

Appendices

FM 518 Corridor Study June 2025

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Appendix A
Existing Conditions Factbook



Houston-Galveston
Area Council

HARRIS COUNTY

Pearland

BRAZORIA COUNTY

Friendswood

GALVESTON COUNTY

FM 518 Corridor Study Existing Conditions Factbook

Pearland, Texas
July 2024

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Introduction

The vision for the FM 518 (Broadway Street) Corridor Study is to create a safe, sustainable, and accessible multimodal corridor that prioritizes the needs of all users while improving traffic flow.

The FM 518 corridor goes by several different names at different locations: Broadway, East Broadway, and North Friendswood Drive. For the purposes of this plan, the name FM 518 / Broadway will be utilized throughout.

This 18-month study developed and analyzed draft alternatives for improvements to the corridor from McLean Road to Edgewood Drive and evaluated a one-way pair for FM 518 and Walnut Drive from McLean Road to Barry Rose Road. The purpose of the Existing Conditions Fact Book is to understand the needs of the study area and to coordinate them with the goals and vision of the project, as well as with previous and ongoing studies and projects. TxDOT is widening FM 518 from SH 288 to McLean Road; however, the work does not extend to SH 35 or the east. This study is an opportunity to coordinate with TxDOT and the H-GAC Pearland Mobility Study to ensure the recommendations are consistent. The corridor and 0.25 mile buffer for this FM 518 Corridor Study from McLean Road to E. Edgewood Drive is shown in Figure 1.



After analyzing the existing conditions, the following draft project goals were created.



Improve safety by reducing the number of crashes along the corridor by implementing traffic calming measures, improving pedestrian and bicycle infrastructure, and enhancing visibility at intersections.



Achieve and maintain a state of good repair by providing well-maintained, reliable, and safe facilities throughout the FM 518 Corridor.



Move people and goods efficiently through optimizing the multimodal transportation network by reducing conflict points, controlling access, enhancing connectivity, improving traffic flow, and providing safe and convenient infrastructure.

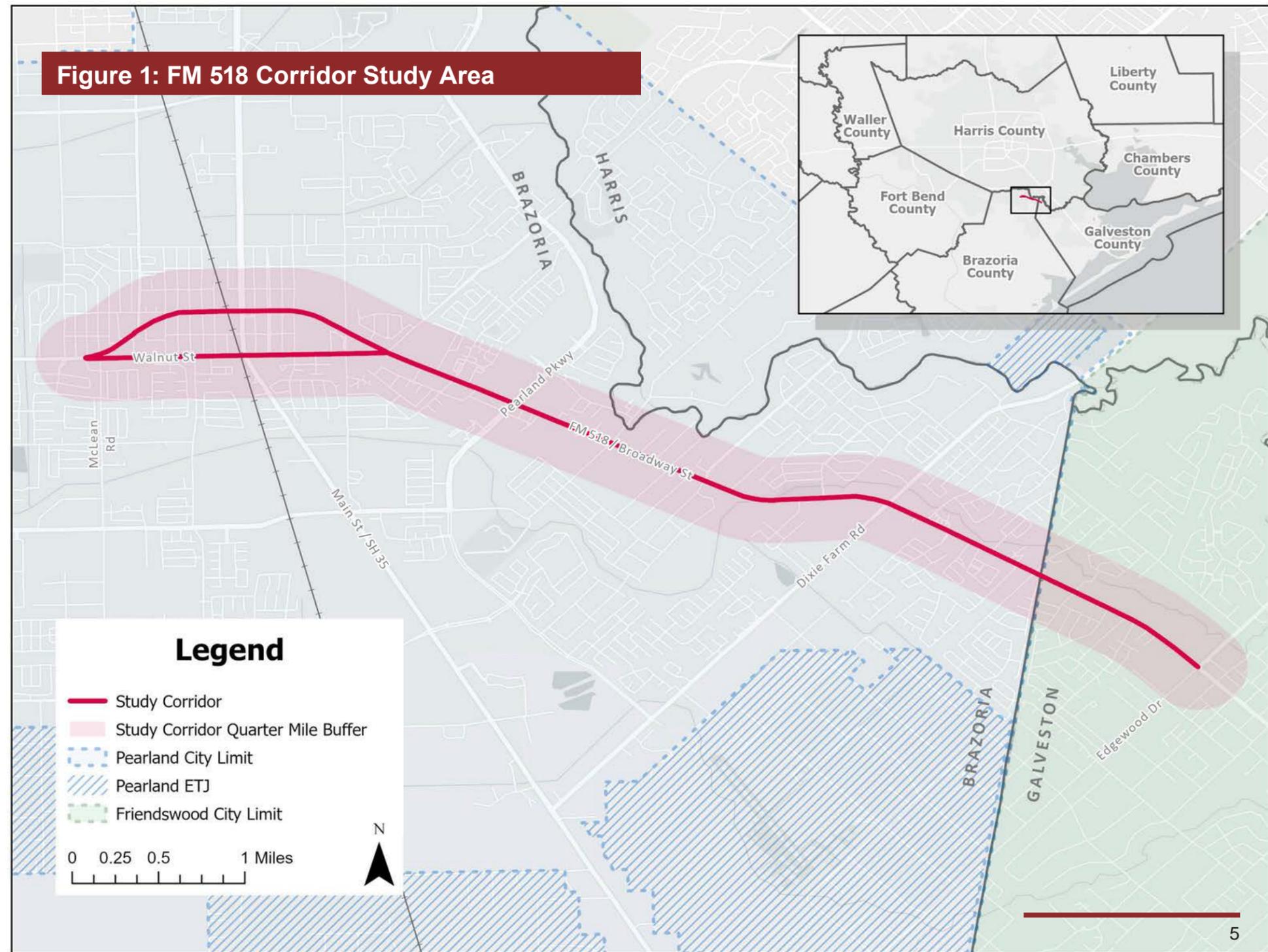


Strengthen regional economic competitiveness by improving traffic flow and providing safe, efficient access to adjacent businesses and regional opportunities.



Safeguard natural and cultural resources by prioritizing environmentally sustainable practices and preserving the community's heritage, ensuring the longevity and integrity of both ecological and cultural assets while reducing traffic related emissions.

Figure 1: FM 518 Corridor Study Area



Demographics

Understanding the characteristics of the population along the corridor will align future changes to the corridor with local needs. In addition, an analysis of equity considerations can help to ensure that historically disadvantaged groups near the corridor do not experience disproportionate impacts.

This section presents the findings of a demographic and equity analysis utilizing the following datasets and tools: FHWA Screening Tool for Equity Analysis of Projects (STEAP), US Council on Environmental Quality Climate and Economic Justice Screening Tool, and the Centers for Disease Control and Prevention (CDC) Social Vulnerability Index (SVI). Population density can be seen in Figure 2.

Population

The population around the FM 518 (Broadway Street) corridor from McLean Road to Edgewood Drive is similar to that of the three surrounding counties. According to the STEAP analysis, there are approximately 14,520 people within 0.3 miles of the corridor study area. Table 1 compares the results of the STEAP analysis for demographic characteristics of the population near the corridor to Brazoria, Galveston, and Harris Counties.¹ The 2023 population of the City of Pearland was around 128,000 and the City of Friendswood was around 41,000.²

Projected increase in population between 2020 and 2045
City of Pearland: +16.3% **City of Friendswood: +23.7%**
Source: 2018 H-GAC Regional Growth Forecast

Ethnicity and Race

Figure 3 shows census tracts by the percentage of minority population.

¹ A 0.3 mile buffer was utilized instead of the 0.25 mile study area, since the STEAP tool uses 0.10 mile increments.
² US Census Bureau Quick Facts

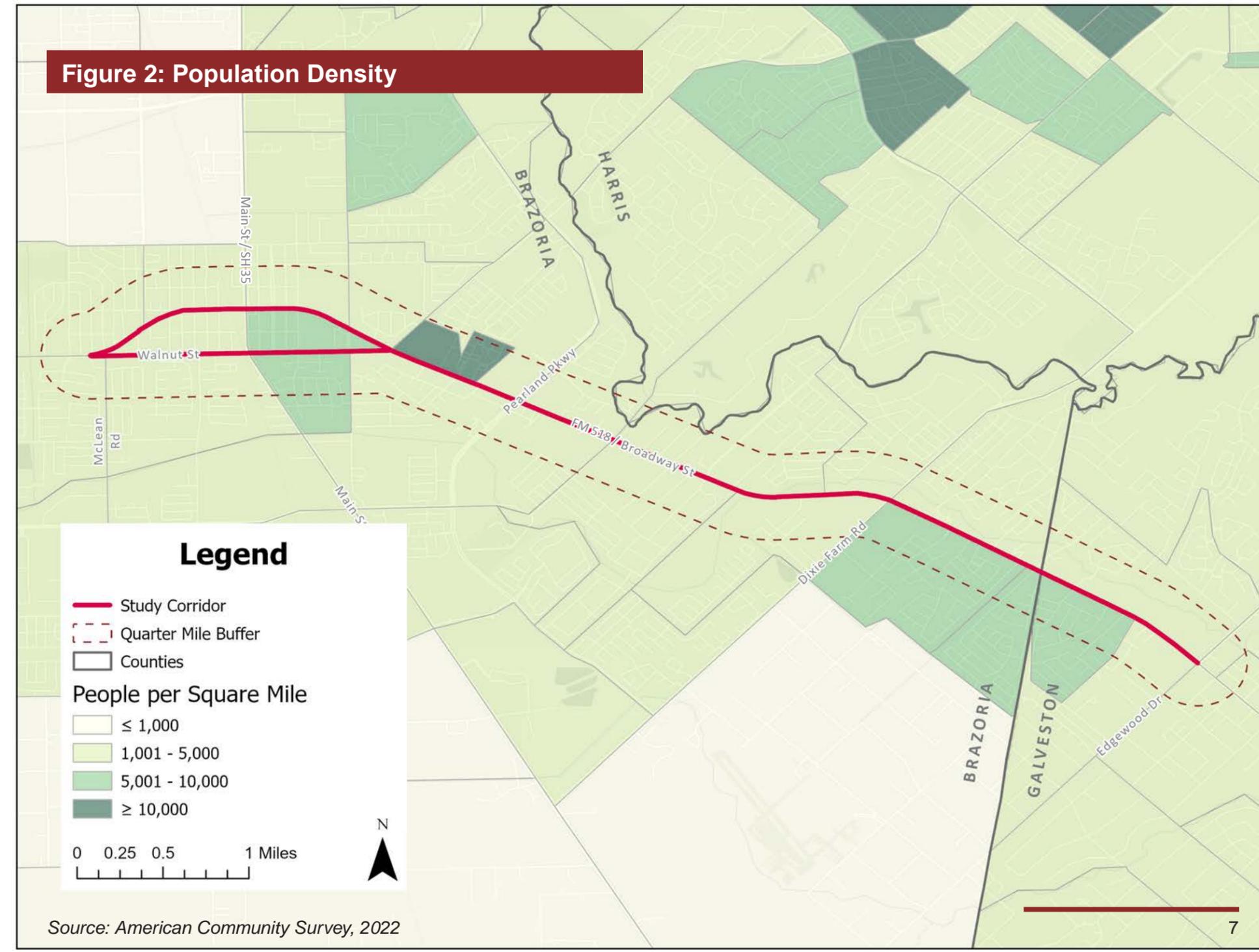
In general, the southern side of the corridor study area has a slightly lower percentage than the northern side. Around 70% of the population within the study area are White alone, 14% Black, and 4% Asian. Around 9% of the population is two or more races. The ethnic makeup of the study area is over 25% Hispanic or Latino (Table 1). Brazoria and Galveston counties are most similar to the study area in terms of racial and ethnic characteristics.

Table 1: Demographic Characteristics

Demographic Characteristic	Corridor (0.3 mi) ¹	Brazoria County	Galveston County	Harris County
White alone	69.9%	63.6%	72.3%	52.0%
Black alone	13.7%	14.9%	12.3%	18.9%
Asian alone	3.8%	6.8%	3.4%	7.0%
Two or more races	8.9%	8.9%	9.1%	11.3%
Hispanic or Latino	25.5%	31.6%	25.5%	43.6%
Households with no vehicle available	1.5%	2.7%	5.2%	6.4%
HS diploma and above for those ≥ 25	95.7%	88.6%	89.8%	82.0%
Household income (2021 \$): < \$50,000	30.8%	26.8%	29.1%	38.2%
Poverty status: below poverty level	4.1%	7.4%	10.8%	15.6%
Employment status for the population 16 years and over in labor force	68.0%	63.8%	64.0%	67.5%
Gross rent as % of household income: ≥ 30%	42.5%	42.5%	45.7%	48.2%

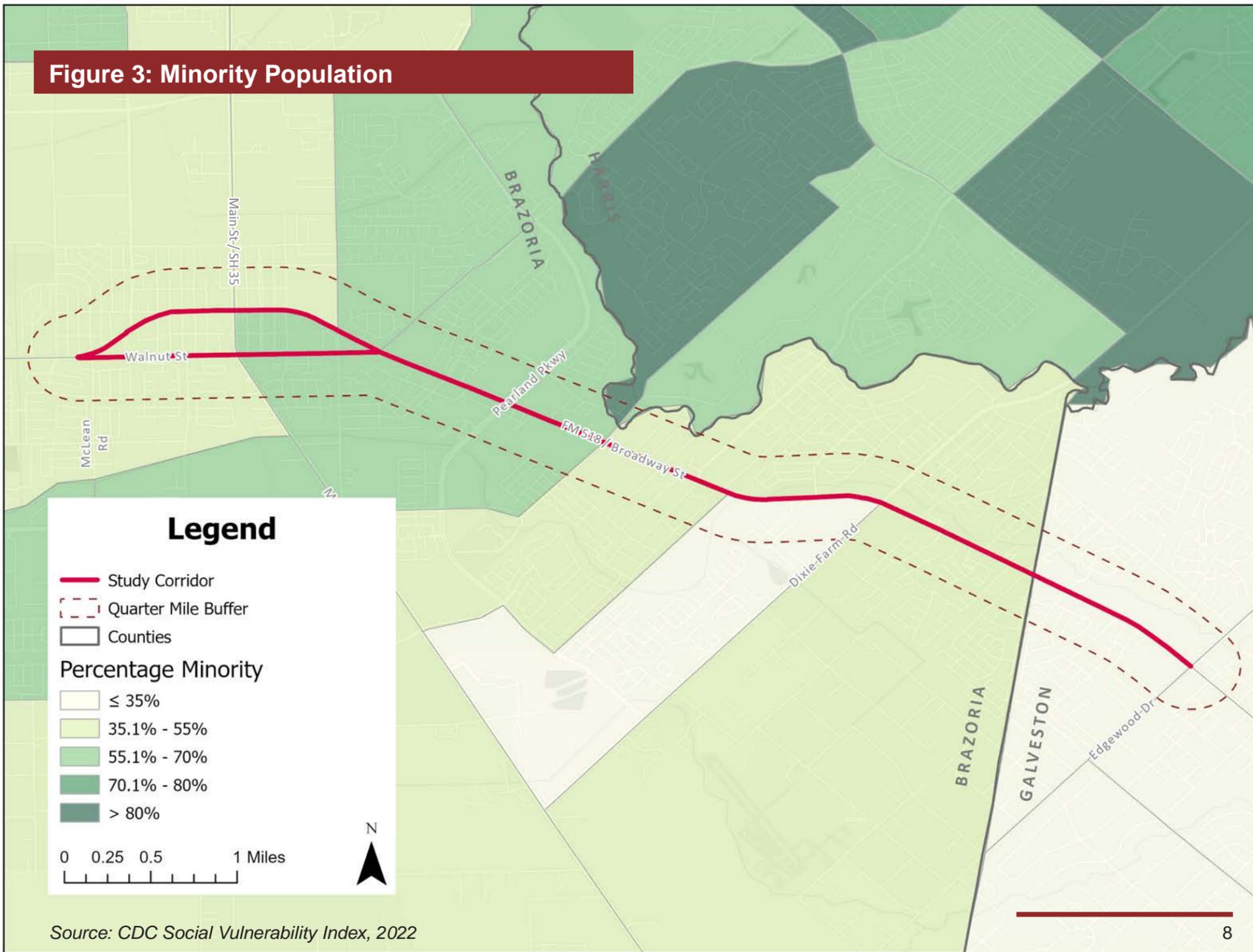
Source: FHWA STEAP (2021)

Figure 2: Population Density



Source: American Community Survey, 2022

Figure 3: Minority Population



Source: CDC Social Vulnerability Index, 2022



Language

According to the CDC SVI, the majority of the population within the study area speaks English proficiently. As portrayed in Figure 4, there is a portion in the middle of the corridor that has up to 20% of population with limited English proficiency. On the western side of the study area, there are census tracts that have up to 10% limited English proficiency. In order to ensure that language is not a barrier to public involvement

activities along the corridor, translation was provided when necessary.

Transportation and Housing

Transportation and housing burdens are shown in Figure 5 and Figure 6. Some of the population along the easternmost and westernmost areas of the corridor lack access to a vehicle. However, very few households within the study area lack access to a vehicle. This is important because households without vehicle access face unique challenges getting to work, school, and other destinations.

Housing costs can also be a burden to the community and can influence where people decide to live and how they get around. Figure 6 shows the percentage of people in each tract that spend 30% or more of their income on housing costs. Many of the residents along the corridor are burdened by housing costs, with several tracts having up to 35% cost burdened.

Equity

Overall, the census tracts along the corridor study area are not considered to be disadvantaged. The Justice40 CEJST tool identifies overburdened and underserved areas that require special consideration for federally funded projects. This tool identifies disadvantaged tracts based on socioeconomic thresholds, along with burdens in the following categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. As shown in Figure 7, none of the immediately surrounding tracts are identified by the CEJST as disadvantaged. There are two disadvantaged tracts to the northeast of the corridor, near the intersection of BW 8 and I-45.

Figure 4: Limited English Proficiency

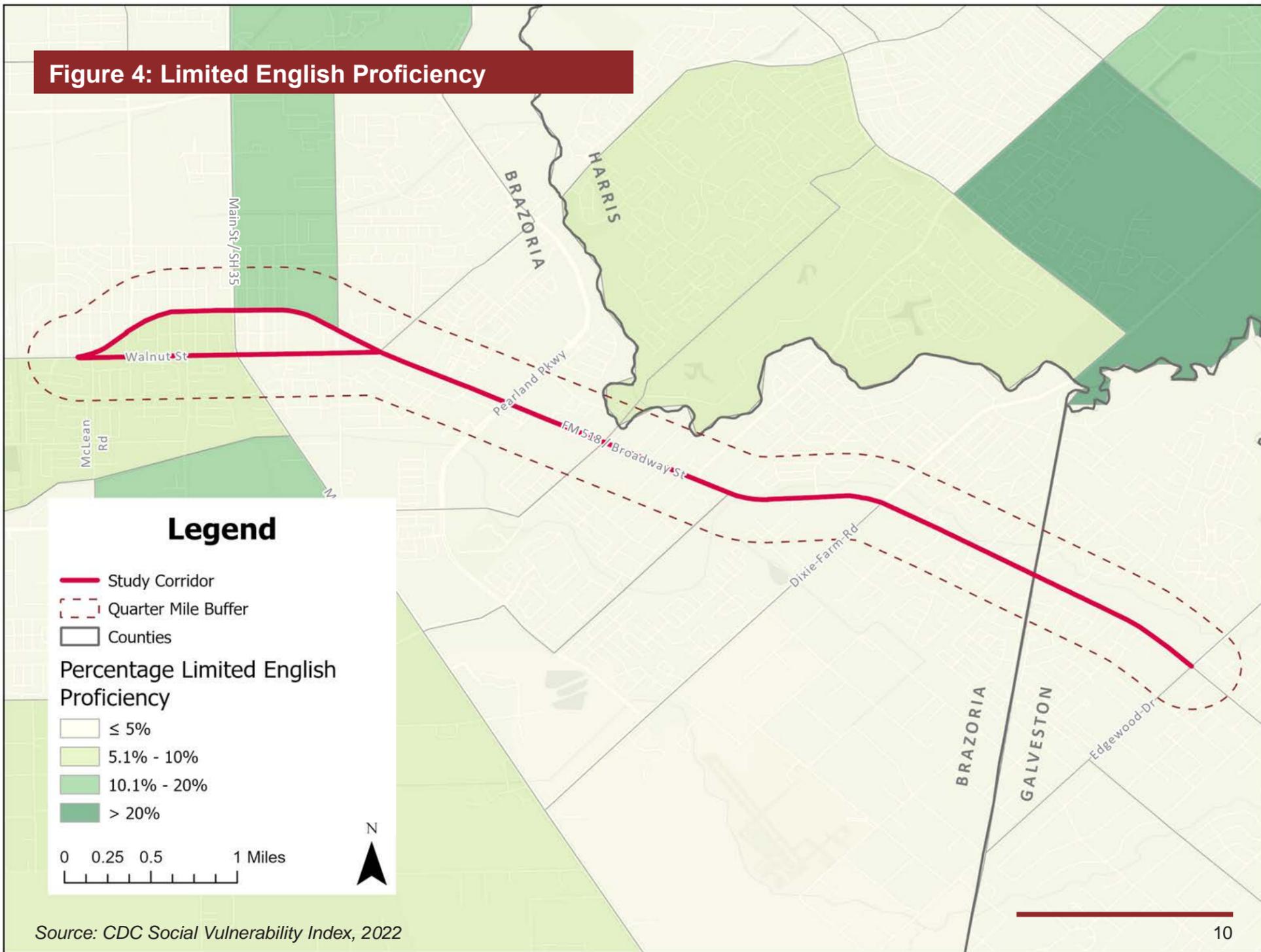


Figure 5: Zero Vehicle Households

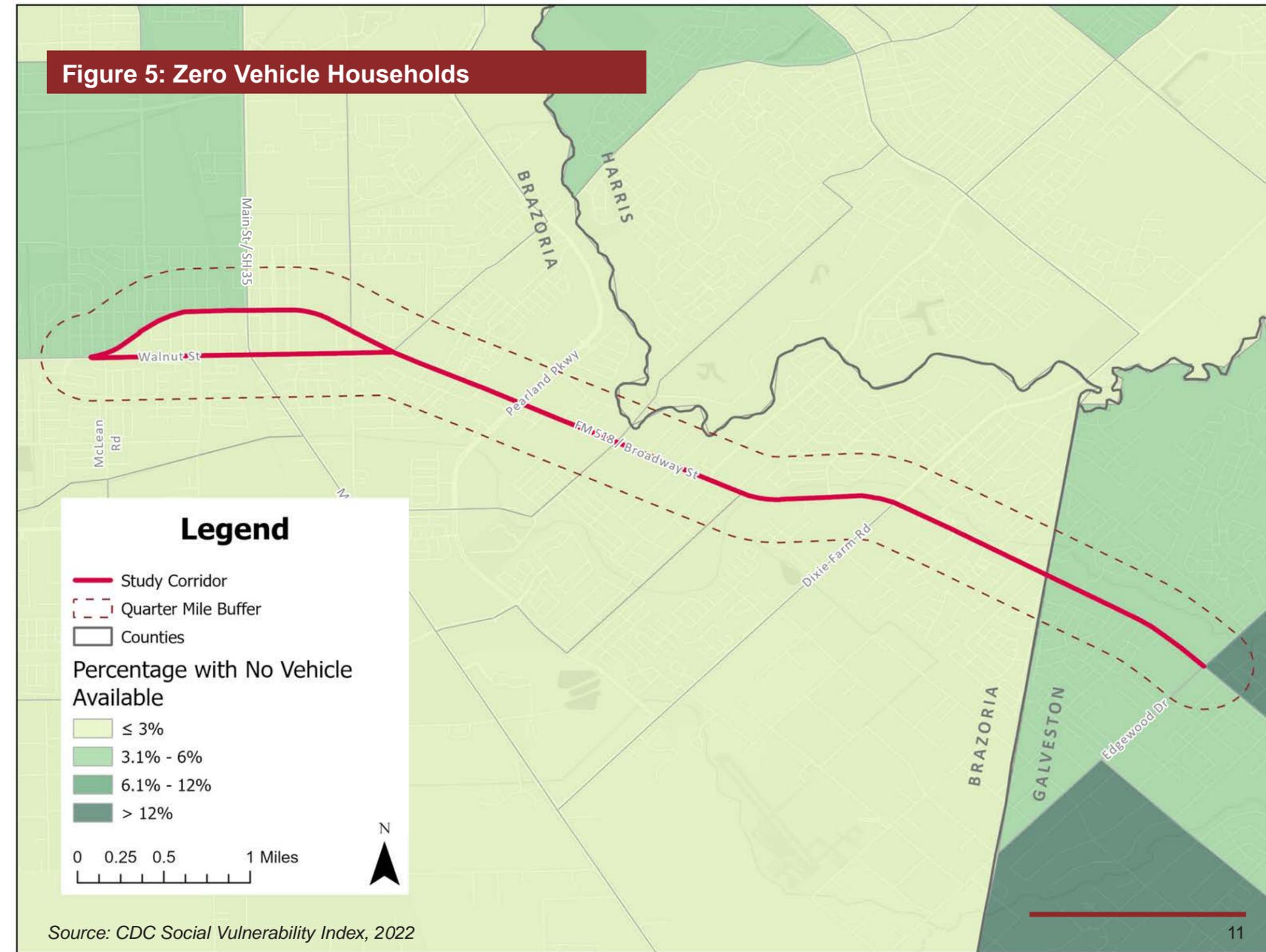


Figure 6: Housing Cost Burdened

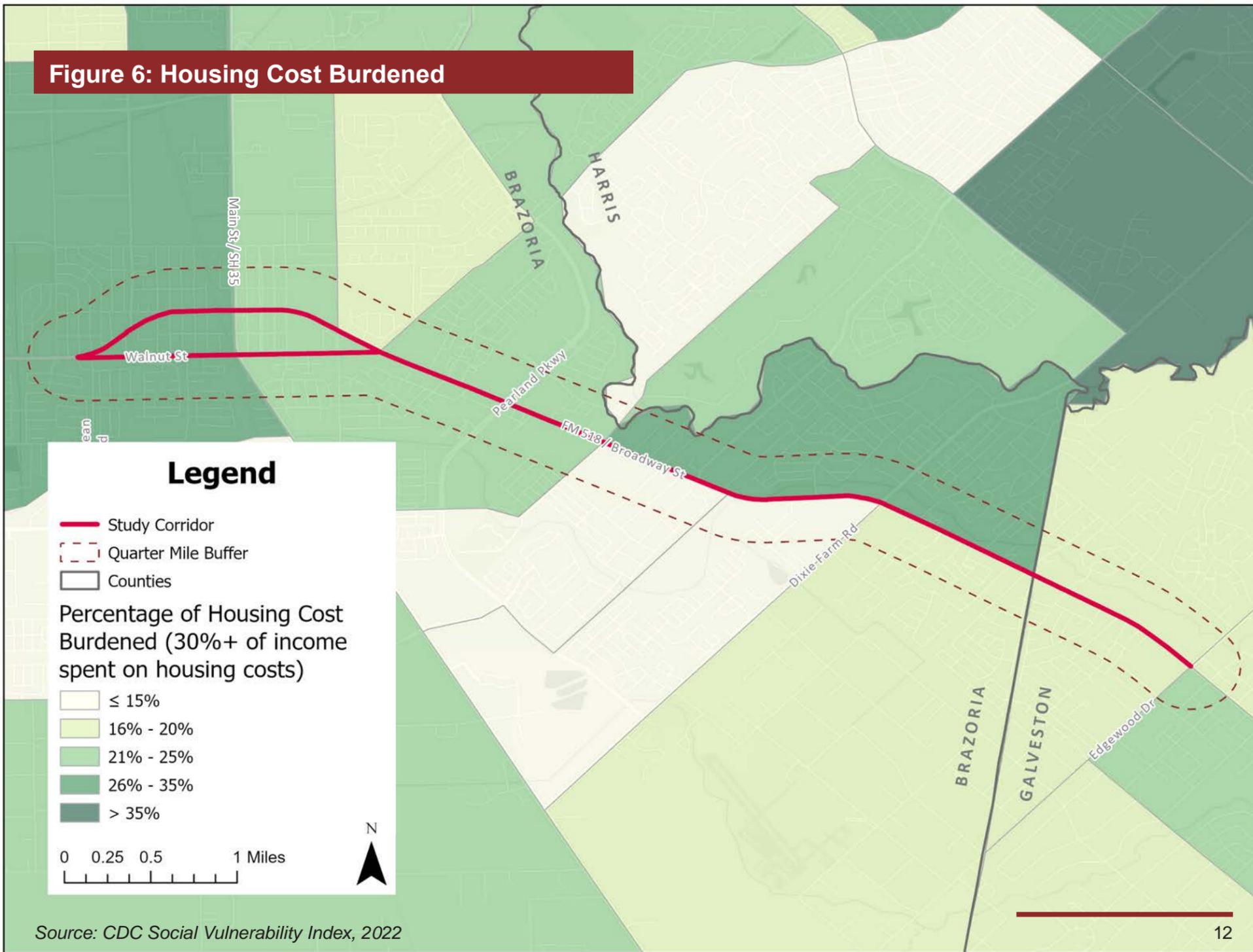
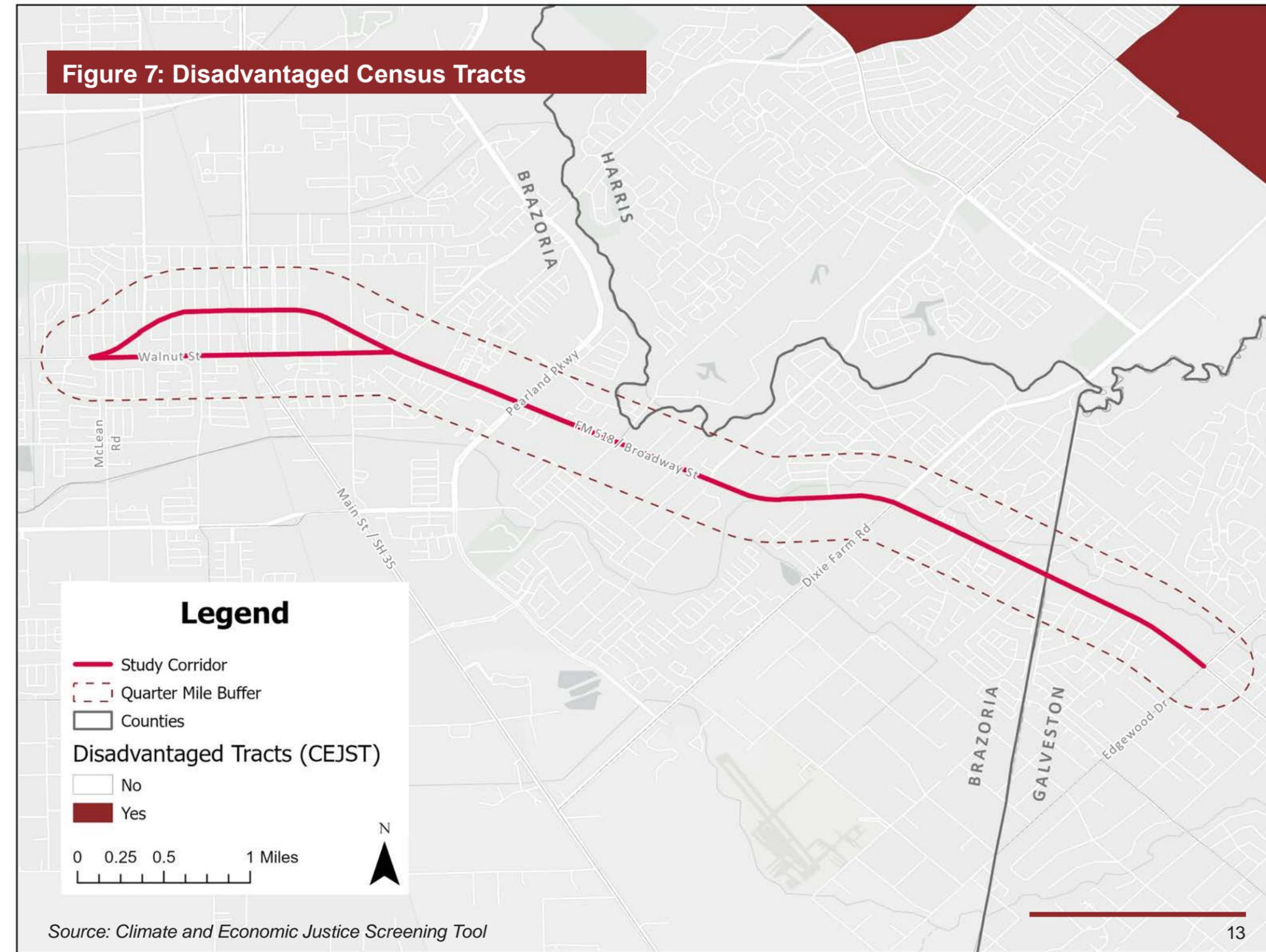


Figure 7: Disadvantaged Census Tracts





Intersection of FM 518 (E Broadway Street) and Main Street (SH 35) in Pearland, Texas

Existing Roadway Characteristics

The following section provides an overview of roadway characteristics within the corridor. This section includes an overview of roadway components, including travel lanes, medians, railroad crossings, availability of sidewalks, bike facilities, posted speed limits, and locations used for school bus stops. These attributes help facilitate an understanding of the physical state of the corridor, providing context for the traffic operations and safety sections that follow.

FM 518 (Broadway Street) is a state highway classified as a principal arterial. There are 20 signalized intersections along the corridor, which can be seen in Figure 8. Within the 6.2 mile project study area, there are four distinct segments that contain different typical cross sections and other associated characteristics and contexts. The first segment (1A) begins at McLean Road and continues for around 1.7 miles to Barry Rose Road. It is approximately 75 feet in width, maintaining two-travel lanes in each direction and a continuous center turn lane.

Segment 1B is West Walnut Street, with the same beginning and end points as noted above. West Walnut Street is a city owned and maintained roadway. From Texas Street to South Grand Boulevard, it contains a narrow median, but for most of its length it typically consists of one-travel lane in each direction, with turn lanes carved out as needed, as shown in the typical sections.

Segment 2, from Barry Rose Road to Sunset Meadows Drive, is around 3.56 miles in length and contains two-travel lanes in each direction and a continuous center turn lane.

Segment 3, from Sunset Meadows Drive to the project terminus, is within Friendswood. This 1 mile segment contains two-travel lanes in each direction, and a landscaped median that is approximately 17 feet in width.

Figure 8: Traffic Signals

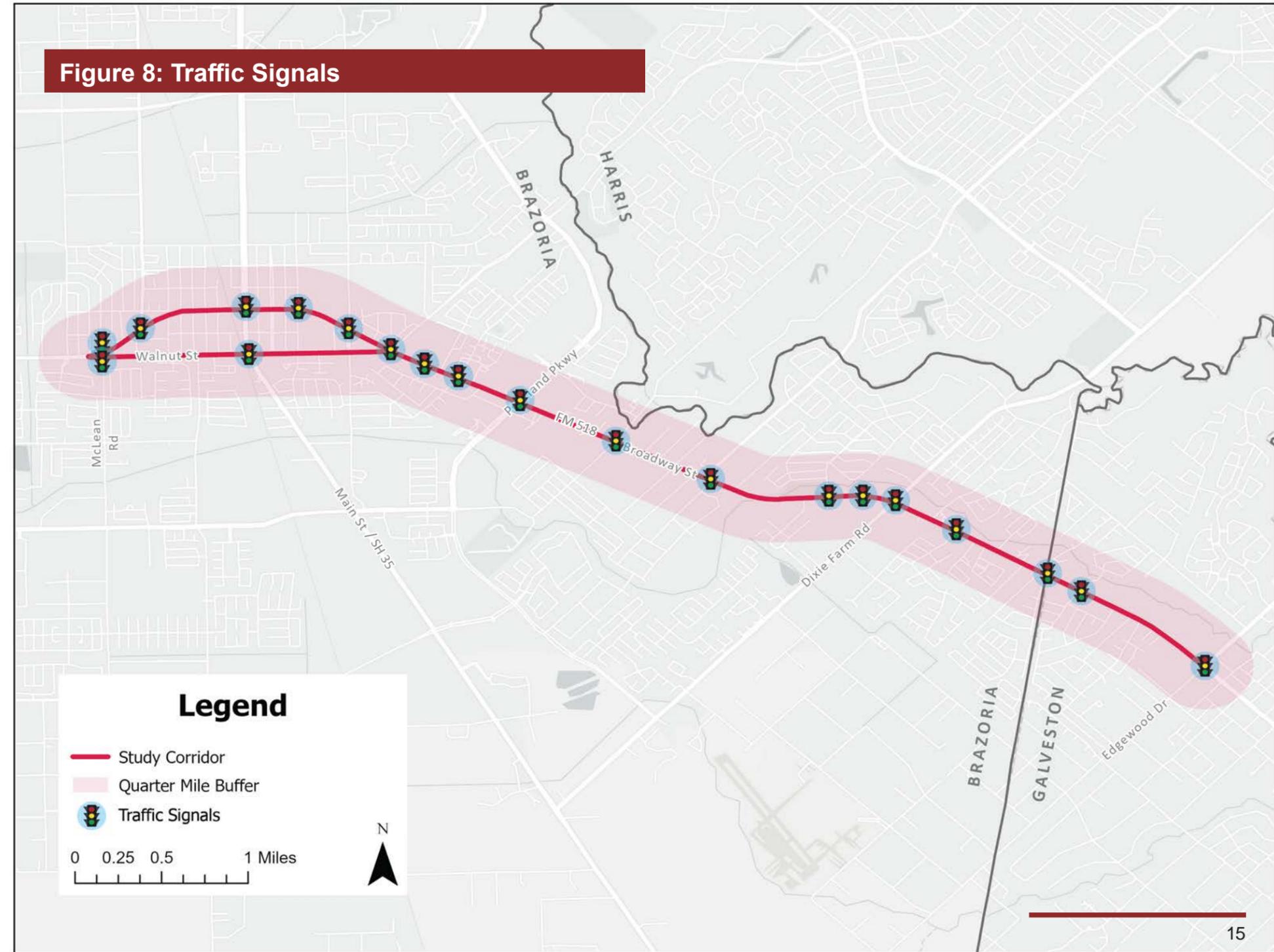
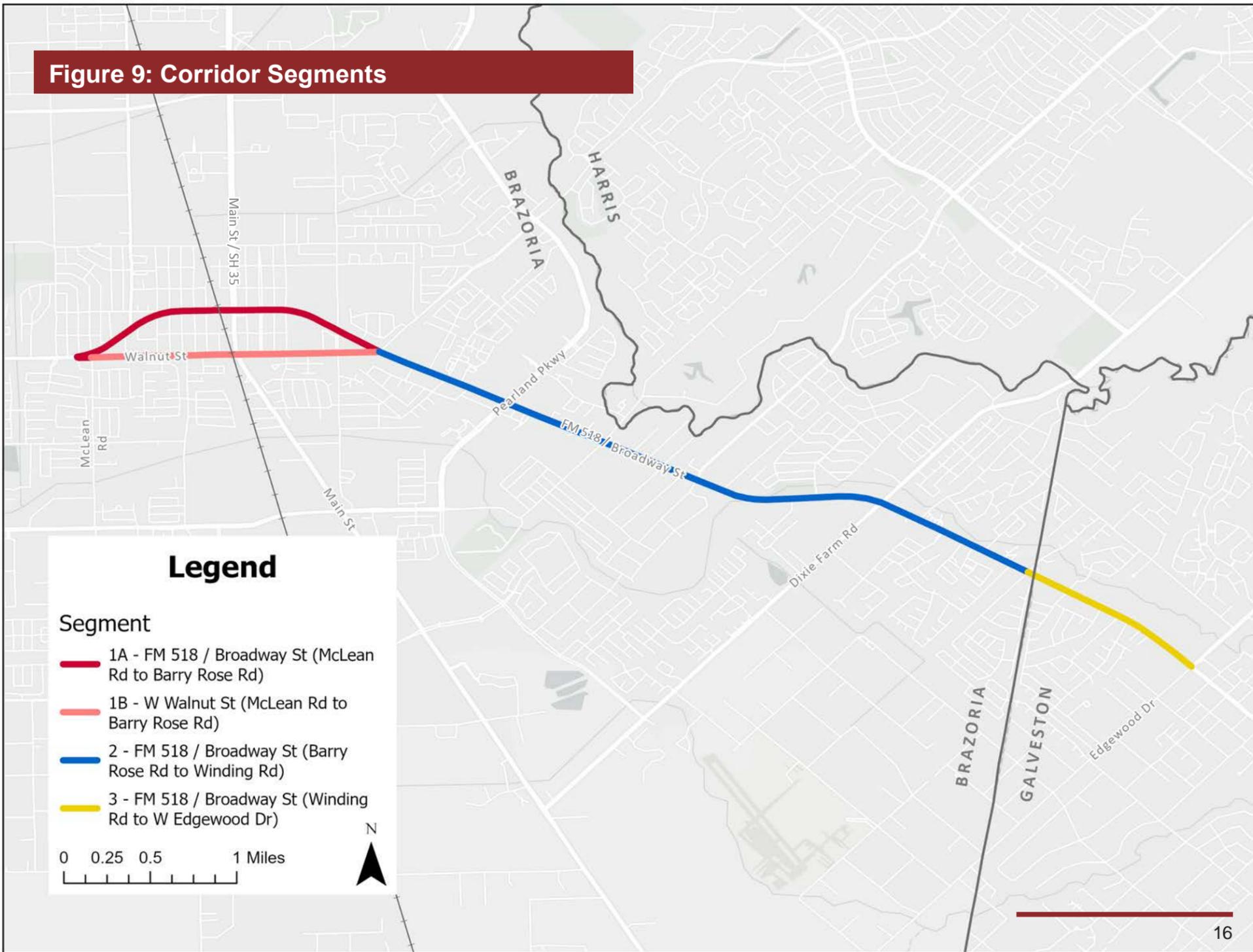


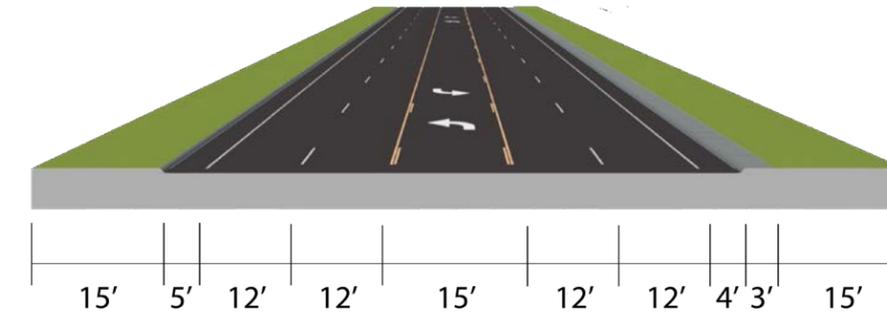
Figure 9: Corridor Segments



Typical Cross Sections

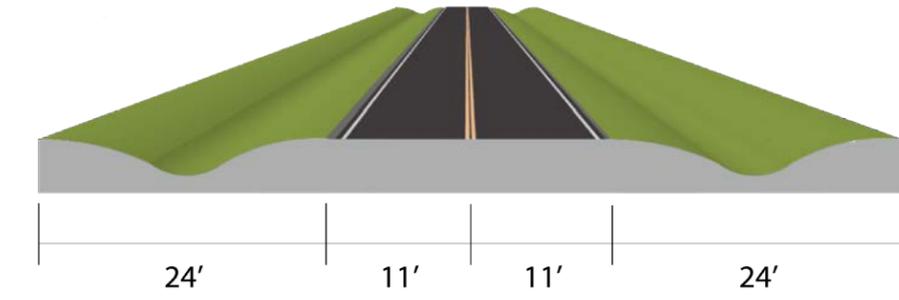
1A - FM 518 / Broadway Street (McLean Road to Barry Rose Road)

Four lanes with a striped median and a standard bike lane.



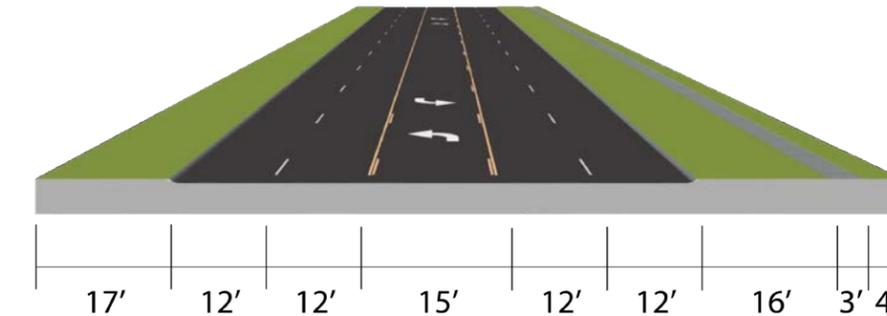
1B - W Walnut St (McLean Road to Barry Rose Road)

Most of this segment is only two lanes, but the road widens to four lanes with a median near the intersection with Main St.



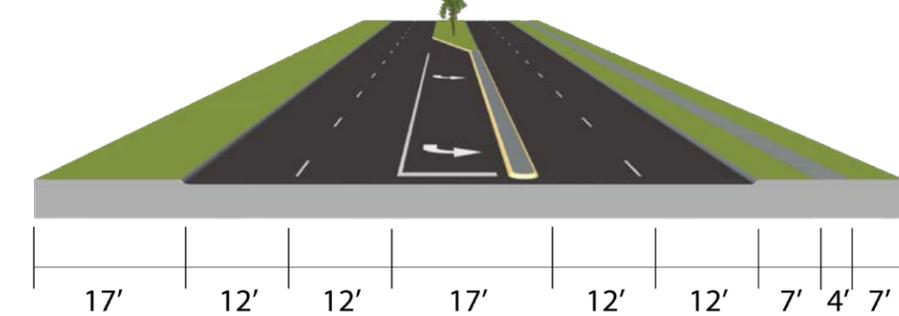
2 - FM 518 / Broadway Street (Barry Rose Road to Winding Road)

Four lanes with a striped median.



3 - FM 518 / Broadway Street / N Friendswood Drive (Winding Road to Edgewood Drive)

Four lanes with raised medians.



Sidewalk Inventory

Using data provided by H-GAC and a review of aerial photography, the locations of sidewalks on both sides of the corridor were mapped. Figure 10 shows an overview of where sidewalks exist and where they are absent, in order to understand the sidewalk completeness along FM 518 and Walnut Street in the study area.

Using the previously identified segments, the analysis of sidewalk completeness are shown in Table 2 below.

One section that notably has sidewalks on both sides of the roadway is FM 518/East Broadway Street between Houston Avenue and Alexander Lane.

There are other issues in addition to sidewalk completeness that makes the FM 518 Corridor uncomfortable to navigate on foot. There are areas in Old Townsite that have sidewalks, however they are not very wide (approximately 4 ft.) and they are located immediately adjacent to the roadway. An exception to this is along E. Walnut Street between Old Alvin Road and FM 518/East Broadway Street, which has a sidewalk on both sides as well as being separated from the roadway.

Table 2: Percentage of Complete Sidewalks

Segment	Start	End	Percent Complete
1A	McLean Road	Barry Rose Road	48%
1B	McLean Road	Barry Rose Road	33%
2	Barry Rose Road	Winding Road	46%
3	Winding Road	Edgewood Drive	26%

Though the city does not have any current projects planned to add sidewalks to the corridor at this time, this analysis revealed some major areas of concern for sidewalk completeness. The following are partial and full sidewalk gaps that were identified:

Gaps in Sidewalk Connectivity

Walnut Street

- McLean Road to Old Alvin Road

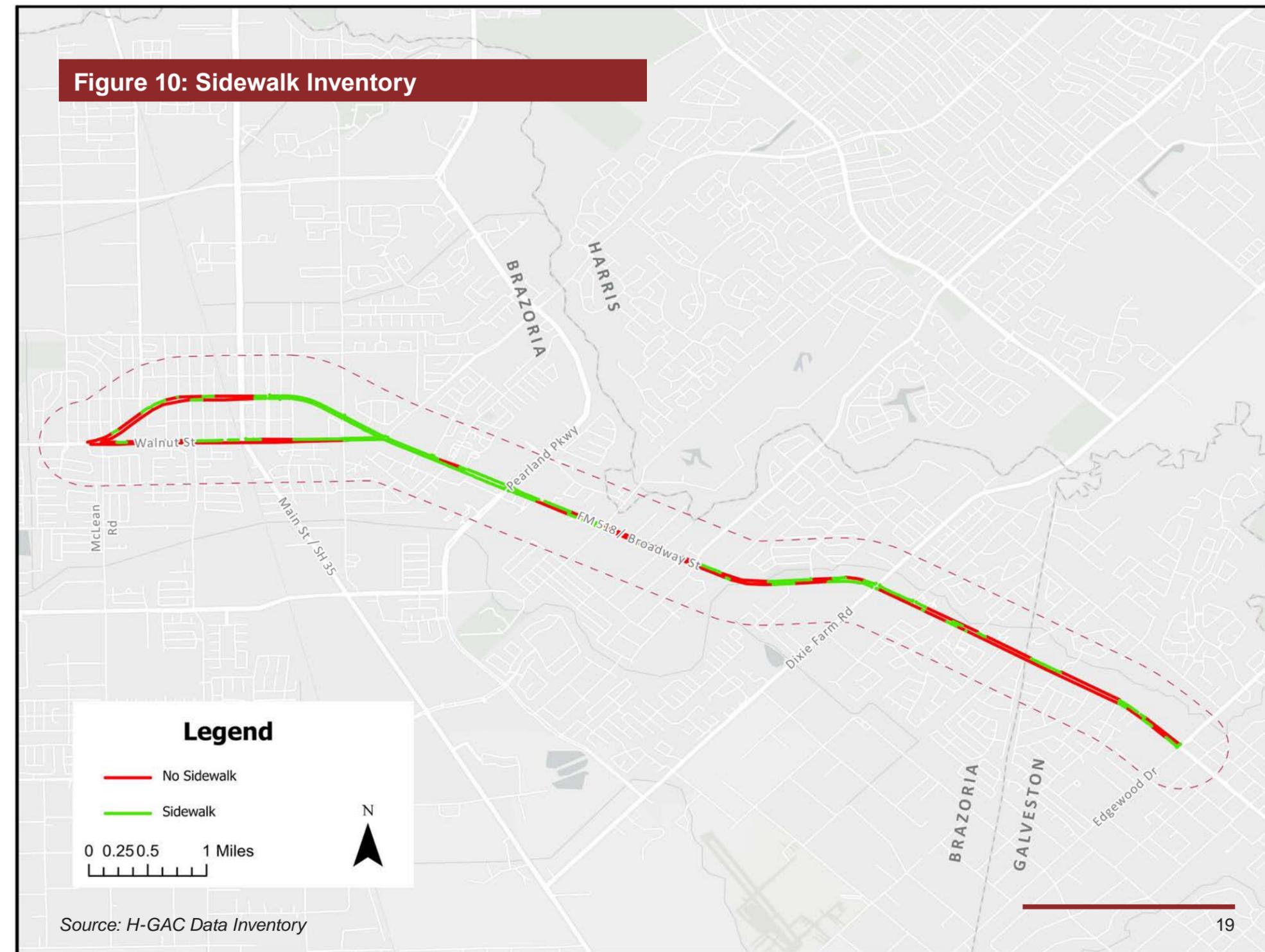


Broadway Street (FM 518)

- McLean Road to Main Street / Houston Avenue
- Pearland Parkway to Dixie Farm Road
- Dixie Farm Road to E. Edgewood Drive



Figure 10: Sidewalk Inventory



Bike Facilities Inventory

There is an existing on-street bike lane on the FM 518 (Broadway Street) corridor from Main Street to Westminster Road. Bike lanes on either side of FM 518 are shown in Figure 11 and were confirmed via Google Street View. It is a standard 4 foot wide bicycle lane with a 4" stripe, bicycle symbol & signage spaced at intervals.

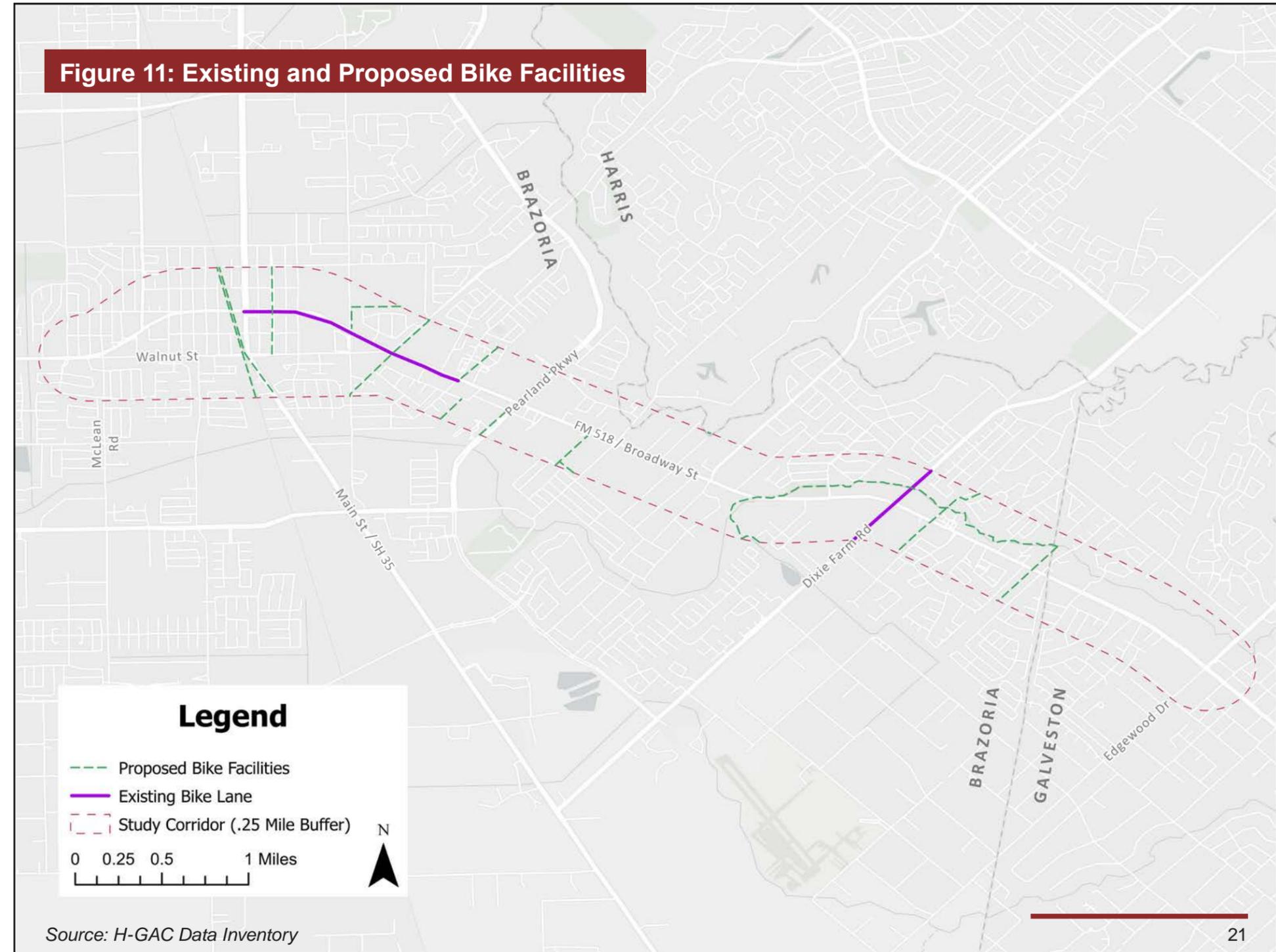
Additionally, the study area intersects with an existing bicycle facility (signed and striped bike lane) at FM 518 and Dixie Farm Road. The study area also intersects with proposed bicycle facilities at the locations below:

- Proposed Shared Use Path/Trails at FM 518 and Barry Rose Road, Westminster Road, Pearland Parkway, Smith Lane (at a utility easement), Longwood Drive, and along Marys Creek
- Proposed Signed Shoulder Bike Route at Dixie Farm Road and FM 518



Bike lane on Dixie Farm Road at intersection with FM 518 (E Broadway Street) in Pearland, Texas

Figure 11: Existing and Proposed Bike Facilities



Source: H-GAC Data Inventory

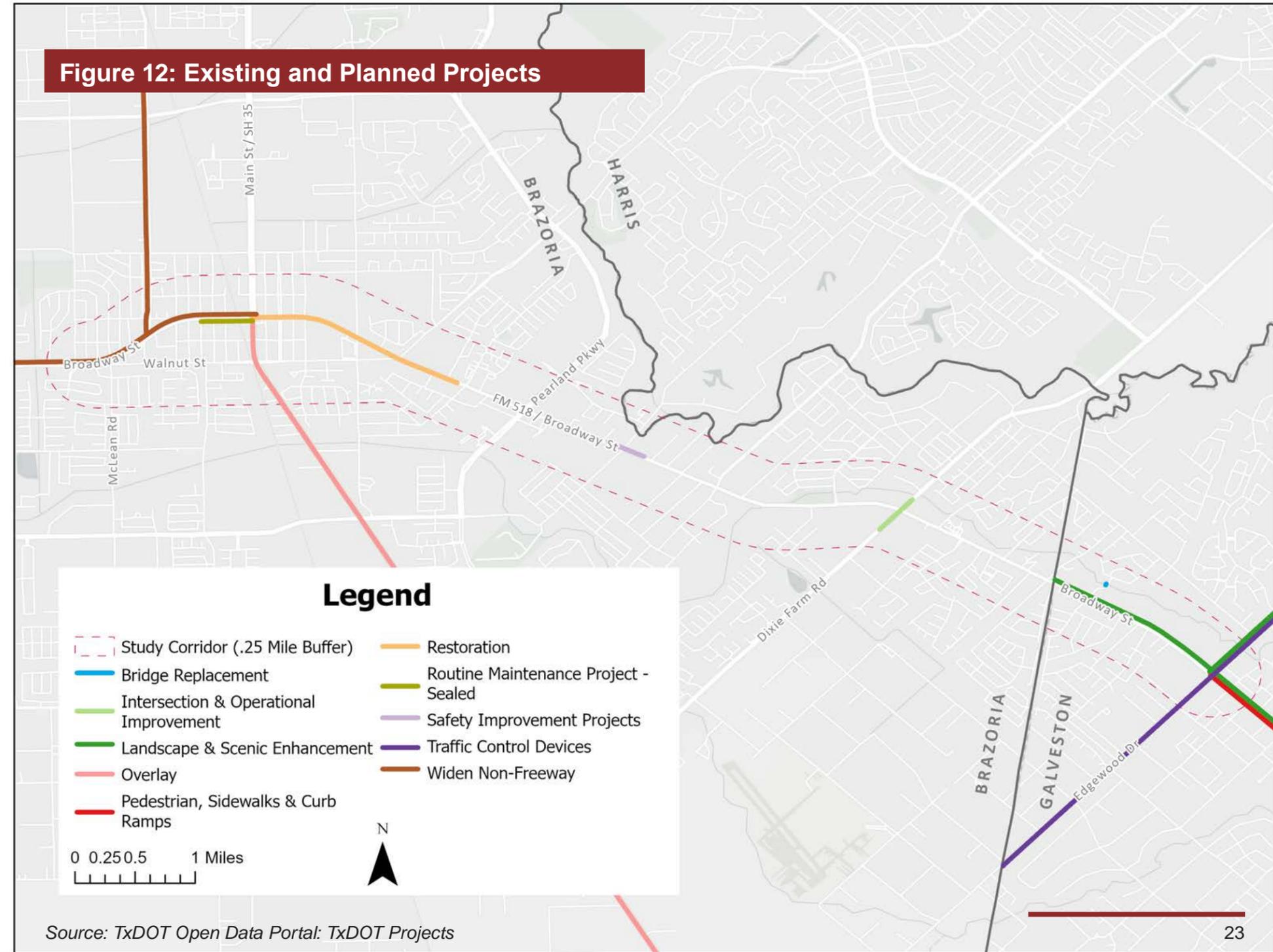


Existing and Planned Projects

According to the TxDOT Project Tracker, there are several additional planned projects in or in close proximity to the study area. They include:

- Widening FM 518 for 3.9 miles from FM 865 to Mykawa Road. Construction is anticipated to begin within four (4) years. It includes a planned sidepath 10 feet in width on the north side, and a sidewalk 5 feet in width on the south side.
- Restoration of FM 518 from SH 35 (Main Street) for 1.1 miles East of SH 35 (to approximately Westminster Drive). Construction is anticipated to begin within four (4) years.
- Safety Improvement Project on FM 518 at Liberty Drive/Country Club Drive. Construction is anticipated to begin soon.
- Landscape and Scenic Enhancement on FM 518 from Riverside Drive to Whispering Pines Avenue. Construction is anticipated to begin soon.

Figure 12: Existing and Planned Projects



Median Inventory

Raised medians are physical barriers that separate opposing lanes of traffic and are often associated with improved safety and more efficient traffic operations. Walnut Street has a raised median running from Texas Street to S. Grand Boulevard in the Pearland Old Town Site going through the BNSF railroad crossing. There are existing raised medians on FM 518 along the corridor beginning at McLean Road to Mykawa Road in the Pearland Old Townsite. There is also a raised median at the BNSF railroad crossing.

The remainder of the roadway in Pearland has a center turn lane without a raised median. The raised median begins again at the Friendswood city limit and runs through the eastern terminus of the project study area at Edgewood Drive. Medians are shown in Figure 13.

Railroad Crossing Inventory

The Burlington Northern Santa Fe Railroad (BNSF) crosses the project study area at-grade in two locations - one on FM 518/Broadway Street and again at Walnut Street. The nearest grade separated crossings are at McHard Road 1.24 miles north and Magnolia Parkway 0.5 miles south. Train schedules were not available at the time of the writing of this report, but it has been reported that the trains pass through the study area 1-2 times a day causing a 5-10 minute delay. The railroad crossings in the corridor are shown in Figure 13.

Posted Speed Limit Inventory

While traversing the 6.2 mile length project study area on FM 518, a driver would see the posted speed limit change four times, as shown in Figure 13. The majority of the corridor has a 45mph speed limit, however when traveling west, that speed drops to 35 mph while on Walnut Street. When headed eastbound, the posted speed remains at 45mph throughout the corridor to Friendswood. There are a few discrepancies seen when comparing TxDOT data and posted speed

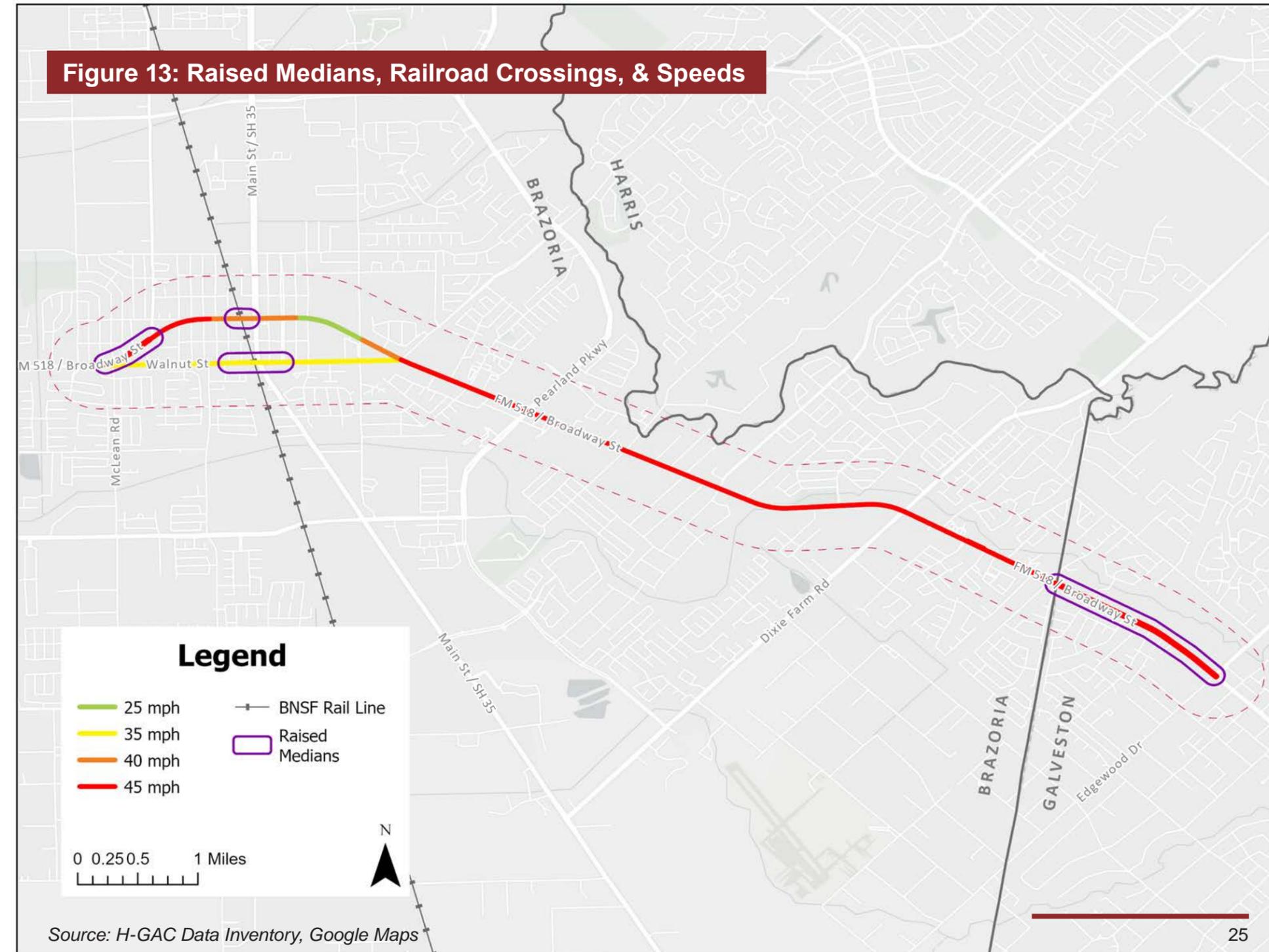
limit signs verified with Google Street View imagery from 2023, which underscores a need to review whether or not the posted speeds are intentional and appropriate.

- Walnut Street in the Pearland Old Townsite is 35mph.
- FM 518 (Broadway Street) in the Pearland Old Townsite from McLean Road to Washington Street is 45mph.
- FM 518 (Broadway Street) in the Pearland Old Townsite is 40mph from Washington Street to Park Avenue.
- FM 518 (Broadway Street) from Park Avenue to Old Alvin Road is a School Zone posted at 25mph, or otherwise 40mph.
- FM 518 (Broadway Street) from Old Alvin Road to Barry Rose Road has a speed limit of 40mph.
- From Barry Rose Road to the end of the corridor at Edgewood Drive the limit is 45mph.



FM 518 (Broadway Street) near Pearland Parkway

Figure 13: Raised Medians, Railroad Crossings, & Speeds





Railroad Crossing at FM 518 (Broadway Street) in Pearland, Texas

School Bus Stop Inventory

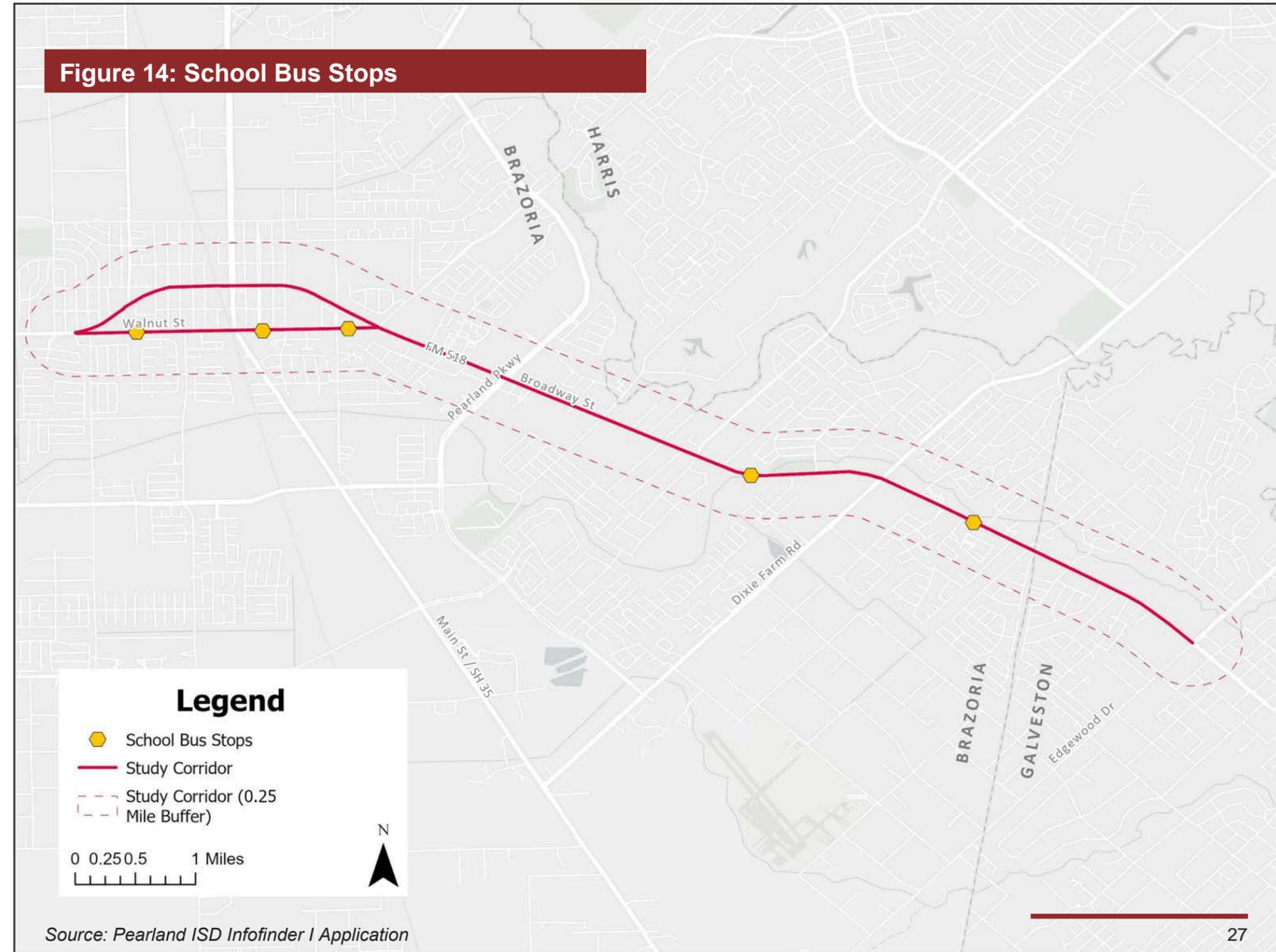
While there are many commercial uses immediately adjacent to FM 518, there also several large multi-family apartments on or adjacent to the corridor, and single family residential neighborhoods just slightly removed to the north and south. Many school-age children live in close proximity to the corridor, and as such, the FM 518 and Walnut Street corridors contains many Pearland ISD bus stops. School bus stop information for the 2023-2024 school year was gathered from the Infinder I application.³ Bus stops that are located near the main corridor roadway are shown in Figure 14. Noteworthy, the stop at 3340 Walnut Street/Park Place Apts. serves ten AM and PM stops, while the stops at 908 Broadway (FM 518) and Royal Oaks Apts. serve four AM and PM stops each. The remaining stops serve just two stops per day (one AM and one PM).

School bus routes along the corridor:

- 4615 W. Walnut Street (Bus 266: 6:31am-2:54pm)
- 3716 E. Walnut Street (Bus 159: 6:35am-2:53pm)
- 3340 E. Walnut Street./Park Place Apts. (Bus 316: 8:09am-4:08pm, Bus 319: 7:26am-3:24pm, Bus 294: 6:34am-2:48pm, Bus 298: 7:48am-4:29pm, Bus 316: 6:28am-3:02pm)
- 1908 Broadway (Bus 163: 7:17am-4:07pm, Bus 311: 6:11am-2:51pm)
- Broadway & Royal Oaks Apts. (Bus 297: 7:36am-4:14pm, Bus 254: 7:15am-3:24pm)

³ Infinder I. Pearland ISD. <https://www.infinder.com/ifi/?cid=PI06012739151>.

Figure 14: School Bus Stops

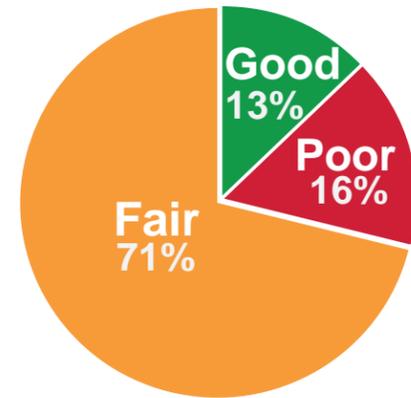


Source: Pearland ISD Infinder I Application

Roadway Conditions

The TxDOT Houston District provided 2024 pavement condition data for FM 518. Pavement condition data was not available for Walnut Street since it is not a TxDOT facility. Using the International Roughness Index (IRI), a measure that summarizes pavement qualities that impact vehicle suspension movement, roughly 13% of the corridor is in good condition, 71% is in fair condition and 16% is in poor condition.

Figure 15: Pavement Conditions



Source: TxDOT pavement condition data

A windshield survey revealed that there are minimal pavement issues when driving along the length of the corridor, which is consistent with the findings shown in Figure 15. The windshield survey involved carefully driving the length of the corridor looking for signs of wear, including potholes, rutting, different types of cracking, and worn striping.

Many of the pavement markings and striping along the corridor have faded over time with the exception of the intersection of FM 518 and Dixie Farm Road. This intersection has recently received new pavement markings. Regular maintenance of pavement and striping is important for the safety and traffic flow of the corridor.

Roadway Inventory

This section reveals several key findings that highlight areas of improvement in the current FM 518 roadway conditions. Notably, the inventory indicates the presence of incomplete sidewalks, which may hinder pedestrian accessibility and safety. Additionally, the corridor features only one bike lane, suggesting a need for expanded cycling infrastructure. The busy school bus route schedule emphasizes the importance of ensuring safe routes for school children, while the frequent speed limit changes may impact traffic flow and driver compliance. These insights provide a foundation for targeted interventions to enhance the overall transportation network within the FM 518 corridor.

Traffic Analysis

This section describes the existing traffic conditions along the corridor, according to an analysis that utilized traffic counts, simulation models, and volume to capacity (V/C) ratio calculations. The level of traffic congestion relates to the corridor goal of efficiently moving people and goods.

This analysis uses Level of Service (LOS) as the method to convey the quality of traffic flow. LOS describes operational conditions in six levels based upon speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. These six levels are given the ratings of 'A' through 'F' which are outlined in Table 3 below. Generally, the minimum acceptable LOS for future conditions is a LOS 'D' or better. Figure 16 through Figure 19 show intersection and corridor LOS.

Table 4 shows the amount of overall intersection delay experienced by drivers at signalized intersections within the study area and the assigned a LOS ratings, with 'D', 'E' and 'F' ratings highlighted in yellow.

Table 3: LOS Rating Interpretation and Criteria

LOS Traffic Conditions	Intersections (sec/veh)		V/C Ratio
	Signalized	Stop-Control	
A- Uncongested	≤ 10	≤ 10	< 0.6
B- Very light congestion	> 10 and ≤ 20	> 10 and ≤ 15	≥ 0.6 and < 0.7
C- Light congestion	> 20 and ≤ 35	> 15 and ≤ 25	≥ 0.7 and < 0.8
D- Significant congestion	> 35 and ≤ 55	> 25 and ≤ 35	≥ 0.8 and < 0.9
E- Severe congestion	> 55 and ≤ 80	> 35 and ≤ 50	≥ 0.9 and < 1.0
F- Total break down, stop-and-go operation	> 80	> 50	≥ 1.0

orange, and red. Large queues form at FM 518 and Pearland Parkway (northbound approach) and at FM 518 and Dixie Farm Road (west and southbound approaches). In addition, queues form on Edgewood Drive.

Table 4: Existing LOS and Delay at Signalized Intersections (2024)

Intersection	AM Peak	PM Peak
FM 518 at Corrigan Dr/Woody Rd	C (20.7)	A (7.9)
FM 518 at McLean Rd	B (14.6)	B (15.7)
Walnut St at McLean Rd	C (31.0)	C (30.9)
FM 518 at Mykawa Rd	C (20.2)	C (20.0)
FM 518 at Main St	D (43.7)	D (37.6)
Walnut St at Main St	C (27.5)	D (47.7)
FM 518 at N Galveston Ave	C (22.6)	A (5.0)
FM 518 at Old Alvin Rd	D (45.8)	C (25.4)
FM 518 at Walnut St	C (24.8)	C (26.2)
FM 518 at Sherwood Dr	A (5.6)	A (9.5)
FM 518 at Westminister Rd	B (12.1)	B (17.5)
FM 518 at Pearland Pkwy	E (61.7)	F (88.1)
FM 518 at Liberty Dr/Country Club Dr	B (18.4)	B (16.9)
FM 518 at Yost Blvd/Shadycrest Dr	A (8.5)	A (8.6)
FM 518 at Woodcreek Dr	A (2.9)	B (11.8)
FM 518 at Walmart Access	B (14.0)	C (24.3)
FM 518 at Dixie Farm Rd	D (39.9)	E (57.6)
FM 518 at Pine Hollow Dr	A (3.1)	A (4.4)
FM 518 at Sunset Meadows Dr/Winding Rd	A (9.4)	B (11.8)
Friendswood Dr at Edgewood Dr	E (75.1)	E (66.8)

Figure 16: AM Volume to Capacity (V/C) Level of Service

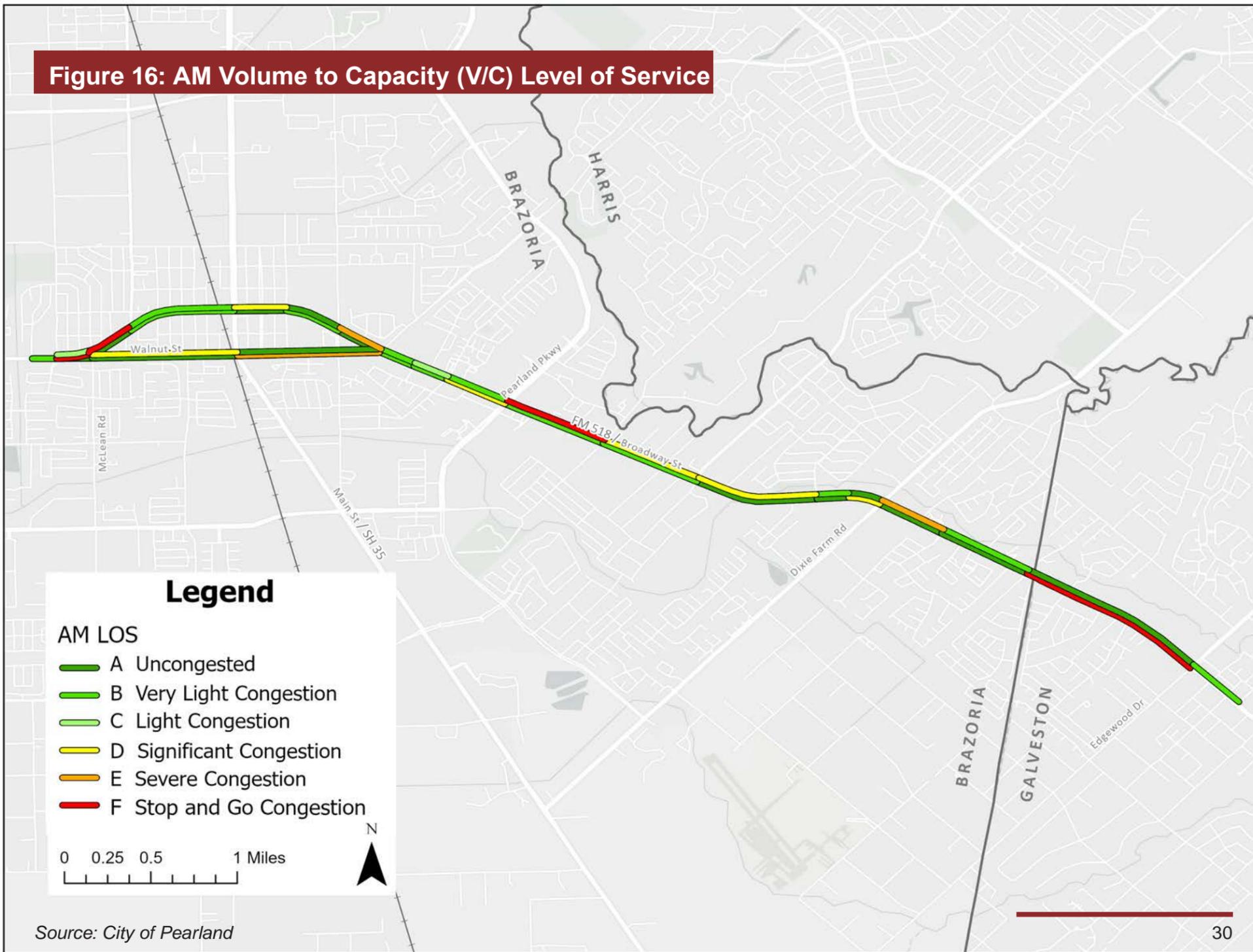


Figure 17: PM Volume to Capacity (V/C) Level of Service

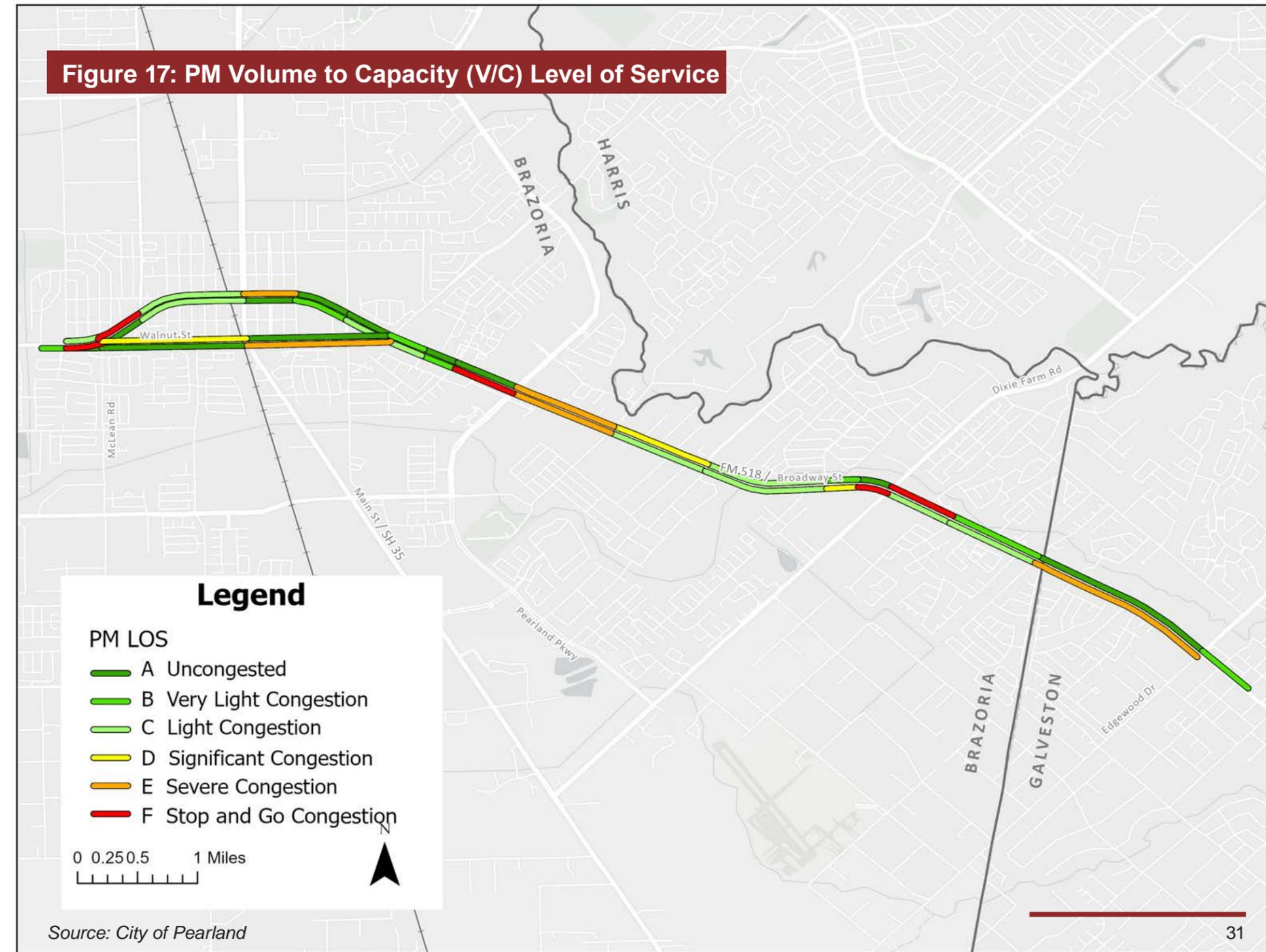


Figure 18: AM Intersection LOS

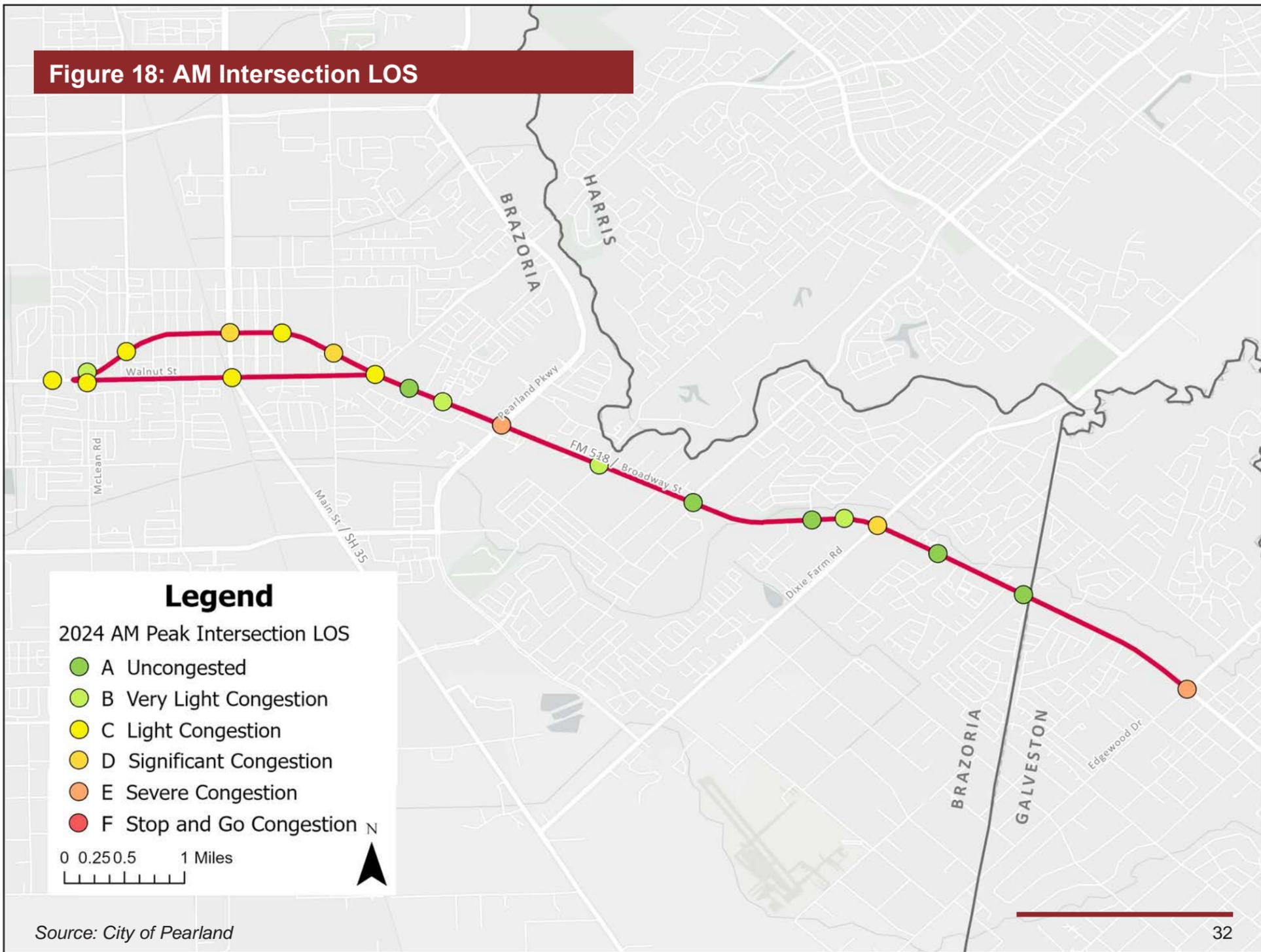
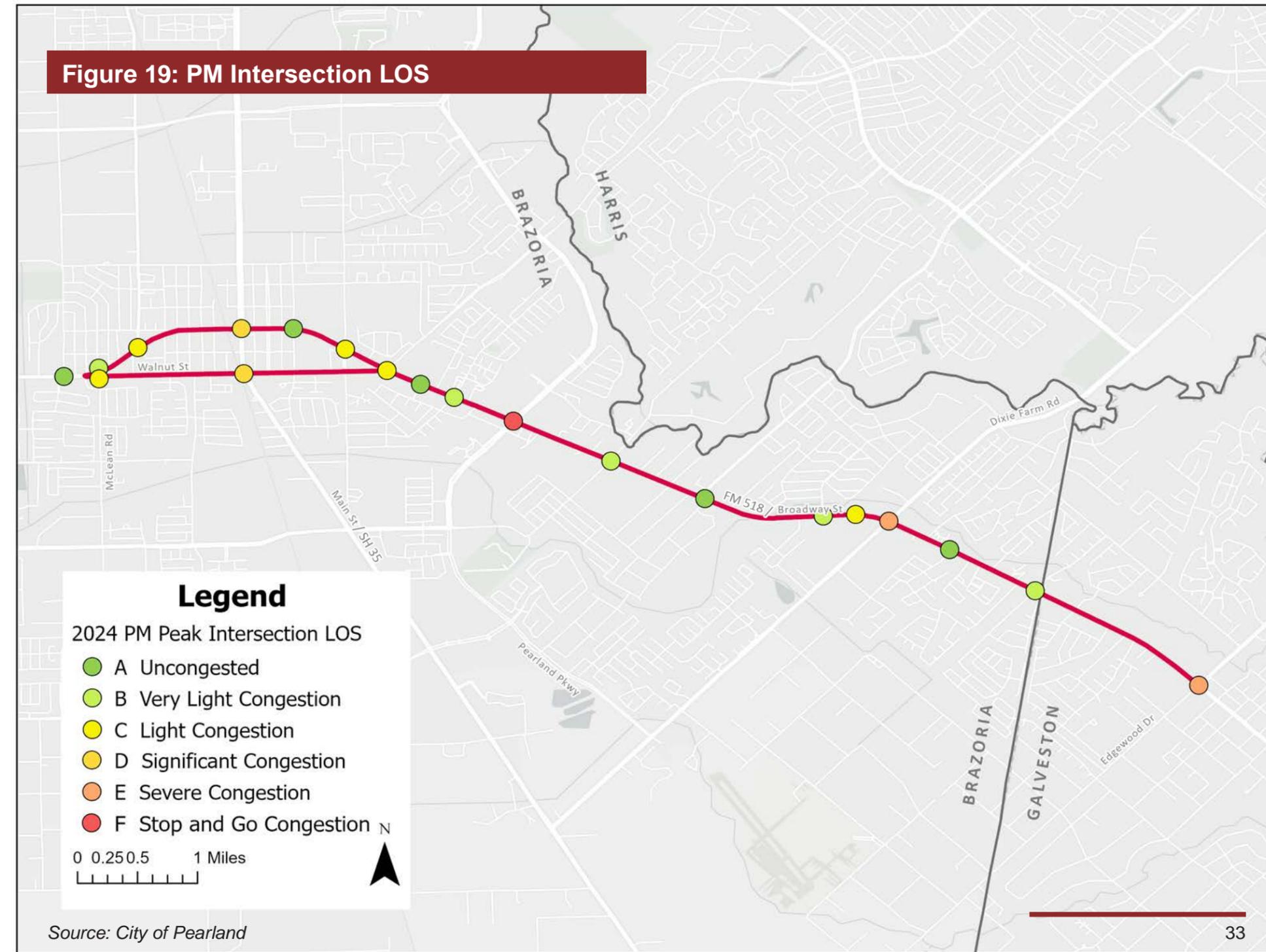


Figure 19: PM Intersection LOS



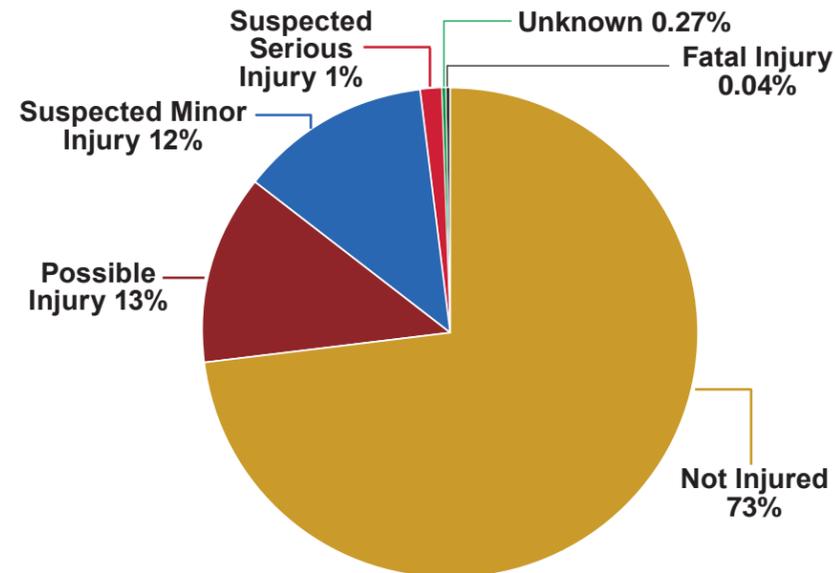
Safety Analysis

A road safety analysis was conducted in accordance with Highway Safety Manual (HSM) procedures to diagnose safety issues.

Crash Data

Crash data was obtained from TxDOT's Crash Record Information System (CRIS) for the recent seven-year period (2017-2023) which reported 2,231 crashes involving 6,620 persons resulting in a seven-year crash cost of over \$166 million. Assuming an average daily traffic volume of 26,500 vehicles per day yields a crash rate of 487 traffic crashes per 100 million vehicle miles, which is nearly twice the statewide average for urban FM roads. Based on an analysis of crash

Figure 20: Total Crashes by Severity



Source: TxDOT CRIS 2017-2023

history, two focus areas were identified: signalized intersections and angled crashes.

Figure 21 shows the breakdown of different crash types along the corridor from 2017 to 2023. While same direction crashes constitute the largest portion of all crashes, these crashes are less severe when compared to the other crash types. The next most severe and costly type of crashes are angled crashes and opposite direction crashes, which account for around half of the fatal and serious injury crashes when combined. Although single vehicle crashes make up a small portion of all crashes at 5.65%, they account for a third of fatal and serious injury crashes due to the inclusion of crashes with vulnerable pedestrians and cyclists.

Figure 21: Crash Types

All Crashes by Crash Type (2,231)



Fatal and Serious Injury Crashes by Crash Type (33)



All Crash Costs by Crash Type (\$166,168,000)



Source: TxDOT CRIS 2017-2023

Signalized Intersections

An analysis of signalized intersections (20 total) was conducted because over 55% of crashes are reported at these 20 signals. Furthermore, the analysis focused on seven of the highest crash intersections (ranked by crash cost) because 35% of all crashes along the corridor occur within approximately 250' of these seven intersections. Crash history details for these intersections are provided in Table 5. Each of the seven signalized intersections have total crash costs of over \$4 million. A crash density map is provided in Figure 22, showing that the intersections of Dixie Farm Road and Pearland Parkway are major crash hotspots. Crashes at all unsignalized intersections along the corridor totaled 219.



Dixie Farm Road at FM 518 (Broadway Street) in Pearland, Texas

Table 5: Top Seven Signalized Intersections Crash History (2017-2023)

Intersection	Total Crash Count	Cost (in Thousands)	Serious Injury	Minor Injury	Possible, No Injury & Unknown	Crash Rate / 100 Million Vehicles
Dixie Farm Rd	211	\$13,571		27	184	186
Pearland Pkwy	198	\$10,980	1	14	183	185
Main St	91	\$4,607		11	80	93
Country Club Dr	83	\$7,810	2	15	66	104
FM 518/Walnut St at McLean Rd	81	\$9,832		11	70	138
Yost Blvd/Shadycrest Dr	76	\$5,935	2	10	64	99
Woodcreek Dr	46	\$4,484	2	11	33	74

Source: TxDOT CRIS 2017-2023

Corridor Crashes

A focused analysis of specific types of angled and opposite direction crashes (namely right angle, left angle, and opposing left crashes) was conducted because these crashes account for 38% of crashes and 44% of crash costs. Angled crashes at intersections are addressed in the above analysis of signalized intersections. Table 6 shows corridor crash history details for all types of crashes.

Angled crashes along roadways, such as FM 518, with high speeds, heavy traffic volumes, and frequent driveways are often countered by employing access management strategies. Access management is the design, application, and control of entry and exit points along a roadway.

The crash analysis revealed 1,069 same direction crashes along the corridor from 2017 to 2023. Same direction crashes are not as severe as single vehicle, angle, or opposite direction crashes. Same direction crashes account for 47.9% of crashes and 35.0% of crash cost (Figure 21). According to the analysis, 200 of the same direction crashes were sideswipes, with the remaining being rear end collisions. The primary contributing factor for same direction crashes is a failure to control speed.

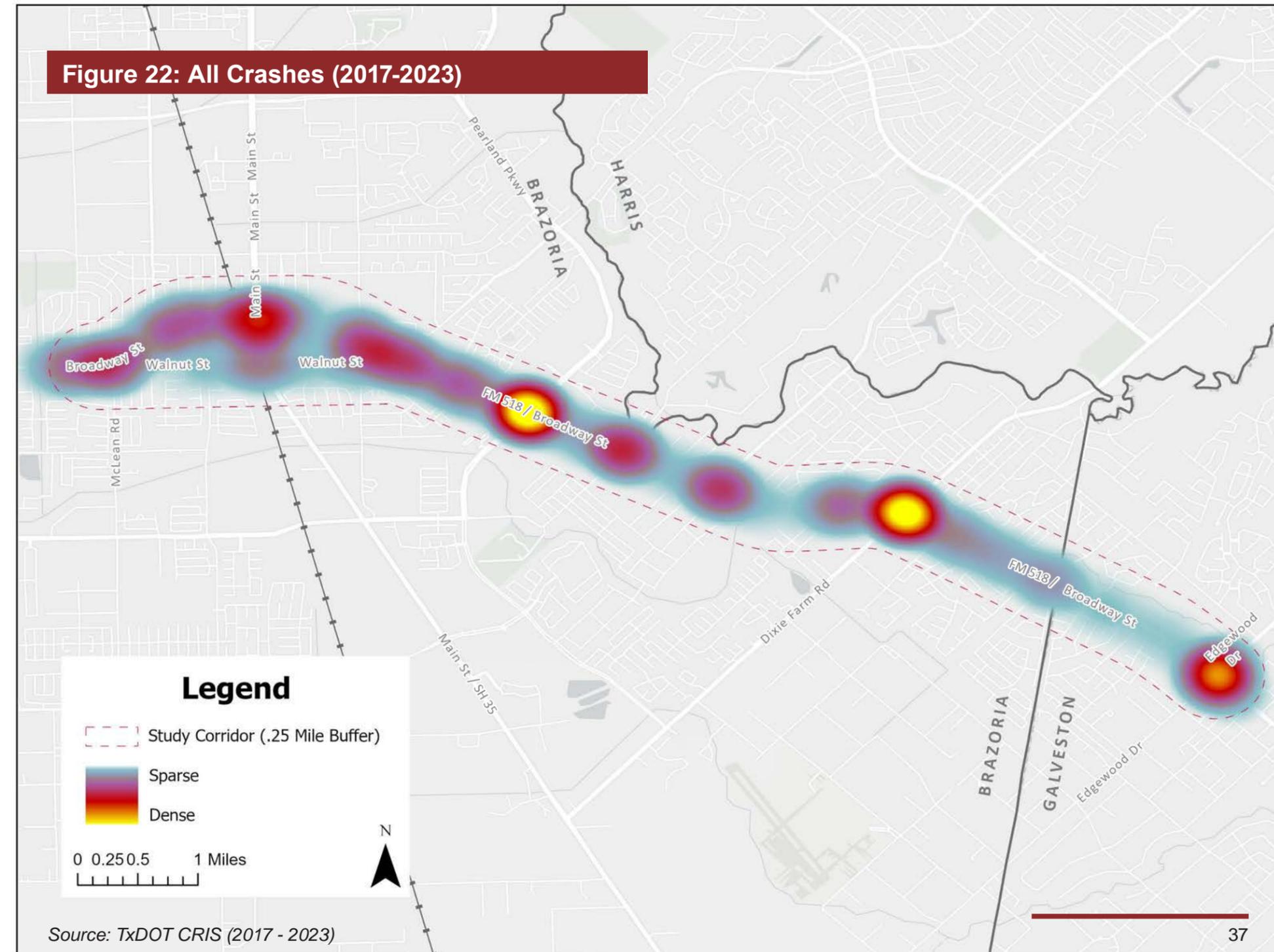
Same direction crashes can be addressed through congestion relief strategies, such as increased roadway capacity, signal timing modification, demand management, Intelligent Transportation Systems (ITS), etc.

Table 6: Top Segment Crash History (All Crashes 2017-2023)

Segment	Total Crash Count	Cost (in Thousands)	Fatal	Serious Injury	Minor Injury	Crash Rate/ 100 Million VMT
Pearland Pkwy to Yost Blvd	425	\$31,050		7	50	474
Dixie Farm Rd to Sunset Meadows Dr	342	\$21,891		1	47	625
Woody Rd to Main St	304	\$27,791		5	42	491
Main St to Barry Rose Rd	265	\$15,794		2	31	560
Barry Rose Rd to Pearland Pkwy	226	\$14,954		4	24	539
Sunset Meadows Dr to Edgewood Dr	213	\$9,169		2	16	327
Yost Blvd to Dixie Farm Rd	209	\$29,295	1	6	33	275
East of Edgewood Dr	85	\$4,367			12	-
West of Woody Rd	32	\$2,902		2	6	-
FM 518 Total	2,101	\$157,212	1	29	261	487
Walnut St from McLean Rd to Barry Rose Rd	130	\$8,956		3	17	416

Source: TxDOT CRIS 2017-2023

Figure 22: All Crashes (2017-2023)



Source: TxDOT CRIS (2017 - 2023)

Figure 23: Fatal and Severe Crashes

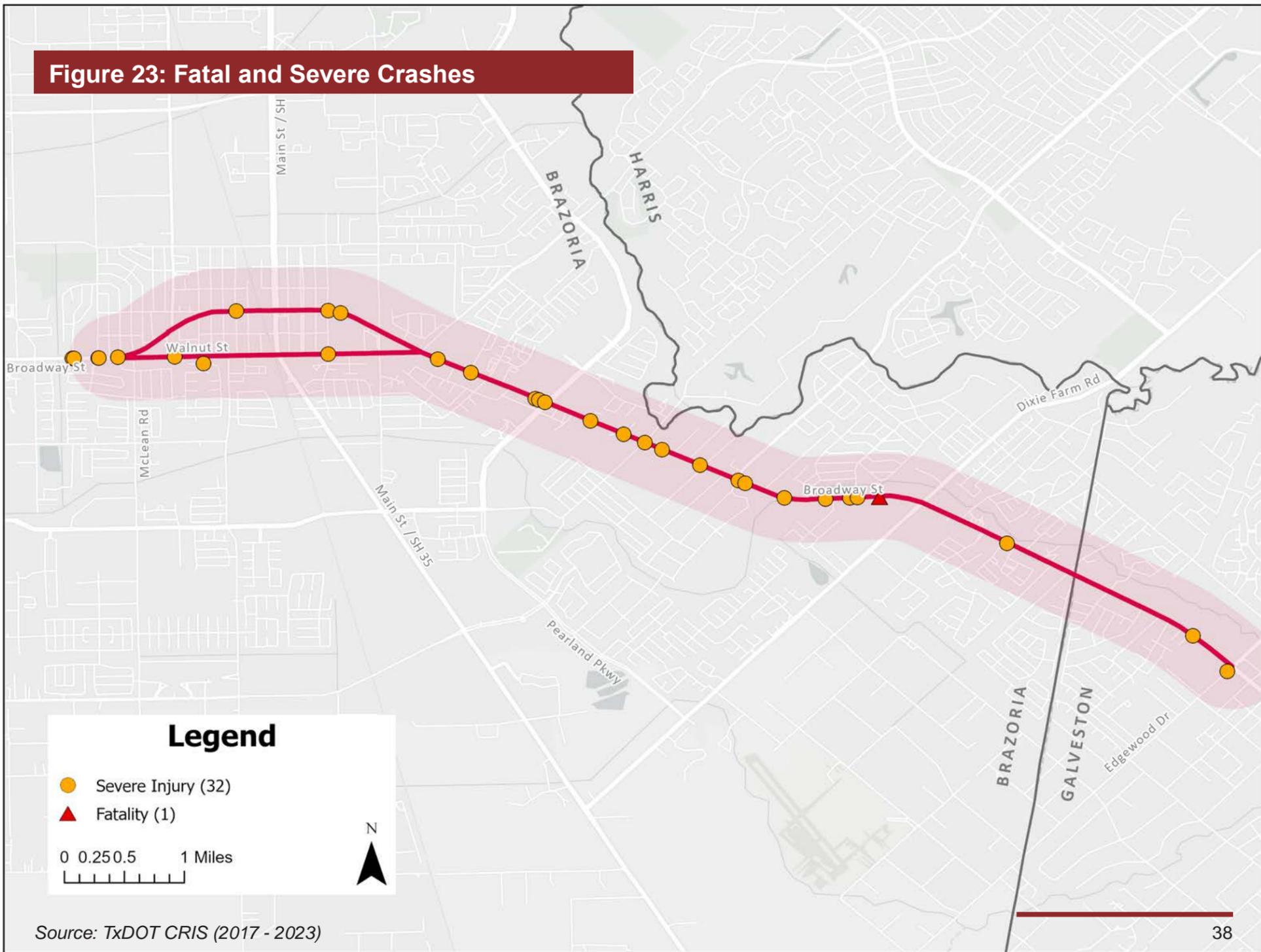
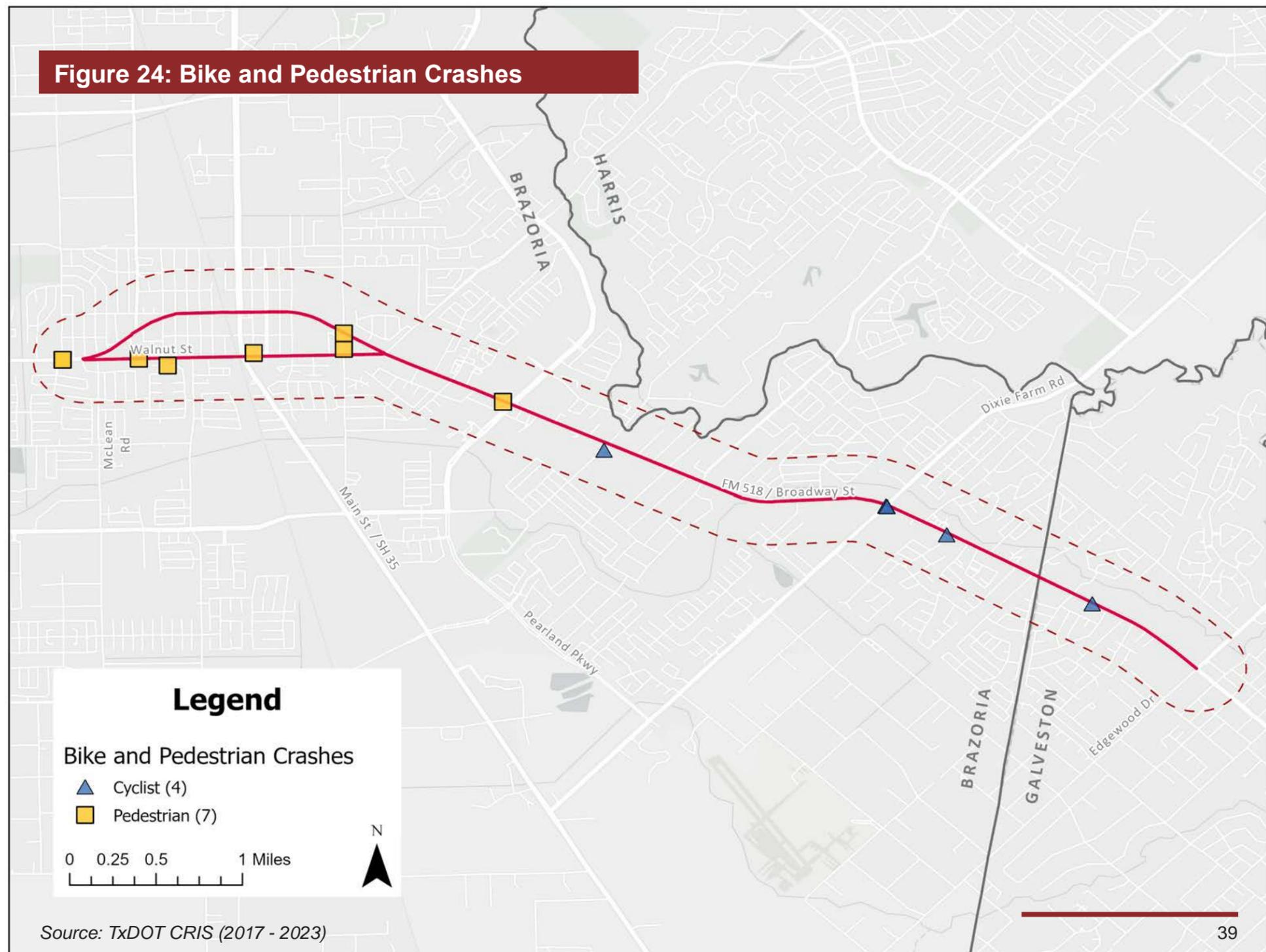


Figure 24: Bike and Pedestrian Crashes



Driveways

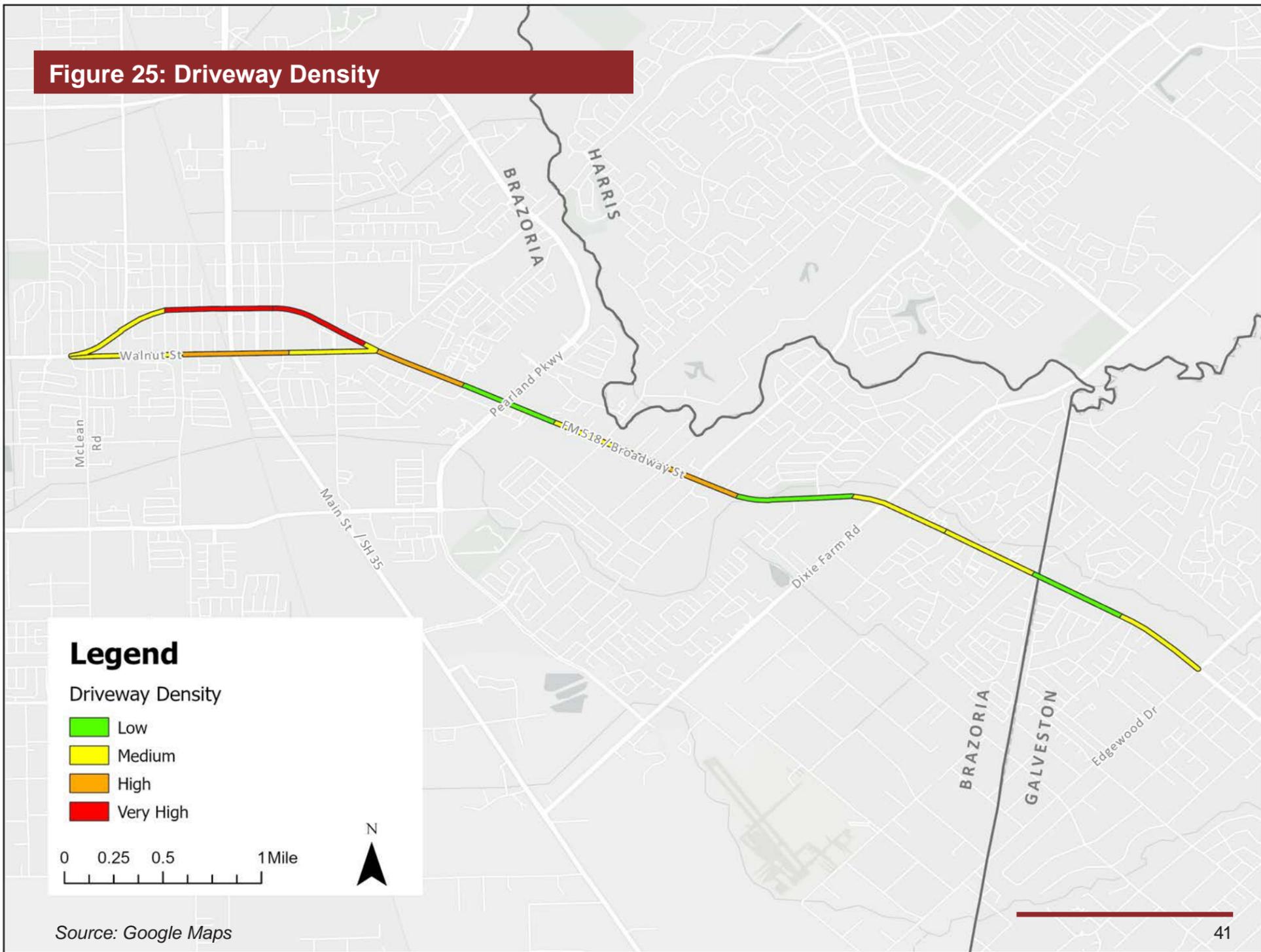
Driveways and driveway density are emphasized throughout access management best practices and policies due to their correlation to crashes. It is desirable to minimize the number of driveways on all thoroughfares and collector streets to reduce the number of conflict points and allow for a better facilitation of traffic flow, this includes access easements to adjoining properties, or access to intersecting streets. Studies have indicated a strong association between the quantity of access points along a roadway and the incidence of crashes. Implementing regulations to reduce driveway density and promoting shared access will enhance safety along the corridor as redevelopment takes place and adherence to standards is enforced.

Driveway locations along FM 518 were identified via Google Street View, and their density calculated per 0.5 mile segment to identify areas of concern, as shown in Figure 25. There is approximately one mile of the corridor classified as a very high driveway density, which runs through Old Townsite on either side of Main Street/SH 35. Figure 26 shows major retailers and traffic generators, which require a balance between adequate access and driveway corridor access management strategies.



Intersection of FM 518 (E Broadway Street) and Galveston Avenue in Pearland, Texas

Figure 25: Driveway Density



Legend

Driveway Density

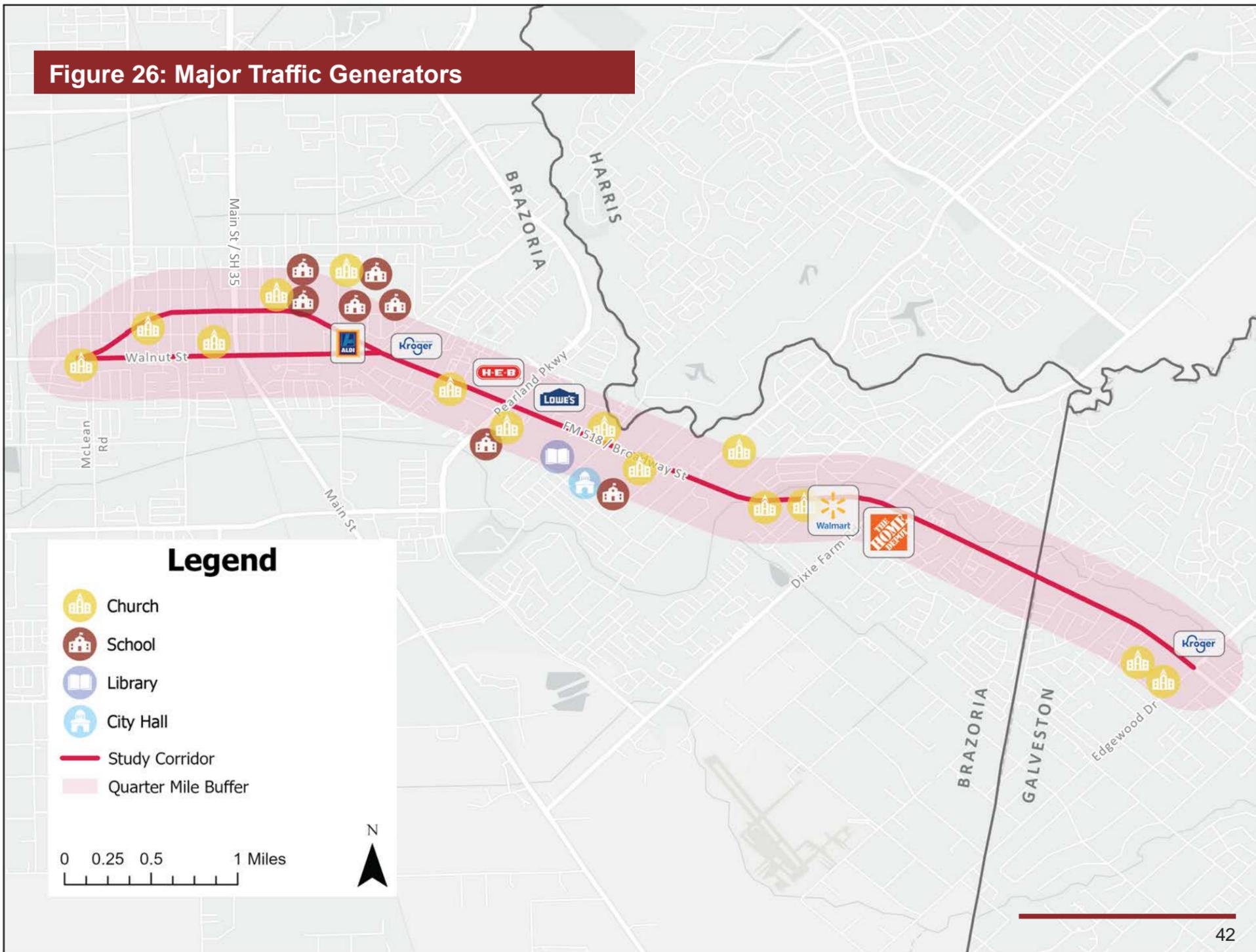
- Low
- Medium
- High
- Very High

0 0.25 0.5 1 Mile



Source: Google Maps

Figure 26: Major Traffic Generators



Land Use and Access

The FM 518 corridor plays a crucial role in local and regional transportation networks. This section provides an overview of Land Use and Access along this corridor, incorporating data from both Pearland and Friendswood to offer a comprehensive analysis of zoning regulations and land utilization.

Currently, FM 518 is primarily a commercial hub, characterized by extensive commercial and business zoning. Notable features include large-scale commercial developments with substantial parking areas and prominent big-box retailers. Additionally, the corridor's landscape is influenced by the presence of schools and retail establishments, contributing significantly to traffic volumes. Through the examination of existing and projected land use data, accompanied by maps, this report aims to provide a detailed understanding of the land utilization dynamics shaping the FM 518 corridor.

