1pm-2pm) | 25 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 15: 2pm (2pm-3pm) | 74 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 16: 3pm (3pm-4pm) | 15 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 17: 4pm (4pm-5pm) | 6 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 18: 5pm (5pm-6pm) | 23 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 20: 7pm (7pm-8pm) | 42 |
| Jul 01, 2020 - Aug 31, 2020 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 22: 9pm (9pm-10pm) | 30 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 00: All Day (12am-12am) | 388 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 07: 6am (6am-7am) | 2 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 08: 7am (7am-8am) | 1 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 09: 8am (8am-9am) | 5 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 10: 9am (9am-10am) | 25 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 11: 10am (10am-11am) | 26 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 12: 11am (11am-12noon) | 45 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 13: 12pm (12noon-1pm) | 37 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 14: 1pm (1pm-2pm) | 28 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 15: 2pm (2pm-3pm) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 16: 3pm (3pm-4pm) | 20 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 17: 4pm (4pm-5pm) | 42 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 18: 5pm (5pm-6pm) | 24 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 19: 6pm (6pm-7pm) | 32 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 20: 7pm (7pm-8pm) | 36 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 21: 8pm (8pm-9pm) | 35 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 22: 9pm (9pm-10pm) | 14 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 23: 10pm (10pm-11pm) | 5 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 00: All Day (12am-12am) | 244 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 09: 8am (8am-9am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 10: 9am (9am-10am) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 12: 11am (11am-12noon) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 13: 12pm (12noon-1pm) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 14: 1pm (1pm-2pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 15: 2pm (2pm-3pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 16: 3pm (3pm-4pm) | 20 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 17: 4pm (4pm-5pm) | 28 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 18: 5pm (5pm-6pm) | 29 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 19: 6pm (6pm-7pm) | 27 |

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|-----------------------------|---|-------------------------|---------------------|-------------------------|-----|
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 20: 7pm (7pm-8pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 21: 8pm (8pm-9pm) | 20 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 22: 9pm (9pm-10pm) | 29 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 00: All Day (12am-12am) | 297 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 10: 9am (9am-10am) | 12 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 11: 10am (10am-11am) | 20 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 12: 11am (11am-12noon) | 21 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 13: 12pm (12noon-1pm) | 31 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 16: 3pm (3pm-4pm) | 23 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 17: 4pm (4pm-5pm) | 43 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 18: 5pm (5pm-6pm) | 22 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 19: 6pm (6pm-7pm) | 19 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 20: 7pm (7pm-8pm) | 32 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 21: 8pm (8pm-9pm) | 75 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 00: All Day (12am-12am) | 208 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 10: 9am (9am-10am) | 31 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 12: 11am (11am-12noon) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 13: 12pm (12noon-1pm) | 31 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 14: 1pm (1pm-2pm) | 35 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 17: 4pm (4pm-5pm) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 18: 5pm (5pm-6pm) | 36 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 20: 7pm (7pm-8pm) | 26 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 21: 8pm (8pm-9pm) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 00: All Day (12am-12am) | 237 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 07: 6am (6am-7am) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 09: 8am (8am-9am) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 11: 10am (10am-11am) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 12: 11am (11am-12noon) | 35 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 14: 1pm (1pm-2pm) | 25 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 15: 2pm (2pm-3pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 17: 4pm (4pm-5pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 18: 5pm (5pm-6pm) | 28 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 19: 6pm (6pm-7pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 20: 7pm (7pm-8pm) | 36 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 21: 8pm (8pm-9pm) | 26 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 22: 9pm (9pm-10pm) | 15 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 00: All Day (12am-12am) | 328 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 10: 9am (9am-10am) | 15 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 11: 10am (10am-11am) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 12: 11am (11am-12noon) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 13: 12pm (12noon-1pm) | 24 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 14: 1pm (1pm-2pm) | 27 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 16: 3pm (3pm-4pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 17: 4pm (4pm-5pm) | 34 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 18: 5pm (5pm-6pm) | 35 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 19: 6pm (6pm-7pm) | 33 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 20: 7pm (7pm-8pm) | 49 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 21: 8pm (8pm-9pm) | 47 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 22: 9pm (9pm-10pm) | 36 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 00: All Day (12am-12am) | 968 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 10: 9am (9am-10am) | 98 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 11: 10am (10am-11am) | 136 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 12: 11am (11am-12noon) | 168 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 13: 12pm (12noon-1pm) | 82 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 14: 1pm (1pm-2pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 15: 2pm (2pm-3pm) | 37 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 16: 3pm (3pm-4pm) | 52 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 17: 4pm (4pm-5pm) | 133 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 18: 5pm (5pm-6pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 19: 6pm (6pm-7pm) | 104 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 20: 7pm (7pm-8pm) | 72 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 21: 8pm (8pm-9pm) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 22: 9pm (9pm-10pm) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 23: 10pm (10pm-11pm) | 34 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 00: All Day (12am-12am) | 425 |

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|-----------------------------|---|-------------------------|--------------------|-------------------------|-----|
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 08: 7am (7am-8am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 09: 8am (8am-9am) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 10: 9am (9am-10am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 12: 11am (11am-12noon) | 49 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 13: 12pm (12noon-1pm) | 73 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 14: 1pm (1pm-2pm) | 84 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 15: 2pm (2pm-3pm) | 23 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 16: 3pm (3pm-4pm) | 37 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 17: 4pm (4pm-5pm) | 32 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 19: 6pm (6pm-7pm) | 30 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 20: 7pm (7pm-8pm) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 21: 8pm (8pm-9pm) | 47 |
| Jul 01, 2020 - Aug 31, 2020 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 22: 9pm (9pm-10pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 00: All Day (12am-12am) | 315 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 03: 2am (2am-3am) | 5 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 06: 5am (5am-6am) | 4 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 07: 6am (6am-7am) | 4 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 08: 7am (7am-8am) | 3 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 09: 8am (8am-9am) | 13 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 10: 9am (9am-10am) | 25 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 11: 10am (10am-11am) | 40 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 12: 11am (11am-12noon) | 40 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 13: 12pm (12noon-1pm) | 29 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 14: 1pm (1pm-2pm) | 19 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 15: 2pm (2pm-3pm) | 14 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 16: 3pm (3pm-4pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 17: 4pm (4pm-5pm) | 21 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 18: 5pm (5pm-6pm) | 12 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 19: 6pm (6pm-7pm) | 13 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 20: 7pm (7pm-8pm) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 21: 8pm (8pm-9pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 22: 9pm (9pm-10pm) | 14 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 0: All Days (M-Su) | 23: 10pm (10pm-11pm) | 5 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 1: Monday (M-M) | 00: All Day (12am-12am) | 129 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 1: Monday (M-M) | 09: 8am (8am-9am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 1: Monday (M-M) | 11: 10am (10am-11am) | 23 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 1: Monday (M-M) | 12: 11am (11am-12noon) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 1: Monday (M-M) | 13: 12pm (12noon-1pm) | 30 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 1: Monday (M-M) | 16: 3pm (3pm-4pm) | 19 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 1: Monday (M-M) | 18: 5pm (5pm-6pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 1: Monday (M-M) | 20: 7pm (7pm-8pm) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 1: Monday (M-M) | 21: 8pm (8pm-9pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 1: Monday (M-M) | 22: 9pm (9pm-10pm) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 00: All Day (12am-12am) | 323 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 08: 7am (7am-8am) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 09: 8am (8am-9am) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 10: 9am (9am-10am) | 42 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 11: 10am (10am-11am) | 34 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 13: 12pm (12noon-1pm) | 40 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 14: 1pm (1pm-2pm) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 15: 2pm (2pm-3pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 16: 3pm (3pm-4pm) | 28 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 17: 4pm (4pm-5pm) | 21 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 19: 6pm (6pm-7pm) | 21 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 20: 7pm (7pm-8pm) | 29 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 21: 8pm (8pm-9pm) | 36 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 22: 9pm (9pm-10pm) | 19 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 3: Wednesday (W-W) | 00: All Day (12am-12am) | 244 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 3: Wednesday (W-W) | 06: 5am (5am-6am) | 20 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 3: Wednesday (W-W) | 09: 8am (8am-9am) | 15 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 3: Wednesday (W-W) | 11: 10am (10am-11am) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 3: Wednesday (W-W) | 13: 12pm (12noon-1pm) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 3: Wednesday (W-W) | 14: 1pm (1pm-2pm) | 32 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 3: Wednesday (W-W) | 15: 2pm (2pm-3pm) | 19 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 3: Wednesday (W-W) | 16: 3pm (3pm-4pm) | 7 |

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|-----------------------------|---|---------------|---------------------|-------------------------|-----|
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 3: Wednesday (W-W) | 17: 4pm (4pm-5pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 3: Wednesday (W-W) | 18: 5pm (5pm-6pm) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 3: Wednesday (W-W) | 19: 6pm (6pm-7pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 3: Wednesday (W-W) | 20: 7pm (7pm-8pm) | 27 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 3: Wednesday (W-W) | 21: 8pm (8pm-9pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 3: Wednesday (W-W) | 22: 9pm (9pm-10pm) | 25 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 3: Wednesday (W-W) | 23: 10pm (10pm-11pm) | 28 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 4: Thursday (Th-Th) | 00: All Day (12am-12am) | 240 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 4: Thursday (Th-Th) | 03: 2am (2am-3am) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 4: Thursday (Th-Th) | 08: 7am (7am-8am) | 6 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 4: Thursday (Th-Th) | 09: 8am (8am-9am) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 4: Thursday (Th-Th) | 11: 10am (10am-11am) | 6 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 4: Thursday (Th-Th) | 12: 11am (11am-12noon) | 25 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 4: Thursday (Th-Th) | 13: 12pm (12noon-1pm) | 28 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 4: Thursday (Th-Th) | 14: 1pm (1pm-2pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 4: Thursday (Th-Th) | 17: 4pm (4pm-5pm) | 41 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 4: Thursday (Th-Th) | 18: 5pm (5pm-6pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 4: Thursday (Th-Th) | 19: 6pm (6pm-7pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 4: Thursday (Th-Th) | 20: 7pm (7pm-8pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 4: Thursday (Th-Th) | 21: 8pm (8pm-9pm) | 36 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 4: Thursday (Th-Th) | 22: 9pm (9pm-10pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 4: Thursday (Th-Th) | 23: 10pm (10pm-11pm) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 5: Friday (F-F) | 00: All Day (12am-12am) | 197 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 5: Friday (F-F) | 06: 5am (5am-6am) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 5: Friday (F-F) | 07: 6am (6am-7am) | 27 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 5: Friday (F-F) | 09: 8am (8am-9am) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 5: Friday (F-F) | 10: 9am (9am-10am) | 30 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 5: Friday (F-F) | 11: 10am (10am-11am) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 5: Friday (F-F) | 12: 11am (11am-12noon) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 5: Friday (F-F) | 14: 1pm (1pm-2pm) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 5: Friday (F-F) | 16: 3pm (3pm-4pm) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 5: Friday (F-F) | 17: 4pm (4pm-5pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 5: Friday (F-F) | 18: 5pm (5pm-6pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 5: Friday (F-F) | 19: 6pm (6pm-7pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 5: Friday (F-F) | 20: 7pm (7pm-8pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 5: Friday (F-F) | 21: 8pm (8pm-9pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 5: Friday (F-F) | 22: 9pm (9pm-10pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 00: All Day (12am-12am) | 778 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 08: 7am (7am-8am) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 09: 8am (8am-9am) | 20 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 10: 9am (9am-10am) | 95 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 11: 10am (10am-11am) | 164 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 12: 11am (11am-12noon) | 215 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 13: 12pm (12noon-1pm) | 96 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 14: 1pm (1pm-2pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 15: 2pm (2pm-3pm) | 27 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 16: 3pm (3pm-4pm) | 20 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 17: 4pm (4pm-5pm) | 44 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 19: 6pm (6pm-7pm) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 20: 7pm (7pm-8pm) | 30 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 21: 8pm (8pm-9pm) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 22: 9pm (9pm-10pm) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 7: Sunday (Su-Su) | 00: All Day (12am-12am) | 297 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 7: Sunday (Su-Su) | 03: 2am (2am-3am) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 7: Sunday (Su-Su) | 09: 8am (8am-9am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 7: Sunday (Su-Su) | 10: 9am (9am-10am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 7: Sunday (Su-Su) | 11: 10am (10am-11am) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 7: Sunday (Su-Su) | 12: 11am (11am-12noon) | 19 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 7: Sunday (Su-Su) | 14: 1pm (1pm-2pm) | 57 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 7: Sunday (Su-Su) | 15: 2pm (2pm-3pm) | 41 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 7: Sunday (Su-Su) | 16: 3pm (3pm-4pm) | 37 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 7: Sunday (Su-Su) | 17: 4pm (4pm-5pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 7: Sunday (Su-Su) | 18: 5pm (5pm-6pm) | 25 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 7: Sunday (Su-Su) | 19: 6pm (6pm-7pm) | 19 |
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 7: Sunday (Su-Su) | 21: 8pm (8pm-9pm) | 19 |

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|-----------------------------|---|--------------------|---------------------|-------------------------|-----|
| Jul 01, 2020 - Aug 31, 2020 | 4 | Main & Church | 7: Sunday (Su-Su) | 22: 9pm (9pm-10pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 00: All Day (12am-12am) | 210 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 02: 1am (1am-2am) | 1 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 07: 6am (6am-7am) | 2 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 08: 7am (7am-8am) | 5 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 09: 8am (8am-9am) | 2 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 10: 9am (9am-10am) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 11: 10am (10am-11am) | 12 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 12: 11am (11am-12noon) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 13: 12pm (12noon-1pm) | 24 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 14: 1pm (1pm-2pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 15: 2pm (2pm-3pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 16: 3pm (3pm-4pm) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 17: 4pm (4pm-5pm) | 22 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 18: 5pm (5pm-6pm) | 20 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 19: 6pm (6pm-7pm) | 20 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 20: 7pm (7pm-8pm) | 15 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 21: 8pm (8pm-9pm) | 15 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 22: 9pm (9pm-10pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 23: 10pm (10pm-11pm) | 2 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 1: Monday (M-M) | 00: All Day (12am-12am) | 189 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 1: Monday (M-M) | 09: 8am (8am-9am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 1: Monday (M-M) | 11: 10am (10am-11am) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 1: Monday (M-M) | 13: 12pm (12noon-1pm) | 40 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 1: Monday (M-M) | 14: 1pm (1pm-2pm) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 1: Monday (M-M) | 15: 2pm (2pm-3pm) | 27 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 1: Monday (M-M) | 16: 3pm (3pm-4pm) | 15 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 1: Monday (M-M) | 17: 4pm (4pm-5pm) | 24 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 1: Monday (M-M) | 18: 5pm (5pm-6pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 1: Monday (M-M) | 19: 6pm (6pm-7pm) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 1: Monday (M-M) | 21: 8pm (8pm-9pm) | 25 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 00: All Day (12am-12am) | 243 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 08: 7am (7am-8am) | 24 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 10: 9am (9am-10am) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 11: 10am (10am-11am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 12: 11am (11am-12noon) | 31 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 14: 1pm (1pm-2pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 15: 2pm (2pm-3pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 17: 4pm (4pm-5pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 18: 5pm (5pm-6pm) | 32 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 19: 6pm (6pm-7pm) | 42 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 20: 7pm (7pm-8pm) | 32 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 21: 8pm (8pm-9pm) | 28 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 00: All Day (12am-12am) | 312 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 08: 7am (7am-8am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 09: 8am (8am-9am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 10: 9am (9am-10am) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 11: 10am (10am-11am) | 41 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 12: 11am (11am-12noon) | 19 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 13: 12pm (12noon-1pm) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 14: 1pm (1pm-2pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 15: 2pm (2pm-3pm) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 16: 3pm (3pm-4pm) | 46 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 17: 4pm (4pm-5pm) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 18: 5pm (5pm-6pm) | 36 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 19: 6pm (6pm-7pm) | 47 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 20: 7pm (7pm-8pm) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 21: 8pm (8pm-9pm) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 23: 10pm (10pm-11pm) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 00: All Day (12am-12am) | 140 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 11: 10am (10am-11am) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 12: 11am (11am-12noon) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 13: 12pm (12noon-1pm) | 21 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 14: 1pm (1pm-2pm) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 17: 4pm (4pm-5pm) | 29 |

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|-----------------------------|---|--------------------|---------------------|-------------------------|-----|
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 18: 5pm (5pm-6pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 19: 6pm (6pm-7pm) | 11 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 20: 7pm (7pm-8pm) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 21: 8pm (8pm-9pm) | 19 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 5: Friday (F-F) | 00: All Day (12am-12am) | 214 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 5: Friday (F-F) | 08: 7am (7am-8am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 5: Friday (F-F) | 10: 9am (9am-10am) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 5: Friday (F-F) | 12: 11am (11am-12noon) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 5: Friday (F-F) | 13: 12pm (12noon-1pm) | 42 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 5: Friday (F-F) | 14: 1pm (1pm-2pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 5: Friday (F-F) | 15: 2pm (2pm-3pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 5: Friday (F-F) | 17: 4pm (4pm-5pm) | 27 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 5: Friday (F-F) | 18: 5pm (5pm-6pm) | 26 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 5: Friday (F-F) | 20: 7pm (7pm-8pm) | 18 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 5: Friday (F-F) | 21: 8pm (8pm-9pm) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 5: Friday (F-F) | 22: 9pm (9pm-10pm) | 34 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 00: All Day (12am-12am) | 231 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 02: 1am (1am-2am) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 07: 6am (6am-7am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 10: 9am (9am-10am) | 17 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 11: 10am (10am-11am) | 16 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 12: 11am (11am-12noon) | 31 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 13: 12pm (12noon-1pm) | 40 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 14: 1pm (1pm-2pm) | 15 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 16: 3pm (3pm-4pm) | 25 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 17: 4pm (4pm-5pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 18: 5pm (5pm-6pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 19: 6pm (6pm-7pm) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 20: 7pm (7pm-8pm) | 28 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 21: 8pm (8pm-9pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 22: 9pm (9pm-10pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 00: All Day (12am-12am) | 146 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 07: 6am (6am-7am) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 10: 9am (9am-10am) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 13: 12pm (12noon-1pm) | 9 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 14: 1pm (1pm-2pm) | 10 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 15: 2pm (2pm-3pm) | 7 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 16: 3pm (3pm-4pm) | 23 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 17: 4pm (4pm-5pm) | 32 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 18: 5pm (5pm-6pm) | 8 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 19: 6pm (6pm-7pm) | 23 |
| Jul 01, 2020 - Aug 31, 2020 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 22: 9pm (9pm-10pm) | 16 |

| Data Periods | Zone ID | Zone Name | Day Type | Day Part | Average Daily Zone Traffic (StL Volume) |
|-----------------------------|---------|-----------------|---------------------|-------------------------|---|
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 00: All Day (12am-12am) | 106 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 03: 2am (2am-3am) | 1 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 07: 6am (6am-7am) | 2 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 08: 7am (7am-8am) | 4 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 09: 8am (8am-9am) | 2 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 10: 9am (9am-10am) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 11: 10am (10am-11am) | 11 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 12: 11am (11am-12noon) | 12 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 13: 12pm (12noon-1pm) | 14 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 14: 1pm (1pm-2pm) | 5 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 15: 2pm (2pm-3pm) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 16: 3pm (3pm-4pm) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 17: 4pm (4pm-5pm) | 5 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 18: 5pm (5pm-6pm) | 4 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 19: 6pm (6pm-7pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 20: 7pm (7pm-8pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 21: 8pm (8pm-9pm) | 3 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 22: 9pm (9pm-10pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 0: All Days (M-Su) | 23: 10pm (10pm-11pm) | 1 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 1: Monday (M-M) | 00: All Day (12am-12am) | 64 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 1: Monday (M-M) | 08: 7am (7am-8am) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 1: Monday (M-M) | 11: 10am (10am-11am) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 1: Monday (M-M) | 13: 12pm (12noon-1pm) | 5 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 1: Monday (M-M) | 14: 1pm (1pm-2pm) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 1: Monday (M-M) | 15: 2pm (2pm-3pm) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 1: Monday (M-M) | 16: 3pm (3pm-4pm) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 1: Monday (M-M) | 18: 5pm (5pm-6pm) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 1: Monday (M-M) | 20: 7pm (7pm-8pm) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 00: All Day (12am-12am) | 73 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 09: 8am (8am-9am) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 11: 10am (10am-11am) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 12: 11am (11am-12noon) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 13: 12pm (12noon-1pm) | 18 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 20: 7pm (7pm-8pm) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 2: Tuesday (Tu-Tu) | 22: 9pm (9pm-10pm) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 3: Wednesday (W-W) | 00: All Day (12am-12am) | 109 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 3: Wednesday (W-W) | 07: 6am (6am-7am) | 11 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 3: Wednesday (W-W) | 11: 10am (10am-11am) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 3: Wednesday (W-W) | 12: 11am (11am-12noon) | 21 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 3: Wednesday (W-W) | 15: 2pm (2pm-3pm) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 3: Wednesday (W-W) | 16: 3pm (3pm-4pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 3: Wednesday (W-W) | 17: 4pm (4pm-5pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 3: Wednesday (W-W) | 19: 6pm (6pm-7pm) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 3: Wednesday (W-W) | 20: 7pm (7pm-8pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 3: Wednesday (W-W) | 22: 9pm (9pm-10pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 4: Thursday (Th-Th) | 00: All Day (12am-12am) | 49 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 4: Thursday (Th-Th) | 10: 9am (9am-10am) | 5 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 4: Thursday (Th-Th) | 14: 1pm (1pm-2pm) | 10 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 4: Thursday (Th-Th) | 18: 5pm (5pm-6pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 4: Thursday (Th-Th) | 19: 6pm (6pm-7pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 4: Thursday (Th-Th) | 20: 7pm (7pm-8pm) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 4: Thursday (Th-Th) | 21: 8pm (8pm-9pm) | 10 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 5: Friday (F-F) | 00: All Day (12am-12am) | 121 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 5: Friday (F-F) | 08: 7am (7am-8am) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 5: Friday (F-F) | 09: 8am (8am-9am) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 5: Friday (F-F) | 10: 9am (9am-10am) | 14 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 5: Friday (F-F) | 11: 10am (10am-11am) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 5: Friday (F-F) | 12: 11am (11am-12noon) | 17 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 5: Friday (F-F) | 13: 12pm (12noon-1pm) | 18 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 5: Friday (F-F) | 16: 3pm (3pm-4pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 5: Friday (F-F) | 17: 4pm (4pm-5pm) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 5: Friday (F-F) | 22: 9pm (9pm-10pm) | 18 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 00: All Day (12am-12am) | 198 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 03: 2am (2am-3am) | 9 |

