

E. PITKIN ST. ADVISORY LANES PROJECT
SEMI ANNUAL PROGRESS REPORT #3 (AUGUST 2023)

Contents

BACKGROUND2

BEFORE AND AFTER STUDIES.....2

 Volume2

 Observations4

 Crash Data6

 Speed Study.....7

 Public Engagement Survey7

 Public Comments.....8

PUBLIC OUTREACH8

Appendix 1: Pre-Installation Speed Study.....10

Appendix 2: One-Month Post-Installation Speed Study.....13

Appendix 3: Six-Month Post-Installation Speed Study.....21

Appendix 4: Pre-Installation Volume Study.....22

Appendix 5: One-Month Post-Installation Volume Study.....23

Appendix 6: Six-Month Post-Installation Volume Study.....25

BACKGROUND

On September 20, 2021, the City of Fort Collins was granted approval from the Federal Highway Administration to experiment with advisory bike lanes on E. Pitkin St. from Remington St. to Smith St. A street with advisory bike lanes provides for two-way motor vehicle and non-motorized traffic using a center lane with advisory lanes on either peripheral side of the roadway. The center lane is dedicated to, and shared by, motorists traveling in both directions and bicyclists have right-of-way in the advisory bike lanes, although motorists may utilize the advisory lanes to pass non-motorized traffic after yielding to non-motorized traffic, namely bicycles, e-bicycles, and e-scooters. The corridor redesign includes the following primary elements:

- 7-foot eastbound advisory bicycle lane with skip stripe.
- 16-foot center travel lane with no center striping.
- 6.5-foot westbound advisory bicycle lane with skip stripe.
- 2-foot buffer between the westbound advisory bicycle lane and on-street parking.
- 8-foot on-street parking lane on the north side of the street.
- Bike lane (R3-17) and two-way traffic warning (W6-3) signs.
- Bicycle lane pavement markings every 600 feet.

The restriping of E. Pitkin St. was coordinated with utilities and resurfacing work and was a joint effort between the City's FC Moves (Transportation Planning), Traffic Operations, Streets, and Utilities departments. At the time the request to experiment was submitted, the City anticipated repaving E. Pitkin St. in Spring 2022. Utilities improvements on E. Pitkin St. were delayed due to supply chain issues, material backlogs, and weather. The City completed repaving and restriping E. Pitkin St. in late September 2022, and the street was reopened to vehicular traffic on October 9, 2022.

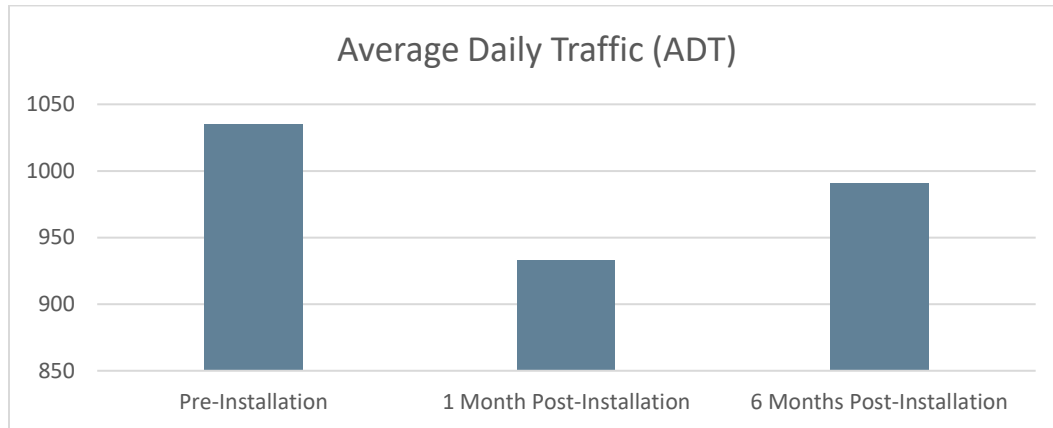
Pre-installation data and post-installation data were collected to evaluate the effects of the treatment on vehicular and active mode transportation user behavior. A report summarizing the data collected one month following the installation was submitted in February 2023. This is the second post-installation progress report, which compares data collected 6 months following the project completion to the pre-installation data and the one-month post-installation data.

BEFORE AND AFTER STUDIES

VOLUME

Average daily traffic (ADT) volume studies were conducted by Traffic Operations on E. Pitkin St. between Matthews St. and Peterson St. for the pre-installation period and the post-installation periods. Figure 1 summarizes the recorded traffic volume for the 3 data collection periods. Detailed volume study data can be found in Appendix A.

Figure 1. ADT Volumes Before and After Pitkin Advisory Lanes Installation



A traffic camera was used to record video of street and sidewalk activity before and after the project completion. The camera was first installed on the south side of E. Pitkin St. between Peterson St. and Whedbee St. Pre-installation surveillance video was collected on Thursday, October 15th, 2022 through Saturday, October 17th, 2022.

One-month post-installation surveillance video was collected on Sunday, December 4th, 2022 through Tuesday, December 6th, 2022. Six-month post-installation surveillance video was collected on Sunday, April 16th, 2023 through Tuesday, April 18th, 2023. Video footage was analyzed for the time periods of 7-9 AM, 12-2 PM, and 3-5 PM for all of the surveillance dates.

Both the traffic study volumes (Figure 1) and the video surveillance data (Table 1) indicate a decrease in the vehicular traffic and active modes traffic in the study area in the one-month post-installation period, followed by an increase in the six-month period. Vehicle traffic in the six-month post-installation period was still below pre-installation levels, while bike and pedestrian numbers increased 19% and 193% respectively. The reason for the significant increase in the pedestrian count was the presence of the Leshler Middle School Track Team during two of the count periods. Table 1 below highlights this data.

There are a few factors that may have influenced these metrics:

1. Time of year: The first round of camera counts was conducted in mid-October, when the length of daylight was on average 11 hours, 19 minutes. The second round of camera counts were conducted in early December, when the length of daylight was on average 10 hours, 1 minute. The third round of camera counts were conducted in mid-April, when the length of daylight was on average 13 hours, 22 minutes.
2. Weather: The mean daily high temperature for the pre-installation camera surveillance period was 77° F, with a range of 74° – 81° F. The mean daily high temperature for the one-month post-installation camera surveillance period was 43° F, with a range of 32° – 53° F. The mean daily high temperature for the six-month post-installation camera surveillance period was 54° F, with a range of 30° – 76° F.

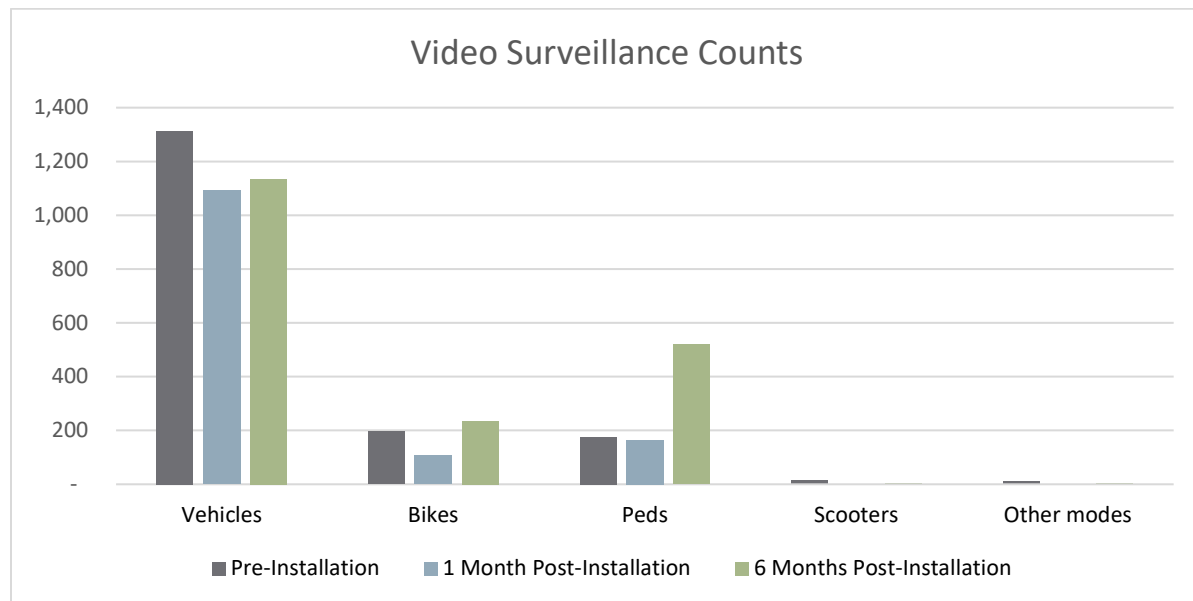
- Altered travel habits: The study area was under construction for a period of over four months, during which time people would have had to use alternative routes to get to their destinations. This change in traffic patterns may have had a lasting effect on people’s daily commuting habits.