Zoning

The zoning map in Figure 27 reflects the current zoning districts within the 0.25-mile radius study area along the 6.2 mile FM 518 corridor from McLean Road in Pearland to the Edgewood Drive intersection in Friendswood. The figure was created by compiling zoning data from Pearland GIS and Friendswood GIS into a single feature class and grouping alike categories to create one compatible map (see Table 7).

The study area is around 44% Single Family Residences, and around 32% is designated for General Business. The Old Townsite Zone is made up of three sub districts: Old Townsite - Residential, Old Townsite - General Business, and Old Townsite - Mixed Use. The vast majority of storefronts on the study corridor itself are designated General Business zones. The current zoning map is supported by Pearland's UDC and the Friendswood Code of Ordinances.

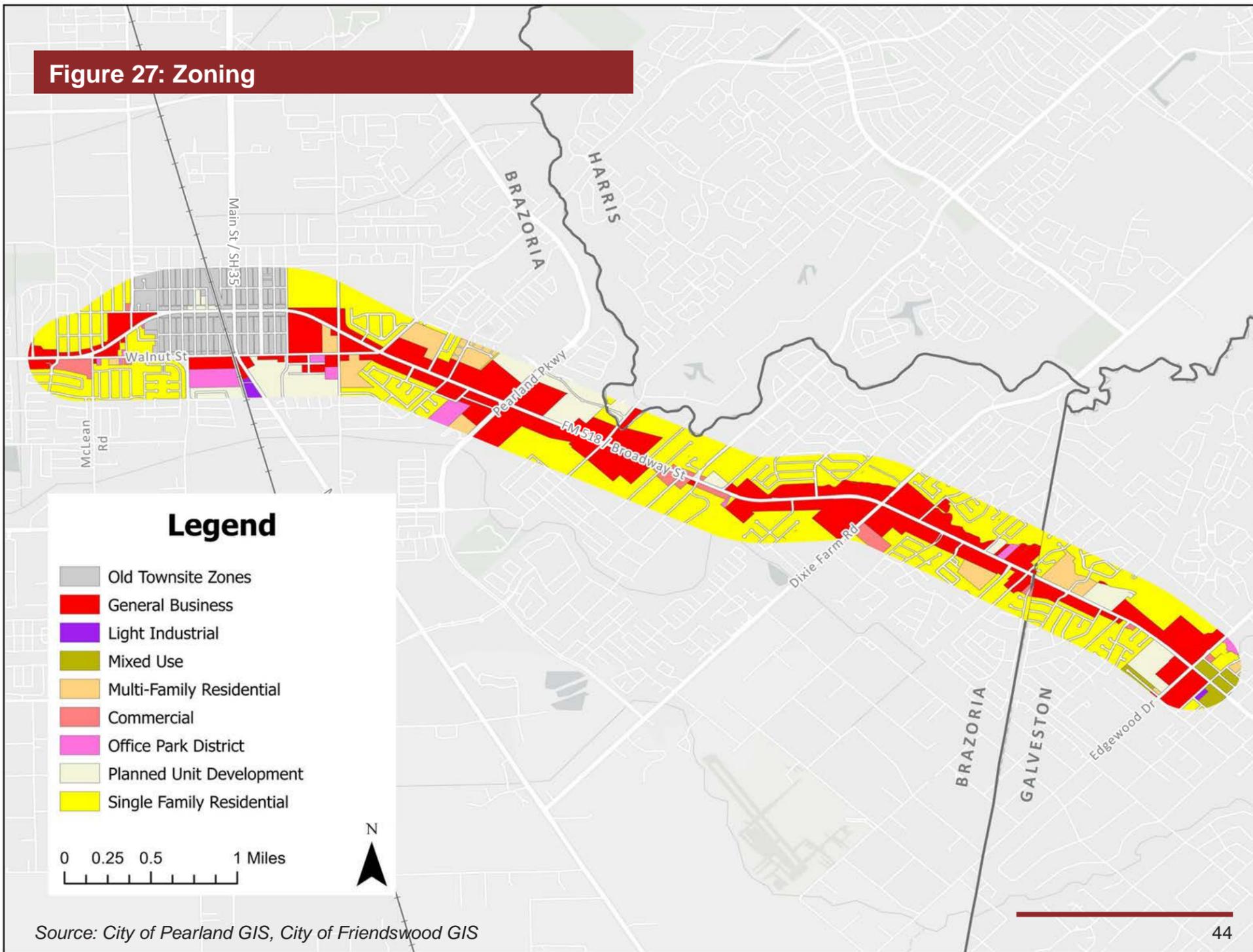
Table 7: Combined Zoning Categories

Combined Zone	Pearland Zone	Friendswood Zone
General Business	Business Park, General Business	Business Park
Mixed Use (MU)	Garden-O'Day MU, Cullen MU, Neighborhood Service	Downtown District
Multi-Family Residential	Multiple-Family Residential, Townhouse, and Max Density Residential	Multi-Family Residential (all densities)
Commercial	General Commercial	Local Neighborhood Commercial
Office Park District	Office and Professional	Office Park District
Single Family (SF) Residential	Suburban Residential, Single Family (all densities)	SF Residential, SF Residential Estate, Garden Home District

Land Use

FM 518 from McLean Road in Pearland to the Edgewood Drive intersection is primarily a business corridor, with predominantly commercial and business uses. Immediately behind the commercial lots fronting on the major thoroughfare are predominantly residential and make up around 48% of the land area. Both the City of Friendswood and the City of Pearland's Land Use Plans endorse commercial activities along this corridor, designating land use for business commercial, retail, offices, and services. The FM 518 corridor represents a vital commercial artery within the local and regional transportation networks of Pearland and Friendswood. The thorough analysis of land use and access along this corridor reveals a landscape dominated by commercial and business activities, significantly impacting traffic volumes and the overall economic environment. Current zoning

Figure 27: Zoning



Source: City of Pearland GIS, City of Friendswood GIS

regulations, supported by Pearland’s Unified Development Code and Friendswood’s Code of Ordinances, facilitate a substantial commercial presence, complemented by surrounding residential zones.

This comprehensive overview underscores the importance of strategic planning and zoning in shaping the FM 518 corridor’s development, ensuring its continued role as a key commercial area in the region.

Environmental Considerations

This environmental review summarizes an examination of environmentally sensitive areas adjacent to the FM 518 corridor project location. In addition, this section identifies and describes culturally significant historic resources to ensure the corridor’s development preserves local assets. It is important to understand where environmental points of interest exist because future improvements to the corridor may require land acquisition or environmental mitigation.

Cultural Resources

There are historic and cultural sites within the study area, including the Pearland Old Townsite. These areas are important to preserve because they contribute to the local heritage and character of the community.

Figure 28 shows the location of historic markers erected by the Texas



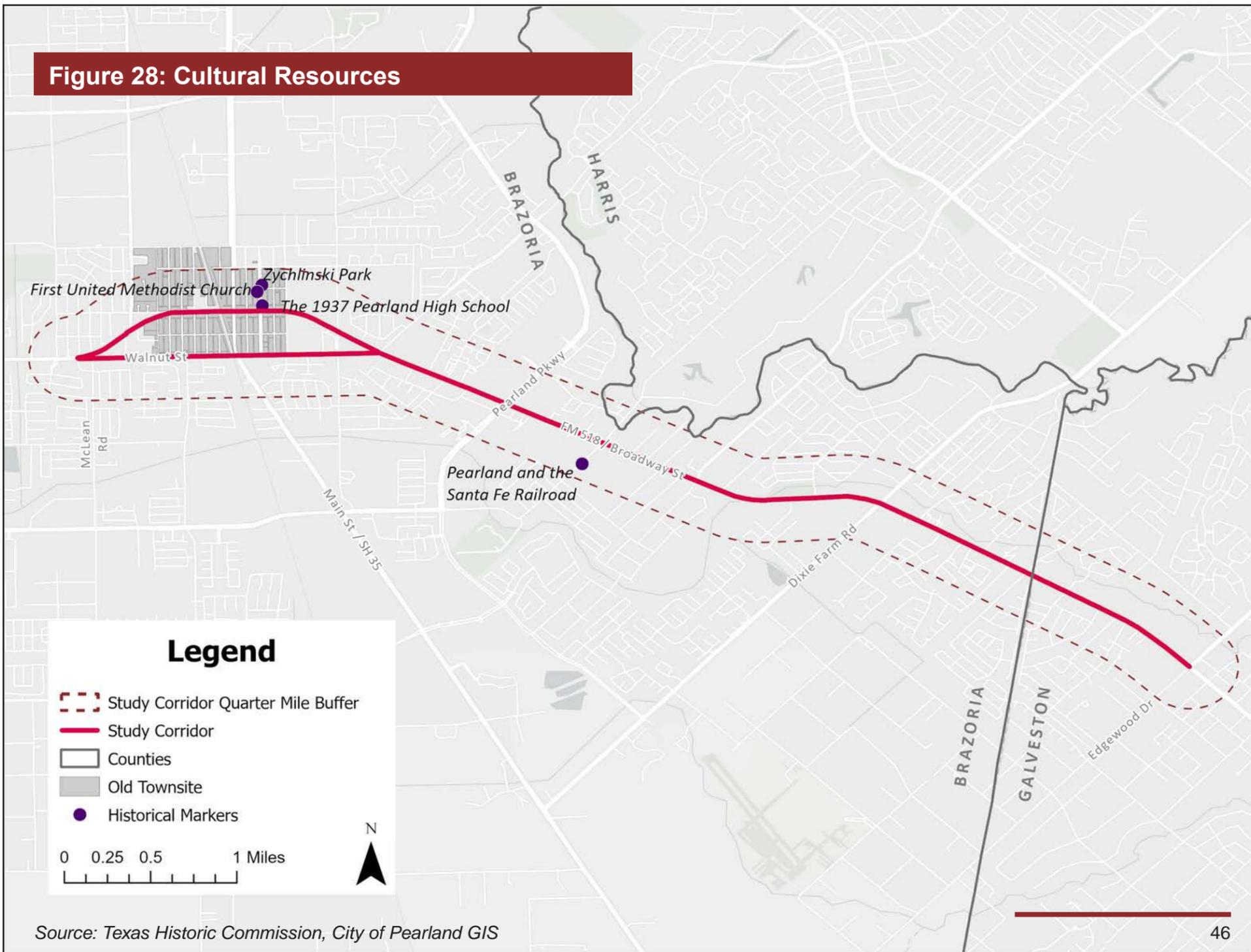
Historical Commission and the Old Townsite district overlay, according to the City of Pearland zoning data. The historic markers identify some of the structures and places from the early years of Pearland’s formation. Markers within the Old Townsite on the western side of the corridor include the First United Methodist Church of Pearland, Zychlinski Park, and the 1937 Pearland High School.

Towards the middle of the corridor, on the south side of FM 518, there is a historical marker for the original Santa Fe Railroad Depot that was built in 1900. This depot played a large role in enabling the original development and growth of the City of Pearland.

Some of the other cultural sites near the corridor include the buildings of Busy Bee Cafe and the Central Texas Style BBQ restaurant, which have rich histories serving the community.



Figure 28: Cultural Resources



Source: Texas Historic Commission, City of Pearland GIS

Hydrological Features and Floodplains

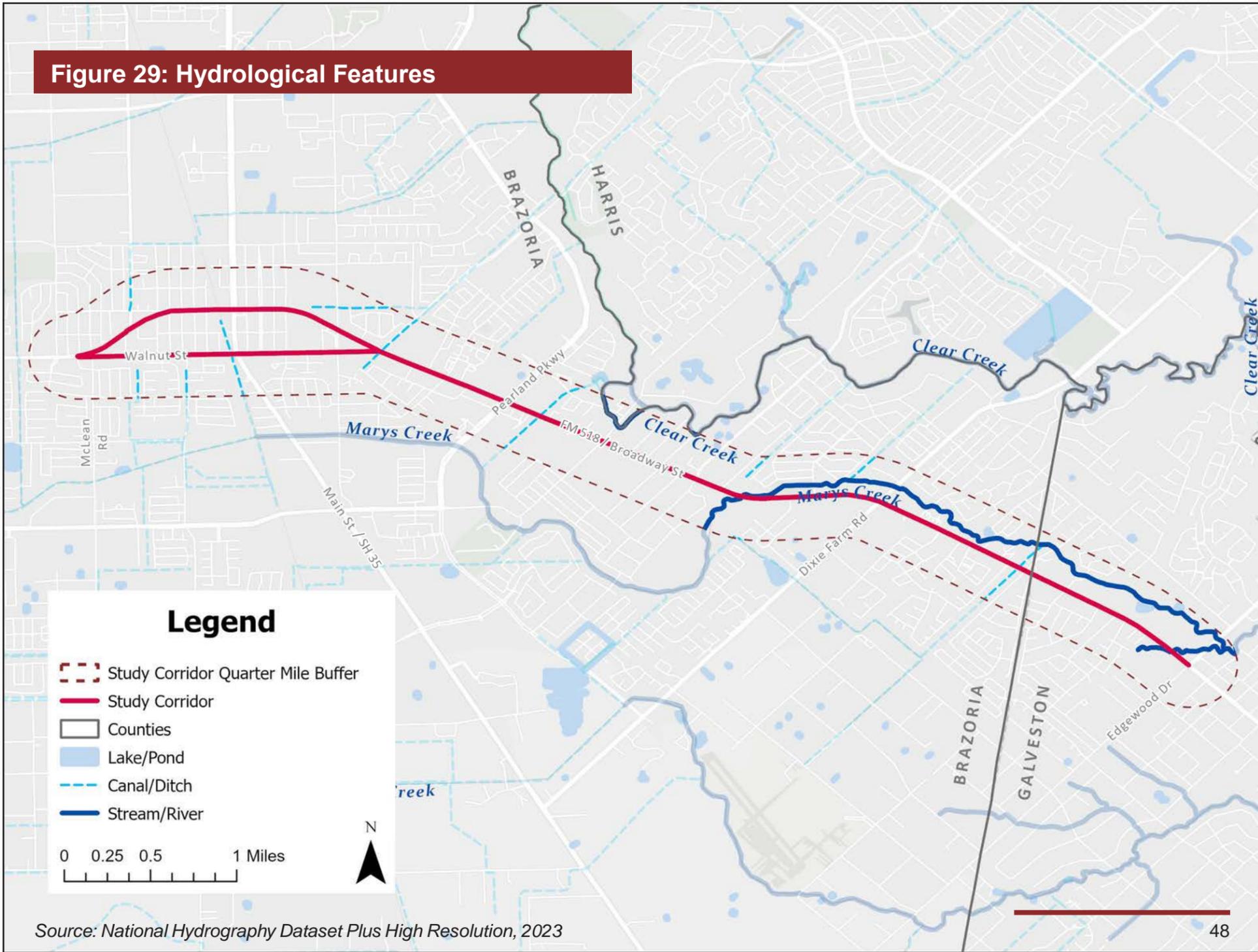
Figure 29 presents the different types of water bodies near the corridor. There are two creeks that intersect with the study area: a small portion of Clear Creek on the northern side, and Marys Creek on the eastern side. There are also several ditches and small ponds within the study area. These water features can support wetland habitats and are important for wildlife and stormwater management. For this reason, all future projects must consider potential impacts to environmental features.

Figure 30 illustrates the floodplain features within the study area based on FEMA's National Flood Hazard Layer data available on the cities of Pearland and Friendswood data portals. Due to the presence of Marys Creek, Clear Creek, and numerous ditches, much of the corridor is at risk of flood hazards. Even portions of the study area that are not directly adjacent to a stream (floodway) can still be in the 100 or 500 year floodplain. In particular, much of the westernmost portion of the corridor and the area between Pearland Pkwy and Dixie Farm Rd are at a 0.2-1% annual chance of flooding in the 500 and 100 year floodplains.



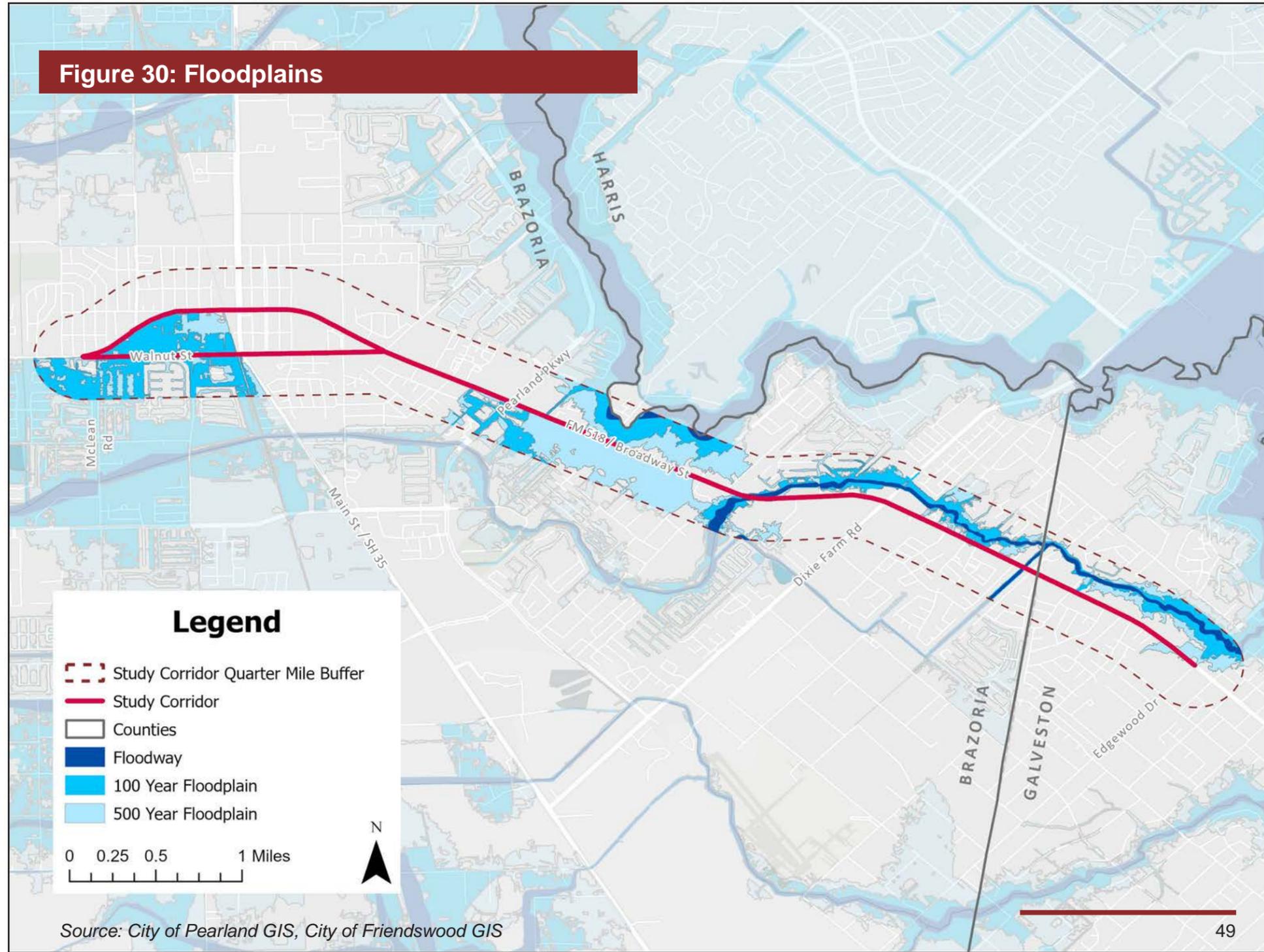
Severe storms and flooding have a large social and economic toll. The efficiency and functionality of the FM 518 corridor contributes to the overall resiliency of the community by providing access to essential destinations and to evacuation routes.

Figure 29: Hydrological Features



Source: National Hydrography Dataset Plus High Resolution, 2023

Figure 30: Floodplains



Source: City of Pearland GIS, City of Friendswood GIS

Drainage and Utilities

The following outlines key infrastructure within the FM 518 Corridor and all facilities included within the 0.25-mile radius study area, including water, sewer, and drainage infrastructure. Understanding the spatial relationship between the roadway and adjacent utilities is relevant to minimizing disruptions to services, impacts on the environment and the viability and cost associated with various alternative improvements.

Water

Water Lines

The water mains data from both the City of Pearland and the City of Friendswood have been compiled and visualized in Figure 31. Proper documentation and mapping of these water lines are crucial for planning maintenance and supporting future infrastructure developments in the area. This data shows that the water lines following the corridor are typically on the south side of the road, although it does often alternate. The Old Townsite area and the portion of Friendswood does have the majority of the length of the water lines on the north side of the corridor. They are offset approximately 15 feet from the edge of either side of the pavement.

Water Tanks

There are three water tanks located within the study area 0.25-mile radius, also shown in Figure 31. The first is a tower located at 2838 McLean in a residential area. The second is also a tower located at 3503 Liberty near Pearland's City Hall and Shadycrest Elementary. The final water tank is located closest to the corridor, at 1751 Broadway. As seen in Figure 31, the tank is visible off of the main road and is only around 120 feet from the pavement of FM 518.



Source: Google Earth

Sanitary Sewer

Sewer Lines

The sewer lines from both the City of Pearland and City of Friendswood were compiled into the visualization in Figure 32. This includes both the force main sewers and the gravity sewer systems. Unlike the water lines, the sewer lines do not typically follow the corridor. The majority of sewer lines are along the streets perpendicular to the corridor. The exceptions to this are Walnut Street and the easternmost end of the corridor in Friendswood. Portions of the sewer lines cross under the corridor, like at the intersection S Texas Ave and W Walnut Street, which crosses the corridor to reach the lift station on the northern side of the street.

Lift Stations

As shown in Figure 32, there are several lift stations throughout Pearland and Friendswood, many of which are located in the corridor. They are all city-owned, and the majority are managed at the sub-regional level. There are three lifts stations located directly in the corridor. The first

Figure 31: Water Mains and Towers

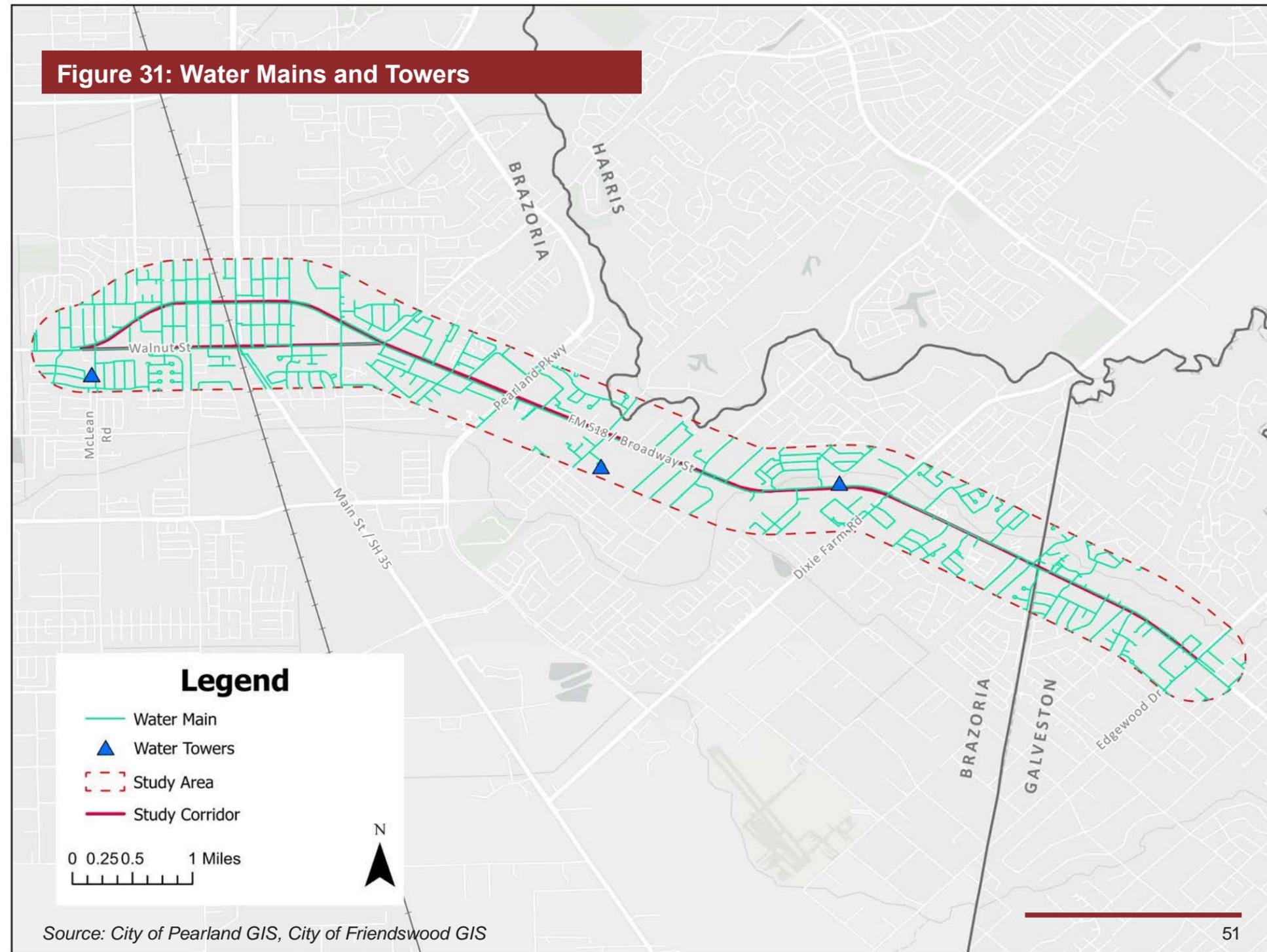
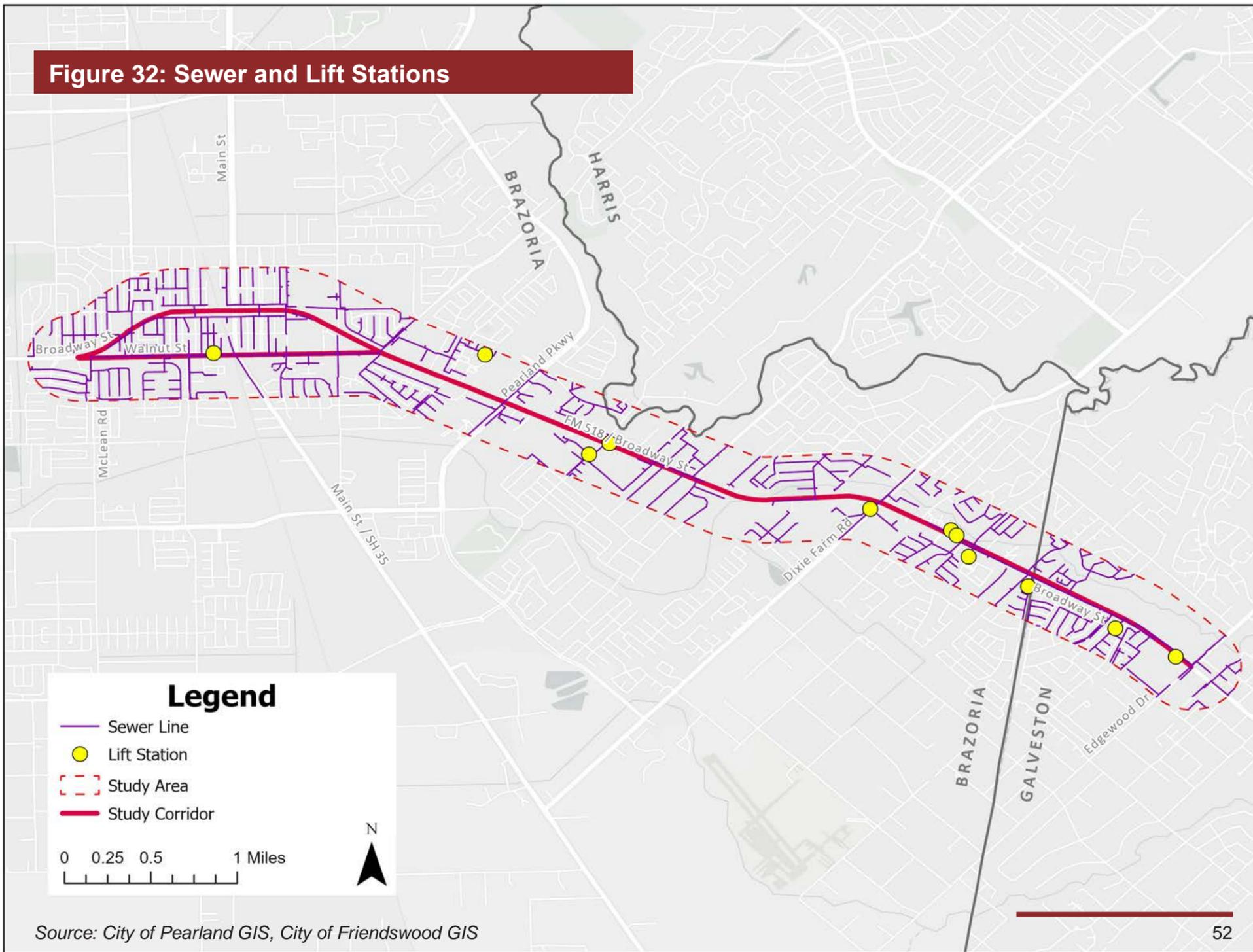


Figure 32: Sewer and Lift Stations



Source: City of Pearland GIS, City of Friendswood GIS

is located at 4103 Walnut St and is connected to the sidewalk, around 15 feet from the curb of Walnut St. The second is located at 2433 E. Broadway and is located only around 10 feet from the curb of FM 518. The third lift station directly on the corridor in Friendswood is around 35 feet from the curb and is located at 108 N Friendswood Dr.

Drainage

The entirety of the Pearland portion of the corridor is located in the Brazoria Drainage District.⁴ The Friendswood portion is covered under the Galveston County Drainage District.⁵ There are several types of surface drainage, with both open ditches and enclosed pipes throughout the corridor. There is an open drain located in Friendswood that directs storm water to pass under the east portion of the corridor on N Friendswood Drive. There is also an open drain portion on the corridor near SH 35 and E Broadway Street. There are other portions of storm sewers and open drains, but none that connect directly to the

Figure 33: Curb Inlet



⁴ City of Pearland GIS (2024). Drainage Districts. <https://maps.pearlandtx.gov/datasets/db679afb850b41d399e40ca0d209f99a/explore?location=29.541121%2C-95.261813%2C11.90>
⁵ Galveston County Consolidated Drainage District (2024). GIS Map. https://gcdd.dst.tx.us/forms_documents/gis_map/

FM 518 corridor. Examples of both open and closed drains are shown in Figure 33 and Figure 34. Throughout the corridor, drainage grates and curb inlets are the most prevalent methods.

Figure 34: Open Drain



Key Takeaways

The purpose of the existing conditions factbook is to develop a holistic understanding of current and anticipated future conditions of the corridor, prior to exploring alternatives that could advance the stated goals of the study: to improve safety, maintain a state of good repair, move people and goods efficiently, strengthen regional economic competitiveness, and safe guard natural and cultural resources.

The FM 518 Corridor has been studied many times over as it is the main arterial traversing the City of Pearland. It is the hub of commercial activity as well as the location of many schools, City Hall and other institutional uses. Old Townsite – the historic core of Pearland, is located within the study area. This development pattern is both a challenge and an opportunity for this study. Currently, TxDOT is nearing completion of plans for the widening of FM 518 to the west of the project study area, from two to three directional lanes, with a sidewalk on one side and sidepath on the other. Coordination with that planned improvement will be essential to successfully identifying viable recommendations for this planning process.

The demographic analysis reveals that residents in the study area have characteristics that are similar to the region. Most (98.5%) of households have access to a vehicle, and incomes and educational attainment in the area are greater than the surrounding area. According to the H-GAC Regional Growth Forecast, population growth is expected to rise by 16.3% between 2020 and 2045 for the City of Pearland, so demand for additional capacity as well as alternative modes of transportation are anticipated and should be planned for.

The FM 518 Corridor has an apparent ROW width of approximately 100 feet. Currently, most sections contain about 40-50 feet of pavement, comprised of two travel lanes in each direction and a center turn lane. From Winding Road to Edgewood Drive, the center turn lane is replaced by a median. This leaves some – but not much - available ROW outside the pavement section for improved sidewalks or sidepaths, as

well as opportunities for additional turn lanes at intersections where needed. Since ROW is somewhat limited, the concept of a one-way pair or couplet from McLean Road to Barry Rose Road provides an opportunity to explore the tradeoffs between additional capacity that



could be provided balanced against localized operational impacts.

There are many segments of the corridor with great opportunity for improvements to the pedestrian realm. Even where sidewalks are complete, they are narrow and close to the road, which is not inviting to pedestrians. The BNSF Railroad Crossing just west of Main Street is a barrier to mobility in the corridor for people on foot, on bike, in cars and for freight.

Although there are no serious issues observed in pavement condition along the corridor, there is an opportunity to improve roadway pavement and and striping conditions. According to TxDOT, 16% of the corridor is in poor condition, and 71% is in fair condition. Regular maintenance and repair of pavement and pavement markings can help to improve safety and efficiency.

There are three intersections in the corridor that have a Level of Service (LOS) E (Severe Congestion) or LOS F (Total Breakdown) during at least one of the daily peak periods. These are FM 518 at Pearland Parkway, FM 518 at Dixie Farms and Friendswood Drive at Edgewood Drive. Additional intersection improvements may facilitate more efficient operations at these locations. Of the intersections noted above, both Dixie Farms and Pearland Parkway are the two highest crash intersections. Identifying solutions for both safety and more efficient operations at these two locations would be of great benefit to roadway users. Notably, the lowest quantity of segment crashes occurs in the median section noted above (Winding Road to Edgewood Drive).

The safety analysis highlighted that safety is a major issue along the corridor, with much higher crash rates per 100 million vehicle miles than the statewide average for similar roads. Signalized intersections are hotspots for crashes, with the most costly being the intersection at Dixie Farm Road, followed closely by Pearland Parkway.

The corridor has numerous access points where vehicles enter and exit the roadway. In total, there are over 400 driveways along the 6.2 mile study area. Driveways that are close together create a potential point of conflict for road users.

The land along the corridor is primarily used for commercial and retail purposes. Future improvements to the corridor can improve safety and mobility, along with access to the businesses on the corridor. These key takeaways will inform the alternatives development process.

Appendix B

Plan Review

Appendix B

Plan Review

An incredibly important local and regional corridor, FM 518 has been incorporated into numerous studies and plans. In order to ensure continuity from past goals, planning efforts, and public input, this section provides a review of relevant plans.

FM 518 Corridor Access Management Plan (2004)

This plan sought to improve safety, identify short-term transportation solutions, improve traffic flow, reduce motorist delays, and enhance the corridor in the long-term. Some of the major long-term goals included a corridor overlay for design standards, changes to local municipal codes, addressing pedestrian and bicycle needs, and investigating the viability and opportunities for transit service. Public input during the development of this plan resulted in the plan incorporating recommendations for comprehensive signal timing, driveway consolidation, raised medians, and operational improvements of major intersections. This plan encompasses FM 518 between SH 288 and SH 146 in Kemah.

Pearland 20/20 Community Strategic Plan (2015)

This plan consists of an assessment report and strategic recommendations. These recommendations propose adjustments based on the assessment findings and public input for the remaining years of the initial implementation cycle. Goals from this plan include creating an FM 518 (Broadway Street) master development plan and revitalizing development in a corridor-focused manner. Recommendations for the corridor are to secure approval and funding for future roadway priorities (such as the reconstruction of FM 518/Broadway between SH 35 and SH 288 and the

2004	Corridor Access Management Plan
2015	Pearland 20/20 Community Strategic Plan
2020	Broadway Street Development Plan
2020	Broadway Corridor Development Corridor Connections
2021	Final Environmental Assessment for FM 518
2021	Pearland Multi-Modal Master Plan
2022	H-GAC 2023-2026 Transportation Improvement Program
2022	Pearland Capital Improvement Program (2023-2027)
2023	H-GAC 2045 Regional Transportation Plan Update
2024	Pearland Comprehensive Plan
2025	Pearland Transit Needs Assessment and Feasibility Study

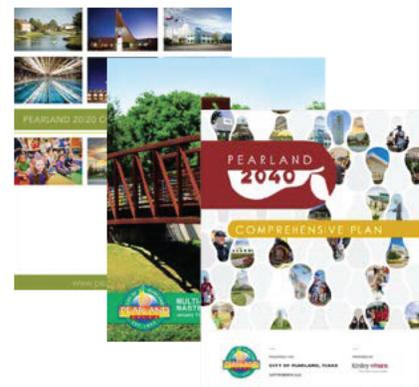
SH 35 expansion south of FM 518/Broadway) and to determine what local participation options may be available that will accelerate the widening of FM 518 from SH 288 to SH 35.

Broadway Street Development Plan (2020)

The Broadway Street Corridor Development Plan was developed as part of the Pearland 20/20 Strategic Plan and focuses on optimizing the development potential of Pearland's primary commercial corridors. The limits of this plan are Broadway St between SH 288 and SH 35. The corridor development plan (CDP) builds on the objectives of the Strategic Plan, aiming to manage the impact of road reconstruction, enhance corridor aesthetics, assess market potential, identify development opportunities, and evaluate key connections. Recommendations from this plan include roadway design specifications, drainage and utility considerations, and bike and pedestrian facilities.

Broadway Corridor Development Corridor Connections (2020)

This document evaluates and analyzes roadway alternatives for improved mobility near Broadway at SH 35. The Walnut Street analysis recommends the Broadway-Walnut one-way couplet (Walnut Street as three lanes eastbound and Broadway as three lanes westbound) due to benefits in traffic operations and minimal right-of-way impacts. The Veterans to Mykawa Analysis identifies the dual roundabout alignment as the preferred choice, considering right-of-way impacts and traffic operations. Some of the recommended measures are to initiate public engagement efforts, acquire right-of-way, widen and extend roadway segments, construct roundabouts, and install a one-way couplet for specific portions of the corridor.



Appendix B

Final Environmental Assessment (EA) for FM 518 (2020)

The Texas Department of Transportation (TxDOT) Houston District Office has proposed a significant expansion of FM 518, transforming it from a four-lane facility to a six-lane divided thoroughfare with a curb and gutter between SH 288 and SH 35. The EA evaluates social, economic, and environmental impacts, determining the necessity of an Environmental Impact Statement. While the Build Alternative is preferred, short-term recommendations in the plan concentrate on improvements that do not require major purchases of right-of-way and have a short construction period, such as optimizing signals and adding continuous street lighting. Medium-term recommendations include right turn lanes and sidewalk, drainage, and sewer projects.

Pearland Multi-Modal Master Plan (2021)

The initial phase of Pearland's Multi-Modal Master Plan aims to establish an efficient, safe, and interconnected network of active transportation routes across the city. The plan explains how major thoroughfares such as Broadway Street primarily function to provide regional mobility, but also serve to provide access to adjacent properties. As a result, steps need to be taken to ensure pedestrian and cyclist safety. This plan encompasses FM 518 to the City of Friendswood City Limits.

H-GAC 2023-2026 Transportation Improvement Program (2022)

The Transportation Improvement Program (TIP) is a four-year plan for federally funded surface transportation projects that builds upon the 2045 Regional Transportation Plan. This plan supports long-range goals of safety, state of good repair, efficiency, and environmental protection and conservation. Specific projects to improve the FM 518 corridor that are listed in the TIP include:

- Shared path with intersection improvements and pedestrian crossings from Palomino Drive to Williamsport Street
- FM 518 corridor study
- Reconstruct and widen from SH 288 to FM 865
- Add capacity from FM 270 to SH 146
- Pedestrian enhancements from FM 2351 to Cowards Creek
- Widen from FM 865 to SH 35

Pearland Capital Improvement Program (CIP) (2023)

The 2023-2027 CIP addresses current and future needs for infrastructure and aligns with the goals in the Comprehensive Plan and various master plans. Specific fiscally constrained projects near the corridor include: drainage improvements for Wagon Trail Road and extensions of McHard Road and Smith Ranch Road.

H-GAC 2045 Regional Transportation Plan Update (2023)

This plan is a federally required and fiscally constrained long-range strategic plan that outlines the MPO's transportation vision, goals and strategies. It is a guiding document for major transportation investments until the year 2045. Goals listed in the plan include Vision Zero implementation, Congestion Management Plan development, resiliency planning, equity policies, and Complete Streets implementation.

Pearland 2040 Comprehensive Plan (2024)

The Pearland Comprehensive Plan includes a thoroughfare plan and vision for mobility in the city. It notes that there are numerous intersections at capacity or nearing capacity. The plan outlines specifications for different types of roadways and also calls for a well-designed and continuous pedestrian and bicycle network. Transportation related goals in the plan include improving connectivity, safety, and mobility to support economic development and the desired community image. Actions in the plan include access management and safety corridor studies along Broadway Street, and Intersection Safety Audits (ISA) for high crash locations.

Pearland Transit Needs Assessment and Feasibility Study (2025)

The main goal of this study is to assess the feasibility of transit in Pearland. The study examined demographic data for the city related to mobility, such as those aged 65 and over, without a vehicle, at or below the poverty level, between the ages of 10 and 19, or with a disability. This study recommended an on-demand transit service within the city and a commuter service to large employment centers.

Appendix C

Public Outreach

C1 - Public Participation Plan

C11 - Stakeholder list

C15 - Pearland Springfest Resident Comments, Photos, Handout, and Activity

C22 - Survey Result Memorandum

C52 - Pearland FM 518 Corridor Study Residents Meeting Summary

C127 - Pearland FM 518 Corridor Study Public Meeting Summary



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Pearland FM 518 Corridor Study Public Participation Plan

Study Overview

The Houston-Galveston Area Council (H-GAC) Pearland FM 518 Corridor Study (study) will conduct a corridor study on FM 518/Broadway Street from McLean Road to Edgewood Drive/FM 2351, including a detailed evaluation of converting Walnut Drive and Broadway Street/FM 518 from McLean Road to Barry Rose Road into a one-way pair. The 18-month study will develop and analyze alternatives for both the corridor and one-way pair (including a right-of-way impacts). Major project objectives currently include improvements to safety, access management, multi-modal mobility, congestion, and air quality. These objectives will be built upon with input received from the stakeholders as well as community engagement and public outreach.

Purpose of the Public Participation Plan

This Public Participation Plan (PPP) provides an overview of the study team's approach for all public participation related to the **H-GAC Pearland FM 518 Corridor Study**. This PPP will serve as an internal resource to guide the participation process, ensuring innovative strategies will be used to gather input. The feedback gained through the participation process will inform the development of the plan.

Ultimately, the goal of this PPP is to guide a comprehensive and inclusive public participation and stakeholder engagement process that fosters a respectful and informative community dialogue. Community input will help define existing safety issues throughout the Cities of Pearland and Friendswood, establish goals that will define success in addressing those issues, develop initial solutions proposed by the study team, and inform the final set of proposed solutions.

Community feedback is essential to developing a plan that accurately identifies and addresses the public's needs. The objective is to involve the public by providing early, continuous, transparent, and effective access to information about the study and the decision-making process used to determine final recommendations. By involving the public throughout the life of the study, the team will employ a transparent decision-making process that will encourage the development of final outcomes that the public can support.

Additionally, this PPP corresponds with the activities outlined in the Plan's approved scope of work. The PPP includes the following sections:

- Study Overview
- Purpose of the Public Participation Plan
- Who is the Public?
- Public Participation Objectives
- Public Participation Strategy
- Evaluation of the Public Participation Process
- Schedule

Who is the Public?

The team will use strategies and tools to help reach and engage the residents and stakeholders in the Cities of Pearland and Friendswood, and any other groups along the study corridor. Local stakeholders include, but are not limited to:

- Area businesses,
- Property owners,
- Neighborhood groups and other community organizations
- Local decision-makers.

This plan will engage a variety of groups, ensuring that many different types of constituents are included in the plan and as many people as possible can participate. The different groups are described below:

- **Steering Committee:** It is understood that the H-GAC, the City of Pearland, and the study team will establish a Steering Committee for the study. The Steering Committee will be composed of non-elected state and local governmental and non-governmental representatives from the City of Pearland, City of Friendswood, Brazoria County, and Texas Department of Transportation (TxDOT).
- **General Public:** The study team will engage with residents throughout the two cities to understand their concerns, goals, and priorities. The PPP is inclusive and ensures that input is captured from a variety of different groups by making the process accessible to everyone. Engagement opportunities will include collecting meaningful input from the community either through in-person engagement meetings or as part of a general survey, dashboard or other approved method that includes a definition of methodology and goals for outreach.

Public Involvement Objectives

To accomplish the goal set out by the PPP, the following objectives have been established. These objectives are specific actions that will contribute to fully realizing the PPP goal.

- **Start early and stay consistent.** The study team will establish early and continuous public participation opportunities that provide timely information to all interested parties. Study branding will remain consistent throughout the process to be recognizable to the public.
- **Make it easy to find information.** The study team will provide access to information about the study through several mediums, including a project specific web page, linked information on the City websites, H-GAC and City social media accounts, and other existing communication tools in place at the H-GAC and City, to enhance the public's knowledge and ability to participate in the development of the plan.
- **Give notice of participation opportunities well in advance.** The study team will provide adequate notice for stakeholder meetings, public meetings, surveys, or other opportunities, plus time for public review and comment at key decision points, typically two weeks in advance for major meetings, or one week in advance for minor meetings.
- **Ensure access for all levels of mobility.** The study team will hold public participation opportunities at convenient and accessible locations and times (in compliance with the Americans with Disabilities Act of 1990).

- **Create engaging digital content.** The study team will make information accessible using visualization techniques and appropriate electronically accessible formats and means.
- **Collaborate with the community.** The study team will work with residents on identification of issues, prioritization of issues, and potential solutions.
- **Be good listeners.** The study team will serve to listen, acknowledge, and respond promptly to public questions and issues. Contact information will be placed on all promotional materials to ensure constituents have a place to respond or ask questions.
- **Include everyone.** The study team will include measures for seeking input from and considering the needs of communities that are traditionally underserved by existing transportation systems. We know from experience working with historically disadvantaged communities, and low- and moderate-income families, access to safe and convenient transportation is imperative.

Public Participation Strategy

The public participation strategy for this study will be centered around community collaboration. Through a variety of methods and formats, the study team will gather input from citizens who are interested and concerned about mobility in the FM 518 corridor. Tactics and outreach tools for implementing this strategy are described below. Record of all meetings, interviews, and discussions conducted will be provided to the city within a technical appendix documenting public involvement supplied as part of the study’s final deliverables.

Roles and Responsibilities

Related to public participation, it is important to delineate roles and responsibilities among the H-GAC and the consultant team. These roles and responsibilities are identified in Table 1 below.

Table 1: Public Participation Roles and Responsibilities

Group	Responsibility
H-GAC Communications Team	Write and implement a marketing strategy for external communications and participation, including time review guidance
	Develop and post notices for public meetings
	Invite public meeting attendees via direct notice
	Update project-specific website
	Managing media inquiries and relations
	Develop complimentary marketing and promotional material
	Proof and edit all external facing messaging
	Provide support to project team in hosting a successful public meeting, where needed
	Ensure external facing material meets language and accessibility requirements
	Provide photos, graphics, and other elements to guide the structure and layout of final report/deliverables.

Consultant Team	Provide support for translation services where needed.
	Develop a PPP incorporating H-GAC marketing strategy where appropriate.
	Finalize the steering and stakeholder committees
	Work with local sponsors to secure facilities for all meetings
	Recommended number and type of meetings needed to successfully develop a mobility plan.
	Provide a team with effective communication skills that can coordinate needed meetings via email, phone, and flyer distribution.
	Provide a team member with effective communication and presentation skills to engage a wide variety of audiences and facilitate meetings
	Prepare meeting agendas, presentations, meeting materials, sign-in sheets, displays, handouts, comment cards, surveys, and meeting summaries
	Develop content for project website.
	Provide appropriate staffing for translation services in partnership with H-GAC Communications where services may not be readily accessible
	Provide meeting materials to H-GAC at an established interval prior to all public meetings.
	Create report design and look that best reflect the community, in partnership with H-GAC Communications photos, graphics, etc.

Steering Committee

One Steering Committee will be formed to provide technical guidance and oversight of study activities. The study team anticipates conducting up to seven Steering Committee meetings to review and provide input to items such as data elements and progress on analyses, facility recommendations, and implementation plans. One of these meetings will consist of a Data Analysis workshop to discuss the study, analysis tools, and project challenges, and provide a better understanding of the study format, process, and outcomes.

Steering Committee Members represent:

- City of Pearland (Multiple Departments)
- City of Friendswood
- Brazoria County
- Texas Department of Transportation (TxDOT)

Upon establishment of the Steering Committee, the ATG team will support the Steering Committee meetings by:

- Developing an action-item agenda and providing materials to support the meetings
- Curating and distributing minutes to document main decision points and areas of input received.
- Meetings will occur in person or via Microsoft Teams, Zoom, or Google Meet. The ATG team will support the H-GAC project manager in preparing notification and invitation content as needed.

The study team will record steering committee needs and concerns during meetings and use the information to inform the study. Steering committee members will be invited to share the study information with their communities.

Steering Committee meetings dates:

- January 23, 2024
- May 3, 2024
- October 23, 2024
- April 28, 2025

Engagement and Collaboration

Stakeholder Meetings and Public Engagement Events

In coordination with the H-GAC, and the City of Pearland, the ATG team will establish a Stakeholder Group for the project. The ATG team will coordinate with individual members of the stakeholder group in small focus groups at key intervals throughout the course of the study. The Stakeholder Group will be comprised of groups such as:

- elected officials,
- non-governmental representatives such as First Responders, Religious Leaders, Pearland ISD,
- Chamber of Commerce/Business Groups,
- Citizen Groups
- members of the Hike and Bike Community.

These meetings may be in-person, virtual or hybrid using Microsoft Teams, Zoom, or Google Meet software.

Upon establishment of the group, the ATG team will support engaging stakeholders by:

- Working with the City of Pearland and H-GAC to secure facilities for all meetings
- Developing and distributing meeting invitations to Stakeholder Group
- Providing materials to support the meetings
- Providing staff for presentation, meeting set up, facilitation and tear down

The ATG team will support two (2) Stakeholder Group meetings for the project and produce one (1) meeting summary detailing outcomes/finding of the meeting and next steps for each stakeholder Group

meeting. The two stakeholder group meetings are on May 9, 2024, in the Pearland Chamber of Commerce.

- Morning session: fifteen (15) stakeholders
- Afternoon session: thirteen (13) stakeholders

Stakeholders listened to a presentation by the project team about the Existing Conditions of the Corridor, and engaged with the project team by asking questions and engaging in open discussion regarding the corridor.

Where available, and in lieu of planning and executing traditional public meetings for the project, the ATG team will identify opportunities for the project team to participate in already scheduled community events such as public meetings being held for other projects in the project area, city council briefings, community association meetings, community festivals, and others as identified. Some of these meetings may be held in combination with the Pearland Mobility Study outreach activities. Should these opportunities not be available, traditional public meetings will be considered.

The ATG team will support one of these public outreach events by:

- Identifying appropriate public outreach event opportunities in coordination with H-GAC
- Distributing meeting announcements (as necessary)
- Producing public outreach materials to support each event (e.g., agendas, sign-in sheets, presentations, handouts, displays, comment cards, surveys, etc.)
- Providing necessary equipment (e.g., projector, projector screen, audio equipment, microphones, etc.)
- Providing staff for meeting setup, facilitation, and teardown.

It is assumed that no public event will require the ATG team to secure a facility or security services.

At these public outreach events, the ATG team will engage the stakeholders with questions such as:

- What does your daily work or school commute look like? Are you satisfied with it?
- What are some common traffic and or mobility issues you see, and at which locations?
- What are your current safety concerns in the FM 518 corridor, and at which locations?
- What improvements would you like to see in the corridor?

Stakeholders can also act as community champions for the public participation process by inviting others to public meetings, distributing promotional materials, or talking about the study to their friends and family. Stakeholder and public engagement meetings are anticipated to occur in three rounds, one following the existing conditions analysis, in April of 2024, and second and third rounds following the

development of project alternatives in November/December 2024. The following public engagement events are set on the following dates:

- Tabling at Pearland Spring Fest Event: Existing Conditions Public Engagement
 - Date: April 6, 2024
- Old Townsite Resident’s Meeting
 - Date: November 20, 2024
 - Location: VFW Hall
- Pearland FM 518 Corridor Study Public Meeting
 - Date: December 3, 2024
 - Location: Pearland Recreation Center

Formal Presentations

The study team will conduct up to two presentations to the City of Pearland City Council. Formal presentations are anticipated to occur in near the project’s completion (presenting study results). Pearland City Council meetings occur on the second and fourth Monday of each month.

- Presentation date: June 30, 2025 at the City Council Workshop

Public Outreach Materials

The study team will develop public outreach materials for city staff to utilize on their website as well as at identified stakeholder events, workshops, meetings, and presentations, in coordination with staff.

Website Content

In today’s environment, digital engagement is more important than ever. The primary platform for engagement will be the **EngagementHQ Website (Engage.H-GAC.com)**. This is where the public will go to find digital content related to the plan’s development and online engagement opportunities. The web content will be created by the study team. This may include study information details, links to meetings, contact information, as well as engagement tools such as:

- **Survey Tools:** Online survey platforms will be employed as interactive tools to engage the public and stakeholders and solicit their input and feedback.
- **Online GIS:** ESRI ArcGIS will be used to provide a map and forum for residents to view and comment on the safety of the existing network, as well as to provide feedback about recommended projects.
- **Comment Collection:** The website will provide a comment portal for community members to provide their input and feedback on proposed project elements.
- **Background information expressing the need and context for the study**
- **Content and/or link for Informational Dashboard**
- **Frequently asked questions**
- **Calendar/announcements of meetings and special events**

Hollaway will develop a site map and website copy and submit it to ATG and H-GAC for review and approval. Hollaway will update the website throughout the duration of the study and manage the submissions through the website.

The survey will be made available early in the project's development to correspond with existing conditions analysis, from mid-February through the end of March 2024.

Outreach and Announcements

H-GAC, the Texas Department of Transportation (TxDOT) and the Cities of Pearland and Friendswood can use their social media accounts to present study information and to announce public meetings. The study team can assist, as needed with ready-to-post social media graphics, posts, or the like to enhance public engagement. The graphics that are distributed digitally may include icons or illustrations that depict data in a way that tells a story, making more intricate details of the plan and outcomes from analyses easier to understand. All social media graphics and posts will be distributed to the study team and the Steering Committee for their use.

Ready to Print Public Information Materials

While much of the communication between the study team and community members will likely occur digitally, traditional methods of communication will supplement the virtual outreach methods and provide access to those who would not be informed of the plan otherwise. This includes meeting posters, handouts, graphics, presentations, key messaging, fact sheets, frequently asked questions, and other materials to be presented to those that attend in-person events, as necessary.

To supplement the online notifications, the following items will be prepared in digital format:

- Public Notice
- Flyers
- Post card size QR code
- Yard Signs

Contact Database

A stakeholder database will then be created that includes contact information for team members, stakeholders, jurisdictions, and agencies. Stakeholders may include elected officials, community residents, partnering agencies, and other specific interest groups. The study team will keep an open dialogue with key stakeholders to ensure that they are part of the process and can serve as community representatives throughout the development of the **H-GAC Pearland FM 518 Corridor Study**.

Evaluation of the Public Involvement Process

Periodic reviews of the public involvement and stakeholder engagement process will be conducted to identify opportunities for improving the process. The study team will establish performance goals for participation, and track progress throughout the engagement process to adjust efforts to achieve desired goals for participation and involvement. Reviews will include but not be limited to:

- Count of meeting participants to identify the effectiveness of the outreach strategies.
- Count of views / engagements with posted online materials such as surveys or interactive mapping resources.
- Geographic distribution of participants to address city goal of broad-based community engagement.

Demographic Overview

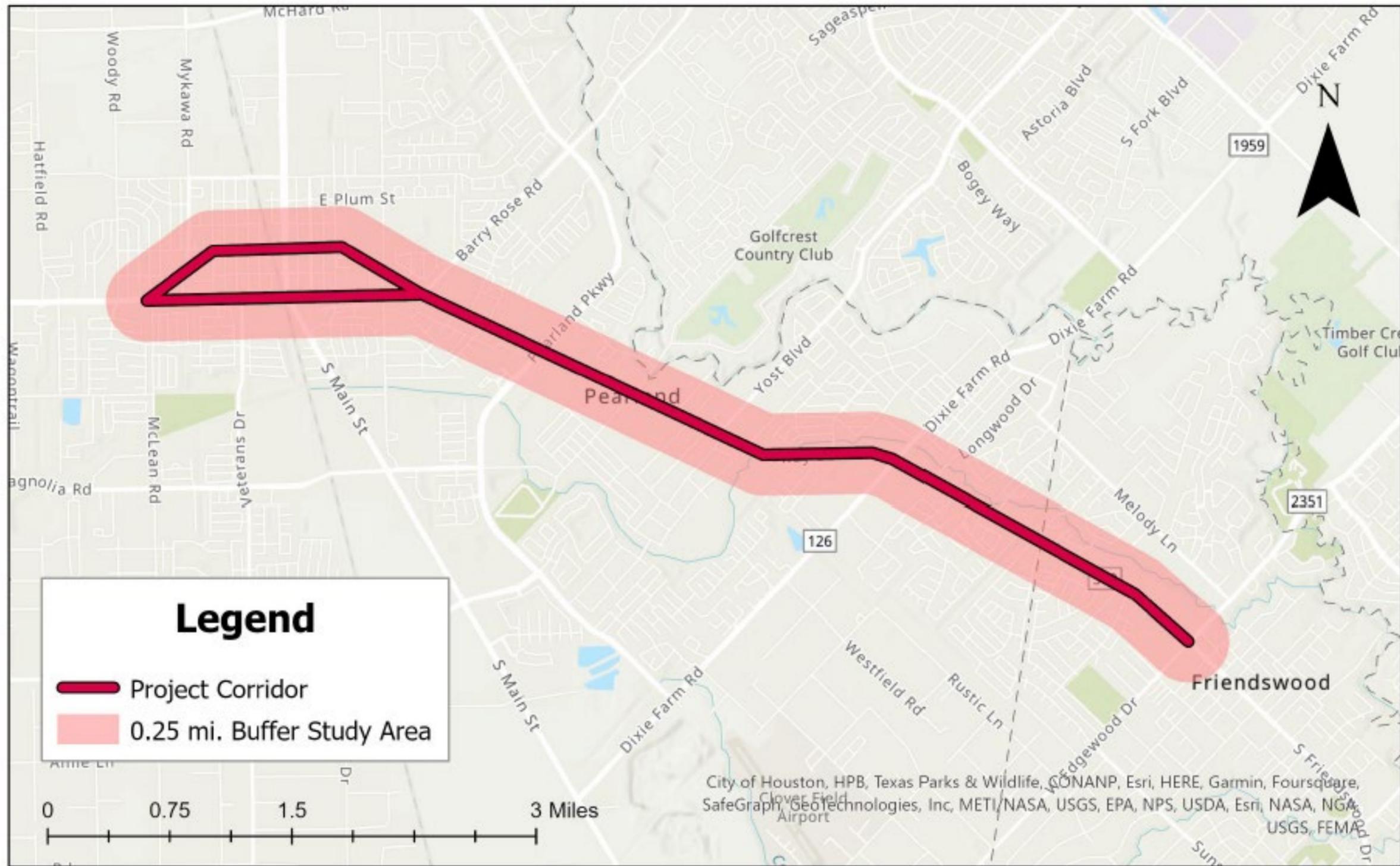
According to the U.S. Census Bureau, as of July 1, 2022, the demographics for the City of Pearland are:

- Overall Population Estimate: 126,949
- Median household income: \$111,123
- Mean travel time to work: 33.6 minutes
- Persons in poverty: 4.5%
- Households: 42, 451
- Language other than English spoken at home, percent of persons age 5+ years: 30.0%
- High school graduate or higher, percent of persons aged 25 years+: 94.8%

According to the U.S. Census Bureau, as of July 1, 2022, the demographics for the City of Friendswood are:

- Overall Population Estimate: 40,833
- Median household income: \$121,301
- Mean travel time to work: 28.7 minutes
- Persons in poverty: 2.9%
- Households: 14, 201
- Language other than English spoken at home, percent of persons age 5+ years: 12.9%
- High school graduate or higher, percent of persons aged 25 years+: 95.5%

Project Study Area



Pearland FM 518 Corridor Study List of Stakeholders

Representative	Organization	Email Address
Valerie Marvin	Pearland EDC	vmarvin@pearlandedc.com
Matt Buchanan	Pearland EDC	mbuchanan@pearlandedc.com
Jim Johnson	Chambers of commerce	jim.johnson@pearlandchamber.org
Keith Ordeneaux	Pearland ISD	OrdeneauxK@pearlandisd.org
Brandon Moody	Alvin ISD	bmoody@psf.cityofalvin.com
Wael Tabara	Brazoria County	WaelT@brazoriacountytx.gov
Stacy Adams	Brazoria County Pct. 3 Commissioner	StacyA@brazoriacountytx.gov
Qiana James	CAP of Pearland	capofpearland@gmail.com
Mike Fitzgerald	Galveston County	mike.fitzgerald@co.galveston.tx.us
Mr. Daryl Catching	Pearland Bicycles	info@pearlandbicycles.com
Chief Kelly Sears	Pearland EMS	ksears@pearlandtx.gov
Jil Arias	City of Friendswood	jarias@friendswood.com
Heather Van Dine	City of Friendswood	hvandine@friendswood.com
Buck Stevens	Brazoria County Constable	buckstevens@gmail.com
Yolci Ramirez	City of Pearland Traffic Division	yramirez@pearlandtx.gov
Rajendra Shrestha, P.E., CFM	City of Pearland Engineering Division	rshrestha@pearlandtx.gov
Ellen Soll	ATG	esoll@emailatg.com
Thomas Duncan	ATG	tduncan@ematilatg.com
Carlene Mullins	HGAC	carlene.mullins@hgac.com
Qun Zhao	HGAC	qun.zhao@hgac.com
Rodney Sigua	HGAC	rodney.sigua
Blythe Payne	Hollaway	blythe.payne@hollawayenv.com
Park Place Apartments	HOAs/Apartment Contacts	jessica@clayeproperties.com
Pine Hollow	HOAs/Apartment Contacts	kcole@grahammanagementhouston.com
Royal Oaks of Pearland Apartments	HOAs/Apartment Contacts	royaloaks@aodloing.com
Shady Crest	HOAs/Apartment Contacts	david.provenzano@fritolay.com
Silver Maple Apartments	HOAs/Apartment Contacts	silvermapleapts@yahoo.com
Abogado Ruiz Law Firm, PLLC	Businesses In Corridor	alberto@ruizlawyer.com
Accounts101, LLC	Businesses In Corridor	IBRONNER@ACCOUNTS101.INFO
Advance Auto Parts	Businesses In Corridor	anthony.surles2@advance-auto.com
American Title Company	Businesses In Corridor	jrevesatc@aol.com
And a little Hope Boutique	Businesses In Corridor	andalittlehope@yahoo.com
Apache Corporation	Businesses In Corridor	faron.griffin@usa.apachecorp.com
Armbruster Clinic	Businesses In Corridor	armbrusterclinic@sbcglobal.net
Ashley's Phlebotomy School LLC	Businesses In Corridor	info@ashleyphelbs.com
Atchafalaya Crawfish	Businesses In Corridor	Matt.rhymer@gmail.com
Barry Insurance Group	Businesses In Corridor	jeff.barry@barryinsurancegroup.com
Bay Area Council on Drugs and Alcohol	Businesses In Corridor	sue.roberts@bacoda.org
BMR Janitorial Service	Businesses In Corridor	bmrkids@yahoo.com
Boedeker Construction, Inc.	Businesses In Corridor	deboedeker@aol.com

Pearland FM 518 Corridor Study List of Stakeholders

Brazoria County Alliance for Children	Businesses In Corridor	jlyons@cac-bc.org
Brazoria Drainage District #4	Businesses In Corridor	sroeber@bdd4.org
Broadway / FM 518 Business Center	Businesses In Corridor	blaine@518businesscenter.com
BrowsAroun' Antiques	Businesses In Corridor	chuck@browsaroun.com
Bucee's	Businesses In Corridor	jeff@buc-ees.com ; stan.beard@buc-ees.com
Building Air Service	Businesses In Corridor	buildingair@aol.com
Busy Bee Cafe	Businesses In Corridor	busybeecafes@ymail.com
Casa Olé	Businesses In Corridor	corkeyturner@micasaole.com
Central Texas Bar B Que	Businesses In Corridor	dmnixon@swbell.net
Claws and Paws Veterinary Clinic	Businesses In Corridor	m-long@clawsandpawsvet.com
Community Health Network - Pearland Health Center	Businesses In Corridor	wecare@sfachn.org
Conner Management Group, LLC	Businesses In Corridor	mathis@connermg.com
Crowder Funeral Home	Businesses In Corridor	markcrowder@crowderfuneralhome.com
Edward Jones - Mark Bailey, Financial Advisor	Businesses In Corridor	mark.t.bailey@edwardjones.com
Edward Jones - Mark Dempsey, Financial Advisor	Businesses In Corridor	mark.dempsey@edwardjones.com
Elliott's Automotive Inc.	Businesses In Corridor	elliauto@aol.com
Emma's Mex Grill	Businesses In Corridor	emmasmexgrill@gmail.com
eve.mya.rose market	Businesses In Corridor	everyarose@yahoo.com
First Class Postal, Shipping & Printing	Businesses In Corridor	firstclasspostal@att.net
Four Friends Tea Room	Businesses In Corridor	sakirby@att.net
Frost Bank-Pearland	Businesses In Corridor	laustin@frostbank.com
GC Engineering	Businesses In Corridor	mrodrigo@gcengineering.com
Gringo's Mexican Kitchen - The Original	Businesses In Corridor	gmk1@gringostextmex.com/dev
H&R Block	Businesses In Corridor	will.cruz@hrblock.com
Head Waves Salon & Spa	Businesses In Corridor	Josselynperetz1@yahoo.com
Hometown Seafood Company	Businesses In Corridor	stacie@hometownsbg.com
Houston Aircraft Systems	Businesses In Corridor	peskine@houstonaircraft.com
Houston Medical Imaging	Businesses In Corridor	jhollis@hmixray.net
Huntington Learning Center	Businesses In Corridor	guptaa@hlcmail.com
Independent Financial Pearland Financial Center	Businesses In Corridor	Marcelo.VilchesRobert@ifinancial.com
JV Hair	Businesses In Corridor	judi@jvhair.com
Kelley's Country Cookin'	Businesses In Corridor	kelley2156@gmail.com
Kenneth R. Phillips Attorney and Counselor	Businesses In Corridor	attykrp@aol.com
Killen's Steakhouse	Businesses In Corridor	ronnie@killenssteakhouse.com
Lavabene Spa	Businesses In Corridor	pingping@lavabene.com
Law Office of J. David Little	Businesses In Corridor	jdlittle0758@yahoo.com
Lice Clinics of America	Businesses In Corridor	dayna@theliceremovalclinic.com
LIT Java Coffee & Books	Businesses In Corridor	info@litjava.net
McDonald's Restaurant #5331	Businesses In Corridor	hou.05331@us.stores.mcd.com

Pearland FM 518 Corridor Study List of Stakeholders

Mercer Insurance Agency	Businesses In Corridor	sally@mercerinsuranceagency.com
Minuteman Press	Businesses In Corridor	mmppearland@att.net
Mission Staffing of Texas, LLC	Businesses In Corridor	rcanales@missionstaffingtx.com
Moody National Bank-West	Businesses In Corridor	Doneal@moodybank.com
Mosaic in Action	Businesses In Corridor	info@mosaicinaction.org
Natural Rewards	Businesses In Corridor	naturalrewards@sbcglobal.net
New Horizons Roofing Specialists	Businesses In Corridor	info@nhrsroofing.com
NMPP Community Nexus Initiatives	Businesses In Corridor	wiggins.phyllis@gmail.com
Oasis At Pearland	Businesses In Corridor	vicki@windsongcarecenter.com
Office Depot - Main St	Businesses In Corridor	ods02665@officedepot.com
Office Depot #2665	Businesses In Corridor	ods02665@officedepot.com
Papa Johns	Businesses In Corridor	sylverdream@msn.com
Pearland Coffee Roasters	Businesses In Corridor	info@pearlandcoffeeroasters.com
Pearland Diagnostic Clinic PA	Businesses In Corridor	j.roosth_1@drroosth.com
Pearland Fine Wine and Spirits	Businesses In Corridor	2105rick@gmail.com
Pearland Lumber & Ace Hardware	Businesses In Corridor	JLoessin@pearlandlumber.com
Pearland Old Townsite Business Coalition	Businesses In Corridor	JLoessin@pearlandlumber.com
Pearland State Bank	Businesses In Corridor	swilcox@pearlandbank.com
Phillips & Phillips, PLLC	Businesses In Corridor	Kenneth@PhillipsandPhillipsLaw.com
PNC Bank	Businesses In Corridor	jacquelyn.frank@pnc.com
Portara Fresh Mediterranean	Businesses In Corridor	info@eatportara.com
Premier Cinema 6	Businesses In Corridor	pearland@pccmovies.com
Proverbial Care	Businesses In Corridor	proverbialcare@att.net
Raspberry's Pest Professionals	Businesses In Corridor	tom@281deadbug.com
Regions Bank	Businesses In Corridor	myke.roeschlein@regions.com
Restoration 1 of Pearland - Nassau Bay	Businesses In Corridor	astaszewski@restoration1.com
revamp flooring	Businesses In Corridor	jena@revampflooring.com
Samira's Private Tutoring	Businesses In Corridor	privatetutor@tutorwithsamira.com
San Jacinto College SBDC	Businesses In Corridor	SBDC@sjcd.edu
Scooter's Coffee	Businesses In Corridor	kdcoslor@gmail.com
Security Finance	Businesses In Corridor	katrina.bradley@security-finance.com
Shaw Art Gallery	Businesses In Corridor	shawartgallery@gmail.com
Shaw Real Estate	Businesses In Corridor	jay@shawrealestate.com
Simms Automotive	Businesses In Corridor	rpsimms@gmail.com
Smoothie King - East Broadway	Businesses In Corridor	jdm.smoothieking@gmail.com
South Land Title, LLC	Businesses In Corridor	hbilliot@southlandtitle.net
South Texas Foot Specialist	Businesses In Corridor	contactus@southtxfoot.net
Space Center Systems	Businesses In Corridor	joshua@spacecentersystems.com
Taqueria Los Agaves #5	Businesses In Corridor	Jleon410@gmail.com
Texas First Bank	Businesses In Corridor	adrienne.villanueva@texasfirst.bank
Texas United Volleyball Club	Businesses In Corridor	recruiting@texasunitedvolleyball.com

Pearland FM 518 Corridor Study List of Stakeholders

The Apostille & Notary Service	Businesses In Corridor	tandmnotaries@gmail.com
The B's Boutique	Businesses In Corridor	sarah@fourbsbling.com
The Tutoring Center - Pearland	Businesses In Corridor	joyehaun@tutoringcenter.com
The Wyndowbox Florist	Businesses In Corridor	dan@mainlandfloralinc.com
TitleMax Title Loan	Businesses In Corridor	tm-pearland-tx2@titlemax.biz
todointech	Businesses In Corridor	info@todointech.com
Torchy's Tacos	Businesses In Corridor	sean.williams@torchystacos.com
Vestis Advisors, LLC	Businesses In Corridor	jonathan.rowe.salvato@gmail.com
VFW Post 7109	Businesses In Corridor	lbarnes50@sbcglobal.net
Whataburger	Businesses In Corridor	WB0433@WBHQ.com
Wyndowbox Florist	Businesses In Corridor	wyndowboxflorist@gmail.com
Your Boutique Shop	Businesses In Corridor	orders@yourboutiqueshop.com

Resident Comments on the Pearland FM 518 Corridor

Pearland Spring Fest, April 6, 2024

- There is a lack of signage on Old Alvin, between St. Helen's and Pearland Junior High stadium. Lots of pedestrians crossing there, generally unsafe.
- The signal timings are not synchronized.
- There are pavement issues near Charleston Elementary on Harkey Road
- Residents do not want curbs in the middle, I presume they mean medians.
- A resident wants to see more public transit stops along FM 518, that would connect to downtown locations such as the medical center.
- Concern about new Idea school being built off FM 518, and near the City Hall stoplight. Resident is concerned that the new school will block traffic flow to the library and will generally make mobility worse on FM 518.
- A resident does not like the exclusive left turn green arrows and prefers to yield to traffic when trying to turn left. They believe that the left turn green arrows slows traffic.
- Multiple residents said that they actively avoid FM 518, as the traffic congestion is so terrible. Residents mentioned using McCarty and Bailey instead.
- Some residents said adding more lanes would make it worse, and suggested building more parallel streets.
- One resident said they would like to see more sidewalks.
- There was a general consensus that FM 518 is congested and a pain for residents to use.







FM 518 CORRIDOR STUDY

This project is a comprehensive corridor study on Pearland's FM 518/Broadway Street from McLean Road to E. Edgewood Drive/FM 2351. As part of this 18-month study, the study team will evaluate the potential conversion of Walnut Drive and Broadway Street/FM 518 from McLean Road to Barry Rose Road into a one-way pair. Stay tuned as we gather input from stakeholders and engage with the community to shape the future of this vital corridor.

Project Schedule

-  **Study Begins**
November 2023
-  **Data Collection**
December 2023 - March 2024
-  **Public Engagement**
April 2024 - June 2024
-  **Alternatives Evaluation**
June 2024 - September 2024
-  **Draft Recommendations**
September 2024 - October 2024
-  **Finalize Recommendations**
November 2024 - February 2025
-  **Study Ends**
February 2025

Vision

To create a safe, sustainable, and accessible corridor that prioritizes the needs of all users while improving traffic flow

Goals

Improve Safety



Achieve and Maintain a State of Good Repair



Move People and Goods Efficiently



Strengthen Regional Economic Competitiveness



Conserve and Protect Natural and Cultural Resources



Contact Us

Visit the website to learn more and provide feedback!

<https://engage.h-gac.com/fm-518-corridor-study>



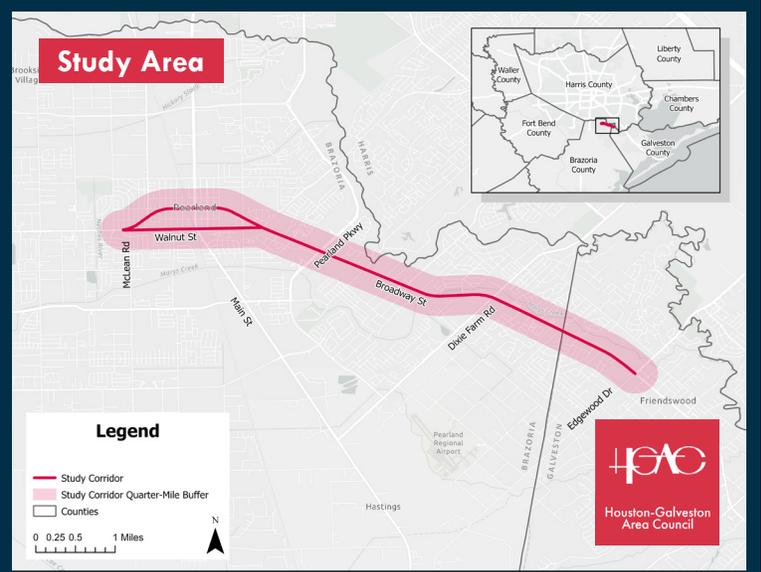
SCAN HERE



Houston-Galveston Area Council

HGAC Contact
Project Manager
Carlene Mullins

Email: carlene.mullins@h-gac.com



Estudio del Corredor de la Carretera FM 518

Este proyecto es un estudio integral del corredor en la Carretera FM 518/ Calle Broadway en Pearland desde McLean Road hasta E. Edgewood Drive/FM 2351. Como parte de este estudio realizado durante 18 meses, el equipo del estudio evaluará la posible conversión de Walnut Drive y Broadway Street/FM 518 desde McLean Road hasta Barry Rose Road en un par de calles de un solo sentido. Manténganse atentos a medida que recopilamos comentarios de las partes interesadas e interactuamos con la comunidad para dar forma al futuro de este corredor vital.

Cronograma del Proyecto

-  **Empieza el Estudio**
Noviembre 2023
-  **Recopilación de Datos**
Diciembre 2023 - Marzo 2024
-  **Participación Pública**
Abril 2024 - Junio 2024
-  **Evaluación de Alternativas**
Junio 2024 - Septiembre 2024
-  **Recomendaciones Preliminares**
Septiembre 2024 - Octubre 2024
-  **Finalizar Recomendaciones**
Noviembre 2024 - Febrero 2025
-  **Fin del Estudio**
Febrero 2025

La Visión

Crear un corredor seguro, sostenible y accesible que priorice las necesidades de todos los usuarios y al mismo tiempo mejore el flujo de tráfico

Metas

Mejorar la seguridad



Lograr y mantener un estado de buena reparación



Mover personas y bienes en una manera eficiente



Fortalecer la competitividad económica regional



Conservar y proteger los recursos naturales y culturales



Contáctanos

¡Visite el sitio web para obtener más información y enviar comentarios!

<https://engage.h-gac.com/fm-518-corridor-study>



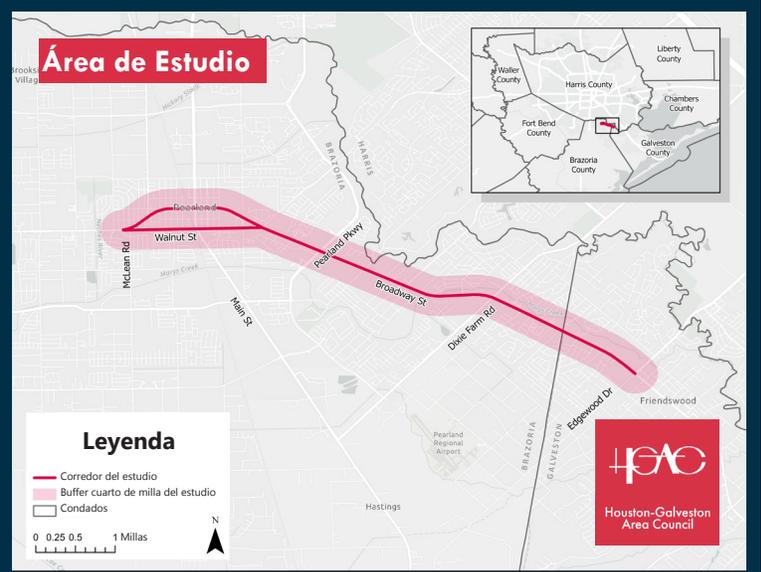
escanear aquí

Contacto de HGAC
Gerente de Proyecto
Carlene Mullins

Correo electrónico:
carlene.mullins@h-gac.com



Houston-Galveston
Area Council



FM 518 Corridor Study

Pearland, Texas

Scan here to learn more and take the survey!



Project Start

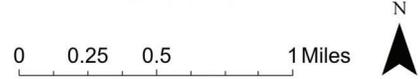
Mark up the Map!

Place a dot on the map to indicate likes, dislikes, concerns and ideas for the highlighted segment of FM 518.

- Bike, Pedestrian, or Transit
- Congestion
- Safety
- Improvements Needed

Legend

- Union Pacific Railroad
- Study Corridor 0.25 Mile Buffer
- School



Project End





HOUSTON OFFICE
13101 Northwest Freeway
Suite 100
Houston, TX 77040
Phone: 713.457.9319
Fax: 512.821.2085
TBPE Firm Registration No. 812

MEMORANDUM

DATE: May 9, 2024
TO: H-GAC
CC:
FROM: ATG | DCCM
RE: Survey Results Analysis

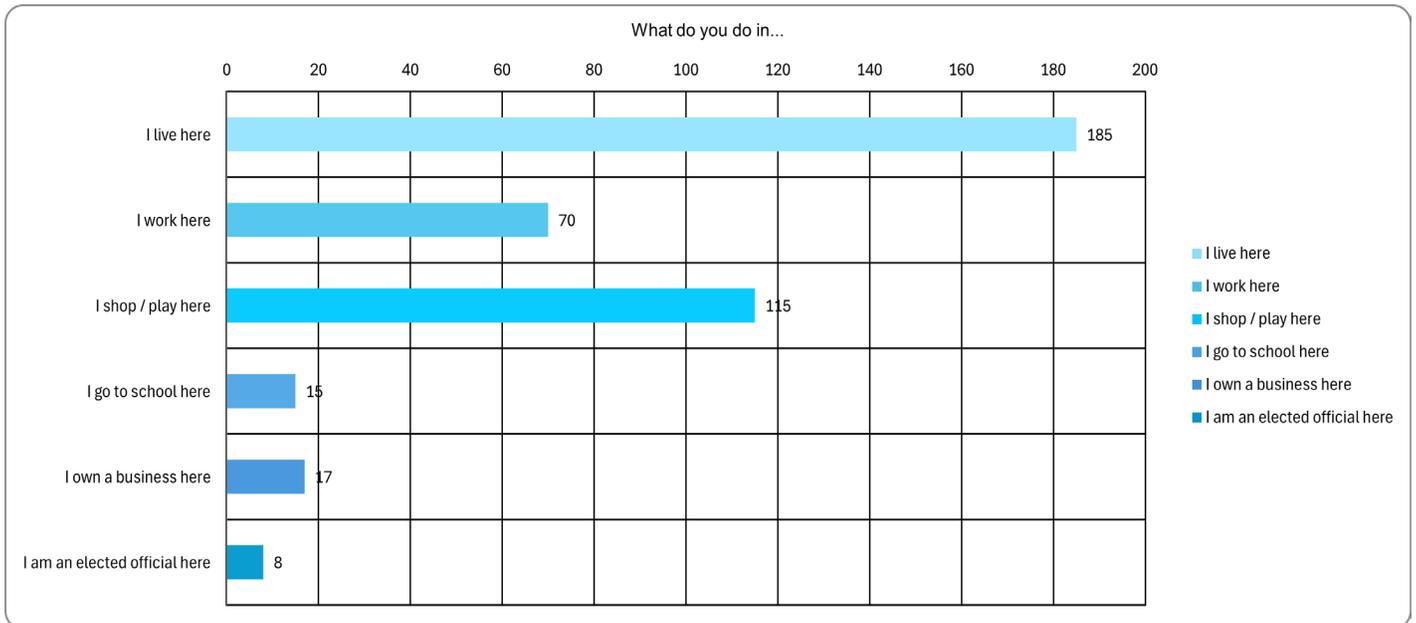
Comprehensive Survey Results

The following are the findings of a comprehensive survey conducted among residents of Pearland, TX, aimed at gauging public sentiment regarding the city's transportation system and identifying key areas for improvement for the FM 518 Corridor Study and Pearland Mobility Study. The survey was conducted online at both project websites, available through the Engage H-GAC portal¹ and in person at the Pearland Spring Fest on April 6, 2024. Results were compiled afterwards to reach as many community members as possible. Through a structured questionnaire distributed across diverse demographics, we sought to capture residents' experiences, concerns, and suggestions regarding various facets of the transportation network, with the ultimate goal of improving the community and quality of life in Pearland. The following pages show the combined result of each question on the survey.

¹ H-GAC, Engage H-GAC. <https://engage.h-gac.com>

What do you do in the City of Pearland? (select all that apply)

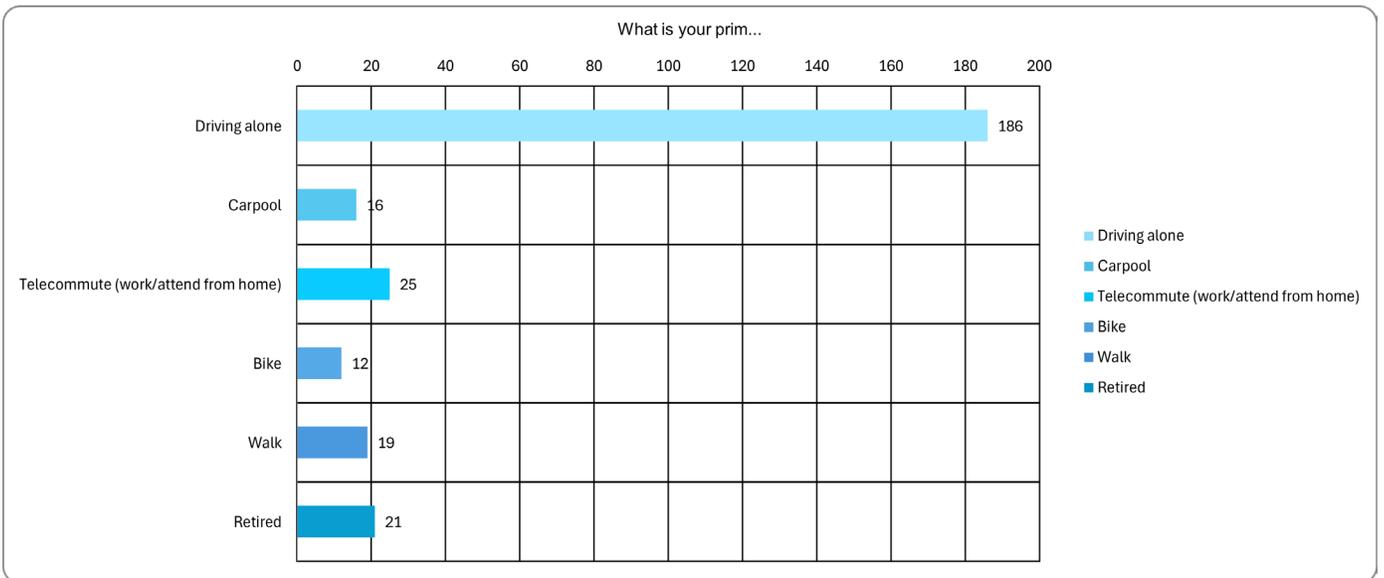
Figure 1



The largest group of respondents live in Pearland, with also a substantial portion responding that they shop or play in the area.

What is your primary mode of travel to work or school? (select all that apply)?

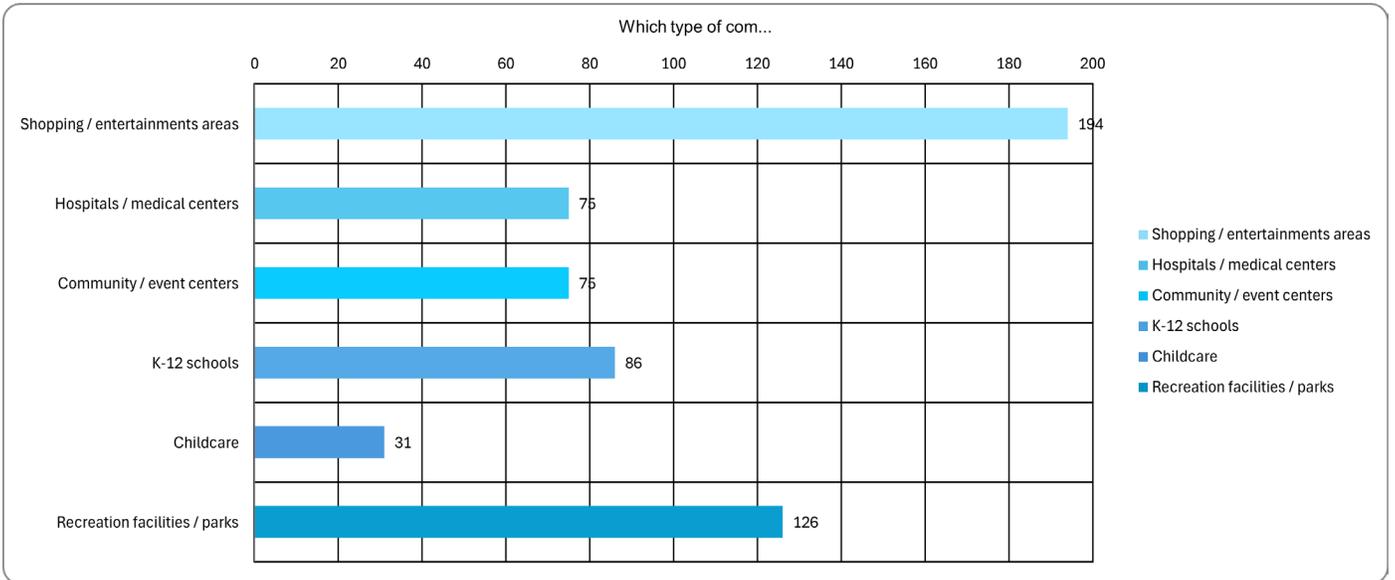
Figure 2



Over 88% of respondents drive to work alone. The second most popular selection is under 12%, with those who telecommute, or work from home.

**Which type of community services and facilities within the City of Pearland do you use most often?
(select all that apply)**

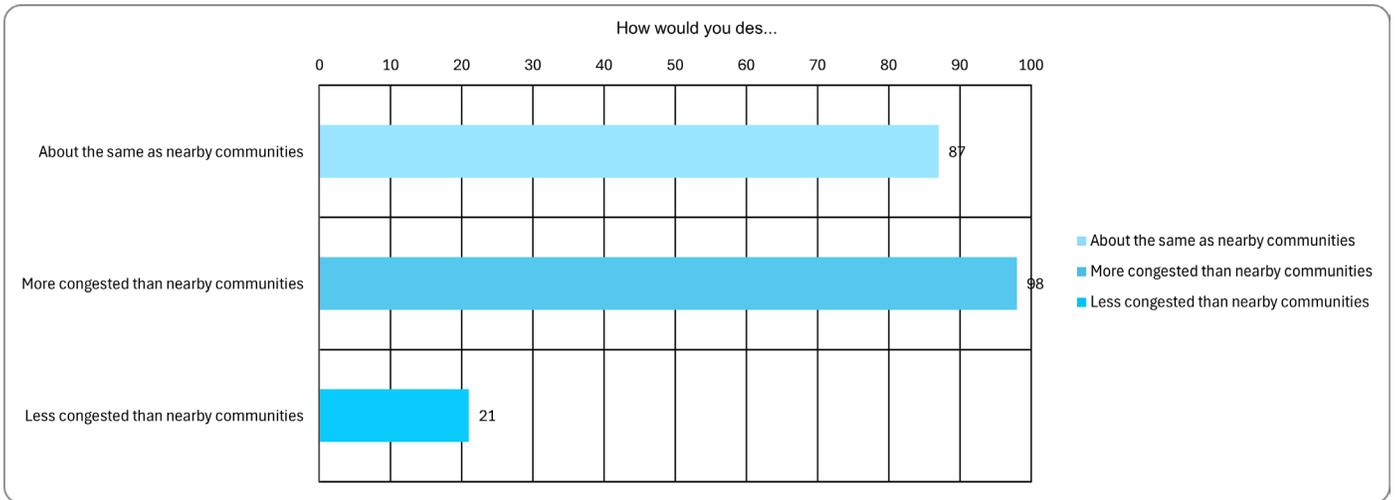
Figure 3



Around 92% of responders said the community service or facilities they use most often are shopping/entertainment areas. 60% of responders chose recreation facilities/parks as one of the facilities they use most often. There was a fairly even spread between hospitals/medical centers, community/events centers, and K-12 schools. Childcare was selected by around 15% of the respondents.

How would you describe the existing AUTOMOBILE TRAFFIC within the City of Pearland?

Figure 4



In the City of Pearland, around 42% of respondents perceive the automobile traffic to be about the same as nearby communities, while around 47% believe it is more congested and only 10% consider it less congested.

**Please let us know if the following transportation issues are of concern in the City of Pearland:
Road Safety**

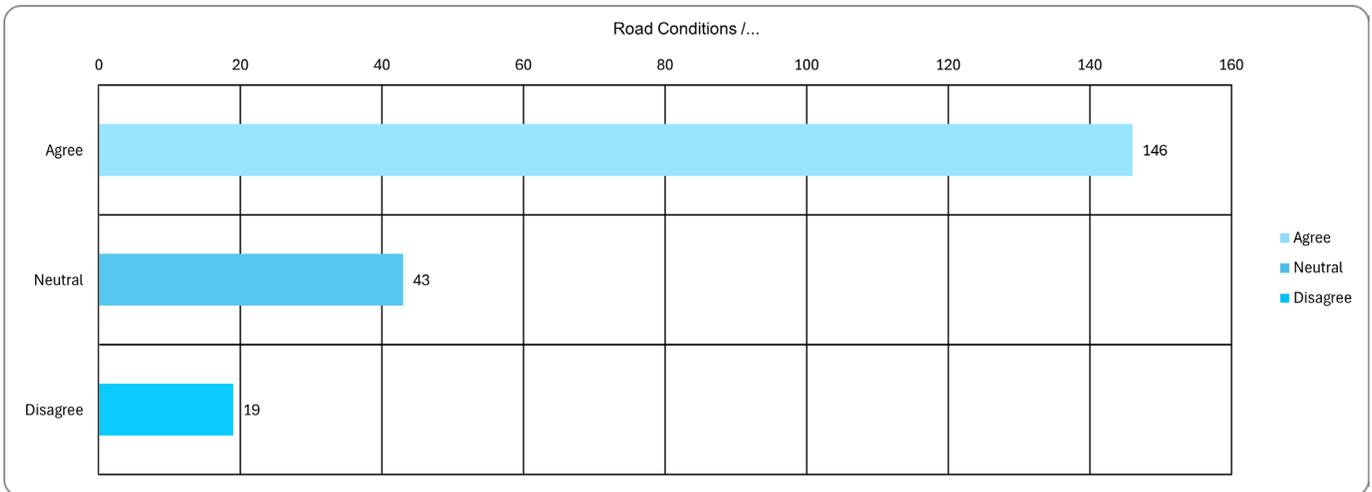
Figure 5



Around 51% of respondents agree that road safety is a transportation issue of concern in Pearland. Around 38% of respondents were neutral, and only 10% disagreed that road safety is an issue of concern.

**Please let us know if the following transportation issues are of concern in the City of Pearland:
Road conditions/maintenance**

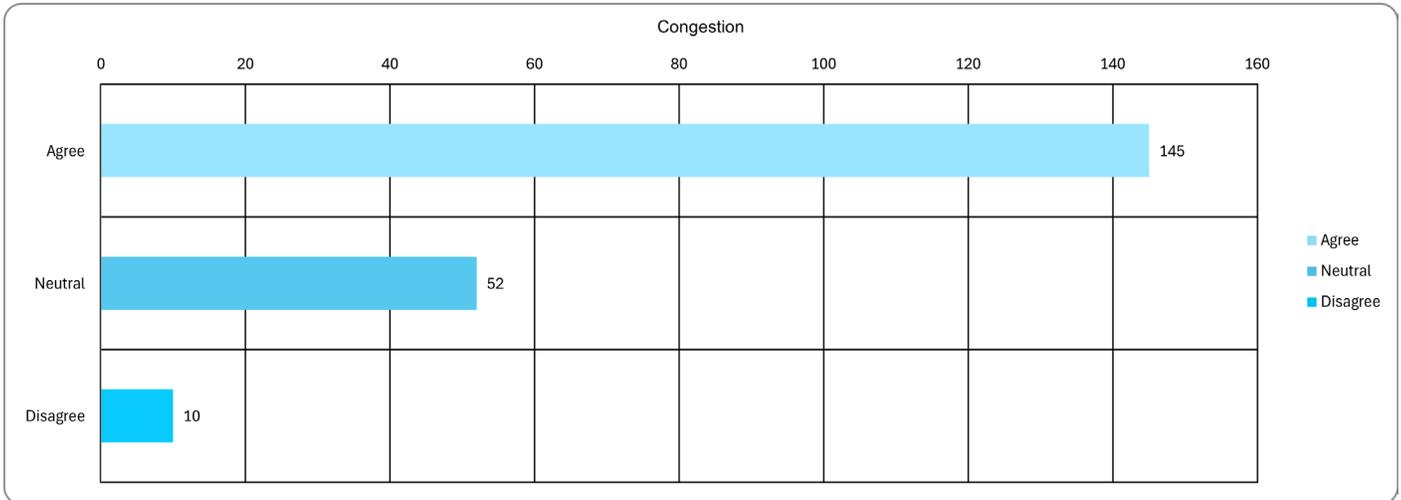
Figure 6



A majority of respondents believe that road conditions and maintenance are a transportation issue of concern in Pearland. Around 20% were neutral on the topic, and only 9% disagreed that road conditions and maintenance are an issue.

**Please let us know if the following transportation issues are of concern in the City of Pearland:
Congestion**

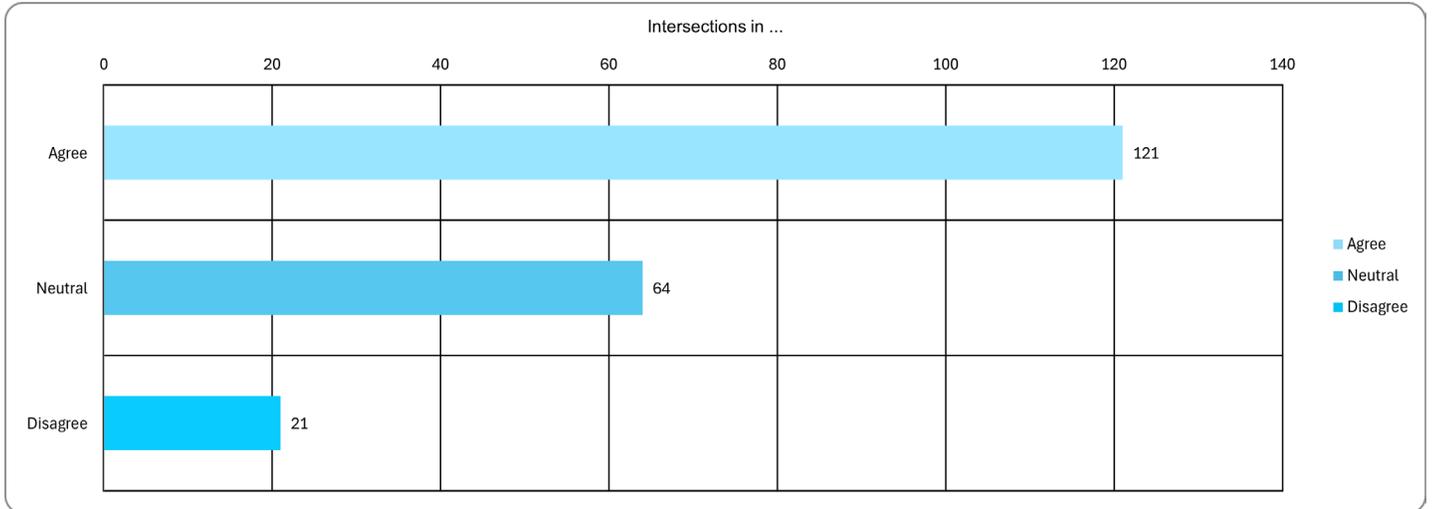
Figure 7



A majority of respondents agreed that congestion is a transportation issue of concern. Around 25% were neutral on the topic, and only 4.8% disagreed that congestion is an issue in Pearland.

**Please let us know if the following transportation issues are of concern in the City of Pearland:
Intersections in need of improvement**

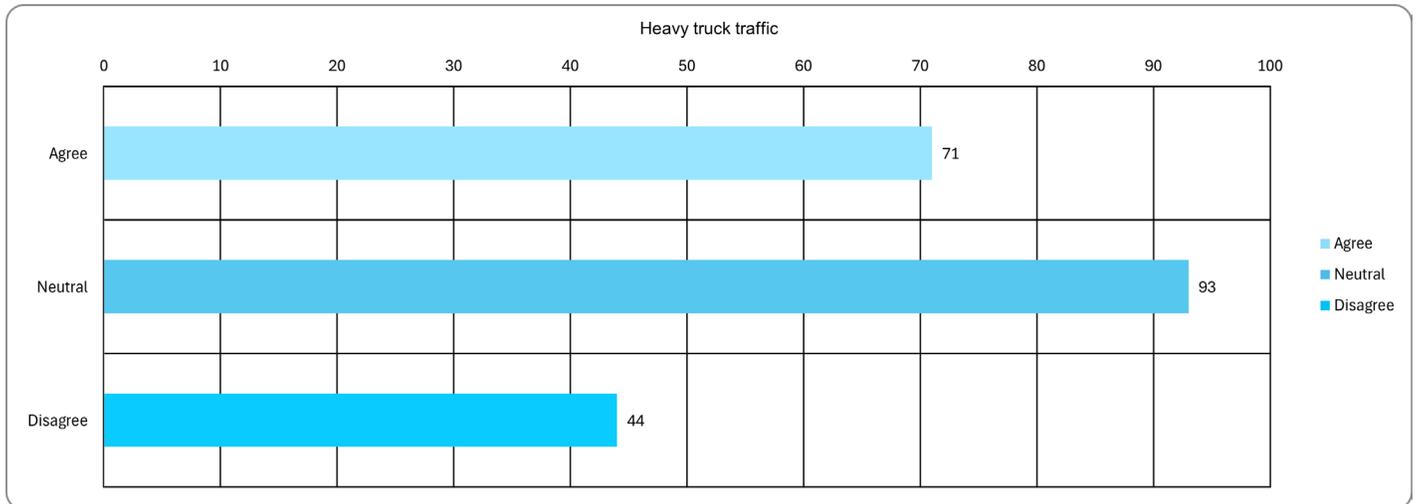
Figure 8



Around 59% of respondents agreed that intersections in need of improvement are a transportation issue of concern in Pearland. Over 31% of respondents were neutral that it is an issue of concern, and 10% of respondents disagreed.

**Please let us know if the following transportation issues are of concern in the City of Pearland:
Heavy truck traffic**

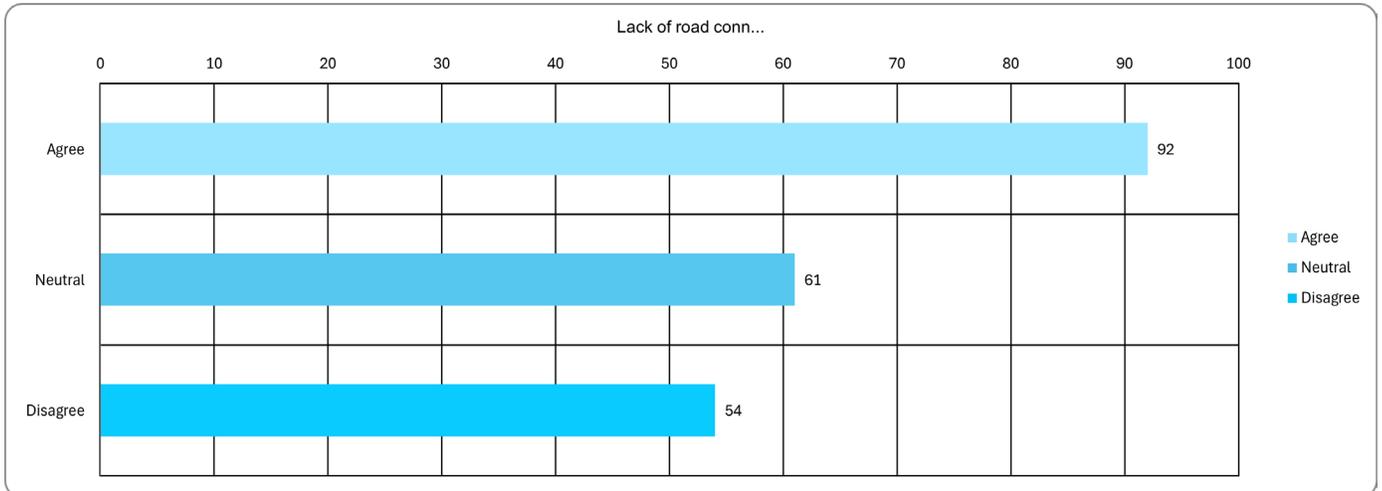
Figure 9



Around 34% of respondents agreed that heavy truck traffic is an issue of concern in the city. Over 44% responded that they were neutral on the topic, and 21% disagreed that it is an issue.

**Please let us know if the following transportation issues are of concern in the City of Pearland:
Lack of road connectivity (need additional roads to provide route alternatives)**

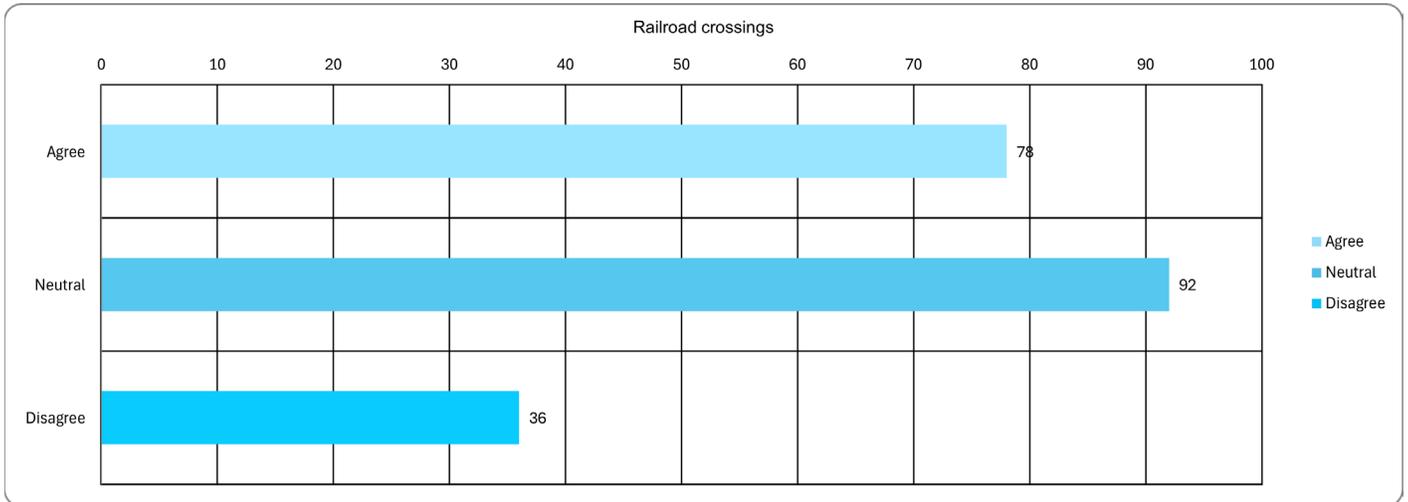
Figure 10



Around 44% of respondents agreed that lack of road connectivity is an issue of concern in Pearland. Over 29% of respondents were neutral on the topic, and around 26% disagreed that it is an issue.

**Please let us know if the following transportation issues are of concern in the City of Pearland:
Railroad crossings**

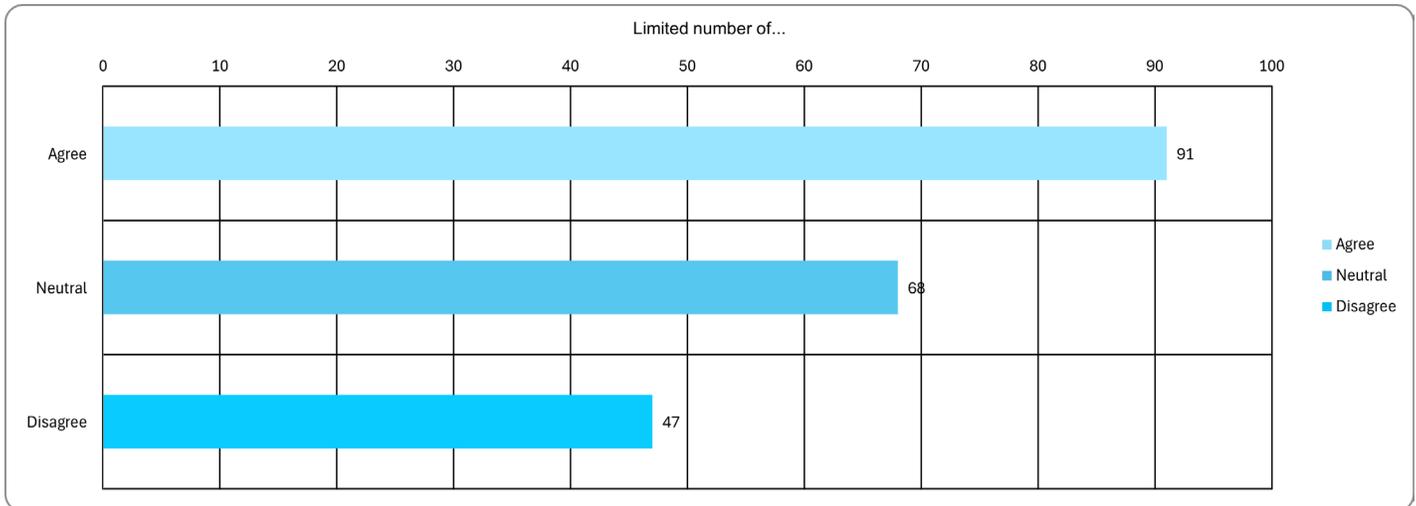
Figure 11



Thirty-six percent of respondents agreed that railroad crossings are an issue of concern. Around 44% of respondents are neutral on the topic, and 17% of people disagreed that it is an issue in Pearland.

**Please let us know if the following transportation issues are of concern in the City of Pearland:
Limited number of, or poor condition of, hike / bike trails**

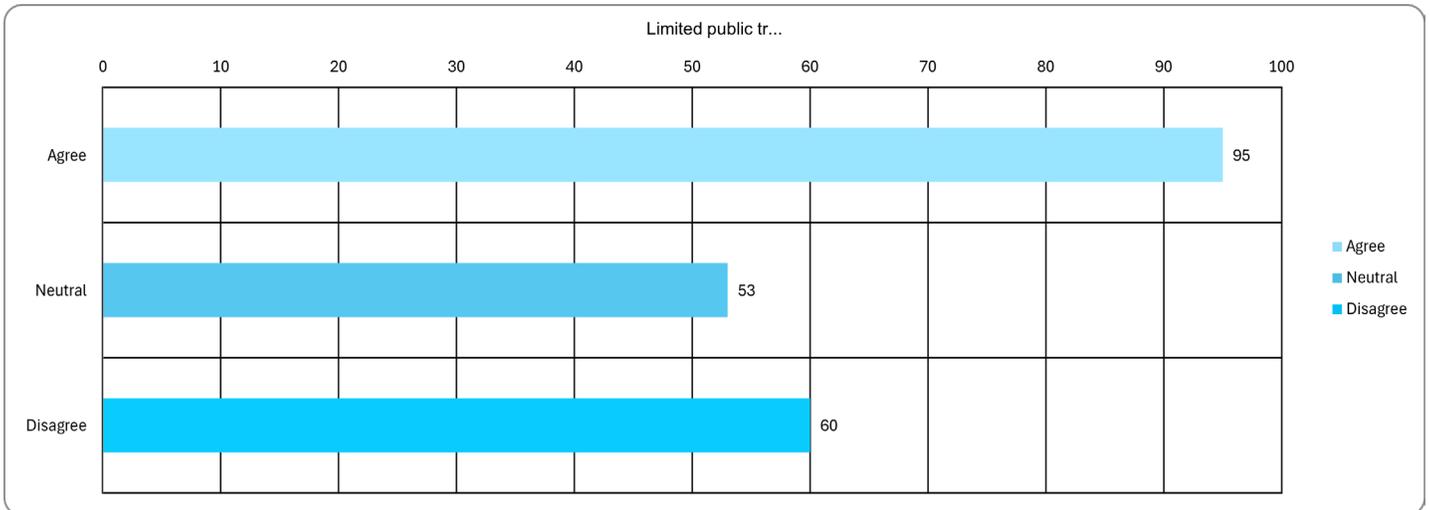
Figure 12



Around 44% of respondents agreed that the limited number of, or poor condition of, hiking or biking trails is an issue of concern in Pearland. Just over 33% of respondents were neutral on the topic, and only 22% disagreed that it is an issue of concern.

**Please let us know if the following transportation issues are of concern in the City of Pearland:
Limited public transportation options**

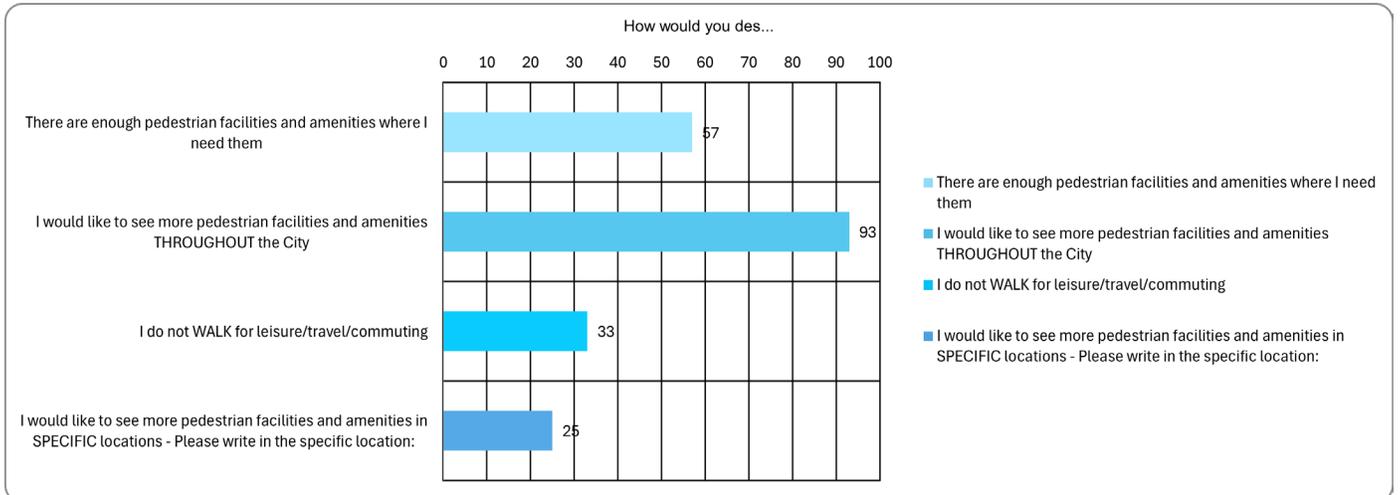
Figure 13



Around 45% of respondents agreed that limited public transportation options are an issue in Pearland. Twenty-five percent of respondents were neutral, and around 28% disagreed that lack of public transportation is an issue.

How would you describe the existing PEDESTRIAN facilities and amenities (sidewalks / trails, curb ramps, lighting, benches, shade trees, crosswalks, pedestrian islands, audio-assisted crossings, push buttons, etc.)?

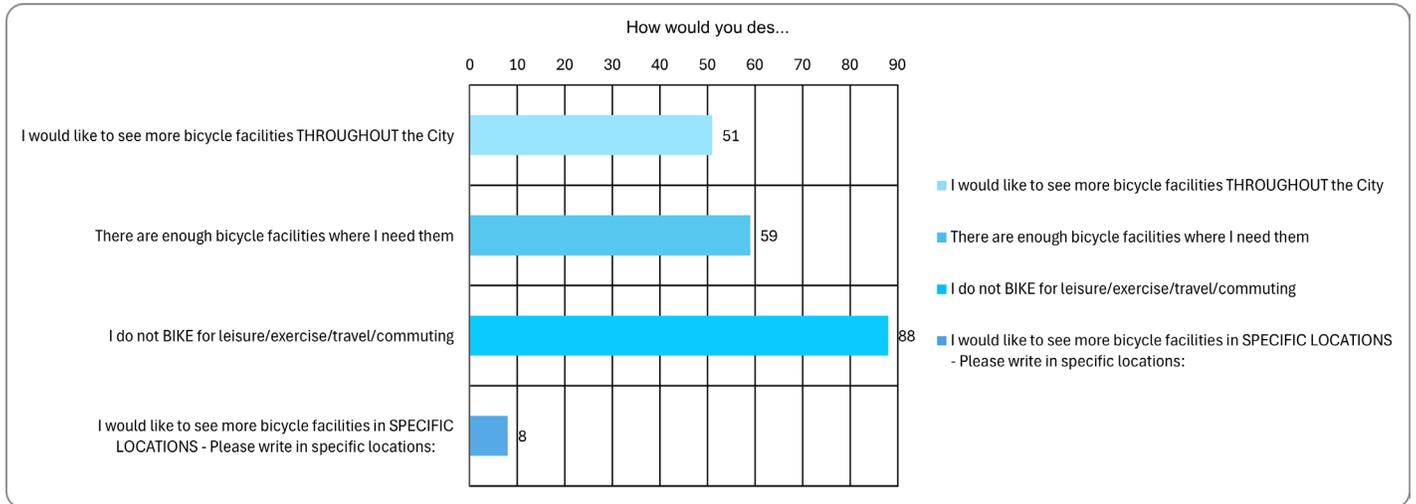
Figure 14



The strongest response was 44% of respondents agreeing that they would like to see more pedestrian facilities and amenities throughout the city. The second most popular was 27% of respondents stating that there are enough pedestrian facilities and amenities where I need them. Twelve percent of respondents had ideas for specific locations where they would like to see more pedestrian facilities, and around 16% of respondents reported that they do not walk for leisure, travel, or commuting.

How would you describe the existing BICYCLE facilities (bike lanes, share-use paths, safety measures, bike parking, etc.)?

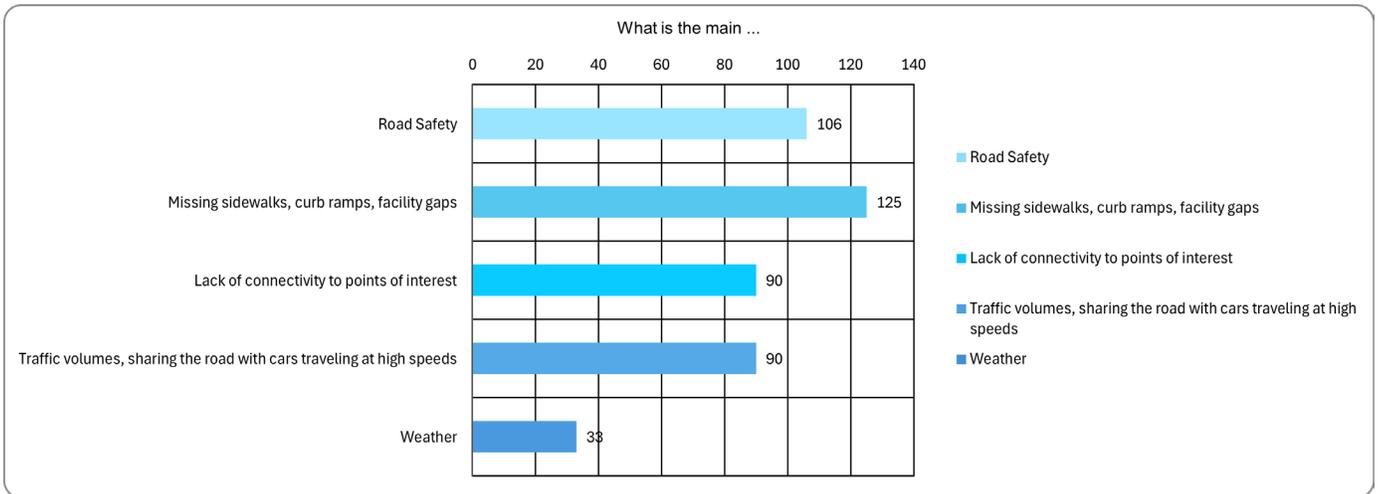
Figure 15



The strongest response was around 43% of respondents reporting that they do not bike for leisure, exercise, travel, or commuting. Around 28% of respondents responded that there are enough bicycle facilities where they need them. Twenty-five percent responded that they would like to see more bicycle facilities throughout the city. Only 3% of respondents had a specific location in mind where they would like to see more bicycle facilities.

