BAKER ACTION PLAN
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. In response to this pressure, the Denver Department of Transportation and Infrastructure (DOTI) is taking a new approach to improving neighborhood transportation. Over a seven-month period from October 2018 to May 2019, DOTI staff worked with Baker residents, visitors, and business owners to identify key transportation and parking management needs in the neighborhood. The corridors that received the most comments from the online survey and first public meeting were:

- Bannock Street
- Broadway
- 1st Avenue
- Cherokee Street
- Alameda Avenue

After the first meeting and online survey, city staff analyzed transportation needs in the neighborhood with specific attention paid to these corridors identified as most important by residents. Small-scale operational changes and larger, more complex project ideas were developed to improve transportation safety and improve walking and bicycling connections. Residents commented on these ideas at the second public meeting and online survey, and identified their highest-priority projects. From this process, a suite of transportation improvements has been programmed. A detailed map showing the improvement locations is shown on page 10. Below is a brief summary of what is included:

OPERATIONAL IMPROVEMENTS
- 2 new all-way stops
- 1 new enhanced pedestrian crossing
- Crosswalk striping at 16 intersections
- No parking at the corners signs at 15 intersections
- Adjusting the signal timing at 10 intersections

NTMP PROJECTS
- 4 projects which include:
  - 1 concrete median
  - 1 painted corner island
  - 1 roadway safety re-striping project
  - 1 intersection striping project to extend bike lanes

PARKING MANAGEMENT IMPROVEMENTS
- Broadway Loading Zones
- 2-Hour parking to manage employee parking
- Baker Area Permit improvements
- Monitoring First Friday parking needs

FUTURE PROJECTS
These projects were identified through the Neighborhood Transportation Management (NTMP) process, but too large in scope to address with the funds available in the program.
- 1 corridor bicycle and pedestrian improvement project
- 1 bike lane project

SCHEDULE
The Operational Improvements will be installed in 2020 through existing DOTI annual Operations and Maintenance funds. NTMP Projects will also be installed in 2020 using the $150,000 in CIP funds dedicated to this effort. Future projects will be assigned and coordinated to the appropriate work program within DOTI and advanced within the existing project development processes in 2020 and beyond.
NTMP PROGRAM OVERVIEW
The Neighborhood Transportation Management Program (NTMP) is a new program from the Department of Transportation and Infrastructure (DOTI) 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 Baker statistical neighborhood was selected as the second neighborhood to go through the NTMP process. The process started in October 2018 with the City reviewing past transportation plans and recommendations in the area. The first public meeting introducing the project was held on December 6th, 2018. Using input from the meeting, project ideas were then developed from January-April, and on May 8th, 2019 a second public meeting was held to prioritize project ideas for further development and installation in 2019 or 2020. Both public meetings were accompanied by web surveys with the same information and opportunities for input. 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 in 2020 through the NTMP Work Program. Additionally, the process has identified multiple larger-scale future projects to be programmed within existing DOTI planning and project development processes.

ACTION PLAN PURPOSE
The Mayor’s Mobility Action Plan sets out to improve transportation in Denver through four initiatives: Choice, Safety, Climate & Health, and Accessibility. To help reach these goals, this Baker Action Plan is intended to deliver 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 projects to be installed in 2020. The plan shows which streets and intersections were commented upon in the neighborhood and for what reasons. The plan outlines what improvements will be made in 2020, shows detailed concepts for the more complex projects proposed and describes when and how projects will installed in 2020.

THIS PLAN IS A COLLABORATION WITH THE COMMUNITY

CITY AND COUNTY OF DENVER ACTIONS
- Collect transportation data
- Meet with neighborhood groups and host first public meeting
- Develop neighborhood priorities and project evaluation criteria
- Analyze and identify potential projects
- Evaluate potential projects
- Develop projects

COMMUNITY ACTIONS
- Public meeting to review projects
- Second Neighborhood Survey
- Write Action Plan
- Publish Action Plan

START ACTION PLAN

PHASE 1

PHASE 2

IMPLEMENT ACTION PLAN
PUBLIC INPUT SUMMARY

PURPOSE
The program held two public open house meetings at the Byers Branch Library and at Hirschfield Towers for members of the neighborhood to learn more about the new DOTI transportation program which identifies and delivers quick solutions to address neighborhood transportation priorities and challenges. The purpose of the public meetings was to collect and gather feedback and ideas on local transportation and parking management priorities. DOTI allocated $150,000 for 2020 transportation improvements above and beyond the annual operations and maintenance budget in the Baker neighborhood. The feedback received helped form an inclusive understanding of which projects the community supports.