Table 1: Volume count comparison pre-installation and post-installation.

| Video Evaluation Period | Vehicles | Bikes | Pedestrians | Scoters | Other modes |
|--------------------------------|-----------------|--------------|--------------------|----------------|--------------------|
| Pre-Installation | 1,314 | 197 | 177 | 15 | 13 |
| 1 Month Post-Installation | 1,092 | 106 | 164 | 1 | 2 |
| 6 Months Post-Installation | 1,136 | 235 | 519* | 5 | 4 |

*This surveillance period captures the Lesher Middle School Cross Country Team out running in the neighborhood.

Figure 2: Video Surveillance Counts



OBSERVATIONS

Video footage for the dates and time periods specified above was also analyzed for road user behavior and conflicts. The following observations were recorded:

Table 2: Video surveillance data showing road and sidewalk activity pre-installation and post-installation.

| | Pre-Installation | 1 Month Post-Installation | 6 Months Post-Installation |
|-------------------------------------|------------------|---------------------------|----------------------------|
| Number of cars westbound | 648 | 539 | 553 |
| Number of cars eastbound | 666 | 553 | 583 |
| Number of bikes westbound | 112 | 56 | 115 |
| Number of bike eastbound | 85 | 50 | 120 |
| Wrong way bikes | 2 | 0 | 3 |
| Bikes on sidewalk | 2 | 0 | 1 |
| Number of pedestrians on north side | 92 | 110 | 92 |
| Number of pedestrians on south side | 85 | 54 | 427 |
| Number of scooters westbound | 7 | 1 | 1 |
| Number of scooters eastbound | 8 | 0 | 4 |
| Other modes westbound | 6 | 2 | 4 |
| Other modes eastbound | 7 | 0 | 0 |

Table 3: Percent of Vehicles Crossing into bike lane.

| | 1 Month Post Installation | 6 Months Post Installation |
|-------------------------------|---------------------------|----------------------------|
| | Percent | Percent |
| Westbound, no obvious passing | 41% | 37% |
| Westbound, while passing | 17% | 23% |
| Eastbound, no obvious passing | 0% | 1% |
| Eastbound, while passing | 0% | 1% |

*It is worth noting that the metric “no obvious passing” was based on what could be seen on the video footage and does not take into account the longer visual distance that a driver on the street has in seeing approaching traffic.

**When a vehicle did not cross into the bike lane when passing traffic, it was because the opposing vehicle was the one to cross over.

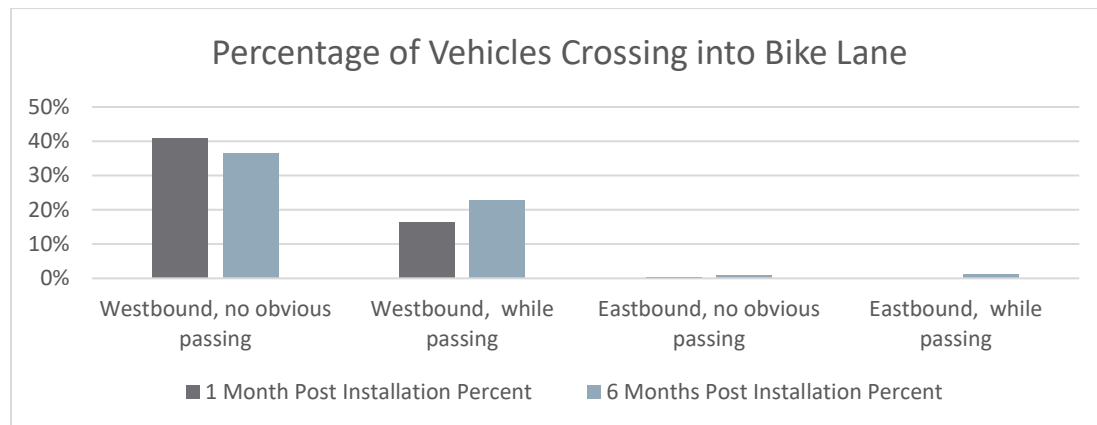
Video observations from the one-month post installation period show 6% of bicyclists riding in the center lane as opposed to the bike lane. In the six-month post-installation video footage, 9% of bicyclists rode in the center lane.

Two bicyclists were observed on the sidewalk in the pre-installation video surveillance; one was walking their bike. In the one-month post-video surveillance, five people were observed riding bicycles on the sidewalk. Out of the five people, 3 were children. In the six-month post-video surveillance, only one person (a youth) was observed riding a bike on the sidewalk.

No conflicts were observed between any of the travel modes (bicycling, driving, walking, skateboarding, and scootering) in either the pre-installation or the post-installation videos. Drivers in both the pre-installation video and the post-installation videos yielded to bicyclists, appeared to give at least three feet passing distance, and stayed in the center lane in the case of the post-installation videos. It was not possible to see if drivers returned to the center lane when passing other vehicles because of the limited frame of the camera.

As shown in Figure 3, there was a significant number of westbound vehicles crossing over into the bike lane. One possible reason for this behavior includes confusion with regards to the lane striping. The westbound bike lane has a parking buffer. With over 31 miles of buffered bike lanes in Fort Collins, with a buffer between the bike lane and the vehicular travel lane, it’s possible that many Fort Collins’ drivers have grown accustomed to driving alongside a buffer.

Figure 3:



Another possibility is that the drivers were able to see an oncoming vehicle that was not within the frame of the video surveillance, since the line of sight for a driver extends beyond the area captured by the camera frame. There was some subjectivity in determining this metric. If a vehicle came into the camera frame a few seconds after the westbound vehicle crossed over into the bike lane and went out of the frame, this was counted as crossing over “while passing oncoming traffic”, but there may have been instances when drivers crossed over into the bike lane earlier because they saw an approaching vehicle further away since the on-street line of sight is much greater than what is shown in the video frame.

CRASH DATA

Prior to the installation of the Advisory Bike Lanes, crash data from 2017 - 2021 was evaluated to determine what types of traffic crashes were occurring in the vicinity of the project location, if any. No crashes were identified on E. Pitkin St. from Remington St. to Smith St. during that time period. One crash was identified three and a half blocks east of the project corridor at Newsom St. and E. Pitkin St. in May of 2018, involving a car with a “careless driver” and a bicyclist heading into traffic in the wrong direction.

Since the reopening of the study area, there have been two reported crashes in this area resulting in property damage only; one at the far east side, and one at the far west side.

On June 2, 2023, at 6:41 PM, two vehicles collided at the corner of E. Pitkin St. and Remington St. A northbound vehicle disregarded the stop sign and collided with a vehicle making a left turn, claiming not to have seen it. No injuries were reported.

On June 22, 2023, at 8:56 AM, vehicle two was traveling west on E. Pitkin St. approaching Smith St. Vehicle one stopped at a stop sign on southbound Smith St. at E. Pitkin St. Vehicle one proceeded into the intersection failing to yield the right of way to vehicle two. Vehicle two was not able to stop in time and the front of vehicle one collided with the front of vehicle two causing damage. The contributing factor listed in the police report was that the driver was unfamiliar with the area. No injuries were reported.

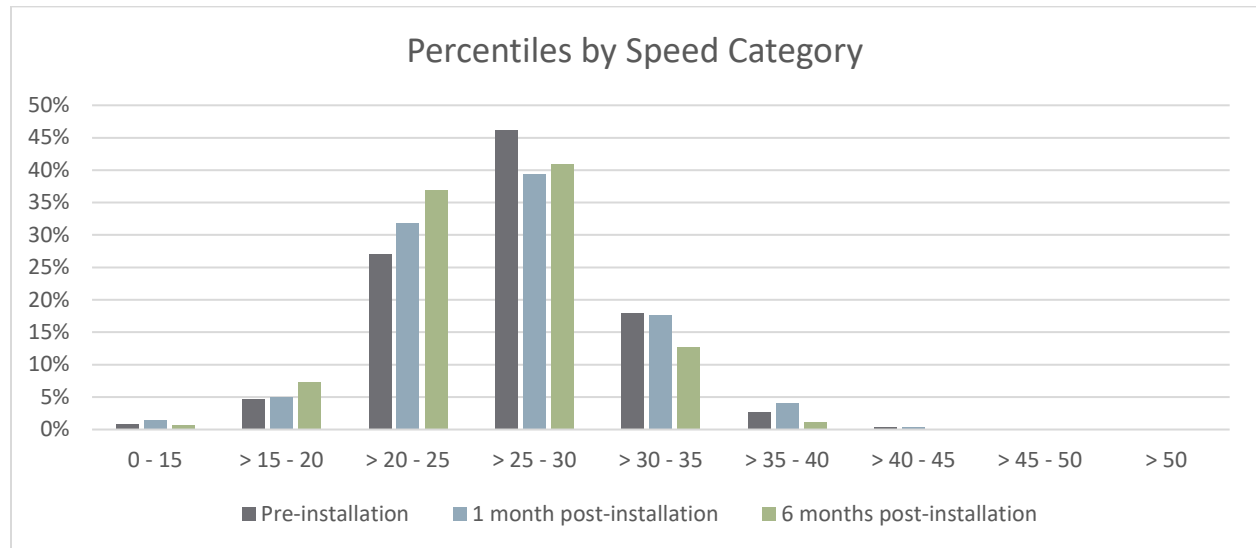
SPEED STUDY

Speed studies for the project were conducted before and after the installation of the advisory bike lanes between Matthews St. and Peterson St.