What is the main barrier to walking or biking in Pearland? (select all that apply)

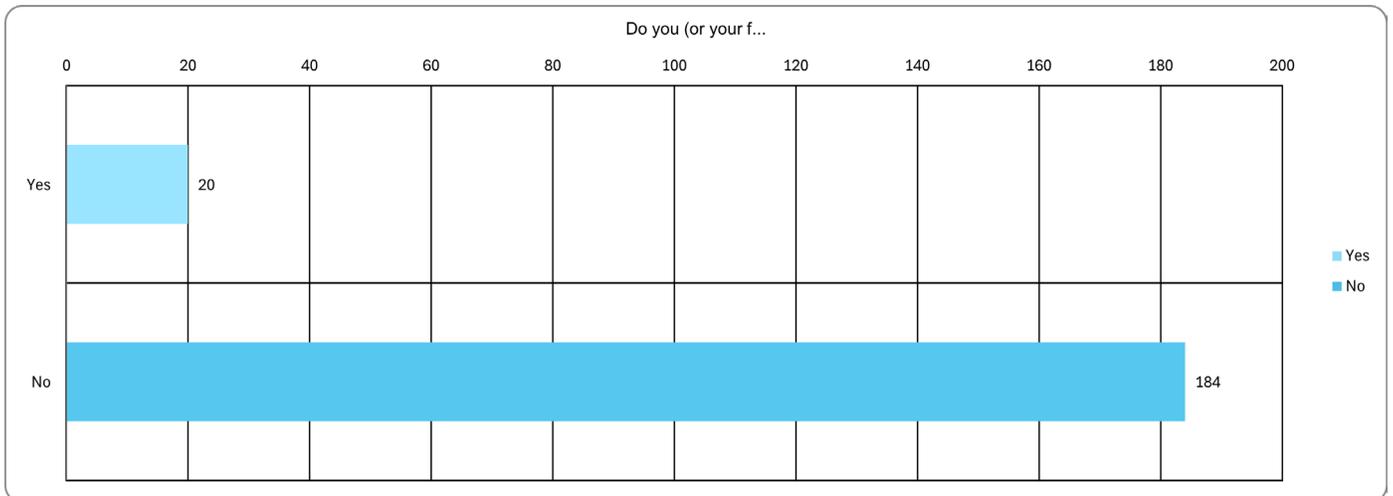
Figure 16



Around 60% of respondents stated that the main barriers to walking or biking in Pearland are missing sidewalks, curb ramps, or facility gaps. Road safety was the second barrier that respondents noted, at around 50%. Lack of connectivity to points of interest, as well as traffic volumes and speed are tied at around 43% each. Only around 16% responded that weather was the main barrier in Pearland for walking and biking.

Do you (or your family members) use mobility aids (wheelchairs, walking frames, electric scooters, etc.) to travel around the local area?

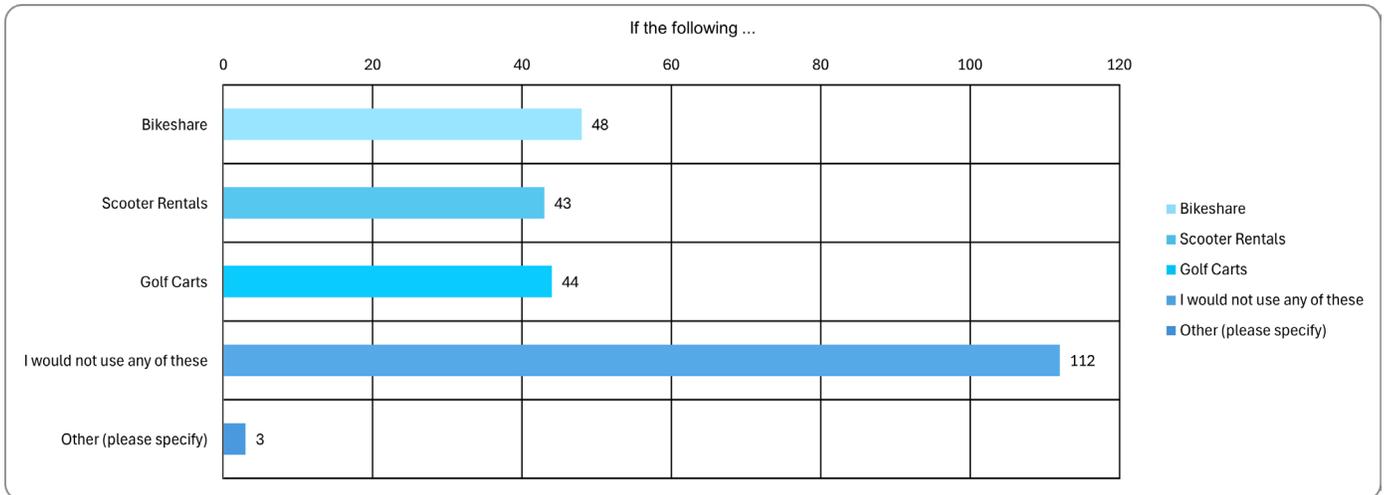
Figure 17



9.8% of respondents reported that they used, or someone in their family used, various mobility aids to travel around Pearland.

If the following MICROMOBILITY options were made available in the City of Pearland, which ones would you use?

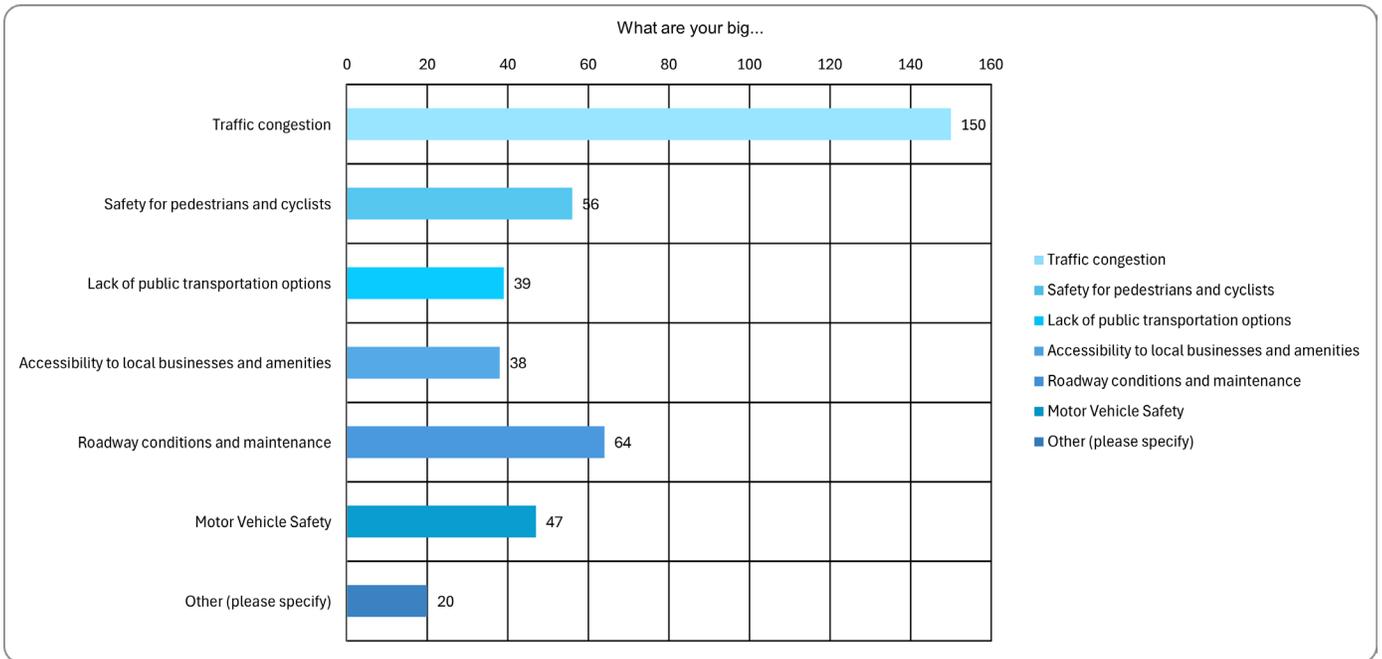
Figure 18



Around 53% of respondents said they would not use any of the proposed micromobility options listed. The options of bikeshare, scooter rentals, and golf carts were selected at a similar rate, with 23%, 20%, and 21%, respectively.

What are your biggest concerns in the FM 518 Corridor (between McLean Rd. to E. Edgewood Dr.)?

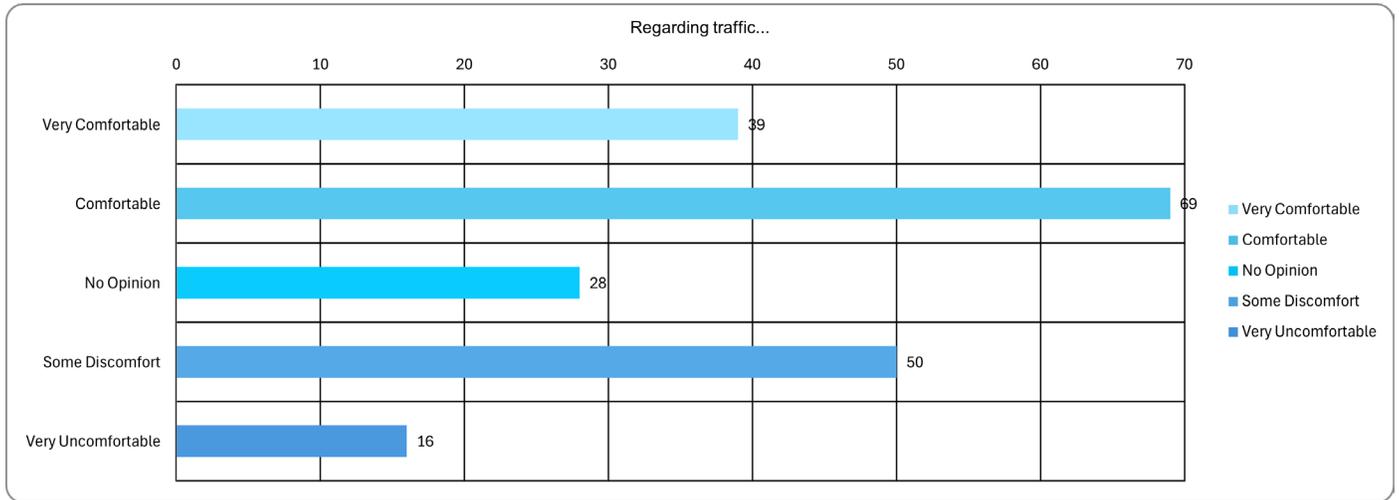
Figure 19



The stand-out selection for respondent’s biggest concern in the FM 518 Corridor was traffic congestion, with 71% agreeing. The runner ups were fairly similar, with roadway conditions and maintenance, and safety for pedestrians and cyclists selected by respondents at 30% and 27%, respectively.

Regarding traffic safety concerns, how comfortable do you feel accessing this corridor?

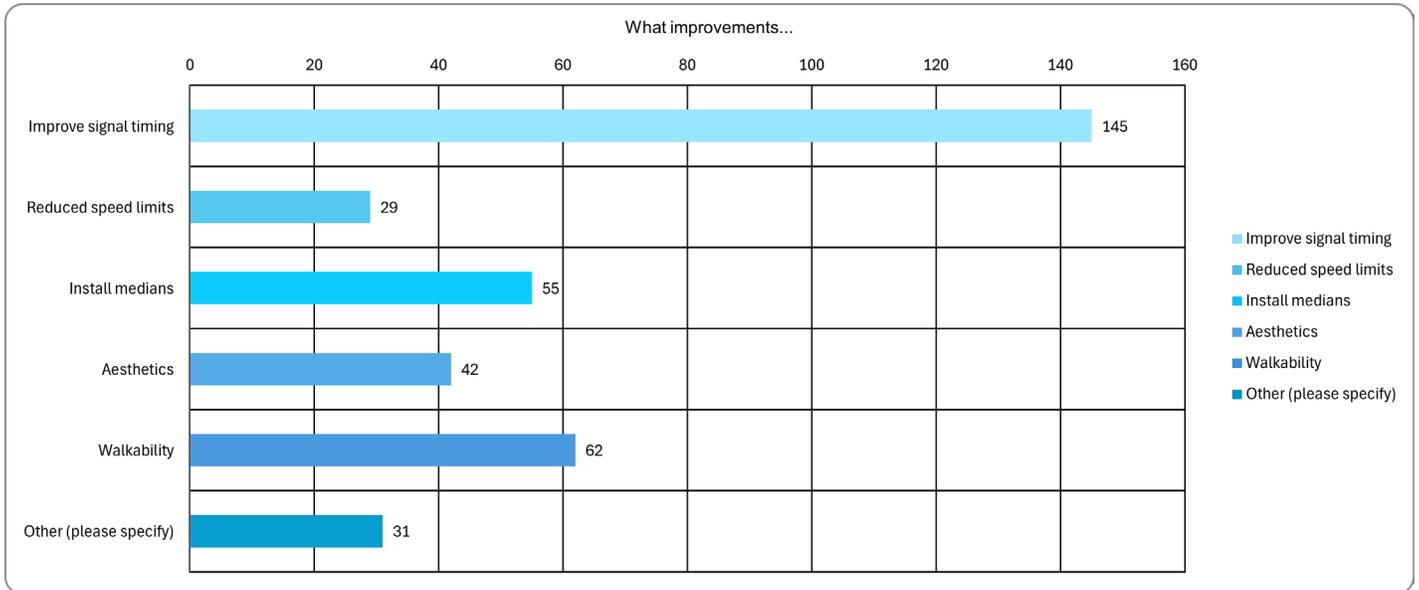
Figure 20



Around 34% of respondents said they felt comfortable accessing the corridor regarding traffic safety concerns. Around 25% of respondents said they felt some discomfort visiting this corridor, and 19% said they felt very comfortable. Fourteen percent said they had no opinion, and around 8% said they felt very uncomfortable.

What improvements can be made to improve the corridor? Pick up to three:

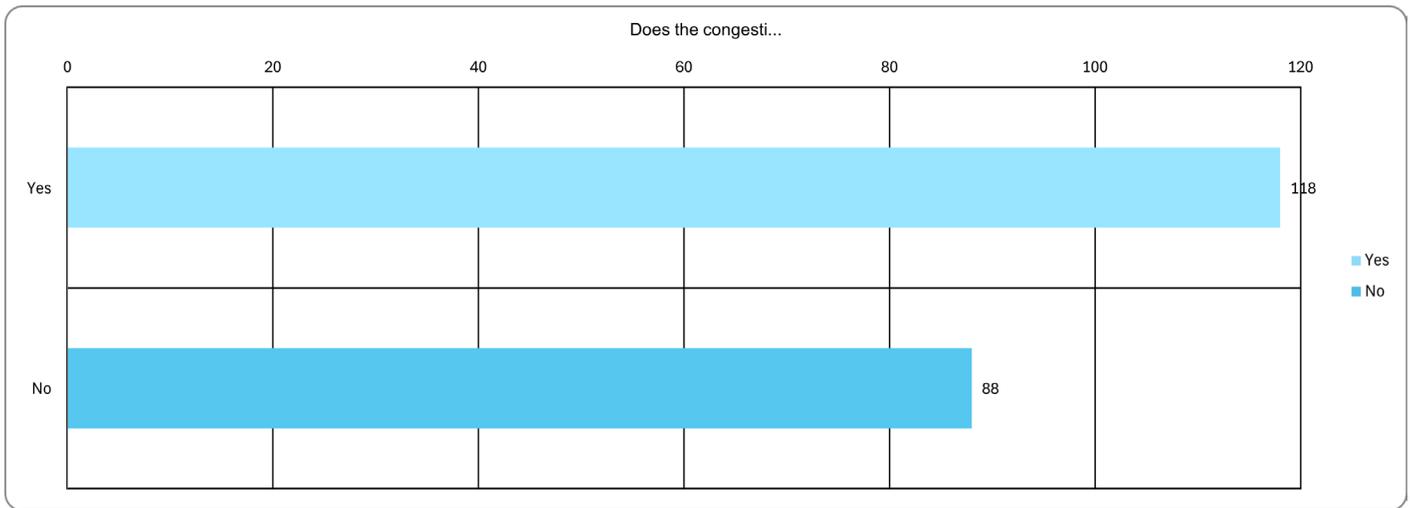
Figure 21



Around 69% of respondents said they believe improving signal timing would be one of the most relevant improvements to the FM 518 Corridor. The runner ups were walkability and installing medians, at 30% and 26%, respectively.

Does the congestion of the corridor impact your usage frequency?

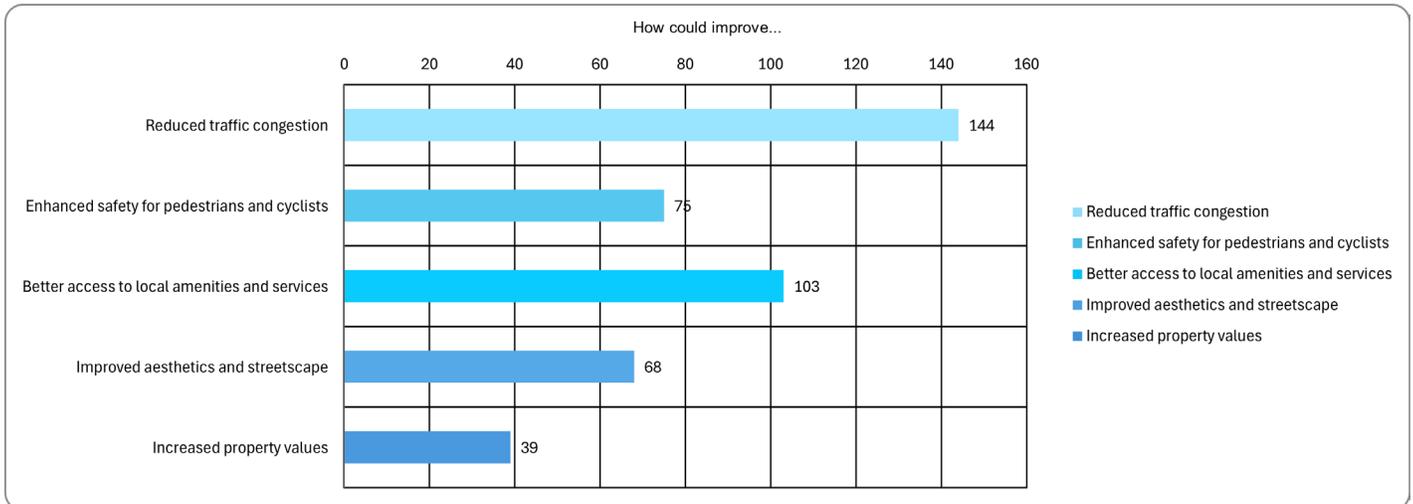
Figure 22



Fifty-seven percent of respondents said that traffic congestion in the corridor impacts their usage frequency.

How could improvements to FM 518 (between McLean Rd. and E. Edgewood Dr.) positively impact the community and local businesses? Please select one or more options from each category that you believe are most relevant.

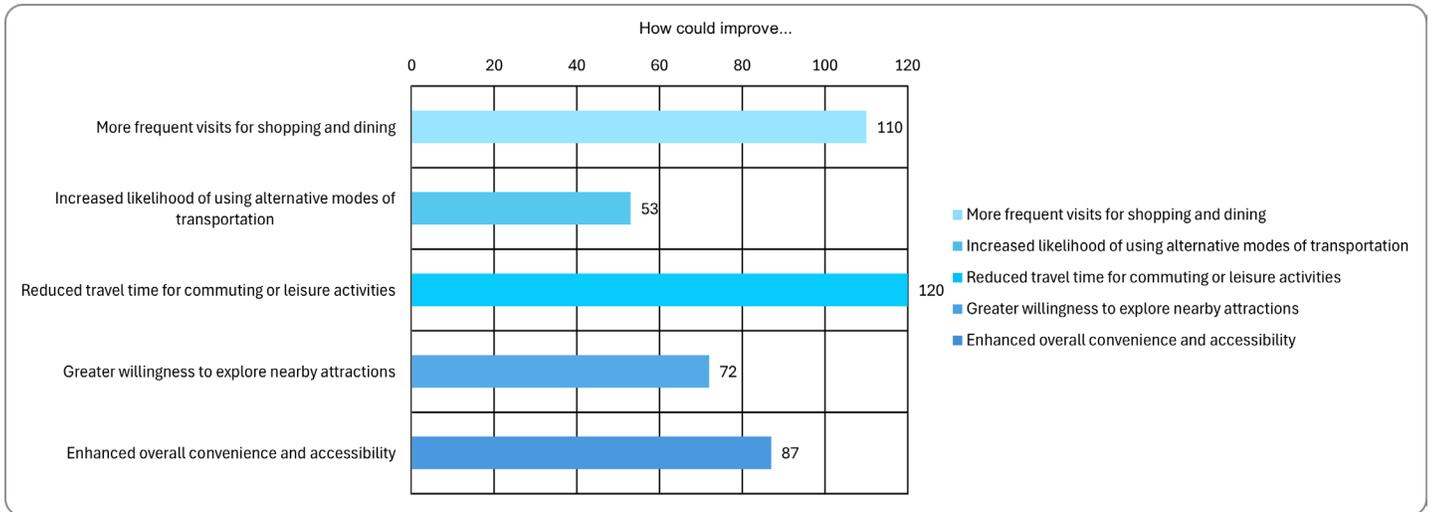
Figure 23



Around 69% of respondents believe that reduced traffic congestion would positively impact the community and local businesses. Around 49% of respondents believe that better access to local amenities and services would positively impact the community.

How could improvements to FM 518 (between McLean Rd. and E. Edgewood Dr.) positively impact your frequency to the corridor? Please select one or more options from each category that you believe are most relevant.

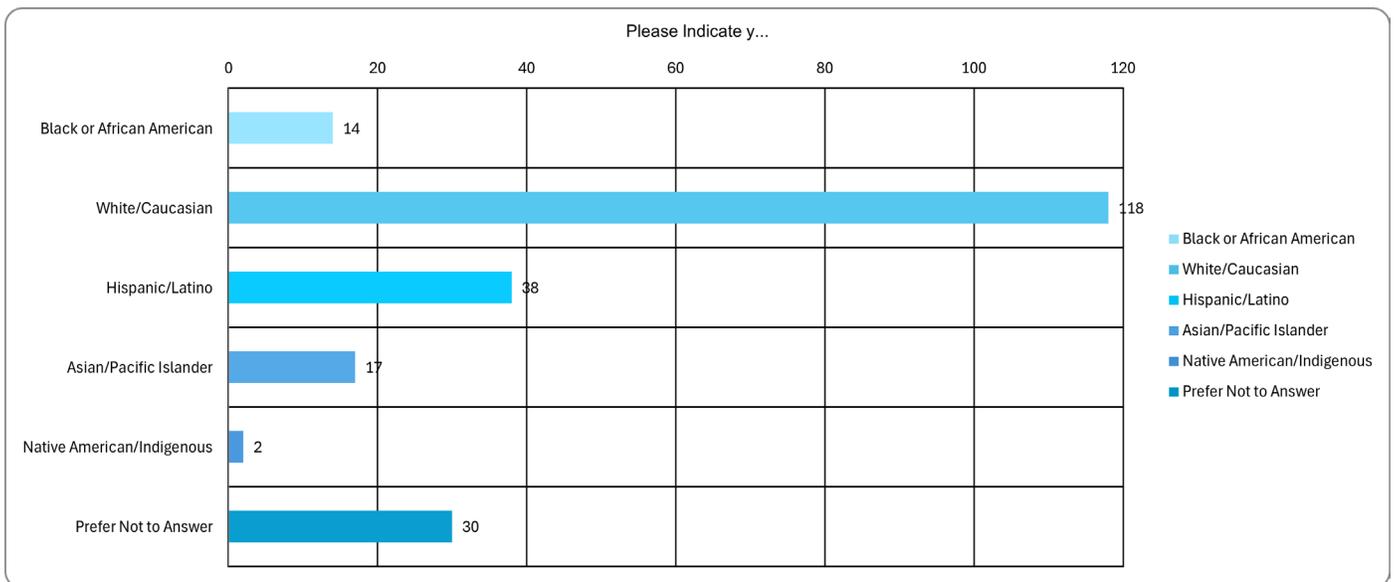
Figure 24



Around 57% of respondents believed that improvements to the corridor would positively impact their frequency to the corridor by leading to reduced travel time for commuting or leisure activities. The runner-up was 52% of respondents agreeing that more frequent visits for shopping and dining would have a positive impact.

Please Indicate your race and/or ethnicity: (Select all that apply)

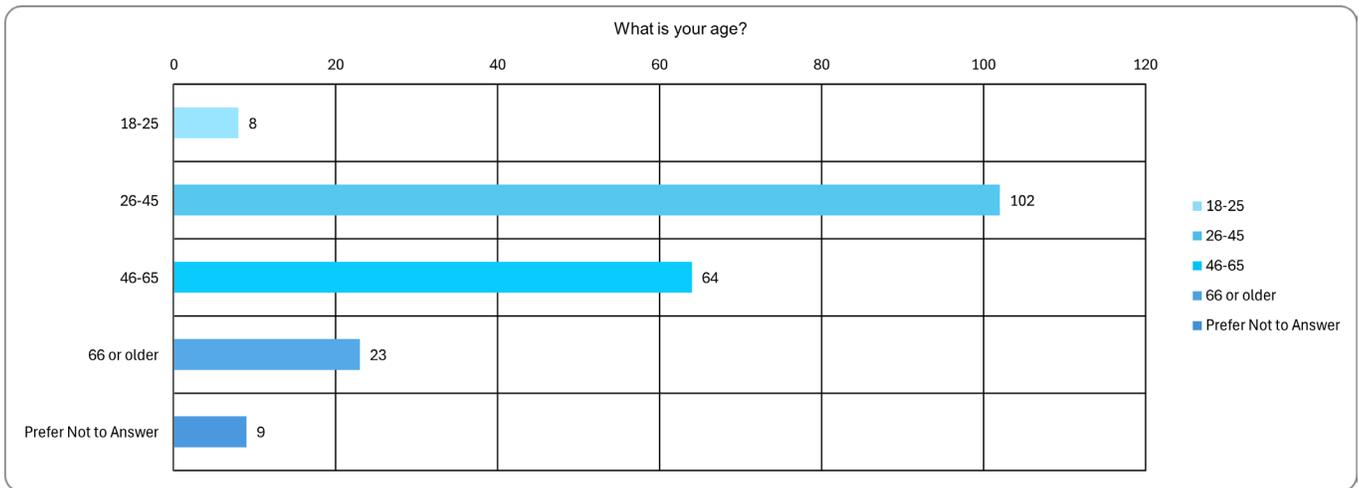
Figure 25



Around 56% of respondents selected White/Caucasian as their race/ethnicity. Eighteen percent of respondents selected Hispanic/Latino, 14% preferred not to answer, 8% selected Asian/Pacific Islander, 6% selected Black or African American, and <1% selected Native American/Indigenous.

What is your age?

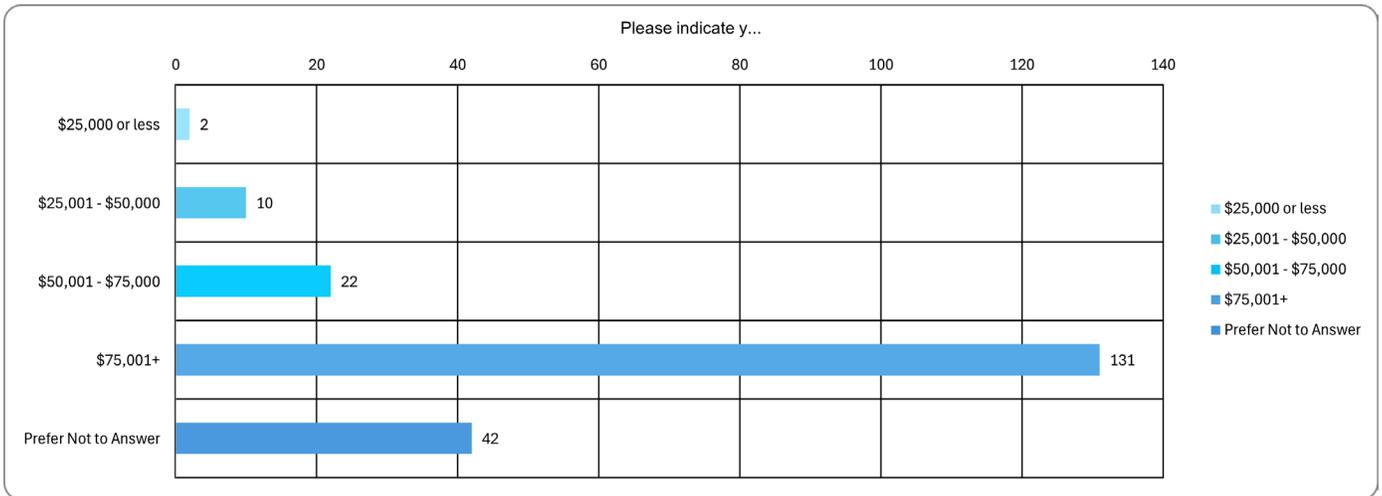
Figure 26



Around 50% of participants selected the 26-45 age range, 31% of participants selected the 46-65 age range, and 11% selected 66 or older. Only 4% selected 18-25 years old, and 4% preferred not to answer.

Please indicate your annual income:

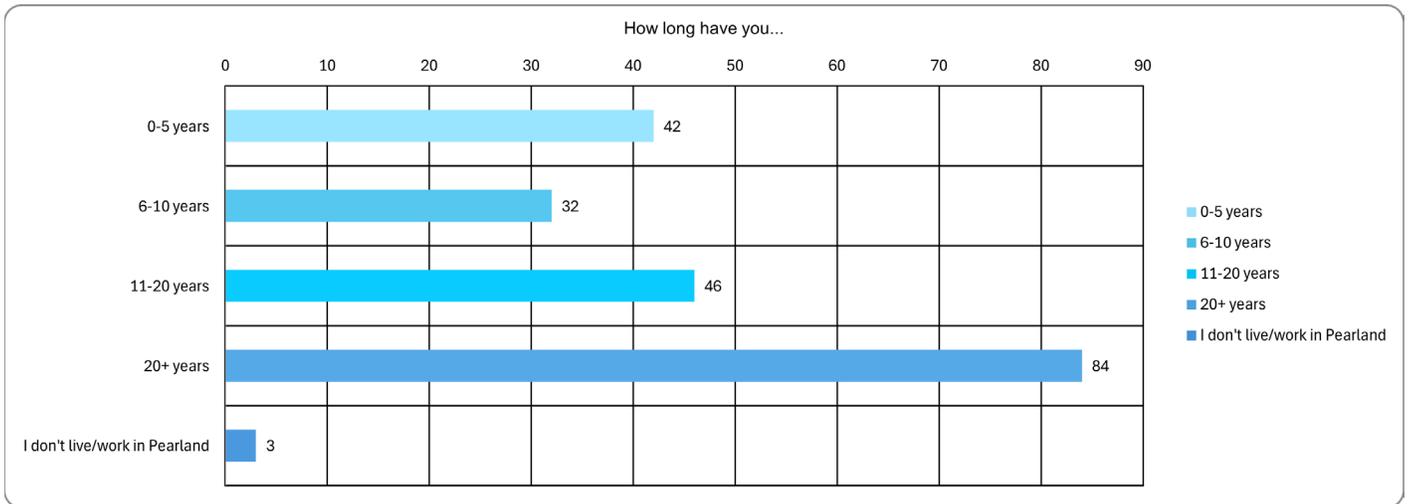
Figure 27



A majority of respondents indicated an income of \$75,001+, or 63% of responses. Twenty percent of participants preferred not to answer. Ten percent of participants indicated an income of \$50,001 - \$75,000, 5% chose \$25,001 - \$50,000, and <1% chose \$25,000 or less.

How long have you lived or worked in Pearland, if applicable? (Select one)

Figure 28



Around 41% of respondents said they have lived or worked in Pearland for more than 20 years. Around 22% of respondents said they have been in Pearland for 11-20 years, and around 20% of respondents said they have been in Pearland for 0-5 years. Fifteen percent of respondents said they have lived or worked in Pearland for 6-10 years, and only around 1% said they do not live or work in Pearland.

Conclusion

The findings of this survey offer valuable insights into the perceptions and needs of Pearland community members regarding their transportation system. There is a clear demand for improving traffic congestion, improved signal timing, as well as improving pedestrian facilities and amenities throughout the city. With a clear understanding of the public's concerns and desires, improvements can now prioritize initiatives to enhance transportation infrastructure and accessibility in alignment with community preferences. By engaging in ongoing dialogue and implementing targeted solutions, Pearland can foster a more efficient and responsive transportation network that enhances quality of life for all residents.



Houston-Galveston
Area Council



Pearland FM 518 Corridor Study

Residents Meeting Summary

11/20/2024

Pearland VFW Post 7109 – Large Meeting Room

6:00 PM to 7:30 PM

Contents:

1. Meeting Summary
2. Notification Materials
3. Meeting Materials
4. Attendance and Comments
5. Photos



OLD TOWNSITE RESIDENT MEETING
Pearland FM 518 Corridor Study
Pearland Memorial VFW Post 7109 – Large Meeting Room
Wednesday, November 20, 2024
6:00pm to 7:30pm

On Wednesday, November 20, 2024, the residents of Old Townsite gathered at the Pearland Memorial VFW Post 7109 for a meeting regarding the FM 518 Corridor Study. The event ran from 6:00 PM to 7:30 PM.

The agenda for the meeting was as follows: Sign-In and residents filter in at 6:00 PM, followed by a presentation from 6:10 to 6:30 PM, a Q&A session from 6:30 to 6:45 PM, and visiting the stations from 6:45 to 7:30 PM.

Station A: Welcome Board

- A large welcome board displayed the project overview and map, along with the vision and goals. Residents could pick up a project overview flyer and FAQs, and sign in if they hadn't already.

Station B: Existing Conditions Board

- This station featured detailed boards on the level-of-service, traffic growth, crash heat maps, and existing typical section series. Two copies of the existing conditions report were available for residents to review.

Station C: All Other Alternatives

- Here, residents could explore various alternatives, including intersection improvements, access management series, long-term capacity, and active transportation options. A roll plot of access management was also on display.

Station D: Walnut Closure vs One Way Pair Series

- This station provided maps and proposed typical sections, along with information on cut-through mitigation and safety. Videos played on a loop to give residents a visual understanding of the proposals.

Station E: Thank You and Comment Collection

- The final station offered information on other projects and agencies, next steps, and how to submit public comments. Comment forms and a one-page project overview handout were available for residents to take home.

There were 49 residents in attendance. The Question and Answer period revealed that residents in the area have concerns about the impacts of the one-way pair on residents, particularly those streets between FM 518 and Walnut Street. Concerns raised included cut-through traffic, increased traffic on Walnut Street, and longer travel times to destinations. Of the written comments received, ten were not in favor of the one-way pair, five were favorable to the one-way pair, and one did not express a preference but asked about other transportation improvements.

FM 518/Broadway St Corridor Study
(from McLean Rd to Edgewood Dr)

Notification Materials

Old Town Resident's Meeting
November 20, 2024



Old Townsite Resident Meeting

**Wednesday, November 20
6:00 - 7:30 PM**

The Pearland Memorial
VFW Post 7109
4202 West Walnut St.
Pearland, TX 77581



Scan the QR code or visit
[https://engage.h-gac.com/
fm-518-corridor-study](https://engage.h-gac.com/fm-518-corridor-study) for
more information.

Old Townsite Yard Sign Map

Legend

-  Pearland Memorial VFW Post 7109
-  Yard Sign



Google Earth

C 56

Image Landsat / Copernicus

2000 ft



You're invited! Pearland FM 518 Corridor Study

*(From McLean Road to
E. Edgewood Drive)*

Old Townsite Resident Meeting

The Houston-Galveston Area Council (H-GAC), in cooperation with the City of Pearland, is conducting a study of FM 518 with the goal to improve traffic flow and mobility along the corridor.

As a resident of the Old Townsite area, please come learn about proposed project concepts and provide input to shape the future of the Old Townsite, and the broader FM 518 corridor.

Scan the QR code
to visit our study
website!



The Pearland Memorial
VFW Post 7109

4202 West Walnut Street
Pearland, TX 77581

Wednesday, November
20, 2024

6 – 7:30 p.m.



Social Media Post

HOUGALVAREACOG Posts Follow

 hougalvareacog



Old Townsite Resident Meeting

Wednesday, November 20
6:00 - 7:30 PM

The Pearland Memorial VFW Post 7109
4202 West Walnut St.
Pearland, TX 77581



Scan the QR code or visit <https://engage.h-gac.com/fm-518-corridor-study> for more information.

3

hougalvareacog Help us reimagine Pearland's FM 518/ Broadway Street! Our 18-month study is evaluating improvements from McLean Road to E. Edgewood Drive, with goals to enhance safety, ease congestion, support multi-modal options, and improve air quality along this crucial corridor.

What are some improvements you'd like to see? Comment below and be sure to Join the conversation: <https://engage.h-gac.com/fm-518-corridor-study>

#FMCorridorStudy #PearlandTX #CommunityInput

FM 518/Broadway St Corridor Study
(from McLean Rd to Edgewood Dr)

Meeting Materials

Old Town Resident's Meeting
November 20, 2024



Pearland FM 518 Corridor Study

Residents Meeting

11/20/2024

Pearland VFW Post 7109 – Large Meeting Room

6:00 PM to 7:30 PM

Agenda

1. Presentation (6-6:30)
 1. Introduction
 2. Meeting Purpose
 3. Project Overview
 4. Alternatives
 - One Way Pair
 5. Next Steps
2. Question and Answer Period (6:30-6:45)
3. Open House Stations (6:45-7:30)
 - A. Welcome & Sign In
 - B. Existing Conditions
 - C. All Alternatives
 - D. One Way Pair
 - E. Thank You & Comment Forms



Houston-Galveston
Area Council



Pearland FM 518 Corridor Study

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6:00pm to 7:30pm

On Wednesday, November 20, 2024, the residents of Old Townsite gathered at the Pearland Memorial VFW Post 7109 for a meeting regarding the FM 518 Corridor Study. The event ran from 6:00 PM to 7:30 PM.

The agenda for the meeting was as follows: Sign-In and residents filter in at 6:00 PM, followed by a presentation from 6:10 to 6:30 PM, a Q&A session from 6:30 to 6:45 PM, and visiting the stations from 6:45 to 7:30 PM.

Station A: Welcome Board

- A large welcome board displayed the project overview and map, along with the vision and goals. Residents could pick up a project overview flyer and FAQs, and sign in if they hadn't already.

Station B: Existing Conditions Board

- This station featured detailed boards on the level-of-service, traffic growth, crash heat maps, and existing typical section series. Two copies of the existing conditions report were available for residents to review.

Station C: All Other Alternatives

- Here, residents could explore various alternatives, including intersection improvements, access management series, long-term capacity, and active transportation options. A roll plot of access management was also on display.

Station D: Walnut Closure vs One Way Pair Series

- This station provided maps and proposed typical sections, along with information on cut-through mitigation and safety. Videos played on a loop to give residents a visual understanding of the proposals.

Station E: Thank You and Comment Collection

- The final station offered information on other projects and agencies, next steps, and how to submit public comments. Comment forms and a one-page project overview handout were available for residents to take home.

There were 49 residents in attendance. The Question and Answer period revealed that residents in the area have concerns about the impacts of the one-way pair on residents, particularly those streets between FM 518 and Walnut Street. Concerns raised included cut-through traffic, increased traffic on Walnut Street, and longer travel times to destinations. Of the written comments received, ten were not in favor of the one-way pair, five were favorable to the one-way pair, and one did not express a preference but asked about other transportation improvements.

FM 518/Broadway St Corridor Study
(from McLean Rd to Edgewood Dr)

Notification Materials

Old Town Resident's Meeting
November 20, 2024



Old Townsite Resident Meeting

**Wednesday, November 20
6:00 - 7:30 PM**

The Pearland Memorial
VFW Post 7109
4202 West Walnut St.
Pearland, TX 77581



Scan the QR code or visit
[https://engage.h-gac.com/
fm-518-corridor-study](https://engage.h-gac.com/fm-518-corridor-study) for
more information.

Old Townsite Yard Sign Map

Legend

-  Pearlland Memorial VFW Post 7109
-  Yard Sign



Google Earth

C 65

Image Landsat / Copernicus

2000 ft



You're invited! Pearland FM 518 Corridor Study

*(From McLean Road to
E. Edgewood Drive)*

Old Townsite Resident Meeting

The Houston-Galveston Area Council (H-GAC), in cooperation with the City of Pearland, is conducting a study of FM 518 with the goal to improve traffic flow and mobility along the corridor.

As a resident of the Old Townsite area, please come learn about proposed project concepts and provide input to shape the future of the Old Townsite, and the broader FM 518 corridor.

Scan the QR code
to visit our study
website!



The Pearland Memorial
VFW Post 7109

4202 West Walnut Street
Pearland, TX 77581

Wednesday, November
20, 2024

6 – 7:30 p.m.



Social Media Post

HOUGALVAREACOG Posts Follow

 hougalvareacog



Old Townsite Resident Meeting

Wednesday, November 20
6:00 - 7:30 PM

The Pearland Memorial VFW Post 7109
4202 West Walnut St.
Pearland, TX 77581

Scan the QR code or visit <https://engage.h-gac.com/fm-518-corridor-study> for more information.

3

hougalvareacog Help us reimagine Pearland's FM 518/ Broadway Street! Our 18-month study is evaluating improvements from McLean Road to E. Edgewood Drive, with goals to enhance safety, ease congestion, support multi-modal options, and improve air quality along this crucial corridor.

What are some improvements you'd like to see? Comment below and be sure to Join the conversation: <https://engage.h-gac.com/fm-518-corridor-study>

#FMCorridorStudy #PearlandTX #CommunityInput

FM 518/Broadway St Corridor Study
(from McLean Rd to Edgewood Dr)

Meeting Materials

Old Town Resident's Meeting
November 20, 2024



Pearland FM 518 Corridor Study

Residents Meeting

11/20/2024

Pearland VFW Post 7109 – Large Meeting Room

6:00 PM to 7:30 PM

Agenda

1. Presentation (6-6:30)
 1. Introduction
 2. Meeting Purpose
 3. Project Overview
 4. Alternatives
 - One Way Pair
 5. Next Steps
2. Question and Answer Period (6:30-6:45)
3. Open House Stations (6:45-7:30)
 - A. Welcome & Sign In
 - B. Existing Conditions
 - C. All Alternatives
 - D. One Way Pair
 - E. Thank You & Comment Forms

Welcome and Overview

Study Description

Analyze and develop future alternatives for the corridor.

Study Limits

FM 518/ Broadway St from McLean Rd to E. Edgewood Dr

Vision

To create a safe, sustainable, and accessible corridor that prioritizes the needs of all users while improving traffic flow.

 Improve Safety

 Strengthen Regional Economic Competitiveness

 Move People and Goods Efficiently

 Achieve and Maintain a State of Good Repair

 Conserve and Protect Natural and Cultural Resources



Existing Conditions

Safety (2017-2023)

From 2017 to 2023, there were **over 500 crashes** on the FM 518 study area west of Barry Rose Rd. The average crash rate for this segment is **525 crashes per 100 million vehicle miles**, nearly twice the statewide average for urban FM roads (248 crashes per 100 million vehicle miles).

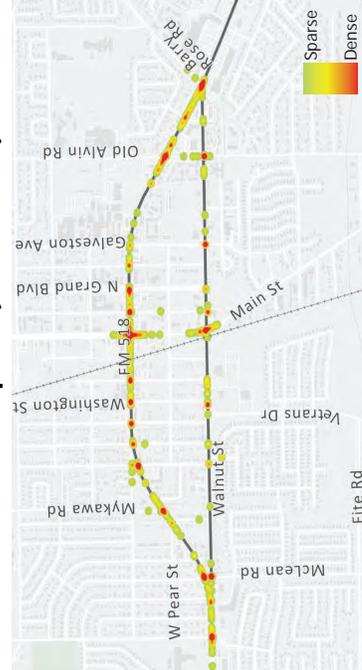
Intersection Crash Hotspots

Intersection	Total Crash Count	Cost*	Serious Injury		Minor Injury		Possible Injury		No Injury	
			Injury	Injury	Injury	Injury	Injury	Injury	Injury	Injury
McLean Rd	81	\$9,831,900	0	11	13	57				
Mykawa Rd	29	\$1,831,100	0	5	6	18				
SH 35 (Main St)	91	\$4,606,800	0	11	10	70				
Galveston Ave	8	\$1,092,700	1	1	1	5				
Old Alvin Rd	55	\$2,523,300	0	4	5	46				
Barry Rose Rd	64	\$3,978,700	0	4	11	49				
Walnut at SH 35 (Main St)	42	\$3,116,400	0	6	4	32				

*Comprehensive crash cost (by person-injury) by USQCR BCA Guidelines

From 2017 to 2023, there were **over 120 crashes on Walnut Street**. The average crash rate for this segment is **487 crashes per 100 million vehicle miles**, which is above the statewide average for urban four lane undivided roads (320 crashes per 100 million vehicle miles).

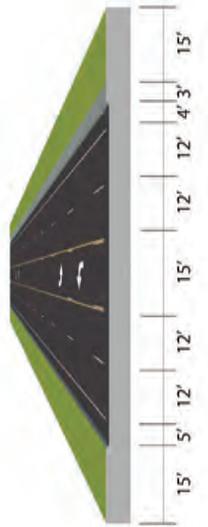
Crash Hotspots (2017-2023)



Typical Cross Sections

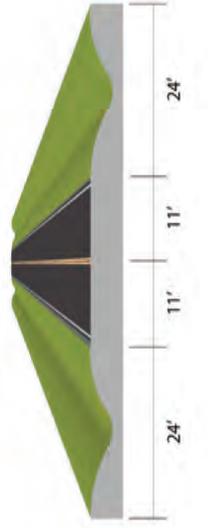
FM 518 / Broadway Street (McLean Road to Barry Rose Road)

Four lanes with a center turn lane and a standard bike lane.

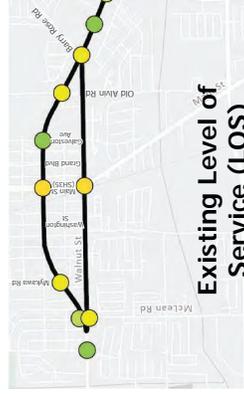


W Walnut St (McLean Road to Barry Rose Road)

Most of this segment is only two lanes, but the road widens to four lanes with a median near the intersection with Main St.

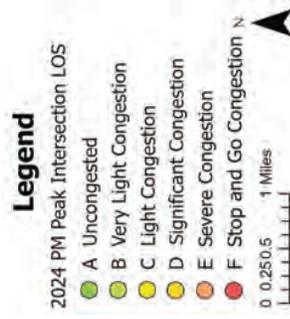


Traffic Conditions



Level of Service (LOS) is a way to measure the operational effectiveness of a transportation facility. If no improvements are made, LOS is projected to significantly worsen for several intersections near Old Townsite by 2045:

- FM 518 and Main St/SH 35
- FM 518 and Galveston Ave
- FM 518 and Old Alvin Rd
- FM 518 and Barry Rose Rd
- Walnut St and Main St/SH 35
- Walnut St and Old Alvin Rd



Alternatives



1. Intersection Improvements

Short and Medium Term

- **Add Turn Lane** - At Mykawa Rd, Old Alvin Rd, and Barry Rose Rd
- **Add Turn Lane and Modify Signal Phasing** - At Main St (SH 35) and Galveston Ave

Benefits:

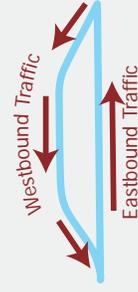
- Short term operational improvement
- Low cost implementation
- Limited additional right-of-way needed
- Improved safety

Drawbacks:

- Limited life of improvement

3. One Way Pair Alternative

Long Term



See station D for more info

Traffic reassignment to create a pair of one way roads-eastbound traffic would use Walnut St and westbound traffic would use FM 518 from Barry Rose to McLean Rd

2. Walnut Closure Alternative*

Medium Term



Remove Signal at Walnut St and McLean Walnut Street to cut off Walnut St and make it a cul-de-sac on the western side

Benefits:

- Improved safety for the McLean intersection, which is the fifth highest crash intersection in the corridor
- Low cost implementation
- Limited right-of-way needed
- Some operational improvement

Drawbacks:

- Limited life of improvement
- Longer drive times for some properties
- Increases traffic on FM 518

Level of Service - Walnut Closure Alternative

Intersection	2026 PM	
	No Build	Walnut Closure
FM 518 @ Corrigan Dr/Woody Rd	A	A
FM 518 @ McLean Rd	B	B
Walnut St @ McLean Rd	C	D
FM 518 @ Mykawa Rd	C	C
Walnut St @ Veterans Dr	D	D
FM 518 @ SH 35	D	D
Walnut St @ SH 35	D	D

*This alternative was evaluated but was eliminated due to emergency service access issues.

4. Access Management

Long Term

Access management is a design strategy to enhance safety, alleviate congestion, and improve traffic flow by regulating points of entry and exit for vehicles. This alternative is the addition of medians, with two lanes on either side.

Benefits:

- Improves safety by reducing conflict points
- Provides pedestrian refuge
- Increases roadway capacity
- Provides space for lighting and signage
- Limited additional right-of-way needed

Drawbacks:

- Limited operational improvements
- Increase in u-turns

See the roll plot for example median locations



One Way Pair

Long-Term Alternative Traffic Operations

- Eastbound traffic: Walnut St
- Westbound traffic: FM 518 from Barry Rose to McLean Rd



Benefits:

- Significant operational improvement
- Safety improvement by reducing conflict points at intersections
- Limited to no additional right-of-way required
- Opportunity for sidewalks and side paths

Drawbacks:

- Potential cut through traffic (can be mitigated)
- TxDOT and City of Pearland will need right-of way conversion
- Construction cost

Cut Through Mitigation Strategies

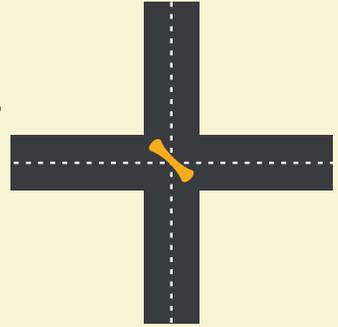
Speed Cushions

Speed cushions can be used to slow and discourage cut through traffic.

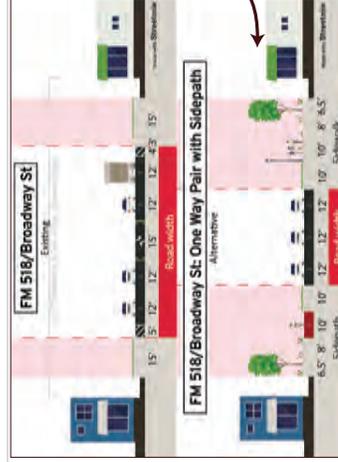
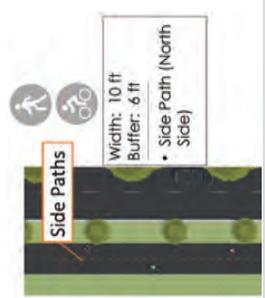
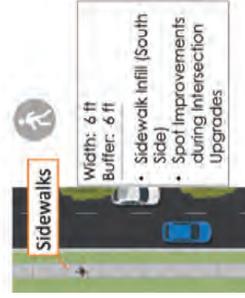


Diagonal Diverters

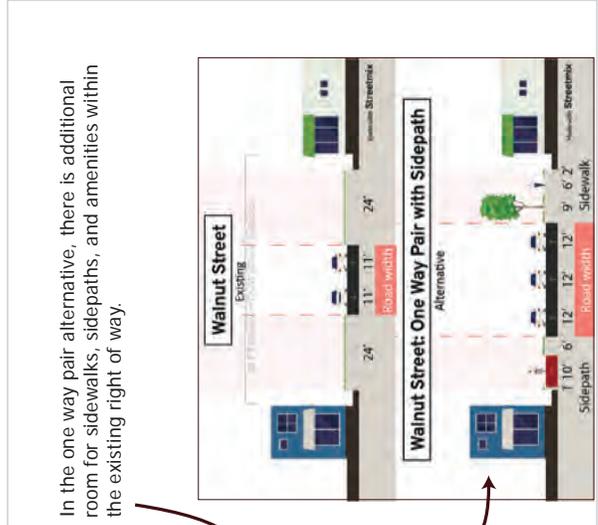
Diagonal diverters are an option to reduce cut through traffic.



Active Transportation



There is also room for sidewalks, sidepaths, and amenities along Walnut St in the one way pair alternative.



In the one way pair alternative, there is additional room for sidewalks, sidepaths, and amenities within the existing right of way.

FM 518 Corridor Study Station E

Comment Forms and Additional Information

Comments

Complete a **Comment Form** and write down your questions and comments or speak to a member of the project team.

Your input on the future of the corridor is valued.

Next Steps



Public Meeting

December 3, 2024 at 5:30 PM
 Pearland Recreation Center:
 4141 Bailey Rd



Final Report

Study ends February 2025



**Thank you
 for your
 participation
 and
 feedback!**



Relevant Projects

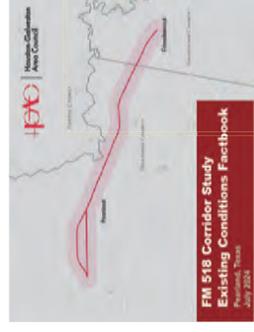
Pearland Mobility Study

The Pearland Mobility Study is a holistic analysis of the City's transportation network. The Study will investigate safety, connectivity, network efficiency, and integration of multimodal facilities. It will determine existing and future needs based on existing conditions analysis, the recent update to the Future Land Use Plan and potential buildout scenarios. The Study will result in a Mobility Plan that includes an action plan, traffic management plan and updates to the Pearland Thoroughfare Plan.

Project website: <https://engage.h-gac.com/pearland-mobility-study>

Next Event: TBD

See the Existing Conditions Factbook for more details



<https://engage.h-gac.com/fm-518-corridor-study>







FM 518 Corridor Study Old Townsite Resident Meeting

November 20, 2024

Regional Collaboration • Transportation Planning • Multimodal Mobility



1

1

Meeting Agenda



1. Presentation
 - Introduction
 - Meeting Purpose
 - Project Overview
 - Alternatives
 - Next Steps
2. Question and Answers
3. Open House Stations



2

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2

Introductions



Project Manager:
Carlene Mullins

Deputy Project Manager:
Qun Zhao

Monique Johnson
Subregional Planning Program
Manager

Rodney Sigua
Planner



City Manager:
Trent Epperson

City Engineer:
Raj Shrestha

Director of Community
Development:
Vance Wyly

Deputy Director of Community
Development:
Martin Griggs



Project Manager:
Ellen Soll
Deputy Project Manager:
Jack Shick

Tim Smith
Natasha Gaskill
Sebastian Sampayo



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3

Meeting Purpose



Meet with the Old Townsite residents to:

- Introduce the study
- Present the one-way pair concept
- Gather feedback



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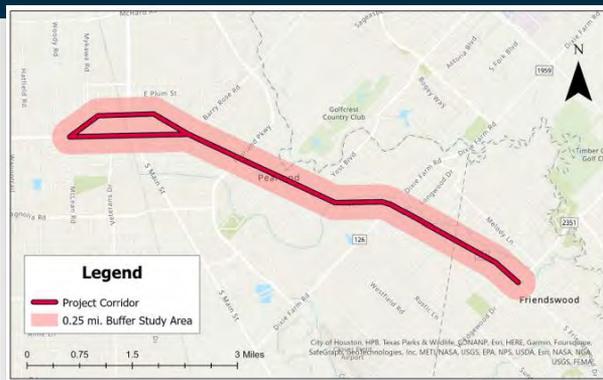
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4

4

Project Overview

- **Limits:** FM 518/ Broadway St from McLean Rd to E. Edgewood Dr
- **Purpose:** analyze possible short-, mid- and long-term solutions
- **Vision:** to create a safe, sustainable, and accessible corridor that prioritizes the needs of all users while improving traffic flow



- **Goals:**



5

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5

Project Schedule



6

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6

Methodology

- Analyzed Existing and Future Conditions
- Identified Challenges
- Developed recommendations to improve mobility for all modes, and safety by timeframe
 - Short Term Improvements (0-5 years)
 - Medium Term Improvements (6-10 years)
 - Long Term Improvements (11+)



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7

Existing Conditions

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Existing Level of Service (LOS) PM



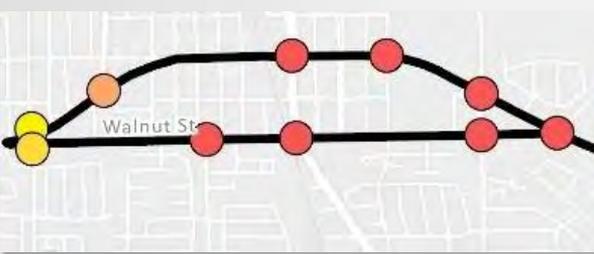
- A Uncongested
- B Very Light Congestion
- C Light Congestion
- D Significant Congestion
- E Severe Congestion
- F Stop and Go Congestion

Existing Level of Service



9

2045 Level of Service (LOS) PM – No Build



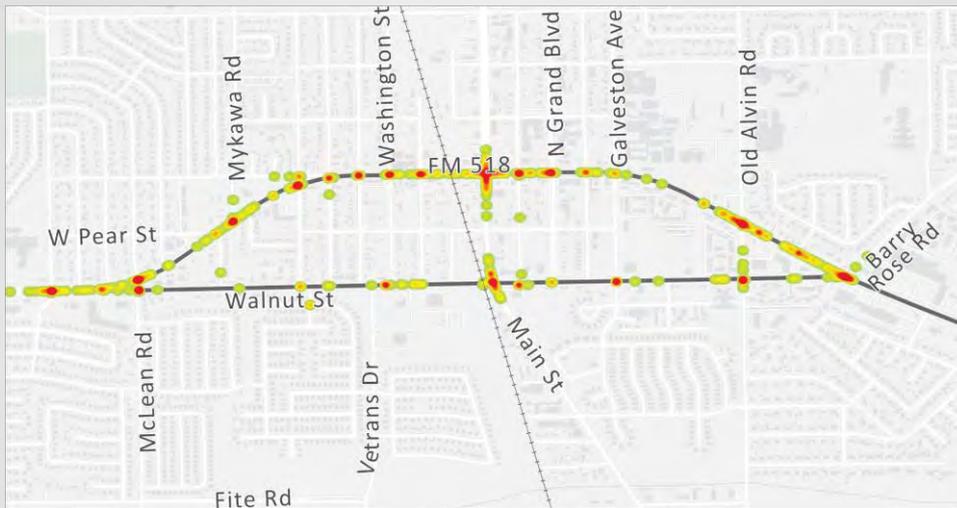
- A Uncongested
- B Very Light Congestion
- C Light Congestion
- D Significant Congestion
- E Severe Congestion
- F Stop and Go Congestion

2045 Level of Service (No Build)



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Corridor Crashes Near Old Townsite



Source: CRIS data, 2017-2023



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Corridor Crashes Near Old Townsite

Intersection Crash Hotspots

Intersection	Total Crash Count	Cost*	Serious Injury	Minor Injury	Possible Injury	No Injury	
FM 518/Broadway St	McLean Rd	81	\$9,831,900	0	11	13	57
	Mykawa Rd	29	\$1,831,100	0	5	6	18
	SH 35 (Main St)	91	\$4,606,800	0	11	10	70
	Galveston Ave	8	\$1,092,700	1	1	1	5
	Old Alvin Rd	55	\$2,523,300	0	4	5	46
	Barry Rose Rd	64	\$3,978,700	0	4	11	49
Walnut at SH 35 (Main St)	42	\$3,116,400	0	6	4	32	

Source: CRIS data, 2017-2023

*Comprehensive crash Cost (by person-injury) by USDOT BCA Guidelines



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Corridor Crashes Near Old Townsite

Intersection Crash Characteristics

Intersection	Total Crash Count	Angle	Same Direction	Opposite Director	One Motor Vehicle	Failed to control speed	Disregarded Signal	Fixed Object	
FM 518/Broadway St	McLean Rd	81	47	25	5	4	12	44	4
	Mykawa Rd	29	2	18	6	3	15	4	3
	SH 35 (Main St)	91	24	58	5	4	24	9	3
	Galveston Ave	8	3	3	1	1	2	3	1
	Old Alvin Rd	55	23	28	3	1	13	2	0
	Barry Rose Rd	64	15	47	1	1	20	6	1
	Walnut at SH 35 (Main St)	42	14	20	2	6	11	3	5

Items in **bold** are higher than average for the project study area



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Alternatives

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Alternatives Analyzed– Station C

1. Intersection Improvements
2. Walnut Closure
3. One Way Pair McLean to Barry Rose
4. Access Management



Intersection Improvement Alternative 1

Short and Medium Term Improvements



- Add Turn Lane
- Add Turn Lane and Modify Signal Timing

Benefits:

- Short-term operational improvement
- Limited additional right-of-way
- Lower Cost
- Improves Safety

Drawbacks:

- Limited life of improvement



2

Walnut St Closure Alternative*

East of McLean Rd

Medium Term Improvement

- Removes Signal at Walnut St and McLean
- Improves Signal Operations at FM 518 at McLean
- Reduces Number of Conflict Points
- Improves Driver Expectancy



Intersection	2026 PM	
	No Build	Walnut Closure
FM 518 @ Corrigan Dr/Woody Rd	A	A
FM 518 @ McLean Rd	B	B
Walnut St @ McLean Rd	C	C
FM 518 @ Mykawa Rd	D	D
Walnut St @ Veterans Dr	C	C
FM 518 @ SH 35	D	D
Walnut St @ SH 35	D	D

Benefits:

- Safety
- Low Cost
- Limited ROW needed

Drawbacks:

- Increases traffic on 518
- Longer Drive Times
- May Increase cut through traffic

*This alternative has been eliminated



3

One Way Pair Alternative McLean to Barry Rose

Long Term Improvement



One Way Pair Alternative Traffic Re assignment

3

Long Term Improvement



- SB Mykawa Rd to EB FM 518 U turn at McLean Rd
- NB Veterans Dr to WB FM 518 Left at Fite
- NB Veterans Dr to North Right on Walnut St then Left onto SH 35

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One Way Pair Alternative Cut Through Mitigation Concepts

3

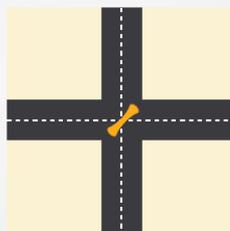
Median Barriers



Speed Cushions



Diagonal Diverters



Connections



20

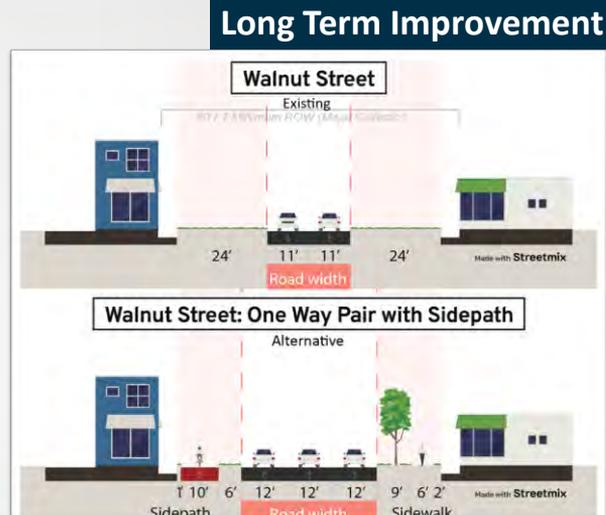
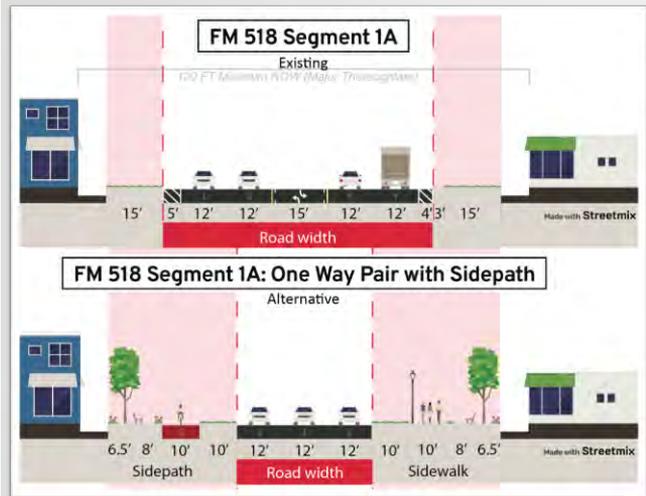
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One Way Pair Alternative – Cross Sections

3



Long Term Improvement

21

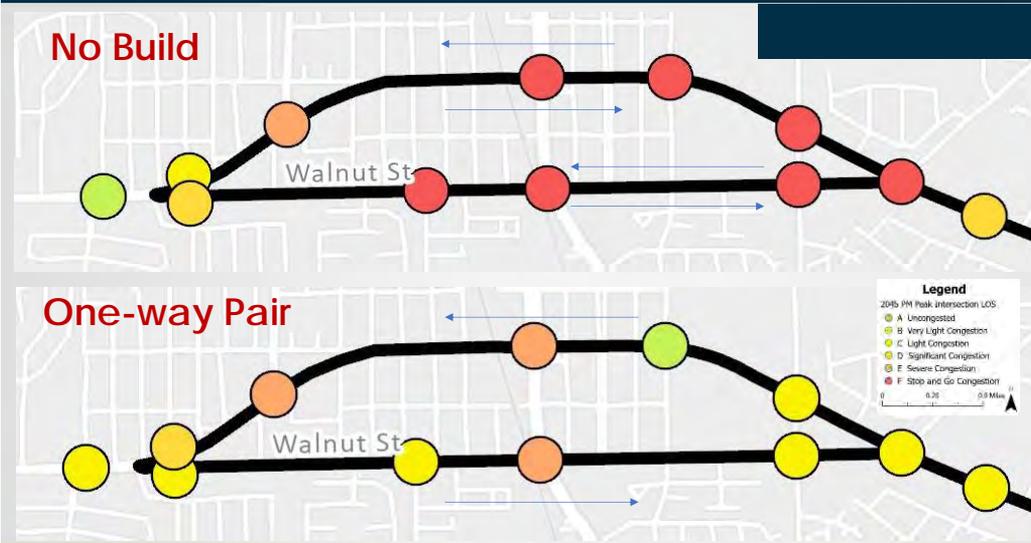
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Houston-Cadwallter Area Council

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One Way Pair Alternative - PM Peak 2045

3



- Benefits:**
- Significant operational improvement
 - Safety Improvement by reducing conflict points at intersections
 - Limited to no additional right-of-way required
 - Increased opportunity for multi-mode connectivity
- Drawbacks:**
- Potential increase in cut through traffic
 - TxDOT and City of Pearland will need right-of-way conversion
 - Construction cost

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hpc Houston-Cadwallter Area Council

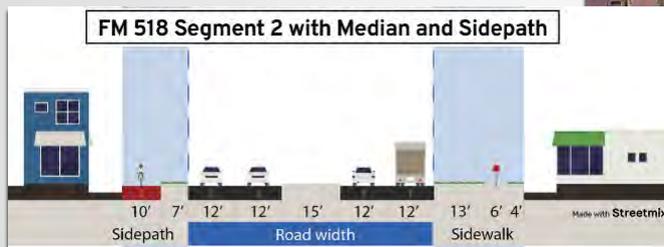
22

Access Management Alternative— Add Medians McLean Rd to Barry Rose Rd (Long Term)

4



Long Term Improvement



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Access Management Alternative

4

Benefits

- Fewer conflict points (improves safety)
- Provides pedestrian refuge
- Increases roadway capacity
- Limited additional right-of-way
- Provides space for additional/supplemental signage, lighting, etc.

Drawbacks

- Limited operational improvements in future year
- Increase in u-turns



Long Term Improvement

Example of median treatment for access management in Moore Haven, FL (Adobe Stock)

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Active Transportation Considerations

Short Term



Sidewalks



Width: 6 ft
Buffer: 6 ft

- Sidewalk Infill (South Side)
- Spot Improvements during Intersection Upgrades

Long Term



Side Paths



Width: 10 ft
Buffer: 6 ft

- Side Path (North Side)



Active Transportation Improvements

Intersection / Spot Improvements



Pedestrian Signal Head with push button

High Visibility Crosswalk

ADA accessible ramps with tactile warning surface



Next Steps



Dec. 2024

Public Meeting

Dec. 2024

Draft Report


Finalize Recommendations

Feb. 2025

Final Report

Public Meeting December 3rd
5:30 PM at Pearland Recreation Center:
4141 Bailey Rd




Pearland FM 518 Corridor Study
(McLean Rd. to E. Edgewood Dr.)

Public Meeting
Tuesday, December 3
5:30 - 7:00 PM

Pearland Recreation Center
Combined Multipurpose Room
4141 Bailey Rd.
Pearland, TX 77584



Scan the QR code or visit <https://engage.h-gac.com/fm-518-corridor-study> for more information.

The Houston-Galveston Area Council (H-GAC), in cooperation with the City of Pearland, has conducted a study of FM 518 with the goal to improve traffic flow and mobility along the corridor. Come provide input on the project recommendations to improve FM 518.



Questions?



- Carlene Mullins, FM 518 Project Manager
Carlene.Mullins@h-gac.com
832-681-2585
- Qun Zhao, FM 518 Deputy Project Manager
Qun.Zhao@h-gac.com
832-681-2580

www.engage.h-gac.com



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Open House Stations

- Station A: Welcome and Study Overview
- Station B: Existing Conditions
- Station C: Alternatives
- Station D: One Way Pair
- Station E: Comment Forms and Additional Information



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30



SIGN-IN SHEET

Pearland FM 518 Corridor Study
 Old Townsite Resident Meeting – Pearland VFW Post 7109
 November 20, 2024, 6:00 – 7:30 PM



No.	Name (Please Print)	Mailing Address / City / State / ZIP	Email Address	Are you an Old Townsite Resident? Yes <input type="checkbox"/> No <input type="checkbox"/>	Are you an elected official? Yes <input type="checkbox"/> No <input type="checkbox"/>
1				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
2				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
3				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
4				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
5				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
6				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
7				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
8				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
9				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
10				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>



FORMULARIO DE COMENTARIOS ESTUDIO DEL CORREDOR PEARLAND FM 518



REUNIÓN DE RESIDENTES DEL OLD TOWNSITE – 20 DE NOVIEMBRE DE 2024

Escriba su información de contacto y comentarios utilizando el formulario a continuación.

Nombre: _____

Apellido: _____

Afiliación/Organización: _____

Correo electrónico: _____

Preguntas o comentarios: _____

**FM 518/Broadway St Corridor Study
(from McLean Rd to Edgewood Dr)**

Attendance and Comments

Old Town Resident's Meeting

November 20, 2024



**Pearland FM 518 Corridor Study
Old Townsite Resident Meeting
November 20, 2024
Attendee Database**

First Name(s) Last Name	Mailing Address/City/State/Zip	Email Address	Are you an Old Townsite Resident?	Are you an elected official?
Stacy Adams	---	---	No	Yes
Johnny Aguirre	2626 Thelma Street, Pearland, TX 77581	aguirrejohnny63@gmail.com	Yes	No
Joan Baker	3802 E. Broadway Street, Pearland, TX 77581	jobaker33@att.net	Yes	No
Lewis Barnes	2904 Veva Drive, Pearland, TX 77584	lbarnes50@sbcglobal.net	Yes	No
Jerry Beetz	2423 S. Texas Avenue, Pearland, TX 77581	beetz@sbcglobal.net	Yes	No
Earl Brown	3302 Westminster Street, Pearland, TX 77581	ebrown2008@comcast.net	Yes	No
Theresa Bryan	2430 Washington Street, Pearland, TX 77581	motheresa@hotmail.com	Yes	No
Matt Buchanan	3519 Liberty Drive, Pearland, TX 77581	mbuchanan@pearlandedc.com	No	No
Arlyn Campbell	4606 Ray Street, Pearland, TX 77581	1940susie@gmail.com	Yes	No
Phil Cessal	3308 Nottingham, Pearland, TX 77581	philcessal@gmail.com	Yes	No
Nicole/Eddie Chinae	3204 Wonard Drive, Pearland, TX 77581	nicolechinae@gmail.com	Yes	No
Shaun Coe	4202 W. Walnut Street, Pearland, TX 77581	shaun.coe2@icloud.com	Yes	No
Kevin Cole	---	kcole@pearlandtx.gov	---	---
Cameron Cole	---	cscole2013@yahoo.com	No	No
Katya Copeland	City of Pearland	Community Development	No	No
Dean Cross	2706 Tranquility Trail, Pearland, TX 77584	crossfamily.houston@gmail.com	Yes	No
Pam/Ernie DeMartino	5108 Brett Drive, Pearland, TX, 77584	dppamela@aol.com	Yes	No
Al Dugas	2512 Ray Street, Pearland, TX 77581	aldugas3@gmail.com	Yes	No
Thomas Duncan	9008 Sunrise Trail, Pearland, TX 77584	dunc91@hotmail.com	No	No
Kevin Fuller	2809 Merlin Lane, Pearland, TX 77581	kf2ntx@gmail.com	Yes	No
Lorrenda Grace	4703 Buescher Court, Pearland, TX 77584	rbrenda@aol.com drgroce@aol.com	Yes	No
Martin Griggs	---	mgriggs@pearlandtx.gov	No	No
Tessie Gurley	2378 Sabal Park Lane, League City, TX 77573	tessgurley@aol.com	No	No
Becky Hickman	2504 Francis Drive, Pearland, TX 77581	beckyhickman@gmail.com	Yes	No
Derrell Isenberg	1406 Silver Maple Lane, Pearland TX 77581	dgeisenberg@att.net	No	No
Jim Johnson	6117 Broadway Street, Pearland, TX 77581	jim.johnson@pearland	No	No
Laney/Deborah Johnston	2309 N. San Antonio Avenue, Pearland, TX 77581	djljohns@5wbell.net	Yes	No
DeAnn Jones	2237 N. Park Avenue, Pearland, TX 77581	deann225@gmail.com	Yes	No
Wayne/DeAnn Jones	2237 N. Park Avenue, Pearland, TX 77581	wayne@partsunlimitedtexan.com	Yes	No
Jenny Lai	11700 Katy Freeway Suite 800, Houston, TX 77079	jenny.lai@kimley-horn.com	No	No
Valerie Marvin	3519 Liberty, Pearland, TX 77581	vmarvin@pearlandedc.com	No	No
Mackee Murphy	4709 Buescher Court, Pearland, TX 77584	msmack1971@gmail.com	Yes	No
Devon/Elvia Nixon	2804 Pebble Creek Drive, Pearland, TX 77581	dmnixon@subell.net	Yes	No
Brian Ramos	3692 Hughes Court, Pearland, TX 77581	ramosb8210@gmail.com	Yes	No
Charles Ray	4808 Broadway, Pearland, TX 77581	chuck@raytx.net	Yes	No
Francisco Reyes	---	freyes@pearlandtx.gov	No	No
Amy/Brandon Schrenk	4705 Brazos Dend Drive, Pearland, TX 77584	amy.schrenk@gmail.com	Yes	No
Brandon Schrenk	---	schrenk087@yahoo.com	---	---
Kim/Steve Schuenke	3610 Lindhaven Drive, Pearland, TX 77584	kischuen@gmail.com	No	No
Raj Shrestha	---	rshrestha@pearlandtx.gov	---	---
Robin Simms	2438 S. Park Avenue, Pearland, TX 77581	rpmsimms@gmail.com	Yes - business	No
Craig Slater	2414 S. Park Avenue, Pearland, TX 77581	craig@slateragency.com	Yes	No
Dwayne/Kim Spates	2659 Summer Indigo Trail, Pearland, TX 77089	spatesd22@gmail.com	No	No
Maria Steel	2316 Cunningham Drive, Pearland, TX 77581	maria@stoglo.com	Yes	No
Buck Stevens	47 W. Orange, Pearland, TX 77581	buckstevens@gmail.com	Yes	Yes
Aaron Stewart	2802 Garner Park, Pearland, TX 77584	---	Yes	No
Chad Tinney	2718 Sacramento Avenue, Pearland, TX 77584	---	Yes	No
Peggy Wilder	5104 Camden Lane, Pearland, TX 77584	spiritsteps1@gmail.com	Yes	No
Vance Wylie	---	vwylie@pearlandtx.gov	No	No



SIGN-IN SHEET

Pearland FM 518 Corridor Study
 Old Townsite Resident Meeting - Pearland VFW Post 7109
 November 20, 2024, 6:00 - 7:30 PM



No.	Name (Please Print)	Mailing Address / City / State / ZIP	Email Address	Are you an Old Townsite Resident?	Are you an elected official?
1	Charles Ray	4808 Broadway Pearland Tx 77581	Chuck@raytx.net	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
2	Jerry Beetz	2423 S. Texas Av	beetz@sbcglobal.net	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
3	ARLYN CAMPBELL	4606 RAY ST	1940 SOSIE@Gmail.com	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
4	Shawn Coe	4202 W Walnut	Shawn.coe2@icloud.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5	JOHNNY AGUIRRE	2626 THERMA ST	AGUIRREJOHNNY43@Gmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
6	CRAIG SLATER	2414 S PARK AVE	CRAIG@SLATERAGENCY.COM	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
7	Jim Johnson	6117 Broadway	Jim.Johnson@PearlandChamber.com	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
8	Tessie Gurley	2378 Walnut Park Ln League City, TX 77573	Tessgurley@aol.com	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
9	Lewis Barnes	2904 Veva Dr., Pearland 77584	lbarnes59@sbcglobal.net	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
10	Jenny Lai	11703 Katy Fwy, TX 77079	jenny.lai@kimley-horn.com	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

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SIGN-IN SHEET

Pearland FM 518 Corridor Study
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No.	Name (Please Print)	Mailing Address / City / State/ ZIP	Email Address	Are you an Old Townsite Resident?	Are you an elected official?
1	Raj Shrestha		RSHRESTHA@pearlandtx.gov	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
2				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
3				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
4				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
5				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
6				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
7				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
8				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
9				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
10				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>

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SIGN-IN SHEET

Pearland FM 518 Corridor Study
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No.	Name (Please Print)	Mailing Address / City / State/ ZIP	Email Address	Are you an Old Townsite Resident?	Are you an elected official?
1	Derrell Isonberg	1406 Silver Maple Ln, Pearland, TX 77581 (Three houses on Park Street)	dgisenberg@att.net	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
2	Phil Cassak	3308 Nottingham Pearland TX 77581	philcassak@gmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
3	Jean Baker	3802 E Broadway	Jobaker33@att.net	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
4	Wayne & Jean Jones	2237 N. Park	wayne@parts Unlimited Texas.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5	Becky Hickman	2504 Francis	beckyhickman@gmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
6	Amy + Brandon Schrenk	4705 Brazos Bend Dr. 77584	amy.schrenk@gmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
7	CHAD Turner	2510 S. TACOMA		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
8	Cameron Cole		CSCole2013@yahoo.com	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
9	Mackaela Murphy	4709 Buescher Ct. 77584	msmack1971@gmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
10	LAREY + DEBORAH JOHNSON	2309 SAN ANTONIO	DJLJOHNS@SWBELL.NET	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

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SIGN-IN SHEET

Pearland FM 518 Corridor Study
 Old Townsite Resident Meeting - Pearland VFW Post 7109
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No.	Name (Please Print)	Mailing Address / City / State / ZIP	Email Address	Are you an Old Townsite Resident?	Are you an elected official?
1	DEAN CROSS	2706 TRANQUILITY TRL PEARLAND, TX 77584	CROSSFAMILY.HOUSTON@GMAIL.COM	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
2	Theresa Bryan	2430 Washington Pearland 77581	motheresa@hotmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
3	Katya Copeland	City of Pearland	Community Development	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
4	Devon & Elvia Nixon	2804 Pebble Creek Dr 77581	dnixon@sube.net	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5	Stacy Adams			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
6	BUCK STEVENS	4701 W. ORANGE 77581	BUCKSTEVENS@GMAIL.COM	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
7	Robin Simms	2438 S. Park Ave 77581	rpmsimms@gmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Business	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
8				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
9				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
10				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>

* Brandon Schrenk - send email
 schrenkdog08@yahoo.com

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SIGN-IN SHEET

Pearland FM 518 Corridor Study
 Old Townsite Resident Meeting - Pearland VFW Post 7109
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No.	Name (Please Print)	Mailing Address / City / State/ ZIP	Email Address	Are you an Old Townsite Resident?	Are you an elected official?
1	Lorenda Groce	4703 Buescher CT Pearland, TX 77584	Rlorenda@AOL.com DRGroce@AOL.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
2	Pam DeMartino/Ernie	5108 Brett Dr. Pearland TX 77584	dppamela@aol.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
3	Kim + Steve Schuenke	3610 Lindhaven Dr Pearland 77584	Kischuen@gmail.com	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
4	Kevin Cole		kcole@pearlandtx.gov	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
5	Peggy Weller	5104 Camdex Lane @ 77584	SpiritSteps@gmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
6	BRIAN RAMOS	3692 Hughes CT 77581	Ramosb8210@gmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
7	DeAnn Jones	2237 N. Park 77581	deann225@gmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
8	Kevin Fuller	2809 Merzow Ln 77581	KLF2NTX@gmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
9	Maria Steel	2316 Cunningham 77581	mama@stoglo.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
10	Vance Wyz		vwy@pearlandtx.gov	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

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SIGN-IN SHEET

Pearland FM 518 Corridor Study
 Old Townsite Resident Meeting - Pearland VFW Post 7109
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No.	Name (Please Print)	Mailing Address / City / State / ZIP	Email Address	Are you an Old Townsite Resident?	Are you an elected official?
1	Dwayne + Kim Spates	2659 Summer Indigo Trl, Pearland, TX 77081	spatesd22@gmail.com	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
2	Eg-1 Brown	3302 Westminster St Pearland, TX 77581	ebrown2008@comcast.net	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
3	Nicole + Eddie Ching	3204 Wanda Dr 77581	nicoleching@gmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
4	Valeric Marvin	3519 Liberty Pearland 77581	vmarvin@pearlandedc.com	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5	Al Dugas	2512 Ray St., Pearland, TX 77581	aldugas3@gmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
6	Francisco Rojas		frojas@pearlandtx.gov	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
7	Marla Griggs		mgriggs@pearlandtx.gov	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
8	Thomas Duncen	9008 Sunrise Trail Pearland, TX 77584	dunc91@hotmail.com	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
9	AARON STENART	2702 GARNER PARK P. 77584		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
10	Matt Buchanan	3519 Liberty Drive	mtuchenan@pearlandedc.com	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

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 (1 elected official)
 Page ___ of ___



COMMENT FORM



PEARLAND FM 518 CORRIDOR STUDY OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024

Please write your contact information and comments using the form below.

First Name: LARRY & DEBORAH

Last Name: JOHNSON

Affiliation/Organization: RESIDENT

Email: DJLJOHNS@SWBELL.NET

Questions or Comments: TO ME THE BEST IDEA IS TO HAVE
FM 518 & WALNUT BE CONVERTED TO THE ONE WAY
PAIR WITHOUT A MEDIAN IN THE MIDDLE OF ~~THE~~
FM 518. POSSIBLY MAKING SPACE THAT IS NOW
5 LANES IN TO GREEN SPACE DOWN EACH SIDE,
WITH CONVENTIONAL SIGNALS AT ~~ROBERT~~ MCLEAN AND
BARRY ROSE WHERE WE GO BACK TO 2 WAY TRAFFIC.
THANKS



COMMENT FORM



PEARLAND FM 518 CORRIDOR STUDY OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024

Please write your contact information and comments using the form below.

First Name: Devan

Last Name: Nixon

Affiliation/Organization: Home owner, Rental Properties & Business owner

Email: dmnixon @ simballi.net

Questions or Comments: I have several rental properties in the study area, my family owns homes in the study area and I own a restaurant in the study area on 518.

1. The current condition of the neighborhood between Mclean and 35 is not safe to pedestrian friendly.

I like the idea of more walkable areas.

2. I am in favor of one pair because it would ensure my business can remain where it is.

3. I feel confident safe solutions will be created to control the traffic flow.



COMMENT FORM



PEARLAND FM 518 CORRIDOR STUDY OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024

Please write your contact information and comments using the form below.

First Name: KEVIN

Last Name: FULLER

Affiliation/Organization: OTS Property/Business Owner
Home ADJACENT to OTS (BAKER'S LANDING)

Email: KLF2N TX@gmail.com

Questions or Comments: ① Not enough people in OTS ARE AWARE
of and had chance to offer input on proposal ② EXCESSIVE
speed/traffic east/west on Hampshire Street currently exists
changing Walnut to 1-way will divert traffic (significantly)
between Hwy 35 and Old Alvin as an alternate route,
especially from East to West as a shortcut/alternate. This
will significant high-speed traffic through the middle
of a residential neighborhood, ③ All of the North/South
streets throughout OTS will see increased volume of thru
traffic. Many of these are residential streets, causing
serious safety concerns. - Again - High traffic
through residential areas. This flows directly in front
of our business on S. Grand Blvd.



COMMENT FORM



PEARLAND FM 518 CORRIDOR STUDY OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024

Please write your contact information and comments using the form below.

First Name: Peggy Willis

Last Name: Willis

Affiliation/Organization: Spirit Steps Ministry & Self

Email: SPIRITSTEPS1@GMAIL.COM

Questions or Comments: u turns will be a problem - crank
no sidewalk in all the cut through streets
North & South of both Walnut & 518 - Weather
to occur -

Making a Drag strip of 518 - with the
1 way - Walnut possible
houses on Walnut will not be safe - the
street right on the front door -

Talk to RR commission to release the
cross ways that use to be here.
over pass on Walnut easier than widening



COMMENT FORM



PEARLAND FM 518 CORRIDOR STUDY OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024

Please write your contact information and comments using the form below.

First Name: Al

Last Name: Dugas 713-906-7489

Affiliation/Organization: Pearland Resident in Old Townsite

Email: aldugas3@gmail.com

Questions or Comments: _____

① Increases traffic on cross through streets, such as Austin, Texas, etc.

② Increases u-turns in neighborhood for people to go through neighborhood

③ Lack of sidewalks in Old Town Site neighborhood

④ Need to consider potential increase in auto ~ pedestrian accidents



COMMENT FORM

PEARLAND FM 518 CORRIDOR STUDY

OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024



Please write your contact information and comments using the form below.

First Name: DEAN

Last Name: CROSS

Affiliation/Organization: _____

Email: CROSSFAMILY.HOUSTON@GMAIL.COM

Questions or Comments: I live in Twin Lakes and will be affected by this proposal. I do suggest at the 12/3 meeting to dismiss the alternative if the pairing is rejected.

If people realize that if this model does not happen then a lot of businesses on 518 between Barry Rose & Dutean will become nonexistent to expand the road for what is necessary to make 518 7 lanes wide (including a turning lane), I believe people will realize this is a better plan (the pairing).

People need to know 518 is changing so it's a matter of how & to what impact. If this proposal doesn't go through then businesses are going away.



COMMENT FORM

PEARLAND FM 518 CORRIDOR STUDY

OLD TOWNSITE RESIDENT MEETING – NOVEMBER 20, 2024



Please write your contact information and comments using the form below.

First Name: Cameron

Last Name: Cole

Affiliation/Organization: _____

Email: CSCole2013@yahoo.com

Questions or Comments: _____

At your public meeting on December 3rd, please mention the alternative of doing nothing. TxDOT has already conducted a study to widen FM518. If the One Way Pair is not implemented, they will take out all the businesses along FM518 in order to widen the road. People need to know the alternative of not doing One Way Pair.



COMMENT FORM



PEARLAND FM 518 CORRIDOR STUDY OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024

Please write your contact information and comments using the form below.

First Name: BRANDON

Last Name: SCHRENK

Affiliation/Organization: AFFECTED RESIDENT

Email: schrenkdog187@yahoo.com

Questions or Comments: this is a problem for busses picking up children in the area. The busses will basically just be re-routed through neighborhoods. Please contact the school transportation team to make sure the busses can get where they need to go.

To be honest, this will greatly inconvenience the folks who live in these neighborhoods, and this suggested "fix" feels like trading other folks inconvenience and making it my inconvenience. I'm not sure this is clearly a "community" good.



COMMENT FORM

PEARLAND FM 518 CORRIDOR STUDY

OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024



Please write your contact information and comments using the form below.

First Name: BRIAN

Last Name: RAMOS

Affiliation/Organization: _____

Email: Ramosb8210@gmail.com

Questions or Comments: AS A RESIDENT WHO WILL BE
DIRECTLY IMPACTED I DO NOT SUPPORT THIS
RECOMMENDATION OF A ONE-WAY PARK. IT SOUNDS
NICE FOR THOSE WHO JUST PASS THROUGH, BUT IT
WILL MAKE MY LIFE MORE DIFFICULT SIMPLY GETTING
INTO AND OUT OF MY HOME/NEIGHBORHOOD. IT
WILL ALSO RESULT IN EVEN MORE "CUT-THROUGH"
DRIVERS GOING THROUGH BAKERS LANDING NEIGHBORHOOD.



COMMENT FORM

PEARLAND FM 518 CORRIDOR STUDY

OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024



Please write your contact information and comments using the form below.

First Name: JOHNNY AGUIRRE

Last Name: _____

Affiliation/Organization: VFW MEMBER

Email: AGUIRREJOHNNY63@GMAIL.COM

Questions or Comments: _____

ARE THERE PLANS TO PUT A LIGHT AT
WALNUT/VETERANS TO REPLACE STOP SIGN.



COMMENT FORM

PEARLAND FM 518 CORRIDOR STUDY

OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024



Please write your contact information and comments using the form below.

First Name: Maria

Last Name: Steel

Affiliation/Organization: property owner

Email: maria@stoglo.com

Questions or Comments: concerned about how the one way alternative will affect our property and concerned about eminent domain. A better alternative would be road closure of walnut. The alternatives presented are not good solutions. I would like to see different alternatives for the December meeting.



COMMENT FORM



PEARLAND FM 518 CORRIDOR STUDY OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024

Please write your contact information and comments using the form below.

First Name: Mackee ~~Murphy~~

Last Name: Murphy

Affiliation/Organization: Parks at Walnut Bend neighborhood

Email: msmack1971@gmail.com

Questions or Comments: _____

What happens to the businesses

1. I thought the reason for widening Magnolia, McHard, and Bailey was to alleviate traffic on 518.

2. ~~One way~~ The one way idea would create a lot of ~~traffic~~ cut through traffic in the neighborhoods.

3. My suggestion is to LEAVE IT ALONE!!

4. Who's complaining about the traffic? The people being affected the most are not complaining.



COMMENT FORM



PEARLAND FM 518 CORRIDOR STUDY OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024

Please write your contact information and comments using the form below.

First Name: Lorenda ~~Grove~~

Last Name: Grove

Affiliation/Organization: Parks at Walnut Bend Subdivision

Email: RLorenda@AOL.com / DRGrove@AOL.com

Questions or Comments: This will cause traffic through our Parks @ Walnut Bend Subdivision, ~~and~~ disrupting our quiet subdivision that is otherwise safe. We have a lot of families that walk, play in our neighborhood. The traffic really is not that bad. Go to Houston + see bad traffic. We do NOT want this change.

Safety for our subdivision where WE live is important to those of us that will be affected.



COMMENT FORM

PEARLAND FM 518 CORRIDOR STUDY

OLD TOWNSITE RESIDENT MEETING – NOVEMBER 20, 2024



Please write your contact information and comments using the form below.

First Name: _____

Last Name: _____

Affiliation/Organization: _____

Email: _____

Questions or Comments: - Train decides all traffic
 streets for lot through

too
small



COMMENT FORM



PEARLAND FM 518 CORRIDOR STUDY OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024

Please write your contact information and comments using the form below.

First Name: DeAnn Jones

Last Name: Jones

Affiliation/Organization: Homesite Residential owner

Email: leann225@gmail.com

Questions or Comments: _____

Stated you have data analysis for congestion on 518
Barry Rose → McLean.

Question: where is the data of congestion
cutting through GRAND, PARK (*my street) +
Galveston, many numerous cars, buses, speeding
Running stop signs - driving into my yard -
3 - schools and no regard to
our children safety - NOT one LIFE is to use
* - I have pictures, videos etc. I can say not
one person, monitor etc. has monitored or collected
analytical data.



COMMENT FORM

PEARLAND FM 518 CORRIDOR STUDY

OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024



Please write your contact information and comments using the form below.

First Name: DeAnn

Last Name: Jones

Affiliation/Organization: deann225@gmail.com

Email: _____

Questions or Comments: _____

Who pays for this mess /
Decisions By Non-Citizens
Schools from Old Alvin to Galveston Blvd.
Who is Paying for Study?



COMMENT FORM



PEARLAND FM 518 CORRIDOR STUDY OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024

Please write your contact information and comments using the form below.

First Name: DeAnn

Last Name: Jones

Affiliation/Organization: homesite resident

Email: deann225@gmail.com

Questions or Comments: _____

On Park Ave North - inadequate road size no parking
for park or parent parking to pick of children
no crossing guards, no marked crosswalks
was told by Pearland PO - "oh well if a kid gets hit it's
their fault", have a 8" drop off from black top
road, to my yard, which is NOT AOA complaint
* now this idea will only increase the cut through
traffic, I can't even get out of my driveway



COMMENT FORM

PEARLAND FM 518 CORRIDOR STUDY

OLD TOWNSITE RESIDENT MEETING - NOVEMBER 20, 2024



Please write your contact information and comments using the form below.

First Name: Kim

Last Name: Schuenke

Affiliation/Organization: Belong to First United Methodist Church (FUMC),

Email: Kischuen@gmail.com on Broadway / live in Pearland

Questions or Comments: _____

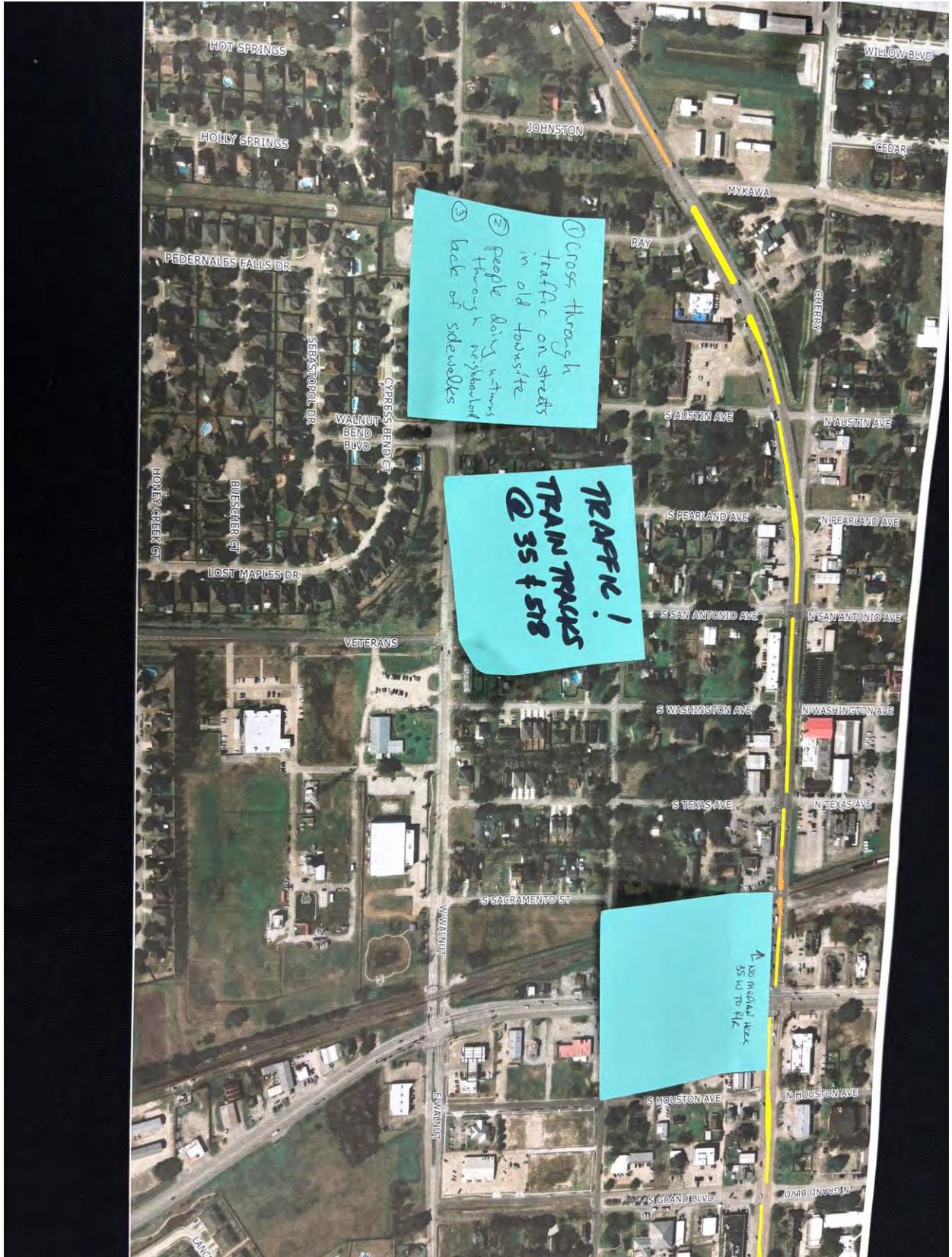
Not in favor of the one-way pair because it would be
too discriptive for minimal gain in the future.

I am in favor of "no build" with small improvements.

H-GAC Old Townsite Resident Community Meeting
November 20, 2024, 6 – 7:30 PM
Notes from the Question-and-Answer Session

1. Alvin had a bypass, why couldn't Pearland do the same?
2. How long is the process for this report?
 - a. We'll finish our study and come up with a recommendation.
 - b. We'll decide when a project goes to design, moves forward
 - c. This project is a complicated project in that it requires a lot of coordination with State, City, Highway, never less than X? years.
 - d. The study results will be given to the city of Pearland and they will decide to move forward.
 - e. If it does go for federal funding, engineering process, etc.
3. How long is the construction period?
 - a. Will take years for design and for funding.
 - b. We are at the initial stages to see if it is feasible.
4. No Build slide – Broadway (same # of lanes); then green again, and no outlet. More traffic lanes, green. Two roads, everything is congested. Traffic engineer – result of our traffic models; how these intersections operate. Overall LOS; has a lot to do with laneage on the side streets, left turning lane affecting operations. If the rest of the city is fine, and this looks wrong. Not opposed to it, it just doesn't make sense.
5. There will be more U-turns here, what are they going to do? My neighbor was killed due to the esplanade. People aren't paying attention. U-turns will cause accidents. Buses don't care. Take the esplanade off.
6. Widen the project – will imminent domain take affect? Worried about taking my property. Nine houses are in similar situation.
 - a. If this is City property, then yes.
7. Was this survey only accounted for at night? The train is not moving.

Median Roll Plot Comments



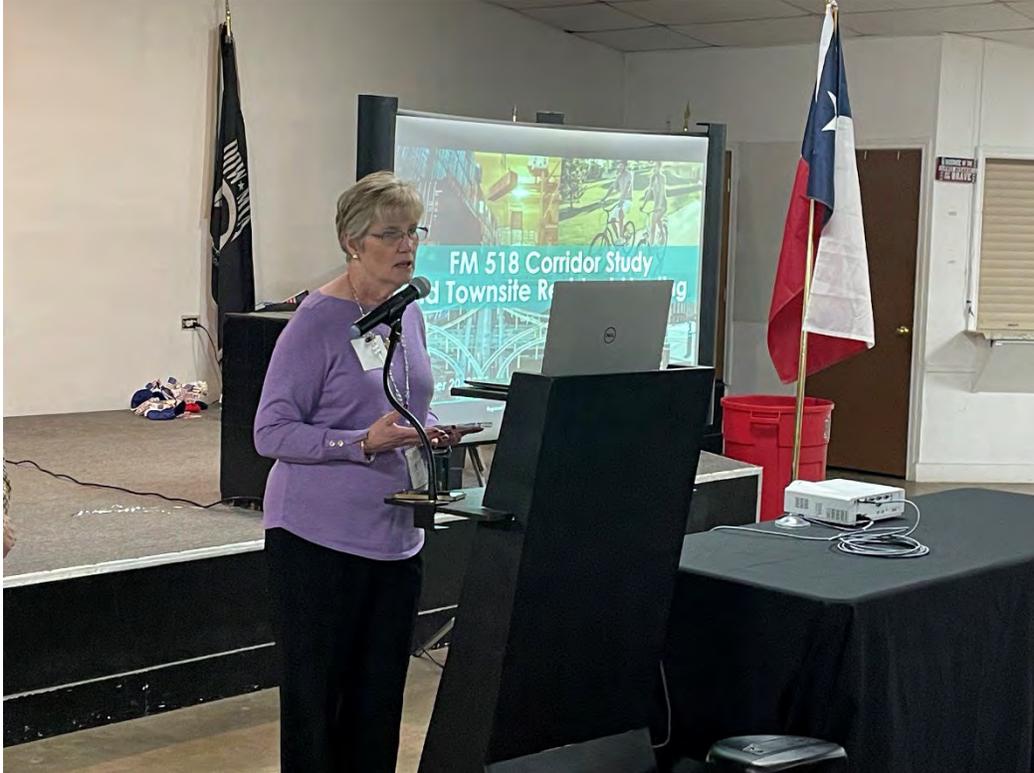
FM 518/Broadway St Corridor Study
(from McLean Rd to Edgewood Dr)

Photos

Old Town Resident's Meeting
November 20, 2024









Houston-Galveston
Area Council



Pearland FM 518 Corridor Study

Public Meeting Summary

12/3/2024

Pearland Recreation Center

5:30-7 PM

Contents:

1. Meeting Summary
2. Notification Materials
3. Meeting Materials
4. Attendance and Comments
5. Photos



Pearland FM 518 Corridor Study
Pearland Recreational Center – Combined Multi-Purpose Room
Tuesday, December 3, 2024
5:30pm to 7:00pm

On Tuesday, December 3, 2024, the FM 518 Corridor Study Public Information Open House Meeting was held at the Pearland Recreation Center from 5:30 to 7 PM.

The agenda for the meeting was as follows: Sign-In at 5:30 PM, followed by a presentation from 5:40 to 6:10 PM, and visiting the stations from 6:10 to 7 PM.

Station A: Welcome Board

- A large welcome board displayed the project overview and map, along with the vision and goals. Residents could pick up a project overview flyer and FAQs, and sign in if they hadn't already.

Station B: Existing Conditions Board

- This station featured detailed boards on the level-of-service, traffic growth, crash heat maps, and existing typical section series. Two copies of the existing conditions report were available for residents to review.

Station C: Alternatives

- Here, residents could explore various alternatives, including intersection improvements, access management series, long-term capacity, and active transportation options. A roll plot of access management was also on display. This station provided maps and proposed typical sections of the one-way pair, along with information on cut-through mitigation and safety. Videos played on a loop to give residents a visual understanding of the proposals.

Station D: Thank You and Comment Collection

- The final station offered information on other projects and agencies, next steps, and how to submit public comments. Comment forms and a one-page project overview handout were available for residents to take home.

There were 15 Pearland residents who signed in and were not elected officials or City staff. Of the five written comments received, three were not in favor of the one-way pair, however two of those individuals had previously submitted written comments at the residents meeting. The other comments indicated that they trusted the process and the last comment had an alternative suggestion to put a bridge over the railroad on Walnut Street.

FM 518/Broadway St Corridor Study
(from McLean Rd to Edgewood Dr)

Notification Materials

Public Meeting
December 3, 2024

Pearland FM 518 Public Open House NextDoor Posts

Day	NextDoor
Week before the meeting	<p>In-person Public Open House Notice: Help us shape the future of the City of Pearland FM 518 corridor!</p> <p>You are invited to attend an in-person open house and give your input for the Houston-Galveston Area Council and City of Pearland's corridor study of FM 518 (McLean Road to E. Edgewood Drive). Come and learn about the current study and help shape the future of the study!</p> <p>Join us for the In-Person Public Open House: Pearland Recreational Center Combined Multi-Purpose Room Tuesday, December 3, 2024 5:30 - 7:00 PM</p> <p>Your input matters in improving the safety and efficiency of FM 518 for everyone. We hope to see you there!</p> <p>#Pearland #FM518 #CommunityVoice</p> <p><Insert Study Area Graphic></p>
Day before the meeting	<p>Did you know?</p> <p>The Houston-Galveston Area Council and the City of Pearland are conducting a study of FM 518 (McLean Road to E. Edgewood Drive), and we need your input in shaping the future of the corridor!</p> <p>Stop by the in-person public open house at the Pearland Rec Center Combined Multi-Purpose Room tomorrow (Tuesday) from 5:30 – 7:00 PM to learn more about the study and provide your input.</p> <p>Be sure to visit our study webpage:</p> <p>Pearland FM 518 Corridor Study Engage HGAC (h-gac.com)</p> <p>#Pearland#RecCenter</p> <p><Insert Photo of Rec Center></p>

Day	NextDoor
Day of the meeting	<p>TODAY: Pearland FM 518 In-Person Public Open House</p> <p>The Houston-Galveston Area Council and the City of Pearland are conducting a study of FM 518 (McLean Road to E. Edgewood Drive) and request your input to shape the future of the corridor.</p> <p>Stop by the in-person public open house at the Pearland Rec Center Multi-Purpose Room today (Tuesday) from 5:30 – 7:00 PM.</p> <p>We look forward to seeing you there!</p> <p><Insert photo of the Rec Center></p>



**Houston-Galveston Area Council and the City of Pearland
to host an in-person public open house for the
Pearland FM 518 Corridor Study (McLean Road to E. Edgewood Dr.)**

The Houston-Galveston Area Council (H-GAC) and the City of Pearland invite property owners, residents, and public officials to attend a public open house on December 3, 2024, to learn more about the Pearland FM 518 Corridor Study (McLean Road to E. Edgewood Dr).

Pearland, TX – November XX 2024 – The H-GAC and City of Pearland will host a public open house on Tuesday, Dec. 3, from 5:30 – 7:00 p.m., at the Pearland Recreation Center’s Combined Multi-Purpose Room, 4141 Bailey Road, Pearland, TX 77584, to inform property owners, residents, and public officials about the Pearland FM 518 Corridor Study (study) and gain input from meeting attendees.

The vision for the study is to create a safe, sustainable, and accessible multimodal corridor that prioritizes the needs of all users while improving traffic flow.

The 6.2-mile-long study area from McLean Road to E. Edgewood Drive goes by several different names at different locations: Broadway, East Broadway, and North Friendswood Drive. This 18-month study is in the process of developing and analyzing draft alternatives for improvements to the corridor from McLean Road to Edgewood Drive and evaluating a one-way pair for FM 518 and Walnut Drive, from McLean Road to Barry Rose Road.

The study is in conjunction with the TxDOT widening of FM 518 from SH 288 to McLean Road; however, the work does not extend to SH 35 or to the east. This study is an opportunity to coordinate with TxDOT and the H-GAC Pearland Mobility Study to ensure the recommendations are consistent.

This notice serves as an invitation to attend an in-person public open house. Attendees can learn more about the study and engage by providing input on the recommended design and project next steps.

The public open house will include a presentation, exhibits with project details and maps, and attendees will have the opportunity to converse with the study team and leave written comments. The public open house will be held in person on:

**Tuesday, December 3, 2024, from 5:30 to 7:00 p.m.
City of Pearland Recreational Center, Combined Multi-Purpose Center
4141 Bailey Road, Pearland, TX 77584**

If you have any general questions or concerns regarding the proposed project or the open house, please contact the study team at carlene.mullins@h-gac.com.



Pearland FM 518 Public Open House Social Media Posts



Day	Facebook	Twitter	Instagram
Week before the meeting	<p>Public Open House Notice: Help us shape the future of the Pearland FM 518 corridor!</p> <p>You are invited to attend an in-person public open house and give your input for the Houston-Galveston Area Council and City of Pearland’s corridor study of FM 518 (McLean Road to E. Edgewood Drive). Come and learn about the current study and help shape the future of FM 518!</p> <p>Join us for the in-person Public Open House: Pearland Recreational Center, Combined Multi-Purpose Room Tuesday, December 3, 2024 5:30 - 7:00 PM</p> <p>Your input matters in improving the safety and efficiency of FM 518 for everyone. We hope to see you there!</p> <p>#Pearland #FM518 #CommunityVoice</p> <p><Insert Study Area Graphic></p>	<p>Help the Houston-Galveston Area Council and the City of Pearland shape the future of FM 518 (McLean Road to E. Edgewood Drive) by attending the in-person public open house at the Pearland Rec Center Combined Multi-Purpose Room on Tuesday, December 3, 2024, from 5:30 - 7:00 PM. Your input matters!</p> <p>#Pearland #FM518 #CommunityVoice</p> <p><Insert Study Area Graphic></p>	<p>Public Open House Notice: Help us shape the future of the City of Pearland FM 518 corridor!</p> <p>You are invited to attend an in-person public open house and give your input for the Houston-Galveston Area Council and City of Pearland’s corridor study of FM 518 (McLean Road to E. Edgewood Drive). Come and learn about the current study and help shape the future of FM 518!</p> <p>Join us for the in-person Public Open House: Pearland Recreational Center, Combined Multi-Purpose Room Tuesday, December 3, 2024 5:30 - 7:00 PM</p> <p>Your input matters in improving the safety and efficiency of FM 518 safer for everyone. We hope to see you there!</p> <p>#Pearland #FM518 #CommunityVoice</p> <p><Insert Study Area Graphic></p>

Day	Facebook	Twitter	Instagram
Day before the meeting	<p>Did you know?</p> <p>The Houston-Galveston Area Council and the City of Pearland are conducting a study of FM 518 (McLean Road to E. Edgewood Drive), and we need your input in shaping the future of the corridor!</p> <p>Stop by the Open House at the Pearland Rec Center Combined Multi-Purpose Room tomorrow (Tuesday) from 5:30 – 7:00 PM to learn more about the study and provide your input.</p> <p>Be sure to visit our study webpage:</p> <p><u>Pearland FM 518 Corridor Study Engage HGAC (h-gac.com)</u></p> <p>#Pearland#RecCenter</p> <p><Insert Photo of Rec Center></p>	<p>Your input matters! Stop by the Open House at the Rec Center Multi-Purpose Room tomorrow (Tuesday) from 5:30 - 7:00 PM to learn more about the FM 518 corridor study (McLean Road to E. Edgewood Drive), conducted by the Houston-Galveston Area Council and the City of Pearland.</p> <p>#Pearland#RecCenter</p> <p><Insert Photo of Rec Center></p>	<p>Did you know?</p> <p>The Houston-Galveston Area Council and the City of Pearland are conducting a study of FM 518 (McLean Road to E. Edgewood Drive), and we need your input in shaping the future of the corridor!</p> <p>Stop by the Open House at the Pearland Rec Center Combined Multi-Purpose Room tomorrow (Tuesday) from 5:30 – 7:00 PM to learn more about the study and provide your input.</p> <p>Be sure to visit our study webpage:</p> <p><u>Pearland FM 518 Corridor Study Engage HGAC (h-gac.com)</u></p> <p>#Pearland#RecCenter</p> <p><Insert Photo of Rec Center></p>
Day of the meeting	<p>TODAY: Pearland FM 518 Public Open House</p> <p>The Houston-Galveston Area Council and the City of Pearland are conducting a study of FM 518 (McLean Road to E. Edgewood Drive) and request your input to shape the future of the corridor.</p> <p>Stop by the Open House at the Pearland Rec Center Multi-Purpose Room today (Tuesday) from 5:30 – 7:00 PM.</p> <p>We look forward to seeing you there!</p> <p><Insert photo of Multi-Purpose Room></p>	<p>TODAY: Pearland FM 518 Public Open House</p> <p>The Houston-Galveston Area Council and the City of Pearland are conducting a study of FM 518 (McLean Road to E. Edgewood Drive) and request your input to shape the future of the corridor.</p> <p>Stop by the Open House at the Pearland Rec Center Multi-Purpose Room today (Tuesday) from 5:30 – 7:00 PM.</p> <p>We look forward to seeing you there!</p> <p><Insert photo of Multi-Purpose Room></p>	<p>TODAY: Pearland FM 518 Public Open House</p> <p>The Houston-Galveston Area Council and the City of Pearland are conducting a study of FM 518 (McLean Road to E. Edgewood Drive) and request your input to shape the future of the corridor.</p> <p>Stop by the Open House at the Pearland Rec Center Multi-Purpose Room today (Tuesday) from 5:30 – 7:00 PM.</p> <p>We look forward to seeing you there!</p> <p><Insert photo of Multi-Purpose Room></p>

HOUGALVAREACOG
Posts Follow

 hougalvareacog 

Pearland FM 518 Corridor Study
(McLean Rd. to E. Edgewood Dr.)



 3   

hougalvareacog 🚗 Tomorrow's the day! Join us for the FM 518 Corridor Study Public Meeting to discuss potential improvements along the McLean Rd. to E. Edgewood Dr. corridor. Your input can help shape the future of transportation and safety in Pearland.

 Pearland Recreation Center, 4141 Bailey Rd. Pearland, TX 77584

 5:30–7:00 PM

 Scan the QR code for more details or visit: <https://engage.h-gac.com/fm-518-corridor-study>.

—

 ¡Mañana es el día! Únase a nosotros para la reunión pública del Estudio del Corredor FM 518 y participe en la discusión



City of Pearland FM 518 Public Open House Text Messages Noticing Language



Day	Text Messages
Week before the meeting – November 25	Help us shape the future of FM 518 (McLean Road to E. Edgewood Drive) and attend the public open house at the City of Pearland’s Recreational Center Combined Multi-Purpose Room on Tuesday, Dec. 3, 2024, from 5:30 - 7:00 PM. We need your input!
Day before the meeting – December 2	Your input matters! Stop by the public open house at the Pearland Rec Center Combined Multi-Purpose Room tomorrow (Tuesday) from 5:30 - 7:00 PM to learn more about the Pearland FM 518 Corridor study (McLean Road to E. Edgewood Drive), hosted by the Houston-Galveston Area Council and the City of Pearland.
Day of the meeting – December 3	<p>TODAY: City of Pearland FM 518 Public Open House</p> <p>The H-GAC and the City of Pearland are conducting a study of FM 518 (McLean Road to E. Edgewood Drive) and request your feedback to shape the future of the corridor.</p> <p>Stop by the public open house at the Pearland Rec Center’s Combined Multi-Purpose Room today (Tuesday, Dec. 3) from 5:30 – 7:00 PM.</p> <p>We look forward to seeing you!</p>

DRAFT

You're invited! Pearland FM 518 Corridor Study

*(From McLean Road to
E. Edgewood Drive)*

Public Open House

The Houston-Galveston Area Council (H-GAC), in cooperation with the City of Pearland, is conducting a study of FM 518 with the goal to improve traffic flow and mobility along the corridor.

Come learn about proposed project concepts and provide input to shape the future of FM 518.

Scan the QR code to visit our study website!



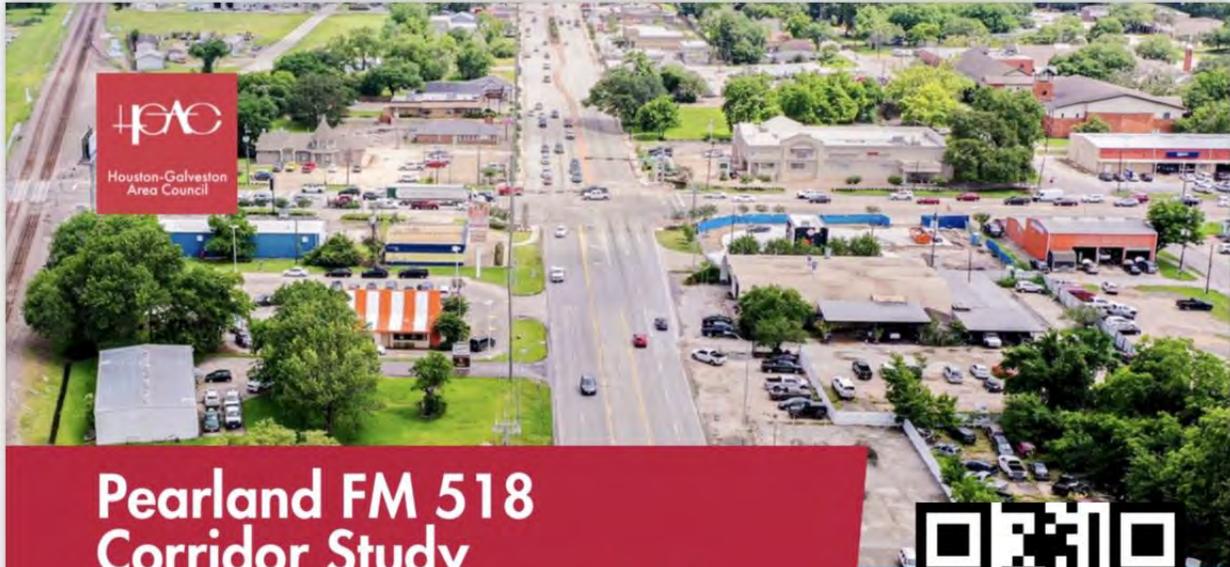
Pearland Recreation
Center - Combined
Multipurpose Room

4141 Bailey Road
Pearland, TX 77584

**Tuesday, December 3,
2024**

5:30 - 7p.m.





**Pearland FM 518
Corridor Study**
(McLean Rd. to E. Edgewood Dr.)



Public Meeting
Tuesday, December 3
5:30 - 7:00 PM

Pearland Recreation Center
Combined Multipurpose Room
4141 Bailey Rd.
Pearland, TX 77584

Scan the QR code or visit
**[https://engage.h-gac.com/
fm-518-corridor-study](https://engage.h-gac.com/fm-518-corridor-study) for**
more information.

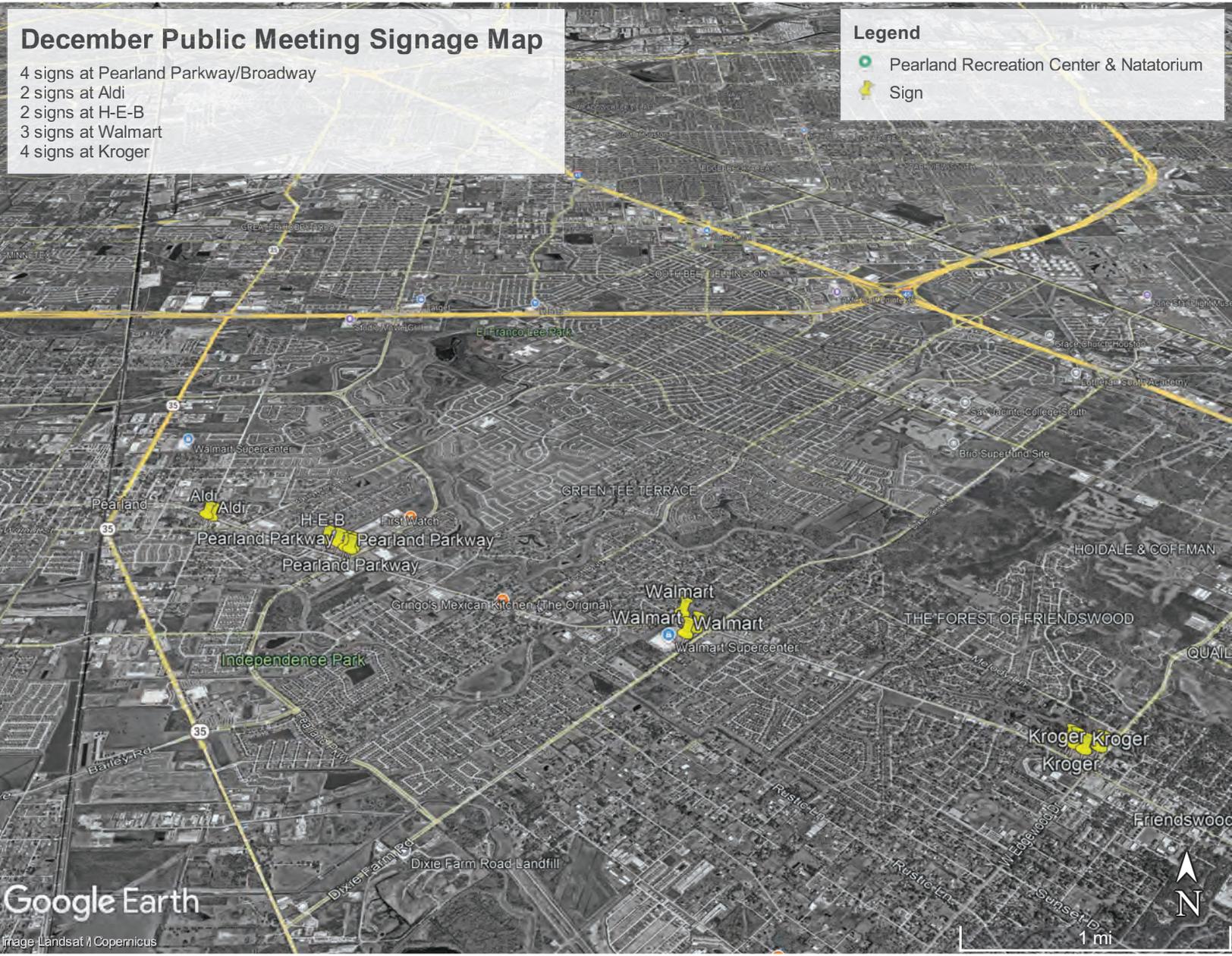
The Houston-Galveston Area Council (H-GAC), in cooperation with the City of Pearland, has conducted a study of FM 518 with the goal to improve traffic flow and mobility along the corridor. Come provide input on the project recommendations to improve FM 518.

