

City of Seward, NE

Tuesday, April 21, 2015

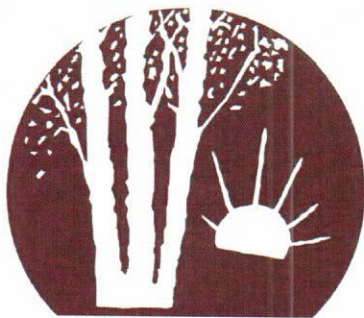
Regular Session

Item G6

CONSIDERATION OF REQUEST TO UPGRADE THE CROSSWALK SIGNAGE AND RELOCATION OF CROSSWALK ON COLUMBIA AVENUE - Seward Memorial Hospital & Family Medical Center, Roger Reamer

Administrative Report: Memorial Health Care Systems is requesting the City consider relocating the current cross walk on Columbia Avenue to the south a short distance and upgrading signage to bring more attention for the drivers to the cross walk. Following the presentation and discussion, Council to offer direction on matter.

Staff Contact:



Memorial Hospital
Seward
Family Medical Center

Request to the Seward City Council
Crosswalk Signage and Relocation
April 2015

Crosswalk Request
Memorial Hospital/Seward Family Medical Center
300 N. Columbia

Situation: Memorial Hospital employees, SFMC employees and customers park in the West Parking Lot. This requires these individuals to cross Columbia Avenue to report to and leave work, and to access services offered through Memorial Health Care Systems. During the current Hospital Building Project and after the completion of the project, we will be requesting more customers to park in the West Parking Lot because of lost parking spaces. We will be accommodating the extra parking needs in the West Lot by adding an employee parking lot on the northeast side of the Hospital. MHCS's long term parking plan will require more customer parking in the West Parking Lot. There is parallel parking and a drop off space in front of the Hospital which will remain in play throughout the project and after the completion of the project. These parking spaces are dedicated specifically for patients and customers.

Columbia Avenue is very busy with car traffic. This makes for a dangerous situation for pedestrians crossing from the West Parking Lot. It is not clear for the driver or the pedestrian if traffic is to stop or continue when pedestrians approach the crosswalk. There is also an issue with employees, and sometimes customers, using other crossing areas along Columbia Avenue to access the SFMC.

Background: MHCS has worked with the streets department of the City of Seward in the past to better identify improved signage to alert vehicle traffic of the crosswalk. The street department had added signage to better alert the vehicle traffic in 2009. The street department was required to remove the added signage per the City Council. MHCS's request to return the added signage was denied. The current signage sits 445 ft. north of the crosswalk and 405 ft. south of the crosswalk. Attached are pictures that represent the signage that alerts drivers to an upcoming crosswalk. **Exhibit A.**

Assessment: In September of 2014, MHCS conducted a of pedestrian crossing study during three different time periods during a Monday through Friday week. **Exhibit B.** The study was conducted for two weeks. The three different time periods included a.m. (7:45 a.m. to 8:15 a.m.), noon time (11:45 a.m. to 12:15 p.m.) and p.m. (4:45 p.m. to 5:15 p.m.) The results of our study are as follows:

Average Number of Pedestrian Crossings per Day:

- 7:45 a.m. to 8:15 a.m. = 61.9
- 11:45 a.m. to 12:15 p.m. = 32.1
- 4:45 p.m. to 5:15 p.m. = 47.6

Busiest Times:

- 7:45 a.m. to 8:15 a.m. Customers and Employees
 - Mondays Average = 62
 - Tuesdays Average = 70
 - Wednesdays Average = 61
 - Thursdays Average = 60
 - Fridays Average = 60

- 4:45 p.m. to 5:15 p.m. Customers and Employees
 - Mondays Average = 44.5
 - Tuesdays Average = 52.5
 - Wednesdays Average = 45.5
 - Thursdays Average = 50
 - Fridays Average = 45.5

In October, MHCS contracted with Speece/Lewis Engineers to conduct a traffic count in front of Memorial Hospital. **Exhibit C.** The study was conducted from Monday, October 13th at 10:00 a.m. through 4:30 p.m. on Monday October 20th. A summary of the results showed that a.m. peak traffic occurs between 7:15 a.m. and 8:15 a.m. weekdays. Weekday p.m. peak times vary, but generally occur between 3:30 p.m. and 5:00 p.m. The traffic count for the entire week totaled 34,832 vehicles.

