

2015
 North Central Texas

 Bicycle and Pedestrian
 Traffic Count Report

February 2016



North Central Texas
 Council of Governments

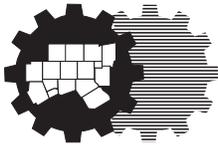
What is NCTCOG?

The North Central Texas Council of Governments is a voluntary association of cities, counties, school districts, and special districts which was established in January 1966 to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development.

It serves a 16-county metropolitan region centered around the two urban centers of Dallas and Fort Worth. Currently the Council has **238 members**, including 16 counties, 169 cities, 22 independent school districts, and 31 special districts. The area of the region is approximately **12,800 square**

miles, which is larger than nine states, and the population of the region is about **7 million**, which is larger than 38 states.

NCTCOG's structure is relatively simple; each member government appoints a voting representative from the governing body. These voting representatives make up the **General Assembly** which annually elects a 15-member Executive Board. The **Executive Board** is supported by policy development, technical advisory, and study committees, as well as a professional staff of 324.



NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

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(817) 640-3300

NCTCOG's Department of Transportation

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation

Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

Prepared in cooperation with the Texas Department of Transportation and the U. S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

"The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation."

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Jim O'Connor, Chair

Table of Contents

| | |
|--------------------------|----|
| Introduction | 2 |
| Mode Share Split..... | 5 |
| Season..... | 7 |
| Sample Week Data | 14 |
| Summary | 16 |
| Limitations of Data..... | 16 |
| Appendix | 17 |

List of Exhibits

| | |
|--|----|
| Exhibit 1: Counters by City | 3 |
| Exhibit 2: Bicycle and Pedestrian Count Stations in the North Central Texas Region | 4 |
| Exhibit 3: Regional Average Mode Share Split of Count Stations in the North Central Texas Region | 5 |
| Exhibit 4: Mode Share Split by Count Station (2015) | 6 |
| Exhibit 5: Total Bicycle and Pedestrian Traffic by Count Station (October 2015) | 8 |
| Exhibit 6: Count Stations in Dallas | 9 |
| Exhibit 7: Count Stations in Denton | 10 |
| Exhibit 8: Count Stations in Fort Worth | 11 |
| Exhibit 9: Count Station in North Richland Hills..... | 12 |
| Exhibit 10: Count Stations in Plano | 13 |
| Exhibit 11: Total Daily Traffic During the Week of September 14, 2015 | 15 |
| Exhibit 12: Denton: Denton Branch Rail Trail – MedPark Station Monthly Traffic Volumes | 18 |
| Exhibit 13: Denton: Denton Branch Rail Trail – Morse Street Monthly Traffic Volumes..... | 18 |
| Exhibit 14: Fort Worth: Trinity Trails – Clearfork Food Park Monthly Traffic Volumes..... | 20 |

| | |
|--|----|
| Exhibit 15: Fort Worth: Trinity Trails – Henderson Street Bridge Monthly Traffic Volumes | 21 |
| Exhibit 16: Fort Worth: Trinity Trails – Cowtown Wakepark Monthly Traffic Volumes | 22 |
| Exhibit 17: North Richland Hills: Cotton Belt Trail – Holiday Lane Monthly Traffic Volumes | 23 |
| Exhibit 18: Plano: Chisholm Trail – Jack Carter Park Monthly Traffic Volumes | 24 |
| Exhibit 19: Plano: Chisholm Trail – Orlando Drive Monthly Traffic Volumes..... | 25 |
| Exhibit 20: Plano: Legacy Trail Monthly Traffic Volumes | 26 |
| Exhibit 21: Plano: Bluebonnet Trail Monthly Traffic Volumes | 27 |
| Exhibit 22: Plano: Oak Point Park & Nature Preserve Trail Monthly Traffic Volumes..... | 28 |
| Exhibit 23: Plano: Russell Creek Trail Monthly Traffic Volumes..... | 29 |
| Exhibit 24: Dallas: Katy Trail – Lyte Street Monthly Traffic Volumes..... | 30 |
| Exhibit 25: Dallas: Katy Trail – Routh Street Monthly Traffic Volumes..... | 31 |
| Exhibit 26: Dallas: Katy Trail – Fitzhugh Avenue Monthly Traffic Volumes..... | 32 |
| Exhibit 27: Dallas: Katy Trail – Harvard Avenue Monthly Traffic Volumes | 33 |
| Exhibit 28: Dallas: Santa Fe Trail – Hill Avenue Monthly Traffic Volumes | 34 |
| Exhibit 29: Dallas: Santa Fe Trail – Beacon Street Monthly Traffic Volumes | 35 |
| Exhibit 30: Dallas: Santa Fe Trail – Glasgow Drive Monthly Traffic Volumes..... | 18 |
| Exhibit 31: Dallas: Santa Fe Trail – Winsted Drive Monthly Traffic Volumes..... | 37 |
| Exhibit 32: Dallas: White Rock Lake Trail – Wendy Lane Monthly Traffic Volumes | 38 |
| Exhibit 33: Dallas: White Rock Lake Trail – Fisher Road Monthly Traffic Volumes | 39 |
| Exhibit 34: Dallas: White Rock Lake Trail – Mockingbird Lane Monthly Traffic Volumes..... | 40 |
| Exhibit 35: Dallas: White Rock Creek Trail – Cottonwood Trail Crossing Monthly Traffic Volumes | 41 |
| Exhibit 36: Dallas: White Rock Creek Trail – Park Central Monthly Traffic Volumes..... | 42 |
| Exhibit 37: Dallas: Cottonwood Trail – Hamilton Park Monthly Traffic Volumes..... | 43 |

Introduction

For decades, transportation planners and traffic engineers have collected extensive data related to motor vehicle traffic and travel behavior. Over time this resulted in a robust data collection program that contributed in the development in the planning, design, construction, and expansion of infrastructure for automobiles. Despite these efforts, there has been limited data for active transportation (bicycling and walking) as a mode of travel in cities. Increasingly, cities around the country are working to study and accommodate all modes of transportation in the travel system and develop performance metrics to measure their progress. One method used has been the deployment of equipment to collect data on how many people travel on shared-use paths and on-street bicycle facilities. Establishing a baseline count of bicyclists and pedestrians is the first step to gaining insight into active transportation traffic and travel behavior. Accurate counts, similar to those collected for automobiles, help inform and guide transportation planning and infrastructure investments.

In May of 2013, the North Central Texas Council of Governments (NCTCOG) hosted a two-day peer exchange summit on existing bicycle and pedestrian count programs sponsored by the Transportation Planning Capacity Building Peer Program. NCTCOG requested this summit to learn from other agencies about best practices and their approach to setting up and operating regional bicycle and pedestrian count programs. This work culminated in 2014, when NCTCOG procured equipment capable of collecting continuous (24/7) data.

The same question is often asked:

*“How many people
are walking and bicycling?”*

In 2014 and 2015 NCTCOG partnered with several local agencies to install data collection equipment. NCTCOG and the partner agencies identified shared-use paths with significant value as active transportation corridors, connecting to major destinations and transit stations. NCTCOG equipment was installed in Fort Worth by the Tarrant Regional Water District along the Trinity Trails, in Denton along the Denton Branch Rail Trail, in

Plano along the Chisholm Trail, and as of September 2015, a counter was installed in the North Richland Hills along the Cotton Belt Trail. The permanent equipment utilizes inductive loop and passive infrared sensor technology to distinguish bicyclists from pedestrians, as well as their direction of travel.

In addition to the equipment purchased by NCTCOG, both the City of Dallas and the City of Plano purchased additional count equipment for shared-use paths. In July of 2015, the City of Dallas installed 26 permanent counters along the city's expanding shared-use path network. For purposes of reporting counts on transportation corridors, this report includes 14 of the 26 count stations in Dallas due to their close proximity to origins and destinations where residents can make active transportation trips. The remaining 12 count stations are located on paths primarily used for recreation (e.g. loops within parks).

Each agency agreed to share their data, which is included in this report. Exhibit 1 identifies the number of count stations per agency as reported in this document.

Exhibit 1: Counters by City

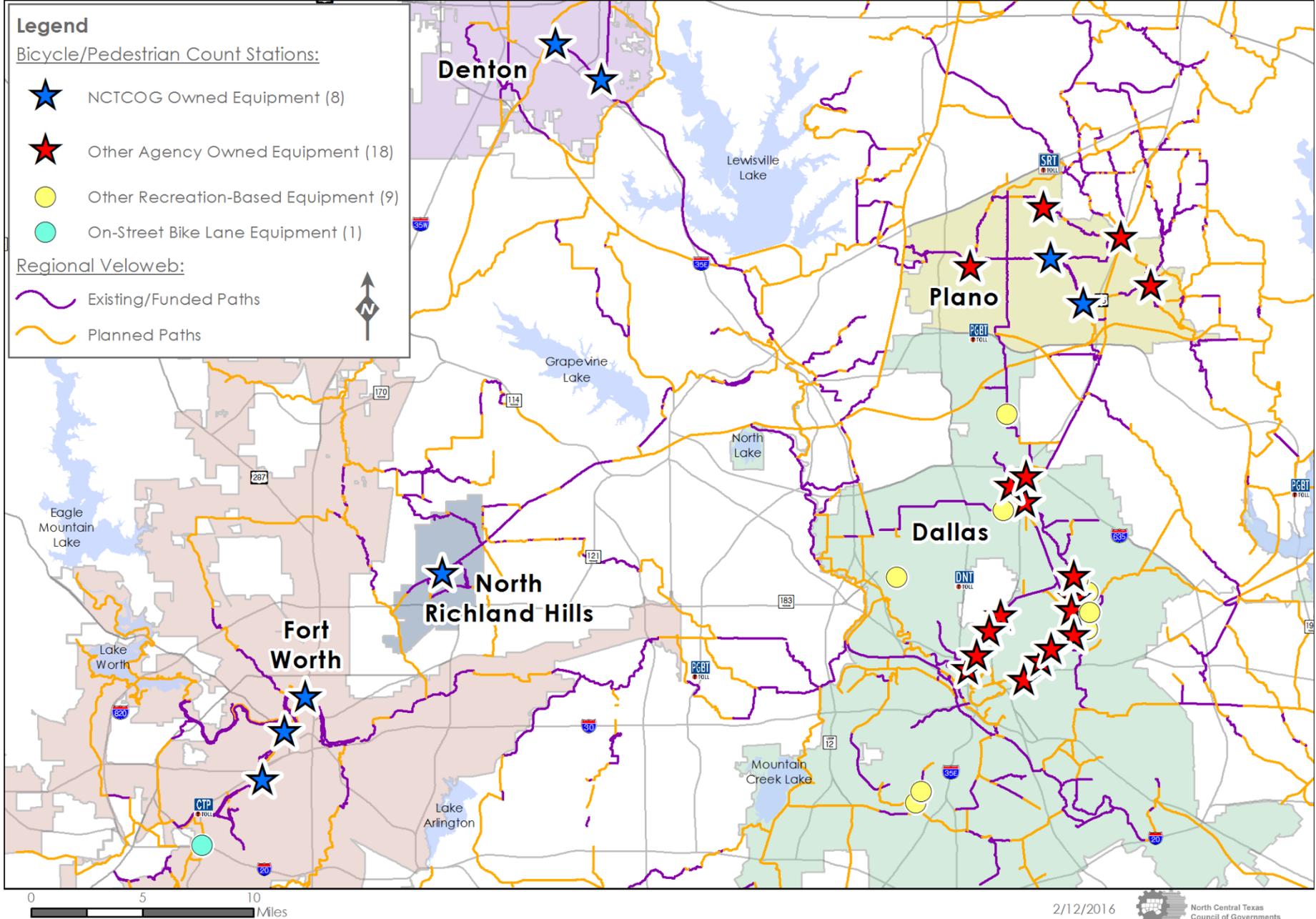
| Agency | Number of Installed Permanent Counters |
|--|---|
| Dallas | 14 ¹ |
| Denton | 2 |
| North Richland Hills | 1 |
| Plano | 6 |
| Tarrant Regional Water District (Fort Worth) | 3 |
| Total | 26 |

NCTCOG's initial 2015 North Central Texas Bicycle and Pedestrian Traffic Count Report serves as a comprehensive overview of transportation-related data being collected in urban and suburban areas of the region with 26 permanent counters installed across four counties and five communities. This annual report will expand and accommodate new count stations installed over time. Exhibit 2 identifies the existing shared-use path corridors with equipment collecting data.

¹ This report's focus is on locations considered most likely utilized for commuting trips and does not include 9 additional counters in Dallas that are installed on paths used for recreation purposes.

Exhibit 2:

Bicycle and Pedestrian Count Stations in the North Central Texas Region



This report reflects the first full calendar year in which data is available and also includes count equipment units installed throughout 2015. Due to partial year data for some counters, such as those installed in Dallas, not all statistics are available for the full year. Data collected in 2015 will provide a baseline to evaluate trends as more of the regional active transportation network is constructed. Through consistent data collection of active transportation facilities, it is possible to more fully understand the usage of existing facilities, allowing planners and engineers to better estimate demand of proposed facilities for project evaluation and selection purposes.

Mode Share Split

Among the 26 count stations, the combined average mode share is 50 percent bicyclists and 50 percent pedestrians (see Exhibit 3). However, the location of the shared-use path has a large impact on the ratio of pedestrians to bicyclists who use the corridor. Paths with count stations located further from nearby development or population density, such as portions of

the Trinity Trails in Fort Worth, feature a lower percentage of pedestrians and a higher percentage of bicyclists. Corridors in dense residential and retail areas, such as the Katy Trail in Dallas, have among the highest proportion of pedestrians in the region (as high as 82 percent). Exhibit 4 identifies the regional average mode share split (the percentage of bicyclists versus percentage of pedestrians) for each of the count stations.

