



11333 N. Cedarburg Road
Mequon, WI 53092
Phone: 262-242-3500
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www.ci.mequon.wi.us

Police and Fire Departments

PUBLIC SAFETY COMMITTEE
Tuesday, October 11, 2022
5:00 PM
Lower Conference Room

Agenda

- 1) Call to Order and Roll Call
- 2) Approve Meeting Minutes
Action requested: review and approve
 - a. Public Safety Committee - Regular Meeting - Aug 10, 2022 5:15 PM
- 3) Discussion
 - a. False Alarm Waiver Request - 1220 W. Estates Dr.
 - b. False Alarm Waiver Request - 4531 W. Country View Dr.
 - c. Stop Sign Request on W. Bonniwell Road at N. Granville Road
- 4) Adjourn

Dated: October 11, 2022

/s/ Kathleen Schneider, Chair

Notice is hereby given that a quorum of other governmental bodies may be present at this meeting to present, discuss and/or gather information about a subject over which they have decision-making responsibility, although they will not take formal action thereto at this meeting.

Persons with disabilities requiring accommodations for attendance at this meeting should contact the City Clerk's Office at 262-236-2914, twenty-four (24) hours in advance of the meeting.

Any questions regarding this agenda may be directed to the Public Safety Office at 262-242-3500, Monday through Friday, 8:00 AM – 4:30 PM



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Police and Fire Departments

PUBLIC SAFETY COMMITTEE

Wednesday, August 10, 2022

5:15 PM

Lower Conference Room

Minutes

1) Call to Order and Roll Call

Present:

Chair Kathleen Schneider

Alderman Glenn Bushee

Alderman Mark Gierl

Also Present: Police Chief Pryor, City Attorney Sajdak, Assistant City Engineer Cole McCraw, Administrative Coordinator Melina Bowen, Public Works Director Kristen Lundeen (arrived at 5:24PM).

2) Approve Meeting Minutes

- a. Public Safety Committee - Regular Meeting - Jul 12, 2022 5:15 PM

RESULT: **Approved by Roll Call Vote [Unanimous]**

MOVED BY: Alderman Bushee

SECONDED BY: Alderman Gierl

AYES: Schneider, Bushee, Gierl

3) Discussion

- a. A Discussion of Traffic Concerns on N. Country View Drive from W. Mequon Road to N. River Road.

The area of N. Country View Dr. from W. Mequon Rd. to N. River Rd. was monitored for speed and a requested stop sign. The City Engineering department deployed traffic counters near the intersection of Country View Dr. and Squire Rd. The data collected showed that the area does not meet the criteria for the installation of a stop sign. The committee discussed the pros and cons of alternate methods to reduce speeding in the area.

4) Adjourn

- a. Motion to adjourn the meeting at 5:31 PM.

RESULT: **Approved by Voice Acclamation [Unanimous]**

MOVED BY: Alderman Bushee

SECONDED BY: Alderman Schneider

Minutes Acceptance: Minutes of Aug 10, 2022 5:15 PM (Approve Meeting Minutes)

AYES: Schneider, Bushee, Gierl

Respectfully Submitted,

Melina Bowen

Minutes Acceptance: Minutes of Aug 10, 2022 5:15 PM (Approve Meeting Minutes)



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Office of Public Safety Committee

TO: Public Safety Committee
FROM: Patrick Pryor, Chief of Police
DATE: September 23, 2022
SUBJECT: False Alarm Waiver Request - 1220 W. Estates Dr.

Background

On May 16, 2022, at 3:40PM, Mequon Police Department received a call from WI Security System advising of an alarm at 1220 W. Estates Dr. The alarm was reported to be coming from the "Garage Door." Officers VanLaanen and Larson were dispatched to investigate the alarm. Officers arrived at the residence at 3:45PM. Officers found the exterior of the residence was secure. Newcastle Staff arrived on scene and allowed officers to enter the residence and clear it for safety. Nothing was found out of order. The homeowner Mary Stanley was notified of the alarm by Newcastle staff.

This was the first alarm for this residence in 2022, no alarm fee bill was sent.

On July 21, 2022, at 4:12PM, Mequon Police Department received a call from WI Security System advising of an alarm at 1220 W. Estates Dr. The alarm was reported as "Panic Alarm Keypad Burglar Front Door" and "Garage Door." Officers Campbell and Boinski were dispatched to investigate the alarm. Officers arrived at the residence at 4:16PM. Officers arrived and the homeowner, Mary Stanley, was on scene. Stanley stated that she cannot see well enough to read the alarm control panel, so she has a fob to turn the alarm off, but the fob was not working properly. A Newcastle employee was advised and stated they would contact security to place a call to the alarm company to get the alarm checked.

On July 26, 2022, the notification of a second alarm was sent advising of the second alarm in 2022 and the fee involved.

Alderman Gierl received a letter from the homeowner, Mary Stanley, explaining the alarm activation and requesting the alarm fee to be waived. A copy of this letter is included with this memo.

Analysis

After discussion in the fall of 2019 and during the fee examination process, the Mequon Common Council approved the following false alarm fee schedule which took effect June 10, 2020. The fee schedule is as follows; First Alarm -No Fee, Second Alarm -\$200.00, Third Alarm -\$300.00, and Forth and Subsequent Alarms -\$400.00.

Mequon Police Officers respond to hundreds of false alarms each year consuming a lot of officer time and departmental resources. There are many ways to accidentally set off an alarm (forgot it was activated and opened door, a pet, a balloon, a serviceman, etc.) but nonetheless, the Police Department must treat each one as real until proven otherwise. The vast majority are false, but the Department cannot assume that and be caught off guard or unprepared if it is in fact a burglary or other crime in progress. Some people have called and tried to cancel the police response after their alarm company has contacted the Police Department. By then it is too late;

the officers are on the way and must determine the validity of the call themselves. It is like a 911 hang-up call. The dispatcher calls the number back and speaks with the caller who hung up. They might report that everything is okay, but the department responds to make sure that no one is forcing them to say that. That is the reality of today's world and the service level that the Department provides to Mequon residents for the safety of everyone.

Fiscal Impact

Second False Alarm \$200.00

Recommendation

There was no indication on the alarms that they were not false alarms. Staff therefore recommends denying the waiver request.

