# APPENDIX J

# TRAFFIC IMPACT ANALYSIS

**This page intentionally left blank**

LSA

City of FRESNO

GENERAL PLAN PROGRAM EIR

# TRAFFIC IMPACT ANALYSIS

February 2020

# Table of Contents


**CHAPTER 1 – INTRODUCTION ..... 1-1**

**Project Description ..... 1-1**

**Environmental Setting ..... 1-2**

Employment ..... 1-2

Housing ..... 1-3

Transportation ..... 1-3

**Trends in Transportation ..... 1-3**

**CHAPTER 2 – EXISTING TRANSPORTATION SYSTEM ..... 2-1**

**Roadway Network ..... 2-1**

**Functional Classification ..... 2-1**

State Facilities ..... 2-5

Expressways ..... 2-5

Super Arterials ..... 2-5

Arterials ..... 2-5

Collectors ..... 2-5

**Study Area Roadways ..... 2-6**

**Congestion ..... 2-11**

**Level of Service Definitions ..... 2-11**

**Level of Service Standard ..... 2-13**

**Existing Roadway Segment Traffic Volumes ..... 2-17**

**Existing Roadway Segment Levels of Service ..... 2-17**

**Public Transportation ..... 2-41**

Fresno Area Express (FAX) ..... 2-41

Demand-Response Service ..... 2-41

Bus Rapid Transit ..... 2-71

High-Speed Rail ..... 2-71

**Pedestrian and Bicycle Circulation ..... 2-71**

Pedestrian Circulation ..... 2-75

Accessible Design ..... 2-75

Bicycle Circulation ..... 2-75

**Regulatory Framework ..... 2-76**

Federal Regulatory Framework ..... 2-76

State Regulatory Framework ..... 2-77

# Table of Contents

Regional Regulatory Framework ..... 2-78
Local Regulatory Framework ..... 2-79

**CHAPTER 3 – GENERAL PLAN (2035) CONDITIONS TRAFFIC ..... 3-1**
**General Plan (2035) Conditions Traffic ..... 3-1**
**Roadway Segment Levels of Service ..... 3-1**

**CHAPTER 4 – GENERAL PLAN (2035) CONDITIONS WITH CIRCULATION ELEMENT ..... 4-1**
**General Plan (2035) Condition Roadway Segment Levels of Service Comparison – Existing Configuration vs. General Plan Configuration ..... 4-5**

**CHAPTER 5 – VEHICLE MILES TRAVELED ..... 5-1**

**CHAPTER 6 – RECOMMENDATIONS ..... 6-1**
**LOS Analysis Findings and Recommendations ..... 6-1**
**VMT Analysis Findings and Recommendations ..... 6-1**

## List of Figures

Figure 2.1: Relationship between Mobility and Access on Roadways ..... 2-1
Figure 2.2: Study Area Roadway Segments - Existing Configuration ..... 2-3
Figure 2.3: Level of Service ..... 2-12
Figure 2.4: City of Fresno Traffic Impact Zones ..... 2-15
Figure 2.5: Existing Roadway Segment Levels of Service – AM Peak Hour ..... 2-43
Figure 2.6: Existing Roadway Segment Levels of Service – PM Peak Hour ..... 2-57
Figure 2.7: Existing Transit System ..... 2-73
Figure 3.1: General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations – AM Peak Hour ..... 3-11
Figure 3.2: General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations – PM Peak Hour ..... 3-25
Figure 4.1: Study Area Roadway Segments – General Plan Classifications ..... 4-3
Figure 4.2: General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations – AM Peak Hour ..... 4-29
Figure 4.3: General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations – PM Peak Hour ..... 4-43

## List of Tables

Table 2.A: Existing Roadway Segment ..... 2-6
Table 2.B: Level of Service Definitions ..... 2-12

Table 2.C: Roadway Segment Capacity and Levels of Service ..... 2-13
Table 2.D: Existing Roadway Segment Levels of Service ..... 2-18
Table 2.E: City Policy Matrix ..... 2-82
Table 3.A: General Plan Build Out Roadway Segment Levels of Service Using Existing Configurations ..... 3-3
Table 4.A: General Plan Build Out Roadway Segment Levels of Service with General Plan Configurations ..... 4-7
Table 4.B: General Plan Build Out Levels of Service Comparison (Existing Configuration vs. General Plan Configuration) ..... 4-15
Table 5.A: Fresno VMT ..... 5-1

## List of Appendices

Appendix A: Existing Traffic Counts
Appendix B: Volume Development Worksheets

# Table of Contents

THIS PAGE INTENTIONALLY LEFT BLANK

# CHAPTER 1 – Introduction

This General Plan Traffic Impact Analysis (TIA) describes potential impacts to the transportation system associated with adoption of the City of Fresno (City) General Plan Program Environmental Impact Report (PEIR). The impact analysis examines the roadway, transit, bicycle, pedestrian, and rail components of the transportation system in Fresno. To provide a context for this analysis, the TIA begins with a description of the environmental setting, which describes the geographical, jobs, and housing context for the plan area. Following the environmental setting is the relevant regulatory framework, which influences the transportation system and provides the basis for impact significance thresholds that are used in the impact analysis findings and recommended mitigation measures. To provide the transportation infrastructure and describe the future transportation conditions, the General Plan conditions will be evaluated based on the current projections from Fresno Council of Governments (Fresno COG). Currently, Fresno COG provides projections for year 2035 conditions, which is the basis upon which the COG's current Activity Based Model (ABM) is built. The ABM has been used to develop traffic conditions for the General Plan. Therefore, for purposes of this analysis, the General Plan conditions are assumed for the year 2035. Also, the changes in vehicle miles traveled (VMT) per capita associated with the General Plan update will be addressed. This TIA is a part of the update of the Master EIR (MEIR) that included review of the roadway segments throughout the City. Similar to the previous approach, this TIA studies roadway segments throughout the City. These roadway segments have been determined in coordination with the City staff. In addition, an evaluation of transportation impact using the new State prescribed metric, vehicle miles traveled (VMT) is included in the EIR analysis.

## Project Description

The City is responsible for preparation of a PEIR for the approved General Plan that was adopted in December 2014. The intent of this current effort is to convert the Master EIR (MEIR) that was prepared in 2014 to a PEIR, and to update the analysis to be in conformance with State law and to be consistent with recent legislative changes, which include Assembly Bill 32 (2006) and Senate Bill (SB) 32 (2016) regarding climate change, SB 743 (2013) regarding Vehicle Miles Traveled (VMT), and the Sustainable Groundwater Management Act (SGMA) (2014). The Project Description, as described in Chapter 3.0 of the PEIR, provides an overview of the content of the approved General Plan, explains that the PEIR will evaluate the continued implementation of the approved General Plan, and identifies specific text changes to the approved General Plan that constitute what is being evaluated in the PEIR (referred to as the "proposed project"). In addition, the Greenhouse Gas Reduction Plan, included as an Appendix to the MEIR, has also been updated to take into account the requirements of SB 32. The text changes analyzed as the proposed project are limited to technical revisions to the Mobility and Transportation Element and include the addition of VMT policies consistent with the requirements of SB 743 and the revision of text relating to Level of Service (LOS) metrics. These changes are narrow in scope and do not result in direct physical changes to the environment. Therefore, the physical environmental effects of the proposed project would be essentially the same as if the text changes to the General Plan were not proposed (referred to as the "No Project scenario").

The No Project scenario assumes continuation of the approved General Plan (2014) without the Mobility and Transportation Element changes

or updates to the Greenhouse Gas Reduction Plan just described. In this scenario, future development in the city would occur as currently set forth under the General Plan. Text changes related to the Mobility and Transportation Element, including the addition of VMT policies, would not occur. The General Plan would not be updated to reflect conformance with SB 743, and no updates to the Greenhouse Gas Reduction Plan would occur. Despite the lack of an update under the No Project scenario, the distribution and location of projected growth would occur in a manner that is consistent with the approved General Plan and zoning documents, as no changes to the proposed land uses are proposed. Development under the approved General Plan would be the same as compared to the proposed project analyzed in the PEIR, and the physical changes to the environment would be the same under both scenarios.

## Environmental Setting

Fresno is approximately 114.7 square miles located in the Central Valley of California. Fresno is near the geographical center of California and lies approximately 220 miles from Los Angeles, 170 miles south of Sacramento, and 185 miles from San Francisco with easy access to the California Central Coast and Sierra Nevada. Fresno contains four major freeway axes: State Route (SR) 99, SR-41, SR-168, and SR-180. SR-99 runs northwest-southeast on the western edge of the City, connecting it with Sacramento, the San Francisco Bay Area, Bakersfield, and Los Angeles. SR-41 runs north-south through the heart of the City, connecting it with Yosemite National Park and Central Coast. SR-168 links the Downtown to Clovis, and SR-180 runs east-west to both agricultural communities and Kings Canyon National Park. Fresno is considered the economic hub for Fresno County and San Joaquin Valley, as it is the largest city in Fresno County and the fifth-largest city in California. Fresno had a population of approximately 528,000 residents in 2017. The City is projected to reach a population of 771,000 by year 2035 and 970,000 after 2050.

**Employment**

The City of Fresno is at the center of the Central Valley and continues to see a significant number of its jobs in the agricultural sector, both in direct farming and in food processing, storage, and shipping. The total farming employment in Fresno County in 2013 was 49,200 jobs and remains a vital contributor to the employment within the County. In addition to farming, the City retains employment across all industry sectors. As stated in the Fresno General Plan (2014), the total annual average employment was approximately 364,200 jobs in 2010. It was projected that employment would increase to approximately 423,100 jobs in the year 2020. Some larger industrial employment contributors were identified, such as Trade, Transportation, and Utilities (15.1 percent); Total Farm (12.6 percent); Local Government (12.6 percent); Education Services, Health Care, and Social Assistance (11.2 percent); and Self-Employment, Family Workers, and Private Household (10.6 percent). The Fresno General Plan anticipates an employment percentage increase within such industries as Trade, Transportation,

and Utilities (15.5 percent); and Education Services, Health Care, and Social Assistance (12.0 percent). Also anticipated was an employment decrease within these industries: Local Government (11.9 percent); Self-Employment, Family Workers, and Private Household (10.1 percent); and Total Farm (11.7 percent).

As a product of this anticipated growth in employment, by year 2035, the General Plan will be able to accommodate 0.48 jobs per new resident, thereby accommodating approximately 108,000 new jobs above the current levels.

**Housing**

California General Plan law requires each city and county to have land zoned to accommodate its fair share of the regional housing need. Housing and Community Development (HCD) allocates a numeric regional housing goal to the Fresno Council of Governments (FCOG). FCOG is then mandated to distribute the numerical goal among the 15 cities within the region and the county. This share for the FCOG region is known as the Regional Housing Needs Allocation (RHNA). The major goal of the RHNA process is to ensure a fair distribution of new housing construction among cities in the region and the county so that every community may plan for a mix of housing types for all economic segments.

Projecting housing needs follows a similar process, whereby the State (i.e., the Department of Housing and Community Development) provides regional housing projections to the region (i.e., FCOG), which in turn projects housing growth for local jurisdictions. Unlike other data projections, rather than being simply informative, the housing allocation provided to jurisdictions through the RHNA process is enforceable through the Housing Accountability Act. The current RHNA planning period spans from 2013 to 2023; a previous RHNA planning period was established for 2008 to 2013. The HCD found that the City did not make adequate sites available to accommodate the RHNA in the previous planning period; therefore, the unaccommodated RHNA from 2008 to 2013 has rolled over to the current planning period. As an outcome of the most recent RHNA process, the City is required to provide a sufficient amount of property zoned land to accommodate 23,565 new dwelling units to accommodate future population growth.

**Transportation**

The early grid pattern, established from the construction of the railroad and the installation of the Fresno Station, created interconnected neighborhoods with relatively small blocks. This grid formation has remained consistent among the City's circulation system; however, with the evolution of vehicle travel, short and interconnected blocks became wider and longer in distance, resulting in vehicle-dependent travel. Several areas of the City do not have a full rush hour (or a.m. and p.m. peak hours), but rather a peak 15-minute period at most major intersections. For these areas, the street system is designed for a very small portion of overall demand and creates an oversupply of capacity the majority of the time. This excess capacity could promote denser development, maximize existing public resources, increase opportunities for economic development and property values, and encourage a diversity of development types. The fact that excess capacity is available will promote future high density development. This added development will make the most effective use.

## Trends in Transportation

For decades, the transportation impacts of all projects subject to the California Environmental Quality Act (CEQA) have been evaluated by Level of Service (LOS). LOS is a qualitative measure that assesses the operation of a roadway according to congestion and delay to drivers. California's SB 743, passed in 2013, requires the transportation impact of projects to be evaluated using vehicle miles traveled (VMT). By July 1, 2020, the City is required to update the transportation impact analysis criteria from LOS to VMT. As a result, rather than treating traffic congestion as an environmental impact, LOS will be solely used for purposes of congestion relief, mobility efficiency, and traffic operations. VMT will now be the transportation criterion to determine potential

environmental impacts of a project. VMT is also a metric for other CEQA topics such as air quality and greenhouse gas emissions. VMT is calculated by multiplying the number of vehicle trips by the estimated number of miles driven per trip. Projects that create significant impact under VMT will be required to mitigate their impacts through transportation demand management (TDM) measures such as car sharing, improved transit, enhanced bicycle infrastructure, or mitigation fees. In the future, the use of VMT as the significance criterion for transportation impacts may help the City promote transit-oriented development and create more walkable and sustainable communities. Currently, the City's Active Transportation Plan and Complete Streets Policy play a key role in development of future General Plan Circulation Elements with the goal of reduction in VMT.

# CHAPTER 2 – Existing Transportation System

The transportation system in Fresno includes motorized and non-motorized travel modes. This circulation system is considered multimodal, which provides alternatives to the automobile such as bicycle facilities, pedestrian facilities, rail, trails, and transit. These systems, along with streets and highways, all provide for the movement of people and goods throughout Fresno and the region. How these systems complement one another and interact with each other represents the complete transportation system.

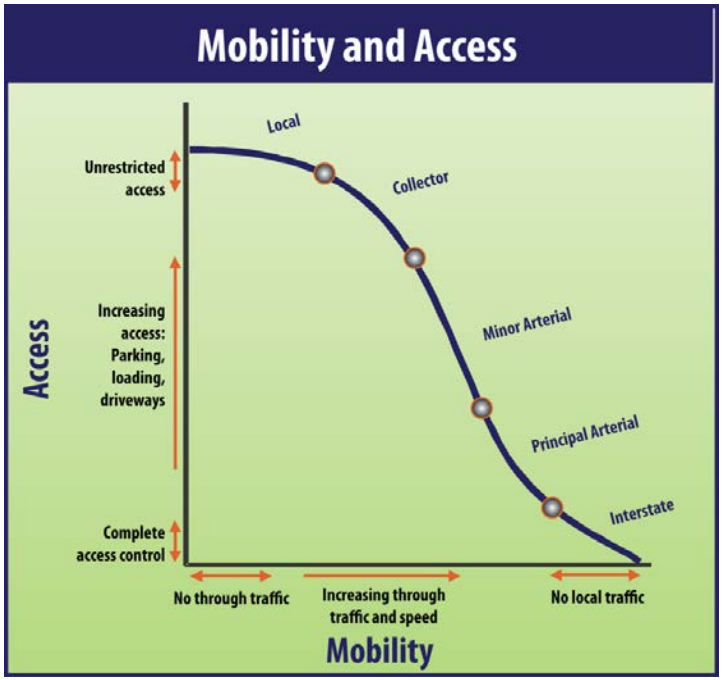
This chapter presents the existing setting for vehicles, as well as bicycle, transit, and pedestrian facilities in Fresno.

## Roadway Network

The roadway network in Fresno is generally a traditional grid-based network of north/south and east/west streets, except for the Downtown area, where the grid-based network is northeast/southwest. Build out of the street and roadway system within Fresno is not completed, and there is potential for expanding vehicle capacity on some roadways, which will increase opportunities for economic development, encourage a diversity of development types, and promote multimodal mobility options.

The functionality of a street is related to traffic mobility and land access. Access to a roadway is correlated to the potential for conflicting vehicles and therefore the speed and capacity of the roadway. As such, higher-level facilities, such as freeways and expressways, have lower access and therefore fewer conflicting vehicles, which allows for higher speeds and capacities. Conversely, lower-level facilities, such as local streets, collectors, and minor arterials, have greater access and therefore greater potential for conflicting vehicles, which enforces lower speeds and capacities. The relationship can be seen in Figure 2.1.

**FIGURE 2.1: RELATIONSHIP BETWEEN MOBILITY AND ACCESS ON ROADWAYS**

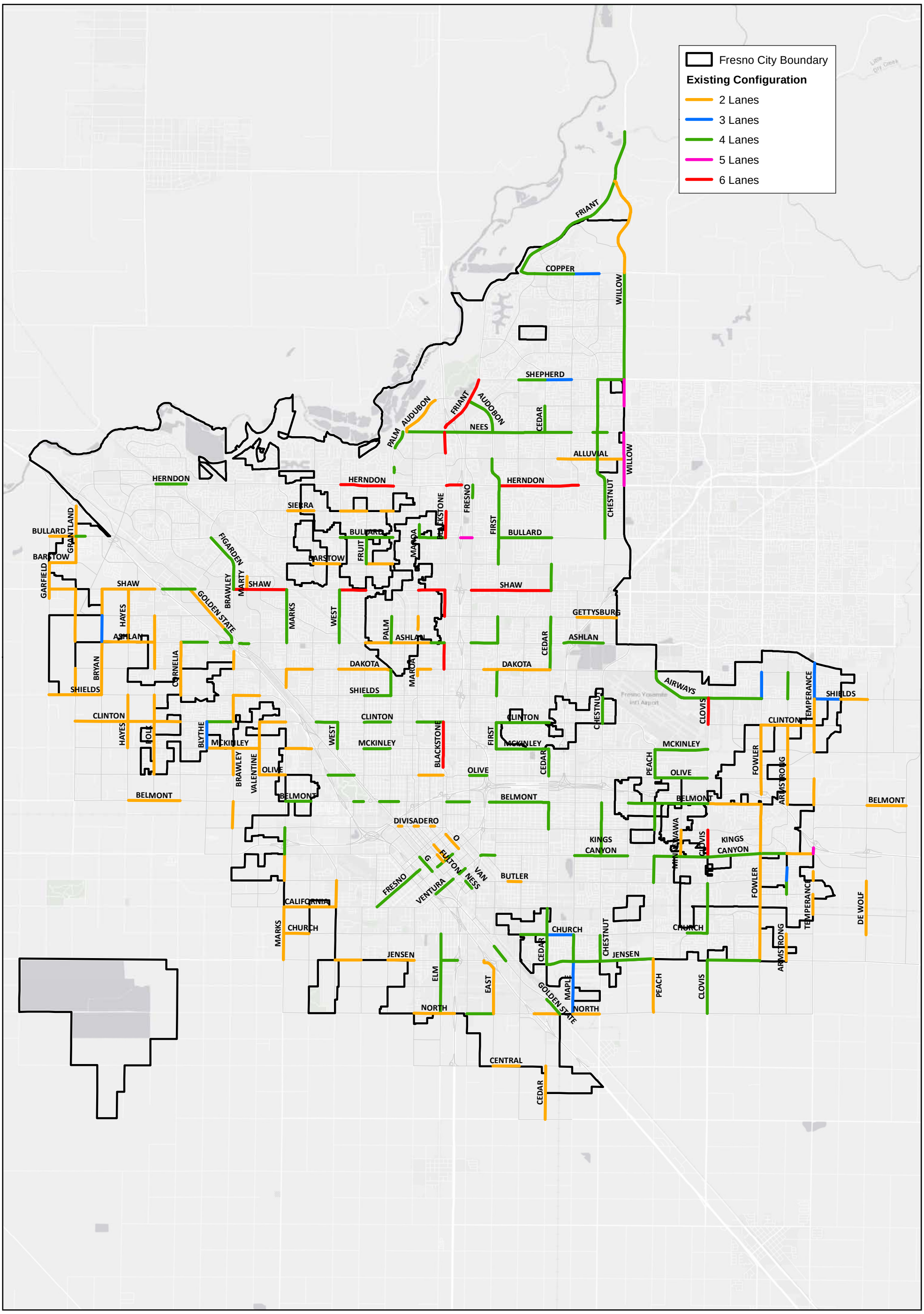



Source: Federal Highway Administration

## Functional Classification

Functional classification groups roadways into classes according to the type of service they are intended to provide. The existing roadway segment functional classifications based on the 2014 Master Environmental Impact Report (2014 MEIR) Circulation Element are briefly described below.

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

City of FRESNO

SOURCE: City of Fresno

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

0 4500 9000
FEET

Figure 2.2
**Study Area Roadway Segments - Existing Configuration**

I:\CFO1802\Reports\Traffic\fig_2.2_Exist Classification.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK

### State Facilities

A State facility is highway upon which the rights of access are controlled and that provides separated grades at intersecting streets. The minimum right-of-way width and number of lanes are determined by the California Department of Transportation (Caltrans).

- **SR-99** is a northwest to southeast freeway that links Sacramento to Bakersfield in Kern County. SR-99 extends through Fresno from the southeastern city limits to the northwestern city limits. The freeway includes three lanes per direction. Through Fresno, the southbound direction toward Downtown is generally the peak morning commute direction and northbound is the peak evening commute direction.
- **SR-41** is a north-south freeway in Fresno, extending from the southern city limits to the northern city limits. SR-41 is the main freeway that connects north Fresno with Downtown Fresno. The freeway includes three lanes per direction. Through Fresno, the southbound direction toward Downtown is generally the peak morning commute direction and northbound is the peak evening commute direction.
- **SR-168** is a north-south freeway that connects northeastern Fresno and Clovis with Downtown Fresno. SR-168 connects Downtown Fresno to its terminus at the SR-180 interchange. The freeway includes three lanes per direction. Through Fresno, the southbound direction is the peak morning commute direction and northbound is the peak evening commute direction.
- **SR-180** is an east-west freeway that connects southeast and southwest Fresno with Downtown Fresno. The freeway includes three lanes per direction. The direction toward Downtown from both the eastern and western outer fringes of the City is the peak morning commute direction and the opposite direction is the peak evening commute direction.

### Expressways

Expressways are generally four or six lane divided roadways primarily serving through and crosstown vehicle traffic, with major street intersections located at approximately 0.5 mile intervals and no driveways for direct motor vehicle access to abutting property. The posted speed limit along Expressways is generally 50 mph. Expressways typically experience high capacities and low accessibility. According to the Fresno General Plan Mobility and Transportation Element, Expressways provided within Fresno are Friant Road and Herndon Avenue.

### Super Arterials

Super Arterials are generally four- or six-lane divided roadways with a primary purpose of moving multiple modes of travel traffic to and from major traffic generators and among subregions. Super Arterials provide a select number of motor vehicle access points to adjacent properties or local streets between the major street intersections. The posted speed limit along Super Arterials is typically 50 mph. According to the Fresno General Plan Mobility and Transportation Element, Super Arterials include Herndon Avenue, Friant Road, Veterans Boulevard, Willow Avenue, Grantland Avenue, Copper Avenue, and Jensen Avenue (between Orange Avenue and Temperance Avenue).

### Arterials

Arterials are generally two-, four-, or six-lane divided roadways, with the primary purpose of moving traffic within and between neighborhoods and to and from freeways and expressways. The typical posted speed limit along an Arterial is generally 40 mph.

### Collectors

Collectors are generally two- or four-lane undivided roadways, with the primary function of connecting local streets and arterials and neighborhood traffic generators and providing access to abutting properties. Collectors typically have a center two-way left-turn lane. The posted speed limit of a Collector is commonly 40 mph.

## Study Area Roadways

Traffic operation analysis was conducted on roadway segments generally reflective of the patterns of travel and representative of Fresno's overall transportation network and system. This includes all roadway segments that were forecast to operate at a deficient LOS under existing and General Plan conditions in the 2014 MEIR. In total, 282 roadway segments were included in the study area, listed in Table 2.A. Figure 2-2 illustrates the existing number of lanes for each of the analysis roadway segments.

**Table 2.A: Existing Roadway Segment**

| Roadway | # | Segment |
|---|---|---|
| Garfield Avenue | 1 | Fairmont Avenue and Shaw Avenue |
| | 2 | Shaw Avenue and Barstow Avenue |
| Grantland Avenue | 3 | Shields Avenue and Dakota Avenue |
| | 4 | Ashlan Avenue and Shaw Avenue |
| | 5 | Barstow Avenue and Bullard Avenue |
| | 6 | Bullard Avenue and Parkway Drive |
| Bryan Avenue | 7 | Shields Avenue and Ashlan Avenue |
| | 8 | Ashlan Avenue and Gettysburg Avenue |
| | 9 | Gettysburg Avenue and Shaw Avenue |
| Veterans Boulevard | 10 | Barstow Avenue and Bullard Avenue |
| Hayes Avenue | 11 | McKinley Avenue and Clinton Avenue |
| | 12 | Clinton Avenue and Shields Avenue |
| | 13 | Ashlan Avenue and Gettysburg Avenue |
| | 14 | Gettysburg Avenue and Shaw Avenue |
| Polk Avenue | 15 | Olive Avenue and McKinley Avenue |
| | 16 | McKinley Avenue and Clinton Avenue |
| | 17 | Clinton Avenue and Shields Avenue |
| | 18 | Dakota Avenue and Ashlan Avenue |

**Table 2.A: Existing Roadway Segment**

| Roadway | # | Segment |
|---|---|---|
| | 19 | Ashlan Avenue and Gettysburg Avenue |
| Cornelia Avenue | 20 | Clinton Avenue and Cortland Avenue |
| | 21 | Cortland Avenue and Dakota Avenue |
| | 22 | Dakota Avenue and Griffith Way |
| | 23 | Griffith Way and Ashlan Avenue |
| Blythe Avenue | 24 | McKinley Avenue and Clinton Avenue |
| Brawley Avenue | 25 | Nielson Avenue and Belmont Avenue |
| | 26 | Olive Avenue and McKinley Avenue |
| | 27 | Clinton Avenue and Shields Avenue |
| | 28 | Dakota Avenue and Parkway Drive |
| | 29 | Shaw Avenue and San Jose Avenue |
| Figarden Drive | 30 | San Jose Avenue and Bullard Avenue |
| Marty Avenue | 31 | Shaw Avenue and San Jose Avenue |
| Valentine Avenue | 32 | Olive Avenue and McKinley Avenue |
| | 33 | McKinley Avenue and Clinton Avenue |
| Marks Avenue | 34 | Jensen Avenue and Church Avenue |
| | 35 | Church Avenue and California Avenue |
| | 36 | Kearney Avenue and Whitesbridge Avenue |
| | 37 | Whitesbridge Avenue and SR-180 EB ramps |
| | 38 | SR-180 WB ramps and Nielson Avenue |
| | 39 | Weber Avenue and Dakota Avenue |
| | 40 | Ashlan Avenue and Emerson Avenue |
| | 41 | Emerson Avenue and Shaw Avenue |
| West Avenue | 42 | California Avenue and Kearney Avenue |
| | 43 | McKinley Avenue and Clinton Avenue |
| | 44 | Ashlan Avenue and Shaw Avenue |
| Fruit Avenue | 45 | Barstow Avenue and Bullard Avenue |

**Table 2.A: Existing Roadway Segment**

| Roadway | # | Segment |
|---|---|---|
| Palm Avenue | 46 | Shields Avenue and Dakota Avenue |
| | 47 | Ashlan Avenue and Gettysburg Avenue |
| | 48 | Locust Avenue and Remington Avenue |
| | 49 | Alluvial Avenue and Nees Avenue |
| Audubon Drive | 50 | Nees Avenue and Del Mar Avenue |
| Maroa Avenue | 51 | Fedora Avenue and Dakota Avenue |
| | 52 | Holland Avenue and Gettysburg Avenue |
| | 53 | Bullard Avenue and Sample Avenue |
| Elm Avenue | 54 | North Avenue and Jensen Avenue |
| | 55 | Jensen Avenue and Church Avenue |
| G Street | 56 | Tulare Street and Fresno Street |
| | 57 | Fresno Street and Tuolumne Street |
| Fulton Street | 58 | Tulare Street and Fresno Street |
| Van Ness Avenue | 59 | Los Angeles Street & SR-41 ramps |
| | 60 | Tulare Street and Fresno Street |
| | 61 | Fresno Street and Tuolumne Street |
| O Street | 62 | Tulare Street and Fresno Street |
| | 63 | Fresno Street and Tuolumne Street |
| Blackstone Avenue | 64 | Olive Avenue and McKinley Avenue |
| | 65 | McKinley Avenue and Clinton Avenue |
| | 66 | Dakota Avenue and Ashlan Avenue |
| | 67 | Gettysburg Avenue and Shaw Avenue |
| | 68 | Bullard Avenue and Sierra Avenue |
| | 69 | Alluvial Avenue and Nees Avenue |
| Friant Road | 70 | SR-41 SB off-ramp and SR-41 NB off-ramp |
| | 71 | SR-41 NB off-ramp and Audubon Drive |
| | 72 | Audubon Drive and Shepherd Avenue |

**Table 2.A: Existing Roadway Segment**

| Roadway | # | Segment |
|---|---|---|
| | 73 | Copper Avenue and Willow Avenue |
| First Street | 74 | McKinley Avenue and Clinton Avenue |
| | 75 | Shields Avenue and Dakota Avenue |
| | 76 | Ashlan Avenue and Gettysburg Avenue |
| | 77 | Barstow Avenue and Bullard Avenue |
| | 78 | Bullard Avenue and Herndon Avenue |
| | 79 | Herndon Avenue and Alluvial Avenue |
| | 80 | Nees Avenue and Friant Road |
| East Avenue | 81 | North Avenue and Jensen Avenue |
| Cedar Avenue | 82 | American Avenue and Central Avenue |
| | 83 | Jensen Avenue and Church Avenue |
| | 84 | Church Avenue and California Avenue |
| | 85 | Tulare Avenue and Belmont Avenue |
| | 86 | Olive Avenue and McKinley Avenue |
| | 87 | Dakota Avenue and Ashlan Avenue |
| | 88 | Ashlan Avenue and Gettysburg Avenue |
| | 89 | Shaw Avenue and Barstow Avenue |
| | 90 | Nees Avenue and Teague Avenue |
| Maple Avenue | 91 | North Avenue and Jensen Avenue |
| | 92 | Jensen Avenue and Church Avenue |
| Chestnut Avenue | 93 | Jensen Avenue and Church Avenue |
| | 94 | Kings Canyon Road and Tulare Avenue |
| | 95 | Tulare Avenue and Belmont Avenue |
| | 96 | Clinton Avenue and Shields Avenue |
| | 97 | Bullard Avenue and Herndon Avenue |
| | 98 | Herndon Avenue and Alluvial Avenue |
| | 99 | Alluvial Avenue and Nees Avenue |

**Table 2.A: Existing Roadway Segment**

| Roadway | # | Segment |
|---|---|---|
| | 100 | Nees Avenue and Teague Avenue |
| | 101 | Teague Avenue and Shepherd Avenue |
| Willow Avenue | 102 | Herndon Avenue and Nees Avenue |
| | 103 | Teague Avenue and Shepherd Avenue |
| | 104 | Shepherd Avenue and Behymer Avenue |
| | 105 | Behymer Avenue and Copper Avenue |
| | 106 | Copper Avenue and Friant Road |
| Peach Avenue | 107 | North Avenue and Jensen Avenue |
| | 108 | Butler Avenue and Kings Canyon Road |
| | 109 | Tulare Avenue and Belmont Avenue |
| | 110 | Olive Avenue and McKinley Avenue |
| Minnewawa Avenue | 111 | Kings Canyon Road and Tulare Avenue |
| Clovis Avenue | 112 | North Avenue and Jensen Avenue |
| | 113 | Church Avenue and Butler Avenue |
| | 114 | Kings Canyon Road and Tulare Avenue |
| | 115 | Clinton Avenue and Shields Avenue |
| Fowler Avenue | 116 | Jensen Avenue and Kings Canyon Road |
| | 117 | Kings Canyon Road and Belmont Avenue |
| | 118 | SR-180 WB ramps and Olive Avenue |
| | 119 | Olive Avenue and Clinton Avenue |
| | 120 | Shields Avenue and Dakota Avenue |
| Armstrong Avenue | 121 | Jensen Avenue and Church Avenue |
| | 122 | Hamilton Avenue and Butler Avenue |
| | 123 | Butler Avenue and Lane Avenue |
| | 124 | Belmont Avenue and Clinton Avenue |
| | 125 | McKinley Avenue and Clinton Avenue |
| | 126 | Shields Avenue and Dakota Avenue |

**Table 2.A: Existing Roadway Segment**

| Roadway | # | Segment |
|---|---|---|
| Temperance Avenue | 127 | California Avenue and Hamilton Avenue |
| | 128 | Butler Avenue and Lowe Avenue |
| | 129 | Kings Canyon Road and SR-180 EB ramps |
| | 130 | Belmont Avenue and Olive Avenue |
| | 131 | McKinley Avenue and Shields Avenue |
| | 132 | Shields Avenue and Dakota Avenue |
| | 133 | Dakota Avenue and Ashlan Avenue |
| De Wolf Avenue | 134 | Church Avenue and Butler Avenue |
| Copper Avenue | 135 | Friant Road and Millbrook Avenue |
| | 136 | Millbrook Avenue and Cedar Avenue |
| | 137 | Cedar Avenue and Maple Avenue |
| | 138 | Maple Avenue and Chestnut Avenue |
| Shepherd Avenue | 139 | Millbrook Avenue and Cedar Avenue |
| | 140 | Cedar Avenue and Maple Avenue |
| | 141 | Chestnut Avenue and Willow Avenue |
| Nees Avenue | 142 | Audubon Drive and Millbrook Avenue |
| | 143 | Cedar Avenue and Maple Avenue |
| | 144 | Jordan Avenue and Paula Avenue |
| Alluvial Avenue | 145 | Mansionette Drive and Pinedale Avenue |
| | 146 | Pinedale Avenue and Chestnut Avenue |
| | 147 | Chestnut Avenue and Willow Avenue |
| Herndon Avenue | 148 | Polk Avenue and Milburn Avenue |
| | 149 | West Avenue and Fruit Avenue |
| | 150 | Fruit Avenue and Palm Avenue |
| | 151 | Blackstone Avenue and SR-41 SB ramps |
| | 152 | First Street and Cedar Avenue |
| | 153 | Cedar Avenue and Maple Avenue |

**Table 2.A: Existing Roadway Segment**

| Roadway | # | Segment |
|---|---|---|
| Sierra Avenue | 154 | Marks Avenue and Van Ness Avenue |
| | 155 | West Avenue and Fruit Avenue |
| | 156 | Throne Avenue and Palm Avenue |
| Bullard Avenue | 157 | Garfield Avenue and Grantland Avenue |
| | 158 | Grantland Avenue and Caspian Avenue |
| | 159 | West Avenue and Fruit Avenue |
| | 160 | Fruit Avenue and Palm Avenue |
| | 161 | Maroa Avenue and Blackstone Avenue |
| | 162 | SR-41 NB ramps and Fresno Street |
| | 163 | First Street and Cedar Avenue |
| Barstow Avenue | 164 | Garfield Avenue and Grantland Avenue |
| | 165 | Van Ness Boulevard and West Avenue |
| | 166 | Fruit Avenue and Palm Avenue |
| Shaw Avenue | 167 | Garfield Avenue and Grantland Avenue |
| | 168 | Bryan Avenue and Hayes Avenue |
| | 169 | Hayes Avenue and Polk Avenue |
| | 170 | SR-99 NB ramps and Cornelia Avenue |
| | 171 | Cornelia Avenue and Jennifer Avenue |
| | 172 | Brawley Avenue and Marks Avenue |
| | 173 | West Avenue and Fruit Avenue |
| | 174 | Maroa Avenue and Blackstone Avenue |
| | 175 | Fresno Street and First Street |
| | 176 | First Street and Cedar Avenue |
| Gettysburg Avenue | 177 | Maple Avenue and Winery Avenue |
| Ashlan Avenue | 178 | Bryan Avenue and Hayes Avenue |
| | 179 | Hayes Avenue and Polk Avenue |
| | 180 | Cornelia Avenue and Blythe Avenue |

**Table 2.A: Existing Roadway Segment**

| Roadway | # | Segment |
|---|---|---|
| | 181 | SR-99 SB ramps and Golden State Boulevard |
| | 182 | Weber Avenue and Valentine Avenue |
| | 183 | Fruit Avenue and Palm Avenue |
| | 184 | Palm Avenue and Maroa Avenue |
| | 185 | Maroa Avenue and Del Mar Avenue |
| | 186 | Del Mar Avenue and Blackstone Avenue |
| | 187 | Fresno Street and First Street |
| | 188 | Barton Avenue and SR-168 SB ramps |
| | 189 | SR-168 NB ramps and Chestnut Avenue |
| Dakota Avenue | 190 | Marks Avenue and Hughes Avenue |
| | 191 | West Avenue and Fruit Avenue |
| | 192 | Fruit Avenue and Palm Avenue |
| | 193 | Maroa Avenue and Del Mar Avenue |
| | 194 | Angus Street and First Street |
| | 195 | First Street and Millbrook Avenue |
| | 196 | Millbrook Avenue and Cedar Avenue |
| Shields Avenue | 197 | Garfield Avenue and Grantland Avenue |
| | 198 | Grantland Avenue and Bryan Avenue |
| | 199 | Brawley Avenue and Valentine Avenue |
| | 200 | Fruit Avenue and Palm Avenue |
| | 201 | Peach Avenue and Clovis Avenue |
| | 202 | Clovis Avenue and Fowler Avenue |
| | 203 | Temperance Avenue and Locan Avenue |
| | 204 | Locan Avenue and De Wolf Avenue |
| Clinton Avenue | 205 | Grantland Avenue and Bryan Avenue |
| | 206 | Bryan Avenue and Hayes Avenue |
| | 207 | Hayes Avenue and Polk Avenue |

**Table 2.A: Existing Roadway Segment**

| Roadway | # | Segment |
|---|---|---|
| | 208 | Polk Avenue and Cornelia Avenue |
| | 209 | Blythe Avenue and Brawley Avenue |
| | 210 | Valentine Avenue and Marks Avenue |
| | 211 | Weber Avenue and West Avenue |
| | 212 | Fruit Avenue and Palm Avenue |
| | 213 | Maroa Avenue and Blackstone Avenue |
| | 214 | First Street and Cedar Avenue |
| | 215 | Fowler Avenue and Armstrong Avenue |
| | 216 | Armstrong Avenue and Temperance Avenue |
| **McKinley Avenue** | 217 | Blythe Avenue and Valentine Avenue |
| | 218 | Marks Avenue and Hughes Avenue |
| | 219 | Fruit Avenue and Palm Avenue |
| | 220 | First Street and Cedar Avenue |
| | 221 | Peach Avenue and Clovis Avenue |
| **Olive Avenue** | 222 | Valentine Avenue and Marks Avenue |
| | 223 | SR-99 NB ramps and West Avenue |
| | 224 | Van Ness Avenue and Blackstone Avenue |
| | 225 | Fresno Street and First Street |
| | 226 | Peach Avenue and Clovis Avenue |
| **Belmont Avenue** | 227 | Hayes Avenue and Cornelia Avenue |
| | 228 | Marks Avenue and Hughes Avenue |
| | 229 | Pacific Avenue and Fruit Avenue |
| | 230 | Weber Avenue and Palm Avenue |
| | 231 | Palm Avenue and Roosevelt Avenue |
| | 232 | Abby Street and Fresno Street |
| | 233 | Orchard Street and First Street |
| | 234 | First Street and Cedar Avenue |

**Table 2.A: Existing Roadway Segment**

| Roadway | # | Segment |
|---|---|---|
| | 235 | Willow Avenue and Peach Avenue |
| | 236 | Peach Avenue and Clovis Avenue |
| | 237 | Clovis Avenue and Fowler Avenue |
| | 238 | De Wolf Avenue and Fancher Avenue |
| **Divisadero Avenue** | 239 | Roosevelt Avenue and H Street |
| | 240 | Fulton Street and Van Ness Avenue |
| | 241 | San Pablo Avenue and Glen Avenue |
| **Fresno Street** | 242 | Palo Alto Avenue and Herndon Avenue |
| | 243 | California Avenue and SR-99 SB ramps |
| | 244 | SR-99 NB ramps and E Street |
| **Tulare Street** | 245 | H Street and Van Ness Avenue |
| | 246 | Van Ness Avenue and M Street |
| **Ventura Street** | 247 | SR-99 NB ramps and G Street |
| | 248 | G Street and Broadway Street |
| | 249 | Van Ness Avenue and M Street |
| | 250 | SR-41 and First Street |
| **Kings Canyon Road** | 251 | Maple Avenue and Chestnut Avenue |
| | 252 | Chestnut Avenue and Willow Avenue |
| | 253 | Peach Avenue and Clovis Avenue |
| | 254 | Clovis Avenue and Fowler Avenue |
| | 255 | Fowler Avenue and Armstrong Avenue |
| | 256 | Armstrong Avenue and Temperance Avenue |
| **Butler Avenue** | 257 | Hazelwood Boulevard and Orange Avenue |
| **California Avenue** | 258 | Marks Avenue and Hughes Avenue |
| | 259 | Hughes Avenue and West Avenue |
| **Church Avenue** | 260 | Marks Avenue and Hughes Avenue |
| | 261 | Orange Avenue and Cedar Avenue |

**Table 2.A: Existing Roadway Segment**

| Roadway | # | Segment |
|---|---|---|
| | 262 | Cedar Avenue and Maple Avenue |
| | 263 | Minnewawa Avenue and Clovis Avenue |
| Jensen Avenue | 264 | West Avenue and Fruit Avenue |
| | 265 | Walnut Avenue and MLK Boulevard |
| | 266 | Elm Avenue and SR-41 SB ramps |
| | 267 | Cedar Avenue and Maple Avenue |
| | 268 | Maple Avenue and Chestnut Avenue |
| | 269 | Chestnut Avenue and Willow Avenue |
| | 270 | Willow Avenue and Peach Avenue |
| | 271 | Clovis Avenue and Fowler Avenue |
| North Avenue | 272 | MLK Boulevard and Elm Avenue |
| | 273 | Elm Avenue and SR-41 SB ramps |
| | 274 | Cherry Avenue and East Avenue |
| | 275 | SR-99 NB ramp and Cedar Avenue |
| | 276 | Cedar Avenue and Golden State Boulevard |
| | 277 | Maple Avenue and Chestnut Avenue |
| Central Avenue | 278 | East Avenue and Orange Avenue |
| Golden State Boulevard | 279 | North Avenue and Cedar Avenue |
| | 280 | Jensen Avenue and Church Avenue |
| | 281 | Motel Drive and Ashlan Avenue |
| | 282 | Swift Avenue and Shaw Avenue |

## Congestion

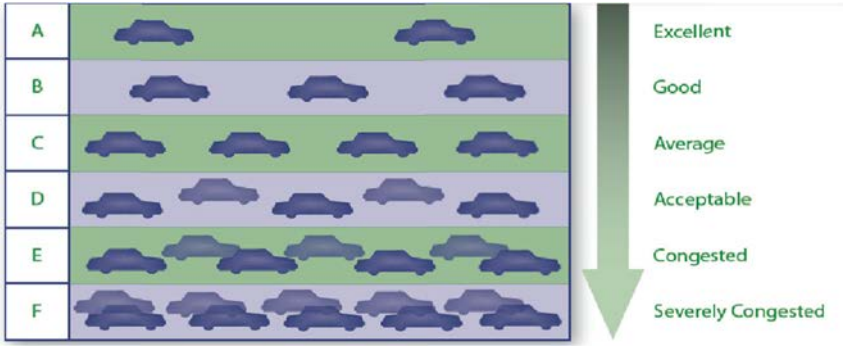
Congestion results when traffic demand approaches or exceeds the available capacity of the system. While this is a simple concept, it is not constant. Traffic demands vary significantly depending on the season of the year, the day of the week, and even the time of day. Also, the capacity can change because of weather, work zones, traffic incidents, or special events.

Congestion can be classified as either recurring or nonrecurring. Recurring congestion most often occurs when the volume of traffic on a facility becomes more than that facility can handle. Nonrecurring congestion is usually short in duration and is caused by such things as weather, construction, or special events. One way to gauge the level of congestion is grading a facility on its level of service.

## Level of Service Definitions

Traffic operation analysis was conducted based on roadway segments representative of Fresno's overall transportation network. Traffic operation analysis was conducted on major roadway segments categorized as Arterial, Super Arterial, Expressway, and Collector to obtain a general idea of traffic operation within a wide study area of Fresno. It should be noted that the entire roadway segment was assumed to have the same traffic characteristics. The roadway segment counts were conducted at a single location and were intended to be representative of the entire segment. Traffic operations on the study roadway segments were measured using a qualitative measure called level of service (LOS). LOS is a general measure of traffic operating conditions whereby a better grade, from A (the best) to F (the worst), is assigned. This methodology does not consider potential impact on walking, bicycling, and transit. Pedestrians, bicyclists, and transit riders are all users of the roadway system but may not be fully recognized in the traffic operations analysis and the calculation of LOS. The LOS grades are shown in Figure 2.3 and Table 2.B.

**FIGURE 2.3: LEVEL OF SERVICE**




Source: Federal Highway Administration

**Table 2.B: Level of Service Definitions**

| LOS | Description |
|---|---|
| A | Represents free-flow travel with an excellent level of comfort and convenience and the freedom to maneuver |
| B | Represents stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom |
| C | Represents stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream |
| D | Represents high-density, but stable flow; users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience |
| E | Represents operating conditions at or near capacity; speeds are reduced to a low but relatively uniform value; freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience; unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions |
| F | Defines forced or breakdown conditions; this condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion |

Source: *2014 MEIR*

Consistent with the City of Fresno General Plan and Development Code Update, 2014 MEIR, roadway segments have been analyzed based on the peak-hour capacity. Table 2.C demonstrates the relationship of peak-hour capacity to LOS, as indicated in the 2014 MEIR.

**Table 2.C: Roadway Segment Capacity and Levels of Service**

| Functional Class | Median | Lanes | Peak Hour Level of Service Capacity Threshold | | | | |
|---|---|---|---|---|---|---|---|
| | | | A | B | C | D | E |
| Freeway | N/A[1] | 4 | 2,720 | 4,460 | 6,630 | 7,720 | 8,630 |
| | | 3+Aux[2] | 2,360 | 3,860 | 5,640 | 6,730 | 7,530 |
| | | 3 | 2,000 | 3,270 | 4,660 | 5,740 | 6,430 |
| | | 2+Aux | 1,650 | 2,700 | 3,850 | 4,760 | 5,340 |
| | | 2 | 1,300 | 2,130 | 3,050 | 3,790 | 4,260 |
| State Expressway | Divided | 6 | 2,410 | 3,960 | 5,730 | 7,450 | 8,450 |
| | | 4 | 1,610 | 2,650 | 3,810 | 4,960 | 5,630 |
| | | 2 | 810 | 1,340 | 1,890 | 2,470 | 2,810 |
| City Expressway | Raised Median | 6 | — | | 1,860 | 6,170 | 6,520 |
| | | 5 | | | 1,520 | 5,110 | 5,430 |
| | | 4 | | | 1,180 | 4,050 | 4,340 |
| | | 2 | | | 520 | 1,910 | 2,160 |
| Super Arterial | Raised Median | 6 | — | | | 4,910 | 6,240 |
| | | 5 | | | | 4,040 | 5,195 |
| | | 4 | | | | 3,170 | 4,150 |
| Arterial | Raised Median | 8 | — | | 2,120 | 7,070 | 7,490 |
| | | 6 | | | 1,560 | 5,270 | 5,610 |
| | | 5 | | | 1,280 | 4,370 | 4,670 |
| | | 4 | | | 1,000 | 3,470 | 3,730 |
| | | 3 | | | 720 | 2,555 | 2,795 |
| | | 2 | | | 440 | 1,640 | 1,860 |
| | TWLTL[3] | 4 | — | | 940 | 3,290 | 3,550 |
| | | 2 | | | 420 | 1,550 | 1,760 |
| | Undivided | 4 | — | | 770 | 2,740 | 2,980 |
| | | 2 | | | 340 | 1,270 | 1,480 |

**Table 2.C: Roadway Segment Capacity and Levels of Service**

| Functional Class | Median | Lanes | Peak Hour Level of Service Capacity Threshold | | | | |
|---|---|---|---|---|---|---|---|
| | | | A | B | C | D | E |
| Collector | TWLTL | 4 | — | | 940 | 3,290 | 3,550 |
| | | 2 | | | 420 | 1,550 | 1,760 |
| | Undivided | 4 | — | | 770 | 2,740 | 2,980 |
| | | 2 | | | 340 | 1,270 | 1,480 |
| One-Way | Undivided | 3 | — | 1,960 | 2,240 | 2,430 | 2,610 |
| | | 2 | | 1,250 | 1,490 | 1,620 | 1,740 |
| | | 1 | | 550 | 740 | 800 | 870 |
| Rural State Highway | Undivided | 2 | 310 | 570 | 1,020 | 1,730 | 2,470 |
| Rural Arterial | Divided | 4 | — | | 1,950 | 3,580 | 3,780 |
| | Undivided | 2 | | | 570 | 1,230 | 1,310 |
| Rural Collector/ Local | Undivided | 2 | — | | 700 | 930 | 1,000 |

[1] N/A - Not applicable for operational class

[2] Aux - Auxiliary Lane

[3] TWLTL – Two-way Left-turn Lane

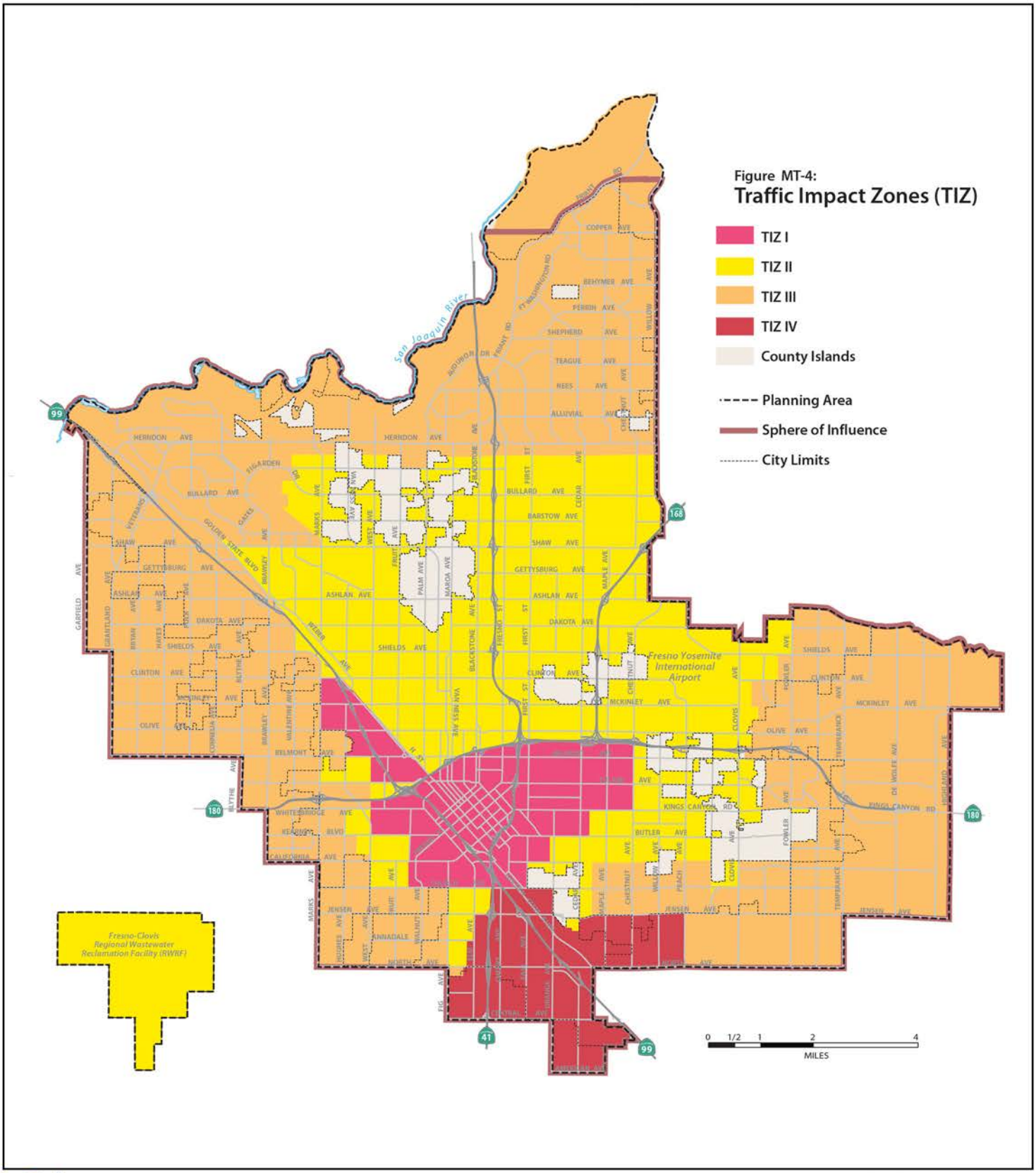
— LOS is not achievable because of type of facility.

Source: 2014 MEIR

## Level of Service Standard

Consistent with the 2014 MEIR LOS standards, the City includes four Traffic Impact Zones (TIZ), as shown in Figure 2.4. There are different LOS threshold standards for each zone. The four TIZs and their LOS threshold standards are defined below:

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

City of FRESNO

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

SOURCE: City of Fresno General Plan

Figure 2.4
**City of Fresno Traffic Impact Zones**

I:\CFO1802\Reports\Traffic|fig_2.4_Fresno TIZ.psd (12/26/2019)

THIS PAGE INTENTIONALLY LEFT BLANK

- **TIZ I:** TIZ I represents the Downtown Planning Area, and maintains a peak hour LOS standard of F or better for all the roadway segments.
- **TIZ II:** TIZ II represents the areas of the City that are generally built up, and maintains a peak hour LOS standard of E or better for all the roadway segments.
- **TIZ III:** TIZ III represents the areas near or outside the City limits but within the Sphere of Influence (SOI), and maintains a peak hour LOS standard of D or better for all the roadway segments.
- **TIZ IV:** TIZ IV represents the southern part of the City, and maintains a peak hour LOS standard of E or better for all the roadway segments.

Additionally, several roadway segments are within the City's SOI but are currently under the County of Fresno's (County) jurisdiction. The County maintains an LOS standard of D. Therefore, LOS D was used as the threshold for these roadway segments.

## Existing Roadway Segment Traffic Volumes

The existing traffic volumes at the majority (235 out of 282) of the study area roadway segments are based on the a.m. and p.m. peak-hour counts conducted by LSA and provided by the City in non-summer months between 2017 and 2019. Traffic counts were conducted by National Data & Surveying Services (NDS) and Counts Unlimited. Existing a.m. and p.m. traffic counts were taken from the average daily traffic counts where the peak-hour counts were not available. Existing traffic counts are provided in Appendix A. In order to represent 2019 conditions, an annual growth rate was applied to the 2017 and 2018 counts. Growth rates for each of these roadway segments were determined based on the per year growth as calculated using the Fresno COG ABM.

To develop traffic volumes for the remaining 47 segments where existing traffic counts were not available, LSA utilized the traffic count data from the 2014 MEIR and adjusted them up to reflect existing (2019) roadway segment volumes. Roadway segments where traffic counts were available for existing (2019) conditions were compared with the existing volumes for the same roadway segments in the 2014 MEIR. This establishes the growth along those roadway segments between the 2014 MEIR and existing (2019) conditions. The growth from those roadway segments is applied to the subject segment and the adjacent missing roadway segments to develop a citywide roadway segment dataset for existing (2019) conditions.

Table 2.D shows the existing peak-hour traffic volumes at study area roadway segments.

## Existing Roadway Segment Levels of Service

An LOS analysis was conducted at study area roadway segments to determine current roadway segment performance. As shown in Table 2.D, all roadway segments are currently operating at satisfactory LOS, with the exception of the following 12 roadway segments:

- Figarden Drive between San Jose Avenue and Bullard Avenue (LOS E in the p.m. peak hour).
- Marks Avenue between Dakota Avenue and Weber Avenue (LOS F in the p.m. peak hour).
- Maroa Avenue between Sample Avenue and Bullard Avenue (County of Fresno) (LOS E in the a.m. peak hour).
- Friant Road between SR-41 southbound off-ramp and SR-41 northbound off-ramp (LOS E in the p.m. peak hour).
- Friant Road between SR-41 northbound off-ramp and Audubon Drive (LOS D in the p.m. peak hour)
- Fowler Avenue between Kings Canyon Road and Belmont Avenue (LOS E in the a.m. peak hour)
- Fowler Avenue between SR-180 westbound ramps and Olive Avenue (LOS E in the a.m. peak hour).

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| Garfield Avenue | 1 | Fairmont Avenue and Shaw Avenue | III | D | 2 | Collector | Undivided | 10 | 1,270 | A | 30 | 1,270 | A |
| | 2 | Shaw Avenue and Barstow Avenue | III | D | 2 | Collector | Undivided | 160 | 1,270 | A | 140 | 1,270 | A |
| Grantland Avenue | 3 | Shields Avenue and Dakota Avenue[2,3] | III | D | 2 | Super Arterial | Undivided | 340 | 1,585 | A | 300 | 1,585 | A |
| | 4 | Ashlan Avenue and Shaw Avenue[2,3] | III | D | 2 | Super Arterial | Undivided | 710 | 1,585 | A | 580 | 1,585 | A |
| | 5 | Barstow Avenue and Bullard Avenue[2] | III | D | 2 | Super Arterial | Raised | 790 | 1,585 | A | 870 | 1,585 | A |
| | 6 | Bullard Avenue and Parkway Drive[2] | III | D | 2 | Super Arterial | Raised | 1,750 | 1,585 | D | 1,800 | 1,585 | D |
| Bryan Avenue | 7 | Shields Avenue and Ashlan Avenue | III | D | 2 | Collector | Undivided | 220 | 1,270 | A | 90 | 1,270 | A |
| | 8 | Ashlan Avenue and Gettysburg Avenue[2] | III | D | 3 | Collector | Undivided | 390 | 1,905 | A | 250 | 1,905 | A |
| | 9 | Gettysburg Avenue and Shaw Avenue | III | D | 2 | Collector | Undivided | 290 | 1,270 | A | 230 | 1,270 | A |
| Veterans Boulevard | 10 | Barstow Avenue and Bullard Avenue[4] | Future Roadway Segment | | | | | | | | | | |
| Hayes Avenue | 11 | McKinley Avenue and Clinton Avenue | III | D | 2 | Collector | Undivided | 180 | 1,270 | A | 190 | 1,270 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | 12 | Clinton Avenue and Shields Avenue | III | D | 2 | Collector | Undivided | 180 | 1,270 | A | 180 | 1,270 | A |
| | 13 | Ashlan Avenue and Gettysburg Avenue | III | D | 2 | Collector | Undivided | 290 | 1,270 | A | 220 | 1,270 | A |
| | 14 | Gettysburg Avenue and Shaw Avenue | III | D | 2 | Collector | Undivided | 310 | 1,270 | A | 270 | 1,270 | A |
| **Polk Avenue** | 15 | Olive Avenue and McKinley Avenue | III | D | 2 | Arterial | Raised | 200 | 1,640 | A | 130 | 1,640 | A |
| | 16 | McKinley Avenue and Clinton Avenue | III | D | 2 | Arterial | Undivided | 500 | 1,270 | A | 350 | 1,270 | A |
| | 17 | Clinton Avenue and Shields Avenue | III | D | 2 | Arterial | Undivided | 500 | 1,270 | A | 370 | 1,270 | A |
| | 18 | Dakota Avenue and Ashlan Avenue | III | D | 2 | Arterial | Undivided | 810 | 1,270 | A | 710 | 1,270 | A |
| | 19 | Ashlan Avenue and Gettysburg Avenue | III | D | 2 | Arterial | Raised | 650 | 1,640 | A | 580 | 1,640 | A |
| **Cornelia Avenue** | 20 | Clinton Avenue and Cortland Avenue | III | D | 2 | Collector | Undivided | 1,120 | 1,270 | C | 970 | 1,270 | B |
| | 21 | Cortland Avenue and Dakota Avenue | III | D | 2 | Collector | Undivided | 1,120 | 1,270 | C | 970 | 1,270 | B |
| | 22 | Dakota Avenue and Griffith Way | III | D | 2 | Collector | TWLTL | 1,170 | 1,550 | B | 910 | 1,550 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | 23 | Griffith Way and Ashlan Avenue | III | D | 2 | Collector | TWLTL | 1,170 | 1,550 | B | 910 | 1,550 | A |
| **Blythe Avenue** | 24 | McKinley Avenue and Clinton Avenue[2] | III | D | 3 | Collector | Undivided | 280 | 1,905 | A | 500 | 1,905 | A |
| **Brawley Avenue** | 25 | Nielson Avenue and Belmont Avenue | III | D | 2 | Collector | Undivided | 590 | 1,270 | A | 620 | 1,270 | A |
| | 26 | Olive Avenue and McKinley Avenue | III | D | 2 | Collector | Undivided | 860 | 1,270 | A | 890 | 1,270 | B |
| | 27 | Clinton Avenue and Shields Avenue | III | D | 2 | Collector | Undivided | 540 | 1,270 | A | 1,020 | 1,270 | B |
| | 28 | Dakota Avenue and Parkway Drive | III | D | 2 | Collector | Undivided | 640 | 1,270 | A | 870 | 1,270 | A |
| | 29 | Shaw Avenue and San Jose Avenue | III | D | 4 | Arterial | Raised | 1,480 | 3,470 | A | 1,780 | 3,470 | A |
| **Figarden Drive** | **30** | **San Jose Avenue and Bullard Avenue** | **III** | **D** | **4** | **Arterial** | **Raised** | 1,680 | 3,470 | A | **3,490** | **3,470** | **E** |
| **Marty Avenue** | 31 | Shaw Avenue and San Jose Avenue | III | D | 2 | Collector | TWLTL | 700 | 1,550 | A | 790 | 1,550 | A |
| **Valentine Avenue** | 32 | Olive Avenue and McKinley Avenue | III | D | 2 | Collector | Undivided | 120 | 1,270 | A | 160 | 1,270 | A |
| | 33 | McKinley Avenue and Clinton Avenue | III | D | 2 | Collector | Undivided | 300 | 1,270 | A | 340 | 1,270 | A |
| **Marks Avenue** | 34 | Jensen Avenue and Church Avenue | III | D | 2 | Arterial | Undivided | 170 | 1,270 | A | 190 | 1,270 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | 35 | Church Avenue and California Avenue | III | D | 2 | Arterial | Undivided | 160 | 1,270 | A | 220 | 1,270 | A |
| | 36 | Kearney Avenue and Whitesbridge Avenue | III | D | 2 | Arterial | Raised | 660 | 1,270 | A | 830 | 1,270 | A |
| | 37 | Whitesbridge Avenue and SR-180 EB ramps | III | D | 4 | Arterial | Raised | 420 | 3,470 | A | 740 | 3,470 | A |
| | 38 | SR-180 WB ramps and Nielson Avenue | III | D | 4 | Arterial | Raised | 690 | 3,470 | A | 940 | 3,470 | A |
| | **39** | **Weber Avenue and Dakota Avenue** | **II** | **E** | **2** | **Arterial** | **Undivided** | 1,410 | 1,480 | E | **2,370** | **1,480** | **F** |
| | 40 | Ashlan Avenue and Emerson Avenue | II | E | 4 | Arterial | TWLTL | 1,410 | 3,550 | A | 1,520 | 3,550 | A |
| | 41 | Emerson Avenue and Shaw Avenue | II | E | 4 | Arterial | TWLTL | 1,280 | 3,550 | A | 1,750 | 3,550 | A |
| **West Avenue** | 42 | California Avenue and Kearney Avenue | II | E | 2 | Collector | Undivided | 50 | 1,480 | A | 80 | 1,480 | A |
| | 43 | McKinley Avenue and Clinton Avenue | II | E | 4 | Arterial | Raised | 1,140 | 3,730 | A | 1,110 | 3,730 | A |
| | 44 | Ashlan Avenue and Shaw Avenue | II | E | 4 | Arterial | Raised | 1,640 | 3,730 | A | 1,600 | 3,730 | A |
| **Fruit Avenue** | 45 | Barstow Avenue and Bullard Avenue | U | D | 4 | Collector | Undivided | 40 | 2,740 | A | 890 | 2,740 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| Palm Avenue | 46 | Shields Avenue and Dakota Avenue | II | E | 4 | Collector | Undivided | 1,140 | 2,980 | A | 1,400 | 2,980 | A |
| | 47 | Ashlan Avenue and Gettysburg Avenue | U | D | 4 | Collector | Undivided | 1,010 | 2,740 | A | 1,240 | 2,740 | A |
| | 48 | Locust Avenue and Remington Avenue | III | D | 4 | Arterial | Raised | 2,100 | 3,470 | A | 2,800 | 3,470 | C |
| | 49 | Alluvial Avenue and Nees Avenue | III | D | 4 | Arterial | Raised | 1,900 | 3,470 | A | 2,500 | 3,470 | B |
| Audubon Drive | 50 | Nees Avenue and Del Mar Avenue | III | D | 2 | Collector | TWLTL | 1,260 | 1,550 | C | 1,480 | 1,550 | D |
| Maroa Avenue | 51 | Fedora Avenue and Dakota Avenue | II | E | 2 | Collector | Undivided | 1,340 | 1,480 | E | 790 | 1,480 | A |
| | 52 | Holland Avenue and Gettysburg Avenue | II | E | 2 | Collector | Undivided | 1,340 | 1,480 | E | 790 | 1,480 | A |
| | **53** | **Bullard Avenue and Sample Avenue** | **U** | **D** | **4** | **Collector** | **Undivided** | **2,790** | **2,740** | **E** | 1,230 | 2,740 | A |
| Elm Avenue | 54 | North Avenue and Jensen Avenue | IV | E | 4 | Arterial | Raised | 280 | 3,730 | A | 480 | 3,730 | A |
| | 55 | Jensen Avenue and Church Avenue | II | E | 4 | Arterial | Raised | 440 | 3,730 | A | 680 | 3,730 | A |
| G Street | 56 | Tulare Street and Fresno Street | I | F | 4 | Collector | Undivided | 150 | 2,980 | A | 260 | 2,980 | A |
| | 57 | Fresno Street and Tuolumne Street | I | F | 4 | Collector | TWLTL | 190 | 3,550 | A | 170 | 3,550 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| **Fulton Street** | 58 | Tulare Street and Fresno Street | I | F | 2 | Collector | Undivided | 80 | 1,480 | A | 140 | 1,480 | A |
| **Van Ness Avenue** | 59 | Los Angeles Street & SR-41 ramps | I | F | 4 | Collector | Undivided | 380 | 2,980 | A | 340 | 2,980 | A |
| | 60 | Tulare Street and Fresno Street[3] | I | F | 2 | Collector | Raised | 440 | 1,860 | A | 750 | 1,860 | A |
| | 61 | Fresno Street and Tuolumne Street | I | F | 2 | Collector | Undivided | 430 | 1,480 | A | 520 | 1,480 | A |
| **O Street** | 62 | Tulare Street and Fresno Street | I | F | 2 | Collector | Undivided | 190 | 1,480 | A | 200 | 1,480 | A |
| | 63 | Fresno Street and Tuolumne Street | I | F | 2 | Collector | Undivided | 150 | 1,480 | A | 260 | 1,480 | A |
| **Blackstone Avenue** | 64 | Olive Avenue and McKinley Avenue | II | E | 6 | Arterial | Raised | 1,470 | 5,610 | A | 2,440 | 5,610 | A |
| | 65 | McKinley Avenue and Clinton Avenue | II | E | 6 | Arterial | Raised | 1,190 | 5,610 | A | 1,880 | 5,610 | A |
| | 66 | Dakota Avenue and Ashlan Avenue | II | E | 6 | Arterial | Raised | 1,510 | 5,610 | A | 2,420 | 5,610 | A |
| | 67 | Gettysburg Avenue and Shaw Avenue | II | E | 6 | Arterial | Raised | 960 | 5,610 | A | 2,230 | 5,610 | A |
| | 68 | Bullard Avenue and Sierra Avenue | II | E | 6 | Arterial | Raised | 1,340 | 5,610 | A | 2,650 | 5,610 | A |
| | 69 | Alluvial Avenue and Nees Avenue | III | D | 6 | Arterial | Raised | 860 | 5,270 | A | 2,140 | 5,270 | A |
| **Friant Road** | **70** | **SR-41 SB off-ramp and SR-41 NB off-ramp** | **III** | **D** | **6** | **Super Arterial** | **Raised** | 5,100 | 4,910 | D | **5,820** | **4,910** | **E** |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | **71** | **SR-41 NB off-ramp and Audubon Drive** | **III** | **D** | **6** | **Super Arterial** | **Raised** | 5,100 | 4,910 | D | **5,820** | **4,910** | **E** |
| | 72 | Audubon Drive and Shepherd Avenue | III | D | 6 | Expressway | Raised | 5,120 | 6,170 | C | 5,800 | 6,170 | D |
| | 73 | Copper Avenue and Willow Avenue | III | D | 4 | Expressway | Raised | 790 | 4,050 | A | 810 | 4,050 | A |
| **First Street** | 74 | McKinley Avenue and Clinton Avenue | II | E | 4 | Arterial | Raised | 1,700 | 3,730 | A | 2,070 | 3,730 | A |
| | 75 | Shields Avenue and Dakota Avenue | II | E | 4 | Arterial | Raised | 1,050 | 3,730 | A | 1,960 | 3,730 | A |
| | 76 | Ashlan Avenue and Gettysburg Avenue | II | E | 4 | Arterial | Raised | 1,230 | 3,730 | A | 1,730 | 3,730 | A |
| | 77 | Barstow Avenue and Bullard Avenue | II | E | 4 | Arterial | Raised | 1,280 | 3,730 | A | 1,860 | 3,730 | A |
| | 78 | Bullard Avenue and Herndon Avenue | II | E | 4 | Arterial | Raised | 1,150 | 3,730 | A | 1,790 | 3,730 | A |
| | 79 | Herndon Avenue and Alluvial Avenue | III | D | 4 | Arterial | Raised | 1,620 | 3,470 | A | 2,250 | 3,470 | B |
| | 80 | Nees Avenue and Friant Road | III | D | 4 | Arterial | Raised | 1,220 | 3,470 | A | 1,410 | 3,470 | A |
| **East Avenue** | 81 | North Avenue and Jensen Avenue | IV | E | 2 | Collector | Undivided | 200 | 1,480 | A | 130 | 1,480 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| Cedar Avenue | 82 | American Avenue and Central Avenue | IV | E | 2 | Arterial | Undivided | 190 | 1,480 | A | 190 | 1,480 | A |
| | 83 | Jensen Avenue and Church Avenue | II | E | 4 | Arterial | Undivided | 510 | 2,980 | A | 590 | 2,980 | A |
| | 84 | Church Avenue and California Avenue | U | D | 4 | Arterial | Undivided | 910 | 2,740 | A | 870 | 2,740 | A |
| | 85 | Tulare Avenue and Belmont Avenue | I | F | 4 | Arterial | Undivided | 2,010 | 2,980 | B | 2,100 | 2,980 | C |
| | 86 | Olive Avenue and McKinley Avenue | II | E | 4 | Arterial | TWLTL | 1,520 | 3,550 | A | 1,470 | 3,550 | A |
| | 87 | Dakota Avenue and Ashlan Avenue | II | E | 4 | Arterial | Raised | 1,590 | 3,730 | A | 2,780 | 3,730 | C |
| | 88 | Ashlan Avenue and Gettysburg Avenue | II | E | 4 | Arterial | Raised | 1,430 | 3,730 | A | 1,830 | 3,730 | A |
| | 89 | Shaw Avenue and Barstow Avenue | II | E | 4 | Arterial | Raised | 1,530 | 3,730 | A | 2,180 | 3,730 | A |
| | 90 | Nees Avenue and Teague Avenue | III | D | 4 | Arterial | Raised | 1,490 | 3,470 | A | 1,840 | 3,470 | A |
| Maple Avenue | 91 | North Avenue and Jensen Avenue[2] | IV | E | 3 | Collector | Undivided | 320 | 2,220 | A | 440 | 2,220 | A |
| | 92 | Jensen Avenue and Church Avenue | III | D | 4 | Collector | Undivided | 610 | 2,740 | A | 830 | 2,740 | A |
| Chestnut Avenue | 93 | Jensen Avenue and Church Avenue | III | D | 4 | Arterial | Raised | 530 | 3,470 | A | 720 | 3,470 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | 94 | Kings Canyon Road and Tulare Avenue | II | E | 4 | Arterial | Raised | 1,340 | 3,730 | A | 1,780 | 3,730 | A |
| | 95 | Tulare Avenue and Belmont Avenue | II | E | 4 | Arterial | Raised | 1,690 | 3,730 | A | 1,880 | 3,730 | A |
| | 96 | Clinton Avenue and Shields Avenue | U | D | 4 | Arterial | Raised | 1,280 | 3,470 | A | 1,360 | 3,470 | A |
| | 97 | Bullard Avenue and Herndon Avenue | II | E | 4 | Collector | Undivided | 1,150 | 2,980 | A | 1,440 | 2,980 | A |
| | 98 | Herndon Avenue and Alluvial Avenue | III | D | 4 | Arterial | Raised | 1,110 | 3,470 | A | 1,320 | 3,470 | A |
| | 99 | Alluvial Avenue and Nees Avenue | III | D | 4 | Arterial | Raised | 1,470 | 3,470 | A | 1,610 | 3,470 | A |
| | 100 | Nees Avenue and Teague Avenue | III | D | 4 | Arterial | Raised | 830 | 3,470 | A | 940 | 3,470 | A |
| | 101 | Teague Avenue and Shepherd Avenue | III | D | 4 | Arterial | Raised | 1,300 | 3,470 | A | 1,710 | 3,470 | A |
| **Willow Avenue** | 102 | Herndon Avenue and Nees Avenue | III | D | 5 | Super Arterial | Raised | 2,000 | 4,040 | A | 2,210 | 4,040 | A |
| | 103 | Teague Avenue and Shepherd Avenue | III | D | 5 | Super Arterial | Raised | 1,220 | 4,040 | A | 1,350 | 4,040 | A |
| | 104 | Shepherd Avenue and Behymer Avenue | III | D | 4 | Super Arterial | Raised | 1,540 | 3,170 | A | 1,700 | 3,170 | A |
| | 105 | Behymer Avenue and Copper Avenue | III | D | 4 | Super Arterial | Raised | 1,260 | 3,170 | A | 1,390 | 3,170 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | 106 | Copper Avenue and Friant Road[2,3] | III | D | 2 | Super Arterial | Undivided | 410 | 1,585 | A | 390 | 1,585 | A |
| Peach Avenue | 107 | North Avenue and Jensen Avenue | III | D | 2 | Arterial | Undivided | 180 | 1,270 | A | 170 | 1,270 | A |
| | 108 | Butler Avenue and Kings Canyon Road | II | E | 4 | Arterial | Raised | 1,820 | 3,730 | A | 1,680 | 3,730 | A |
| | 109 | Tulare Avenue and Belmont Avenue | II | E | 4 | Arterial | Raised | 1,830 | 3,730 | A | 1,870 | 3,730 | A |
| | 110 | Olive Avenue and McKinley Avenue | II | E | 4 | Arterial | Raised | 1,180 | 3,730 | A | 1,280 | 3,730 | A |
| Minnewawa Avenue | 111 | Kings Canyon Road and Tulare Avenue | U | D | 2 | Collector | Undivided | 130 | 1,270 | A | 170 | 1,270 | A |
| Clovis Avenue | 112 | North Avenue and Jensen Avenue | III | D | 4 | Arterial | Raised | 1,380 | 3,470 | A | 1,400 | 3,470 | A |
| | 113 | Church Avenue and Butler Avenue | U | D | 4 | Arterial | Raised | 2,100 | 3,470 | A | 2,200 | 3,470 | A |
| | 114 | Kings Canyon Road and Tulare Avenue | II | E | 6 | Arterial | Raised | 2,670 | 5,610 | A | 3,440 | 5,610 | B |
| | 115 | Clinton Avenue and Shields Avenue | II | E | 6 | Arterial | Raised | 2,610 | 5,610 | A | 2,770 | 5,610 | A |
| Fowler Avenue | 116 | Jensen Avenue and Kings Canyon Road | III | D | 2 | Arterial | Undivided | 600 | 1,270 | A | 390 | 1,270 | A |
| | **117** | **Kings Canyon Road and Belmont Avenue** | **III** | **D** | **2** | **Arterial** | **Raised** | **1,860** | **1,640** | **E** | 1,590 | 1,640 | D |
| | **118** | **SR-180 WB ramps and Olive Avenue** | **III** | **D** | **2** | **Arterial** | **Undivided** | **1,390** | **1,270** | **E** | 1,230 | 1,270 | D |
| | 119 | Olive Avenue and Clinton Avenue | III | D | 2 | Arterial | Undivided | 870 | 1,270 | A | 1,030 | 1,270 | B |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | 120 | Shields Avenue and Dakota Avenue[2] | III | D | 3 | Arterial | Undivided | 1,140 | 1,905 | A | 1,050 | 1,905 | A |
| Armstrong Avenue | 121 | Jensen Avenue and Church Avenue | III | D | 2 | Collector | Undivided | 300 | 1,270 | A | 190 | 1,270 | A |
| | 122 | Hamilton Avenue and Butler Avenue | III | D | 4 | Collector | Undivided | 450 | 2,740 | A | 280 | 2,740 | A |
| | 123 | Butler Avenue and Lane Avenue[2] | III | D | 3 | Collector | Undivided | 520 | 1,905 | A | 370 | 1,905 | A |
| | 124 | Belmont Avenue and Clinton Avenue | III | D | 2 | Collector | Undivided | 490 | 1,270 | A | 220 | 1,270 | A |
| | 125 | McKinley Avenue and Clinton Avenue | III | D | 2 | Collector | Undivided | 690 | 1,270 | A | 460 | 1,270 | A |
| | 126 | Shields Avenue and Dakota Avenue | III | D | 4 | Collector | TWLTL | 750 | 3,290 | A | 500 | 3,290 | A |
| Temperance Avenue | 127 | California Avenue and Hamilton Avenue[2,3] | III | D | 2 | Super Arterial | Undivided | 430 | 1,585 | A | 340 | 1,585 | A |
| | **128** | **Butler Avenue and Lowe Avenue[2,3]** | **III** | **D** | **2** | **Super Arterial** | **Undivided** | **2,270** | **1,585** | **F** | 1,830 | 1,585 | D |
| | 129 | Kings Canyon Road and SR-180 EB ramps | III | D | 5 | Super Arterial | Raised | 2,110 | 4,040 | A | 2,700 | 4,040 | A |
| | 130 | Belmont Avenue and Olive Avenue[2,3] | III | D | 2 | Super Arterial | Undivided | 940 | 1,585 | A | 720 | 1,585 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | **131** | **McKinley Avenue and Shields Avenue[2,3]** | **III** | **D** | **2** | **Super Arterial** | **Undivided** | **2,420** | **1,585** | **F** | **2,230** | **1,585** | **F** |
| | 132 | Shields Avenue and Dakota Avenue[2] | III | D | 3 | Super Arterial | Raised | 830 | 2,380 | A | 720 | 2,380 | A |
| | 133 | Dakota Avenue and Ashlan Avenue[2] | III | D | 3 | Super Arterial | Raised | 1,050 | 2,380 | A | 520 | 2,380 | A |
| **De Wolf Avenue** | 134 | Church Avenue and Butler Avenue | III | D | 2 | Collector | Undivided | 330 | 1,270 | A | 250 | 1,270 | A |
| **Copper Avenue** | 135 | Friant Road and Millbrook Avenue | III | D | 4 | Super Arterial | Raised | 710 | 3,170 | A | 600 | 3,170 | A |
| | 136 | Millbrook Avenue and Cedar Avenue | III | D | 4 | Super Arterial | Raised | 940 | 3,170 | A | 950 | 3,170 | A |
| | 137 | Cedar Avenue and Maple Avenue | III | D | 4 | Super Arterial | Raised | 850 | 3,170 | A | 720 | 3,170 | A |
| | 138 | Maple Avenue and Chestnut Avenue[2] | III | D | 3 | Super Arterial | Raised | 870 | 2,380 | A | 760 | 2,380 | A |
| **Shepherd Avenue** | 139 | Millbrook Avenue and Cedar Avenue | III | D | 4 | Arterial | Raised | 1,520 | 3,470 | A | 2,000 | 3,470 | A |
| | 140 | Cedar Avenue and Maple Avenue | III | D | 3 | Arterial | Raised | 1,660 | 2,555 | A | 2,050 | 2,555 | C |
| | 141 | Chestnut Avenue and Willow Avenue | III | D | 4 | Arterial | Raised | 940 | 3,470 | A | 1,130 | 3,470 | A |
| **Nees Avenue** | 142 | Audubon Drive and Millbrook Avenue | III | D | 4 | Arterial | Raised | 950 | 3,470 | A | 1,150 | 3,470 | A |
| | 143 | Cedar Avenue and Maple Avenue | III | D | 4 | Arterial | Raised | 1,590 | 3,470 | A | 2,020 | 3,470 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | 144 | Jordan Avenue and Paula Avenue | III | D | 4 | Arterial | Raised | 1,110 | 3,470 | A | 2,060 | 3,470 | A |
| Alluvial Avenue | 145 | Mansionette Drive and Pinedale Avenue | III | D | 2 | Collector | TWLTL | 720 | 1,550 | A | 1,080 | 1,550 | B |
| | 146 | Pinedale Avenue and Chestnut Avenue | III | D | 2 | Collector | TWLTL | 690 | 1,550 | A | 1,210 | 1,550 | B |
| | 147 | Chestnut Avenue and Willow Avenue | III | D | 2 | Collector | TWLTL | 660 | 1,550 | A | 1,200 | 1,550 | B |
| Herndon Avenue | 148 | Polk Avenue and Milburn Avenue | III | D | 4 | Expressway | Raised | 1,680 | 4,050 | A | 2,330 | 4,050 | A |
| | 149 | West Avenue and Fruit Avenue | III | D | 6 | Expressway | Raised | 4,250 | 6,170 | B | 5,020 | 6,170 | C |
| | 150 | Fruit Avenue and Palm Avenue | III | D | 6 | Expressway | Raised | 4,290 | 6,170 | B | 4,960 | 6,170 | C |
| | 151 | Blackstone Avenue and SR-41 SB ramps | III | D | 6 | Expressway | Raised | 4,170 | 6,170 | B | 4,380 | 6,170 | B |
| | 152 | First Street and Cedar Avenue | III | D | 6 | Expressway | Raised | 4,290 | 6,170 | B | 4,660 | 6,170 | C |
| | 153 | Cedar Avenue and Maple Avenue | III | D | 6 | Expressway | Raised | 3,420 | 6,170 | A | 2,900 | 6,170 | A |
| Sierra Avenue | 154 | Marks Avenue and Van Ness Avenue | II | E | 2 | Collector | Undivided | 270 | 1,480 | A | 460 | 1,480 | A |
| | 155 | West Avenue and Fruit Avenue | U | D | 2 | Collector | Undivided | 410 | 1,270 | A | 700 | 1,270 | A |
| | 156 | Throne Avenue and Palm Avenue | III | D | 2 | Collector | Undivided | 410 | 1,270 | A | 700 | 1,270 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| Bullard Avenue | 157 | Garfield Avenue and Grantland Avenue | III | D | 2 | Collector | Undivided | 40 | 1,270 | A | 50 | 1,270 | A |
| | 158 | Grantland Avenue and Caspian Avenue | III | D | 4 | Collector | TWLTL | 310 | 3,290 | A | 210 | 3,290 | A |
| | 159 | West Avenue and Fruit Avenue | U | D | 4 | Arterial | Undivided | 1,910 | 2,740 | B | 1,750 | 2,740 | A |
| | 160 | Fruit Avenue and Palm Avenue | II | E | 4 | Arterial | Undivided | 1,300 | 2,980 | A | 1,410 | 2,980 | A |
| | 161 | Maroa Avenue and Blackstone Avenue | II | E | 4 | Arterial | TWLTL | 1,780 | 3,550 | A | 2,250 | 3,550 | B |
| | 162 | SR-41 NB ramps and Fresno Street | II | E | 5 | Arterial | Raised | 2,560 | 4,670 | A | 2,620 | 4,670 | A |
| | 163 | First Street and Cedar Avenue | II | E | 4 | Arterial | Raised | 1,970 | 3,730 | A | 2,370 | 3,730 | B |
| Barstow Avenue | 164 | Garfield Avenue and Grantland Avenue | III | D | 2 | Collector | Undivided | 50 | 1,270 | A | 50 | 1,270 | A |
| | 165 | Van Ness Boulevard and West Avenue | U | D | 2 | Collector | Undivided | 310 | 1,270 | A | 390 | 1,270 | A |
| | 166 | Fruit Avenue and Palm Avenue | U | D | 2 | Collector | TWLTL | 440 | 1,550 | A | 510 | 1,550 | A |
| Shaw Avenue | 167 | Garfield Avenue and Grantland Avenue | III | D | 2 | Arterial | Undivided | 490 | 1,270 | A | 580 | 1,270 | A |
| | 168 | Bryan Avenue and Hayes Avenue | III | D | 2 | Arterial | Undivided | 820 | 1,270 | A | 890 | 1,270 | B |
| | 169 | Hayes Avenue and Polk Avenue | III | D | 2 | Arterial | Undivided | 870 | 1,270 | A | 840 | 1,270 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | 170 | SR-99 NB ramps and Cornelia Avenue | III | D | 4 | Arterial | TWLTL | 2,170 | 3,290 | B | 2,550 | 3,290 | C |
| | 171 | Cornelia Avenue and Jennifer Avenue | III | D | 4 | Arterial | Raised | 2,170 | 3,470 | A | 2,550 | 3,470 | B |
| | 172 | Brawley Avenue and Marks Avenue | III | D | 6 | Arterial | Raised | 1,950 | 5,270 | A | 2,940 | 5,270 | A |
| | 173 | West Avenue and Fruit Avenue | II | E | 6 | Arterial | Raised | 3,140 | 5,610 | A | 3,630 | 5,610 | B |
| | 174 | Maroa Avenue and Blackstone Avenue | II | E | 6 | Arterial | Raised | 4,360 | 5,610 | C | 5,150 | 5,610 | E |
| | 175 | Fresno Street and First Street | II | E | 6 | Arterial | Raised | 2,180 | 5,610 | A | 2,900 | 5,610 | A |
| | 176 | First Street and Cedar Avenue | II | E | 6 | Arterial | Raised | 2,340 | 5,610 | A | 3,590 | 5,610 | B |
| **Gettysburg Avenue** | **177** | **Maple Avenue and Winery Avenue** | **II** | **E** | **2** | **Collector** | **TWLTL** | **3,780** | **1,760** | **F** | **4,050** | **1,760** | **F** |
| **Ashlan Avenue** | 178 | Bryan Avenue and Hayes Avenue | III | D | 2 | Arterial | Undivided | 670 | 1,270 | A | 340 | 1,270 | A |
| | 179 | Hayes Avenue and Polk Avenue | III | D | 2 | Arterial | Undivided | 480 | 1,270 | A | 420 | 1,270 | A |
| | 180 | Cornelia Avenue and Blythe Avenue | III | D | 4 | Arterial | Raised | 2,430 | 3,470 | B | 2,580 | 3,470 | B |
| | 181 | SR-99 SB ramps and Golden State Boulevard | III | D | 4 | Arterial | Raised | 2,110 | 3,470 | A | 2,270 | 3,470 | B |
| | 182 | Weber Avenue and Valentine Avenue | II | E | 4 | Arterial | Raised | 1,810 | 3,730 | A | 2,260 | 3,730 | B |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | 183 | Fruit Avenue and Palm Avenue | U | D | 2 | Collector | Undivided | 1,020 | 1,270 | B | 990 | 1,270 | B |
| | 184 | Palm Avenue and Maroa Avenue | U | D | 2 | Collector | Undivided | 830 | 1,270 | A | 1,000 | 1,270 | B |
| | 185 | Maroa Avenue and Del Mar Avenue | U | D | 2 | Collector | Undivided | 1,090 | 1,270 | C | 1,160 | 1,270 | C |
| | 186 | Del Mar Avenue and Blackstone Avenue | II | E | 4 | Collector | Undivided | 1,350 | 2,980 | A | 1,530 | 2,980 | A |
| | 187 | Fresno Street and First Street | II | E | 4 | Arterial | Undivided | 1,810 | 2,980 | B | 2,340 | 2,980 | C |
| | 188 | Barton Avenue and SR-168 SB ramps | II | E | 4 | Arterial | Raised | 2,400 | 3,730 | B | 2,970 | 3,730 | C |
| | 189 | SR-168 NB ramps and Chestnut Avenue | II | E | 4 | Arterial | Raised | 1,950 | 3,730 | A | 2,280 | 3,730 | B |
| **Dakota Avenue** | 190 | Marks Avenue and Hughes Avenue | II | E | 2 | Collector | Undivided | 140 | 1,480 | A | 1,110 | 1,480 | C |
| | 191 | West Avenue and Fruit Avenue | II | E | 2 | Collector | TWLTL | 70 | 1,760 | A | 560 | 1,760 | A |
| | 192 | Fruit Avenue and Palm Avenue | II | E | 2 | Collector | Undivided | 70 | 1,480 | A | 630 | 1,480 | A |
| | **193** | **Maroa Avenue and Del Mar Avenue** | **II** | **E** | **2** | **Collector** | **Undivided** | 330 | 1,480 | A | **2,000** | **1,480** | **F** |
| | **194** | **Angus Street and First Street** | **II** | **E** | **2** | **Collector** | **TWLTL** | 330 | 1,760 | A | **2,000** | **1,760** | **F** |
| | 195 | First Street and Millbrook Avenue | II | E | 2 | Collector | TWLTL | 130 | 1,760 | A | 1,010 | 1,760 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | 196 | Millbrook Avenue and Cedar Avenue | II | E | 2 | Collector | TWLTL | 970 | 1,760 | A | 1,200 | 1,760 | B |
| Shields Avenue | 197 | Garfield Avenue and Grantland Avenue | III | D | 2 | Collector | Undivided | 330 | 1,270 | A | 200 | 1,270 | A |
| | 198 | Grantland Avenue and Bryan Avenue | III | D | 2 | Collector | Undivided | 320 | 1,270 | A | 240 | 1,270 | A |
| | 199 | Brawley Avenue and Valentine Avenue | III | D | 2 | Collector | Undivided | 1,280 | 1,270 | D | 960 | 1,270 | B |
| | 200 | Fruit Avenue and Palm Avenue | II | E | 4 | Arterial | Undivided | 1,030 | 2,980 | A | 1,340 | 2,980 | A |
| | 201 | Peach Avenue and Clovis Avenue | II | E | 4 | Arterial | Raised | 1,180 | 3,730 | A | 1,260 | 3,730 | A |
| | 202 | Clovis Avenue and Fowler Avenue | II | E | 4 | Arterial | Raised | 1,520 | 3,730 | A | 1,470 | 3,730 | A |
| | 203 | Temperance Avenue and Locan Avenue | III | D | 3 | Arterial | Raised | 860 | 2,555 | A | 570 | 2,555 | A |
| | 204 | Locan Avenue and De Wolf Avenue | III | D | 2 | Collector | Undivided | 610 | 1,270 | A | 360 | 1,270 | A |
| Clinton Avenue | 205 | Grantland Avenue and Bryan Avenue | III | D | 2 | Collector | Undivided | 40 | 1,270 | A | 40 | 1,270 | A |
| | 206 | Bryan Avenue and Hayes Avenue | III | D | 2 | Collector | Undivided | 80 | 1,270 | A | 60 | 1,270 | A |
| | 207 | Hayes Avenue and Polk Avenue | III | D | 2 | Collector | Undivided | 90 | 1,270 | A | 90 | 1,270 | A |
| | 208 | Polk Avenue and Cornelia Avenue | III | D | 2 | Collector | Undivided | 360 | 1,270 | A | 350 | 1,270 | A |
| | 209 | Blythe Avenue and Brawley Avenue | III | D | 4 | Collector | TWLTL | 700 | 3,290 | A | 880 | 3,290 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | 210 | Valentine Avenue and Marks Avenue | III | D | 2 | Collector | TWLTL | 900 | 1,550 | A | 1,130 | 1,550 | B |
| | 211 | Weber Avenue and West Avenue | II | E | 4 | Collector | Undivided | 230 | 2,980 | A | 2,040 | 2,980 | B |
| | 212 | Fruit Avenue and Palm Avenue | II | E | 4 | Collector | Undivided | 160 | 2,980 | A | 1,410 | 2,980 | A |
| | 213 | Maroa Avenue and Blackstone Avenue | II | E | 4 | Collector | Undivided | 190 | 2,980 | A | 1,660 | 2,980 | A |
| | 214 | First Street and Cedar Avenue | U | D | 4 | Collector | Undivided | 710 | 2,740 | A | 980 | 2,740 | A |
| | 215 | Fowler Avenue and Armstrong Avenue | III | D | 2 | Collector | Undivided | 300 | 1,270 | A | 220 | 1,270 | A |
| | 216 | Armstrong Avenue and Temperance Avenue | III | D | 2 | Collector | Undivided | 270 | 1,270 | A | 170 | 1,270 | A |
| **McKinley Avenue** | 217 | Blythe Avenue and Valentine Avenue | III | D | 2 | Arterial | Undivided | 550 | 1,270 | A | 560 | 1,270 | A |
| | 218 | Marks Avenue and Hughes Avenue | I | F | 2 | Arterial | Undivided | 820 | 1,480 | A | 740 | 1,480 | A |
| | 219 | Fruit Avenue and Palm Avenue | II | E | 4 | Arterial | Undivided | 1,200 | 2,980 | A | 950 | 2,980 | A |
| | 220 | First Street and Cedar Avenue | II | E | 4 | Arterial | Raised | 1,110 | 3,730 | A | 1,320 | 3,730 | A |
| | 221 | Peach Avenue and Clovis Avenue | II | E | 4 | Arterial | Raised | 860 | 3,730 | A | 840 | 3,730 | A |
| **Olive Avenue** | 222 | Valentine Avenue and Marks Avenue | III | D | 2 | Collector | Undivided | 330 | 1,270 | A | 470 | 1,270 | A |
| | 223 | SR-99 NB ramps and West Avenue | I | F | 4 | Collector | TWLTL | 810 | 3,550 | A | 1,160 | 3,550 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | 224 | Van Ness Avenue and Blackstone Avenue | II | E | 2 | Collector | Undivided | 590 | 1,480 | A | 840 | 1,480 | A |
| | 225 | Fresno Street and First Street | II | E | 4 | Collector | Undivided | 660 | 2,980 | A | 900 | 2,980 | A |
| | 226 | Peach Avenue and Clovis Avenue | II | E | 4 | Collector | TWLTL | 700 | 3,550 | A | 500 | 3,550 | A |
| Belmont Avenue | 227 | Hayes Avenue and Cornelia Avenue | III | D | 2 | Collector | Undivided | 250 | 1,270 | A | 220 | 1,270 | A |
| | 228 | Marks Avenue and Hughes Avenue | III | D | 4 | Collector | Undivided | 370 | 2,740 | A | 350 | 2,740 | A |
| | 229 | Pacific Avenue and Fruit Avenue | I | F | 4 | Collector | Undivided | 440 | 2,980 | A | 760 | 2,980 | A |
| | 230 | Weber Avenue and Palm Avenue | II | E | 4 | Collector | Undivided | 410 | 2,980 | A | 700 | 2,980 | A |
| | 231 | Palm Avenue and Roosevelt Avenue | II | E | 4 | Collector | Undivided | 530 | 2,980 | A | 900 | 2,980 | A |
| | 232 | Abby Street and Fresno Street[3] | I | F | 4 | Collector | Raised | 530 | 3,730 | A | 1,100 | 3,730 | A |
| | 233 | Orchard Street and First Street[3] | I | F | 4 | Collector | Raised | 780 | 3,730 | A | 1,230 | 3,730 | A |
| | 234 | First Street and Cedar Avenue[3] | I | F | 4 | Collector | Raised | 970 | 3,730 | A | 1,540 | 3,730 | A |
| | 235 | Willow Avenue and Peach Avenue | U | D | 4 | Arterial | Raised | 930 | 3,470 | A | 870 | 3,470 | A |
| | 236 | Peach Avenue and Clovis Avenue | U | D | 4 | Arterial | Raised | 520 | 3,470 | A | 550 | 3,470 | A |
| | 237 | Clovis Avenue and Fowler Avenue | III | D | 2 | Arterial | Raised | 520 | 1,640 | A | 480 | 1,640 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | 238 | De Wolf Avenue and Fancher Avenue | III | D | 2 | Collector | Undivided | 500 | 1,270 | A | 420 | 1,270 | A |
| Divisadero Avenue | 239 | Roosevelt Avenue and H Street | I | F | 2 | Collector | Undivided | 280 | 1,480 | A | 310 | 1,480 | A |
| | 240 | Fulton Street and Van Ness Avenue | I | F | 2 | Collector | TWLTL | 670 | 1,760 | A | 830 | 1,760 | A |
| | 241 | San Pablo Avenue and Glen Avenue | I | F | 2 | Collector | TWLTL | 480 | 1,760 | A | 630 | 1,760 | A |
| Fresno Street | 242 | Palo Alto Avenue and Herndon Avenue[3] | III | D | 4 | Collector | Raised | 1,020 | 3,470 | A | 1,460 | 3,470 | A |
| | 243 | California Avenue and SR-99 SB ramps | I | F | 4 | Arterial | TWLTL | 330 | 3,550 | A | 180 | 3,550 | A |
| | 244 | SR-99 NB ramps and E Street | I | F | 4 | Arterial | Raised | 1,040 | 3,730 | A | 1,230 | 3,730 | A |
| Tulare Street | 245 | H Street and Van Ness Avenue | I | F | 4 | Collector | TWLTL | 250 | 3,550 | A | 220 | 3,550 | A |
| | 246 | Van Ness Avenue and M Street[3] | I | F | 4 | Collector | Raised | 440 | 3,730 | A | 350 | 3,730 | A |
| Ventura Street | 247 | SR-99 NB ramps and G Street | I | F | 4 | Arterial | Undivided | 1,140 | 2,980 | A | 1,060 | 2,980 | A |
| | 248 | G Street and Broadway Street | I | F | 4 | Arterial | Raised | 970 | 3,730 | A | 1,300 | 3,730 | A |
| | 249 | Van Ness Avenue and M Street | I | F | 4 | Arterial | Raised | 950 | 3,730 | A | 830 | 3,730 | A |
| | 250 | SR-41 and First Street | I | F | 4 | Arterial | Raised | 1,240 | 3,730 | A | 1,760 | 3,730 | A |
| Kings Canyon Road | 251 | Maple Avenue and Chestnut Avenue | II | E | 4 | Arterial | Raised | 1,160 | 3,730 | A | 1,570 | 3,730 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | 252 | Chestnut Avenue and Willow Avenue | II | E | 4 | Arterial | Raised | 1,240 | 3,730 | A | 1,810 | 3,730 | A |
| | 253 | Peach Avenue and Clovis Avenue | II | E | 4 | Arterial | Raised | 1,570 | 3,730 | A | 2,550 | 3,730 | B |
| | 254 | Clovis Avenue and Fowler Avenue | III | D | 4 | Arterial | Raised | 950 | 3,470 | A | 1,520 | 3,470 | A |
| | 255 | Fowler Avenue and Armstrong Avenue | III | D | 4 | Arterial | TWLTL | 1,190 | 3,290 | A | 1,640 | 3,290 | A |
| | 256 | Armstrong Avenue and Temperance Avenue | III | D | 2 | Arterial | Undivided | 750 | 1,270 | A | 810 | 1,270 | A |
| **Butler Avenue** | 257 | Hazelwood Boulevard and Orange Avenue | I | F | 2 | Collector | TWLTL | 700 | 1,760 | A | 940 | 1,760 | A |
| **California Avenue** | 258 | Marks Avenue and Hughes Avenue | III | D | 2 | Collector | Undivided | 130 | 1,270 | A | 190 | 1,270 | A |
| | 259 | Hughes Avenue and West Avenue | III | D | 2 | Collector | Undivided | 270 | 1,270 | A | 220 | 1,270 | A |
| **Church Avenue** | 260 | Marks Avenue and Hughes Avenue | III | D | 2 | Collector | Undivided | 100 | 1,270 | A | 140 | 1,270 | A |
| | 261 | Orange Avenue and Cedar Avenue | U | D | 4 | Collector | Undivided | 740 | 2,740 | A | 830 | 2,740 | A |
| | 262 | Cedar Avenue and Maple Avenue[2] | III | D | 3 | Collector | Undivided | 730 | 1,905 | A | 820 | 1,905 | A |
| | 263 | Minnewawa Avenue and Clovis Avenue | III | D | 4 | Collector | TWLTL | 860 | 3,290 | A | 610 | 3,290 | A |
| **Jensen Avenue** | 264 | West Avenue and Fruit Avenue | III | D | 2 | Arterial | Undivided | 390 | 1,270 | A | 470 | 1,270 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| | 265 | Walnut Avenue and MLK Boulevard | III | D | 2 | Arterial | Undivided | 650 | 1,270 | A | 500 | 1,270 | A |
| | 266 | Elm Avenue and SR-41 SB ramps | IV | E | 4 | Arterial | Raised | 1,490 | 3,730 | A | 1,290 | 3,730 | A |
| | 267 | Cedar Avenue and Maple Avenue | IV | E | 4 | Super Arterial | Raised | 1,650 | 4,150 | A | 1,440 | 4,150 | A |
| | 268 | Maple Avenue and Chestnut Avenue | IV | E | 4 | Super Arterial | Raised | 1,110 | 4,150 | A | 1,070 | 4,150 | A |
| | 269 | Chestnut Avenue and Willow Avenue | IV | E | 4 | Super Arterial | Raised | 750 | 4,150 | A | 890 | 4,150 | A |
| | 270 | Willow Avenue and Peach Avenue | III | D | 4 | Super Arterial | Raised | 1,290 | 3,170 | A | 1,150 | 3,170 | A |
| | 271 | Clovis Avenue and Fowler Avenue | III | D | 4 | Super Arterial | Raised | 1,190 | 3,170 | A | 1,130 | 3,170 | A |
| **North Avenue** | 272 | MLK Boulevard and Elm Avenue | IV | E | 2 | Arterial | Undivided | 460 | 1,480 | A | 480 | 1,480 | A |
| | 273 | Elm Avenue and SR-41 SB ramps | IV | E | 2 | Arterial | Undivided | 540 | 1,480 | A | 570 | 1,480 | A |
| | 274 | Cherry Avenue and East Avenue | IV | E | 4 | Arterial | TWLTL | 620 | 3,550 | A | 630 | 3,550 | A |
| | 275 | SR-99 NB ramp and Cedar Avenue | IV | E | 2 | Arterial | Undivided | 760 | 1,480 | A | 660 | 1,480 | A |
| | 276 | Cedar Avenue and Golden State Boulevard | IV | E | 2 | Arterial | Undivided | 610 | 1,480 | A | 540 | 1,480 | A |
| | 277 | Maple Avenue and Chestnut Avenue | IV | E | 2 | Arterial | Undivided | 470 | 1,480 | A | 300 | 1,480 | A |
| **Central Avenue** | 278 | East Avenue and Orange Avenue | IV | E | 2 | Arterial | Undivided | 210 | 1,480 | A | 170 | 1,480 | A |

**Table 2.D: Existing Roadway Segment Levels of Service**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Existing Year (2019) Counts | LOS Capacity | Existing LOS | Existing Year (2019) Counts | LOS Capacity | Existing LOS |
| Golden State Boulevard | 279 | North Avenue and Cedar Avenue | IV | E | 4 | Arterial | Undivided | 280 | 2,980 | A | 240 | 2,980 | A |
| | 280 | Jensen Avenue and Church Avenue | IV | E | 4 | Arterial | Raised | 790 | 3,730 | A | 610 | 3,730 | A |
| | 281 | Motel Drive and Ashlan Avenue[3] | III | D | 4 | Collector | Raised | 700 | 3,470 | A | 1,020 | 3,470 | A |
| | 282 | Swift Avenue and Shaw Avenue | III | D | 2 | Collector | Undivided | 700 | 1,270 | A | 1,020 | 1,270 | B |

[1] Classifications referenced from Fresno General Plan Circulation Diagram (2014)
[2] Table 2.C does not provide the capacity for the segment (based on the number of lanes). The capacity per lane was calculated from dividing the available capacity in Table 2.C by the number of lanes.
[3] Table 2.C does not provide the capacity for the segment (based on the median type). The capacity was assumed to be equal to the available capacity in Table 2.C based on the number of lanes (with different median types).
[4] The roadway segment does not currently exist.
U: Unincorporated Fresno County Bold and shading indicate deficient segments.

- Temperance Avenue between Butler Avenue and Lowe Avenue (LOS F in the a.m. peak hour).
- Temperance Avenue between McKinley Avenue and Shields Avenue (LOS F in both peak hours).
- Gettysburg Avenue between Maple Avenue and Winery Avenue (LOS F in both peak hours).
- Dakota Avenue between Maroa Avenue and Del Mar Avenue (LOS F in the p.m. peak hour).
- Dakota Avenue between Angus Street and First Street (LOS F in the p.m. peak hour).

Figure 2.5 (pages 1 through 7) illustrates the locations of the roadway segments and corresponding existing LOS for the a.m. peak hour. Figure 2.6 (pages 1 through 7) illustrates the locations of the roadway segments and corresponding existing LOS for the p.m. peak hour.

## Public Transportation

**Fresno Area Express (FAX)**

The City operates the Fresno Area Express (FAX), its primary transportation service provider. Its role is to provide dependable transit that runs smoothly and efficiently to serve the people of Fresno. FAX operates 17 fixed-route buses, including the Bus Rapid Transit (known as the "Q") and the FAX 15 routes, as well as paratransit services (Handy Ride), extended late-night services, and service to major regional destinations, including colleges, universities, shopping malls, and major employment centers. The FAX fixed-route system integrates with the City of Clovis' fixed-route system and other incorporated cities within the County through the Fresno County Rural Transit Agency (FRCTA) to serve the region. The FAX fixed-route system comprises routes that typically follow many of Fresno's major roadways, which are generally spaced with a one-half mile separation. Most of the FAX routes operate at 30-minute frequencies, with exception of the following:

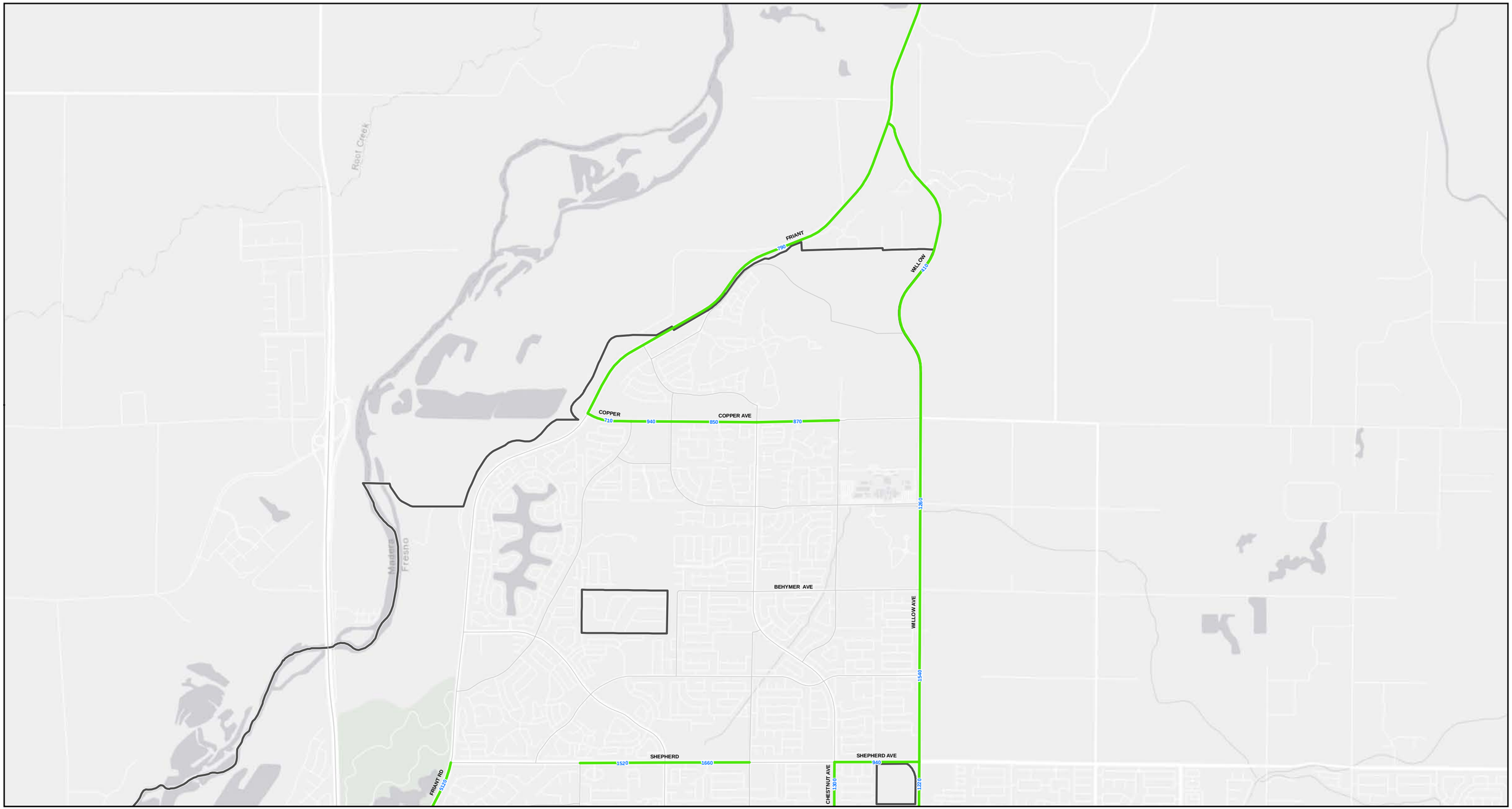
- The Q providing 10-minute frequencies during peak periods and 15-minute frequencies during off-peak periods.
- Two routes providing 15-minute frequencies (the FAX 15 Routes 9 and 38).
- Several additional routes providing 20-minute frequencies all day.

Additionally, the FAX bus system provides connections to the Amtrak passenger rail station and the Greyhound bus station, both of which are located in Downtown. The FAX bus system will establish future connections to the approved High-Speed Rail Fresno station also located in Downtown.

**Demand-Response Service**

Serviced through FAX, the demand-response service (Handy Ride) provides transportation for persons with disabilities. It is responsible for meeting the needs of eligible persons with disabilities who cannot functionally use the FAX fixed route bus system. The service area boundaries are generally Copper Avenue to the north, east to Willow Avenue, south to Ashlan Avenue, east to Temperance Avenue, south to Central Avenue, west to Polk Avenue, north to Griffith Way, west to Fair Street, east to Browning, north to the Fresno County line, and east to Copper Avenue.

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

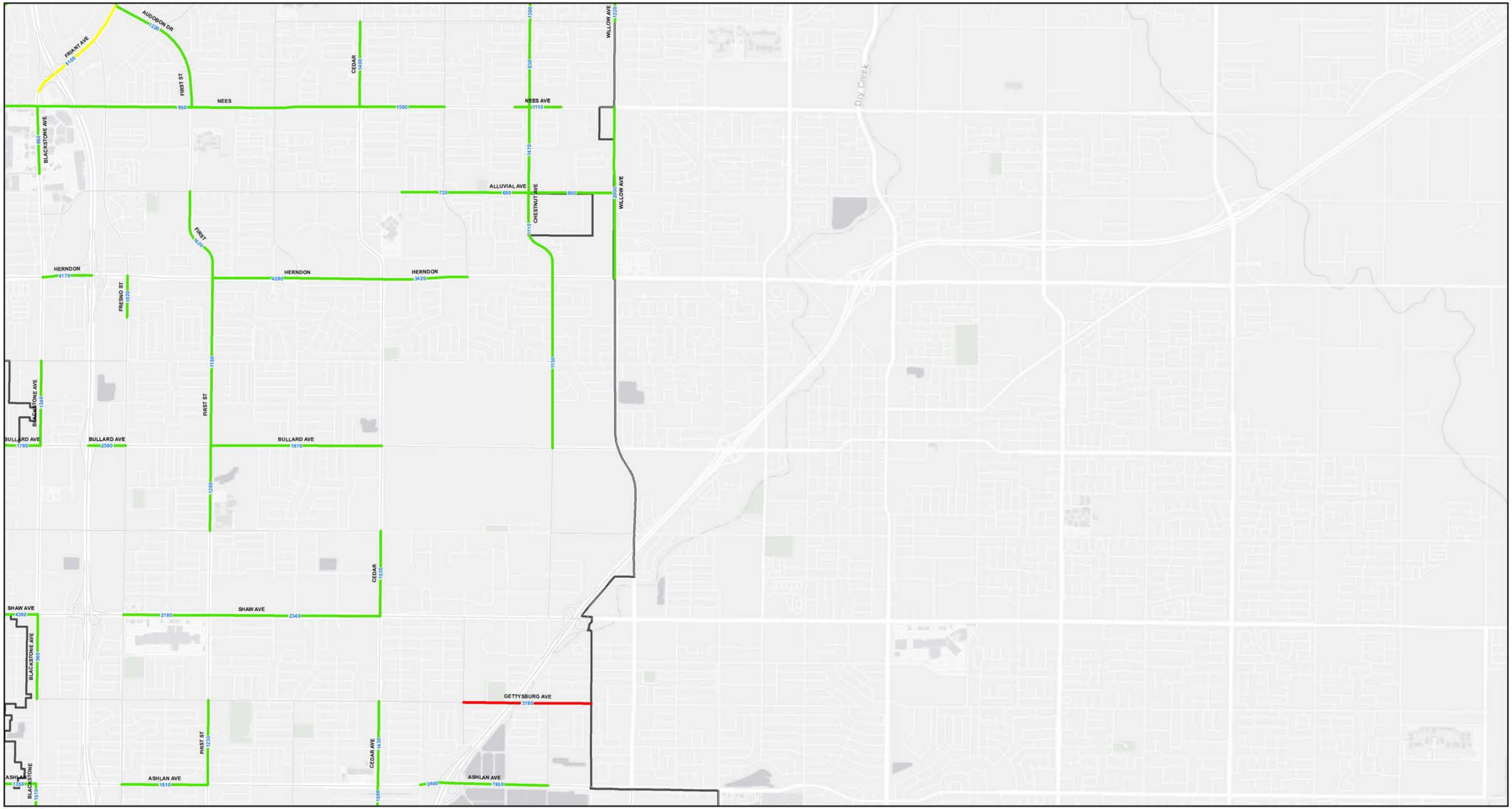
0 1500 3000
FEET

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 2.5 (Page 1 of 7)
**Existing Roadway Segment Levels of Service - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_2.5_Exist_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

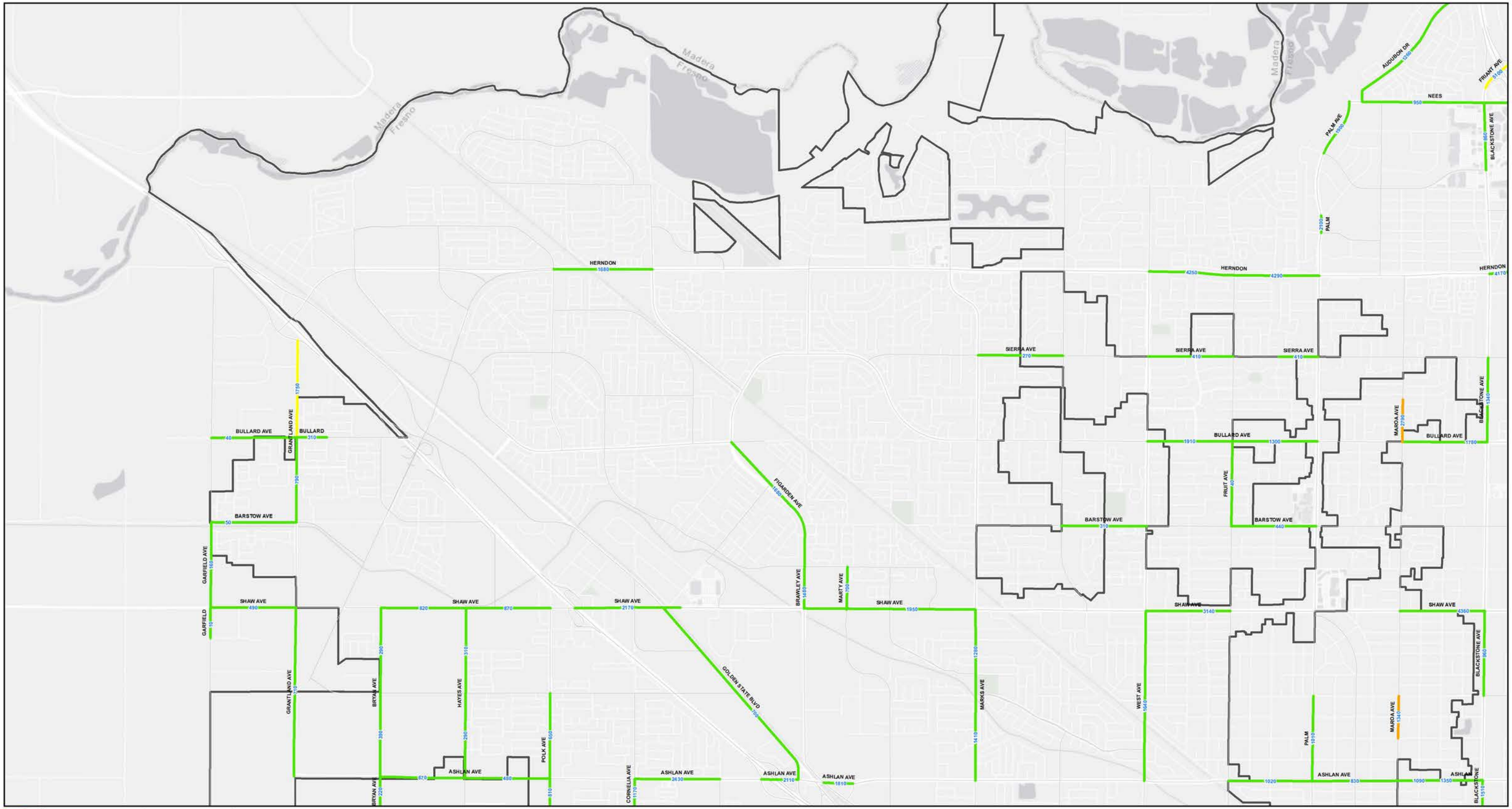
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

0 1500 3000
FEET

Figure 2.5 (Page 2 of 7)
**Existing Roadway Segment Levels of Service - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_2.5_Exist_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

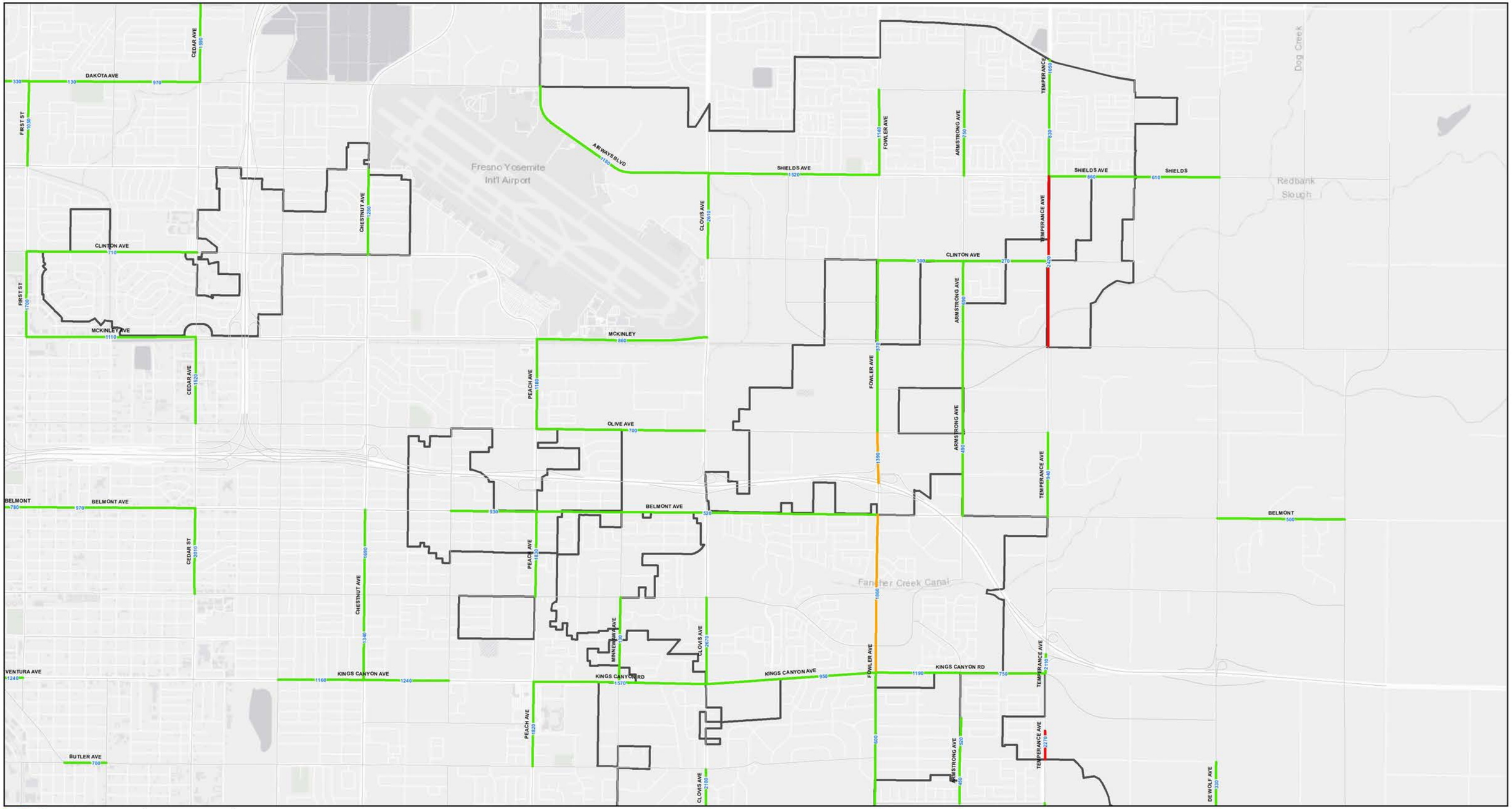
0 1500 3000 FEET

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 2.5 (Page 3 of 7)
**Existing Roadway Segment Levels of Service - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_2.5_Exist_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

City of FRESNO

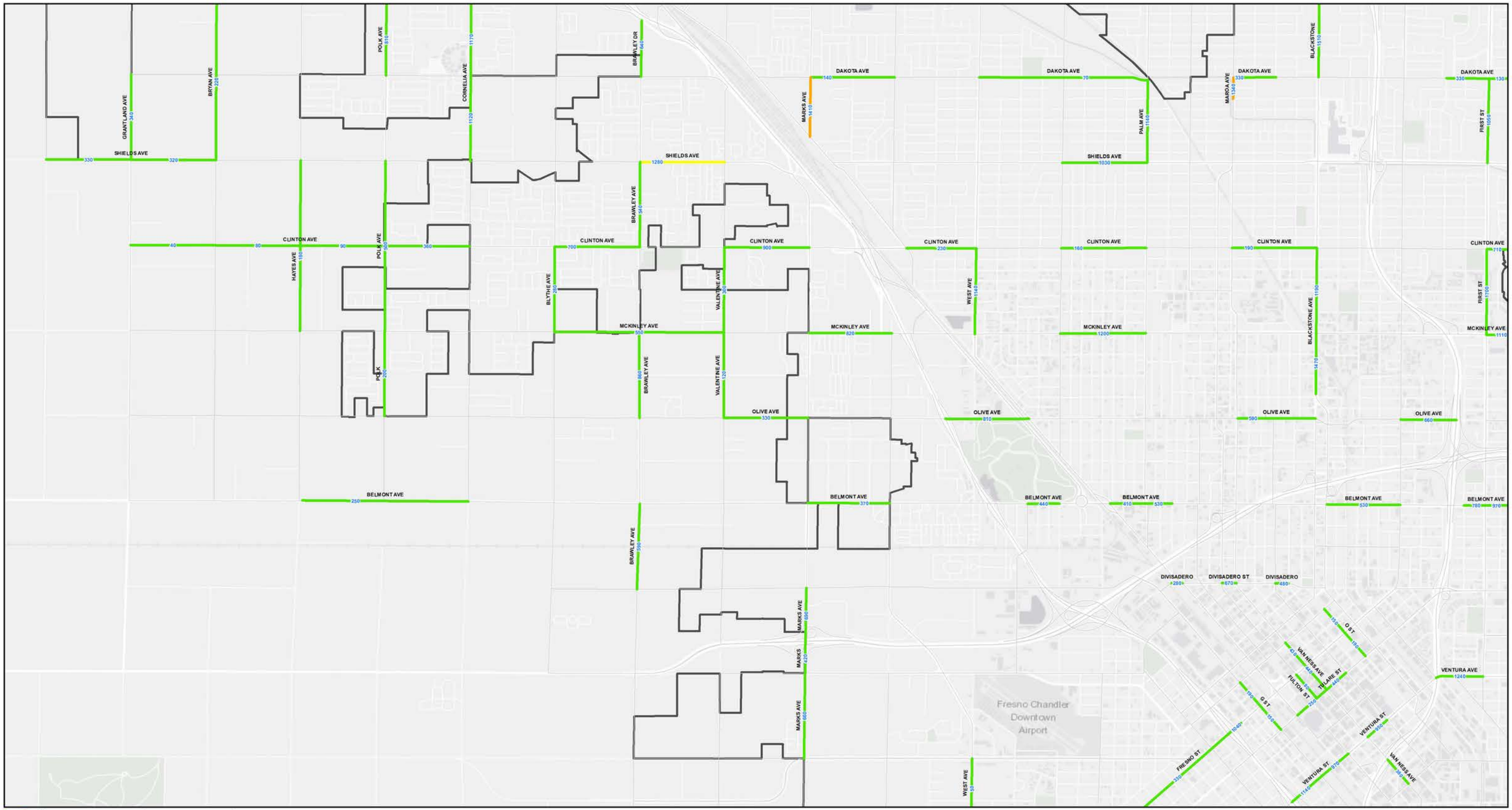
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

0 1500 3000
FEET

Figure 2.5 (Page 4 of 7)
**Existing Roadway Segment Levels of Service - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_2.5_Exist_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

0 1500 3000 FEET

City of FRESNO

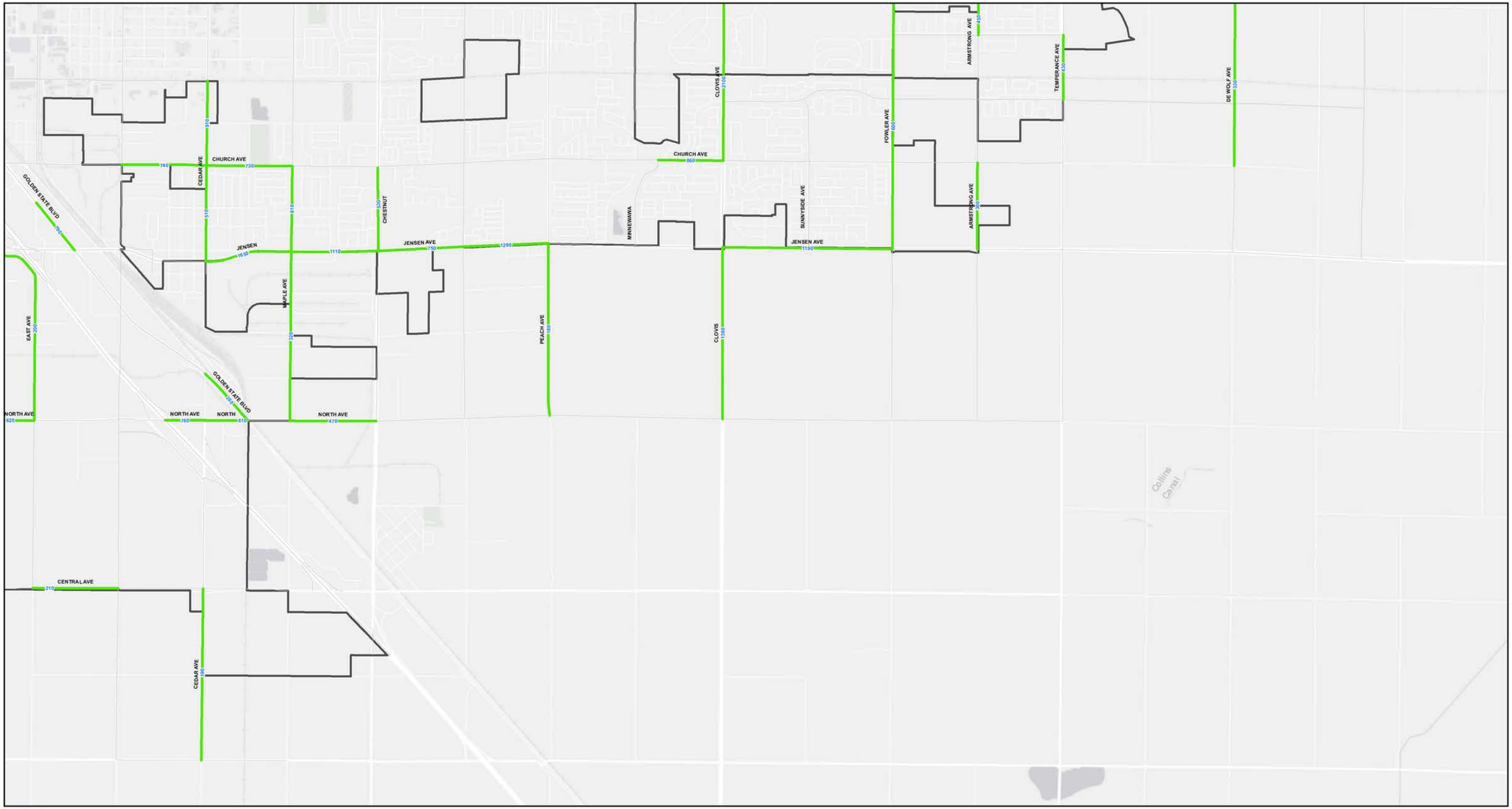
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 2.5 (Page 5 of 7)

**Existing Roadway Segment Levels of Service - AM Peak Hour**

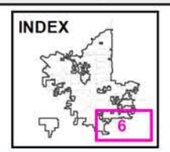
I:\CFO1802\Reports\Traffic\fig_2.5_Exist_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX




Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

0 1500 3000
FEET

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

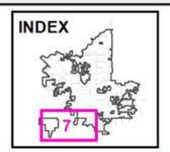
Figure 2.5 (Page 6 of 7)
**Existing Roadway Segment Levels of Service - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_2.5_Exist_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK

LSA

INDEX




Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

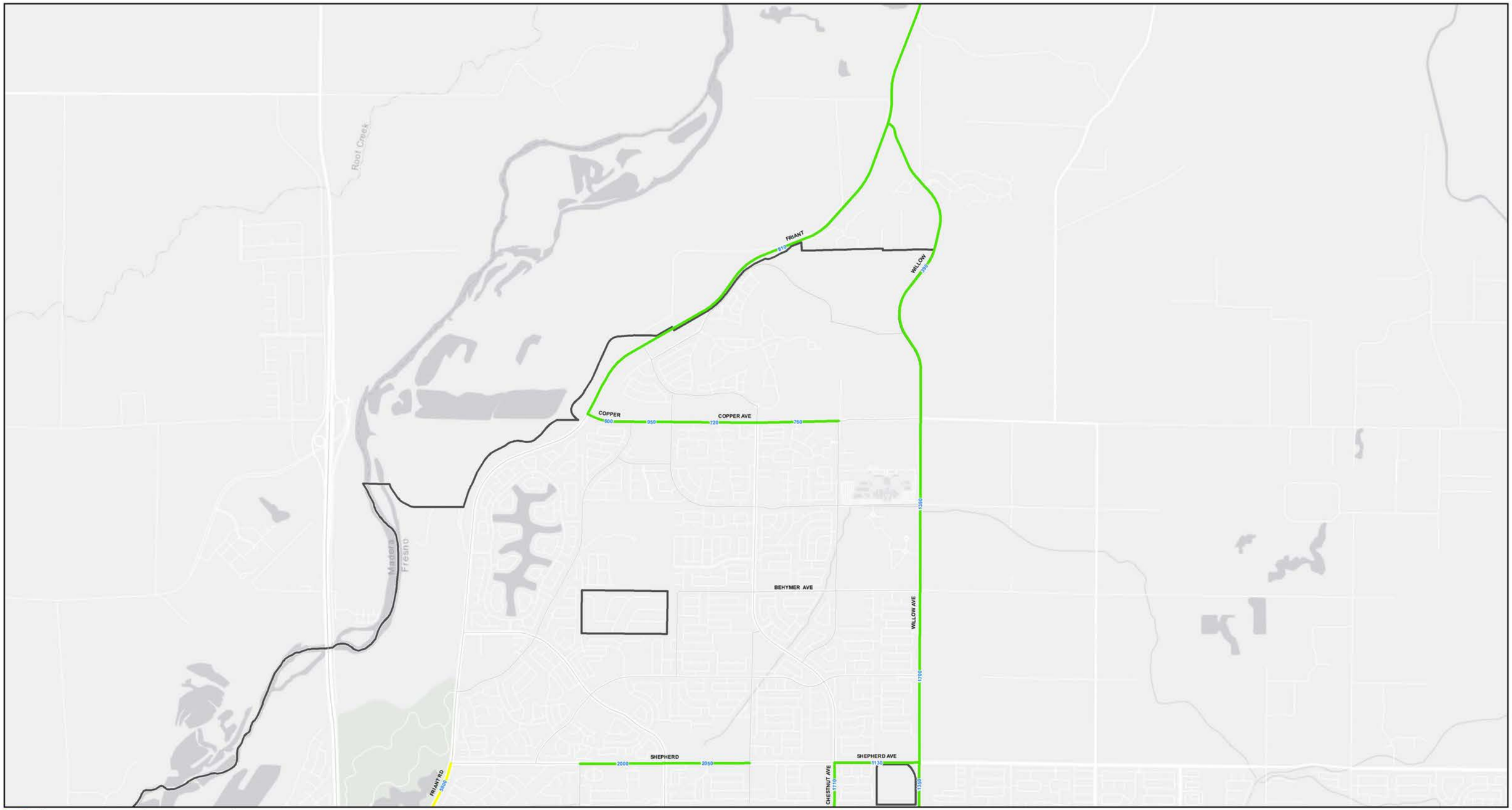
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

0 1500 3000
FEET

Figure 2.5 (Page 7 of 7)
**Existing Roadway Segment Levels of Service - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_2.5_Exist_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

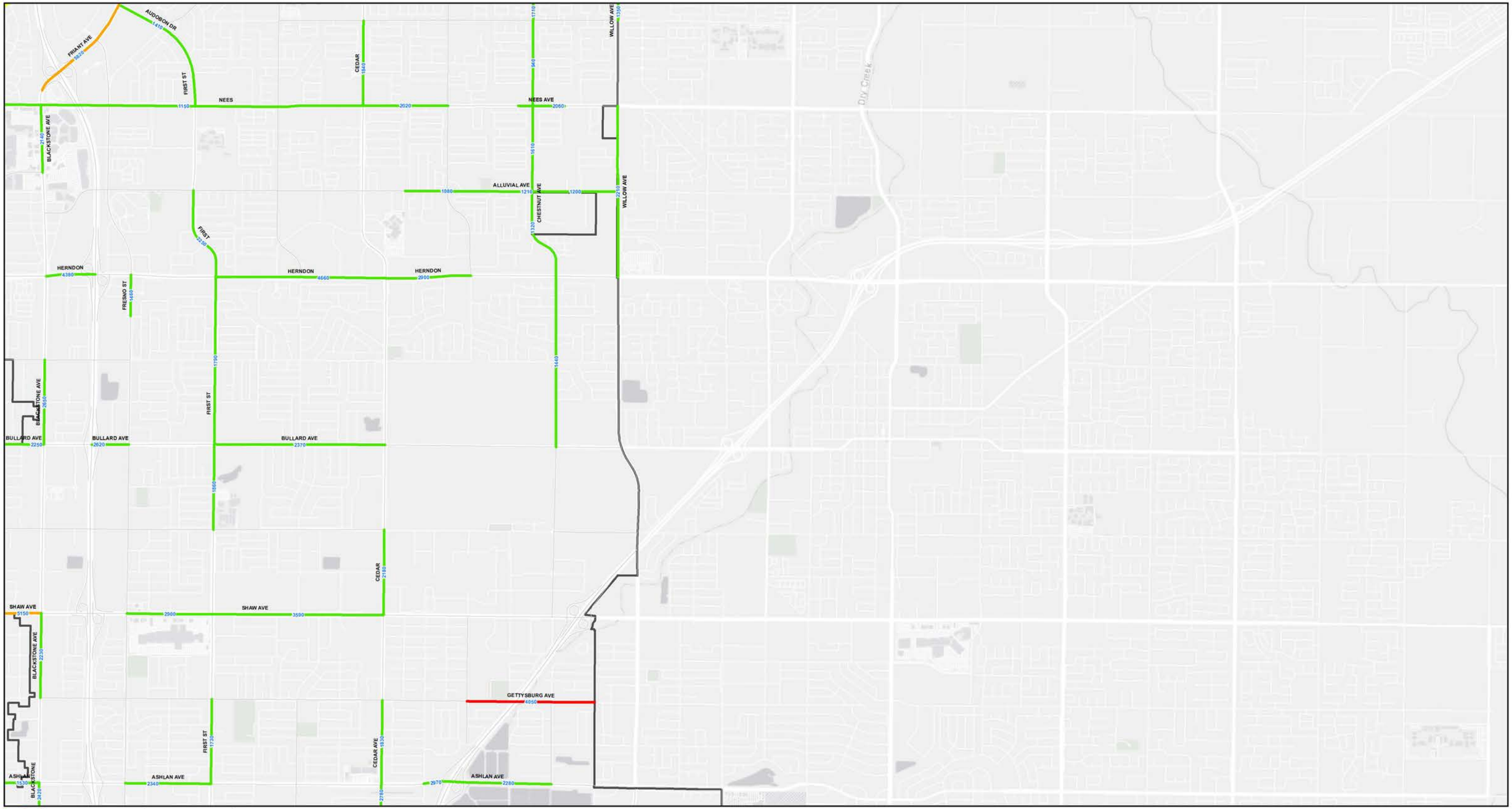
0 1500 3000
FEET

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 2.6 (Page 1 of 7)
**Existing Roadway Segment Levels of Service - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_2.6_Exist_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

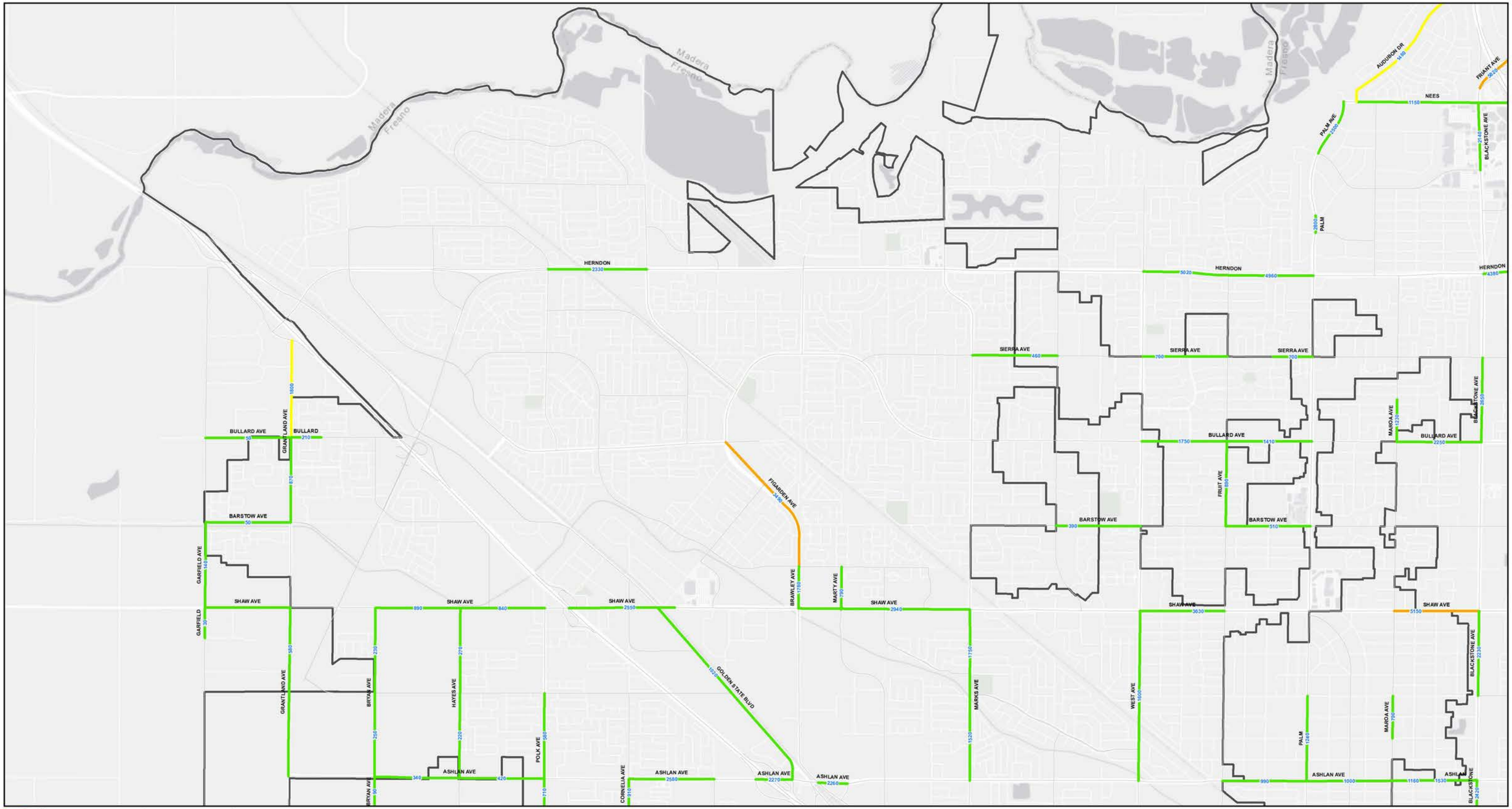
0 1500 3000
FEET

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 2.6 (Page 2 of 7)
**Existing Roadway Segment Levels of Service - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_2.6_Exist_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

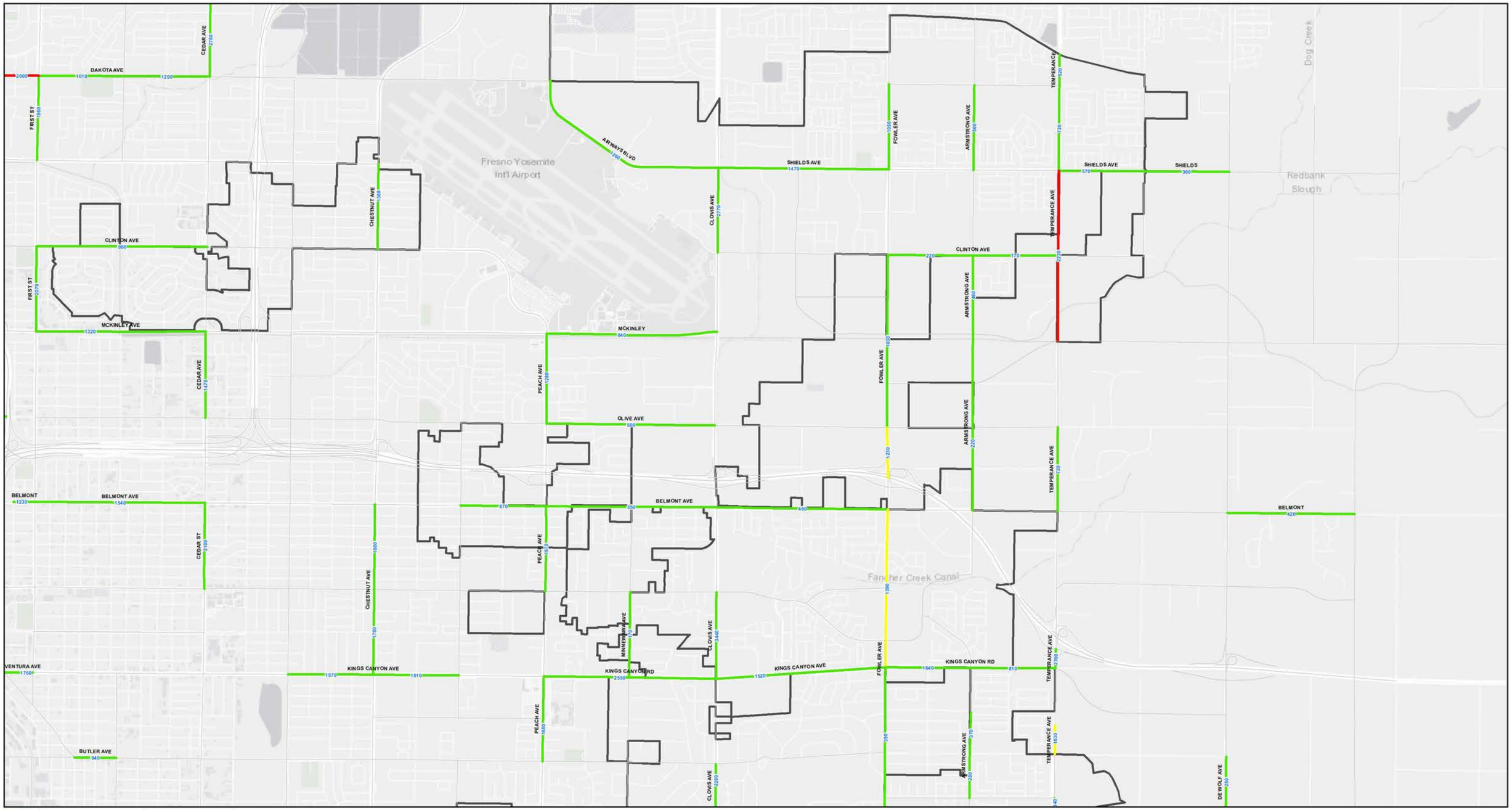
0 1500 3000 FEET

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 2.6 (Page 3 of 7)
**Existing Roadway Segment Levels of Service - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_2.6_Exist_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

0 1500 3000
FEET

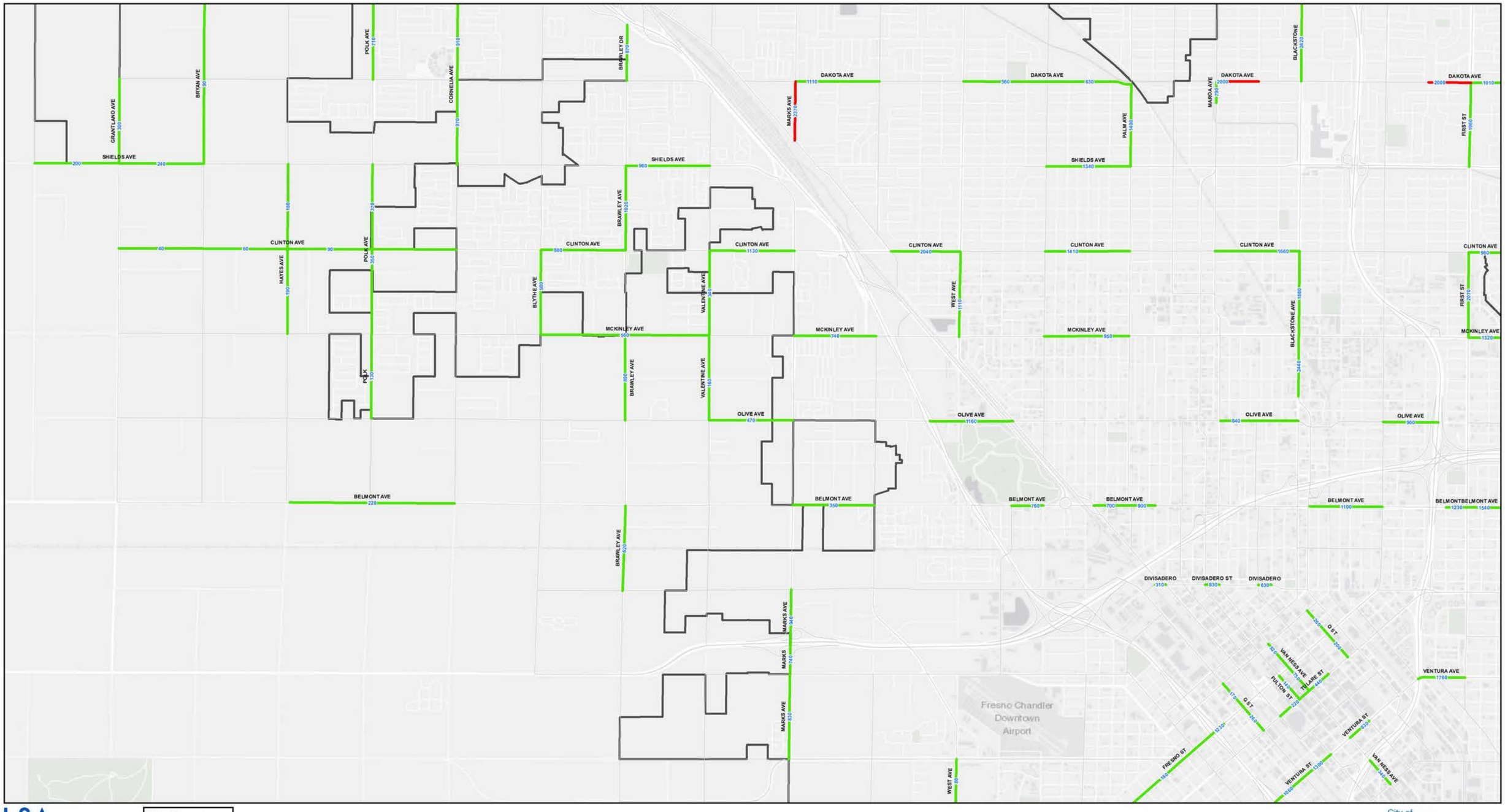
City of FRESNO

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 2.6 (Page 4 of 7)
**Existing Roadway Segment Levels of Service - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_2.6_Exist_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

0 1500 3000
FEET

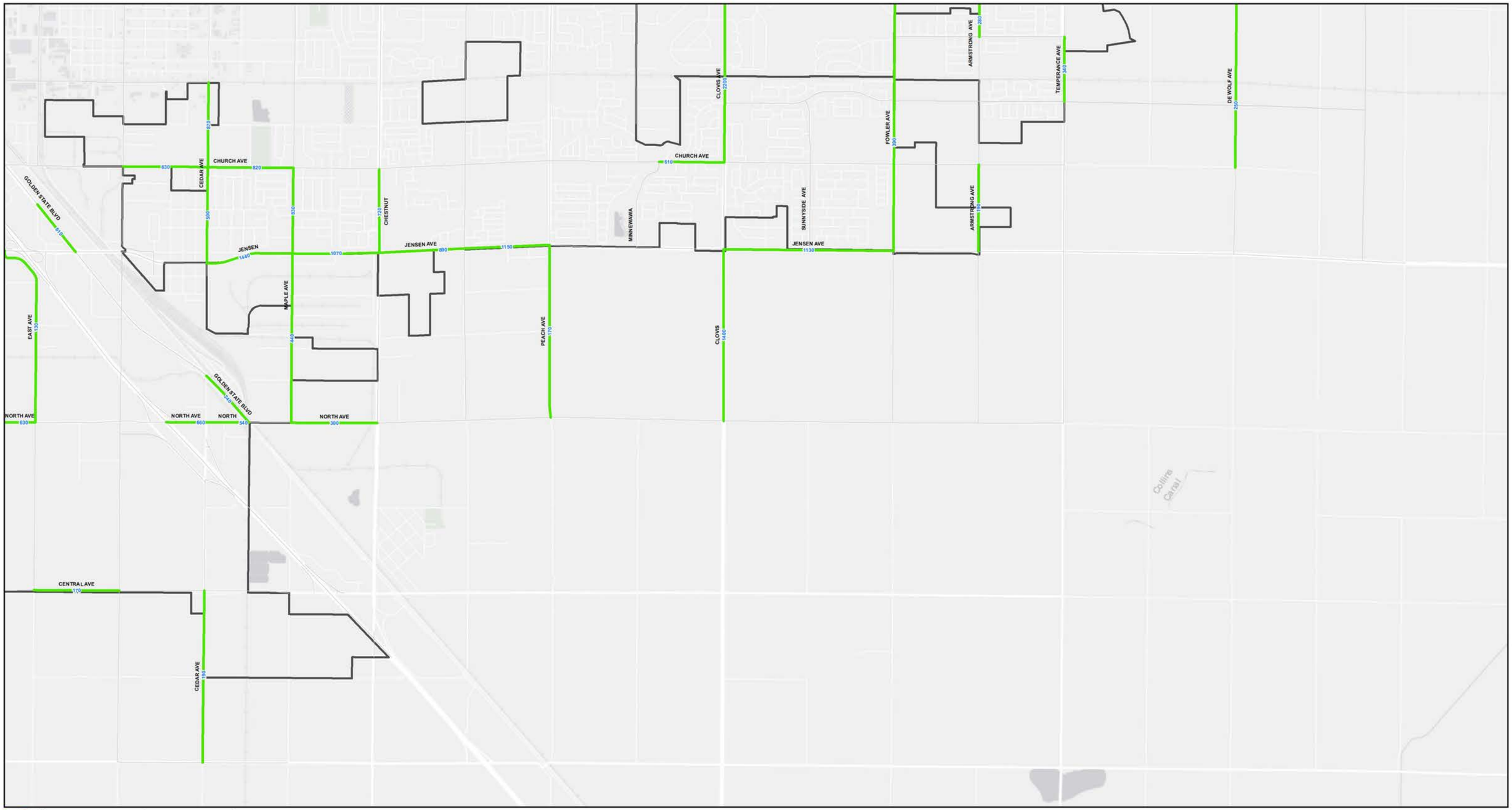
City of FRESNO

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 2.6 (Page 5 of 7)
**Existing Roadway Segment Levels of Service - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_2.6_Exist_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

0 1500 3000 FEET

City of FRESNO

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

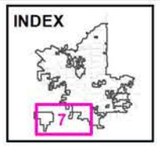
Figure 2.6 (Page 6 of 7)
**Existing Roadway Segment Levels of Service - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_2.6_Exist_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK

LSA

INDEX




Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

0 1500 3000
FEET

Figure 2.6 (Page 7 of 7)
**Existing Roadway Segment Levels of Service - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_2.6_Exist_LOS_PM.mxd (1/23/2020)

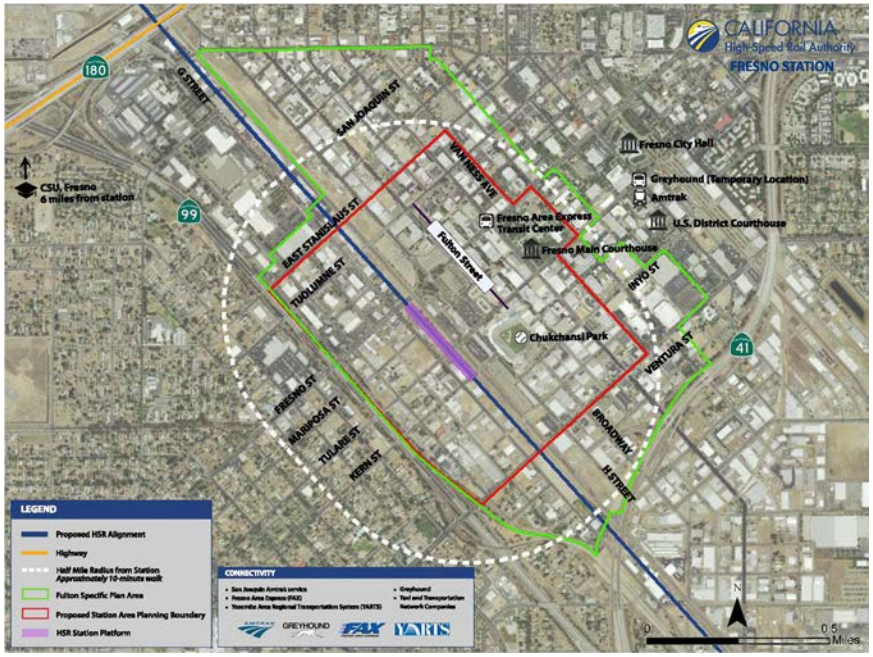
THIS PAGE INTENTIONALLY LEFT BLANK

**Bus Rapid Transit**

A first-phase BRT system began operating in 2018 to run along the Ventura Street/Kings Canyon Road and the Blackstone Avenue corridors, meeting in Downtown Fresno at Courthouse Park. The General Plan supports the proposed BRT system through its designation of complementary land uses and higher densities along key portions of its routes, such as higher-density development and mixed land uses that may gravitate toward use of BRT.

