

**Study Name** 37-CLINTON ST AT JARVIS ST  
**Start Date** Tuesday, September 17, 2019 7:00 AM  
**End Date** Tuesday, September 17, 2019 5:30 PM  
**Site Code**

## Report Summary

| Time Period       | Class.       | Southbound |           |           |          | Westbound |           |            |            | Northbound |          |            |            | Eastbound  |           |            |          | Crosswalk  |            |          |            |            |          |            |            |             |    |     |      |    |
|-------------------|--------------|------------|-----------|-----------|----------|-----------|-----------|------------|------------|------------|----------|------------|------------|------------|-----------|------------|----------|------------|------------|----------|------------|------------|----------|------------|------------|-------------|----|-----|------|----|
|                   |              | L          | T         | R         | U        | I         | O         | L          | T          | R          | U        | I          | O          | L          | T         | R          | U        | I          | O          | Total    | s on       | Credestria | Total    |            |            |             |    |     |      |    |
| <b>Peak 1</b>     | Lights       | 3          | 4         | 1         | 0        | 8         | 35        | 79         | 177        | 11         | 1        | 268        | 364        | 56         | 15        | 100        | 0        | 171        | 185        | 9        | 260        | 102        | 0        | 371        | 234        | 818         | SB | 0   | 2    | 2  |
| Specified Period  | %            | 100%       | 100%      | 50%       | 0%       | 89%       | 100%      | 93%        | 94%        | 100%       | 100%     | 94%        | 97%        | 92%        | 100%      | 95%        | 0%       | 94%        | 96%        | 100%     | 97%        | 98%        | 0%       | 98%        | 93%        | 96%         |    | 0%  | 100% |    |
| 7:00 AM - 9:30 AM | Buses        | 0          | 0         | 1         | 0        | 1         | 0         | 6          | 6          | 0          | 0        | 12         | 10         | 5          | 0         | 4          | 0        | 9          | 7          | 0        | 6          | 1          | 0        | 7          | 12         | 29          | WB | 0   | 0    | 0  |
| One Hour Peak     | %            | 0%         | 0%        | 50%       | 0%       | 11%       | 0%        | 7%         | 3%         | 0%         | 0%       | 4%         | 3%         | 8%         | 0%        | 4%         | 0%       | 5%         | 4%         | 0%       | 2%         | 1%         | 0%       | 2%         | 5%         | 3%          |    | 0%  | 0%   |    |
| 7:45 AM - 8:45 AM | Trucks       | 0          | 0         | 0         | 0        | 0         | 0         | 0          | 5          | 0          | 0        | 5          | 2          | 0          | 0         | 1          | 0        | 1          | 1          | 0        | 1          | 1          | 0        | 2          | 5          | 8           | NB | 1   | 4    | 5  |
|                   | %            | 0%         | 0%        | 0%        | 0%       | 0%        | 0%        | 0%         | 3%         | 0%         | 0%       | 2%         | 1%         | 0%         | 0%        | 1%         | 0%       | 1%         | 1%         | 0%       | 0%         | 1%         | 0%       | 1%         | 2%         | 1%          |    | 20% | 80%  |    |
|                   | <b>Total</b> | <b>3</b>   | <b>4</b>  | <b>2</b>  | <b>0</b> | <b>9</b>  | <b>35</b> | <b>85</b>  | <b>188</b> | <b>11</b>  | <b>1</b> | <b>285</b> | <b>376</b> | <b>61</b>  | <b>15</b> | <b>105</b> | <b>0</b> | <b>181</b> | <b>193</b> | <b>9</b> | <b>267</b> | <b>104</b> | <b>0</b> | <b>380</b> | <b>251</b> | <b>855</b>  | EB | 3   | 3    | 6  |
