March 8, 2021

Matthew Bushak, P.E.
Senior Transportation Engineer
City of Round Rock
3400 Sunrise Road
Round Rock, Texas 78665
RE: University Boulevard Speed Study
Dear Matt,
HDR has completed a speed study on University Boulevard (between IH 35 and SH 130) located in Round Rock, Texas, as shown in Figure 1. The purpose of the study was to document and evaluate the existing posted speed limits on University Boulevard by performing spot speed studies along the corridor, and to develop potential recommendations. Curve advisory speed and school zone speed evaluation was not part of this study. The following sections summarize our study methodology, results, and recommendations.

## Existing Roadway Network

The City of Round Rock Transportation Master Plan (Ref. 1) classifies University Boulevard as a major arterial. Currently, University Boulevard is a four-lane divided roadway with a continuous twoway left-turn lane (TWLTL) from IH 35 to A.W. Grimes Boulevard, and a two-lane undivided roadway from A.W. Grimes to SH 130. The 24 -hour daily volume on University Boulevard varies from approximately $12,000 \mathrm{vpd}$ (vehicles per day), west of SH 130 to around $22,000 \mathrm{vpd}$, east of Sunrise Road. The posted speed limit on University Boulevard is 45 mph between IH 35 and A.W. Grimes Boulevard, 55 mph between A.W. Grimes Boulevard and CR 110, and 60 mph between CR 110 and SH 130. The roadway network with existing speed limit signs is shown in Figure 1.

## Data Collection

As part of this study, spot speed data were collected by Gram Traffic Counting, Inc., using radar technology along the following segments of University Boulevard in both the eastbound and westbound directions on Tuesday, February 9, 2021:

1. 402 University Boulevard, between IH 35 and Sunrise Road
2. 651 University Boulevard, between Sunrise Road and Eagles Nest Street
3. 1151 University Boulevard, between Eagles Nest Street and College Park Drive
4. 1580 University Boulevard, between College Park Drive and A.W. Grimes Boulevard
5. 2521 University Boulevard, between A.W. Grimes Boulevard and Vizcaya Parkway
6. University Boulevard, between Vizcaya Parkway and CR 110
7. University Boulevard, between CR 110 and CR 130

The 85th percentile speed summary reports are included in Appendix A. 24-hour daily traffic volumes were collected at four locations along University Boulevard on February 9, 2021. The 24-hour volumes are shown in Figure 1. The 24-hour daily volume reports are included in Appendix B. A field review of the posted speed limit signs along the study corridor on February 9, 2021.


## Crash Data

Data obtained from the TxDOT motor vehicle crash database (CRIS) (Ref. 2) were reviewed for University Boulevard between IH 35 and SH 130 between 2017 and 2019. TxDOT statewide crash rates were not available for 2020; therefore, this year was excluded from the analysis. During the three (3) year period, a total of 479 crashes were reported within the study corridor. Over the threeyear period, crash rates ranged from around 53 crashes per 100 million vehicles per mile traveled (MVMT) in the CR 110 to SH 130 section, to around 2,000 crashes per 100 MVMT for the IH 35 to Sunrise Road section. The 3-year average crash rates for each of the four sections is provided below in Table 1. Typically, roadways are considered to have a significant safety concern when the crash rate is double or more than the statewide average. According to this criterion, the section of IH 35 to Sunrise Road qualifies as having a significant safety concern since the crash rate is more than 10 times the statewide average for a four-lane, divided roadway.

Table 1. University Boulevard: 2017-2019 Average Crash Rates

| Segment | Crash Rate per <br> 100 MVMT | TxDOT Statewide <br> Average Crash <br> Rate | Exceeds <br> Statewide <br> Average? |  |
| :---: | :--- | :---: | :---: | :---: |
| 1 | IH 35 to Sunrise Road | $1,965.00$ | 157.44 | Yes |
| 2 | Sunrise Road to A.W. Grimes Boulevard | 261.67 | 157.44 | Yes |
| 3 | A.W. Grimes Boulevard and CR 110 | 157.08 | 209.58 | No |
| 4 | CR 110 to SH 130 | 52.63 | 209.58 | No |

## Speed Study Methodology

The recommendations for establishing speed zones are set forth in TxDOT's manual titled "Procedure for Establishing Speed Zones" (Ref. 3). The 85th percentile speed is a value that is used by many states and cities for establishing regulatory speed zones. The 85th percentile speed is based on the theory that the majority of drivers are reasonable and prudent, that they do not want to crash, and that they desire to reach their destination in the shortest possible time, and therefore, a speed at or below which 85 percent of people drive at any given location under good weather and visibility conditions may be considered as the maximum safe speed for that location.

A minimum of 125 free floating vehicles or two hours of speed data are collected on an average weekday during the off-peak period to establish the speed limit. The crash rate analysis and engineering judgment were utilized to propose the recommended speed limits. The existing posted speed limits, 85th percentile speeds, and the recommended speed limits are shown in Table 2.

Table 2. University Boulevard: 85 ${ }^{\text {th }}$ Percentile Speed Summary - Tuesday, February 9, 2021

| Roadway Segment | Existing Posted <br> Speed Limits | $85^{\text {th }}$Percentile <br> Speed <br> EBRecommended <br> Speed Limits |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| University Boulevard <br> (IH 35 to Sunrise Road) | EB | WB | EB | WB |  |  |
| University Boulevard <br> (Sunrise Road to Eagles Nest Street) | 45 | 45 | 43 | 39 | 40 | 40 |
| University Boulevard <br> (Eagles Nest Street to College Park Drive) | 45 | 45 | 45 | 49 | 45 | 45 |
| University Boulevard <br> (College Park Drive to A.W. Grimes Boulevard) | 45 | 45 | 52 | 49 | 45 | 45 |
| University Boulevard <br> (A.W. Grimes Boulevard to Vizcaya Parkway) | 55 | 55 | 62 | 60 | 55 | 55 |
| University Boulevard <br> (Vizcaya Parkway to CR 110) | 55 | 55 | 54 | 55 | 55 | 55 |
| University Boulevard <br> (CR 110 to SH 130) | 50 | 45 | 45 | 45 |  |  |

## Results

Based on the results of the speed study, the 85 th percentile speeds on the 45 mph posted speed segments of University Boulevard fall between 39 and 52 mph , or approximately 7 mph above and 6 mph below the posted speed limit of 45 mph . The $85^{\text {th }}$ percentile speeds on the 55 mph posted speed segments of University Boulevard fall between 54 and 62 mph , or approximately 1 mph below to 7 mph above the posted speed limit of 55 mph . The $85^{\text {th }}$ percentile speeds on the 60 mph posted speed segments of University Boulevard fall between 59 and 60 mph , or approximately 1 mph below the posted speed limit of 60 mph .

The crash rates for the University Boulevard segment between IH 35 and Sunrise Road were calculated to be much higher than the statewide average crash rates for a 4-lane divided urban roadway. This may be attributed to the high driveway density (number of driveways per mile) for this segment, as typically an increase in the number of driveways per mile corresponds with an increase in crash rates due to the increase in conflict points. Since the crash rates for a two year period (20182019) for the segment between IH 35 and Sunrise Road were much higher than the average for other highways of similar classification (4 lane divided, urban) - therefore, an adjustment to the existing posted speed limits were considered.

## Recommendations

Typically, the legal speed limit may be set as much as 5 mph above or below the observed 85th percentile speed of the roadway. Most of the posted speed limits along University Boulevard conform to this range. The team reviewed the $85^{\text {th }}$ percentile speed study data and the historical crash rate analysis to provide recommendations along University Boulevard. The proposed speed limits and

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recommendations are illustrated in Figure 2.
The following recommendations are provided based on the speed study:

1. Consider decreasing the speed limit for the University Boulevard section between IH 35 and Sunrise Road to 40 MPH for both eastbound and westbound directions, based on a review of the $85^{\text {th }}$ percentile speed data and the crash rate analysis
2. Consider replacing the temporary $\mathbf{5 5} \mathbf{M P H}$ speed limit sign for the westbound direction, west of CR 110 to a permanent, ground mounted sign.
3. Consider conducting an access management study for the University Boulevard section between IH 35 and A.W. Grimes Boulevard (4 lane divided with a TWLTL) to study the impact of providing access management techniques - raised medians, driveway consolidation, and intersection improvements to decrease conflict points, that may eventually decrease the crash rates in this section. According to the Roadway Design Manual (Ref. 4), a raised median should be considered for locations where average daily traffic (ADT) exceeds 20,000 vehicles and the demand for mid-block turns is high.

Please feel free to contact me if you have any questions.
Sincerely,
HDR Engineering, Inc.