Attachments:

Mark Gierl Letter Re False Alarm Charge 1220 W Estates Dr (DOCX)

1220 W Estates Dr
Mequon, WI 53092

September 6, 2022

Mr. Mark Gierl, Alderman
14108 N Birchwood Lane,
Mequon, WI 53097

Dear Mr. Gierl,

I was asked by you to give an accounting of what happened on July 21, 2022 regarding a false alarm. Here is my summary:

When I left my home at approximately 2:50 pm on July 21, 2022 for the Newcastle Resident Counsel meeting, I tried to set my alarm using my key fob. I use my key fob rather than the wall mounted alarm unit to set and turn off the alarm as the fob has push buttons I can feel when pushed rather than a digital screen that has no buttons, but is a flat touch screen. Since I cannot feel well with my fingers, I do not use this wall unit because I cannot tell when things have been entered.

Anyway, when I tried to set the alarm using the key fob, something was up, as the alarm was saying the front and garage doors were both open, rather than just the garage door where I was exiting. I rechecked the front door to ensure it was closed and locked (although it already was) and tried to set the alarm again. This time, it appeared things worked.

When I returned from the Newcastle Resident Counsel meeting around 3:50 or 4 pm, I entered through the door in the garage as I normally do. Typically, there is a beeping alert that signals, and right inside the door, I keep the key fob to turn off the beeping alert. This time, however, as soon as I opened the door, the alarm sounded (not the beeping alert). I grabbed the fob and tried pressing the middle button to turn off the alarm, however, the button would not turn it off. I kept pressing the button, but could not get the alarm to turn off. Eventually the police came along with the rapid responder from Newcastle. Neither of them were able to turn off the alarm with the fob either. Eventually, they were able to turn the alarm off using the wall mounted unit. About 2 weeks later I received a \$200 invoice for a false alarm.

After this incident, I called the alarm company directly to come and check things out. They did come and check and replaced the battery in my key fob. The fob seems to be working once again, but I am worried about setting the alarm when I leave as I do not want to get an invoice for mishaps such as this.

As an older senior, my husband and I chose to live in Mequon as it offered a safe, secure environment. Unfortunately, in approximately 2010, prior to Newcastle installing the burglary alarm systems in the carriage houses, we were the victims of a home burglary. I would like to keep using the alarm system I have, but do not want to receive \$200 invoices for a false alarm that was out of my control.

Thank you for your consideration to remove this \$200 charge from my City of Mequon bill.

Mary R. Stanley

Attachment: Mark Gierl Letter Re False Alarm Charge 1220 W Estates Dr (7714 : False Alarm Waiver Request - 1220 W. Estates Dr.)



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Office of Public Safety Committee

TO: Public Safety Committee
FROM: Patrick Pryor, Chief of Police
DATE: September 23, 2022
SUBJECT: False Alarm Waiver Request - 4531 W. Country View Dr.

Background

On April 15, 2022, at 5:14PM, Mequon Police Department received a call from WH International Alarm Company advising of an alarm at 4531 W. Country View Dr. The alarm was reported to be coming from the garage door. Officers Koltz and Ballard were dispatched to investigate the alarm. Officers arrived at the residence at 5:15PM. At 5:18PM the alarm company called back stating that they did not reach any keyholders.

While at the residence Officer Koltz made contact with a male subject who refused to unlock the front screen door, stated he was the homeowner, and that everything was fine. The male would not provide officers with identification and then shut and locked the front door of the residence. The audible alarm which had been sounding when the officers arrived then stopped a few moments later. Officer Koltz was able to locate a DOT photo of the homeowner, Terry Zadra, which matched the uncooperative subject he encountered at the front door.

This was the first alarm for this residence in 2022, no alarm fee bill was sent.

On July 30, 2022, at 4:55PM, Mequon Police Department received a call from WH International Alarm Company advising of an alarm at 4531 W. Country View Dr. The alarm was reported to be coming from the garage door. Officers Perez and Beattie were dispatched to investigate the alarm. Officers arrived at the residence at 5:00PM. Upon arrival Officer Perez was met by the homeowner, Terry Zadra, who stated he was unaware that the alarm went off. Zadra stated everything was in order and it was unknown to him how the alarm activated.

On August 4, 2022, the notification of a second alarm was sent advising of the second alarm in 2022 and the fee involved.

The homeowner, Terry Zadra, contacted the Police Department and requested the alarm fee to be waived. A copy of this request is attached to this memo.

Analysis

After discussion in the fall of 2019 and during the fee examination process, the Mequon Common Council approved the following false alarm fee schedule which took effect June 10, 2020. The fee schedule is as follows; First Alarm -No Fee, Second Alarm -\$200.00, Third Alarm -\$300.00, and Forth and Subsequent Alarms -\$400.00.

Mequon Police Officers respond to hundreds of false alarms each year consuming a lot of officer time and departmental resources. There are many ways to accidentally set off an alarm (forgot it was activated and opened door, a pet, a balloon, a serviceman, etc.) but nonetheless, the Police Department must treat each one as real until proven otherwise. The vast majority are false, but the Department cannot assume that and be caught off guard or unprepared if it is in fact a

burglary or other crime in progress. Some people have called and tried to cancel the police response after their alarm company has contacted the Police Department. By then it is too late; the officers are on the way and must determine the validity of the call themselves. It is like a 911 hang-up call. The dispatcher calls the number back and speaks with the caller who hung up. They might report that everything is okay, but the department responds to make sure that no one is forcing them to say that. That is the reality of today's world and the service level that the Department provides to Mequon residents for the safety of everyone.

Fiscal Impact

Second False Alarm \$200.00

Recommendation

There was no indication on the alarms that they were not false alarms. Staff therefore recommends denying the waiver request.

Attachments:

Waiver Request 4531 W Country View Dr (PDF)

I like to dispute false alarm

Charges on 8-9-22. Will be out of
Town, 9-6-22 to 9-12-22.

Terry Zade



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Office of Public Safety Committee

TO: Public Safety Committee
FROM: Patrick Pryor, Chief of Police
DATE: September 23, 2022
SUBJECT: Stop Sign Request on W. Bonniwell Road at N. Granville Road

Background:

A resident contacted the Police Department with concerns that there should be a Four Way Stop Sign at the intersection of Bonniwell and Granville Roads. Resident, Ed Soleski, contacted the department and expressed concerns of safety at this intersection. Soleski stated he has lived at this intersection for a number of years and that it has become increasingly dangerous, and it should have a four way stop sign installed or someone would likely be severely injured in an accident. Soleski stated there is no stop sign on Bonniwell Road in either direction for a large distance and that the sight lines of this intersection make it challenging to see.

I relayed this information to the City of Mequon Engineering Department. The Engineering Department deployed the traffic data measuring cables in this area and provided the attached memo with their findings.

The department conducted research on the number of accidents in this intersection for the last five years. The department found three accidents in the last five years.