Exhibit 3:

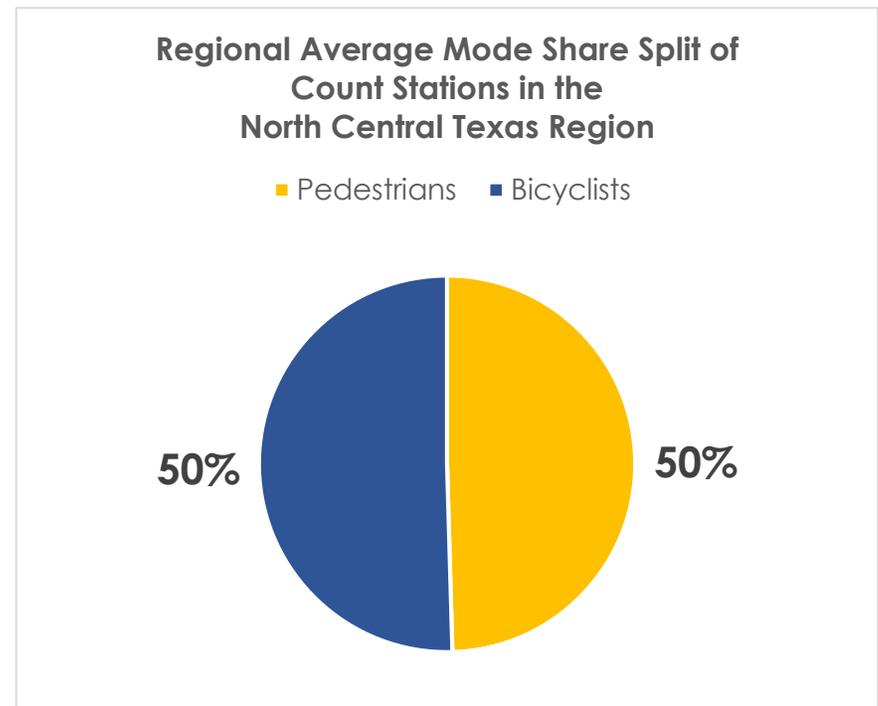
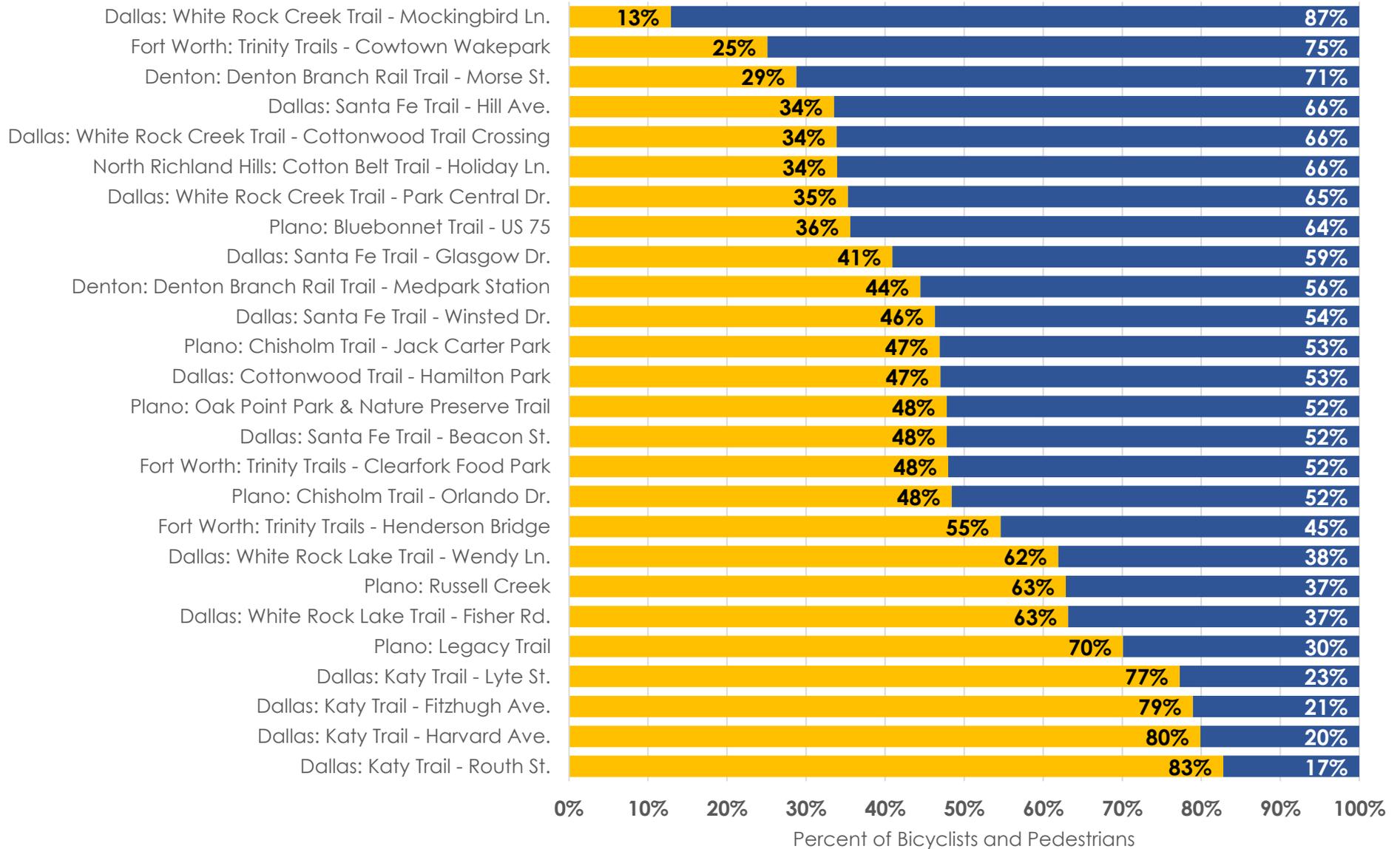


Exhibit 4:

Mode Share Split by Count Station (2015)

■ Pedestrians ■ Bicyclists



Compared to motor vehicle traffic patterns, active transportation is highly variable, both spatially and temporally. Bicycling and walking are sensitive to adjacent land use(s) and nearby attractions such as large employment centers or downtowns, population density, precipitation, and temporal differences such as month of the year and day of the week. More analysis will be conducted in the future related to the relationship of the adjacent land use, nearby population, and employment surrounding count stations to identify how these variables impact bicycle and pedestrian traffic volumes.

In 2015 there was a wide range of traffic volumes among the 26 count stations throughout the region. Exhibit 5 represents a snapshot view, identifying the highest and lowest number of combined bicyclist and pedestrian trips collected during the month of October 2015. The top six count locations by volume in the region were located in Dallas along the Katy Trail and White Rock Lake Trail. With all count stations combined, over 688,000 bicycle and pedestrian trips were recorded during October 2015.

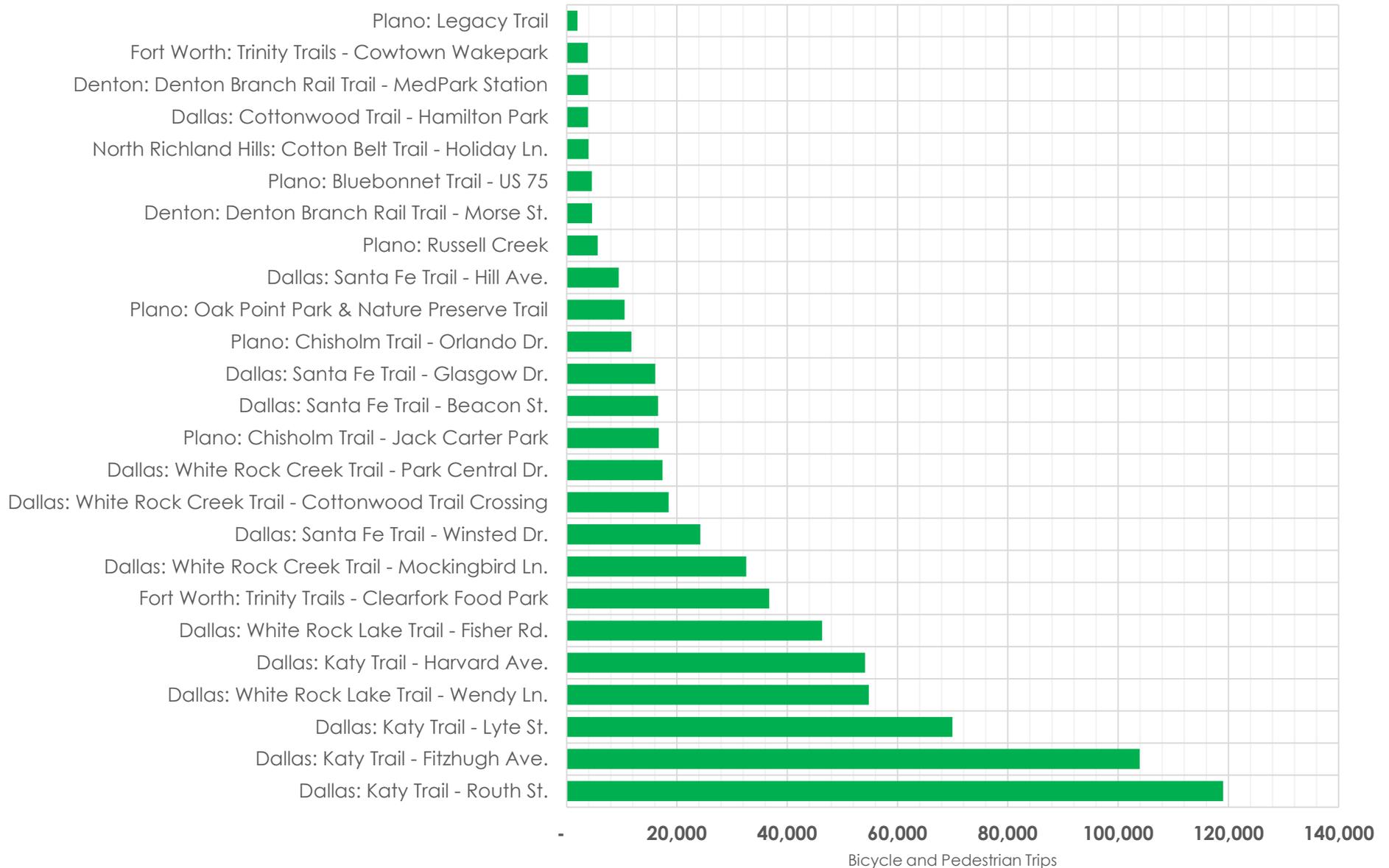
Various issues affect trips made by bicyclists and pedestrians. Exhibits 6-10 provide an overview on traffic patterns and trends by seasonality and day of the week.

Season

By collecting continuous bicycle and pedestrian traffic data it is possible to identify the fluctuations that occur over time, month by month throughout the year. Exhibits 6-10 report the average daily traffic by month for each count station by community. This data provides insight into how seasonal variation and the weather impact bicycling and walking activities in North Texas. Among the count stations reporting at least nine months of data, **August, September, and July were found to be the highest volume months of the year by traffic counts.** Despite hot temperatures in the summer, people in this region are going outside to walk and bicycle. Gaps in the data identified on the following exhibits represent time before a count station's installation date or when the equipment experienced a battery failure and did not have a full month of data to calculate an average.

Exhibit 5:

Total Bicycle and Pedestrian Traffic by Count Station
October 2015



Note: Fort Worth: Trinity Trails Henderson St. Bridge did not report data during October due to a failed battery.