The posted speed limit on E. Pitkin St. is 25 mph. The pre-project speed study was conducted on Thursday, October 7th, 2021. The one-month post-project speed study was conducted from Monday, October 31st, 2022 through Wednesday, November 2nd, 2022. The six-month post-project speed study was conducted from Sunday, April 16th, 2023 through Tuesday, April 18th, 2023.

As shown in Figure 4, the average speed remained about the same before and after the project installation, but there was a 6% reduction in the percentage of vehicles exceeding the speed limit in the study area.

Figure 4. Pre-Installation and Post-Installation Project Speed Studies



PUBLIC ENGAGEMENT SURVEY

An online survey was developed to assess travel experience and comfort levels on E. Pitkin St. before and after the advisory bike lane installation. No additional survey responses have been submitted since the previous progress report.

PUBLIC COMMENTS

Since the previous progress report, one email was received from a member of the public who commutes to work along Pitkin “pretty much every day”. The email stated that the spacing and riding surface is a vast improvement over previous conditions. The person also voiced concern about an observed behavioral change in a majority of motorists who he witnesses speeding up to pass bicyclists rather than slowing down when needing to pass an oncoming vehicle. He witnessed this behavior personally and said it resulted in a near head-on collision.

The motorist behavior described is not possible to identify in the current video footage of the project site, so we are unable to collect data on this observed motorist behavior for this report.

PUBLIC OUTREACH

The City of Fort Collins has raised awareness about the E. Pitkin St. advisory bike lanes using the following outreach strategies in coordination with the Utilities and Streets departments:

- public website,
- presentations,
- neighborhood meetings,
- postcard mailers,
- pop-up educational events,
- press release,
- *Momentum* e-newsletter,
- stakeholder meetings,
- e-mail updates,
- videos,
- targeted communications to nearby schools,
- bilingual educational materials,
- outreach to local driver’s education programs

Website

The following website was created as a way to inform the public about the upcoming changes on E. Pitkin St.: <https://www.fcgov.com/fcmoves/east-pitkin-street>

The website currently contains the following information related to the project:

- A link to sign up for regular email updates related to the project,
- A link to the survey soliciting input from the public regarding their experience travelling along E. Pitkin St. following the project,
- The project overview, including video content and a link to the Bicycle Master Plan,
- Videos explaining the project and how to share the road on a street with advisory bike lanes,
- A map of the project area,
- A definition of advisory bike lanes with additional resource links,
- Parking information for those affected by construction-related street closures, and
- Contact information for the project managers

Outreach to Driver’s Education Programs / Engagement with Nearby Schools

Post-installation outreach also included contacting the three local drivers education schools and providing them with educational resources to share as part of their curriculum. These resources and a link to our survey were also emailed out to the principals of the two elementary schools and the middle school that fall within one mile of the study area, as well as to the communications contact for the CSU University Center for the Arts.

The Bicycle Friendly Driver curriculum offered by FC Moves has been modified to incorporate information about advisory bike lanes. This program has been taken by 35 students since the addition of this educational material.

Leshar Middle School hosted a week of cycling events the week of May 1, 2023. The school played the Pitkin advisory bike lane video for all students. The school held a bike parade on Wednesday, May 3rd and a group of 20 students rode through the advisory bike lanes with parents, teachers, and City staff on their way to school.

City Of Fort Collins Traffic Operations

626 Linden Street, Fort Collins CO. 80522-0580

Speed Study

Site Code: PIT00-EW-21B
 Comment 1: Pitkin
 Comment 2: between Mathews and Peterson
 Direction: EB, -

Start Date: 10/7/2021
 End Date: 10/7/2021

| 10/7/2021 Time | 0 - 10 MPH | > 10 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 MPH | Total |
|-------------------|---------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------|------------|
| 0:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 0 | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 12 |
| 7:00 | 0 | 1 | 2 | 19 | 43 | 15 | 1 | 1 | 0 | 0 | 82 |
| 8:00 | 0 | 0 | 1 | 15 | 22 | 5 | 2 | 0 | 0 | 0 | 45 |
| 9:00 | 0 | 0 | 0 | 4 | 20 | 9 | 2 | 0 | 0 | 0 | 35 |
| 10:00 | 1 | 0 | 1 | 5 | 20 | 5 | 4 | 0 | 0 | 0 | 36 |
| 11:00 | 0 | 0 | 0 | 7 | 18 | 13 | 1 | 0 | 0 | 0 | 39 |
| 12:00 | 1 | 0 | 3 | 4 | 29 | 14 | 2 | 0 | 0 | 0 | 53 |
| 13:00 | 0 | 0 | 0 | 9 | 25 | 7 | 3 | 1 | 0 | 0 | 45 |
| 14:00 | 0 | 0 | 3 | 18 | 35 | 21 | 1 | 0 | 0 | 0 | 78 |
| 15:00 | 0 | 0 | 2 | 8 | 27 | 28 | 6 | 0 | 0 | 0 | 71 |
| 16:00 | 0 | 0 | 2 | 11 | 34 | 23 | 2 | 2 | 0 | 0 | 74 |
| 17:00 | 0 | 1 | 0 | 11 | 46 | 19 | 3 | 0 | 0 | 0 | 80 |
| 18:00 | 0 | 1 | 1 | 14 | 34 | 9 | 2 | 0 | 0 | 0 | 61 |
| 19:00 | 0 | 0 | 0 | 5 | 18 | 13 | 2 | 0 | 0 | 0 | 38 |
| 20:00 | 0 | 1 | 1 | 8 | 15 | 12 | 1 | 0 | 0 | 0 | 38 |
| 21:00 | 0 | 0 | 0 | 8 | 11 | 2 | 1 | 0 | 0 | 0 | 22 |
| 22:00 | 0 | 1 | 1 | 4 | 4 | 4 | 2 | 0 | 0 | 0 | 16 |
| 23:00 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| Total | 2 | 5 | 18 | 156 | 413 | 207 | 36 | 4 | 0 | 0 | 841 |

| | | | | | | | | | | |
|-------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|
| Percentage | 0.2% | 0.6% | 2.1% | 18.5% | 49.1% | 24.6% | 4.3% | 0.5% | 0.0% | 0.0% |
|-------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|

| | | | | | |
|-------------------|-----------------------------|--------------|-------------|-------------|-------------|
| Statistics | Percentile | 15th | 50th | 85th | 95th |
| | Speed | 24.1 | 28 | 31.6 | 34.6 |
| | Mean Speed (Average) | 28.1 | | | |
| | 10 MPH Pace Speed | 25-34 | | | |
| | Number in Pace | 616 | | | |
| | Percent in Pace | 74.0% | | | |
| | Number > 25 MPH | 657 | | | |
| | Percent > 25 MPH | 78.7% | | | |

City Of Fort Collins Traffic Operations

626 Linden Street, Fort Collins CO. 80522-0580

Speed Study

Site Code: PIT00-EW-21B
 Comment 1: Pitkin
 Comment 2: between Mathews and Peterson
 Direction: WB, -

Start Date: 10/7/2021
 End Date: 10/7/2021

| 10/7/2021 Time | 0 - 10 MPH | > 10 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 MPH | Total |
|-------------------|---------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------|------------|
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 6 |
| 6:00 | 0 | 0 | 1 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 8 |
| 7:00 | 0 | 0 | 3 | 30 | 39 | 4 | 0 | 0 | 0 | 0 | 76 |
| 8:00 | 0 | 1 | 3 | 17 | 16 | 10 | 0 | 0 | 0 | 0 | 47 |
| 9:00 | 0 | 0 | 8 | 14 | 19 | 7 | 0 | 0 | 0 | 0 | 48 |
| 10:00 | 0 | 0 | 5 | 10 | 13 | 3 | 0 | 0 | 0 | 0 | 31 |
| 11:00 | 0 | 0 | 5 | 18 | 19 | 3 | 0 | 0 | 0 | 0 | 45 |
| 12:00 | 0 | 1 | 0 | 15 | 19 | 3 | 1 | 0 | 0 | 0 | 39 |
| 13:00 | 0 | 0 | 2 | 19 | 24 | 2 | 1 | 0 | 0 | 0 | 48 |
| 14:00 | 0 | 0 | 1 | 29 | 23 | 7 | 0 | 0 | 0 | 0 | 60 |
| 15:00 | 0 | 1 | 2 | 18 | 31 | 9 | 2 | 0 | 0 | 0 | 63 |
| 16:00 | 0 | 0 | 7 | 22 | 30 | 5 | 0 | 0 | 0 | 0 | 64 |
| 17:00 | 0 | 1 | 6 | 23 | 22 | 4 | 0 | 0 | 0 | 0 | 56 |
| 18:00 | 0 | 3 | 2 | 24 | 18 | 3 | 0 | 0 | 0 | 0 | 50 |
| 19:00 | 0 | 0 | 6 | 13 | 13 | 5 | 0 | 0 | 0 | 0 | 37 |
| 20:00 | 0 | 0 | 2 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 8 | 55 | 262 | 298 | 71 | 6 | 0 | 0 | 0 | 700 |

| | | | | | | | | | | |
|-------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|
| Percentage | 0.0% | 1.1% | 7.9% | 37.4% | 42.6% | 10.1% | 0.9% | 0.0% | 0.0% | 0.0% |
|-------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|

| | | | | | |
|-------------------|-----------------------------|--------------|-------------|-------------|-------------|
| Statistics | Percentile | 15th | 50th | 85th | 95th |
| | Speed | 21.3 | 25.4 | 29.3 | 31.7 |
| | Mean Speed (Average) | 25.3 | | | |
| | 10 MPH Pace Speed | 20-29 | | | |
| | Number in Pace | 554 | | | |
| | Percent in Pace | 79.0% | | | |
| | Number > 25 MPH | 375 | | | |
| | Percent > 25 MPH | 53.6% | | | |

