Town of Sweden Supervisor's Office
18 State Street, Brockport, NY 14420

www.townofsweden.org
supervisor@townofsweden.org
Phone (585) 637-7588
Fax (585) 431-0039

October 23, 2020

Dear Sweden Village Resident,

Enclosed please find an executive summary of the traffic study the Town commissioned regarding the proposed extension of Gary Drive to Route 31. The study was performed by SRF Associates, a transportation engineering and planning consultant based in Rochester. The Town Board believes it is vital for every household to have a copy of the summary to read for yourselves.

For those who wish to read the entire traffic study (it is not practical to mail the entire study to every household), it is available on-line at www.townofsweden.org and in person at the Sweden Town Hall during normal business hours, 9 a.m. to 5 p.m.

In essence, the study finds that future traffic increases on Gary Drive will largely result from a change in traffic patterns for some of the existing Sweden Village residents and traffic currently using Sherry Lane. During peak traffic times, the average time savings gained by non-local motorists cutting through Sweden Village is considered marginal in terms of inducing motorists to alter their existing driving patterns. This is borne out by the study's finding that there is a lack of any significant non-Sweden Village traffic on the existing, faster cut-through at Sherry Lane. Accordingly, the study finds that there is little benefit for existing non-local traffic to divert from Route 31 and use Gary Drive as a cut-through, even during peak traffic times, and therefore there is no expectation of a significant adverse traffic impact from the proposed project.

This traffic study is one of many factors that the Sweden Town Board is considering while deciding whether to go forward with the proposed Gary Drive extension. We have also taken into consideration the recommendations of the NYS DOT, Sweden Planning Board, MRB Group, Monroe County Planning and Development and the Monroe County Sheriff's office; the survey conducted by the Town Board; the petition submitted by citizens against the project; and the many comments we have received by phone, in person and at meetings.

Now that we have the traffic study in hand, we expect to make a decision soon. We know that many of you want this project to go forward as quickly as possible; others hope that it never happens. We feel that we will serve you best by making the decision expeditiously, rather than dragging out the uncertainty of a decision for many months to come.

Thank you for your patience during this process and your participation in it. If you have any questions, please feel free to contact any of your Sweden Town Board members.

On behalf of the Sweden Town Board,

Kevin G. Johnson, Supervisor

SRF ASSOCIATES
WWW.SRFA.NET
Transportation Engineering & Planning Consultants

3495 Winton Place
Building E, Suite 110
Rochester, NY 14623

585.272.4660

October 23, 2020

MRB/group
145 Culver Road
Rochester, NY 14620
Attn: Mr. James Oberst, P.E.

RE: Sweden Village - Gary Drive Extension, Town of Sweden, NY
Traffic Assessment

Dear Mr. Oberst:

The information provided below represents an **Executive Summary** of the traffic assessment prepared for the proposed Gary Drive Extension. Under separate cover will be a Technical Letter which further outlines the current non-local traffic volumes using Sherry Lane during the weekday peak AM and PM peak commuter periods. It documents travel time gains or loss using existing Sherry Lane versus the proposed Gary Drive Extension and Gary Drive. It also provides an estimation and probable opinion of the expected non-local traffic to use both Sherry Lane and Gary Drive in the future, assuming the proposed extension of Gary Drive is in place.

Executive Summary

The purpose of this assessment is to gauge the current non-local traffic using the existing Sherry Lane access onto NYS 31, and the future non-local traffic volumes using both Sherry Lane and Gary Drive access in the future during the peak commuter travel periods on NYS 31 and 19, assuming the extension is in place.

It's important to note that as part of this assessment, consideration is given to the traffic under current COVID-19 conditions, and that adjustments may be relevant to account for future increases in traffic under post COVID-19 conditions.

License plate surveys were conducted during the 7-8AM and 4-5PM peak commuter hours to determine the amount of non-local traffic passing through the Sweden Village Subdivision. Recordings were made for vehicles entering Sweden Lane and Crestview Drive and exiting Sherry Lane during the morning study period. In the afternoon peak hour, data were collected for westbound right-turn traffic entering Sherry Lane at NY 31, and for right-turn vehicles exiting both Crestview Drive and Sweden Lane onto NY 19. To gain further insight into the value and likelihood for non-local motorists to use the local streets, travel time runs were conducted during the peak weekday afternoon commuter period, using various travel routes.