Vehicle Traffic and Pedestrian Traffic

Monday – Friday	<u>Vehicle Actual</u>	<u>Pedestrian Avg.</u>
7:00 a.m. to 8:00 a.m.		
Monday	414	62
Tuesday	435	70
Wednesday	406	61
Thursday	407	56.5
Friday	361	60
4:00 p.m. to 5:00 p.m.		
Monday	421	44.5
Tuesday	518	52.5
Wednesday	435	45.5
Thursday	550	50
Friday	452	45.5

For this timeframe of the study, during a M-F week there is an average of 404.6 vehicles that pass through the crosswalk at approximately the same time an average of 62 pedestrians use the crosswalk in the peak a.m. times. For this timeframe of the study, during a M-F week there is an average of 475 vehicles that pass through the crosswalk at approximately the same time an average of 47.6 pedestrians use the crosswalk in the peak p.m. times.

Memorial Hospital continues to see, as does the entire hospital industry, outpatient services grow. The average monthly number of outpatient visits to the hospital continues to increase each year which means more people pass through the services each day than ever before. This continued growth in visits to the hospital requires us to use more of the West Parking Lot to accommodate these customers.

Nebraska Statute NEB. REV. STAT. 60-6, 153 describes pedestrians' right-of-way in crosswalk; traffic control devices notes "when traffic control signals are not in place or not in operation, the driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within a crosswalk" who is in the driver's lane or in the lane immediately next to the driver's lane. The statute requires the driver of the vehicle to come to a complete stop. Once the driver stops, any approaching vehicle is also required by law to not overtake or pass the stopped vehicle. The same statute prohibits pedestrians from entering the roadway when it would be impossible for any approaching vehicle to stop in time.

Attached is the entire statute. **Exhibit D.**

Recommendation:

With the high volume of vehicle traffic and pedestrians crossing Columbia Avenue to access both Memorial Hospital and Seward Family Medical Center we recommend the following changes be made to create a more functional and safe crosswalk while improving signage that will allow for better awareness by both the vehicle operators and the pedestrians.

1. **Relocate the Crosswalk** - Allow for one crosswalk to be strategically placed where the pedestrian can utilize the same crossing to easily and safely access both the hospital and SFMC. This would be accomplished by having the crosswalk lead to sidewalks that then lead the pedestrian to the hospital entrance or the SFMC entrance without requiring them to cross a driveway or parking lot. A fence would be placed along the east side of the parking lot to help direct pedestrians to the crosswalk. **Exhibit E.**
2. **Improved Signage Plan** - The current signage plan does not do enough to make the vehicle operator aware that a pedestrian may be crossing Columbia Avenue. We would like to request:
 - a. Add "Ahead" signs AND a flashing yellow light to the current Pedestrian Warning signs. Move the signs closer to the crosswalk. **Exhibit F.**
 - b. Add right and left arrow signs to the current Pedestrian Crossing sign and add a second Pedestrian Crossing sign on the east side of the crosswalk with right and left arrow signs. **Exhibit G.**



A



	AREA #1 S. Clinic Sidewalk	AREA #2 Middle Lot to Clinic	AREA #3 N. Crosswalk	AREA #4 E.R.	TOTAL
<u>Tues 9/9/14</u>					
7:45 - 8:15	3	30	47	2	82
11:45 - 12:15	5	12	23	2	42
4:45 - 5:15	8	18	24	5	55
<u>Wed 9/10/14</u>					
7:45 - 8:15	1	34	29	0	64
11:45 - 12:15	6	10	10	1	27
4:45 - 5:15	4	15	20	1	40
<u>Thur 9/11/14</u>					
7:45 - 8:15	2	29	25	1	57
11:45 - 12:15	4	7	20	1	32
4:45 - 5:15	6	21	26	0	53
<u>Fri 9/12/14</u>					
7:45 - 8:15	4	34	27	0	65
11:45 - 12:15	1	4	18	3	26
4:45 - 5:15	7	23	13	0	43
<u>Mon 9/15/14</u>					
7:45 - 8:15	2	27	30	4	63
11:45 - 12:15	1	7	17	2	27
4:45 - 5:15	6	22	21	1	50
<u>Tue 9/16/14</u>					
7:45 - 8:15	1	25	29	3	58
11:45 - 12:15	3	14	23	2	42
4:45 - 5:15	3	16	30	1	50
<u>Wed 9/17/14</u>					
7:45 - 8:15	2	25	31	0	58
11:45 - 12:15	3	10	17	3	33
4:45 - 5:15	4	19	27	1	51
<u>Thur 9/18/14</u>					
7:45 - 8:15	0	33	23	0	56
11:45 - 12:15	2	11	21	1	35
4:45 - 5:15	6	15	22	4	47
<u>Fri 9/19/14</u>					
7:45 - 8:15	2	29	23	1	55
11:45 - 12:15	0	8	16	2	26
4:45 - 5:15	6	20	20	2	48
<u>Mon 9/22/14</u>					
7:45 - 8:15	5	34	21	1	61
11:45 - 12:15	2	11	17	1	31
4:45 - 5:15	4	16	18	1	39
					TOTAL 1416