Public transportation serving Fresno is shown in Figure 2.7.

**High-Speed Rail**




**HIGH-SPEED RAIL FRESNO STATION**

Source: California High-Speed Rail Authority

The California High-Speed Rail (HSR) System will be a statewide system that will serve as a regional transportation system for Fresno and the surrounding communities. The HSR line would extend through the San Joaquin Valley, linking San Francisco with Los Angeles. Construction began on March 2018 in Madera County just north of Fresno, with a station to be located in Fresno's Downtown, along Mariposa Street. The HSR tracks through Fresno's Metropolitan Area would run generally parallel to the Union Pacific Railroad tracks.

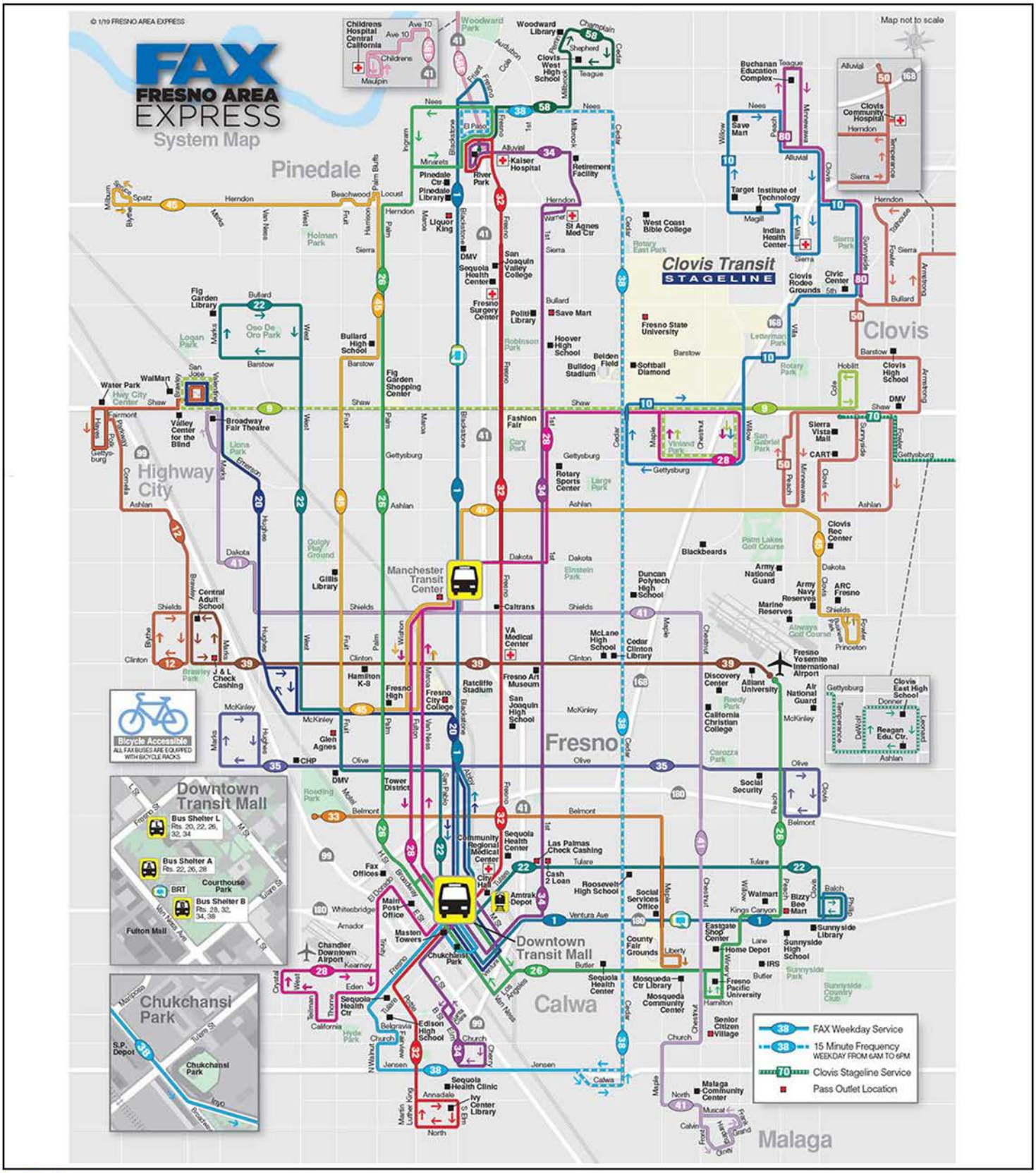
Once implemented, the HSR system will increase the accessibility of Fresno to the major population and economic hubs of California. It will also provide an opportunity for redevelopment and infill development of the area around the station that takes advantage of the proximity of the HSR station.

The City of Fresno has proposed to accommodate the access and space requirements and the potential effects upon surrounding properties and land uses through Specific Plans in the Downtown Planning Area and a HSR Station Area Master Plan (incorporated into the Fulton Corridor Specific Plan, adopted in October 2016). As stated in the General Plan, when the HSR system is fully built, the City ultimately plans to link the FAX and BRT systems with the HSR station.

## Pedestrian and Bicycle Circulation

Fresno has made a strong commitment to improving non-motorized travel. The City established a Bicycle-Pedestrian Advisory Committee in 2002 and subsequently completed the Bicycle, Pedestrian, and Trails Master Plan (BMP), which was presented to the City Council in 2010. Although the BMP was a separate document and not a part of the General Plan, the General Plan supports the BMP's aspirations for a comprehensive bicycle and pedestrian facilities network consisting of sidewalks, lanes, paths, and trails while recognizing that the BMP identifies more facilities and programs than discussed in the General Plan.

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

City of FRESNO

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

SOURCE: City of Fresno Department of Transportation

Figure 2.7
**Existing Transit System**

I:\CFO1802\Reports\Traffic|fig_2.7_Transit.psd (12/24/2019)

THIS PAGE INTENTIONALLY LEFT BLANK

Subsequent to the BMP (2010) and the General Plan (2014), the City Council adopted the Active Transportation Plan (ATP) in March 2017 as an update to the BMP. The ATP is a comprehensive guide outlining the vision for active transportation in Fresno and includes more robust planning for pedestrian travel and infrastructure than is presented in the BMP. The City has established the following goals as part of the Plan:

- To equitably improve the safety and perceived safety of walking and bicycling in the City;
- To achieve an increased number of walking and bicycling trips by creating user-friendly facilities;
- To improve the geographic equity of access to walking and bicycling facilities in the City; and
- To fill key gaps in the City's walking and bicycling networks.

**Pedestrian Circulation**

The presence of sidewalks and the quality of the pedestrian realm is a critical factor in the ability to walk around Fresno. Certain areas of Fresno lack continuous sidewalks, leaving pedestrians to share road space with cars. The City began addressing this problem with the "No Neighborhood Left Behind" program in 2005, which added new gutters, curbs, sidewalks, and streetlights to inner-city neighborhoods at a budget of $45 million over six years starting in fiscal year 2005, and has since been completed. With the integration of the ATP, the City has begun providing pedestrian treatments and supportive facilities. Strategies for a comprehensive pedestrian system include the implementation of interconnected sidewalks, continued addition of controlled crosswalks at traffic-controlled intersections, median refuge islands, bulb-outs, in-street and overhead pedestrian crossing signs, and rectangular rapid flashing beacons.

**Accessible Design**

Most of the city was built before the Federal Americans with Disabilities Act (ADA), which required streets to be accessible to persons in wheelchairs or with impaired mobility. In accordance with the ADA (1999), the City has been committed to ongoing efforts to ensure accessibility for all. In 2016, the ADA Transition Plan for the Right of Way (ROW) and the ADA Facilities Transition Plan were adopted, which set action plans and standards for ADA facilities within Fresno.

Additional details on sidewalks and pedestrian treatments and support facilities in the City are provided in the City of Fresno Active Transportation Plan, adopted in March 2017.

**Bicycle Circulation**

Bicycle facilities consist of the following four types of classifications:

- **Bike Paths (Class I)** are often referred to as shared-use paths or trails, or multiuse paths, which are off-street facilities that provide exclusive use for non-motorized travel, including bicyclists and pedestrians. Class I facilities are typically a 10- to 12-foot wide concrete/asphalt paved surface with 2-foot wide shoulders. Bike paths have minimal cross flow with motorists and are typically located along landscaped corridors. Bike paths can be utilized for both recreational and commute trips. These paths provide an important recreational amenity for bicyclists, pedestrians, dog walkers, runners, skaters, and all residents using other non-motorized forms of travel.
- **Bike Lanes (Class II)** are designated on-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. On-street bikes lanes are typically 5 feet wide and are adjacent to motor vehicle traffic. Bike lanes are intended to alert drivers about the predictable movements of bicyclists and provide adequate space for comfortable riding. Current City standards require bike lanes on all new Collectors and Arterials; many existing Collectors are already constructed with Class II bike lanes.
- **Bike Routes (Class III)** are on-street pavement markings or signage that connect the bicycle roadway network. Class III bike routes can be utilized to connect bicycle lanes or paths along corridors that do

not provide enough space for dedicated lanes on low-speed and low-volume streets.

- **Separated Bikeways (Class IV)** are designated on-street bicycle facilities separated by a physical boundary such as a vertical curb, a painted buffer with flexible posts, parked cars, a landscape area, or a fixed barrier. Cycle tracks are typically 7 feet wide with 3-foot wide shoulders and can include one-way or two-way lanes, accommodating a single direction of travel or both. Cycle tracks can be utilized along streets with high vehicular volumes and speeds and located in areas with fewer driveways.

The ATP includes existing (2016) and 2010 citywide bicycle lane mile coverage identified for all bicycle classifications. As illustrated, Bike Paths (Class I) include 38 miles of coverage in 2016, compared to 14 miles during 2010. Bike Lanes (Class II) include 431 miles of coverage in 2016 compared to 226 miles in 2010. Bike Routes (Class III) include 22 miles of coverage in 2016 compared to 14 miles in 2010. Three Cycle Tracks (Class IV) projects are planned but not yet constructed within the City.

Additional details on bicycle facilities in the City are provided in the City of Fresno Active Transportation Plan, adopted in March 2017.

## Regulatory Framework

For the purposes of this discussion, a jurisdiction is a level of government (city, county, state, or federal) or regulatory authority (local, regional, state, or federal) responsible for some or all aspects of the planning, implementation, operation, and maintenance of transportation facilities and services in a defined area. The City of Fresno has jurisdiction over all City streets and City-operated traffic signals. The neighboring cities of Clovis and Madera have jurisdiction over local roadways within their respective jurisdictional boundaries. Caltrans has jurisdiction over State facilities, including SR-180, SR-99, SR-41, and SR-168. Caltrans also has jurisdiction over on- and off-ramp intersections with local streets. The County of Fresno has jurisdiction over streets in unincorporated areas, as well as all the County Expressways. The transit agency of FAX operates within the City limits and provides connections to the City of Clovis.

This section identifies the laws, regulations, policies, and programs related to the physical environment that pertain to the project's effects on transportation and circulation on the highways and local roadways within the City of Fresno.

### Federal Regulatory Framework

#### *Federal Highway Administration*

The Federal Highway Administration (FHWA) is a major agency of the United States Department of Transportation. In partnership with State and local agencies, the FHWA carries out federal highway programs to meet the nation's transportation needs. The FHWA administers and oversees federal highway programs to ensure that federal funds are used efficiently.

#### *Americans with Disabilities Act of 1990*

Titles I, II, III, IV, and V of the ADA have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination on the basis of disability in "places of public accommodation" (businesses and nonprofit agencies that serve the public) and "commercial facilities" (other businesses). The regulation includes Standards for Accessible Design, which establish minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility.

#### *Federal Transit Administration*

The Federal Transit Administration (FTA) is an authority that provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries. The FTA is funded by Title 49 of the United States Code, which states the FTA's interest in fostering the development and revitalization of

public transportation systems. The FTA invests approximately $12 billion annually to support and expand public transit.

## State Regulatory Framework

***Assembly Bill 32 (Global Warming Act of 2006) and Senate Bill 375***

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (Act), requires California to reduce its greenhouse gas (GHG) emissions to levels presented in the year 1990 by 2020. In response, the California Air Resources Board (CARB) is responsible for creating guidelines for this Act. In 2008, CARB adopted its proposed Scoping Plan, which included the approval of Senate Bill (SB) 375 as a means of achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks helps the State comply with AB 32.

Established through CARB, SB 375 lists four major components and requirements: (1) it requires regional GHG emissions targets; (2) it requires creating a Sustainable Communities Strategy (SCS) that provides a plan for meeting the regional targets; (3) it requires that regional housing elements and transportation plans be synchronized on 8-year schedules; and (4) it requires transportation and air pollutant emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC).

***California Air Resources Board***

As previously described, as part of SB 375 compliance, CARB was required to set targets for GHG reductions for each Metropolitan Planning Organization (MPO) within California. CARB provides targets and thresholds for MPOs and assists with regional efforts to achieve the GHG emission reductions contained in each MPO's SCS. It should be noted that CARB does not provide a threshold for reducing VMT; reducing VMT is a strategy for achieving CARB GHG reduction targets.

The City has been committed to climate change and GHG/VMT reduction strategies; as such, both the Fresno COG and CARB authorities have teamed up to present thresholds with the goal of reducing GHG emissions. Fresno COG's current SCS, adopted in 2018, includes goals to achieve a 5 percent per capita GHG emission reduction by 2020 and a 10 percent reduction by 2035, compared to 2005 levels. The SCS includes strategies for encouraging the achievement of these targets. Strategies include increasing transit and active transportation improvements, such as identifying future funding for additional BRT lines within Fresno and over 500 new lane miles of bicycle facilities. These improvements are intended to decrease distances between residents and bicycle/walking facilities and therefore increase infill development. As stated in CARB's MPO Target Recommendations memo, these improvements will result in an increase from 4.0 dwelling units per acre (du/ac) to 9.3 du/ac, caused by the projected increase in multifamily housing development from 22 percent to 47 percent by 2035.

The Fresno COG will be working on its third SCS, proposed for adoption in 2022, which will include goals and polices from the City of Fresno General Plan. In 2018, CARB adopted more aggressive SB 375 targets to support progress toward the 2017 Scoping Plan goals. As a result, the third SCS will include more ambitious SB 375 GHG emission reduction targets within Fresno consisting of 6 percent per capita reductions by 2020 and 13 percent reductions by 2035.

***Assembly Bill 1358 (Complete Streets)***

The California Complete Streets Act (Act) requires general plans updated after January 30, 2011, to include Complete Streets policies so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, the elderly, and persons with disabilities, as well as motorists. The goal of this Act is to encourage cities to rethink policies that emphasize automobile circulation and prioritize motor vehicle improvements, and come up with creative solutions that emphasize all modes of transportation. Complete Streets roadways allow for more transportation options, more non-single-occupancy vehicles, and less traffic congestion. Additionally, increased transit ridership, walking, and biking can reduce

air pollution while improving the overall travel experience for road users.

While there is no standard for a Complete Streets design, it generally includes one or more of the following features: bicycle lanes, wide shoulders, well-designed and well-placed crosswalks, crossing islands in appropriate mid-block locations, bus pullouts or special bus lanes, audible and accessible pedestrian signals, sidewalk bulb-outs, center medians, street trees, planter strips, and groundcover.

***Senate Bill (SB) 743***

On September 27, 2013, Governor Jerry Brown signed SB 743 into law and codified a process that changed transportation impact analysis as part of CEQA compliance. SB 743 directs the California Office of Planning and Research (OPR) to administer new CEQA guidance for jurisdictions that removes automobile vehicle delay and LOS or other similar measures of vehicular capacity or traffic congestions from CEQA transportation analysis. Rather, it requires the analysis of VMT or other measures that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses," to be used as a basis for determining significant impacts to circulation in California. The goal of SB 743 is to appropriately balance the needs of congestion management with statewide goals related to reducing GHG emissions, encourage infill development, and promote public health through active transportation.

## Regional Regulatory Framework

***Fresno County Council of Governments***

The Fresno COG is a voluntary association of local governments and a regional planning agency comprised of 16 member jurisdictions, including the City of Fresno. The members are represented by a Policy Board consisting of mayors of each incorporated city, and the Chairman of the County Board of Supervisors, or their designated elected official. The Policy Advisory Committee (PAC), composed of the Chief Administrative Officer of each member agency, assists the Board in its decision-making process. Others involved in the decision process include expert staff from member agencies, citizen and interest groups, and other stakeholders. The Fresno COG's purpose is to establish a consensus on the needs of the Fresno County area and further action plans for issues related to the Fresno County region. The current regional transportation plan, known as the Fresno County Regional Transportation Plan (RTP) (2042), was adopted in 2018. The RTP addresses GHG emissions reductions and other air emissions related to transportation, with the goal of preparing for future growth in a sustainable way. The plan specifies how funding will be sourced and financed for the region's planned transportation investments, ongoing operations, and maintenance. The goals, objectives, and policies of the RTP are established to direct the courses of action that will provide efficient, integrated multimodal transportation systems to serve the mobility needs of people, including accessible pedestrian and bicycle facilities, and freight, while fostering economic prosperity and development, and minimizing mobile sources of air pollution. They are organized into six broad transportation mode based categories:

- General Transportation;
- Highway, Streets, and Roads;
- Mass Transportation;
- Aviation;
- Active Transportation; and
- Rail.

***San Joaquin Valley Air Pollution Control District***

The San Joaquin Valley Air Pollution Control District is the regional agency with the authority to develop and enforce regulations for the control of air pollution throughout the California Central Valley. The Central Valley is made up of eight counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Kern, and Tulare. The San Joaquin Valley Air Pollution Control District's goal is to improve the health and

quality of life for all Valley residents through efficient, effective, and entrepreneurial air quality management strategies. The District's Governing Board approved the 2016 Plan for the 2008 8-Hour Ozone standard on June 16, 2016. The comprehensive strategy of this plan will reduce nitrogen oxide (NOx) emissions by over 60 percent between 2012 and 2031, and intends to bring the San Joaquin Valley into attainment of the Federal Environmental Protection Agency (EPA) 2008 8-Hour ozone standards.

***Assembly Bill 617***

In 2017 Governor Jerry Brown signed the Assembly Bill 617 (AB 617) into law to develop a new community focused program to more efficiently reduce exposure to air pollution and preserve public health. This Bill is directed by CARB and directs all local air districts to take measures to protect communities disproportionally impacted by air pollution. Components of this Bill include: (1) Community-level air monitoring, (2) State strategy and community-specific emission reduction plans, (3) Accelerated review of retrofit pollution control technologies on industrial facilities subject to Cap-and-Trade, (4) Enhance emission reporting requirements, and (5) increase penalty provisions for polluters.

***Fresno County Transportation Authority and Measure C***

The Fresno County Transportation Authority (FCTA) is a regional agency that was created to administer the voter-passed Measure C program in 1986. Measure C was a 20-year program that achieved a half-cent sales tax for transportation expenditures and infrastructure. After its 20-year duration, the program was extended for another 20 years in 2006 and named the Measure C Extension Expenditure Plan. Through this funding, the FCTA established goals and core values for utilizing these funds for not only building roads but also completion of added bike lanes; expansion of Fresno and Clovis transit; and support for transit, ridesharing, and vanpools.

***Fresno County Congestion Management Process***

The Fresno County Congestion Management Process (CMP) is an effective systematic and regionally acceptable approach for managing congestion. Its responsibilities are to provide information on transportation system performance and assess alternative strategies for alleviating congestion and improving mobility for people and goods to levels that meet State and local needs. The Fresno County CMP identifies four general objectives: (1) optimize the transportation facilities through efficient system management; (2) invest in strategies that reduce travel demand, improve system performance, increase safety, and provide effective incident management; (3) reduce VMT by encouraging alternative modes of transportation and promotion of sustainable land use development; and (4) improve public transit, extend bicycle and pedestrian systems, and promote car-sharing and bike-sharing programs to facilitate the development of an integrated multimodal transportation system in the Fresno region. Using these objectives, the CMP has identified a CMP network that includes SR-41 from the SR-99 interchange to the Madera/Fresno County line, SR-99 from the Madera/Fresno County line to the Jensen Avenue interchange, SR-168 from the SR-180 interchange to the Herndon Avenue interchange, and SR-180 from the SR-99 interchange to the SR-168 interchange.

## Local Regulatory Framework

The City uses different TIZs and tiered transportation impact criteria based on a project's location within the City's Sphere of Influence. The purpose of this is to assist areas being incentivized for development, such as inner city areas in need of infill development. Additionally, the City has adopted several plans and policies that provide guidance for managing Fresno's transportation system. Key plans and policies are described below.

***City of Fresno Active Transportation Plan***

The City's Active Transportation Plan, adopted in March 2017, provides a comprehensive guide outlining the vision for active transportation in

Fresno. This Plan supersedes an existing BMP that was adopted in 2010. The Fresno Active Transportation Plan envisions a complete, safe, and comfortable network of trails, sidewalks, and bikeways that serves all residents of Fresno. This plan lays out specific goals to improve bicycle access and connectivity in Fresno. These goals include the following:

- Equitably improve the safety and perceived safety of walking and bicycling in Fresno;
- Increase walking and bicycling trips in Fresno by creating user-friendly facilities;
- Improve the geographical equity of access to walking and bicycling facilities in Fresno; and
- Fill key gaps in Fresno's walking and bicycling networks.

***Bus Rapid Transit Master Plan and Southern Blackstone Avenue Smart Mobility Strategy***

The BRT Master Plan, adopted in June 2008, by the Council of Fresno County Governments (COFCG) provides a vision demonstrating how improved efficiency, speed, and service can attract new transit ridership, improve customer satisfaction, and benefit the broader community by providing a quality of service similar to light rail systems through the use of bus technology. As a result, the City of Fresno initiated the now operational BRT system service, also known as the "Q." The "Q" spans 15.7 miles and provides connections to the River Park shopping mall in northern Fresno to Courthouse Park in Downtown Fresno along Blackstone Avenue, and then heads east along Ventura/ Kings Canyon Road to Clovis Avenue. To further implement the BRT Master Plan, the City is focused on the revitalization of the central core area and corridors leading into downtown as illustrated in the Southern Blackstone Avenue Smart Mobility Strategy, adopted in 2019, which identifies the Blackstone Avenue Corridor as Fresno's most prominent street and part of the first phase of the BRT system. This strategy plan addresses the following objectives:

(1) Increase access and safety along the Corridor for all travel modes and users, including the elderly, disabled, low-income, and youth;

(2) Address deficiencies in the existing street design that are incompatible with the planned land uses outlines in the General Plan and impact business opportunities and performance in the identified activity centers along the Corridor;

(3) Recommend multi-modal access and safety improvements for pedestrians and bicyclists as well as transit riders;

(4) Recommend potential sidewalk and streetscape enhancements to support pedestrian comfort, access to transit, and access to businesses and services;

(5) Identify potential treatments that support the management of traffic speeds within activity centers along the corridor;

(6) Consider on-street and off-street parking in the context of recommended multi-modal improvements;

(7) Identify opportunities for gateway improvements and wayfinding signage; and

(8) Recommend locally feasible implementation and funding strategies for recommended multi-modal improvements.

***Fresno Area Express***

FAX is a City-operated public transit service. In its role as a transit operator, FAX is responsible for providing dependable transit that runs smoothly and efficiently to serve the people of Fresno. FAX operates 17 fixed route bus routes, including BRT and FAX 15. FAX also provides paratransit services (Handy Ride), extended late-night and weekend services, and service to major regional destinations and transfer centers in adjacent cities.

***Transform Fresno***

In November 2016, Fresno was selected by the California Strategic Growth Council for their new Transformative Climate Communities

Program (TCC) to fund the development and implementation of neighborhood-level transformative climate community plans including greenhouse gas emission reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities. Through this initiative, the Fresno Transformative Climate Communities Collaborative (FTCCC) was established to identify specific projects within the City to invest in that will significantly benefit the environment and economy of areas within the Downtown, Chinatown, and southwest Fresno.

***Complete Streets Policy***

The recent Complete Streets Policy was adopted by the City Council on October 10, 2019, to guide the implementation of the City's complete streets and multimodal objectives and policies within the Fresno General Plan.

The City has integrated Complete Streets designs into its policies in compliance with AB 1358. One example is Policy MT-1-g (Complete Streets Concept Implementation), which calls for providing transportation facilities based upon a Complete Streets concept that facilitates the balanced use of all viable travel modes meeting the transportation needs of all ages, income groups, and abilities. An example of this policy at work is found in the Ventura/Kings Canyon Corridor Complete Streets Plan, accepted in 2015, as well as the Downtown Neighborhoods Community Plan (2016), the Fulton Corridor Specific Plan (2016), and the Southwest Fresno Specific Plan (2017).

***Policies related to implementation of SB 743***

As shown in Table 2.E, the City has already initiated its incorporation of these SB 743 goals into transportation policies in the Mobility and Transportation Element of the Fresno General Plan.

These policies, in compliance with SB 743, have been represented in projects, plans, and programs throughout Fresno as follows:

- *Multimodal Transportation Networks*
  - Construction and launch of a new BRT system on Blackstone Avenue and Kings Canyon Road;
  - Initiation of the Midtown Trail, a Class I bike/pedestrian trail that connects Fresno to Clovis' existing bike trail system;
  - Installation of new streetscape improvements at Fulton Street located in Downtown Fresno;
  - Road diet implementation throughout Fresno to reduce vehicular travel lanes for addition of bike paths and parking;
  - Adoption of New Development Code standards for sidewalks and pedestrian corridors;
  - Adoption of the Active Transportation Plan (2017);
  - Adoption of the Southern Blackstone Smart Mobility Plan (2019); and
  - Adoption of Complete Streets Policy (October 2019).
- *Reduction in Greenhouse Gases*
  - Continuation of implementing citywide and region-wide transportation impact fees;
  - New development of Fresno Green-certified facilities;
  - Addition of new fleet vehicles and buses that are clean-energy vehicles;
  - Addition of light-emitting diode (LED) lighting for Fresno streets; and
  - Addition of tree-planting projects throughout Fresno.
- *Diversity of Land Uses*
  - Adoption of Traffic Impact Zones to reduce traffic study requirements for priority infill areas;
  - Economic incentives for higher-density development, such as an Affordable Housing density bonus and a Transit-Oriented

Development (TOD) density bonus adopted as part of a new Development Code in 2016;

- Adoption of mixed-use zoning around transit corridors and activity centers as part of the Development Code (2016);
- Construction of CityView, a four-story mixed-use project on Van Ness Avenue and Inyo Street that contains ground-floor retail and 45 du above;
- Construction of approximately 600 units of mixed-use housing above ground-floor retail in Downtown;
- Adoption of new Development Code standards for streamlining Downtown housing projects; and

Adoption of new Development Code standards for three Downtown districts.

**Table 2.E: City Policy Matrix**

| Policy ID | Policy Statement |
|---|---|
| **Development of Multimodal Transportation Networks** | |
| MT-1-a | Transportation Planning Consistent with the General Plan |
| MT-1-c | Plan Line Adoption |
| MT-1-e | Ensure Interconnectivity Access Land Uses |
| MT-1-g | Complete Streets Concept Implementation |
| MT-1-h | Update Standards for Complete Streets |
| MT-1-k | Multi-Modal Level of Service Standards |
| MT-2-a | Intensification of Bus Rapid Transit Corridors |
| MT-2-d | Street Redesign where Excess Capacity Exists |
| MT-2-h | Update TIS |
| MT-2-j | Funding for Multi-Modal Transportation System |
| MT-2-k | Funding for Complete Streets Retrofits |

**Table 2.E: City Policy Matrix**

| Policy ID | Policy Statement |
|---|---|
| MT-2-l | Region-Wide Transportation Impact Fees |
| MT-4-a | Bicycle, Pedestrian, and Trails Master Plan |
| Mt-4-b | Bikeway Improvements |
| MT-4-c | Bikeway Linkages |
| MT-4-d | Prioritization of Bikeway Improvements |
| MT-4-e | Minimum Bike Lane Widths |
| MT-4-f | Bike Detection Devices |
| MT-4-g | Advocacy for Bike Accommodation |
| MT-4-h | Bicycle Parking Facilities |
| MT-4-i | Bicycle and Public Transportation |
| MT-4-j | Street Maintenance for Bicycle Safety |
| MT-4-k | Bicycle Safety, Awareness, and Education |
| MT-5-a | Sidewalk Development |
| MT-5-b | Sidewalk Requirements |
| MT-5-d | Pedestrian Safety |
| MT-5-e | Traffic Management in Established Neighborhoods |
| MT-5-f | Modification to Street Standards |
| MT-6-b | Multi-Agency Planning for Paths and Trail System |
| MT-6-c | Link Paths and Trails and Recreational Facilities |
| MT-6-d | Link Paths and trails and Cultural Resources |
| MT-6-e | Utilize Public Right of Way |
| MT-6-f | Path and Trail Designation Process |
| MT-6-g | Path and Trail Development |
| MT-6-h | Preference for Public Ownership |
| MT-6-i | Path and Trail Design Standards |

**Table 2.E: City Policy Matrix**

| Policy ID | Policy Statement |
|---|---|
| MT-6-j | Variety in Path and Trail Design |
| MT-6-k | Path and Trail Buffers |
| MT-6-m | Path and Trail Crossings |
| MT-7-a | Urban Path and Trail Development Funds |
| MT-7-c | Citywide Funding Program for Path and Trail Network |
| MT-8-a | Street Design Coordinated With Transit |
| MT-8-b | Transit Serving Residential and Employment Nodes |
| MT-8-d | Coordination of Transportation Modes |
| MT-8-f | Multi-Modal Downtown Transportation Facility |
| MT-8-g | High Speed Train |
| MT-8-h | Move Forward with High Speed Train Station Area Planning |
| MT-8-j | Transit Services |
| MT-9-a | Equitable Transit Provision |
| MT-9-b | Transit Service Productivity Evaluation |
| MT-9-c | Addressing Unmet Transit Needs |
| MT-9-d | Long-Range Transit Options |
| MT-9-e | Area Specific Transit Improvements |
| **Reduction in Greenhouse Gases** | |
| MT-1-p | Participate in Sustainable Communities Strategy/Regional Transportation Plan |
| MT-2-b | Reduce Vehicle Miles Traveled and Trips |
| MT-2-f | Optimization of Roadway Operations |
| MT-2-g | Transportation Demand Management and Transportation System Management |
| MT-8-i | Legislative Support |

**Table 2.E: City Policy Matrix**

| Policy ID | Policy Statement |
|---|---|
| MT-9-f | Encourage Telecommuting |
| MT-10-d | Parking Maximums |
| MT-10-c | Transportation Demand Management Guidelines |
| MT-10-d | Parking Maximums |
| MT-10-e | Parking Cash-out |
| **Diversity of Land Uses** | |
| MT-1-d | Integrate Land Use and Transportation Planning |
| MT-1-o | LOS Deviation Outside of Activity Centers and Areas Designated for Mixed-Used |
| MT-2-c | Reduce VMT through Infill Development |
| MT-6-a | Link Residencies to Destinations |
| MT-8-c | New Development Facilitating Transit |
| MT-10-a | Updating Parking Standards |

Note:

MT – City of Fresno General Plan Mobility and Transportation Element

THIS PAGE INTENTIONALLY LEFT BLANK

# CHAPTER 3 – General Plan (2035) Conditions Traffic

The City's long-term mobility system goals and policies are closely correlated to the Land Use Element. These goals and policies are intended to provide a balance between Fresno's future growth and land use development, roadway size, traffic LOS, and VMT. This chapter describes the roadway network traffic volumes and LOS under forecast Build Out conditions. Build Out traffic has been assessed over existing roadway geometry to identify circulation deficiencies that are forecast to occur under Build Out conditions. This will assist in identifying improvements required to support growth anticipated for Fresno and the region. Identification of these improvements will help in developing the recommended citywide General Plan circulation system.

## General Plan (2035) Conditions Traffic

The General Plan conditions include the land use data from the City's Land Use Element.

The Fresno COG ABM is the most current travel demand model for the region. The model's base year is 2014 and includes socioeconomic data (SED) corresponding to year 2014 conditions. Therefore, information regarding all land development occurring between 2014 and 2019 was collected from the City to update the model's base year to 2019. The land development information was provided to Fresno COG staff who then updated the model's base year SED to year 2019. The updated SED were used to develop base year (2019) model runs from the ABM.

The future year in the ABM is year 2035. The SED included in the year 2035 scenario are based on the year 2035 projections as included in the 2050 Fresno County Growth Projections report prepared for Fresno COG. The 2035 SED projections present a conservative estimate of regional growth in population and employment based on multiple data sources as included in the report. Therefore, year 2035 was considered as the General Plan condition for purposes of this analysis. Additionally, the SED included in the ABM under year 2035 conditions includes a slightly higher intensity of land uses compared to the City's General Plan land uses. Therefore, the ABM year 2035 SED data present a more conservative estimate of the General Plan land uses. As such, based on discussions with Fresno COG and City staff, the ABM year 2035 scenario was used as is to develop General Plan (2035) traffic volumes.

Traffic volumes were developed by post-processing existing traffic volumes using the National Cooperative Highway Research Program (NCHRP) difference method between the model base (2019) and future year (2035) conditions. Detailed volume development worksheets are contained in Appendix B. The refined forecasts were used to conduct a citywide analysis to determine areas of congestion and LOS.

## Roadway Segment Levels of Service

An LOS analysis was conducted at study area roadway segments to determine the projected roadway segment performance under General Plan (2035) conditions using existing roadway configuration. As shown in Table 3.A, all roadway segments are forecast to operate at satisfactory LOS, with the exception of 21 roadway segments.

Figure 3.1 (pages 1 through 7) illustrates the locations of the roadway segments and corresponding LOS for the a.m. peak hour under General Plan (2035) conditions with existing configurations. Figure 3.2 (pages 1 through 7) illustrates the locations of the roadway segments and corresponding LOS for the p.m. peak hour under General Plan (2035) conditions with existing configurations.

THIS PAGE INTENTIONALLY LEFT BLANK

**Table 3.A: General Plan Build Out Roadway Segment Levels of Service Using Existing Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| Garfield Avenue | 1 | Fairmont Avenue and Shaw Avenue | III | D | 2 | Collector | Undivided | 70 | 1,270 | A | 150 | 1,270 | A |
| | 2 | Shaw Avenue and Barstow Avenue | III | D | 2 | Collector | Undivided | 170 | 1,270 | A | 160 | 1,270 | A |
| Grantland Avenue | 3 | Shields Avenue and Dakota Avenue[2,3] | III | D | 2 | Super Arterial | Undivided | 360 | 1,585 | A | 320 | 1,585 | A |
| | 4 | Ashlan Avenue and Shaw Avenue[2,3] | III | D | 2 | Super Arterial | Undivided | 800 | 1,585 | A | 720 | 1,585 | A |
| | 5 | Barstow Avenue and Bullard Avenue[2] | III | D | 2 | Super Arterial | Raised | 880 | 1,585 | A | 980 | 1,585 | A |
| | **6** | **Bullard Avenue and Parkway Drive[2]** | **III** | **D** | **2** | **Super Arterial** | **Raised** | **1,880** | **1,585** | **E** | **1,890** | **1,585** | **E** |
| Bryan Avenue | 7 | Shields Avenue and Ashlan Avenue | III | D | 2 | Collector | Undivided | 310 | 1,270 | A | 360 | 1,270 | A |
| | 8 | Ashlan Avenue and Gettysburg Avenue[2] | III | D | 3 | Collector | Undivided | 920 | 1,905 | A | 800 | 1,905 | A |
| | 9 | Gettysburg Avenue and Shaw Avenue | III | D | 2 | Collector | Undivided | 710 | 1,270 | A | 660 | 1,270 | A |
| Veterans Boulevard | 10 | Barstow Avenue and Bullard Avenue | III | D | 6 | Super Arterial | Raised | 3,040 | 4,910 | A | 3,640 | 4,910 | A |
| Hayes Avenue | 11 | McKinley Avenue and Clinton Avenue | III | D | 2 | Collector | Undivided | 740 | 1,270 | A | 650 | 1,270 | A |
| | 12 | Clinton Avenue and Shields Avenue | III | D | 2 | Collector | Undivided | 710 | 1,270 | A | 640 | 1,270 | A |
| | 13 | Ashlan Avenue and Gettysburg Avenue | III | D | 2 | Collector | Undivided | 870 | 1,270 | A | 920 | 1,270 | B |
| | 14 | Gettysburg Avenue and Shaw Avenue | III | D | 2 | Collector | Undivided | 900 | 1,270 | B | 920 | 1,270 | B |
| Polk Avenue | 15 | Olive Avenue and McKinley Avenue | III | D | 2 | Arterial | Raised | 260 | 1,640 | A | 330 | 1,640 | A |
| | 16 | McKinley Avenue and Clinton Avenue | III | D | 2 | Arterial | Undivided | 650 | 1,270 | A | 880 | 1,270 | A |
| | 17 | Clinton Avenue and Shields Avenue | III | D | 2 | Arterial | Undivided | 660 | 1,270 | A | 740 | 1,270 | A |
| | **18** | **Dakota Avenue and Ashlan Avenue** | **III** | **D** | **2** | **Arterial** | **Undivided** | 1,280 | 1,270 | D | **1,510** | **1,270** | **F** |
| | 19 | Ashlan Avenue and Gettysburg Avenue | III | D | 2 | Arterial | Raised | 1,020 | 1,640 | A | 1,250 | 1,640 | B |
| Cornelia Avenue | **20** | **Clinton Avenue and Cortland Avenue** | **III** | **D** | **2** | **Collector** | **Undivided** | **1,480** | **1,270** | **E** | 1,270 | 1,270 | D |
| | 21 | Cortland Avenue and Dakota Avenue | III | D | 2 | Collector | Undivided | 1,320 | 1,270 | D | 1,210 | 1,270 | D |
| | 22 | Dakota Avenue and Griffith Way | III | D | 2 | Collector | TWLTL | 1,300 | 1,550 | C | 1,160 | 1,550 | B |
| | 23 | Griffith Way and Ashlan Avenue | III | D | 2 | Collector | TWLTL | 1,270 | 1,550 | C | 960 | 1,550 | A |
| Blythe Avenue | 24 | McKinley Avenue and Clinton Avenue[2] | III | D | 3 | Collector | Undivided | 480 | 1,905 | A | 640 | 1,905 | A |
| Brawley Avenue | 25 | Nielson Avenue and Belmont Avenue | III | D | 2 | Collector | Undivided | 1,190 | 1,270 | D | 1,220 | 1,270 | D |
| | 26 | Olive Avenue and McKinley Avenue | III | D | 2 | Collector | Undivided | 1,090 | 1,270 | C | 1,230 | 1,270 | D |
| | 27 | Clinton Avenue and Shields Avenue | III | D | 2 | Collector | Undivided | 650 | 1,270 | A | 1,180 | 1,270 | C |
| | 28 | Dakota Avenue and Parkway Drive | III | D | 2 | Collector | Undivided | 910 | 1,270 | B | 910 | 1,270 | B |
| | 29 | Shaw Avenue and San Jose Avenue | III | D | 4 | Arterial | Raised | 1,770 | 3,470 | A | 2,030 | 3,470 | A |
| Figarden Drive | **30** | **San Jose Avenue and Bullard Avenue** | **III** | **D** | **4** | **Arterial** | **Raised** | 1,910 | 3,470 | A | **3,820** | **3,470** | **F** |
| Marty Avenue | 31 | Shaw Avenue and San Jose Avenue | III | D | 2 | Collector | TWLTL | 740 | 1,550 | A | 830 | 1,550 | A |
| Valentine Avenue | 32 | Olive Avenue and McKinley Avenue | III | D | 2 | Collector | Undivided | 220 | 1,270 | A | 340 | 1,270 | A |
| | 33 | McKinley Avenue and Clinton Avenue | III | D | 2 | Collector | Undivided | 400 | 1,270 | A | 510 | 1,270 | A |
| Marks Avenue | 34 | Jensen Avenue and Church Avenue | III | D | 2 | Arterial | Undivided | 250 | 1,270 | A | 250 | 1,270 | A |
| | 35 | Church Avenue and California Avenue | III | D | 2 | Arterial | Undivided | 230 | 1,270 | A | 290 | 1,270 | A |
| | 36 | Kearney Avenue and Whitesbridge Avenue | III | D | 2 | Arterial | Raised | 960 | 1,270 | A | 1,090 | 1,270 | A |
| | 37 | Whitesbridge Avenue and SR-180 EB ramps | III | D | 4 | Arterial | Raised | 1,020 | 3,470 | A | 1,280 | 3,470 | A |

**Table 3.A: General Plan Build Out Roadway Segment Levels of Service Using Existing Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| | 38 | SR-180 WB ramps and Nielson Avenue | III | D | 4 | Arterial | Raised | 1,040 | 3,470 | A | 1,380 | 3,470 | A |
| | **39** | **Weber Avenue and Dakota Avenue** | **II** | **E** | **2** | **Arterial** | **Undivided** | **1,670** | **1,480** | **F** | **2,750** | **1,480** | **F** |
| | 40 | Ashlan Avenue and Emerson Avenue | II | E | 4 | Arterial | TWLTL | 1,420 | 3,550 | A | 1,530 | 3,550 | A |
| | 41 | Emerson Avenue and Shaw Avenue | II | E | 4 | Arterial | TWLTL | 1,360 | 3,550 | A | 1,940 | 3,550 | A |
| **West Avenue** | 42 | California Avenue and Kearney Avenue | II | E | 2 | Collector | Undivided | 320 | 1,480 | A | 410 | 1,480 | A |
| | 43 | McKinley Avenue and Clinton Avenue | II | E | 4 | Arterial | Raised | 1,400 | 3,730 | A | 1,470 | 3,730 | A |
| | 44 | Ashlan Avenue and Shaw Avenue | II | E | 4 | Arterial | Raised | 2,060 | 3,730 | A | 1,930 | 3,730 | A |
| **Fruit Avenue** | 45 | Barstow Avenue and Bullard Avenue | U | D | 4 | Collector | Undivided | 130 | 2,740 | A | 940 | 2,740 | A |
| **Palm Avenue** | 46 | Shields Avenue and Dakota Avenue | II | E | 4 | Collector | Undivided | 1,150 | 2,980 | A | 1,730 | 2,980 | A |
| | 47 | Ashlan Avenue and Gettysburg Avenue | U | D | 4 | Collector | Undivided | 1,020 | 2,740 | A | 1,690 | 2,740 | A |
| | 48 | Locust Avenue and Remington Avenue | III | D | 4 | Arterial | Raised | 2,710 | 3,470 | C | 2,980 | 3,470 | C |
| | 49 | Alluvial Avenue and Nees Avenue | III | D | 4 | Arterial | Raised | 2,500 | 3,470 | B | 2,670 | 3,470 | C |
| **Audubon Drive** | **50** | **Nees Avenue and Del Mar Avenue** | **III** | **D** | **2** | **Collector** | **TWLTL** | 1,300 | 1,550 | C | **1,650** | **1,550** | **E** |
| **Maroa Avenue** | 51 | Fedora Avenue and Dakota Avenue | II | E | 2 | Collector | Undivided | 1,370 | 1,480 | E | 900 | 1,480 | B |
| | 52 | Holland Avenue and Gettysburg Avenue | II | E | 2 | Collector | Undivided | 1,350 | 1,480 | E | 1,080 | 1,480 | C |
| | **53** | **Bullard Avenue and Sample Avenue** | **U** | **D** | **4** | **Collector** | **Undivided** | **2,810** | **2,740** | **E** | 1,690 | 2,740 | A |
| **Elm Avenue** | 54 | North Avenue and Jensen Avenue | IV | E | 4 | Arterial | Raised | 490 | 3,730 | A | 830 | 3,730 | A |
| | 55 | Jensen Avenue and Church Avenue | II | E | 4 | Arterial | Raised | 640 | 3,730 | A | 910 | 3,730 | A |
| **G Street** | 56 | Tulare Street and Fresno Street | I | F | 4 | Collector | Undivided | 570 | 2,980 | A | 710 | 2,980 | A |
| | 57 | Fresno Street and Tuolumne Street | I | F | 4 | Collector | TWLTL | 710 | 3,550 | A | 550 | 3,550 | A |
| **Fulton Street** | 58 | Tulare Street and Fresno Street | I | F | 2 | Collector | Undivided | 190 | 1,480 | A | 200 | 1,480 | A |
| **Van Ness Avenue** | 59 | Los Angeles Street & SR-41 ramps | I | F | 4 | Collector | Undivided | 630 | 2,980 | A | 660 | 2,980 | A |
| | 60 | Tulare Street and Fresno Street[3] | I | F | 2 | Collector | Raised | 620 | 1,860 | A | 1,070 | 1,860 | A |
| | 61 | Fresno Street and Tuolumne Street | I | F | 2 | Collector | Undivided | 620 | 1,480 | A | 660 | 1,480 | A |
| **O Street** | 62 | Tulare Street and Fresno Street | I | F | 2 | Collector | Undivided | 460 | 1,480 | A | 570 | 1,480 | A |
| | 63 | Fresno Street and Tuolumne Street | I | F | 2 | Collector | Undivided | 530 | 1,480 | A | 560 | 1,480 | A |
| **Blackstone Avenue** | 64 | Olive Avenue and McKinley Avenue | II | E | 6 | Arterial | Raised | 1,810 | 5,610 | A | 3,120 | 5,610 | A |
| | 65 | McKinley Avenue and Clinton Avenue | II | E | 6 | Arterial | Raised | 1,700 | 5,610 | A | 2,360 | 5,610 | A |
| | 66 | Dakota Avenue and Ashlan Avenue | II | E | 6 | Arterial | Raised | 1,940 | 5,610 | A | 3,170 | 5,610 | A |
| | 67 | Gettysburg Avenue and Shaw Avenue | II | E | 6 | Arterial | Raised | 1,500 | 5,610 | A | 2,750 | 5,610 | A |
| | 68 | Bullard Avenue and Sierra Avenue | II | E | 6 | Arterial | Raised | 2,010 | 5,610 | A | 2,750 | 5,610 | A |
| | 69 | Alluvial Avenue and Nees Avenue | III | D | 6 | Arterial | Raised | 1,140 | 5,270 | A | 2,320 | 5,270 | A |
| **Friant Road** | **70** | **SR-41 SB off-ramp and SR-41 NB off-ramp** | **III** | **D** | **6** | **Super Arterial** | **Raised** | 5,420 | 4,910 | D | **6,360** | **4,910** | **F** |
| | **71** | **SR-41 NB off-ramp and Audubon Drive** | **III** | **D** | **6** | **Super Arterial** | **Raised** | **5,720** | **4,910** | **E** | **6,650** | **4,910** | **F** |
| | **72** | **Audubon Drive and Shepherd Avenue** | **III** | **D** | **6** | **Expressway** | **Raised** | **5,880** | **6,170** | **E** | **6,640** | **6,170** | **F** |
| | 73 | Copper Avenue and Willow Avenue | III | D | 4 | Expressway | Raised | 1,780 | 4,050 | A | 1,250 | 4,050 | A |
| **First Street** | 74 | McKinley Avenue and Clinton Avenue | II | E | 4 | Arterial | Raised | 2,120 | 3,730 | A | 2,350 | 3,730 | B |

**Table 3.A: General Plan Build Out Roadway Segment Levels of Service Using Existing Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| | 75 | Shields Avenue and Dakota Avenue | II | E | 4 | Arterial | Raised | 1,320 | 3,730 | A | 2,290 | 3,730 | B |
| | 76 | Ashlan Avenue and Gettysburg Avenue | II | E | 4 | Arterial | Raised | 1,310 | 3,730 | A | 2,170 | 3,730 | A |
| | 77 | Barstow Avenue and Bullard Avenue | II | E | 4 | Arterial | Raised | 1,350 | 3,730 | A | 2,330 | 3,730 | B |
| | 78 | Bullard Avenue and Herndon Avenue | II | E | 4 | Arterial | Raised | 1,230 | 3,730 | A | 2,150 | 3,730 | A |
| | 79 | Herndon Avenue and Alluvial Avenue | III | D | 4 | Arterial | Raised | 1,910 | 3,470 | A | 2,620 | 3,470 | C |
| | 80 | Nees Avenue and Friant Road | III | D | 4 | Arterial | Raised | 1,300 | 3,470 | A | 1,760 | 3,470 | A |
| **East Avenue** | 81 | North Avenue and Jensen Avenue | IV | E | 2 | Collector | Undivided | 220 | 1,480 | A | 170 | 1,480 | A |
| **Cedar Avenue** | 82 | American Avenue and Central Avenue | IV | E | 2 | Arterial | Undivided | 380 | 1,480 | A | 380 | 1,480 | A |
| | 83 | Jensen Avenue and Church Avenue | II | E | 4 | Arterial | Undivided | 810 | 2,980 | A | 930 | 2,980 | A |
| | 84 | Church Avenue and California Avenue | U | D | 4 | Arterial | Undivided | 1,240 | 2,740 | A | 1,220 | 2,740 | A |
| | 85 | Tulare Avenue and Belmont Avenue | I | F | 4 | Arterial | Undivided | 2,280 | 2,980 | C | 2,320 | 2,980 | C |
| | 86 | Olive Avenue and McKinley Avenue | II | E | 4 | Arterial | TWLTL | 1,950 | 3,550 | A | 1,650 | 3,550 | A |
| | 87 | Dakota Avenue and Ashlan Avenue | II | E | 4 | Arterial | Raised | 2,220 | 3,730 | A | 3,040 | 3,730 | D |
| | 88 | Ashlan Avenue and Gettysburg Avenue | II | E | 4 | Arterial | Raised | 1,830 | 3,730 | A | 2,020 | 3,730 | A |
| | 89 | Shaw Avenue and Barstow Avenue | II | E | 4 | Arterial | Raised | 2,060 | 3,730 | A | 2,330 | 3,730 | B |
| | 90 | Nees Avenue and Teague Avenue | III | D | 4 | Arterial | Raised | 1,600 | 3,470 | A | 1,920 | 3,470 | A |
| **Maple Avenue** | 91 | North Avenue and Jensen Avenue[2] | IV | E | 3 | Collector | Undivided | 650 | 2,220 | A | 800 | 2,220 | A |
| | 92 | Jensen Avenue and Church Avenue | III | D | 4 | Collector | Undivided | 840 | 2,740 | A | 1,020 | 2,740 | A |
| **Chestnut Avenue** | 93 | Jensen Avenue and Church Avenue | III | D | 4 | Arterial | Raised | 980 | 3,470 | A | 1,080 | 3,470 | A |
| | 94 | Kings Canyon Road and Tulare Avenue | II | E | 4 | Arterial | Raised | 1,740 | 3,730 | A | 1,880 | 3,730 | A |
| | 95 | Tulare Avenue and Belmont Avenue | II | E | 4 | Arterial | Raised | 2,030 | 3,730 | A | 1,990 | 3,730 | A |
| | 96 | Clinton Avenue and Shields Avenue | U | D | 4 | Arterial | Raised | 1,500 | 3,470 | A | 1,540 | 3,470 | A |
| | 97 | Bullard Avenue and Herndon Avenue | II | E | 4 | Collector | Undivided | 1,290 | 2,980 | A | 1,830 | 2,980 | B |
| | 98 | Herndon Avenue and Alluvial Avenue | III | D | 4 | Arterial | Raised | 1,500 | 3,470 | A | 1,540 | 3,470 | A |
| | 99 | Alluvial Avenue and Nees Avenue | III | D | 4 | Arterial | Raised | 1,740 | 3,470 | A | 1,770 | 3,470 | A |
| | 100 | Nees Avenue and Teague Avenue | III | D | 4 | Arterial | Raised | 910 | 3,470 | A | 1,030 | 3,470 | A |
| | 101 | Teague Avenue and Shepherd Avenue | III | D | 4 | Arterial | Raised | 1,400 | 3,470 | A | 1,860 | 3,470 | A |
| **Willow Avenue** | 102 | Herndon Avenue and Nees Avenue | III | D | 5 | Super Arterial | Raised | 2,480 | 4,040 | A | 2,950 | 4,040 | A |
| | 103 | Teague Avenue and Shepherd Avenue | III | D | 5 | Super Arterial | Raised | 2,200 | 4,040 | A | 2,310 | 4,040 | A |
| | 104 | Shepherd Avenue and Behymer Avenue | III | D | 4 | Super Arterial | Raised | 2,220 | 3,170 | A | 2,800 | 3,170 | B |
| | 105 | Behymer Avenue and Copper Avenue | III | D | 4 | Super Arterial | Raised | 2,040 | 3,170 | A | 2,250 | 3,170 | A |
| | 106 | Copper Avenue and Friant Road[2,3] | III | D | 2 | Super Arterial | Undivided | 510 | 1,585 | A | 1,010 | 1,585 | A |
| **Peach Avenue** | 107 | North Avenue and Jensen Avenue | III | D | 2 | Arterial | Undivided | 470 | 1,270 | A | 480 | 1,270 | A |
| | 108 | Butler Avenue and Kings Canyon Road | II | E | 4 | Arterial | Raised | 2,020 | 3,730 | A | 1,880 | 3,730 | A |
| | 109 | Tulare Avenue and Belmont Avenue | II | E | 4 | Arterial | Raised | 2,080 | 3,730 | A | 2,210 | 3,730 | A |
| | 110 | Olive Avenue and McKinley Avenue | II | E | 4 | Arterial | Raised | 1,260 | 3,730 | A | 1,500 | 3,730 | A |
| **Minnewawa Avenue** | 111 | Kings Canyon Road and Tulare Avenue | U | D | 2 | Collector | Undivided | 160 | 1,270 | A | 290 | 1,270 | A |

**Table 3.A: General Plan Build Out Roadway Segment Levels of Service Using Existing Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| Clovis Avenue | 112 | North Avenue and Jensen Avenue | III | D | 4 | Arterial | Raised | 1,570 | 3,470 | A | 1,510 | 3,470 | A |
| | 113 | Church Avenue and Butler Avenue | U | D | 4 | Arterial | Raised | 2,370 | 3,470 | B | 2,400 | 3,470 | B |
| | 114 | Kings Canyon Road and Tulare Avenue | II | E | 6 | Arterial | Raised | 3,260 | 5,610 | A | 3,990 | 5,610 | C |
| | 115 | Clinton Avenue and Shields Avenue | II | E | 6 | Arterial | Raised | 3,010 | 5,610 | A | 2,950 | 5,610 | A |
| Fowler Avenue | 116 | Jensen Avenue and Kings Canyon Road | III | D | 2 | Arterial | Undivided | 860 | 1,270 | A | 590 | 1,270 | A |
| | **117** | **Kings Canyon Road and Belmont Avenue** | **III** | **D** | **2** | **Arterial** | **Raised** | **2,150** | **1,640** | **F** | **1,810** | **1,640** | **E** |
| | **118** | **SR-180 WB ramps and Olive Avenue** | **III** | **D** | **2** | **Arterial** | **Undivided** | **2,250** | **1,270** | **F** | **1,930** | **1,270** | **F** |
| | **119** | **Olive Avenue and Clinton Avenue** | **III** | **D** | **2** | **Arterial** | **Undivided** | **1,390** | **1,270** | **E** | 1,330 | 1,270 | D |
| | 120 | Shields Avenue and Dakota Avenue[2] | III | D | 3 | Arterial | Undivided | 1,320 | 1,905 | A | 1,100 | 1,905 | A |
| Armstrong Avenue | 121 | Jensen Avenue and Church Avenue | III | D | 2 | Collector | Undivided | 330 | 1,270 | A | 220 | 1,270 | A |
| | 122 | Hamilton Avenue and Butler Avenue | III | D | 4 | Collector | Undivided | 490 | 2,740 | A | 330 | 2,740 | A |
| | 123 | Butler Avenue and Lane Avenue[2] | III | D | 3 | Collector | Undivided | 550 | 1,905 | A | 380 | 1,905 | A |
| | 124 | Belmont Avenue and Clinton Avenue | III | D | 2 | Collector | Undivided | 770 | 1,270 | A | 500 | 1,270 | A |
| | 125 | McKinley Avenue and Clinton Avenue | III | D | 2 | Collector | Undivided | 990 | 1,270 | B | 960 | 1,270 | B |
| | 126 | Shields Avenue and Dakota Avenue | III | D | 4 | Collector | TWLTL | 1,330 | 3,290 | A | 1,230 | 3,290 | A |
| Temperance Avenue | **127** | **California Avenue and Hamilton Avenue[2,3]** | **III** | **D** | **2** | **Super Arterial** | **Undivided** | **1,910** | **1,585** | **E** | **1,980** | **1,585** | **E** |
| | **128** | **Butler Avenue and Lowe Avenue[2,3]** | **III** | **D** | **2** | **Super Arterial** | **Undivided** | **3,870** | **1,585** | **F** | **3,580** | **1,585** | **F** |
| | **129** | **Kings Canyon Road and SR-180 EB ramps** | **III** | **D** | **5** | **Super Arterial** | **Raised** | 3,930 | 4,040 | C | **4,930** | **4,040** | **E** |
| | **130** | **Belmont Avenue and Olive Avenue[2,3]** | **III** | **D** | **2** | **Super Arterial** | **Undivided** | **1,950** | **1,585** | **E** | **2,050** | **1,585** | **E** |
| | **131** | **McKinley Avenue and Shields Avenue[2,3]** | **III** | **D** | **2** | **Super Arterial** | **Undivided** | **3,340** | **1,585** | **F** | **3,450** | **1,585** | **F** |
| | 132 | Shields Avenue and Dakota Avenue[2] | III | D | 3 | Super Arterial | Raised | 1,340 | 2,380 | A | 1,090 | 2,380 | A |
| | 133 | Dakota Avenue and Ashlan Avenue[2] | III | D | 3 | Super Arterial | Raised | 1,530 | 2,380 | A | 840 | 2,380 | A |
| De Wolf Avenue | 134 | Church Avenue and Butler Avenue | III | D | 2 | Collector | Undivided | 350 | 1,270 | A | 260 | 1,270 | A |
| Copper Avenue | 135 | Friant Road and Millbrook Avenue | III | D | 4 | Super Arterial | Raised | 1,250 | 3,170 | A | 990 | 3,170 | A |
| | 136 | Millbrook Avenue and Cedar Avenue | III | D | 4 | Super Arterial | Raised | 2,050 | 3,170 | A | 1,630 | 3,170 | A |
| | 137 | Cedar Avenue and Maple Avenue | III | D | 4 | Super Arterial | Raised | 1,380 | 3,170 | A | 940 | 3,170 | A |
| | 138 | Maple Avenue and Chestnut Avenue[2] | III | D | 3 | Super Arterial | Raised | 1,140 | 2,380 | A | 920 | 2,380 | A |
| Shepherd Avenue | 139 | Millbrook Avenue and Cedar Avenue | III | D | 4 | Arterial | Raised | 1,950 | 3,470 | A | 2,460 | 3,470 | B |
| | **140** | **Cedar Avenue and Maple Avenue** | **III** | **D** | **3** | **Arterial** | **Raised** | 2,460 | 2,555 | D | **2,740** | **2,555** | **E** |
| | 141 | Chestnut Avenue and Willow Avenue | III | D | 4 | Arterial | Raised | 2,000 | 3,470 | A | 2,040 | 3,470 | A |
| Nees Avenue | 142 | Audubon Drive and Millbrook Avenue | III | D | 4 | Arterial | Raised | 1,280 | 3,470 | A | 1,510 | 3,470 | A |
| | 143 | Cedar Avenue and Maple Avenue | III | D | 4 | Arterial | Raised | 1,620 | 3,470 | A | 2,140 | 3,470 | A |
| | 144 | Jordan Avenue and Paula Avenue | III | D | 4 | Arterial | Raised | 1,230 | 3,470 | A | 2,300 | 3,470 | B |
| Alluvial Avenue | 145 | Mansionette Drive and Pinedale Avenue | III | D | 2 | Collector | TWLTL | 730 | 1,550 | A | 1,200 | 1,550 | B |
| | 146 | Pinedale Avenue and Chestnut Avenue | III | D | 2 | Collector | TWLTL | 710 | 1,550 | A | 1,540 | 1,550 | D |
| | 147 | Chestnut Avenue and Willow Avenue | III | D | 2 | Collector | TWLTL | 690 | 1,550 | A | 1,440 | 1,550 | D |
| Herndon Avenue | 148 | Polk Avenue and Milburn Avenue | III | D | 4 | Expressway | Raised | 2,840 | 4,050 | B | 3,210 | 4,050 | C |
| | 149 | West Avenue and Fruit Avenue | III | D | 6 | Expressway | Raised | 5,120 | 6,170 | C | 5,450 | 6,170 | D |

**Table 3.A: General Plan Build Out Roadway Segment Levels of Service Using Existing Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| | 150 | Fruit Avenue and Palm Avenue | III | D | 6 | Expressway | Raised | 5,170 | 6,170 | C | 5,380 | 6,170 | D |
| | 151 | Blackstone Avenue and SR-41 SB ramps | III | D | 6 | Expressway | Raised | 4,910 | 6,170 | C | 4,700 | 6,170 | C |
| | 152 | First Street and Cedar Avenue | III | D | 6 | Expressway | Raised | 4,770 | 6,170 | C | 4,930 | 6,170 | C |
| | 153 | Cedar Avenue and Maple Avenue | III | D | 6 | Expressway | Raised | 3,530 | 6,170 | A | 3,060 | 6,170 | A |
| **Sierra Avenue** | 154 | Marks Avenue and Van Ness Avenue | II | E | 2 | Collector | Undivided | 370 | 1,480 | A | 530 | 1,480 | A |
| | 155 | West Avenue and Fruit Avenue | U | D | 2 | Collector | Undivided | 690 | 1,270 | A | 810 | 1,270 | A |
| | 156 | Throne Avenue and Palm Avenue | III | D | 2 | Collector | Undivided | 490 | 1,270 | A | 810 | 1,270 | A |
| **Bullard Avenue** | 157 | Garfield Avenue and Grantland Avenue | III | D | 2 | Collector | Undivided | 50 | 1,270 | A | 40 | 1,270 | A |
| | 158 | Grantland Avenue and Caspian Avenue | III | D | 4 | Collector | TWLTL | 330 | 3,290 | A | 250 | 3,290 | A |
| | 159 | West Avenue and Fruit Avenue | U | D | 4 | Arterial | Undivided | 2,170 | 2,740 | C | 1,990 | 2,740 | B |
| | 160 | Fruit Avenue and Palm Avenue | II | E | 4 | Arterial | Undivided | 1,530 | 2,980 | A | 1,650 | 2,980 | A |
| | 161 | Maroa Avenue and Blackstone Avenue | II | E | 4 | Arterial | TWLTL | 2,140 | 3,550 | B | 2,390 | 3,550 | B |
| | 162 | SR-41 NB ramps and Fresno Street | II | E | 5 | Arterial | Raised | 2,950 | 4,670 | B | 2,810 | 4,670 | B |
| | 163 | First Street and Cedar Avenue | II | E | 4 | Arterial | Raised | 2,210 | 3,730 | A | 2,470 | 3,730 | B |
| **Barstow Avenue** | 164 | Garfield Avenue and Grantland Avenue | III | D | 2 | Collector | Undivided | 160 | 1,270 | A | 120 | 1,270 | A |
| | 165 | Van Ness Boulevard and West Avenue | U | D | 2 | Collector | Undivided | 400 | 1,270 | A | 750 | 1,270 | A |
| | 166 | Fruit Avenue and Palm Avenue | U | D | 2 | Collector | TWLTL | 470 | 1,550 | A | 770 | 1,550 | A |
| **Shaw Avenue** | 167 | Garfield Avenue and Grantland Avenue | III | D | 2 | Arterial | Undivided | 1,110 | 1,270 | C | 1,260 | 1,270 | D |
| | 168 | Bryan Avenue and Hayes Avenue | III | D | 2 | Arterial | Undivided | 1,290 | 1,270 | D | 1,310 | 1,270 | D |
| | 169 | Hayes Avenue and Polk Avenue | III | D | 2 | Arterial | Undivided | 1,250 | 1,270 | D | 1,100 | 1,270 | C |
| | 170 | SR-99 NB ramps and Cornelia Avenue | III | D | 4 | Arterial | TWLTL | 2,990 | 3,290 | D | 2,920 | 3,290 | D |
| | 171 | Cornelia Avenue and Jennifer Avenue | III | D | 4 | Arterial | Raised | 2,990 | 3,470 | D | 2,920 | 3,470 | C |
| | 172 | Brawley Avenue and Marks Avenue | III | D | 6 | Arterial | Raised | 2,310 | 5,270 | A | 3,340 | 5,270 | A |
| | 173 | West Avenue and Fruit Avenue | II | E | 6 | Arterial | Raised | 3,710 | 5,610 | B | 4,040 | 5,610 | C |
| | 174 | Maroa Avenue and Blackstone Avenue | II | E | 6 | Arterial | Raised | 4,710 | 5,610 | D | 5,570 | 5,610 | E |
| | 175 | Fresno Street and First Street | II | E | 6 | Arterial | Raised | 2,540 | 5,610 | A | 3,050 | 5,610 | A |
| | 176 | First Street and Cedar Avenue | II | E | 6 | Arterial | Raised | 2,810 | 5,610 | A | 3,810 | 5,610 | B |
| **Gettysburg Avenue** | **177** | **Maple Avenue and Winery Avenue** | **II** | **E** | **2** | **Collector** | **TWLTL** | **4,030** | **1,760** | **F** | **4,330** | **1,760** | **F** |
| **Ashlan Avenue** | 178 | Bryan Avenue and Hayes Avenue | III | D | 2 | Arterial | Undivided | 790 | 1,270 | A | 580 | 1,270 | A |
| | 179 | Hayes Avenue and Polk Avenue | III | D | 2 | Arterial | Undivided | 570 | 1,270 | A | 720 | 1,270 | A |
| | **180** | **Cornelia Avenue and Blythe Avenue** | **III** | **D** | **4** | **Arterial** | **Raised** | 2,870 | 3,470 | C | **4,400** | **3,470** | **F** |
| | 181 | SR-99 SB ramps and Golden State Boulevard | III | D | 4 | Arterial | Raised | 2,390 | 3,470 | B | 2,550 | 3,470 | B |
| | 182 | Weber Avenue and Valentine Avenue | II | E | 4 | Arterial | Raised | 2,090 | 3,730 | A | 2,540 | 3,730 | B |
| | 183 | Fruit Avenue and Palm Avenue | U | D | 2 | Collector | Undivided | 1,280 | 1,270 | D | 1,110 | 1,270 | C |
| | 184 | Palm Avenue and Maroa Avenue | U | D | 2 | Collector | Undivided | 1,120 | 1,270 | C | 1,020 | 1,270 | B |
| | 185 | Maroa Avenue and Del Mar Avenue | U | D | 2 | Collector | Undivided | 1,250 | 1,270 | D | 1,190 | 1,270 | D |
| | 186 | Del Mar Avenue and Blackstone Avenue | II | E | 4 | Collector | Undivided | 1,520 | 2,980 | A | 1,630 | 2,980 | A |

**Table 3.A: General Plan Build Out Roadway Segment Levels of Service Using Existing Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| | 187 | Fresno Street and First Street | II | E | 4 | Arterial | Undivided | 2,160 | 2,980 | C | 2,620 | 2,980 | D |
| | 188 | Barton Avenue and SR-168 SB ramps | II | E | 4 | Arterial | Raised | 2,530 | 3,730 | B | 3,110 | 3,730 | D |
| | 189 | SR-168 NB ramps and Chestnut Avenue | II | E | 4 | Arterial | Raised | 2,090 | 3,730 | A | 2,400 | 3,730 | B |
| Dakota Avenue | 190 | Marks Avenue and Hughes Avenue | II | E | 2 | Collector | Undivided | 170 | 1,480 | A | 1,170 | 1,480 | C |
| | 191 | West Avenue and Fruit Avenue | II | E | 2 | Collector | TWLTL | 300 | 1,760 | A | 620 | 1,760 | A |
| | 192 | Fruit Avenue and Palm Avenue | II | E | 2 | Collector | Undivided | 150 | 1,480 | A | 730 | 1,480 | A |
| | **193** | **Maroa Avenue and Del Mar Avenue** | **II** | **E** | **2** | **Collector** | **Undivided** | 340 | 1,480 | A | **2,150** | **1,480** | **F** |
| | **194** | **Angus Street and First Street** | **II** | **E** | **2** | **Collector** | **TWLTL** | 600 | 1,760 | A | **2,070** | **1,760** | **F** |
| | 195 | First Street and Millbrook Avenue | II | E | 2 | Collector | TWLTL | 230 | 1,760 | A | 1,060 | 1,760 | B |
| | 196 | Millbrook Avenue and Cedar Avenue | II | E | 2 | Collector | TWLTL | 1,720 | 1,760 | E | 1,310 | 1,760 | C |
| Shields Avenue | 197 | Garfield Avenue and Grantland Avenue | III | D | 2 | Collector | Undivided | 370 | 1,270 | A | 240 | 1,270 | A |
| | 198 | Grantland Avenue and Bryan Avenue | III | D | 2 | Collector | Undivided | 340 | 1,270 | A | 250 | 1,270 | A |
| | 199 | Brawley Avenue and Valentine Avenue | III | D | 2 | Collector | Undivided | 1,310 | 1,270 | D | 980 | 1,270 | B |
| | 200 | Fruit Avenue and Palm Avenue | II | E | 4 | Arterial | Undivided | 1,190 | 2,980 | A | 1,800 | 2,980 | B |
| | 201 | Peach Avenue and Clovis Avenue | II | E | 4 | Arterial | Raised | 1,640 | 3,730 | A | 1,520 | 3,730 | A |
| | 202 | Clovis Avenue and Fowler Avenue | II | E | 4 | Arterial | Raised | 1,850 | 3,730 | A | 1,830 | 3,730 | A |
| | 203 | Temperance Avenue and Locan Avenue | III | D | 3 | Arterial | Raised | 1,150 | 2,555 | A | 830 | 2,555 | A |
| | 204 | Locan Avenue and De Wolf Avenue | III | D | 2 | Collector | Undivided | 870 | 1,270 | A | 570 | 1,270 | A |
| Clinton Avenue | 205 | Grantland Avenue and Bryan Avenue | III | D | 2 | Collector | Undivided | 40 | 1,270 | A | 150 | 1,270 | A |
| | 206 | Bryan Avenue and Hayes Avenue | III | D | 2 | Collector | Undivided | 300 | 1,270 | A | 230 | 1,270 | A |
| | 207 | Hayes Avenue and Polk Avenue | III | D | 2 | Collector | Undivided | 220 | 1,270 | A | 250 | 1,270 | A |
| | 208 | Polk Avenue and Cornelia Avenue | III | D | 2 | Collector | Undivided | 390 | 1,270 | A | 380 | 1,270 | A |
| | 209 | Blythe Avenue and Brawley Avenue | III | D | 4 | Collector | TWLTL | 860 | 3,290 | A | 950 | 3,290 | A |
| | 210 | Valentine Avenue and Marks Avenue | III | D | 2 | Collector | TWLTL | 1,120 | 1,550 | B | 1,220 | 1,550 | B |
| | 211 | Weber Avenue and West Avenue | II | E | 4 | Collector | Undivided | 720 | 2,980 | A | 2,430 | 2,980 | D |
| | 212 | Fruit Avenue and Palm Avenue | II | E | 4 | Collector | Undivided | 490 | 2,980 | A | 1,600 | 2,980 | A |
| | 213 | Maroa Avenue and Blackstone Avenue | II | E | 4 | Collector | Undivided | 410 | 2,980 | A | 1,910 | 2,980 | B |
| | 214 | First Street and Cedar Avenue | U | D | 4 | Collector | Undivided | 820 | 2,740 | A | 1,060 | 2,740 | A |
| | 215 | Fowler Avenue and Armstrong Avenue | III | D | 2 | Collector | Undivided | 460 | 1,270 | A | 320 | 1,270 | A |
| | 216 | Armstrong Avenue and Temperance Avenue | III | D | 2 | Collector | Undivided | 350 | 1,270 | A | 340 | 1,270 | A |
| McKinley Avenue | 217 | Blythe Avenue and Valentine Avenue | III | D | 2 | Arterial | Undivided | 1,250 | 1,270 | D | 1,270 | 1,270 | D |
| | 218 | Marks Avenue and Hughes Avenue | I | F | 2 | Arterial | Undivided | 1,770 | 1,480 | F | 1,660 | 1,480 | F |
| | 219 | Fruit Avenue and Palm Avenue | II | E | 4 | Arterial | Undivided | 1,580 | 2,980 | A | 1,310 | 2,980 | A |
| | 220 | First Street and Cedar Avenue | II | E | 4 | Arterial | Raised | 1,540 | 3,730 | A | 1,470 | 3,730 | A |
| | 221 | Peach Avenue and Clovis Avenue | II | E | 4 | Arterial | Raised | 1,130 | 3,730 | A | 1,010 | 3,730 | A |
| Olive Avenue | 222 | Valentine Avenue and Marks Avenue | III | D | 2 | Collector | Undivided | 480 | 1,270 | A | 670 | 1,270 | A |
| | 223 | SR-99 NB ramps and West Avenue | I | F | 4 | Collector | TWLTL | 880 | 3,550 | A | 1,720 | 3,550 | A |

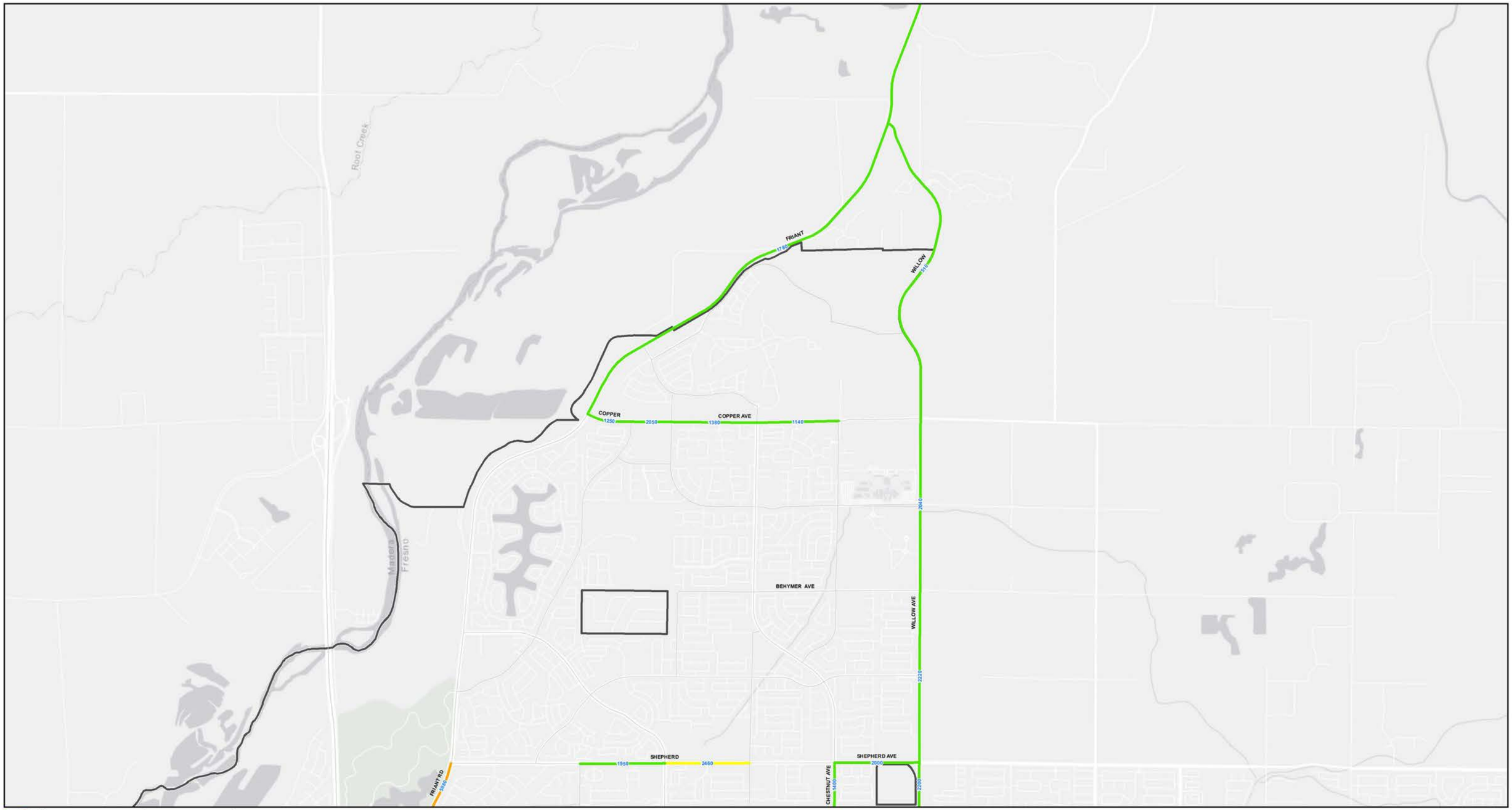
**Table 3.A: General Plan Build Out Roadway Segment Levels of Service Using Existing Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| | 224 | Van Ness Avenue and Blackstone Avenue | II | E | 2 | Collector | Undivided | 930 | 1,480 | B | 1,140 | 1,480 | C |
| | 225 | Fresno Street and First Street | II | E | 4 | Collector | Undivided | 910 | 2,980 | A | 1,230 | 2,980 | A |
| | 226 | Peach Avenue and Clovis Avenue | II | E | 4 | Collector | TWLTL | 780 | 3,550 | A | 600 | 3,550 | A |
| Belmont Avenue | 227 | Hayes Avenue and Cornelia Avenue | III | D | 2 | Collector | Undivided | 540 | 1,270 | A | 780 | 1,270 | A |
| | 228 | Marks Avenue and Hughes Avenue | III | D | 4 | Collector | Undivided | 650 | 2,740 | A | 790 | 2,740 | A |
| | 229 | Pacific Avenue and Fruit Avenue | I | F | 4 | Collector | Undivided | 600 | 2,980 | A | 1,110 | 2,980 | A |
| | 230 | Weber Avenue and Palm Avenue | II | E | 4 | Collector | Undivided | 780 | 2,980 | A | 1,010 | 2,980 | A |
| | 231 | Palm Avenue and Roosevelt Avenue | II | E | 4 | Collector | Undivided | 1,160 | 2,980 | A | 1,380 | 2,980 | A |
| | 232 | Abby Street and Fresno Street[3] | I | F | 4 | Collector | Raised | 760 | 3,730 | A | 1,600 | 3,730 | A |
| | 233 | Orchard Street and First Street[3] | I | F | 4 | Collector | Raised | 1,070 | 3,730 | A | 1,560 | 3,730 | A |
| | 234 | First Street and Cedar Avenue[3] | I | F | 4 | Collector | Raised | 1,190 | 3,730 | A | 1,910 | 3,730 | A |
| | 235 | Willow Avenue and Peach Avenue | U | D | 4 | Arterial | Raised | 1,120 | 3,470 | A | 1,070 | 3,470 | A |
| | 236 | Peach Avenue and Clovis Avenue | U | D | 4 | Arterial | Raised | 750 | 3,470 | A | 830 | 3,470 | A |
| | 237 | Clovis Avenue and Fowler Avenue | III | D | 2 | Arterial | Raised | 810 | 1,640 | A | 860 | 1,640 | A |
| | 238 | De Wolf Avenue and Fancher Avenue | III | D | 2 | Collector | Undivided | 650 | 1,270 | A | 620 | 1,270 | A |
| Divisadero Avenue | 239 | Roosevelt Avenue and H Street | I | F | 2 | Collector | Undivided | 340 | 1,480 | A | 390 | 1,480 | A |
| | 240 | Fulton Street and Van Ness Avenue | I | F | 2 | Collector | TWLTL | 780 | 1,760 | A | 1,050 | 1,760 | A |
| | 241 | San Pablo Avenue and Glen Avenue | I | F | 2 | Collector | TWLTL | 860 | 1,760 | A | 840 | 1,760 | A |
| Fresno Street | 242 | Palo Alto Avenue and Herndon Avenue[3] | III | D | 4 | Collector | Raised | 1,080 | 3,470 | A | 1,490 | 3,470 | A |
| | 243 | California Avenue and SR-99 SB ramps | I | F | 4 | Arterial | Raised | 910 | 3,550 | A | 820 | 3,550 | A |
| | 244 | SR-99 NB ramps and E Street | I | F | 4 | Arterial | Raised | 1,280 | 3,730 | A | 1,650 | 3,730 | A |
| Tulare Street | 245 | H Street and Van Ness Avenue | I | F | 4 | Collector | TWLTL | 410 | 3,550 | A | 490 | 3,550 | A |
| | 246 | Van Ness Avenue and M Street[3] | I | F | 4 | Collector | Raised | 800 | 3,730 | A | 610 | 3,730 | A |
| Ventura Street | 247 | SR-99 NB ramps and G Street | I | F | 4 | Arterial | Undivided | 1,530 | 2,980 | A | 1,540 | 2,980 | A |
| | 248 | G Street and Broadway Street | I | F | 4 | Arterial | Raised | 1,720 | 3,730 | A | 1,940 | 3,730 | A |
| | 249 | Van Ness Avenue and M Street | I | F | 4 | Arterial | Raised | 1,790 | 3,730 | A | 1,020 | 3,730 | A |
| | 250 | SR-41 and First Street | I | F | 4 | Arterial | Raised | 1,870 | 3,730 | A | 2,290 | 3,730 | B |
| Kings Canyon Road | 251 | Maple Avenue and Chestnut Avenue | II | E | 4 | Arterial | Raised | 1,530 | 3,730 | A | 2,150 | 3,730 | A |
| | 252 | Chestnut Avenue and Willow Avenue | II | E | 4 | Arterial | Raised | 1,520 | 3,730 | A | 2,020 | 3,730 | A |
| | 253 | Peach Avenue and Clovis Avenue | II | E | 4 | Arterial | Raised | 2,000 | 3,730 | A | 3,050 | 3,730 | D |
| | 254 | Clovis Avenue and Fowler Avenue | III | D | 4 | Arterial | Raised | 1,370 | 3,470 | A | 2,020 | 3,470 | A |
| | 255 | Fowler Avenue and Armstrong Avenue | III | D | 4 | Arterial | TWLTL | 1,770 | 3,290 | A | 2,280 | 3,290 | B |
| | **256** | **Armstrong Avenue and Temperance Avenue** | **III** | **D** | **2** | **Arterial** | **Undivided** | 1,310 | 1,270 | D | **1,460** | **1,270** | **E** |
| Butler Avenue | 257 | Hazelwood Boulevard and Orange Avenue | I | F | 2 | Collector | TWLTL | 850 | 1,760 | A | 1,100 | 1,760 | B |
| California Avenue | 258 | Marks Avenue and Hughes Avenue | III | D | 2 | Collector | Undivided | 410 | 1,270 | A | 620 | 1,270 | A |
| | 259 | Hughes Avenue and West Avenue | III | D | 2 | Collector | Undivided | 630 | 1,270 | A | 770 | 1,270 | A |
| Church Avenue | 260 | Marks Avenue and Hughes Avenue | III | D | 2 | Collector | Undivided | 210 | 1,270 | A | 260 | 1,270 | A |

**Table 3.A: General Plan Build Out Roadway Segment Levels of Service Using Existing Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | Existing Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| | 261 | Orange Avenue and Cedar Avenue | U | D | 4 | Collector | Undivided | 890 | 2,740 | A | 1,020 | 2,740 | A |
| | 262 | Cedar Avenue and Maple Avenue[2] | III | D | 3 | Collector | Undivided | 810 | 1,905 | A | 1,060 | 1,905 | A |
| | 263 | Minnewawa Avenue and Clovis Avenue | III | D | 4 | Collector | TWLTL | 910 | 3,290 | A | 650 | 3,290 | A |
| Jensen Avenue | 264 | West Avenue and Fruit Avenue | III | D | 2 | Arterial | Undivided | 770 | 1,270 | A | 840 | 1,270 | A |
| | 265 | Walnut Avenue and MLK Boulevard | III | D | 2 | Arterial | Undivided | 1,110 | 1,270 | C | 1,030 | 1,270 | B |
| | 266 | Elm Avenue and SR-41 SB ramps | IV | E | 4 | Arterial | Raised | 2,010 | 3,730 | A | 1,910 | 3,730 | A |
| | 267 | Cedar Avenue and Maple Avenue | IV | E | 4 | Super Arterial | Raised | 2,870 | 4,150 | B | 2,810 | 4,150 | B |
| | 268 | Maple Avenue and Chestnut Avenue | IV | E | 4 | Super Arterial | Raised | 2,580 | 4,150 | B | 2,350 | 4,150 | A |
| | 269 | Chestnut Avenue and Willow Avenue | IV | E | 4 | Super Arterial | Raised | 2,260 | 4,150 | A | 2,480 | 4,150 | A |
| | 270 | Willow Avenue and Peach Avenue | III | D | 4 | Super Arterial | Raised | 2,510 | 3,170 | B | 2,700 | 3,170 | B |
| | 271 | Clovis Avenue and Fowler Avenue | III | D | 4 | Super Arterial | Raised | 2,120 | 3,170 | A | 2,180 | 3,170 | A |
| North Avenue | 272 | MLK Boulevard and Elm Avenue | IV | E | 2 | Arterial | Undivided | 500 | 1,480 | A | 560 | 1,480 | A |
| | 273 | Elm Avenue and SR-41 SB ramps | IV | E | 2 | Arterial | Undivided | 1,230 | 1,480 | D | 1,320 | 1,480 | D |
| | 274 | Cherry Avenue and East Avenue | IV | E | 4 | Arterial | TWLTL | 870 | 3,550 | A | 1,000 | 3,550 | A |
| | 275 | SR-99 NB ramp and Cedar Avenue | IV | E | 2 | Arterial | Undivided | 1,220 | 1,480 | D | 1,210 | 1,480 | D |
| | 276 | Cedar Avenue and Golden State Boulevard | IV | E | 2 | Arterial | Undivided | 1,080 | 1,480 | C | 1,140 | 1,480 | C |
| | 277 | Maple Avenue and Chestnut Avenue | IV | E | 2 | Arterial | Undivided | 830 | 1,480 | A | 700 | 1,480 | A |
| Central Avenue | 278 | East Avenue and Orange Avenue | IV | E | 2 | Arterial | Undivided | 590 | 1,480 | A | 620 | 1,480 | A |
| Golden State Boulevard | 279 | North Avenue and Cedar Avenue | IV | E | 4 | Arterial | Undivided | 1,040 | 2,980 | A | 1,100 | 2,980 | A |
| | 280 | Jensen Avenue and Church Avenue | IV | E | 4 | Arterial | Raised | 1,270 | 3,730 | A | 940 | 3,730 | A |
| | 281 | Motel Drive and Ashlan Avenue[3] | III | D | 4 | Collector | Raised | 1,310 | 3,470 | A | 1,570 | 3,470 | A |
| | **282** | **Swift Avenue and Shaw Avenue** | **III** | **D** | **2** | **Collector** | **Undivided** | **1,810** | **1,270** | **F** | **1,880** | **1,270** | **F** |

Notes:
1 Classifications referenced from Fresno General Plan Circulation Diagram (2014)
2 Table 2.C does not provide the capacity for the segment (based on the number of lanes). The capacity per lane was calculated from dividing the available capacity in Table 2.C by the number of lanes.
3 Table 2.C does not provide the capacity for the segment (based on the median type). The capacity was assumed to be equal to the available capacity in Table 2.C based on the number of lanes (with different median types).
U: Unincorporated Fresno County
Bold and shading indicate deficient segments.




LSA

INDEX

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

0 1500 3000
FEET

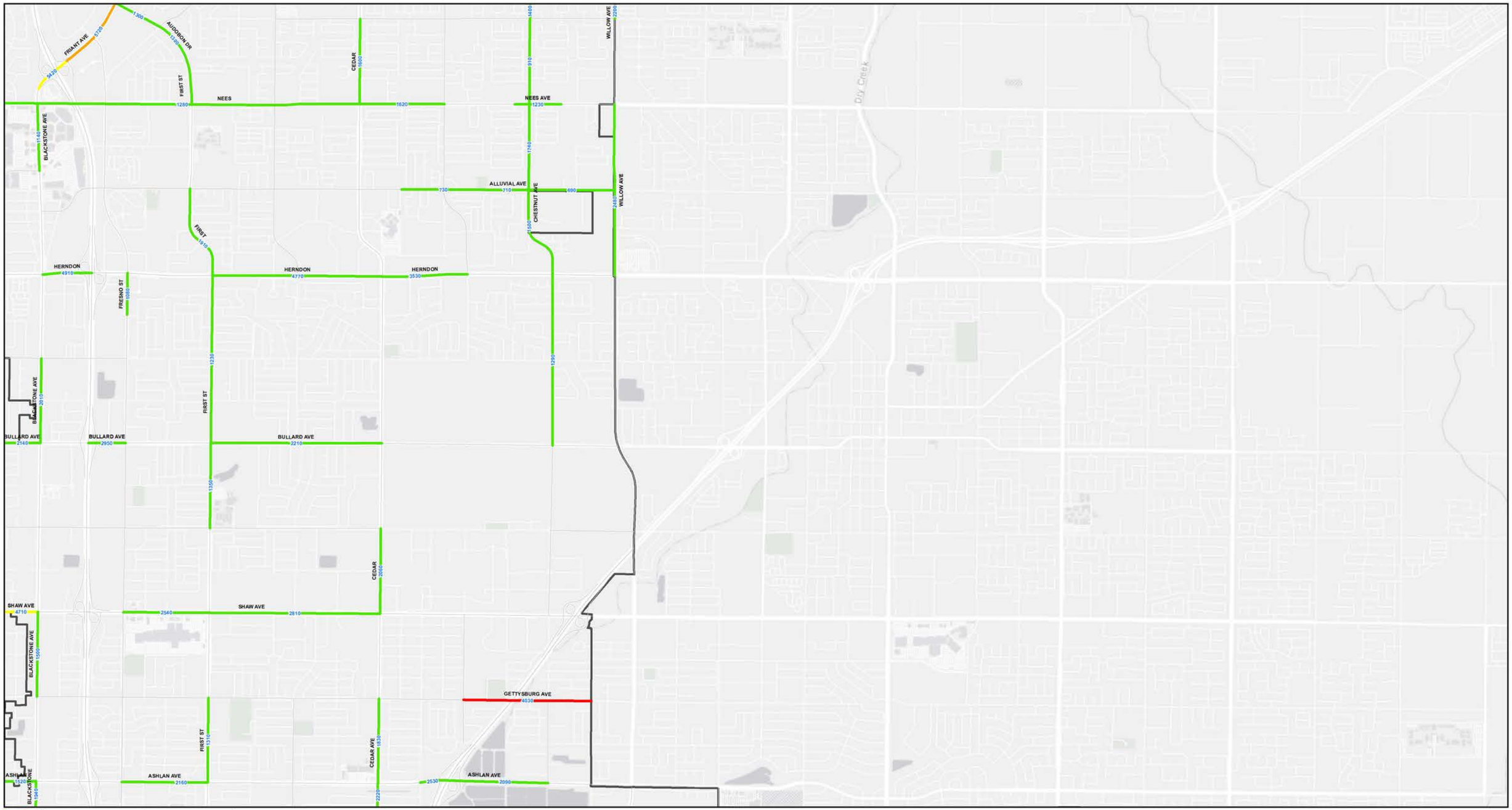
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 3.1 (Page 1 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_3.1_GP_Exist_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

0 1500 3000 FEET

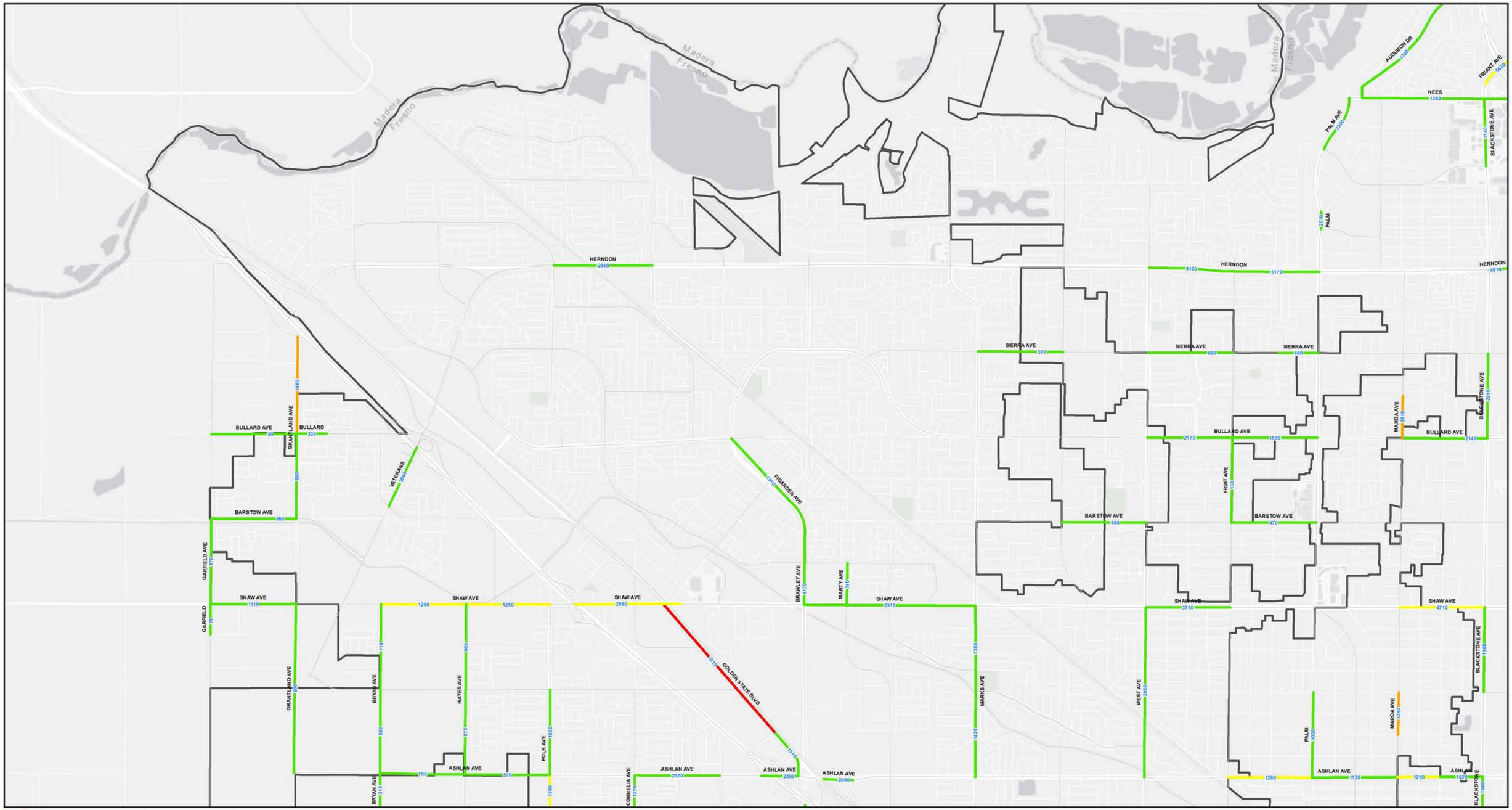
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 3.1 (Page 2 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_3.1_GP_Exist_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

0 1500 3000
FEET

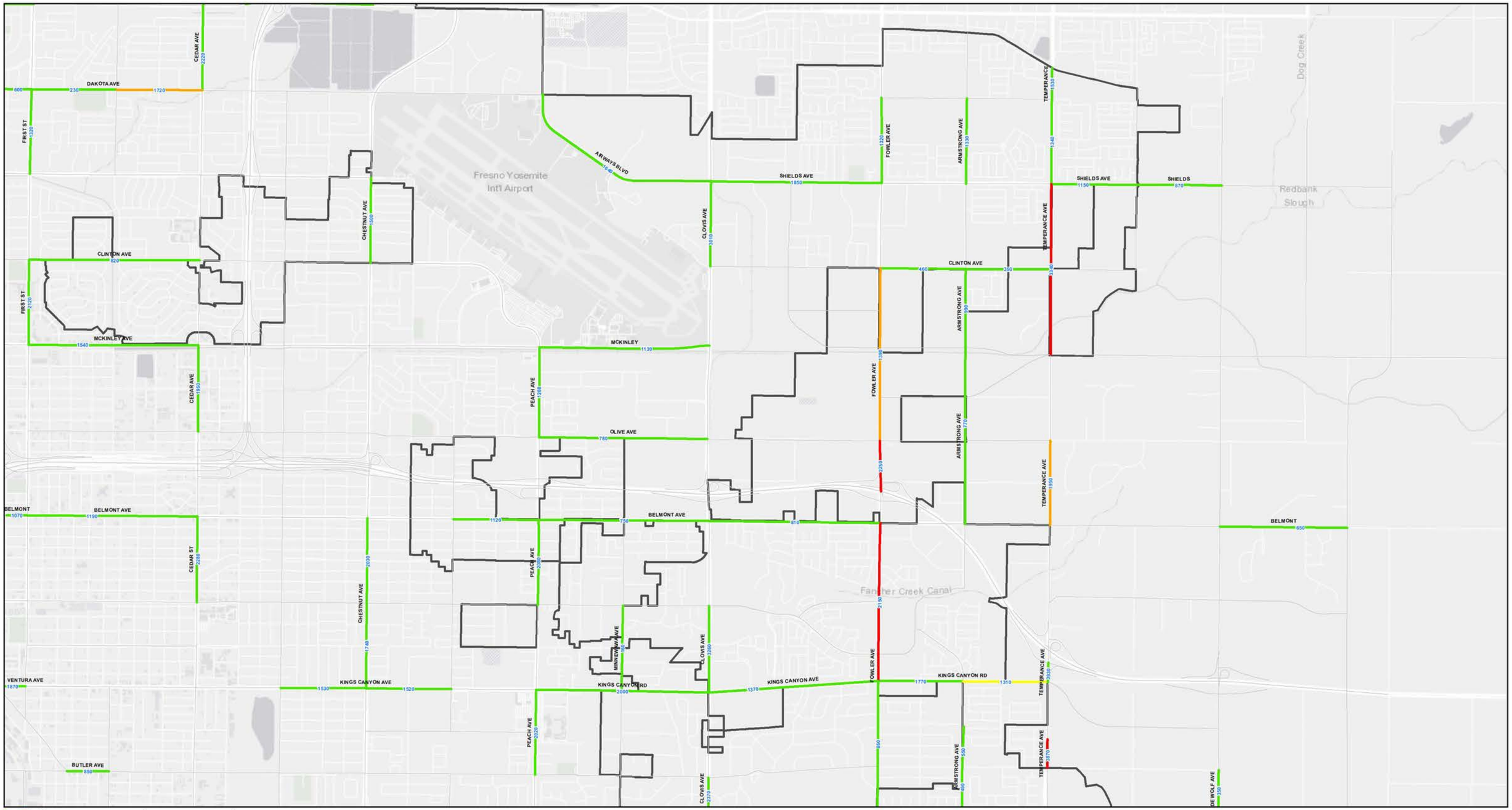
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 3.1 (Page 3 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_3.1_GP_Exist_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

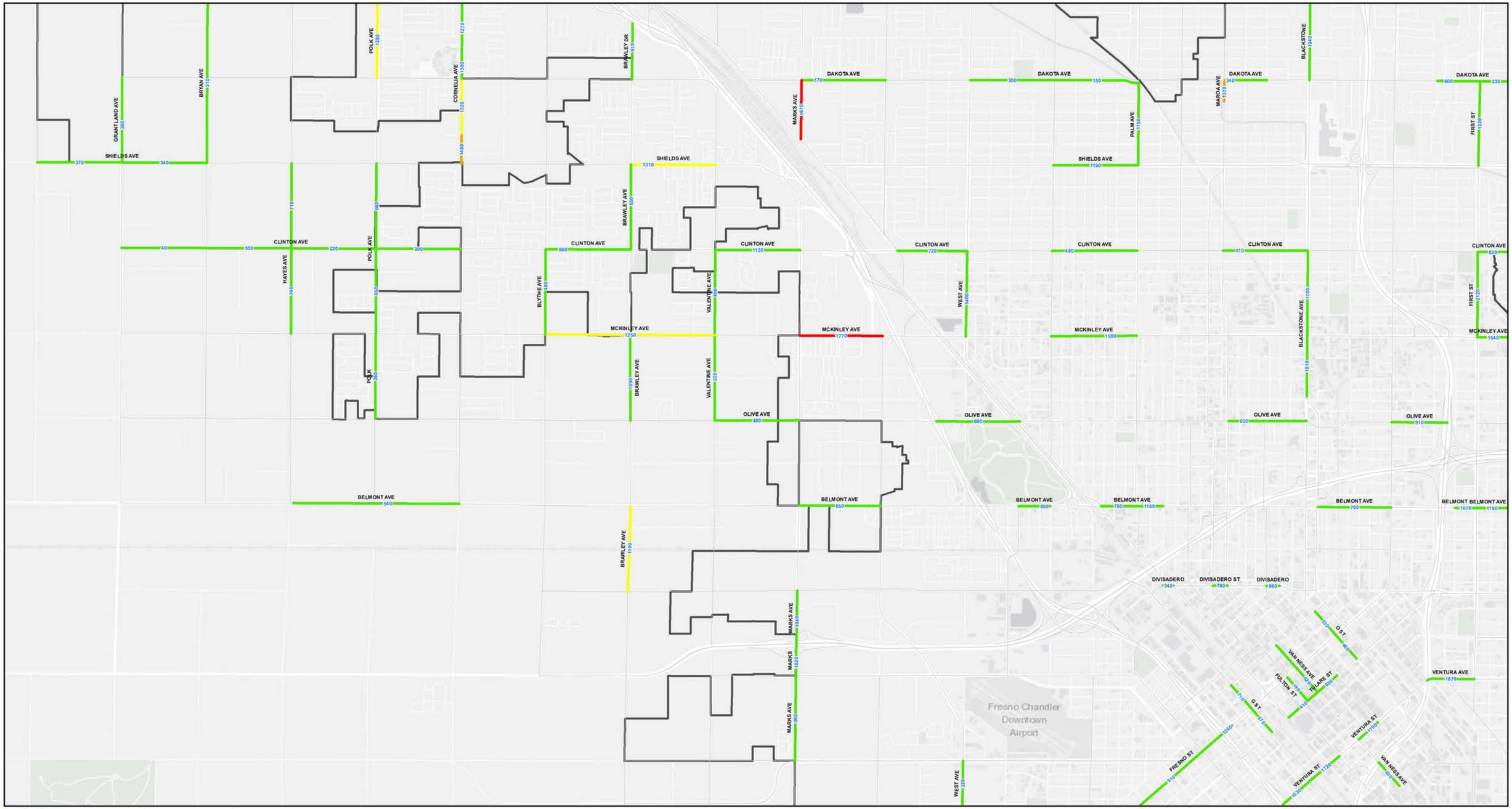
0 1500 3000
FEET

Figure 3.1 (Page 4 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_3.1_GP_Exist_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

0 1500 3000
FEET

City of FRESNO

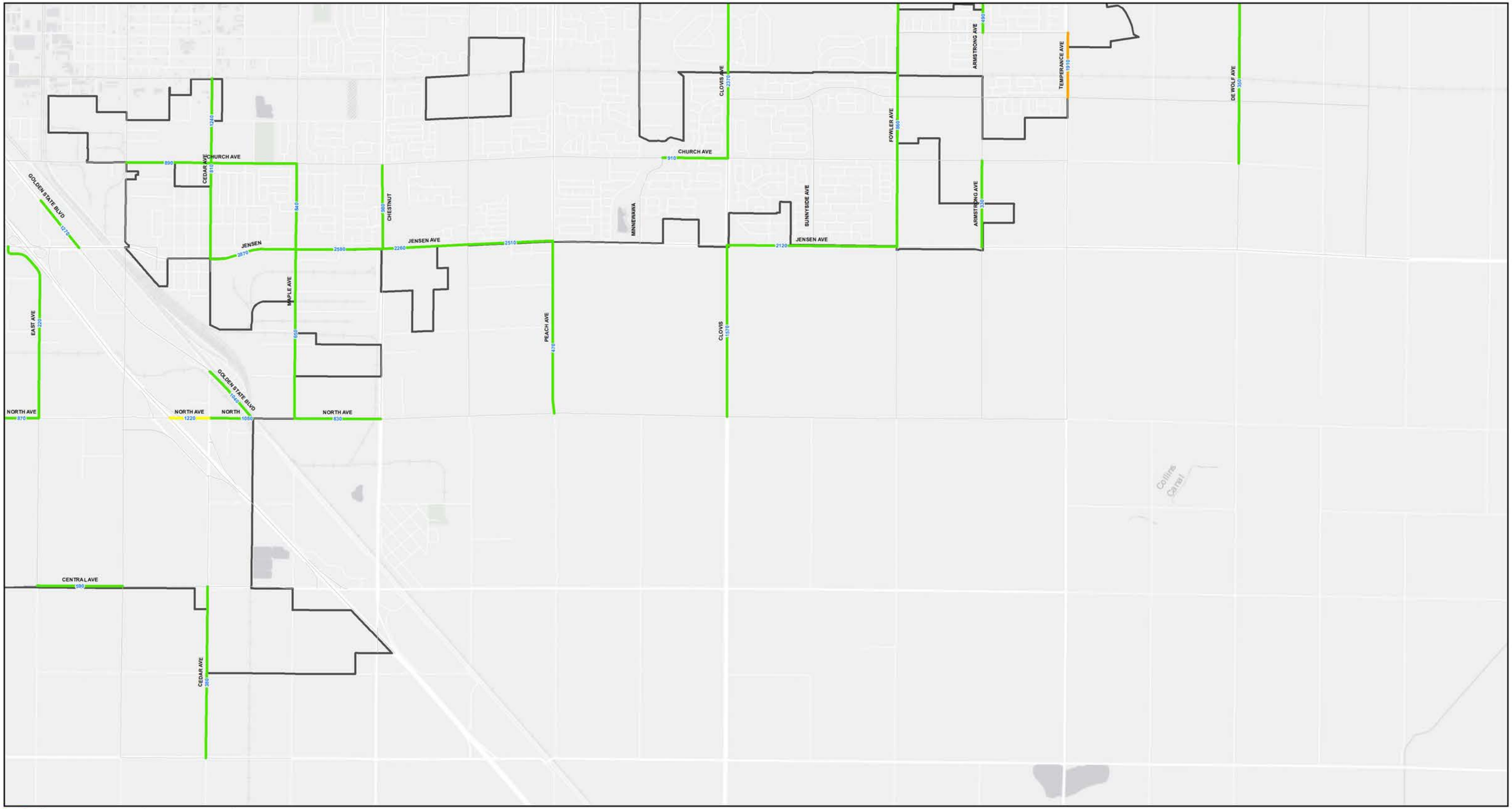
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 3.1 (Page 5 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_3.1_GP_Exist_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

6

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

0 1500 3000
FEET

Figure 3.1 (Page 6 of 7)

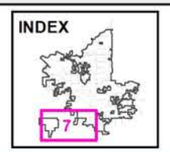
**General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_3.1_GP_Exist_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK

LSA

INDEX




Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

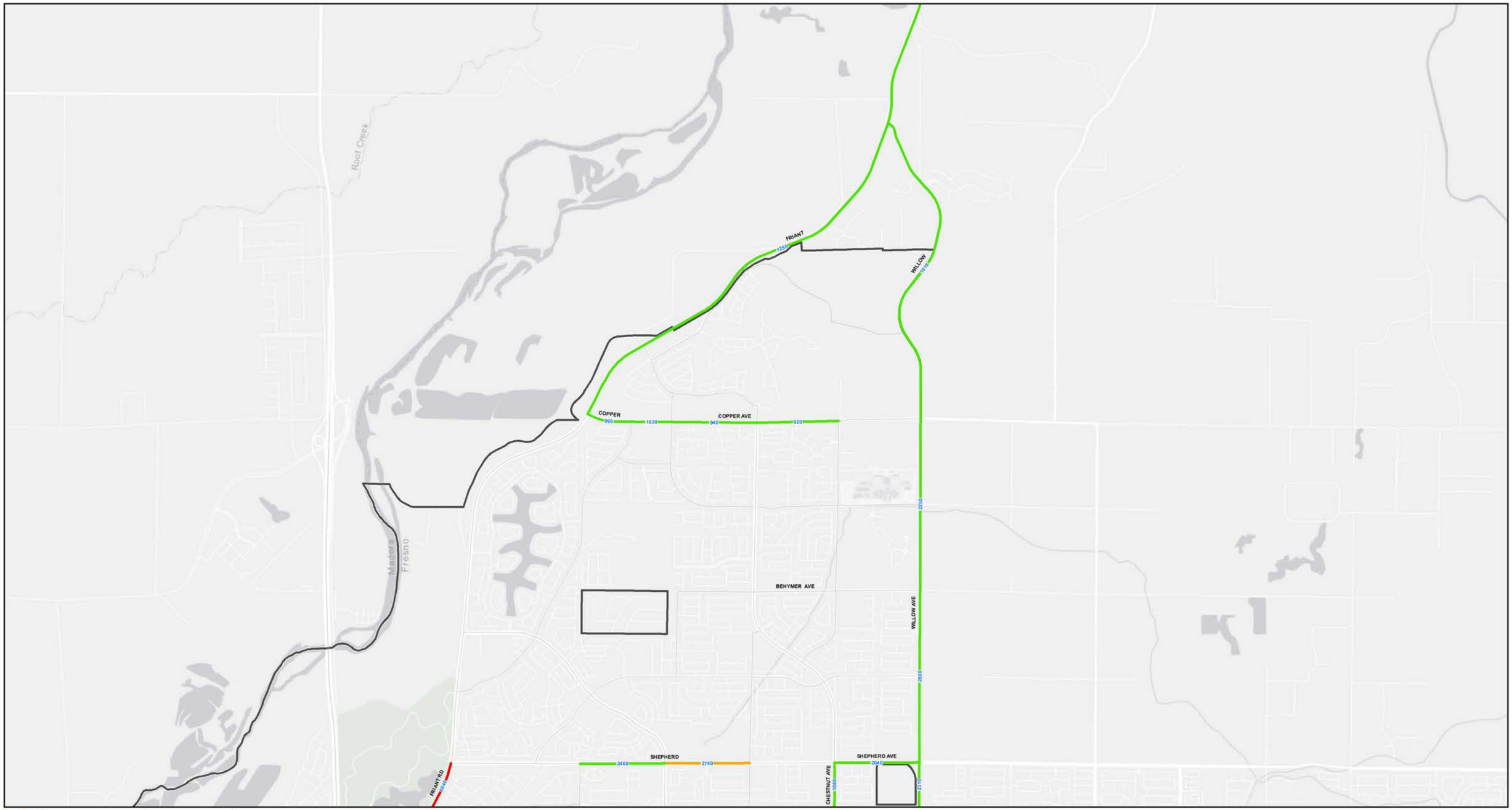
0 1500 3000
FEET

Figure 3.1 (Page 7 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_3.1_GP_Exist_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

0 1500 3000
FEET

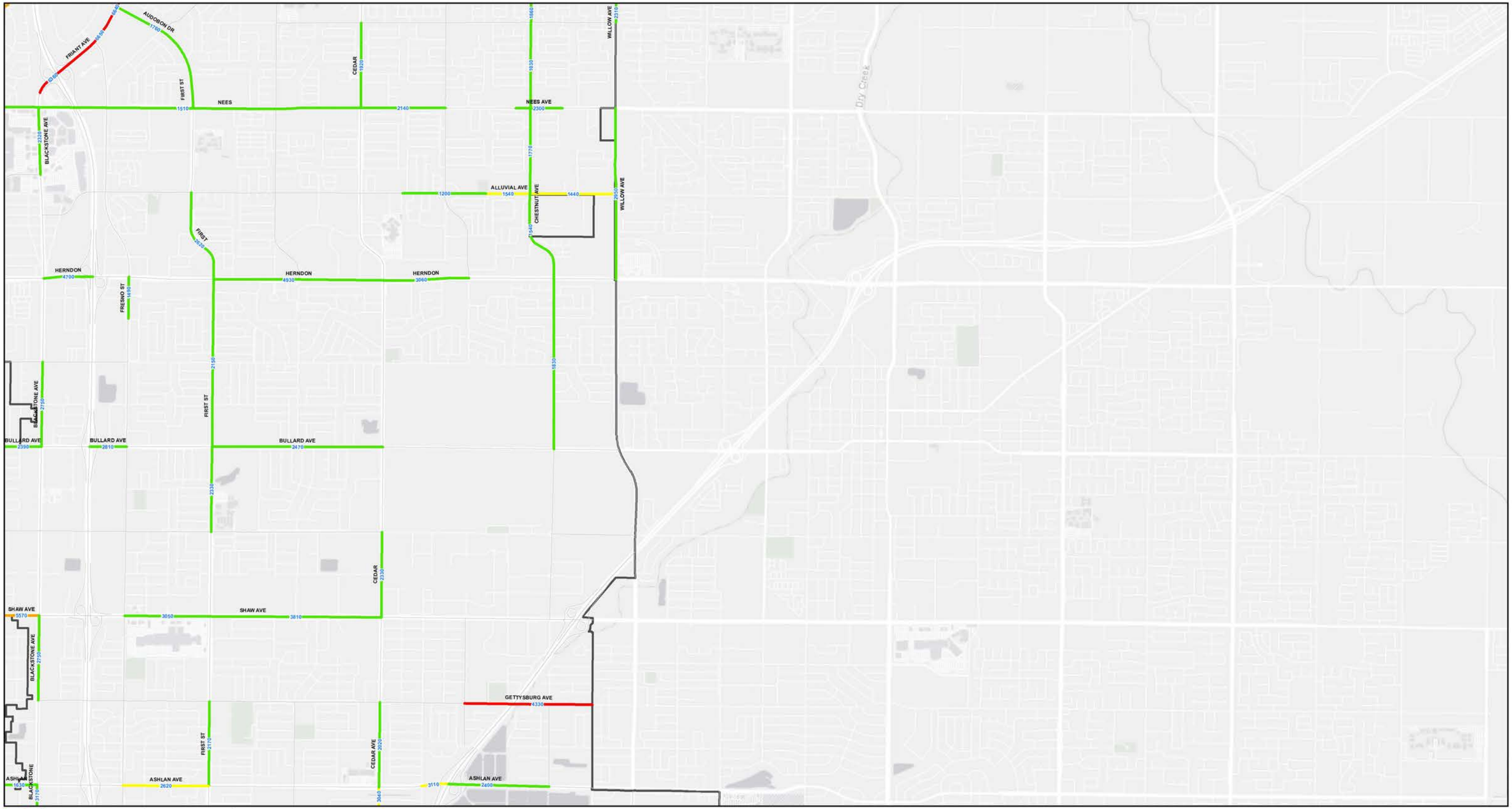
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 3.2 (Page 1 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_3.2_GP_Exist_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

City of FRESNO

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

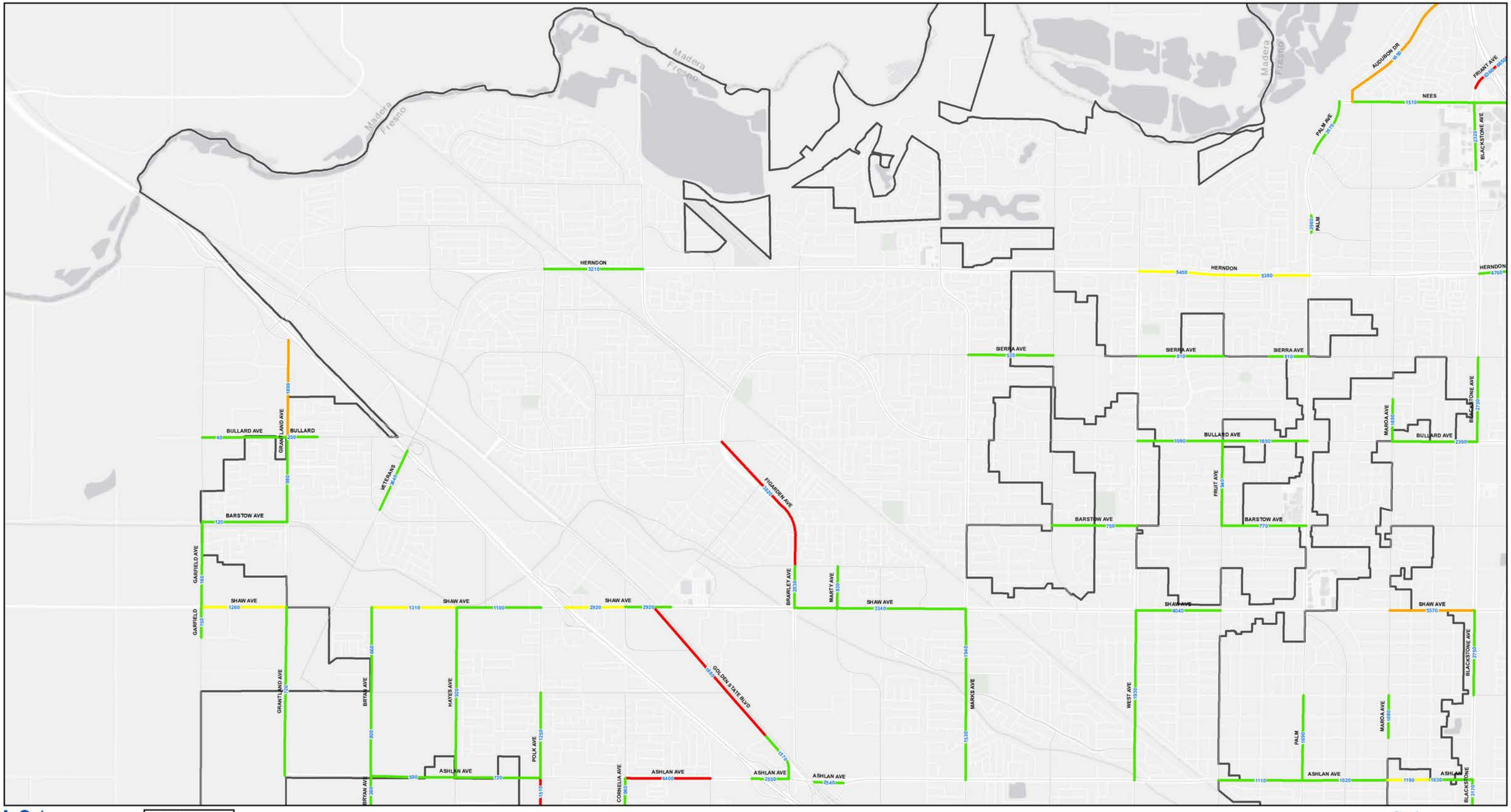
0 1500 3000
FEET

Figure 3.2 (Page 2 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_3.2_GP_Exist_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

0 1500 3000 FEET

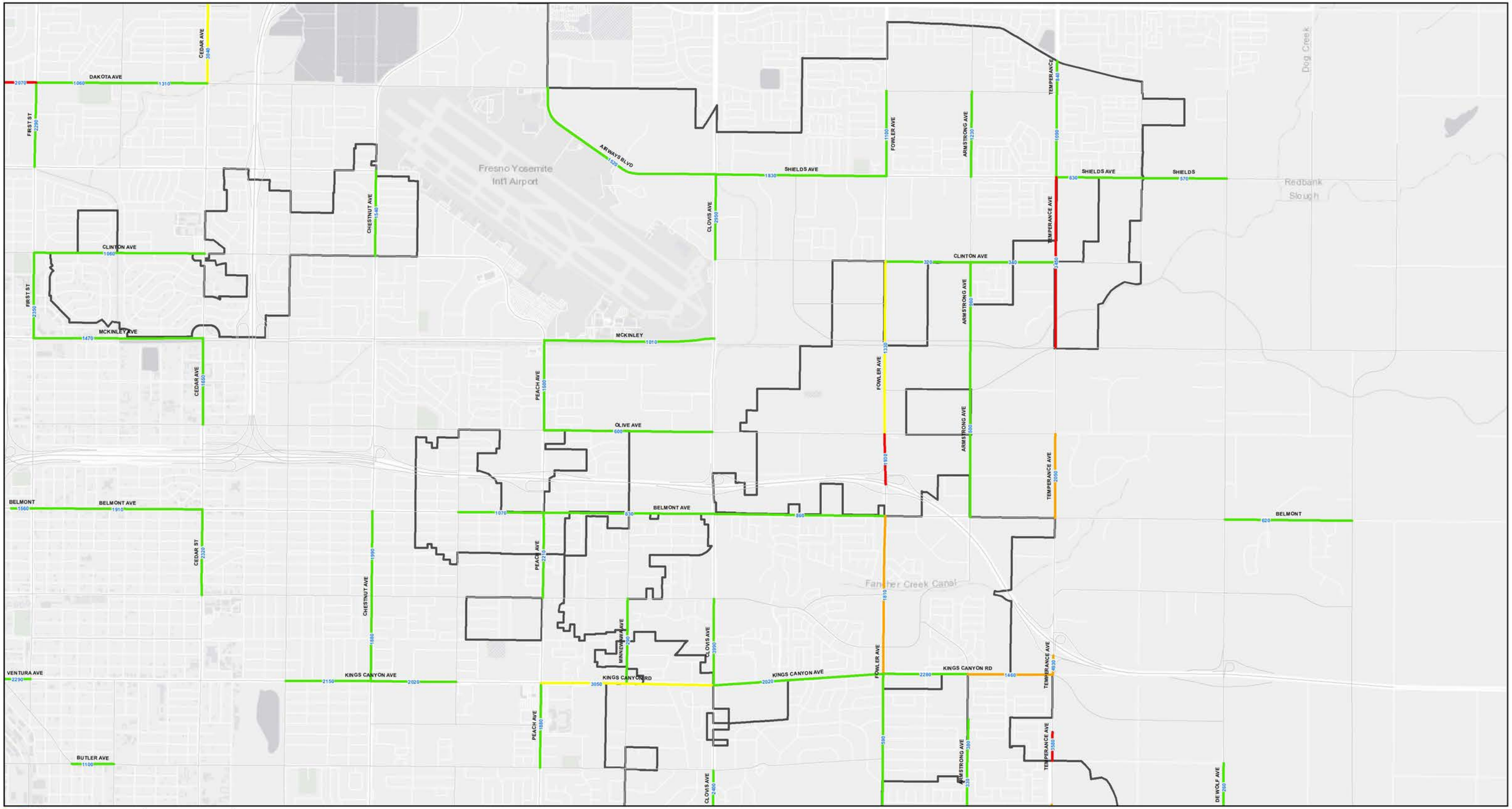
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 3.2 (Page 3 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_3.2_GP_Exist_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

City of FRESNO

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

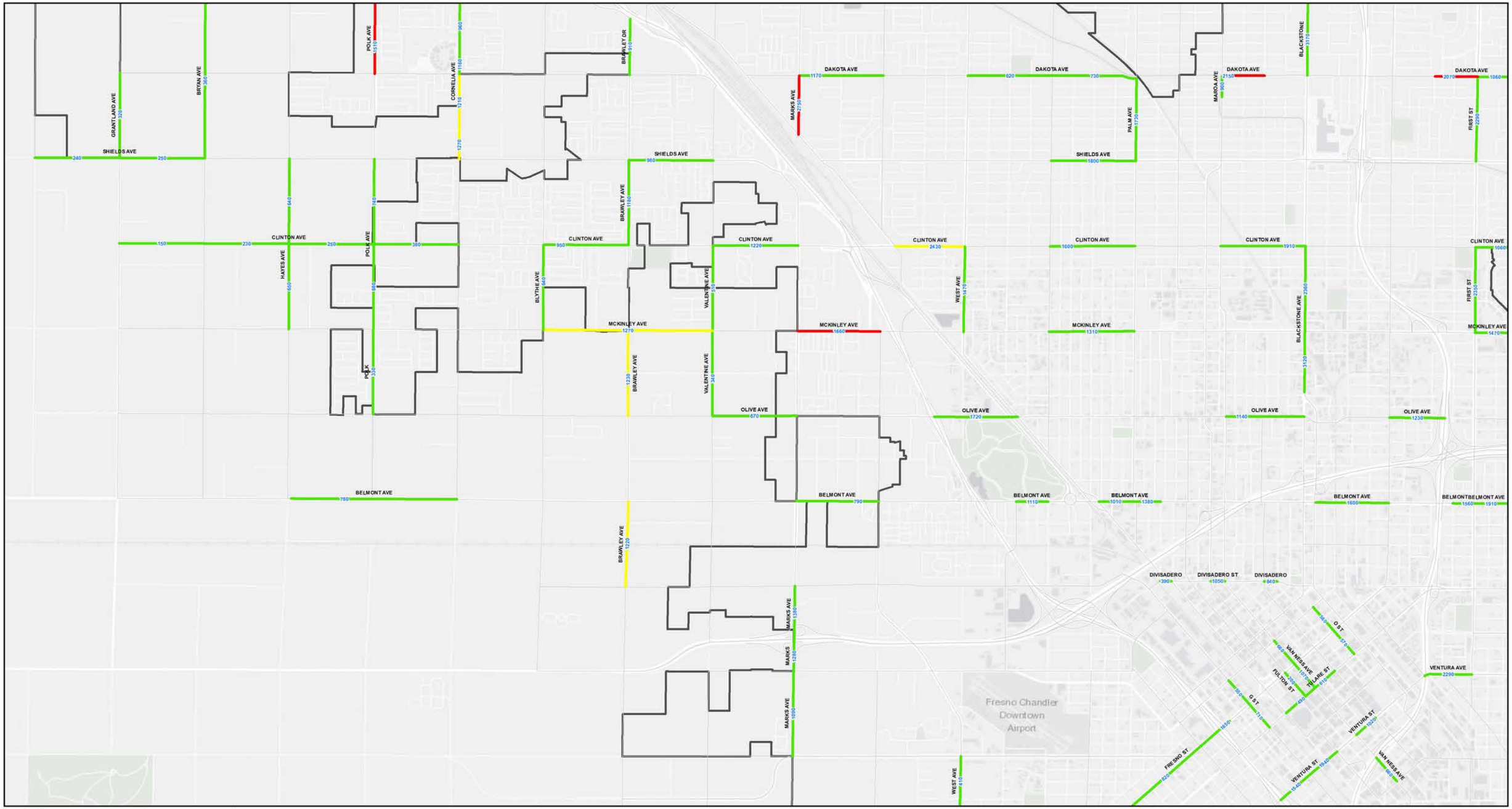
0 1500 3000
FEET

Figure 3.2 (Page 4 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_3.2_GP_Exist_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

City of FRESNO

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

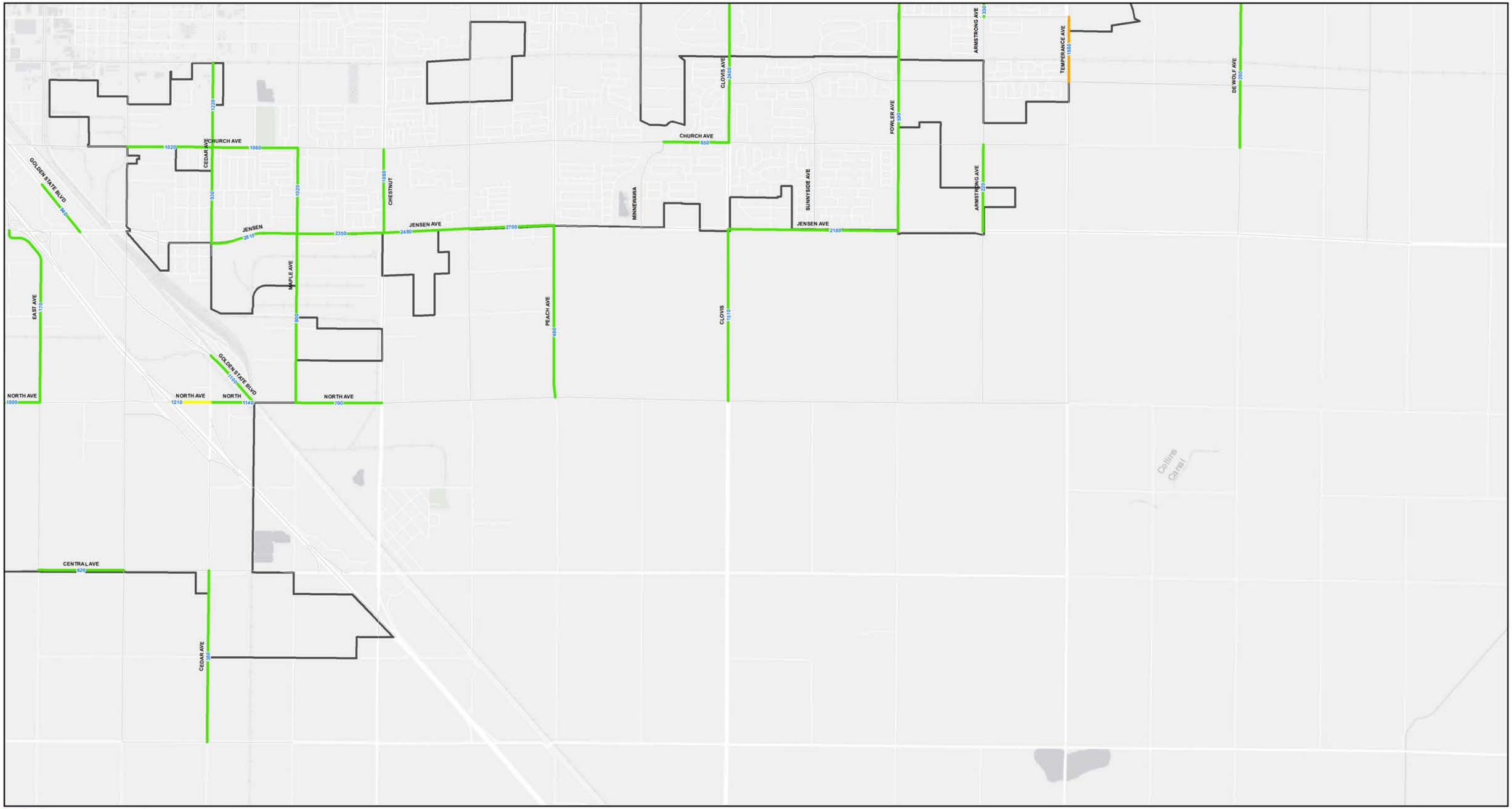
0 1500 3000
FEET

Figure 3.2 (Page 5 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_3.2_GP_Exist_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

6

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

City of FRESNO

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

0 1500 3000
FEET

Figure 3.2 (Page 6 of 7)

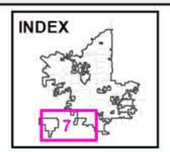
**General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_3.2_GP_Exist_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK

LSA

INDEX




Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

0 1500 3000
FEET

Figure 3.2 (Page 7 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using Existing Configurations - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_3.2_GP_Exist_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK

# CHAPTER 4 – General Plan (2035) Conditions with Circulation Element

The analysis in the General Plan (2035) conditions identified forecast LOS deficiencies at study area roadway segments within Fresno. Of the 282 roadway segments analyzed in this study, 21 segments are anticipated to operate at deficient LOS due to traffic volume increase between existing and future conditions. Therefore, the City's General Plan Circulation Element configuration, as included in the 2014 MEIR, is intended to create a network of roadways to accommodate the future growth while providing safe travel at acceptable operating conditions. This section evaluates the Circulation Element configuration implementation and reduction in congestion when the future Land Use Element may be built out.