On 06/29/2021, at 3:03PM, the department investigated a Property Damage Accident at this intersection. In this accident Unit #2 was facing northbound at the stop sign on Granville Road at Bonniwell Rd. Unit#1 was traveling westbound on Bonniwell Rd and while turning left on Granville Rd did not turn wide enough and struck Unit #2 on the front driver's side corner.

On 09/28/2019, at 7:09PM, the department investigated a Non-Reportable Accident at this intersection. In this accident Unit #1 was traveling south on Granville Road when it struck a black greyhound dog. Unit #1 had damage to the driver side parking light and a loose bumper on the driver side.

On 02/21/2019, at 7:31AM, the department investigated a Property Damage Accident at this intersection. Unit #1 was W/B on Bonniwell Road approaching the intersection at Granville Road. Non-Contact Unit #2 was S/B on Granville Road approaching the clearly posted 'Stop' sign at Bonniwell Road. Driver Unit #1 stated Non-Contact Unit #2 failed to stop at the 'Stop' sign, as it slid on the icy roadway and into the intersection. Driver Unit #1 braked and swerved to the left to avoid a collision. Unit #1 continued W/B through the intersection, passing in front of Non-Contact Unit #2. As Unit #1 continued W/B off-road left into the south ditch, its left outside mirror side-swiped a black & white guard post ('Penguin Pole'), on the southwest corner of the intersection, Unit #1 continued W/B thru the frozen snowbanks in the south ditch, coming to rest against some bushes.

As an additional note to the February accident the officer, while arriving at, and present on the scene, observed vehicles S/B on Granville Road slide into the intersection on the icy roadway.

Mequon DPW subsequently responded to salt the roadways. This area is known to be slippery in the snow.

Analysis:

The Police Department defers to the Engineering Department for sign installation, as the city typically follows the Manual on Uniform Traffic Control for sign installation. As a possible alternative to a four way stop, the city could install an additional stop sign on the southwest corner for traffic northbound on Granville Road. These signs could also have additional “Cross Traffic Does Not Stop” signs posted on the back of each of the stop signs as additional warnings to assist with safety.

Recommendation:

Follow any improvement recommendations from City Engineering.

Attachments:

Granville and Bonniwell Stop Sign Analysis Report

Granville and Bonniwell Stop Sign Analysis Report (PDF)



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Public Works/Engineering

To: Patrick Pryor, Mequon Police Chief
From: Cole McCraw, Assistant City Engineer
Date: September 29, 2022
Subject: Granville Road and Bonniwell Road Intersection Control Evaluation

Background:

At the request of the Police Chief, Patrick Pryor, the Engineering Department measured the speeds and volumes of traffic on Granville Road and Bonniwell Road using traffic counters. The counters were placed on both sides of the intersection for both roads for a total of four, one-week measurements.

A property owner requested that the implementation of an all-way stop at the intersection be evaluated. The traffic counters were deployed from Friday, September 2nd through Thursday, September 22nd, 2022. Both roads currently have a posted speed limit of 45 mph.

Analysis:

The traffic volumes and speed measurements are summarized in the table below. The week of Monday, September 5th through Sunday, September 12th was used for the volume data in the first placement and the week of Tuesday, September 13th through Monday, September 19th was used for the volume data in the second placement. The speed statistics and vehicle count reports from the traffic counters are also attached to this memo.

Below is a tabular summary of the results:

	Bonniwell Road west (Counter 1)	Granville Road north (Counter 2)	Bonniwell Road east (Counter 1)	Granville Road south (Counter 2)
Total Vehicles Traveled (Over a 7-day period)	2,345	7,140	3,598	8,017
Average Daily Traffic	335	1,020	514	1,145
Average Speed	45.9	49.2	47.5	47.5
85th % Speed	56.1	55.6	55.9	48.9
Posted Speed	45 MPH	45 MPH	45 MPH	45 MPH

The Federal Highway Administration's Manual of Uniform Traffic Control Devices (MUTCD) gives guidance on where stop signs should be used at an intersection. Section 2B.07 gives the following criteria to be considered for multi-way stop sign installation:

- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal*
- B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- C. *Minimum volumes:*
 - 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 - 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 - 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

In applying these criteria to the data collected on the intersection:

- A. Signal control is not justified so this criterion is not applicable.
- B. Mequon Police included information on three incidents in the last five years. Additionally, none of the historical incidents are susceptible to correction by a multi-way stop application.
- C. Criterion C.3 is met, so C.1 and C.2 values reduce to 210 vehicles per hour and 140 units per hour, respectively. However, neither the major street (Granville Road) nor the minor street (Bonniwell Road) has an hour that exceeds 160 vehicles. Thus, the criteria are not met.
- D. 80 percent of minimum values are not met.

In summary, the intersection does not meet the criteria for a multi-way stop application by MUTCD guidance.

The MUTCD also gives the option to evaluate the following for multi-stop application:

Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

The design intersection sight distance for a 45-mph is 500 ft. based on the assumed worst-case left turn from stop. It is recognized that a grade change is present east of the intersection on Bonniwell Road. Staff visited the site to determine if the grade change reduces the sight distance below the 500-foot sight distance. The sight distance exceeded 700 ft. at this location.

City staff will also inspect the intersection to determine if there are trees or vegetation that could impact driver's vision.

Recommendation:

In summary, the intersection does not meet the criteria for a multi-way stop application by MUTCD guidance. The intersection sight distances appear appropriate to the east of the intersection.

A second stop sign with a “cross traffic does not stop” indication on the southwest corner of the intersection is an option for added visibility. Though there have not been police incidents indicating evidence of motorists not noticing the stop sign, it would be consistent with the north side of the intersection and other intersections in the area.



Cole McCraw, P.E.
Assistant City Engineer

Attachments:
Traffic Count Reports
500' Sight Triangle Figure

MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-112 -- English (ENU)

Datasets:

Site: [Bonniwell Rd] Intersection Ahead Sign– west of Granville
Attribute: South Side of Road
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 8:58 Thursday, September 01, 2022 => 13:55 Monday, September 12, 2022,
Zone:
File: Bonniwell Rd 0 2022-09-12 1355.EC0 (Plus)
Identifier: DJ07CD2H MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Friday, September 02, 2022 => 0:00 Monday, September 12, 2022 (10)
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 = East
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 = 3245 / 3727 (87.07%)