<u>AREA #1</u>	<u>AREA #2</u>	<u>AREA #3</u>	<u>AREA #4</u>
S. Clinic Sidewalk	Middle Lot to Clinic	N. Crosswalk	E.R.

Speece/Lewis Engineers

Traffic Count Study

Exhibit C



C

906 South 26th Street | Lincoln, NE 68510 | Phone: 402.483.5466 | Fax: 402.483.1722 | www.speecelewis.com

October 24, 2014

Mr. Kevin Novak
Director of Planning and Operations
Seward Memorial Hospital
300 North Columbia Avenue
Seward, NE 68434

RE: Traffic Counts

Dear Mr. Novak:

Speece-Lewis Engineers, Inc. conducted a traffic count in front of your facility from approximately 10:00 a.m. on Monday, October 13, 2014 through approximately 4:15 p.m. on Monday, October 20, 2014.

I have attached results of these counts with this letter. In summary, the traffic count showed the following:

- Weekday AM peak traffic occurs between the hours of 7:15 a.m. to 8:15 a.m., with peak traffic occurring around 8:00 a.m.
- Weekday PM peak traffic varies, but generally occurs between 3:30 p.m. and 5:00 p.m.
- Peak traffic volumes during these times average around 400 to 430 vehicles per hour.

If you have any questions or need any more information, please give me a call.

Very truly yours,

SPEECE-LEWIS ENGINEERS, INC.

Tim Farmer, PE

TF/lm

MC14-28

Weekly Vehicle Counts

WeeklyVehicle-5

Site: HC1402F1.1.0N
 Description: MetroCount Factory Test Setup
 Filter time: 9:30 Monday, October 13, 2014 => 16:20 Tuesday, October 21, 2014
 Scheme: Vehicle classification (Scheme F3)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084)

	Mon 13 Oct	Tue 14 Oct	Wed 15 Oct	Thu 16 Oct	Fri 17 Oct	Sat 18 Oct	Sun 19 Oct	Averages	
Hour								1 - 5	1 - 7
0000-0100	*	24	28	40	50	52	64	35.5	43.0
0100-0200	*	12	16	11	27	31	20	16.5	19.5
0200-0300	*	9	17	8	14	13	13	12.0	12.3
0300-0400	*	11	19	8	20	18	10	14.5	14.3
0400-0500	*	19	19	16	12	11	11	16.5	14.7
0500-0600	*	89	79	70	69	31	23	76.8	60.2
0600-0700	*	179	177	188	186	44	40	182.5	135.7
* 0700-0800	*	435	406	407	361	106	74	402.3	298.2
0800-0900	*	304	310	278	289	170	137	295.3	248.0
0900-1000	112	237	194	231	238	278	190	202.4	211.4
1000-1100	200	218	176	243	231	303	195	213.6	223.7
1100-1200	208	237	250	222	243	281	209	232.0	235.7
* 1200-1300	247	241	271	275	316	325	232	270.0	272.4
1300-1400	268	243	282	302	296	201	227	278.2	259.9
1400-1500	290	255	283	303	289	205	179	284.0	257.7
1500-1600	423	425	407	467	436	223	256	431.6	376.7
* 1600-1700	420	518	435	550	452	369	281	475.0	432.1
1700-1800	404	430	486	466	415	332	295	440.2	404.0
1800-1900	288	331	395	363	465	254	278	368.4	339.1
1900-2000	210	222	230	231	243	139	216	227.2	213.0
2000-2100	172	222	227	199	194	161	192	202.8	195.3
2100-2200	137	165	137	155	374	141	177	193.6	183.7
2200-2300	95	110	101	115	142	145	110	112.6	116.9
2300-2400	57	63	62	71	90	142	56	68.6	77.3
Totals									
0700-1900	*	3874	3895	4107	4031	3047	2553	3892.9	3559.0
0600-2200	*	4662	4666	4880	5028	3532	3178	4699.0	4286.7
0600-0000	*	4835	4829	5066	5260	3819	3344	4880.2	4480.8
0000-0000	*	4999	5007	5219	5452	3975	3485	5052.0	4644.8
AM Peak	*	0700	0700	0700	0700	1000	1100		
	*	435	406	407	361	303	209		
PM Peak	1500	1600	1700	1600	1800	1600	1700		
	423	518	486	550	465	369	295		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-5