PUBLIC NOTIFICATION
Proactive outreach mostly involved publicizing the public open houses via email distribution, social media channels, city website, press release, and sending save the date postcards to neighborhood residents. Attendees mentioned they heard about the public open house meetings through Facebook, their neighborhood newsletter, word of mouth, Councilman Clark’s email, city email, Mailchimp newsletter, and registered neighborhood organization notifications. Members of the public who were unable to attend were given an opportunity to provide feedback through an online survey.

PHASE 1 RESULTS

ONLINE SURVEY #1
Opened November 16, 2018
Closed January 16, 2019
...
246 responses

OPEN HOUSE #1
Occurred December 8, 2018
16 attendees
116 comments received

MAILCHIMP NEWSLETTER
...
241 subscribers

PHASE 2 RESULTS

ONLINE SURVEY #2
Opened May 5, 2019
Closed June 5, 2019
...
84 responses

OPEN HOUSE #2
Occurred May 8, 2019
33 attendees
55 comments received

PHASE 1 PRIMARY PUBLIC COMMENT TOPICS
Top identified priorities for improving transportation in Baker (246 responses)

 Visibility at intersections
 Speeding traffic
 Improving pedestrian crossings
 Comfortable bike facilities
 Driving through or turning at intersections
 Other (please specify)

0% 10% 20% 30% 40% 50% 60% 70% 80%

148 people
140 people
140 people
106 people
86 people
74 people

PHASE 2 OVERARCHING THEMES
Results combined from Online Survey #2 and Open House #2

45% of people mentioned the need for all-way stops and crosswalks
37% of people mentioned the importance of slowing traffic down on Bannock
50% of people support the raised median with a pedestrian refuge island on Bannock
PROJECT COORDINATION

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. A update to the Baker Area Management plan was developed simultaneously with the Baker NTMP Action Plan. Highlights from the updated plan are included in this report. The full updated plan can be found on the city’s website here.

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: Bicycles projects.

BROADWAY MULTIMODAL DESIGN
In 2016, after a comprehensive community-driven process, DOTI installed a temporary two-way protected bikeway along South Broadway from Bayaud to Virginia. The project has been a success and with the $12 million Elevate Denver Bond funds the city will now holistically improve safe travel options for everyone who lives, works, plays and commutes along the corridor, from the Cherry Creek Trail to the I-25 Broadway Station. The project will identify a complete package of bicycle, pedestrian, transit and vehicle enhancements with project design completing in Winter 2019. Representatives from the Broadway Multimodal Design project attended Baker NTMP Public meetings to provide information about the project and listen to members of the community provide feedback.

VISION ZERO ACTION PLAN
The Vision Zero Action Plan (2017) identified Broadway and Alameda Avenue in the Baker 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 Vision Zero Action Plan can be found on the city’s website here.

TRAFFIC SIGNAL PROGRAM
Through the NTMP process, multiple comments were received about evaluating signal phasing. These comments were given to the Traffic Signal program and will be further evaluated through that program.
BAKER WORK PROGRAM

PROJECT DEVELOPMENT PROCESS
The first step in developing project ideas was reviewing recommendations from previous plans, including the I-25 and Broadway Station Area Plan (2016), the Broadway / Lincoln Corridor Study Plan (2015-2018), the Alameda Station Area Plan (2009) and the Baker Neighborhood Plan (2003).

Existing city traffic count and crash data was collected to provide a background for analysis. Additional vehicle, bicycle, and pedestrian counts were collected to support decisions. Crash data and additional counts data can be found in the Appendix, on pages A-2 to A-8.

The first public meeting was held to solicit 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.

City staff then conducted field work over the course of a month to observe current transportation operations and infrastructure.

