

**CONKLIN AVENUE
TOMPKINS STREET TO BURR AVENUE
CITY OF BINGHAMTON
ROAD SAFETY ASSESSMENT**



**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
FEBRUARY 2019**

ROAD SAFETY ASSESSMENT

OVERVIEW

Road Safety Audits or Road Safety Assessments (RSA's) are a generally accepted proactive, low-cost tool to identify safety issues of transportation facilities. The Federal Highway Administration (FHWA) is encouraging states and local municipalities to use RSA's. A Safety Assessment is simply a formal performance examination of an existing or planned transportation facility by an independent, qualified multidisciplinary team. An assessment team considers the safety of all users, qualitatively estimates and reports on safety issues, and suggests opportunities for safety improvements.

The City of Binghamton Southside Neighborhood Assembly requested that the Binghamton Metropolitan Transportation Study review the Conklin Avenue business area for safety problems and possible low-cost improvements. This area was brought to BMTS's attention at a Southside Neighborhood Assembly meeting. BMTS staff discussed this area with the City of Binghamton Traffic Board and asked if they would like BMTS to conduct a RSA. The members of the Board agreed that Conklin Avenue was a good location for an RSA and agreed to have representatives from the Board participate.

BACKGROUND

Conklin Avenue in the City of Binghamton is a minor arterial on the Federal Aid Functional Class System and is also designated as Touring Route 7 on the New York State Highway System. The six-block section of Conklin Avenue between Tompkins Street and Burr Avenue is mixed development with commercial, residential single family and multi-family homes. The City of Binghamton Fire Station, Engine Company 1 is located at the intersection of Conklin Avenue and Broome Street. The Benjamin Franklin Elementary school is located on Conklin Avenue at the intersection of Conklin Avenue and Hayes Street. Tompkins Street at the western limit of the project serves as the major access point to the eastern south side of the City of Binghamton, while Burr Avenue at the eastern project limit provides access to the southeastern area of the City of Binghamton and to the Town of Binghamton.

There are numerous driveways within the six-block section of Conklin Avenue. Many are commercial driveways with wide curb cuts and vehicles parked in front of businesses adjacent to the sidewalk. There are three signalized intersections and three t-intersections with stop signs controlling the minor streets.

The decision to conduct a road safety assessment at this location was made in response to the following items:

1. The area along Conklin Avenue was identified at a neighborhood assembly meeting. Residents in attendance asked if BMTS could conduct and RSA on Conklin Avenue.
2. This section of Conklin Avenue is heavily used by students either walking or being driven and dropped off by parents.
3. The fire station generates large trucks and vehicles when responding to emergency calls.

ROAD SAFETY ASSESSMENT TEAM

To familiarize everyone involved with the process and purpose of a Road Safety Assessment a brief meeting to explain the purpose and process to the participants was held onsite just prior to beginning the road safety assessment.

The RSA Team was composed of the following individuals:

Daniel Correll, Retired Binghamton Police Department

William Lescault, Binghamton Police Department

David Petryszyn, Binghamton Police Department

Ray Standish, City of Binghamton Engineer

Bernice St. Clair, City of Binghamton Department of Public Works

Cyndi Paddick, BMTS

Leigh McCullen, BMTS

Scott Reigle, BMTS

Kevin Maher, Intern BMTS

ROAD SAFETY ASSESSMENT PROCESS

The safety assessment was conducted on June 12, 2018.

A brief meeting was held on-site to discuss the purpose of the safety assessment and any existing problem areas. The resulting report which was prepared by BMTS staff was circulated to the City of Binghamton before being finalized.

**Project Location: Conklin Avenue from
Tompkins Street to Burr Avenue
City of Binghamton**



Weiss

Homer St

Hayes St

Baldwin St

Broome St

Tompkins St

Conklin Ave

Burr Ave

The Arena St

Locke Dr

The Circuit St

Ben Franklin School

Evans St

2nd St

500

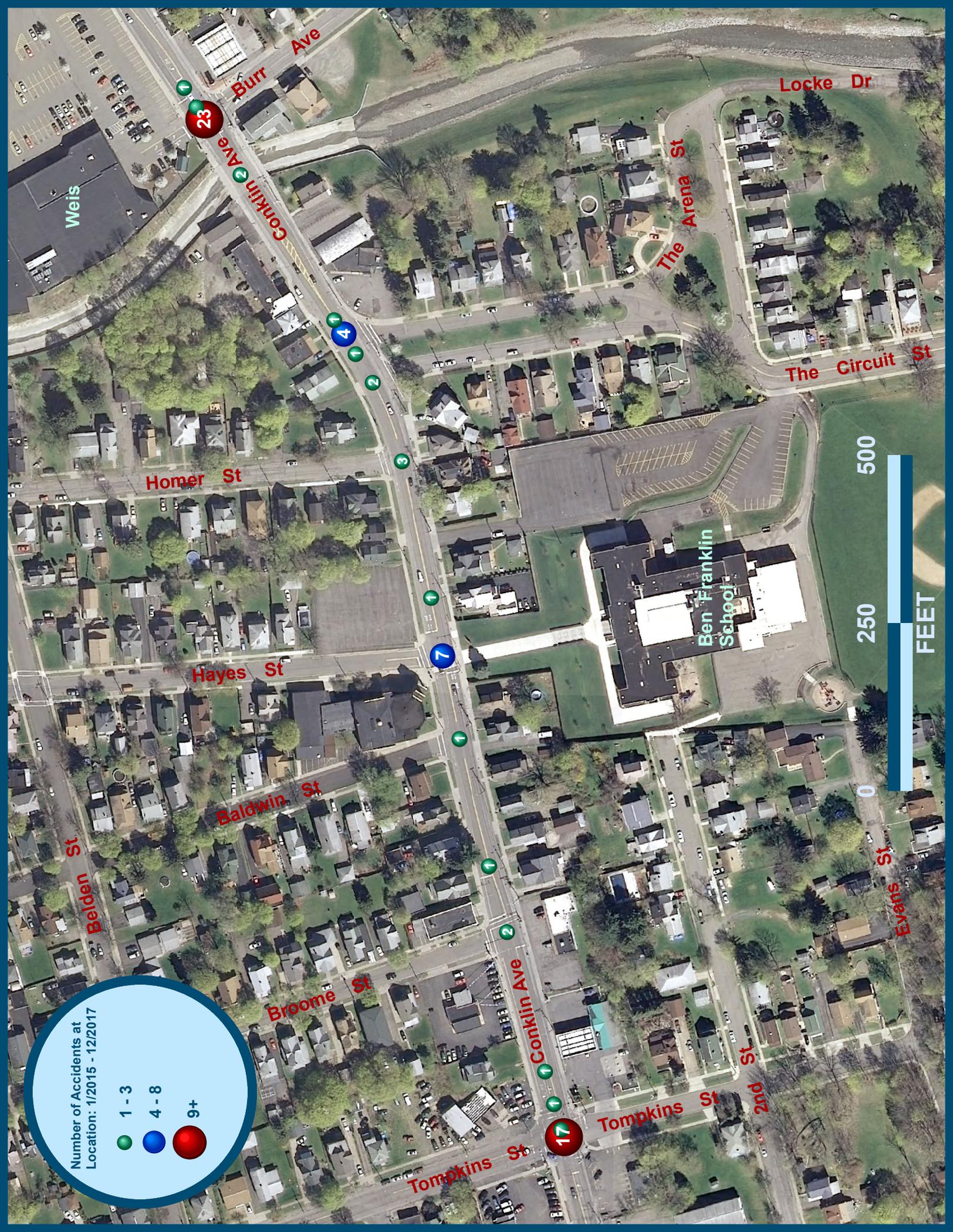
250

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FEET

Number of Accidents at Location: 1/2015 - 12/2017

- 1 - 3 (Green circle)
- 4 - 8 (Blue circle)
- 9+ (Red circle)



STUDY AREA CHARACTERISTICS, OPERATIONS AND SAFETY ISSUES

The study area is composed of a six -block section of Conklin Avenue. The intersections of Tompkins Street, Hayes Avenue, Broome Street and Burr Avenue are signalized. The other three intersections at Baldwin Street, Homer Street and The Arena Street are stop controlled. Burr Avenue has an AADT of 4,130 and provides access to the Town of Binghamton and the Town of Conklin. Tompkins Street at the western limits has an AADT of 7,850 and is one of the three bridges in the City of Binghamton that provide north/ south access. Conklin Avenue has an AADT of 10,500 in the area studied. Conklin Avenue is posted at 30 mph with a 20 mph school zone within it.

The area immediately adjacent to Conklin Avenue is a mix of commercial and residential, but predominately commercial in this section of Conklin Avenue. The areas north and south of Conklin Avenue are predominately residential neighborhoods.

An elementary school, fire station and a church are located here. There is on- street parking and some off- street parking for the businesses. No parking is allowed on most of the north side of Conklin Avenue.

Conklin Avenue is on a bus route serviced by BC Transit Route 12 Conklin Avenue and 53 Corporate Park. Bus stops are located near the intersection of Conklin Avenue and Tompkins Street, between Baldwin St. and Hayes St. and at the intersection of Conklin Avenue and Burr Avenue.

Sidewalks are located on both the north and south sides of Conklin Avenue. There are school crossing guards located at the intersections of Tompkins Street and Conklin Avenue, Hayes Avenue and Conklin Avenue and Burr Avenue and Conklin Avenue. The area has a significant amount of pedestrian traffic including school age children who attend Benjamin Franklin Elementary School.

BMTS local Bike Route 2 is on Conklin Avenue in the project area as is NYS Bike Route 17. Conklin Avenue is designated as a Truck Route.

INTERSECTION OF TOMPKINS STREET AND CONKLIN AVENUE TO BROOME STREET



SAFETY CONCERNS

Pedestrian amenities are not provided at the intersection.

OBSERVATIONS

There are no countdown pedestrian signals at the intersection of Tompkins Street and Conklin Ave. The curb ramps at all four corners of the intersection are not ADA compliant. The crosswalks at the intersection are worn as are the bike lanes and the bike lane symbols. No standing is allowed on the south side of Conklin Avenue and parking is not allowed on the north or south side, adjacent to the intersection.

There is a signed bus stop on the northeast side of the intersection. Route directional signs are located on the northeast corner of the intersection. The signs are in the

sidewalk and restrict the travel width.

The laundry mat (Nice -N-Easy Laundromat) located on Conklin Avenue, just east of the intersection has a very wide curb cut and is larger than the City of Binghamton’s standard width (Maximum 30’). There are “No Standing” signs posted in this area of Conklin Avenue on the southside of the street and “No Parking” signs on the north side.

RISK ANALYSIS

The intersection of Conklin Avenue and Tompkins Street is heavily traveled as one of the major connections to the south side of Binghamton. This area has many pedestrian generators and should have the complete pedestrian accommodations at the intersection. This is a walking route for children going to Benjamin Franklin Elementary School. During the three- year period that was analyzed there were numerous accidents, with the majority being left turn and rear end accidents. There was also one bicycle accident involving a child.

SUGGESTIONS

The pedestrian signals at the intersection need to be upgraded to countdown signals. Each corner of the intersection needs to be upgraded so that the curb ramps are ADA (Americans with Disabilities Act) compliant. The crosswalks should also be upgraded on each approach. The bike lanes on Conklin Avenue need to be restriped with the appropriate bike lane symbols.

There are currently no standing signs along the north side of Conklin Avenue that have been hit and are out of vertical alignment; this should be corrected. The signs (Truck Route, Share the Road etc.) that

are on the northeast corner that are located within the sidewalk should be relocated to allow the total sidewalk width to be used by pedestrians.

The driveway curb opening to the laundry mat is larger than the City of Binghamton's standards. This should be narrowed to comply.

PRIORITY FOR CONSIDERATION

High, due to the pedestrian improvements that are needed at the intersection.



INTERSECTION OF CONKLIN AVENUE AND BROOME STREET TO BALDWIN STREET

SAFETY CONCERNS

Pedestrian amenities are not provided at the intersection.

OBSERVATIONS

There are no countdown pedestrian signals at the intersection of Conklin Avenue and Broome Street. There are no ADA compliant ramps on the northeast corner of the intersection. The crosswalk for Conklin Avenue is located on the eastside of the intersection, with the northside being in one of the driveways of the laundromat and the southside is adjacent to the fire station that is located on the southeast corner of the intersection. The bike lanes and symbols on Conklin Avenue are worn.

RISK ANALYSIS

The reduced speed limit for the school zone begins at this intersection for eastbound Conklin Ave. This is a walking route for children going to Benjamin Franklin Elementary School one block away. Pedestrian safety is a high priority. There were two accidents at this intersection during the study period; both were right angle accidents.

SUGGESTIONS

The pedestrian signals at the intersection need to be upgraded to countdown signals. The northeast corner of the intersection needs to be upgraded so that the curb ramps are ADA (Americans with Disabilities Act) compliant. The Conklin Avenue north to south crosswalk should be moved from the eastside of Broome Street to the westside of Broome Street. This will provide a safer crosswalk location and move it out of the driveway on the southside of Conklin Avenue. Bike lanes need to be repainted with the bicycle symbol placed within the bike lanes from Broome Street to Baldwin Street. The school speed zone sign should have a yellow S4-3 school sign.



PRIORITY FOR CONSIDERATION

High

INTERSECTION OF CONKLIN AVENUE AND HAYES STREET

SAFETY CONCERNS

Pedestrian amenities are lacking at the entrance to the Benjamin Franklin Elementary School.

OBSERVATIONS

There are no countdown pedestrian signals at the intersection of Conklin Avenue and Hayes Street. A school warning sign is missing on Conklin Avenue eastbound. Crosswalk pavement markings are not high visibility. Bike lanes do not have the bicycle symbol in them. Vehicles stop in front of Benjamin Franklin Elementary school to pick up and drop off students. A Broome County Transit bus stop is on the west side of the Conklin Avenue and Hayes Avenue intersection at the eastbound stop line. There is a no standing sign in front of the school.

RISK ANALYSIS

The intersection of Conklin Avenue and Hayes Avenue is heavily travelled by pedestrians, students walking to school and accessing the BC bus stop at the intersection. Parents frequently stop in front of the school to drop off and pick up students. The area becomes congested and the cars that stop to drop students off interfere with pedestrians in the crosswalk. The BC Transit bus stop at the intersection adds to the congestion.



During the three-year crash analysis period that was reviewed there were six crashes at the intersection. This included one pedestrian accident. There were no identifiable accident patterns.

SUGGESTIONS

The pedestrian signals at the intersection need to be upgraded to count down signals. The crosswalk across Conklin Avenue in front of the school needs to be a high visibility crosswalk. High visibility crosswalk warning signs with arrows pointing to the crosswalk should be installed on both the east and westbound approach of Conklin Avenue. Bike lanes should be repainted with bike symbols in the lanes. "No Stopping" signs should be placed on eastbound Conklin Avenue in front of the elementary school. The stopping zone should start 10 feet west of the crosswalk in front of the school and extend to 15 feet east of the fire hydrant on the south side of Conklin Avenue.

A BC Transit bus stop is located just west of the crosswalk in front of the school at Hayes Street. Consideration should be given to requesting BC Transit to move this sign to the far side of the crosswalk to improve visibility of the crosswalk.

PRIORITY CONSIDERATION

High

CONKLIN AVENUE FROM HAYES STREET TO HOMER STREET

SAFETY CONCERNS

Pedestrian and bicycle safety.

OBSERVATIONS

School crossing pavement markings are worn and there are no bike symbols in the bike lanes.



RISK ANALYSIS

This section of Conklin Avenue is immediately adjacent to the elementary school and is of high concern for pedestrian traffic especially children. There were three crashes at the Homer Street intersection during the three- year period studied. There was one left turn accident and no pattern of accidents.

SUGGESTIONS

Repaint the pavement markings for school crossing and restripe the bicycle lanes with appropriate striping and symbols.

PRIORITY FOR CONSIDERATION

High

INTERSECTION OF CONKLIN AVENUE AND THE ARENA STREET

SAFETY CONCERNS

Pedestrian and bicycle safety.

OBSERVATIONS

Conklin Avenue and The Arena Street is T-intersection with a landscaped island down the center and is one-way southbound and one-way northbound. There is a crosswalk and it is ADA compliant. The bike lanes through this section are worn.

RISK ANALYSIS

There were seven crashes at this intersection during the three-year period reviewed. The crashes that occurred were rear-end, fixed object and driver inattention. There was no pattern of accidents.

SUGGESTIONS

Bike lanes need to be repainted with the appropriate bicycle symbols.

PRIORITY FOR CONSIDERATION

Medium

INTERSECTION OF CONKLIN AVENUE AND BURR AVENUE

SAFETY CONCERNS

Pedestrian and bicycle safety. High number of vehicular accidents.

OBSERVATIONS

The pedestrian signals are not count down signals. The southwest corner of the intersection is not ADA compliant. The bicycle pavement markings are worn.

There are "No Parking" signs on both the north and south sides of Conklin Avenue adjacent to the intersection. However, parking is allowed on the north side of Conklin Avenue in front of the businesses at 291 and 293 Conklin Avenue.



RISK ANALYSIS

The intersection of Conklin Avenue and Burr Avenue is a heavily travelled intersection in the corridor. The Weis Plaza is located on the north approach of the intersection, Burr Avenue is a major access to the southeast area of the City of Binghamton and the Town of Binghamton. There is a gas station/ mini mart located on the southeast corner of the intersection. A bus stop is located on Conklin Avenue at the intersection traveling eastbound and just west of Home Avenue in the westbound direction.

There were 23 crashes at the intersection during the three- year period reviewed. This is significant for a local intersection. Many of the crashes were rear-end type crashes (7) distributed about evenly

between both approaches of Conklin Avenue and Burr Avenue. The remainder were right angle (4), fixed object (4), bicycle (1), left turn (1), sideswipe (4), head on (1) and one stopped school bus accident.