City Of Fort Collins Traffic Operations

626 Linden Street, Fort Collins CO. 80522-0580

Speed Study

Site Code: PIT00-EW-21B
 Comment 1: Pitkin
 Comment 2: between Mathews and Peterson
 Direction: Combined

Start Date: 10/7/2021
 End Date: 10/7/2021

| 10/7/2021 Time | 0 - 10 MPH | > 10 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 MPH | Total |
|-------------------|---------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------|-------------|
| 0:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 4 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 0 | 2 | 4 | 4 | 1 | 0 | 0 | 0 | 11 |
| 6:00 | 0 | 0 | 1 | 4 | 8 | 6 | 1 | 0 | 0 | 0 | 20 |
| 7:00 | 0 | 1 | 5 | 49 | 82 | 19 | 1 | 1 | 0 | 0 | 158 |
| 8:00 | 0 | 1 | 4 | 32 | 38 | 15 | 2 | 0 | 0 | 0 | 92 |
| 9:00 | 0 | 0 | 8 | 18 | 39 | 16 | 2 | 0 | 0 | 0 | 83 |
| 10:00 | 1 | 0 | 6 | 15 | 33 | 8 | 4 | 0 | 0 | 0 | 67 |
| 11:00 | 0 | 0 | 5 | 25 | 37 | 16 | 1 | 0 | 0 | 0 | 84 |
| 12:00 | 1 | 1 | 3 | 19 | 48 | 17 | 3 | 0 | 0 | 0 | 92 |
| 13:00 | 0 | 0 | 2 | 28 | 49 | 9 | 4 | 1 | 0 | 0 | 93 |
| 14:00 | 0 | 0 | 4 | 47 | 58 | 28 | 1 | 0 | 0 | 0 | 138 |
| 15:00 | 0 | 1 | 4 | 26 | 58 | 37 | 8 | 0 | 0 | 0 | 134 |
| 16:00 | 0 | 0 | 9 | 33 | 64 | 28 | 2 | 2 | 0 | 0 | 138 |
| 17:00 | 0 | 2 | 6 | 34 | 68 | 23 | 3 | 0 | 0 | 0 | 136 |
| 18:00 | 0 | 4 | 3 | 38 | 52 | 12 | 2 | 0 | 0 | 0 | 111 |
| 19:00 | 0 | 0 | 6 | 18 | 31 | 18 | 2 | 0 | 0 | 0 | 75 |
| 20:00 | 0 | 1 | 3 | 10 | 21 | 12 | 1 | 0 | 0 | 0 | 48 |
| 21:00 | 0 | 0 | 1 | 12 | 11 | 3 | 1 | 0 | 0 | 0 | 28 |
| 22:00 | 0 | 2 | 2 | 4 | 5 | 4 | 2 | 0 | 0 | 0 | 19 |
| 23:00 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 5 |
| Total | 2 | 13 | 73 | 418 | 711 | 278 | 42 | 4 | 0 | 0 | 1541 |

| | | | | | | | | | | |
|-------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|
| Percentage | 0.1% | 0.8% | 4.7% | 27.1% | 46.1% | 18.0% | 2.7% | 0.3% | 0.0% | 0.0% |
|-------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|

| | | | | | |
|-------------------|-----------------------------|--------------|-------------|-------------|-------------|
| Statistics | Percentile | 15th | 50th | 85th | 95th |
| | Speed | 22.4 | 26.8 | 30.7 | 33.4 |
| | Mean Speed (Average) | 26.8 | | | |
| | 10 MPH Pace Speed | 20-29 | | | |
| | Number in Pace | 1113 | | | |
| | Percent in Pace | 73.0% | | | |
| | Number > 25 MPH | 1032 | | | |
| | Percent > 25 MPH | 67.3% | | | |

City of Fort Collins Traffic Operations

626 Linden Street, Fort Collins, CO 8052

ADT Volume Study

Start Date: 10/31/2022

End Date: 11/2/2022

E PIT I ST
Between Mathews and Peterson
WB and EB
PIT03-WE-22B
Direction: WB

| 10/31/2022 Time | 0 - 10 MPH | > 10 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 MPH | Total |
|--------------------|---------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------|------------|
| 0:00 | | | | | | | | | | | 0 |
| 1:00 | | | | | | | | | | | 0 |
| 2:00 | | | | | | | | | | | 0 |
| 3:00 | | | | | | | | | | | 0 |
| 4:00 | | | | | | | | | | | 0 |
| 5:00 | | | | | | | | | | | 0 |
| 6:00 | | | | | | | | | | | 0 |
| 7:00 | | | | | | | | | | | 0 |
| 8:00 | | | | | | | | | | | 0 |
| 9:00 | | | | | | | | | | | 0 |
| 10:00 | 0 | 0 | 0 | 7 | 5 | 9 | 2 | 0 | 0 | 0 | 23 |
| 11:00 | 0 | 0 | 2 | 3 | 14 | 7 | 1 | 1 | 0 | 0 | 28 |
| 12:00 | 1 | 0 | 2 | 6 | 10 | 11 | 1 | 0 | 0 | 0 | 31 |
| 13:00 | 0 | 0 | 0 | 2 | 9 | 8 | 3 | 0 | 0 | 0 | 22 |
| 14:00 | 0 | 1 | 1 | 5 | 15 | 13 | 4 | 2 | 1 | 0 | 42 |
| 15:00 | 0 | 0 | 1 | 5 | 14 | 7 | 7 | 2 | 0 | 0 | 36 |
| 16:00 | 0 | 1 | 2 | 2 | 14 | 23 | 7 | 2 | 0 | 0 | 51 |
| 17:00 | 1 | 0 | 4 | 7 | 13 | 11 | 2 | 0 | 0 | 0 | 38 |
| 18:00 | 0 | 0 | 2 | 4 | 3 | 6 | 1 | 1 | 0 | 0 | 17 |
| 19:00 | 0 | 1 | 2 | 7 | 6 | 5 | 0 | 0 | 0 | 0 | 21 |
| 20:00 | 0 | 0 | 1 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 0 | 2 | 2 | 5 | 1 | 1 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 2 | 3 | 20 | 55 | 116 | 104 | 29 | 8 | 1 | 0 | 338 |

| | | | | | | | | | | |
|-------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|
| Percentage | 0.6% | 0.9% | 5.9% | 16.3% | 34.3% | 30.8% | 8.6% | 2.4% | 0.3% | 0.0% |
|-------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|

Statistics

| | | | | |
|-----------------------------|--------------|-------------|-------------|-------------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 23 | 29 | 34 | 38 |
| Mean Speed (Average) | 28.7 | | | |
| 10 MPH Pace Speed | 25-34 | | | |
| Number in Pace | 219 | | | |
| Percent in Pace | 64.8% | | | |
| Number > 45 MPH | 1 | | | |
| Percent > 45 MPH | 0.3% | | | |

City of Fort Collins Traffic Operations

626 Linden Street, Fort Collins, CO 8052

ADT Volume Study

E PIT I ST
Between Mathews and Peterson
WB and EB
PIT03-WE-22B
Direction: WB

Start Date: 10/31/2022
End Date: 11/2/2022

| 11/1/2022 Time | 0 - 10 MPH | > 10 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 MPH | Total |
|-------------------|---------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------|------------|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 |
| 7:00 | 0 | 0 | 1 | 5 | 24 | 17 | 1 | 1 | 0 | 0 | 49 |
| 8:00 | 0 | 0 | 1 | 3 | 10 | 11 | 3 | 1 | 0 | 0 | 29 |
| 9:00 | 0 | 0 | 1 | 6 | 21 | 8 | 3 | 0 | 0 | 0 | 39 |
| 10:00 | 0 | 1 | 1 | 10 | 11 | 9 | 2 | 0 | 0 | 0 | 34 |
| 11:00 | 0 | 1 | 0 | 4 | 7 | 8 | 3 | 1 | 0 | 0 | 24 |
| 12:00 | 0 | 1 | 1 | 1 | 7 | 10 | 3 | 0 | 1 | 0 | 24 |
| 13:00 | 0 | 0 | 1 | 2 | 9 | 14 | 2 | 1 | 0 | 0 | 29 |
| 14:00 | 1 | 0 | 1 | 4 | 19 | 12 | 2 | 0 | 0 | 0 | 39 |
| 15:00 | 0 | 1 | 1 | 8 | 13 | 6 | 5 | 0 | 0 | 0 | 34 |
| 16:00 | 0 | 1 | 2 | 10 | 11 | 8 | 3 | 0 | 0 | 0 | 35 |
| 17:00 | 0 | 1 | 5 | 8 | 19 | 9 | 3 | 0 | 0 | 0 | 45 |
| 18:00 | 0 | 0 | 3 | 4 | 8 | 5 | 2 | 0 | 0 | 0 | 22 |
| 19:00 | 0 | 0 | 1 | 3 | 6 | 9 | 1 | 0 | 0 | 0 | 20 |
| 20:00 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 6 | 20 | 74 | 172 | 133 | 35 | 4 | 1 | 0 | 446 |

| | | | | | | | | | | |
|-------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|
| Percentage | 0.2% | 1.3% | 4.5% | 16.6% | 38.6% | 29.8% | 7.8% | 0.9% | 0.2% | 0.0% |
|-------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|