| | | | | | |
|-----------------------------|---|-----------------|---------------------|-------------------------|-----|
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 08: 7am (7am-8am) | 10 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 10: 9am (9am-10am) | 31 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 11: 10am (10am-11am) | 13 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 12: 11am (11am-12noon) | 18 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 13: 12pm (12noon-1pm) | 36 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 14: 1pm (1pm-2pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 16: 3pm (3pm-4pm) | 17 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 17: 4pm (4pm-5pm) | 12 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 18: 5pm (5pm-6pm) | 14 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 21: 8pm (8pm-9pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 22: 9pm (9pm-10pm) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 6: Saturday (Sa-Sa) | 23: 10pm (10pm-11pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 00: All Day (12am-12am) | 130 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 12: 11am (11am-12noon) | 21 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 13: 12pm (12noon-1pm) | 25 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 14: 1pm (1pm-2pm) | 11 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 15: 2pm (2pm-3pm) | 23 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 17: 4pm (4pm-5pm) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 19: 6pm (6pm-7pm) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 1 | Aurora & E Main | 7: Sunday (Su-Su) | 20: 7pm (7pm-8pm) | 12 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 00: All Day (12am-12am) | 511 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 03: 2am (2am-3am) | 1 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 06: 5am (5am-6am) | 1 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 07: 6am (6am-7am) | 1 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 08: 7am (7am-8am) | 11 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 09: 8am (8am-9am) | 14 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 10: 9am (9am-10am) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 11: 10am (10am-11am) | 48 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 12: 11am (11am-12noon) | 55 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 13: 12pm (12noon-1pm) | 38 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 14: 1pm (1pm-2pm) | 38 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 15: 2pm (2pm-3pm) | 29 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 16: 3pm (3pm-4pm) | 30 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 17: 4pm (4pm-5pm) | 53 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 18: 5pm (5pm-6pm) | 63 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 19: 6pm (6pm-7pm) | 33 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 20: 7pm (7pm-8pm) | 32 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 21: 8pm (8pm-9pm) | 23 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 22: 9pm (9pm-10pm) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 0: All Days (M-Su) | 23: 10pm (10pm-11pm) | 1 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 1: Monday (M-M) | 00: All Day (12am-12am) | 351 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 1: Monday (M-M) | 08: 7am (7am-8am) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 1: Monday (M-M) | 10: 9am (9am-10am) | 19 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 1: Monday (M-M) | 11: 10am (10am-11am) | 43 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 1: Monday (M-M) | 12: 11am (11am-12noon) | 47 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 1: Monday (M-M) | 13: 12pm (12noon-1pm) | 36 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 1: Monday (M-M) | 14: 1pm (1pm-2pm) | 18 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 1: Monday (M-M) | 15: 2pm (2pm-3pm) | 44 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 1: Monday (M-M) | 16: 3pm (3pm-4pm) | 21 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 1: Monday (M-M) | 17: 4pm (4pm-5pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 1: Monday (M-M) | 18: 5pm (5pm-6pm) | 39 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 1: Monday (M-M) | 19: 6pm (6pm-7pm) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 1: Monday (M-M) | 20: 7pm (7pm-8pm) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 1: Monday (M-M) | 21: 8pm (8pm-9pm) | 25 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 1: Monday (M-M) | 22: 9pm (9pm-10pm) | 30 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 00: All Day (12am-12am) | 489 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 08: 7am (7am-8am) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 09: 8am (8am-9am) | 13 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 10: 9am (9am-10am) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 11: 10am (10am-11am) | 64 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 12: 11am (11am-12noon) | 86 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 13: 12pm (12noon-1pm) | 32 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 14: 1pm (1pm-2pm) | 38 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 15: 2pm (2pm-3pm) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 16: 3pm (3pm-4pm) | 20 |

| | | | | | |
|-----------------------------|---|---------------|---------------------|-------------------------|-----|
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 17: 4pm (4pm-5pm) | 43 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 18: 5pm (5pm-6pm) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 19: 6pm (6pm-7pm) | 41 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 20: 7pm (7pm-8pm) | 45 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 21: 8pm (8pm-9pm) | 25 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 2: Tuesday (Tu-Tu) | 22: 9pm (9pm-10pm) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 3: Wednesday (W-W) | 00: All Day (12am-12am) | 422 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 3: Wednesday (W-W) | 08: 7am (7am-8am) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 3: Wednesday (W-W) | 09: 8am (8am-9am) | 25 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 3: Wednesday (W-W) | 10: 9am (9am-10am) | 21 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 3: Wednesday (W-W) | 11: 10am (10am-11am) | 17 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 3: Wednesday (W-W) | 12: 11am (11am-12noon) | 57 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 3: Wednesday (W-W) | 13: 12pm (12noon-1pm) | 32 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 3: Wednesday (W-W) | 14: 1pm (1pm-2pm) | 31 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 3: Wednesday (W-W) | 15: 2pm (2pm-3pm) | 31 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 3: Wednesday (W-W) | 16: 3pm (3pm-4pm) | 32 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 3: Wednesday (W-W) | 17: 4pm (4pm-5pm) | 45 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 3: Wednesday (W-W) | 18: 5pm (5pm-6pm) | 39 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 3: Wednesday (W-W) | 19: 6pm (6pm-7pm) | 42 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 3: Wednesday (W-W) | 20: 7pm (7pm-8pm) | 36 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 3: Wednesday (W-W) | 22: 9pm (9pm-10pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 00: All Day (12am-12am) | 401 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 08: 7am (7am-8am) | 10 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 09: 8am (8am-9am) | 14 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 10: 9am (9am-10am) | 18 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 11: 10am (10am-11am) | 47 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 12: 11am (11am-12noon) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 13: 12pm (12noon-1pm) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 14: 1pm (1pm-2pm) | 25 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 15: 2pm (2pm-3pm) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 16: 3pm (3pm-4pm) | 17 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 17: 4pm (4pm-5pm) | 78 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 18: 5pm (5pm-6pm) | 103 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 19: 6pm (6pm-7pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 20: 7pm (7pm-8pm) | 23 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 4: Thursday (Th-Th) | 21: 8pm (8pm-9pm) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 00: All Day (12am-12am) | 588 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 08: 7am (7am-8am) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 09: 8am (8am-9am) | 17 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 10: 9am (9am-10am) | 44 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 11: 10am (10am-11am) | 41 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 12: 11am (11am-12noon) | 41 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 13: 12pm (12noon-1pm) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 14: 1pm (1pm-2pm) | 49 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 15: 2pm (2pm-3pm) | 12 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 16: 3pm (3pm-4pm) | 45 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 17: 4pm (4pm-5pm) | 81 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 18: 5pm (5pm-6pm) | 71 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 19: 6pm (6pm-7pm) | 40 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 20: 7pm (7pm-8pm) | 44 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 21: 8pm (8pm-9pm) | 35 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 5: Friday (F-F) | 22: 9pm (9pm-10pm) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 00: All Day (12am-12am) | 842 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 03: 2am (2am-3am) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 06: 5am (5am-6am) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 08: 7am (7am-8am) | 12 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 09: 8am (8am-9am) | 25 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 10: 9am (9am-10am) | 30 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 11: 10am (10am-11am) | 111 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 12: 11am (11am-12noon) | 93 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 13: 12pm (12noon-1pm) | 95 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 14: 1pm (1pm-2pm) | 31 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 15: 2pm (2pm-3pm) | 34 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 16: 3pm (3pm-4pm) | 47 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 17: 4pm (4pm-5pm) | 82 |

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|-----------------------------|---|-------------------------|---------------------|-------------------------|-----|
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 18: 5pm (5pm-6pm) | 79 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 19: 6pm (6pm-7pm) | 54 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 20: 7pm (7pm-8pm) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 21: 8pm (8pm-9pm) | 62 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 22: 9pm (9pm-10pm) | 38 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 6: Saturday (Sa-Sa) | 23: 10pm (10pm-11pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 00: All Day (12am-12am) | 477 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 07: 6am (6am-7am) | 10 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 08: 7am (7am-8am) | 11 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 10: 9am (9am-10am) | 20 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 11: 10am (10am-11am) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 12: 11am (11am-12noon) | 48 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 13: 12pm (12noon-1pm) | 39 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 14: 1pm (1pm-2pm) | 77 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 15: 2pm (2pm-3pm) | 34 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 16: 3pm (3pm-4pm) | 25 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 17: 4pm (4pm-5pm) | 30 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 18: 5pm (5pm-6pm) | 81 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 19: 6pm (6pm-7pm) | 34 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 20: 7pm (7pm-8pm) | 50 |
| Jul 01, 2019 - Aug 31, 2019 | 2 | Main & Aurora | 7: Sunday (Su-Su) | 21: 8pm (8pm-9pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 00: All Day (12am-12am) | 391 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 06: 5am (5am-6am) | 1 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 07: 6am (6am-7am) | 1 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 08: 7am (7am-8am) | 3 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 09: 8am (8am-9am) | 11 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 10: 9am (9am-10am) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 11: 10am (10am-11am) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 12: 11am (11am-12noon) | 37 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 13: 12pm (12noon-1pm) | 31 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 14: 1pm (1pm-2pm) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 15: 2pm (2pm-3pm) | 20 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 16: 3pm (3pm-4pm) | 31 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 17: 4pm (4pm-5pm) | 26 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 18: 5pm (5pm-6pm) | 33 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 19: 6pm (6pm-7pm) | 44 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 20: 7pm (7pm-8pm) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 21: 8pm (8pm-9pm) | 40 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 22: 9pm (9pm-10pm) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 23: 10pm (10pm-11pm) | 2 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 0: All Days (M-Su) | 24: 11pm (11pm-12am) | 1 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 00: All Day (12am-12am) | 316 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 09: 8am (8am-9am) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 10: 9am (9am-10am) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 11: 10am (10am-11am) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 12: 11am (11am-12noon) | 48 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 13: 12pm (12noon-1pm) | 21 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 14: 1pm (1pm-2pm) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 15: 2pm (2pm-3pm) | 35 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 16: 3pm (3pm-4pm) | 14 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 17: 4pm (4pm-5pm) | 17 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 18: 5pm (5pm-6pm) | 30 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 19: 6pm (6pm-7pm) | 22 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 20: 7pm (7pm-8pm) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 21: 8pm (8pm-9pm) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 22: 9pm (9pm-10pm) | 37 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 1: Monday (M-M) | 23: 10pm (10pm-11pm) | 11 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 00: All Day (12am-12am) | 317 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 09: 8am (8am-9am) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 10: 9am (9am-10am) | 14 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 11: 10am (10am-11am) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 12: 11am (11am-12noon) | 22 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 13: 12pm (12noon-1pm) | 50 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 16: 3pm (3pm-4pm) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 17: 4pm (4pm-5pm) | 33 |

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|-----------------------------|---|-------------------------|---------------------|-------------------------|-----|
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 18: 5pm (5pm-6pm) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 19: 6pm (6pm-7pm) | 65 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 20: 7pm (7pm-8pm) | 36 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 21: 8pm (8pm-9pm) | 29 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 22: 9pm (9pm-10pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 2: Tuesday (Tu-Tu) | 24: 11pm (11pm-12am) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 00: All Day (12am-12am) | 357 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 06: 5am (5am-6am) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 09: 8am (8am-9am) | 18 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 11: 10am (10am-11am) | 27 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 12: 11am (11am-12noon) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 13: 12pm (12noon-1pm) | 23 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 14: 1pm (1pm-2pm) | 55 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 15: 2pm (2pm-3pm) | 33 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 16: 3pm (3pm-4pm) | 40 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 17: 4pm (4pm-5pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 18: 5pm (5pm-6pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 19: 6pm (6pm-7pm) | 61 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 20: 7pm (7pm-8pm) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 21: 8pm (8pm-9pm) | 23 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 3: Wednesday (W-W) | 22: 9pm (9pm-10pm) | 10 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 00: All Day (12am-12am) | 256 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 11: 10am (10am-11am) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 12: 11am (11am-12noon) | 20 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 13: 12pm (12noon-1pm) | 20 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 14: 1pm (1pm-2pm) | 40 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 15: 2pm (2pm-3pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 16: 3pm (3pm-4pm) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 17: 4pm (4pm-5pm) | 43 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 18: 5pm (5pm-6pm) | 17 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 19: 6pm (6pm-7pm) | 26 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 20: 7pm (7pm-8pm) | 25 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 4: Thursday (Th-Th) | 21: 8pm (8pm-9pm) | 34 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 00: All Day (12am-12am) | 464 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 08: 7am (7am-8am) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 11: 10am (10am-11am) | 26 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 12: 11am (11am-12noon) | 20 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 13: 12pm (12noon-1pm) | 46 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 14: 1pm (1pm-2pm) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 15: 2pm (2pm-3pm) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 16: 3pm (3pm-4pm) | 94 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 17: 4pm (4pm-5pm) | 32 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 18: 5pm (5pm-6pm) | 41 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 19: 6pm (6pm-7pm) | 44 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 20: 7pm (7pm-8pm) | 46 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 21: 8pm (8pm-9pm) | 62 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 5: Friday (F-F) | 22: 9pm (9pm-10pm) | 10 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 00: All Day (12am-12am) | 652 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 07: 6am (6am-7am) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 09: 8am (8am-9am) | 10 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 10: 9am (9am-10am) | 77 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 11: 10am (10am-11am) | 108 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 12: 11am (11am-12noon) | 126 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 13: 12pm (12noon-1pm) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 14: 1pm (1pm-2pm) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 15: 2pm (2pm-3pm) | 14 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 16: 3pm (3pm-4pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 17: 4pm (4pm-5pm) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 18: 5pm (5pm-6pm) | 75 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 19: 6pm (6pm-7pm) | 39 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 20: 7pm (7pm-8pm) | 23 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 21: 8pm (8pm-9pm) | 59 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 6: Saturday (Sa-Sa) | 22: 9pm (9pm-10pm) | 45 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 00: All Day (12am-12am) | 375 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 08: 7am (7am-8am) | 15 |

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|-----------------------------|---|-------------------------|--------------------|-------------------------|-----|
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 09: 8am (8am-9am) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 10: 9am (9am-10am) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 11: 10am (10am-11am) | 11 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 12: 11am (11am-12noon) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 13: 12pm (12noon-1pm) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 14: 1pm (1pm-2pm) | 43 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 15: 2pm (2pm-3pm) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 16: 3pm (3pm-4pm) | 36 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 17: 4pm (4pm-5pm) | 33 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 18: 5pm (5pm-6pm) | 38 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 19: 6pm (6pm-7pm) | 53 |
| Jul 01, 2019 - Aug 31, 2019 | 3 | Main & Greens Mid Block | 7: Sunday (Su-Su) | 21: 8pm (8pm-9pm) | 63 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 00: All Day (12am-12am) | 525 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 02: 1am (1am-2am) | 1 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 06: 5am (5am-6am) | 1 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 08: 7am (7am-8am) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 09: 8am (8am-9am) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 10: 9am (9am-10am) | 35 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 11: 10am (10am-11am) | 58 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 12: 11am (11am-12noon) | 75 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 13: 12pm (12noon-1pm) | 47 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 14: 1pm (1pm-2pm) | 43 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 15: 2pm (2pm-3pm) | 30 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 16: 3pm (3pm-4pm) | 20 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 17: 4pm (4pm-5pm) | 34 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 18: 5pm (5pm-6pm) | 29 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 19: 6pm (6pm-7pm) | 40 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 20: 7pm (7pm-8pm) | 35 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 21: 8pm (8pm-9pm) | 32 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 22: 9pm (9pm-10pm) | 12 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 23: 10pm (10pm-11pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 0: All Days (M-Su) | 24: 11pm (11pm-12am) | 3 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 00: All Day (12am-12am) | 346 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 09: 8am (8am-9am) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 10: 9am (9am-10am) | 36 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 11: 10am (10am-11am) | 27 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 12: 11am (11am-12noon) | 19 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 13: 12pm (12noon-1pm) | 34 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 14: 1pm (1pm-2pm) | 21 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 15: 2pm (2pm-3pm) | 23 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 16: 3pm (3pm-4pm) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 17: 4pm (4pm-5pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 18: 5pm (5pm-6pm) | 21 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 19: 6pm (6pm-7pm) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 20: 7pm (7pm-8pm) | 41 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 21: 8pm (8pm-9pm) | 42 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 22: 9pm (9pm-10pm) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 23: 10pm (10pm-11pm) | 26 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 1: Monday (M-M) | 24: 11pm (11pm-12am) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 00: All Day (12am-12am) | 284 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 08: 7am (7am-8am) | 12 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 09: 8am (8am-9am) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 10: 9am (9am-10am) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 11: 10am (10am-11am) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 12: 11am (11am-12noon) | 36 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 13: 12pm (12noon-1pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 14: 1pm (1pm-2pm) | 25 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 15: 2pm (2pm-3pm) | 5 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 16: 3pm (3pm-4pm) | 37 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 17: 4pm (4pm-5pm) | 34 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 18: 5pm (5pm-6pm) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 19: 6pm (6pm-7pm) | 19 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 20: 7pm (7pm-8pm) | 14 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 21: 8pm (8pm-9pm) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 22: 9pm (9pm-10pm) | 6 |

| | | | | | |
|-----------------------------|---|---------------|---------------------|-------------------------|------|
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 2: Tuesday (Tu-Tu) | 24: 11pm (11pm-12am) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 3: Wednesday (W-W) | 00: All Day (12am-12am) | 272 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 3: Wednesday (W-W) | 09: 8am (8am-9am) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 3: Wednesday (W-W) | 11: 10am (10am-11am) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 3: Wednesday (W-W) | 12: 11am (11am-12noon) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 3: Wednesday (W-W) | 13: 12pm (12noon-1pm) | 26 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 3: Wednesday (W-W) | 14: 1pm (1pm-2pm) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 3: Wednesday (W-W) | 15: 2pm (2pm-3pm) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 3: Wednesday (W-W) | 17: 4pm (4pm-5pm) | 14 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 3: Wednesday (W-W) | 18: 5pm (5pm-6pm) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 3: Wednesday (W-W) | 19: 6pm (6pm-7pm) | 59 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 3: Wednesday (W-W) | 20: 7pm (7pm-8pm) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 3: Wednesday (W-W) | 21: 8pm (8pm-9pm) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 3: Wednesday (W-W) | 22: 9pm (9pm-10pm) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 3: Wednesday (W-W) | 23: 10pm (10pm-11pm) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 4: Thursday (Th-Th) | 00: All Day (12am-12am) | 225 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 4: Thursday (Th-Th) | 06: 5am (5am-6am) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 4: Thursday (Th-Th) | 08: 7am (7am-8am) | 10 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 4: Thursday (Th-Th) | 11: 10am (10am-11am) | 32 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 4: Thursday (Th-Th) | 12: 11am (11am-12noon) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 4: Thursday (Th-Th) | 13: 12pm (12noon-1pm) | 17 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 4: Thursday (Th-Th) | 14: 1pm (1pm-2pm) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 4: Thursday (Th-Th) | 15: 2pm (2pm-3pm) | 12 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 4: Thursday (Th-Th) | 16: 3pm (3pm-4pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 4: Thursday (Th-Th) | 17: 4pm (4pm-5pm) | 19 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 4: Thursday (Th-Th) | 18: 5pm (5pm-6pm) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 4: Thursday (Th-Th) | 19: 6pm (6pm-7pm) | 59 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 4: Thursday (Th-Th) | 21: 8pm (8pm-9pm) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 4: Thursday (Th-Th) | 22: 9pm (9pm-10pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 00: All Day (12am-12am) | 363 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 08: 7am (7am-8am) | 13 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 09: 8am (8am-9am) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 11: 10am (10am-11am) | 14 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 12: 11am (11am-12noon) | 14 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 13: 12pm (12noon-1pm) | 25 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 14: 1pm (1pm-2pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 16: 3pm (3pm-4pm) | 37 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 17: 4pm (4pm-5pm) | 50 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 18: 5pm (5pm-6pm) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 19: 6pm (6pm-7pm) | 40 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 20: 7pm (7pm-8pm) | 54 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 21: 8pm (8pm-9pm) | 44 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 22: 9pm (9pm-10pm) | 12 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 23: 10pm (10pm-11pm) | 14 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 5: Friday (F-F) | 24: 11pm (11pm-12am) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 00: All Day (12am-12am) | 1552 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 02: 1am (1am-2am) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 08: 7am (7am-8am) | 19 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 09: 8am (8am-9am) | 61 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 10: 9am (9am-10am) | 183 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 11: 10am (10am-11am) | 295 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 12: 11am (11am-12noon) | 411 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 13: 12pm (12noon-1pm) | 168 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 14: 1pm (1pm-2pm) | 94 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 15: 2pm (2pm-3pm) | 78 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 16: 3pm (3pm-4pm) | 23 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 17: 4pm (4pm-5pm) | 40 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 18: 5pm (5pm-6pm) | 59 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 19: 6pm (6pm-7pm) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 20: 7pm (7pm-8pm) | 26 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 21: 8pm (8pm-9pm) | 39 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 6: Saturday (Sa-Sa) | 22: 9pm (9pm-10pm) | 30 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 7: Sunday (Su-Su) | 00: All Day (12am-12am) | 646 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 7: Sunday (Su-Su) | 11: 10am (10am-11am) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 7: Sunday (Su-Su) | 12: 11am (11am-12noon) | 19 |