The intersection becomes congested during the peak hours due to the type of commercial development on each corner. The driveway to the Citgo is close to the intersection and combined with the signalized intersection are probably contributing to the high number of rear end accidents.

The fire hydrant is immediately adjacent to the Citgo driveway and is probably being hit because of the proximity.

SUGGESTIONS

Upgrade the pedestrian signals to count down signals and install an ADA compliant curb ramp on the southwest corner of the intersection. The bicycle lane markings should be restriped with the bicycle symbol in them. There should be a "No Right Turn on Red" prohibition for traffic exiting the Weis Plaza at the intersection. Signal timings should be evaluated to determine the delay at the intersection and the possibility of retiming to improve the operation at the signal.

PRIORITY FOR CONSIDERATION

High



OVERALL OBSERVATIONS AND RECOMMENDATIONS

The section of Conklin Avenue from Tompkins Street to Burr Avenue is the major east/west arterial route in the City of Binghamton south of the Susquehanna River. The area north and south of Conklin Avenue is primarily residential with neighborhood commercial businesses along Conklin Avenue. There is also a neighborhood elementary school, neighborhood fire station and a church located within the six blocks of Conklin Avenue that were included in the road safety audit. The entire corridor study area has pedestrian generators. Several relatively low-cost improvements were identified that have the potential to increase pedestrian and bicycle safety and improve the walkability and bikeability of the area and contribute to the concept of developing complete streets throughout the City of Binghamton.

Accidents were reviewed at all the intersections and evaluated for potential patterns and potential contributing factors to the crashes. The intersections of Conklin Avenue with Tompkins Street and Burr Avenue have the highest volumes of traffic and the highest number of crashes of the intersection studied. However, neither intersection exhibited a pattern of conditions at the intersection that could be contributing to the crashes.

Throughout the corridor pavement markings need to be upgraded for crosswalks and bicycle lanes. Crosswalk warning signs need to be upgraded as well as ADA accessible ramps at all locations that do not currently comply.

A major problem that was identified during the walking RSA was the congestion in front of Benjamin Franklin Elementary School that occurs with parents dropping off (AM) and picking up children (PM). The congestion caused by these movements and parents parking in front of the school, sometimes blocking the crosswalk, contributes to the potential safety problems.

Throughout the corridor studied there are No Standing signs on the south side of Conklin Avenue and No Parking signs on the north side. After a discussion with the Police Department it was suggested that No Stopping Signs replace the No Standing Signs on the south side of the street in front of the school. Throughout the corridor there should be a consistent use of the stopping, standing and parking signs. The definitions from the NYS Vehicle and Traffic Law are shown below.

NYS Vehicle and Traffic Law 2019, Title 1 Words and Phrases Defined

Section 145. Stand or Standing, *"Means the stopping of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in receiving or discharging passengers."*

Section 129 Park or Parking, *"Means the standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers."*

Section 147 Stop or Stopping, *"When prohibited means any halting even momentarily of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic-control sign or signal."*

Warning signs (school zones, school crossings, share the road) throughout the corridor should be upgraded to high visibility signs. The school zone signs that are posted on Conklin Avenue should be checked to make sure that they meet the school zone guidance in Section 7 of the NYS MUTCD.

Section 7B.15 Guidance

"The reduced speed limit sign should begin at a point either 200 feet upstream from the crosswalk or 300 feet upstream from the school property line, whichever is encountered first as traffic approaches the school. The minimum length of a school speed limit zone should be 400 feet."

As business change throughout the corridor or if there is a future roadway reconstruction consideration should be given to implement access management principles and narrow the commercial driveways that are not in compliance.

Throughout the corridor countdown pedestrian signals are needed at each of the three signalized intersections. The City should consider signal upgrades at each of intersections as funds become available.

CONCLUSIONS

This roadway assessment has been prepared to assist the City of Binghamton in identifying opportunities to improve safety within the area studied. The Road Safety Assessment is based on information that was available at the time of the field review. The suggestions in the report are for the consideration by the City. They are not intended to serve as design or operational recommendations.

The report does not preclude the identification of additional issues pertaining to safety by the City, or the emergence of new issues over time.

It is recommended that the City of Binghamton review the report; document their responses identified in the formal response; and track the implementation of safety improvements prompted by this assessment.

TRAFFIC COUNTS

Binghamton Metropolitan Transportation Study

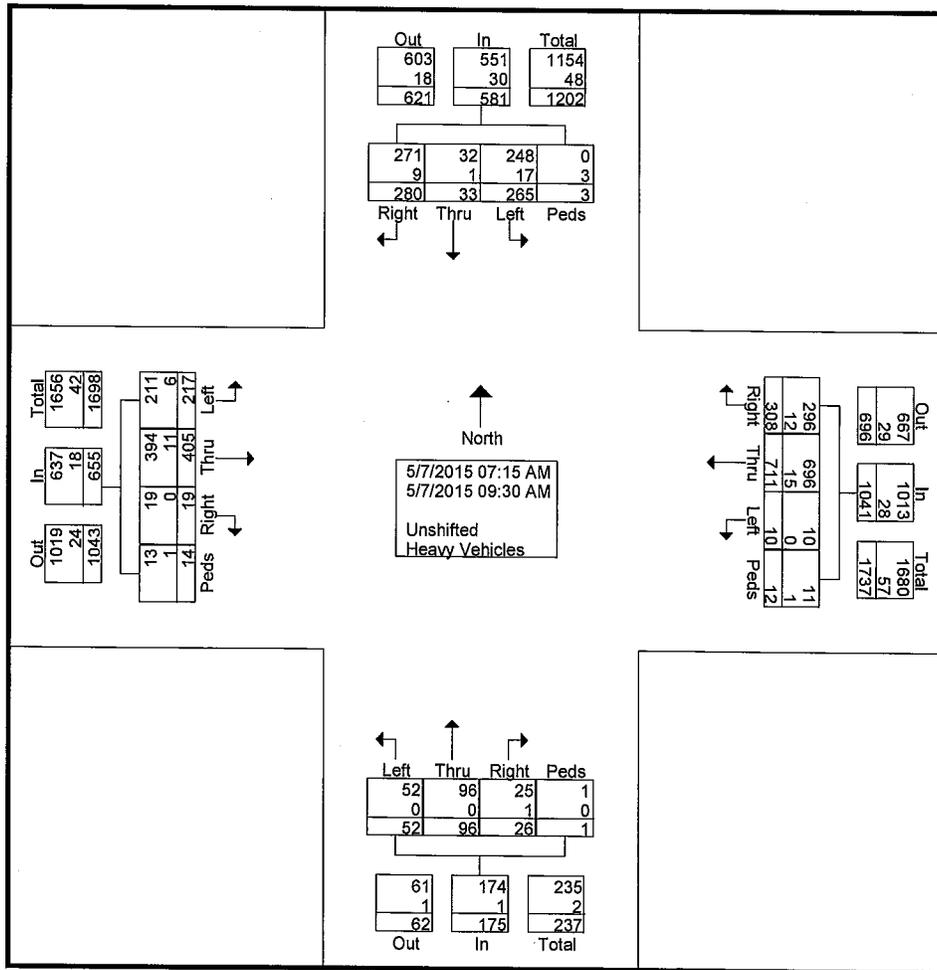
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 Your Tagline Here

Bobby Portorsnok
 Conklin and Tompkins
 Binghamton
 WOOP WOOP

File Name : Conklin and Tompkins AM 2015
 Site Code : 62
 Start Date : 5/7/2015
 Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:15 AM	17	4	22	0	43	18	50	3	2	73	5	11	6	0	22	4	29	17	2	52	190
07:30 AM	20	7	27	1	55	27	66	1	0	94	6	15	6	0	27	2	58	13	1	74	250
07:45 AM	33	2	24	0	59	21	97	1	2	121	7	17	8	0	32	3	51	19	2	75	287
Total	70	13	73	1	157	66	213	5	4	288	18	43	20	0	81	9	138	49	5	201	727
08:00 AM	32	6	29	2	69	29	91	0	2	122	2	8	7	0	17	3	47	27	0	77	285
08:15 AM	35	4	31	0	70	32	86	2	1	121	0	3	5	0	8	1	34	20	1	56	255
08:30 AM	23	1	25	0	49	38	83	1	1	123	2	12	4	0	18	1	42	30	0	73	263
08:45 AM	31	1	29	0	61	32	63	1	0	96	0	7	5	0	12	2	33	30	1	66	235
Total	121	12	114	2	249	131	323	4	4	462	4	30	21	0	55	7	156	107	2	272	1038
09:00 AM	35	3	29	0	67	35	65	0	2	102	1	11	2	0	14	0	36	28	2	66	249
09:15 AM	31	3	24	0	58	39	53	0	2	94	1	5	3	1	10	1	33	18	2	54	216
09:30 AM	23	2	25	0	50	37	57	1	0	95	2	7	6	0	15	2	42	15	3	62	222
Grand Total	280	33	265	3	581	308	711	10	12	1041	26	96	52	1	175	19	405	217	14	655	2452
Approch %	48.2	5.7	45.6	0.5		29.6	68.3	1	1.2		14.9	54.9	29.7	0.6		2.9	61.8	33.1	2.1		
Total %	11.4	1.3	10.8	0.1	23.7	12.6	29	0.4	0.5	42.5	1.1	3.9	2.1	0	7.1	0.8	16.5	8.8	0.6	26.7	
Unshifted	271	32	248	0	551	296	696	10	11	1013	25	96	52	1	174	19	394	211	13	637	2375
% Unshifted	96.8	97	93.6	0	94.8	96.1	97.9	100	91.7	97.3	96.2	100	100	100	99.4	100	97.3	97.2	92.9	97.3	
Heavy Vehicles																					
% Heavy Vehicles	3.2	3	6.4	100	5.2	3.9	2.1	0	8.3	2.7	3.8	0	0	0	0.6	0	2.7	2.8	7.1	2.7	3.1

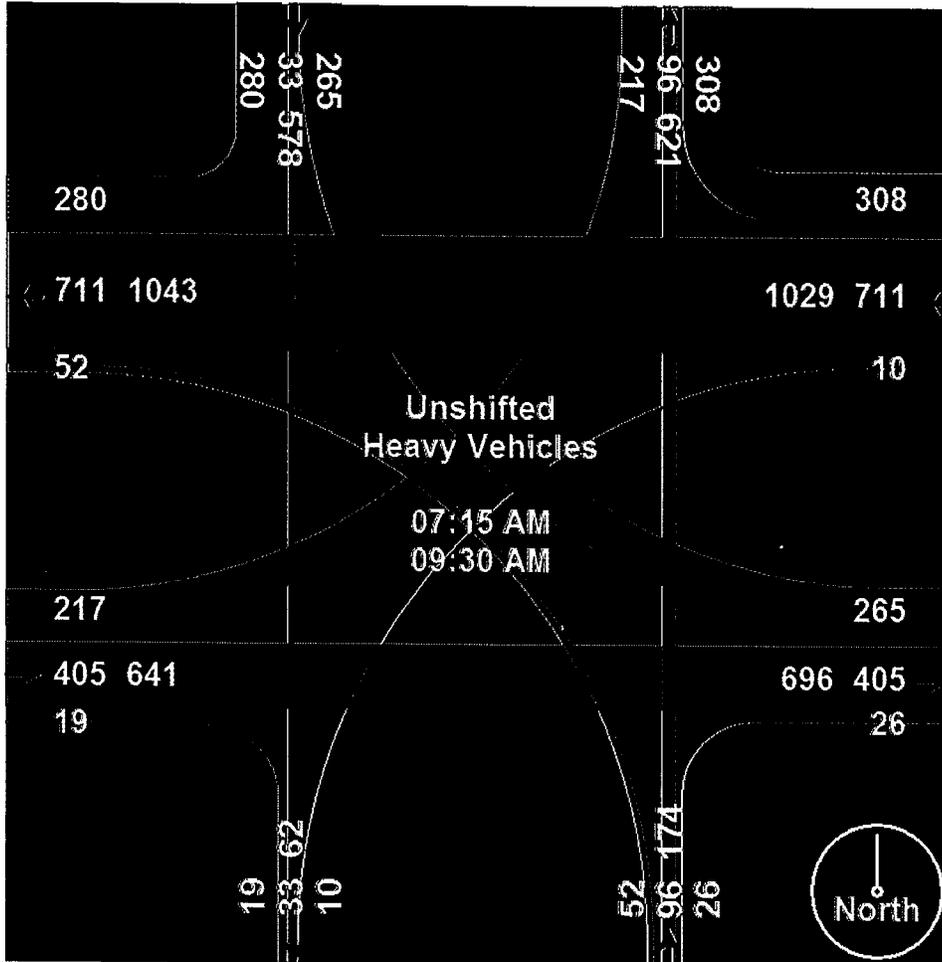


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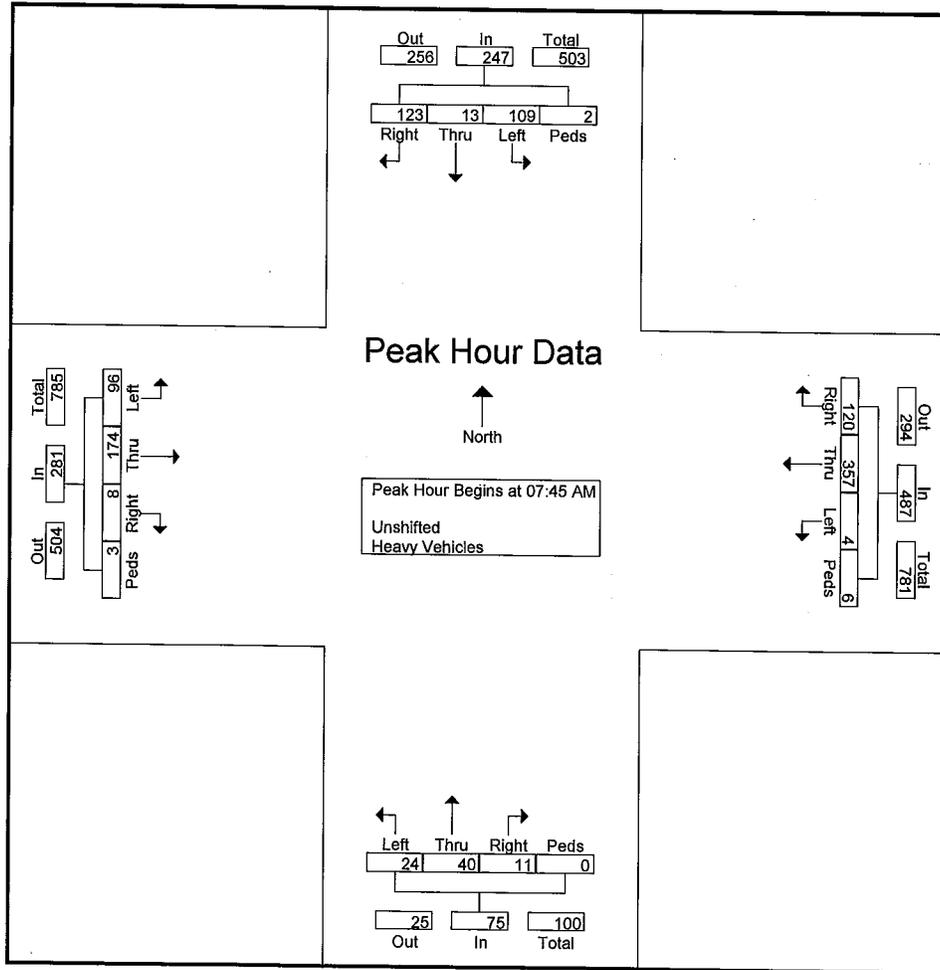
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	33	2	24	0	59	21	97	1	2	121	7	17	8	0	32	3	51	19	2	75	287
08:00 AM	32	6	29	2	69	29	91	0	2	122	2	8	7	0	17	3	47	27	0	77	285
08:15 AM	35	4	31	0	70	32	86	2	1	121	0	3	5	0	8	1	34	20	1	56	255
08:30 AM	23	1	25	0	49	38	83	1	1	123	2	12	4	0	18	1	42	30	0	73	263
Total Volume	123	13	109	2	247	120	357	4	6	487	11	40	24	0	75	8	174	96	3	281	1090
% App. Total	49.8	5.3	44.1	0.8		24.6	73.3	0.8	1.2		14.7	53.3	32	0		2.8	61.9	34.2	1.1		
PHF	.879	.542	.879	.250	.882	.789	.920	.500	.750	.990	.393	.588	.750	.000	.586	.667	.853	.800	.375	.912	.949