December Public Meeting Signage Map

- 4 signs at Pearland Parkway/Broadway
- 2 signs at Aldi
- 2 signs at H-E-B
- 3 signs at Walmart
- 4 signs at Kroger

Legend

-  Pearland Recreation Center & Natatorium
-  Sign



Google Earth
Image Landsat / Copernicus

FM 518/Broadway St Corridor Study
(from McLean Rd to Edgewood Dr)

Meeting Materials

Public Meeting
December 3, 2024

FM 518 Corridor Study Public Meeting

December 3, 2024

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1

Meeting Agenda

- 1. Presentation**
 - Introductions
 - Meeting Purpose
 - Project Overview
 - Existing Conditions
 - Proposed Improvements
 - Next Steps
- 2. Open House Stations**

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2

Introductions



Project Manager:
Carlene Mullins

Deputy Project Manager:
Qun Zhao

Monique Johnson
Subregional Planning Program
Manager

Rodney Sigua
Planner



City Manager:
Trent Epperson

Traffic Engineer:
Yolci Ramirez

Director of Community
Development:
Vance Wylly

Deputy Director of Community
Development:
Martin Griggs



Project Manager:
Ellen Soll
Deputy Project Manager:
Jack Shick

Tim Smith
Sebastian Sampayo



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How the Study Came About



- TxDOT widening project to west
 - FM 518 from SH 288 to McLean Road
 - Potential for widening to the east

Need to identify solutions for Old Townsite area

- H-GAC is conducting this study on behalf of the City to:
 - Coordinate with TxDOT to continue to improve FM 518
 - Plan for the future growth
 - Preserve and protect community



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4

Meeting Purpose



Meet with the Public to:

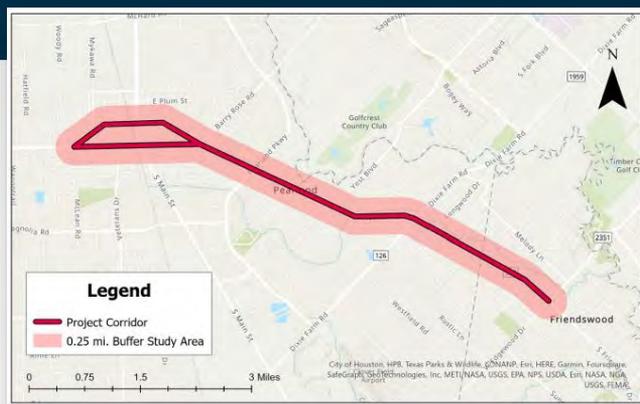
- Introduce the study
- Present the alternative concepts
- Gather feedback



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Project Overview

- **Limits:** FM 518/ Broadway St from McLean Rd to E. Edgewood Dr
- **Purpose:** analyze possible short-, mid- and long-term solutions
- **Vision:** to create a safe, sustainable, and accessible corridor that prioritizes the needs of all users while improving traffic flow



○ **Goals:**



6

Project Schedule



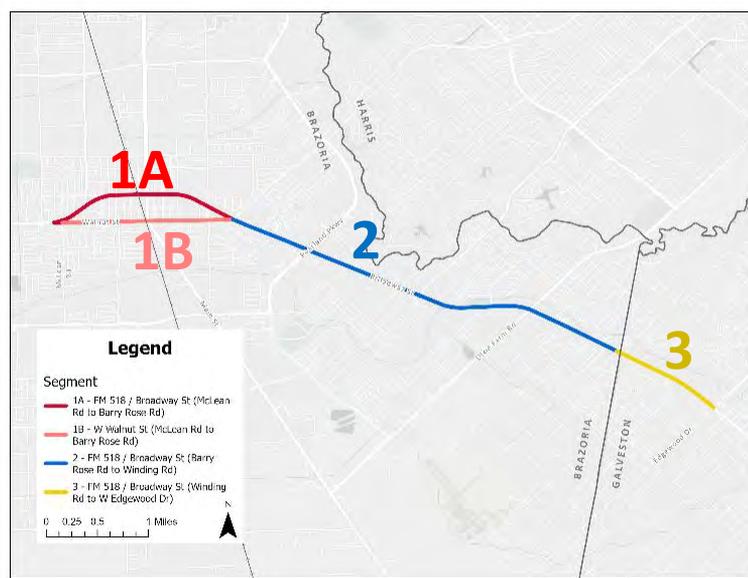
7

Existing Conditions

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8

Existing Conditions - Segments



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9

Level of Service (LOS) PM

Existing Level of Service



LOS describes the operating conditions of a roadway based on speed, travel time, and delays



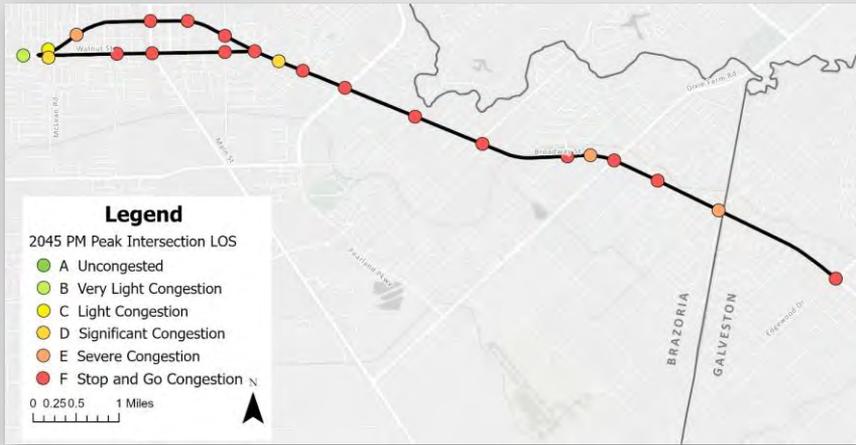
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Level of Service (LOS) PM

2045 Level of Service (No Build)



What is the No Build?

- The No Build represents **what if we “do nothing” other than what is already funded.**
- Funded Projects:
 - FM 518 from SH 288 to McLean widening project.
 - The City of Pearland CIP projects.
- Traffic growth of 2% annually (very conservative)
- No significant changes to the study area (McLean Rd to Edgewood Dr) IE

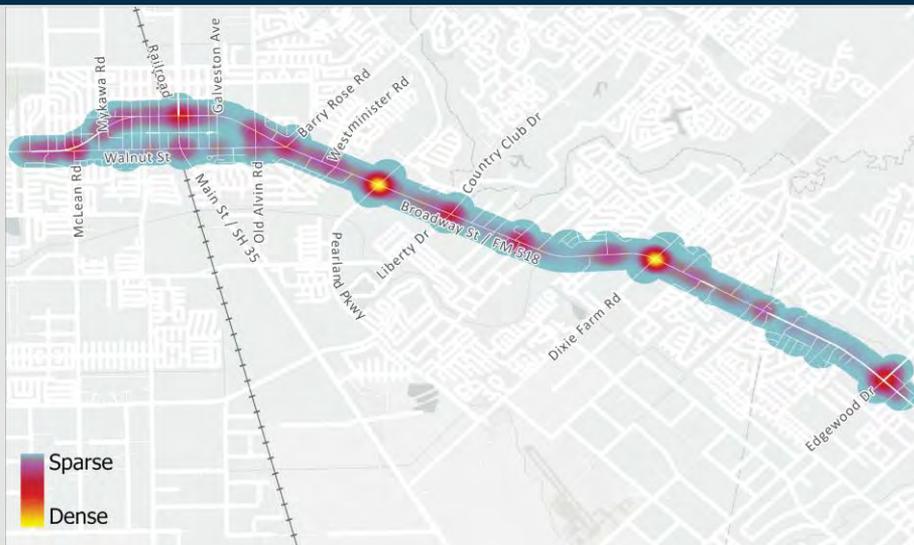


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Corridor Crashes (2017-2023)



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Intersection Crashes (2017-2023)

Source: CRIS data, 2017-2023

Signalized Intersection	Total	Fatal	Injury	No Injury
Woody Rd/Corrigan Dr	44	0	9	35
FM 518/Walnut St at McLean Rd	81	0	11	70
Mykawa Rd	29	0	5	24
SH 35 (Main St)	91	0	11	80
Galveston Ave	8	0	2	6
Old Alvin Rd	55	0	4	51
Walnut St/Barry Rose Rd	64	0	4	60
Sherwood Dr	24	0	4	20
Westminister Rd	38	0	5	33
Pearland Pkwy	198	0	15	183
Country Club Dr	83	0	17	66
Yost Blvd/Shadycrest Dr	76	0	12	64
Woodcreek Dr	46	0	13	33
Walmart Driveway	4	0	1	3
Dixie Farm Rd	211	0	27	184
Pine Hollow Dr	23	0	6	17
Sunset Meadows Dr	35	0	4	31
Chelsea Ln/Dunbar Estates Dr	12	0	1	11
Edgewood Dr	103	0	7	96
Walnut St at SH 35	42	0	6	36



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Top 6 Intersection Crash Types

FM 518 Intersection Crash Characteristics

Signalized Intersection	Total	Angle		Same Direction		Opposite Direction		One Motor Vehicle	
FM 518/Walnut St at McLean Rd	81	47	58.0%	25	30.9%	5	6.2%	4	4.9%
SH 35 (Main St)	91	24	26.4%	58	63.7%	5	5.5%	4	4.4%
Pearland Pkwy	198	73	36.9%	101	51.0%	20	10.1%	4	2.0%
Country Club Dr	83	19	22.9%	48	57.8%	13	15.7%	3	3.6%
Dixie Farm Rd	211	80	37.9%	102	48.3%	22	10.4%	7	3.3%
Edgewood Dr	103	23	22.3%	62	60.2%	17	16.5%	0	0.0%

- 2,231 total crashes (2017-2023)
 - 486 crashes per 100 million vehicle miles
 - Twice the statewide average for urban FM roads

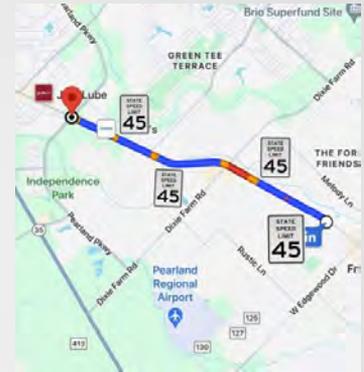


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Methodology

- Analyzed Existing and Future Conditions
- Identified challenges that can be addressed
 - e.g. safety, congestion
- Developed recommendations to improve mobility for all modes, and safety by timeframe
 - Short Term Improvements (0-5 years)
 - Medium Term Improvements (6-10 years)
 - Long Term Improvements (11+)



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Proposed Improvements

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Proposed Improvements – Station C

1. Intersection Improvements
2. FM 518/Broadway and Walnut Improvement
 - a. Do nothing
 - b. Walnut Closure
 - c. One-Way Pair – McLean to Barry Rose
 - With 4-lane – Barry Rose to E. Edgewood
 - With 6-lane – Barry Rose to E. Edgewood
3. Access Management (Install Medians) Improvements from McLean to E. Edgewood
4. Widening Improvements - FM 518/Broadway from 4 to 6 lanes
 - Barry Rose to E. Edgewood
5. Active Transportation Improvements



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1. Intersection Improvements



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C 149



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Intersection Improvements

1

<h3>Benefits</h3> <ul style="list-style-type: none"> ▪ Short-term operational improvement ▪ Limited additional right-of-way needed ▪ Lower Cost ▪ Improves Safety 	<h3>Drawbacks</h3> <ul style="list-style-type: none"> ▪ Limited life of improvement
---	--

22

22

2. FM 518/Broadway and Walnut Improvements



23

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23

Proposed Improvements – Station C

1. Intersection Improvements
2. FM 518/Broadway and Walnut Improvement
 - a. Do nothing
 - b. Walnut Closure
 - c. One-Way Pair – McLean to Barry Rose
 - With 4-lane – Barry Rose to E. Edgewood
 - With 6-lane – Barry Rose to E. Edgewood
3. Access Management (Install Medians) Improvements from McLean to E. Edgewood
4. Widening Improvements - FM 518/Broadway from 4 to 6 lanes
 - Barry Rose to E. Edgewood
5. Active Transportation Improvements

24

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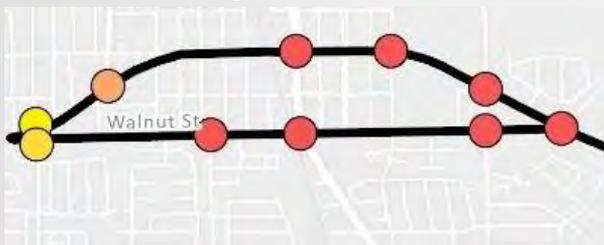
24

C 151

FM 518/Broadway and Walnut Improvements

2

Do Nothing



2045 Level of Service (No Build)

- A Uncongested
- B Very Light Congestion
- C Light Congestion
- D Significant Congestion
- E Severe Congestion
- F Stop and Go Congestion

- Unacceptable delays at intersections
- Excessively long queues at intersections
- Business customers may avoid the area
- Potential increase in emissions



Walnut St Closure Alternative*

2

Medium Term Improvement

East of McLean Rd

- Removes Signal at Walnut St and McLean
- Improves Signal Operations at FM 518 at McLean
- Reduces Number of Conflict Points
- Improves Driver Expectancy



Intersection	2026 PM	
	No Build	Walnut Closure
FM 518 @ Corrigan Dr/Woody Rd	A	A
FM 518 @ McLean Rd	B	B
Walnut St @ McLean Rd	C	B
FM 518 @ Mykawa Rd	D	D
Walnut St @ Veterans Dr	C	C
FM 518 @ SH 35	D	D
Walnut St @ SH 35	D	D



2

Walnut Closure Alternative

Benefits

- Improves safety
- Operational improvement
- Limited additional right-of-way needed
- Lower cost

Drawbacks

- Increased cut-through traffic
- Longer drive times for some properties
- Increases traffic on FM 518
- Limits access for Emergency Vehicles.

**This alternative has been eliminated*



2

One Way Pair Alternative – McLean to Barry Rose

Long Term Improvement



One Way Pair Alternative – Traffic Re-assignment

2

Long Term Improvement



- SB Mykawa Rd to EB FM 518 – U-turn at McLean Rd
- NB Veterans Dr to WB FM 518 – Left at Fite
- NB Veterans Dr to North – Right on Walnut St then Left onto SH 35

29

One Way Pair Alternative – Cut Through Mitigation Concepts

2

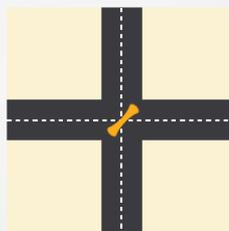
Median Barriers



Speed Cushions



Diagonal Diverters



Connections

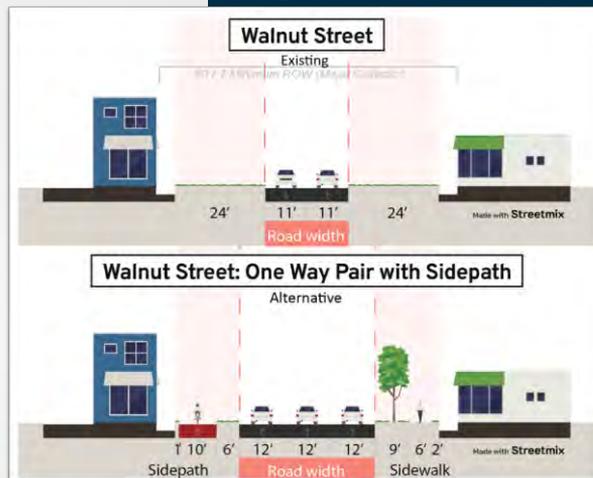
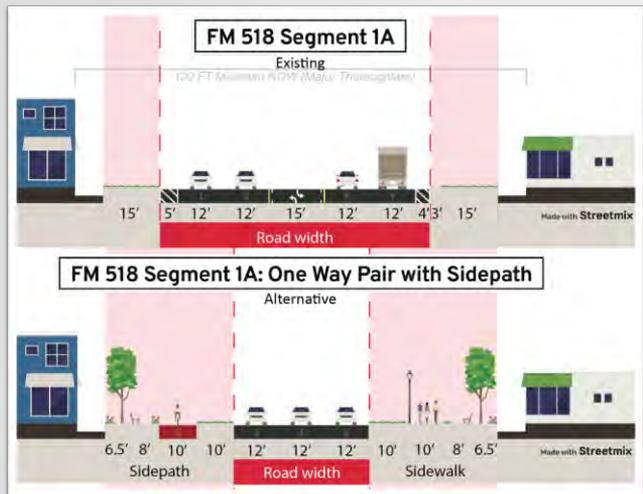


30

One Way Pair Alternative – Cross Sections

2

Long Term Improvement



31

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Houston-Cadwallor Area Council

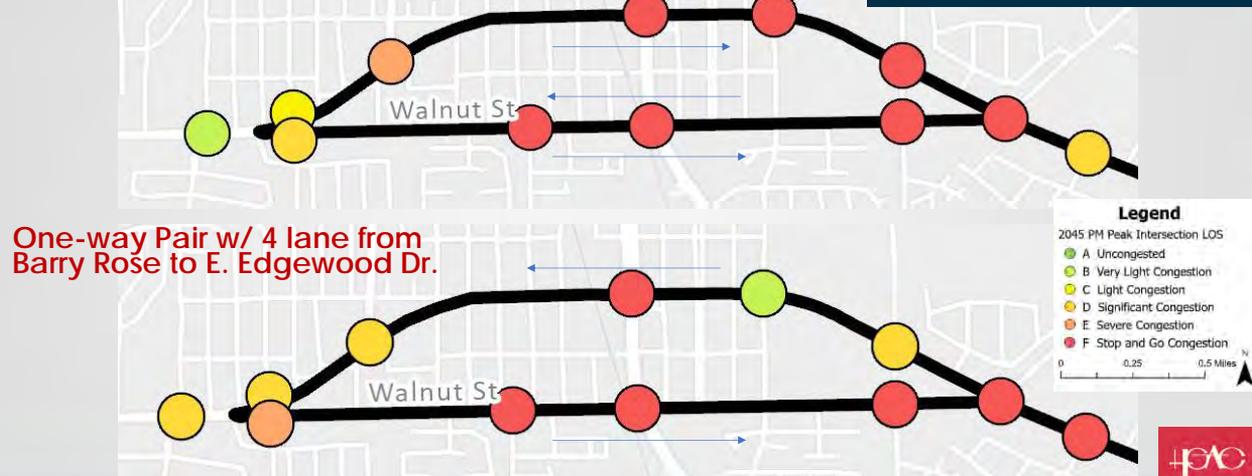
31

One Way Pair Alternative - PM Peak 2045

2

No Build

Long Term Improvement



32

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Houston-Cadwallor Area Council

32

One Way Pair Alternative - PM Peak 2045 2



33

One Way Pair 2

Benefits

- Significant operational improvement
- Safety Improvement by reducing conflict points at intersections
- Limited to no additional right-of-way required
- Increased opportunity for multi-mode connectivity

Drawbacks

- Potential increase in cut through traffic (can be mitigated)
- TxDOT and City of Pearland will need right-of-way conversion

34

3. Access Management

Improvements



35

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What is Access Management?

3

- A design strategy to enhance safety, alleviate congestion, and improve traffic flow by regulating points of entry & exist for vehicles
- Strategies include:
 - Access spacing
 - Driveway spacing
 - Median treatments
 - Right-of-way management
 - Safe turning lanes



Example of median treatment for access management in Moore Haven, FL
(Adobe Stock)



36

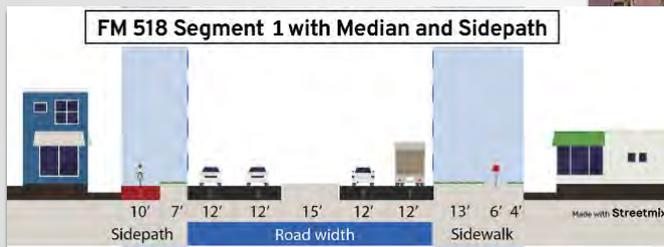
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36

C 157

3

Install Medians (Access Management) McLean Rd to Barry Rose Rd



37

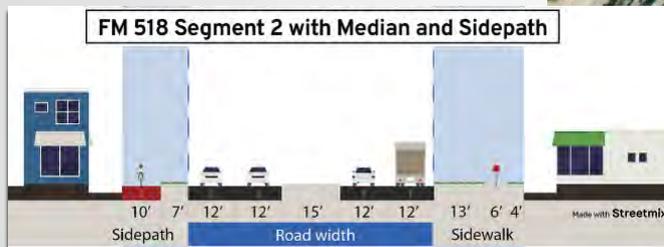
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37

Install Medians (Access Management) Barry Rose Rd to Winding Rd

3



38

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38

Install Medians (Access Management) Winding Rd to E. Edgewood Dr.



No change in
segment 3



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Install Medians (Access Management)

3

Benefits

- Improves safety (Fewer conflict points)
- Provides pedestrian refuge
- Improves traffic flow
- Limited additional right-of-way needed
- Provides space for sidewalks, signage, lighting, etc.



Example of median treatment for access management in Moore Haven, FL
(Adobe Stock)

Drawbacks

- Limited operational improvements in future year
- Increase in U-turns



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40

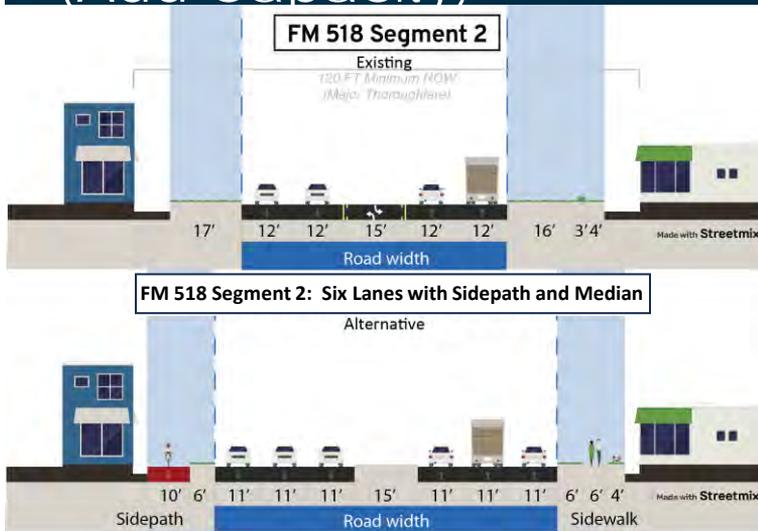
C 159

4. Road Widening Improvements



Widen Segment from 4 to 6 Lanes (Add Capacity)

4



Long Term Improvement

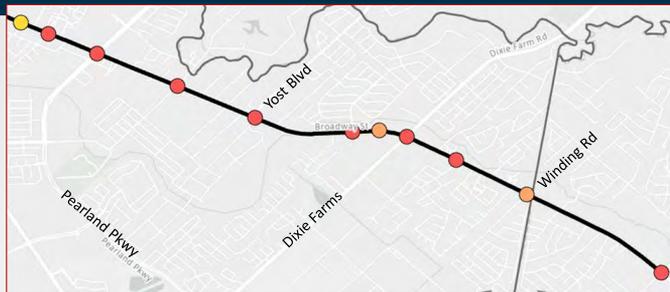
From Barry Rose to E. Edgewood
(Segments 2 and 3)



4 vs 6 Lane - PM Peak 2045

4

No Build: 4 Lane Section



6 Lane Section



PM



Road Widening

4

Benefits

- Additional capacity
- Improved vehicle traffic operations
- Reduces travel time

Drawbacks

- Required right-of-way
- Longer crossings for pedestrians



5. Active Transportation

Improvements



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Active Transportation Improvements

5

- Short Term
 - Sidewalk Infill (South Side)
 - Spot Improvements during Intersection Upgrades
- Long Term
 - Side Path (North Side)



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Active Transportation Considerations

5

Short Term



Sidewalks



Width: 6 ft
Buffer: 6 ft

- Sidewalk Infill (South Side)
- Spot Improvements during Intersection Upgrades

Long Term



Side Paths



Width: 10 ft
Buffer: 6 ft

- Side Path (North Side)



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Active Transportation Improvements

5

Intersection / Spot Improvements



Pedestrian Signal Head with push button

High Visibility Crosswalk

ADA accessible ramps with tactile warning surface



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Active Transportation

5

Benefits

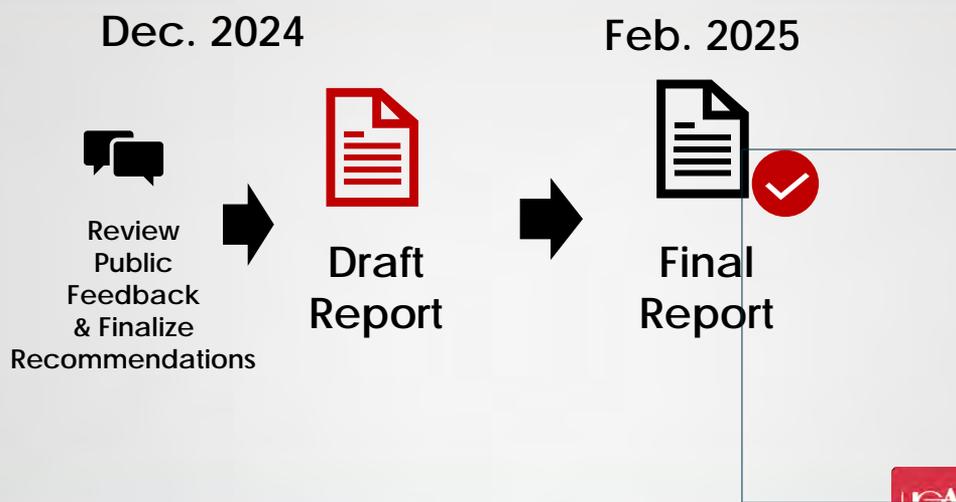
- Alternative mode connectivity
- Safety improvement
- Potential reduction in future vehicular traffic growth

Drawbacks

- No improvement to vehicle traffic operations
- Capacity improvement in long term may remove improvements made in short or mid-term



Next Steps



Questions?



- Carlene Mullins, FM 518 Project Manager
Carlene.Mullins@h-gac.com
832-681-2585
- Qun Zhao, FM 518 Deputy Project Manager
Qun.Zhao@h-gac.com
832-681-2580

www.engage.h-gac.com



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52

Open House Stations

- Station A: Welcome and Study Overview
- Station B: Existing Conditions
- Station C: Proposed Improvements
- Station D: Comment Forms and Additional Information



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Welcome and Overview

Study Description

Analyze and develop future alternatives for the corridor.

Study Limits

FM 518/ Broadway St from McLean Rd to E. Edgewood Dr

Vision

To create a safe, sustainable, and accessible corridor that prioritizes the needs of all users while improving traffic flow.

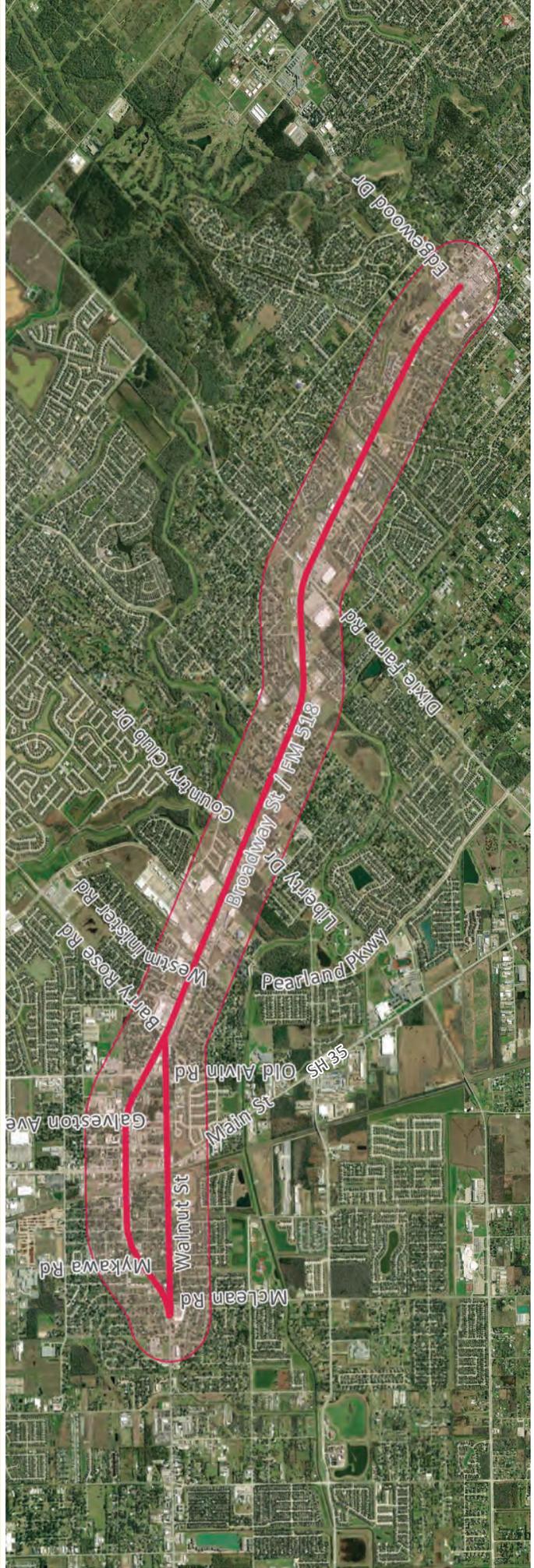
 Improve Safety

 Strengthen Regional Economic Competitiveness

 Move People and Goods Efficiently

 Achieve and Maintain a State of Good Repair

 Conserve and Protect Natural and Cultural Resources



Existing Conditions

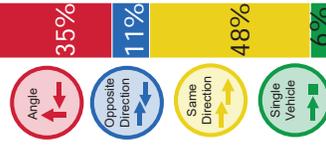
Safety (2017-2023)

The crash rate on the corridor is twice that of the statewide average for urban FM roads

Top 10 High Crash Intersections

Count	Intersection
211	Dixie Farm Rd
198	Pearland Parkway
103	Edgewood Dr
91	Main St (SH 35)
83	Country Club Dr
81	McLean Rd
76	Yost Blvd
64	Barry Rose
55	Old Alvin Rd
46	Woodcreek Dr

Type of Crashes in Study Area

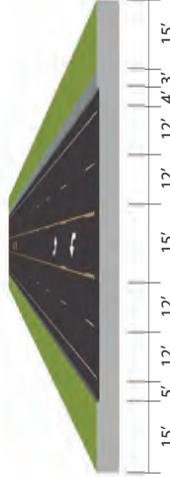


Crash Hotspots

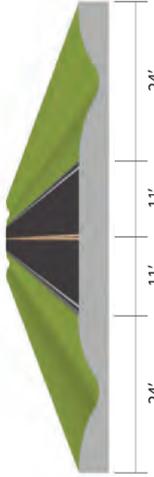


Typical Cross Sections

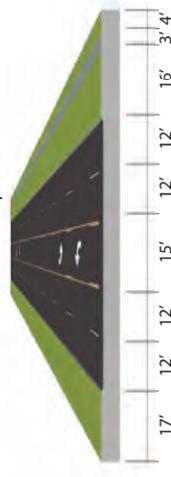
FM 518 / Broadway Street (McLean Road to Barry Rose Road)
Four lanes with a striped median and a standard bike lane.



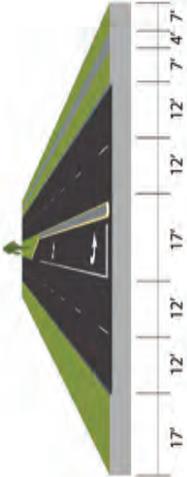
W Walnut St (McLean Road to Barry Rose Road)
Most of this segment is only two lanes, but the road widens to four lanes with a median near the intersection with Main St.



FM 518 / Broadway Street (Barry Rose Road to Winding Road)
Four lanes with a striped median.



FM 518 / Broadway Street / N Friendwood Drive (Winding Road to Edgewood Drive)
Four lanes with raised medians.



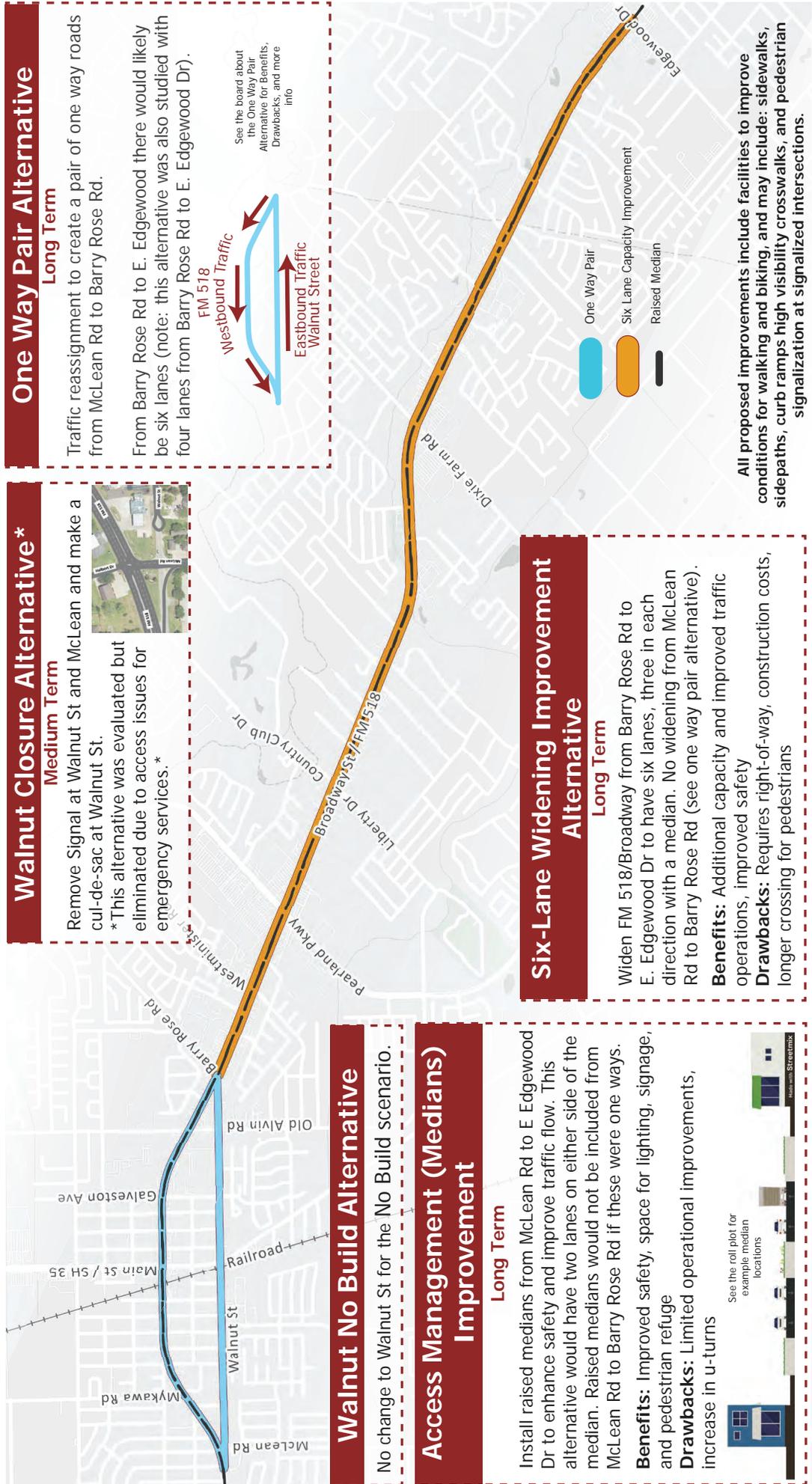
Traffic Conditions



What is No Build?

- The No Build scenario includes anticipated 2045 traffic growth on the corridor including planned and funded projects, such as:
- Projects currently listed in the City of Pearland's Capital Improvement Plan
 - TxDOT FM 518 widening project from SH 288 to McLean Rd

Proposed Improvements



Walnut Closure Alternative*
Medium Term
 Remove Signal at Walnut St and McLean and make a cul-de-sac at Walnut St.
 This alternative was evaluated but eliminated due to access issues for emergency services.

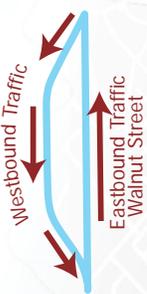


Walnut No Build Alternative
Long Term
 No change to Walnut St for the No Build scenario.

Access Management (Medians) Improvement
Long Term
 Install raised medians from McLean Rd to E Edgewood Dr to enhance safety and improve traffic flow. This alternative would have two lanes on either side of the median. Raised medians would not be included from McLean Rd to Barry Rose Rd if these were one ways.
Benefits: Improved safety, space for lighting, signage, and pedestrian refuge
Drawbacks: Limited operational improvements, increase in u-turns



One Way Pair Alternative
Long Term
 Traffic reassignment to create a pair of one way roads from McLean Rd to Barry Rose Rd.
 From Barry Rose Rd to E. Edgewood there would likely be six lanes (note: this alternative was also studied with four lanes from Barry Rose Rd to E. Edgewood Dr).
 See the board about the One Way Pair Alternative for Benefits, Drawbacks, and more info

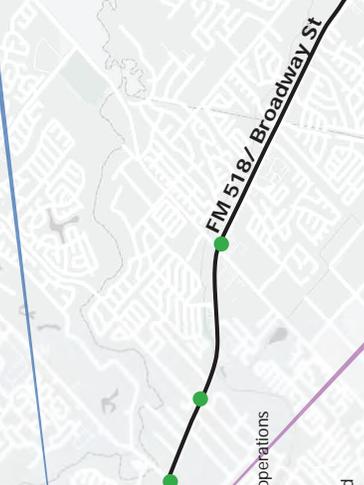
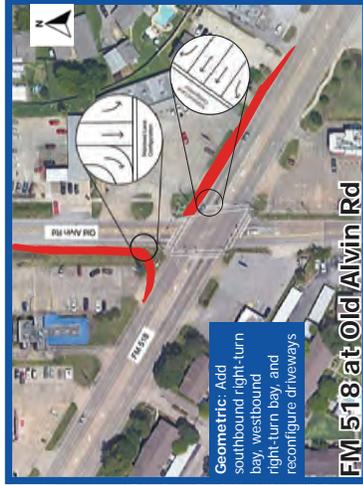


Six-Lane Widening Improvement Alternative
Long Term
 Widen FM 518/Broadway from Barry Rose Rd to E. Edgewood Dr to have six lanes, three in each direction with a median. No widening from McLean Rd to Barry Rose Rd (see one way pair alternative).
Benefits: Additional capacity and improved traffic operations, improved safety
Drawbacks: Requires right-of-way, construction costs, longer crossing for pedestrians

All proposed improvements include facilities to improve conditions for walking and biking, and may include: sidewalks, sidepaths, curb ramps high visibility crosswalks, and pedestrian signalization at signalized intersections.

- One Way Pair
- Six Lane Capacity Improvement
- Raised Median

Short-Term Proposed Intersection Improvements



Modify & Optimize Signal Operations:

(From left to right)

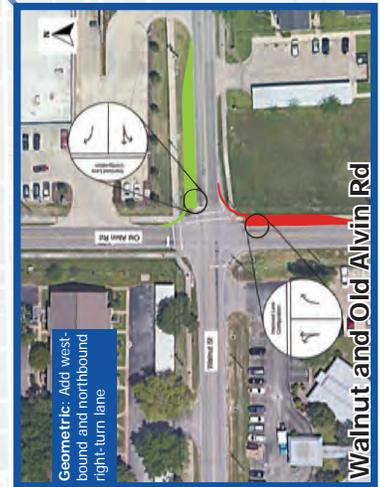
- Pearlman Pkwy
- Country Club Dr / Liberty Dr
- Yost Blvd / Shadycrest Dr
- Dixie Farm Rd

Benefits:

- Short term operational improvements
- Limited additional right-of-way required
- Low cost and improved safety

Drawbacks:

- Limited life of improvement



Long-Term Proposed Improvement: One Way Pair

Long-Term Alternative Traffic Operations

- Eastbound traffic: Walnut St
- Westbound traffic: FM 518 from Barry Rose to McLean Rd

This area will become a choke point since FM 518 will be widened to 6 lanes west of McLean Rd and east of Barry Rose Rd

Benefits:

- Significant operational improvement
- Safety improvement by reducing conflict points at intersections
- Limited to no additional right-of-way required
- Opportunity for sidewalks and side paths

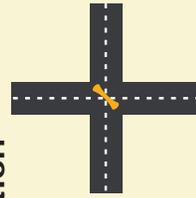
Drawbacks:

- Potential cut through traffic (can be mitigated)
- TxDOT and City of Pearland will need right-of-way conversion

Cut Through Mitigation Strategies



Speed Cushions can be used to slow and discourage cut through traffic.



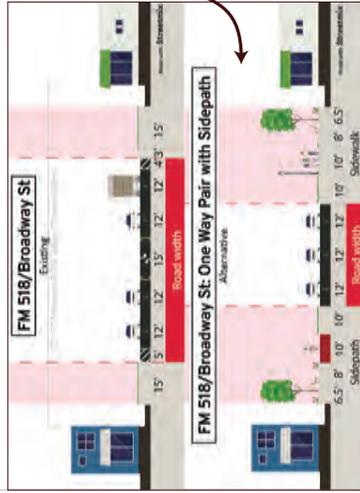
Diagonal Diverters are an option to reduce cut through traffic.



Intersection at Barry Rose Rd with One Way Pair

Active Transportation

In the one way pair alternative, there is room for sidewalks, sidepaths, and other amenities within the existing right of way.



There is also room for sidewalks, sidepaths, and other amenities along Walnut St in the one way pair alternative.

FM 518 Corridor Study Station D

Comment Forms and Additional Information

Comments

Complete a **Comment Form** and write down your questions and comments or speak to a member of the project team.

Next Steps

The project team will finalize study recommendations and develop cost estimates December 2024 and January 2025



Final Report

Study ends February 2025



Thank you for your participation and feedback!



Relevant Projects

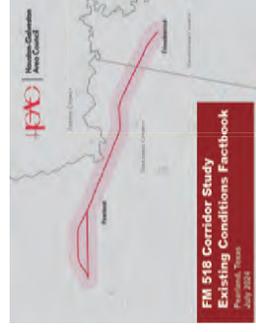
Pearland Mobility Study

This study is a holistic analysis of the City's transportation network. The Study will investigate safety, connectivity, network efficiency, and integration of multimodal facilities. It will determine existing and future needs based on existing conditions analysis, Future Land Use Plan, and potential buildout scenarios. The study will result in a Mobility Plan that includes an action plan, traffic management plan and updates to the Pearland Thoroughfare Plan.

Project website: <https://engage.h-gac.com/pearland-mobility-study>

Next Event: TBD

See the Existing Conditions Factbook and stay informed by visiting the website



<https://engage.h-gac.com/fm-518-corridor-study>







ELECTED OFFICIAL SIGN-IN SHEET

Pearland FM 518 Corridor Study
Pearland Recreational Center Combined Multi-Purpose Room
December 3, 2024, 5:30 – 7:00 PM



No.	Name of Official or Representative (Please Print)	Elected Office	Email Address
1			
2			
3			
4			
5			
6			
7			
8			
9			
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PUBLIC SIGN-IN SHEET

Pearland FM 518 Corridor Study
Public Open House – Pearland Recreational Center Combined Multi-Purpose Room
December 3, 2024, 5:30 – 7:00 PM



No.	Name (Please Print)	Mailing Address / City / State / ZIP	Email Address	Would you like to speak this evening? Yes <input type="checkbox"/> No <input type="checkbox"/>
1				Yes <input type="checkbox"/> No <input type="checkbox"/>
2				Yes <input type="checkbox"/> No <input type="checkbox"/>
3				Yes <input type="checkbox"/> No <input type="checkbox"/>
4				Yes <input type="checkbox"/> No <input type="checkbox"/>
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10				Yes <input type="checkbox"/> No <input type="checkbox"/>



STAFF SIGN-IN SHEET

Pearland FM 518 Corridor Study
Pearland Recreational Center Combined Multi-Purpose Room
December 3, 2024, 5:30 – 7:00 PM



No.	Name (Please Print)	Organization	Email Address	Phone Number
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FM 518/Broadway St Corridor Study
(from McLean Rd to Edgewood Dr)

Attendance and Comments

Public Meeting
December 3, 2024



SIGN-IN SHEET

Pearland FM 518 Corridor Study
 Public Meeting - Pearland Recreational Center, Combined Multi-Purpose Room
 December 3, 2024, 5:30 - 7:00 PM



No.	Name (Please Print)	Mailing Address / City / State/ ZIP	Email Address	Are you a resident of Pearland?	Are you an elected official?
1	Mackee Murphy	4709 Buescher Ct. Pearland, TX 77584	msmack1971@gmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
2	Brandon & Amy Schreck	4705 Brazos Bend Dr Pearland 77584	schrenkdog187@yahoo.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
3	jerry beetz	2423 S. Texas Av	beetz@shcglobal.net	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
4	Al Dugas	2512 Ray St., Pearland, TX 77581	aldugas3@gmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5	Oscar J. Lara			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
6	Valerie Marvin	3519 Liberty Dr Pearland 77581	vmarrin@pearlandedc.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
7	CARIL SLATER			Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
8				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
9				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
10				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>



SIGN-IN SHEET

Pearland FM 518 Corridor Study
 Public Meeting – Pearland Recreational Center, Combined Multi-Purpose Room
 December 3, 2024, 5:30 – 7:00 PM



No.	Name (Please Print)	Mailing Address / City / State/ ZIP	Email Address	Are you a resident of Pearland?	Are you an elected official?
1	Ellen Soll		esoll@dccm.com	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
2	Yolci Ramirez		Yramirez@pearlandtx.gov	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
3	Raj Shrestha	COP.	RSHRESTHA@pearlandtx.gov	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
4	DONNA FAWCETT		dkfawcett@sbcglobal.net	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5	Lorenda Groce		RLorenda@AOL.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
6	Dan Groce		DRGroce@AOL.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
7	Vance Wyp	COP	VWyp@pearlandtx.gov	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
8	DOUG STEEL	1202 Laurel Leaf	me@stoglo.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
9	Kevin Cole	COP		Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
10	Thomas Duncan	9008 Sunrise Trail Pearland 77584	dunc911@hotmail.com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>



SIGN-IN SHEET

Pearland FM 518 Corridor Study
 Public Meeting – Pearland Recreational Center, Combined Multi-Purpose Room
 December 3, 2024, 5:30 – 7:00 PM



No.	Name (Please Print)	Mailing Address / City / State/ ZIP	Email Address	Are you a resident of Pearland?	Are you an elected official?
1	ALLEN WOLF	1610 S. LAGO VISTA DR	AWWOLF127@YAHOO.COM	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
2	Kenneth R Phillips	3322 E Walnut # 111	Kenneth@PhillipsandPhillipsLaw.COM	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
3	Clifton Hall		clifton.hall@dcem.com	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
4				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
5				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
6				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
7				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
8				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
9				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
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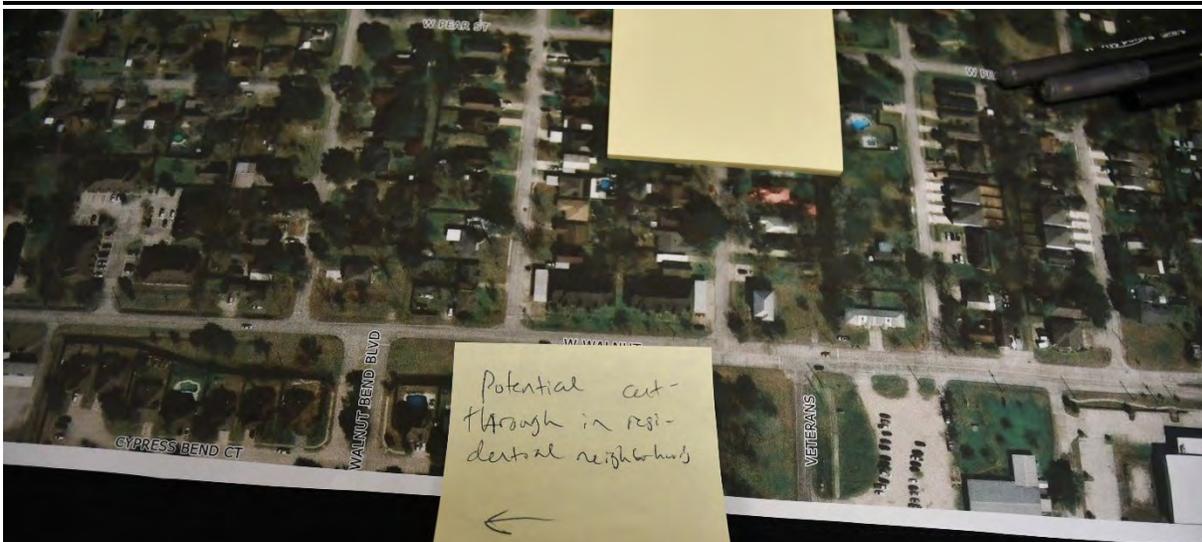
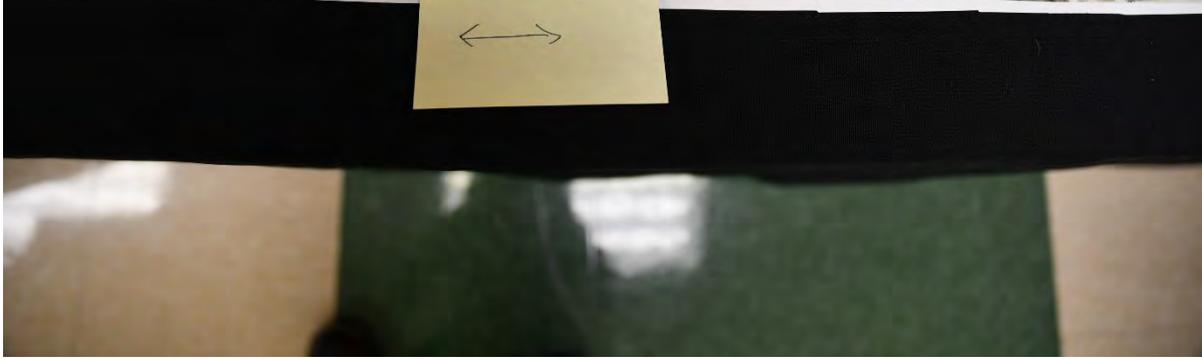
SIGN-IN SHEET

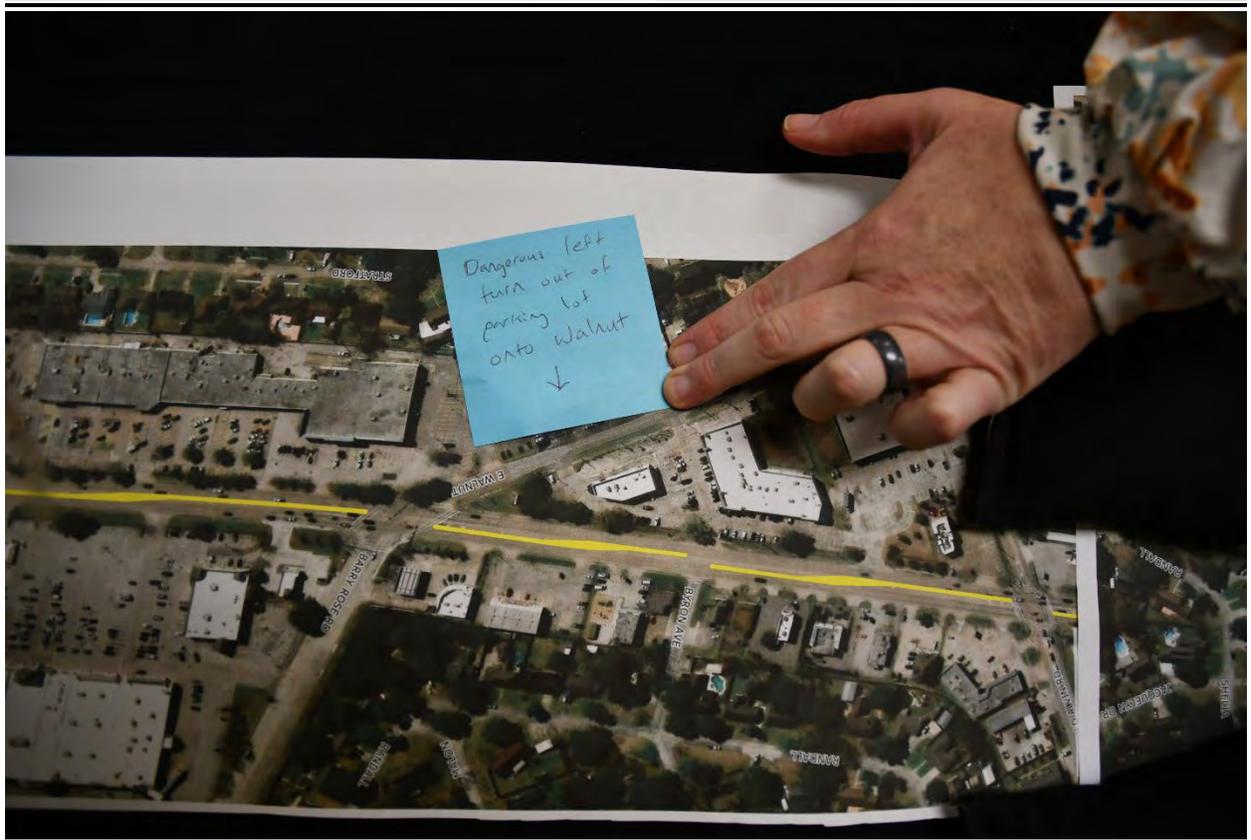
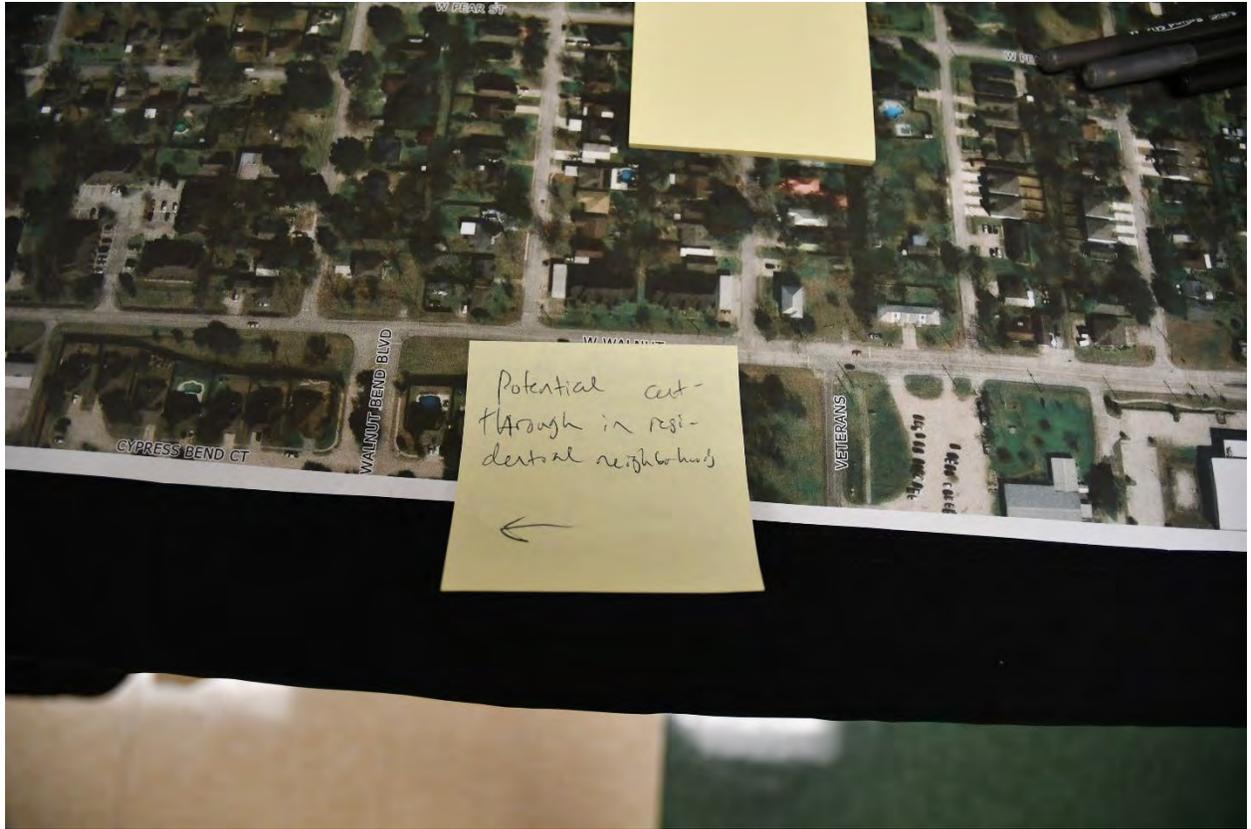
Pearland FM 518 Corridor Study
Public Meeting - Pearland Recreational Center, Combined Multi-Purpose Room
December 3, 2024, 5:30 - 7:00 PM

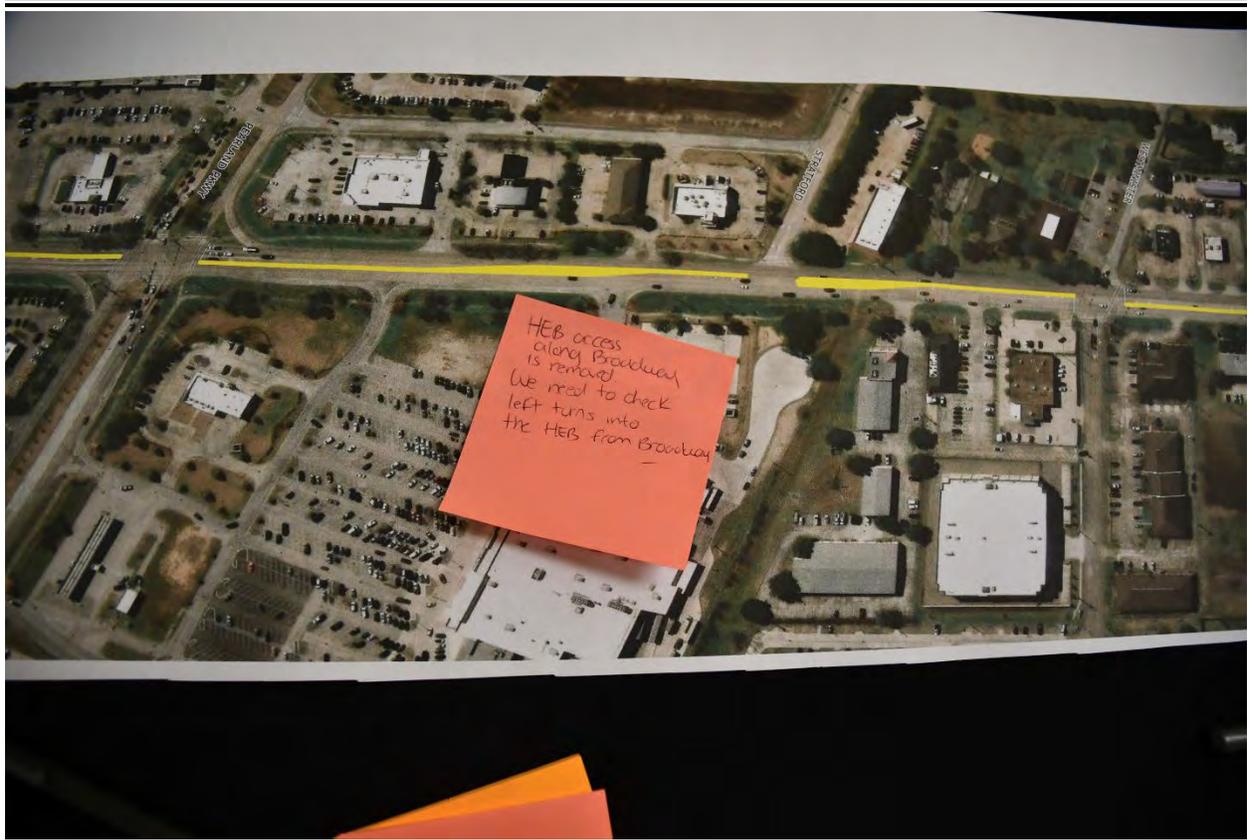
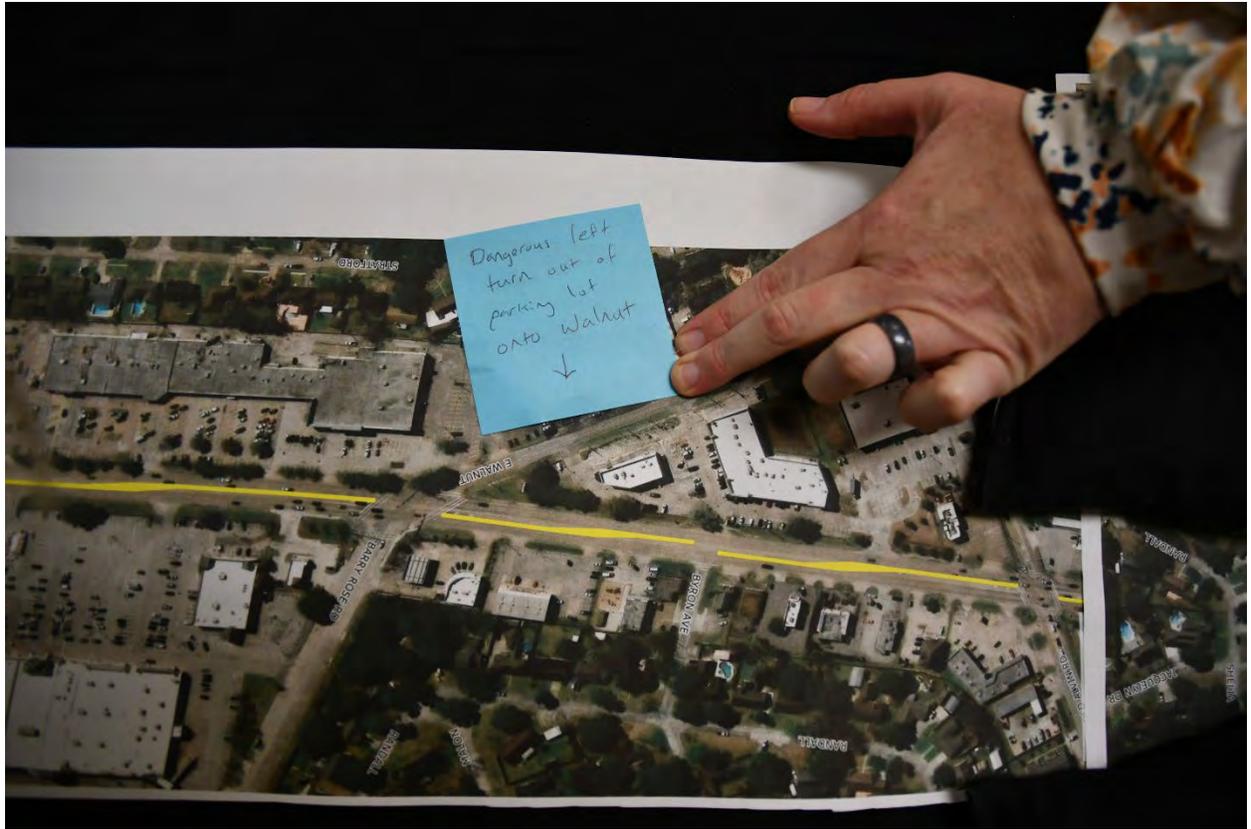


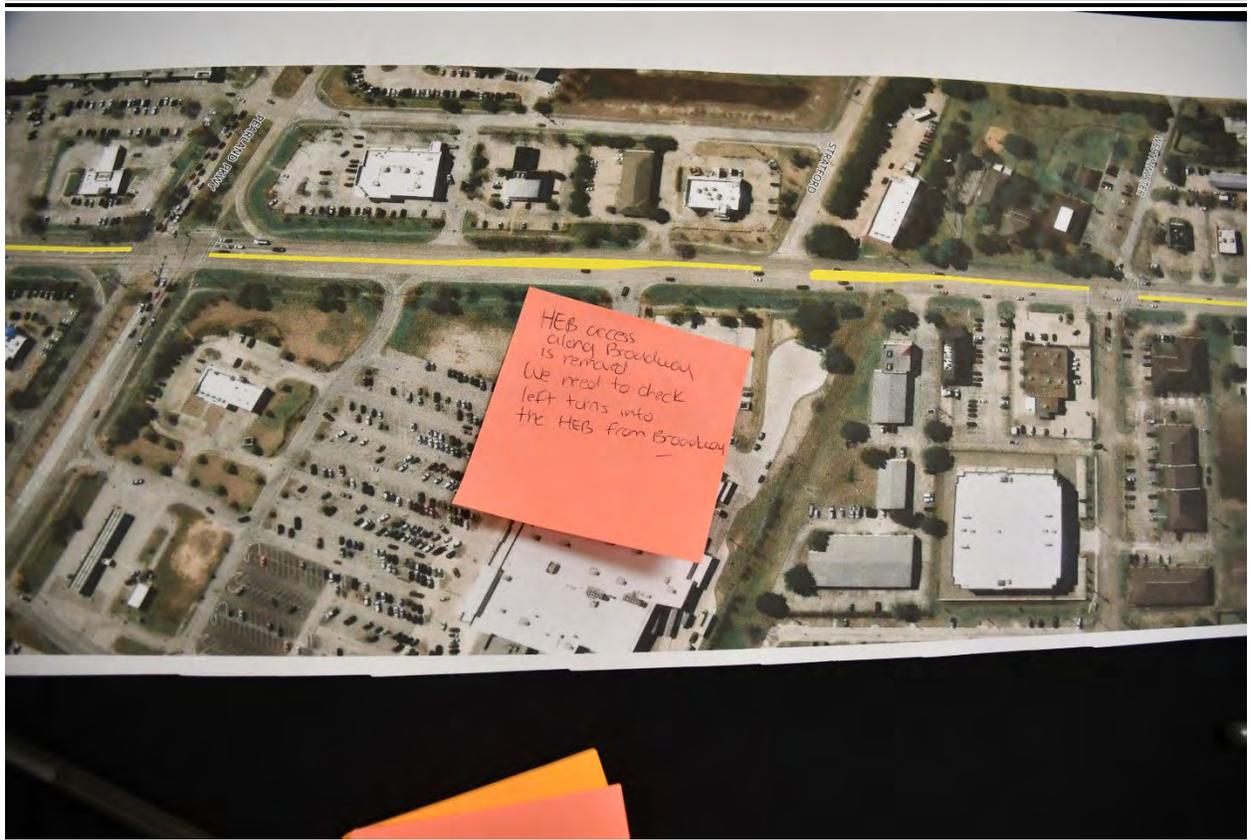
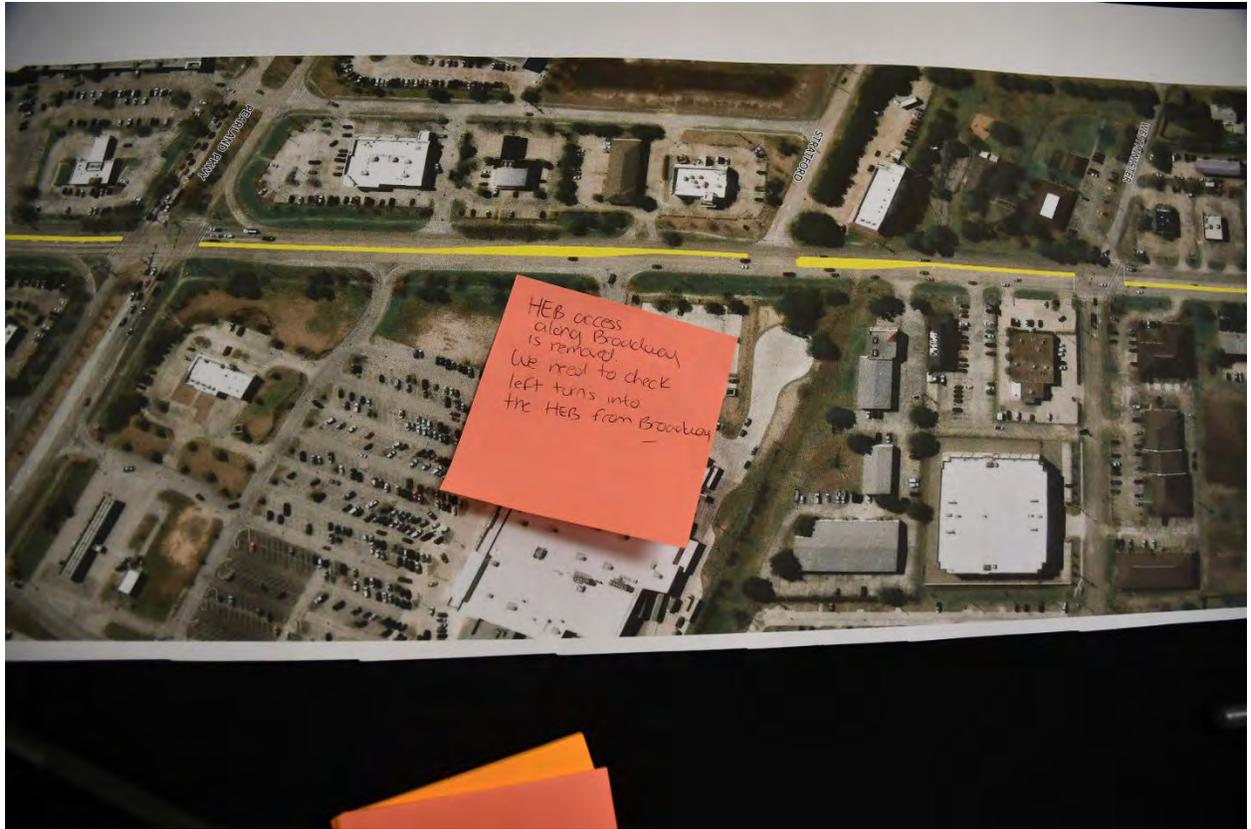
No.	Name (Please Print)	Mailing Address / City / State/ ZIP	Email Address	Are you a resident of Pearland?	Are you an elected official?
1	Maria Steel	Pearland, TX	maria @ stoglo. com	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
2				Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
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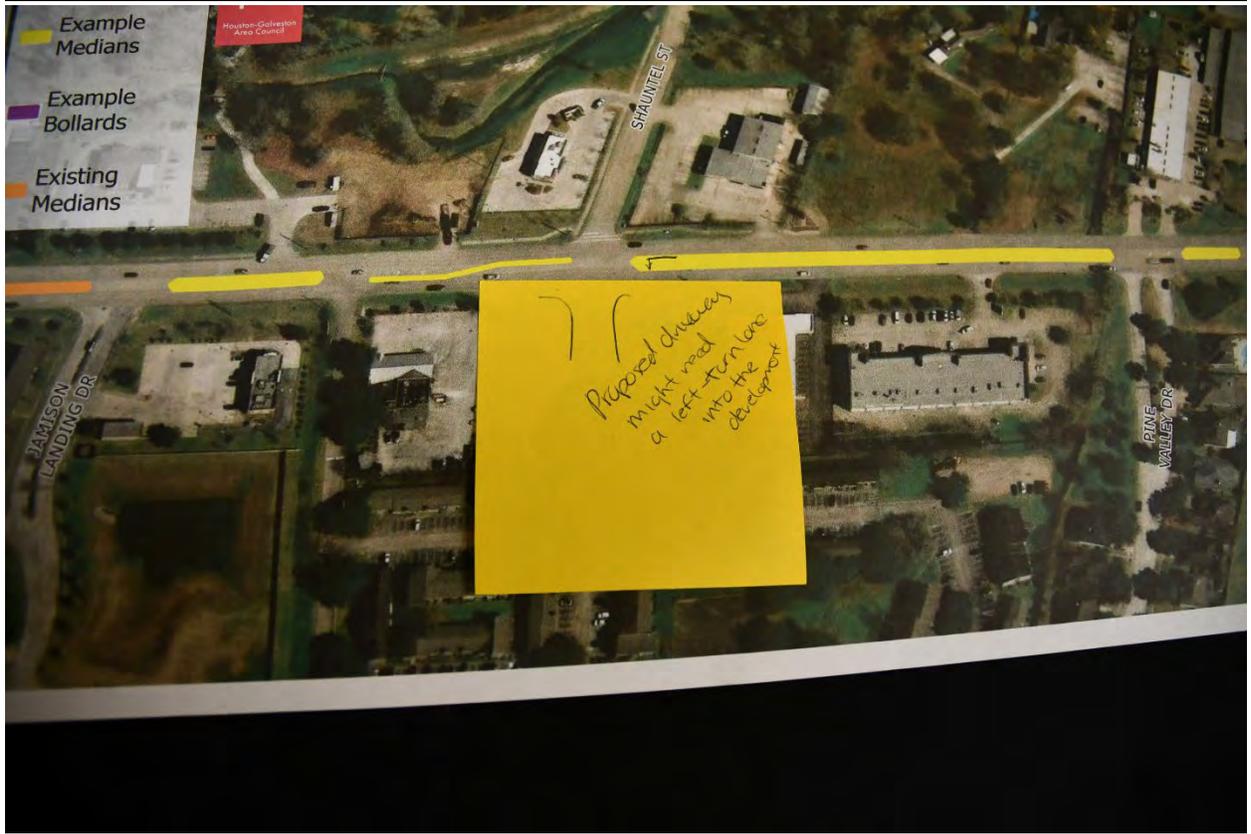
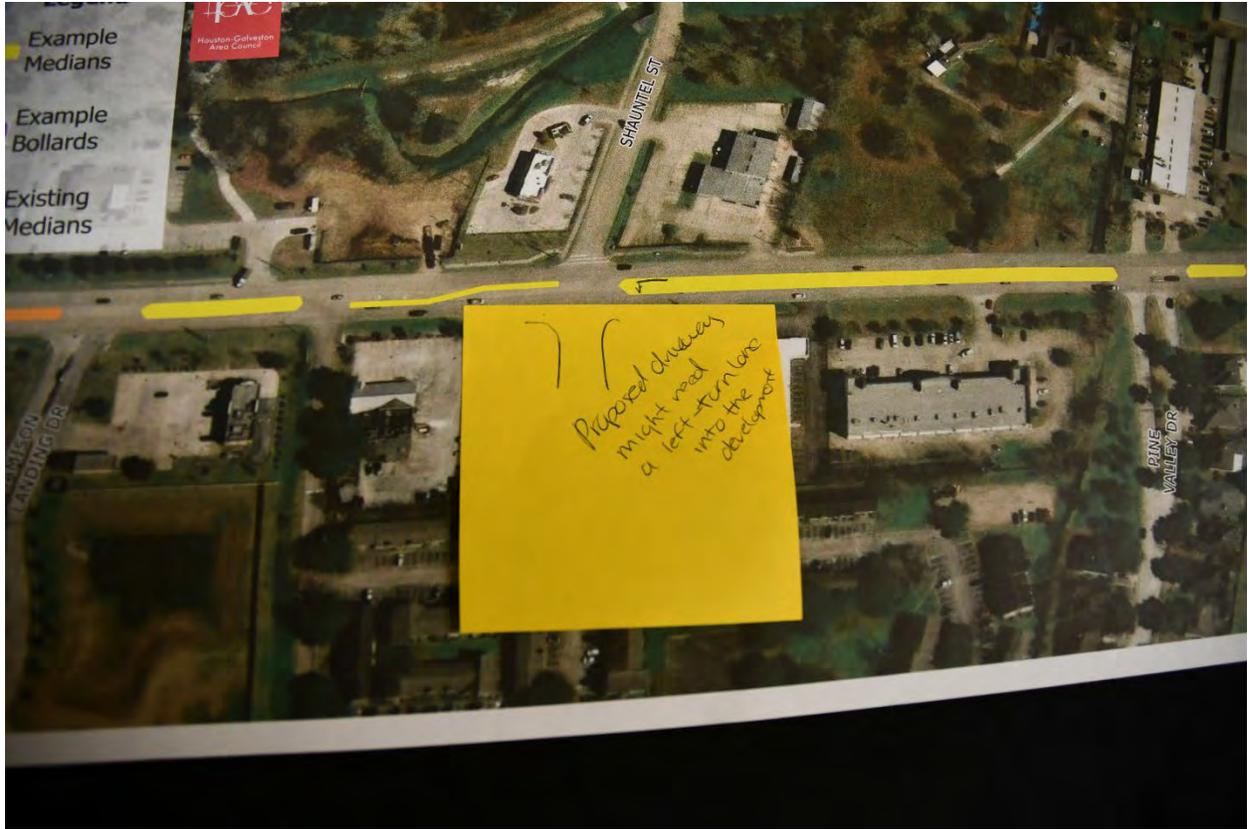
Map Comments













COMMENT FORM

PEARLAND FM 518 CORRIDOR STUDY

PUBLIC MEETING - DECEMBER 3, 2024



Please write your contact information and comments using the form below.

First Name: Mackeet Murphy

Last Name: Murphy

Affiliation/Organization: Parks @ Walnut Bend Resident

Email: msmack1971@gmail.com

Questions or Comments: _____

1. Opening Apple Springs Drive will not be a benefit, The ~~houses~~^{homes} back up to the street and is too close to the homes, There is a lot of walking in the neighborhood.

2. Flooding in the area due to the new road.

3. Please Please Please Please just leave it alone!!!

4. Try making the lights at 35 and Walnut work a little better.



COMMENT FORM

PEARLAND FM 518 CORRIDOR STUDY

PUBLIC MEETING - DECEMBER 3, 2024



Please write your contact information and comments using the form below.

First Name: Al

Last Name: Dugas

Affiliation/Organization: Pearland Resident - live in Old Town

Email: aldugas3@gmail.com

Questions or Comments: I think that a bridge over
Hwy 35 & the railroad tracks should be built
on Walnut St. Walnut St. could be
widened to four lanes with the bridge
connecting the western side of Old Town
with the eastern side. Exit lanes could
be developed to access Veterans and Hwy 35.
I believe a bridge would improve traffic
flow from Barry Rose to McLean, and then
less flow ~~would~~ would be on 518. I realize
the bridge would have to be larger to
accomodate going over both Hwy 35 and
the railroad tracks. I would love to discuss
this further if you like. Thank you,



COMMENT FORM

PEARLAND FM 518 CORRIDOR STUDY

PUBLIC MEETING - DECEMBER 3, 2024



Please write your contact information and comments using the form below.

First Name: DAN GROCE

Last Name: GROCE

Affiliation/Organization: _____

Email: dgroce@aol.com

Questions or Comments: You are trying to fix a problem that doesn't need fixing. Push hour traffic is a fact of life in any urban/suburban area. Aside from the relatively short peak traffic times, traffic in the area is manageable and not a problem. You would improve traffic flow overall by elevating the railroad tracks from North of Orange to south of Bailey

FM 518/Broadway St Corridor Study
(from McLean Rd to Edgewood Dr)

Photos

Public Meeting
December 3, 2024







Appendix D

Technical Analysis

D1 - FM 518 Alternatives Analysis – Short-term Recommendations

D25 - FM 518 Alternatives Analysis – Long Term Alternatives

D48 - Access Management Alternative Median Location Map

MEMORANDUM

DATE: May 28, 2025
TO: Carlene Mullins
CC: Qun Zhao, Monique Johnson
FROM: Ellen Soll, Jack Shick
RE: FM 518 Alternatives Analysis – Short- and Medium-Term Recommendations v4

Introduction

The purpose of this technical memorandum is to summarize the Short- and Medium-term improvement recommendations of the FM 518 Corridor Study. Recommendations include intersection improvements that can be implemented quickly, such as changing signal timings and lane configurations. In addition, this memo details the results of an alternative to close Walnut Street at the intersection of McLean Street which was ultimately determined to be infeasible.

Operational Analysis

A total of twelve (12) signalized and one (1) unsignalized¹ intersections were analyzed and modeled within the FM 518 corridor study area for operations using PTV Vissim 2024 traffic analysis simulation software. The primary Measures of Effectiveness (MOEs) included AM and PM Peak Level of Service (LOS).

What is the Level of Service?

Level of Service (LOS) is a way to measure the operational effectiveness of a transportation facility. It uses a scale from A through F to show how smoothly traffic is flowing, or how long a user is delayed at an intersection in seconds of delay.^{2,3} “Seconds of delay” provides a clearer picture when the LOS scale doesn’t show small improvements due to the broadness of the categories.

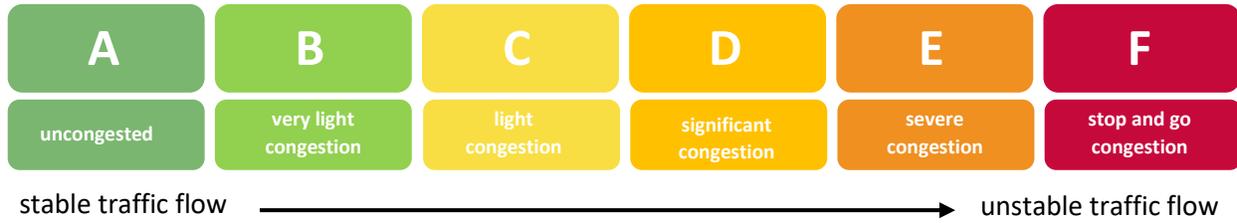
Short-term intersection improvements were evaluated under three conditions. First, the existing condition was modeled using 2024 data. Second, the “no build” condition was modeled in 2029 because it reflects the highest level of expected increase in traffic volumes while still being within a “short” time frame. Third, the 2029 condition was modeled with the improvements included. These three conditions

¹Walnut Street at Old Alvin Rd is 4-way stop controlled intersection.

² LOS Criteria for **signalized** intersections in average control delay (sec/vehicle): **A:** ≤ 10, **B:** > 10 and ≤ 20, **C:** > 20 and ≤ 35, **D:** > 35 and ≤ 55, **E:** > 55 and ≤ 80, **F:** > 80

³ LOS criteria for **stop controlled** intersections in average control delay (sec/vehicle): **A:** ≤ 10, **B:** > 10 and ≤ 15, **C:** > 15 and ≤ 25, **D:** > 25 and ≤ 35, **E:** > 35 and ≤ 50, **F:** > 50

were modeled for both the AM and PM Peak Hours. These are the morning and afternoon periods when we typically see the most traffic congestion on the roads.⁴



What is the “No-Build” Scenario?

The No Build scenario includes anticipated traffic growth⁵ on the corridor including planned and funded projects, such as:

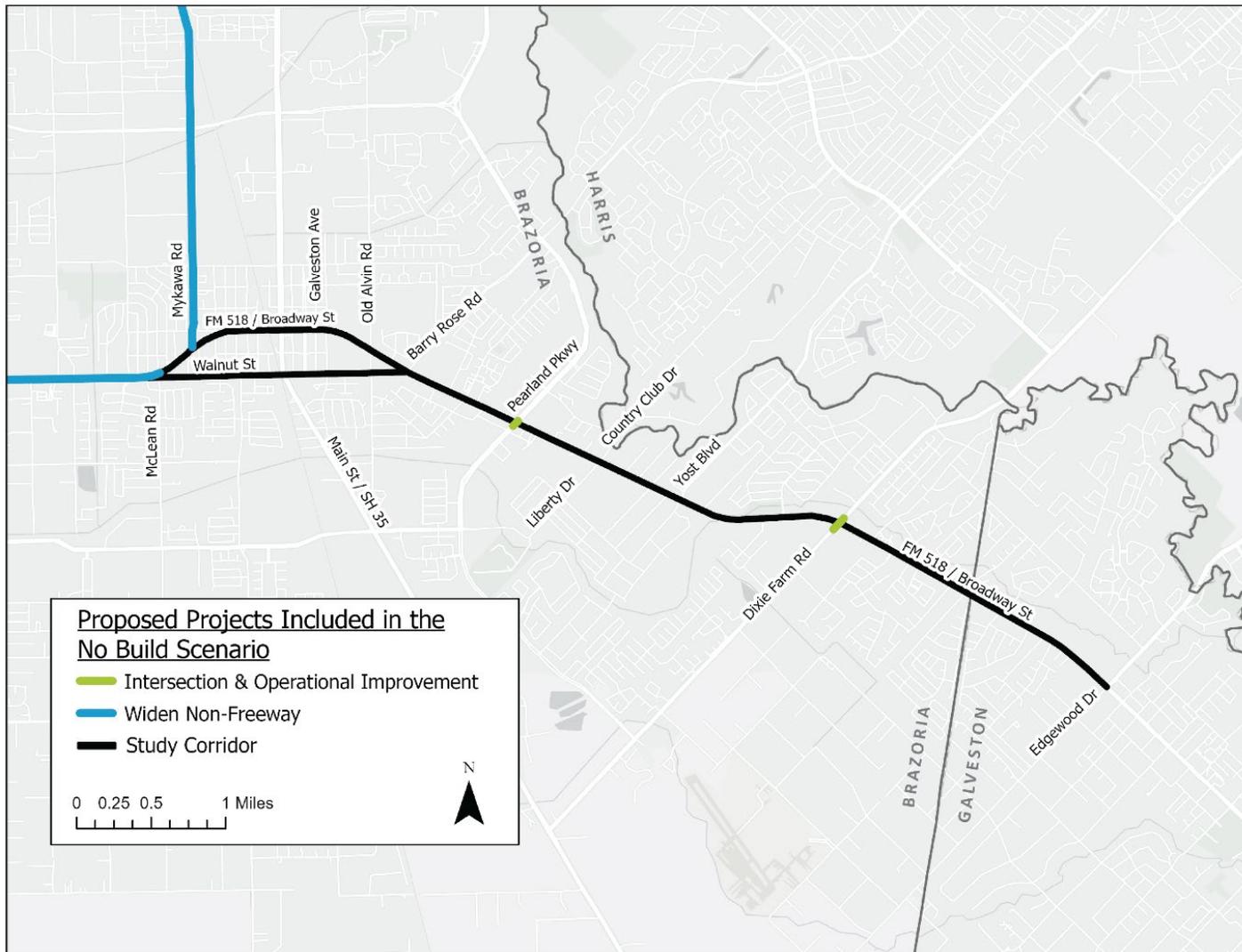
- Projects currently listed in the City of Pearland’s Capital Improvement Plan
- TxDOT FM 518 widening project from SH 288 to McLean Rd

Planned and ongoing projects included in the “no-build” are shown in Figure 1, next page.

⁴ For this study, the AM Peak Hour was 7:30 AM – 8:30 AM. The PM Peak Hour was 4:45 PM – 5:45 PM. These peak hours were determined based on traffic counts collected in April 2024.

⁵ To determine the growth rate, nine annual count stations were analyzed over a period of 20 years. The overall average growth rate was under 2%, so a 2% growth rate was applied according to the TxDOT SOP.

Figure 1. Planned or Ongoing Projects that are Included in the No Build Scenario



Safety Analysis

To evaluate safety in the corridor, crash data from 2017 to 2023 was obtained from the TxDOT Crash Records Information System (CRIS) . For each intersection, both the number of crashes and the crash rate (or the number of crashes per million entering vehicles (MEV) are provided. The crash rate is included to account for the number of vehicles that pass through the intersection, to be able to compare intersections fairly, considering the volume of traffic that passes through each.

All signalized intersections in the corridor were compared based on the excess proportion of specific crash types. Where specific types of crashes happened more often than expected, countermeasure recommendations are included that may address those specific crash problems at those locations.⁶

Where specific safety countermeasures were identified for an intersection, they are indicated under the “recommendations and results” section. The following countermeasures should be considered at all intersections:

- Provide intersection safety lighting
- Refresh pavement markings
- Install retroreflective backplates
- Review clearance intervals

The following pedestrian countermeasures should be considered at all intersections:

- Refresh/install pedestrian crosswalks
- Improve/install sidewalks
- Leading pedestrian intervals⁷

Cost Estimates

Cost estimates were prepared using TxDOT 2024 Bid Item Costs and were adjusted based on engineering judgement and inflation within the Greater Houston Area. The items which would have the biggest impact on the proposed costs, including pavement and earthwork, were estimated and contingencies were added to account for unknown costs and other items.

Short-Term and Medium-Term Intersection Improvements

The next section provides one-page summary information about each of the thirteen short-term and medium-term intersection improvement recommendations. Intersection improvements include signal operation and geometric improvements at locations throughout the corridor, from west to east. Short-term improvements can be completed within 0-5 years, while medium-term improvements require Right-of-Way (ROW) acquisition so they may take longer to implement, at 6-10 years.

Improvement results are shown in LOS and seconds of delay.⁸ While some intersections may appear to have only a minor improvement, there are two considerations to be mindful of:

⁶ The general countermeasures listed above are not included in Cost Estimates.

⁷ Leading pedestrian intervals are 3-7 seconds of head start time for pedestrians before green lights for vehicles.

⁸ Percent improvement in delay between no build and 2029 improvement scenarios are described as mild (under 25%), moderate (20-50%) or significant (more than 50%)

- The thirteen intersections were analyzed as a corridor, so improvements to one intersection may also affect other intersections. As such, a full slate of improvements is recommended to achieve the full benefits.
- Where a significant benefit is not shown, a more substantial improvement (such as widening FM 518 to increase throughput capacity of the corridor) may be necessary to achieve a different result. This memo only addresses recommendations that can be achieved relatively quickly.

The LOS improvement results presuppose the implementation of all intersection recommendations along the corridor. Enhancements at one intersection have a ripple effect on the others.

Note that several of the figures illustrate locations for turn lane improvements. Red markings indicate where the improvement requires additional ROW acquisition, and green markings indicate where no additional ROW is needed.

Intersection improvements are summarized in **Figure 2 and Table 1**.

Figure 2. Intersection Improvement Locations

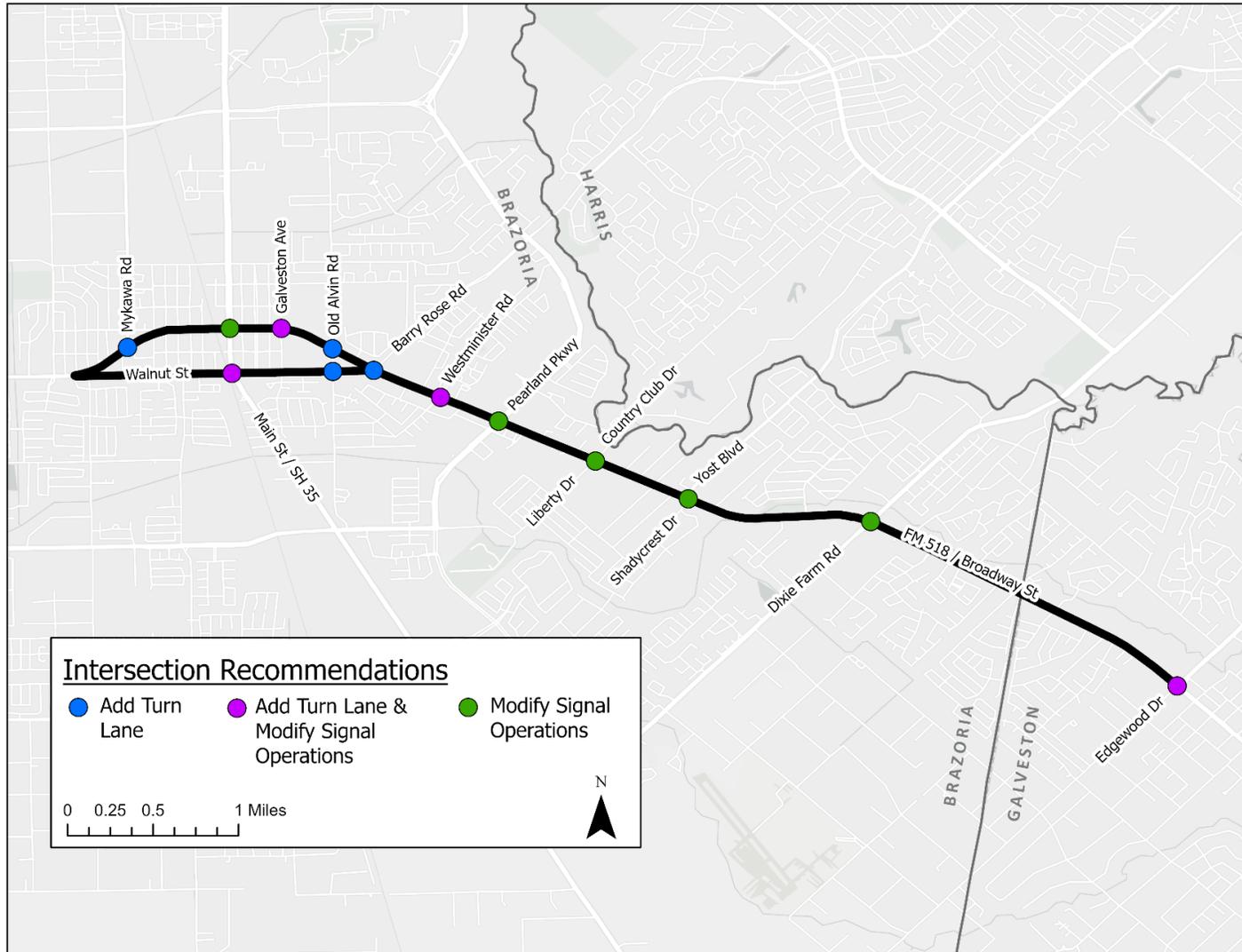


Table 1: Intersection Improvement Descriptions and Cost Estimates

Location	Operational Improvement Description	Specific Countermeasures	Cost
A. FM 518 @ Mykawa Rd	Add westbound right-turn bay	N/A	\$315,000
B. FM 518 @ SH 35 (Main St)	Optimize signal timings	Install raised median	\$45,000
B1. Walnut St @ SH 35 (Main St)	Add northbound right-turn bay, increase green time for southbound approach, optimize signal timings	N/A	\$250,000
C. FM 518 @ Galveston Ave	Add a short southbound right-turn bay, implement permitted/protected	N/A	\$100,000
D. FM 518 @ Old Alvin Rd	Add southbound right-turn bay and reconfigure the affected Burger King driveway, add westbound right-turn bay	N/A	\$845,000
D1. Walnut St @ Old Alvin Rd	Add westbound right-turn bay, add northbound right-turn bay	N/A	\$700,000
E. FM 518 @ Walnut St / Barry Rose Rd	Add westbound right turn-bay	N/A	\$350,000
F. FM 518 @ Westminster Rd	Add northbound right-turn bay, convert left lane to through/left, allow both Westminster approaches to run simultaneously	N/A	\$400,000
G. FM 518 @ Pearland Pkwy	Optimize signal timings	Install raised median; Conduct Intersection Control Evaluation (ICE) to consider intersection configuration with reduced conflict points	\$55,000
H. FM 518 @ Country Club Dr / Liberty Dr	Optimize signal timings	Install raised median; Operate protected only phasing for EBL and WBL	\$55,000

I. FM 518 @ Yost Blvd /Shadycrest Dr	Optimize signal timings	Install raised median; Operate protected only phasing for EBL and WBL; Pavement Friction Management	\$75,000
J. FM 518 @ Dixie Farm Rd	Optimize signal timings	Install raised median; Green bicycle lane markings in high conflict areas outside TxDOT ROW	\$65,000
K. FM 518 @ E. Edgewood Dr	Add additional through/right turn bay to eastbound approach and reconfigure to dual left turns, optimize signal timings	N/A	\$400,000

FM 518 at Mykawa Rd

Context & Configuration

This is a signalized three-legged intersection. The eastbound approach (FM 518) has two through lanes and a left-turn lane. The westbound approach (FM 518) has a shared through-right lane and one additional through lane. The southbound approach (Mykawa Rd) has a right-turn lane and a left-turn lane. There is a proposed project that would widen Mykawa Rd to 4-lanes from Beltway 8 to FM 518 included in the City’s CIP. In the future, the geometry of this intersection should be aligned with Ray St or Johnston St to safely accommodate the volume of turning vehicles, improve visibility and provide for more consistent and safer operations.

Number of Crashes	Crash Rate
29 2017-2023	50.9 Per 100 MEV

Operational Analysis

This intersection is expected to operate at a LOS of D by 2029 during the PM peak if no action is taken. In particular, the southbound approach is anticipated to operate at an unacceptable LOS, and the westbound right is at a sharp angle.

	Existing LOS (2024)	No Build (2029)	Improvement (2029)
AM Peak	C (20.8)	C (21.8)	B (19.6)
PM Peak	C (19.8)	D (35.7)	C (34.0)

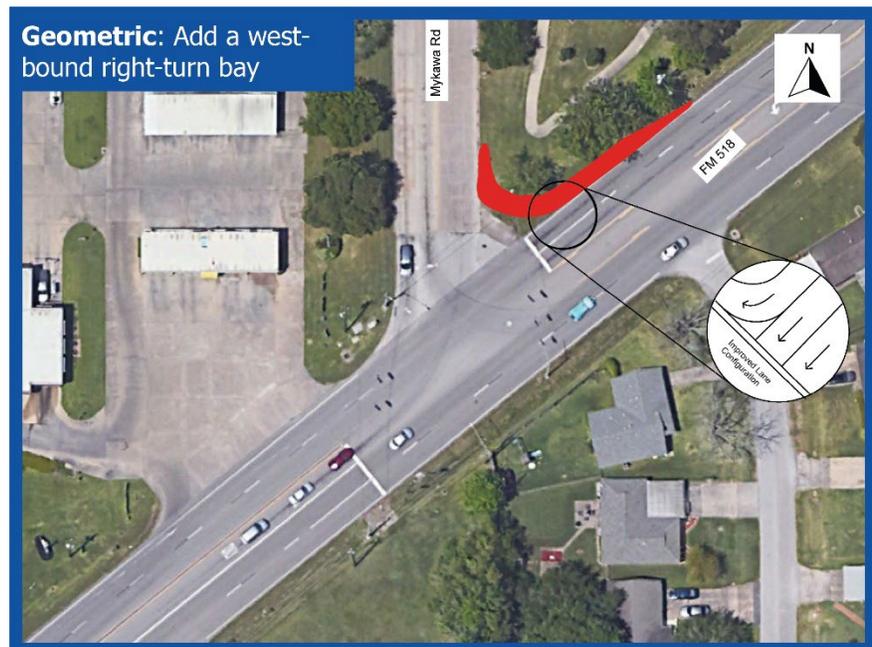
Recommendation & Results

Add a right-turn bay on westbound FM 518. This is anticipated to result in mild improvements in intersection delay in both the 2029 AM peak (10%) and PM peak (5%) periods compared to 2029 no build. ROW is needed to make this improvement.

No specific safety countermeasures were identified for this location, although squaring the intersection up in the long term should be considered.

Cost Estimate: \$315,000

Figure 3: Intersection Improvements – FM 518 at Mykawa Rd (A)



FM 518 at SH 35 (Main St)

Context & Configuration

This intersection is a signalized four-legged intersection. The eastbound approach (FM 518) has one right-turn bay, two through lanes, and one left-turn bay. The westbound approach (FM 518) has one right-turn bay, two through lanes, and one two-way left-turn lane (TWLTL). The northbound approach (SH 35) has one right-turn bay, two through lanes, and one TWLTL. The southbound approach (SH 35) has one right-turn lane, two through lanes, and one left-turn bay.

Number of Crashes

Crash Rate

81

2017-2023

93.24

Per 100 MEV

Operational Analysis

This intersection runs a preemption phase when a train passes directly west of SH 35, preventing any movements proceeding west. Southbound, eastbound, and westbound left turns all perform at level of service D or worse. If no improvement is made, the intersection LOS rating will become an E for the 2029 AM peak. If no improvement is made, there is no significant difference during the 2029 PM peak.

	Existing LOS (2024)	No Build (2029)	Improvement (2029)
AM Peak	D (43.6)	E (62.5)	D (50.7)
PM Peak	D (37.6)	D (44.9)	D (42.7)

Recommendation & Results

Implement permitted/protected and lead/lag phasing for eastbound and westbound left-turns. This is anticipated to result in a mild improvement to delay in the 2029 AM (19%) and a mild improvement to delay (5%) in the PM when compared to 2029 no build.

One of the crashes that occurred at this location was an overturned vehicle. The installation of a raised median is a possible countermeasure for this issue.

Cost Estimate: \$45,000

Figure 4: FM 518 at Main St/SH 35



Walnut St at SH 35 (Main St)

Context & Configuration

This intersection is a signalized four-legged intersection. The eastbound and westbound approaches (Walnut St) have one shared through-right lane, one through lane, and one left-turn bay. The northbound approach (SH 35) has one shared through-right lane, one through lane, and one TWLTL. The southbound approach (SH 35) has one channelized right-turn bay, two through lanes, and a TWLTL.

Number of Crashes

Crash Rate

42

2017-2023

67.65

Per 100 MEV

Operational Analysis

This intersection runs a preemption phase when a train passes directly west of SH 35, preventing any movements proceeding west. The southbound and northbound approaches perform at poor LOS, and there is a sharp angle for the northbound right. The LOS will be a D in 2029, during both the AM and PM peak periods if no action is taken.

	Existing LOS (2024)	No Build (2029)	Improvement (2029)
AM Peak	C (27.3)	D (41.4)	C (28.9)
PM Peak	D (45.8)	D (49.8)	D (49.9)

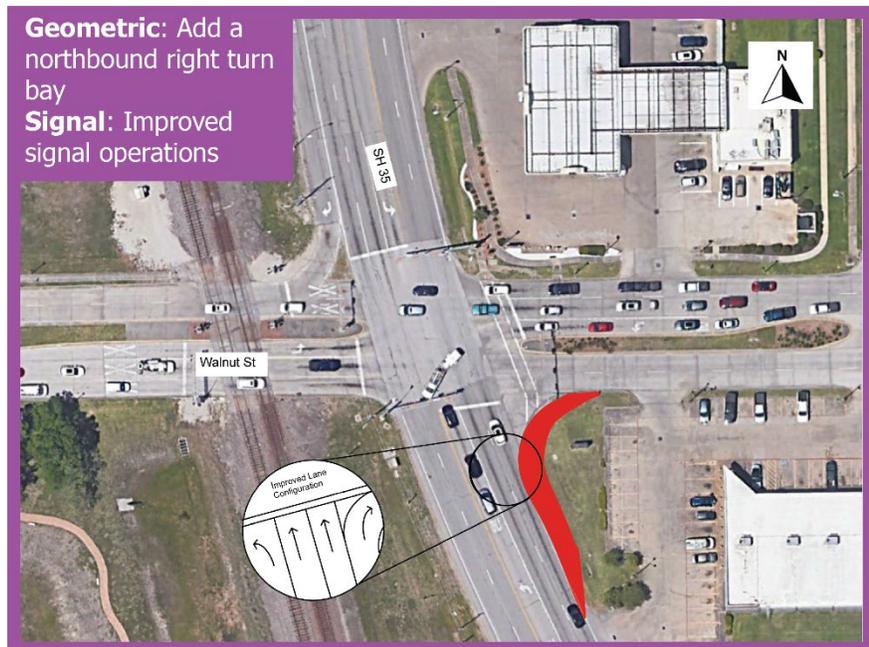
Recommendation & Results

Add a northbound right turn bay; Increase green time for southbound approach. This is anticipated to result in moderate (30%) improvement in delay during the AM peak period. Unfortunately, it is not anticipated to help during the PM peak period. Some additional ROW is needed.

No specific safety counter measures were identified for this intersection.

Cost estimate: \$250,000

Figure 5: Intersection Improvements – Walnut St at Main St/SH 35 (B1)



Notes: To see an improvement during the PM peak, a more substantial improvement (such as widening SH 35 to increase through capacity) would be necessary, which is not the focus of these short-term improvements.

FM 518 at Galveston Ave

Context & Configuration

This intersection is a signalized four-legged intersection. The eastbound and westbound approaches (FM 518) have one shared through-right lane, one through lane, and one TWLTL. The northbound and southbound approaches (Galveston Ave) have one shared lane for all turning movements.

Number of Crashes	Crash Rate
8 2017-2023	15.2 Per 100 MEV

Operational Analysis

During the PM peak, the overall intersection operates at a LOS A in all scenarios. However, during the AM peak, it currently operates as a LOS C and will continue to do so in 2029 unless the improvement is made, in which case it will operate at an LOS A.

	Existing LOS (2024)	No Build (2029)	Improvement (2029)
AM Peak	C (23.7)	C (29.8)	A (9.7)
PM Peak	A (5.0)	A (5.3)	A (3.8)

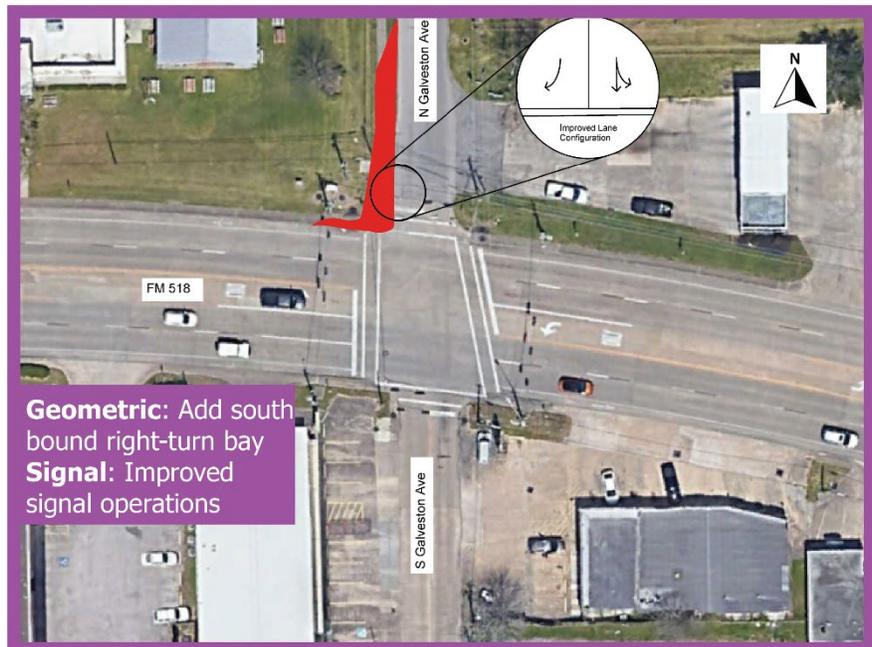
Recommendation & Results

Add southbound right-turn bay; Implement permitted/protected phasing for eastbound and westbound left-turn lanes. Additional ROW is needed. This is anticipated to provide a significant (67%) improvement during the AM peak period.

No specific safety counter measures were identified for this intersection.

Cost Estimate: \$100,000

Figure 6: Intersection Improvements – FM 518 at Galveston Ave (C)



FM 518 at Old Alvin Rd

Context & Configuration

This intersection is a signalized four-legged intersection. The eastbound and westbound approaches (FM 518) have one shared through-right lane, one through lane, and one TWLTL. The northbound and southbound approaches (Old Alvin Rd) have one shared through-right lane and one left-turn bay.

Number of Crashes	Crash Rate
55 2017-2023	137.84 Per 100 MEV

Operational Analysis

With the projected growth in traffic, this intersection will be performing at an LOS E during the AM peak period in 2029. The southbound approach is of particular concern, and a westbound right-turn bay is warranted.

	Existing LOS (2024)	No Build (2029)	Improvement (2029)
AM Peak	D (45.5)	E (61.8)	C (28.9)
PM Peak	C (25.5)	C (32.1)	C (29.7)

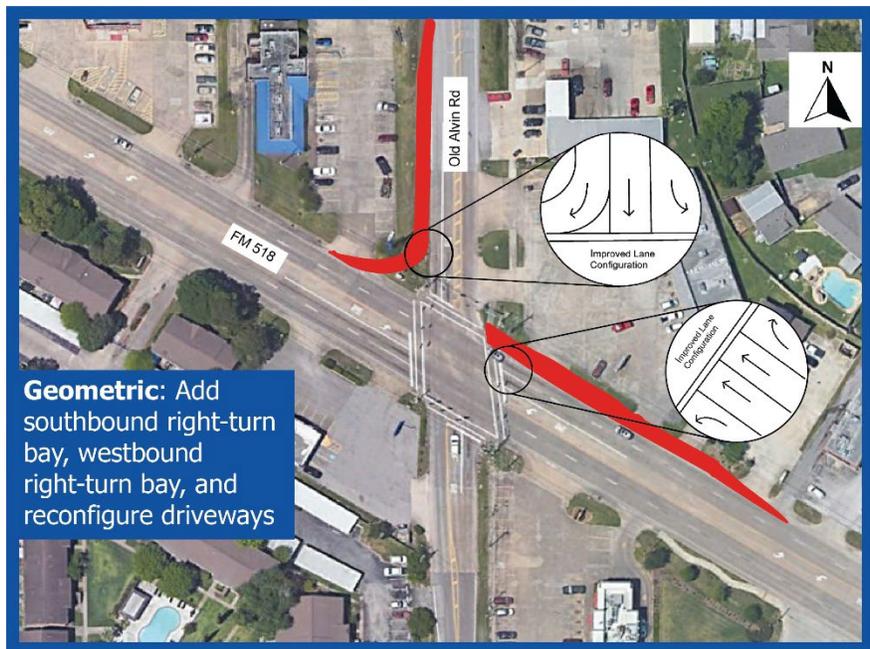
Recommendation & Results

Add southbound right-turn bay, westbound right-turn bay, and reconfigure driveways; Additional ROW will be needed. This improvement is anticipated to result in moderate (34%) improvement in delay in the AM and a mild (8%) improvement in delay in the PM.

No specific safety countermeasures were identified for this intersection.

Cost Estimate: \$845,000

Figure 7: Intersection Improvements – FM 518 at Old Alvin (D)



Walnut St at Old Alvin Rd

Context & Configuration

This intersection is an unsignalized all-way stop-controlled four-legged intersection. All four approaches have one shared lane for all turning movements.

Number of Crashes	Crash Rate
29 2017-2023	94.88 Per 100 MEV

Operational Analysis

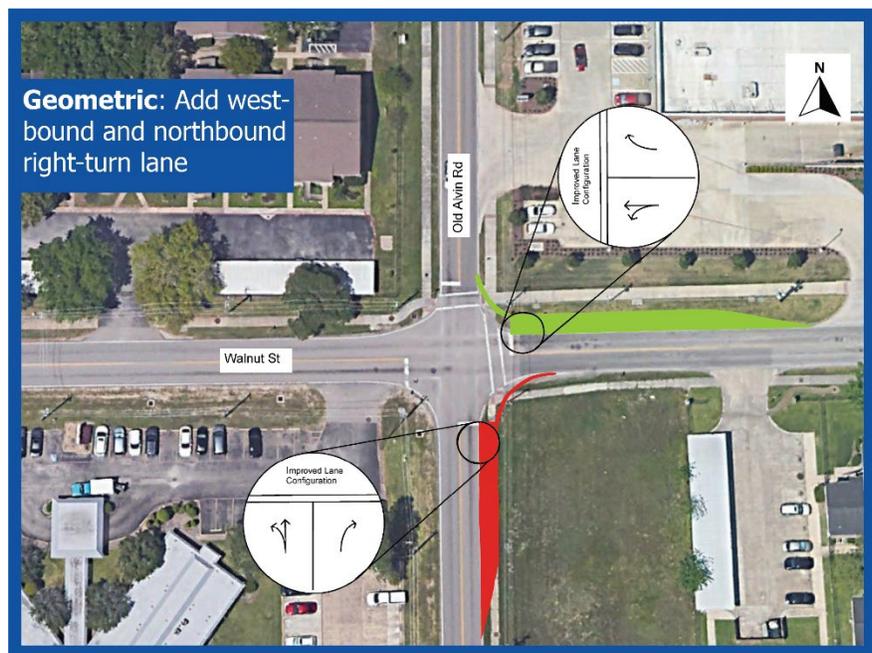
This intersection has high levels of delay and will have an LOS rating of F in 2029 even with the improvement indicated. However, the length of delay (in seconds) will be less extreme if the improvement is added. The westbound approach is of particular concern, and a northbound right-turn bay is warranted.

	Existing LOS (2024)	No Build (2029)	Improvement (2029)
AM Peak	D (26.1)	F (109.0)	F (69.3)
PM Peak	D (31.0)	F (72.0)	F (57.9)

Recommendation & Results

Add westbound and northbound right-turn lane. No additional ROW is needed for northbound turn lane; additional ROW is needed for westbound turn lane. This will result in a moderate improvement in delay (36%) in the AM and a mild improvement in delay (20%) in the PM. While it will still operate at an LOS F, the change in seconds of delay is notable. The City of Pearland should continue to monitor traffic volumes at this intersection and install a traffic signal at this location if warranted in the future.⁹

Figure 8: Intersection Improvements – Walnut St at Old Alvin (D1)



No specific safety counter measures were identified for this intersection.

Cost Estimate: \$700,000

⁹ See the Texas Manual on Uniform Traffic Control Devices (TMUTCD) for more information on studies and factors for justifying traffic control signals

FM 518 at Walnut St/Barry Rose Rd

Context & Configuration

This intersection is a signalized four-legged intersection. The approaches on FM 518 both have one shared through-right lane, one through lane, and one TWLTL. The approach on Walnut St has one right-turn bay and one shared left-through lane. The approach on Barry Rose Rd has one right-turn lane, one through lane, and one TWLTL.

Number of Crashes	Crash Rate
64 2017-2023	87.28 Per 100 MEV

Operational Analysis

FM 518 westbound right-turn volume warrants a right-turn bay, and the approaches on Barry Rose Rd and Walnut St operate at LOS E or worse during at least one peak hour.

	Existing LOS (2024)	No Build (2029)	Improvement (2029)
AM Peak	C (24.4)	C (33.9)	D (35.9)
PM Peak	C (26.2)	D (42.0)	D (43.4)

Recommendation & Results

Add westbound right-turn bay. Additional ROW needed.

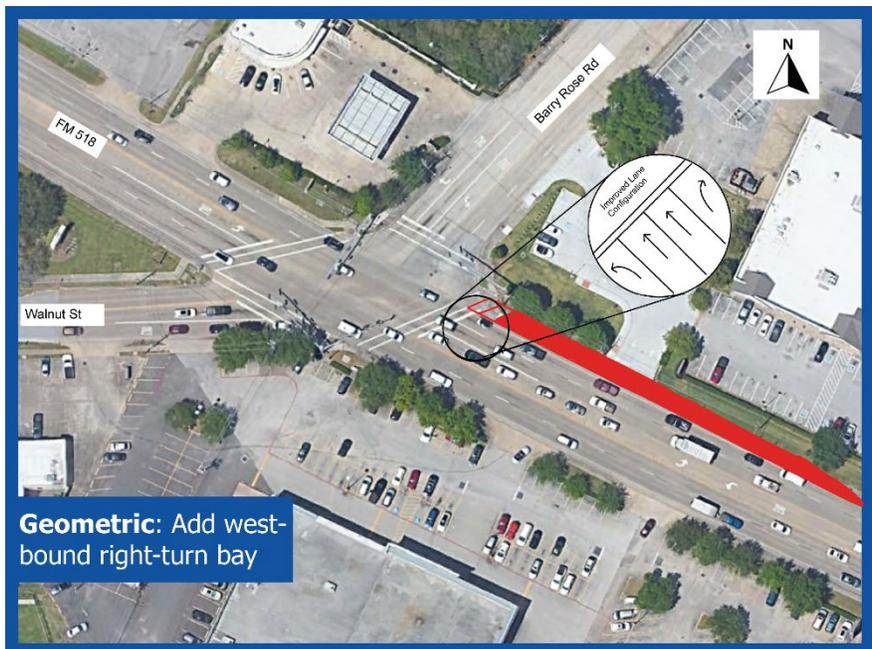
No specific safety counter measures were identified for this intersection.

Cost Estimate: \$350,000

Notes:

No Improvement in delay at this specific location, however the lack of improvement in the PM peak hour can be attributed to the improvement seen at the intersections of Walnut St at Old Alvin Rd and FM 518 at Old Alvin Rd. Some safety benefits may occur because of the improvement.

Figure 9: Intersection Improvements – FM 518 at Barry Rose Rd (E)



FM 518 at Westminister Rd

Context & Configuration

This intersection is a signalized four-legged intersection. The eastbound and westbound approaches (FM 518) have one shared through-right lane, one through lane, and one TWLTL. The northbound approach (Westminister Rd) has one shared lane for all turning movements. The southbound approach (Westminister Rd) has one shared through-right lane and one left-turn lane.

Number of Crashes	Crash Rate
38 2017-2023	61.46 Per 100 MEV

Operational Analysis

The overall intersection will operate at a 2029 PM LOS of D with or without the recommended improvement, and it will operate at a 2029 AM LOS B with or without the improvement. The southbound and northbound approaches operate at LOS E.

	Existing LOS (2024)	No Build (2029)	Improvement (2029)
AM Peak	B (12.0)	B (15.7)	B (12.2)
PM Peak	B (17.3)	D (49.4)	D (45.8)

Recommendation & Results

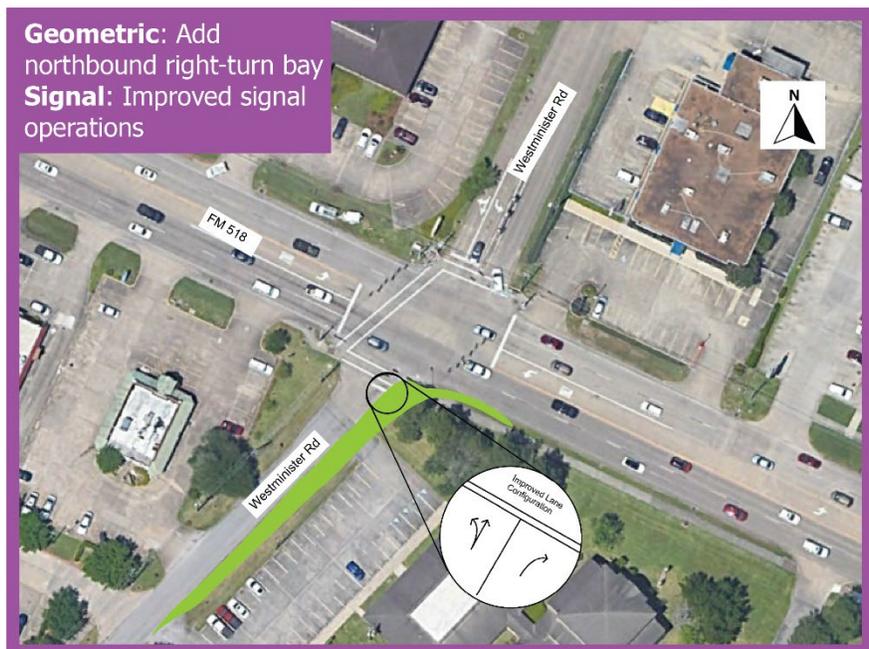
Add northbound right-turn bay; Allow both approaches on Westminister Rd to run simultaneously. No ROW is needed. This improvement is anticipated to result in a mild (22%) decrease in delay in the AM and a mild (7%) decrease in delay during the PM peak for 2029 when compared to the no build scenario.