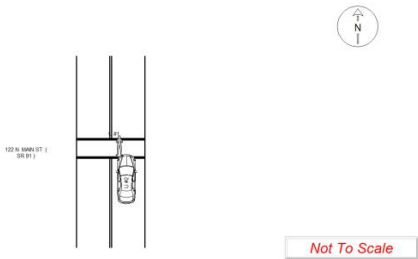
| | | | | | |
|------------------------------------|----------|-------------------------------|---------------------------|--------------------------------|------------|
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 7: Sunday (Su-Su) | 13: 12pm (12noon-1pm) | 54 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 7: Sunday (Su-Su) | 14: 1pm (1pm-2pm) | 114 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 7: Sunday (Su-Su) | 15: 2pm (2pm-3pm) | 65 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 7: Sunday (Su-Su) | 16: 3pm (3pm-4pm) | 27 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 7: Sunday (Su-Su) | 17: 4pm (4pm-5pm) | 75 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 7: Sunday (Su-Su) | 18: 5pm (5pm-6pm) | 56 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 7: Sunday (Su-Su) | 19: 6pm (6pm-7pm) | 75 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 7: Sunday (Su-Su) | 20: 7pm (7pm-8pm) | 101 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 7: Sunday (Su-Su) | 21: 8pm (8pm-9pm) | 43 |
| Jul 01, 2019 - Aug 31, 2019 | 4 | Main & Church | 7: Sunday (Su-Su) | 22: 9pm (9pm-10pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 00: All Day (12am-12am) | 424 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 03: 2am (2am-3am) | 3 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 06: 5am (5am-6am) | 1 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 07: 6am (6am-7am) | 1 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 09: 8am (8am-9am) | 12 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 10: 9am (9am-10am) | 31 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 11: 10am (10am-11am) | 41 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 12: 11am (11am-12noon) | 33 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 13: 12pm (12noon-1pm) | 35 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 14: 1pm (1pm-2pm) | 39 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 15: 2pm (2pm-3pm) | 43 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 16: 3pm (3pm-4pm) | 37 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 17: 4pm (4pm-5pm) | 45 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 18: 5pm (5pm-6pm) | 26 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 19: 6pm (6pm-7pm) | 25 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 20: 7pm (7pm-8pm) | 21 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 21: 8pm (8pm-9pm) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 22: 9pm (9pm-10pm) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 23: 10pm (10pm-11pm) | 4 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 0: All Days (M-Su) | 24: 11pm (11pm-12am) | 4 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 1: Monday (M-M) | 00: All Day (12am-12am) | 284 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 1: Monday (M-M) | 09: 8am (8am-9am) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 1: Monday (M-M) | 10: 9am (9am-10am) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 1: Monday (M-M) | 11: 10am (10am-11am) | 37 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 1: Monday (M-M) | 12: 11am (11am-12noon) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 1: Monday (M-M) | 13: 12pm (12noon-1pm) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 1: Monday (M-M) | 14: 1pm (1pm-2pm) | 24 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 1: Monday (M-M) | 15: 2pm (2pm-3pm) | 21 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 1: Monday (M-M) | 16: 3pm (3pm-4pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 1: Monday (M-M) | 17: 4pm (4pm-5pm) | 18 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 1: Monday (M-M) | 18: 5pm (5pm-6pm) | 41 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 1: Monday (M-M) | 19: 6pm (6pm-7pm) | 13 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 1: Monday (M-M) | 20: 7pm (7pm-8pm) | 31 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 1: Monday (M-M) | 23: 10pm (10pm-11pm) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 00: All Day (12am-12am) | 231 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 09: 8am (8am-9am) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 10: 9am (9am-10am) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 11: 10am (10am-11am) | 43 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 12: 11am (11am-12noon) | 26 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 13: 12pm (12noon-1pm) | 18 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 14: 1pm (1pm-2pm) | 11 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 15: 2pm (2pm-3pm) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 16: 3pm (3pm-4pm) | 16 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 17: 4pm (4pm-5pm) | 33 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 18: 5pm (5pm-6pm) | 20 |
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| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 20: 7pm (7pm-8pm) | 13 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 2: Tuesday (Tu-Tu) | 22: 9pm (9pm-10pm) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 00: All Day (12am-12am) | 240 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 03: 2am (2am-3am) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 09: 8am (8am-9am) | 20 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 10: 9am (9am-10am) | 33 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 11: 10am (10am-11am) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 12: 11am (11am-12noon) | 14 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 14: 1pm (1pm-2pm) | 36 |

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|-----------------------------|---|--------------------|---------------------|-------------------------|-----|
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 15: 2pm (2pm-3pm) | 6 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 16: 3pm (3pm-4pm) | 27 |
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| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 18: 5pm (5pm-6pm) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 19: 6pm (6pm-7pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 21: 8pm (8pm-9pm) | 13 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 3: Wednesday (W-W) | 24: 11pm (11pm-12am) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 00: All Day (12am-12am) | 267 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 03: 2am (2am-3am) | 11 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 06: 5am (5am-6am) | 5 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 07: 6am (6am-7am) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 10: 9am (9am-10am) | 22 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 11: 10am (10am-11am) | 22 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 12: 11am (11am-12noon) | 13 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 14: 1pm (1pm-2pm) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 15: 2pm (2pm-3pm) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 16: 3pm (3pm-4pm) | 23 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 17: 4pm (4pm-5pm) | 49 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 18: 5pm (5pm-6pm) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 19: 6pm (6pm-7pm) | 46 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 20: 7pm (7pm-8pm) | 13 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 21: 8pm (8pm-9pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 22: 9pm (9pm-10pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 23: 10pm (10pm-11pm) | 5 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 4: Thursday (Th-Th) | 24: 11pm (11pm-12am) | 5 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 5: Friday (F-F) | 00: All Day (12am-12am) | 337 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 5: Friday (F-F) | 10: 9am (9am-10am) | 8 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 5: Friday (F-F) | 11: 10am (10am-11am) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 5: Friday (F-F) | 12: 11am (11am-12noon) | 17 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 5: Friday (F-F) | 13: 12pm (12noon-1pm) | 14 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 5: Friday (F-F) | 14: 1pm (1pm-2pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 5: Friday (F-F) | 16: 3pm (3pm-4pm) | 43 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 5: Friday (F-F) | 17: 4pm (4pm-5pm) | 38 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 5: Friday (F-F) | 18: 5pm (5pm-6pm) | 32 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 5: Friday (F-F) | 19: 6pm (6pm-7pm) | 47 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 5: Friday (F-F) | 20: 7pm (7pm-8pm) | 33 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 5: Friday (F-F) | 21: 8pm (8pm-9pm) | 41 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 5: Friday (F-F) | 22: 9pm (9pm-10pm) | 17 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 5: Friday (F-F) | 23: 10pm (10pm-11pm) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 5: Friday (F-F) | 24: 11pm (11pm-12am) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 00: All Day (12am-12am) | 932 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 09: 8am (8am-9am) | 22 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 10: 9am (9am-10am) | 100 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 11: 10am (10am-11am) | 131 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 12: 11am (11am-12noon) | 124 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 13: 12pm (12noon-1pm) | 86 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 14: 1pm (1pm-2pm) | 61 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 15: 2pm (2pm-3pm) | 136 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 16: 3pm (3pm-4pm) | 70 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 17: 4pm (4pm-5pm) | 82 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 18: 5pm (5pm-6pm) | 42 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 19: 6pm (6pm-7pm) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 20: 7pm (7pm-8pm) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 21: 8pm (8pm-9pm) | 21 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 22: 9pm (9pm-10pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 6: Saturday (Sa-Sa) | 23: 10pm (10pm-11pm) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 00: All Day (12am-12am) | 712 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 09: 8am (8am-9am) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 10: 9am (9am-10am) | 7 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 11: 10am (10am-11am) | 25 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 12: 11am (11am-12noon) | 28 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 13: 12pm (12noon-1pm) | 109 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 14: 1pm (1pm-2pm) | 127 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 15: 2pm (2pm-3pm) | 135 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 16: 3pm (3pm-4pm) | 76 |

| | | | | | |
|-----------------------------|---|--------------------|-------------------|--------------------|----|
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 17: 4pm (4pm-5pm) | 77 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 18: 5pm (5pm-6pm) | 9 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 19: 6pm (6pm-7pm) | 15 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 20: 7pm (7pm-8pm) | 41 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 21: 8pm (8pm-9pm) | 31 |
| Jul 01, 2019 - Aug 31, 2019 | 5 | Main & Streetsboro | 7: Sunday (Su-Su) | 22: 9pm (9pm-10pm) | 25 |

Appendix D

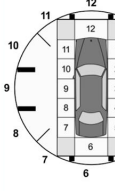
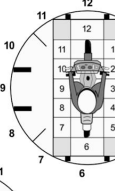


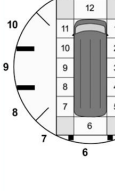
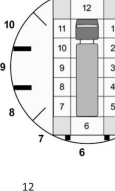
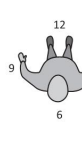


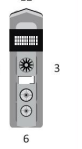
Crash Report

| | | | | | | | | | |
|---|--|---|---|--|--|---|--|--|--|
| <input type="checkbox"/> PHOTOS TAKEN | | <input checked="" type="checkbox"/> OH-2 | <input type="checkbox"/> OH-3 | LOCAL INFORMATION N. MAIN ST | | Local Report #: 20192248 | | | |
| <input type="checkbox"/> SECONDARY CRASH | | <input type="checkbox"/> OH-1P | <input type="checkbox"/> OTHER | REPORTING AGENCY NAME* HUDSON POLICE | | NCIC* 07705 | HIT/SKIP 1 - SOLVED 2 - UNSOLVED | | |
| | | <input type="checkbox"/> PRIVATE PROPERTY | | | | | NUMBER OF UNITS 2 | | |
| | | | | | | | UNIT IN ERROR 2 98 - ANIMAL 99 - UNKNOWN | | |
| COUNTY* 77 | LOCALITY* 1 1 - CITY 2 - VILLAGE 3 - TOWNSHIP | LOCATION: CITY, VILLAGE, TOWNSHIP* HUDSON | | | | ODPS FIPS 36651 | CRASH DATE / TIME* 10/31/2019 1:01:00 PM | | |
| ROUTE TYPE SR | | ROUTE NUMBER 91 | PREFIX N - NORTH S - SOUTH E - EAST W - WEST N | LOCATION ROAD NAME MAIN | | ROAD TYPE ST | ODPS LATITUDE 41.241590 | | |
| ROUTE TYPE | | ROUTE NUMBER | PREFIX N - NORTH S - SOUTH E - EAST W - WEST | REFERENCE ROAD NAME (ROAD, MILEPOST, HOUSE#) 122 | | ROAD TYPE | ODOT LATITUDE 41.241663 | | |
| REFERENCE POINT 3 1 - INTERSECTION 2 - MILE POST 3 - HOUSE NUMBER | | DIRECTION FROM REFERENCE <input type="checkbox"/> N - NORTH S - SOUTH E - EAST W - WEST | | ROUTE TYPE IR - INTERSTATE ROUTE (TP) US - FEDERAL US ROUTE SR - STATE ROUTE CR - NUMBERED COUNTY ROUTE TR - NUMBERED TOWNSHIP ROUTE | | ROAD TYPE AL - ALLEY AV - AVENUE BL - BOULEVARD CR - CIRCLE CT - COURT DR - DRIVE HE - HEIGHTS HW - HIGHWAY LA - LANE MP - MILEPOST PI - PIKE PK - PARKWAY PL - PLACE RD - ROAD SQ - SQUARE ST - STREET TE - TERRACE TL - TRAIL WA - WAY | | | |
| DISTANCE FROM REFERENCE | | DISTANCE UNIT OF MEASURE <input type="checkbox"/> 1 - MILES 2 - FEET 3 - YARDS | | | | ODOT GOOGLE MAP LINK https://www.google.com/maps?q=41.241663,-81.440413 | | | |
| | | | | | | INTERSECTION RELATED <input type="checkbox"/> WITHIN INTERSECTION OR ON APPROACH <input type="checkbox"/> WITHIN INTERCHANGE AREA NUMBER OF APPROACHES | | | |
| | | | | | | ROADWAY <input type="checkbox"/> ROADWAY DIVIDED | | | |
| LOCATION OF FIRST HARMFUL EVENT 1 1 - ON ROADWAY 2 - ON SHOULDER 3 - IN MEDIAN 4 - ON ROADSIDE 5 - ON GORE 6 - OUTSIDE TRAFFIC WAY 7 - ON RAMP 8 - OFF RAMP 9 - CROSSOVER 10 - DRIVEWAY/ALLEY ACCESS 11 - RAILWAY GRADE CROSSING 12 - SHARED USE PATHS OR TRAILS 13 - BIKE LANE 14 - TOOL BOOTH 99 - OTHER / UNKNOWN | | | | MANNER OF CRASH COLLISION/IMPACT 1 1 - NOT COLLISION BETWEEN TWO VEHICLES IN TRANSPORT 2 - REAR-END 3 - HEAD-ON 4 - REAR-TO-REAR 5 - BACKING 6 - ANGLE 7 - SIDESWIPE, SAME DIRECTION 8 - SIDESWIPE, OPPOSITE DIRECTION 9 - OTHER/UNKNOWN | | | | DIRECTION OF TRAVEL <input type="checkbox"/> N - NORTH S - SOUTH E - EAST W - WEST | |
| | | | | MEDIAN TYPE <input type="checkbox"/> 1 - DIVIDED FLUSH MEDIAN (LESS THAN 4 FEET) 2 - DIVIDED FLUSH MEDIAN (4 FEET AND GREATER) 3 - DIVIDED, DEPRESSED MEDIAN 4 - DIVIDED, RAISED MEDIAN (ANY TYPE) 9 - OTHER/UNKNOWN | | | | | |
| <input type="checkbox"/> WORK ZONE RELATED <input type="checkbox"/> WORKERS PRESENT <input type="checkbox"/> LAW ENFORCEMENT PRESENT <input type="checkbox"/> ACTIVE SCHOOL ZONE | | WORK ZONE TYPE <input type="checkbox"/> 1 - LANE CLOSURE 2 - LANE SHIFT/CROSSOVER 3 - WORK ON SHOULDER OR MEDIAN 4 - INTERMITTENT OR MOVING WORK 5 - OTHER | | LOCATION OF CRASH IN WORK ZONE <input type="checkbox"/> 1 - BEFORE THE FIRST WORK ZONE WARNING SIGN 2 - ADVANCE WARNING AREA 3 - TRANSITION AREA 4 - ACTIVITY AREA 5 - TERMINATION AREA | | CONTOUR 1 1 - STRAIGHT LEVEL 2 - STRAIGHT GRADE 3 - CURVE LEVEL 4 - CURVE GRADE 9 - OTHER/UNKNOWN | | | |
| LIGHT CONDITION 1 1 - DAYLIGHT 2 - DAWN/DUSK 3 - DARK - LIGHTED ROADWAY 4 - DARK - ROADWAY NOT LIGHTED 5 - DARK - UNKNOWN ROADWAY LIGHTING 9 - OTHER/UNKNOWN | | WEATHER 4 1 - CLEAR 2 - CLOUDY 3 - FOG, SMOG, SMOKE 4 - RAIN 5 - SLEET, HAIL 6 - SNOW 7 - SEVERE CROSSWINDS 8 - BLOWING SAND, SOIL, DIRT, SNOW 9 - OTHER/UNKNOWN | | CONDITIONS 2 1 - DRY 2 - WET 3 - SNOW 4 - ICE 5 - SAND, MUD, DIRT, OIL, GRAVEL 6 - WATER (STANDING, MOVING) 7 - SLUSH 9 - OTHER/UNKNOWN | | SURFACE 2 1 - CONCRETE 2 - BLACKTOP, BITUMINOUS, ASPHALT 3 - BRICK/BLOCK 4 - SLAG, GRAVEL, STONE 5 - DIRT 9 - OTHER/ UNKNOWN | | | |
| NARRATIVE UNIT #1 WAS CROSSING N. MAIN ST, IN A MARKED CROSSWALK, MID BLOCK FROM WEST TO EAST. UNIT #2 WAS STOPPED IN TRAFFIC, SOUTH OF THE MARKED CROSSWALK. UNIT #2 STATED THAT THE TRAFFIC SIGNAL AHEAD TURNED GREEN AND HE SLOWLY STARTED TO CLOSE THE GAP BETWEEN HIMSELF AND THE VEHICLE IN FRONT OF HIM. UNIT #2 STATED HE DIDN'T SEE UNIT #1 IN THE CROSSWALK, AND STRUCK UNIT #1 WITH THE LEFT FRONT BUMPER OF UNIT #2. UNIT #1 STATED SHE WAS STRUCK IN THE RIGHT HIP AREA, WHICH KNOCKED HER TO THE GROUND. | | | | | |  | | | |
| CRASH REPORTED DATE / TIME 10/31/2019 1:01:00 PM | | DISPATCH DATE / TIME 10/31/2019 1:03:00 PM | | ARRIVAL DATE / TIME 10/31/2019 1:03:00 PM | | SCENE CLEARED DATE / TIME 10/31/2019 1:45:00 PM | | | |
| TOTAL TIME ROADWAY CLOSED | | OTHER INVESTIGATION TIME 40 | | TOTAL MINUTES 82 | | OFFICER'S NAME* Jeffrey Read | | | |
| | | | | | | CHECKED BY OFFICER'S NAME* Kevin Gahagan | | | |
| | | | | | | OFFICER'S BADGE NUMBER* 116 | | | |
| | | | | | | CHECKED BY OFFICER'S BADGE NUMBER* 187 | | | |
| | | | | | | <input type="checkbox"/> SUPPLEMENT CORRECTION OR ADDITION TO AN EXISTING REPORT SENT TO ODPS | | | |