Using the background recommendations, data, public input, and field observations, City Staff reviewed the existing design and operations of 64 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 input, with the same information also made available online through a survey. Using this input, the final NTMP Baker Work Program was developed. This program is a list of projects that will be implemented in 2020. The program contains three parts:

1) 2020 NTMP Operational Improvements
These projects include new 4-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 2020 with existing maintenance crews and within the existing maintenance budget. Each of these types of improvements are explained on the following two pages.

2) 2020 NTMP Projects
These projects include more complex signing and striping and traffic control features, and in some cases, concrete work. These projects will be installed in 2020 with the NTMP program funds, which includes $150,000 per neighborhood.

3) Future Projects
These ideas were brought up during the NTMP process, but because these were much larger, more complicated, and more expensive projects that couldn’t be completed through the NTMP process, these projects will be programmed through other planning and project development processes within DOTI.

Project types are explained on the next page, a detailed map of all of the proposed improvements is shown on page 10, and a summary table is included on pages 11 & 12. Additionally, each NTMP Project has a more detailed concept graphic shown on pages 12-15.
BAKER WORK PROGRAM
OPERATIONAL IMPROVEMENTS

**ALL WAY STOPS**
All way stops are the installation of stop signs at all legs of an intersection. The locations on page 10 were evaluated and meet criteria for installing an all way stop.

**NO PARKING/DAYLIGHTING**
Denver’s municipal code prohibits parking within 20’ of a sidewalk crossing unless a parking sign is present. Installing No Parking signs at intersections helps make pedestrians, bicyclists and drivers more visible to each other.

**CROSSWALKS**
Marked crosswalks alert drivers to the potential presence of pedestrians. Crosswalks will be marked at the crossings where drivers stop at stop signs or signals.

**STOP BARS**
Stop bars are stripes in advance of a stop sign or signal to indicate where drivers should stop. They can help remind drivers to stop where they can see pedestrians approaching.

**PEDESTRIAN WARNING SIGNS**
At uncontrolled crossings (where drivers do not have a stop sign or signal), pedestrian warning signs can be installed to remind drivers to yield to pedestrians. The S Cherokee St and W Archer Pl intersection meets criteria for warning signs.
BAKER WORK PROGRAM
OPERATIONAL IMPROVEMENTS

LEADING PEDESTRIAN INTERVAL
A leading pedestrian interval (or LPI) is when the pedestrian walk symbol turns on 4 to 6 seconds before drivers get a green light. This is installed in areas of high pedestrian activity so that pedestrians can begin crossing the street before drivers attempt to turn.

