



# Binghamton Metropolitan Transportation Study

P.O. BOX 1766

BINGHAMTON, NY 13902

Bryan Bunnell  
Main/Crocker/First  
Johnson City  
Awkward Crisis Averted

File Name : Not Named 1  
Site Code : 210  
Start Date : 8/5/2011  
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

| Start Time       | First St<br>From North |      |      |      |            | Main St<br>From East |      |      |      |            | Crocker Ave<br>From South |      |      |      |            | Main St<br>From West |      |      |      |            | Int. Total |
|------------------|------------------------|------|------|------|------------|----------------------|------|------|------|------------|---------------------------|------|------|------|------------|----------------------|------|------|------|------------|------------|
|                  | Right                  | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                     | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total |            |
| 03:00 PM         | 1                      | 1    | 1    | 0    | 3          | 1                    | 164  | 2    | 1    | 168        | 2                         | 0    | 11   | 0    | 13         | 5                    | 163  | 2    | 4    | 174        | 358        |
| 03:15 PM         | 0                      | 0    | 0    | 1    | 1          | 1                    | 178  | 0    | 0    | 179        | 1                         | 1    | 5    | 0    | 7          | 7                    | 144  | 1    | 0    | 152        | 339        |
| 03:30 PM         | 2                      | 0    | 2    | 0    | 4          | 0                    | 189  | 2    | 0    | 191        | 1                         | 0    | 3    | 0    | 4          | 3                    | 125  | 3    | 1    | 132        | 331        |
| 03:45 PM         | 1                      | 0    | 0    | 0    | 1          | 0                    | 219  | 1    | 4    | 224        | 2                         | 0    | 6    | 0    | 8          | 5                    | 135  | 3    | 5    | 148        | 381        |
| Total            | 4                      | 1    | 3    | 1    | 9          | 2                    | 750  | 5    | 5    | 762        | 6                         | 1    | 25   | 0    | 32         | 20                   | 567  | 9    | 10   | 606        | 1409       |
| 04:00 PM         | 5                      | 0    | 2    | 0    | 7          | 0                    | 188  | 2    | 0    | 190        | 2                         | 0    | 14   | 0    | 16         | 4                    | 114  | 5    | 3    | 126        | 339        |
| 04:15 PM         | 3                      | 0    | 1    | 0    | 4          | 1                    | 239  | 4    | 3    | 247        | 0                         | 0    | 9    | 0    | 9          | 4                    | 112  | 5    | 2    | 123        | 383        |
| 04:30 PM         | 2                      | 0    | 1    | 0    | 3          | 0                    | 211  | 4    | 4    | 219        | 4                         | 0    | 16   | 0    | 20         | 5                    | 116  | 1    | 1    | 123        | 365        |
| 04:45 PM         | 5                      | 0    | 2    | 0    | 7          | 1                    | 188  | 2    | 1    | 192        | 2                         | 0    | 7    | 0    | 9          | 0                    | 115  | 4    | 3    | 122        | 330        |
| Total            | 15                     | 0    | 6    | 0    | 21         | 2                    | 826  | 12   | 8    | 848        | 8                         | 0    | 46   | 0    | 54         | 13                   | 457  | 15   | 9    | 494        | 1417       |
| 05:00 PM         | 1                      | 0    | 1    | 0    | 2          | 0                    | 199  | 3    | 4    | 206        | 0                         | 0    | 10   | 1    | 11         | 5                    | 130  | 3    | 3    | 141        | 360        |
| 05:15 PM         | 3                      | 1    | 1    | 1    | 6          | 3                    | 189  | 1    | 2    | 195        | 1                         | 0    | 7    | 0    | 8          | 2                    | 128  | 2    | 2    | 134        | 343        |
| Grand Total      | 23                     | 2    | 11   | 2    | 38         | 7                    | 1964 | 21   | 19   | 2011       | 15                        | 1    | 88   | 1    | 105        | 40                   | 1282 | 29   | 24   | 1375       | 3529       |
| Apprch %         | 60.5                   | 5.3  | 28.9 | 5.3  |            | 0.3                  | 97.7 | 1    | 0.9  |            | 14.3                      | 1    | 83.8 | 1    |            | 2.9                  | 93.2 | 2.1  | 1.7  |            |            |
| Total %          | 0.7                    | 0.1  | 0.3  | 0.1  | 1.1        | 0.2                  | 55.7 | 0.6  | 0.5  | 57         | 0.4                       | 0    | 2.5  | 0    | 3          | 1.1                  | 36.3 | 0.8  | 0.7  | 39         |            |
| Unshifted        | 23                     | 2    | 11   | 2    | 38         | 7                    | 1917 | 21   | 19   | 1964       | 14                        | 1    | 85   | 1    | 101        | 39                   | 1245 | 29   | 24   | 1337       | 3440       |
| % Unshifted      | 100                    | 100  | 100  | 100  | 100        | 100                  | 97.6 | 100  | 100  | 97.7       | 93.3                      | 100  | 96.6 | 100  | 96.2       | 97.5                 | 97.1 | 100  | 100  | 97.2       | 97.5       |
| Heavy Vehicles   | 0                      | 0    | 0    | 0    | 0          | 0                    | 47   | 0    | 0    | 47         | 1                         | 0    | 3    | 0    | 4          | 1                    | 37   | 0    | 0    | 38         | 89         |
| % Heavy Vehicles | 0                      | 0    | 0    | 0    | 0          | 0                    | 2.4  | 0    | 0    | 2.3        | 6.7                       | 0    | 3.4  | 0    | 3.8        | 2.5                  | 2.9  | 0    | 0    | 2.8        | 2.5        |