



TOWN COUNCIL WORK SESSION
Monday, September 16, 2019 @ 7:00 p.m.
Town Hall Council Chambers

TOWN/STAFF RELATED ITEMS

1. Update on Upcoming Revenue Sharing Projects – *Town Engineer*
2. Update on CDBG Downtown Revitalization Project: Envision 2.0 – *Director of Planning/ Zoning*
3. Budget Amendment for Community Development Block Grant (109 E Main St) – *Director of Finance*
4. Discussion Pertaining to the Draft South Street Study – *Town Engineer*
5. Request to Lease Town Property for Business Parking – *Town Manager*

COUNCIL/MAYOR RELATED ITEMS:

6. Liaison Committee Items for October 17
7. Request an Update on Mental Health impact on Law Enforcement from Meza – *Chief of Police*
8. Open Discussion
9. CLOSED MEETING – EDA Lawsuit and Personnel

Motion to Go Into Closed Meeting - I move that Town Council convene and go into Closed Meeting for **1)** consultation with legal counsel and briefings by staff members or consultants pertaining to actual or probable litigation, where such consultation or briefing in Open Meeting would adversely affect the negotiating or litigating posture of the public body; pursuant to Section 2.2-3711. A. 7. of the Code of Virginia and **2)** discussion and consideration of performance, demotion, salaries, disciplining, or resignation of specific public officers, appointees, or employees of Town Council, pursuant to Section 2.2-3711. A. 1., of the Code of Virginia:

Motion to Certify Closed Meeting at its Conclusion *[At the conclusion of the Closed Meeting, immediately re-convene in open meeting and take a roll call vote on the following:]* I move that Town Council certify that to the best of each member's knowledge, as recognized by each Council member's affirmative vote, that only such public business matters lawfully exempted from Open Meeting requirements under the Virginia Freedom of Information Act as were identified in the motion by which the Closed Meeting was convened were heard, discussed or considered in the Closed Meeting by Council, and that the vote of each individual member of Council be taken by roll call and recorded and included in the minutes of the meeting of Town Council.

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Work Session Agenda Form

Item # 1

DATE: September 16, 2019

AGENDA ITEM: Update on upcoming Revenue Sharing projects

SUMMARY: Town staff has applied to VDOT for Revenue Sharing funds for three infrastructure improvement projects. If approved, the funding would become available in FY2021. All three projects have made it through the pre-screening process and now council must pass a resolution in support of the projects in order to complete the application by October 1, 2019. The three projects are as follows:

1. Mill and pave N. Royal Ave. from W. 14th St. to Commerce Ave.
2. Replace deck on Prospect St. bridge.
3. Replace decorative acorn street light poles along N. Shenandoah Ave. from 14th St. to the South Fork bridge with 30' overhead lights matching those installed on the bridges.

BUDGET/FUNDING:

- | | |
|--|--------------------------|
| 1. North Royal Paving – Total project cost: \$200,000.00 | Town match: \$100,000.00 |
| 2. Prospect St. Bridge – Total project cost: \$208,000.00 | Town match: \$104,000.00 |
| 3. N. Shenandoah Lighting – Total project cost: \$265,000.00 | Town match: \$132,500.00 |

Total Town commitment: \$336,500.00

STAFF RECOMMENDATION: Staff requests that council consider the resolution at the next regular meeting.

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Work Session Agenda Form

Item #2

DATE: September 16, 2019

AGENDA ITEM: Update on CDBG Downtown Revitalization Project, Envision 2.0
Director of Planning/Zoning

SUMMARY: Town Staff will provide a presentation on September 16th to update Town Council on the status of the various project activities that are part of the Community Development Block Grant (CDBG) Envision 2.0.

BUDGET/FUNDING: No change.

STAFF RECOMMENDATION: No action required by Town Council.

Work Session

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Work Session Agenda Form

Item #3

DATE: September 16, 2019

AGENDA ITEM: FY20 Budget Amendment for Community Development Block Grant (CDBG) –
109 E. Main Street

SUMMARY: Council is requested to approve a budget amendment in the amount of \$2,823.09 to accept funds from Edward Greco for the CDBG façade improvement program related to 109 E Main St. The funds obtained from Mr. Greco and the funds from the Community Development Block Grant will be used to pay the contractor for the façade improvement program.

As the Town moves forward with façade improvements, future budget amendments will need to be approved in order for the Town to accept the funds from the property owners. The amounts required to be paid by the property owners are dependent on the amount of bid being awarded, so the Town will be unable to process the budget amendments in advance. Budget amendments will need to be processed as the bids are awarded.

BUDGET/FUNDING:

9130-3410209 Community Development - Reimbursement

9130-47983 Community Development – CDBG Façade Improvement

STAFF RECOMMENDATION: Staff recommends to approve the budget amendment as presented.

Work Session

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Work Session Agenda Form

Item # 4

DATE: September 16, 2019

AGENDA ITEM: Discussion Pertaining to Draft South Street Study

SUMMARY: In November of 2015, VDOT completed a draft version of a planning level corridor study of South Street between the intersections with Royal Avenue and Commerce Avenue. Since Council has set a goal of reevaluating this study, staff will provide a summary of the suggestions contained within.

BUDGET/FUNDING: None

STAFF RECOMMENDATION:

Work Session

FRONT ROYAL SOUTH STREET CORRIDOR STUDY

November 3, 2015

Study Scope

At the request of the Town of Front Royal, Virginia, VDOT Staunton District Planning initiated a planning level corridor study in the Spring of 2015 along South Street (Route 55) between the intersections with Royal Avenue (US 340) and Commerce Avenue (US 522). The Town wishes to evaluate the applicability and effectiveness of a Road Diet improvement along South Street, in order to enhance multimodal safety and operations along the corridor, as well as aesthetic enhancements. A Road Diet is a practice where vehicular travel lanes are eliminated in order to provide multimodal enhancements such as bike lanes and improved sidewalks along the roadway, in order to improve safety for all users of the corridor. Where existing pavement and right-of-way widths permit, a Road Diet may also incorporate medians for improved pedestrian crossings and landscaping. In order to effectively evaluate a Road Diet improvement along the corridor, the study also analyzes a future No Build scenario and an Access Management improvement scenario as alternatives to the Road Diet improvement.

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- Figure 1 – Study Area
- Figure 2 – Existing Traffic Volumes
- Figure 3 – Existing Level of Service
- Figure 4 – Zoning and Existing Land Use Map
- Figure 5 – Existing Multimodal Facilities and Peak Hour Pedestrian Counts
- Figure 5A – Existing Multimodal Facilities and Daily Pedestrian Counts
- Figure 6 – Crash Map (2012-2014)
- Figure 7 – 2040 No Build Traffic Volumes
- Figure 8 – 2040 No Build Level of Service
- Figure 9 – 2040 Alternative I (Road Diet) Recommendations
- Figure 10 – 2040 Alternative I Traffic Volumes
- Figure 11 – 2040 Alternative I Level of Service
- Figure 12 – 2040 Alternative II (Access Management) Recommendations
- Figure 13 – 2040 Alternative II Traffic Volumes
- Figure 14 – 2040 Alternative II Level of Service
- Figure 15 – 2040 Alternative I Concept Rendering
- Figure 16 – Alternative I Conceptual Typical Street Sections
- Figure 17 – 2040 Alternative II Concept Rendering
- Figure 18 – Alternative II Conceptual Typical Street Sections

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List of Attachments

- Attachment A – Intersection Level of Service Analysis Results
- Attachment B – Traffic Counts

Description of Figures

Corridor Study Area – As identified on Figure 1, South Street (Route 55) between Royal Avenue (US 340) and Commerce Avenue (US 522) is a 4-lane, undivided roadway serving a primary commercial corridor in the Town of Front Royal, Virginia. The 0.5 mile segment of South Street within the study limits has a VDOT designated functional classification of Minor Arterial and is posted at 25 mph. The roadway is also designated as the Town’s truck route for both east / west and north / south travel, in order to remove truck traffic from US 340 through the historic downtown area. Existing roadway characteristics include many off-centered, unaligned side street intersections and numerous, randomly spaced commercial entrances. As a result, there are minimal to no restrictions on turning movements off of or onto South Street creating an operationally unsafe corridor for vehicular and non-motorized users of the facility. Utilizing Access Management best practices for intersection and entrance spacing recommendations, the 0.5 mile study corridor should have a total of 6 – 8 full access points. In the existing state, this section of South Street contains 7 full access side street intersections and approximately 24 full access commercial entrance and alley connections. There are existing sidewalks on both sides of the roadway, extending the entire length of the study corridor and crosswalks are sporadically positioned along the corridor at both the signalized intersection and unsignalized intersections. However, only the signalized intersection of South Street and Commerce Avenue currently contains designated pedestrian phases incorporated with the signal cycle. The study includes analysis of the following ten intersections along the South Street corridor:

1. South Street and Royal Avenue (US 340) - signalized
2. South Street and Pine / Carter Street – offset, two-way stop
3. South Street and Osage Street – no stops, Osage St. is one-way northbound from South St.
4. South Street and Acton Street – one-way stop
5. South Street and Cloud Street – one-way stop
6. South Street and Hill Street – one-way stop
7. South Street and Blue Ridge Avenue / Commercial Entrance “A” – two-way stop
8. South Street and Commercial Entrance “B” – signalized (three leg signal, forth leg is a commercial entrance only)
9. South Street and Commercial Entrance “C” – two-way stop
10. South Street and Commerce Avenue (US 522) - signalized

Existing Traffic Volumes and Level of Service – Vehicular turning movement counts were completed in May of 2015 for the ten study intersections. 48 hour tube counts were also collected with vehicular classification and speed information at two locations along the study corridor. All traffic count data is included in Attachment B. Figure 2 identifies the AM and PM Peak Hour turning movement volumes for

the study intersections and average daily traffic (ADT) volumes along the corridor as observed with the traffic counts.

The Peak Hour turning movement volumes were loaded into traffic modeling software (Synchro v.9) and analyzed to determine the Level of Service for each intersection movement. For interrupted flow (signal or stop sign controlled intersections), Level of Service is a direct measurement of vehicular delay. The following tables provide Level of Service criteria for signalized and unsignalized intersections:

Table 1 – Level of Service Criteria for Signalized Intersections

Level of Service	Average Control Delay (sec/veh)	General Description of Traffic Conditions
A	≤ 10	Free Flow
B	> 10 – 20	Stable Flow (slight delays)
C	> 20 – 35	Stable Flow (acceptable delays)
D	> 35 – 55	Approaching Unstable Flow (tolerable delay, occasionally waiting through more than one signal cycle before proceeding)
E	> 55 – 80	Unstable Flow (intolerable delay)
F	> 80	Forced Flow (jammed)

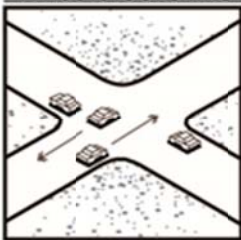
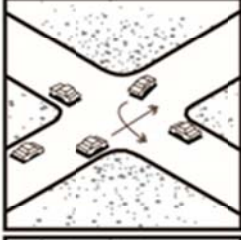
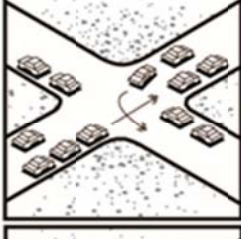
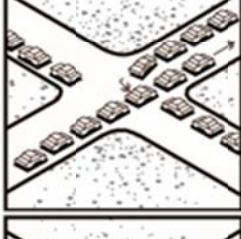
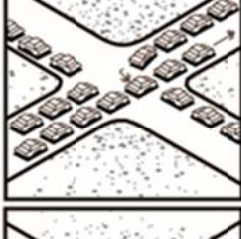
Table 2 – Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)
A	≤ 10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

The resulting AM and PM peak hour Level of Service for each approach within the ten study intersections is identified on Figure 3. During the existing year peak hours, the majority of the intersection approaches operate at an acceptable Level of Service D or better. The exceptions consist of westbound, left turn egress from the Royal Plaza shopping center at commercial entrances “B” and “C” in the PM peak hour and the southbound left turn movement from Commerce Avenue onto eastbound South Street in the AM peak hour. These three movements possess an unacceptable Level of Service F. From an overall intersection operation standpoint, the signalized intersection at South Street and Commerce Avenue is the only intersection along the study corridor to have a Level of Service D in the existing year analysis (in both the AM and PM peak hour). Complete analysis results for all intersections along the study corridor can be found in Attachment A.

For urban settings, overall intersection Level of Service D or better is viewed as operationally acceptable. Table 3 below provides a description of traffic characteristics for each Level of Service.

Table 3 – Level of Service Descriptions

LEVEL OF SERVICE	Level of Service(LOS)	What it looks like	What it means	
			Along Roadway Segments	At Intersections
VDOT Virginia Department of Transportation	A		Free flow, low traffic density.	No vehicle waits thru more than one signal indication.
	B		Delay isn't unreasonable, stable traffic flow.	On rare occasions motorists wait thru more than one signal indication.
	C		Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists.	Intermittently drivers wait thru more than one signal indication, and occasionally backups may develop behind left turning vehicles, traffic flow still stable and acceptable.
	D		Movements more restricted, queues and delays may occur during short peaks, but lower demands occur often enough to permit clearing, thus preventing excessive backups.	Delays at intersections may become extensive with some, especially left-turning vehicles waiting two or more signal indications, but enough cycles with lower demand occur to permit periodic clearing, thus preventing excessive backups.
	E		Actual capacity of the roadway involves delay to all motorists due to congestion.	Very long queues may create lengthy delays, especially for left turning vehicles.
	F		Forced flow with demand volumes greater than capacity resulting in complete congestion. Volumes drop to zero in extreme cases.	Backups from locations downstream restrict or prevent movement of vehicles out of approach creating a storage area during part or all of an hour.

Existing Land Uses and Future Traffic Growth Projections – Figure 4 provides an aerial image of the study area with an overlay of the current town zoning. Community Business District commercial zoning is immediately adjacent to South Street along the entire study corridor. Commercial zoning also exists along both Royal Avenue and Commerce Avenue, at either ends of the study corridor. Immediately behind the commercial zoning district is higher density residential zoning on both the north and south sides of the study corridor. As evident from the aerial, development within the vicinity of the study corridor to near build out. Due to the lack of vacant parcels, future growth would only be accomplished through infill redevelopment. As a result, it was determined that historic VDOT traffic counts would be considered in determining future traffic growth projections for the study. Utilizing VDOT's Statewide Planning Software database, 16 years of traffic counts were compared with the 2015 daily counts conducted for the study. Reviewing the historic growth rate along the study corridor, it was determined that a 1.0% annual growth rate would be applied to South Street and Royal Avenue south of the study corridor. Royal Avenue north of South Street and Commerce Avenue would receive a 0.5% annual growth rate to be applied for future year analysis. These growth rates were discussed and agreed to during a study status meeting between VDOT and Town staff on July 21, 2015.

Figure 4 also identifies important community facilities and destinations along the study corridor. During project scoping discussions with the Town, pedestrian use of the corridor was highlighted as an element to focus on in the study. Intensity of existing pedestrian use, pedestrian origins and destinations, and identification of potential pedestrian enhancements along the corridor were all evaluated and considered during the analysis. As discussed below, Figure 5 provides information on existing pedestrian usage along South Street.

It should also be noted that South Street is an important facility not only at a local town level, but on a regional scale as well. The roadway provides an important direct east / west link between US 340, US 522, and Interstate 66 farther to the east. This connection serves as a vital commuting route for the Town and points south and west to access the Northern Virginia and Washington D.C. regions. Both Page and Warren County have Board of County Supervisor approved resolutions for the support of capacity improvements to both US 340 and Route 55 in accessing Interstate 66 to serve the commuting populations of these localities.

Existing Multimodal Facilities and Pedestrian Volumes – Figure 5 identifies the location of all existing sidewalks, multi-use trails and crosswalks along the study corridor. Pedestrian crossing volumes at the study intersections during the AM and PM peak hours are also identified. Figure 5A identifies daily pedestrian crossing volumes along the corridor. In reviewing the peak hour and daily volumes, while both the signalized intersection with Royal Avenue and Commerce Avenue contain significant pedestrian activity, the core of pedestrian intensity along South Street is concentrated in the center of the corridor between Hill Street and the entrances to the Royal Plaza shopping center. This can most likely be attributed to the residential neighborhoods on the north side of the corridor accessing the grocery store and other amenities of the shopping center, as well as the fast food establishments adjacent to the signalized entrance of the shopping center.

The Town also requested that VDOT review pedestrian use of the corridor as it relates to students walking to school. There was an assumption that students living in the residential areas to the north of the corridor were crossing South Street to access Ressie Jeffries Elementary School on the south side of

the corridor. However, after reviewing the Warren County school district boundaries, it was determined that all areas north of South Street attend Hilda J. Barbour Elementary School located off Route 55 to the east of the study area. Warren County Middle School is located to the west of the study area and serves all residential areas in the vicinity of the corridor. The location of the middle school would require student crossings of US 340, but based on the existing school boundaries, student crossings of South Street should be minimal. However, the location of Samuels Public Library and the Burrell Brooks Jr. Community Center on the south side of the study corridor may elevate the need for some level of pedestrian crossings along South Street.

Crash Locations – Figure 6 identifies the number of vehicular and pedestrian related crashes along roadway segments and within intersections located along the study corridor per VDOT’s database between 2012 and 2014. Fixed object, off-road collisions and collisions with deer were not included in the totals shown on the figure. There were a total of 64 vehicular crashes along the study corridor during the three year period. Of those 64 crashes, 13 were Type B (non-incapacitating) injury crashes, 1 was a Type A (capacitating) injury crash (located at the intersection with Blue Ridge Avenue), 2 were pedestrian injury crashes and 1 was a pedestrian fatality crash (located near the existing signalized intersection serving the Royal Plaza shopping center). The signalized intersection of South Street and Commerce Avenue experienced the highest crash volumes over the three year period, but this could be attributed to the higher traffic volumes entering the intersection compared to the other intersections along the study corridor. When compared with the turning movement volumes from Figure 2 and the pedestrian volumes from Figures 5 and 5A, the crash volumes identify that the center of the study corridor (between Hill Street and entrance “C” into Royal Plaza) is of considerable concern from an operations and safety standpoint. The intensity of users and the unrestrictive turning movement nature of the facility along this specific section have created a problematic condition.

2040 No Build Traffic Volumes and Level of Service – Prior to the development of the transportation improvement recommendations and analysis, the existing transportation network of the study corridor was modeled with the projected 2040 traffic volumes by applying the annual growth rate as discussed under the Existing Land Uses and Future Traffic Growth Projections section above. This “No Build” scenario is analyzed in order to identify potential future transportation issues as a result of anticipated traffic growth under the assumption of no improvements to the transportation network. Figure 7 identifies future year 2040 AM and PM peak hour volumes for each movement at the intersections and average daily traffic counts for each road segment within the study corridor. The peak hour volumes were analyzed in traffic modeling software (Synchro v.9) to determine the Level of Service for each intersection movement. Levels of Service by movement and overall intersections are provided on Figure 8 for the 2040 No Build year.

Generally, analysis results show a minor deterioration in Level of Service at all intersections along the study corridor in 2040 due to the increase in traffic growth and no proposed mitigation. The intersections that are impacted the most in the 2040 No Build scenario are the signalized intersections at Royal Avenue and Commerce Avenue. The overall intersection LOS at Royal Avenue drops from a B to a C and several movements are at a LOS D. At Commerce Avenue, the southbound left turn becomes a LOS F in both the AM and PM peak hours and the eastbound left turn in a LOS E in the PM peak hour.

It should be noted that the Leach Run Parkway project is anticipated to be complete and open by 2040. The analysis of this study did not take this new facility into consideration. The Leach Run Parkway will be a parallel facility to Commerce Avenue, which will connect Happy Creek Road to Route 55, east of the study corridor. This roadway is anticipated to divert a considerable amount of traffic from Commerce Avenue in accessing Interstate 66 and points east, which will aid in alleviating the current congestion issues at the signalized intersection with South Street. VDOT recommends that new counts and analysis of the South Street and Commerce Avenue intersection be conducted and analyzed following the completion of the Leach Run Parkway, to determine the benefiting effects on the study corridor.

2040 Alternative I (Road Diet Improvement) Concept – Utilizing the traffic volumes and analysis from the 2040 No Build and input from Town staff, an Alternative I scenario was developed that implemented a road diet improvement along the study corridor as envisioned by the Town. The Alternative I conditions as identified on Figure 9, are as follows:

- Conversion of the existing 4-lane typical section to a 3-lane typical section, consisting of a single travel lane in each direction and a center two-way left turn lane (TWLTL). Where existing right-of-way and pavement width would permit, a raised median with individual left turn lanes would be provided. Note that in order to maintain traffic operations at the signalized intersections with Royal Avenue and Commerce Avenue, the road diet typical section would transition back to the existing typical sections as South Street approaches said intersections. Note that the road diet application would not require additional right-of-way along the corridor.
- Designated bicycle lanes would be provided in both directions, adjacent to the travel lanes where existing pavement width permits. Sharrow lane markings would be provided along the corridor where designated bike lanes cannot be implemented.
- Coordination and phasing/timing optimization of the three existing traffic signals along the study corridor. Timing optimization would include the addition or adjustments of pedestrian phasing/timing to enhance the safety of pedestrian crossings at the three signalized intersections.
- Existing pedestrian crossings at unsignalized intersections would be relocated as necessary to take advantage of the proposed raised medians to serve as refuge islands, enhancing pedestrian crossing safety.
- Extension of Carter Street to Acton Street and one-way designation on Carter Street between South Street and Tourist Street. This improvement would prevent cut through traffic from northbound Royal Avenue to eastbound South Street, but would allow residents to maintain access to South Street via Carter and Acton Street.
- Figure 9 also identifies areas along both sides of South Street that are characteristic of having limited roadway landscaping/buffering, excessive pavement area, and/or excessive commercial entrances. These areas present opportunities for Town outreach and coordination with property owners to make aesthetic improvements along the corridor, outside of the right-of-way.