No specific safety counter measures were identified for this intersection.

Cost Estimate: \$400,000

Notes: Turn bay is warranted based on turning volumes and may increase safety by removing decelerating vehicles preparing to turn from the through lane.

Figure 10: Intersection Improvements – FM 518 at Westminister Rd (F)



FM 518 at Pearland Pkwy

Context & Configuration

This intersection is a signalized four-legged intersection. The eastbound and westbound approaches (FM 518) have one channelized right-turn bay, two through lanes, and one TWLTL. The northbound approach (Pearland Pkwy) has one shared through-right lane, one through lane, and one left-turn bay. The southbound approach (Pearland Pkwy) has one shared through-right lane, one through lane, and two left-turn bays. The City of Pearland currently has plans to upgrade the signal and construct dual left turns on the northbound approach, along with right-turn bays on northbound and southbound approaches.

Number of Crashes	Crash Rate
198 2017-2023	185.39 Per 100 MEV

Operational Analysis

The intersection currently operates at a LOS F in the PM period and will have high levels of delay in the 2029 PM peak period. The operation of the eastbound and westbound approaches are of particular concern.

	Existing LOS (2024)	No Build (2029)	Improvement (2029)
AM Peak	E (61.2)	E (71.9)	E (63.6)
PM Peak	F (88.6)	F (117.9)	F (97.5)

Recommendation & Results

Traffic signal timing optimization. The improvement will result in mild (12%) improvement in delay during the AM peak and a mild (7%) improvement in delay during the PM peak.¹⁰ Specific countermeasures identified to address the high frequency of crashes include:

- Raised median
- Intersection Control Evaluation (ICE) evaluation to consider intersection configuration with reduced conflict points

Cost Estimate: \$55,000¹¹

Figure 11: Intersection Improvements – FM 518 at Pearland Pkwy



¹⁰ This improvement prevents some of the westbound queue from extending to other intersections on FM 518 during the PM peak hour, such as Country Club/Liberty Dr and Yost Blvd/Shadycrest Dr, directly improving those intersections, as well.

¹¹ Includes specific countermeasure cost estimate

FM 518 at Country Club Dr / Liberty Dr

Context & Configuration

This intersection is a signalized four-legged intersection. The eastbound and westbound approaches (FM 518) have one shared through-right lane, one through lane, and one TWLTL. When data was collected in April 2024, the northbound approach (Liberty Dr) had one shared through-right lane and one left-turn lane. The southbound approach (Country Club Dr) has one shared through-right lane and one left-turn lane. As of January 2025, the northbound approach has one right-turn bay, one shared left-through lane, and one left-turn lane.

Number of Crashes

Crash Rate

83

2017-2023

103.79

Per 100 MEV

Operational Analysis

2029 no build southbound and northbound approaches operating at LOS E or worse during at least one peak hour. The overall intersection will operate at a LOS E during both the AM and PM peak period without the improvement.

	Existing LOS (2024)	No Build (2029)	Improvement (2029)
AM Peak	B (18.8)	E (68.0)	E (63.1)
PM Peak	B (16.9)	E (67.3)	C (21.0)

Recommendation & Results

Traffic signal timing optimization. This is anticipated to result in a mild improvement in delay (7%) in the AM and significant improvement in delay (69%) in the PM. To address specific crash types at this location (same direction and angle crashes), the following countermeasures were identified:

- Install raised median
- Operate protected only phasing for EBL and WBL

Cost Estimate: \$55,000¹²

Figure 12: Intersection Improvements – FM 518 at Country Club Dr / Liberty Dr (H)



¹² Includes specific countermeasure cost estimate

FM 518 at Yost Blvd/Shadycrest Dr:

Context & Configuration

This intersection is a signalized four-legged intersection. The eastbound and westbound approaches (FM 518) have one shared through-right lane, one through lane, and one TWLTL. The northbound approach (Shadycrest Dr) has one shared through-right lane and one left-turn bay. The southbound approach (Yost Blvd) has one right-turn lane, one through lane, and one left-turn bay.

Number of Crashes	Crash Rate
76 2017-2023	98.5 Per 100 MEV

Operational Analysis

The overall intersection LOS for 2029 no build PM period is D. The southbound and northbound approaches operate at LOS E or worse during at least one peak hour.

	Existing LOS (2024)	No Build (2029)	Improvement (2029)
AM Peak	A (8.7)	B (12.9)	B (12.7)
PM Peak	A (8.7)	D (35.1)	B (17.9)

Recommendation & Results

Traffic signal timing optimization is anticipated to have a mild improvement (2%) in the AM and significant improvement (49%) in the PM period.

To address opposite direction and wet surface crashes, the following counter measures were identified:

- Install raised median
- Operate protected only phasing for EBL and WBL
- Pavement Friction Management

Cost Estimate: \$55,000¹³

Figure 13: Intersection Improvements – FM 518 at Yost Blvd/ Shadycrest Dr (I)



¹³ Includes specific countermeasure cost estimate

FM 518 at Dixie Farm Rd

Context & Configuration

This intersection is a signalized four-legged intersection. The eastbound and westbound approaches (FM 518) have one channelized right-turn bay, two through lanes, and one TWLTL. The northbound and southbound approaches (Dixie Farm Rd) have one right-turn bay, two through lanes, and two left-turn bays.

Number of Crashes	Crash Rate
211 2017-2023	186.42 Per 100 MEV

Operational Analysis

Westbound approach on FM 518 operates at a LOS of E or worse during both peak hours. The overall intersection operates at LOS E during the 2029 no build PM peak hour.

	Existing LOS (2024)	No Build (2029)	Improvement (2029)
AM Peak	D (30.1)	D (51.5)	D (47.2)
PM Peak	E (55.2)	E (69.5)	E (62.7)

Recommendation & Results

Traffic signal timing optimization is anticipated to have a mild improvement in delay in both the AM (8%) and PM (10%) peak periods.

To address specific crash types at this location (same direction and angle crashes, and cyclist crashes), the following counter measures were identified:

- Install raised median
- Bicycle green markings

Cost Estimate: \$65,000¹⁴

Figure 14: Intersection Improvements – FM 518 at Dixie Farm Rd (J)



¹⁴ Includes specific countermeasure cost estimate

FM 518 at E. Edgewood Dr

Context & Configuration

This intersection is a signalized four-legged intersection. The approaches on Friendswood Dr have one shared through-right lane, one through lane, and one TWLTL. The approaches on E. Edgewood Dr have one shared through-right lane, one through lane, and one left-turn bay.

Number of Crashes	Crash Rate
103 2017-2023	117.19 Per 100 MEV

Operational Analysis

The overall intersection will operate at a LOS F in 2029 without the improvement.

	Existing LOS (2024)	No Build (2029)	Improvement (2029)
AM Peak	E (70.8)	F (145.9)	D (53.0)
PM Peak	E (64.4)	F (109.5)	F (82.1)

Recommendation & Results

Add a through-right turn bay and dual left-turn lanes west of E. Edgewood Dr; Optimize signal timings. Additional ROW needed. This is anticipated to have a significant improvement to delay during the AM period (64%) and a moderate improvement to delay (25%) during the PM period.

No specific safety countermeasures were identified for this intersection.

Cost Estimate: \$400,000

Figure 15: Intersection Improvements – FM 518 at E. Edgewood Dr (K)

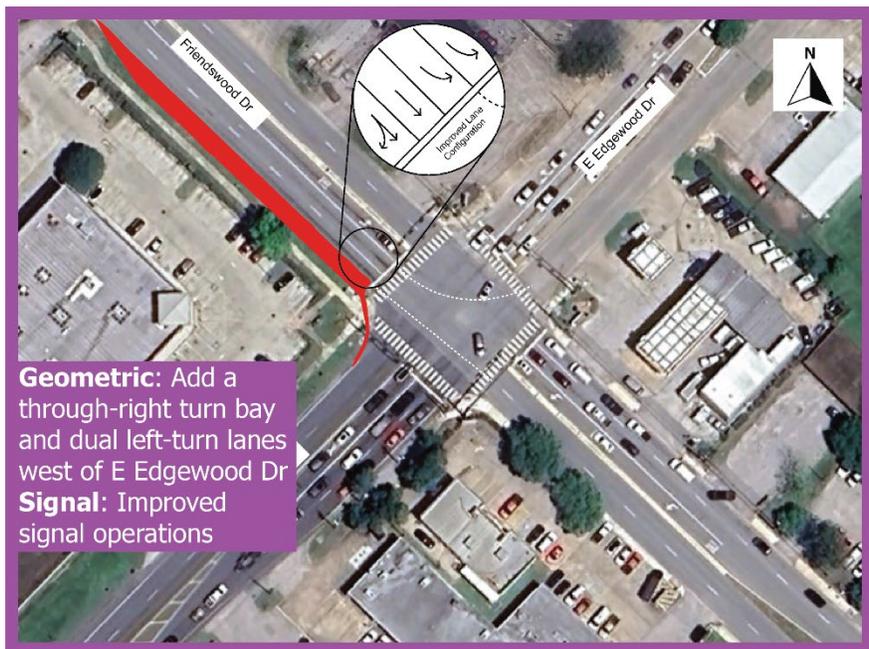


Table 2. Reference Table - Intersection Improvement – LOS No Build and 2029 Comparison

Intersection	AM Peak Period				PM Peak Period				
	Existing LOS	No Build	Intersection Improvements	Delay Improvement from No Build	Existing LOS	No Build	Intersection Improvements	Delay Improvement from No Build	
	2024	2029	2029		2024	2029	2029		
A	FM 518 at Mykawa Rd	C (20.8)	C (21.8)	B (19.6)	10%	B (19.8)	D (35.7)	C (34.0)	5%
B	FM 518 at SH 35	D (43.6)	E (62.5)	D (50.7)	19%	D (37.6)	D (44.9)	D (42.7)	5%
B1	Walnut St at SH 35	C (27.3)	D (41.4)	C (28.9)	30%	D (45.8)	D (49.8)	D (49.9)	0%
C	FM 518 at N Galveston Ave	C (23.7)	C (29.8)	A (9.7)	67%	A (5.0)	A (5.3)	A (3.8)	28%
D	FM 518 at Old Alvin Rd	D (45.5)	E (61.8)	D (41.1)	34%	C (25.5)	C (32.1)	C (29.7)	8%
D1	Walnut St at Old Alvin Rd*	D (26.1)	F (109.0)	F (69.3)	36%	D (31.0)	F (72.0)	F (57.9)	20%
E	FM 518 at Walnut St/Barry Rose Rd	C (24.4)	C (33.9)	D (35.9)	0%	C (26.2)	D (42.0)	D (43.4)	0%
F	FM 518 at Westminister Rd	B (12.0)	B (15.7)	B (12.2)	22%	B (17.3)	D (49.4)	D (45.8)	7%
G	FM 518 at Pearland Pkwy	E (61.2)	E (71.9)	E (63.6)	12%	F (88.6)	F (117.9)	F (97.5)	7%
H	FM 518 at Liberty Dr/Country Club Dr	B (18.8)	E (68.0)	E (63.1)	7%	B (16.9)	E (67.3)	C (21.0)	69%
I	FM 518 at Yost Blvd/Shadycrest Dr	A (8.7)	B (12.9)	B (12.7)	2%	A (8.7)	D (35.1)	B (17.9)	49%
J	FM 518 at Dixie Farm Rd	D (40.1)	D (51.5)	D (47.2)	8%	E (55.2)	E (69.5)	E (62.7)	10%
K	FM 518 at Edgewood Dr	E (70.8)	F (145.9)	D (53.0)	64%	E (65.4)	F (109.5)	F (82.1)	25%

Medium-Term Alternative: Walnut Closure

The Walnut Closure alternative includes the removal of the signal at Walnut St and the removal of the connection of Walnut St to McLean Rd on the east side of McLean Rd. The western terminus of Walnut St. (east of McLean Rd) becomes a cul-de-sac. Traffic headed eastbound on FM 518 must either continue on FM 518 or is diverted to travel southbound on McLean Rd. Traffic headed westbound on Walnut St to proceed west on FM 518 must turn into Veterans Dr, turn right on Fite Rd, then turn right on McLean Rd. From McLean Rd, traffic would turn left to proceed on FM 518 west. This alternative could be implemented relatively quickly, but may require some ROW acquisition.

Scenarios: One scenario run, eliminates through traffic from Walnut at McLean

Measures of Effectiveness (MOEs):

- 2029 AM and PM peak LOS
- Safety Improvement

Evaluation

The Walnut Closure alternative is unfavorable to members of the Steering Committee, due to access issues for emergency services. For this reason, it was not presented as a viable option to members of the public at the Residents Meeting or Public Meeting. Despite potential positive impacts for some goals, the Steering Committee determined that the restriction of emergency services eliminates this alternative from further consideration.

Figure 16. Alternative 2: Walnut Closure

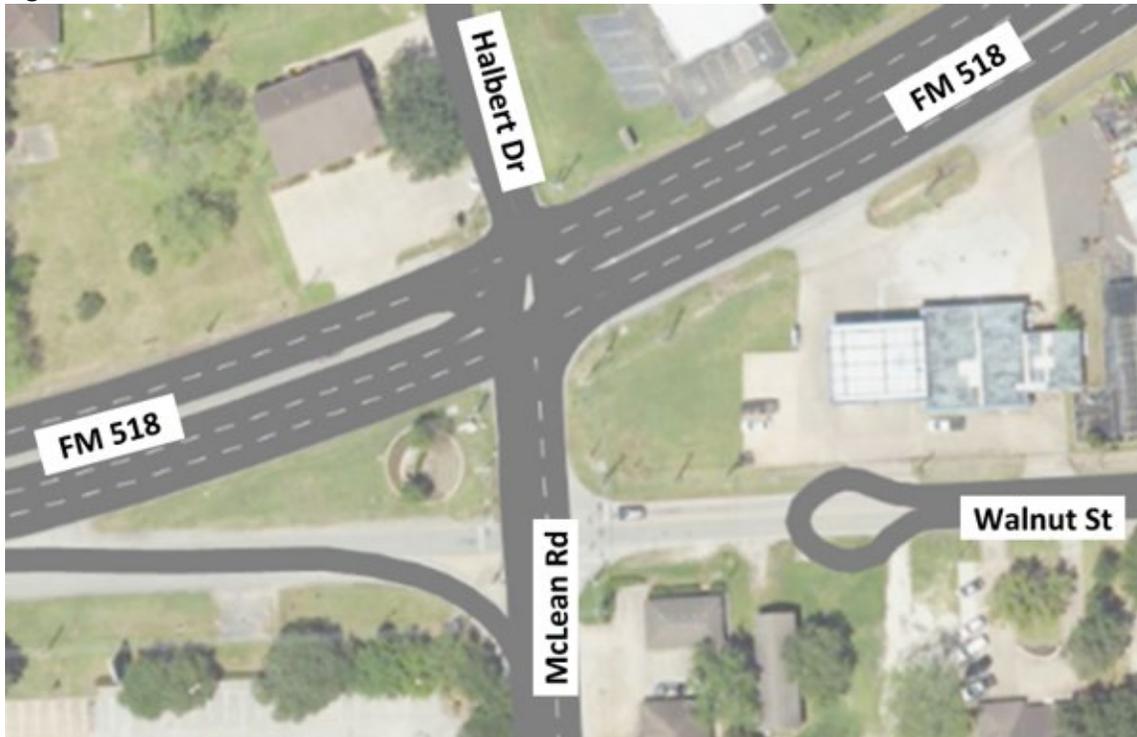


Table 3. Walnut Closure Alternative: LOS No Build and 2029 Comparison

ID	Intersection	No Build 2029		Walnut Closure 2029	
		AM Peak	PM Peak	AM Peak	PM Peak
101	FM 518 at Corrigan Dr/Woody Rd	C (22.1)	A (8.4)	C (21.2)	A (8.5)
102	FM 518 at McLean Rd	C (20.0)	C (20.4)	B (17.8)	B (16.6)
103	Walnut St at McLean Rd	C (33.5)	C (33.0)	B (17.8)	B (16.6)
104	FM 518 at Mykawa Rd	C (20.1)	D (35.7)	C (22.4)	D (36.1)
105	Walnut St at Veterans Dr	B (14.0)	C (20.4)	F (86.2)	F (61.8)
106	FM 518 at SH 35	E (62.7)	D (44.9)	E (59.9)	D (45.5)
107	Walnut St at SH 35	C (30.7)	D (49.8)	D (36.4)	D (49.9)
108	FM 518 at N Galveston Ave	C (30.4)	A (5.3)	C (29.2)	A (5.4)
109	Walnut St at Old Alvin Rd	F (116.7)	F (72.0)	F (86.5)	F (65.8)
110	FM 518 at Old Alvin Rd	E (69.4)	C (32.1)	E (60.1)	C (30.2)
111	FM 518 at Walnut St	C (31.1)	D (42.0)	C (34.4)	D (40.9)
112	FM 518 at Sherwood Dr	A (4.6)	B (15.5)	A (5.1)	B (15.6)
113	FM 518 at Westminster Rd	B (15.0)	D (49.4)	B (15.7)	D (47.9)
114	FM 518 at Pearland Pkwy	E (76.4)	F (117.9)	E (72.2)	F (116.2)
115	FM 518 at Liberty Dr/Country Club Dr	F (91.2)	E (67.3)	E (73.0)	E (66.3)
116	FM 518 at Yost Blvd/Shadycrest Dr	B (13.7)	D (35.1)	B (13.2)	D (35.0)
117	FM 518 at Woodcreek Dr	A (4.0)	D (43.9)	A (4.0)	D (43.0)
118	FM 518 at Walmart Access	B (12.1)	D (36.4)	B (13.5)	D (37.1)
119	FM 518 at Dixie Farm Rd	D (47.1)	E (69.5)	D (52.3)	E (72.1)
120	FM 518 at Pine Hollow Dr	A (3.4)	A (6.1)	A (3.6)	A (7.7)
121	FM 518 at Sunset Meadows Dr/Winding Rd	B (10.8)	B (13.9)	B (13.6)	B (13.8)
122	Friendswood Dr at Edgewood Dr	F (139.7)	F (109.5)	F (147.1)	F (107.7)

MEMORANDUM

DATE: May 28, 2025
TO: Carlene Mullins
CC: Qun Zhao, Monique Johnson
FROM: Ellen Soll, Jack Shick
RE: FM 518 Alternatives Analysis – Long Term Alternatives

Introduction

The purpose of this technical memorandum is to evaluate and compare the long-term alternatives developed in the FM 518 (Broadway Street) Corridor Study, by identifying the most viable option or options based on as anticipated safety and operational improvements anticipated to occur because of the implementation of each alternative. By examining each alternative, a recommendation will be made to support decision making and resource allocation.

Overview

A total of three alternatives were evaluated for the FM 518 (Broadway Street) Corridor Study (Table 1). Several of the alternatives were identified during the scoping process of the study including the One-Way Pair concept, and Access Management. Additional improvements were identified throughout the course of the study, including the Walnut closure and the Six-lane Capacity Improvement.¹ The build alternatives are compared to the “no-build” alternative.

What is the “No-Build” Scenario?

The No Build scenario includes anticipated traffic growth² on the corridor including planned and funded projects, such as:

- Projects currently listed in the City of Pearland’s Capital Improvement Plan
- TxDOT FM 518 widening project from SH 288 to McLean Rd

Analysis Method

Alternatives were modeled for operations using PTV Vissim 2024 traffic analysis simulation software. The primary Measures of Effectiveness (MOEs) evaluated using Vissim included AM and PM Peak Level of Service (LOS). The methodology to assess alternative safety implications involved benefit-cost analyses (BCA) using USDOT BCA guidelines, Safety Performance Functions (SPFs) and Crash

¹ The Walnut closure is documented in the Short Term Analysis Technical Memorandum.

² To determine the growth rate, nine annual count stations were analyzed over a period of 20 years. The overall average growth rate was under 2%, so a 2% growth rate was applied according to the TxDOT SOP.

Modification Factors (CMFs) using AASHTO Highway Safety Manual (HSM) and TxDOT Traffic and Safety Analysis Procedures Manual guidance, and predictive safety analysis using the [TTI Safety tool](#).

Table 1. FM 518 Corridor Study Alternatives

#	Description	Configuration	
		McLean Rd to Barry Rose Rd	Barry Rose Rd to E. Edgewood Dr
1a	One-Way Pair with 4-lane to east	3 lanes eastbound on Walnut St; 3 lanes westbound on FM 518	Current configuration: 4-lane with two-way left-turn lane (TWLTL)
1b	One-Way Pair with 6-lane to east	3 lanes eastbound on Walnut St; 3 lanes westbound on FM 518	6-lane with raised median
2	Access Management (4-lanes)	Replaces two-way left-turn lane (TWLTL) with raised medians on FM 518 where possible, no change to Walnut (2-lane)	Replaces TWLTL with raised medians on FM 518 where possible. Terminates at Friendswood City Limits
3	Six-Lane Capacity Improvement (with raised medians)	Current configuration on FM 518 (4-lane with TWLTL) and Walnut St (2-lane)	6-lane with raised median

Goals and Performance Measures/Measures of Effectiveness

The following goals and performance measures have been established for this study:

Goal: To Improve Safety

Performance Measure: Anticipated reduction in crashes using Crash Modification Factors and Safety Performance Functions (SPF) analysis results.

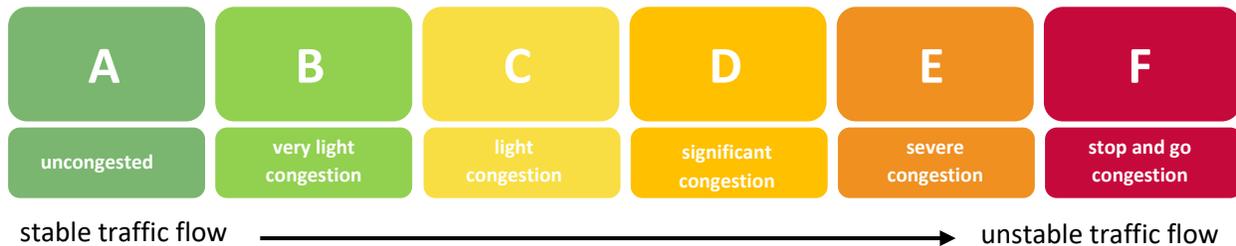
Goal: To Move People and Goods Efficiently:

Performance Measure: Level of Service (LOS) and delay in seconds at intersections

Additional qualitative considerations are discussed where applicable, including whether the improvement improves conditions for bicycling and walking, whether it is anticipated to affect economic conditions for businesses in the corridor, and how the alternative was viewed by community members that attended meetings.

What is Level of Service?

Level of Service (LOS) is a way to measure the operational effectiveness of a transportation facility. It uses a scale from A through F to show how smoothly traffic is flowing, or how long a user is delayed at an intersection in seconds of delay.^{3,4} “Seconds of delay” provides a clearer picture when the LOS scale doesn’t show small improvements due to the broadness of the categories.



No-Build Alternative

To truly understand the various alternatives, it is necessary to first understand what the future of the FM 518 (Broadway Street) corridor will look like without any of the proposed improvements included. The No Build scenario represents future traffic volumes and conditions along the present FM 518 (Broadway Street) corridor. The No Build scenario has the following assumptions:

- Annual traffic volume growth by 2% annually.
- TxDOT project to widen FM 518 from 4 to 6 lanes with a raised median for 3.9 miles from FM 865 to McLean Road. It includes a planned side path 10 feet in width on the north side, and a sidewalk 5 feet in width on the south side.
- Projects currently included in the City of Pearland’s Capital Improvement Plan (CIP). These include:
 - Restoration of FM 518 from SH 35 (Main Street) for 1.1 miles east of SH 35 (to approximately Westminster Drive).
 - Safety Improvement Project on FM 518 at Liberty Drive/ Country Club Drive. (Completed)
 - Mykawa Road Widening from Beltway 8 to FM 518. Broadway St (FM 518 at Mykawa Road is the end point of the project).
 - Landscape and Scenic Enhancement on FM 518 from Riverside Drive to Whispering Pines Avenue.

³ LOS Criteria for **signalized** intersections in average control delay (sec/vehicle): **A:** ≤ 10, **B:** > 10 and ≤ 20, **C:** > 20 and ≤ 35, **D:** > 35 and ≤ 55, **E:** > 55 and ≤ 80, **F:** > 80

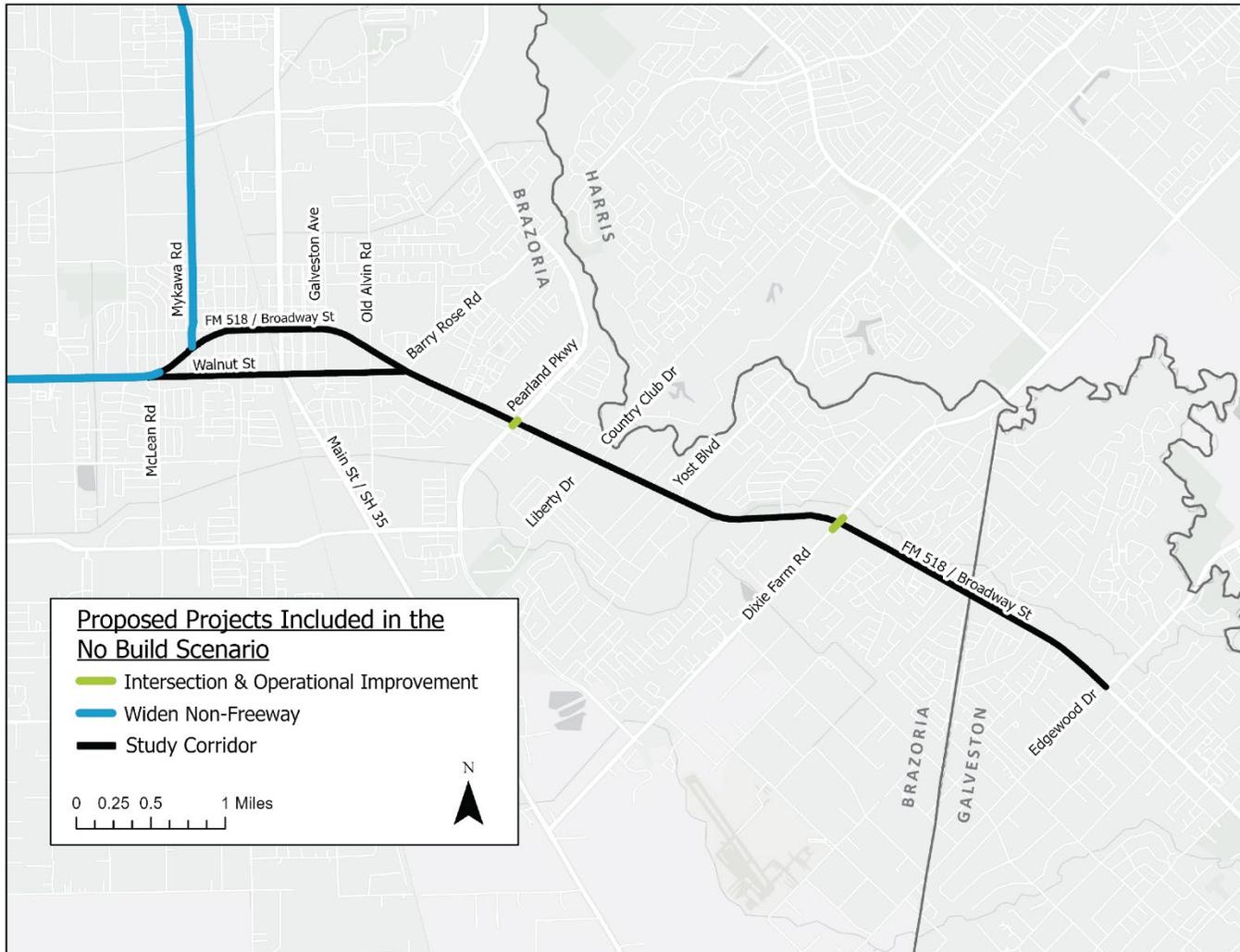
⁴ LOS criteria for **stop-controlled** intersections in average control delay (sec/vehicle): **A:** ≤ 10, **B:** > 10 and ≤ 15, **C:** > 15 and ≤ 25, **D:** > 25 and ≤ 35, **E:** > 35 and ≤ 50, **F:** > 50

- Intersection improvements at FM 518 and Dixie Farm Road, and FM 518 and Pearland Parkway.
- There are also several proposed locations for future bicycle infrastructure, including: Proposed shared use path/trails at FM 518 and Barry Rose Road, Westminster Road, Pearland Parkway, Smith Lane (at a utility easement), Longwood Drive, and along Marys Creek. Proposed signed shoulder bike route at Dixie Farm Road and FM 518.
- The City of Pearland’s 2040 comprehensive plan provides a future land use plan as a visual guide for future decision making related to development in Pearland. The FM 518 (Broadway Street) corridor does not have significant land use changes in the plan, and will remain a primarily commercial corridor with residential uses.

With the projected volume increase and assumptions previously described, traffic conditions can be expected to significantly worsen over time (See Appendix for intersection LOS and seconds of delay). The considerable change in LOS from the existing conditions demonstrates that if no additional improvements are made to the corridor, severe congestion and stop-and-go traffic will be a major issue, especially in the afternoons and evenings. Due to the importance of the corridor as a major thoroughfare with commercial, residential, and Old Townsite connections, improvements should be made to ensure future mobility along FM 518 (Broadway Street).

Each of the following build alternatives includes the above-mentioned projects that are programmed either by TxDOT or in the City of Pearland CIP.

Figure 1. No-Build Alternative Projects Included



Alternative 1: One-Way Pair

The One-Way Pair Alternative would convert FM 518 to one-way west bound and Walnut St. to one-way east bound from McLean Rd. to Barry Rose Rd. It includes three travel lanes in each direction on each of the forementioned roadways.

Two different scenarios were established:

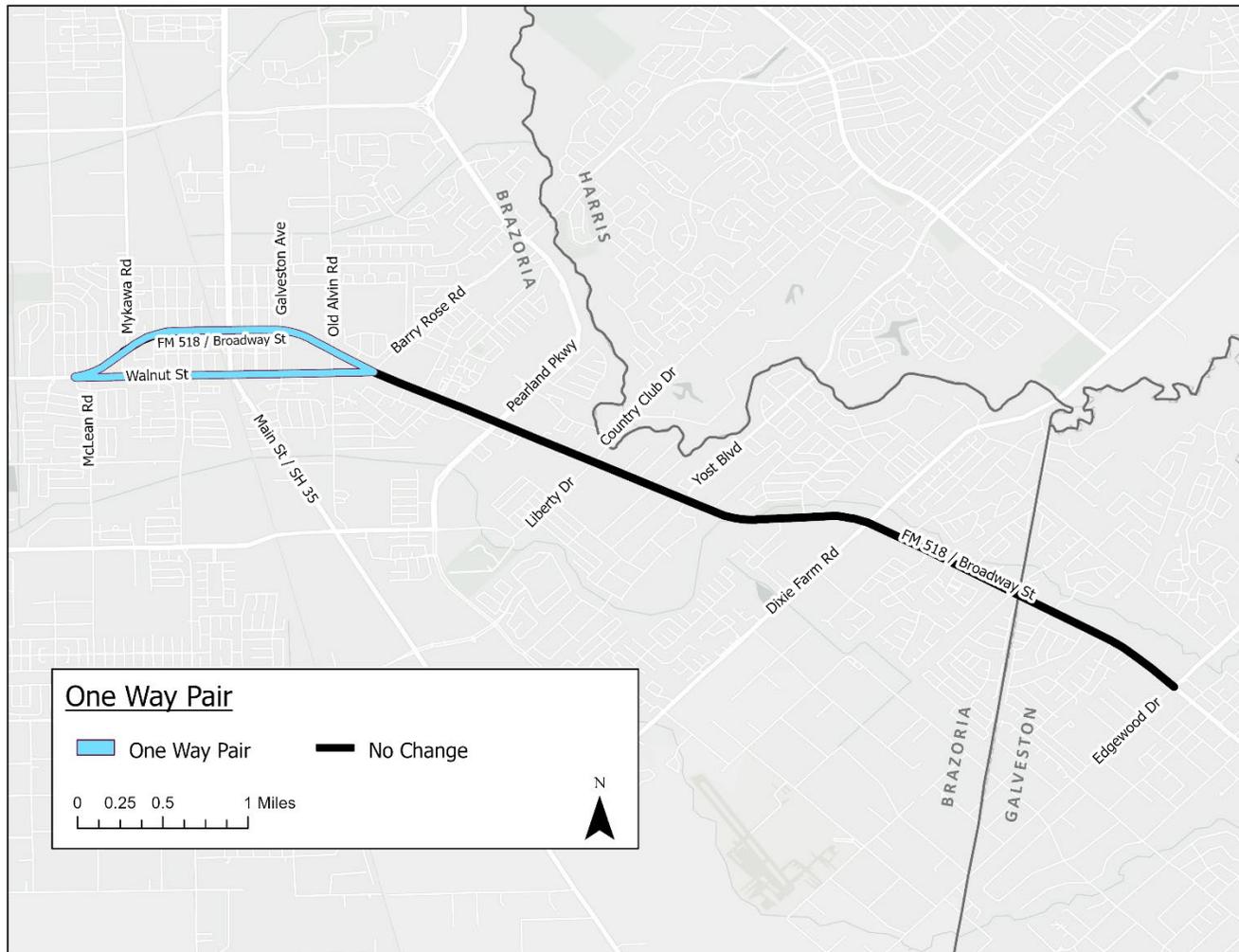
- Scenario A with FM 518/Walnut one-way pair from McLean Rd to Barry Rose Rd, and 4-lane from Barry Rose to E. Edgewood with a two-way left-turn lane
- Scenario B with FM 518/Walnut one-way pair from McLean Rd to Barry Rose Rd, and 6-lane from Barry Rose to E. Edgewood with a raised median

Evaluation

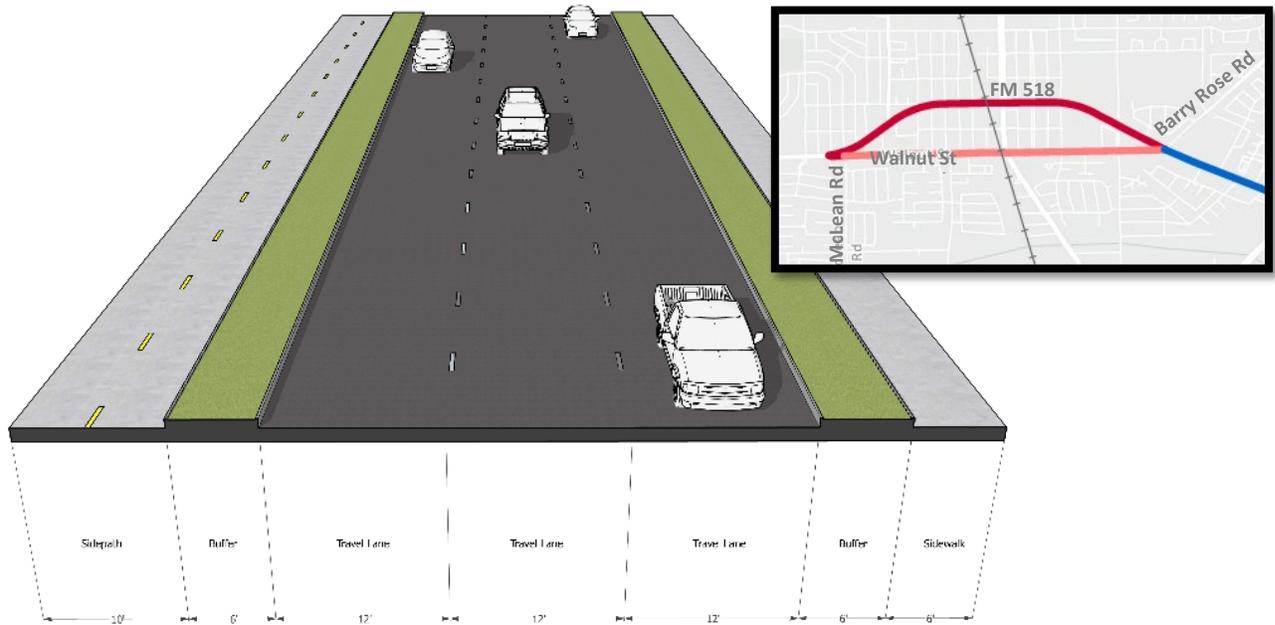
- **Safety:** The one-way pair is anticipated to have a positive impact on safety, in both scenario A and B. The Safety Performance Functions (SPFs) method of crash analysis identified a safety benefit of \$21.9 million, and a crash reduction factor of 40% for the one-way pair. Widening FM 518 from Barry Rose Rd to E. Edgewood Dr is expected to have a \$71.3 million safety benefit and crash reduction factor of 50% when added to Scenario B.
- **Movement of People and Goods Efficiently:** Scenario A (4-lane from Barry Rose to E. Edgewood) would result in the continuation of adverse effects along the study corridor, since the congestion on Pearland Pkwy backs up far enough to stop cars on the one-way pair from advancing. Scenario B (6-lane from Barry Rose to E. Edgewood) would have positive results along the study corridor, mitigating traffic coming from Pearland Pkwy.
- **Other Considerations:**
 - **Bicycle and Pedestrian Infrastructure:** Both alternatives improve pedestrian-friendly environments through sidewalks and side paths. Scenario A offers shorter crossing distances due to the narrower roadway cross section. Scenario B also enhances multi-modalism by adding sidewalks and side paths, but requires wider ROW, slightly increasing crossing distances for pedestrians.
 - **Regional Economic Competitiveness:** Initially, businesses relying on pass-by traffic may see a drop due to reduced traffic volumes on FM 518. However, new traffic patterns are expected to emerge, minimizing long-term impacts.
 - **Public Opinion:** The one-way pair alternative is unpopular among the public, receiving more opposition than support in meetings. The Steering Committee remains neutral on this option.

Evaluation at a Glance	Safety	Operations
One-way Pair Scenario A	Yes	No
One-way Pair Scenario B	Yes	Yes

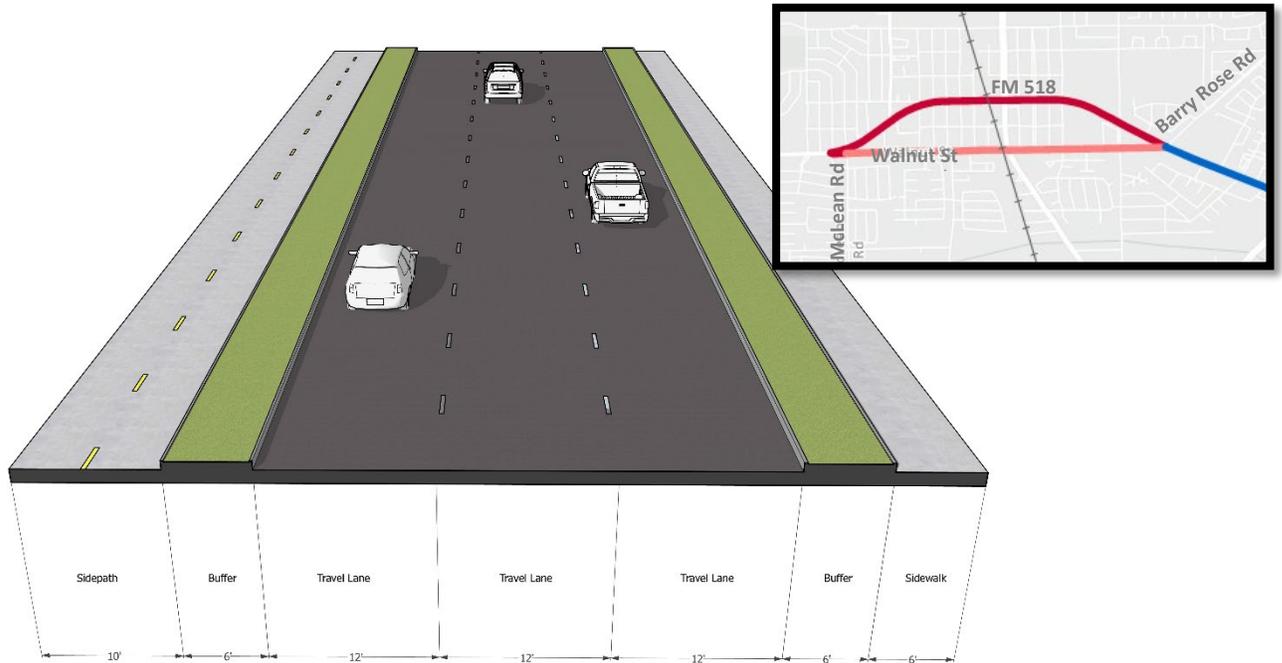
Figure 2. Alternative 1: One-Way Pair Location Map



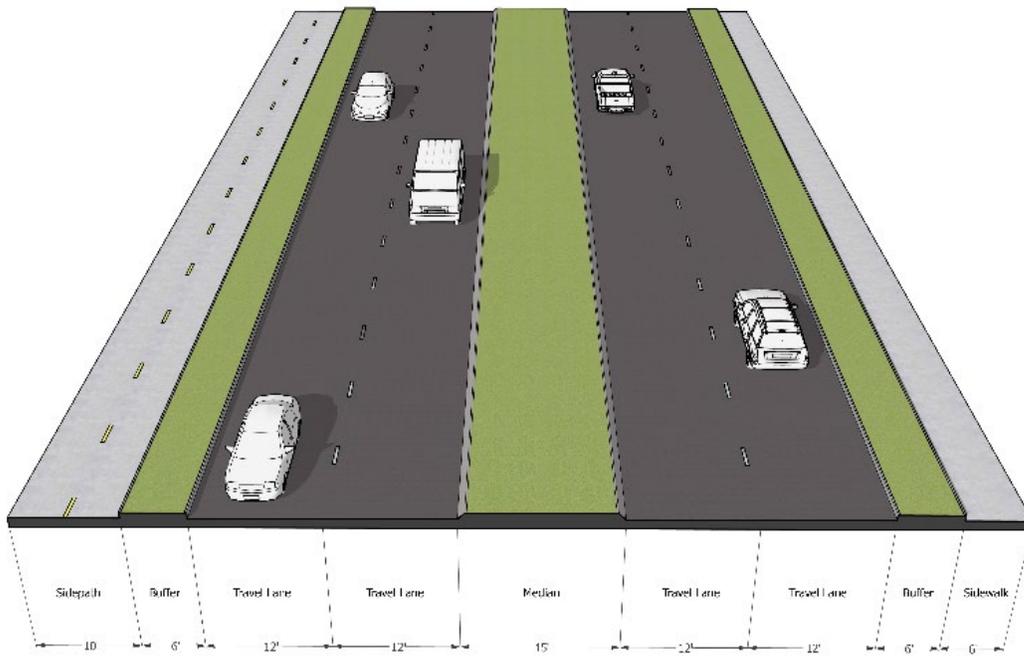
Alternative 1: One-way Pair - Cross Section – FM 518 (McLean to Barry Rose)



Alternative 1: One-way Pair – Cross Section – Walnut St (McLean to Barry Rose)

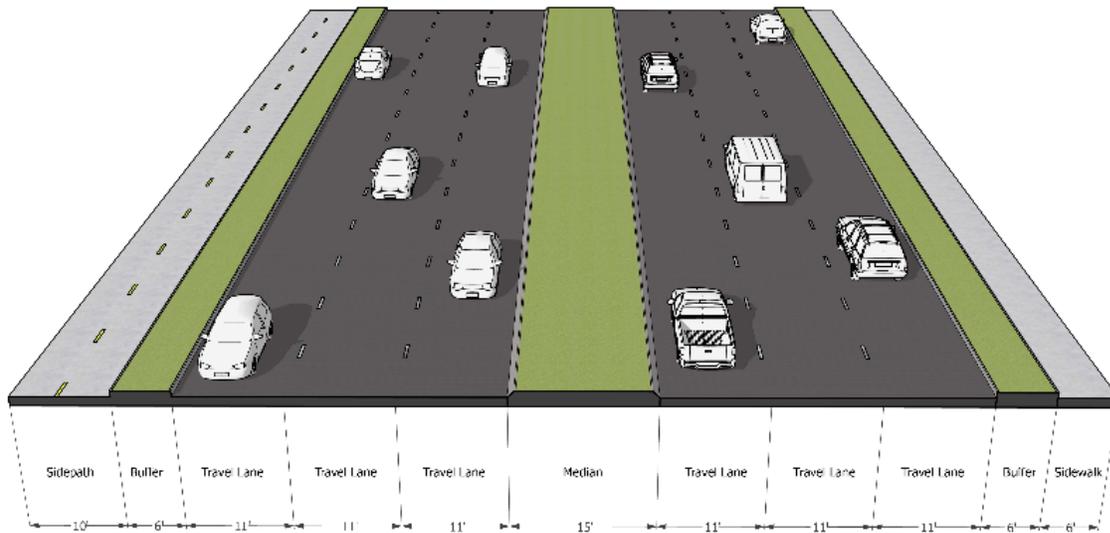
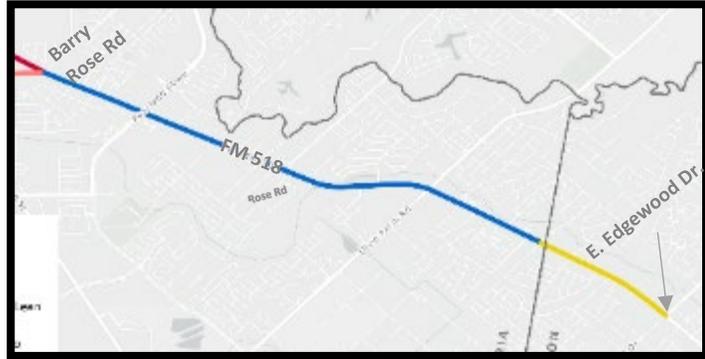


Alternative 1A – One-way Pair – Cross Section – FM 518 (Barry Rose Rd to Friendswood City Limit*) – 4-lane Scenario



* FM 518 from Friendswood City Limit to E. Edgewood is currently a 4-lane, divided facility with a raised median

Alternative 1B – One-way Pair – Cross Section – FM 518 (Barry Rose Rd to E. Edgewood Dr.) – Six-lane scenario



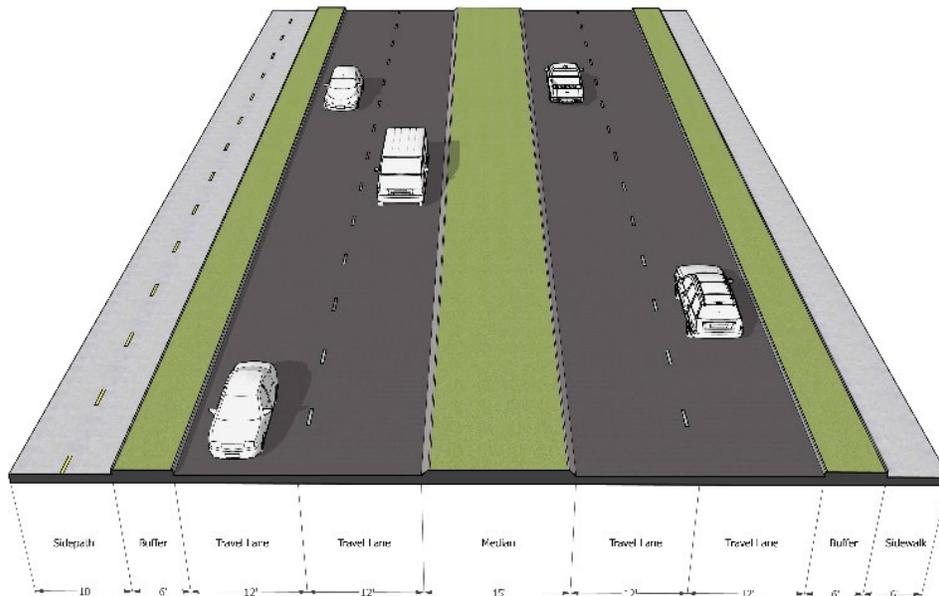
Alternative 2: Access Management (4-lanes)

The Access Management Alternative includes the addition of raised medians from McLean Rd to the Friendswood City Limits, where raised medians currently exist. Walnut Street would remain a 2-lane facility.

MOEs:

- 2045 AM and PM peak LOS
- Safety Improvement

Alternative 2: Access Management Cross Section



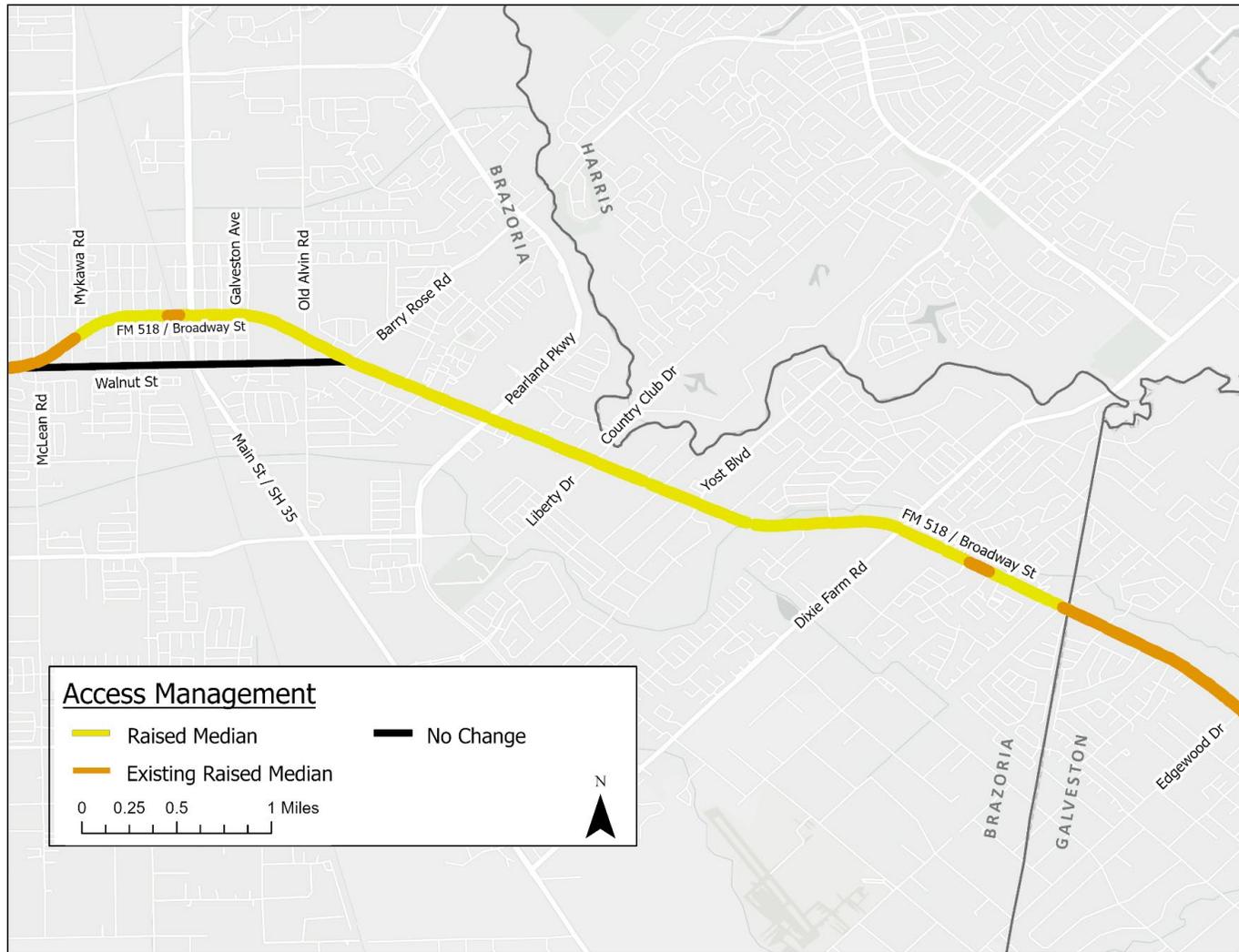
Evaluation

- **Safety:** The access management alternative is expected to increase safety. This alternative reported the greatest safety benefit compared to other alternatives.
- **Movement of People and Goods Efficiently:** The scenario would result in positive outcomes at some intersections and negative results at other intersections in the future, so it is characterized as neutral. In most cases, vehicles would have to turn right in and out of developments and find a place to U-turn or alter their route instead of just turning left in and out of developments. Access points could be present for some busier locations, but this would not be an adequate standalone improvement, operationally. Storage lengths in medians will need to be of sufficient length to prevent backing up into through travel lanes.
- **Other Considerations:**
 - **Bicycle and Pedestrian Infrastructure:** The addition of raised medians provides a safe refuge for pedestrians at intersections along FM 518 offering a positive impact. In addition, this alternative includes a side path on the north side of the corridor and a sidewalk on the south.

- **Regional Economic Competitiveness:** There may be some negative impacts for regional competitiveness, including inconveniences for truck deliveries and changes in customer trips, especially during construction.

Evaluation at a Glance	Safety	Operations
Alternative 2: Access Management (4-lanes)	Yes	Neutral

Figure 3. Alternative 2: Access Management (4-lanes) Location Map



Alternative 3: Six-Lane Capacity Improvement (with raised medians)

The six-lane capacity improvement includes adding an additional lane in each direction and installing a raised median from Barry Rose Rd. to E. Edgewood Dr. Walnut would remain a 2-lane facility, as it is today. According to TxDOT, adding a lane to FM 518 in each direction from McLean Rd. to Barry Rose Rd. would not be feasible due to the presence of historical properties.

MOEs:

- 2045 AM and PM peak LOS
- Safety Improvement

Evaluation

- **Safety:** The six-lane capacity improvement alternative (with raised medians) is anticipated to improve safety.
- **Movement of People and Goods Efficiently:** The scenario would improve traffic along the corridor by adding an additional travel lane in each direction and reducing the number of conflict points from Barry Rose Rd to E. Edgewood.
- **Other Considerations:**
 - **Bicycle and Pedestrian Infrastructure:** The addition of a 10 ft side path on the north and a 6 ft sidewalk on the south would improve the conditions for people who want to walk or bike in the area, however the wider road means longer crossing distance.
 - **Economic Competitiveness:** Considered to have a neutral impact. East of Barry Rose stays functional, but the west side breaks down during PM peak. They balance each other out, but do not support the City’s goals of placemaking in Old Town.

Evaluation at a Glance	Safety	Operations
Six-Lane Capacity Improvement (w/ raised medians)	Yes	Yes

Alternative 3: Six-Lane Capacity Improvement (with Raised Medians) Cross Section

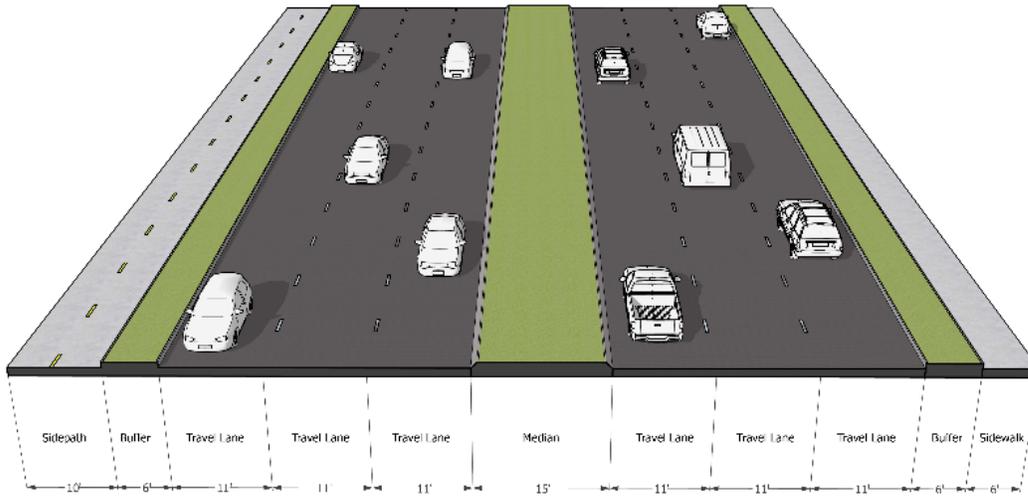
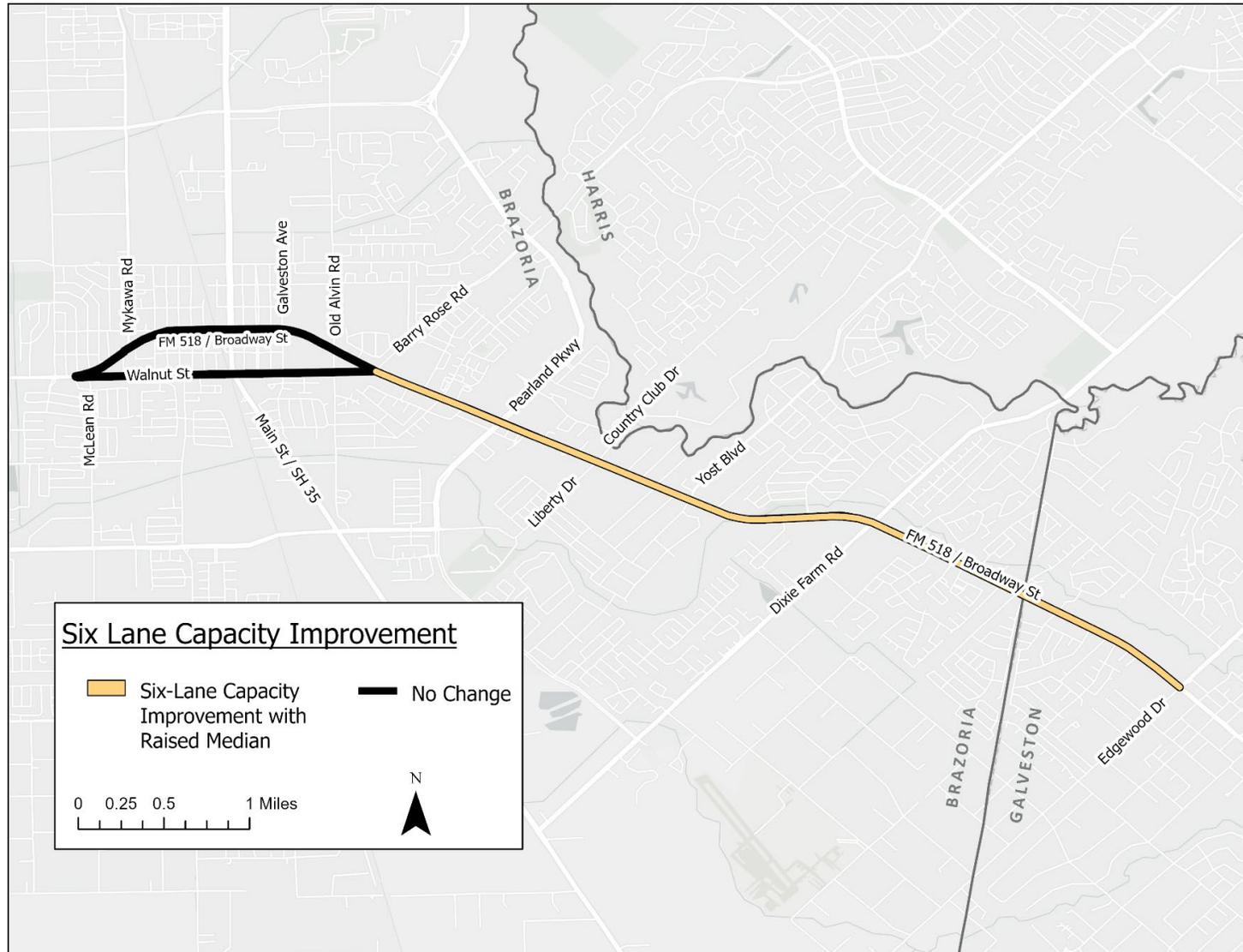


Figure 4. Alternative 3: Six-Lane Capacity Improvement (with Raised Medians) Location Map



Findings

Alternatives Analysis

Implementing any of the proposed alternatives will have some trade-offs between the benefits and the perceived or potential impacts to the community. All of the alternatives have viable benefits, to be considered holistically when compared to the other alternatives, and the alternative of doing nothing, which also has impacts to the community. There is no alternative that achieves all of the project goals without some potential perceived negative impacts, however impacts can be mitigated through good design, careful attention to detail, coordination and communication with landowners and residents, whereas it will be more difficult to mitigate or prevent the projected future traffic growth.

In the area of safety, the alternative that scores the best is the access management alternative. While it was not viewed negatively in the project public engagement process, access management projects do occasionally have push back from adjacent businesses, so good communication and construction management planning is necessary. However, it should be noted that if implemented, nearly every intersection in the corridor will operate at a LOS F.

Neither the one-way pair with the four-lane and the six-lane improvement without the one-way pair did much better than the access management improvement under the modeled scenario, both showing more than half of the intersections operating at a LOS E or F (see Table 2).

Table 2. Alternatives Comparison of LOS E and F intersections

Alternative	% of intersections at LOS of E or F at AM and PM Peaks
1a. One-way Pair with 4 lane	59%
1b. One-way Pair with 6 lane	32%
2. Access Management (4-lanes)	80%
3. Six-Lane Capacity (with raised medians)	59%

Cost Estimates

Table 3 below shows planning level cost estimates for each alternative, including construction, engineering and design services, and a 20% contingency. These costs are for informational planning purposes only and are not guaranteed.

Table 3. Alternative Cost Estimates

Alternative	Cost Estimate
1a. One-way Pair with 4 lane	\$76,012,850
1b. One-way Pair with 6 lane	\$126,208,950
2. Access Management (4-lanes)	\$53,823,650
3. Six-Lane Capacity (with raised medians)	\$80,060,550

Recommendation

The alternative that is anticipated to best serve the projected future traffic is 1b: The one-way pair with six-lane, however it was strongly disliked by some community members who participated in the residents meeting and public meeting events. Of the alternatives studied, it is the only one that will adequately address the projected traffic.

Evaluation at a Glance	Safety	Operations
One-way Pair Scenario A	Yes	No
One-way Pair Scenario B	Yes	Yes
Access Management (4-lanes w/raised	Yes	Neutral
6-Lane Capacity Improvement (w/ raised	Yes	Yes
No Build	No	No

Appendix: Level of Service (LOS) PVT Vissim Results

No-Build Alternative Comparison between 2024 and 2045

ID	Intersection	AM Peak		PM Peak	
		2024 Existing	2045 No Build	2024 Existing	2045 No Build
101	FM 518 at Corrigan Dr/Woody Rd	C (20.7)	C (32.8)	A (7.9)	B (14.5)
102	FM 518 at McLean Rd	B (14.6)	C (21.4)	B (15.7)	C (30.1)
103	Walnut St at McLean Rd	C (31.0)	E (55.5)	C (30.9)	D (41.6)
104	FM 518 at Mykawa Rd	C (20.2)	C (23.0)	C (20.0)	E (70.2)
106	FM 518 at SH 35	D (43.7)	F (106.7)	D (37.6)	F (143.7)
107	Walnut St at SH 35	C (27.5)	F (162.2)	D (47.7)	F (113.4)
108	FM 518 at N Galveston Ave	C (22.6)	E (55.4)	A (5.0)	F (83.4)
110	FM 518 at Old Alvin Rd	D (45.8)	F (83.2)	C (25.4)	F (115.8)
111	FM 518 at Walnut St	C (24.8)	E (70.1)	C (26.2)	F (112.6)
112	FM 518 at Sherwood Dr	A (5.6)	B (20.0)	A (9.5)	D (47.3)
113	FM 518 at Westminister Rd	B (12.1)	E (70.3)	B (17.5)	F (106.2)
114	FM 518 at Pearland Pkwy	E (61.7)	F (141.3)	F (88.1)	F (176.4)
115	FM 518 at Liberty Dr/Country Club Dr	B (18.4)	F (105.8)	B (16.9)	F (113.9)
116	FM 518 at Yost Blvd/Shadycrest Dr	A (8.5)	E (56.1)	A (8.6)	F (179.8)
117	FM 518 at Woodcreek Dr	A (2.9)	A (4.6)	B (11.8)	F (82.5)
118	FM 518 at Walmart Access	B (14.0)	B (12.0)	C (24.3)	E (59.0)
119	FM 518 at Dixie Farm Rd	D (39.9)	F (89.5)	E (57.6)	F (109.5)
120	FM 518 at Pine Hollow Dr	A (3.1)	F (100.3)	A (4.4)	F (118.8)
121	FM 518 at Sunset Meadows Dr/Winding Rd	A (9.4)	F (96.2)	B (11.8)	E (73.6)
122	Friendswood Dr at Edgewood Dr	E (75.1)	F (175.0)	E (66.8)	F (146.0)

Appendix: Level of Service (LOS) PVT Vissim Results

Alternative 1A: One Way Pair (OWP) LOS No Build and 2045 Comparison

ID	Intersection	No Build 2045		OWP A 2045	
		AM Peak	PM Peak	AM Peak	PM Peak
101	FM 518 at Corrigan Dr/Woody Rd	C (32.8)	B (14.5)	C (29.7)	D (36.6)
102	FM 518 at McLean Rd	C (21.4)	C (30.1)	D (46.6)	D (47.7)
103	Walnut St at McLean Rd	E (55.5)	D (41.6)	E (65.1)	E (76.0)
104	FM 518 at Mykawa Rd	C (23.0)	E (70.2)	A (9.2)	D (41.0)
105	Walnut St at Veterans Dr*	F (104.5)	F (63.1)	A (3.5)	F (104.5)
106	FM 518 at SH 35	F (106.7)	F (143.7)	C (23.6)	F (101.8)
107	Walnut St at SH 35	F (162.2)	F (113.4)	D (45.8)	F (139.9)
108	FM 518 at N Galveston Ave	E (55.4)	F (83.4)	B (17.6)	B (14.3)
109	Walnut St at Old Alvin Rd	F (159.8)	F (126.5)	E (61.9)	F (319.0)
110	FM 518 at Old Alvin Rd*	F (83.2)	F (115.8)	F (87.3)	D (48.9)
111	FM 518 at Walnut St	E (70.1)	F (112.6)	D (39.4)	F (145.2)
112	FM 518 at Sherwood Dr	B (20.0)	D (47.3)	C (35.0)	F (118.1)
113	FM 518 at Westminister Rd	E (70.3)	F (106.2)	F (87.2)	F (183.3)
114	FM 518 at Pearland Pkwy	F (141.3)	F (176.4)	F (121.7)	F (310.8)
115	FM 518 at Liberty Dr/Country Club Dr	F (105.8)	F (113.9)	E (79.6)	F (292.6)
116	FM 518 at Yost Blvd/Shadycrest Dr	E (56.1)	F (179.8)	B (11.4)	F (180.6)
117	FM 518 at Woodcreek Dr	A (4.6)	F (82.5)	A (4.0)	F (134.9)
118	FM 518 at Walmart Access	B (12.0)	E (59.0)	A (4.8)	D (44.5)
119	FM 518 at Dixie Farm Rd	F (89.5)	F (109.5)	F (85.0)	F (116.3)
120	FM 518 at Pine Hollow Dr	F (100.3)	F (118.8)	F (118.7)	F (149.8)
121	FM 518 at Sunset Meadows Dr/Winding Rd	F (96.2)	E (73.6)	F (107.4)	F (93.7)
122	Friendswood Dr at Edgewood Dr	F (175.0)	F (146.0)	F (171.7)	F (99.6)

* Require signalization because of volume increase due to alternative

Appendix: Level of Service (LOS) PVT Vissim Results

Alternative 1B: One Way Pair (OWP) LOS No Build and 2045 Comparison

ID	Intersection	No Build 2045		OWP B 2045	
		AM Peak	PM Peak	AM Peak	PM Peak
101	FM 518 at Corrigan Dr/Woody Rd	C (32.0)	B (14.5)	D (41.2)	C (20.2)
102	FM 518 at McLean Rd	C (21.2)	C (30.1)	D (54.3)	D (55.0)
103	Walnut St at McLean Rd	E (58.8)	D (41.6)	E (64.4)	C (34.5)
104	FM 518 at Mykawa Rd	C (24.8)	E (70.2)	B (14.7)	E (72.6)
105	Walnut St at Veterans Dr*	F (107.9)	F (63.1)	A (4.0)	C (16.9)
106	FM 518 at SH 35	F (103.8)	F (143.7)	C (24.2)	E (63.8)
107	Walnut St at SH 35	F (162.7)	F (113.4)	E (62.0)	E (59.8)
108	FM 518 at N Galveston Ave	D (54.0)	F (83.4)	B (17.2)	B (17.1)
109	Walnut St at Old Alvin Rd*	F (167.8)	F (126.5)	E (66.0)	C (30.7)
110	FM 518 at Old Alvin Rd	F (82.6)	F (115.8)	F (83.8)	C (30.2)
111	FM 518 at Walnut St	E (65.9)	F (112.6)	C (26.2)	C (30.1)
112	FM 518 at Sherwood Dr	B (18.9)	D (47.3)	A (5.4)	C (32.6)
113	FM 518 at Westminister Rd	E (72.1)	F (106.2)	B (13.6)	E (59.9)
114	FM 518 at Pearland Pkwy	F (142.7)	F (176.4)	E (77.8)	F (160.1)
115	FM 518 at Liberty Dr/Country Club Dr	F (106.2)	F (113.9)	E (56.2)	D (52.8)
116	FM 518 at Yost Blvd/Shadycrest Dr	E (64.3)	F (179.8)	B (14.0)	B (10.8)
117	FM 518 at Woodcreek Dr	A (4.3)	F (82.5)	A (3.2)	A (5.3)
118	FM 518 at Walmart Access	B (11.6)	E (59.0)	B (12.7)	C (23.4)
119	FM 518 at Dixie Farm Rd	F (89.7)	F (109.5)	D (53.5)	E (75.2)
120	FM 518 at Pine Hollow Dr	F (99.9)	F (118.8)	A (3.6)	A (3.8)
121	FM 518 at Sunset Meadows Dr/Winding Rd	F (100.4)	E (73.6)	B (11.2)	B (14.7)
122	Friendswood Dr at Edgewood Dr	F (176.1)	F (146.0)	F (195.1)	F (181.7)

* Require signalization because of volume increase due to alternative

Appendix: Level of Service (LOS) PVT Vissim Results

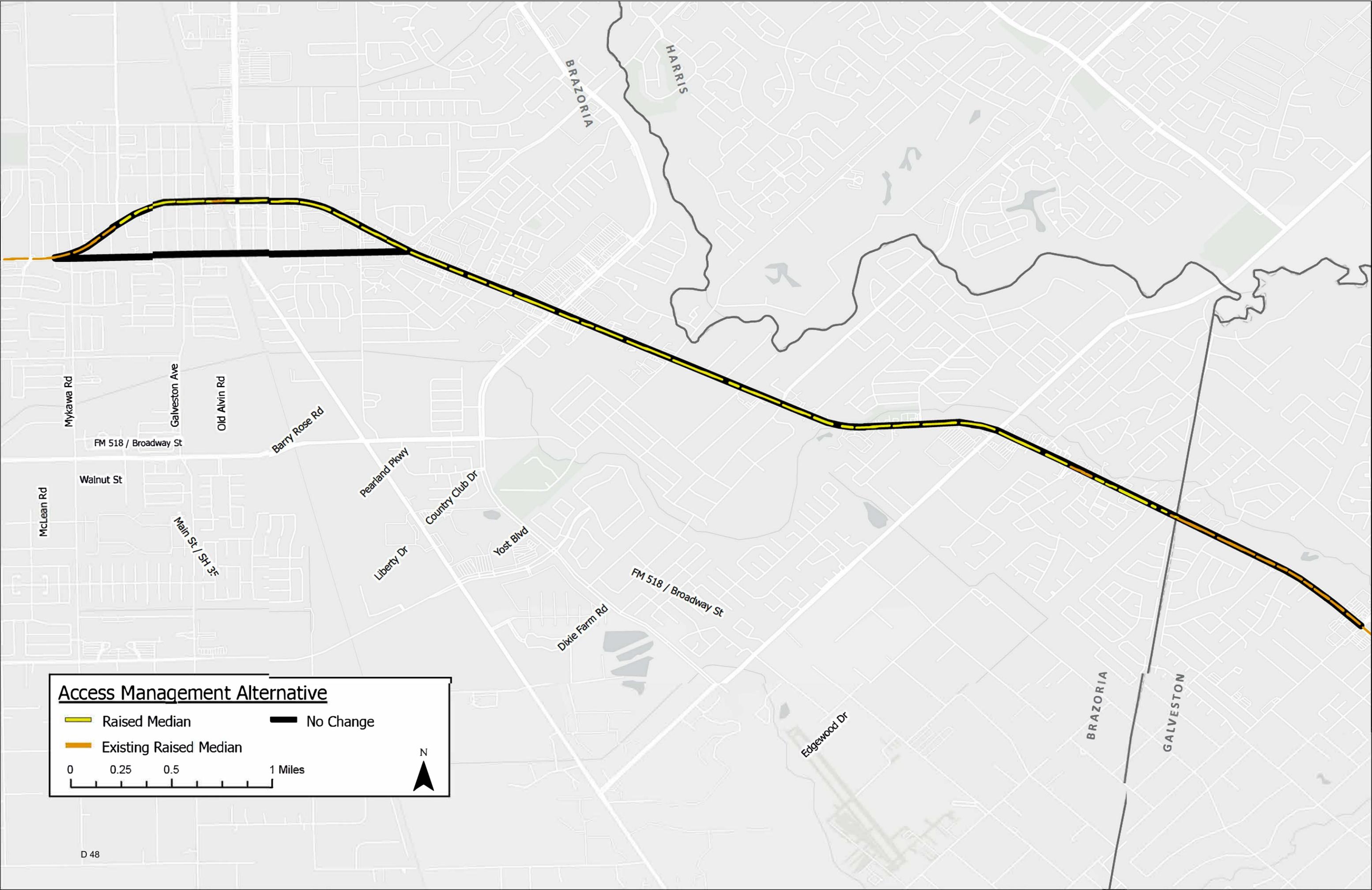
Alternative 2: Access Management (4-lanes) LOS No Build and 2045 Comparison

ID	Intersection	No Build 2045		Access Mgmt 2045	
		AM Peak	PM Peak	AM Peak	PM Peak
101	FM 518 at Corrigan Dr/Woody Rd	C (32.0)	B (14.5)	C (33.7)	B (17.5)
102	FM 518 at McLean Rd	C (21.2)	C (30.1)	C (24.0)	D (44.4)
103	Walnut St at McLean Rd	E (58.8)	D (41.6)	E (59.1)	D (39.6)
104	FM 518 at Mykawa Rd	C (24.8)	E (70.2)	C (27.3)	F (91.8)
105	Walnut St at Veterans Dr*	F (107.9)	F (63.1)	F (107.9)	E (41.1)
106	FM 518 at SH 35	F (103.8)	F (143.7)	F (118.8)	F (165.2)
107	Walnut St at SH 35	F (162.7)	F (113.4)	F (165.7)	F (108.3)
108	FM 518 at N Galveston Ave	D (54.0)	F (83.4)	E (57.2)	F (115.9)
109	Walnut St at Old Alvin Rd*	F (167.8)	F (126.5)	F (166.4)	F (124.8)
110	FM 518 at Old Alvin Rd	F (82.6)	F (115.8)	F (82.2)	F (150.9)
111	FM 518 at Walnut St	E (65.9)	F (112.6)	E (66.5)	F (167.9)
112	FM 518 at Sherwood Dr	B (18.9)	D (47.3)	B (18.1)	F (112.5)
113	FM 518 at Westminister Rd	E (72.1)	F (106.2)	E (68.4)	F (195.5)
114	FM 518 at Pearland Pkwy	F (142.7)	F (176.4)	F (142.9)	F (195.5)
115	FM 518 at Liberty Dr/Country Club Dr	F (106.2)	F (113.9)	F (109.9)	F (140.7)
116	FM 518 at Yost Blvd/Shadycrest Dr	E (64.3)	F (179.8)	F (93.3)	F (213.5)
117	FM 518 at Woodcreek Dr	A (4.3)	F (82.5)	A (4.2)	F (102.9)
118	FM 518 at Walmart Access	B (11.6)	E (59.0)	B (10.2)	E (76.8)
119	FM 518 at Dixie Farm Rd	F (89.7)	F (109.5)	F (91.4)	F (116.4)
120	FM 518 at Pine Hollow Dr	F (99.9)	F (118.8)	F (105.0)	F (123.6)
121	FM 518 at Sunset Meadows Dr/Winding Rd	F (100.4)	E (73.6)	F (102.0)	E (77.5)
122	Friendswood Dr at Edgewood Dr	F (176.1)	F (146.0)	F (174.8)	F (141.0)

Appendix: Level of Service (LOS) PVT Vissim Results

Alternative 3: Six Lane Capacity Improvement (with raised median) LOS No Build and 2045 Comparison

ID	Intersection	No Build 2045		2045	
		AM Peak	PM Peak	AM Peak	PM Peak
101	FM 518 at Corrigan Dr/Woody Rd	C (32.0)	B (14.5)	C (32.3)	B (13.1)
102	FM 518 at McLean Rd	C (21.2)	C (30.1)	C (23.8)	E (55.4)
103	Walnut St at McLean Rd	E (58.8)	D (41.6)	E (60.0)	D (43.3)
104	FM 518 at Mykawa Rd	C (24.8)	E (70.2)	C (27.0)	E (78.2)
105	Walnut St at Veterans Dr*	F (107.9)	F (63.1)	F (90.8)	F (67.0)
106	FM 518 at SH 35	F (103.8)	F (143.7)	F (115.9)	F (128.1)
107	Walnut St at SH 35	F (162.7)	F (113.4)	F (162.0)	F (117.5)
108	FM 518 at N Galveston Ave	D (54.0)	F (83.4)	E (55.9)	C (24.9)
109	Walnut St at Old Alvin Rd*	F (167.8)	F (126.5)	F (160.8)	F (122.1)
110	FM 518 at Old Alvin Rd	F (82.6)	F (115.8)	F (96.5)	E (75.3)
111	FM 518 at Walnut St	E (65.9)	F (112.6)	F (99.1)	F (123.1)
112	FM 518 at Sherwood Dr	B (18.9)	D (47.3)	A (8.7)	E (65.7)
113	FM 518 at Westminister Rd	E (72.1)	F (106.2)	B (19.4)	E (60.6)
114	FM 518 at Pearland Pkwy	F (142.7)	F (176.4)	F (94.4)	F (147.5)
115	FM 518 at Liberty Dr/Country Club Dr	F (106.2)	F (113.9)	D (54.7)	E (63.5)
116	FM 518 at Yost Blvd/Shadycrest Dr	E (64.3)	F (179.8)	B (15.0)	B (11.5)
117	FM 518 at Woodcreek Dr	A (4.3)	F (82.5)	A (3.0)	B (13.0)
118	FM 518 at Walmart Access	B (11.6)	E (59.0)	B (12.1)	C (27.2)
119	FM 518 at Dixie Farm Rd	F (89.7)	F (109.5)	D (54.4)	E (76.4)
120	FM 518 at Pine Hollow Dr	F (99.9)	F (118.8)	A (3.8)	A (3.8)
121	FM 518 at Sunset Meadows Dr/Winding Rd	F (100.4)	E (73.6)	B (11.3)	B (15.5)
122	Friendswood Dr at Edgewood Dr	F (176.1)	F (146.0)	F (186.6)	F (175.1)



Access Management Alternative

 Raised Median	 No Change
 Existing Raised Median	

0 0.25 0.5 1 Miles

N

Appendix E

Traffic Data

E1 - Collected Turning Movement Count Data

E71- STARS Count Data

E77 - Trip Generation Data

E83 - Tube Count Data

Broadway St (FM 518) at Dixie Farm Rd - TMC

Wed Apr 3, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1169853, Location: 29.547398, -95.231925



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Broadway St (FM 518) Northbound						Broadway St (FM 518) Southbound						Dixie Farm Rd Eastbound						Dixie Farm Rd Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-04-03 7:00AM	44	136	59	0	239	0	83	85	16	0	184	0	16	181	43	0	240	0	36	116	52	0	204	0	867
7:15AM	50	197	66	0	313	0	75	134	17	0	226	0	19	231	52	0	302	0	37	95	56	1	189	0	1030
7:30AM	53	175	63	0	291	0	79	144	16	0	239	0	31	182	51	0	264	0	37	166	97	0	300	0	1094
7:45AM	53	188	66	0	307	0	71	163	15	0	249	0	32	174	48	0	254	0	41	115	96	0	252	0	1062
Hourly Total	200	696	254	0	1150	0	308	526	64	0	898	0	98	768	194	0	1060	0	151	492	301	1	945	0	4053
8:00AM	39	148	50	0	237	1	73	112	14	0	199	0	24	149	62	0	235	0	55	94	52	0	201	0	872
8:15AM	36	188	78	0	302	2	70	170	12	0	252	2	16	163	46	0	225	2	39	82	57	0	178	2	957
8:30AM	27	131	54	0	212	0	68	133	14	0	215	0	21	141	32	0	194	0	47	107	50	0	204	0	825
8:45AM	44	160	37	0	241	0	52	136	14	0	202	0	23	123	42	0	188	0	59	90	50	0	199	0	830
Hourly Total	146	627	219	0	992	3	263	551	54	0	868	2	84	576	182	0	842	2	200	373	209	0	782	2	3484
4:00PM	53	147	43	0	243	0	86	215	31	0	332	0	30	107	67	0	204	0	51	190	61	1	303	0	1082
4:15PM	63	193	57	0	313	0	81	240	22	0	343	0	31	132	47	0	210	0	64	183	66	1	314	0	1180
4:30PM	60	180	44	0	284	0	74	198	19	0	291	1	33	143	48	0	224	0	64	204	61	1	330	0	1129
4:45PM	60	172	51	0	283	0	90	229	25	0	344	0	30	160	43	0	233	0	69	170	72	0	311	0	1171
Hourly Total	236	692	195	0	1123	0	331	882	97	0	1310	1	124	542	205	0	871	0	248	747	260	3	1258	0	4562
5:00PM	69	208	41	0	318	0	95	229	38	0	362	0	29	112	56	0	197	0	67	183	49	0	299	0	1176
5:15PM	73	200	64	0	337	0	86	198	34	0	318	0	33	175	49	0	257	0	65	201	67	0	333	0	1245
5:30PM	46	188	36	0	270	0	84	251	40	0	375	0	26	163	54	0	243	0	51	198	56	0	305	0	1193
5:45PM	62	216	43	0	321	0	88	234	30	0	352	0	31	136	77	0	244	0	54	194	80	0	328	0	1245
Hourly Total	250	812	184	0	1246	0	353	912	142	0	1407	0	119	586	236	0	941	0	237	776	252	0	1265	0	4859
Total	832	2827	852	0	4511	3	1255	2871	357	0	4483	3	425	2472	817	0	3714	2	836	2388	1022	4	4250	2	16958
% Approach	18.4%	62.7%	18.9%	0%	-	-	28.0%	64.0%	8.0%	0%	-	-	11.4%	66.6%	22.0%	0%	-	-	19.7%	56.2%	24.0%	0.1%	-	-	-
% Total	4.9%	16.7%	5.0%	0%	26.6%	-	7.4%	16.9%	2.1%	0%	26.4%	-	2.5%	14.6%	4.8%	0%	21.9%	-	4.9%	14.1%	6.0%	0%	25.1%	-	-
Lights	816	2803	849	0	4468	-	1236	2837	341	0	4414	-	411	2390	796	0	3597	-	831	2317	1016	4	4168	-	16647
% Lights	98.1%	99.2%	99.6%	0%	99.0%	-	98.5%	98.8%	95.5%	0%	98.5%	-	96.7%	96.7%	97.4%	0%	96.8%	-	99.4%	97.0%	99.4%	100%	98.1%	-	98.2%
Articulated Trucks	0	6	1	0	7	-	4	3	7	0	14	-	2	33	1	0	36	-	1	27	0	0	28	-	85
% Articulated Trucks	0%	0.2%	0.1%	0%	0.2%	-	0.3%	0.1%	2.0%	0%	0.3%	-	0.5%	1.3%	0.1%	0%	1.0%	-	0.1%	1.1%	0%	0%	0.7%	-	0.5%
Buses and Single-Unit Trucks	16	18	2	0	36	-	15	31	9	0	55	-	12	49	20	0	81	-	4	44	6	0	54	-	226
% Buses and Single-Unit Trucks	1.9%	0.6%	0.2%	0%	0.8%	-	1.2%	1.1%	2.5%	0%	1.2%	-	2.8%	2.0%	2.4%	0%	2.2%	-	0.5%	1.8%	0.6%	0%	1.3%	-	1.3%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broadway St (FM 518) at Dixie Farm Rd - TMC

Wed Apr 3, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

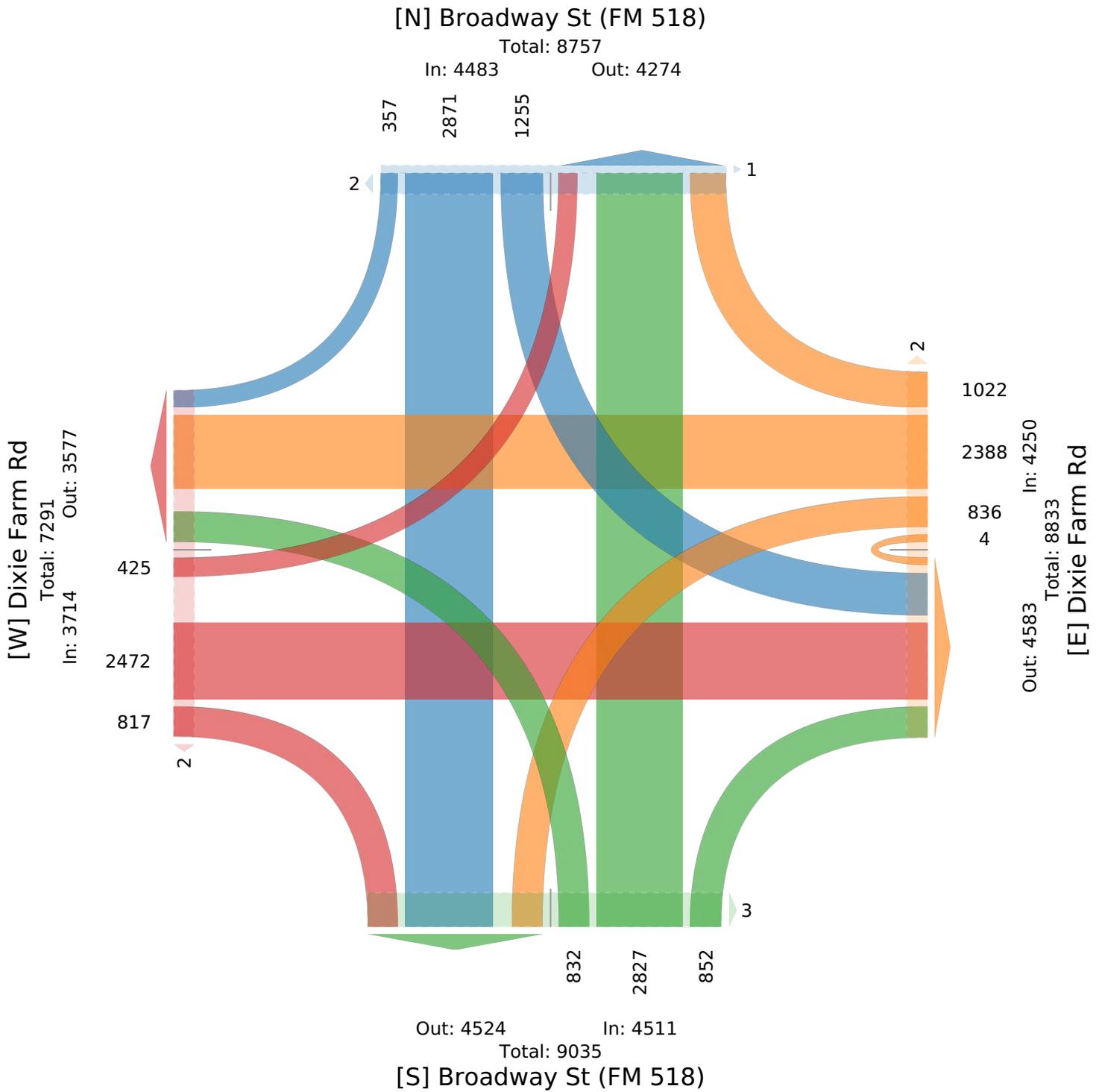
All Movements

ID: 1169853, Location: 29.547398, -95.231925



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



Broadway St (FM 518) at Dixie Farm Rd - TMC

Wed Apr 3, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1169853, Location: 29.547398, -95.231925



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Broadway St (FM 518) Northbound						Broadway St (FM 518) Southbound						Dixie Farm Rd Eastbound						Dixie Farm Rd Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-04-03 7:15AM	50	197	66	0	313	0	75	134	17	0	226	0	19	231	52	0	302	0	37	95	56	1	189	0	1030
7:30AM	53	175	63	0	291	0	79	144	16	0	239	0	31	182	51	0	264	0	37	166	97	0	300	0	1094
7:45AM	53	188	66	0	307	0	71	163	15	0	249	0	32	174	48	0	254	0	41	115	96	0	252	0	1062
8:00AM	39	148	50	0	237	1	73	112	14	0	199	0	24	149	62	0	235	0	55	94	52	0	201	0	872
Total	195	708	245	0	1148	1	298	553	62	0	913	0	106	736	213	0	1055	0	170	470	301	1	942	0	4058
% Approach	17.0%	61.7%	21.3%	0%	-	-	32.6%	60.6%	6.8%	0%	-	-	10.0%	69.8%	20.2%	0%	-	-	18.0%	49.9%	32.0%	0.1%	-	-	-
% Total	4.8%	17.4%	6.0%	0%	28.3%	-	7.3%	13.6%	1.5%	0%	22.5%	-	2.6%	18.1%	5.2%	0%	26.0%	-	4.2%	11.6%	7.4%	0%	23.2%	-	-
PHF	0.920	0.898	0.928	-	0.917	-	0.943	0.848	0.912	-	0.917	-	0.828	0.797	0.859	-	0.873	-	0.773	0.708	0.776	0.250	0.785	-	0.927
Lights	188	700	244	0	1132	-	291	541	56	0	888	-	101	720	201	0	1022	-	169	441	300	1	911	-	3953
% Lights	96.4%	98.9%	99.6%	0%	98.6%	-	97.7%	97.8%	90.3%	0%	97.3%	-	95.3%	97.8%	94.4%	0%	96.9%	-	99.4%	93.8%	99.7%	100%	96.7%	-	97.4%
Articulated Trucks	0	1	0	0	1	-	2	0	4	0	6	-	0	9	0	0	9	-	1	15	0	0	16	-	32
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0.7%	0%	6.5%	0%	0.7%	-	0%	1.2%	0%	0%	0.9%	-	0.6%	3.2%	0%	0%	1.7%	-	0.8%
Buses and Single-Unit Trucks	7	7	1	0	15	-	5	12	2	0	19	-	5	7	12	0	24	-	0	14	1	0	15	-	73
% Buses and Single-Unit Trucks	3.6%	1.0%	0.4%	0%	1.3%	-	1.7%	2.2%	3.2%	0%	2.1%	-	4.7%	1.0%	5.6%	0%	2.3%	-	0%	3.0%	0.3%	0%	1.6%	-	1.8%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broadway St (FM 518) at Dixie Farm Rd - TMC

Wed Apr 3, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

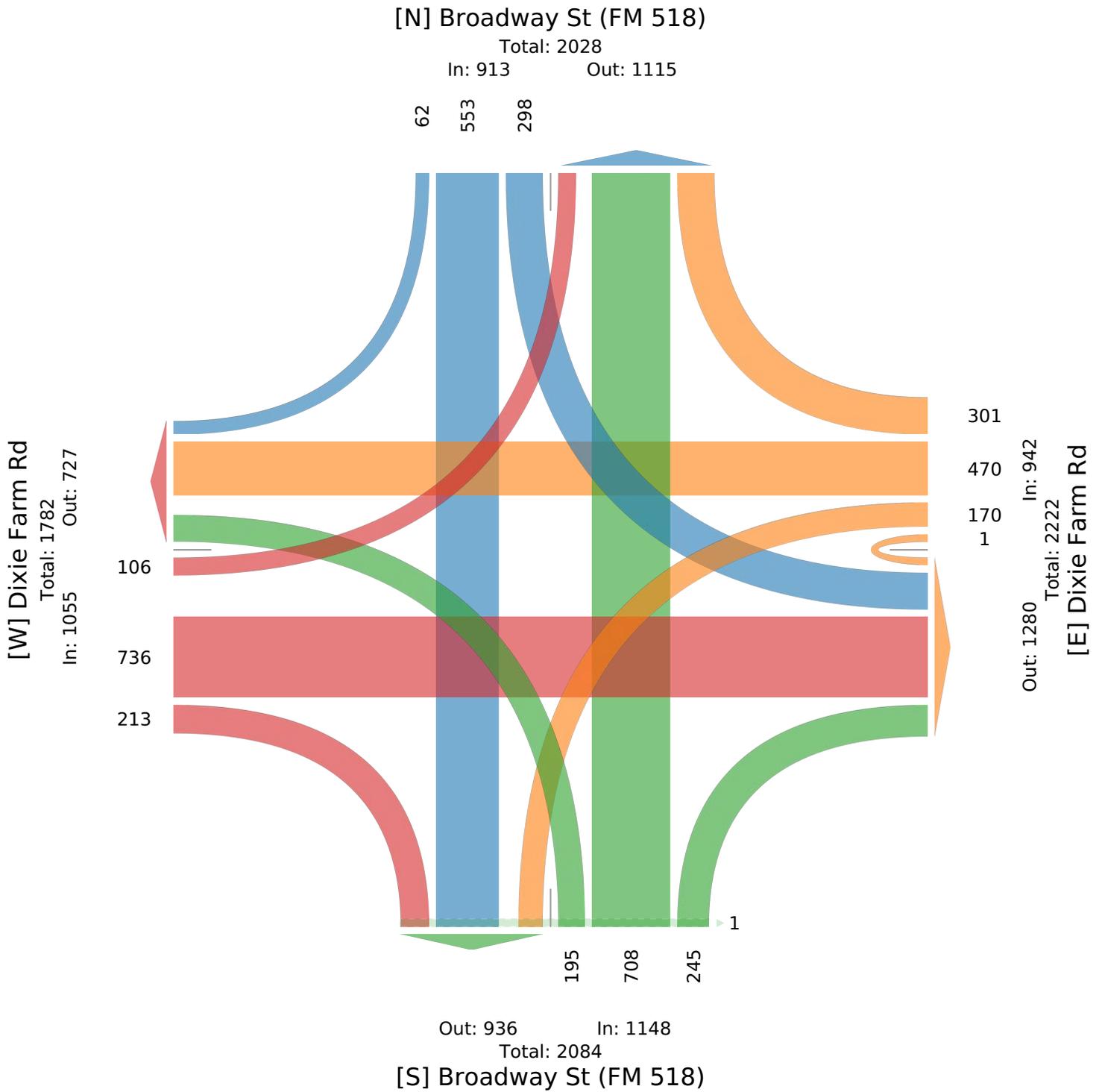
All Movements

ID: 1169853, Location: 29.547398, -95.231925



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



Broadway St (FM 518) at Dixie Farm Rd - TMC

Wed Apr 3, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1169853, Location: 29.547398, -95.231925



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Broadway St (FM 518) Northbound						Broadway St (FM 518) Southbound						Dixie Farm Rd Eastbound						Dixie Farm Rd Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-04-03 5:00PM	69	208	41	0	318	0	95	229	38	0	362	0	29	112	56	0	197	0	67	183	49	0	299	0	1176
5:15PM	73	200	64	0	337	0	86	198	34	0	318	0	33	175	49	0	257	0	65	201	67	0	333	0	1245
5:30PM	46	188	36	0	270	0	84	251	40	0	375	0	26	163	54	0	243	0	51	198	56	0	305	0	1193
5:45PM	62	216	43	0	321	0	88	234	30	0	352	0	31	136	77	0	244	0	54	194	80	0	328	0	1245
Total	250	812	184	0	1246	0	353	912	142	0	1407	0	119	586	236	0	941	0	237	776	252	0	1265	0	4859
% Approach	20.1%	65.2%	14.8%	0%	-	-	25.1%	64.8%	10.1%	0%	-	-	12.6%	62.3%	25.1%	0%	-	-	18.7%	61.3%	19.9%	0%	-	-	-
% Total	5.1%	16.7%	3.8%	0%	25.6%	-	7.3%	18.8%	2.9%	0%	29.0%	-	2.4%	12.1%	4.9%	0%	19.4%	-	4.9%	16.0%	5.2%	0%	26.0%	-	-
PHF	0.856	0.940	0.719	-	0.924	-	0.929	0.908	0.888	-	0.938	-	0.902	0.837	0.766	-	0.915	-	0.884	0.965	0.788	-	0.950	-	0.976
Lights	248	805	184	0	1237	-	351	908	140	0	1399	-	119	576	236	0	931	-	237	773	251	0	1261	-	4828
% Lights	99.2%	99.1%	100%	0%	99.3%	-	99.4%	99.6%	98.6%	0%	99.4%	-	100%	98.3%	100%	0%	98.9%	-	100%	99.6%	99.6%	0%	99.7%	-	99.4%
Articulated Trucks	0	3	0	0	3	-	0	1	0	0	1	-	0	2	0	0	2	-	0	0	0	0	0	-	6
% Articulated Trucks	0%	0.4%	0%	0%	0.2%	-	0%	0.1%	0%	0%	0.1%	-	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	2	4	0	0	6	-	2	3	2	0	7	-	0	8	0	0	8	-	0	3	1	0	4	-	25
% Buses and Single-Unit Trucks	0.8%	0.5%	0%	0%	0.5%	-	0.6%	0.3%	1.4%	0%	0.5%	-	0%	1.4%	0%	0%	0.9%	-	0%	0.4%	0.4%	0%	0.3%	-	0.5%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broadway St (FM 518) at Dixie Farm Rd - TMC

Wed Apr 3, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

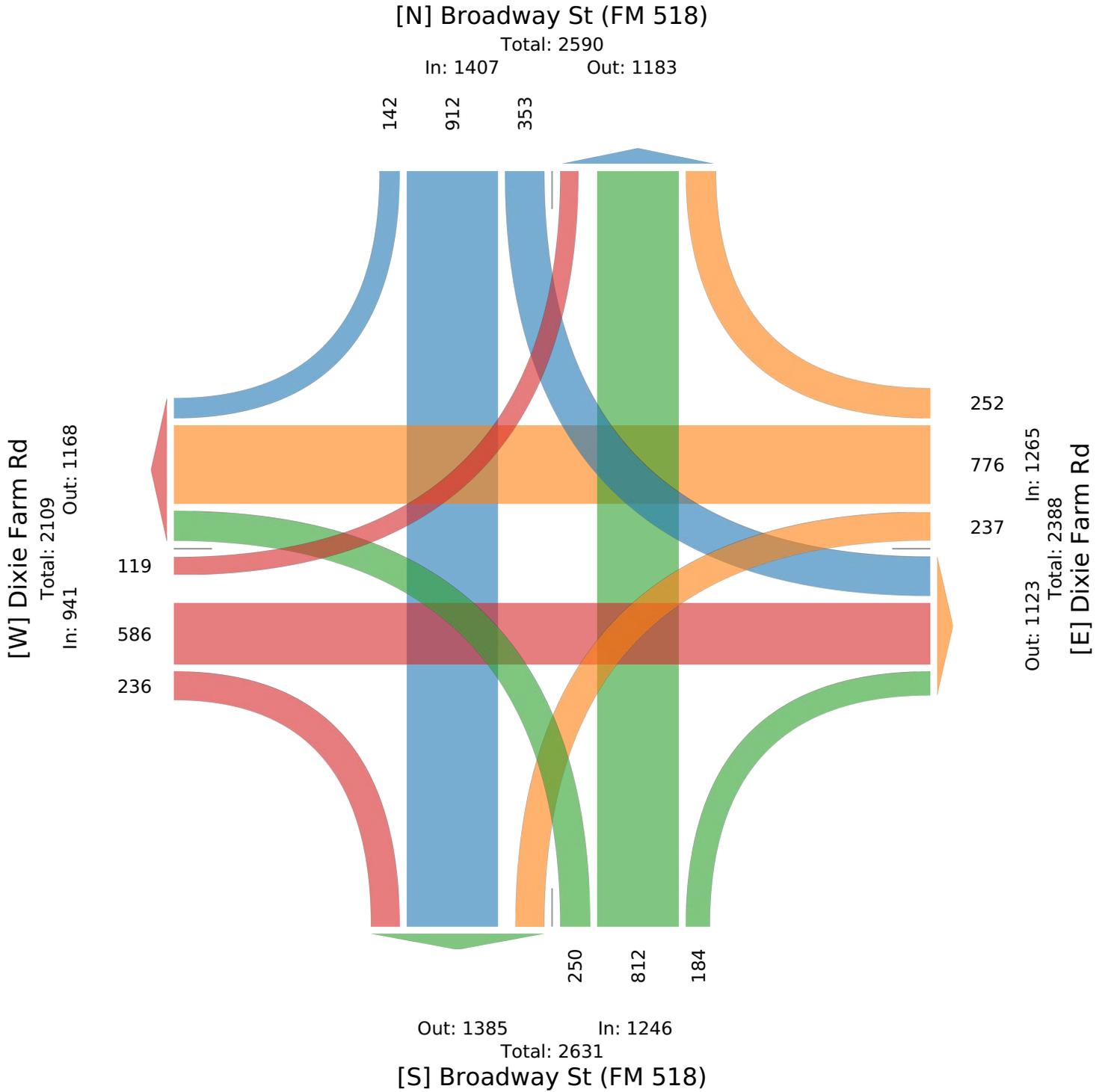
All Movements

ID: 1169853, Location: 29.547398, -95.231925



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



Broadway St (FM 518) at Woodcreek Dr - TMC

Wed Apr 3, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1169851, Location: 29.547897, -95.237345



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Broadway St (FM 518) Northbound						Broadway St (FM 518) Southbound						West Eastbound						Woodcreek Dr Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-04-03 7:00AM	0	226	1	0	227	0	1	170	0	0	171	0	0	0	0	0	0	0	10	0	10	0	20	0	418
7:15AM	1	254	4	0	259	0	4	234	0	0	238	0	0	0	1	0	1	0	11	0	17	0	28	0	526
7:30AM	1	323	8	0	332	0	3	235	0	0	238	0	0	0	0	0	0	0	8	0	20	0	28	0	598
7:45AM	0	313	7	0	320	0	18	269	0	0	287	0	0	0	0	0	0	0	8	0	11	0	19	0	626
Hourly Total	2	1116	20	0	1138	0	26	908	0	0	934	0	0	0	1	0	1	0	37	0	58	0	95	0	2168
8:00AM	0	242	7	0	249	0	6	200	0	0	206	0	0	0	0	0	0	0	9	0	8	0	17	0	472
8:15AM	0	248	8	0	256	0	6	258	0	0	264	0	0	0	0	0	0	0	7	0	9	0	16	0	536
8:30AM	0	208	10	0	218	0	3	220	0	0	223	0	0	0	0	0	0	0	12	0	5	0	17	0	458
8:45AM	0	209	12	0	221	0	7	205	0	0	212	0	0	0	0	0	0	0	9	0	9	0	18	0	451
Hourly Total	0	907	37	0	944	0	22	883	0	0	905	0	0	0	0	0	0	0	37	0	31	0	68	0	1917
4:00PM	0	247	16	0	263	0	17	313	0	0	330	0	0	0	0	0	0	0	12	0	14	0	26	0	619
4:15PM	0	291	17	0	308	0	9	334	0	0	343	0	0	0	0	0	0	0	9	0	15	0	24	1	675
4:30PM	0	265	16	0	281	0	11	329	0	0	340	0	0	0	0	0	0	0	12	0	12	0	24	0	645
4:45PM	1	278	12	0	291	0	7	323	0	0	330	0	0	0	0	0	0	0	12	0	15	0	27	0	648
Hourly Total	1	1081	61	0	1143	0	44	1299	0	0	1343	0	0	0	0	0	0	0	45	0	56	0	101	1	2587
5:00PM	1	289	12	0	302	0	8	335	0	0	343	0	1	0	0	0	1	0	24	0	17	0	41	0	687
5:15PM	2	282	15	0	299	0	15	358	0	0	373	0	0	0	2	0	2	0	17	0	19	0	36	0	710
5:30PM	0	293	19	0	312	0	20	362	0	1	383	0	0	0	0	0	0	0	14	0	19	0	33	0	728
5:45PM	0	301	13	0	314	0	14	334	0	0	348	0	0	0	0	0	0	0	16	1	13	0	30	0	692
Hourly Total	3	1165	59	0	1227	0	57	1389	0	1	1447	0	1	0	2	0	3	0	71	1	68	0	140	0	2817
Total	6	4269	177	0	4452	0	149	4479	0	1	4629	0	1	0	3	0	4	0	190	1	213	0	404	1	9489
% Approach	0.1%	95.9%	4.0%	0%	-	-	3.2%	96.8%	0%	0%	-	-	25.0%	0%	75.0%	0%	-	-	47.0%	0.2%	52.7%	0%	-	-	-
% Total	0.1%	45.0%	1.9%	0%	46.9%	-	1.6%	47.2%	0%	0%	48.8%	-	0%	0%	0%	0%	0%	-	2.0%	0%	2.2%	0%	4.3%	-	-
Lights	6	4219	174	0	4399	-	145	4414	0	1	4560	-	1	0	3	0	4	-	187	1	207	0	395	-	9358
% Lights	100%	98.8%	98.3%	0%	98.8%	-	97.3%	98.5%	0%	100%	98.5%	-	100%	0%	100%	0%	100%	-	98.4%	100%	97.2%	0%	97.8%	-	98.6%
Articulated Trucks	0	7	0	0	7	-	0	18	0	0	18	-	0	0	0	0	0	-	0	0	0	0	0	-	25
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%
Buses and Single-Unit Trucks	0	43	3	0	46	-	4	47	0	0	51	-	0	0	0	0	0	-	3	0	6	0	9	-	106
% Buses and Single-Unit Trucks	0%	1.0%	1.7%	0%	1.0%	-	2.7%	1.0%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	1.6%	0%	2.8%	0%	2.2%	-	1.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broadway St (FM 518) at Woodcreek Dr - TMC

Wed Apr 3, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

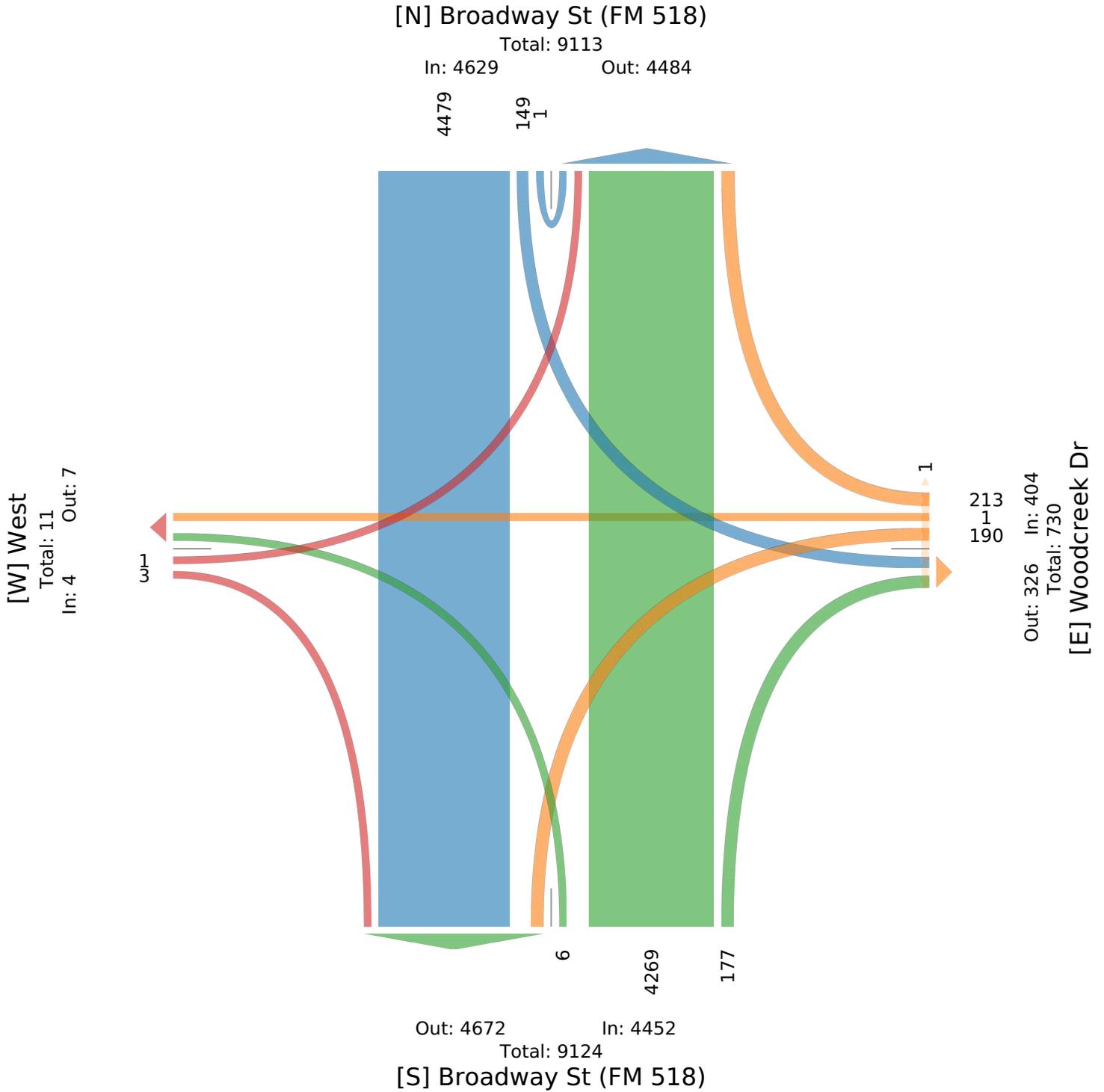
All Movements

ID: 1169851, Location: 29.547897, -95.237345



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US



Broadway St (FM 518) at Woodcreek Dr - TMC

Wed Apr 3, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1169851, Location: 29.547897, -95.237345



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Broadway St (FM 518) Northbound						Broadway St (FM 518) Southbound						West Eastbound						Woodcreek Dr Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-04-03 7:30AM	1	323	8	0	332	0	3	235	0	0	238	0	0	0	0	0	0	0	8	0	20	0	28	0	598
7:45AM	0	313	7	0	320	0	18	269	0	0	287	0	0	0	0	0	0	0	8	0	11	0	19	0	626
8:00AM	0	242	7	0	249	0	6	200	0	0	206	0	0	0	0	0	0	0	9	0	8	0	17	0	472
8:15AM	0	248	8	0	256	0	6	258	0	0	264	0	0	0	0	0	0	0	7	0	9	0	16	0	536
Total	1	1126	30	0	1157	0	33	962	0	0	995	0	0	0	0	0	0	0	32	0	48	0	80	0	2232
% Approach	0.1%	97.3%	2.6%	0%	-	-	3.3%	96.7%	0%	0%	-	-	0%	0%	0%	0%	-	-	40.0%	0%	60.0%	0%	-	-	-
% Total	0%	50.4%	1.3%	0%	51.8%	-	1.5%	43.1%	0%	0%	44.6%	-	0%	0%	0%	0%	0%	-	1.4%	0%	2.2%	0%	3.6%	-	-
PHF	0.250	0.872	0.938	-	0.871	-	0.458	0.894	-	-	0.867	-	-	-	-	-	-	-	0.889	-	0.600	-	0.714	-	0.891
Lights	1	1115	29	0	1145	-	32	942	0	0	974	-	0	0	0	0	0	-	32	0	47	0	79	-	2198
% Lights	100%	99.0%	96.7%	0%	99.0%	-	97.0%	97.9%	0%	0%	97.9%	-	0%	0%	0%	0%	-	-	100%	0%	97.9%	0%	98.8%	-	98.5%
Articulated Trucks	0	1	0	0	1	-	0	9	0	0	9	-	0	0	0	0	0	-	0	0	0	0	0	-	10
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0.9%	0%	0%	0.9%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0.4%
Buses and Single-Unit Trucks	0	10	1	0	11	-	1	11	0	0	12	-	0	0	0	0	0	-	0	0	1	0	1	-	24
% Buses and Single-Unit Trucks	0%	0.9%	3.3%	0%	1.0%	-	3.0%	1.1%	0%	0%	1.2%	-	0%	0%	0%	0%	-	-	0%	0%	2.1%	0%	1.3%	-	1.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broadway St (FM 518) at Woodcreek Dr - TMC

Wed Apr 3, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1169851, Location: 29.547897, -95.237345



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

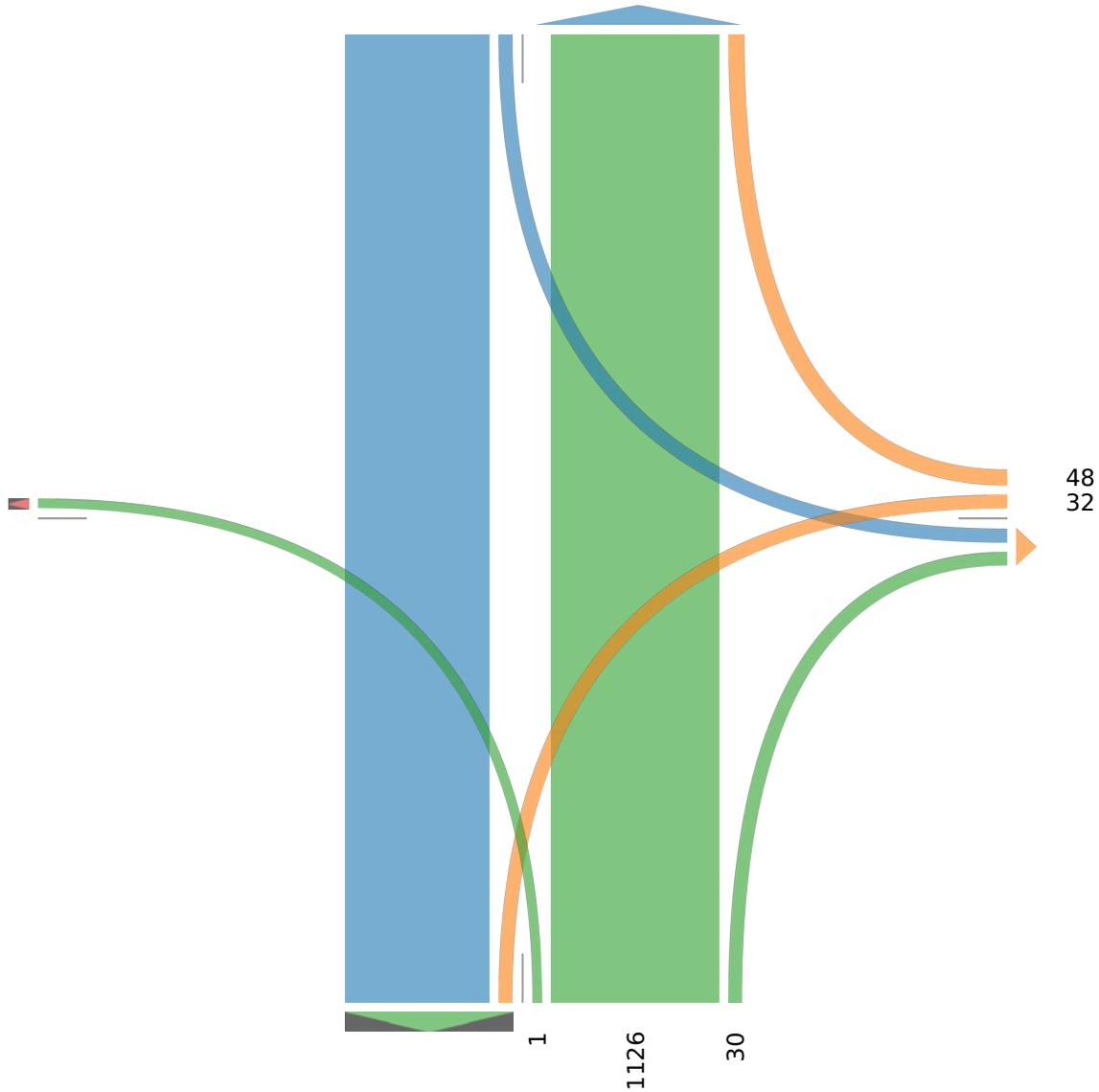
[N] Broadway St (FM 518)

Total: 2169

In: 995 Out: 1174

962 33

[W] West
Total: 1
In: 0 Out: 1



Out: 63 In: 80
Total: 143
[E] Woodcreek Dr

Out: 994 In: 1157
Total: 2151
[S] Broadway St (FM 518)

Broadway St (FM 518) at Woodcreek Dr - TMC

Wed Apr 3, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1169851, Location: 29.547897, -95.237345



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Broadway St (FM 518) Northbound						Broadway St (FM 518) Southbound						West Eastbound						Woodcreek Dr Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-04-03 5:00PM	1	289	12	0	302	0	8	335	0	0	343	0	1	0	0	0	1	0	24	0	17	0	41	0	687
5:15PM	2	282	15	0	299	0	15	358	0	0	373	0	0	0	2	0	2	0	17	0	19	0	36	0	710
5:30PM	0	293	19	0	312	0	20	362	0	1	383	0	0	0	0	0	0	0	14	0	19	0	33	0	728
5:45PM	0	301	13	0	314	0	14	334	0	0	348	0	0	0	0	0	0	0	16	1	13	0	30	0	692
Total	3	1165	59	0	1227	0	57	1389	0	1	1447	0	1	0	2	0	3	0	71	1	68	0	140	0	2817
% Approach	0.2%	94.9%	4.8%	0%	-	-	3.9%	96.0%	0%	0.1%	-	-	33.3%	0%	66.7%	0%	-	-	50.7%	0.7%	48.6%	0%	-	-	-
% Total	0.1%	41.4%	2.1%	0%	43.6%	-	2.0%	49.3%	0%	0%	51.4%	-	0%	0%	0.1%	0%	0.1%	-	2.5%	0%	2.4%	0%	5.0%	-	-
PHF	0.375	0.968	0.776	-	0.977	-	0.713	0.959	-	0.250	0.945	-	0.250	-	0.250	-	0.375	-	0.740	0.250	0.895	-	0.854	-	0.967
Lights	3	1154	59	0	1216	-	57	1382	0	1	1440	-	1	0	2	0	3	-	71	1	68	0	140	-	2799
% Lights	100%	99.1%	100%	0%	99.1%	-	100%	99.5%	0%	100%	99.5%	-	100%	0%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	99.4%
Articulated Trucks	0	2	0	0	2	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	4
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	9	0	0	9	-	0	5	0	0	5	-	0	0	0	0	0	-	0	0	0	0	0	-	14
% Buses and Single-Unit Trucks	0%	0.8%	0%	0%	0.7%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Broadway St (FM 518) at Woodcreek Dr - TMC