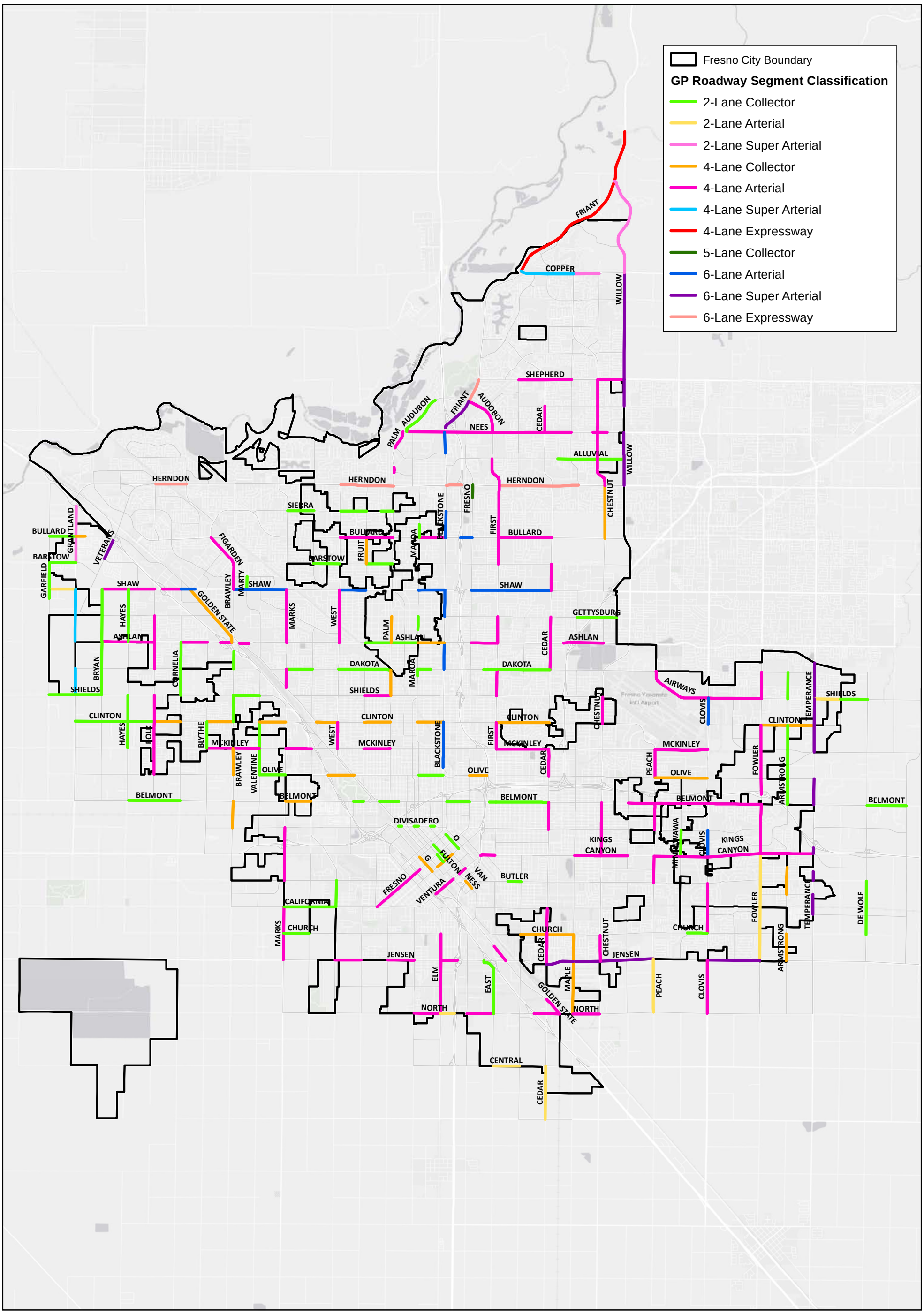
The General Plan (2035) conditions include implementation of the Circulation Element configuration to the existing roadway network to reflect the City's Mobility goals. The Circulation Element proposes to widen the right-of-way at the roadway segments that are mainly located on the undeveloped areas to the west, southwest, and southeast of Fresno. Based on the General Plan Circulation Element and the roadway segments analyzed in this TIA, the following modifications are some of the major improvements that are proposed to be implemented to Fresno's roadway network to maintain the City's LOS standard:

- **Grantland Avenue:** This roadway segment is proposed to be widened to a four-lane Super Arterial between Belmont Avenue and Shaw Avenue.
- **Polk Avenue:** This roadway segment is proposed to be widened to a four-lane Arterial between Belmont Avenue and Shaw Avenue.
- **Brawley Avenue:** This roadway segment is proposed to be widened to a four-lane Collector between Madison Avenue and Clinton Avenue.
- **Marks Avenue:** This roadway segment is proposed to be widened to a four-lane Arterial between Jensen Avenue and Whitesbridge Avenue, and between Belmont Avenue and Dakota Avenue.
- **Willow Avenue:** This roadway segment is going to be widened to a six-lane Super Arterial between Herndon Avenue and International Avenue.
- **Fowler Avenue:** This roadway segment is going to be widened to a four-lane Arterial between Kings Canyon Road and Clinton Avenue, and from Jensen Avenue to Hamilton Avenue.
- **Temperance Avenue:** This roadway segment is going to be widened to a six-lane Expressway between Jensen Avenue and Shaw Avenue.
- **Shaw Avenue:** This roadway segment is going to be widened to a four-lane Arterial between Grantland Avenue and Polk Avenue.
- **Ashlan Avenue:** This roadway segment is going to be widened to a four-lane Arterial between Grantland Avenue and Cornelia Avenue.
- **McKinley Avenue:** This roadway segment is going to be widened to a four-lane Arterial between Polk Avenue and Hughes Avenue.
- **Jensen Avenue:** This roadway segment is going to be widened to a four-lane Arterial between Marks Avenue and Martin Luther King Boulevard, and a six-lane Super Arterial between Orange Avenue and Highland Avenue.
- **North Avenue:** This roadway segment is going to be widened to a four-lane Arterial between Orange Avenue and Clovis Avenue.
- **Veterans Boulevard:** This roadway segment is proposed to be constructed northwest of the City as a six-lane Super Arterial.

As such, the proposed configuration as included in the 2014 MEIR Circulation Element has been considered for all of the 282 analyzed roadway segments in this TIA.

**Undeveloped Areas of Fresno**

With implementation of the General Plan improvements, several of the deficient roadway segments will operate at satisfactory LOS. Figure 4.1 illustrates the Recommended General Plan  Circulation System for the roadway segments analyzed in this TIA. The Circulation Element will provide satisfactory roadway performance, correlating the Land Use and Circulation Elements for a majority of the analyzed roadway segments. However, 12 roadway segments are forecast to operate at a deficient LOS when compared to the City's General Plan LOS standard.




LSA

City of FRESNO

SOURCE: City of Fresno

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

0 4500 9000
FEET

Figure 4.1
**Study Area Roadway Segments - General Plan Classifications**

I:\CFO1802\Reports\Traffic\fig_4.1_GP Classification.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK

## General Plan (2035) Condition Roadway Segment Levels of Service Comparison – Existing Configuration vs. General Plan Configuration

An LOS analysis was conducted at study area roadway segments to determine the projected roadway segment performance under the General Plan (2035) conditions with the previously described proposed General Plan Circulation Element. As shown in Table 4.A, with the implementation of the proposed General Plan Circulation Element configuration, all roadway segments are forecast to operate at satisfactory LOS, with the exception of the following 12 roadway segments:

- Grantland Avenue between Bullard Avenue and Parkway Drive (LOS E in the a.m. and p.m. peak hours);
- Cornelia Avenue between Cortland Avenue and Clinton Avenue (LOS E in the a.m. peak hour);
- Maroa Avenue between Sample Avenue and Bullard Avenue (LOS F in the a.m. and p.m. peak hours);
- Friant Road between Audubon Drive and Shepherd Avenue (LOS E in the a.m. peak hour and LOS F in the p.m. peak hour);
- Friant Road between SR-41 southbound off-ramp and SR-41 northbound off-ramp (LOS F in the p.m. peak hour);
- Friant Road between SR-41 northbound off-ramp and Audubon Drive (LOS F in the p.m. peak hour);
- Audubon Drive between Del Mar Avenue and Nees Avenue (LOS E in the p.m. peak hour);
- Figarden Drive between San Jose Avenue and Bullard Avenue (LOS F in the p.m. peak hour);
- Gettysburg Avenue between Maple Avenue and Winery Avenue (LOS F in the a.m. and p.m. peak hours);
- Ashlan Avenue between Cornelia Avenue and Blyth Avenue (LOS F in the p.m. peak hour);
- Dakota Avenue between Maroa Avenue and Del Mar Avenue (LOS F in the p.m. peak hour); and
- Dakota Avenue between Angus Street and First Street (LOS F in the p.m. peak hour).

Table 4.B illustrates a comparison between the General Plan LOS with the existing roadway configurations and General Plan Circulation Element configurations. As shown in Table 4.B, after implementation of the General Plan Circulation Element, the number of deficient segments will be reduced from 21 segments to 12 segments. These 12 segments are forecast to continue to operate at a deficient LOS under General Plan (2035) conditions with the 2014 MEIR Circulation Element configuration. As such, the City will be overriding the deficiencies at these 12 segments for purposes of this program EIR.

Figure 4.2 (pages 1 through 7) illustrates the locations of the roadway segments and corresponding LOS for the a.m. peak hour under General Plan (2035) conditions with the Circulation Element. Figure 4.3 (pages 1 through 7) illustrates the locations of the roadway segments and corresponding LOS for the p.m. peak hour under General Plan (2035) conditions with the Circulation Element.

THIS PAGE INTENTIONALLY LEFT BLANK

**Table 4.A: General Plan Build Out Roadway Segment Levels of Service with General Plan Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | General Plan Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| Garfield Avenue | 1 | Fairmont Avenue and Shaw Avenue | III | D | 2 | Collector | Undivided | 70 | 1,270 | A | 150 | 1,270 | A |
| | 2 | Shaw Avenue and Barstow Avenue | III | D | 2 | Collector | Undivided | 170 | 1,270 | A | 160 | 1,270 | A |
| Grantland Avenue | 3 | Shields Avenue and Dakota Avenue[3] | III | D | 4 | Super Arterial | Undivided | 360 | 3,170 | A | 320 | 3,170 | A |
| | 4 | Ashlan Avenue and Shaw Avenue[3] | III | D | 4 | Super Arterial | Undivided | 800 | 3,170 | A | 720 | 3,170 | A |
| | 5 | Barstow Avenue and Bullard Avenue[2] | III | D | 2 | Super Arterial | Raised | 880 | 1,585 | A | 980 | 1,585 | A |
| | **6** | **Bullard Avenue and Parkway Drive[2]** | **III** | **D** | **2** | **Super Arterial** | **Raised** | **1,880** | **1,585** | **E** | **1,890** | **1,585** | **E** |
| Bryan Avenue | 7 | Shields Avenue and Ashlan Avenue | III | D | 2 | Collector | Undivided | 310 | 1,270 | A | 360 | 1,270 | A |
| | 8 | Ashlan Avenue and Gettysburg Avenue | III | D | 2 | Collector | Undivided | 920 | 1,270 | B | 800 | 1,270 | A |
| | 9 | Gettysburg Avenue and Shaw Avenue | III | D | 2 | Collector | Undivided | 710 | 1,270 | A | 660 | 1,270 | A |
| Veterans Boulevard | 10 | Barstow Avenue and Bullard Avenue | III | D | 6 | Super Arterial | Raised | 3,040 | 4,910 | A | 3,640 | 4,910 | A |
| Hayes Avenue | 11 | McKinley Avenue and Clinton Avenue | III | D | 2 | Collector | Undivided | 740 | 1,270 | A | 650 | 1,270 | A |
| | 12 | Clinton Avenue and Shields Avenue | III | D | 2 | Collector | Undivided | 710 | 1,270 | A | 640 | 1,270 | A |
| | 13 | Ashlan Avenue and Gettysburg Avenue | III | D | 2 | Collector | Undivided | 870 | 1,270 | A | 920 | 1,270 | B |
| | 14 | Gettysburg Avenue and Shaw Avenue | III | D | 2 | Collector | Undivided | 900 | 1,270 | B | 920 | 1,270 | B |
| Polk Avenue | 15 | Olive Avenue and McKinley Avenue | III | D | 4 | Arterial | Raised | 260 | 3,470 | A | 330 | 3,470 | A |
| | 16 | McKinley Avenue and Clinton Avenue | III | D | 4 | Arterial | Undivided | 650 | 3,470 | A | 880 | 3,470 | A |
| | 17 | Clinton Avenue and Shields Avenue | III | D | 4 | Arterial | Undivided | 660 | 2,740 | A | 740 | 2,740 | A |
| | 18 | Dakota Avenue and Ashlan Avenue | III | D | 4 | Arterial | Undivided | 1,280 | 2,740 | A | 1,510 | 2,740 | A |
| | 19 | Ashlan Avenue and Gettysburg Avenue | III | D | 4 | Arterial | Raised | 1,020 | 3,470 | A | 1,250 | 3,470 | A |
| Cornelia Avenue | **20** | **Clinton Avenue and Cortland Avenue** | **III** | **D** | **2** | **Collector** | **Undivided** | **1,480** | **1,270** | **E** | 1,270 | 1,270 | D |
| | 21 | Cortland Avenue and Dakota Avenue | III | D | 2 | Collector | Undivided | 1,320 | 1,270 | D | 1,210 | 1,270 | D |
| | 22 | Dakota Avenue and Griffith Way | III | D | 2 | Collector | TWLTL | 1,300 | 1,550 | C | 1,160 | 1,550 | B |
| | 23 | Griffith Way and Ashlan Avenue | III | D | 2 | Collector | TWLTL | 1,270 | 1,550 | C | 960 | 1,550 | A |
| Blythe Avenue | 24 | McKinley Avenue and Clinton Avenue | III | D | 2 | Collector | Undivided | 480 | 1,270 | A | 640 | 1,270 | A |
| Brawley Avenue | 25 | Nielson Avenue and Belmont Avenue | III | D | 4 | Collector | Undivided | 1,190 | 2,740 | A | 1,220 | 2,740 | A |
| | 26 | Olive Avenue and McKinley Avenue | III | D | 4 | Collector | Undivided | 1,090 | 2,740 | A | 1,230 | 2,740 | A |
| | 27 | Clinton Avenue and Shields Avenue | III | D | 2 | Collector | Undivided | 650 | 1,270 | A | 1,180 | 1,270 | C |
| | 28 | Dakota Avenue and Parkway Drive | III | D | 2 | Collector | Undivided | 910 | 1,270 | B | 910 | 1,270 | B |
| | 29 | Shaw Avenue and San Jose Avenue | III | D | 4 | Arterial | Raised | 1,770 | 3,470 | A | 2,030 | 3,470 | A |
| Figarden Drive | **30** | **San Jose Avenue and Bullard Avenue** | **III** | **D** | **4** | **Arterial** | **Raised** | 1,910 | 3,470 | A | **3,820** | **3,470** | **F** |
| Marty Avenue | 31 | Shaw Avenue and San Jose Avenue | III | D | 2 | Collector | TWLTL | 740 | 1,550 | A | 830 | 1,550 | A |
| Valentine Avenue | 32 | Olive Avenue and McKinley Avenue | III | D | 2 | Collector | Undivided | 220 | 1,270 | A | 340 | 1,270 | A |
| | 33 | McKinley Avenue and Clinton Avenue | III | D | 2 | Collector | Undivided | 400 | 1,270 | A | 510 | 1,270 | A |
| Marks Avenue | 34 | Jensen Avenue and Church Avenue | III | D | 4 | Arterial | Undivided | 250 | 2,740 | A | 250 | 2,740 | A |
| | 35 | Church Avenue and California Avenue | III | D | 4 | Arterial | Undivided | 230 | 2,740 | A | 290 | 2,740 | A |
| | 36 | Kearney Avenue and Whitesbridge Avenue | III | D | 4 | Arterial | Raised | 960 | 3,470 | A | 1,090 | 3,470 | A |

**Table 4.A: General Plan Build Out Roadway Segment Levels of Service with General Plan Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | General Plan Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| | 37 | Whitesbridge Avenue and SR-180 EB ramps | III | D | 4 | Arterial | Raised | 1,020 | 3,470 | A | 1,280 | 3,470 | A |
| | 38 | SR-180 WB ramps and Nielson Avenue | III | D | 4 | Arterial | Raised | 1,040 | 3,470 | A | 1,380 | 3,470 | A |
| | 39 | Weber Avenue and Dakota Avenue | II | E | 4 | Arterial | Undivided | 1,670 | 2,980 | A | 2,750 | 2,980 | E |
| | 40 | Ashlan Avenue and Emerson Avenue | II | E | 4 | Arterial | TWLTL | 1,420 | 3,550 | A | 1,530 | 3,550 | A |
| | 41 | Emerson Avenue and Shaw Avenue | II | E | 4 | Arterial | TWLTL | 1,360 | 3,550 | A | 1,940 | 3,550 | A |
| **West Avenue** | 42 | California Avenue and Kearney Avenue | II | E | 2 | Collector | Undivided | 320 | 1,480 | A | 410 | 1,480 | A |
| | 43 | McKinley Avenue and Clinton Avenue | II | E | 4 | Arterial | Raised | 1,400 | 3,730 | A | 1,470 | 3,730 | A |
| | 44 | Ashlan Avenue and Shaw Avenue | II | E | 4 | Arterial | Raised | 2,060 | 3,730 | A | 1,930 | 3,730 | A |
| **Fruit Avenue** | 45 | Barstow Avenue and Bullard Avenue | U | D | 4 | Collector | Undivided | 130 | 2,740 | A | 940 | 2,740 | A |
| **Palm Avenue** | 46 | Shields Avenue and Dakota Avenue | II | E | 4 | Collector | Undivided | 1,150 | 2,980 | A | 1,730 | 2,980 | A |
| | 47 | Ashlan Avenue and Gettysburg Avenue | U | D | 4 | Collector | Undivided | 1,020 | 2,740 | A | 1,690 | 2,740 | A |
| | 48 | Locust Avenue and Remington Avenue | III | D | 4 | Arterial | Raised | 2,710 | 3,470 | C | 2,980 | 3,470 | C |
| | 49 | Alluvial Avenue and Nees Avenue | III | D | 4 | Arterial | Raised | 2,500 | 3,470 | B | 2,670 | 3,470 | C |
| **Audubon Drive** | **50** | **Nees Avenue and Del Mar Avenue** | **III** | **D** | **2** | **Collector** | **TWLTL** | 1,300 | 1,550 | C | **1,650** | **1,550** | **E** |
| **Maroa Avenue** | 51 | Fedora Avenue and Dakota Avenue | II | E | 2 | Collector | Undivided | 1,370 | 1,480 | E | 900 | 1,480 | B |
| | 52 | Holland Avenue and Gettysburg Avenue | II | E | 2 | Collector | Undivided | 1,350 | 1,480 | E | 1,080 | 1,480 | C |
| | **53** | **Bullard Avenue and Sample Avenue** | **U** | **D** | **2** | **Collector** | **Undivided** | **2,810** | **1,270** | **F** | **1,690** | **1,270** | **F** |
| **Elm Avenue** | 54 | North Avenue and Jensen Avenue | IV | E | 4 | Arterial | Raised | 490 | 3,730 | A | 830 | 3,730 | A |
| | 55 | Jensen Avenue and Church Avenue | II | E | 4 | Arterial | Raised | 640 | 3,730 | A | 910 | 3,730 | A |
| **G Street** | 56 | Tulare Street and Fresno Street | I | F | 4 | Collector | Undivided | 570 | 2,980 | A | 710 | 2,980 | A |
| | 57 | Fresno Street and Tuolumne Street | I | F | 4 | Collector | TWLTL | 710 | 3,550 | A | 550 | 3,550 | A |
| **Fulton Street** | 58 | Tulare Street and Fresno Street | I | F | 2 | Collector | Undivided | 190 | 1,480 | A | 200 | 1,480 | A |
| **Van Ness Avenue** | 59 | Los Angeles Street & SR-41 ramps | I | F | 4 | Collector | Undivided | 630 | 2,980 | A | 660 | 2,980 | A |
| | 60 | Tulare Street and Fresno Street[3] | I | F | 2 | Collector | Raised | 620 | 1,860 | A | 1,070 | 1,860 | A |
| | 61 | Fresno Street and Tuolumne Street | I | F | 2 | Collector | Undivided | 620 | 1,480 | A | 660 | 1,480 | A |
| **O Street** | 62 | Tulare Street and Fresno Street | I | F | 2 | Collector | Undivided | 460 | 1,480 | A | 570 | 1,480 | A |
| | 63 | Fresno Street and Tuolumne Street | I | F | 2 | Collector | Undivided | 530 | 1,480 | A | 560 | 1,480 | A |
| **Blackstone Avenue** | 64 | Olive Avenue and McKinley Avenue | II | E | 6 | Arterial | Raised | 1,810 | 5,610 | A | 3,120 | 5,610 | A |
| | 65 | McKinley Avenue and Clinton Avenue | II | E | 6 | Arterial | Raised | 1,700 | 5,610 | A | 2,360 | 5,610 | A |
| | 66 | Dakota Avenue and Ashlan Avenue | II | E | 6 | Arterial | Raised | 1,940 | 5,610 | A | 3,170 | 5,610 | A |
| | 67 | Gettysburg Avenue and Shaw Avenue | II | E | 6 | Arterial | Raised | 1,500 | 5,610 | A | 2,750 | 5,610 | A |
| | 68 | Bullard Avenue and Sierra Avenue | II | E | 6 | Arterial | Raised | 2,010 | 5,610 | A | 2,750 | 5,610 | A |
| | 69 | Alluvial Avenue and Nees Avenue | III | D | 6 | Arterial | Raised | 1,140 | 5,270 | A | 2,320 | 5,270 | A |
| **Friant Road** | **70** | **SR-41 SB off-ramp and SR-41 NB off-ramp** | **III** | **D** | **6** | **Super Arterial** | **Raised** | 5,420 | 4,910 | D | **6,360** | **4,910** | **F** |
| | **71** | **SR-41 NB off-ramp and Audubon Drive** | **III** | **D** | **6** | **Super Arterial** | **Raised** | **5,720** | **4,910** | **E** | **6,650** | **4,910** | **F** |
| | **72** | **Audubon Drive and Shepherd Avenue** | **III** | **D** | **6** | **Expressway** | **Raised** | **5,880** | **6,170** | **E** | **6,640** | **6,170** | **F** |

**Table 4.A: General Plan Build Out Roadway Segment Levels of Service with General Plan Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | General Plan Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| | 73 | Copper Avenue and Willow Avenue | III | D | 4 | Expressway | Raised | 1,780 | 4,050 | A | 1,250 | 4,050 | A |
| First Street | 74 | McKinley Avenue and Clinton Avenue | II | E | 4 | Arterial | Raised | 2,120 | 3,730 | A | 2,350 | 3,730 | B |
| | 75 | Shields Avenue and Dakota Avenue | II | E | 4 | Arterial | Raised | 1,320 | 3,730 | A | 2,290 | 3,730 | B |
| | 76 | Ashlan Avenue and Gettysburg Avenue | II | E | 4 | Arterial | Raised | 1,310 | 3,730 | A | 2,170 | 3,730 | A |
| | 77 | Barstow Avenue and Bullard Avenue | II | E | 4 | Arterial | Raised | 1,350 | 3,730 | A | 2,330 | 3,730 | B |
| | 78 | Bullard Avenue and Herndon Avenue | II | E | 4 | Arterial | Raised | 1,230 | 3,730 | A | 2,150 | 3,730 | A |
| | 79 | Herndon Avenue and Alluvial Avenue | III | D | 4 | Arterial | Raised | 1,910 | 3,470 | A | 2,620 | 3,470 | C |
| | 80 | Nees Avenue and Friant Road | III | D | 4 | Arterial | Raised | 1,300 | 3,470 | A | 1,760 | 3,470 | A |
| East Avenue | 81 | North Avenue and Jensen Avenue | IV | E | 2 | Collector | Undivided | 220 | 1,480 | A | 170 | 1,480 | A |
| Cedar Avenue | 82 | American Avenue and Central Avenue | IV | E | 2 | Arterial | Undivided | 380 | 1,480 | A | 380 | 1,480 | A |
| | 83 | Jensen Avenue and Church Avenue | II | E | 4 | Arterial | Undivided | 810 | 2,980 | A | 930 | 2,980 | A |
| | 84 | Church Avenue and California Avenue | U | D | 4 | Arterial | Undivided | 1,240 | 2,740 | A | 1,220 | 2,740 | A |
| | 85 | Tulare Avenue and Belmont Avenue | I | F | 4 | Arterial | Undivided | 2,280 | 2,980 | C | 2,320 | 2,980 | C |
| | 86 | Olive Avenue and McKinley Avenue | II | E | 4 | Arterial | TWLTL | 1,950 | 3,550 | A | 1,650 | 3,550 | A |
| | 87 | Dakota Avenue and Ashlan Avenue | II | E | 4 | Arterial | Raised | 2,220 | 3,730 | A | 3,040 | 3,730 | D |
| | 88 | Ashlan Avenue and Gettysburg Avenue | II | E | 4 | Arterial | Raised | 1,830 | 3,730 | A | 2,020 | 3,730 | A |
| | 89 | Shaw Avenue and Barstow Avenue | II | E | 4 | Arterial | Raised | 2,060 | 3,730 | A | 2,330 | 3,730 | B |
| | 90 | Nees Avenue and Teague Avenue | III | D | 4 | Arterial | Raised | 1,600 | 3,470 | A | 1,920 | 3,470 | A |
| Maple Avenue | 91 | North Avenue and Jensen Avenue | IV | E | 4 | Collector | Undivided | 650 | 2,980 | A | 800 | 2,980 | A |
| | 92 | Jensen Avenue and Church Avenue | III | D | 4 | Collector | Undivided | 840 | 2,740 | A | 1,020 | 2,740 | A |
| Chestnut Avenue | 93 | Jensen Avenue and Church Avenue | III | D | 4 | Arterial | Raised | 980 | 3,470 | A | 1,080 | 3,470 | A |
| | 94 | Kings Canyon Road and Tulare Avenue | II | E | 4 | Arterial | Raised | 1,740 | 3,730 | A | 1,880 | 3,730 | A |
| | 95 | Tulare Avenue and Belmont Avenue | II | E | 4 | Arterial | Raised | 2,030 | 3,730 | A | 1,990 | 3,730 | A |
| | 96 | Clinton Avenue and Shields Avenue | U | D | 4 | Arterial | Raised | 1,500 | 3,470 | A | 1,540 | 3,470 | A |
| | 97 | Bullard Avenue and Herndon Avenue | II | E | 4 | Collector | Undivided | 1,290 | 2,980 | A | 1,830 | 2,980 | B |
| | 98 | Herndon Avenue and Alluvial Avenue | III | D | 4 | Arterial | Raised | 1,500 | 3,470 | A | 1,540 | 3,470 | A |
| | 99 | Alluvial Avenue and Nees Avenue | III | D | 4 | Arterial | Raised | 1,740 | 3,470 | A | 1,770 | 3,470 | A |
| | 100 | Nees Avenue and Teague Avenue | III | D | 4 | Arterial | Raised | 910 | 3,470 | A | 1,030 | 3,470 | A |
| | 101 | Teague Avenue and Shepherd Avenue | III | D | 4 | Arterial | Raised | 1,400 | 3,470 | A | 1,860 | 3,470 | A |
| Willow Avenue | 102 | Herndon Avenue and Nees Avenue | III | D | 6 | Super Arterial | Raised | 2,480 | 4,910 | A | 2,950 | 4,910 | A |
| | 103 | Teague Avenue and Shepherd Avenue | III | D | 6 | Super Arterial | Raised | 2,200 | 4,910 | A | 2,310 | 4,910 | A |
| | 104 | Shepherd Avenue and Behymer Avenue | III | D | 6 | Super Arterial | Raised | 2,220 | 4,910 | A | 2,800 | 4,910 | A |
| | 105 | Behymer Avenue and Copper Avenue | III | D | 6 | Super Arterial | Raised | 2,040 | 4,910 | A | 2,250 | 4,910 | A |
| | 106 | Copper Avenue and Friant Road[2,3] | III | D | 2 | Super Arterial | Undivided | 510 | 1,585 | A | 1,010 | 1,585 | A |
| Peach Avenue | 107 | North Avenue and Jensen Avenue | III | D | 2 | Arterial | Undivided | 470 | 1,270 | A | 480 | 1,270 | A |
| | 108 | Butler Avenue and Kings Canyon Road | II | E | 4 | Arterial | Raised | 2,020 | 3,730 | A | 1,880 | 3,730 | A |
| | 109 | Tulare Avenue and Belmont Avenue | II | E | 4 | Arterial | Raised | 2,080 | 3,730 | A | 2,210 | 3,730 | A |

**Table 4.A: General Plan Build Out Roadway Segment Levels of Service with General Plan Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | General Plan Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| | 110 | Olive Avenue and McKinley Avenue | II | E | 4 | Arterial | Raised | 1,260 | 3,730 | A | 1,500 | 3,730 | A |
| Minnewawa Avenue | 111 | Kings Canyon Road and Tulare Avenue | U | D | 2 | Collector | Undivided | 160 | 1,270 | A | 290 | 1,270 | A |
| Clovis Avenue | 112 | North Avenue and Jensen Avenue | III | D | 4 | Arterial | Raised | 1,570 | 3,470 | A | 1,510 | 3,470 | A |
| | 113 | Church Avenue and Butler Avenue | U | D | 4 | Arterial | Raised | 2,370 | 3,470 | B | 2,400 | 3,470 | B |
| | 114 | Kings Canyon Road and Tulare Avenue | II | E | 6 | Arterial | Raised | 3,260 | 5,610 | A | 3,990 | 5,610 | C |
| | 115 | Clinton Avenue and Shields Avenue | II | E | 6 | Arterial | Raised | 3,010 | 5,610 | A | 2,950 | 5,610 | A |
| Fowler Avenue | 116 | Jensen Avenue and Kings Canyon Road | III | D | 2 | Arterial | Undivided | 860 | 1,270 | A | 590 | 1,270 | A |
| | 117 | Kings Canyon Road and Belmont Avenue | III | D | 4 | Arterial | Raised | 2,150 | 3,470 | A | 1,810 | 3,470 | A |
| | 118 | SR-180 WB ramps and Olive Avenue | III | D | 4 | Arterial | Undivided | 2,250 | 2,740 | C | 1,930 | 2,740 | B |
| | 119 | Olive Avenue and Clinton Avenue | III | D | 4 | Arterial | Undivided | 1,390 | 2,740 | A | 1,330 | 2,740 | A |
| | 120 | Shields Avenue and Dakota Avenue | III | D | 4 | Arterial | TWLTL | 1,320 | 3,290 | A | 1,100 | 3,290 | A |
| Armstrong Avenue | 121 | Jensen Avenue and Church Avenue | III | D | 4 | Collector | Undivided | 330 | 2,740 | A | 220 | 2,740 | A |
| | 122 | Hamilton Avenue and Butler Avenue | III | D | 4 | Collector | Undivided | 490 | 2,740 | A | 330 | 2,740 | A |
| | 123 | Butler Avenue and Lane Avenue | III | D | 4 | Collector | Undivided | 550 | 2,740 | A | 380 | 2,740 | A |
| | 124 | Belmont Avenue and Clinton Avenue | III | D | 2 | Collector | Undivided | 770 | 1,270 | A | 500 | 1,270 | A |
| | 125 | McKinley Avenue and Clinton Avenue | III | D | 2 | Collector | Undivided | 990 | 1,270 | B | 960 | 1,270 | B |
| | 126 | Shields Avenue and Dakota Avenue | III | D | 2 | Collector | Undivided | 1,330 | 1,270 | D | 1,230 | 1,270 | D |
| Temperance Avenue | 127 | California Avenue and Hamilton Avenue[3] | III | D | 6 | Super Arterial | Undivided | 1,910 | 4,910 | A | 1,980 | 4,910 | A |
| | 128 | Butler Avenue and Lowe Avenue[3] | III | D | 6 | Super Arterial | Undivided | 3,870 | 4,910 | B | 3,580 | 4,910 | A |
| | 129 | Kings Canyon Road and SR-180 EB ramps | III | D | 6 | Super Arterial | Raised | 3,930 | 4,910 | B | 4,930 | 4,910 | C |
| | 130 | Belmont Avenue and Olive Avenue[3] | III | D | 6 | Super Arterial | Undivided | 1,950 | 4,910 | A | 2,050 | 4,910 | A |
| | 131 | McKinley Avenue and Shields Avenue[3] | III | D | 6 | Super Arterial | Undivided | 3,340 | 4,910 | A | 3,450 | 4,910 | A |
| | 132 | Shields Avenue and Dakota Avenue | III | D | 6 | Super Arterial | Raised | 1,340 | 4,910 | A | 1,090 | 4,910 | A |
| | 133 | Dakota Avenue and Ashlan Avenue | III | D | 6 | Super Arterial | Raised | 1,530 | 4,910 | A | 840 | 4,910 | A |
| De Wolf Avenue | 134 | Church Avenue and Butler Avenue | III | D | 2 | Collector | Undivided | 350 | 1,270 | A | 260 | 1,270 | A |
| Copper Avenue | 135 | Friant Road and Millbrook Avenue | III | D | 4 | Super Arterial | Raised | 1,250 | 3,170 | A | 990 | 3,170 | A |
| | 136 | Millbrook Avenue and Cedar Avenue | III | D | 4 | Super Arterial | Raised | 2,050 | 3,170 | A | 1,630 | 3,170 | A |
| | 137 | Cedar Avenue and Maple Avenue | III | D | 4 | Super Arterial | Raised | 1,380 | 3,170 | A | 940 | 3,170 | A |
| | 138 | Maple Avenue and Chestnut Avenue[2] | III | D | 2 | Super Arterial | Raised | 1,140 | 1,585 | A | 920 | 1,585 | A |
| Shepherd Avenue | 139 | Millbrook Avenue and Cedar Avenue | III | D | 4 | Arterial | Raised | 1,950 | 3,470 | A | 2,460 | 3,470 | B |
| | 140 | Cedar Avenue and Maple Avenue | III | D | 4 | Arterial | Raised | 2,460 | 3,470 | B | 2,740 | 3,470 | C |
| | 141 | Chestnut Avenue and Willow Avenue | III | D | 4 | Arterial | Raised | 2,000 | 3,470 | A | 2,040 | 3,470 | A |
| Nees Avenue | 142 | Audubon Drive and Millbrook Avenue | III | D | 4 | Arterial | Raised | 1,280 | 3,470 | A | 1,510 | 3,470 | A |
| | 143 | Cedar Avenue and Maple Avenue | III | D | 4 | Arterial | Raised | 1,620 | 3,470 | A | 2,140 | 3,470 | A |
| | 144 | Jordan Avenue and Paula Avenue | III | D | 4 | Arterial | Raised | 1,230 | 3,470 | A | 2,300 | 3,470 | B |
| Alluvial Avenue | 145 | Mansionette Drive and Pinedale Avenue | III | D | 2 | Collector | TWLTL | 730 | 1,550 | A | 1,200 | 1,550 | B |
| | 146 | Pinedale Avenue and Chestnut Avenue | III | D | 2 | Collector | TWLTL | 710 | 1,550 | A | 1,540 | 1,550 | D |

**Table 4.A: General Plan Build Out Roadway Segment Levels of Service with General Plan Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | General Plan Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| | 147 | Chestnut Avenue and Willow Avenue | III | D | 2 | Collector | TWLTL | 690 | 1,550 | A | 1,440 | 1,550 | D |
| Herndon Avenue | 148 | Polk Avenue and Milburn Avenue | III | D | 6 | Expressway | Raised | 2,840 | 6,170 | A | 3,210 | 6,170 | A |
| | 149 | West Avenue and Fruit Avenue | III | D | 6 | Expressway | Raised | 5,120 | 6,170 | C | 5,450 | 6,170 | D |
| | 150 | Fruit Avenue and Palm Avenue | III | D | 6 | Expressway | Raised | 5,170 | 6,170 | C | 5,380 | 6,170 | D |
| | 151 | Blackstone Avenue and SR-41 SB ramps | III | D | 6 | Expressway | Raised | 4,910 | 6,170 | C | 4,700 | 6,170 | C |
| | 152 | First Street and Cedar Avenue | III | D | 6 | Expressway | Raised | 4,770 | 6,170 | C | 4,930 | 6,170 | C |
| | 153 | Cedar Avenue and Maple Avenue | III | D | 6 | Expressway | Raised | 3,530 | 6,170 | A | 3,060 | 6,170 | A |
| Sierra Avenue | 154 | Marks Avenue and Van Ness Avenue | II | E | 2 | Collector | Undivided | 370 | 1,480 | A | 530 | 1,480 | A |
| | 155 | West Avenue and Fruit Avenue | U | D | 2 | Collector | Undivided | 690 | 1,270 | A | 810 | 1,270 | A |
| | 156 | Throne Avenue and Palm Avenue | III | D | 2 | Collector | Undivided | 490 | 1,270 | A | 810 | 1,270 | A |
| Bullard Avenue | 157 | Garfield Avenue and Grantland Avenue | III | D | 2 | Collector | Undivided | 50 | 1,270 | A | 40 | 1,270 | A |
| | 158 | Grantland Avenue and Caspian Avenue | III | D | 4 | Collector | TWLTL | 330 | 3,290 | A | 250 | 3,290 | A |
| | 159 | West Avenue and Fruit Avenue | U | D | 4 | Arterial | Undivided | 2,170 | 2,740 | C | 1,990 | 2,740 | B |
| | 160 | Fruit Avenue and Palm Avenue | II | E | 4 | Arterial | Undivided | 1,530 | 2,980 | A | 1,650 | 2,980 | A |
| | 161 | Maroa Avenue and Blackstone Avenue | II | E | 4 | Arterial | TWLTL | 2,140 | 3,550 | B | 2,390 | 3,550 | B |
| | 162 | SR-41 NB ramps and Fresno Street | II | E | 6 | Arterial | Raised | 2,950 | 5,610 | A | 2,810 | 5,610 | A |
| | 163 | First Street and Cedar Avenue | II | E | 4 | Arterial | Raised | 2,210 | 3,730 | A | 2,470 | 3,730 | B |
| Barstow Avenue | 164 | Garfield Avenue and Grantland Avenue | III | D | 2 | Collector | Undivided | 160 | 1,270 | A | 120 | 1,270 | A |
| | 165 | Van Ness Boulevard and West Avenue | U | D | 2 | Collector | Undivided | 400 | 1,270 | A | 750 | 1,270 | A |
| | 166 | Fruit Avenue and Palm Avenue | U | D | 2 | Collector | TWLTL | 470 | 1,550 | A | 770 | 1,550 | A |
| Shaw Avenue | 167 | Garfield Avenue and Grantland Avenue | III | D | 2 | Arterial | Undivided | 1,110 | 1,270 | C | 1,260 | 1,270 | D |
| | 168 | Bryan Avenue and Hayes Avenue | III | D | 4 | Arterial | Undivided | 1,290 | 2,740 | A | 1,310 | 2,740 | A |
| | 169 | Hayes Avenue and Polk Avenue | III | D | 4 | Arterial | Undivided | 1,250 | 2,740 | A | 1,100 | 2,740 | A |
| | 170 | SR-99 NB ramps and Cornelia Avenue | III | D | 4 | Arterial | TWLTL | 2,990 | 3,290 | D | 2,920 | 3,290 | D |
| | 171 | Cornelia Avenue and Jennifer Avenue | III | D | 6 | Arterial | Raised | 2,990 | 5,270 | A | 2,920 | 5,270 | A |
| | 172 | Brawley Avenue and Marks Avenue | III | D | 6 | Arterial | Raised | 2,310 | 5,270 | A | 3,340 | 5,270 | A |
| | 173 | West Avenue and Fruit Avenue | II | E | 6 | Arterial | Raised | 3,710 | 5,610 | B | 4,040 | 5,610 | C |
| | 174 | Maroa Avenue and Blackstone Avenue | II | E | 6 | Arterial | Raised | 4,710 | 5,610 | D | 5,570 | 5,610 | E |
| | 175 | Fresno Street and First Street | II | E | 6 | Arterial | Raised | 2,540 | 5,610 | A | 3,050 | 5,610 | A |
| | 176 | First Street and Cedar Avenue | II | E | 6 | Arterial | Raised | 2,810 | 5,610 | A | 3,810 | 5,610 | B |
| **Gettysburg Avenue** | **177** | **Maple Avenue and Winery Avenue** | **II** | **E** | **2** | **Collector** | **TWLTL** | **4,030** | **1,760** | **F** | **4,330** | **1,760** | **F** |
| Ashlan Avenue | 178 | Bryan Avenue and Hayes Avenue | III | D | 4 | Arterial | Undivided | 790 | 2,740 | A | 580 | 2,740 | A |
| | 179 | Hayes Avenue and Polk Avenue | III | D | 4 | Arterial | Undivided | 570 | 2,740 | A | 720 | 2,740 | A |
| | **180** | **Cornelia Avenue and Blythe Avenue** | **III** | **D** | **4** | **Arterial** | **Raised** | 2,870 | 3,470 | C | **4,400** | **3,470** | **F** |
| | 181 | SR-99 SB ramps and Golden State Boulevard | III | D | 4 | Arterial | Raised | 2,390 | 3,470 | B | 2,550 | 3,470 | B |
| | 182 | Weber Avenue and Valentine Avenue | II | E | 4 | Arterial | Raised | 2,090 | 3,730 | A | 2,540 | 3,730 | B |
| | 183 | Fruit Avenue and Palm Avenue | U | D | 2 | Collector | Undivided | 1,280 | 1,270 | D | 1,110 | 1,270 | C |

**Table 4.A: General Plan Build Out Roadway Segment Levels of Service with General Plan Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | General Plan Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| | 184 | Palm Avenue and Maroa Avenue | U | D | 2 | Collector | Undivided | 1,120 | 1,270 | C | 1,020 | 1,270 | B |
| | 185 | Maroa Avenue and Del Mar Avenue | U | D | 4 | Collector | Undivided | 1,250 | 2,740 | A | 1,190 | 2,740 | A |
| | 186 | Del Mar Avenue and Blackstone Avenue | II | E | 4 | Collector | Undivided | 1,520 | 2,980 | A | 1,630 | 2,980 | A |
| | 187 | Fresno Street and First Street | II | E | 4 | Arterial | Undivided | 2,160 | 2,980 | C | 2,620 | 2,980 | D |
| | 188 | Barton Avenue and SR-168 SB ramps | II | E | 4 | Arterial | Raised | 2,530 | 3,730 | B | 3,110 | 3,730 | D |
| | 189 | SR-168 NB ramps and Chestnut Avenue | II | E | 4 | Arterial | Raised | 2,090 | 3,730 | A | 2,400 | 3,730 | B |
| Dakota Avenue | 190 | Marks Avenue and Hughes Avenue | II | E | 2 | Collector | Undivided | 170 | 1,480 | A | 1,170 | 1,480 | C |
| | 191 | West Avenue and Fruit Avenue | II | E | 2 | Collector | TWLTL | 300 | 1,760 | A | 620 | 1,760 | A |
| | 192 | Fruit Avenue and Palm Avenue | II | E | 2 | Collector | Undivided | 150 | 1,480 | A | 730 | 1,480 | A |
| | **193** | **Maroa Avenue and Del Mar Avenue** | **II** | **E** | **2** | **Collector** | **Undivided** | 340 | 1,480 | A | **2,150** | **1,480** | **F** |
| | **194** | **Angus Street and First Street** | **II** | **E** | **2** | **Collector** | **TWLTL** | 600 | 1,760 | A | **2,070** | **1,760** | **F** |
| | 195 | First Street and Millbrook Avenue | II | E | 2 | Collector | TWLTL | 230 | 1,760 | A | 1,060 | 1,760 | B |
| | 196 | Millbrook Avenue and Cedar Avenue | II | E | 2 | Collector | TWLTL | 1,720 | 1,760 | E | 1,310 | 1,760 | C |
| Shields Avenue | 197 | Garfield Avenue and Grantland Avenue | III | D | 2 | Collector | Undivided | 370 | 1,270 | A | 240 | 1,270 | A |
| | 198 | Grantland Avenue and Bryan Avenue | III | D | 2 | Collector | Undivided | 340 | 1,270 | A | 250 | 1,270 | A |
| | 199 | Brawley Avenue and Valentine Avenue | III | D | 2 | Collector | Undivided | 1,310 | 1,270 | D | 980 | 1,270 | B |
| | 200 | Fruit Avenue and Palm Avenue | II | E | 4 | Arterial | Undivided | 1,190 | 2,980 | A | 1,800 | 2,980 | B |
| | 201 | Peach Avenue and Clovis Avenue | II | E | 4 | Arterial | Raised | 1,640 | 3,730 | A | 1,520 | 3,730 | A |
| | 202 | Clovis Avenue and Fowler Avenue | II | E | 4 | Arterial | Raised | 1,850 | 3,730 | A | 1,830 | 3,730 | A |
| | 203 | Temperance Avenue and Locan Avenue | III | D | 2 | Arterial | Raised | 1,150 | 1,640 | B | 830 | 1,640 | A |
| | 204 | Locan Avenue and De Wolf Avenue | III | D | 2 | Collector | Undivided | 870 | 1,270 | A | 570 | 1,270 | A |
| Clinton Avenue | 205 | Grantland Avenue and Bryan Avenue | III | D | 2 | Collector | Undivided | 40 | 1,270 | A | 150 | 1,270 | A |
| | 206 | Bryan Avenue and Hayes Avenue | III | D | 2 | Collector | Undivided | 300 | 1,270 | A | 230 | 1,270 | A |
| | 207 | Hayes Avenue and Polk Avenue | III | D | 2 | Collector | Undivided | 220 | 1,270 | A | 250 | 1,270 | A |
| | 208 | Polk Avenue and Cornelia Avenue | III | D | 4 | Collector | Undivided | 390 | 2,740 | A | 380 | 2,740 | A |
| | 209 | Blythe Avenue and Brawley Avenue | III | D | 4 | Collector | TWLTL | 860 | 3,290 | A | 950 | 3,290 | A |
| | 210 | Valentine Avenue and Marks Avenue | III | D | 4 | Collector | TWLTL | 1,120 | 3,290 | A | 1,220 | 3,290 | A |
| | 211 | Weber Avenue and West Avenue | II | E | 4 | Collector | Undivided | 720 | 2,980 | A | 2,430 | 2,980 | D |
| | 212 | Fruit Avenue and Palm Avenue | II | E | 4 | Collector | Undivided | 490 | 2,980 | A | 1,600 | 2,980 | A |
| | 213 | Maroa Avenue and Blackstone Avenue | II | E | 4 | Collector | Undivided | 410 | 2,980 | A | 1,910 | 2,980 | B |
| | 214 | First Street and Cedar Avenue | U | D | 4 | Collector | Undivided | 820 | 2,740 | A | 1,060 | 2,740 | A |
| | 215 | Fowler Avenue and Armstrong Avenue | III | D | 4 | Collector | Undivided | 460 | 2,740 | A | 320 | 2,740 | A |
| | 216 | Armstrong Avenue and Temperance Avenue | III | D | 4 | Collector | Undivided | 350 | 2,740 | A | 340 | 2,740 | A |
| McKinley Avenue | 217 | Blythe Avenue and Valentine Avenue | III | D | 4 | Arterial | Undivided | 1,250 | 2,740 | A | 1,270 | 2,740 | A |
| | 218 | Marks Avenue and Hughes Avenue | I | F | 4 | Arterial | Undivided | 1,770 | 2,980 | A | 1,660 | 2,980 | A |
| | 219 | Fruit Avenue and Palm Avenue | II | E | 4 | Arterial | Undivided | 1,580 | 2,980 | A | 1,310 | 2,980 | A |
| | 220 | First Street and Cedar Avenue | II | E | 4 | Arterial | Raised | 1,540 | 3,730 | A | 1,470 | 3,730 | A |

**Table 4.A: General Plan Build Out Roadway Segment Levels of Service with General Plan Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | General Plan Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| | 221 | Peach Avenue and Clovis Avenue | II | E | 4 | Arterial | Raised | 1,130 | 3,730 | A | 1,010 | 3,730 | A |
| Olive Avenue | 222 | Valentine Avenue and Marks Avenue | III | D | 2 | Collector | Undivided | 480 | 1,270 | A | 670 | 1,270 | A |
| | 223 | SR-99 NB ramps and West Avenue | I | F | 4 | Collector | TWLTL | 880 | 3,550 | A | 1,720 | 3,550 | A |
| | 224 | Van Ness Avenue and Blackstone Avenue | II | E | 2 | Collector | Undivided | 930 | 1,480 | B | 1,140 | 1,480 | C |
| | 225 | Fresno Street and First Street | II | E | 4 | Collector | Undivided | 910 | 2,980 | A | 1,230 | 2,980 | A |
| | 226 | Peach Avenue and Clovis Avenue | II | E | 4 | Collector | TWLTL | 780 | 3,550 | A | 600 | 3,550 | A |
| Belmont Avenue | 227 | Hayes Avenue and Cornelia Avenue | III | D | 2 | Collector | Undivided | 540 | 1,270 | A | 780 | 1,270 | A |
| | 228 | Marks Avenue and Hughes Avenue | III | D | 4 | Collector | Undivided | 650 | 2,740 | A | 790 | 2,740 | A |
| | 229 | Pacific Avenue and Fruit Avenue | I | F | 2 | Collector | Undivided | 600 | 1,480 | A | 1,110 | 1,480 | C |
| | 230 | Weber Avenue and Palm Avenue | II | E | 2 | Collector | Undivided | 780 | 1,480 | A | 1,010 | 1,480 | B |
| | 231 | Palm Avenue and Roosevelt Avenue | II | E | 2 | Collector | Undivided | 1,160 | 1,480 | C | 1,380 | 1,480 | E |
| | 232 | Abby Street and Fresno Street[3] | I | F | 2 | Collector | Raised | 760 | 1,860 | A | 1,600 | 1,860 | D |
| | 233 | Orchard Street and First Street[3] | I | F | 2 | Collector | Raised | 1,070 | 1,860 | A | 1,560 | 1,860 | D |
| | 234 | First Street and Cedar Avenue[3] | I | F | 2 | Collector | Raised | 1,190 | 1,860 | B | 1,910 | 1,860 | F |
| | 235 | Willow Avenue and Peach Avenue | U | D | 4 | Arterial | Raised | 1,120 | 3,470 | A | 1,070 | 3,470 | A |
| | 236 | Peach Avenue and Clovis Avenue | U | D | 4 | Arterial | Raised | 750 | 3,470 | A | 830 | 3,470 | A |
| | 237 | Clovis Avenue and Fowler Avenue | III | D | 4 | Arterial | Raised | 810 | 3,470 | A | 860 | 3,470 | A |
| | 238 | De Wolf Avenue and Fancher Avenue | III | D | 2 | Collector | Undivided | 650 | 1,270 | A | 620 | 1,270 | A |
| Divisadero Avenue | 239 | Roosevelt Avenue and H Street | I | F | 2 | Collector | Undivided | 340 | 1,480 | A | 390 | 1,480 | A |
| | 240 | Fulton Street and Van Ness Avenue | I | F | 2 | Collector | TWLTL | 780 | 1,760 | A | 1,050 | 1,760 | A |
| | 241 | San Pablo Avenue and Glen Avenue | I | F | 2 | Collector | TWLTL | 860 | 1,760 | A | 840 | 1,760 | A |
| Fresno Street | 242 | Palo Alto Avenue and Herndon Avenue[2,3] | III | D | 5 | Collector | Raised | 1,080 | 4,370 | A | 1,490 | 4,370 | A |
| | 243 | California Avenue and SR-99 SB ramps | I | F | 4 | Arterial | Raised | 910 | 3,730 | A | 820 | 3,730 | A |
| | 244 | SR-99 NB ramps and E Street | I | F | 4 | Arterial | Raised | 1,280 | 3,730 | A | 1,650 | 3,730 | A |
| Tulare Street | 245 | H Street and Van Ness Avenue | I | F | 4 | Collector | TWLTL | 410 | 3,550 | A | 490 | 3,550 | A |
| | 246 | Van Ness Avenue and M Street[3] | I | F | 4 | Collector | Raised | 800 | 3,730 | A | 610 | 3,730 | A |
| Ventura Street | 247 | SR-99 NB ramps and G Street | I | F | 4 | Arterial | Undivided | 1,530 | 2,980 | A | 1,540 | 2,980 | A |
| | 248 | G Street and Broadway Street | I | F | 4 | Arterial | Raised | 1,720 | 3,730 | A | 1,940 | 3,730 | A |
| | 249 | Van Ness Avenue and M Street | I | F | 4 | Arterial | Raised | 1,790 | 3,730 | A | 1,020 | 3,730 | A |
| | 250 | SR-41 and First Street | I | F | 4 | Arterial | Raised | 1,870 | 3,730 | A | 2,290 | 3,730 | B |
| Kings Canyon Road | 251 | Maple Avenue and Chestnut Avenue | II | E | 4 | Arterial | Raised | 1,530 | 3,730 | A | 2,150 | 3,730 | A |
| | 252 | Chestnut Avenue and Willow Avenue | II | E | 4 | Arterial | Raised | 1,520 | 3,730 | A | 2,020 | 3,730 | A |
| | 253 | Peach Avenue and Clovis Avenue | II | E | 4 | Arterial | Raised | 2,000 | 3,730 | A | 3,050 | 3,730 | D |
| | 254 | Clovis Avenue and Fowler Avenue | III | D | 4 | Arterial | Raised | 1,370 | 3,470 | A | 2,020 | 3,470 | A |
| | 255 | Fowler Avenue and Armstrong Avenue | III | D | 4 | Arterial | TWLTL | 1,770 | 3,290 | A | 2,280 | 3,290 | B |
| | 256 | Armstrong Avenue and Temperance Avenue | III | D | 4 | Arterial | Undivided | 1,310 | 2,740 | A | 1,460 | 2,740 | A |

**Table 4.A: General Plan Build Out Roadway Segment Levels of Service with General Plan Configurations**

| Roadway | # | Segment | TIZ | LOS Standard | General Plan Number of Lanes | Classification[1] | Median | AM | | | PM | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS | General Plan Build Out Traffic Volume | LOS Capacity | Future LOS |
| **Butler Avenue** | 257 | Hazelwood Boulevard and Orange Avenue | I | F | 2 | Collector | TWLTL | 850 | 1,760 | A | 1,100 | 1,760 | B |
| **California Avenue** | 258 | Marks Avenue and Hughes Avenue | III | D | 2 | Collector | Undivided | 410 | 1,270 | A | 620 | 1,270 | A |
| | 259 | Hughes Avenue and West Avenue | III | D | 2 | Collector | Undivided | 630 | 1,270 | A | 770 | 1,270 | A |
| **Church Avenue** | 260 | Marks Avenue and Hughes Avenue | III | D | 2 | Collector | Undivided | 210 | 1,270 | A | 260 | 1,270 | A |
| | 261 | Orange Avenue and Cedar Avenue | U | D | 4 | Collector | Undivided | 890 | 2,740 | A | 1,020 | 2,740 | A |
| | 262 | Cedar Avenue and Maple Avenue | III | D | 4 | Collector | Undivided | 810 | 2,740 | A | 1,060 | 2,740 | A |
| | 263 | Minnewawa Avenue and Clovis Avenue | III | D | 2 | Collector | TWLTL | 910 | 1,550 | A | 650 | 1,550 | A |
| **Jensen Avenue** | 264 | West Avenue and Fruit Avenue | III | D | 4 | Arterial | Undivided | 770 | 2,740 | A | 840 | 2,740 | A |
| | 265 | Walnut Avenue and MLK Boulevard | III | D | 4 | Arterial | Undivided | 1,110 | 2,740 | A | 1,030 | 2,740 | A |
| | 266 | Elm Avenue and SR-41 SB ramps | IV | E | 4 | Arterial | Raised | 2,010 | 3,730 | A | 1,910 | 3,730 | A |
| | 267 | Cedar Avenue and Maple Avenue | IV | E | 6 | Super Arterial | Raised | 2,870 | 6,240 | A | 2,810 | 6,240 | A |
| | 268 | Maple Avenue and Chestnut Avenue | IV | E | 6 | Super Arterial | Raised | 2,580 | 6,240 | A | 2,350 | 6,240 | A |
| | 269 | Chestnut Avenue and Willow Avenue | IV | E | 6 | Super Arterial | Raised | 2,260 | 6,240 | A | 2,480 | 6,240 | A |
| | 270 | Willow Avenue and Peach Avenue | III | D | 6 | Super Arterial | Raised | 2,510 | 4,910 | A | 2,700 | 4,910 | A |
| | 271 | Clovis Avenue and Fowler Avenue | III | D | 6 | Super Arterial | Raised | 2,120 | 4,910 | A | 2,180 | 4,910 | A |
| **North Avenue** | 272 | MLK Boulevard and Elm Avenue | IV | E | 4 | Arterial | Undivided | 500 | 2,980 | A | 560 | 2,980 | A |
| | 273 | Elm Avenue and SR-41 SB ramps | IV | E | 2 | Arterial | TWLTL | 1,230 | 1,760 | B | 1,320 | 1,760 | C |
| | 274 | Cherry Avenue and East Avenue | IV | E | 4 | Arterial | TWLTL | 870 | 3,550 | A | 1,000 | 3,550 | A |
| | 275 | SR-99 NB ramp and Cedar Avenue | IV | E | 4 | Arterial | Undivided | 1,220 | 2,980 | A | 1,210 | 2,980 | A |
| | 276 | Cedar Avenue and Golden State Boulevard | IV | E | 4 | Arterial | Undivided | 1,080 | 2,980 | A | 1,140 | 2,980 | A |
| | 277 | Maple Avenue and Chestnut Avenue | IV | E | 4 | Arterial | Undivided | 830 | 2,980 | A | 700 | 2,980 | A |
| **Central Avenue** | 278 | East Avenue and Orange Avenue | IV | E | 2 | Arterial | Undivided | 590 | 1,480 | A | 620 | 1,480 | A |
| **Golden State Boulevard** | 279 | North Avenue and Cedar Avenue | IV | E | 4 | Arterial | Undivided | 1,040 | 2,980 | A | 1,100 | 2,980 | A |
| | 280 | Jensen Avenue and Church Avenue | IV | E | 4 | Arterial | Raised | 1,270 | 3,730 | A | 940 | 3,730 | A |
| | 281 | Motel Drive and Ashlan Avenue[3] | III | D | 4 | Collector | Raised | 1,310 | 3,470 | A | 1,570 | 3,470 | A |
| | 282 | Swift Avenue and Shaw Avenue | III | D | 4 | Collector | Undivided | 1,810 | 2,740 | B | 1,880 | 2,740 | B |

Notes:
1 Classifications referenced from Fresno General Plan Circulation Diagram (2014)
2 Table 2.C does not provide the capacity for the segment (based on the number of lanes). The capacity per lane was calculated from dividing the available capacity in Table 2.C by the number of lanes.
3 Table 2.C does not provide the capacity for the segment (based on the median type). The capacity was assumed to be equal to the available capacity in Table 2.C based on the number of lanes (with different median types).
U: Unincorporated Fresno County
Bold and shading indicate deficient segments.

**Table 4.B: General Plan Build Out Levels of Service Comparison (Existing Configuration vs. General Plan Configuration)**

| Roadway | # | Segment | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) |
| Garfield Avenue | 1 | Fairmont Avenue and Shaw Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 2 | Shaw Avenue and Barstow Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| Grantland Avenue | 3 | Shields Avenue and Dakota Avenue | 2 | Super Arterial | A | 4 | Super Arterial | A | 2 | Super Arterial | A | 4 | Super Arterial | A |
| | 4 | Ashlan Avenue and Shaw Avenue | 2 | Super Arterial | A | 4 | Super Arterial | A | 2 | Super Arterial | A | 4 | Super Arterial | A |
| | 5 | Barstow Avenue and Bullard Avenue | 2 | Super Arterial | A | 2 | Super Arterial | A | 2 | Super Arterial | A | 2 | Super Arterial | A |
| | **6** | **Bullard Avenue and Parkway Drive** | **2** | **Super Arterial** | **E** | **2** | **Super Arterial** | **E** | **2** | **Super Arterial** | **E** | **2** | **Super Arterial** | **E** |
| Bryan Avenue | 7 | Shields Avenue and Ashlan Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 8 | Ashlan Avenue and Gettysburg Avenue | 3 | Collector | A | 2 | Collector | B | 3 | Collector | A | 2 | Collector | A |
| | 9 | Gettysburg Avenue and Shaw Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| Veterans Boulevard | 10 | Barstow Avenue and Bullard Avenue | 6 | Super Arterial | A | 6 | Super Arterial | A | 6 | Super Arterial | A | 6 | Super Arterial | A |
| Hayes Avenue | 11 | McKinley Avenue and Clinton Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 12 | Clinton Avenue and Shields Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 13 | Ashlan Avenue and Gettysburg Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | B | 2 | Collector | B |
| | 14 | Gettysburg Avenue and Shaw Avenue | 2 | Collector | B | 2 | Collector | B | 2 | Collector | B | 2 | Collector | B |
| Polk Avenue | 15 | Olive Avenue and McKinley Avenue | 2 | Arterial | A | 4 | Arterial | A | 2 | Arterial | A | 4 | Arterial | A |
| | 16 | McKinley Avenue and Clinton Avenue | 2 | Arterial | A | 4 | Arterial | A | 2 | Arterial | A | 4 | Arterial | A |
| | 17 | Clinton Avenue and Shields Avenue | 2 | Arterial | A | 4 | Arterial | A | 2 | Arterial | A | 4 | Arterial | A |
| | 18 | Dakota Avenue and Ashlan Avenue | 2 | Arterial | D | 4 | Arterial | A | **2** | **Arterial** | **F** | 4 | Arterial | A |
| | 19 | Ashlan Avenue and Gettysburg Avenue | 2 | Arterial | A | 4 | Arterial | A | 2 | Arterial | B | 4 | Arterial | A |
| Cornelia Avenue | **20** | **Clinton Avenue and Cortland Avenue** | **2** | **Collector** | **E** | **2** | **Collector** | **E** | 2 | Collector | D | 2 | Collector | D |
| | 21 | Cortland Avenue and Dakota Avenue | 2 | Collector | D | 2 | Collector | D | 2 | Collector | D | 2 | Collector | D |
| | 22 | Dakota Avenue and Griffith Way | 2 | Collector | C | 2 | Collector | C | 2 | Collector | B | 2 | Collector | B |

**Table 4.B: General Plan Build Out Levels of Service Comparison (Existing Configuration vs. General Plan Configuration)**

| Roadway | # | Segment | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) |
| | 23 | Griffith Way and Ashlan Avenue | 2 | Collector | C | 2 | Collector | C | 2 | Collector | A | 2 | Collector | A |
| **Blythe Avenue** | 24 | McKinley Avenue and Clinton Avenue | 3 | Collector | A | 2 | Collector | A | 3 | Collector | A | 2 | Collector | A |
| **Brawley Avenue** | 25 | Nielson Avenue and Belmont Avenue | 2 | Collector | D | 4 | Collector | A | 2 | Collector | D | 4 | Collector | A |
| | 26 | Olive Avenue and McKinley Avenue | 2 | Collector | C | 4 | Collector | A | 2 | Collector | D | 4 | Collector | A |
| | 27 | Clinton Avenue and Shields Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | C | 2 | Collector | C |
| | 28 | Dakota Avenue and Parkway Drive | 2 | Collector | B | 2 | Collector | B | 2 | Collector | B | 2 | Collector | B |
| | 29 | Shaw Avenue and San Jose Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| **Figarden Drive** | **30** | **San Jose Avenue and Bullard Avenue** | 4 | Arterial | A | 4 | Arterial | A | **4** | **Arterial** | **F** | **4** | **Arterial** | **F** |
| **Marty Avenue** | 31 | Shaw Avenue and San Jose Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| **Valentine Avenue** | 32 | Olive Avenue and McKinley Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 33 | McKinley Avenue and Clinton Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| **Marks Avenue** | 34 | Jensen Avenue and Church Avenue | 2 | Arterial | A | 4 | Arterial | A | 2 | Arterial | A | 4 | Arterial | A |
| | 35 | Church Avenue and California Avenue | 2 | Arterial | A | 4 | Arterial | A | 2 | Arterial | A | 4 | Arterial | A |
| | 36 | Kearney Avenue and Whitesbridge Avenue | 2 | Arterial | A | 4 | Arterial | A | 2 | Arterial | A | 4 | Arterial | A |
| | 37 | Whitesbridge Avenue and SR-180 EB ramps | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 38 | SR-180 WB ramps and Nielson Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 39 | Weber Avenue and Dakota Avenue | **2** | **Arterial** | **F** | 4 | Arterial | A | **2** | **Arterial** | **F** | 4 | Arterial | E |
| | 40 | Ashlan Avenue and Emerson Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 41 | Emerson Avenue and Shaw Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| **West Avenue** | 42 | California Avenue and Kearney Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 43 | McKinley Avenue and Clinton Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 44 | Ashlan Avenue and Shaw Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |

**Table 4.B: General Plan Build Out Levels of Service Comparison (Existing Configuration vs. General Plan Configuration)**

| Roadway | # | Segment | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) |
| **Fruit Avenue** | 45 | Barstow Avenue and Bullard Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| **Palm Avenue** | 46 | Shields Avenue and Dakota Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 47 | Ashlan Avenue and Gettysburg Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 48 | Locust Avenue and Remington Avenue | 4 | Arterial | C | 4 | Arterial | C | 4 | Arterial | C | 4 | Arterial | C |
| | 49 | Alluvial Avenue and Nees Avenue | 4 | Arterial | B | 4 | Arterial | B | 4 | Arterial | C | 4 | Arterial | C |
| **Audubon Drive** | **50** | **Nees Avenue and Del Mar Avenue** | 2 | Collector | C | 2 | Collector | C | **2** | **Collector** | **E** | **2** | **Collector** | **E** |
| **Maroa Avenue** | 51 | Fedora Avenue and Dakota Avenue | 2 | Collector | E | 2 | Collector | E | 2 | Collector | B | 2 | Collector | B |
| | 52 | Holland Avenue and Gettysburg Avenue | 2 | Collector | E | 2 | Collector | E | 2 | Collector | C | 2 | Collector | C |
| | **53** | **Bullard Avenue and Sample Avenue** | **4** | **Collector** | **E** | **2** | **Collector** | **F** | **4** | **Collector** | **A** | **2** | **Collector** | **F** |
| **Elm Avenue** | 54 | North Avenue and Jensen Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 55 | Jensen Avenue and Church Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| **G Street** | 56 | Tulare Street and Fresno Street | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 57 | Fresno Street and Tuolumne Street | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| **Fulton Street** | 58 | Tulare Street and Fresno Street | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| **Van Ness Avenue** | 59 | Los Angeles Street & SR-41 ramps | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 60 | Tulare Street and Fresno Street | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 61 | Fresno Street and Tuolumne Street | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| **O Street** | 62 | Tulare Street and Fresno Street | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 63 | Fresno Street and Tuolumne Street | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| **Blackstone Avenue** | 64 | Olive Avenue and McKinley Avenue | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A |
| | 65 | McKinley Avenue and Clinton Avenue | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A |
| | 66 | Dakota Avenue and Ashlan Avenue | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A |

**Table 4.B: General Plan Build Out Levels of Service Comparison (Existing Configuration vs. General Plan Configuration)**

| Roadway | # | Segment | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) |
| | 67 | Gettysburg Avenue and Shaw Avenue | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A |
| | 68 | Bullard Avenue and Sierra Avenue | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A |
| | 69 | Alluvial Avenue and Nees Avenue | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A |
| Friant Road | **70** | **SR-41 SB off-ramp and SR-41 NB off-ramp** | **6** | Super Arterial | D | 6 | Super Arterial | D | **6** | **Super Arterial** | **F** | **6** | **Super Arterial** | **F** |
| | **71** | **SR-41 NB off-ramp and Audubon Drive** | **6** | **Super Arterial** | **E** | **6** | **Super Arterial** | **E** | **6** | **Super Arterial** | **F** | **6** | **Super Arterial** | **F** |
| | **72** | **Audubon Drive and Shepherd Avenue** | **6** | **Expressway** | **E** | **6** | **Expressway** | **E** | **6** | **Expressway** | **F** | **6** | **Expressway** | **F** |
| | 73 | Copper Avenue and Willow Avenue | 4 | Expressway | A | 4 | Expressway | A | 4 | Expressway | A | 4 | Expressway | A |
| First Street | 74 | McKinley Avenue and Clinton Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | B | 4 | Arterial | B |
| | 75 | Shields Avenue and Dakota Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | B | 4 | Arterial | B |
| | 76 | Ashlan Avenue and Gettysburg Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 77 | Barstow Avenue and Bullard Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | B | 4 | Arterial | B |
| | 78 | Bullard Avenue and Herndon Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 79 | Herndon Avenue and Alluvial Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | C | 4 | Arterial | C |
| | 80 | Nees Avenue and Friant Road | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| East Avenue | 81 | North Avenue and Jensen Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| Cedar Avenue | 82 | American Avenue and Central Avenue | 2 | Arterial | A | 2 | Arterial | A | 2 | Arterial | A | 2 | Arterial | A |
| | 83 | Jensen Avenue and Church Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 84 | Church Avenue and California Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 85 | Tulare Avenue and Belmont Avenue | 4 | Arterial | C | 4 | Arterial | C | 4 | Arterial | C | 4 | Arterial | C |
| | 86 | Olive Avenue and McKinley Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 87 | Dakota Avenue and Ashlan Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | D | 4 | Arterial | D |
| | 88 | Ashlan Avenue and Gettysburg Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |

**Table 4.B: General Plan Build Out Levels of Service Comparison (Existing Configuration vs. General Plan Configuration)**

| Roadway | # | Segment | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) |
| | 89 | Shaw Avenue and Barstow Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | B | 4 | Arterial | B |
| | 90 | Nees Avenue and Teague Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| **Maple Avenue** | 91 | North Avenue and Jensen Avenue | 3 | Collector | A | 4 | Collector | A | 3 | Collector | A | 4 | Collector | A |
| | 92 | Jensen Avenue and Church Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| **Chestnut Avenue** | 93 | Jensen Avenue and Church Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 94 | Kings Canyon Road and Tulare Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 95 | Tulare Avenue and Belmont Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 96 | Clinton Avenue and Shields Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 97 | Bullard Avenue and Herndon Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | B | 4 | Collector | B |
| | 98 | Herndon Avenue and Alluvial Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 99 | Alluvial Avenue and Nees Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 100 | Nees Avenue and Teague Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 101 | Teague Avenue and Shepherd Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| **Willow Avenue** | 102 | Herndon Avenue and Nees Avenue | 5 | Super Arterial | A | 6 | Super Arterial | A | 5 | Super Arterial | A | 6 | Super Arterial | A |
| | 103 | Teague Avenue and Shepherd Avenue | 5 | Super Arterial | A | 6 | Super Arterial | A | 5 | Super Arterial | A | 6 | Super Arterial | A |
| | 104 | Shepherd Avenue and Behymer Avenue | 4 | Super Arterial | A | 6 | Super Arterial | A | 4 | Super Arterial | B | 6 | Super Arterial | A |
| | 105 | Behymer Avenue and Copper Avenue | 4 | Super Arterial | A | 6 | Super Arterial | A | 4 | Super Arterial | A | 6 | Super Arterial | A |
| | 106 | Copper Avenue and Friant Road | 2 | Super Arterial | A | 2 | Super Arterial | A | 2 | Super Arterial | A | 2 | Super Arterial | A |
| **Peach Avenue** | 107 | North Avenue and Jensen Avenue | 2 | Arterial | A | 2 | Arterial | A | 2 | Arterial | A | 2 | Arterial | A |
| | 108 | Butler Avenue and Kings Canyon Road | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 109 | Tulare Avenue and Belmont Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 110 | Olive Avenue and McKinley Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |

**Table 4.B: General Plan Build Out Levels of Service Comparison (Existing Configuration vs. General Plan Configuration)**

| Roadway | # | Segment | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) |
| **Minnewawa Avenue** | 111 | Kings Canyon Road and Tulare Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| **Clovis Avenue** | 112 | North Avenue and Jensen Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 113 | Church Avenue and Butler Avenue | 4 | Arterial | B | 4 | Arterial | B | 4 | Arterial | B | 4 | Arterial | B |
| | 114 | Kings Canyon Road and Tulare Avenue | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | C | 6 | Arterial | C |
| | 115 | Clinton Avenue and Shields Avenue | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A |
| **Fowler Avenue** | 116 | Jensen Avenue and Kings Canyon Road | 2 | Arterial | A | 2 | Arterial | A | 2 | Arterial | A | 2 | Arterial | A |
| | 117 | Kings Canyon Road and Belmont Avenue | **2** | **Arterial** | **F** | 4 | Arterial | A | **2** | **Arterial** | **E** | 4 | Arterial | A |
| | 118 | SR-180 WB ramps and Olive Avenue | **2** | **Arterial** | **F** | 4 | Arterial | C | **2** | **Arterial** | **F** | 4 | Arterial | B |
| | 119 | Olive Avenue and Clinton Avenue | **2** | **Arterial** | **E** | 4 | Arterial | A | 2 | Arterial | D | 4 | Arterial | A |
| | 120 | Shields Avenue and Dakota Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| **Armstrong Avenue** | 121 | Jensen Avenue and Church Avenue | 2 | Collector | A | 4 | Collector | A | 2 | Collector | A | 4 | Collector | A |
| | 122 | Hamilton Avenue and Butler Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 123 | Butler Avenue and Lane Avenue | 3 | Collector | A | 4 | Collector | A | 3 | Collector | A | 4 | Collector | A |
| | 124 | Belmont Avenue and Clinton Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 125 | McKinley Avenue and Clinton Avenue | 2 | Collector | B | 2 | Collector | B | 2 | Collector | B | 2 | Collector | B |
| | 126 | Shields Avenue and Dakota Avenue | 3 | Collector | A | 2 | Collector | D | 3 | Collector | A | 2 | Collector | D |
| **Temperance Avenue** | 127 | California Avenue and Hamilton Avenue | **2** | **Super Arterial** | **E** | 6 | Super Arterial | A | **2** | **Super Arterial** | **E** | 6 | Super Arterial | A |
| | 128 | Butler Avenue and Lowe Avenue | **2** | **Super Arterial** | **F** | 6 | Super Arterial | B | **2** | **Super Arterial** | **F** | 6 | Super Arterial | A |
| | 129 | Kings Canyon Road and SR-180 EB ramps | 5 | Super Arterial | C | 6 | Super Arterial | B | **5** | **Super Arterial** | **E** | 6 | Super Arterial | C |
| | 130 | Belmont Avenue and Olive Avenue | **2** | **Super Arterial** | **E** | 6 | Super Arterial | A | **2** | **Super Arterial** | **E** | 6 | Super Arterial | A |
| | 131 | McKinley Avenue and Shields Avenue | **2** | **Super Arterial** | **F** | 6 | Super Arterial | A | **2** | **Super Arterial** | **F** | 6 | Super Arterial | A |
| | 132 | Shields Avenue and Dakota Avenue | 3 | Super Arterial | A | 6 | Super Arterial | A | 3 | Super Arterial | A | 6 | Super Arterial | A |

**Table 4.B: General Plan Build Out Levels of Service Comparison (Existing Configuration vs. General Plan Configuration)**

| Roadway | # | Segment | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) |
| | 133 | Dakota Avenue and Ashlan Avenue | 3 | Super Arterial | A | 6 | Super Arterial | A | 3 | Super Arterial | A | 6 | Super Arterial | A |
| **De Wolf Avenue** | 134 | Church Avenue and Butler Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| **Copper Avenue** | 135 | Friant Road and Millbrook Avenue | 4 | Super Arterial | A | 4 | Super Arterial | A | 4 | Super Arterial | A | 4 | Super Arterial | A |
| | 136 | Millbrook Avenue and Cedar Avenue | 4 | Super Arterial | A | 4 | Super Arterial | A | 4 | Super Arterial | A | 4 | Super Arterial | A |
| | 137 | Cedar Avenue and Maple Avenue | 4 | Super Arterial | A | 4 | Super Arterial | A | 4 | Super Arterial | A | 4 | Super Arterial | A |
| | 138 | Maple Avenue and Chestnut Avenue | 3 | Super Arterial | A | 2 | Super Arterial | A | 3 | Super Arterial | A | 2 | Super Arterial | A |
| **Shepherd Avenue** | 139 | Millbrook Avenue and Cedar Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | B | 4 | Arterial | B |
| | 140 | Cedar Avenue and Maple Avenue | 3 | Arterial | D | 4 | Arterial | B | **3** | **Arterial** | **E** | 4 | Arterial | C |
| | 141 | Chestnut Avenue and Willow Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| **Nees Avenue** | 142 | Audubon Drive and Millbrook Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 143 | Cedar Avenue and Maple Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 144 | Jordan Avenue and Paula Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | B | 4 | Arterial | B |
| **Alluvial Avenue** | 145 | Mansionette Drive and Pinedale Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | B | 2 | Collector | B |
| | 146 | Pinedale Avenue and Chestnut Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | D | 2 | Collector | D |
| | 147 | Chestnut Avenue and Willow Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | D | 2 | Collector | D |
| **Herndon Avenue** | 148 | Polk Avenue and Milburn Avenue | 4 | Expressway | B | 6 | Expressway | A | 4 | Expressway | C | 6 | Expressway | A |
| | 149 | West Avenue and Fruit Avenue | 6 | Expressway | C | 6 | Expressway | C | 6 | Expressway | D | 6 | Expressway | D |
| | 150 | Fruit Avenue and Palm Avenue | 6 | Expressway | C | 6 | Expressway | C | 6 | Expressway | D | 6 | Expressway | D |
| | 151 | Blackstone Avenue and SR-41 SB ramps | 6 | Expressway | C | 6 | Expressway | C | 6 | Expressway | C | 6 | Expressway | C |
| | 152 | First Street and Cedar Avenue | 6 | Expressway | C | 6 | Expressway | C | 6 | Expressway | C | 6 | Expressway | C |
| | 153 | Cedar Avenue and Maple Avenue | 6 | Expressway | A | 6 | Expressway | A | 6 | Expressway | A | 6 | Expressway | A |
| **Sierra Avenue** | 154 | Marks Avenue and Van Ness Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |

**Table 4.B: General Plan Build Out Levels of Service Comparison (Existing Configuration vs. General Plan Configuration)**

| Roadway | # | Segment | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) |
| | 155 | West Avenue and Fruit Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 156 | Throne Avenue and Palm Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| Bullard Avenue | 157 | Garfield Avenue and Grantland Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 158 | Grantland Avenue and Caspian Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 159 | West Avenue and Fruit Avenue | 4 | Arterial | C | 4 | Arterial | C | 4 | Arterial | B | 4 | Arterial | B |
| | 160 | Fruit Avenue and Palm Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 161 | Maroa Avenue and Blackstone Avenue | 4 | Arterial | B | 4 | Arterial | B | 4 | Arterial | B | 4 | Arterial | B |
| | 162 | SR-41 NB ramps and Fresno Street | 5 | Arterial | B | 6 | Arterial | A | 5 | Arterial | B | 6 | Arterial | A |
| | 163 | First Street and Cedar Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | B | 4 | Arterial | B |
| Barstow Avenue | 164 | Garfield Avenue and Grantland Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 165 | Van Ness Boulevard and West Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 166 | Fruit Avenue and Palm Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| Shaw Avenue | 167 | Garfield Avenue and Grantland Avenue | 2 | Arterial | C | 2 | Arterial | C | 2 | Arterial | D | 2 | Arterial | D |
| | 168 | Bryan Avenue and Hayes Avenue | 2 | Arterial | D | 4 | Arterial | A | 2 | Arterial | D | 4 | Arterial | A |
| | 169 | Hayes Avenue and Polk Avenue | 2 | Arterial | D | 4 | Arterial | A | 2 | Arterial | C | 4 | Arterial | A |
| | 170 | SR-99 NB ramps and Cornelia Avenue | 4 | Arterial | D | 4 | Arterial | D | 4 | Arterial | D | 4 | Arterial | D |
| | 171 | Cornelia Avenue and Jennifer Avenue | 4 | Arterial | D | 6 | Arterial | A | 4 | Arterial | C | 6 | Arterial | A |
| | 172 | Brawley Avenue and Marks Avenue | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A |
| | 173 | West Avenue and Fruit Avenue | 6 | Arterial | B | 6 | Arterial | B | 6 | Arterial | C | 6 | Arterial | C |
| | 174 | Maroa Avenue and Blackstone Avenue | 6 | Arterial | D | 6 | Arterial | D | 6 | Arterial | E | 6 | Arterial | E |
| | 175 | Fresno Street and First Street | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | A |
| | 176 | First Street and Cedar Avenue | 6 | Arterial | A | 6 | Arterial | A | 6 | Arterial | B | 6 | Arterial | B |

**Table 4.B: General Plan Build Out Levels of Service Comparison (Existing Configuration vs. General Plan Configuration)**

| Roadway | # | Segment | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) |
| **Gettysburg Avenue** | **177** | **Maple Avenue and Winery Avenue** | **2** | **Collector** | **F** | **2** | **Collector** | **F** | **2** | **Collector** | **F** | **2** | **Collector** | **F** |
| **Ashlan Avenue** | 178 | Bryan Avenue and Hayes Avenue | 2 | Arterial | A | 4 | Arterial | A | 2 | Arterial | A | 4 | Arterial | A |
| | 179 | Hayes Avenue and Polk Avenue | 2 | Arterial | A | 4 | Arterial | A | 2 | Arterial | A | 4 | Arterial | A |
| | **180** | **Cornelia Avenue and Blythe Avenue** | 4 | Arterial | C | 4 | Arterial | C | **4** | **Arterial** | **F** | **4** | **Arterial** | **F** |
| | 181 | SR-99 SB ramps and Golden State Boulevard | 4 | Arterial | B | 4 | Arterial | B | 4 | Arterial | B | 4 | Arterial | B |
| | 182 | Weber Avenue and Valentine Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | B | 4 | Arterial | B |
| | 183 | Fruit Avenue and Palm Avenue | 2 | Collector | D | 2 | Collector | D | 2 | Collector | C | 2 | Collector | C |
| | 184 | Palm Avenue and Maroa Avenue | 2 | Collector | C | 2 | Collector | C | 2 | Collector | B | 2 | Collector | B |
| | 185 | Maroa Avenue and Del Mar Avenue | 2 | Collector | D | 4 | Collector | A | 2 | Collector | D | 4 | Collector | A |
| | 186 | Del Mar Avenue and Blackstone Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 187 | Fresno Street and First Street | 4 | Arterial | C | 4 | Arterial | C | 4 | Arterial | D | 4 | Arterial | D |
| | 188 | Barton Avenue and SR-168 SB ramps | 4 | Arterial | B | 4 | Arterial | B | 4 | Arterial | D | 4 | Arterial | D |
| | 189 | SR-168 NB ramps and Chestnut Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | B | 4 | Arterial | B |
| **Dakota Avenue** | 190 | Marks Avenue and Hughes Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | C | 2 | Collector | C |
| | 191 | West Avenue and Fruit Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 192 | Fruit Avenue and Palm Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | **193** | **Maroa Avenue and Del Mar Avenue** | 2 | Collector | A | 2 | Collector | A | **2** | **Collector** | **F** | **2** | **Collector** | **F** |
| | **194** | **Angus Street and First Street** | 2 | Collector | A | 2 | Collector | A | **2** | **Collector** | **F** | **2** | **Collector** | **F** |
| | 195 | First Street and Millbrook Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | B | 2 | Collector | B |
| | 196 | Millbrook Avenue and Cedar Avenue | 2 | Collector | E | 2 | Collector | E | 2 | Collector | C | 2 | Collector | C |
| **Shields Avenue** | 197 | Garfield Avenue and Grantland Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 198 | Grantland Avenue and Bryan Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |

**Table 4.B: General Plan Build Out Levels of Service Comparison (Existing Configuration vs. General Plan Configuration)**

| Roadway | # | Segment | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) |
| | 199 | Brawley Avenue and Valentine Avenue | 2 | Collector | D | 2 | Collector | D | 2 | Collector | B | 2 | Collector | B |
| | 200 | Fruit Avenue and Palm Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | B | 4 | Arterial | B |
| | 201 | Peach Avenue and Clovis Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 202 | Clovis Avenue and Fowler Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 203 | Temperance Avenue and Locan Avenue | 3 | Arterial | A | 2 | Arterial | B | 3 | Arterial | A | 2 | Arterial | A |
| | 204 | Locan Avenue and De Wolf Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| Clinton Avenue | 205 | Grantland Avenue and Bryan Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 206 | Bryan Avenue and Hayes Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 207 | Hayes Avenue and Polk Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 208 | Polk Avenue and Cornelia Avenue | 2 | Collector | A | 4 | Collector | A | 2 | Collector | A | 4 | Collector | A |
| | 209 | Blythe Avenue and Brawley Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 210 | Valentine Avenue and Marks Avenue | 2 | Collector | B | 4 | Collector | A | 2 | Collector | B | 4 | Collector | A |
| | 211 | Weber Avenue and West Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | D | 4 | Collector | D |
| | 212 | Fruit Avenue and Palm Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 213 | Maroa Avenue and Blackstone Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | B | 4 | Collector | B |
| | 214 | First Street and Cedar Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 215 | Fowler Avenue and Armstrong Avenue | 2 | Collector | A | 4 | Collector | A | 2 | Collector | A | 4 | Collector | A |
| | 216 | Armstrong Avenue and Temperance Avenue | 2 | Collector | A | 4 | Collector | A | 2 | Collector | A | 4 | Collector | A |
| McKinley Avenue | 217 | Blythe Avenue and Valentine Avenue | 2 | Arterial | D | 4 | Arterial | A | 2 | Arterial | D | 4 | Arterial | A |
| | 218 | Marks Avenue and Hughes Avenue | 2 | Arterial | F | 4 | Arterial | A | 2 | Arterial | F | 4 | Arterial | A |
| | 219 | Fruit Avenue and Palm Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 220 | First Street and Cedar Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |

**Table 4.B: General Plan Build Out Levels of Service Comparison (Existing Configuration vs. General Plan Configuration)**

| Roadway | # | Segment | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) |
| | 221 | Peach Avenue and Clovis Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| Olive Avenue | 222 | Valentine Avenue and Marks Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 223 | SR-99 NB ramps and West Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 224 | Van Ness Avenue and Blackstone Avenue | 2 | Collector | B | 2 | Collector | B | 2 | Collector | C | 2 | Collector | C |
| | 225 | Fresno Street and First Street | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 226 | Peach Avenue and Clovis Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| Belmont Avenue | 227 | Hayes Avenue and Cornelia Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 228 | Marks Avenue and Hughes Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 229 | Pacific Avenue and Fruit Avenue | 4 | Collector | A | 2 | Collector | A | 4 | Collector | A | 2 | Collector | C |
| | 230 | Weber Avenue and Palm Avenue | 4 | Collector | A | 2 | Collector | A | 4 | Collector | A | 2 | Collector | B |
| | 231 | Palm Avenue and Roosevelt Avenue | 4 | Collector | A | 2 | Collector | C | 4 | Collector | A | 2 | Collector | E |
| | 232 | Abby Street and Fresno Street | 4 | Collector | A | 2 | Collector | A | 4 | Collector | A | 2 | Collector | D |
| | 233 | Orchard Street and First Street | 4 | Collector | A | 2 | Collector | A | 4 | Collector | A | 2 | Collector | D |
| | 234 | First Street and Cedar Avenue | 4 | Collector | A | 2 | Collector | B | 4 | Collector | A | 2 | Collector | F |
| | 235 | Willow Avenue and Peach Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 236 | Peach Avenue and Clovis Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 237 | Clovis Avenue and Fowler Avenue | 2 | Arterial | A | 4 | Arterial | A | 2 | Arterial | A | 4 | Arterial | A |
| | 238 | De Wolf Avenue and Fancher Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| Divisadero Avenue | 239 | Roosevelt Avenue and H Street | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 240 | Fulton Street and Van Ness Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 241 | San Pablo Avenue and Glen Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| Fresno Street | 242 | Palo Alto Avenue and Herndon Avenue | 4 | Collector | A | 5 | Collector | A | 4 | Collector | A | 5 | Collector | A |

**Table 4.B: General Plan Build Out Levels of Service Comparison (Existing Configuration vs. General Plan Configuration)**

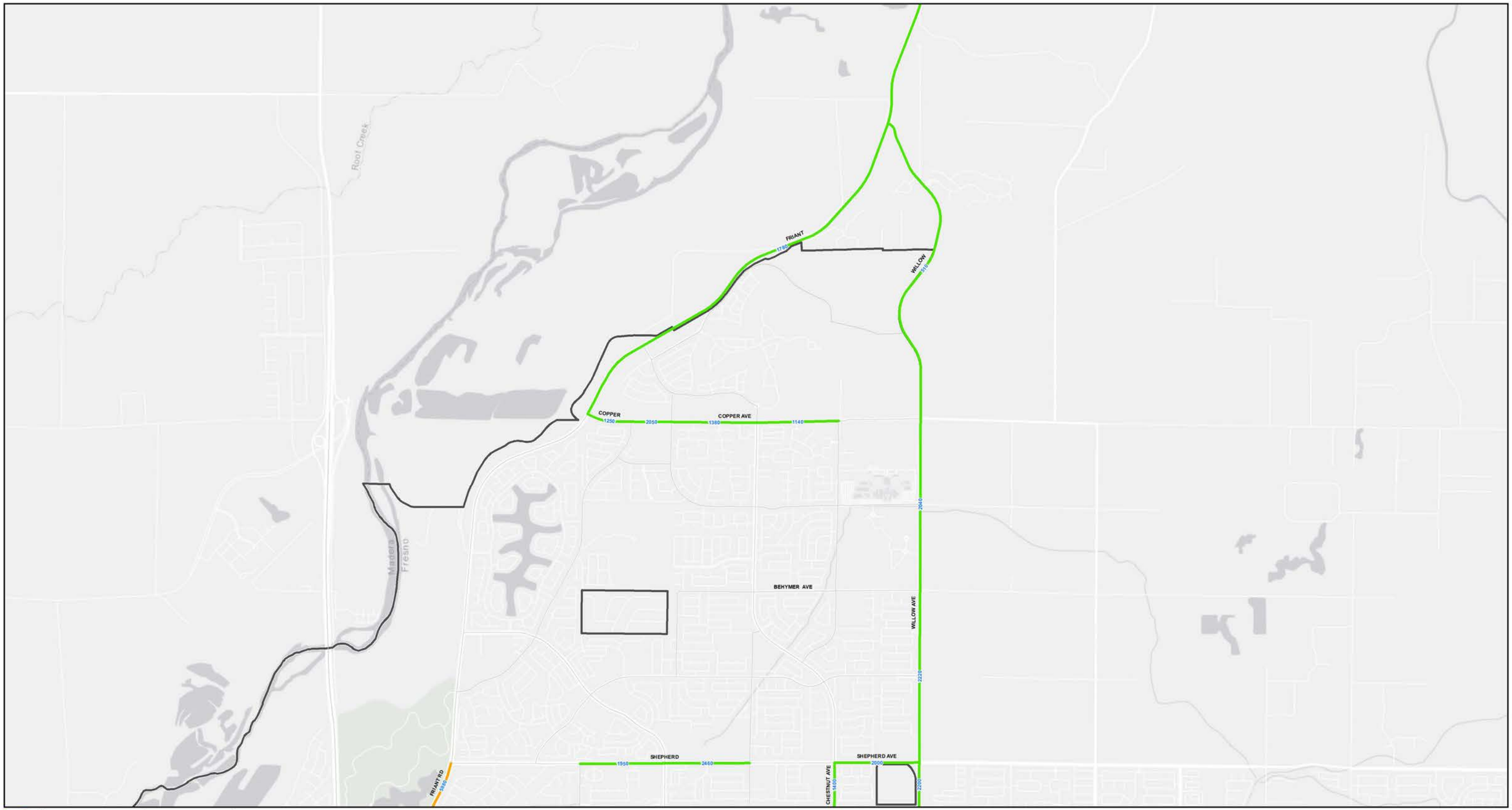
| Roadway | # | Segment | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) |
| | 243 | California Avenue and SR-99 SB ramps | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 244 | SR-99 NB ramps and E Street | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| Tulare Street | 245 | H Street and Van Ness Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 246 | Van Ness Avenue and M Street | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| Ventura Street | 247 | SR-99 NB ramps and G Street | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 248 | G Street and Broadway Street | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 249 | Van Ness Avenue and M Street | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 250 | SR-41 and First Street | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | B | 4 | Arterial | B |
| Kings Canyon Road | 251 | Maple Avenue and Chestnut Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 252 | Chestnut Avenue and Willow Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 253 | Peach Avenue and Clovis Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | D | 4 | Arterial | D |
| | 254 | Clovis Avenue and Fowler Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 255 | Fowler Avenue and Armstrong Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | B | 4 | Arterial | B |
| | 256 | Armstrong Avenue and Temperance Avenue | 2 | Arterial | D | 4 | Arterial | A | **2** | **Arterial** | **E** | 4 | Arterial | A |
| Butler Avenue | 257 | Hazelwood Boulevard and Orange Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | B | 2 | Collector | B |
| California Avenue | 258 | Marks Avenue and Hughes Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 259 | Hughes Avenue and West Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| Church Avenue | 260 | Marks Avenue and Hughes Avenue | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A | 2 | Collector | A |
| | 261 | Orange Avenue and Cedar Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 262 | Cedar Avenue and Maple Avenue | 3 | Collector | A | 4 | Collector | A | 3 | Collector | A | 4 | Collector | A |
| | 263 | Minnewawa Avenue and Clovis Avenue | 4 | Collector | A | 2 | Collector | A | 4 | Collector | A | 2 | Collector | A |
| Jensen Avenue | 264 | West Avenue and Fruit Avenue | 2 | Arterial | A | 4 | Arterial | A | 2 | Arterial | A | 4 | Arterial | A |
| | 265 | Walnut Avenue and MLK Boulevard | 2 | Arterial | C | 4 | Arterial | A | 2 | Arterial | B | 4 | Arterial | A |

**Table 4.B: General Plan Build Out Levels of Service Comparison (Existing Configuration vs. General Plan Configuration)**

| Roadway | # | Segment | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) | Existing Number of Lanes | Classification[1] | Future LOS (With Existing Configuration) | General Plan Number of Lanes | Classification[1] | Future LOS (With General Plan Configuration) |
| | 266 | Elm Avenue and SR-41 SB ramps | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 267 | Cedar Avenue and Maple Avenue | 4 | Super Arterial | B | 6 | Super Arterial | A | 4 | Super Arterial | B | 6 | Super Arterial | A |
| | 268 | Maple Avenue and Chestnut Avenue | 4 | Super Arterial | B | 6 | Super Arterial | A | 4 | Super Arterial | A | 6 | Super Arterial | A |
| | 269 | Chestnut Avenue and Willow Avenue | 4 | Super Arterial | A | 6 | Super Arterial | A | 4 | Super Arterial | A | 6 | Super Arterial | A |
| | 270 | Willow Avenue and Peach Avenue | 4 | Super Arterial | B | 6 | Super Arterial | A | 4 | Super Arterial | B | 6 | Super Arterial | A |
| | 271 | Clovis Avenue and Fowler Avenue | 4 | Super Arterial | A | 6 | Super Arterial | A | 4 | Super Arterial | A | 6 | Super Arterial | A |
| **North Avenue** | 272 | MLK Boulevard and Elm Avenue | 2 | Arterial | A | 4 | Arterial | A | 2 | Arterial | A | 4 | Arterial | A |
| | 273 | Elm Avenue and SR-41 SB ramps | 2 | Arterial | D | 2 | Arterial | D | 2 | Arterial | D | 2 | Arterial | D |
| | 274 | Cherry Avenue and East Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 275 | SR-99 NB ramp and Cedar Avenue | 2 | Arterial | D | 4 | Arterial | A | 2 | Arterial | D | 4 | Arterial | A |
| | 276 | Cedar Avenue and Golden State Boulevard | 2 | Arterial | C | 4 | Arterial | A | 2 | Arterial | C | 4 | Arterial | A |
| | 277 | Maple Avenue and Chestnut Avenue | 2 | Arterial | A | 4 | Arterial | A | 2 | Arterial | A | 4 | Arterial | A |
| **Central Avenue** | 278 | East Avenue and Orange Avenue | 2 | Arterial | A | 2 | Arterial | A | 2 | Arterial | A | 2 | Arterial | A |
| **Golden State Boulevard** | 279 | North Avenue and Cedar Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 280 | Jensen Avenue and Church Avenue | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A | 4 | Arterial | A |
| | 281 | Motel Drive and Ashlan Avenue | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A | 4 | Collector | A |
| | 282 | Swift Avenue and Shaw Avenue | **2** | **Collector** | **F** | 4 | Collector | B | **2** | **Collector** | **F** | 4 | Collector | B |

Notes:
[1] Classifications referenced from Fresno General Plan Circulation Diagram (2014)
Bold and shading indicate deficient segments.

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

0 1500 3000
FEET

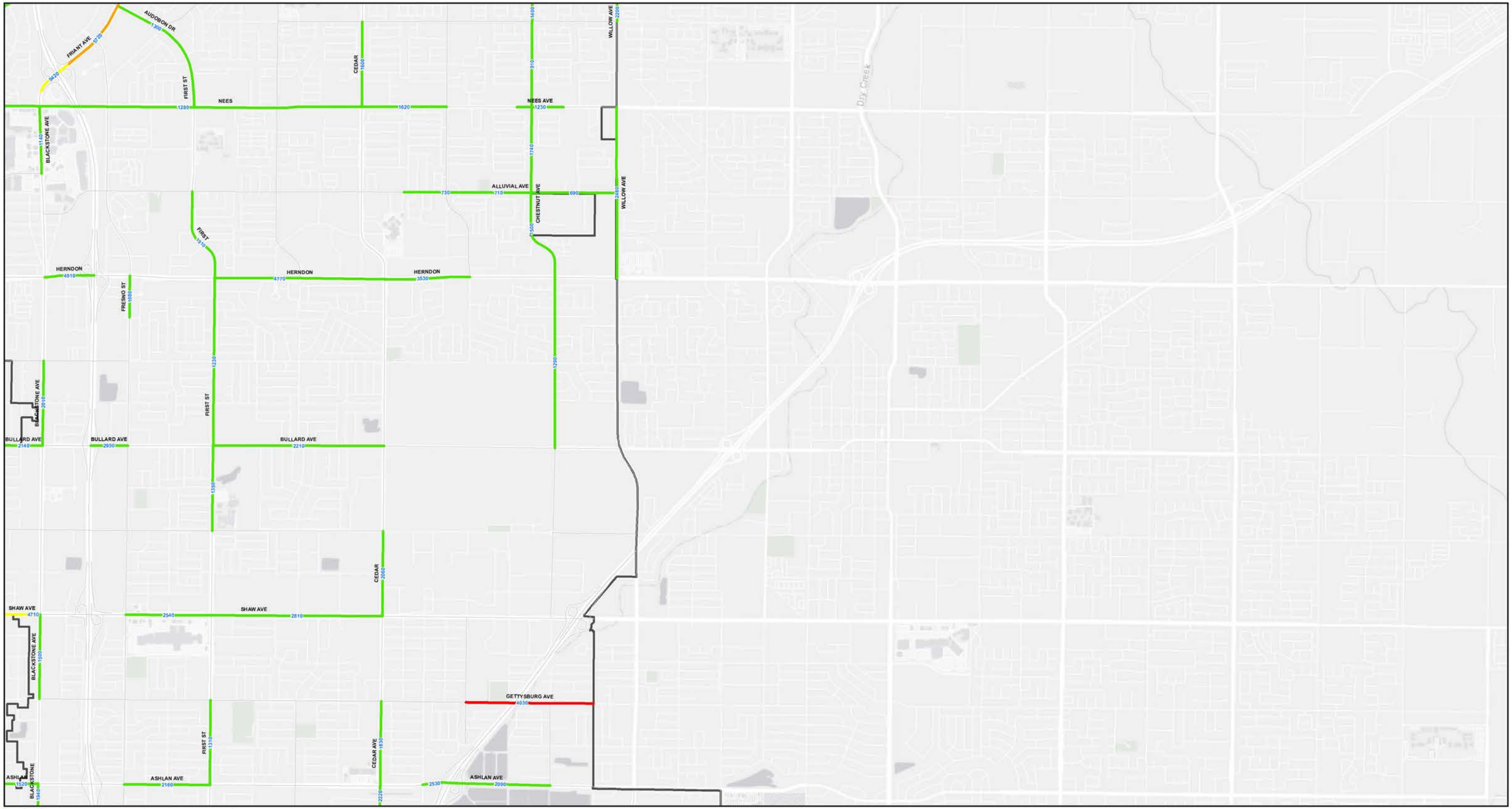
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 4.2 (Page 1 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_4.2_GP_GP_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

0 1500 3000 FEET

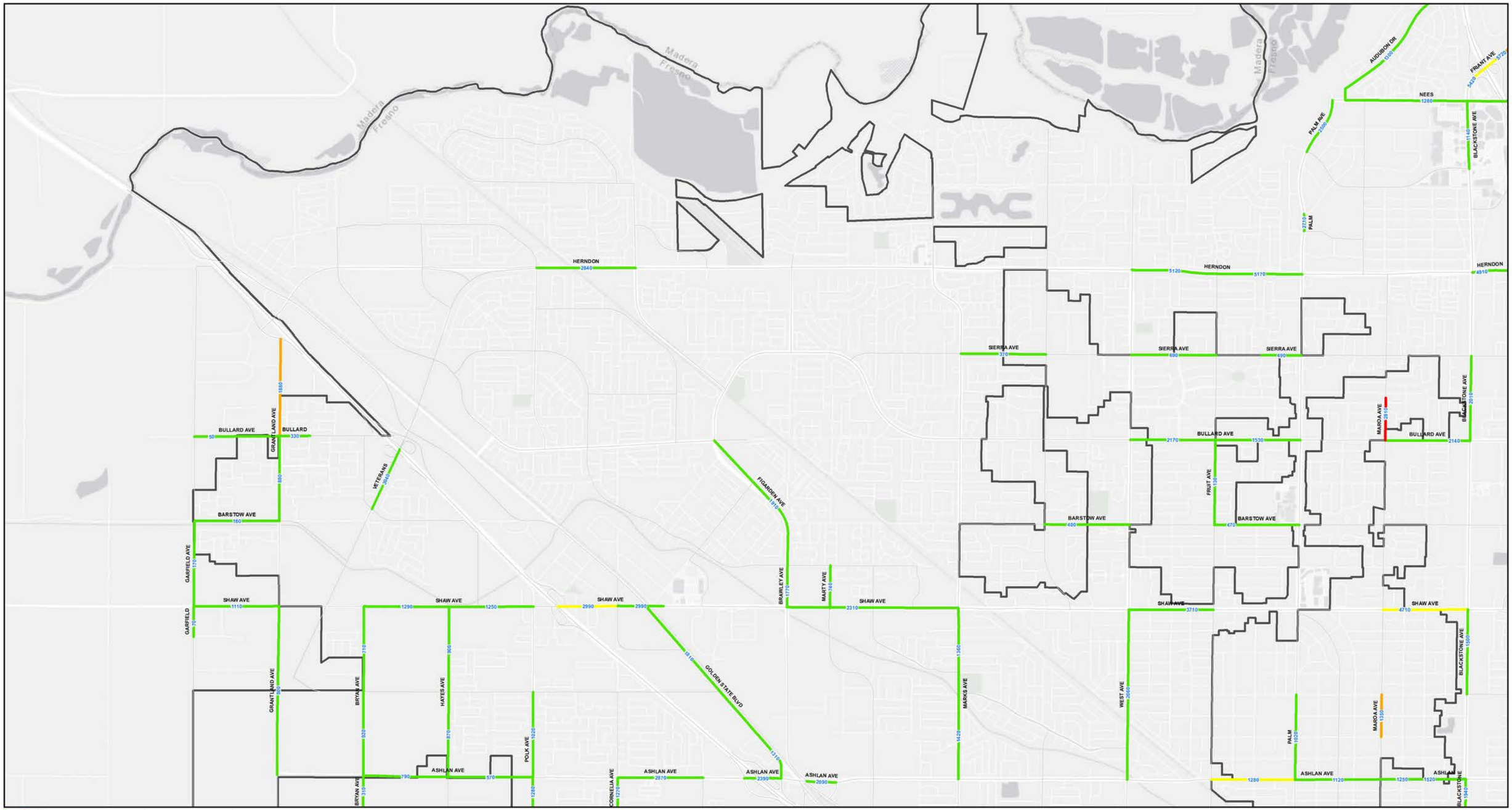
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 4.2 (Page 2 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_4.2_GP_GP_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

0 1500 3000
FEET

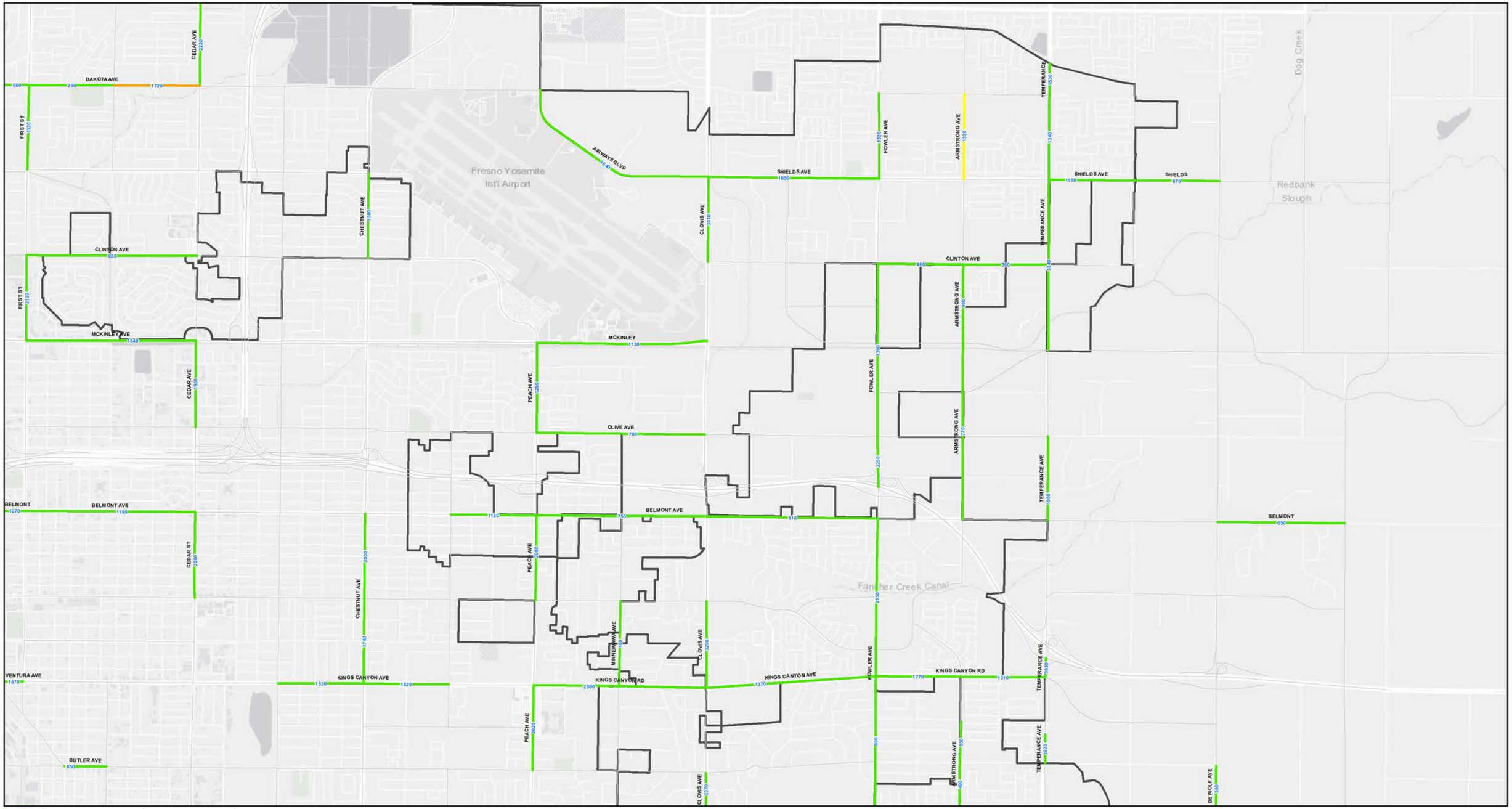
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 4.2 (Page 3 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_4.2_GP_GP_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

0 1500 3000
FEET

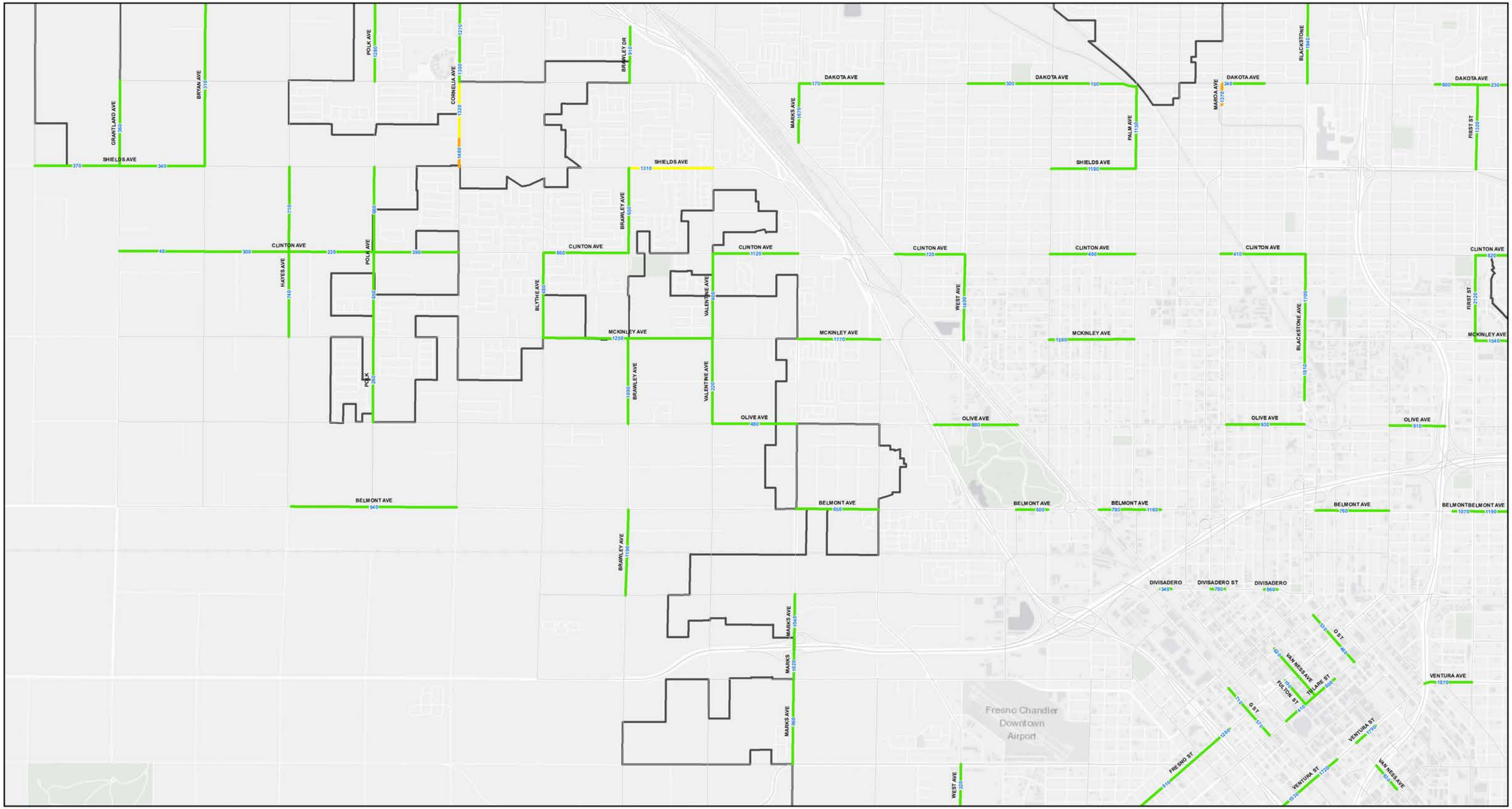
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 4.2 (Page 4 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_4.2_GP_GP_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

0 1500 3000 FEET

City of FRESNO

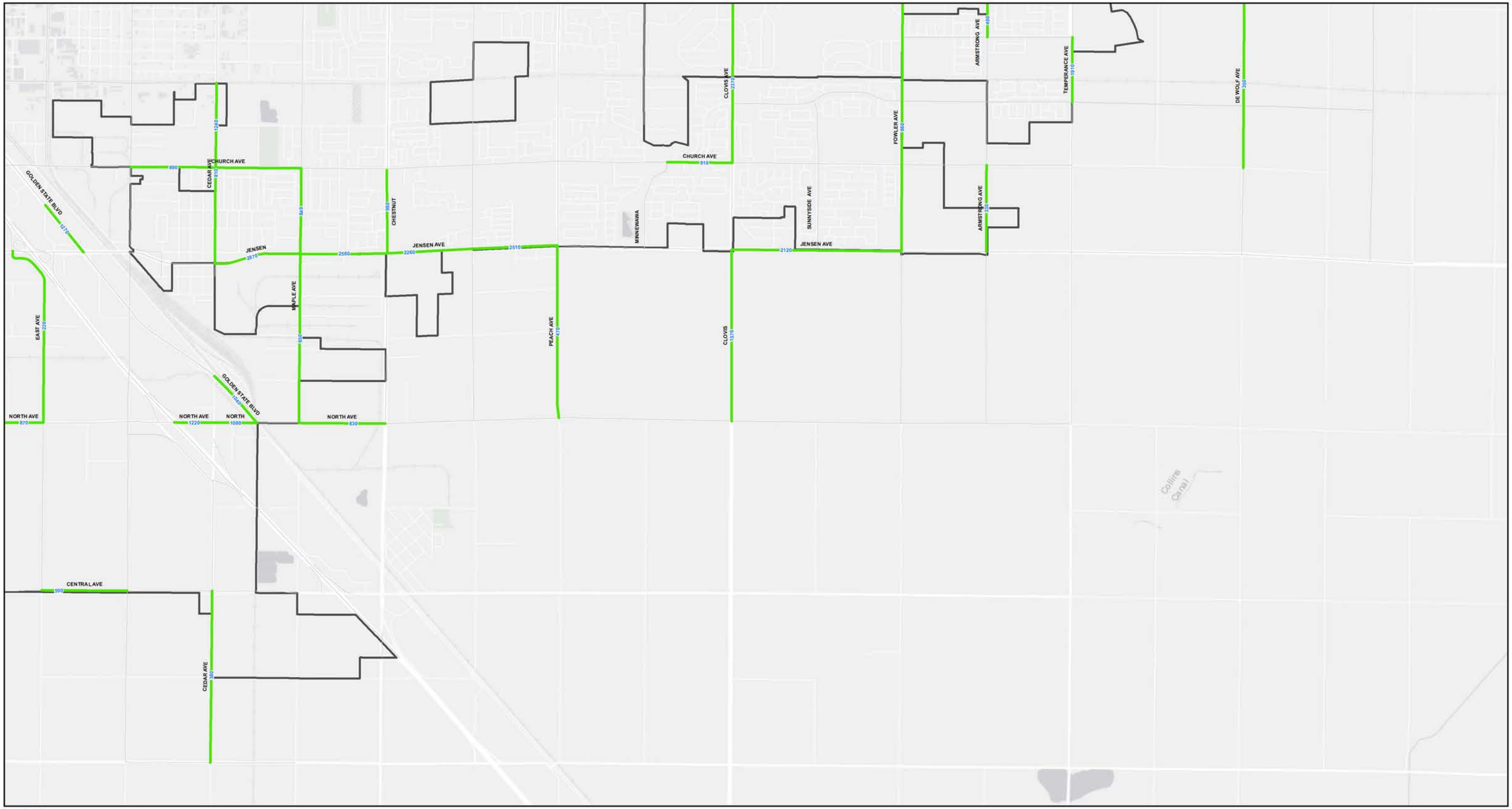
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 4.2 (Page 5 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations - AM Peak Hour**

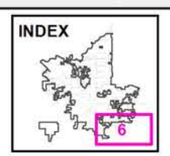
I:\CFO1802\Reports\Traffic\fig_4.2_GP_GP_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX




Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

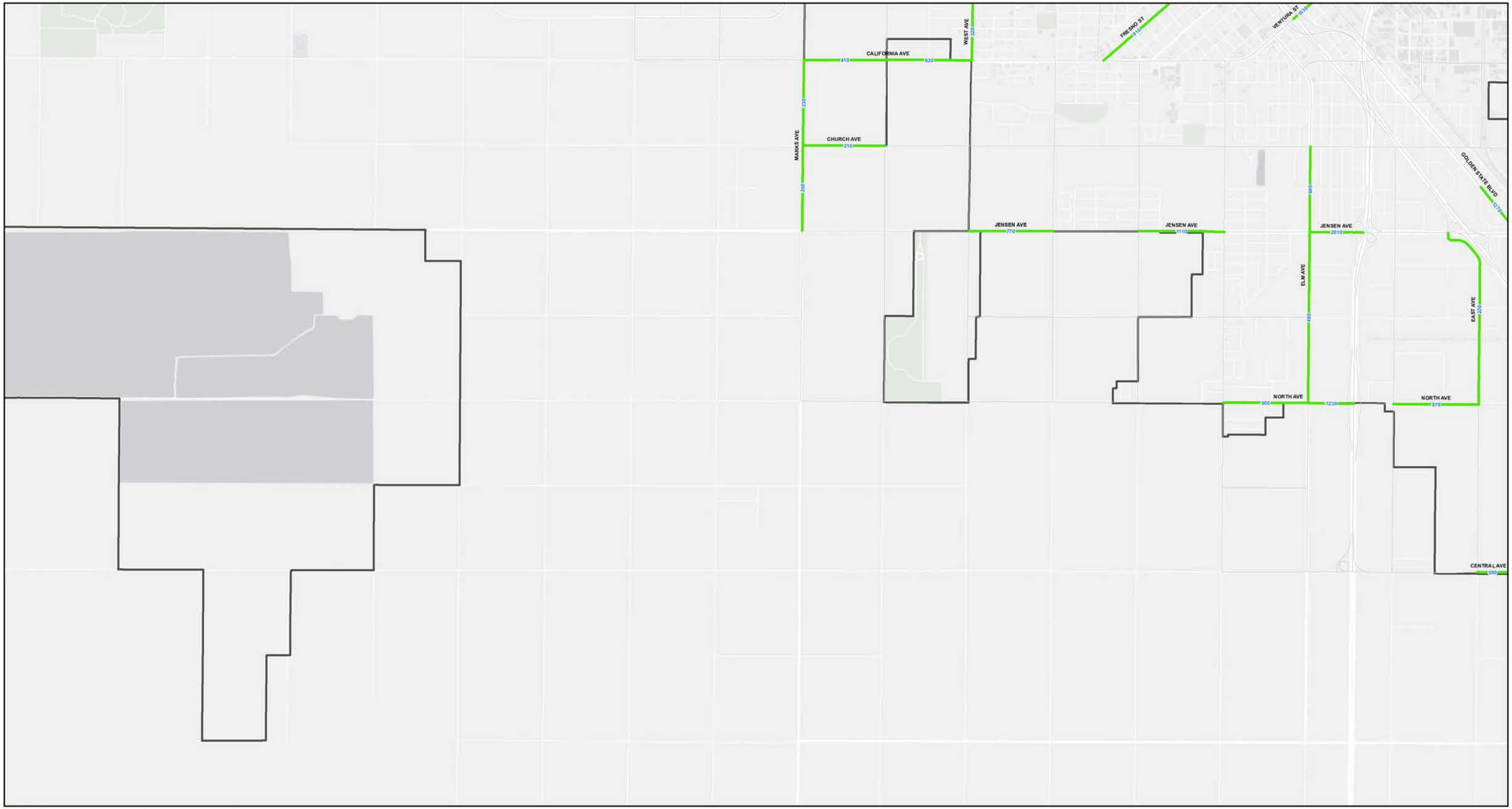
0 1500 3000
FEET

Figure 4.2 (Page 6 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations - AM Peak Hour**

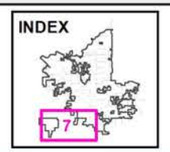
I:\CFO1802\Reports\Traffic\fig_4.2_GP_GP_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX




Fresno City Boundary

A.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

City of FRESNO

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

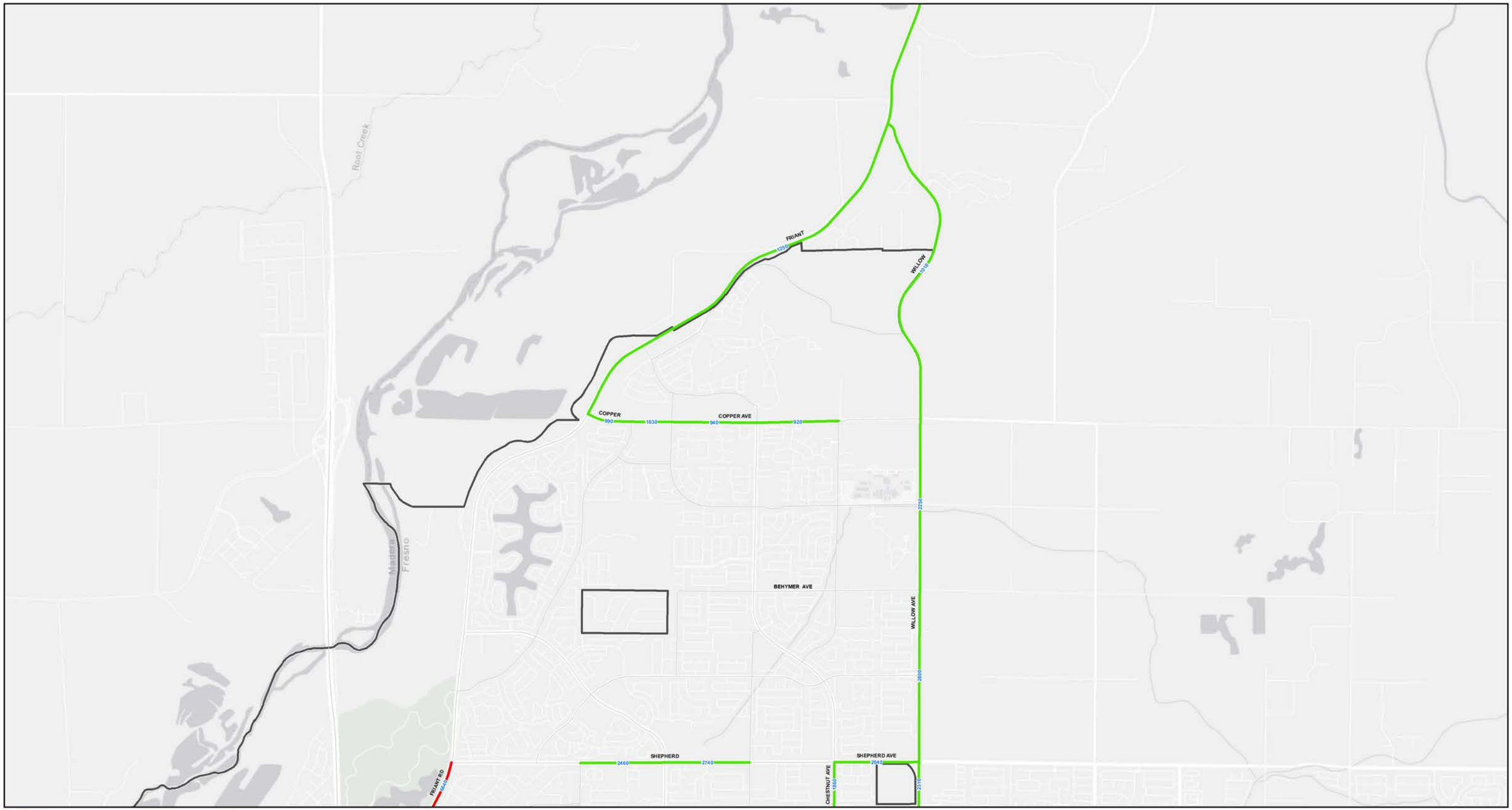
0 1500 3000
FEET

Figure 4.2 (Page 7 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations - AM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_4.2_GP_GP_LOS_AM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

City of FRESNO

SOURCE: City of Fresno

0 1500 3000
FEET

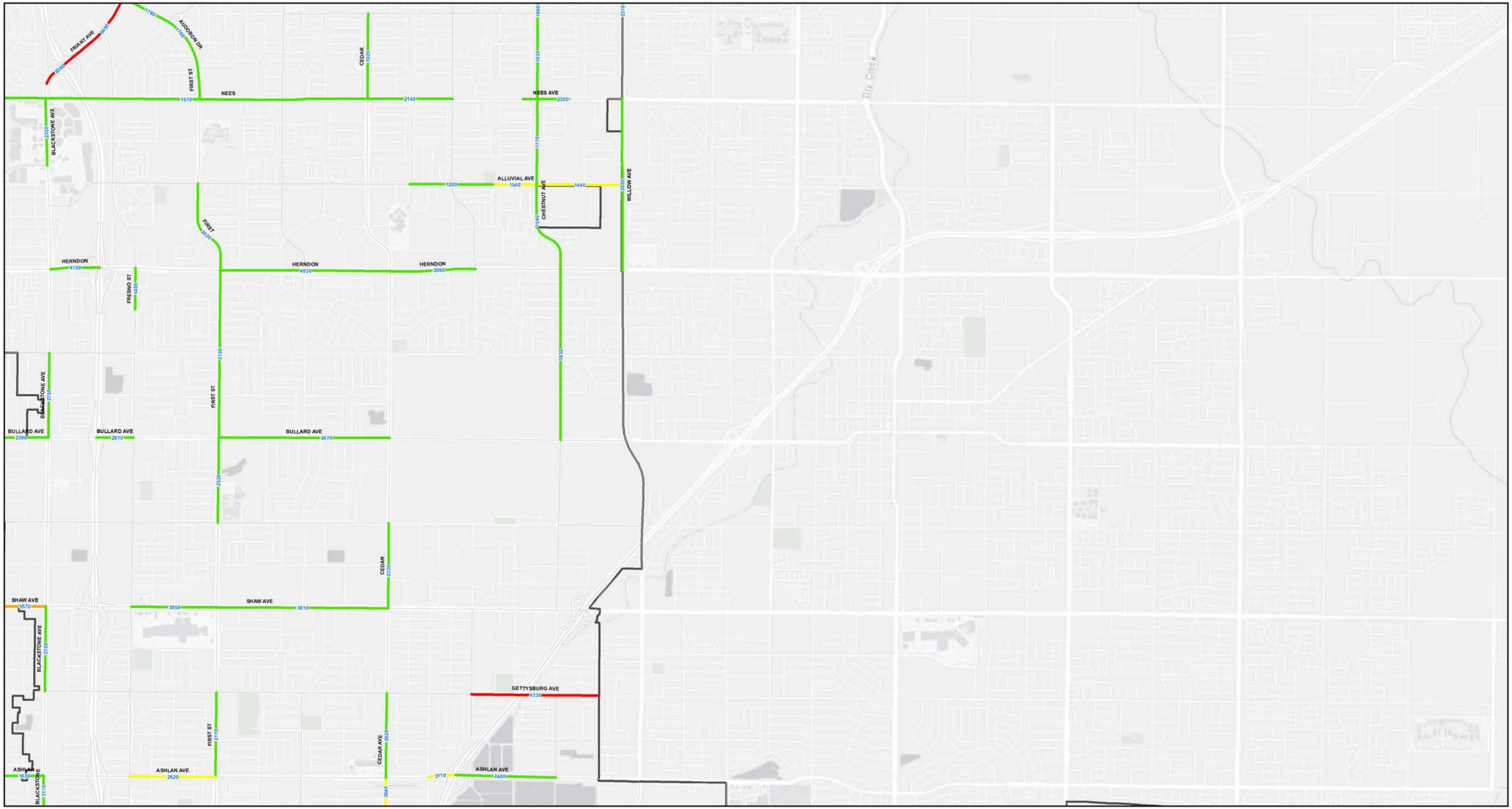
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 4.3 (Page 1 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_4.3_GP_GP_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

0 1500 3000
FEET

City of FRESNO

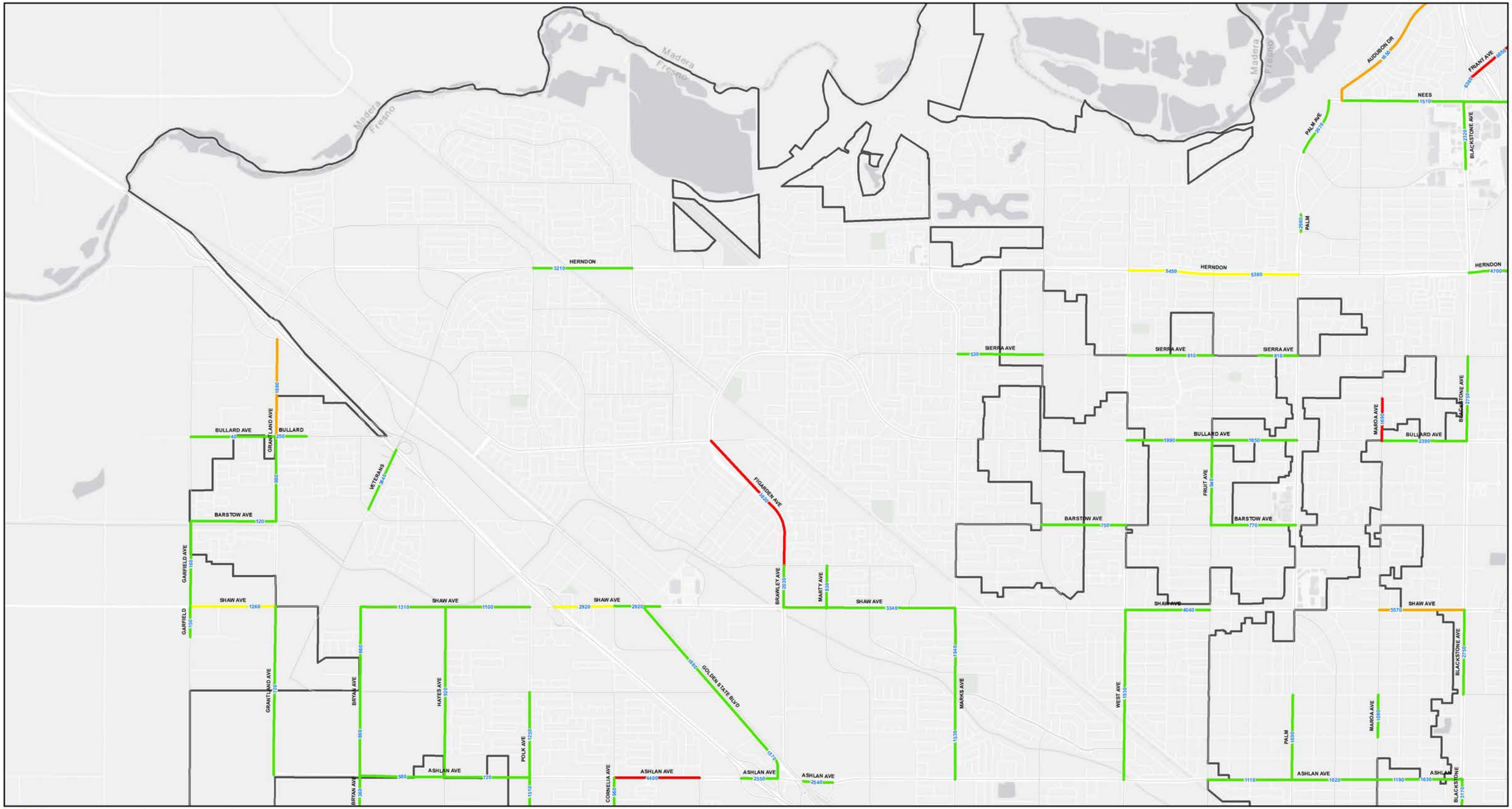
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 4.3 (Page 2 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_4.3_GP_GP_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

SOURCE: City of Fresno

City of FRESNO

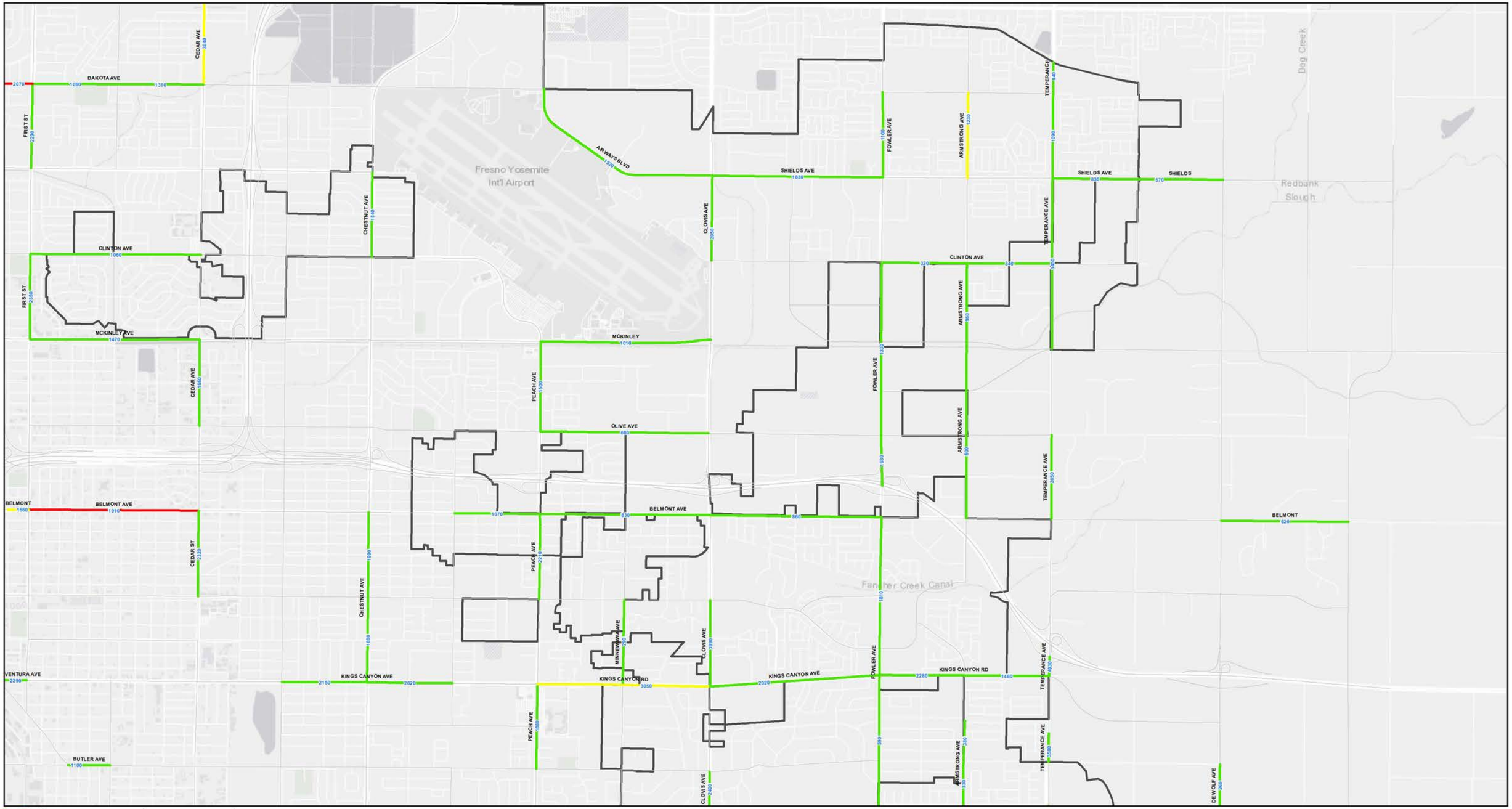
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 4.3 (Page 3 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_4.3_GP_GP_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

0 1500 3000
FEET

City of FRESNO

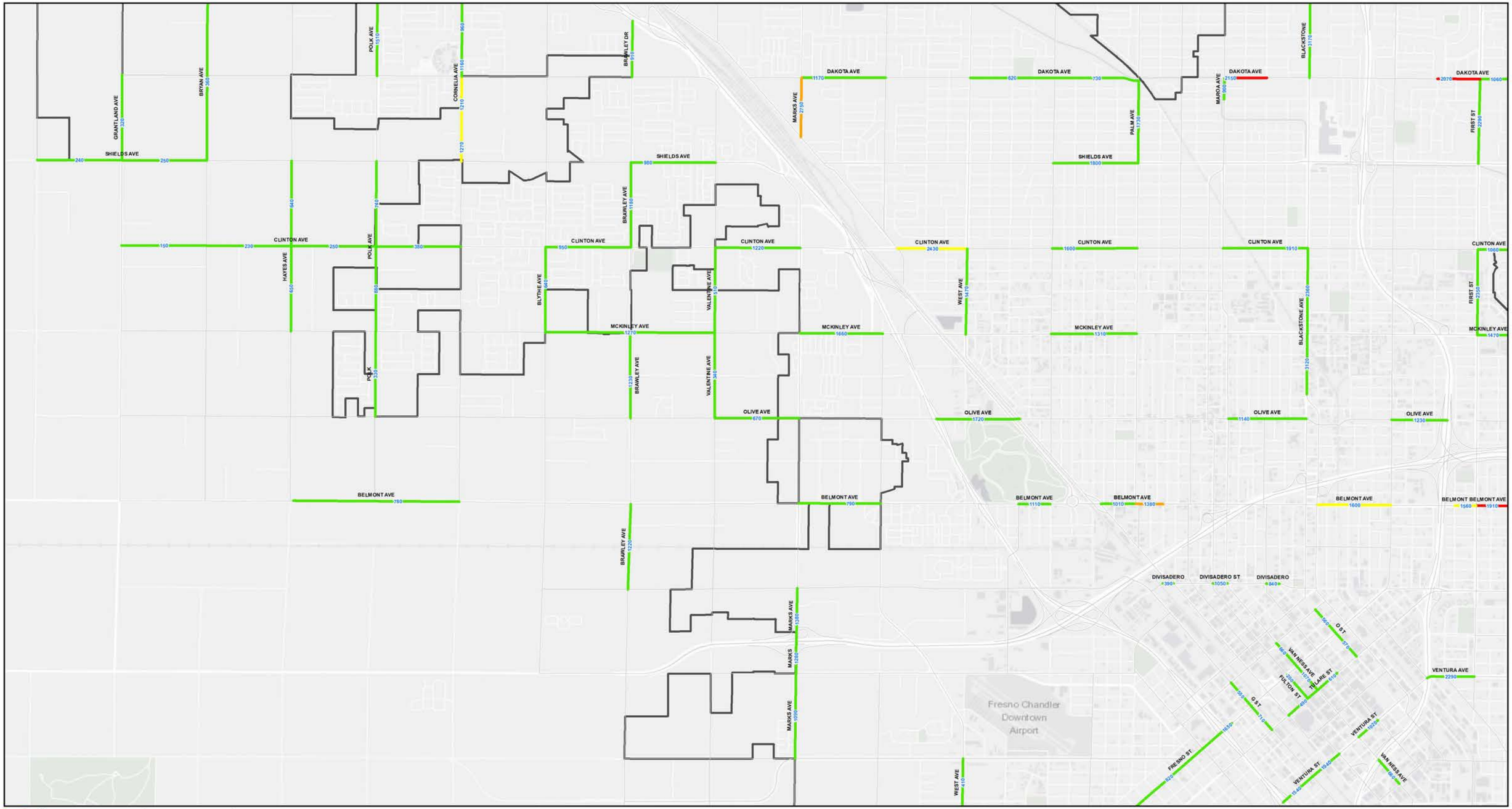
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 4.3 (Page 4 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_4.3_GP_GP_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

0 1500 3000 FEET

City of FRESNO

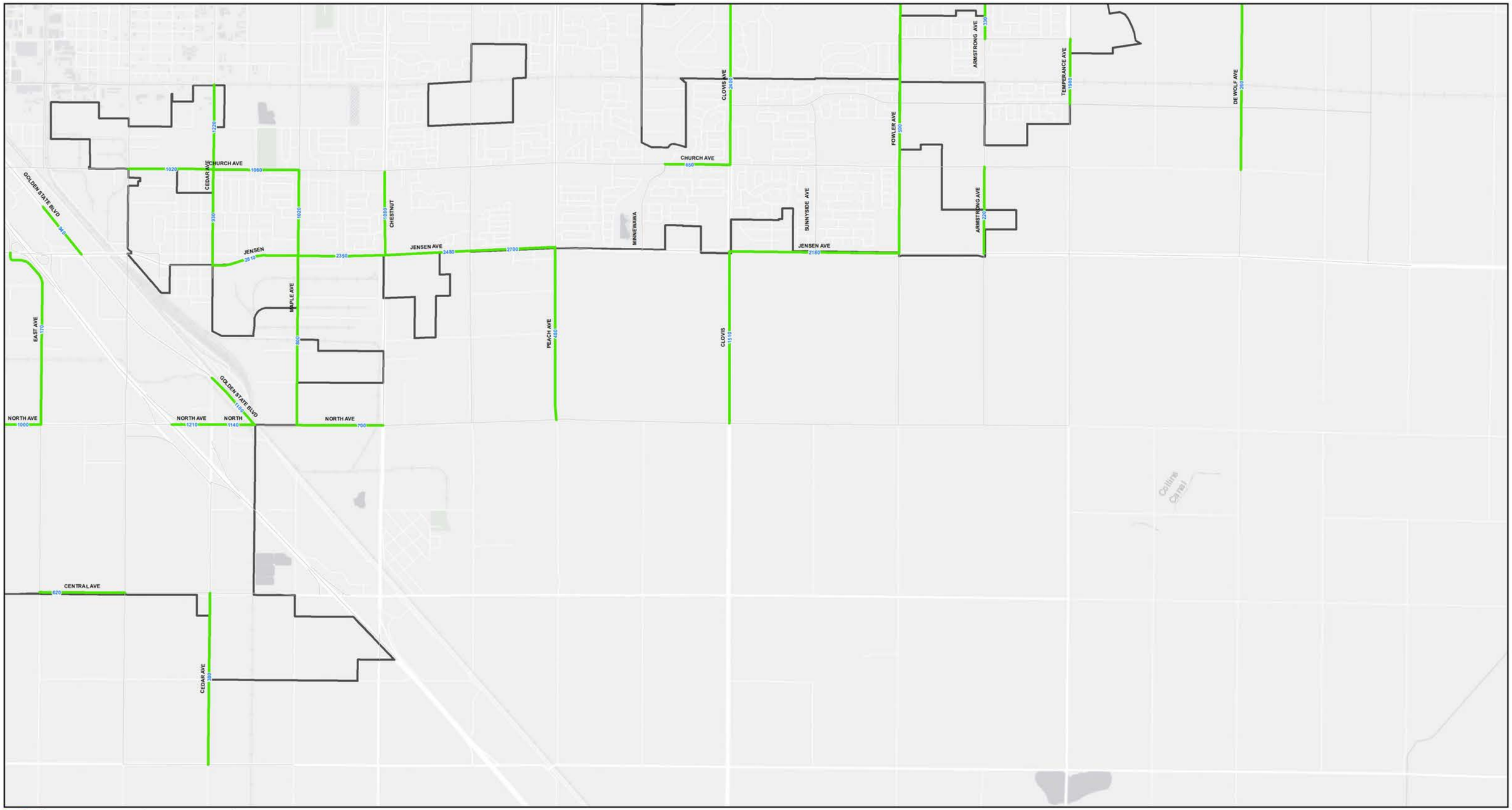
*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

Figure 4.3 (Page 5 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_4.3_GP_GP_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK




LSA

INDEX

6

Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

City of FRESNO

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

0 1500 3000
FEET

Figure 4.3 (Page 6 of 7)

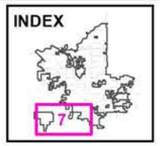
**General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_4.3_GP_GP_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK

LSA

INDEX




Fresno City Boundary

P.M. Peak Hour Volumes

LOS A-C

LOS D

LOS E

LOS F

SOURCE: City of Fresno

City of FRESNO

*Fresno General Plan Program EIR*
*Traffic Impact Analysis*

0 1500 3000
FEET

Figure 4.3 (Page 7 of 7)

**General Plan (2035) Roadway Segment Levels of Service Using General Plan Configurations - PM Peak Hour**

I:\CFO1802\Reports\Traffic\fig_4.3_GP_GP_LOS_PM.mxd (1/23/2020)

THIS PAGE INTENTIONALLY LEFT BLANK

# CHAPTER 5 – Vehicle Miles Traveled

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA guidelines for use. Among the changes to the guidelines was removal of vehicle delay and LOS from consideration under CEQA. LOS is a qualitative measure that would assess the level of congestion and delay of a roadway segment. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT. VMT is calculated by multiplying the number of vehicle trips by the estimated number of miles driven per trip. Projects that create significant impact under VMT will be required to mitigate their impacts through TDM measures such as car sharing, improved transit, and enhanced bicycle infrastructure. Lead agencies are allowed to opt in to the revised transportation guidelines, but the new guidelines must be used starting July 1, 2020.