2040 Alternative I Traffic Volumes and Level of Service – The projected 2040 traffic volumes were adjusted as necessary to incorporate movement modifications based on the conceptual improvements along the corridor associated with Alternative I. The alternative specific movements and volumes, as identified on Figure 10, were analyzed in the traffic modeling software to determine potential impacts to transportation operations and delay. The resulting Levels of Service for each approach for the intersections within the study area are identified on Figure 11. The three signalized intersections experienced overall improvements in LOS over the 2040 No Build scenario, with the exception of the Royal Avenue intersection in the PM peak hour, which drops to an overall LOS D. The unsignalized intersections experienced some increase in delay for the side street movements. This can be attributed to the increase in lane density as a result of the reduction of through lanes on South Street. As the traffic volumes are combined into a single through lane, available gaps for side street vehicles to enter the mainline are reduced, increasing delay. Several of the side street approaches reach unacceptable LOS E or below with considerable delay under the Alternative I scenario (Blue Ridge Avenue and Royal Plaza entrance “C”). The Federal Highway Administration advises that roadways with an ADT of 20,000 or less may be good candidates for road diet improvements and that roadways with peak hour vpdpd (vehicles per hour per direction) above 875 are less likely to be feasible road diet candidates¹. As volumes approach this threshold, traffic operations along the facility may be adversely impacted. With the projected ADT along South Street approaching 19,000 in 2040, and the westbound volume in the PM peak hour exceeding 875 at certain intersections along the corridor, the operational impacts are beginning to be evident in the LOS of the side street approaches. Additionally, traffic simulations (utilizing SimTraffic v.9) of the 2040 Alternative I scenario identify potential queueing issues at the westbound approach to the signalized intersection with Royal Avenue and eastbound approaches to the signalized intersections with Commerce Avenue and entrance “B” into the Royal Plaza Shopping Center. The increased queue lengths can also be attributed to the reduction of travel lanes along South Street as they begin to impact the operations of upstream unsignalized intersections along the corridor and overall arterial LOS with increases in corridor travel times.

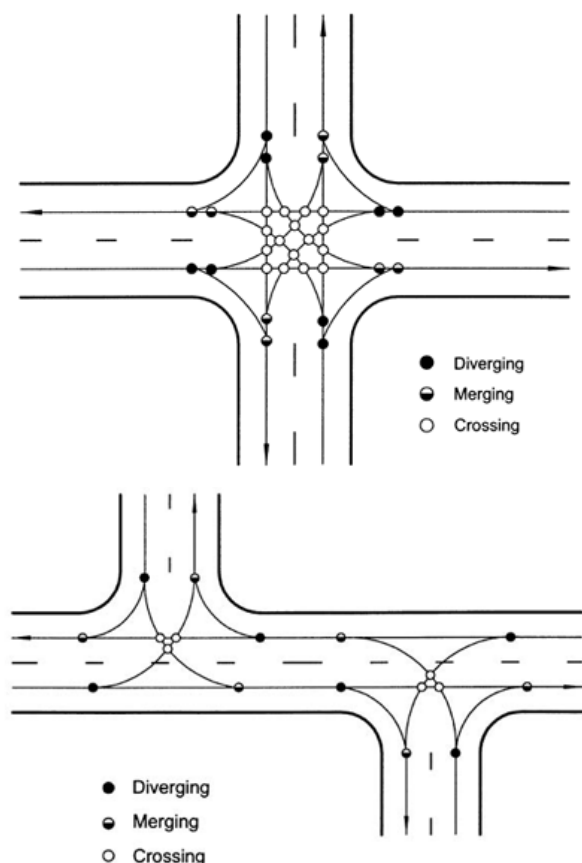
Attachment A provides a complete summary of Levels of Service and delay results for all traffic scenarios analyzed as part of the study.

2040 Alternative II (Access Management Improvement) Concept – The conditions developed with Alternative II focus on achieving the same overall goals of the road diet solution, including improved operational performance and enhanced safety for all users of the corridor through the implementation of access management principles. Alternative II maintains the existing 4-lane typical section of South Street, but limits the number of full access intersections along the corridor. Due to the undesirable intersection arrangement at the existing traffic signal serving the Royal Plaza shopping center (the forth leg of the intersection being an entrance only into the existing McDonald’s restaurant), Alternative II also proposes to move the traffic signal to the intersection to the west between South Street and Blue Ridge Avenue. This location for the signal would provide increased capacity along the corridor and greatly improve accessibility to the residential neighborhoods to the north. The corridor intersections with Carter Street, Pine Street, Osage Street, Cloud Street, Hill Street, and the existing signalized entrance serving Royal Plaza would all become right-in / right-out only intersections. To accommodate

¹ FHWA Road Diet Informational Guide, Section 3.3.5-6 http://safety.fhwa.dot.gov/road_diets/info_guide/rdig.pdf

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these movement modifications, Alternative II also proposes adjustments to the one-way street designations on some of the side streets along the corridor to maintain access for residents and businesses. These access management modifications would improve mainline operations of the corridor and greatly enhance safety due to the elimination of vehicular conflict points associated with full access turning movements.



Each full access 4-leg intersection, contains 32 possible conflict points and each 3-leg intersection contains 9 possible conflict points. By restricting the left turn movements to and from a side street and consolidating them to another designated intersection, the conflicting turning movements can be reduced by 75% at a 4-leg intersection and 55% at a 3-leg intersection. Based on the intersection modifications included in the Alternative II concept, the study intersections along the corridor experience a 35% reduction in conflicting turning movements.

The proposed movement modifications at Hill Street and South Street prompted Town staff at the July 21, 2015 status meeting, to request that VDOT verify with Warren County Schools that bus access operations for Ressie Jeffries Elementary School would not be impacted. VDOT District Planning confirmed that the elementary school utilizes Acton Street only in their bus operations (the Acton Street / South Street intersection is planned to remain full access). The Alternative II improvement conditions as identified on Figure 12, are as follows:

- Intersection modifications to install entrance / intersection islands to create right-in / right-out only access where indicated on Figure 12. This improvement would require adjustments to the one-way designations along side streets north of the corridor to maintain access to residential and commercial properties. The proposed arrangement of one-way designations is also identified on Figure 12.
- Relocation of the existing signalized intersection serving the Royal Plaza shopping center to the intersection with Blue Ridge Avenue. Installation of an eastbound left turn lane at the proposed

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signalized intersection at Blue Ridge Avenue. Note that this improvement would require additional right-of-way to implement. Also, the existing service entrance to the Royal Plaza shopping center (entrance “A”) would become the primary commercial entrance with this recommendation. Modifications to the drive aisle and parking areas to accommodate the increased traffic entering the commercial property from this location would also be recommended.

- Sharrow lane markings would be provided along the corridor to enhance the safety and driver awareness of cyclists.
- Coordination and phasing/timing optimization of the three existing traffic signals along the study corridor. Timing optimization would include the addition or adjustments of pedestrian phasing/timing to enhance the safety of pedestrian crossings at the three signalized intersections.
- An additional pedestrian phase only signal would be implemented with a new crosswalk at the intersection with Cloud Street. This would provide four pedestrian crossing locations along the corridor that will all be served by designated pedestrian signal phasing.
- Extension of Carter Street to Acton Street and one-way designation on Carter Street between South Street and Tourist Street. This improvement would prevent cut through traffic from northbound Royal Avenue to eastbound South Street, but would allow residents to maintain access to South Street via Carter and Acton Street.
- Similarly to Alternative I, Figure 12 also identifies areas along both sides of South Street that are characteristic of having limited roadway landscaping/buffering, excessive pavement area, and/or excessive commercial entrances. These areas present opportunities for Town outreach and coordination with property owners to make aesthetic improvements along the corridor, outside of the right-of-way.

2040 Alternative II Traffic Volumes and Level of Service – The projected 2040 traffic volumes were adjusted as necessary to incorporate movement modifications based on proposed improvements along the corridor associated with Alternative II. The alternative specific movements and volumes, as identified on Figure 13, were analyzed in the traffic modeling software to determine potential impacts to transportation operations and delay. The resulting Levels of Service for each approach for the intersections along the study corridor are identified on Figure 14. Generally, all intersections along the study corridor see an improvement in overall and approach LOS over the 2040 No Build and Alternative I scenarios. The Acton Street intersection (which has been maintained as full access) experiences a slight increase in side street approach delay in the PM peak hour, but is still an acceptable LOS D. Blue Ridge Avenue, which is signalized under Alternative II experiences an unacceptable LOS E in the PM peak hour for the northbound approach (egress from Royal Plaza), but the LOS is an improvement over the Existing PM condition of the Royal Plaza signalized intersection at entrance “B”, where it was failing. Finally, the southbound approach at the Royal Plaza entrance “C” intersection is also an unacceptable LOS E in the PM peak hour, but is again an improvement over the LOS in the Alternative I and No Build scenarios.

Attachment A provides a complete summary of Levels of Service and delay results for all traffic scenarios analyzed as part of the study.

Conceptual Renderings and Typical Sections of Improvement Alternatives – Figures 15 through 18 provide conceptual rendering of both alternatives between Cloud Street and Royal Plaza entrance “B” and typical sections of the alternatives along the corridor. The renderings illustrate examples of landscape enhancements and the elimination of commercial entrances on private properties along the South Street corridor. These improvements are for illustrative purposes only for the Town’s consideration in engaging property owners on future corridor enhancements, and do not reflect a recommendation from VDOT.

Conclusion

Based on the analysis of both future year improvement alternatives, VDOT Staunton District Planning recommends an access management improvement approach to the South Street corridor (Alternative II). While the road diet alternative potentially provides numerous benefits including designated bicycle lanes, enhanced pedestrian crossing safety, and increased opportunities for landscaping and aesthetic improvements, there are also vehicular operational risks that in VDOT’s opinion outweigh the solution benefits. The primary risk with the road diet alternative is the fact that the 2040 projected daily and peak hour volumes along the study corridor (19,000 ADT / greater than 875 vphpd) are approaching traffic levels determined to be at the upper thresholds for road diet implementation by the Federal Highway Administration and other transportation agencies. Additionally, a number of factors may result in the corridor exceeding the projected future ADT, including the importance of the corridor for commuting traffic from southern Warren and Page Counties, increased regional commercial traffic growth based on the truck route designation, increased seasonal traffic based on access to Shenandoah National Park, or an unanticipated higher annual growth rate over the applied 1.0%. Any of these scenarios may push the future ADT of the corridor well past the operational thresholds of a two lane roadway facility. Furthermore, the analysis of the 2040 road diet alternative identified deteriorating side street Levels of Service at unsignalized intersections and queue length concerns at the approaches to the existing signalized intersections along the corridor. The observed queue lengths at the signalized intersections in traffic simulations began to impact upstream intersection operations and overall corridor arterial Level of Service.

The recommendations provided in the access management improvement alternative achieve many of benefits of the road diet option. Eliminating conflicting turning movements and consolidating points of access along the South Street corridor will improve roadway operations and enhance safety for all users of the corridor. Additionally, the recommendations provide opportunities for the Town to work with property owners along South Street to increase “green” space through the reduction of impervious surfaces and provide landscaping enhancements to increase corridor aesthetics.