Site: HC1402F1.1.0N
 Description: MetroCount Factory Test Setup
 Filter time: 9:30 Monday, October 13, 2014 => 16:20 Tuesday, October 21, 2014
 Scheme: Vehicle classification (Scheme F3)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	20 Oct	21 Oct	22 Oct	23 Oct	24 Oct	25 Oct	26 Oct	1 - 5	1 - 7
Hour									
0000-0100	15	0	*	*	*	*	*	7.5	7.5
0100-0200	16	0	*	*	*	*	*	8.0	8.0
0200-0300	8	0	*	*	*	*	*	4.0	4.0
0300-0400	7	0	*	*	*	*	*	3.5	3.5
0400-0500	18	0	*	*	*	*	*	9.0	9.0
0500-0600	88	0	*	*	*	*	*	44.0	44.0
0600-0700	182	0	*	*	*	*	*	91.0	91.0
0700-0800	414	0	*	*	*	*	*	207.0	207.0
0800-0900	307	0	*	*	*	*	*	153.5	153.5
0900-1000	234	0	*	*	*	*	*	117.0	117.0
1000-1100	209	0	*	*	*	*	*	104.5	104.5
1100-1200	269	0	*	*	*	*	*	134.5	134.5
1200-1300	286	0	*	*	*	*	*	143.0	143.0
1300-1400	285	0	*	*	*	*	*	142.5	142.5
1400-1500	270	0	*	*	*	*	*	135.0	135.0
1500-1600	421	0	*	*	*	*	*	210.5	210.5
1600-1700	135	0	*	*	*	*	*	67.5	67.5
1700-1800	0	*	*	*	*	*	*	0.0	0.0
1800-1900	0	*	*	*	*	*	*	0.0	0.0
1900-2000	0	*	*	*	*	*	*	0.0	0.0
2000-2100	0	*	*	*	*	*	*	0.0	0.0
2100-2200	0	*	*	*	*	*	*	0.0	0.0
2200-2300	0	*	*	*	*	*	*	0.0	0.0
2300-2400	0	*	*	*	*	*	*	0.0	0.0
Totals									
0700-1900	2830	*	*	*	*	*	*	1415.0	1415.0
0600-2200	3012	*	*	*	*	*	*	1506.0	1506.0
0600-0000	3012	*	*	*	*	*	*	1506.0	1506.0
0000-0000	3164	*	*	*	*	*	*	1582.0	1582.0
AM Peak	0700	1100	*	*	*	*	*		
	414	0	*	*	*	*	*		
PM Peak	1500	*	*	*	*	*	*		
	421	*	*	*	*	*	*		

* - No data.

* Monday, October 13, 2014 - Total=3419 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
-	-	-	-	-	-	-	-	-	-	200	208	247	268	290	423	420	404	288	210	172	137	95	57
-	-	-	-	-	-	-	-	-	-	45	52	64	65	64	83	121	136	80	60	36	38	27	13
-	-	-	-	-	-	-	-	-	-	41	49	56	64	65	104	107	80	82	40	49	39	34	19
-	-	-	-	-	-	-	-	-	42	44	55	59	71	78	120	105	106	76	61	47	30	14	13
-	-	-	-	-	-	-	-	-	70	70	52	68	68	83	116	87	82	50	49	40	30	20	12

PM Peak 1530 - 1630 (464), PM PHF=0.96

* Tuesday, October 14, 2014 - Total=4999, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
24	12	9	11	19	89	179	435	304	237	218	237	241	243	255	425	518	430	331	222	222	165	110	63
9	6	6	4	4	16	19	68	118	61	59	59	54	51	75	88	165	132	72	50	69	43	22	16
5	3	1	2	4	20	48	92	80	53	54	60	59	60	56	105	129	116	87	50	52	46	25	19
6	3	2	4	7	29	38	122	50	56	40	57	58	65	56	128	108	101	69	60	53	40	35	20
4	0	0	1	4	24	74	153	56	67	65	61	70	67	68	104	116	81	103	62	48	36	28	8