Exhibit 6:

Count Stations in Dallas

Average Daily Traffic by Month (2015)

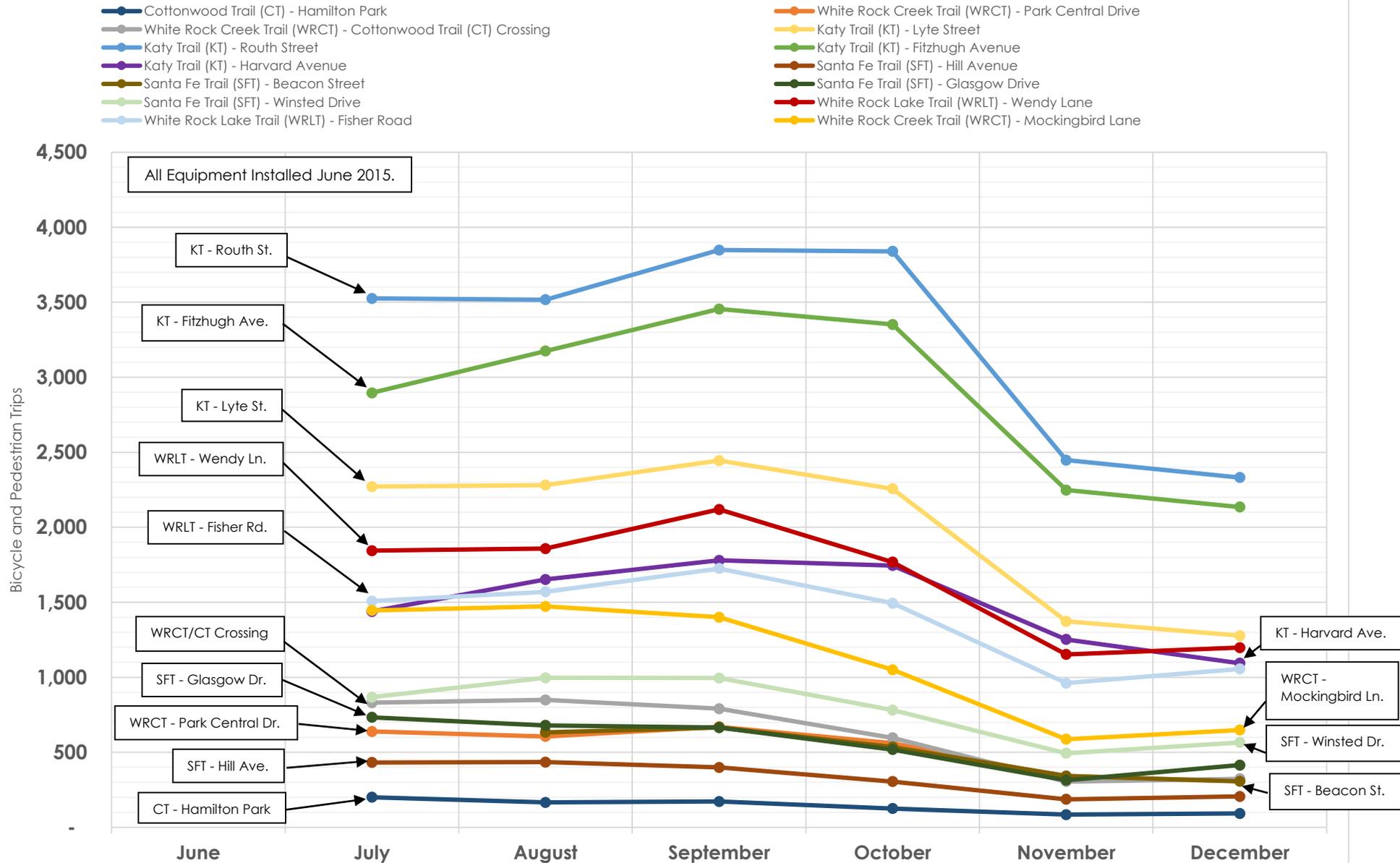


Exhibit 7:

Count Stations in Denton

Average Daily Traffic by Month (2015)

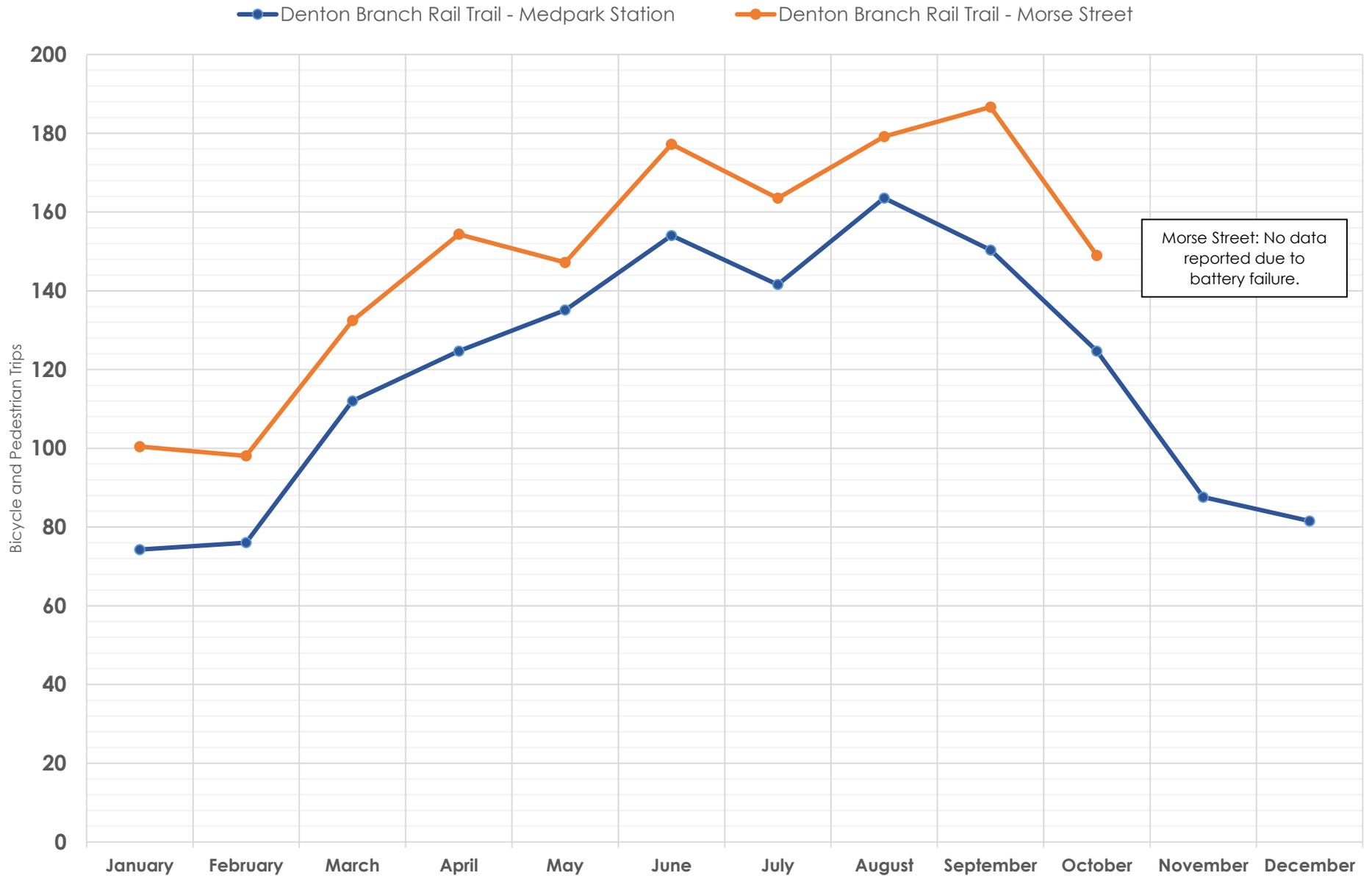


Exhibit 8:

Count Stations in Fort Worth Average Daily Traffic by Month (2015)

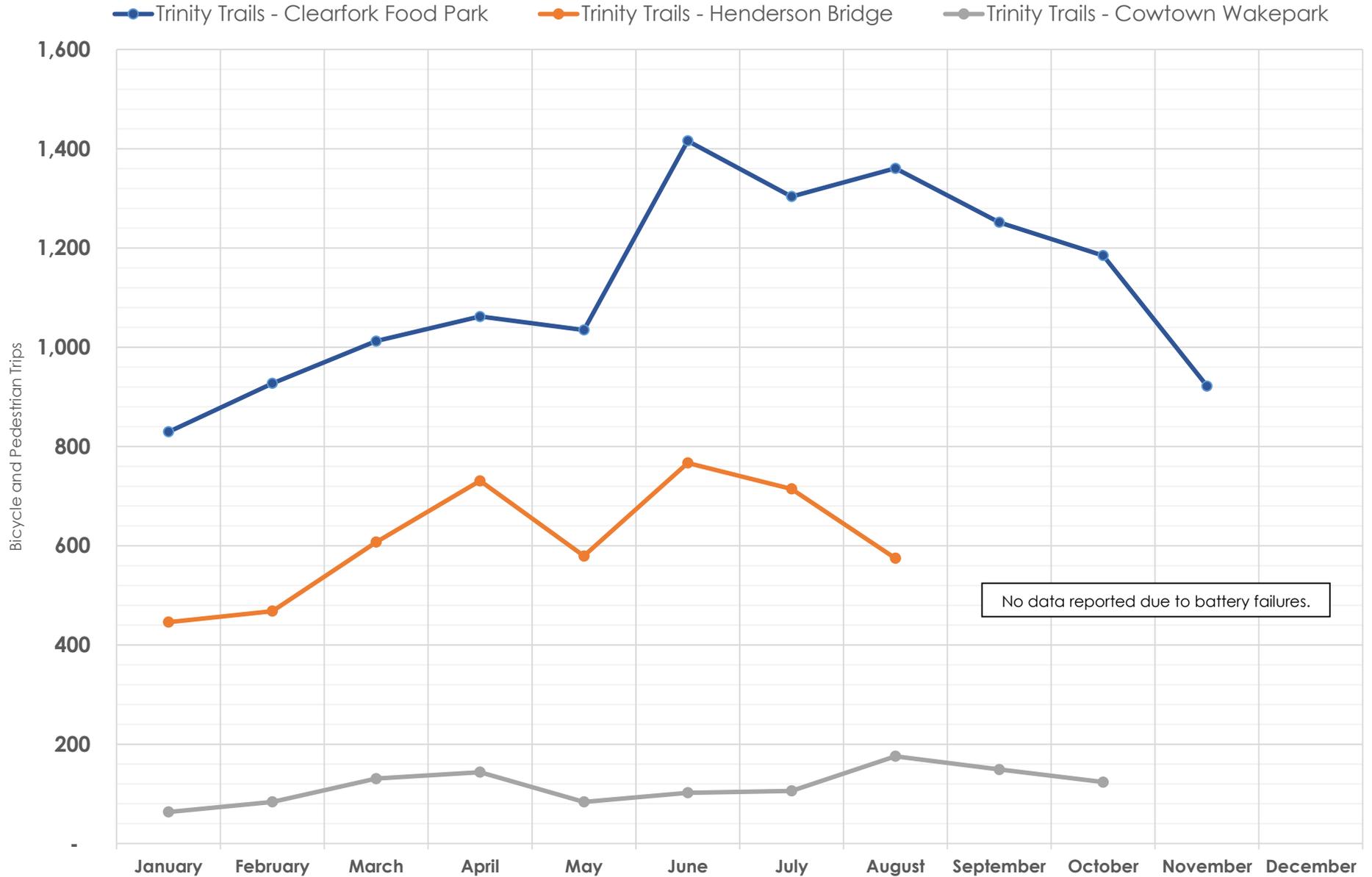


Exhibit 9:

Count Station in North Richland Hills
Average Daily Traffic by Month (2015)