FIGURE 1
STUDY AREA

TOWN OF FRONT ROYAL
SOUTH STREET STUDY



FIGURE 2
EXISTING 2015 TRAFFIC VOLUMES



FIGURE 3
EXISTING 2015 LEVEL OF SERVICE

TOWN OF FRONT ROYAL
SOUTH STREET STUDY

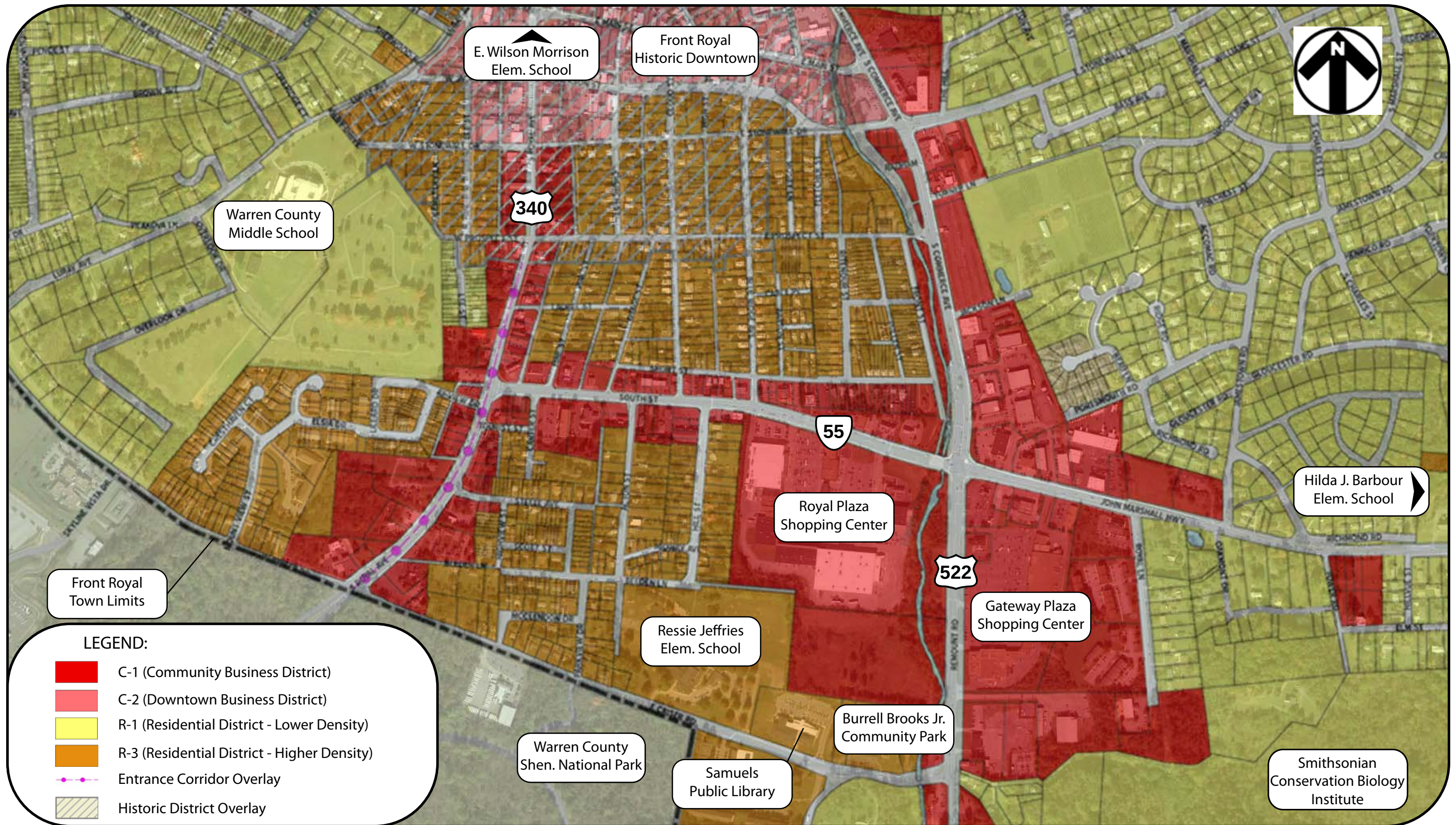


FIGURE 4
TOWN ZONING AND LAND USE EXHIBIT

TOWN OF FRONT ROYAL
SOUTH STREET STUDY



FIGURE 5
EXISTING MULTIMODAL FACILITIES
AND 2015 PEAK HOUR
PEDESTRIAN VOLUMES

TOWN OF FRONT ROYAL
SOUTH STREET STUDY



FIGURE 5A
EXISTING MULTIMODAL FACILITIES
AND 2015 DAILY
PEDESTRIAN VOLUMES

TOWN OF FRONT ROYAL
SOUTH STREET STUDY

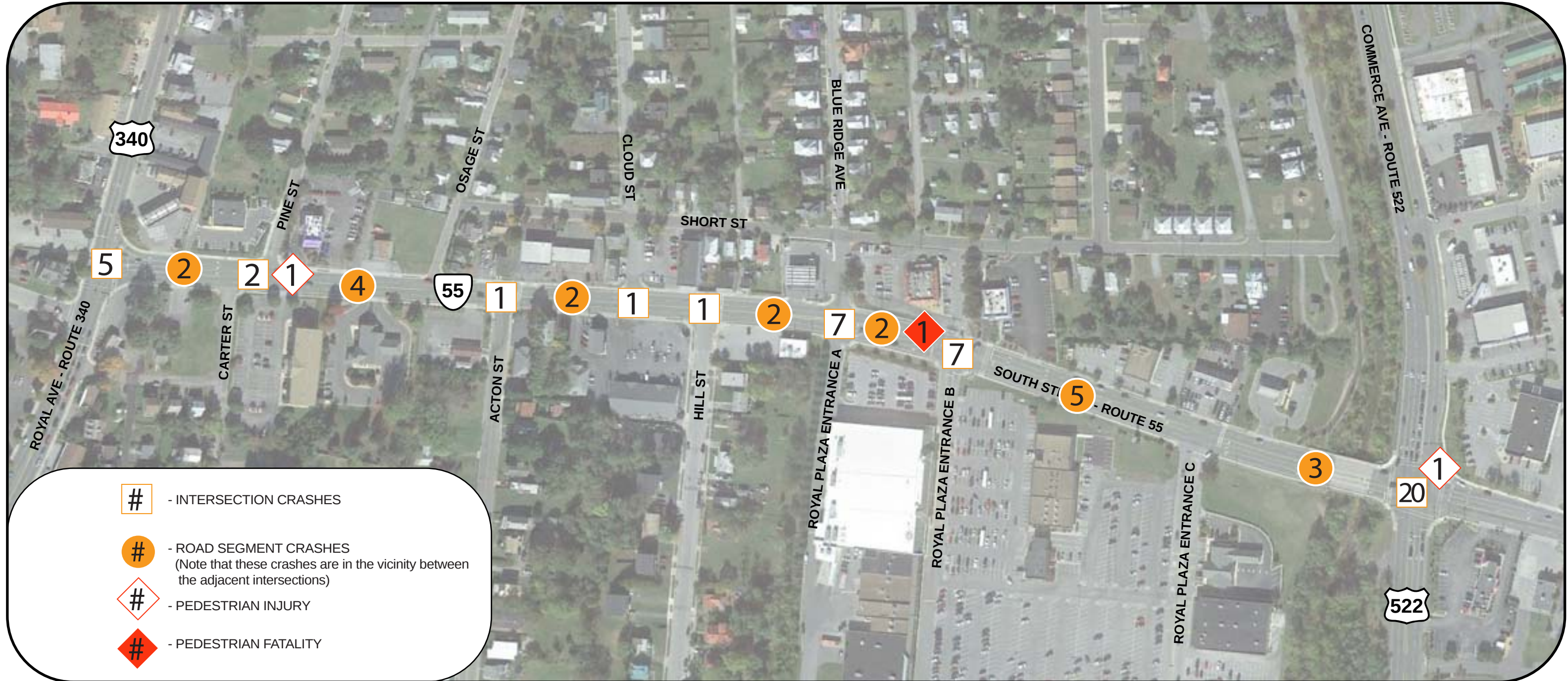




FIGURE 7
2040 NO BUILD TRAFFIC VOLUMES



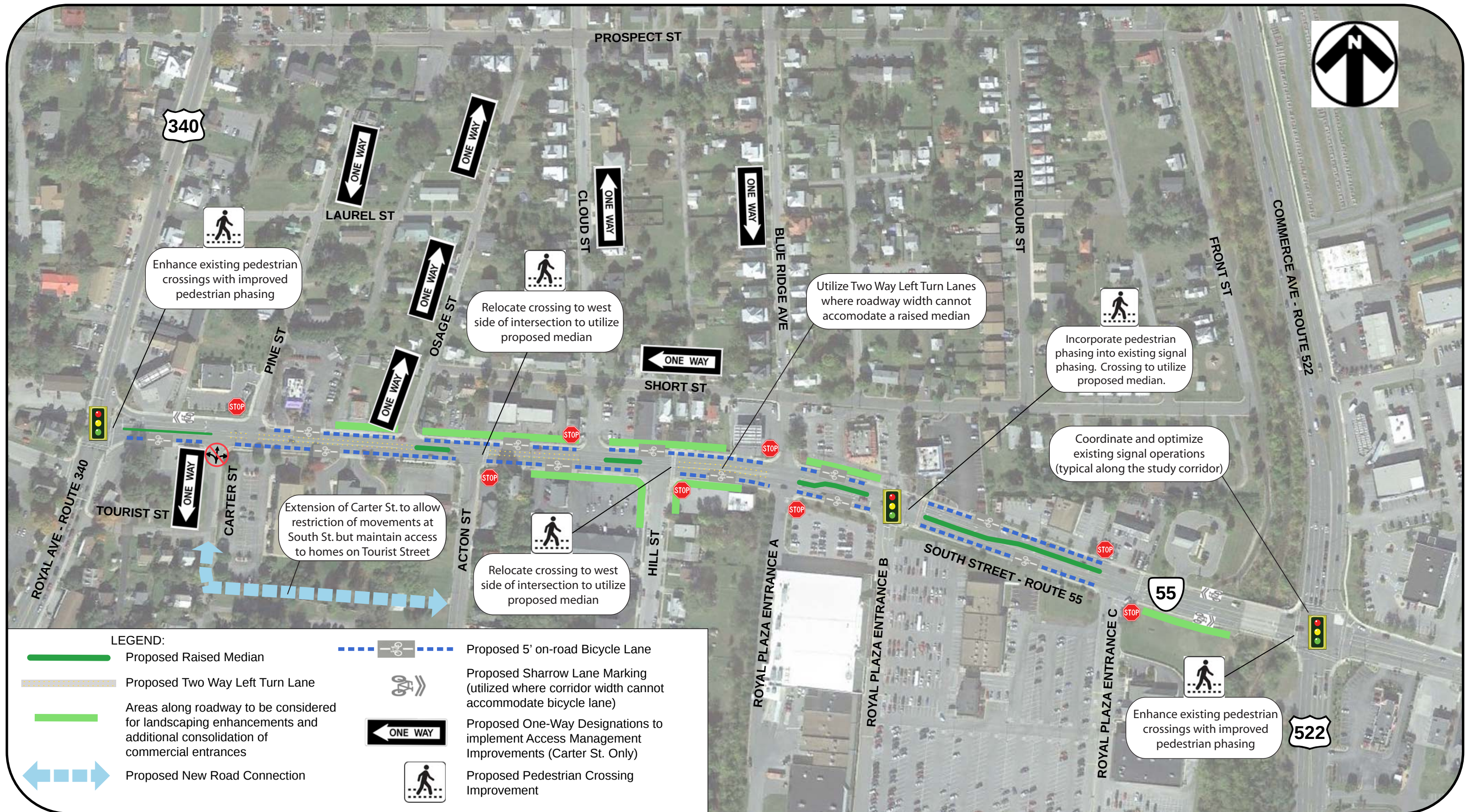


FIGURE 9
FUTURE RECOMMENDATIONS - ALT. 1
ROAD DIET IMPROVEMENTS

TOWN OF FRONT ROYAL
SOUTH STREET STUDY



FIGURE 10
2040 ALTERNATIVE 1 TRAFFIC VOLUMES

TOWN OF FRONT ROYAL
SOUTH STREET STUDY



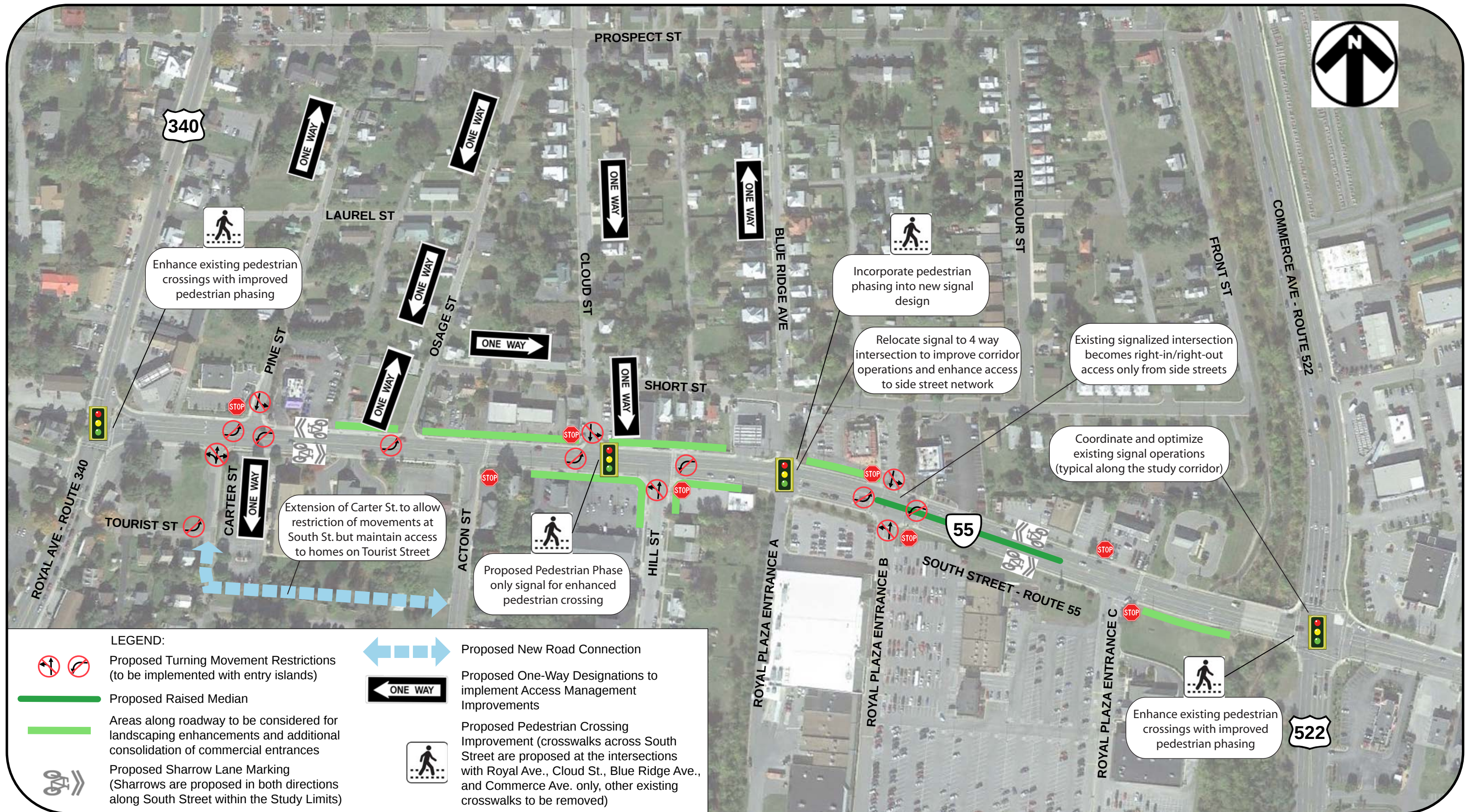


FIGURE 12
FUTURE RECOMMENDATIONS - ALT. 2
ACCESS MANAGEMENT IMPROVEMENTS

TOWN OF FRONT ROYAL
SOUTH STREET STUDY



FIGURE 13
2040 ALTERNATIVE 2 TRAFFIC VOLUMES



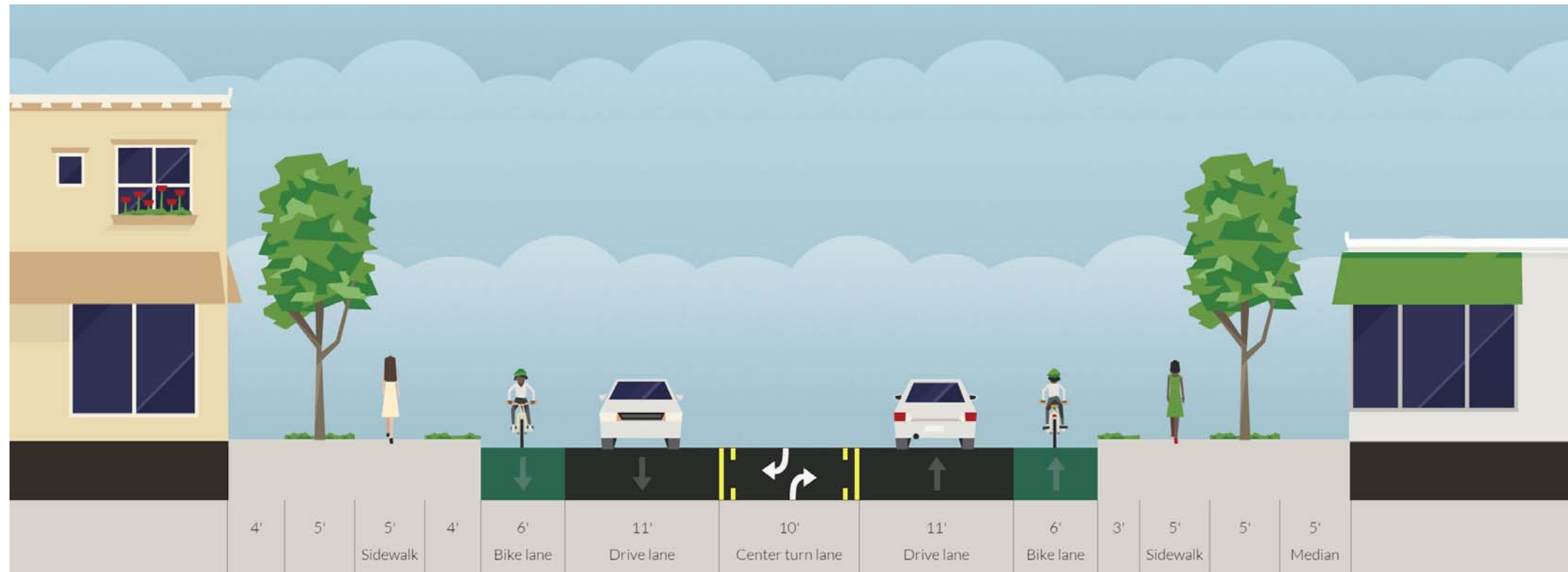
FIGURE 14
 2040 ALTERNATIVE 2 LEVEL OF SERVICE

TOWN OF FRONT ROYAL
 SOUTH STREET STUDY



FIGURE 15
2040 ALTERNATIVE 1
CONCEPTUAL RENDERING

TOWN OF FRONT ROYAL
SOUTH STREET STUDY



SOUTH STREET TYPICAL SECTION BETWEEN ACTON STREET AND CLOUD STREET



SOUTH STREET TYPICAL SECTION BETWEEN ROYAL PLAZA ENTRANCE "B" AND "C"



FIGURE 17
2040 ALTERNATIVE 2
CONCEPTUAL RENDERING

TOWN OF FRONT ROYAL
SOUTH STREET STUDY



SOUTH STREET TYPICAL SECTION BETWEEN ACTON STREET AND CLOUD STREET



SOUTH STREET TYPICAL SECTION BETWEEN ROYAL PLAZA ENTRANCE "B" AND "C"

DRAFT

ATTACHMENT A – Intersection Levels of Service Analysis Results

Scenario	Overall LOS	South Street and Route 340 Level of Service per Movement by Approach (Delay in sec/veh)											
		Eastbound			Westbound			Northbound			Southbound		
		LT	TH	RT	LT		RT	LT	TH	RT	LT	TH	RT
AM Peak Hour													
2015 Existing (Signalized)	B (19.6)				C (26.2)		A (4.3)	C (29.1)	C (27.0)	A (8.8)	A (8.3)		
					B (16.6)			C (28.2)			A (8.5)		
2040 No Build (Signalized)	C (24.2)				D (48.8)		B (11.8)	C (26.9)	C (23.8)	B (14.4)	B (10.6)		
					C (32.6)			C (25.6)			B (11.9)		
2040 Option I (Signalized)	C (21.2)				D (48.8)		B (11.8)	C (26.9)	A (9.1)	B (15.2)	B (10.6)		
					C (32.6)			B (19.6)			B (12.2)		
2040 Option II (Signalized)	C (21.7)				D (48.8)		B (11.8)	C (27.5)	A (9.0)	C (23.0)	B (10.6)		
					C (32.6)			B (19.5)			B (14.9)		
PM Peak Hour													
2015 Existing (Signalized)	B (19.0)				C (30.1)		A (7.2)	C (24.4)	C (26.7)	B (11.4)	A (9.5)		
					C (21.5)			C (25.5)			B (10.3)		
2040 No Build (Signalized)	C (31.2)				D (48.8)		A (8.8)	D (40.1)	D (42.4)	B (19.1)	B (15.1)		
					C (33.3)			D (41.1)			B (16.7)		
2040 Option I (Signalized)	D (40.0)				E (67.7)		C (20.5)	E (56.1)	B (16.5)	D (44.7)	C (23.4)		
					D (49.4)			D (37.9)			C (31.9)		
2040 Option II (Signalized)	C (27.0)				D (49.9)		A (9.1)	D (39.5)	B (15.3)	C (22.4)	B (15.2)		
					C (34.1)			C (27.9)			B (18.1)		

Scenario	Overall LOS	South Street and Carter / Pine Street Level of Service per Movement by Approach (Delay in sec/veh)											
		Eastbound			Westbound			Northbound			Southbound		
		LT	TH	RT	LT	TH	RT	LT		RT	LT		RT
AM Peak Hour													
2015 Existing	A (0.3)	A (0.1)	A (0.0)		A (0.0)	A (0.0)		B (12.5)		B (12.5)	B (14.6)		B (14.6)
		A (0.0)			A (0.0)			B (12.5)			B (14.6)		
2040 No Build	A (0.7)	A (0.0)	A (0.0)		A (0.0)	A (0.0)		B (13.1)		B (13.1)	C (17.4)		C (17.4)
		A (0.0)			A (0.0)			B (13.1)			C (17.4)		
2040 Option I	A (0.9)	A (8.7)	A (0.0)		A (9.2)	A (0.0)		C (17.1)		C (17.1)	B (14.3)		B (14.3)
		A (0.0)			A (0.0)			C (17.1)			B (14.3)		
2040 Option II	A (0.0)	N/A	A (0.0)		A (0.0)	A (0.0)		(One Way South)			N/A		B (10.3)
		A (0.0)			A (0.0)						B (10.3)		
PM Peak Hour													
2015 Existing	A (0.9)	A (0.4)	A (0.0)		A (0.1)	A (0.0)		B (11.1)		B (11.1)	C (16.9)		C (16.9)
		A (0.4)			A (0.0)			B (11.1)			C (16.9)		
2040 No Build	A (1.0)	A (0.4)	A (0.0)		A (0.1)	A (0.0)		B (11.8)		B (11.8)	C (23.5)		C (23.5)
		A (0.4)			A (0.0)			B (11.8)			C (23.5)		
2040 Option I	A (0.8)	B (10.2)	A (0.0)		A (9.3)	A (0.0)		C (15.4)		C (15.4)	C (19.7)		C (19.7)
		A (0.3)			A (0.1)			C (15.4)			C (19.7)		
2040 Option II	A (0.3)	N/A	A (0.0)		A (0.0)	A (0.0)		(One Way South)			N/A		B (12.3)
		A (0.0)			A (0.0)						B (12.3)		

Scenario	Overall LOS	South Street and Osage Street Level of Service per Movement by Approach (Delay in sec/veh)											
		Eastbound			Westbound			Northbound			Southbound		
		LT	TH			TH	RT				LT		RT
AM Peak Hour													
2015 Existing	A (0.0)	A (0.0)	A (0.1)			A (0.0)	A (0.0)				(One Way North)		
		A (0.1)			A (0.0)								
2040 No Build	A (0.0)	A (0.0)	A (0.0)			A (0.0)	A (0.0)				(One Way North)		
		A (0.0)			A (0.0)								
2040 Option I	A (0.0)	A (8.8)	A (0.0)			A (0.0)	A (0.0)				(One Way North)		
		A (0.0)			A (0.0)								
2040 Option II	A (0.0)	N/A	A (0.0)			A (0.0)	A (0.0)				(One Way North)		
		A (0.0)			A (0.0)								
PM Peak Hour													
2015 Existing	A (0.1)	A (0.1)	A (0.1)			A (0.0)	A (0.0)				(One Way North)		
		A (0.2)			A (0.0)								
2040 No Build	A (0.0)	A (0.1)	A (0.1)			A (0.0)	A (0.0)				(One Way North)		
		A (0.1)			A (0.0)								
2040 Option I	A (0.0)	B (10.9)	A (0.0)			A (0.0)	A (0.0)				(One Way North)		
		A (0.1)			A (0.0)								
2040 Option II	A (0.0)	N/A	A (0.0)			A (0.0)	A (0.0)				(One Way North)		
		A (0.0)			A (0.0)								

Scenario	Overall LOS	South Street and Acton Street Level of Service per Movement by Approach (Delay in sec/veh)											
		Eastbound			Westbound			Northbound			Southbound		
			TH	RT	LT	TH		LT		RT			
AM Peak Hour													
2015 Existing	A (1.0)		A (0.0)	A (0.0)	A (0.3)	A (0.6)		C (15.7)		C (15.7)			
		A (0.0)			A (0.7)			C (15.7)					
2040 No Build	A (0.8)		A (0.0)	A (0.0)	A (0.3)	A (0.4)		C (18.4)		C (18.4)			
		A (0.0)			A (0.4)			C (18.4)					
2040 Option I	A (0.7)		A (0.0)	A (0.0)	A (9.5)	A (0.0)		C (16.1)		C (16.1)			
		A (0.0)			A (0.3)			C (16.1)					
2040 Option II	A (1.3)		A (0.0)	A (0.0)	A (0.7)	A (0.8)		C (21.9)		C (21.9)			
		A (0.0)			A (1.0)			C (21.9)					
PM Peak Hour													
2015 Existing	A (0.9)		A (0.0)	A (0.0)	A (0.4)	A (0.5)		C (17.4)		C (17.4)			
		A (0.0)			A (0.5)			C (17.4)					
2040 No Build	A (0.8)		A (0.0)	A (0.0)	A (0.4)	A (0.4)		C (19.4)		C (19.4)			
		A (0.0)			A (0.4)			C (19.4)					
2040 Option I	A (0.6)		A (0.0)	A (0.0)	A (9.7)	A (0.0)		C (17.6)		C (17.6)			
		A (0.0)			A (0.3)			C (17.6)					
2040 Option II	A (1.8)		A (0.0)	A (0.0)	A (1.1)	A (0.9)		D (32.5)		D (32.5)			
		A (0.0)			A (1.1)			D (32.5)					

Scenario	Overall LOS	South Street and Cloud Street Level of Service per Movement by Approach (Delay in sec/veh)											
		Eastbound			Westbound			Northbound			Southbound		
		LT	TH			TH	RT				LT		RT
AM Peak Hour													
2015 Existing	A (0.5)	A (0.4)	A (0.6)			A (0.0)	A (0.0)				B (12.9)		B (12.9)
		A (0.7)			A (0.0)						B (12.9)		
2040 No Build	A (0.4)	A (0.4)	A (0.5)			A (0.0)	A (0.0)				B (14.4)		B (14.4)
		A (0.5)			A (0.0)						B (14.4)		
2040 Option I	A (0.3)	A (9.2)	A (0.0)			A (0.0)	A (0.0)				B (13.8)		B (13.8)
		A (0.4)			A (0.0)						B (13.8)		
2040 Option II	A (3.0)	N/A	A (3.2)			A (2.8)	N/A				N/A		A (0.0)
		A (3.2)			A (2.8)						A (0.0)		
PM Peak Hour													
2015 Existing	A (0.7)	A (0.5)	A (0.6)			A (0.0)	A (0.0)				C (17.6)		C (17.6)
		A (0.7)			A (0.0)						C (17.6)		
2040 No Build	A (0.7)	A (0.7)	A (0.7)			A (0.0)	A (0.0)				C (24.9)		C (24.9)
		A (0.8)			A (0.0)						C (24.9)		
2040 Option I	A (0.6)	B (12.3)	A (0.0)			A (0.0)	A (0.0)				C (21.3)		C (21.3)
		A (0.6)			A (0.0)						C (21.3)		
2040 Option II	A (1.0)	N/A	A (1.5)			A (0.5)	N/A				N/A		A (0.0)
		A (1.5)			A (0.5)						A (0.0)		

Scenario	Overall LOS	South Street and Hill Street Level of Service per Movement by Approach (Delay in sec/veh)											
		Eastbound			Westbound			Northbound			Southbound		
			TH	RT	LT	TH		LT		RT			
AM Peak Hour													
2015 Existing	A (0.8)		A (0.0)	A (0.0)	A (0.3)	A (0.5)		B (13.2)		B (13.2)			
		A (0.0)			A (0.6)			B (13.2)					
2040 No Build	A (0.6)		A (0.0)	A (0.0)	A (0.4)	A (0.5)		C (15.6)		C (15.6)			
		A (0.0)			A (0.5)			C (15.6)					
2040 Option I	A (0.6)		A (0.0)	A (0.0)	A (9.4)	A (0.0)		C (15.4)		C (15.4)			
		A (0.0)			A (0.4)			C (15.4)					
2040 Option II	A (0.2)		A (0.0)	A (0.0)	N/A	A (0.0)		N/A		B (10.3)			
		A (0.0)			A (0.0)			B (10.3)					
PM Peak Hour													
2015 Existing	A (1.4)		A (0.0)	A (0.0)	A (0.4)	A (0.5)		C (18.4)		C (18.4)			
		A (0.0)			A (0.6)			C (18.4)					
2040 No Build	A (1.1)		A (0.0)	A (0.0)	A (0.7)	A (0.6)		C (19.2)		C (19.2)			
		A (0.0)			A (0.6)			C (19.2)					
2040 Option I	A (1.0)		A (0.0)	A (0.0)	A (9.6)	A (0.0)		C (19.9)		C (19.9)			
		A (0.0)			A (0.4)			C (19.9)					
2040 Option II	A (0.3)		A (0.0)	A (0.0)	N/A	A (0.0)		N/A		B (11.3)			
		A (0.0)			A (0.0)			B (11.3)					

Scenario	Overall LOS	South Street and Blue Ridge Avenue Level of Service per Movement by Approach (Delay in sec/veh)											
		Eastbound			Westbound			Northbound			Southbound		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour													
2015 Existing	A (2.8)	A (0.3)	A (0.6)	A (0.0)	A (0.2)	A (0.4)	A (0.0)	C (17.2)		C (17.2)	C (22.7))	C (22.7))	C (22.7))
		A (0.6)			A (0.4)			C (17.2)			C (22.7))		
2040 No Build	A (2.5)	A (0.4)	A (0.5)	A (0.0)	A (0.3)	A (0.4)	A (0.0)	C (23.6)		C (23.6)	D (25.3)	D (25.3)	D (25.3)
		A (0.5)			A (0.4)			C (23.6)			D (25.3)		
2040 Option I	A (1.8)	A (9.1)	A (0.0)	A (0.0)	A (9.3)	A (0.0)	A (0.0)	C (17.1)		C (17.1)	C (19.1)	C (19.1)	C (19.1)
		A (0.4)			A (0.3)			C (17.1)			C (19.1)		
2040 Option II (Signalized)	B (15.2)	A (7.9)	B (11.8)		A (10.0)	B (12.0)		D (52.5)	D (38.2)		D (42.9)	D (42.9)	D (42.9)
		B (11.4)			B (11.8)			D (49.0)			D (42.9)		
PM Peak Hour													
2015 Existing	A (5.2)	A (0.5)	A (0.8)	A (0.0)	A (0.1)	A (0.2)	A (0.0)	C (24.0)	C (24.0)	C (24.0)	E (39.6)	E (39.6)	E (39.6)
		A (0.0)			A (0.0)			C (24.0)			E (39.6)		
2040 No Build	A (6.4)	A (0.7)	A (0.8)	A (0.0)	A (0.1)	A (0.1)	A (0.0)	D (34.0)	D (34.0)	D (34.0)	F (62.9)	F (62.9)	F (62.9)
		A (0.8)			A (0.1)			D (34.0)			F (62.9)		
2040 Option I	A (5.1)	B (12.1)	A (0.0)	A (0.0)	A (9.3)	A (0.0)	A (0.0)	E (35.4)	E (35.4)	E (35.4)	E (49.0)	E (49.0)	E (49.0)
		A (0.6)			A (0.1)			E (35.4)			E (49.0)		
2040 Option II (Signalized)	C (24.0)	B (16.7)	B (19.1)		B (12.8)	B (14.1)		E (62.9)	D (37.1)		D (53.3)	D (53.3)	D (53.3)
		B (18.8)			B (13.9)			E (55.9)			D (53.3)		