The following conclusions are made based upon the study data and analyses contained in the report:

1. The volume of peak hour non-local traffic using Sherry Lane today and expected in the future is minor, and it is not projected to change significantly, under future conditions with the current roadway network , nor with the Gary Drive extension in place.
2. The average travel time savings (27± seconds) between using arterial streets (NY 31 and 19) versus local Sweden Village roadways during the peak weekday PM commuter period is considered marginal for most motorists to alter their existing driving pattern.

3. Assuming the Gary Drive extension in place, the travel times on local routes using primarily Gary Drive versus Sherry Lane and other roadways to circumvent the signals at NY 31/19 and NY 19/Crestview Drive are approximately the same. As such, there is little benefit for the existing non-local traffic to divert and use Gary Drive.
4. Future traffic increases on Gary Drive will largely result from existing Sweden Village residents and traffic sharing the new NY 31 access with Sherry Lane.
5. No significant adverse impact is projected on Gary Drive as a result of future non-local traffic.

Regardless of the access conditions in place onto NY 31, a Neighborhood Traffic Management Plan should be in place, sponsored by the Town and crafted collaboratively between the Town and residents. Metrics regarding non-local volumes using the Sweden Village streets, and more importantly motorist travel speeds and obeyance to existing stop signs, should be monitored, and mitigating actions in place to address verifiable resident concerns.

Such neighborhood actions may include, and not be limited to the following:

- Stop sign enforcement
- Speed management using a variety of tools, e.g. speed humps, speed cushions, speed enforcement
- Local Traffic Only signing
- Installation of Neighborhood "gateway" signs or monuments denoting entry into Sweden Village from NY 31
- Reinforcement of existing posted speeds and traffic controls by local residents when traveling on local roadways

Respectively Submitted,
SRF Associates

Stephen R Ferranti, P.E., PTOE
Principal Transportation Engineer/Planner

SRF ASSOCIATES
WWW.SRFA.NET
Transportation Engineering & Planning Consultants

3495 Winton Place
Building E, Suite 110
Rochester, NY 14623

585.272.4660

MRB/group
145 Culver Road
Rochester, NY 14620
Attn: Mr. James Oberst, P.E.

October 23, 2020

RE: Sweden Village - Gary Drive Extension, Town of Sweden, NY
Traffic Assessment

Dear Mr. Oberst:

The following Technical Letter outlines the current non-local traffic volumes using Sherry Lane during the weekday peak AM and PM peak commuter periods. It documents travel time gains or loss using existing Sherry Lane versus the proposed Gary Drive Extension and Gary Drive. It also provides an estimation and probable opinion of the expected non-local traffic to use both Sherry Lane and Gary Drive in the future, assuming the proposed extension of Gary Drive is in place.

It's important to note that as part of this assessment, consideration is given to the traffic under current COVID-19 conditions, and that adjustments may be relevant to account for future increases in traffic under post COVID-19 conditions.

Background

In the past, a number of residents of the Sweden Village subdivision have expressed concern over the use of subdivision streets, such Sherry Lane, Fairview Drive, Crestview Drive and Hollybrook Road, by non-local cut-thru traffic that seeks to avoid the delay caused by existing traffic signals at NYS 31/19 and NYS 19/Crestview/Wegmans intersections, particularly during the weekday AM and PM peak commuter travel periods.

Now, as part of a NYSDOT Safety Improvement Project for NYS 31, an opportunity exists to extend Gary Drive south from its current dead-end terminus and connect to NYS 31 opposite the existing signalized Walmart access drive. This connection would afford residents and emergency vehicles greater access to and from the subdivision; and provide safer traffic signal-controlled access onto NYS 31. However, it also raises the concern of Gary Drive residents for greater use by non-local traffic.

The purpose of this assessment is to gauge the current non-local traffic using the existing Sherry Lane access onto NYS 31, and the future non-local traffic volumes using both Sherry Lane and Gary Drive access in the future during the peak commuter travel periods on NYS 31 and 19, assuming the extension is in place,

Current Sherry Lane Non-Local Traffic Survey Results

On Thursday, September 17, 2020, license plate surveys were conducted during the 7-8AM and 4-5PM peak commuter hours to determine the amount of non-local traffic passing through the Sweden Village Subdivision. An afternoon survey was also performed on Thursday October 22, 2020 from 4-5PM as additional information. Recordings were made for vehicles entering Sweden Lane and Crestview Drive and exiting Sherry Lane during the morning study period. In the afternoon peak hour, data were

collected for westbound right-turn traffic entering Sherry Lane at NY 31, and for vehicles exiting both Crestview Drive and Sweden Lane onto NY 19. Table 1 below indicates the survey results.