—●— Cotton Belt Trail - Holiday Lane

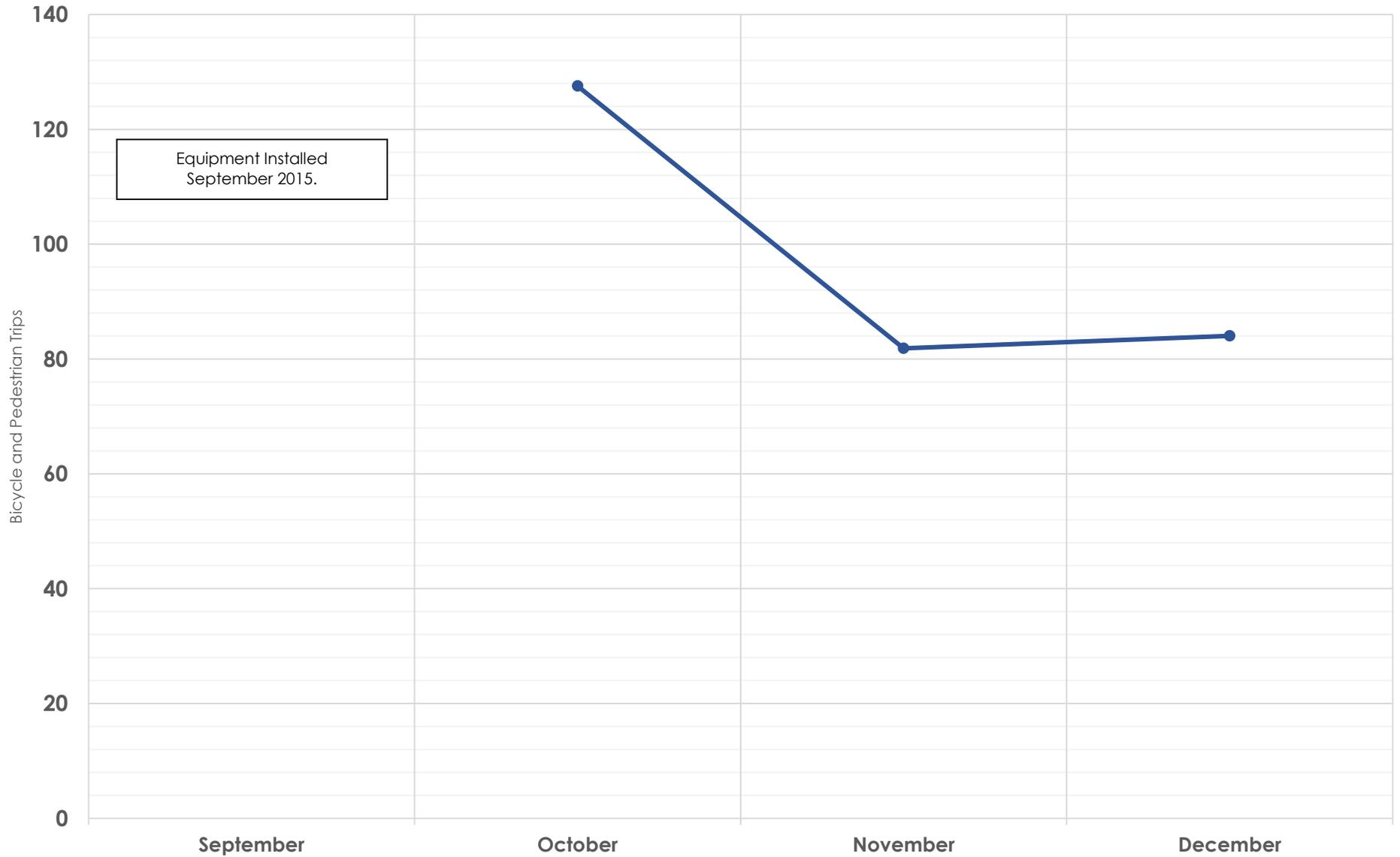
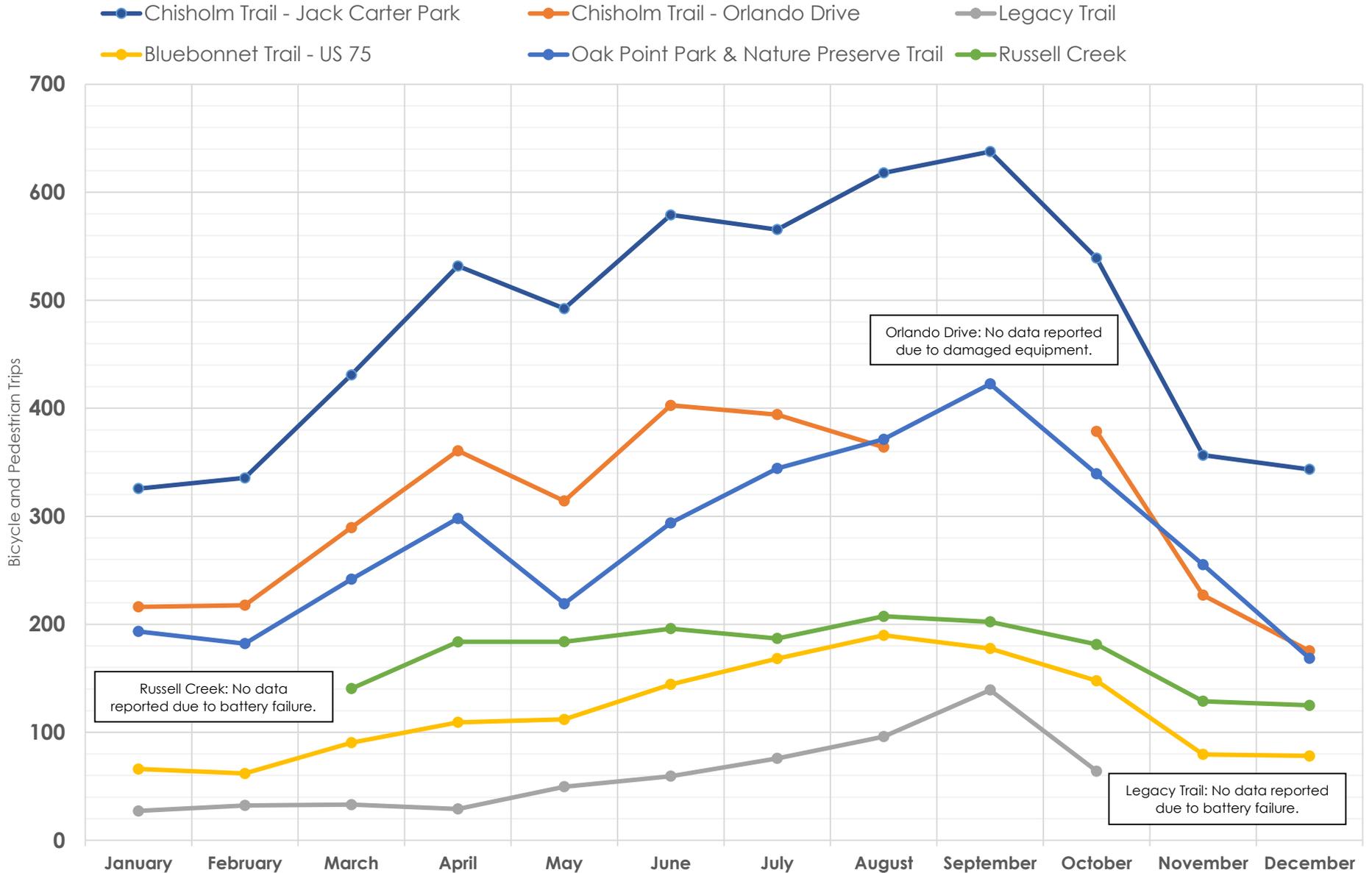


Exhibit 10:

Count Stations in Plano

Average Daily Traffic by Month (2015)



Sample Week Data

Not only can bicycle and pedestrian traffic fluctuate by month or season, count stations in our region documented fluctuations based on day of the week. In order to illustrate this example, Exhibit 11 displays the total daily number of bicycle and pedestrian trips among all count stations in our region from Monday, September 14 through Sunday, September 20, 2015. The National Pedestrian and Bicycle Documentation Project selected this specific week in September because it's a period for many people to bicycle and walk, both for commuting purposes and school-related trips. Each count station captured diverse patterns and trends during this specific week. In addition to the commute-based trips made during the week, some locations captured an increase of trips on the weekend. On Saturday, September 19, 2015, a nearby weather station recorded 0.47 inches of precipitation which appeared to have no negative impact on usage of the paths. As seen in Exhibit 11, every count station reports a unique pattern throughout the week, indicating that not all shared-use paths are traveled in the

same way. In total, the 26 count stations registered over 166,000 bicycle and pedestrian trips over the course of this week.



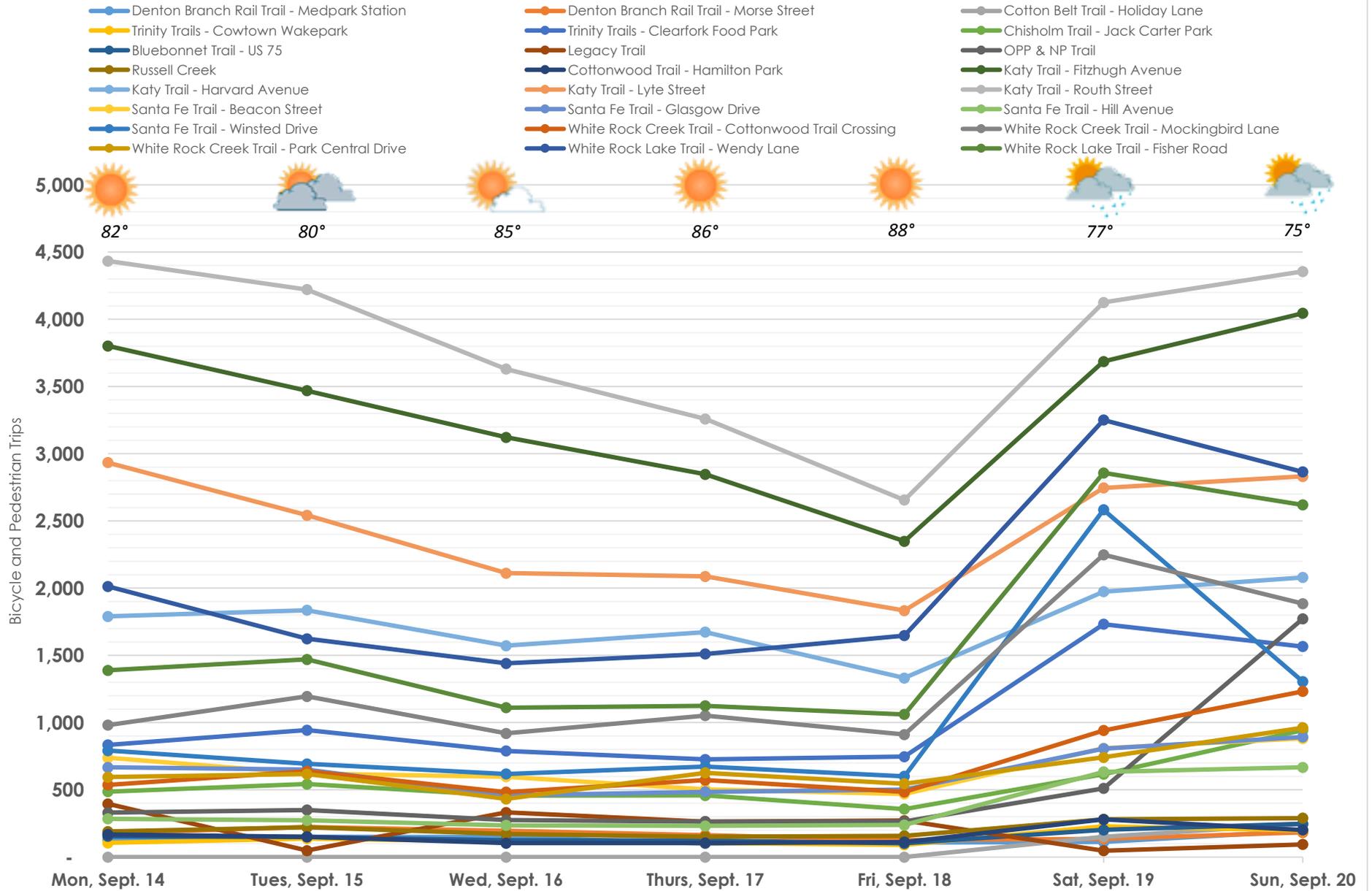
Installation of a permanent count station in Fort Worth.



NCTCOG staff assessing the accuracy of count stations.

Exhibit 11:

Total Daily Traffic During the Week of September 14, 2015



Summary

The equipment procured and installed by NCTCOG and partner agencies in the region provides a wealth of data. With new count stations anticipated to be installed in 2016 and future years, NCTCOG will continue to serve as the regional clearinghouse for bicycle and pedestrian data. **In total, all of the count stations in this report recorded nearly 4.3 million bicycle and pedestrian trips in 2015.** As the active transportation network continues to grow and more bicycle and pedestrian facilities are constructed, NCTCOG will monitor the impact of these changes on the number of trips captured by the count equipment.

Limitations of Data

The amount of bicycle and pedestrian traffic registered by counting equipment presented in this report does not represent unique individuals, but instead represents the number of bicycle and pedestrian trips passing by each count station. The technology used by the count equipment, primarily the passive infrared sensor, is unable to distinguish the number of pedestrians who walk side-by-side and in large groups. Therefore, the data in

this report should be interpreted as slightly conservative. NCTCOG validated the accuracy of six NCTCOG-owned count stations and developed a unique correction factor for each mode at each location. NCTCOG staff observed the count stations for four hours and compared the manually recorded data to that collected by the equipment. Results from the validation process found pedestrians to have a higher error rate (ranging from 3-30 percent) than bicyclists (ranging from 4-8 percent). Correction factors were applied to the following six count stations:

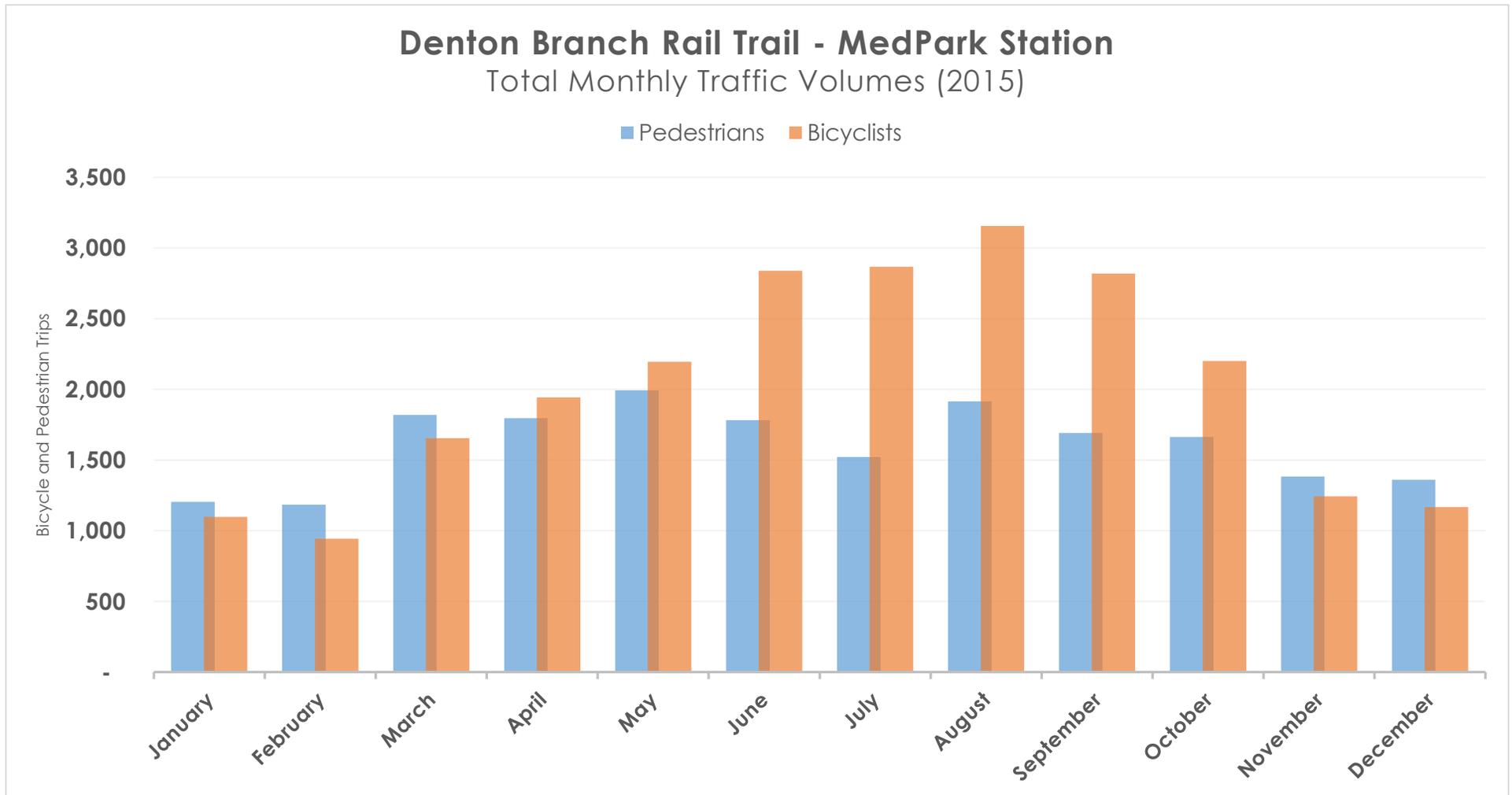
1. Chisholm Trail – Jack Carter Park
2. Chisholm Trail – Orlando Drive
3. Denton Branch Rail Trail – Medpark Station
4. Denton Branch Rail Trail – Morse Street
5. Trinity Trails – Henderson Street Bridge
6. Trinity Trails – Clearfork Food Park

In 2016, NCTCOG will work with partner agencies to perform validation counts and apply correction factors to each of the count stations.