Scenario	Overall LOS	South Street and Commercial Entrance B Level of Service per Movement by Approach (Delay in sec/veh)											
		Eastbound			Westbound			Northbound			Southbound		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour													
2015 Existing (Signalized)	A (4.1)	A (3.8)	A (3.2)		A (4.2)	A (2.9)		C (27.6)		A (5.2)			A (0.0)
		A (3.2)			A (3.0)			B (15.3)			A (0.0)		
2040 No Build (Signalized)	A (6.7)	A (8.2)	A (6.9)		A (8.6)	A (6.2)		B (14.8)		A (5.5)			A (0.0)
		A (6.9)			A (6.4)			A (10.0)			A (0.0)		
2040 Option I (Signalized)	A (9.7)	A (4.0)	B (11.6)		A (2.9)	A (6.1)		D (45.5)		A (1.5)			A (0.0)
		B (11.6)			A (5.8)			C (22.7)			A (0.0)		
2040 Option II (Stop Controlled)	A (0.7)	N/A	A (0.0)		N/A	A (0.0)		N/A		A (9.5)	N/A		B (10.4)
		A (0.0)			A (0.0)			A (9.5)			B (10.4)		
PM Peak Hour													
2015 Existing (Signalized)	C (20.1)	A (3.9)	A (3.6)		A (5.4)	A (4.2)		F (176.1)		C (20.2)			A (0.5)
		A (3.6)			A (4.4)			F (103.2)			A (0.5)		
2040 No Build (Signalized)	B (10.4)	A (9.8)	A (9.7)		B (13.5)	B (10.8)		B (17.3)		A (5.2)			A (0.1)
		A (9.7)			B (11.1)			B (11.9)			A (0.1)		
2040 Option I (Signalized)	B (16.3)	A (5.5)	B (18.5)		A (4.3)	B (10.1)		D (51.6)		B (11.4)			A (0.1)
		B (18.3)			A (9.4)			C (33.6)			A (0.1)		
2040 Option II (Stop Controlled)	A (1.1)	N/A	A (0.0)		N/A	A (0.0)		N/A		A (9.4)	N/A		B (10.8)
		A (0.0)			A (0.0)			A (9.4)			B (10.8)		

Scenario	Overall LOS	South Street and Commercial Entrance C Level of Service per Movement by Approach (Delay in sec/veh)											
		Eastbound			Westbound			Northbound			Southbound		
			TH	RT	LT	TH		LT	TH	RT	LT	TH	RT
AM Peak Hour													
2015 Existing	A (1.3)		A (0.0)	A (0.0)	A (0.9)	A (1.2)		C (22.0)		B (10.3)			
		A (0.0)			A (1.5)			B (13.0)			A (0.0)		
2040 No Build	A (1.2)		A (0.0)	A (0.0)	A (1.0)	A (1.1)		D (25.5)		B (10.6)			
		A (0.0)			A (1.4)			B (13.2)			A (0.0)		
2040 Option I	A (1.2)		A (0.0)	A (0.0)	A (9.7)	A (0.0)		D (34.5)		B (13.5)			
		A (0.0)			A (1.2)			C (17.3)			A (0.0)		
2040 Option II	A (1.1)		A (0.0)	A (0.0)	A (1.0)	A (1.1)		C (21.5)		B (10.0)			
		A (0.0)			A (1.4)			B (12.1)			A (0.0)		
PM Peak Hour													
2015 Existing	A (4.2)	A (8.6)	A (0.0)	A (0.0)	A (3.0)	A (2.9)	A (0.0)	F (51.5)		B (11.5)	D (33.9)	D (33.9)	D (33.9)
		A (0.1)			A (3.6)			B (14.9)			D (33.9)		
2040 No Build	A (4.7)	A (9.1)	A (0.0)	A (0.0)	A (5.3)	A (3.9)	A (0.0)	F (86.8)		B (12.1)	E (43.5)	E (43.5)	E (43.5)
		A (0.1)			A (4.9)			C (17.1)			E (43.5)		
2040 Option I	A (4.7)	B (10.4)	A (0.0)	A (0.0)	B (12.1)	A (0.0)	A (0.0)	F (147.2)		C (18.1)	F (57.6)	F (57.6)	F (57.6)
		A (0.1)			A (3.2)			D (26.7)			F (57.6)		
2040 Option II	A (4.5)	A (9.1)	A (0.0)	A (0.0)	A (5.2)	A (3.8)	A (0.0)	F (75.4)		B (11.7)	E (39.2)	E (39.2)	E (39.2)
		A (0.1)			A (4.8)			C (16.0)			E (39.2)		

Scenario	Overall LOS	South Street and Route 522 Level of Service per Movement by Approach (Delay in sec/veh)											
		Eastbound			Westbound			Northbound			Southbound		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak Hour													
2015 Existing (Signalized)	D (39.4)	C (25.0)	D (37.4)		C (24.3)	D (39.6)	B (18.1)	C (23.0)	D (45.3)		F (80.0)	C (31.4)	A (5.5)
		C (34.0)			C (27.0)			D (41.2)			D (52.5)		
2040 No Build (Signalized)	D (45.6)	C (23.3)	C (26.1)		C (21.4)	C (28.5)	B (13.7)	C (20.4)	C (33.3)		F (165.6)	C (23.6)	A (4.6)
		C (25.3)			C (20.0)			C (31.1)			F (94.1)		
2040 Option I (Signalized)	C (27.2)	B (18.9)	C (21.6)		C (27.8)	C (34.8)	B (14.5)	D (16.7)	D (39.6)		D (46.3)	C (27.2)	A (3.0)
		C (20.8)			C (23.5)			D (35.8)			C (30.8)		
2040 Option II (Signalized)	C (28.4)	C (27.3)	C (29.7)		C (26.6)	D (36.1)	A (9.5)	B (17.5)	D (43.2)		D (44.7)	C (26.5)	A (2.0)
		C (28.9)			C (21.2)			D (38.9)			C (29.6)		
PM Peak Hour													
2015 Existing (Signalized)	D (37.6)	C (29.3)	D (35.9)		C (27.6)	D (46.4)	D (37.9)	C (26.2)	D (53.1)		D (45.4)	D (38.5)	A (6.3)
		C (33.5)			D (39.5)			D (46.9)			C (31.5)		
2040 No Build (Signalized)	D (44.9)	E (66.5)	C (30.0)		D (49.8)	D (42.3)	D (39.5)	C (22.8)	D (45.5)		F (103.0)	C (31.0)	A (7.0)
		D (42.7)			D (42.5)			D (39.9)			D (52.4)		
2040 Option I (Signalized)	D (38.3)	E (66.5)	C (21.3)		E (63.8)	D (43.1)	C (20.1)	C (25.1)	D (48.6)		E (68.3)	C (30.8)	A (8.1)
		D (37.0)			D (37.5)			D (42.9)			D (37.0)		
2040 Option II (Signalized)	D (37.8)	D (50.7)	C (30.9)		D (45.8)	D (52.5)	B (16.9)	C (22.2)	D (54.1)		E (56.1)	C (29.4)	B (11.2)
		D (37.8)			D (37.0)			D (46.3)			C (33.2)		

DRAFT

ATTACHMENT B – Traffic Count Data



Traffic Monitoring System

REVIEWED

By CKraft at 1:05 pm, May 18, 2015

Route: VA 55 Staunton District Town of Front Royal
Alias: South St Primary Direction: 2 (Eastbound)
HTRIS Route Definition: SR 00055 Functional Class: H Urban Minor Arterial

Target Traffic Link Extents:

From: US 340, S Royal Ave To: US 522, S Commerce Ave
Milepost: 29.00 Milepost: 29.54 Link Length: 0.54
HTRIS Node: 641205 Offset: 0.00 HTRIS Node: 641361 Offset: 0.00
DataType: 48 Hour Classified Speed By Lane

Sensor Site Information:

Station #: 99302912_216 ID: 0055632028_2 Setup Date: 05/12/14 Pickup Date Time: 05/15/14 1:09 P.m.

Location .12 mi. From US 340, S Royal Ave Initials of site technician: BG/TF

Location .12 mi. From US 340, S Royal Ave Observed Vehicle Speed: 35
.12 mi From US 340, S Royal Ave

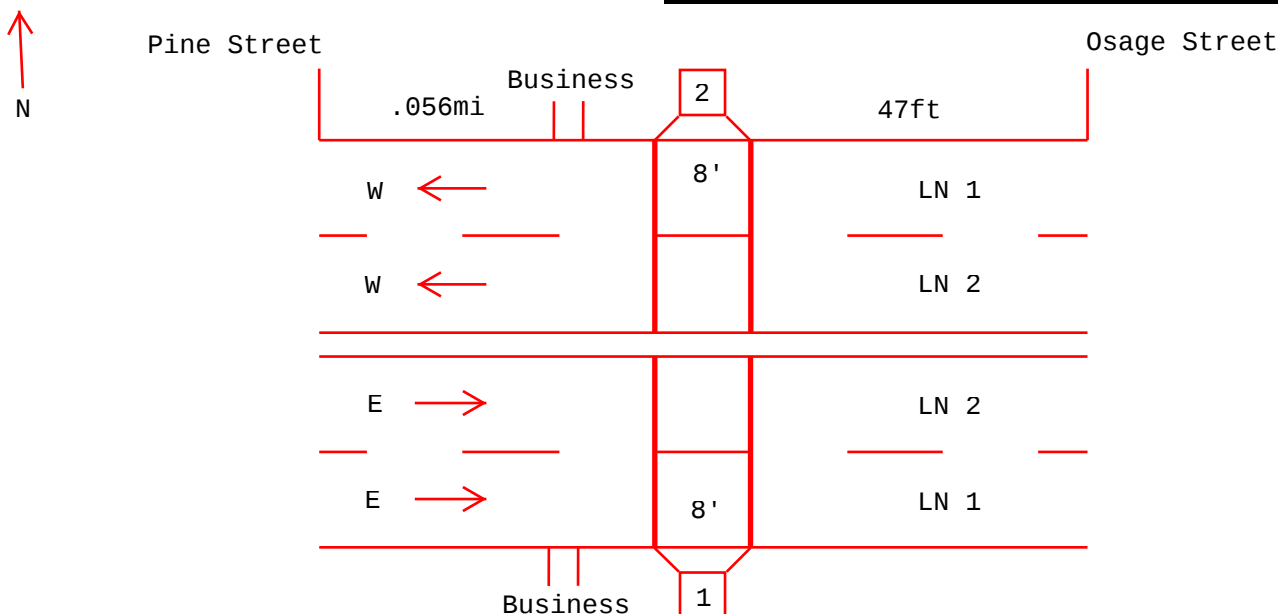
	Mfg/Serial #	# Lanes	Debounce	Tube Length	Latitude	Longitude
Counter 1:	<u>101997</u>	<u>2</u>	<u>49</u>	<u>44' - 3" 35' - 0"</u>	<u>38.91180</u>	<u>-78.19222</u>
Counter 2:	<u>100162</u>	<u>2</u>	<u>49</u>	<u>45' - 1" 35' - 0"</u>		
Counter 3:						
Counter 4:						
Counter 5:						

Important Notes or Additional Counters

Business area. Used Roadramp.
Congested area.
Tailgating likely.

Tubes down at pickup.
Tubes tested good.

Sketch the location of the site. Put the direction and mileage from the nearest crossroad. Include Lane Layout and layout of each sensor. Label each counter with counter number.



Previous Counter Hardware Description:
Counters 1-2: Two tubes; 2 Lane(s) Primary, .12 mi From US 340, S Royal Ave.
Latitude: 38.91179 Longitude: -78.19218

Recent AADT
17,070

Recent Peak Hour
1638 on Tue 05/20/2014 17:00



The Traffic Group, Inc.
www.trafficgroup.com
(800) 583-8411

Description: South Street, Eastbound, between the intersection with Pine Street and Osage Street
City: Front Royal, VA
County: Warren

Latitude: 38.91180
Longitude: 78.19222

5/13/2015	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
Total	36	5734	1521	72	60	58	5	18	30	0	0	0	0	0	27	7561
Percentages	0.48%	75.84%	20.12%	0.95%	0.79%	0.77%	0.07%	0.24%	0.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.36%	100.00%
5/14/2015	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
Total	29	5801	1598	77	64	80	9	13	25	0	0	0	0	0	21	7717
Percentages	0.38%	75.17%	20.71%	1.00%	0.83%	1.04%	0.12%	0.17%	0.32%	0.00%	0.00%	0.00%	0.00%	0.00%	0.27%	100.00%

ADT= 14829



The Traffic Group, Inc.
www.trafficgroup.com
(800) 583-8411

Description: South Street, Eastbound, between the intersection with Pine Street and Osage Street
City: Front Royal, VA
County: Warren

Latitude: 38.91180
Longitude: 78.19222

5/13/2015	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Lanes	15th Percentile	50th Percentile	85th Percentile
Lane 1 (East)	28.07 MPH	4.45	3892	3892	51.47%	23.78 MPH	28.12 MPH	32.92 MPH
Lane 2 (East)	28.36 MPH	4.75	3669	3669	48.53%	25.05 MPH	28.43 MPH	33.22 MPH
All Lanes	28.21 MPH	4.60	7561	7561	100.00%	24.36 MPH	28.28 MPH	33.07 MPH

5/14/2015	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Lanes	15th Percentile	50th Percentile	85th Percentile
Lane 1 (East)	28.03 MPH	4.45	3892	3892	51.47%	23.78 MPH	28.12 MPH	32.92 MPH
Lane 2 (East)	28.30 MPH	4.75	3669	3669	48.53%	25.05 MPH	28.43 MPH	33.22 MPH
All Lanes	28.16 MPH	4.60	7561	7561	100.00%	24.36 MPH	28.28 MPH	33.07 MPH

ADT=	14829
Speed Limit=	25.00 MPH



The Traffic Group, Inc.
www.trafficgroup.com
(800) 583-8411

Description: South Street, Westbound, between the intersection with Pine Street and Osage Street
City: Front Royal, VA
County: Warren

Latitude: 38.91180
Longitude: 78.19222

5/13/2015	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
Total	30	5335	1447	57	47	21	40	10	29	0	0	0	0	0	21	7037
Percentages	0.43%	75.81%	20.56%	0.81%	0.67%	0.30%	0.57%	0.14%	0.41%	0.00%	0.00%	0.00%	0.00%	0.00%	0.30%	100.00%

5/14/2015	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
Total	56	5500	1510	65	65	32	54	16	24	0	0	0	0	0	21	7343
Percentages	0.76%	74.90%	20.56%	0.89%	0.89%	0.44%	0.74%	0.22%	0.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.29%	100.00%

ADT= 14829



The Traffic Group, Inc.
www.trafficgroup.com
(800) 583-8411

Description: South Street, Westbound, between the intersection with Pine Street and Osage Street
City: Front Royal, VA
County: Warren

Latitude: 38.91180
Longitude: 78.19222

5/13/2015	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Lanes	15th Percentile	50th Percentile	85th Percentile
Lane 1 (West)	27.80 MPH	3.96	4976	4976	70.71%	23.49 MPH	27.68 MPH	32.29 MPH
Lane 2 (West)	29.60 MPH	5.50	2061	2061	29.29%	24.60 MPH	30.24 MPH	34.65 MPH
All Lanes	28.32 MPH	4.54	7037	7037	100.00%	23.69 MPH	28.19 MPH	33.31 MPH

5/14/2015	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Lanes	15th Percentile	50th Percentile	85th Percentile
Lane 1 (West)	27.80 MPH	4.04	5168	5168	70.38%	23.48 MPH	27.72 MPH	32.33 MPH
Lane 2 (West)	29.34 MPH	5.16	2175	2175	29.62%	24.79 MPH	29.65 MPH	34.28 MPH
All Lanes	28.26 MPH	4.46	7343	7343	100.00%	23.73 MPH	28.16 MPH	33.14 MPH

ADT=	14829
Speed Limit=	25.00 MPH



Traffic Monitoring System

REVIEWED

By CKraft at 1:05 pm, May 18, 2015

Route: VA 55 Staunton District Town of Front Royal
Alias: South St Primary Direction: 2 (Eastbound)
HTRIS Route Definition: SR 00055 Functional Class: H Urban Minor Arterial

Target Traffic Link Extents:

From: US 340, S Royal Ave To: US 522, S Commerce Ave
Milepost: 29.00 Milepost: 29.54 Link Length: 0.54
HTRIS Node: 641205 Offset: 0.00 HTRIS Node: 641361 Offset: 0.00
DataType: 48 Hour Classified Speed By Lane

Sensor Site Information:

Station #: 99302912_216 ID: 0055632028_2 Setup Date: 05/12/14 Pickup Date Time: 05/15/14 12:59 P.m.

Location .377 mi. From US 340, S Royal Ave Initials of site technician: BG/TF

Location .411 mi. From US 340, S Royal Ave Observed Vehicle Speed: 35
.12 mi From US 340, S Royal Ave

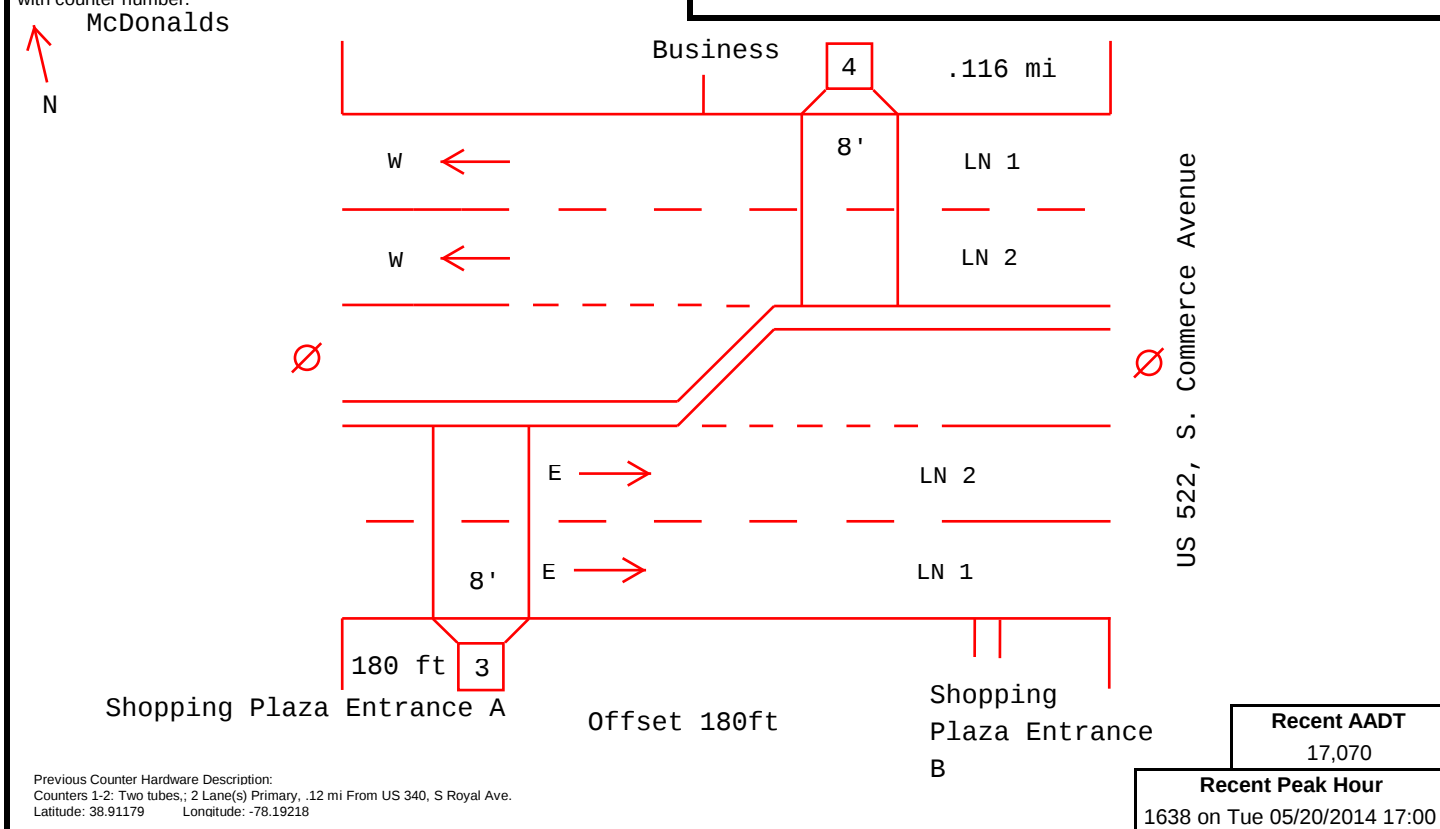
	Mfg/Serial #	# Lanes	Debounce	Tube Length	Latitude	Longitude
Counter 1:	<u>100109</u>	<u>2</u>	<u>49</u>	<u>46' - 2" 35' - 0"</u>	<u>38.91125</u>	<u>-78.18754</u>
Counter 2:	<u>101971</u>	<u>2</u>	<u>49</u>	<u>45' - 8" 35' - 0"</u>	<u>38.91128</u>	<u>-78.18688</u>
Counter 3:						
Counter 4:						
Counter 5:						

Important Notes or Additional Counters

Business area. Used Road Ramp.
Congested area.
Tailgating likely.

Tubes down at pickup.
Tubes tested good.

Sketch the location of the site. Put the direction and mileage from the nearest crossroad. Include Lane Layout and layout of each sensor. Label each counter with counter number.