BROADWAY TIMING IMPROVEMENTS
The signal timing for Broadway south of 6th Avenue will be updated during off peak times. The changes will better manage speeds of drivers and will shorten the time pedestrians need to wait to cross.
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Ave and Acoma St</td>
<td>New no parking signage/daylighting</td>
</tr>
<tr>
<td>1st Ave and Bannock St</td>
<td>New no parking signage/daylighting and stop bars and crosswalks</td>
</tr>
<tr>
<td>1st Ave and Broadway</td>
<td>Leading pedestrian interval</td>
</tr>
<tr>
<td>1st Ave and Cherokee St</td>
<td>New all-way stop, stop bars, and crosswalks</td>
</tr>
<tr>
<td>1st Ave and Elati St</td>
<td>New no parking signage/daylighting</td>
</tr>
<tr>
<td>1st Ave and Fox St</td>
<td>New no parking signage/daylighting</td>
</tr>
<tr>
<td>1st Ave and Galapago St</td>
<td>New no parking signage/daylighting and stop bars and crosswalks</td>
</tr>
<tr>
<td>1st Ave and Inca St</td>
<td>New no parking signage/daylighting</td>
</tr>
<tr>
<td>2nd Ave and Bannock St</td>
<td>New crosswalks and pedestrian median refuge</td>
</tr>
<tr>
<td>2nd Ave and Broadway</td>
<td>Leading pedestrian interval</td>
</tr>
<tr>
<td>2nd Ave and Fox St</td>
<td>New crosswalks</td>
</tr>
<tr>
<td>3rd Ave and Acoma St</td>
<td>New no parking signage/daylighting</td>
</tr>
<tr>
<td>3rd Ave and Broadway</td>
<td>Leading pedestrian interval</td>
</tr>
<tr>
<td>3rd Ave and Cherokee St</td>
<td>New no parking signage/daylighting</td>
</tr>
<tr>
<td>3rd Ave and Delaware St</td>
<td>New no parking signage/daylighting</td>
</tr>
<tr>
<td>3rd Ave and Elati St</td>
<td>New no parking signage/daylighting</td>
</tr>
<tr>
<td>3rd Ave and Fox St</td>
<td>New no parking signage/daylighting</td>
</tr>
<tr>
<td>3rd Ave and Galapago St</td>
<td>New no parking signage/daylighting and crosswalks</td>
</tr>
<tr>
<td>3rd Ave and Inca St</td>
<td>New no parking signage/daylighting</td>
</tr>
<tr>
<td>3rd Ave and Osage St/ Rio Grande Blvd</td>
<td>New stop bars</td>
</tr>
<tr>
<td>4th Ave and Bannock St</td>
<td>New crosswalks and pedestrian median refuge</td>
</tr>
<tr>
<td>4th Ave and Broadway</td>
<td>New stop bars and crosswalks</td>
</tr>
<tr>
<td>4th Ave and Delaware St</td>
<td>New no parking signage/daylighting</td>
</tr>
<tr>
<td>4th Ave and Galapago St</td>
<td>New stop bars, crosswalks, no parking signage/daylighting</td>
</tr>
<tr>
<td>5th Ave and Bannock St</td>
<td>New stop bars and crosswalks</td>
</tr>
<tr>
<td>5th Ave and Galapago St</td>
<td>New stop bars and crosswalks</td>
</tr>
<tr>
<td>6th Ave and Broadway</td>
<td>Leading pedestrian interval</td>
</tr>
<tr>
<td>Alameda Ave and Bannock St</td>
<td>Leading pedestrian interval, painted bulbouts and striping improvements</td>
</tr>
<tr>
<td>Alameda Ave and Cherokee St</td>
<td>Leading pedestrian interval, painted bulbouts and striping improvements</td>
</tr>
<tr>
<td>Archer Pl and Broadway</td>
<td>Leading pedestrian interval</td>
</tr>
<tr>
<td>Archer Pl and Cherokee St</td>
<td>New pedestrian warning signs and crosswalks</td>
</tr>
<tr>
<td>Archer Pl and Elati St</td>
<td>All-way stop study</td>
</tr>
<tr>
<td>Bayaud Ave and Broadway</td>
<td>Leading pedestrian interval</td>
</tr>
<tr>
<td>Bayaud Ave and Cherokee St</td>
<td>New stop bars, crosswalks, and painted median island</td>
</tr>
<tr>
<td>Broadway from 6th Ave to Alameda Ave</td>
<td>The signal timing for Broadway south of 6th Avenue will be updated during off peak times. The changes will better manage speeds of drivers and will shorten the time pedestrians need to wait to cross.</td>
</tr>
<tr>
<td>Cedar Ave and Cherokee St</td>
<td>New stop bars and crosswalks</td>
</tr>
<tr>
<td>Ellsworth Ave and Broadway</td>
<td>Leading pedestrian interval</td>
</tr>
<tr>
<td>Ellsworth Ave and Cherokee St</td>
<td>New stop bars and crosswalks</td>
</tr>
<tr>
<td>Ellsworth Ave and Elati St</td>
<td>New all-way stop, stop bars, and crosswalks</td>
</tr>
<tr>
<td>Irvington Pl and Broadway</td>
<td>Leading pedestrian interval</td>
</tr>
</tbody>
</table>
## BAKER WORK PROGRAM

<table>
<thead>
<tr>
<th>Location</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 6th Ave and Bannock St</td>
<td>Bike Lane Extension</td>
</tr>
<tr>
<td>2 Bannock St at 4th Ave and 2nd Ave</td>
<td>Pedestrian Refuge Medians</td>
</tr>
<tr>
<td>3 Bayaud Ave &amp; Cherokee St</td>
<td>Painted Bulbout</td>
</tr>
<tr>
<td>4 Alameda Ave between Cherokee St &amp; Bannock St</td>
<td>Bulbouts and Striping Improvements</td>
</tr>
</tbody>
</table>