| | |
|---|---|
| Document #: 20193232542 | |
| Local Report #: 20192248 | |
| DAMAGE | |
| DAMAGE SCALE | |
| <div style="border: 1px solid black; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto; font-size: 24px; margin-bottom: 10px;">1</div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>1 - NONE</p> <p>2 - MINOR</p> </div> <div style="width: 45%;"> <p>3 - FUNCTIONAL DAMAGE</p> <p>4 - DISABLING DAMAGE</p> </div> </div> <p style="text-align: center; margin-top: 10px;">9 - OTHER/UNKNOWN</p> | |
| DAMAGED AREAS INDICATE ALL THAT APPLY | |
| <div style="border: 1px solid black; width: 150px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto; font-size: 24px;">0</div> | |
| <div style="display: flex; flex-wrap: wrap; justify-content: space-around;"> <div style="text-align: center; margin: 10px;"> </div> <div style="text-align: center; margin: 10px;"> </div> <div style="text-align: center; margin: 10px;"> </div> <div style="text-align: center; margin: 10px;"> </div> <div style="text-align: center; margin: 10px;"> </div> <div style="text-align: center; margin: 10px;"> </div> <div style="text-align: center; margin: 10px;"> </div> <div style="text-align: center; margin: 10px;"> </div> <div style="text-align: center; margin: 10px;"> </div> <div style="text-align: center; margin: 10px;"> </div> <div style="text-align: center; margin: 10px;"> </div> <div style="text-align: center; margin: 10px;"> </div> </div> | |
| <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <p><input type="checkbox"/> - NO DAMAGE [0]</p> <p><input type="checkbox"/> - TOP [13]</p> </div> <div style="width: 45%;"> <p><input type="checkbox"/> - UNDERCARRIAGE [14]</p> <p><input type="checkbox"/> - ALL AREAS [15]</p> </div> </div> <p style="text-align: center; margin-top: 10px;"><input type="checkbox"/> - UNIT NOT AT SCENE [16]</p> | |
| INITIAL POINT OF CONTACT | |
| <div style="border: 1px solid black; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto; font-size: 24px;"> </div> <div style="margin-top: 10px;"> <p>0 - NON-COLLISION</p> <p>1-12 - REFER TO UNIT DIAGRAM</p> <p>13 - TOP</p> </div> | <p>14 - UNDERCARRIAGE</p> <p>15 - VEHICLE NOT AT SCENE</p> <p>99 - UNKNOWN</p> |
| TRAFFIC | |
| <p>TRAFFICWAY FLOW</p> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <p>1 - ONE-WAY</p> <p>2 - TWO-WAY</p> </div> <div style="width: 45%;"> <p>3 - ONE-WAY</p> <p>4 - TWO-WAY</p> </div> </div> | <p>TRAFFIC CONTROL</p> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <p>1 - ROUNDABOUT</p> <p>2 - SIGNAL</p> <p>3 - FLASHER</p> </div> <div style="width: 45%;"> <p>4 - STOP SIGN</p> <p>5 - YIELD SIGN</p> <p>6 - NO CONTROL</p> </div> </div> |
| <p># OF TRAFFIC LANES ON ROAD</p> <div style="border: 1px solid black; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto; font-size: 24px;">2</div> | <p>RAIL GRADE CROSSING</p> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <p>1 - NOT INVOLVED</p> <p>2 - INVOLVED-ACTIVE CROSSING</p> <p>3 - INVOLVED-PASSIVE CROSSING</p> </div> <div style="width: 45%;"> <p>4 - NOT INVOLVED</p> <p>5 - INVOLVED-ACTIVE CROSSING</p> <p>6 - INVOLVED-PASSIVE CROSSING</p> </div> </div> |
| UNIT / NON-MOTORIST DIRECTION | |
| <p>FROM <div style="border: 1px solid black; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto; font-size: 24px;">4</div> TO <div style="border: 1px solid black; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto; font-size: 24px;">3</div></p> | <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <p>1 - NORTH</p> <p>2 - SOUTH</p> <p>3 - EAST</p> <p>4 - WEST</p> </div> <div style="width: 45%;"> <p>5 - NORTHEAST</p> <p>6 - NORTHWEST</p> <p>7 - SOUTHEAST</p> <p>8 - SOUTHWEST</p> <p>9 - OTHER/UNKNOWN</p> </div> </div> |
| <p>UNIT SPEED</p> <div style="border: 1px solid black; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto; font-size: 24px;"> </div> | <p>DETECTED SPEED</p> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> <p>1 - STATED/ESTIMATED SPEED</p> <p>2 - CALCULATED/EDR</p> <p>3 - UNDETERMINED</p> </div> <div style="width: 45%;"> <p>4 - STATED/ESTIMATED SPEED</p> <p>5 - CALCULATED/EDR</p> <p>6 - UNDETERMINED</p> </div> </div> |
| <p>POSTED SPEED</p> <div style="border: 1px solid black; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto; font-size: 24px;"> </div> | |

| | | | | |
|---|---|---------------------------------|---|----------------------|
| UNIT # | OWNER NAME: LAST, FIRST, MIDDLE () SAME AS DRIVER | | OWNER PHONE: INCLUDE AREA CODE () SAME AS DRIVER | |
| 2 | | | | |
| OWNER ADDRESS: STREET, CITY, STATE, ZIP () SAME AS DRIVER | | | | |
| COMMERCIAL CARRIER: STREET, CITY, STATE, ZIP () SAME AS DRIVER | | | | |
| LP STATE | LICENSE PLATE # | VEHICLE IDENTIFICATION # | VEHICLE YEAR | VEHICLE MAKE |
| | | 4S4BRBKC9B3434528 | 2011 | SUBARU |
| <input type="checkbox"/> INSURANCE VERIFIED | INSURANCE COMPANY | INSURANCE POLICY # | COLOR | VEHICLE MODEL |
| | | | BLU | OUTBACK |
| TYPE OF USE | | US DOT # | TOWED BY: COMPANY NAME | |
| <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> GOVERNMENT <input type="checkbox"/> IN EMERGENCY RESPONSE | | | | |
| INTERLOCK DEVICE EQUIPPED | | #OCCUPANTS | VEHICLE WEIGHT GVWR/GCWR | |
| <input type="checkbox"/> HIT/SKIP UNIT | | 2 | <input type="checkbox"/> 1 - ≤10k LBS. <input type="checkbox"/> 2 - 10,001 - 26K LBS. <input type="checkbox"/> 3 - > 26K LBS. | |
| HAZARDOUS MATERIAL | | CLASS # PLACARD ID # | | |
| <input type="checkbox"/> MATERIAL RELEASED <input type="checkbox"/> PLACARD | | | | |
| 1 | <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> 1 - PASSENGER CAR 2 - PASSENGER VAN (MINIVAN) 3 - SPORT UTILITY VEHICLE 4 - PICK UP 5 - CARGO VAN 6 - VAN (9-15 SEATS) </div> <div style="width: 50%;"> 7 - MOTORCYCLE 2 WHEELED 8 - MOTORCYCLE 3 WHEELED 9 - AUTO CYCLE 10 - MOPED OR MOTORIZED BICYCLE 11 - ALL TERRAIN VEHICLE(ATV/UTV) </div> <div style="width: 50%;"> 12 - GOLF CART 13 - SNOWMOBILE 14 - SINGLE UNIT TRUCK 15 - SEMI-TRACTOR 16 - FARM EQUIPMENT 17 - MOTORHOME </div> <div style="width: 50%;"> 18 - LIMO (LIVERY VEHICLE) 19 - BUS (16+ PASSENGERS) 20 - OTHER VEHICLE 21 - HEAVY EQUIPMENT 22 - ANIMAL WITH RIDER OR ANIMAL DRAWN VEHICLE </div> <div style="width: 50%;"> 23 - PEDESTRIAN/SKATER 24 - WHEELCHAIR (ANY TYPE) 25 - OTHER NON-MOTORIST 26 - BICYCLE 27 - TRAIN 99 - UNKNOWN OR HIT/SKIP </div> </div> | | | |
| # OF TRAILING UNITS | | | | |
| 2 | <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> WAS VEHICLE OPERATING IN AUTONOMOUS MODE WHEN CRASH OCCURRED? 1-YES 2-NO 9-OTHER/UNKNOWN </div> <div style="width: 50%;"> <input type="checkbox"/> AUTONOMOUS MODE LEVEL </div> <div style="width: 50%;"> 0 - NO AUTOMATION 1 - DRIVER ASSISTANCE 2 - PARTIAL AUTOMATION </div> <div style="width: 50%;"> 3 - CONDITIONAL AUTOMATION 4 - HIGH AUTOMATION 5 - FULL AUTOMATION </div> <div style="width: 50%;"> 99 - OTHER/UNKNOWN </div> </div> | | | |
| 1 | <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> 1 - NONE 2 - TAXI 3 - ELECTRONIC RIDE SHARING 4 - SCHOOL TRANSPORT 5 - BUS TRANSIT/COMMUTER </div> <div style="width: 50%;"> 6 - BUS - CHARTER/TOUR 7 - BUS - INTERCITY 8 - BUS - SHUTTLE 9 - BUS - OTHER 10 - AMBULANCE </div> <div style="width: 50%;"> 11 - FIRE 12 - MILITARY 13 - POLICE 14 - PUBLIC UTILITY 15 - CONSTRUCTION EQUIPMENT </div> <div style="width: 50%;"> 16 - FARM 17 - MOWING 18 - SNOW REMOVAL 19 - TOWING 20 - SAFETY SERVICE PATROL </div> <div style="width: 50%;"> 21 - MAIL CARRIER 99 - OTHER/UNKNOWN </div> </div> | | | |
| 1 | <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> 1 - NO CARGO BODY TYPE/ NOT APPLICABLE 2 - BUS </div> <div style="width: 50%;"> 3 - VEHICLE TOWING ANOTHER MOTOR VEHICLE 4 - LOGGING </div> <div style="width: 50%;"> 5 - INTERMODAL CONTAINER CHASSIS 6 - CARGO VAN/ENCLOSED BOX 7 - GRAIN/CHIPS/GRAVEL </div> <div style="width: 50%;"> 8 - POLE 9 - CARGO TANK 10 - FLAT BED 11 - DUMP </div> <div style="width: 50%;"> 12 - CONCRETE MIXER 13 - AUTO TRANSPORTER 14 - GARBAGE/REFUSE 99 - OTHER/UNKNOWN </div> </div> | | | |
| VEHICLE DEFECTS | <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> 1 - TURN SIGNALS 2 - HEAD LAMPS 3 - TAIL LAMPS </div> <div style="width: 50%;"> 4 - BRAKES 5 - STEERING 6 - TIRE BLOWOUT </div> <div style="width: 50%;"> 7 - WORN OR SLICK TIRES 8 - TRAILER EQUIPMENT DEFECTIVE </div> <div style="width: 50%;"> 9 - MOTOR TROUBLE 10 - DISABLED FROM PRIOR ACCIDENT </div> <div style="width: 50%;"> 99 - OTHER/UNKNOWN </div> </div> | | | |
| NON-MOTORIST LOCATION AT IMPACT | <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> 1 - INTERSECTION - MARKED CROSSWALK 2 - INTERSECTION - UNMARKED CROSSWALK </div> <div style="width: 50%;"> 3 - INTERSECTION - OTHER 4 - MIDBLOCK - MARKED CROSSWALK 5 - TRAVEL LANE - OTHER LOCATION </div> <div style="width: 50%;"> 6 - BICYCLE LANE 7 - SHOULDER/ROADSIDE 8 - SIDEWALK </div> <div style="width: 50%;"> 9 - MEDIAN/CROSSING ISLAND 10 - DRIVEWAY ACCESS 11 - SHARED USE PATHS OR TRAILS </div> <div style="width: 50%;"> 12 - FIRST RESPONDER AT INCIDENT SCENE 99 - OTHER/UNKNOWN </div> </div> | | | |
| 3 | <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> 1 - NON-CONTACT 2 - NON-COLLISION 3 - STRIKING 4 - STRUCK 5 - BOTH STRIKING AND STRUCK 9 - OTHER/UNKNOWN </div> <div style="width: 50%;"> 1 - STRAIGHT AHEAD 2 - BACKING 3 - CHANGING LANES 4 - OVERTAKING/PASSING 5 - MAKING RIGHT TURN 6 - MAKING LEFT TURN </div> <div style="width: 50%;"> 7 - MAKING U-TURN 8 - ENTERING TRAFFIC LANE 9 - LEAVING TRAFFIC LANE 10 - PARKED 11 - SLOWING OR STOPPED IN TRAFFIC 12 - DRIVERLESS </div> <div style="width: 50%;"> 13 - NEGOTIATING A CURVE 14 - ENTERING OR CROSSING SPECIFIED LOCATION 15 - WALKING, RUNNING, JOGGING, PLAYING 16 - WORKING 17 - PUSHING VEHICLE </div> <div style="width: 50%;"> 18 - APPROACHING OR LEAVING VEHICLE 19 - STANDING 20 - OTHER NON-MOTORIST 21 - STANDING OUTSIDE DISABLED VEHICLE 99 - OTHER/UNKNOWN </div> </div> | | | |
| 2 | <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> 1 - NONE 2 - FAILURE TO YIELD 3 - RAN RED LIGHT 4 - RAN STOP SIGN 5 - UNSAFE SPEED 6 - IMPROPER TURN </div> <div style="width: 50%;"> 7 - LEFT OF CENTER 8 - FOLLOWING TOO CLOSE / ACDA 9 - IMPROPER LANE CHANGE 10 - IMPROPER PASSING 11 - DROVE OFF ROAD 12 - IMPROPER BACKING </div> <div style="width: 50%;"> 13 - IMPROPER START FROM A PARKED POSITION 14 - STOPPED OR PARKED ILLEGALLY 15 - SWERVING TO AVOID 16 - WRONG WAY </div> <div style="width: 50%;"> 17 - VISION OBSTRUCTION 18 - OPERATING DEFECTIVE EQUIPMENT 19 - LOAD SHIFTING/ FALLING/SPILLING 20 - IMPROPER CROSSING </div> <div style="width: 50%;"> 21 - LYING IN ROADWAY 22 - NOT DISCERNIBLE 23 - OPENING DOOR INTO ROADWAY 24 - VIOLATING LICENSE RESTRICTION 99 - OTHER IMPROPER ACTION </div> </div> | | | |
| SEQUENCE OF EVENTS | | | | |
| NON-COLLISION | | | | |
| 14 | <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> 1 - OVERTURN/ROLLOVER 2 - FIRE/EXPLOSION 3 - IMMERSION 4 - JACKKNIFE 5 - CARGO/EQUIPMENT LOSS OR SHIFT </div> <div style="width: 50%;"> 6 - EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC) 7 - SEPARATION OF UNITS 8 - RAN OFF ROAD RIGHT 9 - RAN OFF ROAD LEFT 10 - CROSS MEDIAN </div> <div style="width: 50%;"> 11 - CROSS CENTERLINE - OPPOSITE DIRECTION OF TRAVEL 12 - DOWNHILL RUNAWAY 13 - OTHER NON-COLLISION 14 - PEDESTRIAN 15 - PEDALCYCLE </div> <div style="width: 50%;"> 16 - RAILWAY VEHICLE (E.G. TRAIN, ENGINE) 17 - ANIMAL - FARM 18 - ANIMAL - DEER 19 - ANIMAL - OTHER 20 - MOTOR VEHICLE IN TRANSPORT 21 - PARKED MOTOR VEHICLE </div> <div style="width: 50%;"> 22 - WORK ZONE MAINTENANCE EQUIPMENT 23 - STRUCK BY FALLING, SHIFTING CAR, OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE 24 - OTHER MOVABLE OBJECT COLLISION WITH FIXED OBJECT - STRUCK </div> </div> | | | |
| COLLISION WITH FIXED OBJECT - STRUCK | | | | |
| 25 | <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> 25 - IMPACT ATTENUATOR/ CRASH CUSHION 26 - BRIDGE OVERHEAD STRUCTURE 27 - BRIDGE PIER OR ABUTMENT 28 - BRIDGE PARAPET 29 - BRIDGE RAIL 30 - GUARDRAIL FACE </div> <div style="width: 50%;"> 31 - GUARDRAIL END 32 - PORTABLE BARRIER 33 - MEDIAN CABLE BARRIER 34 - MEDIAN GUARDRAIL BARRIER 35 - MEDIAN CONCRETE BARRIER 36 - MEDIAN OTHER BARRIER </div> <div style="width: 50%;"> 37 - TRAFFIC SIGN POST 38 - OVERHEAD SIGN POST 39 - LIGHT/LUMINARIES SUPPORT 40 - UTILITY POLE 41 - OTHER POST, POLE OR SUPPORT 42 - CULVERT </div> <div style="width: 50%;"> 43 - CURB 44 - DITCH 45 - EMBANKMENT 46 - FENCE 47 - MAILBOX 48 - TREE 49 - FIRE HYDRANT </div> <div style="width: 50%;"> 50 - WORK ZONE MAINTENANCE EQUIPMENT 51 - WALL 52 - BUILDING 53 - TUNNEL 54 - OTHER FIXED OBJECT 99 - OTHER/UNKNOWN </div> </div> | | | |
| 1 | <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> FIRST HARMFUL EVENT </div> <div style="width: 50%;"> 1 MOST HARMFUL EVENT </div> </div> | | | |

| | |
|---|---|
| DAMAGE | |
| DAMAGE SCALE | |
| <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">1</div> 1 - NONE 2 - MINOR | 3 - FUNCTIONAL DAMAGE 4 - DISABLING DAMAGE 9 - OTHER/UNKNOWN |
| DAMAGED AREAS INDICATE ALL THAT APPLY | |
| <div style="border: 1px solid black; padding: 10px; width: 150px; margin: 0 auto;">0</div> | |
| <div style="display: flex; justify-content: space-around;">   </div> <div style="display: flex; justify-content: space-around;">   </div> <div style="display: flex; justify-content: space-around;">   </div> <div style="display: flex; justify-content: space-around;">     </div> | |
| <input type="checkbox"/> NO DAMAGE [0] <input type="checkbox"/> UNDERCARRIAGE [14] <input type="checkbox"/> TOP [13] <input type="checkbox"/> ALL AREAS [15] <input type="checkbox"/> UNIT NOT AT SCENE [16] | |
| INITIAL POINT OF CONTACT | |
| <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">11</div> 0 - NON-COLLISION 1-12 - REFER TO UNIT DIAGRAM 13 - TOP </div> <div style="width: 50%;"> 14 - UNDERCARRIAGE 15 - VEHICLE NOT AT SCENE 99 - UNKNOWN </div> </div> | |
| TRAFFIC | |
| TRAFFICWAY FLOW | TRAFFIC CONTROL |
| <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">2</div> 1 - ONE-WAY 2 - TWO-WAY | <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">6</div> 1 - ROUNDABOUT 2 - SIGNAL 3 - FLASHER 4 - STOP SIGN 5 - YIELD SIGN 6 - NO CONTROL |
| # OF THROUGH LANES ON ROAD | RAIL GRADE CROSSING |
| <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">2</div> | <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">1</div> 1 - NOT INVOLVED 2 - INVOLVED-ACTIVE CROSSING 3 - INVOLVED-PASSIVE CROSSING |
| UNIT / NON-MOTORIST DIRECTION | |
| FROM <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">2</div> | TO <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">1</div> |
| UNIT SPEED | DETECTED SPEED |
| <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">3</div> | <input type="checkbox"/> 1 - STATED/ESTIMATED SPEED <input type="checkbox"/> 2 - CALCULATED/EDR <input type="checkbox"/> 3 - UNDETERMINED |
| POSTED SPEED | |
| <div style="border: 1px solid black; padding: 5px; width: 40px; margin: 0 auto;">25</div> | |