Statistics

| | | | | |
|-----------------------------|--------------|-------------|-------------|-------------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 23 | 28 | 33 | 37 |
| Mean Speed (Average) | 28.5 | | | |
| 10 MPH Pace Speed | 25-34 | | | |
| Number in Pace | 304 | | | |
| Percent in Pace | 68.2% | | | |
| Number > 45 MPH | 1 | | | |
| Percent > 45 MPH | 0.2% | | | |

City of Fort Collins Traffic Operations

626 Linden Street, Fort Collins, CO 8052

ADT Volume Study

Start Date: 10/31/2022
End Date: 11/2/2022

E PIT I ST
Between Mathews and Peterson
WB and EB
PIT03-WE-22B
Direction: WB

| 11/2/2022 Time | 0 - 10 MPH | > 10 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 MPH | Total |
|-------------------|---------------|-----------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------|------------|
| 0:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 | 0 | 0 | 1 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 0 | 3 | 10 | 14 | 14 | 0 | 0 | 1 | 0 | 42 |
| 8:00 | 0 | 0 | 0 | 8 | 14 | 17 | 3 | 1 | 0 | 0 | 43 |
| 9:00 | 0 | 0 | 1 | 3 | 5 | 6 | 3 | 1 | 0 | 0 | 19 |
| 10:00 | | | | | | | | | | | 0 |
| 11:00 | | | | | | | | | | | 0 |
| 12:00 | | | | | | | | | | | 0 |
| 13:00 | | | | | | | | | | | 0 |
| 14:00 | | | | | | | | | | | 0 |
| 15:00 | | | | | | | | | | | 0 |
| 16:00 | | | | | | | | | | | 0 |
| 17:00 | | | | | | | | | | | 0 |
| 18:00 | | | | | | | | | | | 0 |
| 19:00 | | | | | | | | | | | 0 |
| 20:00 | | | | | | | | | | | 0 |
| 21:00 | | | | | | | | | | | 0 |
| 22:00 | | | | | | | | | | | 0 |
| 23:00 | | | | | | | | | | | 0 |
| Total | 0 | 2 | 5 | 22 | 38 | 39 | 7 | 2 | 1 | 0 | 116 |
| Percentage | 0.0% | 1.7% | 4.3% | 19.0% | 32.8% | 33.6% | 6.0% | 1.7% | 0.9% | 0.0% | |
| Statistics | | | | | | | | | | | |
| | | Percentile | | 15th | 50th | 85th | 95th | | | | |
| | | Speed | | 22 | 29 | 33 | 35 | | | | |
| | | Mean Speed (Average) | | 28.6 | | | | | | | |
| | | 10 MPH Pace Speed | | 25-34 | | | | | | | |
| | | Number in Pace | | 77 | | | | | | | |
| | | Percent in Pace | | 66.4% | | | | | | | |
| | | Number > 45 MPH | | 1 | | | | | | | |
| | | Percent > 45 MPH | | 0.9% | | | | | | | |

City of Fort Collins Traffic Operations

626 Linden Street, Fort Collins, CO 8052

ADT Volume Study

Start Date: 10/31/2022

End Date: 11/2/2022

E PIT I ST
Between Mathews and Peterson
WB and EB
PIT03-WE-22B
Direction: EB

| 10/31/2022 Time | 0 - 10 MPH | > 10 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 MPH | Total |
|--------------------|---------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------|------------|
| 0:00 | | | | | | | | | | | 0 |
| 1:00 | | | | | | | | | | | 0 |
| 2:00 | | | | | | | | | | | 0 |
| 3:00 | | | | | | | | | | | 0 |
| 4:00 | | | | | | | | | | | 0 |
| 5:00 | | | | | | | | | | | 0 |
| 6:00 | | | | | | | | | | | 0 |
| 7:00 | | | | | | | | | | | 0 |
| 8:00 | | | | | | | | | | | 0 |
| 9:00 | | | | | | | | | | | 0 |
| 10:00 | 0 | 0 | 0 | 10 | 11 | 4 | 0 | 0 | 0 | 0 | 25 |
| 11:00 | 0 | 0 | 1 | 11 | 12 | 0 | 1 | 0 | 0 | 0 | 25 |
| 12:00 | 0 | 0 | 1 | 9 | 16 | 3 | 0 | 0 | 0 | 0 | 29 |
| 13:00 | 0 | 1 | 2 | 10 | 9 | 1 | 1 | 0 | 0 | 0 | 24 |
| 14:00 | 1 | 0 | 2 | 30 | 20 | 4 | 1 | 0 | 0 | 0 | 58 |
| 15:00 | 0 | 1 | 0 | 14 | 17 | 3 | 0 | 0 | 0 | 0 | 35 |
| 16:00 | 0 | 0 | 0 | 23 | 27 | 2 | 0 | 0 | 0 | 0 | 52 |
| 17:00 | 1 | 2 | 1 | 16 | 12 | 3 | 0 | 0 | 0 | 0 | 35 |
| 18:00 | 0 | 0 | 3 | 13 | 7 | 1 | 0 | 0 | 0 | 0 | 24 |
| 19:00 | 0 | 0 | 5 | 10 | 7 | 0 | 0 | 0 | 0 | 0 | 22 |
| 20:00 | 0 | 0 | 1 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 2 | 7 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 22:00 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 3 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 2 | 6 | 27 | 173 | 148 | 21 | 3 | 0 | 0 | 0 | 380 |

| | | | | | | | | | | |
|-------------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|
| Percentage | 0.5% | 1.6% | 7.1% | 45.5% | 38.9% | 5.5% | 0.8% | 0.0% | 0.0% | 0.0% |
|-------------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|

Statistics

| | | | | |
|-----------------------------|--------------|-------------|-------------|-------------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 21 | 25 | 28 | 30 |
| Mean Speed (Average) | 24.6 | | | |
| 10 MPH Pace Speed | 20-29 | | | |
| Number in Pace | 319 | | | |
| Percent in Pace | 83.9% | | | |
| Number > 45 MPH | 0 | | | |
| Percent > 45 MPH | 0.0% | | | |

City of Fort Collins Traffic Operations

626 Linden Street, Fort Collins, CO 8052

ADT Volume Study

E PIT I ST
Between Mathews and Peterson
WB and EB
PIT03-WE-22B
Direction: EB

Start Date: 10/31/2022
End Date: 11/2/2022

| 11/1/2022 Time | 0 - 10 MPH | > 10 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 MPH | Total |
|-------------------|---------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------|------------|
| 0:00 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 4 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7:00 | 0 | 0 | 1 | 21 | 12 | 4 | 1 | 0 | 0 | 0 | 39 |
| 8:00 | 0 | 0 | 0 | 14 | 14 | 1 | 0 | 0 | 0 | 0 | 29 |
| 9:00 | 0 | 0 | 1 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 25 |
| 10:00 | 0 | 0 | 1 | 6 | 14 | 3 | 0 | 0 | 0 | 0 | 24 |
| 11:00 | 0 | 0 | 0 | 12 | 16 | 3 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 0 | 2 | 2 | 11 | 14 | 5 | 0 | 0 | 0 | 0 | 34 |
| 13:00 | 0 | 0 | 1 | 12 | 10 | 3 | 1 | 0 | 0 | 0 | 27 |
| 14:00 | 0 | 0 | 1 | 23 | 21 | 4 | 0 | 0 | 0 | 0 | 49 |
| 15:00 | 0 | 1 | 2 | 24 | 14 | 3 | 0 | 0 | 0 | 0 | 44 |
| 16:00 | 1 | 2 | 4 | 18 | 15 | 1 | 1 | 0 | 0 | 0 | 42 |
| 17:00 | 0 | 0 | 4 | 23 | 12 | 1 | 0 | 0 | 0 | 0 | 40 |
| 18:00 | 0 | 1 | 2 | 13 | 18 | 2 | 0 | 0 | 0 | 0 | 36 |
| 19:00 | 0 | 0 | 2 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 16 |
| 20:00 | 0 | 0 | 1 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 21 |
| 21:00 | 0 | 0 | 1 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 1 | 6 | 27 | 227 | 200 | 33 | 3 | 0 | 0 | 0 | 497 |

| | | | | | | | | | | |
|-------------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|
| Percentage | 0.2% | 1.2% | 5.4% | 45.7% | 40.2% | 6.6% | 0.6% | 0.0% | 0.0% | 0.0% |
|-------------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|