Sukrit Narula, P.E., PTOE
Traffic Engineer

MM



[^0]Matthew Bushak, P.E.
March 8, 2021
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## References

1. City of Round Rock

2017 Transportation Master Plan Update, Round Rock, Texas
2.TxDOT

2020 Crash Records Information System, Austin, Texas
3.TxDOT

2015 Procedures for Establishing Speed Zones, Austin, Texas
4.TxDOT

2020 Roadway Design Manual, Austin, Texas
1.)

## Appendix A. Speed Data Summary

## IH 35 to Sunrise Road

| Hwy: <br> Date: | University Blvd |  | Weather: Clear |  | Site 1-30.5603N, -97.6843W |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2/9/2021 |  | Time: from | 9:00 AM |  | 9:31 AM |
| Vehicle <br> Mean Speed | Number of Vehicles Surveyed |  | Cumulative Total of Vehicles Surveyed |  | Cumulative Percent of Vehicles Surveyed |  |
|  | Eastbound | Westbound | Eastbound | Westbound | Eastbound | Westbound |
| 10 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 11 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 12 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 13 | 3 | 0 | 3 | 0 | 2.3\% | 0.0\% |
| 14 | 2 | 0 | 5 | 0 | 3.8\% | 0.0\% |
| 15 | 0 | 0 | 5 | 0 | 3.8\% | 0.0\% |
| 16 | 0 | 0 | 5 | 0 | 3.8\% | 0.0\% |
| 17 | 0 | 0 | 5 | 0 | 3.8\% | 0.0\% |
| 18 | 1 | 0 | 6 | 0 | 4.5\% | 0.0\% |
| 19 | 0 | 0 | 6 | 0 | 4.5\% | 0.0\% |
| 20 | 1 | 0 | 7 | 0 | 5.3\% | 0.0\% |
| 21 | 0 | 0 | 7 | 0 | 5.3\% | 0.0\% |
| 22 | 0 | 0 | 7 | 0 | 5.3\% | 0.0\% |
| 23 | 0 | 1 | 7 | 1 | 5.3\% | 0.7\% |
| 24 | 3 | 1 | 10 | 2 | 7.6\% | 1.5\% |
| 25 | 0 | 0 | 10 | 2 | 7.6\% | 1.5\% |
| 26 | 2 | 2 | 12 | 4 | 9.1\% | 3.0\% |
| 27 | 2 | 3 | 14 | 7 | 10.6\% | 5.2\% |
| 28 | 3 | 5 | 17 | 12 | 12.9\% | 9.0\% |
| 29 | 5 | 6 | 22 | 18 | 16.7\% | 13.4\% |
| 30 | 3 | 10 | 25 | 28 | 18.9\% | 20.9\% |
| 31 | 3 | 7 | 28 | 35 | 21.2\% | 26.1\% |
| 32 | 4 | 11 | 32 | 46 | 24.2\% | 34.3\% |
| 33 | 8 | 13 | 40 | 59 | 30.3\% | 44.0\% |
| 34 | 7 | 12 | 47 | 71 | 35.6\% | 53.0\% |
| 35 | 15 | 13 | 62 | 84 | 47.0\% | 62.7\% |
| 36 | 10 | 11 | 72 | 95 | 54.5\% | 70.9\% |
| 37 | 7 | 12 | 79 | 107 | 59.8\% | 79.9\% |
| 38 | 5 | 5 | 84 | 112 | 63.6\% | 83.6\% |
| 39 | 7 | 3 | 91 | 115 | 68.9\% | 85.8\% |
| 40 | 8 | 4 | 99 | 119 | 75.0\% | 88.8\% |
| 41 | 6 | 2 | 105 | 121 | 79.5\% | 90.3\% |
| 42 | 2 | 5 | 107 | 126 | 81.1\% | 94.0\% |
| 43 | 5 | 3 | 112 | 129 | 84.8\% | 96.3\% |
| 44 | 3 | 3 | 115 | 132 | 87.1\% | 98.5\% |
| 45 | 9 | 0 | 124 | 132 | 93.9\% | 98.5\% |
| 46 | 6 | 1 | 130 | 133 | 98.5\% | 99.3\% |
| 47 | 0 | 0 | 130 | 133 | 98.5\% | 99.3\% |
| 48 | 2 | 0 | 132 | 133 | 100.0\% | 99.3\% |
| 49 | 0 | 1 | 132 | 134 | 100.0\% | 100.0\% |
| 50 | 0 | 0 | 132 | 134 | 100.0\% | 100.0\% |
| 51 | 0 | 0 | 132 | 134 | 100.0\% | 100.0\% |
| 52 | 0 | 0 | 132 | 134 | 100.0\% | 100.0\% |
| 53 | 0 | 0 | 132 | 134 | 100.0\% | 100.0\% |
| 54 | 0 | 0 | 132 | 134 | 100.0\% | 100.0\% |
| 55 | 0 | 0 | 132 | 134 | 100.0\% | 100.0\% |
| 56 | 0 | 0 | 132 | 134 | 100.0\% | 100.0\% |
| 57 | 0 | 0 | 132 | 134 | 100.0\% | 100.0\% |
| 58 | 0 | 0 | 132 | 134 | 100.0\% | 100.0\% |
| 59 | 0 | 0 | 132 | 134 | 100.0\% | 100.0\% |
| 60 | 0 | 0 | 132 | 134 | 100.0\% | 100.0\% |
| Eastbound 85\% tile speed is $\mathbf{4 3} \mathbf{~ m p h} \quad$ Westbound $85 \%$ tile speed is $\mathbf{3 9} \mathbf{~ m p h}$ |  |  |  |  |  |  |
|  |  |  |  |  |  | — Eastbound <br> - Westbound $0^{x} 5^{60} 9^{80}$ |


| Hwy: <br> Date: | University Blvd |  | Weather: Cloudy |  | Site 2-30.563928, 0-97.674190 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2/9/2021 |  | Time: from | 9:00 AM |  | 9:35 AM |
| VehicleMean Speed | Number of Vehicles Surveyed |  | Cumulative Total of Vehicles Surveyed |  | $\begin{aligned} & \text { Cumulative Percent of } \\ & \text { Vehicles Surveyed } \\ & \hline \end{aligned}$ |  |
|  | Eastbound | Westbound | Eastbound | Westbound | Eastbound | Westbound |
| 30 | 2 | 0 | 2 | 0 | 1.5\% | 0.0\% |
| 31 | 2 | 0 | 4 | 0 | 2.9\% | 0.0\% |
| 32 | 1 | 1 | 5 | 1 | 3.7\% | 0.6\% |
| 33 | 2 | 0 | 7 | 1 | 5.1\% | 0.6\% |
| 34 | 6 | 1 | 13 | 2 | 9.6\% | 1.3\% |
| 35 | 7 | 0 | 20 | 2 | 14.7\% | 1.3\% |
| 36 | 4 | 1 | 24 | 3 | 17.6\% | 1.9\% |
| 37 | 7 | 0 | 31 | 3 | 22.8\% | 1.9\% |
| 38 | 9 | 2 | 40 | 5 | 29.4\% | 3.2\% |
| 39 | 8 | 3 | 48 | 8 | 35.3\% | 5.2\% |
| 40 | 5 | 10 | 53 | 18 | 39.0\% | 11.7\% |
| 41 | 15 | 5 | 68 | 23 | 50.0\% | 14.9\% |
| 42 | 11 | 11 | 79 | 34 | 58.1\% | 22.1\% |
| 43 | 14 | 10 | 93 | 44 | 68.4\% | 28.6\% |
| 44 | 12 | 13 | 105 | 57 | 77.2\% | 37.0\% |
| 45 | 7 | 17 | 112 | 74 | 82.4\% | 48.1\% |
| 46 | 10 | 15 | 122 | 89 | 89.7\% | 57.8\% |
| 47 | 4 | 12 | 126 | 101 | 92.6\% | 65.6\% |
| 48 | 2 | 15 | 128 | 116 | 94.1\% | 75.3\% |
| 49 | 4 | 15 | 132 | 131 | 97.1\% | 85.1\% |
| 50 | 1 | 11 | 133 | 142 | 97.8\% | 92.2\% |
| 51 | 1 | 4 | 134 | 146 | 98.5\% | 94.8\% |
| 52 | 0 | 4 | 134 | 150 | 98.5\% | 97.4\% |
| 53 | 1 | 2 | 135 | 152 | 99.3\% | 98.7\% |
| 54 | 1 | 0 | 136 | 152 | 100.0\% | 98.7\% |
| 55 | 0 | 1 | 136 | 153 | 100.0\% | 99.4\% |
| 56 | 0 | 0 | 136 | 153 | 100.0\% | 99.4\% |
| 57 | 0 | 0 | 136 | 153 | 100.0\% | 99.4\% |
| 58 | 0 | 0 | 136 | 153 | 100.0\% | 99.4\% |
| 59 | 0 | 0 | 136 | 153 | 100.0\% | 99.4\% |
| 60 | 0 | 0 | 136 | 153 | 100.0\% | 99.4\% |
| 61 | 0 | 0 | 136 | 153 | 100.0\% | 99.4\% |
| 62 | 0 | 0 | 136 | 153 | 100.0\% | 99.4\% |
| 63 | 0 | 0 | 136 | 153 | 100.0\% | 99.4\% |
| 64 | 0 | 0 | 136 | 153 | 100.0\% | 99.4\% |
| 65 | 0 | 0 | 136 | 153 | 100.0\% | 99.4\% |
| 66 | 0 | 0 | 136 | 153 | 100.0\% | 99.4\% |
| 67 | 0 | 0 | 136 | 153 | 100.0\% | 99.4\% |
| 68 | 0 | 0 | 136 | 153 | 100.0\% | 99.4\% |
| 69 | 0 | 1 | 136 | 154 | 100.0\% | 100.0\% |
| 70 | 0 | 0 | 136 | 154 | 100.0\% | 100.0\% |
| 71 | 0 | 0 | 136 | 154 | 100.0\% | 100.0\% |
| 72 | 0 | 0 | 136 | 154 | 100.0\% | 100.0\% |
| 73 | 0 | 0 | 136 | 154 | 100.0\% | 100.0\% |
| 74 | 0 | 0 | 136 | 154 | 100.0\% | 100.0\% |
| 75 | 0 | 0 | 136 | 154 | 100.0\% | 100.0\% |
| 76 | 0 | 0 | 136 | 154 | 100.0\% | 100.0\% |
| 77 | 0 | 0 | 136 | 154 | 100.0\% | 100.0\% |
| 78 | 0 | 0 | 136 | 154 | 100.0\% | 100.0\% |
| 79 | 0 | 0 | 136 | 154 | 100.0\% | 100.0\% |
| 80 | 0 | 0 | 136 | 154 | 100.0\% | 100.0\% |
| Eastbound 85\% tile speed is $45 \mathrm{mph} \quad$ Westbound $85 \%$ tile speed is 49 mph |  |  |  |  |  |  |
|  |  |  | VEHICULAR SP | EED (MPH) |  | - Eastbound <br> Westbound $\uparrow^{5} \uparrow \uparrow^{9}$ |