Document #: 20193232542

Local Report #: 20192248

| | | | | | | | | | | | | | | |
|-----------------------|---|---|--|--|---|---|---|---|--|---|--|--|---|--|
| Motorist/Non-Motorist | UNIT # 1 | PERSON TYPE P | NAME: LAST, FIRST, MIDDLE | | DATE OF BIRTH | | AGE 53 | GENDER F | | | | | | |
| | ADDRESS: STREET, CITY, STATE, ZIP | | | | | CONTACT PHONE - INCLUDE AREA CODE | | | | | | | | |
| | INJURIES 4 | INJURED TAKEN BY 1 | EMS AGENCY (NAME) HUDSON | INJURED TAKEN TO: MEDICAL FACILITY (NAME,CITY) UNIVERSITY HOSPITAL | | SAFETY EQUIPMENT USED 1 | <input type="checkbox"/> DOT-COMPLIANT MC HELMET | SEATING POSITION 15 | AIR BAG USAGE | EJECTION | TRAPPED | | | |
| | OL STATE | OPERATOR LICENSE NUMBER | | OFFENSE CHARGED <input type="checkbox"/> | LOCAL CODE <input type="checkbox"/> | OFFENSE DESCRIPTION <input type="checkbox"/> | | CITATION NUMBER <input type="checkbox"/> | | | | | | |
| Motorist/Non-Motorist | OL CLASS | ENDORSEMENTS SELECT UP TO 2 <input type="checkbox"/> <input type="checkbox"/> | RESTRICTION: SELECT UP TO 3 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | DRIVER DISTRACTED BY 1 | ALCOHOL / DRUG SUSPECTED <input type="checkbox"/> ALCOHOL <input type="checkbox"/> MARIJUANA <input type="checkbox"/> OTHER DRUG | | CONDITION 1 | ALCOHOL TEST STATUS TYPE VALUE 1 1 | | DRUG TEST(S) STATUS TYPE RESULT SELECT UP TO 4 1 1 | | | | |
| | UNIT # 2 | PERSON TYPE D | NAME: LAST, FIRST, MIDDLE | | DATE OF BIRTH | | AGE 61 | GENDER M | | | | | | |
| | ADDRESS: STREET, CITY, STATE, ZIP | | | | | CONTACT PHONE - INCLUDE AREA CODE | | | | | | | | |
| | INJURIES 5 | INJURED TAKEN BY 2 | EMS AGENCY (NAME) <input type="checkbox"/> | INJURED TAKEN TO: MEDICAL FACILITY (NAME,CITY) <input type="checkbox"/> | | SAFETY EQUIPMENT USED 4 | <input type="checkbox"/> DOT-COMPLIANT MC HELMET | SEATING POSITION 1 | AIR BAG USAGE 1 | EJECTION 1 | TRAPPED 1 | | | |
| Motorist/Non-Motorist | OL STATE OH | OPERATOR LICENSE NUMBER | | OFFENSE CHARGED 416.01 | LOCAL CODE <input checked="" type="checkbox"/> | OFFENSE DESCRIPTION FAIL TO YIELD -PED | | CITATION NUMBER H75428 | | | | | | |
| | OL CLASS | ENDORSEMENTS SELECT UP TO 2 <input type="checkbox"/> <input type="checkbox"/> | RESTRICTION: SELECT UP TO 3 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | DRIVER DISTRACTED BY 1 | ALCOHOL / DRUG SUSPECTED <input type="checkbox"/> ALCOHOL <input type="checkbox"/> MARIJUANA <input type="checkbox"/> OTHER DRUG | | CONDITION 1 | ALCOHOL TEST STATUS TYPE VALUE 1 1 | | DRUG TEST(S) STATUS TYPE RESULT SELECT UP TO 4 1 1 | | | | |
| | INJURIES | | SEATING POSITION | | AIR BAG | | OL CLASS | | OL RESTRICTON(S) | | DRIVER DISTRACTION | | TEST STATUS | |
| | 1 - FATAL 2 - SUSPECTED SERIOUS INJURY 3 - SUSPECTED MINOR INJURY 4 - POSSIBLE INJURY INJURED TAKE BY 1 - NOT TRANSPORTED/ TREATED AT SCENE 2 - EMS 3 - POLICE 9 - OTHER/UNKNOWN SAFETY EQUIPMENT 1 - NONE USED 2 - SHOULDER BELT ONLY USED 3 - LAP BELT ONLY USED 4 - SHOULDER AND LAP BELT USED 5 - CHILD RESTRAINT SYSTEM - FORWARD FACING 6 - CHILD RESTRAINT SYSTEM - REAR FACING 7 - BOOSTER SEAT 8 - HELMET USED 9 - PROTECTIVE PADS USED (ELBOW, KNEES, ETC.) 10 - REFLECTIVE CLOTHING 11 - LIGHTING - PEDESTRIAN/ BICYCLE ONLY 99 - OTHER/UNKNOWN | | 1 - FRONT SEAT - LEFT SIDE (MOTORCYCLE DRIVER) 2 - FRONT SEAT - MIDDLE 3 - FRONT SEAT - RIGHT SIDE 4 - SECOND SEAT - LEFT SIDE (MOTORCYCLE PASSENGER) 5 - SECOND SEAT - MIDDLE 6 - SECOND SEAT - RIGHT SIDE 7 - THIRD - LEFT SIDE (MOTORCYCLE SIDE CAR) 8 - THIRD - MIDDLE 9 - THIRD - RIGHT SIDE 10 - SLEEPER SECTION OF TRUCK CAB 11 - PASSENGER IN OTHER ENCLOSED CARGO AREA (NON TRAILING UNIT, BUS, PICK-UP WITH CAP) 12 - PASSENGER IN UNENCLOSED CARGO AREA 13 - TRAILING UNIT 14 - RIDING ON VEHICLE EXTERIOR (NON-TRAILING UNIT) 15 - NON-MOTORIST 99 - OTHER/UNKNOWN | | 1 - NOT-DEPLOYED 2 - DEPLOYED-FRONT 3 - DEPLOYED-SIDE 4 - DEPLOYED BOTH FRONT/SIDE 5 - NOT APPLICABLE EJECTION 1 - NOT EJECTED 2 - PARTIALLY EJECTED 3 - TOTALLY EJECTED 4 - NOT APPLICABLE TRAPPED 1 - NOT TRAPPED 2 - EXTRICATED BY MECHANICAL MEANS 3 - FREED BY NON-MECHANICAL MEANS | | 1 - CLASS A 2 - CLASS B 3 - CLASS C 4 - REGULAR CLASS (OHIO IS 'D') 5 - M/C MOPED ONLY 6 - NO VALID OL OL ENDORSEMENT H - HAZMAT M - MOTORCYCLE P - PASSENGER N - TANKER Q - MOTOR SCOOTER R - THREE-WHEEL MOTORCYCLE S - SCHOOL BUS T - DOUBLE AND TRIPLE TRAILERS X - TANKER / HAZMAT GENDER F - FEMALE M - MALE U - OTHER/UNKNOWN | | 1 - ALCOHOL INTERLOCK DEVICE 2 - CDL INTRASTATE ONLY 3 - CORRECTIVE LENSES 4 - FARM WAIVER 5 - EXCEPT CLASS A BUS 6 - EXCEPT CLASS A AND CLASS B BUS 7 - EXCEPT TRACTOR-TRAILER 8 - INTERMEDIATE LICENSE RESTRICTIONS 9 - LEARNER'S PERMIT RESTRICTIONS 10 - LIMITED TO DAYLIGHT ONLY 11 - LIMITED TO EMPLOYMENT 12 - LIMITED - OTHER 13 - MECHANICAL DEVICES (SPECIAL BRAKES, HAND CONTROLS, OR OTHER ADAPTIVE DEVICES) 14 - MILITARY VEHICLES ONLY 15 - MOTOR VEHICLES WITHOUT AIR BRAKES 16 - OUTSIDE MIRROR | | 1 - NOT DISTRACTED 2 - MANUALLY OPERATING AN ELECTRONIC COMMUNICATION DEVICE (TESTING, TYPING, DIALING) 3 - TALKING ON HANDS FRE COMMUNICATION DEVICE 4 - TALKING ON HAND HELD COMMUNICATION DEVICE 5 - OTHER ACTIVITY WITH AN ELECTRONIC DEVICE 6 - PASSENGER 7 - OTHER DISTRACTION INSIDE THE VEHICLE 8 - OTHER DISTRACTION OUTSIDE THE VEHICLE 9 - OTHER/UNKNOWN ALCOHOL TEST TYPE 1 - NONE 2 - BLOOD 3 - URINE 4 - BREATH 5 - OTHER DRUG TEST TYPE 1 - NONE 2 - BLOOD 3 - URINE 5 - OTHER CONDITION 1 - APPARENTLY NORMAL 2 - PHYSICAL IMPAIRMENT 3 - EMOTIONAL (E.G., DEPRESSED, ANGRY, DISTURBED) 4 - ILLNESS 5 - FELL ASLEEP, FAINTED, FATIGUED, ETC. 6 - UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL | | ALCOHOL TEST RESULT(S) 1 - AMPHETAMINES 2 - BARBITURATES 3 - BENZODIAZEPINES 4 - CANNABINOIDS 5 - COCAINE 6 - OPIATES / OPIOIDS 7 - OTHER 8 - NEGATIVE RESULTS | |

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OCCUPANT

Document #: 20193232542

Local Report #: 20192248

| | | | | | | | | | | |
|--|-----------------------------------|--|---|--|-----------------------------------|---|------------------------------|---------------------------|----------------------|---------------------|
| OCCUPANT | UNIT # 2 | PERSON TYPE 0 | NAME: LAST, FIRST, MIDDLE | | DATE OF BIRTH | | AGE 55 | GENDER F | | |
| | ADDRESS: STREET, CITY, STATE, ZIP | | | | CONTACT PHONE - INCLUDE AREA CODE | | | | | |
| | INJURIES 5 | INJURED TAKEN BY 2 | EMS AGENCY (NAME) <input type="checkbox"/> | INJURED TAKEN TO: MEDICAL FACILITY (NAME, CITY) <input type="checkbox"/> | SAFETY EQUIPMENT USED 4 | <input type="checkbox"/> DOT-COMPLIANT MC HELMET | SEATING POSITION 3 | AIR BAG USAGE 1 | EJECTION 1 | TRAPPED 1 |
| | INJURIES | | SAFETY EQUIPMENT USED | | SEATING POSITION | | AIR BAG USAGE | | | |
| 1 - FATAL 2 - SUSPECTED SERIOUS INJURY 3 - SUSPECTED MINOR INJURY 4 - POSSIBLE INJURY 5 - NO APPARENT INJURY | | 1 - NONE USED 2 - SHOULDER BELT ONLY 3 - LAP BELT ONLY 4 - SHOULDER AND LAP BELT USED 5 - CHILD RESTRAINT SYSTEM - FORWARD FACING 6 - CHILD RESTRAINT SYSTEM - REAR FACING 7 - BOOSTER SEAT 8 - HELMET USED 9 - PROTECTIVE PADS USED (ELBOW, KNEES, ETC.) 10 - REFLECTIVE CLOTHING 11 - LIGHTING - PEDESTRIAN/BICYCLE ONLY 99 - OTHER/UNKNOWN | | 1 - FRONT SEAT - LEFT SIDE (MOTORCYCLE DRIVER) 2 - FRONT SEAT - MIDDLE 3 - FRONT SEAT - RIGHT SIDE 4 - SECOND SEAT - LEFT SIDE (MOTORCYCLE PASSENGER) 5 - SECOND SEAT - MIDDLE 6 - SECOND SEAT - RIGHT SIDE 7 - THIRD - LEFT SIDE (MOTORCYCLE SIDE CAR) 8 - THIRD - MIDDLE 9 - THIRD - RIGHT SIDE 10 - SLEEPER SECTION OF CAB (TRUCK) 11 - PASSENGER IN OTHER ENCLOSED CARGO AREA (NON TRAILING UNIT SUCH AS A BUS, PICK-UP WITH CAP) 12 - PASSENGER IN UNENCLOSED CARGO AREA 13 - TRAILING UNIT 14 - RIDING ON VEHICLE EXTERIOR (NON-TRAILING UNIT) 15 - NON-MOTORIST 99 - OTHER/UNKNOWN | | 1 - NOT-DEPLOYED 2 - DEPLOYED-FRONT 3 - DEPLOYED-SIDE 4 - DEPLOYED BOTH FRONT/SIDE 5 - NOT APPLICABLE 9 - DEPLOYMENT UNKNOWN | | | | |
| INJURED TAKEN BY | | | | | | EJECTION | | | | |
| 1 - NOT TRANSPORTED/TREATED AT SCENE 2 - EMS 3 - POLICE 9 - OTHER/UNKNOWN | | | | | | 1 - NOT EJECTED 2 - PARTIALLY EJECTED 3 - TOTALLY EJECTED 4 - NOT APPLICABLE | | | | |
| GENDER | | | | | | TRAPPED | | | | |
| F - FEMALE M - MALE U - OTHER / UNKNOWN | | | | | | 1 - NOT TRAPPED 2 - EXTRICATED BY MECHANICAL MEANS 3 - FREED BY NON-MECHANICAL MEANS | | | | |

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Appendix E

Pedestrian Gap Analyses Results

INTERSECTION GAP ANALYSIS

MAIN STREET: **Aurora Street**
SIDE STREET(S): **E. Main Street**
CITY: **Hudson**
COUNTY: **Summit**
STATE: **Ohio**

DATE: **11/8/2024**
ENGINEER: **AJP**
PROJECT #: **024-029**

TMS Engineers, Inc.
2112 Case Parkway South #7
TWINSBURG, OHIO 44224
PHONE (330) 686-6402
FAX (330) 686-6417

DATA INPUT

1.) ROADWAY (PAVEMENT) WIDTH, CURB TO CURB, (FEET):

W= 34 FT

2.) DESIRED CROSSING RATE ACROSS WIDTH OF STREET, (FT/SEC):
USE 4.0 FT/SEC FOR HANDICAP

CR= 3.5 FT/SEC

3.) DESIRED GAP TIME (G), (SECONDS): CALCULATED FROM EQUATION A

$$(A) \quad G = R + (W/CR) + 2(N-1)$$

WHERE,

G = DESIRED GAP TIME, SECONDS

R = PEDESTRIAN REACTION TIME, SECONDS

N = NUMBER OF ROWS OF PEDESTRIANS

CROSSING IN THE 85TH PERCENTILE GROUP

R= 3.0 SEC

N= 1 ROWS

THEREFORE DESIRED GAP TIME

G= 12.71 SEC

4.) TRAFFIC COUNT TIME PERIOD:

FROM: **17:00** TO: **17:30**

T1= 30 MINUTES

5.) TOTAL NUMBER OF PEDESTRIANS CROSSING STREET IN ABOVE
TIME PERIOD

PED= 9 PEDS

6.) VEHICULAR VOLUME (V) IN ABOVE TIME PERIOD(BOTH DIRECTIONS)

V= 242 VEHICLES

7.) NUMBER OF AVAILABLE GAPS GREATER THAN **G= 13** SECONDS

(B) $-(V)(G/T)$ (POISSON DISTRIBUTION)

$$N = Ve$$

WHERE: N = NUMBER OF AVAILABLE GAPS GREATER THAN THE
DESIRED GAP TIME

T = TIME PERIOD IN SECONDS

G = DESIRED GAP TIME

e = BASE OF NATURAL (NAPERIEN) LOGS

V = VEHICULAR VOLUME IN TIME PERIOD

T= 1800 SECONDS

G= 13 SECONDS

e= 2.718281828

V= 242 VEHICLES

THEREFORE AVAILABLE GAPS (N) = **43.80** GAPS

THERE MUST BE ONE GAP (N) PER MINUTE OF TRAFFIC COUNT TIME (T) IN ORDER TO MEET ACCEPTABLE
CONDITIONS.

INTERSECTION GAP ANALYSIS

MAIN STREET:

SR 91

SIDE STREET(S):

Mid-Block Crosswalk

CITY:

Hudson

DATE:

11/8/2024

COUNTY:

Summit

ENGINEER:

AJP

STATE:

Ohio

PROJECT #

024-029

TMS Engineers, Inc.

2112 Case Parkway South #7

TWINSBURG, OHIO 44224

PHONE (330) 686-6402

FAX (330) 686-6417

DATA INPUT

1.) ROADWAY (PAVEMENT) WIDTH, CURB TO CURB, (FEET):

W= 28 FT

2.) DESIRED CROSSING RATE ACROSS WIDTH OF STREET, (FT/SEC):
USE 4.0 FT/SEC FOR HANDICAP

CR= 3.5 FT/SEC

3.) DESIRED GAP TIME (G), (SECONDS): CALCULATED FROM EQUATION A

$$(A) \quad G = R + (W/CR) + 2(N-1)$$

WHERE,

G = DESIRED GAP TIME, SECONDS

R = PEDESTRIAN REACTION TIME, SECONDS

N = NUMBER OF ROWS OF PEDESTRIANS

CROSSING IN THE 85TH PERCENTILE GROUP

R= 3.0 SEC

N= 1 ROWS

THEREFORE DESIRED GAP TIME

G= 11 SEC

4.) TRAFFIC COUNT TIME PERIOD:

FROM:

17:30

TO:

18:00

T1= 30 MINUTES

5.) TOTAL NUMBER OF PEDESTRIANS CROSSING STREET IN ABOVE
TIME PERIOD

PED= 24 PEDS

6.) VEHICULAR VOLUME (V) IN ABOVE TIME PERIOD(BOTH DIRECTIONS)

V= 663 VEHICLES

7.) NUMBER OF AVAILABLE GAPS GREATER THAN

G=

11

SECONDS

$$(B) \quad -(V)(G/T)$$

(POISSON DISTRIBUTION)

$$N = Ve$$

WHERE: N = NUMBER OF AVAILABLE GAPS GREATER THAN THE
DESIRED GAP TIME

T = TIME PERIOD IN SECONDS

G = DESIRED GAP TIME

e = BASE OF NATURAL (NAPERIEN) LOGS

V = VEHICULAR VOLUME IN TIME PERIOD

T= 1800 SECONDS

G= 11 SECONDS

e= 2.718281828

V= 663 VEHICLES

THEREFORE AVAILABLE GAPS (N) = 11.53 GAPS

THERE MUST BE ONE GAP (N) PER MINUTE OF TRAFFIC COUNT TIME (T) IN ORDER TO MEET ACCEPTABLE
CONDITIONS.

INTERSECTION GAP ANALYSIS

MAIN STREET:

SR 91

SIDE STREET(S):

Church Crosswalk

CITY:

Hudson

DATE:

11/8/2024

COUNTY:

Summit

ENGINEER:

AJP

STATE:

Ohio

PROJECT #

024-029

TMS Engineers, Inc.

2112 Case Parkway South #7

TWINSBURG, OHIO 44224

PHONE (330) 686-6402

FAX (330) 686-6417

DATA INPUT

1.) ROADWAY (PAVEMENT) WIDTH, CURB TO CURB, (FEET):

W= 38 FT

2.) DESIRED CROSSING RATE ACROSS WIDTH OF STREET, (FT/SEC):
USE 4.0 FT/SEC FOR HANDICAP

CR= 3.5 FT/SEC

3.) DESIRED GAP TIME (G), (SECONDS): CALCULATED FROM EQUATION A

$$(A) \quad G = R + (W/CR) + 2(N-1)$$

WHERE,

G = DESIRED GAP TIME, SECONDS

R = PEDESTRIAN REACTION TIME, SECONDS

N = NUMBER OF ROWS OF PEDESTRIANS

CROSSING IN THE 85TH PERCENTILE GROUP

R= 3.0 SEC

N= 1 ROWS

THEREFORE DESIRED GAP TIME

G= 13.86 SEC

4.) TRAFFIC COUNT TIME PERIOD:

FROM:

17:30

TO:

18:00

T1= 30 MINUTES

5.) TOTAL NUMBER OF PEDESTRIANS CROSSING STREET IN ABOVE
TIME PERIOD

PED= 11 PEDS

6.) VEHICULAR VOLUME (V) IN ABOVE TIME PERIOD(BOTH DIRECTIONS)

V= 521 VEHICLES

7.) NUMBER OF AVAILABLE GAPS GREATER THAN

G=

14

SECONDS

$$(B) \quad -(V)(G/T)$$

(POISSON DISTRIBUTION)

$$N = Ve$$

WHERE: N = NUMBER OF AVAILABLE GAPS GREATER THAN THE
DESIRED GAP TIME

T = TIME PERIOD IN SECONDS

G = DESIRED GAP TIME

e = BASE OF NATURAL (NAPERIEN) LOGS

V = VEHICULAR VOLUME IN TIME PERIOD

T= 1800 SECONDS

G= 14 SECONDS

e= 2.718281828

V= 521 VEHICLES

THEREFORE AVAILABLE GAPS (N) = 9.44 GAPS

THERE MUST BE ONE GAP (N) PER MINUTE OF TRAFFIC COUNT TIME (T) IN ORDER TO MEET ACCEPTABLE
CONDITIONS.