Weekly Vehicle Counts

WeeklyVehicle-112

Site: Bonniwell Rd.0.1EW
Description: Intersection Ahead Sign
Filter time: 0:00 Friday, September 02, 2022 => 0:00 Monday, September 12, 2022
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 29 Aug	Tue 30 Aug	Wed 31 Aug	Thu 01 Sep	Fri 02 Sep	Sat 03 Sep	Sun 04 Sep	Averages 1 - 5	1 - 7
Hour									
0000-0100	*	*	*	*	2	5	3	2.0	3.3
0100-0200	*	*	*	*	1	2	0	1.0	1.0
0200-0300	*	*	*	*	1	1	0	1.0	0.7
0300-0400	*	*	*	*	5	1	1	5.0	2.3
0400-0500	*	*	*	*	1	0	1	1.0	0.7
0500-0600	*	*	*	*	5	0	0	5.0	1.7
0600-0700	*	*	*	*	22	2	1	22.0	8.3
0700-0800	*	*	*	*	26	3	7	26.0	12.0
0800-0900	*	*	*	*	17	6	9	17.0	10.7
0900-1000	*	*	*	*	16	17	13	16.0	15.3
1000-1100	*	*	*	*	15	34	16	15.0	21.7
1100-1200	*	*	*	*	27	19	18	27.0	21.3
1200-1300	*	*	*	*	21	28	23	21.0	24.0
1300-1400	*	*	*	*	40	25	30	40.0	31.7
1400-1500	*	*	*	*	25	24	25	25.0	24.7
1500-1600	*	*	*	*	36	27	17	36.0	26.7
1600-1700	*	*	*	*	42	19	18	42.0	26.3
1700-1800	*	*	*	*	33	13	27	33.0	24.3
1800-1900	*	*	*	*	23	11	4	23.0	12.7
1900-2000	*	*	*	*	17	7	12	17.0	12.0
2000-2100	*	*	*	*	3	6	8	3.0	5.7
2100-2200	*	*	*	*	8	10	5	8.0	7.7
2200-2300	*	*	*	*	6	4	3	6.0	4.3
2300-2400	*	*	*	*	2	1	0	2.0	1.0
Totals									
0700-1900	*	*	*	*	321	226	207	321.0	251.3
0600-2200	*	*	*	*	371	251	233	371.0	285.0
0600-0000	*	*	*	*	379	256	236	379.0	290.3
0000-0000	*	*	*	*	394	265	241	394.0	300.0
AM Peak	*	*	*	*	1100	1000	1100		
	*	*	*	*	27	34	18		
PM Peak	*	*	*	*	1600	1200	1300		
	*	*	*	*	42	28	30		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-112

Site: Bonniwell Rd.0.1EW
Description: Intersection Ahead Sign
Filter time: 0:00 Friday, September 02, 2022 => 0:00 Monday, September 12, 2022
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 05 Sep	Tue 06 Sep	Wed 07 Sep	Thu 08 Sep	Fri 09 Sep	Sat 10 Sep	Sun 11 Sep	Averages 1 - 5	1 - 7
Hour									
0000-0100	1	0	0	0	1	2	2	0.4	0.9
0100-0200	0	1	0	0	1	2	0	0.4	0.6
0200-0300	0	1	1	1	2	1	2	1.0	1.1
0300-0400	2	1	1	2	0	1	0	1.2	1.0
0400-0500	0	1	1	2	2	0	0	1.2	0.9
0500-0600	1	6	5	10	5	5	1	5.4	4.7
0600-0700	5	19	26	22	23	7	2	19.0	14.9
0700-0800	4	36	33	28	41	11	11	28.4	23.4
0800-0900	13	21	31	28	17	12	15	22.0	19.6
0900-1000	14	12	18	13	16	17	12	14.6	14.6
1000-1100	19	19	18	19	18	17	18	18.6	18.3
1100-1200	19	25	32	12	22	24	17	22.0	21.6
1200-1300	14	23	24	23	27	23	22	22.2	22.3
1300-1400	28	13	21	23	25	28	30	22.0	24.0
1400-1500	23	29	30	28	34	26	14	28.8	26.3
1500-1600	20	39	42	34	33	29	18	33.6	30.7
1600-1700	16	31	40	46	34	22	15	33.4	29.1
1700-1800	19	29	35	48	39	16	12	34.0	28.3
1800-1900	14	41	25	23	19	18	16	24.4	22.3
1900-2000	13	18	13	17	5	16	5	13.2	12.4
2000-2100	6	17	9	14	2	8	3	9.6	8.4
2100-2200	4	8	3	8	8	3	4	6.2	5.4
2200-2300	3	3	3	4	5	5	1	3.6	3.4
2300-2400	0	1	1	0	0	3	1	0.4	0.9
Totals									
0700-1900	203	318	349	325	325	243	200	304.0	280.4
0600-2200	231	380	400	386	363	277	214	352.0	321.6
0600-0000	234	384	404	390	368	285	216	356.0	325.9
0000-0000	238	394	412	405	379	296	221	365.6	335.0
AM Peak	1100 19	0700 36	0700 33	0800 28	0700 41	1100 24	1000 18		
PM Peak	1300 28	1800 41	1500 42	1700 48	1700 39	1500 29	1300 30		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-115 -- English (ENU)

Datasets:

Site: [Granville Rd] School Bus Stop Ahead Sign - North of Bonniwell
Attribute: N of Bonniwell
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 9:24 Thursday, September 01, 2022 => 14:18 Monday, September 12, 2022,
Zone:
File: Granville Rd 0 2022-09-12 1419.EC0 (Regular)
Identifier: E962A3GE MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Friday, September 02, 2022 => 0:00 Monday, September 12, 2022 (10)
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 = 9924 / 11622 (85.39%)