Appendix:
Individual Count Station Summaries

Denton

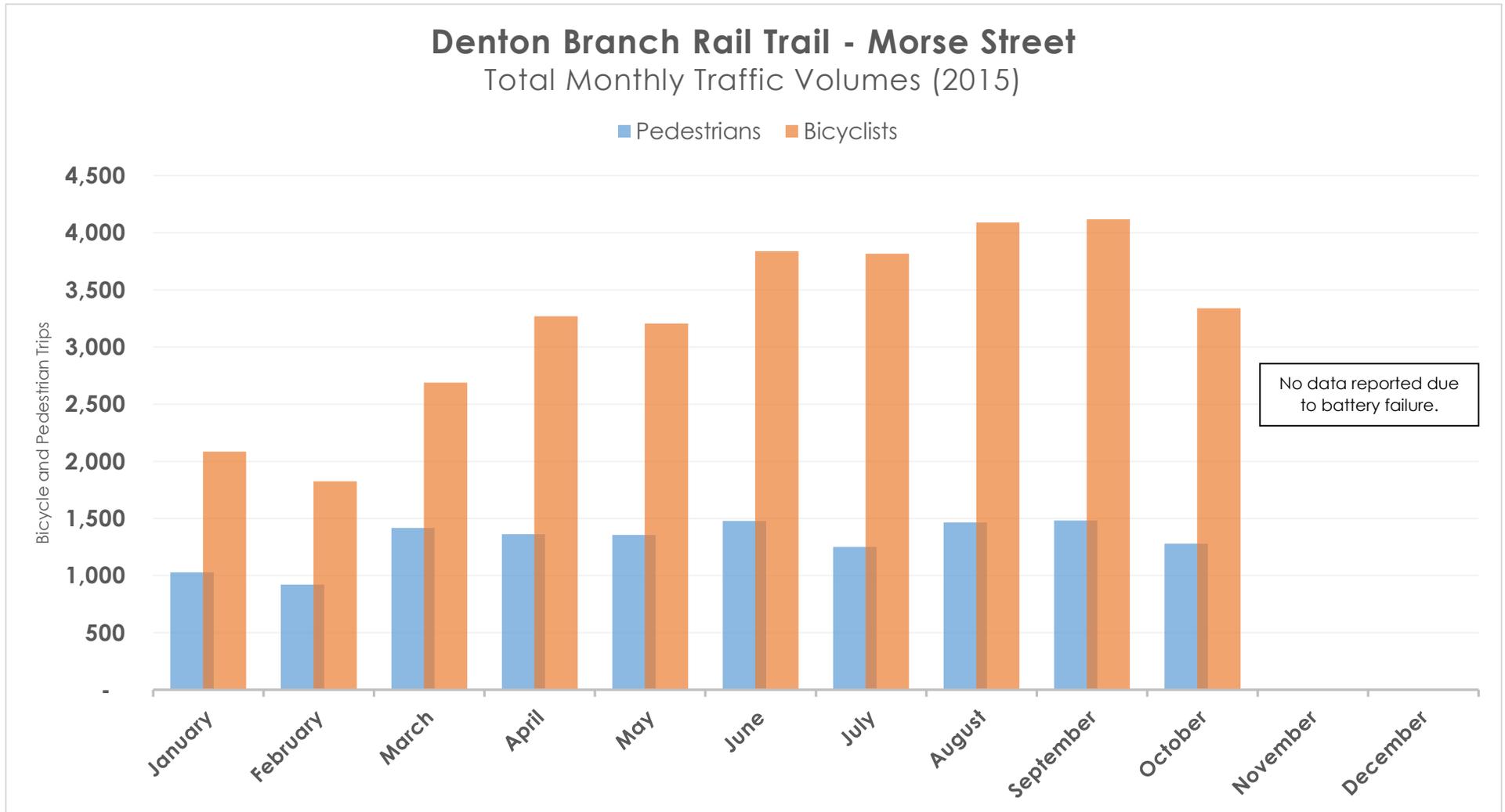
Exhibit 12:



| 2015 Annual Traffic | |
|----------------------|---------------|
| Pedestrians | 19,314 |
| Bicyclists | 24,127 |
| Total Traffic | 43,441 |

Denton

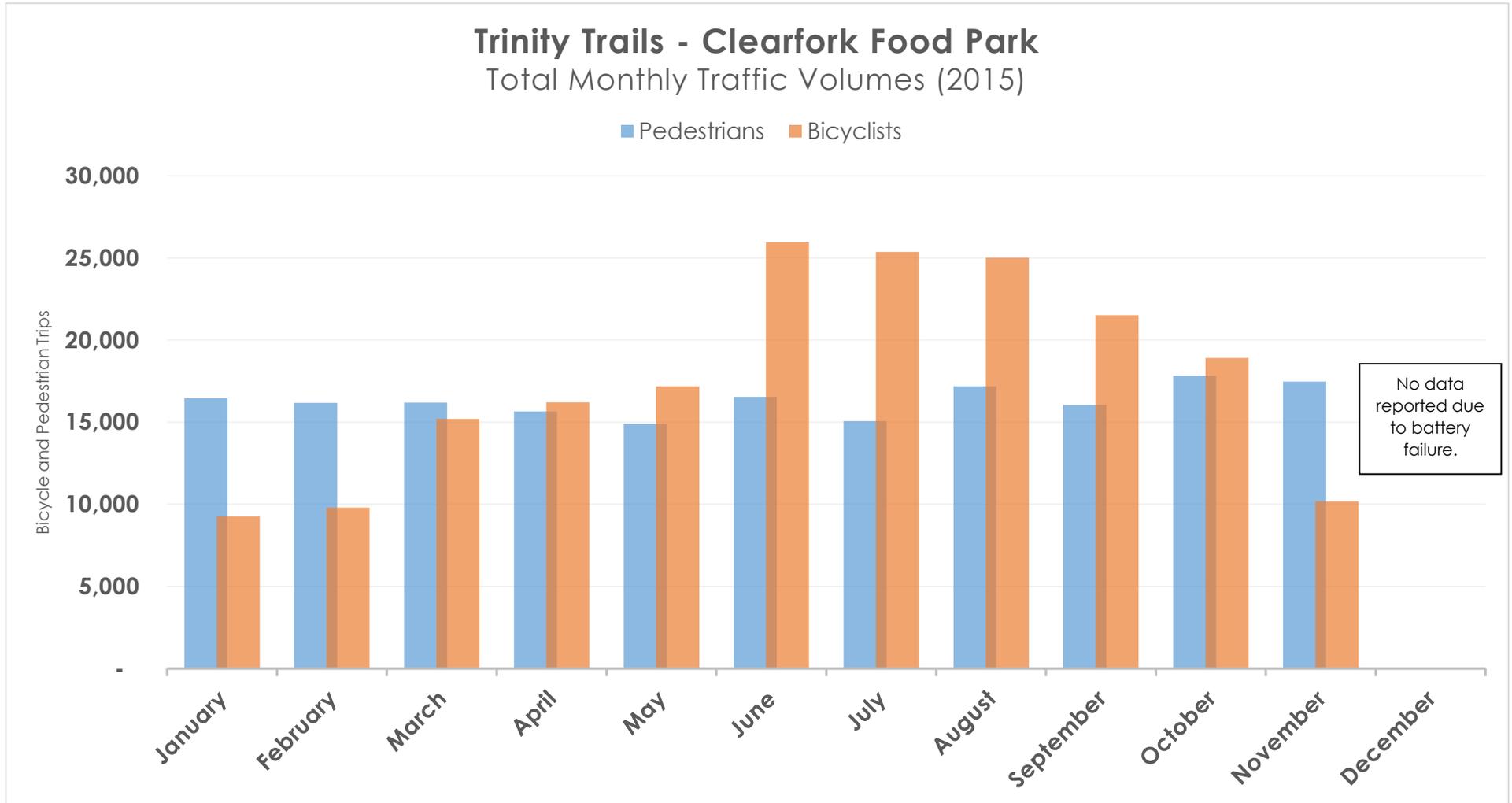
Exhibit 13:



| 2015 Annual Traffic (partial year) | |
|------------------------------------|---------------|
| Pedestrians | 13,039 |
| Bicyclists | 32,276 |
| Total Traffic | 45,315 |

Fort Worth

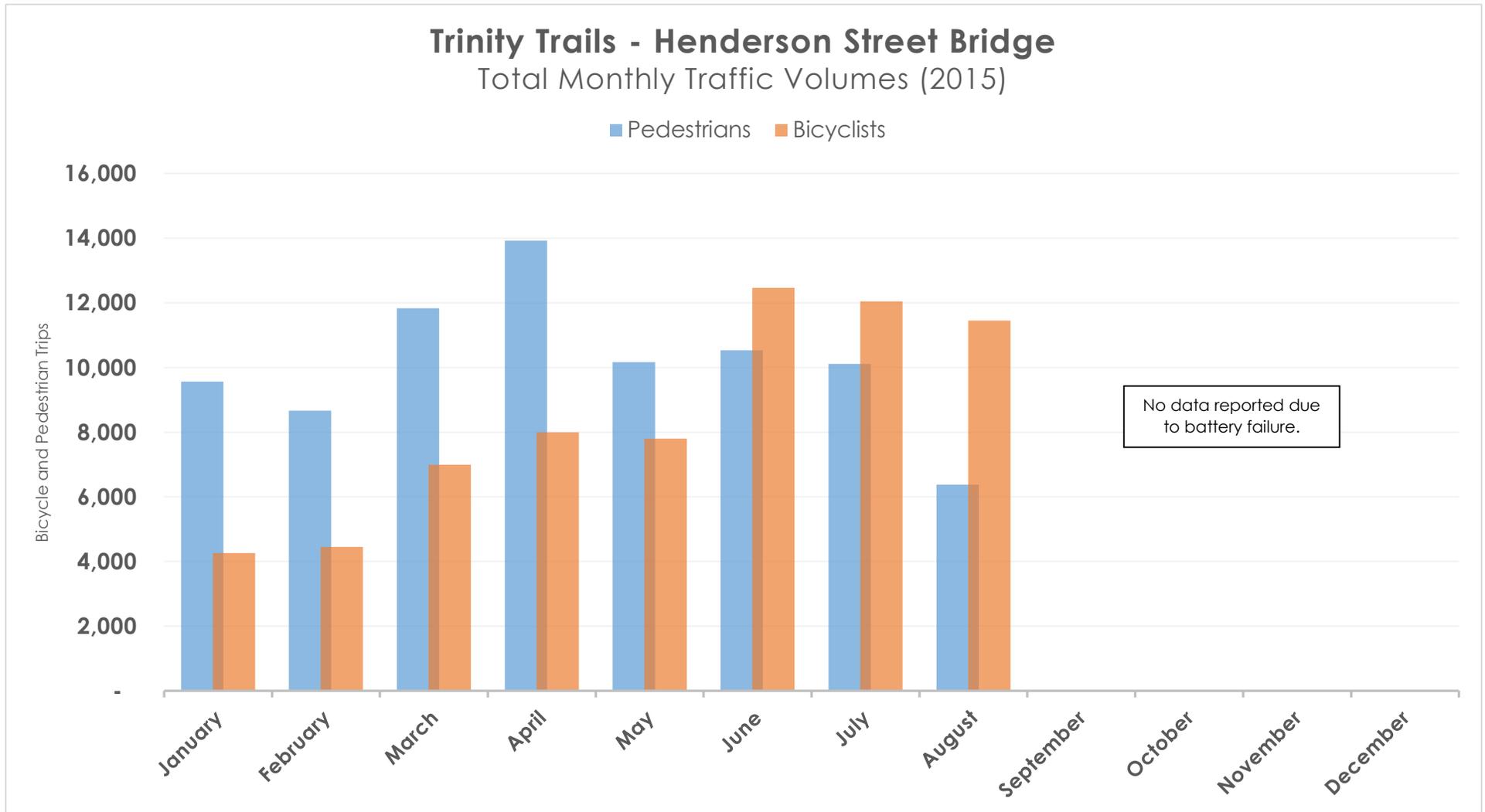
Exhibit 14:



| 2015 Annual Traffic (partial year) | |
|------------------------------------|----------------|
| Pedestrians | 179,483 |
| Bicyclists | 194,528 |
| Total Traffic | 374,011 |