Appendix F

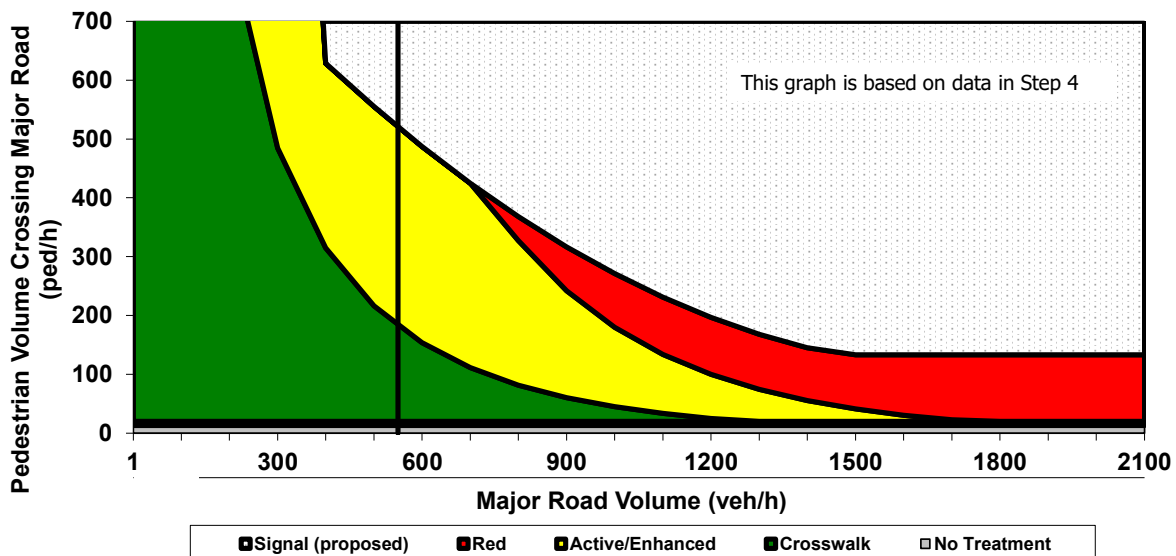
NCHRP Report 562 Results

GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS

This spreadsheet combines Worksheet 1 and Worksheet 2 (Appendix A, pages 69-70) of TCRP Report 112/NCHRP Report 562 (*Improving Pedestrian Safety at Unsignalized Intersections*) into an electronic format. This spreadsheet should be used in conjunction with, and not independent of, Appendix A documentation.

| | | |
|--------------|--|--|
| Key | | This spreadsheet is still under development, please inform TTI if errors are identified. |
| Blue fields | contain descriptive information. | |
| Green fields | are required and must be completed. | |
| Tan fields | are adjustments that are filled out only under certain conditions (follow instructions to the left of the cell). | |
| Gray fields | are automatically calculated and should not be edited. | |

| | | |
|---|--|--------------------------|
| Analyst and Site Information | | |
| Analyst | AJP | Major Street |
| Analysis Date | November 8, 2024 | Minor Street or Location |
| Data Collection Date | October 29, 2024 | Peak Hour |
| Step 1: Select worksheet: | | |
| Posted or statutory speed limit (or 85th percentile speed) on the major street (mph) | 1a | 25 |
| Is the population of the surrounding area <10,000? (enter YES or NO) | 1b | no |
| Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device? | | |
| Peak-hour pedestrian volume (ped/h), V_p | 2a | 13 |
| Result: Consider raised median islands, curb extensions, traffic calming, etc. as feasible. | | |
| Step 3: Does the crossing meet the pedestrian warrant for a traffic signal? | | |
| Major road volume, total of both approaches during peak hour (veh/h), V_{maj-s} | 3a | 550 |
| [Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant | 3b | 520 |
| [Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant | 3c | 520 |
| Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter YES or NO) | 3d | NO |
| If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50%. | % rate of reduction for 3c (up to 50%) | 3e |
| | Reduced value or 3c | 3f |
| Result: | | |
| Step 4: Estimate pedestrian delay. | | |
| Pedestrian crossing distance, curb to curb (ft), L | 4a | 34 |
| Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s) | 4b | 3.5 |
| Pedestrian start-up time and end clearance time (s), t_s (suggested start-up time = 3 sec) | 4c | 3 |
| [Calculated automatically] Critical gap required for crossing pedestrian (s), t_c | 4d | 13 |
| Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), V_{maj-d} | 4e | 550 |
| Major road flow rate (veh/s), v | 4f | 0.15 |
| Average pedestrian delay (s/person), d_p | 4g | 26 |
| Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h. | 4h | 0.1 |
| | 4i | |
| Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance. | | |
| Expected motorist compliance at pedestrian crossings in region: enter HIGH for High Compliance or LOW for Low Compliance | 5a | low |
| Treatment Category: | Consider raised median islands, curb extensions, traffic calming, etc. as feasible. | |



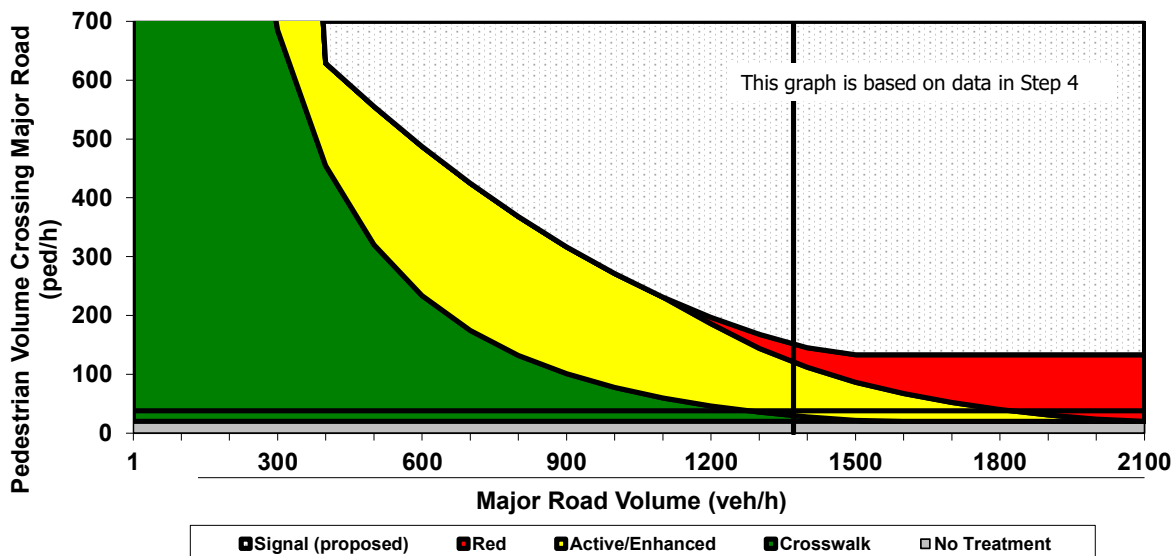
This worksheet provides general recommendations on pedestrian crossing treatments to consider at unsignalized intersections; in all cases, engineering judgment should be used in selecting a specific treatment for installation. This worksheet does not apply to school crossings. In addition to the results provided by this worksheet, users should consider whether a pedestrian treatment could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex geometrics, or nearby traffic signals.

GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS

This spreadsheet combines Worksheet 1 and Worksheet 2 (Appendix A, pages 69-70) of TCRP Report 112/NCHRP Report 562 (*Improving Pedestrian Safety at Unsignalized Intersections*) into an electronic format. This spreadsheet should be used in conjunction with, and not independent of, Appendix A documentation.

| | |
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| | Gray fields are automatically calculated and should not be edited. |

| Analyst and Site Information | | | |
|---|--|--------------------------|--------------------|
| Analyst | AJP | Major Street | SR 91 |
| Analysis Date | November 8, 2024 | Minor Street or Location | Mid-Block Crossing |
| Data Collection Date | October 22, 2024 | Peak Hour | PM Peak |
| Step 1: Select worksheet: | | | |
| Posted or statutory speed limit (or 85th percentile speed) on the major street (mph) | | 1a | 25 |
| Is the population of the surrounding area <10,000? (enter YES or NO) | | 1b | no |
| Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device? | | | |
| Peak-hour pedestrian volume (ped/h), V_p | | 2a | 38 |
| Result: Go to step 3. | | | |
| Step 3: Does the crossing meet the pedestrian warrant for a traffic signal? | | | |
| Major road volume, total of both approaches during peak hour (veh/h), V_{maj-s} | | 3a | 1371 |
| [Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant | | 3b | 151 |
| [Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant | | 3c | 151 |
| Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter YES or NO) | | 3d | NO |
| If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50%. | % rate of reduction for 3c (up to 50%) | 3e | 10% |
| | Reduced value or 3c | 3f | 151 |
| Result: The signal warrant is not met. Go to step 4. | | | |
| Step 4: Estimate pedestrian delay. | | | |
| Pedestrian crossing distance, curb to curb (ft), L | | 4a | 28 |
| Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s) | | 4b | 3.5 |
| Pedestrian start-up time and end clearance time (s), t_c (suggested start-up time = 3 sec) | | 4c | 3 |
| [Calculated automatically] Critical gap required for crossing pedestrian (s), t_c | | 4d | 11 |
| Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), V_{maj-d} | | 4e | 1371 |
| Major road flow rate (veh/s), v | | 4f | 0.38 |
| Average pedestrian delay (s/person), d_p | | 4g | 158 |
| Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h. | | 4h | 1.7 |
| | | 4i | |
| Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance. | | | |
| Expected motorist compliance at pedestrian crossings in region: enter HIGH for High Compliance or LOW for Low Compliance | | 5a | low |
| Treatment Category: | | ACTIVE OR ENHANCED | |



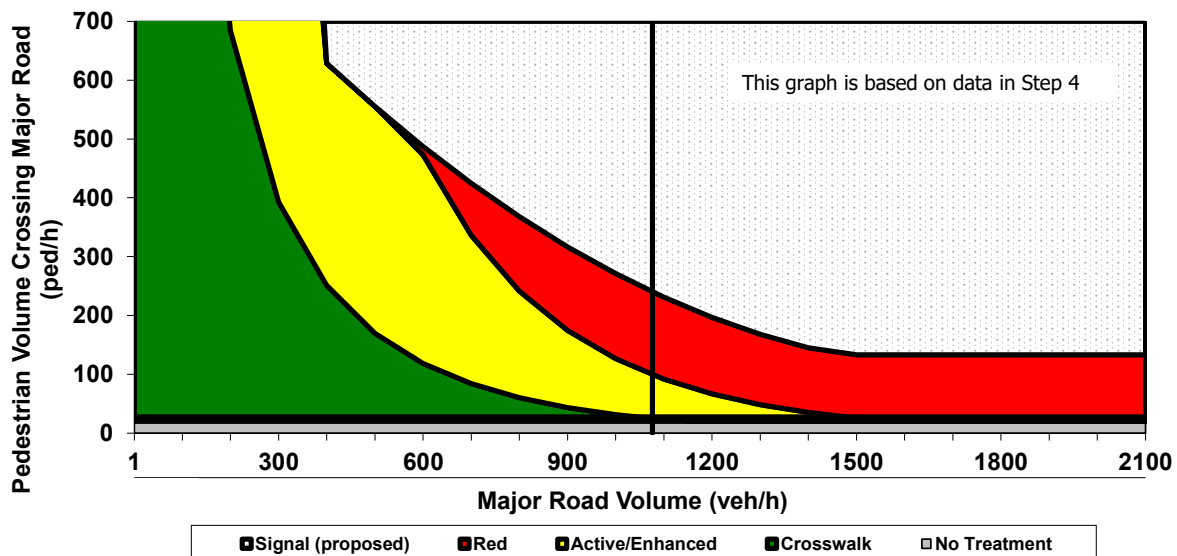
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GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS

This spreadsheet combines Worksheet 1 and Worksheet 2 (Appendix A, pages 69-70) of TCRP Report 112/NCHRP Report 562 (*Improving Pedestrian Safety at Unsignalized Intersections*) into an electronic format. This spreadsheet should be used in conjunction with, and not independent of, Appendix A documentation.

| | |
|---|---|
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| | Gray fields are automatically calculated and should not be edited. |

| Analyst and Site Information | | | |
|---|--|--------------------------|--------------|
| Analyst | AJP | Major Street | SR 91 |
| Analysis Date | November 8, 2024 | Minor Street or Location | Church |
| Data Collection Date | October 22, 2024 | Peak Hour | Mid-Day Peak |
| Step 1: Select worksheet: | | | |
| Posted or statutory speed limit (or 85th percentile speed) on the major street (mph) | | 1a | 25 |
| Is the population of the surrounding area <10,000? (enter YES or NO) | | 1b | no |
| Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device? | | | |
| Peak-hour pedestrian volume (ped/h), V_p | | 2a | 28 |
| Result: Go to step 3. | | | |
| Step 3: Does the crossing meet the pedestrian warrant for a traffic signal? | | | |
| Major road volume, total of both approaches during peak hour (veh/h), V_{maj-s} | | 3a | 1076 |
| [Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant | | 3b | 240 |
| [Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant | | 3c | 240 |
| Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter YES or NO) | | 3d | NO |
| If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50%. | % rate of reduction for 3c (up to 50%) | 3e | 10% |
| | Reduced value or 3c | 3f | 240 |
| Result: The signal warrant is not met. Go to step 4. | | | |
| Step 4: Estimate pedestrian delay. | | | |
| Pedestrian crossing distance, curb to curb (ft), L | | 4a | 38 |
| Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s) | | 4b | 3.5 |
| Pedestrian start-up time and end clearance time (s), t_s (suggested start-up time = 3 sec) | | 4c | 3 |
| [Calculated automatically] Critical gap required for crossing pedestrian (s), t_c | | 4d | 14 |
| Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), V_{maj-d} | | 4e | 1076 |
| Major road flow rate (veh/s), v | | 4f | 0.30 |
| Average pedestrian delay (s/person), d_p | | 4g | 196 |
| Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h. | | 4h | 1.5 |
| | | 4i | |
| Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance. | | | |
| Expected motorist compliance at pedestrian crossings in region: enter HIGH for High Compliance or LOW for Low Compliance | | 5a | low |
| Treatment Category: | | ACTIVE OR ENHANCED | |



This worksheet provides general recommendations on pedestrian crossing treatments to consider at unsignalized intersections; in all cases, engineering judgment should be used in selecting a specific treatment for installation. This worksheet does not apply to school crossings. In addition to the results provided by this worksheet, users should consider whether a pedestrian treatment could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex geometrics, or nearby traffic signals.

Appendix G

PHB Evaluation Results

Form 496-19 Pedestrian Hybrid Evaluation Matrix

The study and completed form shall be sent to the Office of Traffic Operations for review and approval of the proposed PHB that will be ODOT owned and maintained. Additionally, in cases with Federal and State funding, the Office of Traffic Operations shall review the study and justification.

Location: Aurora Street & E. Main Street Intersection

Date: 11/8/2024

Analyzed: AJP

| | Points and considerations | Inputs | | Points Awarded | Max Points Possible |
|--|--|---------------------|----------------|----------------|---------------------|
| Pedestrian and Bicycle Crashes at intersection | Crashes over a recent 3 year period: 5 points per crash | 0 | | 0 | 20 |
| Vehicular crashes at intersection | Crashes over a recent 3 year period: 2 points per crash | 0 | | 0 | 10 |
| Street Traffic Volume | <12,000=0 pts 12,000-15,000 w/median=10 pts >15,000 w/median=20 pts >15,000 w/o median=30 pts | <12,000 | | 0 | 30 |
| Number of lanes at peak hour | 2 lanes in each direction=20 pts Each additional lane=5 pts If one-way, 1 lane=10 pts, each additional lane=10 pts | 1 | Each Direction | 20 | 30 |
| Elderly/disabled population density (65+, based on 2010 census tracts) | <5%=0 pts 5-11%=5 pts >11%=10 pts | >11% | | 10 | 10 |
| Proximity to school (pre-K-HS) | 5 pts per school w/in 1/4 mile 2 pts per school w/in 1/2 mile | 2 | | 2 | 15 |
| Connection to parks, rec ctr, libraries, commercial zone, or other large ped generator | 5 pts per facility or zone w/in 1/4 mile, 2 pts per facility or zone w/in 1/2 mile | 5 | | 5 | 15 |
| Metro Station Bus Stop presence and use (each stop) | <50 daily boardings=5 pts 50-150 daily boardings=10 pts >150 daily boardings or Metro Station w/in 2 blocks=20 pts | <50 daily boardings | | 5 | 20 |
| Posted speed limit | 25-30 mph=10 pts >30 mph=15 pts | 25-30 mph | | 10 | 15 |
| Distance to nearest signalized intersection | <300 ft.=0 pts 300-500 ft.=20 pts >500 ft.=30 pts | 300-500 ft. | | 20 | 30 |
| Crossing part of designated bike route | Yes=5 pts | No | | 0 | 5 |
| TOTAL LOCATION SCORE: | | | | 72 | 200 |
| Notes and comments: | | | | Score: | 36.00% |

Speed limit **25**

Figure 4F-1

Plot Points

| | |
|------|----|
| 0 | 11 |
| 1161 | 11 |

Plot Points

| | |
|------|----|
| 1161 | 0 |
| 1161 | 11 |

Figure 4F-2

Plot Points

Plot Points

Figure 4F-1. Guidelines for the installation of Pedestrian Hybrid Beacons on Low-Speed Roadways (Speeds 35 mph or Less)

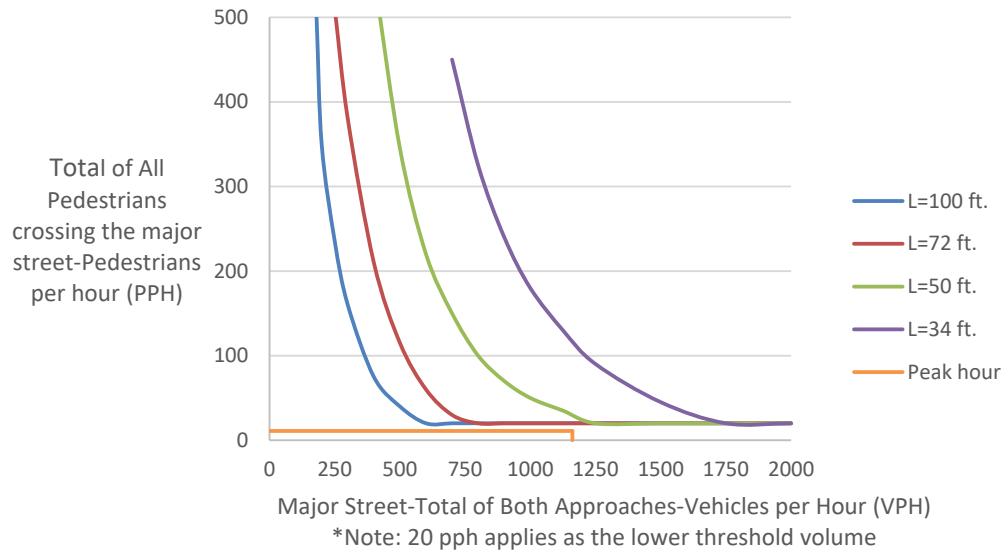
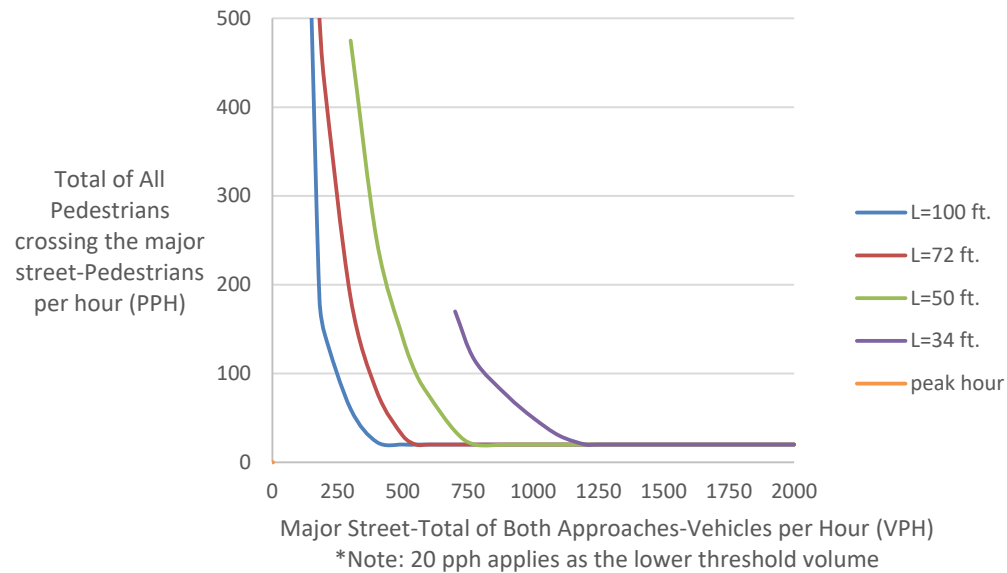


Figure 4F-2. Guidelines for the installation of Pedestrian Hybrid Beacons on High-Speed Roadways (Speeds or more than 35 mph)



Form 496-19 Pedestrian Hybrid Evaluation Matrix

The study and completed form shall be sent to the Office of Traffic Operations for review and approval of the proposed PHB that will be ODOT owned and maintained. Additionally, in cases with Federal and State funding, the Office of Traffic Operations shall review the study and justification.