### FUTURE PROJECTS

<table>
<thead>
<tr>
<th>Location</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Alameda Ave &amp; Santa Fe/ Kalamath/I-25 Area</td>
<td>Bicycle and Pedestrian Improvements</td>
</tr>
<tr>
<td>2 Cherokee Street and Bannock Street</td>
<td>Denver Moves Bicycle Network Review</td>
</tr>
</tbody>
</table>
NTMP PROJECTS

1. 6th Ave and Bannock St: Bike Lane Extension

Continuing the northbound bike lane through the intersection will require eliminating the existing northbound right turn lane. Traffic counts from April 2019 indicate that combining the existing northbound thru and right turn lanes into a single lane will not adversely affect intersection operations (see Appendix, pages A-7 & A-8).

2. Bannock St at 4th Ave and 2nd Ave: Pedestrian Refuge Medians

The 85th percentile speed on Bannock Street in this area was measured at 33 MPH, while the speed limit is 25 MPH. Studies of pedestrian refuge medians in Colorado and nation-wide have shown a 15% reduction in traffic speeds, and a 46% reduction of crashes involving pedestrians.

Speed Reduction Info
Crash Reduction Info

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

#### 3 Bayaud Ave & Cherokee St: Painted Bulbou

Public comments mentioned difficulty with visibility at this intersection due to its offset layout. Painting a bulbout and adding high-visibility crosswalks can allow better visibility for drivers.

#### 4 Alameda Ave between Cherokee St & Bannock St: Bulbouts and Striping Improvements

An atypical crash pattern has been identified at the Alameda Avenue and Bannock Street intersection. The crashes involve eastbound vehicles in the lane closest to the curb. Changing that lane to a right turn only lane could reduce crashes here. Painted bump-outs and a concrete bump-out will shorten pedestrian crossing distances as well. Identifying atypical crash patterns and making changes to address them supports Vision Zero goals.

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

ALAMEDA AVE & SANTA FE/KALAMATH/I-25 AREA BICYCLE AND PEDESTRIAN IMPROVEMENTS

This segment of Alameda Avenue has been identified for pedestrian and bicycle improvements in the Vision Zero Action Plan (2017) and the Denver Moves: Pedestrians and Trails Plan (2019). Comments through this NTMP process confirmed the importance of improving this connection for bicyclists and pedestrians. In May 2019 The DRCOG board recommended funding a joint CDOT and City and County of Denver project to make improvements to this interchange with I-25. The short-term concept ideas shown below can improve walking and bicycling conditions along the north side of Alameda. These concept ideas are currently being studied.
FUTURE PROJECTS

DENVER MOVES BICYCLE NETWORK REVIEW

Through the first public meeting and the follow-up survey Bannock Street was mentioned most frequently for bicycling. City Staff reviewed the 2016 Denver Moves: Enhanced Bikeways planned bicycle facilities in the Baker Neighborhood, with a specific focus on Bannock Street. Currently there is a bike lane that runs from 6th Avenue south to 1st Avenue. The Denver Moves Enhanced Bikeways plan calls for extending the bike lane from 1st Avenue south to Virginia Avenue. Looking more closely at Bannock Street, City Staff considered whether a continued bike lane on Cherokee Street would be better and created three options for bike lanes on either Cherokee Street or Bannock Street. The three options developed are shown below. Public Meeting attendees and online survey respondents were asked to rank these options 1st, 2nd, or 3rd.

Public input from this portion of the Action Plan will be used to inform the DPW Bicycle Community Network Planning and Design efforts.

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

AVAILABLE FUNDING
There are two forms of funding available to install projects in Baker in 2020 and 2021:

- DOTI Annual Operations and Maintenance Funds
- NTMP Program Funds

The DOTI Annual Operations and Maintenance funds will cover the “Operational Improvements” projects shown with a purple highlight on the Baker Work Program map on page 10. These are simple signing and/or striping projects that can be completed by existing maintenance crews. This includes 2 new all-way stops, 1 new enhanced pedestrian crossing, crosswalk striping at 16 intersections, no parking at the corners signs at 15 intersections, and adjusting the signal timing at 10 intersections.