In accordance to updated guidelines, the City of Fresno Mobility and Transportation Element began a departure from considering LOS as the only measure of a transportation system's effectiveness. However, the City has not yet established thresholds related to vehicle miles of travel. Once VMT thresholds are established by the City, the project impacts will be evaluated against established thresholds to determine the significance and identify mitigation measures, similar to LOS methodology. Specific details about thresholds and methodologies for project impact evaluation and mitigations will be identified by the City in coming days.

The State law provides guidance to evaluate the impacts related to vehicles miles traveled.

California Public Resources Code Section 15064.3(b)(4) states (in part) that:

> A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household, or in any other measure.

To provide an abundance of information on the effects of the Land Use and Circulation Elements, this analysis includes Total Population VMT, Total Employment VMT, VMT per capita (population), and VMT per employee. For context, Fresno VMT is compared to the larger Fresno County.

VMT calculations for the 2019 Fresno General Plan EIR update were derived from the Regional Travel Demand Model (Fresno COG ABM). The data are presented in terms of daily VMT per capita for the entire County and the City for the existing (2019) and General Plan (2035) conditions. Table 5.A summarizes this VMT data.

**Table 5.A: Fresno VMT**

| VMT Category | Existing (2019) | General Plan (2035) |
|---|---|---|
| **Fresno County Total Household VMT** | 16,089,070 | 21,549,479 |
| **Fresno County Total Employment VMT** | 10,513,749 | 15,966,357 |
| **Fresno City Total Household VMT** | 7,404,806 | 10,620,261 |
| **Fresno City Total Employment VMT** | 5,533,473 | 8,911,472 |
| **Fresno County VMT per Capita** | 16.2 | 19.9 |
| **Fresno City VMT per Capita** | 13.1 | 16.5 |
| **Fresno County VMT per Employee** | 27.9 | 36.2 |
| **Fresno City VMT per Employee** | 23.8 | 31.4 |

Source: Fresno COG ABM
VMT = vehicle miles traveled

As shown in Table 5.A, both VMT per capita and VMT per employee are anticipated to increase countywide in the future. However, both VMT

per capita and VMT per employee within the City are lower under existing conditions compared to the County and will continue to be lower than the County under General Plan (2035) conditions.

The average VMT per capita under existing conditions for the City is 13.1 miles compared to 16.2 miles for the County (approximately 19% less than the County average). In 2035, the VMT per capita for the City is forecast to be 16.5 miles (approximately 2% higher than the existing County average). Similarly, average VMT per employee for the City under existing conditions is 23.8 miles, compared to 27.9 miles for the County (approximately 15% lower), and is forecast to increase to 31.4 miles (approximately 12% greater than the existing County average).

Under General Plan (2035) conditions, the City VMT per capita (16.5 miles) is forecast to be 17 percent less than the County VMT per capita (19.9 miles). Corresponding numbers for VMT per employee indicate that the City average is forecast to be 13 percent lower than the General Plan (2035) County average. This is a greater reduction in VMT than forecast by the Fresno COG in the RTP, a 12 percent reduction in VMT for the RTP project.

Because the measures of VMT in per capita and per employee increase with the City's General Plan (2035) compared to existing (2019) conditions, it is determined that the proposed project would have a significant impact related to *State CEQA Guidelines* Section 15064.3 subdivision (b), analyzing transportation impacts consistent with SB 743.

# CHAPTER 6 – Recommendations

LOS is a qualitative measure that describes the operating condition of a roadway. It is utilized to improve the mobility of a circulation system, reduce congestion, and evaluate traffic operations. VMT is a measure of number of trips times the trip lengths generated by an individual land use. VMT reduction strategies ensure that the General Plan goals of reducing greenhouse gas emissions, developing multimodal transportation network, and integrating diverse land uses are achieved. Following are the findings of each of these analyses.

## LOS Analysis Findings and Recommendations

Full buildout of the General Plan Land Use Element will create as many as 21 deficiencies (i.e., LOS E or F) for the 282 analyzed segments under existing roadway configurations. Implementation of the 2014 MEIR Circulation Element designation to the roadway system will result in 9 deficient roadways receiving additional capacity and operating at acceptable LOS. However, 12 roadway segments are forecast to exceed the General Plan LOS standard even when the Circulation Element is completed. In order for the segments that are forecast to operate at a satisfactory LOS, the City may:

1. Redesignate these arterials at a higher classification and ultimately widen them;
2. Create a new General Plan LOS goal for these links, acknowledging the potential lack of feasibility in acquiring right-of-way or implementing the roadway widening; or
3. Leave both the roadway classification and LOS goal as it is and create findings supporting a CEQA statement of overriding considerations.

## VMT Analysis Findings and Recommendations

The average VMT per capita under existing conditions for the City is 13.1 miles compared to 16.2 miles for the County (approximately 19% less than the County average). In 2035, the VMT per capita for the City is forecast to be 16.5 miles (approximately 2% higher than the existing County average). Similarly, average VMT per employee for the City under existing conditions is 23.8 miles, compared to 27.9 miles for the County (approximately 15% lower), and is forecast to increase to 31.4 miles (approximately 12% greater than the existing County average).

Under General Plan (2035) conditions, the City VMT per capita (16.5 miles) is forecast to be 17 percent less than the County VMT per capita (19.9 miles). Corresponding numbers for VMT per employee indicate that the City average is forecast to be 13 percent lower than the General Plan (2035) County average.

Because the measures of VMT in per capita and per employee increase with the City's General Plan (2035) compared to existing (2019) conditions, it is determined that the proposed project would have a significant impact related to *State CEQA Guidelines* Section 15064.3 subdivision (b), analyzing transportation impacts consistent with SB 743.

It is recommended that when the City plans to update its General Plan Mobility Element, it should strive to lower the General Plan (2035) VMT per capita compared to existing conditions. This can be achieved through efficient planning of the General Plan Land Use Element, including promotion of transit-oriented development, infill development, and high density mixed-use development. In conjunction, implementation of the Active Transportation Plan, Complete Streets Policy, Transportation Demand Management strategies, and multimodal transportation will also help in reducing the City's General Plan (2035) VMT.

THIS PAGE INTENTIONALLY LEFT BLANK

# APPENDIX A
# EXISTING TRAFFIC COUNTS

Prepared by NDS/ATD

# VOLUME

Garfield Ave Bet. Barstow Ave & Shaw Ave

**Day:** Tuesday
**Date:** 8/21/2018

**City:** Fresno
**Project #:** CA18_2090_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 687 | 760 | 0 | 0 | 1,447 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 2 | | 1 | | | | | | 3 | | 12:00 | 11 | | 8 | | | | | | 19 | |
| 00:15 | 0 | | 0 | | | | | | 0 | | 12:15 | 6 | | 13 | | | | | | 19 | |
| 00:30 | 2 | | 1 | | | | | | 3 | | 12:30 | 10 | | 14 | | | | | | 24 | |
| 00:45 | 0 | 4 | 1 | 3 | | | | | 1 | 7 | 12:45 | 4 | 31 | 11 | 46 | | | | | 15 | 77 |
| 01:00 | 0 | | 1 | | | | | | 1 | | 13:00 | 9 | | 8 | | | | | | 17 | |
| 01:15 | 2 | | 1 | | | | | | 3 | | 13:15 | 17 | | 5 | | | | | | 22 | |
| 01:30 | 1 | | 2 | | | | | | 3 | | 13:30 | 8 | | 4 | | | | | | 12 | |
| 01:45 | 0 | 3 | 1 | 5 | | | | | 1 | 8 | 13:45 | 8 | 42 | 8 | 25 | | | | | 16 | 67 |
| 02:00 | 0 | | 0 | | | | | | 0 | | 14:00 | 6 | | 7 | | | | | | 13 | |
| 02:15 | 0 | | 1 | | | | | | 1 | | 14:15 | 6 | | 15 | | | | | | 21 | |
| 02:30 | 0 | | 1 | | | | | | 1 | | 14:30 | 20 | | 10 | | | | | | 30 | |
| 02:45 | 1 | 1 | 0 | 2 | | | | | 1 | 3 | 14:45 | 16 | 48 | 8 | 40 | | | | | 24 | 88 |
| 03:00 | 0 | | 2 | | | | | | 2 | | 15:00 | 14 | | 6 | | | | | | 20 | |
| 03:15 | 2 | | 2 | | | | | | 4 | | 15:15 | 14 | | 16 | | | | | | 30 | |
| 03:30 | 1 | | 1 | | | | | | 2 | | 15:30 | 16 | | 12 | | | | | | 28 | |
| 03:45 | 0 | 3 | 2 | 7 | | | | | 2 | 10 | 15:45 | 13 | 57 | 13 | 47 | | | | | 26 | 104 |
| 04:00 | 0 | | 0 | | | | | | 0 | | 16:00 | 18 | | 18 | | | | | | 36 | |
| 04:15 | 1 | | 2 | | | | | | 3 | | 16:15 | 18 | | 13 | | | | | | 31 | |
| 04:30 | 1 | | 5 | | | | | | 6 | | 16:30 | 16 | | 8 | | | | | | 24 | |
| 04:45 | 2 | 4 | 4 | 11 | | | | | 6 | 15 | 16:45 | 18 | 70 | 13 | 52 | | | | | 31 | 122 |
| 05:00 | 2 | | 1 | | | | | | 3 | | 17:00 | 20 | | 17 | | | | | | 37 | |
| 05:15 | 1 | | 6 | | | | | | 7 | | 17:15 | 13 | | 21 | | | | | | 34 | |
| 05:30 | 1 | | 3 | | | | | | 4 | | 17:30 | 22 | | 15 | | | | | | 37 | |
| 05:45 | 5 | 9 | 6 | 16 | | | | | 11 | 25 | 17:45 | 15 | 70 | 19 | 72 | | | | | 34 | 142 |
| 06:00 | 3 | | 5 | | | | | | 8 | | 18:00 | 12 | | 11 | | | | | | 23 | |
| 06:15 | 4 | | 10 | | | | | | 14 | | 18:15 | 17 | | 10 | | | | | | 27 | |
| 06:30 | 7 | | 20 | | | | | | 27 | | 18:30 | 12 | | 10 | | | | | | 22 | |
| 06:45 | 8 | 22 | 36 | 71 | | | | | 44 | 93 | 18:45 | 7 | 48 | 8 | 39 | | | | | 15 | 87 |
| 07:00 | 21 | | 37 | | | | | | 58 | | 19:00 | 7 | | 11 | | | | | | 18 | |
| 07:15 | 24 | | 19 | | | | | | 43 | | 19:15 | 11 | | 12 | | | | | | 23 | |
| 07:30 | 17 | | 15 | | | | | | 32 | | 19:30 | 10 | | 5 | | | | | | 15 | |
| 07:45 | 18 | 80 | 13 | 84 | | | | | 31 | 164 | 19:45 | 5 | 33 | 6 | 34 | | | | | 11 | 67 |
| 08:00 | 17 | | 17 | | | | | | 34 | | 20:00 | 4 | | 11 | | | | | | 15 | |
| 08:15 | 9 | | 13 | | | | | | 22 | | 20:15 | 5 | | 10 | | | | | | 15 | |
| 08:30 | 6 | | 12 | | | | | | 18 | | 20:30 | 6 | | 9 | | | | | | 15 | |
| 08:45 | 5 | 37 | 8 | 50 | | | | | 13 | 87 | 20:45 | 5 | 20 | 10 | 40 | | | | | 15 | 60 |
| 09:00 | 8 | | 6 | | | | | | 14 | | 21:00 | 5 | | 8 | | | | | | 13 | |
| 09:15 | 11 | | 4 | | | | | | 15 | | 21:15 | 3 | | 3 | | | | | | 6 | |
| 09:30 | 5 | | 7 | | | | | | 12 | | 21:30 | 4 | | 3 | | | | | | 7 | |
| 09:45 | 5 | 29 | 7 | 24 | | | | | 12 | 53 | 21:45 | 1 | 13 | 4 | 18 | | | | | 5 | 31 |
| 10:00 | 7 | | 8 | | | | | | 15 | | 22:00 | 2 | | 2 | | | | | | 4 | |
| 10:15 | 6 | | 10 | | | | | | 16 | | 22:15 | 3 | | 8 | | | | | | 11 | |
| 10:30 | 5 | | 8 | | | | | | 13 | | 22:30 | 2 | | 0 | | | | | | 2 | |
| 10:45 | 7 | 25 | 7 | 33 | | | | | 14 | 58 | 22:45 | 1 | 8 | 1 | 11 | | | | | 2 | 19 |
| 11:00 | 5 | | 3 | | | | | | 8 | | 23:00 | 2 | | 0 | | | | | | 2 | |
| 11:15 | 4 | | 10 | | | | | | 14 | | 23:15 | 2 | | 0 | | | | | | 2 | |
| 11:30 | 6 | | 3 | | | | | | 9 | | 23:30 | 1 | | 1 | | | | | | 2 | |
| 11:45 | 9 | 24 | 10 | 26 | | | | | 19 | 50 | 23:45 | 1 | 6 | 3 | 4 | | | | | 4 | 10 |
| TOTALS | | 241 | | 332 | | | | | | 573 | TOTALS | | 446 | | 428 | | | | | | 874 |
| SPLIT % | | 42.1% | | 57.9% | | | | | | 39.6% | SPLIT % | | 51.0% | | 49.0% | | | | | | 60.4% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 687 | 760 | 0 | 0 | 1,447 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:00 | 06:30 | 06:45 | PM Peak Hour | 16:45 | 17:00 | 17:00 |
| AM Pk Volume | 80 | 112 | 177 | PM Pk Volume | 73 | 72 | 142 |
| Pk Hr Factor | 0.833 | 0.757 | 0.763 | Pk Hr Factor | 0.830 | 0.857 | 0.959 |
| 7 - 9 Volume | 117 | 134 | 251 | 4 - 6 Volume | 140 | 124 | 264 |
| 7 - 9 Peak Hour | 07:00 | 07:00 | 07:00 | 4 - 6 Peak Hour | 16:45 | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 80 | 84 | 164 | 4 - 6 Pk Volume | 73 | 72 | 142 |
| Pk Hr Factor | 0.833 | 0.568 | 0.707 | Pk Hr Factor | 0.830 | 0.857 | 0.959 |

Prepared by NDS/ATD

# VOLUME

Garfield Ave S/O Shaw Ave

**Day:** Tuesday
**Date:** 8/21/2018

**City:** Fresno
**Project #:** CA18_2090_004

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 73 | 86 | 0 | 0 | 159 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | 0 | | | | | | 0 | | 12:00 | 1 | | 1 | | | | | | 2 | |
| 00:15 | 0 | | 0 | | | | | | 0 | | 12:15 | 1 | | 2 | | | | | | 3 | |
| 00:30 | 0 | | 0 | | | | | | 0 | | 12:30 | 2 | | 1 | | | | | | 3 | |
| 00:45 | 0 | | 0 | | | | | | 0 | | 12:45 | 2 | 6 | 1 | 5 | | | | | 3 | 11 |
| 01:00 | 0 | | 0 | | | | | | 0 | | 13:00 | 1 | | 2 | | | | | | 3 | |
| 01:15 | 0 | | 0 | | | | | | 0 | | 13:15 | 2 | | 0 | | | | | | 2 | |
| 01:30 | 0 | | 0 | | | | | | 0 | | 13:30 | 2 | | 0 | | | | | | 2 | |
| 01:45 | 0 | | 0 | | | | | | 0 | | 13:45 | 0 | 5 | 1 | 3 | | | | | 1 | 8 |
| 02:00 | 0 | | 0 | | | | | | 0 | | 14:00 | 0 | | 2 | | | | | | 2 | |
| 02:15 | 0 | | 0 | | | | | | 0 | | 14:15 | 0 | | 3 | | | | | | 3 | |
| 02:30 | 0 | | 0 | | | | | | 0 | | 14:30 | 0 | | 3 | | | | | | 3 | |
| 02:45 | 0 | | 0 | | | | | | 0 | | 14:45 | 2 | 2 | 1 | 9 | | | | | 3 | 11 |
| 03:00 | 0 | | 0 | | | | | | 0 | | 15:00 | 3 | | 1 | | | | | | 4 | |
| 03:15 | 0 | | 0 | | | | | | 0 | | 15:15 | 0 | | 2 | | | | | | 2 | |
| 03:30 | 0 | | 0 | | | | | | 0 | | 15:30 | 3 | | 3 | | | | | | 6 | |
| 03:45 | 0 | | 0 | | | | | | 0 | | 15:45 | 0 | 6 | 1 | 7 | | | | | 1 | 13 |
| 04:00 | 0 | | 0 | | | | | | 0 | | 16:00 | 0 | | 2 | | | | | | 2 | |
| 04:15 | 0 | | 0 | | | | | | 0 | | 16:15 | 0 | | 1 | | | | | | 1 | |
| 04:30 | 0 | | 0 | | | | | | 0 | | 16:30 | 1 | | 1 | | | | | | 2 | |
| 04:45 | 0 | | 0 | | | | | | 0 | | 16:45 | 0 | 1 | 2 | 6 | | | | | 2 | 7 |
| 05:00 | 0 | | 0 | | | | | | 0 | | 17:00 | 3 | | 3 | | | | | | 6 | |
| 05:15 | 0 | | 0 | | | | | | 0 | | 17:15 | 1 | | 2 | | | | | | 3 | |
| 05:30 | 0 | | 0 | | | | | | 0 | | 17:30 | 0 | | 1 | | | | | | 1 | |
| 05:45 | 0 | | 1 | 1 | | | | | 1 | 1 | 17:45 | 2 | 6 | 3 | 9 | | | | | 5 | 15 |
| 06:00 | 1 | | 0 | | | | | | 1 | | 18:00 | 1 | | 1 | | | | | | 2 | |
| 06:15 | 0 | | 1 | | | | | | 1 | | 18:15 | 5 | | 1 | | | | | | 6 | |
| 06:30 | 1 | | 0 | | | | | | 1 | | 18:30 | 1 | | 1 | | | | | | 2 | |
| 06:45 | 5 | 7 | 0 | 1 | | | | | 5 | 8 | 18:45 | 1 | 8 | 3 | 6 | | | | | 4 | 14 |
| 07:00 | 3 | | 2 | | | | | | 5 | | 19:00 | 0 | | 1 | | | | | | 1 | |
| 07:15 | 0 | | 2 | | | | | | 2 | | 19:15 | 0 | | 2 | | | | | | 2 | |
| 07:30 | 1 | | 0 | | | | | | 1 | | 19:30 | 1 | | 0 | | | | | | 1 | |
| 07:45 | 1 | 5 | 1 | 5 | | | | | 2 | 10 | 19:45 | 2 | 3 | 0 | 3 | | | | | 2 | 6 |
| 08:00 | 2 | | 0 | | | | | | 2 | | 20:00 | 0 | | 0 | | | | | | 0 | |
| 08:15 | 2 | | 1 | | | | | | 3 | | 20:15 | 0 | | 2 | | | | | | 2 | |
| 08:30 | 2 | | 1 | | | | | | 3 | | 20:30 | 0 | | 2 | | | | | | 2 | |
| 08:45 | 1 | 7 | 0 | 2 | | | | | 1 | 9 | 20:45 | 0 | | 2 | 6 | | | | | 2 | 6 |
| 09:00 | 1 | | 2 | | | | | | 3 | | 21:00 | 0 | | 1 | | | | | | 1 | |
| 09:15 | 2 | | 1 | | | | | | 3 | | 21:15 | 0 | | 0 | | | | | | 0 | |
| 09:30 | 0 | | 0 | | | | | | 0 | | 21:30 | 0 | | 2 | | | | | | 2 | |
| 09:45 | 2 | 5 | 1 | 4 | | | | | 3 | 9 | 21:45 | 0 | | 1 | 4 | | | | | 1 | 4 |
| 10:00 | 2 | | 2 | | | | | | 4 | | 22:00 | 0 | | 2 | | | | | | 2 | |
| 10:15 | 1 | | 3 | | | | | | 4 | | 22:15 | 1 | | 0 | | | | | | 1 | |
| 10:30 | 1 | | 1 | | | | | | 2 | | 22:30 | 0 | | 0 | | | | | | 0 | |
| 10:45 | 2 | 6 | 2 | 8 | | | | | 4 | 14 | 22:45 | 0 | 1 | 0 | 2 | | | | | 0 | 3 |
| 11:00 | 1 | | 2 | | | | | | 3 | | 23:00 | 1 | | 0 | | | | | | 1 | |
| 11:15 | 2 | | 1 | | | | | | 3 | | 23:15 | 0 | | 0 | | | | | | 0 | |
| 11:30 | 0 | | 0 | | | | | | 0 | | 23:30 | 0 | | 0 | | | | | | 0 | |
| 11:45 | 1 | 4 | 2 | 5 | | | | | 3 | 9 | 23:45 | 0 | 1 | 0 | | | | | | 0 | 1 |
| TOTALS | | 34 | | 26 | | | | | | 60 | TOTALS | | 39 | | 60 | | | | | | 99 |
| SPLIT % | | 56.7% | | 43.3% | | | | | | 37.7% | SPLIT % | | 39.4% | | 60.6% | | | | | | 62.3% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 73 | 86 | 0 | 0 | 159 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Hour | 06:15 | 10:00 | 10:00 | PM Peak Hour | 17:45 | 13:45 | 14:45 |
| AM Pk Volume | 9 | 8 | 14 | PM Pk Volume | 9 | 9 | 15 |
| Pk Hr Factor | 0.450 | 0.667 | 0.875 | Pk Hr Factor | 0.450 | 0.750 | 0.625 |
| 7 - 9 Volume | 12 | 7 | 19 | 4 - 6 Volume | 7 | 15 | 22 |
| 7 - 9 Peak Hour | 07:45 | 07:00 | 07:00 | 4 - 6 Peak Hour | 17:00 | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 7 | 5 | 10 | 4 - 6 Pk Volume | 6 | 9 | 15 |
| Pk Hr Factor | 0.875 | 0.625 | 0.500 | Pk Hr Factor | 0.500 | 0.750 | 0.625 |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Grandland Avenue
N/ Shields Avenue
24 Hour Directional Volume Count

FSO001
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 1 | 27 | | | 1 | 28 | | | | |
| 12:15 | | 2 | 21 | | | 1 | 26 | | | | |
| 12:30 | | 0 | 18 | | | 4 | 21 | | | | |
| 12:45 | | 3 | 28 | 6 | 94 | 2 | 22 | 8 | 97 | 14 | 191 |
| 01:00 | | 1 | 30 | | | 1 | 38 | | | | |
| 01:15 | | 0 | 25 | | | 3 | 38 | | | | |
| 01:30 | | 1 | 21 | | | 2 | 30 | | | | |
| 01:45 | | 1 | 33 | 3 | 109 | 1 | 30 | 7 | 136 | 10 | 245 |
| 02:00 | | 1 | 26 | | | 0 | 30 | | | | |
| 02:15 | | 0 | 30 | | | 1 | 24 | | | | |
| 02:30 | | 1 | 27 | | | 0 | 29 | | | | |
| 02:45 | | 0 | 34 | 2 | 117 | 0 | 28 | 1 | 111 | 3 | 228 |
| 03:00 | | 1 | 34 | | | 0 | 30 | | | | |
| 03:15 | | 1 | 27 | | | 1 | 26 | | | | |
| 03:30 | | 1 | 27 | | | 0 | 39 | | | | |
| 03:45 | | 3 | 25 | 6 | 113 | 1 | 29 | 2 | 124 | 8 | 237 |
| 04:00 | | 2 | 24 | | | 0 | 36 | | | | |
| 04:15 | | 4 | 42 | | | 0 | 34 | | | | |
| 04:30 | | 1 | 28 | | | 3 | 40 | | | | |
| 04:45 | | 2 | **42** | 9 | 136 | 2 | **37** | 5 | 147 | 14 | 283 |
| 05:00 | | 3 | **38** | | | 2 | **32** | | | | |
| 05:15 | | 12 | **40** | | | 2 | **36** | | | | |
| 05:30 | | 12 | **42** | | | 6 | **46** | | | | |
| 05:45 | | 19 | 40 | 46 | 160 | 10 | 24 | 20 | 138 | 66 | 298 |
| 06:00 | | 16 | 28 | | | 10 | 34 | | | | |
| 06:15 | | 10 | 30 | | | 18 | 26 | | | | |
| 06:30 | | 12 | 16 | | | 14 | 17 | | | | |
| 06:45 | | 15 | 10 | 53 | 84 | 28 | 28 | 70 | 105 | 123 | 189 |
| 07:00 | | **18** | 12 | | | **32** | 18 | | | | |
| 07:15 | | **50** | 8 | | | **49** | 14 | | | | |
| 07:30 | | **39** | 13 | | | **55** | 23 | | | | |
| 07:45 | | **30** | 8 | 137 | 41 | **68** | 17 | 204 | 72 | 341 | 113 |
| 08:00 | | 18 | 13 | | | 26 | 10 | | | | |
| 08:15 | | 38 | 5 | | | 31 | 10 | | | | |
| 08:30 | | 22 | 10 | | | 24 | 9 | | | | |
| 08:45 | | 28 | 8 | 106 | 36 | 19 | 20 | 100 | 49 | 206 | 85 |
| 09:00 | | 29 | 7 | | | 23 | 9 | | | | |
| 09:15 | | 16 | 4 | | | 19 | 7 | | | | |
| 09:30 | | 13 | 1 | | | 11 | 14 | | | | |
| 09:45 | | 16 | 8 | 74 | 20 | 12 | 11 | 65 | 41 | 139 | 61 |
| 10:00 | | 26 | 3 | | | 26 | 8 | | | | |
| 10:15 | | 16 | 4 | | | 16 | 6 | | | | |
| 10:30 | | 14 | 2 | | | 12 | 10 | | | | |
| 10:45 | | 15 | 0 | 71 | 9 | 16 | 3 | 70 | 27 | 141 | 36 |
| 11:00 | | 16 | 1 | | | 22 | 4 | | | | |
| 11:15 | | 20 | 3 | | | 18 | 3 | | | | |
| 11:30 | | 20 | 0 | | | 20 | 4 | | | | |
| 11:45 | | 20 | 1 | 76 | 5 | 30 | 5 | 90 | 16 | 166 | 21 |
| Total | | 589 | 924 | 589 | 924 | 642 | 1063 | 642 | 1063 | 1231 | 1987 |
| Combined Total | | 1513 | | 1513 | | 1705 | | 1705 | | 3218 | |
| AM Peak | - | 07:00 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 137 | - | - | - | 204 | - | - | - | - | - |
| P.H.F. | | 0.685 | | | | 0.750 | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | 04:45 | - | - | - | - |
| Vol. | - | - | 162 | - | - | - | 151 | - | - | - | - |
| P.H.F. | | | 0.964 | | | | 0.821 | | | | |
| Percentage | | 38.9% | 61.1% | | | 37.7% | 62.3% | | | | |

| ADT/AADT | ADT 3,218 | AADT 3,218 |
|---|---|---|

Prepared by NDS/ATD

# VOLUME

Bryan Ave 400' N/O Ashlan Ave

**Day:** Thursday
**Date:** 3/8/2018

**City:** Fresno
**Project #:** CA18_2030_016

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,214 | 1,330 | 0 | 0 | 2,544 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 1 | | 0 | | | | | | 1 | | 12:00 | 11 | | 11 | | | | | | 22 | |
| 00:15 | 0 | | 0 | | | | | | 0 | | 12:15 | 8 | | 8 | | | | | | 16 | |
| 00:30 | 0 | | 1 | | | | | | 1 | | 12:30 | 8 | | 12 | | | | | | 20 | |
| 00:45 | 0 | 1 | 0 | 1 | | | | | 0 | 2 | 12:45 | 10 | 37 | 23 | 54 | | | | | 33 | 91 |
| 01:00 | 0 | | 0 | | | | | | 0 | | 13:00 | 22 | | 23 | | | | | | 45 | |
| 01:15 | 0 | | 0 | | | | | | 0 | | 13:15 | 11 | | 11 | | | | | | 22 | |
| 01:30 | 0 | | 0 | | | | | | 0 | | 13:30 | 10 | | 17 | | | | | | 27 | |
| 01:45 | 0 | | 0 | | | | | | 0 | | 13:45 | 8 | 51 | 9 | 60 | | | | | 17 | 111 |
| 02:00 | 0 | | 0 | | | | | | 0 | | 14:00 | 13 | | 17 | | | | | | 30 | |
| 02:15 | 0 | | 0 | | | | | | 0 | | 14:15 | 17 | | 14 | | | | | | 31 | |
| 02:30 | 1 | | 0 | | | | | | 1 | | 14:30 | 28 | | 12 | | | | | | 40 | |
| 02:45 | 0 | 1 | 1 | 1 | | | | | 1 | 2 | 14:45 | 46 | 104 | 9 | 52 | | | | | 55 | 156 |
| 03:00 | 1 | | 0 | | | | | | 1 | | 15:00 | 76 | | 61 | | | | | | 137 | |
| 03:15 | 0 | | 0 | | | | | | 0 | | 15:15 | 26 | | 88 | | | | | | 114 | |
| 03:30 | 0 | | 0 | | | | | | 0 | | 15:30 | 14 | | 15 | | | | | | 29 | |
| 03:45 | 1 | 2 | 1 | 1 | | | | | 2 | 3 | 15:45 | 13 | 129 | 7 | 171 | | | | | 20 | 300 |
| 04:00 | 0 | | 1 | | | | | | 1 | | 16:00 | 13 | | 12 | | | | | | 25 | |
| 04:15 | 0 | | 2 | | | | | | 2 | | 16:15 | 26 | | 16 | | | | | | 42 | |
| 04:30 | 0 | | 0 | | | | | | 0 | | 16:30 | 33 | | 52 | | | | | | 85 | |
| 04:45 | 1 | 1 | 0 | 3 | | | | | 1 | 4 | 16:45 | 25 | 97 | 29 | 109 | | | | | 54 | 206 |
| 05:00 | 2 | | 1 | | | | | | 3 | | 17:00 | 18 | | 28 | | | | | | 46 | |
| 05:15 | 2 | | 3 | | | | | | 5 | | 17:15 | 27 | | 36 | | | | | | 63 | |
| 05:30 | 3 | | 4 | | | | | | 7 | | 17:30 | 25 | | 30 | | | | | | 55 | |
| 05:45 | 1 | 8 | 1 | 9 | | | | | 2 | 17 | 17:45 | 14 | 84 | 36 | 130 | | | | | 50 | 214 |
| 06:00 | 2 | | 4 | | | | | | 6 | | 18:00 | 24 | | 44 | | | | | | 68 | |
| 06:15 | 2 | | 2 | | | | | | 4 | | 18:15 | 18 | | 29 | | | | | | 47 | |
| 06:30 | 11 | | 14 | | | | | | 25 | | 18:30 | 24 | | 38 | | | | | | 62 | |
| 06:45 | 13 | 28 | 12 | 32 | | | | | 25 | 60 | 18:45 | 12 | 78 | 15 | 126 | | | | | 27 | 204 |
| 07:00 | 22 | | 27 | | | | | | 49 | | 19:00 | 13 | | 13 | | | | | | 26 | |
| 07:15 | 35 | | 53 | | | | | | 88 | | 19:15 | 10 | | 16 | | | | | | 26 | |
| 07:30 | 57 | | 76 | | | | | | 133 | | 19:30 | 19 | | 13 | | | | | | 32 | |
| 07:45 | 52 | 166 | 36 | 192 | | | | | 88 | 358 | 19:45 | 25 | 67 | 15 | 57 | | | | | 40 | 124 |
| 08:00 | 89 | | 73 | | | | | | 162 | | 20:00 | 10 | | 12 | | | | | | 22 | |
| 08:15 | 90 | | 75 | | | | | | 165 | | 20:15 | 14 | | 4 | | | | | | 18 | |
| 08:30 | 16 | | 39 | | | | | | 55 | | 20:30 | 7 | | 1 | | | | | | 8 | |
| 08:45 | 9 | 204 | 15 | 202 | | | | | 24 | 406 | 20:45 | 2 | 33 | 2 | 19 | | | | | 4 | 52 |
| 09:00 | 11 | | 10 | | | | | | 21 | | 21:00 | 2 | | 0 | | | | | | 2 | |
| 09:15 | 6 | | 6 | | | | | | 12 | | 21:15 | 4 | | 2 | | | | | | 6 | |
| 09:30 | 8 | | 10 | | | | | | 18 | | 21:30 | 4 | | 0 | | | | | | 4 | |
| 09:45 | 12 | 37 | 8 | 34 | | | | | 20 | 71 | 21:45 | 5 | 15 | 0 | 2 | | | | | 5 | 17 |
| 10:00 | 7 | | 7 | | | | | | 14 | | 22:00 | 4 | | 4 | | | | | | 8 | |
| 10:15 | 6 | | 7 | | | | | | 13 | | 22:15 | 2 | | 0 | | | | | | 2 | |
| 10:30 | 5 | | 6 | | | | | | 11 | | 22:30 | 2 | | 0 | | | | | | 2 | |
| 10:45 | 8 | 26 | 11 | 31 | | | | | 19 | 57 | 22:45 | 2 | 10 | 3 | 7 | | | | | 5 | 17 |
| 11:00 | 4 | | 4 | | | | | | 8 | | 23:00 | 0 | | 1 | | | | | | 1 | |
| 11:15 | 9 | | 14 | | | | | | 23 | | 23:15 | 2 | | 1 | | | | | | 3 | |
| 11:30 | 8 | | 9 | | | | | | 17 | | 23:30 | 0 | | 1 | | | | | | 1 | |
| 11:45 | 11 | 32 | 5 | 32 | | | | | 16 | 64 | 23:45 | 1 | 3 | 2 | 5 | | | | | 3 | 8 |
| TOTALS | 506 | | 538 | | | | | | | 1044 | TOTALS | 708 | | 792 | | | | | | | 1500 |
| SPLIT % | 48.5% | | 51.5% | | | | | | | 41.0% | SPLIT % | 47.2% | | 52.8% | | | | | | | 59.0% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,214 | 1,330 | 0 | 0 | 2,544 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:30 | 07:30 | 07:30 | PM Peak Hour | 14:30 | 14:45 | 14:30 |
| AM Pk Volume | 288 | 260 | 548 | PM Pk Volume | 176 | 173 | 346 |
| Pk Hr Factor | 0.800 | 0.855 | 0.830 | Pk Hr Factor | 0.579 | 0.491 | 0.631 |
| 7 - 9 Volume | 370 | 394 | 764 | 4 - 6 Volume | 181 | 239 | 420 |
| 7 - 9 Peak Hour | 07:30 | 07:30 | 07:30 | 4 - 6 Peak Hour | 16:30 | 16:30 | 16:30 |
| 7 - 9 Pk Volume | 288 | 260 | 548 | 4 - 6 Pk Volume | 103 | 145 | 248 |
| Pk Hr Factor | 0.800 | 0.855 | 0.830 | Pk Hr Factor | 0.780 | 0.697 | 0.729 |

Prepared by NDS/ATD

# VOLUME

Bryan Ave Bet. Ashlan & Shields Ave

**Day:** Thursday
**Date:** 3/8/2018

**City:** Fresno
**Project #:** CA18_2030_017

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 506 | 477 | 0 | 0 | 983 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 0 | | 0 | | | | | | 0 | | 12:00 | 8 | | 2 | | | | | | 10 | |
| 00:15 | 0 | | 0 | | | | | | 0 | | 12:15 | 4 | | 2 | | | | | | 6 | |
| 00:30 | 0 | | 0 | | | | | | 0 | | 12:30 | 3 | | 3 | | | | | | 6 | |
| 00:45 | 0 | | 0 | | | | | | 0 | | 12:45 | 16 | 31 | 5 | 12 | | | | | 21 | 43 |
| 01:00 | 1 | | 1 | | | | | | 2 | | 13:00 | 15 | | 13 | | | | | | 28 | |
| 01:15 | 0 | | 0 | | | | | | 0 | | 13:15 | 13 | | 11 | | | | | | 24 | |
| 01:30 | 0 | | 0 | | | | | | 0 | | 13:30 | 8 | | 8 | | | | | | 16 | |
| 01:45 | 0 | 1 | 0 | 1 | | | | | 0 | 2 | 13:45 | 6 | 42 | 5 | 37 | | | | | 11 | 79 |
| 02:00 | 1 | | 0 | | | | | | 1 | | 14:00 | 2 | | 4 | | | | | | 6 | |
| 02:15 | 0 | | 0 | | | | | | 0 | | 14:15 | 2 | | 8 | | | | | | 10 | |
| 02:30 | 0 | | 0 | | | | | | 0 | | 14:30 | 10 | | 4 | | | | | | 14 | |
| 02:45 | 0 | 1 | 0 | | | | | | 0 | 1 | 14:45 | 14 | 28 | 5 | 21 | | | | | 19 | 49 |
| 03:00 | 0 | | 1 | | | | | | 1 | | 15:00 | 23 | | 12 | | | | | | 35 | |
| 03:15 | 1 | | 0 | | | | | | 1 | | 15:15 | 7 | | 23 | | | | | | 30 | |
| 03:30 | 0 | | 0 | | | | | | 0 | | 15:30 | 8 | | 4 | | | | | | 12 | |
| 03:45 | 0 | 1 | 0 | 1 | | | | | 0 | 2 | 15:45 | 10 | 48 | 9 | 48 | | | | | 19 | 96 |
| 04:00 | 0 | | 0 | | | | | | 0 | | 16:00 | 3 | | 12 | | | | | | 15 | |
| 04:15 | 2 | | 1 | | | | | | 3 | | 16:15 | 11 | | 7 | | | | | | 18 | |
| 04:30 | 1 | | 0 | | | | | | 1 | | 16:30 | 5 | | 11 | | | | | | 16 | |
| 04:45 | 3 | 6 | 0 | 1 | | | | | 3 | 7 | 16:45 | 6 | 25 | 8 | 38 | | | | | 14 | 63 |
| 05:00 | 1 | | 0 | | | | | | 1 | | 17:00 | 12 | | 6 | | | | | | 18 | |
| 05:15 | 2 | | 1 | | | | | | 3 | | 17:15 | 8 | | 14 | | | | | | 22 | |
| 05:30 | 6 | | 3 | | | | | | 9 | | 17:30 | 8 | | 5 | | | | | | 13 | |
| 05:45 | 2 | 11 | 1 | 5 | | | | | 3 | 16 | 17:45 | 9 | 37 | 5 | 30 | | | | | 14 | 67 |
| 06:00 | 1 | | 4 | | | | | | 5 | | 18:00 | 6 | | 11 | | | | | | 17 | |
| 06:15 | 4 | | 3 | | | | | | 7 | | 18:15 | 9 | | 8 | | | | | | 17 | |
| 06:30 | 5 | | 5 | | | | | | 10 | | 18:30 | 9 | | 16 | | | | | | 25 | |
| 06:45 | 2 | 12 | 5 | 17 | | | | | 7 | 29 | 18:45 | 4 | 28 | 12 | 47 | | | | | 16 | 75 |
| 07:00 | 12 | | 12 | | | | | | 24 | | 19:00 | 2 | | 6 | | | | | | 8 | |
| 07:15 | 42 | | 14 | | | | | | 56 | | 19:15 | 4 | | 7 | | | | | | 11 | |
| 07:30 | 57 | | 43 | | | | | | 100 | | 19:30 | 3 | | 4 | | | | | | 7 | |
| 07:45 | 13 | 124 | 16 | 85 | | | | | 29 | 209 | 19:45 | 3 | 12 | 8 | 25 | | | | | 11 | 37 |
| 08:00 | 12 | | 11 | | | | | | 23 | | 20:00 | 3 | | 12 | | | | | | 15 | |
| 08:15 | 12 | | 15 | | | | | | 27 | | 20:15 | 4 | | 6 | | | | | | 10 | |
| 08:30 | 4 | | 4 | | | | | | 8 | | 20:30 | 5 | | 2 | | | | | | 7 | |
| 08:45 | 4 | 32 | 2 | 32 | | | | | 6 | 64 | 20:45 | 2 | 14 | 0 | 20 | | | | | 2 | 34 |
| 09:00 | 2 | | 3 | | | | | | 5 | | 21:00 | 1 | | 0 | | | | | | 1 | |
| 09:15 | 3 | | 2 | | | | | | 5 | | 21:15 | 2 | | 3 | | | | | | 5 | |
| 09:30 | 2 | | 2 | | | | | | 4 | | 21:30 | 1 | | 3 | | | | | | 4 | |
| 09:45 | 7 | 14 | 2 | 9 | | | | | 9 | 23 | 21:45 | 0 | 4 | 0 | 6 | | | | | 0 | 10 |
| 10:00 | 2 | | 3 | | | | | | 5 | | 22:00 | 1 | | 1 | | | | | | 2 | |
| 10:15 | 2 | | 4 | | | | | | 6 | | 22:15 | 3 | | 1 | | | | | | 4 | |
| 10:30 | 4 | | 2 | | | | | | 6 | | 22:30 | 1 | | 0 | | | | | | 1 | |
| 10:45 | 5 | 13 | 8 | 17 | | | | | 13 | 30 | 22:45 | 0 | 5 | 1 | 3 | | | | | 1 | 8 |
| 11:00 | 2 | | 2 | | | | | | 4 | | 23:00 | 0 | | 1 | | | | | | 1 | |
| 11:15 | 2 | | 8 | | | | | | 10 | | 23:15 | 2 | | 0 | | | | | | 2 | |
| 11:30 | 7 | | 5 | | | | | | 12 | | 23:30 | 0 | | 2 | | | | | | 2 | |
| 11:45 | 4 | 15 | 4 | 19 | | | | | 8 | 34 | 23:45 | 0 | 2 | 0 | 3 | | | | | 0 | 5 |
| TOTALS | 230 | | 187 | | | | | | | 417 | TOTALS | 276 | | 290 | | | | | | | 566 |
| SPLIT % | 55.2% | | 44.8% | | | | | | | 42.4% | SPLIT % | 48.8% | | 51.2% | | | | | | | 57.6% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 506 | 477 | 0 | 0 | 983 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:00 | 07:00 | 07:00 | PM Peak Hour | 14:30 | 15:00 | 14:30 |
| AM Pk Volume | 124 | 85 | 209 | PM Pk Volume | 54 | 48 | 98 |
| Pk Hr Factor | 0.544 | 0.494 | 0.523 | Pk Hr Factor | 0.587 | 0.522 | 0.700 |
| 7 - 9 Volume | 156 | 117 | 273 | 4 - 6 Volume | 62 | 68 | 130 |
| 7 - 9 Peak Hour | 07:00 | 07:00 | 07:00 | 4 - 6 Peak Hour | 17:00 | 16:30 | 16:30 |
| 7 - 9 Pk Volume | 124 | 85 | 209 | 4 - 6 Pk Volume | 37 | 39 | 70 |
| Pk Hr Factor | 0.544 | 0.494 | 0.523 | Pk Hr Factor | 0.771 | 0.696 | 0.795 |

Prepared by NDS/ATD

# VOLUME

N Bryan Ave Bet. W Shaw Ave & W Gettysburg Ave

**Day:** Wednesday
**Date:** 4/25/2018

**City:** Fresno
**Project #:** CA18_2051_014

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 954 | 1,101 | 0 | 0 | 2,055 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 1 | | 0 | | | | | | 1 | | 12:00 | 9 | | 7 | | | | | | 16 | |
| 00:15 | 0 | | 1 | | | | | | 1 | | 12:15 | 8 | | 11 | | | | | | 19 | |
| 00:30 | 0 | | 1 | | | | | | 1 | | 12:30 | 16 | | 9 | | | | | | 25 | |
| 00:45 | 0 | 1 | 0 | 2 | | | | | 0 | 3 | 12:45 | 12 | 45 | 23 | 50 | | | | | 35 | 95 |
| 01:00 | 1 | | 0 | | | | | | 1 | | 13:00 | 33 | | 33 | | | | | | 66 | |
| 01:15 | 0 | | 0 | | | | | | 0 | | 13:15 | 12 | | 52 | | | | | | 64 | |
| 01:30 | 0 | | 0 | | | | | | 0 | | 13:30 | 56 | | 44 | | | | | | 100 | |
| 01:45 | 0 | 1 | 0 | | | | | | 0 | 1 | 13:45 | 20 | 121 | 11 | 140 | | | | | 31 | 261 |
| 02:00 | 0 | | 0 | | | | | | 0 | | 14:00 | 11 | | 10 | | | | | | 21 | |
| 02:15 | 1 | | 1 | | | | | | 2 | | 14:15 | 12 | | 7 | | | | | | 19 | |
| 02:30 | 1 | | 0 | | | | | | 1 | | 14:30 | 10 | | 7 | | | | | | 17 | |
| 02:45 | 0 | 2 | 0 | 1 | | | | | 0 | 3 | 14:45 | 15 | 48 | 11 | 35 | | | | | 26 | 83 |
| 03:00 | 0 | | 3 | | | | | | 3 | | 15:00 | 20 | | 12 | | | | | | 32 | |
| 03:15 | 1 | | 1 | | | | | | 2 | | 15:15 | 12 | | 12 | | | | | | 24 | |
| 03:30 | 0 | | 0 | | | | | | 0 | | 15:30 | 22 | | 12 | | | | | | 34 | |
| 03:45 | 3 | 4 | 1 | 5 | | | | | 4 | 9 | 15:45 | 17 | 71 | 15 | 51 | | | | | 32 | 122 |
| 04:00 | 0 | | 0 | | | | | | 0 | | 16:00 | 11 | | 12 | | | | | | 23 | |
| 04:15 | 3 | | 1 | | | | | | 4 | | 16:15 | 8 | | 14 | | | | | | 22 | |
| 04:30 | 0 | | 0 | | | | | | 0 | | 16:30 | 9 | | 21 | | | | | | 30 | |
| 04:45 | 1 | 4 | 1 | 2 | | | | | 2 | 6 | 16:45 | 10 | 38 | 26 | 73 | | | | | 36 | 111 |
| 05:00 | 1 | | 4 | | | | | | 5 | | 17:00 | 13 | | 34 | | | | | | 47 | |
| 05:15 | 3 | | 6 | | | | | | 9 | | 17:15 | 15 | | 32 | | | | | | 47 | |
| 05:30 | 5 | | 2 | | | | | | 7 | | 17:30 | 13 | | 22 | | | | | | 35 | |
| 05:45 | 1 | 10 | 1 | 13 | | | | | 2 | 23 | 17:45 | 40 | 81 | 31 | 119 | | | | | 71 | 200 |
| 06:00 | 3 | | 8 | | | | | | 11 | | 18:00 | 45 | | 56 | | | | | | 101 | |
| 06:15 | 3 | | 9 | | | | | | 12 | | 18:15 | 40 | | 31 | | | | | | 71 | |
| 06:30 | 4 | | 3 | | | | | | 7 | | 18:30 | 21 | | 11 | | | | | | 32 | |
| 06:45 | 6 | 16 | 24 | 44 | | | | | 30 | 60 | 18:45 | 12 | 118 | 8 | 106 | | | | | 20 | 224 |
| 07:00 | 14 | | 30 | | | | | | 44 | | 19:00 | 14 | | 13 | | | | | | 27 | |
| 07:15 | 18 | | 53 | | | | | | 71 | | 19:15 | 10 | | 12 | | | | | | 22 | |
| 07:30 | 35 | | 60 | | | | | | 95 | | 19:30 | 9 | | 10 | | | | | | 19 | |
| 07:45 | 14 | 81 | 33 | 176 | | | | | 47 | 257 | 19:45 | 18 | 51 | 13 | 48 | | | | | 31 | 99 |
| 08:00 | 27 | | 42 | | | | | | 69 | | 20:00 | 18 | | 6 | | | | | | 24 | |
| 08:15 | 47 | | 60 | | | | | | 107 | | 20:15 | 18 | | 4 | | | | | | 22 | |
| 08:30 | 24 | | 11 | | | | | | 35 | | 20:30 | 4 | | 1 | | | | | | 5 | |
| 08:45 | 9 | 107 | 8 | 121 | | | | | 17 | 228 | 20:45 | 3 | 43 | 2 | 13 | | | | | 5 | 56 |
| 09:00 | 9 | | 9 | | | | | | 18 | | 21:00 | 3 | | 0 | | | | | | 3 | |
| 09:15 | 8 | | 4 | | | | | | 12 | | 21:15 | 8 | | 9 | | | | | | 17 | |
| 09:30 | 6 | | 7 | | | | | | 13 | | 21:30 | 2 | | 3 | | | | | | 5 | |
| 09:45 | 10 | 33 | 5 | 25 | | | | | 15 | 58 | 21:45 | 2 | 15 | 3 | 15 | | | | | 5 | 30 |
| 10:00 | 8 | | 9 | | | | | | 17 | | 22:00 | 3 | | 1 | | | | | | 4 | |
| 10:15 | 8 | | 7 | | | | | | 15 | | 22:15 | 2 | | 1 | | | | | | 3 | |
| 10:30 | 3 | | 5 | | | | | | 8 | | 22:30 | 3 | | 0 | | | | | | 3 | |
| 10:45 | 4 | 23 | 6 | 27 | | | | | 10 | 50 | 22:45 | 0 | 8 | 0 | 2 | | | | | 0 | 10 |
| 11:00 | 6 | | 6 | | | | | | 12 | | 23:00 | 3 | | 0 | | | | | | 3 | |
| 11:15 | 7 | | 7 | | | | | | 14 | | 23:15 | 3 | | 1 | | | | | | 4 | |
| 11:30 | 8 | | 9 | | | | | | 17 | | 23:30 | 1 | | 1 | | | | | | 2 | |
| 11:45 | 3 | 24 | 9 | 31 | | | | | 12 | 55 | 23:45 | 2 | 9 | 0 | 2 | | | | | 2 | 11 |
| TOTALS | | 306 | | 447 | | | | | | 753 | TOTALS | | 648 | | 654 | | | | | | 1302 |
| SPLIT % | | 40.6% | | 59.4% | | | | | | 36.6% | SPLIT % | | 49.8% | | 50.2% | | | | | | 63.4% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 954 | 1,101 | 0 | 0 | 2,055 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:30 | 07:30 | 07:30 | PM Peak Hour | 17:45 | 12:45 | 17:30 |
| AM Pk Volume | 123 | 195 | 318 | PM Pk Volume | 146 | 152 | 278 |
| Pk Hr Factor | 0.654 | 0.813 | 0.743 | Pk Hr Factor | 0.811 | 0.731 | 0.688 |
| 7 - 9 Volume | 188 | 297 | 485 | 4 - 6 Volume | 119 | 192 | 311 |
| 7 - 9 Peak Hour | 07:30 | 07:30 | 07:30 | 4 - 6 Peak Hour | 17:00 | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 123 | 195 | 318 | 4 - 6 Pk Volume | 81 | 119 | 200 |
| Pk Hr Factor | 0.654 | 0.813 | 0.743 | Pk Hr Factor | 0.506 | 0.875 | 0.704 |

Prepared by NDS/ATD

# VOLUME

Hayes Ave Bet. Shields Ave & Clinton Ave

**Day:** Thursday
**Date:** 3/8/2018

**City:** Fresno
**Project #:** CA18_2030_020

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 797 | 767 | 0 | 0 | 1,564 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 2 | | 0 | | | | | | 2 | | 12:00 | 7 | | 8 | | | | | | 15 | |
| 00:15 | 0 | | 2 | | | | | | 2 | | 12:15 | 13 | | 6 | | | | | | 19 | |
| 00:30 | 1 | | 1 | | | | | | 2 | | 12:30 | 12 | | 12 | | | | | | 24 | |
| 00:45 | 1 | 4 | 0 | 3 | | | | | 1 | 7 | 12:45 | 9 | 41 | 8 | 34 | | | | | 17 | 75 |
| 01:00 | 2 | | 1 | | | | | | 3 | | 13:00 | 9 | | 11 | | | | | | 20 | |
| 01:15 | 2 | | 0 | | | | | | 2 | | 13:15 | 13 | | 16 | | | | | | 29 | |
| 01:30 | 2 | | 1 | | | | | | 3 | | 13:30 | 7 | | 12 | | | | | | 19 | |
| 01:45 | 0 | 6 | 1 | 3 | | | | | 1 | 9 | 13:45 | 14 | 43 | 13 | 52 | | | | | 27 | 95 |
| 02:00 | 1 | | 2 | | | | | | 3 | | 14:00 | 12 | | 12 | | | | | | 24 | |
| 02:15 | 0 | | 2 | | | | | | 2 | | 14:15 | 10 | | 8 | | | | | | 18 | |
| 02:30 | 0 | | 0 | | | | | | 0 | | 14:30 | 22 | | 15 | | | | | | 37 | |
| 02:45 | 1 | 2 | 1 | 5 | | | | | 2 | 7 | 14:45 | 15 | 59 | 15 | 50 | | | | | 30 | 109 |
| 03:00 | 2 | | 1 | | | | | | 3 | | 15:00 | 17 | | 9 | | | | | | 26 | |
| 03:15 | 1 | | 0 | | | | | | 1 | | 15:15 | 18 | | 19 | | | | | | 37 | |
| 03:30 | 1 | | 1 | | | | | | 2 | | 15:30 | 16 | | 10 | | | | | | 26 | |
| 03:45 | 1 | 5 | 0 | 2 | | | | | 1 | 7 | 15:45 | 12 | 63 | 18 | 56 | | | | | 30 | 119 |
| 04:00 | 0 | | 1 | | | | | | 1 | | 16:00 | 15 | | 10 | | | | | | 25 | |
| 04:15 | 1 | | 0 | | | | | | 1 | | 16:15 | 19 | | 17 | | | | | | 36 | |
| 04:30 | 3 | | 5 | | | | | | 8 | | 16:30 | 18 | | 27 | | | | | | 45 | |
| 04:45 | 3 | 7 | 4 | 10 | | | | | 7 | 17 | 16:45 | 20 | 72 | 11 | 65 | | | | | 31 | 137 |
| 05:00 | 3 | | 4 | | | | | | 7 | | 17:00 | 18 | | 12 | | | | | | 30 | |
| 05:15 | 3 | | 2 | | | | | | 5 | | 17:15 | 31 | | 10 | | | | | | 41 | |
| 05:30 | 0 | | 2 | | | | | | 2 | | 17:30 | 26 | | 17 | | | | | | 43 | |
| 05:45 | 2 | 8 | 1 | 9 | | | | | 3 | 17 | 17:45 | 23 | 98 | 13 | 52 | | | | | 36 | 150 |
| 06:00 | 4 | | 3 | | | | | | 7 | | 18:00 | 15 | | 10 | | | | | | 25 | |
| 06:15 | 1 | | 8 | | | | | | 9 | | 18:15 | 14 | | 8 | | | | | | 22 | |
| 06:30 | 5 | | 17 | | | | | | 22 | | 18:30 | 17 | | 13 | | | | | | 30 | |
| 06:45 | 9 | 19 | 16 | 44 | | | | | 25 | 63 | 18:45 | 14 | 60 | 8 | 39 | | | | | 22 | 99 |
| 07:00 | 14 | | 13 | | | | | | 27 | | 19:00 | 11 | | 7 | | | | | | 18 | |
| 07:15 | 12 | | 32 | | | | | | 44 | | 19:15 | 9 | | 9 | | | | | | 18 | |
| 07:30 | 18 | | 32 | | | | | | 50 | | 19:30 | 11 | | 8 | | | | | | 19 | |
| 07:45 | 11 | 55 | 14 | 91 | | | | | 25 | 146 | 19:45 | 6 | 37 | 7 | 31 | | | | | 13 | 68 |
| 08:00 | 14 | | 21 | | | | | | 35 | | 20:00 | 8 | | 7 | | | | | | 15 | |
| 08:15 | 10 | | 10 | | | | | | 20 | | 20:15 | 8 | | 6 | | | | | | 14 | |
| 08:30 | 9 | | 13 | | | | | | 22 | | 20:30 | 6 | | 11 | | | | | | 17 | |
| 08:45 | 8 | 41 | 5 | 49 | | | | | 13 | 90 | 20:45 | 3 | 25 | 4 | 28 | | | | | 7 | 53 |
| 09:00 | 8 | | 8 | | | | | | 16 | | 21:00 | 6 | | 5 | | | | | | 11 | |
| 09:15 | 11 | | 8 | | | | | | 19 | | 21:15 | 6 | | 4 | | | | | | 10 | |
| 09:30 | 10 | | 9 | | | | | | 19 | | 21:30 | 6 | | 8 | | | | | | 14 | |
| 09:45 | 9 | 38 | 7 | 32 | | | | | 16 | 70 | 21:45 | 5 | 23 | 4 | 21 | | | | | 9 | 44 |
| 10:00 | 8 | | 7 | | | | | | 15 | | 22:00 | 6 | | 4 | | | | | | 10 | |
| 10:15 | 13 | | 11 | | | | | | 24 | | 22:15 | 4 | | 2 | | | | | | 6 | |
| 10:30 | 12 | | 15 | | | | | | 27 | | 22:30 | 6 | | 1 | | | | | | 7 | |
| 10:45 | 6 | 39 | 5 | 38 | | | | | 11 | 77 | 22:45 | 2 | 18 | 2 | 9 | | | | | 4 | 27 |
| 11:00 | 6 | | 9 | | | | | | 15 | | 23:00 | 1 | | 2 | | | | | | 3 | |
| 11:15 | 9 | | 8 | | | | | | 17 | | 23:15 | 1 | | 1 | | | | | | 2 | |
| 11:30 | 7 | | 9 | | | | | | 16 | | 23:30 | 0 | | 2 | | | | | | 2 | |
| 11:45 | 10 | 32 | 11 | 37 | | | | | 21 | 69 | 23:45 | 0 | 2 | 2 | 7 | | | | | 2 | 9 |
| TOTALS | | 256 | | 323 | | | | | | 579 | TOTALS | | 541 | | 444 | | | | | | 985 |
| SPLIT % | | 44.2% | | 55.8% | | | | | | 37.0% | SPLIT % | | 54.9% | | 45.1% | | | | | | 63.0% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 797 | 767 | 0 | 0 | 1,564 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:00 | 07:15 | | | 07:15 | PM Peak Hour | 17:00 | 15:45 | | | 17:00 |
| AM Pk Volume | 55 | 99 | | | 154 | PM Pk Volume | 98 | 72 | | | 150 |
| Pk Hr Factor | 0.764 | 0.773 | | | 0.770 | Pk Hr Factor | 0.790 | 0.667 | | | 0.872 |
| 7 - 9 Volume | 96 | 140 | 0 | 0 | 236 | 4 - 6 Volume | 170 | 117 | 0 | 0 | 287 |
| 7 - 9 Peak Hour | 07:00 | 07:15 | | | 07:15 | 4 - 6 Peak Hour | 17:00 | 16:15 | | | 17:00 |
| 7 - 9 Pk Volume | 55 | 99 | 0 | 0 | 154 | 4 - 6 Pk Volume | 98 | 67 | 0 | 0 | 150 |
| Pk Hr Factor | 0.764 | 0.773 | 0.000 | 0.000 | 0.770 | Pk Hr Factor | 0.790 | 0.620 | 0.000 | 0.000 | 0.872 |

Prepared by NDS/ATD

# VOLUME

Hayes Ave Bet. Clinton Ave & McKinley Ave

**Day:** Thursday
**Date:** 3/8/2018

**City:** Fresno
**Project #:** CA18_2030_021

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 770 | 824 | 0 | 0 | 1,594 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 1 | | 0 | | | | | | 1 | | 12:00 | 10 | | 9 | | | | | | 19 | |
| 00:15 | 0 | | 1 | | | | | | 1 | | 12:15 | 10 | | 10 | | | | | | 20 | |
| 00:30 | 1 | | 2 | | | | | | 3 | | 12:30 | 11 | | 14 | | | | | | 25 | |
| 00:45 | 0 | 2 | 0 | 3 | | | | | 0 | 5 | 12:45 | 8 | 39 | 8 | 41 | | | | | 16 | 80 |
| 01:00 | 1 | | 0 | | | | | | 1 | | 13:00 | 8 | | 10 | | | | | | 18 | |
| 01:15 | 1 | | 0 | | | | | | 1 | | 13:15 | 10 | | 15 | | | | | | 25 | |
| 01:30 | 0 | | 0 | | | | | | 0 | | 13:30 | 11 | | 11 | | | | | | 22 | |
| 01:45 | 0 | 2 | 1 | 1 | | | | | 1 | 3 | 13:45 | 15 | 44 | 14 | 50 | | | | | 29 | 94 |
| 02:00 | 0 | | 0 | | | | | | 0 | | 14:00 | 11 | | 10 | | | | | | 21 | |
| 02:15 | 0 | | 1 | | | | | | 1 | | 14:15 | 13 | | 14 | | | | | | 27 | |
| 02:30 | 3 | | 0 | | | | | | 3 | | 14:30 | 18 | | 13 | | | | | | 31 | |
| 02:45 | 1 | 4 | 1 | 2 | | | | | 2 | 6 | 14:45 | 16 | 58 | 16 | 53 | | | | | 32 | 111 |
| 03:00 | 1 | | 0 | | | | | | 1 | | 15:00 | 11 | | 15 | | | | | | 26 | |
| 03:15 | 1 | | 2 | | | | | | 3 | | 15:15 | 18 | | 20 | | | | | | 38 | |
| 03:30 | 0 | | 2 | | | | | | 2 | | 15:30 | 13 | | 12 | | | | | | 25 | |
| 03:45 | 1 | 3 | 0 | 4 | | | | | 1 | 7 | 15:45 | 14 | 56 | 10 | 57 | | | | | 24 | 113 |
| 04:00 | 0 | | 3 | | | | | | 3 | | 16:00 | 15 | | 12 | | | | | | 27 | |
| 04:15 | 0 | | 1 | | | | | | 1 | | 16:15 | 17 | | 12 | | | | | | 29 | |
| 04:30 | 1 | | 3 | | | | | | 4 | | 16:30 | 17 | | 25 | | | | | | 42 | |
| 04:45 | 3 | 4 | 4 | 11 | | | | | 7 | 15 | 16:45 | 19 | 68 | 17 | 66 | | | | | 36 | 134 |
| 05:00 | 1 | | 4 | | | | | | 5 | | 17:00 | 15 | | 16 | | | | | | 31 | |
| 05:15 | 3 | | 2 | | | | | | 5 | | 17:15 | 35 | | 11 | | | | | | 46 | |
| 05:30 | 3 | | 4 | | | | | | 7 | | 17:30 | 26 | | 13 | | | | | | 39 | |
| 05:45 | 2 | 9 | 4 | 14 | | | | | 6 | 23 | 17:45 | 23 | 99 | 16 | 56 | | | | | 39 | 155 |
| 06:00 | 4 | | 5 | | | | | | 9 | | 18:00 | 12 | | 11 | | | | | | 23 | |
| 06:15 | 8 | | 11 | | | | | | 19 | | 18:15 | 17 | | 10 | | | | | | 27 | |
| 06:30 | 5 | | 10 | | | | | | 15 | | 18:30 | 13 | | 13 | | | | | | 26 | |
| 06:45 | 8 | 25 | 24 | 50 | | | | | 32 | 75 | 18:45 | 10 | 52 | 13 | 47 | | | | | 23 | 99 |
| 07:00 | 12 | | 13 | | | | | | 25 | | 19:00 | 12 | | 12 | | | | | | 24 | |
| 07:15 | 10 | | 31 | | | | | | 41 | | 19:15 | 15 | | 13 | | | | | | 28 | |
| 07:30 | 19 | | 31 | | | | | | 50 | | 19:30 | 9 | | 10 | | | | | | 19 | |
| 07:45 | 10 | 51 | 17 | 92 | | | | | 27 | 143 | 19:45 | 7 | 43 | 6 | 41 | | | | | 13 | 84 |
| 08:00 | 11 | | 19 | | | | | | 30 | | 20:00 | 7 | | 9 | | | | | | 16 | |
| 08:15 | 14 | | 10 | | | | | | 24 | | 20:15 | 7 | | 4 | | | | | | 11 | |
| 08:30 | 8 | | 14 | | | | | | 22 | | 20:30 | 5 | | 13 | | | | | | 18 | |
| 08:45 | 10 | 43 | 6 | 49 | | | | | 16 | 92 | 20:45 | 4 | 23 | 7 | 33 | | | | | 11 | 56 |
| 09:00 | 7 | | 9 | | | | | | 16 | | 21:00 | 6 | | 5 | | | | | | 11 | |
| 09:15 | 10 | | 8 | | | | | | 18 | | 21:15 | 4 | | 5 | | | | | | 9 | |
| 09:30 | 12 | | 9 | | | | | | 21 | | 21:30 | 7 | | 6 | | | | | | 13 | |
| 09:45 | 8 | 37 | 5 | 31 | | | | | 13 | 68 | 21:45 | 4 | 21 | 5 | 21 | | | | | 9 | 42 |
| 10:00 | 7 | | 9 | | | | | | 16 | | 22:00 | 4 | | 4 | | | | | | 8 | |
| 10:15 | 12 | | 8 | | | | | | 20 | | 22:15 | 4 | | 2 | | | | | | 6 | |
| 10:30 | 10 | | 14 | | | | | | 24 | | 22:30 | 6 | | 2 | | | | | | 8 | |
| 10:45 | 6 | 35 | 10 | 41 | | | | | 16 | 76 | 22:45 | 3 | 17 | 3 | 11 | | | | | 6 | 28 |
| 11:00 | 6 | | 13 | | | | | | 19 | | 23:00 | 2 | | 1 | | | | | | 3 | |
| 11:15 | 9 | | 6 | | | | | | 15 | | 23:15 | 1 | | 2 | | | | | | 3 | |
| 11:30 | 7 | | 8 | | | | | | 15 | | 23:30 | 0 | | 1 | | | | | | 1 | |
| 11:45 | 9 | 31 | 17 | 44 | | | | | 26 | 75 | 23:45 | 1 | 4 | 2 | 6 | | | | | 3 | 10 |
| **TOTALS** | | 246 | | 342 | | | | | | **588** | **TOTALS** | | 524 | | 482 | | | | | | **1006** |
| **SPLIT %** | | 41.8% | | 58.2% | | | | | | **36.9%** | **SPLIT %** | | 52.1% | | 47.9% | | | | | | **63.1%** |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 770 | 824 | 0 | 0 | 1,594 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM Peak Hour** | 07:30 | 06:45 | | | **06:45** | **PM Peak Hour** | 17:00 | 16:15 | | | **16:30** |
| **AM Pk Volume** | 54 | 99 | | | **148** | **PM Pk Volume** | 99 | 70 | | | **155** |
| **Pk Hr Factor** | 0.711 | 0.798 | | | **0.740** | **Pk Hr Factor** | 0.707 | 0.700 | | | **0.842** |
| **7 - 9 Volume** | 94 | 141 | 0 | 0 | **235** | **4 - 6 Volume** | 167 | 122 | 0 | 0 | **289** |
| **7 - 9 Peak Hour** | 07:30 | 07:15 | | | **07:15** | **4 - 6 Peak Hour** | 17:00 | 16:15 | | | **16:30** |
| **7 - 9 Pk Volume** | 54 | 98 | 0 | 0 | **148** | **4 - 6 Pk Volume** | 99 | 70 | 0 | 0 | **155** |
| **Pk Hr Factor** | 0.711 | 0.790 | 0.000 | 0.000 | **0.740** | **Pk Hr Factor** | 0.707 | 0.700 | 0.000 | 0.000 | **0.842** |

Prepared by NDS/ATD

# VOLUME

N Hayes Ave Bet. W Gettysburg Ave & W Ashlan Ave

**Day:** Wednesday
**Date:** 4/25/2018

**City:** Fresno
**Project #:** CA18_2051_016

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,025 | 1,063 | 0 | 0 | 2,088 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 7 | | 2 | | | | | | 9 | | 12:00 | 13 | | 7 | | | | | | 20 | |
| 00:15 | 3 | | 7 | | | | | | 10 | | 12:15 | 8 | | 13 | | | | | | 21 | |
| 00:30 | 2 | | 1 | | | | | | 3 | | 12:30 | 10 | | 11 | | | | | | 21 | |
| 00:45 | 3 | 15 | 2 | 12 | | | | | 5 | 27 | 12:45 | 15 | 46 | 17 | 48 | | | | | 32 | 94 |
| 01:00 | 1 | | 3 | | | | | | 4 | | 13:00 | 14 | | 17 | | | | | | 31 | |
| 01:15 | 2 | | 4 | | | | | | 6 | | 13:15 | 14 | | 22 | | | | | | 36 | |
| 01:30 | 2 | | 1 | | | | | | 3 | | 13:30 | 19 | | 12 | | | | | | 31 | |
| 01:45 | 0 | 5 | 1 | 9 | | | | | 1 | 14 | 13:45 | 22 | 69 | 17 | 68 | | | | | 39 | 137 |
| 02:00 | 1 | | 1 | | | | | | 2 | | 14:00 | 29 | | 14 | | | | | | 43 | |
| 02:15 | 1 | | 1 | | | | | | 2 | | 14:15 | 18 | | 11 | | | | | | 29 | |
| 02:30 | 0 | | 0 | | | | | | 0 | | 14:30 | 15 | | 14 | | | | | | 29 | |
| 02:45 | 2 | 4 | 0 | 2 | | | | | 2 | 6 | 14:45 | 13 | 75 | 12 | 51 | | | | | 25 | 126 |
| 03:00 | 1 | | 2 | | | | | | 3 | | 15:00 | 18 | | 14 | | | | | | 32 | |
| 03:15 | 0 | | 2 | | | | | | 2 | | 15:15 | 11 | | 10 | | | | | | 21 | |
| 03:30 | 3 | | 1 | | | | | | 4 | | 15:30 | 12 | | 10 | | | | | | 22 | |
| 03:45 | 1 | 5 | 1 | 6 | | | | | 2 | 11 | 15:45 | 12 | 53 | 16 | 50 | | | | | 28 | 103 |
| 04:00 | 2 | | 4 | | | | | | 6 | | 16:00 | 20 | | 23 | | | | | | 43 | |
| 04:15 | 1 | | 1 | | | | | | 2 | | 16:15 | 16 | | 18 | | | | | | 34 | |
| 04:30 | 5 | | 3 | | | | | | 8 | | 16:30 | 25 | | 18 | | | | | | 43 | |
| 04:45 | 4 | 12 | 2 | 10 | | | | | 6 | 22 | 16:45 | 14 | 75 | 26 | 85 | | | | | 40 | 160 |
| 05:00 | 3 | | 2 | | | | | | 5 | | 17:00 | 21 | | 33 | | | | | | 54 | |
| 05:15 | 3 | | 5 | | | | | | 8 | | 17:15 | 20 | | 29 | | | | | | 49 | |
| 05:30 | 6 | | 2 | | | | | | 8 | | 17:30 | 15 | | 22 | | | | | | 37 | |
| 05:45 | 1 | 13 | 1 | 10 | | | | | 2 | 23 | 17:45 | 19 | 75 | 20 | 104 | | | | | 39 | 179 |
| 06:00 | 4 | | 9 | | | | | | 13 | | 18:00 | 12 | | 32 | | | | | | 44 | |
| 06:15 | 8 | | 5 | | | | | | 13 | | 18:15 | 26 | | 20 | | | | | | 46 | |
| 06:30 | 11 | | 4 | | | | | | 15 | | 18:30 | 18 | | 16 | | | | | | 34 | |
| 06:45 | 17 | 40 | 9 | 27 | | | | | 26 | 67 | 18:45 | 11 | 67 | 16 | 84 | | | | | 27 | 151 |
| 07:00 | 20 | | 53 | | | | | | 73 | | 19:00 | 14 | | 18 | | | | | | 32 | |
| 07:15 | 32 | | 33 | | | | | | 65 | | 19:15 | 22 | | 13 | | | | | | 35 | |
| 07:30 | 36 | | 31 | | | | | | 67 | | 19:30 | 14 | | 25 | | | | | | 39 | |
| 07:45 | 19 | 107 | 23 | 140 | | | | | 42 | 247 | 19:45 | 15 | 65 | 13 | 69 | | | | | 28 | 134 |
| 08:00 | 22 | | 24 | | | | | | 46 | | 20:00 | 6 | | 20 | | | | | | 26 | |
| 08:15 | 32 | | 14 | | | | | | 46 | | 20:15 | 9 | | 9 | | | | | | 18 | |
| 08:30 | 20 | | 12 | | | | | | 32 | | 20:30 | 4 | | 4 | | | | | | 8 | |
| 08:45 | 10 | 84 | 7 | 57 | | | | | 17 | 141 | 20:45 | 9 | 28 | 10 | 43 | | | | | 19 | 71 |
| 09:00 | 6 | | 8 | | | | | | 14 | | 21:00 | 16 | | 9 | | | | | | 25 | |
| 09:15 | 9 | | 9 | | | | | | 18 | | 21:15 | 9 | | 8 | | | | | | 17 | |
| 09:30 | 9 | | 6 | | | | | | 15 | | 21:30 | 6 | | 9 | | | | | | 15 | |
| 09:45 | 5 | 29 | 11 | 34 | | | | | 16 | 63 | 21:45 | 8 | 39 | 5 | 31 | | | | | 13 | 70 |
| 10:00 | 8 | | 19 | | | | | | 27 | | 22:00 | 7 | | 8 | | | | | | 15 | |
| 10:15 | 11 | | 9 | | | | | | 20 | | 22:15 | 3 | | 7 | | | | | | 10 | |
| 10:30 | 14 | | 9 | | | | | | 23 | | 22:30 | 7 | | 3 | | | | | | 10 | |
| 10:45 | 8 | 41 | 7 | 44 | | | | | 15 | 85 | 22:45 | 3 | 20 | 8 | 26 | | | | | 11 | 46 |
| 11:00 | 8 | | 3 | | | | | | 11 | | 23:00 | 3 | | 4 | | | | | | 7 | |
| 11:15 | 9 | | 6 | | | | | | 15 | | 23:15 | 6 | | 7 | | | | | | 13 | |
| 11:30 | 8 | | 16 | | | | | | 24 | | 23:30 | 1 | | 5 | | | | | | 6 | |
| 11:45 | 21 | 46 | 9 | 34 | | | | | 30 | 80 | 23:45 | 2 | 12 | 3 | 19 | | | | | 5 | 31 |
| TOTALS | | 401 | | 385 | | | | | | 786 | TOTALS | | 624 | | 678 | | | | | | 1302 |
| SPLIT % | | 51.0% | | 49.0% | | | | | | 37.6% | SPLIT % | | 47.9% | | 52.1% | | | | | | 62.4% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,025 | 1,063 | 0 | 0 | 2,088 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:15 | 07:00 | 07:00 | PM Peak Hour | 13:30 | 16:45 | 16:30 |
| AM Pk Volume | 109 | 140 | 247 | PM Pk Volume | 88 | 110 | 186 |
| Pk Hr Factor | 0.757 | 0.660 | 0.846 | Pk Hr Factor | 0.759 | 0.833 | 0.861 |
| 7 - 9 Volume | 191 | 197 | 388 | 4 - 6 Volume | 150 | 189 | 339 |
| 7 - 9 Peak Hour | 07:15 | 07:00 | 07:00 | 4 - 6 Peak Hour | 16:30 | 16:45 | 16:30 |
| 7 - 9 Pk Volume | 109 | 140 | 247 | 4 - 6 Pk Volume | 80 | 110 | 186 |
| Pk Hr Factor | 0.757 | 0.660 | 0.846 | Pk Hr Factor | 0.800 | 0.833 | 0.861 |

Prepared by NDS/ATD

# VOLUME

N Hayes Ave Bet. W Shaw Ave & W Gettysburg Ave

**Day:** Wednesday
**Date:** 4/25/2018

**City:** Fresno
**Project #:** CA18_2051_015

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,381 | 1,523 | 0 | 0 | 2,904 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 5 | | 2 | | | | | | 7 | | 12:00 | 17 | | 17 | | | | | | 34 | |
| 00:15 | 5 | | 5 | | | | | | 10 | | 12:15 | 14 | | 24 | | | | | | 38 | |
| 00:30 | 3 | | 5 | | | | | | 8 | | 12:30 | 19 | | 17 | | | | | | 36 | |
| 00:45 | 3 | 16 | 3 | 15 | | | | | 6 | 31 | 12:45 | 18 | 68 | 19 | 77 | | | | | 37 | 145 |
| 01:00 | 1 | | 2 | | | | | | 3 | | 13:00 | 10 | | 21 | | | | | | 31 | |
| 01:15 | 1 | | 5 | | | | | | 6 | | 13:15 | 17 | | 27 | | | | | | 44 | |
| 01:30 | 1 | | 2 | | | | | | 3 | | 13:30 | 33 | | 27 | | | | | | 60 | |
| 01:45 | 0 | 3 | 6 | 15 | | | | | 6 | 18 | 13:45 | 20 | 80 | 30 | 105 | | | | | 50 | 185 |
| 02:00 | 2 | | 0 | | | | | | 2 | | 14:00 | 25 | | 18 | | | | | | 43 | |
| 02:15 | 2 | | 2 | | | | | | 4 | | 14:15 | 21 | | 29 | | | | | | 50 | |
| 02:30 | 1 | | 0 | | | | | | 1 | | 14:30 | 20 | | 13 | | | | | | 33 | |
| 02:45 | 2 | 7 | 1 | 3 | | | | | 3 | 10 | 14:45 | 18 | 84 | 19 | 79 | | | | | 37 | 163 |
| 03:00 | 1 | | 1 | | | | | | 2 | | 15:00 | 20 | | 27 | | | | | | 47 | |
| 03:15 | 3 | | 2 | | | | | | 5 | | 15:15 | 20 | | 18 | | | | | | 38 | |
| 03:30 | 3 | | 0 | | | | | | 3 | | 15:30 | 15 | | 25 | | | | | | 40 | |
| 03:45 | 3 | 10 | 1 | 4 | | | | | 4 | 14 | 15:45 | 13 | 68 | 25 | 95 | | | | | 38 | 163 |
| 04:00 | 2 | | 2 | | | | | | 4 | | 16:00 | 27 | | 27 | | | | | | 54 | |
| 04:15 | 4 | | 2 | | | | | | 6 | | 16:15 | 15 | | 27 | | | | | | 42 | |
| 04:30 | 13 | | 3 | | | | | | 16 | | 16:30 | 18 | | 29 | | | | | | 47 | |
| 04:45 | 6 | 25 | 2 | 9 | | | | | 8 | 34 | 16:45 | 16 | 76 | 39 | 122 | | | | | 55 | 198 |
| 05:00 | 9 | | 2 | | | | | | 11 | | 17:00 | 22 | | 42 | | | | | | 64 | |
| 05:15 | 6 | | 2 | | | | | | 8 | | 17:15 | 19 | | 38 | | | | | | 57 | |
| 05:30 | 9 | | 2 | | | | | | 11 | | 17:30 | 13 | | 40 | | | | | | 53 | |
| 05:45 | 6 | 30 | 4 | 10 | | | | | 10 | 40 | 17:45 | 21 | 75 | 38 | 158 | | | | | 59 | 233 |
| 06:00 | 9 | | 9 | | | | | | 18 | | 18:00 | 15 | | 52 | | | | | | 67 | |
| 06:15 | 16 | | 5 | | | | | | 21 | | 18:15 | 14 | | 29 | | | | | | 43 | |
| 06:30 | 21 | | 5 | | | | | | 26 | | 18:30 | 30 | | 30 | | | | | | 60 | |
| 06:45 | 24 | 70 | 9 | 28 | | | | | 33 | 98 | 18:45 | 23 | 82 | 31 | 142 | | | | | 54 | 224 |
| 07:00 | 37 | | 35 | | | | | | 72 | | 19:00 | 17 | | 25 | | | | | | 42 | |
| 07:15 | 52 | | 20 | | | | | | 72 | | 19:15 | 22 | | 26 | | | | | | 48 | |
| 07:30 | 52 | | 16 | | | | | | 68 | | 19:30 | 19 | | 31 | | | | | | 50 | |
| 07:45 | 30 | 171 | 27 | 98 | | | | | 57 | 269 | 19:45 | 23 | 81 | 26 | 108 | | | | | 49 | 189 |
| 08:00 | 35 | | 20 | | | | | | 55 | | 20:00 | 10 | | 37 | | | | | | 47 | |
| 08:15 | 46 | | 11 | | | | | | 57 | | 20:15 | 10 | | 19 | | | | | | 29 | |
| 08:30 | 21 | | 20 | | | | | | 41 | | 20:30 | 10 | | 15 | | | | | | 25 | |
| 08:45 | 14 | 116 | 10 | 61 | | | | | 24 | 177 | 20:45 | 10 | 40 | 24 | 95 | | | | | 34 | 135 |
| 09:00 | 24 | | 12 | | | | | | 36 | | 21:00 | 11 | | 22 | | | | | | 33 | |
| 09:15 | 14 | | 14 | | | | | | 28 | | 21:15 | 6 | | 13 | | | | | | 19 | |
| 09:30 | 13 | | 10 | | | | | | 23 | | 21:30 | 8 | | 15 | | | | | | 23 | |
| 09:45 | 15 | 66 | 14 | 50 | | | | | 29 | 116 | 21:45 | 13 | 38 | 9 | 59 | | | | | 22 | 97 |
| 10:00 | 13 | | 22 | | | | | | 35 | | 22:00 | 4 | | 11 | | | | | | 15 | |
| 10:15 | 13 | | 12 | | | | | | 25 | | 22:15 | 3 | | 5 | | | | | | 8 | |
| 10:30 | 23 | | 13 | | | | | | 36 | | 22:30 | 9 | | 8 | | | | | | 17 | |
| 10:45 | 24 | 73 | 17 | 64 | | | | | 41 | 137 | 22:45 | 6 | 22 | 18 | 42 | | | | | 24 | 64 |
| 11:00 | 10 | | 12 | | | | | | 22 | | 23:00 | 7 | | 10 | | | | | | 17 | |
| 11:15 | 14 | | 14 | | | | | | 28 | | 23:15 | 3 | | 8 | | | | | | 11 | |
| 11:30 | 13 | | 17 | | | | | | 30 | | 23:30 | 3 | | 2 | | | | | | 5 | |
| 11:45 | 27 | 64 | 15 | 58 | | | | | 42 | 122 | 23:45 | 3 | 16 | 6 | 26 | | | | | 9 | 42 |
| TOTALS | | 651 | | 415 | | | | | | 1066 | TOTALS | | 730 | | 1108 | | | | | | 1838 |
| SPLIT % | | 61.1% | | 38.9% | | | | | | 36.7% | SPLIT % | | 39.7% | | 60.3% | | | | | | 63.3% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,381 | 1,523 | 0 | 0 | 2,904 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:00 | 07:00 | 07:00 | PM Peak Hour | 13:30 | 17:15 | 17:15 |
| AM Pk Volume | 171 | 98 | 269 | PM Pk Volume | 99 | 168 | 236 |
| Pk Hr Factor | 0.822 | 0.700 | 0.934 | Pk Hr Factor | 0.750 | 0.808 | 0.881 |
| 7 - 9 Volume | 287 | 159 | 446 | 4 - 6 Volume | 151 | 280 | 431 |
| 7 - 9 Peak Hour | 07:00 | 07:00 | 07:00 | 4 - 6 Peak Hour | 16:00 | 16:45 | 17:00 |
| 7 - 9 Pk Volume | 171 | 98 | 269 | 4 - 6 Pk Volume | 76 | 159 | 233 |
| Pk Hr Factor | 0.822 | 0.700 | 0.934 | Pk Hr Factor | 0.704 | 0.946 | 0.910 |

Prepared by NDS/ATD

# VOLUME

Polk Ave 400' S/O Clinton Ave

**Day:** Thursday
**Date:** 3/8/2018

**City:** Fresno
**Project #:** CA18_2030_023

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,922 | 2,165 | 0 | 0 | 4,087 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 4 | | 7 | | | | | | 11 | | 12:00 | 21 | | 30 | | | | | | 51 | |
| 00:15 | 5 | | 6 | | | | | | 11 | | 12:15 | 23 | | 20 | | | | | | 43 | |
| 00:30 | 1 | | 6 | | | | | | 7 | | 12:30 | 20 | | 16 | | | | | | 36 | |
| 00:45 | 0 | 10 | 6 | 25 | | | | | 6 | 35 | 12:45 | 22 | 86 | 19 | 85 | | | | | 41 | 171 |
| 01:00 | 1 | | 2 | | | | | | 3 | | 13:00 | 24 | | 20 | | | | | | 44 | |
| 01:15 | 3 | | 3 | | | | | | 6 | | 13:15 | 23 | | 23 | | | | | | 46 | |
| 01:30 | 0 | | 1 | | | | | | 1 | | 13:30 | 24 | | 18 | | | | | | 42 | |
| 01:45 | 0 | 4 | 7 | 13 | | | | | 7 | 17 | 13:45 | 26 | 97 | 21 | 82 | | | | | 47 | 179 |
| 02:00 | 1 | | 2 | | | | | | 3 | | 14:00 | 20 | | 20 | | | | | | 40 | |
| 02:15 | 0 | | 2 | | | | | | 2 | | 14:15 | 28 | | 25 | | | | | | 53 | |
| 02:30 | 2 | | 0 | | | | | | 2 | | 14:30 | 26 | | 67 | | | | | | 93 | |
| 02:45 | 2 | 5 | 0 | 4 | | | | | 2 | 9 | 14:45 | 53 | 127 | 60 | 172 | | | | | 113 | 299 |
| 03:00 | 2 | | 2 | | | | | | 4 | | 15:00 | 78 | | 71 | | | | | | 149 | |
| 03:15 | 0 | | 3 | | | | | | 3 | | 15:15 | 96 | | 60 | | | | | | 156 | |
| 03:30 | 1 | | 0 | | | | | | 1 | | 15:30 | 37 | | 29 | | | | | | 66 | |
| 03:45 | 3 | 6 | 1 | 6 | | | | | 4 | 12 | 15:45 | 23 | 234 | 34 | 194 | | | | | 57 | 428 |
| 04:00 | 1 | | 1 | | | | | | 2 | | 16:00 | 26 | | 33 | | | | | | 59 | |
| 04:15 | 3 | | 1 | | | | | | 4 | | 16:15 | 22 | | 36 | | | | | | 58 | |
| 04:30 | 2 | | 2 | | | | | | 4 | | 16:30 | 41 | | 56 | | | | | | 97 | |
| 04:45 | 5 | 11 | 4 | 8 | | | | | 9 | 19 | 16:45 | 57 | 146 | 42 | 167 | | | | | 99 | 313 |
| 05:00 | 4 | | 2 | | | | | | 6 | | 17:00 | 48 | | 45 | | | | | | 93 | |
| 05:15 | 2 | | 7 | | | | | | 9 | | 17:15 | 46 | | 24 | | | | | | 70 | |
| 05:30 | 9 | | 8 | | | | | | 17 | | 17:30 | 38 | | 39 | | | | | | 77 | |
| 05:45 | 9 | 24 | 6 | 23 | | | | | 15 | 47 | 17:45 | 40 | 172 | 37 | 145 | | | | | 77 | 317 |
| 06:00 | 7 | | 8 | | | | | | 15 | | 18:00 | 23 | | 44 | | | | | | 67 | |
| 06:15 | 8 | | 10 | | | | | | 18 | | 18:15 | 23 | | 43 | | | | | | 66 | |
| 06:30 | 16 | | 8 | | | | | | 24 | | 18:30 | 21 | | 32 | | | | | | 53 | |
| 06:45 | 22 | 53 | 17 | 43 | | | | | 39 | 96 | 18:45 | 29 | 96 | 42 | 161 | | | | | 71 | 257 |
| 07:00 | 65 | | 38 | | | | | | 103 | | 19:00 | 24 | | 25 | | | | | | 49 | |
| 07:15 | 44 | | 71 | | | | | | 115 | | 19:15 | 30 | | 26 | | | | | | 56 | |
| 07:30 | 44 | | 71 | | | | | | 115 | | 19:30 | 27 | | 27 | | | | | | 54 | |
| 07:45 | 67 | 220 | 88 | 268 | | | | | 155 | 488 | 19:45 | 36 | 117 | 21 | 99 | | | | | 57 | 216 |
| 08:00 | 53 | | 73 | | | | | | 126 | | 20:00 | 22 | | 19 | | | | | | 41 | |
| 08:15 | 74 | | 94 | | | | | | 168 | | 20:15 | 17 | | 21 | | | | | | 38 | |
| 08:30 | 71 | | 48 | | | | | | 119 | | 20:30 | 9 | | 27 | | | | | | 36 | |
| 08:45 | 21 | 219 | 24 | 239 | | | | | 45 | 458 | 20:45 | 13 | 61 | 28 | 95 | | | | | 41 | 156 |
| 09:00 | 10 | | 10 | | | | | | 20 | | 21:00 | 7 | | 15 | | | | | | 22 | |
| 09:15 | 10 | | 9 | | | | | | 19 | | 21:15 | 8 | | 16 | | | | | | 24 | |
| 09:30 | 14 | | 9 | | | | | | 23 | | 21:30 | 7 | | 27 | | | | | | 34 | |
| 09:45 | 12 | 46 | 6 | 34 | | | | | 18 | 80 | 21:45 | 8 | 30 | 18 | 76 | | | | | 26 | 106 |
| 10:00 | 17 | | 21 | | | | | | 38 | | 22:00 | 7 | | 22 | | | | | | 29 | |
| 10:15 | 9 | | 18 | | | | | | 27 | | 22:15 | 8 | | 12 | | | | | | 20 | |
| 10:30 | 19 | | 24 | | | | | | 43 | | 22:30 | 7 | | 10 | | | | | | 17 | |
| 10:45 | 17 | 62 | 22 | 85 | | | | | 39 | 147 | 22:45 | 3 | 25 | 7 | 51 | | | | | 10 | 76 |
| 11:00 | 10 | | 19 | | | | | | 29 | | 23:00 | 7 | | 17 | | | | | | 24 | |
| 11:15 | 19 | | 14 | | | | | | 33 | | 23:15 | 6 | | 3 | | | | | | 9 | |
| 11:30 | 14 | | 14 | | | | | | 28 | | 23:30 | 1 | | 6 | | | | | | 7 | |
| 11:45 | 11 | 54 | 12 | 59 | | | | | 23 | 113 | 23:45 | 3 | 17 | 5 | 31 | | | | | 8 | 48 |
| TOTALS | | 714 | | 807 | | | | | | 1521 | TOTALS | | 1208 | | 1358 | | | | | | 2566 |
| SPLIT % | | 46.9% | | 53.1% | | | | | | 37.2% | SPLIT % | | 47.1% | | 52.9% | | | | | | 62.8% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,922 | 2,165 | 0 | 0 | 4,087 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:45 | 07:30 | | | 07:45 | PM Peak Hour | 14:45 | 14:30 | | | 14:30 |
| AM Pk Volume | 265 | 326 | | | 568 | PM Pk Volume | 264 | 258 | | | 511 |
| Pk Hr Factor | 0.895 | 0.867 | | | 0.845 | Pk Hr Factor | 0.688 | 0.908 | | | 0.819 |
| 7 - 9 Volume | 439 | 507 | 0 | 0 | 946 | 4 - 6 Volume | 318 | 312 | 0 | 0 | 630 |
| 7 - 9 Peak Hour | 07:45 | 07:30 | | | 07:45 | 4 - 6 Peak Hour | 16:30 | 16:15 | | | 16:30 |
| 7 - 9 Pk Volume | 265 | 326 | 0 | 0 | 568 | 4 - 6 Pk Volume | 192 | 179 | 0 | 0 | 359 |
| Pk Hr Factor | 0.895 | 0.867 | 0.000 | 0.000 | 0.845 | Pk Hr Factor | 0.842 | 0.799 | 0.000 | 0.000 | 0.907 |

Prepared by NDS/ATD

# VOLUME

Polk Ave 400' N/O Clinton Ave

**Day:** Thursday
**Date:** 3/8/2018

**City:** Fresno
**Project #:** CA18_2030_022

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 2,092 | 2,294 | 0 | 0 | 4,386 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 6 | | 8 | | | | | | 14 | | 12:00 | 27 | | 35 | | | | | | 62 | |
| 00:15 | 5 | | 8 | | | | | | 13 | | 12:15 | 39 | | 25 | | | | | | 64 | |
| 00:30 | 7 | | 7 | | | | | | 14 | | 12:30 | 17 | | 18 | | | | | | 35 | |
| 00:45 | 0 | 18 | 3 | 26 | | | | | 3 | 44 | 12:45 | 25 | 108 | 23 | 101 | | | | | 48 | 209 |
| 01:00 | 3 | | 1 | | | | | | 4 | | 13:00 | 22 | | 16 | | | | | | 38 | |
| 01:15 | 3 | | 4 | | | | | | 7 | | 13:15 | 29 | | 28 | | | | | | 57 | |
| 01:30 | 4 | | 2 | | | | | | 6 | | 13:30 | 29 | | 28 | | | | | | 57 | |
| 01:45 | 1 | 11 | 4 | 11 | | | | | 5 | 22 | 13:45 | 27 | 107 | 22 | 94 | | | | | 49 | 201 |
| 02:00 | 4 | | 4 | | | | | | 8 | | 14:00 | 20 | | 19 | | | | | | 39 | |
| 02:15 | 2 | | 3 | | | | | | 5 | | 14:15 | 26 | | 30 | | | | | | 56 | |
| 02:30 | 2 | | 1 | | | | | | 3 | | 14:30 | 36 | | 76 | | | | | | 112 | |
| 02:45 | 1 | 9 | 0 | 8 | | | | | 1 | 17 | 14:45 | 48 | 130 | 53 | 178 | | | | | 101 | 308 |
| 03:00 | 3 | | 1 | | | | | | 4 | | 15:00 | 63 | | 59 | | | | | | 122 | |
| 03:15 | 1 | | 2 | | | | | | 3 | | 15:15 | 75 | | 47 | | | | | | 122 | |
| 03:30 | 0 | | 0 | | | | | | 0 | | 15:30 | 45 | | 36 | | | | | | 81 | |
| 03:45 | 2 | 6 | 1 | 4 | | | | | 3 | 10 | 15:45 | 30 | 213 | 34 | 176 | | | | | 64 | 389 |
| 04:00 | 2 | | 0 | | | | | | 2 | | 16:00 | 26 | | 44 | | | | | | 70 | |
| 04:15 | 2 | | 0 | | | | | | 2 | | 16:15 | 33 | | 46 | | | | | | 79 | |
| 04:30 | 1 | | 3 | | | | | | 4 | | 16:30 | 53 | | 68 | | | | | | 121 | |
| 04:45 | 5 | 10 | 4 | 7 | | | | | 9 | 17 | 16:45 | 51 | 163 | 42 | 200 | | | | | 93 | 363 |
| 05:00 | 6 | | 3 | | | | | | 9 | | 17:00 | 48 | | 54 | | | | | | 102 | |
| 05:15 | 4 | | 7 | | | | | | 11 | | 17:15 | 47 | | 40 | | | | | | 87 | |
| 05:30 | 13 | | 12 | | | | | | 25 | | 17:30 | 41 | | 37 | | | | | | 78 | |
| 05:45 | 10 | 33 | 10 | 32 | | | | | 20 | 65 | 17:45 | 46 | 182 | 35 | 166 | | | | | 81 | 348 |
| 06:00 | 13 | | 11 | | | | | | 24 | | 18:00 | 37 | | 56 | | | | | | 93 | |
| 06:15 | 11 | | 18 | | | | | | 29 | | 18:15 | 27 | | 45 | | | | | | 72 | |
| 06:30 | 22 | | 17 | | | | | | 39 | | 18:30 | 29 | | 36 | | | | | | 65 | |
| 06:45 | 33 | 79 | 29 | 75 | | | | | 62 | 154 | 18:45 | 30 | 123 | 38 | 175 | | | | | 68 | 298 |
| 07:00 | 75 | | 45 | | | | | | 120 | | 19:00 | 25 | | 22 | | | | | | 47 | |
| 07:15 | 63 | | 80 | | | | | | 143 | | 19:15 | 32 | | 31 | | | | | | 63 | |
| 07:30 | 36 | | 63 | | | | | | 99 | | 19:30 | 28 | | 26 | | | | | | 54 | |
| 07:45 | 60 | 234 | 63 | 251 | | | | | 123 | 485 | 19:45 | 35 | 120 | 19 | 98 | | | | | 54 | 218 |
| 08:00 | 40 | | 48 | | | | | | 88 | | 20:00 | 20 | | 18 | | | | | | 38 | |
| 08:15 | 41 | | 56 | | | | | | 97 | | 20:15 | 22 | | 27 | | | | | | 49 | |
| 08:30 | 48 | | 34 | | | | | | 82 | | 20:30 | 11 | | 31 | | | | | | 42 | |
| 08:45 | 25 | 154 | 25 | 163 | | | | | 50 | 317 | 20:45 | 17 | 70 | 35 | 111 | | | | | 52 | 181 |
| 09:00 | 17 | | 17 | | | | | | 34 | | 21:00 | 13 | | 19 | | | | | | 32 | |
| 09:15 | 12 | | 14 | | | | | | 26 | | 21:15 | 16 | | 22 | | | | | | 38 | |
| 09:30 | 17 | | 11 | | | | | | 28 | | 21:30 | 14 | | 29 | | | | | | 43 | |
| 09:45 | 11 | 57 | 11 | 53 | | | | | 22 | 110 | 21:45 | 10 | 53 | 24 | 94 | | | | | 34 | 147 |
| 10:00 | 22 | | 14 | | | | | | 36 | | 22:00 | 8 | | 22 | | | | | | 30 | |
| 10:15 | 11 | | 17 | | | | | | 28 | | 22:15 | 10 | | 16 | | | | | | 26 | |
| 10:30 | 22 | | 29 | | | | | | 51 | | 22:30 | 9 | | 14 | | | | | | 23 | |
| 10:45 | 19 | 74 | 15 | 75 | | | | | 34 | 149 | 22:45 | 5 | 32 | 10 | 62 | | | | | 15 | 94 |
| 11:00 | 21 | | 29 | | | | | | 50 | | 23:00 | 6 | | 17 | | | | | | 23 | |
| 11:15 | 20 | | 19 | | | | | | 39 | | 23:15 | 10 | | 11 | | | | | | 21 | |
| 11:30 | 13 | | 30 | | | | | | 43 | | 23:30 | 8 | | 7 | | | | | | 15 | |
| 11:45 | 22 | 76 | 16 | 94 | | | | | 38 | 170 | 23:45 | 6 | 30 | 5 | 40 | | | | | 11 | 70 |
| TOTALS | | 761 | | 799 | | | | | | 1560 | TOTALS | | 1331 | | 1495 | | | | | | 2826 |
| SPLIT % | | 48.8% | | 51.2% | | | | | | 35.6% | SPLIT % | | 47.1% | | 52.9% | | | | | | 64.4% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 2,092 | 2,294 | 0 | 0 | 4,386 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:00 | 07:15 | | | 07:00 | PM Peak Hour | 14:45 | 14:30 | | | 14:30 |
| AM Pk Volume | 234 | 254 | | | 485 | PM Pk Volume | 231 | 235 | | | 457 |
| Pk Hr Factor | 0.780 | 0.794 | | | 0.848 | Pk Hr Factor | 0.770 | 0.773 | | | 0.936 |
| 7 - 9 Volume | 388 | 414 | 0 | 0 | 802 | 4 - 6 Volume | 345 | 366 | 0 | 0 | 711 |
| 7 - 9 Peak Hour | 07:00 | 07:15 | | | 07:00 | 4 - 6 Peak Hour | 16:30 | 16:15 | | | 16:30 |
| 7 - 9 Pk Volume | 234 | 254 | 0 | 0 | 485 | 4 - 6 Pk Volume | 199 | 210 | 0 | 0 | 403 |
| Pk Hr Factor | 0.780 | 0.794 | 0.000 | 0.000 | 0.848 | Pk Hr Factor | 0.939 | 0.772 | 0.000 | 0.000 | 0.833 |

Prepared by NDS/ATD

# VOLUME

N Polk Ave 300' S/O W Gettysburg Ave

**Day:** Wednesday
**Date:** 4/25/2018

**City:** Fresno
**Project #:** CA18_2051_019

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 3,693 | 4,111 | 0 | 0 | 7,804 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 8 | | 17 | | | | | | 25 | | 12:00 | 47 | | 53 | | | | | | 100 | |
| 00:15 | 9 | | 15 | | | | | | 24 | | 12:15 | 53 | | 40 | | | | | | 93 | |
| 00:30 | 4 | | 6 | | | | | | 10 | | 12:30 | 56 | | 55 | | | | | | 111 | |
| 00:45 | 7 | 28 | 5 | 43 | | | | | 12 | 71 | 12:45 | 48 | 204 | 50 | 198 | | | | | 98 | 402 |
| 01:00 | 3 | | 10 | | | | | | 13 | | 13:00 | 54 | | 62 | | | | | | 116 | |
| 01:15 | 1 | | 5 | | | | | | 6 | | 13:15 | 73 | | 56 | | | | | | 129 | |
| 01:30 | 5 | | 4 | | | | | | 9 | | 13:30 | 80 | | 87 | | | | | | 167 | |
| 01:45 | 3 | 12 | 5 | 24 | | | | | 8 | 36 | 13:45 | 74 | 281 | 82 | 287 | | | | | 156 | 568 |
| 02:00 | 4 | | 4 | | | | | | 8 | | 14:00 | 89 | | 63 | | | | | | 152 | |
| 02:15 | 1 | | 3 | | | | | | 4 | | 14:15 | 63 | | 92 | | | | | | 155 | |
| 02:30 | 4 | | 6 | | | | | | 10 | | 14:30 | 49 | | 64 | | | | | | 113 | |
| 02:45 | 1 | 10 | 5 | 18 | | | | | 6 | 28 | 14:45 | 58 | 259 | 61 | 280 | | | | | 119 | 539 |
| 03:00 | 5 | | 4 | | | | | | 9 | | 15:00 | 52 | | 80 | | | | | | 132 | |
| 03:15 | 3 | | 3 | | | | | | 6 | | 15:15 | 49 | | 63 | | | | | | 112 | |
| 03:30 | 6 | | 2 | | | | | | 8 | | 15:30 | 61 | | 75 | | | | | | 136 | |
| 03:45 | 9 | 23 | 4 | 13 | | | | | 13 | 36 | 15:45 | 59 | 221 | 77 | 295 | | | | | 136 | 516 |
| 04:00 | 5 | | 2 | | | | | | 7 | | 16:00 | 51 | | 69 | | | | | | 120 | |
| 04:15 | 4 | | 1 | | | | | | 5 | | 16:15 | 63 | | 69 | | | | | | 132 | |
| 04:30 | 8 | | 4 | | | | | | 12 | | 16:30 | 57 | | 79 | | | | | | 136 | |
| 04:45 | 15 | 32 | 4 | 11 | | | | | 19 | 43 | 16:45 | 57 | 228 | 84 | 301 | | | | | 141 | 529 |
| 05:00 | 9 | | 6 | | | | | | 15 | | 17:00 | 54 | | 82 | | | | | | 136 | |
| 05:15 | 11 | | 9 | | | | | | 20 | | 17:15 | 53 | | 71 | | | | | | 124 | |
| 05:30 | 15 | | 5 | | | | | | 20 | | 17:30 | 72 | | 63 | | | | | | 135 | |
| 05:45 | 20 | 55 | 16 | 36 | | | | | 36 | 91 | 17:45 | 68 | 247 | 79 | 295 | | | | | 147 | 542 |
| 06:00 | 20 | | 29 | | | | | | 49 | | 18:00 | 70 | | 98 | | | | | | 168 | |
| 06:15 | 32 | | 15 | | | | | | 47 | | 18:15 | 63 | | 84 | | | | | | 147 | |
| 06:30 | 23 | | 26 | | | | | | 49 | | 18:30 | 70 | | 78 | | | | | | 148 | |
| 06:45 | 40 | 115 | 54 | 124 | | | | | 94 | 239 | 18:45 | 47 | 250 | 73 | 333 | | | | | 120 | 583 |
| 07:00 | 59 | | 110 | | | | | | 169 | | 19:00 | 57 | | 64 | | | | | | 121 | |
| 07:15 | 96 | | 85 | | | | | | 181 | | 19:15 | 82 | | 60 | | | | | | 142 | |
| 07:30 | 66 | | 49 | | | | | | 115 | | 19:30 | 62 | | 63 | | | | | | 125 | |
| 07:45 | 95 | 316 | 69 | 313 | | | | | 164 | 629 | 19:45 | 46 | 247 | 65 | 252 | | | | | 111 | 499 |
| 08:00 | 90 | | 81 | | | | | | 171 | | 20:00 | 45 | | 72 | | | | | | 117 | |
| 08:15 | 90 | | 87 | | | | | | 177 | | 20:15 | 38 | | 47 | | | | | | 85 | |
| 08:30 | 67 | | 65 | | | | | | 132 | | 20:30 | 29 | | 53 | | | | | | 82 | |
| 08:45 | 60 | 307 | 44 | 277 | | | | | 104 | 584 | 20:45 | 39 | 151 | 48 | 220 | | | | | 87 | 371 |
| 09:00 | 31 | | 34 | | | | | | 65 | | 21:00 | 25 | | 43 | | | | | | 68 | |
| 09:15 | 38 | | 24 | | | | | | 62 | | 21:15 | 35 | | 51 | | | | | | 86 | |
| 09:30 | 52 | | 34 | | | | | | 86 | | 21:30 | 17 | | 47 | | | | | | 64 | |
| 09:45 | 42 | 163 | 32 | 124 | | | | | 74 | 287 | 21:45 | 22 | 99 | 37 | 178 | | | | | 59 | 277 |
| 10:00 | 38 | | 35 | | | | | | 73 | | 22:00 | 17 | | 39 | | | | | | 56 | |
| 10:15 | 30 | | 38 | | | | | | 68 | | 22:15 | 16 | | 19 | | | | | | 35 | |
| 10:30 | 38 | | 38 | | | | | | 76 | | 22:30 | 22 | | 19 | | | | | | 41 | |
| 10:45 | 36 | 142 | 30 | 141 | | | | | 66 | 283 | 22:45 | 15 | 70 | 18 | 95 | | | | | 33 | 165 |
| 11:00 | 47 | | 60 | | | | | | 107 | | 23:00 | 10 | | 21 | | | | | | 31 | |
| 11:15 | 54 | | 28 | | | | | | 82 | | 23:15 | 12 | | 21 | | | | | | 33 | |
| 11:30 | 41 | | 44 | | | | | | 85 | | 23:30 | 7 | | 15 | | | | | | 22 | |
| 11:45 | 54 | 196 | 46 | 178 | | | | | 100 | 374 | 23:45 | 8 | 37 | 18 | 75 | | | | | 26 | 112 |
| TOTALS | | 1399 | | 1302 | | | | | | 2701 | TOTALS | | 2294 | | 2809 | | | | | | 5103 |
| SPLIT % | | 51.8% | | 48.2% | | | | | | 34.6% | SPLIT % | | 45.0% | | 55.0% | | | | | | 65.4% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 3,693 | 4,111 | 0 | 0 | 7,804 |

| | | | | | | |
|---|---|---|---|---|---|---|
| AM Peak Hour | 07:15 | 07:00 | 07:45 | PM Peak Hour | 13:15 | 17:45 | 13:30 |
| AM Pk Volume | 347 | 313 | 644 | PM Pk Volume | 316 | 339 | 630 |
| Pk Hr Factor | 0.904 | 0.711 | 0.910 | Pk Hr Factor | 0.888 | 0.865 | 0.943 |
| 7 - 9 Volume | 623 | 590 | 1213 | 4 - 6 Volume | 475 | 596 | 1071 |
| 7 - 9 Peak Hour | 07:15 | 07:00 | 07:45 | 4 - 6 Peak Hour | 17:00 | 16:30 | 16:15 |
| 7 - 9 Pk Volume | 347 | 313 | 644 | 4 - 6 Pk Volume | 247 | 316 | 545 |
| Pk Hr Factor | 0.904 | 0.711 | 0.910 | Pk Hr Factor | 0.858 | 0.940 | 0.966 |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Polk Avenue
N/ Olive Avenue
24 Hour Directional Volume Count

FSO002
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 6 | 10 | | | 2 | 10 | | | | |
| 12:15 | | 2 | 11 | | | 0 | 16 | | | | |
| 12:30 | | 0 | 10 | | | 0 | 8 | | | | |
| 12:45 | | 1 | 14 | 9 | 45 | 1 | 10 | 3 | 44 | 12 | 89 |
| 01:00 | | 2 | 12 | | | 1 | 11 | | | | |
| 01:15 | | 1 | 12 | | | 1 | **16** | | | | |
| 01:30 | | 0 | 10 | | | 0 | **21** | | | | |
| 01:45 | | 0 | 9 | 3 | 43 | 0 | **23** | 2 | 71 | 5 | 114 |
| 02:00 | | 3 | 20 | | | 0 | **19** | | | | |
| 02:15 | | 0 | 13 | | | 2 | 15 | | | | |
| 02:30 | | 0 | 12 | | | 2 | 21 | | | | |
| 02:45 | | 0 | 13 | 3 | 58 | 2 | 11 | 6 | 66 | 9 | 124 |
| 03:00 | | 1 | 12 | | | 2 | 13 | | | | |
| 03:15 | | 0 | 24 | | | 3 | 12 | | | | |
| 03:30 | | 0 | 19 | | | 1 | 10 | | | | |
| 03:45 | | 1 | 22 | 2 | 77 | 1 | 23 | 7 | 58 | 9 | 135 |
| 04:00 | | 1 | 18 | | | 4 | 17 | | | | |
| 04:15 | | 1 | 14 | | | 2 | 20 | | | | |
| 04:30 | | 0 | **25** | | | 3 | 16 | | | | |
| 04:45 | | 1 | **21** | 3 | 78 | 2 | 14 | 11 | 67 | 14 | 145 |
| 05:00 | | 2 | **30** | | | 9 | 9 | | | | |
| 05:15 | | 1 | **23** | | | 8 | 14 | | | | |
| 05:30 | | 2 | 20 | | | 8 | 11 | | | | |
| 05:45 | | 2 | 16 | 7 | 89 | 3 | 5 | 28 | 39 | 35 | 128 |
| 06:00 | | 5 | 14 | | | 12 | 9 | | | | |
| 06:15 | | 5 | 18 | | | 18 | 9 | | | | |
| 06:30 | | 15 | 15 | | | 15 | 10 | | | | |
| 06:45 | | 12 | 9 | 37 | 56 | **27** | 8 | 72 | 36 | 109 | 92 |
| 07:00 | | 9 | 17 | | | **33** | 9 | | | | |
| 07:15 | | **12** | 9 | | | **53** | 12 | | | | |
| 07:30 | | **14** | 12 | | | **40** | 9 | | | | |
| 07:45 | | **13** | 5 | 48 | 43 | 26 | 4 | 152 | 34 | 200 | 77 |
| 08:00 | | **14** | 10 | | | 25 | 5 | | | | |
| 08:15 | | 9 | 8 | | | 27 | 9 | | | | |
| 08:30 | | 12 | 9 | | | 9 | 4 | | | | |
| 08:45 | | 5 | 3 | 40 | 30 | 9 | 2 | 70 | 20 | 110 | 50 |
| 09:00 | | 5 | 6 | | | 8 | 7 | | | | |
| 09:15 | | 6 | 3 | | | 7 | 3 | | | | |
| 09:30 | | 9 | 6 | | | 15 | 5 | | | | |
| 09:45 | | 3 | 6 | 23 | 21 | 11 | 8 | 41 | 23 | 64 | 44 |
| 10:00 | | 13 | 6 | | | 10 | 3 | | | | |
| 10:15 | | 3 | 3 | | | 10 | 4 | | | | |
| 10:30 | | 11 | 2 | | | 14 | 3 | | | | |
| 10:45 | | 5 | 5 | 32 | 16 | 13 | 0 | 47 | 10 | 79 | 26 |
| 11:00 | | 9 | 2 | | | 6 | 1 | | | | |
| 11:15 | | 4 | 2 | | | 10 | 3 | | | | |
| 11:30 | | 11 | 5 | | | 11 | 1 | | | | |
| 11:45 | | 7 | 2 | 31 | 11 | 6 | 2 | 33 | 7 | 64 | 18 |
| Total | | 238 | 567 | 238 | 567 | 472 | 475 | 472 | 475 | 710 | 1042 |
| Combined Total | | 805 | | 805 | | 947 | | 947 | | 1752 | |
| AM Peak | - | 07:15 | - | - | - | 06:45 | - | - | - | - | - |
| Vol. | - | 53 | - | - | - | 153 | - | - | - | - | - |
| P.H.F. | | 0.946 | | | | 0.722 | | | | | |
| PM Peak | - | - | 04:30 | - | - | - | 01:15 | - | - | - | - |
| Vol. | - | - | 99 | - | - | - | 79 | - | - | - | - |
| P.H.F. | | | 0.825 | | | | 0.859 | | | | |
| Percentage | | 29.6% | 70.4% | | | 49.8% | 50.2% | | | | |
| ADT/AADT | | ADT 1,752 | | AADT 1,752 | | | | | | | |

# County of Fresno

2220 Tulare St.
Fresno, CA 93721

Station ID: Mini-Tubes: 7-day
Marks S/O Church
SIN#: 5161
Date Start: 29-Jan-18
Date End: 04-Feb-18

## Volume Report

| Start | 29-Jan-18 | | Tue | | Wed | | Thu | | Fri | | Weekday Average | | Sat | | Sun | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | North Bound | South Bound | North Bound | South Bound | North Bound | South Bound | North Bound | South Bound | North Bound | South Bound | North Bound | South Bound | North Bound | South Bound | North Bound | South Bound |
| 12:00 AM | 4 | 7 | 4 | 5 | 4 | 1 | 6 | 6 | 5 | 7 | 5 | 5 | 10 | 9 | 19 | 12 |
| 01:00 | 5 | 5 | 6 | 0 | 6 | 2 | 5 | 5 | 6 | 2 | 6 | 3 | 5 | 5 | 7 | 13 |
| 02:00 | 1 | 1 | 1 | 4 | 2 | 1 | 7 | 9 | 1 | 3 | 2 | 4 | 6 | 6 | 3 | 6 |
| 03:00 | 11 | 4 | 5 | 4 | 5 | 5 | 9 | 4 | 4 | 3 | 7 | 4 | 7 | 6 | 5 | 7 |
| 04:00 | 4 | 9 | 6 | 6 | 4 | 6 | 5 | 7 | 6 | 7 | 5 | 7 | 3 | 4 | 3 | 5 |
| 05:00 | 15 | 21 | 22 | 26 | 21 | 18 | 16 | 27 | 12 | 20 | 17 | 22 | 6 | 10 | 5 | 5 |
| 06:00 | 35 | **87** | 31 | 92 | 35 | 79 | 28 | 90 | 35 | 62 | 33 | 82 | 18 | 44 | 6 | 10 |
| 07:00 | **87** | 83 | **76** | **97** | **76** | **88** | **86** | **91** | **90** | **83** | **83** | **88** | 22 | 28 | 15 | 15 |
| 08:00 | 70 | 68 | 66 | 59 | 54 | 52 | 67 | 60 | 82 | 58 | 68 | 59 | 40 | 39 | 32 | 25 |
| 09:00 | 47 | 67 | 41 | 43 | 52 | 50 | 46 | 65 | 57 | 66 | 49 | 58 | 36 | 47 | 36 | 41 |
| 10:00 | 52 | 53 | 48 | 65 | 40 | 46 | 54 | 45 | 63 | 63 | 51 | 54 | **65** | 42 | 47 | 55 |
| 11:00 | 53 | 57 | 49 | 49 | 35 | 46 | 52 | 53 | 57 | 50 | 49 | 51 | 64 | **67** | **56** | **58** |
| 12:00 PM | 48 | 63 | 52 | 57 | 61 | 48 | 47 | 76 | 57 | 72 | 53 | 63 | 64 | 47 | 65 | 55 |
| 01:00 | 68 | 63 | 57 | 56 | 52 | 65 | 61 | 56 | 61 | 61 | 60 | 60 | 65 | **87** | **76** | 48 |
| 02:00 | 65 | 68 | 55 | 66 | 68 | 64 | 85 | 60 | 81 | 80 | 71 | 68 | 67 | 58 | 55 | **59** |
| 03:00 | **117** | 71 | 108 | 69 | 68 | 80 | 83 | 69 | 106 | **89** | 96 | 76 | 84 | 65 | 50 | 57 |
| 04:00 | 111 | **76** | **123** | 85 | **124** | 84 | **124** | 82 | **115** | 75 | **119** | **80** | 86 | 65 | 40 | 45 |
| 05:00 | 115 | 56 | 106 | **91** | 116 | **86** | 116 | **84** | 110 | 73 | 113 | 78 | **90** | 65 | 44 | 33 |
| 06:00 | 49 | 58 | 56 | 50 | 53 | 48 | 48 | 49 | 65 | 58 | 54 | 53 | 56 | 46 | 30 | 34 |
| 07:00 | 30 | 27 | 30 | 30 | 28 | 47 | 31 | 36 | 37 | 57 | 31 | 39 | 43 | 41 | 35 | 26 |
| 08:00 | 29 | 18 | 20 | 39 | 19 | 32 | 19 | 27 | 33 | 44 | 24 | 32 | 24 | 27 | 33 | 29 |
| 09:00 | 15 | 21 | 18 | 26 | 20 | 20 | 20 | 23 | 24 | 22 | 19 | 22 | 28 | 25 | 14 | 24 |
| 10:00 | 9 | 12 | 6 | 9 | 2 | 14 | 10 | 17 | 20 | 16 | 9 | 14 | 16 | 18 | 16 | 17 |
| 11:00 | 11 | 10 | 4 | 5 | 7 | 6 | 6 | 16 | 15 | 14 | 9 | 10 | 16 | 16 | 8 | 13 |
| Total | 1051 | 1005 | 990 | 1033 | 952 | 988 | 1031 | 1057 | 1142 | 1085 | 1033 | 1032 | 921 | 867 | 700 | 692 |
| Day | 2056 | | 2023 | | 1940 | | 2088 | | 2227 | | 2065 | | 1788 | | 1392 | |
| AM Peak | 07:00 | 06:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 07:00 | 10:00 | 11:00 | 11:00 | 11:00 |
| Vol. | 87 | 87 | 76 | 97 | 76 | 88 | 86 | 91 | 90 | 83 | 83 | 88 | 65 | 67 | 56 | 58 |
| PM Peak | 15:00 | 16:00 | 16:00 | 17:00 | 16:00 | 17:00 | 16:00 | 17:00 | 16:00 | 15:00 | 16:00 | 16:00 | 17:00 | 13:00 | 13:00 | 14:00 |
| Vol. | 117 | 76 | 123 | 91 | 124 | 86 | 124 | 84 | 115 | 89 | 119 | 80 | 90 | 87 | 76 | 59 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Comb. Total | 2056 | 2023 | 1940 | 2088 | 2227 | 2065 | 1788 | 1392 |
| ADT | ADT 1,931 | AADT 1,931 | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Marks Avenue
N/ Ashlan Avenue
24 Hour Directional Volume Count

FSO003
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 8 | 166 | | | 20 | 139 | | | | |
| 12:15 | | 23 | 137 | | | 11 | 198 | | | | |
| 12:30 | | 6 | 127 | | | 16 | 164 | | | | |
| 12:45 | | 4 | 112 | 41 | 542 | 13 | 155 | 60 | 656 | 101 | 1198 |
| 01:00 | | 16 | 124 | | | 7 | 147 | | | | |
| 01:15 | | 4 | 126 | | | 8 | 168 | | | | |
| 01:30 | | 11 | 149 | | | 10 | 164 | | | | |
| 01:45 | | 4 | 152 | 35 | 551 | 6 | 180 | 31 | 659 | 66 | 1210 |
| 02:00 | | 2 | 139 | | | 10 | 192 | | | | |
| 02:15 | | 6 | 150 | | | 15 | 189 | | | | |
| 02:30 | | 3 | 151 | | | 11 | 182 | | | | |
| 02:45 | | 9 | 183 | 20 | 623 | 12 | 196 | 48 | 759 | 68 | 1382 |
| 03:00 | | 6 | 186 | | | 3 | 203 | | | | |
| 03:15 | | 4 | 177 | | | 7 | 176 | | | | |
| 03:30 | | 2 | 188 | | | 17 | 174 | | | | |
| 03:45 | | 10 | 161 | 22 | 712 | 7 | 196 | 34 | 749 | 56 | 1461 |
| 04:00 | | 14 | 163 | | | 13 | 193 | | | | |
| 04:15 | | 14 | **191** | | | 22 | 187 | | | | |
| 04:30 | | 10 | **213** | | | 25 | 182 | | | | |
| 04:45 | | 15 | **209** | 53 | 776 | 24 | **223** | 84 | 785 | 137 | 1561 |
| 05:00 | | 8 | **195** | | | 25 | **212** | | | | |
| 05:15 | | 28 | 180 | | | 53 | **237** | | | | |
| 05:30 | | 27 | 174 | | | 71 | **192** | | | | |
| 05:45 | | 44 | 168 | 107 | 717 | 67 | 162 | 216 | 803 | 323 | 1520 |
| 06:00 | | 50 | 150 | | | 58 | 164 | | | | |
| 06:15 | | 72 | 136 | | | 112 | 163 | | | | |
| 06:30 | | 69 | 109 | | | 105 | 113 | | | | |
| 06:45 | | 97 | 123 | 288 | 518 | 120 | 118 | 395 | 558 | 683 | 1076 |
| 07:00 | | **150** | 89 | | | **164** | 136 | | | | |
| 07:15 | | **172** | 91 | | | **197** | 117 | | | | |
| 07:30 | | **202** | 82 | | | **181** | 120 | | | | |
| 07:45 | | **190** | 68 | 714 | 330 | **151** | 95 | 693 | 468 | 1407 | 798 |
| 08:00 | | 145 | 80 | | | 149 | 89 | | | | |
| 08:15 | | 157 | 79 | | | 103 | 94 | | | | |
| 08:30 | | 124 | 63 | | | 107 | 78 | | | | |
| 08:45 | | 109 | 63 | 535 | 285 | 128 | 78 | 487 | 339 | 1022 | 624 |
| 09:00 | | 111 | 63 | | | 99 | 86 | | | | |
| 09:15 | | 96 | 52 | | | 125 | 62 | | | | |
| 09:30 | | 111 | 48 | | | 115 | 60 | | | | |
| 09:45 | | 136 | 37 | 454 | 200 | 119 | 56 | 458 | 264 | 912 | 464 |
| 10:00 | | 129 | 41 | | | 127 | 53 | | | | |
| 10:15 | | 110 | 24 | | | 128 | 39 | | | | |
| 10:30 | | 106 | 31 | | | 110 | 38 | | | | |
| 10:45 | | 123 | 27 | 468 | 123 | 117 | 27 | 482 | 157 | 950 | 280 |
| 11:00 | | 127 | 22 | | | 139 | 34 | | | | |
| 11:15 | | 118 | 14 | | | 125 | 17 | | | | |
| 11:30 | | 118 | 18 | | | 157 | 30 | | | | |
| 11:45 | | 139 | 17 | 502 | 71 | 164 | 22 | 585 | 103 | 1087 | 174 |
| Total | | 3239 | 5448 | 3239 | 5448 | 3573 | 6300 | 3573 | 6300 | 6812 | 11748 |
| Combined Total | | 8687 | | 8687 | | 9873 | | 9873 | | 18560 | |
| AM Peak | - | 07:00 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 714 | - | - | - | 693 | - | - | - | - | - |
| P.H.F. | | 0.884 | | | | 0.879 | | | | | |
| PM Peak | - | - | 04:15 | - | - | - | 04:45 | - | - | - | - |
| Vol. | - | - | 808 | - | - | - | 864 | - | - | - | - |
| P.H.F. | | | 0.948 | | | | 0.911 | | | | |
| Percentage | | 37.3% | 62.7% | | | 36.2% | 63.8% | | | | |
| ADT/AADT | | ADT 18,560 | | AADT 18,560 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
West Avenue
N/ McKinley Avenue
24 Hour Directional Volume Count

FSO004
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 10 | 87 | | | 10 | 113 | | | | |
| 12:15 | | 8 | 108 | | | 10 | 99 | | | | |
| 12:30 | | 12 | 91 | | | 12 | 78 | | | | |
| 12:45 | | 4 | 90 | 34 | 376 | 5 | 81 | 37 | 371 | 71 | 747 |
| 01:00 | | 8 | 77 | | | 3 | 101 | | | | |
| 01:15 | | 6 | 82 | | | 6 | 102 | | | | |
| 01:30 | | 7 | 90 | | | 8 | 122 | | | | |
| 01:45 | | 6 | 96 | 27 | 345 | 8 | 77 | 25 | 402 | 52 | 747 |
| 02:00 | | 7 | 112 | | | 4 | 120 | | | | |
| 02:15 | | 10 | 117 | | | 7 | 111 | | | | |
| 02:30 | | 5 | 104 | | | 9 | 128 | | | | |
| 02:45 | | 6 | 138 | 28 | 471 | 3 | 102 | 23 | 461 | 51 | 932 |
| 03:00 | | 4 | 134 | | | 7 | 122 | | | | |
| 03:15 | | 4 | 143 | | | 13 | 120 | | | | |
| 03:30 | | 5 | 136 | | | 10 | 102 | | | | |
| 03:45 | | 8 | 132 | 21 | 545 | 8 | 106 | 38 | 450 | 59 | 995 |
| 04:00 | | 2 | 149 | | | 7 | 110 | | | | |
| 04:15 | | 7 | **169** | | | 20 | 107 | | | | |
| 04:30 | | 13 | **191** | | | 27 | 117 | | | | |
| 04:45 | | 8 | **219** | 30 | 728 | 31 | **124** | 85 | 458 | 115 | 1186 |
| 05:00 | | 9 | **216** | | | 34 | **132** | | | | |
| 05:15 | | 22 | 168 | | | 51 | **134** | | | | |
| 05:30 | | 16 | 128 | | | 54 | **121** | | | | |
| 05:45 | | 22 | 127 | 69 | 639 | 51 | 85 | 190 | 472 | 259 | 1111 |
| 06:00 | | 21 | 114 | | | 54 | 88 | | | | |
| 06:15 | | 31 | 76 | | | 105 | 69 | | | | |
| 06:30 | | 47 | 90 | | | 115 | 85 | | | | |
| 06:45 | | 38 | 81 | 137 | 361 | 120 | 65 | 394 | 307 | 531 | 668 |
| 07:00 | | 63 | 52 | | | **197** | 65 | | | | |
| 07:15 | | **96** | 65 | | | **234** | 54 | | | | |
| 07:30 | | **82** | 61 | | | **194** | 45 | | | | |
| 07:45 | | **104** | 50 | 345 | 228 | **171** | 37 | 796 | 201 | 1141 | 429 |
| 08:00 | | **87** | 60 | | | 144 | 34 | | | | |
| 08:15 | | 78 | 53 | | | 106 | 33 | | | | |
| 08:30 | | 63 | 51 | | | 100 | 34 | | | | |
| 08:45 | | 64 | 48 | 292 | 212 | 85 | 49 | 435 | 150 | 727 | 362 |
| 09:00 | | 60 | 50 | | | 76 | 47 | | | | |
| 09:15 | | 76 | 37 | | | 103 | 31 | | | | |
| 09:30 | | 77 | 40 | | | 77 | 37 | | | | |
| 09:45 | | 62 | 27 | 275 | 154 | 66 | 31 | 322 | 146 | 597 | 300 |
| 10:00 | | 53 | 29 | | | 77 | 27 | | | | |
| 10:15 | | 74 | 17 | | | 81 | 20 | | | | |
| 10:30 | | 81 | 27 | | | 76 | 14 | | | | |
| 10:45 | | 85 | 15 | 293 | 88 | 73 | 23 | 307 | 84 | 600 | 172 |
| 11:00 | | 76 | 14 | | | 84 | 20 | | | | |
| 11:15 | | 85 | 19 | | | 90 | 10 | | | | |
| 11:30 | | 73 | 20 | | | 81 | 12 | | | | |
| 11:45 | | 90 | 14 | 324 | 67 | 93 | 9 | 348 | 51 | 672 | 118 |
| Total | | 1875 | 4214 | 1875 | 4214 | 3000 | 3553 | 3000 | 3553 | 4875 | 7767 |
| Combined Total | | 6089 | | 6089 | | 6553 | | 6553 | | 12642 | |
| AM Peak | - | 07:15 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 369 | - | - | - | 796 | - | - | - | - | - |
| P.H.F. | | 0.887 | | | | 0.850 | | | | | |
| PM Peak | - | - | 04:15 | - | - | - | 04:45 | - | - | - | - |
| Vol. | - | - | 795 | - | - | - | 511 | - | - | - | - |
| P.H.F. | | | 0.908 | | | | 0.953 | | | | |
| Percentage | | 30.8% | 69.2% | | | 45.8% | 54.2% | | | | |
| ADT/AADT | | ADT 12,642 | | AADT 12,642 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
West Avenue
S/ Shaw Avenue
24 Hour Directional Volume Count

FSO005
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 6 | 170 | | | 14 | 149 | | | | |
| 12:15 | | 8 | 148 | | | 12 | 140 | | | | |
| 12:30 | | 8 | 133 | | | 19 | 119 | | | | |
| 12:45 | | 10 | 146 | 32 | 597 | 11 | 125 | 56 | 533 | 88 | 1130 |
| 01:00 | | 9 | 147 | | | 9 | 152 | | | | |
| 01:15 | | 5 | 151 | | | 11 | 149 | | | | |
| 01:30 | | 3 | 161 | | | 9 | 127 | | | | |
| 01:45 | | 7 | 152 | 24 | 611 | 8 | 158 | 37 | 586 | 61 | 1197 |
| 02:00 | | 9 | 148 | | | 6 | 159 | | | | |
| 02:15 | | 7 | 177 | | | 15 | 185 | | | | |
| 02:30 | | 11 | 178 | | | 8 | 181 | | | | |
| 02:45 | | 7 | 193 | 34 | 696 | 3 | 202 | 32 | 727 | 66 | 1423 |
| 03:00 | | 5 | 194 | | | 7 | 185 | | | | |
| 03:15 | | 5 | 187 | | | 5 | 185 | | | | |
| 03:30 | | 20 | 196 | | | 9 | 169 | | | | |
| 03:45 | | 10 | 180 | 40 | 757 | 3 | 189 | 24 | 728 | 64 | 1485 |
| 04:00 | | 11 | 179 | | | 10 | 177 | | | | |
| 04:15 | | 9 | 182 | | | 8 | 205 | | | | |
| 04:30 | | 24 | **240** | | | 12 | 182 | | | | |
| 04:45 | | 15 | **226** | 59 | 827 | 9 | **264** | 39 | 828 | 98 | 1655 |
| 05:00 | | 21 | **217** | | | 7 | **233** | | | | |
| 05:15 | | 30 | **212** | | | 21 | **232** | | | | |
| 05:30 | | 63 | 176 | | | 17 | **194** | | | | |
| 05:45 | | 39 | 157 | 153 | 762 | 29 | 178 | 74 | 837 | 227 | 1599 |
| 06:00 | | 45 | 144 | | | 24 | 169 | | | | |
| 06:15 | | 86 | 107 | | | 48 | 133 | | | | |
| 06:30 | | 109 | 90 | | | 58 | 109 | | | | |
| 06:45 | | 130 | 93 | 370 | 434 | 92 | 126 | 222 | 537 | 592 | 971 |
| 07:00 | | 205 | 76 | | | **121** | 105 | | | | |
| 07:15 | | **302** | 79 | | | **139** | 88 | | | | |
| 07:30 | | **298** | 76 | | | **157** | 87 | | | | |
| 07:45 | | **251** | 75 | 1056 | 306 | **162** | 97 | 579 | 377 | 1635 | 683 |
| 08:00 | | **207** | 63 | | | 121 | 88 | | | | |
| 08:15 | | 154 | 66 | | | 109 | 90 | | | | |
| 08:30 | | 169 | 67 | | | 89 | 80 | | | | |
| 08:45 | | 143 | 55 | 673 | 251 | 106 | 80 | 425 | 338 | 1098 | 589 |
| 09:00 | | 138 | 48 | | | 70 | 81 | | | | |
| 09:15 | | 126 | 63 | | | 109 | 78 | | | | |
| 09:30 | | 138 | 39 | | | 77 | 58 | | | | |
| 09:45 | | 97 | 36 | 499 | 186 | 82 | 63 | 338 | 280 | 837 | 466 |
| 10:00 | | 131 | 36 | | | 112 | 60 | | | | |
| 10:15 | | 139 | 23 | | | 118 | 39 | | | | |
| 10:30 | | 121 | 24 | | | 92 | 25 | | | | |
| 10:45 | | 132 | 17 | 523 | 100 | 115 | 39 | 437 | 163 | 960 | 263 |
| 11:00 | | 126 | 17 | | | 121 | 30 | | | | |
| 11:15 | | 140 | 15 | | | 117 | 15 | | | | |
| 11:30 | | 135 | 17 | | | 131 | 32 | | | | |
| 11:45 | | 134 | 11 | 535 | 60 | 162 | 25 | 531 | 102 | 1066 | 162 |
| Total | | 3998 | 5587 | 3998 | 5587 | 2794 | 6036 | 2794 | 6036 | 6792 | 11623 |
| Combined Total | | 9585 | | 9585 | | 8830 | | 8830 | | 18415 | |
| AM Peak | - | 07:15 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 1058 | - | - | - | 579 | - | - | - | - | - |
| P.H.F. | | 0.876 | | | | 0.894 | | | | | |
| PM Peak | - | - | 04:30 | - | - | - | 04:45 | - | - | - | - |
| Vol. | - | - | 895 | - | - | - | 923 | - | - | - | - |
| P.H.F. | | | 0.932 | | | | 0.874 | | | | |
| Percentage | | 41.7% | 58.3% | | | 31.6% | 68.4% | | | | |
| ADT/AADT | | ADT 18,415 | | AADT 18,415 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Fruit Avenue
B/ Bullard Avenue - Barstow Avenue
24 Hour Directional Volume Count

FSO007
Site Code: 003-19185

| Start Time | 19-Mar-19 Tue | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 11 | 61 | | | 17 | 73 | | | | |
| 12:15 | | 7 | 61 | | | 14 | 59 | | | | |
| 12:30 | | 7 | 53 | | | 15 | 50 | | | | |
| 12:45 | | 9 | 41 | 34 | 216 | 13 | 57 | 59 | 239 | 93 | 455 |
| 01:00 | | 4 | 38 | | | 8 | 38 | | | | |
| 01:15 | | 3 | 38 | | | 8 | 46 | | | | |
| 01:30 | | 7 | 53 | | | 6 | 69 | | | | |
| 01:45 | | 5 | 63 | 19 | 192 | 1 | 49 | 23 | 202 | 42 | 394 |
| 02:00 | | 3 | 69 | | | 6 | 69 | | | | |
| 02:15 | | 7 | 56 | | | 4 | 73 | | | | |
| 02:30 | | 2 | 74 | | | 5 | 65 | | | | |
| 02:45 | | 4 | 66 | 16 | 265 | 1 | 60 | 16 | 267 | 32 | 532 |
| 03:00 | | 3 | 64 | | | 3 | 71 | | | | |
| 03:15 | | 2 | 84 | | | 5 | 68 | | | | |
| 03:30 | | 0 | 60 | | | 2 | 75 | | | | |
| 03:45 | | 2 | 62 | 7 | 270 | 0 | 64 | 10 | 278 | 17 | 548 |
| 04:00 | | 2 | 85 | | | 1 | 78 | | | | |
| 04:15 | | 0 | 71 | | | 2 | 90 | | | | |
| 04:30 | | 1 | 90 | | | 1 | 79 | | | | |
| 04:45 | | 2 | **146** | 5 | 392 | 1 | 78 | 5 | 325 | 10 | 717 |
| 05:00 | | 2 | **135** | | | 0 | 153 | | | | |
| 05:15 | | 1 | **91** | | | 2 | 111 | | | | |
| 05:30 | | 0 | **97** | | | 3 | 125 | | | | |
| 05:45 | | 1 | 104 | 4 | 427 | 1 | 78 | 6 | 467 | 10 | 894 |
| 06:00 | | 3 | 101 | | | 2 | 82 | | | | |
| 06:15 | | 2 | 81 | | | 1 | 102 | | | | |
| 06:30 | | 4 | 101 | | | 4 | **124** | | | | |
| 06:45 | | 0 | 103 | 9 | 386 | 3 | **129** | 10 | 437 | 19 | 823 |
| 07:00 | | 3 | 95 | | | 2 | **111** | | | | |
| 07:15 | | 5 | 151 | | | 5 | **105** | | | | |
| 07:30 | | 4 | 114 | | | 8 | 110 | | | | |
| 07:45 | | 3 | 97 | 15 | 457 | 11 | 105 | 26 | 431 | 41 | 888 |
| 08:00 | | 6 | 90 | | | 9 | 83 | | | | |
| 08:15 | | 19 | 67 | | | 12 | 67 | | | | |
| 08:30 | | 15 | 61 | | | 14 | 71 | | | | |
| 08:45 | | 51 | 107 | 91 | 325 | 21 | 46 | 56 | 267 | 147 | 592 |
| 09:00 | | 57 | 93 | | | 39 | 45 | | | | |
| 09:15 | | 56 | 65 | | | 55 | 47 | | | | |
| 09:30 | | 75 | 80 | | | 89 | 43 | | | | |
| 09:45 | | **177** | 54 | 365 | 292 | **110** | 34 | 293 | 169 | 658 | 461 |
| 10:00 | | **182** | 43 | | | **160** | 51 | | | | |
| 10:15 | | **127** | 31 | | | **126** | 30 | | | | |
| 10:30 | | **129** | 38 | | | **92** | 30 | | | | |
| 10:45 | | 81 | 24 | 519 | 136 | 79 | 29 | 457 | 140 | 976 | 276 |
| 11:00 | | 77 | 35 | | | 92 | 20 | | | | |
| 11:15 | | 66 | 17 | | | 61 | 25 | | | | |
| 11:30 | | 55 | 26 | | | 53 | 11 | | | | |
| 11:45 | | 58 | 14 | 256 | 92 | 51 | 14 | 257 | 70 | 513 | 162 |
| Total | | 1340 | 3450 | 1340 | 3450 | 1218 | 3292 | 1218 | 3292 | 2558 | 6742 |
| Combined Total | | 4790 | | 4790 | | 4510 | | 4510 | | 9300 | |
| AM Peak | - | 09:45 | - | - | - | 09:45 | - | - | - | - | - |
| Vol. | - | 615 | - | - | - | 488 | - | - | - | - | - |
| P.H.F. | | 0.845 | | | | 0.763 | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | 06:30 | - | - | - | - |
| Vol. | - | - | 469 | - | - | - | 469 | - | - | - | - |
| P.H.F. | | | 0.803 | | | | 0.766 | | | | |
| Percentage | | 28.0% | 72.0% | | | 27.0% | 73.0% | | | | |
| ADT/AADT | | ADT 9,300 | | AADT 9,300 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Palm Avenue
B/ Alluvial Avenue - Nees Avenue
24 Hour Directional Volume Count