AM Peak 0715 - 0815 (485), AM PHF=0.79 PM Peak 1530 - 1630 (526), PM PHF=0.80

* Wednesday, October 15, 2014 - Total=5007, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
28	16	17	19	19	79	177	406	310	194	176	250	271	282	283	407	435	486	395	230	227	137	101	62
12	6	9	4	3	9	25	74	125	49	44	65	82	74	69	78	111	131	103	65	53	33	34	20
6	3	4	3	7	24	35	86	57	54	36	67	55	71	62	105	94	145	90	54	65	42	22	15
4	6	4	8	5	28	47	103	61	44	49	68	77	69	80	115	99	110	104	59	48	34	25	12
6	1	0	4	4	18	70	143	67	47	47	50	57	68	72	109	131	100	98	52	61	28	20	15

AM Peak 0715 - 0815 (457), AM PHF=0.80 PM Peak 1645 - 1745 (517), PM PHF=0.89

* Thursday, October 16, 2014 - Total=5219, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
40	11	8	8	16	70	188	407	278	231	243	222	275	302	303	467	550	466	363	231	199	155	115	71
16	3	6	3	2	7	22	69	107	56	63	58	64	79	87	91	163	149	97	64	65	47	29	23
11	0	1	2	4	20	41	93	57	67	58	69	74	74	70	102	145	110	107	58	55	49	37	17
7	1	0	1	8	21	58	102	47	56	54	51	68	78	75	116	117	106	77	52	48	35	24	17
6	7	1	2	2	22	67	143	67	52	68	44	69	71	71	158	125	101	82	57	31	24	25	14

AM Peak 0715 - 0815 (445), AM PHF=0.78 PM Peak 1545 - 1645 (583), PM PHF=0.89

* Friday, October 17, 2014 - Total=5452, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
50	27	14	20	12	69	186	361	289	238	231	243	316	296	289	436	452	415	465	243	194	374	142	90
13	12	7	3	2	8	26	60	92	53	57	64	78	80	82	82	132	125	119	70	66	75	36	28
17	6	3	3	1	19	45	94	66	61	64	60	65	73	74	109	96	92	121	61	47	116	47	24
11	5	1	7	5	21	42	104	72	58	56	50	94	77	62	115	107	95	117	61	47	123	31	17
9	4	3	7	4	21	73	103	59	66	54	69	79	66	71	130	117	103	108	51	34	60	28	21

AM Peak 0715 - 0815 (393), AM PHF=0.94 PM Peak 1515 - 1615 (486), PM PHF=0.92

* Saturday, October 18, 2014 - Total=3975, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
52	31	13	18	11	31	44	106	170	278	303	281	325	201	205	223	369	332	254	139	161	141	145	142
17	15	8	3	3	2	10	22	37	60	73	77	79	48	42	55	95	95	67	40	44	42	48	51
11	6	1	5	1	3	9	20	43	60	58	60	87	57	48	52	111	70	60	38	54	44	32	40
10	8	3	6	5	12	10	30	40	85	89	78	76	39	52	45	90	63	65	36	30	16	32	26
14	2	1	4	2	14	15	34	50	73	83	66	83	57	63	71	73	104	62	25	33	39	33	25

AM Peak 1130 - 1230 (310), AM PHF=0.89 PM Peak 1600 - 1700 (369), PM PHF=0.83

* Sunday, October 19, 2014 - Total=3485, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
64	20	13	10	11	23	40	74	137	190	195	209	232	227	179	256	281	295	278	216	192	177	110	56
25	8	6	2	2	5	8	19	29	40	48	64	61	60	45	62	68	61	89	50	62	70	35	19
11	6	2	2	3	4	9	10	40	36	48	45	60	60	44	59	86	76	61	65	30	45	25	16
20	6	4	3	3	8	9	14	36	52	48	50	68	53	37	62	64	70	71	54	54	26	29	9
8	0	1	3	3	6	14	31	32	62	51	50	43	54	53	73	63	88	57	47	46	36	21	12

AM Peak 1145 - 1245 (239), AM PHF=0.88 PM Peak 1715 - 1815 (323), PM PHF=0.91

* Monday, October 20, 2014 - Total=3164, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
15	16	8	7	18	88	182	414	307	234	209	269	286	285	270	421	135	0	0	0	0	0	0	0
4	5	3	1	4	13	22	76	105	68	55	54	60	77	67	88	123	0	0	0	0	0	0	0
2	6	1	1	8	20	41	77	57	55	60	70	75	69	61	103	12	0	0	0	0	0	0	0
4	3	2	3	5	28	54	119	79	40	46	85	83	69	70	112	0	0	0	0	0	0	0	0
5	2	2	2	1	27	65	142	66	71	48	60	68	70	72	118	0	0	0	0	0	0	0	0