TABLE 1 – NON-LOCAL TRAFFIC USING SWEDEN VILLAGE ROUTES

Time Period	Travel Route	Non-Local Traffic Volume (vehicles)
7-8 AM	Enter Sweden Lane at NY 19 – Exit Sherry Lane onto NY 31	4
7-8 AM	Enter Crestview Drive at NY 19 – Exit Sherry Lane onto NY 31	1
4-5 PM	Enter Sherry Lane at NY 31 – Exit Crestview Drive at NY 19	6
4-5 PM	Enter Sherry Lane at NY 31 – Exit Sweden Lane at NY 19	7

Study Dates: 09/17/2020; 10/22/20. Vehicles for 4-5PM represent higher volumes of the two study days.

The peak volume of non-local traffic is seven vehicles traveling through to Sweden Lane, and six vehicles using Crestview Drive during peak PM commuter periods.

Travel Time Survey Results

Travel time considerations are a key factor in determining motorist travel routes. For example, when asked how far a destination is, drivers respond by indicating the time involved versus distance. (e.g. it takes 10 minutes to get there versus it takes 10 miles to get there). The delay motorists incur travelling a particular route, and the resulting travel time involved, plays a key role in driver decision-making. Most motorists travel the intended functional routes on main roads, yet in certain situations, a number of motorists weigh whether or not to stay on main arterial roadways, especially if a significant time savings is perceived or experienced, using a convenient alternate route on other local roadways.

In this particular study, the travel time savings that motorists may achieve from avoiding the vehicular delays caused by traffic signals at NY 31/19 and NY 19/Crestview Drive/Wegmans intersections, particularly during the peak PM commuter period, is likely one of the main reasons for some motorist to divert and use Sweden Village subdivision streets. To gain further insight into the value and likelihood for non-local motorists to use the local streets, travel time runs were conducted during the peak weekday afternoon commuter period, using various travel routes. Surveys were conducted on three separate weekdays during the peak afternoon commuter periods.

Table 2 summarizes the results from the various travel time surveys. It is important to note that a larger sample size for the arterial route, Run #1 - NY 31/Walmart to NY 31/19 to Sweden Lane/NY19 route was performed, to account for the many variables associated with the results. (i.e. WB queuing, right-turn lane blockage, arrival on red or green time at signals, WB right-turn arrow use at NY31/19, and others)

Fewer runs were performed using the local street network since little traffic, and less variables are involved in each run. For each Gary Drive run – Route 3, a rolling stop was performed at four of the five stop signs locations along the route. If a motorist came to a full stop at each stop sign location, the travel time would be noticeably higher. To a lesser extent, the same applies using the Sherry Lane route to NY 19, with three stop sign controlled intersections

The results indicate that during the weekday afternoon peak commuter time period, when traffic volumes on NY 31 and NY 19 are typically at their highest, the average travel time using the State arterial route yielded 2 minutes, 58.9 seconds; whereas the average travel time using the local road network in Sweden Village yielded approximately 2 minutes, 32 seconds, a net savings of 27± seconds

TABLE 2 – TRAVEL TIME SURVEY RESULTS

Route	WB Travel Route	Date	Time Period	Number of Runs	Average Travel Time
1	31/Walmart – 19 – Sweden Lane/19	10.15.20	3:40-5:30PM	15	2min. 58.9sec
2	31/Walmart – Sherry Lane – Fairview Dr – Crestview Dr – Hollybrook Rd – Sweden Lane/19	10.19.20	4:04-4:22PM	3	2min. 33.7 sec.
3	Gary Dr Terminus – Hollybrook Rd – Sweden Lane/19	09.17.20	4:25-4:45PM	3	2min. 32sec.

Comparison of Current COVID-19 vs Pre-COVID 19 Traffic Conditions & Future Trends

Today, travel and traffic volumes on many area roadways are considered abnormal due to the impacts caused by the COVID-19 conditions. In many cases, traffic volumes are significantly less then Pre-COVID-19 conditions. As part of this study, historical traffic data were obtained from NYSDOT, and compared to actual peak hour traffic volumes occurring today on NY 31 at the Sherry Lane intersection. Weekday peak commuter hour volumes were recorded 7-8AM and 4-5PM respectively by SRF Associates on Thursday, 10.15.20. The peak directional volumes on NY 31 were then compared with similar volumes recorded by NYSDOT in 2009 as part of their traffic signal warrant investigation performed at this location. Table 3 illustrates the peak hour volumes Pre and Post COVID on NYS 31 at Sherry Lane.

