



FIVE POINTS ACTION PLAN

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EXECUTIVE SUMMARY

Denver is growing and changing. Every year since 2010, an additional 15,000-20,000 people have moved to the City and County of Denver. This Five Points Action Plan is the first example of a new approach from Public Works to improving neighborhood transportation. Over an eight-month period from April to November 2018, Denver Public Works staff worked with residents, visitors, and business owners in the Five Points statistical neighborhood (which includes the neighborhoods of Ballpark, Curtis Park, Five Points, RiNo, San Rafael, and Union Station North) to identify key transportation needs in the neighborhood. There is approximately \$150,000 in CIP funds set aside for implementing neighborhood scale improvements in Five Points.

PROCESS

The Neighborhood Transportation Management Program (NTMP) process included two phases of public outreach. In Phase 1, input on local transportation concerns and priorities was solicited via an online survey and a public open house meeting. Residents were asked about local priorities for walking, bicycling, driving, speeding, and visibility at intersections. The public comments were synthesized and reviewed. Staff identified potential tools that could address the comments. Staff also conducted field visits, collected and reviewed transportation data, performed analyses, and created project design concepts. Operational improvements were also identified through this effort. In Phase 2, the project concepts were presented to the public and comments were gathered. The neighborhood provided comments by an online survey and by attending a public open house meeting. From the comments collected, a project list was developed and selected for further design and installation. The operational improvements began implementation in 2019. A summary of the public input is on page 4.

PROJECTS

A summary of the projects identified for the Five Points neighborhood is below. A detailed map and descriptions of these the improvement locations is shown on page 8.

2019 OPERATIONAL IMPROVEMENTS

- **5** new all-way stops, **4** stop sign studies
- **3** new enhanced pedestrian crossings
- Crosswalk striping at **24** intersections
- Daylighting (improving visibility) at **18** intersections
- Adjusting the signal timing at **2** intersections
- **3** new bicycle route connections

NTMP PROJECTS

6 projects which include:

- **2** corridor striping enhancements
- Painted curb extensions at **16** intersections
- **1** pedestrian crossing improvement with Rectangular Rapid Flashing Beacon (RRFB)

FUTURE PROJECTS

Future projects were identified through the NTMP process, but are too large in scope to address with the funds available in the program.

- **1** pedestrian plaza with painted curb extensions
- **5** speed-limit reduction studies
- **1** two-way conversion feasibility study
- **1** corridor study
- **1** traffic signal

SCHEDULE

The Operational Improvements will be installed in 2019 through existing Public Works annual Operations and Maintenance funds. NTMP Projects are planned for design and installation in 2019-2020 using the \$150,000 in CIP funds dedicated to the Five Points Action Plan. Future projects will be assigned and coordinated to the appropriate work program within Public Works and advanced within existing project development processes. Timing for design and install of future projects is dependent on prioritization and funding of other programs.

PROGRAM OVERVIEW AND ACTION PLAN PURPOSE

NTMP PROGRAM OVERVIEW

The **Neighborhood Transportation Management Program** (NTMP) is a new program from Public Works that identifies and delivers quick solutions to address neighborhood transportation priorities and challenges. The goals of the program are to:

- **Be more proactive to address neighborhood transportation issues**
- **Provide input opportunities in the neighborhood for more people**
- **Ensure quicker delivery of more neighborhood-scale projects**

The Five Points statistical neighborhood was selected as the first neighborhood to go through the NTMP process. The Five Points statistical neighborhood includes: Ballpark, Curtis Park, Five Points, RiNo, San Rafael and Union Station North neighborhoods. The NTMP process started in April 2018 with the City reviewing past transportation plans and recommendations in the area. The first public meeting introducing the NTMP process was held on June 11. Using input from the meeting, project ideas were then developed from June to September, and on September 26, a second public meeting was held to prioritize project ideas for further development and installation. Both public meetings were accompanied by online surveys with the same information and opportunities for input. A stakeholder committee with representatives from local organizations provided additional input throughout the process. A summary of the plan process is shown in the graphic below.

This **Action Plan** is the culmination of public input and analysis that has resulted in a list of projects to implement through the Five Points NTMP Work Program. Additionally, the process has identified multiple larger-scale future projects to be programmed within existing Public Works planning and project development processes and prioritization.

ACTION PLAN PURPOSE

The Mayor’s Mobility Action Plan (2017) sets out to improve transportation in Denver through four initiatives: **Choice, Safety, Climate & Health, and Accessibility**. To help reach these goals, this Five Points Action Plan is intended to program neighborhood-scale improvements that will:

- **Improve mobility choices for residents**
- **Help make it safer and easier to get to the neighborhood and move around the neighborhood**
- **Work towards building safe streets for everyone**

This Action Plan summarizes the public input and analysis used to identify neighborhood-scale operational projects to be installed in 2019. The public input summary is reviewed on page 4. The Key Community-Identified Issues Map on page 6 shows which streets and intersections received comments and informed project need and prioritization. The Action Plan map and project tables on pages 8-10 outlines what improvements will be made through the program.



PUBLIC INPUT SUMMARY

PURPOSE

The program held two public open house meetings at Blair-Caldwell African American Research Library for members of the neighborhood to learn more about the NTMP process and provide input to the Five Points NTMP.

The first open house meeting held during Phase 1 focused on identifying priorities and issues the neighborhood had. The feedback from the open house identified top local transportation priorities, issues, and enhancements.

The second open house meeting during Phase 2 focused on prioritizing proposed project ideas. Denver Public Works allocated \$150,000 for NTMP transportation improvements above and beyond the annual operations and maintenance budget in the Five Points statistical neighborhood. At the Phase 2 open house, \$270,000 worth of project ideas were presented. The feedback received helped form an inclusive understanding of which projects had the most community support and could be programmed with the allocated \$150,000 funding.

PUBLIC NOTIFICATION

Proactive outreach for the public open house meetings and the NTMP process was done by email distribution lists, social media channels, Denver’s website, press releases, posting fliers, and sending save the dates to neighbors through a curated stakeholder list. Additionally, Denver’s Five Points area Registered Neighborhood Organizations (RNO), Five Points businesses were pivotal in helping communicate through posting bulletins, and helping generate interest in the Five Points NTMP.

Meeting attendees mentioned they heard about the public open houses through Facebook, their neighborhood newsletter, word of mouth, Bike Denver, neighbors, fliers, city email, Mailchimp newsletter, and registered neighborhood organization notifications. For members of the public who were unable to attend, were given an opportunity to provide feedback through an online survey.

All public outreach materials can be found at the NTMP Webpage at www.denvergov.org or by this [link](#).

PHASE 1 RESULTS

ONLINE SURVEY #1

Opened June 11, 2018
Closed July 19, 2018



273
responses

OPEN HOUSE #1

Occurred June 11, 2018



32
attendees



69
comments received

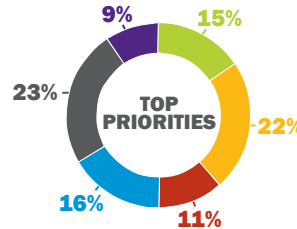
MAILCHIMP NEWSLETTER



262
subscribers

PHASE 1 PRIMARY PUBLIC COMMENT TOPICS

Top identified priorities for improving transportation in Five Points (261 responses)



- SPEEDING TRAFFIC
- IMPROVING PEDESTRIAN CROSSINGS
- COMFORTABLE BIKE FACILITIES
- DRIVING THROUGH OR TURNING AT INTERSECTIONS
- VISIBILITY AT INTERSECTIONS
- OTHER (PLEASE SPECIFY)

PHASE 2 RESULTS

ONLINE SURVEY #2

Opened Oct. 4, 2018
Closed Nov. 2, 2018



108
responses

OPEN HOUSE #2

Occurred September 26, 2018



23
attendees



16
comments received

PHASE 2 MOST POPULAR PROJECTS

Top six projects voted for out of 15 proposed projects (108 responses)



PROJECT COORDINATION

The following Public Works projects and programs were coordinated with during the Five Points NTMP process:



26TH STREET NEIGHBORHOOD BIKEWAY

While the NTMP Five Points process was occurring, the bicycle program was simultaneously developing plans for the 26th Street Neighborhood Bikeway. This project will implement a safe and comfortable bicycle facility along 26th Street between Blake Street and Washington Street. Public Outreach was conducted jointly at the same two public meetings in June and September 2018.



DENVER MOVES
Bicycles

DENVER MOVES: BICYCLES

Project ideas identified through the NTMP process were coordinated with the Denver Moves: Bicycles citywide plan. Communication flowed both ways: the NTMP program will be able to install some small bicycle improvements in the neighborhood from the plan, and the public input and analysis will better inform future Denver Moves: Bicycle projects.



DENVER
PUBLIC WORKS

PARKING AREA MANAGEMENT PROGRAM

Area Management Plans are developed to comprehensively address an area's changing conditions and acknowledge the needs of diverse user groups. The program engages stakeholders in identifying parking management tools that improve the way on-street parking restrictions address existing levels of demand. The Five Points Neighborhood completed three area management programs in March 2018 for the Welton Street Area, Curtis Park Area, and Larimer Street area. The plans can be found on the city's website [here](#).



VISION ZERO ACTION PLAN

The Vision Zero Action Plan (2017) identified Broadway, Park Avenue, and Downing Street in the Five Points neighborhood as corridors that are included in the High Injury Network. The Vision Zero Program is focused on making safety improvements along these corridors. The NTMP identified and implemented operational changes that align with the Vision Zero Action Plan. The Vision Zero Action Plan can be found on the city's website [here](#).



DENVER
PUBLIC WORKS

DENVER MOVES: DOWNTOWN

Denver Moves: Downtown will re-envision the downtown transportation system, establish a framework for multimodal networks, develop near-term and long-term projects and provide opportunities to develop or test early action projects. The Five Points neighborhood is adjacent to downtown, therefore large operational-change projects considering downtown arterials such as Broadway were not considered in the NTMP process, and will be addressed through Denver Moves: Downtown.



DENVER
PUBLIC WORKS

TRAFFIC SIGNAL PROGRAM

Through the NTMP process, one unsignalized intersection was identified that would be a good candidate for a traffic signal. This recommendation was given to the Traffic Signal Design team and will be further developed through that program.

FIVE POINTS NTMP WORK PROGRAM

PROJECT DEVELOPMENT PROCESS

The first step in developing project ideas was reviewing recommendations from previous plans, including the Northeast Downtown Neighborhoods Plan (2011) and Next Steps Plan (2015); and the 38th and Blake Station Area Plan (2009) and Next Steps Plan (2011).

Existing city traffic count and crash data was compiled to provide a background for analysis. Additional vehicle, bicycle, and pedestrian counts were collected to support decisions. These counts can be seen in the Appendix, on pages A-2 to A-19.

The first public meeting was held to get input from the community on what transportation issues were their priority and what locations were the most important to investigate for improvements. These comments were mapped and tabulated to inform a comprehensive analysis of transportation operations in the neighborhood. The results can be seen in the figure “Key Community-Identified Issues,” on page 6.

Using the background recommendations, data, public input, and field observations, City Staff reviewed the existing design and operations of 87 intersections in the neighborhood. In the first level of review, Staff recommended small-scale operational improvements, while in the second level of review Staff analyzed and designed more detailed “NTMP Project Ideas.”

All of these recommendations were brought to the second public meeting for voting input, with the same exercise also made available online through a survey. Using this input, the final Five Points NTMP Work Program was developed. This program is a list of projects that will be designed and implemented in 2019. The program contains two parts:

1) NTMP Operational Improvements

These projects include new 4-way stops, reversing 2-way stops, daylighting intersections by pulling parking back from the intersection, installing crosswalks, installing signage, and making other minor adjustments. These projects will be installed in 2019 with existing maintenance crews and within the existing maintenance budget.