Statistics

| | | | | |
|-----------------------------|--------------|-------------|-------------|-------------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 22 | 25 | 28 | 31 |
| Mean Speed (Average) | 24.9 | | | |
| 10 MPH Pace Speed | 20-29 | | | |
| Number in Pace | 424 | | | |
| Percent in Pace | 85.3% | | | |
| Number > 45 MPH | 0 | | | |
| Percent > 45 MPH | 0.0% | | | |

City of Fort Collins Traffic Operations

626 Linden Street, Fort Collins, CO 8052

ADT Volume Study

E PIT I ST
Between Mathews and Peterson
WB and EB
PIT03-WE-22B
Direction: EB

Start Date: 10/31/2022
End Date: 11/2/2022

| 11/2/2022 Time | 0 - 10 MPH | > 10 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 MPH | Total |
|-------------------|---------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------|-----------|
| 0:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:00 | 0 | 0 | 4 | 16 | 13 | 7 | 0 | 0 | 0 | 0 | 40 |
| 8:00 | 0 | 0 | 2 | 10 | 7 | 5 | 0 | 0 | 0 | 0 | 24 |
| 9:00 | 0 | 0 | 2 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:00 | | | | | | | | | | | 0 |
| 11:00 | | | | | | | | | | | 0 |
| 12:00 | | | | | | | | | | | 0 |
| 13:00 | | | | | | | | | | | 0 |
| 14:00 | | | | | | | | | | | 0 |
| 15:00 | | | | | | | | | | | 0 |
| 16:00 | | | | | | | | | | | 0 |
| 17:00 | | | | | | | | | | | 0 |
| 18:00 | | | | | | | | | | | 0 |
| 19:00 | | | | | | | | | | | 0 |
| 20:00 | | | | | | | | | | | 0 |
| 21:00 | | | | | | | | | | | 0 |
| 22:00 | | | | | | | | | | | 0 |
| 23:00 | | | | | | | | | | | 0 |
| Total | 0 | 0 | 9 | 37 | 29 | 13 | 0 | 0 | 0 | 0 | 88 |

| | | | | | | | | | | |
|-------------------|-------------|-------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|
| Percentage | 0.0% | 0.0% | 10.2% | 42.0% | 33.0% | 14.8% | 0.0% | 0.0% | 0.0% | 0.0% |
|-------------------|-------------|-------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|

Statistics

| | Percentile | 15th | 50th | 85th | 95th |
|----------------------|------------|-------|------|------|------|
| Speed | | 21 | 25 | 31 | 31 |
| Mean Speed (Average) | | 25.2 | | | |
| 10 MPH Pace Speed | | 20-29 | | | |
| Number in Pace | | 66 | | | |
| Percent in Pace | | 75.0% | | | |
| Number > 45 MPH | | 0 | | | |
| Percent > 45 MPH | | 0.0% | | | |

City of Fort Collins Traffic Operations

626 Linden Street, Fort Collins, CO 8052

ADT Volume Study

E PIT I ST
Between Mathews and Peterson
WB and EB
PIT03-WE-22B
Direction: Combined

Start Date: 10/31/2022
End Date: 11/2/2022

| 10/31/2022 Time | 0 - 10 MPH | > 10 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 MPH | Total |
|--------------------|---------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------|------------|
| 0:00 | | | | | | | | | | | 0 |
| 1:00 | | | | | | | | | | | 0 |
| 2:00 | | | | | | | | | | | 0 |
| 3:00 | | | | | | | | | | | 0 |
| 4:00 | | | | | | | | | | | 0 |
| 5:00 | | | | | | | | | | | 0 |
| 6:00 | | | | | | | | | | | 0 |
| 7:00 | | | | | | | | | | | 0 |
| 8:00 | | | | | | | | | | | 0 |
| 9:00 | | | | | | | | | | | 0 |
| 10:00 | 0 | 0 | 0 | 17 | 16 | 13 | 2 | 0 | 0 | 0 | 48 |
| 11:00 | 0 | 0 | 3 | 14 | 26 | 7 | 2 | 1 | 0 | 0 | 53 |
| 12:00 | 1 | 0 | 3 | 15 | 26 | 14 | 1 | 0 | 0 | 0 | 60 |
| 13:00 | 0 | 1 | 2 | 12 | 18 | 9 | 4 | 0 | 0 | 0 | 46 |
| 14:00 | 1 | 1 | 3 | 35 | 35 | 17 | 5 | 2 | 1 | 0 | 100 |
| 15:00 | 0 | 1 | 1 | 19 | 31 | 10 | 7 | 2 | 0 | 0 | 71 |
| 16:00 | 0 | 1 | 2 | 25 | 41 | 25 | 7 | 2 | 0 | 0 | 103 |
| 17:00 | 2 | 2 | 5 | 23 | 25 | 14 | 2 | 0 | 0 | 0 | 73 |
| 18:00 | 0 | 0 | 5 | 17 | 10 | 7 | 1 | 1 | 0 | 0 | 41 |
| 19:00 | 0 | 1 | 7 | 17 | 13 | 5 | 0 | 0 | 0 | 0 | 43 |
| 20:00 | 0 | 0 | 2 | 6 | 10 | 1 | 0 | 0 | 0 | 0 | 19 |
| 21:00 | 0 | 2 | 9 | 14 | 7 | 1 | 1 | 0 | 0 | 0 | 34 |
| 22:00 | 0 | 0 | 1 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 0 | 4 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 19 |
| Total | 4 | 9 | 47 | 228 | 264 | 125 | 32 | 8 | 1 | 0 | 718 |

| | | | | | | | | | | |
|-------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|
| Percentage | 0.6% | 1.3% | 6.5% | 31.8% | 36.8% | 17.4% | 4.5% | 1.1% | 0.1% | 0.0% |
|-------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|

Statistics

| | | | | |
|-----------------------------|--------------|-------------|-------------|-------------|
| Percentile | 15th | 50th | 85th | 95th |
| Speed | 22 | 26 | 32 | 35 |
| Mean Speed (Average) | 26.5 | | | |
| 10 MPH Pace Speed | 20-29 | | | |
| Number in Pace | 488 | | | |
| Percent in Pace | 68.0% | | | |
| Number > 45 MPH | 1 | | | |
| Percent > 45 MPH | 0.1% | | | |

City of Fort Collins Traffic Operations

626 Linden Street, Fort Collins, CO 8052

ADT Volume Study

E PIT I ST
Between Mathews and Peterson
WB and EB
PIT03-WE-22B
Direction: Combined

Start Date: 10/31/2022
End Date: 11/2/2022

| 11/1/2022 | 0 - 10 | > 10 - 15 | > 15 - 20 | > 20 - 25 | > 25 - 30 | > 30 - 35 | > 35 - 40 | > 40 - 45 | > 45 - 50 | > 50 MPH | Total |
|--------------|----------|-----------|-----------|------------|------------|------------|-----------|-----------|-----------|----------|------------|
| Time | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | MPH | | |
| 0:00 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 5 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 2:00 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 0 | 1 | 0 | 5 | 2 | 1 | 0 | 0 | 0 | 9 |
| 7:00 | 0 | 0 | 2 | 26 | 36 | 21 | 2 | 1 | 0 | 0 | 88 |
| 8:00 | 0 | 0 | 1 | 17 | 24 | 12 | 3 | 1 | 0 | 0 | 58 |
| 9:00 | 0 | 0 | 2 | 18 | 33 | 8 | 3 | 0 | 0 | 0 | 64 |
| 10:00 | 0 | 1 | 2 | 16 | 25 | 12 | 2 | 0 | 0 | 0 | 58 |
| 11:00 | 0 | 1 | 0 | 16 | 23 | 11 | 3 | 1 | 0 | 0 | 55 |
| 12:00 | 0 | 3 | 3 | 12 | 21 | 15 | 3 | 0 | 1 | 0 | 58 |
| 13:00 | 0 | 0 | 2 | 14 | 19 | 17 | 3 | 1 | 0 | 0 | 56 |
| 14:00 | 1 | 0 | 2 | 27 | 40 | 16 | 2 | 0 | 0 | 0 | 88 |
| 15:00 | 0 | 2 | 3 | 32 | 27 | 9 | 5 | 0 | 0 | 0 | 78 |
| 16:00 | 1 | 3 | 6 | 28 | 26 | 9 | 4 | 0 | 0 | 0 | 77 |
| 17:00 | 0 | 1 | 9 | 31 | 31 | 10 | 3 | 0 | 0 | 0 | 85 |
| 18:00 | 0 | 1 | 5 | 17 | 26 | 7 | 2 | 0 | 0 | 0 | 58 |
| 19:00 | 0 | 0 | 3 | 12 | 10 | 10 | 1 | 0 | 0 | 0 | 36 |
| 20:00 | 0 | 0 | 1 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 29 |
| 21:00 | 0 | 0 | 2 | 11 | 2 | 1 | 1 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 0 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 2 | 12 | 47 | 301 | 372 | 166 | 38 | 4 | 1 | 0 | 943 |

| | | | | | | | | | | |
|-------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|
| Percentage | 0.2% | 1.3% | 5.0% | 31.9% | 39.4% | 17.6% | 4.0% | 0.4% | 0.1% | 0.0% |
|-------------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|

| | | | | | | |
|-------------------|-----------------------------|--------------|-------------|-------------|-------------|--|
| Statistics | Percentile | 15th | 50th | 85th | 95th | |
| | Speed | 22 | 26 | 31 | 35 | |
| | Mean Speed (Average) | 26.6 | | | | |
| | 10 MPH Pace Speed | 20-29 | | | | |
| | Number in Pace | 667 | | | | |
| | Percent in Pace | 70.7% | | | | |
| | Number > 45 MPH | 1 | | | | |
| | Percent > 45 MPH | 0.1% | | | | |