TABLE 3 – TRAFFIC VOLUME COMPARISONS

Peak Hour	Year	NY 31 WB (vehicles)	NY 31 EB (vehicles)	Total (vehicles)
AM	2009	597	796	1393
AM	2020	439	633	1072
Net % Change		-26.4%	-20.5%	-23.0%
PM	2009	959	843	1802
PM	2020	922	791	1713
Net % Change		-3.8%	-6.1%	-4.9%

The results of this analyses indicate that morning peak hour commuter volumes are significantly less today versus morning Pre-COVID 19 conditions in 2009; while the PM peak hour volumes are less, but the difference is not as sizable. Total two-way peak hour volumes on NYS 31 at Sherry Drive are down approximately 23 % and 5% during the AM and PM weekday peak hours, respectively.

The least reduction in volumes occurred for the NY 31 westbound traffic during the peak afternoon commuter period. This is important to recognized since this is the time period with the highest westbound volumes on NY 31 that impact intersection delay conditions at NY 31/19, and potentially, driver decisions, and the likelihood of diverting to local streets.

The data implies that during the AM peak hour with the significantly reduced volumes and corresponding delays, there is less likelihood for motorists to divert from the arterial streets to avoid delays. During the PM peak hour, since the westbound traffic on NY 31 is only 3.8% less today versus normal Pre-COVID conditions, the likelihood for a significant change in non-local traffic using Sweden Village roadways in the future under Post-COVID conditions, is minor.

Also, the dynamics of today's environment, that include significant and permanent changes in employment - work at home, e-commerce, tele-medicine and virtual learning, all contribute to a downward trend in future traffic growth on area roadways. This is important to note since it affects future travel times and intersection delays, and thus produces less of an impetus and reason for motorist diversions to alternate local travel routes, such as those using Sweden Village roadways.

Conclusions

The following conclusions are made based upon the study data and analyses contained in this report:

1. The volume of peak hour non-local traffic using Sherry Lane today and expected in the future is minor, and it is not projected to change significantly, under future conditions with the current roadway network , nor with the Gary Drive extension in place.
2. The average travel time savings (27± seconds) between using arterial streets (NY 31 and 19) versus local Sweden Village roadways during the peak weekday PM commuter period is considered marginal for most motorists to alter their existing driving pattern.

3. Assuming the Gary Drive extension in place, the travel times on local routes using primarily Gary Drive versus Sherry Lane and other roadways to circumvent the signals at NY 31/19 and NY 19/Crestview Drive are approximately the same. As such, there is little benefit for the existing non-local traffic to divert and use Gary Drive.
4. Future traffic increases on Gary Drive will largely result from existing residents and traffic sharing the new NY 31 access with Sherry Lane.
5. No significant adverse impact is projected on Gary Drive as a result of future non-local traffic.

Recommendations

Regardless of the access conditions in place onto NY 31, a Neighborhood Traffic Management Plan should be in place, sponsored by the Town and crafted collaboratively between the Town and residents. Metrics regarding non-local volumes using the Sweden Village streets, and more importantly motorist travel speeds and obeyance to existing stop signs, should be monitored, and mitigating actions in place to address verifiable resident concerns.

Such neighborhood actions may include, and not be limited to the following:

- Stop sign enforcement
- Speed management using a variety of tools, e.g. speed humps, speed cushions, speed enforcement
- Local Traffic Only signing
- Installation of Neighborhood "gateway" signs or monuments denoting entry into Sweden Village from NY 31
- Reinforcement of existing posted speeds and traffic controls by local residents when traveling on local roadways