Weekly Vehicle Counts

WeeklyVehicle-115

Site: Granville Rd.0.1NS
Description: School Bus Stop Ahead Sign
Filter time: 0:00 Friday, September 02, 2022 => 0:00 Monday, September 12, 2022
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 29 Aug	Tue 30 Aug	Wed 31 Aug	Thu 01 Sep	Fri 02 Sep	Sat 03 Sep	Sun 04 Sep	Averages 1 - 5	1 - 7
Hour									
0000-0100	*	*	*	*	8	3	4	8.0	5.0
0100-0200	*	*	*	*	3	0	6	3.0	3.0
0200-0300	*	*	*	*	1	2	0	1.0	1.0
0300-0400	*	*	*	*	6	1	2	6.0	3.0
0400-0500	*	*	*	*	7	7	3	7.0	5.7
0500-0600	*	*	*	*	35	8	2	35.0	15.0
0600-0700	*	*	*	*	79	16	11	79.0	35.3
0700-0800	*	*	*	*	120	32	21	120.0	57.7
0800-0900	*	*	*	*	87	41	25	87.0	51.0
0900-1000	*	*	*	*	59	58	59	59.0	58.7
1000-1100	*	*	*	*	81	61	50	81.0	64.0
1100-1200	*	*	*	*	82	62	56	82.0	66.7
1200-1300	*	*	*	*	94	58	59	94.0	70.3
1300-1400	*	*	*	*	72	85	75	72.0	77.3
1400-1500	*	*	*	*	85	82	60	85.0	75.7
1500-1600	*	*	*	*	99	54	50	99.0	67.7
1600-1700	*	*	*	*	105	58	55	105.0	72.7
1700-1800	*	*	*	*	88	46	43	88.0	59.0
1800-1900	*	*	*	*	73	46	40	73.0	53.0
1900-2000	*	*	*	*	49	28	34	49.0	37.0
2000-2100	*	*	*	*	15	25	13	15.0	17.7
2100-2200	*	*	*	*	17	17	12	17.0	15.3
2200-2300	*	*	*	*	13	10	6	13.0	9.7
2300-2400	*	*	*	*	10	7	3	10.0	6.7
Totals									
0700-1900	*	*	*	*	1045	683	593	1045.0	773.7
0600-2200	*	*	*	*	1205	769	663	1205.0	879.0
0600-0000	*	*	*	*	1228	786	672	1228.0	895.3
0000-0000	*	*	*	*	1288	807	689	1288.0	928.0
AM Peak	*	*	*	*	0700	1100	0900		
	*	*	*	*	120	62	59		
PM Peak	*	*	*	*	1600	1300	1300		
	*	*	*	*	105	85	75		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-115

Site: Granville Rd.0.1NS
Description: School Bus Stop Ahead Sign
Filter time: 0:00 Friday, September 02, 2022 => 0:00 Monday, September 12, 2022
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 05 Sep	Tue 06 Sep	Wed 07 Sep	Thu 08 Sep	Fri 09 Sep	Sat 10 Sep	Sun 11 Sep	Averages 1 - 5	1 - 7
Hour									
0000-0100	6	1	6	4	2	9	3	3.8	4.4
0100-0200	3	1	1	2	3	0	1	2.0	1.6
0200-0300	0	1	5	5	3	1	1	2.8	2.3
0300-0400	0	6	6	3	4	3	0	3.8	3.1
0400-0500	3	8	14	10	12	0	1	9.4	6.9
0500-0600	7	39	39	36	29	9	1	30.0	22.9
0600-0700	13	86	95	86	80	14	9	72.0	54.7
0700-0800	17	152	142	160	120	37	22	118.2	92.9
0800-0900	23	84	81	95	72	40	23	71.0	59.7
0900-1000	33	58	56	61	57	66	35	53.0	52.3
1000-1100	60	55	51	55	59	69	50	56.0	57.0
1100-1200	53	67	64	62	72	82	55	63.6	65.0
1200-1300	62	62	62	70	70	71	55	65.2	64.6
1300-1400	64	83	70	70	73	69	43	72.0	67.4
1400-1500	64	87	101	84	94	80	47	86.0	79.6
1500-1600	59	112	101	127	123	69	42	104.4	90.4
1600-1700	41	126	127	117	121	64	17	106.4	87.6
1700-1800	35	93	93	96	97	56	34	82.8	72.0
1800-1900	35	61	65	68	52	57	28	56.2	52.3
1900-2000	16	51	53	38	39	31	16	39.4	34.9
2000-2100	15	20	27	25	26	30	9	22.6	21.7
2100-2200	8	13	12	11	20	15	9	12.8	12.6
2200-2300	2	8	5	15	14	14	5	8.8	9.0
2300-2400	2	5	4	3	9	12	2	4.6	5.3
Totals									
0700-1900	546	1040	1013	1065	1010	760	451	934.8	840.7
0600-2200	598	1210	1200	1225	1175	850	494	1081.6	964.6
0600-0000	602	1223	1209	1243	1198	876	501	1095.0	978.9
0000-0000	621	1279	1280	1303	1251	898	508	1146.8	1020.0
AM Peak	1000 60	0700 152	0700 142	0700 160	0700 120	1100 82	1100 55		
PM Peak	1400 64	1600 126	1600 127	1500 127	1500 123	1400 80	1200 55		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-119 -- English (ENU)

Datasets:

Site: [Bonniwell Rd] Intersection Ahead Sign - East of intersection at Granville
Attribute: North Side of Road
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 14:04 Monday, September 12, 2022 => 11:15 Thursday, September 22, 2022,
Zone:
File: Bonniwell Rd 0 2022-09-22 1115.EC0 (Plus)
Identifier: DJ07CD2H MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, September 13, 2022 => 0:00 Thursday, September 22, 2022 (9)
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 = East
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 = 4599 / 4992 (92.13%)

Weekly Vehicle Counts

WeeklyVehicle-119

Site: Bonniwell Rd.0.1EW

Description: Intersection Ahead Sign - East of intersection at Granville

Filter time: 0:00 Tuesday, September 13, 2022 => 0:00 Thursday, September 22, 2022

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 12 Sep	Tue 13 Sep	Wed 14 Sep	Thu 15 Sep	Fri 16 Sep	Sat 17 Sep	Sun 18 Sep	Averages 1 - 5	1 - 7
Hour									
0000-0100	*	0	0	0	1	0	2	0.3	0.5
0100-0200	*	0	1	2	1	0	1	1.0	0.8
0200-0300	*	1	3	0	3	0	2	1.8	1.5
0300-0400	*	2	2	3	2	2	2	2.3	2.2
0400-0500	*	3	3	1	1	0	0	2.0	1.3
0500-0600	*	11	7	10	11	3	1	9.8	7.2
0600-0700	*	25	36	23	29	5	3	28.3	20.2
0700-0800	*	53	48	40	39	12	11	45.0	33.8
0800-0900	*	37	39	27	36	15	22	34.8	29.3
0900-1000	*	23	17	23	28	43	24	22.8	26.3
1000-1100	*	28	26	24	28	42	22	26.5	28.3
1100-1200	*	30	43	18	34	50	34	31.3	34.8
1200-1300	*	27	30	32	32	64	37	30.3	37.0
1300-1400	*	29	29	42	40	52	57	35.0	41.5
1400-1500	*	28	31	44	38	55	38	35.3	39.0
1500-1600	*	43	54	45	53	44	33	48.8	45.3
1600-1700	*	60	63	50	45	32	41	54.5	48.5
1700-1800	*	51	54	49	34	47	28	47.0	43.8
1800-1900	*	36	36	24	36	33	17	33.0	30.3
1900-2000	*	23	20	21	23	12	14	21.8	18.8
2000-2100	*	6	14	13	11	10	5	11.0	9.8
2100-2200	*	5	6	9	8	9	8	7.0	7.5
2200-2300	*	1	7	5	0	3	2	3.3	3.0
2300-2400	*	2	1	3	2	1	1	2.0	1.7
Totals									
0700-1900	*	445	470	418	443	489	364	444.0	438.2
0600-2200	*	504	546	484	514	525	394	512.0	494.5
0600-0000	*	507	554	492	516	529	397	517.3	499.2
0000-0000	*	524	570	508	535	534	405	534.3	512.7
AM Peak	*	0700	0700	0700	0700	1100	1100		
	*	53	48	40	39	50	34		
PM Peak	*	1600	1600	1600	1500	1200	1300		
	*	60	63	50	53	64	57		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-119