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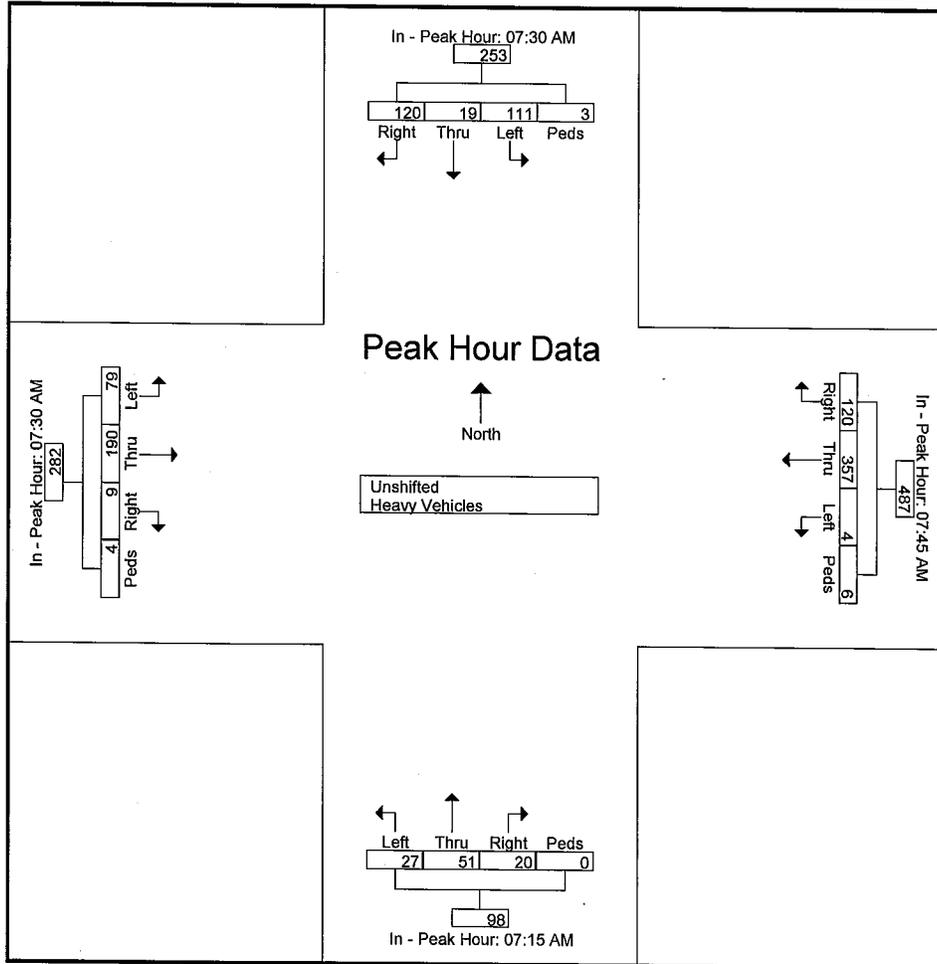
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Peak Hour Analysis From 07:15 AM to 09:30 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					07:45 AM					07:15 AM					07:30 AM					
+0 mins.	20	7	27	1	55	21	97	1	2	121	5	11	6	0	22	2	58	13	1	74	
+15 mins.	33	2	24	0	59	29	91	0	2	122	6	15	6	0	27	3	51	19	2	75	
+30 mins.	32	6	29	2	69	32	86	2	1	121	7	17	8	0	32	3	47	27	0	77	
+45 mins.	35	4	31	0	70	38	83	1	1	123	2	8	7	0	17	1	34	20	1	56	
Total Volume	120	19	111	3	253	120	357	4	6	487	20	51	27	0	98	9	190	79	4	282	
% App. Total	47.4	7.5	43.9	1.2		24.6	73.3	0.8	1.2		20.4	52	27.6	0		3.2	67.4	28	1.4		
PHF	.857	.679	.895	.375	.904	.789	.920	.500	.750	.990	.714	.750	.844	.000	.766	.750	.819	.731	.500	.916	



Binghamton Metropolitan Transportation Study

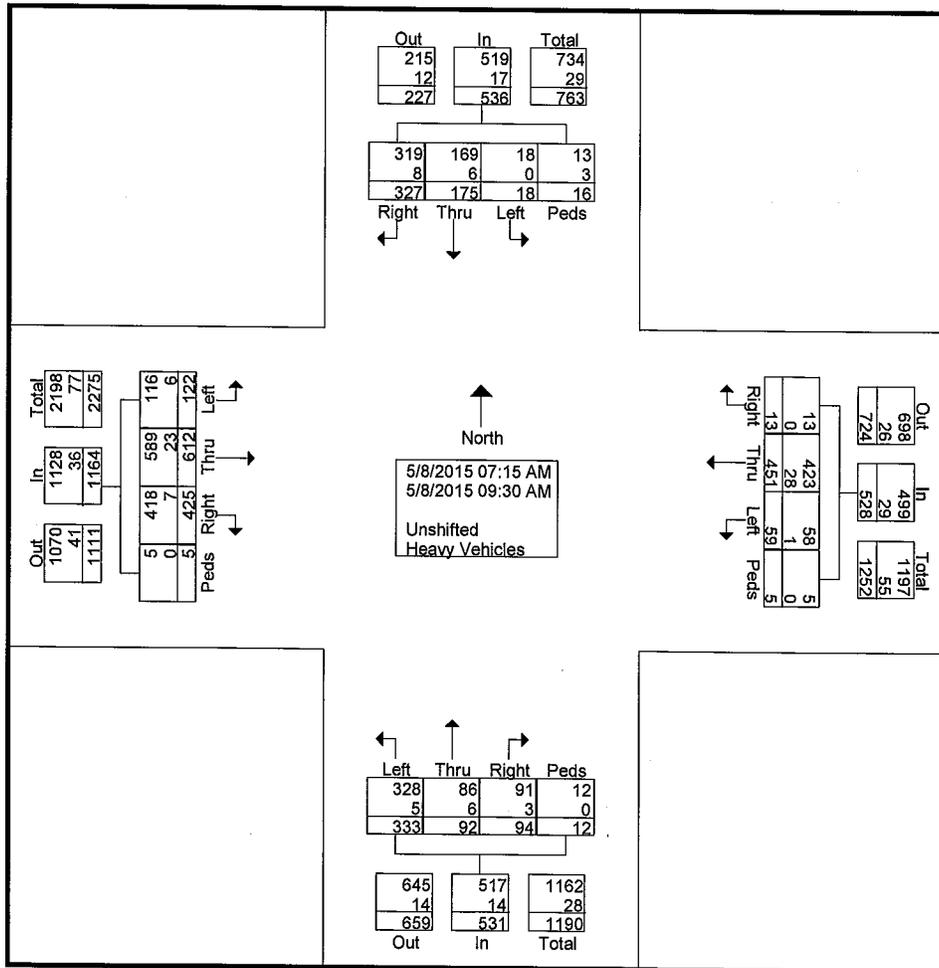
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Bobby Portorsnok
 Conklin and Tompkins
 Binghamton
 Sunny and Hot

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07:15 AM	37	11	1	1	50	5	29	4	0	38	9	4	19	3	35	20	46	15	0	81	204
07:30 AM	34	21	3	0	58	1	32	8	0	41	19	12	24	1	56	46	63	13	0	122	277
07:45 AM	48	29	0	5	82	0	42	5	1	48	12	13	31	2	58	60	52	6	0	118	306
Total	119	61	4	6	190	6	103	17	1	127	40	29	74	6	149	126	161	34	0	321	787
08:00 AM	38	26	2	0	66	1	50	4	1	56	15	16	34	1	66	61	56	9	0	126	314
08:15 AM	31	13	2	1	47	1	48	7	0	56	8	7	36	2	53	37	65	13	2	117	273
08:30 AM	35	12	0	0	47	2	47	8	1	56	4	7	24	1	36	42	68	19	1	130	271
08:45 AM	26	13	3	3	45	3	46	2	1	52	7	7	48	1	63	43	69	15	0	127	287
Total	130	64	7	4	205	7	191	21	3	222	34	37	142	5	218	183	258	56	3	500	1145
09:00 AM	34	20	5	2	61	0	72	8	1	81	6	9	48	1	64	46	68	11	0	125	331
09:15 AM	21	13	1	1	36	0	40	2	0	42	6	7	35	0	48	39	64	14	1	118	244
09:30 AM	23	17	1	3	44	0	45	11	0	56	8	10	34	0	52	31	61	7	1	100	252
Grand Total	327	175	18	16	536	13	451	59	5	528	94	92	333	12	531	425	612	122	5	1164	2759
Approch %	61	32.6	3.4	3		2.5	85.4	11.2	0.9		17.7	17.3	62.7	2.3		36.5	52.6	10.5	0.4		
Total %	11.9	6.3	0.7	0.6	19.4	0.5	16.3	2.1	0.2	19.1	3.4	3.3	12.1	0.4	19.2	15.4	22.2	4.4	0.2	42.2	
Unshifted	319	169	18	13	519	13	423	58	5	499	91	86	328	12	517	418	589	116	5	1128	2663
% Unshifted	97.6	96.6	100	81.2	96.8	100	93.8	98.3	100	94.5	96.8	93.5	98.5	100	97.4	98.4	96.2	95.1	100	96.9	96.5
Heavy Vehicles																					
% Heavy Vehicles	2.4	3.4	0	18.8	3.2	0	6.2	1.7	0	5.5	3.2	6.5	1.5	0	2.6	1.6	3.8	4.9	0	3.1	3.5



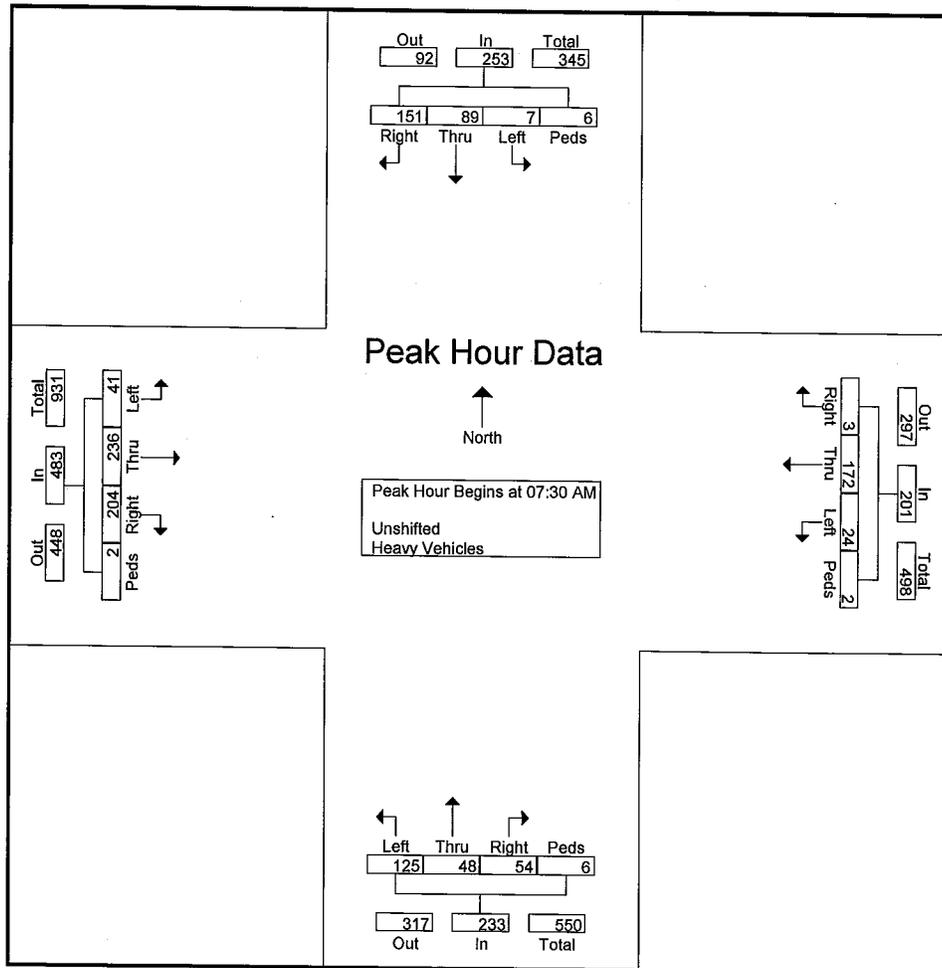
Binghamton Metropolitan Transportation Study

PO Box 1766
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Bobby Portorsnok
 Conklin and Tompkins
 Binghamton
 Sunny and Hot

File Name : Conklin and Tompkins PM 2015
 Site Code : 62
 Start Date : 5/8/2015
 Page No : 3

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	34	21	3	0	58	1	32	8	0	41	19	12	24	1	56	46	63	13	0	122	277
07:45 AM	48	29	0	5	82	0	42	5	1	48	12	13	31	2	58	60	52	6	0	118	306
08:00 AM	38	26	2	0	66	1	50	4	1	56	15	16	34	1	66	61	56	9	0	126	314
08:15 AM	31	13	2	1	47	1	48	7	0	56	8	7	36	2	53	37	65	13	2	117	273
Total Volume	151	89	7	6	253	3	172	24	2	201	54	48	125	6	233	204	236	41	2	483	1170
% App. Total	59.7	35.2	2.8	2.4		1.5	85.6	11.9	1		23.2	20.6	53.6	2.6		42.2	48.9	8.5	0.4		
PHF	.786	.767	.583	.300	.771	.750	.860	.750	.500	.897	.711	.750	.868	.750	.883	.836	.908	.788	.250	.958	.932



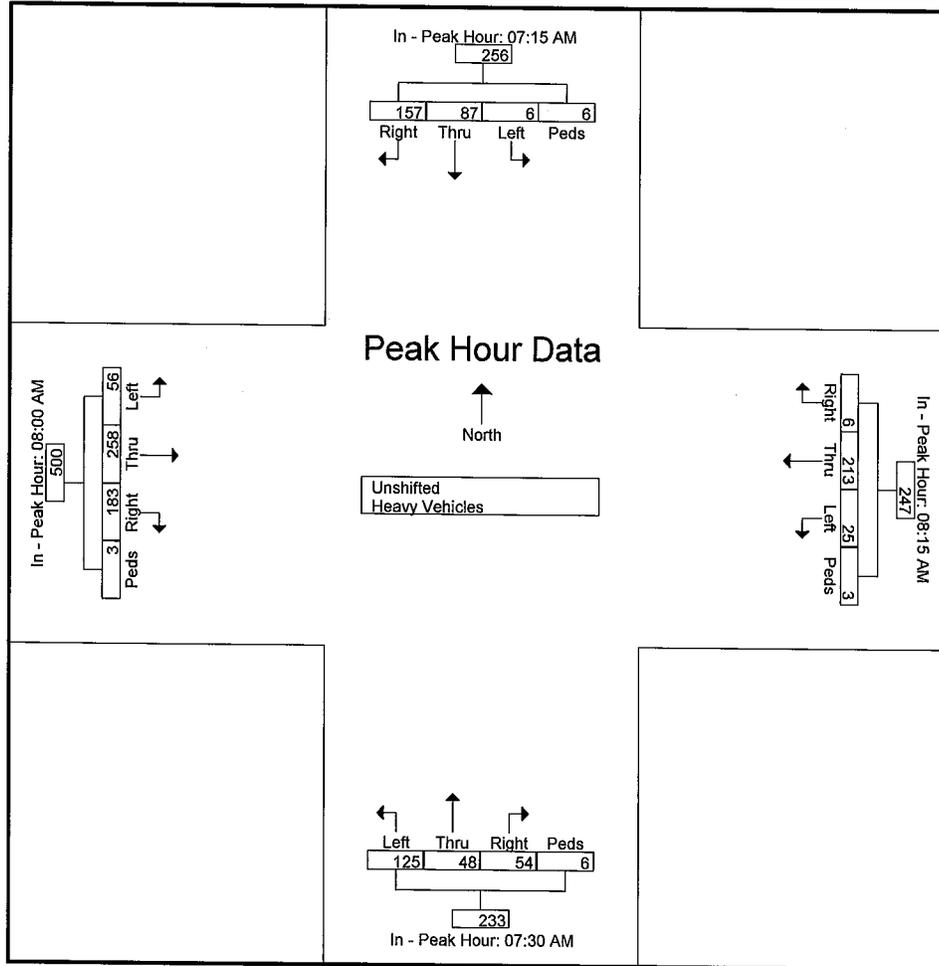
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Bobby Portorsnok
 Conklin and Tompkins
 Binghamton
 Sunny and Hot

File Name : Conklin and Tompkins PM 2015
 Site Code : 62
 Start Date : 5/8/2015
 Page No : 4

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:30 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					08:15 AM					07:30 AM					08:00 AM					
+0 mins.	37	11	1	1	50	1	48	7	0	56	19	12	24	1	56	61	56	9	0	126	
+15 mins.	34	21	3	0	58	2	47	8	1	58	12	13	31	2	58	37	65	13	2	117	
+30 mins.	48	29	0	5	82	3	46	2	1	52	15	16	34	1	66	42	68	19	1	130	
+45 mins.	38	26	2	0	66	0	72	8	1	81	8	7	36	2	53	43	69	15	0	127	
Total Volume	157	87	6	6	256	6	213	25	3	247	54	48	125	6	233	183	258	56	3	500	
% App. Total	61.3	34	2.3	2.3		2.4	86.2	10.1	1.2		23.2	20.6	53.6	2.6		36.6	51.6	11.2	0.6		
PHF	.818	.750	.500	.300	.780	.500	.740	.781	.750	.762	.711	.750	.868	.750	.883	.750	.935	.737	.375	.962	