FSO010
Site Code: 003-19185

| Start Time | 19-Mar-19 Tue | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 6 | 251 | | | 21 | 265 | | | | |
| 12:15 | | 6 | 240 | | | 16 | 238 | | | | |
| 12:30 | | 10 | 207 | | | 10 | 229 | | | | |
| 12:45 | | 4 | 229 | 26 | 927 | 14 | 262 | 61 | 994 | 87 | 1921 |
| 01:00 | | 9 | 212 | | | 17 | 293 | | | | |
| 01:15 | | 5 | 211 | | | 7 | 288 | | | | |
| 01:30 | | 2 | 203 | | | 6 | 219 | | | | |
| 01:45 | | 1 | 229 | 17 | 855 | 9 | 244 | 39 | 1044 | 56 | 1899 |
| 02:00 | | 1 | 222 | | | 2 | 227 | | | | |
| 02:15 | | 3 | 212 | | | 6 | 230 | | | | |
| 02:30 | | 6 | 234 | | | 4 | 253 | | | | |
| 02:45 | | 3 | 232 | 13 | 900 | 6 | 216 | 18 | 926 | 31 | 1826 |
| 03:00 | | 2 | 280 | | | 6 | 284 | | | | |
| 03:15 | | 0 | 230 | | | 8 | 268 | | | | |
| 03:30 | | 6 | 246 | | | 9 | 306 | | | | |
| 03:45 | | 12 | 252 | 20 | 1008 | 7 | 305 | 30 | 1163 | 50 | 2171 |
| 04:00 | | 13 | 284 | | | 7 | 248 | | | | |
| 04:15 | | 13 | 244 | | | 7 | 279 | | | | |
| 04:30 | | 15 | **346** | | | 7 | 267 | | | | |
| 04:45 | | 23 | **306** | 64 | 1180 | 16 | **295** | 37 | 1089 | 101 | 2269 |
| 05:00 | | 32 | **366** | | | 20 | **311** | | | | |
| 05:15 | | 47 | **356** | | | 24 | **325** | | | | |
| 05:30 | | 34 | 311 | | | 25 | **275** | | | | |
| 05:45 | | 68 | 298 | 181 | 1331 | 64 | 247 | 133 | 1158 | 314 | 2489 |
| 06:00 | | 49 | 258 | | | 75 | 223 | | | | |
| 06:15 | | 64 | 252 | | | 91 | 258 | | | | |
| 06:30 | | 93 | 226 | | | 136 | 236 | | | | |
| 06:45 | | 120 | 167 | 326 | 903 | 160 | 210 | 462 | 927 | 788 | 1830 |
| 07:00 | | 118 | 162 | | | 171 | 199 | | | | |
| 07:15 | | 190 | 160 | | | 247 | 239 | | | | |
| 07:30 | | **242** | 141 | | | **307** | 204 | | | | |
| 07:45 | | **245** | 125 | 795 | 588 | **383** | 199 | 1108 | 841 | 1903 | 1429 |
| 08:00 | | **231** | 129 | | | **340** | 182 | | | | |
| 08:15 | | **237** | 117 | | | **287** | 173 | | | | |
| 08:30 | | 211 | 127 | | | 278 | 168 | | | | |
| 08:45 | | 193 | 99 | 872 | 472 | 254 | 120 | 1159 | 643 | 2031 | 1115 |
| 09:00 | | 163 | 84 | | | 219 | 142 | | | | |
| 09:15 | | 161 | 76 | | | 165 | 137 | | | | |
| 09:30 | | 138 | 60 | | | 176 | 92 | | | | |
| 09:45 | | 172 | 47 | 634 | 267 | 202 | 83 | 762 | 454 | 1396 | 721 |
| 10:00 | | 182 | 51 | | | 190 | 82 | | | | |
| 10:15 | | 175 | 31 | | | 186 | 49 | | | | |
| 10:30 | | 201 | 25 | | | 160 | 58 | | | | |
| 10:45 | | 200 | 27 | 758 | 134 | 189 | 38 | 725 | 227 | 1483 | 361 |
| 11:00 | | 195 | 19 | | | 182 | 44 | | | | |
| 11:15 | | 218 | 21 | | | 183 | 23 | | | | |
| 11:30 | | 249 | 16 | | | 193 | 23 | | | | |
| 11:45 | | 255 | 7 | 917 | 63 | 209 | 14 | 767 | 104 | 1684 | 167 |
| Total | | 4623 | 8628 | 4623 | 8628 | 5301 | 9570 | 5301 | 9570 | 9924 | 18198 |
| Combined Total | | 13251 | | 13251 | | 14871 | | 14871 | | 28122 | |
| AM Peak | - | 07:30 | - | - | - | 07:30 | - | - | - | - | - |
| Vol. | - | 955 | - | - | - | 1317 | - | - | - | - | - |
| P.H.F. | | 0.974 | | | | 0.860 | | | | | |
| PM Peak | - | - | 04:30 | - | - | - | 04:45 | - | - | - | - |
| Vol. | - | - | 1374 | - | - | - | 1206 | - | - | - | - |
| P.H.F. | | | 0.939 | | | | 0.928 | | | | |
| Percentage | | 34.9% | 65.1% | | | 35.6% | 64.4% | | | | |
| ADT/AADT | | ADT 28,122 | | AADT 28,122 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Palm Avenue
B/ Locust Avenue - Remington Avenue
24 Hour Directional Volume Count

FSO009
Site Code: 003-19185

| Start Time | 19-Mar-19 Tue | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 5 | 261 | | | 22 | 328 | | | | |
| 12:15 | | 5 | 260 | | | 19 | 303 | | | | |
| 12:30 | | 6 | 249 | | | 11 | 277 | | | | |
| 12:45 | | 4 | 318 | 20 | 1088 | 18 | 285 | 70 | 1193 | 90 | 2281 |
| 01:00 | | 9 | 293 | | | 19 | 314 | | | | |
| 01:15 | | 7 | 265 | | | 8 | 303 | | | | |
| 01:30 | | 6 | 293 | | | 6 | 280 | | | | |
| 01:45 | | 4 | 271 | 26 | 1122 | 9 | 294 | 42 | 1191 | 68 | 2313 |
| 02:00 | | 1 | 291 | | | 3 | 266 | | | | |
| 02:15 | | 7 | 287 | | | 6 | 277 | | | | |
| 02:30 | | 5 | 257 | | | 5 | 309 | | | | |
| 02:45 | | 3 | 265 | 16 | 1100 | 6 | 283 | 20 | 1135 | 36 | 2235 |
| 03:00 | | 2 | 316 | | | 5 | 331 | | | | |
| 03:15 | | 3 | 281 | | | 7 | 302 | | | | |
| 03:30 | | 8 | 283 | | | 9 | 360 | | | | |
| 03:45 | | 15 | 309 | 28 | 1189 | 10 | 339 | 31 | 1332 | 59 | 2521 |
| 04:00 | | 15 | 262 | | | 8 | 360 | | | | |
| 04:15 | | 16 | 325 | | | 8 | 323 | | | | |
| 04:30 | | 20 | 316 | | | 7 | 358 | | | | |
| 04:45 | | 25 | **328** | 76 | 1231 | 15 | **382** | 38 | 1423 | 114 | 2654 |
| 05:00 | | 37 | **331** | | | 18 | **408** | | | | |
| 05:15 | | 44 | **320** | | | 30 | **422** | | | | |
| 05:30 | | 45 | **326** | | | 54 | **367** | | | | |
| 05:45 | | 78 | 295 | 204 | 1272 | 49 | 356 | 151 | 1553 | 355 | 2825 |
| 06:00 | | 63 | 247 | | | 76 | 288 | | | | |
| 06:15 | | 99 | 242 | | | 84 | 276 | | | | |
| 06:30 | | 122 | 210 | | | 118 | 283 | | | | |
| 06:45 | | 190 | 187 | 474 | 886 | 156 | 242 | 434 | 1089 | 908 | 1975 |
| 07:00 | | 192 | 160 | | | 139 | 236 | | | | |
| 07:15 | | 277 | 187 | | | 212 | 241 | | | | |
| 07:30 | | **341** | 134 | | | **258** | 234 | | | | |
| 07:45 | | **404** | 133 | 1214 | 614 | **319** | 248 | 928 | 959 | 2142 | 1573 |
| 08:00 | | **355** | 117 | | | **278** | 208 | | | | |
| 08:15 | | **327** | 118 | | | **262** | 211 | | | | |
| 08:30 | | 331 | 97 | | | 235 | 189 | | | | |
| 08:45 | | 292 | 99 | 1305 | 431 | 248 | 150 | 1023 | 758 | 2328 | 1189 |
| 09:00 | | 258 | 73 | | | 204 | 158 | | | | |
| 09:15 | | 244 | 67 | | | 170 | 128 | | | | |
| 09:30 | | 228 | 51 | | | 178 | 94 | | | | |
| 09:45 | | 256 | 40 | 986 | 231 | 206 | 101 | 758 | 481 | 1744 | 712 |
| 10:00 | | 250 | 50 | | | 236 | 91 | | | | |
| 10:15 | | 241 | 24 | | | 238 | 52 | | | | |
| 10:30 | | 245 | 22 | | | 204 | 58 | | | | |
| 10:45 | | 250 | 21 | 986 | 117 | 214 | 41 | 892 | 242 | 1878 | 359 |
| 11:00 | | 241 | 16 | | | 206 | 37 | | | | |
| 11:15 | | 265 | 22 | | | 248 | 30 | | | | |
| 11:30 | | 278 | 13 | | | 237 | 23 | | | | |
| 11:45 | | 281 | 7 | 1065 | 58 | 316 | 17 | 1007 | 107 | 2072 | 165 |
| Total | | 6400 | 9339 | 6400 | 9339 | 5394 | 11463 | 5394 | 11463 | 11794 | 20802 |
| Combined Total | | 15739 | | 15739 | | 16857 | | 16857 | | 32596 | |
| AM Peak | - | 07:30 | - | - | - | 07:30 | - | - | - | - | - |
| Vol. | - | 1427 | - | - | - | 1117 | - | - | - | - | - |
| P.H.F. | | 0.883 | | | | 0.875 | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | 04:45 | - | - | - | - |
| Vol. | - | - | 1305 | - | - | - | 1579 | - | - | - | - |
| P.H.F. | | | 0.986 | | | | 0.935 | | | | |
| Percentage | | 40.7% | 59.3% | | | 32.0% | 68.0% | | | | |
| ADT/AADT | | ADT 32,596 | | AADT 32,596 | | | | | | | |

# County of Fresno

2220 Tulare St.
Fresno, CA 93721

Site Code: UID#: CO74
Station ID: Mini-Tubes: 48-hour
Palm N-O Ashlan
SIN#: 6167
Date Start: 1/29/2019
Date End: 1/30/2019

## Volume Report

| Start | 1/28/2019 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | North Bou | South Bo | North Bo | South Bo | North Bo | South Bo | North Bo | South Bo | North Bo | South Bo | North Bo | South Bo | North Bo | South Bo | North Bo | South Bo |
| 12:00 AM | * | * | 25 | 33 | 21 | 30 | * | * | * | * | * | * | * | * | 23 | 32 |
| 01:00 | * | * | 13 | 15 | 14 | 15 | * | * | * | * | * | * | * | * | 14 | 15 |
| 02:00 | * | * | 6 | 16 | 13 | 6 | * | * | * | * | * | * | * | * | 10 | 11 |
| 03:00 | * | * | 18 | 12 | 14 | 8 | * | * | * | * | * | * | * | * | 16 | 10 |
| 04:00 | * | * | 24 | 21 | 23 | 16 | * | * | * | * | * | * | * | * | 24 | 18 |
| 05:00 | * | * | 60 | 35 | 65 | 46 | * | * | * | * | * | * | * | * | 62 | 40 |
| 06:00 | * | * | 159 | 115 | 139 | 126 | * | * | * | * | * | * | * | * | 149 | 120 |
| 07:00 | * | * | **583** | 419 | **572** | **441** | * | * | * | * | * | * | * | * | **578** | **430** |
| 08:00 | * | * | 566 | **435** | 568 | 419 | * | * | * | * | * | * | * | * | 567 | 427 |
| 09:00 | * | * | 389 | 331 | 418 | 283 | * | * | * | * | * | * | * | * | 404 | 307 |
| 10:00 | * | * | 345 | 292 | 348 | 278 | * | * | * | * | * | * | * | * | 346 | 285 |
| 11:00 | * | * | 369 | 366 | 404 | 351 | * | * | * | * | * | * | * | * | 386 | 358 |
| 12:00 PM | * | * | 357 | 392 | 361 | 419 | * | * | * | * | * | * | * | * | 359 | 406 |
| 01:00 | * | * | 435 | 398 | 393 | 388 | * | * | * | * | * | * | * | * | 414 | 393 |
| 02:00 | * | * | 443 | 495 | 438 | 459 | * | * | * | * | * | * | * | * | 440 | 477 |
| 03:00 | * | * | 482 | 557 | 532 | 549 | * | * | * | * | * | * | * | * | 507 | 553 |
| 04:00 | * | * | 444 | 547 | 484 | 576 | * | * | * | * | * | * | * | * | 464 | 562 |
| 05:00 | * | * | **529** | **683** | **547** | **690** | * | * | * | * | * | * | * | * | **538** | **686** |
| 06:00 | * | * | 362 | 412 | 335 | 459 | * | * | * | * | * | * | * | * | 348 | 436 |
| 07:00 | * | * | 217 | 278 | 195 | 258 | * | * | * | * | * | * | * | * | 206 | 268 |
| 08:00 | * | * | 160 | 236 | 222 | 253 | * | * | * | * | * | * | * | * | 191 | 244 |
| 09:00 | * | * | 91 | 222 | 120 | 219 | * | * | * | * | * | * | * | * | 106 | 220 |
| 10:00 | * | * | 74 | 92 | 80 | 91 | * | * | * | * | * | * | * | * | 77 | 92 |
| 11:00 | * | * | 47 | 51 | 32 | 50 | * | * | * | * | * | * | * | * | 40 | 50 |
| Lane | 0 | 0 | 6198 | 6453 | 6338 | 6430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6269 | 6440 |
| Day | 0 | | 12651 | | 12768 | | 0 | | 0 | | 0 | | 0 | | 12709 | |
| AM Peak | - | - | 07:00 | 08:00 | 07:00 | 07:00 | - | - | - | - | - | - | - | - | 07:00 | 07:00 |
| Vol. | - | - | 583 | 435 | 572 | 441 | - | - | - | - | - | - | - | - | 578 | 430 |
| PM Peak | - | - | 17:00 | 17:00 | 17:00 | 17:00 | - | - | - | - | - | - | - | - | 17:00 | 17:00 |
| Vol. | - | - | 529 | 683 | 547 | 690 | - | - | - | - | - | - | - | - | 538 | 686 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Comb. Total | 0 | 12651 | 12768 | 0 | 0 | 0 | 0 | 12709 |
| ADT | ADT 12,710 | AADT 12,710 | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Elm Avenue
S/ Church Avenue
24 Hour Directional Volume Count

FSO006
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 10 | 55 | | | 11 | 46 | | | | |
| 12:15 | | 7 | 62 | | | 4 | 51 | | | | |
| 12:30 | | 10 | 52 | | | 7 | 48 | | | | |
| 12:45 | | 10 | 54 | 37 | 223 | 4 | 52 | 26 | 197 | 63 | 420 |
| 01:00 | | 6 | 61 | | | 6 | 52 | | | | |
| 01:15 | | 6 | 55 | | | 5 | 72 | | | | |
| 01:30 | | 2 | 55 | | | 2 | 61 | | | | |
| 01:45 | | 7 | 46 | 21 | 217 | 4 | 58 | 17 | 243 | 38 | 460 |
| 02:00 | | 3 | 57 | | | 6 | 72 | | | | |
| 02:15 | | 5 | 69 | | | 3 | 60 | | | | |
| 02:30 | | 4 | 84 | | | 8 | 57 | | | | |
| 02:45 | | 2 | 65 | 14 | 275 | 2 | **73** | 19 | 262 | 33 | 537 |
| 03:00 | | 8 | 79 | | | 2 | **119** | | | | |
| 03:15 | | 3 | 100 | | | 1 | **62** | | | | |
| 03:30 | | 3 | 94 | | | 6 | **71** | | | | |
| 03:45 | | 2 | 89 | 16 | 362 | 3 | 68 | 12 | 320 | 28 | 682 |
| 04:00 | | 3 | 74 | | | 6 | 82 | | | | |
| 04:15 | | 3 | 88 | | | 7 | 74 | | | | |
| 04:30 | | 7 | **90** | | | 9 | 69 | | | | |
| 04:45 | | 7 | **106** | 20 | 358 | 8 | 60 | 30 | 285 | 50 | 643 |
| 05:00 | | 5 | **104** | | | 6 | 88 | | | | |
| 05:15 | | 7 | **109** | | | 9 | 93 | | | | |
| 05:30 | | 7 | 82 | | | 22 | 66 | | | | |
| 05:45 | | 11 | 74 | 30 | 369 | 31 | 64 | 68 | 311 | 98 | 680 |
| 06:00 | | 7 | 77 | | | 19 | 57 | | | | |
| 06:15 | | 12 | 57 | | | 42 | 63 | | | | |
| 06:30 | | 13 | 51 | | | 46 | 53 | | | | |
| 06:45 | | 24 | 36 | 56 | 221 | 44 | 49 | 151 | 222 | 207 | 443 |
| 07:00 | | 26 | 48 | | | 26 | 33 | | | | |
| 07:15 | | 38 | 60 | | | **46** | 33 | | | | |
| 07:30 | | **66** | 28 | | | **54** | 44 | | | | |
| 07:45 | | **66** | 43 | 196 | 179 | **113** | 28 | 239 | 138 | 435 | 317 |
| 08:00 | | **68** | 31 | | | **79** | 37 | | | | |
| 08:15 | | **54** | 44 | | | 46 | 31 | | | | |
| 08:30 | | 43 | 38 | | | 40 | 21 | | | | |
| 08:45 | | 31 | 29 | 196 | 142 | 47 | 26 | 212 | 115 | 408 | 257 |
| 09:00 | | 40 | 23 | | | 37 | 12 | | | | |
| 09:15 | | 52 | 18 | | | 49 | 26 | | | | |
| 09:30 | | 29 | 22 | | | 42 | 20 | | | | |
| 09:45 | | 38 | 17 | 159 | 80 | 35 | 21 | 163 | 79 | 322 | 159 |
| 10:00 | | 53 | 16 | | | 50 | 18 | | | | |
| 10:15 | | 41 | 22 | | | 47 | 15 | | | | |
| 10:30 | | 60 | 14 | | | 47 | 25 | | | | |
| 10:45 | | 58 | 12 | 212 | 64 | 53 | 16 | 197 | 74 | 409 | 138 |
| 11:00 | | 54 | 16 | | | 55 | 10 | | | | |
| 11:15 | | 58 | 9 | | | 42 | 6 | | | | |
| 11:30 | | 50 | 11 | | | 38 | 10 | | | | |
| 11:45 | | 44 | 11 | 206 | 47 | 48 | 8 | 183 | 34 | 389 | 81 |
| Total | | 1163 | 2537 | 1163 | 2537 | 1317 | 2280 | 1317 | 2280 | 2480 | 4817 |
| Combined Total | | 3700 | | 3700 | | 3597 | | 3597 | | 7297 | |
| AM Peak | - | 07:30 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 254 | - | - | - | 292 | - | - | - | - | - |
| P.H.F. | | 0.934 | | | | 0.646 | | | | | |
| PM Peak | - | - | 04:30 | - | - | - | 02:45 | - | - | - | - |
| Vol. | - | - | 409 | - | - | - | 325 | - | - | - | - |
| P.H.F. | | | 0.938 | | | | 0.683 | | | | |
| Percentage | | 31.4% | 68.6% | | | 36.6% | 63.4% | | | | |
| ADT/AADT | | ADT 7,297 | | AADT 7,297 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
G Street
N/ Tulare Street
24 Hour Directional Volume Count

FSO007
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 2 | 31 | | | 2 | 30 | | | | |
| 12:15 | | 6 | 25 | | | 2 | 36 | | | | |
| 12:30 | | 1 | 34 | | | 2 | 20 | | | | |
| 12:45 | | 2 | 23 | 11 | 113 | 0 | 36 | 6 | 122 | 17 | 235 |
| 01:00 | | 5 | 40 | | | 2 | 31 | | | | |
| 01:15 | | 1 | 33 | | | 0 | **37** | | | | |
| 01:30 | | 1 | 32 | | | 1 | **31** | | | | |
| 01:45 | | 2 | 36 | 9 | 141 | 0 | **37** | 3 | 136 | 12 | 277 |
| 02:00 | | 2 | 36 | | | 0 | **38** | | | | |
| 02:15 | | 1 | 27 | | | 1 | 24 | | | | |
| 02:30 | | 2 | 29 | | | 5 | 35 | | | | |
| 02:45 | | 0 | 34 | 5 | 126 | 0 | 20 | 6 | 117 | 11 | 243 |
| 03:00 | | 1 | 35 | | | 1 | 19 | | | | |
| 03:15 | | 0 | 33 | | | 0 | 22 | | | | |
| 03:30 | | 3 | 33 | | | 0 | 27 | | | | |
| 03:45 | | 1 | 52 | 5 | 153 | 2 | 29 | 3 | 97 | 8 | 250 |
| 04:00 | | 2 | 41 | | | 0 | 27 | | | | |
| 04:15 | | 4 | 41 | | | 1 | 23 | | | | |
| 04:30 | | 5 | 29 | | | 1 | 32 | | | | |
| 04:45 | | 3 | **42** | 14 | 153 | 0 | 35 | 2 | 117 | 16 | 270 |
| 05:00 | | 1 | **48** | | | 2 | 34 | | | | |
| 05:15 | | 2 | **63** | | | 5 | 22 | | | | |
| 05:30 | | 1 | **30** | | | 4 | 21 | | | | |
| 05:45 | | 8 | 24 | 12 | 165 | 6 | 22 | 17 | 99 | 29 | 264 |
| 06:00 | | 6 | 19 | | | 6 | 14 | | | | |
| 06:15 | | 9 | 15 | | | 10 | 19 | | | | |
| 06:30 | | 6 | 5 | | | 4 | 10 | | | | |
| 06:45 | | 13 | 10 | 34 | 49 | 14 | 12 | 34 | 55 | 68 | 104 |
| 07:00 | | 10 | 12 | | | 14 | 6 | | | | |
| 07:15 | | 10 | 8 | | | 16 | 6 | | | | |
| 07:30 | | 20 | 9 | | | 24 | 6 | | | | |
| 07:45 | | 23 | 12 | 63 | 41 | 34 | 9 | 88 | 27 | 151 | 68 |
| 08:00 | | 17 | 7 | | | 28 | 12 | | | | |
| 08:15 | | 25 | 2 | | | 26 | 4 | | | | |
| 08:30 | | 26 | 2 | | | 21 | 7 | | | | |
| 08:45 | | 22 | 3 | 90 | 14 | 20 | 6 | 95 | 29 | 185 | 43 |
| 09:00 | | 31 | 3 | | | 15 | 5 | | | | |
| 09:15 | | 27 | 3 | | | 17 | 6 | | | | |
| 09:30 | | 23 | 4 | | | 22 | 5 | | | | |
| 09:45 | | 23 | 2 | 104 | 12 | 20 | 4 | 74 | 20 | 178 | 32 |
| 10:00 | | 26 | 3 | | | 14 | 2 | | | | |
| 10:15 | | 29 | 5 | | | 23 | 1 | | | | |
| 10:30 | | 21 | 2 | | | 24 | 1 | | | | |
| 10:45 | | **34** | 7 | 110 | 17 | **38** | 1 | 99 | 5 | 209 | 22 |
| 11:00 | | **35** | 3 | | | **21** | 6 | | | | |
| 11:15 | | **37** | 3 | | | **29** | 1 | | | | |
| 11:30 | | **27** | 2 | | | **30** | 3 | | | | |
| 11:45 | | 28 | 2 | 127 | 10 | 36 | 2 | 116 | 12 | 243 | 22 |
| Total | | 584 | 994 | 584 | 994 | 543 | 836 | 543 | 836 | 1127 | 1830 |
| Combined Total | | 1578 | | 1578 | | 1379 | | 1379 | | 2957 | |
| AM Peak | - | 10:45 | - | - | - | 10:45 | - | - | - | - | - |
| Vol. | - | 133 | - | - | - | 118 | - | - | - | - | - |
| P.H.F. | | 0.899 | | | | 0.776 | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | 01:15 | - | - | - | - |
| Vol. | - | - | 183 | - | - | - | 143 | - | - | - | - |
| P.H.F. | | | 0.726 | | | | 0.941 | | | | |
| Percentage | | 37.0% | 63.0% | | | 39.4% | 60.6% | | | | |
| ADT/AADT | | ADT 2,957 | | AADT 2,957 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
G Street
N/ Fresno Street
24 Hour Directional Volume Count

FSO008
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 2 | 18 | | | 0 | 15 | | | | |
| 12:15 | | 1 | 21 | | | 0 | 28 | | | | |
| 12:30 | | 0 | 18 | | | 1 | 22 | | | | |
| 12:45 | | 1 | 25 | 4 | 82 | 1 | **28** | 2 | 93 | 6 | 175 |
| 01:00 | | 0 | 20 | | | 1 | **37** | | | | |
| 01:15 | | 2 | 31 | | | 2 | **41** | | | | |
| 01:30 | | 2 | 26 | | | 0 | **31** | | | | |
| 01:45 | | 1 | 25 | 5 | 102 | 4 | 28 | 7 | 137 | 12 | 239 |
| 02:00 | | 1 | 22 | | | 2 | 25 | | | | |
| 02:15 | | 0 | 19 | | | 3 | 27 | | | | |
| 02:30 | | 2 | 27 | | | 0 | 31 | | | | |
| 02:45 | | 0 | 24 | 3 | 92 | 0 | 18 | 5 | 101 | 8 | 193 |
| 03:00 | | 1 | 16 | | | 1 | 14 | | | | |
| 03:15 | | 3 | 21 | | | 1 | 29 | | | | |
| 03:30 | | 3 | 30 | | | 1 | 28 | | | | |
| 03:45 | | 0 | 31 | 7 | 98 | 1 | 20 | 4 | 91 | 11 | 189 |
| 04:00 | | 0 | 28 | | | 2 | 22 | | | | |
| 04:15 | | 2 | **26** | | | 4 | 36 | | | | |
| 04:30 | | 3 | **43** | | | 3 | 34 | | | | |
| 04:45 | | 1 | **51** | 6 | 148 | 2 | 23 | 11 | 115 | 17 | 263 |
| 05:00 | | 3 | **49** | | | 7 | 21 | | | | |
| 05:15 | | 4 | 23 | | | 16 | 18 | | | | |
| 05:30 | | 9 | 17 | | | 13 | 16 | | | | |
| 05:45 | | 7 | 13 | 23 | 102 | 22 | 10 | 58 | 65 | 81 | 167 |
| 06:00 | | 5 | 8 | | | 7 | 8 | | | | |
| 06:15 | | 2 | 10 | | | 9 | 17 | | | | |
| 06:30 | | 7 | 5 | | | 23 | 8 | | | | |
| 06:45 | | 11 | 14 | 25 | 37 | 12 | 8 | 51 | 41 | 76 | 78 |
| 07:00 | | 13 | 4 | | | **28** | 5 | | | | |
| 07:15 | | 19 | 6 | | | **35** | 7 | | | | |
| 07:30 | | 11 | 3 | | | **41** | 10 | | | | |
| 07:45 | | 15 | 1 | 58 | 14 | **32** | 6 | 136 | 28 | 194 | 42 |
| 08:00 | | 17 | 5 | | | 25 | 3 | | | | |
| 08:15 | | 12 | 2 | | | 12 | 6 | | | | |
| 08:30 | | 17 | 5 | | | 32 | 3 | | | | |
| 08:45 | | 13 | 1 | 59 | 13 | 17 | 10 | 86 | 22 | 145 | 35 |
| 09:00 | | 20 | 2 | | | 15 | 2 | | | | |
| 09:15 | | 17 | 3 | | | 17 | 2 | | | | |
| 09:30 | | 16 | 4 | | | 18 | 2 | | | | |
| 09:45 | | 22 | 3 | 75 | 12 | 15 | 3 | 65 | 9 | 140 | 21 |
| 10:00 | | 15 | 1 | | | 22 | 3 | | | | |
| 10:15 | | 11 | 2 | | | 32 | 2 | | | | |
| 10:30 | | 17 | 7 | | | 25 | 4 | | | | |
| 10:45 | | **27** | 1 | 70 | 11 | 26 | 0 | 105 | 9 | 175 | 20 |
| 11:00 | | **20** | 0 | | | 28 | 2 | | | | |
| 11:15 | | **15** | 0 | | | 29 | 2 | | | | |
| 11:30 | | **22** | 0 | | | 26 | 2 | | | | |
| 11:45 | | 18 | 0 | 75 | 0 | 37 | 4 | 120 | 10 | 195 | 10 |
| Total | | 410 | 711 | 410 | 711 | 650 | 721 | 650 | 721 | 1060 | 1432 |
| Combined Total | | 1121 | | 1121 | | 1371 | | 1371 | | 2492 | |
| AM Peak | - | 10:45 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 84 | - | - | - | 136 | - | - | - | - | - |
| P.H.F. | | 0.778 | | | | 0.829 | | | | | |
| PM Peak | - | - | 04:15 | - | - | - | 00:45 | - | - | - | - |
| Vol. | - | - | 169 | - | - | - | 137 | - | - | - | - |
| P.H.F. | | | 0.828 | | | | 0.835 | | | | |
| Percentage | | 36.6% | 63.4% | | | 47.4% | 52.6% | | | | |
| ADT/AADT | | ADT 2,492 | | AADT 2,492 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Van Ness Street
N/ Fresno Street
24 Hour Directional Volume Count

FSO009
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 2 | 149 | | | 3 | 48 | | | | |
| 12:15 | | 8 | 100 | | | 5 | 48 | | | | |
| 12:30 | | 4 | 112 | | | 2 | 57 | | | | |
| 12:45 | | 6 | 124 | 20 | 485 | 5 | 63 | 15 | 216 | 35 | 701 |
| 01:00 | | 5 | 115 | | | 3 | 51 | | | | |
| 01:15 | | 2 | 96 | | | 5 | 54 | | | | |
| 01:30 | | 7 | 106 | | | 0 | 48 | | | | |
| 01:45 | | 4 | 120 | 18 | 437 | 2 | 63 | 10 | 216 | 28 | 653 |
| 02:00 | | 3 | 122 | | | 1 | 60 | | | | |
| 02:15 | | 3 | 89 | | | 1 | 42 | | | | |
| 02:30 | | 2 | 110 | | | 1 | 46 | | | | |
| 02:45 | | 3 | 103 | 11 | 424 | 2 | 58 | 5 | 206 | 16 | 630 |
| 03:00 | | 1 | 103 | | | 1 | 63 | | | | |
| 03:15 | | 3 | 110 | | | 2 | 63 | | | | |
| 03:30 | | 5 | 96 | | | 2 | 50 | | | | |
| 03:45 | | 5 | 113 | 14 | 422 | 1 | 61 | 6 | 237 | 20 | 659 |
| 04:00 | | 3 | 103 | | | 3 | **46** | | | | |
| 04:15 | | 3 | **135** | | | 0 | **58** | | | | |
| 04:30 | | 4 | **134** | | | 2 | **60** | | | | |
| 04:45 | | 15 | **181** | 25 | 553 | 2 | **77** | 7 | 241 | 32 | 794 |
| 05:00 | | 16 | **147** | | | 8 | 46 | | | | |
| 05:15 | | 11 | 106 | | | 8 | 43 | | | | |
| 05:30 | | 18 | 53 | | | 2 | 35 | | | | |
| 05:45 | | 7 | 59 | 52 | 365 | 10 | 30 | 28 | 154 | 80 | 519 |
| 06:00 | | 13 | 50 | | | 8 | 17 | | | | |
| 06:15 | | 17 | 50 | | | 14 | 25 | | | | |
| 06:30 | | 34 | 41 | | | 19 | 23 | | | | |
| 06:45 | | 21 | 42 | 85 | 183 | 11 | 17 | 52 | 82 | 137 | 265 |
| 07:00 | | 47 | 41 | | | 32 | 21 | | | | |
| 07:15 | | 70 | 38 | | | 44 | 17 | | | | |
| 07:30 | | 69 | 28 | | | 55 | 14 | | | | |
| 07:45 | | 66 | 28 | 252 | 135 | 49 | 16 | 180 | 68 | 432 | 203 |
| 08:00 | | 89 | 20 | | | 57 | 18 | | | | |
| 08:15 | | 84 | 18 | | | 44 | 18 | | | | |
| 08:30 | | 99 | 24 | | | 50 | 14 | | | | |
| 08:45 | | 81 | 21 | 353 | 83 | 38 | 9 | 189 | 59 | 542 | 142 |
| 09:00 | | 98 | 20 | | | 37 | 8 | | | | |
| 09:15 | | 85 | 14 | | | 41 | 9 | | | | |
| 09:30 | | 85 | 7 | | | 49 | 12 | | | | |
| 09:45 | | 69 | 7 | 337 | 48 | 49 | 5 | 176 | 34 | 513 | 82 |
| 10:00 | | 73 | 13 | | | 41 | 7 | | | | |
| 10:15 | | 87 | 14 | | | 49 | 3 | | | | |
| 10:30 | | 90 | 14 | | | 55 | 4 | | | | |
| 10:45 | | 92 | 15 | 342 | 56 | 41 | 2 | 186 | 16 | 528 | 72 |
| 11:00 | | **101** | 14 | | | **55** | 2 | | | | |
| 11:15 | | **128** | 6 | | | **56** | 6 | | | | |
| 11:30 | | **163** | 12 | | | **45** | 2 | | | | |
| 11:45 | | **123** | 11 | 515 | 43 | **59** | 6 | 215 | 16 | 730 | 59 |
| Total | | 2024 | 3234 | 2024 | 3234 | 1069 | 1545 | 1069 | 1545 | 3093 | 4779 |
| Combined Total | | 5258 | | 5258 | | 2614 | | 2614 | | 7872 | |
| AM Peak | - | 11:00 | - | - | - | 11:00 | - | - | - | - | - |
| Vol. | - | 515 | - | - | - | 215 | - | - | - | - | - |
| P.H.F. | | 0.790 | | | | 0.911 | | | | | |
| PM Peak | - | - | 04:15 | - | - | - | 04:00 | - | - | - | - |
| Vol. | - | - | 597 | - | - | - | 241 | - | - | - | - |
| P.H.F. | | | 0.825 | | | | 0.782 | | | | |
| Percentage | | 38.5% | 61.5% | | | 40.9% | 59.1% | | | | |
| ADT/AADT | | ADT 7,872 | | AADT 7,872 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
O Street
N/ Tulare Street
24 Hour Directional Volume Count

FSO010
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 1 | 34 | | | 1 | 49 | | | | |
| 12:15 | | 0 | 33 | | | 1 | 36 | | | | |
| 12:30 | | 2 | 30 | | | 5 | 34 | | | | |
| 12:45 | | 1 | 46 | 4 | 143 | 0 | 39 | 7 | 158 | 11 | 301 |
| 01:00 | | 0 | 42 | | | 0 | **58** | | | | |
| 01:15 | | 0 | 41 | | | 1 | **38** | | | | |
| 01:30 | | 1 | 33 | | | 1 | **39** | | | | |
| 01:45 | | 0 | 37 | 1 | 153 | 0 | **44** | 2 | 179 | 3 | 332 |
| 02:00 | | 2 | 30 | | | 4 | 34 | | | | |
| 02:15 | | 1 | 41 | | | 2 | 35 | | | | |
| 02:30 | | 2 | 30 | | | 1 | 35 | | | | |
| 02:45 | | 0 | 25 | 5 | 126 | 3 | 36 | 10 | 140 | 15 | 266 |
| 03:00 | | 0 | 36 | | | 1 | 34 | | | | |
| 03:15 | | 1 | 31 | | | 0 | 35 | | | | |
| 03:30 | | 0 | 45 | | | 0 | 43 | | | | |
| 03:45 | | 0 | 38 | 1 | 150 | 0 | 33 | 1 | 145 | 2 | 295 |
| 04:00 | | 0 | 30 | | | 2 | 33 | | | | |
| 04:15 | | 0 | 21 | | | 2 | 36 | | | | |
| 04:30 | | 0 | **47** | | | 2 | 39 | | | | |
| 04:45 | | 0 | **36** | 0 | 134 | 2 | 34 | 8 | 142 | 8 | 276 |
| 05:00 | | 1 | **65** | | | 0 | 39 | | | | |
| 05:15 | | 2 | **25** | | | 3 | 25 | | | | |
| 05:30 | | 1 | 13 | | | 5 | 10 | | | | |
| 05:45 | | 4 | 9 | 8 | 112 | 6 | 10 | 14 | 84 | 22 | 196 |
| 06:00 | | 2 | 17 | | | 7 | 9 | | | | |
| 06:15 | | 2 | 9 | | | 4 | 15 | | | | |
| 06:30 | | 5 | 6 | | | 9 | 8 | | | | |
| 06:45 | | 9 | 7 | 18 | 39 | 14 | 8 | 34 | 40 | 52 | 79 |
| 07:00 | | 16 | 3 | | | 13 | 7 | | | | |
| 07:15 | | 15 | 6 | | | 12 | 13 | | | | |
| 07:30 | | 23 | 13 | | | 28 | 7 | | | | |
| 07:45 | | **38** | 6 | 92 | 28 | 40 | 13 | 93 | 40 | 185 | 68 |
| 08:00 | | **40** | 4 | | | 47 | 3 | | | | |
| 08:15 | | **37** | 3 | | | 31 | 0 | | | | |
| 08:30 | | **45** | 2 | | | 45 | 6 | | | | |
| 08:45 | | 26 | 1 | 148 | 10 | 44 | 3 | 167 | 12 | 315 | 22 |
| 09:00 | | 29 | 3 | | | **40** | 3 | | | | |
| 09:15 | | 40 | 5 | | | **59** | 1 | | | | |
| 09:30 | | 24 | 2 | | | **60** | 2 | | | | |
| 09:45 | | 36 | 1 | 129 | 11 | **48** | 5 | 207 | 11 | 336 | 22 |
| 10:00 | | 23 | 1 | | | 37 | 1 | | | | |
| 10:15 | | 25 | 4 | | | 51 | 7 | | | | |
| 10:30 | | 30 | 1 | | | 45 | 4 | | | | |
| 10:45 | | 30 | 2 | 108 | 8 | 47 | 2 | 180 | 14 | 288 | 22 |
| 11:00 | | 27 | 1 | | | 33 | 4 | | | | |
| 11:15 | | 40 | 1 | | | 37 | 0 | | | | |
| 11:30 | | 45 | 1 | | | 42 | 0 | | | | |
| 11:45 | | 48 | 1 | 160 | 4 | 38 | 2 | 150 | 6 | 310 | 10 |
| Total | | 674 | 918 | 674 | 918 | 873 | 971 | 873 | 971 | 1547 | 1889 |
| Combined Total | | 1592 | | 1592 | | 1844 | | 1844 | | 3436 | |
| AM Peak | - | 07:45 | - | - | - | 09:00 | - | - | - | - | - |
| Vol. | - | 160 | - | - | - | 207 | - | - | - | - | - |
| P.H.F. | | 0.889 | | | | 0.863 | | | | | |
| PM Peak | - | - | 04:30 | - | - | - | 01:00 | - | - | - | - |
| Vol. | - | - | 173 | - | - | - | 179 | - | - | - | - |
| P.H.F. | | | 0.665 | | | | 0.772 | | | | |
| Percentage | | 42.3% | 57.7% | | | 47.3% | 52.7% | | | | |
| ADT/AADT | | ADT 3,436 | | AADT 3,436 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
East Avenue
N/ North Avenue
24 Hour Directional Volume Count

FSO015
Site Code: 003-19024

| Start Time | 1/8/2019 Tue | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 5 | 39 | | | 4 | **57** | | | | |
| 12:15 | | 3 | 28 | | | 9 | **58** | | | | |
| 12:30 | | 0 | 33 | | | 0 | **40** | | | | |
| 12:45 | | 1 | 28 | 9 | 128 | 1 | **48** | 14 | 203 | 23 | 331 |
| 01:00 | | 1 | 41 | | | 0 | 48 | | | | |
| 01:15 | | 0 | 30 | | | 1 | 31 | | | | |
| 01:30 | | 3 | 29 | | | 4 | 34 | | | | |
| 01:45 | | 1 | 32 | 5 | 132 | 4 | 39 | 9 | 152 | 14 | 284 |
| 02:00 | | 1 | **27** | | | 5 | 54 | | | | |
| 02:15 | | 1 | **44** | | | 4 | 39 | | | | |
| 02:30 | | 3 | **37** | | | 1 | 49 | | | | |
| 02:45 | | 6 | **33** | 11 | 141 | 10 | 28 | 20 | 170 | 31 | 311 |
| 03:00 | | 3 | 25 | | | 6 | 56 | | | | |
| 03:15 | | 7 | 20 | | | 16 | 53 | | | | |
| 03:30 | | 4 | 37 | | | 16 | 40 | | | | |
| 03:45 | | 5 | 24 | 19 | 106 | 9 | 47 | 47 | 196 | 66 | 302 |
| 04:00 | | 6 | 39 | | | 11 | 44 | | | | |
| 04:15 | | 14 | 22 | | | 17 | 57 | | | | |
| 04:30 | | 12 | 19 | | | 18 | 35 | | | | |
| 04:45 | | 4 | 16 | 36 | 96 | 15 | 45 | 61 | 181 | 97 | 277 |
| 05:00 | | 12 | 6 | | | 17 | 21 | | | | |
| 05:15 | | 13 | 17 | | | 25 | 26 | | | | |
| 05:30 | | 27 | 9 | | | 25 | 16 | | | | |
| 05:45 | | 7 | 12 | 59 | 44 | 12 | 19 | 79 | 82 | 138 | 126 |
| 06:00 | | 14 | 10 | | | 20 | 12 | | | | |
| 06:15 | | 23 | 6 | | | 21 | 13 | | | | |
| 06:30 | | 28 | 3 | | | 22 | 4 | | | | |
| 06:45 | | 18 | 14 | 83 | 33 | 15 | 6 | 78 | 35 | 161 | 68 |
| 07:00 | | 24 | 6 | | | 22 | 4 | | | | |
| 07:15 | | 23 | 1 | | | 27 | 8 | | | | |
| 07:30 | | 39 | 2 | | | 17 | 5 | | | | |
| 07:45 | | 19 | 3 | 105 | 12 | 26 | 6 | 92 | 23 | 197 | 35 |
| 08:00 | | 17 | 8 | | | 23 | 8 | | | | |
| 08:15 | | 24 | 4 | | | 31 | 8 | | | | |
| 08:30 | | 29 | 3 | | | 27 | 7 | | | | |
| 08:45 | | 23 | 2 | 93 | 17 | 17 | 5 | 98 | 28 | 191 | 45 |
| 09:00 | | 26 | 7 | | | 32 | 8 | | | | |
| 09:15 | | 18 | 7 | | | 44 | 6 | | | | |
| 09:30 | | 23 | 5 | | | 46 | 4 | | | | |
| 09:45 | | 27 | 3 | 94 | 22 | 46 | 2 | 168 | 20 | 262 | 42 |
| 10:00 | | 23 | 1 | | | 41 | 3 | | | | |
| 10:15 | | 16 | 7 | | | **46** | 8 | | | | |
| 10:30 | | **28** | 4 | | | **49** | 4 | | | | |
| 10:45 | | **32** | 3 | 99 | 15 | **44** | 2 | 180 | 17 | 279 | 32 |
| 11:00 | | **31** | 6 | | | **44** | 1 | | | | |
| 11:15 | | **31** | 2 | | | 34 | 1 | | | | |
| 11:30 | | 25 | 1 | | | 48 | 3 | | | | |
| 11:45 | | 23 | 0 | 110 | 9 | 47 | 1 | 173 | 6 | 283 | 15 |
| Total | | 723 | 755 | 723 | 755 | 1019 | 1113 | 1019 | 1113 | 1742 | 1868 |
| Combined Total | | 1478 | | 1478 | | 2132 | | 2132 | | 3610 | |
| AM Peak | - | 10:30 | - | - | - | 10:15 | - | - | - | - | - |
| Vol. | - | 122 | - | - | - | 183 | - | - | - | - | - |
| P.H.F. | | 0.953 | | | | 0.934 | | | | | |
| PM Peak | - | - | 02:00 | - | - | - | 12:00 | - | - | - | - |
| Vol. | - | - | 141 | - | - | - | 203 | - | - | - | - |
| P.H.F. | | | 0.801 | | | | 0.875 | | | | |
| Percentage | | 48.9% | 51.1% | | | 47.8% | 52.2% | | | | |
| ADT/AADT | | ADT 3,610 | | AADT 3,610 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Cedar Avenue
S/ Central Avenue
24 Hour Directional Volume Count

FSO011
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 1 | 19 | | | 3 | 33 | | | | |
| 12:15 | | 6 | 26 | | | 8 | 24 | | | | |
| 12:30 | | 7 | 32 | | | 10 | 21 | | | | |
| 12:45 | | 6 | 33 | 20 | 110 | 7 | 17 | 28 | 95 | 48 | 205 |
| 01:00 | | 3 | 16 | | | 6 | 23 | | | | |
| 01:15 | | 0 | 30 | | | 5 | 24 | | | | |
| 01:30 | | 5 | 22 | | | 2 | 26 | | | | |
| 01:45 | | 3 | 21 | 11 | 89 | 2 | 10 | 15 | 83 | 26 | 172 |
| 02:00 | | 6 | 29 | | | 10 | 22 | | | | |
| 02:15 | | 0 | 13 | | | 3 | **25** | | | | |
| 02:30 | | 6 | 31 | | | 4 | **21** | | | | |
| 02:45 | | 5 | 23 | 17 | 96 | 3 | **44** | 20 | 112 | 37 | 208 |
| 03:00 | | 5 | 34 | | | 9 | **34** | | | | |
| 03:15 | | 9 | 39 | | | 7 | 18 | | | | |
| 03:30 | | 0 | 40 | | | 4 | 27 | | | | |
| 03:45 | | 11 | 39 | 25 | 152 | 15 | 44 | 35 | 123 | 60 | 275 |
| 04:00 | | 10 | 22 | | | 3 | 33 | | | | |
| 04:15 | | 3 | **34** | | | 1 | 19 | | | | |
| 04:30 | | 6 | **54** | | | 1 | 24 | | | | |
| 04:45 | | 3 | **33** | 22 | 143 | 9 | 22 | 14 | 98 | 36 | 241 |
| 05:00 | | 7 | **34** | | | 5 | 33 | | | | |
| 05:15 | | 5 | 27 | | | 11 | 26 | | | | |
| 05:30 | | 1 | 20 | | | 17 | 14 | | | | |
| 05:45 | | 24 | 16 | 37 | 97 | 22 | 22 | 55 | 95 | 92 | 192 |
| 06:00 | | 14 | 15 | | | 13 | 16 | | | | |
| 06:15 | | 14 | 7 | | | 18 | 14 | | | | |
| 06:30 | | 23 | 10 | | | 28 | 10 | | | | |
| 06:45 | | 21 | 7 | 72 | 39 | **39** | 6 | 98 | 46 | 170 | 85 |
| 07:00 | | 19 | 13 | | | **15** | 11 | | | | |
| 07:15 | | 24 | 2 | | | **28** | 8 | | | | |
| 07:30 | | 29 | 1 | | | **29** | 9 | | | | |
| 07:45 | | 15 | 8 | 87 | 24 | 30 | 7 | 102 | 35 | 189 | 59 |
| 08:00 | | 23 | 1 | | | 20 | 11 | | | | |
| 08:15 | | 24 | 11 | | | 27 | 3 | | | | |
| 08:30 | | 17 | 5 | | | 24 | 7 | | | | |
| 08:45 | | 26 | 4 | 90 | 21 | 27 | 7 | 98 | 28 | 188 | 49 |
| 09:00 | | **39** | 6 | | | 24 | 7 | | | | |
| 09:15 | | **22** | 3 | | | 18 | 5 | | | | |
| 09:30 | | **23** | 3 | | | 31 | 5 | | | | |
| 09:45 | | **32** | 3 | 116 | 15 | 25 | 5 | 98 | 22 | 214 | 37 |
| 10:00 | | 28 | 6 | | | 21 | 2 | | | | |
| 10:15 | | 25 | 8 | | | 15 | 0 | | | | |
| 10:30 | | 16 | 14 | | | 14 | 5 | | | | |
| 10:45 | | 23 | 6 | 92 | 34 | 15 | 4 | 65 | 11 | 157 | 45 |
| 11:00 | | 32 | 3 | | | 24 | 5 | | | | |
| 11:15 | | 22 | 1 | | | 29 | 8 | | | | |
| 11:30 | | 33 | 6 | | | 19 | 6 | | | | |
| 11:45 | | 27 | 3 | 114 | 13 | 24 | 4 | 96 | 23 | 210 | 36 |
| Total | | 703 | 833 | 703 | 833 | 724 | 771 | 724 | 771 | 1427 | 1604 |
| Combined Total | | 1536 | | 1536 | | 1495 | | 1495 | | 3031 | |
| AM Peak | - | 09:00 | - | - | - | 06:45 | - | - | - | - | - |
| Vol. | - | 116 | - | - | - | 111 | - | - | - | - | - |
| P.H.F. | | 0.744 | | | | 0.712 | | | | | |
| PM Peak | - | - | 04:15 | - | - | - | 02:15 | - | - | - | - |
| Vol. | - | - | 155 | - | - | - | 124 | - | - | - | - |
| P.H.F. | | | 0.718 | | | | 0.705 | | | | |
| Percentage | | 45.8% | 54.2% | | | 48.4% | 51.6% | | | | |
| ADT/AADT | | ADT 3,031 | | AADT 3,031 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Cedar Avenue
S/ California Avenue
24 Hour Directional Volume Count

FSO012
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 14 | 65 | | | 11 | 93 | | | | |
| 12:15 | | 13 | 57 | | | 10 | 84 | | | | |
| 12:30 | | 9 | 58 | | | 8 | 76 | | | | |
| 12:45 | | 2 | 57 | 38 | 237 | 6 | 74 | 35 | 327 | 73 | 564 |
| 01:00 | | 0 | 49 | | | 2 | 106 | | | | |
| 01:15 | | 3 | 57 | | | 3 | 98 | | | | |
| 01:30 | | 6 | 66 | | | 1 | 99 | | | | |
| 01:45 | | 1 | 54 | 10 | 226 | 10 | 88 | 16 | 391 | 26 | 617 |
| 02:00 | | 10 | 86 | | | 6 | 104 | | | | |
| 02:15 | | 14 | 129 | | | 8 | 133 | | | | |
| 02:30 | | 8 | 101 | | | 14 | 89 | | | | |
| 02:45 | | 9 | 79 | 41 | 395 | 16 | 113 | 44 | 439 | 85 | 834 |
| 03:00 | | 8 | 103 | | | 16 | 124 | | | | |
| 03:15 | | 6 | 80 | | | 21 | 120 | | | | |
| 03:30 | | 3 | 96 | | | 15 | 101 | | | | |
| 03:45 | | 0 | 82 | 17 | 361 | 8 | 91 | 60 | 436 | 77 | 797 |
| 04:00 | | 4 | 88 | | | 8 | 121 | | | | |
| 04:15 | | 7 | **127** | | | 21 | **106** | | | | |
| 04:30 | | 10 | **101** | | | 26 | **126** | | | | |
| 04:45 | | 12 | **114** | 33 | 430 | 27 | **134** | 82 | 487 | 115 | 917 |
| 05:00 | | 14 | **121** | | | 34 | **134** | | | | |
| 05:15 | | 30 | 100 | | | 63 | 97 | | | | |
| 05:30 | | 28 | 101 | | | 73 | 108 | | | | |
| 05:45 | | 34 | 96 | 106 | 418 | 73 | 109 | 243 | 448 | 349 | 866 |
| 06:00 | | 39 | 76 | | | 91 | 100 | | | | |
| 06:15 | | 46 | 74 | | | 77 | 76 | | | | |
| 06:30 | | 56 | 68 | | | 95 | 83 | | | | |
| 06:45 | | 70 | 44 | 211 | 262 | 73 | 67 | 336 | 326 | 547 | 588 |
| 07:00 | | 85 | 58 | | | **84** | 69 | | | | |
| 07:15 | | **157** | 40 | | | **108** | 61 | | | | |
| 07:30 | | **130** | 31 | | | **169** | 43 | | | | |
| 07:45 | | **77** | 44 | 449 | 173 | **99** | 54 | 460 | 227 | 909 | 400 |
| 08:00 | | **86** | 33 | | | 68 | 43 | | | | |
| 08:15 | | 90 | 28 | | | 83 | 47 | | | | |
| 08:30 | | 67 | 43 | | | 97 | 44 | | | | |
| 08:45 | | 53 | 36 | 296 | 140 | 49 | 39 | 297 | 173 | 593 | 313 |
| 09:00 | | 60 | 23 | | | 65 | 38 | | | | |
| 09:15 | | 53 | 15 | | | 76 | 40 | | | | |
| 09:30 | | 62 | 24 | | | 71 | 36 | | | | |
| 09:45 | | 52 | 16 | 227 | 78 | 81 | 43 | 293 | 157 | 520 | 235 |
| 10:00 | | 37 | 19 | | | 72 | 23 | | | | |
| 10:15 | | 43 | 22 | | | 67 | 22 | | | | |
| 10:30 | | 64 | 18 | | | 86 | 12 | | | | |
| 10:45 | | 64 | 13 | 208 | 72 | 80 | 18 | 305 | 75 | 513 | 147 |
| 11:00 | | 80 | 9 | | | 70 | 22 | | | | |
| 11:15 | | 55 | 11 | | | 66 | 11 | | | | |
| 11:30 | | 49 | 4 | | | 81 | 14 | | | | |
| 11:45 | | 63 | 8 | 247 | 32 | 68 | 15 | 285 | 62 | 532 | 94 |
| Total | | 1883 | 2824 | 1883 | 2824 | 2456 | 3548 | 2456 | 3548 | 4339 | 6372 |
| Combined Total | | 4707 | | 4707 | | 6004 | | 6004 | | 10711 | |
| AM Peak | - | 07:15 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 450 | - | - | - | 460 | - | - | - | - | - |
| P.H.F. | | 0.717 | | | | 0.680 | | | | | |
| PM Peak | - | - | 04:15 | - | - | - | 04:15 | - | - | - | - |
| Vol. | - | - | 463 | - | - | - | 500 | - | - | - | - |
| P.H.F. | | | 0.911 | | | | 0.933 | | | | |
| Percentage | | 40.0% | 60.0% | | | 40.9% | 59.1% | | | | |
| ADT/AADT | | ADT 10,711 | | AADT 10,711 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Cedar Avenue
N/ Olive Avenue
24 Hour Directional Volume Count

FSO013
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 16 | 117 | | | 26 | 123 | | | | |
| 12:15 | | 12 | 122 | | | 14 | 125 | | | | |
| 12:30 | | 11 | 130 | | | 9 | 135 | | | | |
| 12:45 | | 12 | 120 | 51 | 489 | 11 | 169 | 60 | 552 | 111 | 1041 |
| 01:00 | | 4 | 148 | | | 8 | 173 | | | | |
| 01:15 | | 10 | 119 | | | 6 | 144 | | | | |
| 01:30 | | 4 | 119 | | | 9 | 165 | | | | |
| 01:45 | | 6 | 130 | 24 | 516 | 10 | 127 | 33 | 609 | 57 | 1125 |
| 02:00 | | 6 | 166 | | | 9 | 177 | | | | |
| 02:15 | | 12 | 168 | | | 11 | 132 | | | | |
| 02:30 | | 7 | 226 | | | 9 | 172 | | | | |
| 02:45 | | 10 | 216 | 35 | 776 | 11 | **239** | 40 | 720 | 75 | 1496 |
| 03:00 | | 5 | 197 | | | 6 | **220** | | | | |
| 03:15 | | 8 | 180 | | | 9 | **152** | | | | |
| 03:30 | | 10 | 156 | | | 12 | **180** | | | | |
| 03:45 | | 8 | 203 | 31 | 736 | 7 | 175 | 34 | 727 | 65 | 1463 |
| 04:00 | | 5 | 186 | | | 13 | 179 | | | | |
| 04:15 | | 13 | 181 | | | 21 | 164 | | | | |
| 04:30 | | 7 | **205** | | | 28 | 194 | | | | |
| 04:45 | | 16 | **255** | 41 | 827 | 20 | 178 | 82 | 715 | 123 | 1542 |
| 05:00 | | 16 | **232** | | | 31 | 207 | | | | |
| 05:15 | | 21 | **193** | | | 40 | 183 | | | | |
| 05:30 | | 31 | 167 | | | 44 | 165 | | | | |
| 05:45 | | 20 | 160 | 88 | 752 | 54 | 164 | 169 | 719 | 257 | 1471 |
| 06:00 | | 34 | 133 | | | 55 | 127 | | | | |
| 06:15 | | 56 | 127 | | | 79 | 118 | | | | |
| 06:30 | | 71 | 101 | | | 107 | 126 | | | | |
| 06:45 | | 84 | 87 | 245 | 448 | 97 | 96 | 338 | 467 | 583 | 915 |
| 07:00 | | **133** | 89 | | | 135 | 75 | | | | |
| 07:15 | | **182** | 78 | | | **246** | 76 | | | | |
| 07:30 | | **194** | 76 | | | **250** | 88 | | | | |
| 07:45 | | **183** | 77 | 692 | 320 | **193** | 92 | 824 | 331 | 1516 | 651 |
| 08:00 | | 129 | 89 | | | **147** | 65 | | | | |
| 08:15 | | 134 | 57 | | | 154 | 72 | | | | |
| 08:30 | | 114 | 67 | | | 116 | 82 | | | | |
| 08:45 | | 111 | 53 | 488 | 266 | 112 | 72 | 529 | 291 | 1017 | 557 |
| 09:00 | | 97 | 50 | | | 99 | 72 | | | | |
| 09:15 | | 102 | 60 | | | 99 | 64 | | | | |
| 09:30 | | 104 | 40 | | | 114 | 55 | | | | |
| 09:45 | | 91 | 39 | 394 | 189 | 105 | 52 | 417 | 243 | 811 | 432 |
| 10:00 | | 105 | 40 | | | 109 | 35 | | | | |
| 10:15 | | 115 | 33 | | | 120 | 32 | | | | |
| 10:30 | | 113 | 32 | | | 104 | 31 | | | | |
| 10:45 | | 118 | 17 | 451 | 122 | 111 | 36 | 444 | 134 | 895 | 256 |
| 11:00 | | 141 | 35 | | | 118 | 23 | | | | |
| 11:15 | | 116 | 22 | | | 119 | 23 | | | | |
| 11:30 | | 118 | 16 | | | 112 | 22 | | | | |
| 11:45 | | 146 | 12 | 521 | 85 | 123 | 18 | 472 | 86 | 993 | 171 |
| Total | | 3061 | 5526 | 3061 | 5526 | 3442 | 5594 | 3442 | 5594 | 6503 | 11120 |
| Combined Total | | 8587 | | 8587 | | 9036 | | 9036 | | 17623 | |
| AM Peak | - | 07:00 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 692 | - | - | - | 836 | - | - | - | - | - |
| P.H.F. | | 0.892 | | | | 0.836 | | | | | |
| PM Peak | - | - | 04:30 | - | - | - | 02:45 | - | - | - | - |
| Vol. | - | - | 885 | - | - | - | 791 | - | - | - | - |
| P.H.F. | | | 0.868 | | | | 0.827 | | | | |
| Percentage | | 35.6% | 64.4% | | | 38.1% | 61.9% | | | | |
| ADT/AADT | | ADT 17,623 | | AADT 17,623 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Cedar Avenue
N/ Shaw Avenue
24 Hour Directional Volume Count

FSO014
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 30 | 265 | | | 48 | 229 | | | | |
| 12:15 | | 31 | 202 | | | 42 | 202 | | | | |
| 12:30 | | 31 | 193 | | | 33 | 216 | | | | |
| 12:45 | | 23 | 220 | 115 | 880 | 23 | 218 | 146 | 865 | 261 | 1745 |
| 01:00 | | 17 | 271 | | | 17 | 270 | | | | |
| 01:15 | | 14 | 223 | | | 16 | 206 | | | | |
| 01:30 | | 12 | 194 | | | 15 | 210 | | | | |
| 01:45 | | 12 | 228 | 55 | 916 | 12 | 208 | 60 | 894 | 115 | 1810 |
| 02:00 | | 6 | 286 | | | 8 | 269 | | | | |
| 02:15 | | 9 | 265 | | | 11 | 226 | | | | |
| 02:30 | | 10 | 191 | | | 17 | 191 | | | | |
| 02:45 | | 5 | 222 | 30 | 964 | 8 | 263 | 44 | 949 | 74 | 1913 |
| 03:00 | | 7 | 290 | | | 4 | 311 | | | | |
| 03:15 | | 10 | 265 | | | 7 | 275 | | | | |
| 03:30 | | 4 | 236 | | | 9 | 297 | | | | |
| 03:45 | | 10 | 254 | 31 | 1045 | 8 | 270 | 28 | 1153 | 59 | 2198 |
| 04:00 | | 11 | 279 | | | 5 | 250 | | | | |
| 04:15 | | 8 | 277 | | | 4 | 232 | | | | |
| 04:30 | | 7 | 274 | | | 13 | 246 | | | | |
| 04:45 | | 9 | 262 | 35 | 1092 | 20 | 269 | 42 | 997 | 77 | 2089 |
| 05:00 | | 14 | **304** | | | 16 | **279** | | | | |
| 05:15 | | 19 | **330** | | | 11 | **351** | | | | |
| 05:30 | | 24 | **313** | | | 23 | **275** | | | | |
| 05:45 | | 36 | **295** | 93 | 1242 | 46 | **284** | 96 | 1189 | 189 | 2431 |
| 06:00 | | 45 | 275 | | | 44 | 278 | | | | |
| 06:15 | | 55 | 233 | | | 59 | 235 | | | | |
| 06:30 | | 83 | 225 | | | 56 | 215 | | | | |
| 06:45 | | 87 | 187 | 270 | 920 | 89 | 204 | 248 | 932 | 518 | 1852 |
| 07:00 | | 84 | 176 | | | 90 | 183 | | | | |
| 07:15 | | 153 | 152 | | | **151** | 185 | | | | |
| 07:30 | | **258** | 169 | | | **213** | 179 | | | | |
| 07:45 | | **325** | 135 | 820 | 632 | **257** | 170 | 711 | 717 | 1531 | 1349 |
| 08:00 | | **259** | 178 | | | **210** | 162 | | | | |
| 08:15 | | **191** | 164 | | | 143 | 192 | | | | |
| 08:30 | | 184 | 136 | | | 153 | 157 | | | | |
| 08:45 | | 183 | 150 | 817 | 628 | 190 | 185 | 696 | 696 | 1513 | 1324 |
| 09:00 | | 181 | 115 | | | 183 | 145 | | | | |
| 09:15 | | 159 | 121 | | | 117 | 135 | | | | |
| 09:30 | | 185 | 99 | | | 145 | 99 | | | | |
| 09:45 | | 189 | 119 | 714 | 454 | 216 | 130 | 661 | 509 | 1375 | 963 |
| 10:00 | | 187 | 100 | | | 180 | 123 | | | | |
| 10:15 | | 131 | 107 | | | 162 | 80 | | | | |
| 10:30 | | 181 | 66 | | | 175 | 79 | | | | |
| 10:45 | | 198 | 55 | 697 | 328 | 196 | 67 | 713 | 349 | 1410 | 677 |
| 11:00 | | 213 | 54 | | | 195 | 56 | | | | |
| 11:15 | | 174 | 59 | | | 208 | 51 | | | | |
| 11:30 | | 173 | 40 | | | 191 | 54 | | | | |
| 11:45 | | 211 | 31 | 771 | 184 | 219 | 30 | 813 | 191 | 1584 | 375 |
| Total | | 4448 | 9285 | 4448 | 9285 | 4258 | 9441 | 4258 | 9441 | 8706 | 18726 |
| Combined Total | | 13733 | | 13733 | | 13699 | | 13699 | | 27432 | |
| AM Peak | - | 07:30 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 1033 | - | - | - | 831 | - | - | - | - | - |
| P.H.F. | | 0.795 | | | | 0.808 | | | | | |
| PM Peak | - | - | 05:00 | - | - | - | 05:00 | - | - | - | - |
| Vol. | - | - | 1242 | - | - | - | 1189 | - | - | - | - |
| P.H.F. | | | 0.941 | | | | 0.847 | | | | |
| Percentage | | 32.4% | 67.6% | | | 31.1% | 68.9% | | | | |
| ADT/AADT | | ADT 27,432 | | AADT 27,432 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Cedar Avenue
N/ Nees Avenue
24 Hour Directional Volume Count

FSO015
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 17 | 205 | | | 8 | 171 | | | | |
| 12:15 | | 7 | 184 | | | 4 | 174 | | | | |
| 12:30 | | 13 | 155 | | | 4 | 162 | | | | |
| 12:45 | | 5 | 161 | 42 | 705 | 4 | **175** | 20 | 682 | 62 | 1387 |
| 01:00 | | 8 | 158 | | | 5 | **190** | | | | |
| 01:15 | | 4 | 194 | | | 7 | **160** | | | | |
| 01:30 | | 7 | 172 | | | 4 | **239** | | | | |
| 01:45 | | 9 | 157 | 28 | 681 | 3 | 174 | 19 | 763 | 47 | 1444 |
| 02:00 | | 9 | 161 | | | 5 | 168 | | | | |
| 02:15 | | 5 | 170 | | | 2 | 180 | | | | |
| 02:30 | | 7 | 199 | | | 2 | 215 | | | | |
| 02:45 | | 6 | 218 | 27 | 748 | 2 | 192 | 11 | 755 | 38 | 1503 |
| 03:00 | | 2 | 193 | | | 3 | 166 | | | | |
| 03:15 | | 5 | 217 | | | 7 | 171 | | | | |
| 03:30 | | 4 | 177 | | | 4 | 146 | | | | |
| 03:45 | | 9 | 185 | 20 | 772 | 3 | 194 | 17 | 677 | 37 | 1449 |
| 04:00 | | 10 | 188 | | | 7 | 148 | | | | |
| 04:15 | | 7 | 203 | | | 14 | 156 | | | | |
| 04:30 | | 4 | 231 | | | 19 | 167 | | | | |
| 04:45 | | 16 | **241** | 37 | 863 | 18 | 188 | 58 | 659 | 95 | 1522 |
| 05:00 | | 16 | **273** | | | 23 | 167 | | | | |
| 05:15 | | 20 | **310** | | | 38 | 204 | | | | |
| 05:30 | | 18 | **267** | | | 52 | 192 | | | | |
| 05:45 | | 37 | 236 | 91 | 1086 | 51 | 187 | 164 | 750 | 255 | 1836 |
| 06:00 | | 23 | 211 | | | 73 | 155 | | | | |
| 06:15 | | 36 | 189 | | | 112 | 151 | | | | |
| 06:30 | | 35 | 160 | | | 133 | 136 | | | | |
| 06:45 | | 61 | 160 | 155 | 720 | 205 | 121 | 523 | 563 | 678 | 1283 |
| 07:00 | | 58 | 142 | | | 237 | 131 | | | | |
| 07:15 | | 94 | 149 | | | **302** | 107 | | | | |
| 07:30 | | 110 | 106 | | | **274** | 93 | | | | |
| 07:45 | | 150 | 122 | 412 | 519 | **261** | 94 | 1074 | 425 | 1486 | 944 |
| 08:00 | | 139 | 136 | | | **246** | 86 | | | | |
| 08:15 | | 114 | 136 | | | 201 | 92 | | | | |
| 08:30 | | 99 | 112 | | | 184 | 117 | | | | |
| 08:45 | | 102 | 104 | 454 | 488 | 164 | 80 | 795 | 375 | 1249 | 863 |
| 09:00 | | 106 | 98 | | | 160 | 79 | | | | |
| 09:15 | | 113 | 92 | | | 157 | 57 | | | | |
| 09:30 | | 100 | 88 | | | 156 | 59 | | | | |
| 09:45 | | 133 | 47 | 452 | 325 | 171 | 34 | 644 | 229 | 1096 | 554 |
| 10:00 | | 129 | 45 | | | 166 | 39 | | | | |
| 10:15 | | 114 | 45 | | | 163 | 28 | | | | |
| 10:30 | | 134 | 47 | | | 152 | 28 | | | | |
| 10:45 | | 141 | 15 | 518 | 152 | 162 | 37 | 643 | 132 | 1161 | 284 |
| 11:00 | | **151** | 25 | | | 184 | 17 | | | | |
| 11:15 | | **172** | 21 | | | 143 | 13 | | | | |
| 11:30 | | **163** | 25 | | | 157 | 11 | | | | |
| 11:45 | | **182** | 14 | 668 | 85 | 157 | 11 | 641 | 52 | 1309 | 137 |
| Total | | 2904 | 7144 | 2904 | 7144 | 4609 | 6062 | 4609 | 6062 | 7513 | 13206 |
| Combined Total | | 10048 | | 10048 | | 10671 | | 10671 | | 20719 | |
| AM Peak | - | 11:00 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 668 | - | - | - | 1083 | - | - | - | - | - |
| P.H.F. | | 0.918 | | | | 0.897 | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | 00:45 | - | - | - | - |
| Vol. | - | - | 1091 | - | - | - | 764 | - | - | - | - |
| P.H.F. | | | 0.880 | | | | 0.799 | | | | |
| Percentage | | 28.9% | 71.1% | | | 43.2% | 56.8% | | | | |
| ADT/AADT | | ADT 20,719 | | AADT 20,719 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Chestnut Avenue
N/ Jensen Avenue
24 Hour Directional Volume Count

FSO016
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 13 | 78 | | | 3 | 28 | | | | |
| 12:15 | | 11 | 79 | | | 5 | 33 | | | | |
| 12:30 | | 17 | 69 | | | 5 | 23 | | | | |
| 12:45 | | 7 | 76 | 48 | 302 | 2 | 28 | 15 | 112 | 63 | 414 |
| 01:00 | | 7 | 74 | | | 3 | 29 | | | | |
| 01:15 | | 7 | 62 | | | 2 | 28 | | | | |
| 01:30 | | 8 | 63 | | | 4 | 28 | | | | |
| 01:45 | | 10 | 81 | 32 | 280 | 2 | 31 | 11 | 116 | 43 | 396 |
| 02:00 | | 5 | 74 | | | 2 | 33 | | | | |
| 02:15 | | 6 | 94 | | | 1 | 30 | | | | |
| 02:30 | | 6 | 99 | | | 3 | 25 | | | | |
| 02:45 | | 2 | 120 | 19 | 387 | 3 | 32 | 9 | 120 | 28 | 507 |
| 03:00 | | 5 | 75 | | | 1 | 41 | | | | |
| 03:15 | | 12 | 87 | | | 3 | 37 | | | | |
| 03:30 | | 10 | 129 | | | 4 | 33 | | | | |
| 03:45 | | 9 | 159 | 36 | 450 | 6 | 32 | 14 | 143 | 50 | 593 |
| 04:00 | | 4 | 136 | | | 6 | 36 | | | | |
| 04:15 | | 11 | **155** | | | 11 | 26 | | | | |
| 04:30 | | 9 | **154** | | | 16 | 36 | | | | |
| 04:45 | | 19 | **157** | 43 | 602 | 18 | 33 | 51 | 131 | 94 | 733 |
| 05:00 | | 14 | **165** | | | 14 | 29 | | | | |
| 05:15 | | 13 | 146 | | | 20 | **38** | | | | |
| 05:30 | | 25 | 124 | | | 52 | **40** | | | | |
| 05:45 | | 32 | 135 | 84 | 570 | 53 | **46** | 139 | 153 | 223 | 723 |
| 06:00 | | 14 | 83 | | | **48** | **39** | | | | |
| 06:15 | | 34 | 102 | | | **65** | 28 | | | | |
| 06:30 | | 34 | 81 | | | **80** | 41 | | | | |
| 06:45 | | 42 | 65 | 124 | 331 | **66** | 23 | 259 | 131 | 383 | 462 |
| 07:00 | | 57 | 75 | | | 36 | 24 | | | | |
| 07:15 | | **76** | 71 | | | 43 | 11 | | | | |
| 07:30 | | **100** | 51 | | | 71 | 22 | | | | |
| 07:45 | | **102** | 44 | 335 | 241 | 49 | 25 | 199 | 82 | 534 | 323 |
| 08:00 | | **71** | 44 | | | 36 | 16 | | | | |
| 08:15 | | 63 | 34 | | | 34 | 22 | | | | |
| 08:30 | | 54 | 34 | | | 30 | 16 | | | | |
| 08:45 | | 72 | 30 | 260 | 142 | 33 | 18 | 133 | 72 | 393 | 214 |
| 09:00 | | 71 | 33 | | | 23 | 21 | | | | |
| 09:15 | | 55 | 29 | | | 26 | 21 | | | | |
| 09:30 | | 73 | 29 | | | 18 | 11 | | | | |
| 09:45 | | 60 | 23 | 259 | 114 | 25 | 8 | 92 | 61 | 351 | 175 |
| 10:00 | | 63 | 25 | | | 19 | 6 | | | | |
| 10:15 | | 70 | 34 | | | 20 | 8 | | | | |
| 10:30 | | 54 | 27 | | | 16 | 5 | | | | |
| 10:45 | | 77 | 18 | 264 | 104 | 28 | 9 | 83 | 28 | 347 | 132 |
| 11:00 | | 57 | 14 | | | 24 | 3 | | | | |
| 11:15 | | 75 | 17 | | | 14 | 3 | | | | |
| 11:30 | | 44 | 12 | | | 21 | 7 | | | | |
| 11:45 | | 75 | 16 | 251 | 59 | 28 | 2 | 87 | 15 | 338 | 74 |
| Total | | 1755 | 3582 | 1755 | 3582 | 1092 | 1164 | 1092 | 1164 | 2847 | 4746 |
| Combined Total | | 5337 | | 5337 | | 2256 | | 2256 | | 7593 | |
| AM Peak | - | 07:15 | - | - | - | 06:00 | - | - | - | - | - |
| Vol. | - | 349 | - | - | - | 259 | - | - | - | - | - |
| P.H.F. | | 0.855 | | | | 0.809 | | | | | |
| PM Peak | - | - | 04:15 | - | - | - | 05:15 | - | - | - | - |
| Vol. | - | - | 631 | - | - | - | 163 | - | - | - | - |
| P.H.F. | | | 0.956 | | | | 0.886 | | | | |
| Percentage | | 32.9% | 67.1% | | | 48.4% | 51.6% | | | | |
| ADT/AADT | | ADT 7,593 | | AADT 7,593 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Willow Avenue
N/ Herndon Avenue
24 Hour Directional Volume Count

FSO012
Site Code: 003-19024

| Start Time | 1/8/2019 Tue | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 12 | 281 | | | 12 | 230 | | | | |
| 12:15 | | 13 | 247 | | | 17 | 238 | | | | |
| 12:30 | | 11 | 270 | | | 16 | 240 | | | | |
| 12:45 | | 14 | 278 | 50 | 1076 | 8 | 238 | 53 | 946 | 103 | 2022 |
| 01:00 | | 10 | 253 | | | 1 | 207 | | | | |
| 01:15 | | 8 | 247 | | | 5 | 228 | | | | |
| 01:30 | | 8 | 249 | | | 5 | 218 | | | | |
| 01:45 | | 10 | 308 | 36 | 1057 | 4 | 214 | 15 | 867 | 51 | 1924 |
| 02:00 | | 7 | 288 | | | 8 | 209 | | | | |
| 02:15 | | 3 | 279 | | | 5 | 230 | | | | |
| 02:30 | | 4 | 301 | | | 7 | **290** | | | | |
| 02:45 | | 3 | 278 | 17 | 1146 | 4 | **269** | 24 | 998 | 41 | 2144 |
| 03:00 | | 8 | 307 | | | 6 | **289** | | | | |
| 03:15 | | 12 | 311 | | | 15 | **253** | | | | |
| 03:30 | | 16 | 326 | | | 9 | 221 | | | | |
| 03:45 | | 7 | 280 | 43 | 1224 | 21 | 235 | 51 | 998 | 94 | 2222 |
| 04:00 | | 11 | 322 | | | 18 | 257 | | | | |
| 04:15 | | 12 | **377** | | | 24 | 215 | | | | |
| 04:30 | | 27 | **358** | | | 23 | 257 | | | | |
| 04:45 | | 28 | **359** | 78 | 1416 | 30 | 253 | 95 | 982 | 173 | 2398 |
| 05:00 | | 25 | **345** | | | 30 | 252 | | | | |
| 05:15 | | 29 | 377 | | | 45 | 260 | | | | |
| 05:30 | | 52 | 332 | | | 45 | 202 | | | | |
| 05:45 | | 36 | 245 | 142 | 1299 | 61 | 193 | 181 | 907 | 323 | 2206 |
| 06:00 | | 63 | 283 | | | 100 | 168 | | | | |
| 06:15 | | 86 | 204 | | | 122 | 148 | | | | |
| 06:30 | | 119 | 192 | | | 163 | 130 | | | | |
| 06:45 | | 117 | 203 | 385 | 882 | 224 | 147 | 609 | 593 | 994 | 1475 |
| 07:00 | | 200 | 170 | | | **254** | 149 | | | | |
| 07:15 | | 182 | 151 | | | **358** | 118 | | | | |
| 07:30 | | 203 | 150 | | | **367** | 107 | | | | |
| 07:45 | | 171 | 149 | 756 | 620 | **268** | 124 | 1247 | 498 | 2003 | 1118 |
| 08:00 | | 197 | 146 | | | 239 | 97 | | | | |
| 08:15 | | 184 | 118 | | | 202 | 103 | | | | |
| 08:30 | | 189 | 111 | | | 171 | 124 | | | | |
| 08:45 | | 165 | 102 | 735 | 477 | 187 | 87 | 799 | 411 | 1534 | 888 |
| 09:00 | | 180 | 100 | | | 147 | 59 | | | | |
| 09:15 | | 171 | 82 | | | 171 | 67 | | | | |
| 09:30 | | 176 | 59 | | | 175 | 65 | | | | |
| 09:45 | | 172 | 74 | 699 | 315 | 164 | 54 | 657 | 245 | 1356 | 560 |
| 10:00 | | 175 | 54 | | | 173 | 52 | | | | |
| 10:15 | | 222 | 47 | | | 160 | 50 | | | | |
| 10:30 | | 186 | 49 | | | 179 | 30 | | | | |
| 10:45 | | 209 | 42 | 792 | 192 | 185 | 48 | 697 | 180 | 1489 | 372 |
| 11:00 | | **209** | 38 | | | 171 | 33 | | | | |
| 11:15 | | **269** | 19 | | | 222 | 21 | | | | |
| 11:30 | | **251** | 24 | | | 212 | 13 | | | | |
| 11:45 | | **273** | 33 | 1002 | 114 | 207 | 31 | 812 | 98 | 1814 | 212 |
| Total | | 4735 | 9818 | 4735 | 9818 | 5240 | 7723 | 5240 | 7723 | 9975 | 17541 |
| Combined Total | | 14553 | | 14553 | | 12963 | | 12963 | | 27516 | |
| AM Peak | - | 11:00 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 1002 | - | - | - | 1247 | - | - | - | - | - |
| P.H.F. | | 0.918 | | | | 0.849 | | | | | |
| PM Peak | - | - | 04:15 | - | - | - | 02:30 | - | - | - | - |
| Vol. | - | - | 1439 | - | - | - | 1101 | - | - | - | - |
| P.H.F. | | | 0.954 | | | | 0.949 | | | | |
| Percentage | | 32.5% | 67.5% | | | 40.4% | 59.6% | | | | |
| ADT/AADT | | ADT 27,516 | | AADT 27,516 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Peach Avenue
N/ Olive Avenue
24 Hour Directional Volume Count

FSO017
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 20 | 129 | | | 56 | 142 | | | | |
| 12:15 | | 18 | 134 | | | 36 | 138 | | | | |
| 12:30 | | 17 | 122 | | | 31 | 127 | | | | |
| 12:45 | | 11 | 110 | 66 | 495 | 51 | 122 | 174 | 529 | 240 | 1024 |
| 01:00 | | 10 | 130 | | | 35 | 107 | | | | |
| 01:15 | | 13 | 116 | | | 11 | 105 | | | | |
| 01:30 | | 7 | 134 | | | 8 | 99 | | | | |
| 01:45 | | 10 | 126 | 40 | 506 | 7 | 107 | 61 | 418 | 101 | 924 |
| 02:00 | | 8 | 123 | | | 5 | 117 | | | | |
| 02:15 | | 4 | 166 | | | 10 | 141 | | | | |
| 02:30 | | 7 | 123 | | | 6 | 130 | | | | |
| 02:45 | | 8 | 172 | 27 | 584 | 4 | 133 | 25 | 521 | 52 | 1105 |
| 03:00 | | 10 | 159 | | | 1 | 153 | | | | |
| 03:15 | | 10 | 149 | | | 6 | 135 | | | | |
| 03:30 | | 24 | 158 | | | 4 | 151 | | | | |
| 03:45 | | 41 | 175 | 85 | 641 | 16 | 133 | 27 | 572 | 112 | 1213 |
| 04:00 | | 26 | 159 | | | 10 | 168 | | | | |
| 04:15 | | 47 | 138 | | | 16 | 134 | | | | |
| 04:30 | | 46 | 157 | | | 16 | **181** | | | | |
| 04:45 | | 64 | **174** | 183 | 628 | 20 | **183** | 62 | 666 | 245 | 1294 |
| 05:00 | | 50 | **150** | | | 34 | **216** | | | | |
| 05:15 | | 25 | **163** | | | 30 | **137** | | | | |
| 05:30 | | 33 | **184** | | | 33 | 147 | | | | |
| 05:45 | | 83 | 168 | 191 | 665 | 34 | 112 | 131 | 612 | 322 | 1277 |
| 06:00 | | 79 | 141 | | | 39 | 112 | | | | |
| 06:15 | | 95 | 125 | | | 44 | 117 | | | | |
| 06:30 | | 104 | 134 | | | 82 | 104 | | | | |
| 06:45 | | 159 | 101 | 437 | 501 | 83 | 122 | 248 | 455 | 685 | 956 |
| 07:00 | | 147 | 95 | | | 81 | 95 | | | | |
| 07:15 | | 163 | 89 | | | **115** | 88 | | | | |
| 07:30 | | **174** | 101 | | | **128** | 69 | | | | |
| 07:45 | | **214** | 79 | 698 | 364 | **159** | 101 | 483 | 353 | 1181 | 717 |
| 08:00 | | **203** | 97 | | | **101** | 94 | | | | |
| 08:15 | | **164** | 90 | | | 104 | 93 | | | | |
| 08:30 | | 124 | 89 | | | 98 | 97 | | | | |
| 08:45 | | 135 | 99 | 626 | 375 | 93 | 108 | 396 | 392 | 1022 | 767 |
| 09:00 | | 109 | 90 | | | 98 | 81 | | | | |
| 09:15 | | 94 | 65 | | | 69 | 62 | | | | |
| 09:30 | | 96 | 62 | | | 87 | 41 | | | | |
| 09:45 | | 129 | 52 | 428 | 269 | 88 | 66 | 342 | 250 | 770 | 519 |
| 10:00 | | 97 | 67 | | | 84 | 70 | | | | |
| 10:15 | | 100 | 60 | | | 86 | 62 | | | | |
| 10:30 | | 142 | 47 | | | 88 | 60 | | | | |
| 10:45 | | 124 | 37 | 463 | 211 | 94 | 36 | 352 | 228 | 815 | 439 |
| 11:00 | | 103 | 51 | | | 102 | 32 | | | | |
| 11:15 | | 133 | 55 | | | 105 | 32 | | | | |
| 11:30 | | 137 | 46 | | | 97 | 34 | | | | |
| 11:45 | | 121 | 49 | 494 | 201 | 119 | 39 | 423 | 137 | 917 | 338 |
| Total | | 3738 | 5440 | 3738 | 5440 | 2724 | 5133 | 2724 | 5133 | 6462 | 10573 |
| Combined Total | | 9178 | | 9178 | | 7857 | | 7857 | | 17035 | |
| AM Peak | - | 07:30 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 755 | - | - | - | 503 | - | - | - | - | - |
| P.H.F. | | 0.882 | | | | 0.791 | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | 04:30 | - | - | - | - |
| Vol. | - | - | 671 | - | - | - | 717 | - | - | - | - |
| P.H.F. | | | 0.912 | | | | 0.830 | | | | |
| Percentage | | 40.7% | 59.3% | | | 34.7% | 65.3% | | | | |
| ADT/AADT | | ADT 17,035 | | AADT 17,035 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Clovis Avenue
S/ Jensen Avenue
24 Hour Directional Volume Count

FSO018
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 23 | 96 | | | 20 | 89 | | | | |
| 12:15 | | 14 | 105 | | | 27 | 90 | | | | |
| 12:30 | | 20 | 104 | | | 15 | 117 | | | | |
| 12:45 | | 14 | 102 | 71 | 407 | 18 | 110 | 80 | 406 | 151 | 813 |
| 01:00 | | 8 | 94 | | | 11 | 106 | | | | |
| 01:15 | | 11 | 128 | | | 9 | 117 | | | | |
| 01:30 | | 11 | 94 | | | 11 | 129 | | | | |
| 01:45 | | 8 | 121 | 38 | 437 | 7 | 117 | 38 | 469 | 76 | 906 |
| 02:00 | | 13 | 109 | | | 10 | 129 | | | | |
| 02:15 | | 5 | 125 | | | 11 | 120 | | | | |
| 02:30 | | 9 | 161 | | | 7 | 103 | | | | |
| 02:45 | | 7 | 177 | 34 | 572 | 11 | 111 | 39 | 463 | 73 | 1035 |
| 03:00 | | 6 | 135 | | | 15 | 142 | | | | |
| 03:15 | | 14 | 170 | | | 14 | 111 | | | | |
| 03:30 | | 16 | 196 | | | 20 | **170** | | | | |
| 03:45 | | 13 | 227 | 49 | 728 | 20 | **160** | 69 | 583 | 118 | 1311 |
| 04:00 | | 17 | 209 | | | 25 | **160** | | | | |
| 04:15 | | 23 | 186 | | | 27 | **161** | | | | |
| 04:30 | | 27 | 215 | | | 45 | 141 | | | | |
| 04:45 | | 34 | **218** | 101 | 828 | 60 | 152 | 157 | 614 | 258 | 1442 |
| 05:00 | | 17 | **233** | | | 59 | 148 | | | | |
| 05:15 | | 46 | **239** | | | 51 | 155 | | | | |
| 05:30 | | 67 | **219** | | | 103 | 107 | | | | |
| 05:45 | | 72 | 169 | 202 | 860 | 123 | 134 | 336 | 544 | 538 | 1404 |
| 06:00 | | 70 | 153 | | | 122 | 116 | | | | |
| 06:15 | | 78 | 135 | | | 172 | 109 | | | | |
| 06:30 | | 134 | 107 | | | 176 | 97 | | | | |
| 06:45 | | 126 | 94 | 408 | 489 | 189 | 98 | 659 | 420 | 1067 | 909 |
| 07:00 | | **147** | 84 | | | 184 | 80 | | | | |
| 07:15 | | **97** | 91 | | | **198** | 68 | | | | |
| 07:30 | | **146** | 71 | | | **210** | 70 | | | | |
| 07:45 | | **145** | 62 | 535 | 308 | **250** | 68 | 842 | 286 | 1377 | 594 |
| 08:00 | | 102 | 53 | | | **222** | 61 | | | | |
| 08:15 | | 103 | 52 | | | 152 | 70 | | | | |
| 08:30 | | 127 | 63 | | | 177 | 55 | | | | |
| 08:45 | | 111 | 66 | 443 | 234 | 136 | 53 | 687 | 239 | 1130 | 473 |
| 09:00 | | 82 | 55 | | | 105 | 37 | | | | |
| 09:15 | | 85 | 58 | | | 103 | 55 | | | | |
| 09:30 | | 96 | 46 | | | 118 | 43 | | | | |
| 09:45 | | 85 | 49 | 348 | 208 | 93 | 28 | 419 | 163 | 767 | 371 |
| 10:00 | | 96 | 55 | | | 97 | 33 | | | | |
| 10:15 | | 68 | 39 | | | 92 | 30 | | | | |
| 10:30 | | 92 | 21 | | | 100 | 40 | | | | |
| 10:45 | | 87 | 38 | 343 | 153 | 84 | 25 | 373 | 128 | 716 | 281 |
| 11:00 | | 109 | 33 | | | 71 | 13 | | | | |
| 11:15 | | 91 | 22 | | | 94 | 19 | | | | |
| 11:30 | | 75 | 35 | | | 115 | 15 | | | | |
| 11:45 | | 112 | 26 | 387 | 116 | 104 | 20 | 384 | 67 | 771 | 183 |
| Total | | 2959 | 5340 | 2959 | 5340 | 4083 | 4382 | 4083 | 4382 | 7042 | 9722 |
| Combined Total | | 8299 | | 8299 | | 8465 | | 8465 | | 16764 | |
| AM Peak | - | 07:00 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 535 | - | - | - | 880 | - | - | - | - | - |
| P.H.F. | | 0.910 | | | | 0.880 | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | 03:30 | - | - | - | - |
| Vol. | - | - | 909 | - | - | - | 651 | - | - | - | - |
| P.H.F. | | | 0.951 | | | | 0.957 | | | | |
| Percentage | | 35.7% | 64.3% | | | 48.2% | 51.8% | | | | |
| ADT/AADT | | ADT 16,764 | | AADT 16,764 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Clovis Avenue
S/ Butler Avenue
24 Hour Directional Volume Count

FSO019
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 28 | 174 | | | 34 | 164 | | | | |
| 12:15 | | 17 | 177 | | | 41 | 170 | | | | |
| 12:30 | | 20 | 171 | | | 15 | 189 | | | | |
| 12:45 | | 14 | 164 | 79 | 686 | 28 | 179 | 118 | 702 | 197 | 1388 |
| 01:00 | | 13 | 169 | | | 16 | 156 | | | | |
| 01:15 | | 13 | 162 | | | 13 | 196 | | | | |
| 01:30 | | 16 | 184 | | | 13 | 207 | | | | |
| 01:45 | | 11 | 197 | 53 | 712 | 13 | 156 | 55 | 715 | 108 | 1427 |
| 02:00 | | 14 | 174 | | | 18 | 171 | | | | |
| 02:15 | | 8 | 186 | | | 8 | 191 | | | | |
| 02:30 | | 10 | 233 | | | 12 | 207 | | | | |
| 02:45 | | 13 | 259 | 45 | 852 | 15 | 211 | 53 | 780 | 98 | 1632 |
| 03:00 | | 12 | 186 | | | 10 | 204 | | | | |
| 03:15 | | 12 | 211 | | | 14 | 253 | | | | |
| 03:30 | | 21 | 249 | | | 17 | 241 | | | | |
| 03:45 | | 18 | 279 | 63 | 925 | 22 | 273 | 63 | 971 | 126 | 1896 |
| 04:00 | | 22 | 243 | | | 25 | 242 | | | | |
| 04:15 | | 37 | 256 | | | 24 | 283 | | | | |
| 04:30 | | 37 | **267** | | | 44 | 255 | | | | |
| 04:45 | | 51 | **271** | 147 | 1037 | 51 | **294** | 144 | 1074 | 291 | 2111 |
| 05:00 | | 29 | **299** | | | 41 | **293** | | | | |
| 05:15 | | 74 | **313** | | | 48 | **276** | | | | |
| 05:30 | | 103 | 243 | | | 76 | **268** | | | | |
| 05:45 | | 109 | 246 | 315 | 1101 | 82 | 266 | 247 | 1103 | 562 | 2204 |
| 06:00 | | 108 | 208 | | | 111 | 237 | | | | |
| 06:15 | | 127 | 217 | | | 150 | 223 | | | | |
| 06:30 | | 194 | 165 | | | 143 | 204 | | | | |
| 06:45 | | 225 | 167 | 654 | 757 | 175 | 195 | 579 | 859 | 1233 | 1616 |
| 07:00 | | **252** | 135 | | | 159 | 176 | | | | |
| 07:15 | | **356** | 129 | | | **199** | 190 | | | | |
| 07:30 | | **334** | 107 | | | **228** | 167 | | | | |
| 07:45 | | **326** | 80 | 1268 | 451 | **249** | 144 | 835 | 677 | 2103 | 1128 |
| 08:00 | | 202 | 95 | | | **255** | 163 | | | | |
| 08:15 | | 217 | 92 | | | 192 | 148 | | | | |
| 08:30 | | 192 | 80 | | | 171 | 152 | | | | |
| 08:45 | | 197 | 76 | 808 | 343 | 136 | 133 | 754 | 596 | 1562 | 939 |
| 09:00 | | 169 | 75 | | | 121 | 112 | | | | |
| 09:15 | | 183 | 84 | | | 125 | 116 | | | | |
| 09:30 | | 187 | 65 | | | 118 | 94 | | | | |
| 09:45 | | 168 | 62 | 707 | 286 | 119 | 92 | 483 | 414 | 1190 | 700 |
| 10:00 | | 159 | 58 | | | 110 | 74 | | | | |
| 10:15 | | 154 | 57 | | | 120 | 65 | | | | |
| 10:30 | | 142 | 34 | | | 137 | 69 | | | | |
| 10:45 | | 178 | 40 | 633 | 189 | 141 | 52 | 508 | 260 | 1141 | 449 |
| 11:00 | | 191 | 40 | | | 123 | 50 | | | | |
| 11:15 | | 172 | 26 | | | 156 | 45 | | | | |
| 11:30 | | 178 | 38 | | | 157 | 48 | | | | |
| 11:45 | | 173 | 21 | 714 | 125 | 155 | 54 | 591 | 197 | 1305 | 322 |
| Total | | 5486 | 7464 | 5486 | 7464 | 4430 | 8348 | 4430 | 8348 | 9916 | 15812 |
| Combined Total | | 12950 | | 12950 | | 12778 | | 12778 | | 25728 | |
| AM Peak | - | 07:00 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 1268 | - | - | - | 931 | - | - | - | - | - |
| P.H.F. | | 0.890 | | | | 0.913 | | | | | |
| PM Peak | - | - | 04:30 | - | - | - | 04:45 | - | - | - | - |
| Vol. | - | - | 1150 | - | - | - | 1131 | - | - | - | - |
| P.H.F. | | | 0.919 | | | | 0.962 | | | | |
| Percentage | | 42.4% | 57.6% | | | 34.7% | 65.3% | | | | |
| ADT/AADT | | ADT 25,728 | | AADT 25,728 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Fowler Avenue
N/ Jensen Avenue
24 Hour Directional Volume Count

FSO006
Site Code: 003-19024

| Start Time | 1/8/2019 Tue | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 3 | 36 | | | 3 | 39 | | | | |
| 12:15 | | 5 | 39 | | | 5 | 26 | | | | |
| 12:30 | | 2 | 29 | | | 2 | 35 | | | | |
| 12:45 | | 2 | 34 | 12 | 138 | 1 | 32 | 11 | 132 | 23 | 270 |
| 01:00 | | 2 | 41 | | | 1 | 38 | | | | |
| 01:15 | | 1 | 50 | | | 1 | 42 | | | | |
| 01:30 | | 0 | 30 | | | 0 | 30 | | | | |
| 01:45 | | 0 | 40 | 3 | 161 | 3 | 25 | 5 | 135 | 8 | 296 |
| 02:00 | | 1 | 51 | | | 1 | **40** | | | | |
| 02:15 | | 1 | 72 | | | 3 | **56** | | | | |
| 02:30 | | 1 | 63 | | | 3 | **54** | | | | |
| 02:45 | | 1 | 41 | 4 | 227 | 1 | **34** | 8 | 184 | 12 | 411 |
| 03:00 | | 3 | 67 | | | 2 | 39 | | | | |
| 03:15 | | 4 | 69 | | | 1 | 40 | | | | |
| 03:30 | | 1 | 59 | | | 4 | 59 | | | | |
| 03:45 | | 6 | 63 | 14 | 258 | 5 | 29 | 12 | 167 | 26 | 425 |
| 04:00 | | 6 | 70 | | | 7 | 36 | | | | |
| 04:15 | | 6 | **82** | | | 8 | 39 | | | | |
| 04:30 | | 7 | **72** | | | 11 | 39 | | | | |
| 04:45 | | 8 | **81** | 27 | 305 | 15 | 44 | 41 | 158 | 68 | 463 |
| 05:00 | | 14 | **77** | | | 19 | 48 | | | | |
| 05:15 | | 13 | 59 | | | 25 | 43 | | | | |
| 05:30 | | 11 | 51 | | | 42 | 47 | | | | |
| 05:45 | | 10 | 44 | 48 | 231 | 34 | 22 | 120 | 160 | 168 | 391 |
| 06:00 | | 26 | 37 | | | 33 | 19 | | | | |
| 06:15 | | 24 | 30 | | | 31 | 26 | | | | |
| 06:30 | | 19 | 24 | | | 68 | 22 | | | | |
| 06:45 | | 30 | 25 | 99 | 116 | **59** | 15 | 191 | 82 | 290 | 198 |
| 07:00 | | **41** | 22 | | | **94** | 10 | | | | |
| 07:15 | | **52** | 20 | | | **117** | 14 | | | | |
| 07:30 | | **64** | 15 | | | **89** | 14 | | | | |
| 07:45 | | **93** | 28 | 250 | 85 | 47 | 13 | 347 | 51 | 597 | 136 |
| 08:00 | | 34 | 20 | | | 47 | 15 | | | | |
| 08:15 | | 24 | 15 | | | 43 | 13 | | | | |
| 08:30 | | 23 | 11 | | | 35 | 8 | | | | |
| 08:45 | | 26 | 16 | 107 | 62 | 32 | 9 | 157 | 45 | 264 | 107 |
| 09:00 | | 25 | 13 | | | 30 | 14 | | | | |
| 09:15 | | 20 | 18 | | | 38 | 11 | | | | |
| 09:30 | | 21 | 7 | | | 34 | 7 | | | | |
| 09:45 | | 21 | 8 | 87 | 46 | 25 | 4 | 127 | 36 | 214 | 82 |
| 10:00 | | 26 | 7 | | | 43 | 10 | | | | |
| 10:15 | | 29 | 10 | | | 28 | 9 | | | | |
| 10:30 | | 47 | 5 | | | 16 | 6 | | | | |
| 10:45 | | 34 | 6 | 136 | 28 | 16 | 8 | 103 | 33 | 239 | 61 |
| 11:00 | | 36 | 7 | | | 25 | 8 | | | | |
| 11:15 | | 26 | 11 | | | 35 | 3 | | | | |
| 11:30 | | 52 | 3 | | | 45 | 4 | | | | |
| 11:45 | | 47 | 4 | 161 | 25 | 39 | 5 | 144 | 20 | 305 | 45 |
| Total | | 948 | 1682 | 948 | 1682 | 1266 | 1203 | 1266 | 1203 | 2214 | 2885 |
| Combined Total | | 2630 | | 2630 | | 2469 | | 2469 | | 5099 | |
| AM Peak | - | 07:00 | - | - | - | 06:45 | - | - | - | - | - |
| Vol. | - | 250 | - | - | - | 359 | - | - | - | - | - |
| P.H.F. | | 0.672 | | | | 0.767 | | | | | |
| PM Peak | - | - | 04:15 | - | - | - | 02:00 | - | - | - | - |
| Vol. | - | - | 312 | - | - | - | 184 | - | - | - | - |
| P.H.F. | | | 0.951 | | | | 0.821 | | | | |
| Percentage | | 36.0% | 64.0% | | | 51.3% | 48.7% | | | | |
| ADT/AADT | | ADT 5,099 | | AADT 5,099 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Fowler Avenue
S/ Belmont Avenue
24 Hour Directional Volume Count

FSO020
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 17 | 148 | | | 15 | 124 | | | | |
| 12:15 | | 11 | 126 | | | 11 | 124 | | | | |
| 12:30 | | 17 | 122 | | | 14 | 133 | | | | |
| 12:45 | | 7 | 140 | 52 | 536 | 12 | 112 | 52 | 493 | 104 | 1029 |
| 01:00 | | 8 | 137 | | | 6 | 142 | | | | |
| 01:15 | | 10 | 144 | | | 7 | 121 | | | | |
| 01:30 | | 8 | 170 | | | 10 | 160 | | | | |
| 01:45 | | 4 | 122 | 30 | 573 | 5 | 142 | 28 | 565 | 58 | 1138 |
| 02:00 | | 3 | 150 | | | 7 | 160 | | | | |
| 02:15 | | 3 | 158 | | | 3 | 164 | | | | |
| 02:30 | | 6 | 184 | | | 1 | 194 | | | | |
| 02:45 | | 8 | 177 | 20 | 669 | 6 | 204 | 17 | 722 | 37 | 1391 |
| 03:00 | | 5 | **260** | | | 5 | 227 | | | | |
| 03:15 | | 3 | **197** | | | 3 | 217 | | | | |
| 03:30 | | 8 | **218** | | | 10 | 233 | | | | |
| 03:45 | | 18 | **195** | 34 | 870 | 20 | 214 | 38 | 891 | 72 | 1761 |
| 04:00 | | 13 | 157 | | | 15 | 195 | | | | |
| 04:15 | | 29 | 169 | | | 13 | 209 | | | | |
| 04:30 | | 27 | 190 | | | 12 | **233** | | | | |
| 04:45 | | 34 | 165 | 103 | 681 | 27 | **228** | 67 | 865 | 170 | 1546 |
| 05:00 | | 31 | 186 | | | 26 | **252** | | | | |
| 05:15 | | 39 | 176 | | | 40 | **218** | | | | |
| 05:30 | | 83 | 204 | | | 52 | 196 | | | | |
| 05:45 | | 101 | 179 | 254 | 745 | 39 | 178 | 157 | 844 | 411 | 1589 |
| 06:00 | | 89 | 135 | | | 48 | 176 | | | | |
| 06:15 | | 109 | 133 | | | 94 | 126 | | | | |
| 06:30 | | 207 | 138 | | | 112 | 133 | | | | |
| 06:45 | | 215 | 115 | 620 | 521 | 84 | 116 | 338 | 551 | 958 | 1072 |
| 07:00 | | **278** | 103 | | | **138** | 107 | | | | |
| 07:15 | | **311** | 74 | | | **133** | 116 | | | | |
| 07:30 | | **336** | 109 | | | **173** | 81 | | | | |
| 07:45 | | **302** | 81 | 1227 | 367 | **185** | 117 | 629 | 421 | 1856 | 788 |
| 08:00 | | 254 | 86 | | | 134 | 121 | | | | |
| 08:15 | | 173 | 65 | | | 91 | 102 | | | | |
| 08:30 | | 194 | 79 | | | 80 | 97 | | | | |
| 08:45 | | 168 | 70 | 789 | 300 | 94 | 71 | 399 | 391 | 1188 | 691 |
| 09:00 | | 144 | 55 | | | 85 | 70 | | | | |
| 09:15 | | 116 | 50 | | | 102 | 59 | | | | |
| 09:30 | | 157 | 45 | | | 86 | 51 | | | | |
| 09:45 | | 115 | 37 | 532 | 187 | 95 | 59 | 368 | 239 | 900 | 426 |
| 10:00 | | 126 | 39 | | | 68 | 47 | | | | |
| 10:15 | | 131 | 43 | | | 89 | 37 | | | | |
| 10:30 | | 129 | 38 | | | 107 | 32 | | | | |
| 10:45 | | 113 | 30 | 499 | 150 | 107 | 20 | 371 | 136 | 870 | 286 |
| 11:00 | | 138 | 30 | | | 122 | 23 | | | | |
| 11:15 | | 146 | 23 | | | 146 | 19 | | | | |
| 11:30 | | 174 | 25 | | | 130 | 23 | | | | |
| 11:45 | | 147 | 12 | 605 | 90 | 114 | 25 | 512 | 90 | 1117 | 180 |
| Total | | 4765 | 5689 | 4765 | 5689 | 2976 | 6208 | 2976 | 6208 | 7741 | 11897 |
| Combined Total | | 10454 | | 10454 | | 9184 | | 9184 | | 19638 | |
| AM Peak | - | 07:00 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 1227 | - | - | - | 629 | - | - | - | - | - |
| P.H.F. | | 0.913 | | | | 0.850 | | | | | |
| PM Peak | - | - | 03:00 | - | - | - | 04:30 | - | - | - | - |
| Vol. | - | - | 870 | - | - | - | 931 | - | - | - | - |
| P.H.F. | | | 0.837 | | | | 0.924 | | | | |
| Percentage | | 45.6% | 54.4% | | | 32.4% | 67.6% | | | | |
| ADT/AADT | | ADT 19,638 | | AADT 19,638 | | | | | | | |

Prepared by NDS/ATD

# VOLUME

Fowler Ave Bet. Olive Ave & SR 180

**Day:** Thursday
**Date:** 1/25/2018

**City:** Fresno
**Project #:** CA18_2014_005

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 7,468 | 8,592 | 0 | 0 | 16,060 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 20 | | 11 | | | | | | 31 | | 12:00 | 99 | | 109 | | | | | | 208 | |
| 00:15 | 14 | | 8 | | | | | | 22 | | 12:15 | 103 | | 120 | | | | | | 223 | |
| 00:30 | 15 | | 12 | | | | | | 27 | | 12:30 | 118 | | 100 | | | | | | 218 | |
| 00:45 | 15 | 64 | 5 | 36 | | | | | 20 | 100 | 12:45 | 114 | 434 | 112 | 441 | | | | | 226 | 875 |
| 01:00 | 8 | | 9 | | | | | | 17 | | 13:00 | 111 | | 130 | | | | | | 241 | |
| 01:15 | 12 | | 2 | | | | | | 14 | | 13:15 | 129 | | 122 | | | | | | 251 | |
| 01:30 | 12 | | 6 | | | | | | 18 | | 13:30 | 107 | | 149 | | | | | | 256 | |
| 01:45 | 7 | 39 | 2 | 19 | | | | | 9 | 58 | 13:45 | 110 | 457 | 121 | 522 | | | | | 231 | 979 |
| 02:00 | 6 | | 6 | | | | | | 12 | | 14:00 | 115 | | 156 | | | | | | 271 | |
| 02:15 | 8 | | 3 | | | | | | 11 | | 14:15 | 148 | | 121 | | | | | | 269 | |
| 02:30 | 7 | | 4 | | | | | | 11 | | 14:30 | 125 | | 129 | | | | | | 254 | |
| 02:45 | 10 | 31 | 8 | 21 | | | | | 18 | 52 | 14:45 | 145 | 533 | 148 | 554 | | | | | 293 | 1087 |
| 03:00 | 5 | | 7 | | | | | | 12 | | 15:00 | 148 | | 142 | | | | | | 290 | |
| 03:15 | 1 | | 7 | | | | | | 8 | | 15:15 | 135 | | 159 | | | | | | 294 | |
| 03:30 | 14 | | 12 | | | | | | 26 | | 15:30 | 126 | | 210 | | | | | | 336 | |
| 03:45 | 9 | 29 | 11 | 37 | | | | | 20 | 66 | 15:45 | 149 | 558 | 170 | 681 | | | | | 319 | 1239 |
| 04:00 | 4 | | 12 | | | | | | 16 | | 16:00 | 138 | | 158 | | | | | | 296 | |
| 04:15 | 4 | | 18 | | | | | | 22 | | 16:15 | 159 | | 157 | | | | | | 316 | |
| 04:30 | 23 | | 23 | | | | | | 46 | | 16:30 | 155 | | 161 | | | | | | 316 | |
| 04:45 | 41 | 72 | 37 | 90 | | | | | 78 | 162 | 16:45 | 150 | 602 | 140 | 616 | | | | | 290 | 1218 |
| 05:00 | 16 | | 44 | | | | | | 60 | | 17:00 | 145 | | 161 | | | | | | 306 | |
| 05:15 | 26 | | 63 | | | | | | 89 | | 17:15 | 163 | | 144 | | | | | | 307 | |
| 05:30 | 42 | | 82 | | | | | | 124 | | 17:30 | 158 | | 140 | | | | | | 298 | |
| 05:45 | 69 | 153 | 82 | 271 | | | | | 151 | 424 | 17:45 | 148 | 614 | 135 | 580 | | | | | 283 | 1194 |
| 06:00 | 62 | | 91 | | | | | | 153 | | 18:00 | 138 | | 109 | | | | | | 247 | |
| 06:15 | 96 | | 126 | | | | | | 222 | | 18:15 | 132 | | 110 | | | | | | 242 | |
| 06:30 | 90 | | 190 | | | | | | 280 | | 18:30 | 124 | | 101 | | | | | | 225 | |
| 06:45 | 70 | 318 | 170 | 577 | | | | | 240 | 895 | 18:45 | 96 | 490 | 71 | 391 | | | | | 167 | 881 |
| 07:00 | 118 | | 192 | | | | | | 310 | | 19:00 | 89 | | 84 | | | | | | 173 | |
| 07:15 | 115 | | 238 | | | | | | 353 | | 19:15 | 77 | | 50 | | | | | | 127 | |
| 07:30 | 110 | | 236 | | | | | | 346 | | 19:30 | 85 | | 70 | | | | | | 155 | |
| 07:45 | 113 | 456 | 219 | 885 | | | | | 332 | 1341 | 19:45 | 77 | 328 | 49 | 253 | | | | | 126 | 581 |
| 08:00 | 101 | | 224 | | | | | | 325 | | 20:00 | 82 | | 46 | | | | | | 128 | |
| 08:15 | 125 | | 211 | | | | | | 336 | | 20:15 | 85 | | 62 | | | | | | 147 | |
| 08:30 | 94 | | 166 | | | | | | 260 | | 20:30 | 82 | | 69 | | | | | | 151 | |
| 08:45 | 93 | 413 | 141 | 742 | | | | | 234 | 1155 | 20:45 | 66 | 315 | 60 | 237 | | | | | 126 | 552 |
| 09:00 | 75 | | 97 | | | | | | 172 | | 21:00 | 57 | | 52 | | | | | | 109 | |
| 09:15 | 88 | | 127 | | | | | | 215 | | 21:15 | 59 | | 45 | | | | | | 104 | |
| 09:30 | 67 | | 102 | | | | | | 169 | | 21:30 | 52 | | 48 | | | | | | 100 | |
| 09:45 | 102 | 332 | 103 | 429 | | | | | 205 | 761 | 21:45 | 45 | 213 | 39 | 184 | | | | | 84 | 397 |
| 10:00 | 102 | | 99 | | | | | | 201 | | 22:00 | 47 | | 32 | | | | | | 79 | |
| 10:15 | 85 | | 107 | | | | | | 192 | | 22:15 | 44 | | 33 | | | | | | 77 | |
| 10:30 | 90 | | 101 | | | | | | 191 | | 22:30 | 37 | | 35 | | | | | | 72 | |
| 10:45 | 84 | 361 | 81 | 388 | | | | | 165 | 749 | 22:45 | 32 | 160 | 25 | 125 | | | | | 57 | 285 |
| 11:00 | 111 | | 98 | | | | | | 209 | | 23:00 | 25 | | 16 | | | | | | 41 | |
| 11:15 | 108 | | 123 | | | | | | 231 | | 23:15 | 22 | | 16 | | | | | | 38 | |
| 11:30 | 105 | | 109 | | | | | | 214 | | 23:30 | 22 | | 19 | | | | | | 41 | |
| 11:45 | 82 | 406 | 120 | 450 | | | | | 202 | 856 | 23:45 | 21 | 90 | 12 | 63 | | | | | 33 | 153 |
| TOTALS | | 2674 | | 3945 | | | | | | 6619 | TOTALS | | 4794 | | 4647 | | | | | | 9441 |
| SPLIT % | | 40.4% | | 59.6% | | | | | | 41.2% | SPLIT % | | 50.8% | | 49.2% | | | | | | 58.8% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 7,468 | 8,592 | 0 | 0 | 16,060 |

| | | | | | | |
|---|---|---|---|---|---|---|
| AM Peak Hour | 07:00 | 07:15 | 07:15 | PM Peak Hour | 16:45 | 15:15 | 15:30 |
| AM Pk Volume | 456 | 917 | 1356 | PM Pk Volume | 616 | 697 | 1267 |
| Pk Hr Factor | 0.966 | 0.963 | 0.960 | Pk Hr Factor | 0.945 | 0.830 | 0.943 |
| 7 - 9 Volume | 869 | 1627 | 2496 | 4 - 6 Volume | 1216 | 1196 | 2412 |
| 7 - 9 Peak Hour | 07:00 | 07:15 | 07:15 | 4 - 6 Peak Hour | 16:45 | 16:15 | 16:15 |
| 7 - 9 Pk Volume | 456 | 917 | 1356 | 4 - 6 Pk Volume | 616 | 619 | 1228 |
| Pk Hr Factor | 0.966 | 0.963 | 0.960 | Pk Hr Factor | 0.945 | 0.961 | 0.972 |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Fowler Avenue
N/ Olive Avenue
24 Hour Directional Volume Count

FSO021
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 19 | 98 | | | 19 | 110 | | | | |
| 12:15 | | 12 | **116** | | | 15 | 134 | | | | |
| 12:30 | | 13 | **106** | | | 13 | 122 | | | | |
| 12:45 | | 6 | **118** | 50 | 438 | 12 | 102 | 59 | 468 | 109 | 906 |
| 01:00 | | 8 | **110** | | | 6 | 116 | | | | |
| 01:15 | | 8 | 110 | | | 8 | 102 | | | | |
| 01:30 | | 5 | 98 | | | 10 | 107 | | | | |
| 01:45 | | 5 | 122 | 26 | 440 | 6 | 152 | 30 | 477 | 56 | 917 |
| 02:00 | | 6 | 104 | | | 12 | 100 | | | | |
| 02:15 | | 4 | 99 | | | 5 | 108 | | | | |
| 02:30 | | 2 | 102 | | | 6 | 120 | | | | |
| 02:45 | | 4 | 138 | 16 | 443 | 6 | 119 | 29 | 447 | 45 | 890 |
| 03:00 | | 1 | 93 | | | 3 | 200 | | | | |
| 03:15 | | 4 | 102 | | | 6 | **162** | | | | |
| 03:30 | | 6 | 98 | | | 4 | **110** | | | | |
| 03:45 | | 12 | 78 | 23 | 371 | 9 | **160** | 22 | 632 | 45 | 1003 |
| 04:00 | | 14 | 92 | | | 14 | **211** | | | | |
| 04:15 | | 15 | 112 | | | 12 | 137 | | | | |
| 04:30 | | 16 | 98 | | | 12 | 115 | | | | |
| 04:45 | | 32 | 114 | 77 | 416 | 28 | 174 | 66 | 637 | 143 | 1053 |
| 05:00 | | 24 | 112 | | | 40 | 200 | | | | |
| 05:15 | | 30 | 110 | | | 22 | 130 | | | | |
| 05:30 | | 44 | 107 | | | 32 | 126 | | | | |
| 05:45 | | 64 | 112 | 162 | 441 | 69 | 128 | 163 | 584 | 325 | 1025 |
| 06:00 | | 51 | 107 | | | 71 | 134 | | | | |
| 06:15 | | 54 | 101 | | | 46 | 107 | | | | |
| 06:30 | | **101** | 87 | | | 60 | 122 | | | | |
| 06:45 | | **106** | 78 | 312 | 373 | 104 | 110 | 281 | 473 | 593 | 846 |
| 07:00 | | **115** | 75 | | | 113 | 100 | | | | |
| 07:15 | | **126** | 67 | | | 102 | 82 | | | | |
| 07:30 | | 85 | 66 | | | **140** | 78 | | | | |
| 07:45 | | 39 | 46 | 365 | 254 | **151** | 76 | 506 | 336 | 871 | 590 |
| 08:00 | | 90 | 56 | | | **148** | 85 | | | | |
| 08:15 | | 75 | 74 | | | **132** | 70 | | | | |
| 08:30 | | 88 | 62 | | | 110 | 81 | | | | |
| 08:45 | | 102 | 59 | 355 | 251 | 94 | 76 | 484 | 312 | 839 | 563 |
| 09:00 | | 94 | 54 | | | 100 | 53 | | | | |
| 09:15 | | 95 | 58 | | | 88 | 56 | | | | |
| 09:30 | | 86 | 48 | | | 78 | 42 | | | | |
| 09:45 | | 112 | 39 | 387 | 199 | 111 | 28 | 377 | 179 | 764 | 378 |
| 10:00 | | 94 | 33 | | | 96 | 32 | | | | |
| 10:15 | | 86 | 40 | | | 102 | 33 | | | | |
| 10:30 | | 80 | 28 | | | 93 | 36 | | | | |
| 10:45 | | 88 | 18 | 348 | 119 | 88 | 26 | 379 | 127 | 727 | 246 |
| 11:00 | | 88 | 12 | | | 80 | 16 | | | | |
| 11:15 | | 101 | 17 | | | 114 | 26 | | | | |
| 11:30 | | 91 | 20 | | | 99 | 27 | | | | |
| 11:45 | | 108 | 17 | 388 | 66 | 110 | 23 | 403 | 92 | 791 | 158 |
| Total | | 2509 | 3811 | 2509 | 3811 | 2799 | 4764 | 2799 | 4764 | 5308 | 8575 |
| Combined Total | | 6320 | | 6320 | | 7563 | | 7563 | | 13883 | |
| AM Peak | - | 06:30 | - | - | - | 07:30 | - | - | - | - | - |
| Vol. | - | 448 | - | - | - | 571 | - | - | - | - | - |
| P.H.F. | | 0.889 | | | | 0.945 | | | | | |
| PM Peak | - | - | 00:15 | - | - | - | 03:15 | - | - | - | - |
| Vol. | - | - | 450 | - | - | - | 643 | - | - | - | - |
| P.H.F. | | | 0.953 | | | | 0.762 | | | | |
| Percentage | | 39.7% | 60.3% | | | 37.0% | 63.0% | | | | |
| ADT/AADT | | ADT 13,883 | | AADT 13,883 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Armstrong Avenue
S/ Butler Avenue
24 Hour Directional Volume Count

FSO011
Site Code: 003-19024

| Start Time | 1/8/2019 Tue | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 2 | 17 | | | 2 | 16 | | | | |
| 12:15 | | 1 | 18 | | | 1 | 19 | | | | |
| 12:30 | | 0 | 23 | | | 1 | 23 | | | | |
| 12:45 | | 1 | 33 | 4 | 91 | 2 | 33 | 6 | 91 | 10 | 182 |
| 01:00 | | 1 | 28 | | | 3 | 20 | | | | |
| 01:15 | | 0 | 29 | | | 1 | 13 | | | | |
| 01:30 | | 1 | 17 | | | 2 | 28 | | | | |
| 01:45 | | 0 | 29 | 2 | 103 | 1 | 20 | 7 | 81 | 9 | 184 |
| 02:00 | | 1 | 36 | | | 0 | 14 | | | | |
| 02:15 | | 0 | 50 | | | 1 | 43 | | | | |
| 02:30 | | 2 | 37 | | | 2 | 38 | | | | |
| 02:45 | | 2 | 33 | 5 | 156 | 0 | 30 | 3 | 125 | 8 | 281 |
| 03:00 | | 1 | 31 | | | 0 | 35 | | | | |
| 03:15 | | 2 | 32 | | | 2 | 32 | | | | |
| 03:30 | | 0 | 39 | | | 4 | 23 | | | | |
| 03:45 | | 2 | 30 | 5 | 132 | 0 | 30 | 6 | 120 | 11 | 252 |
| 04:00 | | 5 | 30 | | | 1 | 24 | | | | |
| 04:15 | | 10 | 27 | | | 4 | **37** | | | | |
| 04:30 | | 4 | **30** | | | 4 | **42** | | | | |
| 04:45 | | 10 | **50** | 29 | 137 | 6 | **45** | 15 | 148 | 44 | 285 |
| 05:00 | | 6 | **44** | | | 2 | **59** | | | | |
| 05:15 | | 11 | **33** | | | 5 | 30 | | | | |
| 05:30 | | 14 | 26 | | | 6 | 30 | | | | |
| 05:45 | | 7 | 28 | 38 | 131 | 7 | 33 | 20 | 152 | 58 | 283 |
| 06:00 | | 24 | 27 | | | 10 | 22 | | | | |
| 06:15 | | 28 | 19 | | | 24 | 25 | | | | |
| 06:30 | | 41 | 13 | | | 22 | 14 | | | | |
| 06:45 | | **43** | 14 | 136 | 73 | 16 | 15 | 72 | 76 | 208 | 149 |
| 07:00 | | **82** | 11 | | | **29** | 14 | | | | |
| 07:15 | | **107** | 3 | | | **32** | 13 | | | | |
| 07:30 | | **91** | 10 | | | **42** | 14 | | | | |
| 07:45 | | 40 | 12 | 320 | 36 | **24** | 18 | 127 | 59 | 447 | 95 |
| 08:00 | | 21 | 11 | | | 19 | 16 | | | | |
| 08:15 | | 21 | 8 | | | 13 | 18 | | | | |
| 08:30 | | 17 | 5 | | | 10 | 15 | | | | |
| 08:45 | | 14 | 7 | 73 | 31 | 5 | 10 | 47 | 59 | 120 | 90 |
| 09:00 | | 13 | 6 | | | 19 | 10 | | | | |
| 09:15 | | 20 | 8 | | | 14 | 12 | | | | |
| 09:30 | | 15 | 9 | | | 20 | 8 | | | | |
| 09:45 | | 16 | 7 | 64 | 30 | 12 | 6 | 65 | 36 | 129 | 66 |
| 10:00 | | 12 | 9 | | | 11 | 11 | | | | |
| 10:15 | | 30 | 8 | | | 9 | 7 | | | | |
| 10:30 | | 17 | 4 | | | 12 | 6 | | | | |
| 10:45 | | 25 | 5 | 84 | 26 | 16 | 5 | 48 | 29 | 132 | 55 |
| 11:00 | | 17 | 5 | | | 10 | 2 | | | | |
| 11:15 | | 31 | 1 | | | 18 | 1 | | | | |
| 11:30 | | 25 | 2 | | | 27 | 2 | | | | |
| 11:45 | | 25 | 0 | 98 | 8 | 16 | 0 | 71 | 5 | 169 | 13 |
| Total | | 858 | 954 | 858 | 954 | 487 | 981 | 487 | 981 | 1345 | 1935 |
| Combined Total | | 1812 | | 1812 | | 1468 | | 1468 | | 3280 | |
| AM Peak | - | 06:45 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 323 | - | - | - | 127 | - | - | - | - | - |
| P.H.F. | | 0.755 | | | | 0.756 | | | | | |
| PM Peak | - | - | 04:30 | - | - | - | 04:15 | - | - | - | - |
| Vol. | - | - | 157 | - | - | - | 183 | - | - | - | - |
| P.H.F. | | | 0.785 | | | | 0.775 | | | | |
| Percentage | | 47.4% | 52.6% | | | 33.2% | 66.8% | | | | |
| ADT/AADT | | ADT 3,280 | | AADT 3,280 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Armstrong Avenue
N/ Butler Avenue
24 Hour Directional Volume Count

FSO010
Site Code: 003-19024

| Start Time | 1/8/2019 Tue | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 3 | 28 | | | 2 | 14 | | | | |
| 12:15 | | 2 | 19 | | | 2 | 21 | | | | |
| 12:30 | | 1 | 31 | | | 2 | 24 | | | | |
| 12:45 | | 3 | 31 | 9 | 109 | 2 | 35 | 8 | 94 | 17 | 203 |
| 01:00 | | 1 | 35 | | | 2 | 26 | | | | |
| 01:15 | | 1 | 33 | | | 0 | 14 | | | | |
| 01:30 | | 1 | 39 | | | 2 | 27 | | | | |
| 01:45 | | 1 | 24 | 4 | 131 | 1 | 20 | 5 | 87 | 9 | 218 |
| 02:00 | | 1 | 31 | | | 0 | 19 | | | | |
| 02:15 | | 1 | **53** | | | 1 | 46 | | | | |
| 02:30 | | 0 | **65** | | | 3 | 45 | | | | |
| 02:45 | | 2 | **41** | 4 | 190 | 0 | 34 | 4 | 144 | 8 | 334 |
| 03:00 | | 2 | **36** | | | 0 | 31 | | | | |
| 03:15 | | 1 | 36 | | | 2 | 33 | | | | |
| 03:30 | | 2 | 40 | | | 4 | 26 | | | | |
| 03:45 | | 0 | 48 | 5 | 160 | 0 | 28 | 6 | 118 | 11 | 278 |
| 04:00 | | 3 | 36 | | | 1 | 38 | | | | |
| 04:15 | | 5 | 31 | | | 3 | 29 | | | | |
| 04:30 | | 10 | 39 | | | 5 | **45** | | | | |
| 04:45 | | 3 | 29 | 21 | 135 | 7 | **45** | 16 | 157 | 37 | 292 |
| 05:00 | | 10 | 31 | | | 3 | **45** | | | | |
| 05:15 | | 9 | 55 | | | 7 | **70** | | | | |
| 05:30 | | 13 | 48 | | | 7 | 38 | | | | |
| 05:45 | | 14 | 43 | 46 | 177 | 7 | 39 | 24 | 192 | 70 | 369 |
| 06:00 | | 8 | 38 | | | 10 | 35 | | | | |
| 06:15 | | 26 | 36 | | | 27 | 30 | | | | |
| 06:30 | | 45 | 32 | | | 25 | 30 | | | | |
| 06:45 | | 56 | 20 | 135 | 126 | 15 | 19 | 77 | 114 | 212 | 240 |
| 07:00 | | **55** | 19 | | | **26** | 17 | | | | |
| 07:15 | | **103** | 14 | | | **35** | 14 | | | | |
| 07:30 | | **133** | 14 | | | **43** | 16 | | | | |
| 07:45 | | **103** | 6 | 394 | 53 | **25** | 16 | 129 | 63 | 523 | 116 |
| 08:00 | | 47 | 16 | | | 23 | 16 | | | | |
| 08:15 | | 21 | 12 | | | 13 | 18 | | | | |
| 08:30 | | 26 | 11 | | | 11 | 17 | | | | |
| 08:45 | | 25 | 10 | 119 | 49 | 6 | 15 | 53 | 66 | 172 | 115 |
| 09:00 | | 15 | 8 | | | 18 | 14 | | | | |
| 09:15 | | 19 | 6 | | | 16 | 13 | | | | |
| 09:30 | | 22 | 10 | | | 26 | 12 | | | | |
| 09:45 | | 21 | 4 | 77 | 28 | 12 | 9 | 72 | 48 | 149 | 76 |
| 10:00 | | 20 | 13 | | | 12 | 9 | | | | |
| 10:15 | | 19 | 8 | | | 7 | 13 | | | | |
| 10:30 | | 35 | 15 | | | 13 | 9 | | | | |
| 10:45 | | 23 | 9 | 97 | 45 | 23 | 9 | 55 | 40 | 152 | 85 |
| 11:00 | | 30 | 9 | | | 12 | 5 | | | | |
| 11:15 | | 24 | 4 | | | 22 | 2 | | | | |
| 11:30 | | 36 | 5 | | | 28 | 1 | | | | |
| 11:45 | | 29 | 0 | 119 | 18 | 23 | 4 | 85 | 12 | 204 | 30 |
| Total | | 1030 | 1221 | 1030 | 1221 | 534 | 1135 | 534 | 1135 | 1564 | 2356 |
| Combined Total | | 2251 | | 2251 | | 1669 | | 1669 | | 3920 | |
| AM Peak | - | 07:00 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 394 | - | - | - | 129 | - | - | - | - | - |
| P.H.F. | | 0.741 | | | | 0.750 | | | | | |
| PM Peak | - | - | 02:15 | - | - | - | 04:30 | - | - | - | - |
| Vol. | - | - | 195 | - | - | - | 205 | - | - | - | - |
| P.H.F. | | | 0.750 | | | | 0.732 | | | | |
| Percentage | | 45.8% | 54.2% | | | 32.0% | 68.0% | | | | |
| ADT/AADT | | ADT 3,920 | | AADT 3,920 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Armstong Avenue
N/ Belmont Avenue
24 Hour Directional Volume Count

FSO008
Site Code: 003-19024

| Start Time | 1/8/2019 Tue | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 1 | 7 | | | 0 | 5 | | | | |
| 12:15 | | 0 | 17 | | | 0 | 3 | | | | |
| 12:30 | | 1 | 10 | | | 0 | 2 | | | | |
| 12:45 | | 1 | 10 | 3 | 44 | 0 | 5 | 0 | 15 | 3 | 59 |
| 01:00 | | 0 | 8 | | | 0 | 3 | | | | |
| 01:15 | | 2 | 37 | | | 0 | 7 | | | | |
| 01:30 | | 0 | 22 | | | 0 | 30 | | | | |
| 01:45 | | 0 | 12 | 2 | 79 | 1 | 3 | 1 | 43 | 3 | 122 |
| 02:00 | | 1 | 27 | | | 0 | 6 | | | | |
| 02:15 | | 0 | 33 | | | 0 | 7 | | | | |
| 02:30 | | 0 | 44 | | | 0 | **14** | | | | |
| 02:45 | | 1 | 68 | 2 | 172 | 0 | **14** | 0 | 41 | 2 | 213 |
| 03:00 | | 0 | 47 | | | 0 | **52** | | | | |
| 03:15 | | 1 | 42 | | | 0 | **13** | | | | |
| 03:30 | | 0 | 43 | | | 0 | 13 | | | | |
| 03:45 | | 1 | 54 | 2 | 186 | 1 | 8 | 1 | 86 | 3 | 272 |
| 04:00 | | 0 | 50 | | | 1 | 16 | | | | |
| 04:15 | | 0 | **64** | | | 0 | 28 | | | | |
| 04:30 | | 1 | **75** | | | 2 | 13 | | | | |
| 04:45 | | 2 | **68** | 3 | 257 | 0 | 10 | 3 | 67 | 6 | 324 |
| 05:00 | | 0 | **73** | | | 1 | 13 | | | | |
| 05:15 | | 0 | 47 | | | 0 | 15 | | | | |
| 05:30 | | 5 | 47 | | | 5 | 4 | | | | |
| 05:45 | | 9 | 19 | 14 | 186 | 2 | 3 | 8 | 35 | 22 | 221 |
| 06:00 | | 6 | 12 | | | 1 | 2 | | | | |
| 06:15 | | 9 | 9 | | | 7 | 2 | | | | |
| 06:30 | | 34 | 7 | | | 10 | 4 | | | | |
| 06:45 | | 50 | 6 | 99 | 34 | 14 | 1 | 32 | 9 | 131 | 43 |
| 07:00 | | **51** | 7 | | | 22 | 2 | | | | |
| 07:15 | | **69** | 5 | | | **36** | 0 | | | | |
| 07:30 | | **109** | 6 | | | **61** | 1 | | | | |
| 07:45 | | **87** | 3 | 316 | 21 | **50** | 5 | 169 | 8 | 485 | 29 |
| 08:00 | | 21 | 1 | | | **24** | 1 | | | | |
| 08:15 | | 5 | 4 | | | 13 | 2 | | | | |
| 08:30 | | 7 | 7 | | | 5 | 0 | | | | |
| 08:45 | | 12 | 2 | 45 | 14 | 4 | 0 | 46 | 3 | 91 | 17 |
| 09:00 | | 14 | 0 | | | 3 | 0 | | | | |
| 09:15 | | 9 | 2 | | | 6 | 0 | | | | |
| 09:30 | | 5 | 0 | | | 5 | 0 | | | | |
| 09:45 | | 8 | 2 | 36 | 4 | 3 | 1 | 17 | 1 | 53 | 5 |
| 10:00 | | 6 | 2 | | | 4 | 3 | | | | |
| 10:15 | | 9 | 5 | | | 7 | 0 | | | | |
| 10:30 | | 7 | 1 | | | 2 | 0 | | | | |
| 10:45 | | 13 | 1 | 35 | 9 | 4 | 0 | 17 | 3 | 52 | 12 |
| 11:00 | | 17 | 1 | | | 7 | 0 | | | | |
| 11:15 | | 15 | 1 | | | 7 | 0 | | | | |
| 11:30 | | 10 | 0 | | | 6 | 0 | | | | |
| 11:45 | | 13 | 1 | 55 | 3 | 11 | 0 | 31 | 0 | 86 | 3 |
| Total | | 612 | 1009 | 612 | 1009 | 325 | 311 | 325 | 311 | 937 | 1320 |
| Combined Total | | 1621 | | 1621 | | 636 | | 636 | | 2257 | |
| AM Peak | - | 07:00 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 316 | - | - | - | 171 | - | - | - | - | - |
| P.H.F. | | 0.725 | | | | 0.701 | | | | | |
| PM Peak | - | - | 04:15 | - | - | - | 02:30 | - | - | - | - |
| Vol. | - | - | 280 | - | - | - | 93 | - | - | - | - |
| P.H.F. | | | 0.933 | | | | 0.447 | | | | |
| Percentage | | 37.8% | 62.2% | | | 51.1% | 48.9% | | | | |
| ADT/AADT | | ADT 2,257 | | AADT 2,257 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Armstrong Avenue
S/ Dakota Avenue
24 Hour Directional Volume Count

FSO007
Site Code: 003-19024

| Start Time | 1/8/2019 Tue | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 3 | 43 | | | 3 | 36 | | | | |
| 12:15 | | 4 | 37 | | | 1 | 39 | | | | |
| 12:30 | | 0 | 39 | | | 0 | 46 | | | | |
| 12:45 | | 2 | 25 | 9 | 144 | 2 | 44 | 6 | 165 | 15 | 309 |
| 01:00 | | 0 | 35 | | | 1 | 32 | | | | |
| 01:15 | | 1 | 33 | | | 1 | 36 | | | | |
| 01:30 | | 1 | 30 | | | 0 | 39 | | | | |
| 01:45 | | 1 | 29 | 3 | 127 | 0 | 43 | 2 | 150 | 5 | 277 |
| 02:00 | | 0 | 36 | | | 1 | 30 | | | | |
| 02:15 | | 0 | 28 | | | 1 | **63** | | | | |
| 02:30 | | 0 | **71** | | | 2 | **68** | | | | |
| 02:45 | | 1 | **69** | 1 | 204 | 2 | **89** | 6 | 250 | 7 | 454 |
| 03:00 | | 0 | **148** | | | 2 | **66** | | | | |
| 03:15 | | 1 | **80** | | | 2 | 53 | | | | |
| 03:30 | | 0 | 68 | | | 3 | 56 | | | | |
| 03:45 | | 5 | 56 | 6 | 352 | 3 | 67 | 10 | 242 | 16 | 594 |
| 04:00 | | 1 | 60 | | | 6 | 74 | | | | |
| 04:15 | | 2 | 53 | | | 6 | 54 | | | | |
| 04:30 | | 5 | 61 | | | 5 | 55 | | | | |
| 04:45 | | 4 | 65 | 12 | 239 | 9 | 66 | 26 | 249 | 38 | 488 |
| 05:00 | | 1 | 74 | | | 12 | 62 | | | | |
| 05:15 | | 5 | 75 | | | 18 | 57 | | | | |
| 05:30 | | 4 | 72 | | | 18 | 49 | | | | |
| 05:45 | | 6 | 57 | 16 | 278 | 16 | 57 | 64 | 225 | 80 | 503 |
| 06:00 | | 10 | 47 | | | 32 | 37 | | | | |
| 06:15 | | 13 | 32 | | | 63 | 30 | | | | |
| 06:30 | | 17 | 28 | | | 63 | 44 | | | | |
| 06:45 | | 32 | 19 | 72 | 126 | 77 | 40 | 235 | 151 | 307 | 277 |
| 07:00 | | 73 | 20 | | | **99** | 28 | | | | |
| 07:15 | | **57** | 34 | | | **106** | 32 | | | | |
| 07:30 | | **70** | 15 | | | **101** | 25 | | | | |
| 07:45 | | **154** | 27 | 354 | 96 | **92** | 24 | 398 | 109 | 752 | 205 |
| 08:00 | | **107** | 21 | | | 52 | 21 | | | | |
| 08:15 | | 40 | 18 | | | 47 | 14 | | | | |
| 08:30 | | 29 | 9 | | | 42 | 16 | | | | |
| 08:45 | | 25 | 20 | 201 | 68 | 29 | 21 | 170 | 72 | 371 | 140 |
| 09:00 | | 16 | 8 | | | 29 | 17 | | | | |
| 09:15 | | 27 | 11 | | | 27 | 14 | | | | |
| 09:30 | | 23 | 6 | | | 29 | 13 | | | | |
| 09:45 | | 24 | 12 | 90 | 37 | 36 | 13 | 121 | 57 | 211 | 94 |
| 10:00 | | 17 | 6 | | | 34 | 13 | | | | |
| 10:15 | | 24 | 7 | | | 24 | 11 | | | | |
| 10:30 | | 26 | 5 | | | 51 | 5 | | | | |
| 10:45 | | 40 | 7 | 107 | 25 | 39 | 7 | 148 | 36 | 255 | 61 |
| 11:00 | | 51 | 7 | | | 64 | 8 | | | | |
| 11:15 | | 73 | 4 | | | 41 | 2 | | | | |
| 11:30 | | 70 | 5 | | | 38 | 5 | | | | |
| 11:45 | | 57 | 2 | 251 | 18 | 32 | 2 | 175 | 17 | 426 | 35 |
| Total | | 1122 | 1714 | 1122 | 1714 | 1361 | 1723 | 1361 | 1723 | 2483 | 3437 |
| Combined Total | | 2836 | | 2836 | | 3084 | | 3084 | | 5920 | |
| AM Peak | - | 07:15 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 388 | - | - | - | 398 | - | - | - | - | - |
| P.H.F. | | 0.630 | | | | 0.939 | | | | | |
| PM Peak | - | - | 02:30 | - | - | - | 02:15 | - | - | - | - |
| Vol. | - | - | 368 | - | - | - | 286 | - | - | - | - |
| P.H.F. | | | 0.622 | | | | 0.803 | | | | |
| Percentage | | 39.6% | 60.4% | | | 44.1% | 55.9% | | | | |
| ADT/AADT | | ADT 5,920 | | AADT 5,920 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Temperance Avenue
N/ California Avenue
24 Hour Directional Volume Count

FSO022
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 0 | 18 | | | 1 | 16 | | | | |
| 12:15 | | 0 | 10 | | | 1 | 21 | | | | |
| 12:30 | | 1 | 19 | | | 4 | 24 | | | | |
| 12:45 | | 0 | 25 | 1 | 72 | 2 | 23 | 8 | 84 | 9 | 156 |
| 01:00 | | 1 | 15 | | | 1 | 25 | | | | |
| 01:15 | | 1 | 34 | | | 0 | 31 | | | | |
| 01:30 | | 2 | 20 | | | 0 | 31 | | | | |
| 01:45 | | 1 | 42 | 5 | 111 | 0 | 28 | 1 | 115 | 6 | 226 |
| 02:00 | | 0 | 17 | | | 0 | 33 | | | | |
| 02:15 | | 0 | 15 | | | 0 | 30 | | | | |
| 02:30 | | 1 | 22 | | | 3 | 40 | | | | |
| 02:45 | | 1 | 26 | 2 | 80 | 1 | 35 | 4 | 138 | 6 | 218 |
| 03:00 | | 1 | 24 | | | 4 | 48 | | | | |
| 03:15 | | 3 | 42 | | | 5 | 40 | | | | |
| 03:30 | | 1 | 42 | | | 6 | 22 | | | | |
| 03:45 | | 0 | 28 | 5 | 136 | 3 | 42 | 18 | 152 | 23 | 288 |
| 04:00 | | 1 | 32 | | | 2 | 43 | | | | |
| 04:15 | | 2 | 36 | | | 6 | 38 | | | | |
| 04:30 | | 3 | 25 | | | 7 | 28 | | | | |
| 04:45 | | 4 | **38** | 10 | 131 | 9 | **32** | 24 | 141 | 34 | 272 |
| 05:00 | | 3 | **38** | | | 9 | **48** | | | | |
| 05:15 | | 4 | **47** | | | 13 | **44** | | | | |
| 05:30 | | 13 | **38** | | | 14 | **61** | | | | |
| 05:45 | | 7 | 34 | 27 | 157 | 24 | 32 | 60 | 185 | 87 | 342 |
| 06:00 | | 5 | 34 | | | 34 | 21 | | | | |
| 06:15 | | 12 | 23 | | | 38 | 29 | | | | |
| 06:30 | | 14 | 20 | | | 46 | 14 | | | | |
| 06:45 | | 17 | 12 | 48 | 89 | 67 | 12 | 185 | 76 | 233 | 165 |
| 07:00 | | 26 | 12 | | | **64** | 18 | | | | |
| 07:15 | | **24** | 12 | | | **81** | 20 | | | | |
| 07:30 | | **40** | 9 | | | **87** | 16 | | | | |
| 07:45 | | **24** | 8 | 114 | 41 | **86** | 16 | 318 | 70 | 432 | 111 |
| 08:00 | | **32** | 10 | | | 62 | 16 | | | | |
| 08:15 | | 17 | 10 | | | 48 | 10 | | | | |
| 08:30 | | 14 | 8 | | | 40 | 14 | | | | |
| 08:45 | | 18 | 5 | 81 | 33 | 27 | 4 | 177 | 44 | 258 | 77 |
| 09:00 | | 10 | 7 | | | 18 | 18 | | | | |
| 09:15 | | 16 | 11 | | | 16 | 5 | | | | |
| 09:30 | | 18 | 12 | | | 19 | 8 | | | | |
| 09:45 | | 10 | 6 | 54 | 36 | 16 | 13 | 69 | 44 | 123 | 80 |
| 10:00 | | 16 | 6 | | | 22 | 7 | | | | |
| 10:15 | | 18 | 1 | | | 24 | 8 | | | | |
| 10:30 | | 15 | 1 | | | 24 | 12 | | | | |
| 10:45 | | 11 | 4 | 60 | 12 | 13 | 1 | 83 | 28 | 143 | 40 |
| 11:00 | | 21 | 1 | | | 18 | 5 | | | | |
| 11:15 | | 20 | 4 | | | 24 | 1 | | | | |
| 11:30 | | 12 | 3 | | | 16 | 3 | | | | |
| 11:45 | | 12 | 1 | 65 | 9 | 24 | 4 | 82 | 13 | 147 | 22 |
| Total | | 472 | 907 | 472 | 907 | 1029 | 1090 | 1029 | 1090 | 1501 | 1997 |
| Combined Total | | 1379 | | 1379 | | 2119 | | 2119 | | 3498 | |
| AM Peak | - | 07:15 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 120 | - | - | - | 318 | - | - | - | - | - |
| P.H.F. | | 0.750 | | | | 0.914 | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | 04:45 | - | - | - | - |
| Vol. | - | - | 161 | - | - | - | 185 | - | - | - | - |
| P.H.F. | | | 0.856 | | | | 0.758 | | | | |
| Percentage | | 34.2% | 65.8% | | | 48.6% | 51.4% | | | | |
| ADT/AADT | | ADT 3,498 | | AADT 3,498 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Temperance Avenue
N/ Olive Avenue
24 Hour Directional Volume Count

FSO023
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 7 | 42 | | | 4 | 71 | | | | |
| 12:15 | | 8 | 60 | | | 1 | 51 | | | | |
| 12:30 | | 1 | 57 | | | 1 | 64 | | | | |
| 12:45 | | 2 | 67 | 18 | 226 | 3 | 62 | 9 | 248 | 27 | 474 |
| 01:00 | | 5 | 56 | | | 3 | 57 | | | | |
| 01:15 | | 2 | 52 | | | 2 | 58 | | | | |
| 01:30 | | 2 | 53 | | | 5 | 59 | | | | |
| 01:45 | | 1 | 62 | 10 | 223 | 2 | 89 | 12 | 263 | 22 | 486 |
| 02:00 | | 5 | 62 | | | 3 | 51 | | | | |
| 02:15 | | 3 | 64 | | | 3 | 64 | | | | |
| 02:30 | | 3 | 78 | | | 4 | 74 | | | | |
| 02:45 | | 2 | 67 | 13 | 271 | 3 | **99** | 13 | 288 | 26 | 559 |
| 03:00 | | 0 | 85 | | | 2 | **104** | | | | |
| 03:15 | | 2 | 67 | | | 5 | **93** | | | | |
| 03:30 | | 3 | 92 | | | 13 | **78** | | | | |
| 03:45 | | 1 | 95 | 6 | 339 | 13 | 69 | 33 | 344 | 39 | 683 |
| 04:00 | | 1 | 113 | | | 15 | 81 | | | | |
| 04:15 | | 3 | 108 | | | 14 | 82 | | | | |
| 04:30 | | 4 | **104** | | | 24 | 66 | | | | |
| 04:45 | | 4 | **127** | 12 | 452 | 27 | 81 | 80 | 310 | 92 | 762 |
| 05:00 | | 2 | **126** | | | 28 | 91 | | | | |
| 05:15 | | 10 | **127** | | | 46 | 85 | | | | |
| 05:30 | | 14 | 95 | | | 62 | 71 | | | | |
| 05:45 | | 10 | 80 | 36 | 428 | 57 | 43 | 193 | 290 | 229 | 718 |
| 06:00 | | 32 | 86 | | | 78 | 66 | | | | |
| 06:15 | | 28 | 62 | | | 92 | 63 | | | | |
| 06:30 | | 75 | 56 | | | 125 | 65 | | | | |
| 06:45 | | 77 | 45 | 212 | 249 | 109 | 40 | 404 | 234 | 616 | 483 |
| 07:00 | | **101** | 50 | | | **144** | 41 | | | | |
| 07:15 | | **100** | 32 | | | **143** | 52 | | | | |
| 07:30 | | **106** | 36 | | | **142** | 37 | | | | |
| 07:45 | | **93** | 27 | 400 | 145 | **113** | 35 | 542 | 165 | 942 | 310 |
| 08:00 | | 72 | 40 | | | 124 | 21 | | | | |
| 08:15 | | 42 | 34 | | | 84 | 33 | | | | |
| 08:30 | | 52 | 37 | | | 70 | 24 | | | | |
| 08:45 | | 43 | 18 | 209 | 129 | 48 | 21 | 326 | 99 | 535 | 228 |
| 09:00 | | 43 | 30 | | | 53 | 14 | | | | |
| 09:15 | | 58 | 18 | | | 58 | 24 | | | | |
| 09:30 | | 46 | 21 | | | 55 | 22 | | | | |
| 09:45 | | 46 | 11 | 193 | 80 | 62 | 15 | 228 | 75 | 421 | 155 |
| 10:00 | | 45 | 12 | | | 42 | 19 | | | | |
| 10:15 | | 60 | 13 | | | 44 | 9 | | | | |
| 10:30 | | 52 | 12 | | | 54 | 4 | | | | |
| 10:45 | | 41 | 15 | 198 | 52 | 48 | 8 | 188 | 40 | 386 | 92 |
| 11:00 | | 43 | 12 | | | 56 | 14 | | | | |
| 11:15 | | 39 | 8 | | | 50 | 7 | | | | |
| 11:30 | | 58 | 9 | | | 51 | 13 | | | | |
| 11:45 | | 56 | 1 | 196 | 30 | 43 | 3 | 200 | 37 | 396 | 67 |
| Total | | 1503 | 2624 | 1503 | 2624 | 2228 | 2393 | 2228 | 2393 | 3731 | 5017 |
| Combined Total | | 4127 | | 4127 | | 4621 | | 4621 | | 8748 | |
| AM Peak | - | 07:00 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 400 | - | - | - | 542 | - | - | - | - | - |
| P.H.F. | | 0.943 | | | | 0.941 | | | | | |
| PM Peak | - | - | 04:30 | - | - | - | 02:45 | - | - | - | - |
| Vol. | - | - | 484 | - | - | - | 374 | - | - | - | - |
| P.H.F. | | | 0.953 | | | | 0.899 | | | | |
| Percentage | | 36.4% | 63.6% | | | 48.2% | 51.8% | | | | |
| ADT/AADT | | ADT 8,748 | | AADT 8,748 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Temperance Avenue
N/ Shields Avenue
24 Hour Directional Volume Count