Site: Bonniwell Rd.0.1EW

Description: Intersection Ahead Sign - East of intersection at Granville

Filter time: 0:00 Tuesday, September 13, 2022 => 0:00 Thursday, September 22, 2022

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 19 Sep	Tue 20 Sep	Wed 21 Sep	Thu 22 Sep	Fri 23 Sep	Sat 24 Sep	Sun 25 Sep	Averages 1 - 5	1 - 7
Hour									
0000-0100	0	0	0	*	*	*	*	0.0	0.0
0100-0200	0	0	0	*	*	*	*	0.0	0.0
0200-0300	0	6	1	*	*	*	*	2.3	2.3
0300-0400	3	1	2	*	*	*	*	2.0	2.0
0400-0500	3	1	1	*	*	*	*	1.7	1.7
0500-0600	7	11	11	*	*	*	*	9.7	9.7
0600-0700	25	29	25	*	*	*	*	26.3	26.3
0700-0800	45	46	44	*	*	*	*	45.0	45.0
0800-0900	33	27	44	*	*	*	*	34.7	34.7
0900-1000	26	19	23	*	*	*	*	22.7	22.7
1000-1100	21	17	22	*	*	*	*	20.0	20.0
1100-1200	31	19	34	*	*	*	*	28.0	28.0
1200-1300	36	21	32	*	*	*	*	29.7	29.7
1300-1400	21	37	26	*	*	*	*	28.0	28.0
1400-1500	58	25	36	*	*	*	*	39.7	39.7
1500-1600	48	43	39	*	*	*	*	43.3	43.3
1600-1700	43	68	51	*	*	*	*	54.0	54.0
1700-1800	48	31	46	*	*	*	*	41.7	41.7
1800-1900	32	31	38	*	*	*	*	33.7	33.7
1900-2000	25	20	17	*	*	*	*	20.7	20.7
2000-2100	9	11	23	*	*	*	*	14.3	14.3
2100-2200	4	7	8	*	*	*	*	6.3	6.3
2200-2300	3	0	4	*	*	*	*	2.3	2.3
2300-2400	1	3	1	*	*	*	*	1.7	1.7
Totals									
0700-1900	442	384	435	*	*	*	*	420.3	420.3
0600-2200	505	451	508	*	*	*	*	488.0	488.0
0600-0000	509	454	513	*	*	*	*	492.0	492.0
0000-0000	522	473	528	*	*	*	*	507.7	507.7
AM Peak	0700 45	0700 46	0800 44	*	*	*	*		
PM Peak	1400 58	1600 68	1600 51	*	*	*	*		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-122 -- English (ENU)

Datasets:

Site: [Granville Rd] Stop Ahead Sign S of intersection
Attribute: S of Bonniwell
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 14:25 Monday, September 12, 2022 => 11:16 Thursday, September 22, 2022,
Zone:
File: Granville Rd 0 2022-09-22 1116.EC0 (Regular)
Identifier: E962A3GE MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, September 13, 2022 => 0:00 Thursday, September 22, 2022 (9)
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 = 10592 / 11716 (90.41%)

Weekly Vehicle Counts

WeeklyVehicle-122

Site: Granville Rd.0.1NS
Description: Stop Ahead Sign S of intersection
Filter time: 0:00 Tuesday, September 13, 2022 => 0:00 Thursday, September 22, 2022
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 12 Sep	Tue 13 Sep	Wed 14 Sep	Thu 15 Sep	Fri 16 Sep	Sat 17 Sep	Sun 18 Sep	Averages 1 - 5	1 - 7
Hour									
0000-0100	*	2	2	2	0	5	5	1.5	2.7
0100-0200	*	0	4	1	1	2	3	1.5	1.8
0200-0300	*	5	3	4	6	2	3	4.5	3.8
0300-0400	*	1	3	5	2	5	2	2.8	3.0
0400-0500	*	15	13	10	8	2	2	11.5	8.3
0500-0600	*	30	32	33	23	11	2	29.5	21.8
0600-0700	*	93	89	86	78	18	8	86.5	62.0
0700-0800	*	155	152	153	131	34	27	147.8	108.7
0800-0900	*	91	81	75	73	52	29	80.0	66.8
0900-1000	*	58	56	74	58	59	57	61.5	60.3
1000-1100	*	54	43	63	69	58	83	57.3	61.7
1100-1200	*	65	79	59	69	82	72	68.0	71.0
1200-1300	*	60	63	63	72	99	80	64.5	72.8
1300-1400	*	66	64	74	61	78	70	66.3	68.8
1400-1500	*	87	90	75	106	81	74	89.5	85.5
1500-1600	*	105	113	129	123	71	82	117.5	103.8
1600-1700	*	120	117	116	109	77	71	115.5	101.7
1700-1800	*	99	103	100	88	64	45	97.5	83.2
1800-1900	*	68	61	68	58	56	44	63.8	59.2
1900-2000	*	42	31	27	42	32	30	35.5	34.0
2000-2100	*	22	31	34	22	37	11	27.3	26.2
2100-2200	*	23	15	19	15	25	12	18.0	18.2
2200-2300	*	5	11	9	9	12	9	8.5	9.2
2300-2400	*	5	3	4	5	9	0	4.3	4.3
Totals									
0700-1900	*	1028	1022	1049	1017	811	734	1029.0	943.5
0600-2200	*	1208	1188	1215	1174	923	795	1196.3	1083.8
0600-0000	*	1218	1202	1228	1188	944	804	1209.0	1097.3
0000-0000	*	1271	1259	1283	1228	971	821	1260.3	1138.8
AM Peak	*	0700	0700	0700	0700	1100	1000		
	*	155	152	153	131	82	83		
PM Peak	*	1600	1600	1500	1500	1200	1500		
	*	120	117	129	123	99	82		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-122