Wed Apr 3, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

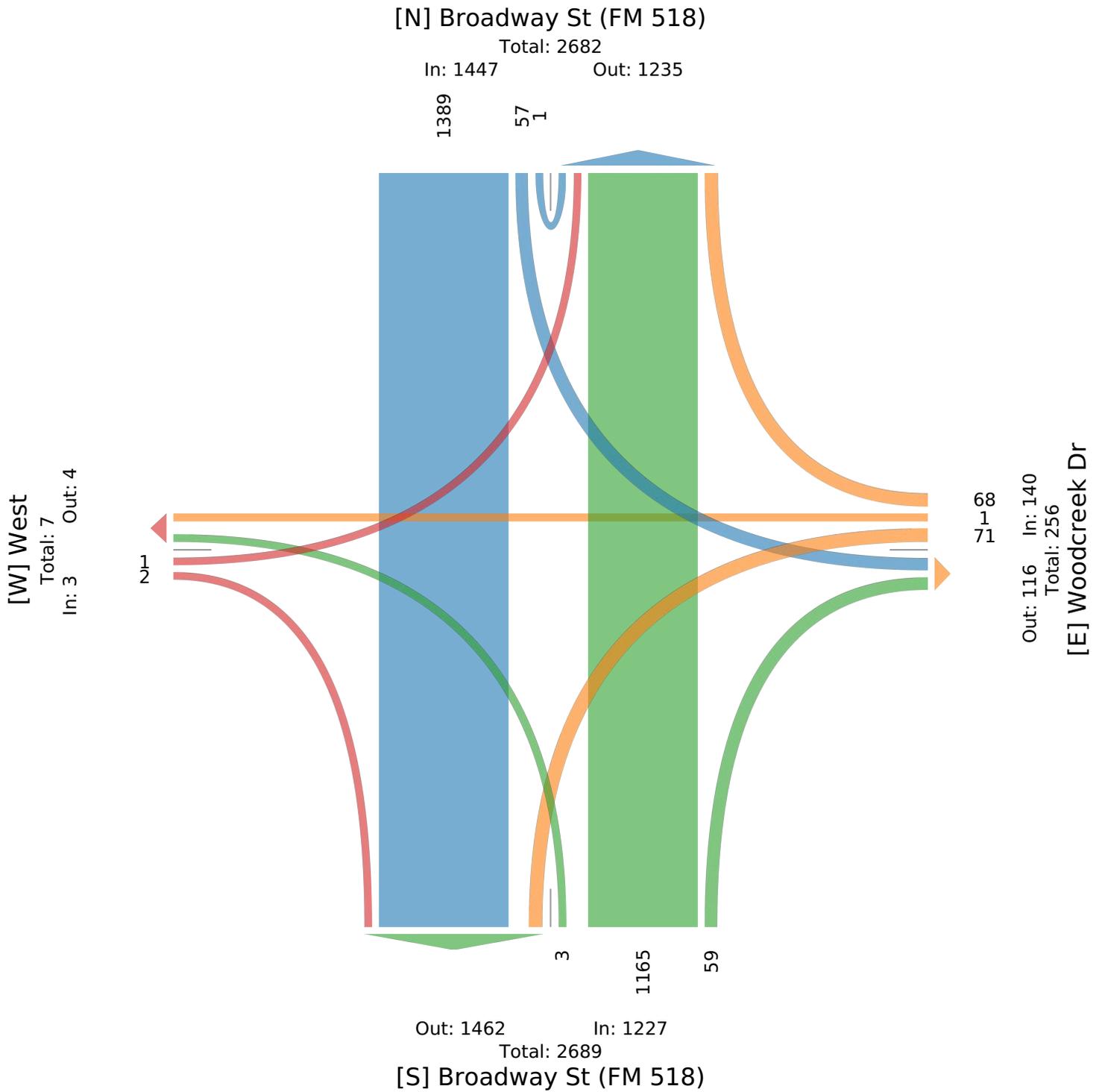
All Movements

ID: 1169851, Location: 29.547897, -95.237345



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



FM 518 at Mykawa Rd - TMC

Thu Apr 11, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173080, Location: 29.562099, -95.294727



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Mykawa Rd Southbound					FM 518 Eastbound					FM 518 Westbound					Int
	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	
2024-04-11 7:00AM	12	16	0	28	0	46	150	1	197	0	131	10	0	141	0	366
7:15AM	14	19	0	33	0	44	156	0	200	0	161	11	0	172	0	405
7:30AM	18	24	0	42	0	47	161	0	208	0	202	10	0	212	0	462
7:45AM	21	23	0	44	1	40	144	0	184	0	232	10	0	242	0	470
Hourly Total	65	82	0	147	1	177	611	1	789	0	726	41	0	767	0	1703
8:00AM	20	26	0	46	0	23	201	0	224	0	195	11	0	206	0	476
8:15AM	19	18	0	37	0	26	159	0	185	0	172	6	0	178	0	400
8:30AM	18	17	0	35	0	30	144	0	174	0	184	5	0	189	0	398
8:45AM	15	19	0	34	0	25	167	0	192	0	177	3	0	180	0	406
Hourly Total	72	80	0	152	0	104	671	0	775	0	728	25	0	753	0	1680
4:00PM	40	47	0	87	0	22	196	1	219	0	304	12	0	316	0	622
4:15PM	41	41	0	82	0	33	163	0	196	0	223	5	0	228	0	506
4:30PM	35	60	0	95	0	26	177	0	203	0	260	8	0	268	0	566
4:45PM	64	59	0	123	0	23	194	0	217	0	271	3	0	274	0	614
Hourly Total	180	207	0	387	0	104	730	1	835	0	1058	28	0	1086	0	2308
5:00PM	86	64	0	150	0	28	183	0	211	0	254	13	0	267	0	628
5:15PM	60	62	0	122	0	20	232	0	252	0	256	17	0	273	0	647
5:30PM	45	78	0	123	0	17	208	0	225	0	250	16	0	266	0	614
5:45PM	41	58	0	99	0	22	162	0	184	0	258	7	0	265	0	548
Hourly Total	232	262	0	494	0	87	785	0	872	0	1018	53	0	1071	0	2437
Total	549	631	0	1180	1	472	2797	2	3271	0	3530	147	0	3677	0	8128
% Approach	46.5%	53.5%	0%	-	-	14.4%	85.5%	0.1%	-	-	96.0%	4.0%	0%	-	-	-
% Total	6.8%	7.8%	0%	14.5%	-	5.8%	34.4%	0%	40.2%	-	43.4%	1.8%	0%	45.2%	-	-
Lights	529	618	0	1147	-	461	2726	2	3189	-	3479	140	0	3619	-	7955
% Lights	96.4%	97.9%	0%	97.2%	-	97.7%	97.5%	100%	97.5%	-	98.6%	95.2%	0%	98.4%	-	97.9%
Articulated Trucks	7	1	0	8	-	2	17	0	19	-	8	3	0	11	-	38
% Articulated Trucks	1.3%	0.2%	0%	0.7%	-	0.4%	0.6%	0%	0.6%	-	0.2%	2.0%	0%	0.3%	-	0.5%
Buses and Single-Unit Trucks	13	12	0	25	-	9	54	0	63	-	43	4	0	47	-	135
% Buses and Single-Unit Trucks	2.4%	1.9%	0%	2.1%	-	1.9%	1.9%	0%	1.9%	-	1.2%	2.7%	0%	1.3%	-	1.7%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

FM 518 at Mykawa Rd - TMC

Thu Apr 11, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173080, Location: 29.562099, -95.294727



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

[N] Mykawa Rd

Total: 1799

In: 1180 Out: 619

631

549

1

[W] FM 518

Total: 7434

Out: 4163

In: 3271

2797
472
2

147

3530

Out: 3346 In: 3677

Total: 7023

[E] FM 518

FM 518 at Mykawa Rd - TMC

Thu Apr 11, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173080, Location: 29.562099, -95.294727



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Mykawa Rd Southbound					FM 518 Eastbound					FM 518 Westbound					Int
	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	
2024-04-11 7:15AM	14	19	0	33	0	44	156	0	200	0	161	11	0	172	0	405
7:30AM	18	24	0	42	0	47	161	0	208	0	202	10	0	212	0	462
7:45AM	21	23	0	44	1	40	144	0	184	0	232	10	0	242	0	470
8:00AM	20	26	0	46	0	23	201	0	224	0	195	11	0	206	0	476
Total	73	92	0	165	1	154	662	0	816	0	790	42	0	832	0	1813
% Approach	44.2%	55.8%	0%	-	-	18.9%	81.1%	0%	-	-	95.0%	5.0%	0%	-	-	-
% Total	4.0%	5.1%	0%	9.1%	-	8.5%	36.5%	0%	45.0%	-	43.6%	2.3%	0%	45.9%	-	-
PHF	0.869	0.885	-	0.897	-	0.819	0.823	-	0.911	-	0.851	0.955	-	0.860	-	0.952
Lights	70	87	0	157	-	150	646	0	796	-	774	39	0	813	-	1766
% Lights	95.9%	94.6%	0%	95.2%	-	97.4%	97.6%	0%	97.5%	-	98.0%	92.9%	0%	97.7%	-	97.4%
Articulated Trucks	0	0	0	0	-	1	2	0	3	-	4	2	0	6	-	9
% Articulated Trucks	0%	0%	0%	0%	-	0.6%	0.3%	0%	0.4%	-	0.5%	4.8%	0%	0.7%	-	0.5%
Buses and Single-Unit Trucks	3	5	0	8	-	3	14	0	17	-	12	1	0	13	-	38
% Buses and Single-Unit Trucks	4.1%	5.4%	0%	4.8%	-	1.9%	2.1%	0%	2.1%	-	1.5%	2.4%	0%	1.6%	-	2.1%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

FM 518 at Mykawa Rd - TMC

Thu Apr 11, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173080, Location: 29.562099, -95.294727



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

[N] Mykawa Rd

Total: 361

In: 165 Out: 196

92 73

1

[W] FM 518

Total: 1698

In: 816 Out: 882

154

662

42

790

Out: 735 In: 832

Total: 1567

[E] FM 518

FM 518 at Mykawa Rd - TMC

Thu Apr 11, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173080, Location: 29.562099, -95.294727



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Mykawa Rd Southbound					FM 518 Eastbound					FM 518 Westbound					Int
	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	
2024-04-11 4:45PM	64	59	0	123	0	23	194	0	217	0	271	3	0	274	0	614
5:00PM	86	64	0	150	0	28	183	0	211	0	254	13	0	267	0	628
5:15PM	60	62	0	122	0	20	232	0	252	0	256	17	0	273	0	647
5:30PM	45	78	0	123	0	17	208	0	225	0	250	16	0	266	0	614
Total	255	263	0	518	0	88	817	0	905	0	1031	49	0	1080	0	2503
% Approach	49.2%	50.8%	0%	-	-	9.7%	90.3%	0%	-	-	95.5%	4.5%	0%	-	-	-
% Total	10.2%	10.5%	0%	20.7%	-	3.5%	32.6%	0%	36.2%	-	41.2%	2.0%	0%	43.1%	-	-
PHF	0.741	0.843	-	0.863	-	0.786	0.880	-	0.898	-	0.951	0.721	-	0.985	-	0.967
Lights	252	261	0	513	-	85	809	0	894	-	1026	48	0	1074	-	2481
% Lights	98.8%	99.2%	0%	99.0%	-	96.6%	99.0%	0%	98.8%	-	99.5%	98.0%	0%	99.4%	-	99.1%
Articulated Trucks	1	0	0	1	-	0	1	0	1	-	0	0	0	0	-	2
% Articulated Trucks	0.4%	0%	0%	0.2%	-	0%	0.1%	0%	0.1%	-	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	2	2	0	4	-	3	7	0	10	-	5	1	0	6	-	20
% Buses and Single-Unit Trucks	0.8%	0.8%	0%	0.8%	-	3.4%	0.9%	0%	1.1%	-	0.5%	2.0%	0%	0.6%	-	0.8%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

FM 518 at Mykawa Rd - TMC

Thu Apr 11, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173080, Location: 29.562099, -95.294727



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

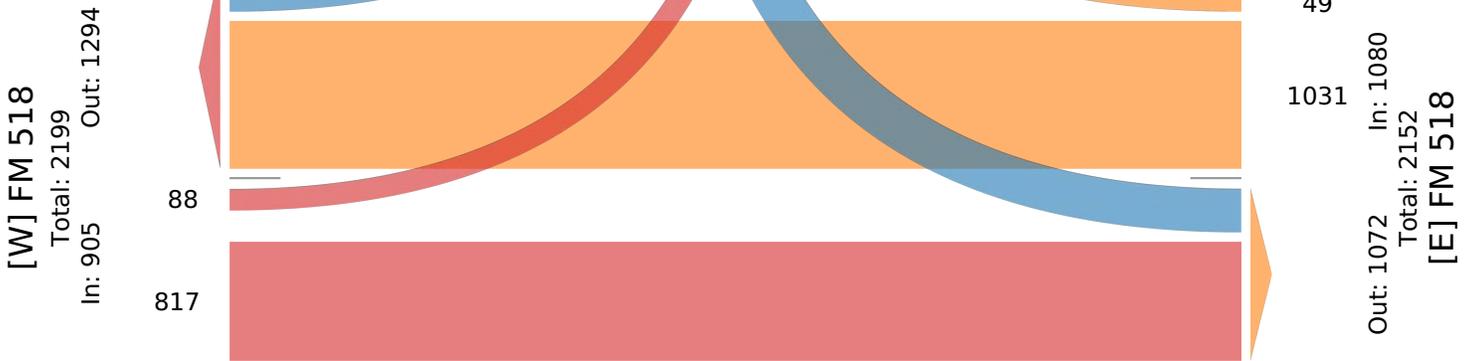
[N] Mykawa Rd

Total: 655

In: 518 Out: 137

263

255



FM 518 at Barry Rose Rd/Walnut St - TMC

Thu Apr 11, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173081, Location: 29.560219, -95.273885



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Barry Rose Rd Southbound						FM 518 Eastbound						FM 518 Westbound						Walnut St Northeastbound						Int
Time	L	BR	R	U	App	Ped*	L	T	HR	U	App	Ped*	BL	T	R	U	App	Ped*	HL	BL	BR	U	App	Ped*	
2024-04-11 7:00AM	10	18	26	0	54	1	10	112	0	0	122	1	10	133	16	0	159	0	3	21	24	0	48	0	383
7:15AM	8	17	35	0	60	0	26	128	1	0	155	0	16	188	16	0	220	0	2	27	31	0	60	0	495
7:30AM	30	38	57	0	125	0	31	177	0	0	208	0	21	231	31	0	283	0	0	51	34	0	85	0	701
7:45AM	32	59	70	0	161	0	26	175	1	0	202	0	26	183	11	0	220	0	2	19	42	0	63	1	646
Hourly Total	80	132	188	0	400	1	93	592	2	0	687	1	73	735	74	0	882	0	7	118	131	0	256	1	2225
8:00AM	20	25	32	0	77	0	13	222	2	1	238	0	25	230	7	0	262	0	5	27	53	0	85	0	662
8:15AM	24	22	32	0	78	0	15	213	0	0	228	0	25	244	10	0	279	0	2	23	45	0	70	0	655
8:30AM	26	21	22	0	69	0	5	206	3	1	215	0	14	164	10	0	188	0	5	26	42	0	73	2	545
8:45AM	14	19	35	0	68	0	11	167	0	0	178	1	17	202	6	0	225	0	2	10	26	0	38	0	509
Hourly Total	84	87	121	0	292	0	44	808	5	2	859	1	81	840	33	0	954	0	14	86	166	0	266	2	2371
4:00PM	49	32	32	0	113	8	39	266	0	0	305	3	34	213	17	0	264	0	4	28	44	0	76	0	758
4:15PM	29	33	25	0	87	0	25	312	2	0	339	0	33	190	21	0	244	0	3	26	73	0	102	1	772
4:30PM	27	33	42	0	102	1	24	241	2	0	267	0	42	241	19	0	302	0	3	28	58	0	89	0	760
4:45PM	21	36	32	0	89	0	34	276	1	0	311	1	48	247	28	0	323	0	1	25	54	0	80	0	803
Hourly Total	126	134	131	0	391	9	122	1095	5	0	1222	4	157	891	85	0	1133	0	11	107	229	0	347	1	3093
5:00PM	28	34	27	0	89	0	36	279	2	0	317	1	35	243	18	0	296	0	5	28	66	0	99	0	801
5:15PM	39	35	18	0	92	0	33	268	0	0	301	1	46	248	20	0	314	0	4	27	50	0	81	0	788
5:30PM	11	32	26	0	69	0	34	269	0	0	303	0	38	252	19	0	309	0	2	24	61	0	87	0	768
5:45PM	26	30	33	0	89	0	34	210	1	0	245	1	39	224	18	0	281	0	5	31	44	0	80	0	695
Hourly Total	104	131	104	0	339	0	137	1026	3	0	1166	3	158	967	75	0	1200	0	16	110	221	0	347	0	3052
Total	394	484	544	0	1422	10	396	3521	15	2	3934	9	469	3433	267	0	4169	0	48	421	747	0	1216	4	10741
% Approach	27.7%	34.0%	38.3%	0%	-	-	10.1%	89.5%	0.4%	0.1%	-	-	11.2%	82.3%	6.4%	0%	-	-	3.9%	34.6%	61.4%	0%	-	-	-
% Total	3.7%	4.5%	5.1%	0%	13.2%	-	3.7%	32.8%	0.1%	0%	36.6%	-	4.4%	32.0%	2.5%	0%	38.8%	-	0.4%	3.9%	7.0%	0%	11.3%	-	-
Lights	388	481	540	0	1409	-	390	3472	15	2	3879	-	464	3387	247	0	4098	-	48	399	743	0	1190	-	10576
% Lights	98.5%	99.4%	99.3%	0%	99.1%	-	98.5%	98.6%	100%	100%	98.6%	-	98.9%	98.7%	92.5%	0%	98.3%	-	100%	94.8%	99.5%	0%	97.9%	-	98.5%
Articulated Trucks	0	1	1	0	2	-	1	12	0	0	13	-	0	7	0	0	7	-	0	0	1	0	1	-	23
% Articulated Trucks	0%	0.2%	0.2%	0%	0.1%	-	0.3%	0.3%	0%	0%	0.3%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0.1%	0%	0.1%	-	0.2%
Buses and Single-Unit Trucks	6	2	3	0	11	-	5	37	0	0	42	-	5	39	20	0	64	-	0	22	3	0	25	-	142
% Buses and Single-Unit Trucks	1.5%	0.4%	0.6%	0%	0.8%	-	1.3%	1.1%	0%	0%	1.1%	-	1.1%	1.1%	7.5%	0%	1.5%	-	0%	5.2%	0.4%	0%	2.1%	-	1.3%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	4	-
% Pedestrians	-	-	-	-	-	90.0%	-	-	-	-	-	66.7%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	10.0%	-	-	-	-	-	33.3%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

FM 518 at Barry Rose Rd/Walnut St - TMC

Thu Apr 11, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173081, Location: 29.560219, -95.273885



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

[N] Barry Rose Rd

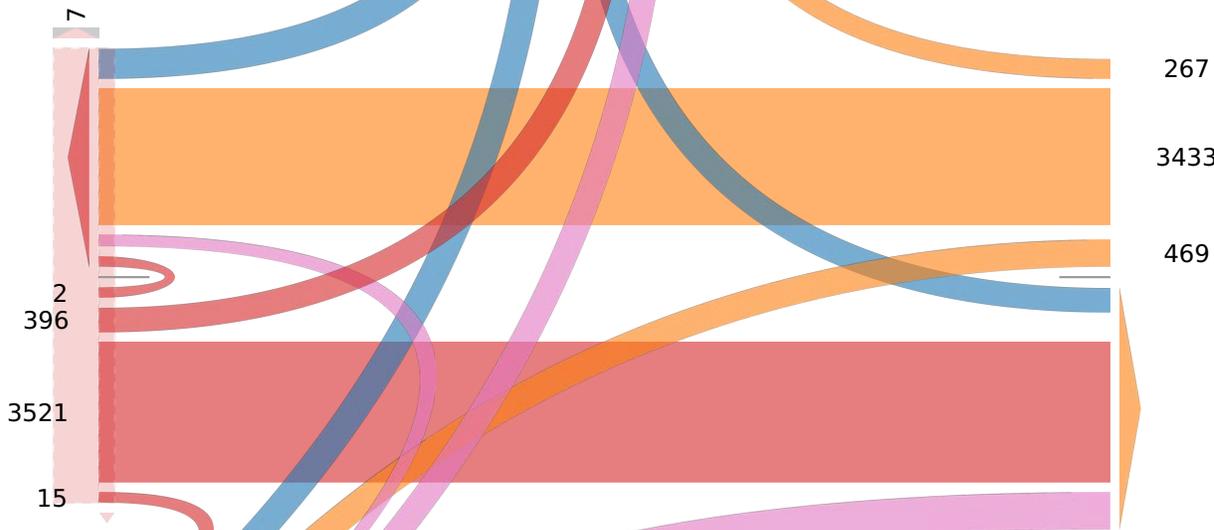
Total: 2506

In: 1422 Out: 1084

544
484
394
3
7

[W] FM 518

Total: 7961
In: 3934 Out: 4027



Out: 968 In: 1216
Total: 2184
[SW] Walnut St

Out: 4662 In: 4169
Total: 8831
[E] FM 518

FM 518 at Barry Rose Rd/Walnut St - TMC

Thu Apr 11, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173081, Location: 29.560219, -95.273885



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Barry Rose Rd Southbound						FM 518 Eastbound						FM 518 Westbound						Walnut St Northeastbound						
Time	L	BR	R	U	App	Ped*	L	T	HR	U	App	Ped*	BL	T	R	U	App	Ped*	HL	BL	BR	U	App	Ped*	Int
2024-04-11 7:30AM	30	38	57	0	125	0	31	177	0	0	208	0	21	231	31	0	283	0	0	51	34	0	85	0	701
7:45AM	32	59	70	0	161	0	26	175	1	0	202	0	26	183	11	0	220	0	2	19	42	0	63	1	646
8:00AM	20	25	32	0	77	0	13	222	2	1	238	0	25	230	7	0	262	0	5	27	53	0	85	0	662
8:15AM	24	22	32	0	78	0	15	213	0	0	228	0	25	244	10	0	279	0	2	23	45	0	70	0	655
Total	106	144	191	0	441	0	85	787	3	1	876	0	97	888	59	0	1044	0	9	120	174	0	303	1	2664
% Approach	24.0%	32.7%	43.3%	0%	-	-	9.7%	89.8%	0.3%	0.1%	-	-	9.3%	85.1%	5.7%	0%	-	-	3.0%	39.6%	57.4%	0%	-	-	-
% Total	4.0%	5.4%	7.2%	0%	16.6%	-	3.2%	29.5%	0.1%	0%	32.9%	-	3.6%	33.3%	2.2%	0%	39.2%	-	0.3%	4.5%	6.5%	0%	11.4%	-	-
PHF	0.828	0.610	0.682	-	0.685	-	0.685	0.886	0.375	0.250	0.920	-	0.933	0.910	0.476	-	0.922	-	0.450	0.588	0.821	-	0.891	-	0.950
Lights	103	141	191	0	435	-	80	775	3	1	859	-	95	865	58	0	1018	-	9	108	173	0	290	-	2602
% Lights	97.2%	97.9%	100%	0%	98.6%	-	94.1%	98.5%	100%	100%	98.1%	-	97.9%	97.4%	98.3%	0%	97.5%	-	100%	90.0%	99.4%	0%	95.7%	-	97.7%
Articulated Trucks	0	1	0	0	1	-	0	4	0	0	4	-	0	6	0	0	6	-	0	0	0	0	0	-	11
% Articulated Trucks	0%	0.7%	0%	0%	0.2%	-	0%	0.5%	0%	0%	0.5%	-	0%	0.7%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0.4%
Buses and Single-Unit Trucks	3	2	0	0	5	-	5	8	0	0	13	-	2	17	1	0	20	-	0	12	1	0	13	-	51
% Buses and Single-Unit Trucks	2.8%	1.4%	0%	0%	1.1%	-	5.9%	1.0%	0%	0%	1.5%	-	2.1%	1.9%	1.7%	0%	1.9%	-	0%	10.0%	0.6%	0%	4.3%	-	1.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

FM 518 at Barry Rose Rd/Walnut St - TMC

Thu Apr 11, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173081, Location: 29.560219, -95.273885



Provided by: C. J. Hensch & Associates Inc.

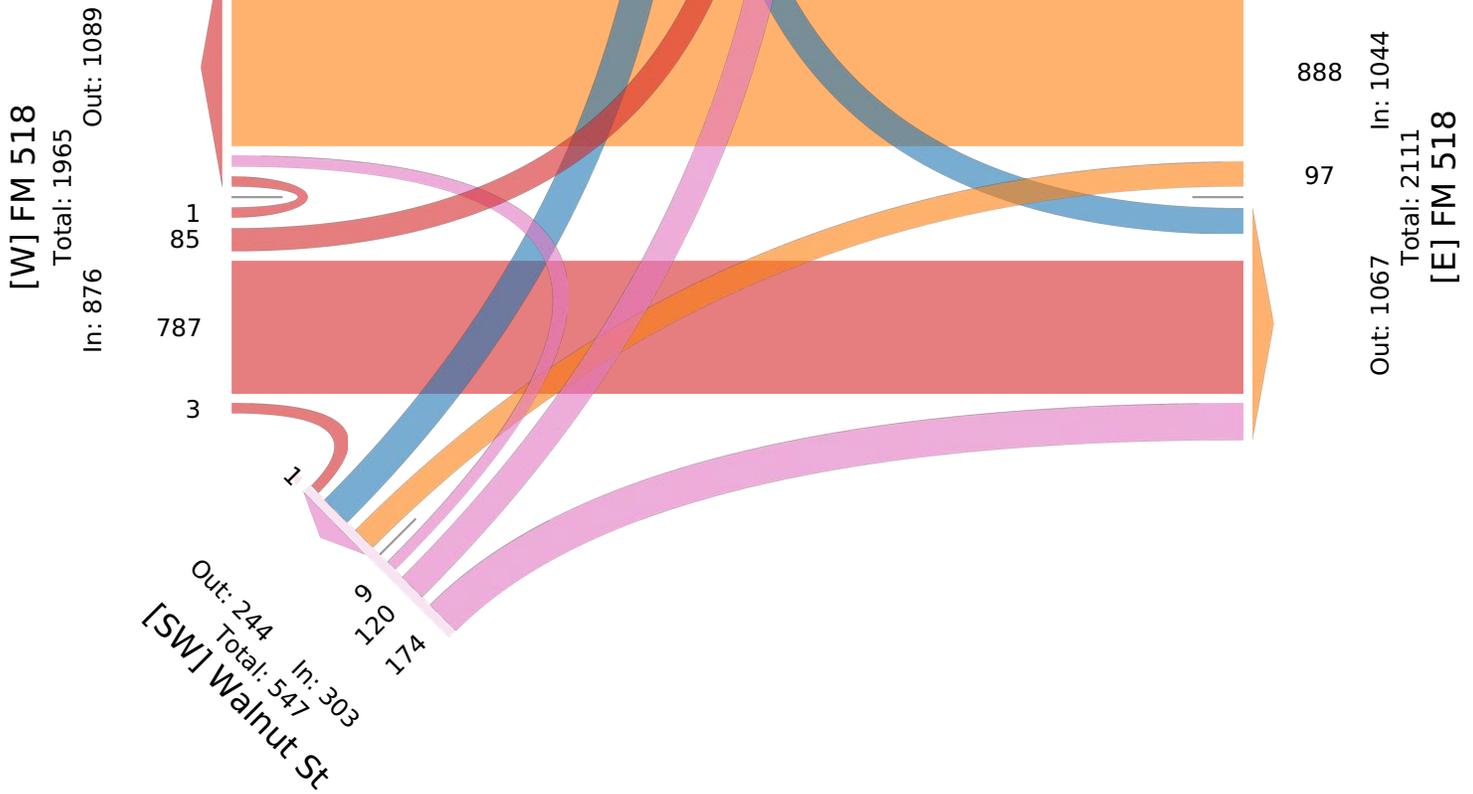
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

[N] Barry Rose Rd

Total: 705

In: 441 Out: 264

191
144
106



FM 518 at Barry Rose Rd/Walnut St - TMC

Thu Apr 11, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173081, Location: 29.560219, -95.273885



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Barry Rose Rd Southbound						FM 518 Eastbound						FM 518 Westbound						Walnut St Northeastbound						Int
	L	BR	R	U	App	Ped*	L	T	HR	U	App	Ped*	BL	T	R	U	App	Ped*	HL	BL	BR	U	App	Ped*	
2024-04-11 4:45PM	21	36	32	0	89	0	34	276	1	0	311	1	48	247	28	0	323	0	1	25	54	0	80	0	803
5:00PM	28	34	27	0	89	0	36	279	2	0	317	1	35	243	18	0	296	0	5	28	66	0	99	0	801
5:15PM	39	35	18	0	92	0	33	268	0	0	301	1	46	248	20	0	314	0	4	27	50	0	81	0	788
5:30PM	11	32	26	0	69	0	34	269	0	0	303	0	38	252	19	0	309	0	2	24	61	0	87	0	768
Total	99	137	103	0	339	0	137	1092	3	0	1232	3	167	990	85	0	1242	0	12	104	231	0	347	0	3160
% Approach	29.2%	40.4%	30.4%	0%	-	-	11.1%	88.6%	0.2%	0%	-	-	13.4%	79.7%	6.8%	0%	-	-	3.5%	30.0%	66.6%	0%	-	-	-
% Total	3.1%	4.3%	3.3%	0%	10.7%	-	4.3%	34.6%	0.1%	0%	39.0%	-	5.3%	31.3%	2.7%	0%	39.3%	-	0.4%	3.3%	7.3%	0%	11.0%	-	-
PHF	0.635	0.951	0.805	-	0.921	-	0.951	0.978	0.375	-	0.972	-	0.870	0.982	0.759	-	0.961	-	0.600	0.929	0.875	-	0.876	-	0.984
Lights	99	137	100	0	336	-	137	1088	3	0	1228	-	166	981	78	0	1225	-	12	103	231	0	346	-	3135
% Lights	100%	100%	97.1%	0%	99.1%	-	100%	99.6%	100%	0%	99.7%	-	99.4%	99.1%	91.8%	0%	98.6%	-	100%	99.0%	100%	0%	99.7%	-	99.2%
Articulated Trucks	0	0	0	0	0	-	0	2	0	0	2	-	0	1	0	0	1	-	0	0	0	0	0	-	3
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	0	3	0	3	-	0	2	0	0	2	-	1	8	7	0	16	-	0	1	0	0	1	-	22
% Buses and Single-Unit Trucks	0%	0%	2.9%	0%	0.9%	-	0%	0.2%	0%	0%	0.2%	-	0.6%	0.8%	8.2%	0%	1.3%	-	0%	1.0%	0%	0%	0.3%	-	0.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

FM 518 at Barry Rose Rd/Walnut St - TMC

Thu Apr 11, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173081, Location: 29.560219, -95.273885



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

[N] Barry Rose Rd

Total: 665

In: 339 Out: 326

103

137

99

[W] FM 518

Total: 2337

In: 1232 Out: 1105

137

1092

3

1

Out: 307 In: 347
Total: 654
[SW] Walnut St

12

104

231

85

990

167

In: 1242 Out: 1422

Total: 2664

[E] FM 518

FM 518 at McLean Rd - TMC

Thu Apr 11, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173082, Location: 29.560013, -95.29799



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	McLean Rd Northbound						Halbert Dr Southbound						FM 518 Eastbound						FM 518 Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-04-11 7:00AM	29	17	30	0	76	0	0	2	0	0	2	0	0	186	0	0	186	0	11	156	1	0	168	0	432
7:15AM	74	16	54	0	144	0	0	1	0	0	1	0	0	202	0	0	202	0	15	158	0	0	173	0	520
7:30AM	53	10	48	0	111	0	1	1	0	0	2	0	1	212	0	0	213	0	25	205	1	0	231	0	557
7:45AM	74	15	54	0	143	0	1	1	0	0	2	0	0	182	0	0	182	0	15	217	2	0	234	0	561
Hourly Total	230	58	186	0	474	0	2	5	0	0	7	0	1	782	0	0	783	0	66	736	4	0	806	0	2070
8:00AM	58	29	23	0	110	0	1	3	2	0	6	0	0	195	0	1	196	0	28	217	3	0	248	0	560
8:15AM	57	20	37	1	115	0	0	5	0	0	5	0	2	135	0	0	137	0	17	192	0	0	209	0	466
8:30AM	57	6	24	0	87	0	1	3	0	0	4	0	0	141	0	0	141	0	15	208	0	0	223	0	455
8:45AM	41	7	31	0	79	0	1	3	1	0	5	0	0	158	0	0	158	0	22	171	2	0	195	0	437
Hourly Total	213	62	115	1	391	0	3	14	3	0	20	0	2	629	0	1	632	0	82	788	5	0	875	0	1918
4:00PM	42	10	25	0	77	0	2	8	0	0	10	1	3	188	0	1	192	0	54	273	1	0	328	0	607
4:15PM	45	11	24	0	80	0	3	15	3	0	21	0	1	205	0	0	206	0	41	229	0	1	271	0	578
4:30PM	46	5	30	0	81	0	3	3	1	0	7	0	0	193	0	0	193	0	52	261	0	0	313	0	594
4:45PM	29	6	20	0	55	0	1	6	0	0	7	0	2	223	0	0	225	0	45	288	0	0	333	0	620
Hourly Total	162	32	99	0	293	0	9	32	4	0	45	1	6	809	0	1	816	0	192	1051	1	1	1245	0	2399
5:00PM	44	5	24	0	73	0	5	9	2	0	16	0	1	186	0	1	188	0	52	264	0	0	316	0	593
5:15PM	58	5	19	0	82	0	1	4	1	0	6	0	0	214	0	1	215	0	57	259	1	0	317	0	620
5:30PM	35	3	22	0	60	0	2	7	0	0	9	0	0	207	0	0	207	0	60	275	2	0	337	0	613
5:45PM	40	5	19	0	64	0	0	4	1	0	5	0	0	180	0	2	182	0	44	251	1	0	296	0	547
Hourly Total	177	18	84	0	279	0	8	24	4	0	36	0	1	787	0	4	792	0	213	1049	4	0	1266	0	2373
Total	782	170	484	1	1437	0	22	75	11	0	108	1	10	3007	0	6	3023	0	553	3624	14	1	4192	0	8760
% Approach	54.4%	11.8%	33.7%	0.1%	-	-	20.4%	69.4%	10.2%	0%	-	-	0.3%	99.5%	0%	0.2%	-	-	13.2%	86.5%	0.3%	0%	-	-	-
% Total	8.9%	1.9%	5.5%	0%	16.4%	-	0.3%	0.9%	0.1%	0%	1.2%	-	0.1%	34.3%	0%	0.1%	34.5%	-	6.3%	41.4%	0.2%	0%	47.9%	-	-
Lights	769	170	474	1	1414	-	22	75	11	0	108	-	10	2936	0	6	2952	-	543	3585	14	1	4143	-	8617
% Lights	98.3%	100%	97.9%	100%	98.4%	-	100%	100%	100%	0%	100%	-	100%	97.6%	0%	100%	97.7%	-	98.2%	98.9%	100%	100%	98.8%	-	98.4%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	18	0	0	18	-	2	8	0	0	10	-	28
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.6%	-	0.4%	0.2%	0%	0%	0.2%	-	0.3%
Buses and Single-Unit Trucks	13	0	10	0	23	-	0	0	0	0	0	-	0	53	0	0	53	-	8	31	0	0	39	-	115
% Buses and Single-Unit Trucks	1.7%	0%	2.1%	0%	1.6%	-	0%	0%	0%	0%	0%	-	0%	1.8%	0%	0%	1.8%	-	1.4%	0.9%	0%	0%	0.9%	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

FM 518 at McLean Rd - TMC

Thu Apr 11, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173082, Location: 29.560013, -95.29799



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

[N] Halbert Dr

Total: 302

In: 108 Out: 194

11 75 22

1

[W] FM 518
Total: 7446
In: 3023 Out: 4423

6 10 3007

14 3624 553 1 In: 4192 Total: 7706

[E] FM 518

Out: 3514

Out: 629 In: 1437
Total: 2066

[S] McLean Rd

1 782 170 484

FM 518 at McLean Rd - TMC

Thu Apr 11, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173082, Location: 29.560013, -95.29799



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	McLean Rd Northbound					Halbert Dr Southbound					FM 518 Eastbound					FM 518 Westbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2024-04-11 7:15AM	74	16	54	0	144	0	0	1	0	0	1	0	0	202	0	0	202	0	15	158	0	0	173	0	520
7:30AM	53	10	48	0	111	0	1	1	0	0	2	0	1	212	0	0	213	0	25	205	1	0	231	0	557
7:45AM	74	15	54	0	143	0	1	1	0	0	2	0	0	182	0	0	182	0	15	217	2	0	234	0	561
8:00AM	58	29	23	0	110	0	1	3	2	0	6	0	0	195	0	1	196	0	28	217	3	0	248	0	560
Total	259	70	179	0	508	0	3	6	2	0	11	0	1	791	0	1	793	0	83	797	6	0	886	0	2198
% Approach	51.0%	13.8%	35.2%	0%	-	-	27.3%	54.5%	18.2%	0%	-	-	0.1%	99.7%	0%	0.1%	-	-	9.4%	90.0%	0.7%	0%	-	-	-
% Total	11.8%	3.2%	8.1%	0%	23.1%	-	0.1%	0.3%	0.1%	0%	0.5%	-	0%	36.0%	0%	0%	36.1%	-	3.8%	36.3%	0.3%	0%	40.3%	-	-
PHF	0.875	0.603	0.829	-	0.882	-	0.750	0.500	0.250	-	0.458	-	0.250	0.933	-	0.250	0.931	-	0.741	0.918	0.500	-	0.893	-	0.980
Lights	253	70	175	0	498	-	3	6	2	0	11	-	1	771	0	1	773	-	78	788	6	0	872	-	2154
% Lights	97.7%	100%	97.8%	0%	98.0%	-	100%	100%	100%	0%	100%	-	100%	97.5%	0%	100%	97.5%	-	94.0%	98.9%	100%	0%	98.4%	-	98.0%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	4	0	0	4	-	0	2	0	0	2	-	6
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.5%	-	0%	0.3%	0%	0%	0.2%	-	0.3%
Buses and Single-Unit Trucks	6	0	4	0	10	-	0	0	0	0	0	-	0	16	0	0	16	-	5	7	0	0	12	-	38
% Buses and Single-Unit Trucks	2.3%	0%	2.2%	0%	2.0%	-	0%	0%	0%	0%	0%	-	0%	2.0%	0%	0%	2.0%	-	6.0%	0.9%	0%	0%	1.4%	-	1.7%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

FM 518 at McLean Rd - TMC

Thu Apr 11, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173082, Location: 29.560013, -95.29799



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

[N] Halbert Dr

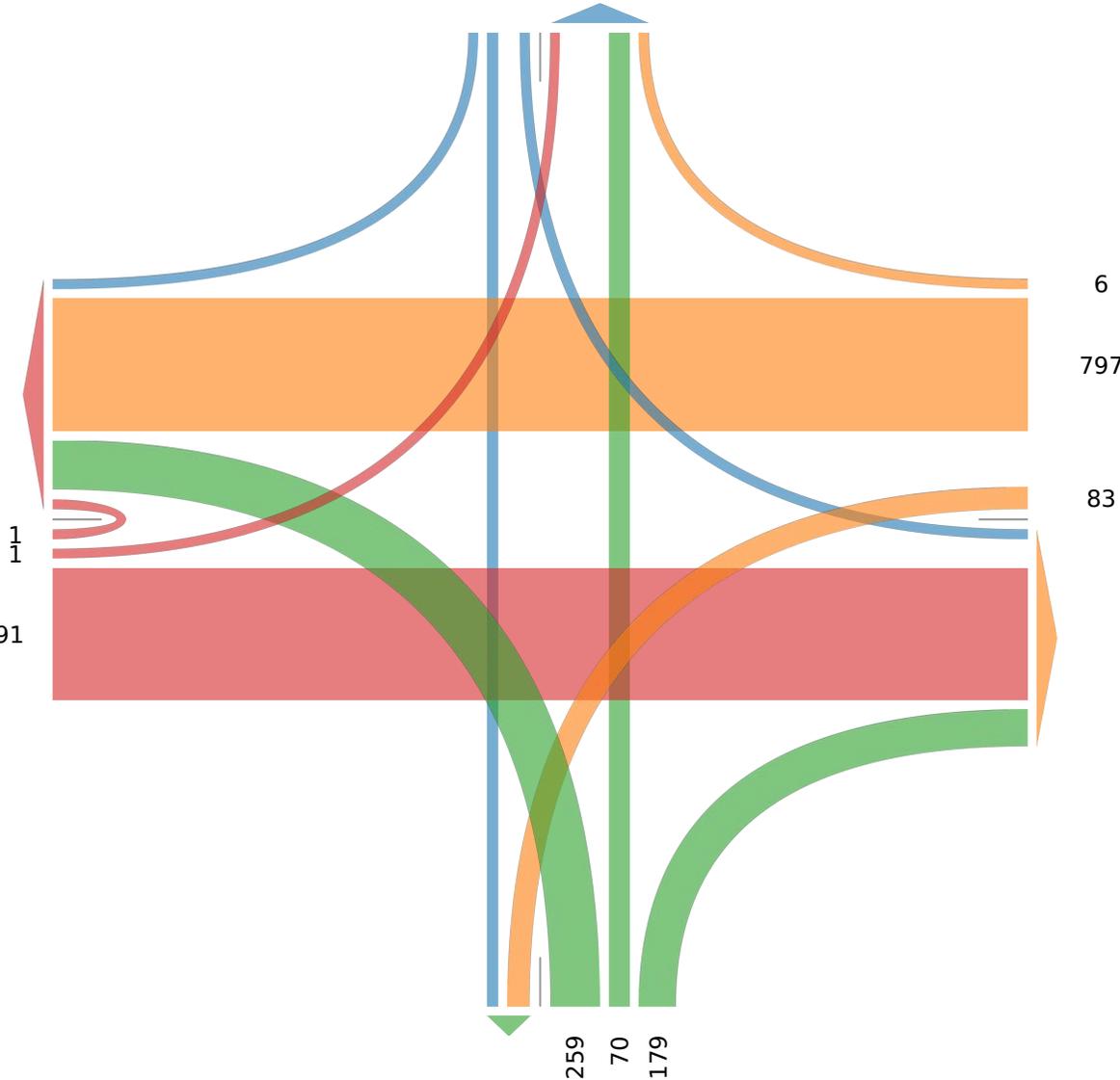
Total: 88

In: 11 Out: 77

263

[W] FM 518
Total: 1852
In: 793 Out: 1059

791



6
797

83

Out: 973 In: 886
Total: 1859
[E] FM 518

Out: 89 In: 508
Total: 597

[S] McLean Rd

259
70
179

FM 518 at McLean Rd - TMC

Thu Apr 11, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173082, Location: 29.560013, -95.29799



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	McLean Rd Northbound						Halbert Dr Southbound						FM 518 Eastbound						FM 518 Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-04-11 4:45PM	29	6	20	0	55	0	1	6	0	0	7	0	2	223	0	0	225	0	45	288	0	0	333	0	620
5:00PM	44	5	24	0	73	0	5	9	2	0	16	0	1	186	0	1	188	0	52	264	0	0	316	0	593
5:15PM	58	5	19	0	82	0	1	4	1	0	6	0	0	214	0	1	215	0	57	259	1	0	317	0	620
5:30PM	35	3	22	0	60	0	2	7	0	0	9	0	0	207	0	0	207	0	60	275	2	0	337	0	613
Total	166	19	85	0	270	0	9	26	3	0	38	0	3	830	0	2	835	0	214	1086	3	0	1303	0	2446
% Approach	61.5%	7.0%	31.5%	0%	-	-	23.7%	68.4%	7.9%	0%	-	-	0.4%	99.4%	0%	0.2%	-	-	16.4%	83.3%	0.2%	0%	-	-	-
% Total	6.8%	0.8%	3.5%	0%	11.0%	-	0.4%	1.1%	0.1%	0%	1.6%	-	0.1%	33.9%	0%	0.1%	34.1%	-	8.7%	44.4%	0.1%	0%	53.3%	-	-
PHF	0.716	0.792	0.885	-	0.823	-	0.450	0.722	0.375	-	0.594	-	0.375	0.930	-	0.500	0.928	-	0.892	0.943	0.375	-	0.967	-	0.986
Lights	165	19	83	0	267	-	9	26	3	0	38	-	3	822	0	2	827	-	213	1082	3	0	1298	-	2430
% Lights	99.4%	100%	97.6%	0%	98.9%	-	100%	100%	100%	0%	100%	-	100%	99.0%	0%	100%	99.0%	-	99.5%	99.6%	100%	0%	99.6%	-	99.3%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	1	0	2	0	3	-	0	0	0	0	0	-	0	7	0	0	7	-	1	4	0	0	5	-	15
% Buses and Single-Unit Trucks	0.6%	0%	2.4%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0.8%	0%	0%	0.8%	-	0.5%	0.4%	0%	0%	0.4%	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

FM 518 at McLean Rd - TMC

Thu Apr 11, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173082, Location: 29.560013, -95.29799



Provided by: C. J. Hensch & Associates Inc.

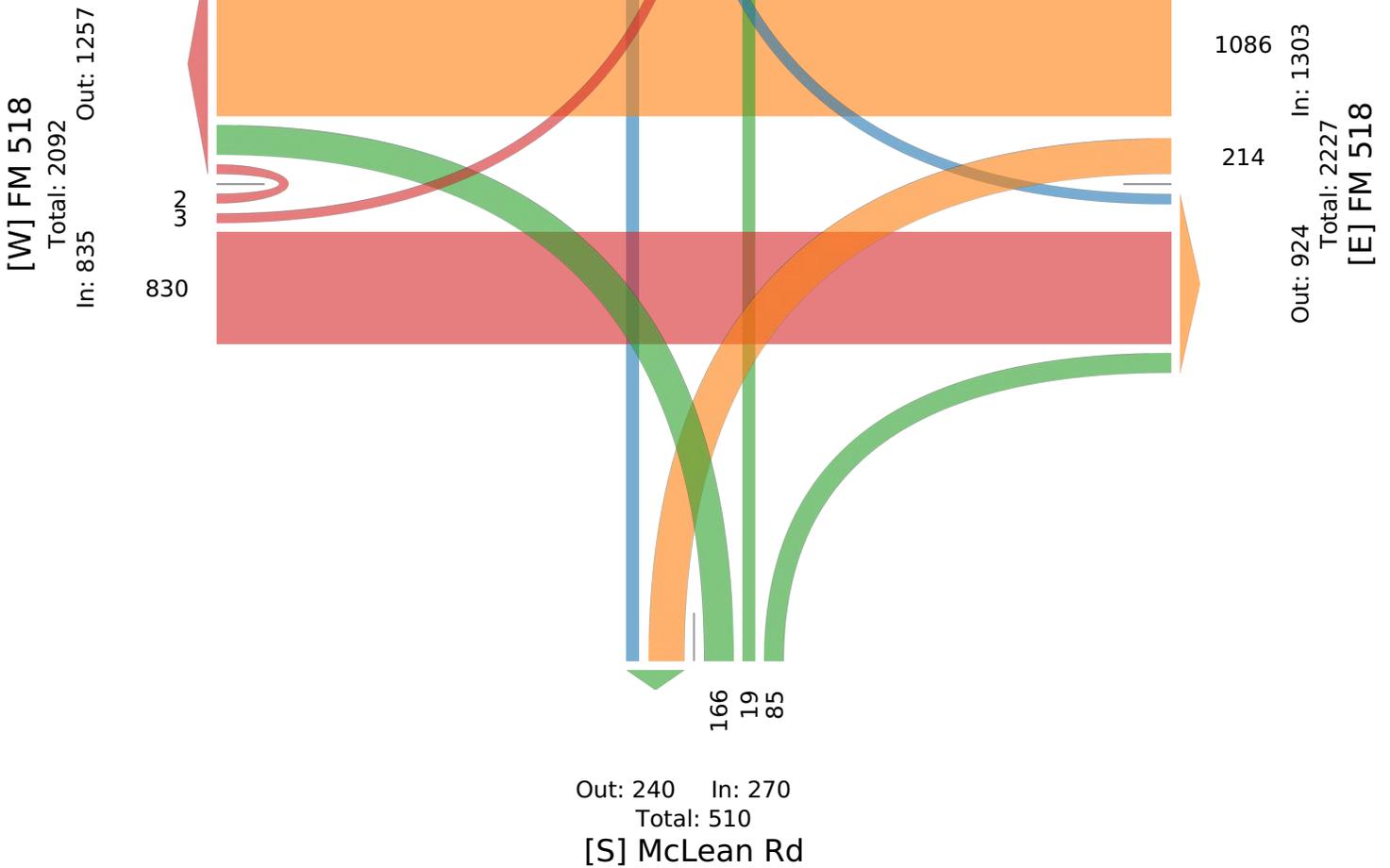
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

[N] Halbert Dr

Total: 63

In: 38 Out: 25

26 9



FM 518 at Old Alvin Rd - TMC

Thu Apr 11, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173079, Location: 29.561995, -95.277384



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Old Alvin Rd Northbound							Old Alvin Rd Southbound							FM 518 Eastbound							FM 518 Westbound							Int
	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		
2024-04-11 7:00AM	10	41	4	0	55	0	25	24	18	0	67	0	19	108	1	0	128	0	1	142	41	0	184	0	434				
7:15AM	8	50	3	0	61	0	36	22	15	0	73	1	26	121	1	0	148	0	0	168	50	0	218	1	500				
7:30AM	13	65	4	0	82	0	44	27	20	0	91	0	33	162	1	0	196	0	4	234	83	0	321	0	690				
7:45AM	12	57	3	0	72	0	67	39	23	0	129	1	29	159	7	0	195	0	4	196	76	0	276	0	672				
Hourly Total	43	213	14	0	270	0	172	112	76	0	360	2	107	550	10	0	667	0	9	740	250	0	999	1	2296				
8:00AM	9	57	3	0	69	1	59	35	15	0	109	0	14	170	4	0	188	0	6	175	75	0	256	5	622				
8:15AM	7	58	3	0	68	0	70	36	19	0	125	2	21	170	4	0	195	0	4	193	70	0	267	1	655				
8:30AM	6	11	6	0	23	1	61	27	18	0	106	0	10	149	1	0	160	0	5	175	23	0	203	0	492				
8:45AM	7	11	9	0	27	0	18	10	5	0	33	0	4	161	2	0	167	0	1	205	11	0	217	0	444				
Hourly Total	29	137	21	0	187	2	208	108	57	0	373	2	49	650	11	0	710	0	16	748	179	0	943	6	2213				
4:00PM	14	39	9	0	62	2	89	62	22	0	173	10	13	268	4	0	285	4	7	188	34	0	229	46	749				
4:15PM	10	25	9	0	44	0	65	41	13	0	119	0	13	333	7	0	353	0	9	158	17	0	184	6	700				
4:30PM	14	27	6	0	47	0	49	50	13	0	112	0	4	224	11	0	239	0	11	208	32	0	251	5	649				
4:45PM	13	17	4	0	34	0	33	26	14	0	73	0	13	278	11	0	302	0	11	216	28	0	255	0	664				
Hourly Total	51	108	28	0	187	2	236	179	62	0	477	10	43	1103	33	0	1179	4	38	770	111	0	919	57	2762				
5:00PM	10	21	2	0	33	1	48	23	11	0	82	0	13	257	5	0	275	1	7	210	35	0	252	1	642				
5:15PM	11	16	3	0	30	0	41	27	13	0	81	0	9	260	9	0	278	0	7	205	29	0	241	0	630				
5:30PM	8	16	3	0	27	1	33	23	6	0	62	0	9	256	8	0	273	1	8	215	23	0	246	1	608				
5:45PM	16	17	3	0	36	0	36	30	12	0	78	0	4	221	9	0	234	0	5	209	30	0	244	0	592				
Hourly Total	45	70	11	0	126	2	158	103	42	0	303	0	35	994	31	0	1060	2	27	839	117	0	983	2	2472				
Total	168	528	74	0	770	6	774	502	237	0	1513	14	234	3297	85	0	3616	6	90	3097	657	0	3844	66	9743				
% Approach	21.8%	68.6%	9.6%	0%	-	-	51.2%	33.2%	15.7%	0%	-	-	6.5%	91.2%	2.4%	0%	-	-	2.3%	80.6%	17.1%	0%	-	-	-				
% Total	1.7%	5.4%	0.8%	0%	7.9%	-	7.9%	5.2%	2.4%	0%	15.5%	-	2.4%	33.8%	0.9%	0%	37.1%	-	0.9%	31.8%	6.7%	0%	39.5%	-	-				
Lights	167	492	74	0	733	-	757	487	235	0	1479	-	232	3259	80	0	3571	-	90	3059	639	0	3788	-	9571				
% Lights	99.4%	93.2%	100%	0%	95.2%	-	97.8%	97.0%	99.2%	0%	97.8%	-	99.1%	98.8%	94.1%	0%	98.8%	-	100%	98.8%	97.3%	0%	98.5%	-	98.2%				
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	14	0	0	14	-	0	8	0	0	8	-	22				
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	0%	0.3%	0%	0%	0.2%	-	0.2%				
Buses and Single-Unit Trucks	1	36	0	0	37	-	17	15	2	0	34	-	2	24	5	0	31	-	0	30	18	0	48	-	150				
% Buses and Single-Unit Trucks	0.6%	6.8%	0%	0%	4.8%	-	2.2%	3.0%	0.8%	0%	2.2%	-	0.9%	0.7%	5.9%	0%	0.9%	-	0%	1.0%	2.7%	0%	1.2%	-	1.5%				
Pedestrians	-	-	-	-	-	6	-	-	-	-	14	-	-	-	-	-	6	-	-	-	-	-	64	-	-				
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	97.0%	-	-				
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-				
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	3.0%	-	-				

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

FM 518 at Old Alvin Rd - TMC

Thu Apr 11, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

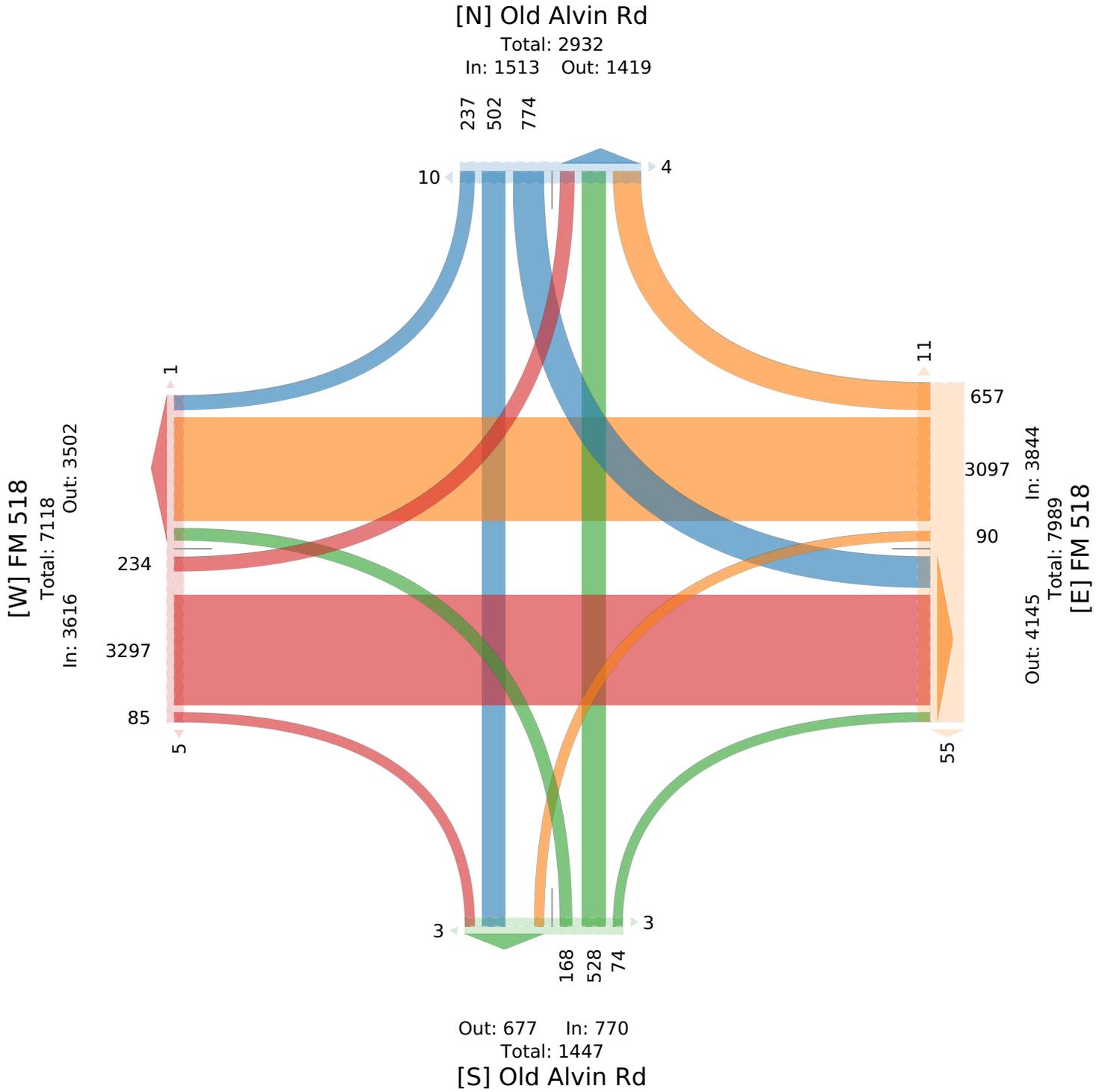
All Movements

ID: 1173079, Location: 29.561995, -95.277384



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



FM 518 at Old Alvin Rd - TMC

Thu Apr 11, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173079, Location: 29.561995, -95.277384



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Old Alvin Rd Northbound						Old Alvin Rd Southbound						FM 518 Eastbound						FM 518 Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-04-11 7:30AM	13	65	4	0	82	0	44	27	20	0	91	0	33	162	1	0	196	0	4	234	83	0	321	0	690
7:45AM	12	57	3	0	72	0	67	39	23	0	129	1	29	159	7	0	195	0	4	196	76	0	276	0	672
8:00AM	9	57	3	0	69	1	59	35	15	0	109	0	14	170	4	0	188	0	6	175	75	0	256	5	622
8:15AM	7	58	3	0	68	0	70	36	19	0	125	2	21	170	4	0	195	0	4	193	70	0	267	1	655
Total	41	237	13	0	291	1	240	137	77	0	454	3	97	661	16	0	774	0	18	798	304	0	1120	6	2639
% Approach	14.1%	81.4%	4.5%	0%	-	-	52.9%	30.2%	17.0%	0%	-	-	12.5%	85.4%	2.1%	0%	-	-	1.6%	71.3%	27.1%	0%	-	-	-
% Total	1.6%	9.0%	0.5%	0%	11.0%	-	9.1%	5.2%	2.9%	0%	17.2%	-	3.7%	25.0%	0.6%	0%	29.3%	-	0.7%	30.2%	11.5%	0%	42.4%	-	-
PHF	0.788	0.912	0.813	-	0.887	-	0.857	0.878	0.837	-	0.880	-	0.735	0.972	0.571	-	0.987	-	0.750	0.853	0.916	-	0.872	-	0.956
Lights	40	230	13	0	283	-	237	132	77	0	446	-	96	647	14	0	757	-	18	790	291	0	1099	-	2585
% Lights	97.6%	97.0%	100%	0%	97.3%	-	98.8%	96.4%	100%	0%	98.2%	-	99.0%	97.9%	87.5%	0%	97.8%	-	100%	99.0%	95.7%	0%	98.1%	-	98.0%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	3	0	0	3	-	0	5	0	0	5	-	8
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.4%	-	0%	0.6%	0%	0%	0.4%	-	0.3%
Buses and Single-Unit Trucks	1	7	0	0	8	-	3	5	0	0	8	-	1	11	2	0	14	-	0	3	13	0	16	-	46
% Buses and Single-Unit Trucks	2.4%	3.0%	0%	0%	2.7%	-	1.3%	3.6%	0%	0%	1.8%	-	1.0%	1.7%	12.5%	0%	1.8%	-	0%	0.4%	4.3%	0%	1.4%	-	1.7%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

FM 518 at Old Alvin Rd - TMC

Thu Apr 11, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

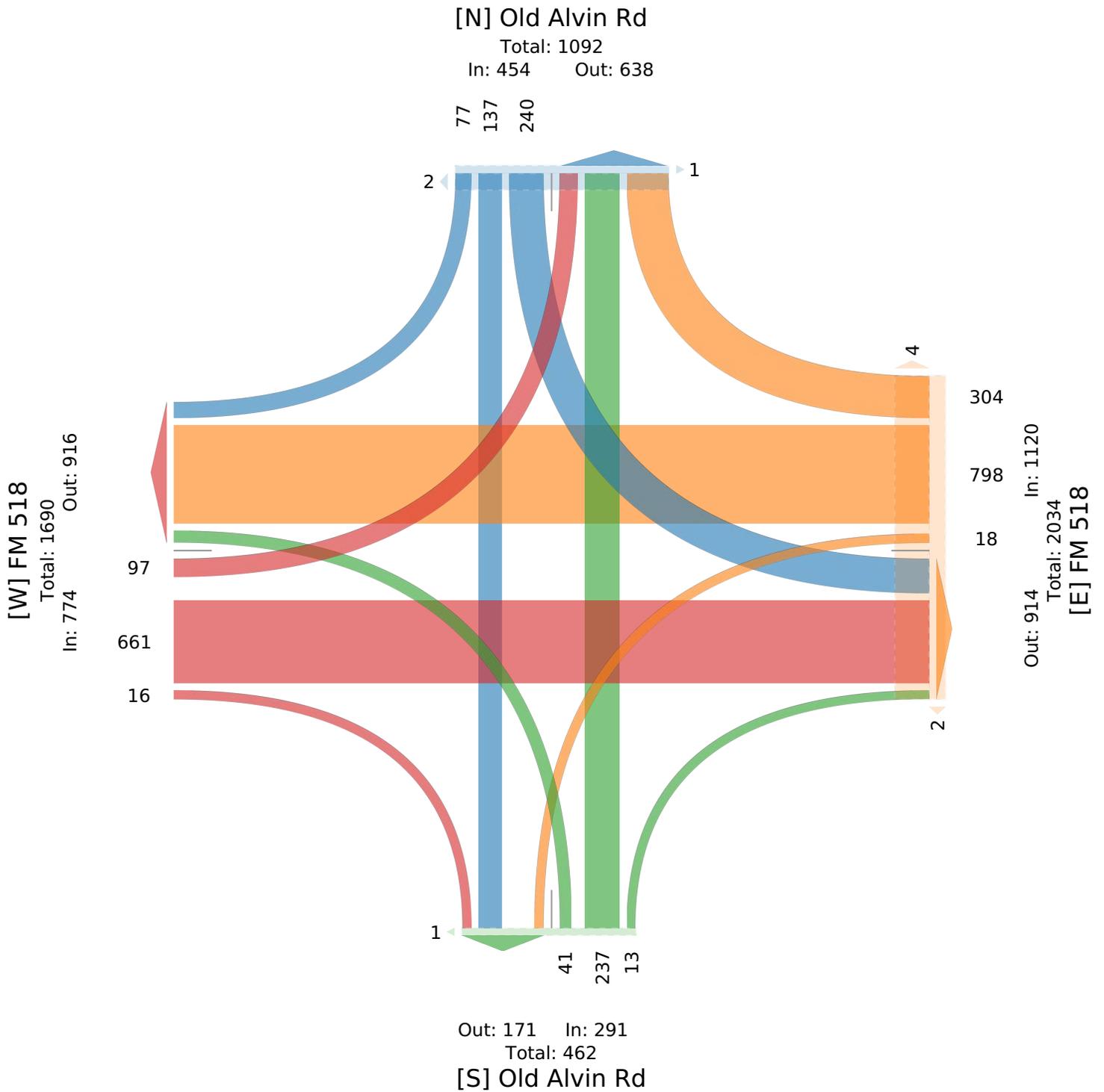
All Movements

ID: 1173079, Location: 29.561995, -95.277384



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



FM 518 at Old Alvin Rd - TMC

Thu Apr 11, 2024

PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173079, Location: 29.561995, -95.277384



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Old Alvin Rd Northbound						Old Alvin Rd Southbound						FM 518 Eastbound						FM 518 Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-04-11 4:00PM	14	39	9	0	62	2	89	62	22	0	173	10	13	268	4	0	285	4	7	188	34	0	229	46	749
4:15PM	10	25	9	0	44	0	65	41	13	0	119	0	13	333	7	0	353	0	9	158	17	0	184	6	700
4:30PM	14	27	6	0	47	0	49	50	13	0	112	0	4	224	11	0	239	0	11	208	32	0	251	5	649
4:45PM	13	17	4	0	34	0	33	26	14	0	73	0	13	278	11	0	302	0	11	216	28	0	255	0	664
Total	51	108	28	0	187	2	236	179	62	0	477	10	43	1103	33	0	1179	4	38	770	111	0	919	57	2762
% Approach	27.3%	57.8%	15.0%	0%	-	-	49.5%	37.5%	13.0%	0%	-	-	3.6%	93.6%	2.8%	0%	-	-	4.1%	83.8%	12.1%	0%	-	-	-
% Total	1.8%	3.9%	1.0%	0%	6.8%	-	8.5%	6.5%	2.2%	0%	17.3%	-	1.6%	39.9%	1.2%	0%	42.7%	-	1.4%	27.9%	4.0%	0%	33.3%	-	-
PHF	0.911	0.692	0.778	-	0.754	-	0.663	0.722	0.705	-	0.689	-	0.827	0.828	0.750	-	0.835	-	0.864	0.891	0.816	-	0.901	-	0.922
Lights	51	89	28	0	168	-	224	169	62	0	455	-	43	1099	31	0	1173	-	38	763	110	0	911	-	2707
% Lights	100%	82.4%	100%	0%	89.8%	-	94.9%	94.4%	100%	0%	95.4%	-	100%	99.6%	93.9%	0%	99.5%	-	100%	99.1%	99.1%	0%	99.1%	-	98.0%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	19	0	0	19	-	12	10	0	0	22	-	0	2	2	0	4	-	0	7	1	0	8	-	53
% Buses and Single-Unit Trucks	0%	17.6%	0%	0%	10.2%	-	5.1%	5.6%	0%	0%	4.6%	-	0%	0.2%	6.1%	0%	0.3%	-	0%	0.9%	0.9%	0%	0.9%	-	1.9%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	10	-	-	-	-	-	4	-	-	-	-	-	56	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	98.2%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	1.8%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

FM 518 at Old Alvin Rd - TMC

Thu Apr 11, 2024

PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

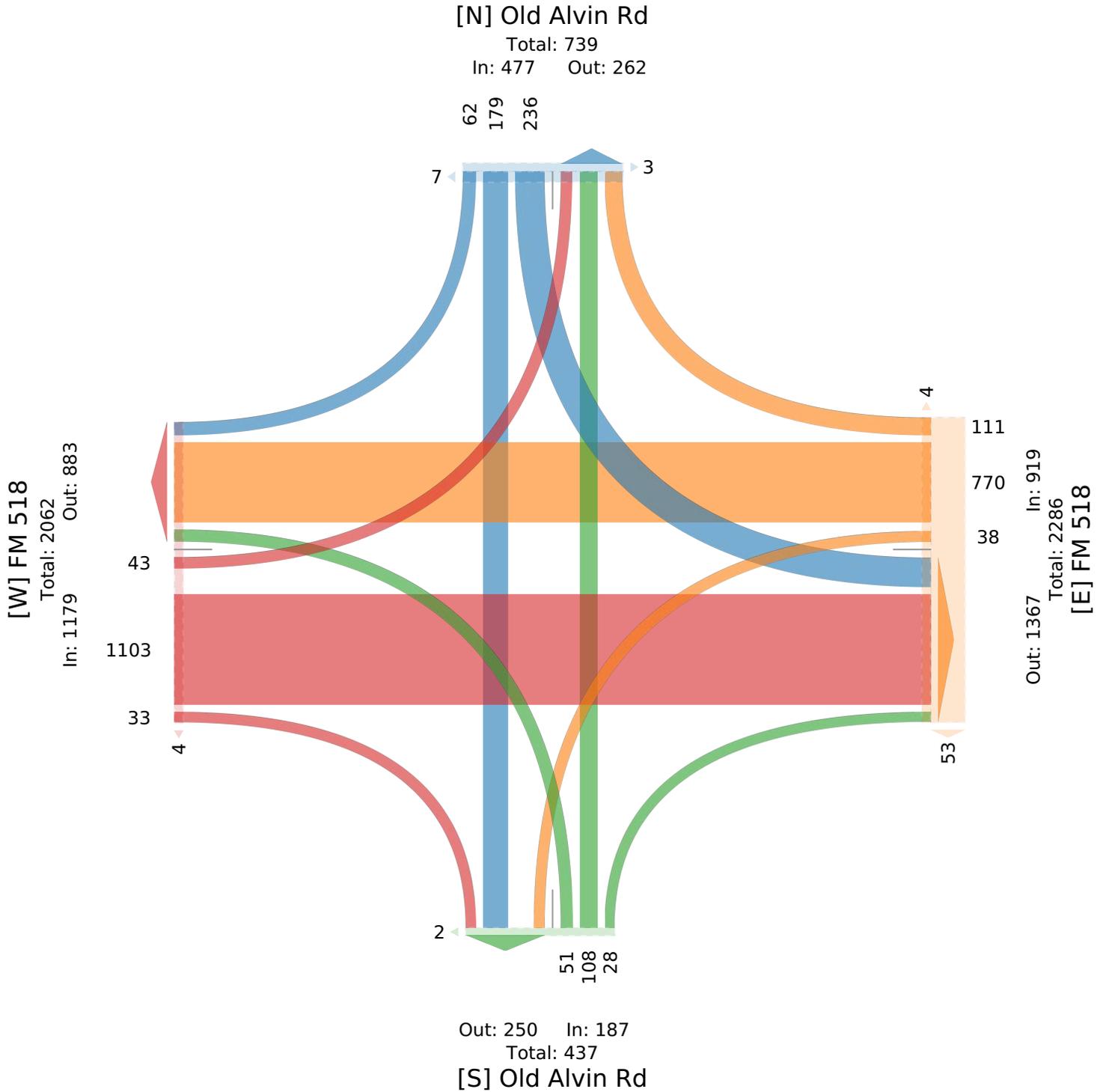
All Movements

ID: 1173079, Location: 29.561995, -95.277384



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



FM 518 at S Main St - TMC

Thu Apr 11, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173084, Location: 29.563665, -95.286076



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	S Main St Northbound						S Main St Southbound						FM 518 Eastbound						FM 518 Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-04-11 7:00AM	22	208	11	0	241	1	29	118	24	1	172	0	56	118	14	0	188	0	2	110	43	0	155	0	756
7:15AM	14	244	16	0	274	0	27	99	35	1	162	0	59	154	13	0	226	0	2	128	44	0	174	0	836
7:30AM	16	200	19	0	235	0	40	115	43	1	199	0	44	191	18	0	253	0	14	158	48	0	220	0	907
7:45AM	44	219	29	0	292	0	54	127	50	0	231	0	50	152	19	0	221	0	15	200	39	0	254	0	998
Hourly Total	96	871	75	0	1042	1	150	459	152	3	764	0	209	615	64	0	888	0	33	596	174	0	803	0	3497
8:00AM	20	167	25	0	212	0	62	122	52	1	237	1	52	152	14	0	218	0	9	146	31	0	186	0	853
8:15AM	26	176	23	0	225	1	46	103	43	0	192	0	29	139	24	0	192	0	8	179	44	0	231	0	840
8:30AM	17	130	20	0	167	0	37	87	47	0	171	0	48	105	10	0	163	0	6	146	43	0	195	0	696
8:45AM	26	176	19	0	221	1	35	102	28	1	166	0	36	136	17	0	189	1	6	157	42	0	205	0	781
Hourly Total	89	649	87	0	825	2	180	414	170	2	766	1	165	532	65	0	762	1	29	628	160	0	817	0	3170
4:00PM	41	123	14	0	178	0	68	197	71	1	337	0	43	185	25	0	253	0	18	208	35	0	261	0	1029
4:15PM	32	115	20	0	167	0	54	154	34	0	242	0	51	183	16	0	250	0	14	173	21	0	208	0	867
4:30PM	30	115	16	0	161	1	84	252	58	0	394	0	51	182	13	0	246	0	15	164	17	0	196	0	997
4:45PM	22	151	18	0	191	0	80	225	65	0	370	0	45	168	20	0	233	0	12	167	28	0	207	0	1001
Hourly Total	125	504	68	0	697	1	286	828	228	1	1343	0	190	718	74	0	982	0	59	712	101	0	872	0	3894
5:00PM	35	167	6	0	208	0	72	182	76	2	332	0	54	190	31	0	275	0	13	198	56	0	267	0	1082
5:15PM	28	117	22	0	167	0	71	224	79	0	374	0	43	205	21	0	269	0	15	181	52	0	248	0	1058
5:30PM	34	141	18	0	193	0	74	204	73	2	353	0	45	149	20	0	214	0	17	155	36	0	208	0	968
5:45PM	21	121	20	0	162	0	52	173	76	1	302	0	33	174	25	0	232	0	7	212	41	0	260	0	956
Hourly Total	118	546	66	0	730	0	269	783	304	5	1361	0	175	718	97	0	990	0	52	746	185	0	983	0	4064
Total	428	2570	296	0	3294	4	885	2484	854	11	4234	1	739	2583	300	0	3622	1	173	2682	620	0	3475	0	14625
% Approach	13.0%	78.0%	9.0%	0%	-	-	20.9%	58.7%	20.2%	0.3%	-	-	20.4%	71.3%	8.3%	0%	-	-	5.0%	77.2%	17.8%	0%	-	-	-
% Total	2.9%	17.6%	2.0%	0%	22.5%	-	6.1%	17.0%	5.8%	0.1%	29.0%	-	5.1%	17.7%	2.1%	0%	24.8%	-	1.2%	18.3%	4.2%	0%	23.8%	-	-
Lights	416	2439	291	0	3146	-	867	2402	838	11	4118	-	717	2529	286	0	3532	-	172	2658	602	0	3432	-	14228
% Lights	97.2%	94.9%	98.3%	0%	95.5%	-	98.0%	96.7%	98.1%	100%	97.3%	-	97.0%	97.9%	95.3%	0%	97.5%	-	99.4%	99.1%	97.1%	0%	98.8%	-	97.3%
Articulated Trucks	6	32	0	0	38	-	6	21	5	0	32	-	7	10	4	0	21	-	0	5	4	0	9	-	100
% Articulated Trucks	1.4%	1.2%	0%	0%	1.2%	-	0.7%	0.8%	0.6%	0%	0.8%	-	0.9%	0.4%	1.3%	0%	0.6%	-	0%	0.2%	0.6%	0%	0.3%	-	0.7%
Buses and Single-Unit Trucks	6	99	5	0	110	-	12	61	11	0	84	-	15	44	10	0	69	-	1	19	14	0	34	-	297
% Buses and Single-Unit Trucks	1.4%	3.9%	1.7%	0%	3.3%	-	1.4%	2.5%	1.3%	0%	2.0%	-	2.0%	1.7%	3.3%	0%	1.9%	-	0.6%	0.7%	2.3%	0%	1.0%	-	2.0%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	75.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	25.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

FM 518 at S Main St - TMC

Thu Apr 11, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

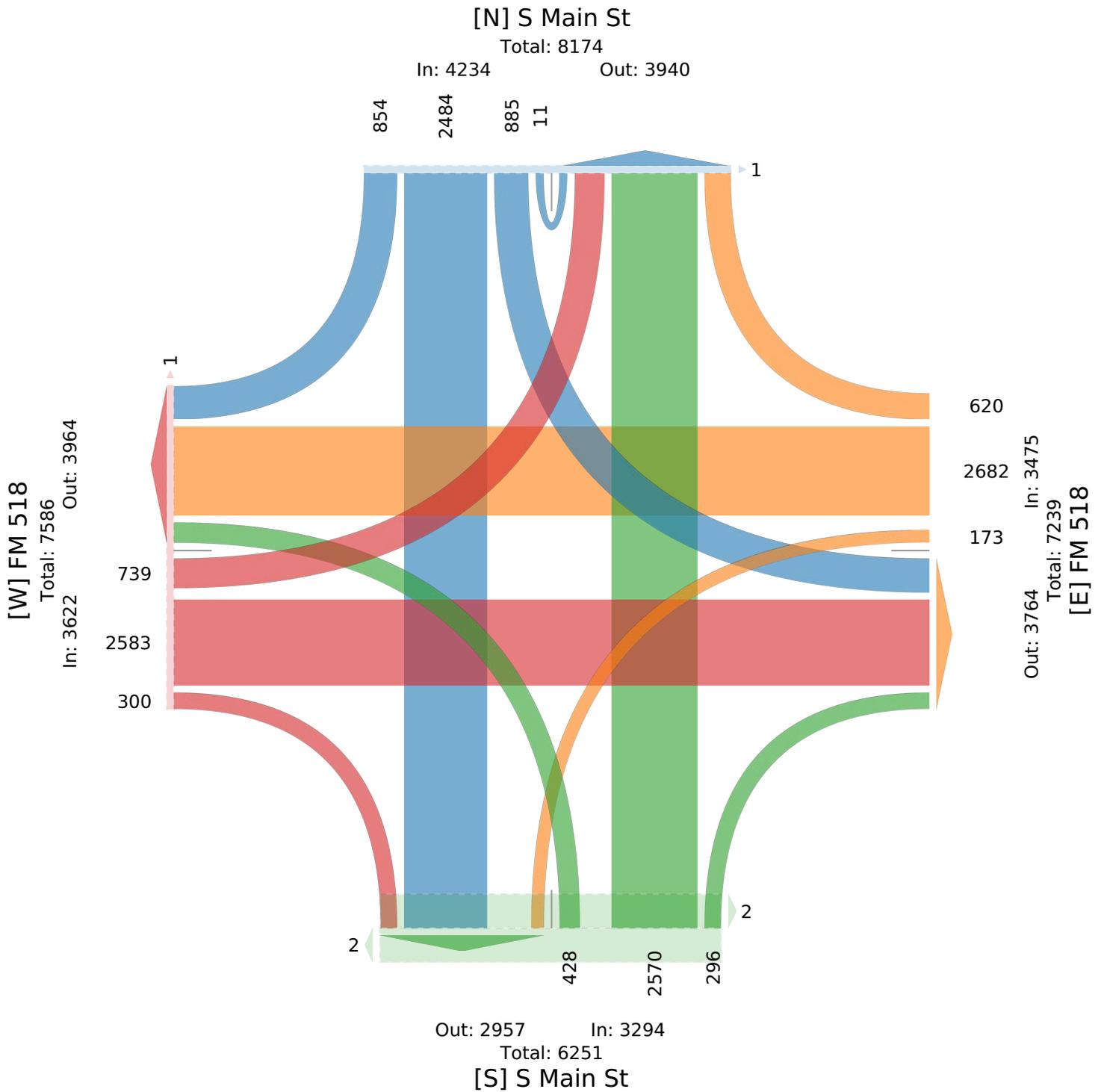
All Movements

ID: 1173084, Location: 29.563665, -95.286076



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



FM 518 at S Main St - TMC

Thu Apr 11, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173084, Location: 29.563665, -95.286076



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	S Main St Northbound						S Main St Southbound						FM 518 Eastbound						FM 518 Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-04-11 7:30AM	16	200	19	0	235	0	40	115	43	1	199	0	44	191	18	0	253	0	14	158	48	0	220	0	907
7:45AM	44	219	29	0	292	0	54	127	50	0	231	0	50	152	19	0	221	0	15	200	39	0	254	0	998
8:00AM	20	167	25	0	212	0	62	122	52	1	237	1	52	152	14	0	218	0	9	146	31	0	186	0	853
8:15AM	26	176	23	0	225	1	46	103	43	0	192	0	29	139	24	0	192	0	8	179	44	0	231	0	840
Total	106	762	96	0	964	1	202	467	188	2	859	1	175	634	75	0	884	0	46	683	162	0	891	0	3598
% Approach	11.0%	79.0%	10.0%	0%	-	-	23.5%	54.4%	21.9%	0.2%	-	-	19.8%	71.7%	8.5%	0%	-	-	5.2%	76.7%	18.2%	0%	-	-	-
% Total	2.9%	21.2%	2.7%	0%	26.8%	-	5.6%	13.0%	5.2%	0.1%	23.9%	-	4.9%	17.6%	2.1%	0%	24.6%	-	1.3%	19.0%	4.5%	0%	24.8%	-	-
PHF	0.602	0.870	0.828	-	0.825	-	0.815	0.919	0.904	0.500	0.906	-	0.841	0.830	0.781	-	0.874	-	0.767	0.854	0.844	-	0.877	-	0.901
Lights	100	722	93	0	915	-	194	439	183	2	818	-	169	616	68	0	853	-	46	677	155	0	878	-	3464
% Lights	94.3%	94.8%	96.9%	0%	94.9%	-	96.0%	94.0%	97.3%	100%	95.2%	-	96.6%	97.2%	90.7%	0%	96.5%	-	100%	99.1%	95.7%	0%	98.5%	-	96.3%
Articulated Trucks	4	7	0	0	11	-	2	8	2	0	12	-	0	2	1	0	3	-	0	2	2	0	4	-	30
% Articulated Trucks	3.8%	0.9%	0%	0%	1.1%	-	1.0%	1.7%	1.1%	0%	1.4%	-	0%	0.3%	1.3%	0%	0.3%	-	0%	0.3%	1.2%	0%	0.4%	-	0.8%
Buses and Single-Unit Trucks	2	33	3	0	38	-	6	20	3	0	29	-	6	16	6	0	28	-	0	4	5	0	9	-	104
% Buses and Single-Unit Trucks	1.9%	4.3%	3.1%	0%	3.9%	-	3.0%	4.3%	1.6%	0%	3.4%	-	3.4%	2.5%	8.0%	0%	3.2%	-	0%	0.6%	3.1%	0%	1.0%	-	2.9%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

FM 518 at S Main St - TMC

Thu Apr 11, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

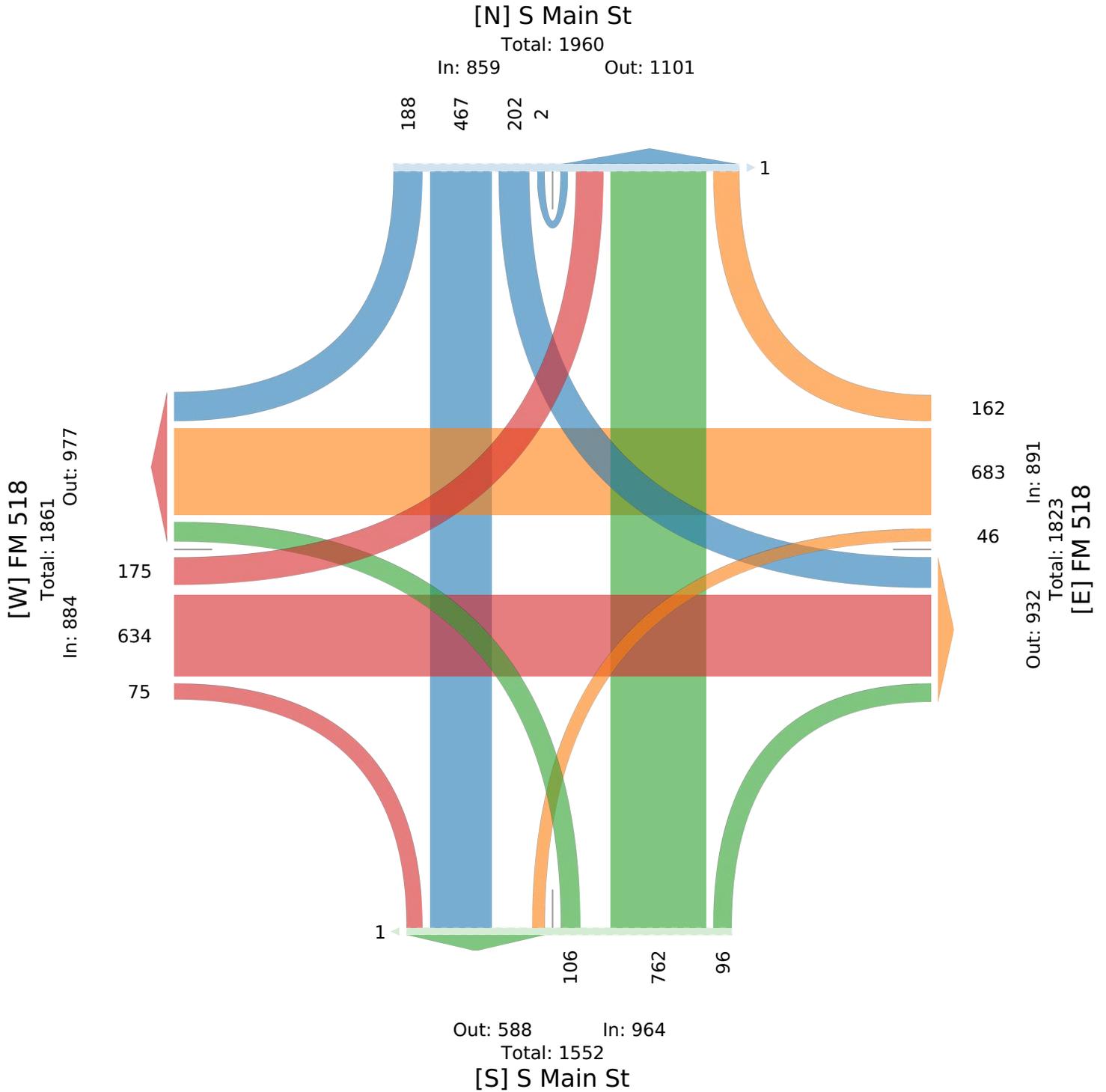
All Movements

ID: 1173084, Location: 29.563665, -95.286076



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



FM 518 at S Main St - TMC

Thu Apr 11, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173084, Location: 29.563665, -95.286076



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	S Main St Northbound						S Main St Southbound						FM 518 Eastbound						FM 518 Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-04-11 4:30PM	30	115	16	0	161	1	84	252	58	0	394	0	51	182	13	0	246	0	15	164	17	0	196	0	997
4:45PM	22	151	18	0	191	0	80	225	65	0	370	0	45	168	20	0	233	0	12	167	28	0	207	0	1001
5:00PM	35	167	6	0	208	0	72	182	76	2	332	0	54	190	31	0	275	0	13	198	56	0	267	0	1082
5:15PM	28	117	22	0	167	0	71	224	79	0	374	0	43	205	21	0	269	0	15	181	52	0	248	0	1058
Total	115	550	62	0	727	1	307	883	278	2	1470	0	193	745	85	0	1023	0	55	710	153	0	918	0	4138
% Approach	15.8%	75.7%	8.5%	0%	-	-	20.9%	60.1%	18.9%	0.1%	-	-	18.9%	72.8%	8.3%	0%	-	-	6.0%	77.3%	16.7%	0%	-	-	-
% Total	2.8%	13.3%	1.5%	0%	17.6%	-	7.4%	21.3%	6.7%	0%	35.5%	-	4.7%	18.0%	2.1%	0%	24.7%	-	1.3%	17.2%	3.7%	0%	22.2%	-	-
PHF	0.821	0.823	0.705	-	0.874	-	0.914	0.876	0.880	0.250	0.933	-	0.894	0.909	0.685	-	0.930	-	0.917	0.896	0.683	-	0.860	-	0.956
Lights	114	513	60	0	687	-	306	874	277	2	1459	-	184	728	84	0	996	-	54	707	147	0	908	-	4050
% Lights	99.1%	93.3%	96.8%	0%	94.5%	-	99.7%	99.0%	99.6%	100%	99.3%	-	95.3%	97.7%	98.8%	0%	97.4%	-	98.2%	99.6%	96.1%	0%	98.9%	-	97.9%
Articulated Trucks	0	11	0	0	11	-	1	4	0	0	5	-	4	1	0	0	5	-	0	0	0	0	0	-	21
% Articulated Trucks	0%	2.0%	0%	0%	1.5%	-	0.3%	0.5%	0%	0%	0.3%	-	2.1%	0.1%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0.5%
Buses and Single-Unit Trucks	1	26	2	0	29	-	0	5	1	0	6	-	5	16	1	0	22	-	1	3	6	0	10	-	67
% Buses and Single-Unit Trucks	0.9%	4.7%	3.2%	0%	4.0%	-	0%	0.6%	0.4%	0%	0.4%	-	2.6%	2.1%	1.2%	0%	2.2%	-	1.8%	0.4%	3.9%	0%	1.1%	-	1.6%
Pedestrians	-	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

FM 518 at S Main St - TMC

Thu Apr 11, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

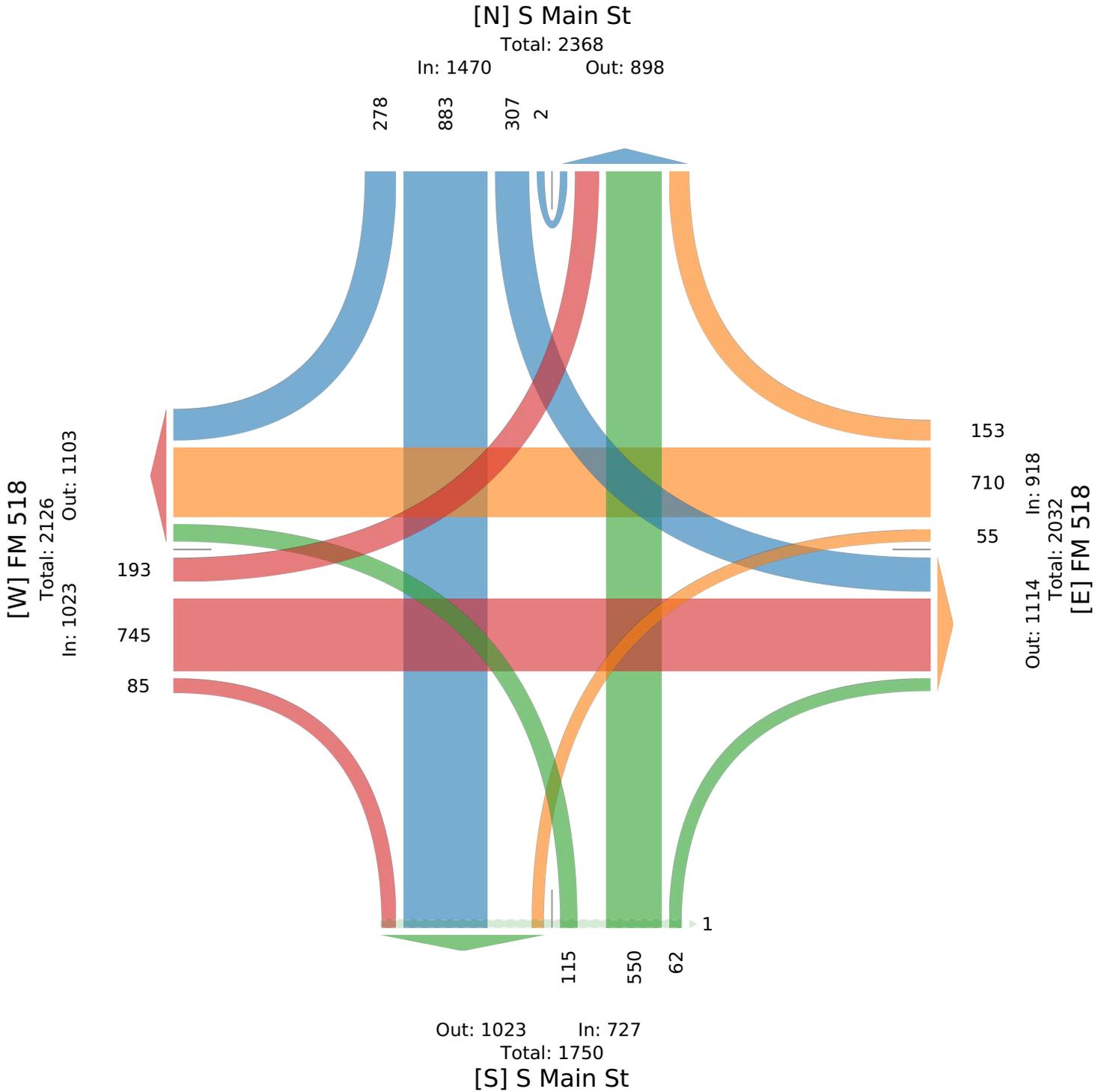
All Movements

ID: 1173084, Location: 29.563665, -95.286076



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



Walnut St at Main St - TMC

Thu Apr 11, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173083, Location: 29.559902, -95.285843



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Main St Northbound						Main St Southbound						Walnut St Eastbound						Walnut St Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-04-11 7:00AM	13	234	20	0	267	0	4	121	12	0	137	0	27	49	36	0	112	0	11	13	8	0	32	0	548
7:15AM	20	219	28	0	267	0	5	97	8	0	110	0	31	62	29	0	122	0	11	28	12	0	51	0	550
7:30AM	12	220	19	0	251	0	9	122	14	0	145	0	23	61	27	0	111	0	13	32	22	0	67	0	574
7:45AM	13	215	36	0	264	0	7	131	15	0	153	0	42	56	39	0	137	0	26	46	7	0	79	0	633
Hourly Total	58	888	103	0	1049	0	25	471	49	0	545	0	123	228	131	0	482	0	61	119	49	0	229	0	2305
8:00AM	16	203	18	0	237	0	12	95	16	0	123	0	28	60	19	0	107	0	19	34	5	0	58	0	525
8:15AM	23	164	22	0	209	0	5	89	14	0	108	0	26	50	31	0	107	0	22	36	8	0	66	0	490
8:30AM	20	148	23	0	191	0	8	90	16	0	114	0	20	36	22	0	78	0	22	31	12	0	65	0	448
8:45AM	17	172	18	0	207	0	6	86	9	0	101	0	19	34	23	0	76	0	16	29	11	1	57	0	441
Hourly Total	76	687	81	0	844	0	31	360	55	0	446	0	93	180	95	0	368	0	79	130	36	1	246	0	1904
4:00PM	6	153	24	0	183	0	11	204	5	0	220	0	7	34	19	0	60	0	40	29	12	0	81	0	544
4:15PM	11	137	18	0	166	0	11	159	22	0	192	2	17	55	36	0	108	0	30	61	11	0	102	0	568
4:30PM	8	105	10	0	123	0	11	216	47	0	274	0	18	53	26	0	97	0	34	54	17	0	105	0	599
4:45PM	12	145	22	0	179	0	17	214	41	0	272	0	19	57	40	0	116	0	29	57	10	0	96	0	663
Hourly Total	37	540	74	0	651	0	50	793	115	0	958	2	61	199	121	0	381	0	133	201	50	0	384	0	2374
5:00PM	18	189	18	0	225	0	11	192	32	0	235	0	26	61	37	0	124	0	30	77	10	0	117	0	701
5:15PM	18	128	21	0	167	0	9	209	45	0	263	0	21	47	27	0	95	0	31	65	15	0	111	0	636
5:30PM	12	145	24	0	181	0	9	173	39	0	221	0	25	47	26	0	98	0	25	37	12	0	74	0	574
5:45PM	11	129	16	0	156	0	7	175	48	0	230	0	21	49	32	0	102	0	22	63	6	1	92	0	580
Hourly Total	59	591	79	0	729	0	36	749	164	0	949	0	93	204	122	0	419	0	108	242	43	1	394	0	2491
Total	230	2706	337	0	3273	0	142	2373	383	0	2898	2	370	811	469	0	1650	0	381	692	178	2	1253	0	9074
% Approach	7.0%	82.7%	10.3%	0%	-	-	4.9%	81.9%	13.2%	0%	-	-	22.4%	49.2%	28.4%	0%	-	-	30.4%	55.2%	14.2%	0.2%	-	-	-
% Total	2.5%	29.8%	3.7%	0%	36.1%	-	1.6%	26.2%	4.2%	0%	31.9%	-	4.1%	8.9%	5.2%	0%	18.2%	-	4.2%	7.6%	2.0%	0%	13.8%	-	-
Lights	225	2558	333	0	3116	-	140	2281	380	0	2801	-	367	801	463	0	1631	-	375	687	176	2	1240	-	8788
% Lights	97.8%	94.5%	98.8%	0%	95.2%	-	98.6%	96.1%	99.2%	0%	96.7%	-	99.2%	98.8%	98.7%	0%	98.8%	-	98.4%	99.3%	98.9%	100%	99.0%	-	96.8%
Articulated Trucks	1	36	0	0	37	-	1	25	0	0	26	-	0	1	2	0	3	-	1	0	0	0	1	-	67
% Articulated Trucks	0.4%	1.3%	0%	0%	1.1%	-	0.7%	1.1%	0%	0%	0.9%	-	0%	0.1%	0.4%	0%	0.2%	-	0.3%	0%	0%	0%	0.1%	-	0.7%
Buses and Single-Unit Trucks	4	112	4	0	120	-	1	67	3	0	71	-	3	9	4	0	16	-	5	5	2	0	12	-	219
% Buses and Single-Unit Trucks	1.7%	4.1%	1.2%	0%	3.7%	-	0.7%	2.8%	0.8%	0%	2.4%	-	0.8%	1.1%	0.9%	0%	1.0%	-	1.3%	0.7%	1.1%	0%	1.0%	-	2.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Walnut St at Main St - TMC

Thu Apr 11, 2024

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

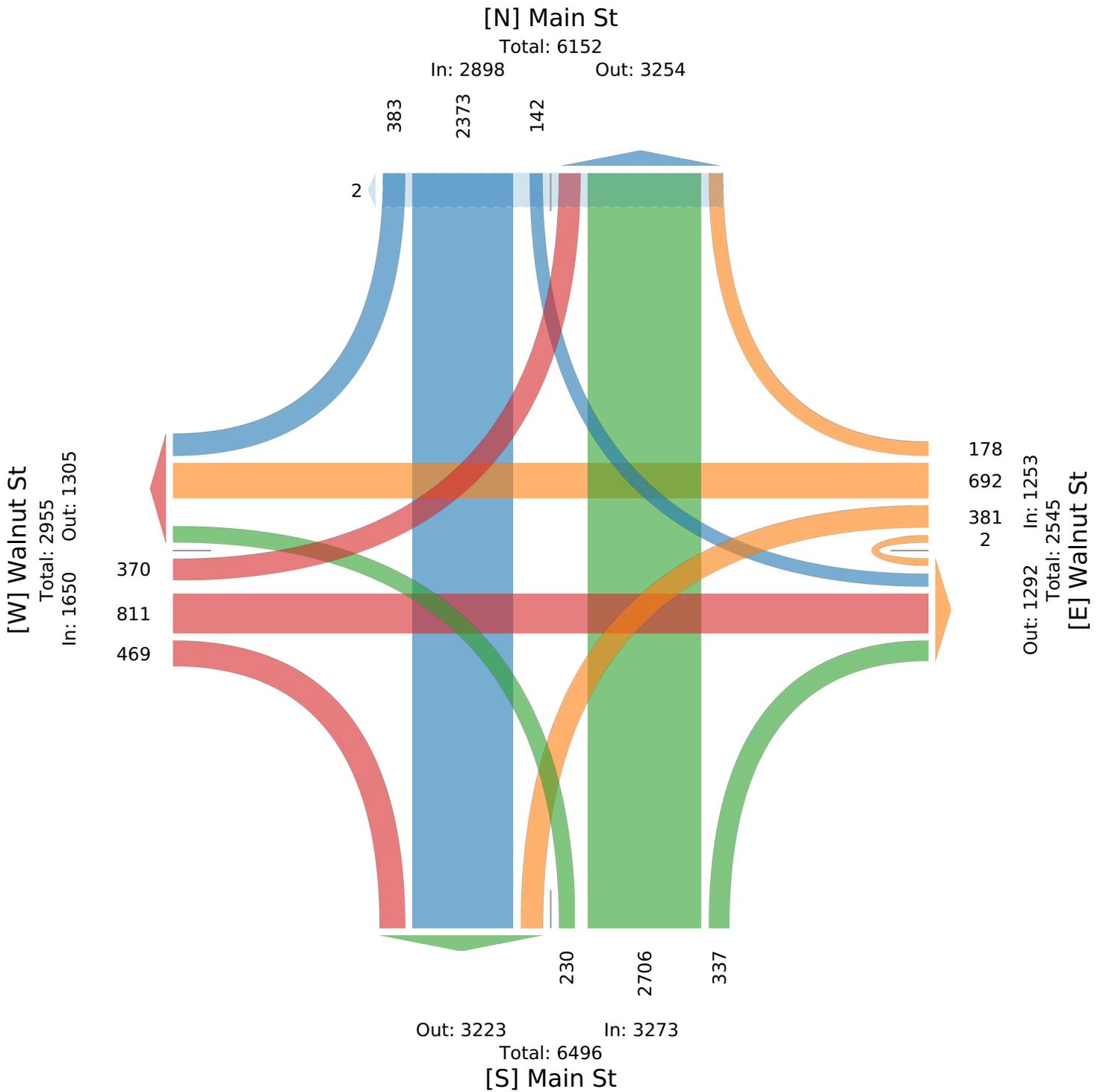
All Movements

ID: 1173083, Location: 29.559902, -95.285843



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US



Walnut St at Main St - TMC

Thu Apr 11, 2024

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173083, Location: 29.559902, -95.285843



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Main St Northbound					Main St Southbound					Walnut St Eastbound					Walnut St Westbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2024-04-11 7:00AM	13	234	20	0	267	0	4	121	12	0	137	0	27	49	36	0	112	0	11	13	8	0	32	0	548
7:15AM	20	219	28	0	267	0	5	97	8	0	110	0	31	62	29	0	122	0	11	28	12	0	51	0	550
7:30AM	12	220	19	0	251	0	9	122	14	0	145	0	23	61	27	0	111	0	13	32	22	0	67	0	574
7:45AM	13	215	36	0	264	0	7	131	15	0	153	0	42	56	39	0	137	0	26	46	7	0	79	0	633
Total	58	888	103	0	1049	0	25	471	49	0	545	0	123	228	131	0	482	0	61	119	49	0	229	0	2305
% Approach	5.5%	84.7%	9.8%	0%	-	-	4.6%	86.4%	9.0%	0%	-	-	25.5%	47.3%	27.2%	0%	-	-	26.6%	52.0%	21.4%	0%	-	-	-
% Total	2.5%	38.5%	4.5%	0%	45.5%	-	1.1%	20.4%	2.1%	0%	23.6%	-	5.3%	9.9%	5.7%	0%	20.9%	-	2.6%	5.2%	2.1%	0%	9.9%	-	-
PHF	0.725	0.949	0.715	-	0.982	-	0.694	0.899	0.817	-	0.891	-	0.732	0.919	0.840	-	0.880	-	0.587	0.647	0.557	-	0.725	-	0.910
Lights	56	859	102	0	1017	-	24	428	48	0	500	-	121	224	129	0	474	-	61	118	48	0	227	-	2218
% Lights	96.6%	96.7%	99.0%	0%	96.9%	-	96.0%	90.9%	98.0%	0%	91.7%	-	98.4%	98.2%	98.5%	0%	98.3%	-	100%	99.2%	98.0%	0%	99.1%	-	96.2%
Articulated Trucks	0	8	0	0	8	-	1	8	0	0	9	-	0	0	0	0	0	-	0	0	0	0	0	-	17
% Articulated Trucks	0%	0.9%	0%	0%	0.8%	-	4.0%	1.7%	0%	0%	1.7%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.7%
Buses and Single-Unit Trucks	2	21	1	0	24	-	0	35	1	0	36	-	2	4	2	0	8	-	0	1	1	0	2	-	70
% Buses and Single-Unit Trucks	3.4%	2.4%	1.0%	0%	2.3%	-	0%	7.4%	2.0%	0%	6.6%	-	1.6%	1.8%	1.5%	0%	1.7%	-	0%	0.8%	2.0%	0%	0.9%	-	3.0%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Walnut St at Main St - TMC

Thu Apr 11, 2024

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

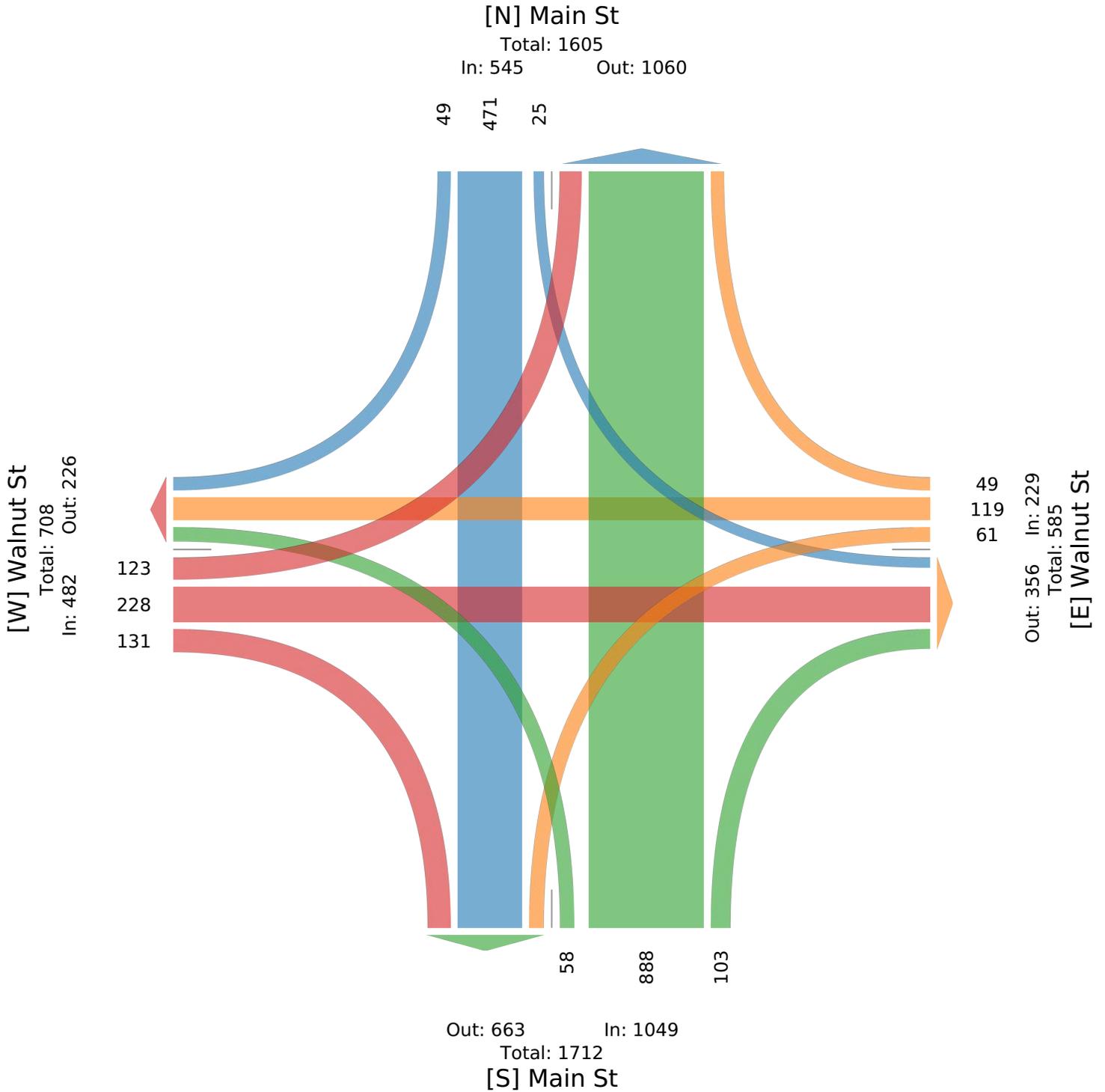
All Movements

ID: 1173083, Location: 29.559902, -95.285843



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



Walnut St at Main St - TMC

Thu Apr 11, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1173083, Location: 29.559902, -95.285843



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Main St Northbound					Main St Southbound					Walnut St Eastbound					Walnut St Westbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2024-04-11 4:30PM	8	105	10	0	123	0	11	216	47	0	274	0	18	53	26	0	97	0	34	54	17	0	105	0	599
4:45PM	12	145	22	0	179	0	17	214	41	0	272	0	19	57	40	0	116	0	29	57	10	0	96	0	663
5:00PM	18	189	18	0	225	0	11	192	32	0	235	0	26	61	37	0	124	0	30	77	10	0	117	0	701
5:15PM	18	128	21	0	167	0	9	209	45	0	263	0	21	47	27	0	95	0	31	65	15	0	111	0	636
Total	56	567	71	0	694	0	48	831	165	0	1044	0	84	218	130	0	432	0	124	253	52	0	429	0	2599
% Approach	8.1%	81.7%	10.2%	0%	-	-	4.6%	79.6%	15.8%	0%	-	-	19.4%	50.5%	30.1%	0%	-	-	28.9%	59.0%	12.1%	0%	-	-	-
% Total	2.2%	21.8%	2.7%	0%	26.7%	-	1.8%	32.0%	6.3%	0%	40.2%	-	3.2%	8.4%	5.0%	0%	16.6%	-	4.8%	9.7%	2.0%	0%	16.5%	-	-
PHF	0.778	0.750	0.807	-	0.771	-	0.706	0.962	0.878	-	0.953	-	0.808	0.893	0.813	-	0.871	-	0.912	0.821	0.765	-	0.917	-	0.927
Lights	55	524	71	0	650	-	48	824	165	0	1037	-	84	217	130	0	431	-	124	251	52	0	427	-	2545
% Lights	98.2%	92.4%	100%	0%	93.7%	-	100%	99.2%	100%	0%	99.3%	-	100%	99.5%	100%	0%	99.8%	-	100%	99.2%	100%	0%	99.5%	-	97.9%
Articulated Trucks	1	10	0	0	11	-	0	4	0	0	4	-	0	0	0	0	0	-	0	0	0	0	0	-	15
% Articulated Trucks	1.8%	1.8%	0%	0%	1.6%	-	0%	0.5%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.6%
Buses and Single-Unit Trucks	0	33	0	0	33	-	0	3	0	0	3	-	0	1	0	0	1	-	0	2	0	0	2	-	39
% Buses and Single-Unit Trucks	0%	5.8%	0%	0%	4.8%	-	0%	0.4%	0%	0%	0.3%	-	0%	0.5%	0%	0%	0.2%	-	0%	0.8%	0%	0%	0.5%	-	1.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Walnut St at Main St - TMC

Thu Apr 11, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

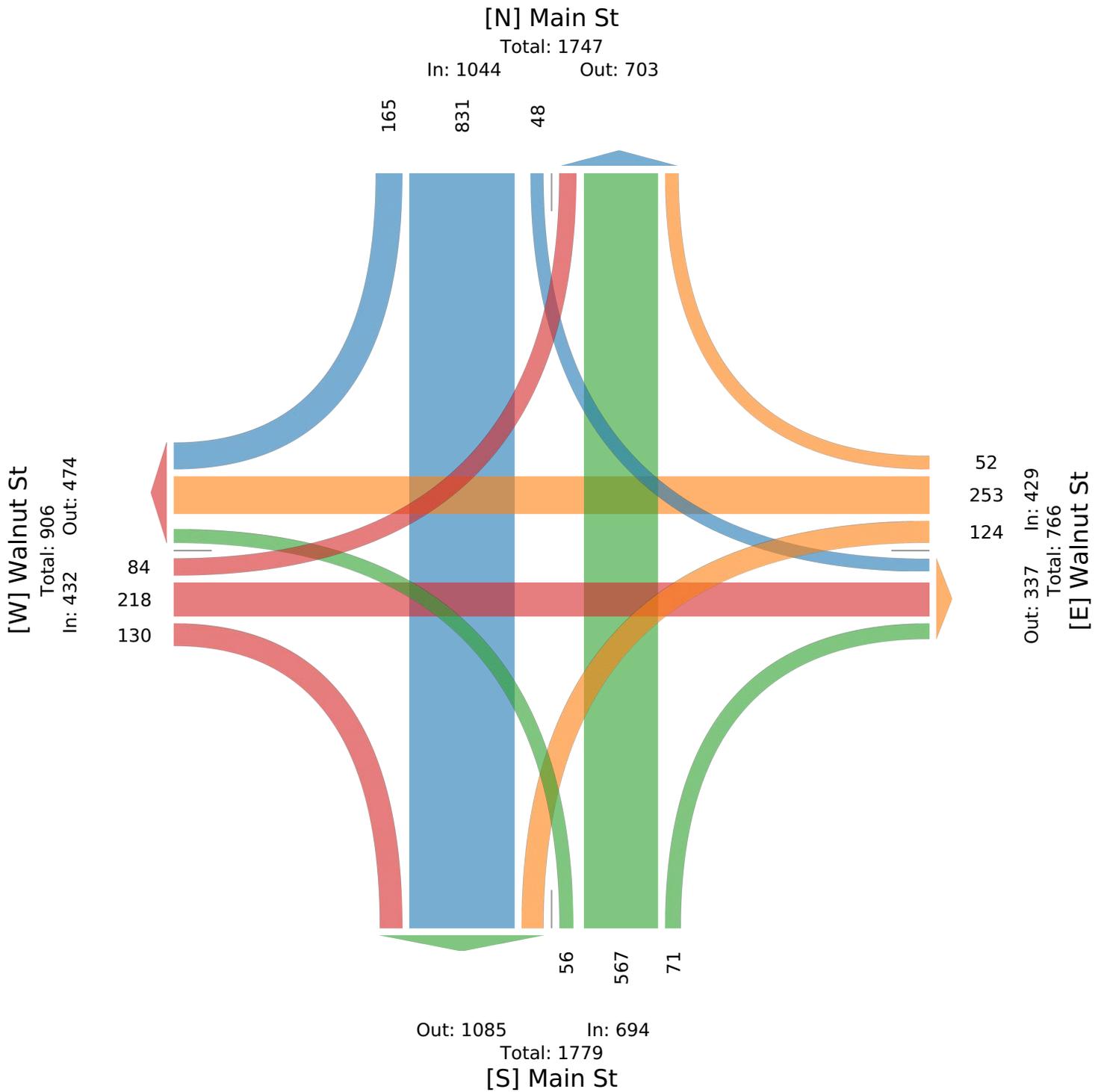
All Movements

ID: 1173083, Location: 29.559902, -95.285843



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



Fm 518 at Sunset Meadows Dr - TMC

Wed Feb 12, 2020

Full Length (12 AM-12 AM (+2))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 748571, Location: 29.541521, -95.21971



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 518 Northbound						FM 518 Southbound						Sunset Meadows Dr Eastbound						Winding Rd Westbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2020-02-12 12:00AM	0	20	0	0	20	0	0	8	1	0	9	0	1	0	0	0	1	0	0	0	1	0	1	0	31
12:15AM	0	9	0	0	9	0	0	13	0	0	13	0	2	0	0	0	2	0	0	0	0	0	0	0	24
12:30AM	0	4	0	0	4	0	0	9	3	0	12	0	1	0	0	0	1	0	0	0	0	0	0	0	17
12:45AM	0	8	0	0	8	0	0	2	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	12
Hourly Total	0	41	0	0	41	0	0	32	4	0	36	0	6	0	0	0	6	0	0	0	1	0	1	0	84
1:00AM	0	3	0	0	3	0	0	6	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11
1:15AM	0	7	0	0	7	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
1:30AM	0	3	0	0	3	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1:45AM	0	6	0	0	6	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	19	0	0	19	0	0	14	2	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	35
2:00AM	0	3	0	0	3	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2:15AM	0	5	0	0	5	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	1	0	1	0	12
2:30AM	0	1	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:45AM	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	3
Hourly Total	0	10	0	0	10	0	0	17	0	0	17	0	0	0	0	0	0	0	0	0	2	0	2	0	29
3:00AM	0	2	0	0	2	0	0	3	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	6
3:15AM	0	6	0	0	6	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	8
3:30AM	0	4	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3:45AM	0	4	0	0	4	0	0	4	1	0	5	0	2	0	0	0	2	0	0	0	0	0	0	0	11
Hourly Total	0	16	0	0	16	0	0	9	1	0	10	0	4	0	0	0	4	0	0	0	0	0	0	0	30
4:00AM	0	5	0	0	5	0	0	5	0	0	5	0	2	0	0	0	2	0	0	0	1	0	1	0	13
4:15AM	0	10	0	0	10	0	1	3	0	0	4	0	3	0	0	0	3	0	0	0	0	0	0	0	17
4:30AM	0	16	0	0	16	0	0	8	0	0	8	0	4	0	1	0	5	0	1	0	0	0	1	0	30
4:45AM	0	19	1	0	20	0	0	23	1	0	24	0	7	0	3	0	10	0	0	0	0	0	0	0	54
Hourly Total	0	50	1	0	51	0	1	39	1	0	41	0	16	0	4	0	20	0	1	0	1	0	2	0	114
5:00AM	0	26	0	0	26	0	0	13	1	0	14	0	10	0	0	0	10	0	0	0	0	0	0	0	50
5:15AM	0	43	0	0	43	0	0	16	1	0	17	0	13	0	1	0	14	0	0	0	0	0	0	0	74
5:30AM	0	48	0	0	48	0	0	38	0	0	38	0	15	0	0	0	15	0	0	0	2	0	2	0	103
5:45AM	0	84	0	0	84	0	0	51	5	0	56	0	15	0	1	0	16	0	1	0	1	0	2	0	158
Hourly Total	0	201	0	0	201	0	0	118	7	0	125	0	53	0	2	0	55	0	1	0	3	0	4	0	385
6:00AM	0	88	1	0	89	0	0	48	2	0	50	0	21	0	1	0	22	0	3	0	4	0	7	0	168
6:15AM	2	125	1	0	128	0	0	61	4	0	65	0	30	0	5	0	35	0	0	0	6	0	6	0	234
6:30AM	1	153	0	0	154	0	0	87	5	0	92	0	29	0	4	0	33	0	1	0	5	0	6	0	285
6:45AM	0	138	3	0	141	0	2	88	7	0	97	0	42	1	6	0	49	0	3	0	3	0	6	0	293
Hourly Total	3	504	5	0	512	0	2	284	18	0	304	0	122	1	16	0	139	0	7	0	18	0	25	0	980
7:00AM	3	177	1	0	181	0	1	87	11	0	99	0	40	0	11	0	51	0	1	0	6	0	7	0	338
7:15AM	3	205	0	0	208	1	0	145	10	0	155	0	31	2	10	0	43	1	3	0	4	0	7	1	413
7:30AM	6	221	2	0	229	0	0	191	11	0	202	0	40	1	16	0	57	0	5	0	7	1	13	0	501
7:45AM	3	211	2	0	216	0	2	182	12	0	196	0	23	0	10	0	33	0	8	1	5	0	14	0	459
Hourly Total	15	814	5	0	834	1	3	605	44	0	652	0	134	3	47	0	184	1	17	1	22	1	41	1	1711
8:00AM	3	233	2	0	238	0	3	142	19	0	164	0	33	0	8	0	41	0	2	1	2	0	5	0	448
8:15AM	4	225	2	0	231	0	1	161	26	0	188	0	22	2	10	0	34	0	3	0	2	0	5	0	458
8:30AM	10	202	1	0	213	0	1	152	12	0	165	0	20	0	7	0	27	0	1	0	1	0	2	0	407
8:45AM	6	182	0	0	188	0	1	175	11	0	187	0	14	3	10	0	27	0	2	1	2	0	5	0	407
Hourly Total	23	842	5	0	870	0	6	630	68	0	704	0	89	5	35	0	129	0	8	2	7	0	17	0	1720
9:00AM	13	166	0	0	179	0	3	170	20	0	193	0	15	1	9	0	25	0	4	1	4	0	9	0	406
9:15AM	2	187	5	0	194	0	2	181	20	0	203	0	16	0	11	0	27	0	1	1	3	0	5	0	429
9:30AM	5	163	6	0	174	0	3	150	8	0	161	0	9	0	5	0	14	0	2	0	3	0	5	0	354
9:45AM	3	158	3	0	164	0	2	172	14	0	188	0	15	0	7	0	22	0	5	0	3	0	8	0	382
Hourly Total	23	674	14	0	711	0	10	673	62	0	745	0	55	1	32	0	88	0	12	2	13	0	27	0	1571
10:00AM	2	143	1	0	146	0	2	150	10	0	162	0	12	1	8	0	21	0	0	0	3	0	3	0	332
10:15AM	2	150	4	0	156	0	2	158	7	0	167	0	10	0	5	0	15	0	1	0	3	0	4	0	342
10:30AM	1	171	1	0	173	0	1	148	8	0	157	0	4	0	8	0	12	0	1	0	3	0	4	0	346
10:45AM	3	149	2	0	154	0	4	153	11	0	168	0	6	0	7	0	13	0	0	0	7	0	7	0	342
Hourly Total	8	613	8	0	629	0	9	609	36	0	654	0	32	1	28	0	61	0	2	0	16	0	18	0	1362
11:00AM	5	159	4	0	168	0	1	146	7	0	154	0	8	0	2	0	10	0	1	0	2	0	3	0	335
11:15AM	4	192	2	0	198	0	4	164	4	0	172	0	19	0	7	0	26	0	4	0	7	0	11	0	407
11:30AM	7	182	2	0	191	0	0	179	7	0	186	0	9	0	8	0	17	0	3	0	2	0	5	0	399
11:45AM	7	200	3	0	210	0	4	166	10	0	180	0	13	1	8	1	23	0	1	0	5	0	6	0	419
Hourly Total	23	733	11	0	767	0	9	655	28	0	692	0	49	1	25	1	76	0	9	0	16	0	25	0	1560
12:00PM	6	197	1	0	204	0	6	196	9	0	211	0	16	0	7	0	23	0	1	1	4	0	6	0	444
12:15PM	1	168	2	0	171	0	3	181	11	0	195	0	11	0	3	0	14	1	1	1	3	0	5	0	385