Respectively Submitted,
SRF Associates

Stephen R Ferranti, P.E., PTOE
Principal Transportation Engineer/Planner

SWEDEN VILLAGE

GARY DRIVE EXTENSION

TRAFFIC ASSESSMENT APPENDIX

Town of Sweden, NY

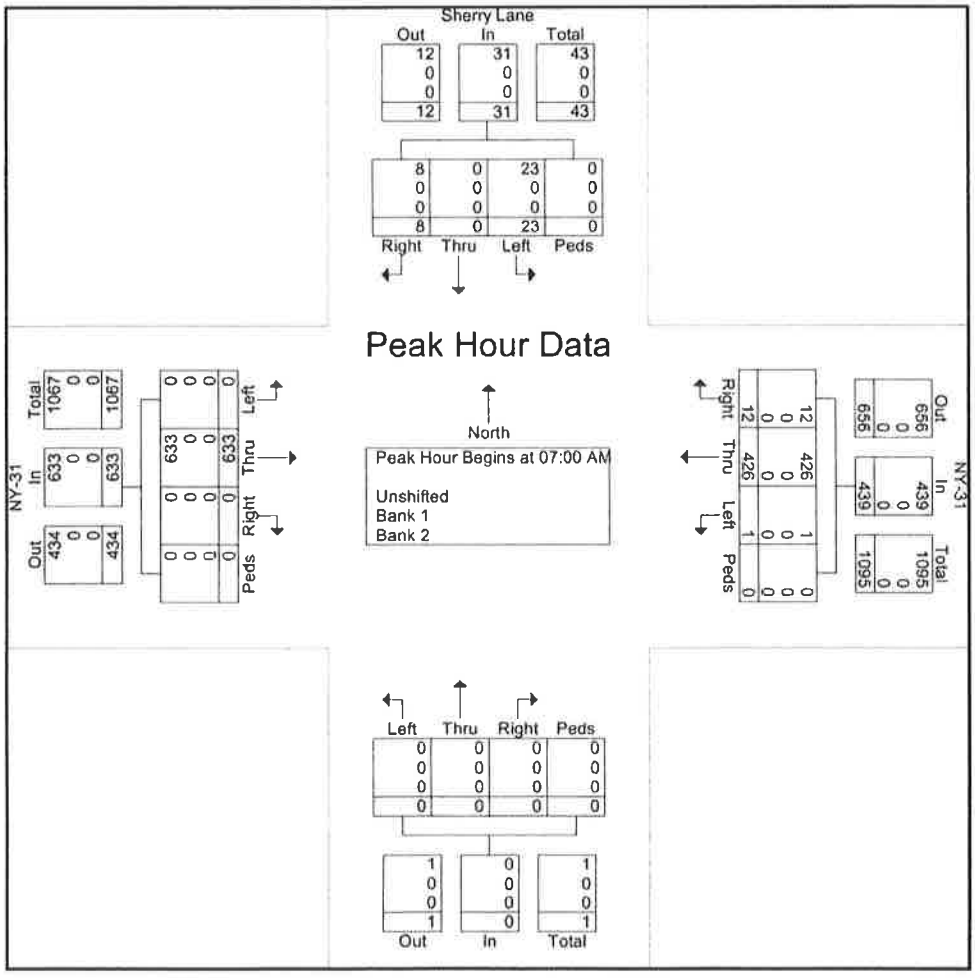
(10.23.20)

SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Sherry at NY-31 - AM
Site Code : 00040064
Start Date : 10/15/2020
Page No : 2

	Sherry Lane Southbound					NY-31 Westbound					Northbound					NY-31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	**4**	0	**8**	0	**12**	1	98	0	0	99	0	0	0	0	0	0	142	0	0	142	253
07:15 AM	3	0	7	0	10	2	83	0	0	85	0	0	0	0	0	0	**182**	0	0	**182**	277
07:30 AM	0	0	4	0	4	3	117	0	0	120	0	0	0	0	0	0	180	0	0	180	**304**
07:45 AM	1	0	4	0	5	**6**	**128**	**1**	0	**135**	0	0	0	0	0	0	129	0	0	129	269
Total Volume	8	0	23	0	31	12	426	1	0	439	0	0	0	0	0	0	633	0	0	633	1103
% App. Total	25.8	0	74.2	0		2.7	97	0.2	0		0	0	0	0		0	100	0	0		
PHF	.500	.000	.719	.000	.646	.500	.832	.250	.000	.813	.000	.000	.000	.000	.000	.000	.870	.000	.000	.870	.907
Unshifted	8	0	23	0	31	12	426	1	0	439	0	0	0	0	0	0	633	0	0	633	1103
% Unshifted	100	0	100	0	100	100	100	100	0	100	0	0	0	0	0	0	100	0	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