## Eagles Nest Street to College Park Drive

Hwy: University Blvd Weather: Cloudy Site 3-30.5672N, -97.6641W

| Date: | Time: from | 9:34 AM to | 10:12 AM |
| :---: | :---: | :---: | :---: | :---: |
| Vehicle |  | Cumulative Total of | Cumulative Percent of |


| Vehicle <br> Mean Speed | Number of Vehicles Surveyed |  | Cumulative Total of <br> Vehicles Surveyed |  | Cumulative Percent of <br> Vehicles Surveyed |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Eastbound | Westbound | Eastbound | Westbound | Eastbound | Westbound |
| 26 | 0 | 1 | 0 | 1 | $0.0 \%$ | $0.7 \%$ |


| 26 | 0 | 1 | 0 | 1 | $0.0 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 27 | 0 | 1 | 0 | 2 | $0.0 \%$ |
| 28 | 1 | 0 | 1 | 2 | $0.7 \%$ |
| 29 | 0 | 1 | 1 | 3 | $1.5 \%$ |
| 30 | 0 | 1 | 1 | 4 | $0.7 \%$ |
|  |  |  | $0.7 \%$ | $3.2 \%$ |  |
|  |  |  |  |  |  |


| 31 | 2 | 2 | 3 | 6 | $2.2 \%$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 32 | 2 | 3 | 5 | 9 | $3.7 \%$ |
| 33 | 6 | 3 | 11 | 12 | $8.1 \%$ |
| 34 | 5 | 3 | 16 | 15 | $11.8 \%$ |
| 35 | 11 | 12 | 27 | 27 | $19.9 \%$ |
|  |  | $11.2 \%$ |  |  |  |


| 36 | 12 | 9 |
| :---: | :---: | :---: |
| 37 | 17 | 13 |
| 38 | 11 | 15 |
| 39 | 16 | 10 |


| 40 | 11 | 7 |
| :---: | :---: | :---: |
| 41 | 8 | 12 |
| 42 | 13 | 6 |
| 43 | 7 | 2 |


| 44 | 8 | 5 |
| :---: | :--- | :--- |
| 45 | 1 | 2 |
| 46 | 2 | 6 |
| 47 | 1 | 3 |


| 47 | 1 | 3 |
| :---: | :--- | :--- |
| 48 | 1 | 3 |
| 49 | 0 | 7 |
| 50 | 0 | 3 |
|  | 0 |  |

## College Park Drive to A.W. Grimes Boulevard

| Hwy: <br> Date: | University Blvd |  | Weather: <br> Time: from | Cloudy | Site 4-30.569468, -97.656833 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2/9/2021 |  |  | 9:45 AM |  | 10:15 AM |
| Vehicle <br> Mean Speed | Number of Vehicles Surveyed |  | Cumulative Total of Vehicles Surveyed |  | Cumulative Percent of Vehicles Surveyed |  |
|  | Eastbound | Westbound | Eastbound | Westbound | Eastbound | Westbound |
| 30 | 0 | 1 | 0 | 1 | 0.0\% | 0.7\% |
| 31 | 2 | 0 | 2 | 1 | 1.2\% | 0.7\% |
| 32 | 1 | 0 | 3 | 1 | 1.8\% | 0.7\% |
| 33 | 0 | 0 | 3 | 1 | 1.8\% | 0.7\% |
| 34 | 0 | 3 | 3 | 4 | 1.8\% | 2.7\% |
| 35 | 0 | 0 | 3 | 4 | 1.8\% | 2.7\% |
| 36 | 0 | 2 | 3 | 6 | 1.8\% | 4.1\% |
| 37 | 1 | 1 | 4 | 7 | 2.5\% | 4.8\% |
| 38 | 8 | 5 | 12 | 12 | 7.4\% | 8.2\% |
| 39 | 4 | 5 | 16 | 17 | 9.8\% | 11.6\% |
| 40 | 1 | 7 | 17 | 24 | 10.4\% | 16.4\% |
| 41 | 1 | 6 | 18 | 30 | 11.0\% | 20.5\% |
| 42 | 5 | 13 | 23 | 43 | 14.1\% | 29.5\% |
| 43 | 8 | 17 | 31 | 60 | 19.0\% | 41.1\% |
| 44 | 13 | 10 | 44 | 70 | 27.0\% | 47.9\% |
| 45 | 13 | 14 | 57 | 84 | 35.0\% | 57.5\% |
| 46 | 14 | 11 | 71 | 95 | 43.6\% | 65.1\% |
| 47 | 9 | 12 | 80 | 107 | 49.1\% | 73.3\% |
| 48 | 16 | 11 | 96 | 118 | 58.9\% | 80.8\% |
| 49 | 13 | 10 | 109 | 128 | 66.9\% | 87.7\% |
| 50 | 12 | 4 | 121 | 132 | 74.2\% | 90.4\% |
| 51 | 8 | 5 | 129 | 137 | 79.1\% | 93.8\% |
| 52 | 9 | 5 | 138 | 142 | 84.7\% | 97.3\% |
| 53 | 7 | 2 | 145 | 144 | 89.0\% | 98.6\% |
| 54 | 6 | 1 | 151 | 145 | 92.6\% | 99.3\% |
| 55 | 1 | 0 | 152 | 145 | 93.3\% | 99.3\% |
| 56 | 0 | 1 | 152 | 146 | 93.3\% | 100.0\% |
| 57 | 7 | 0 | 159 | 146 | 97.5\% | 100.0\% |
| 58 | 1 | 0 | 160 | 146 | 98.2\% | 100.0\% |
| 59 | 1 | 0 | 161 | 146 | 98.8\% | 100.0\% |
| 60 | 0 | 0 | 161 | 146 | 98.8\% | 100.0\% |
| 61 | 0 | 0 | 161 | 146 | 98.8\% | 100.0\% |
| 62 | 0 | 0 | 161 | 146 | 98.8\% | 100.0\% |
| 63 | 0 | 0 | 161 | 146 | 98.8\% | 100.0\% |
| 64 | 0 | 0 | 161 | 146 | 98.8\% | 100.0\% |
| 65 | 0 | 0 | 161 | 146 | 98.8\% | 100.0\% |
| 66 | 2 | 0 | 163 | 146 | 100.0\% | 100.0\% |
| 67 | 0 | 0 | 163 | 146 | 100.0\% | 100.0\% |
| 68 | 0 | 0 | 163 | 146 | 100.0\% | 100.0\% |
| 69 | 0 | 0 | 163 | 146 | 100.0\% | 100.0\% |
| 70 | 0 | 0 | 163 | 146 | 100.0\% | 100.0\% |
| 71 | 0 | 0 | 163 | 146 | 100.0\% | 100.0\% |
| 72 | 0 | 0 | 163 | 146 | 100.0\% | 100.0\% |
| 73 | 0 | 0 | 163 | 146 | 100.0\% | 100.0\% |
| 74 | 0 | 0 | 163 | 146 | 100.0\% | 100.0\% |
| 75 | 0 | 0 | 163 | 146 | 100.0\% | 100.0\% |
| 76 | 0 | 0 | 163 | 146 | 100.0\% | 100.0\% |
| 77 | 0 | 0 | 163 | 146 | 100.0\% | 100.0\% |
| 78 | 0 | 0 | 163 | 146 | 100.0\% | 100.0\% |
| 79 | 0 | 0 | 163 | 146 | 100.0\% | 100.0\% |
| 80 | 0 | 0 | 163 | 146 | 100.0\% | 100.0\% |
| Eastbound 85\% tile speed is 52 mph Westbound $85 \%$ tile speed is 49 mph |  |  |  |  |  |  |
|  |  | $3^{9} \hat{a^{2}} x^{3} \alpha^{5} \hat{x}$ |  |  |  |  |