AM Peak 0715 - 0815 (443), AM PHF=0.78 PM Peak 1515 - 1615 (456), PM PHF=0.93

* Tuesday, October 21, 2014 - Total=0 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-

AM Peak 0000 - 0100 (0), AM PHF=1.00

MetroCount Traffic Executive Class Speed Matrix

ClassMatrix-3 -- English (ENU)

Datasets:

Site: [HC1402F1] MetroCount Factory Test Setup

Attribute:

Direction: 1 - North bound, A trigger first. Lane: 1

Survey Duration: 9:29 Monday, October 13, 2014 => 16:20 Tuesday, October 21, 2014,

Zone:

File: HC1402F1 0 2014-10-21 1620.EC1 (Plus)

Identifier: HC1402F1 MC56-L5 [MC55] (c)Microcom 19Oct04

Algorithm: Factory default axle (v4.06)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:

Included classes:

Speed range: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Direction: 6 - 99 mph.

Separation: North, East, South, West (bound), P = North

Name: Headway > 0 sec, Span 0 - 328.084 ft

Scheme: Default Profile

Units: Vehicle classification (Scheme F3)

In profile: Non metric (ft, mi, ft/s, mph, lb, ton)

Vehicles = 34832 / 34928 (99.73%)

9:30 Monday, October 13, 2014 => 16:20 Tuesday, October 21, 2014 (8.28505)

Class Speed Matrix

ClassMatrix-3

Site: HC1402F1.1.ON

Description: MetroCount Factory Test Setup

Filter time: 9:30 Monday, October 13, 2014 => 16:20 Tuesday, October 21, 2014

Scheme: Vehicle classification (Scheme F3)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(6.99) Headway(>0) Span(0 - 328.084)

Speed (mph)		Class													Speed Totals	
		CYCLE	PC	2A-4T	BUS	2A-6T	3A-SU	4A-SU	<5A DBL	5A DBL	>6A DBL	<6A MUL	6A MUL	>6A MUL		
6 - 12	15	1	488	110	1	9	25	2	.	2	.	.	.	.	653	1.9%
12 - 19	17	1	2762	699	14	50	28	15	.	4	.	.	.	.	3590	10.3%
19 - 25	36	1	13624	3213	63	191	40	4	1	8	1	.	.	.	17182	49.3%
25 - 31	43	1	10348	2222	16	129	5	.	.	.	.	.	.	.	12763	36.6%
31 - 37	5	1	490	107	1	6	.	.	.	.	.	.	.	.	609	1.7%
37 - 43	.	1	19	4	.	.	.	.	.	.	.	.	.	.	23	0.1%
43 - 50	.	1	.	.	.	.	.	1	.	.	.	.	.	.	1	0.0%
50 - 56	1	1	7	.	.	.	.	.	.	.	.	.	.	.	8	0.0%
56 - 62	.	1	.	.	.	.	.	.	.	.	.	.	.	.	1	0.0%
62 - 68	.	1	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
68 - 75	.	1	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
75 - 81	.	1	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
81 - 87	.	1	2	.	.	.	.	.	.	.	.	.	.	.	2	0.0%
87 - 93	.	1	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
93 - 99	.	1	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
Class Totals	117	0.3%	27740	6355	95	385	98	22	1	14	1	0	0	0	34832	
			79.6%	18.2%	0.3%	1.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

MetroCount Traffic Executive Speed Statistics by Hour

SpeedStatHour-4 -- English (ENU)

Datasets:

Site: [HC1402F1] MetroCount Factory Test Setup

Attribute:

Direction: 1 - North bound, A trigger first. **Lane:** 1

Survey Duration: 9:29 Monday, October 13, 2014 => 16:20 Tuesday, October 21, 2014,

Zone:

File: HC1402F1 0 2014-10-21 1620.EC1 (Plus)

Identifier: HC1402F1 MC56-L5 [MC55] (c)Microcom 19Oct04

Algorithm: Factory default axle (v4.06)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:

Included classes: 9:30 Monday, October 13, 2014 => 16:20 Tuesday, October 21, 2014 (8.28505)

Speed range: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Direction: 6 - 99 mph.