2) NTMP Projects

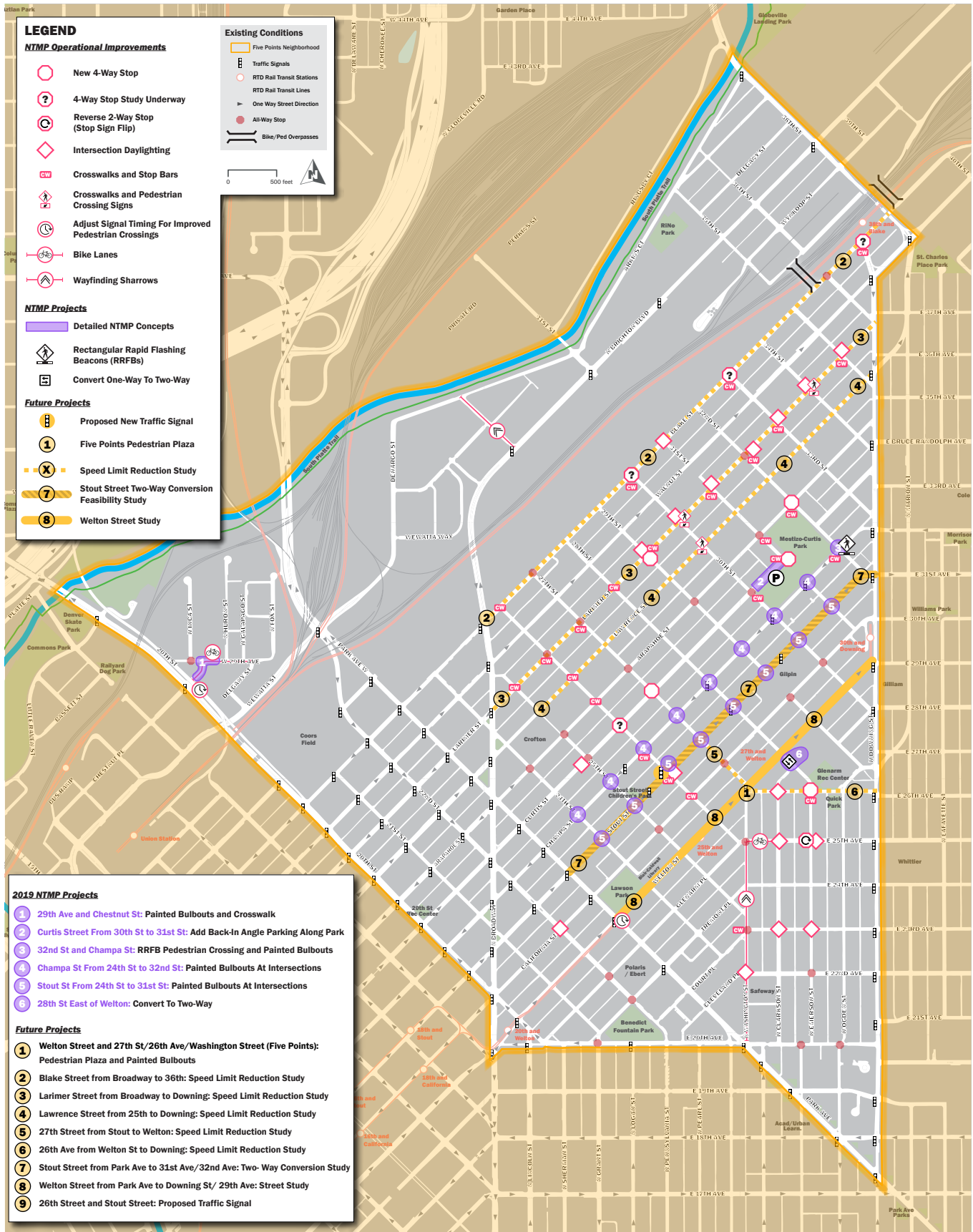
These projects include more complex signing and striping and traffic control features, and in one case some concrete work. These projects will be designed in 2019.

Also identified or reinforced through this program were larger scale future projects. These ideas were brought up during the NTMP process, but because these are much larger, more complicated, and more expensive projects that couldn't be completed through NTMP funding, these projects will be programmed through other planning and project development processes within Public Works.

A detailed map of all of the proposed improvements is shown on page 8, and a summary table is included on pages 9 and 10. Additionally, each NTMP Project has a more detailed concept graphics shown on pages 11-13.



FIVE POINTS NTMP WORK PROGRAM



FIVE POINTS NTMP WORK PROGRAM

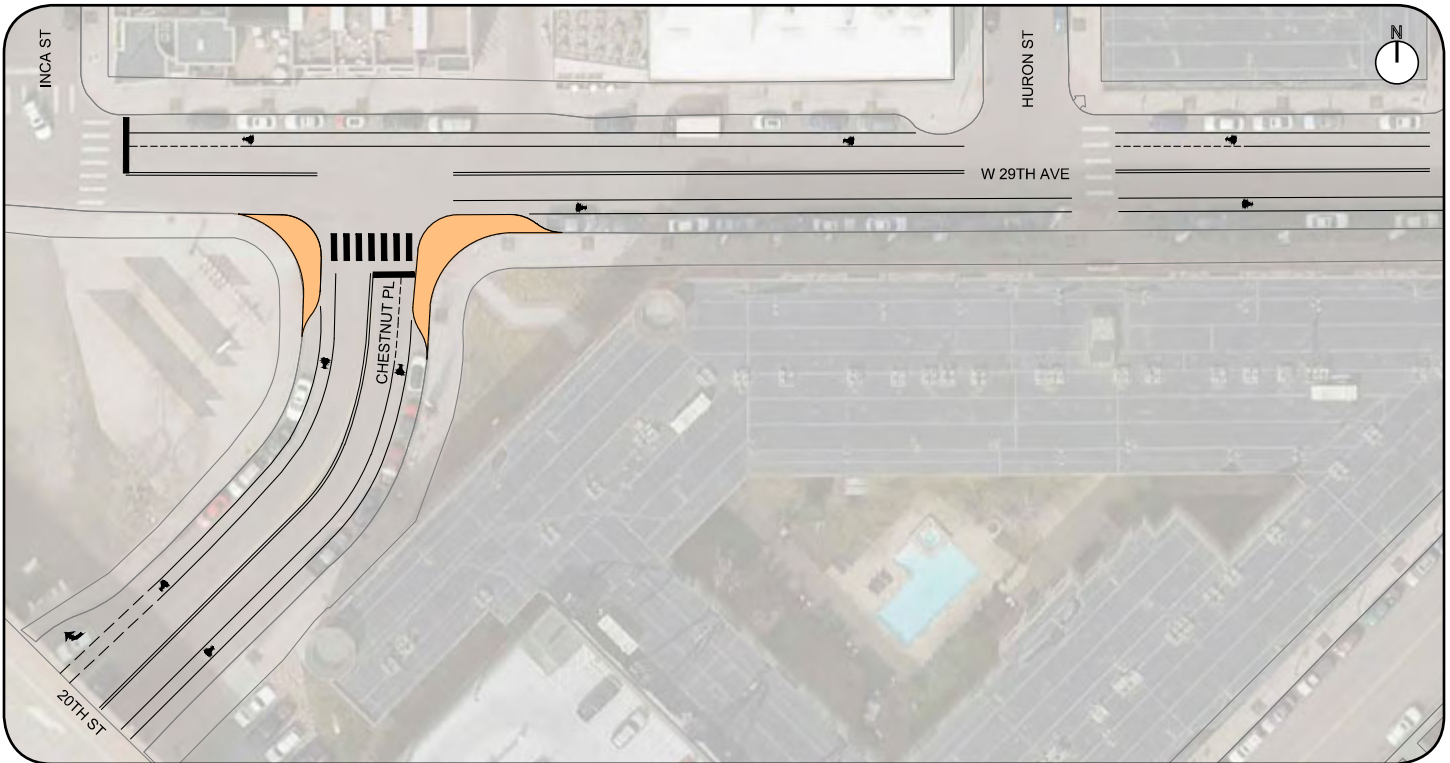
OPERATIONAL IMPROVEMENTS		
	Location	Project Description
1	20th St and Chestnut St	Adjust Signal Timing for Improved Pedestrian Crossings
2	29th St between Brighton Blvd and South Platte Trail	Wayfinding Sharrows
3	Blake St and Downing St	4-Way Stop Study, Crosswalks and Stop Bars
4	Blake St and 33rd St	4-Way Stop Study, Crosswalks and Stop Bars
5	Blake St and 31st St	Intersection Daylighting
6	Blake St and 30th St	4-Way Stop Study, Crosswalks and Stop Bars
7	Blake St and 26th St	Crosswalks and Stop Bars
8	Larimer St and 35th St	Intersection Daylighting, Crosswalks and Stop Bars
9	Larimer St and 34th St	Crosswalks and Pedestrian Crossing Signs, Intersection Daylighting
10	Larimer St and 33rd St	Intersection Daylighting, Crosswalks and Stop Bars
11	Larimer St and 32nd St	Intersection Daylighting, Crosswalks and Stop Bars
12	Larimer St and 31st St	Intersection Daylighting, Crosswalks and Stop Bars
13	Larimer St and 30th St	Crosswalks and Pedestrian Crossing Signs, Intersection Daylighting
14	Larimer St and 29th St	New 4-Way Stop, Crosswalks and Stop Bars, Intersection Daylighting
15	Larimer St and 28th St	Crosswalks and Stop Bars
16	Larimer St and 27th St	Crosswalks and Stop Bars
17	Larimer St and 26th St	Crosswalks and Stop Bars
18	Larimer St and 25th St	Crosswalks and Stop Bars
19	Lawrence St and 30th St	Crosswalks and Pedestrian Crossing Signs
20	Lawrence St and 26th St	Crosswalks and Stop Bars
21	Arapahoe St and 32nd St	New 4-Way Stop, Crosswalks and Stop Bars
22	Arapahoe St and 31st St	Crosswalks and Stop Bars
23	Arapahoe St and 26th St	Crosswalks and Stop Bars
24	Curtis St and 31st St	New 4-Way Stop, Crosswalks and Stop Bars
25	Curtis St and 30th St	Crosswalks and Stop Bars
26	Curtis St and 27th St	New 4-Way Stop
27	Curtis St and 26th St	4-Way Stop Study
28	Curtis St and 25th St	Intersection Daylighting
29	Champa St and 26th St	Crosswalks and Stop Bars
30	Stout St and 26th St	Crosswalks and Stop Bars, Intersection Daylighting
31	California St and 26th St	Crosswalks and Stop Bars
32	California St and 22nd St	Intersection Daylighting
33	Welton St and Park Ave	Adjust Signal Timing for Improved Pedestrian Crossings
34	Washington St between 20th Ave and 26th St/25th Ave	Wayfinding Sharrows
35	Washington St and Cleveland Pl	Intersection Daylighting
36	25th Ave between Washington St and Clarkson St	Bike Lanes
37	Clarkson St and 26th Ave	Intersection Daylighting
38	Clarkson St and 25th Ave	Intersection Daylighting

FIVE POINTS NTMP WORK PROGRAM

39	Clarkson St and 23rd Ave	Intersection Daylighting
40	Emerson St and 26th Ave/28th St.	New 4-Way Stop, Crosswalks and Stop Bars
41	Emerson St and 25th Ave	Intersection Daylighting, Study Reverse 2-Way Stop (Stop Sign Flip Study)
42	Emerson St and 23rd Ave	Intersection Daylighting
43	Washington St and 22nd Ave	Intersection Daylighting, Crosswalks
44	Washington St and 23rd Ave	Crosswalks and Stop Bars
NTMP PROJECTS		
	Location	Project Description
1	29th Ave and Chestnut St	Painted Bulbouts and Crosswalk, Bike Lanes
2	Curtis Street From 30th St to 31st St	Add Back-In Angle Parking Along Park
3	32nd St and Champa St	RRFB Pedestrian Crossing, Painted Bulbouts, Crosswalks and Stop Bars
4	Champa St From 24th St to 32nd St	Painted Bulbouts At Intersections
5	Stout St From 24th St to 30th St	Painted Bulbouts At Intersections
6	28th St East of Welton	Convert To Two-Way
FUTURE PROJECTS		
	Location	Project Description
PEDESTRIAN PLAZA		
1	Five Points Plaza: Welton St/ 26th Ave/27th St/Washington St	Pedestrian plaza with painted curb extensions
SPEED LIMIT REDUCTION STUDIES		
2	Blake Street from Broadway to 38th St	Each of these corridors have existing speed limits of 30 mph. After implementing the NTMP projects, traffic data will be collected to determine if the speed limits on these streets can be reduced to 25 mph.
3	Larimer Street from Broadway to Downing	
4	Lawrence Street from 25th St to Downing	
5	27th Street from Stout St to Welton	
6	26th Ave from Welton Street to Downing Street	
TWO-WAY CONVERSION FEASIBILITY STUDY		
7	Stout Street from Park Ave to E 32nd Ave/ E 31st Ave	This project requires further study to determine feasibility and potential steps to implement. The feasibility study will identify major infrastructure needs, accommodate bicycle and bus movements, as well as high level costs for further analysis, design and construction. This project will also determine the feasibility for traffic signals at E 26th Ave and E 30th Ave.
WELTON STREET STUDY		
8	Welton Street from Park Ave to Downing St/E 29th Ave	NTMP Project ideas on Welton Street received strong public support in Phase 2 of the Action Plan Process. These ideas include: <ul style="list-style-type: none"> - Adding angled parking, - Reducing Welton Street from two lanes to one lane. These projects require additional public outreach and coordination with businesses and property owners along Welton, additional coordination with RTD, and additional technical design and analysis. These projects require further study to determine feasibility and potential steps to implement.
TRAFFIC SIGNAL		
9	26th Street and Stout Street	Proposed new traffic signal.