## A.W. Grimes Boulevard to Vizcaya Parkway

Hwy: University Blvd Weather: Cloudy Site 5-30.57424N, -97.6421 W
Date: $2 / 9 / 2021 \quad$ Time: from 10:20 AM to $\quad$ 11:00 AM

| VehicleMean Speed | Number of Vehicles Surveyed |  | Cumulative Total of Vehicles Surveyed |  | Cumulative Percent of Vehicles Surveyed |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Eastbound | Westbound | Eastbound | Westbound | Eastbound | Westbound |
| 26 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 27 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 28 | 0 | 1 | 0 | 1 | 0.0\% | 0.8\% |
| 29 | 0 | 0 | 0 | 1 | 0.0\% | 0.8\% |
| 30 | 0 | 1 | 0 | 2 | 0.0\% | 1.5\% |
| 31 | 0 | 1 | 0 | 3 | 0.0\% | 2.3\% |
| 32 | 0 | 0 | 0 | 3 | 0.0\% | 2.3\% |
| 33 | 0 | 0 | 0 | 3 | 0.0\% | 2.3\% |
| 34 | 0 | 0 | 0 | 3 | 0.0\% | 2.3\% |
| 35 | 0 | 0 | 0 | 3 | 0.0\% | 2.3\% |
| 36 | 0 | 1 | 0 | 4 | 0.0\% | 3.1\% |
| 37 | 0 | 0 | 0 | 4 | 0.0\% | 3.1\% |
| 38 | 0 | 1 | 0 | 5 | 0.0\% | 3.8\% |
| 39 | 0 | 1 | 0 | 6 | 0.0\% | 4.6\% |
| 40 | 0 | 0 | 0 | 6 | 0.0\% | 4.6\% |
| 41 | 1 | 1 | 1 | 7 | 0.8\% | 5.3\% |
| 42 | 0 | 1 | 1 | 8 | 0.8\% | 6.1\% |
| 43 | 1 | 2 | 2 | 10 | 1.5\% | 7.6\% |
| 44 | 2 | 3 | 4 | 13 | 3.1\% | 9.9\% |
| 45 | 8 | 1 | 12 | 14 | 9.2\% | 10.7\% |
| 46 | 2 | 1 | 14 | 15 | 10.8\% | 11.5\% |
| 47 | 1 | 7 | 15 | 22 | 11.5\% | 16.8\% |
| 48 | 7 | 5 | 22 | 27 | 16.9\% | 20.6\% |
| 49 | 3 | 7 | 25 | 34 | 19.2\% | 26.0\% |
| 50 | 2 | 7 | 27 | 41 | 20.8\% | 31.3\% |
| 51 | 7 | 8 | 34 | 49 | 26.2\% | 37.4\% |
| 52 | 18 | 12 | 52 | 61 | 40.0\% | 46.6\% |
| 53 | 13 | 5 | 65 | 66 | 50.0\% | 50.4\% |
| 54 | 8 | 8 | 73 | 74 | 56.2\% | 56.5\% |
| 55 | 12 | 8 | 85 | 82 | 65.4\% | 62.6\% |
| 56 | 7 | 5 | 92 | 87 | 70.8\% | 66.4\% |
| 57 | 3 | 8 | 95 | 95 | 73.1\% | 72.5\% |
| 58 | 7 | 7 | 102 | 102 | 78.5\% | 77.9\% |
| 59 | 1 | 6 | 103 | 108 | 79.2\% | 82.4\% |
| 60 | 3 | 6 | 106 | 114 | 81.5\% | 87.0\% |
| 61 | 3 | 0 | 109 | 114 | 83.8\% | 87.0\% |
| 62 | 1 | 6 | 110 | 120 | 84.6\% | 91.6\% |
| 63 | 3 | 1 | 113 | 121 | 86.9\% | 92.4\% |
| 64 | 1 | 0 | 114 | 121 | 87.7\% | 92.4\% |
| 65 | 5 | 3 | 119 | 124 | 91.5\% | 94.7\% |
| 66 | 0 | 2 | 119 | 126 | 91.5\% | 96.2\% |
| 67 | 2 | 1 | 121 | 127 | 93.1\% | 96.9\% |
| 68 | 1 | 1 | 122 | 128 | 93.8\% | 97.7\% |
| 69 | 0 | 1 | 122 | 129 | 93.8\% | 98.5\% |
| 70 | 1 | 0 | 123 | 129 | 94.6\% | 98.5\% |
| 71 | 3 | 0 | 126 | 129 | 96.9\% | 98.5\% |
| 72 | 0 | 0 | 126 | 129 | 96.9\% | 98.5\% |
| 73 | 1 | 1 | 127 | 130 | 97.7\% | 99.2\% |
| 74 | 2 | 0 | 129 | 130 | 99.2\% | 99.2\% |
| 75 | 0 | 1 | 129 | 131 | 99.2\% | 100.0\% |
| 76 | 0 | 0 | 129 | 131 | 99.2\% | 100.0\% |
| 77 | 1 | 0 | 130 | 131 | 100.0\% | 100.0\% |
| 78 | 0 | 0 | 130 | 131 | 100.0\% | 100.0\% |
| 79 | 0 | 0 | 130 | 131 | 100.0\% | 100.0\% |
| 80 | 0 | 0 | 130 | 131 | 100.0\% | 100.0\% |

Eastbound $85 \%$ tile speed is $62 \mathrm{mph} \quad$ Westbound $85 \%$ tile speed is 60 mph


