

EXHIBIT E

Roadway	Existing Average Daily Traffic Without Turn Restrictions ¹	Estimated Traffic Diversion ²	Estimated Average Daily Traffic with Turn Restrictions	Project Daily Added Traffic ³	Estimated Daily Traffic With Project With Turn Restrictions	Percent Increase
A. Horton Street, north of 53rd Street	3,480	-1,540	1,940	530	2,470	27%
B. Horton Street, between 45th and 53rd Street ⁴	3,530	-2,050	1,480	840	2,320	57%
C. Horton Street, south of Sherwin Avenue	3,460	-1,930	1,530	740	2,270	48%
D. 53rd Street, east of Horton Street	600	140	740	190	930	26%
E. 45th Street, east of Horton Street	1,080	20	1,100	590	1,690	54%

Notes: ***Italics*** indicates volumes exceed guidelines established for bicycle boulevards; 3,000 vehicles per day for roadways west of Hollis Street and 1,500 vehicles per day for roadways east of Hollis Street.

1. Based on traffic counts as documented in the December 2015 TIA.

2. Based on existing turning movements along the Horton Street corridor, likely diversion of through traffic to parallel routes, and changes to travel patterns for trips with an origin or destination along the corridor.

3. Based on weekday daily Project trip generation and distribution percentages considering turn restrictions at 40th Street for northbound traffic and 53rd Street for southbound traffic.

4. City's Speed Feedback Counts on Horton Street between 45th Street and 53rd Street is approximately 4,100. This count has not been calibrated to other sources of count data along the corridor and may not be accurate as the count could include bicycles. City has no such numbers for any of the other segments analyzed in the above table.

5. Daily traffic volume estimated based on PM peak hour volumes on the roadway segment.

6. See December 2015 TIA for discussion of this impact; analysis results presented in this memo do not change the conclusions presented in the December 2015 TIA.

Source: Fehr & Peers, 2015