Leg Direction	FM 518 Northbound							FM 518 Southbound							Sunset Meadows Dr Eastbound							Winding Rd Westbound							Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*					
12:30PM	10	188	2	0	200	0	2	173	14	0	189	0	16	0	4	0	20	0	1	1	1	0	3	0	412				
12:45PM	4	178	1	0	183	0	5	193	11	0	209	0	8	0	4	0	12	0	1	0	4	0	5	0	409				
Hourly Total	21	731	6	0	758	0	16	743	45	0	804	0	51	0	18	0	69	1	4	3	12	0	19	0	1650				
1:00PM	4	195	3	0	202	0	3	214	23	0	240	1	18	1	8	0	27	0	3	0	1	0	4	0	473				
1:15PM	11	194	3	0	208	0	1	206	14	0	221	0	11	0	12	0	23	0	3	0	1	0	4	0	456				
1:30PM	6	200	5	0	211	0	1	187	17	0	205	0	16	1	4	0	21	0	1	1	4	0	6	0	443				
1:45PM	3	221	3	0	227	0	5	202	15	0	222	0	16	0	7	0	23	0	1	0	2	0	3	0	475				
Hourly Total	24	810	14	0	848	0	10	809	69	0	888	1	61	2	31	0	94	0	8	1	8	0	17	0	1847				
2:00PM	9	177	1	0	187	0	5	193	15	0	213	0	7	1	1	0	9	0	2	0	0	0	2	0	411				
2:15PM	6	179	3	0	188	0	2	187	13	0	202	0	6	0	6	0	12	0	3	0	3	0	6	0	408				
2:30PM	4	191	3	0	198	0	2	216	21	0	239	0	12	0	4	0	16	1	1	1	3	0	5	0	458				
2:45PM	6	205	3	0	214	0	2	177	23	0	202	0	13	0	7	0	20	0	1	1	3	0	5	0	441				
Hourly Total	25	752	10	0	787	0	11	773	72	0	856	0	38	1	18	0	57	1	7	2	9	0	18	0	1718				
3:00PM	6	178	4	0	188	0	5	190	18	0	213	0	19	0	7	0	26	0	0	0	2	0	2	0	429				
3:15PM	6	216	3	0	225	0	1	222	20	0	243	0	11	2	3	0	16	0	2	1	7	0	10	0	494				
3:30PM	12	198	3	0	213	0	6	226	22	0	254	0	15	0	2	0	17	0	7	1	4	0	12	0	496				
3:45PM	6	209	5	0	220	0	4	207	22	0	233	0	20	0	8	0	28	0	0	2	6	0	8	0	489				
Hourly Total	30	801	15	0	846	0	16	845	82	0	943	0	65	2	20	0	87	0	9	4	19	0	32	0	1908				
4:00PM	8	210	6	0	224	0	5	208	28	0	241	0	18	0	8	0	26	0	3	2	5	0	10	0	501				
4:15PM	10	226	5	0	241	0	7	230	18	0	255	0	16	0	8	0	24	0	4	1	3	0	8	0	528				
4:30PM	7	246	3	0	256	0	5	234	29	0	268	0	15	0	11	0	26	0	2	2	2	0	6	0	556				
4:45PM	12	258	3	0	273	0	2	264	29	0	295	0	13	0	8	0	21	0	5	5	7	0	17	0	606				
Hourly Total	37	940	17	0	994	0	19	936	104	0	1059	0	62	0	35	0	97	0	14	10	17	0	41	0	2191				
5:00PM	9	267	5	0	281	0	6	267	27	0	300	0	21	2	12	0	35	0	4	5	9	0	18	0	634				
5:15PM	12	263	10	0	285	0	5	258	30	0	293	0	20	0	14	0	34	0	12	3	11	0	26	0	638				
5:30PM	12	253	3	0	268	0	8	247	32	0	287	0	21	0	10	0	31	0	6	4	8	0	18	0	604				
5:45PM	9	271	1	0	281	0	4	286	36	0	326	0	18	2	6	0	26	0	5	7	10	0	22	0	655				
Hourly Total	42	1054	19	0	1115	0	23	1058	125	0	1206	0	80	4	42	0	126	0	27	19	38	0	84	0	2531				
6:00PM	15	233	2	0	250	0	5	216	30	0	251	0	21	2	9	0	32	0	6	2	6	0	14	0	547				
6:15PM	16	249	5	0	270	0	3	242	21	0	266	0	28	1	13	0	42	0	2	3	6	0	11	0	589				
6:30PM	7	233	4	0	244	0	4	222	28	0	254	0	14	0	12	0	26	0	4	3	6	0	13	0	537				
6:45PM	7	170	2	0	179	0	7	198	23	0	228	0	15	0	2	0	17	0	1	0	4	0	5	0	429				
Hourly Total	45	885	13	0	943	0	19	878	102	0	999	0	78	3	36	0	117	0	13	8	22	0	43	0	2102				
7:00PM	13	172	4	0	189	0	5	156	23	0	184	0	10	0	4	0	14	0	3	1	3	0	7	0	394				
7:15PM	3	153	5	0	161	0	3	136	15	1	155	0	7	4	8	0	19	0	2	2	4	0	8	0	343				
7:30PM	9	155	2	0	166	0	6	139	17	0	162	0	4	0	5	0	9	0	3	0	1	0	4	0	341				
7:45PM	5	107	3	0	115	0	2	122	16	0	140	0	10	0	4	0	14	0	1	1	1	0	3	0	272				
Hourly Total	30	587	14	0	631	0	16	553	71	1	641	0	31	4	21	0	56	0	9	4	9	0	22	0	1350				
8:00PM	5	123	1	0	129	0	2	129	18	0	149	0	4	0	2	0	6	0	2	0	2	0	4	0	288				
8:15PM	6	119	1	0	126	0	4	99	21	0	124	0	13	0	4	0	17	0	0	1	0	0	1	0	268				
8:30PM	6	139	2	0	147	0	3	128	17	0	148	0	13	0	2	0	15	0	4	0	1	0	5	0	315				
8:45PM	3	88	3	0	94	0	6	106	18	0	130	0	4	0	2	0	6	0	0	0	5	0	5	0	235				
Hourly Total	20	469	7	0	496	0	15	462	74	0	551	0	34	0	10	0	44	0	6	1	8	0	15	0	1106				
9:00PM	8	74	4	0	86	0	2	97	12	0	111	0	4	0	4	0	8	0	3	0	0	0	3	0	208				
9:15PM	4	71	0	0	75	0	0	87	7	0	94	0	4	0	2	0	6	0	1	1	0	0	2	0	177				
9:30PM	5	72	3	0	80	0	0	54	17	0	71	0	5	0	4	0	9	0	1	0	1	0	2	0	162				
9:45PM	2	38	1	0	41	0	0	60	9	0	69	0	4	0	0	0	4	0	0	0	1	0	1	0	115				
Hourly Total	19	255	8	0	282	0	2	298	45	0	345	0	17	0	10	0	27	0	5	1	2	0	8	0	662				
10:00PM	0	49	1	0	50	0	2	52	5	0	59	0	2	1	2	0	5	0	0	0	1	0	1	0	115				
10:15PM	1	32	1	0	34	0	1	39	8	0	48	0	2	0	1	0	3	0	0	0	2	0	2	0	87				
10:30PM	0	34	1	0	35	0	1	30	3	0	34	0	0	0	0	0	0	0	1	0	0	0	1	0	70				
10:45PM	1	18	1	0	20	0	0	23	0	0	23	0	2	0	0	0	2	0	1	0	0	0	1	0	46				
Hourly Total	2	133	4	0	139	0	4	144	16	0	164	0	6	1	3	0	10	0	2	0	3	0	5	0	318				
11:00PM	1	25	0	0	26	0	0	19	2	0	21	0	1	0	1	0	2	0	0	1	0	0	1	0	50				
11:15PM	0	14	0	0	14	0	2	23	1	0	26	0	1	0	0	0	1	0	1	0	0	0	1	0	42				
11:30PM	1	22	1	0	24	0	1	15	1	0	17	0	1	0	0	0	1	0	0	0	0	0	0	0	42				
11:45PM	0	13	0	0	13	0	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	30				
Hourly Total	2	74	1	0	77	0	3	74	4	0	81	0	3	0	1	0	4	0	1	1	0	0	2	0	164				
2020-02-13 12:00AM	0	15	0	0	15	0	0	16	0	0	16	0	1	0	0	0	1	0	0	0	0	0	0	0	32				
12:15AM	0	16	0	0	16	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22				
12:30AM	1	7	0	0	8	0	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	15				
12:45AM	0	4	0	0	4	0	0	5	4	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	13				
Hourly Total	1	42	0	0	43	0	0	33	5	0	38	0	1	0	0	0	1	0	0	0	0	0	0	0	82				
1:00AM	0	4	0	0	4	0	0	2	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	8				
1:15AM	0	4	0	0	4	0	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11				
1:30AM	0	6	0	0	6	0	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0					

Leg Direction	FM 518 Northbound							FM 518 Southbound							Sunset Meadows Dr Eastbound							Winding Rd Westbound							Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*					
2:30AM	0	6	0	0	6	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11				
2:45AM	0	6	0	0	6	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9				
Hourly Total	0	14	0	0	14	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	26				
3:00AM	0	6	0	0	6	0	0	1	1	0	2	0	2	0	0	0	0	2	0	0	0	0	0	0	10				
3:15AM	0	6	0	0	6	0	0	6	0	0	6	0	1	0	0	0	1	0	1	0	0	0	1	0	14				
3:30AM	0	5	0	0	5	0	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9				
3:45AM	0	7	0	0	7	0	0	6	1	0	7	0	1	0	0	0	1	0	0	0	0	0	0	0	15				
Hourly Total	0	24	0	0	24	0	0	15	4	0	19	0	4	0	0	0	4	0	1	0	0	0	1	0	48				
4:00AM	0	2	0	0	2	0	0	5	1	0	6	0	3	0	0	0	3	0	0	0	0	0	0	0	11				
4:15AM	1	7	0	0	8	0	0	7	0	0	7	0	1	0	1	0	2	0	0	0	0	0	0	0	17				
4:30AM	0	9	0	0	9	0	0	10	0	0	10	0	2	0	2	0	4	0	0	0	0	0	0	0	23				
4:45AM	0	28	0	0	28	0	0	15	1	0	16	0	7	1	1	0	9	0	0	0	0	0	0	0	53				
Hourly Total	1	46	0	0	47	0	0	37	2	0	39	0	13	1	4	0	18	0	0	0	0	0	0	0	104				
5:00AM	0	27	0	0	27	0	0	27	2	0	29	0	15	0	1	0	16	0	0	0	1	0	1	0	73				
5:15AM	1	34	0	0	35	0	0	21	0	0	21	0	11	0	0	0	11	0	0	0	0	0	0	0	67				
5:30AM	0	47	0	0	47	0	0	25	0	0	25	0	13	0	4	0	17	0	0	0	0	0	0	0	89				
5:45AM	2	73	1	0	76	0	0	43	3	0	46	0	13	0	3	0	16	0	0	0	1	0	1	0	139				
Hourly Total	3	181	1	0	185	0	0	116	5	0	121	0	52	0	8	0	60	0	0	0	2	0	2	0	368				
6:00AM	1	105	0	0	106	0	0	51	2	0	53	0	15	0	3	0	18	0	1	0	5	0	6	0	183				
6:15AM	2	142	1	0	145	0	3	77	3	0	83	0	30	0	3	0	33	0	0	0	4	0	4	0	265				
6:30AM	0	151	0	0	151	0	0	89	2	0	91	0	33	1	3	0	37	0	1	0	2	0	3	0	282				
6:45AM	4	155	2	0	161	0	0	117	11	0	128	0	40	0	5	0	45	0	1	0	4	0	5	0	339				
Hourly Total	7	553	3	0	563	0	3	334	18	0	355	0	118	1	14	0	133	0	3	0	15	0	18	0	1069				
7:00AM	0	166	2	0	168	0	1	133	8	0	142	0	38	1	8	0	47	0	0	0	6	0	6	0	363				
7:15AM	2	232	0	0	234	0	0	153	9	0	162	0	29	1	11	0	41	0	4	0	9	1	14	0	451				
7:30AM	7	221	3	0	231	0	0	188	11	0	199	0	37	4	13	0	54	0	10	1	5	0	16	0	500				
7:45AM	3	238	4	0	245	0	2	182	12	0	196	0	27	1	12	0	40	0	8	0	5	0	13	0	494				
Hourly Total	12	857	9	0	878	0	3	656	40	0	699	0	131	7	44	0	182	0	22	1	25	1	49	0	1808				
8:00AM	4	222	2	0	228	0	3	156	23	0	182	0	26	1	8	0	35	0	2	1	3	0	6	0	451				
8:15AM	7	181	4	0	192	0	1	180	17	0	198	0	21	0	8	0	29	0	3	1	6	0	10	0	429				
8:30AM	7	185	2	0	194	0	2	173	19	0	194	0	17	1	6	0	24	0	6	0	5	0	11	0	423				
8:45AM	9	181	3	0	193	0	2	169	16	0	187	0	21	1	4	0	26	0	4	0	6	0	10	0	416				
Hourly Total	27	769	11	0	807	0	8	678	75	0	761	0	85	3	26	0	114	0	15	2	20	0	37	0	1719				
9:00AM	14	172	2	0	188	1	1	149	18	0	168	0	18	1	8	0	27	0	2	0	0	0	2	0	385				
9:15AM	6	174	2	0	182	0	0	181	12	0	193	0	13	1	3	0	17	0	0	0	1	0	1	0	393				
9:30AM	8	209	1	0	218	0	2	165	13	0	180	0	21	1	8	0	30	0	2	0	2	0	4	0	432				
9:45AM	4	161	3	0	168	0	4	192	14	0	210	0	16	0	7	0	23	0	1	1	3	0	5	0	406				
Hourly Total	32	716	8	0	756	1	7	687	57	0	751	0	68	3	26	0	97	0	5	1	6	0	12	0	1616				
10:00AM	7	160	3	0	170	0	4	159	8	0	171	0	17	0	6	0	23	0	1	0	3	0	4	0	368				
10:15AM	3	157	2	0	162	0	0	161	6	0	167	0	9	1	7	0	17	0	1	1	0	0	2	0	348				
10:30AM	9	151	1	0	161	0	2	189	4	0	195	0	9	0	10	0	19	0	1	1	3	0	5	0	380				
10:45AM	4	183	1	0	188	0	0	177	10	0	187	0	13	1	8	0	22	0	2	0	4	0	6	0	403				
Hourly Total	23	651	7	0	681	0	6	686	28	0	720	0	48	2	31	0	81	0	5	2	10	0	17	0	1499				
11:00AM	5	171	3	0	179	0	2	174	9	0	185	0	19	0	5	0	24	0	0	1	3	0	4	0	392				
11:15AM	2	225	0	0	227	0	5	176	12	0	193	0	10	0	6	0	16	0	1	0	3	0	4	0	440				
11:30AM	3	211	2	0	216	0	3	199	17	0	219	0	14	1	6	0	21	0	1	1	3	0	5	0	461				
11:45AM	6	202	2	0	210	0	3	188	10	0	201	0	13	0	11	0	24	0	3	0	3	0	6	0	441				
Hourly Total	16	809	7	0	832	0	13	737	48	0	798	0	56	1	28	0	85	0	5	2	12	0	19	0	1734				
12:00PM	6	224	3	0	233	0	4	204	15	0	223	0	15	0	3	0	18	0	2	0	2	0	4	0	478				
12:15PM	7	209	5	0	221	0	2	194	16	0	212	0	18	0	5	0	23	0	5	0	5	0	10	0	466				
12:30PM	4	211	4	0	219	0	1	223	17	0	241	0	10	0	12	0	22	0	1	1	4	0	6	0	488				
12:45PM	8	215	2	0	225	0	2	224	17	0	243	0	13	1	5	0	19	0	1	2	0	0	3	0	490				
Hourly Total	25	859	14	0	898	0	9	845	65	0	919	0	56	1	25	0	82	0	9	3	11	0	23	0	1922				
1:00PM	6	205	2	0	213	0	2	221	16	0	239	0	19	0	7	0	26	0	1	0	6	0	7	0	485				
1:15PM	4	200	1	0	205	0	2	237	24	2	265	0	16	0	4	0	20	0	1	0	7	0	8	0	498				
1:30PM	9	226	3	0	238	0	5	202	17	0	224	0	12	1	10	0	23	0	3	0	6	0	9	0	494				
1:45PM	6	191	2	0	199	0	3	226	20	0	249	0	11	0	2	0	13	0	1	1	2	0	4	0	465				
Hourly Total	25	822	8	0	855	0	12	886	77	2	977	0	58	1	23	0	82	0	6	1	21	0	28	0	1942				
2:00PM	7	230	4	0	241	0	1	208	19	0	228	0	14	1	7	0	22	0	1	0	7	0	8	0	499				
2:15PM	14	208	3	0	225	0	2	208	16	0	226	0	15	0	8	0	23	0	2	0	2	0	4	1	478				
2:30PM	6	217	3	0	226	0	5	209	17	0	231	0	17	0	8	0	25	1	1	0	4	0	5	0	487				
2:45PM	5	265	5	0	275	0	7	229	15	0	251	0	17	2	3	1	23	0	1	0	6	0	7	0	556				
Hourly Total	32	920	15	0	967	0	15	854	67	0	936	0	63	3	26	1	93	1	5	0	19	0	24	1	2020				
3:00PM	10	195	6	0	211	0	5	228	25	0	258	0	21	0	4	0	25	0	5	2	2	0	9	0	503				
3:15PM	9	209	8	0	226	0	3	191	22	0	216	0	26	2	5	1	34	0	6	1	5	0	12	0	488				
3:30PM	3	247	1	0	251	0	7	237	20	0	264	0	17	0	8	0	25	0	4	0	9	0	13	0	553				
3:45PM	4	223	4	0	231	1	5	231	19	0	255	0	20	1	8	0	29	0	6	0	7	0	13	1	528				
Hourly Total	26	874	19	0	919	1	20	887	86	0	993	0	84	3	25	1	113	0	21	3	23	0	47	1	2072				
4:00PM	11	219	7	0	237	0	2	233	29	0	264	0	24	0	7</														

Leg Direction	FM 518 Northbound							FM 518 Southbound							Sunset Meadows Dr Eastbound							Winding Rd Westbound							Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*					
4:30PM	9	272	7	0	288	0	5	267	28	0	300	0	29	0	10	0	39	0	5	5	6	0	16	0	643				
4:45PM	13	261	8	0	282	0	3	254	26	0	283	0	25	1	6	0	32	0	6	0	12	0	18	0	615				
Hourly Total	43	994	29	0	1066	0	16	1009	117	0	1142	0	94	2	35	0	131	0	15	8	28	0	51	0	2390				
5:00PM	10	238	4	0	252	0	2	281	23	0	306	0	19	1	12	0	32	0	4	8	6	0	18	0	608				
5:15PM	15	254	5	0	274	0	4	289	41	0	334	0	17	1	10	0	28	0	12	7	9	0	28	0	664				
5:30PM	5	249	3	0	257	0	5	279	31	0	315	1	32	2	12	0	46	0	8	8	10	0	26	0	644				
5:45PM	5	274	11	0	290	0	5	289	26	0	320	0	16	0	6	0	22	0	4	8	10	0	22	0	654				
Hourly Total	35	1015	23	0	1073	0	16	1138	121	0	1275	1	84	4	40	0	128	0	28	31	35	0	94	0	2570				
6:00PM	12	260	4	0	276	0	5	262	29	0	296	0	24	0	10	0	34	0	3	7	8	0	18	0	624				
6:15PM	13	275	5	0	293	0	4	226	32	0	262	0	28	0	11	0	39	0	2	3	5	0	10	0	604				
6:30PM	6	267	3	0	276	0	5	237	28	0	270	0	7	0	10	0	17	0	4	0	6	0	10	0	573				
6:45PM	10	221	8	0	239	0	7	227	18	0	252	0	15	0	14	0	29	0	4	0	3	0	7	0	527				
Hourly Total	41	1023	20	0	1084	0	21	952	107	0	1080	0	74	0	45	0	119	0	13	10	22	0	45	0	2328				
7:00PM	12	178	3	0	193	0	3	225	20	0	248	0	16	0	7	0	23	0	1	0	5	0	6	0	470				
7:15PM	6	183	3	1	193	0	6	219	21	0	246	0	14	0	3	0	17	0	1	1	4	0	6	0	462				
7:30PM	9	175	6	0	190	0	3	176	24	0	203	0	3	0	5	0	8	0	0	1	2	0	3	0	404				
7:45PM	8	163	3	0	174	0	1	162	19	0	182	0	8	0	7	0	15	0	0	0	3	0	3	0	374				
Hourly Total	35	699	15	1	750	0	13	782	84	0	879	0	41	0	22	0	63	0	2	2	14	0	18	0	1710				
8:00PM	7	173	1	0	181	0	4	128	25	0	157	0	7	0	3	0	10	0	0	1	3	0	4	0	352				
8:15PM	7	183	3	0	193	0	7	118	17	0	142	0	14	0	5	0	19	0	2	0	5	0	7	0	361				
8:30PM	5	137	0	0	142	0	1	107	10	0	118	0	6	0	4	0	10	0	2	0	2	0	4	0	274				
8:45PM	4	102	1	0	107	0	4	102	15	0	121	0	7	0	2	0	9	0	3	1	2	0	6	0	243				
Hourly Total	23	595	5	0	623	0	16	455	67	0	538	0	34	0	14	0	48	0	7	2	12	0	21	0	1230				
9:00PM	6	96	2	0	104	0	2	107	17	0	126	1	9	0	1	0	10	0	1	0	0	0	1	0	241				
9:15PM	4	111	1	0	116	0	2	87	20	0	109	0	9	0	1	0	10	0	0	1	0	0	1	0	236				
9:30PM	2	75	0	0	77	0	1	86	12	0	99	0	6	0	1	0	7	0	0	1	4	0	5	0	188				
9:45PM	5	62	0	0	67	0	3	66	14	0	83	0	3	0	0	0	3	0	0	1	1	0	2	0	155				
Hourly Total	17	344	3	0	364	0	8	346	63	0	417	1	27	0	3	0	30	0	1	3	5	0	9	0	820				
10:00PM	3	60	2	0	65	0	0	67	7	0	74	0	5	0	1	0	6	0	0	1	1	0	2	0	147				
10:15PM	0	46	1	0	47	0	3	56	5	0	64	0	6	0	2	0	8	0	1	0	0	0	1	0	120				
10:30PM	0	45	2	0	47	0	0	36	8	0	44	0	1	0	0	0	1	0	1	0	0	0	1	0	93				
10:45PM	2	37	0	0	39	0	1	46	1	0	48	0	4	0	0	0	4	0	0	0	0	0	0	0	91				
Hourly Total	5	188	5	0	198	0	4	205	21	0	230	0	16	0	3	0	19	0	2	1	1	0	4	0	451				
11:00PM	3	23	1	0	27	0	0	20	6	0	26	0	3	0	0	0	3	0	0	0	0	0	0	0	56				
11:15PM	0	13	1	0	14	0	0	26	1	0	27	0	2	0	0	0	2	0	0	0	0	0	0	0	43				
11:30PM	0	25	0	0	25	0	0	14	0	0	14	0	3	0	0	0	3	0	0	0	0	0	0	0	42				
11:45PM	2	17	0	0	19	0	1	14	0	0	15	0	0	0	1	0	1	0	0	0	0	0	0	0	35				
Hourly Total	5	78	2	0	85	0	1	74	7	0	82	0	8	0	1	0	9	0	0	0	0	0	0	0	176				
Total	826	25098	381	1	26306	3	385	23692	2249	3	26329	3	2303	61	877	3	3244	4	327	131	527	2	987	3	56866				
% Approach	3.1%	95.4%	1.4%	0%	-	-	1.5%	90.0%	8.5%	0%	-	-	71.0%	1.9%	27.0%	0.1%	-	-	33.1%	13.3%	53.4%	0.2%	-	-	-				
% Total	1.5%	44.1%	0.7%	0%	46.3%	-	0.7%	41.7%	4.0%	0%	46.3%	-	4.0%	0.1%	1.5%	0%	5.7%	-	0.6%	0.2%	0.9%	0%	1.7%	-	-				
Lights	809	24870	368	1	26048	-	378	23432	2215	3	26028	-	2258	60	869	3	3190	-	320	130	518	2	970	-	56236				
% Lights	97.9%	99.1%	96.6%	100%	99.0%	-	98.2%	98.9%	98.5%	100%	98.9%	-	98.0%	98.4%	99.1%	100%	98.3%	-	97.9%	99.2%	98.3%	100%	98.3%	-	98.9%				
Articulated Trucks	1	38	0	0	39	-	0	42	0	0	42	-	1	0	0	0	1	-	0	0	0	0	0	-	82				
% Articulated Trucks	0.1%	0.2%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%				
Buses and Single-Unit Trucks	16	190	13	0	219	-	5	217	31	0	253	-	44	1	8	0	53	-	7	1	7	0	15	-	540				
% Buses and Single-Unit Trucks	1.9%	0.8%	3.4%	0%	0.8%	-	1.3%	0.9%	1.4%	0%	1.0%	-	1.9%	1.6%	0.9%	0%	1.6%	-	2.1%	0.8%	1.3%	0%	1.5%	-	0.9%				
Bicycles on Road	0	0	0	0	0	-	2	1	3	0	6	-	0	0	0	0	0	-	0	0	2	0	2	-	8				
% Bicycles on Road	0%	0%	0%	0%	0%	-	0.5%	0%	0.1%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0.4%	0%	0.2%	-	0%				
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	2	-				
% Pedestrians	-	-	-	-	-	66.7%	-	-	-	-	-	66.7%	-	-	-	-	-	75.0%	-	-	-	-	-	66.7%	-				
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-				
% Bicycles on Crosswalk	-	-	-	-	-	33.3%	-	-	-	-	-	33.3%	-	-	-	-	-	25.0%	-	-	-	-	-	33.3%	-				

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fm 518 at Sunset Meadows Dr - TMC

Wed Feb 12, 2020

Full Length (12 AM-12 AM (+2))

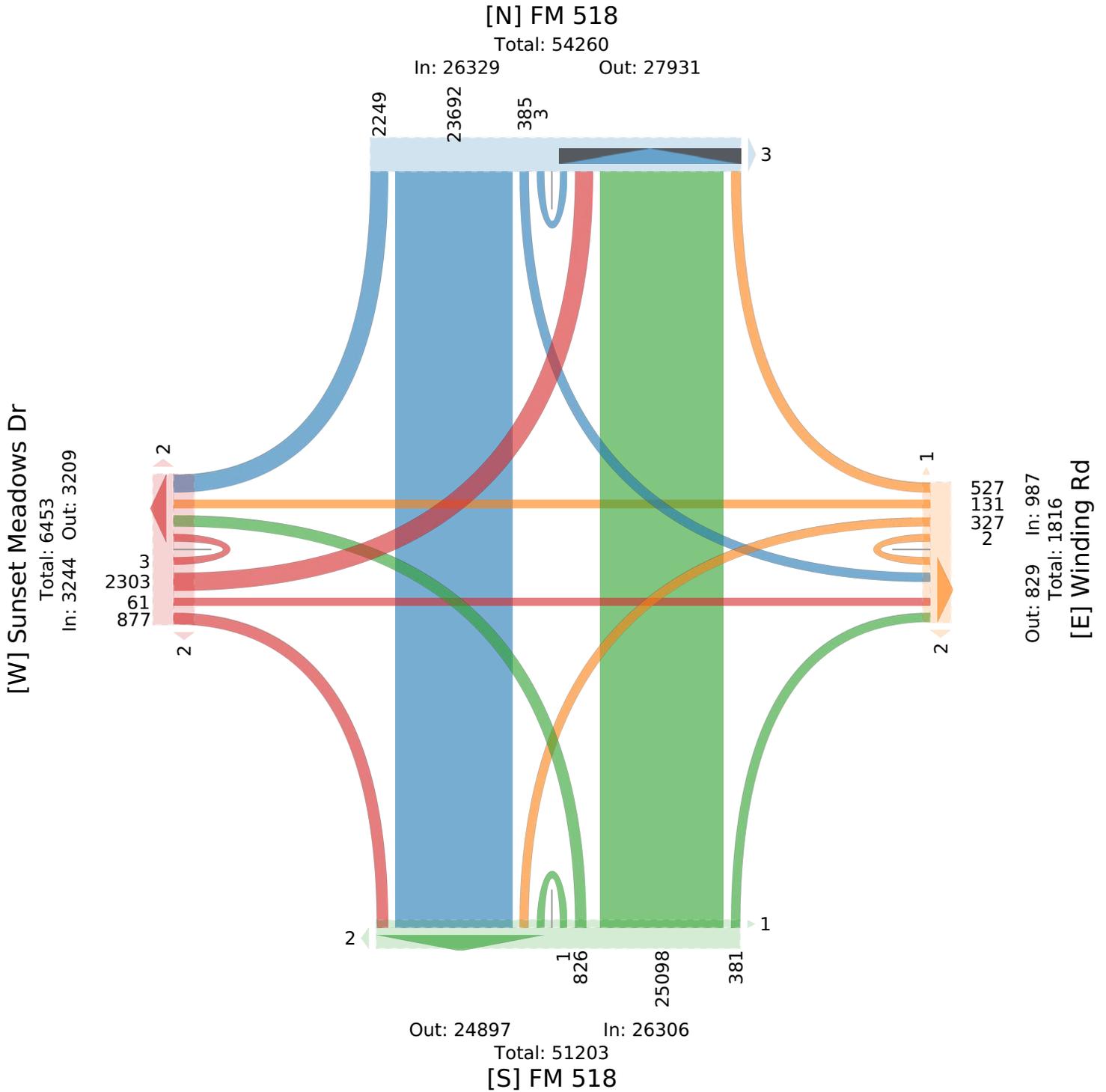
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 748571, Location: 29.541521, -95.21971



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US



Fm 518 at Sunset Meadows Dr - TMC

Thu Feb 13, 2020

AM Peak (Feb 13 2020 7:15AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 748571, Location: 29.541521, -95.21971



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 518 Northbound					FM 518 Southbound					Sunset Meadows Dr Eastbound					Winding Rd Westbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2020-02-13 7:15AM	2	232	0	0	234	0	0	153	9	0	162	0	29	1	11	0	41	0	4	0	9	1	14	0	451
7:30AM	7	221	3	0	231	0	0	188	11	0	199	0	37	4	13	0	54	0	10	1	5	0	16	0	500
7:45AM	3	238	4	0	245	0	2	182	12	0	196	0	27	1	12	0	40	0	8	0	5	0	13	0	494
8:00AM	4	222	2	0	228	0	3	156	23	0	182	0	26	1	8	0	35	0	2	1	3	0	6	0	451
Total	16	913	9	0	938	0	5	679	55	0	739	0	119	7	44	0	170	0	24	2	22	1	49	0	1896
% Approach	1.7%	97.3%	1.0%	0%	-	-	0.7%	91.9%	7.4%	0%	-	-	70.0%	4.1%	25.9%	0%	-	-	49.0%	4.1%	44.9%	2.0%	-	-	-
% Total	0.8%	48.2%	0.5%	0%	49.5%	-	0.3%	35.8%	2.9%	0%	39.0%	-	6.3%	0.4%	2.3%	0%	9.0%	-	1.3%	0.1%	1.2%	0.1%	2.6%	-	-
PHF	0.571	0.959	0.563	-	0.957	-	0.417	0.903	0.598	-	0.928	-	0.804	0.438	0.846	-	0.787	-	0.600	0.500	0.611	0.250	0.766	-	0.948
Lights	14	901	7	0	922	-	5	669	53	0	727	-	117	7	43	0	167	-	24	2	22	1	49	-	1865
% Lights	87.5%	98.7%	77.8%	0%	98.3%	-	100%	98.5%	96.4%	0%	98.4%	-	98.3%	100%	97.7%	0%	98.2%	-	100%	100%	100%	100%	100%	-	98.4%
Articulated Trucks	0	3	0	0	3	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	4
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	2	9	2	0	13	-	0	9	2	0	11	-	2	0	1	0	3	-	0	0	0	0	0	-	27
% Buses and Single-Unit Trucks	12.5%	1.0%	22.2%	0%	1.4%	-	0%	1.3%	3.6%	0%	1.5%	-	1.7%	0%	2.3%	0%	1.8%	-	0%	0%	0%	0%	0%	-	1.4%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fm 518 at Sunset Meadows Dr - TMC

Thu Feb 13, 2020

AM Peak (Feb 13 2020 7:15AM - 8:15 AM)

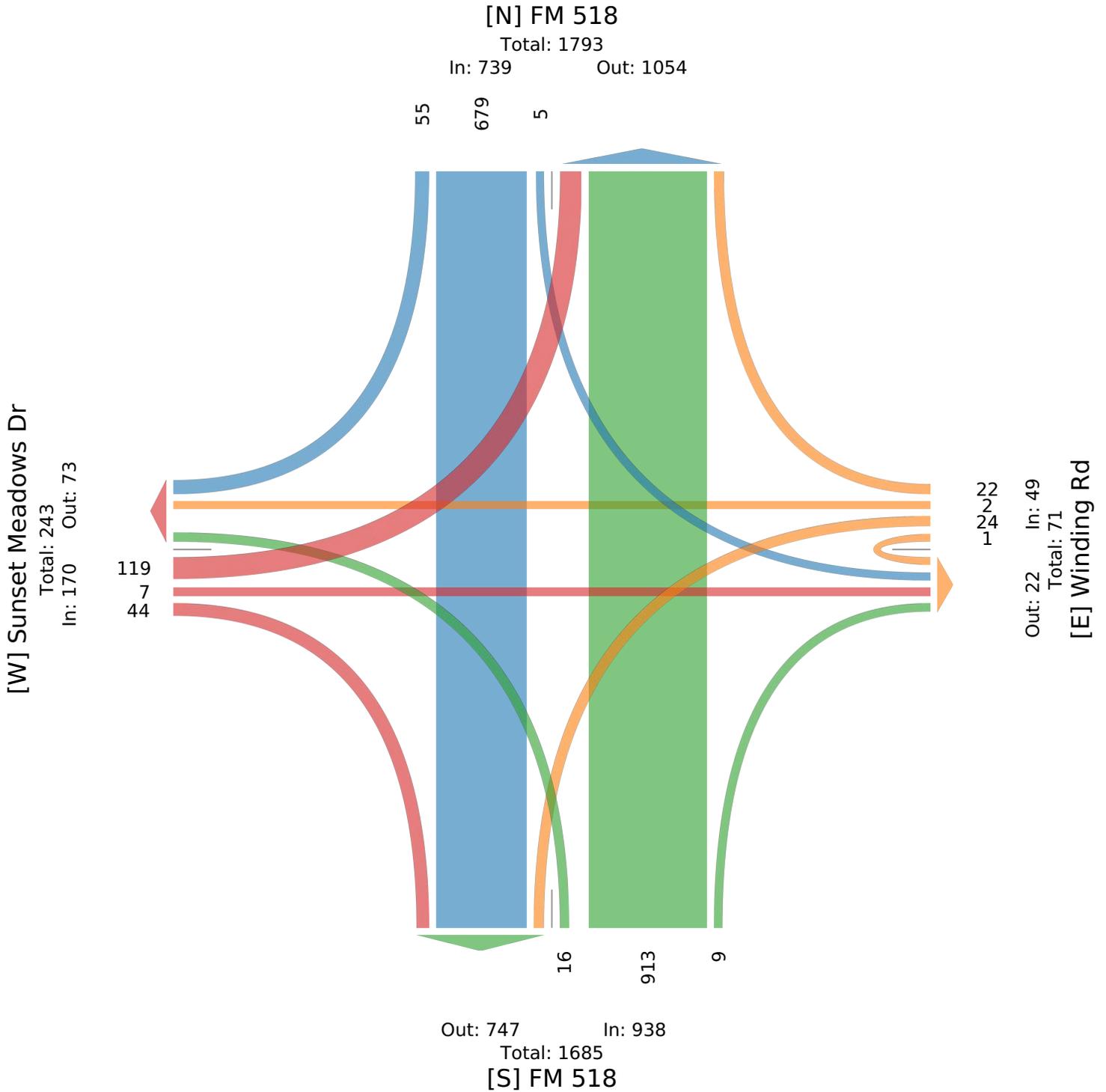
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 748571, Location: 29.541521, -95.21971



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US



Fm 518 at Sunset Meadows Dr - TMC

Thu Feb 13, 2020

Midday Peak (Feb 13 2020 12:45PM - 1:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 748571, Location: 29.541521, -95.21971



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 518 Northbound					FM 518 Southbound					Sunset Meadows Dr Eastbound					Winding Rd Westbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2020-02-13 12:45PM	8	215	2	0	225	0	2	224	17	0	243	0	13	1	5	0	19	0	1	2	0	0	3	0	490
1:00PM	6	205	2	0	213	0	2	221	16	0	239	0	19	0	7	0	26	0	1	0	6	0	7	0	485
1:15PM	4	200	1	0	205	0	2	237	24	2	265	0	16	0	4	0	20	0	1	0	7	0	8	0	498
1:30PM	9	226	3	0	238	0	5	202	17	0	224	0	12	1	10	0	23	0	3	0	6	0	9	0	494
Total	27	846	8	0	881	0	11	884	74	2	971	0	60	2	26	0	88	0	6	2	19	0	27	0	1967
% Approach	3.1%	96.0%	0.9%	0%	-	-	1.1%	91.0%	7.6%	0.2%	-	-	68.2%	2.3%	29.5%	0%	-	-	22.2%	7.4%	70.4%	0%	-	-	-
% Total	1.4%	43.0%	0.4%	0%	44.8%	-	0.6%	44.9%	3.8%	0.1%	49.4%	-	3.1%	0.1%	1.3%	0%	4.5%	-	0.3%	0.1%	1.0%	0%	1.4%	-	-
PHF	0.750	0.936	0.667	-	0.925	-	0.550	0.932	0.771	0.250	0.916	-	0.789	0.500	0.650	-	0.846	-	0.500	0.250	0.679	-	0.750	-	0.987
Lights	27	833	8	0	868	-	10	873	74	2	959	-	60	2	26	0	88	-	6	2	19	0	27	-	1942
% Lights	100%	98.5%	100%	0%	98.5%	-	90.9%	98.8%	100%	100%	98.8%	-	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	98.7%
Articulated Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	12	0	0	12	-	1	11	0	0	12	-	0	0	0	0	0	-	0	0	0	0	0	-	24
% Buses and Single-Unit Trucks	0%	1.4%	0%	0%	1.4%	-	9.1%	1.2%	0%	0%	1.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.2%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fm 518 at Sunset Meadows Dr - TMC

Thu Feb 13, 2020

Midday Peak (Feb 13 2020 12:45PM - 1:45 PM)

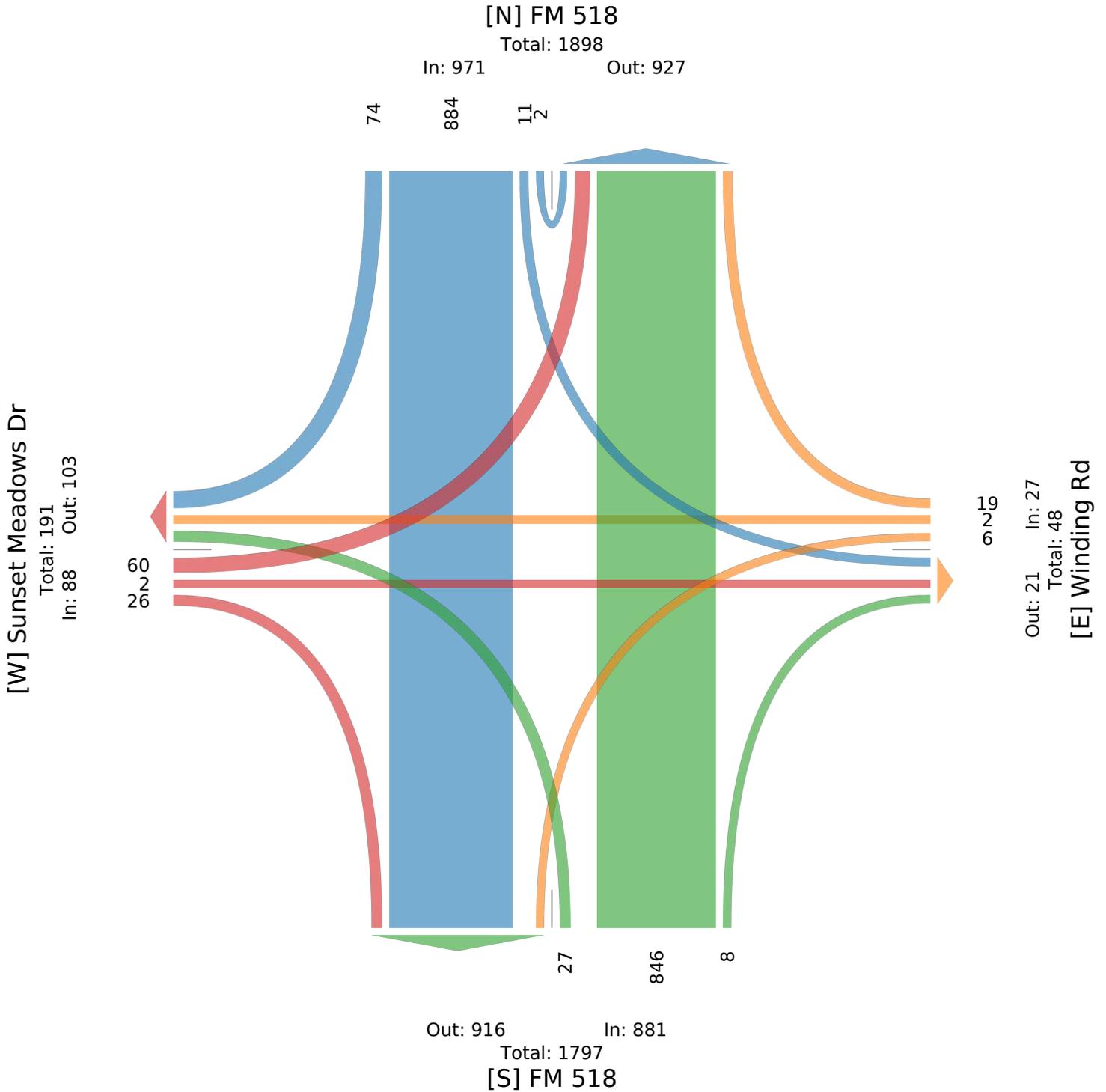
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 748571, Location: 29.541521, -95.21971



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US



Fm 518 at Sunset Meadows Dr - TMC

Thu Feb 13, 2020

PM Peak (Feb 13 2020 5:15PM - 6:15 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 748571, Location: 29.541521, -95.21971



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	FM 518 Northbound					FM 518 Southbound					Sunset Meadows Dr Eastbound					Winding Rd Westbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2020-02-13 5:15PM	15	254	5	0	274	0	4	289	41	0	334	0	17	1	10	0	28	0	12	7	9	0	28	0	664
5:30PM	5	249	3	0	257	0	5	279	31	0	315	1	32	2	12	0	46	0	8	8	10	0	26	0	644
5:45PM	5	274	11	0	290	0	5	289	26	0	320	0	16	0	6	0	22	0	4	8	10	0	22	0	654
6:00PM	12	260	4	0	276	0	5	262	29	0	296	0	24	0	10	0	34	0	3	7	8	0	18	0	624
Total	37	1037	23	0	1097	0	19	1119	127	0	1265	1	89	3	38	0	130	0	27	30	37	0	94	0	2586
% Approach	3.4%	94.5%	2.1%	0%	-	-	1.5%	88.5%	10.0%	0%	-	-	68.5%	2.3%	29.2%	0%	-	-	28.7%	31.9%	39.4%	0%	-	-	-
% Total	1.4%	40.1%	0.9%	0%	42.4%	-	0.7%	43.3%	4.9%	0%	48.9%	-	3.4%	0.1%	1.5%	0%	5.0%	-	1.0%	1.2%	1.4%	0%	3.6%	-	-
PHF	0.617	0.946	0.523	-	0.946	-	0.950	0.968	0.774	-	0.947	-	0.695	0.375	0.792	-	0.707	-	0.563	0.938	0.925	-	0.839	-	0.974
Lights	37	1033	23	0	1093	-	19	1117	126	0	1262	-	89	3	37	0	129	-	27	30	37	0	94	-	2578
% Lights	100%	99.6%	100%	0%	99.6%	-	100%	99.8%	99.2%	0%	99.8%	-	100%	100%	97.4%	0%	99.2%	-	100%	100%	100%	0%	100%	-	99.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	4	0	0	4	-	0	2	1	0	3	-	0	0	1	0	1	-	0	0	0	0	0	-	8
% Buses and Single-Unit Trucks	0%	0.4%	0%	0%	0.4%	-	0%	0.2%	0.8%	0%	0.2%	-	0%	0%	2.6%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0.3%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Fm 518 at Sunset Meadows Dr - TMC

Thu Feb 13, 2020

PM Peak (Feb 13 2020 5:15PM - 6:15 PM) - Overall Peak Hour

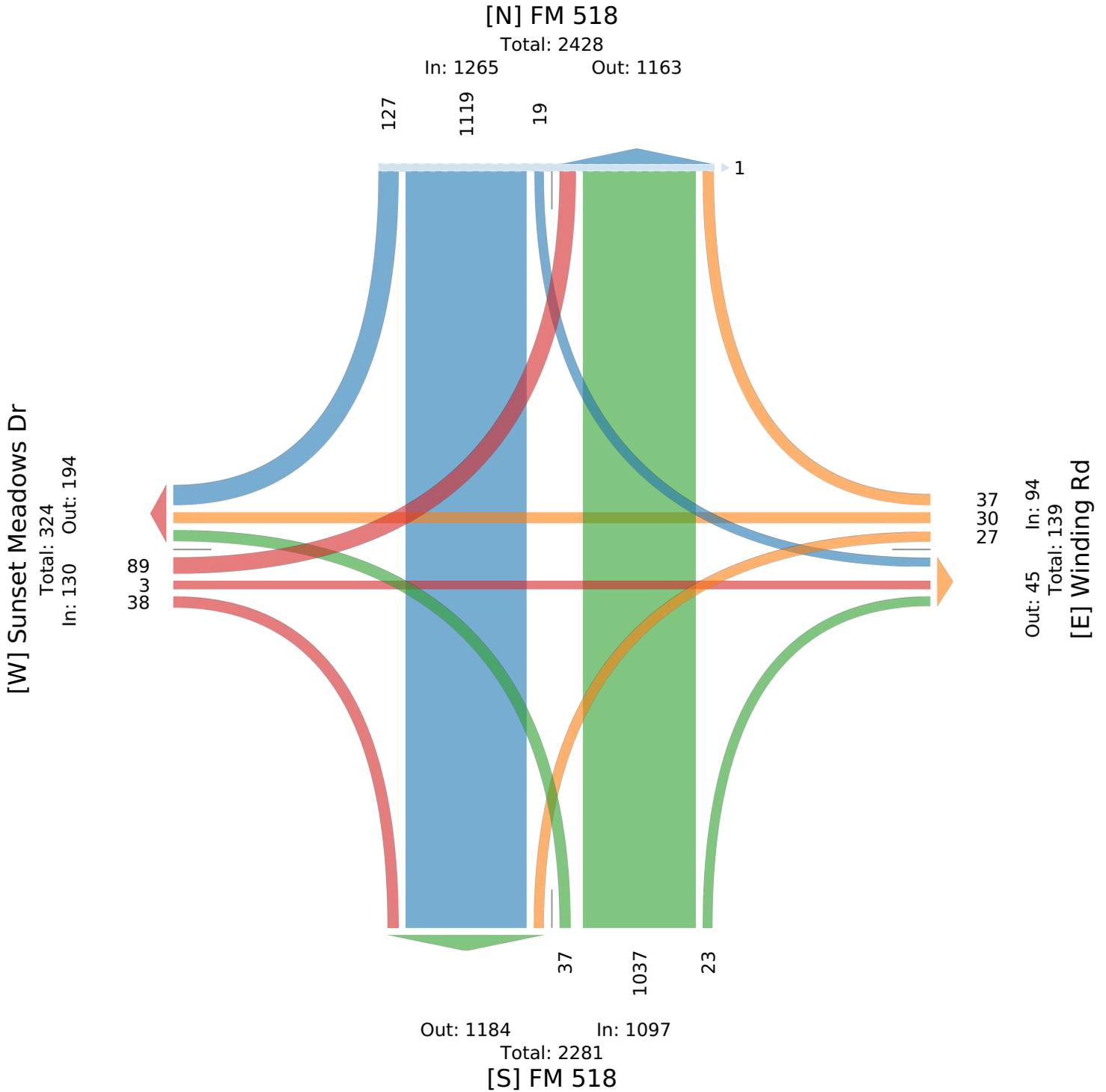
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 748571, Location: 29.541521, -95.21971



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US





Traffic Impact Analysis

**IL Texas Liberty Charter
Elementary School
Pearland, Texas**

**Prepared for:
International Leadership of Texas**

Prepared by:

Kimley-Horn and Associates, Inc.
Houston, Texas
TBPE Firm No. F-928

April 2022

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068908208

Kimley»»Horn

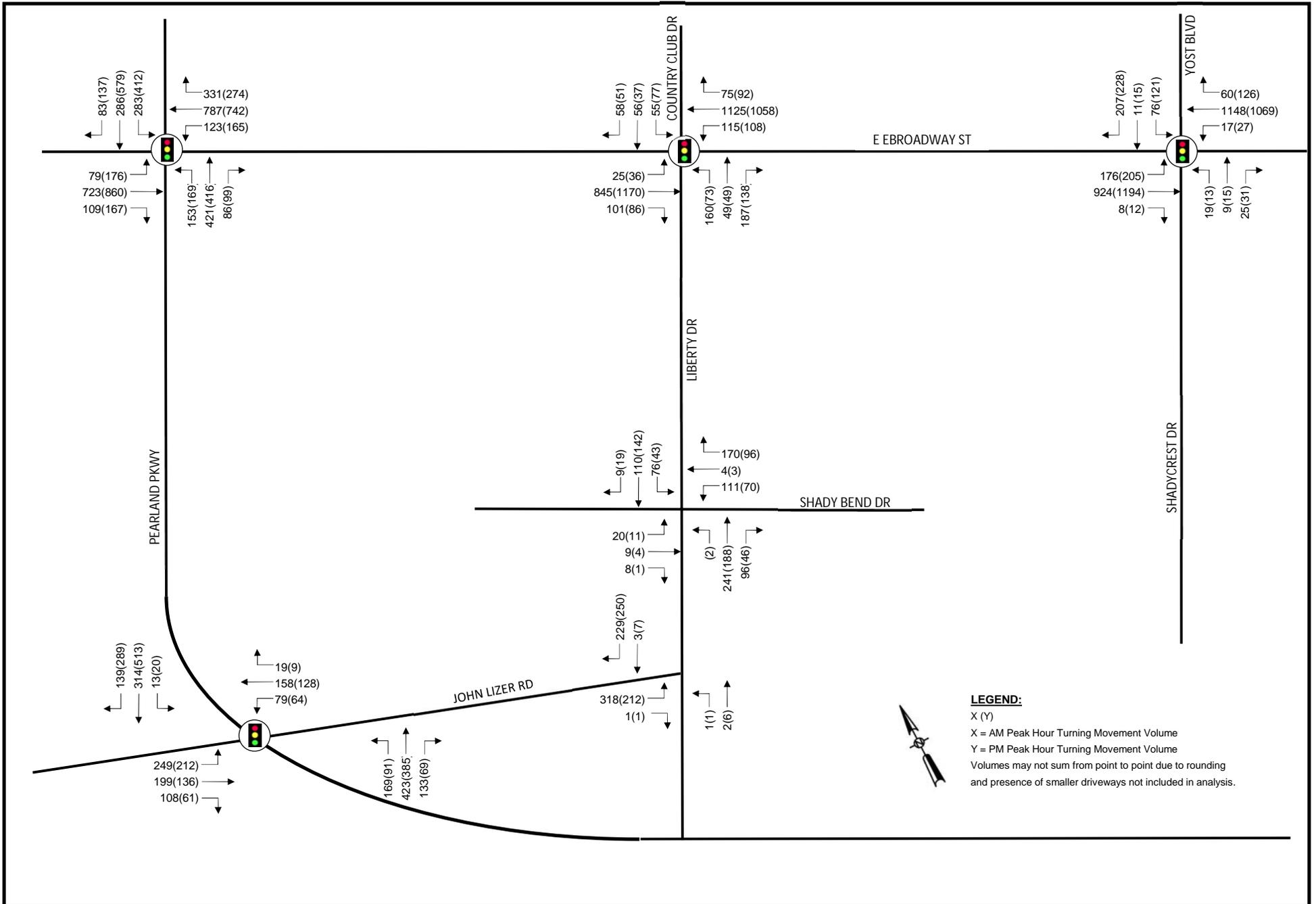


Table 1 – Trip Generation Rates

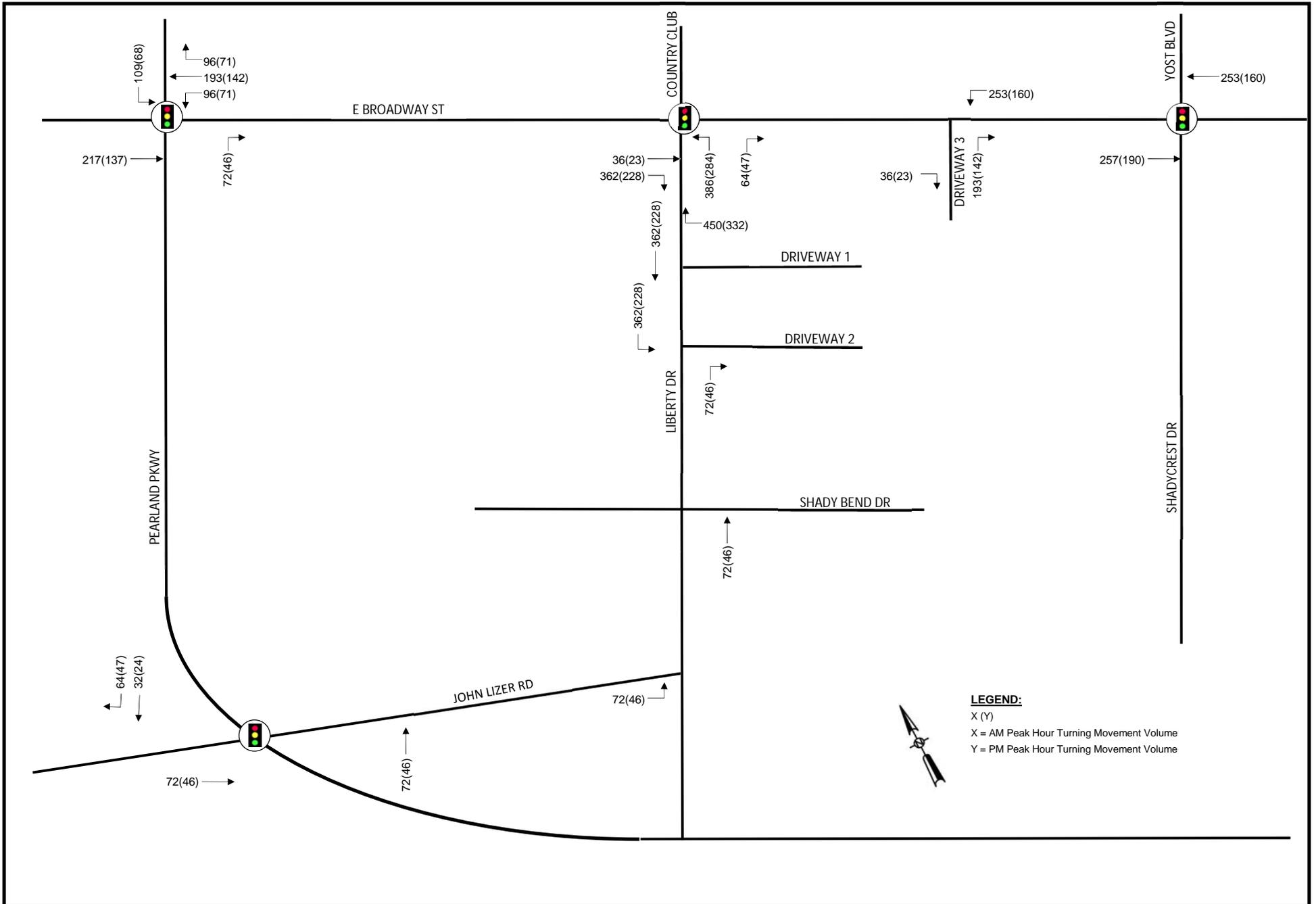
Land Use	Weekday Total		AM Peak		PM Peak	
	Equation	In:Out Split (%)	Equation	In:Out Split (%)	Equation	In:Out Split (%)
Charter Elementary School (536)	$T = 1.85(X)$	50:50	$\ln(T) = 0.90 \ln(X) + 0.69$	53:47	$\ln(T) = 0.92 \ln(X) + 0.16$	49:51
T = Number of Trips Generated X = Number of Students						

No adjustments were made to the trip generation for pass-by trips or internal capture.

The number of trips expected to be generated by the proposed development based on rates shown above, are provided as **TABLE 2**.

Table 2 – Estimated Trip Generation

Land Use (ITE Code)	Intensity	Units	Daily	AM Peak		PM Peak			
			Total	In	Out	Total	In	Out	Total
Charter Elementary School (536)	1,416	Students	2,620	724	643	1,367	456	474	930



APPENDIX

National Data & Surveying Services Intersection Turning Movement Count

Location: Liberty Dr/Country Club Dr & E Broadway St
 City: Pearland
 Control: Signalized

Project ID: 21-450025-001
 Date: 11/17/2021

Data - Totals

NS/EW Streets:	Liberty Dr/Country Club Dr				Liberty Dr/Country Club Dr				E Broadway St				E Broadway St																				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL																
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU																	
6:30 AM	11	1	17	0	7	13	9	0	4	116	0	0	14	184	9	0	385																
6:45 AM	17	4	28	0	3	19	6	0	4	145	6	0	20	201	12	0	465																
7:00 AM	11	6	34	0	4	8	10	0	5	166	21	0	21	246	16	0	548																
7:15 AM	39	8	64	0	12	13	10	0	2	149	19	0	22	272	16	0	626																
7:30 AM	41	19	44	0	19	22	12	0	2	268	32	0	33	289	15	0	796																
7:45 AM	62	18	55	0	12	15	13	0	8	192	30	0	39	294	18	0	756																
8:00 AM	18	4	24	0	12	6	23	0	13	236	20	1	21	270	26	0	674																
8:15 AM	18	3	37	0	13	4	7	0	11	207	13	0	19	236	19	0	587																
TOTAL VOLUMES :	217	63	303	0	82	100	90	0	49	1479	141	1	189	1992	131	0	4837																
APPROACH %'s :	37.22%	10.81%	51.97%	0.00%	30.15%	36.76%	33.09%	0.00%	2.93%	88.56%	8.44%	0.06%	8.17%	86.16%	5.67%	0.00%																	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL																
PEAK HR VOL :	160	49	187	0	55	56	58	0	25	845	101	1	115	1125	75	0	2852																
PEAK HR FACTOR :	0.645	0.645	0.730	0.000	0.724	0.636	0.630	0.000	0.481	0.788	0.789	0.250	0.737	0.957	0.721	0.000	0.896																
	0.733																0.797	0.805															

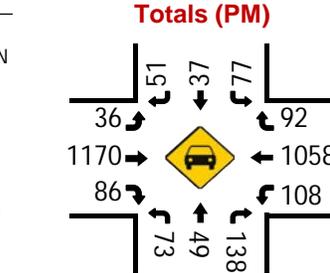
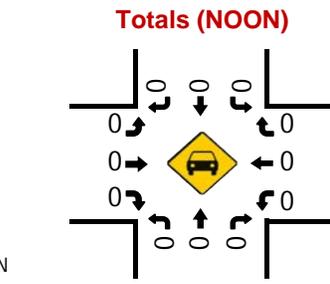
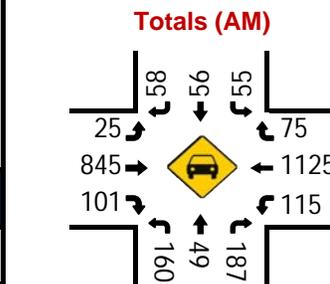
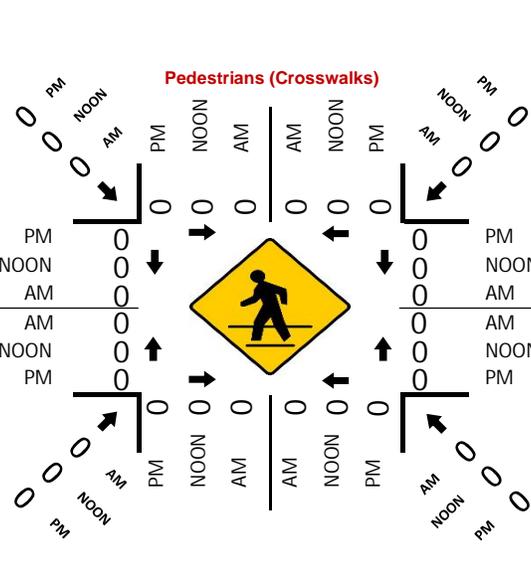
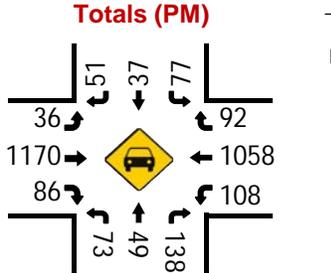
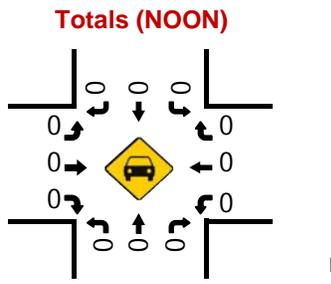
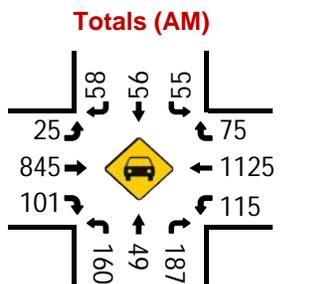
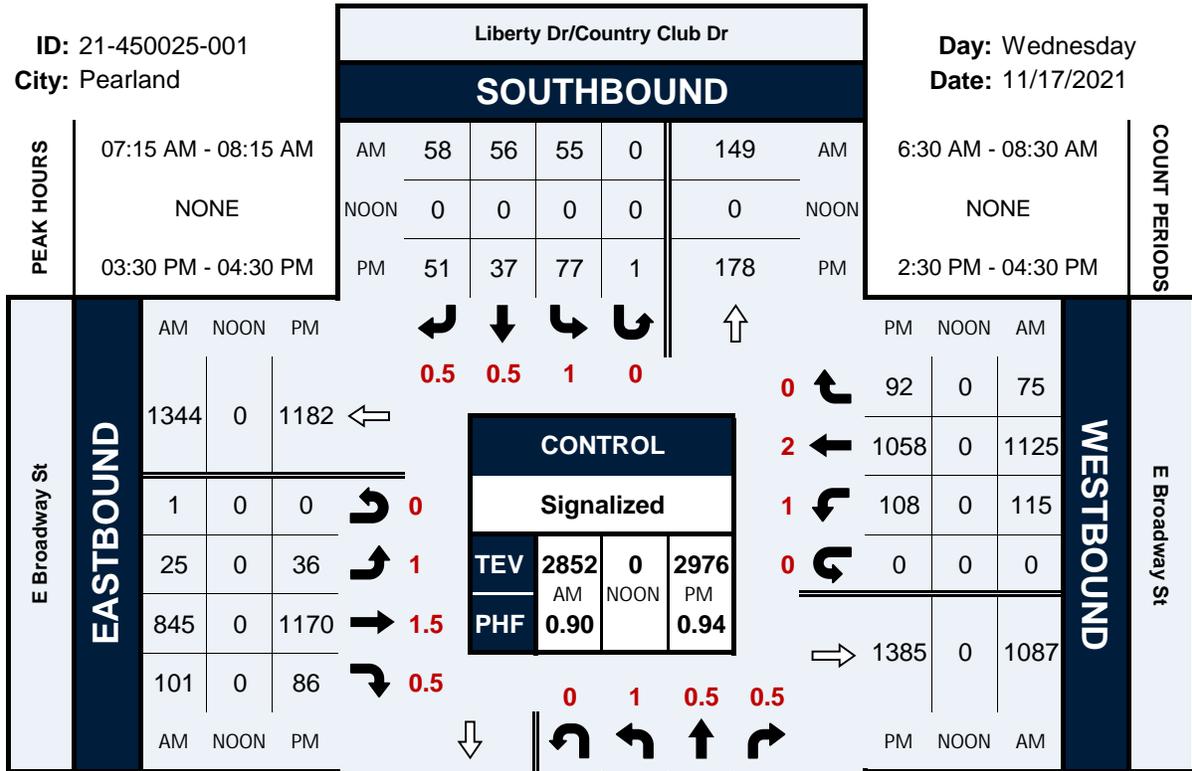
NS/EW Streets:	Liberty Dr/Country Club Dr				Liberty Dr/Country Club Dr				E Broadway St				E Broadway St																				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL																
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU																	
2:30 PM	11	10	33	0	18	6	13	0	9	253	15	0	22	256	13	0	659																
2:45 PM	19	17	40	0	18	16	14	0	7	194	26	0	27	232	14	0	624																
3:00 PM	16	13	32	0	19	12	15	0	10	250	22	0	32	226	25	0	672																
3:15 PM	42	15	47	0	15	9	11	0	10	282	14	0	26	283	17	0	771																
3:30 PM	28	13	43	0	17	7	14	0	6	284	19	0	18	284	25	0	758																
3:45 PM	18	11	31	0	23	14	18	1	6	233	19	0	30	233	18	0	655																
4:00 PM	19	14	25	0	17	11	11	0	10	331	18	0	31	274	29	0	790																
4:15 PM	8	11	39	0	20	5	8	0	14	322	30	0	29	267	20	0	773																
TOTAL VOLUMES :	161	104	290	0	147	80	104	1	72	2149	163	0	215	2055	161	0	5702																
APPROACH %'s :	29.01%	18.74%	52.25%	0.00%	44.28%	24.10%	31.33%	0.30%	3.02%	90.14%	6.84%	0.00%	8.84%	84.53%	6.62%	0.00%																	
PEAK HR :	03:30 PM - 04:30 PM																TOTAL																
PEAK HR VOL :	73	49	138	0	77	37	51	1	36	1170	86	0	108	1058	92	0	2976																
PEAK HR FACTOR :	0.652	0.875	0.802	0.000	0.837	0.661	0.708	0.250	0.643	0.884	0.717	0.000	0.871	0.931	0.793	0.000	0.942																
	0.774																0.741	0.883															

Liberty Dr/Country Club Dr & E Broadway St

Peak Hour Turning Movement Count

ID: 21-450025-001
City: Pearland

Day: Wednesday
Date: 11/17/2021



National Data & Surveying Services Intersection Turning Movement Count

Location: Pearland Pkwy & E Broadway St
 City: Pearland
 Control: Signalized

Project ID: 21-450025-002
 Date: 11/17/2021

Data - Totals

NS/EW Streets:	Pearland Pkwy				Pearland Pkwy				E Broadway St				E Broadway St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	1	2	0	0	2	2	0	0	1	1.5	0.5	0	1	1.5	0.5	0	
6:30 AM	8	97	14	0	34	81	7	0	7	78	30	0	15	90	73	0	
6:45 AM	17	121	25	0	42	144	10	0	16	96	57	0	24	113	92	0	
7:00 AM	24	115	21	0	37	85	9	0	17	130	33	0	15	152	97	0	
7:15 AM	19	155	7	0	59	54	17	0	11	113	21	0	17	192	75	0	
7:30 AM	24	116	23	0	72	59	21	0	20	211	19	0	21	212	99	0	
7:45 AM	42	119	23	0	77	85	22	0	21	172	29	0	29	213	101	0	
8:00 AM	38	92	15	0	72	62	19	0	22	182	26	0	35	202	70	0	
8:15 AM	49	94	25	0	62	80	21	1	16	158	35	0	38	160	61	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	221	909	153	0	455	650	126	1	130	1140	250	0	194	1334	668	0	6231
	17.23%	70.85%	11.93%	0.00%	36.93%	52.76%	10.23%	0.08%	8.55%	75.00%	16.45%	0.00%	8.83%	60.75%	30.42%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	153	421	86	0	283	286	83	1	79	723	109	0	123	787	331	0	3465
PEAK HR FACTOR :	0.781	0.884	0.860	0.000	0.919	0.841	0.943	0.250	0.898	0.857	0.779	0.000	0.809	0.924	0.819	0.000	0.928
	0.897				0.887				0.911				0.905				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	1	2	0	0	2	2	0	0	1	1.5	0.5	0	1	1.5	0.5	0	
2:30 PM	37	81	19	0	98	118	31	0	43	167	16	0	38	182	60	0	
2:45 PM	51	145	28	0	95	97	37	0	40	140	25	0	31	150	67	0	
3:00 PM	33	86	23	0	101	118	34	1	34	151	24	0	33	182	73	0	
3:15 PM	34	82	14	0	94	144	34	0	51	214	33	0	31	193	67	0	
3:30 PM	45	95	28	0	98	134	41	2	32	203	46	0	48	182	68	0	
3:45 PM	45	106	33	0	89	132	26	1	42	161	34	0	38	200	69	0	
4:00 PM	32	117	19	0	110	151	39	1	55	256	51	0	42	199	66	0	
4:15 PM	47	98	19	0	115	162	31	1	47	240	36	0	37	161	71	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	324	810	183	0	800	1056	273	6	344	1532	265	0	298	1449	541	0	7881
	24.60%	61.50%	13.90%	0.00%	37.47%	49.46%	12.79%	0.28%	16.07%	71.56%	12.38%	0.00%	13.02%	63.33%	23.65%	0.00%	
PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	169	416	99	0	412	579	137	5	176	860	167	0	165	742	274	0	4201
PEAK HR FACTOR :	0.899	0.889	0.750	0.000	0.896	0.894	0.835	0.625	0.800	0.840	0.819	0.000	0.859	0.928	0.965	0.000	0.923
	0.929				0.917				0.831				0.962				

National Data & Surveying Services Intersection Turning Movement Count

Location: Yost Blvd/Shadycrest Dr & E Broadway St
 City: Pearland
 Control: Signalized

Project ID: 21-450025-003
 Date: 11/17/2021

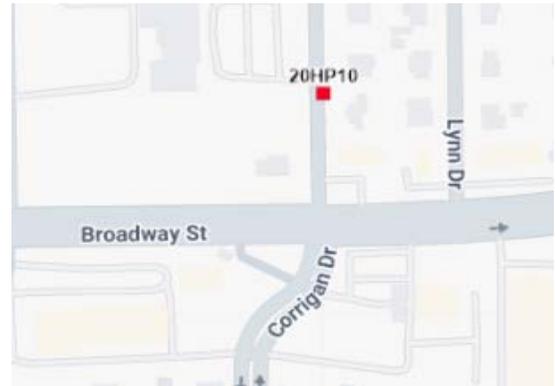
Data - Totals

NS/EW Streets:	Yost Blvd/Shadycrest Dr				Yost Blvd/Shadycrest Dr				E Broadway St				E Broadway St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
6:30 AM	2	4	4	0	11	0	38	0	20	142	2	0	1	212	10	0	446
6:45 AM	6	1	10	0	18	4	35	0	28	143	1	0	3	230	6	0	485
7:00 AM	1	3	5	0	18	1	33	0	48	197	1	0	9	275	12	0	603
7:15 AM	1	3	5	0	22	6	51	0	48	222	0	0	11	301	17	0	687
7:30 AM	8	3	6	0	17	3	69	0	44	249	2	0	3	316	15	0	735
7:45 AM	6	2	9	0	19	2	47	0	37	210	2	0	1	270	14	0	619
8:00 AM	4	1	5	0	18	0	40	0	47	243	4	0	2	261	14	0	639
8:15 AM	1	1	6	0	22	2	32	0	26	213	4	0	2	208	15	0	532
TOTAL VOLUMES :	29	18	50	0	145	18	345	0	298	1619	16	0	32	2073	103	0	4746
APPROACH %'s :	29.90%	18.56%	51.55%	0.00%	28.54%	3.54%	67.91%	0.00%	15.42%	83.76%	0.83%	0.00%	1.45%	93.89%	4.66%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	19	9	25	0	76	11	207	0	176	924	8	0	17	1148	60	0	2680
PEAK HR FACTOR :	0.594	0.750	0.694	0.000	0.864	0.458	0.750	0.000	0.917	0.928	0.500	0.000	0.386	0.908	0.882	0.000	0.912
	0.779				0.826				0.939				0.917				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	1 SL	1 ST	1 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
2:30 PM	3	6	4	0	20	2	56	0	48	235	6	0	8	213	28	0	629
2:45 PM	5	3	7	0	23	1	57	0	44	229	1	0	8	260	30	1	669
3:00 PM	1	2	5	0	31	5	39	0	62	271	3	0	14	257	22	0	712
3:15 PM	8	10	8	0	19	4	51	0	63	259	4	0	6	263	27	0	722
3:30 PM	3	5	8	0	27	4	51	0	47	270	3	0	6	270	25	0	719
3:45 PM	3	4	11	0	22	1	62	0	46	272	5	1	10	284	38	0	759
4:00 PM	4	3	4	0	34	2	65	0	60	320	3	0	5	222	31	0	753
4:15 PM	3	3	8	0	38	8	50	0	52	332	1	0	6	293	32	0	826
TOTAL VOLUMES :	30	36	55	0	214	27	431	0	422	2188	26	1	63	2062	233	1	5789
APPROACH %'s :	24.79%	29.75%	45.45%	0.00%	31.85%	4.02%	64.14%	0.00%	16.00%	82.97%	0.99%	0.04%	2.67%	87.41%	9.88%	0.04%	
PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	13	15	31	0	121	15	228	0	205	1194	12	1	27	1069	126	0	3057
PEAK HR FACTOR :	0.813	0.750	0.705	0.000	0.796	0.469	0.877	0.000	0.854	0.899	0.600	0.250	0.675	0.912	0.829	0.000	0.925
	0.819				0.901				0.917				0.920				

Location Info	
Location ID	20HP10
Type	I-SECTION
Functional Class	5
Located On	WOODY
Direction	2-WAY
Community	Pearland
MPO_ID	15
HPMS ID	ASSIGNED
Agency	Texas Department of Transportation

Count Data Info	
Start Date	5/11/2021
End Date	5/12/2021
Start Time	4:15 AM
End Time	4:15 AM
Direction	
Notes	
Count Source	
File Name	Barcode_Data_12103_2021-06-04.zip
Weather	
Study	
Owner	Jordan.Stewart
QC Status	Accepted

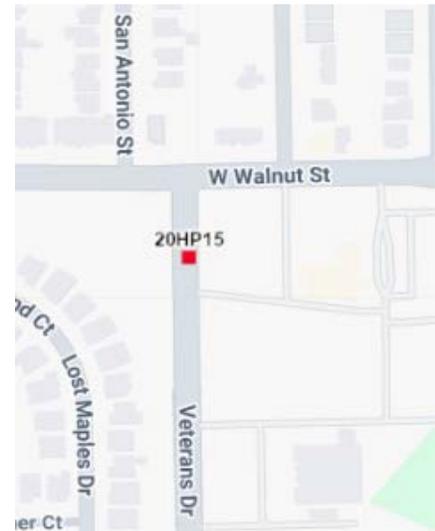
Interval: 15 mins					
Time	15 Min				Hourly Count
	1st	2nd	3rd	4th	
00:00 - 01:00	0	2	1	0	3
01:00 - 02:00	0	3	0	0	3
02:00 - 03:00	0	1	0	0	1
03:00 - 04:00	0	0	0	1	1
04:00 - 05:00	1	1	3	0	5
05:00 - 06:00	1	1	2	4	8
06:00 - 07:00	4	2	10	15	31
07:00 - 08:00	20	24	33	89	166
08:00 - 09:00	120	145	67	18	350
09:00 - 10:00	13	7	15	16	51
10:00 - 11:00	19	9	12	6	46
11:00 - 12:00	16	10	11	10	47
12:00 - 13:00	23	22	12	18	75
13:00 - 14:00	22	21	11	17	71
14:00 - 15:00	11	20	16	20	67
15:00 - 16:00	24	22	20	21	87
16:00 - 17:00	24	78	69	31	202
17:00 - 18:00	35	26	33	28	122
18:00 - 19:00	21	18	16	15	70
19:00 - 20:00	20	12	10	13	55
20:00 - 21:00	7	6	8	6	27
21:00 - 22:00	7	11	2	3	23
22:00 - 23:00	2	1	1	3	7
23:00 - 24:00	1	0	1	0	2
TOTAL					1520



Location Info	
Location ID	20HP15
Type	I-SECTION
Functional Class	4
Located On	VETERANS
Direction	2-WAY
Community	Pearland
MPO_ID	15
HPMS ID	ASSIGNED
Agency	Texas Department of Transportation

Count Data Info	
Start Date	5/12/2021
End Date	5/13/2021
Start Time	10:15 AM
End Time	10:15 AM
Direction	
Notes	
Count Source	
File Name	Barcode_Data_12105_2021-06-04.zip
Weather	
Study	
Owner	Jordan.Stewart
QC Status	Accepted

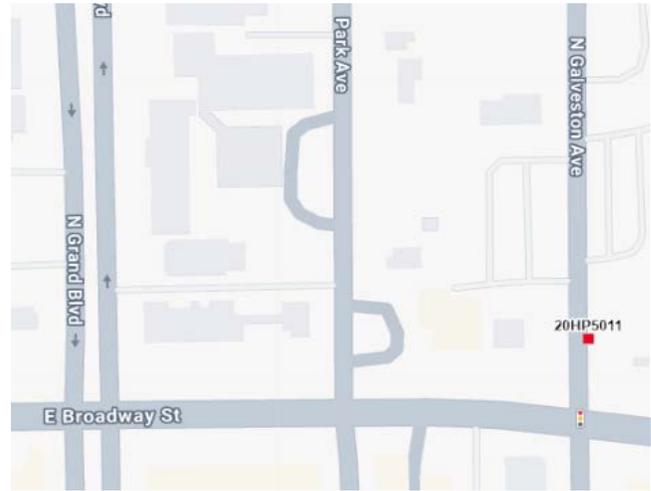
Interval: 15 mins					
Time	15 Min				Hourly Count
	1st	2nd	3rd	4th	
00:00 - 01:00	6	11	12	12	41
01:00 - 02:00	6	5	4	3	18
02:00 - 03:00	11	3	0	2	16
03:00 - 04:00	1	1	3	5	10
04:00 - 05:00	7	10	11	15	43
05:00 - 06:00	19	21	36	42	118
06:00 - 07:00	41	62	79	109	291
07:00 - 08:00	104	101	112	141	458
08:00 - 09:00	107	97	68	75	347
09:00 - 10:00	87	76	64	71	298
10:00 - 11:00	76	63	74	69	282
11:00 - 12:00	71	71	81	71	294
12:00 - 13:00	77	95	89	96	357
13:00 - 14:00	77	97	88	81	343
14:00 - 15:00	75	94	94	107	370
15:00 - 16:00	119	115	130	133	497
16:00 - 17:00	127	144	141	170	582
17:00 - 18:00	170	180	165	163	678
18:00 - 19:00	180	128	143	113	564
19:00 - 20:00	116	105	100	89	410
20:00 - 21:00	76	79	68	58	281
21:00 - 22:00	58	54	39	33	184
22:00 - 23:00	29	29	28	24	110
23:00 - 24:00	15	16	17	10	58
TOTAL					6650



Location Info	
Location ID	20HP5011
Type	I-SECTION
Functional Class	5
Located On	-
Direction	2-WAY
Community	Pearland
MPO_ID	15
HPMS ID	ASSIGNED
Agency	Texas Department of Transportation

Count Data Info	
Start Date	5/11/2021
End Date	5/12/2021
Start Time	6:15 AM
End Time	6:15 AM
Direction	
Notes	
Count Source	
File Name	Barcode_Data_12103_2021-06-04.zip
Weather	
Study	
Owner	Jordan.Stewart
QC Status	Accepted

Interval: 15 mins					
Time	15 Min				Hourly Count
	1st	2nd	3rd	4th	
00:00 - 01:00	0	0	0	0	0
01:00 - 02:00	0	0	0	0	0
02:00 - 03:00	0	0	0	0	0
03:00 - 04:00	0	0	0	1	1
04:00 - 05:00	0	0	0	1	1
05:00 - 06:00	0	2	2	2	6
06:00 - 07:00	3	11	8	13	35
07:00 - 08:00	16	16	27	70	129
08:00 - 09:00	141	96	34	18	289
09:00 - 10:00	21	17	18	11	67
10:00 - 11:00	20	16	22	27	85
11:00 - 12:00	31	31	24	21	107
12:00 - 13:00	19	35	42	27	123
13:00 - 14:00	31	23	30	25	109
14:00 - 15:00	37	27	24	36	124
15:00 - 16:00	30	24	26	61	141
16:00 - 17:00	79	79	30	24	212
17:00 - 18:00	29	28	17	22	96
18:00 - 19:00	17	24	35	24	100
19:00 - 20:00	8	8	11	57	84
20:00 - 21:00	16	2	8	4	30
21:00 - 22:00	1	3	1	3	8
22:00 - 23:00	1	0	2	1	4
23:00 - 24:00	5	0	1	1	7
TOTAL					1758



Location Info	
Location ID	20UR46
Type	I-SECTION
Functional Class	7
Located On	-
Direction	2-WAY
Community	Pearland
MPO_ID	15
HPMS ID	ASSIGNED
Agency	Texas Department of Transportation

Count Data Info	
Start Date	5/17/2021
End Date	5/18/2021
Start Time	12:15 PM
End Time	12:15 PM
Direction	
Notes	
Count Source	
File Name	Barcode_Data_12104_2021-06-25.zip
Weather	
Study	
Owner	Jordan.Stewart
QC Status	Accepted

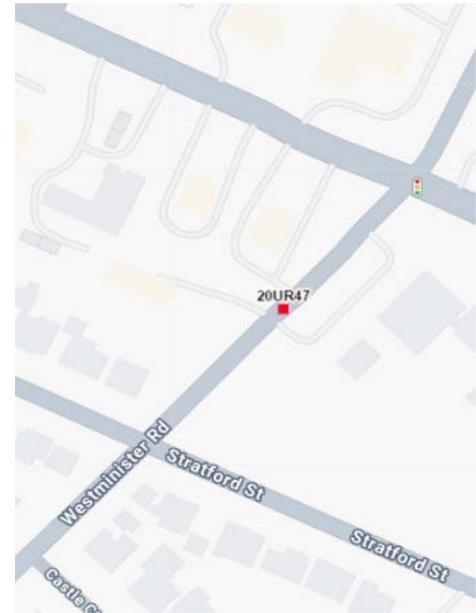
Interval: 15 mins					
Time	15 Min				Hourly Count
	1st	2nd	3rd	4th	
00:00 - 01:00	2	4	3	2	11
01:00 - 02:00	2	5	3	1	11
02:00 - 03:00	0	1	2	0	3
03:00 - 04:00	1	2	0	0	3
04:00 - 05:00	4	1	2	4	11
05:00 - 06:00	3	5	11	10	29
06:00 - 07:00	15	16	29	39	99
07:00 - 08:00	40	37	45	31	153
08:00 - 09:00	41	26	25	32	124
09:00 - 10:00	23	29	24	25	101
10:00 - 11:00	22	32	23	27	104
11:00 - 12:00	28	35	25	27	115
12:00 - 13:00	45	40	32	40	157
13:00 - 14:00	45	43	25	45	158
14:00 - 15:00	27	53	54	43	177
15:00 - 16:00	52	44	46	51	193
16:00 - 17:00	58	47	57	67	229
17:00 - 18:00	50	58	55	47	210
18:00 - 19:00	54	37	43	48	182
19:00 - 20:00	41	45	48	24	158
20:00 - 21:00	32	34	23	22	111
21:00 - 22:00	20	25	22	23	90
22:00 - 23:00	8	20	6	4	38
23:00 - 24:00	3	10	2	4	19
TOTAL					2486



Location Info	
Location ID	20UR47
Type	I-SECTION
Functional Class	7
Located On	LS0000
Direction	2-WAY
Community	Pearland
MPO_ID	15
HPMS ID	UNASSIGNED
Agency	Texas Department of Transportation

Count Data Info	
Start Date	5/17/2021
End Date	5/18/2021
Start Time	12:30 PM
End Time	12:30 PM
Direction	
Notes	
Count Source	
File Name	Barcode_Data_12104_2021-06-25.zip
Weather	
Study	
Owner	Jordan.Stewart
QC Status	Accepted

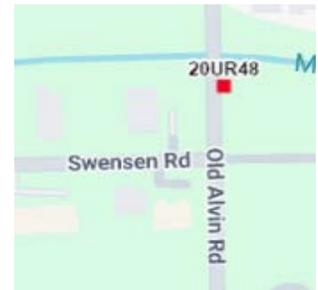
Interval: 15 mins					
Time	15 Min				Hourly Count
	1st	2nd	3rd	4th	
00:00 - 01:00	1	0	1	1	3
01:00 - 02:00	1	2	0	0	3
02:00 - 03:00	0	0	0	0	0
03:00 - 04:00	0	0	0	0	0
04:00 - 05:00	1	0	2	1	4
05:00 - 06:00	2	3	3	3	11
06:00 - 07:00	2	9	7	10	28
07:00 - 08:00	11	9	21	22	63
08:00 - 09:00	18	19	16	14	67
09:00 - 10:00	8	20	14	16	58
10:00 - 11:00	16	19	15	16	66
11:00 - 12:00	16	23	14	23	76
12:00 - 13:00	11	24	19	20	74
13:00 - 14:00	15	17	14	18	64
14:00 - 15:00	15	16	15	21	67
15:00 - 16:00	26	18	27	26	97
16:00 - 17:00	33	56	36	32	157
17:00 - 18:00	40	42	21	30	133
18:00 - 19:00	15	19	18	17	69
19:00 - 20:00	25	10	12	11	58
20:00 - 21:00	14	3	2	5	24
21:00 - 22:00	3	3	4	2	12
22:00 - 23:00	1	1	2	3	7
23:00 - 24:00	0	1	0	0	1
TOTAL					1142



Location Info	
Location ID	20UR48
Type	I-SECTION
Functional Class	5
Located On	-
Direction	2-WAY
Community	Pearland
MPO_ID	15
HPMS ID	ASSIGNED
Agency	Texas Department of Transportation

Count Data Info	
Start Date	5/18/2021
End Date	5/19/2021
Start Time	6:00 AM
End Time	6:00 AM
Direction	
Notes	
Count Source	
File Name	Barcode_Data_12104_2021-06-25.zip
Weather	
Study	
Owner	Jordan.Stewart
QC Status	Accepted

Interval: 15 mins					
Time	15 Min				Hourly Count
	1st	2nd	3rd	4th	
00:00 - 01:00	1	0	2	1	4
01:00 - 02:00	0	0	0	1	1
02:00 - 03:00	0	0	0	1	1
03:00 - 04:00	1	2	0	0	3
04:00 - 05:00	0	1	3	5	9
05:00 - 06:00	1	2	6	10	19
06:00 - 07:00	13	21	36	54	124
07:00 - 08:00	54	52	89	107	302
08:00 - 09:00	113	94	52	43	302
09:00 - 10:00	36	34	27	33	130
10:00 - 11:00	22	29	27	35	113
11:00 - 12:00	24	24	41	47	136
12:00 - 13:00	41	24	45	34	144
13:00 - 14:00	42	33	42	36	153
14:00 - 15:00	59	52	38	49	198
15:00 - 16:00	68	53	40	56	217
16:00 - 17:00	97	98	65	51	311
17:00 - 18:00	70	49	70	56	245
18:00 - 19:00	55	46	54	28	183
19:00 - 20:00	43	30	24	23	120
20:00 - 21:00	25	15	13	18	71
21:00 - 22:00	11	10	12	5	38
22:00 - 23:00	11	8	4	3	26
23:00 - 24:00	2	0	2	1	5
TOTAL					2855



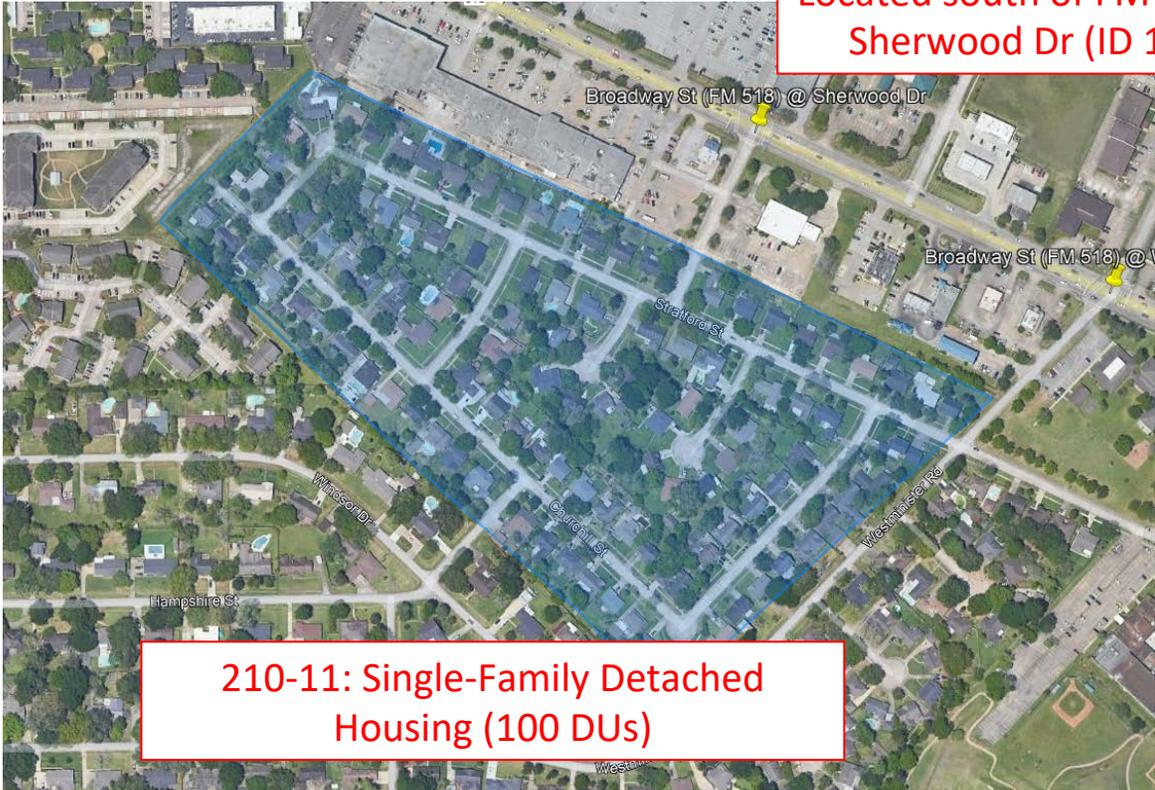
FM 518 Corridor Study - Trip Generation
ITE Standard Method by Individual Uses - 11th Edition

BLOCK	TRACT	ITE CODE	QTY	Units	IC Group	IC LU Type	ITE DESCRIPTION	UNADJUSTED TRIPS								
								24 HOUR			AM PEAK			PM PEAK		
								TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
A	1	210-11	100	Dwelling Units	11	Residential	Single-Family Detached Housing	1,009	505	505	74	19	55	99	63	37
A	2	912-11	10.2	KSF	12	Retail	Drive-in Bank	1,024	512	512	101	59	43	214	107	107
A	3	821-11B	91	KSF	12	Retail	Shopping Plaza (40-150k) - Supermarket No	6,144	3,072	3,072	157	98	60	472	231	241
C		820-11	151	KSF			Shopping Center (>150k)	9,806	4,903	4,903	223	138	85	759	364	395
C		820-11	216	KSF			Shopping Center (>150k)	11,503	5,752	5,752	261	162	99	983	472	511
C		879-11	5.6	KSF			Arts and Crafts Store	317	159	159	1	0	0	35	16	19
C		879-11	2.2	KSF			Arts and Crafts Store	124	62	62	1	0	0	14	6	7
B	4	210-11	130	Dwelling Units	21	Residential	Single-Family Detached Housing	1,285	643	643	95	25	70	127	80	47
B	5	565-11B	26	Employees	23	Office	Day Care Center	523	262	262	117	62	55	113	53	60
B	6	822-11	12.2	KSF	22	Retail	Strip Retail Plaza (<40k)	745	373	373	33	20	13	90	45	45
								32,480	16,243	16,243	1,063	583	480	2,907	1,437	1,469

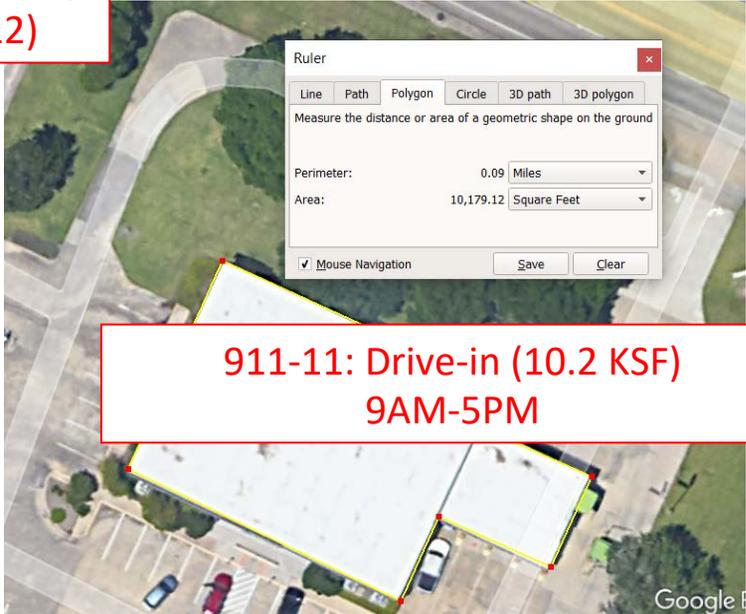
BLOCK	TRACT	ITE CODE	UNITS			ITE DESCRIPTION	PASS-BY		INTERNAL CAPTURE			
							AM	PM	AM		PM	
							PEAK	PEAK	ENTER	EXIT	ENTER	EXIT
A	1	210-11	100.000	Dwelling Units	x	Single-Family Detached Housing	0.0%	0.0%	0	1	29	16
A	2	912-11	10.200	KSF	x	Drive-in Bank	29.0%	35.0%	0	0	5	9
A	3	821-11B	91.000	KSF	x	Shopping Plaza (40-150k) - Supermarket No	0.0%	40.0%	1	0	11	20
C	0	820-11	151.000	KSF	x	Shopping Center (>150k)	0.0%	29.0%	0	0	0	0
C	0	820-11	216.000	KSF	x	Shopping Center (>150k)	0.0%	29.0%	0	0	0	0
C	0	879-11	5.600	KSF	x	Arts and Crafts Store	0.0%	0.0%	0	0	0	0
C	0	879-11	2.200	KSF	x	Arts and Crafts Store	0.0%	0.0%	0	0	0	0
B	4	210-11	130.000	Dwelling Units	x	Single-Family Detached Housing	0.0%	0.0%	1	2	13	7
B	5	565-11B	26.000	Employees	x	Day Care Center	0.0%	44.0%	3	6	3	5
B	6	822-11	12.200	KSF	x	Strip Retail Plaza (<40k)	0.0%	0.0%	7	3	9	13
							0.0%	0.0%	12	12	70	70

BLOCK	TRACT	ITE CODE	UNITS			ITE DESCRIPTION	ADJUSTED TRIPS								
							ADT			AM PEAK VOLS			PM PEAK VOLS		
							TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
A	1	210-11	100.000	Dwelling Units	x	Single-Family Detached Housing	964	476	488	73	19	54	55	34	21
A	2	912-11	10.200	KSF	x	Drive-in Bank	911	454	457	73	42	31	130	66	64
A	3	821-11B	91.000	KSF	x	Shopping Plaza (40-150k) - Supermarket No	5,936	2,972	2,964	157	97	60	265	132	133
C	0	820-11	151.000	KSF	x	Shopping Center (>150k)	9,806	4,903	4,903	223	138	85	538	258	280
C	0	820-11	216.000	KSF	x	Shopping Center (>150k)	11,504	5,752	5,752	261	162	99	698	335	363
C	0	879-11	5.600	KSF	x	Arts and Crafts Store	318	159	159	0	0	0	35	16	19
C	0	879-11	2.200	KSF	x	Arts and Crafts Store	124	62	62	0	0	0	13	6	7
B	4	210-11	130.000	Dwelling Units	x	Single-Family Detached Housing	1,263	629	634	92	24	68	107	67	40
B	5	565-11B	26.000	Employees	x	Day Care Center	507	256	251	108	59	49	59	28	31
B	6	822-11	12.200	KSF	x	Strip Retail Plaza (<40k)	714	357	357	23	13	10	68	36	32
Total							32,047	16,020	16,027	1,010	554	456	1,968	978	990

Located south of FM 518 @
Sherwood Dr (ID 112)



210-11: Single-Family Detached
Housing (100 DUs)



911-11: Drive-in (10.2 KSF)
9AM-5PM

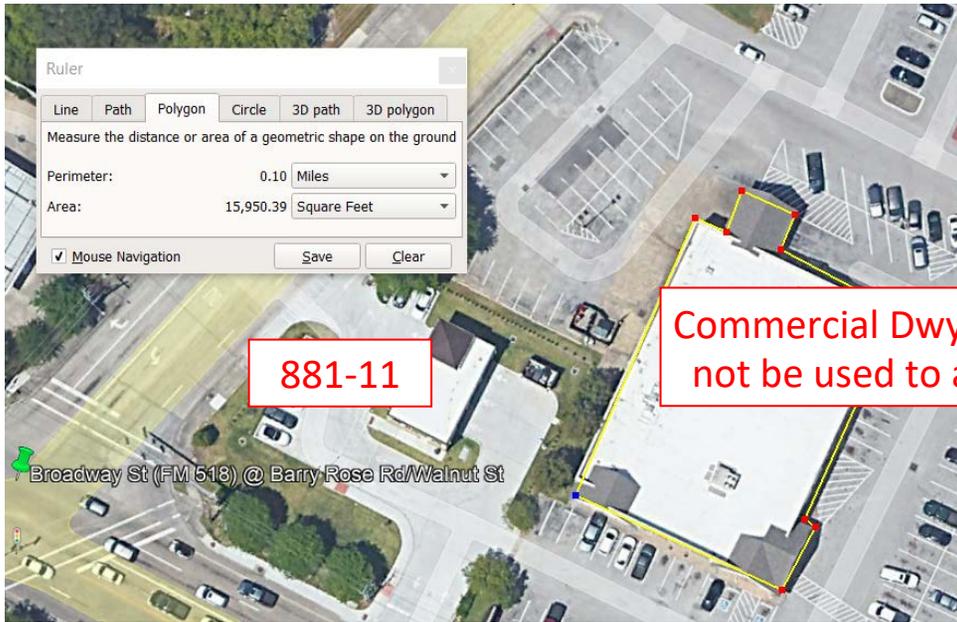


821-11: Shopping Plaza (91 KSF)

Located north of FM 518 @
Sherwood Dr (ID 112)

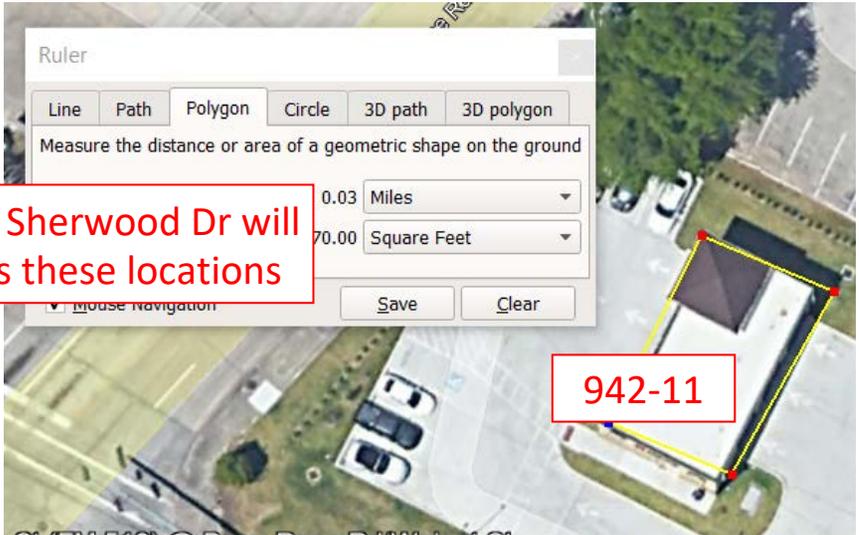


820-11: Shopping Center (151 KSF)



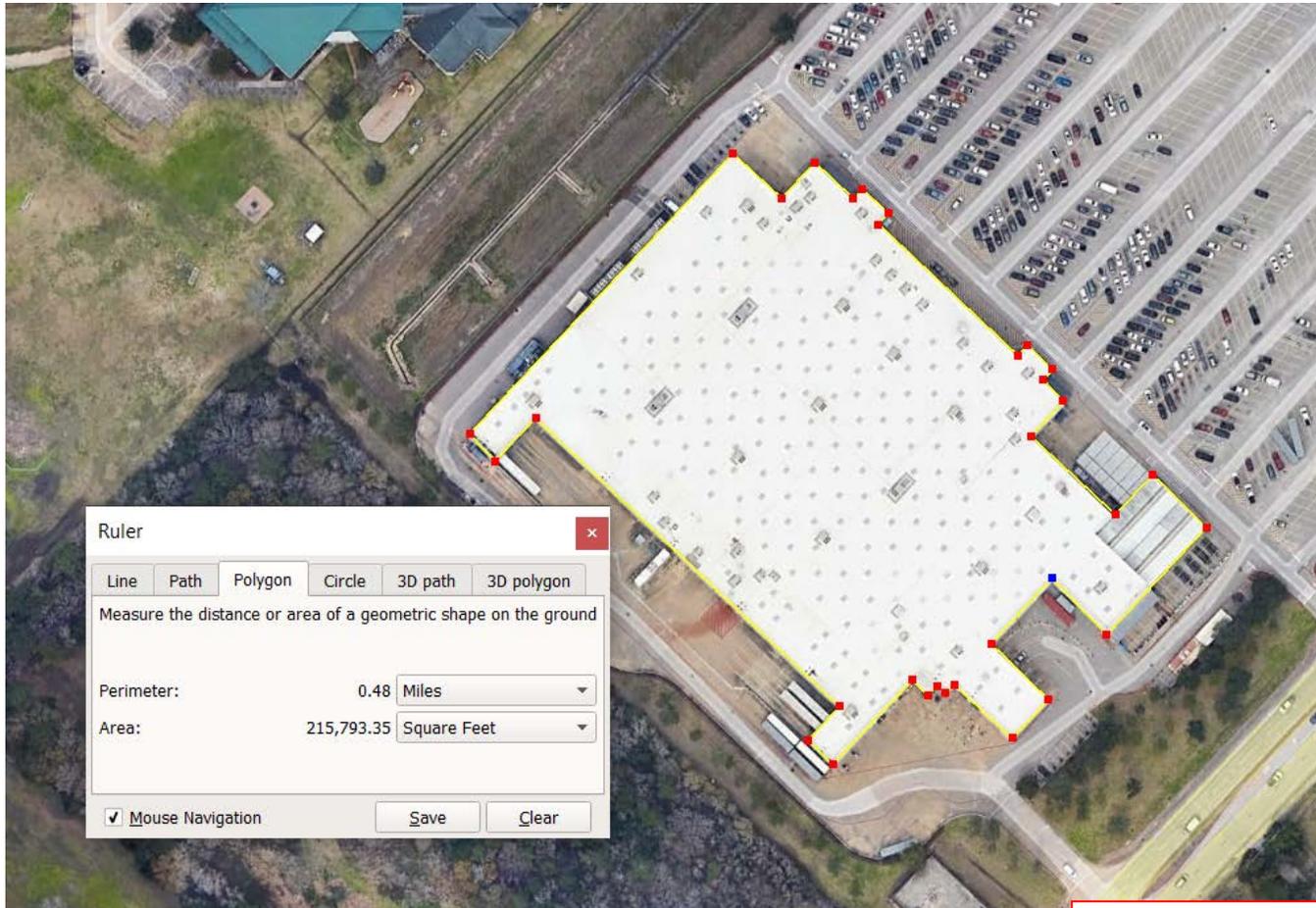
881-11

Commercial Dwy N of Sherwood Dr will
not be used to access these locations



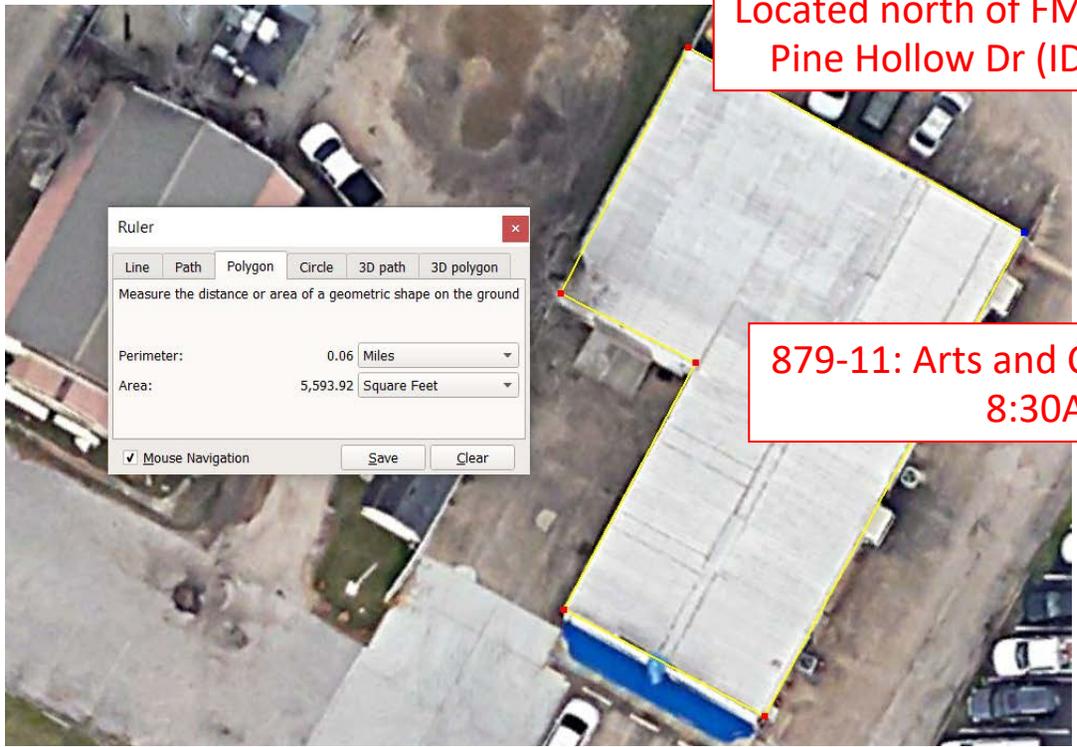
942-11

Located south of FM 518 @
Walmart Access (ID 118)



820-11: Shopping Center (216 KSF)

Located north of FM 518 @
Pine Hollow Dr (ID 120)



879-11: Arts and Crafts Store (5.6 KSF)
8:30AM-5PM



875-11: Arts and Crafts Store (2.2 KSF)
11AM-6PM

Located south of FM 518 @
Pine Hollow Dr (ID 120)

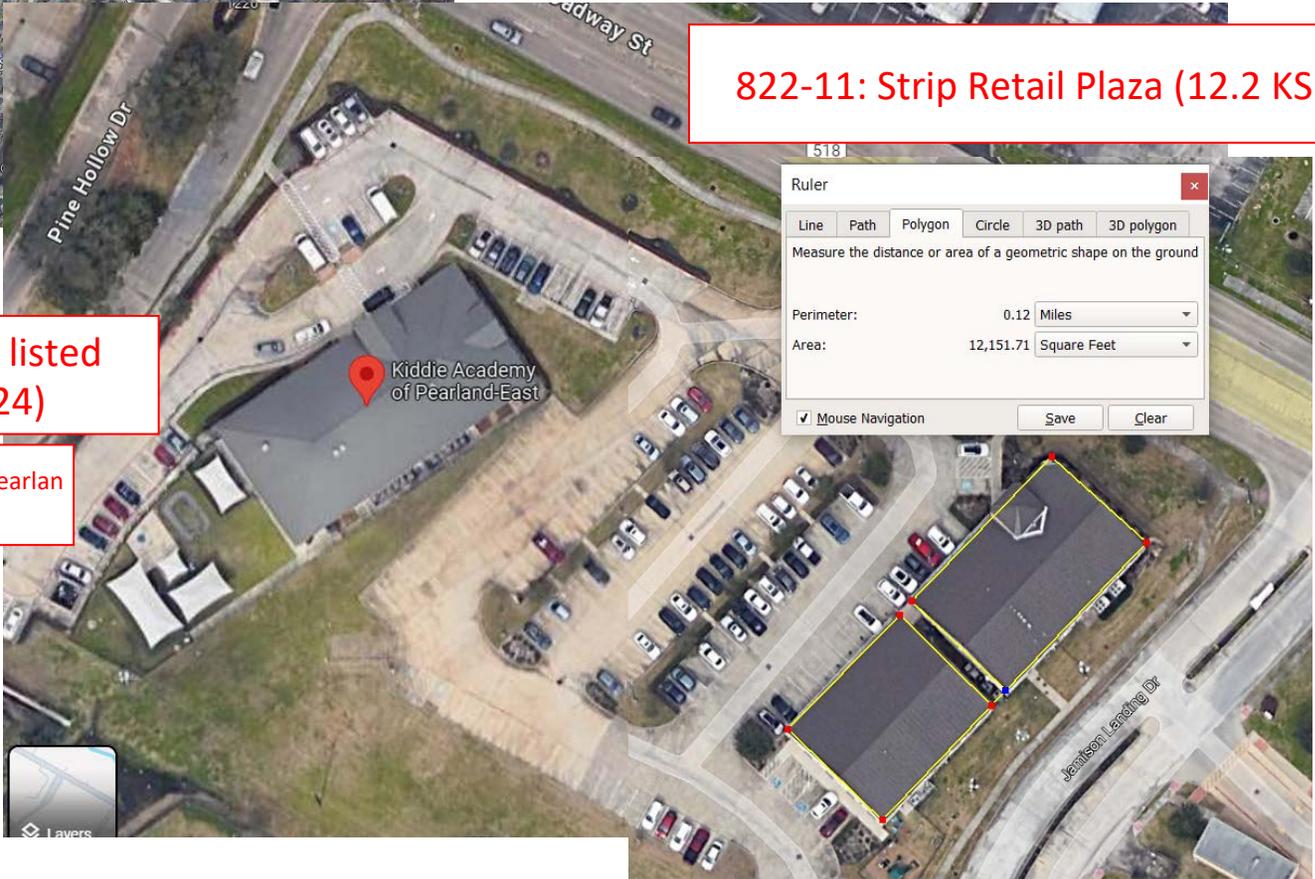


210-11: Single-Family Detached
Housing (130 DUs)

822-11: Strip Retail Plaza (12.2 KSF)

565-11: Day Care Center (26 listed
employees as of April 2024)

<https://kiddieacademy.com/academies/pearland-east/look-inside/#directors>





TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between
Country Club Dr/Liberty Dr and
Jamison Rd
Start Date: 4/2/2024

Direction: Eastbound

4/2/2024	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	3-or 4 Axle Single	5 Axle Single	>6 Axl Single	<5 Axl Multi	6 Axle Multi	>7 Axl Multi	No Class	Total
0:00	0	10	2	0	2	0	0	0	0	0	0	0	0	0	14
0:15	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13
0:30	1	7	2	0	2	0	0	0	0	0	0	0	0	0	12
0:45	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
1:00	1	30	13	0	5	0	0	0	0	0	0	0	0	0	49
1:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
1:30	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
1:45	0	6	1	0	1	0	0	0	1	0	0	0	0	0	9
2:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
2:15	0	27	6	0	2	0	0	0	1	0	0	0	0	0	36
2:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
3:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
3:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
3:30	0	10	6	0	1	0	0	0	1	0	0	0	0	0	18
3:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
4:30	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
4:45	0	12	2	1	1	0	0	0	0	0	0	0	0	0	16
5:00	0	7	5	0	1	0	0	0	0	0	0	0	0	0	13
5:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
5:30	0	10	7	1	1	0	0	0	1	0	0	0	0	0	20
5:45	0	14	9	1	1	0	0	0	1	0	0	0	0	0	26
6:00	0	39	22	2	3	0	0	0	2	0	0	0	0	0	68
6:15	0	29	8	0	3	1	0	0	0	0	0	0	0	0	41
6:30	0	26	11	0	3	0	0	1	0	0	0	0	0	0	41
6:45	0	31	13	0	1	0	0	0	0	0	0	0	0	0	45
7:00	0	36	17	0	5	0	0	1	0	0	0	0	0	0	59
7:15	0	122	49	0	12	1	0	2	0	0	0	0	0	0	186
7:30	1	64	19	8	2	0	0	0	1	0	0	0	0	0	95
7:45	2	57	21	2	9	1	0	0	0	0	0	0	0	0	92
8:00	2	85	31	2	3	1	0	2	2	0	0	0	0	1	129
8:15	2	101	26	2	6	2	0	7	0	0	0	0	0	6	152
8:30	7	307	97	14	20	4	0	9	3	0	0	0	0	7	468
8:45	1	124	47	3	13	3	0	3	0	0	0	0	0	4	198
9:00	1	153	48	2	17	1	0	9	1	1	0	0	0	7	240
9:15	3	167	54	1	8	2	0	8	1	2	1	1	1	7	256
9:30	1	176	60	0	29	2	0	16	1	2	0	1	0	10	298
9:45	6	620	209	6	67	8	0	36	3	5	1	2	1	28	992
10:00	1	148	55	0	22	1	3	15	1	2	0	0	0	12	260
10:15	2	161	53	0	20	0	3	15	2	1	1	1	0	7	266
10:30	0	148	47	4	26	2	0	7	0	0	0	0	0	3	237
10:45	1	144	59	0	25	0	0	6	1	0	0	0	0	5	241
11:00	4	601	214	4	93	3	6	43	4	3	1	1	0	27	1004
11:15	0	143	46	2	15	1	0	3	0	0	0	0	0	0	210
11:30	0	133	46	2	14	1	1	5	2	1	0	0	0	2	207
11:45	0	130	67	0	17	1	0	1	0	0	0	0	0	0	216
12:00	0	141	62	2	20	0	0	3	0	0	0	0	0	1	229
12:15	0	547	221	6	66	3	1	12	2	1	0	0	0	3	862
12:30	1	118	62	0	25	1	0	5	0	0	0	0	0	2	214
12:45	1	106	48	2	16	0	0	0	0	0	0	0	0	1	174
13:00	2	150	55	0	18	1	0	5	0	0	0	0	0	1	232
13:15	0	155	55	0	20	3	1	1	2	0	0	0	0	1	238
13:30	4	529	220	2	79	5	1	11	2	0	0	0	0	5	858
13:45	0	136	63	2	25	0	0	7	0	0	0	0	0	0	233
14:00	0	135	59	1	33	0	0	4	1	0	0	0	0	1	234
14:15	2	139	58	1	44	3	0	2	2	0	0	0	0	1	252
14:30	0	116	60	0	29	3	0	7	1	0	0	0	0	1	217
14:45	2	526	240	4	131	6	0	20	4	0	0	0	0	3	936



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between
Country Club Dr/Liberty Dr and
Jamison Rd
Start Date: 4/2/2024