City of Fort Collins Traffic Operations

626 Linden Street, Fort Collins, CO 8052

ADT Volume Study

E PIT I ST
Between Mathews and Peterson
WB and EB
PIT03-WE-22B
Direction: Combined

Start Date: 10/31/2022
End Date: 11/2/2022

| 11/2/2022 Time | 0 - 10 MPH | > 10 - 15 MPH | > 15 - 20 MPH | > 20 - 25 MPH | > 25 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 MPH | Total |
|-------------------|---------------|------------------|-----------------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------|------------|
| 0:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 5 |
| 6:00 | 0 | 0 | 1 | 3 | 7 | 2 | 1 | 0 | 0 | 0 | 14 |
| 7:00 | 0 | 0 | 7 | 26 | 27 | 21 | 0 | 0 | 1 | 0 | 82 |
| 8:00 | 0 | 0 | 2 | 18 | 21 | 22 | 3 | 1 | 0 | 0 | 67 |
| 9:00 | 0 | 0 | 3 | 9 | 10 | 6 | 3 | 1 | 0 | 0 | 32 |
| 10:00 | | | | | | | | | | | 0 |
| 11:00 | | | | | | | | | | | 0 |
| 12:00 | | | | | | | | | | | 0 |
| 13:00 | | | | | | | | | | | 0 |
| 14:00 | | | | | | | | | | | 0 |
| 15:00 | | | | | | | | | | | 0 |
| 16:00 | | | | | | | | | | | 0 |
| 17:00 | | | | | | | | | | | 0 |
| 18:00 | | | | | | | | | | | 0 |
| 19:00 | | | | | | | | | | | 0 |
| 20:00 | | | | | | | | | | | 0 |
| 21:00 | | | | | | | | | | | 0 |
| 22:00 | | | | | | | | | | | 0 |
| 23:00 | | | | | | | | | | | 0 |
| Total | 0 | 2 | 14 | 59 | 67 | 52 | 7 | 2 | 1 | 0 | 204 |
| Percentage | 0.0% | 1.0% | 6.9% | 28.9% | 32.8% | 25.5% | 3.4% | 1.0% | 0.5% | 0.0% | |
| Statistics | | | Percentile | 15th | 50th | 85th | 95th | | | | |
| | | | Speed | 21 | 26 | 32 | 34 | | | | |
| | | | Mean Speed (Average) | 27.1 | | | | | | | |
| | | | 10 MPH Pace Speed | 20-29 | | | | | | | |
| | | | Number in Pace | 125 | | | | | | | |
| | | | Percent in Pace | 61.3% | | | | | | | |
| | | | Number > 45 MPH | 1 | | | | | | | |
| | | | Percent > 45 MPH | 0.5% | | | | | | | |

City of Fort Collins Traffic Operations

626 Linden Street, Fort Collins, CO 80524

Site Code: PIT02-EW-23B

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Direction: Combined

Comment 1: Pitkin Rd

Comment 2: East of Mathews Dr

Comment 3: ADT Speed Study

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

| 4/25/2023 | 0 - 15 | > 15 - | > 20 - | > 25 - | > 30 - | > 35 - | > 40 - | > 45 - | > 50 - | > 55 - | > 60 - | > 65 - | > 70 | Total |
|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| Time | MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 70 MPH | MPH | |
| 12:00 AM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6:00 | 0 | 0 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7:00 | 1 | 2 | 25 | 43 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 8:00 | 0 | 4 | 27 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 9:00 | 2 | 1 | 29 | 32 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 10:00 | 3 | 4 | 27 | 18 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 11:00 | 2 | 7 | 23 | 28 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 12:00 PM | 0 | 13 | 34 | 38 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 1:00 | 0 | 5 | 25 | 33 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 2:00 | 0 | 6 | 38 | 31 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 3:00 | 0 | 4 | 31 | 25 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 4:00 | 0 | 9 | 34 | 37 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 5:00 | 0 | 2 | 32 | 51 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 6:00 | 0 | 7 | 20 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 7:00 | 0 | 8 | 16 | 14 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 45 |
| 8:00 | 0 | 4 | 13 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 9:00 | 0 | 1 | 12 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 10:00 | 0 | 2 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total | 8 | 79 | 397 | 439 | 136 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1074 |
| Grand Total | 8 | 79 | 397 | 439 | 136 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1074 |

| Stats | Percentile | 15th | 50th | 85th | 95th |
|-------|----------------------|-------|------|------|------|
| | Speed | 21 | 25 | 30 | 32 |
| | Mean Speed (Average) | 25.6 | | | |
| | 10 MPH Pace Speed | 20-29 | | | |
| | Number in Pace | 829 | | | |
| | Percent in Pace | 77.2% | | | |
| | Number > 45 MPH | 1 | | | |
| | Percent > 45 MPH | 0.1% | | | |

City of Fort Collins Traffic Operations

626 Linden Street, Fort Collins, CO 8052

ADT Volume Study

Pitkin
between Mathews and Peterson
PIT00-EW-21B

Start Date: 10/6/2021
End Date: 10/8/2021

| 10/4/2021 | Monda | | T esda | | Wednesda | | Th rsda | | rida | | Sat rda | | S nda | | Week era e | |
|------------|-------|-----------|--------|-----------|----------|-------|---------|-------|-------|-------|---------|-------|-------|-------|------------|-------|
| Time | EB, - | WB, - | EB, - | WB, - | EB, - | WB, - | EB, - | WB, - | EB, - | WB, - | EB, - | WB, - | EB, - | WB, - | EB, - | WB, - |
| 12:00 M | | | | | | | 2 | 0 | 5 | 0 | | | | | 4 | 0 |
| 1:00 | | | | | | | 2 | 2 | 0 | 0 | | | | | 1 | 1 |
| 2:00 | | | | | | | 2 | 0 | 3 | 1 | | | | | 2 | 0 |
| 3:00 | | | | | | | 0 | 0 | 0 | 0 | | | | | 0 | 0 |
| 4:00 | | | | | | | 1 | 0 | 1 | 0 | | | | | 1 | 0 |
| 5:00 | | | | | | | 5 | 6 | 9 | 3 | | | | | 7 | 4 |
| 6:00 | | | | | | | 12 | 8 | 12 | 3 | | | | | 12 | 6 |
| 7:00 | | | | | | | 82 | 76 | 74 | 79 | | | | | 78 | 78 |
| 8:00 | | | | | | | 45 | 47 | 45 | 69 | | | | | 45 | 58 |
| 9:00 | | | | | | | 35 | 48 | 27 | 42 | | | | | 31 | 45 |
| 10:00 | | | | | | | 36 | 31 | 36 | 39 | | | | | 36 | 35 |
| 11:00 | | | | | 57 | 47 | 39 | 45 | 17 | 17 | | | | | 38 | 36 |
| 12:00 PM | | | | | 52 | 50 | 53 | 39 | | | | | | | 52 | 44 |
| 1:00 | | | | | 57 | 48 | 45 | 48 | | | | | | | 51 | 48 |
| 2:00 | | | | | 66 | 42 | 78 | 60 | | | | | | | 72 | 51 |
| 3:00 | | | | | 83 | 86 | 71 | 63 | | | | | | | 77 | 74 |
| 4:00 | | | | | 69 | 56 | 74 | 64 | | | | | | | 72 | 60 |
| 5:00 | | | | | 65 | 54 | 80 | 56 | | | | | | | 72 | 55 |
| 6:00 | | | | | 54 | 32 | 61 | 50 | | | | | | | 58 | 41 |
| 7:00 | | | | | 32 | 23 | 38 | 37 | | | | | | | 35 | 30 |
| 8:00 | | | | | 22 | 8 | 38 | 10 | | | | | | | 30 | 9 |
| 9:00 | | | | | 21 | 6 | 22 | 6 | | | | | | | 22 | 6 |
| 10:00 | | | | | 4 | 4 | 16 | 3 | | | | | | | 10 | 4 |
| 11:00 | | | | | 3 | 2 | 4 | 1 | | | | | | | 4 | 2 |
| Total | 0 | 0 | 0 | 0 | 585 | 458 | 841 | 700 | 229 | 253 | 0 | 0 | 0 | 0 | 810 | 687 |
| Da | 0 | | 0 | | 1043 | | 1541 | | 482 | | 0 | | 0 | | 1497 | |
| M Peak | | | | | 11:00 | 11:00 | 7:00 | 7:00 | 7:00 | 7:00 | | | | | 7:00 | 7:00 |
| ol me | | | | | 57 | 47 | 82 | 76 | 74 | 79 | | | | | 78 | 78 |
| PM Peak | | | | | 3:00 | 3:00 | 5:00 | 4:00 | | | | | | | 3:00 | 3:00 |
| ol me | | | | | 83 | 86 | 80 | 64 | | | | | | | 77 | 74 |
| Comb Total | 0 | | 0 | | 1043 | | 1541 | | 482 | | 0 | | 0 | | 1497 | |
| DT | | DT: 1,486 | | DT: 1,486 | | | | | | | | | | | | |