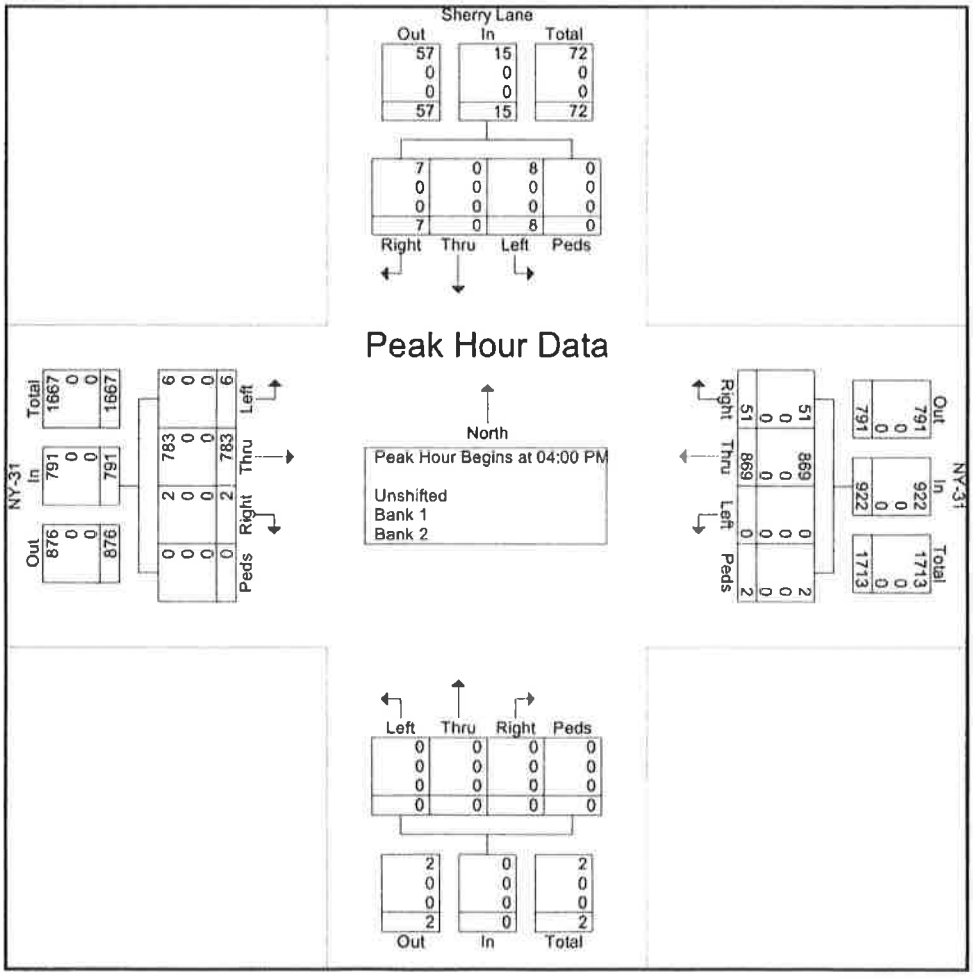


SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Sherry at NY-31 - PM
Site Code : 00040064
Start Date : 10/15/2020
Page No : 2

	Sherry Lane Southbound					NY-31 Westbound					Northbound					NY-31 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	2	0	2	**16**	**236**	0	0	**252**	0	0	0	0	0	0	198	1	0	199	**453**
04:15 PM	**3**	0	1	0	4	11	219	0	**1**	231	0	0	0	0	0	0	197	0	0	197	432
04:30 PM	2	0	**3**	0	**5**	10	208	0	1	219	0	0	0	0	0	**2**	183	1	0	186	410
04:45 PM	2	0	2	0	4	14	206	0	0	220	0	0	0	0	0	0	**205**	**4**	0	**209**	433
Total Volume	7	0	8	0	15	51	869	0	2	922	0	0	0	0	0	2	783	6	0	791	1728
% App. Total	46.7	0	53.3	0		5.5	94.3	0	0.2		0	0	0	0		0.3	99	0.8	0		
PHF	.583	.000	.667	.000	.750	.797	.921	.000	.500	.915	.000	.000	.000	.000	.000	.250	.955	.375	.000	.946	.954
Unshifted	7	0	8	0	15	51	869	0	2	922	0	0	0	0	0	2	783	6	0	791	1728
% Unshifted	100	0	100	0	100	100	100	0	100	100	0	0	0	0	0	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Stephen Ferranti

From: Spitzer, Paul J (DOT) <Paul.Spitzer@dot.ny.gov>
Sent: Tuesday, October 13, 2020 8:38 AM
To: Stephen Ferranti
Cc: joberst@MRBGROUP.com
Subject: RE: Sherry Lane Study?