Binghamton Metropolitan Transportation Study

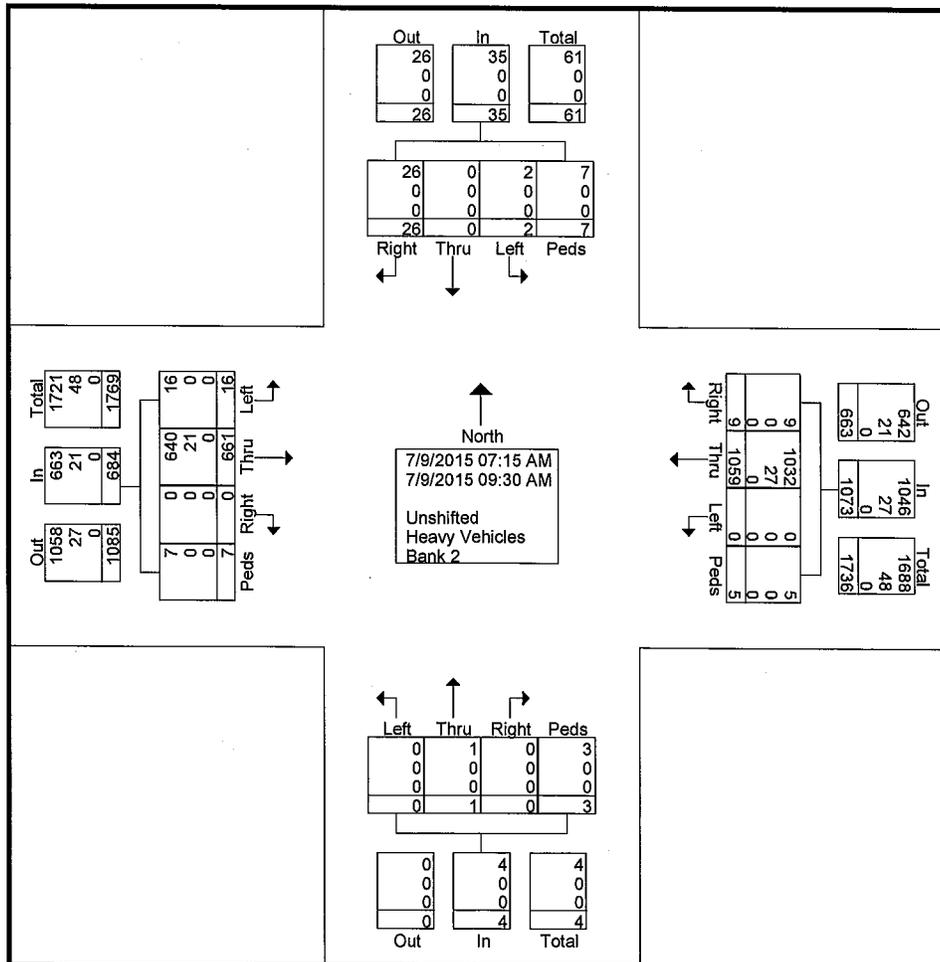
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Bobby Portorsnok
 Conklin and Broome
 Binghamton
 Warm

File Name : Not Named 8
 Site Code : 63
 Start Date : 7/9/2015
 Page No : 1

Groups Printed- Unshifted - Heavy Vehicles - Bank 2

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:15 AM	3	0	1	0	4	2	61	0	1	64	0	0	0	0	0	0	43	1	0	44	112
07:30 AM	4	0	0	1	5	2	82	0	2	86	0	0	0	0	0	0	55	0	0	55	146
07:45 AM	0	0	1	1	2	1	101	0	0	102	0	0	0	0	0	0	55	2	0	57	161
Total	7	0	2	2	11	5	244	0	3	252	0	0	0	0	0	0	153	3	0	156	419
08:00 AM	2	0	0	0	2	1	145	0	0	146	0	1	0	3	4	0	79	2	1	82	234
08:15 AM	2	0	0	0	2	0	105	0	0	105	0	0	0	0	0	0	83	3	3	89	196
08:30 AM	3	0	0	2	5	0	126	0	2	128	0	0	0	0	0	0	89	0	0	89	222
08:45 AM	3	0	0	2	5	0	109	0	0	109	0	0	0	0	0	0	57	2	1	60	174
Total	10	0	0	4	14	1	485	0	2	488	0	1	0	3	4	0	308	7	5	320	826
09:00 AM	4	0	0	1	5	2	120	0	0	122	0	0	0	0	0	0	70	2	1	73	200
09:15 AM	3	0	0	0	3	0	98	0	0	98	0	0	0	0	0	0	66	3	1	70	171
09:30 AM	2	0	0	0	2	1	112	0	0	113	0	0	0	0	0	0	64	1	0	65	180
Grand Total	26	0	2	7	35	9	1059	0	5	1073	0	1	0	3	4	0	661	16	7	684	1796
Approch %	74.3	0	5.7	20		0.8	98.7	0	0.5		0	25	0	75		0	96.6	2.3	1		
Total %	1.4	0	0.1	0.4	1.9	0.5	59	0	0.3	59.7	0	0.1	0	0.2	0.2	0	36.8	0.9	0.4	38.1	
Unshifted	26	0	2	7	35	9	1032	0	5	1046	0	1	0	3	4	0	640	16	7	663	1748
% Unshifted	100	0	100	100	100	100	97.5	0	100	97.5	0	100	0	100	100	0	96.8	100	100	96.9	97.3
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	2.5	0	0	2.5	0	0	0	0	0	0	3.2	0	0	3.1	2.7
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



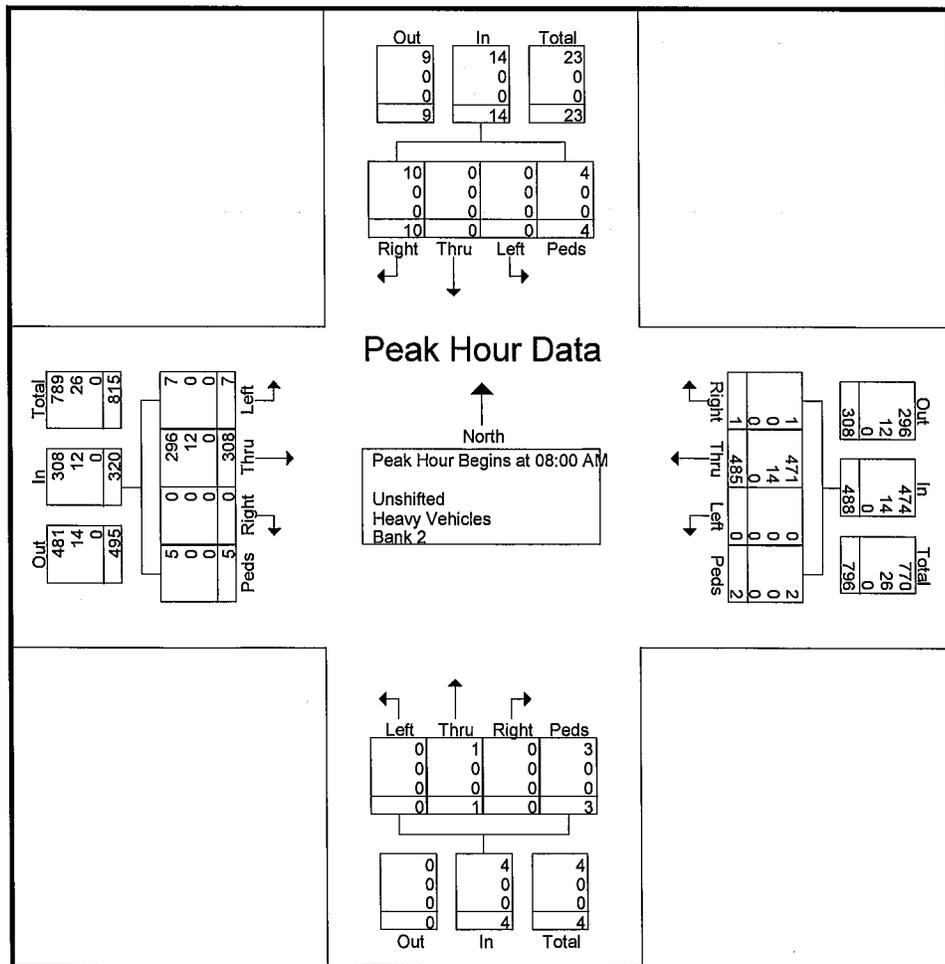
Binghamton Metropolitan Transportation Study

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Bobby Portorsnok
 Conklin and Broome
 Binghamton
 Warm

File Name : Not Named 8
 Site Code : 63
 Start Date : 7/9/2015
 Page No : 2

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:30 AM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	2	0	0	0	2	1	145	0	0	146	0	1	0	3	4	0	79	2	1	82	234
08:15 AM	2	0	0	0	2	0	105	0	0	105	0	0	0	0	0	0	83	3	3	89	196
08:30 AM	3	0	0	2	5	0	126	0	2	128	0	0	0	0	0	0	89	0	0	89	222
08:45 AM	3	0	0	2	5	0	109	0	0	109	0	0	0	0	0	0	57	2	1	60	174
Total Volume	10	0	0	4	14	1	485	0	2	488	0	1	0	3	4	0	308	7	5	320	826
% App. Total	71.4	0	0	28.6		0.2	99.4	0	0.4		0	25	0	75		0	96.2	2.2	1.6		
PHF	.833	.000	.000	.500	.700	.250	.836	.000	.250	.836	.000	.250	.000	.250	.250	.000	.865	.583	.417	.899	.882
Unshifted	10	0	0	4	14	1	471	0	2	474	0	1	0	3	4	0	296	7	5	308	800
% Unshifted	100	0	0	100	100	100	97.1	0	100	97.1	0	100	0	100	100	0	96.1	100	100	96.3	96.9
Heavy Vehicles	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	12	0	0	12	26
% Heavy Vehicles	0	0	0	0	0	0	2.9	0	0	2.9	0	0	0	0	0	0	3.9	0	0	3.8	3.1
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



Binghamton Metropolitan Transportation Study

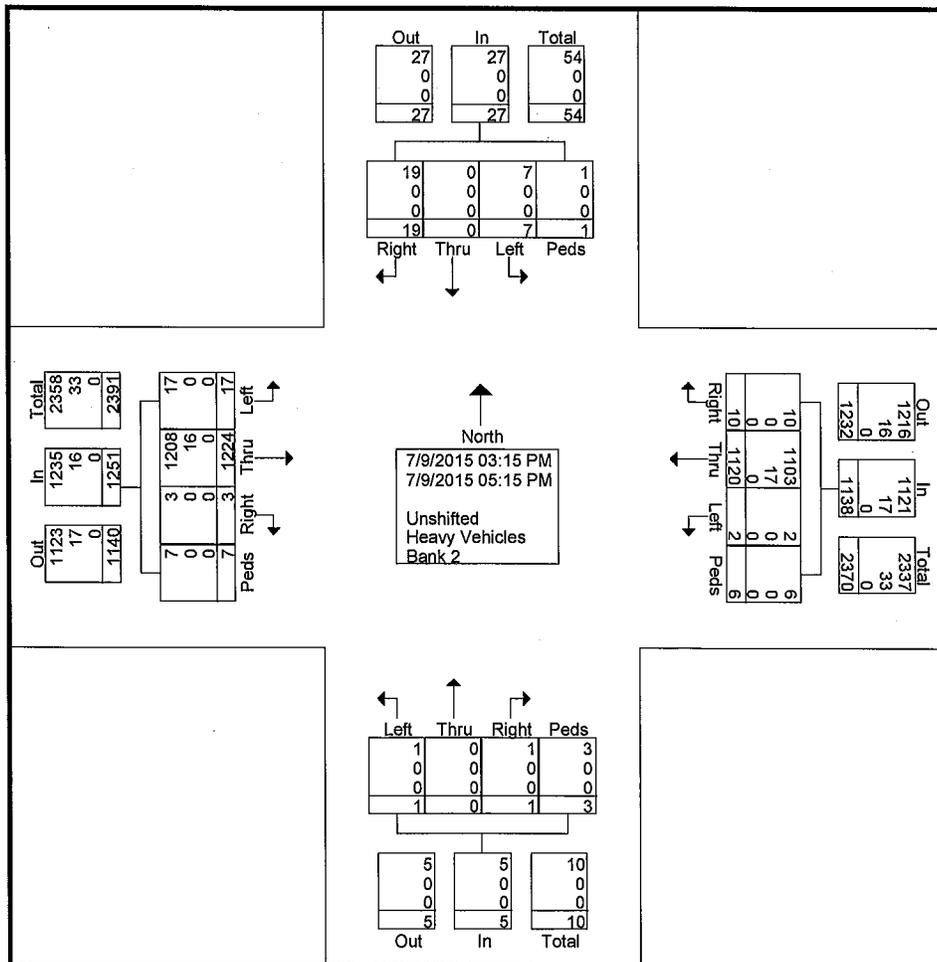
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Bobby Portorsnok
 Conklin and Broome AM 2015
 Binghamton
 ACCIDENT!!

File Name : Not Named 9
 Site Code : 63
 Start Date : 7/9/2015
 Page No : 1

Groups Printed- Unshifted - Heavy Vehicles - Bank 2

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:15 PM	0	0	0	0	0	0	86	0	0	86	0	0	0	0	0	1	111	2	0	114	200
03:30 PM	2	0	0	0	2	0	126	0	0	126	0	0	0	0	0	0	107	2	0	109	237
03:45 PM	3	0	2	1	6	0	124	0	1	125	0	0	0	0	0	0	127	2	2	131	262
Total	5	0	2	1	8	0	336	0	1	337	0	0	0	0	0	1	345	6	2	354	699
04:00 PM	0	0	1	0	1	3	162	0	2	167	0	0	0	0	0	2	150	2	0	154	322
04:15 PM	2	0	2	0	4	2	126	0	0	128	0	0	0	0	0	0	151	1	0	152	284
04:30 PM	1	0	0	0	1	4	149	0	1	154	1	0	0	2	3	0	154	3	3	160	318
04:45 PM	1	0	1	0	2	0	127	0	0	127	0	0	0	1	1	0	130	3	2	135	265
Total	4	0	4	0	8	9	564	0	3	576	1	0	0	3	4	2	585	9	5	601	1189
05:00 PM	3	0	0	0	3	0	115	1	2	118	0	0	1	0	1	0	168	1	0	169	291
05:15 PM	7	0	1	0	8	1	105	1	0	107	0	0	0	0	0	0	126	1	0	127	242
Grand Total	19	0	7	1	27	10	1120	2	6	1138	1	0	1	3	5	3	1224	17	7	1251	2421
Approach %	70.4	0	25.9	3.7		0.9	98.4	0.2	0.5		20	0	20	60		0.2	97.8	1.4	0.6		
Total %	0.8	0	0.3	0	1.1	0.4	46.3	0.1	0.2	47	0	0	0	0.1	0.2	0.1	50.6	0.7	0.3	51.7	
Unshifted	19	0	7	1	27	10	1103	2	6	1121	1	0	1	3	5	3	1208	17	7	1235	2388
% Unshifted	100	0	100	100	100	100	98.5	100	100	98.5	100	0	100	100	100	100	98.7	100	100	98.7	98.6
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	1.5	0	0	1.5	0	0	0	0	0	0	1.3	0	0	1.3	1.4
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



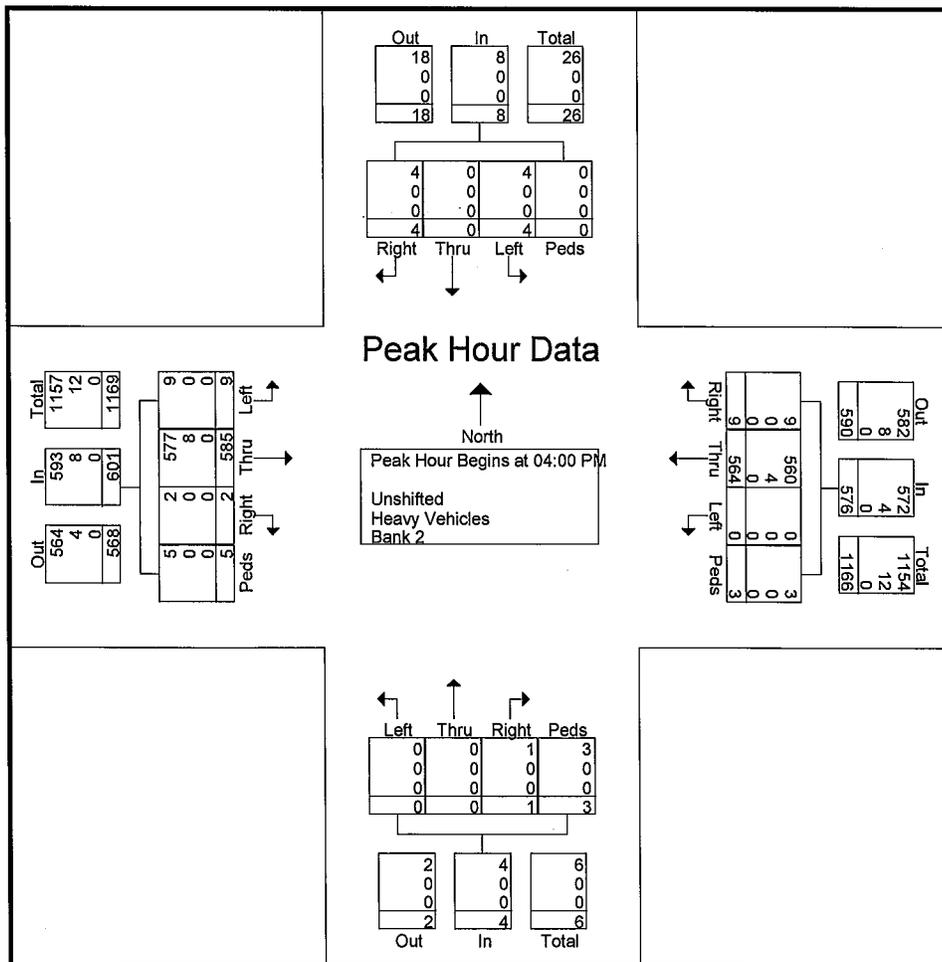
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Bobby Portorsnok
 Conklin and Broome AM 2015
 Binghamton
 ACCIDENT!!