Site: Granville Rd.0.1NS
Description: Stop Ahead Sign S of intersection
Filter time: 0:00 Tuesday, September 13, 2022 => 0:00 Thursday, September 22, 2022
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 19 Sep	Tue 20 Sep	Wed 21 Sep	Thu 22 Sep	Fri 23 Sep	Sat 24 Sep	Sun 25 Sep	Averages 1 - 5	1 - 7
Hour									
0000-0100	6	4	3	*	*	*	*	4.3	4.3
0100-0200	1	4	3	*	*	*	*	2.7	2.7
0200-0300	1	6	5	*	*	*	*	4.0	4.0
0300-0400	4	3	5	*	*	*	*	4.0	4.0
0400-0500	10	9	10	*	*	*	*	9.7	9.7
0500-0600	29	29	30	*	*	*	*	29.3	29.3
0600-0700	79	92	81	*	*	*	*	84.0	84.0
0700-0800	130	145	147	*	*	*	*	140.7	140.7
0800-0900	92	94	79	*	*	*	*	88.3	88.3
0900-1000	54	54	69	*	*	*	*	59.0	59.0
1000-1100	45	47	51	*	*	*	*	47.7	47.7
1100-1200	60	62	72	*	*	*	*	64.7	64.7
1200-1300	61	40	51	*	*	*	*	50.7	50.7
1300-1400	61	67	83	*	*	*	*	70.3	70.3
1400-1500	109	77	102	*	*	*	*	96.0	96.0
1500-1600	114	113	110	*	*	*	*	112.3	112.3
1600-1700	103	110	143	*	*	*	*	118.7	118.7
1700-1800	90	116	120	*	*	*	*	108.7	108.7
1800-1900	56	68	81	*	*	*	*	68.3	68.3
1900-2000	34	45	37	*	*	*	*	38.7	38.7
2000-2100	19	18	30	*	*	*	*	22.3	22.3
2100-2200	14	16	14	*	*	*	*	14.7	14.7
2200-2300	9	12	12	*	*	*	*	11.0	11.0
2300-2400	3	4	2	*	*	*	*	3.0	3.0
Totals									
0700-1900	975	993	1108	*	*	*	*	1025.3	1025.3
0600-2200	1121	1164	1270	*	*	*	*	1185.0	1185.0
0600-0000	1133	1180	1284	*	*	*	*	1199.0	1199.0
0000-0000	1184	1235	1340	*	*	*	*	1253.0	1253.0
AM Peak	0700 130	0700 145	0700 147	*	*	*	*		
PM Peak	1500 114	1700 116	1600 143	*	*	*	*		

* - No data.

MetroCount Traffic Executive Class Speed Matrix

ClassMatrix-109 -- English (ENU)

Datasets:

Site: [Bonniwell Rd] Intersection Ahead Sign – West of Granville
Attribute: South Side of Road
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 8:58 Thursday, September 01, 2022 => 13:55 Monday, September 12, 2022,
Zone:
File: Bonniwell Rd 0 2022-09-12 1355.EC0 (Plus)
Identifier: DJ07CD2H MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Friday, September 02, 2022 => 0:00 Monday, September 12, 2022 (10)
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 = East
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 = 3245 / 3727 (87.07%)

Class Speed Matrix

ClassMatrix-109

Site: Bonniwell Rd.0.1EW
Description: Intersection Ahead Sign
Filter time: 0:00 Friday, September 02, 2022 => 0:00 Monday, September 12, 2022
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 MULT	>6A MUL			
	1	2	3	4	5	6	7	8	9	10	11	12	13			
6 - 12	.	3	1	1	.	.	.	.	.	.	.	.	.	5	0.2%	
12 - 19	8	14	4	.	2	.	.	.	.	.	.	.	.	28	0.9%	
19 - 25	8	53	13	2	4	.	1	1	.	.	.	.	.	82	2.5%	
25 - 31	2	101	23	.	12	.	.	.	.	.	.	.	.	138	4.3%	
31 - 37	2	192	62	1	16	3	1	.	1	.	.	.	.	278	8.6%	
37 - 43	9	490	188	3	31	5	1	.	3	.	.	.	.	730	22.5%	
43 - 50	6	593	218	5	55	2	4	.	5	.	.	.	.	888	27.4%	
50 - 56	7	281	212	2	76	1	.	1	2	.	.	.	.	582	17.9%	
56 - 62	2	108	177	3	53	.	.	.	3	.	.	.	.	346	10.7%	
62 - 68	2	29	70	1	17	.	.	.	.	.	.	.	.	119	3.7%	
68 - 75	.	10	12	.	12	.	.	.	.	.	.	.	.	34	1.0%	
75 - 81	.	2	5	.	2	.	.	.	.	.	.	.	.	9	0.3%	
81 - 87	.	.	3	.	1	.	.	.	.	.	.	.	.	4	0.1%	
87 - 93	1	1	.	.	.	.	.	.	.	.	.	.	.	2	0.1%	
93 - 99	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%	
Class Totals	47	1877	988	18	281	11	7	2	14	0	0	0	0	3245		
	1.4%	57.8%	30.4%	0.6%	8.7%	0.3%	0.2%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%			

MetroCount Traffic Executive Class Speed Matrix

ClassMatrix-113 -- English (ENU)

Datasets:

Site: [Granville Rd] School Bus Stop Ahead Sign - North of Bonniwell
Attribute: N of Bonniwell
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 9:24 Thursday, September 01, 2022 => 14:18 Monday, September 12, 2022,
Zone:
File: Granville Rd 0 2022-09-12 1419.EC0 (Regular)
Identifier: E962A3GE MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Friday, September 02, 2022 => 0:00 Monday, September 12, 2022 (10)
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 = 9924 / 11622 (85.39%)