The NTMP has an additional $150,000 per neighborhood to install projects that are more complex with more detailed striping and traffic control elements. This $150,000 covers the “NTMP Projects” highlighted in pink on the map and shown on pages 13 & 14. Additional projects above and beyond these two groups will be forwarded on to other work programs within the DOTI Department for study in 2020 and 2021.

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 DOTI 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.

IMPLEMENTATION SCHEDULE
The schedule below shows next steps for design and building projects in the neighborhood.

<table>
<thead>
<tr>
<th>Neighborhood Action Plan Finalized</th>
<th>NTMP Operational Improvements Installed</th>
<th>NTMP Projects Design/Construction</th>
<th>NTMP Post-Installation Studies</th>
<th>Future Projects Scoped for Programming and Budget Requests</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>2020</th>
<th>2021</th>
<th>2021+</th>
</tr>
</thead>
<tbody>
<tr>
<td>!</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Any future changes to this proposed program will be made available on the NTMP website here.
EXISTING SIDEWALKS (2016 DRCOG SURVEY)
EXISTING STREETS CLASSIFICATION
TRAFFIC COUNTS AND EXISTING SPEED LIMITS

Legend
- Baker Neighborhood
- RTD Rail Transit Stations
- RTD Rail Transit Lines
- One Way Street Direction
- Park
- School
- Place of Interest

SPEED LIMIT
- 65
- 45
- 40
- 35
- 30
- 25

0 1,000 feet
**Location:** 1 BANNOCK ST & 6TH AVE AM  
**Date:** Tuesday, April 23, 2019  
**Peak Hour:** 07:30 AM - 08:30 AM  
**Peak 15-Minutes:** 07:45 AM - 08:00 AM

### Peak Hour - All Vehicles

![Traffic Counts Diagram]

**Note:** Total study counts contained in parentheses.

<table>
<thead>
<tr>
<th></th>
<th>6TH AVE Eastbound</th>
<th>6TH AVE Westbound</th>
<th>BANNOCK ST Northbound</th>
<th>BANNOCK ST Southbound</th>
<th>Total Hour West</th>
<th>Total Hour East</th>
<th>Total Hour South</th>
<th>Total Hour North</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Start Time</strong></td>
<td><strong>U-Turn</strong></td>
<td><strong>Left</strong></td>
<td><strong>Thru</strong></td>
<td><strong>Right</strong></td>
<td><strong>U-Turn</strong></td>
<td><strong>Left</strong></td>
<td><strong>Thru</strong></td>
<td><strong>Right</strong></td>
</tr>
<tr>
<td>7:00 AM</td>
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<td>550</td>
<td>7</td>
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<td>0</td>
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<td>7:15 AM</td>
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<td>514</td>
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<td>0</td>
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<td>0</td>
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<td>15</td>
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<td>7:45 AM</td>
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<td>8:00 AM</td>
<td>0</td>
<td>82</td>
<td>487</td>
<td>17</td>
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<td>8:15 AM</td>
<td>0</td>
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<td>504</td>
<td>13</td>
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<td>8:30 AM</td>
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<tr>
<td>8:45 AM</td>
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<td><strong>Peak Hour</strong></td>
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</tr>
</tbody>
</table>
**Location:** 1 BANNOCK ST & 6TH AVE PM  
**Date:** Tuesday, April 23, 2019  
**Peak Hour:** 04:00 PM - 05:00 PM  
**Peak 15-Minutes:** 04:00 PM - 04:15 PM

### Peak Hour - All Vehicles

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<th>Thru</th>
<th>Right</th>
<th>U-Turn</th>
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<th>Right</th>
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### Peak Hour - Pedestrians/Bicycles on Crosswalk

- Location: 1 BANNOCK ST & 6TH AVE PM
- Date: Tuesday, April 23, 2019
- Peak Hour: 04:00 PM - 05:00 PM
- Peak 15-Minutes: 04:00 PM - 04:15 PM

#### Traffic Counts

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<tr>
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<td>Thru</td>
<td>Right</td>
</tr>
<tr>
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<td>4:15 PM</td>
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