Separation: North, East, South, West (bound), P = North

Name: Headway > 0 sec, Span 0 - 328.084 ft

Scheme: Default Profile

Units: Vehicle classification (Scheme F3)

In profile: Non metric (ft, mi, ft/s, mph, lb, ton)

Vehicles = 34832 / 34928 (99.73%)

Speed Statistics by Hour

SpeedStatHour-4

Site: HC1402F1.1.0N
 Description: MetroCount Factory Test Setup
 Filter time: 9:30 Monday, October 13, 2014 => 16:20 Tuesday, October 21, 2014
 Scheme: Vehicle classification (Scheme F3)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084)

Vehicles = 34832

Posted speed limit = 37 mph, Exceeding = 37 (0.11%), Mean Exceeding = 45.09 mph

Maximum = 82.0 mph, Minimum = 6.2 mph, Mean = 23.4 mph

85% Speed = 27.1 mph, 95% Speed = 29.3 mph, Median = 23.7 mph

12 mph Pace = 17 - 30, Number in Pace = 30469 (87.47%)

Variance = 18.17, Standard Deviation = 4.26 mph

Hour Bins (Partial days)

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 37 mph
0000	273	0.8%	36.7	24.5	24.4	27.3	29.8	0
0100	133	0.4%	35.0	24.1	24.4	27.1	28.9	0
0200	82	0.2%	40.6	24.5	24.4	27.7	28.9	1
0300	93	0.3%	37.1	24.7	25.1	28.9	30.4	1
0400	106	0.3%	42.7	25.1	24.6	28.6	32.9	1
0500	449	1.3%	34.3	24.7	25.1	27.7	29.8	0
0600	996	2.9%	38.3	24.6	24.6	27.7	29.8	2
0700	2203	6.3%	37.1	22.4	22.8	25.9	28.0	1
0800	1795	5.2%	38.1	22.2	22.6	26.4	28.6	1
0900	1714	4.9%	36.6	22.1	22.6	26.6	29.1	0
1000	1775	5.1%	42.9	22.7	23.0	27.1	29.1	3
1100	1919	5.5%	42.6	23.3	23.7	27.3	29.5	3
1200	2193	6.3%	36.1	23.3	23.7	27.3	29.8	0
1300	2104	6.0%	38.7	22.7	23.3	27.3	29.5	3
1400	2074	6.0%	37.8	22.9	23.5	27.5	30.0	1
1500	3058	8.8%	82.0	23.1	23.5	27.1	29.1	5
1600	3160	9.1%	54.7	23.7	23.9	27.3	29.3	6
1700	2828	8.1%	60.4	24.2	24.6	27.5	29.3	1
1800	2374	6.8%	53.1	24.2	24.4	27.5	29.1	5
1900	1491	4.3%	37.8	23.7	23.7	26.8	28.9	1
2000	1367	3.9%	39.4	24.1	23.9	27.1	29.1	2
2100	1286	3.7%	35.8	24.1	24.2	27.1	29.1	0
2200	818	2.3%	35.8	24.5	24.6	27.3	29.5	0
2300	541	1.6%	34.8	24.4	24.6	27.5	29.3	0
----	34832	100.0%	82.0	23.4	23.7	27.1	29.3	37

MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-5 -- English (ENU)

Datasets:

Site: [HC1402F1] MetroCount Factory Test Setup
Attribute:
Direction: 1 - North bound, A trigger first. **Lane:** 1
Survey Duration: 9:29 Monday, October 13, 2014 => 16:20 Tuesday, October 21, 2014,
Zone:
File: HC1402F1 0 2014-10-21 1620.EC1 (Plus)
Identifier: HC1402F1 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 9:30 Monday, October 13, 2014 => 16:20 Tuesday, October 21, 2014 (8.28505)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 34832 / 34928 (99.73%)

60-6,153. Pedestrians' right-of-way in crosswalk; traffic control devices.

(1) Except at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided, when traffic control signals are not in place or not in operation, the driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within a crosswalk who is in the lane in which the driver is proceeding or is in the lane immediately adjacent thereto by bringing his or her vehicle to a complete stop.

(2) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to stop.

(3) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

(4) The Department of Roads and local authorities in their respective jurisdictions may, after an engineering and traffic investigation, designate unmarked crosswalk locations where pedestrian crossing is prohibited or where pedestrians shall yield the right-of-way to vehicles. Such restrictions shall be effective only when traffic control devices indicating such restrictions are in place.

Source: Laws 1973, LB 45, § 42; Laws 1979, LB 395, § 1; R.S.1943, (1988), § 39-642; Laws 1993, LB 370, § 249.