|                   | PHF          | 0.38       | 0.33      | 0.5       | 0        | 0.75      | 0.73      | 0.64       | 0.73       | 0.46       | 0.25     | 0.85       | 0.88       | 0.61       | 0.75      | 0.82       | 0        | 0.78       | 0.79       | 0.56     | 0.9        | 0.74       | 0        | 0.85       | 0.71       | 0.83        |    | 50% | 50%  |    |
|                   | Approach %   |            |           |           |          | 1%        | 4%        |            |            |            |          | 33%        | 44%        |            |           |            |          | 21%        | 23%        |          |            |            |          | 44%        | 29%        |             |    | 4   | 9    | 13 |
| <b>Peak 2</b>     | Lights       | 10         | 10        | 9         | 1        | 30        | 19        | 119        | 368        | 3          | 0        | 490        | 410        | 105        | 10        | 142        | 0        | 257        | 226        | 5        | 258        | 97         | 0        | 360        | 482        | 1137        | SB | 4   | 12   | 16 |
| Specified Period  | %            | 100%       | 100%      | 82%       | 100%     | 94%       | 100%      | 98%        | 97%        | 100%       | 0%       | 98%        | 98%        | 99%        | 100%      | 100%       | 0%       | 100%       | 98%        | 100%     | 96%        | 98%        | 0%       | 97%        | 97%        | 98%         |    | 25% | 75%  |    |
| 3:00 PM - 5:30 PM | Buses        | 0          | 0         | 2         | 0        | 2         | 0         | 2          | 7          | 0          | 0        | 9          | 8          | 0          | 0         | 0          | 0        | 0          | 3          | 0        | 8          | 1          | 0        | 9          | 9          | 20          | WB | 0   | 2    | 2  |
| One Hour Peak     | %            | 0%         | 0%        | 18%       | 0%       | 6%        | 0%        | 2%         | 2%         | 0%         | 0%       | 2%         | 2%         | 0%         | 0%        | 0%         | 0%       | 0%         | 1%         | 0%       | 3%         | 1%         | 0%       | 2%         | 2%         | 2%          |    | 0%  | 100% |    |
| 3:30 PM - 4:30 PM | Trucks       | 0          | 0         | 0         | 0        | 0         | 0         | 0          | 3          | 0          | 0        | 3          | 2          | 1          | 0         | 0          | 0        | 1          | 1          | 0        | 2          | 1          | 0        | 3          | 4          | 7           | NB | 5   | 5    | 10 |
|                   | %            | 0%         | 0%        | 0%        | 0%       | 0%        | 0%        | 0%         | 1%         | 0%         | 0%       | 1%         | 0%         | 1%         | 0%        | 0%         | 0%       | 0%         | 0%         | 0%       | 1%         | 1%         | 0%       | 1%         | 1%         | 1%          |    | 50% | 50%  |    |
|                   | <b>Total</b> | <b>10</b>  | <b>10</b> | <b>11</b> | <b>1</b> | <b>32</b> | <b>19</b> | <b>121</b> | <b>378</b> | <b>3</b>   | <b>0</b> | <b>502</b> | <b>420</b> | <b>106</b> | <b>10</b> | <b>142</b> | <b>0</b> | <b>258</b> | <b>230</b> | <b>5</b> | <b>268</b> | <b>99</b>  | <b>0</b> | <b>372</b> | <b>495</b> | <b>1164</b> | EB | 1   | 3    | 4  |
|                   | PHF          | 0.42       | 0.42      | 0.55      | 0.25     | 0.62      | 0.68      | 0.86       | 0.81       | 0.75       | 0        | 0.84       | 0.95       | 0.85       | 0.5       | 0.89       | 0        | 0.98       | 0.86       | 0.42     | 0.91       | 0.82       | 0        | 0.95       | 0.83       | 0.93        |    | 25% | 75%  |    |
|                   | Approach %   |            |           |           |          | 3%        | 2%        |            |            |            |          | 43%        | 36%        |            |           |            |          | 22%        | 20%        |          |            |            |          | 32%        | 43%        |             |    | 10  | 22   | 32 |