NTMP PROJECTS*

1 29th Ave and Chestnut St: Painted Bulbouts and Crosswalk, Bike Lanes



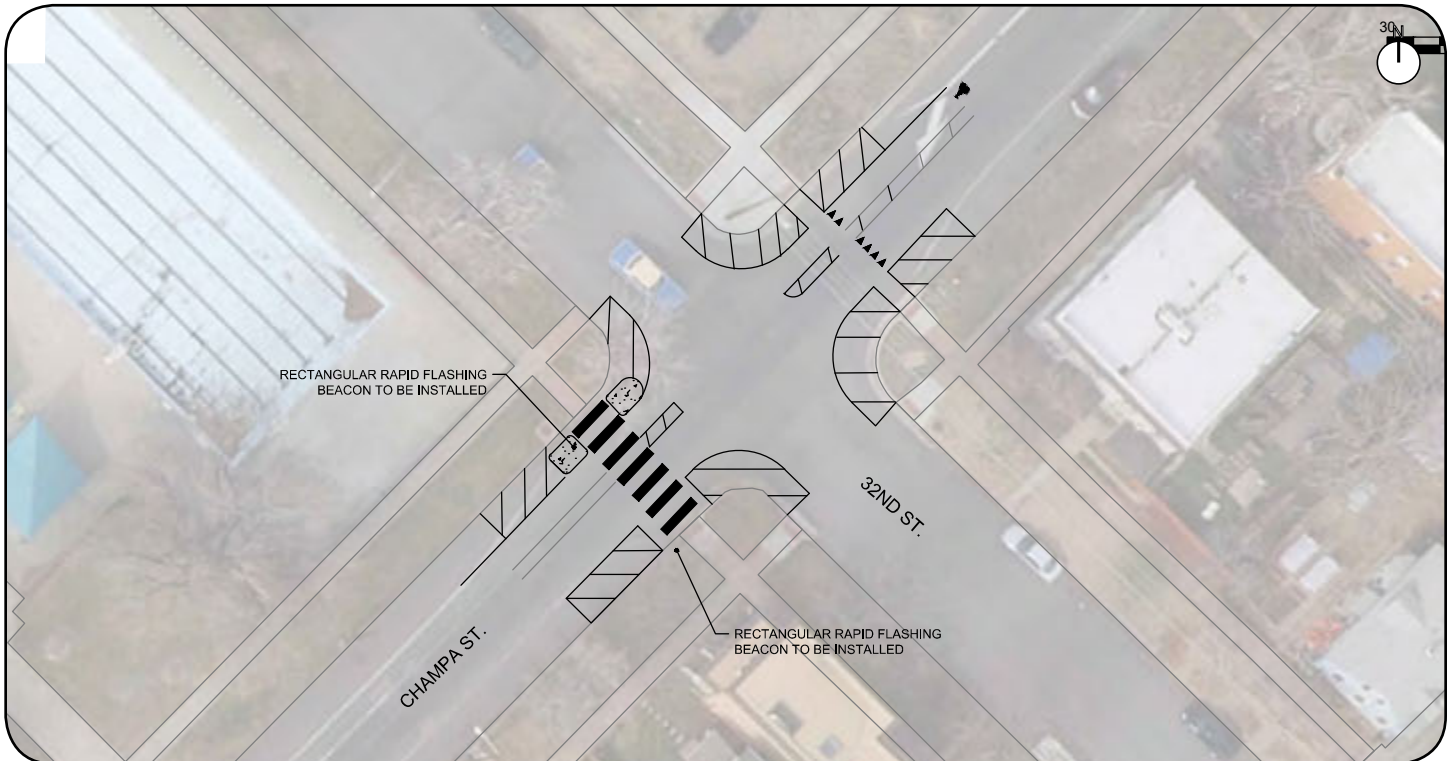
2 Curtis St From 30th St to 31st St: Add Back-In Angle Parking Along Park



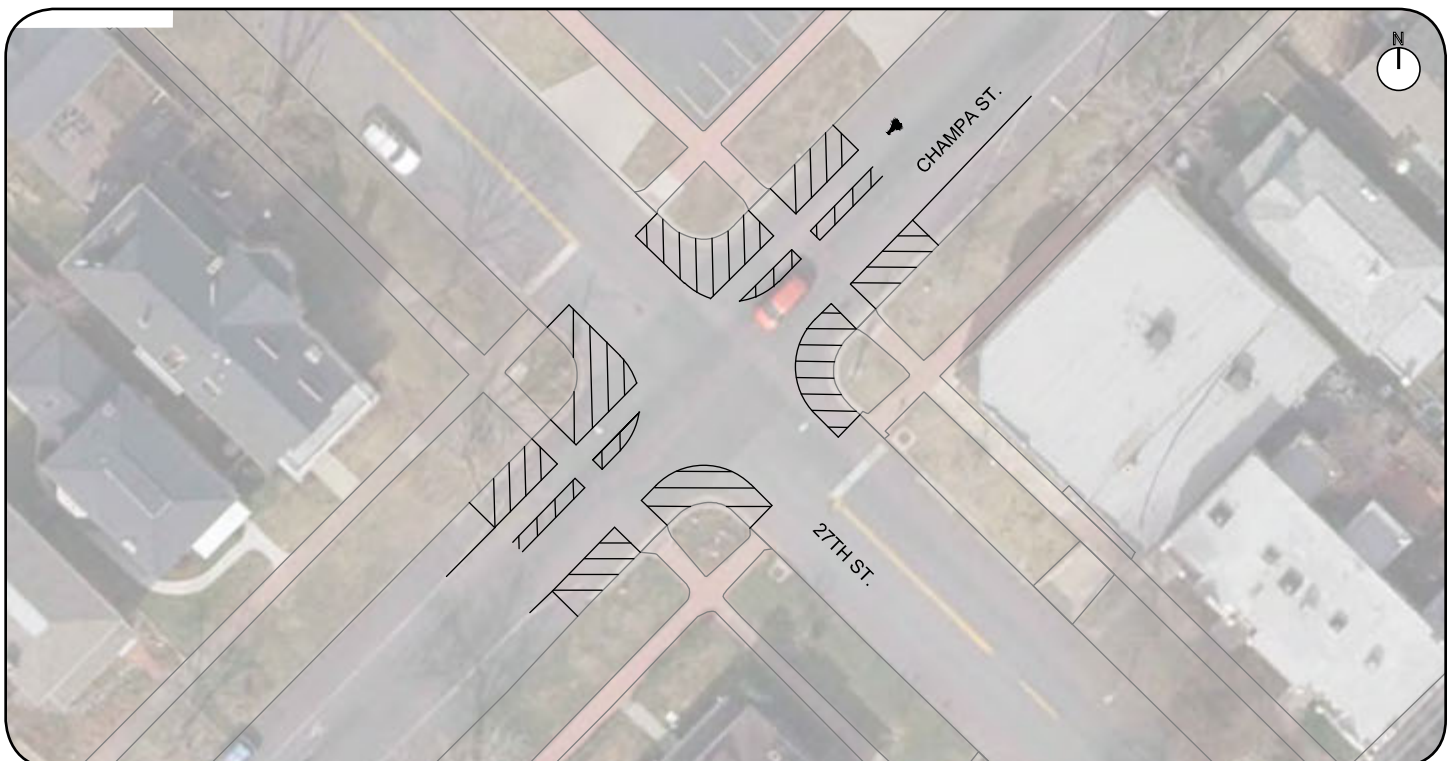
*The designs presented are conceptual layouts of improvement projects. Final designs and implementation may differ.

NTMP PROJECTS*

3 32nd St & Champa St: RRFB Pedestrian Crossing and Painted Bulbouts



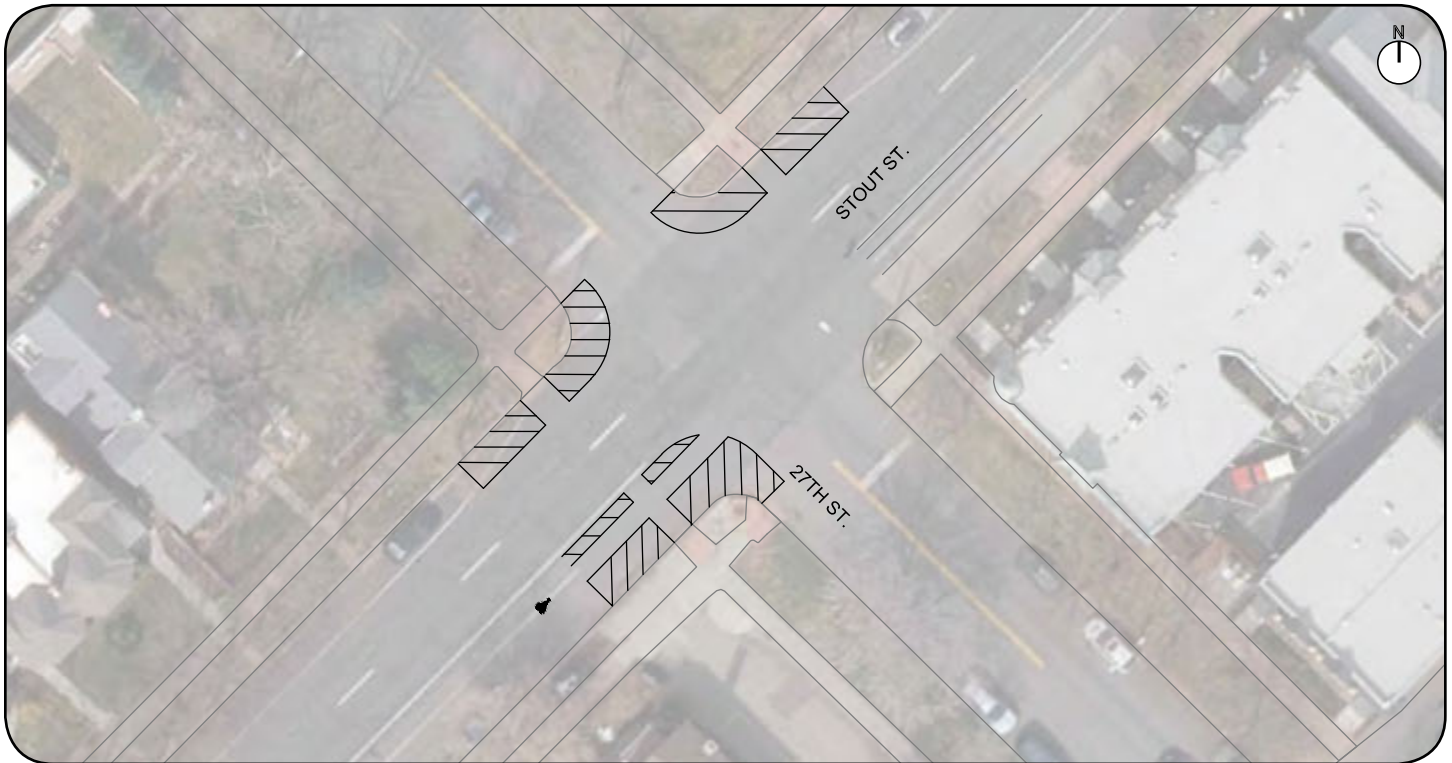
4 Champa St From 24th St to 32nd St: Painted Bulbouts At Intersections