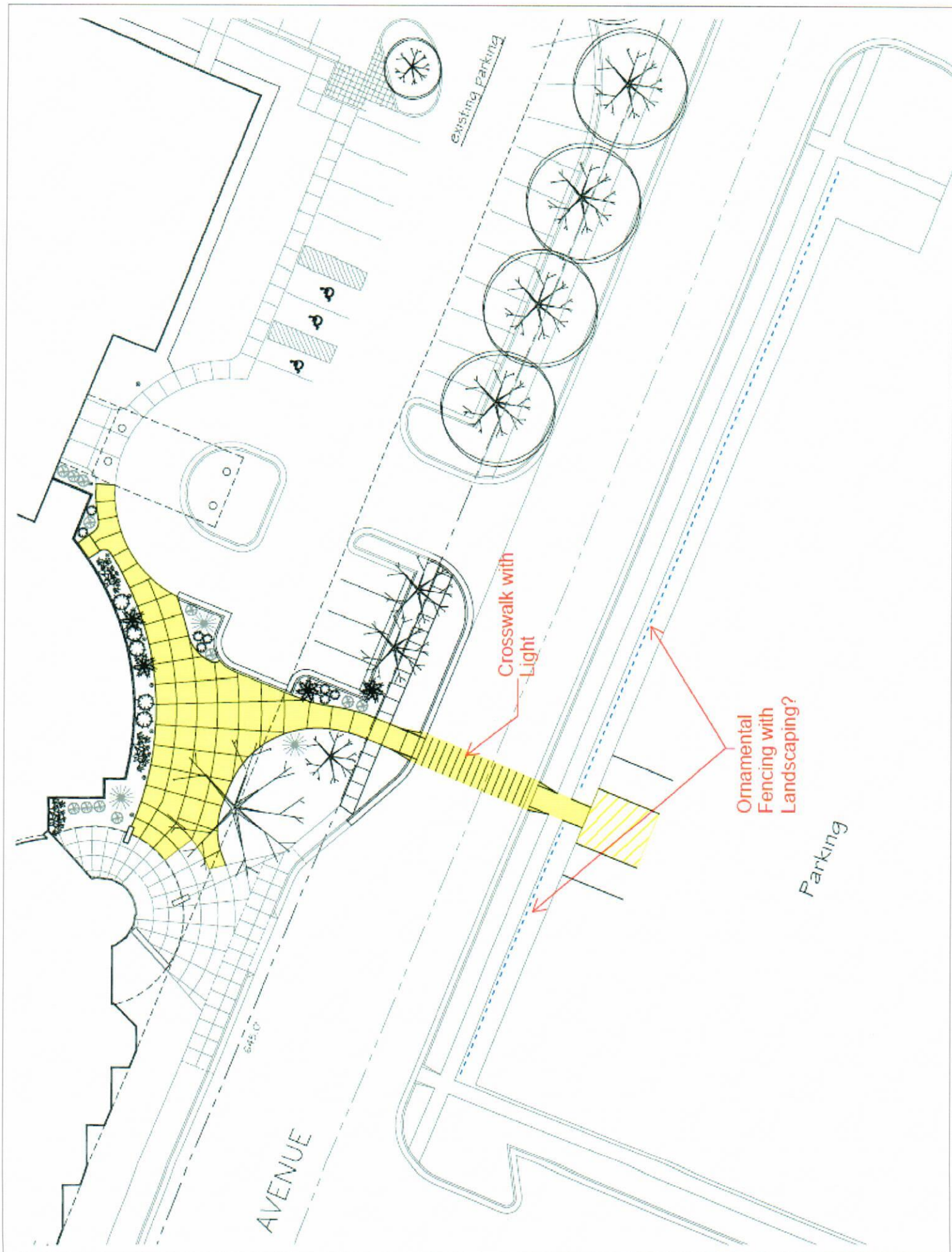
Cross References

Failure to yield to pedestrian, assessment of points against operator's license, see section 60-4,182 et seq.

Annotations

The driver of a vehicle shall yield the right-of-way to a pedestrian within a crosswalk. *Therkildsen v. Gottsch*, 194 Neb. 729, 235 N.W.2d 622 (1975).

Pursuant to subsection (2) of this section, a pedestrian who stepped from the curb into traffic failed to prove causation to withstand a directed verdict because the evidence showed that the driver could not have avoided hitting the pedestrian even if the driver had seen the pedestrian step from the curb. *Fidler v. Koster*, 8 Neb. App. 884, 603 N.W.2d 165 (1999).



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