File Name : Not Named 9
 Site Code : 63
 Start Date : 7/9/2015
 Page No : 2

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:15 PM to 05:15 PM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	1	0	1	3	162	0	2	167	0	0	0	0	0	2	150	2	0	154	322
04:15 PM	2	0	2	0	4	2	126	0	0	128	0	0	0	0	0	0	151	1	0	152	284
04:30 PM	1	0	0	0	1	4	149	0	1	154	1	0	0	2	3	0	154	3	3	160	318
04:45 PM	1	0	1	0	2	0	127	0	0	127	0	0	0	1	1	0	130	3	2	135	265
Total Volume	4	0	4	0	8	9	564	0	3	576	1	0	0	3	4	2	585	9	5	601	1189
% App. Total	50	0	50	0		1.6	97.9	0	0.5		25	0	0	75		0.3	97.3	1.5	0.8		
PHF	.500	.000	.500	.000	.500	.563	.870	.000	.375	.862	.250	.000	.000	.375	.333	.250	.950	.750	.417	.939	.923
Unshifted	4	0	4	0	8	9	560	0	3	572	1	0	0	3	4	2	577	9	5	593	1177
% Unshifted	100	0	100	0	100	100	99.3	0	100	99.3	100	0	0	100	100	100	98.6	100	100	98.7	99.0
Heavy Vehicles	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	12
% Heavy Vehicles	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0	1.4	0	0	1.3	1.0
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



Binghamton Metropolitan Transportation Study

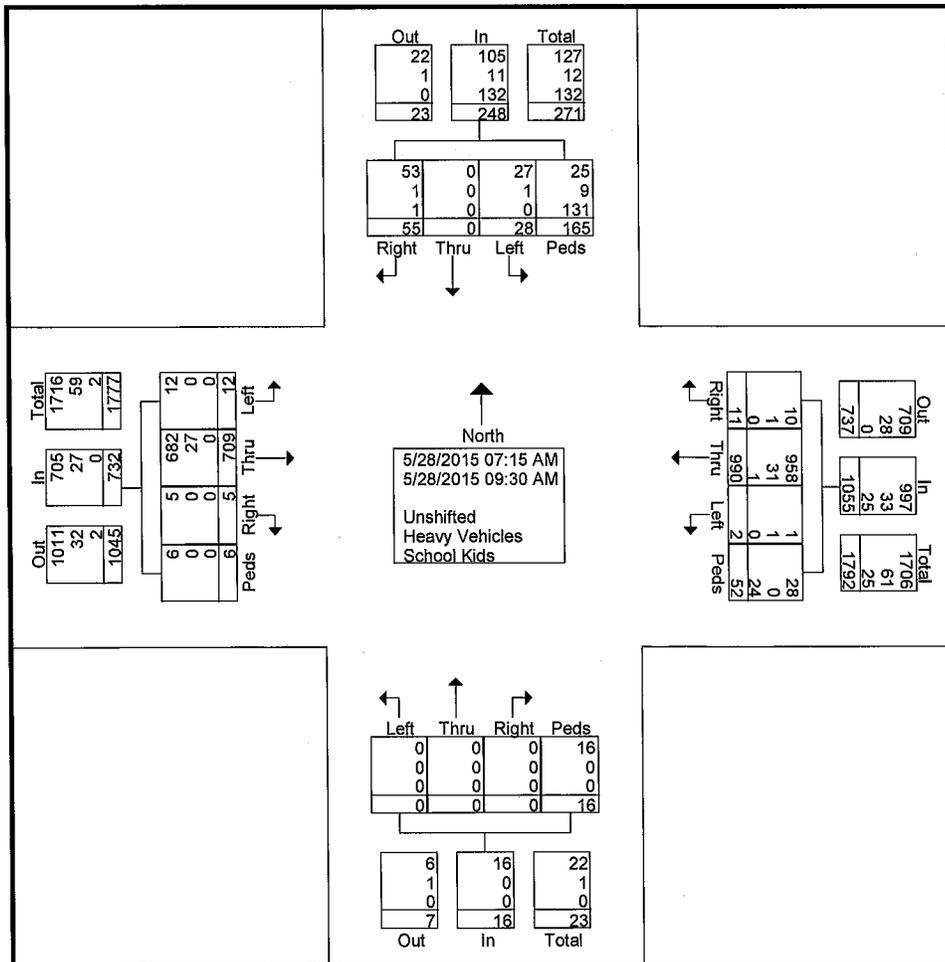
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Bobby Portorsnok
 Conklin and Hayes
 Binghamton
 The Koopa King has returned

File Name : Not Named 6
 Site Code : 64
 Start Date : 5/28/2015
 Page No : 1

Groups Printed- Unshifted - Heavy Vehicles - School Kids

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:15 AM	4	0	3	14	21	1	89	0	5	95	0	0	0	0	0	0	74	2	0	76	192
07:30 AM	9	0	5	33	47	4	111	0	10	125	0	0	0	1	1	0	87	4	1	92	265
07:45 AM	19	0	7	66	92	3	83	0	20	106	0	0	0	8	8	0	84	0	0	84	290
Total	32	0	15	113	160	8	283	0	35	326	0	0	0	9	9	0	245	6	1	252	747
08:00 AM	13	0	4	45	62	2	100	0	7	109	0	0	0	4	4	0	84	1	0	85	260
08:15 AM	2	0	0	2	4	0	100	0	2	102	0	0	0	1	1	2	61	1	1	65	172
08:30 AM	6	0	2	2	10	1	117	2	0	120	0	0	0	0	0	0	72	0	0	72	202
08:45 AM	0	0	1	0	1	0	106	0	1	107	0	0	0	0	0	0	60	2	0	62	170
Total	21	0	7	49	77	3	423	2	10	438	0	0	0	5	5	2	277	4	1	284	804
09:00 AM	0	0	0	1	1	0	111	0	1	112	0	0	0	2	2	3	64	0	0	67	182
09:15 AM	1	0	1	1	3	0	85	0	2	87	0	0	0	0	0	0	50	0	4	54	144
09:30 AM	1	0	5	1	7	0	88	0	4	92	0	0	0	0	0	0	73	2	0	75	174
Grand Total	55	0	28	165	248	11	990	2	52	1055	0	0	0	16	16	5	709	12	6	732	2051
Approch %	22.2	0	11.3	66.5		1	93.8	0.2	4.9		0	0	0	100		0.7	96.9	1.6	0.8		
Total %	2.7	0	1.4	8	12.1	0.5	48.3	0.1	2.5	51.4	0	0	0	0.8	0.8	0.2	34.6	0.6	0.3	35.7	
Unshifted	53	0	27	25	105	10	958	1	28	997	0	0	0	16	16	5	682	12	6	705	1823
% Unshifted	96.4	0	96.4	15.2	42.3	90.9	96.8	50	53.8	94.5	0	0	0	100	100	100	96.2	100	100	96.3	88.9
Heavy Vehicles																					
% Heavy Vehicles	1.8	0	3.6	5.5	4.4	9.1	3.1	50	0	3.1	0	0	0	0	0	0	3.8	0	0	3.7	3.5
School Kids	1	0	0	131	132	0	1	0	24	25	0	0	0	0	0	0	0	0	0	0	157
% School Kids																					



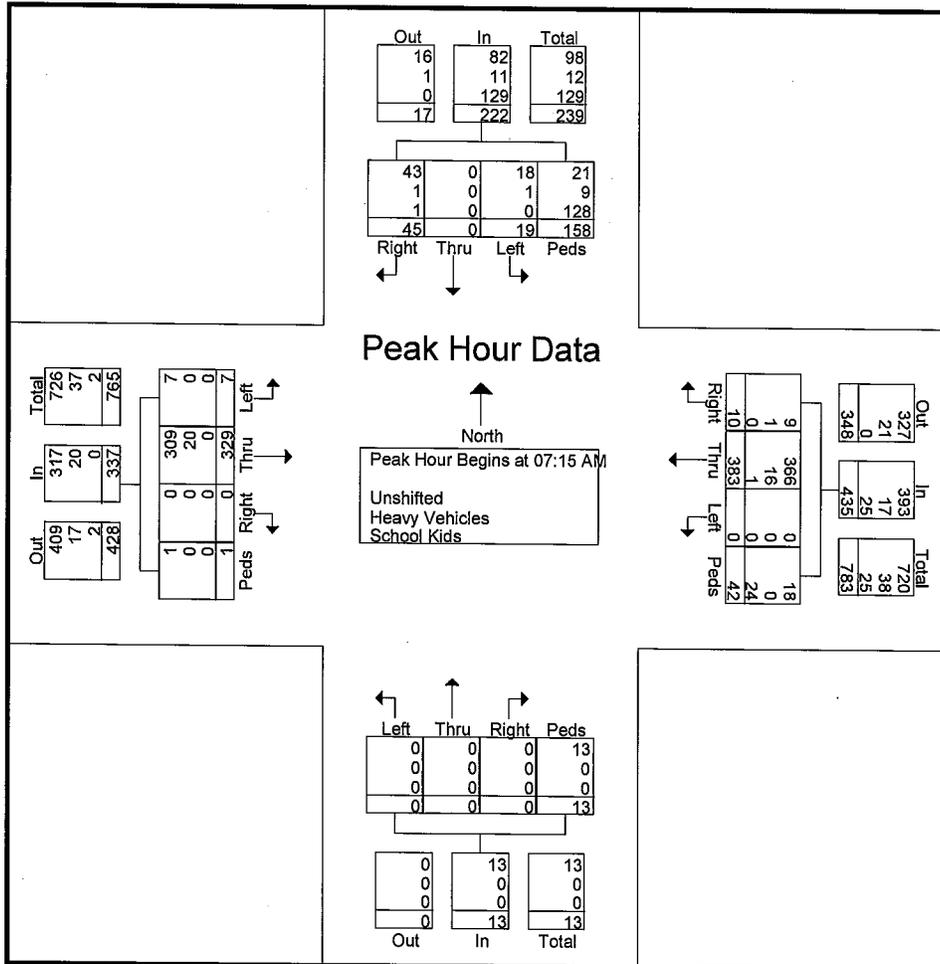
Binghamton Metropolitan Transportation Study

PO Box 1766
 Binghamton, NY 13902
 Your Tagline Here

Bobby Portorsnok
 Conklin and Hayes
 Binghamton
 The Koopa King has returned

File Name : Not Named 6
 Site Code : 64
 Start Date : 5/28/2015
 Page No : 2

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	0	3	14	21	1	89	0	5	95	0	0	0	0	0	0	74	2	0	76	192
07:30 AM	8	0	6	33	47	4	111	0	10	125	0	0	0	1	1	0	87	4	1	92	265
07:45 AM	19	0	7	66	92	3	83	0	20	106	0	0	0	8	8	0	84	0	0	84	290
08:00 AM	13	0	4	45	62	2	100	0	7	109	0	0	0	4	4	0	84	1	0	85	260
Total Volume	45	0	19	158	222	10	383	0	42	435	0	0	0	13	13	0	329	7	1	337	1007
% App. Total	20.3	0	8.6	71.2		2.3	88	0	9.7		0	0	0	100		0	97.6	2.1	0.3		
PHF	.592	.000	.679	.598	.603	.625	.863	.000	.525	.870	.000	.000	.000	.406	.406	.000	.945	.438	.250	.916	.868
Unshifted	43	0	18	21	82	9	366	0	18	393	0	0	0	13	13	0	309	7	1	317	805
% Unshifted	95.6	0	94.7	13.3	36.9	90.0	95.6	0	42.9	90.3	0	0	0	100	100	0	93.9	100	100	94.1	79.9
Heavy Vehicles	1	0	1	9	11	1	16	0	0	17	0	0	0	0	0	0	20	0	0	20	48
% Heavy Vehicles	2.2	0	5.3	5.7	5.0	10.0	4.2	0	0	3.9	0	0	0	0	0	0	6.1	0	0	5.9	4.8
School Kids	1	0	0	128	129	0	1	0	24	25	0	0	0	0	0	0	0	0	0	0	154
% School Kids																					



Binghamton Metropolitan Transportation Study

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Bobby Portorsnok
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 Binghamton
 and so begins the panhandling

File Name : Not Named 7
 Site Code : 64
 Start Date : 5/28/2015
 Page No : 1

Groups Printed- Unshifted - Heavy Vehicles - School Kids

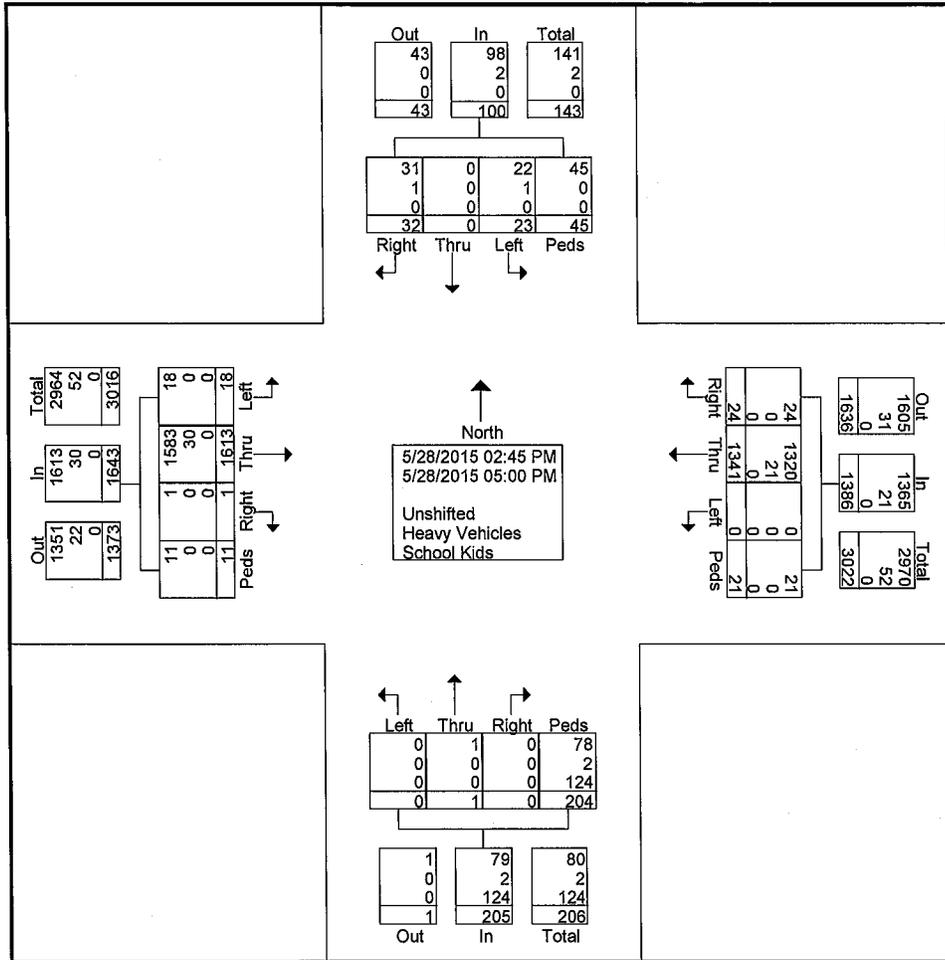
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:45 PM	3	0	5	40	48	3	86	0	8	97	0	1	0	102	103	0	88	1	0	89	337
Total	3	0	5	40	48	3	86	0	8	97	0	1	0	102	103	0	88	1	0	89	337
03:00 PM	15	0	7	2	24	2	98	0	0	100	0	0	0	89	89	0	138	1	0	139	352
03:15 PM	1	0	1	1	3	3	108	0	0	111	0	0	0	5	5	0	140	4	0	144	263
03:30 PM	2	0	1	0	3	5	150	0	1	156	0	0	0	1	1	1	137	0	0	138	298
03:45 PM	1	0	3	0	4	5	152	0	1	158	0	0	0	1	1	0	171	0	1	172	335
Total	19	0	12	3	34	15	508	0	2	525	0	0	0	96	96	1	586	5	1	593	1248
04:00 PM	3	0	2	0	5	0	150	0	1	151	0	0	0	0	0	0	164	4	0	168	324
04:15 PM	1	0	0	0	1	1	134	0	3	138	0	0	0	3	3	0	178	1	2	181	323
04:30 PM	3	0	1	0	4	1	161	0	1	163	0	0	0	0	0	0	232	4	3	239	406
04:45 PM	0	0	2	2	4	3	157	0	6	166	0	0	0	0	0	0	190	1	2	193	363
Total	7	0	5	2	14	5	602	0	11	618	0	0	0	3	3	0	764	10	7	781	1416
05:00 PM	3	0	1	0	4	1	145	0	0	146	0	0	0	3	3	0	175	2	3	180	333
Grand Total	32	0	23	45	100	24	1341	0	21	1386	0	1	0	204	205	1	1613	18	11	1643	3334
Approch %	32	0	23	45		1.7	96.8	0	1.5		0	0.5	0	99.5		0.1	98.2	1.1	0.7		
Total %	1	0	0.7	1.3	3	0.7	40.2	0	0.6	41.6	0	0	0	6.1	6.1	0	48.4	0.5	0.3	49.3	
Unshifted	31	0	22	45	98	24	1320	0	21	1365	0	1	0	78	79	1	1583	18	11	1613	3155
% Unshifted	96.9	0	95.7	100	98	100	98.4	0	100	98.5	0	100	0	38.2	38.5	100	98.1	100	100	98.2	94.6
Heavy Vehicles																					
% Heavy Vehicles	3.1	0	4.3	0	2	0	1.6	0	0	1.5	0	0	0	1	1	0	1.9	0	0	1.8	1.6
School Kids	0	0	0	0	0	0	0	0	0	0	0	0	0	124	124	0	0	0	0	0	124
% School Kids														124	124						124

Binghamton Metropolitan Transportation Study

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Bobby Portorsnok
 Conklin and Hayes
 Binghamton
 and so begins the panhandling