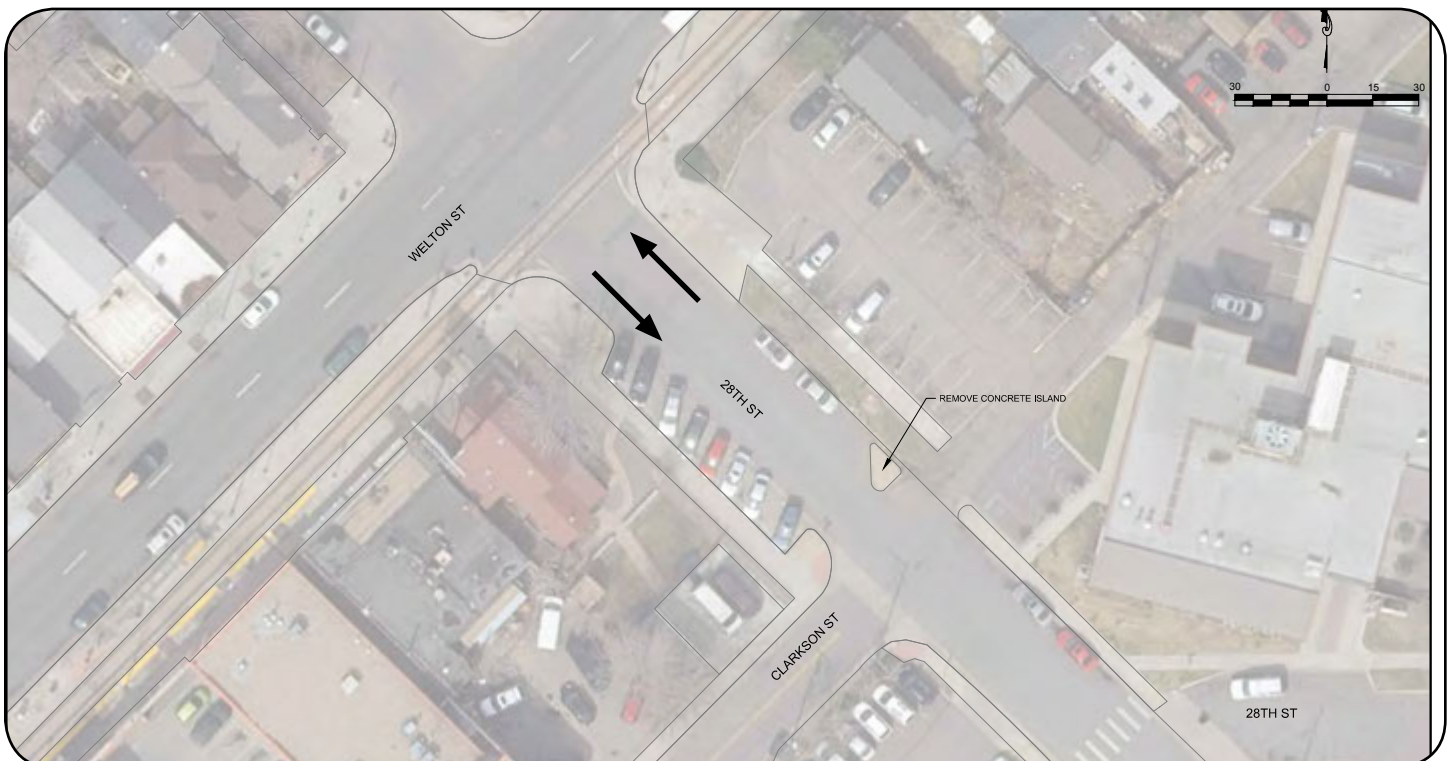
*The designs presented are conceptual layouts of improvement projects. Final designs and implementation may differ.

NTMP PROJECTS*

5 Stout St From 24th St to Downing St: Painted Bulbouts At Intersections



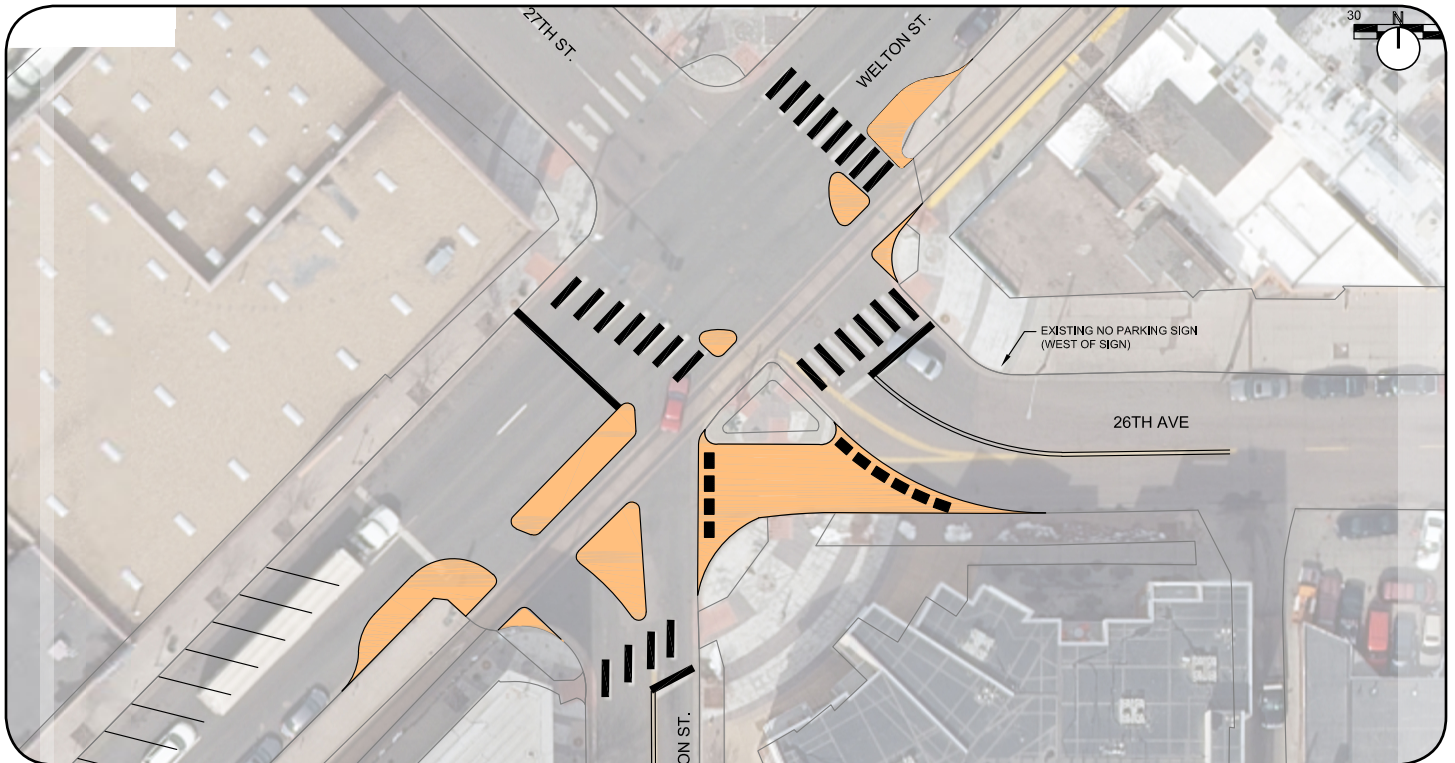
6 28th St East of Welton St: Convert To Two-Way



*The designs presented are conceptual layouts of improvement projects. Final designs and implementation may differ.

NTMP FUTURE PROJECTS*

1 Welton St & 27th Ave/26th Ave/Washington St: Pedestrian Plaza and Painted Bulbouts



1 Welton St & 27th Ave/26th Ave/Washington St: Rendering of Pedestrian Plaza and Painted Bulbouts



*The designs presented are conceptual layouts of improvement projects. Final designs and implementation may differ.

IMPLEMENTATION AND NEXT STEPS

AVAILABLE FUNDING

There are currently two forms of funding available to install Five Points NTMP projects:

- Public Works Annual Operations and Maintenance Funds
- NTMP Program Funds

The Public Works Annual Operations and Maintenance funds will cover the “Operational Improvements” projects shown with a pink highlight on the Five Points NTMP Work Program map on page 8. These projects are simple signing and/or striping projects that can be completed by existing maintenance crews. This includes **5** new all-way stops, **3** new enhanced pedestrian crossings, crosswalk striping at **23** intersections, and daylighting (improving visibility) at **17** intersections.

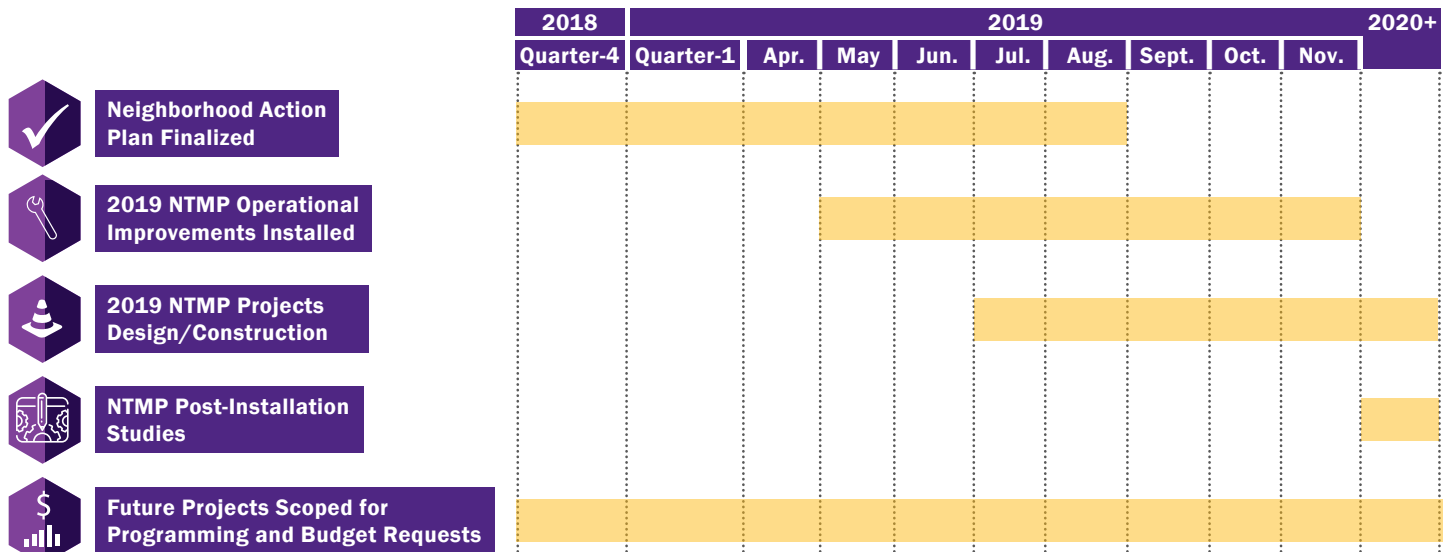
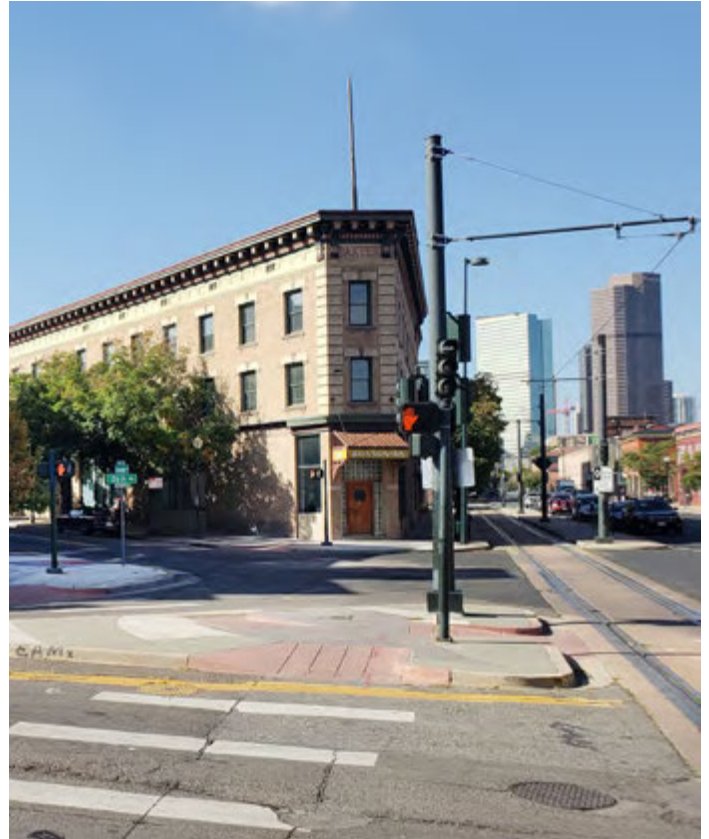
The NTMP has an additional \$150,000 to install projects that are more complex with more detailed striping and traffic control elements. This \$150,000 covers the “NTMP Projects” seen on pages 11-13. Future projects will be forwarded on to other work programs within the Public Works Department for prioritization and study.