FSO024
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 4 | 46 | | | 7 | 48 | | | | |
| 12:15 | | 8 | 41 | | | 4 | 53 | | | | |
| 12:30 | | 5 | 67 | | | 1 | 44 | | | | |
| 12:45 | | 5 | 67 | 22 | 221 | 3 | 56 | 15 | 201 | 37 | 422 |
| 01:00 | | 2 | 60 | | | 1 | 55 | | | | |
| 01:15 | | 3 | 70 | | | 0 | 49 | | | | |
| 01:30 | | 3 | 52 | | | 4 | 84 | | | | |
| 01:45 | | 0 | 67 | 8 | 249 | 5 | 97 | 10 | 285 | 18 | 534 |
| 02:00 | | 1 | 100 | | | 3 | 46 | | | | |
| 02:15 | | 1 | 56 | | | 2 | 48 | | | | |
| 02:30 | | 2 | 51 | | | 2 | **68** | | | | |
| 02:45 | | 3 | 79 | 7 | 286 | 1 | **73** | 8 | 235 | 15 | 521 |
| 03:00 | | 2 | 66 | | | 3 | **79** | | | | |
| 03:15 | | 1 | 81 | | | 3 | **78** | | | | |
| 03:30 | | 3 | 82 | | | 8 | 63 | | | | |
| 03:45 | | 2 | 90 | 8 | 319 | 8 | 75 | 22 | 295 | 30 | 614 |
| 04:00 | | 2 | 98 | | | 9 | 76 | | | | |
| 04:15 | | 3 | 100 | | | 4 | 59 | | | | |
| 04:30 | | 1 | 93 | | | 10 | 71 | | | | |
| 04:45 | | 3 | **106** | 9 | 397 | 10 | 51 | 33 | 257 | 42 | 654 |
| 05:00 | | 5 | **113** | | | 21 | 71 | | | | |
| 05:15 | | 5 | **121** | | | 17 | 83 | | | | |
| 05:30 | | 11 | **120** | | | 27 | 47 | | | | |
| 05:45 | | 13 | 86 | 34 | 440 | 35 | 74 | 100 | 275 | 134 | 715 |
| 06:00 | | 14 | 88 | | | 42 | 51 | | | | |
| 06:15 | | 24 | 70 | | | 65 | 50 | | | | |
| 06:30 | | 35 | 66 | | | 66 | 59 | | | | |
| 06:45 | | 36 | 49 | 109 | 273 | 89 | 51 | 262 | 211 | 371 | 484 |
| 07:00 | | 57 | 41 | | | 93 | 33 | | | | |
| 07:15 | | 79 | 42 | | | 108 | 25 | | | | |
| 07:30 | | **83** | 30 | | | **152** | 39 | | | | |
| 07:45 | | **108** | 33 | 327 | 146 | **146** | 41 | 499 | 138 | 826 | 284 |
| 08:00 | | **86** | 35 | | | **129** | 34 | | | | |
| 08:15 | | **92** | 39 | | | **113** | 25 | | | | |
| 08:30 | | 48 | 30 | | | 51 | 41 | | | | |
| 08:45 | | 35 | 31 | 261 | 135 | 45 | 19 | 338 | 119 | 599 | 254 |
| 09:00 | | 43 | 17 | | | 52 | 23 | | | | |
| 09:15 | | 38 | 32 | | | 48 | 24 | | | | |
| 09:30 | | 54 | 20 | | | 41 | 25 | | | | |
| 09:45 | | 34 | 17 | 169 | 86 | 45 | 15 | 186 | 87 | 355 | 173 |
| 10:00 | | 43 | 14 | | | 41 | 10 | | | | |
| 10:15 | | 50 | 7 | | | 42 | 18 | | | | |
| 10:30 | | 43 | 11 | | | 44 | 10 | | | | |
| 10:45 | | 46 | 12 | 182 | 44 | 56 | 8 | 183 | 46 | 365 | 90 |
| 11:00 | | 58 | 15 | | | 41 | 7 | | | | |
| 11:15 | | 44 | 17 | | | 39 | 7 | | | | |
| 11:30 | | 55 | 8 | | | 50 | 8 | | | | |
| 11:45 | | 46 | 11 | 203 | 51 | 63 | 8 | 193 | 30 | 396 | 81 |
| Total | | 1339 | 2647 | 1339 | 2647 | 1849 | 2179 | 1849 | 2179 | 3188 | 4826 |
| Combined Total | | 3986 | | 3986 | | 4028 | | 4028 | | 8014 | |
| AM Peak | - | 07:30 | - | - | - | 07:30 | - | - | - | - | - |
| Vol. | - | 369 | - | - | - | 540 | - | - | - | - | - |
| P.H.F. | | 0.854 | | | | 0.888 | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | 02:30 | - | - | - | - |
| Vol. | - | - | 460 | - | - | - | 298 | - | - | - | - |
| P.H.F. | | | 0.950 | | | | 0.768 | | | | |
| Percentage | | 33.6% | 66.4% | | | 45.9% | 54.1% | | | | |
| ADT/AADT | | ADT 8,014 | | AADT 8,014 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Temperance Avenue
N/ Dakota Avenue
24 Hour Directional Volume Count

FSO013
Site Code: 003-19024

| Start Time | 1/8/2019 Tue | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 5 | 60 | | | 6 | 41 | | | | |
| 12:15 | | 7 | 40 | | | 4 | 44 | | | | |
| 12:30 | | 6 | 53 | | | 2 | 68 | | | | |
| 12:45 | | 4 | 52 | 22 | 205 | 3 | 57 | 15 | 210 | 37 | 415 |
| 01:00 | | 3 | 60 | | | 1 | 45 | | | | |
| 01:15 | | 4 | 61 | | | 5 | 61 | | | | |
| 01:30 | | 4 | 52 | | | 2 | 58 | | | | |
| 01:45 | | 0 | 63 | 11 | 236 | 2 | 51 | 10 | 215 | 21 | 451 |
| 02:00 | | 0 | 67 | | | 2 | 49 | | | | |
| 02:15 | | 2 | 111 | | | 2 | 64 | | | | |
| 02:30 | | 0 | 84 | | | 6 | **151** | | | | |
| 02:45 | | 2 | 112 | 4 | 374 | 2 | **131** | 12 | 395 | 16 | 769 |
| 03:00 | | 2 | 107 | | | 3 | **106** | | | | |
| 03:15 | | 2 | 100 | | | 6 | **89** | | | | |
| 03:30 | | 1 | 103 | | | 6 | 82 | | | | |
| 03:45 | | 2 | 90 | 7 | 400 | 5 | 85 | 20 | 362 | 27 | 762 |
| 04:00 | | 4 | **128** | | | 10 | 93 | | | | |
| 04:15 | | 7 | **133** | | | 16 | 83 | | | | |
| 04:30 | | 4 | **113** | | | 15 | 92 | | | | |
| 04:45 | | 5 | **124** | 20 | 498 | 17 | 98 | 58 | 366 | 78 | 864 |
| 05:00 | | 7 | 112 | | | 22 | 93 | | | | |
| 05:15 | | 11 | 98 | | | 36 | 69 | | | | |
| 05:30 | | 10 | 93 | | | 32 | 63 | | | | |
| 05:45 | | 22 | 71 | 50 | 374 | 42 | 61 | 132 | 286 | 182 | 660 |
| 06:00 | | 40 | 64 | | | 52 | 46 | | | | |
| 06:15 | | 53 | 54 | | | 79 | 42 | | | | |
| 06:30 | | 75 | 63 | | | 77 | 44 | | | | |
| 06:45 | | **105** | 40 | 273 | 221 | 80 | 48 | 288 | 180 | 561 | 401 |
| 07:00 | | **126** | 32 | | | **156** | 40 | | | | |
| 07:15 | | **131** | 28 | | | **188** | 45 | | | | |
| 07:30 | | **92** | 38 | | | **173** | 32 | | | | |
| 07:45 | | 97 | 31 | 446 | 129 | **89** | 26 | 606 | 143 | 1052 | 272 |
| 08:00 | | 82 | 27 | | | 90 | 36 | | | | |
| 08:15 | | 80 | 23 | | | 86 | 26 | | | | |
| 08:30 | | 58 | 19 | | | 64 | 37 | | | | |
| 08:45 | | 47 | 19 | 267 | 88 | 63 | 29 | 303 | 128 | 570 | 216 |
| 09:00 | | 46 | 17 | | | 43 | 22 | | | | |
| 09:15 | | 47 | 18 | | | 47 | 18 | | | | |
| 09:30 | | 52 | 16 | | | 49 | 22 | | | | |
| 09:45 | | 42 | 10 | 187 | 61 | 38 | 15 | 177 | 77 | 364 | 138 |
| 10:00 | | 51 | 16 | | | 55 | 16 | | | | |
| 10:15 | | 58 | 13 | | | 58 | 13 | | | | |
| 10:30 | | 45 | 10 | | | 37 | 13 | | | | |
| 10:45 | | 51 | 8 | 205 | 47 | 41 | 6 | 191 | 48 | 396 | 95 |
| 11:00 | | 46 | 4 | | | 49 | 7 | | | | |
| 11:15 | | 51 | 6 | | | 54 | 5 | | | | |
| 11:30 | | 67 | 7 | | | 49 | 5 | | | | |
| 11:45 | | 64 | 9 | 228 | 26 | 49 | 7 | 201 | 24 | 429 | 50 |
| Total | | 1720 | 2659 | 1720 | 2659 | 2013 | 2434 | 2013 | 2434 | 3733 | 5093 |
| Combined Total | | 4379 | | 4379 | | 4447 | | 4447 | | 8826 | |
| AM Peak | - | 06:45 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 454 | - | - | - | 606 | - | - | - | - | - |
| P.H.F. | | 0.866 | | | | 0.806 | | | | | |
| PM Peak | - | - | 04:00 | - | - | - | 02:30 | - | - | - | - |
| Vol. | - | - | 498 | - | - | - | 477 | - | - | - | - |
| P.H.F. | | | 0.936 | | | | 0.790 | | | | |
| Percentage | | 39.3% | 60.7% | | | 45.3% | 54.7% | | | | |
| ADT/AADT | | ADT 8,826 | | AADT 8,826 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
De Wolf Avenue
N/ California Avenue
24 Hour Directional Volume Count

FSO025
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 1 | 17 | | | 2 | 14 | | | | |
| 12:15 | | 3 | 8 | | | 1 | 8 | | | | |
| 12:30 | | 0 | 12 | | | 0 | 12 | | | | |
| 12:45 | | 0 | 8 | 4 | 45 | 1 | 7 | 4 | 41 | 8 | 86 |
| 01:00 | | 0 | 11 | | | 2 | 14 | | | | |
| 01:15 | | 2 | 11 | | | 2 | 13 | | | | |
| 01:30 | | 1 | 16 | | | 0 | 18 | | | | |
| 01:45 | | 0 | 20 | 3 | 58 | 0 | 14 | 4 | 59 | 7 | 117 |
| 02:00 | | 0 | 14 | | | 1 | 7 | | | | |
| 02:15 | | 2 | 12 | | | 1 | 18 | | | | |
| 02:30 | | 1 | 19 | | | 2 | 18 | | | | |
| 02:45 | | 1 | 18 | 4 | 63 | 0 | 24 | 4 | 67 | 8 | 130 |
| 03:00 | | 0 | 14 | | | 1 | 24 | | | | |
| 03:15 | | 2 | 26 | | | 0 | 18 | | | | |
| 03:30 | | 0 | 27 | | | 0 | 23 | | | | |
| 03:45 | | 0 | 36 | 2 | 103 | 1 | 34 | 2 | 99 | 4 | 202 |
| 04:00 | | 0 | 32 | | | 0 | 34 | | | | |
| 04:15 | | 1 | 23 | | | 2 | 30 | | | | |
| 04:30 | | 0 | 18 | | | 2 | 26 | | | | |
| 04:45 | | 4 | 22 | 5 | 95 | 2 | **26** | 6 | 116 | 11 | 211 |
| 05:00 | | 3 | **36** | | | 2 | **30** | | | | |
| 05:15 | | 4 | **36** | | | 3 | **36** | | | | |
| 05:30 | | 8 | **33** | | | 6 | **38** | | | | |
| 05:45 | | 11 | **24** | 26 | 129 | 10 | 12 | 21 | 116 | 47 | 245 |
| 06:00 | | 8 | 12 | | | 10 | 24 | | | | |
| 06:15 | | 14 | 10 | | | 13 | 13 | | | | |
| 06:30 | | 24 | 6 | | | 21 | 12 | | | | |
| 06:45 | | 23 | 12 | 69 | 40 | 20 | 10 | 64 | 59 | 133 | 99 |
| 07:00 | | 39 | 9 | | | 18 | 6 | | | | |
| 07:15 | | **61** | 6 | | | **30** | 7 | | | | |
| 07:30 | | **72** | 10 | | | **22** | 12 | | | | |
| 07:45 | | **48** | 6 | 220 | 31 | **36** | 6 | 106 | 31 | 326 | 62 |
| 08:00 | | **46** | 2 | | | **20** | 5 | | | | |
| 08:15 | | 28 | 6 | | | 18 | 10 | | | | |
| 08:30 | | 22 | 6 | | | 14 | 4 | | | | |
| 08:45 | | 24 | 5 | 120 | 19 | 5 | 3 | 57 | 22 | 177 | 41 |
| 09:00 | | 16 | 4 | | | 7 | 10 | | | | |
| 09:15 | | 14 | 2 | | | 10 | 11 | | | | |
| 09:30 | | 16 | 4 | | | 9 | 6 | | | | |
| 09:45 | | 15 | 2 | 61 | 12 | 15 | 6 | 41 | 33 | 102 | 45 |
| 10:00 | | 6 | 2 | | | 8 | 3 | | | | |
| 10:15 | | 14 | 3 | | | 6 | 2 | | | | |
| 10:30 | | 12 | 0 | | | 14 | 3 | | | | |
| 10:45 | | 16 | 2 | 48 | 7 | 12 | 1 | 40 | 9 | 88 | 16 |
| 11:00 | | 10 | 1 | | | 6 | 4 | | | | |
| 11:15 | | 14 | 2 | | | 10 | 3 | | | | |
| 11:30 | | 10 | 2 | | | 6 | 1 | | | | |
| 11:45 | | 18 | 1 | 52 | 6 | 8 | 2 | 30 | 10 | 82 | 16 |
| Total | | 614 | 608 | 614 | 608 | 379 | 662 | 379 | 662 | 993 | 1270 |
| Combined Total | | 1222 | | 1222 | | 1041 | | 1041 | | 2263 | |
| AM Peak | - | 07:15 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 227 | - | - | - | 108 | - | - | - | - | - |
| P.H.F. | | 0.788 | | | | 0.750 | | | | | |
| PM Peak | - | - | 05:00 | - | - | - | 04:45 | - | - | - | - |
| Vol. | - | - | 129 | - | - | - | 130 | - | - | - | - |
| P.H.F. | | | 0.896 | | | | 0.855 | | | | |
| Percentage | | 50.2% | 49.8% | | | 36.4% | 63.6% | | | | |

| ADT/AADT | ADT 2,263 | AADT 2,263 |
|---|---|---|

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Nees Avenue
E/ Cedar Avenue
24 Hour Directional Volume Count

FSO026
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 14 | 210 | | | 34 | 205 | | | | |
| 12:15 | | 11 | 158 | | | 10 | 197 | | | | |
| 12:30 | | 19 | 189 | | | 9 | 180 | | | | |
| 12:45 | | 11 | 159 | 55 | 716 | 7 | 212 | 60 | 794 | 115 | 1510 |
| 01:00 | | 9 | 195 | | | 4 | 199 | | | | |
| 01:15 | | 9 | 164 | | | 4 | 175 | | | | |
| 01:30 | | 6 | 148 | | | 7 | 194 | | | | |
| 01:45 | | 6 | 175 | 30 | 682 | 1 | 194 | 16 | 762 | 46 | 1444 |
| 02:00 | | 2 | 206 | | | 2 | 179 | | | | |
| 02:15 | | 2 | 190 | | | 1 | 208 | | | | |
| 02:30 | | 0 | 195 | | | 3 | 183 | | | | |
| 02:45 | | 3 | 230 | 7 | 821 | 6 | 224 | 12 | 794 | 19 | 1615 |
| 03:00 | | 1 | 207 | | | 3 | 188 | | | | |
| 03:15 | | 1 | 222 | | | 4 | 254 | | | | |
| 03:30 | | 4 | 205 | | | 9 | 196 | | | | |
| 03:45 | | 1 | 225 | 7 | 859 | 9 | 216 | 25 | 854 | 32 | 1713 |
| 04:00 | | 5 | 234 | | | 9 | 163 | | | | |
| 04:15 | | 5 | 270 | | | 6 | **213** | | | | |
| 04:30 | | 9 | **272** | | | 19 | **226** | | | | |
| 04:45 | | 8 | **322** | 27 | 1098 | 25 | **212** | 59 | 814 | 86 | 1912 |
| 05:00 | | 14 | **313** | | | 20 | **260** | | | | |
| 05:15 | | 12 | **305** | | | 33 | 209 | | | | |
| 05:30 | | 20 | 271 | | | 54 | 226 | | | | |
| 05:45 | | 18 | 243 | 64 | 1132 | 50 | 195 | 157 | 890 | 221 | 2022 |
| 06:00 | | 27 | 229 | | | 85 | 147 | | | | |
| 06:15 | | 37 | 201 | | | 128 | 148 | | | | |
| 06:30 | | 65 | 150 | | | 154 | 148 | | | | |
| 06:45 | | 63 | 170 | 192 | 750 | 176 | 134 | 543 | 577 | 735 | 1327 |
| 07:00 | | 94 | 150 | | | 228 | 110 | | | | |
| 07:15 | | 126 | 121 | | | **276** | 123 | | | | |
| 07:30 | | 136 | 138 | | | **339** | 129 | | | | |
| 07:45 | | 128 | 127 | 484 | 536 | **259** | 93 | 1102 | 455 | 1586 | 991 |
| 08:00 | | 109 | 103 | | | **237** | 129 | | | | |
| 08:15 | | 102 | 112 | | | 248 | 101 | | | | |
| 08:30 | | 142 | 96 | | | 197 | 66 | | | | |
| 08:45 | | 105 | 115 | 458 | 426 | 140 | 53 | 822 | 349 | 1280 | 775 |
| 09:00 | | 104 | 86 | | | 157 | 63 | | | | |
| 09:15 | | 112 | 62 | | | 154 | 56 | | | | |
| 09:30 | | 114 | 67 | | | 151 | 49 | | | | |
| 09:45 | | 112 | 57 | 442 | 272 | 163 | 41 | 625 | 209 | 1067 | 481 |
| 10:00 | | 137 | 45 | | | 147 | 35 | | | | |
| 10:15 | | 123 | 29 | | | 153 | 32 | | | | |
| 10:30 | | 123 | 26 | | | 170 | 24 | | | | |
| 10:45 | | 160 | 27 | 543 | 127 | 171 | 23 | 641 | 114 | 1184 | 241 |
| 11:00 | | **146** | 25 | | | 197 | 19 | | | | |
| 11:15 | | **166** | 27 | | | 213 | 12 | | | | |
| 11:30 | | **195** | 11 | | | 215 | 18 | | | | |
| 11:45 | | **202** | 15 | 709 | 78 | 178 | 24 | 803 | 73 | 1512 | 151 |
| Total | | 3018 | 7497 | 3018 | 7497 | 4865 | 6685 | 4865 | 6685 | 7883 | 14182 |
| Combined Total | | 10515 | | 10515 | | 11550 | | 11550 | | 22065 | |
| AM Peak | - | 11:00 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 709 | - | - | - | 1111 | - | - | - | - | - |
| P.H.F. | | 0.877 | | | | 0.819 | | | | | |
| PM Peak | - | - | 04:30 | - | - | - | 04:15 | - | - | - | - |
| Vol. | - | - | 1212 | - | - | - | 911 | - | - | - | - |
| P.H.F. | | | 0.941 | | | | 0.876 | | | | |
| Percentage | | 28.7% | 71.3% | | | 42.1% | 57.9% | | | | |
| ADT/AADT | | ADT 22,065 | | AADT 22,065 | | | | | | | |

# County of Fresno

2220 Tulare St.
Fresno, CA 93721

Site Code: UID#: CO85
Station ID: Mini-Tubes: 48-hour
Sierra W/O Fruit
SIN#: 7298
Date Start: 26-Feb-19
Date End: 27-Feb-19

## Volume Report

| Start | 25-Feb-19 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | West Boun | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou |
| 12:00 AM | * | * | 19 | 8 | 19 | 11 | * | * | * | * | * | * | * | * | 19 | 10 |
| 01:00 | * | * | 7 | 4 | 3 | 3 | * | * | * | * | * | * | * | * | 5 | 4 |
| 02:00 | * | * | 8 | 5 | 6 | 5 | * | * | * | * | * | * | * | * | 7 | 5 |
| 03:00 | * | * | 3 | 0 | 7 | 5 | * | * | * | * | * | * | * | * | 5 | 2 |
| 04:00 | * | * | 3 | 3 | 7 | 4 | * | * | * | * | * | * | * | * | 5 | 4 |
| 05:00 | * | * | 10 | 23 | 15 | 17 | * | * | * | * | * | * | * | * | 12 | 20 |
| 06:00 | * | * | 40 | 50 | 35 | 59 | * | * | * | * | * | * | * | * | 38 | 54 |
| 07:00 | * | * | 139 | 281 | 139 | 273 | * | * | * | * | * | * | * | * | 139 | 277 |
| 08:00 | * | * | **240** | **365** | **263** | **362** | * | * | * | * | * | * | * | * | **252** | **364** |
| 09:00 | * | * | 153 | 225 | 138 | 176 | * | * | * | * | * | * | * | * | 146 | 200 |
| 10:00 | * | * | 155 | 179 | 145 | 174 | * | * | * | * | * | * | * | * | 150 | 176 |
| 11:00 | * | * | 199 | 167 | 190 | 162 | * | * | * | * | * | * | * | * | 194 | 164 |
| 12:00 PM | * | * | 212 | 193 | 204 | 196 | * | * | * | * | * | * | * | * | 208 | 194 |
| 01:00 | * | * | 232 | 213 | 230 | 215 | * | * | * | * | * | * | * | * | 231 | 214 |
| 02:00 | * | * | 297 | **256** | 284 | 222 | * | * | * | * | * | * | * | * | 290 | 239 |
| 03:00 | * | * | 334 | 220 | 311 | 236 | * | * | * | * | * | * | * | * | 322 | 228 |
| 04:00 | * | * | 396 | 215 | 371 | 245 | * | * | * | * | * | * | * | * | 384 | 230 |
| 05:00 | * | * | **440** | 244 | **446** | **256** | * | * | * | * | * | * | * | * | **443** | **250** |
| 06:00 | * | * | 296 | 161 | 308 | 208 | * | * | * | * | * | * | * | * | 302 | 184 |
| 07:00 | * | * | 159 | 91 | 200 | 93 | * | * | * | * | * | * | * | * | 180 | 92 |
| 08:00 | * | * | 114 | 73 | 115 | 70 | * | * | * | * | * | * | * | * | 114 | 72 |
| 09:00 | * | * | 79 | 48 | 85 | 53 | * | * | * | * | * | * | * | * | 82 | 50 |
| 10:00 | * | * | 49 | 24 | 31 | 29 | * | * | * | * | * | * | * | * | 40 | 26 |
| 11:00 | * | * | 17 | 13 | 26 | 14 | * | * | * | * | * | * | * | * | 22 | 14 |
| Lane | 0 | 0 | 3601 | 3061 | 3578 | 3088 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3590 | 3073 |
| Day | 0 | | 6662 | | 6666 | | 0 | | 0 | | 0 | | 0 | | 6663 | |
| AM Peak | - | - | 08:00 | 08:00 | 08:00 | 08:00 | - | - | - | - | - | - | - | - | 08:00 | 08:00 |
| Vol. | - | - | 240 | 365 | 263 | 362 | - | - | - | - | - | - | - | - | 252 | 364 |
| PM Peak | - | - | 17:00 | 14:00 | 17:00 | 17:00 | - | - | - | - | - | - | - | - | 17:00 | 17:00 |
| Vol. | - | - | 440 | 256 | 446 | 256 | - | - | - | - | - | - | - | - | 443 | 250 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Comb. Total | 0 | 6662 | 6666 | 0 | 0 | 0 | 0 | 6663 |

ADT ADT 6,664 AADT 6,664

# County of Fresno

2220 Tulare St.
Fresno, CA 93721

Station ID: Mini-Tubes: 24-hour
Bullard W/O Grantland
SIN#: 1073.1
Date Start: 24-May-18
Date End: 24-May-18

## Volume Report

| Start | 21-May-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | East Boun | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo |
| 12:00 AM | * | * | * | * | * | * | 0 | 0 | * | * | * | * | * | * | 0 | 0 |
| 01:00 | * | * | * | * | * | * | 1 | 0 | * | * | * | * | * | * | 1 | 0 |
| 02:00 | * | * | * | * | * | * | 2 | 2 | * | * | * | * | * | * | 2 | 2 |
| 03:00 | * | * | * | * | * | * | 2 | 2 | * | * | * | * | * | * | 2 | 2 |
| 04:00 | * | * | * | * | * | * | 15 | 3 | * | * | * | * | * | * | 15 | 3 |
| 05:00 | * | * | * | * | * | * | 20 | 6 | * | * | * | * | * | * | 20 | 6 |
| 06:00 | * | * | * | * | * | * | **38** | **19** | * | * | * | * | * | * | **38** | **19** |
| 07:00 | * | * | * | * | * | * | 27 | 19 | * | * | * | * | * | * | 27 | 19 |
| 08:00 | * | * | * | * | * | * | 13 | 17 | * | * | * | * | * | * | 13 | 17 |
| 09:00 | * | * | * | * | * | * | 18 | 10 | * | * | * | * | * | * | 18 | 10 |
| 10:00 | * | * | * | * | * | * | 18 | 15 | * | * | * | * | * | * | 18 | 15 |
| 11:00 | * | * | * | * | * | * | 21 | 15 | * | * | * | * | * | * | 21 | 15 |
| 12:00 PM | * | * | * | * | * | * | 18 | 20 | * | * | * | * | * | * | 18 | 20 |
| 01:00 | * | * | * | * | * | * | **25** | 23 | * | * | * | * | * | * | **25** | 23 |
| 02:00 | * | * | * | * | * | * | 22 | **33** | * | * | * | * | * | * | 22 | **33** |
| 03:00 | * | * | * | * | * | * | 23 | 26 | * | * | * | * | * | * | 23 | 26 |
| 04:00 | * | * | * | * | * | * | 19 | 28 | * | * | * | * | * | * | 19 | 28 |
| 05:00 | * | * | * | * | * | * | 24 | 27 | * | * | * | * | * | * | 24 | 27 |
| 06:00 | * | * | * | * | * | * | 15 | 19 | * | * | * | * | * | * | 15 | 19 |
| 07:00 | * | * | * | * | * | * | 17 | 21 | * | * | * | * | * | * | 17 | 21 |
| 08:00 | * | * | * | * | * | * | 14 | 18 | * | * | * | * | * | * | 14 | 18 |
| 09:00 | * | * | * | * | * | * | 3 | 7 | * | * | * | * | * | * | 3 | 7 |
| 10:00 | * | * | * | * | * | * | 2 | 7 | * | * | * | * | * | * | 2 | 7 |
| 11:00 | * | * | * | * | * | * | 0 | 5 | * | * | * | * | * | * | 0 | 5 |
| Lane | 0 | 0 | 0 | 0 | 0 | 0 | 357 | 342 | 0 | 0 | 0 | 0 | 0 | 0 | 357 | 342 |
| Day | 0 | | 0 | | 0 | | 699 | | 0 | | 0 | | 0 | | 699 | |
| AM Peak | - | - | - | - | - | - | 06:00 | 06:00 | - | - | - | - | - | - | 06:00 | 06:00 |
| Vol. | - | - | - | - | - | - | 38 | 19 | - | - | - | - | - | - | 38 | 19 |
| PM Peak | - | - | - | - | - | - | 13:00 | 14:00 | - | - | - | - | - | - | 13:00 | 14:00 |
| Vol. | - | - | - | - | - | - | 25 | 33 | - | - | - | - | - | - | 25 | 33 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Comb. Total | 0 | 0 | 0 | 699 | 0 | 0 | 0 | 699 |

ADT ADT 699 AADT 699

# County of Fresno

2220 Tulare St.
Fresno, CA 93721

Station ID: Mini-Tubes: 24-hour
Bullard E/O Grantland

## Volume Report

Date Start: 24-May-18
Date End: 24-May-18

| Start | 21-May-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | East Boun | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo |
| 12:00 AM | * | * | * | * | * | * | 3 | 6 | * | * | * | * | * | * | 3 | 6 |
| 01:00 | * | * | * | * | * | * | 2 | 3 | * | * | * | * | * | * | 2 | 3 |
| 02:00 | * | * | * | * | * | * | 6 | 6 | * | * | * | * | * | * | 6 | 6 |
| 03:00 | * | * | * | * | * | * | 2 | 14 | * | * | * | * | * | * | 2 | 14 |
| 04:00 | * | * | * | * | * | * | 8 | 48 | * | * | * | * | * | * | 8 | 48 |
| 05:00 | * | * | * | * | * | * | 26 | 71 | * | * | * | * | * | * | 26 | 71 |
| 06:00 | * | * | * | * | * | * | 66 | **200** | * | * | * | * | * | * | 66 | **200** |
| 07:00 | * | * | * | * | * | * | **116** | 192 | * | * | * | * | * | * | **116** | 192 |
| 08:00 | * | * | * | * | * | * | 48 | 63 | * | * | * | * | * | * | 48 | 63 |
| 09:00 | * | * | * | * | * | * | 36 | 56 | * | * | * | * | * | * | 36 | 56 |
| 10:00 | * | * | * | * | * | * | 55 | 75 | * | * | * | * | * | * | 55 | 75 |
| 11:00 | * | * | * | * | * | * | 51 | 81 | * | * | * | * | * | * | 51 | 81 |
| 12:00 PM | * | * | * | * | * | * | 54 | 78 | * | * | * | * | * | * | 54 | 78 |
| 01:00 | * | * | * | * | * | * | 84 | 122 | * | * | * | * | * | * | 84 | 122 |
| 02:00 | * | * | * | * | * | * | **147** | **150** | * | * | * | * | * | * | **147** | **150** |
| 03:00 | * | * | * | * | * | * | 113 | 86 | * | * | * | * | * | * | 113 | 86 |
| 04:00 | * | * | * | * | * | * | 120 | 104 | * | * | * | * | * | * | 120 | 104 |
| 05:00 | * | * | * | * | * | * | 121 | 90 | * | * | * | * | * | * | 121 | 90 |
| 06:00 | * | * | * | * | * | * | 108 | 86 | * | * | * | * | * | * | 108 | 86 |
| 07:00 | * | * | * | * | * | * | 80 | 63 | * | * | * | * | * | * | 80 | 63 |
| 08:00 | * | * | * | * | * | * | 55 | 33 | * | * | * | * | * | * | 55 | 33 |
| 09:00 | * | * | * | * | * | * | 44 | 33 | * | * | * | * | * | * | 44 | 33 |
| 10:00 | * | * | * | * | * | * | 27 | 20 | * | * | * | * | * | * | 27 | 20 |
| 11:00 | * | * | * | * | * | * | 11 | 3 | * | * | * | * | * | * | 11 | 3 |
| Lane | 0 | 0 | 0 | 0 | 0 | 0 | 1383 | 1683 | 0 | 0 | 0 | 0 | 0 | 0 | 1383 | 1683 |
| Day | 0 | | 0 | | 0 | | 3066 | | 0 | | 0 | | 0 | | 3066 | |
| AM Peak | - | - | - | - | - | - | 07:00 | 06:00 | - | - | - | - | - | - | 07:00 | 06:00 |
| Vol. | - | - | - | - | - | - | 116 | 200 | - | - | - | - | - | - | 116 | 200 |
| PM Peak | - | - | - | - | - | - | 14:00 | 14:00 | - | - | - | - | - | - | 14:00 | 14:00 |
| Vol. | - | - | - | - | - | - | 147 | 150 | - | - | - | - | - | - | 147 | 150 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Comb. Total | 0 | 0 | 0 | 3066 | 0 | 0 | 0 | 3066 |

ADT ADT 3,066 AADT 3,066

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Bullard Avenue
W/ Fruit Avenue
24 Hour Directional Volume Count

FSO027
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 12 | 176 | | | 12 | 189 | | | | |
| 12:15 | | 11 | 166 | | | 11 | 188 | | | | |
| 12:30 | | 7 | 192 | | | 6 | 164 | | | | |
| 12:45 | | 4 | 149 | 34 | 683 | 7 | 167 | 36 | 708 | 70 | 1391 |
| 01:00 | | 5 | 143 | | | 1 | 177 | | | | |
| 01:15 | | 9 | 177 | | | 3 | 170 | | | | |
| 01:30 | | 7 | 166 | | | 10 | 170 | | | | |
| 01:45 | | 5 | 180 | 26 | 666 | 5 | 170 | 19 | 687 | 45 | 1353 |
| 02:00 | | 6 | 140 | | | 7 | **255** | | | | |
| 02:15 | | 3 | 187 | | | 1 | **249** | | | | |
| 02:30 | | 5 | 245 | | | 0 | **253** | | | | |
| 02:45 | | 1 | 288 | 15 | 860 | 4 | **208** | 12 | 965 | 27 | 1825 |
| 03:00 | | 4 | 200 | | | 2 | 208 | | | | |
| 03:15 | | 4 | 186 | | | 4 | 167 | | | | |
| 03:30 | | 7 | 236 | | | 6 | 170 | | | | |
| 03:45 | | 4 | 252 | 19 | 874 | 9 | 163 | 21 | 708 | 40 | 1582 |
| 04:00 | | 7 | 252 | | | 12 | 199 | | | | |
| 04:15 | | 9 | 263 | | | 11 | 200 | | | | |
| 04:30 | | 11 | 260 | | | 10 | 212 | | | | |
| 04:45 | | 13 | **289** | 40 | 1064 | 16 | 232 | 49 | 843 | 89 | 1907 |
| 05:00 | | 15 | **300** | | | 23 | 191 | | | | |
| 05:15 | | 26 | **297** | | | 42 | 177 | | | | |
| 05:30 | | 26 | **265** | | | 43 | 173 | | | | |
| 05:45 | | 29 | 214 | 96 | 1076 | 53 | 135 | 161 | 676 | 257 | 1752 |
| 06:00 | | 42 | 206 | | | 80 | 149 | | | | |
| 06:15 | | 48 | 136 | | | 111 | 149 | | | | |
| 06:30 | | 84 | 155 | | | 148 | 129 | | | | |
| 06:45 | | 98 | 131 | 272 | 628 | 189 | 107 | 528 | 534 | 800 | 1162 |
| 07:00 | | 115 | 122 | | | 225 | 109 | | | | |
| 07:15 | | **138** | 113 | | | **342** | 87 | | | | |
| 07:30 | | **226** | 110 | | | **360** | 91 | | | | |
| 07:45 | | **218** | 115 | 697 | 460 | **286** | 79 | 1213 | 366 | 1910 | 826 |
| 08:00 | | **166** | 115 | | | **253** | 77 | | | | |
| 08:15 | | 127 | 87 | | | 198 | 72 | | | | |
| 08:30 | | 162 | 67 | | | 190 | 75 | | | | |
| 08:45 | | 124 | 69 | 579 | 338 | 157 | 57 | 798 | 281 | 1377 | 619 |
| 09:00 | | 119 | 77 | | | 152 | 59 | | | | |
| 09:15 | | 121 | 61 | | | 140 | 54 | | | | |
| 09:30 | | 149 | 60 | | | 174 | 33 | | | | |
| 09:45 | | 112 | 50 | 501 | 248 | 137 | 40 | 603 | 186 | 1104 | 434 |
| 10:00 | | 155 | 42 | | | 149 | 32 | | | | |
| 10:15 | | 119 | 33 | | | 176 | 21 | | | | |
| 10:30 | | 144 | 25 | | | 137 | 22 | | | | |
| 10:45 | | 144 | 19 | 562 | 119 | 139 | 20 | 601 | 95 | 1163 | 214 |
| 11:00 | | 154 | 29 | | | 156 | 19 | | | | |
| 11:15 | | 156 | 18 | | | 162 | 20 | | | | |
| 11:30 | | 165 | 20 | | | 188 | 15 | | | | |
| 11:45 | | 160 | 21 | 635 | 88 | 164 | 17 | 670 | 71 | 1305 | 159 |
| Total | | 3476 | 7104 | 3476 | 7104 | 4711 | 6120 | 4711 | 6120 | 8187 | 13224 |
| Combined Total | | 10580 | | 10580 | | 10831 | | 10831 | | 21411 | |
| AM Peak | - | 07:15 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 748 | - | - | - | 1241 | - | - | - | - | - |
| P.H.F. | | 0.827 | | | | 0.862 | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | 02:00 | - | - | - | - |
| Vol. | - | - | 1151 | - | - | - | 965 | - | - | - | - |
| P.H.F. | | | 0.959 | | | | 0.946 | | | | |
| Percentage | | 32.9% | 67.1% | | | 43.5% | 56.5% | | | | |
| ADT/AADT | | ADT 21,411 | | AADT 21,411 | | | | | | | |

# County of Fresno

2220 Tulare St.
Fresno, CA 93721

Site Code: UID#: CO12
Station ID: Tubes: 48hr Study
Barstow E/O Garfield

## Volume Report

Date Start: 19-Sep-17
Date End: 21-Sep-17

| Start Time | 18-Sep-17 East Bound | 18-Sep-17 West Bound | Tue East Bound | Tue West Bound | Wed East Bound | Wed West Bound | Thu East Bound | Thu West Bound | Fri East Bound | Fri West Bound | Weekday Average East Bound | Weekday Average West Bound | Sat East Bound | Sat West Bound | Sun East Bound | Sun West Bound |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | * | * | 3 | 4 | 1 | 3 | 0 | 0 | * | * | 1 | 2 | * | * | * | * |
| 01:00 | * | * | 0 | 4 | 0 | 0 | * | * | * | * | 0 | 2 | * | * | * | * |
| 02:00 | * | * | 1 | 1 | 0 | 1 | * | * | * | * | 0 | 1 | * | * | * | * |
| 03:00 | * | * | 1 | 3 | 2 | 3 | * | * | * | * | 2 | 3 | * | * | * | * |
| 04:00 | * | * | 5 | 4 | 7 | 10 | * | * | * | * | 6 | 7 | * | * | * | * |
| 05:00 | * | * | 12 | 31 | 16 | 29 | * | * | * | * | 14 | 30 | * | * | * | * |
| 06:00 | * | * | 24 | **53** | **27** | **60** | * | * | * | * | **26** | **56** | * | * | * | * |
| 07:00 | * | * | **30** | 39 | 12 | 30 | * | * | * | * | 21 | 34 | * | * | * | * |
| 08:00 | * | * | 20 | 16 | 19 | 13 | * | * | * | * | 20 | 14 | * | * | * | * |
| 09:00 | * | * | 11 | 13 | 18 | 11 | * | * | * | * | 14 | 12 | * | * | * | * |
| 10:00 | * | * | 15 | 16 | 13 | 10 | * | * | * | * | 14 | 13 | * | * | * | * |
| 11:00 | * | * | 15 | 24 | 13 | 18 | * | * | * | * | 14 | 21 | * | * | * | * |
| 12:00 PM | * | * | 18 | 14 | **29** | **36** | * | * | * | * | 24 | 25 | * | * | * | * |
| 01:00 | * | * | 26 | 18 | 21 | 18 | * | * | * | * | 24 | 18 | * | * | * | * |
| 02:00 | * | * | **28** | **31** | 29 | 28 | * | * | * | * | **28** | **30** | * | * | * | * |
| 03:00 | * | * | 22 | 19 | 28 | 25 | * | * | * | * | 25 | 22 | * | * | * | * |
| 04:00 | * | * | 23 | 27 | 29 | 26 | * | * | * | * | 26 | 26 | * | * | * | * |
| 05:00 | * | * | 19 | 25 | 18 | 24 | * | * | * | * | 18 | 24 | * | * | * | * |
| 06:00 | * | * | 22 | 17 | 15 | 13 | * | * | * | * | 18 | 15 | * | * | * | * |
| 07:00 | * | * | 6 | 14 | 15 | 18 | * | * | * | * | 10 | 16 | * | * | * | * |
| 08:00 | * | * | 7 | 11 | 3 | 8 | * | * | * | * | 5 | 10 | * | * | * | * |
| 09:00 | * | * | 7 | 5 | 9 | 10 | * | * | * | * | 8 | 8 | * | * | * | * |
| 10:00 | * | * | 2 | 2 | 2 | 3 | * | * | * | * | 2 | 2 | * | * | * | * |
| 11:00 | * | * | 1 | 3 | 0 | 3 | * | * | * | * | 0 | 3 | * | * | * | * |
| Total | 0 | 0 | 318 | 394 | 326 | 400 | 0 | 0 | 0 | 0 | 320 | 394 | 0 | 0 | 0 | 0 |
| Day | 0 | | 712 | | 726 | | 0 | | 0 | | 714 | | 0 | | 0 | |
| AM Peak | - | - | 07:00 | 06:00 | 06:00 | 06:00 | - | - | - | - | 06:00 | 06:00 | - | - | - | - |
| Vol. | - | - | 30 | 53 | 27 | 60 | - | - | - | - | 26 | 56 | - | - | - | - |
| PM Peak | - | - | 14:00 | 14:00 | 12:00 | 12:00 | - | - | - | - | 14:00 | 14:00 | - | - | - | - |
| Vol. | - | - | 28 | 31 | 29 | 36 | - | - | - | - | 28 | 30 | - | - | - | - |
| Comb. Total | 0 | | 712 | | 726 | | 0 | | 0 | | 714 | | 0 | | 0 | |

ADT ADT 717 AADT 717

# County of Fresno

2220 Tulare St.
Fresno, CA 93721

Site Code: UID#: CO83
Station ID: Mini-Tubes: 48-hour
Shaw W/O Grantland
SIN#: 7149
Date Start: 09-May-18
Date End: 10-May-18

## Volume Report

| Start | 07-May-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | East Boun | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo |
| 12:00 AM | * | * | * | * | 5 | 16 | 9 | 20 | * | * | * | * | * | * | 7 | 18 |
| 01:00 | * | * | * | * | 8 | 9 | 12 | 13 | * | * | * | * | * | * | 10 | 11 |
| 02:00 | * | * | * | * | 11 | 21 | 11 | 18 | * | * | * | * | * | * | 11 | 20 |
| 03:00 | * | * | * | * | 38 | 30 | 42 | 31 | * | * | * | * | * | * | 40 | 30 |
| 04:00 | * | * | * | * | 95 | 122 | 101 | 131 | * | * | * | * | * | * | 98 | 126 |
| 05:00 | * | * | * | * | 121 | 156 | 134 | 154 | * | * | * | * | * | * | 128 | 155 |
| 06:00 | * | * | * | * | **257** | **275** | **277** | **302** | * | * | * | * | * | * | **267** | **288** |
| 07:00 | * | * | * | * | 257 | 194 | 239 | 211 | * | * | * | * | * | * | 248 | 202 |
| 08:00 | * | * | * | * | 211 | 161 | 234 | 158 | * | * | * | * | * | * | 222 | 160 |
| 09:00 | * | * | * | * | 202 | 135 | 198 | 205 | * | * | * | * | * | * | 200 | 170 |
| 10:00 | * | * | * | * | 206 | 173 | 263 | 179 | * | * | * | * | * | * | 234 | 176 |
| 11:00 | * | * | * | * | 199 | 219 | 228 | 220 | * | * | * | * | * | * | 214 | 220 |
| 12:00 PM | * | * | * | * | 220 | 276 | 198 | 238 | * | * | * | * | * | * | 209 | 257 |
| 01:00 | * | * | * | * | 260 | 244 | 241 | 257 | * | * | * | * | * | * | 250 | 250 |
| 02:00 | * | * | * | * | 246 | 276 | 260 | 265 | * | * | * | * | * | * | 253 | 270 |
| 03:00 | * | * | * | * | **281** | 289 | **321** | 280 | * | * | * | * | * | * | **301** | 284 |
| 04:00 | * | * | * | * | 269 | 289 | 277 | **288** | * | * | * | * | * | * | 273 | 288 |
| 05:00 | * | * | * | * | 222 | **298** | 263 | 285 | * | * | * | * | * | * | 242 | **292** |
| 06:00 | * | * | * | * | 146 | 218 | 171 | 196 | * | * | * | * | * | * | 158 | 207 |
| 07:00 | * | * | * | * | 141 | 189 | 99 | 188 | * | * | * | * | * | * | 120 | 188 |
| 08:00 | * | * | * | * | 89 | 151 | 88 | 163 | * | * | * | * | * | * | 88 | 157 |
| 09:00 | * | * | * | * | 44 | 100 | 44 | 115 | * | * | * | * | * | * | 44 | 108 |
| 10:00 | * | * | * | * | 22 | 47 | 28 | 55 | * | * | * | * | * | * | 25 | 51 |
| 11:00 | * | * | * | * | 26 | 32 | 21 | 35 | * | * | * | * | * | * | 24 | 34 |
| Lane | 0 | 0 | 0 | 0 | 3576 | 3920 | 3759 | 4007 | 0 | 0 | 0 | 0 | 0 | 0 | 3666 | 3962 |
| Day | 0 | | 0 | | 7496 | | 7766 | | 0 | | 0 | | 0 | | 7628 | |
| AM Peak | - | - | - | - | 06:00 | 06:00 | 06:00 | 06:00 | - | - | - | - | - | - | 06:00 | 06:00 |
| Vol. | - | - | - | - | 257 | 275 | 277 | 302 | - | - | - | - | - | - | 267 | 288 |
| PM Peak | - | - | - | - | 15:00 | 17:00 | 15:00 | 16:00 | - | - | - | - | - | - | 15:00 | 17:00 |
| Vol. | - | - | - | - | 281 | 298 | 321 | 288 | - | - | - | - | - | - | 301 | 292 |
| Comb. Total | 0 | | 0 | | 7496 | | 7766 | | 0 | | 0 | | 0 | | 7628 | |
| ADT | ADT 7,631 | | AADT 7,631 | | | | | | | | | | | | | |

Prepared by NDS/ATD

# VOLUME

W Shaw Ave Bet. N Hayes Ave & N Polk Ave

**Day:** Wednesday
**Date:** 4/25/2018

**City:** Fresno
**Project #:** CA18_2051_008

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 5,403 | 5,700 | 11,103 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 12 | | 17 | | 29 | | 12:00 | | | 74 | | 68 | | 142 | |
| 00:15 | | | 9 | | 14 | | 23 | | 12:15 | | | 66 | | 87 | | 153 | |
| 00:30 | | | 9 | | 12 | | 21 | | 12:30 | | | 82 | | 105 | | 187 | |
| 00:45 | | | 5 | 35 | 11 | 54 | 16 | 89 | 12:45 | | | 65 | 287 | 92 | 352 | 157 | 639 |
| 01:00 | | | 3 | | 6 | | 9 | | 13:00 | | | 91 | | 108 | | 199 | |
| 01:15 | | | 3 | | 9 | | 12 | | 13:15 | | | 79 | | 94 | | 173 | |
| 01:30 | | | 6 | | 2 | | 8 | | 13:30 | | | 97 | | 91 | | 188 | |
| 01:45 | | | 1 | 13 | 8 | 25 | 9 | 38 | 13:45 | | | 115 | 382 | 65 | 358 | 180 | 740 |
| 02:00 | | | 4 | | 4 | | 8 | | 14:00 | | | 88 | | 86 | | 174 | |
| 02:15 | | | 5 | | 1 | | 6 | | 14:15 | | | 88 | | 90 | | 178 | |
| 02:30 | | | 4 | | 8 | | 12 | | 14:30 | | | 81 | | 83 | | 164 | |
| 02:45 | | | 8 | 21 | 6 | 19 | 14 | 40 | 14:45 | | | 77 | 334 | 93 | 352 | 170 | 686 |
| 03:00 | | | 2 | | 3 | | 5 | | 15:00 | | | 98 | | 80 | | 178 | |
| 03:15 | | | 6 | | 10 | | 16 | | 15:15 | | | 83 | | 103 | | 186 | |
| 03:30 | | | 7 | | 5 | | 12 | | 15:30 | | | 90 | | 104 | | 194 | |
| 03:45 | | | 5 | 20 | 5 | 23 | 10 | 43 | 15:45 | | | 85 | 356 | 116 | 403 | 201 | 759 |
| 04:00 | | | 10 | | 4 | | 14 | | 16:00 | | | 73 | | 91 | | 164 | |
| 04:15 | | | 11 | | 7 | | 18 | | 16:15 | | | 76 | | 103 | | 179 | |
| 04:30 | | | 26 | | 11 | | 37 | | 16:30 | | | 90 | | 147 | | 237 | |
| 04:45 | | | 25 | 72 | 9 | 31 | 34 | 103 | 16:45 | | | 76 | 315 | 130 | 471 | 206 | 786 |
| 05:00 | | | 28 | | 19 | | 47 | | 17:00 | | | 74 | | 131 | | 205 | |
| 05:15 | | | 28 | | 21 | | 49 | | 17:15 | | | 91 | | 111 | | 202 | |
| 05:30 | | | 60 | | 33 | | 93 | | 17:30 | | | 82 | | 122 | | 204 | |
| 05:45 | | | 52 | 168 | 40 | 113 | 92 | 281 | 17:45 | | | 96 | 343 | 109 | 473 | 205 | 816 |
| 06:00 | | | 40 | | 40 | | 80 | | 18:00 | | | 103 | | 155 | | 258 | |
| 06:15 | | | 61 | | 47 | | 108 | | 18:15 | | | 80 | | 111 | | 191 | |
| 06:30 | | | 82 | | 43 | | 125 | | 18:30 | | | 84 | | 100 | | 184 | |
| 06:45 | | | 82 | 265 | 65 | 195 | 147 | 460 | 18:45 | | | 62 | 329 | 93 | 459 | 155 | 788 |
| 07:00 | | | 112 | | 83 | | 195 | | 19:00 | | | 57 | | 86 | | 143 | |
| 07:15 | | | 141 | | 94 | | 235 | | 19:15 | | | 67 | | 87 | | 154 | |
| 07:30 | | | 148 | | 83 | | 231 | | 19:30 | | | 45 | | 100 | | 145 | |
| 07:45 | | | 102 | 503 | 84 | 344 | 186 | 847 | 19:45 | | | 65 | 234 | 69 | 342 | 134 | 576 |
| 08:00 | | | 114 | | 61 | | 175 | | 20:00 | | | 35 | | 86 | | 121 | |
| 08:15 | | | 122 | | 77 | | 199 | | 20:15 | | | 46 | | 78 | | 124 | |
| 08:30 | | | 109 | | 50 | | 159 | | 20:30 | | | 38 | | 55 | | 93 | |
| 08:45 | | | 90 | 435 | 47 | 235 | 137 | 670 | 20:45 | | | 29 | 148 | 67 | 286 | 96 | 434 |
| 09:00 | | | 91 | | 49 | | 140 | | 21:00 | | | 23 | | 86 | | 109 | |
| 09:15 | | | 70 | | 43 | | 113 | | 21:15 | | | 22 | | 59 | | 81 | |
| 09:30 | | | 78 | | 42 | | 120 | | 21:30 | | | 25 | | 47 | | 72 | |
| 09:45 | | | 85 | 324 | 73 | 207 | 158 | 531 | 21:45 | | | 28 | 98 | 42 | 234 | 70 | 332 |
| 10:00 | | | 71 | | 63 | | 134 | | 22:00 | | | 14 | | 39 | | 53 | |
| 10:15 | | | 83 | | 60 | | 143 | | 22:15 | | | 20 | | 32 | | 52 | |
| 10:30 | | | 79 | | 68 | | 147 | | 22:30 | | | 17 | | 32 | | 49 | |
| 10:45 | | | 80 | 313 | 57 | 248 | 137 | 561 | 22:45 | | | 15 | 66 | 33 | 136 | 48 | 202 |
| 11:00 | | | 82 | | 58 | | 140 | | 23:00 | | | 13 | | 29 | | 42 | |
| 11:15 | | | 84 | | 66 | | 150 | | 23:15 | | | 12 | | 19 | | 31 | |
| 11:30 | | | 57 | | 70 | | 127 | | 23:30 | | | 14 | | 10 | | 24 | |
| 11:45 | | | 66 | 289 | 59 | 253 | 125 | 542 | 23:45 | | | 14 | 53 | 29 | 87 | 43 | 140 |
| TOTALS | | | | 2458 | | 1747 | | 4205 | TOTALS | | | | 2945 | | 3953 | | 6898 |
| SPLIT % | | | | 58.5% | | 41.5% | | 37.9% | SPLIT % | | | | 42.7% | | 57.3% | | 62.1% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 5,403 | 5,700 | 11,103 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:15 | 07:00 | 07:00 | PM Peak Hour | 13:30 | 16:30 | 17:15 |
| AM Pk Volume | 505 | 344 | 847 | PM Pk Volume | 388 | 519 | 869 |
| Pk Hr Factor | 0.853 | 0.915 | 0.901 | Pk Hr Factor | 0.843 | 0.883 | 0.842 |
| 7 - 9 Volume | 938 | 579 | 1517 | 4 - 6 Volume | 658 | 944 | 1602 |
| 7 - 9 Peak Hour | 07:15 | 07:00 | 07:00 | 4 - 6 Peak Hour | 17:00 | 16:30 | 16:30 |
| 7 - 9 Pk Volume | 505 | 344 | 847 | 4 - 6 Pk Volume | 343 | 519 | 850 |
| Pk Hr Factor | 0.853 | 0.915 | 0.901 | Pk Hr Factor | 0.893 | 0.883 | 0.897 |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Shaw Avenue
E/ Fresno Street
24 Hour Directional Volume Count

FSO028
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 32 | 373 | | | 49 | 309 | | | | |
| 12:15 | | 38 | 383 | | | 45 | 316 | | | | |
| 12:30 | | 38 | 368 | | | 26 | 368 | | | | |
| 12:45 | | 28 | **403** | 136 | 1527 | 27 | 330 | 147 | 1323 | 283 | 2850 |
| 01:00 | | 21 | **412** | | | 10 | 320 | | | | |
| 01:15 | | 22 | **369** | | | 27 | 361 | | | | |
| 01:30 | | 22 | **387** | | | 20 | 339 | | | | |
| 01:45 | | 27 | 374 | 92 | 1542 | 23 | 342 | 80 | 1362 | 172 | 2904 |
| 02:00 | | 14 | 288 | | | 22 | 361 | | | | |
| 02:15 | | 22 | 374 | | | 12 | 372 | | | | |
| 02:30 | | 14 | 351 | | | 14 | 354 | | | | |
| 02:45 | | 13 | 340 | 63 | 1353 | 18 | 299 | 66 | 1386 | 129 | 2739 |
| 03:00 | | 15 | 358 | | | 8 | 339 | | | | |
| 03:15 | | 22 | 398 | | | 10 | 336 | | | | |
| 03:30 | | 15 | 347 | | | 12 | 380 | | | | |
| 03:45 | | 21 | 339 | 73 | 1442 | 17 | 347 | 47 | 1402 | 120 | 2844 |
| 04:00 | | 16 | 405 | | | 20 | 333 | | | | |
| 04:15 | | 16 | 370 | | | 24 | **399** | | | | |
| 04:30 | | 24 | 355 | | | 26 | **366** | | | | |
| 04:45 | | 25 | 356 | 81 | 1486 | 27 | **347** | 97 | 1445 | 178 | 2931 |
| 05:00 | | 19 | 371 | | | 37 | **350** | | | | |
| 05:15 | | 40 | 398 | | | 34 | 329 | | | | |
| 05:30 | | 55 | 375 | | | 46 | 340 | | | | |
| 05:45 | | 96 | 368 | 210 | 1512 | 64 | 368 | 181 | 1387 | 391 | 2899 |
| 06:00 | | 88 | 371 | | | 67 | 328 | | | | |
| 06:15 | | 73 | 358 | | | 96 | 334 | | | | |
| 06:30 | | 110 | 280 | | | 98 | 347 | | | | |
| 06:45 | | 182 | 332 | 453 | 1341 | 147 | 242 | 408 | 1251 | 861 | 2592 |
| 07:00 | | 179 | 238 | | | 130 | 259 | | | | |
| 07:15 | | 306 | 280 | | | 202 | 254 | | | | |
| 07:30 | | **396** | 210 | | | 254 | 231 | | | | |
| 07:45 | | **408** | 242 | 1289 | 970 | 308 | 257 | 894 | 1001 | 2183 | 1971 |
| 08:00 | | **392** | 244 | | | 283 | 276 | | | | |
| 08:15 | | **333** | 177 | | | 309 | 280 | | | | |
| 08:30 | | 311 | 166 | | | 247 | 250 | | | | |
| 08:45 | | 303 | 161 | 1339 | 748 | 206 | 228 | 1045 | 1034 | 2384 | 1782 |
| 09:00 | | 357 | 171 | | | 185 | 225 | | | | |
| 09:15 | | 300 | 141 | | | 224 | 212 | | | | |
| 09:30 | | 309 | 129 | | | 240 | 178 | | | | |
| 09:45 | | 339 | 115 | 1305 | 556 | 258 | 185 | 907 | 800 | 2212 | 1356 |
| 10:00 | | 324 | 89 | | | 210 | 137 | | | | |
| 10:15 | | 297 | 106 | | | 228 | 108 | | | | |
| 10:30 | | 322 | 72 | | | 238 | 99 | | | | |
| 10:45 | | 328 | 55 | 1271 | 322 | 273 | 71 | 949 | 415 | 2220 | 737 |
| 11:00 | | 313 | 66 | | | **299** | 63 | | | | |
| 11:15 | | 350 | 67 | | | **299** | 58 | | | | |
| 11:30 | | 350 | 51 | | | **308** | 54 | | | | |
| 11:45 | | 383 | 56 | 1396 | 240 | **282** | 69 | 1188 | 244 | 2584 | 484 |
| Total | | 7708 | 13039 | 7708 | 13039 | 6009 | 13050 | 6009 | 13050 | 13717 | 26089 |
| Combined Total | | 20747 | | 20747 | | 19059 | | 19059 | | 39806 | |
| AM Peak | - | 07:30 | - | - | - | 11:00 | - | - | - | - | - |
| Vol. | - | 1529 | - | - | - | 1188 | - | - | - | - | - |
| P.H.F. | | 0.937 | | | | 0.964 | | | | | |
| PM Peak | - | - | 00:45 | - | - | - | 04:15 | - | - | - | - |
| Vol. | - | - | 1571 | - | - | - | 1462 | - | - | - | - |
| P.H.F. | | | 0.953 | | | | 0.916 | | | | |
| Percentage | | 37.2% | 62.8% | | | 31.5% | 68.5% | | | | |
| ADT/AADT | | ADT 39,806 | | AADT 39,806 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Ashlan Avenue
W/ Hayes Avenue
24 Hour Directional Volume Count

FSO029
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 2 | 21 | | | 2 | 30 | | | | |
| 12:15 | | 0 | 15 | | | 2 | 24 | | | | |
| 12:30 | | 1 | 18 | | | 1 | 28 | | | | |
| 12:45 | | 0 | 10 | 3 | 64 | 0 | **44** | 5 | 126 | 8 | 190 |
| 01:00 | | 1 | **77** | | | 1 | **74** | | | | |
| 01:15 | | 1 | **42** | | | 1 | **80** | | | | |
| 01:30 | | 1 | **87** | | | 0 | **47** | | | | |
| 01:45 | | 1 | **68** | 4 | 274 | 1 | 29 | 3 | 230 | 7 | 504 |
| 02:00 | | 0 | 21 | | | 0 | 75 | | | | |
| 02:15 | | 0 | 20 | | | 0 | 26 | | | | |
| 02:30 | | 0 | 13 | | | 0 | 32 | | | | |
| 02:45 | | 0 | 20 | 0 | 74 | 0 | 26 | 0 | 159 | 0 | 233 |
| 03:00 | | 2 | 26 | | | 0 | 29 | | | | |
| 03:15 | | 0 | 30 | | | 0 | 32 | | | | |
| 03:30 | | 1 | 32 | | | 0 | 31 | | | | |
| 03:45 | | 2 | 30 | 5 | 118 | 0 | 26 | 0 | 118 | 5 | 236 |
| 04:00 | | 1 | 44 | | | 0 | 25 | | | | |
| 04:15 | | 1 | 31 | | | 0 | 28 | | | | |
| 04:30 | | 1 | 57 | | | 0 | 30 | | | | |
| 04:45 | | 3 | 44 | 6 | 176 | 1 | 47 | 1 | 130 | 7 | 306 |
| 05:00 | | 2 | 35 | | | 1 | 55 | | | | |
| 05:15 | | 3 | 38 | | | 9 | 78 | | | | |
| 05:30 | | 5 | 33 | | | 6 | 39 | | | | |
| 05:45 | | 5 | 33 | 15 | 139 | 7 | 33 | 23 | 205 | 38 | 344 |
| 06:00 | | 7 | 80 | | | 5 | 32 | | | | |
| 06:15 | | 6 | 38 | | | 5 | 42 | | | | |
| 06:30 | | 12 | 4 | | | 11 | 33 | | | | |
| 06:45 | | 27 | 17 | 52 | 139 | 24 | 9 | 45 | 116 | 97 | 255 |
| 07:00 | | **86** | 40 | | | 67 | 21 | | | | |
| 07:15 | | **83** | 33 | | | **124** | 21 | | | | |
| 07:30 | | **114** | 19 | | | **68** | 13 | | | | |
| 07:45 | | **75** | 14 | 358 | 106 | **55** | 26 | 314 | 81 | 672 | 187 |
| 08:00 | | 50 | 15 | | | **87** | 7 | | | | |
| 08:15 | | 78 | 6 | | | 91 | 9 | | | | |
| 08:30 | | 64 | 8 | | | 17 | 4 | | | | |
| 08:45 | | 31 | 9 | 223 | 38 | 22 | 9 | 217 | 29 | 440 | 67 |
| 09:00 | | 23 | 7 | | | 25 | 2 | | | | |
| 09:15 | | 19 | 7 | | | 14 | 2 | | | | |
| 09:30 | | 22 | 3 | | | 12 | 2 | | | | |
| 09:45 | | 18 | 2 | 82 | 19 | 16 | 2 | 67 | 8 | 149 | 27 |
| 10:00 | | 18 | 2 | | | 11 | 3 | | | | |
| 10:15 | | 10 | 6 | | | 10 | 3 | | | | |
| 10:30 | | 10 | 4 | | | 21 | 4 | | | | |
| 10:45 | | 14 | 4 | 52 | 16 | 19 | 4 | 61 | 14 | 113 | 30 |
| 11:00 | | 13 | 1 | | | 27 | 2 | | | | |
| 11:15 | | 16 | 3 | | | 12 | 4 | | | | |
| 11:30 | | 23 | 5 | | | 13 | 3 | | | | |
| 11:45 | | 25 | 1 | 77 | 10 | 21 | 2 | 73 | 11 | 150 | 21 |
| Total | | 877 | 1173 | 877 | 1173 | 809 | 1227 | 809 | 1227 | 1686 | 2400 |
| Combined Total | | 2050 | | 2050 | | 2036 | | 2036 | | 4086 | |
| AM Peak | - | 07:00 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 358 | - | - | - | 334 | - | - | - | - | - |
| P.H.F. | | 0.785 | | | | 0.673 | | | | | |
| PM Peak | - | - | 01:00 | - | - | - | 00:45 | - | - | - | - |
| Vol. | - | - | 274 | - | - | - | 245 | - | - | - | - |
| P.H.F. | | | 0.787 | | | | 0.766 | | | | |
| Percentage | | 42.8% | 57.2% | | | 39.7% | 60.3% | | | | |
| ADT/AADT | | ADT 4,086 | | AADT 4,086 | | | | | | | |

Prepared by NDS/ATD

# VOLUME

W Ashlan Ave Bet. N Hayes Ave & N Polk Ave

**Day:** Wednesday
**Date:** 4/25/2018

**City:** Fresno
**Project #:** CA18_2051_012

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 2,011 | 1,850 | 3,861 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 2 | | 4 | | 6 | | 12:00 | | | 28 | | 17 | | 45 | |
| 00:15 | | | 2 | | 3 | | 5 | | 12:15 | | | 19 | | 21 | | 40 | |
| 00:30 | | | 2 | | 4 | | 6 | | 12:30 | | | 19 | | 17 | | 36 | |
| 00:45 | | | 3 | 9 | 4 | 15 | 7 | 24 | 12:45 | | | 12 | 78 | 48 | 103 | 60 | 181 |
| 01:00 | | | 1 | | 3 | | 4 | | 13:00 | | | 42 | | 53 | | 95 | |
| 01:15 | | | 1 | | 0 | | 1 | | 13:15 | | | 65 | | 45 | | 110 | |
| 01:30 | | | 1 | | 1 | | 2 | | 13:30 | | | 59 | | 40 | | 99 | |
| 01:45 | | | 0 | 3 | 0 | 4 | 0 | 7 | 13:45 | | | 64 | 230 | 33 | 171 | 97 | 401 |
| 02:00 | | | 0 | | 1 | | 1 | | 14:00 | | | 35 | | 31 | | 66 | |
| 02:15 | | | 1 | | 3 | | 4 | | 14:15 | | | 21 | | 34 | | 55 | |
| 02:30 | | | 0 | | 1 | | 1 | | 14:30 | | | 20 | | 23 | | 43 | |
| 02:45 | | | 0 | 1 | 1 | 6 | 1 | 7 | 14:45 | | | 10 | 86 | 32 | 120 | 42 | 206 |
| 03:00 | | | 3 | | 1 | | 4 | | 15:00 | | | 30 | | 30 | | 60 | |
| 03:15 | | | 0 | | 1 | | 1 | | 15:15 | | | 26 | | 35 | | 61 | |
| 03:30 | | | 0 | | 0 | | 0 | | 15:30 | | | 29 | | 20 | | 49 | |
| 03:45 | | | 3 | 6 | 0 | 2 | 3 | 8 | 15:45 | | | 36 | 121 | 25 | 110 | 61 | 231 |
| 04:00 | | | 1 | | 0 | | 1 | | 16:00 | | | 32 | | 29 | | 61 | |
| 04:15 | | | 4 | | 0 | | 4 | | 16:15 | | | 29 | | 29 | | 58 | |
| 04:30 | | | 6 | | 2 | | 8 | | 16:30 | | | 38 | | 34 | | 72 | |
| 04:45 | | | 2 | 13 | 3 | 5 | 5 | 18 | 16:45 | | | 35 | 134 | 35 | 127 | 70 | 261 |
| 05:00 | | | 4 | | 6 | | 10 | | 17:00 | | | 26 | | 48 | | 74 | |
| 05:15 | | | 10 | | 11 | | 21 | | 17:15 | | | 36 | | 39 | | 75 | |
| 05:30 | | | 8 | | 9 | | 17 | | 17:30 | | | 40 | | 42 | | 82 | |
| 05:45 | | | 12 | 34 | 9 | 35 | 21 | 69 | 17:45 | | | 56 | 158 | 36 | 165 | 92 | 323 |
| 06:00 | | | 14 | | 8 | | 22 | | 18:00 | | | 57 | | 36 | | 93 | |
| 06:15 | | | 15 | | 10 | | 25 | | 18:15 | | | 54 | | 47 | | 101 | |
| 06:30 | | | 11 | | 11 | | 22 | | 18:30 | | | 37 | | 30 | | 67 | |
| 06:45 | | | 19 | 59 | 29 | 58 | 48 | 117 | 18:45 | | | 55 | 203 | 27 | 140 | 82 | 343 |
| 07:00 | | | 51 | | 55 | | 106 | | 19:00 | | | 30 | | 23 | | 53 | |
| 07:15 | | | 63 | | 101 | | 164 | | 19:15 | | | 31 | | 24 | | 55 | |
| 07:30 | | | 93 | | 52 | | 145 | | 19:30 | | | 24 | | 18 | | 42 | |
| 07:45 | | | 46 | 253 | 22 | 230 | 68 | 483 | 19:45 | | | 33 | 118 | 21 | 86 | 54 | 204 |
| 08:00 | | | 46 | | 56 | | 102 | | 20:00 | | | 16 | | 15 | | 31 | |
| 08:15 | | | 47 | | 43 | | 90 | | 20:15 | | | 22 | | 16 | | 38 | |
| 08:30 | | | 45 | | 20 | | 65 | | 20:30 | | | 10 | | 9 | | 19 | |
| 08:45 | | | 12 | 150 | 19 | 138 | 31 | 288 | 20:45 | | | 7 | 55 | 12 | 52 | 19 | 107 |
| 09:00 | | | 18 | | 23 | | 41 | | 21:00 | | | 11 | | 14 | | 25 | |
| 09:15 | | | 28 | | 19 | | 47 | | 21:15 | | | 12 | | 10 | | 22 | |
| 09:30 | | | 17 | | 16 | | 33 | | 21:30 | | | 7 | | 8 | | 15 | |
| 09:45 | | | 17 | 80 | 16 | 74 | 33 | 154 | 21:45 | | | 8 | 38 | 11 | 43 | 19 | 81 |
| 10:00 | | | 22 | | 12 | | 34 | | 22:00 | | | 7 | | 13 | | 20 | |
| 10:15 | | | 20 | | 15 | | 35 | | 22:15 | | | 5 | | 5 | | 10 | |
| 10:30 | | | 14 | | 17 | | 31 | | 22:30 | | | 7 | | 5 | | 12 | |
| 10:45 | | | 21 | 77 | 15 | 59 | 36 | 136 | 22:45 | | | 2 | 21 | 3 | 26 | 5 | 47 |
| 11:00 | | | 16 | | 12 | | 28 | | 23:00 | | | 2 | | 4 | | 6 | |
| 11:15 | | | 20 | | 14 | | 34 | | 23:15 | | | 1 | | 5 | | 6 | |
| 11:30 | | | 20 | | 14 | | 34 | | 23:30 | | | 4 | | 4 | | 8 | |
| 11:45 | | | 16 | 72 | 23 | 63 | 39 | 135 | 23:45 | | | 5 | 12 | 5 | 18 | 10 | 30 |
| TOTALS | | | | 757 | | 689 | | 1446 | TOTALS | | | | 1254 | | 1161 | | 2415 |
| SPLIT % | | | | 52.4% | | 47.6% | | 37.5% | SPLIT % | | | | 51.9% | | 48.1% | | 62.5% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 2,011 | 1,850 | 3,861 |

| | | | | | | |
|---|---|---|---|---|---|---|
| AM Peak Hour | 07:00 | 06:45 | 07:00 | PM Peak Hour | 13:00 | 12:45 | 13:00 |
| AM Pk Volume | 253 | 237 | 483 | PM Pk Volume | 230 | 186 | 401 |
| Pk Hr Factor | 0.680 | 0.587 | 0.736 | Pk Hr Factor | 0.885 | 0.877 | 0.911 |
| 7 - 9 Volume | 403 | 368 | 771 | 4 - 6 Volume | 292 | 292 | 584 |
| 7 - 9 Peak Hour | 07:00 | 07:15 | 07:00 | 4 - 6 Peak Hour | 17:00 | 17:00 | 17:00 |
| 7 - 9 Pk Volume | 253 | 231 | 483 | 4 - 6 Pk Volume | 158 | 165 | 323 |
| Pk Hr Factor | 0.680 | 0.572 | 0.736 | Pk Hr Factor | 0.705 | 0.859 | 0.878 |

# County of Fresno

2220 Tulare St.
Fresno, CA 93721

Station ID: Mini-Tubes: 7-Day
Ashlan E-O Fruit
SIN#: 437
Date Start: 20-Sep-18
Date End: 26-Sep-18

## Volume Report

| Start | 17-Sep-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | East Boun | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo |
| 12:00 AM | * | * | * | * | * | * | 39 | 50 | 32 | 56 | 70 | 91 | 67 | 95 | 52 | 73 |
| 01:00 | * | * | * | * | * | * | 31 | 43 | 34 | 54 | 55 | 62 | 54 | 76 | 44 | 59 |
| 02:00 | * | * | * | * | * | * | 44 | 42 | 49 | 41 | 40 | 58 | 47 | 60 | 45 | 50 |
| 03:00 | * | * | * | * | * | * | 69 | 55 | 65 | 61 | 30 | 38 | 36 | 44 | 50 | 50 |
| 04:00 | * | * | * | * | * | * | 163 | 110 | 160 | 98 | 79 | 61 | 54 | 38 | 114 | 77 |
| 05:00 | * | * | * | * | * | * | 279 | 207 | 301 | 207 | 148 | 94 | 71 | 67 | 200 | 144 |
| 06:00 | * | * | * | * | * | * | **576** | 382 | **546** | 377 | 253 | 174 | 155 | 113 | 382 | 262 |
| 07:00 | * | * | * | * | * | * | 545 | **450** | 543 | 405 | 362 | 278 | 254 | 190 | 426 | 331 |
| 08:00 | * | * | * | * | * | * | 425 | 370 | 442 | 363 | 447 | 354 | 342 | 249 | 414 | 334 |
| 09:00 | * | * | * | * | * | * | 387 | 372 | 387 | 340 | 440 | 375 | **411** | 326 | 406 | 353 |
| 10:00 | * | * | * | * | * | * | 421 | 372 | 409 | 410 | 469 | 454 | 384 | 331 | 421 | 392 |
| 11:00 | * | * | * | * | * | * | 434 | 436 | 447 | **458** | **518** | **477** | 401 | **455** | **450** | **456** |
| 12:00 PM | * | * | * | * | * | * | 503 | 460 | 507 | 548 | 491 | 496 | **497** | 464 | 500 | 492 |
| 01:00 | * | * | * | * | * | * | 554 | 528 | 547 | 605 | 453 | **561** | 461 | 447 | 504 | 535 |
| 02:00 | * | * | * | * | * | * | 593 | 549 | **620** | 583 | **492** | 525 | 450 | 456 | **539** | 528 |
| 03:00 | * | * | * | * | * | * | 579 | 567 | 620 | 620 | 468 | 500 | 423 | **465** | 522 | 538 |
| 04:00 | * | * | * | * | * | * | **615** | **632** | 616 | **657** | 455 | 456 | 433 | 418 | 530 | **541** |
| 05:00 | * | * | * | * | * | * | 460 | 524 | 522 | 537 | 445 | 470 | 381 | 432 | 452 | 491 |
| 06:00 | * | * | * | * | * | * | 375 | 427 | 436 | 465 | 391 | 403 | 346 | 415 | 387 | 428 |
| 07:00 | * | * | * | * | * | * | 260 | 341 | 329 | 388 | 312 | 369 | 287 | 364 | 297 | 366 |
| 08:00 | * | * | * | * | * | * | 237 | 308 | 293 | 348 | 312 | 330 | 226 | 275 | 267 | 315 |
| 09:00 | * | * | * | * | * | * | 183 | 217 | 239 | 281 | 229 | 269 | 180 | 221 | 208 | 247 |
| 10:00 | * | * | * | * | * | * | 116 | 135 | 161 | 231 | 199 | 214 | 129 | 122 | 151 | 176 |
| 11:00 | * | * | * | * | * | * | 69 | 86 | 126 | 172 | 108 | 147 | 48 | 81 | 88 | 122 |
| Lane | 0 | 0 | 0 | 0 | 0 | 0 | 7957 | 7663 | 8431 | 8305 | 7266 | 7256 | 6137 | 6204 | 7449 | 7360 |
| Day | 0 | | 0 | | 0 | | 15620 | | 16736 | | 14522 | | 12341 | | 14809 | |
| AM Peak | - | - | - | - | - | - | 06:00 | 07:00 | 06:00 | 11:00 | 11:00 | 11:00 | 09:00 | 11:00 | 11:00 | 11:00 |
| Vol. | - | - | - | - | - | - | 576 | 450 | 546 | 458 | 518 | 477 | 411 | 455 | 450 | 456 |
| PM Peak | - | - | - | - | - | - | 16:00 | 16:00 | 14:00 | 16:00 | 14:00 | 13:00 | 12:00 | 15:00 | 14:00 | 16:00 |
| Vol. | - | - | - | - | - | - | 615 | 632 | 620 | 657 | 492 | 561 | 497 | 465 | 539 | 541 |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Ashlan Avenue
W/ Blackstone Avenue
24 Hour Directional Volume Count

FSO030
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 15 | 120 | | | 34 | 168 | | | | |
| 12:15 | | 9 | 173 | | | 27 | 139 | | | | |
| 12:30 | | 9 | 156 | | | 17 | 157 | | | | |
| 12:45 | | 8 | 156 | 41 | 605 | 21 | 161 | 99 | 625 | 140 | 1230 |
| 01:00 | | 12 | 163 | | | 10 | 145 | | | | |
| 01:15 | | 5 | 170 | | | 12 | 149 | | | | |
| 01:30 | | 3 | 160 | | | 16 | 173 | | | | |
| 01:45 | | 7 | 162 | 27 | 655 | 21 | 148 | 59 | 615 | 86 | 1270 |
| 02:00 | | 4 | **186** | | | 11 | 183 | | | | |
| 02:15 | | 9 | **214** | | | 7 | 173 | | | | |
| 02:30 | | 7 | **185** | | | 15 | 192 | | | | |
| 02:45 | | 10 | **165** | 30 | 750 | 11 | 169 | 44 | 717 | 74 | 1467 |
| 03:00 | | 15 | 181 | | | 5 | 162 | | | | |
| 03:15 | | 20 | 189 | | | 11 | 192 | | | | |
| 03:30 | | 16 | 178 | | | 13 | 198 | | | | |
| 03:45 | | 9 | 165 | 60 | 713 | 8 | 191 | 37 | 743 | 97 | 1456 |
| 04:00 | | 19 | 177 | | | 8 | 179 | | | | |
| 04:15 | | 16 | 172 | | | 10 | **220** | | | | |
| 04:30 | | 26 | 170 | | | 15 | **219** | | | | |
| 04:45 | | 19 | 168 | 80 | 687 | 19 | **233** | 52 | 851 | 132 | 1538 |
| 05:00 | | 42 | 196 | | | 25 | **202** | | | | |
| 05:15 | | 52 | 177 | | | 39 | 201 | | | | |
| 05:30 | | 82 | 172 | | | 39 | 207 | | | | |
| 05:45 | | 67 | 156 | 243 | 701 | 29 | 214 | 132 | 824 | 375 | 1525 |
| 06:00 | | 90 | 147 | | | 40 | 184 | | | | |
| 06:15 | | 130 | 131 | | | 60 | 146 | | | | |
| 06:30 | | 118 | 124 | | | 77 | 129 | | | | |
| 06:45 | | 133 | 77 | 471 | 479 | 97 | 126 | 274 | 585 | 745 | 1064 |
| 07:00 | | **195** | 110 | | | 120 | 109 | | | | |
| 07:15 | | **193** | 87 | | | 147 | 119 | | | | |
| 07:30 | | **210** | 99 | | | 136 | 134 | | | | |
| 07:45 | | **200** | 92 | 798 | 388 | 153 | 110 | 556 | 472 | 1354 | 860 |
| 08:00 | | 164 | 88 | | | 127 | 124 | | | | |
| 08:15 | | 153 | 72 | | | 123 | 105 | | | | |
| 08:30 | | 164 | 72 | | | 121 | 117 | | | | |
| 08:45 | | 123 | 66 | 604 | 298 | 102 | 82 | 473 | 428 | 1077 | 726 |
| 09:00 | | 150 | 64 | | | 95 | 105 | | | | |
| 09:15 | | 150 | 46 | | | 123 | 88 | | | | |
| 09:30 | | 158 | 67 | | | 91 | 72 | | | | |
| 09:45 | | 139 | 48 | 597 | 225 | 104 | 86 | 413 | 351 | 1010 | 576 |
| 10:00 | | 134 | 46 | | | 120 | 67 | | | | |
| 10:15 | | 128 | 39 | | | 130 | 70 | | | | |
| 10:30 | | 169 | 30 | | | 92 | 27 | | | | |
| 10:45 | | 132 | 26 | 563 | 141 | 133 | 38 | 475 | 202 | 1038 | 343 |
| 11:00 | | 136 | 20 | | | **138** | 32 | | | | |
| 11:15 | | 135 | 21 | | | **136** | 27 | | | | |
| 11:30 | | 147 | 24 | | | **150** | 27 | | | | |
| 11:45 | | 134 | 26 | 552 | 91 | **142** | 26 | 566 | 112 | 1118 | 203 |
| Total | | 4066 | 5733 | 4066 | 5733 | 3180 | 6525 | 3180 | 6525 | 7246 | 12258 |
| Combined Total | | 9799 | | 9799 | | 9705 | | 9705 | | 19504 | |
| AM Peak | - | 07:00 | - | - | - | 11:00 | - | - | - | - | - |
| Vol. | - | 798 | - | - | - | 566 | - | - | - | - | - |
| P.H.F. | | 0.950 | | | | 0.925 | | | | | |
| PM Peak | - | - | 02:00 | - | - | - | 04:15 | - | - | - | - |
| Vol. | - | - | 750 | - | - | - | 874 | - | - | - | - |
| P.H.F. | | | 0.876 | | | | 0.938 | | | | |
| Percentage | | 41.5% | 58.5% | | | 32.8% | 67.2% | | | | |
| ADT/AADT | | ADT 19,504 | | AADT 19,504 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Ashlan Avenue
E/ State Route 168
24 Hour Directional Volume Count

FSO031
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 37 | 173 | | | 28 | 168 | | | | |
| 12:15 | | 41 | 204 | | | 24 | 201 | | | | |
| 12:30 | | 39 | 176 | | | 24 | 196 | | | | |
| 12:45 | | 31 | 217 | 148 | 770 | 16 | 180 | 92 | 745 | 240 | 1515 |
| 01:00 | | 22 | 201 | | | 16 | 183 | | | | |
| 01:15 | | 13 | 228 | | | 10 | 203 | | | | |
| 01:30 | | 8 | 206 | | | 13 | 194 | | | | |
| 01:45 | | 17 | 183 | 60 | 818 | 13 | 238 | 52 | 818 | 112 | 1636 |
| 02:00 | | 16 | 223 | | | 13 | 213 | | | | |
| 02:15 | | 11 | 243 | | | 14 | 193 | | | | |
| 02:30 | | 5 | 234 | | | 10 | 215 | | | | |
| 02:45 | | 16 | 242 | 48 | 942 | 6 | 234 | 43 | 855 | 91 | 1797 |
| 03:00 | | 6 | 231 | | | 15 | 199 | | | | |
| 03:15 | | 14 | 248 | | | 4 | 231 | | | | |
| 03:30 | | 10 | 265 | | | 17 | 237 | | | | |
| 03:45 | | 28 | 280 | 58 | 1024 | 23 | 233 | 59 | 900 | 117 | 1924 |
| 04:00 | | 22 | 267 | | | 19 | 179 | | | | |
| 04:15 | | 16 | 320 | | | 18 | 228 | | | | |
| 04:30 | | 18 | 272 | | | 37 | 230 | | | | |
| 04:45 | | 25 | **319** | 81 | 1178 | 34 | 224 | 108 | 861 | 189 | 2039 |
| 05:00 | | 34 | **301** | | | 40 | **236** | | | | |
| 05:15 | | 45 | **363** | | | 61 | **273** | | | | |
| 05:30 | | 59 | **313** | | | 86 | **259** | | | | |
| 05:45 | | 82 | 302 | 220 | 1279 | 127 | **237** | 314 | 1005 | 534 | 2284 |
| 06:00 | | 81 | 267 | | | 100 | 203 | | | | |
| 06:15 | | 126 | 263 | | | 104 | 199 | | | | |
| 06:30 | | 97 | 229 | | | 166 | 188 | | | | |
| 06:45 | | 157 | 207 | 461 | 966 | 223 | 191 | 593 | 781 | 1054 | 1747 |
| 07:00 | | 156 | 194 | | | 244 | 152 | | | | |
| 07:15 | | 167 | 161 | | | **290** | 154 | | | | |
| 07:30 | | 179 | 173 | | | **335** | 116 | | | | |
| 07:45 | | **256** | 141 | 758 | 669 | **334** | 151 | 1203 | 573 | 1961 | 1242 |
| 08:00 | | **224** | 135 | | | **262** | 126 | | | | |
| 08:15 | | **199** | 179 | | | 280 | 111 | | | | |
| 08:30 | | **181** | 140 | | | 230 | 107 | | | | |
| 08:45 | | 200 | 140 | 804 | 594 | 213 | 125 | 985 | 469 | 1789 | 1063 |
| 09:00 | | 185 | 125 | | | 200 | 102 | | | | |
| 09:15 | | 132 | 107 | | | 161 | 113 | | | | |
| 09:30 | | 172 | 108 | | | 165 | 81 | | | | |
| 09:45 | | 158 | 105 | 647 | 445 | 167 | 61 | 693 | 357 | 1340 | 802 |
| 10:00 | | 163 | 63 | | | 154 | 56 | | | | |
| 10:15 | | 158 | 92 | | | 147 | 67 | | | | |
| 10:30 | | 166 | 51 | | | 163 | 58 | | | | |
| 10:45 | | 169 | 68 | 656 | 274 | 189 | 36 | 653 | 217 | 1309 | 491 |
| 11:00 | | 153 | 57 | | | 170 | 29 | | | | |
| 11:15 | | 184 | 56 | | | 147 | 37 | | | | |
| 11:30 | | 173 | 40 | | | 162 | 36 | | | | |
| 11:45 | | 206 | 46 | 716 | 199 | 193 | 35 | 672 | 137 | 1388 | 336 |
| Total | | 4657 | 9158 | 4657 | 9158 | 5467 | 7718 | 5467 | 7718 | 10124 | 16876 |
| Combined Total | | 13815 | | 13815 | | 13185 | | 13185 | | 27000 | |
| AM Peak | - | 07:45 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 860 | - | - | - | 1221 | - | - | - | - | - |
| P.H.F. | | 0.840 | | | | 0.911 | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | 05:00 | - | - | - | - |
| Vol. | - | - | 1296 | - | - | - | 1005 | - | - | - | - |
| P.H.F. | | | 0.893 | | | | 0.920 | | | | |
| Percentage | | 33.7% | 66.3% | | | 41.5% | 58.5% | | | | |
| ADT/AADT | | ADT 27,000 | | AADT 27,000 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Dakota Avenue
B/ Marks Avenue - Hughes Avenue
24 Hour Directional Volume Count

FSO004
Site Code: 003-19185

| Start | 19-Mar-19 | Eastbound | | Hour Totals | | Westbound | | Hour Totals | | Combined Totals | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Tue | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 32 | 45 | | | 56 | 102 | | | | |
| 12:15 | | 21 | 59 | | | 47 | 103 | | | | |
| 12:30 | | 20 | 56 | | | 38 | 100 | | | | |
| 12:45 | | 21 | 48 | 94 | 208 | 50 | 108 | 191 | 413 | 285 | 621 |
| 01:00 | | 18 | 57 | | | 39 | 115 | | | | |
| 01:15 | | 18 | 68 | | | 27 | 127 | | | | |
| 01:30 | | 16 | 52 | | | 35 | 122 | | | | |
| 01:45 | | 18 | 68 | 70 | 245 | 25 | 129 | 126 | 493 | 196 | 738 |
| 02:00 | | 16 | 74 | | | 23 | 124 | | | | |
| 02:15 | | 9 | 76 | | | 23 | 135 | | | | |
| 02:30 | | 11 | 70 | | | 18 | 135 | | | | |
| 02:45 | | 5 | 75 | 41 | 295 | 10 | 127 | 74 | 521 | 115 | 816 |
| 03:00 | | 8 | 59 | | | 14 | 121 | | | | |
| 03:15 | | 9 | 69 | | | 19 | 139 | | | | |
| 03:30 | | 5 | 78 | | | 11 | 134 | | | | |
| 03:45 | | 4 | 69 | 26 | 275 | 11 | 132 | 55 | 526 | 81 | 801 |
| 04:00 | | 3 | 82 | | | 8 | 116 | | | | |
| 04:15 | | 5 | 93 | | | 7 | 146 | | | | |
| 04:30 | | 3 | 75 | | | 9 | 143 | | | | |
| 04:45 | | 5 | 79 | 16 | 329 | 8 | 168 | 32 | 573 | 48 | 902 |
| 05:00 | | 6 | 85 | | | 11 | **168** | | | | |
| 05:15 | | 3 | **101** | | | 8 | **181** | | | | |
| 05:30 | | 3 | **95** | | | 8 | **175** | | | | |
| 05:45 | | 5 | **92** | 17 | 373 | 14 | **212** | 41 | 736 | 58 | 1109 |
| 06:00 | | 4 | **89** | | | 8 | 159 | | | | |
| 06:15 | | 5 | 54 | | | 7 | 144 | | | | |
| 06:30 | | 5 | 45 | | | 7 | 156 | | | | |
| 06:45 | | 5 | 69 | 19 | 257 | 12 | 173 | 34 | 632 | 53 | 889 |
| 07:00 | | 9 | 54 | | | 12 | 152 | | | | |
| 07:15 | | 12 | 45 | | | 22 | 166 | | | | |
| 07:30 | | 11 | 57 | | | 20 | 161 | | | | |
| 07:45 | | 16 | 54 | 48 | 210 | 40 | 145 | 94 | 624 | 142 | 834 |
| 08:00 | | 18 | 61 | | | 34 | 145 | | | | |
| 08:15 | | 21 | 54 | | | 34 | 123 | | | | |
| 08:30 | | 14 | 63 | | | 43 | 122 | | | | |
| 08:45 | | 32 | 39 | 85 | 217 | 73 | 119 | 184 | 509 | 269 | 726 |
| 09:00 | | 44 | 56 | | | 73 | 122 | | | | |
| 09:15 | | 44 | 61 | | | 82 | 99 | | | | |
| 09:30 | | 64 | 65 | | | **150** | 126 | | | | |
| 09:45 | | **99** | 40 | 251 | 222 | **155** | 95 | 460 | 442 | 711 | 664 |
| 10:00 | | **104** | 35 | | | **177** | 85 | | | | |
| 10:15 | | **87** | 49 | | | **165** | 90 | | | | |
| 10:30 | | **76** | 52 | | | 143 | 95 | | | | |
| 10:45 | | 47 | 50 | 314 | 186 | 123 | 99 | 608 | 369 | 922 | 555 |
| 11:00 | | 66 | 40 | | | 142 | 85 | | | | |
| 11:15 | | 52 | 31 | | | 98 | 71 | | | | |
| 11:30 | | 45 | 32 | | | 110 | 61 | | | | |
| 11:45 | | 48 | 41 | 211 | 144 | 101 | 72 | 451 | 289 | 662 | 433 |
| Total | | 1192 | 2961 | 1192 | 2961 | 2350 | 6127 | 2350 | 6127 | 3542 | 9088 |
| Combined Total | | 4153 | | 4153 | | 8477 | | 8477 | | 12630 | |
| AM Peak | - | 09:45 | - | - | - | 09:30 | - | - | - | - | - |
| Vol. | - | 366 | - | - | - | 647 | - | - | - | - | - |
| P.H.F. | | 0.880 | | | | 0.914 | | | | | |
| PM Peak | - | - | 05:15 | - | - | - | 05:00 | - | - | - | - |
| Vol. | - | - | 377 | - | - | - | 736 | - | - | - | - |
| P.H.F. | | | 0.933 | | | | 0.868 | | | | |
| Percentage | | 28.7% | 71.3% | | | 27.7% | 72.3% | | | | |
| ADT/AADT | | ADT 12,630 | | AADT 12,630 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Dakota Avenue
Fruit Avenue - West Avenue
24 Hour Directional Volume Count

FSO005
Site Code: 003-19185

| Start | 19-Mar-19 | Eastbound | | Hour Totals | | Westbound | | Hour Totals | | Combined Totals | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Tue | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 22 | 31 | | | 19 | 38 | | | | |
| 12:15 | | 13 | 28 | | | 25 | 41 | | | | |
| 12:30 | | 26 | 34 | | | 20 | 50 | | | | |
| 12:45 | | 11 | 29 | 72 | 122 | 17 | 35 | 81 | 164 | 153 | 286 |
| 01:00 | | 15 | 30 | | | 18 | 40 | | | | |
| 01:15 | | 17 | 29 | | | 16 | 56 | | | | |
| 01:30 | | 18 | 27 | | | 11 | 27 | | | | |
| 01:45 | | 18 | 50 | 68 | 136 | 17 | 52 | 62 | 175 | 130 | 311 |
| 02:00 | | 14 | 50 | | | 9 | 53 | | | | |
| 02:15 | | 6 | 46 | | | 9 | 43 | | | | |
| 02:30 | | 7 | 46 | | | 6 | 56 | | | | |
| 02:45 | | 4 | 45 | 31 | 187 | 3 | 49 | 27 | 201 | 58 | 388 |
| 03:00 | | 7 | 42 | | | 3 | 57 | | | | |
| 03:15 | | 6 | 44 | | | 6 | 43 | | | | |
| 03:30 | | 5 | 51 | | | 6 | 52 | | | | |
| 03:45 | | 3 | 33 | 21 | 170 | 3 | 60 | 18 | 212 | 39 | 382 |
| 04:00 | | 4 | 43 | | | 7 | 54 | | | | |
| 04:15 | | 8 | 65 | | | 1 | 50 | | | | |
| 04:30 | | 3 | 57 | | | 2 | 56 | | | | |
| 04:45 | | 3 | 56 | 18 | 221 | 1 | **98** | 11 | 258 | 29 | 479 |
| 05:00 | | 5 | 58 | | | 4 | **69** | | | | |
| 05:15 | | 1 | **85** | | | 3 | **73** | | | | |
| 05:30 | | 2 | **74** | | | 3 | **67** | | | | |
| 05:45 | | 0 | **69** | 8 | 286 | 6 | 68 | 16 | 277 | 24 | 563 |
| 06:00 | | 2 | **64** | | | 8 | 62 | | | | |
| 06:15 | | 4 | 63 | | | 3 | 67 | | | | |
| 06:30 | | 4 | 44 | | | 3 | 73 | | | | |
| 06:45 | | 4 | 59 | 14 | 230 | 9 | 62 | 23 | 264 | 37 | 494 |
| 07:00 | | 3 | 58 | | | 8 | 70 | | | | |
| 07:15 | | 4 | 75 | | | 10 | 72 | | | | |
| 07:30 | | 5 | 82 | | | 13 | 75 | | | | |
| 07:45 | | 5 | 66 | 17 | 281 | 15 | 66 | 46 | 283 | 63 | 564 |
| 08:00 | | 6 | 65 | | | 19 | 60 | | | | |
| 08:15 | | 13 | 51 | | | 20 | 65 | | | | |
| 08:30 | | 2 | 44 | | | 22 | 45 | | | | |
| 08:45 | | 20 | 44 | 41 | 204 | 44 | 54 | 105 | 224 | 146 | 428 |
| 09:00 | | 27 | 38 | | | 44 | 45 | | | | |
| 09:15 | | 28 | 43 | | | 65 | 40 | | | | |
| 09:30 | | **42** | 51 | | | **79** | 47 | | | | |
| 09:45 | | **57** | 48 | 154 | 180 | **163** | 46 | 351 | 178 | 505 | 358 |
| 10:00 | | **75** | 37 | | | **116** | 38 | | | | |
| 10:15 | | **62** | 28 | | | **94** | 33 | | | | |
| 10:30 | | 42 | 42 | | | 51 | 38 | | | | |
| 10:45 | | 29 | 31 | 208 | 138 | 75 | 43 | 336 | 152 | 544 | 290 |
| 11:00 | | 44 | 36 | | | 44 | 41 | | | | |
| 11:15 | | 31 | 28 | | | 65 | 36 | | | | |
| 11:30 | | 27 | 36 | | | 48 | 26 | | | | |
| 11:45 | | 34 | 33 | 136 | 133 | 56 | 23 | 213 | 126 | 349 | 259 |
| Total | | 788 | 2288 | 788 | 2288 | 1289 | 2514 | 1289 | 2514 | 2077 | 4802 |
| Combined Total | | 3076 | | 3076 | | 3803 | | 3803 | | 6879 | |
| AM Peak | - | 09:30 | - | - | - | 09:30 | - | - | - | - | - |
| Vol. | - | 236 | - | - | - | 452 | - | - | - | - | - |
| P.H.F. | | 0.787 | | | | 0.693 | | | | | |
| PM Peak | - | - | 05:15 | - | - | - | 04:45 | - | - | - | - |
| Vol. | - | - | 292 | - | - | - | 307 | - | - | - | - |
| P.H.F. | | | 0.859 | | | | 0.783 | | | | |
| Percentage | | 25.6% | 74.4% | | | 33.9% | 66.1% | | | | |
| ADT/AADT | | ADT 6,879 | | AADT 6,879 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Dakota Avenue
B/ Millbrook Avenue - First Street
24 Hour Directional Volume Count

FSO003
Site Code: 003-19185

| Start Time | 19-Mar-19 Tue | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 41 | 64 | | | 34 | 88 | | | | |
| 12:15 | | 28 | 89 | | | 39 | 60 | | | | |
| 12:30 | | 35 | 78 | | | 30 | 81 | | | | |
| 12:45 | | 30 | 66 | 134 | 297 | 30 | 92 | 133 | 321 | 267 | 618 |
| 01:00 | | 21 | 83 | | | 22 | 81 | | | | |
| 01:15 | | 18 | 106 | | | 16 | 73 | | | | |
| 01:30 | | 14 | 77 | | | 9 | 86 | | | | |
| 01:45 | | 17 | 86 | 70 | 352 | 18 | 100 | 65 | 340 | 135 | 692 |
| 02:00 | | 17 | 98 | | | 11 | 80 | | | | |
| 02:15 | | 8 | 106 | | | 14 | 87 | | | | |
| 02:30 | | 14 | 94 | | | 11 | 86 | | | | |
| 02:45 | | 17 | 105 | 56 | 403 | 12 | 94 | 48 | 347 | 104 | 750 |
| 03:00 | | 8 | 76 | | | 10 | 106 | | | | |
| 03:15 | | 9 | 94 | | | 8 | 103 | | | | |
| 03:30 | | 4 | 104 | | | 6 | 97 | | | | |
| 03:45 | | 4 | 104 | 25 | 378 | 11 | 100 | 35 | 406 | 60 | 784 |
| 04:00 | | 2 | 121 | | | 12 | 106 | | | | |
| 04:15 | | 2 | 125 | | | 2 | 107 | | | | |
| 04:30 | | 6 | 101 | | | 9 | 120 | | | | |
| 04:45 | | 3 | 105 | 13 | 452 | 0 | 122 | 23 | 455 | 36 | 907 |
| 05:00 | | 7 | 120 | | | 4 | 115 | | | | |
| 05:15 | | 5 | 136 | | | 6 | 122 | | | | |
| 05:30 | | 4 | 122 | | | 7 | 133 | | | | |
| 05:45 | | 5 | 114 | 21 | 492 | 3 | **149** | 20 | 519 | 41 | 1011 |
| 06:00 | | 5 | 147 | | | 5 | **153** | | | | |
| 06:15 | | 4 | 139 | | | 2 | **151** | | | | |
| 06:30 | | 5 | 137 | | | 7 | **146** | | | | |
| 06:45 | | 6 | **136** | 20 | 559 | 8 | 127 | 22 | 577 | 42 | 1136 |
| 07:00 | | 15 | **166** | | | 7 | 114 | | | | |
| 07:15 | | 20 | **182** | | | 15 | 186 | | | | |
| 07:30 | | 17 | **161** | | | 12 | 131 | | | | |
| 07:45 | | 26 | 116 | 78 | 625 | 20 | 129 | 54 | 560 | 132 | 1185 |
| 08:00 | | 30 | 119 | | | 20 | 113 | | | | |
| 08:15 | | 29 | 94 | | | 23 | 101 | | | | |
| 08:30 | | 26 | 93 | | | 22 | 100 | | | | |
| 08:45 | | 44 | 89 | 129 | 395 | 44 | 111 | 109 | 425 | 238 | 820 |
| 09:00 | | 60 | 73 | | | 67 | 82 | | | | |
| 09:15 | | 59 | 84 | | | 101 | 81 | | | | |
| 09:30 | | 91 | 79 | | | **143** | 72 | | | | |
| 09:45 | | **141** | 74 | 351 | 310 | **245** | 93 | 556 | 328 | 907 | 638 |
| 10:00 | | **133** | 66 | | | **221** | 59 | | | | |
| 10:15 | | **112** | 70 | | | **149** | 46 | | | | |
| 10:30 | | **109** | 62 | | | 124 | 57 | | | | |
| 10:45 | | 65 | 69 | 419 | 267 | 121 | 52 | 615 | 214 | 1034 | 481 |
| 11:00 | | 87 | 68 | | | 136 | 47 | | | | |
| 11:15 | | 72 | 70 | | | 93 | 46 | | | | |
| 11:30 | | 62 | 44 | | | 82 | 36 | | | | |
| 11:45 | | 61 | 41 | 282 | 223 | 70 | 31 | 381 | 160 | 663 | 383 |
| Total | | 1598 | 4753 | 1598 | 4753 | 2061 | 4652 | 2061 | 4652 | 3659 | 9405 |
| Combined Total | | 6351 | | 6351 | | 6713 | | 6713 | | 13064 | |
| AM Peak | - | 09:45 | - | - | - | 09:30 | - | - | - | - | - |
| Vol. | - | 495 | - | - | - | 758 | - | - | - | - | - |
| P.H.F. | | 0.878 | | | | 0.773 | | | | | |
| PM Peak | - | - | 06:45 | - | - | - | 05:45 | - | - | - | - |
| Vol. | - | - | 645 | - | - | - | 599 | - | - | - | - |
| P.H.F. | | | 0.886 | | | | 0.979 | | | | |
| Percentage | | 25.2% | 74.8% | | | 30.7% | 69.3% | | | | |
| ADT/AADT | | ADT 13,064 | | AADT 13,064 | | | | | | | |

Prepared by NDS/ATD

# VOLUME

Shields Ave Bet. Garfield Ave & Grantland Ave

**Day:** Thursday
**Date:** 3/8/2018

**City:** Fresno
**Project #:** CA18_2030_004

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 1,422 | 1,419 | 2,841 |

| AM Period | NB | SB | EB | WB | TOTAL | | PM Period | NB | SB | EB | WB | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 1 | 2 | 3 | | 12:00 | | | 38 | 24 | 62 | |
| 00:15 | | | 1 | 0 | 1 | | 12:15 | | | 28 | 17 | 45 | |
| 00:30 | | | 0 | 1 | 1 | | 12:30 | | | 13 | 13 | 26 | |
| 00:45 | | | 0 | 2 | 0 | 3 | 0 | 5 | 12:45 | | | 20 | 99 | 23 | 77 | 43 | 176 |
| 01:00 | | | 3 | 1 | 4 | | 13:00 | | | 36 | 22 | 58 | |
| 01:15 | | | 0 | 1 | 1 | | 13:15 | | | 25 | 12 | 37 | |
| 01:30 | | | 1 | 0 | 1 | | 13:30 | | | 16 | 13 | 29 | |
| 01:45 | | | 0 | 4 | 1 | 3 | 1 | 7 | 13:45 | | | 16 | 93 | 18 | 65 | 34 | 158 |
| 02:00 | | | 1 | 0 | 1 | | 14:00 | | | 21 | 34 | 55 | |
| 02:15 | | | 0 | 1 | 1 | | 14:15 | | | 19 | 31 | 50 | |
| 02:30 | | | 1 | 2 | 3 | | 14:30 | | | 47 | 30 | 77 | |
| 02:45 | | | 1 | 3 | 0 | 3 | 1 | 6 | 14:45 | | | 38 | 125 | 31 | 126 | 69 | 251 |
| 03:00 | | | 0 | 1 | 1 | | 15:00 | | | 38 | 47 | 85 | |
| 03:15 | | | 0 | 2 | 2 | | 15:15 | | | 56 | 22 | 78 | |
| 03:30 | | | 1 | 4 | 5 | | 15:30 | | | 28 | 20 | 48 | |
| 03:45 | | | 0 | 1 | 4 | 11 | 4 | 12 | 15:45 | | | 23 | 145 | 24 | 113 | 47 | 258 |
| 04:00 | | | 1 | 2 | 3 | | 16:00 | | | 37 | 25 | 62 | |
| 04:15 | | | 1 | 1 | 2 | | 16:15 | | | 32 | 20 | 52 | |
| 04:30 | | | 2 | 0 | 2 | | 16:30 | | | 41 | 23 | 64 | |
| 04:45 | | | 1 | 5 | 4 | 7 | 5 | 12 | 16:45 | | | 40 | 150 | 26 | 94 | 66 | 244 |
| 05:00 | | | 1 | 5 | 6 | | 17:00 | | | 34 | 32 | 66 | |
| 05:15 | | | 6 | 9 | 15 | | 17:15 | | | 37 | 25 | 62 | |
| 05:30 | | | 3 | 9 | 12 | | 17:30 | | | 25 | 17 | 42 | |
| 05:45 | | | 6 | 16 | 9 | 32 | 15 | 48 | 17:45 | | | 30 | 126 | 20 | 94 | 50 | 220 |
| 06:00 | | | 7 | 15 | 22 | | 18:00 | | | 27 | 13 | 40 | |
| 06:15 | | | 7 | 14 | 21 | | 18:15 | | | 26 | 17 | 43 | |
| 06:30 | | | 10 | 15 | 25 | | 18:30 | | | 15 | 18 | 33 | |
| 06:45 | | | 12 | 36 | 38 | 82 | 50 | 118 | 18:45 | | | 18 | 86 | 15 | 63 | 33 | 149 |
| 07:00 | | | 19 | 73 | 92 | | 19:00 | | | 12 | 14 | 26 | |
| 07:15 | | | 53 | 54 | 107 | | 19:15 | | | 11 | 15 | 26 | |
| 07:30 | | | 44 | 34 | 78 | | 19:30 | | | 9 | 8 | 17 | |
| 07:45 | | | 32 | 148 | 40 | 201 | 72 | 349 | 19:45 | | | 5 | 37 | 13 | 50 | 18 | 87 |
| 08:00 | | | 23 | 35 | 58 | | 20:00 | | | 2 | 10 | 12 | |
| 08:15 | | | 46 | 50 | 96 | | 20:15 | | | 3 | 7 | 10 | |
| 08:30 | | | 30 | 15 | 45 | | 20:30 | | | 6 | 7 | 13 | |
| 08:45 | | | 20 | 119 | 37 | 137 | 57 | 256 | 20:45 | | | 5 | 16 | 5 | 29 | 10 | 45 |
| 09:00 | | | 33 | 16 | 49 | | 21:00 | | | 6 | 6 | 12 | |
| 09:15 | | | 14 | 10 | 24 | | 21:15 | | | 1 | 9 | 10 | |
| 09:30 | | | 10 | 9 | 19 | | 21:30 | | | 4 | 8 | 12 | |
| 09:45 | | | 10 | 67 | 8 | 43 | 18 | 110 | 21:45 | | | 7 | 18 | 6 | 29 | 13 | 47 |
| 10:00 | | | 14 | 12 | 26 | | 22:00 | | | 1 | 6 | 7 | |
| 10:15 | | | 10 | 15 | 25 | | 22:15 | | | 3 | 4 | 7 | |
| 10:30 | | | 25 | 28 | 53 | | 22:30 | | | 2 | 2 | 4 | |
| 10:45 | | | 14 | 63 | 13 | 68 | 27 | 131 | 22:45 | | | 3 | 9 | 3 | 15 | 6 | 24 |
| 11:00 | | | 11 | 10 | 21 | | 23:00 | | | 1 | 7 | 8 | |
| 11:15 | | | 15 | 12 | 27 | | 23:15 | | | 0 | 3 | 3 | |
| 11:30 | | | 15 | 11 | 26 | | 23:30 | | | 0 | 4 | 4 | |
| 11:45 | | | 11 | 52 | 27 | 60 | 38 | 112 | 23:45 | | | 1 | 2 | 0 | 14 | 1 | 16 |
| TOTALS | | | | 516 | | 650 | | 1166 | TOTALS | | | | 906 | | 769 | | 1675 |
| SPLIT % | | | | 44.3% | | 55.7% | | 41.0% | SPLIT % | | | | 54.1% | | 45.9% | | 59.0% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 1,422 | 1,419 | 2,841 |

| | | | | | | |
|---|---|---|---|---|---|---|
| AM Peak Hour | 07:15 | 07:00 | 07:00 | PM Peak Hour | 14:30 | 14:15 | 14:30 |
| AM Pk Volume | 152 | 201 | 349 | PM Pk Volume | 179 | 139 | 309 |
| Pk Hr Factor | 0.717 | 0.688 | 0.815 | Pk Hr Factor | 0.799 | 0.739 | 0.909 |
| 7 - 9 Volume | 267 | 338 | 605 | 4 - 6 Volume | 276 | 188 | 464 |
| 7 - 9 Peak Hour | 07:15 | 07:00 | 07:00 | 4 - 6 Peak Hour | 16:30 | 16:30 | 16:30 |
| 7 - 9 Pk Volume | 152 | 201 | 349 | 4 - 6 Pk Volume | 152 | 106 | 258 |
| Pk Hr Factor | 0.717 | 0.688 | 0.815 | Pk Hr Factor | 0.927 | 0.828 | 0.977 |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Shields Avenue
W/ Clovis Avenue
24 Hour Directional Volume Count

FSO056
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 12 | 101 | | | 8 | 91 | | | | |
| 12:15 | | 17 | 104 | | | 9 | 118 | | | | |
| 12:30 | | 5 | 99 | | | 10 | 122 | | | | |
| 12:45 | | 13 | 108 | 47 | 412 | 3 | 89 | 30 | 420 | 77 | 832 |
| 01:00 | | 4 | 107 | | | 4 | 86 | | | | |
| 01:15 | | 7 | 101 | | | 5 | 98 | | | | |
| 01:30 | | 6 | 106 | | | 3 | 115 | | | | |
| 01:45 | | 6 | 111 | 23 | 425 | 5 | 101 | 17 | 400 | 40 | 825 |
| 02:00 | | 0 | 102 | | | 6 | 111 | | | | |
| 02:15 | | 7 | 106 | | | 4 | 131 | | | | |
| 02:30 | | 3 | 144 | | | 1 | 157 | | | | |
| 02:45 | | 6 | 140 | 16 | 492 | 3 | 147 | 14 | 546 | 30 | 1038 |
| 03:00 | | 6 | **183** | | | 2 | 149 | | | | |
| 03:15 | | 8 | **173** | | | 4 | 132 | | | | |
| 03:30 | | 4 | **126** | | | 5 | **186** | | | | |
| 03:45 | | 17 | **183** | 35 | 665 | 6 | **186** | 17 | 653 | 52 | 1318 |
| 04:00 | | 7 | 125 | | | 7 | **190** | | | | |
| 04:15 | | 10 | 126 | | | 9 | **165** | | | | |
| 04:30 | | 27 | 166 | | | 11 | 150 | | | | |
| 04:45 | | 36 | 135 | 80 | 552 | 23 | 187 | 50 | 692 | 130 | 1244 |
| 05:00 | | 25 | 142 | | | 24 | 189 | | | | |
| 05:15 | | 26 | 175 | | | 24 | 179 | | | | |
| 05:30 | | 44 | 152 | | | 33 | 136 | | | | |
| 05:45 | | 110 | 168 | 205 | 637 | 70 | 123 | 151 | 627 | 356 | 1264 |
| 06:00 | | 50 | 114 | | | 88 | 100 | | | | |
| 06:15 | | 66 | 113 | | | 136 | 80 | | | | |
| 06:30 | | 95 | 93 | | | 78 | 80 | | | | |
| 06:45 | | 130 | 79 | 341 | 399 | 88 | 75 | 390 | 335 | 731 | 734 |
| 07:00 | | 132 | 64 | | | 113 | 67 | | | | |
| 07:15 | | 97 | 72 | | | **147** | 43 | | | | |
| 07:30 | | **109** | 56 | | | **208** | 64 | | | | |
| 07:45 | | **179** | 45 | 517 | 237 | **197** | 55 | 665 | 229 | 1182 | 466 |
| 08:00 | | **125** | 55 | | | **177** | 36 | | | | |
| 08:15 | | **134** | 74 | | | 134 | 33 | | | | |
| 08:30 | | 96 | 55 | | | 116 | 38 | | | | |
| 08:45 | | 92 | 48 | 447 | 232 | 88 | 37 | 515 | 144 | 962 | 376 |
| 09:00 | | 66 | 46 | | | 77 | 45 | | | | |
| 09:15 | | 59 | 36 | | | 71 | 21 | | | | |
| 09:30 | | 58 | 21 | | | 74 | 27 | | | | |
| 09:45 | | 81 | 35 | 264 | 138 | 77 | 19 | 299 | 112 | 563 | 250 |
| 10:00 | | 61 | 50 | | | 91 | 21 | | | | |
| 10:15 | | 63 | 53 | | | 86 | 26 | | | | |
| 10:30 | | 66 | 12 | | | 85 | 14 | | | | |
| 10:45 | | 82 | 17 | 272 | 132 | 87 | 19 | 349 | 80 | 621 | 212 |
| 11:00 | | 72 | 13 | | | 84 | 10 | | | | |
| 11:15 | | 81 | 8 | | | 87 | 7 | | | | |
| 11:30 | | 89 | 11 | | | 101 | 15 | | | | |
| 11:45 | | 90 | 26 | 332 | 58 | 112 | 5 | 384 | 37 | 716 | 95 |
| Total | | 2579 | 4379 | 2579 | 4379 | 2881 | 4275 | 2881 | 4275 | 5460 | 8654 |
| Combined Total | | 6958 | | 6958 | | 7156 | | 7156 | | 14114 | |
| AM Peak | - | 07:30 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 547 | - | - | - | 729 | - | - | - | - | - |
| P.H.F. | | 0.764 | | | | 0.876 | | | | | |
| PM Peak | - | - | 03:00 | - | - | - | 03:30 | - | - | - | - |
| Vol. | - | - | 665 | - | - | - | 727 | - | - | - | - |
| P.H.F. | | | 0.908 | | | | 0.957 | | | | |
| Percentage | | 37.1% | 62.9% | | | 40.3% | 59.7% | | | | |
| ADT/AADT | | ADT 14,114 | | AADT 14,114 | | | | | | | |

Prepared by NDS/ATD

# VOLUME

N Locan Ave 600' N/O E Shields Ave

**Day:** Wednesday
**Date:** 4/25/2018

**City:** Fresno
**Project #:** CA18_2051_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,912 | 2,135 | 0 | 0 | 4,047 |

| AM Period | NB | | SB | | EB | | WB | | TOTAL | | PM Period | NB | | SB | | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | 5 | | 3 | | | | | | 8 | | 12:00 | 21 | | 25 | | | | | | 46 | |
| 00:15 | 1 | | 0 | | | | | | 1 | | 12:15 | 20 | | 20 | | | | | | 40 | |
| 00:30 | 3 | | 1 | | | | | | 4 | | 12:30 | 19 | | 22 | | | | | | 41 | |
| 00:45 | 4 | 13 | 0 | 4 | | | | | 4 | 17 | 12:45 | 19 | 79 | 25 | 92 | | | | | 44 | 171 |
| 01:00 | 2 | | 1 | | | | | | 3 | | 13:00 | 23 | | 22 | | | | | | 45 | |
| 01:15 | 1 | | 3 | | | | | | 4 | | 13:15 | 29 | | 30 | | | | | | 59 | |
| 01:30 | 1 | | 2 | | | | | | 3 | | 13:30 | 20 | | 42 | | | | | | 62 | |
| 01:45 | 4 | 8 | 2 | 8 | | | | | 6 | 16 | 13:45 | 61 | 133 | 37 | 131 | | | | | 98 | 264 |
| 02:00 | 2 | | 3 | | | | | | 5 | | 14:00 | 38 | | 27 | | | | | | 65 | |
| 02:15 | 0 | | 0 | | | | | | 0 | | 14:15 | 18 | | 24 | | | | | | 42 | |
| 02:30 | 2 | | 1 | | | | | | 3 | | 14:30 | 28 | | 33 | | | | | | 61 | |
| 02:45 | 2 | 6 | 2 | 6 | | | | | 4 | 12 | 14:45 | 30 | 114 | 38 | 122 | | | | | 68 | 236 |
| 03:00 | 0 | | 1 | | | | | | 1 | | 15:00 | 42 | | 40 | | | | | | 82 | |
| 03:15 | 0 | | 0 | | | | | | 0 | | 15:15 | 27 | | 33 | | | | | | 60 | |
| 03:30 | 0 | | 3 | | | | | | 3 | | 15:30 | 31 | | 20 | | | | | | 51 | |
| 03:45 | 1 | 1 | 6 | 10 | | | | | 7 | 11 | 15:45 | 43 | 143 | 33 | 126 | | | | | 76 | 269 |
| 04:00 | 1 | | 3 | | | | | | 4 | | 16:00 | 42 | | 38 | | | | | | 80 | |
| 04:15 | 2 | | 7 | | | | | | 9 | | 16:15 | 41 | | 31 | | | | | | 72 | |
| 04:30 | 1 | | 7 | | | | | | 8 | | 16:30 | 66 | | 28 | | | | | | 94 | |
| 04:45 | 0 | 4 | 16 | 33 | | | | | 16 | 37 | 16:45 | 73 | 222 | 24 | 121 | | | | | 97 | 343 |
| 05:00 | 0 | | 16 | | | | | | 16 | | 17:00 | 71 | | 32 | | | | | | 103 | |
| 05:15 | 1 | | 13 | | | | | | 14 | | 17:15 | 50 | | 38 | | | | | | 88 | |
| 05:30 | 3 | | 30 | | | | | | 33 | | 17:30 | 55 | | 33 | | | | | | 88 | |
| 05:45 | 2 | 6 | 23 | 82 | | | | | 25 | 88 | 17:45 | 49 | 225 | 26 | 129 | | | | | 75 | 354 |
| 06:00 | 7 | | 28 | | | | | | 35 | | 18:00 | 39 | | 24 | | | | | | 63 | |
| 06:15 | 13 | | 34 | | | | | | 47 | | 18:15 | 43 | | 29 | | | | | | 72 | |
| 06:30 | 18 | | 58 | | | | | | 76 | | 18:30 | 31 | | 26 | | | | | | 57 | |
| 06:45 | 18 | 56 | 53 | 173 | | | | | 71 | 229 | 18:45 | 34 | 147 | 22 | 101 | | | | | 56 | 248 |
| 07:00 | 23 | | 68 | | | | | | 91 | | 19:00 | 38 | | 23 | | | | | | 61 | |
| 07:15 | 27 | | 91 | | | | | | 118 | | 19:15 | 25 | | 22 | | | | | | 47 | |
| 07:30 | 33 | | 84 | | | | | | 117 | | 19:30 | 27 | | 17 | | | | | | 44 | |
| 07:45 | 42 | 125 | 88 | 331 | | | | | 130 | 456 | 19:45 | 30 | 120 | 31 | 93 | | | | | 61 | 213 |
| 08:00 | 32 | | 81 | | | | | | 113 | | 20:00 | 31 | | 12 | | | | | | 43 | |
| 08:15 | 30 | | 35 | | | | | | 65 | | 20:15 | 36 | | 25 | | | | | | 61 | |
| 08:30 | 16 | | 36 | | | | | | 52 | | 20:30 | 35 | | 19 | | | | | | 54 | |
| 08:45 | 15 | 93 | 25 | 177 | | | | | 40 | 270 | 20:45 | 13 | 115 | 10 | 66 | | | | | 23 | 181 |
| 09:00 | 17 | | 19 | | | | | | 36 | | 21:00 | 15 | | 12 | | | | | | 27 | |
| 09:15 | 10 | | 19 | | | | | | 29 | | 21:15 | 16 | | 8 | | | | | | 24 | |
| 09:30 | 13 | | 29 | | | | | | 42 | | 21:30 | 18 | | 9 | | | | | | 27 | |
| 09:45 | 9 | 49 | 18 | 85 | | | | | 27 | 134 | 21:45 | 9 | 58 | 9 | 38 | | | | | 18 | 96 |
| 10:00 | 11 | | 19 | | | | | | 30 | | 22:00 | 9 | | 8 | | | | | | 17 | |
| 10:15 | 13 | | 26 | | | | | | 39 | | 22:15 | 8 | | 7 | | | | | | 15 | |
| 10:30 | 16 | | 22 | | | | | | 38 | | 22:30 | 7 | | 5 | | | | | | 12 | |
| 10:45 | 23 | 63 | 27 | 94 | | | | | 50 | 157 | 22:45 | 5 | 29 | 3 | 23 | | | | | 8 | 52 |
| 11:00 | 36 | | 30 | | | | | | 66 | | 23:00 | 8 | | 7 | | | | | | 15 | |
| 11:15 | 15 | | 19 | | | | | | 34 | | 23:15 | 3 | | 1 | | | | | | 4 | |
| 11:30 | 10 | | 14 | | | | | | 24 | | 23:30 | 8 | | 1 | | | | | | 9 | |
| 11:45 | 19 | 80 | 16 | 79 | | | | | 35 | 159 | 23:45 | 4 | 23 | 2 | 11 | | | | | 6 | 34 |
| TOTALS | | 504 | | 1082 | | | | | | 1586 | TOTALS | | 1408 | | 1053 | | | | | | 2461 |
| SPLIT % | | 31.8% | | 68.2% | | | | | | 39.2% | SPLIT % | | 57.2% | | 42.8% | | | | | | 60.8% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 1,912 | 2,135 | 0 | 0 | 4,047 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:30 | 07:15 | | | 07:15 | PM Peak Hour | 16:30 | 14:30 | | | 16:30 |
| AM Pk Volume | 137 | 344 | | | 478 | PM Pk Volume | 260 | 144 | | | 382 |
| Pk Hr Factor | 0.815 | 0.945 | | | 0.919 | Pk Hr Factor | 0.890 | 0.900 | | | 0.927 |
| 7 - 9 Volume | 218 | 508 | 0 | 0 | 726 | 4 - 6 Volume | 447 | 250 | 0 | 0 | 697 |
| 7 - 9 Peak Hour | 07:30 | 07:15 | | | 07:15 | 4 - 6 Peak Hour | 16:30 | 17:00 | | | 16:30 |
| 7 - 9 Pk Volume | 137 | 344 | 0 | 0 | 478 | 4 - 6 Pk Volume | 260 | 129 | 0 | 0 | 382 |
| Pk Hr Factor | 0.815 | 0.945 | 0.000 | 0.000 | 0.919 | Pk Hr Factor | 0.890 | 0.849 | 0.000 | 0.000 | 0.927 |

Prepared by NDS/ATD

# VOLUME

E Shields Ave Bet. N Temperance Ave & N Locan Ave

**Day:** Wednesday
**Date:** 4/25/2018

**City:** Fresno
**Project #:** CA18_2051_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 3,268 | 3,281 | 6,549 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 8 | | 2 | | 10 | | 12:00 | | | 40 | | 48 | | 88 | |
| 00:15 | | | 6 | | 1 | | 7 | | 12:15 | | | 33 | | 33 | | 66 | |
| 00:30 | | | 3 | | 1 | | 4 | | 12:30 | | | 45 | | 26 | | 71 | |
| 00:45 | | | 4 | 21 | 1 | 5 | 5 | 26 | 12:45 | | | 45 | 163 | 35 | 142 | 80 | 305 |
| 01:00 | | | 4 | | 3 | | 7 | | 13:00 | | | 38 | | 30 | | 68 | |
| 01:15 | | | 4 | | 4 | | 8 | | 13:15 | | | 32 | | 32 | | 64 | |
| 01:30 | | | 2 | | 1 | | 3 | | 13:30 | | | 55 | | 41 | | 96 | |
| 01:45 | | | 5 | 15 | 2 | 10 | 7 | 25 | 13:45 | | | 62 | 187 | 66 | 169 | 128 | 356 |
| 02:00 | | | 0 | | 3 | | 3 | | 14:00 | | | 55 | | 50 | | 105 | |
| 02:15 | | | 2 | | 1 | | 3 | | 14:15 | | | 65 | | 33 | | 98 | |
| 02:30 | | | 1 | | 3 | | 4 | | 14:30 | | | 82 | | 48 | | 130 | |
| 02:45 | | | 2 | 5 | 2 | 9 | 4 | 14 | 14:45 | | | 69 | 271 | 103 | 234 | 172 | 505 |
| 03:00 | | | 3 | | 1 | | 4 | | 15:00 | | | 78 | | 77 | | 155 | |
| 03:15 | | | 0 | | 1 | | 1 | | 15:15 | | | 46 | | 67 | | 113 | |
| 03:30 | | | 1 | | 6 | | 7 | | 15:30 | | | 49 | | 49 | | 98 | |
| 03:45 | | | 0 | 4 | 7 | 15 | 7 | 19 | 15:45 | | | 58 | 231 | 40 | 233 | 98 | 464 |
| 04:00 | | | 1 | | 5 | | 6 | | 16:00 | | | 74 | | 38 | | 112 | |
| 04:15 | | | 3 | | 8 | | 11 | | 16:15 | | | 60 | | 50 | | 110 | |
| 04:30 | | | 2 | | 14 | | 16 | | 16:30 | | | 81 | | 42 | | 123 | |
| 04:45 | | | 0 | 6 | 24 | 51 | 24 | 57 | 16:45 | | | 107 | 322 | 44 | 174 | 151 | 496 |
| 05:00 | | | 1 | | 26 | | 27 | | 17:00 | | | 104 | | 49 | | 153 | |
| 05:15 | | | 2 | | 19 | | 21 | | 17:15 | | | 90 | | 57 | | 147 | |
| 05:30 | | | 5 | | 37 | | 42 | | 17:30 | | | 84 | | 53 | | 137 | |
| 05:45 | | | 6 | 14 | 31 | 113 | 37 | 127 | 17:45 | | | 82 | 360 | 33 | 192 | 115 | 552 |
| 06:00 | | | 14 | | 40 | | 54 | | 18:00 | | | 65 | | 31 | | 96 | |
| 06:15 | | | 30 | | 49 | | 79 | | 18:15 | | | 63 | | 35 | | 98 | |
| 06:30 | | | 37 | | 93 | | 130 | | 18:30 | | | 41 | | 39 | | 80 | |
| 06:45 | | | 54 | 135 | 89 | 271 | 143 | 406 | 18:45 | | | 40 | 209 | 32 | 137 | 72 | 346 |
| 07:00 | | | 75 | | 108 | | 183 | | 19:00 | | | 44 | | 24 | | 68 | |
| 07:15 | | | 91 | | 136 | | 227 | | 19:15 | | | 38 | | 31 | | 69 | |
| 07:30 | | | 94 | | 130 | | 224 | | 19:30 | | | 29 | | 20 | | 49 | |
| 07:45 | | | 82 | 342 | 123 | 497 | 205 | 839 | 19:45 | | | 46 | 157 | 31 | 106 | 77 | 263 |
| 08:00 | | | 67 | | 109 | | 176 | | 20:00 | | | 37 | | 42 | | 79 | |
| 08:15 | | | 45 | | 63 | | 108 | | 20:15 | | | 40 | | 35 | | 75 | |
| 08:30 | | | 26 | | 59 | | 85 | | 20:30 | | | 48 | | 24 | | 72 | |
| 08:45 | | | 24 | 162 | 41 | 272 | 65 | 434 | 20:45 | | | 26 | 151 | 16 | 117 | 42 | 268 |
| 09:00 | | | 20 | | 34 | | 54 | | 21:00 | | | 27 | | 15 | | 42 | |
| 09:15 | | | 17 | | 34 | | 51 | | 21:15 | | | 22 | | 16 | | 38 | |
| 09:30 | | | 18 | | 37 | | 55 | | 21:30 | | | 23 | | 13 | | 36 | |
| 09:45 | | | 19 | 74 | 37 | 142 | 56 | 216 | 21:45 | | | 18 | 90 | 13 | 57 | 31 | 147 |
| 10:00 | | | 19 | | 28 | | 47 | | 22:00 | | | 20 | | 12 | | 32 | |
| 10:15 | | | 31 | | 40 | | 71 | | 22:15 | | | 10 | | 10 | | 20 | |
| 10:30 | | | 31 | | 35 | | 66 | | 22:30 | | | 10 | | 10 | | 20 | |
| 10:45 | | | 29 | 110 | 36 | 139 | 65 | 249 | 22:45 | | | 9 | 49 | 9 | 41 | 18 | 90 |
| 11:00 | | | 43 | | 41 | | 84 | | 23:00 | | | 11 | | 7 | | 18 | |
| 11:15 | | | 44 | | 33 | | 77 | | 23:15 | | | 5 | | 4 | | 9 | |
| 11:30 | | | 33 | | 26 | | 59 | | 23:30 | | | 7 | | 6 | | 13 | |
| 11:45 | | | 40 | 160 | 35 | 135 | 75 | 295 | 23:45 | | | 7 | 30 | 3 | 20 | 10 | 50 |
| TOTALS | | | | 1048 | | 1659 | | 2707 | TOTALS | | | | 2220 | | 1622 | | 3842 |
| SPLIT % | | | | 38.7% | | 61.3% | | 41.3% | SPLIT % | | | | 57.8% | | 42.2% | | 58.7% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 3,268 | 3,281 | 6,549 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 07:00 | 07:15 | 07:00 | PM Peak Hour | | | 16:45 | 14:45 | 16:45 |
| AM Pk Volume | | | 342 | 498 | 839 | PM Pk Volume | | | 385 | 296 | 588 |
| Pk Hr Factor | | | 0.910 | 0.915 | 0.924 | Pk Hr Factor | | | 0.900 | 0.718 | 0.961 |
| 7 - 9 Volume | 0 | 0 | 504 | 769 | 1273 | 4 - 6 Volume | 0 | 0 | 682 | 366 | 1048 |
| 7 - 9 Peak Hour | | | 07:00 | 07:15 | 07:00 | 4 - 6 Peak Hour | | | 16:45 | 16:45 | 16:45 |
| 7 - 9 Pk Volume | 0 | 0 | 342 | 498 | 839 | 4 - 6 Pk Volume | 0 | 0 | 385 | 203 | 588 |
| Pk Hr Factor | 0.000 | 0.000 | 0.910 | 0.915 | 0.924 | Pk Hr Factor | 0.000 | 0.000 | 0.900 | 0.890 | 0.961 |

Prepared by NDS/ATD

# VOLUME

E Shields Ave Bet. N Locan Ave & N De Wolf Ave

**Day:** Wednesday
**Date:** 4/25/2018

**City:** Fresno
**Project #:** CA18_2051_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 2,192 | 1,937 | 4,129 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 4 | | 2 | | 6 | | 12:00 | | | 25 | | 25 | | 50 | |
| 00:15 | | | 4 | | 1 | | 5 | | 12:15 | | | 17 | | 21 | | 38 | |
| 00:30 | | | 2 | | 1 | | 3 | | 12:30 | | | 36 | | 16 | | 52 | |
| 00:45 | | | 0 | 10 | 1 | 5 | 1 | 15 | 12:45 | | | 32 | 110 | 22 | 84 | 54 | 194 |
| 01:00 | | | 2 | | 1 | | 3 | | 13:00 | | | 25 | | 25 | | 50 | |
| 01:15 | | | 3 | | 1 | | 4 | | 13:15 | | | 18 | | 28 | | 46 | |
| 01:30 | | | 1 | | 0 | | 1 | | 13:30 | | | 28 | | 24 | | 52 | |
| 01:45 | | | 1 | 7 | 0 | 2 | 1 | 9 | 13:45 | | | 48 | 119 | 29 | 106 | 77 | 225 |
| 02:00 | | | 0 | | 0 | | 0 | | 14:00 | | | 37 | | 30 | | 67 | |
| 02:15 | | | 2 | | 1 | | 3 | | 14:15 | | | 50 | | 31 | | 81 | |
| 02:30 | | | 1 | | 1 | | 2 | | 14:30 | | | 71 | | 40 | | 111 | |
| 02:45 | | | 1 | 4 | 2 | 4 | 3 | 8 | 14:45 | | | 47 | 205 | 80 | 181 | 127 | 386 |
| 03:00 | | | 3 | | 1 | | 4 | | 15:00 | | | 48 | | 59 | | 107 | |
| 03:15 | | | 0 | | 1 | | 1 | | 15:15 | | | 32 | | 42 | | 74 | |
| 03:30 | | | 1 | | 2 | | 3 | | 15:30 | | | 26 | | 38 | | 64 | |
| 03:45 | | | 0 | 4 | 1 | 5 | 1 | 9 | 15:45 | | | 40 | 146 | 30 | 169 | 70 | 315 |
| 04:00 | | | 1 | | 2 | | 3 | | 16:00 | | | 41 | | 20 | | 61 | |
| 04:15 | | | 1 | | 2 | | 3 | | 16:15 | | | 48 | | 34 | | 82 | |
| 04:30 | | | 2 | | 9 | | 11 | | 16:30 | | | 47 | | 26 | | 73 | |
| 04:45 | | | 1 | 5 | 8 | 21 | 9 | 26 | 16:45 | | | 67 | 203 | 30 | 110 | 97 | 313 |
| 05:00 | | | 1 | | 11 | | 12 | | 17:00 | | | 65 | | 33 | | 98 | |
| 05:15 | | | 5 | | 9 | | 14 | | 17:15 | | | 64 | | 34 | | 98 | |
| 05:30 | | | 4 | | 12 | | 16 | | 17:30 | | | 42 | | 26 | | 68 | |
| 05:45 | | | 7 | 17 | 14 | 46 | 21 | 63 | 17:45 | | | 60 | 231 | 27 | 120 | 87 | 351 |
| 06:00 | | | 15 | | 17 | | 32 | | 18:00 | | | 37 | | 15 | | 52 | |
| 06:15 | | | 26 | | 23 | | 49 | | 18:15 | | | 37 | | 17 | | 54 | |
| 06:30 | | | 27 | | 44 | | 71 | | 18:30 | | | 21 | | 17 | | 38 | |
| 06:45 | | | 42 | 110 | 42 | 126 | 84 | 236 | 18:45 | | | 19 | 114 | 18 | 67 | 37 | 181 |
| 07:00 | | | 70 | | 64 | | 134 | | 19:00 | | | 21 | | 15 | | 36 | |
| 07:15 | | | 80 | | 67 | | 147 | | 19:15 | | | 21 | | 18 | | 39 | |
| 07:30 | | | 67 | | 82 | | 149 | | 19:30 | | | 19 | | 15 | | 34 | |
| 07:45 | | | 79 | 296 | 83 | 296 | 162 | 592 | 19:45 | | | 24 | 85 | 13 | 61 | 37 | 146 |
| 08:00 | | | 50 | | 80 | | 130 | | 20:00 | | | 20 | | 17 | | 37 | |
| 08:15 | | | 37 | | 36 | | 73 | | 20:15 | | | 17 | | 14 | | 31 | |
| 08:30 | | | 23 | | 34 | | 57 | | 20:30 | | | 16 | | 11 | | 27 | |
| 08:45 | | | 13 | 123 | 23 | 173 | 36 | 296 | 20:45 | | | 21 | 74 | 10 | 52 | 31 | 126 |
| 09:00 | | | 13 | | 17 | | 30 | | 21:00 | | | 18 | | 8 | | 26 | |
| 09:15 | | | 12 | | 24 | | 36 | | 21:15 | | | 9 | | 15 | | 24 | |
| 09:30 | | | 12 | | 15 | | 27 | | 21:30 | | | 10 | | 7 | | 17 | |
| 09:45 | | | 19 | 56 | 21 | 77 | 40 | 133 | 21:45 | | | 7 | 44 | 4 | 34 | 11 | 78 |
| 10:00 | | | 15 | | 19 | | 34 | | 22:00 | | | 14 | | 3 | | 17 | |
| 10:15 | | | 27 | | 19 | | 46 | | 22:15 | | | 5 | | 5 | | 10 | |
| 10:30 | | | 21 | | 23 | | 44 | | 22:30 | | | 5 | | 6 | | 11 | |
| 10:45 | | | 10 | 73 | 29 | 90 | 39 | 163 | 22:45 | | | 4 | 28 | 3 | 17 | 7 | 45 |
| 11:00 | | | 33 | | 22 | | 55 | | 23:00 | | | 6 | | 2 | | 8 | |
| 11:15 | | | 29 | | 18 | | 47 | | 23:15 | | | 4 | | 3 | | 7 | |
| 11:30 | | | 27 | | 15 | | 42 | | 23:30 | | | 3 | | 8 | | 11 | |
| 11:45 | | | 22 | 111 | 21 | 76 | 43 | 187 | 23:45 | | | 4 | 17 | 2 | 15 | 6 | 32 |
| TOTALS | | | | 816 | | 921 | | 1737 | TOTALS | | | | 1376 | | 1016 | | 2392 |
| SPLIT % | | | | 47.0% | | 53.0% | | 42.1% | SPLIT % | | | | 57.5% | | 42.5% | | 57.9% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 2,192 | 1,937 | 4,129 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 07:00 | 07:15 | 07:00 | PM Peak Hour | | | 16:30 | 14:30 | 14:15 |
| AM Pk Volume | | | 296 | 312 | 592 | PM Pk Volume | | | 243 | 221 | 426 |
| Pk Hr Factor | | | 0.925 | 0.940 | 0.914 | Pk Hr Factor | | | 0.907 | 0.691 | 0.839 |
| 7 - 9 Volume | 0 | 0 | 419 | 469 | 888 | 4 - 6 Volume | 0 | 0 | 434 | 230 | 664 |
| 7 - 9 Peak Hour | | | 07:00 | 07:15 | 07:00 | 4 - 6 Peak Hour | | | 16:30 | 16:15 | 16:30 |
| 7 - 9 Pk Volume | 0 | 0 | 296 | 312 | 592 | 4 - 6 Pk Volume | 0 | 0 | 243 | 123 | 366 |
| Pk Hr Factor | 0.000 | 0.000 | 0.925 | 0.940 | 0.914 | Pk Hr Factor | 0.000 | 0.000 | 0.907 | 0.904 | 0.934 |