Location: SR 91 & Mid-Block Crosswalk

Date: 11/8/2024

Analyzed: AJP

| | Points and considerations | Inputs | | Points Awarded | Max Points Possible |
|--|--|---------------------|----------------|----------------|---------------------|
| Pedestrian and Bicycle Crashes at intersection | Crashes over a recent 3 year period: 5 points per crash | 0 | | 0 | 20 |
| Vehicular crashes at intersection | Crashes over a recent 3 year period: 2 points per crash | 0 | | 0 | 10 |
| Street Traffic Volume | <12,000=0 pts 12,000-15,000 w/median=10 pts >15,000 w/median=20 pts >15,000 w/o median=30 pts | >15,000 w/o median | | 30 | 30 |
| Number of lanes at peak hour | 2 lanes in each direction=20 pts Each additional lane=5 pts If one-way, 1 lane=10 pts, each additional lane=10 pts | 1 | Each Direction | 20 | 30 |
| Elderly/disabled population density (65+, based on 2010 census tracts) | <5%=0 pts 5-11%=5 pts >11%=10 pts | >11% | | 10 | 10 |
| Proximity to school (pre-K-HS) | 5 pts per school w/in 1/4 mile 2 pts per school w/in 1/2 mile | 2 | | 2 | 15 |
| Connection to parks, rec ctr, libraries, commercial zone, or other large ped generator | 5 pts per facility or zone w/in 1/4 mile, 2 pts per facility or zone w/in 1/2 mile | 5 | | 5 | 15 |
| Metro Station Bus Stop presence and use (each stop) | <50 daily boardings=5 pts 50-150 daily boardings=10 pts >150 daily boardings or Metro Station w/in 2 blocks=20 pts | <50 daily boardings | | 5 | 20 |
| Posted speed limit | 25-30 mph=10 pts >30 mph=15 pts | 25-30 mph | | 10 | 15 |
| Distance to nearest signalized intersection | <300 ft.=0 pts 300-500 ft.=20 pts >500 ft.=30 pts | 300-500 ft. | | 20 | 30 |
| Crossing part of designated bike route | Yes=5 pts | No | | 0 | 5 |
| TOTAL LOCATION SCORE: | | | | 102 | 200 |
| Notes and comments: | | | | Score: | 51.00% |

Speed limit 25

Figure 4F-1

Plot Points

| | |
|------|----|
| 0 | 31 |
| 1410 | 31 |

Plot Points

| | |
|------|----|
| 1410 | 0 |
| 1410 | 31 |

Figure 4F-2

Plot Points

Plot Points

Figure 4F-1. Guidelines for the installation of Pedestrian Hybrid Beacons on Low-Speed Roadways (Speeds 35 mph or Less)

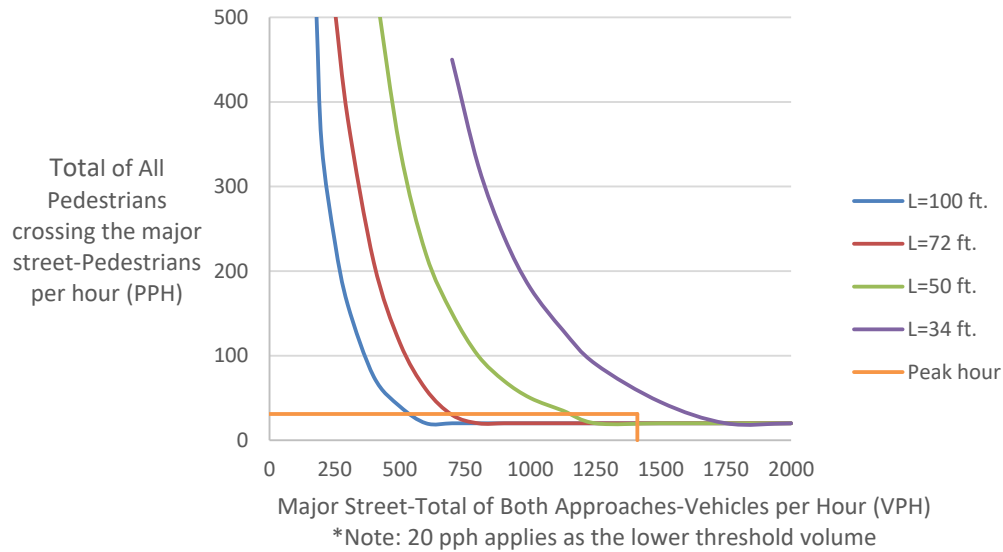
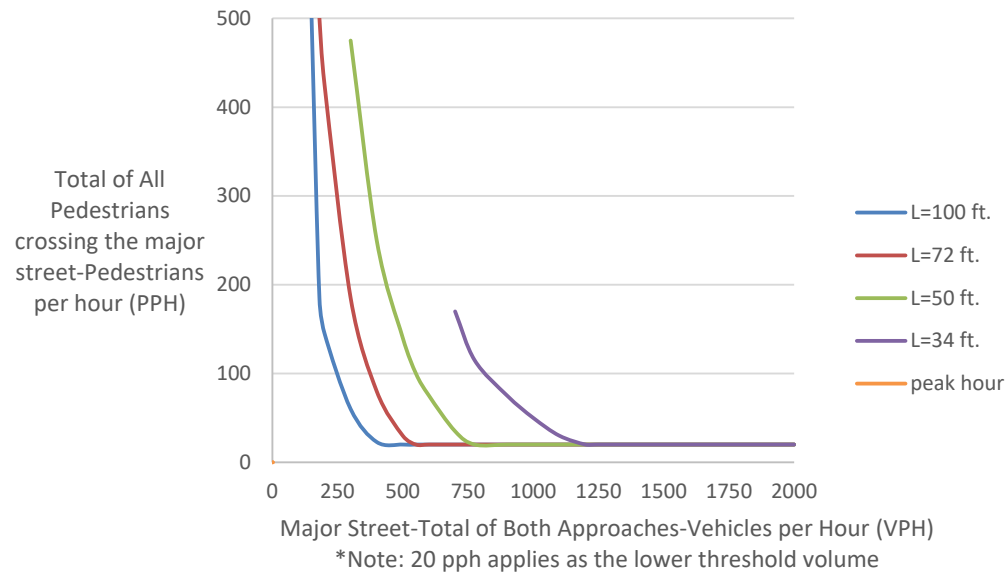


Figure 4F-2. Guidelines for the installation of Pedestrian Hybrid Beacons on High-Speed Roadways (Speeds or more than 35 mph)



Form 496-19 Pedestrian Hybrid Evaluation Matrix

The study and completed form shall be sent to the Office of Traffic Operations for review and approval of the proposed PHB that will be ODOT owned and maintained. Additionally, in cases with Federal and State funding, the Office of Traffic Operations shall review the study and justification.

Location: SR 91 & Church Street

Date: 11/8/2024

Analyzed: AJP

| | Points and considerations | Inputs | | Points Awarded | Max Points Possible |
|--|--|---------------------|----------------|----------------|---------------------|
| Pedestrian and Bicycle Crashes at intersection | Crashes over a recent 3 year period: 5 points per crash | 0 | | 0 | 20 |
| Vehicular crashes at intersection | Crashes over a recent 3 year period: 2 points per crash | 0 | | 0 | 10 |
| Street Traffic Volume | <12,000=0 pts 12,000-15,000 w/median=10 pts >15,000 w/median=20 pts >15,000 w/o median=30 pts | >15,000 w/o median | | 30 | 30 |
| Number of lanes at peak hour | 2 lanes in each direction=20 pts Each additional lane=5 pts If one-way, 1 lane=10 pts, each additional lane=10 pts | 1 | Each Direction | 20 | 30 |
| Elderly/disabled population density (65+, based on 2010 census tracts) | <5%=0 pts 5-11%=5 pts >11%=10 pts | >11% | | 10 | 10 |
| Proximity to school (pre-K-HS) | 5 pts per school w/in 1/4 mile 2 pts per school w/in 1/2 mile | 2 | | 2 | 15 |
| Connection to parks, rec ctr, libraries, commercial zone, or other large ped generator | 5 pts per facility or zone w/in 1/4 mile, 2 pts per facility or zone w/in 1/2 mile | 5 | | 5 | 15 |
| Metro Station Bus Stop presence and use (each stop) | <50 daily boardings=5 pts 50-150 daily boardings=10 pts >150 daily boardings or Metro Station w/in 2 blocks=20 pts | <50 daily boardings | | 5 | 20 |
| Posted speed limit | 25-30 mph=10 pts >30 mph=15 pts | 25-30 mph | | 10 | 15 |
| Distance to nearest signalized intersection | <300 ft.=0 pts 300-500 ft.=20 pts >500 ft.=30 pts | 300-500 ft. | | 20 | 30 |
| Crossing part of designated bike route | Yes=5 pts | No | | 0 | 5 |
| TOTAL LOCATION SCORE: | | | | 102 | 200 |
| Notes and comments: | | | | Score: | 51.00% |

Speed limit 25

Figure 4F-1

Plot Points

| | |
|------|----|
| 0 | 11 |
| 1161 | 11 |

Plot Points

| | |
|------|----|
| 1161 | 0 |
| 1161 | 11 |

Figure 4F-2

Plot Points

Plot Points

Figure 4F-1. Guidelines for the installation of Pedestrian Hybrid Beacons on Low-Speed Roadways (Speeds 35 mph or Less)

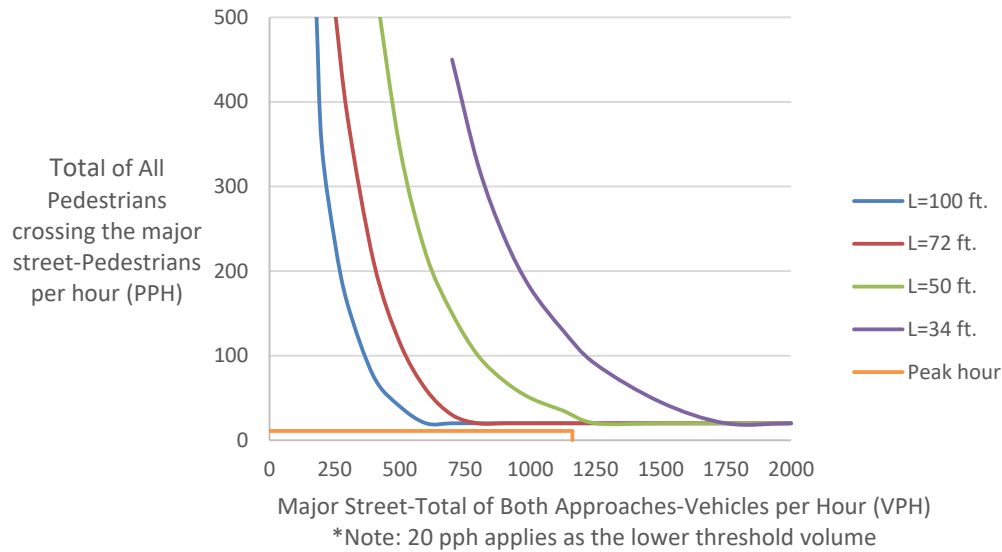
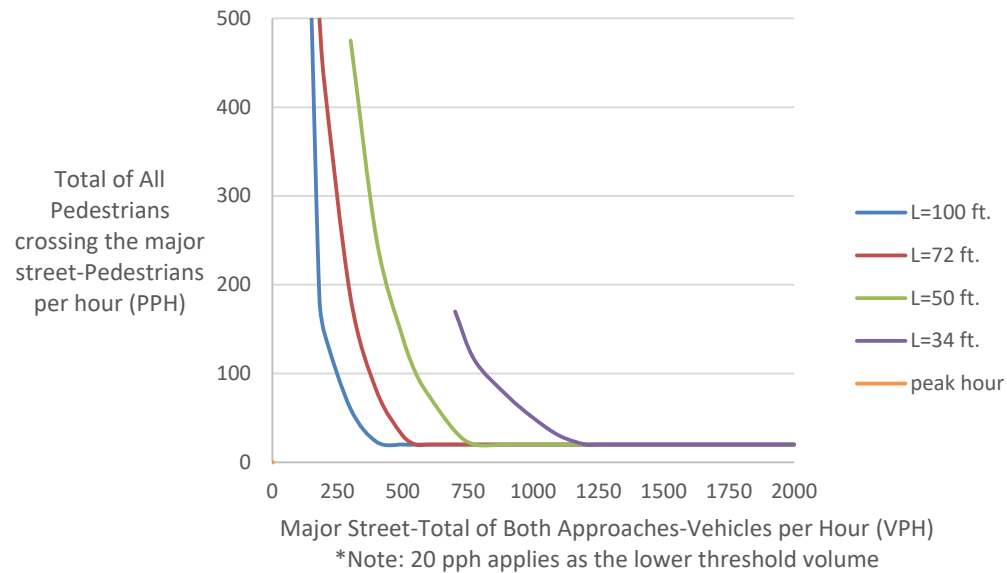


Figure 4F-2. Guidelines for the installation of Pedestrian Hybrid Beacons on High-Speed Roadways (Speeds or more than 35 mph)



Appendix H

Synchro Reports

Arterial Level of Service

AM Peak Hour
Existing Conditions

Arterial Level of Service: NB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| SR 303 | IV | 25 | 15.6 | 26.9 | 42.5 | 0.06 | 5.0 | F |
| Church RRFB | IV | 25 | 19.0 | 12.8 | 31.8 | 0.07 | 8.1 | E |
| MB RRFB | IV | 25 | 12.7 | 6.7 | 19.4 | 0.05 | 8.9 | E |
| Aurora Street | IV | 25 | 12.2 | 20.2 | 32.4 | 0.05 | 5.1 | F |
| Total | IV | | 59.5 | 66.6 | 126.1 | 0.22 | 6.4 | F |

Arterial Level of Service: SB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|----------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| Clinton Street | IV | 25 | 15.1 | 18.2 | 33.3 | 0.06 | 6.1 | F |
| MB RRFB | IV | 25 | 12.2 | 14.2 | 26.4 | 0.05 | 6.3 | F |
| Church RRFB | IV | 25 | 12.7 | 5.1 | 17.8 | 0.05 | 9.7 | D |
| SR 303 | IV | 25 | 19.0 | 30.9 | 49.9 | 0.07 | 5.2 | F |
| Total | IV | | 59.0 | 68.4 | 127.4 | 0.22 | 6.3 | F |

Arterial Level of Service: NB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|----------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| SR 303 | IV | 25 | 16.2 | 28.6 | 44.8 | 0.06 | 4.9 | F |
| Church RRFB | IV | 25 | 19.0 | 11.9 | 30.9 | 0.07 | 8.4 | E |
| MB RRFB | IV | 25 | 12.7 | 7.9 | 20.6 | 0.05 | 8.4 | E |
| Clinton Street | IV | 25 | 12.2 | 23.4 | 35.6 | 0.05 | 4.7 | F |
| Total | IV | | 60.1 | 71.8 | 131.9 | 0.23 | 6.2 | F |

Arterial Level of Service: SB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|----------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| Clinton Street | IV | 25 | 15.6 | 22.6 | 38.2 | 0.06 | 5.5 | F |
| MB RRFB | IV | 25 | 12.2 | 21.7 | 33.9 | 0.05 | 4.9 | F |
| Church RRFB | IV | 25 | 12.7 | 5.6 | 18.3 | 0.05 | 9.5 | D |
| SR 303 | IV | 25 | 19.0 | 36.2 | 55.2 | 0.07 | 4.7 | F |
| Total | IV | | 59.5 | 86.1 | 145.6 | 0.22 | 5.6 | F |

Arterial Level of Service: NB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| SR 303 | IV | 25 | 17.2 | 26.9 | 44.1 | 0.06 | 5.3 | F |
| Church PHB | IV | 25 | 19.0 | 1.1 | 20.1 | 0.07 | 12.9 | D |
| MB RRFB | IV | 25 | 12.7 | 13.3 | 26.0 | 0.05 | 6.7 | F |
| Aurora Street | IV | 25 | 12.2 | 20.2 | 32.4 | 0.05 | 5.1 | F |
| Total | IV | | 61.1 | 61.5 | 122.6 | 0.23 | 6.8 | F |

Arterial Level of Service: SB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|----------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| Clinton Street | IV | 25 | 15.1 | 18.2 | 33.3 | 0.06 | 6.1 | F |
| MB RRFB | IV | 25 | 12.2 | 14.2 | 26.4 | 0.05 | 6.3 | F |
| Church PHB | IV | 25 | 12.7 | 0.7 | 13.4 | 0.05 | 12.9 | D |
| SR 303 | IV | 25 | 19.0 | 30.9 | 49.9 | 0.07 | 5.2 | F |
| Total | IV | | 59.0 | 64.0 | 123.0 | 0.22 | 6.5 | F |

Arterial Level of Service: NB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| SR 303 | IV | 25 | 15.1 | 28.6 | 43.7 | 0.06 | 4.7 | F |
| Church PHB | IV | 25 | 19.0 | 6.6 | 25.6 | 0.07 | 10.1 | D |
| MB RRFB | IV | 25 | 12.7 | 11.2 | 23.9 | 0.05 | 7.2 | E |
| Aurora Street | IV | 25 | 12.2 | 23.4 | 35.6 | 0.05 | 4.7 | F |
| Total | IV | | 59.0 | 69.8 | 128.8 | 0.22 | 6.2 | F |

Arterial Level of Service: SB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|----------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| Clinton Street | IV | 25 | 18.0 | 22.6 | 40.6 | 0.07 | 6.0 | F |
| MB RRFB | IV | 25 | 12.2 | 21.7 | 33.9 | 0.05 | 4.9 | F |
| Church PHB | IV | 25 | 12.7 | 2.8 | 15.5 | 0.05 | 11.2 | D |
| SR 303 | IV | 25 | 19.0 | 36.2 | 55.2 | 0.07 | 4.7 | F |
| Total | IV | | 61.9 | 83.3 | 145.2 | 0.23 | 5.8 | F |

Arterial Level of Service: NB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| SR 303 | IV | 25 | 14.5 | 26.9 | 41.4 | 0.05 | 4.7 | F |
| Church PHB | IV | 25 | 19.0 | 6.6 | 25.6 | 0.07 | 10.1 | D |
| Aurora Street | IV | 25 | 20.7 | 20.2 | 40.9 | 0.09 | 8.3 | E |
| Total | IV | | 54.2 | 53.7 | 107.9 | 0.22 | 7.4 | E |

Arterial Level of Service: SB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|----------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| Clinton Street | IV | 25 | 15.0 | 18.2 | 33.2 | 0.06 | 6.1 | F |
| Church PHB | IV | 25 | 20.7 | 6.5 | 27.2 | 0.09 | 12.5 | D |
| SR 303 | IV | 25 | 19.0 | 30.9 | 49.9 | 0.07 | 5.2 | F |
| Total | IV | | 54.7 | 55.6 | 110.3 | 0.22 | 7.3 | E |

Arterial Level of Service: NB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| SR 303 | IV | 25 | 17.1 | 28.6 | 45.7 | 0.06 | 5.1 | F |
| Church PHB | IV | 25 | 19.0 | 6.6 | 25.6 | 0.07 | 10.1 | D |
| Aurora Street | IV | 25 | 20.7 | 23.4 | 44.1 | 0.09 | 7.7 | E |
| Total | IV | | 56.8 | 58.6 | 115.4 | 0.23 | 7.2 | E |

Arterial Level of Service: SB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|----------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| Clinton Street | IV | 25 | 15.5 | 22.6 | 38.1 | 0.06 | 5.5 | F |
| Church PHB | IV | 25 | 20.7 | 7.0 | 27.7 | 0.09 | 12.2 | D |
| SR 303 | IV | 25 | 19.0 | 36.2 | 55.2 | 0.07 | 4.7 | F |
| Total | IV | | 55.2 | 65.8 | 121.0 | 0.22 | 6.7 | F |

Arterial Level of Service: NB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| SR 303 | IV | 25 | 14.1 | 26.9 | 41.0 | 0.05 | 4.7 | F |
| Church RRFB | IV | 25 | 19.0 | 12.8 | 31.8 | 0.07 | 8.1 | E |
| MB RRFB | IV | 25 | 12.7 | 6.7 | 19.4 | 0.05 | 8.9 | E |
| Aurora Street | IV | 25 | 12.2 | 20.2 | 32.4 | 0.05 | 5.1 | F |
| Total | IV | | 58.0 | 66.6 | 124.6 | 0.22 | 6.3 | F |

Arterial Level of Service: SB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|----------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| Clinton Street | IV | 25 | 13.4 | 18.2 | 31.6 | 0.05 | 5.7 | F |
| MB RRFB | IV | 25 | 12.2 | 14.2 | 26.4 | 0.05 | 6.3 | F |
| Church RRFB | IV | 25 | 12.7 | 5.1 | 17.8 | 0.05 | 9.7 | D |
| SR 303 | IV | 25 | 19.0 | 30.9 | 49.9 | 0.07 | 5.2 | F |
| Total | IV | | 57.3 | 68.4 | 125.7 | 0.22 | 6.2 | F |