Fort Worth

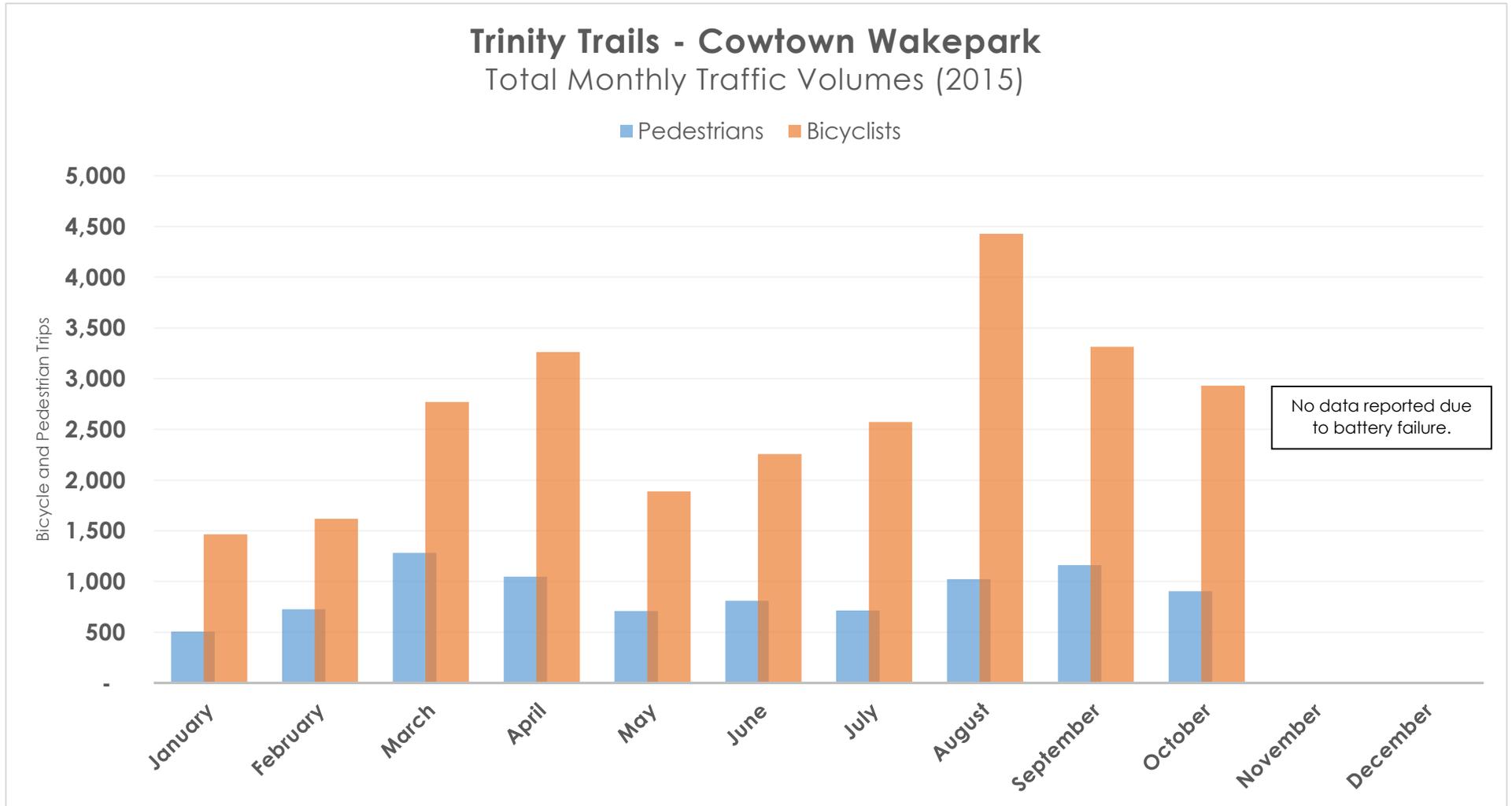
Exhibit 15:



| 2015 Annual Traffic (partial year) | |
|------------------------------------|----------------|
| Pedestrians | 81,173 |
| Bicyclists | 67,473 |
| Total Traffic | 148,647 |

Fort Worth

Exhibit 16:

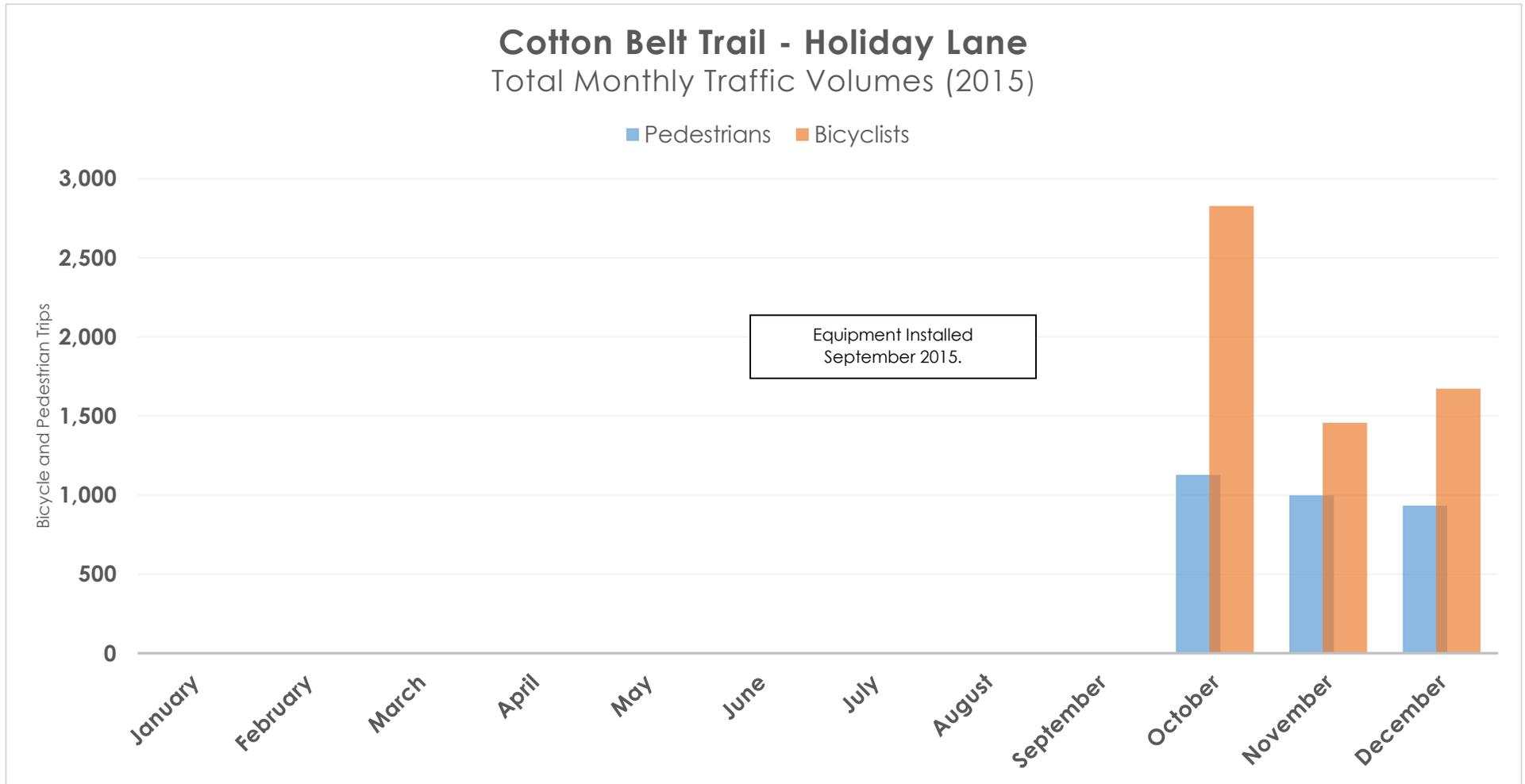


Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|------------------------------------|---------------|
| Pedestrians | 8,882 |
| Bicyclists | 26,505 |
| Total Traffic | 35,387 |

North Richland Hills

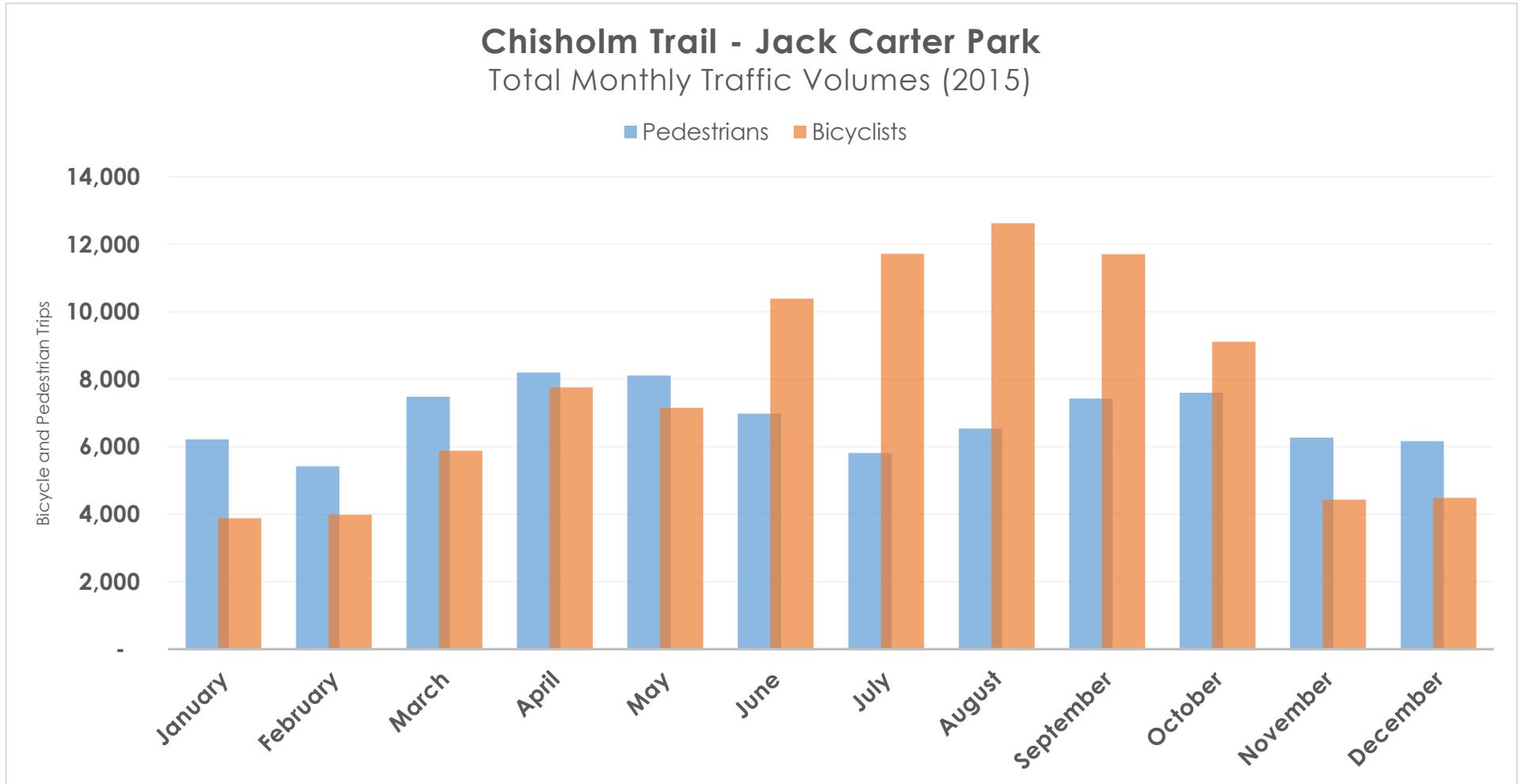
Exhibit 17:



Note: Data does not include a correction factor and is therefore not adjusted.