PROJECT EVALUATION

Traffic counts (including vehicles, bicycles, and pedestrians) have been collected over the past couple of years and through the NTMP process. Additional traffic counts will be collected after projects are installed and the Public Works Department will evaluate project effects on traffic speeds and volumes.

UPDATES

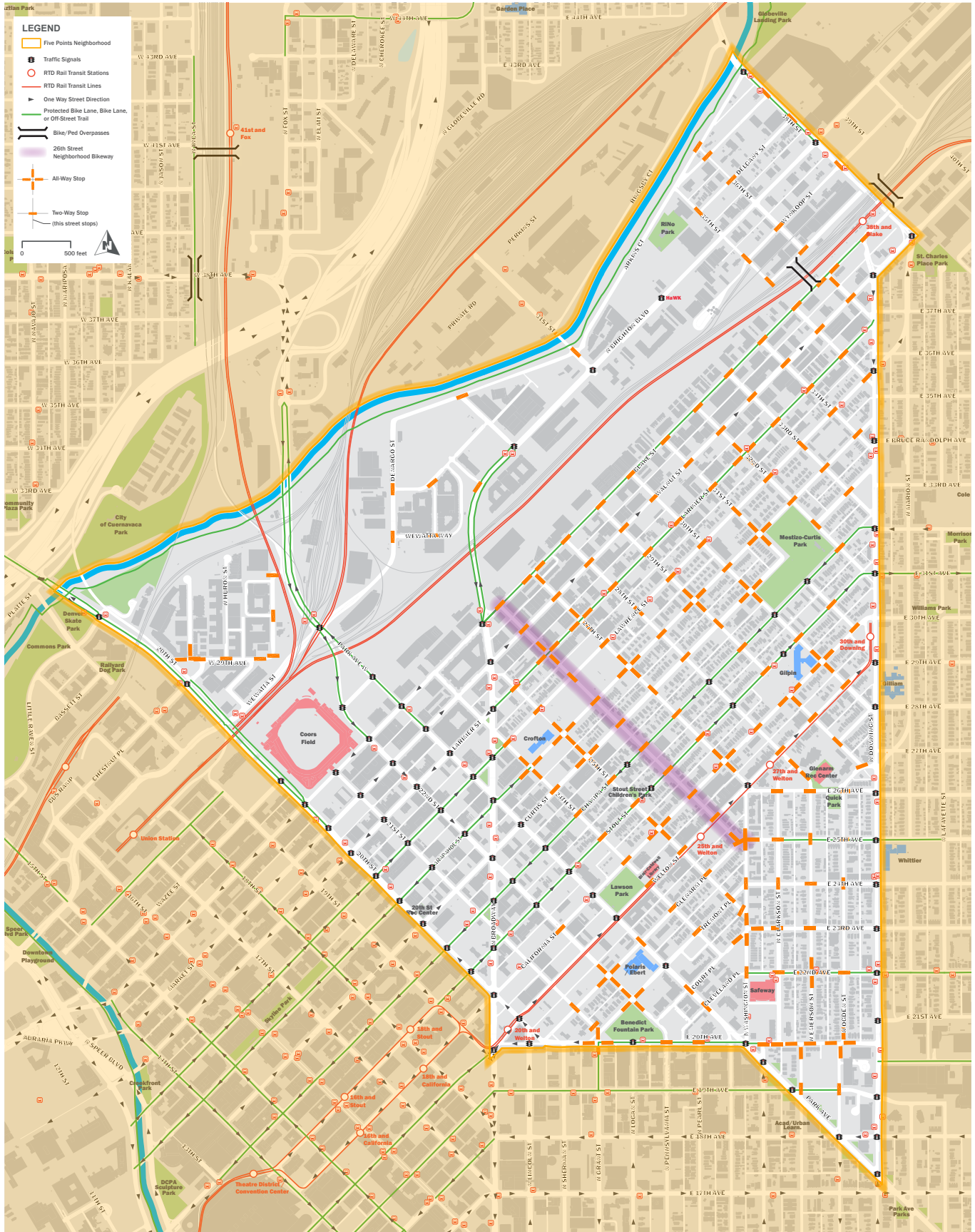
Any future changes to this proposed program will be made available on the NTMP website [here](#).



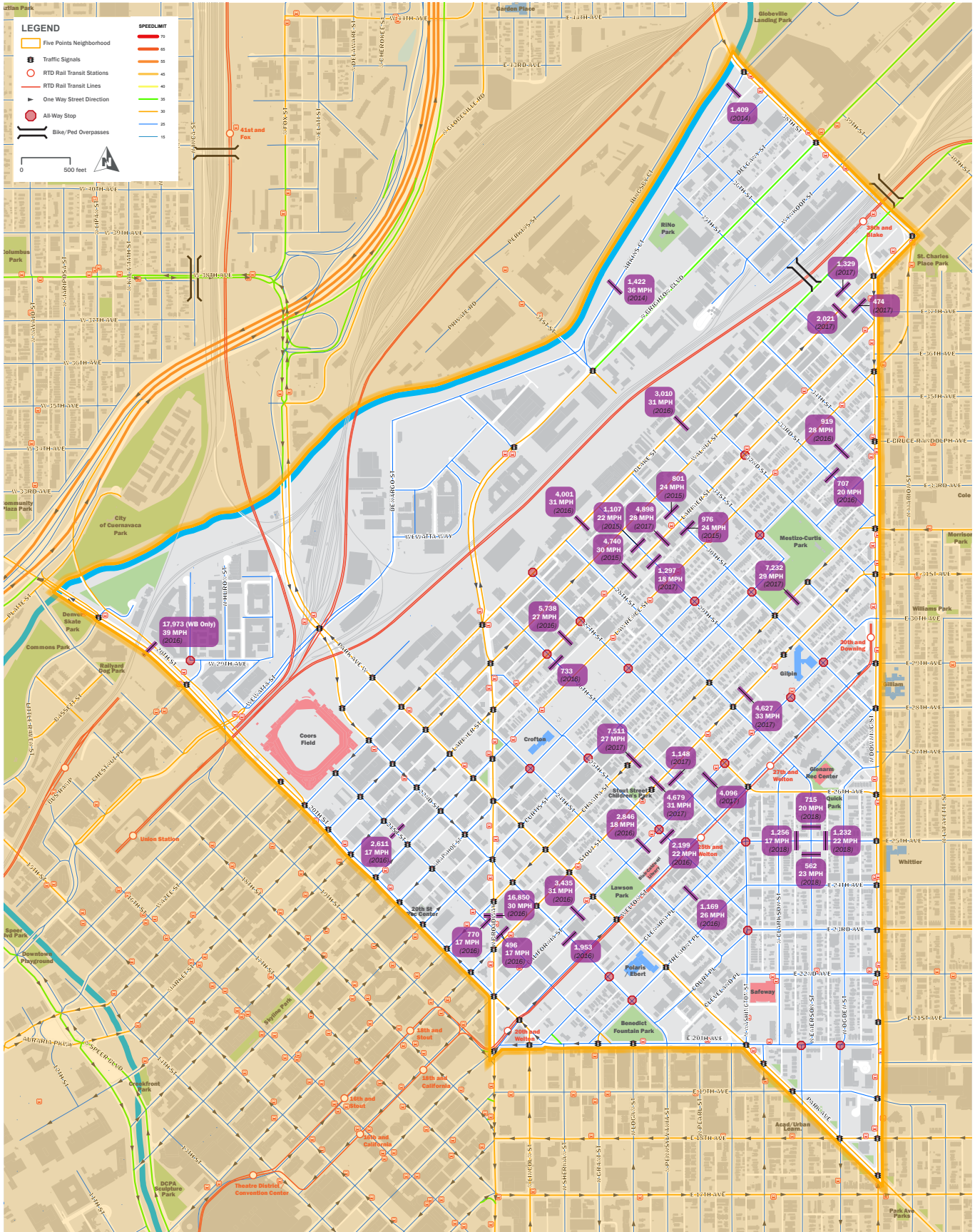
APPENDIX

EXISTING SIDEWALKSA-2
EXISTING STREETS CLASSIFICATIONA-3
CRASHES (2016-2017)A-4
EXISTING TRAFFIC CONTROL (SEPTEMBER 2018)A-5
TRAFFIC COUNTS AND EXISTING SPEED LIMITSA-6
NTMP NEW TRAFFIC COUNTSA-7

EXISTING TRAFFIC CONTROL (SEPTEMBER 2018)