Steve,

I could only find entering/exiting volumes from the 2009 study.

NY 31 at Sherry Lane
Town of Sweden
County of Monroe

TIME	ADT NY 31 WB	ADT NY 31 EB	ADT Combined	ADT Sherry Lane	Warrant 1 Condition A*	Warrant 1 Condition B*	Warrant 2*
0:00	117	58	175	2	NO	NO	NO
1:00	55	39	94	2	NO	NO	NO
2:00	48	36	84	1	NO	NO	NO
3:00	28	36	64	1	NO	NO	NO
4:00	36	99	135	3	NO	NO	NO
5:00	85	333	418	17	NO	NO	NO
6:00	292	686	978	61	NO	YES	YES
7:00	597	796	1393	73	NO	YES	YES
8:00	560	629	1189	40	NO	NO	NO
9:00	648	732	1380	32	NO	NO	NO
10:00	657	747	1404	29	NO	NO	NO
11:00	705	738	1443	22	NO	NO	NO
12:00	735	806	1541	26	NO	NO	NO
13:00	747	778	1525	27	NO	NO	NO
14:00	800	801	1601	21	NO	NO	NO
15:00	886	948	1834	26	NO	NO	NO
16:00	959	843	1802	31	NO	NO	NO
17:00	862	804	1666	33	NO	NO	NO
18:00	744	717	1461	35	NO	NO	NO
19:00	617	573	1190	26	NO	NO	NO
20:00	505	490	995	22	NO	NO	NO
21:00	380	327	707	16	NO	NO	NO
22:00	278	178	456	9	NO	NO	NO
23:00	166	100	266	6	NO	NO	NO

7-8 AM

4-5 PM

* Major Street (1 Lane), Minor Street (1 Lane); 70% column used based on posted speed limit of 45 mph.

Paul

From: Stephen Ferranti <sferranti@srfa.net>
Sent: Monday, October 12, 2020 3:40 PM
To: Spitzer, Paul J (DOT) <Paul.Spitzer@dot.ny.gov>

Travel Time WB

Route #1: WM/31-19/31-Sweden Lane/19

Run #	Date	Time Period (PM)	Travel Time	Comments
1	09/17/20	4:46	135"	Minor WB Q @ 19
2	09/17/20	5:04	168"	Mod WB Q @ 19
3	10/15/20	3:40	146"	Slight Delay/Q @ 19
4		3:50	199"	Slight Q @ 19 – Rt G Arrow
5		3:57	205"	Q to Big Lots, Slight Delay @ 19, Red @ Crestview
6		4:07	237"	Q to BK, Red @ 19, Red@ Crestview
7		4:16	179"	Rolling Q to BK, Green@ 19 & CV
8		4:26	221"	Rolling Q to Planet Fitness, Green @ 19, Red @ CV
9		4:35	137"	WB Rt lane open, Green 19 & CV
10		4:40	158"	No Q @ 19, RT lane open, green @ 19, Red @CV
11		4:48	134"	Q just short of WBRT lane, green @ 19 & CV
12		4:53	179"	RT lane Avail, Green arrow @19, Green @ CV
13		5:14	197"	G to Planet Fit, Red 19, Green @ CV
14		5:22	217"	Q to PlanFit, Red @19 and CV
15		5:30	172"	RT lane Avail, Rt Arrow @ 19, Green @ CV
		E=2684/15 = 178.9" 2'59.9" ~ 3 minutes		

Summary

I Route #1 WB (31-19)

	# Runs	Time Period	AVR TT	Range
10-15 TH	15	3:40 – 5:30 PM	2'58.9" / 178.9"	134" – 237" / 103"

II Route #2 WB

WM – Sherry Lane – Sunoran Lane 19

10-19-20 M

Run #	Time	Travel Time	
1	4:04	153"	No Q Burden Sherry
2	4:10	148"	"
3	4:22	160"	Behind Car

$\Sigma = 461 \div 3 = 153.7" =$ **2' 33.7"**

Range = 12"

III. Route #3 WB: via Gary – HB – Sunoran Lane / 19

9-17-20 TH

1	4:25	158"	No Traffic, Rolling Stops.
2	4:38	160"	
3	4:45	138"	

$\Sigma = 456 \div 3 = 152" =$ **2'32"**

Range ~ 20"

- No Compelling Reason To Deviate From Existing Traffic Patterns Using Sherry Lane.
- AVR ET Savings Using Local ~ 27" Insufficient Gain For Alt. Travel Insignificant Decision-Making

9.17.20
7-9AM
4-5PM.