File Name : Not Named 7
 Site Code : 64
 Start Date : 5/28/2015
 Page No : 2



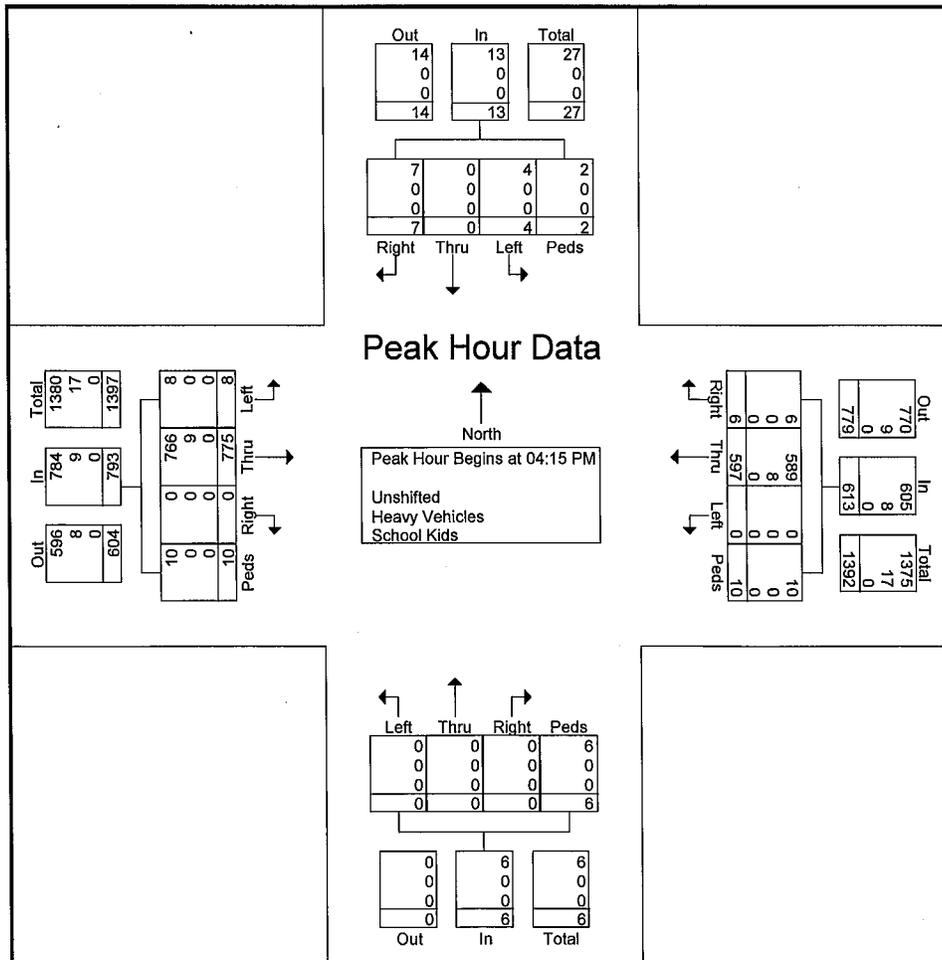
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 and so begins the panhandling

File Name : Not Named 7
 Site Code : 64
 Start Date : 5/28/2015
 Page No : 3

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:45 PM to 05:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	0	0	0	1	1	134	0	3	138	0	0	0	3	3	0	178	1	2	181	323
04:30 PM	3	0	1	0	4	1	161	0	1	163	0	0	0	0	0	0	232	4	3	239	406
04:45 PM	0	0	2	2	4	3	157	0	6	166	0	0	0	0	0	0	190	1	2	193	363
05:00 PM	3	0	1	0	4	1	145	0	0	146	0	0	0	3	3	0	175	2	3	180	333
Total Volume	7	0	4	2	13	6	597	0	10	613	0	0	0	6	6	0	775	8	10	793	1425
% App. Total	53.8	0	30.8	15.4		1	97.4	0	1.6		0	0	0	100		0	97.7	1	1.3		
PHF	.583	.000	.500	.250	.813	.500	.927	.000	.417	.923	.000	.000	.000	.500	.500	.000	.835	.500	.833	.829	.877
Unshifted	7	0	4	2	13	6	589	0	10	605	0	0	0	6	6	0	766	8	10	784	1408
% Unshifted	100	0	100	100	100	100	98.7	0	100	98.7	0	0	0	100	100	0	98.8	100	100	98.9	98.8
Heavy Vehicles	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	17
% Heavy Vehicles	0	0	0	0	0	0	1.3	0	0	1.3	0	0	0	0	0	0	1.2	0	0	1.1	1.2
School Kids	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% School Kids																					



Binghamton Metropolitan Transportation Study

44 Hawley Street
Binghamton, NY 13902

Kevin Bligh
Conklin Ave and Burr Ave
Binghamton
Cloudy

File Name : Conklin Ave and Burr Ave AM 2017
Site Code : 65
Start Date : 6/15/2017
Page No : 1

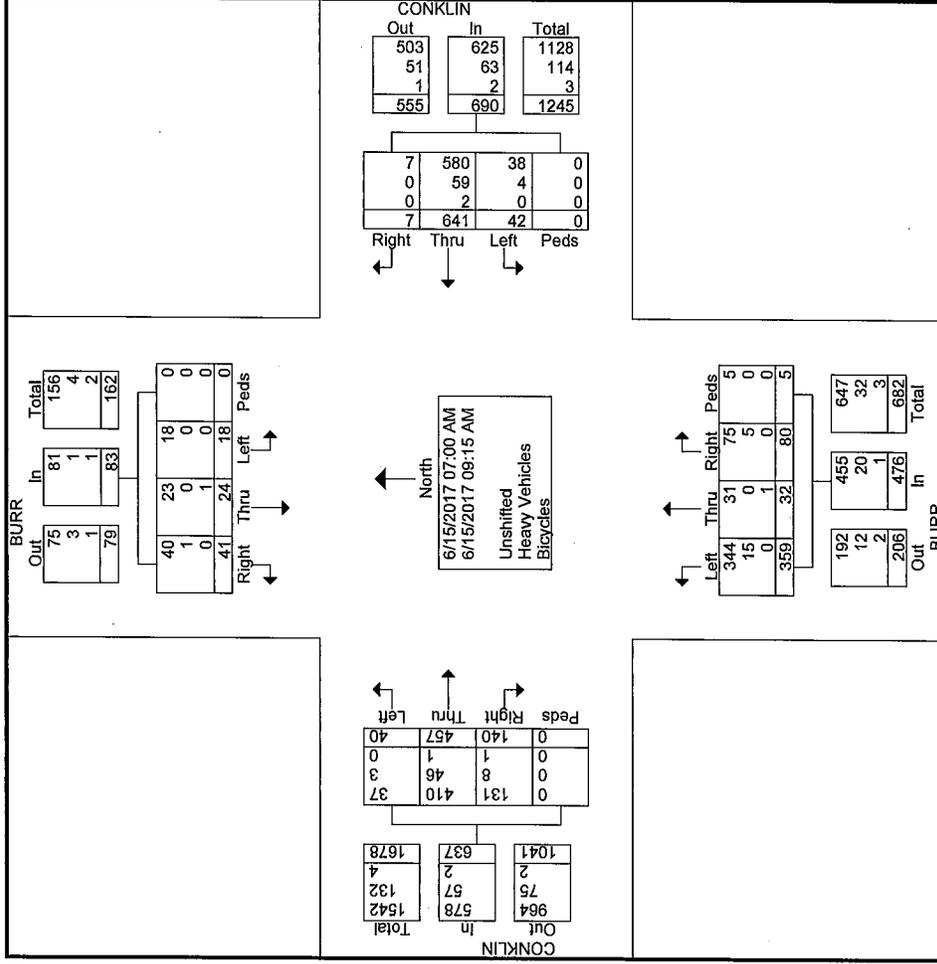
Start Time	Groups Printed- Unshifted - Heavy Vehicles - Bicycles																				
	BURR Southbound				CONKLIN Westbound				BURR Northbound				CONKLIN Eastbound								
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	1	1	0	3	0	32	2	0	34	5	1	22	0	28	4	20	2	0	26	91
07:15 AM	3	2	1	0	6	0	55	1	0	56	11	3	48	0	62	14	57	3	0	74	198
07:30 AM	5	3	1	0	9	2	72	6	0	80	13	7	43	3	86	11	54	6	0	71	226
07:45 AM	5	5	2	0	12	0	68	6	0	74	12	7	42	0	61	19	43	4	0	66	213
Total	14	11	5	0	30	2	227	15	0	244	41	18	155	3	217	48	174	15	0	237	728
08:00 AM	1	2	3	0	6	0	78	9	0	87	5	2	36	0	43	20	52	1	0	73	209
08:15 AM	4	1	1	0	6	1	55	4	0	60	8	1	35	0	44	12	45	2	0	59	169
08:30 AM	4	1	2	0	7	0	93	2	0	95	6	1	38	0	45	16	54	3	0	73	220
08:45 AM	8	3	3	0	14	3	80	4	0	87	7	6	30	0	43	13	54	5	0	72	216
Total	17	7	9	0	33	4	306	19	0	329	26	10	139	0	175	61	205	11	0	277	814
09:00 AM	5	3	2	0	10	1	51	3	0	55	10	0	31	2	43	11	42	3	0	56	164
09:15 AM	5	3	2	0	10	0	57	5	0	62	3	4	34	0	41	20	36	11	0	67	180
Grand Total	41	24	18	0	83	7	641	42	0	690	80	32	359	5	476	140	457	40	0	637	1886
Approch %	49.4	28.9	21.7	0	4.4	1	92.9	6.1	0	36.6	16.8	6.7	75.4	1.1	25.2	22	71.7	6.3	0	33.8	
Total %	2.2	1.3	1	0	4.4	0.4	34	2.2	0	36.6	4.2	1.7	19	0.3	25.2	7.4	24.2	2.1	0	33.8	
Unshifted	40	23	18	0	81	7	580	38	0	625	75	31	344	5	455	131	410	37	0	578	1739
% Unshifted	97.6	95.8	100	0	97.6	100	90.5	90.5	0	90.6	93.8	96.9	95.8	100	95.6	93.6	89.7	92.5	0	90.7	92.2
Heavy Vehicles	1	0	0	0	1	0	59	4	0	63	5	0	15	0	20	8	46	3	0	57	141
% Heavy Vehicles	2.4	0	0	0	1.2	0	9.2	9.5	0	9.1	6.2	0	4.2	0	4.2	5.7	10.1	7.5	0	8.9	7.5
Bicycles	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	1	1	0	0	2	6
% Bicycles	0	4.2	0	0	1.2	0	0.3	0	0	0.3	0	3.1	0	0	0.2	0.7	0.2	0	0	0.3	0.3

Binghamton Metropolitan Transportation Study

44 Hawley Street
Binghamton, NY 13902

Kevin Bligh
Conklin Ave and Burr Ave
Binghamton
Cloudy

File Name : Conklin Ave and Burr Ave AM 2017
Site Code : 65
Start Date : 6/15/2017
Page No : 2



Binghamton Metropolitan Transportation Study

44 Hawley Street
Binghamton, NY 13902

Kevin Bligh
Conklin Ave and Burr Ave
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File Name : Conklin Ave and Burr Ave AM 2017
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Page No : 3

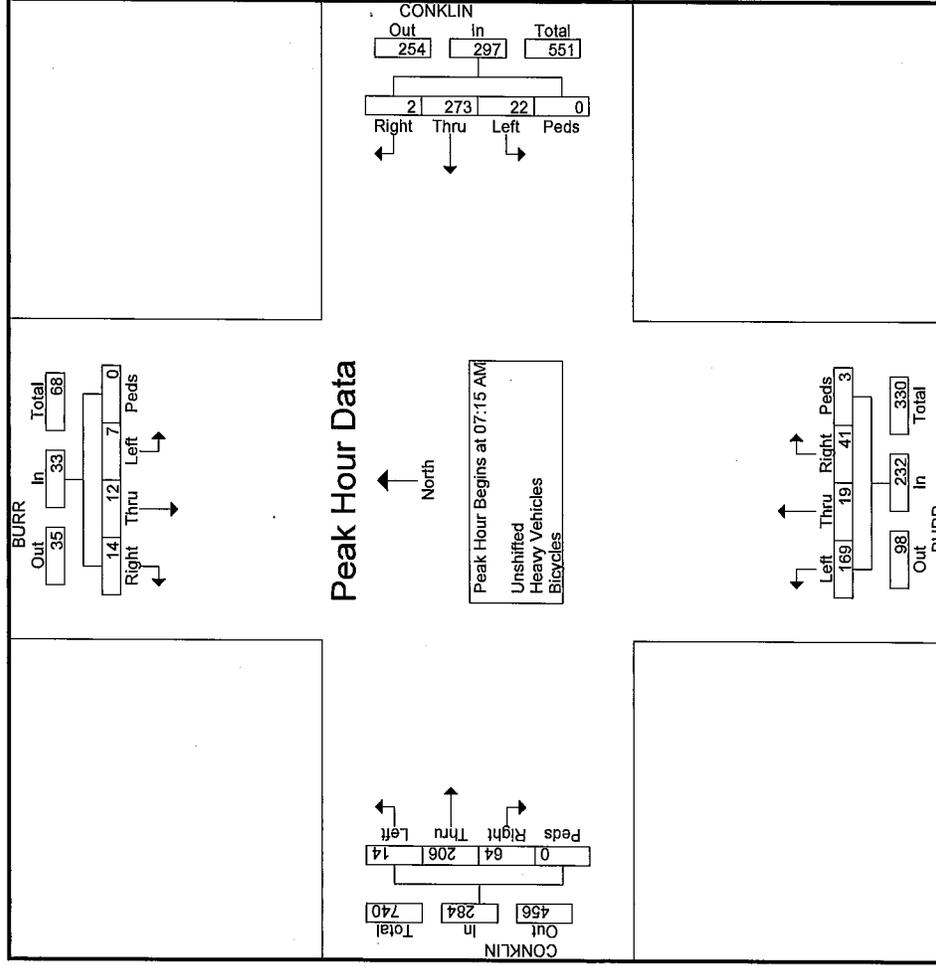
Start Time	BURR Southbound					CONKLIN Westbound					BURR Northbound					CONKLIN Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	2	1	0	6	0	55	1	0	56	11	3	48	0	62	14	57	3	0	74	198
07:30 AM	5	3	1	0	9	2	72	6	0	80	13	7	43	3	66	11	54	6	0	71	226
07:45 AM	5	5	2	0	12	0	68	6	0	74	12	7	42	0	61	19	43	4	0	66	213
08:00 AM	1	2	3	0	6	0	78	9	0	87	5	2	36	0	43	20	52	1	0	73	209
Total Volume	14	12	7	0	33	2	273	22	0	297	41	19	169	3	232	64	206	14	0	284	846
% App. Total	42.4	36.4	21.2	0	68.8	0.7	91.9	7.4	0	85.3	17.7	8.2	72.8	1.3	87.9	22.5	72.5	4.9	0	95.9	936
PHF	.700	.600	.583	.000	.688	.250	.875	.611	.000	.853	.788	.679	.880	.250	.879	.800	.904	.583	.000	.959	.936

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Page No : 4



Binghamton Metropolitan Transportation Study

44 Hawley Street
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Page No : 5

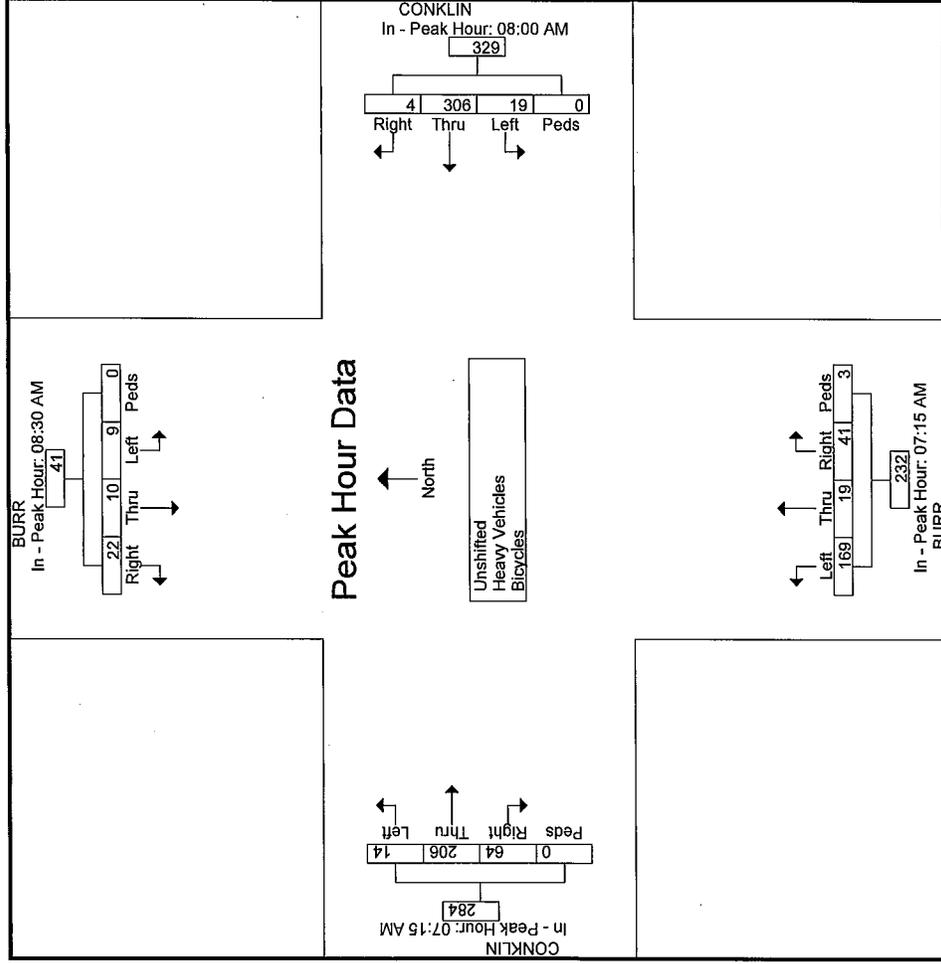
Start Time	BURR Southbound				CONKLIN Westbound				BURR Northbound				CONKLIN Eastbound								
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:30 AM				08:00 AM				07:15 AM				07:15 AM								
+0 mins.	4	1	2	0	7	0	78	9	0	87	11	3	48	0	62	14	57	3	0	74	
+15 mins.	8	3	3	0	14	1	55	4	0	60	13	7	43	3	66	11	54	6	0	71	
+30 mins.	5	3	2	0	10	0	93	2	0	95	12	7	42	0	61	19	43	4	0	66	
+45 mins.	5	3	2	0	10	3	80	4	0	87	5	2	36	0	43	20	52	1	0	73	
Total Volume	22	10	9	0	41	4	306	19	0	329	41	19	169	3	232	64	206	14	0	284	
% App. Total	53.7	24.4	22	0	41	1.2	93	5.8	0	866	17.7	8.2	72.8	1.3	879	22.5	72.5	4.9	0	959	
PHF	.688	.833	.750	.000	.732	.333	.823	.528	.000	.866	.788	.679	.880	.250	.879	.800	.904	.583	.000	.959	