City of Fort Collins Traffic Operations

626 Linden Street, Fort Collins, CO 8052

ADT Volume Study

E PIT I ST
Between Mathews and Peterson
WB and EB
PIT03-WE-22B

Start Date: 10/31/2022
End Date: 11/2/2022

| Time | Monday | | 11/1/2022 | | 11/2/2022 | | 11/3/2022 | | 11/4/2022 | | Weekday | | Average | |
|-----------------------|-----------------|------------|------------------|------------|------------|-----------|-----------|----------|-----------|----------|------------|------------|---------|----|
| | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB |
| 12:00AM | * | * | 1 | 4 | 1 | 1 | * | * | * | * | 1 | 2 | | |
| 1:00 | * | * | 2 | 0 | 0 | 0 | * | * | * | * | 1 | 0 | | |
| 2:00 | * | * | 1 | 2 | 1 | 1 | * | * | * | * | 1 | 2 | | |
| 3:00 | * | * | 0 | 0 | 0 | 0 | * | * | * | * | 0 | 0 | | |
| 4:00 | * | * | 0 | 0 | 0 | 0 | * | * | * | * | 0 | 0 | | |
| 5:00 | * | * | 2 | 2 | 1 | 4 | * | * | * | * | 2 | 3 | | |
| 6:00 | * | * | 3 | 6 | 9 | 5 | * | * | * | * | 6 | 6 | | |
| 7:00 | * | * | 49 | 39 | 42 | 40 | * | * | * | * | 46 | 40 | | |
| 8:00 | * | * | 29 | 29 | 43 | 24 | * | * | * | * | 36 | 26 | | |
| 9:00 | 12 | 8 | 39 | 25 | 19 | 13 | * | * | * | * | 23 | 15 | | |
| 10:00 | 23 | 25 | 34 | 24 | * | * | * | * | * | * | 28 | 24 | | |
| 11:00 | 28 | 25 | 24 | 31 | * | * | * | * | * | * | 26 | 28 | | |
| 12:00PM | 31 | 29 | 24 | 34 | * | * | * | * | * | * | 28 | 32 | | |
| 1:00 | 22 | 24 | 29 | 27 | * | * | * | * | * | * | 26 | 26 | | |
| 2:00 | 42 | 58 | 39 | 49 | * | * | * | * | * | * | 40 | 54 | | |
| 3:00 | 36 | 35 | 34 | 44 | * | * | * | * | * | * | 35 | 40 | | |
| 4:00 | 51 | 52 | 35 | 42 | * | * | * | * | * | * | 43 | 47 | | |
| 5:00 | 38 | 35 | 45 | 40 | * | * | * | * | * | * | 42 | 38 | | |
| 6:00 | 17 | 24 | 22 | 36 | * | * | * | * | * | * | 20 | 30 | | |
| 7:00 | 21 | 22 | 20 | 16 | * | * | * | * | * | * | 20 | 19 | | |
| 8:00 | 9 | 10 | 8 | 21 | * | * | * | * | * | * | 8 | 16 | | |
| 9:00 | 11 | 23 | 4 | 13 | * | * | * | * | * | * | 8 | 18 | | |
| 10:00 | 3 | 5 | 2 | 9 | * | * | * | * | * | * | 2 | 7 | | |
| 11:00 | 6 | 13 | 0 | 4 | * | * | * | * | * | * | 3 | 8 | | |
| Dir. Total | 350 | 388 | 446 | 497 | 116 | 88 | 0 | 0 | 0 | 0 | 445 | 481 | | |
| Combined Total | 738 | | 943 | | 204 | | 0 | | 0 | | 926 | | | |
| ADT | ADT: 933 | | AADT: 933 | | | | | | | | | | | |

City of Fort Collins Traffic Operations

626 Linden Street, Fort Collins, CO 80524

Site Code: PIT02-EW-23B

Station ID:

Location 1:

Location 2:

Location 3:

Location 4:

Comment 1: Pitkin Rd

Comment 2: East of Mathews Dr

Comment 3: ADT Volume Study

Comment 4:

Latitude: 0.000000

Longitude: 0.000000

| 4/24/2023 Time | Monday | | Tuesday | | Wednesday | | Thursday | | Friday | | Weekday Average | | Saturday | | Sunday | |
|-------------------|--------------|---------|----------------|---------|-----------|-------------|----------|----|--------|----|-----------------|---------|----------|----|--------|----|
| | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB | EB | WB |
| 12:00 AM | * | * | 2 | 0 | 1 | 0 | * | * | * | * | 2 | 0 | * | * | * | * |
| 1:00 | * | * | 2 | 1 | 1 | 1 | * | * | * | * | 2 | 1 | * | * | * | * |
| 2:00 | * | * | 1 | 0 | 1 | 0 | * | * | * | * | 1 | 0 | * | * | * | * |
| 3:00 | * | * | 0 | 0 | 1 | 0 | * | * | * | * | 0 | 0 | * | * | * | * |
| 4:00 | * | * | 1 | 0 | 1 | 0 | * | * | * | * | 1 | 0 | * | * | * | * |
| 5:00 | * | * | 2 | 2 | 4 | 3 | * | * | * | * | 3 | 2 | * | * | * | * |
| 6:00 | * | * | 8 | 3 | 7 | 8 | * | * | * | * | 8 | 6 | * | * | * | * |
| 7:00 | * | * | 46 | 43 | 57 | 41 | * | * | * | * | 52 | 42 | * | * | * | * |
| 8:00 | * | * | 33 | 30 | 29 | 46 | * | * | * | * | 31 | 38 | * | * | * | * |
| 9:00 | * | * | 27 | 47 | 22 | 34 | * | * | * | * | 24 | 40 | * | * | * | * |
| 10:00 | * | * | 23 | 40 | 41 | 27 | * | * | * | * | 32 | 34 | * | * | * | * |
| 11:00 | * | * | 38 | 29 | 35 | 31 | * | * | * | * | 36 | 30 | * | * | * | * |
| 12:00 PM | * | * | 53 | 38 | 44 | 35 | * | * | * | * | 48 | 36 | * | * | * | * |
| 1:00 | 43 | 17 | 45 | 25 | 46 | 20 | * | * | * | * | 45 | 21 | * | * | * | * |
| 2:00 | 45 | 30 | 43 | 45 | * | * | * | * | * | * | 44 | 38 | * | * | * | * |
| 3:00 | 45 | 24 | 47 | 26 | * | * | * | * | * | * | 46 | 25 | * | * | * | * |
| 4:00 | 64 | 37 | 55 | 43 | * | * | * | * | * | * | 60 | 40 | * | * | * | * |
| 5:00 | 60 | 30 | 69 | 31 | * | * | * | * | * | * | 64 | 30 | * | * | * | * |
| 6:00 | 22 | 21 | 36 | 20 | * | * | * | * | * | * | 29 | 20 | * | * | * | * |
| 7:00 | 24 | 11 | 32 | 13 | * | * | * | * | * | * | 28 | 12 | * | * | * | * |
| 8:00 | 10 | 12 | 23 | 6 | * | * | * | * | * | * | 16 | 9 | * | * | * | * |
| 9:00 | 18 | 10 | 25 | 3 | * | * | * | * | * | * | 22 | 6 | * | * | * | * |
| 10:00 | 6 | 4 | 9 | 2 | * | * | * | * | * | * | 8 | 3 | * | * | * | * |
| 11:00 | 6 | 2 | 6 | 1 | * | * | * | * | * | * | 6 | 2 | * | * | * | * |
| Total Day | 343 | 198 | 626 | 448 | 290 | 246 | 0 | 0 | 0 | 0 | 608 | 435 | 0 | 0 | 0 | 0 |
| AM Peak Volume | | | 7:00 46 | 9:00 47 | 7:00 57 | 8:00 46 | | | | | 7:00 52 | 7:00 42 | | | | |
| PM Peak Volume | 4:00 64 | 4:00 37 | 5:00 69 | 2:00 45 | 1:00 46 | 12:00 PM 35 | | | | | 5:00 64 | 4:00 40 | | | | |
| Comb Total ADT | 541 ADT: 991 | | 1074 AADT: 991 | | 536 | | 0 | | 0 | | 1043 | | 0 | | 0 | |