Arterial Level of Service: NB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| SR 303 | IV | 25 | 14.8 | 28.6 | 43.4 | 0.06 | 4.6 | F |
| Church RRFB | IV | 25 | 19.0 | 11.9 | 30.9 | 0.07 | 8.4 | E |
| MB RRFB | IV | 25 | 12.7 | 7.9 | 20.6 | 0.05 | 8.4 | E |
| Aurora Street | IV | 25 | 12.2 | 23.4 | 35.6 | 0.05 | 4.7 | F |
| Total | IV | | 58.7 | 71.8 | 130.5 | 0.22 | 6.1 | F |

Arterial Level of Service: SB SR 91

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|----------------|----------------|------------|--------------|--------------|-----------------|-----------|----------------|--------------|
| Clinton Street | IV | 25 | 15.6 | 22.6 | 38.2 | 0.06 | 5.6 | F |
| MB RRFB | IV | 25 | 12.2 | 21.7 | 33.9 | 0.05 | 4.9 | F |
| Church RRFB | IV | 25 | 12.7 | 5.6 | 18.3 | 0.05 | 9.5 | D |
| SR 303 | IV | 25 | 19.0 | 36.2 | 55.2 | 0.07 | 4.7 | F |
| Total | IV | | 59.5 | 86.1 | 145.6 | 0.22 | 5.6 | F |

Intersection: 1: SR 91 & Clinton Street/Aurora Street

| Movement | EB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | TR | LTR |
| Maximum Queue (ft) | 52 | 117 | 152 | 308 | 177 |
| Average Queue (ft) | 28 | 92 | 93 | 206 | 147 |
| 95th Queue (ft) | 56 | 125 | 179 | 346 | 191 |
| Link Distance (ft) | 384 | | 120 | 377 | 941 |
| Upstream Blk Time (%) | | 8 | 14 | | |
| Queuing Penalty (veh) | | 0 | 34 | | |
| Storage Bay Dist (ft) | | 100 | | | |
| Storage Blk Time (%) | | 8 | 13 | | |
| Queuing Penalty (veh) | | 4 | 23 | | |

Intersection: 3: SR 91 & SR 303

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | L | T | R | L | T | R | L | T | R |
| Maximum Queue (ft) | 224 | 448 | 225 | 100 | 361 | 20 | 155 | 272 | 41 | 184 | 285 | 250 |
| Average Queue (ft) | 140 | 272 | 138 | 64 | 273 | 11 | 99 | 234 | 20 | 85 | 256 | 128 |
| 95th Queue (ft) | 250 | 508 | 269 | 113 | 365 | 26 | 173 | 296 | 41 | 214 | 315 | 287 |
| Link Distance (ft) | | 433 | | | 692 | | | 878 | | | 274 | |
| Upstream Blk Time (%) | | 7 | | | | | | | | | 12 | |
| Queuing Penalty (veh) | | 0 | | | | | | | | | 64 | |
| Storage Bay Dist (ft) | 200 | | 200 | 75 | | 125 | 350 | | 100 | 160 | | 225 |
| Storage Blk Time (%) | 23 | 7 | | | 54 | | | 27 | | | 42 | 0 |
| Queuing Penalty (veh) | 104 | 29 | | | 75 | | | 110 | | | 87 | 1 |

Intersection: 9: W. Main St & Aurora Street

| Movement | EB | WB | B7 | NB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | TR | LT | T | LR |
| Maximum Queue (ft) | 120 | 99 | 35 | 30 |
| Average Queue (ft) | 38 | 58 | 7 | 18 |
| 95th Queue (ft) | 120 | 113 | 30 | 42 |
| Link Distance (ft) | 120 | 31 | 406 | 204 |
| Upstream Blk Time (%) | 0 | 17 | | |
| Queuing Penalty (veh) | 0 | 0 | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 11: SR 91

| Movement | EB | NB | NB | SB |
|-----------------------|-----|----|-----|-----|
| Directions Served | R | L | TR | LTR |
| Maximum Queue (ft) | 30 | 35 | 240 | 277 |
| Average Queue (ft) | 6 | 12 | 70 | 183 |
| 95th Queue (ft) | 25 | 33 | 213 | 295 |
| Link Distance (ft) | 101 | | 274 | 377 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | 75 | | |
| Storage Blk Time (%) | | | 3 | |
| Queuing Penalty (veh) | | | 1 | |

Network Summary

Network wide Queuing Penalty: 531

Intersection: 1: SR 91 & Clinton Street/Aurora Street

| Movement | EB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | TR | LTR |
| Maximum Queue (ft) | 205 | 120 | 150 | 157 | 315 |
| Average Queue (ft) | 107 | 89 | 84 | 140 | 162 |
| 95th Queue (ft) | 178 | 128 | 161 | 186 | 278 |
| Link Distance (ft) | 384 | | 120 | 139 | 941 |
| Upstream Blk Time (%) | | 3 | 10 | 18 | |
| Queuing Penalty (veh) | | 0 | 31 | 116 | |
| Storage Bay Dist (ft) | | 100 | | | |
| Storage Blk Time (%) | | 14 | 8 | | |
| Queuing Penalty (veh) | | 9 | 13 | | |

Intersection: 3: SR 91 & SR 303

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | L | T | R | L | T | R | L | T | R |
| Maximum Queue (ft) | 225 | 485 | 225 | 100 | 731 | 150 | 375 | 761 | 125 | 185 | 285 | 250 |
| Average Queue (ft) | 187 | 289 | 116 | 93 | 537 | 34 | 264 | 323 | 82 | 78 | 215 | 67 |
| 95th Queue (ft) | 263 | 517 | 237 | 114 | 823 | 128 | 455 | 636 | 159 | 187 | 294 | 186 |
| Link Distance (ft) | | 433 | | | 692 | | | 878 | | | 274 | |
| Upstream Blk Time (%) | | 7 | | | 10 | | | | | | 2 | |
| Queuing Penalty (veh) | | 0 | | | 0 | | | | | | 12 | |
| Storage Bay Dist (ft) | 200 | | 200 | 75 | | 125 | 350 | | 100 | 160 | | 225 |
| Storage Blk Time (%) | 5 | 14 | 0 | 41 | 54 | 0 | 0 | 32 | 1 | | 24 | 0 |
| Queuing Penalty (veh) | 35 | 71 | 2 | 154 | 90 | 0 | 2 | 149 | 4 | | 62 | 0 |

Intersection: 9: W. Main St & Aurora Street

| Movement | EB | WB | B7 | NB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | TR | LT | T | LR |
| Maximum Queue (ft) | 138 | 99 | 162 | 31 |
| Average Queue (ft) | 22 | 56 | 19 | 10 |
| 95th Queue (ft) | 91 | 121 | 80 | 33 |
| Link Distance (ft) | 120 | 31 | 406 | 204 |
| Upstream Blk Time (%) | 1 | 16 | | |
| Queuing Penalty (veh) | 1 | 0 | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 11: SR 91

| Movement | EB | NB | NB | SB |
|-----------------------|-----|----|-----|-----|
| Directions Served | R | L | TR | LTR |
| Maximum Queue (ft) | 55 | 88 | 194 | 190 |
| Average Queue (ft) | 26 | 15 | 24 | 15 |
| 95th Queue (ft) | 55 | 42 | 92 | 83 |
| Link Distance (ft) | 102 | | 274 | 182 |
| Upstream Blk Time (%) | | | | 0 |
| Queuing Penalty (veh) | | | | 1 |
| Storage Bay Dist (ft) | | 75 | | |
| Storage Blk Time (%) | | 0 | 2 | |
| Queuing Penalty (veh) | | 0 | 1 | |

Intersection: 14: SR 91

| Movement | EB | WB | NB | SB |
|-----------------------|----|----|-----|-----|
| Directions Served | T | T | T | T |
| Maximum Queue (ft) | 79 | 30 | 204 | 189 |
| Average Queue (ft) | 18 | 14 | 127 | 93 |
| 95th Queue (ft) | 51 | 38 | 235 | 204 |
| Link Distance (ft) | 66 | 61 | 182 | 139 |
| Upstream Blk Time (%) | 0 | | 7 | 3 |
| Queuing Penalty (veh) | 0 | | 35 | 20 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 808

Intersection: 1: SR 91 & Clinton Street/Aurora Street

| Movement | EB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | TR | LTR |
| Maximum Queue (ft) | 31 | 120 | 174 | 316 | 284 |
| Average Queue (ft) | 24 | 107 | 123 | 136 | 154 |
| 95th Queue (ft) | 44 | 143 | 189 | 296 | 309 |
| Link Distance (ft) | 384 | | 120 | 377 | 941 |
| Upstream Blk Time (%) | | 7 | 13 | | |
| Queuing Penalty (veh) | | 0 | 31 | | |
| Storage Bay Dist (ft) | | 100 | | | |
| Storage Blk Time (%) | | 8 | 0 | | |
| Queuing Penalty (veh) | | 5 | 0 | | |

Intersection: 3: SR 91 & SR 303

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | L | T | R | L | T | R | L | T | R |
| Maximum Queue (ft) | 224 | 449 | 221 | 100 | 400 | 142 | 178 | 294 | 61 | 185 | 287 | 250 |
| Average Queue (ft) | 144 | 229 | 121 | 51 | 262 | 32 | 98 | 195 | 24 | 97 | 250 | 138 |
| 95th Queue (ft) | 261 | 467 | 265 | 118 | 415 | 123 | 178 | 296 | 57 | 217 | 304 | 298 |
| Link Distance (ft) | | 433 | | | 692 | | | 878 | | | 274 | |
| Upstream Blk Time (%) | | 6 | | | | | | | | | 2 | |
| Queuing Penalty (veh) | | 0 | | | | | | | | | 13 | |
| Storage Bay Dist (ft) | 200 | | 200 | 75 | | 125 | 350 | | 100 | 160 | | 225 |
| Storage Blk Time (%) | 24 | 5 | 0 | | 58 | 0 | | 23 | | | 31 | 0 |
| Queuing Penalty (veh) | 110 | 19 | 0 | | 80 | 0 | | 91 | | | 63 | 0 |

Intersection: 9: W. Main St & Aurora Street

| Movement | WB | B7 | NB |
|-----------------------|-----|-----|-----|
| Directions Served | LT | T | LR |
| Maximum Queue (ft) | 99 | 141 | 30 |
| Average Queue (ft) | 39 | 49 | 18 |
| 95th Queue (ft) | 118 | 149 | 42 |
| Link Distance (ft) | 31 | 406 | 204 |
| Upstream Blk Time (%) | 8 | | |
| Queuing Penalty (veh) | 0 | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 11: SR 91

| Movement | EB | NB | NB | SB |
|-----------------------|-----|----|-----|-----|
| Directions Served | R | L | TR | LTR |
| Maximum Queue (ft) | 30 | 35 | 164 | 257 |
| Average Queue (ft) | 6 | 14 | 70 | 158 |
| 95th Queue (ft) | 25 | 41 | 158 | 263 |
| Link Distance (ft) | 101 | | 274 | 377 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | 75 | | |
| Storage Blk Time (%) | | | 3 | |
| Queuing Penalty (veh) | | | 1 | |

Network Summary

Network wide Queuing Penalty: 415

Intersection: 1: SR 91 & Clinton Street/Aurora Street

| Movement | EB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | TR | LTR |
| Maximum Queue (ft) | 210 | 119 | 137 | 380 | 400 |
| Average Queue (ft) | 92 | 84 | 70 | 173 | 183 |
| 95th Queue (ft) | 162 | 127 | 148 | 320 | 323 |
| Link Distance (ft) | 384 | | 120 | 377 | 941 |
| Upstream Blk Time (%) | | 9 | 8 | 0 | |
| Queuing Penalty (veh) | | 0 | 25 | 1 | |
| Storage Bay Dist (ft) | | 100 | | | |
| Storage Blk Time (%) | | 14 | 7 | | |
| Queuing Penalty (veh) | | 9 | 11 | | |

Intersection: 3: SR 91 & SR 303

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | L | T | R | L | T | R | L | T | R |
| Maximum Queue (ft) | 224 | 485 | 225 | 100 | 707 | 150 | 375 | 893 | 125 | 185 | 287 | 250 |
| Average Queue (ft) | 174 | 275 | 142 | 80 | 396 | 28 | 164 | 306 | 108 | 77 | 212 | 86 |
| 95th Queue (ft) | 259 | 486 | 270 | 124 | 677 | 109 | 306 | 571 | 164 | 167 | 314 | 223 |
| Link Distance (ft) | | 433 | | | 692 | | | 878 | | | 274 | |
| Upstream Blk Time (%) | | 4 | | | 2 | | | 1 | | | 7 | |
| Queuing Penalty (veh) | | 0 | | | 0 | | | 0 | | | 36 | |
| Storage Bay Dist (ft) | 200 | | 200 | 75 | | 125 | 350 | | 100 | 160 | | 225 |
| Storage Blk Time (%) | 5 | 13 | 0 | 21 | 56 | | 0 | 33 | 2 | 1 | 25 | 0 |
| Queuing Penalty (veh) | 30 | 69 | 2 | 79 | 93 | | 0 | 156 | 12 | 7 | 65 | 0 |

Intersection: 9: W. Main St & Aurora Street

| Movement | EB | WB | B7 | NB |
|-----------------------|-----|----|-----|-----|
| Directions Served | TR | LT | T | LR |
| Maximum Queue (ft) | 55 | 99 | 216 | 31 |
| Average Queue (ft) | 3 | 24 | 12 | 11 |
| 95th Queue (ft) | 21 | 81 | 89 | 35 |
| Link Distance (ft) | 120 | 31 | 406 | 204 |
| Upstream Blk Time (%) | | 7 | | |
| Queuing Penalty (veh) | | 0 | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 11: SR 91

| Movement | EB | NB | NB | SB |
|-----------------------|-----|----|-----|-----|
| Directions Served | R | L | TR | LTR |
| Maximum Queue (ft) | 76 | 99 | 262 | 389 |
| Average Queue (ft) | 24 | 20 | 66 | 129 |
| 95th Queue (ft) | 57 | 68 | 184 | 277 |
| Link Distance (ft) | 101 | | 274 | 377 |
| Upstream Blk Time (%) | | | 0 | 0 |
| Queuing Penalty (veh) | | | 0 | 2 |
| Storage Bay Dist (ft) | | 75 | | |
| Storage Blk Time (%) | | 1 | 4 | |
| Queuing Penalty (veh) | | 4 | 3 | |

Network Summary

Network wide Queuing Penalty: 605

Intersection: 1: SR 91 & Clinton Street/Aurora Street

| Movement | EB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | TR | LTR |
| Maximum Queue (ft) | 31 | 120 | 162 | 228 | 222 |
| Average Queue (ft) | 24 | 101 | 105 | 160 | 136 |
| 95th Queue (ft) | 44 | 134 | 192 | 245 | 215 |
| Link Distance (ft) | 384 | | 120 | 377 | 941 |
| Upstream Blk Time (%) | | 16 | 14 | | |
| Queuing Penalty (veh) | | 0 | 34 | | |
| Storage Bay Dist (ft) | | 100 | | | |
| Storage Blk Time (%) | | 23 | 4 | | |
| Queuing Penalty (veh) | | 13 | 7 | | |

Intersection: 3: SR 91 & SR 303

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | L | T | R | L | T | R | L | T | R |
| Maximum Queue (ft) | 224 | 448 | 111 | 100 | 386 | 150 | 178 | 303 | 83 | 184 | 284 | 250 |
| Average Queue (ft) | 137 | 213 | 74 | 71 | 255 | 64 | 111 | 196 | 32 | 55 | 258 | 165 |
| 95th Queue (ft) | 226 | 428 | 123 | 128 | 371 | 180 | 173 | 310 | 79 | 162 | 297 | 329 |
| Link Distance (ft) | | 433 | | | 692 | | | 878 | | | 274 | |
| Upstream Blk Time (%) | | 4 | | | | | | | | | 3 | |
| Queuing Penalty (veh) | | 0 | | | | | | | | | 16 | |
| Storage Bay Dist (ft) | 200 | | 200 | 75 | | 125 | 350 | | 100 | 160 | | 225 |
| Storage Blk Time (%) | 11 | 5 | | | 52 | 0 | | 20 | 0 | | 26 | 0 |
| Queuing Penalty (veh) | 50 | 18 | | | 72 | 0 | | 82 | 0 | | 53 | 0 |

Intersection: 9: W. Main St & Aurora Street

| Movement | EB | WB | B7 | NB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | TR | LT | T | LR |
| Maximum Queue (ft) | 50 | 99 | 142 | 29 |
| Average Queue (ft) | 29 | 76 | 53 | 12 |
| 95th Queue (ft) | 55 | 124 | 139 | 35 |
| Link Distance (ft) | 120 | 31 | 406 | 204 |
| Upstream Blk Time (%) | | 38 | | |
| Queuing Penalty (veh) | | 0 | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 11: SR 91

| Movement | EB | NB | SB |
|-----------------------|-----|----|-----|
| Directions Served | R | L | LTR |
| Maximum Queue (ft) | 30 | 35 | 137 |
| Average Queue (ft) | 6 | 12 | 27 |
| 95th Queue (ft) | 25 | 33 | 118 |
| Link Distance (ft) | 101 | | 377 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 75 | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Network Summary

| |
|-----------------------------------|
| Network wide Queuing Penalty: 346 |
|-----------------------------------|

Intersection: 1: SR 91 & Clinton Street/Aurora Street

| Movement | EB | WB | WB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|
| Directions Served | LTR | L | TR | TR | LTR |
| Maximum Queue (ft) | 263 | 120 | 170 | 254 | 371 |
| Average Queue (ft) | 106 | 82 | 62 | 145 | 174 |
| 95th Queue (ft) | 207 | 132 | 147 | 233 | 287 |
| Link Distance (ft) | 384 | | 120 | 377 | 941 |
| Upstream Blk Time (%) | | 2 | 3 | | |
| Queuing Penalty (veh) | | 0 | 11 | | |
| Storage Bay Dist (ft) | | 100 | | | |
| Storage Blk Time (%) | | 9 | 3 | | |
| Queuing Penalty (veh) | | 5 | 5 | | |

Intersection: 3: SR 91 & SR 303

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|
| Directions Served | L | T | R | L | T | R | L | T | R | L | T | R |
| Maximum Queue (ft) | 225 | 448 | 225 | 100 | 707 | 150 | 375 | 941 | 125 | 185 | 290 | 245 |
| Average Queue (ft) | 158 | 265 | 124 | 86 | 319 | 27 | 318 | 639 | 89 | 72 | 203 | 68 |
| 95th Queue (ft) | 248 | 450 | 262 | 117 | 575 | 117 | 468 | 1146 | 162 | 181 | 285 | 187 |
| Link Distance (ft) | | 433 | | | 692 | | | 878 | | | 274 | |
| Upstream Blk Time (%) | | 4 | | | 2 | | | 32 | | | 1 | |
| Queuing Penalty (veh) | | 0 | | | 0 | | | 0 | | | 4 | |
| Storage Bay Dist (ft) | 200 | | 200 | 75 | | 125 | 350 | | 100 | 160 | | 225 |
| Storage Blk Time (%) | 5 | 13 | 0 | 14 | 50 | 0 | 42 | 34 | 1 | 0 | 16 | 0 |
| Queuing Penalty (veh) | 30 | 66 | 1 | 53 | 83 | 0 | 278 | 160 | 7 | 0 | 42 | 0 |

Intersection: 9: W. Main St & Aurora Street

| Movement | EB | WB | B7 | NB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | TR | LT | T | LR |
| Maximum Queue (ft) | 120 | 107 | 37 | 31 |
| Average Queue (ft) | 60 | 69 | 3 | 11 |
| 95th Queue (ft) | 109 | 112 | 21 | 34 |
| Link Distance (ft) | 120 | 31 | 406 | 204 |
| Upstream Blk Time (%) | 1 | 28 | | |
| Queuing Penalty (veh) | 1 | 0 | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 11: SR 91

| Movement | EB | NB | SB |
|-----------------------|-----|----|-----|
| Directions Served | R | L | LTR |
| Maximum Queue (ft) | 54 | 50 | 55 |
| Average Queue (ft) | 25 | 17 | 3 |
| 95th Queue (ft) | 52 | 42 | 22 |
| Link Distance (ft) | 101 | | 377 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 75 | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Network Summary

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|-----------------------------------|
| Network wide Queuing Penalty: 746 |
|-----------------------------------|