TRAFFIC COUNTS AND EXISTING SPEED LIMITS

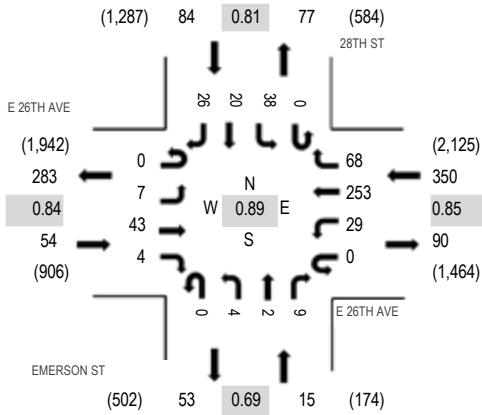




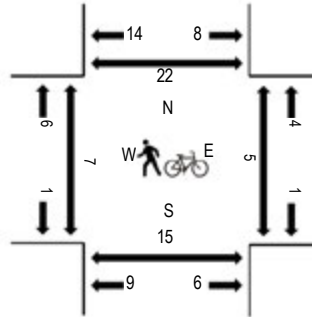
(303) 216-2439
www.alltrafficdata.net

Location: 1 EMERSON ST & E 26TH AVE AM
Date and Start Time: Wednesday, August 29, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E 26TH AVE Eastbound				E 26TH AVE Westbound				EMERSON ST Northbound				28TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	8	0	0	4	27	3	0	1	0	1	0	3	0	1	50	356	1	1	0	4
7:15 AM	0	2	9	1	0	1	31	8	0	0	1	1	0	4	0	2	60	441	1	1	1	3
7:30 AM	0	3	7	1	0	9	63	8	0	0	2	3	0	3	2	3	104	500	2	1	9	1
7:45 AM	0	2	6	1	0	4	81	20	0	1	1	5	0	15	3	3	142	503	1	1	4	3
8:00 AM	0	1	10	1	0	9	68	21	0	1	0	1	0	11	3	9	135	479	2	1	3	6
8:15 AM	0	2	17	2	0	11	53	9	0	0	1	1	0	5	11	7	119	434	1	2	2	7
8:30 AM	0	2	10	0	0	5	51	18	0	2	0	2	0	7	3	7	107	403	3	0	6	5
8:45 AM	0	2	10	0	0	6	58	15	0	1	0	1	0	12	7	6	118	390	0	4	2	4
9:00 AM	0	3	7	0	0	4	37	10	0	0	2	2	0	9	9	7	90	334	1	0	2	1
9:15 AM	0	2	9	3	0	3	27	13	0	0	1	2	0	13	6	9	88	311	0	3	2	3
9:30 AM	0	2	10	0	0	7	36	12	0	0	2	0	0	10	6	9	94	291	0	0	1	3
9:45 AM	0	3	9	0	0	1	24	4	0	0	0	1	0	10	5	5	62	266	4	0	0	5
10:00 AM	1	4	9	0	0	3	20	8	0	0	1	1	0	5	6	9	67	290	4	1	5	1
10:15 AM	0	5	9	2	0	1	16	12	0	1	0	2	0	8	5	7	68	310	0	0	4	1
10:30 AM	0	0	8	3	0	2	21	6	0	0	0	1	0	13	8	7	69	321	0	0	1	0
10:45 AM	0	3	8	0	0	2	32	11	0	1	0	5	0	11	4	9	86	349	2	2	1	0
11:00 AM	0	5	8	2	0	2	28	7	0	1	1	2	0	16	5	10	87	362	0	3	1	0
11:15 AM	0	2	10	1	0	3	21	9	0	0	0	2	0	12	12	7	79	372	2	5	8	4
11:30 AM	0	4	14	3	0	2	27	7	0	1	0	2	0	16	6	15	97	375	2	1	4	3
11:45 AM	0	3	13	4	0	3	28	8	0	0	2	0	0	19	6	13	99	357	0	1	2	0
12:00 PM	0	2	14	1	0	2	29	10	0	2	1	1	0	23	7	5	97	327	0	2	3	7
12:15 PM	0	4	6	3	0	3	22	10	0	1	3	1	1	16	4	8	82	323	3	6	6	2
12:30 PM	0	3	11	1	0	1	22	7	0	1	1	1	0	10	15	6	79	329	5	5	3	1
12:45 PM	0	2	8	3	0	1	26	11	1	1	2	2	0	4	4	4	69	349	2	1	5	3
1:00 PM	0	1	12	2	1	1	25	17	0	1	0	0	0	13	7	13	93	378	1	2	2	1
1:15 PM	0	0	11	1	0	1	24	8	0	2	1	5	0	22	6	7	88	370	2	2	1	0
1:30 PM	0	3	18	1	0	6	25	11	0	2	1	1	0	11	5	15	99	361	0	0	2	5
1:45 PM	1	2	19	1	0	2	25	12	0	0	2	4	0	12	6	12	98	351	1	1	2	6
2:00 PM	0	3	11	1	0	1	22	9	1	0	3	0	0	18	7	9	85	342	1	4	2	1
2:15 PM	0	0	13	1	0	2	23	5	0	1	0	1	0	16	8	9	79	367	0	0	2	2
2:30 PM	0	3	15	2	0	4	25	10	0	0	5	1	0	14	3	7	89	389	5	0	3	6
2:45 PM	1	0	18	0	0	5	27	11	0	1	1	2	0	16	1	6	89	392	1	1	1	0
3:00 PM	0	2	24	1	0	1	40	10	0	2	2	1	0	13	4	10	110	408	3	2	1	3
3:15 PM	1	5	15	1	0	5	27	13	0	1	1	2	0	18	4	8	101	398	1	3	2	1
3:30 PM	0	4	21	2	0	2	29	8	0	0	3	1	1	15	2	4	92	396	0	2	2	1

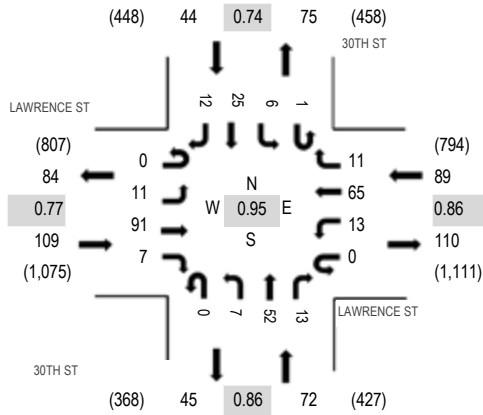
3:45 PM	0	2	25	0	0	2	31	10	0	1	3	2	0	15	7	7	105	402	2	2	1	1
4:00 PM	0	0	25	0	0	3	34	7	0	1	1	1	0	14	6	8	100	424	1	1	4	0
4:15 PM	0	2	13	0	0	5	31	6	0	2	2	2	0	18	7	11	99	463	0	4	4	7
4:30 PM	0	1	24	0	0	2	30	5	0	0	2	0	0	23	5	6	98	473	3	3	7	4
4:45 PM	0	3	31	2	0	4	31	5	0	1	1	0	0	23	11	15	127	489	4	3	4	7
5:00 PM	0	1	35	1	0	5	37	4	0	2	0	1	0	36	6	11	139	486	2	6	8	2
5:15 PM	0	2	24	0	0	6	39	5	0	1	2	4	0	17	6	3	109	427	4	3	9	1
5:30 PM	0	3	28	2	0	1	35	5	0	2	0	1	0	21	10	6	114	404	1	2	6	5
5:45 PM	0	3	36	2	0	4	39	4	0	1	2	2	0	16	6	9	124	363	1	3	2	5
6:00 PM	0	0	19	0	0	3	26	5	0	0	0	3	0	11	8	5	80	306	5	2	5	3
6:15 PM	0	1	29	3	0	9	14	1	0	0	0	1	0	13	8	7	86		0	2	6	3
6:30 PM	0	1	27	3	0	1	22	1	0	1	1	3	0	8	2	3	73		1	4	2	3
6:45 PM	0	2	14	0	0	0	31	1	0	1	1	1	0	9	6	1	67		1	1	2	3
Count Total	4	107	737	58	1	164	1,540	420	2	38	55	79	2	647	278	360	4,492		76	94	155	137
Peak Hour	0	7	43	4	0	29	253	68	0	4	2	9	0	38	20	26	503		7	4	15	21



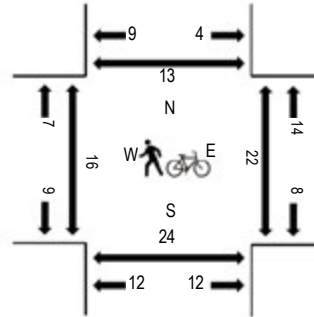
(303) 216-2439
www.alltrafficdata.net

Location: 2 30TH ST & LAWRENCE ST AM
Date and Start Time: Wednesday, August 29, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	LAWRENCE ST Eastbound				LAWRENCE ST Westbound				30TH ST Northbound			30TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	0	11	1	0	2	7	0	0	0	9	2	0	0	2	0	34	193	1	1	0	1
7:15 AM	0	0	26	1	0	1	11	0	0	0	3	1	0	0	7	0	50	197	3	6	3	4
7:30 AM	0	0	16	1	0	1	10	1	0	0	9	3	0	3	3	0	47	199	1	1	3	3
7:45 AM	0	0	16	3	0	1	19	0	0	1	11	4	0	4	3	0	62	193	0	7	3	3
8:00 AM	0	0	8	1	0	0	13	0	0	0	4	2	0	3	6	1	38	176	4	1	4	3
8:15 AM	0	0	14	4	0	1	8	0	0	2	5	3	0	6	8	1	52	186	3	1	5	2
8:30 AM	0	0	15	1	0	1	7	0	0	2	4	2	0	3	4	2	41	202	4	0	3	1
8:45 AM	0	1	15	4	0	1	9	3	0	0	5	2	0	1	3	1	45	220	6	5	5	0
9:00 AM	1	1	18	4	0	0	7	1	0	1	2	4	0	4	0	5	48	241	0	5	3	0
9:15 AM	1	5	23	1	0	1	13	0	0	0	10	5	0	2	4	3	68	243	1	1	4	1
9:30 AM	0	2	20	1	0	2	12	4	0	5	4	6	0	0	1	2	59	218	1	3	1	0
9:45 AM	0	4	23	7	1	3	9	4	0	0	2	4	0	2	6	1	66	201	3	1	2	0
10:00 AM	0	1	14	1	0	2	16	6	0	0	2	2	1	0	2	3	50	184	1	5	6	1
10:15 AM	0	1	19	3	0	0	9	1	0	0	2	3	0	1	0	4	43	183	2	6	3	7
10:30 AM	0	2	8	0	0	1	9	5	0	2	7	0	1	0	1	6	42	199	1	3	2	1
10:45 AM	0	2	22	2	0	1	8	3	0	0	0	0	0	1	6	4	49	217	3	2	1	4
11:00 AM	0	4	15	2	1	0	8	2	0	1	2	3	1	0	4	6	49	226	8	4	4	0
11:15 AM	0	0	24	2	0	3	13	3	0	1	3	2	0	0	2	6	59	235	0	6	4	2
11:30 AM	1	1	21	5	0	0	12	6	0	1	2	3	0	1	5	2	60	245	7	1	3	0
11:45 AM	0	2	20	1	0	2	10	6	0	0	0	4	2	3	4	4	58	230	1	12	8	3
12:00 PM	0	1	19	3	0	0	15	1	0	0	3	2	0	3	3	8	58	222	1	18	9	4
12:15 PM	0	5	29	1	0	2	18	1	0	0	0	0	1	3	3	6	69	222	9	5	8	6
12:30 PM	0	0	17	1	0	1	12	1	0	0	3	2	1	1	3	3	45	226	12	4	14	2
12:45 PM	1	2	14	4	0	2	8	6	0	1	2	2	0	3	3	2	50	234	9	15	11	6
1:00 PM	2	6	15	2	0	2	14	7	0	0	4	3	0	2	1	0	58	244	5	4	10	6
1:15 PM	1	3	20	1	0	1	27	4	0	1	1	3	0	4	1	6	73	244	9	6	6	3
1:30 PM	0	2	16	3	0	1	16	1	0	1	0	3	0	2	5	3	53	224	7	6	6	2
1:45 PM	0	1	21	2	0	0	12	2	0	0	1	7	0	5	4	5	60	214	4	3	8	5
2:00 PM	0	5	22	1	0	1	15	3	0	1	1	1	0	1	5	2	58	216	9	2	5	3
2:15 PM	0	2	21	0	0	1	15	1	0	0	2	3	0	1	5	2	53	215	5	5	6	1
2:30 PM	0	0	14	0	0	0	12	1	0	0	7	2	1	1	5	0	43	213	5	2	3	0
2:45 PM	0	2	17	0	0	1	15	4	0	1	7	5	0	2	4	4	62	233	2	3	1	0
3:00 PM	0	1	22	0	0	3	11	2	0	3	5	3	0	0	2	5	57	232	0	1	0	1
3:15 PM	0	1	19	1	0	1	16	1	0	0	3	1	0	0	6	2	51	242	1	4	3	1
3:30 PM	1	1	22	2	0	2	9	3	0	0	11	3	0	1	5	3	63	260	1	0	0	2