12:00	0	156	58	1	25	1	0	7	0	0	0	0	0	4	252
12:15	0	136	64	0	19	1	0	6	1	0	0	0	0	0	227
12:30	2	158	49	1	28	0	0	5	0	0	0	0	0	2	245
12:45	1	181	63	2	24	2	1	4	1	0	0	0	0	1	280
	3	631	234	4	96	4	1	22	2	0	0	0	0	7	1004
13:00	0	134	47	3	14	1	0	9	0	0	0	0	0	1	209
13:15	0	166	54	1	8	0	0	5	0	0	0	0	0	2	236
13:30	1	149	51	1	24	0	0	2	0	0	0	0	0	2	230
13:45	1	159	72	0	11	1	0	4	2	0	0	0	0	1	251
	2	608	224	5	57	2	0	20	2	0	0	0	0	6	926
14:00	0	163	64	1	14	0	0	8	0	0	0	0	0	1	251
14:15	0	150	58	0	21	0	0	5	0	0	0	0	0	3	237
14:30	2	178	57	0	16	5	1	13	1	3	1	0	0	13	290
14:45	2	200	45	1	14	3	0	7	0	1	0	0	0	7	280
	4	691	224	2	65	8	1	33	1	4	1	0	0	24	1058
15:00	1	216	62	1	20	1	0	11	0	1	0	0	0	9	322
15:15	1	186	51	3	21	0	1	11	2	1	1	0	0	16	294
15:30	3	178	55	0	16	0	0	8	0	1	1	0	1	17	280
15:45	2	201	49	0	19	1	1	8	0	1	2	0	0	17	301
	7	781	217	4	76	2	2	38	2	4	4	0	1	59	1197
16:00	4	198	66	6	16	2	3	10	1	4	0	1	1	16	328
16:15	1	227	55	0	11	2	0	16	0	4	0	1	0	28	345
16:30	1	192	64	0	20	1	2	11	0	3	1	1	1	9	306
16:45	3	203	74	1	6	4	0	13	0	1	1	0	0	21	327
	9	820	259	7	53	9	5	50	1	12	2	3	2	74	1306
17:00	1	241	68	0	21	1	0	19	0	1	3	0	0	8	363
17:15	3	223	56	0	17	2	1	9	1	5	2	0	0	14	333
17:30	1	247	47	0	14	2	3	13	1	2	0	0	0	16	346
17:45	2	224	51	0	12	1	0	11	0	2	4	0	0	13	320
	7	935	222	0	64	6	4	52	2	10	9	0	0	51	1362
18:00	1	208	51	0	13	2	1	7	1	4	0	0	1	12	301
18:15	0	229	46	0	13	1	0	13	0	0	2	0	0	12	316
18:30	2	171	55	1	18	0	0	9	0	0	0	0	0	11	267
18:45	1	136	46	0	12	1	0	1	0	2	2	0	0	6	207
	4	744	198	1	56	4	1	30	1	6	4	0	1	41	1091
19:00	0	152	45	0	10	0	0	9	0	3	1	0	0	10	230
19:15	2	158	44	0	8	0	0	5	0	1	0	0	0	3	221
19:30	1	158	50	0	16	0	0	9	0	1	0	1	0	5	241
19:45	2	146	53	0	5	1	0	1	0	1	0	0	0	9	218
	5	614	192	0	39	1	0	24	0	6	1	1	0	27	910
20:00	2	143	34	0	11	0	0	5	0	1	0	0	0	7	203
20:15	2	133	32	0	11	0	0	7	0	2	0	0	0	4	191
20:30	1	127	32	0	13	1	0	4	0	0	0	0	0	4	182
20:45	3	121	35	0	3	0	0	1	0	0	0	0	0	2	165
	8	524	133	0	38	1	0	17	0	3	0	0	0	17	741
21:00	0	121	25	0	7	0	0	3	0	0	0	1	0	4	161
21:15	0	78	29	1	10	0	0	2	0	2	0	0	0	0	122
21:30	0	88	24	0	5	0	0	2	1	0	0	0	0	0	120
21:45	0	55	13	0	3	0	0	1	1	0	0	0	0	0	73
	0	342	91	1	25	0	0	8	2	2	0	1	0	4	476
22:00	0	74	18	0	1	0	1	1	0	0	0	0	0	0	95
22:15	0	39	16	0	2	0	0	0	0	0	0	0	0	0	57
22:30	0	43	10	0	3	0	0	0	0	0	0	0	0	1	57
22:45	0	34	14	1	1	0	0	0	0	0	0	0	0	0	50
	0	190	58	1	7	0	1	1	0	0	0	0	0	1	259
23:00	1	31	12	0	2	0	0	0	0	0	0	0	0	0	46
23:15	0	28	5	0	1	0	0	0	0	0	0	0	0	0	34
23:30	0	32	5	0	0	0	0	0	2	0	0	0	0	0	39
23:45	0	19	5	0	3	0	0	0	0	0	0	0	0	0	27
	1	110	27	0	6	0	0	0	2	0	0	0	0	0	146
Total	74	10360	3378	64	1062	67	23	428	37	56	23	8	5	384	15969
Percent	0.5%	64.9%	21.2%	0.4%	6.7%	0.4%	0.1%	2.7%	0.2%	0.4%	0.1%	0.1%	0.0%	2.4%	
AM Peak	6:00	7:30	9:30	6:00	10:45	6:45	7:30	7:30	7:30	7:15	7:30	7:30	6:45	7:15	7:30



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between
Country Club Dr/Liberty Dr and
Jamison Rd
Start Date: 4/2/2024

	7	652	239	14	122	8	6	54	5	7	2	3	1	36	1080
	0.875	0.926	0.892	0.438	0.693	0.667	0.500	0.844	0.625	0.875	0.500	0.750	0.250	0.750	0.906
PM Peak	15:15	17:00	16:30	15:15	12:00	14:15	15:45	16:15	13:45	17:15	17:00	15:45	15:15	15:30	16:45
	10	935	262	9	96	9	6	59	3	13	9	3	2	78	1369
	0.625	0.946	0.885	0.375	0.857	0.450	0.500	0.776	0.375	0.650	0.563	0.750	0.500	0.696	0.943
Grand Total	74	10360	3378	64	1062	67	23	428	37	56	23	8	5	384	15969
Percent	0.5%	64.9%	21.2%	0.4%	6.7%	0.4%	0.1%	2.7%	0.2%	0.4%	0.1%	0.1%	0.0%	2.4%	



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between S
Galveston Ave and Old Alvin Rd
Start Date: 4/2/2024

Direction: Eastbound

4/2/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	3-or 4 Axle Single	5 Axle Single	>6 Axl Single	<5 Axl Multi	6 Axle Multi	>7 Axl Multi	No Class	Total
0:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
0:15	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
0:30	1	11	3	0	2	0	0	0	0	0	0	0	0	0	17
0:45	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
1:00	1	44	11	0	3	0	0	0	0	0	0	0	0	0	59
1:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
1:30	0	10	5	0	0	0	0	0	1	0	0	0	0	0	16
1:45	0	6	1	0	1	0	0	0	1	0	0	0	0	0	9
2:00	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
2:15	0	31	7	0	1	0	0	0	3	0	0	0	0	0	42
2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
3:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
3:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
3:30	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
4:15	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
4:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
4:45	0	13	1	0	0	0	0	0	1	0	0	0	0	0	15
5:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
5:15	0	6	2	0	1	0	0	0	1	0	0	0	0	0	10
5:30	0	10	1	0	2	0	0	0	2	0	0	0	0	0	15
5:45	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
6:00	0	35	8	0	3	0	0	0	3	0	0	0	0	0	49
6:15	0	18	5	0	2	0	0	0	0	0	0	0	0	0	25
6:30	0	27	5	0	1	0	0	0	1	0	0	0	1	0	35
6:45	0	35	7	0	0	0	0	0	2	0	0	0	0	1	45
7:00	0	43	20	0	0	0	0	1	0	0	0	0	0	0	64
7:15	0	123	37	0	3	0	0	1	3	0	0	0	1	1	169
7:30	0	27	10	0	1	0	0	1	0	0	0	0	0	0	39
7:45	0	36	14	2	1	1	0	2	0	0	0	0	0	1	57
8:00	0	59	15	1	3	0	0	1	2	1	0	0	0	3	85
8:15	1	69	21	2	4	2	0	1	1	0	0	0	0	3	104
8:30	1	191	60	5	9	3	0	5	3	1	0	0	0	7	285
8:45	0	74	25	4	7	2	0	4	0	0	0	1	0	5	122
9:00	1	82	18	3	6	0	1	3	0	0	1	0	2	10	127
9:15	0	116	33	0	7	2	1	4	3	2	1	0	0	8	177
9:30	0	85	31	4	8	2	0	5	1	3	0	1	1	1	142
9:45	1	357	107	11	28	6	2	16	4	5	2	2	3	24	568
10:00	3	110	33	2	5	1	0	9	0	1	0	1	0	6	171
10:15	0	81	33	0	12	2	1	7	1	2	1	1	1	15	157
10:30	1	94	27	1	12	0	2	5	1	2	0	2	0	8	155
10:45	0	102	27	0	7	2	0	8	1	1	0	0	0	5	153
11:00	4	387	120	3	36	5	3	29	3	6	1	4	1	34	636
11:15	0	130	37	2	4	0	0	1	0	1	0	1	0	6	182
11:30	1	108	31	0	6	0	2	4	0	1	0	0	0	9	162
11:45	0	90	34	0	4	1	1	6	0	1	0	1	0	4	142
12:00	1	104	24	1	12	2	0	5	2	0	0	0	0	3	154
12:15	2	432	126	3	26	3	3	16	2	3	0	2	0	22	640
12:30	1	104	39	1	6	1	0	3	1	1	0	0	0	6	163
12:45	0	114	31	0	7	2	0	2	1	0	0	0	0	3	160
1:00	0	124	30	0	8	2	0	3	0	0	0	0	0	12	179
1:15	1	111	27	1	8	2	0	1	2	0	1	1	1	6	162
1:30	2	453	127	2	29	7	0	9	4	1	1	1	1	27	664
1:45	4	107	39	0	11	2	1	3	0	1	1	1	0	6	176
2:00	1	124	38	0	7	1	0	6	1	2	0	0	0	6	186
2:15	0	143	36	2	9	2	0	3	3	1	0	0	0	12	211
2:30	0	146	47	0	7	0	1	6	0	0	1	0	0	10	218
2:45	5	520	160	2	34	5	2	18	4	4	2	1	0	34	791



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between S
Galveston Ave and Old Alvin Rd
Start Date: 4/2/2024

12:00	1	119	43	0	7	2	0	1	1	0	1	0	0	12	187
12:15	2	130	41	0	7	1	1	6	3	2	1	0	0	12	206
12:30	2	146	37	1	7	2	1	2	0	2	0	0	0	3	203
12:45	2	115	32	0	11	2	1	3	1	1	0	2	0	7	177
	7	510	153	1	32	7	3	12	5	5	2	2	0	34	773
13:00	2	118	35	0	5	2	0	3	2	0	0	0	0	5	172
13:15	1	127	37	2	7	2	0	3	1	0	0	0	0	7	187
13:30	3	127	28	0	7	1	0	12	0	3	1	0	0	7	189
13:45	2	138	40	0	3	0	0	3	0	2	0	0	0	8	196
	8	510	140	2	22	5	0	21	3	5	1	0	0	27	744
14:00	0	125	29	0	13	2	0	2	0	1	0	0	0	7	179
14:15	1	138	41	1	10	1	0	5	0	1	0	0	0	11	209
14:30	1	101	51	1	7	1	0	2	0	3	0	1	0	9	177
14:45	4	129	34	1	7	1	1	4	2	2	1	1	1	10	198
	6	493	155	3	37	5	1	13	2	7	1	2	1	37	763
15:00	0	97	25	1	6	1	2	3	0	1	0	2	0	9	147
15:15	0	135	24	0	13	0	0	4	0	2	0	0	1	6	185
15:30	1	139	31	2	12	1	0	12	2	2	1	0	1	12	216
15:45	0	132	42	1	16	0	0	7	0	1	1	1	0	13	214
	1	503	122	4	47	2	2	26	2	6	2	3	2	40	762
16:00	0	108	30	9	13	2	0	8	1	0	2	1	1	16	191
16:15	1	146	46	2	9	1	0	11	0	4	1	0	0	8	229
16:30	0	145	44	1	9	1	0	6	1	0	3	0	1	20	231
16:45	1	147	35	1	8	1	0	3	0	0	1	0	0	18	215
	2	546	155	13	39	5	0	28	2	4	7	1	2	62	866
17:00	0	170	32	2	11	1	1	7	0	1	0	0	2	15	242
17:15	3	157	47	1	4	2	1	7	0	1	0	0	0	15	238
17:30	0	199	42	0	6	1	1	3	0	1	0	1	1	9	264
17:45	2	160	24	1	9	0	0	6	0	1	1	0	0	7	211
	5	686	145	4	30	4	3	23	0	4	1	1	3	46	955
18:00	2	181	35	0	4	1	0	3	0	0	0	0	0	5	231
18:15	0	154	41	0	3	0	0	2	1	0	0	0	0	6	207
18:30	1	168	26	0	3	1	0	6	0	1	0	0	0	6	212
18:45	0	133	40	0	4	1	0	3	0	0	0	0	1	4	186
	3	636	142	0	14	3	0	14	1	1	0	0	1	21	836
19:00	1	144	32	0	4	0	0	5	0	0	0	0	0	2	188
19:15	0	128	27	0	1	1	0	1	0	0	0	0	0	7	165
19:30	0	117	29	0	4	0	0	3	0	1	0	0	0	5	159
19:45	0	113	26	0	4	0	0	3	0	0	0	1	0	9	156
	1	502	114	0	13	1	0	12	0	1	0	1	0	23	668
20:00	1	129	24	0	7	0	0	1	0	0	0	0	0	2	164
20:15	1	104	27	0	6	0	0	2	0	1	1	0	0	0	142
20:30	0	99	20	1	3	1	0	3	0	0	0	0	0	3	130
20:45	2	104	16	0	3	0	0	1	1	0	0	1	1	3	132
	4	436	87	1	19	1	0	7	1	1	1	1	1	8	568
21:00	1	78	18	0	3	0	0	3	0	0	0	0	0	1	104
21:15	0	72	14	0	2	1	0	1	0	1	0	0	0	0	91
21:30	0	57	11	2	3	2	0	0	2	0	0	0	0	1	78
21:45	0	44	13	0	1	0	0	0	0	0	0	0	0	0	58
	1	251	56	2	9	3	0	4	2	1	0	0	0	2	331
22:00	0	60	9	0	1	0	0	1	2	0	0	0	0	1	74
22:15	0	25	13	0	1	0	0	0	0	1	0	0	0	2	42
22:30	0	33	5	0	1	0	0	0	0	0	0	0	0	0	39
22:45	0	23	1	0	1	0	0	0	0	0	0	0	0	0	25
	0	141	28	0	4	0	0	1	2	1	0	0	0	3	180
23:00	0	23	4	0	0	0	0	0	0	0	0	0	0	1	28
23:15	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
23:30	0	20	6	0	0	0	0	0	1	0	0	0	0	0	27
23:45	0	10	2	0	2	0	0	0	0	0	0	0	0	0	14
	0	73	14	0	2	0	0	0	1	0	0	0	0	1	91
Total	54	7883	2079	56	441	65	19	255	51	56	21	21	16	453	11470
Percent	0.5%	68.7%	18.1%	0.5%	3.8%	0.6%	0.2%	2.2%	0.4%	0.5%	0.2%	0.2%	0.1%	3.9%	
AM Peak	10:30	10:45	10:45	7:00	7:45	10:15	8:30	8:00	10:45	7:30	6:45	7:45	7:00	8:00	10:45
	6	485	140	11	37	8	4	29	6	8	2	5	3	34	735



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between S
Galveston Ave and Old Alvin Rd
Start Date: 4/2/2024

	0.375	0.848	0.897	0.688	0.771	1.000	0.500	0.806	0.500	0.667	0.500	0.625	0.375	0.567	0.871
PM Peak	12:15	17:15	15:45	15:30	15:15	12:30	12:00	15:30	12:15	14:30	15:45	14:15	14:45	16:30	16:45
	8	697	162	14	54	8	3	38	6	8	7	4	3	68	959
	1.000	0.876	0.880	0.389	0.844	1.000	0.750	0.792	0.500	0.667	0.583	0.500	0.750	0.850	0.908
Grand Total	54	7883	2079	56	441	65	19	255	51	56	21	21	16	453	11470
Percent	0.5%	68.7%	18.1%	0.5%	3.8%	0.6%	0.2%	2.2%	0.4%	0.5%	0.2%	0.2%	0.1%	3.9%	



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between San Antonio St and Washington St
Start Date: 4/2/2024

Direction: Eastbound

4/2/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	3-or 4 Axle Single	5 Axle Single	>6 Axl Single	<5 Axl Multi	6 Axle Multi	>7 Axl Multi	No Class	Total
0:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
0:15	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
0:30	1	12	4	0	1	0	0	0	0	0	0	0	0	0	18
0:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
1:00	1	38	12	0	1	0	0	0	0	0	0	0	0	0	52
1:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
1:30	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
1:45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
2:00	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
2:15	0	26	4	0	2	0	0	0	0	0	0	0	0	0	32
2:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
2:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
3:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
3:15	0	6	4	0	1	0	0	0	0	0	0	0	0	0	11
3:30	0	6	0	0	1	0	0	0	1	0	0	0	0	0	8
3:45	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
4:00	0	19	10	0	2	0	0	0	1	0	0	0	0	0	32
4:15	0	11	5	0	1	0	0	0	0	0	0	0	0	0	17
4:30	0	7	9	0	3	0	0	0	0	0	0	0	0	0	19
4:45	0	19	6	1	2	0	0	0	0	0	0	0	0	0	28
5:00	0	17	8	0	2	0	0	0	0	0	0	0	0	0	27
5:15	0	54	28	1	8	0	0	0	0	0	0	0	0	0	91
5:30	0	22	12	0	2	0	0	0	0	0	0	0	0	1	37
5:45	0	41	9	0	3	0	0	1	0	0	0	0	0	0	54
6:00	0	49	23	1	4	0	0	1	2	0	0	0	0	0	80
6:15	1	44	23	0	3	0	0	2	0	1	0	0	0	1	75
6:30	1	156	67	1	12	0	0	4	2	1	0	0	0	2	246
6:45	0	45	20	0	8	0	0	0	0	0	0	0	0	0	73
7:00	0	50	33	1	7	0	0	1	1	0	0	0	1	1	95
7:15	1	95	29	0	11	1	0	3	0	0	0	0	0	2	142
7:30	0	91	26	6	9	3	0	7	1	1	2	0	0	7	153
7:45	1	281	108	7	35	4	0	11	2	1	2	0	1	10	463
8:00	0	105	40	1	8	1	0	5	0	0	0	0	0	2	162
8:15	0	141	34	1	7	1	0	8	2	1	0	0	0	13	208
8:30	2	149	32	0	2	1	2	8	2	1	0	0	1	12	212
8:45	1	140	53	1	6	1	0	7	1	1	0	0	1	8	220
9:00	3	535	159	3	23	4	2	28	5	3	0	0	2	35	802
9:15	1	120	35	3	4	0	2	0	1	1	0	0	0	4	171
9:30	2	130	34	6	9	1	0	5	1	0	0	0	0	7	195
9:45	2	100	24	2	13	0	0	4	0	1	0	0	0	5	151
10:00	1	109	32	2	5	1	1	5	2	1	0	1	0	10	170
10:15	6	459	125	13	31	2	3	14	4	3	0	1	0	26	687
10:30	1	119	36	0	10	1	0	5	1	0	0	1	0	1	175
10:45	1	122	39	0	10	1	1	3	1	1	1	0	0	11	191
11:00	1	96	45	0	6	1	0	2	0	0	0	0	0	5	156
11:15	0	111	32	0	9	2	1	3	3	0	0	0	0	3	164
11:30	3	448	152	0	35	5	2	13	5	1	1	1	0	20	686
11:45	1	100	38	0	6	3	1	2	1	0	0	0	0	8	160
12:00	0	90	31	2	12	0	0	3	0	3	0	0	0	2	143
12:15	1	110	26	2	4	5	0	5	1	0	0	0	0	5	159
12:30	1	111	29	2	10	0	0	3	0	1	0	0	1	3	161
12:45	3	411	124	6	32	8	1	13	2	4	0	0	1	18	623
1:00	0	98	29	1	12	2	0	10	2	1	0	0	0	8	163
1:15	0	107	37	0	7	1	0	4	0	1	0	0	0	6	163
1:30	3	136	50	1	7	1	0	3	2	0	1	0	0	4	208
1:45	0	134	39	0	9	0	0	5	0	0	1	0	0	4	192
2:00	3	475	155	2	35	4	0	22	4	2	2	0	0	22	726



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between San Antonio St and Washington St
Start Date: 4/2/2024

12:00	1	110	46	0	5	1	0	6	0	2	0	0	0	10	181
12:15	1	135	48	0	16	0	1	7	0	0	0	0	0	3	211
12:30	0	129	35	0	9	0	1	5	3	1	0	0	0	3	186
12:45	2	141	31	0	9	1	1	5	1	0	0	0	0	6	197
	4	515	160	0	39	2	3	23	4	3	0	0	0	22	775
13:00	0	95	31	1	9	2	0	6	4	0	1	0	1	8	158
13:15	1	105	33	0	17	1	1	4	0	2	0	0	0	3	167
13:30	3	136	37	0	9	2	1	7	1	2	0	0	0	1	199
13:45	0	133	46	0	8	2	0	8	0	0	0	1	0	8	206
	4	469	147	1	43	7	2	25	5	4	1	1	1	20	730
14:00	1	115	39	0	6	0	0	5	1	0	0	1	0	4	172
14:15	2	144	48	0	9	1	0	5	0	1	0	0	1	9	220
14:30	0	109	39	1	9	1	1	4	0	1	0	0	0	4	169
14:45	0	144	34	2	8	2	0	5	0	0	0	0	0	6	201
	3	512	160	3	32	4	1	19	1	2	0	1	1	23	762
15:00	0	115	32	4	7	1	0	10	0	1	0	0	1	9	180
15:15	1	143	31	1	7	1	1	3	1	0	0	1	0	8	198
15:30	2	164	18	3	9	2	0	4	0	5	0	0	1	15	223
15:45	1	138	51	0	9	0	0	8	0	0	0	0	0	7	214
	4	560	132	8	32	4	1	25	1	6	0	1	2	39	815
16:00	1	142	34	2	6	2	2	4	0	0	0	1	0	7	201
16:15	0	126	44	2	6	1	1	10	0	2	0	0	0	16	208
16:30	1	140	33	9	6	2	0	8	0	0	1	0	1	24	225
16:45	1	132	33	3	11	0	1	2	1	0	1	0	0	14	199
	3	540	144	16	29	5	4	24	1	2	2	1	1	61	833
17:00	4	127	43	3	9	1	2	4	0	2	0	1	1	22	219
17:15	6	87	20	10	5	5	2	6	0	0	2	1	0	37	181
17:30	3	154	32	3	7	0	1	3	1	2	2	1	0	5	214
17:45	3	123	19	5	6	1	0	6	1	0	0	0	1	13	178
	16	491	114	21	27	7	5	19	2	4	4	3	2	77	792
18:00	1	169	21	0	6	1	0	3	1	1	0	0	0	10	213
18:15	0	142	37	1	4	0	0	3	0	1	0	0	0	6	194
18:30	1	142	28	0	4	1	0	1	0	1	0	1	0	5	184
18:45	0	117	38	0	11	0	0	4	1	1	1	0	1	5	179
	2	570	124	1	25	2	0	11	2	4	1	1	1	26	770
19:00	3	116	31	0	1	0	0	6	0	0	0	0	0	4	161
19:15	3	110	22	0	3	1	0	1	0	0	0	0	0	2	142
19:30	0	116	38	0	2	1	0	2	1	1	0	1	0	3	165
19:45	1	100	30	0	5	1	0	3	0	0	0	0	0	5	145
	7	442	121	0	11	3	0	12	1	1	0	1	0	14	613
20:00	1	129	24	0	3	0	1	1	0	0	0	0	0	2	161
20:15	1	94	24	0	3	0	0	2	0	1	0	0	0	0	125
20:30	0	100	18	0	6	0	0	0	1	0	0	0	0	2	127
20:45	0	97	19	0	2	0	0	1	0	0	0	0	0	3	122
	2	420	85	0	14	0	1	4	1	1	0	0	0	7	535
21:00	0	83	22	0	5	0	0	2	0	0	0	0	0	1	113
21:15	0	78	17	0	1	1	0	0	0	0	0	0	1	2	100
21:30	0	61	16	1	0	0	0	1	0	0	0	0	0	0	79
21:45	0	47	9	0	0	0	0	0	0	0	0	0	0	0	56
	0	269	64	1	6	1	0	3	0	0	0	0	1	3	348
22:00	0	60	21	0	2	1	0	1	0	0	0	0	0	0	85
22:15	1	39	8	0	1	0	0	0	0	0	0	0	0	1	50
22:30	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
22:45	0	20	2	0	1	0	0	0	0	0	0	0	0	0	23
	1	136	35	0	4	1	0	1	0	0	0	0	0	1	179
23:00	0	24	8	0	1	0	0	0	1	0	0	0	0	1	35
23:15	0	23	3	0	0	0	0	0	0	0	0	0	0	0	26
23:30	0	19	8	0	0	0	0	0	0	0	0	0	0	0	27
23:45	0	8	1	0	2	0	0	0	0	0	0	0	0	0	11
	0	74	20	0	3	0	0	0	1	0	0	0	0	1	99
Total	67	7914	2257	84	481	63	25	271	44	42	13	11	13	427	11712
Percent	0.6%	67.6%	19.3%	0.7%	4.1%	0.5%	0.2%	2.3%	0.4%	0.4%	0.1%	0.1%	0.1%	3.6%	
AM Peak	7:30	7:15	7:00	8:00	8:30	9:45	7:15	6:45	7:15	10:15	6:00	8:15	7:00	7:15	7:15
	6	550	159	13	38	10	4	28	6	5	2	2	2	37	811



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between San
Antonio St and Washington St
Start Date: 4/2/2024

	0.750	0.923	0.750	0.542	0.731	0.500	0.500	0.875	0.750	0.417	0.250	0.500	0.500	0.712	0.922
PM Peak	17:00	17:30	13:45	16:30	12:30	16:30	16:45	15:45	12:15	15:30	16:45	16:45	14:15	16:30	16:15
	16	588	172	25	44	8	6	30	8	7	5	3	2	97	851
	0.667	0.870	0.896	0.625	0.647	0.400	0.750	0.750	0.500	0.350	0.625	0.750	0.500	0.655	0.946
Grand Total	67	7914	2257	84	481	63	25	271	44	42	13	11	13	427	11712
Percent	0.6%	67.6%	19.3%	0.7%	4.1%	0.5%	0.2%	2.3%	0.4%	0.4%	0.1%	0.1%	0.1%	3.6%	



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Friendswood Dr between
Brandywyne Dr and Stratmore Dr
Start Date: 4/2/2024

Direction: Eastbound

4/2/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	3-or 4 Axle Single	5 Axle Single	>6 Axl Single	<5 Axl Multi	6 Axle Multi	>7 Axl Multi	No Class	Total
0:00	0	0	6	0	1	0	0	1	0	0	0	0	0	0	8
0:15	0	0	2	0	3	0	0	0	0	0	0	0	0	0	5
0:30	0	0	4	0	4	0	0	0	0	0	0	0	0	0	8
0:45	0	1	0	0	3	0	0	0	0	0	0	0	0	0	4
1:00	0	1	12	0	11	0	0	1	0	0	0	0	0	0	25
1:15	0	0	0	0	9	0	0	0	0	0	0	0	0	0	9
1:30	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
1:45	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
2:00	0	0	2	0	16	0	0	0	0	0	0	0	0	0	18
2:15	0	0	2	0	4	0	0	0	0	0	0	0	0	0	6
2:30	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	4	0	10	0	0	0	0	0	0	0	0	0	14
3:15	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
3:30	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
3:45	0	0	2	0	4	0	0	0	0	0	0	0	0	0	6
4:00	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
4:15	0	0	6	0	9	0	0	0	0	0	0	0	0	0	15
4:30	0	0	1	0	5	0	0	0	0	0	0	0	0	0	6
4:45	0	0	2	0	4	0	0	0	0	0	0	0	0	0	6
5:00	1	0	10	1	33	1	0	0	0	0	0	0	0	0	46
5:15	0	0	9	0	17	0	0	0	0	0	0	0	0	0	26
5:30	0	0	6	1	23	0	0	0	0	0	0	0	0	0	30
5:45	0	0	4	0	32	0	0	1	0	0	0	0	0	0	37
6:00	0	0	13	1	32	0	0	0	0	0	0	0	0	0	46
6:15	0	0	32	2	104	0	0	1	0	0	0	0	0	0	139
6:30	0	0	15	1	27	0	0	1	0	1	0	0	0	1	46
6:45	0	0	13	0	40	1	0	3	1	0	0	0	0	0	58
7:00	0	0	21	0	40	0	0	4	1	0	0	0	0	1	67
7:15	0	1	22	1	58	1	0	8	0	0	0	0	0	2	93
7:30	0	1	71	2	165	2	0	16	2	1	0	0	0	4	264
7:45	0	0	25	0	63	0	0	8	0	1	0	0	0	1	98
8:00	1	2	37	2	73	1	0	14	1	3	0	0	0	3	137
8:15	0	0	42	4	101	1	0	24	0	2	1	0	0	1	176
8:30	0	1	31	3	112	0	0	24	1	0	1	0	0	2	175
8:45	1	3	135	9	349	2	0	70	2	6	2	0	0	7	586
9:00	0	0	39	1	92	2	0	24	0	1	0	0	0	1	161
9:15	0	4	38	1	117	0	0	14	0	0	0	0	0	1	175
9:30	1	1	50	1	91	0	0	14	0	0	0	0	0	5	163
9:45	0	4	38	3	109	0	0	19	1	1	0	0	0	2	177
10:00	1	9	165	6	409	2	0	71	1	2	0	0	1	9	676
10:15	1	0	39	2	117	0	0	10	0	0	0	0	0	0	169
10:30	1	0	38	4	109	0	0	6	0	0	0	0	0	0	158
10:45	0	0	39	1	95	1	0	7	0	0	0	0	0	0	143
11:00	0	0	24	2	92	0	0	10	0	0	0	0	0	1	129
11:15	2	0	140	9	413	1	0	33	0	0	0	0	0	1	599
11:30	0	1	36	3	88	0	0	8	1	1	0	0	0	2	140
11:45	0	0	30	1	82	1	0	8	0	0	0	0	0	2	124
12:00	0	2	26	2	99	0	0	3	0	0	0	0	0	0	132
12:15	0	1	37	1	92	1	0	8	0	0	0	0	0	1	141
12:30	0	4	129	7	361	2	0	27	1	1	0	0	0	5	537
12:45	0	3	50	3	92	0	0	7	1	1	0	0	0	5	162
1:00	0	0	40	0	85	0	0	8	0	0	0	1	0	1	135
1:15	0	3	28	2	88	0	0	7	1	0	0	0	0	2	131
1:30	0	2	60	3	110	0	0	11	0	0	1	0	0	0	187
1:45	0	8	178	8	375	0	0	33	2	1	1	1	0	8	615



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Friendswood Dr between
Brandywyne Dr and Stratmore Dr
Start Date: 4/2/2024

12:00	0	1	43	3	103	0	0	9	0	1	0	0	0	1	161
12:15	0	0	46	4	133	0	0	12	0	0	0	0	0	2	197
12:30	0	2	38	1	106	0	0	9	0	2	0	0	0	1	159
12:45	0	3	43	4	111	0	0	11	0	0	0	0	0	1	173
	0	6	170	12	453	0	0	41	0	3	0	0	0	5	690
13:00	0	1	56	3	93	0	0	12	0	0	0	0	0	2	167
13:15	0	1	54	3	115	0	0	14	0	0	2	0	0	3	192
13:30	0	0	48	2	127	0	0	6	0	1	0	0	0	2	186
13:45	0	1	45	0	95	0	0	9	0	0	0	0	0	1	151
	0	3	203	8	430	0	0	41	0	1	2	0	0	8	696
14:00	0	0	40	0	99	0	0	12	0	0	1	0	0	3	155
14:15	0	0	31	2	97	0	0	10	0	0	0	0	0	0	140
14:30	2	2	55	1	119	0	0	9	0	0	0	0	0	4	192
14:45	0	2	55	2	105	0	0	19	1	0	0	0	0	1	185
	2	4	181	5	420	0	0	50	1	0	1	0	0	8	672
15:00	0	0	57	1	124	0	0	13	0	1	0	0	0	2	198
15:15	0	2	51	4	98	0	0	4	1	0	0	0	0	4	164
15:30	0	0	36	1	121	0	0	20	0	0	0	0	0	2	180
15:45	0	1	52	1	134	1	0	7	0	1	0	0	0	2	199
	0	3	196	7	477	1	0	44	1	2	0	0	0	10	741
16:00	0	3	48	2	125	0	0	17	0	0	0	0	0	1	196
16:15	0	2	47	3	121	0	0	12	0	1	0	0	0	3	189
16:30	0	1	45	4	136	0	0	13	0	0	0	0	0	1	200
16:45	0	3	50	1	139	0	0	11	0	1	0	1	0	3	209
	0	9	190	10	521	0	0	53	0	2	0	1	0	8	794
17:00	0	2	52	1	169	0	0	14	0	1	0	0	0	3	242
17:15	0	3	39	0	176	0	0	15	0	0	1	0	0	6	240
17:30	0	5	39	0	146	1	0	18	0	1	0	0	0	5	215
17:45	0	0	49	0	137	0	0	11	0	0	0	0	0	1	198
	0	10	179	1	628	1	0	58	0	2	1	0	0	15	895
18:00	0	2	29	2	124	1	0	12	0	0	0	0	0	3	173
18:15	0	5	38	1	126	1	0	10	0	1	0	0	0	1	183
18:30	0	2	25	0	96	0	0	6	0	1	1	0	0	2	133
18:45	0	1	35	4	140	1	0	7	0	0	0	0	0	3	191
	0	10	127	7	486	3	0	35	0	2	1	0	0	9	680
19:00	0	0	36	2	92	0	0	9	0	0	0	1	0	1	141
19:15	0	1	33	2	113	0	0	5	0	1	0	0	0	1	156
19:30	0	0	30	0	75	0	0	7	0	0	0	0	1	1	114
19:45	0	2	35	1	78	0	0	6	0	1	0	0	0	2	125
	0	3	134	5	358	0	0	27	0	2	0	1	1	5	536
20:00	0	0	27	0	72	1	0	8	0	0	0	0	0	1	109
20:15	0	0	32	1	60	1	0	2	0	0	0	0	0	0	96
20:30	0	0	27	1	75	0	0	2	0	0	0	0	0	1	106
20:45	3	0	28	1	72	0	0	1	0	0	0	0	0	0	105
	3	0	114	3	279	2	0	13	0	0	0	0	0	2	416
21:00	0	0	28	1	77	0	0	0	0	0	0	0	0	1	107
21:15	0	0	17	1	52	0	0	2	0	0	0	0	0	0	72
21:30	0	0	14	1	56	0	0	1	0	0	0	0	0	0	72
21:45	0	0	19	1	33	0	0	1	0	0	0	0	0	1	55
	0	0	78	4	218	0	0	4	0	0	0	0	0	2	306
22:00	0	0	12	0	30	0	0	1	0	0	0	0	0	1	44
22:15	0	0	18	0	27	0	0	0	0	0	0	0	0	0	45
22:30	0	0	8	0	19	0	0	0	0	0	0	0	0	0	27
22:45	0	0	10	0	14	0	0	0	0	0	0	0	0	0	24
	0	0	48	0	90	0	0	1	0	0	0	0	0	1	140
23:00	0	2	8	0	21	0	0	0	0	0	0	0	0	3	34
23:15	0	0	7	0	9	0	0	0	0	0	0	0	0	0	16
23:30	1	0	3	1	7	0	0	0	1	0	0	0	0	0	13
23:45	0	0	2	0	8	0	0	0	0	0	0	0	0	0	10
	1	2	20	1	45	0	0	0	1	0	0	0	0	3	73
Total	11	76	2524	107	6660	17	0	619	11	25	8	3	2	110	10173
Percent	0.1%	0.7%	24.8%	1.1%	65.5%	0.2%	0.0%	6.1%	0.1%	0.2%	0.1%	0.0%	0.0%	1.1%	
AM Peak	8:30	8:00	8:00	7:15	8:15	7:15		7:15	5:45	6:45	7:00	10:30	7:15	7:45	7:30
	3	9	165	10	434	4		86	2	6	2	1	1	9	687



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Friendswood Dr between
Brandywyne Dr and Stratmore Dr
Start Date: 4/2/2024

	0.750	0.563	0.825	0.625	0.927	0.500		0.896	0.500	0.500	0.500	0.250	0.250	0.450	0.976
PM Peak	20:00	16:45	14:30	12:00	16:45	17:30		16:45	14:30	12:00	13:15	16:00	18:45	16:45	16:45
	3	13	218	12	630	3		58	2	3	3	1	1	17	906
	0.250	0.650	0.956	0.750	0.895	0.750		0.806	0.500	0.375	0.375	0.250	0.250	0.708	0.936
Grand Total	11	76	2524	107	6660	17	0	619	11	25	8	3	2	110	10173
Percent	0.1%	0.7%	24.8%	1.1%	65.5%	0.2%	0.0%	6.1%	0.1%	0.2%	0.1%	0.0%	0.0%	1.1%	



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Walnut St between
Johnston St and S Austin Ave
Start Date: 4/2/2024

Direction: Eastbound

4/2/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	3-or 4 Axle Single	5 Axle Single	>6 Axl Single	<5 Axl Multi	6 Axle Multi	>7 Axl Multi	No Class	Total
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
3:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
4:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	7
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15	0	3	3	0	0	1	0	0	0	0	0	0	0	0	7
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
6:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
6:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7:00	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
7:15	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
7:30	0	11	7	1	1	0	0	0	0	0	0	0	0	0	20
7:45	0	8	7	1	1	0	0	0	0	0	0	0	0	0	17
8:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
8:15	0	37	15	2	3	0	0	0	0	0	0	0	0	0	57
8:30	0	19	7	0	1	0	0	1	0	0	0	0	0	0	28
8:45	0	20	13	0	1	0	0	0	0	0	0	0	0	0	34
9:00	0	28	10	0	7	0	0	0	0	0	0	0	0	0	45
9:15	0	26	16	1	1	0	0	0	0	0	0	0	0	0	44
9:30	0	93	46	1	10	0	0	1	0	0	0	0	0	0	151
9:45	0	16	11	0	7	0	0	0	0	0	0	0	0	0	34
10:00	0	24	14	0	4	0	0	0	0	0	0	0	0	0	42
10:15	0	22	3	0	5	0	0	0	0	0	0	0	0	0	30
10:30	0	17	8	0	0	0	0	1	0	0	0	0	0	0	26
10:45	0	79	36	0	16	0	0	1	0	0	0	0	0	0	132
11:00	0	13	9	0	3	0	0	0	0	0	0	0	0	0	25
11:15	0	17	5	0	2	0	0	0	1	0	0	0	0	0	25
11:30	0	8	8	0	2	0	0	0	0	0	0	0	0	0	18
11:45	0	12	9	0	0	0	0	0	0	0	0	0	0	0	21
12:00	0	50	31	0	7	0	0	0	1	0	0	0	0	0	89
12:15	0	7	2	0	0	1	0	1	0	0	0	0	0	0	11
12:30	0	16	6	0	0	0	0	1	0	0	0	0	0	0	23
12:45	0	15	4	1	3	0	0	0	0	0	0	0	0	0	23
1:00	0	13	6	0	3	0	0	0	0	0	0	0	0	0	22
1:15	0	51	18	1	6	1	0	2	0	0	0	0	0	0	79
1:30	1	14	8	0	0	0	0	0	0	0	0	0	0	0	23
1:45	0	16	8	0	2	0	0	0	0	0	0	0	0	0	26
2:00	1	14	9	1	3	0	0	0	0	0	0	0	0	0	28
2:15	0	13	10	0	7	0	0	0	0	0	0	0	0	0	30
2:30	2	57	35	1	12	0	0	0	0	0	0	0	0	0	107



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Walnut St between
Johnston St and S Austin Ave
Start Date: 4/2/2024

12:00	0	25	8	0	3	0	0	0	0	0	0	0	0	0	36
12:15	0	14	5	0	0	0	0	1	0	0	0	0	0	0	20
12:30	1	13	6	0	0	0	0	0	0	0	0	0	0	0	20
12:45	0	16	12	0	2	0	0	0	0	0	0	0	0	0	30
13:00	1	68	31	0	5	0	0	1	0	0	0	0	0	0	106
13:15	0	26	9	1	3	0	0	0	0	0	0	0	0	0	39
13:30	1	23	8	0	3	1	0	0	0	0	0	0	0	0	36
13:45	0	18	12	0	2	0	0	0	0	0	0	0	0	0	32
14:00	0	26	9	0	3	0	0	1	0	0	0	0	0	0	39
14:15	1	93	38	1	11	1	0	1	0	0	0	0	0	0	146
14:30	0	20	6	1	2	0	0	0	0	0	0	0	0	0	29
14:45	0	20	5	1	1	0	0	1	0	0	0	0	0	0	28
15:00	0	27	8	0	7	0	0	0	0	0	0	0	0	0	42
15:15	0	18	10	1	3	0	0	1	0	0	0	0	0	1	34
15:30	0	85	29	3	13	0	0	2	0	0	0	0	0	1	133
15:45	0	20	8	1	5	0	0	1	0	0	0	0	0	0	35
16:00	1	18	6	1	4	0	0	0	0	0	0	0	0	0	30
16:15	0	27	14	1	0	0	0	0	0	0	0	0	0	0	42
16:30	0	17	20	1	5	0	0	0	0	0	0	0	0	0	43
16:45	1	82	48	4	14	0	0	1	0	0	0	0	0	0	150
17:00	0	18	17	2	5	0	0	0	0	0	0	0	0	0	42
17:15	0	39	10	2	5	0	0	1	0	0	0	0	0	0	57
17:30	0	22	11	0	5	0	0	1	0	0	0	0	0	1	40
17:45	0	32	11	0	3	0	0	0	0	0	0	0	0	0	46
18:00	0	111	49	4	18	0	0	2	0	0	0	0	0	1	185
18:15	1	44	11	0	6	0	0	0	0	0	0	0	0	0	62
18:30	1	33	12	1	5	0	0	2	0	0	0	0	0	0	54
18:45	0	28	19	0	6	0	0	1	0	0	0	0	0	0	54
19:00	0	25	14	0	3	0	0	0	0	0	0	0	0	0	42
19:15	2	130	56	1	20	0	0	3	0	0	0	0	0	0	212
19:30	0	18	9	0	4	0	0	0	0	0	0	0	0	0	31
19:45	0	31	9	0	5	0	0	0	0	0	0	0	0	1	46
20:00	0	19	12	0	1	0	0	0	0	0	0	0	0	0	32
20:15	0	23	12	0	1	0	0	0	0	0	0	0	0	0	36
20:30	0	91	42	0	11	0	0	0	0	0	0	0	0	1	145
20:45	0	19	8	0	2	0	0	0	0	0	0	0	0	0	29
21:00	0	16	8	0	2	0	0	2	0	0	0	0	0	0	28
21:15	0	26	6	0	3	0	0	0	0	0	0	0	0	0	35
21:30	0	13	10	0	2	0	0	0	0	0	0	0	0	0	25
21:45	0	74	32	0	9	0	0	2	0	0	0	0	0	0	117
22:00	0	13	4	0	2	0	0	0	0	0	0	0	0	0	19
22:15	0	15	3	0	4	0	0	0	0	0	0	0	0	0	22
22:30	0	14	5	0	3	0	0	1	0	0	0	0	0	0	23
22:45	0	14	7	0	0	0	0	0	0	0	0	0	0	0	21
23:00	0	56	19	0	9	0	0	1	0	0	0	0	0	0	85
23:15	0	10	5	0	2	0	0	0	0	0	0	0	0	0	17
23:30	0	17	14	0	1	0	0	0	0	0	0	0	0	0	32
23:45	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
24:00	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
24:15	0	52	24	0	4	0	0	0	0	0	0	0	0	0	80
24:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
24:45	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
25:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
25:15	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
25:30	0	20	2	0	2	0	0	0	0	0	0	0	0	0	24
25:45	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
26:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
26:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
26:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27:00	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
Total	10	1269	567	18	172	3	0	17	1	0	0	0	0	3	2060
Percent	0.5%	61.6%	27.5%	0.9%	8.3%	0.1%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
AM Peak	2:00	7:30	7:30	5:45	7:30	4:00		9:30	8:30						7:30
	3	94	51	2	19	1		2	1						165



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Walnut St between
Johnston St and S Austin Ave
Start Date: 4/2/2024

	0.750	0.839	0.797	0.500	0.679	0.250		0.500	0.250						0.917
PM Peak	12:30	16:15	15:30	15:30	15:45	12:30		14:15						14:00	16:45
	2	137	61	6	20	1		3						1	216
	0.500	0.778	0.763	0.750	1.000	0.250		0.750						0.250	0.871
Grand Total	10	1269	567	18	172	3	0	17	1	0	0	0	0	3	2060
Percent	0.5%	61.6%	27.5%	0.9%	8.3%	0.1%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Walnut St between S
Galveston Ave and Douglas St
Start Date: 4/2/2024

Direction: Eastbound

4/2/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	3-or 4 Axle Single	5 Axle Single	>6 Axl Single	<5 Axl Multi	6 Axle Multi	>7 Axl Multi	No Class	Total
0:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
4:15	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
4:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
4:45	0	1	5	0	0	0	0	0	0	0	0	0	0	0	6
	0	1	11	0	4	0	0	0	0	0	0	0	0	0	16
5:00	0	0	4	0	2	0	0	0	0	0	0	0	0	0	6
5:15	0	0	5	0	3	0	0	0	0	0	0	0	0	0	8
5:30	0	0	5	0	1	0	0	0	0	0	0	0	0	0	6
5:45	0	3	8	0	3	0	0	0	0	0	0	0	0	0	14
	0	3	22	0	9	0	0	0	0	0	0	0	0	0	34
6:00	0	1	7	2	3	0	0	0	0	0	0	0	0	0	13
6:15	0	1	11	0	5	0	0	0	0	0	0	0	0	0	17
6:30	0	2	20	2	0	0	0	0	0	0	0	0	0	0	24
6:45	0	6	20	0	7	0	0	0	0	0	0	0	0	0	33
	0	10	58	4	15	0	0	0	0	0	0	0	0	0	87
7:00	0	2	18	0	10	0	0	0	0	0	0	0	0	0	30
7:15	0	4	34	4	8	0	0	1	0	0	0	0	0	0	51
7:30	0	3	37	0	16	0	0	0	0	0	0	0	0	0	56
7:45	0	3	37	1	19	0	0	0	1	0	0	0	0	0	61
	0	12	126	5	53	0	0	1	1	0	0	0	0	0	198
8:00	0	9	51	0	8	1	0	0	0	0	0	0	0	0	69
8:15	0	7	42	0	10	0	0	0	0	0	0	0	0	0	59
8:30	1	0	31	0	9	0	0	0	0	0	0	0	0	0	41
8:45	0	1	28	0	10	0	0	0	0	0	0	0	0	0	39
	1	17	152	0	37	1	0	0	0	0	0	0	0	0	208
9:00	0	3	26	1	7	1	0	1	0	0	0	0	0	1	40
9:15	0	4	21	0	7	0	0	0	0	0	0	0	0	0	32
9:30	0	4	23	0	9	0	0	1	0	0	0	0	0	0	37
9:45	0	4	28	0	10	0	0	0	0	0	0	0	0	0	42
	0	15	98	1	33	1	0	2	0	0	0	0	0	1	151
10:00	0	6	22	0	6	1	0	0	0	0	0	0	0	0	35
10:15	0	3	23	0	8	0	0	1	0	0	0	0	0	0	35
10:30	0	0	31	0	10	0	0	0	0	0	0	0	0	0	41
10:45	0	3	26	0	15	1	0	0	0	0	0	0	0	0	45
	0	12	102	0	39	2	0	1	0	0	0	0	0	0	156
11:00	0	4	23	0	9	0	0	0	0	0	0	0	0	0	36
11:15	0	9	40	0	11	0	0	0	0	0	0	0	0	0	60
11:30	0	5	25	1	19	0	0	0	0	0	0	0	0	0	50
11:45	0	2	39	0	11	0	0	1	0	0	0	0	0	0	53
	0	20	127	1	50	0	0	1	0	0	0	0	0	0	199



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Walnut St between S
Galveston Ave and Douglas St
Start Date: 4/2/2024

12:00	0	7	37	0	11	1	0	1	0	0	0	0	0	0	57
12:15	0	3	40	0	12	0	0	0	0	0	0	0	0	0	55
12:30	0	8	34	0	14	0	0	1	0	0	0	0	0	0	57
12:45	0	3	28	1	13	0	0	1	0	0	0	0	0	0	46
	0	21	139	1	50	1	0	3	0	0	0	0	0	0	215
13:00	0	2	35	0	5	0	0	2	0	0	0	0	0	0	44
13:15	0	6	35	0	12	0	0	1	0	0	0	0	0	0	54
13:30	0	4	36	0	10	0	0	0	0	0	0	1	0	0	51
13:45	1	4	35	0	6	0	0	0	0	0	0	0	0	0	46
	1	16	141	0	33	0	0	3	0	0	0	1	0	0	195
14:00	0	4	40	0	16	0	0	0	0	0	0	0	0	0	60
14:15	0	5	36	0	16	1	0	0	0	0	0	0	0	1	59
14:30	0	0	45	0	10	0	0	0	0	0	0	0	0	0	55
14:45	0	7	39	0	11	0	0	0	0	0	0	0	0	1	58
	0	16	160	0	53	1	0	0	0	0	0	0	0	2	232
15:00	0	3	39	1	14	0	0	1	0	0	0	0	0	0	58
15:15	0	9	49	2	22	0	0	0	0	0	0	0	0	1	83
15:30	1	1	62	1	14	0	0	1	0	0	0	0	0	0	80
15:45	0	2	59	2	18	0	0	0	1	0	0	0	0	0	82
	1	15	209	6	68	0	0	2	1	0	0	0	0	1	303
16:00	0	8	68	4	19	0	0	2	0	0	0	0	0	1	102
16:15	1	5	54	2	22	1	0	0	0	0	0	0	0	3	88
16:30	0	4	61	0	14	0	0	0	0	0	0	0	0	0	79
16:45	0	8	51	1	19	0	0	0	0	0	0	0	0	1	80
	1	25	234	7	74	1	0	2	0	0	0	0	0	5	349
17:00	1	7	67	1	16	0	0	1	0	0	0	0	0	1	94
17:15	0	8	70	0	21	0	0	1	0	0	0	0	0	0	100
17:30	0	5	67	1	20	0	0	1	0	0	0	0	0	0	94
17:45	0	3	40	0	17	0	0	0	0	0	0	0	0	0	60
	1	23	244	2	74	0	0	3	0	0	0	0	0	1	348
18:00	1	4	57	0	27	0	0	0	0	0	0	0	0	0	89
18:15	0	1	41	0	18	0	0	0	0	0	0	0	0	0	60
18:30	0	3	59	0	14	0	0	0	0	0	0	0	0	0	76
18:45	0	3	50	0	20	0	0	0	0	0	0	0	0	0	73
	1	11	207	0	79	0	0	0	0	0	0	0	0	0	298
19:00	0	4	45	0	18	0	0	2	0	0	0	0	0	1	70
19:15	0	4	38	0	12	0	0	0	0	0	0	0	0	0	54
19:30	0	4	41	0	10	0	0	1	0	0	0	0	0	0	56
19:45	0	4	27	0	14	0	0	0	0	0	0	0	0	1	46
	0	16	151	0	54	0	0	3	0	0	0	0	0	2	226
20:00	1	4	33	0	8	0	0	0	0	0	0	0	0	0	46
20:15	0	5	29	0	8	0	0	0	0	0	0	0	0	0	42
20:30	0	7	30	0	9	0	0	0	0	0	0	0	0	0	46
20:45	0	2	30	0	7	0	0	0	0	0	0	0	0	0	39
	1	18	122	0	32	0	0	0	0	0	0	0	0	0	173
21:00	0	0	18	0	4	0	0	0	0	0	0	0	0	0	22
21:15	0	0	11	0	4	0	0	0	0	0	0	0	0	0	15
21:30	0	2	10	0	3	0	0	0	0	0	0	0	0	0	15
21:45	0	1	10	0	1	0	0	0	0	0	0	0	0	0	12
	0	3	49	0	12	0	0	0	0	0	0	0	0	0	64
22:00	0	0	2	0	3	0	0	0	0	0	0	0	0	0	5
22:15	0	1	9	0	5	0	0	0	0	0	0	0	0	0	15
22:30	0	0	10	0	1	0	0	0	0	0	0	0	0	0	11
22:45	0	0	7	0	2	0	0	0	0	0	0	0	0	0	9
	0	1	28	0	11	0	0	0	0	0	0	0	0	0	40
23:00	0	2	5	0	2	0	0	0	0	0	0	0	0	0	9
23:15	0	0	3	0	3	0	0	0	0	0	0	0	0	0	6
23:30	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
	0	3	14	0	6	0	0	0	0	0	0	0	0	0	23
Total	8	259	2406	27	788	7	0	21	2	0	0	1	0	12	3531
Percent	0.2%	7.3%	68.1%	0.8%	22.3%	0.2%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.3%	
AM Peak	1:30	7:30	7:30	6:30	10:45	10:00		8:45	7:00					8:15	7:30
	1	22	167	6	54	2		2	1					1	245



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Walnut St between S
Galveston Ave and Douglas St
Start Date: 4/2/2024

	0.250	0.611	0.819	0.375	0.711	0.500		0.500	0.250				0.250	0.888	
PM Peak	15:30	16:45	16:45	15:15	17:15	12:00		12:30	15:00			12:45	16:00	16:45	
	2	28	255	9	85	1		5	1			1	5	368	
	0.500	0.875	0.911	0.563	0.787	0.250		0.625	0.250			0.250	0.417	0.920	
Grand Total	8	259	2406	27	788	7	0	21	2	0	0	1	0	12	3531
Percent	0.2%	7.3%	68.1%	0.8%	22.3%	0.2%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.3%	



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between
Country Club Dr/Liberty Dr and
Jamison Rd
Start Date: 4/2/2024

Direction: Westbound

4/2/2024	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	3-or 4 Axle Single	5 Axle Single	>6 Axl Single	<5 Axl Multi	6 Axle Multi	>7 Axl Multi	No Class	Total
0:00	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
0:15	0	5	2	1	1	0	0	1	0	0	0	0	0	0	10
0:30	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	34	9	1	1	0	0	1	0	0	0	0	0	0	46
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
1:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
1:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
1:45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
	0	17	1	0	1	0	0	0	0	0	0	0	0	0	19
2:00	0	8	0	0	1	0	0	1	1	0	0	0	0	0	11
2:15	0	5	2	0	0	0	0	1	0	0	0	0	0	0	8
2:30	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
2:45	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
	0	20	5	1	2	0	0	2	1	0	0	0	0	0	31
3:00	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
3:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3:30	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
3:45	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
	0	21	7	0	1	0	0	0	1	0	0	0	0	0	30
4:00	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
4:15	0	10	6	1	1	0	0	1	0	0	0	0	0	0	19
4:30	0	24	7	0	2	0	0	0	1	0	0	0	0	0	34
4:45	0	25	9	0	2	1	0	0	0	0	0	0	0	0	37
	0	69	25	1	6	1	0	1	1	0	0	0	0	0	104
5:00	0	22	11	0	1	0	0	2	0	0	0	0	0	1	37
5:15	0	42	16	0	2	0	0	2	0	0	0	0	0	0	62
5:30	0	55	20	0	1	1	0	0	0	0	0	0	0	3	80
5:45	0	56	23	0	4	0	0	1	1	0	0	0	0	0	85
	0	175	70	0	8	1	0	5	1	0	0	0	0	4	264
6:00	1	80	29	0	1	0	0	3	0	0	0	0	0	4	118
6:15	0	121	39	0	6	0	0	3	1	1	0	1	0	5	177
6:30	0	126	40	2	8	3	0	2	1	1	0	0	0	8	191
6:45	0	203	62	1	5	1	0	4	3	1	0	0	0	3	283
	1	530	170	3	20	4	0	12	5	3	0	1	0	20	769
7:00	0	187	37	0	12	0	0	7	1	1	0	0	0	9	254
7:15	2	178	37	2	10	1	0	3	0	1	1	2	0	9	246
7:30	1	204	44	2	9	1	0	4	0	1	1	0	0	18	285
7:45	0	248	42	4	12	4	0	8	0	4	0	0	0	16	338
	3	817	160	8	43	6	0	22	1	7	2	2	0	52	1123
8:00	1	193	52	7	17	0	0	5	1	2	1	0	0	17	296
8:15	0	197	43	1	10	2	0	10	1	2	1	0	0	14	281
8:30	0	163	48	1	8	1	0	6	0	1	0	1	2	11	242
8:45	0	180	39	1	6	0	0	3	0	0	0	1	0	10	240
	1	733	182	10	41	3	0	24	2	5	2	2	2	52	1059
9:00	0	144	32	0	10	1	1	3	1	0	0	1	0	6	199
9:15	1	173	51	1	6	2	1	8	0	2	2	1	0	13	261
9:30	0	145	30	1	4	0	0	4	1	1	0	0	0	10	196
9:45	2	163	36	1	8	1	0	5	0	3	1	1	0	6	227
	3	625	149	3	28	4	2	20	2	6	3	3	0	35	883
10:00	1	144	37	4	7	0	0	4	0	0	0	0	0	5	202
10:15	0	136	47	1	7	1	0	6	1	1	0	0	0	6	206
10:30	0	188	39	1	2	3	0	6	1	1	1	0	0	7	249
10:45	0	162	41	1	5	0	0	4	0	0	0	0	0	8	221
	1	630	164	7	21	4	0	20	2	2	1	0	0	26	878
11:00	1	176	42	0	5	0	0	4	1	0	0	0	0	4	233
11:15	0	152	35	1	15	0	0	3	0	1	0	0	0	7	214
11:30	1	202	34	0	12	3	1	3	0	1	0	1	0	5	263
11:45	3	162	37	1	10	1	0	6	1	2	1	1	0	5	230
	5	692	148	2	42	4	1	16	2	4	1	2	0	21	940



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between
Country Club Dr/Liberty Dr and
Jamison Rd
Start Date: 4/2/2024

12:00	2	176	39	0	11	1	0	5	0	1	1	1	0	6	243
12:15	5	169	42	0	12	0	0	8	1	1	0	2	0	14	254
12:30	1	183	37	0	8	0	0	7	1	4	1	0	0	11	253
12:45	1	175	48	1	5	1	0	4	1	0	1	0	0	14	251
	9	703	166	1	36	2	0	24	3	6	3	3	0	45	1001
13:00	1	176	35	0	9	2	0	4	0	0	2	0	0	10	239
13:15	2	189	31	1	10	1	0	6	0	0	1	1	0	14	256
13:30	3	196	45	0	10	0	1	2	1	3	0	1	0	11	273
13:45	1	178	45	0	12	1	0	6	0	1	0	2	0	12	258
	7	739	156	1	41	4	1	18	1	4	3	4	0	47	1026
14:00	4	160	39	4	9	2	0	9	0	0	2	1	1	20	251
14:15	1	182	46	2	3	1	0	4	0	2	0	0	0	11	252
14:30	2	195	46	1	6	0	0	7	2	1	1	0	2	12	275
14:45	1	217	47	0	4	1	0	2	1	0	1	0	0	6	280
	8	754	178	7	22	4	0	22	3	3	4	1	3	49	1058
15:00	2	218	31	4	11	0	1	1	0	0	0	0	0	14	282
15:15	0	172	36	1	8	1	0	6	1	1	0	0	0	10	236
15:30	2	226	43	5	12	2	0	6	0	2	1	0	0	20	319
15:45	4	230	55	2	6	6	1	4	0	1	0	2	1	17	329
	8	846	165	12	37	9	2	17	1	4	1	2	1	61	1166
16:00	0	214	47	1	6	1	0	3	0	2	0	0	0	14	288
16:15	1	205	40	2	8	1	0	5	1	1	0	1	0	19	284
16:30	1	245	54	6	4	3	1	2	1	3	1	0	0	14	335
16:45	0	209	47	4	14	3	1	8	0	5	1	0	1	23	316
	2	873	188	13	32	8	2	18	2	11	2	1	1	70	1223
17:00	0	239	56	4	6	1	0	7	0	1	1	0	1	18	334
17:15	0	250	53	2	6	0	0	9	2	4	0	1	0	18	345
17:30	1	252	33	1	7	1	0	8	0	0	1	2	0	17	323
17:45	0	228	40	1	8	2	0	6	0	1	0	0	1	14	301
	1	969	182	8	27	4	0	30	2	6	2	3	2	67	1303
18:00	1	241	34	1	9	0	1	8	0	0	0	0	0	20	315
18:15	0	196	40	1	8	0	0	6	0	4	0	0	1	6	262
18:30	2	212	41	1	8	2	0	4	1	1	1	0	0	10	283
18:45	2	188	52	0	11	0	0	1	0	2	0	2	0	6	264
	5	837	167	3	36	2	1	19	1	7	1	2	1	42	1124
19:00	1	180	28	0	4	1	0	4	0	0	0	0	0	7	225
19:15	1	172	33	0	1	0	0	5	0	0	1	0	0	6	219
19:30	1	177	31	0	2	1	0	3	0	1	0	0	0	2	218
19:45	1	125	31	0	3	0	0	3	4	0	0	0	0	3	170
	4	654	123	0	10	2	0	15	4	1	1	0	0	18	832
20:00	0	132	33	0	6	3	1	1	0	1	0	0	0	0	177
20:15	1	158	36	0	1	0	0	1	0	0	0	0	0	4	201
20:30	0	144	26	0	4	0	0	1	0	0	0	0	0	3	178
20:45	0	120	24	0	5	0	0	1	0	0	0	0	0	2	152
	1	554	119	0	16	3	1	4	0	1	0	0	0	9	708
21:00	2	108	24	0	0	0	0	1	0	1	0	0	0	5	141
21:15	0	96	17	0	2	2	0	2	0	0	0	0	0	1	120
21:30	0	81	18	0	1	0	0	1	0	1	0	0	1	4	107
21:45	0	74	14	0	0	1	0	0	0	0	0	1	0	2	92
	2	359	73	0	3	3	0	4	0	2	0	1	1	12	460
22:00	0	59	16	0	0	0	0	0	0	0	0	0	0	0	75
22:15	0	44	8	0	0	0	0	0	0	0	0	0	0	0	52
22:30	0	47	6	0	0	0	0	0	0	0	0	0	0	0	53
22:45	0	26	5	0	3	0	0	0	0	0	0	0	0	0	34
	0	176	35	0	3	0	0	0	0	0	0	0	0	0	214
23:00	0	33	4	0	0	0	0	0	0	1	0	0	0	0	38
23:15	0	32	6	0	0	0	0	0	0	0	0	0	0	1	39
23:30	0	20	2	0	2	0	0	0	0	0	0	0	0	0	24
23:45	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
	0	97	14	0	2	0	0	0	0	1	0	0	0	1	115
Total	61	11924	2656	81	479	68	10	294	35	73	26	27	11	631	16376
Percent	0.4%	72.8%	16.2%	0.5%	2.9%	0.4%	0.1%	1.8%	0.2%	0.4%	0.2%	0.2%	0.1%	3.9%	
AM Peak	7:15	7:30	7:45	7:15	7:15	7:30	8:30	7:45	6:15	7:30	7:15	8:30	7:45	7:30	7:30



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between
Country Club Dr/Liberty Dr and
Jamison Rd
Start Date: 4/2/2024

	4	842	185	15	48	7	2	29	6	9	3	4	2	65	1200
	0.500	0.849	0.889	0.536	0.706	0.438	0.500	0.725	0.500	0.563	0.750	1.000	0.250	0.903	0.888
PM Peak	13:15	17:15	16:30	16:15	13:00	15:45	15:00	16:45	14:30	16:30	12:30	13:15	13:45	16:45	16:30
	10	971	210	16	41	11	2	32	4	13	5	5	3	76	1330
	0.625	0.963	0.938	0.667	0.854	0.458	0.500	0.889	0.500	0.650	0.625	0.625	0.375	0.826	0.964
Grand Total	61	11924	2656	81	479	68	10	294	35	73	26	27	11	631	16376
Percent	0.4%	72.8%	16.2%	0.5%	2.9%	0.4%	0.1%	1.8%	0.2%	0.4%	0.2%	0.2%	0.1%	3.9%	



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between S
Galveston Ave and Old Alvin Rd
Start Date: 4/2/2024

Direction: Westbound

4/2/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	3-or 4 Axle Single	5 Axle Single	>6 Axl Single	<5 Axl Multi	6 Axle Multi	>7 Axl Multi	No Class	Total
0:00	0	4	0	0	2	0	0	0	0	0	0	0	0	0	6
0:15	0	8	2	0	3	0	0	1	0	0	0	0	0	0	14
0:30	0	4	4	0	3	0	0	0	0	0	0	0	0	0	11
0:45	1	2	2	1	1	0	0	0	0	0	0	0	0	0	7
1:00	1	18	8	1	9	0	0	1	0	0	0	0	0	0	38
1:15	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
1:30	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
1:45	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
2:00	0	2	2	0	2	0	0	0	1	0	0	0	0	0	7
2:15	0	19	10	0	4	0	0	0	1	0	0	0	0	0	34
2:30	0	1	0	0	1	0	0	2	1	0	0	0	0	0	5
2:45	0	1	1	0	2	0	0	0	1	0	0	0	0	0	5
3:00	0	4	3	0	4	0	0	0	0	0	0	0	0	0	11
3:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
3:30	0	8	6	0	7	0	0	2	2	0	0	0	0	0	25
3:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	1	1	0	1	0	0	1	1	0	0	0	0	0	5
4:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30	0	5	2	0	3	0	0	0	0	0	0	0	0	0	10
4:45	0	10	4	0	4	0	0	1	1	0	0	0	0	0	20
5:00	0	8	5	0	2	0	0	0	0	0	0	0	0	0	15
5:15	0	5	4	0	6	0	0	0	0	0	0	0	0	0	15
5:30	0	16	3	1	3	0	0	0	0	0	0	0	0	0	23
5:45	0	12	7	0	4	0	0	0	0	0	0	0	0	0	23
6:00	0	41	19	1	15	0	0	0	0	0	0	0	0	0	76
6:15	0	6	9	0	4	0	0	0	0	0	0	0	0	0	19
6:30	1	23	10	0	6	0	0	2	0	0	0	0	0	1	43
6:45	0	19	12	1	8	0	0	0	0	0	0	0	0	0	40
7:00	0	27	8	0	10	0	0	3	1	1	0	0	0	2	52
7:15	1	75	39	1	28	0	0	5	1	1	0	0	0	3	154
7:30	0	32	16	0	20	0	0	1	2	0	0	0	0	0	71
7:45	0	41	30	0	21	0	0	4	0	0	0	0	0	2	98
8:00	0	37	30	1	16	0	0	6	1	1	0	0	0	1	93
8:15	0	62	19	0	18	0	0	9	0	0	0	0	0	9	117
8:30	0	172	95	1	75	0	0	20	3	1	0	0	0	12	379
8:45	0	61	38	1	15	0	0	8	0	1	1	0	0	2	127
9:00	0	91	39	0	16	2	0	6	1	3	0	0	0	4	162
9:15	0	90	33	0	16	0	0	9	0	2	0	1	1	11	163
9:30	3	81	38	0	11	3	1	13	2	6	0	0	2	17	177
9:45	3	323	148	1	58	5	1	36	3	12	1	1	3	34	629
10:00	1	64	42	1	23	1	2	6	3	6	0	0	1	6	156
10:15	2	84	49	1	21	0	0	8	0	2	0	0	1	10	178
10:30	1	74	51	1	17	1	0	6	2	1	2	1	1	10	168
10:45	0	79	53	1	24	1	1	11	0	4	1	0	0	8	183
11:00	4	301	195	4	85	3	3	31	5	13	3	1	3	34	685
11:15	1	65	50	0	24	2	1	11	1	2	0	0	1	6	164
11:30	2	60	57	1	25	3	0	7	0	1	1	0	0	5	162
11:45	0	69	42	1	10	1	1	10	0	1	0	0	0	8	143
12:00	1	72	46	1	28	1	0	7	0	0	0	1	0	3	160
12:15	4	266	195	3	87	7	2	35	1	4	1	1	1	22	629
12:30	1	55	46	0	18	1	0	16	0	1	0	0	0	2	140
12:45	1	80	42	4	25	0	0	9	1	3	1	0	0	4	170
13:00	0	66	58	0	21	0	0	4	1	1	0	0	0	2	153
13:15	0	67	62	1	23	2	1	16	0	0	0	0	0	6	178
13:30	2	268	208	5	87	3	1	45	2	5	1	0	0	14	641
13:45	0	72	50	0	22	1	0	10	0	1	0	0	0	0	156
14:00	2	75	49	1	33	1	2	7	0	1	0	0	0	3	174
14:15	0	80	59	2	23	0	2	13	1	1	0	0	0	5	186
14:30	1	75	51	0	26	2	0	9	1	4	1	0	0	10	180
14:45	3	302	209	3	104	4	4	39	2	7	1	0	0	18	696



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between S
Galveston Ave and Old Alvin Rd
Start Date: 4/2/2024

12:00	1	79	54	2	26	3	2	11	1	1	0	0	0	5	185
12:15	1	90	59	0	27	0	2	26	0	2	1	0	0	8	216
12:30	2	89	43	0	32	2	1	11	1	0	0	1	0	7	189
12:45	0	78	46	0	32	2	0	9	1	1	0	0	0	5	174
	4	336	202	2	117	7	5	57	3	4	1	1	0	25	764
13:00	1	98	45	0	25	0	0	11	1	0	0	0	0	3	184
13:15	1	93	62	1	27	1	0	12	0	1	0	0	1	7	206
13:30	0	82	53	4	37	1	0	18	0	5	0	0	0	6	206
13:45	1	87	55	0	23	1	0	20	0	2	0	1	1	3	194
	3	360	215	5	112	3	0	61	1	8	0	1	2	19	790
14:00	2	78	57	1	29	2	0	19	0	1	0	1	0	6	196
14:15	2	99	48	0	21	1	0	15	1	0	0	0	0	7	194
14:30	1	104	35	1	20	0	0	18	1	2	0	0	1	13	196
14:45	1	92	36	2	20	2	1	8	1	5	0	0	1	8	177
	6	373	176	4	90	5	1	60	3	8	0	1	2	34	763
15:00	2	93	40	1	20	0	1	15	1	2	0	0	1	11	187
15:15	2	114	41	0	23	0	0	15	0	0	0	0	1	10	206
15:30	3	112	47	2	22	0	0	12	0	4	0	1	3	15	221
15:45	2	102	52	3	26	0	0	5	0	2	1	1	2	11	207
	9	421	180	6	91	0	1	47	1	8	1	2	7	47	821
16:00	1	94	42	0	18	3	0	4	1	3	0	0	2	11	179
16:15	1	107	53	0	15	1	2	11	0	3	1	0	0	14	208
16:30	0	85	64	0	17	1	0	14	0	2	1	0	0	6	190
16:45	2	91	63	2	24	1	0	18	2	1	1	0	0	11	216
	4	377	222	2	74	6	2	47	3	9	3	0	2	42	793
17:00	0	109	62	0	33	0	0	15	0	1	1	0	0	2	223
17:15	3	100	54	4	28	1	0	6	0	0	1	0	0	18	215
17:30	1	78	57	1	19	0	1	14	0	1	0	0	0	8	180
17:45	0	79	49	0	16	0	0	6	0	1	1	0	0	7	159
	4	366	222	5	96	1	1	41	0	3	3	0	0	35	777
18:00	1	104	57	0	28	3	0	11	0	0	0	0	0	4	208
18:15	2	106	55	0	22	1	0	11	0	1	0	0	0	7	205
18:30	3	85	68	0	23	1	0	13	0	1	0	0	0	2	196
18:45	1	103	67	0	17	0	1	11	0	0	1	1	0	3	205
	7	398	247	0	90	5	1	46	0	2	1	1	0	16	814
19:00	1	83	40	1	22	0	0	10	0	1	1	0	1	3	163
19:15	0	92	53	0	26	0	0	13	0	1	0	0	0	1	186
19:30	0	74	55	0	23	1	0	9	0	0	0	0	0	1	163
19:45	0	83	32	0	15	0	1	2	1	2	0	1	0	7	144
	1	332	180	1	86	1	1	34	1	4	1	1	1	12	656
20:00	1	70	46	0	15	2	0	11	0	1	0	0	0	1	147
20:15	3	80	48	0	14	1	0	8	0	1	1	0	0	3	159
20:30	0	74	40	0	10	0	0	13	0	1	1	0	0	1	140
20:45	1	57	24	0	15	1	0	3	0	0	0	0	1	5	107
	5	281	158	0	54	4	0	35	0	3	2	0	1	10	553
21:00	0	65	27	0	16	0	0	4	1	0	0	0	0	6	119
21:15	0	58	20	0	16	0	0	4	0	0	0	0	0	2	100
21:30	0	38	27	0	16	0	0	0	0	0	0	0	0	0	81
21:45	0	39	25	0	15	0	0	2	1	0	0	0	0	0	82
	0	200	99	0	63	0	0	10	2	0	0	0	0	8	382
22:00	1	37	17	0	6	0	0	0	0	0	0	0	0	0	61
22:15	0	37	11	0	7	0	0	1	0	0	0	0	0	0	56
22:30	0	26	14	0	3	0	0	0	1	0	0	0	0	0	44
22:45	0	30	10	0	6	0	0	0	0	0	0	0	0	0	46
	1	130	52	0	22	0	0	1	1	0	0	0	0	0	207
23:00	1	21	13	0	5	0	0	0	0	0	0	0	0	1	41
23:15	0	19	10	0	0	0	0	2	0	0	0	0	0	0	31
23:30	0	18	7	0	3	0	0	1	0	0	0	0	0	0	29
23:45	0	9	5	0	0	0	0	0	1	0	0	0	0	0	15
	1	67	35	0	8	0	0	3	1	0	0	0	0	1	116
Total	63	5444	3124	45	1466	54	23	657	37	92	19	10	22	386	11442
Percent	0.6%	47.6%	27.3%	0.4%	12.8%	0.5%	0.2%	5.7%	0.3%	0.8%	0.2%	0.1%	0.2%	3.4%	
AM Peak	7:45	7:15	10:45	9:30	10:45	8:30	10:45	10:45	7:45	7:15	8:30	6:45	7:30	7:30	10:45
	7	326	220	6	101	7	5	46	7	17	4	1	5	44	694



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between S
Galveston Ave and Old Alvin Rd
Start Date: 4/2/2024

	0.583	0.896	0.887	0.375	0.765	0.583	0.625	0.719	0.583	0.708	0.500	0.250	0.625	0.647	0.933
PM Peak	15:00	15:15	18:00	16:45	12:45	12:00	12:00	13:30	14:15	15:30	16:15	13:15	15:15	15:30	16:30
	9	422	247	7	121	7	5	72	4	12	4	2	8	51	844
	0.750	0.925	0.908	0.438	0.818	0.583	0.625	0.900	1.000	0.750	1.000	0.500	0.667	0.850	0.946
Grand Total	63	5444	3124	45	1466	54	23	657	37	92	19	10	22	386	11442
Percent	0.6%	47.6%	27.3%	0.4%	12.8%	0.5%	0.2%	5.7%	0.3%	0.8%	0.2%	0.1%	0.2%	3.4%	



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between San Antonio St and Washington St
Start Date: 4/2/2024

Direction: Westbound

4/2/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	3-or 4 Axle Single	5 Axle Single	>6 Axl Single	<5 Axl Multi	6 Axle Multi	>7 Axl Multi	No Class	Total
0:00	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7
0:15	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
0:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
0:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
1:00	0	25	9	0	2	0	0	0	0	0	0	0	0	0	36
1:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
1:30	0	5	3	1	0	0	0	0	0	0	0	0	0	0	9
1:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
2:15	0	22	5	1	1	0	0	0	0	0	0	0	0	0	29
2:30	1	3	1	0	1	0	0	1	1	0	0	0	0	0	8
2:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
3:00	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
3:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
3:30	1	14	9	0	2	0	0	1	1	0	0	0	0	0	28
3:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00	0	3	2	0	0	0	0	1	0	0	0	0	0	0	6
4:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
4:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
4:45	0	17	4	0	0	0	0	1	0	0	0	0	0	0	22
5:00	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
5:15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
5:30	0	17	4	1	1	1	0	0	0	0	0	0	0	0	24
5:45	0	16	4	0	0	1	0	0	0	0	0	0	0	0	21
6:00	0	46	13	1	2	2	0	0	0	0	0	0	0	0	64
6:15	0	10	4	0	1	0	0	1	0	0	0	0	0	0	16
6:30	0	16	9	0	2	0	0	1	1	0	0	0	0	0	29
6:45	0	25	10	1	7	1	0	1	0	0	0	0	0	0	45
7:00	1	29	10	1	5	0	0	0	0	1	0	0	0	0	47
7:15	1	80	33	2	15	1	0	3	1	1	0	0	0	0	137
7:30	0	29	15	11	7	0	0	0	1	0	0	0	0	2	65
7:45	0	56	31	14	5	0	0	0	0	0	0	0	0	0	106
8:00	1	57	21	3	3	1	0	1	1	0	0	0	0	0	88
8:15	1	73	23	0	7	0	0	7	0	0	0	0	0	5	116
8:30	2	215	90	28	22	1	0	8	2	0	0	0	0	7	375
8:45	0	83	31	2	9	0	0	4	0	0	0	0	0	4	133
9:00	0	108	41	0	16	0	0	5	0	0	0	0	1	4	175
9:15	0	132	30	1	7	2	0	4	0	2	0	0	0	5	183
9:30	1	144	38	0	13	3	0	10	0	0	0	0	0	11	220
9:45	1	467	140	3	45	5	0	23	0	2	0	0	1	24	711
10:00	1	96	30	0	8	2	0	8	2	0	0	1	1	3	152
10:15	1	163	41	0	16	0	0	3	9	0	3	0	1	0	243
10:30	1	122	46	0	10	0	0	9	0	1	0	0	0	8	197
10:45	1	113	33	0	9	1	0	11	0	2	0	0	0	10	180
11:00	4	494	150	0	43	3	3	37	2	6	0	2	1	27	772
11:15	0	105	45	1	16	0	3	10	0	0	0	2	1	3	186
11:30	1	106	42	1	9	0	0	4	0	3	0	0	0	4	170
11:45	0	110	28	0	7	0	0	6	0	0	0	0	0	5	156
12:00	2	85	35	1	17	1	0	2	1	1	0	0	0	2	147
12:15	3	406	150	3	49	1	3	22	1	4	0	2	1	14	659
12:30	0	102	27	2	12	1	1	4	0	1	0	1	0	1	152
12:45	1	100	43	0	10	3	1	5	0	1	0	0	0	5	169
13:00	0	109	26	0	11	2	0	5	1	1	0	0	0	4	159
13:15	0	101	37	2	8	0	0	5	0	0	0	0	0	5	158
13:30	1	412	133	4	41	6	2	19	1	3	0	1	0	15	638
13:45	0	111	33	1	5	0	0	6	0	0	0	0	0	4	160
14:00	0	100	42	0	17	1	0	4	1	0	1	0	0	2	168
14:15	0	121	41	0	9	0	1	8	3	4	0	0	0	4	191
14:30	2	123	33	0	8	2	1	4	2	0	0	0	0	2	177
14:45	2	455	149	1	39	3	2	22	6	4	1	0	0	12	696



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between San
Antonio St and Washington St
Start Date: 4/2/2024

12:00	1	127	48	1	7	0	0	6	1	1	0	0	0	2	194
12:15	0	137	45	1	13	2	2	4	0	2	1	1	0	5	213
12:30	1	136	39	0	10	1	1	9	1	0	1	0	0	9	208
12:45	1	78	38	0	5	1	0	5	0	0	0	1	1	8	138
	3	478	170	2	35	4	3	24	2	3	2	2	1	24	753
13:00	2	99	33	0	7	0	4	4	0	3	0	0	1	5	158
13:15	0	144	38	0	9	3	1	6	0	2	0	0	0	9	212
13:30	3	123	39	0	15	1	1	8	0	2	0	0	0	3	195
13:45	1	154	50	0	12	1	0	4	0	0	0	0	0	8	230
	6	520	160	0	43	5	6	22	0	7	0	0	1	25	795
14:00	1	139	41	2	17	0	0	10	0	1	0	0	0	6	217
14:15	0	142	30	0	6	2	0	11	0	2	0	0	0	11	204
14:30	1	146	42	2	7	1	0	7	3	2	1	0	0	5	217
14:45	4	131	41	4	14	3	1	3	0	2	0	0	0	8	211
	6	558	154	8	44	6	1	31	3	7	1	0	0	30	849
15:00	1	142	43	0	9	0	0	5	0	2	0	1	0	7	210
15:15	0	121	32	0	7	1	0	2	2	0	0	1	1	10	177
15:30	7	183	63	1	13	1	0	8	0	2	1	0	0	8	287
15:45	0	137	45	0	10	0	0	5	0	2	1	1	0	7	208
	8	583	183	1	39	2	0	20	2	6	2	3	1	32	882
16:00	0	152	42	5	16	1	0	5	0	1	0	1	1	7	231
16:15	1	136	47	1	8	3	0	5	0	1	0	1	0	7	210
16:30	2	157	68	0	20	2	1	9	2	1	1	1	1	8	273
16:45	1	161	44	0	8	1	0	5	0	2	0	1	0	4	227
	4	606	201	6	52	7	1	24	2	5	1	4	2	26	941
17:00	1	146	28	0	9	2	0	7	0	2	0	1	1	12	209
17:15	1	176	48	0	10	0	1	9	1	3	0	1	0	11	261
17:30	0	184	58	0	11	0	1	4	0	3	0	1	0	6	268
17:45	2	147	38	1	10	1	2	2	0	1	0	0	0	3	207
	4	653	172	1	40	3	4	22	1	9	0	3	1	32	945
18:00	0	152	45	0	8	1	0	4	0	0	0	0	1	4	215
18:15	0	168	45	0	11	1	2	7	2	3	0	0	0	3	242
18:30	1	141	46	0	8	0	0	4	0	1	1	1	0	6	209
18:45	2	159	43	0	4	1	2	10	0	1	0	0	0	3	225
	3	620	179	0	31	3	4	25	2	5	1	1	1	16	891
19:00	0	119	43	0	4	1	0	5	0	0	0	1	0	7	180
19:15	0	138	40	0	7	0	0	6	0	1	0	0	0	5	197
19:30	0	102	38	0	7	0	0	4	0	1	0	0	0	6	158
19:45	0	95	32	0	8	0	1	2	1	0	0	0	0	3	142
	0	454	153	0	26	1	1	17	1	2	0	1	0	21	677
20:00	0	102	31	0	4	0	1	6	0	0	0	0	0	2	146
20:15	1	124	26	0	3	0	0	2	0	0	0	0	0	3	159
20:30	1	98	27	0	6	1	0	2	0	1	0	0	0	3	139
20:45	2	93	31	0	4	1	1	1	0	1	0	0	1	3	138
	4	417	115	0	17	2	2	11	0	2	0	0	1	11	582
21:00	0	97	20	0	5	0	0	4	1	0	0	0	0	3	130
21:15	1	71	22	0	8	0	0	1	0	0	0	0	0	3	106
21:30	1	68	22	0	1	0	0	1	0	0	0	0	0	0	93
21:45	0	45	20	0	1	0	0	0	1	0	0	0	0	1	68
	2	281	84	0	15	0	0	6	2	0	0	0	0	7	397
22:00	0	55	6	0	3	0	0	1	0	0	0	0	0	1	66
22:15	0	46	8	0	1	0	0	0	0	0	0	0	0	0	55
22:30	0	40	11	0	2	0	0	0	0	0	0	0	0	0	53
22:45	0	34	7	0	1	0	0	3	0	0	0	0	0	1	46
	0	175	32	0	7	0	0	4	0	0	0	0	0	2	220
23:00	0	29	9	0	2	0	0	1	0	0	0	0	0	0	41
23:15	0	25	1	0	1	0	0	1	0	0	0	0	0	0	28
23:30	0	37	8	0	2	0	0	0	0	0	0	0	0	0	47
23:45	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
	0	107	20	0	5	0	0	2	0	0	0	0	0	0	134
Total	55	8105	2508	61	615	55	32	344	29	66	8	19	11	325	12233
Percent	0.4%	66.3%	20.5%	0.5%	5.0%	0.4%	0.3%	2.8%	0.2%	0.5%	0.1%	0.2%	0.1%	2.7%	
AM Peak	7:45	7:30	8:30	5:45	8:15	7:15	8:15	8:15	10:45	8:00	10:30	8:15	7:15	7:45	7:45
	4	535	166	29	51	7	6	39	4	6	1	3	2	28	812



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Broadway St between San
Antonio St and Washington St
Start Date: 4/2/2024

	1.000	0.821	0.902	0.518	0.797	0.583	0.500	0.886	0.333	0.500	0.250	0.375	0.500	0.636	0.835
PM Peak	14:45	16:45	15:45	14:00	15:45	16:15	12:15	13:30	14:30	16:45	12:00	15:45	12:15	16:30	16:30
	12	667	202	8	54	8	7	33	5	10	2	4	2	35	970
	0.429	0.906	0.743	0.500	0.675	0.667	0.438	0.750	0.417	0.833	0.500	1.000	0.500	0.729	0.888
Grand Total	55	8105	2508	61	615	55	32	344	29	66	8	19	11	325	12233
Percent	0.4%	66.3%	20.5%	0.5%	5.0%	0.4%	0.3%	2.8%	0.2%	0.5%	0.1%	0.2%	0.1%	2.7%	



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Friendswood Dr between
Brandywyne Dr and Stratmore Dr
Start Date: 4/2/2024

Direction: Westbound

4/2/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	3-or 4 Axle Single	5 Axle Single	>6 Axl Single	<5 Axl Multi	6 Axle Multi	>7 Axl Multi	No Class	Total
0:00	0	4	6	0	1	0	0	0	0	0	0	0	0	0	11
0:15	0	1	3	0	3	0	0	0	1	0	0	0	0	0	8
0:30	0	1	5	0	2	0	0	0	0	0	0	0	0	0	8
0:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
1:00	0	8	16	0	6	0	0	0	1	0	0	0	0	0	31
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	3	3	0	1	0	0	1	0	0	0	0	0	0	8
1:45	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
2:00	1	3	1	0	1	0	0	0	0	0	0	0	0	0	6
2:15	1	8	7	0	3	0	0	1	0	0	0	0	0	0	20
2:30	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
2:45	0	2	2	0	0	0	0	1	0	0	0	0	0	0	5
3:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
3:30	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
3:45	0	3	5	0	3	0	0	0	1	0	0	0	0	0	12
4:00	0	7	8	0	5	0	0	0	1	0	0	0	0	0	21
4:15	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
4:30	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
4:45	0	4	6	0	5	0	0	0	0	0	0	0	0	0	15
5:00	0	4	9	0	4	0	0	0	0	0	0	0	0	0	17
5:15	0	13	18	0	11	0	0	0	1	0	0	0	0	0	43
5:30	0	3	7	0	2	0	0	0	0	0	0	0	0	0	12
5:45	0	8	6	0	11	0	0	1	0	0	0	0	0	0	26
6:00	0	7	13	0	8	0	0	2	0	0	0	0	0	0	30
6:15	0	7	21	0	7	0	0	2	0	0	0	0	0	0	37
6:30	0	25	47	0	28	0	0	5	0	0	0	0	0	0	105
6:45	0	6	30	1	16	0	0	4	0	0	0	0	0	0	57
7:00	0	22	46	0	19	0	0	6	1	0	0	0	0	0	94
7:15	0	19	39	1	22	0	0	2	0	0	0	0	0	2	85
7:30	0	24	59	0	26	0	0	5	2	0	0	0	1	0	117
7:45	0	71	174	2	83	0	0	17	3	0	0	0	1	2	353
8:00	0	20	68	4	24	0	0	5	0	0	0	0	0	2	123
8:15	1	36	71	2	34	0	0	15	0	0	0	0	0	1	160
8:30	0	26	70	1	31	0	0	17	0	1	0	1	0	2	149
8:45	0	36	103	0	29	0	0	15	1	0	0	0	0	3	187
9:00	1	118	312	7	118	0	0	52	1	1	0	1	0	8	619
9:15	0	40	97	0	33	1	0	14	0	0	0	0	0	3	188
9:30	0	26	84	1	29	1	0	9	0	1	0	0	0	3	154
9:45	0	32	80	1	24	2	0	11	0	1	0	0	0	3	154
10:00	0	23	80	1	20	0	0	11	2	1	0	0	0	0	138
10:15	0	121	341	3	106	4	0	45	2	3	0	0	0	9	634
10:30	1	22	83	1	30	2	0	11	0	0	0	0	0	1	151
10:45	0	25	60	0	38	1	0	6	0	2	0	0	0	4	136
11:00	0	43	71	0	28	0	1	9	0	0	0	1	0	1	154
11:15	0	21	75	0	37	1	0	10	0	0	1	0	0	1	146
11:30	1	111	289	1	133	4	1	36	0	2	1	1	0	7	587
11:45	0	32	80	1	31	0	0	8	1	0	1	0	0	2	156
12:00	0	20	64	1	26	1	0	8	1	0	0	0	0	3	124
12:15	0	27	81	0	22	0	0	10	0	0	0	0	0	2	142
12:30	0	37	89	0	30	0	0	5	0	0	0	0	0	3	164
12:45	0	116	314	2	109	1	0	31	2	0	1	0	0	10	586
1:00	0	37	80	2	31	1	0	5	0	2	0	1	0	3	162
1:15	0	32	83	1	28	0	1	11	1	1	0	0	0	3	161
1:30	0	30	87	0	41	3	0	6	0	1	0	0	1	3	172
1:45	0	45	96	0	31	1	0	14	1	2	0	0	0	1	191
2:00	0	144	346	3	131	5	1	36	2	6	0	1	1	10	686



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Friendswood Dr between
Brandywyne Dr and Stratmore Dr
Start Date: 4/2/2024

12:00	0	25	86	0	23	0	0	11	0	0	0	0	0	2	147
12:15	0	36	95	1	30	2	0	13	1	2	0	1	0	4	185
12:30	1	25	95	0	30	2	1	7	0	0	0	0	0	1	162
12:45	0	33	78	0	30	0	0	8	0	0	0	0	0	2	151
	1	119	354	1	113	4	1	39	1	2	0	1	0	9	645
13:00	0	36	82	0	21	0	0	15	0	0	0	0	0	3	157
13:15	0	35	103	1	35	1	0	10	0	1	0	0	1	2	189
13:30	0	33	105	1	43	0	0	14	0	0	1	0	1	0	198
13:45	0	35	99	1	30	0	0	10	0	0	0	0	0	0	175
	0	139	389	3	129	1	0	49	0	1	1	0	2	5	719
14:00	2	31	93	1	26	0	0	11	0	1	0	1	0	3	169
14:15	0	48	99	0	29	0	0	12	0	1	0	0	0	4	193
14:30	2	36	99	1	31	2	0	11	1	0	0	0	1	2	186
14:45	0	39	92	0	25	0	0	16	0	0	0	0	0	3	175
	4	154	383	2	111	2	0	50	1	2	0	1	1	12	723
15:00	0	28	97	1	27	0	0	11	0	0	0	0	0	3	167
15:15	0	40	118	1	37	1	0	16	0	0	0	0	0	7	220
15:30	0	38	103	1	37	1	1	18	0	1	0	1	1	2	204
15:45	2	45	114	0	43	0	1	17	0	2	0	0	0	4	228
	2	151	432	3	144	2	2	62	0	3	0	1	1	16	819
16:00	0	37	99	1	32	0	0	9	0	2	1	0	0	4	185
16:15	1	36	157	1	35	0	0	12	0	0	2	0	1	8	253
16:30	1	50	109	0	42	4	0	17	0	1	0	0	0	3	227
16:45	2	40	128	0	40	0	0	14	1	1	0	0	0	6	232
	4	163	493	2	149	4	0	52	1	4	3	0	1	21	897
17:00	1	47	115	0	27	1	0	19	0	3	0	0	0	2	215
17:15	0	35	128	0	37	0	1	14	0	2	0	0	0	6	223
17:30	0	23	117	1	52	1	1	12	0	1	1	1	1	3	214
17:45	0	37	132	0	35	1	0	17	0	1	0	0	0	4	227
	1	142	492	1	151	3	2	62	0	7	1	1	1	15	879
18:00	0	38	126	0	39	0	0	11	0	2	1	0	0	7	224
18:15	0	33	116	1	42	2	0	14	0	1	0	1	0	8	218
18:30	1	31	113	2	28	0	0	15	0	0	0	0	0	1	191
18:45	0	45	97	0	23	0	0	11	0	0	0	1	0	0	177
	1	147	452	3	132	2	0	51	0	3	1	2	0	16	810
19:00	1	32	86	0	20	1	0	9	0	2	0	0	0	6	157
19:15	2	34	101	0	26	0	0	6	0	1	0	0	0	5	175
19:30	0	37	75	0	20	0	0	12	0	0	1	0	0	0	145
19:45	0	33	66	0	23	0	0	5	1	0	0	0	0	2	130
	3	136	328	0	89	1	0	32	1	3	1	0	0	13	607
20:00	0	27	74	0	14	1	0	6	0	0	0	0	0	3	125
20:15	0	26	76	0	22	0	0	5	1	0	0	0	0	2	132
20:30	0	41	51	0	16	0	0	6	0	0	0	0	0	2	116
20:45	0	24	46	0	12	0	0	3	0	0	0	0	0	1	86
	0	118	247	0	64	1	0	20	1	0	0	0	0	8	459
21:00	0	23	70	0	25	0	0	4	0	0	0	0	0	3	125
21:15	1	13	39	0	17	1	0	8	0	0	0	0	0	0	79
21:30	1	18	30	0	12	0	0	2	0	0	0	0	0	0	63
21:45	0	17	34	0	16	0	0	1	0	0	0	0	0	0	68
	2	71	173	0	70	1	0	15	0	0	0	0	0	3	335
22:00	0	12	29	0	7	0	0	2	0	0	0	0	0	1	51
22:15	0	6	17	0	4	0	0	2	0	0	0	0	0	0	29
22:30	0	7	16	0	5	0	0	0	0	0	0	0	0	0	28
22:45	0	8	16	0	3	0	0	0	0	0	0	0	0	0	27
	0	33	78	0	19	0	0	4	0	0	0	0	0	1	135
23:00	1	15	16	0	5	0	0	1	0	0	0	0	0	0	38
23:15	0	6	18	0	3	0	0	0	0	0	0	0	0	0	27
23:30	0	4	6	0	1	0	0	0	0	0	0	0	0	0	11
23:45	0	3	7	0	2	0	0	0	0	0	0	0	0	0	12
	1	28	47	0	11	0	0	1	0	0	0	0	0	0	88
Total	22	2149	5742	34	1917	35	7	661	18	37	9	9	8	165	10813
Percent	0.2%	19.9%	53.1%	0.3%	17.7%	0.3%	0.1%	6.1%	0.2%	0.3%	0.1%	0.1%	0.1%	1.5%	
AM Peak	1:00	7:15	7:45	6:30	9:15	8:15	8:45	7:15	6:00	8:30	9:15	6:45	6:00	7:45	7:15
	1	138	364	7	134	5	1	61	3	4	2	1	1	12	684



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Friendswood Dr between
Brandywyne Dr and Stratmore Dr
Start Date: 4/2/2024

	0.250	0.863	0.883	0.438	0.882	0.625	0.250	0.897	0.375	0.500	0.500	0.250	0.250	1.000	0.910
PM Peak	16:15	16:15	16:15	13:15	17:30	16:15	15:00	16:30	19:30	16:30	15:30	17:30	12:45	17:30	16:15
	5	173	509	4	168	5	2	64	2	7	3	2	2	22	927
	0.625	0.865	0.811	1.000	0.808	0.313	0.500	0.842	0.500	0.583	0.375	0.500	0.500	0.688	0.916
Grand Total	22	2149	5742	34	1917	35	7	661	18	37	9	9	8	165	10813
Percent	0.2%	19.9%	53.1%	0.3%	17.7%	0.3%	0.1%	6.1%	0.2%	0.3%	0.1%	0.1%	0.1%	1.5%	



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Walnut St between
Johnston St and S Austin Ave
Start Date: 4/2/2024

Direction: Westbound

4/2/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	3-or 4 Axle Single	5 Axle Single	>6 Axl Single	<5 Axl Multi	6 Axle Multi	>7 Axl Multi	No Class	Total
0:00	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
0:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	7	6	0	1	0	0	0	0	0	0	0	0	0	14
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
1:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9
5:00	0	3	1	0	3	0	0	0	0	0	0	0	0	0	7
5:15	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
5:30	0	7	1	0	3	0	0	0	0	0	0	0	0	0	11
5:45	0	7	4	0	4	0	0	0	1	0	0	0	0	0	16
	0	23	7	0	12	0	0	0	1	0	0	0	0	0	43
6:00	0	5	4	0	4	0	0	0	0	0	0	0	0	0	13
6:15	0	14	7	0	5	0	0	0	0	0	0	0	0	0	26
6:30	0	19	17	0	13	0	0	1	0	0	0	0	0	0	50
6:45	0	36	14	0	9	0	0	0	0	0	0	0	0	0	59
	0	74	42	0	31	0	0	1	0	0	0	0	0	0	148
7:00	0	29	16	1	7	0	0	0	0	0	0	0	0	1	54
7:15	0	30	11	1	8	0	0	0	0	0	0	0	0	0	50
7:30	0	35	12	0	14	0	0	0	0	0	0	0	0	0	61
7:45	0	31	19	2	10	0	0	2	0	0	0	0	0	0	64
	0	125	58	4	39	0	0	2	0	0	0	0	0	1	229
8:00	0	24	14	0	12	0	0	1	0	0	0	0	0	0	51
8:15	0	28	12	0	9	0	0	1	0	0	0	0	0	0	50
8:30	0	29	10	0	6	0	0	1	0	0	0	0	0	0	46
8:45	0	30	10	0	5	0	0	0	0	0	0	0	0	0	45
	0	111	46	0	32	0	0	3	0	0	0	0	0	0	192
9:00	0	20	17	0	7	0	0	0	0	0	0	0	0	0	44
9:15	0	30	13	0	6	0	0	0	0	0	0	0	0	0	49
9:30	0	17	12	0	3	0	0	1	0	0	0	0	0	1	34
9:45	0	20	12	0	10	0	0	0	0	0	0	0	0	0	42
	0	87	54	0	26	0	0	1	0	0	0	0	0	1	169
10:00	0	15	5	0	7	0	0	2	0	0	0	0	0	0	29
10:15	0	18	9	0	9	0	0	0	0	0	0	0	0	0	36
10:30	0	23	13	0	8	0	0	0	0	0	0	0	0	1	45
10:45	0	21	7	0	7	0	0	0	0	0	0	0	0	0	35
	0	77	34	0	31	0	0	2	0	0	0	0	0	1	145
11:00	0	15	7	0	7	0	0	2	0	0	0	0	0	1	32
11:15	0	13	12	0	9	1	0	0	0	0	0	0	0	0	35
11:30	0	20	13	0	10	0	0	1	0	0	0	0	0	0	44
11:45	0	17	13	0	9	0	0	1	0	0	0	0	0	0	40
	0	65	45	0	35	1	0	4	0	0	0	0	0	1	151



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Walnut St between
Johnston St and S Austin Ave
Start Date: 4/2/2024

12:00	0	26	11	1	6	0	0	1	0	0	0	0	0	1	46
12:15	0	35	9	0	9	0	0	1	0	0	0	0	0	0	54
12:30	0	19	8	1	6	0	0	0	0	0	0	0	0	0	34
12:45	0	34	14	0	13	0	0	1	0	0	0	0	0	0	62
	0	114	42	2	34	0	0	3	0	0	0	0	0	1	196
13:00	0	31	16	0	10	0	0	1	0	0	0	0	0	1	59
13:15	0	26	13	0	7	0	0	4	0	0	0	0	0	0	50
13:30	0	27	14	1	5	0	0	1	0	0	0	0	0	0	48
13:45	0	29	9	0	6	0	0	0	0	0	0	0	0	1	45
	0	113	52	1	28	0	0	6	0	0	0	0	0	2	202
14:00	0	42	13	0	13	0	0	0	0	0	0	0	0	0	68
14:15	0	22	12	1	10	0	0	1	0	0	0	0	0	0	46
14:30	1	35	16	0	7	0	0	2	0	0	0	0	0	1	62
14:45	0	22	15	0	6	0	0	0	0	0	0	0	0	1	44
	1	121	56	1	36	0	0	3	0	0	0	0	0	2	220
15:00	0	27	13	1	12	0	0	0	0	0	0	0	0	0	53
15:15	0	34	20	0	12	0	0	0	0	0	0	0	0	0	66
15:30	0	38	12	0	11	0	0	2	0	0	0	0	0	0	63
15:45	1	41	24	1	13	0	0	0	0	0	0	0	0	0	80
	1	140	69	2	48	0	0	2	0	0	0	0	0	0	262
16:00	0	43	19	0	12	0	0	0	0	0	0	0	0	0	74
16:15	0	38	15	0	13	0	0	0	0	0	0	0	0	2	68
16:30	0	33	19	1	7	0	0	1	0	0	0	0	0	0	61
16:45	1	32	11	0	10	0	0	0	0	0	0	0	0	0	54
	1	146	64	1	42	0	0	1	0	0	0	0	0	2	257
17:00	0	49	11	0	19	0	0	2	0	0	0	0	0	1	82
17:15	0	42	28	0	12	0	0	1	0	0	0	0	0	1	84
17:30	1	29	17	0	16	1	0	1	0	0	0	0	0	0	65
17:45	0	22	15	0	14	0	0	0	0	0	0	0	0	0	51
	1	142	71	0	61	1	0	4	0	0	0	0	0	2	282
18:00	1	33	19	0	6	0	0	0	0	0	0	0	0	0	59
18:15	0	32	15	1	15	0	0	0	0	0	0	0	0	1	64
18:30	0	25	11	0	10	0	0	1	0	0	0	0	0	0	47
18:45	0	37	13	0	7	0	0	1	0	0	0	0	0	0	58
	1	127	58	1	38	0	0	2	0	0	0	0	0	1	228
19:00	1	36	11	0	9	0	0	0	0	0	0	0	0	0	57
19:15	0	21	8	0	11	0	0	0	0	0	0	0	0	0	40
19:30	0	13	11	0	3	0	0	0	0	0	0	0	0	0	27
19:45	1	25	10	0	3	0	0	1	0	0	0	0	0	0	40
	2	95	40	0	26	0	0	1	0	0	0	0	0	0	164
20:00	0	26	8	0	7	0	0	0	0	0	0	0	0	0	41
20:15	0	15	4	0	7	0	0	0	0	0	0	0	0	0	26
20:30	0	15	9	0	5	0	0	1	0	0	0	0	0	0	30
20:45	0	11	6	0	8	0	0	0	0	0	0	0	0	0	25
	0	67	27	0	27	0	0	1	0	0	0	0	0	0	122
21:00	0	13	6	0	6	0	0	1	0	0	0	0	0	0	26
21:15	0	9	6	0	4	0	0	0	0	0	0	0	0	0	19
21:30	0	12	3	0	2	0	0	0	0	0	0	0	0	0	17
21:45	0	13	4	0	1	0	0	0	0	0	0	0	0	0	18
	0	47	19	0	13	0	0	1	0	0	0	0	0	0	80
22:00	0	11	3	0	1	0	0	0	0	0	0	0	0	0	15
22:15	0	5	5	0	2	0	0	0	0	0	0	0	0	0	12
22:30	0	7	7	0	1	0	0	0	0	0	0	0	0	0	15
22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	28	15	0	4	0	0	0	0	0	0	0	0	0	47
23:00	0	5	1	0	2	0	0	0	0	0	0	0	0	0	8
23:15	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
23:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	0	12	6	0	3	0	0	0	0	0	0	0	0	0	21
Total	7	1736	821	12	570	2	0	37	1	0	0	0	0	14	3200
Percent	0.2%	54.3%	25.7%	0.4%	17.8%	0.1%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	
AM Peak		6:45	6:30	7:00	7:30	10:30		7:45	5:00					10:15	7:00
		130	58	4	45	1		5	1					2	229



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Walnut St between
Johnston St and S Austin Ave
Start Date: 4/2/2024

		0.903	0.853	0.500	0.804	0.250		0.625	0.250					0.500	0.895
PM Peak	16:45	15:30	17:15	12:00	17:00	16:45		12:45						16:15	15:30
	2	160	79	2	61	1		7						3	285
	0.500	0.930	0.705	0.500	0.803	0.250		0.438						0.375	0.891
Grand Total	7	1736	821	12	570	2	0	37	1	0	0	0	0	14	3200
Percent	0.2%	54.3%	25.7%	0.4%	17.8%	0.1%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Walnut St between S
Galveston Ave and Douglas St
Start Date: 4/2/2024

Direction: Westbound

4/2/2024 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	3-or 4 Axle Single	5 Axle Single	>6 Axl Single	<5 Axl Multi	6 Axle Multi	>7 Axl Multi	No Class	Total
0:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	2	0	0	0	0	0	1	0	0	0	0	0	3
4:15	0	2	4	0	0	0	0	0	0	0	0	0	0	0	7
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
5:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
5:30	0	17	2	0	1	0	0	0	0	0	0	0	0	0	20
5:45	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
6:00	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
6:15	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
6:30	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
6:45	0	47	10	0	1	0	0	0	0	0	0	0	0	0	58
7:00	1	13	6	0	0	0	0	0	0	0	0	0	0	1	21
7:15	0	24	5	0	1	0	0	0	0	0	0	0	0	0	30
7:30	0	26	7	0	1	0	0	0	0	0	0	0	0	0	34
7:45	0	35	5	0	0	1	0	1	0	0	0	0	0	0	42
8:00	1	98	23	0	2	1	0	1	0	0	0	0	0	1	127
8:15	0	61	11	0	0	0	0	0	0	0	0	0	0	0	72
8:30	0	54	13	2	2	0	0	1	0	0	0	0	0	1	73
8:45	0	53	19	1	2	0	0	0	0	0	0	0	0	0	75
9:00	0	63	15	0	1	0	0	0	1	0	0	0	0	0	80
9:15	0	231	58	3	5	0	0	1	1	0	0	0	0	1	300
9:30	0	38	12	0	0	0	0	0	0	0	0	0	0	1	51
9:45	0	58	8	0	1	0	0	0	0	0	0	0	0	0	67
10:00	0	39	8	1	1	0	0	0	0	0	0	0	0	1	50
10:15	0	42	4	2	1	1	0	0	0	0	0	0	0	1	51
10:30	0	177	32	3	3	1	0	0	0	0	0	0	0	3	219
10:45	0	38	6	0	0	0	0	0	0	0	0	0	0	0	44
11:00	0	36	9	0	5	0	0	0	0	0	0	0	0	0	50
11:15	0	33	5	0	1	1	0	0	0	0	0	0	0	0	40
11:30	0	35	11	0	1	0	0	0	0	0	0	0	0	0	47
11:45	0	142	31	0	7	1	0	0	0	0	0	0	0	0	181
12:00	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26
12:15	0	20	11	0	0	0	0	0	0	0	0	0	0	0	31
12:30	0	45	15	0	1	1	0	0	0	0	0	0	0	0	62
12:45	0	37	13	0	3	0	0	0	0	0	0	0	0	0	53
13:00	0	123	44	0	4	1	0	0	0	0	0	0	0	0	172
13:15	0	28	7	0	0	0	0	0	0	0	0	0	0	0	35
13:30	0	40	12	0	0	0	0	1	0	0	0	0	0	0	53
13:45	0	41	13	0	0	0	0	1	0	0	0	0	0	1	56
14:00	1	38	14	0	1	0	0	1	0	0	0	0	0	1	56
14:15	1	147	46	0	1	0	0	3	0	0	0	0	0	2	200



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Walnut St between S
Galveston Ave and Douglas St
Start Date: 4/2/2024

12:00	0	48	9	0	1	0	0	0	0	0	0	0	0	0	58
12:15	0	48	8	0	2	0	0	0	0	0	0	0	0	0	58
12:30	1	41	6	1	1	0	0	0	0	0	0	0	0	1	51
12:45	0	43	9	1	0	1	0	1	0	0	0	0	0	0	55
	1	180	32	2	4	1	0	1	0	0	0	0	0	1	222
13:00	1	44	10	0	1	0	0	0	0	0	0	0	0	0	56
13:15	0	41	14	0	1	0	0	0	0	0	0	0	0	1	57
13:30	0	45	13	0	1	0	0	0	0	0	0	0	0	0	59
13:45	0	42	9	1	1	0	0	0	0	0	0	0	0	0	53
	1	172	46	1	4	0	0	0	0	0	0	0	0	1	225
14:00	0	63	12	0	0	0	0	0	0	0	0	0	0	0	75
14:15	0	49	13	1	1	0	0	0	0	0	0	0	0	1	65
14:30	2	45	9	1	1	0	0	1	0	0	0	0	0	0	59
14:45	0	61	12	1	2	0	0	1	0	0	0	0	0	1	78
	2	218	46	3	4	0	0	2	0	0	0	0	0	2	277
15:00	0	46	14	0	2	0	0	0	0	0	0	0	0	1	63
15:15	0	37	8	0	1	0	0	0	0	0	0	0	0	1	47
15:30	1	55	16	3	2	0	0	0	0	0	0	0	0	0	77
15:45	1	77	12	0	3	0	0	0	0	0	0	0	0	0	93
	2	215	50	3	8	0	0	0	0	0	0	0	0	2	280
16:00	1	64	14	0	2	0	0	0	0	0	0	0	0	0	81
16:15	0	55	8	0	2	0	0	0	0	0	0	0	0	1	66
16:30	0	57	19	0	0	0	0	0	0	0	0	0	0	0	76
16:45	0	54	14	1	0	0	0	0	0	0	0	0	0	3	72
	1	230	55	1	4	0	0	0	0	0	0	0	0	4	295
17:00	0	71	20	0	0	0	0	0	0	0	0	0	0	0	91
17:15	1	77	15	0	1	0	0	0	0	0	0	0	0	2	96
17:30	1	52	11	0	1	0	0	0	0	0	0	0	0	2	67
17:45	0	49	17	0	1	0	0	0	0	0	0	0	0	0	67
	2	249	63	0	3	0	0	0	0	0	0	0	0	4	321
18:00	1	40	18	0	0	0	0	0	0	0	0	0	0	0	59
18:15	1	51	11	0	1	0	0	0	0	0	0	0	0	3	67
18:30	0	46	9	0	0	0	0	0	0	0	0	0	0	1	56
18:45	0	36	8	0	0	0	0	0	0	0	0	0	0	0	44
	2	173	46	0	1	0	0	0	0	0	0	0	0	4	226
19:00	0	38	12	0	0	0	0	0	0	0	0	0	0	0	50
19:15	0	30	6	0	0	0	0	0	0	0	0	0	0	0	36
19:30	0	34	10	0	0	0	0	0	0	0	0	0	0	0	44
19:45	0	32	5	0	0	0	0	0	0	0	0	0	0	0	37
	0	134	33	0	0	0	0	0	0	0	0	0	0	0	167
20:00	0	37	12	0	0	0	0	0	0	0	0	0	0	0	49
20:15	0	29	6	0	0	0	0	0	0	0	0	0	0	0	35
20:30	0	25	9	0	1	0	0	0	0	0	0	0	0	0	35
20:45	0	22	5	0	1	0	0	0	0	0	0	0	0	0	28
	0	113	32	0	2	0	0	0	0	0	0	0	0	0	147
21:00	0	17	8	0	0	0	0	0	0	0	0	0	0	0	25
21:15	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
21:30	0	16	1	0	1	0	0	0	0	0	0	0	0	0	18
21:45	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
	0	56	11	0	1	0	0	0	0	0	0	0	0	0	68
22:00	0	16	1	0	1	0	0	0	0	0	0	0	0	0	18
22:15	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
22:30	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
22:45	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
	0	44	5	0	2	0	0	0	0	0	0	0	0	0	51
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
23:15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	7	1	0	0	0	0	0	0	0	0	0	0	0	9
Total	14	2786	674	16	57	5	0	8	2	0	0	0	0	25	3587
Percent	0.4%	77.7%	18.8%	0.4%	1.6%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.7%	
AM Peak	5:15	7:00	7:15	6:45	8:30	8:45		6:30	3:00					8:00	7:00
	1	231	59	3	7	2		2	1					3	300



TRAFFIC DATA REPORT
CLASSIFICATION STUDY

Location: Walnut St between S
Galveston Ave and Douglas St
Start Date: 4/2/2024

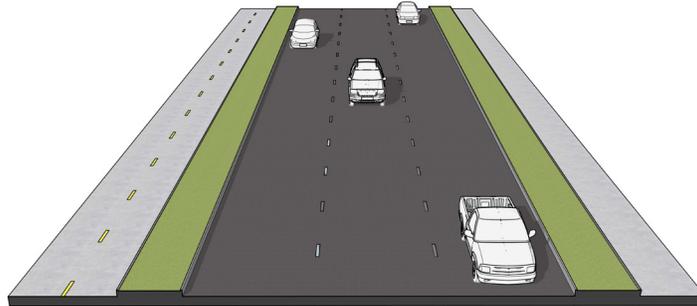
	0.250	0.917	0.776	0.375	0.350	0.500		0.500	0.250					0.750	0.938
PM Peak	15:15	16:30	16:30	14:45	15:30	12:00		14:00						16:45	16:30
	3	259	68	4	9	1		2						7	335
	0.750	0.841	0.850	0.333	0.750	0.250		0.500						0.583	0.872
Grand Total	14	2786	674	16	57	5	0	8	2	0	0	0	0	25	3587
Percent	0.4%	77.7%	18.8%	0.4%	1.6%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.7%	

Appendix F

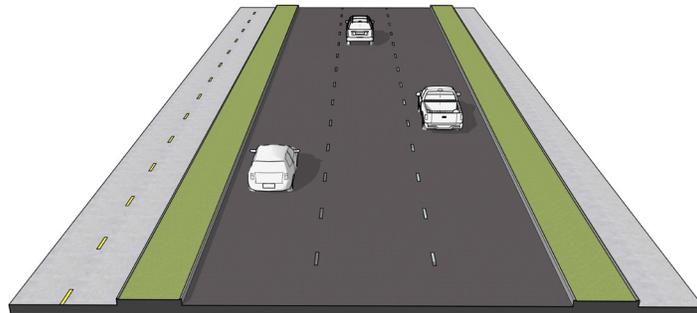
Cross Sections

Appendix F

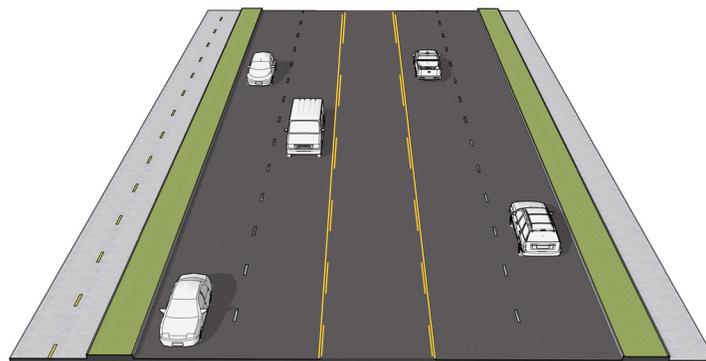
Alternative 1 Scenario A: FM 518 (Broadway Street)/Walnut Street one-way pair from McLean Road to Barry Rose Road, and 4-lane with a two-way left-turn lane (TWLTL) from Barry Rose Road to E. Edgewood Drive.



FM 518 (Broadway Street) from McLean Road to Barry Rose Road with three lanes in one direction, sidewalk, and side path



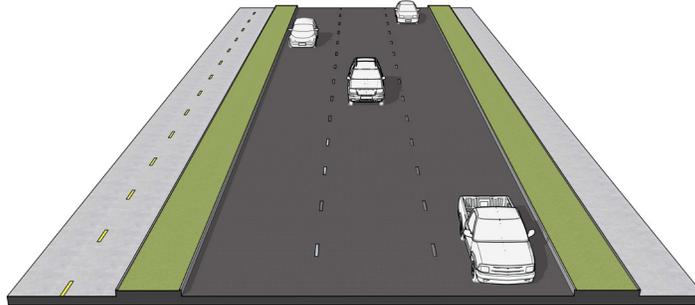
Walnut Street from McLean Road to Barry Rose Road with three lanes in one direction, sidewalk, and side path



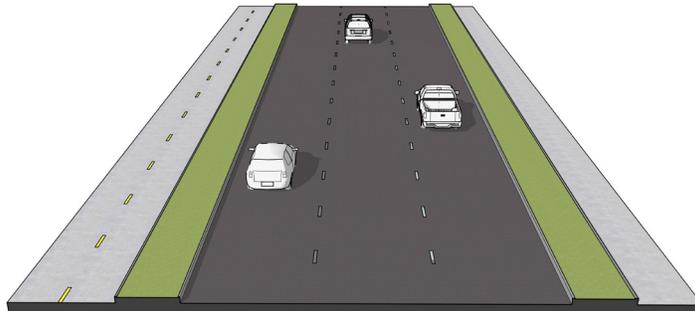
FM 518 (Broadway Street) From Barry Rose Road to E. Edgewood Drive with four lanes and a TWLTL

Appendix F

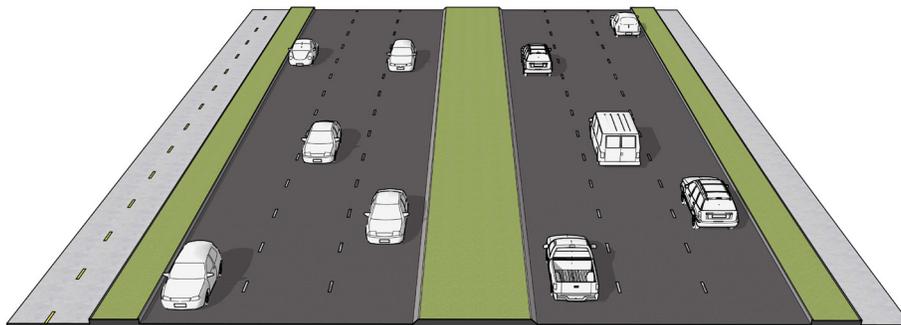
Alternative 1 Scenario B: FM 518 (Broadway Street)/Walnut Street one-way pair from McLean Road to Barry Rose Road, and 6-lane from Barry Rose Road to E. Edgewood Drive with a raised median.



FM 518 (Broadway Street) from McLean Road to Barry Rose Road with three lanes in one direction, sidewalk, and side path



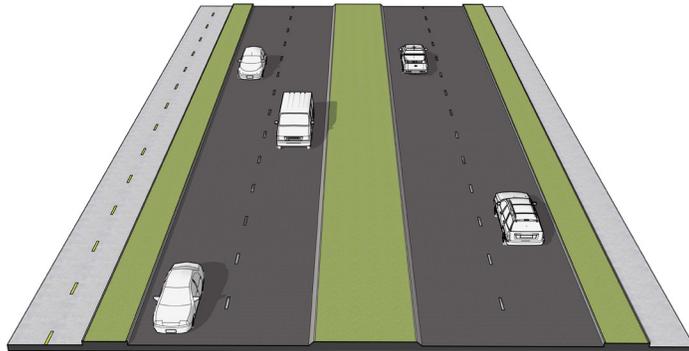
Walnut Street from McLean Road to Barry Rose Road with three lanes in one direction, sidewalk, and side path



FM 518 (Broadway Street) From Barry Rose Road to E. Edgewood Drive with six lanes and a raised median

Appendix F

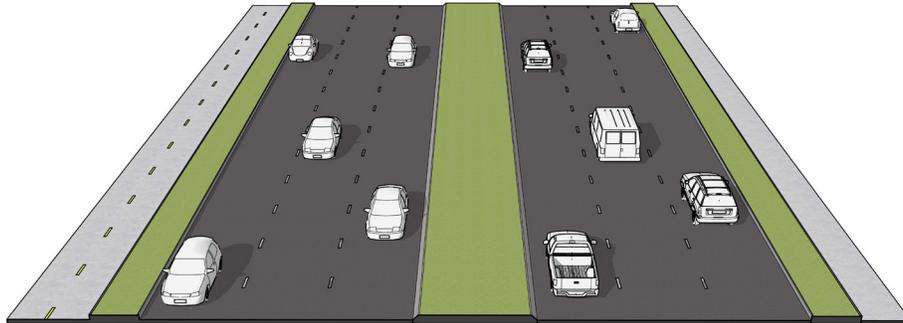
Alternative 2: Access Management (four-lane)



FM 518 (Broadway Street) From McLean Road to Friendswood City Limits with four lanes and a raised median

Appendix F

Alternative 3: Six-Lane Capacity Improvement (with raised medians)



FM 518 (Broadway Street) From Barry Rose Road to E. Edgewood Drive with six lanes and a raised median