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Page No : 6



Binghamton Metropolitan Transportation Study

44 Hawley Street
Binghamton, NY 13902

Kevin Bligh
Conklin and Burr
Binghamton
Sunny

File Name : Conklin Ave and Burr Ave PM 2017
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Start Date : 6/15/2017
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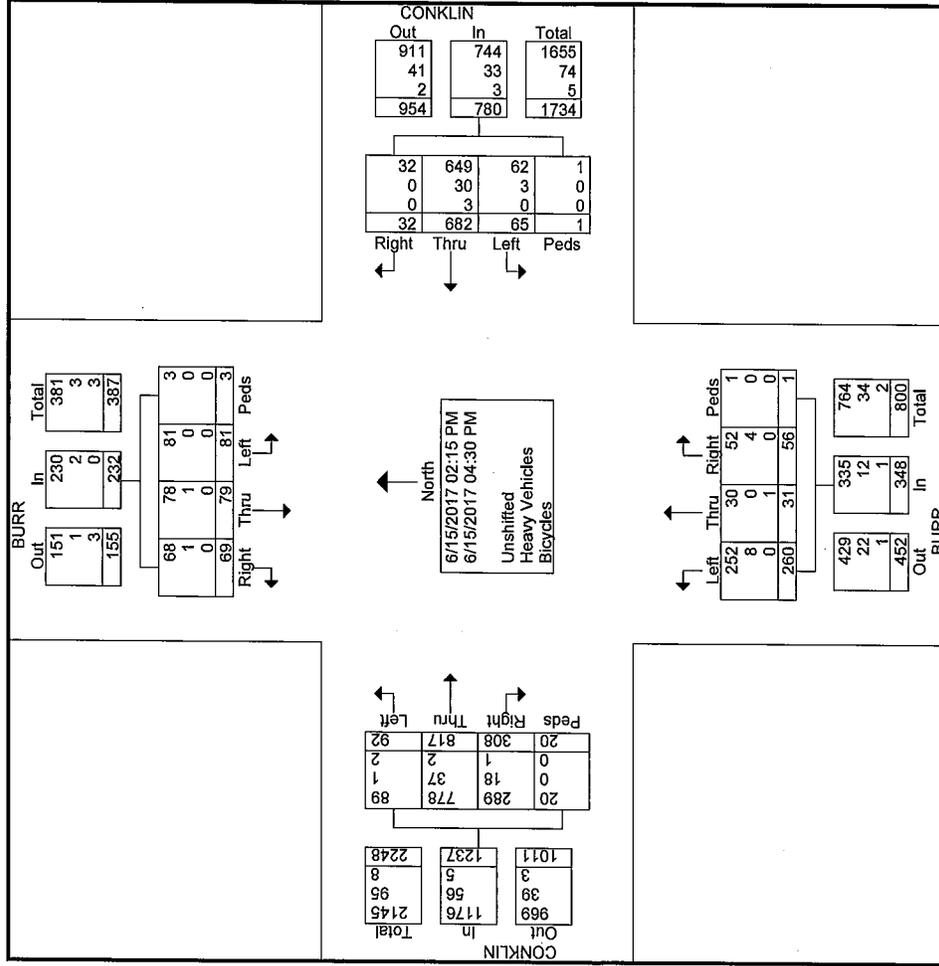
Start Time	Groups Printed- Unshifted - Heavy Vehicles - Bicycles																				
	BURR Southbound				CONKLIN Westbound				BURR Northbound				CONKLIN Eastbound								
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	6	4	4	0	14	0	44	8	0	52	3	1	15	0	19	19	46	4	0	69	154
02:30 PM	8	2	6	0	16	0	59	7	0	66	2	5	29	0	36	18	50	5	0	73	191
02:45 PM	5	14	11	1	31	1	52	13	1	67	3	2	29	0	34	26	85	12	19	142	274
Total	19	20	21	1	61	1	155	28	1	185	8	8	73	0	89	63	181	21	19	284	619
03:00 PM	4	13	10	0	27	9	82	9	0	100	4	4	32	0	40	27	83	8	1	119	286
03:15 PM	6	11	7	0	24	4	76	2	0	82	11	3	21	0	35	25	87	5	0	117	258
03:30 PM	8	5	8	0	21	3	91	5	0	99	6	3	22	0	31	39	98	7	0	144	295
03:45 PM	8	9	10	0	27	3	83	2	0	88	7	2	29	0	38	35	92	11	0	138	291
Total	26	38	35	0	99	19	332	18	0	369	28	12	104	0	144	126	360	31	1	518	1130
04:00 PM	8	8	8	0	24	2	65	7	0	74	8	2	26	0	36	34	85	12	0	131	265
04:15 PM	5	4	8	0	17	6	63	8	0	77	5	5	33	0	43	48	97	7	0	152	289
04:30 PM	11	9	9	2	31	4	67	4	0	75	7	4	24	1	36	37	94	21	0	152	294
Grand Total	69	79	81	3	232	32	682	65	1	780	56	31	260	1	348	308	817	92	20	1237	2597
Approach %	29.7	34.1	34.9	1.3	8.9	4.1	87.4	8.3	0.1	30	16.1	8.9	74.7	0.3	13.4	24.9	66	7.4	1.6	47.6	
Total %	2.7	3	3.1	0.1	8.9	1.2	26.3	2.5	0	30	2.2	1.2	10	0	13.4	11.9	31.5	3.5	0.8	47.6	
Unshifted	68	78	81	3	230	32	649	62	1	744	52	30	252	1	335	289	778	89	20	1176	2485
% Unshifted	98.6	98.7	100	100	99.1	100	95.2	95.4	100	95.4	92.9	96.8	96.9	100	96.3	93.8	95.2	96.7	100	95.1	95.7
Heavy Vehicles	1	1	0	0	2	0	30	3	0	33	4	0	8	0	12	18	37	1	0	56	103
% Heavy Vehicles	1.4	1.3	0	0	0.9	0	4.4	4.6	0	4.2	7.1	0	3.1	0	3.4	5.8	4.5	1.1	0	4.5	4
Bicycles	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	1	2	2	0	5	9
% Bicycles	0	0	0	0	0	0	0.4	0	0	0.4	0	3.2	0	0	0.3	0.3	0.2	2.2	0	0.4	0.3

Binghamton Metropolitan Transportation Study

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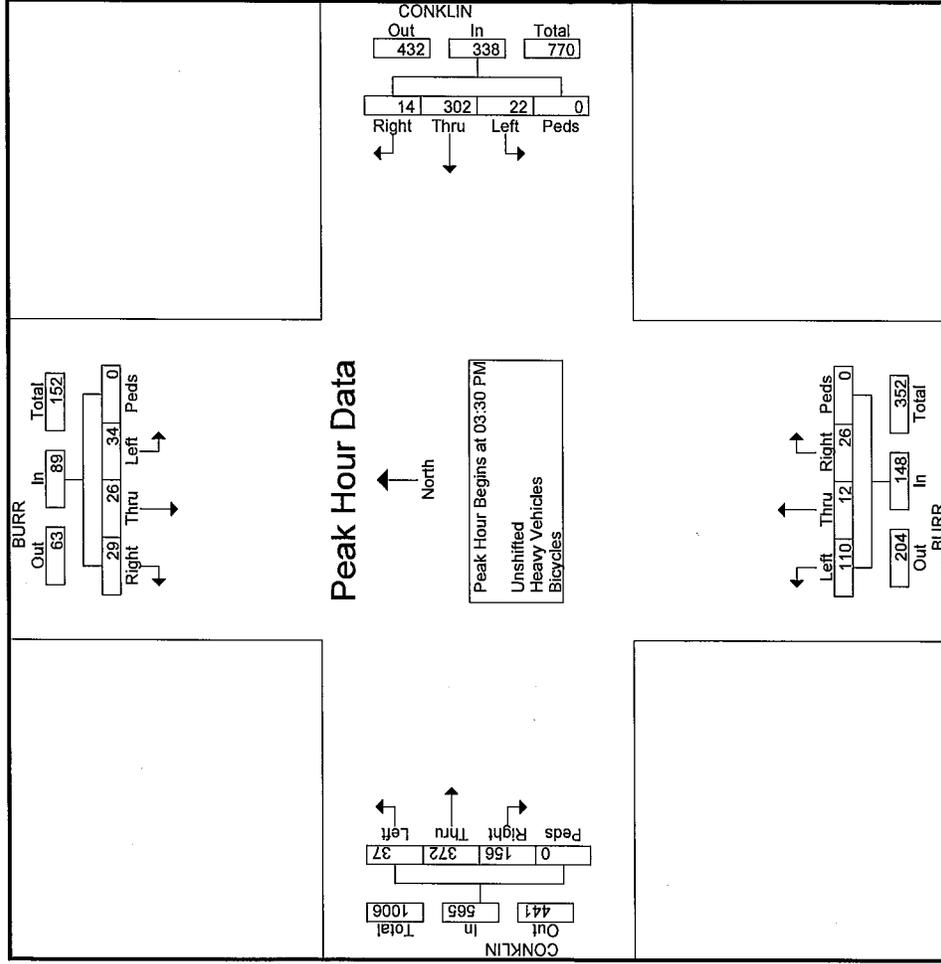
Start Time	BURR Southbound					CONKLIN Westbound					BURR Northbound					CONKLIN Eastbound					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	8	5	8	0	21	3	91	5	0	99	6	3	22	0	31	39	98	7	0	144	295
03:45 PM	8	9	10	0	27	3	83	2	0	88	7	2	29	0	38	35	92	11	0	138	291
04:00 PM	8	8	8	0	24	2	65	7	0	74	8	2	26	0	36	34	85	12	0	131	265
04:15 PM	5	4	8	0	17	6	63	8	0	77	5	5	33	0	43	48	97	7	0	152	289
Total Volume	29	26	34	0	89	14	302	22	0	338	26	12	110	0	148	156	372	37	0	565	1140
% App. Total	32.6	29.2	38.2	0	82.4	4.1	89.3	6.5	0	85.4	17.6	8.1	74.3	0	86.0	27.6	65.8	6.5	0	92.9	96.6
PHF	.906	.722	.850	.000	.824	.583	.830	.688	.000	.854	.813	.600	.833	.000	.860	.813	.949	.771	.000	.929	.966

Binghamton Metropolitan Transportation Study

44 Hawley Street
Binghamton, NY 13902

Kevin Bligh
Conklin and Burr
Binghamton
Sunny

File Name : Conklin Ave and Burr Ave PM 2017
Site Code : 65
Start Date : 6/15/2017
Page No : 4



Binghamton Metropolitan Transportation Study

44 Hawley Street
Binghamton, NY 13902

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Sunny

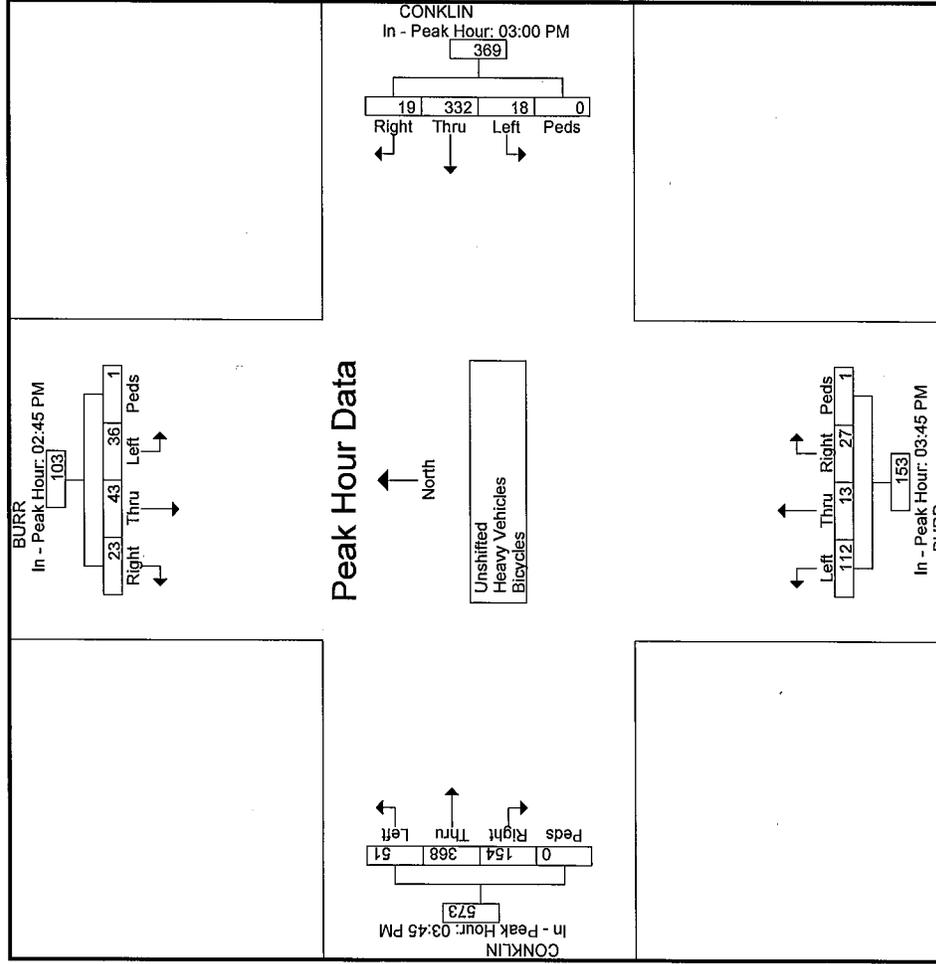
Start Time	BURR Southbound				CONKLIN Westbound				BURR Northbound				CONKLIN Eastbound									
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total	
	Peak Hour Analysis From 02:15 PM to 04:30 PM - Peak 1 of 1																					
	Peak Hour for Each Approach Begins at:																					
	02:45 PM				03:00 PM				03:45 PM				03:45 PM									
+0 mins.	5	14	11	1	31	9	82	9	0	100	7	2	29	0	38	35	92	11	0	138		
+15 mins.	4	13	10	0	27	2	76	2	0	82	8	2	26	0	36	34	85	12	0	131		
+30 mins.	6	11	7	0	24	3	91	5	0	99	5	5	33	0	43	48	97	7	0	152		
+45 mins.	8	5	8	0	21	3	83	2	0	88	7	4	24	1	36	37	94	21	0	152		
Total Volume	23	43	36	1	103	19	332	18	0	369	27	13	112	1	153	154	368	51	0	573		
% App. Total	22.3	41.7	35	1	103	5.1	90	4.9	0	369	17.6	8.5	73.2	0.7	26.9	26.9	64.2	8.9	0	573		
PHF	.719	.768	.818	.250	.831	.528	.912	.500	.000	.923	.844	.650	.848	.250	.890	.802	.948	.607	.000	.942		

Binghamton Metropolitan Transportation Study

44 Hawley Street
Binghamton, NY 13902

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Start Date : 6/15/2017
Page No : 6



New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: NY 7 ROAD NAME: CONKLIN AVE FROM: BINGHAMTON E CITY LN TO: TOMPKINS ST & CONKLIN AVE COUNTY: Broome
 DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: 0289 FUNC. CLASS: 16 CITY: BINGHAMTON
 STATE DIR CODE: 1 WK OF YR: 39 PLACEMENT: 4 S of Tompkins St NHS: no BIN: 2226190
 DATE OF COUNT: 09/25/2007 @ REF MARKER: 7 91012014 JURIS: City RR CROSSING: HPMS SAMPLE: 30005890
 NOTES LANE 1: Week 39-Nb ADDL DATA: Class Speed COUNT TYPE: VEHICLES BATCH ID: DOT-SJWr9ww39
 CC Str: HPMS SAMPLE: 30005890

COUNT TAKEN BY: ORG CODE: DOT INITIALS: JSV PROCESSED BY: ORG CODE: DOT INITIALS: SJW

DATE	DAY	AM												PM												TOTAL	DAILY HIGH	DAILY HIGH HOUR
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12			
25	T	54	47	13	24	23	87	229	526	429	397	342	339	426	365	417	565	508	449	345	328	232	151	92	67	6623	537	16
26	W	46	44	22	19	22	82	228	513	480	414	337	336	414	346	411	492	537	516	442	329	216	166	98	86	6710	547	16
27	T	49	50	23	19	29	82	228	496	457	408	375	395	395	357	414	534	547	525	408	332	245	154	125	83	6991	578	15
28	F	97	43	22	32	26	51	78	155	247	374	386	404	406	395	374	375	431	382	388	262	280	187	163	145	5703	431	16
29	S	93	44	34	36	23	39	51	114	153	340	325	415	428	407	404	392	336	318	285	270	214	140	77	59	4997	428	12
30	S	31	18	14	23	28	95	233	512	482	408													428	431	16		
1	M																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) ADT
 50 47 19 21 25 84 230 512 463 404 349 360 412 356 414 530 531 497 398 330 231 157 105 79 6604