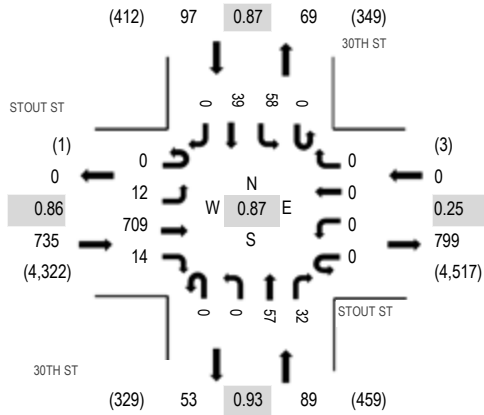
3:45 PM	0	1	17	0	0	1	15	1	0	4	5	4	0	0	5	8	61	253	4	2	1	1
4:00 PM	0	0	29	3	0	0	16	1	0	1	8	2	0	1	3	3	67	269	0	3	4	4
4:15 PM	0	1	25	0	1	7	10	1	0	1	11	2	0	1	7	2	69	277	2	1	4	2
4:30 PM	0	1	25	1	0	0	7	5	0	1	6	4	0	0	4	2	56	289	6	4	9	2
4:45 PM	0	1	20	3	0	3	15	3	0	0	12	2	0	2	10	6	77	308	5	7	10	3
5:00 PM	0	4	30	3	0	6	9	2	0	0	8	4	0	0	7	2	75	314	5	5	2	2
5:15 PM	0	3	22	0	0	2	21	0	0	3	14	4	1	3	6	2	81	297	5	8	2	4
5:30 PM	0	3	15	2	0	2	17	3	0	1	17	1	0	2	8	4	75	270	5	5	7	3
5:45 PM	0	1	24	2	0	3	18	6	0	3	13	4	0	1	4	4	83	253	0	4	2	4
6:00 PM	0	1	14	2	0	2	18	1	0	0	4	4	1	1	5	5	58	227	6	2	6	1
6:15 PM	0	2	16	0	0	3	11	3	0	0	8	2	0	1	4	4	54		4	0	4	3
6:30 PM	0	0	15	3	0	1	10	0	0	1	6	3	1	1	11	6	58		5	5	5	1
6:45 PM	0	5	11	2	0	3	15	1	0	0	8	1	0	1	7	3	57		9	7	5	2
Count Total	8	81	899	87	3	74	607	110	0	39	256	132	11	77	207	153	2,744		185	202	218	110
Peak Hour	0	11	91	7	0	13	65	11	0	7	52	13	1	6	25	12	314		15	22	13	13



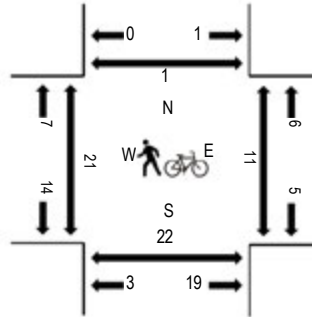
(303) 216-2439
www.alltrafficdata.net

Location: 3 30TH ST & STOUT ST AM
Date and Start Time: Wednesday, August 29, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	STOUT ST Eastbound				STOUT ST Westbound				30TH ST Northbound			30TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	1	53	2	0	0	0	0	0	0	3	3	0	6	1	0	69	403	2	0	1	1
7:15 AM	0	0	64	3	0	0	0	0	0	0	7	1	0	4	7	0	86	441	2	1	0	1
7:30 AM	0	0	75	8	0	0	0	0	0	0	4	6	0	7	9	0	109	456	1	0	0	0
7:45 AM	0	3	88	8	0	0	0	0	0	0	14	5	0	8	13	0	139	410	3	0	0	0
8:00 AM	0	4	59	12	0	0	0	0	0	0	11	3	0	9	9	0	107	337	3	3	6	2
8:15 AM	0	1	64	6	0	0	0	0	0	0	11	8	0	5	6	0	101	287	3	1	0	3
8:30 AM	0	0	60	0	0	0	0	0	0	0	0	1	0	2	0	0	63	233	3	2	1	0
8:45 AM	0	0	63	0	0	0	0	0	0	0	0	0	0	2	1	0	66	230	3	1	0	1
9:00 AM	0	0	52	0	0	1	0	0	0	0	0	0	0	3	1	0	57	231	3	5	1	1
9:15 AM	0	0	38	0	0	0	0	0	0	0	3	5	0	0	1	0	47	231	1	0	2	0
9:30 AM	0	1	53	0	0	0	0	0	0	0	5	1	0	0	0	0	60	232	5	2	0	1
9:45 AM	0	1	58	1	0	0	0	0	0	0	5	0	1	0	1	0	67	215	1	1	0	2
10:00 AM	0	0	53	1	0	0	0	0	0	0	1	0	0	0	2	0	57	210	5	3	0	0
10:15 AM	0	0	47	0	0	0	0	0	0	0	0	0	0	1	0	0	48	219	4	2	1	0
10:30 AM	0	0	36	0	0	0	0	0	0	0	0	0	0	3	3	1	43	213	6	2	1	3
10:45 AM	0	1	54	0	0	2	0	0	1	0	0	0	0	1	3	0	62	231	2	3	0	0
11:00 AM	0	0	62	0	0	0	0	0	1	0	2	0	0	1	0	0	66	248	7	2	1	1
11:15 AM	0	2	36	1	0	0	0	0	0	0	0	0	0	3	0	0	42	269	3	0	0	1
11:30 AM	0	0	58	0	0	0	0	0	0	0	1	0	0	2	0	0	61	294	1	0	1	1
11:45 AM	0	0	75	0	0	0	0	0	0	0	0	0	0	4	0	0	79	304	4	1	1	1
12:00 PM	0	0	84	0	0	0	0	0	0	0	0	1	0	2	0	0	87	290	3	12	3	0
12:15 PM	0	0	61	3	0	0	0	0	0	0	2	1	0	0	0	0	67	294	3	1	1	0
12:30 PM	0	1	63	0	0	0	0	0	0	0	3	4	0	0	0	0	71	289	4	0	1	0
12:45 PM	0	0	54	2	0	0	0	0	1	0	2	3	0	0	3	0	65	274	4	0	2	0
1:00 PM	0	0	83	0	0	0	0	0	0	0	6	1	0	0	1	0	91	296	4	3	2	0
1:15 PM	0	3	55	1	0	0	0	0	1	0	0	1	0	0	1	0	62	295	1	2	1	2
1:30 PM	0	0	49	3	0	0	0	0	1	0	1	1	0	1	0	0	56	311	8	2	1	2
1:45 PM	0	0	76	1	0	0	0	0	0	0	0	2	5	1	2	0	87	350	1	2	1	1
2:00 PM	0	0	75	3	0	0	0	0	0	0	1	9	0	2	0	0	90	383	1	0	0	0
2:15 PM	0	0	68	2	0	0	0	0	0	0	0	4	1	0	3	0	78	405	8	0	0	3
2:30 PM	0	2	71	0	0	0	0	0	0	0	10	5	0	3	4	0	95	477	2	0	0	1
2:45 PM	0	1	98	1	0	0	0	0	0	0	6	6	0	4	4	0	120	552	1	0	0	0
3:00 PM	0	2	86	6	0	0	0	0	0	0	7	3	0	7	1	0	112	595	2	1	0	0
3:15 PM	0	2	106	9	0	0	0	0	0	0	8	6	0	10	9	0	150	673	9	2	0	0
3:30 PM	0	0	116	11	0	0	0	0	0	0	17	9	0	5	12	0	170	722	2	1	4	0

3:45 PM	0	1	129	8	0	0	0	0	0	0	9	2	0	8	6	0	163	718	1	0	1	1
4:00 PM	0	1	144	2	0	0	0	0	1	0	19	2	0	14	7	0	190	764	4	2	0	1
4:15 PM	0	5	157	6	0	0	0	0	0	0	9	13	0	7	2	0	199	826	2	1	1	3
4:30 PM	0	3	141	4	0	0	0	0	0	0	6	3	0	7	2	0	166	893	5	3	0	1
4:45 PM	0	3	155	7	0	0	0	0	0	0	14	8	0	14	8	0	209	921	1	5	0	0
5:00 PM	0	5	198	5	0	0	0	0	0	0	12	7	0	13	12	0	252	898	4	1	1	1
5:15 PM	0	3	211	0	0	0	0	0	0	0	17	7	0	19	9	0	266	823	5	1	0	0
5:30 PM	0	1	145	2	0	0	0	0	0	0	14	10	0	12	10	0	194	690	5	0	3	0
5:45 PM	0	2	153	3	0	0	0	0	0	0	13	9	0	5	1	0	186	618	4	0	2	0
6:00 PM	0	3	140	4	0	0	0	0	0	0	15	4	0	7	4	0	177	541	0	0	0	0
6:15 PM	0	3	94	5	0	0	0	0	0	0	10	5	0	6	10	0	133		4	0	3	1
6:30 PM	0	2	89	3	0	0	0	0	0	0	10	6	0	6	6	0	122		7	3	1	0
6:45 PM	0	0	78	5	0	0	0	0	0	0	7	3	0	8	8	0	109		0	5	1	0
Count Total	0	57	4,127	138	0	3	0	0	6	0	285	168	7	222	182	1	5,196		157	76	45	36
Peak Hour	0	12	709	14	0	0	0	0	0	0	57	32	0	58	39	0	921		15	7	4	1