The Traffic Group, Inc.
www.trafficgroup.com
(800) 583-8411

Description: South Street, Eastbound, between the Intersections with Royal Plaza entrances A and B, to the East of the Westbound Left turn lane into Royal Plaza entrance B
City: Front Royal, VA
County: Warren

Latitude: 3
Longitude:

5/13/2015	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
Total	29	5375	1572	67	62	64	5	15	34	0	0	0	0	0	27	7250
Percentages	0.40%	74.14%	21.68%	0.92%	0.86%	0.88%	0.07%	0.21%	0.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.37%	100.00%
5/14/2015	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
Total	32	5576	1590	79	62	76	9	16	33	0	0	0	0	0	18	7491
Percentages	0.43%	74.44%	21.23%	1.05%	0.83%	1.01%	0.12%	0.21%	0.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.24%	100.00%

ADT= 14231



The Traffic Group, Inc.
www.trafficgroup.com
(800) 583-8411

Description: South Street, Eastbound, between the Intersections with Royal Plaza entrances A and B, to the East of the Westbound Left turn lane into Royal Plaza entrance B
City: Front Royal, VA
County: Warren

Latitude: 38.91125
Longitude: 78.18754

5/13/2015	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Lanes	15th Percentile	50th Percentile	85th Percentile
Lane 1 (East)	28.47 MPH	4.44	2932	2932	40.44%	23.72 MPH	28.31 MPH	33.41 MPH
Lane 2 (East)	29.05 MPH	4.56	4318	4318	59.56%	24.65 MPH	29.06 MPH	33.84 MPH
All Lanes	28.81 MPH	4.52	7250	7250	100.00%	24.22 MPH	28.74 MPH	33.69 MPH

5/14/2015	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Lanes	15th Percentile	50th Percentile	85th Percentile
Lane 1 (East)	28.54 MPH	4.27	3052	3052	40.74%	24.28 MPH	28.44 MPH	33.40 MPH
Lane 2 (East)	28.83 MPH	4.54	4439	4439	59.26%	24.46 MPH	28.83 MPH	33.72 MPH
All Lanes	28.71 MPH	4.43	7491	7491	100.00%	24.38 MPH	28.66 MPH	33.60 MPH

ADT=	14231
Speed Limit=	25.00 MPH



The Traffic Group, Inc.
www.trafficgroup.com
(800) 583-8411

Description: South Street, Westbound, between the Intersections with Royal Plaza entrances A and B, to the East of the Westbound Left turn lane into Royal Plaza entrance B
City: Front Royal, VA
County: Warren

Latitude: 3
Longitude:

5/13/2015	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
Total	25	5021	1399	59	52	25	39	10	39	0	0	0	0	0	20	6689
Percentages	0.37%	75.06%	20.91%	0.88%	0.78%	0.37%	0.58%	0.15%	0.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.30%	100.00%
5/14/2015	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	All Classes
Total	45	5237	1445	70	67	33	52	17	33	0	0	0	0	0	32	7031
Percentages	0.64%	74.48%	20.55%	1.00%	0.95%	0.47%	0.74%	0.24%	0.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.46%	100.00%

ADT= 14231



The Traffic Group, Inc.
www.trafficgroup.com
(800) 583-8411

Description: South Street, Westbound, between the Intersections with Royal Plaza entrances A and B, to the East of the Westbound Left turn lane into Royal Plaza entrance B
City: Front Royal, VA
County: Warren

Latitude: 38.91128
Longitude: 78.18688

5/13/2015	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Lanes	15th Percentile	50th Percentile	85th Percentile
Lane 1 (West)	26.95 MPH	4.60	4305	4305	64.36%	22.09 MPH	27.19 MPH	31.83 MPH
Lane 2 (West)	29.57 MPH	4.19	2384	2384	35.64%	25.47 MPH	29.40 MPH	34.06 MPH
All Lanes	27.88 MPH	4.63	6689	6689	100.00%	23.04 MPH	27.92 MPH	32.96 MPH

5/14/2015	Mean Speed	Standard Deviation	Total Vehicles	Sample Size	% Of All Lanes	15th Percentile	50th Percentile	85th Percentile
Lane 1 (West)	26.79 MPH	4.61	4531	4531	64.44%	21.92 MPH	27.02 MPH	31.55 MPH
Lane 2 (West)	29.33 MPH	4.43	2500	2500	35.56%	25.22 MPH	29.19 MPH	33.99 MPH
All Lanes	27.69 MPH	4.71	7031	7031	100.00%	22.72 MPH	27.73 MPH	32.82 MPH

ADT=	14231
Speed Limit=	25.00 MPH

VEHICLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: US 340
and: South Street
Location: Front Royal, Virginia

Counted by: VCU
Date: May 20, 2015
Weather: Sunny/Warm
Entered by: SN

Wednesday
The Traffic Group
Star Rating: 4

TIME	TRAFFIC FROM NORTH on: US 340					TRAFFIC FROM SOUTH on: US 340					TRAFFIC FROM EAST on: South Street					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15		32	17	0	49	71	77		0	148	22		18	0	40					0	237
7:15 - 7:30		31	15	0	46	75	92		0	167	28		33	0	61					0	274
7:30 - 7:45		49	18	0	67	59	74		0	133	23		40	0	63					0	263
7:45 - 8:00		65	30	0	95	92	100		0	192	52		38	0	90					0	377
8:00 - 8:15		85	37	0	122	94	121		0	215	50		58	0	108					0	445
8:15 - 8:30		76	49	0	125	67	119		0	186	30		61	0	91					0	402
8:30 - 8:45		44	28	0	72	62	115		0	177	40		66	0	106					0	355
8:45 - 9:00		63	38	0	101	81	87		0	168	47		56	0	103					0	372
2 Hr Totals	0	445	232	0	677	601	785	0	0	1386	292	0	370	0	662	0	0	0	0	0	2725
1 Hr Totals																					
7:00 - 8:00	0	177	80	0	257	297	343	0	0	640	125	0	129	0	254	0	0	0	0	0	1151
7:15 - 8:15	0	230	100	0	330	320	387	0	0	707	153	0	169	0	322	0	0	0	0	0	1359
7:30 - 8:30	0	275	134	0	409	312	414	0	0	726	155	0	197	0	352	0	0	0	0	0	1487
7:45 - 8:45	0	270	144	0	414	315	455	0	0	770	172	0	223	0	395	0	0	0	0	0	1579
8:00 - 9:00	0	268	152	0	420	304	442	0	0	746	167	0	241	0	408	0	0	0	0	0	1574
PEAK HOUR																					
7:45 - 8:45	0	270	144	0	414	315	455	0	0	770	172	0	223	0	395	0	0	0	0	0	1579
PM																					
2:00 - 2:15		70	56	0	126	36	75		0	111	49		65	0	114					0	351
2:15 - 2:30		64	43	0	107	56	58		0	114	51		72	0	123					0	344
2:30 - 2:45		77	54	0	131	33	62		0	95	55		67	0	122					0	348
2:45 - 3:00		76	53	0	129	75	66		0	141	52		73	0	125					0	395
3:00 - 3:15		87	56	0	143	63	72		0	135	59		106	0	165					0	443
3:15 - 3:30		108	45	0	153	71	79		0	150	63		107	0	170					0	473
3:30 - 3:45		98	77	0	175	86	81		0	167	60		92	0	152					0	494
3:45 - 4:00		78	54	0	132	79	93		0	172	64		89	0	153					0	457
4:00 - 4:15		85	68	0	153	63	99		0	162	49		87	0	136					0	451
4:15 - 4:30		92	59	0	151	69	78		0	147	62		118	0	180					0	478
4:30 - 4:45		111	56	0	167	53	81		0	134	51		106	0	157					0	458
4:45 - 5:00		96	45	0	141	54	75		0	129	59		115	0	174					0	444
5:00 - 5:15		115	68	0	183	68	90		0	158	71		100	0	171					0	512
5:15 - 5:30		113	54	0	167	60	89		0	149	66		94	0	160					0	476
5:30 - 5:45		108	64	0	172	49	76		0	125	61		103	0	164					0	461
5:45 - 6:00		91	52	0	143	63	81		0	144	69		90	0	159					0	446
4 Hr Totals	0	1469	904	0	2373	978	1255	0	0	2233	941	0	1484	0	2425	0	0	0	0	0	7031
1 Hr Totals																					
2:00 - 3:00	0	287	206	0	493	200	261	0	0	461	207	0	277	0	484	0	0	0	0	0	1438
2:15 - 3:15	0	304	206	0	510	227	258	0	0	485	217	0	318	0	535	0	0	0	0	0	1530
2:30 - 3:30	0	348	208	0	556	242	279	0	0	521	229	0	353	0	582	0	0	0	0	0	1659
2:45 - 3:45	0	369	231	0	600	295	298	0	0	593	234	0	378	0	612	0	0	0	0	0	1805
3:00 - 4:00	0	371	232	0	603	299	325	0	0	624	246	0	394	0	640	0	0	0	0	0	1867
3:15 - 4:15	0	369	244	0	613	299	352	0	0	651	236	0	375	0	611	0	0	0	0	0	1875
3:30 - 4:30	0	353	258	0	611	297	351	0	0	648	235	0	386	0	621	0	0	0	0	0	1880
3:45 - 4:45	0	366	237	0	603	264	351	0	0	615	226	0	400	0	626	0	0	0	0	0	1844
4:00 - 5:00	0	384	228	0	612	239	333	0	0	572	221	0	426	0	647	0	0	0	0	0	1831
4:15 - 5:15	0	414	228	0	642	244	324	0	0	568	243	0	439	0	682	0	0	0	0	0	1892
4:30 - 5:30	0	435	223	0	658	235	335	0	0	570	247	0	415	0	662	0	0	0	0	0	1890
4:45 - 5:45	0	432	231	0	663	231	330	0	0	561	257	0	412	0	669	0	0	0	0	0	1893
5:00 - 6:00	0	427	238	0	665	240	336	0	0	576	267	0	387	0	654	0	0	0	0	0	1895
PEAK HOUR																					
5:00 - 6:00	0	427	238	0	665	240	336	0	0	576	267	0	387	0	654	0	0	0	0	0	1895

PEDESTRIAN OBSERVATIONS - SUMMARY

Intersection of: US 340
and: South Street
Location: Front Royal, Virginia

Counted by: VCU
Date: May 20, 2015
Weather: Sunny/Warm
Entered by: SN

Wednesday
The Traffic Group
Star Rating: 4

TIME	NORTH LEG US 340	SOUTH LEG US 340	EAST LEG South Street	WEST LEG	
AM					
7:00 - 7:15	0	0	0		
7:15 - 7:30	0	0	0		
7:30 - 7:45	0	0	0		
7:45 - 8:00	0	0	0		
8:00 - 8:15	0	0	0		
8:15 - 8:30	0	0	0		
8:30 - 8:45	0	0	0		
8:45 - 9:00	0	0	0		
TOTALS	0	0	0	0	
PM					
2:00 - 2:15	3	0	2		
2:15 - 2:30	0	0	0		
2:30 - 2:45	0	0	0		
2:45 - 3:00	0	2	0		
3:00 - 3:15	0	0	0		
3:15 - 3:30	0	0	0		
3:30 - 3:45	0	0	5		
3:45 - 4:00	0	0	1		
4:00 - 4:15	0	0	0		
4:15 - 4:30	0	0	0		
4:30 - 4:45	0	0	0		
4:45 - 5:00	0	0	0		
5:00 - 5:15	0	0	0		
5:15 - 5:30	0	0	0		
5:30 - 5:45	0	0	0		
5:45 - 6:00	0	0	0		
TOTALS	3	2	8	0	

VEHICLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: South Street
and: Pine Street - Carter Street
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday



Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Pine Street					TRAFFIC FROM SOUTH on: Carter Street					TRAFFIC FROM EAST on: South Street					TRAFFIC FROM WEST on: South Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	0	0	1	0	1	1	0	1	0	2	0	42	0	0	42	0	90	1	0	91	136
7:15 - 7:30	0	0	0	0	0	7	0	0	0	7	1	55	0	0	56	0	84	0	0	84	147
7:30 - 7:45	0	0	3	0	3	2	0	1	0	3	0	60	0	0	60	0	95	0	0	95	161
7:45 - 8:00	0	0	1	0	1	11	0	4	0	15	0	106	0	0	106	0	155	0	0	155	277
8:00 - 8:15	2	0	0	0	2	12	0	2	0	14	1	121	1	0	123	0	126	2	0	128	267
8:15 - 8:30	0	0	3	0	3	15	0	0	0	15	0	106	1	0	107	0	123	1	0	124	249
8:30 - 8:45	0	0	0	0	0	7	0	2	0	9	2	94	0	0	96	0	109	0	0	109	214
8:45 - 9:00	3	0	1	0	4	9	0	0	0	9	2	100	2	0	104	0	104	1	0	105	222
2 Hr Totals	5	0	9	0	14	64	0	10	0	74	6	684	4	0	694	0	886	5	0	891	1673
1 Hr Totals																					
7:00 - 8:00	0	0	5	0	5	21	0	6	0	27	1	263	0	0	264	0	424	1	0	425	721
7:15 - 8:15	2	0	4	0	6	32	0	7	0	39	2	342	1	0	345	0	460	2	0	462	852
7:30 - 8:30	2	0	7	0	9	40	0	7	0	47	1	393	2	0	396	0	499	3	0	502	954
7:45 - 8:45	2	0	4	0	6	45	0	8	0	53	3	427	2	0	432	0	513	3	0	516	1007
8:00 - 9:00	5	0	4	0	9	43	0	4	0	47	5	421	4	0	430	0	462	4	0	466	952
PEAK HOUR																					
7:45 - 8:45	2	0	4	0	6	45	0	8	0	53	3	427	2	0	432	0	513	3	0	516	1007
PM																					
2:00 - 2:15	5	0	6	0	11	3	0	0	0	3	4	114	1	0	119	1	86	4	0	91	224
2:15 - 2:30	2	0	4	0	6	8	0	0	0	8	7	90	1	0	98	1	108	4	0	113	225
2:30 - 2:45	3	0	8	0	11	6	0	0	0	6	7	122	1	0	130	0	112	2	0	114	261
2:45 - 3:00	2	0	3	0	5	2	0	0	0	2	2	116	1	0	119	1	109	3	0	113	239
3:00 - 3:15	1	0	6	0	7	8	0	1	0	9	9	145	0	0	154	0	132	8	0	140	310
3:15 - 3:30	9	0	2	0	11	10	0	1	0	11	5	163	3	0	171	1	100	0	0	101	294
3:30 - 3:45	6	0	5	0	11	12	0	0	0	12	4	160	1	0	165	3	128	8	0	139	327
3:45 - 4:00	8	0	5	0	13	6	0	1	0	7	4	174	1	0	179	1	140	3	0	144	343
4:00 - 4:15	5	0	5	0	10	5	0	0	0	5	9	139	2	0	150	0	122	4	0	126	291
4:15 - 4:30	8	0	3	0	11	3	0	0	0	3	10	159	1	1	171	0	102	3	0	105	290
4:30 - 4:45	2	0	11	0	13	10	0	0	0	10	10	142	1	0	153	0	110	2	0	112	288
4:45 - 5:00	7	0	2	0	9	5	0	1	0	6	9	154	1	0	164	0	102	6	0	108	287
5:00 - 5:15	6	0	7	0	13	7	0	1	0	8	8	160	1	0	169	0	122	4	0	126	316
5:15 - 5:30	10	0	10	0	20	10	0	0	0	10	9	131	0	0	140	0	143	2	0	145	315
5:30 - 5:45	2	0	4	0	6	4	0	2	0	6	6	160	2	0	168	2	119	3	0	124	304
5:45 - 6:00	2	0	2	0	4	11	0	1	0	12	4	167	0	0	171	0	112	1	0	113	300
4 Hr Totals	78	0	83	0	161	110	0	8	0	118	107	2296	17	1	2421	10	1847	57	0	1914	4614
1 Hr Totals																					
2:00 - 3:00	12	0	21	0	33	19	0	0	0	19	20	442	4	0	466	3	415	13	0	431	949
2:15 - 3:15	8	0	21	0	29	24	0	1	0	25	25	473	3	0	501	2	461	17	0	480	1035
2:30 - 3:30	15	0	19	0	34	26	0	2	0	28	23	546	5	0	574	2	453	13	0	468	1104
2:45 - 3:45	18	0	16	0	34	32	0	2	0	34	20	584	5	0	609	5	469	19	0	493	1170
3:00 - 4:00	24	0	18	0	42	36	0	3	0	39	22	642	5	0	669	5	500	19	0	524	1274
3:15 - 4:15	28	0	17	0	45	33	0	2	0	35	22	636	7	0	665	5	490	15	0	510	1255
3:30 - 4:30	27	0	18	0	45	26	0	1	0	27	27	632	5	1	665	4	492	18	0	514	1251
3:45 - 4:45	23	0	24	0	47	24	0	1	0	25	33	614	5	1	653	1	474	12	0	487	1212
4:00 - 5:00	22	0	21	0	43	23	0	1	0	24	38	594	5	1	638	0	436	15	0	451	1156
4:15 - 5:15	23	0	23	0	46	25	0	2	0	27	37	615	4	1	657	0	436	15	0	451	1181
4:30 - 5:30	25	0	30	0	55	32	0	2	0	34	36	587	3	0	626	0	477	14	0	491	1206
4:45 - 5:45	25	0	23	0	48	26	0	4	0	30	32	605	4	0	641	2	486	15	0	503	1222
5:00 - 6:00	20	0	23	0	43	32	0	4	0	36	27	618	3	0	648	2	496	10	0	508	1235
PEAK HOUR																					
3:00 - 4:00	24	0	18	0	42	36	0	3	0	39	22	642	5	0	669	5	500	19	0	524	1274

PEDESTRIAN OBSERVATIONS - SUMMARY

Intersection of: South Street
and: Pine Street - Carter Street
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday



Star Rating: 4

TIME	NORTH LEG Pine Street	SOUTH LEG Carter Street	EAST LEG South Street	WEST LEG South Street	
AM					
7:00 - 7:15	0	0	0	0	
7:15 - 7:30	0	0	0	0	
7:30 - 7:45	0	0	0	0	
7:45 - 8:00	0	0	0	0	
8:00 - 8:15	0	0	0	0	
8:15 - 8:30	0	1	0	0	
8:30 - 8:45	0	0	0	0	
8:45 - 9:00	0	0	0	0	
TOTALS	0	1	0	0	
PM					
2:00 - 2:15	0	0	0	0	
2:15 - 2:30	0	1	0	0	
2:30 - 2:45	0	1	0	0	
2:45 - 3:00	1	0	0	0	
3:00 - 3:15	1	0	0	0	
3:15 - 3:30	1	1	0	0	
3:30 - 3:45	2	0	0	0	
3:45 - 4:00	3	1	0	0	
4:00 - 4:15	3	0	0	0	
4:15 - 4:30	5	0	0	0	
4:30 - 4:45	1	0	0	0	
4:45 - 5:00	0	0	0	0	
5:00 - 5:15	3	1	0	0	
5:15 - 5:30	2	0	0	0	
5:30 - 5:45	0	2	0	2	
5:45 - 6:00	6	0	0	0	
TOTALS	28	7	0	2	

VEHICLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: South Street
and: Osage Street
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday



Star Rating: 3

TIME	TRAFFIC FROM NORTH on: Osage Street					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: South Street					TRAFFIC FROM WEST on: South Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	0		0	0	0					0	0	42		0	42		89	1	0	90	132
7:15 - 7:30	0		0	0	0					0	0	56		0	56		87	0	0	87	143
7:30 - 7:45	0		0	0	0					0	0	66		0	66		101	1	0	102	168
7:45 - 8:00	0		0	0	0					0	1	102		0	103		159	1	0	160	263
8:00 - 8:15	0		0	0	0					0	1	126		0	127		139	0	0	139	266
8:15 - 8:30	0		0	0	0					0	6	108		0	114		143	0	0	143	257
8:30 - 8:45	0		0	0	0					0	2	101		0	103		119	0	0	119	222
8:45 - 9:00	0		0	0	0					0	0	109		0	109		111	2	0	113	222
2 Hr Totals	0	0	0	0	0	0	0	0	0	0	10	710	0	0	720	0	948	5	0	953	1673
1 Hr Totals																					
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	1	266	0	0	267	0	436	3	0	439	706
7:15 - 8:15	0	0	0	0	0	0	0	0	0	0	2	350	0	0	352	0	486	2	0	488	840
7:30 - 8:30	0	0	0	0	0	0	0	0	0	0	8	402	0	0	410	0	542	2	0	544	954
7:45 - 8:45	0	0	0	0	0	0	0	0	0	0	10	437	0	0	447	0	560	1	0	561	1008
8:00 - 9:00	0	0	0	0	0	0	0	0	0	0	9	444	0	0	453	0	512	2	0	514	967
PEAK HOUR																					
7:45 - 8:45	0	0	0	0	0	0	0	0	0	0	10	437	0	0	447	0	560	1	0	561	1008
PM																					
2:00 - 2:15	0		0	0	0					0	2	120		0	122		108	1	0	109	231
2:15 - 2:30	0		0	0	0					0	0	95		0	95		116	0	0	116	211
2:30 - 2:45	0		1	0	1					0	0	133		0	133		121	1	0	122	256
2:45 - 3:00	0		0	0	0					0	0	120		0	120		113	2	0	115	235
3:00 - 3:15	0		0	0	0					0	1	161		0	162		134	3	0	137	299
3:15 - 3:30	0		0	0	0					0	1	173		0	174		111	0	0	111	285
3:30 - 3:45	0		0	0	0					0	1	167		0	168		148	0	0	148	316
3:45 - 4:00	0		0	0	0					0	2	186		0	188		153	2	0	155	343
4:00 - 4:15	0		0	0	0					0	0	167		0	167		138	1	0	139	306
4:15 - 4:30	0		0	0	0					0	2	156		0	158		112	1	0	113	271
4:30 - 4:45	0		0	0	0					0	1	157		0	158		128	0	0	128	286
4:45 - 5:00	0		0	0	0					0	4	164		0	168		118	2	0	120	288
5:00 - 5:15	0		0	0	0					0	2	174		0	176		134	0	0	134	310
5:15 - 5:30	0		0	0	0					0	1	150		0	151		158	2	0	160	311
5:30 - 5:45	0		0	0	0					0	3	172		0	175		133	3	0	136	311
5:45 - 6:00	0		0	0	0					0	1	178		0	179		123	1	0	124	303
4 Hr Totals	0	0	1	0	1	0	0	0	0	0	21	2473	0	0	2494	0	2048	19	0	2067	4562
1 Hr Totals																					
2:00 - 3:00	0	0	1	0	1	0	0	0	0	0	2	468	0	0	470	0	458	4	0	462	933
2:15 - 3:15	0	0	1	0	1	0	0	0	0	0	1	509	0	0	510	0	484	6	0	490	1001
2:30 - 3:30	0	0	1	0	1	0	0	0	0	0	2	587	0	0	589	0	479	6	0	485	1075
2:45 - 3:45	0	0	0	0	0	0	0	0	0	0	3	621	0	0	624	0	506	5	0	511	1135
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	5	687	0	0	692	0	546	5	0	551	1243
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	4	693	0	0	697	0	550	3	0	553	1250
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	5	676	0	0	681	0	551	4	0	555	1236
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	5	666	0	0	671	0	531	4	0	535	1206
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	7	644	0	0	651	0	496	4	0	500	1151
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	9	651	0	0	660	0	492	3	0	495	1155
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	8	645	0	0	653	0	538	4	0	542	1195
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	10	660	0	0	670	0	543	7	0	550	1220
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	7	674	0	0	681	0	548	6	0	554	1235
PEAK HOUR																					
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	4	693	0	0	697	0	550	3	0	553	1250