Prepared by NDS/ATD

# VOLUME

E Shields Ave Bet. N Locan Ave & N De Wolf Ave

**Day:** Wednesday
**Date:** 4/25/2018

**City:** Fresno
**Project #:** CA18_2051_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 2,192 | 1,937 | 4,129 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 4 | | 2 | | 6 | | 12:00 | | | 25 | | 25 | | 50 | |
| 00:15 | | | 4 | | 1 | | 5 | | 12:15 | | | 17 | | 21 | | 38 | |
| 00:30 | | | 2 | | 1 | | 3 | | 12:30 | | | 36 | | 16 | | 52 | |
| 00:45 | | | 0 | 10 | 1 | 5 | 1 | 15 | 12:45 | | | 32 | 110 | 22 | 84 | 54 | 194 |
| 01:00 | | | 2 | | 1 | | 3 | | 13:00 | | | 25 | | 25 | | 50 | |
| 01:15 | | | 3 | | 1 | | 4 | | 13:15 | | | 18 | | 28 | | 46 | |
| 01:30 | | | 1 | | 0 | | 1 | | 13:30 | | | 28 | | 24 | | 52 | |
| 01:45 | | | 1 | 7 | 0 | 2 | 1 | 9 | 13:45 | | | 48 | 119 | 29 | 106 | 77 | 225 |
| 02:00 | | | 0 | | 0 | | 0 | | 14:00 | | | 37 | | 30 | | 67 | |
| 02:15 | | | 2 | | 1 | | 3 | | 14:15 | | | 50 | | 31 | | 81 | |
| 02:30 | | | 1 | | 1 | | 2 | | 14:30 | | | 71 | | 40 | | 111 | |
| 02:45 | | | 1 | 4 | 2 | 4 | 3 | 8 | 14:45 | | | 47 | 205 | 80 | 181 | 127 | 386 |
| 03:00 | | | 3 | | 1 | | 4 | | 15:00 | | | 48 | | 59 | | 107 | |
| 03:15 | | | 0 | | 1 | | 1 | | 15:15 | | | 32 | | 42 | | 74 | |
| 03:30 | | | 1 | | 2 | | 3 | | 15:30 | | | 26 | | 38 | | 64 | |
| 03:45 | | | 0 | 4 | 1 | 5 | 1 | 9 | 15:45 | | | 40 | 146 | 30 | 169 | 70 | 315 |
| 04:00 | | | 1 | | 2 | | 3 | | 16:00 | | | 41 | | 20 | | 61 | |
| 04:15 | | | 1 | | 2 | | 3 | | 16:15 | | | 48 | | 34 | | 82 | |
| 04:30 | | | 2 | | 9 | | 11 | | 16:30 | | | 47 | | 26 | | 73 | |
| 04:45 | | | 1 | 5 | 8 | 21 | 9 | 26 | 16:45 | | | 67 | 203 | 30 | 110 | 97 | 313 |
| 05:00 | | | 1 | | 11 | | 12 | | 17:00 | | | 65 | | 33 | | 98 | |
| 05:15 | | | 5 | | 9 | | 14 | | 17:15 | | | 64 | | 34 | | 98 | |
| 05:30 | | | 4 | | 12 | | 16 | | 17:30 | | | 42 | | 26 | | 68 | |
| 05:45 | | | 7 | 17 | 14 | 46 | 21 | 63 | 17:45 | | | 60 | 231 | 27 | 120 | 87 | 351 |
| 06:00 | | | 15 | | 17 | | 32 | | 18:00 | | | 37 | | 15 | | 52 | |
| 06:15 | | | 26 | | 23 | | 49 | | 18:15 | | | 37 | | 17 | | 54 | |
| 06:30 | | | 27 | | 44 | | 71 | | 18:30 | | | 21 | | 17 | | 38 | |
| 06:45 | | | 42 | 110 | 42 | 126 | 84 | 236 | 18:45 | | | 19 | 114 | 18 | 67 | 37 | 181 |
| 07:00 | | | 70 | | 64 | | 134 | | 19:00 | | | 21 | | 15 | | 36 | |
| 07:15 | | | 80 | | 67 | | 147 | | 19:15 | | | 21 | | 18 | | 39 | |
| 07:30 | | | 67 | | 82 | | 149 | | 19:30 | | | 19 | | 15 | | 34 | |
| 07:45 | | | 79 | 296 | 83 | 296 | 162 | 592 | 19:45 | | | 24 | 85 | 13 | 61 | 37 | 146 |
| 08:00 | | | 50 | | 80 | | 130 | | 20:00 | | | 20 | | 17 | | 37 | |
| 08:15 | | | 37 | | 36 | | 73 | | 20:15 | | | 17 | | 14 | | 31 | |
| 08:30 | | | 23 | | 34 | | 57 | | 20:30 | | | 16 | | 11 | | 27 | |
| 08:45 | | | 13 | 123 | 23 | 173 | 36 | 296 | 20:45 | | | 21 | 74 | 10 | 52 | 31 | 126 |
| 09:00 | | | 13 | | 17 | | 30 | | 21:00 | | | 18 | | 8 | | 26 | |
| 09:15 | | | 12 | | 24 | | 36 | | 21:15 | | | 9 | | 15 | | 24 | |
| 09:30 | | | 12 | | 15 | | 27 | | 21:30 | | | 10 | | 7 | | 17 | |
| 09:45 | | | 19 | 56 | 21 | 77 | 40 | 133 | 21:45 | | | 7 | 44 | 4 | 34 | 11 | 78 |
| 10:00 | | | 15 | | 19 | | 34 | | 22:00 | | | 14 | | 3 | | 17 | |
| 10:15 | | | 27 | | 19 | | 46 | | 22:15 | | | 5 | | 5 | | 10 | |
| 10:30 | | | 21 | | 23 | | 44 | | 22:30 | | | 5 | | 6 | | 11 | |
| 10:45 | | | 10 | 73 | 29 | 90 | 39 | 163 | 22:45 | | | 4 | 28 | 3 | 17 | 7 | 45 |
| 11:00 | | | 33 | | 22 | | 55 | | 23:00 | | | 6 | | 2 | | 8 | |
| 11:15 | | | 29 | | 18 | | 47 | | 23:15 | | | 4 | | 3 | | 7 | |
| 11:30 | | | 27 | | 15 | | 42 | | 23:30 | | | 3 | | 8 | | 11 | |
| 11:45 | | | 22 | 111 | 21 | 76 | 43 | 187 | 23:45 | | | 4 | 17 | 2 | 15 | 6 | 32 |
| TOTALS | | | | 816 | | 921 | | 1737 | TOTALS | | | | 1376 | | 1016 | | 2392 |
| SPLIT % | | | | 47.0% | | 53.0% | | 42.1% | SPLIT % | | | | 57.5% | | 42.5% | | 57.9% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 2,192 | 1,937 | 4,129 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 07:00 | 07:15 | 07:00 | PM Peak Hour | | | 16:30 | 14:30 | 14:15 |
| AM Pk Volume | | | 296 | 312 | 592 | PM Pk Volume | | | 243 | 221 | 426 |
| Pk Hr Factor | | | 0.925 | 0.940 | 0.914 | Pk Hr Factor | | | 0.907 | 0.691 | 0.839 |
| 7 - 9 Volume | 0 | 0 | 419 | 469 | 888 | 4 - 6 Volume | 0 | 0 | 434 | 230 | 664 |
| 7 - 9 Peak Hour | | | 07:00 | 07:15 | 07:00 | 4 - 6 Peak Hour | | | 16:30 | 16:15 | 16:30 |
| 7 - 9 Pk Volume | 0 | 0 | 296 | 312 | 592 | 4 - 6 Pk Volume | 0 | 0 | 243 | 123 | 366 |
| Pk Hr Factor | 0.000 | 0.000 | 0.925 | 0.940 | 0.914 | Pk Hr Factor | 0.000 | 0.000 | 0.907 | 0.904 | 0.934 |

Prepared by NDS/ATD

# VOLUME

Clinton Ave Bet. Grantland & Bryan Ave

**Day:** Thursday
**Date:** 3/8/2018

**City:** Fresno
**Project #:** CA18_2030_007

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 222 | 258 | 480 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 1 | | 0 | | 1 | | 12:00 | | | 1 | | 5 | | 6 | |
| 00:15 | | | 1 | | 0 | | 1 | | 12:15 | | | 7 | | 6 | | 13 | |
| 00:30 | | | 1 | | 0 | | 1 | | 12:30 | | | 5 | | 5 | | 10 | |
| 00:45 | | | 0 | 3 | 0 | | 0 | 3 | 12:45 | | | 1 | 14 | 4 | 20 | 5 | 34 |
| 01:00 | | | 0 | | 0 | | 0 | | 13:00 | | | 2 | | 7 | | 9 | |
| 01:15 | | | 0 | | 0 | | 0 | | 13:15 | | | 1 | | 6 | | 7 | |
| 01:30 | | | 0 | | 0 | | 0 | | 13:30 | | | 4 | | 10 | | 14 | |
| 01:45 | | | 0 | | 0 | | 0 | | 13:45 | | | 2 | 9 | 1 | 24 | 3 | 33 |
| 02:00 | | | 0 | | 0 | | 0 | | 14:00 | | | 4 | | 7 | | 11 | |
| 02:15 | | | 0 | | 0 | | 0 | | 14:15 | | | 4 | | 6 | | 10 | |
| 02:30 | | | 1 | | 0 | | 1 | | 14:30 | | | 4 | | 4 | | 8 | |
| 02:45 | | | 2 | 3 | 0 | | 2 | 3 | 14:45 | | | 3 | 15 | 5 | 22 | 8 | 37 |
| 03:00 | | | 0 | | 0 | | 0 | | 15:00 | | | 5 | | 6 | | 11 | |
| 03:15 | | | 0 | | 0 | | 0 | | 15:15 | | | 4 | | 8 | | 12 | |
| 03:30 | | | 0 | | 0 | | 0 | | 15:30 | | | 4 | | 8 | | 12 | |
| 03:45 | | | 0 | | 0 | | 0 | | 15:45 | | | 6 | 19 | 9 | 31 | 15 | 50 |
| 04:00 | | | 0 | | 0 | | 0 | | 16:00 | | | 10 | | 7 | | 17 | |
| 04:15 | | | 1 | | 1 | | 2 | | 16:15 | | | 2 | | 5 | | 7 | |
| 04:30 | | | 0 | | 1 | | 1 | | 16:30 | | | 6 | | 7 | | 13 | |
| 04:45 | | | 0 | 1 | 0 | 2 | 0 | 3 | 16:45 | | | 6 | 24 | 5 | 24 | 11 | 48 |
| 05:00 | | | 1 | | 0 | | 1 | | 17:00 | | | 7 | | 6 | | 13 | |
| 05:15 | | | 0 | | 0 | | 0 | | 17:15 | | | 4 | | 6 | | 10 | |
| 05:30 | | | 0 | | 1 | | 1 | | 17:30 | | | 6 | | 3 | | 9 | |
| 05:45 | | | 0 | 1 | 0 | 1 | 0 | 2 | 17:45 | | | 5 | 22 | 5 | 20 | 10 | 42 |
| 06:00 | | | 1 | | 0 | | 1 | | 18:00 | | | 4 | | 3 | | 7 | |
| 06:15 | | | 5 | | 1 | | 6 | | 18:15 | | | 2 | | 1 | | 3 | |
| 06:30 | | | 2 | | 3 | | 5 | | 18:30 | | | 4 | | 6 | | 10 | |
| 06:45 | | | 4 | 12 | 3 | 7 | 7 | 19 | 18:45 | | | 6 | 16 | 4 | 14 | 10 | 30 |
| 07:00 | | | 1 | | 4 | | 5 | | 19:00 | | | 2 | | 1 | | 3 | |
| 07:15 | | | 4 | | 6 | | 10 | | 19:15 | | | 3 | | 4 | | 7 | |
| 07:30 | | | 2 | | 4 | | 6 | | 19:30 | | | 1 | | 2 | | 3 | |
| 07:45 | | | 8 | 15 | 6 | 20 | 14 | 35 | 19:45 | | | 3 | 9 | 2 | 9 | 5 | 18 |
| 08:00 | | | 3 | | 5 | | 8 | | 20:00 | | | 0 | | 1 | | 1 | |
| 08:15 | | | 4 | | 5 | | 9 | | 20:15 | | | 3 | | 1 | | 4 | |
| 08:30 | | | 4 | | 1 | | 5 | | 20:30 | | | 1 | | 0 | | 1 | |
| 08:45 | | | 1 | 12 | 2 | 13 | 3 | 25 | 20:45 | | | 3 | 7 | 0 | 2 | 3 | 9 |
| 09:00 | | | 3 | | 1 | | 4 | | 21:00 | | | 1 | | 1 | | 2 | |
| 09:15 | | | 3 | | 0 | | 3 | | 21:15 | | | 1 | | 0 | | 1 | |
| 09:30 | | | 2 | | 4 | | 6 | | 21:30 | | | 0 | | 2 | | 2 | |
| 09:45 | | | 5 | 13 | 2 | 7 | 7 | 20 | 21:45 | | | 2 | 4 | 5 | 8 | 7 | 12 |
| 10:00 | | | 0 | | 5 | | 5 | | 22:00 | | | 2 | | 2 | | 4 | |
| 10:15 | | | 1 | | 3 | | 4 | | 22:15 | | | 1 | | 2 | | 3 | |
| 10:30 | | | 3 | | 5 | | 8 | | 22:30 | | | 0 | | 1 | | 1 | |
| 10:45 | | | 2 | 6 | 3 | 16 | 5 | 22 | 22:45 | | | 2 | 5 | 1 | 6 | 3 | 11 |
| 11:00 | | | 4 | | 2 | | 6 | | 23:00 | | | 0 | | 0 | | 0 | |
| 11:15 | | | 3 | | 4 | | 7 | | 23:15 | | | 1 | | 2 | | 3 | |
| 11:30 | | | 1 | | 1 | | 2 | | 23:30 | | | 0 | | 1 | | 1 | |
| 11:45 | | | 3 | 11 | 2 | 9 | 5 | 20 | 23:45 | | | 0 | 1 | 0 | 3 | 0 | 4 |
| TOTALS | | | | 77 | | 75 | | 152 | TOTALS | | | | 145 | | 183 | | 328 |
| SPLIT % | | | | 50.7% | | 49.3% | | 31.7% | SPLIT % | | | | 44.2% | | 55.8% | | 68.3% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 222 | 258 | 480 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 07:45 | 07:15 | 07:15 | PM Peak Hour | | | 15:15 | 15:15 | 15:15 |
| AM Pk Volume | | | 19 | 21 | 38 | PM Pk Volume | | | 24 | 32 | 56 |
| Pk Hr Factor | | | 0.594 | 0.875 | 0.679 | Pk Hr Factor | | | 0.600 | 0.889 | 0.824 |
| 7 - 9 Volume | 0 | 0 | 27 | 33 | 60 | 4 - 6 Volume | 0 | 0 | 46 | 44 | 90 |
| 7 - 9 Peak Hour | | | 07:45 | 07:15 | 07:15 | 4 - 6 Peak Hour | | | 16:00 | 16:00 | 16:00 |
| 7 - 9 Pk Volume | 0 | 0 | 19 | 21 | 38 | 4 - 6 Pk Volume | 0 | 0 | 24 | 24 | 48 |
| Pk Hr Factor | 0.000 | 0.000 | 0.594 | 0.875 | 0.679 | Pk Hr Factor | 0.000 | 0.000 | 0.600 | 0.857 | 0.706 |

Prepared by NDS/ATD

# VOLUME

Clinton Ave 600' E/O Bryan Ave

**Day:** Thursday
**Date:** 3/8/2018

**City:** Fresno
**Project #:** CA18_2030_008

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 322 | 346 | 668 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 0 | | 0 | | 0 | | 12:00 | | | 4 | | 4 | | 8 | |
| 00:15 | | | 1 | | 0 | | 1 | | 12:15 | | | 9 | | 5 | | 14 | |
| 00:30 | | | 1 | | 0 | | 1 | | 12:30 | | | 7 | | 6 | | 13 | |
| 00:45 | | | 0 | 2 | 0 | | 0 | 2 | 12:45 | | | 2 | 22 | 7 | 22 | 9 | 44 |
| 01:00 | | | 0 | | 0 | | 0 | | 13:00 | | | 6 | | 8 | | 14 | |
| 01:15 | | | 1 | | 0 | | 1 | | 13:15 | | | 4 | | 9 | | 13 | |
| 01:30 | | | 1 | | 0 | | 1 | | 13:30 | | | 7 | | 12 | | 19 | |
| 01:45 | | | 1 | 3 | 0 | | 1 | 3 | 13:45 | | | 6 | 23 | 4 | 33 | 10 | 56 |
| 02:00 | | | 0 | | 1 | | 1 | | 14:00 | | | 6 | | 6 | | 12 | |
| 02:15 | | | 0 | | 1 | | 1 | | 14:15 | | | 5 | | 3 | | 8 | |
| 02:30 | | | 1 | | 0 | | 1 | | 14:30 | | | 5 | | 7 | | 12 | |
| 02:45 | | | 1 | 2 | 0 | 2 | 1 | 4 | 14:45 | | | 3 | 19 | 7 | 23 | 10 | 42 |
| 03:00 | | | 0 | | 0 | | 0 | | 15:00 | | | 8 | | 6 | | 14 | |
| 03:15 | | | 0 | | 0 | | 0 | | 15:15 | | | 8 | | 9 | | 17 | |
| 03:30 | | | 0 | | 0 | | 0 | | 15:30 | | | 4 | | 8 | | 12 | |
| 03:45 | | | 0 | | 0 | | 0 | | 15:45 | | | 6 | 26 | 9 | 32 | 15 | 58 |
| 04:00 | | | 0 | | 1 | | 1 | | 16:00 | | | 14 | | 8 | | 22 | |
| 04:15 | | | 0 | | 1 | | 1 | | 16:15 | | | 5 | | 9 | | 14 | |
| 04:30 | | | 0 | | 1 | | 1 | | 16:30 | | | 7 | | 4 | | 11 | |
| 04:45 | | | 1 | 1 | 1 | 4 | 2 | 5 | 16:45 | | | 6 | 32 | 5 | 26 | 11 | 58 |
| 05:00 | | | 1 | | 0 | | 1 | | 17:00 | | | 9 | | 6 | | 15 | |
| 05:15 | | | 0 | | 1 | | 1 | | 17:15 | | | 5 | | 5 | | 10 | |
| 05:30 | | | 0 | | 0 | | 0 | | 17:30 | | | 3 | | 7 | | 10 | |
| 05:45 | | | 1 | 2 | 0 | 1 | 1 | 3 | 17:45 | | | 9 | 26 | 8 | 26 | 17 | 52 |
| 06:00 | | | 1 | | 0 | | 1 | | 18:00 | | | 9 | | 3 | | 12 | |
| 06:15 | | | 3 | | 3 | | 6 | | 18:15 | | | 7 | | 2 | | 9 | |
| 06:30 | | | 2 | | 3 | | 5 | | 18:30 | | | 6 | | 7 | | 13 | |
| 06:45 | | | 4 | 10 | 5 | 11 | 9 | 21 | 18:45 | | | 11 | 33 | 3 | 15 | 14 | 48 |
| 07:00 | | | 3 | | 9 | | 12 | | 19:00 | | | 4 | | 4 | | 8 | |
| 07:15 | | | 6 | | 7 | | 13 | | 19:15 | | | 4 | | 6 | | 10 | |
| 07:30 | | | 10 | | 11 | | 21 | | 19:30 | | | 3 | | 6 | | 9 | |
| 07:45 | | | 11 | 30 | 8 | 35 | 19 | 65 | 19:45 | | | 4 | 15 | 1 | 17 | 5 | 32 |
| 08:00 | | | 5 | | 7 | | 12 | | 20:00 | | | 1 | | 2 | | 3 | |
| 08:15 | | | 6 | | 8 | | 14 | | 20:15 | | | 4 | | 1 | | 5 | |
| 08:30 | | | 6 | | 2 | | 8 | | 20:30 | | | 1 | | 1 | | 2 | |
| 08:45 | | | 3 | 20 | 1 | 18 | 4 | 38 | 20:45 | | | 3 | 9 | 0 | 4 | 3 | 13 |
| 09:00 | | | 3 | | 2 | | 5 | | 21:00 | | | 2 | | 4 | | 6 | |
| 09:15 | | | 2 | | 1 | | 3 | | 21:15 | | | 1 | | 1 | | 2 | |
| 09:30 | | | 2 | | 8 | | 10 | | 21:30 | | | 0 | | 2 | | 2 | |
| 09:45 | | | 5 | 12 | 6 | 17 | 11 | 29 | 21:45 | | | 3 | 6 | 8 | 15 | 11 | 21 |
| 10:00 | | | 3 | | 5 | | 8 | | 22:00 | | | 0 | | 5 | | 5 | |
| 10:15 | | | 1 | | 2 | | 3 | | 22:15 | | | 2 | | 3 | | 5 | |
| 10:30 | | | 5 | | 5 | | 10 | | 22:30 | | | 1 | | 1 | | 2 | |
| 10:45 | | | 1 | 10 | 4 | 16 | 5 | 26 | 22:45 | | | 2 | 5 | 1 | 10 | 3 | 15 |
| 11:00 | | | 3 | | 6 | | 9 | | 23:00 | | | 0 | | 1 | | 1 | |
| 11:15 | | | 2 | | 5 | | 7 | | 23:15 | | | 1 | | 2 | | 3 | |
| 11:30 | | | 3 | | 1 | | 4 | | 23:30 | | | 1 | | 1 | | 2 | |
| 11:45 | | | 4 | 12 | 3 | 15 | 7 | 27 | 23:45 | | | 0 | 2 | 0 | 4 | 0 | 6 |
| TOTALS | | | | 104 | | 119 | | 223 | TOTALS | | | | 218 | | 227 | | 445 |
| SPLIT % | | | | 46.6% | | 53.4% | | 33.4% | SPLIT % | | | | 49.0% | | 51.0% | | 66.6% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 322 | 346 | 668 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 07:15 | 07:00 | 07:30 | PM Peak Hour | | | 18:00 | 12:45 | 15:15 |
| AM Pk Volume | | | 32 | 35 | 66 | PM Pk Volume | | | 33 | 36 | 66 |
| Pk Hr Factor | | | 0.727 | 0.795 | 0.786 | Pk Hr Factor | | | 0.750 | 0.750 | 0.750 |
| 7 - 9 Volume | 0 | 0 | 50 | 53 | 103 | 4 - 6 Volume | 0 | 0 | 58 | 52 | 110 |
| 7 - 9 Peak Hour | | | 07:15 | 07:00 | 07:30 | 4 - 6 Peak Hour | | | 16:00 | 16:00 | 16:00 |
| 7 - 9 Pk Volume | 0 | 0 | 32 | 35 | 66 | 4 - 6 Pk Volume | 0 | 0 | 32 | 26 | 58 |
| Pk Hr Factor | 0.000 | 0.000 | 0.727 | 0.795 | 0.786 | Pk Hr Factor | 0.000 | 0.000 | 0.571 | 0.722 | 0.659 |

Prepared by NDS/ATD

# VOLUME

Clinton Ave Bet. Hayes Ave & Polk Ave

**Day:** Thursday
**Date:** 3/8/2018

**City:** Fresno
**Project #:** CA18_2030_009

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 450 | 603 | 1,053 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 0 | | 0 | | 0 | | 12:00 | | | 6 | | 7 | | 13 | |
| 00:15 | | | 0 | | 1 | | 1 | | 12:15 | | | 10 | | 6 | | 16 | |
| 00:30 | | | 1 | | 2 | | 3 | | 12:30 | | | 5 | | 8 | | 13 | |
| 00:45 | | | 0 | 1 | 0 | 3 | 0 | 4 | 12:45 | | | 4 | 25 | 11 | 32 | 15 | 57 |
| 01:00 | | | 1 | | 0 | | 1 | | 13:00 | | | 7 | | 11 | | 18 | |
| 01:15 | | | 1 | | 0 | | 1 | | 13:15 | | | 7 | | 16 | | 23 | |
| 01:30 | | | 0 | | 0 | | 0 | | 13:30 | | | 7 | | 16 | | 23 | |
| 01:45 | | | 0 | 2 | 0 | | 0 | 2 | 13:45 | | | 7 | 28 | 9 | 52 | 16 | 80 |
| 02:00 | | | 0 | | 1 | | 1 | | 14:00 | | | 8 | | 7 | | 15 | |
| 02:15 | | | 0 | | 2 | | 2 | | 14:15 | | | 6 | | 9 | | 15 | |
| 02:30 | | | 1 | | 0 | | 1 | | 14:30 | | | 7 | | 11 | | 18 | |
| 02:45 | | | 0 | 1 | 0 | 3 | 0 | 4 | 14:45 | | | 6 | 27 | 16 | 43 | 22 | 70 |
| 03:00 | | | 0 | | 0 | | 0 | | 15:00 | | | 8 | | 21 | | 29 | |
| 03:15 | | | 0 | | 0 | | 0 | | 15:15 | | | 8 | | 10 | | 18 | |
| 03:30 | | | 0 | | 0 | | 0 | | 15:30 | | | 6 | | 9 | | 15 | |
| 03:45 | | | 0 | | 0 | | 0 | | 15:45 | | | 11 | 33 | 12 | 52 | 23 | 85 |
| 04:00 | | | 1 | | 0 | | 1 | | 16:00 | | | 7 | | 12 | | 19 | |
| 04:15 | | | 0 | | 0 | | 0 | | 16:15 | | | 6 | | 10 | | 16 | |
| 04:30 | | | 1 | | 0 | | 1 | | 16:30 | | | 18 | | 9 | | 27 | |
| 04:45 | | | 0 | 2 | 1 | 1 | 1 | 3 | 16:45 | | | 16 | 47 | 11 | 42 | 27 | 89 |
| 05:00 | | | 3 | | 0 | | 3 | | 17:00 | | | 12 | | 12 | | 24 | |
| 05:15 | | | 1 | | 3 | | 4 | | 17:15 | | | 8 | | 11 | | 19 | |
| 05:30 | | | 2 | | 2 | | 4 | | 17:30 | | | 3 | | 12 | | 15 | |
| 05:45 | | | 2 | 8 | 1 | 6 | 3 | 14 | 17:45 | | | 8 | 31 | 15 | 50 | 23 | 81 |
| 06:00 | | | 4 | | 2 | | 6 | | 18:00 | | | 8 | | 11 | | 19 | |
| 06:15 | | | 3 | | 4 | | 7 | | 18:15 | | | 11 | | 14 | | 25 | |
| 06:30 | | | 8 | | 4 | | 12 | | 18:30 | | | 6 | | 19 | | 25 | |
| 06:45 | | | 6 | 21 | 9 | 19 | 15 | 40 | 18:45 | | | 8 | 33 | 9 | 53 | 17 | 86 |
| 07:00 | | | 9 | | 9 | | 18 | | 19:00 | | | 7 | | 10 | | 17 | |
| 07:15 | | | 11 | | 9 | | 20 | | 19:15 | | | 5 | | 12 | | 17 | |
| 07:30 | | | 11 | | 9 | | 20 | | 19:30 | | | 9 | | 10 | | 19 | |
| 07:45 | | | 8 | 39 | 11 | 38 | 19 | 77 | 19:45 | | | 6 | 27 | 5 | 37 | 11 | 64 |
| 08:00 | | | 12 | | 8 | | 20 | | 20:00 | | | 5 | | 9 | | 14 | |
| 08:15 | | | 8 | | 5 | | 13 | | 20:15 | | | 6 | | 4 | | 10 | |
| 08:30 | | | 5 | | 7 | | 12 | | 20:30 | | | 4 | | 8 | | 12 | |
| 08:45 | | | 4 | 29 | 2 | 22 | 6 | 51 | 20:45 | | | 4 | 19 | 3 | 24 | 7 | 43 |
| 09:00 | | | 4 | | 5 | | 9 | | 21:00 | | | 2 | | 6 | | 8 | |
| 09:15 | | | 5 | | 4 | | 9 | | 21:15 | | | 1 | | 6 | | 7 | |
| 09:30 | | | 3 | | 8 | | 11 | | 21:30 | | | 2 | | 6 | | 8 | |
| 09:45 | | | 6 | 18 | 7 | 24 | 13 | 42 | 21:45 | | | 2 | 7 | 7 | 25 | 9 | 32 |
| 10:00 | | | 4 | | 6 | | 10 | | 22:00 | | | 2 | | 7 | | 9 | |
| 10:15 | | | 6 | | 3 | | 9 | | 22:15 | | | 2 | | 4 | | 6 | |
| 10:30 | | | 5 | | 11 | | 16 | | 22:30 | | | 1 | | 3 | | 4 | |
| 10:45 | | | 4 | 19 | 3 | 23 | 7 | 42 | 22:45 | | | 4 | 9 | 3 | 17 | 7 | 26 |
| 11:00 | | | 8 | | 10 | | 18 | | 23:00 | | | 0 | | 2 | | 2 | |
| 11:15 | | | 4 | | 7 | | 11 | | 23:15 | | | 1 | | 2 | | 3 | |
| 11:30 | | | 5 | | 7 | | 12 | | 23:30 | | | 1 | | 1 | | 2 | |
| 11:45 | | | 4 | 21 | 8 | 32 | 12 | 53 | 23:45 | | | 1 | 3 | 0 | 5 | 1 | 8 |
| TOTALS | | | | 161 | | 171 | | 332 | TOTALS | | | | 289 | | 432 | | 721 |
| SPLIT % | | | | 48.5% | | 51.5% | | 31.5% | SPLIT % | | | | 40.1% | | 59.9% | | 68.5% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 450 | 603 | 1,053 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 07:15 | 07:00 | 07:15 | PM Peak Hour | | | 16:30 | 17:45 | 16:30 |
| AM Pk Volume | | | 42 | 38 | 79 | PM Pk Volume | | | 54 | 59 | 97 |
| Pk Hr Factor | | | 0.875 | 0.864 | 0.988 | Pk Hr Factor | | | 0.750 | 0.776 | 0.898 |
| 7 - 9 Volume | 0 | 0 | 68 | 60 | 128 | 4 - 6 Volume | 0 | 0 | 78 | 92 | 170 |
| 7 - 9 Peak Hour | | | 07:15 | 07:00 | 07:15 | 4 - 6 Peak Hour | | | 16:30 | 17:00 | 16:30 |
| 7 - 9 Pk Volume | 0 | 0 | 42 | 38 | 79 | 4 - 6 Pk Volume | 0 | 0 | 54 | 50 | 97 |
| Pk Hr Factor | 0.000 | 0.000 | 0.875 | 0.864 | 0.988 | Pk Hr Factor | 0.000 | 0.000 | 0.750 | 0.833 | 0.898 |

Prepared by NDS/ATD

# VOLUME

Clinton Ave Bet. Polk Ave & Cornelia Ave

**Day:** Thursday
**Date:** 3/8/2018

**City:** Fresno
**Project #:** CA18_2030_010

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 1,894 | 2,018 | 3,912 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 6 | | 4 | | 10 | | 12:00 | | | 25 | | 25 | | 50 | |
| 00:15 | | | 1 | | 5 | | 6 | | 12:15 | | | 24 | | 26 | | 50 | |
| 00:30 | | | 4 | | 8 | | 12 | | 12:30 | | | 27 | | 18 | | 45 | |
| 00:45 | | | 0 | 11 | 2 | 19 | 2 | 30 | 12:45 | | | 20 | 96 | 39 | 108 | 59 | 204 |
| 01:00 | | | 2 | | 4 | | 6 | | 13:00 | | | 28 | | 21 | | 49 | |
| 01:15 | | | 3 | | 1 | | 4 | | 13:15 | | | 30 | | 33 | | 63 | |
| 01:30 | | | 1 | | 3 | | 4 | | 13:30 | | | 31 | | 30 | | 61 | |
| 01:45 | | | 0 | 6 | 4 | 12 | 4 | 18 | 13:45 | | | 17 | 106 | 24 | 108 | 41 | 214 |
| 02:00 | | | 2 | | 5 | | 7 | | 14:00 | | | 27 | | 26 | | 53 | |
| 02:15 | | | 1 | | 5 | | 6 | | 14:15 | | | 17 | | 27 | | 44 | |
| 02:30 | | | 2 | | 2 | | 4 | | 14:30 | | | 36 | | 46 | | 82 | |
| 02:45 | | | 3 | 8 | 3 | 15 | 6 | 23 | 14:45 | | | 36 | 116 | 53 | 152 | 89 | 268 |
| 03:00 | | | 1 | | 5 | | 6 | | 15:00 | | | 41 | | 51 | | 92 | |
| 03:15 | | | 1 | | 2 | | 3 | | 15:15 | | | 53 | | 48 | | 101 | |
| 03:30 | | | 2 | | 0 | | 2 | | 15:30 | | | 22 | | 33 | | 55 | |
| 03:45 | | | 1 | 5 | 0 | 7 | 1 | 12 | 15:45 | | | 31 | 147 | 43 | 175 | 74 | 322 |
| 04:00 | | | 0 | | 1 | | 1 | | 16:00 | | | 23 | | 37 | | 60 | |
| 04:15 | | | 1 | | 2 | | 3 | | 16:15 | | | 33 | | 38 | | 71 | |
| 04:30 | | | 4 | | 0 | | 4 | | 16:30 | | | 50 | | 41 | | 91 | |
| 04:45 | | | 7 | 12 | 2 | 5 | 9 | 17 | 16:45 | | | 42 | 148 | 38 | 154 | 80 | 302 |
| 05:00 | | | 2 | | 2 | | 4 | | 17:00 | | | 52 | | 52 | | 104 | |
| 05:15 | | | 6 | | 5 | | 11 | | 17:15 | | | 34 | | 45 | | 79 | |
| 05:30 | | | 17 | | 7 | | 24 | | 17:30 | | | 31 | | 49 | | 80 | |
| 05:45 | | | 10 | 35 | 8 | 22 | 18 | 57 | 17:45 | | | 39 | 156 | 43 | 189 | 82 | 345 |
| 06:00 | | | 16 | | 15 | | 31 | | 18:00 | | | 34 | | 36 | | 70 | |
| 06:15 | | | 15 | | 10 | | 25 | | 18:15 | | | 41 | | 36 | | 77 | |
| 06:30 | | | 19 | | 16 | | 35 | | 18:30 | | | 30 | | 42 | | 72 | |
| 06:45 | | | 33 | 83 | 23 | 64 | 56 | 147 | 18:45 | | | 30 | 135 | 36 | 150 | 66 | 285 |
| 07:00 | | | 29 | | 33 | | 62 | | 19:00 | | | 22 | | 40 | | 62 | |
| 07:15 | | | 68 | | 46 | | 114 | | 19:15 | | | 25 | | 31 | | 56 | |
| 07:30 | | | 57 | | 37 | | 94 | | 19:30 | | | 28 | | 31 | | 59 | |
| 07:45 | | | 41 | 195 | 48 | 164 | 89 | 359 | 19:45 | | | 20 | 95 | 25 | 127 | 45 | 222 |
| 08:00 | | | 43 | | 46 | | 89 | | 20:00 | | | 19 | | 21 | | 40 | |
| 08:15 | | | 52 | | 32 | | 84 | | 20:15 | | | 15 | | 19 | | 34 | |
| 08:30 | | | 39 | | 27 | | 66 | | 20:30 | | | 17 | | 23 | | 40 | |
| 08:45 | | | 21 | 155 | 18 | 123 | 39 | 278 | 20:45 | | | 16 | 67 | 18 | 81 | 34 | 148 |
| 09:00 | | | 21 | | 13 | | 34 | | 21:00 | | | 10 | | 14 | | 24 | |
| 09:15 | | | 17 | | 12 | | 29 | | 21:15 | | | 8 | | 21 | | 29 | |
| 09:30 | | | 15 | | 11 | | 26 | | 21:30 | | | 9 | | 12 | | 21 | |
| 09:45 | | | 18 | 71 | 13 | 49 | 31 | 120 | 21:45 | | | 10 | 37 | 15 | 62 | 25 | 99 |
| 10:00 | | | 12 | | 20 | | 32 | | 22:00 | | | 7 | | 13 | | 20 | |
| 10:15 | | | 19 | | 15 | | 34 | | 22:15 | | | 6 | | 10 | | 16 | |
| 10:30 | | | 23 | | 30 | | 53 | | 22:30 | | | 9 | | 11 | | 20 | |
| 10:45 | | | 10 | 64 | 17 | 82 | 27 | 146 | 22:45 | | | 7 | 29 | 9 | 43 | 16 | 72 |
| 11:00 | | | 20 | | 21 | | 41 | | 23:00 | | | 7 | | 9 | | 16 | |
| 11:15 | | | 29 | | 21 | | 50 | | 23:15 | | | 7 | | 10 | | 17 | |
| 11:30 | | | 24 | | 12 | | 36 | | 23:30 | | | 4 | | 6 | | 10 | |
| 11:45 | | | 19 | 92 | 25 | 79 | 44 | 171 | 23:45 | | | 7 | 25 | 3 | 28 | 10 | 53 |
| TOTALS | | | | 737 | | 641 | | 1378 | TOTALS | | | | 1157 | | 1377 | | 2534 |
| SPLIT % | | | | 53.5% | | 46.5% | | 35.2% | SPLIT % | | | | 45.7% | | 54.3% | | 64.8% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 1,894 | 2,018 | 3,912 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | | | 07:15 | 07:15 | 07:15 | PM Peak Hour | | | 16:30 | 14:30 | 14:30 |
| AM Pk Volume | | | 209 | 177 | 386 | PM Pk Volume | | | 178 | 198 | 364 |
| Pk Hr Factor | | | 0.768 | 0.922 | 0.846 | Pk Hr Factor | | | 0.856 | 0.934 | 0.901 |
| 7 - 9 Volume | 0 | 0 | 350 | 287 | 637 | 4 - 6 Volume | 0 | 0 | 304 | 343 | 647 |
| 7 - 9 Peak Hour | | | 07:15 | 07:15 | 07:15 | 4 - 6 Peak Hour | | | 16:30 | 17:00 | 16:30 |
| 7 - 9 Pk Volume | 0 | 0 | 209 | 177 | 386 | 4 - 6 Pk Volume | 0 | 0 | 178 | 189 | 354 |
| Pk Hr Factor | 0.000 | 0.000 | 0.768 | 0.922 | 0.846 | Pk Hr Factor | 0.000 | 0.000 | 0.856 | 0.909 | 0.851 |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Clinton Avenue
B/ Brawley Avenue - Blythe Avenue
24 Hour Directional Volume Count

FSO001
Site Code: 003-19185

| Start | 19-Mar-19 | Eastbound | | Hour Totals | | Westbound | | Hour Totals | | Combined Totals | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Tue | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 7 | 92 | | | 4 | 83 | | | | |
| 12:15 | | 6 | 96 | | | 5 | 89 | | | | |
| 12:30 | | 9 | 84 | | | 3 | 76 | | | | |
| 12:45 | | 7 | 89 | 29 | 361 | 9 | 78 | 21 | 326 | 50 | 687 |
| 01:00 | | 10 | 106 | | | 7 | 76 | | | | |
| 01:15 | | 7 | 109 | | | 4 | 99 | | | | |
| 01:30 | | 14 | 110 | | | 5 | **140** | | | | |
| 01:45 | | 5 | 138 | 36 | 463 | 4 | **126** | 20 | 441 | 56 | 904 |
| 02:00 | | 4 | 110 | | | 4 | **108** | | | | |
| 02:15 | | 7 | 98 | | | 11 | **139** | | | | |
| 02:30 | | 3 | 126 | | | 9 | 93 | | | | |
| 02:45 | | 4 | 121 | 18 | 455 | 7 | 92 | 31 | 432 | 49 | 887 |
| 03:00 | | 4 | 114 | | | 11 | 92 | | | | |
| 03:15 | | 9 | 155 | | | 13 | 84 | | | | |
| 03:30 | | 5 | 132 | | | 24 | 137 | | | | |
| 03:45 | | 7 | 126 | 25 | 527 | 14 | 131 | 62 | 444 | 87 | 971 |
| 04:00 | | 8 | **143** | | | 16 | 127 | | | | |
| 04:15 | | 14 | **162** | | | 32 | 110 | | | | |
| 04:30 | | 10 | **163** | | | 54 | 141 | | | | |
| 04:45 | | 10 | **156** | 42 | 624 | 47 | 112 | 149 | 490 | 191 | 1114 |
| 05:00 | | 20 | 135 | | | 43 | 111 | | | | |
| 05:15 | | 26 | 129 | | | 50 | 98 | | | | |
| 05:30 | | 33 | 104 | | | 80 | 115 | | | | |
| 05:45 | | 47 | 102 | 126 | 470 | 97 | 83 | 270 | 407 | 396 | 877 |
| 06:00 | | 80 | 104 | | | **108** | 107 | | | | |
| 06:15 | | 91 | 111 | | | **182** | 118 | | | | |
| 06:30 | | 92 | 118 | | | **198** | 84 | | | | |
| 06:45 | | 78 | 108 | 341 | 441 | **135** | 67 | 623 | 376 | 964 | 817 |
| 07:00 | | 78 | 102 | | | 90 | 61 | | | | |
| 07:15 | | 86 | 86 | | | 98 | 73 | | | | |
| 07:30 | | 68 | 82 | | | 128 | 74 | | | | |
| 07:45 | | 58 | 84 | 290 | 354 | 89 | 57 | 405 | 265 | 695 | 619 |
| 08:00 | | 53 | 77 | | | 81 | 40 | | | | |
| 08:15 | | 46 | 75 | | | 65 | 44 | | | | |
| 08:30 | | 59 | 59 | | | 72 | 48 | | | | |
| 08:45 | | 52 | 67 | 210 | 278 | 74 | 41 | 292 | 173 | 502 | 451 |
| 09:00 | | 52 | 55 | | | 70 | 32 | | | | |
| 09:15 | | 59 | 42 | | | 61 | 22 | | | | |
| 09:30 | | 50 | 40 | | | 70 | 25 | | | | |
| 09:45 | | 60 | 25 | 221 | 162 | 85 | 27 | 286 | 106 | 507 | 268 |
| 10:00 | | 69 | 23 | | | 86 | 21 | | | | |
| 10:15 | | 64 | 20 | | | 68 | 11 | | | | |
| 10:30 | | 70 | 17 | | | 86 | 10 | | | | |
| 10:45 | | 62 | 17 | 265 | 77 | 79 | 14 | 319 | 56 | 584 | 133 |
| 11:00 | | **75** | 23 | | | 91 | 9 | | | | |
| 11:15 | | **97** | 16 | | | 92 | 11 | | | | |
| 11:30 | | **85** | 13 | | | 80 | 8 | | | | |
| 11:45 | | **93** | 8 | 350 | 60 | 76 | 4 | 339 | 32 | 689 | 92 |
| Total | | 1953 | 4272 | 1953 | 4272 | 2817 | 3548 | 2817 | 3548 | 4770 | 7820 |
| Combined Total | | 6225 | | 6225 | | 6365 | | 6365 | | 12590 | |
| AM Peak | - | 11:00 | - | - | - | 06:00 | - | - | - | - | - |
| Vol. | - | 350 | - | - | - | 623 | - | - | - | - | - |
| P.H.F. | | 0.902 | | | | 0.787 | | | | | |
| PM Peak | - | - | 04:00 | - | - | - | 01:30 | - | - | - | - |
| Vol. | - | - | 624 | - | - | - | 513 | - | - | - | - |
| P.H.F. | | | 0.957 | | | | 0.916 | | | | |
| Percentage | | 31.4% | 68.6% | | | 44.3% | 55.7% | | | | |
| ADT/AADT | | ADT 12,590 | | AADT 12,590 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Clinton Avenue
B/ Fruit Avenue - Palm Avenue
24 Hour Directional Volume Count

FSO002
Site Code: 003-19185

| Start Time | 19-Mar-19 Tue | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 46 | 90 | | | 58 | 84 | | | | |
| 12:15 | | 53 | 96 | | | 43 | 82 | | | | |
| 12:30 | | 38 | 125 | | | 33 | 80 | | | | |
| 12:45 | | 41 | 136 | 178 | 447 | 32 | 86 | 166 | 332 | 344 | 779 |
| 01:00 | | 25 | 129 | | | 39 | 131 | | | | |
| 01:15 | | 29 | 103 | | | 33 | 121 | | | | |
| 01:30 | | 25 | 83 | | | 15 | 107 | | | | |
| 01:45 | | 27 | 93 | 106 | 408 | 17 | 117 | 104 | 476 | 210 | 884 |
| 02:00 | | 17 | 106 | | | 20 | 108 | | | | |
| 02:15 | | 29 | 124 | | | 24 | 119 | | | | |
| 02:30 | | 6 | 122 | | | 14 | 124 | | | | |
| 02:45 | | 16 | 127 | 68 | 479 | 14 | 140 | 72 | 491 | 140 | 970 |
| 03:00 | | 7 | 132 | | | 12 | 116 | | | | |
| 03:15 | | 5 | 122 | | | 11 | 107 | | | | |
| 03:30 | | 10 | 119 | | | 6 | 121 | | | | |
| 03:45 | | 6 | 145 | 28 | 518 | 9 | 119 | 38 | 463 | 66 | 981 |
| 04:00 | | 15 | 130 | | | 2 | 189 | | | | |
| 04:15 | | 2 | 122 | | | 6 | 126 | | | | |
| 04:30 | | 4 | 157 | | | 11 | 136 | | | | |
| 04:45 | | 6 | 164 | 27 | 573 | 3 | 153 | 22 | 604 | 49 | 1177 |
| 05:00 | | 5 | 178 | | | 3 | 159 | | | | |
| 05:15 | | 5 | 182 | | | 7 | 203 | | | | |
| 05:30 | | 6 | 146 | | | 5 | 174 | | | | |
| 05:45 | | 5 | 170 | 21 | 676 | 6 | **194** | 21 | 730 | 42 | 1406 |
| 06:00 | | 7 | 142 | | | 8 | **195** | | | | |
| 06:15 | | 2 | 166 | | | 10 | **188** | | | | |
| 06:30 | | 7 | 139 | | | 6 | **217** | | | | |
| 06:45 | | 9 | 151 | 25 | 598 | 13 | 182 | 37 | 782 | 62 | 1380 |
| 07:00 | | 12 | 169 | | | 6 | 168 | | | | |
| 07:15 | | 14 | **163** | | | 11 | 197 | | | | |
| 07:30 | | 25 | **170** | | | 27 | 220 | | | | |
| 07:45 | | 35 | **187** | 86 | 689 | 32 | 182 | 76 | 767 | 162 | 1456 |
| 08:00 | | 32 | **178** | | | 51 | 192 | | | | |
| 08:15 | | 29 | 137 | | | 44 | 174 | | | | |
| 08:30 | | 56 | 119 | | | 39 | 134 | | | | |
| 08:45 | | 98 | 105 | 215 | 539 | 81 | 102 | 215 | 602 | 430 | 1141 |
| 09:00 | | 128 | 90 | | | 54 | 137 | | | | |
| 09:15 | | 153 | 88 | | | 85 | 128 | | | | |
| 09:30 | | **227** | 98 | | | 107 | 138 | | | | |
| 09:45 | | **327** | 94 | 835 | 370 | **139** | 98 | 385 | 501 | 1220 | 871 |
| 10:00 | | **275** | 76 | | | **177** | 87 | | | | |
| 10:15 | | **215** | 75 | | | **182** | 111 | | | | |
| 10:30 | | 158 | 82 | | | **122** | 77 | | | | |
| 10:45 | | 154 | 63 | 802 | 296 | 77 | 86 | 558 | 361 | 1360 | 657 |
| 11:00 | | 147 | 60 | | | 89 | 99 | | | | |
| 11:15 | | 125 | 74 | | | 104 | 75 | | | | |
| 11:30 | | 90 | 54 | | | 104 | 75 | | | | |
| 11:45 | | 99 | 55 | 461 | 243 | 97 | 75 | 394 | 324 | 855 | 567 |
| Total | | 2852 | 5836 | 2852 | 5836 | 2088 | 6433 | 2088 | 6433 | 4940 | 12269 |
| Combined Total | | 8688 | | 8688 | | 8521 | | 8521 | | 17209 | |
| AM Peak | - | 09:30 | - | - | - | 09:45 | - | - | - | - | - |
| Vol. | - | 1044 | - | - | - | 620 | - | - | - | - | - |
| P.H.F. | | 0.798 | | | | 0.852 | | | | | |
| PM Peak | - | - | 07:15 | - | - | - | 05:45 | - | - | - | - |
| Vol. | - | - | 698 | - | - | - | 794 | - | - | - | - |
| P.H.F. | | | 0.933 | | | | 0.915 | | | | |
| Percentage | | 32.8% | 67.2% | | | 24.5% | 75.5% | | | | |
| ADT/AADT | | ADT 17,209 | | AADT 17,209 | | | | | | | |

# County of Fresno

2220 Tulare St.
Fresno, CA 93721

Site Code: UID#: CO25
Station ID: Mini-Tubes: 48-hour
Clinton E-O First

## Volume Report

Date Start: 1/28/2019
Date End: 1/29/2019

| Start | 1/28/2019 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | West Boun | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou |
| 12:00 AM | 28 | 25 | 45 | 23 | * | * | * | * | * | * | * | * | * | * | 36 | 24 |
| 01:00 | 18 | 18 | 22 | 17 | * | * | * | * | * | * | * | * | * | * | 20 | 18 |
| 02:00 | 19 | 15 | 13 | 23 | * | * | * | * | * | * | * | * | * | * | 16 | 19 |
| 03:00 | 21 | 14 | 13 | 19 | * | * | * | * | * | * | * | * | * | * | 17 | 16 |
| 04:00 | 29 | 27 | 30 | 27 | * | * | * | * | * | * | * | * | * | * | 30 | 27 |
| 05:00 | 82 | 38 | 84 | 39 | * | * | * | * | * | * | * | * | * | * | 83 | 38 |
| 06:00 | 184 | 85 | 216 | 90 | * | * | * | * | * | * | * | * | * | * | 200 | 88 |
| 07:00 | **496** | **284** | **460** | 245 | * | * | * | * | * | * | * | * | * | * | **478** | **264** |
| 08:00 | 490 | 229 | 453 | **288** | * | * | * | * | * | * | * | * | * | * | 472 | 258 |
| 09:00 | 326 | 209 | 361 | 166 | * | * | * | * | * | * | * | * | * | * | 344 | 188 |
| 10:00 | 336 | 213 | 305 | 215 | * | * | * | * | * | * | * | * | * | * | 320 | 214 |
| 11:00 | 351 | 226 | 340 | 249 | * | * | * | * | * | * | * | * | * | * | 346 | 238 |
| 12:00 PM | 367 | 284 | 363 | 302 | * | * | * | * | * | * | * | * | * | * | 365 | 293 |
| 01:00 | 393 | 291 | 394 | 272 | * | * | * | * | * | * | * | * | * | * | 394 | 282 |
| 02:00 | 415 | 364 | 434 | 402 | * | * | * | * | * | * | * | * | * | * | 424 | 383 |
| 03:00 | 496 | 417 | 526 | 375 | * | * | * | * | * | * | * | * | * | * | 511 | 396 |
| 04:00 | 546 | 371 | 552 | 385 | * | * | * | * | * | * | * | * | * | * | 549 | 378 |
| 05:00 | **588** | **421** | **575** | **404** | * | * | * | * | * | * | * | * | * | * | **582** | **412** |
| 06:00 | 398 | 276 | 373 | 261 | * | * | * | * | * | * | * | * | * | * | 386 | 268 |
| 07:00 | 215 | 180 | 233 | 174 | * | * | * | * | * | * | * | * | * | * | 224 | 177 |
| 08:00 | 185 | 158 | 176 | 187 | * | * | * | * | * | * | * | * | * | * | 180 | 172 |
| 09:00 | 158 | 156 | 139 | 145 | * | * | * | * | * | * | * | * | * | * | 148 | 150 |
| 10:00 | 80 | 77 | 81 | 62 | * | * | * | * | * | * | * | * | * | * | 80 | 70 |
| 11:00 | 56 | 49 | 43 | 35 | * | * | * | * | * | * | * | * | * | * | 50 | 42 |
| Lane | 6277 | 4427 | 6231 | 4405 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6255 | 4415 |
| Day | 10704 | | 10636 | | 0 | | 0 | | 0 | | 0 | | 0 | | 10670 | |
| AM Peak | 07:00 | 07:00 | 07:00 | 08:00 | - | - | - | - | - | - | - | - | - | - | 07:00 | 07:00 |
| Vol. | 496 | 284 | 460 | 288 | - | - | - | - | - | - | - | - | - | - | 478 | 264 |
| PM Peak | 17:00 | 17:00 | 17:00 | 17:00 | - | - | - | - | - | - | - | - | - | - | 17:00 | 17:00 |
| Vol. | 588 | 421 | 575 | 404 | - | - | - | - | - | - | - | - | - | - | 582 | 412 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Comb. Total | 10704 | 10636 | 0 | 0 | 0 | 0 | 0 | 10670 |
| ADT | ADT 10,670 | AADT 10,670 | | | | | | |

Prepared by NDS/ATD

# VOLUME

Clinton Ave Bet. Fowler Ave & Armstrong Ave

**Day:** Thursday
**Date:** 1/25/2018

**City:** Fresno
**Project #:** CA18_2014_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 1,193 | 1,058 | 2,251 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 2 | | 1 | | 3 | | 12:00 | | | 22 | | 11 | | 33 | |
| 00:15 | | | 0 | | 1 | | 1 | | 12:15 | | | 19 | | 15 | | 34 | |
| 00:30 | | | 0 | | 0 | | 0 | | 12:30 | | | 18 | | 14 | | 32 | |
| 00:45 | | | 1 | 3 | 0 | 2 | 1 | 5 | 12:45 | | | 8 | 67 | 14 | 54 | 22 | 121 |
| 01:00 | | | 2 | | 1 | | 3 | | 13:00 | | | 19 | | 8 | | 27 | |
| 01:15 | | | 0 | | 0 | | 0 | | 13:15 | | | 17 | | 11 | | 28 | |
| 01:30 | | | 0 | | 0 | | 0 | | 13:30 | | | 11 | | 18 | | 29 | |
| 01:45 | | | 0 | 2 | 1 | 2 | 1 | 4 | 13:45 | | | 18 | 65 | 12 | 49 | 30 | 114 |
| 02:00 | | | 1 | | 1 | | 2 | | 14:00 | | | 11 | | 15 | | 26 | |
| 02:15 | | | 0 | | 0 | | 0 | | 14:15 | | | 20 | | 13 | | 33 | |
| 02:30 | | | 0 | | 0 | | 0 | | 14:30 | | | 20 | | 10 | | 30 | |
| 02:45 | | | 0 | 1 | 1 | 2 | 1 | 3 | 14:45 | | | 26 | 77 | 14 | 52 | 40 | 129 |
| 03:00 | | | 1 | | 0 | | 1 | | 15:00 | | | 38 | | 24 | | 62 | |
| 03:15 | | | 0 | | 1 | | 1 | | 15:15 | | | 32 | | 53 | | 85 | |
| 03:30 | | | 0 | | 0 | | 0 | | 15:30 | | | 25 | | 22 | | 47 | |
| 03:45 | | | 1 | 2 | 1 | 2 | 2 | 4 | 15:45 | | | 33 | 128 | 17 | 116 | 50 | 244 |
| 04:00 | | | 1 | | 1 | | 2 | | 16:00 | | | 42 | | 12 | | 54 | |
| 04:15 | | | 0 | | 2 | | 2 | | 16:15 | | | 29 | | 17 | | 46 | |
| 04:30 | | | 0 | | 3 | | 3 | | 16:30 | | | 49 | | 14 | | 63 | |
| 04:45 | | | 1 | 2 | 5 | 11 | 6 | 13 | 16:45 | | | 33 | 153 | 14 | 57 | 47 | 210 |
| 05:00 | | | 1 | | 2 | | 3 | | 17:00 | | | 51 | | 14 | | 65 | |
| 05:15 | | | 1 | | 4 | | 5 | | 17:15 | | | 43 | | 14 | | 57 | |
| 05:30 | | | 3 | | 6 | | 9 | | 17:30 | | | 45 | | 10 | | 55 | |
| 05:45 | | | 1 | 6 | 10 | 22 | 11 | 28 | 17:45 | | | 22 | 161 | 12 | 50 | 34 | 211 |
| 06:00 | | | 3 | | 10 | | 13 | | 18:00 | | | 17 | | 8 | | 25 | |
| 06:15 | | | 4 | | 8 | | 12 | | 18:15 | | | 21 | | 7 | | 28 | |
| 06:30 | | | 8 | | 11 | | 19 | | 18:30 | | | 18 | | 11 | | 29 | |
| 06:45 | | | 12 | 27 | 27 | 56 | 39 | 83 | 18:45 | | | 17 | 73 | 6 | 32 | 23 | 105 |
| 07:00 | | | 19 | | 38 | | 57 | | 19:00 | | | 13 | | 8 | | 21 | |
| 07:15 | | | 22 | | 43 | | 65 | | 19:15 | | | 5 | | 8 | | 13 | |
| 07:30 | | | 22 | | 55 | | 77 | | 19:30 | | | 11 | | 12 | | 23 | |
| 07:45 | | | 36 | 99 | 56 | 192 | 92 | 291 | 19:45 | | | 5 | 34 | 3 | 31 | 8 | 65 |
| 08:00 | | | 31 | | 45 | | 76 | | 20:00 | | | 5 | | 7 | | 12 | |
| 08:15 | | | 11 | | 50 | | 61 | | 20:15 | | | 7 | | 1 | | 8 | |
| 08:30 | | | 18 | | 20 | | 38 | | 20:30 | | | 7 | | 4 | | 11 | |
| 08:45 | | | 12 | 72 | 14 | 129 | 26 | 201 | 20:45 | | | 9 | 28 | 2 | 14 | 11 | 42 |
| 09:00 | | | 9 | | 11 | | 20 | | 21:00 | | | 6 | | 2 | | 8 | |
| 09:15 | | | 11 | | 15 | | 26 | | 21:15 | | | 3 | | 2 | | 5 | |
| 09:30 | | | 9 | | 13 | | 22 | | 21:30 | | | 2 | | 4 | | 6 | |
| 09:45 | | | 8 | 37 | 15 | 54 | 23 | 91 | 21:45 | | | 1 | 12 | 1 | 9 | 2 | 21 |
| 10:00 | | | 14 | | 10 | | 24 | | 22:00 | | | 3 | | 2 | | 5 | |
| 10:15 | | | 12 | | 12 | | 24 | | 22:15 | | | 6 | | 0 | | 6 | |
| 10:30 | | | 11 | | 12 | | 23 | | 22:30 | | | 3 | | 7 | | 10 | |
| 10:45 | | | 8 | 45 | 11 | 45 | 19 | 90 | 22:45 | | | 6 | 18 | 0 | 9 | 6 | 27 |
| 11:00 | | | 22 | | 10 | | 32 | | 23:00 | | | 6 | | 1 | | 7 | |
| 11:15 | | | 19 | | 14 | | 33 | | 23:15 | | | 0 | | 0 | | 0 | |
| 11:30 | | | 13 | | 14 | | 27 | | 23:30 | | | 2 | | 1 | | 3 | |
| 11:45 | | | 18 | 72 | 27 | 65 | 45 | 137 | 23:45 | | | 1 | 9 | 1 | 3 | 2 | 12 |
| TOTALS | | | | 368 | | 582 | | 950 | TOTALS | | | | 825 | | 476 | | 1301 |
| SPLIT % | | | | 38.7% | | 61.3% | | 42.2% | SPLIT % | | | | 63.4% | | 36.6% | | 57.8% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 1,193 | 1,058 | 2,251 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:15 | 07:30 | 07:15 | PM Peak Hour | 16:30 | 15:00 | 15:00 |
| AM Pk Volume | 111 | 206 | 310 | PM Pk Volume | 176 | 116 | 244 |
| Pk Hr Factor | 0.771 | 0.920 | 0.842 | Pk Hr Factor | 0.863 | 0.547 | 0.718 |
| 7 - 9 Volume | 171 | 321 | 492 | 4 - 6 Volume | 314 | 107 | 421 |
| 7 - 9 Peak Hour | 07:15 | 07:30 | 07:15 | 4 - 6 Peak Hour | 16:30 | 16:15 | 16:30 |
| 7 - 9 Pk Volume | 111 | 206 | 310 | 4 - 6 Pk Volume | 176 | 59 | 232 |
| Pk Hr Factor | 0.771 | 0.920 | 0.842 | Pk Hr Factor | 0.863 | 0.868 | 0.892 |

Prepared by NDS/ATD

# VOLUME

Clinton Ave Bet. Armstrong Ave & Temperance Ave

**Day:** Thursday
**Date:** 1/25/2018

**City:** Fresno
**Project #:** CA18_2014_002

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 888 | 897 | 1,785 |

| AM Period | NB | SB | EB | | WB | | TOTAL | | PM Period | NB | SB | EB | | WB | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:00 | | | 0 | | 0 | | 0 | | 12:00 | | | 11 | | 10 | | 21 | |
| 00:15 | | | 0 | | 0 | | 0 | | 12:15 | | | 10 | | 10 | | 20 | |
| 00:30 | | | 0 | | 0 | | 0 | | 12:30 | | | 17 | | 9 | | 26 | |
| 00:45 | | | 2 | 2 | 0 | | 2 | 2 | 12:45 | | | 7 | 45 | 10 | 39 | 17 | 84 |
| 01:00 | | | 1 | | 0 | | 1 | | 13:00 | | | 8 | | 4 | | 12 | |
| 01:15 | | | 1 | | 0 | | 1 | | 13:15 | | | 11 | | 8 | | 19 | |
| 01:30 | | | 0 | | 0 | | 0 | | 13:30 | | | 10 | | 14 | | 24 | |
| 01:45 | | | 0 | 2 | 2 | 2 | 2 | 4 | 13:45 | | | 10 | 39 | 11 | 37 | 21 | 76 |
| 02:00 | | | 2 | | 1 | | 3 | | 14:00 | | | 12 | | 8 | | 20 | |
| 02:15 | | | 0 | | 0 | | 0 | | 14:15 | | | 15 | | 11 | | 26 | |
| 02:30 | | | 0 | | 0 | | 0 | | 14:30 | | | 17 | | 10 | | 27 | |
| 02:45 | | | 0 | 2 | 1 | 2 | 1 | 4 | 14:45 | | | 32 | 76 | 11 | 40 | 43 | 116 |
| 03:00 | | | 1 | | 0 | | 1 | | 15:00 | | | 34 | | 17 | | 51 | |
| 03:15 | | | 0 | | 1 | | 1 | | 15:15 | | | 24 | | 68 | | 92 | |
| 03:30 | | | 0 | | 0 | | 0 | | 15:30 | | | 28 | | 15 | | 43 | |
| 03:45 | | | 1 | 2 | 1 | 2 | 2 | 4 | 15:45 | | | 21 | 107 | 12 | 112 | 33 | 219 |
| 04:00 | | | 0 | | 1 | | 1 | | 16:00 | | | 20 | | 9 | | 29 | |
| 04:15 | | | 0 | | 1 | | 1 | | 16:15 | | | 18 | | 7 | | 25 | |
| 04:30 | | | 0 | | 1 | | 1 | | 16:30 | | | 31 | | 13 | | 44 | |
| 04:45 | | | 0 | | 3 | 6 | 3 | 6 | 16:45 | | | 25 | 94 | 8 | 37 | 33 | 131 |
| 05:00 | | | 0 | | 1 | | 1 | | 17:00 | | | 37 | | 10 | | 47 | |
| 05:15 | | | 1 | | 5 | | 6 | | 17:15 | | | 27 | | 11 | | 38 | |
| 05:30 | | | 3 | | 4 | | 7 | | 17:30 | | | 32 | | 7 | | 39 | |
| 05:45 | | | 2 | 6 | 11 | 21 | 13 | 27 | 17:45 | | | 25 | 121 | 11 | 39 | 36 | 160 |
| 06:00 | | | 3 | | 4 | | 7 | | 18:00 | | | 16 | | 8 | | 24 | |
| 06:15 | | | 2 | | 8 | | 10 | | 18:15 | | | 13 | | 5 | | 18 | |
| 06:30 | | | 6 | | 10 | | 16 | | 18:30 | | | 11 | | 12 | | 23 | |
| 06:45 | | | 10 | 21 | 24 | 46 | 34 | 67 | 18:45 | | | 8 | 48 | 3 | 28 | 11 | 76 |
| 07:00 | | | 16 | | 26 | | 42 | | 19:00 | | | 12 | | 4 | | 16 | |
| 07:15 | | | 13 | | 51 | | 64 | | 19:15 | | | 4 | | 11 | | 15 | |
| 07:30 | | | 22 | | 45 | | 67 | | 19:30 | | | 5 | | 12 | | 17 | |
| 07:45 | | | 29 | 80 | 53 | 175 | 82 | 255 | 19:45 | | | 4 | 25 | 4 | 31 | 8 | 56 |
| 08:00 | | | 37 | | 69 | | 106 | | 20:00 | | | 7 | | 4 | | 11 | |
| 08:15 | | | 10 | | 38 | | 48 | | 20:15 | | | 5 | | 1 | | 6 | |
| 08:30 | | | 12 | | 19 | | 31 | | 20:30 | | | 5 | | 4 | | 9 | |
| 08:45 | | | 4 | 63 | 8 | 134 | 12 | 197 | 20:45 | | | 9 | 26 | 2 | 11 | 11 | 37 |
| 09:00 | | | 9 | | 8 | | 17 | | 21:00 | | | 4 | | 1 | | 5 | |
| 09:15 | | | 9 | | 7 | | 16 | | 21:15 | | | 2 | | 1 | | 3 | |
| 09:30 | | | 5 | | 12 | | 17 | | 21:30 | | | 1 | | 2 | | 3 | |
| 09:45 | | | 6 | 29 | 10 | 37 | 16 | 66 | 21:45 | | | 2 | 9 | 1 | 5 | 3 | 14 |
| 10:00 | | | 9 | | 6 | | 15 | | 22:00 | | | 3 | | 3 | | 6 | |
| 10:15 | | | 8 | | 8 | | 16 | | 22:15 | | | 4 | | 0 | | 4 | |
| 10:30 | | | 7 | | 8 | | 15 | | 22:30 | | | 1 | | 5 | | 6 | |
| 10:45 | | | 6 | 30 | 8 | 30 | 14 | 60 | 22:45 | | | 4 | 12 | 1 | 9 | 5 | 21 |
| 11:00 | | | 15 | | 10 | | 25 | | 23:00 | | | 0 | | 1 | | 1 | |
| 11:15 | | | 11 | | 9 | | 20 | | 23:15 | | | 1 | | 0 | | 1 | |
| 11:30 | | | 12 | | 13 | | 25 | | 23:30 | | | 2 | | 1 | | 3 | |
| 11:45 | | | 8 | 46 | 19 | 51 | 27 | 97 | 23:45 | | | 0 | 3 | 1 | 3 | 1 | 6 |
| TOTALS | | | | 283 | | 506 | | 789 | TOTALS | | | | 605 | | 391 | | 996 |
| SPLIT % | | | | 35.9% | | 64.1% | | 44.2% | SPLIT % | | | | 60.7% | | 39.3% | | 55.8% |

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 888 | 897 | 1,785 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| AM Peak Hour | 07:15 | 07:15 | 07:15 | PM Peak Hour | 16:45 | 15:00 | 14:45 |
| AM Pk Volume | 101 | 218 | 319 | PM Pk Volume | 121 | 112 | 229 |
| Pk Hr Factor | 0.682 | 0.790 | 0.752 | Pk Hr Factor | 0.818 | 0.412 | 0.622 |
| 7 - 9 Volume | 143 | 309 | 452 | 4 - 6 Volume | 215 | 76 | 291 |
| 7 - 9 Peak Hour | 07:15 | 07:15 | 07:15 | 4 - 6 Peak Hour | 16:45 | 16:30 | 16:30 |
| 7 - 9 Pk Volume | 101 | 218 | 319 | 4 - 6 Pk Volume | 121 | 42 | 162 |
| Pk Hr Factor | 0.682 | 0.790 | 0.752 | Pk Hr Factor | 0.818 | 0.808 | 0.862 |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
McKinley Avenue
W/ Valentine Avenue
24 Hour Directional Volume Count

FSO032
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 2 | 45 | | | 7 | 31 | | | | |
| 12:15 | | 5 | 42 | | | 7 | 53 | | | | |
| 12:30 | | 4 | 45 | | | 7 | 63 | | | | |
| 12:45 | | 3 | 38 | 14 | 170 | 5 | 47 | 26 | 194 | 40 | 364 |
| 01:00 | | 3 | 49 | | | 4 | 54 | | | | |
| 01:15 | | 1 | 44 | | | 3 | 68 | | | | |
| 01:30 | | 2 | **65** | | | 2 | 52 | | | | |
| 01:45 | | 2 | **87** | 8 | 245 | 3 | 65 | 12 | 239 | 20 | 484 |
| 02:00 | | 1 | **64** | | | 2 | 51 | | | | |
| 02:15 | | 3 | **57** | | | 4 | 59 | | | | |
| 02:30 | | 2 | 59 | | | 1 | 41 | | | | |
| 02:45 | | 3 | 57 | 9 | 237 | 3 | 52 | 10 | 203 | 19 | 440 |
| 03:00 | | 2 | 39 | | | 3 | 58 | | | | |
| 03:15 | | 1 | 73 | | | 2 | 60 | | | | |
| 03:30 | | 4 | 63 | | | 5 | 66 | | | | |
| 03:45 | | 1 | 58 | 8 | 233 | 1 | 74 | 11 | 258 | 19 | 491 |
| 04:00 | | 4 | 55 | | | 3 | 64 | | | | |
| 04:15 | | 4 | 51 | | | 1 | 58 | | | | |
| 04:30 | | 4 | 59 | | | 4 | 65 | | | | |
| 04:45 | | 16 | 75 | 28 | 240 | 1 | 54 | 9 | 241 | 37 | 481 |
| 05:00 | | 12 | 52 | | | 2 | **73** | | | | |
| 05:15 | | 8 | 60 | | | 7 | **80** | | | | |
| 05:30 | | 17 | 70 | | | 6 | **67** | | | | |
| 05:45 | | 30 | 68 | 67 | 250 | 8 | **89** | 23 | 309 | 90 | 559 |
| 06:00 | | 19 | 57 | | | 6 | 53 | | | | |
| 06:15 | | 22 | 54 | | | 7 | 64 | | | | |
| 06:30 | | 55 | 38 | | | 25 | 49 | | | | |
| 06:45 | | 73 | 49 | 169 | 198 | 21 | 34 | 59 | 200 | 228 | 398 |
| 07:00 | | **70** | 29 | | | 40 | 42 | | | | |
| 07:15 | | **103** | 25 | | | 33 | 65 | | | | |
| 07:30 | | **123** | 27 | | | 39 | 29 | | | | |
| 07:45 | | **119** | 18 | 415 | 99 | 22 | 42 | 134 | 178 | 549 | 277 |
| 08:00 | | 61 | 17 | | | **37** | 32 | | | | |
| 08:15 | | 70 | 26 | | | **38** | 47 | | | | |
| 08:30 | | 57 | 30 | | | **33** | 40 | | | | |
| 08:45 | | 58 | 18 | 246 | 91 | **34** | 30 | 142 | 149 | 388 | 240 |
| 09:00 | | 40 | 23 | | | 31 | 26 | | | | |
| 09:15 | | 60 | 27 | | | 24 | 27 | | | | |
| 09:30 | | 39 | 21 | | | 41 | 24 | | | | |
| 09:45 | | 39 | 19 | 178 | 90 | 32 | 21 | 128 | 98 | 306 | 188 |
| 10:00 | | 32 | 13 | | | 28 | 25 | | | | |
| 10:15 | | 41 | 9 | | | 29 | 17 | | | | |
| 10:30 | | 30 | 14 | | | 27 | 10 | | | | |
| 10:45 | | 34 | 12 | 137 | 48 | 26 | 11 | 110 | 63 | 247 | 111 |
| 11:00 | | 46 | 7 | | | 27 | 19 | | | | |
| 11:15 | | 35 | 1 | | | 39 | 9 | | | | |
| 11:30 | | 33 | 5 | | | 33 | 9 | | | | |
| 11:45 | | 32 | 10 | 146 | 23 | 30 | 11 | 129 | 48 | 275 | 71 |
| Total | | 1425 | 1924 | 1425 | 1924 | 793 | 2180 | 793 | 2180 | 2218 | 4104 |
| Combined Total | | 3349 | | 3349 | | 2973 | | 2973 | | 6322 | |
| AM Peak | - | 07:00 | - | - | - | 08:00 | - | - | - | - | - |
| Vol. | - | 415 | - | - | - | 142 | - | - | - | - | - |
| P.H.F. | | 0.843 | | | | 0.934 | | | | | |
| PM Peak | - | - | 01:30 | - | - | - | 05:00 | - | - | - | - |
| Vol. | - | - | 273 | - | - | - | 309 | - | - | - | - |
| P.H.F. | | | 0.784 | | | | 0.868 | | | | |
| Percentage | | 42.6% | 57.4% | | | 26.7% | 73.3% | | | | |
| ADT/AADT | | ADT 6,322 | | AADT 6,322 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
McKinley Avenue
E/ Fruit Avenue
24 Hour Directional Volume Count

FSO033
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 4 | 127 | | | 6 | 96 | | | | |
| 12:15 | | 3 | 113 | | | 5 | 105 | | | | |
| 12:30 | | 11 | 75 | | | 1 | 103 | | | | |
| 12:45 | | 1 | 97 | 19 | 412 | 8 | 91 | 20 | 395 | 39 | 807 |
| 01:00 | | 2 | 98 | | | 4 | 82 | | | | |
| 01:15 | | 4 | 109 | | | 3 | 97 | | | | |
| 01:30 | | 7 | 112 | | | 4 | 84 | | | | |
| 01:45 | | 6 | 109 | 19 | 428 | 1 | 99 | 12 | 362 | 31 | 790 |
| 02:00 | | 4 | 95 | | | 3 | 69 | | | | |
| 02:15 | | 3 | 89 | | | 2 | 112 | | | | |
| 02:30 | | 4 | 79 | | | 3 | 98 | | | | |
| 02:45 | | 3 | **186** | 14 | 449 | 1 | 125 | 9 | 404 | 23 | 853 |
| 03:00 | | 0 | **145** | | | 4 | 73 | | | | |
| 03:15 | | 2 | **116** | | | 0 | 100 | | | | |
| 03:30 | | 2 | **118** | | | 3 | 113 | | | | |
| 03:45 | | 3 | 118 | 7 | 497 | 2 | 117 | 9 | 403 | 16 | 900 |
| 04:00 | | 2 | 109 | | | 1 | 100 | | | | |
| 04:15 | | 4 | 149 | | | 4 | 123 | | | | |
| 04:30 | | 8 | 120 | | | 11 | **120** | | | | |
| 04:45 | | 5 | 140 | 19 | 518 | 9 | **153** | 25 | 496 | 44 | 1014 |
| 05:00 | | 11 | 132 | | | 13 | **91** | | | | |
| 05:15 | | 15 | 138 | | | 15 | **171** | | | | |
| 05:30 | | 17 | 100 | | | 34 | 109 | | | | |
| 05:45 | | 14 | 123 | 57 | 493 | 19 | 82 | 81 | 453 | 138 | 946 |
| 06:00 | | 13 | 98 | | | 47 | 62 | | | | |
| 06:15 | | 23 | 90 | | | 82 | 65 | | | | |
| 06:30 | | 43 | 59 | | | 120 | 60 | | | | |
| 06:45 | | 51 | 58 | 130 | 305 | 118 | 44 | 367 | 231 | 497 | 536 |
| 07:00 | | 59 | 60 | | | **198** | 49 | | | | |
| 07:15 | | **86** | 46 | | | **237** | 39 | | | | |
| 07:30 | | **131** | 66 | | | **215** | 47 | | | | |
| 07:45 | | **132** | 60 | 408 | 232 | **137** | 41 | 787 | 176 | 1195 | 408 |
| 08:00 | | **89** | 84 | | | 116 | 39 | | | | |
| 08:15 | | 69 | 71 | | | 113 | 32 | | | | |
| 08:30 | | 64 | 79 | | | 91 | 29 | | | | |
| 08:45 | | 70 | 64 | 292 | 298 | 97 | 27 | 417 | 127 | 709 | 425 |
| 09:00 | | 77 | 59 | | | 108 | 33 | | | | |
| 09:15 | | 60 | 49 | | | 78 | 18 | | | | |
| 09:30 | | 65 | 40 | | | 87 | 9 | | | | |
| 09:45 | | 68 | 35 | 270 | 183 | 77 | 21 | 350 | 81 | 620 | 264 |
| 10:00 | | 53 | 28 | | | 76 | 26 | | | | |
| 10:15 | | 70 | 12 | | | 89 | 17 | | | | |
| 10:30 | | 73 | 23 | | | 76 | 10 | | | | |
| 10:45 | | 83 | 20 | 279 | 83 | 56 | 15 | 297 | 68 | 576 | 151 |
| 11:00 | | 64 | 11 | | | 81 | 8 | | | | |
| 11:15 | | 73 | 8 | | | 85 | 5 | | | | |
| 11:30 | | 99 | 13 | | | 81 | 8 | | | | |
| 11:45 | | 117 | 11 | 353 | 43 | 69 | 10 | 316 | 31 | 669 | 74 |
| Total | | 1867 | 3941 | 1867 | 3941 | 2690 | 3227 | 2690 | 3227 | 4557 | 7168 |
| Combined Total | | 5808 | | 5808 | | 5917 | | 5917 | | 11725 | |
| AM Peak | - | 07:15 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 438 | - | - | - | 787 | - | - | - | - | - |
| P.H.F. | | 0.830 | | | | 0.830 | | | | | |
| PM Peak | - | - | 02:45 | - | - | - | 04:30 | - | - | - | - |
| Vol. | - | - | 565 | - | - | - | 535 | - | - | - | - |
| P.H.F. | | | 0.759 | | | | 0.782 | | | | |
| Percentage | | 32.1% | 67.9% | | | 45.5% | 54.5% | | | | |
| ADT/AADT | | ADT 11,725 | | AADT 11,725 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
McKinley Avenue
E/ First Street
24 Hour Directional Volume Count

FSO034
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 25 | 191 | | | 20 | 139 | | | | |
| 12:15 | | 18 | 144 | | | 9 | 132 | | | | |
| 12:30 | | 12 | 152 | | | 11 | 136 | | | | |
| 12:45 | | 11 | 167 | 66 | 654 | 9 | 161 | 49 | 568 | 115 | 1222 |
| 01:00 | | 12 | 153 | | | 10 | 125 | | | | |
| 01:15 | | 6 | 121 | | | 6 | 130 | | | | |
| 01:30 | | 7 | 152 | | | 1 | 141 | | | | |
| 01:45 | | 13 | 162 | 38 | 588 | 10 | 136 | 27 | 532 | 65 | 1120 |
| 02:00 | | 4 | 167 | | | 8 | 137 | | | | |
| 02:15 | | 6 | 158 | | | 1 | 146 | | | | |
| 02:30 | | 6 | 146 | | | 2 | 130 | | | | |
| 02:45 | | 4 | 143 | 20 | 614 | 6 | 134 | 17 | 547 | 37 | 1161 |
| 03:00 | | 7 | 165 | | | 8 | 168 | | | | |
| 03:15 | | 5 | 193 | | | 8 | 165 | | | | |
| 03:30 | | 4 | 192 | | | 8 | 164 | | | | |
| 03:45 | | 6 | **183** | 22 | 733 | 5 | 166 | 29 | 663 | 51 | 1396 |
| 04:00 | | 10 | **202** | | | 8 | 149 | | | | |
| 04:15 | | 11 | **205** | | | 12 | 178 | | | | |
| 04:30 | | 15 | **203** | | | 15 | 145 | | | | |
| 04:45 | | 18 | 162 | 54 | 772 | 9 | **161** | 44 | 633 | 98 | 1405 |
| 05:00 | | 9 | 193 | | | 19 | **150** | | | | |
| 05:15 | | 22 | 209 | | | 16 | **224** | | | | |
| 05:30 | | 32 | 175 | | | 27 | **164** | | | | |
| 05:45 | | 24 | 160 | 87 | 737 | 41 | 143 | 103 | 681 | 190 | 1418 |
| 06:00 | | 22 | 163 | | | 36 | 132 | | | | |
| 06:15 | | 39 | 128 | | | 58 | 135 | | | | |
| 06:30 | | 43 | 109 | | | 88 | 91 | | | | |
| 06:45 | | 53 | 99 | 157 | 499 | 114 | 110 | 296 | 468 | 453 | 967 |
| 07:00 | | 67 | 77 | | | 121 | 80 | | | | |
| 07:15 | | 78 | 88 | | | **178** | 81 | | | | |
| 07:30 | | 129 | 89 | | | **224** | 65 | | | | |
| 07:45 | | 115 | 81 | 389 | 335 | **197** | 64 | 720 | 290 | 1109 | 625 |
| 08:00 | | 125 | 90 | | | **206** | 62 | | | | |
| 08:15 | | 104 | 80 | | | 162 | 58 | | | | |
| 08:30 | | 91 | 76 | | | 144 | 74 | | | | |
| 08:45 | | 111 | 67 | 431 | 313 | 152 | 63 | 664 | 257 | 1095 | 570 |
| 09:00 | | 87 | 81 | | | 101 | 42 | | | | |
| 09:15 | | 91 | 66 | | | 101 | 55 | | | | |
| 09:30 | | 111 | 53 | | | 114 | 48 | | | | |
| 09:45 | | 97 | 51 | 386 | 251 | 110 | 41 | 426 | 186 | 812 | 437 |
| 10:00 | | 118 | 40 | | | 119 | 42 | | | | |
| 10:15 | | 107 | 49 | | | 111 | 33 | | | | |
| 10:30 | | 110 | 34 | | | 118 | 24 | | | | |
| 10:45 | | **133** | 28 | 468 | 151 | 103 | 34 | 451 | 133 | 919 | 284 |
| 11:00 | | **138** | 23 | | | 131 | 19 | | | | |
| 11:15 | | **136** | 19 | | | 126 | 21 | | | | |
| 11:30 | | **139** | 33 | | | 138 | 21 | | | | |
| 11:45 | | 127 | 20 | 540 | 95 | 123 | 19 | 518 | 80 | 1058 | 175 |
| Total | | 2658 | 5742 | 2658 | 5742 | 3344 | 5038 | 3344 | 5038 | 6002 | 10780 |
| Combined Total | | 8400 | | 8400 | | 8382 | | 8382 | | 16782 | |
| AM Peak | - | 10:45 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 546 | - | - | - | 805 | - | - | - | - | - |
| P.H.F. | | 0.982 | | | | 0.898 | | | | | |
| PM Peak | - | - | 03:45 | - | - | - | 04:45 | - | - | - | - |
| Vol. | - | - | 793 | - | - | - | 699 | - | - | - | - |
| P.H.F. | | | 0.967 | | | | 0.780 | | | | |
| Percentage | | 31.6% | 68.4% | | | 39.9% | 60.1% | | | | |
| ADT/AADT | | ADT 16,782 | | AADT 16,782 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
McKinley Avenue
W/ Clovis Avenue
24 Hour Directional Volume Count

FSO035
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 16 | 140 | | | 11 | **93** | | | | |
| 12:15 | | 18 | 119 | | | 2 | **83** | | | | |
| 12:30 | | 10 | 74 | | | 3 | **104** | | | | |
| 12:45 | | 13 | 97 | 57 | 430 | 4 | **102** | 20 | 382 | 77 | 812 |
| 01:00 | | 9 | 90 | | | 3 | 88 | | | | |
| 01:15 | | 6 | 82 | | | 7 | 67 | | | | |
| 01:30 | | 2 | 85 | | | 3 | 73 | | | | |
| 01:45 | | 4 | 84 | 21 | 341 | 2 | 87 | 15 | 315 | 36 | 656 |
| 02:00 | | 7 | 86 | | | 2 | 81 | | | | |
| 02:15 | | 1 | 93 | | | 2 | 66 | | | | |
| 02:30 | | 7 | 90 | | | 0 | 90 | | | | |
| 02:45 | | 2 | 93 | 17 | 362 | 2 | 98 | 6 | 335 | 23 | 697 |
| 03:00 | | 1 | 81 | | | 12 | 94 | | | | |
| 03:15 | | 3 | 88 | | | 6 | 87 | | | | |
| 03:30 | | 5 | 99 | | | 7 | 98 | | | | |
| 03:45 | | 7 | 151 | 16 | 419 | 24 | 92 | 49 | 371 | 65 | 790 |
| 04:00 | | 8 | 130 | | | 21 | 80 | | | | |
| 04:15 | | 13 | 139 | | | 27 | 86 | | | | |
| 04:30 | | 13 | **149** | | | 25 | 70 | | | | |
| 04:45 | | 15 | **131** | 49 | 549 | 34 | 91 | 107 | 327 | 156 | 876 |
| 05:00 | | 19 | **153** | | | 27 | 70 | | | | |
| 05:15 | | 14 | **167** | | | 8 | 77 | | | | |
| 05:30 | | 31 | 121 | | | 12 | 83 | | | | |
| 05:45 | | 67 | 102 | 131 | 543 | 29 | 63 | 76 | 293 | 207 | 836 |
| 06:00 | | 38 | 91 | | | 34 | 62 | | | | |
| 06:15 | | 39 | 53 | | | 59 | 59 | | | | |
| 06:30 | | 45 | 46 | | | 73 | 40 | | | | |
| 06:45 | | 88 | 67 | 210 | 257 | 109 | 53 | 275 | 214 | 485 | 471 |
| 07:00 | | 65 | 58 | | | 120 | 38 | | | | |
| 07:15 | | 64 | 46 | | | 118 | 51 | | | | |
| 07:30 | | 77 | 44 | | | **137** | 44 | | | | |
| 07:45 | | 78 | 47 | 284 | 195 | **202** | 35 | 577 | 168 | 861 | 363 |
| 08:00 | | 76 | 39 | | | **182** | 41 | | | | |
| 08:15 | | 57 | 41 | | | **140** | 41 | | | | |
| 08:30 | | 48 | 48 | | | 106 | 35 | | | | |
| 08:45 | | 46 | 52 | 227 | 180 | 102 | 47 | 530 | 164 | 757 | 344 |
| 09:00 | | 45 | 37 | | | 77 | 39 | | | | |
| 09:15 | | 62 | 31 | | | 61 | 35 | | | | |
| 09:30 | | 67 | 29 | | | 51 | 25 | | | | |
| 09:45 | | 55 | 26 | 229 | 123 | 66 | 23 | 255 | 122 | 484 | 245 |
| 10:00 | | 74 | 29 | | | 53 | 25 | | | | |
| 10:15 | | 60 | 24 | | | 63 | 24 | | | | |
| 10:30 | | 65 | 19 | | | 69 | 20 | | | | |
| 10:45 | | **85** | 13 | 284 | 85 | 65 | 19 | 250 | 88 | 534 | 173 |
| 11:00 | | **65** | 20 | | | 71 | 14 | | | | |
| 11:15 | | **96** | 9 | | | 91 | 18 | | | | |
| 11:30 | | **80** | 24 | | | 86 | 15 | | | | |
| 11:45 | | 65 | 23 | 306 | 76 | 100 | 14 | 348 | 61 | 654 | 137 |
| Total | | 1831 | 3560 | 1831 | 3560 | 2508 | 2840 | 2508 | 2840 | 4339 | 6400 |
| Combined Total | | 5391 | | 5391 | | 5348 | | 5348 | | 10739 | |
| AM Peak | - | 10:45 | - | - | - | 07:30 | - | - | - | - | - |
| Vol. | - | 326 | - | - | - | 661 | - | - | - | - | - |
| P.H.F. | | 0.849 | | | | 0.818 | | | | | |
| PM Peak | - | - | 04:30 | - | - | - | 12:00 | - | - | - | - |
| Vol. | - | - | 600 | - | - | - | 382 | - | - | - | - |
| P.H.F. | | | 0.898 | | | | 0.918 | | | | |
| Percentage | | 34.0% | 66.0% | | | 46.9% | 53.1% | | | | |
| ADT/AADT | | ADT 10,739 | | AADT 10,739 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Olive Avenue
B/ First Street - Fresno Street
24 Hour Directional Volume Count

FSO008
Site Code: 003-19185

| Start | 19-Mar-19 | Eastbound | | Hour Totals | | Westbound | | Hour Totals | | Combined Totals | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | Tue | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 | | 7 | 88 | | | 9 | 112 | | | | |
| 12:15 | | 7 | 93 | | | 5 | 90 | | | | |
| 12:30 | | 5 | 101 | | | 6 | 88 | | | | |
| 12:45 | | 7 | 96 | 26 | 378 | 4 | 113 | 24 | 403 | 50 | 781 |
| 01:00 | | 6 | 106 | | | 7 | 78 | | | | |
| 01:15 | | 5 | 79 | | | 6 | 126 | | | | |
| 01:30 | | 6 | 89 | | | 2 | 102 | | | | |
| 01:45 | | 1 | 112 | 18 | 386 | 5 | 95 | 20 | 401 | 38 | 787 |
| 02:00 | | 1 | 111 | | | 3 | 99 | | | | |
| 02:15 | | 2 | 108 | | | 2 | 108 | | | | |
| 02:30 | | 3 | 110 | | | 3 | **123** | | | | |
| 02:45 | | 1 | 114 | 7 | 443 | 0 | **121** | 8 | 451 | 15 | 894 |
| 03:00 | | 3 | 101 | | | 1 | **113** | | | | |
| 03:15 | | 2 | 129 | | | 2 | **119** | | | | |
| 03:30 | | 2 | 113 | | | 0 | 112 | | | | |
| 03:45 | | 2 | 108 | 9 | 451 | 3 | 121 | 6 | 465 | 15 | 916 |
| 04:00 | | 2 | 115 | | | 1 | 112 | | | | |
| 04:15 | | 0 | 126 | | | 3 | 116 | | | | |
| 04:30 | | 3 | 107 | | | 4 | 98 | | | | |
| 04:45 | | 4 | **118** | 9 | 466 | 6 | 126 | 14 | 452 | 23 | 918 |
| 05:00 | | 4 | **181** | | | 1 | 107 | | | | |
| 05:15 | | 5 | **146** | | | 6 | 109 | | | | |
| 05:30 | | 12 | **108** | | | 12 | 79 | | | | |
| 05:45 | | 7 | 79 | 28 | 514 | 15 | 88 | 34 | 383 | 62 | 897 |
| 06:00 | | 13 | 102 | | | 18 | 76 | | | | |
| 06:15 | | 17 | 82 | | | 19 | 68 | | | | |
| 06:30 | | 16 | 65 | | | 35 | 64 | | | | |
| 06:45 | | 25 | 62 | 71 | 311 | 44 | 61 | 116 | 269 | 187 | 580 |
| 07:00 | | 25 | 55 | | | 45 | 46 | | | | |
| 07:15 | | 38 | 60 | | | 81 | 44 | | | | |
| 07:30 | | 72 | 53 | | | **121** | 58 | | | | |
| 07:45 | | 93 | 59 | 228 | 227 | **184** | 33 | 431 | 181 | 659 | 408 |
| 08:00 | | 94 | 40 | | | **120** | 36 | | | | |
| 08:15 | | 71 | 40 | | | **90** | 38 | | | | |
| 08:30 | | 64 | 35 | | | 81 | 26 | | | | |
| 08:45 | | 83 | 39 | 312 | 154 | 94 | 37 | 385 | 137 | 697 | 291 |
| 09:00 | | 65 | 38 | | | 71 | 31 | | | | |
| 09:15 | | 79 | 28 | | | 69 | 38 | | | | |
| 09:30 | | 64 | 32 | | | 68 | 29 | | | | |
| 09:45 | | 65 | 32 | 273 | 130 | 90 | 34 | 298 | 132 | 571 | 262 |
| 10:00 | | 75 | 17 | | | 73 | 27 | | | | |
| 10:15 | | 61 | 19 | | | 73 | 13 | | | | |
| 10:30 | | **99** | 18 | | | 69 | 19 | | | | |
| 10:45 | | **81** | 15 | 316 | 69 | 88 | 14 | 303 | 73 | 619 | 142 |
| 11:00 | | **87** | 18 | | | 74 | 12 | | | | |
| 11:15 | | **69** | 12 | | | 92 | 9 | | | | |
| 11:30 | | 79 | 7 | | | 85 | 9 | | | | |
| 11:45 | | 86 | 9 | 321 | 46 | 93 | 6 | 344 | 36 | 665 | 82 |
| Total | | 1618 | 3575 | 1618 | 3575 | 1983 | 3383 | 1983 | 3383 | 3601 | 6958 |
| Combined Total | | 5193 | | 5193 | | 5366 | | 5366 | | 10559 | |
| AM Peak | - | 10:30 | - | - | - | 07:30 | - | - | - | - | - |
| Vol. | - | 336 | - | - | - | 515 | - | - | - | - | - |
| P.H.F. | | 0.848 | | | | 0.700 | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | 02:30 | - | - | - | - |
| Vol. | - | - | 553 | - | - | - | 476 | - | - | - | - |
| P.H.F. | | | 0.764 | | | | 0.967 | | | | |
| Percentage | | 31.2% | 68.8% | | | 37.0% | 63.0% | | | | |
| ADT/AADT | | ADT 10,559 | | AADT 10,559 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Belmont Avenue
E/ Polk Avenue
24 Hour Directional Volume Count

FSO036
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 0 | 13 | | | 0 | 16 | | | | |
| 12:15 | | 0 | 19 | | | 1 | 22 | | | | |
| 12:30 | | 0 | 10 | | | 1 | 8 | | | | |
| 12:45 | | 1 | 20 | 1 | 62 | 0 | 12 | 2 | 58 | 3 | 120 |
| 01:00 | | 0 | 20 | | | 2 | 17 | | | | |
| 01:15 | | 0 | 16 | | | 0 | 10 | | | | |
| 01:30 | | 2 | 14 | | | 1 | 22 | | | | |
| 01:45 | | 2 | 16 | 4 | 66 | 0 | 16 | 3 | 65 | 7 | 131 |
| 02:00 | | 1 | 26 | | | 0 | 18 | | | | |
| 02:15 | | 0 | 25 | | | 0 | 22 | | | | |
| 02:30 | | 0 | 22 | | | 1 | 31 | | | | |
| 02:45 | | 1 | 20 | 2 | 93 | 1 | 28 | 2 | 99 | 4 | 192 |
| 03:00 | | 1 | 22 | | | 1 | 24 | | | | |
| 03:15 | | 0 | 24 | | | 0 | 15 | | | | |
| 03:30 | | 0 | 18 | | | 1 | 24 | | | | |
| 03:45 | | 1 | 24 | 2 | 88 | 0 | 28 | 2 | 91 | 4 | 179 |
| 04:00 | | 1 | 20 | | | 1 | 28 | | | | |
| 04:15 | | 0 | 31 | | | 2 | **32** | | | | |
| 04:30 | | 3 | 26 | | | 6 | **28** | | | | |
| 04:45 | | 5 | **24** | 9 | 101 | 3 | **42** | 12 | 130 | 21 | 231 |
| 05:00 | | 3 | **18** | | | 4 | **44** | | | | |
| 05:15 | | 3 | **28** | | | 2 | 25 | | | | |
| 05:30 | | 10 | **42** | | | 6 | 18 | | | | |
| 05:45 | | 8 | 20 | 24 | 108 | 11 | 27 | 23 | 114 | 47 | 222 |
| 06:00 | | 9 | 20 | | | 13 | 17 | | | | |
| 06:15 | | 12 | 14 | | | 5 | 13 | | | | |
| 06:30 | | 20 | 10 | | | 20 | 5 | | | | |
| 06:45 | | **43** | 8 | 84 | 52 | 26 | 8 | 64 | 43 | 148 | 95 |
| 07:00 | | **22** | 12 | | | 30 | 8 | | | | |
| 07:15 | | **26** | 9 | | | **43** | 8 | | | | |
| 07:30 | | **26** | 6 | | | **47** | 5 | | | | |
| 07:45 | | 20 | 5 | 94 | 32 | **40** | 3 | 160 | 24 | 254 | 56 |
| 08:00 | | 16 | 5 | | | **36** | 13 | | | | |
| 08:15 | | 22 | 12 | | | 36 | 8 | | | | |
| 08:30 | | 10 | 4 | | | 25 | 4 | | | | |
| 08:45 | | 14 | 7 | 62 | 28 | 26 | 7 | 123 | 32 | 185 | 60 |
| 09:00 | | 12 | 10 | | | 20 | 4 | | | | |
| 09:15 | | 12 | 6 | | | 14 | 1 | | | | |
| 09:30 | | 12 | 1 | | | 22 | 1 | | | | |
| 09:45 | | 8 | 1 | 44 | 18 | 16 | 0 | 72 | 6 | 116 | 24 |
| 10:00 | | 10 | 3 | | | 11 | 1 | | | | |
| 10:15 | | 8 | 2 | | | 12 | 5 | | | | |
| 10:30 | | 12 | 5 | | | 22 | 2 | | | | |
| 10:45 | | 9 | 3 | 39 | 13 | 14 | 4 | 59 | 12 | 98 | 25 |
| 11:00 | | 16 | 1 | | | 14 | 1 | | | | |
| 11:15 | | 22 | 0 | | | 18 | 0 | | | | |
| 11:30 | | 18 | 2 | | | 22 | 1 | | | | |
| 11:45 | | 16 | 3 | 72 | 6 | 19 | 3 | 73 | 5 | 145 | 11 |
| Total | | 437 | 667 | 437 | 667 | 595 | 679 | 595 | 679 | 1032 | 1346 |
| Combined Total | | 1104 | | 1104 | | 1274 | | 1274 | | 2378 | |
| AM Peak | - | 06:45 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 117 | - | - | - | 166 | - | - | - | - | - |
| P.H.F. | | 0.680 | | | | 0.883 | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | 04:15 | - | - | - | - |
| Vol. | - | - | 112 | - | - | - | 146 | - | - | - | - |
| P.H.F. | | | 0.667 | | | | 0.830 | | | | |
| Percentage | | 39.6% | 60.4% | | | 46.7% | 53.3% | | | | |
| ADT/AADT | | ADT 2,378 | | AADT 2,378 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Belmont Avenue
E/ Marks Avenue
24 Hour Directional Volume Count

FSO037
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 6 | 64 | | | 2 | 37 | | | | |
| 12:15 | | 3 | 52 | | | 5 | 63 | | | | |
| 12:30 | | 4 | 38 | | | 2 | 50 | | | | |
| 12:45 | | 4 | 40 | 17 | 194 | 1 | 43 | 10 | 193 | 27 | 387 |
| 01:00 | | 1 | 51 | | | 0 | 32 | | | | |
| 01:15 | | 5 | 33 | | | 0 | **59** | | | | |
| 01:30 | | 3 | 68 | | | 2 | **49** | | | | |
| 01:45 | | 0 | 53 | 9 | 205 | 1 | **66** | 3 | 206 | 12 | 411 |
| 02:00 | | 0 | 49 | | | 2 | **48** | | | | |
| 02:15 | | 0 | 42 | | | 2 | 49 | | | | |
| 02:30 | | 1 | 61 | | | 0 | 32 | | | | |
| 02:45 | | 1 | 52 | 2 | 204 | 2 | 39 | 6 | 168 | 8 | 372 |
| 03:00 | | 2 | 59 | | | 1 | 43 | | | | |
| 03:15 | | 0 | 55 | | | 2 | 51 | | | | |
| 03:30 | | 1 | 62 | | | 3 | 41 | | | | |
| 03:45 | | 2 | 67 | 5 | 243 | 3 | 67 | 9 | 202 | 14 | 445 |
| 04:00 | | 0 | **74** | | | 2 | 55 | | | | |
| 04:15 | | 6 | **56** | | | 3 | 53 | | | | |
| 04:30 | | 5 | **73** | | | 7 | 42 | | | | |
| 04:45 | | 8 | **76** | 19 | 279 | 6 | 61 | 18 | 211 | 37 | 490 |
| 05:00 | | 3 | 63 | | | 8 | 50 | | | | |
| 05:15 | | 9 | 49 | | | 10 | 45 | | | | |
| 05:30 | | 29 | 36 | | | 8 | 30 | | | | |
| 05:45 | | 19 | 32 | 60 | 180 | 17 | 41 | 43 | 166 | 103 | 346 |
| 06:00 | | 19 | 28 | | | 30 | 31 | | | | |
| 06:15 | | 29 | 30 | | | 30 | 21 | | | | |
| 06:30 | | 54 | 23 | | | 36 | 23 | | | | |
| 06:45 | | **54** | 20 | 156 | 101 | 15 | 18 | 111 | 93 | 267 | 194 |
| 07:00 | | **50** | 14 | | | 26 | 13 | | | | |
| 07:15 | | **82** | 12 | | | 26 | 20 | | | | |
| 07:30 | | **72** | 13 | | | 27 | 16 | | | | |
| 07:45 | | 49 | 12 | 253 | 51 | 37 | 19 | 116 | 68 | 369 | 119 |
| 08:00 | | 40 | 12 | | | 18 | 15 | | | | |
| 08:15 | | 46 | 14 | | | 36 | 11 | | | | |
| 08:30 | | 51 | 7 | | | 21 | 14 | | | | |
| 08:45 | | 29 | 6 | 166 | 39 | 26 | 16 | 101 | 56 | 267 | 95 |
| 09:00 | | 48 | 4 | | | 31 | 5 | | | | |
| 09:15 | | 28 | 6 | | | 28 | 11 | | | | |
| 09:30 | | 39 | 5 | | | 28 | 6 | | | | |
| 09:45 | | 47 | 6 | 162 | 21 | 34 | 7 | 121 | 29 | 283 | 50 |
| 10:00 | | 30 | 9 | | | 37 | 8 | | | | |
| 10:15 | | 42 | 2 | | | 30 | 6 | | | | |
| 10:30 | | 32 | 4 | | | 32 | 2 | | | | |
| 10:45 | | 43 | 7 | 147 | 22 | 38 | 5 | 137 | 21 | 284 | 43 |
| 11:00 | | 32 | 3 | | | **32** | 5 | | | | |
| 11:15 | | 36 | 2 | | | **47** | 8 | | | | |
| 11:30 | | 56 | 4 | | | **29** | 4 | | | | |
| 11:45 | | 53 | 2 | 177 | 11 | **49** | 2 | 157 | 19 | 334 | 30 |
| Total | | 1173 | 1550 | 1173 | 1550 | 832 | 1432 | 832 | 1432 | 2005 | 2982 |
| Combined Total | | 2723 | | 2723 | | 2264 | | 2264 | | 4987 | |
| AM Peak | - | 06:45 | - | - | - | 11:00 | - | - | - | - | - |
| Vol. | - | 258 | - | - | - | 157 | - | - | - | - | - |
| P.H.F. | | 0.787 | | | | 0.801 | | | | | |
| PM Peak | - | - | 04:00 | - | - | - | 01:15 | - | - | - | - |
| Vol. | - | - | 279 | - | - | - | 222 | - | - | - | - |
| P.H.F. | | | 0.918 | | | | 0.841 | | | | |
| Percentage | | 43.1% | 56.9% | | | 36.7% | 63.3% | | | | |
| ADT/AADT | | ADT 4,987 | | AADT 4,987 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Belmont Avenue
W/ Fresno Street
24 Hour Directional Volume Count

FSO038
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 17 | 128 | | | 11 | 83 | | | | |
| 12:15 | | 12 | 106 | | | 11 | 126 | | | | |
| 12:30 | | 10 | 81 | | | 6 | 111 | | | | |
| 12:45 | | 10 | 98 | 49 | 413 | 5 | 143 | 33 | 463 | 82 | 876 |
| 01:00 | | 9 | 103 | | | 6 | 93 | | | | |
| 01:15 | | 9 | 120 | | | 7 | 118 | | | | |
| 01:30 | | 4 | 90 | | | 8 | 112 | | | | |
| 01:45 | | 4 | 115 | 26 | 428 | 6 | 123 | 27 | 446 | 53 | 874 |
| 02:00 | | 7 | 125 | | | 6 | 123 | | | | |
| 02:15 | | 5 | 108 | | | 8 | 100 | | | | |
| 02:30 | | 10 | 113 | | | 5 | 102 | | | | |
| 02:45 | | 2 | 102 | 24 | 448 | 4 | 146 | 23 | 471 | 47 | 919 |
| 03:00 | | 4 | 111 | | | 3 | 121 | | | | |
| 03:15 | | 3 | 132 | | | 4 | 121 | | | | |
| 03:30 | | 6 | 122 | | | 8 | 129 | | | | |
| 03:45 | | 5 | 113 | 18 | 478 | 5 | 135 | 20 | 506 | 38 | 984 |
| 04:00 | | 5 | 139 | | | 3 | 110 | | | | |
| 04:15 | | 3 | 153 | | | 8 | 117 | | | | |
| 04:30 | | 7 | 109 | | | 12 | 135 | | | | |
| 04:45 | | 5 | **147** | 20 | 548 | 18 | **132** | 41 | 494 | 61 | 1042 |
| 05:00 | | 9 | **167** | | | 13 | **134** | | | | |
| 05:15 | | 19 | **140** | | | 15 | **150** | | | | |
| 05:30 | | 30 | **140** | | | 41 | **140** | | | | |
| 05:45 | | 28 | 117 | 86 | 564 | 34 | 108 | 103 | 532 | 189 | 1096 |
| 06:00 | | 34 | 116 | | | 23 | 105 | | | | |
| 06:15 | | 29 | 91 | | | 38 | 104 | | | | |
| 06:30 | | 43 | 83 | | | 32 | 69 | | | | |
| 06:45 | | 40 | 61 | 146 | 351 | 47 | 90 | 140 | 368 | 286 | 719 |
| 07:00 | | 38 | 61 | | | 46 | 89 | | | | |
| 07:15 | | 42 | 65 | | | 53 | 60 | | | | |
| 07:30 | | 75 | 65 | | | **80** | 60 | | | | |
| 07:45 | | 79 | 68 | 234 | 259 | **114** | 67 | 293 | 276 | 527 | 535 |
| 08:00 | | 99 | 45 | | | **126** | 44 | | | | |
| 08:15 | | 75 | 67 | | | **98** | 57 | | | | |
| 08:30 | | 81 | 57 | | | 79 | 51 | | | | |
| 08:45 | | 81 | 50 | 336 | 219 | 79 | 60 | 382 | 212 | 718 | 431 |
| 09:00 | | 97 | 48 | | | 82 | 53 | | | | |
| 09:15 | | 66 | 43 | | | 71 | 59 | | | | |
| 09:30 | | 71 | 47 | | | 85 | 51 | | | | |
| 09:45 | | 78 | 34 | 312 | 172 | 84 | 39 | 322 | 202 | 634 | 374 |
| 10:00 | | 85 | 42 | | | 80 | 39 | | | | |
| 10:15 | | 84 | 21 | | | 69 | 25 | | | | |
| 10:30 | | 67 | 27 | | | 71 | 24 | | | | |
| 10:45 | | 86 | 23 | 322 | 113 | 81 | 22 | 301 | 110 | 623 | 223 |
| 11:00 | | **73** | 23 | | | 77 | 22 | | | | |
| 11:15 | | **75** | 20 | | | 98 | 17 | | | | |
| 11:30 | | **121** | 13 | | | 101 | 27 | | | | |
| 11:45 | | **108** | 5 | 377 | 61 | 97 | 18 | 373 | 84 | 750 | 145 |
| Total | | 1950 | 4054 | 1950 | 4054 | 2058 | 4164 | 2058 | 4164 | 4008 | 8218 |
| Combined Total | | 6004 | | 6004 | | 6222 | | 6222 | | 12226 | |
| AM Peak | - | 11:00 | - | - | - | 07:30 | - | - | - | - | - |
| Vol. | - | 377 | - | - | - | 418 | - | - | - | - | - |
| P.H.F. | | 0.779 | | | | 0.829 | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | 04:45 | - | - | - | - |
| Vol. | - | - | 594 | - | - | - | 556 | - | - | - | - |
| P.H.F. | | | 0.889 | | | | 0.927 | | | | |
| Percentage | | 32.5% | 67.5% | | | 33.1% | 66.9% | | | | |
| ADT/AADT | | ADT 12,226 | | AADT 12,226 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Belmont Avenue
E/ De Wolf Avenue
24 Hour Directional Volume Count

FSO039
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 0 | 34 | | | 0 | 26 | | | | |
| 12:15 | | 0 | 28 | | | 0 | 31 | | | | |
| 12:30 | | 2 | 35 | | | 0 | 26 | | | | |
| 12:45 | | 2 | 37 | 4 | 134 | 1 | 39 | 1 | 122 | 5 | 256 |
| 01:00 | | 1 | 32 | | | 2 | 24 | | | | |
| 01:15 | | 0 | 44 | | | 0 | 40 | | | | |
| 01:30 | | 0 | 34 | | | 0 | 46 | | | | |
| 01:45 | | 1 | 30 | 2 | 140 | 1 | 40 | 3 | 150 | 5 | 290 |
| 02:00 | | 0 | 36 | | | 1 | 34 | | | | |
| 02:15 | | 0 | 42 | | | 0 | 30 | | | | |
| 02:30 | | 0 | 46 | | | 1 | 35 | | | | |
| 02:45 | | 1 | 28 | 1 | 152 | 2 | 48 | 4 | 147 | 5 | 299 |
| 03:00 | | 0 | 31 | | | 0 | 40 | | | | |
| 03:15 | | 3 | 38 | | | 1 | 39 | | | | |
| 03:30 | | 0 | 39 | | | 0 | 42 | | | | |
| 03:45 | | 1 | 39 | 4 | 147 | 0 | 36 | 1 | 157 | 5 | 304 |
| 04:00 | | 0 | 50 | | | 0 | 42 | | | | |
| 04:15 | | 1 | 56 | | | 1 | 44 | | | | |
| 04:30 | | 2 | 62 | | | 0 | 44 | | | | |
| 04:45 | | 4 | **60** | 7 | 228 | 16 | **54** | 17 | 184 | 24 | 412 |
| 05:00 | | 2 | **60** | | | 8 | **41** | | | | |
| 05:15 | | 5 | **73** | | | 5 | **58** | | | | |
| 05:30 | | 6 | **66** | | | 8 | **47** | | | | |
| 05:45 | | 10 | 44 | 23 | 243 | 19 | 31 | 40 | 177 | 63 | 420 |
| 06:00 | | 9 | 42 | | | 20 | 31 | | | | |
| 06:15 | | 21 | 27 | | | 22 | 32 | | | | |
| 06:30 | | 24 | 22 | | | 40 | 17 | | | | |
| 06:45 | | 36 | 34 | 90 | 125 | 40 | 22 | 122 | 102 | 212 | 227 |
| 07:00 | | 32 | 44 | | | **68** | 12 | | | | |
| 07:15 | | **32** | 18 | | | **95** | 10 | | | | |
| 07:30 | | **52** | 21 | | | **82** | 6 | | | | |
| 07:45 | | **48** | 17 | 164 | 100 | **90** | 14 | 335 | 42 | 499 | 142 |
| 08:00 | | **48** | 10 | | | 62 | 11 | | | | |
| 08:15 | | 30 | 16 | | | 56 | 7 | | | | |
| 08:30 | | 33 | 15 | | | 42 | 12 | | | | |
| 08:45 | | 28 | 8 | 139 | 49 | 36 | 8 | 196 | 38 | 335 | 87 |
| 09:00 | | 24 | 15 | | | 28 | 14 | | | | |
| 09:15 | | 28 | 9 | | | 22 | 6 | | | | |
| 09:30 | | 24 | 8 | | | 27 | 4 | | | | |
| 09:45 | | 32 | 4 | 108 | 36 | 39 | 3 | 116 | 27 | 224 | 63 |
| 10:00 | | 16 | 7 | | | 26 | 10 | | | | |
| 10:15 | | 23 | 5 | | | 13 | 1 | | | | |
| 10:30 | | 22 | 7 | | | 28 | 4 | | | | |
| 10:45 | | 30 | 5 | 91 | 24 | 28 | 4 | 95 | 19 | 186 | 43 |
| 11:00 | | 40 | 3 | | | 38 | 2 | | | | |
| 11:15 | | 23 | 3 | | | 32 | 0 | | | | |
| 11:30 | | 14 | 3 | | | 28 | 0 | | | | |
| 11:45 | | 35 | 4 | 112 | 13 | 32 | 1 | 130 | 3 | 242 | 16 |
| Total | | 745 | 1391 | 745 | 1391 | 1060 | 1168 | 1060 | 1168 | 1805 | 2559 |
| Combined Total | | 2136 | | 2136 | | 2228 | | 2228 | | 4364 | |
| AM Peak | - | 07:15 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 180 | - | - | - | 335 | - | - | - | - | - |
| P.H.F. | | 0.865 | | | | 0.882 | | | | | |
| PM Peak | - | - | 04:45 | - | - | - | 04:45 | - | - | - | - |
| Vol. | - | - | 259 | - | - | - | 200 | - | - | - | - |
| P.H.F. | | | 0.887 | | | | 0.862 | | | | |
| Percentage | | 34.9% | 65.1% | | | 47.6% | 52.4% | | | | |
| ADT/AADT | | ADT 4,364 | | AADT 4,364 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Fresno Street
E/ State Route 99
24 Hour Directional Volume Count

FSO040
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 17 | 131 | | | 17 | 170 | | | | |
| 12:15 | | 11 | 134 | | | 12 | 146 | | | | |
| 12:30 | | 7 | 152 | | | 13 | 151 | | | | |
| 12:45 | | 10 | **178** | 45 | 595 | 8 | 157 | 50 | 624 | 95 | 1219 |
| 01:00 | | 8 | **158** | | | 11 | 152 | | | | |
| 01:15 | | 12 | **158** | | | 2 | 149 | | | | |
| 01:30 | | 9 | **166** | | | 4 | 157 | | | | |
| 01:45 | | 6 | 142 | 35 | 624 | 20 | 172 | 37 | 630 | 72 | 1254 |
| 02:00 | | 4 | 113 | | | 6 | 139 | | | | |
| 02:15 | | 8 | 111 | | | 12 | 158 | | | | |
| 02:30 | | 7 | 136 | | | 11 | 168 | | | | |
| 02:45 | | 7 | 142 | 26 | 502 | 9 | 188 | 38 | 653 | 64 | 1155 |
| 03:00 | | 5 | 141 | | | 6 | 171 | | | | |
| 03:15 | | 7 | 169 | | | 11 | 178 | | | | |
| 03:30 | | 7 | 159 | | | 8 | 172 | | | | |
| 03:45 | | 11 | 128 | 30 | 597 | 5 | 192 | 30 | 713 | 60 | 1310 |
| 04:00 | | 6 | 114 | | | 3 | 179 | | | | |
| 04:15 | | 9 | 135 | | | 7 | **226** | | | | |
| 04:30 | | 13 | 136 | | | 21 | **220** | | | | |
| 04:45 | | 26 | 168 | 54 | 553 | 12 | **285** | 43 | 910 | 97 | 1463 |
| 05:00 | | 39 | 144 | | | 14 | **228** | | | | |
| 05:15 | | 39 | 153 | | | 17 | 188 | | | | |
| 05:30 | | 42 | 115 | | | 28 | 152 | | | | |
| 05:45 | | 65 | 119 | 185 | 531 | 52 | 132 | 111 | 700 | 296 | 1231 |
| 06:00 | | 31 | 78 | | | 48 | 93 | | | | |
| 06:15 | | 48 | 74 | | | 37 | 83 | | | | |
| 06:30 | | 84 | 61 | | | 38 | 72 | | | | |
| 06:45 | | 119 | 74 | 282 | 287 | 44 | 84 | 167 | 332 | 449 | 619 |
| 07:00 | | 126 | 82 | | | 64 | 69 | | | | |
| 07:15 | | 145 | 72 | | | 72 | 73 | | | | |
| 07:30 | | **184** | 68 | | | 81 | 61 | | | | |
| 07:45 | | **287** | 61 | 742 | 283 | 84 | 68 | 301 | 271 | 1043 | 554 |
| 08:00 | | **209** | 49 | | | 77 | 53 | | | | |
| 08:15 | | **202** | 49 | | | 74 | 68 | | | | |
| 08:30 | | 140 | 44 | | | 99 | 55 | | | | |
| 08:45 | | 144 | 42 | 695 | 184 | 85 | 58 | 335 | 234 | 1030 | 418 |
| 09:00 | | 136 | 41 | | | 86 | 51 | | | | |
| 09:15 | | 127 | 34 | | | 99 | 26 | | | | |
| 09:30 | | 147 | 28 | | | 121 | 25 | | | | |
| 09:45 | | 146 | 26 | 556 | 129 | 120 | 41 | 426 | 143 | 982 | 272 |
| 10:00 | | 127 | 40 | | | 112 | 26 | | | | |
| 10:15 | | 147 | 26 | | | 158 | 33 | | | | |
| 10:30 | | 123 | 36 | | | 137 | 25 | | | | |
| 10:45 | | 122 | 26 | 519 | 128 | 125 | 26 | 532 | 110 | 1051 | 238 |
| 11:00 | | 122 | 20 | | | **139** | 28 | | | | |
| 11:15 | | 123 | 14 | | | **167** | 29 | | | | |
| 11:30 | | 154 | 16 | | | **168** | 19 | | | | |
| 11:45 | | 137 | 13 | 536 | 63 | **158** | 15 | 632 | 91 | 1168 | 154 |
| Total | | 3705 | 4476 | 3705 | 4476 | 2702 | 5411 | 2702 | 5411 | 6407 | 9887 |
| Combined Total | | 8181 | | 8181 | | 8113 | | 8113 | | 16294 | |
| AM Peak | - | 07:30 | - | - | - | 11:00 | - | - | - | - | - |
| Vol. | - | 882 | - | - | - | 632 | - | - | - | - | - |
| P.H.F. | | 0.768 | | | | 0.940 | | | | | |
| PM Peak | - | - | 00:45 | - | - | - | 04:15 | - | - | - | - |
| Vol. | - | - | 660 | - | - | - | 959 | - | - | - | - |
| P.H.F. | | | 0.927 | | | | 0.841 | | | | |
| Percentage | | 45.3% | 54.7% | | | 33.3% | 66.7% | | | | |
| ADT/AADT | | ADT 16,294 | | AADT 16,294 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Tulare Street
E/ H Street
24 Hour Directional Volume Count

FSO041
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 0 | 33 | | | 0 | **44** | | | | |
| 12:15 | | 1 | **33** | | | 1 | **40** | | | | |
| 12:30 | | 0 | **35** | | | 0 | **34** | | | | |
| 12:45 | | 0 | **28** | 1 | 129 | 1 | **39** | 2 | 157 | 3 | 286 |
| 01:00 | | 1 | **36** | | | 1 | 32 | | | | |
| 01:15 | | 1 | 33 | | | 2 | 27 | | | | |
| 01:30 | | 0 | 27 | | | 0 | 36 | | | | |
| 01:45 | | 0 | 33 | 2 | 129 | 1 | 34 | 4 | 129 | 6 | 258 |
| 02:00 | | 2 | 27 | | | 0 | 35 | | | | |
| 02:15 | | 2 | 32 | | | 0 | 23 | | | | |
| 02:30 | | 0 | 22 | | | 0 | 40 | | | | |
| 02:45 | | 0 | 23 | 4 | 104 | 1 | 23 | 1 | 121 | 5 | 225 |
| 03:00 | | 1 | 18 | | | 0 | 27 | | | | |
| 03:15 | | 0 | 27 | | | 2 | 29 | | | | |
| 03:30 | | 2 | 38 | | | 0 | 40 | | | | |
| 03:45 | | 2 | 36 | 5 | 119 | 1 | 36 | 3 | 132 | 8 | 251 |
| 04:00 | | 1 | 28 | | | 1 | 38 | | | | |
| 04:15 | | 2 | 25 | | | 0 | 34 | | | | |
| 04:30 | | 1 | 30 | | | 2 | 31 | | | | |
| 04:45 | | 1 | 34 | 5 | 117 | 1 | 26 | 4 | 129 | 9 | 246 |
| 05:00 | | 1 | 34 | | | 0 | 49 | | | | |
| 05:15 | | 2 | 25 | | | 3 | 44 | | | | |
| 05:30 | | 8 | 13 | | | 2 | 14 | | | | |
| 05:45 | | 11 | 17 | 22 | 89 | 2 | 20 | 7 | 127 | 29 | 216 |
| 06:00 | | 6 | 9 | | | 4 | 14 | | | | |
| 06:15 | | 14 | 7 | | | 10 | 7 | | | | |
| 06:30 | | 22 | 12 | | | 13 | 8 | | | | |
| 06:45 | | 15 | 9 | 57 | 37 | 10 | 7 | 37 | 36 | 94 | 73 |
| 07:00 | | 28 | 3 | | | 8 | 6 | | | | |
| 07:15 | | 37 | 10 | | | 18 | 6 | | | | |
| 07:30 | | **48** | 2 | | | 25 | 15 | | | | |
| 07:45 | | **53** | 15 | 166 | 30 | **32** | 4 | 83 | 31 | 249 | 61 |
| 08:00 | | **58** | 7 | | | **43** | 4 | | | | |
| 08:15 | | **48** | 4 | | | **52** | 7 | | | | |
| 08:30 | | 34 | 8 | | | **44** | 3 | | | | |
| 08:45 | | 18 | 0 | 158 | 19 | 17 | 4 | 156 | 18 | 314 | 37 |
| 09:00 | | 22 | 5 | | | 32 | 9 | | | | |
| 09:15 | | 14 | 4 | | | 22 | 4 | | | | |
| 09:30 | | 20 | 2 | | | 30 | 4 | | | | |
| 09:45 | | 22 | 4 | 78 | 15 | 27 | 2 | 111 | 19 | 189 | 34 |
| 10:00 | | 31 | 2 | | | 28 | 3 | | | | |
| 10:15 | | 38 | 3 | | | 24 | 4 | | | | |
| 10:30 | | 23 | 1 | | | 22 | 0 | | | | |
| 10:45 | | 35 | 2 | 127 | 8 | 27 | 3 | 101 | 10 | 228 | 18 |
| 11:00 | | 30 | 2 | | | 37 | 0 | | | | |
| 11:15 | | 38 | 3 | | | 41 | 1 | | | | |
| 11:30 | | 46 | 3 | | | 28 | 3 | | | | |
| 11:45 | | 28 | 3 | 142 | 11 | 45 | 1 | 151 | 5 | 293 | 16 |
| Total | | 767 | 807 | 767 | 807 | 660 | 914 | 660 | 914 | 1427 | 1721 |
| Combined Total | | 1574 | | 1574 | | 1574 | | 1574 | | 3148 | |
| AM Peak | - | 07:30 | - | - | - | 07:45 | - | - | - | - | - |
| Vol. | - | 207 | - | - | - | 171 | - | - | - | - | - |
| P.H.F. | | 0.892 | | | | 0.822 | | | | | |
| PM Peak | - | - | 00:15 | - | - | - | 12:00 | - | - | - | - |
| Vol. | - | - | 132 | - | - | - | 157 | - | - | - | - |
| P.H.F. | | | 0.917 | | | | 0.892 | | | | |
| Percentage | | 48.7% | 51.3% | | | 41.9% | 58.1% | | | | |
| ADT/AADT | | ADT 3,148 | | AADT 3,148 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Tulare Street
E/ Van Ness Avenue
24 Hour Directional Volume Count

FSO042
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 0 | 61 | | | 4 | **87** | | | | |
| 12:15 | | 1 | **62** | | | 5 | **95** | | | | |
| 12:30 | | 1 | **71** | | | 5 | **75** | | | | |
| 12:45 | | 1 | **54** | 3 | 248 | 5 | **73** | 19 | 330 | 22 | 578 |
| 01:00 | | 4 | **64** | | | 4 | 74 | | | | |
| 01:15 | | 0 | 54 | | | 1 | 60 | | | | |
| 01:30 | | 1 | 48 | | | 3 | 91 | | | | |
| 01:45 | | 0 | 71 | 5 | 237 | 0 | 71 | 8 | 296 | 13 | 533 |
| 02:00 | | 2 | 48 | | | 1 | 79 | | | | |
| 02:15 | | 3 | 53 | | | 5 | 79 | | | | |
| 02:30 | | 2 | 53 | | | 4 | 81 | | | | |
| 02:45 | | 1 | 37 | 8 | 191 | 1 | 74 | 11 | 313 | 19 | 504 |
| 03:00 | | 3 | 42 | | | 3 | 55 | | | | |
| 03:15 | | 1 | 53 | | | 4 | 69 | | | | |
| 03:30 | | 2 | 60 | | | 5 | 82 | | | | |
| 03:45 | | 3 | 63 | 9 | 218 | 3 | 71 | 15 | 277 | 24 | 495 |
| 04:00 | | 1 | 47 | | | 2 | 75 | | | | |
| 04:15 | | 3 | 56 | | | 2 | 57 | | | | |
| 04:30 | | 1 | 51 | | | 4 | 64 | | | | |
| 04:45 | | 0 | 49 | 5 | 203 | 3 | 77 | 11 | 273 | 16 | 476 |
| 05:00 | | 3 | 37 | | | 5 | 99 | | | | |
| 05:15 | | 2 | 43 | | | 8 | 46 | | | | |
| 05:30 | | 3 | 31 | | | 7 | 28 | | | | |
| 05:45 | | 9 | 24 | 17 | 135 | 14 | 38 | 34 | 211 | 51 | 346 |
| 06:00 | | 5 | 28 | | | 14 | 39 | | | | |
| 06:15 | | 9 | 25 | | | 15 | 22 | | | | |
| 06:30 | | 16 | 16 | | | 28 | 36 | | | | |
| 06:45 | | 27 | 13 | 57 | 82 | 24 | 26 | 81 | 123 | 138 | 205 |
| 07:00 | | 33 | 20 | | | 37 | 30 | | | | |
| 07:15 | | 37 | 12 | | | 62 | 25 | | | | |
| 07:30 | | 45 | 15 | | | 72 | 29 | | | | |
| 07:45 | | 59 | 22 | 174 | 69 | **90** | 18 | 261 | 102 | 435 | 171 |
| 08:00 | | 79 | 12 | | | **97** | 13 | | | | |
| 08:15 | | 46 | 11 | | | **115** | 16 | | | | |
| 08:30 | | 55 | 13 | | | **99** | 10 | | | | |
| 08:45 | | 35 | 6 | 215 | 42 | 87 | 12 | 398 | 51 | 613 | 93 |
| 09:00 | | 46 | 13 | | | 87 | 15 | | | | |
| 09:15 | | 34 | 9 | | | 72 | 13 | | | | |
| 09:30 | | 24 | 10 | | | 67 | 15 | | | | |
| 09:45 | | 43 | 5 | 147 | 37 | 76 | 9 | 302 | 52 | 449 | 89 |
| 10:00 | | 58 | 8 | | | 74 | 12 | | | | |
| 10:15 | | 51 | 3 | | | 56 | 8 | | | | |
| 10:30 | | 55 | 7 | | | 76 | 10 | | | | |
| 10:45 | | 51 | 4 | 215 | 22 | 80 | 9 | 286 | 39 | 501 | 61 |
| 11:00 | | **60** | 2 | | | 78 | 14 | | | | |
| 11:15 | | **63** | 6 | | | 104 | 9 | | | | |
| 11:30 | | **73** | 5 | | | 67 | 14 | | | | |
| 11:45 | | **55** | 9 | 251 | 22 | 91 | 4 | 340 | 41 | 591 | 63 |
| Total | | 1106 | 1506 | 1106 | 1506 | 1766 | 2108 | 1766 | 2108 | 2872 | 3614 |
| Combined Total | | 2612 | | 2612 | | 3874 | | 3874 | | 6486 | |
| AM Peak | - | 11:00 | - | - | - | 07:45 | - | - | - | - | - |
| Vol. | - | 251 | - | - | - | 401 | - | - | - | - | - |
| P.H.F. | | 0.860 | | | | 0.872 | | | | | |
| PM Peak | - | - | 00:15 | - | - | - | 12:00 | - | - | - | - |
| Vol. | - | - | 251 | - | - | - | 330 | - | - | - | - |
| P.H.F. | | | 0.884 | | | | 0.868 | | | | |
| Percentage | | 42.3% | 57.7% | | | 45.6% | 54.4% | | | | |
| ADT/AADT | | ADT 6,486 | | AADT 6,486 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Ventura Street
E/ State Route 99
24 Hour Directional Volume Count

FSO043
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 6 | 103 | | | 23 | 126 | | | | |
| 12:15 | | 10 | 106 | | | 17 | 115 | | | | |
| 12:30 | | 6 | 126 | | | 10 | 120 | | | | |
| 12:45 | | 8 | 115 | 30 | 450 | 12 | 133 | 62 | 494 | 92 | 944 |
| 01:00 | | 14 | 88 | | | 10 | 130 | | | | |
| 01:15 | | 12 | 118 | | | 12 | 161 | | | | |
| 01:30 | | 7 | 131 | | | 11 | 149 | | | | |
| 01:45 | | 13 | 108 | 46 | 445 | 9 | 132 | 42 | 572 | 88 | 1017 |
| 02:00 | | 9 | 112 | | | 11 | 157 | | | | |
| 02:15 | | 2 | 113 | | | 10 | 142 | | | | |
| 02:30 | | 7 | 150 | | | 10 | 167 | | | | |
| 02:45 | | 6 | 127 | 24 | 502 | 15 | 176 | 46 | 642 | 70 | 1144 |
| 03:00 | | 10 | 119 | | | 13 | 156 | | | | |
| 03:15 | | 8 | 118 | | | 15 | 97 | | | | |
| 03:30 | | 11 | 131 | | | 9 | 240 | | | | |
| 03:45 | | 8 | 140 | 37 | 508 | 16 | 159 | 53 | 652 | 90 | 1160 |
| 04:00 | | 17 | 133 | | | 12 | 170 | | | | |
| 04:15 | | 26 | **137** | | | 8 | **203** | | | | |
| 04:30 | | 42 | **143** | | | 12 | **219** | | | | |
| 04:45 | | 19 | **152** | 104 | 565 | 28 | **227** | 60 | 819 | 164 | 1384 |
| 05:00 | | 22 | **144** | | | 22 | **202** | | | | |
| 05:15 | | 40 | 133 | | | 25 | 131 | | | | |
| 05:30 | | 52 | 91 | | | 31 | 149 | | | | |
| 05:45 | | 30 | 86 | 144 | 454 | 42 | 123 | 120 | 605 | 264 | 1059 |
| 06:00 | | 61 | 70 | | | 41 | 95 | | | | |
| 06:15 | | 91 | 85 | | | 54 | 110 | | | | |
| 06:30 | | 102 | 54 | | | 48 | 79 | | | | |
| 06:45 | | 93 | 58 | 347 | 267 | 80 | 84 | 223 | 368 | 570 | 635 |
| 07:00 | | **143** | 46 | | | 124 | 89 | | | | |
| 07:15 | | **192** | 63 | | | 125 | 63 | | | | |
| 07:30 | | **181** | 49 | | | 103 | 75 | | | | |
| 07:45 | | **158** | 32 | 674 | 190 | 113 | 54 | 465 | 281 | 1139 | 471 |
| 08:00 | | 111 | 37 | | | 102 | 62 | | | | |
| 08:15 | | 149 | 30 | | | 111 | 59 | | | | |
| 08:30 | | 102 | 40 | | | 77 | 49 | | | | |
| 08:45 | | 100 | 29 | 462 | 136 | 97 | 68 | 387 | 238 | 849 | 374 |
| 09:00 | | 90 | 17 | | | 94 | 43 | | | | |
| 09:15 | | 76 | 34 | | | 110 | 39 | | | | |
| 09:30 | | 121 | 29 | | | 108 | 41 | | | | |
| 09:45 | | 94 | 19 | 381 | 99 | 115 | 44 | 427 | 167 | 808 | 266 |
| 10:00 | | 125 | 31 | | | 107 | 36 | | | | |
| 10:15 | | 103 | 18 | | | 115 | 30 | | | | |
| 10:30 | | 112 | 14 | | | 113 | 29 | | | | |
| 10:45 | | 93 | 8 | 433 | 71 | 101 | 27 | 436 | 122 | 869 | 193 |
| 11:00 | | 97 | 20 | | | **122** | 18 | | | | |
| 11:15 | | 92 | 13 | | | **140** | 28 | | | | |
| 11:30 | | 110 | 14 | | | **132** | 21 | | | | |
| 11:45 | | 115 | 7 | 414 | 54 | **129** | 20 | 523 | 87 | 937 | 141 |
| Total | | 3096 | 3741 | 3096 | 3741 | 2844 | 5047 | 2844 | 5047 | 5940 | 8788 |
| Combined Total | | 6837 | | 6837 | | 7891 | | 7891 | | 14728 | |
| AM Peak | - | 07:00 | - | - | - | 11:00 | - | - | - | - | - |
| Vol. | - | 674 | - | - | - | 523 | - | - | - | - | - |
| P.H.F. | | 0.878 | | | | 0.934 | | | | | |
| PM Peak | - | - | 04:15 | - | - | - | 04:15 | - | - | - | - |
| Vol. | - | - | 576 | - | - | - | 851 | - | - | - | - |
| P.H.F. | | | 0.947 | | | | 0.937 | | | | |
| Percentage | | 45.3% | 54.7% | | | 36.0% | 64.0% | | | | |
| ADT/AADT | | ADT 14,728 | | AADT 14,728 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Ventura Street
W/ Broadway Street
24 Hour Directional Volume Count

FSO044
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 14 | 130 | | | 13 | 152 | | | | |
| 12:15 | | 11 | 123 | | | 17 | 126 | | | | |
| 12:30 | | 6 | 119 | | | 13 | 114 | | | | |
| 12:45 | | 8 | 134 | 39 | 506 | 11 | 114 | 54 | 506 | 93 | 1012 |
| 01:00 | | 3 | 131 | | | 14 | 151 | | | | |
| 01:15 | | 7 | 116 | | | 4 | 123 | | | | |
| 01:30 | | 14 | 132 | | | 8 | 139 | | | | |
| 01:45 | | 4 | 141 | 28 | 520 | 8 | 133 | 34 | 546 | 62 | 1066 |
| 02:00 | | 7 | 125 | | | 6 | 148 | | | | |
| 02:15 | | 10 | 92 | | | 2 | 150 | | | | |
| 02:30 | | 6 | 135 | | | 9 | 140 | | | | |
| 02:45 | | 4 | 134 | 27 | 486 | 8 | 157 | 25 | 595 | 52 | 1081 |
| 03:00 | | 3 | 154 | | | 6 | 162 | | | | |
| 03:15 | | 6 | 117 | | | 7 | 163 | | | | |
| 03:30 | | 4 | 89 | | | 5 | 124 | | | | |
| 03:45 | | 6 | 151 | 19 | 511 | 5 | 181 | 23 | 630 | 42 | 1141 |
| 04:00 | | 9 | 149 | | | 11 | 149 | | | | |
| 04:15 | | 18 | **148** | | | 10 | 161 | | | | |
| 04:30 | | 10 | **151** | | | 7 | 157 | | | | |
| 04:45 | | 25 | **152** | 62 | 600 | 10 | **211** | 38 | 678 | 100 | 1278 |
| 05:00 | | 20 | **167** | | | 18 | **225** | | | | |
| 05:15 | | 21 | 148 | | | 23 | **177** | | | | |
| 05:30 | | 23 | 136 | | | 16 | **180** | | | | |
| 05:45 | | 42 | 138 | 106 | 589 | 34 | 127 | 91 | 709 | 197 | 1298 |
| 06:00 | | 32 | 101 | | | 35 | 106 | | | | |
| 06:15 | | 42 | 74 | | | 40 | 126 | | | | |
| 06:30 | | 71 | 92 | | | 47 | 90 | | | | |
| 06:45 | | 79 | 56 | 224 | 323 | 59 | 85 | 181 | 407 | 405 | 730 |
| 07:00 | | 89 | 64 | | | 60 | 81 | | | | |
| 07:15 | | 113 | 57 | | | 102 | 82 | | | | |
| 07:30 | | **179** | 60 | | | 119 | 81 | | | | |
| 07:45 | | **193** | 61 | 574 | 242 | 116 | 62 | 397 | 306 | 971 | 548 |
| 08:00 | | **159** | 51 | | | 109 | 55 | | | | |
| 08:15 | | **125** | 34 | | | 123 | 59 | | | | |
| 08:30 | | 133 | 49 | | | 107 | 56 | | | | |
| 08:45 | | 122 | 34 | 539 | 168 | 79 | 52 | 418 | 222 | 957 | 390 |
| 09:00 | | 92 | 35 | | | 95 | 49 | | | | |
| 09:15 | | 108 | 25 | | | 96 | 49 | | | | |
| 09:30 | | 96 | 34 | | | 113 | 31 | | | | |
| 09:45 | | 114 | 23 | 410 | 117 | 115 | 32 | 419 | 161 | 829 | 278 |
| 10:00 | | 109 | 20 | | | 120 | 33 | | | | |
| 10:15 | | 95 | 25 | | | 111 | 37 | | | | |
| 10:30 | | 114 | 15 | | | 107 | 22 | | | | |
| 10:45 | | 130 | 10 | 448 | 70 | 123 | 33 | 461 | 125 | 909 | 195 |
| 11:00 | | 117 | 18 | | | **119** | 23 | | | | |
| 11:15 | | 92 | 12 | | | **114** | 19 | | | | |
| 11:30 | | 129 | 14 | | | **144** | 19 | | | | |
| 11:45 | | 118 | 11 | 456 | 55 | **134** | 19 | 511 | 80 | 967 | 135 |
| Total | | 2932 | 4187 | 2932 | 4187 | 2652 | 4965 | 2652 | 4965 | 5584 | 9152 |
| Combined Total | | 7119 | | 7119 | | 7617 | | 7617 | | 14736 | |
| AM Peak | - | 07:30 | - | - | - | 11:00 | - | - | - | - | - |
| Vol. | - | 656 | - | - | - | 511 | - | - | - | - | - |
| P.H.F. | | 0.850 | | | | 0.887 | | | | | |
| PM Peak | - | - | 04:15 | - | - | - | 04:45 | - | - | - | - |
| Vol. | - | - | 618 | - | - | - | 793 | - | - | - | - |
| P.H.F. | | | 0.925 | | | | 0.881 | | | | |
| Percentage | | 41.2% | 58.8% | | | 34.8% | 65.2% | | | | |
| ADT/AADT | | ADT 14,736 | | AADT 14,736 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Ventura Street
E/ Van Ness Avenue
24 Hour Directional Volume Count

FSO045
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 9 | 103 | | | 5 | 96 | | | | |
| 12:15 | | 8 | 116 | | | 11 | 83 | | | | |
| 12:30 | | 10 | 125 | | | 3 | 112 | | | | |
| 12:45 | | 4 | 114 | 31 | 458 | 8 | 121 | 27 | 412 | 58 | 870 |
| 01:00 | | 12 | 129 | | | 6 | 110 | | | | |
| 01:15 | | 2 | 116 | | | 2 | 127 | | | | |
| 01:30 | | 2 | 107 | | | 5 | 88 | | | | |
| 01:45 | | 6 | 108 | 22 | 460 | 5 | 111 | 18 | 436 | 40 | 896 |
| 02:00 | | 6 | 102 | | | 4 | 107 | | | | |
| 02:15 | | 3 | 84 | | | 3 | 108 | | | | |
| 02:30 | | 2 | 122 | | | 1 | 111 | | | | |
| 02:45 | | 5 | 116 | 16 | 424 | 5 | 128 | 13 | 454 | 29 | 878 |
| 03:00 | | 4 | 129 | | | 4 | 129 | | | | |
| 03:15 | | 2 | 95 | | | 3 | 174 | | | | |
| 03:30 | | 9 | **144** | | | 3 | 110 | | | | |
| 03:45 | | 2 | **135** | 17 | 503 | 4 | 119 | 14 | 532 | 31 | 1035 |
| 04:00 | | 11 | **129** | | | 3 | **116** | | | | |
| 04:15 | | 12 | **123** | | | 7 | **150** | | | | |
| 04:30 | | 15 | 132 | | | 8 | **151** | | | | |
| 04:45 | | 12 | 134 | 50 | 518 | 10 | **194** | 28 | 611 | 78 | 1129 |
| 05:00 | | 16 | 134 | | | 14 | 115 | | | | |
| 05:15 | | 30 | 119 | | | 19 | 99 | | | | |
| 05:30 | | 31 | 99 | | | 25 | 93 | | | | |
| 05:45 | | 25 | 86 | 102 | 438 | 22 | 85 | 80 | 392 | 182 | 830 |
| 06:00 | | 39 | 62 | | | 33 | 71 | | | | |
| 06:15 | | 68 | 68 | | | 32 | 61 | | | | |
| 06:30 | | 91 | 47 | | | 45 | 43 | | | | |
| 06:45 | | 65 | 55 | 263 | 232 | 49 | 64 | 159 | 239 | 422 | 471 |
| 07:00 | | 112 | 45 | | | 54 | 63 | | | | |
| 07:15 | | **170** | 39 | | | 77 | 54 | | | | |
| 07:30 | | **211** | 46 | | | 84 | 48 | | | | |
| 07:45 | | **139** | 35 | 632 | 165 | 106 | 38 | 321 | 203 | 953 | 368 |
| 08:00 | | **126** | 37 | | | 73 | 37 | | | | |
| 08:15 | | 117 | 48 | | | 81 | 39 | | | | |
| 08:30 | | 117 | 31 | | | 70 | 25 | | | | |
| 08:45 | | 93 | 22 | 453 | 138 | 82 | 43 | 306 | 144 | 759 | 282 |
| 09:00 | | 94 | 17 | | | 70 | 25 | | | | |
| 09:15 | | 104 | 34 | | | 88 | 26 | | | | |
| 09:30 | | 160 | 21 | | | 88 | 19 | | | | |
| 09:45 | | 148 | 23 | 506 | 95 | 76 | 17 | 322 | 87 | 828 | 182 |
| 10:00 | | 101 | 18 | | | 83 | 28 | | | | |
| 10:15 | | 102 | 9 | | | 68 | 17 | | | | |
| 10:30 | | 113 | 15 | | | 96 | 17 | | | | |
| 10:45 | | 98 | 13 | 414 | 55 | 92 | 20 | 339 | 82 | 753 | 137 |
| 11:00 | | 109 | 12 | | | **98** | 6 | | | | |
| 11:15 | | 107 | 14 | | | **149** | 13 | | | | |
| 11:30 | | 121 | 8 | | | **118** | 11 | | | | |
| 11:45 | | 109 | 8 | 446 | 42 | **107** | 14 | 472 | 44 | 918 | 86 |
| Total | | 2952 | 3528 | 2952 | 3528 | 2099 | 3636 | 2099 | 3636 | 5051 | 7164 |
| Combined Total | | 6480 | | 6480 | | 5735 | | 5735 | | 12215 | |
| AM Peak | - | 07:15 | - | - | - | 11:00 | - | - | - | - | - |
| Vol. | - | 646 | - | - | - | 472 | - | - | - | - | - |
| P.H.F. | | 0.765 | | | | 0.792 | | | | | |
| PM Peak | - | - | 03:30 | - | - | - | 04:00 | - | - | - | - |
| Vol. | - | - | 531 | - | - | - | 611 | - | - | - | - |
| P.H.F. | | | 0.922 | | | | 0.787 | | | | |
| Percentage | | 45.6% | 54.4% | | | 36.6% | 63.4% | | | | |
| ADT/AADT | | ADT 12,215 | | AADT 12,215 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
California Avenue
S/ West Avenue
24 Hour Directional Volume Count

FSO046
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 8 | 19 | | | 3 | 25 | | | | |
| 12:15 | | 7 | 22 | | | 6 | 18 | | | | |
| 12:30 | | 2 | 20 | | | 0 | 22 | | | | |
| 12:45 | | 2 | 25 | 19 | 86 | 0 | 16 | 9 | 81 | 28 | 167 |
| 01:00 | | 1 | 14 | | | 0 | 29 | | | | |
| 01:15 | | 0 | 25 | | | 0 | 32 | | | | |
| 01:30 | | 0 | 26 | | | 2 | 25 | | | | |
| 01:45 | | 0 | 31 | 1 | 96 | 1 | 26 | 3 | 112 | 4 | 208 |
| 02:00 | | 0 | 14 | | | 3 | 21 | | | | |
| 02:15 | | 0 | 31 | | | 1 | 33 | | | | |
| 02:30 | | 0 | 30 | | | 2 | 28 | | | | |
| 02:45 | | 1 | 18 | 1 | 93 | 2 | 41 | 8 | 123 | 9 | 216 |
| 03:00 | | 0 | 20 | | | 1 | 33 | | | | |
| 03:15 | | 1 | 30 | | | 1 | 16 | | | | |
| 03:30 | | 1 | 38 | | | 3 | 30 | | | | |
| 03:45 | | 0 | 28 | 2 | 116 | 1 | 32 | 6 | 111 | 8 | 227 |
| 04:00 | | 5 | 25 | | | 1 | 33 | | | | |
| 04:15 | | 3 | **39** | | | 4 | **48** | | | | |
| 04:30 | | 5 | **33** | | | 2 | **46** | | | | |
| 04:45 | | 1 | **31** | 14 | 128 | 3 | **42** | 10 | 169 | 24 | 297 |
| 05:00 | | 2 | **30** | | | 8 | **50** | | | | |
| 05:15 | | 5 | 29 | | | 13 | 27 | | | | |
| 05:30 | | 8 | 22 | | | 12 | 25 | | | | |
| 05:45 | | 4 | 16 | 19 | 97 | 23 | 25 | 56 | 127 | 75 | 224 |
| 06:00 | | 4 | 25 | | | 25 | 21 | | | | |
| 06:15 | | 19 | 13 | | | 24 | 12 | | | | |
| 06:30 | | 17 | 24 | | | 14 | 9 | | | | |
| 06:45 | | 18 | 14 | 58 | 76 | 19 | 9 | 82 | 51 | 140 | 127 |
| 07:00 | | 28 | 5 | | | 24 | 16 | | | | |
| 07:15 | | **47** | 10 | | | **31** | 20 | | | | |
| 07:30 | | **39** | 7 | | | **39** | 14 | | | | |
| 07:45 | | **29** | 11 | 143 | 33 | **35** | 15 | 129 | 65 | 272 | 98 |
| 08:00 | | **37** | 6 | | | **29** | 4 | | | | |
| 08:15 | | 19 | 7 | | | 31 | 12 | | | | |
| 08:30 | | 35 | 9 | | | 13 | 7 | | | | |
| 08:45 | | 21 | 6 | 112 | 28 | 11 | 15 | 84 | 38 | 196 | 66 |
| 09:00 | | 15 | 6 | | | 14 | 6 | | | | |
| 09:15 | | 17 | 6 | | | 19 | 6 | | | | |
| 09:30 | | 16 | 5 | | | 24 | 11 | | | | |
| 09:45 | | 14 | 10 | 62 | 27 | 14 | 7 | 71 | 30 | 133 | 57 |
| 10:00 | | 14 | 6 | | | 17 | 7 | | | | |
| 10:15 | | 15 | 8 | | | 19 | 5 | | | | |
| 10:30 | | 11 | 1 | | | 16 | 7 | | | | |
| 10:45 | | 18 | 4 | 58 | 19 | 28 | 1 | 80 | 20 | 138 | 39 |
| 11:00 | | 19 | 7 | | | 28 | 2 | | | | |
| 11:15 | | 23 | 1 | | | 21 | 6 | | | | |
| 11:30 | | 21 | 7 | | | 21 | 3 | | | | |
| 11:45 | | 16 | 7 | 79 | 22 | 18 | 2 | 88 | 13 | 167 | 35 |
| Total | | 568 | 821 | 568 | 821 | 626 | 940 | 626 | 940 | 1194 | 1761 |
| Combined Total | | 1389 | | 1389 | | 1566 | | 1566 | | 2955 | |
| AM Peak | - | 07:15 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 152 | - | - | - | 134 | - | - | - | - | - |
| P.H.F. | | 0.809 | | | | 0.859 | | | | | |
| PM Peak | - | - | 04:15 | - | - | - | 04:15 | - | - | - | - |
| Vol. | - | - | 133 | - | - | - | 186 | - | - | - | - |
| P.H.F. | | | 0.853 | | | | 0.930 | | | | |
| Percentage | | 40.9% | 59.1% | | | 40.0% | 60.0% | | | | |
| ADT/AADT | | ADT 2,955 | | AADT 2,955 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Fresno Street
N/ California Avenue
24 Hour Directional Volume Count