Crestview		Sweden		Sherry	
AM	PM	AM	PM	AM	PM
667	HUN	275	280	619	429
773	JJG	276	281	BKS	565
AVD	JRT	626	519	BTG	691
BAZ		667	656	CGF	ARX
FSD		675	680	CKP	AYU
GOR		773	722	ELB	BDT
GXE		781	AEN	ELY	BZK
GXN		940	APS	GFK	DSG
GZM		ADR	APT	GMH	DXV
JDU		ALA	BLN	GPR	ETC
JDU		APT	BMP	GUH	FWZ
NIC		APT	CBJ	GXY	GAX
		AVD	CPL	HAN	GAX
		BNF	CWM	HEW	GPR
		CCE	DBA	HHV	GTB
		CHK	DBE	HNA	GUS
		CKP	DEC	HRN	GWY
		DKR	DFE	HWR	HCP
		DSX	DNC	HYJ	HEH
		E-	ECW	JBM	HRX
		EJN	EEC	JME	HRY
		EUB	EEN	JNZ	HTK
		EWM	ELW	JPF	HWG
		FFE	EML		JAD
		FSW	EZP	27	JCY
		G-Peeled C	F-Peeled Off		JEX
		GGR	FFP		JJV
		GHA	FFW		JLH
		GSX	FGN		JLW
		GTL	FJF		JMK
		GUS	FZP		JPM
		GYB	G4K		JRX
		GZW	GAL		WES

9.A.20
CONT'D.

HCP	GFE
HDY	GKY
HHR	GSJ
HIS	GSV
HLH	GYC
HNM	GYJ
HNT	GZP
HNV	HAB
HRX	HBB
HSC	HBC
HUN	HJC
HYJ	HLN
IAM	HLP
JAW	HPW
JDU	HRH
JEA	HTC
JEN	HUN
JEZ	JFG
JGE	JGF
JLV	JGK
JLW	JJG
JSF	JLD
JSF	JLM
RKS	JMM
RMR	JNE
SJJ	JPN
	JPN
	JPN
	JSE
	K2P
	KAN
	KFP
	MNW
	VW2

Gary Drive Extension - 4-5 pm 10/22

Crestview

Left Turn	Straight	Right
526	694	563
1TI	8MN	920
AKR	BLH	APU
BDT	CZZ	BZD
EUT	CZZ	
FST	DJG	GSM
GAX	GRN	HUM
GBT	GSX	JBV
GKB	HEJ	JLE
GSJ	JHS	JMF
GSK		KDG
HEJ		MUS
HEZ		
HMT		
HPF		
HSZ		
JBH		
JCE		
JEA		
JJR		
JKK		
JPP		

Sherry

Right Turns In		
691	563	112
827	AKH	618
APK	APT	APU
BEM	ARZ	BRK
	ATU	BXS
	AWY	DJG
GDR	AXL	DXT
GMI	CCN	EUR
GPR	CLV	GUU
GSJ	CZZ	HCF
GTR	EVW	HJK
HLK	GTX	HLH
HRX	GVA	HRF
HTH	GWY	HRX
JAD	GYX	IAB
JEA	HES	JDT
JJK	HUN	JKY
JJY	HWG	SE
JKK	HWR	
KDG	HXM	
KES	JMT	
RN4	KEP	
	TWF	

Sweden

Left Turn	Right	Right
DLE	APU	816
FPZ	APV	AVD
GBW	BZK	BMK
GXA	BZM	CKP
GYB	CAJ	
HPJ		GXK
HPY		HLH
HWY		HRK
JBY		HUB
JRN	DBM	JMD
KEP	DPE	JNZ
	ELA	KEN
	ELV	
	GBX	
	GLV	
	GRH	
	HRH	
	HTA	
	HWC	
	HWK	
	JAB	
	JBL	
	JGE	
	RN4	