## Vizcaya Parkway to CR 110

| Hwy: <br> Date: | University Blvd |  | Weather: <br> Time: from | Cloudy | Site 6-30.581783, -97.621826 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 9/4/2019 |  |  | 10:30 AM | to | 11:00 AM |
| Mean Speed | Number of Vehicles Surveyed |  | Cumulative Total of Vehicles Surveyed |  | Cumulative Percent of Vehicles Surveyed |  |
|  | Eastbound | Westbound | Eastbound | Westbound | Eastbound | Westbound |
| 30 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 31 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 32 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 33 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 34 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 35 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 36 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 37 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 38 | 1 | 0 | 1 | 0 | 0.7\% | 0.0\% |
| 39 | 0 | 0 | 1 | 0 | 0.7\% | 0.0\% |
| 40 | 2 | 1 | 3 | 1 | 2.1\% | 0.6\% |
| 41 | 3 | 1 | 6 | 2 | 4.1\% | 1.3\% |
| 42 | 2 | 3 | 8 | 5 | 5.5\% | 3.2\% |
| 43 | 5 | 2 | 13 | 7 | 8.9\% | 4.5\% |
| 44 | 4 | 3 | 17 | 10 | 11.6\% | 6.4\% |
| 45 | 9 | 4 | 26 | 14 | 17.8\% | 9.0\% |
| 46 | 12 | 5 | 38 | 19 | 26.0\% | 12.2\% |
| 47 | 8 | 6 | 46 | 25 | 31.5\% | 16.0\% |
| 48 | 6 | 8 | 52 | 33 | 35.6\% | 21.2\% |
| 49 | 6 | 13 | 58 | 46 | 39.7\% | 29.5\% |
| 50 | 12 | 11 | 70 | 57 | 47.9\% | 36.5\% |
| 51 | 11 | 6 | 81 | 63 | 55.5\% | 40.4\% |
| 52 | 13 | 20 | 94 | 83 | 64.4\% | 53.2\% |
| 53 | 14 | 19 | 108 | 102 | 74.0\% | 65.4\% |
| 54 | 18 | 17 | 126 | 119 | 86.3\% | 76.3\% |
| 55 | 7 | 13 | 133 | 132 | 91.1\% | 84.6\% |
| 56 | 4 | 4 | 137 | 136 | 93.8\% | 87.2\% |
| 57 | 2 | 1 | 139 | 137 | 95.2\% | 87.8\% |
| 58 | 4 | 4 | 143 | 141 | 97.9\% | 90.4\% |
| 59 | 0 | 4 | 143 | 145 | 97.9\% | 92.9\% |
| 60 | 0 | 4 | 143 | 149 | 97.9\% | 95.5\% |
| 61 | 1 | 1 | 144 | 150 | 98.6\% | 96.2\% |
| 62 | 0 | 1 | 144 | 151 | 98.6\% | 96.8\% |
| 63 | 1 | 2 | 145 | 153 | 99.3\% | 98.1\% |
| 64 | 0 | 1 | 145 | 154 | 99.3\% | 98.7\% |
| 65 | 0 | 0 | 145 | 154 | 99.3\% | 98.7\% |
| 66 | 1 | 2 | 146 | 156 | 100.0\% | 100.0\% |
| 67 | 0 | 0 | 146 | 156 | 100.0\% | 100.0\% |
| 68 | 0 | 0 | 146 | 156 | 100.0\% | 100.0\% |
| 69 | 0 | 0 | 146 | 156 | 100.0\% | 100.0\% |
| 70 | 0 | 0 | 146 | 156 | 100.0\% | 100.0\% |
| 71 | 0 | 0 | 146 | 156 | 100.0\% | 100.0\% |
| 72 | 0 | 0 | 146 | 156 | 100.0\% | 100.0\% |
| 73 | 0 | 0 | 146 | 156 | 100.0\% | 100.0\% |
| 74 | 0 | 0 | 146 | 156 | 100.0\% | 100.0\% |
| 75 | 0 | 0 | 146 | 156 | 100.0\% | 100.0\% |
| 76 | 0 | 0 | 146 | 156 | 100.0\% | 100.0\% |
| 77 | 0 | 0 | 146 | 156 | 100.0\% | 100.0\% |
| 78 | 0 | 0 | 146 | 156 | 100.0\% | 100.0\% |
| 79 | 0 | 0 | 146 | 156 | 100.0\% | 100.0\% |
| 80 | 0 | 0 | 146 | 156 | 100.0\% | 100.0\% |
| Eastbound $85 \%$ tile speed is 52 mph Westbound $85 \%$ tile speed is 55 mph |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

## CR 110 to SH 130

| Hwy: <br> Date: | University Blvd |  | Weather: Cloudy |  | Site 7-30.5860N, -97.6083W |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2/9/2021 |  | Time: from | 1:30 PM |  | 2:05 PM |
| Vehicle <br> Mean Speed | Number of Vehicles Surveyed |  | Cumulative Total of Vehicles Surveyed |  | Cumulative Percent of <br> Vehicles Surveyed |  |
|  | Eastbound | Westbound | Eastbound | Westbound | Eastbound | Westbound |
| 30 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 31 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 32 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 33 | 0 | 0 | 0 | 0 | 0.0\% | 0.0\% |
| 34 | 1 | 0 | 1 | 0 | 0.7\% | 0.0\% |
| 35 | 0 | 0 | 1 | 0 | 0.7\% | 0.0\% |
| 36 | 1 | 0 | 2 | 0 | 1.4\% | 0.0\% |
| 37 | 0 | 0 | 2 | 0 | 1.4\% | 0.0\% |
| 38 | 2 | 0 | 4 | 0 | 2.9\% | 0.0\% |
| 39 | 1 | 0 | 5 | 0 | 3.6\% | 0.0\% |
| 40 | 3 | 0 | 8 | 0 | 5.8\% | 0.0\% |
| 41 | 2 | 1 | 10 | 1 | 7.2\% | 0.7\% |
| 42 | 3 | 1 | 13 | 2 | 9.4\% | 1.5\% |
| 43 | 6 | 0 | 19 | 2 | 13.7\% | 1.5\% |
| 44 | 2 | 1 | 21 | 3 | 15.1\% | 2.2\% |
| 45 | 6 | 0 | 27 | 3 | 19.4\% | 2.2\% |
| 46 | 4 | 1 | 31 | 4 | 22.3\% | 3.0\% |
| 47 | 3 | 4 | 34 | 8 | 24.5\% | 5.9\% |
| 48 | 4 | 7 | 38 | 15 | 27.3\% | 11.1\% |
| 49 | 6 | 8 | 44 | 23 | 31.7\% | 17.0\% |
| 50 | 4 | 8 | 48 | 31 | 34.5\% | 23.0\% |
| 51 | 4 | 11 | 52 | 42 | 37.4\% | 31.1\% |
| 52 | 11 | 14 | 63 | 56 | 45.3\% | 41.5\% |
| 53 | 9 | 8 | 72 | 64 | 51.8\% | 47.4\% |
| 54 | 12 | 13 | 84 | 77 | 60.4\% | 57.0\% |
| 55 | 6 | 10 | 90 | 87 | 64.7\% | 64.4\% |
| 56 | 8 | 9 | 98 | 96 | 70.5\% | 71.1\% |
| 57 | 3 | 9 | 101 | 105 | 72.7\% | 77.8\% |
| 58 | 7 | 7 | 108 | 112 | 77.7\% | 83.0\% |
| 59 | 6 | 5 | 114 | 117 | 82.0\% | 86.7\% |
| 60 | 4 | 6 | 118 | 123 | 84.9\% | 91.1\% |
| 61 | 2 | 5 | 120 | 128 | 86.3\% | 94.8\% |
| 62 | 7 | 2 | 127 | 130 | 91.4\% | 96.3\% |
| 63 | 4 | 1 | 131 | 131 | 94.2\% | 97.0\% |
| 64 | 4 | 1 | 135 | 132 | 97.1\% | 97.8\% |
| 65 | 2 | 1 | 137 | 133 | 98.6\% | 98.5\% |
| 66 | 0 | 1 | 137 | 134 | 98.6\% | 99.3\% |
| 67 | 1 | 0 | 138 | 134 | 99.3\% | 99.3\% |
| 68 | 0 | 1 | 138 | 135 | 99.3\% | 100.0\% |
| 69 | 1 | 0 | 139 | 135 | 100.0\% | 100.0\% |
| 70 | 0 | 0 | 139 | 135 | 100.0\% | 100.0\% |
| 71 | 0 | 0 | 139 | 135 | 100.0\% | 100.0\% |
| 72 | 0 | 0 | 139 | 135 | 100.0\% | 100.0\% |
| 73 | 0 | 0 | 139 | 135 | 100.0\% | 100.0\% |
| 74 | 0 | 0 | 139 | 135 | 100.0\% | 100.0\% |
| 75 | 0 | 0 | 139 | 135 | 100.0\% | 100.0\% |
| 76 | 0 | 0 | 139 | 135 | 100.0\% | 100.0\% |
| 77 | 0 | 0 | 139 | 135 | 100.0\% | 100.0\% |
| 78 | 0 | 0 | 139 | 135 | 100.0\% | 100.0\% |
| 79 | 0 | 0 | 139 | 135 | 100.0\% | 100.0\% |
| 80 | 0 | 0 | 139 | 135 | 100.0\% | 100.0\% |
| Eastbound 85\% tile speed is 60 mph Westbound $85 \%$ tile speed is 59 mph |  |  |  |  |  |  |
|  |  | $\hat{3}^{9} \hat{\alpha^{2}} \hat{x}^{3} \alpha^{5} \hat{x}$ |  | $66^{9} 6^{2}$ <br> EED (MPH) |  |  |

ト?