PEDESTRIAN OBSERVATIONS - SUMMARY

Intersection of: South Street
and: Osage Street
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday



Star Rating: 3

TIME	NORTH LEG Osage Street	SOUTH LEG	EAST LEG South Street	WEST LEG South Street	
AM					
7:00 - 7:15	0		0	0	
7:15 - 7:30	1		0	0	
7:30 - 7:45	0		0	0	
7:45 - 8:00	0		0	0	
8:00 - 8:15	0		0	0	
8:15 - 8:30	0		0	0	
8:30 - 8:45	0		0	0	
8:45 - 9:00	0		0	1	
TOTALS	1	0	0	1	
PM					
2:00 - 2:15	0		0	0	
2:15 - 2:30	1		0	0	
2:30 - 2:45	1		2	1	
2:45 - 3:00	2		0	1	
3:00 - 3:15	2		1	1	
3:15 - 3:30	0		0	0	
3:30 - 3:45	2		0	0	
3:45 - 4:00	3		0	0	
4:00 - 4:15	0		0	0	
4:15 - 4:30	5		0	0	
4:30 - 4:45	0		0	0	
4:45 - 5:00	0		0	0	
5:00 - 5:15	2		0	1	
5:15 - 5:30	2		0	0	
5:30 - 5:45	0		0	0	
5:45 - 6:00	2		0	2	
TOTALS	22	0	3	6	

VEHICLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: South Street
and: Acton Street
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday



Star Rating: 4

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOTAL N + S + E + W	
	on: RIGHT	THRU	LEFT	U-TN	TOTAL	on: RIGHT	THRU	LEFT	U-TN	TOTAL	on: RIGHT	THRU	LEFT	U-TN	TOTAL	on: RIGHT	THRU	LEFT	U-TN	TOTAL		
AM																						
7:00 - 7:15	0					3		0	0	3		43	1	0	44		1	88		0	89	136
7:15 - 7:30	0					0		0	0	0		55	0	0	55		0	90		0	90	145
7:30 - 7:45	0					1		1	0	2		63	2	0	65		2	92		0	94	161
7:45 - 8:00	0					2		1	0	3		103	1	1	105		5	158		0	163	271
8:00 - 8:15	0					3		5	0	8		120	8	0	128		6	133		0	139	275
8:15 - 8:30	0					9		6	0	15		111	4	0	115		3	138		0	141	271
8:30 - 8:45	0					6		2	0	8		102	2	0	104		3	114		0	117	229
8:45 - 9:00	0					5		2	0	7		104	0	0	104		1	103		0	104	215
2 Hr Totals	0	0	0	0	0	29	0	17	0	46	0	701	18	1	720	21	916	0	0	937	1703	
1 Hr Totals																						
7:00 - 8:00	0	0	0	0	0	6	0	2	0	8	0	264	4	1	269	8	428	0	0	436	713	
7:15 - 8:15	0	0	0	0	0	6	0	7	0	13	0	341	11	1	353	13	473	0	0	486	852	
7:30 - 8:30	0	0	0	0	0	15	0	13	0	28	0	397	15	1	413	16	521	0	0	537	978	
7:45 - 8:45	0	0	0	0	0	20	0	14	0	34	0	436	15	1	452	17	543	0	0	560	1046	
8:00 - 9:00	0	0	0	0	0	23	0	15	0	38	0	437	14	0	451	13	488	0	0	501	990	
PEAK HOUR																						
7:45 - 8:45	0	0	0	0	0	20	0	14	0	34	0	436	15	1	452	17	543	0	0	560	1046	
PM																						
2:00 - 2:15	0					5		1	0	6		121	4	0	125		1	104		0	105	236
2:15 - 2:30	0					2		2	0	4		92	1	0	93		2	112		0	114	211
2:30 - 2:45	0					4		1	0	5		133	3	0	136		1	122		0	123	264
2:45 - 3:00	0					5		5	0	10		118	3	0	121		2	110		0	112	243
3:00 - 3:15	0					6		2	0	8		161	9	1	171		2	134		0	136	315
3:15 - 3:30	0					4		1	0	5		178	8	0	186		3	106		0	109	300
3:30 - 3:45	0					7		2	0	9		168	8	0	176		1	139		0	140	325
3:45 - 4:00	0					7		6	0	13		179	3	0	182		5	151		0	156	351
4:00 - 4:15	0					7		2	0	9		169	2	0	171		2	136		0	138	318
4:15 - 4:30	0					5		5	0	10		154	1	0	155		4	104		0	108	273
4:30 - 4:45	0					7		4	0	11		148	2	0	150		2	127		0	129	290
4:45 - 5:00	0					2		5	0	7		170	3	0	173		1	112		0	113	293
5:00 - 5:15	0					5		5	0	10		171	0	0	171		2	132		0	134	315
5:15 - 5:30	0					6		2	0	8		151	6	0	157		1	158		0	159	324
5:30 - 5:45	0					7		3	0	10		171	1	0	172		3	125		0	128	310
5:45 - 6:00	0					0		3	0	3		180	4	0	184		3	120		0	123	310
4 Hr Totals	0	0	0	0	0	79	0	49	0	128	0	2464	58	1	2523	35	1992	0	0	2027	4678	
1 Hr Totals																						
2:00 - 3:00	0	0	0	0	0	16	0	9	0	25	0	464	11	0	475	6	448	0	0	454	954	
2:15 - 3:15	0	0	0	0	0	17	0	10	0	27	0	504	16	1	521	7	478	0	0	485	1033	
2:30 - 3:30	0	0	0	0	0	19	0	9	0	28	0	590	23	1	614	8	472	0	0	480	1122	
2:45 - 3:45	0	0	0	0	0	22	0	10	0	32	0	625	28	1	654	8	489	0	0	497	1183	
3:00 - 4:00	0	0	0	0	0	24	0	11	0	35	0	686	28	1	715	11	530	0	0	541	1291	
3:15 - 4:15	0	0	0	0	0	25	0	11	0	36	0	694	21	0	715	11	532	0	0	543	1294	
3:30 - 4:30	0	0	0	0	0	26	0	15	0	41	0	670	14	0	684	12	530	0	0	542	1267	
3:45 - 4:45	0	0	0	0	0	26	0	17	0	43	0	650	8	0	658	13	518	0	0	531	1232	
4:00 - 5:00	0	0	0	0	0	21	0	16	0	37	0	641	8	0	649	9	479	0	0	488	1174	
4:15 - 5:15	0	0	0	0	0	19	0	19	0	38	0	643	6	0	649	9	475	0	0	484	1171	
4:30 - 5:30	0	0	0	0	0	20	0	16	0	36	0	640	11	0	651	6	529	0	0	535	1222	
4:45 - 5:45	0	0	0	0	0	20	0	15	0	35	0	663	10	0	673	7	527	0	0	534	1242	
5:00 - 6:00	0	0	0	0	0	18	0	13	0	31	0	673	11	0	684	9	535	0	0	544	1259	
PEAK HOUR																						
3:15 - 4:15	0	0	0	0	0	25	0	11	0	36	0	694	21	0	715	11	532	0	0	543	1294	

PEDESTRIAN OBSERVATIONS - SUMMARY

Intersection of: South Street
and: Acton Street
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday



Star Rating: 4

TIME	NORTH LEG	SOUTH LEG Acton Street	EAST LEG South Street	WEST LEG South Street	
AM					
7:00 - 7:15		0	1	0	
7:15 - 7:30		1	0	0	
7:30 - 7:45		0	0	0	
7:45 - 8:00		0	0	0	
8:00 - 8:15		0	2	0	
8:15 - 8:30		1	0	0	
8:30 - 8:45		1	0	0	
8:45 - 9:00		1	0	0	
TOTALS	0	4	3	0	
PM					
2:00 - 2:15		2	0	0	
2:15 - 2:30		1	0	0	
2:30 - 2:45		0	0	0	
2:45 - 3:00		3	0	0	
3:00 - 3:15		1	0	0	
3:15 - 3:30		0	0	0	
3:30 - 3:45		3	3	0	
3:45 - 4:00		3	0	0	
4:00 - 4:15		0	0	0	
4:15 - 4:30		1	2	0	
4:30 - 4:45		0	1	0	
4:45 - 5:00		0	4	0	
5:00 - 5:15		6	1	3	
5:15 - 5:30		0	1	0	
5:30 - 5:45		2	0	0	
5:45 - 6:00		1	0	0	
TOTALS	0	23	12	3	

VEHICLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: South Street
and: Cloud Street
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday



Star Rating: 3

TIME	TRAFFIC FROM NORTH Cloud Street					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST South Street					TRAFFIC FROM WEST South Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	1		0	0	1					0	1	43		0	44		71	0	0	71	116
7:15 - 7:30	0		0	0	0					0	2	56		0	58		83	2	0	85	143
7:30 - 7:45	0		2	0	2					0	4	67		0	71		86	2	0	88	161
7:45 - 8:00	0		0	0	0					0	4	107		0	111		145	5	0	150	261
8:00 - 8:15	2		1	0	3					0	4	125		0	129		130	5	0	135	267
8:15 - 8:30	1		1	0	2					0	8	113		0	121		138	10	0	148	271
8:30 - 8:45	2		0	0	2					0	6	104		0	110		119	4	0	123	235
8:45 - 9:00	1		0	0	1					0	3	107		0	110		108	3	0	111	222
2 Hr Totals	7	0	4	0	11	0	0	0	0	0	32	722	0	0	754	0	880	31	0	911	1676
1 Hr Totals																					
7:00 - 8:00	1	0	2	0	3	0	0	0	0	0	11	273	0	0	284	0	385	9	0	394	681
7:15 - 8:15	2	0	3	0	5	0	0	0	0	0	14	355	0	0	369	0	444	14	0	458	832
7:30 - 8:30	3	0	4	0	7	0	0	0	0	0	20	412	0	0	432	0	499	22	0	521	960
7:45 - 8:45	5	0	2	0	7	0	0	0	0	0	22	449	0	0	471	0	532	24	0	556	1034
8:00 - 9:00	6	0	2	0	8	0	0	0	0	0	21	449	0	0	470	0	495	22	0	517	995
PEAK HOUR																					
7:45 - 8:45	5	0	2	0	7	0	0	0	0	0	22	449	0	0	471	0	532	24	0	556	1034
PM																					
2:00 - 2:15	1		5	0	6					0	8	122		0	130		98	5	0	103	239
2:15 - 2:30	2		3	0	5					0	5	92		0	97		103	6	0	109	211
2:30 - 2:45	1		2	0	3					0	7	137		0	144		125	1	0	126	273
2:45 - 3:00	3		1	0	4					0	5	116		0	121		103	6	0	109	234
3:00 - 3:15	2		3	0	5					0	9	168		0	177		129	7	0	136	318
3:15 - 3:30	2		3	0	5					0	12	176		0	188		111	6	0	117	310
3:30 - 3:45	4		0	0	4					0	6	174		0	180		135	8	0	143	327
3:45 - 4:00	4		3	0	7					0	13	178		0	191		148	9	0	157	355
4:00 - 4:15	2		3	0	5					0	7	165		0	172		138	5	0	143	320
4:15 - 4:30	4		1	0	5					0	6	146		0	152		100	7	0	107	264
4:30 - 4:45	4		5	0	9					0	8	150		0	158		129	8	0	137	304
4:45 - 5:00	3		1	0	4					0	8	169		0	177		108	5	0	113	294
5:00 - 5:15	0		1	0	1					0	11	167		0	178		125	5	0	130	309
5:15 - 5:30	2		1	0	3					0	6	153		0	159		150	8	0	158	320
5:30 - 5:45	4		3	0	7					0	12	165		0	177		128	2	0	130	314
5:45 - 6:00	2		3	0	5					0	6	184		0	190		109	2	0	111	306
4 Hr Totals	40	0	38	0	78	0	0	0	0	0	129	2462	0	0	2591	0	1939	90	0	2029	4698
1 Hr Totals																					
2:00 - 3:00	7	0	11	0	18	0	0	0	0	0	25	467	0	0	492	0	429	18	0	447	957
2:15 - 3:15	8	0	9	0	17	0	0	0	0	0	26	513	0	0	539	0	460	20	0	480	1036
2:30 - 3:30	8	0	9	0	17	0	0	0	0	0	33	597	0	0	630	0	468	20	0	488	1135
2:45 - 3:45	11	0	7	0	18	0	0	0	0	0	32	634	0	0	666	0	478	27	0	505	1189
3:00 - 4:00	12	0	9	0	21	0	0	0	0	0	40	696	0	0	736	0	523	30	0	553	1310
3:15 - 4:15	12	0	9	0	21	0	0	0	0	0	38	693	0	0	731	0	532	28	0	560	1312
3:30 - 4:30	14	0	7	0	21	0	0	0	0	0	32	663	0	0	695	0	521	29	0	550	1266
3:45 - 4:45	14	0	12	0	26	0	0	0	0	0	34	639	0	0	673	0	515	29	0	544	1243
4:00 - 5:00	13	0	10	0	23	0	0	0	0	0	29	630	0	0	659	0	475	25	0	500	1182
4:15 - 5:15	11	0	8	0	19	0	0	0	0	0	33	632	0	0	665	0	462	25	0	487	1171
4:30 - 5:30	9	0	8	0	17	0	0	0	0	0	33	639	0	0	672	0	512	26	0	538	1227
4:45 - 5:45	9	0	6	0	15	0	0	0	0	0	37	654	0	0	691	0	511	20	0	531	1237
5:00 - 6:00	8	0	8	0	16	0	0	0	0	0	35	669	0	0	704	0	512	17	0	529	1249
PEAK HOUR																					
3:15 - 4:15	12	0	9	0	21	0	0	0	0	0	38	693	0	0	731	0	532	28	0	560	1312

PEDESTRIAN OBSERVATIONS - SUMMARY

Intersection of: South Street
and: Cloud Street
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday



Star Rating: 3

TIME	NORTH LEG Cloud Street	SOUTH LEG	EAST LEG South Street	WEST LEG South Street	
AM					
7:00 - 7:15	0		0	0	
7:15 - 7:30	1		0	0	
7:30 - 7:45	0		0	0	
7:45 - 8:00	2		0	0	
8:00 - 8:15	1		0	0	
8:15 - 8:30	0		0	0	
8:30 - 8:45	0		0	0	
8:45 - 9:00	0		0	0	
TOTALS	4	0	0	0	
PM					
2:00 - 2:15	0		0	0	
2:15 - 2:30	1		0	0	
2:30 - 2:45	0		0	0	
2:45 - 3:00	2		0	0	
3:00 - 3:15	4		0	0	
3:15 - 3:30	3		0	0	
3:30 - 3:45	2		0	0	
3:45 - 4:00	2		1	0	
4:00 - 4:15	0		0	0	
4:15 - 4:30	2		0	0	
4:30 - 4:45	2		0	0	
4:45 - 5:00	0		0	0	
5:00 - 5:15	4		0	0	
5:15 - 5:30	4		0	0	
5:30 - 5:45	0		0	0	
5:45 - 6:00	2		0	0	
TOTALS	28	0	1	0	

VEHICLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: South Street
and: Hill Street
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday



Star Rating: 3

TIME	TRAFFIC FROM NORTH					TRAFFIC FROM SOUTH					TRAFFIC FROM EAST					TRAFFIC FROM WEST					TOTAL N + S + E + W
	on: RIGHT	THRU	LEFT	U-TN	TOTAL	on: RIGHT	THRU	LEFT	U-TN	TOTAL	on: RIGHT	THRU	LEFT	U-TN	TOTAL	on: RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15					0	2		0	0	2		47	2	0	49	0	84		0	84	135
7:15 - 7:30					0	2		2	0	4		54	2	0	56	1	88		0	89	149
7:30 - 7:45					0	5		1	0	6		72	7	0	79	0	96		0	96	181
7:45 - 8:00					0	1		1	0	2		109	7	0	116	2	147		0	149	267
8:00 - 8:15					0	9		3	0	12		130	8	1	139	1	128		0	129	280
8:15 - 8:30					0	5		3	0	8		119	6	0	125	1	136		0	137	270
8:30 - 8:45					0	4		0	0	4		105	0	0	105	1	117		0	118	227
8:45 - 9:00					0	6		2	0	8		108	5	0	113	0	104		0	104	225
2 Hr Totals	0	0	0	0	0	34	0	12	0	46	0	744	37	1	782	6	900	0	0	906	1734
1 Hr Totals																					
7:00 - 8:00	0	0	0	0	0	10	0	4	0	14	0	282	18	0	300	3	415	0	0	418	732
7:15 - 8:15	0	0	0	0	0	17	0	7	0	24	0	365	24	1	390	4	459	0	0	463	877
7:30 - 8:30	0	0	0	0	0	20	0	8	0	28	0	430	28	1	459	4	507	0	0	511	998
7:45 - 8:45	0	0	0	0	0	19	0	7	0	26	0	463	21	1	485	5	528	0	0	533	1044
8:00 - 9:00	0	0	0	0	0	24	0	8	0	32	0	462	19	1	482	3	485	0	0	488	1002
PEAK HOUR																					
7:45 - 8:45	0	0	0	0	0	19	0	7	0	26	0	463	21	1	485	5	528	0	0	533	1044
PM																					
2:00 - 2:15					0	9		1	0	10		124	5	0	129	1	104		0	105	244
2:15 - 2:30					0	5		3	0	8		101	10	0	111	0	105		0	105	224
2:30 - 2:45					0	5		4	0	9		144	7	0	151	0	134		0	134	294
2:45 - 3:00					0	10		5	0	15		120	6	0	126	4	101		0	105	246
3:00 - 3:15					0	10		2	0	12		169	11	0	180	3	126		0	129	321
3:15 - 3:30					0	5		9	0	14		179	9	0	188	0	115		0	115	317
3:30 - 3:45					0	11		1	0	12		176	7	0	183	2	134		0	136	331
3:45 - 4:00					0	10		4	0	14		190	7	0	197	1	144		0	145	356
4:00 - 4:15					0	13		1	0	14		173	10	1	184	1	134		0	135	333
4:15 - 4:30					0	12		1	0	13		156	12	0	168	3	95		0	98	279
4:30 - 4:45					0	16		2	0	18		157	7	0	164	4	127		0	131	313
4:45 - 5:00					0	14		5	2	21		180	10	0	190	4	109		0	113	324
5:00 - 5:15					0	15		4	0	19		165	9	0	174	5	118		0	123	316
5:15 - 5:30					0	12		3	0	15		158	11	0	169	5	151		0	156	340
5:30 - 5:45					0	9		4	0	13		178	8	0	186	3	132		0	135	334
5:45 - 6:00					0	14		3	0	17		189	4	0	193	4	109		0	113	323
4 Hr Totals	0	0	0	0	0	170	0	52	2	224	0	2559	133	1	2693	40	1938	0	0	1978	4895
1 Hr Totals																					
2:00 - 3:00	0	0	0	0	0	29	0	13	0	42	0	489	28	0	517	5	444	0	0	449	1008
2:15 - 3:15	0	0	0	0	0	30	0	14	0	44	0	534	34	0	568	7	466	0	0	473	1085
2:30 - 3:30	0	0	0	0	0	30	0	20	0	50	0	612	33	0	645	7	476	0	0	483	1178
2:45 - 3:45	0	0	0	0	0	36	0	17	0	53	0	644	33	0	677	9	476	0	0	485	1215
3:00 - 4:00	0	0	0	0	0	36	0	16	0	52	0	714	34	0	748	6	519	0	0	525	1325
3:15 - 4:15	0	0	0	0	0	39	0	15	0	54	0	718	33	1	752	4	527	0	0	531	1337
3:30 - 4:30	0	0	0	0	0	46	0	7	0	53	0	695	36	1	732	7	507	0	0	514	1299
3:45 - 4:45	0	0	0	0	0	51	0	8	0	59	0	676	36	1	713	9	500	0	0	509	1281
4:00 - 5:00	0	0	0	0	0	55	0	9	2	66	0	666	39	1	706	12	465	0	0	477	1249
4:15 - 5:15	0	0	0	0	0	57	0	12	2	71	0	658	38	0	696	16	449	0	0	465	1232
4:30 - 5:30	0	0	0	0	0	57	0	14	2	73	0	660	37	0	697	18	505	0	0	523	1293
4:45 - 5:45	0	0	0	0	0	50	0	16	2	68	0	681	38	0	719	17	510	0	0	527	1314
5:00 - 6:00	0	0	0	0	0	50	0	14	0	64	0	690	32	0	722	17	510	0	0	527	1313
PEAK HOUR																					
3:15 - 4:15	0	0	0	0	0	39	0	15	0	54	0	718	33	1	752	4	527	0	0	531	1337

PEDESTRIAN OBSERVATIONS - SUMMARY

Intersection of: South Street
and: Hill Street
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday
The Traffic Group
Star Rating: 3