Location: 4 32ND ST & CHAMPA ST AM

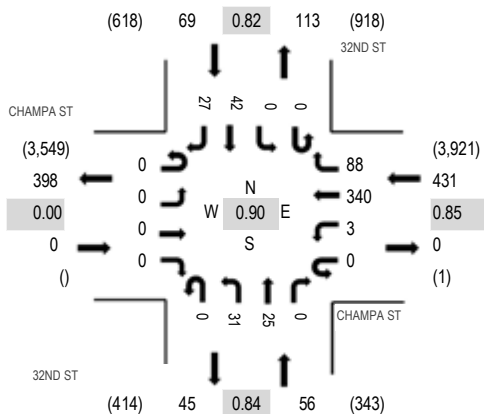
Date: Saturday, September 1, 2018

Peak Hour: 02:45 PM - 03:45 PM

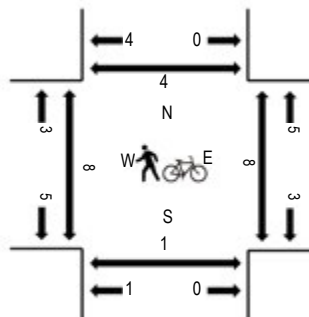
Peak 15-Minutes: 03:00 PM - 03:15 PM

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www.alltrafficdata.net

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CHAMPA ST Eastbound				CHAMPA ST Westbound				32ND ST Northbound				32ND ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	19	6	0	1	0	0	0	0	4	3	33	166	0	1	0	1
7:15 AM	0	0	0	0	0	1	34	4	0	2	1	0	0	0	2	1	45	171	0	1	0	1
7:30 AM	0	0	0	0	0	0	33	5	0	2	2	0	0	0	3	1	46	180	0	0	0	2
7:45 AM	0	0	0	0	0	0	33	5	0	1	0	0	0	0	3	0	42	193	0	0	0	0
8:00 AM	0	0	0	0	0	0	30	3	0	1	3	0	0	0	1	0	38	221	2	1	0	0
8:15 AM	0	0	0	0	0	1	34	11	0	0	1	0	0	0	5	2	54	252	1	0	0	2
8:30 AM	0	0	0	0	0	0	50	6	0	0	1	0	0	0	2	0	59	293	2	2	0	3
8:45 AM	0	0	0	0	0	0	54	7	0	0	2	0	0	0	4	3	70	307	1	2	1	0
9:00 AM	0	0	0	0	0	0	53	9	0	1	1	0	0	0	3	2	69	316	1	0	0	0
9:15 AM	0	0	0	0	0	1	58	16	0	2	4	0	0	0	9	5	95	323	0	2	1	3
9:30 AM	0	0	0	0	0	1	57	9	0	1	1	0	0	0	2	2	73	329	2	2	2	2
9:45 AM	0	0	0	0	0	0	48	14	0	4	1	0	0	0	7	5	79	352	0	0	2	2
10:00 AM	0	0	0	0	0	1	49	9	0	1	2	0	0	0	7	7	76	395	4	1	4	2
10:15 AM	0	0	0	0	0	0	69	18	0	0	3	0	0	0	6	5	101	416	2	0	0	1
10:30 AM	0	0	0	0	0	0	68	16	0	1	4	0	0	0	2	5	96	437	3	1	0	1
10:45 AM	0	0	0	0	0	2	87	10	0	3	11	0	0	0	5	4	122	441	2	0	2	0
11:00 AM	0	0	0	0	0	1	72	11	0	1	2	0	0	0	6	4	97	445	0	4	0	0
11:15 AM	0	0	0	0	0	1	88	12	0	3	5	0	0	0	9	4	122	462	2	1	0	5
11:30 AM	0	0	0	0	0	0	69	8	0	5	2	0	0	0	7	9	100	442	2	0	0	1
11:45 AM	0	0	0	0	0	0	88	13	0	5	8	1	0	0	8	3	126	461	4	1	3	4
12:00 PM	0	0	0	0	0	3	72	17	0	6	5	0	0	0	6	5	114	443	1	2	0	4
12:15 PM	0	0	0	0	0	0	68	16	0	2	3	0	0	0	9	4	102	462	0	7	5	4
12:30 PM	0	0	0	0	0	0	85	15	0	3	4	0	0	0	6	6	119	461	5	0	2	7
12:45 PM	0	0	0	0	0	0	78	10	0	2	3	0	0	0	7	8	108	468	0	2	0	3
1:00 PM	0	0	0	0	0	1	73	30	0	4	10	0	0	0	5	10	133	475	3	0	1	3
1:15 PM	0	0	0	0	0	1	62	24	0	4	1	0	0	0	3	6	101	467	4	2	0	4
1:30 PM	0	0	0	0	0	2	81	21	0	5	3	0	0	0	9	5	126	496	10	2	0	4
1:45 PM	0	0	0	0	0	1	80	13	0	3	8	0	0	0	4	6	115	487	4	0	0	0
2:00 PM	0	0	0	0	0	0	85	19	0	1	3	0	0	0	13	4	125	521	5	0	0	2
2:15 PM	0	0	0	0	0	0	76	21	0	2	10	0	0	0	12	9	130	550	0	6	0	7
2:30 PM	0	0	0	0	0	1	68	17	0	5	6	0	0	0	11	9	117	541	2	1	0	0
2:45 PM	0	0	0	0	0	1	97	20	0	7	8	0	0	0	10	6	149	556	3	0	0	3
3:00 PM	0	0	0	0	0	2	98	27	0	12	5	0	0	0	5	5	154	538	1	3	1	0
3:15 PM	0	0	0	0	0	0	71	15	0	9	5	0	0	0	12	9	121	501	0	2	0	0
3:30 PM	0	0	0	0	0	0	74	26	0	3	7	0	0	0	15	7	132	499	4	3	0	1

3:45 PM	0	0	0	0	0	0	82	20	0	2	8	0	0	0	13	6	131	489	2	2	0	0
4:00 PM	0	0	0	0	0	2	71	23	0	0	5	0	0	0	10	6	117	481	0	2	0	5
4:15 PM	0	0	0	0	0	2	67	18	0	2	5	0	0	0	16	9	119	471	4	7	4	2
4:30 PM	0	0	0	0	0	0	80	18	0	5	2	0	0	0	13	4	122	451	3	6	1	1
4:45 PM	0	0	0	0	0	0	78	19	0	1	5	0	0	0	15	5	123	449	5	2	2	0
5:00 PM	0	0	0	0	0	0	64	15	0	5	6	0	0	0	9	8	107	452	6	5	0	0
5:15 PM	0	0	0	0	0	0	54	17	0	1	10	0	0	0	12	5	99	434	7	1	1	1
5:30 PM	0	0	0	0	0	1	67	23	0	3	9	0	0	0	15	2	120	452	3	13	0	3
5:45 PM	0	0	0	0	0	0	78	26	0	0	4	0	0	0	14	4	126	449	5	7	1	6
6:00 PM	0	0	0	0	0	2	48	14	0	6	4	0	0	0	9	6	89	429	2	0	0	1
6:15 PM	0	0	0	0	0	0	74	17	0	5	3	0	0	0	11	7	117		2	4	0	0
6:30 PM	0	0	0	0	0	0	83	11	0	4	3	0	0	0	14	2	117		6	7	1	4
6:45 PM	0	0	0	0	0	0	71	11	0	3	4	0	0	0	13	4	106		0	2	3	1
Count Total	0	0	0	0	0	28	3,178	715	0	139	203	1	0	0	386	232	4,882		115	107	37	96
Peak Hour	0	0	0	0	0	3	340	88	0	31	25	0	0	0	42	27	556		8	8	1	4



Location: 5 29TH ST & LARIMER ST AM

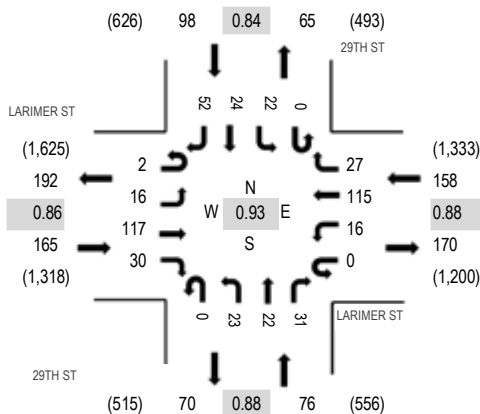
Date: Saturday, September 1, 2018

Peak Hour: 05:45 PM - 06:45 PM

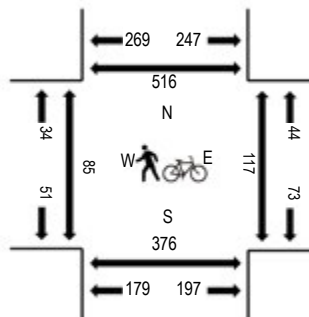
Peak 15-Minutes: 06:15 PM - 06:30 PM

(303) 216-2439
www.alltrafficdata.net

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	LARIMER ST Eastbound				LARIMER ST Westbound				29TH ST Northbound				29TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	3	2	0	1	4	1	0	4	0	0	0	0	0	1	16	68	0	0	2	0
7:15 AM	1	1	2	1	0	0	7	0	0	1	3	0	0	0	0	2	18	77	0	0	1	5
7:30 AM	0	0	3	1	0	0	7	0	1	1	0	1	0	0	1	2	17	100	3	2	5	4
7:45 AM	0	0	1	1	0	0	7	0	0	5	1	1	0	1	0	0	17	104	3	0	1	2
8:00 AM	0	1	2	2	0	3	6	1	0	4	4	0	0	0	2	0	25	121	8	0	6	2
8:15 AM	0	1	8	2	0	1	14	2	0	7	4	1	0	0	0	1	41	132	4	1	8	9
8:30 AM	0	0	1	0	0	1	13	1	0	1	2	0	0	1	1	0	21	143	4	0	11	10
8:45 AM	1	1	8	7	0	1	5	2	0	2	2	1	0	1	1	2	34	176	6	0	12	6
9:00 AM	0	2	7	4	0	0	10	2	0	8	1	0	0	0	2	0	36	189	9	0	7	6
9:15 AM	0	1	10	4	0	0	24	1	0	4	1	1	0	1	1	4	52	191	10	3	12	5
9:30 AM	0	3	11	5	0	3	18	0	0	7	3	0	0	1	0	3	54	199	11	3	16	9
9:45 AM	1	0	12	3	1	0	14	2	0	2	3	1	0	1	4	3	47	213	7	1	8	16
10:00 AM	0	2	11	5	0	1	10	1	0	2	0	0	0	1	1	4	38	226	11	2	22	10
10:15 AM	1	2	15	1	0	2	18	1	0	3	4	1	0	0	8	4	60	248	4	0	17	9
10:30 AM	0	2	20	2	0	1	16	5	0	4	5	2	0	3	4	4	68	270	8	7	37	15
10:45 AM	0	5	11	7	1	1	15	2	0	3	2	3	0	1	3	6	60	281	11	6	22	20
11:00 AM	0	4	14	3	1	1	11	3	0	8	4	1	0	4	4	2	60	295	16	8	16	23
11:15 AM	1	3	22	3	0	1	24	5	0	2	3	3	0	3	5	7	82	315	19	8	66	28
11:30 AM	0	1	25	7	0	1	17	3	0	8	4	6	0	2	2	3	79	308	28	7	41	21
11:45 AM	0	1	19	2	1	2	33	0	0	5	4	2	1	1	3	0	74	304	18	9	52	34
12:00 PM	0	5	19	6	0	2	25	5	0	4	0	0	0	3	4	7	80	327	18	16	44	43
12:15 PM	0	5	16	2	0	2	21	6	0	5	5	4	0	3	2	4	75	348	24	7	43	36
12:30 PM	0	0	21	4	0	2	21	0	0	9	2	5	0	0	3	8	75	359	30	5	59	36
12:45 PM	0	6	27	3	0	6	25	4	0	3	0	2	0	4	9	8	97	386	8	10	80	42
1:00 PM	1	6	22	8	0	1	24	8	0	5	1	6	0	3	4	12	101	411	17	24	44	83
1:15 PM	0	9	19	2	1	3	29	3	0	5	2	1	0	2	3	7	86	427	30	12	88	77
1:30 PM	0	6	23	9	0	1	32	4	0	8	6	2	0	2	3	6	102	462	31	15	61	100
1:45 PM	2	6	28	5	0	4	33	7	0	5	4	9	0	5	5	9	122	450	23	27	98	91
2:00 PM	0	6	31	2	0	3	36	8	0	8	1	5	0	3	4	10	117	409	15	32	63	67
2:15 PM	0	4	39	5	0	3	28	4	0	6	5	2	0	6	4	15	121	393	14	4	68	81
2:30 PM	0	5	20	9	0	4	23	4	0	4	3	5	0	0	3	10	90	370	19	22	86	66
2:45 PM	1	4	16	3	0	0	31	4	0	6	3	0	0	1	5	7	81	378	24	18	128	65
3:00 PM	0	5	24	6	0	2	23	10	0	1	4	7	0	2	5	12	101	409	16	19	90	74
3:15 PM	0	2	29	4	0	1	35	3	0	7	3	2	0	4	3	5	98	407	16	21	100	95
3:30 PM	1	2	23	7	0	4	24	7	0	5	3	4	0	7	5	6	98	413	17	16	73	111

3:45 PM	1	8	24	5	0	2	22	3	0	8	5	6	0	8	7	13	112	418	25	62	113	81
4:00 PM	0	4	29	3	0	3	27	1	0	5	3	7	0	2	4	11	99	421	26	36	92	121
4:15 PM	0	7	30	3	0	3	32	2	0	4	4	2	0	1	7	9	104	442	19	15	106	121
4:30 PM	0	5	27	3	0	0	36	7	0	6	5	3	0	3	4	4	103	458	12	16	84	149
4:45 PM	1	3	34	6	0	1	30	2	0	4	6	5	0	2	9	12	115	463	10	25	73	101
5:00 PM	0	5	26	10	0	3	26	6	0	5	8	3	0	4	13	11	120	472	12	17	99	107
5:15 PM	0	1	32	10	0	1	34	8	0	6	5	4	0	0	9	10	120	480	15	39	99	136
5:30 PM	0	2	21	6	1	4	27	6	0	5	7	8	0	3	8	10	108	493	22	22	110	110
5:45 PM	0	7	29	9	0	3	25	10	0	4	6	8	0	2	11	10	124	497	30	24	109	136
6:00 PM	0	2	31	8	0	3	38	6	0	5	5	7	0	5	2	16	128	485	30	21	95	109
6:15 PM	0	1	32	6	0	5	31	6	0	9	6	8	0	11	3	15	133		16	45	76	143
6:30 PM	2	6	25	7	0	5	21	5	0	5	5	8	0	4	8	11	112		9	27	96	125
6:45 PM	0	4	21	12	0	4	24	5	0	12	3	8	0	5	5	9	112		5	32	106	123
Count Total	14	156	923	225	6	95	1,056	176	1	240	160	155	1	116	194	315	3,833		713	686	2,745	2,863
Peak Hour	2	16	117	30	0	16	115	27	0	23	22	31	0	22	24	52	497		85	117	376	513