Appendix B. 24-Hour Daily Volume Data

3751 FM 1105, Bldg. A
Georgetown, TX 78626
512-832-8650
Site Code: 1 Station ID:
University Blvd
West of University Oaks Blvd Latitude: 0' 0.0000 Undefined

| Start | 09-Feb-21 | Westbound |  | Hour Totals |  | Eastbound |  | Hour Totals |  | Combined Totals |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | Tue | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 |  | 17 | 173 |  |  | 5 | 162 |  |  |  |  |
| 12:15 |  | 6 | 163 |  |  | 8 | 157 |  |  |  |  |
| 12:30 |  | 11 | 152 |  |  | 5 | 145 |  |  |  |  |
| 12:45 |  | 3 | 159 | 37 | 647 | 11 | 144 | 29 | 608 | 66 | 1255 |
| 01:00 |  | 2 | 179 |  |  | 5 | 174 |  |  |  |  |
| 01:15 |  | 6 | 152 |  |  | 8 | 147 |  |  |  |  |
| 01:30 |  | 6 | 166 |  |  | 6 | 148 |  |  |  |  |
| 01:45 |  | 4 | 159 | 18 | 656 | 3 | 151 | 22 | 620 | 40 | 1276 |
| 02:00 |  | 3 | 188 |  |  | 2 | 132 |  |  |  |  |
| 02:15 |  | 3 | 191 |  |  | 2 | 145 |  |  |  |  |
| 02:30 |  | 4 | 194 |  |  | 3 | 143 |  |  |  |  |
| 02:45 |  | 7 | 177 | 17 | 750 | 5 | 154 | 12 | 574 | 29 | 1324 |
| 03:00 |  | 1 | 174 |  |  | 4 | 152 |  |  |  |  |
| 03:15 |  | 4 | 132 |  |  | 7 | 143 |  |  |  |  |
| 03:30 |  | 7 | 168 |  |  | 4 | 150 |  |  |  |  |
| 03:45 |  | 7 | 192 | 19 | 666 | 1 | 149 | 16 | 594 | 35 | 1260 |
| 04:00 |  | 10 | 163 |  |  | 3 | 159 |  |  |  |  |
| 04:15 |  | 14 | 199 |  |  | 11 | 151 |  |  |  |  |
| 04:30 |  | 20 | 217 |  |  | 6 | 157 |  |  |  |  |
| 04:45 |  | 36 | 177 | 80 | 756 | 16 | 155 | 36 | 622 | 116 | 1378 |
| 05:00 |  | 44 | 186 |  |  | 9 | 163 |  |  |  |  |
| 05:15 |  | 40 | 188 |  |  | 11 | 165 |  |  |  |  |
| 05:30 |  | 62 | 213 |  |  | 21 | 156 |  |  |  |  |
| 05:45 |  | 93 | 131 | 239 | 718 | 33 | 136 | 74 | 620 | 313 | 1338 |
| 06:00 |  | 81 | 161 |  |  | 35 | 148 |  |  |  |  |
| 06:15 |  | 104 | 133 |  |  | 78 | 158 |  |  |  |  |
| 06:30 |  | 112 | 133 |  |  | 112 | 146 |  |  |  |  |
| 06:45 |  | 99 | 114 | 396 | 541 | 142 | 129 | 367 | 581 | 763 | 1122 |
| 07:00 |  | 121 | 137 |  |  | 154 | 113 |  |  |  |  |
| 07:15 |  | 146 | 112 |  |  | 161 | 143 |  |  |  |  |
| 07:30 |  | 202 | 105 |  |  | 219 | 115 |  |  |  |  |
| 07:45 |  | 166 | 89 | 635 | 443 | 219 | 92 | 753 | 463 | 1388 | 906 |
| 08:00 |  | 123 | 87 |  |  | 197 | 97 |  |  |  |  |
| 08:15 |  | 150 | 81 |  |  | 177 | 91 |  |  |  |  |
| 08:30 |  | 145 | 61 |  |  | 187 | 75 |  |  |  |  |
| 08:45 |  | 140 | 63 | 558 | 292 | 175 | 66 | 736 | 329 | 1294 | 621 |
| 09:00 |  | 130 | 62 |  |  | 146 | 57 |  |  |  |  |
| 09:15 |  | 126 | 53 |  |  | 158 | 47 |  |  |  |  |
| 09:30 |  | 120 | 40 |  |  | 136 | 47 |  |  |  |  |
| 09:45 |  | 128 | 39 | 504 | 194 | 158 | 42 | 598 | 193 | 1102 | 387 |
| 10:00 |  | 122 | 43 |  |  | 157 | 38 |  |  |  |  |
| 10:15 |  | 117 | 33 |  |  | 132 | 26 |  |  |  |  |
| 10:30 |  | 131 | 26 |  |  | 162 | 37 |  |  |  |  |
| 10:45 |  | 135 | 16 | 505 | 118 | 145 | 22 | 596 | 123 | 1101 | 241 |
| 11:00 |  | 156 | 27 |  |  | 134 | 22 |  |  |  |  |
| 11:15 |  | 163 | 15 |  |  | 151 | 17 |  |  |  |  |
| 11:30 |  | 184 | 12 |  |  | 126 | 16 |  |  |  |  |
| 11:45 |  | 166 | 6 | 669 | 60 | 159 | 14 | 570 | 69 | 1239 | 129 |
| Total |  | 3677 | 5841 |  |  | 3809 | 5396 |  |  | 7486 | 11237 |
| Percent |  | 38.6\% | 61.4\% |  |  | 41.4\% | 58.6\% |  |  | 40.0\% | 60.0\% |
| Grand Total |  | 3677 | 5841 |  |  | 3809 | 5396 |  |  | 7486 | 11237 |
| Percent |  | 38.6\% | 61.4\% |  |  | 41.4\% | 58.6\% |  |  | 40.0\% | 60.0\% |
| ADT |  | T 18,723 |  | DT 18,723 |  |  |  |  |  |  |  |

Site Code: 2 Station ID: University Blvd East of Sunrise Rd Latitude: 0' 0.0000 Undefined

| Start | 2/9/2021 | Eastbound |  | Hour Totals |  | Westbound |  | Hour Totals |  | Combined Totals |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | Tue | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 |  | 8 | 160 |  |  | 13 | 202 |  |  |  |  |
| 12:15 |  | 10 | 145 |  |  | 11 | 218 |  |  |  |  |
| 12:30 |  | 14 | 162 |  |  | 9 | 218 |  |  |  |  |
| 12:45 |  | 12 | 144 | 44 | 611 | 4 | 195 | 37 | 833 | 81 | 1444 |
| 01:00 |  | 8 | 145 |  |  | 14 | 188 |  |  |  |  |
| 01:15 |  | 4 | 137 |  |  | 8 | 194 |  |  |  |  |
| 01:30 |  | 11 | 153 |  |  | 5 | 203 |  |  |  |  |
| 01:45 |  | 3 | 145 | 26 | 580 | 7 | 183 | 34 | 768 | 60 | 1348 |
| 02:00 |  | 7 | 132 |  |  | 6 | 191 |  |  |  |  |
| 02:15 |  | 4 | 170 |  |  | 4 | 190 |  |  |  |  |
| 02:30 |  | 7 | 147 |  |  | 5 | 210 |  |  |  |  |
| 02:45 |  | 8 | 125 | 26 | 574 | 9 | 198 | 24 | 789 | 50 | 1363 |
| 03:00 |  | 5 | 137 |  |  | 5 | 196 |  |  |  |  |
| 03:15 |  | 8 | 149 |  |  | 15 | 198 |  |  |  |  |
| 03:30 |  | 3 | 152 |  |  | 11 | 230 |  |  |  |  |
| 03:45 |  | 5 | 154 | 21 | 592 | 13 | 186 | 44 | 810 | 65 | 1402 |
| 04:00 |  | 10 | 189 |  |  | 14 | 236 |  |  |  |  |
| 04:15 |  | 3 | 195 |  |  | 12 | 222 |  |  |  |  |
| 04:30 |  | 14 | 186 |  |  | 28 | 245 |  |  |  |  |
| 04:45 |  | 24 | 205 | 51 | 775 | 46 | 256 | 100 | 959 | 151 | 1734 |
| 05:00 |  | 16 | 200 |  |  | 50 | 226 |  |  |  |  |
| 05:15 |  | 23 | 237 |  |  | 41 | 236 |  |  |  |  |
| 05:30 |  | 27 | 223 |  |  | 68 | 241 |  |  |  |  |
| 05:45 |  | 53 | 209 | 119 | 869 | 94 | 192 | 253 | 895 | 372 | 1764 |
| 06:00 |  | 33 | 193 |  |  | 119 | 217 |  |  |  |  |
| 06:15 |  | 74 | 210 |  |  | 120 | 224 |  |  |  |  |
| 06:30 |  | 85 | 175 |  |  | 169 | 170 |  |  |  |  |
| 06:45 |  | 104 | 177 | 296 | 755 | 170 | 161 | 578 | 772 | 874 | 1527 |
| 07:00 |  | 111 | 172 |  |  | 191 | 155 |  |  |  |  |
| 07:15 |  | 111 | 176 |  |  | 224 | 132 |  |  |  |  |
| 07:30 |  | 140 | 158 |  |  | 290 | 147 |  |  |  |  |
| 07:45 |  | 160 | 126 | 522 | 632 | 280 | 115 | 985 | 549 | 1507 | 1181 |
| 08:00 |  | 129 | 146 |  |  | 200 | 95 |  |  |  |  |
| 08:15 |  | 116 | 109 |  |  | 230 | 88 |  |  |  |  |
| 08:30 |  | 117 | 81 |  |  | 210 | 70 |  |  |  |  |
| 08:45 |  | 167 | 78 | 529 | 414 | 206 | 78 | 846 | 331 | 1375 | 745 |
| 09:00 |  | 112 | 65 |  |  | 176 | 73 |  |  |  |  |
| 09:15 |  | 120 | 68 |  |  | 184 | 62 |  |  |  |  |
| 09:30 |  | 124 | 55 |  |  | 183 | 52 |  |  |  |  |
| 09:45 |  | 116 | 54 | 472 | 242 | 173 | 49 | 716 | 236 | 1188 | 478 |
| 10:00 |  | 108 | 39 |  |  | 168 | 52 |  |  |  |  |
| 10:15 |  | 123 | 49 |  |  | 175 | 45 |  |  |  |  |
| 10:30 |  | 144 | 26 |  |  | 164 | 30 |  |  |  |  |
| 10:45 |  | 145 | 34 | 520 | 148 | 207 | 22 | 714 | 149 | 1234 | 297 |
| 11:00 |  | 121 | 28 |  |  | 185 | 20 |  |  |  |  |
| 11:15 |  | 134 | 23 |  |  | 181 | 13 |  |  |  |  |
| 11:30 |  | 136 | 22 |  |  | 205 | 14 |  |  |  |  |
| 11:45 |  | 152 | 16 | 543 | 89 | 214 | 20 | 785 | 67 | 1328 | 156 |
| Total |  | 3169 | 6281 |  |  | 5116 | 7158 |  |  | 8285 | 13439 |
| Percent |  | 33.5\% | 66.5\% |  |  | 41.7\% | 58.3\% |  |  | 38.1\% | 61.9\% |
| Grand Total |  | 3169 | 6281 |  |  | 5116 | 7158 |  |  | 8285 | 13439 |
| Percent |  | 33.5\% | 66.5\% |  |  | 41.7\% | 58.3\% |  |  | 38.1\% | 61.9\% |
| ADT |  | T 21,724 |  | T 21,724 |  |  |  |  |  |  |  |