TIME	NORTH LEG	SOUTH LEG Hill Street	EAST LEG South Street	WEST LEG South Street	
AM					
7:00 - 7:15		0	0	0	
7:15 - 7:30		0	1	1	
7:30 - 7:45		0	1	0	
7:45 - 8:00		0	0	0	
8:00 - 8:15		0	3	0	
8:15 - 8:30		1	2	0	
8:30 - 8:45		1	0	0	
8:45 - 9:00		1	0	0	
TOTALS	0	3	7	1	
PM					
2:00 - 2:15		0	3	0	
2:15 - 2:30		2	2	0	
2:30 - 2:45		0	0	0	
2:45 - 3:00		2	3	0	
3:00 - 3:15		2	10	0	
3:15 - 3:30		0	6	0	
3:30 - 3:45		3	1	0	
3:45 - 4:00		3	0	0	
4:00 - 4:15		2	0	0	
4:15 - 4:30		0	2	0	
4:30 - 4:45		2	4	0	
4:45 - 5:00		2	0	0	
5:00 - 5:15		0	0	0	
5:15 - 5:30		0	0	0	
5:30 - 5:45		0	0	0	
5:45 - 6:00		0	0	0	
TOTALS	0	18	31	0	

VEHICLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: South Street
and: Blue Ridge Ave - Royal Plaza Entrance A
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday



Star Rating: 3

TIME	TRAFFIC FROM NORTH on: Blue Ridge Avenue					TRAFFIC FROM SOUTH on: Royal Plaza Entrance A					TRAFFIC FROM EAST on: South Street					TRAFFIC FROM WEST on: South Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	3	1	6	0	10	0	0	2	0	2	3	40	0	0	43	0	88	3	0	91	146
7:15 - 7:30	5	1	9	0	15	1	0	0	0	1	3	50	0	0	53	1	87	3	0	91	160
7:30 - 7:45	6	0	7	0	13	2	0	0	0	2	3	69	2	1	75	2	95	1	0	98	188
7:45 - 8:00	11	1	8	0	20	0	0	0	1	1	2	104	2	1	109	3	139	6	0	148	278
8:00 - 8:15	11	0	6	0	17	2	0	0	0	2	2	123	5	0	130	3	126	7	0	136	285
8:15 - 8:30	14	0	12	0	26	1	0	3	0	4	9	113	4	0	126	5	134	8	0	147	303
8:30 - 8:45	11	3	5	0	19	0	0	0	0	0	2	92	4	0	98	2	113	2	0	117	234
8:45 - 9:00	17	1	9	0	27	1	0	2	0	3	6	94	2	0	102	6	108	3	0	117	249
2 Hr Totals	78	7	62	0	147	7	0	7	1	15	30	685	19	2	736	22	890	33	0	945	1843
1 Hr Totals																					
7:00 - 8:00	25	3	30	0	58	3	0	2	1	6	11	263	4	2	280	6	409	13	0	428	772
7:15 - 8:15	33	2	30	0	65	5	0	0	1	6	10	346	9	2	367	9	447	17	0	473	911
7:30 - 8:30	42	1	33	0	76	5	0	3	1	9	16	409	13	2	440	13	494	22	0	529	1054
7:45 - 8:45	47	4	31	0	82	3	0	3	1	7	15	432	15	1	463	13	512	23	0	548	1100
8:00 - 9:00	53	4	32	0	89	4	0	5	0	9	19	422	15	0	456	16	481	20	0	517	1071
PEAK HOUR																					
7:45 - 8:45	47	4	31	0	82	3	0	3	1	7	15	432	15	1	463	13	512	23	0	548	1100
PM																					
2:00 - 2:15	16	2	11	0	29	3	0	5	0	8	3	112	3	2	120	5	108	3	0	116	273
2:15 - 2:30	9	2	8	0	19	6	0	0	0	6	0	98	1	0	99	8	92	5	0	105	229
2:30 - 2:45	14	1	6	0	21	2	0	1	0	3	6	129	1	0	136	6	124	7	0	137	297
2:45 - 3:00	7	6	11	0	24	1	1	2	0	4	2	119	1	0	122	6	102	4	0	112	262
3:00 - 3:15	12	3	4	0	19	4	0	1	0	5	6	167	1	0	174	5	120	6	0	131	329
3:15 - 3:30	20	4	4	0	28	3	1	0	0	4	7	169	1	0	177	3	108	5	0	116	325
3:30 - 3:45	17	1	9	0	27	3	1	3	0	7	9	176	2	0	187	7	129	7	0	143	364
3:45 - 4:00	16	1	7	0	24	5	0	3	0	8	8	174	0	0	182	7	136	10	0	153	367
4:00 - 4:15	24	6	12	0	42	2	0	3	0	5	2	151	3	1	157	11	127	8	0	146	350
4:15 - 4:30	14	2	7	0	23	4	1	2	0	7	5	145	1	0	151	4	102	6	0	112	293
4:30 - 4:45	13	10	4	0	27	5	0	0	0	5	6	157	0	0	163	2	140	1	0	143	338
4:45 - 5:00	17	1	8	0	26	1	0	2	0	3	7	157	0	0	164	5	109	2	0	116	309
5:00 - 5:15	12	3	14	0	29	0	0	2	0	2	8	168	1	2	179	6	124	6	0	136	346
5:15 - 5:30	9	7	6	0	22	3	0	1	0	4	4	160	2	0	166	6	150	7	0	163	355
5:30 - 5:45	16	2	10	0	28	4	0	2	0	6	7	166	2	0	175	15	119	6	0	140	349
5:45 - 6:00	7	2	11	0	20	6	1	3	0	10	9	177	2	0	188	3	113	2	0	118	336
4 Hr Totals	223	53	132	0	408	52	5	30	0	87	89	2425	21	5	2540	99	1903	85	0	2087	5122
1 Hr Totals																					
2:00 - 3:00	46	11	36	0	93	12	1	8	0	21	11	458	6	2	477	25	426	19	0	470	1061
2:15 - 3:15	42	12	29	0	83	13	1	4	0	18	14	513	4	0	531	25	438	22	0	485	1117
2:30 - 3:30	53	14	25	0	92	10	2	4	0	16	21	584	4	0	609	20	454	22	0	496	1213
2:45 - 3:45	56	14	28	0	98	11	3	6	0	20	24	631	5	0	660	21	459	22	0	502	1280
3:00 - 4:00	65	9	24	0	98	15	2	7	0	24	30	686	4	0	720	22	493	28	0	543	1385
3:15 - 4:15	77	12	32	0	121	13	2	9	0	24	26	670	6	1	703	28	500	30	0	558	1406
3:30 - 4:30	71	10	35	0	116	14	2	11	0	27	24	646	6	1	677	29	494	31	0	554	1374
3:45 - 4:45	67	19	30	0	116	16	1	8	0	25	21	627	4	1	653	24	505	25	0	554	1348
4:00 - 5:00	68	19	31	0	118	12	1	7	0	20	20	610	4	1	635	22	478	17	0	517	1290
4:15 - 5:15	56	16	33	0	105	10	1	6	0	17	26	627	2	2	657	17	475	15	0	507	1286
4:30 - 5:30	51	21	32	0	104	9	0	5	0	14	25	642	3	2	672	19	523	16	0	558	1348
4:45 - 5:45	54	13	38	0	105	8	0	7	0	15	26	651	5	2	684	32	502	21	0	555	1359
5:00 - 6:00	44	14	41	0	99	13	1	8	0	22	28	671	7	2	708	30	506	21	0	557	1386
PEAK HOUR																					
3:15 - 4:15	77	12	32	0	121	13	2	9	0	24	26	670	6	1	703	28	500	30	0	558	1406

PEDESTRIAN OBSERVATIONS - SUMMARY

Intersection of: South Street
and: Blue Ridge Ave - Royal Plaza Entrance A
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday
The Traffic Group
Star Rating: 3

TIME	NORTH LEG Blue Ridge Avenue	SOUTH LEG Royal Plaza Entrance A	EAST LEG South Street	WEST LEG South Street	
AM					
7:00 - 7:15	0	0	0	0	
7:15 - 7:30	3	0	1	0	
7:30 - 7:45	0	0	0	2	
7:45 - 8:00	1	1	1	0	
8:00 - 8:15	1	0	0	0	
8:15 - 8:30	0	0	0	0	
8:30 - 8:45	0	0	0	0	
8:45 - 9:00	0	1	0	0	
TOTALS	5	2	2	2	
PM					
2:00 - 2:15	0	2	1	2	
2:15 - 2:30	5	1	0	0	
2:30 - 2:45	0	0	0	0	
2:45 - 3:00	0	2	0	0	
3:00 - 3:15	3	0	0	1	
3:15 - 3:30	4	0	1	0	
3:30 - 3:45	2	3	0	3	
3:45 - 4:00	0	0	0	1	
4:00 - 4:15	3	0	0	0	
4:15 - 4:30	3	0	0	0	
4:30 - 4:45	8	0	0	2	
4:45 - 5:00	13	0	0	2	
5:00 - 5:15	3	0	2	0	
5:15 - 5:30	5	2	3	0	
5:30 - 5:45	1	0	1	1	
5:45 - 6:00	0	1	0	1	
TOTALS	50	11	8	13	

VEHICLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: South Street
and: Royal Plaza Entrance B
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday



Star Rating: 4

TIME	TRAFFIC FROM NORTH Commercial Entrance					TRAFFIC FROM SOUTH Royal Plaza Entrance B					TRAFFIC FROM EAST South Street					TRAFFIC FROM WEST South Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	8	0	0	0	8	2	1	8	0	11	12	29	4	0	45	10	84	1	0	95	159
7:15 - 7:30	4	0	0	0	4	0	1	5	0	6	14	38	3	0	55	3	82	1	0	86	151
7:30 - 7:45	7	0	1	0	8	5	0	13	0	18	11	52	5	0	68	8	89	1	0	98	192
7:45 - 8:00	8	0	0	0	8	8	0	6	0	14	15	81	6	0	102	10	129	2	0	141	265
8:00 - 8:15	9	0	0	0	9	10	0	10	0	20	20	98	4	0	122	9	114	1	0	124	275
8:15 - 8:30	7	0	0	0	7	6	0	8	0	14	15	87	14	0	116	11	135	1	0	147	284
8:30 - 8:45	9	0	0	0	9	16	0	13	0	29	11	64	12	1	88	17	95	0	0	112	238
8:45 - 9:00	10	0	0	0	10	11	0	15	0	26	13	66	14	0	93	16	89	0	0	105	234
2 Hr Totals	62	0	1	0	63	58	2	78	0	138	111	515	62	1	689	84	817	7	0	908	1798
1 Hr Totals																					
7:00 - 8:00	27	0	1	0	28	15	2	32	0	49	52	200	18	0	270	31	384	5	0	420	767
7:15 - 8:15	28	0	1	0	29	23	1	34	0	58	60	269	18	0	347	30	414	5	0	449	883
7:30 - 8:30	31	0	1	0	32	29	0	37	0	66	61	318	29	0	408	38	467	5	0	510	1016
7:45 - 8:45	33	0	0	0	33	40	0	37	0	77	61	330	36	1	428	47	473	4	0	524	1062
8:00 - 9:00	35	0	0	0	35	43	0	46	0	89	59	315	44	1	419	53	433	2	0	488	1031
PEAK HOUR																					
7:45 - 8:45	33	0	0	0	33	40	0	37	0	77	61	330	36	1	428	47	473	4	0	524	1062
PM																					
2:00 - 2:15	10	0	0	0	10	20	2	20	0	42	13	93	11	0	117	22	96	1	0	119	288
2:15 - 2:30	9	0	0	0	9	19	3	22	0	44	13	63	10	0	86	21	84	1	0	106	245
2:30 - 2:45	14	0	0	0	14	25	0	36	0	61	10	90	13	0	113	23	104	0	0	127	315
2:45 - 3:00	8	0	1	0	9	31	0	17	0	48	13	97	16	1	127	23	87	0	0	110	294
3:00 - 3:15	10	0	0	0	10	22	1	34	0	57	12	128	15	0	155	21	102	2	0	125	347
3:15 - 3:30	13	0	0	0	13	26	4	34	0	64	19	138	16	0	173	18	93	1	0	112	362
3:30 - 3:45	14	0	0	0	14	22	2	35	0	59	15	140	23	0	178	29	108	4	0	141	392
3:45 - 4:00	12	0	0	0	12	23	2	34	0	59	11	133	13	0	157	26	109	3	0	138	366
4:00 - 4:15	8	0	1	0	9	27	3	32	0	62	10	126	21	0	157	31	109	2	0	142	370
4:15 - 4:30	12	0	0	0	12	27	0	41	0	68	8	112	12	0	132	25	84	0	0	109	321
4:30 - 4:45	13	0	0	0	13	22	3	32	0	57	12	129	17	0	158	30	110	0	0	140	368
4:45 - 5:00	14	0	0	0	14	34	1	31	0	66	14	135	15	0	164	26	90	0	0	116	360
5:00 - 5:15	11	0	0	0	11	25	0	43	0	68	16	126	15	0	157	24	108	0	0	132	368
5:15 - 5:30	9	0	0	0	9	23	4	34	0	61	7	126	14	0	147	27	120	2	0	149	366
5:30 - 5:45	7	0	1	0	8	23	3	40	0	66	12	85	17	0	114	26	100	1	0	127	315
5:45 - 6:00	11	0	0	0	11	22	0	45	0	67	5	73	23	0	101	27	103	3	0	133	312
4 Hr Totals	175	0	3	0	178	391	28	530	0	949	190	1794	251	1	2236	399	1607	20	0	2026	5389
1 Hr Totals																					
2:00 - 3:00	41	0	1	0	42	95	5	95	0	195	49	343	50	1	443	89	371	2	0	462	1142
2:15 - 3:15	41	0	1	0	42	97	4	109	0	210	48	378	54	1	481	88	377	3	0	468	1201
2:30 - 3:30	45	0	1	0	46	104	5	121	0	230	54	453	60	1	568	85	386	3	0	474	1318
2:45 - 3:45	45	0	1	0	46	101	7	120	0	228	59	503	70	1	633	91	390	7	0	488	1395
3:00 - 4:00	49	0	0	0	49	93	9	137	0	239	57	539	67	0	663	94	412	10	0	516	1467
3:15 - 4:15	47	0	1	0	48	98	11	135	0	244	55	537	73	0	665	104	419	10	0	533	1490
3:30 - 4:30	46	0	1	0	47	99	7	142	0	248	44	511	69	0	624	111	410	9	0	530	1449
3:45 - 4:45	45	0	1	0	46	99	8	139	0	246	41	500	63	0	604	112	412	5	0	529	1425
4:00 - 5:00	47	0	1	0	48	110	7	136	0	253	44	502	65	0	611	112	393	2	0	507	1419
4:15 - 5:15	50	0	0	0	50	108	4	147	0	259	50	502	59	0	611	105	392	0	0	497	1417
4:30 - 5:30	47	0	0	0	47	104	8	140	0	252	49	516	61	0	626	107	428	2	0	537	1462
4:45 - 5:45	41	0	1	0	42	105	8	148	0	261	49	472	61	0	582	103	418	3	0	524	1409
5:00 - 6:00	38	0	1	0	39	93	7	162	0	262	40	410	69	0	519	104	431	6	0	541	1361
PEAK HOUR																					
3:15 - 4:15	47	0	1	0	48	98	11	135	0	244	55	537	73	0	665	104	419	10	0	533	1490

PEDESTRIAN OBSERVATIONS - SUMMARY

Intersection of: South Street
and: Royal Plaza Entrance B
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday
Star Rating: 4


TIME	NORTH LEG Commercial Entrance	SOUTH LEG Royal Plaza Entrance B	EAST LEG South Street	WEST LEG South Street	
AM					
7:00 - 7:15	0	0	0	0	
7:15 - 7:30	0	4	0	0	
7:30 - 7:45	0	0	0	0	
7:45 - 8:00	0	0	0	0	
8:00 - 8:15	0	0	0	0	
8:15 - 8:30	0	0	1	0	
8:30 - 8:45	0	0	0	0	
8:45 - 9:00	0	1	0	0	
TOTALS	0	5	1	0	
PM					
2:00 - 2:15	0	4	3	0	
2:15 - 2:30	0	0	6	0	
2:30 - 2:45	0	0	2	0	
2:45 - 3:00	0	2	6	0	
3:00 - 3:15	0	0	1	0	
3:15 - 3:30	0	0	0	0	
3:30 - 3:45	0	0	0	1	
3:45 - 4:00	0	0	0	0	
4:00 - 4:15	0	0	0	0	
4:15 - 4:30	0	0	2	0	
4:30 - 4:45	0	0	0	0	
4:45 - 5:00	0	2	0	0	
5:00 - 5:15	0	0	4	0	
5:15 - 5:30	0	3	2	0	
5:30 - 5:45	0	0	0	0	
5:45 - 6:00	0	2	2	0	
TOTALS	0	13	28	1	

VEHICLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: South Street
and: Commercial Entrance - Royal Plaza Entrance C
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday



Star Rating: 3

TIME	TRAFFIC FROM NORTH Commercial Entrance					TRAFFIC FROM SOUTH Royal Plaza Entrance C					TRAFFIC FROM EAST South Street					TRAFFIC FROM WEST South Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	0	0	0	0	0	2	0	0	0	2	0	49	3	0	52	3	74	0	0	77	131
7:15 - 7:30	0	0	0	0	0	8	0	0	0	8	0	51	8	0	59	1	88	0	0	89	156
7:30 - 7:45	0	0	0	0	0	1	0	2	0	3	0	56	8	0	64	6	83	0	0	89	156
7:45 - 8:00	0	0	0	0	0	7	0	2	0	9	0	110	7	0	117	5	121	0	0	126	252
8:00 - 8:15	0	0	0	0	0	6	0	0	0	6	0	137	15	0	152	3	128	0	0	131	289
8:15 - 8:30	0	0	0	0	0	9	0	2	0	11	0	120	18	0	138	9	122	0	0	131	280
8:30 - 8:45	0	0	0	0	0	10	0	3	1	14	0	90	22	0	112	10	95	0	0	105	231
8:45 - 9:00	0	0	0	0	0	9	0	4	0	13	0	91	25	0	116	10	97	1	0	108	237
2 Hr Totals	0	0	0	0	0	52	0	13	1	66	0	704	106	0	810	47	808	1	0	856	1732
1 Hr Totals																					
7:00 - 8:00	0	0	0	0	0	18	0	4	0	22	0	266	26	0	292	15	366	0	0	381	695
7:15 - 8:15	0	0	0	0	0	22	0	4	0	26	0	354	38	0	392	15	420	0	0	435	853
7:30 - 8:30	0	0	0	0	0	23	0	6	0	29	0	423	48	0	471	23	454	0	0	477	977
7:45 - 8:45	0	0	0	0	0	32	0	7	1	40	0	457	62	0	519	27	466	0	0	493	1052
8:00 - 9:00	0	0	0	0	0	34	0	9	1	44	0	438	80	0	518	32	442	1	0	475	1037
PEAK HOUR																					
7:45 - 8:45	0	0	0	0	0	32	0	7	1	40	0	457	62	0	519	27	466	0	0	493	1052
PM																					
2:00 - 2:15	1	0	0	0	1	27	0	3	0	30	0	108	29	0	137	9	106	0	0	115	283
2:15 - 2:30	0	0	0	0	0	27	0	5	0	32	1	84	43	0	128	9	89	0	0	98	258
2:30 - 2:45	0	0	0	0	0	26	0	4	0	30	0	117	26	0	143	10	117	0	0	127	300
2:45 - 3:00	0	0	0	0	0	38	0	3	0	41	3	125	32	0	160	5	117	0	1	123	324
3:00 - 3:15	2	1	0	0	3	26	0	3	0	29	0	146	46	0	192	9	110	1	0	120	344
3:15 - 3:30	2	0	0	0	2	29	0	4	0	33	0	159	51	0	210	12	110	1	0	123	368
3:30 - 3:45	0	1	0	0	1	43	0	2	0	45	2	174	52	0	228	5	118	2	0	125	399
3:45 - 4:00	4	0	0	0	4	34	0	4	0	38	0	159	59	0	218	11	115	0	0	126	386
4:00 - 4:15	0	0	1	0	1	34	0	0	0	34	0	137	63	0	200	12	122	1	0	135	370
4:15 - 4:30	0	0	0	0	0	24	0	6	0	30	0	144	49	1	194	9	106	0	0	115	339
4:30 - 4:45	0	0	0	0	0	47	0	7	0	54	1	140	51	1	193	9	118	0	0	127	374
4:45 - 5:00	1	0	0	0	1	52	0	4	0	56	2	159	51	0	212	7	117	1	0	125	394
5:00 - 5:15	3	0	0	0	3	34	0	8	1	43	1	147	47	0	195	8	122	1	0	131	372
5:15 - 5:30	1	0	0	0	1	29	0	3	0	32	1	145	37	0	183	12	127	0	0	139	355
5:30 - 5:45	1	0	0	0	1	36	0	5	0	41	0	161	43	0	204	10	121	1	0	132	378
5:45 - 6:00	0	0	0	0	0	41	0	6	0	47	0	163	48	0	211	9	104	0	0	113	371
4 Hr Totals	15	2	1	0	18	547	0	67	1	615	11	2268	727	2	3008	146	1819	8	1	1974	5615
1 Hr Totals																					
2:00 - 3:00	1	0	0	0	1	118	0	15	0	133	4	434	130	0	568	33	429	0	1	463	1165
2:15 - 3:15	2	1	0	0	3	117	0	15	0	132	4	472	147	0	623	33	433	1	1	468	1226
2:30 - 3:30	4	1	0	0	5	119	0	14	0	133	3	547	155	0	705	36	454	2	1	493	1336
2:45 - 3:45	4	2	0	0	6	136	0	12	0	148	5	604	181	0	790	31	455	4	1	491	1435
3:00 - 4:00	8	2	0	0	10	132	0	13	0	145	2	638	208	0	848	37	453	4	0	494	1497
3:15 - 4:15	6	1	1	0	8	140	0	10	0	150	2	629	225	0	856	40	465	4	0	509	1523
3:30 - 4:30	4	1	1	0	6	135	0	12	0	147	2	614	223	1	840	37	461	3	0	501	1494
3:45 - 4:45	4	0	1	0	5	139	0	17	0	156	1	580	222	2	805	41	461	1	0	503	1469
4:00 - 5:00	1	0	1	0	2	157	0	17	0	174	3	580	214	2	799	37	463	2	0	502	1477
4:15 - 5:15	4	0	0	0	4	157	0	25	1	183	4	590	198	2	794	33	463	2	0	498	1479
4:30 - 5:30	5	0	0	0	5	162	0	22	1	185	5	591	186	1	783	36	484	2	0	522	1495
4:45 - 5:45	6	0	0	0	6	151	0	20	1	172	4	612	178	0	794	37	487	3	0	527	1499
5:00 - 6:00	5	0	0	0	5	140	0	22	1	163	2	616	175	0	793	39	474	2	0	515	1476
PEAK HOUR																					
3:15 - 4:15	6	1	1	0	8	140	0	10	0	150	2	629	225	0	856	40	465	4	0	509	1523