FSO047
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 11 | 37 | | | 15 | 53 | | | | |
| 12:15 | | 19 | 43 | | | 16 | 45 | | | | |
| 12:30 | | 9 | 48 | | | 4 | 33 | | | | |
| 12:45 | | 7 | 39 | 46 | 167 | 1 | 45 | 36 | 176 | 82 | 343 |
| 01:00 | | 12 | 32 | | | 2 | 45 | | | | |
| 01:15 | | 7 | 38 | | | 0 | 34 | | | | |
| 01:30 | | 2 | 28 | | | 3 | 44 | | | | |
| 01:45 | | 2 | 33 | 23 | 131 | 3 | 40 | 8 | 163 | 31 | 294 |
| 02:00 | | 3 | 39 | | | 3 | 42 | | | | |
| 02:15 | | 2 | 46 | | | 1 | 40 | | | | |
| 02:30 | | 3 | 27 | | | 3 | 58 | | | | |
| 02:45 | | 0 | 51 | 8 | 163 | 1 | 56 | 8 | 196 | 16 | 359 |
| 03:00 | | 1 | 44 | | | 0 | 63 | | | | |
| 03:15 | | 1 | 37 | | | 3 | 37 | | | | |
| 03:30 | | 7 | **53** | | | 2 | **66** | | | | |
| 03:45 | | 3 | **42** | 12 | 176 | 5 | **57** | 10 | 223 | 22 | 399 |
| 04:00 | | 2 | **49** | | | 8 | **39** | | | | |
| 04:15 | | 9 | **48** | | | 5 | **65** | | | | |
| 04:30 | | 11 | 51 | | | 6 | 41 | | | | |
| 04:45 | | 10 | 39 | 32 | 187 | 5 | 51 | 24 | 196 | 56 | 383 |
| 05:00 | | 8 | 14 | | | 8 | 52 | | | | |
| 05:15 | | 16 | 0 | | | 9 | 49 | | | | |
| 05:30 | | 11 | 0 | | | 22 | 48 | | | | |
| 05:45 | | 9 | 27 | 44 | 41 | 14 | 35 | 53 | 184 | 97 | 225 |
| 06:00 | | 17 | 28 | | | 25 | 54 | | | | |
| 06:15 | | 27 | 27 | | | 23 | 45 | | | | |
| 06:30 | | 22 | 26 | | | 26 | 34 | | | | |
| 06:45 | | 31 | 29 | 97 | 110 | 20 | 27 | 94 | 160 | 191 | 270 |
| 07:00 | | **40** | 36 | | | 20 | 29 | | | | |
| 07:15 | | **49** | 39 | | | 37 | 21 | | | | |
| 07:30 | | **49** | 20 | | | 54 | 18 | | | | |
| 07:45 | | **33** | 18 | 171 | 113 | 52 | 19 | 163 | 87 | 334 | 200 |
| 08:00 | | 36 | 16 | | | 32 | 26 | | | | |
| 08:15 | | 38 | 13 | | | **53** | 21 | | | | |
| 08:30 | | 29 | 11 | | | **50** | 11 | | | | |
| 08:45 | | 35 | 10 | 138 | 50 | **56** | 24 | 191 | 82 | 329 | 132 |
| 09:00 | | 26 | 11 | | | **37** | 31 | | | | |
| 09:15 | | 42 | 20 | | | 27 | 23 | | | | |
| 09:30 | | 46 | 14 | | | 38 | 26 | | | | |
| 09:45 | | 40 | 19 | 154 | 64 | 25 | 20 | 127 | 100 | 281 | 164 |
| 10:00 | | 33 | 10 | | | 23 | 16 | | | | |
| 10:15 | | 35 | 5 | | | 29 | 15 | | | | |
| 10:30 | | 25 | 5 | | | 25 | 12 | | | | |
| 10:45 | | 32 | 3 | 125 | 23 | 32 | 11 | 109 | 54 | 234 | 77 |
| 11:00 | | 40 | 1 | | | 30 | 7 | | | | |
| 11:15 | | 38 | 5 | | | 34 | 14 | | | | |
| 11:30 | | 33 | 7 | | | 38 | 20 | | | | |
| 11:45 | | 26 | 12 | 137 | 25 | 46 | 17 | 148 | 58 | 285 | 83 |
| Total | | 987 | 1250 | 987 | 1250 | 971 | 1679 | 971 | 1679 | 1958 | 2929 |
| Combined Total | | 2237 | | 2237 | | 2650 | | 2650 | | 4887 | |
| AM Peak | - | 07:00 | - | - | - | 08:15 | - | - | - | - | - |
| Vol. | - | 171 | - | - | - | 196 | - | - | - | - | - |
| P.H.F. | | 0.872 | | | | 0.875 | | | | | |
| PM Peak | - | - | 03:30 | - | - | - | 03:30 | - | - | - | - |
| Vol. | - | - | 192 | - | - | - | 227 | - | - | - | - |
| P.H.F. | | | 0.906 | | | | 0.860 | | | | |
| Percentage | | 44.1% | 55.9% | | | 36.6% | 63.4% | | | | |
| ADT/AADT | | ADT 4,887 | | AADT 4,887 | | | | | | | |

# County of Fresno

2220 Tulare St.
Fresno, CA 93721

Station ID: Mini-Tubes: 7-day
Church E/O Marks
SIN#: 1619
Date Start: 29-Jan-18
Date End: 04-Feb-18

## Volume Report

| Start Time | 29-Jan-18 East Bound | 29-Jan-18 West Bound | Tue East Bound | Tue West Bound | Wed East Bound | Wed West Bound | Thu East Bound | Thu West Bound | Fri East Bound | Fri West Bound | Weekday Average East Bound | Weekday Average West Bound | Sat East Bound | Sat West Bound | Sun East Bound | Sun West Bound |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | 18 | 3 | 15 | 5 | 17 | 4 | 22 | 13 | 16 | 5 | 18 | 6 | 17 | 8 | 7 | 8 |
| 01:00 | 7 | 5 | 6 | 4 | 5 | 5 | 5 | 16 | 4 | 6 | 5 | 7 | 3 | 19 | 4 | 2 |
| 02:00 | 2 | 3 | 3 | 4 | 3 | 4 | 4 | 8 | 1 | 1 | 3 | 4 | 1 | 4 | 3 | 1 |
| 03:00 | 4 | 3 | 5 | 4 | 6 | 1 | 3 | 2 | 5 | 3 | 5 | 3 | 4 | 5 | 2 | 2 |
| 04:00 | 5 | 1 | 5 | 4 | 3 | 4 | 7 | 4 | 6 | 4 | 5 | 3 | 5 | 9 | 2 | 0 |
| 05:00 | 13 | 11 | 10 | 9 | 11 | 11 | 16 | 14 | 18 | 13 | 14 | 12 | 6 | 3 | 2 | 5 |
| 06:00 | 28 | 25 | 25 | 36 | 36 | 23 | 39 | 36 | 35 | 27 | 33 | 29 | 13 | 27 | 6 | 3 |
| 07:00 | 55 | 44 | **61** | 47 | 46 | 39 | 48 | 42 | 50 | 44 | 52 | 43 | 17 | 28 | 6 | 10 |
| 08:00 | **58** | 35 | 52 | 26 | 47 | 36 | **62** | **44** | **71** | 44 | **58** | 37 | 30 | 29 | 16 | 19 |
| 09:00 | 47 | **51** | 40 | **49** | **54** | **48** | 47 | 36 | 60 | **51** | 50 | **47** | 28 | 23 | 40 | 26 |
| 10:00 | 41 | 38 | 28 | 38 | 34 | 38 | 32 | 35 | 28 | 36 | 33 | 37 | **51** | 31 | 46 | **36** |
| 11:00 | 42 | 35 | 48 | 40 | 39 | 35 | 34 | 21 | 45 | 42 | 42 | 35 | 32 | **44** | **55** | 29 |
| 12:00 PM | 31 | 26 | 31 | 38 | 41 | 34 | 52 | 34 | 41 | 48 | 39 | 36 | 38 | 37 | 42 | **62** |
| 01:00 | 37 | 39 | 39 | 37 | 40 | 53 | 46 | 43 | 61 | 40 | 45 | 42 | 44 | 45 | 40 | 30 |
| 02:00 | 55 | 54 | 52 | 40 | 52 | 39 | 40 | 38 | 45 | 49 | 49 | 44 | 44 | 34 | **43** | 34 |
| 03:00 | 48 | 48 | 54 | 51 | 62 | **65** | 58 | **69** | 63 | 56 | 57 | 58 | **57** | 49 | 40 | 25 |
| 04:00 | **74** | 49 | **78** | **65** | **70** | 60 | **77** | 69 | **86** | 70 | **77** | **63** | 50 | 34 | 34 | 27 |
| 05:00 | 66 | **56** | 46 | 48 | 63 | 57 | 71 | 60 | 78 | **73** | 65 | 59 | 46 | **53** | 38 | 28 |
| 06:00 | 29 | 37 | 31 | 41 | 31 | 36 | 40 | 53 | 41 | 43 | 34 | 42 | 39 | 31 | 29 | 19 |
| 07:00 | 21 | 28 | 24 | 30 | 42 | 25 | 24 | 37 | 34 | 30 | 29 | 30 | 22 | 32 | 18 | 24 |
| 08:00 | 12 | 23 | 10 | 15 | 21 | 34 | 18 | 26 | 27 | 37 | 18 | 27 | 13 | 20 | 19 | 37 |
| 09:00 | 15 | 11 | 18 | 15 | 24 | 17 | 15 | 12 | 34 | 23 | 21 | 16 | 18 | 22 | 15 | 17 |
| 10:00 | 16 | 8 | 7 | 8 | 11 | 16 | 13 | 12 | 15 | 12 | 12 | 11 | 13 | 10 | 11 | 11 |
| 11:00 | 10 | 8 | 14 | 8 | 12 | 3 | 10 | 4 | 10 | 16 | 11 | 8 | 12 | 7 | 8 | 5 |
| Total | 734 | 641 | 702 | 662 | 770 | 687 | 783 | 728 | 874 | 773 | 775 | 699 | 603 | 604 | 526 | 460 |
| Day | 1375 | | 1364 | | 1457 | | 1511 | | 1647 | | 1474 | | 1207 | | 986 | |
| AM Peak | 08:00 | 09:00 | 07:00 | 09:00 | 09:00 | 09:00 | 08:00 | 08:00 | 08:00 | 09:00 | 08:00 | 09:00 | 10:00 | 11:00 | 11:00 | 10:00 |
| Vol. | 58 | 51 | 61 | 49 | 54 | 48 | 62 | 44 | 71 | 51 | 58 | 47 | 51 | 44 | 55 | 36 |
| PM Peak | 16:00 | 17:00 | 16:00 | 16:00 | 16:00 | 15:00 | 16:00 | 15:00 | 16:00 | 17:00 | 16:00 | 16:00 | 15:00 | 17:00 | 14:00 | 12:00 |
| Vol. | 74 | 56 | 78 | 65 | 70 | 65 | 77 | 69 | 86 | 73 | 77 | 63 | 57 | 53 | 43 | 62 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Comb. Total | 1375 | 1364 | 1457 | 1511 | 1647 | 1474 | 1207 | 986 |

ADT ADT 1,364 AADT 1,364

# County of Fresno

2220 Tulare St.
Fresno, CA 93721

Site Code: UID#: CO24
Station ID: Mini-Tubes: 48-hour
Church E-O Cedar
SIN#: 1604
Date Start: 1/29/2019
Date End: 1/30/2019

## Volume Report

| Start | 1/28/2019 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | West Boun | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou |
| 12:00 AM | * | * | 47 | 40 | 38 | 36 | * | * | * | * | * | * | * | * | 42 | 38 |
| 01:00 | * | * | 24 | 8 | 21 | 14 | * | * | * | * | * | * | * | * | 22 | 11 |
| 02:00 | * | * | 20 | 24 | 16 | 29 | * | * | * | * | * | * | * | * | 18 | 26 |
| 03:00 | * | * | 14 | 30 | 16 | 23 | * | * | * | * | * | * | * | * | 15 | 26 |
| 04:00 | * | * | 17 | 66 | 19 | 61 | * | * | * | * | * | * | * | * | 18 | 64 |
| 05:00 | * | * | 54 | 131 | 54 | 165 | * | * | * | * | * | * | * | * | 54 | 148 |
| 06:00 | * | * | 79 | 209 | 90 | 206 | * | * | * | * | * | * | * | * | 84 | 208 |
| 07:00 | * | * | 216 | **431** | **251** | **477** | * | * | * | * | * | * | * | * | 234 | **454** |
| 08:00 | * | * | 230 | 358 | 236 | 327 | * | * | * | * | * | * | * | * | 233 | 342 |
| 09:00 | * | * | 217 | 227 | 197 | 197 | * | * | * | * | * | * | * | * | 207 | 212 |
| 10:00 | * | * | 235 | 211 | 230 | 201 | * | * | * | * | * | * | * | * | 232 | 206 |
| 11:00 | * | * | **248** | 250 | 245 | 252 | * | * | * | * | * | * | * | * | **246** | 251 |
| 12:00 PM | * | * | 304 | 245 | 321 | 229 | * | * | * | * | * | * | * | * | 312 | 237 |
| 01:00 | * | * | 286 | 270 | 306 | 270 | * | * | * | * | * | * | * | * | 296 | 270 |
| 02:00 | * | * | 379 | 315 | 379 | 313 | * | * | * | * | * | * | * | * | 379 | 314 |
| 03:00 | * | * | 426 | 356 | 413 | 344 | * | * | * | * | * | * | * | * | 420 | 350 |
| 04:00 | * | * | 475 | **370** | **523** | **352** | * | * | * | * | * | * | * | * | **499** | **361** |
| 05:00 | * | * | **502** | 265 | 490 | 329 | * | * | * | * | * | * | * | * | 496 | 297 |
| 06:00 | * | * | 315 | 277 | 346 | 289 | * | * | * | * | * | * | * | * | 330 | 283 |
| 07:00 | * | * | 222 | 196 | 239 | 198 | * | * | * | * | * | * | * | * | 230 | 197 |
| 08:00 | * | * | 172 | 148 | 174 | 174 | * | * | * | * | * | * | * | * | 173 | 161 |
| 09:00 | * | * | 93 | 100 | 79 | 102 | * | * | * | * | * | * | * | * | 86 | 101 |
| 10:00 | * | * | 78 | 67 | 72 | 63 | * | * | * | * | * | * | * | * | 75 | 65 |
| 11:00 | * | * | 55 | 40 | 51 | 34 | * | * | * | * | * | * | * | * | 53 | 37 |
| Lane | 0 | 0 | 4708 | 4634 | 4806 | 4685 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4754 | 4659 |
| Day | 0 | | 9342 | | 9491 | | 0 | | 0 | | 0 | | 0 | | 9413 | |
| AM Peak | - | - | 11:00 | 07:00 | 07:00 | 07:00 | - | - | - | - | - | - | - | - | 11:00 | 07:00 |
| Vol. | - | - | 248 | 431 | 251 | 477 | - | - | - | - | - | - | - | - | 246 | 454 |
| PM Peak | - | - | 17:00 | 16:00 | 16:00 | 16:00 | - | - | - | - | - | - | - | - | 16:00 | 16:00 |
| Vol. | - | - | 502 | 370 | 523 | 352 | - | - | - | - | - | - | - | - | 499 | 361 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Comb. Total | 0 | 9342 | 9491 | 0 | 0 | 0 | 0 | 9413 |
| ADT | ADT 9,416 | AADT 9,416 | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Jensen Avenue
E/ West Avenue
24 Hour Directional Volume Count

FSO048
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 0 | 50 | | | 6 | 52 | | | | |
| 12:15 | | 4 | 46 | | | 12 | 48 | | | | |
| 12:30 | | 0 | 44 | | | 9 | 50 | | | | |
| 12:45 | | 0 | 50 | 4 | 190 | 1 | 44 | 28 | 194 | 32 | 384 |
| 01:00 | | 4 | 20 | | | 2 | 49 | | | | |
| 01:15 | | 2 | 33 | | | 1 | 44 | | | | |
| 01:30 | | 2 | 56 | | | 4 | 69 | | | | |
| 01:45 | | 11 | 36 | 19 | 145 | 3 | 42 | 10 | 204 | 29 | 349 |
| 02:00 | | 11 | 42 | | | 4 | 66 | | | | |
| 02:15 | | 4 | 64 | | | 4 | 36 | | | | |
| 02:30 | | 6 | 51 | | | 3 | 64 | | | | |
| 02:45 | | 6 | 84 | 27 | 241 | 7 | 47 | 18 | 213 | 45 | 454 |
| 03:00 | | 2 | 56 | | | 4 | 38 | | | | |
| 03:15 | | 6 | 62 | | | 4 | 50 | | | | |
| 03:30 | | 6 | 60 | | | 6 | 47 | | | | |
| 03:45 | | 8 | 80 | 22 | 258 | 10 | 62 | 24 | 197 | 46 | 455 |
| 04:00 | | 6 | 70 | | | 4 | 56 | | | | |
| 04:15 | | 8 | **68** | | | 3 | 40 | | | | |
| 04:30 | | 18 | **88** | | | 6 | 68 | | | | |
| 04:45 | | 20 | **98** | 52 | 324 | 10 | **71** | 23 | 235 | 75 | 559 |
| 05:00 | | 14 | **74** | | | 10 | **46** | | | | |
| 05:15 | | 9 | 68 | | | 16 | **74** | | | | |
| 05:30 | | 34 | 72 | | | 54 | **72** | | | | |
| 05:45 | | 18 | 35 | 75 | 249 | 44 | 32 | 124 | 224 | 199 | 473 |
| 06:00 | | 24 | 37 | | | **52** | 26 | | | | |
| 06:15 | | 30 | 26 | | | **88** | 28 | | | | |
| 06:30 | | 30 | 28 | | | **144** | 28 | | | | |
| 06:45 | | 39 | 22 | 123 | 113 | **102** | 24 | 386 | 106 | 509 | 219 |
| 07:00 | | 15 | 18 | | | 48 | 20 | | | | |
| 07:15 | | **36** | 18 | | | 62 | 14 | | | | |
| 07:30 | | **37** | 11 | | | 51 | 17 | | | | |
| 07:45 | | **66** | 15 | 154 | 62 | 79 | 16 | 240 | 67 | 394 | 129 |
| 08:00 | | **67** | 11 | | | 61 | 24 | | | | |
| 08:15 | | 26 | 9 | | | 46 | 20 | | | | |
| 08:30 | | 30 | 15 | | | 48 | 20 | | | | |
| 08:45 | | 26 | 14 | 149 | 49 | 44 | 13 | 199 | 77 | 348 | 126 |
| 09:00 | | 28 | 17 | | | 47 | 14 | | | | |
| 09:15 | | 52 | 7 | | | 53 | 10 | | | | |
| 09:30 | | 25 | 15 | | | 48 | 8 | | | | |
| 09:45 | | 24 | 16 | 129 | 55 | 38 | 8 | 186 | 40 | 315 | 95 |
| 10:00 | | 22 | 9 | | | 52 | 14 | | | | |
| 10:15 | | 18 | 10 | | | 47 | 9 | | | | |
| 10:30 | | 24 | 6 | | | 72 | 9 | | | | |
| 10:45 | | 40 | 8 | 104 | 33 | 66 | 8 | 237 | 40 | 341 | 73 |
| 11:00 | | 58 | 5 | | | 84 | 6 | | | | |
| 11:15 | | 48 | 3 | | | 54 | 4 | | | | |
| 11:30 | | 34 | 3 | | | 44 | 5 | | | | |
| 11:45 | | 34 | 4 | 174 | 15 | 44 | 8 | 226 | 23 | 400 | 38 |
| Total | | 1032 | 1734 | 1032 | 1734 | 1701 | 1620 | 1701 | 1620 | 2733 | 3354 |
| Combined Total | | 2766 | | 2766 | | 3321 | | 3321 | | 6087 | |
| AM Peak | - | 07:15 | - | - | - | 06:00 | - | - | - | - | - |
| Vol. | - | 206 | - | - | - | 386 | - | - | - | - | - |
| P.H.F. | | 0.769 | | | | 0.670 | | | | | |
| PM Peak | - | - | 04:15 | - | - | - | 04:45 | - | - | - | - |
| Vol. | - | - | 328 | - | - | - | 263 | - | - | - | - |
| P.H.F. | | | 0.837 | | | | 0.889 | | | | |
| Percentage | | 37.3% | 62.7% | | | 51.2% | 48.8% | | | | |
| ADT/AADT | | ADT 6,087 | | AADT 6,087 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Jensen Avenue
E/ Walnut Avenue
24 Hour Directional Volume Count

FSO001
Site Code: 003-19024

| Start Time | 1/8/2019 Tue | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 15 | 60 | | | 26 | 61 | | | | |
| 12:15 | | 13 | 57 | | | 10 | 58 | | | | |
| 12:30 | | 12 | 55 | | | 10 | 52 | | | | |
| 12:45 | | 7 | 52 | 47 | 224 | 4 | 67 | 50 | 238 | 97 | 462 |
| 01:00 | | 5 | 53 | | | 5 | 40 | | | | |
| 01:15 | | 12 | 64 | | | 4 | 78 | | | | |
| 01:30 | | 7 | 56 | | | 5 | 59 | | | | |
| 01:45 | | 11 | 57 | 35 | 230 | 15 | 51 | 29 | 228 | 64 | 458 |
| 02:00 | | 6 | 62 | | | 6 | 65 | | | | |
| 02:15 | | 4 | 86 | | | 5 | 84 | | | | |
| 02:30 | | 5 | 86 | | | 10 | 69 | | | | |
| 02:45 | | 7 | 79 | 22 | 313 | 11 | 97 | 32 | 315 | 54 | 628 |
| 03:00 | | 4 | 90 | | | 10 | 67 | | | | |
| 03:15 | | 8 | 71 | | | 10 | 86 | | | | |
| 03:30 | | 8 | 73 | | | 11 | 77 | | | | |
| 03:45 | | 14 | 100 | 34 | 334 | 14 | 75 | 45 | 305 | 79 | 639 |
| 04:00 | | 11 | **94** | | | 14 | **75** | | | | |
| 04:15 | | 11 | **87** | | | 17 | **77** | | | | |
| 04:30 | | 14 | **103** | | | 14 | **92** | | | | |
| 04:45 | | 16 | **112** | 52 | 396 | 27 | **93** | 72 | 337 | 124 | 733 |
| 05:00 | | 33 | 70 | | | 46 | 73 | | | | |
| 05:15 | | 39 | 58 | | | 46 | 67 | | | | |
| 05:30 | | 42 | 65 | | | 55 | 58 | | | | |
| 05:45 | | 53 | 52 | 167 | 245 | **77** | 54 | 224 | 252 | 391 | 497 |
| 06:00 | | 29 | 43 | | | **111** | 48 | | | | |
| 06:15 | | 49 | 39 | | | **117** | 38 | | | | |
| 06:30 | | 56 | 35 | | | **67** | 36 | | | | |
| 06:45 | | 47 | 37 | 181 | 154 | 55 | 40 | 350 | 162 | 531 | 316 |
| 07:00 | | **82** | 35 | | | 67 | 30 | | | | |
| 07:15 | | **105** | 29 | | | 49 | 36 | | | | |
| 07:30 | | **118** | 23 | | | 81 | 31 | | | | |
| 07:45 | | **69** | 27 | 374 | 114 | 74 | 28 | 271 | 125 | 645 | 239 |
| 08:00 | | 55 | 25 | | | 73 | 26 | | | | |
| 08:15 | | 78 | 18 | | | 58 | 26 | | | | |
| 08:30 | | 52 | 25 | | | 59 | 30 | | | | |
| 08:45 | | 59 | 19 | 244 | 87 | 55 | 18 | 245 | 100 | 489 | 187 |
| 09:00 | | 34 | 19 | | | 46 | 28 | | | | |
| 09:15 | | 78 | 21 | | | 60 | 27 | | | | |
| 09:30 | | 67 | 11 | | | 42 | 30 | | | | |
| 09:45 | | 59 | 21 | 238 | 72 | 42 | 24 | 190 | 109 | 428 | 181 |
| 10:00 | | 38 | 22 | | | 39 | 22 | | | | |
| 10:15 | | 54 | 13 | | | 64 | 23 | | | | |
| 10:30 | | 49 | 10 | | | 46 | 11 | | | | |
| 10:45 | | 57 | 13 | 198 | 58 | 59 | 19 | 208 | 75 | 406 | 133 |
| 11:00 | | 70 | 18 | | | 60 | 17 | | | | |
| 11:15 | | 54 | 8 | | | 38 | 17 | | | | |
| 11:30 | | 52 | 9 | | | 59 | 23 | | | | |
| 11:45 | | 46 | 16 | 222 | 51 | 54 | 18 | 211 | 75 | 433 | 126 |
| Total | | 1814 | 2278 | 1814 | 2278 | 1927 | 2321 | 1927 | 2321 | 3741 | 4599 |
| Combined Total | | 4092 | | 4092 | | 4248 | | 4248 | | 8340 | |
| AM Peak | - | 07:00 | - | - | - | 05:45 | - | - | - | - | - |
| Vol. | - | 374 | - | - | - | 372 | - | - | - | - | - |
| P.H.F. | | 0.792 | | | | 0.795 | | | | | |
| PM Peak | - | - | 04:00 | - | - | - | 04:00 | - | - | - | - |
| Vol. | - | - | 396 | - | - | - | 337 | - | - | - | - |
| P.H.F. | | | 0.884 | | | | 0.906 | | | | |
| Percentage | | 44.3% | 55.7% | | | 45.4% | 54.6% | | | | |
| ADT/AADT | | ADT 8,340 | | AADT 8,340 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Jensen Avenue Bypass
E/ Cedar Avenue
24 Hour Directional Volume Count

FSO049
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 28 | 148 | | | 25 | 140 | | | | |
| 12:15 | | 41 | 122 | | | 30 | 105 | | | | |
| 12:30 | | 29 | 144 | | | 24 | 133 | | | | |
| 12:45 | | 20 | 127 | 118 | 541 | 17 | 131 | 96 | 509 | 214 | 1050 |
| 01:00 | | 24 | 126 | | | 9 | 128 | | | | |
| 01:15 | | 6 | 132 | | | 10 | 120 | | | | |
| 01:30 | | 17 | 119 | | | 9 | 160 | | | | |
| 01:45 | | 12 | 132 | 59 | 509 | 18 | 158 | 46 | 566 | 105 | 1075 |
| 02:00 | | 25 | 147 | | | 9 | 104 | | | | |
| 02:15 | | 18 | 140 | | | 15 | 148 | | | | |
| 02:30 | | 16 | 180 | | | 16 | 148 | | | | |
| 02:45 | | 12 | 207 | 71 | 674 | 13 | 155 | 53 | 555 | 124 | 1229 |
| 03:00 | | 30 | 195 | | | 23 | 160 | | | | |
| 03:15 | | 24 | 204 | | | 16 | 146 | | | | |
| 03:30 | | 24 | 197 | | | 18 | 150 | | | | |
| 03:45 | | 35 | 221 | 113 | 817 | 39 | 144 | 96 | 600 | 209 | 1417 |
| 04:00 | | 24 | 196 | | | 34 | **170** | | | | |
| 04:15 | | 27 | 230 | | | 55 | **147** | | | | |
| 04:30 | | 24 | **264** | | | 55 | **204** | | | | |
| 04:45 | | 62 | **232** | 137 | 922 | 87 | **152** | 231 | 673 | 368 | 1595 |
| 05:00 | | 45 | **263** | | | 69 | 164 | | | | |
| 05:15 | | 46 | **247** | | | 91 | 125 | | | | |
| 05:30 | | 77 | 198 | | | 150 | 121 | | | | |
| 05:45 | | 115 | 183 | 283 | 891 | 184 | 143 | 494 | 553 | 777 | 1444 |
| 06:00 | | 81 | 172 | | | 118 | 112 | | | | |
| 06:15 | | 105 | 165 | | | 135 | 119 | | | | |
| 06:30 | | 113 | 132 | | | 202 | 93 | | | | |
| 06:45 | | **190** | 144 | 489 | 613 | 197 | 89 | 652 | 413 | 1141 | 1026 |
| 07:00 | | **143** | 125 | | | **216** | 86 | | | | |
| 07:15 | | **126** | 92 | | | **239** | 70 | | | | |
| 07:30 | | **175** | 87 | | | **286** | 79 | | | | |
| 07:45 | | 164 | 109 | 608 | 413 | **298** | 63 | 1039 | 298 | 1647 | 711 |
| 08:00 | | 167 | 84 | | | 212 | 52 | | | | |
| 08:15 | | 120 | 84 | | | 176 | 57 | | | | |
| 08:30 | | 121 | 77 | | | 188 | 49 | | | | |
| 08:45 | | 173 | 62 | 581 | 307 | 148 | 56 | 724 | 214 | 1305 | 521 |
| 09:00 | | 118 | 74 | | | 140 | 45 | | | | |
| 09:15 | | 147 | 72 | | | 101 | 74 | | | | |
| 09:30 | | 106 | 45 | | | 129 | 78 | | | | |
| 09:45 | | 117 | 61 | 488 | 252 | 112 | 64 | 482 | 261 | 970 | 513 |
| 10:00 | | 119 | 59 | | | 96 | 33 | | | | |
| 10:15 | | 110 | 65 | | | 113 | 27 | | | | |
| 10:30 | | 109 | 57 | | | 120 | 42 | | | | |
| 10:45 | | 112 | 56 | 450 | 237 | 109 | 29 | 438 | 131 | 888 | 368 |
| 11:00 | | 133 | 36 | | | 113 | 27 | | | | |
| 11:15 | | 97 | 40 | | | 107 | 33 | | | | |
| 11:30 | | 130 | 38 | | | 157 | 42 | | | | |
| 11:45 | | 142 | 34 | 502 | 148 | 94 | 28 | 471 | 130 | 973 | 278 |
| Total | | 3899 | 6324 | 3899 | 6324 | 4822 | 4903 | 4822 | 4903 | 8721 | 11227 |
| Combined Total | | 10223 | | 10223 | | 9725 | | 9725 | | 19948 | |
| AM Peak | - | 06:45 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 634 | - | - | - | 1039 | - | - | - | - | - |
| P.H.F. | | 0.834 | | | | 0.872 | | | | | |
| PM Peak | - | - | 04:30 | - | - | - | 04:00 | - | - | - | - |
| Vol. | - | - | 1006 | - | - | - | 673 | - | - | - | - |
| P.H.F. | | | 0.953 | | | | 0.825 | | | | |
| Percentage | | 38.1% | 61.9% | | | 49.6% | 50.4% | | | | |
| ADT/AADT | | ADT 19,948 | | AADT 19,948 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Jensen Avenue
E/ WIllow Avenue
24 Hour Directional Volume Count

FSO050
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 15 | 104 | | | 17 | 91 | | | | |
| 12:15 | | 21 | 98 | | | 15 | 90 | | | | |
| 12:30 | | 30 | 78 | | | 12 | 98 | | | | |
| 12:45 | | 18 | 91 | 84 | 371 | 7 | 98 | 51 | 377 | 135 | 748 |
| 01:00 | | 8 | 81 | | | 5 | 107 | | | | |
| 01:15 | | 4 | 62 | | | 5 | 104 | | | | |
| 01:30 | | 4 | 87 | | | 8 | 84 | | | | |
| 01:45 | | 9 | 93 | 25 | 323 | 13 | 125 | 31 | 420 | 56 | 743 |
| 02:00 | | 9 | 75 | | | 5 | 84 | | | | |
| 02:15 | | 7 | 103 | | | 6 | 116 | | | | |
| 02:30 | | 5 | 120 | | | 9 | 97 | | | | |
| 02:45 | | 13 | 148 | 34 | 446 | 8 | 134 | 28 | 431 | 62 | 877 |
| 03:00 | | 15 | 128 | | | 8 | 105 | | | | |
| 03:15 | | 8 | 143 | | | 17 | 97 | | | | |
| 03:30 | | 11 | 118 | | | 19 | 113 | | | | |
| 03:45 | | 10 | 154 | 44 | 543 | 35 | **121** | 79 | 436 | 123 | 979 |
| 04:00 | | 12 | 135 | | | 20 | **132** | | | | |
| 04:15 | | 20 | 186 | | | 28 | **100** | | | | |
| 04:30 | | 11 | **194** | | | 29 | **132** | | | | |
| 04:45 | | 13 | **221** | 56 | 736 | 74 | 117 | 151 | 481 | 207 | 1217 |
| 05:00 | | 16 | **209** | | | 53 | 118 | | | | |
| 05:15 | | 33 | **241** | | | 62 | 93 | | | | |
| 05:30 | | 40 | 151 | | | 105 | 109 | | | | |
| 05:45 | | 60 | 118 | 149 | 719 | 146 | 106 | 366 | 426 | 515 | 1145 |
| 06:00 | | 35 | 120 | | | 78 | 94 | | | | |
| 06:15 | | 75 | 111 | | | 111 | 82 | | | | |
| 06:30 | | 69 | 94 | | | 137 | 61 | | | | |
| 06:45 | | 64 | 91 | 243 | 416 | 193 | 58 | 519 | 295 | 762 | 711 |
| 07:00 | | 72 | 77 | | | 169 | 52 | | | | |
| 07:15 | | 69 | 69 | | | **212** | 59 | | | | |
| 07:30 | | **107** | 54 | | | **252** | 49 | | | | |
| 07:45 | | **81** | 55 | 329 | 255 | **325** | 45 | 958 | 205 | 1287 | 460 |
| 08:00 | | **101** | 44 | | | **205** | 44 | | | | |
| 08:15 | | **76** | 49 | | | 145 | 44 | | | | |
| 08:30 | | 67 | 44 | | | 119 | 39 | | | | |
| 08:45 | | 83 | 32 | 327 | 169 | 95 | 55 | 564 | 182 | 891 | 351 |
| 09:00 | | 72 | 39 | | | 94 | 31 | | | | |
| 09:15 | | 74 | 44 | | | 70 | 49 | | | | |
| 09:30 | | 78 | 30 | | | 73 | 39 | | | | |
| 09:45 | | 87 | 24 | 311 | 137 | 87 | 40 | 324 | 159 | 635 | 296 |
| 10:00 | | 68 | 38 | | | 85 | 26 | | | | |
| 10:15 | | 63 | 35 | | | 59 | 23 | | | | |
| 10:30 | | 71 | 43 | | | 66 | 28 | | | | |
| 10:45 | | 49 | 36 | 251 | 152 | 63 | 21 | 273 | 98 | 524 | 250 |
| 11:00 | | 72 | 25 | | | 80 | 23 | | | | |
| 11:15 | | 61 | 30 | | | 65 | 37 | | | | |
| 11:30 | | 85 | 26 | | | 91 | 21 | | | | |
| 11:45 | | 72 | 27 | 290 | 108 | 69 | 22 | 305 | 103 | 595 | 211 |
| Total | | 2143 | 4375 | 2143 | 4375 | 3649 | 3613 | 3649 | 3613 | 5792 | 7988 |
| Combined Total | | 6518 | | 6518 | | 7262 | | 7262 | | 13780 | |
| AM Peak | - | 07:30 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 365 | - | - | - | 994 | - | - | - | - | - |
| P.H.F. | | 0.853 | | | | 0.765 | | | | | |
| PM Peak | - | - | 04:30 | - | - | - | 03:45 | - | - | - | - |
| Vol. | - | - | 865 | - | - | - | 485 | - | - | - | - |
| P.H.F. | | | 0.897 | | | | 0.919 | | | | |
| Percentage | | 32.9% | 67.1% | | | 50.2% | 49.8% | | | | |
| ADT/AADT | | ADT 13,780 | | AADT 13,780 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Jensen Avenue
E/ Clovis Avenue
24 Hour Directional Volume Count

FSO051
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 17 | 63 | | | 9 | 93 | | | | |
| 12:15 | | 20 | 72 | | | 8 | 67 | | | | |
| 12:30 | | 26 | 88 | | | 7 | 76 | | | | |
| 12:45 | | 17 | 80 | 80 | 303 | 10 | 80 | 34 | 316 | 114 | 619 |
| 01:00 | | 6 | 86 | | | 4 | 98 | | | | |
| 01:15 | | 3 | 76 | | | 6 | 122 | | | | |
| 01:30 | | 3 | 83 | | | 8 | 94 | | | | |
| 01:45 | | 6 | 75 | 18 | 320 | 10 | 75 | 28 | 389 | 46 | 709 |
| 02:00 | | 3 | 88 | | | 6 | 113 | | | | |
| 02:15 | | 6 | 102 | | | 5 | 93 | | | | |
| 02:30 | | 5 | 93 | | | 9 | 100 | | | | |
| 02:45 | | 6 | 139 | 20 | 422 | 10 | 95 | 30 | 401 | 50 | 823 |
| 03:00 | | 15 | 112 | | | 8 | 85 | | | | |
| 03:15 | | 7 | 120 | | | 12 | 104 | | | | |
| 03:30 | | 6 | 111 | | | 12 | 116 | | | | |
| 03:45 | | 7 | 144 | 35 | 487 | 27 | 108 | 59 | 413 | 94 | 900 |
| 04:00 | | 8 | 124 | | | 23 | 109 | | | | |
| 04:15 | | 9 | 146 | | | 17 | 110 | | | | |
| 04:30 | | 8 | **159** | | | 22 | 114 | | | | |
| 04:45 | | 16 | **194** | 41 | 623 | 59 | 99 | 121 | 432 | 162 | 1055 |
| 05:00 | | 11 | **173** | | | 67 | **102** | | | | |
| 05:15 | | 30 | **211** | | | 61 | **116** | | | | |
| 05:30 | | 36 | 153 | | | 89 | **137** | | | | |
| 05:45 | | 51 | 129 | 128 | 666 | 129 | **106** | 346 | 461 | 474 | 1127 |
| 06:00 | | 39 | 129 | | | 94 | 77 | | | | |
| 06:15 | | 56 | 96 | | | 99 | 79 | | | | |
| 06:30 | | 68 | 92 | | | 134 | 60 | | | | |
| 06:45 | | 73 | 73 | 236 | 390 | 186 | 59 | 513 | 275 | 749 | 665 |
| 07:00 | | 72 | 65 | | | 143 | 52 | | | | |
| 07:15 | | **74** | 62 | | | **211** | 57 | | | | |
| 07:30 | | **99** | 48 | | | **242** | 49 | | | | |
| 07:45 | | **119** | 64 | 364 | 239 | **230** | 53 | 826 | 211 | 1190 | 450 |
| 08:00 | | **75** | 49 | | | **169** | 44 | | | | |
| 08:15 | | 64 | 41 | | | 135 | 47 | | | | |
| 08:30 | | 75 | 38 | | | 89 | 36 | | | | |
| 08:45 | | 85 | 36 | 299 | 164 | 87 | 54 | 480 | 181 | 779 | 345 |
| 09:00 | | 79 | 32 | | | 70 | 28 | | | | |
| 09:15 | | 72 | 43 | | | 83 | 42 | | | | |
| 09:30 | | 69 | 37 | | | 84 | 36 | | | | |
| 09:45 | | 75 | 24 | 295 | 136 | 81 | 26 | 318 | 132 | 613 | 268 |
| 10:00 | | 66 | 30 | | | 77 | 32 | | | | |
| 10:15 | | 65 | 32 | | | 67 | 23 | | | | |
| 10:30 | | 67 | 23 | | | 75 | 22 | | | | |
| 10:45 | | 66 | 37 | 264 | 122 | 72 | 21 | 291 | 98 | 555 | 220 |
| 11:00 | | 31 | 19 | | | 83 | 19 | | | | |
| 11:15 | | 75 | 26 | | | 67 | 21 | | | | |
| 11:30 | | 49 | 27 | | | 86 | 13 | | | | |
| 11:45 | | 87 | 21 | 242 | 93 | 59 | 10 | 295 | 63 | 537 | 156 |
| Total | | 2022 | 3965 | 2022 | 3965 | 3341 | 3372 | 3341 | 3372 | 5363 | 7337 |
| Combined Total | | 5987 | | 5987 | | 6713 | | 6713 | | 12700 | |
| AM Peak | - | 07:15 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 367 | - | - | - | 852 | - | - | - | - | - |
| P.H.F. | | 0.771 | | | | 0.880 | | | | | |
| PM Peak | - | - | 04:30 | - | - | - | 05:00 | - | - | - | - |
| Vol. | - | - | 737 | - | - | - | 461 | - | - | - | - |
| P.H.F. | | | 0.873 | | | | 0.841 | | | | |
| Percentage | | 33.8% | 66.2% | | | 49.8% | 50.2% | | | | |
| ADT/AADT | | ADT 12,700 | | AADT 12,700 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
North Avenue
W/ Elm Avenue
24 Hour Directional Volume Count

FSO052
Site Code: 003-19024

| Start Time | 1/23/2019 Wed | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 19 | 42 | | | 12 | 36 | | | | |
| 12:15 | | 16 | 38 | | | 4 | 28 | | | | |
| 12:30 | | 10 | 40 | | | 6 | 42 | | | | |
| 12:45 | | 8 | 36 | 53 | 156 | 11 | 29 | 33 | 135 | 86 | 291 |
| 01:00 | | 3 | 37 | | | 4 | 48 | | | | |
| 01:15 | | 6 | 51 | | | 5 | 58 | | | | |
| 01:30 | | 0 | 53 | | | 2 | 66 | | | | |
| 01:45 | | 6 | 34 | 15 | 175 | 5 | 50 | 16 | 222 | 31 | 397 |
| 02:00 | | 14 | 53 | | | 5 | 60 | | | | |
| 02:15 | | 3 | 75 | | | 8 | 44 | | | | |
| 02:30 | | 8 | 80 | | | 2 | 60 | | | | |
| 02:45 | | 21 | **104** | 46 | 312 | 13 | 46 | 28 | 210 | 74 | 522 |
| 03:00 | | 12 | **113** | | | 10 | 52 | | | | |
| 03:15 | | 11 | **102** | | | 3 | **67** | | | | |
| 03:30 | | 8 | **88** | | | 10 | **57** | | | | |
| 03:45 | | 4 | 67 | 35 | 370 | 22 | **54** | 45 | 230 | 80 | 600 |
| 04:00 | | 10 | 67 | | | **44** | **71** | | | | |
| 04:15 | | 8 | 66 | | | **61** | 49 | | | | |
| 04:30 | | 15 | 82 | | | **96** | 61 | | | | |
| 04:45 | | 25 | 88 | 58 | 303 | **75** | 65 | 276 | 246 | 334 | 549 |
| 05:00 | | 10 | 71 | | | 31 | 57 | | | | |
| 05:15 | | 13 | 57 | | | 43 | 59 | | | | |
| 05:30 | | 19 | 66 | | | 24 | 52 | | | | |
| 05:45 | | 28 | 53 | 70 | 247 | 32 | 63 | 130 | 231 | 200 | 478 |
| 06:00 | | 26 | 56 | | | 20 | 36 | | | | |
| 06:15 | | 35 | 42 | | | 37 | 51 | | | | |
| 06:30 | | 30 | 24 | | | 43 | 31 | | | | |
| 06:45 | | 42 | 34 | 133 | 156 | 43 | 49 | 143 | 167 | 276 | 323 |
| 07:00 | | 42 | 23 | | | 69 | 34 | | | | |
| 07:15 | | 55 | 31 | | | 63 | 25 | | | | |
| 07:30 | | 53 | 20 | | | 59 | 26 | | | | |
| 07:45 | | 69 | 11 | 219 | 85 | 48 | 26 | 239 | 111 | 458 | 196 |
| 08:00 | | 39 | 30 | | | 42 | 28 | | | | |
| 08:15 | | 34 | 16 | | | 31 | 19 | | | | |
| 08:30 | | 43 | 18 | | | 40 | 16 | | | | |
| 08:45 | | 33 | 22 | 149 | 86 | 30 | 26 | 143 | 89 | 292 | 175 |
| 09:00 | | **44** | 17 | | | 36 | 32 | | | | |
| 09:15 | | **63** | 17 | | | 43 | 23 | | | | |
| 09:30 | | **61** | 24 | | | 52 | 31 | | | | |
| 09:45 | | **83** | 14 | 251 | 72 | 31 | 22 | 162 | 108 | 413 | 180 |
| 10:00 | | 41 | 18 | | | 46 | 20 | | | | |
| 10:15 | | 25 | 14 | | | 36 | 16 | | | | |
| 10:30 | | 26 | 10 | | | 34 | 15 | | | | |
| 10:45 | | 39 | 16 | 131 | 58 | 31 | 14 | 147 | 65 | 278 | 123 |
| 11:00 | | 30 | 30 | | | 40 | 7 | | | | |
| 11:15 | | 46 | 16 | | | 24 | 12 | | | | |
| 11:30 | | 35 | 17 | | | 46 | 6 | | | | |
| 11:45 | | 20 | 21 | 131 | 84 | 40 | 11 | 150 | 36 | 281 | 120 |
| Total | | 1291 | 2104 | 1291 | 2104 | 1512 | 1850 | 1512 | 1850 | 2803 | 3954 |
| Combined Total | | 3395 | | 3395 | | 3362 | | 3362 | | 6757 | |
| AM Peak | - | 09:00 | - | - | - | 04:00 | - | - | - | - | - |
| Vol. | - | 251 | - | - | - | 276 | - | - | - | - | - |
| P.H.F. | | 0.756 | | | | 0.719 | | | | | |
| PM Peak | - | - | 02:45 | - | - | - | 03:15 | - | - | - | - |
| Vol. | - | - | 407 | - | - | - | 249 | - | - | - | - |
| P.H.F. | | | 0.900 | | | | 0.877 | | | | |
| Percentage | | 38.0% | 62.0% | | | 45.0% | 55.0% | | | | |
| ADT/AADT | | ADT 6,757 | | AADT 6,757 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
North Avenue
W/ Golden State Boulevard
24 Hour Directional Volume Count

FSO003
Site Code: 003-19024

| Start Time | 1/8/2019 Tue | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 12 | 78 | | | 5 | 56 | | | | |
| 12:15 | | 11 | 64 | | | 8 | 72 | | | | |
| 12:30 | | 5 | 74 | | | 10 | 56 | | | | |
| 12:45 | | 7 | 102 | 35 | 318 | 3 | 78 | 26 | 262 | 61 | 580 |
| 01:00 | | 6 | 72 | | | 5 | 70 | | | | |
| 01:15 | | 14 | 72 | | | 4 | 74 | | | | |
| 01:30 | | 15 | 65 | | | 3 | 58 | | | | |
| 01:45 | | 6 | 60 | 41 | 269 | 10 | 75 | 22 | 277 | 63 | 546 |
| 02:00 | | 8 | 85 | | | 6 | 88 | | | | |
| 02:15 | | 6 | 70 | | | 1 | 57 | | | | |
| 02:30 | | 7 | 100 | | | 3 | 74 | | | | |
| 02:45 | | 4 | 71 | 25 | 326 | 4 | 100 | 14 | 319 | 39 | 645 |
| 03:00 | | 7 | 66 | | | 16 | 111 | | | | |
| 03:15 | | 8 | 46 | | | 12 | 27 | | | | |
| 03:30 | | 12 | 74 | | | 4 | 67 | | | | |
| 03:45 | | 10 | 76 | 37 | 262 | 11 | **79** | 43 | 284 | 80 | 546 |
| 04:00 | | 7 | 86 | | | 12 | **93** | | | | |
| 04:15 | | 9 | **81** | | | 9 | **108** | | | | |
| 04:30 | | 34 | **116** | | | 22 | **88** | | | | |
| 04:45 | | 23 | **86** | 73 | 369 | 29 | 66 | 72 | 355 | 145 | 724 |
| 05:00 | | 20 | **101** | | | 28 | 85 | | | | |
| 05:15 | | 29 | 69 | | | 34 | 81 | | | | |
| 05:30 | | 28 | 49 | | | 36 | 70 | | | | |
| 05:45 | | 29 | 40 | 106 | 259 | 26 | 44 | 124 | 280 | 230 | 539 |
| 06:00 | | 33 | 45 | | | 18 | 61 | | | | |
| 06:15 | | 38 | 32 | | | 51 | 33 | | | | |
| 06:30 | | 50 | 32 | | | 56 | 29 | | | | |
| 06:45 | | **83** | 24 | 204 | 133 | 60 | 15 | 185 | 138 | 389 | 271 |
| 07:00 | | **46** | 17 | | | 87 | 15 | | | | |
| 07:15 | | **75** | 11 | | | **66** | 28 | | | | |
| 07:30 | | **85** | 24 | | | **94** | 10 | | | | |
| 07:45 | | 66 | 21 | 272 | 73 | **86** | 15 | 333 | 68 | 605 | 141 |
| 08:00 | | 57 | 17 | | | **88** | 17 | | | | |
| 08:15 | | 53 | 17 | | | 64 | 21 | | | | |
| 08:30 | | 67 | 13 | | | 57 | 20 | | | | |
| 08:45 | | 59 | 11 | 236 | 58 | 66 | 3 | 275 | 61 | 511 | 119 |
| 09:00 | | 67 | 8 | | | 62 | 11 | | | | |
| 09:15 | | 61 | 14 | | | 61 | 12 | | | | |
| 09:30 | | 59 | 14 | | | 67 | 1 | | | | |
| 09:45 | | 68 | 6 | 255 | 42 | 70 | 8 | 260 | 32 | 515 | 74 |
| 10:00 | | 79 | 8 | | | 57 | 7 | | | | |
| 10:15 | | 43 | 7 | | | 29 | 5 | | | | |
| 10:30 | | 78 | 16 | | | 70 | 7 | | | | |
| 10:45 | | 72 | 5 | 272 | 36 | 63 | 8 | 219 | 27 | 491 | 63 |
| 11:00 | | 66 | 6 | | | 76 | 7 | | | | |
| 11:15 | | 51 | 7 | | | 81 | 5 | | | | |
| 11:30 | | 77 | 12 | | | 76 | 4 | | | | |
| 11:45 | | 66 | 8 | 260 | 33 | 64 | 8 | 297 | 24 | 557 | 57 |
| Total | | 1816 | 2178 | 1816 | 2178 | 1870 | 2127 | 1870 | 2127 | 3686 | 4305 |
| Combined Total | | 3994 | | 3994 | | 3997 | | 3997 | | 7991 | |
| AM Peak | - | 06:45 | - | - | - | 07:15 | - | - | - | - | - |
| Vol. | - | 289 | - | - | - | 334 | - | - | - | - | - |
| P.H.F. | | 0.850 | | | | 0.888 | | | | | |
| PM Peak | - | - | 04:15 | - | - | - | 03:45 | - | - | - | - |
| Vol. | - | - | 384 | - | - | - | 368 | - | - | - | - |
| P.H.F. | | | 0.828 | | | | 0.852 | | | | |
| Percentage | | 45.5% | 54.5% | | | 46.8% | 53.2% | | | | |
| ADT/AADT | | ADT 7,991 | | AADT 7,991 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
North Avenue
W/ East Avenue
24 Hour Directional Volume Count

FSO053
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Eastbound Morning | Eastbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Westbound Morning | Westbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 20 | 68 | | | 15 | 86 | | | | |
| 12:15 | | 11 | 91 | | | 7 | 74 | | | | |
| 12:30 | | 24 | 97 | | | 6 | 91 | | | | |
| 12:45 | | 8 | 66 | 63 | 322 | 7 | 84 | 35 | 335 | 98 | 657 |
| 01:00 | | 7 | 74 | | | 17 | 89 | | | | |
| 01:15 | | 2 | 90 | | | 7 | 86 | | | | |
| 01:30 | | 10 | 90 | | | 13 | 86 | | | | |
| 01:45 | | 9 | 84 | 28 | 338 | 5 | 81 | 42 | 342 | 70 | 680 |
| 02:00 | | 6 | 74 | | | 7 | 77 | | | | |
| 02:15 | | 6 | 71 | | | 1 | 73 | | | | |
| 02:30 | | 4 | 83 | | | 8 | **153** | | | | |
| 02:45 | | 6 | 87 | 22 | 315 | 10 | **107** | 26 | 410 | 48 | 725 |
| 03:00 | | 6 | 101 | | | 8 | **94** | | | | |
| 03:15 | | 13 | **114** | | | 8 | **86** | | | | |
| 03:30 | | 13 | **119** | | | 12 | 111 | | | | |
| 03:45 | | 59 | **99** | 91 | 433 | 22 | 128 | 50 | 419 | 141 | 852 |
| 04:00 | | 28 | **105** | | | 19 | 96 | | | | |
| 04:15 | | 14 | 103 | | | 27 | 100 | | | | |
| 04:30 | | 25 | 110 | | | 19 | 106 | | | | |
| 04:45 | | 34 | 77 | 101 | 395 | 39 | 74 | 104 | 376 | 205 | 771 |
| 05:00 | | 32 | 96 | | | 34 | 113 | | | | |
| 05:15 | | 29 | 77 | | | 57 | 73 | | | | |
| 05:30 | | 38 | 82 | | | 36 | 69 | | | | |
| 05:45 | | 76 | 60 | 175 | 315 | 52 | 58 | 179 | 313 | 354 | 628 |
| 06:00 | | 53 | 53 | | | 59 | 58 | | | | |
| 06:15 | | 34 | 52 | | | 37 | 77 | | | | |
| 06:30 | | 57 | 26 | | | 64 | 36 | | | | |
| 06:45 | | 67 | 30 | 211 | 161 | 55 | 41 | 215 | 212 | 426 | 373 |
| 07:00 | | 79 | 38 | | | 74 | 27 | | | | |
| 07:15 | | 63 | 19 | | | 65 | 29 | | | | |
| 07:30 | | 63 | 15 | | | 101 | 31 | | | | |
| 07:45 | | 88 | 15 | 293 | 87 | 89 | 37 | 329 | 124 | 622 | 211 |
| 08:00 | | **102** | 27 | | | 74 | 28 | | | | |
| 08:15 | | **101** | 20 | | | 78 | 18 | | | | |
| 08:30 | | **83** | 23 | | | 90 | 24 | | | | |
| 08:45 | | **92** | 20 | 378 | 90 | **84** | 21 | 326 | 91 | 704 | 181 |
| 09:00 | | 76 | 19 | | | **76** | 17 | | | | |
| 09:15 | | 73 | 19 | | | **107** | 23 | | | | |
| 09:30 | | 53 | 8 | | | **91** | 38 | | | | |
| 09:45 | | 56 | 18 | 258 | 64 | 69 | 23 | 343 | 101 | 601 | 165 |
| 10:00 | | 66 | 15 | | | 74 | 24 | | | | |
| 10:15 | | 85 | 14 | | | 60 | 19 | | | | |
| 10:30 | | 73 | 17 | | | 81 | 11 | | | | |
| 10:45 | | 79 | 14 | 303 | 60 | 62 | 14 | 277 | 68 | 580 | 128 |
| 11:00 | | 84 | 16 | | | 90 | 15 | | | | |
| 11:15 | | 61 | 13 | | | 74 | 18 | | | | |
| 11:30 | | 69 | 13 | | | 73 | 13 | | | | |
| 11:45 | | 53 | 13 | 267 | 55 | 99 | 13 | 336 | 59 | 603 | 114 |
| Total | | 2190 | 2635 | 2190 | 2635 | 2262 | 2850 | 2262 | 2850 | 4452 | 5485 |
| Combined Total | | 4825 | | 4825 | | 5112 | | 5112 | | 9937 | |
| AM Peak | - | 08:00 | - | - | - | 08:45 | - | - | - | - | - |
| Vol. | - | 378 | - | - | - | 358 | - | - | - | - | - |
| P.H.F. | | 0.926 | | | | 0.836 | | | | | |
| PM Peak | - | - | 03:15 | - | - | - | 02:30 | - | - | - | - |
| Vol. | - | - | 437 | - | - | - | 440 | - | - | - | - |
| P.H.F. | | | 0.918 | | | | 0.719 | | | | |
| Percentage | | 45.4% | 54.6% | | | 44.2% | 55.8% | | | | |
| ADT/AADT | | ADT 9,937 | | AADT 9,937 | | | | | | | |

# County of Fresno

2220 Tulare St.
Fresno, CA 93721

Station ID: Mini-Tubes: 7-day
North E/O Maple
SIN#: 5963
Date Start: 25-Apr-18
Date End: 02-May-18

## Volume Report

| Start | 23-Apr-18 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | West Boun | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou | West Bo | East Bou |
| 12:00 AM | * | * | * | * | 17 | 23 | 18 | 18 | 20 | 17 | 26 | 19 | 13 | 13 | 19 | 18 |
| 01:00 | * | * | * | * | 15 | 14 | 21 | 20 | 20 | 15 | 14 | 18 | 8 | 14 | 16 | 16 |
| 02:00 | * | * | * | * | 55 | 23 | 54 | 27 | 46 | 24 | 23 | 15 | 4 | 8 | 36 | 19 |
| 03:00 | * | * | * | * | 47 | 35 | 56 | 48 | 59 | 41 | 22 | 24 | 8 | 5 | 38 | 31 |
| 04:00 | * | * | * | * | 120 | 91 | 129 | 93 | 126 | 96 | 51 | 60 | 16 | 18 | 88 | 72 |
| 05:00 | * | * | * | * | 181 | 166 | 188 | 138 | 186 | 174 | 63 | 60 | 17 | 19 | 127 | 111 |
| 06:00 | * | * | * | * | **260** | **253** | **275** | **258** | **257** | 252 | 69 | 85 | 34 | 25 | **179** | 175 |
| 07:00 | * | * | * | * | 234 | 224 | 238 | 210 | 226 | 215 | 121 | 117 | 46 | 40 | 173 | 161 |
| 08:00 | * | * | * | * | 221 | 191 | 224 | 230 | 207 | 204 | 120 | 143 | 49 | 62 | 164 | 166 |
| 09:00 | * | * | * | * | 178 | 186 | 174 | 195 | 212 | 197 | **163** | 140 | **62** | 69 | 158 | 157 |
| 10:00 | * | * | * | * | 200 | 246 | 235 | 221 | 233 | 249 | 113 | 138 | 61 | 61 | 168 | 183 |
| 11:00 | * | * | * | * | 204 | 230 | 227 | 220 | 229 | **256** | 141 | **169** | 54 | **87** | 171 | **192** |
| 12:00 PM | * | * | * | * | 206 | 215 | 227 | 239 | 193 | 219 | 107 | **163** | 52 | 71 | 157 | 181 |
| 01:00 | * | * | * | * | 243 | 244 | 223 | 267 | **282** | 253 | 105 | 122 | 49 | **90** | 180 | 195 |
| 02:00 | * | * | * | * | 231 | **288** | 266 | 307 | 247 | 300 | **117** | 136 | 48 | 80 | 182 | **222** |
| 03:00 | * | * | * | * | **306** | 274 | **270** | **336** | 243 | 299 | 72 | 101 | **66** | 69 | **191** | 216 |
| 04:00 | * | * | * | * | 225 | 254 | 230 | 286 | 235 | **321** | 65 | 89 | 45 | 75 | 160 | 205 |
| 05:00 | * | * | * | * | 128 | 143 | 129 | 137 | 124 | 139 | 53 | 83 | 44 | 46 | 96 | 110 |
| 06:00 | * | * | * | * | 83 | 92 | 65 | 93 | 101 | 102 | 47 | 66 | 40 | 51 | 67 | 81 |
| 07:00 | * | * | * | * | 59 | 63 | 75 | 74 | 64 | 81 | 30 | 39 | 41 | 42 | 54 | 60 |
| 08:00 | * | * | * | * | 53 | 51 | 49 | 44 | 54 | 47 | 54 | 35 | 29 | 29 | 48 | 41 |
| 09:00 | * | * | * | * | 32 | 36 | 38 | 35 | 34 | 43 | 31 | 33 | 22 | 26 | 31 | 35 |
| 10:00 | * | * | * | * | 34 | 33 | 34 | 27 | 30 | 41 | 25 | 26 | 15 | 20 | 28 | 29 |
| 11:00 | * | * | * | * | 19 | 32 | 18 | 42 | 14 | 31 | 19 | 24 | 9 | 17 | 16 | 29 |
| Lane | 0 | 0 | 0 | 0 | 3351 | 3407 | 3463 | 3565 | 3442 | 3616 | 1651 | 1905 | 832 | 1037 | 2547 | 2705 |
| Day | 0 | | 0 | | 6758 | | 7028 | | 7058 | | 3556 | | 1869 | | 5252 | |
| AM Peak | - | - | - | - | 06:00 | 06:00 | 06:00 | 06:00 | 06:00 | 11:00 | 09:00 | 11:00 | 09:00 | 11:00 | 06:00 | 11:00 |
| Vol. | - | - | - | - | 260 | 253 | 275 | 258 | 257 | 256 | 163 | 169 | 62 | 87 | 179 | 192 |
| PM Peak | - | - | - | - | 15:00 | 14:00 | 15:00 | 15:00 | 13:00 | 16:00 | 14:00 | 12:00 | 15:00 | 13:00 | 15:00 | 14:00 |
| Vol. | - | - | - | - | 306 | 288 | 270 | 336 | 282 | 321 | 117 | 163 | 66 | 90 | 191 | 222 |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Golden State Boulevard
N/ North Avenue
24 Hour Directional Volume Count

FSO054
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 3 | 43 | | | 1 | 50 | | | | |
| 12:15 | | 2 | 34 | | | 2 | 41 | | | | |
| 12:30 | | 2 | 42 | | | 3 | 43 | | | | |
| 12:45 | | 2 | 36 | 9 | 155 | 1 | 48 | 7 | 182 | 16 | 337 |
| 01:00 | | 2 | 35 | | | 4 | 54 | | | | |
| 01:15 | | 7 | 37 | | | 3 | 43 | | | | |
| 01:30 | | 3 | 42 | | | 1 | 51 | | | | |
| 01:45 | | 0 | 36 | 12 | 150 | 2 | 59 | 10 | 207 | 22 | 357 |
| 02:00 | | 1 | 42 | | | 1 | 60 | | | | |
| 02:15 | | 1 | 49 | | | 3 | 46 | | | | |
| 02:30 | | 2 | 43 | | | 0 | 49 | | | | |
| 02:45 | | 4 | 43 | 8 | 177 | 2 | 46 | 6 | 201 | 14 | 378 |
| 03:00 | | 1 | 54 | | | 4 | 47 | | | | |
| 03:15 | | 0 | 62 | | | 1 | 59 | | | | |
| 03:30 | | 0 | **67** | | | 1 | 50 | | | | |
| 03:45 | | 2 | **53** | 3 | 236 | 3 | 49 | 9 | 205 | 12 | 441 |
| 04:00 | | 4 | **57** | | | 5 | **61** | | | | |
| 04:15 | | 5 | **70** | | | 2 | **56** | | | | |
| 04:30 | | 3 | 40 | | | 3 | **54** | | | | |
| 04:45 | | 5 | 66 | 17 | 233 | 2 | **61** | 12 | 232 | 29 | 465 |
| 05:00 | | 4 | 52 | | | 7 | 44 | | | | |
| 05:15 | | 8 | 33 | | | 16 | 42 | | | | |
| 05:30 | | 13 | 16 | | | 12 | 19 | | | | |
| 05:45 | | 4 | 16 | 29 | 117 | 12 | 21 | 47 | 126 | 76 | 243 |
| 06:00 | | 11 | 16 | | | 28 | 24 | | | | |
| 06:15 | | 21 | 11 | | | 32 | 29 | | | | |
| 06:30 | | 25 | 10 | | | 42 | 16 | | | | |
| 06:45 | | 16 | 3 | 73 | 40 | 25 | 15 | 127 | 84 | 200 | 124 |
| 07:00 | | **27** | 7 | | | 28 | 12 | | | | |
| 07:15 | | **28** | 6 | | | 32 | 7 | | | | |
| 07:30 | | **55** | 5 | | | 38 | 5 | | | | |
| 07:45 | | **30** | 7 | 140 | 25 | 43 | 9 | 141 | 33 | 281 | 58 |
| 08:00 | | 23 | 9 | | | 44 | 8 | | | | |
| 08:15 | | 31 | 8 | | | 41 | 10 | | | | |
| 08:30 | | 28 | 5 | | | 36 | 3 | | | | |
| 08:45 | | 26 | 3 | 108 | 25 | 34 | 9 | 155 | 30 | 263 | 55 |
| 09:00 | | 32 | 8 | | | 38 | 4 | | | | |
| 09:15 | | 24 | 8 | | | 42 | 10 | | | | |
| 09:30 | | 30 | 2 | | | 39 | 7 | | | | |
| 09:45 | | 31 | 1 | 117 | 19 | 31 | 11 | 150 | 32 | 267 | 51 |
| 10:00 | | 34 | 5 | | | 40 | 6 | | | | |
| 10:15 | | 32 | 2 | | | 41 | 1 | | | | |
| 10:30 | | 32 | 9 | | | 45 | 5 | | | | |
| 10:45 | | 33 | 4 | 131 | 20 | 42 | 3 | 168 | 15 | 299 | 35 |
| 11:00 | | 34 | 2 | | | **55** | 7 | | | | |
| 11:15 | | 30 | 2 | | | **47** | 2 | | | | |
| 11:30 | | 35 | 4 | | | **46** | 5 | | | | |
| 11:45 | | 37 | 4 | 136 | 12 | **50** | 3 | 198 | 17 | 334 | 29 |
| Total | | 783 | 1209 | 783 | 1209 | 1030 | 1364 | 1030 | 1364 | 1813 | 2573 |
| Combined Total | | 1992 | | 1992 | | 2394 | | 2394 | | 4386 | |
| AM Peak | - | 07:00 | - | - | - | 11:00 | - | - | - | - | - |
| Vol. | - | 140 | - | - | - | 198 | - | - | - | - | - |
| P.H.F. | | 0.636 | | | | 0.900 | | | | | |
| PM Peak | - | - | 03:30 | - | - | - | 04:00 | - | - | - | - |
| Vol. | - | - | 247 | - | - | - | 232 | - | - | - | - |
| P.H.F. | | | 0.882 | | | | 0.951 | | | | |
| Percentage | | 39.3% | 60.7% | | | 43.0% | 57.0% | | | | |
| ADT/AADT | | ADT 4,386 | | AADT 4,386 | | | | | | | |

# Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Fresno
Golden State Boulevard
N/ Jensen Avenue
24 Hour Directional Volume Count

FSO055
Site Code: 003-19024

| Start Time | 1/24/2019 Thu | Northbound Morning | Northbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Southbound Morning | Southbound Afternoon | Hour Totals Morning | Hour Totals Afternoon | Combined Totals Morning | Combined Totals Afternoon |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 | | 9 | 69 | | | 4 | 61 | | | | |
| 12:15 | | 6 | 86 | | | 7 | 33 | | | | |
| 12:30 | | 7 | 81 | | | 10 | 46 | | | | |
| 12:45 | | 7 | 74 | 29 | 310 | 7 | 54 | 28 | 194 | 57 | 504 |
| 01:00 | | 7 | 76 | | | 5 | 46 | | | | |
| 01:15 | | 5 | 79 | | | 3 | 44 | | | | |
| 01:30 | | 4 | 66 | | | 4 | 64 | | | | |
| 01:45 | | 2 | 81 | 18 | 302 | 2 | 47 | 14 | 201 | 32 | 503 |
| 02:00 | | 2 | 68 | | | 3 | 67 | | | | |
| 02:15 | | 1 | 66 | | | 0 | 55 | | | | |
| 02:30 | | 4 | 106 | | | 1 | 51 | | | | |
| 02:45 | | 2 | 126 | 9 | 366 | 5 | 99 | 9 | 272 | 18 | 638 |
| 03:00 | | 9 | 72 | | | 6 | 57 | | | | |
| 03:15 | | 5 | 85 | | | 4 | 55 | | | | |
| 03:30 | | 4 | 80 | | | 5 | 70 | | | | |
| 03:45 | | 10 | 94 | 28 | 331 | 8 | 57 | 23 | 239 | 51 | 570 |
| 04:00 | | 8 | 116 | | | 8 | **98** | | | | |
| 04:15 | | 8 | 95 | | | 3 | **78** | | | | |
| 04:30 | | 15 | **108** | | | 9 | **69** | | | | |
| 04:45 | | 11 | **104** | 42 | 423 | 29 | **63** | 49 | 308 | 91 | 731 |
| 05:00 | | 8 | **127** | | | 8 | 71 | | | | |
| 05:15 | | 16 | **96** | | | 14 | 74 | | | | |
| 05:30 | | 25 | 70 | | | 25 | 78 | | | | |
| 05:45 | | 45 | 62 | 94 | 355 | 36 | 34 | 83 | 257 | 177 | 612 |
| 06:00 | | 29 | 62 | | | 45 | 43 | | | | |
| 06:15 | | 41 | 52 | | | 49 | 43 | | | | |
| 06:30 | | 54 | 54 | | | 46 | 29 | | | | |
| 06:45 | | 71 | 53 | 195 | 221 | 80 | 31 | 220 | 146 | 415 | 367 |
| 07:00 | | 62 | 29 | | | **63** | 18 | | | | |
| 07:15 | | **134** | 25 | | | **80** | 19 | | | | |
| 07:30 | | **136** | 26 | | | **105** | 21 | | | | |
| 07:45 | | **130** | 34 | 462 | 114 | **81** | 15 | 329 | 73 | 791 | 187 |
| 08:00 | | **120** | 21 | | | 59 | 14 | | | | |
| 08:15 | | 90 | 14 | | | 42 | 23 | | | | |
| 08:30 | | 63 | 23 | | | 45 | 36 | | | | |
| 08:45 | | 77 | 25 | 350 | 83 | 55 | 18 | 201 | 91 | 551 | 174 |
| 09:00 | | 77 | 15 | | | 59 | 28 | | | | |
| 09:15 | | 50 | 23 | | | 37 | 11 | | | | |
| 09:30 | | 58 | 25 | | | 42 | 7 | | | | |
| 09:45 | | 52 | 9 | 237 | 72 | 67 | 13 | 205 | 59 | 442 | 131 |
| 10:00 | | 65 | 7 | | | 41 | 10 | | | | |
| 10:15 | | 49 | 12 | | | 37 | 21 | | | | |
| 10:30 | | 50 | 11 | | | 50 | 11 | | | | |
| 10:45 | | 37 | 15 | 201 | 45 | 53 | 9 | 181 | 51 | 382 | 96 |
| 11:00 | | 54 | 7 | | | 41 | 5 | | | | |
| 11:15 | | 64 | 4 | | | 36 | 7 | | | | |
| 11:30 | | 69 | 8 | | | 44 | 15 | | | | |
| 11:45 | | 72 | 6 | 259 | 25 | 35 | 3 | 156 | 30 | 415 | 55 |
| Total | | 1924 | 2647 | 1924 | 2647 | 1498 | 1921 | 1498 | 1921 | 3422 | 4568 |
| Combined Total | | 4571 | | 4571 | | 3419 | | 3419 | | 7990 | |
| AM Peak | - | 07:15 | - | - | - | 07:00 | - | - | - | - | - |
| Vol. | - | 520 | - | - | - | 329 | - | - | - | - | - |
| P.H.F. | | 0.956 | | | | 0.783 | | | | | |
| PM Peak | - | - | 04:30 | - | - | - | 04:00 | - | - | - | - |
| Vol. | - | - | 435 | - | - | - | 308 | - | - | - | - |
| P.H.F. | | | 0.856 | | | | 0.786 | | | | |
| Percentage | | 42.1% | 57.9% | | | 43.8% | 56.2% | | | | |
| ADT/AADT | | ADT 7,990 | | AADT 7,990 | | | | | | | |

# APPENDIX B
# VOLUME DEVELOPMENT WORKSHEETS

## Table A: AM Link Volume

| Roadway | # | Segment | AM | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing Traffic Volumes | Base Year (2019) Modeled Link Volume | Future Year (2035) Modeled Link Volume | Base to Future Year Modeled Link Volume Change | Future Traffic Volumes |
| **Garfield Avenue** | 1 | Shaw Avenue and Barstow Avenue | 160 | 32 | 43 | 11 | 170 |
| | 2 | Fairmont Avenue and Shaw Avenue | 10 | 21 | 85 | 64 | 70 |
| **Grantland Avenue** | 3 | Shields Avenue and Dakota Avenue | 340 | Growth applied from nearest adjacent | | | 360 |
| | 4 | Ashlan Avenue and Shaw Avenue | 710 | Growth applied from nearest adjacent | | | 800 |
| | 5 | Barstow Avenue and Bullard Avenue | 790 | Growth applied from nearest adjacent | | | 880 |
| | 6 | Bullard Avenue and Parkway Drive | 1,750 | Growth applied from nearest adjacent | | | 1,880 |
| **Bryan Avenue** | 7 | Ashlan Avenue and Gettysburg Avenue | 390 | 272 | 805 | 533 | 920 |
| | 8 | Shields Avenue and Ashlan Avenue | 220 | 255 | 349 | 94 | 310 |
| | 9 | Gettysburg Avenue and Shaw Avenue | 290 | 272 | 695 | 423 | 710 |
| **Hayes Avenue** | 10 | Clinton Avenue and Shields Avenue | 180 | 231 | 757 | 526 | 710 |
| | 11 | McKinley Avenue and Clinton Avenue | 180 | 195 | 756 | 561 | 740 |
| | 12 | Ashlan Avenue and Gettysburg Avenue | 290 | 205 | 783 | 578 | 870 |
| | 13 | Gettysburg Avenue and Shaw Avenue | 310 | 194 | 781 | 587 | 900 |
| **Veterans Boulevard** | 14 | Barstow Avenue and Bullard Avenue | 0 | 0 | 3040 | 3040 | 3,040 |
| **Polk Avenue** | 15 | McKinley Avenue and Clinton Avenue | 500 | 388 | 533 | 145 | 650 |
| | 16 | Clinton Avenue and Shields Avenue | 500 | 330 | 491 | 161 | 660 |
| | 17 | Dakota Avenue and Ashlan Avenue | 810 | 337 | 805 | 468 | 1,280 |
| | 18 | Ashlan Avenue and Gettysburg Avenue | 650 | 570 | 941 | 371 | 1,020 |
| | 19 | Olive Avenue and McKinley Avenue | 200 | Growth applied from nearest adjacent | | | 260 |
| **Cornelia Avenue** | 20 | Ashlan Avenue and Griffith Way | 1,170 | 577 | 681 | 104 | 1,270 |
| | 21 | Griffith Way and Dakota Avenue | 1,170 | 295 | 427 | 132 | 1,300 |
| | 22 | Dakota Avenue and Cortland Avenue | 1,120 | 242 | 443 | 201 | 1,320 |
| | 23 | Cortland Avenue and Clinton Avenue | 1,120 | 207 | 562 | 355 | 1,480 |
| **Blythe Avenue** | 24 | McKinley Avenue and Clinton Avenue | 280 | 98 | 298 | 200 | 480 |
| **Brawley Avenue** | 25 | Olive Avenue and McKinley Avenue | 860 | 321 | 551 | 230 | 1,090 |
| | 26 | Nielson Avenue and Belmont Avenue | 590 | 352 | 949 | 597 | 1,190 |
| | 27 | Clinton Avenue and Shields Avenue | 540 | 586 | 696 | 110 | 650 |
| | 28 | Dakota Avenue and Parkway Drive | 640 | 663 | 932 | 269 | 910 |
| | 29 | Shaw Avenue and San Jose Avenue | 1,480 | 1,931 | 2218 | 287 | 1,770 |
| **Marty Avenue** | 30 | San Jose Avenue and Shaw Avenue | 700 | 0 | 0 | 0 | 740 |
| **Valentine Avenue** | 31 | Olive Avenue and McKinley Avenue | 120 | 30 | 126 | 96 | 220 |
| | 32 | McKinley Avenue and Clinton Avenue | 300 | 64 | 163 | 99 | 400 |
| **Marks Avenue** | 33 | Jensen Avenue and Church Avenue | 170 | Growth applied from nearest adjacent | | | 250 |
| | 34 | Church Avenue and California Avenue | 160 | Growth applied from nearest adjacent | | | 230 |
| | 35 | Kearney Avenue and Whitesbridge Avenue | 660 | 731 | 1031 | 300 | 960 |
| | 36 | SR-180 WB ramps and Nielson Avenue | 690 | 709 | 1060 | 351 | 1,040 |
| | 37 | Ashlan Avenue and Emerson Avenue | 1,410 | Growth applied from nearest adjacent | | | 1,420 |
| | 38 | Emerson Avenue and Shaw Avenue | 1,280 | 2,133 | 2212 | 79 | 1,360 |
| | 39 | Dakota Avenue and Weber Avenue | 1,410 | 716 | 973 | 257 | 1,670 |
| | 40 | Whitesbridge Avenue and SR-180 EB ramps | 420 | 967 | 1571 | 604 | 1,020 |
| **West Avenue** | 41 | California Avenue and Kearney Avenue | 50 | 158 | 431 | 273 | 320 |
| | 42 | McKinley Avenue and Clinton Avenue | 1,140 | 1,813 | 2071 | 258 | 1,400 |
| | 43 | Ashlan Avenue and Shaw Avenue | 1,640 | 1,822 | 2246 | 424 | 2,060 |
| **Fruit Avenue** | 44 | Barstow Avenue and Bullard Avenue | 40 | 1,120 | 1208 | 88 | 130 |

## Table A: AM Link Volume

| Roadway | # | Segment | AM | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing Traffic Volumes | Base Year (2019) Modeled Link Volume | Future Year (2035) Modeled Link Volume | Base to Future Year Modeled Link Volume Change | Future Traffic Volumes |
| Palm Avenue | 45 | Alluvial Avenue and Nees Avenue | 1,900 | 1,604 | 2206 | 602 | 2,500 |
| | 46 | Locust Avenue and Remington Avenue | 2,100 | 1,496 | 2102 | 606 | 2,710 |
| | 47 | Shields Avenue and Dakota Avenue | 1,140 | 1,871 | 1880 | 9 | 1,150 |
| | 48 | Ashlan Avenue and Gettysburg Avenue | 1,010 | Growth applied from nearest adjacent | | | 1,020 |
| Maroa Avenue | 49 | Sample Avenue and Bullard Avenue | 2,790 | Growth applied from nearest adjacent | | | 2,810 |
| | 50 | Dakota Avenue and Fedora Avenue | 1,340 | 827 | 854 | 27 | 1,370 |
| | 51 | Gettysburg Avenue and Holland Avenue | 1,340 | 381 | 390 | 9 | 1,350 |
| Elm Avenue | 52 | North Avenue and Jensen Avenue | 280 | 404 | 618 | 214 | 490 |
| | 53 | Jensen Avenue and Church Avenue | 440 | 386 | 589 | 203 | 640 |
| G Street | 54 | Tulare Street and Fresno Street | 150 | 672 | 1094 | 422 | 570 |
| | 55 | Fresno Street and Tuolumne Street | 190 | 519 | 1043 | 524 | 710 |
| Fulton Street | 56 | Tulare Street and Fresno Street | 80 | 452 | 564 | 112 | 190 |
| Van Ness Avenue | 57 | Los Angeles Street & SR-41 ramps | 380 | 618 | 863 | 245 | 630 |
| | 58 | Tulare Street and Fresno Street | 440 | 141 | 325 | 184 | 620 |
| | 59 | Fresno Street and Tuolumne Street | 430 | 492 | 686 | 194 | 620 |
| O Street | 60 | Tulare Street and Fresno Street | 190 | 559 | 824 | 265 | 460 |
| | 61 | Fresno Street and Tuolumne Street | 150 | 207 | 589 | 382 | 530 |
| Blackstone Avenue | 62 | Olive Avenue and McKinley Avenue | 1,470 | 2,494 | 2829 | 335 | 1,810 |
| | 63 | McKinley Avenue and Clinton Avenue | 1,190 | 1,954 | 2461 | 507 | 1,700 |
| | 64 | Dakota Avenue and Ashlan Avenue | 1,510 | 2,006 | 2432 | 426 | 1,940 |
| | 65 | Gettysburg Avenue and Shaw Avenue | 960 | 2,146 | 2686 | 540 | 1,500 |
| | 66 | Bullard Avenue and Sierra Avenue | 1,340 | 2,339 | 3010 | 671 | 2,010 |
| | 67 | Alluvial Avenue and Nees Avenue | 860 | 1,991 | 2275 | 284 | 1,140 |
| Friant Road | 68 | Willow Avenue and Copper Avenue | 790 | 1,263 | 2255 | 992 | 1,780 |
| | 69 | Audubon Drive and Shepherd Avenue | 5,120 | 4,177 | 4940 | 763 | 5,880 |
| | 70 | SR-41 SB off-ramp and SR-41 NB off-ramp | 5,100 | 3,409 | 3726 | 317 | 5,420 |
| | 71 | SR-41 NB off-ramp and Audubon Drive | 5,100 | 4,177 | 4799 | 622 | 5,720 |
| First Street | 72 | McKinley Avenue and Clinton Avenue | 1,700 | 1,791 | 2213 | 422 | 2,120 |
| | 73 | Shields Avenue and Dakota Avenue | 1,050 | 1,440 | 1710 | 270 | 1,320 |
| | 74 | Ashlan Avenue and Gettysburg Avenue | 1,230 | 1,562 | 1569 | 7 | 1,310 |
| | 75 | Barstow Avenue and Bullard Avenue | 1,280 | Growth applied from nearest adjacent | | | 1,350 |
| | 76 | Bullard Avenue and Herndon Avenue | 1,150 | 1,513 | 1591 | 78 | 1,230 |
| | 77 | Herndon Avenue and Alluvial Avenue | 1,620 | 1,644 | 1935 | 291 | 1,910 |
| | 78 | Nees Avenue and Friant Road | 1,220 | 849 | 924 | 75 | 1,300 |
| East Avenue | 79 | North Avenue and Jensen Avenue | 200 | 29 | 45 | 16 | 220 |
| Cedar Avenue | 80 | American Avenue and Central Avenue | 190 | 563 | 756 | 193 | 380 |
| | 81 | Jensen Avenue and Church Avenue | 510 | 456 | 759 | 303 | 810 |
| | 82 | Church Avenue and California Avenue | 910 | 975 | 1303 | 328 | 1,240 |
| | 83 | Tulare Avenue and Belmont Avenue | 2,010 | 1,910 | 2177 | 267 | 2,280 |
| | 84 | Olive Avenue and McKinley Avenue | 1,520 | 2,089 | 2520 | 431 | 1,950 |
| | 85 | Dakota Avenue and Ashlan Avenue | 1,590 | 1,726 | 2356 | 630 | 2,220 |
| | 86 | Ashlan Avenue and Gettysburg Avenue | 1,430 | 2,067 | 2462 | 395 | 1,830 |
| | 87 | Shaw Avenue and Barstow Avenue | 1,530 | 2,186 | 2720 | 534 | 2,060 |
| | 88 | Nees Avenue and Teague Avenue | 1,490 | 1,371 | 1480 | 109 | 1,600 |
| Maple Avenue | 89 | North Avenue and Jensen Avenue | 320 | 305 | 637 | 332 | 650 |
| | 90 | Jensen Avenue and Church Avenue | 610 | 762 | 996 | 234 | 840 |

## Table A: AM Link Volume

| Roadway | # | Segment | AM | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing Traffic Volumes | Base Year (2019) Modeled Link Volume | Future Year (2035) Modeled Link Volume | Base to Future Year Modeled Link Volume Change | Future Traffic Volumes |
| Chestnut Avenue | 91 | Jensen Avenue and Church Avenue | 530 | 1,393 | 1844 | 451 | 980 |
| | 92 | Kings Canyon Road and Tulare Avenue | 1,340 | 2,019 | 2421 | 402 | 1,740 |
| | 93 | Tulare Avenue and Belmont Avenue | 1,690 | 2,100 | 2438 | 338 | 2,030 |
| | 94 | Clinton Avenue and Shields Avenue | 1,280 | 1,583 | 1804 | 221 | 1,500 |
| | 95 | Bullard Avenue and Herndon Avenue | 1,150 | 1,239 | 1378 | 139 | 1,290 |
| | 96 | Herndon Avenue and Alluvial Avenue | 1,110 | 1,376 | 1765 | 389 | 1,500 |
| | 97 | Alluvial Avenue and Nees Avenue | 1,470 | 831 | 1100 | 269 | 1,740 |
| | 98 | Nees Avenue and Teague Avenue | 830 | 992 | 1069 | 77 | 910 |
| | 99 | Teague Avenue and Shepherd Avenue | 1,300 | 785 | 788 | 3 | 1,400 |
| Willow Avenue | 100 | Herndon Avenue and Nees Avenue | 2,000 | 2,814 | 3295 | 481 | 2,480 |
| | 101 | Copper Avenue and Behymer Avenue | 1,260 | 1,199 | 1979 | 780 | 2,040 |
| | 102 | Behymer Avenue and Shepherd Avenue | 1,540 | 2,013 | 2693 | 680 | 2,220 |
| | 103 | Shepherd Avenue and Teague Avenue | 1,220 | 1,824 | 2805 | 981 | 2,200 |
| | 104 | Friant Road and Copper Avenue | 410 | 427 | 530 | 103 | 510 |
| Peach Avenue | 105 | Butler Avenue and Kings Canyon Road | 1,820 | 908 | 1110 | 202 | 2,020 |
| | 106 | Tulare Avenue and Belmont Avenue | 1,830 | 3,552 | 3802 | 250 | 2,080 |
| | 107 | Olive Avenue and McKinley Avenue | 1,180 | 965 | 1042 | 77 | 1,260 |
| | 108 | North Avenue and Jensen Avenue | 180 | 132 | 422 | 290 | 470 |
| Minnewawa Avenue | 109 | Kings Canyon Road and Tulare Avenue | 130 | 306 | 340 | 34 | 160 |
| Clovis Avenue | 110 | North Avenue and Jensen Avenue | 1,380 | 1,797 | 1987 | 190 | 1,570 |
| | 111 | Church Avenue and Butler Avenue | 2,100 | 1,815 | 2086 | 271 | 2,370 |
| | 112 | Kings Canyon Road and Tulare Avenue | 2,670 | 3,699 | 4286 | 587 | 3,260 |
| | 113 | Clinton Avenue and Shields Avenue | 2,610 | 3,363 | 3763 | 400 | 3,010 |
| Fowler Avenue | 114 | Jensen Avenue and Kings Canyon Road | 600 | 656 | 914 | 258 | 860 |
| | 115 | Kings Canyon Road and Belmont Avenue | 1,860 | 1,135 | 1428 | 293 | 2,150 |
| | 116 | SR-180 WB ramps and Olive Avenue | 1,390 | 1,407 | 2266 | 859 | 2,250 |
| | 117 | Olive Avenue and Clinton Avenue | 870 | 1,122 | 1641 | 519 | 1,390 |
| | 118 | Shields Avenue and Dakota Avenue | 1,140 | 1,078 | 1254 | 176 | 1,320 |
| Armstrong Avenue | 119 | McKinley Avenue and Clinton Avenue | 690 | 570 | 870 | 300 | 990 |
| | 120 | Jenson Avenue and Church Avenue | 300 | 96 | 129 | 33 | 330 |
| | 121 | Hamilton Avenue and Butler Avenue | 450 | 59 | 101 | 42 | 490 |
| | 122 | Butler Avenue and Lane Avenue | 520 | 85 | 113 | 28 | 550 |
| | 123 | Belmont Avenue and Clinton Avenue | 490 | 545 | 827 | 282 | 770 |
| | 124 | Shields Avenue and Dakota Avenue | 750 | 527 | 1108 | 581 | 1,330 |
| Temperance Avenue | 125 | California Avenue and Hamilton Avenue | 430 | 879 | 2362 | 1483 | 1,910 |
| | 126 | Belmont Avenue and Olive Avenue | 940 | 864 | 1874 | 1010 | 1,950 |
| | 127 | Shields Avenue and Dakota Avenue | 830 | 1,293 | 1799 | 506 | 1,340 |
| | 128 | Dakota Avenue and Ashlan Avenue | 1,050 | 1,432 | 1916 | 484 | 1,530 |
| | 129 | McKinley Avenue and Shields Avenue | 2,420 | 1,114 | 2029 | 915 | 3,340 |
| | 130 | Kings Canyon Road and SR-180 EB ramps | 2,110 | 1,430 | 3253 | 1823 | 3,930 |
| | 131 | Butler Avenue and Lowe Avenue | 2,270 | 941 | 2537 | 1596 | 3,870 |
| De Wolf Avenue | 132 | Church Avenue and Butler Avenue | 330 | Growth applied from nearest adjacent | | | 350 |
| Copper Avenue | 133 | Friant Road and Millbrook Avenue | 710 | 741 | 1279 | 538 | 1,250 |
| | 134 | Millbrook Avenue and Cedar Avenue | 940 | 718 | 1832 | 1114 | 2,050 |
| | 135 | Cedar Avenue and Maple Avenue | 850 | 1,056 | 1590 | 534 | 1,380 |
| | 136 | Maple Avenue and Chestnut Avenue | 870 | 753 | 1021 | 268 | 1,140 |

## Table A: AM Link Volume

| Roadway | # | Segment | AM | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing Traffic Volumes | Base Year (2019) Modeled Link Volume | Future Year (2035) Modeled Link Volume | Base to Future Year Modeled Link Volume Change | Future Traffic Volumes |
| Nees Avenue | 137 | Audubon Avenue and Millbrook Avenue | 950 | 1,977 | 2307 | 330 | 1,280 |
| | 138 | Cedar Avenue and Maple Avenue | 1,590 | 2,242 | 2276 | 34 | 1,620 |
| | 139 | Jordan Avenue and Paula Avenue | 1,110 | 1,734 | 1857 | 123 | 1,230 |
| Shepherd Avenue | 140 | Millbrook Avenue and Cedar Avenue | 1,520 | 1,260 | 1693 | 433 | 1,950 |
| | 141 | Cedar Avenue and Maple Avenue | 1,660 | 1,005 | 1807 | 802 | 2,460 |
| | 142 | Chestnut Avenue and Willow Avenue | 940 | 820 | 1881 | 1061 | 2,000 |
| Audubon Drive | 143 | Del Mar Avenue and Nees Avenue | 1,260 | 648 | 689 | 41 | 1,300 |
| Alluvial Avenue | 144 | Mansionette Drive and Pinedale Avenue | 720 | 924 | 931 | 7 | 730 |
| | 145 | Pinedale Avenue and Chestnut Avenue | 690 | 361 | 376 | 15 | 710 |
| | 146 | Chestnut Avenue and Willow Avenue | 660 | 530 | 555 | 25 | 690 |
| Herndon Avenue | 147 | Fruit Avenue and Palm Avenue | 4,290 | 4,423 | 5303 | 880 | 5,170 |
| | 148 | Blackstone Avenue and SR-41 SB ramps | 4,170 | 4,616 | 5359 | 743 | 4,910 |
| | 149 | First Street and Cedar Avenue | 4,290 | 3,198 | 3674 | 476 | 4,770 |
| | 150 | Cedar Avenue and Maple Avenue | 3,420 | 1,707 | 1815 | 108 | 3,530 |
| | 151 | Fruit Avenue and West Avenue | 4,250 | Growth applied from nearest adjacent | | | 5,120 |
| | 152 | Milburn Avenue and Polk Avenue | 1,680 | 2,703 | 3858 | 1155 | 2,840 |
| Sierra Avenue | 153 | Marks Avenue and Van Ness Avenue | 270 | 818 | 916 | 98 | 370 |
| | 154 | West Avenue and Fruit Avenue | 410 | 900 | 1175 | 275 | 690 |
| | 155 | Throne Avenue and Palm Avenue | 410 | 887 | 969 | 82 | 490 |
| Bullard Avenue | 156 | Garfield Avenue and Grantland Avenue | 40 | Growth applied from nearest adjacent | | | 50 |
| | 157 | Grantland Avenue and Caspian Avenue | 310 | Growth applied from nearest adjacent | | | 330 |
| | 158 | West Avenue and Fruit Avenue | 1,910 | 2,262 | 2522 | 260 | 2,170 |
| | 159 | Fruit Avenue and Palm Avenue | 1,300 | 2,200 | 2427 | 227 | 1,530 |
| | 160 | Maroa Avenue and Blackstone Avenue | 1,780 | 2,466 | 2829 | 363 | 2,140 |
| | 161 | SR-41 NB ramps and Fresno Street | 2,560 | 2,227 | 2617 | 390 | 2,950 |
| | 162 | First Street and Cedar Avenue | 1,970 | 2,377 | 2619 | 242 | 2,210 |
| Figarden Drive | 163 | San Jose Avenue and Bullard Avenue | 1,680 | 1,437 | 1663 | 226 | 1,910 |
| Barstow Avenue | 164 | Garfield Avenue and Grantland Avenue | 50 | 34 | 141 | 107 | 160 |
| | 165 | Van Ness Boulevard and West Avenue | 310 | 434 | 521 | 87 | 400 |
| | 166 | Fruit Avenue and Palm Avenue | 440 | 649 | 678 | 29 | 470 |
| Shaw Avenue | 167 | Garfield Avenue and Grantland Avenue | 490 | 970 | 1592 | 622 | 1,110 |
| | 168 | Bryan Avenue and Hayes Avenue | 820 | 847 | 1316 | 469 | 1,290 |
| | 169 | Hayes Avenue and Polk Avenue | 870 | 952 | 1331 | 379 | 1,250 |
| | 170 | Brawley Avenue and Marks Avenue | 1,950 | 3,640 | 4003 | 363 | 2,310 |
| | 171 | West Avenue and Fruit Avenue | 3,140 | 3,340 | 3912 | 572 | 3,710 |
| | 172 | Maroa Avenue and Blackstone Avenue | 4,360 | 3,969 | 4319 | 350 | 4,710 |
| | 173 | First Street and Cedar Avenue | 2,340 | 3,353 | 3824 | 471 | 2,810 |
| | 174 | Fresno Street and First Street | 2,180 | 3,253 | 3616 | 363 | 2,540 |
| | 175 | SR-99 NB ramps and Cornelia Avenue | 2,170 | Growth applied from nearest adjacent | | | 2,990 |
| | 176 | Cornelia Avenue and Jennifer Avenue | 2,170 | 3,034 | 3854 | 820 | 2,990 |
| Gettysburg Avenue | 177 | Maple Avenue and Winery Avenue | 3,780 | 1,289 | 1535 | 246 | 4,030 |

## Table A: AM Link Volume

| Roadway | # | Segment | AM | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing Traffic Volumes | Base Year (2019) Modeled Link Volume | Future Year (2035) Modeled Link Volume | Base to Future Year Modeled Link Volume Change | Future Traffic Volumes |
| Ashlan Avenue | 178 | Bryan Avenue and Hayes Avenue | 670 | 444 | 564 | 120 | 790 |
| | 179 | Hayes Avenue and Polk Avenue | 480 | Growth applied from nearest adjacent | | | 570 |
| | 180 | Cornelia Avenue and Blythe Avenue | 2,430 | Growth applied from nearest adjacent | | | 2,870 |
| | 181 | Weber Avenue and Valentine Avenue | 1,810 | 2,957 | 3237 | 280 | 2,090 |
| | 182 | Fruit Avenue and Palm Avenue | 1,020 | 1,230 | 1492 | 262 | 1,280 |
| | 183 | Del Mar Avenue and Blackstone Avenue | 1,350 | 1,296 | 1465 | 169 | 1,520 |
| | 184 | Fresno Street and First Street | 1,810 | 1,842 | 2193 | 351 | 2,160 |
| | 185 | Barton Avenue and SR-168 SB ramps | 2,400 | 2,514 | 2639 | 125 | 2,530 |
| | 186 | SR-168 NB ramps and Chestnut Avenue | 1,950 | 1,577 | 1715 | 138 | 2,090 |
| | 187 | Palm Avenue and Maroa Avenue | 830 | 1,024 | 1313 | 289 | 1,120 |
| | 188 | Maroa Avenue and Del Mar Avenue | 1,090 | 1,150 | 1313 | 163 | 1,250 |
| | 189 | SR-99 SB ramps and Golden State Boulevard | 2,110 | 2,957 | 3237 | 280 | 2,390 |
| Dakota Avenue | 190 | Marks Avenue and Hughes Avenue | 140 | 777 | 804 | 27 | 170 |
| | 191 | West Avenue and Fruit Avenue | 70 | 648 | 877 | 229 | 300 |
| | 192 | First Street and Millbrook Avenue | 130 | 1,016 | 1117 | 101 | 230 |
| | 193 | Millbrook Avenue and Cedar Avenue | 970 | Growth applied from nearest adjacent | | | 1,720 |
| | 194 | Fruit Avenue and Palm Avenue | 70 | 922 | 998 | 76 | 150 |
| | 195 | Maroa Avenue and Del Mar Avenue | 330 | 671 | 676 | 5 | 340 |
| | 196 | Angus Street and First Street | 330 | 696 | 965 | 269 | 600 |
| Shields Avenue | 197 | Garfield Avenue and Grantland Avenue | 330 | Growth applied from nearest adjacent | | | 370 |
| | 198 | Grantland Avenue and Bryan Avenue | 320 | Growth applied from nearest adjacent | | | 340 |
| | 199 | Brawley Avenue and Valentine Avenue | 1,280 | Growth applied from nearest adjacent | | | 1,310 |
| | 200 | Fruit Avenue and Palm Avenue | 1,030 | 1,936 | 2094 | 158 | 1,190 |
| | 201 | Peach Avenue and Clovis Avenue | 1,180 | 1,806 | 2264 | 458 | 1,640 |
| | 202 | Clovis Avenue and Fowler Avenue | 1,520 | 1,654 | 1986 | 332 | 1,850 |
| | 203 | Temperance Avenue and Locan Avenue | 860 | 491 | 779 | 288 | 1,150 |
| | 204 | Locan Avenue and De Wolf Avenue | 610 | 357 | 621 | 264 | 870 |
| Clinton Avenue | 205 | Grantland Avenue and Bryan Avenue | 40 | 12 | 13 | 1 | 40 |
| | 206 | Bryan Avenue and Hayes Avenue | 80 | 50 | 268 | 218 | 300 |
| | 207 | Hayes Avenue and Polk Avenue | 90 | 63 | 189 | 126 | 220 |
| | 208 | Polk Avenue and Cornelia Avenue | 360 | 120 | 150 | 30 | 390 |
| | 209 | Blythe Avenue and Brawley Avenue | 700 | 607 | 771 | 164 | 860 |
| | 210 | Fruit Avenue and Palm Avenue | 160 | 1,565 | 1893 | 328 | 490 |
| | 211 | Maroa Avenue and Blackstone Avenue | 190 | 1,894 | 2109 | 215 | 410 |
| | 212 | Weber Avenue and West Avenue | 230 | 1,821 | 2312 | 491 | 720 |
| | 213 | Valentine Avenue and Marks Avenue | 900 | 858 | 1082 | 224 | 1,120 |
| | 214 | First Street and Cedar Avenue | 710 | 1,595 | 1705 | 110 | 820 |
| | 215 | Fowler Avenue and Armstrong Avenue | 300 | 439 | 603 | 164 | 460 |
| | 216 | Armstrong Avenue and Temperance Avenue | 270 | 384 | 465 | 81 | 350 |
| McKinley Avenue | 217 | Blythe Avenue and Valentine Avenue | 550 | 936 | 1633 | 697 | 1,250 |
| | 218 | Marks Avenue and Hughes Avenue | 820 | 906 | 1856 | 950 | 1,770 |
| | 219 | Fruit Avenue and Palm Avenue | 1,200 | 1,625 | 2006 | 381 | 1,580 |
| | 220 | First Street and Cedar Avenue | 1,110 | 1,811 | 2244 | 433 | 1,540 |
| | 221 | Peach Avenue and Clovis Avenue | 860 | 1,471 | 1742 | 271 | 1,130 |

## Table A: AM Link Volume

| Roadway | # | Segment | AM | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing Traffic Volumes | Base Year (2019) Modeled Link Volume | Future Year (2035) Modeled Link Volume | Base to Future Year Modeled Link Volume Change | Future Traffic Volumes |
| Olive Avenue | 222 | Valentine Avenue and Marks Avenue | 330 | 216 | 364 | 148 | 480 |
| | 223 | SR-99 NB ramps and West Avenue | 810 | 1,271 | 1341 | 70 | 880 |
| | 224 | Van Ness Avenue and Blackstone Avenue | 590 | 558 | 901 | 343 | 930 |
| | 225 | Fresno Street and First Street | 660 | 1,572 | 1822 | 250 | 910 |
| | 226 | Peach Avenue and Clovis Avenue | 700 | 585 | 665 | 80 | 780 |
| Belmont Avenue | 227 | Polk Avenue and Cornelia Avenue | 250 | 145 | 434 | 289 | 540 |
| | 228 | Marks Avenue and Hughes Avenue | 370 | 350 | 632 | 282 | 650 |
| | 229 | Weber Avenue and Palm Avenue | 410 | 935 | 1309 | 374 | 780 |
| | 230 | Abby Street and Fresno Street | 530 | 1,598 | 1831 | 233 | 760 |
| | 231 | Orchard Street and First Street | 780 | 1,474 | 1762 | 288 | 1,070 |
| | 232 | First Street and Cedar Avenue | 970 | 1,483 | 1701 | 218 | 1,190 |
| | 233 | Willow Avenue and Peach Avenue | 930 | 752 | 946 | 194 | 1,120 |
| | 234 | Peach Avenue and Clovis Avenue | 520 | 1,001 | 1231 | 230 | 750 |
| | 235 | Clovis Avenue and Fowler Avenue | 520 | 729 | 1015 | 286 | 810 |
| | 236 | De Wolf Avenue and Fancher Avenue | 500 | 170 | 317 | 147 | 650 |
| | 237 | Pacific Avenue and Fruit Avenue | 440 | 454 | 609 | 155 | 600 |
| | 238 | Palm Avenue and Roosevelt Avenue | 530 | 1,116 | 1742 | 626 | 1,160 |
| Divisadero Avenue | 239 | Roosevelt Avenue and H Street | 280 | 244 | 304 | 60 | 340 |
| | 240 | Fulton Street and Van Ness Avenue | 670 | 604 | 718 | 114 | 780 |
| | 241 | San Pablo Avenue and Glen Avenue | 480 | 338 | 718 | 380 | 860 |
| Fresno Street | 242 | Herndon Avenue and Palo Alto Avenue | 1,020 | 1,315 | 1375 | 60 | 1,080 |
| | 243 | SR-99 NB ramps and E Street | 1,040 | 1,259 | 1494 | 235 | 1,280 |
| Tulare Street | 244 | H Street and Van Ness Avenue | 250 | 903 | 1063 | 160 | 410 |
| | 245 | Van Ness Avenue and M Street | 440 | 569 | 931 | 362 | 800 |
| Ventura Street | 246 | SR-99 NB ramps and G Street | 1,140 | 1,947 | 2333 | 386 | 1,530 |
| | 247 | G Street and Broadway Street | 970 | 1,853 | 2602 | 749 | 1,720 |
| | 248 | Van Ness Avenue and M Street | 950 | 1,623 | 2463 | 840 | 1,790 |
| | 249 | SR-41 and First Street | 1,240 | 2,030 | 2661 | 631 | 1,870 |
| California Avenue | 250 | Marks Avenue and Hughes Avenue | 130 | 171 | 447 | 276 | 410 |
| | 251 | Hughes Avenue and West Avenue | 270 | 186 | 541 | 355 | 630 |
| Fresno Street | 252 | California Avenue and SR-99 SB ramps | 330 | 1,016 | 1595 | 579 | 910 |
| Kings Canyon Road | 253 | Maple Avenue and Chestnut Avenue | 1,160 | 1,293 | 1660 | 367 | 1,530 |
| | 254 | Chestnut Avenue and Willow Avenue | 1,240 | 2,270 | 2547 | 277 | 1,520 |
| | 255 | Peach Avenue and Clovis Avenue | 1,570 | 1,858 | 2292 | 434 | 2,000 |
| | 256 | Clovis Avenue and Fowler Avenue | 950 | 1,596 | 2015 | 419 | 1,370 |
| | 257 | Armstrong Avenue and Temperance Avenue | 750 | 679 | 1236 | 557 | 1,310 |
| | 258 | Fowler Avenue and Armstrong Avenue | 1,190 | 775 | 1350 | 575 | 1,770 |
| Butler Avenue | 259 | Hazelwood Boulevard and Orange Avenue | 700 | 867 | 1018 | 151 | 850 |
| Church Avenue | 260 | Marks Avenue and Hughes Avenue | 100 | 28 | 135 | 107 | 210 |
| | 261 | Orange Avenue and Cedar Avenue | 740 | 876 | 1025 | 149 | 890 |
| | 262 | Cedar Avenue and Maple Avenue | 730 | 962 | 1045 | 83 | 810 |
| | 263 | Minnewawa Avenue and Clovis Avenue | 860 | 216 | 261 | 45 | 910 |

## Table A: AM Link Volume

| Roadway | # | Segment | AM | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing Traffic Volumes | Base Year (2019) Modeled Link Volume | Future Year (2035) Modeled Link Volume | Base to Future Year Modeled Link Volume Change | Future Traffic Volumes |
| Jensen Avenue | 264 | West Avenue and Fruit Avenue | 390 | 657 | 1037 | 380 | 770 |
| | 265 | Elm Avenue and SR-41 SB ramps | 1,490 | 1,171 | 1688 | 517 | 2,010 |
| | 266 | Walnut Avenue and MLK Boulevard | 650 | 620 | 1079 | 459 | 1,110 |
| | 267 | Cedar Avenue and Maple Avenue | 1,650 | 1,927 | 3146 | 1219 | 2,870 |
| | 268 | Willow Avenue and Peach Avenue | 1,290 | 1,803 | 3023 | 1220 | 2,510 |
| | 269 | Clovis Avenue and Fowler Avenue | 1,190 | 1,705 | 2636 | 931 | 2,120 |
| | 270 | Maple Avenue and Chestnut Avenue | 1,110 | 2,263 | 3737 | 1474 | 2,580 |
| | 271 | Chestnut Avenue and Willow Avenue | 750 | 1,816 | 3327 | 1511 | 2,260 |
| North Avenue | 272 | MLK Boulevard and Elm Avenue | 460 | 323 | 358 | 35 | 500 |
| | 273 | SR-99 NB ramp and Cedar Avenue | 760 | 899 | 1361 | 462 | 1,220 |
| | 274 | Cedar Avenue and Golden State Boulevard | 610 | 862 | 1331 | 469 | 1,080 |
| | 275 | Elm Avenue and SR-41 SB ramps | 540 | 532 | 1225 | 693 | 1,230 |
| | 276 | Cherry Avenue and East Avenue | 620 | 398 | 651 | 253 | 870 |
| | 277 | Maple Avenue and Chestnut Avenue | 470 | 866 | 1228 | 362 | 830 |
| Central Avenue | 278 | East Avenue and Orange Avenue | 210 | 225 | 606 | 381 | 590 |
| Golden State Boulevard | 279 | North Avenue and Cedar Avenue | 280 | 939 | 1699 | 760 | 1,040 |
| | 280 | Jensen Avenue and Church Avenue | 790 | 1,010 | 1493 | 483 | 1,270 |
| | 281 | Shaw Avenue and Swift Avenue | 700 | 1,200 | 2311 | 1111 | 1,810 |
| | 282 | Motel Drive and Ashlan Avenue | 700 | 750 | 1355 | 605 | 1,310 |

## Table B: PM Link Volume

| Roadway | # | Segment | PM | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing Traffic Volumes | Base Year (2019) Modeled Link Volume | Future Year (2035) Modeled Link Volume | Base to Future Year Modeled Link Volume Change | Future Traffic Volumes |
| **Garfield Avenue** | 1 | Shaw Avenue and Barstow Avenue | 140 | 33 | 51 | 18 | 160 |
| | 2 | Fairmont Avenue and Shaw Avenue | 30 | 21 | 136 | 115 | 150 |
| **Grantland Avenue** | 3 | Shields Avenue and Dakota Avenue | 300 | Growth applied from nearest adjacent | | | 320 |
| | 4 | Ashlan Avenue and Shaw Avenue | 580 | Growth applied from nearest adjacent | | | 720 |
| | 5 | Barstow Avenue and Bullard Avenue | 870 | Growth applied from nearest adjacent | | | 980 |
| | 6 | Bullard Avenue and Parkway Drive | 1,800 | Growth applied from nearest adjacent | | | 1,890 |
| **Bryan Avenue** | 7 | Ashlan Avenue and Gettysburg Avenue | 250 | 309 | 861 | 552 | 800 |
| | 8 | Shields Avenue and Ashlan Avenue | 90 | 210 | 479 | 269 | 360 |
| | 9 | Gettysburg Avenue and Shaw Avenue | 230 | 309 | 738 | 429 | 660 |
| **Hayes Avenue** | 10 | Clinton Avenue and Shields Avenue | 180 | 334 | 796 | 462 | 640 |
| | 11 | McKinley Avenue and Clinton Avenue | 190 | 297 | 761 | 464 | 650 |
| | 12 | Ashlan Avenue and Gettysburg Avenue | 220 | 185 | 886 | 701 | 920 |
| | 13 | Gettysburg Avenue and Shaw Avenue | 270 | 183 | 830 | 647 | 920 |
| **Veterans Boulevard** | 14 | Barstow Avenue and Bullard Avenue | 0 | 0 | 3642 | 3642 | 3,640 |
| **Polk Avenue** | 15 | McKinley Avenue and Clinton Avenue | 350 | 322 | 847 | 525 | 880 |
| | 16 | Clinton Avenue and Shields Avenue | 370 | 352 | 726 | 374 | 740 |
| | 17 | Dakota Avenue and Ashlan Avenue | 710 | 323 | 1119 | 796 | 1,510 |
| | 18 | Ashlan Avenue and Gettysburg Avenue | 580 | 472 | 1137 | 665 | 1,250 |
| | 19 | Olive Avenue and McKinley Avenue | 130 | Growth applied from nearest adjacent | | | 330 |
| **Cornelia Avenue** | 20 | Ashlan Avenue and Griffith Way | 910 | 615 | 664 | 49 | 960 |
| | 21 | Griffith Way and Dakota Avenue | 910 | 312 | 561 | 249 | 1,160 |
| | 22 | Dakota Avenue and Cortland Avenue | 970 | 299 | 535 | 236 | 1,210 |
| | 23 | Cortland Avenue and Clinton Avenue | 970 | 338 | 638 | 300 | 1,270 |
| **Blythe Avenue** | 24 | McKinley Avenue and Clinton Avenue | 500 | 163 | 302 | 139 | 640 |
| **Brawley Avenue** | 25 | Olive Avenue and McKinley Avenue | 890 | 421 | 765 | 344 | 1,230 |
| | 26 | Nielson Avenue and Belmont Avenue | 620 | 473 | 1074 | 601 | 1,220 |
| | 27 | Clinton Avenue and Shields Avenue | 1,020 | 608 | 768 | 160 | 1,180 |
| | 28 | Dakota Avenue and Parkway Drive | 870 | 771 | 813 | 42 | 910 |
| | 29 | Shaw Avenue and San Jose Avenue | 1,780 | 2,178 | 2428 | 250 | 2,030 |
| **Marty Avenue** | 30 | San Jose Avenue and Shaw Avenue | 790 | 0 | 0 | 0 | 830 |
| **Valentine Avenue** | 31 | Olive Avenue and McKinley Avenue | 160 | 46 | 225 | 179 | 340 |
| | 32 | McKinley Avenue and Clinton Avenue | 340 | 97 | 262 | 165 | 510 |
| **Marks Avenue** | 33 | Jensen Avenue and Church Avenue | 190 | Growth applied from nearest adjacent | | | 250 |
| | 34 | Church Avenue and California Avenue | 220 | Growth applied from nearest adjacent | | | 290 |
| | 35 | Kearney Avenue and Whitesbridge Avenue | 830 | 815 | 1076 | 261 | 1,090 |
| | 36 | SR-180 WB ramps and Nielson Avenue | 940 | 755 | 1197 | 442 | 1,380 |
| | 37 | Ashlan Avenue and Emerson Avenue | 1,520 | 2,236 | 2244 | 8 | 1,530 |
| | 38 | Emerson Avenue and Shaw Avenue | 1,750 | 2,463 | 2657 | 194 | 1,940 |
| | 39 | Dakota Avenue and Weber Avenue | 2,370 | 724 | 1106 | 382 | 2,750 |
| | 40 | Whitesbridge Avenue and SR-180 EB ramps | 740 | 1,140 | 1684 | 544 | 1,280 |
| **West Avenue** | 41 | California Avenue and Kearney Avenue | 80 | 188 | 522 | 334 | 410 |
| | 42 | McKinley Avenue and Clinton Avenue | 1,110 | 2,073 | 2429 | 356 | 1,470 |
| | 43 | Ashlan Avenue and Shaw Avenue | 1,600 | 2,211 | 2537 | 326 | 1,930 |
| **Fruit Avenue** | 44 | Barstow Avenue and Bullard Avenue | 890 | 1,505 | 1552 | 47 | 940 |

## Table B: PM Link Volume

| Roadway | # | Segment | PM | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing Traffic Volumes | Base Year (2019) Modeled Link Volume | Future Year (2035) Modeled Link Volume | Base to Future Year Modeled Link Volume Change | Future Traffic Volumes |
| Palm Avenue | 45 | Alluvial Avenue and Nees Avenue | 2,500 | 1,917 | 2087 | 170 | 2,670 |
| | 46 | Locust Avenue and Remington Avenue | 2,800 | 2,344 | 2526 | 182 | 2,980 |
| | 47 | Shields Avenue and Dakota Avenue | 1,400 | 1,972 | 2303 | 331 | 1,730 |
| | 48 | Ashlan Avenue and Gettysburg Avenue | 1,240 | 2,103 | 2550 | 447 | 1,690 |
| Maroa Avenue | 49 | Sample Avenue and Bullard Avenue | 1,230 | 461 | 923 | 462 | 1,690 |
| | 50 | Dakota Avenue and Fedora Avenue | 790 | 846 | 955 | 109 | 900 |
| | 51 | Gettysburg Avenue and Holland Avenue | 790 | 435 | 729 | 294 | 1,080 |
| Elm Avenue | 52 | North Avenue and Jensen Avenue | 480 | 534 | 885 | 351 | 830 |
| | 53 | Jensen Avenue and Church Avenue | 680 | 466 | 692 | 226 | 910 |
| G Street | 54 | Tulare Street and Fresno Street | 260 | 776 | 1223 | 447 | 710 |
| | 55 | Fresno Street and Tuolumne Street | 170 | 547 | 922 | 375 | 550 |
| Fulton Street | 56 | Tulare Street and Fresno Street | 140 | Growth applied from nearest adjacent | | | 200 |
| Van Ness Avenue | 57 | Los Angeles Street & SR-41 ramps | 340 | 499 | 816 | 317 | 660 |
| | 58 | Tulare Street and Fresno Street | 750 | 210 | 529 | 319 | 1,070 |
| | 59 | Fresno Street and Tuolumne Street | 520 | 649 | 793 | 144 | 660 |
| O Street | 60 | Tulare Street and Fresno Street | 200 | 424 | 795 | 371 | 570 |
| | 61 | Fresno Street and Tuolumne Street | 260 | 375 | 672 | 297 | 560 |
| Blackstone Avenue | 62 | Olive Avenue and McKinley Avenue | 2,440 | 2,613 | 3291 | 678 | 3,120 |
| | 63 | McKinley Avenue and Clinton Avenue | 1,880 | 3,576 | 4059 | 483 | 2,360 |
| | 64 | Dakota Avenue and Ashlan Avenue | 2,420 | 2,486 | 3231 | 745 | 3,170 |
| | 65 | Gettysburg Avenue and Shaw Avenue | 2,230 | 2,933 | 3456 | 523 | 2,750 |
| | 66 | Bullard Avenue and Sierra Avenue | 2,650 | 3,157 | 3253 | 96 | 2,750 |
| | 67 | Alluvial Avenue and Nees Avenue | 2,140 | 2,538 | 2722 | 184 | 2,320 |
| Friant Road | 68 | Willow Avenue and Copper Avenue | 810 | 1,186 | 1623 | 437 | 1,250 |
| | 69 | Audubon Drive and Shepherd Avenue | 5,800 | 4,715 | 5555 | 840 | 6,640 |
| | 70 | SR-41 SB off-ramp and SR-41 NB off-ramp | 5,820 | 3,277 | 3816 | 539 | 6,360 |
| | 71 | SR-41 NB off-ramp and Audubon Drive | 5,820 | 4,685 | 5514 | 829 | 6,650 |
| First Street | 72 | McKinley Avenue and Clinton Avenue | 2,070 | 2,147 | 2422 | 275 | 2,350 |
| | 73 | Shields Avenue and Dakota Avenue | 1,960 | 1,709 | 2036 | 327 | 2,290 |
| | 74 | Ashlan Avenue and Gettysburg Avenue | 1,730 | 1,732 | 2169 | 437 | 2,170 |
| | 75 | Barstow Avenue and Bullard Avenue | 1,860 | 1,107 | 1580 | 473 | 2,330 |
| | 76 | Bullard Avenue and Herndon Avenue | 1,790 | 1,401 | 1756 | 355 | 2,150 |
| | 77 | Herndon Avenue and Alluvial Avenue | 2,250 | 2,011 | 2385 | 374 | 2,620 |
| | 78 | Nees Avenue and Friant Road | 1,410 | 774 | 1120 | 346 | 1,760 |
| East Avenue | 79 | North Avenue and Jensen Avenue | 130 | 57 | 93 | 36 | 170 |
| Cedar Avenue | 80 | American Avenue and Central Avenue | 190 | 565 | 755 | 190 | 380 |
| | 81 | Jensen Avenue and Church Avenue | 590 | 557 | 899 | 342 | 930 |
| | 82 | Church Avenue and California Avenue | 870 | 1,115 | 1467 | 352 | 1,220 |
| | 83 | Tulare Avenue and Belmont Avenue | 2,100 | 1,984 | 2204 | 220 | 2,320 |
| | 84 | Olive Avenue and McKinley Avenue | 1,470 | 2,347 | 2527 | 180 | 1,650 |
| | 85 | Dakota Avenue and Ashlan Avenue | 2,780 | 2,145 | 2408 | 263 | 3,040 |
| | 86 | Ashlan Avenue and Gettysburg Avenue | 1,830 | 2,303 | 2490 | 187 | 2,020 |
| | 87 | Shaw Avenue and Barstow Avenue | 2,180 | 2,730 | 2876 | 146 | 2,330 |
| | 88 | Nees Avenue and Teague Avenue | 1,840 | 1,573 | 1657 | 84 | 1,920 |
| Maple Avenue | 89 | North Avenue and Jensen Avenue | 440 | 370 | 729 | 359 | 800 |
| | 90 | Jensen Avenue and Church Avenue | 830 | 857 | 1045 | 188 | 1,020 |

## Table B: PM Link Volume

| Roadway | # | Segment | PM | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing Traffic Volumes | Base Year (2019) Modeled Link Volume | Future Year (2035) Modeled Link Volume | Base to Future Year Modeled Link Volume Change | Future Traffic Volumes |
| Chestnut Avenue | 91 | Jensen Avenue and Church Avenue | 720 | 1,608 | 1968 | 360 | 1,080 |
| | 92 | Kings Canyon Road and Tulare Avenue | 1,780 | Growth applied from nearest adjacent | | | 1,880 |
| | 93 | Tulare Avenue and Belmont Avenue | 1,880 | 2,273 | 2387 | 114 | 1,990 |
| | 94 | Clinton Avenue and Shields Avenue | 1,360 | 1,801 | 1979 | 178 | 1,540 |
| | 95 | Bullard Avenue and Herndon Avenue | 1,440 | 1,445 | 1836 | 391 | 1,830 |
| | 96 | Herndon Avenue and Alluvial Avenue | 1,320 | 1,677 | 1894 | 217 | 1,540 |
| | 97 | Alluvial Avenue and Nees Avenue | 1,610 | 1,082 | 1140 | 58 | 1,770 |
| | 98 | Nees Avenue and Teague Avenue | 940 | Growth applied from nearest adjacent | | | 1,030 |
| | 99 | Teague Avenue and Shepherd Avenue | 1,710 | 1,044 | 1049 | 5 | 1,860 |
| Willow Avenue | 100 | Herndon Avenue and Nees Avenue | 2,210 | 3,160 | 3898 | 738 | 2,950 |
| | 101 | Copper Avenue and Behymer Avenue | 1,390 | 917 | 1778 | 861 | 2,250 |
| | 102 | Behymer Avenue and Shepherd Avenue | 1,700 | 1,730 | 2825 | 1095 | 2,800 |
| | 103 | Shepherd Avenue and Teague Avenue | 1,350 | 1,644 | 2599 | 955 | 2,310 |
| | 104 | Friant Road and Copper Avenue | 390 | 598 | 1213 | 615 | 1,010 |
| Peach Avenue | 105 | Butler Avenue and Kings Canyon Road | 1,680 | 930 | 1126 | 196 | 1,880 |
| | 106 | Tulare Avenue and Belmont Avenue | 1,870 | 3,848 | 4192 | 344 | 2,210 |
| | 107 | Olive Avenue and McKinley Avenue | 1,280 | 1,133 | 1354 | 221 | 1,500 |
| | 108 | North Avenue and Jensen Avenue | 170 | 127 | 440 | 313 | 480 |
| Minnewawa Avenue | 109 | Kings Canyon Road and Tulare Avenue | 170 | 258 | 380 | 122 | 290 |
| Clovis Avenue | 110 | North Avenue and Jensen Avenue | 1,400 | 1,912 | 2022 | 110 | 1,510 |
| | 111 | Church Avenue and Butler Avenue | 2,200 | 1,883 | 2083 | 200 | 2,400 |
| | 112 | Kings Canyon Road and Tulare Avenue | 3,440 | 3,889 | 4435 | 546 | 3,990 |
| | 113 | Clinton Avenue and Shields Avenue | 2,770 | 3,706 | 3889 | 183 | 2,950 |
| Fowler Avenue | 114 | Jensen Avenue and Kings Canyon Road | 390 | 793 | 993 | 200 | 590 |
| | 115 | Kings Canyon Road and Belmont Avenue | 1,590 | 1,267 | 1486 | 219 | 1,810 |
| | 116 | SR-180 WB ramps and Olive Avenue | 1,230 | 1,390 | 2090 | 700 | 1,930 |
| | 117 | Olive Avenue and Clinton Avenue | 1,030 | 1,200 | 1499 | 299 | 1,330 |
| | 118 | Shields Avenue and Dakota Avenue | 1,050 | 1,211 | 1265 | 54 | 1,100 |
| Armstrong Avenue | 119 | McKinley Avenue and Clinton Avenue | 460 | 696 | 1191 | 495 | 960 |
| | 120 | Jenson Avenue and Church Avenue | 190 | 110 | 144 | 34 | 220 |
| | 121 | Hamilton Avenue and Butler Avenue | 280 | 90 | 135 | 45 | 330 |
| | 122 | Butler Avenue and Lane Avenue | 370 | 111 | 119 | 8 | 380 |
| | 123 | Belmont Avenue and Clinton Avenue | 220 | 688 | 967 | 279 | 500 |
| | 124 | Shields Avenue and Dakota Avenue | 500 | 624 | 1357 | 733 | 1,230 |
| Temperance Avenue | 125 | California Avenue and Hamilton Avenue | 340 | 987 | 2628 | 1641 | 1,980 |
| | 126 | Belmont Avenue and Olive Avenue | 720 | 963 | 2294 | 1331 | 2,050 |
| | 127 | Shields Avenue and Dakota Avenue | 720 | 1,381 | 1747 | 366 | 1,090 |
| | 128 | Dakota Avenue and Ashlan Avenue | 520 | 1,579 | 1901 | 322 | 840 |
| | 129 | McKinley Avenue and Shields Avenue | 2,230 | 1,158 | 2379 | 1221 | 3,450 |
| | 130 | Kings Canyon Road and SR-180 EB ramps | 2,700 | 1,744 | 3970 | 2226 | 4,930 |
| | 131 | Butler Avenue and Lowe Avenue | 1,830 | 1,100 | 2852 | 1752 | 3,580 |
| De Wolf Avenue | 132 | Church Avenue and Butler Avenue | 250 | Growth applied from nearest adjacent | | | 260 |
| Copper Avenue | 133 | Friant Road and Millbrook Avenue | 600 | 1,171 | 1558 | 387 | 990 |
| | 134 | Millbrook Avenue and Cedar Avenue | 950 | 1,114 | 1789 | 675 | 1,630 |
| | 135 | Cedar Avenue and Maple Avenue | 720 | 1,238 | 1461 | 223 | 940 |
| | 136 | Maple Avenue and Chestnut Avenue | 760 | 654 | 809 | 155 | 920 |

## Table B: PM Link Volume

| Roadway | # | Segment | PM | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing Traffic Volumes | Base Year (2019) Modeled Link Volume | Future Year (2035) Modeled Link Volume | Base to Future Year Modeled Link Volume Change | Future Traffic Volumes |
| **Nees Avenue** | 137 | Audubon Avenue and Millbrook Avenue | 1,150 | 2,246 | 2603 | 357 | 1,510 |
| | 138 | Cedar Avenue and Maple Avenue | 2,020 | 2,469 | 2587 | 118 | 2,140 |
| | 139 | Jordan Avenue and Paula Avenue | 2,060 | 1,893 | 2130 | 237 | 2,300 |
| **Shepherd Avenue** | 140 | Millbrook Avenue and Cedar Avenue | 2,000 | 1,221 | 1679 | 458 | 2,460 |
| | 141 | Cedar Avenue and Maple Avenue | 2,050 | 1,078 | 1764 | 686 | 2,740 |
| | 142 | Chestnut Avenue and Willow Avenue | 1,130 | 997 | 1908 | 911 | 2,040 |
| **Audubon Drive** | 143 | Del Mar Avenue and Nees Avenue | 1,480 | 791 | 958 | 167 | 1,650 |
| **Alluvial Avenue** | 144 | Mansionette Drive and Pinedale Avenue | 1,080 | 1,127 | 1251 | 124 | 1,200 |
| | 145 | Pinedale Avenue and Chestnut Avenue | 1,210 | 392 | 721 | 329 | 1,540 |
| | 146 | Chestnut Avenue and Willow Avenue | 1,200 | 591 | 826 | 235 | 1,440 |
| **Herndon Avenue** | 147 | Fruit Avenue and Palm Avenue | 4,960 | 5,082 | 5497 | 415 | 5,380 |
| | 148 | Blackstone Avenue and SR-41 SB ramps | 4,380 | 5,537 | 5859 | 322 | 4,700 |
| | 149 | First Street and Cedar Avenue | 4,660 | 3,684 | 3949 | 265 | 4,930 |
| | 150 | Cedar Avenue and Maple Avenue | 2,900 | 2,407 | 2566 | 159 | 3,060 |
| | 151 | Fruit Avenue and West Avenue | 5,020 | Growth applied from nearest adjacent | | | 5,450 |
| | 152 | Milburn Avenue and Polk Avenue | 2,330 | 2,853 | 3737 | 884 | 3,210 |
| **Sierra Avenue** | 153 | Marks Avenue and Van Ness Avenue | 460 | 798 | 871 | 73 | 530 |
| | 154 | West Avenue and Fruit Avenue | 700 | 844 | 957 | 113 | 810 |
| | 155 | Throne Avenue and Palm Avenue | 700 | 876 | 982 | 106 | 810 |
| **Bullard Avenue** | 156 | Garfield Avenue and Grantland Avenue | 50 | Growth applied from nearest adjacent | | | 40 |
| | 157 | Grantland Avenue and Caspian Avenue | 210 | 131 | 169 | 38 | 250 |
| | 158 | West Avenue and Fruit Avenue | 1,750 | 2,450 | 2689 | 239 | 1,990 |
| | 159 | Fruit Avenue and Palm Avenue | 1,410 | 2,488 | 2728 | 240 | 1,650 |
| | 160 | Maroa Avenue and Blackstone Avenue | 2,250 | 2,744 | 2880 | 136 | 2,390 |
| | 161 | SR-41 NB ramps and Fresno Street | 2,620 | 2,500 | 2686 | 186 | 2,810 |
| | 162 | First Street and Cedar Avenue | 2,370 | 2,484 | 2583 | 99 | 2,470 |
| **Figarden Drive** | 163 | San Jose Avenue and Bullard Avenue | 3,490 | 1,752 | 2086 | 334 | 3,820 |
| **Barstow Avenue** | 164 | Garfield Avenue and Grantland Avenue | 50 | 53 | 127 | 74 | 120 |
| | 165 | Van Ness Boulevard and West Avenue | 390 | 430 | 793 | 363 | 750 |
| | 166 | Fruit Avenue and Palm Avenue | 510 | 673 | 934 | 261 | 770 |
| **Shaw Avenue** | 167 | Garfield Avenue and Grantland Avenue | 580 | 1,114 | 1794 | 680 | 1,260 |
| | 168 | Bryan Avenue and Hayes Avenue | 890 | 969 | 1392 | 423 | 1,310 |
| | 169 | Hayes Avenue and Polk Avenue | 840 | 1,128 | 1387 | 259 | 1,100 |
| | 170 | Brawley Avenue and Marks Avenue | 2,940 | 4,011 | 4410 | 399 | 3,340 |
| | 171 | West Avenue and Fruit Avenue | 3,630 | 3,803 | 4213 | 410 | 4,040 |
| | 172 | Maroa Avenue and Blackstone Avenue | 5,150 | 4,202 | 4619 | 417 | 5,570 |
| | 173 | First Street and Cedar Avenue | 3,590 | 3,406 | 3622 | 216 | 3,810 |
| | 174 | Fresno Street and First Street | 2,900 | 3,782 | 3927 | 145 | 3,050 |
| | 175 | SR-99 NB ramps and Cornelia Avenue | 2,550 | 2,742 | 2917 | 175 | 2,920 |
| | 176 | Cornelia Avenue and Jennifer Avenue | 2,550 | 3,432 | 3801 | 369 | 2,920 |
| **Gettysburg Avenue** | 177 | Maple Avenue and Winery Avenue | 4,050 | 1,565 | 1844 | 279 | 4,330 |

## Table B: PM Link Volume

| Roadway | # | Segment | PM | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing Traffic Volumes | Base Year (2019) Modeled Link Volume | Future Year (2035) Modeled Link Volume | Base to Future Year Modeled Link Volume Change | Future Traffic Volumes |
| Ashlan Avenue | 178 | Bryan Avenue and Hayes Avenue | 340 | 444 | 680 | 236 | 580 |
| | 179 | Hayes Avenue and Polk Avenue | 420 | Growth applied from nearest adjacent | | | 720 |
| | 180 | Cornelia Avenue and Blythe Avenue | 2,580 | Growth applied from nearest adjacent | | | 4,400 |
| | 181 | Weber Avenue and Valentine Avenue | 2,260 | 3,325 | 3605 | 280 | 2,540 |
| | 182 | Fruit Avenue and Palm Avenue | 990 | 1,315 | 1433 | 118 | 1,110 |
| | 183 | Del Mar Avenue and Blackstone Avenue | 1,530 | 1,387 | 1484 | 97 | 1,630 |
| | 184 | Fresno Street and First Street | 2,340 | 2,084 | 2362 | 278 | 2,620 |
| | 185 | Barton Avenue and SR-168 SB ramps | 2,970 | 2,741 | 2877 | 136 | 3,110 |
| | 186 | SR-168 NB ramps and Chestnut Avenue | 2,280 | 1,579 | 1701 | 122 | 2,400 |
| | 187 | Palm Avenue and Maroa Avenue | 1,000 | 1,137 | 1155 | 18 | 1,020 |
| | 188 | Maroa Avenue and Del Mar Avenue | 1,160 | 1,218 | 1244 | 26 | 1,190 |
| | 189 | SR-99 SB ramps and Golden State Boulevard | 2,270 | 3,325 | 3605 | 280 | 2,550 |
| Dakota Avenue | 190 | Marks Avenue and Hughes Avenue | 1,110 | 897 | 899 | 2 | 1,170 |
| | 191 | West Avenue and Fruit Avenue | 560 | 857 | 913 | 56 | 620 |
| | 192 | First Street and Millbrook Avenue | 1,010 | 1,022 | 1069 | 47 | 1,060 |
| | 193 | Millbrook Avenue and Cedar Avenue | 1,200 | 823 | 936 | 113 | 1,310 |
| | 194 | Fruit Avenue and Palm Avenue | 630 | 1,011 | 1114 | 103 | 730 |
| | 195 | Maroa Avenue and Del Mar Avenue | 2,000 | 657 | 808 | 151 | 2,150 |
| | 196 | Angus Street and First Street | 2,000 | 855 | 924 | 69 | 2,070 |
| Shields Avenue | 197 | Garfield Avenue and Grantland Avenue | 200 | Growth applied from nearest adjacent | | | 240 |
| | 198 | Grantland Avenue and Bryan Avenue | 240 | Growth applied from nearest adjacent | | | 250 |
| | 199 | Brawley Avenue and Valentine Avenue | 960 | 616 | 640 | 24 | 980 |
| | 200 | Fruit Avenue and Palm Avenue | 1,340 | 2,219 | 2674 | 455 | 1,800 |
| | 201 | Peach Avenue and Clovis Avenue | 1,260 | 2,130 | 2391 | 261 | 1,520 |
| | 202 | Clovis Avenue and Fowler Avenue | 1,470 | 1,861 | 2223 | 362 | 1,830 |
| | 203 | Temperance Avenue and Locan Avenue | 570 | 613 | 868 | 255 | 830 |
| | 204 | Locan Avenue and De Wolf Avenue | 360 | 450 | 662 | 212 | 570 |
| Clinton Avenue | 205 | Grantland Avenue and Bryan Avenue | 40 | Growth applied from nearest adjacent | | | 150 |
| | 206 | Bryan Avenue and Hayes Avenue | 60 | 137 | 309 | 172 | 230 |
| | 207 | Hayes Avenue and Polk Avenue | 90 | 186 | 342 | 156 | 250 |
| | 208 | Polk Avenue and Cornelia Avenue | 350 | Growth applied from nearest adjacent | | | 380 |
| | 209 | Blythe Avenue and Brawley Avenue | 880 | 796 | 870 | 74 | 950 |
| | 210 | Fruit Avenue and Palm Avenue | 1,410 | 1,810 | 2002 | 192 | 1,600 |
| | 211 | Maroa Avenue and Blackstone Avenue | 1,660 | 2,280 | 2528 | 248 | 1,910 |
| | 212 | Weber Avenue and West Avenue | 2,040 | 1,913 | 2298 | 385 | 2,430 |
| | 213 | Valentine Avenue and Marks Avenue | 1,130 | Growth applied from nearest adjacent | | | 1,220 |
| | 214 | First Street and Cedar Avenue | 980 | 1,759 | 1843 | 84 | 1,060 |
| | 215 | Fowler Avenue and Armstrong Avenue | 220 | 307 | 408 | 101 | 320 |
| | 216 | Armstrong Avenue and Temperance Avenue | 170 | 341 | 507 | 166 | 340 |
| McKinley Avenue | 217 | Blythe Avenue and Valentine Avenue | 560 | 952 | 1666 | 714 | 1,270 |
| | 218 | Marks Avenue and Hughes Avenue | 740 | 1,026 | 1945 | 919 | 1,660 |
| | 219 | Fruit Avenue and Palm Avenue | 950 | 1,982 | 2342 | 360 | 1,310 |
| | 220 | First Street and Cedar Avenue | 1,320 | 2,198 | 2350 | 152 | 1,470 |
| | 221 | Peach Avenue and Clovis Avenue | 840 | 1,706 | 1876 | 170 | 1,010 |

## Table B: PM Link Volume

| Roadway | # | Segment | PM | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing Traffic Volumes | Base Year (2019) Modeled Link Volume | Future Year (2035) Modeled Link Volume | Base to Future Year Modeled Link Volume Change | Future Traffic Volumes |
| Olive Avenue | 222 | Valentine Avenue and Marks Avenue | 470 | 228 | 431 | 203 | 670 |
| | 223 | SR-99 NB ramps and West Avenue | 1,160 | 1,185 | 1742 | 557 | 1,720 |
| | 224 | Van Ness Avenue and Blackstone Avenue | 840 | 759 | 1055 | 296 | 1,140 |
| | 225 | Fresno Street and First Street | 900 | 1,664 | 1992 | 328 | 1,230 |
| | 226 | Peach Avenue and Clovis Avenue | 500 | 673 | 773 | 100 | 600 |
| Belmont Avenue | 227 | Polk Avenue and Cornelia Avenue | 220 | 165 | 725 | 560 | 780 |
| | 228 | Marks Avenue and Hughes Avenue | 350 | 408 | 850 | 442 | 790 |
| | 229 | Weber Avenue and Palm Avenue | 700 | 1,373 | 1678 | 305 | 1,010 |
| | 230 | Abby Street and Fresno Street | 1,100 | 1,689 | 2191 | 502 | 1,600 |
| | 231 | Orchard Street and First Street | 1,230 | 1,567 | 1895 | 328 | 1,560 |
| | 232 | First Street and Cedar Avenue | 1,540 | 1,604 | 1975 | 371 | 1,910 |
| | 233 | Willow Avenue and Peach Avenue | 870 | 806 | 1009 | 203 | 1,070 |
| | 234 | Peach Avenue and Clovis Avenue | 550 | 1,030 | 1306 | 276 | 830 |
| | 235 | Clovis Avenue and Fowler Avenue | 480 | 1,035 | 1416 | 381 | 860 |
| | 236 | De Wolf Avenue and Fancher Avenue | 420 | 153 | 354 | 201 | 620 |
| | 237 | Pacific Avenue and Fruit Avenue | 760 | 509 | 863 | 354 | 1,110 |
| | 238 | Palm Avenue and Roosevelt Avenue | 900 | 1,466 | 1949 | 483 | 1,380 |
| Divisadero Avenue | 239 | Roosevelt Avenue and H Street | 310 | Growth applied from nearest adjacent | | | 390 |
| | 240 | Fulton Street and Van Ness Avenue | 830 | 713 | 928 | 215 | 1,050 |
| | 241 | San Pablo Avenue and Glen Avenue | 630 | 559 | 767 | 208 | 840 |
| Fresno Street | 242 | Herndon Avenue and Palo Alto Avenue | 1,460 | 1,399 | 1432 | 33 | 1,490 |
| | 243 | SR-99 NB ramps and E Street | 1,230 | 1,367 | 1788 | 421 | 1,650 |
| Tulare Street | 244 | H Street and Van Ness Avenue | 220 | 984 | 1253 | 269 | 490 |
| | 245 | Van Ness Avenue and M Street | 350 | 742 | 1001 | 259 | 610 |
| Ventura Street | 246 | SR-99 NB ramps and G Street | 1,060 | 2,031 | 2511 | 480 | 1,540 |
| | 247 | G Street and Broadway Street | 1,300 | 2,099 | 2734 | 635 | 1,940 |
| | 248 | Van Ness Avenue and M Street | 830 | 2,209 | 2399 | 190 | 1,020 |
| | 249 | SR-41 and First Street | 1,760 | 2,346 | 2871 | 525 | 2,290 |
| California Avenue | 250 | Marks Avenue and Hughes Avenue | 190 | 212 | 644 | 432 | 620 |
| | 251 | Hughes Avenue and West Avenue | 220 | 223 | 771 | 548 | 770 |
| Fresno Street | 252 | California Avenue and SR-99 SB ramps | 180 | 1,244 | 1881 | 637 | 820 |
| Kings Canyon Road | 253 | Maple Avenue and Chestnut Avenue | 1,570 | 1,478 | 2061 | 583 | 2,150 |
| | 254 | Chestnut Avenue and Willow Avenue | 1,810 | 2,574 | 2787 | 213 | 2,020 |
| | 255 | Peach Avenue and Clovis Avenue | 2,550 | 2,109 | 2605 | 496 | 3,050 |
| | 256 | Clovis Avenue and Fowler Avenue | 1,520 | 1,683 | 2181 | 498 | 2,020 |
| | 257 | Armstrong Avenue and Temperance Avenue | 810 | 833 | 1482 | 649 | 1,460 |
| | 258 | Fowler Avenue and Armstrong Avenue | 1,640 | 956 | 1599 | 643 | 2,280 |
| Butler Avenue | 259 | Hazelwood Boulevard and Orange Avenue | 940 | 931 | 1087 | 156 | 1,100 |
| Church Avenue | 260 | Marks Avenue and Hughes Avenue | 140 | 30 | 151 | 121 | 260 |
| | 261 | Orange Avenue and Cedar Avenue | 830 | 950 | 1135 | 185 | 1,020 |
| | 262 | Cedar Avenue and Maple Avenue | 820 | 1,073 | 1311 | 238 | 1,060 |
| | 263 | Minnewawa Avenue and Clovis Avenue | 610 | 295 | 333 | 38 | 650 |

## Table B: PM Link Volume

| Roadway | # | Segment | PM | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing Traffic Volumes | Base Year (2019) Modeled Link Volume | Future Year (2035) Modeled Link Volume | Base to Future Year Modeled Link Volume Change | Future Traffic Volumes |
| Jensen Avenue | 264 | West Avenue and Fruit Avenue | 470 | 828 | 1197 | 369 | 840 |
| | 265 | Elm Avenue and SR-41 SB ramps | 1,290 | 1,331 | 1946 | 615 | 1,910 |
| | 266 | Walnut Avenue and MLK Boulevard | 500 | 745 | 1276 | 531 | 1,030 |
| | 267 | Cedar Avenue and Maple Avenue | 1,440 | 2,170 | 3544 | 1374 | 2,810 |
| | 268 | Willow Avenue and Peach Avenue | 1,150 | 2,003 | 3556 | 1553 | 2,700 |
| | 269 | Clovis Avenue and Fowler Avenue | 1,130 | 1,879 | 2931 | 1052 | 2,180 |
| | 270 | Maple Avenue and Chestnut Avenue | 1,070 | 2,371 | 3651 | 1280 | 2,350 |
| | 271 | Chestnut Avenue and Willow Avenue | 890 | 2,065 | 3651 | 1586 | 2,480 |
| North Avenue | 272 | MLK Boulevard and Elm Avenue | 480 | 345 | 423 | 78 | 560 |
| | 273 | SR-99 NB ramp and Cedar Avenue | 660 | 900 | 1447 | 547 | 1,210 |
| | 274 | Cedar Avenue and Golden State Boulevard | 540 | 979 | 1579 | 600 | 1,140 |
| | 275 | Elm Avenue and SR-41 SB ramps | 570 | 641 | 1392 | 751 | 1,320 |
| | 276 | Cherry Avenue and East Avenue | 630 | 523 | 892 | 369 | 1,000 |
| | 277 | Maple Avenue and Chestnut Avenue | 300 | 982 | 1386 | 404 | 700 |
| Central Avenue | 278 | East Avenue and Orange Avenue | 170 | 316 | 768 | 452 | 620 |
| Golden State Boulevard | 279 | North Avenue and Cedar Avenue | 240 | 1,247 | 2109 | 862 | 1,100 |
| | 280 | Jensen Avenue and Church Avenue | 610 | 1,342 | 1671 | 329 | 940 |
| | 281 | Shaw Avenue and Swift Avenue | 1,020 | 1,451 | 2315 | 864 | 1,880 |
| | 282 | Motel Drive and Ashlan Avenue | 1,020 | 926 | 1476 | 550 | 1,570 |