Site Code: 3 Station ID:
University Blvd East of AW Grimes Blvd Latitude: 0' 0.0000 Undefined

| Start | 09-Feb-21 | Westbound |  | Hour Totals |  | Eastbound |  | Hour Totals |  | Combined Totals |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | Tue | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 |  | 5 | 108 |  |  | 7 | 115 |  |  |  |  |
| 12:15 |  | 12 | 116 |  |  | 10 | 135 |  |  |  |  |
| 12:30 |  | 3 | 122 |  |  | 8 | 126 |  |  |  |  |
| 12:45 |  | 3 | 133 | 23 | 479 | 15 | 114 | 40 | 490 | 63 | 969 |
| 01:00 |  | 5 | 102 |  |  | 3 | 114 |  |  |  |  |
| 01:15 |  | 3 | 105 |  |  | 2 | 108 |  |  |  |  |
| 01:30 |  | 1 | 113 |  |  | 9 | 129 |  |  |  |  |
| 01:45 |  | 4 | 120 | 13 | 440 | 6 | 122 | 20 | 473 | 33 | 913 |
| 02:00 |  | 7 | 97 |  |  | 7 | 131 |  |  |  |  |
| 02:15 |  | 3 | 118 |  |  | 5 | 156 |  |  |  |  |
| 02:30 |  | 6 | 132 |  |  | 4 | 164 |  |  |  |  |
| 02:45 |  | 5 | 135 | 21 | 482 | 8 | 117 | 24 | 568 | 45 | 1050 |
| 03:00 |  | 3 | 116 |  |  | 3 | 181 |  |  |  |  |
| 03:15 |  | 4 | 126 |  |  | 5 | 156 |  |  |  |  |
| 03:30 |  | 2 | 152 |  |  | 4 | 180 |  |  |  |  |
| 03:45 |  | 15 | 144 | 24 | 538 | 2 | 190 | 14 | 707 | 38 | 1245 |
| 04:00 |  | 8 | 133 |  |  | 8 | 201 |  |  |  |  |
| 04:15 |  | 12 | 146 |  |  | 8 | 189 |  |  |  |  |
| 04:30 |  | 13 | 154 |  |  | 20 | 169 |  |  |  |  |
| 04:45 |  | 50 | 145 | 83 | 578 | 30 | 207 | 66 | 766 | 149 | 1344 |
| 05:00 |  | 41 | 162 |  |  | 30 | 235 |  |  |  |  |
| 05:15 |  | 47 | 197 |  |  | 30 | 206 |  |  |  |  |
| 05:30 |  | 76 | 168 |  |  | 39 | 233 |  |  |  |  |
| 05:45 |  | 95 | 143 | 259 | 670 | 44 | 173 | 143 | 847 | 402 | 1517 |
| 06:00 |  | 102 | 136 |  |  | 50 | 153 |  |  |  |  |
| 06:15 |  | 113 | 122 |  |  | 84 | 133 |  |  |  |  |
| 06:30 |  | 162 | 101 |  |  | 98 | 155 |  |  |  |  |
| 06:45 |  | 172 | 83 | 549 | 442 | 136 | 128 | 368 | 569 | 917 | 1011 |
| 07:00 |  | 155 | 84 |  |  | 137 | 121 |  |  |  |  |
| 07:15 |  | 200 | 96 |  |  | 115 | 102 |  |  |  |  |
| 07:30 |  | 178 | 70 |  |  | 134 | 98 |  |  |  |  |
| 07:45 |  | 227 | 37 | 760 | 287 | 136 | 81 | 522 | 402 | 1282 | 689 |
| 08:00 |  | 158 | 49 |  |  | 105 | 82 |  |  |  |  |
| 08:15 |  | 182 | 51 |  |  | 98 | 63 |  |  |  |  |
| 08:30 |  | 159 | 47 |  |  | 100 | 72 |  |  |  |  |
| 08:45 |  | 129 | 38 | 628 | 185 | 106 | 55 | 409 | 272 | 1037 | 457 |
| 09:00 |  | 103 | 29 |  |  | 100 | 47 |  |  |  |  |
| 09:15 |  | 124 | 23 |  |  | 104 | 45 |  |  |  |  |
| 09:30 |  | 136 | 31 |  |  | 127 | 39 |  |  |  |  |
| 09:45 |  | 129 | 22 | 492 | 105 | 96 | 32 | 427 | 163 | 919 | 268 |
| 10:00 |  | 113 | 21 |  |  | 113 | 37 |  |  |  |  |
| 10:15 |  | 120 | 17 |  |  | 88 | 29 |  |  |  |  |
| 10:30 |  | 102 | 15 |  |  | 103 | 22 |  |  |  |  |
| 10:45 |  | 149 | 7 | 484 | 60 | 91 | 22 | 395 | 110 | 879 | 170 |
| 11:00 |  | 123 | 12 |  |  | 109 | 19 |  |  |  |  |
| 11:15 |  | 98 | 8 |  |  | 118 | 17 |  |  |  |  |
| 11:30 |  | 134 | 9 |  |  | 117 | 10 |  |  |  |  |
| 11:45 |  | 124 | 6 | 479 | 35 | 118 | 12 | 462 | 58 | 941 | 93 |
| Total |  | 3815 | 4301 |  |  | 2890 | 5425 |  |  | 6705 | 9726 |
| Percent |  | 47.0\% | 53.0\% |  |  | 34.8\% | 65.2\% |  |  | 40.8\% | 59.2\% |
| Grand Total |  | 3815 | 4301 |  |  | 2890 | 5425 |  |  | 6705 | 9726 |
| Percent |  | 47.0\% | 53.0\% |  |  | 34.8\% | 65.2\% |  |  | 40.8\% | 59.2\% |
| ADT |  | T 16,431 |  | T 16,431 |  |  |  |  |  |  |  |