PEDESTRIAN OBSERVATIONS - SUMMARY

Intersection of: South Street
and: Commercial Entrance - Royal Plaza Entrance C
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday
The Traffic Group
Star Rating: 3

TIME	NORTH LEG Commercial Entrance	SOUTH LEG Royal Plaza Entrance C	EAST LEG South Street	WEST LEG South Street	
AM					
7:00 - 7:15	0	1	0	0	
7:15 - 7:30	1	0	2	0	
7:30 - 7:45	0	0	1	0	
7:45 - 8:00	1	0	0	0	
8:00 - 8:15	0	0	0	0	
8:15 - 8:30	0	0	0	0	
8:30 - 8:45	0	0	0	0	
8:45 - 9:00	0	1	0	0	
TOTALS	2	2	3	0	
PM					
2:00 - 2:15	0	2	2	0	
2:15 - 2:30	5	0	2	0	
2:30 - 2:45	1	0	1	0	
2:45 - 3:00	4	6	4	0	
3:00 - 3:15	4	0	0	0	
3:15 - 3:30	0	0	0	0	
3:30 - 3:45	0	0	0	0	
3:45 - 4:00	1	0	2	0	
4:00 - 4:15	1	1	0	0	
4:15 - 4:30	1	0	2	0	
4:30 - 4:45	0	1	2	0	
4:45 - 5:00	3	3	0	0	
5:00 - 5:15	3	1	1	0	
5:15 - 5:30	2	2	2	0	
5:30 - 5:45	0	0	0	0	
5:45 - 6:00	0	6	0	0	
TOTALS	25	22	18	0	

VEHICLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: US 522
and: South Street
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday



Star Rating: 3

TIME	TRAFFIC FROM NORTH US 522					TRAFFIC FROM SOUTH US 522					TRAFFIC FROM EAST South Street					TRAFFIC FROM WEST South Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	21	45	40	0	106	25	30	11	0	66	42	19	14	0	75	3	57	24	0	84	331
7:15 - 7:30	21	40	48	0	109	21	71	7	0	99	49	29	12	0	90	11	56	27	0	94	392
7:30 - 7:45	27	46	73	0	146	29	55	12	0	96	44	27	7	0	78	10	61	18	0	89	409
7:45 - 8:00	41	39	81	0	161	23	64	12	0	99	60	60	20	0	140	5	85	36	0	126	526
8:00 - 8:15	44	62	136	0	242	40	64	21	0	125	96	82	15	0	193	15	68	32	0	115	675
8:15 - 8:30	51	53	73	0	177	33	66	25	0	124	108	67	27	0	202	11	89	40	0	140	643
8:30 - 8:45	32	60	61	0	153	17	72	18	0	107	113	59	21	0	193	14	52	40	0	106	559
8:45 - 9:00	44	38	51	0	133	25	84	21	0	130	66	55	23	0	144	17	52	35	0	104	511
2 Hr Totals	281	383	563	0	1227	213	506	127	0	846	578	398	139	0	1115	86	520	252	0	858	4046
1 Hr Totals																					
7:00 - 8:00	110	170	242	0	522	98	220	42	0	360	195	135	53	0	383	29	259	105	0	393	1658
7:15 - 8:15	133	187	338	0	658	113	254	52	0	419	249	198	54	0	501	41	270	113	0	424	2002
7:30 - 8:30	163	200	363	0	726	125	249	70	0	444	308	236	69	0	613	41	303	126	0	470	2253
7:45 - 8:45	168	214	351	0	733	113	266	76	0	455	377	268	83	0	728	45	294	148	0	487	2403
8:00 - 9:00	171	213	321	0	705	115	286	85	0	486	383	263	86	0	732	57	261	147	0	465	2388
PEAK HOUR																					
7:45 - 8:45	168	214	351	0	733	113	266	76	0	455	377	268	83	0	728	45	294	148	0	487	2403
PM																					
2:00 - 2:15	54	64	65	0	183	9	55	27	0	91	70	58	17	0	145	28	42	50	0	120	539
2:15 - 2:30	63	71	59	0	193	16	81	23	0	120	57	41	20	0	118	25	49	35	0	109	540
2:30 - 2:45	54	76	62	0	192	19	67	20	0	106	56	68	22	0	146	34	61	50	0	145	589
2:45 - 3:00	48	81	78	0	207	18	60	24	0	102	68	89	24	0	181	24	85	52	0	161	651
3:00 - 3:15	72	91	72	0	235	15	87	36	0	138	78	83	31	0	192	27	59	49	0	135	700
3:15 - 3:30	67	87	86	0	240	20	74	38	0	132	91	111	38	0	240	33	68	48	0	149	761
3:30 - 3:45	72	76	90	0	238	27	104	41	0	172	117	102	50	0	269	39	64	55	0	158	837
3:45 - 4:00	62	91	75	0	228	12	99	36	0	147	127	116	45	0	288	37	67	54	0	158	821
4:00 - 4:15	75	68	69	0	212	12	110	33	0	155	70	97	45	0	212	38	62	60	0	160	739
4:15 - 4:30	70	83	64	0	217	13	83	32	0	128	82	81	51	0	214	37	51	40	0	128	687
4:30 - 4:45	74	84	59	0	217	12	87	28	0	127	82	86	54	0	222	46	59	67	0	172	738
4:45 - 5:00	75	85	83	0	243	12	73	29	0	114	96	101	60	0	257	40	63	62	0	165	779
5:00 - 5:15	63	115	83	0	261	18	109	37	0	164	81	95	51	0	227	29	63	65	0	157	809
5:15 - 5:30	58	86	90	0	234	17	91	29	0	137	106	89	45	0	240	29	65	58	0	152	763
5:30 - 5:45	57	85	78	0	220	17	86	40	0	143	114	106	39	0	259	35	52	51	0	138	760
5:45 - 6:00	65	109	75	0	249	14	78	36	0	128	68	112	49	0	229	27	53	62	0	142	748
4 Hr Totals	1029	1352	1188	0	3569	251	1344	509	0	2104	1363	1435	641	0	3439	528	963	858	0	2349	11461
1 Hr Totals																					
2:00 - 3:00	219	292	264	0	775	62	263	94	0	419	251	256	83	0	590	111	237	187	0	535	2319
2:15 - 3:15	237	319	271	0	827	68	295	103	0	466	259	281	97	0	637	110	254	186	0	550	2480
2:30 - 3:30	241	335	298	0	874	72	288	118	0	478	293	351	115	0	759	118	273	199	0	590	2701
2:45 - 3:45	259	335	326	0	920	80	325	139	0	544	354	385	143	0	882	123	276	204	0	603	2949
3:00 - 4:00	273	345	323	0	941	74	364	151	0	589	413	412	164	0	989	136	258	206	0	600	3119
3:15 - 4:15	276	322	320	0	918	71	387	148	0	606	405	426	178	0	1009	147	261	217	0	625	3158
3:30 - 4:30	279	318	298	0	895	64	396	142	0	602	396	396	191	0	983	151	244	209	0	604	3084
3:45 - 4:45	281	326	267	0	874	49	379	129	0	557	361	380	195	0	936	158	239	221	0	618	2985
4:00 - 5:00	294	320	275	0	889	49	353	122	0	524	330	365	210	0	905	161	235	229	0	625	2943
4:15 - 5:15	282	367	289	0	938	55	352	126	0	533	341	363	216	0	920	152	236	234	0	622	3013
4:30 - 5:30	270	370	315	0	955	59	360	123	0	542	365	371	210	0	946	144	250	252	0	646	3089
4:45 - 5:45	253	371	334	0	958	64	359	135	0	558	397	391	195	0	983	133	243	236	0	612	3111
5:00 - 6:00	243	395	326	0	964	66	364	142	0	572	369	402	184	0	955	120	233	236	0	589	3080
PEAK HOUR																					
3:15 - 4:15	276	322	320	0	918	71	387	148	0	606	405	426	178	0	1009	147	261	217	0	625	3158

PEDESTRIAN OBSERVATIONS - SUMMARY

Intersection of: US 522
and: South Street
Location: Front Royal, Virginia

Counted by: VCU
Date: May 14, 2015
Weather: Sunny/Warm
Entered by: SN

Thursday
Star Rating: 3



TIME	NORTH LEG US 522	SOUTH LEG US 522	EAST LEG South Street	WEST LEG South Street	
AM					
7:00 - 7:15	0	1	0	0	
7:15 - 7:30	0	0	0	0	
7:30 - 7:45	0	0	0	0	
7:45 - 8:00	0	0	0	0	
8:00 - 8:15	0	0	0	0	
8:15 - 8:30	2	0	1	0	
8:30 - 8:45	2	0	0	0	
8:45 - 9:00	0	1	0	1	
TOTALS	4	2	1	1	
PM					
2:00 - 2:15	3	0	3	0	
2:15 - 2:30	1	1	0	1	
2:30 - 2:45	0	1	1	0	
2:45 - 3:00	0	0	0	0	
3:00 - 3:15	0	0	0	4	
3:15 - 3:30	0	0	0	0	
3:30 - 3:45	0	1	0	3	
3:45 - 4:00	0	0	1	0	
4:00 - 4:15	0	3	0	1	
4:15 - 4:30	1	0	1	1	
4:30 - 4:45	0	3	2	0	
4:45 - 5:00	2	1	0	1	
5:00 - 5:15	0	0	1	0	
5:15 - 5:30	0	0	0	1	
5:30 - 5:45	3	0	3	0	
5:45 - 6:00	0	2	1	0	
TOTALS	10	12	13	12	

5



Work Session Agenda Form

Item # 5

DATE: September 16, 2019

AGENDA ITEM: Request to Lease Town Property for Business Parking – 211 E. 4th Street

SUMMARY: Council has received a request from RPS Composites Virginia, Inc., 211 E 4th Street, to lease business parking space as indicated on the attached diagram “lease request”. This area is a portion of 4th Street.

Attached is a letter of request from RPS Composites with sketch and map of area.

BUDGET/FUNDING: None

STAFF RECOMMENDATION: Council takes desired action.

Work Session



September 4, 2019

RE: Right of Way Lease Request

To whom it may concern

RPS Composites Virginia, Inc. has resided at 211 East 4th Street for over 28 years (under various names). Recently, a used car dealership moved into the space at the corner of Commerce Ave and East 4th street and they lease the property (garage) at the far end of 4th street as well. Since this dealership moved in, our employees have had to fight for parking space and our customers have no place at all to park. It has become increasingly difficult for our vendors to navigate the area due to the overcrowding of used vehicles along our building and in the street.

We have made numerous requests to the owner to come to any compromise with the dealership over parking. Every requests is either ignored or met with vulgar responses.

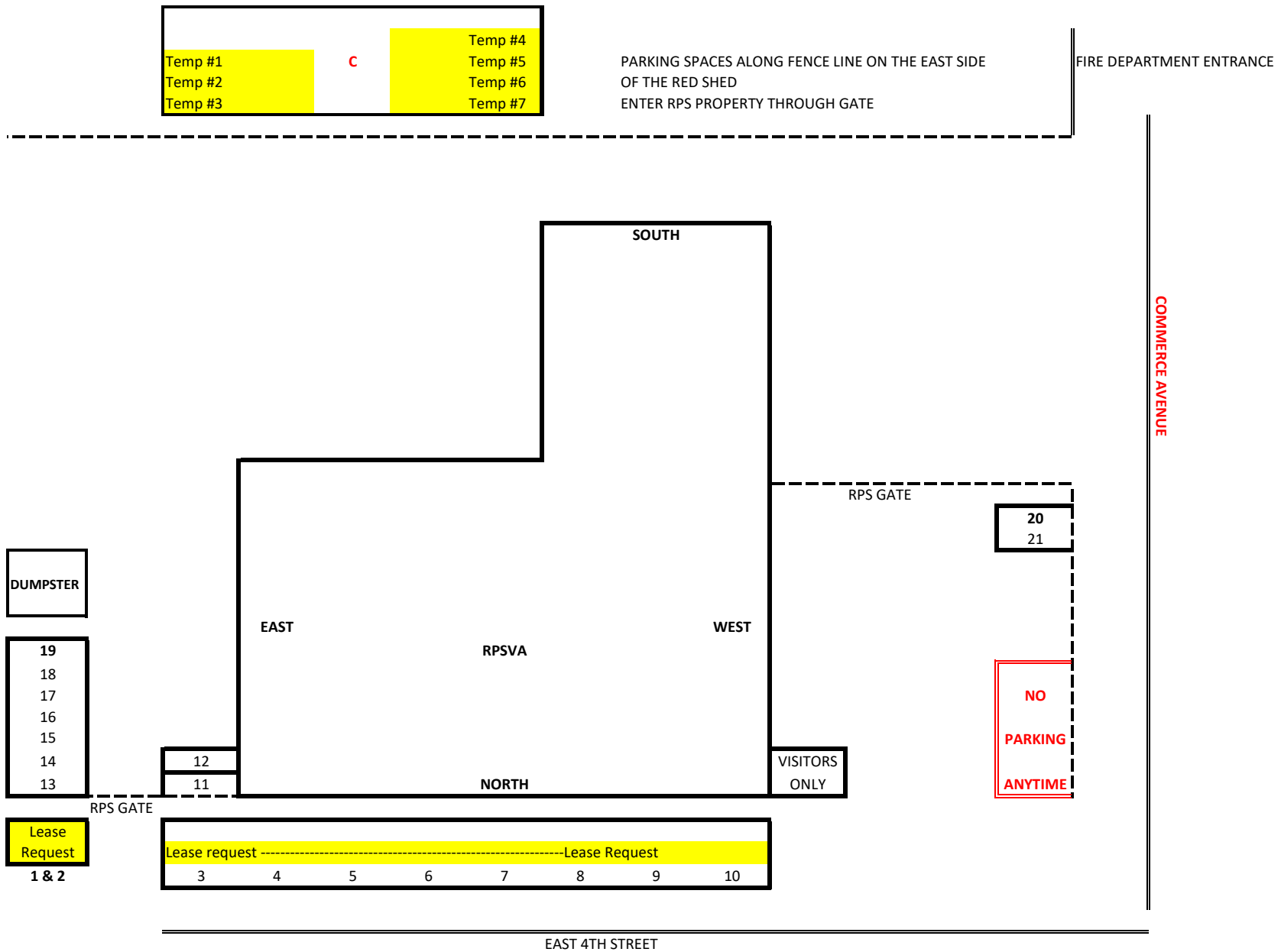
In an effort to avoid future conflict and allow our employees and customers adequate parking, we are requesting to lease the right of way along our property from the Town of Front Royal. I have attached a sketch of our property with the requested lease area indicated.

We greatly appreciate you taking the time to consider our request and look forward to hearing back from you in the near future.

Thank you,

K. Renz
Office Manager

RPS Composites Virginia, Inc.
211 East 4th St | Front Royal, VA 22630
(540) 635-2131 p | (540) 518-9077

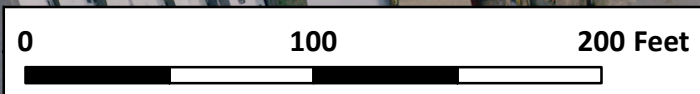
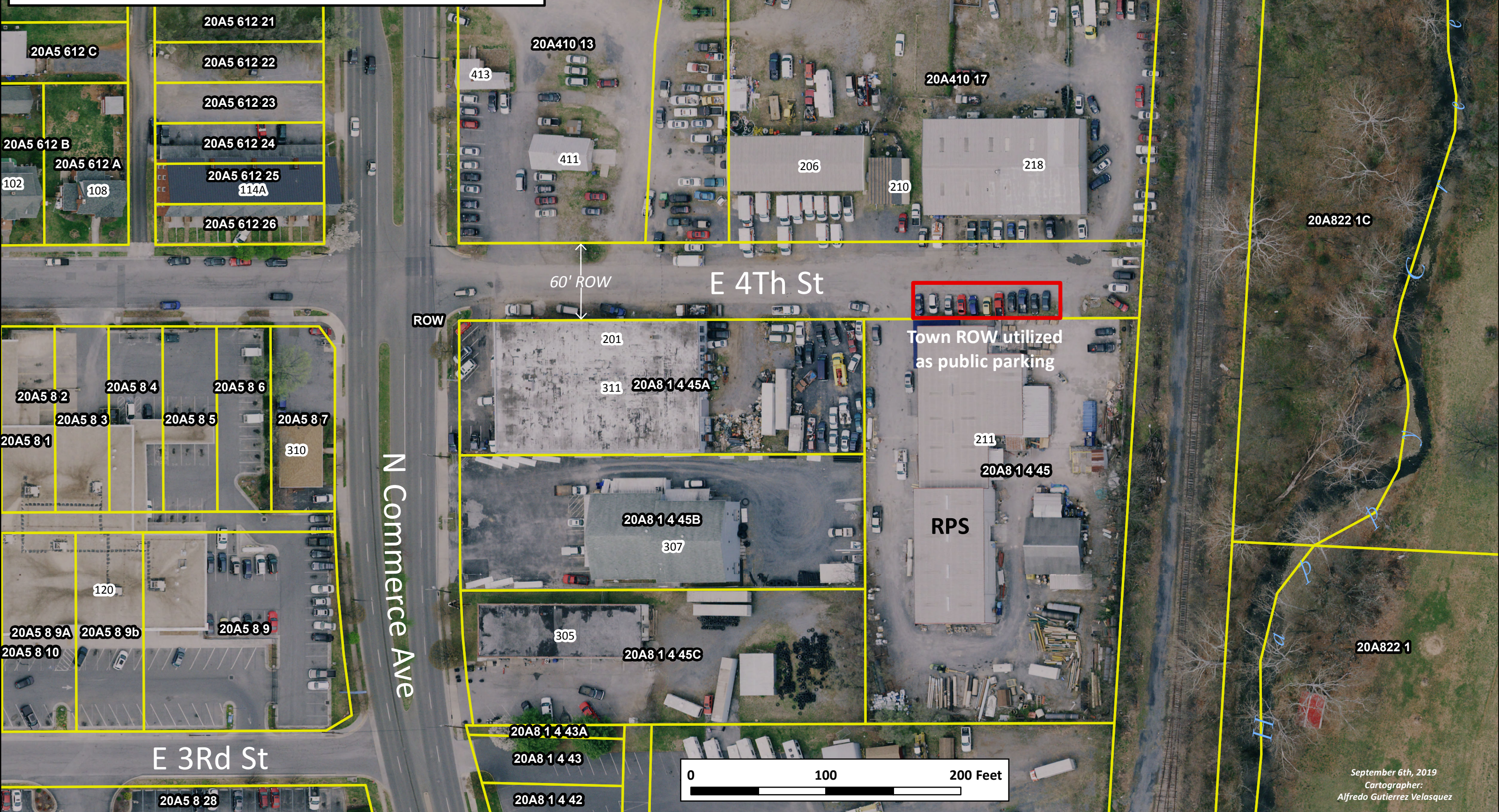


East 4th Street Right-of-Way: from N Commerce Ave to RR

60' ROW



Town of Front Royal
Department of Planning & Zoning



September 6th, 2019
Cartographer:
Alfredo Gutierrez Velasquez

6



Work Session Agenda Form

Item # 6

DATE: September 16, 2019

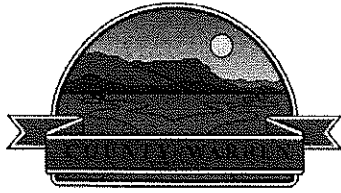
AGENDA ITEM: Liaison Committee Items for October 17

SUMMARY: The next Town/County Liaison Committee Meeting is scheduled for October 17, 2019. The agenda from July 18, 2019 is attached and shows those Town items that were discussed. Council is requested to review this agenda and determine whether to continue with those Town items listed and add new items if so desires.

BUDGET/FUNDING: N/A

STAFF RECOMMENDATION: Council approve a list of Town items to be sent to the County of Warren to be added to the October 17, 2019 Town/County Liaison Committee Meeting Agenda.

Work Session



AGENDA TOWN/COUNTY LIAISON COMMITTEE MEETING

Warren County Government Center

July 18, 2019

6:00 PM



- **Call to Order – Daniel J. Murray, Jr., Chairman of the Warren County Board of Supervisors**
 - 1) **IT Federal Main Street Project – Joe Waltz**
 - 2) **Route 522 Corridor Water Upgrade Project – Joe Waltz**
 - 3) **Phase II and III Happy Creek Road Project Update – Joe Waltz**
 - 4) **Property Maintenance Code / Blighted and Derelict Structures – Joe Waltz**
 - 5) **WWTP Septage Receiving Station Issues Update – Joe Waltz**
 - 6) **Dissolution of the Economic Development Authority (EDA) – Joe Waltz**
 - 7) **Citizen Committee to Evaluate the Town/County/EDA – Joe Waltz**
 - 8) **Development Review Committee – Doug Stanley**
 - 9) **Building Inspections Software – Doug Stanley**
 - 10) **Warren County's In-Town Projects – Doug Stanley**
- **Adjournment**

7



Work Session Agenda Form

Item # 7

DATE: September 16, 2019

AGENDA ITEM: Update on Mental Health impact on Law Enforcement

SUMMARY:

Chief Magalis will brief Council on the impact that mental health issues have on the community from a law enforcement standpoint. This will include an explanation of the legal procedures that we must follow when dealing with persons in crisis.

BUDGET/FUNDING:

None. Informational item only

STAFF RECOMMENDATION:

Work Session