Class Speed Matrix

ClassMatrix-113

Site: Granville Rd.0.1NS
Description: School Bus Stop Ahead Sign
Filter time: 0:00 Friday, September 02, 2022 => 0:00 Monday, September 12, 2022
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 MULT	>6A MUL				
	1	2	3	4	5	6	7	8	9	10	11	12	13				
6 - 12	1	2	1	.	.	.	.	.	.	.	.	.	.	4	0.0%		
12 - 19	15	19	5	.	1	1	1	1	.	.	.	.	1	44	0.4%		
19 - 25	16	9	8	.	.	1	.	2	.	.	.	.	.	36	0.4%		
25 - 31	5	29	10	.	1	1	.	.	1	.	.	.	.	47	0.5%		
31 - 37	6	203	87	3	9	3	1	.	4	.	.	.	1	317	3.2%		
37 - 43	30	1161	369	15	47	21	2	1	5	4	.	.	1	1656	16.7%		
43 - 50	85	2096	709	9	113	29	4	1	12	2	.	.	.	3060	30.8%		
50 - 56	80	1920	776	14	161	23	2	.	5	1	.	.	.	2982	30.0%		
56 - 62	54	847	402	2	60	7	1	.	.	.	.	.	.	1373	13.8%		
62 - 68	24	208	79	.	10	1	.	.	.	.	.	.	.	322	3.2%		
68 - 75	9	36	14	1	7	1	.	.	.	.	.	.	.	68	0.7%		
75 - 81	4	3	2	.	1	.	.	.	.	.	.	.	.	10	0.1%		
81 - 87	2	.	.	.	.	.	.	.	.	.	.	.	.	2	0.0%		
87 - 93	1	1	.	.	.	.	.	.	.	.	.	.	.	2	0.0%		
93 - 99	.	1	.	.	.	.	.	.	.	.	.	.	.	1	0.0%		
Class Totals	332	6535	2462	44	410	88	11	5	27	7	0	0	3	9924			
	3.3%	65.9%	24.8%	0.4%	4.1%	0.9%	0.1%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%				

MetroCount Traffic Executive Class Speed Matrix

ClassMatrix-116 -- English (ENU)

Datasets:

Site: [Bonniwell Rd] Intersection Ahead Sign - East of intersection at Granville
Attribute: North Side of Road
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 14:04 Monday, September 12, 2022 => 11:15 Thursday, September 22, 2022,
Zone:
File: Bonniwell Rd 0 2022-09-22 1115.EC0 (Plus)
Identifier: DJ07CD2H MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, September 13, 2022 => 0:00 Thursday, September 22, 2022 (9)
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 = East
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 = 4599 / 4992 (92.13%)

Class Speed Matrix

ClassMatrix-116

Site: Bonniwell Rd.0.1EW
Description: Intersection Ahead Sign - East of intersection at Granville
Filter time: 0:00 Tuesday, September 13, 2022 => 0:00 Thursday, September 22, 2022
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 1	PC 2	2A-4T 3	BUS 4	2A-6T 5	3A-SU 6	4A-SU 7	<5A DBL 8	5A DBL 9	>6A DBL 10	<6A MUL 11	6A MULT 12	>6A MUL 13		
6 - 12	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
12 - 19	.	22	4	.	1	.	1	.	.	.	.	.	.	28	0.6%
19 - 25	1	3	1	.	.	1	.	.	1	.	.	.	.	7	0.2%
25 - 31	1	14	13	.	2	4	.	.	.	.	.	.	.	34	0.7%
31 - 37	8	219	65	3	17	2	6	.	1	.	.	.	.	321	7.0%
37 - 43	20	835	225	12	33	4	.	.	2	.	.	.	.	1131	24.6%
43 - 50	27	917	346	7	84	2	1	1	6	2	.	.	.	1393	30.3%
50 - 56	14	476	348	8	116	3	.	2	3	1	.	.	1	972	21.1%
56 - 62	2	169	226	3	74	2	.	1	1	.	.	.	1	479	10.4%
62 - 68	3	44	84	1	30	1	1	.	.	.	.	.	.	164	3.6%
68 - 75	1	12	30	.	10	.	1	.	.	.	.	.	.	54	1.2%
75 - 81	1	2	5	.	6	.	.	.	.	.	.	.	.	14	0.3%
81 - 87	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
87 - 93	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
93 - 99	.	.	2	.	.	.	.	.	.	.	.	.	.	2	0.0%
Class Totals	78	2713	1349	34	373	19	10	4	14	3	0	0	2	4599	
	1.7%	59.0%	29.3%	0.7%	8.1%	0.4%	0.2%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%		

MetroCount Traffic Executive Class Speed Matrix

ClassMatrix-120 -- English (ENU)

Datasets:

Site: [Granville Rd] Stop Ahead Sign S of intersection
Attribute: S of Bonniwell
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 14:25 Monday, September 12, 2022 => 11:16 Thursday, September 22, 2022,
Zone:
File: Granville Rd 0 2022-09-22 1116.EC0 (Regular)
Identifier: E962A3GE MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.06)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, September 13, 2022 => 0:00 Thursday, September 22, 2022 (9)
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 = 10592 / 11716 (90.41%)

Class Speed Matrix

ClassMatrix-120

Site: Granville Rd.0.1NS
Description: Stop Ahead Sign S of intersection
Filter time: 0:00 Tuesday, September 13, 2022 => 0:00 Thursday, September 22, 2022
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	MULT	>6A	MUL
		1	2	3	4	5	6	7	8	9	10	11	12	13								
6 - 12	3	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4	0.0%		
12 - 19	20	2	5	.	.	.	.	.	.	1	.	.	.	.	.	.	.	28	0.3%			
19 - 25	15	7	1	.	2	.	.	.	.	.	.	.	.	.	.	.	.	25	0.2%			
25 - 31	1	27	13	.	2	2	1	.	.	1	.	.	.	.	.	.	.	47	0.4%			
31 - 37	18	168	69	3	12	24	6	.	.	4	.	.	.	.	.	.	.	304	2.9%			
37 - 43	32	1313	446	28	70	61	8	.	.	15	6	.	.	.	.	.	.	1979	18.7%			
43 - 50	41	3340	1051	24	140	37	3	1	3	.	.	.	.	.	.	.	.	4640	43.8%			
50 - 56	40	1897	687	9	115	8	.	1	.	.	.	.	.	.	.	.	1	2758	26.0%			
56 - 62	23	427	166	.	38	2	1	.	.	.	.	.	.	.	.	.	.	657	6.2%			
62 - 68	10	66	27	.	9	.	1	.	.	.	.	.	.	.	.	.	.	113	1.1%			
68 - 75	5	7	5	.	1	.	.	.	.	.	.	.	.	.	.	.	.	18	0.2%			
75 - 81	1	7	2	.	1	.	1	.	.	.	.	.	.	.	.	.	.	12	0.1%			
81 - 87	4	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	5	0.0%			
87 - 93	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	0.0%			
93 - 99	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	0.0%			
Class Totals		215	7263	2472	64	390	134	21	2	24	6	0	0	1	10592							
		2.0%	68.6%	23.3%	0.6%	3.7%	1.3%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%								

City of Mequon - 500' Sight Triangle



9/27/2022, 12:42:23 PM

Parcels

- Road Reservation
- Road Right-of-Way
- Condominium

Gap

- Overlap
- Tax Parcel

Historical Parcel Lines

- Private Road
- Town/Public Road

Highways

- US Highway
- State Highway
- County Road

Ramp

- Railroad Centerline