Site Code: 4 Station ID:
University Blvd West of SH 130 SBFR Latitude: 0' 0.0000 Undefined

| Start | 09-Feb-21 | Westbound |  | Hour Totals |  | Eastbound |  | Hour Totals |  | Combined Totals |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | Tue | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon | Morning | Afternoon |
| 12:00 |  | 4 | 77 |  |  | 5 | 72 |  |  |  |  |
| 12:15 |  | 9 | 84 |  |  | 8 | 96 |  |  |  |  |
| 12:30 |  | 8 | 87 |  |  | 6 | 82 |  |  |  |  |
| 12:45 |  | 2 | 96 | 23 | 344 | 11 | 90 | 30 | 340 | 53 | 684 |
| 01:00 |  | 5 | 75 |  |  | 2 | 76 |  |  |  |  |
| 01:15 |  | 1 | 81 |  |  | 1 | 76 |  |  |  |  |
| 01:30 |  | 7 | 79 |  |  | 2 | 79 |  |  |  |  |
| 01:45 |  | 8 | 78 | 21 | 313 | 5 | 94 | 10 | 325 | 31 | 638 |
| 02:00 |  | 4 | 62 |  |  | 3 | 88 |  |  |  |  |
| 02:15 |  | 4 | 107 |  |  | 7 | 101 |  |  |  |  |
| 02:30 |  | 2 | 108 |  |  | 6 | 118 |  |  |  |  |
| 02:45 |  | 2 | 88 | 12 | 365 | 3 | 103 | 19 | 410 | 31 | 775 |
| 03:00 |  | 3 | 92 |  |  | 6 | 117 |  |  |  |  |
| 03:15 |  | 2 | 108 |  |  | 2 | 121 |  |  |  |  |
| 03:30 |  | 6 | 112 |  |  | 7 | 118 |  |  |  |  |
| 03:45 |  | 9 | 89 | 20 | 401 | 3 | 157 | 18 | 513 | 38 | 914 |
| 04:00 |  | 8 | 104 |  |  | 8 | 172 |  |  |  |  |
| 04:15 |  | 8 | 120 |  |  | 5 | 168 |  |  |  |  |
| 04:30 |  | 26 | 126 |  |  | 12 | 136 |  |  |  |  |
| 04:45 |  | 38 | 107 | 80 | 457 | 20 | 165 | 45 | 641 | 125 | 1098 |
| 05:00 |  | 34 | 133 |  |  | 26 | 189 |  |  |  |  |
| 05:15 |  | 41 | 126 |  |  | 23 | 170 |  |  |  |  |
| 05:30 |  | 74 | 133 |  |  | 29 | 159 |  |  |  |  |
| 05:45 |  | 88 | 102 | 237 | 494 | 44 | 153 | 122 | 671 | 359 | 1165 |
| 06:00 |  | 95 | 120 |  |  | 42 | 108 |  |  |  |  |
| 06:15 |  | 108 | 90 |  |  | 70 | 98 |  |  |  |  |
| 06:30 |  | 136 | 84 |  |  | 72 | 103 |  |  |  |  |
| 06:45 |  | 127 | 66 | 466 | 360 | 76 | 88 | 260 | 397 | 726 | 757 |
| 07:00 |  | 140 | 55 |  |  | 104 | 73 |  |  |  |  |
| 07:15 |  | 170 | 67 |  |  | 115 | 65 |  |  |  |  |
| 07:30 |  | 163 | 46 |  |  | 114 | 75 |  |  |  |  |
| 07:45 |  | 139 | 28 | 612 | 196 | 129 | 50 | 462 | 263 | 1074 | 459 |
| 08:00 |  | 140 | 34 |  |  | 80 | 35 |  |  |  |  |
| 08:15 |  | 121 | 44 |  |  | 78 | 42 |  |  |  |  |
| 08:30 |  | 106 | 36 |  |  | 85 | 41 |  |  |  |  |
| 08:45 |  | 95 | 21 | 462 | 135 | 79 | 36 | 322 | 154 | 784 | 289 |
| 09:00 |  | 80 | 16 |  |  | 68 | 36 |  |  |  |  |
| 09:15 |  | 87 | 17 |  |  | 75 | 28 |  |  |  |  |
| 09:30 |  | 122 | 25 |  |  | 93 | 25 |  |  |  |  |
| 09:45 |  | 88 | 16 | 377 | 74 | 63 | 24 | 299 | 113 | 676 | 187 |
| 10:00 |  | 63 | 19 |  |  | 76 | 22 |  |  |  |  |
| 10:15 |  | 84 | 11 |  |  | 86 | 24 |  |  |  |  |
| 10:30 |  | 94 | 6 |  |  | 63 | 14 |  |  |  |  |
| 10:45 |  | 93 | 6 | 334 | 42 | 82 | 11 | 307 | 71 | 641 | 113 |
| 11:00 |  | 68 | 12 |  |  | 81 | 6 |  |  |  |  |
| 11:15 |  | 74 | 5 |  |  | 86 | 12 |  |  |  |  |
| 11:30 |  | 82 | 7 |  |  | 73 | 4 |  |  |  |  |
| 11:45 |  | 75 | 6 | 299 | 30 | 86 | 12 | 326 | 34 | 625 | 64 |
| Total |  | 2943 | 3211 |  |  | 2220 | 3932 |  |  | 5163 | 7143 |
| Percent |  | 47.8\% | 52.2\% |  |  | 36.1\% | 63.9\% |  |  | 42.0\% | 58.0\% |
| Grand Total |  | 2943 | 3211 |  |  | 2220 | 3932 |  |  | 5163 | 7143 |
| Percent |  | 47.8\% | 52.2\% |  |  | 36.1\% | 63.9\% |  |  | 42.0\% | 58.0\% |
| ADT |  | T 12,306 | AA | T 12,306 |  |  |  |  |  |  |  |

$\vdash$ Ю

## Appendix C. Crash Data Summary

| 2017-2019 Crashes Summary for University Boulevard |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { Selected } \\ & \text { Signalized } \\ & \text { Crossroads } \end{aligned}$ | $\begin{aligned} & \text { 堊 } \\ & \hline \end{aligned}$ | to |  | to |  | to | $\begin{aligned} & 0 \\ & \underset{y}{7} \\ & \underset{y}{2} \end{aligned}$ | to |  |
| Distance (miles) |  | 0.70 |  | 1.96 |  | 2.30 |  | 1.41 |  |
| AADT |  | 18,723 |  | 21,724 |  | 16,431 |  | 12,306 |  |
| Total Crashes |  | 282 |  | 122 |  | 65 |  | 10 |  |
| Crashes per <br> Mile |  | 403 |  | 62 |  | 28 |  | 7 |  |
|  |  | 1,965.00 |  | 261.67 |  | 157.08 |  | 52.63 |  |

## 2017-2019 Crashes Summary for Univeristy Boulevard

| Location | Year | Total |
| :---: | :---: | :---: |
| IH 35 to Sunrise Road (4-lane, divided) | 2017 | 95 |
|  | 2018 | 101 |
|  | 2019 | 86 |
| Sub-Total |  | 282 |
| Sunrise Road to N.A.W. Grimes Boulevard (4-lane, divided) | 2017 | 50 |
|  | 2018 | 31 |
|  | 2019 | 41 |
| Sub-Total |  | 122 |
| A.W. Grimes Boulevard to CR 110 (2 lane, undivided) | 2017 | 15 |
|  | 2018 | 28 |
|  | 2019 | 22 |
| Sub-Total |  | 65 |
| CR 110 TO SH 130 (2-lane, undivided) | 2018 | 1 |
|  | 2019 | 2 |
|  | 2020 | 7 |
| Sub-Total |  | 10 |
|  |  |  |
| Total Crashes |  | 479 |

Crash Rates for University Boulevard

| Segment | Crash Rates per 100 MVMT |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2017 | 2018 | 2019 | 3 Yr Average | Corridor Average* |
| IH 35 to Sunrise Road (4-lane, divided) | 1985.90 | 2111.32 | 1797.76 | 1965.00 | 1083.43 |
| Sunrise Road to A.W. Grimes Blvd (4-lane, divided) | 321.72 | 199.47 | 263.81 | 261.67 |  |
| N.A.W. Grimes Blvd to CR 110 (2-lane, undivided) | 108.74 | 5894.99 | 159.49 | 2054.41 |  |
| CR 110 to SH 130 (2-lane, undivided) | 15.79 | 31.58 | 110.53 | 52.63 |  |
|  |  |  |  |  |  |
| State wide Average 4 lane, divided (Urban) | 160.93 | 156.59 | 154.81 | 157.44 | 157.44 |
| State wide Average 4 lane, divided (Rural) | 57.66 | 60.43 | 56.94 | 58.34 | 58.34 |
| State wide Average 2 lane, undivided (Urban) | 207.2 | 205.75 | 215.80 | 209.58 | 209.58 |
| State wide Average 2 lane, undivided (Rural) | 102.48 | 102.09 | 99.12 | 101.23 | 101.23 |


[^0]:    