DAYS Counted	HOURS Counted	WEEKDAYS WEEKDAY		AVERAGE WEEKDAY		Axle Adj. Factor		Seasonal/Weekday Adjustment Factor		ESTIMATED (one way)	
		Counted	Hours	High Hour	% of day	Factor	Factor	Factor	Factor	AADT	6172
7	146	4	80	531	8%	1.000	1.070				

ROUTE #NY 7 ROAD NAME: CONKLIN AVE FROM: BINGHAMTON E CITY LN TO: TOMPKINS ST & CONKLIN AVE COUNTY: Broome
 STATION: 910148 STATE DIR CODE: 1 PLACEMENT: 4 S of Tompkins St DATE OF COUNT: 09/25/2007

New York State Department of Transportation
Speed Count Average Weekday Report

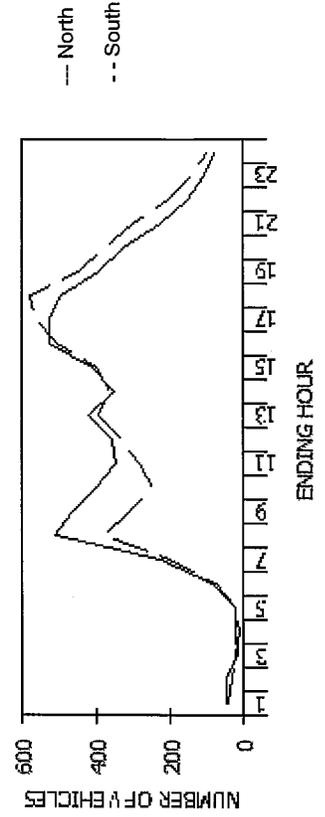
Station: 910148
Route #: NY 7
From: BINGHAMTON E CITY LN
To: TOMPKINS ST & CONKLIN AVE
Direction: South

Start date: Tue 09/25/2007 08:00
End date: Mon 10/01/2007 09:45
County: Broome
Town: BINGHAMTON
Speed limit: 30

Count duration: 146 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-SJWR9ww39
Count taken by: Org: DOT Init: JSV
Processed by: Org: DOT Init: SJW

		Speeds, mph																				
Hour	0.0-20.0	20.1-25.0	25.1-30.0	30.1-35.0	35.1-40.0	40.1-45.0	45.1-50.0	50.1-55.0	55.1-60.0	60.1-65.0	65.1-70.0	70.1-75.0	75.1-95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	0	2	11	22	8	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.6	32.2	37.1	45
2:00	0	2	6	16	6	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	31.8	32.6	37.7	32
3:00	0	1	3	9	7	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	33.1	33.9	39.1	22
4:00	1	1	1	6	5	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	33.4	33.4	38.0	14
5:00	1	0	3	11	6	1	1	0	0	0	0	0	0	4.3	0.0	0.0	0.0	0.0	31.6	33.5	38.8	23
6:00	1	2	11	37	19	4	1	0	0	0	0	0	0	1.3	0.0	0.0	0.0	0.0	32.3	33.2	38.4	75
7:00	4	4	40	101	47	6	1	0	0	0	0	0	0	0.5	0.0	0.0	0.0	0.0	31.4	32.7	37.6	203
8:00	10	24	98	177	62	9	1	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	30.0	31.7	36.2	381
9:00	8	17	76	154	54	6	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.2	31.9	36.2	315
10:00	5	18	67	114	40	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.0	31.5	35.9	248
11:00	10	15	70	140	44	5	1	0	0	0	0	0	0	0.4	0.0	0.0	0.0	0.0	29.7	31.7	35.9	285
12:00	10	22	96	153	50	4	1	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	29.5	31.4	35.5	336
13:00	19	28	118	171	53	7	1	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	28.7	31.0	35.2	397
14:00	13	30	92	177	47	7	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.2	31.4	35.0	366
15:00	15	22	111	193	57	6	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.4	31.4	35.3	404
16:00	39	49	169	196	46	6	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.1	29.9	34.4	505
17:00	29	36	168	262	65	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.5	31.0	34.8	565
18:00	28	53	171	260	63	4	1	0	0	0	0	0	0	0.2	0.0	0.0	0.0	0.0	28.3	30.8	34.7	580
19:00	20	36	142	202	47	4	1	0	0	0	0	0	0	0.2	0.0	0.0	0.0	0.0	28.5	30.7	34.7	452
20:00	24	36	108	172	37	5	1	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	27.9	30.7	34.6	383
21:00	11	30	80	140	38	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.8	31.1	34.9	301
22:00	9	18	48	95	32	4	1	0	0	0	0	0	0	0.5	0.0	0.0	0.0	0.0	29.1	31.6	36.0	207
23:00	4	9	24	70	29	4	2	0	0	0	0	0	0	1.4	0.0	0.0	0.0	0.0	30.6	32.5	37.4	142
24:00	3	7	18	48	19	1	1	0	0	0	0	0	0	1.0	0.0	0.0	0.0	0.0	30.1	32.2	36.7	97
Avg. Daily Total	264	462	1731	2926	881	100	14	0	0	0	0	0	0	0.2	0.0	0.0	0.0	0.0	29.1	31.3	35.3	6378
Percent	4.1%	7.2%	27.1%	45.9%	13.8%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
Cum. Percent	4.1%	11.4%	38.5%	84.4%	98.2%	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%				
Average hour	11	19	72	122	37	4	1	0	0	0	0	0	0	0	0	0	0	0	28.6			286

TRAFFIC FLOW BY DIRECTION



Direction	Avg. Speed	50th% Speed	85th% Speed	Hour	Count
North	29.5	31.6	36.0	16	530
South	29.1	31.3	35.3	18	580
2-way				8	894
A.M.				17	1095
P.M.					

**New York State Department of Transportation
Classification Count Average Weekday Data Report**

ROUTE #: NY 7 ROAD NAME: CONKLIN AVE
 COUNTY NAME: Broome
 REGION CODE: 9
 FROM: BINGHAMTON E CITY LN
 TO: TOMPKINS ST & CONKLIN AVE
 REF-MARKER: 7 91012014
 END MILEPOINT: 0111056 NO. OF LANES: 2
 FUNC-CLASS: 16 HPMS NO: 30005890
 STATION NO: 0148
 COUNT TAKEN BY: ORG CODE: DOT INITIALS: JSV
 PROCESSED BY: ORG CODE: DOT INITIALS: SJW

YEAR: 2007
 MONTH: September

STATION: 910148

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	6610	6374	12984
NUMBER OF AXLES	13389	12893	26282
% HEAVY VEHICLES (F4-F13)	5.61%	5.41%	5.51%
% TRUCKS AND BUSES (F3-F13)	24.70%	25.18%	24.94%
AXLE CORRECTION FACTOR	0.99	0.99	0.99

BATCH ID: DOT-SJWr9ww39

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR														
1:00	0	43	5	1	0	0	0	0	0	0	0	0	0	49
2:00	0	38	9	0	0	0	0	0	0	0	0	0	0	47
3:00	0	17	1	0	0	1	0	0	0	0	0	0	0	19
4:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
5:00	0	19	5	0	1	0	0	0	0	0	0	0	0	25
6:00	0	58	21	1	3	0	0	0	1	0	0	0	0	84
7:00	1	165	49	3	9	2	0	0	0	0	0	0	0	229
8:00	2	383	91	17	14	1	0	4	1	0	0	0	0	513
9:00	0	332	100	9	17	1	0	3	1	0	0	0	0	463
10:00	2	283	92	5	17	2	0	1	1	0	0	0	0	403
DIRECTION North														
11:00	2	249	74	4	14	2	1	2	1	0	0	0	0	349
12:00	2	258	74	5	16	1	0	2	1	0	0	0	0	359
13:00	2	303	89	4	20	1	0	2	2	0	0	0	0	423
14:00	4	255	72	4	16	1	0	2	3	0	0	0	0	357
15:00	1	308	76	11	12	0	0	3	1	0	0	0	0	412
16:00	5	389	97	16	18	1	0	3	1	0	0	0	0	530
17:00	5	399	100	5	14	2	0	2	3	0	0	0	0	530
18:00	7	371	94	3	17	1	0	2	3	0	0	0	0	498
19:00	4	314	68	3	9	0	0	0	1	0	0	0	0	399
20:00	4	257	59	2	6	1	0	0	0	0	0	0	0	329
21:00	2	191	35	1	2	0	0	0	0	0	0	0	0	231
22:00	1	131	22	1	2	0	0	0	0	0	0	0	0	157
23:00	0	84	19	1	1	0	0	0	1	0	0	0	0	106
24:00	0	69	7	1	1	0	0	0	0	0	0	0	0	78
TOTAL VEHICLES	44	4933	1262	97	209	17	1	26	21	0	0	0	0	6610
TOTAL AXLES	88	9866	2524	242	418	51	4	91	105	0	0	0	0	13389
ENDING HOUR														
1:00	0	38	6	1	1	0	0	0	0	0	0	0	0	46
2:00	0	27	3	0	1	0	0	0	0	0	0	0	0	31
3:00	0	18	4	1	0	0	0	0	0	0	0	0	0	23
4:00	0	10	2	0	0	0	0	0	1	0	0	0	0	13
5:00	0	14	7	0	1	1	0	0	1	0	0	0	0	24
6:00	0	55	16	1	1	1	0	1	0	0	0	0	0	75
7:00	1	146	46	3	6	1	0	0	0	0	0	0	0	203
8:00	1	271	72	18	16	2	0	2	0	0	0	0	0	382
9:00	0	206	81	6	16	2	1	2	1	0	0	0	0	315
10:00	1	164	60	4	13	1	0	2	2	0	0	0	0	247
11:00	1	190	70	4	14	2	0	2	2	0	0	0	0	285
DIRECTION South														
12:00	1	245	67	4	16	1	0	2	1	0	0	0	0	337
13:00	2	286	88	5	12	2	0	2	0	0	0	0	0	397
14:00	3	271	72	5	14	0	0	1	0	0	0	0	0	366
15:00	1	296	82	6	14	1	0	3	1	0	0	0	0	404
16:00	3	361	104	13	18	2	0	2	0	0	0	0	0	503
17:00	1	429	111	7	13	1	0	2	1	0	0	0	0	565
18:00	3	454	101	4	12	0	0	2	2	0	0	0	0	578
19:00	4	351	78	2	13	0	0	2	1	0	0	0	0	451
20:00	5	303	66	3	5	0	0	1	0	0	0	0	0	383
21:00	1	237	56	1	5	0	0	1	0	0	0	0	0	301
22:00	1	170	31	1	3	0	0	0	0	0	0	0	0	206
23:00	1	115	23	1	2	0	0	0	0	0	0	0	0	142
24:00	1	81	14	1	0	0	0	0	0	0	0	0	0	97
TOTAL VEHICLES	31	4738	1260	91	196	17	1	27	13	0	0	0	0	6374
TOTAL AXLES	62	9476	2520	228	392	51	4	94	65	0	0	0	0	12893
GRAND TOTAL VEHICLES	75	9671	2522	188	405	34	2	53	34	0	0	0	0	12984
GRAND TOTAL AXLES	150	19342	5044	470	810	102	8	186	170	0	0	0	0	26282

VEHICLE CLASSIFICATION CODES:

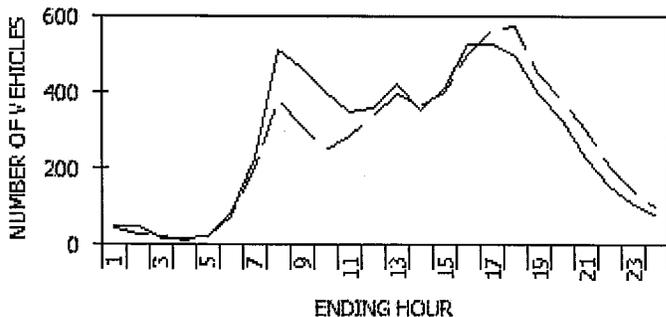
- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM

TRAFFIC FLOW BY DIRECTION



--- North --South

PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	16	530	A.M.	8	895
South	18	578	P.M.	17	1095

New York State Department of Transportation Roadway Traffic Count Hourly Report

STATION: 911026

ROUTE/ROAD: BURRAVE
FED DIR CODE: 1,5
ST DIR CODE: 6
DOT ID: 212514
BEGIN DATE: 5/29/2014
NOTES 1: NB Lane
NOTES 2: SB Lane
TAKEN BY: TST-TLS

FROM: DAVID CT
REF. MARKER:
END MILEPOST: .45
LANES BY DIR: 1 North 1 South
WEEK OF YEAR: 22
PLACEMENT: 360 Ft S of Lamont St
PROCESSED BY: DOT-CEL

TO: CONKLIN AVE
FUNC. CLASS: 17 - U Major Collector
FACTOR GROUP: 30
CC STN:
ADDL DATA: CLS SPD
JURISDICTION: 04-City or village
BATCH ID: DOT-R9 Wk 22

REGION-COUNTY: 9-BROOME
MUNI: Binghamton-City-2006
BIN:

RR CROSSING:
HPMS SAMPLE: 3011709
1 WAY CODE:
COUNT TYPE: Vehicle
SPEED LIMIT: 30

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY TOTAL	HIGH	HIGH HOUR
5/29, Thu															278	311	413	411	298	225	242	112	84	50	2424		
5/30, Fri	20	26	14	10	24	85	163	325	287	216	216	229	260	232	316	363	384	420	320	254	214	159	118	103	4758	420	17-18
5/31, Sat	51	24	17	22	24	23	67	120	214	249	271	300	262	281	274	270	324	271	225	224	173	151	113	76	4026	324	16-17
6/01, Sun	33	30	10	18	8	18	37	76	170	208	235	253	264	236	258	258	227	212	207	216	187	114	55	47	3377	264	12-13
6/02, Mon	15	13	8	7	23	69	161	334	286	202	211	230	275	248	248	333	412	422	290	236	209	135	69	50	4486	422	17-18
6/03, Tue	15	20	8	6	26	84	152	341	285	208	170	227	234	223	268	349	369	391	287	232	202	128	83	60	4368	391	17-18
6/04, Wed	28	21	8	9	25	80	176	353	285																985		

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

21	22	10	8	25	83	163	338	286	209	199	229	255	236	265	331	398	408	292	231	218	125	79	53	4482	AWDT
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DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	ROADWAY		NORTH		SOUTH		ESTIMATED AADT		
				High Hour	% of day	High Hour	% of day	High Hour	% of day	Roadway	North	South
6	139	3	73	408	9.1	247	11	251	11.2	4079	1955	1948

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
5	1.08			1.00	1.00	1.00	1.00	1.00	1.00
6	1.11	1.00	1.00	1.00	1.00	1.00			

New York State Department of Transportation

SB Traffic Count Hourly Report

STATION: 911026

ROUTE/ROAD: BURRAVE
 FED DIR CODE: 5
 ST DIR CODE: 6
 DOT ID: 212514
 BEGIN DATE: 5/29/2014
 NOTES 1: NB Lane
 NOTES 2: SB Lane
 TAKEN BY: TST-TLS

FROM: DAVID CT
 REF. MARKER:
 END MILEPOST: .45
 LANES BY DIR: 1 South
 WEEK OF YEAR: 22
 PLACEMENT: 360 Ft S of Lamont St
 PROCESSED BY: DOT-CEL

TO: CONKLIN AVE
 FUNC. CLASS: 17 - U Major Collector
 FACTOR GROUP: 30
 CC STN:
 ADDL DATA: CLS SPD
 JURISDICTION: 04-City or village
 BATCH ID: DOT-R9 Wk 22

REGION-COUNTY: 9-BROOME
 MUNI: Binghamton-City-2006
 BIN:

RR CROSSING:
 HPMS SAMPLE: 3011709
 I WAY CODE:
 COUNT TYPE: Vehicle
 SPEED LIMIT: 30

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY HIGH	HIGH	HIGH
5/29, Thu	13	17	7	8	7	19	39	89	97	71	93	117	128	121	179	201	227	243	188	141	129	92	65	66	2357	243	17-18
5/30, Fri	33	15	13	15	8	6	12	40	69	94	118	148	137	153	137	139	171	138	111	136	98	81	75	51	1998	171	16-17
5/31, Sat	17	21	8	14	5	5	11	27	54	74	101	120	144	116	147	140	121	105	117	122	112	69	29	30	1709	147	14-15
6/01, Sun	11	6	4	4	6	14	36	86	82	79	104	106	136	119	141	215	261	247	180	121	127	75	41	31	2232	261	16-17
6/02, Mon	11	14	6	2	4	13	39	90	87	81	67	113	118	111	143	228	235	232	140	149	127	91	41	38	2180	235	16-17
6/03, Tue	20	17	6	2	5	17	48	102	87																		
6/04, Wed																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

15	16	6	4	5	16	41	92	88	77	88	112	127	115	144	209	251	242	162	131	138	79	44	35	AWDT	2238
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DAYS	Counted	HOURS	Counted	WEEKDAYS	Counted	WEEKDAY	Hours	AVERAGE WEEKDAY			ESTIMATED		
								Roadway	North	South	Roadway	North	South
6	139			3	73	High Hour	247	11	251	11.2	4079	1955	1948
Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl				
5	1.08			1.00	1.00	1.00	1.00	1.00	1.00				
6	1.11	1.00	1.00	1.00	1.00								

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
5	1.08			1.00	1.00	1.00	1.00	1.00	1.00
6	1.11	1.00	1.00	1.00	1.00				