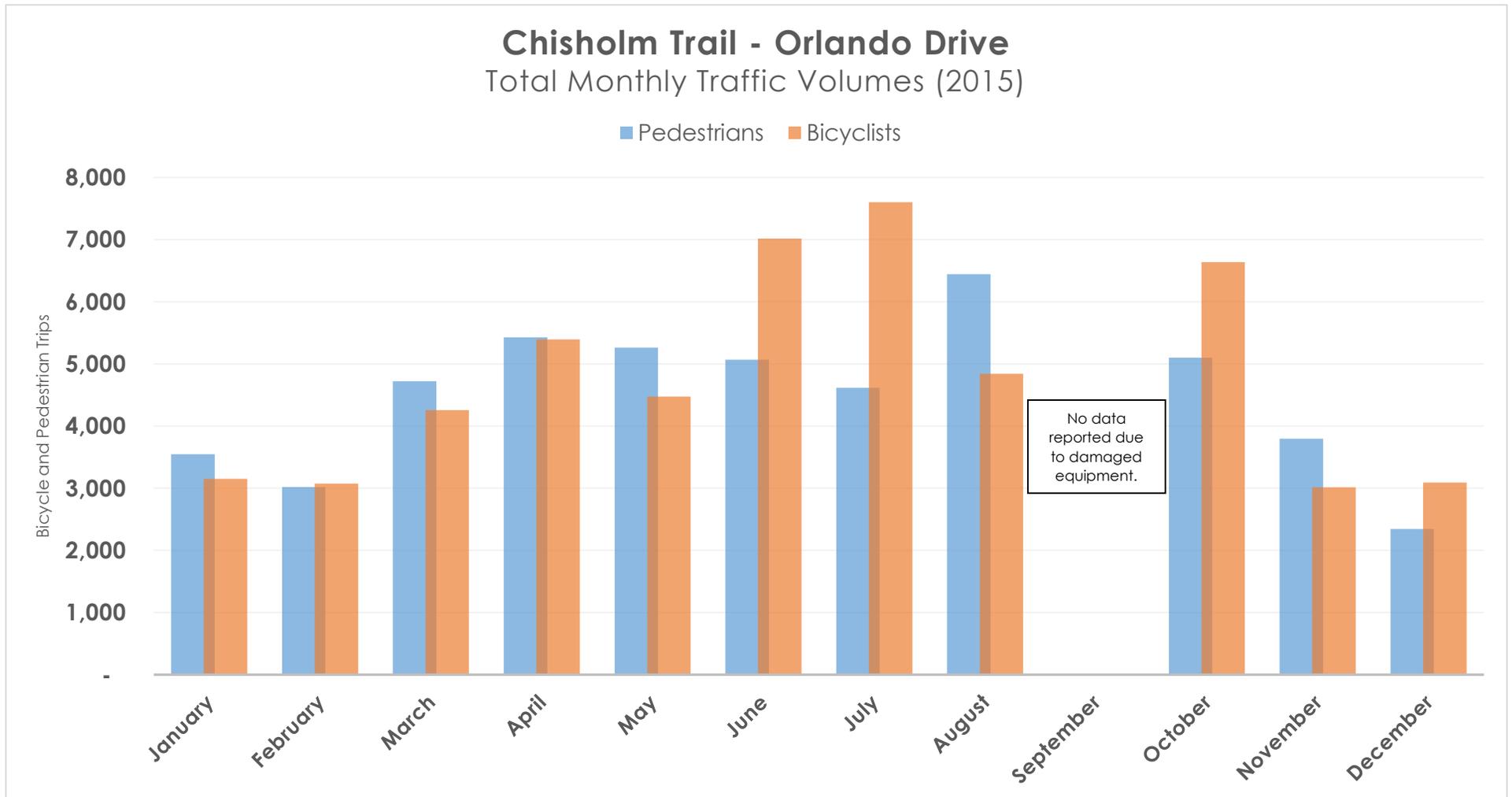
| 2015 Annual Traffic (partial year) | |
|------------------------------------|--------------|
| Pedestrians | 3,060 |
| Bicyclists | 5,956 |
| Total Traffic | 9,016 |

Exhibit 18:



| 2015 Annual Traffic | |
|----------------------|----------------|
| Pedestrians | 82,208 |
| Bicyclists | 93,107 |
| Total Traffic | 175,314 |

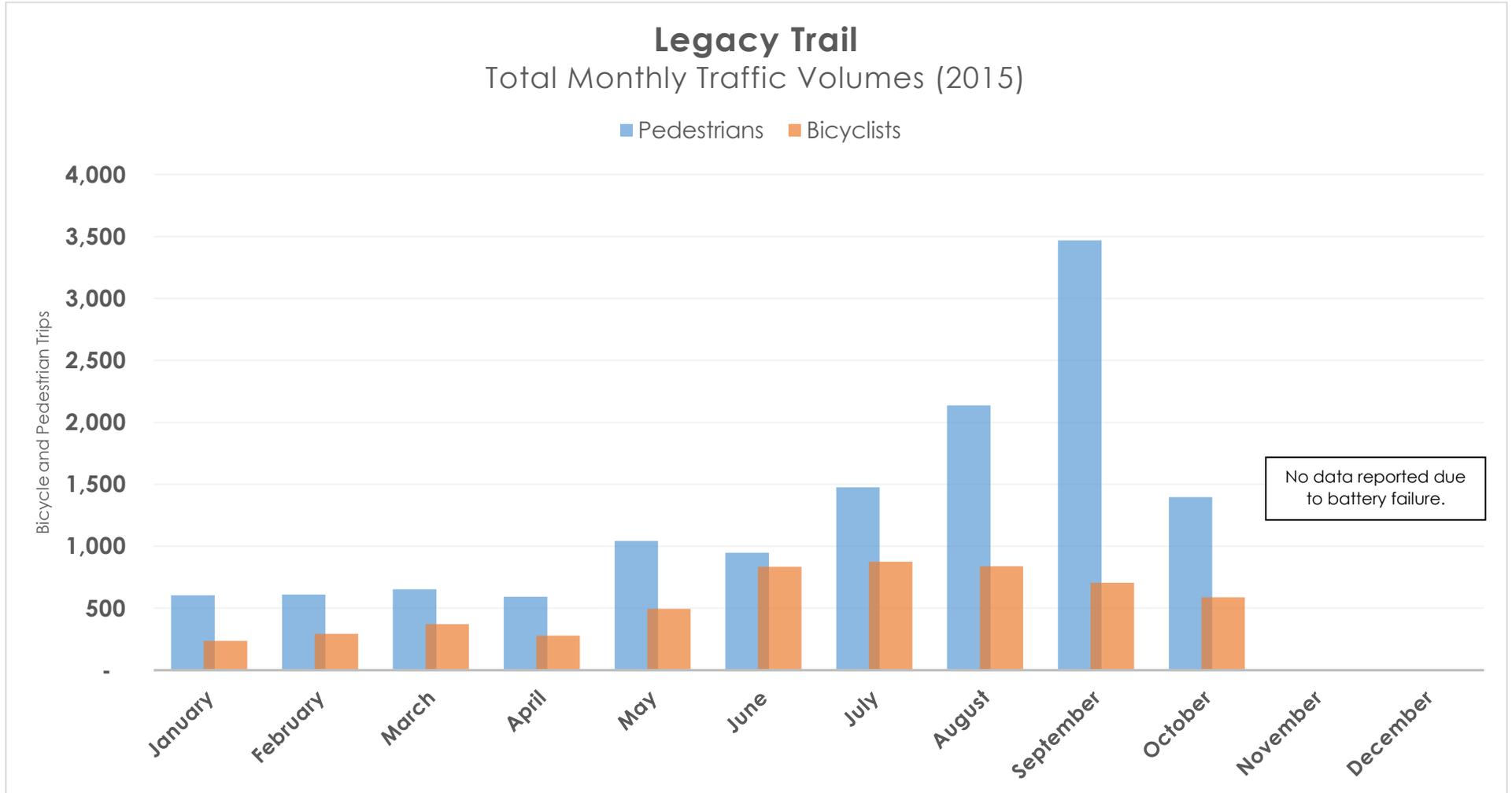
Exhibit 19:



| 2015 Annual Traffic (partial year) | |
|------------------------------------|----------------|
| Pedestrians | 49,347 |
| Bicyclists | 52,553 |
| Total Traffic | 101,900 |

Plano

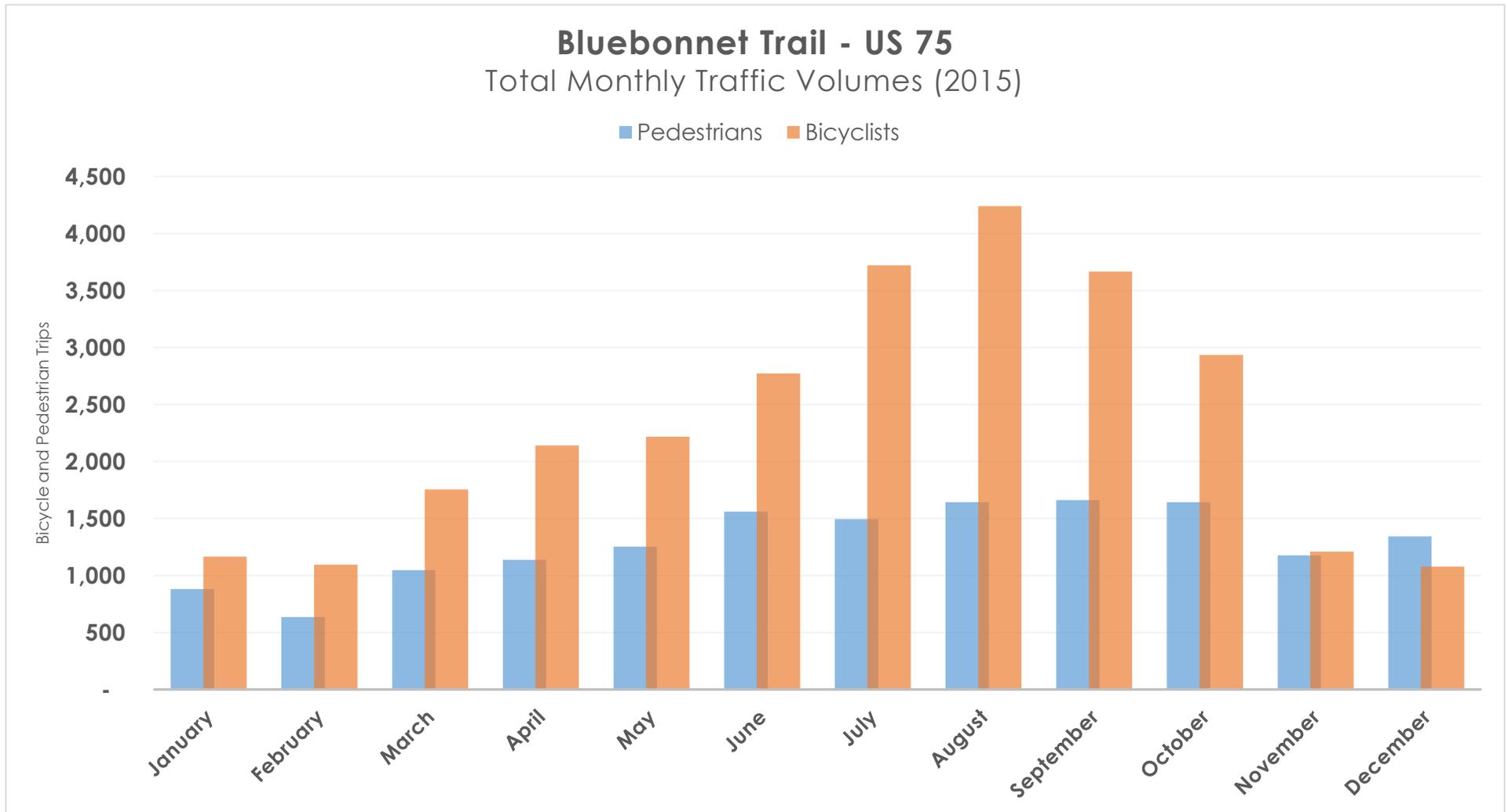
Exhibit 20:



Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|------------------------------------|---------------|
| Pedestrians | 12,927 |
| Bicyclists | 5,514 |
| Total Traffic | 18,441 |

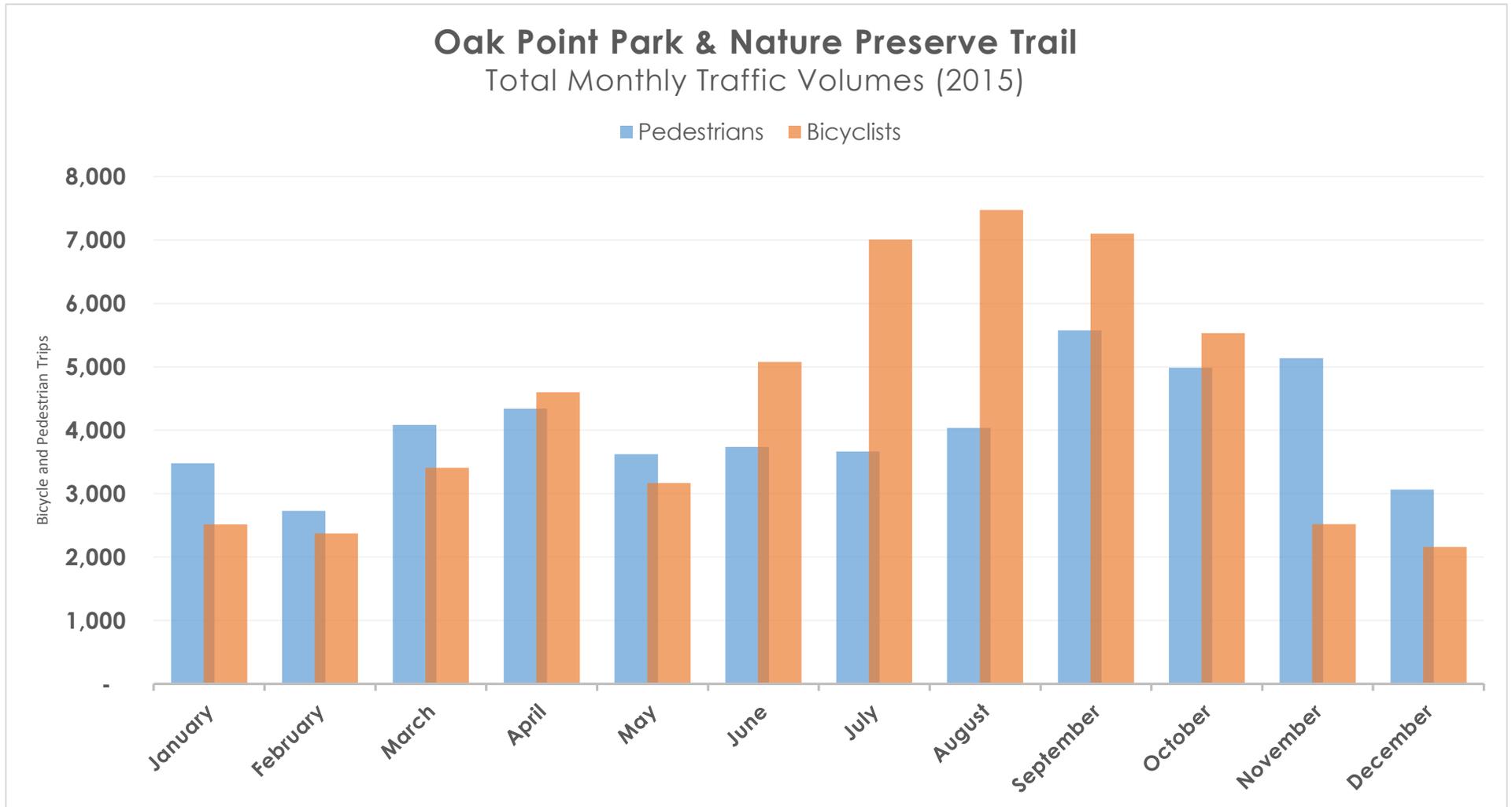
Exhibit 21:



Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic | |
|----------------------|---------------|
| Pedestrians | 15,476 |
| Bicyclists | 27,995 |
| Total Traffic | 43,471 |

Exhibit 22:

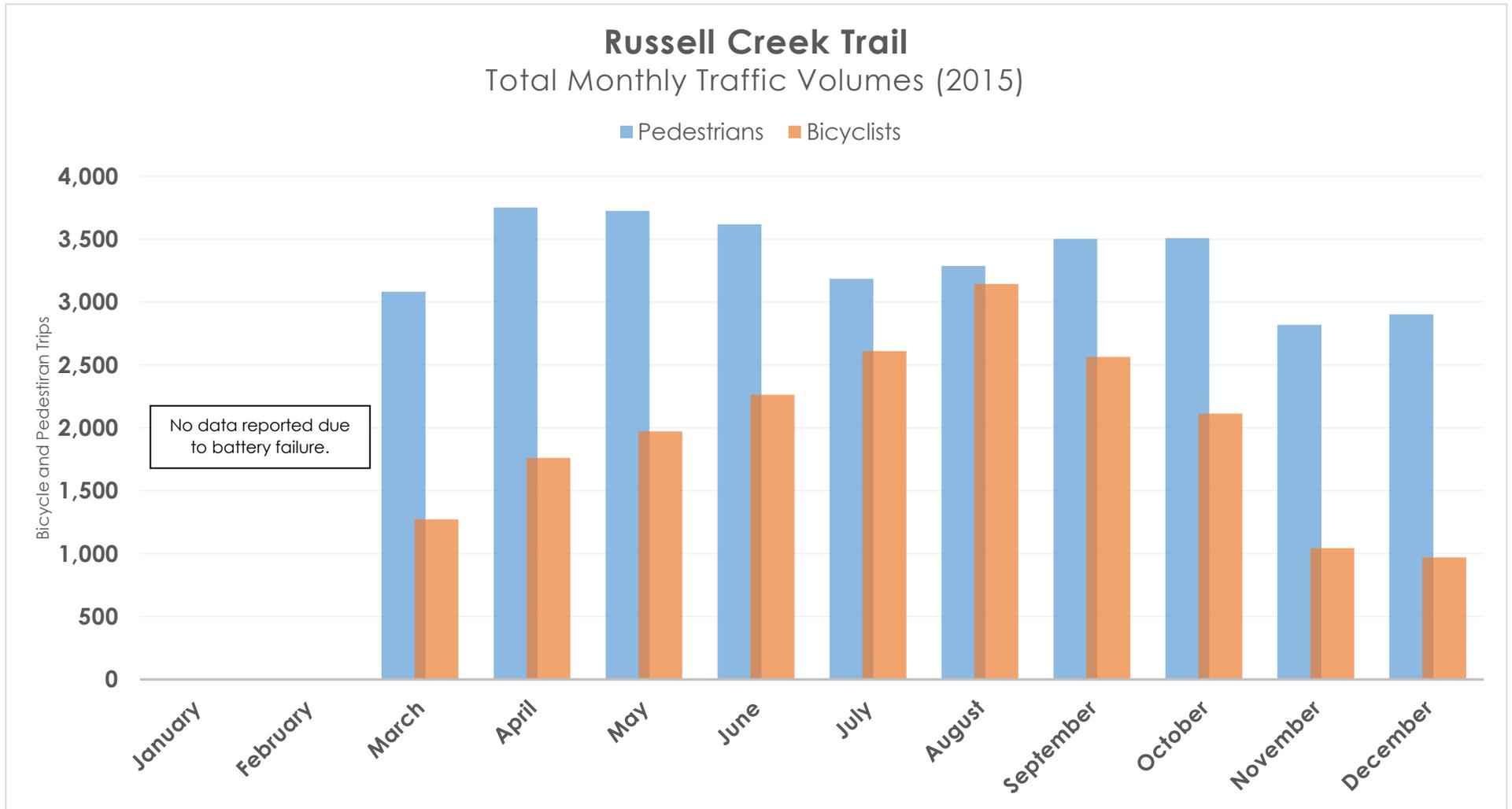


Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic | |
|----------------------|----------------|
| Pedestrians | 48,460 |
| Bicyclists | 52,936 |
| Total Traffic | 101,396 |

Plano

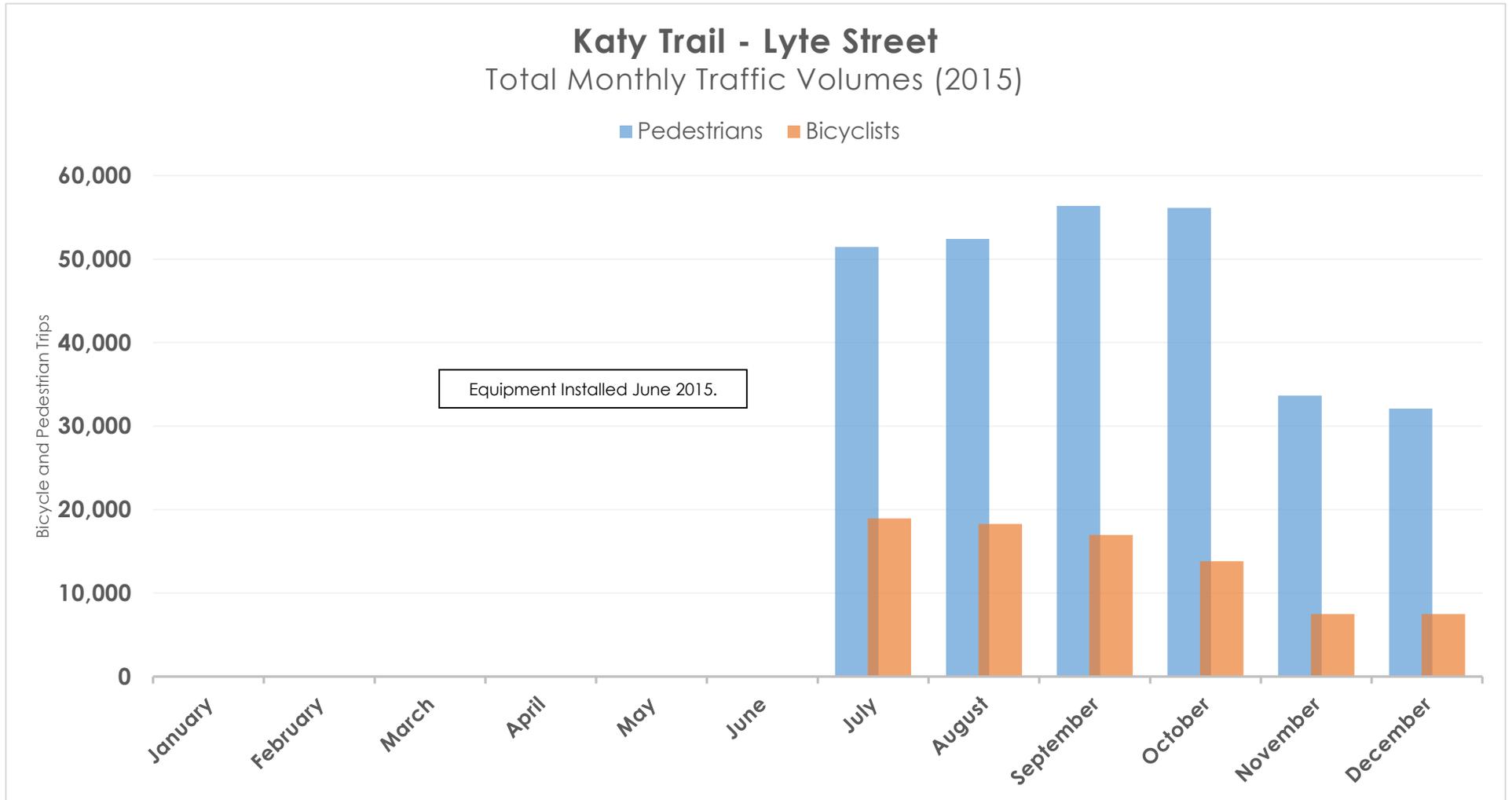
Exhibit 23:



Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|------------------------------------|---------------|
| Pedestrians | 33,382 |
| Bicyclists | 19,713 |
| Total Traffic | 53,095 |

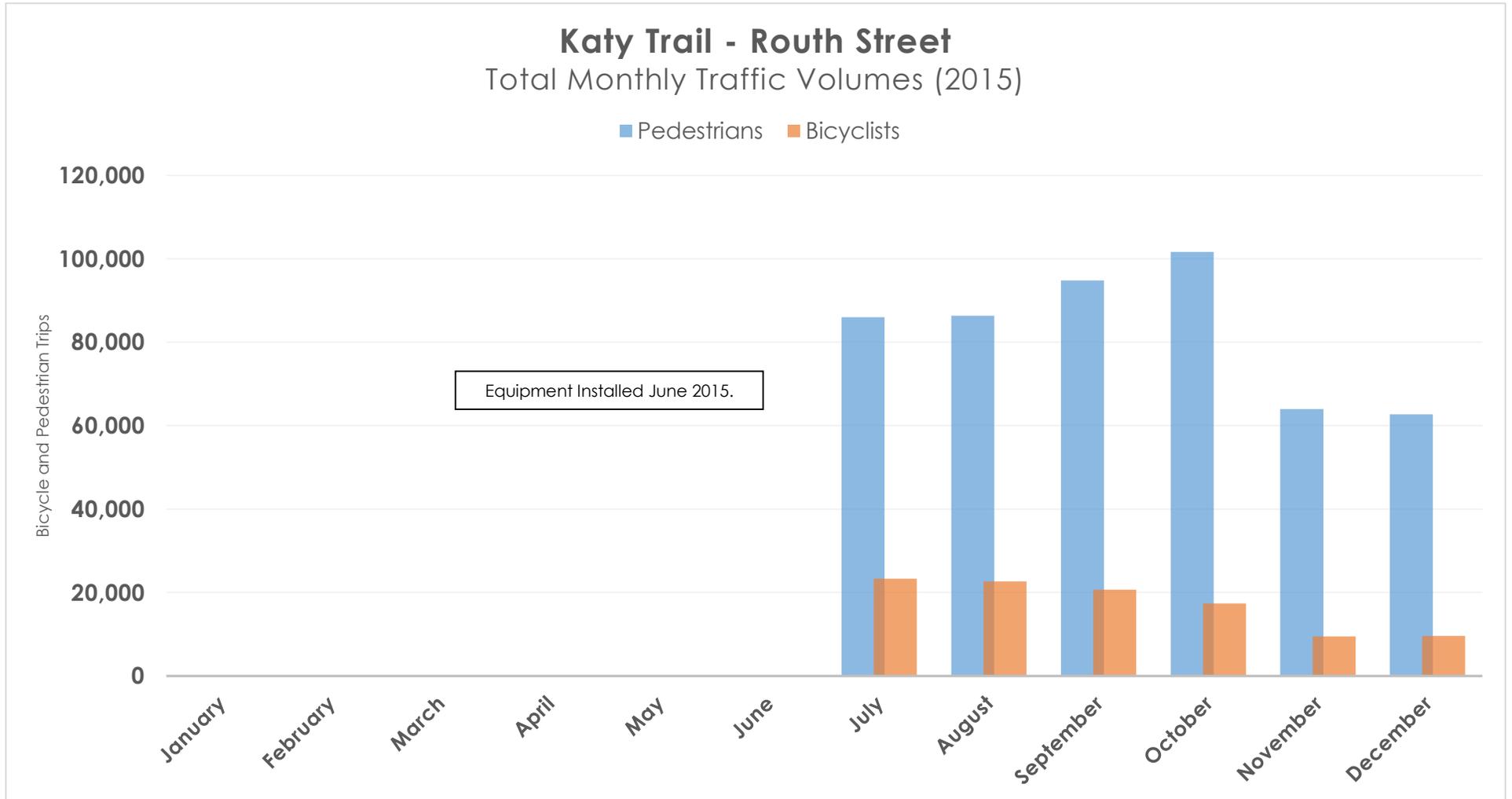
Exhibit 24:



Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|------------------------------------|----------------|
| Pedestrians | 282,134 |
| Bicyclists | 83,018 |
| Total Traffic | 365,152 |

Exhibit 25:

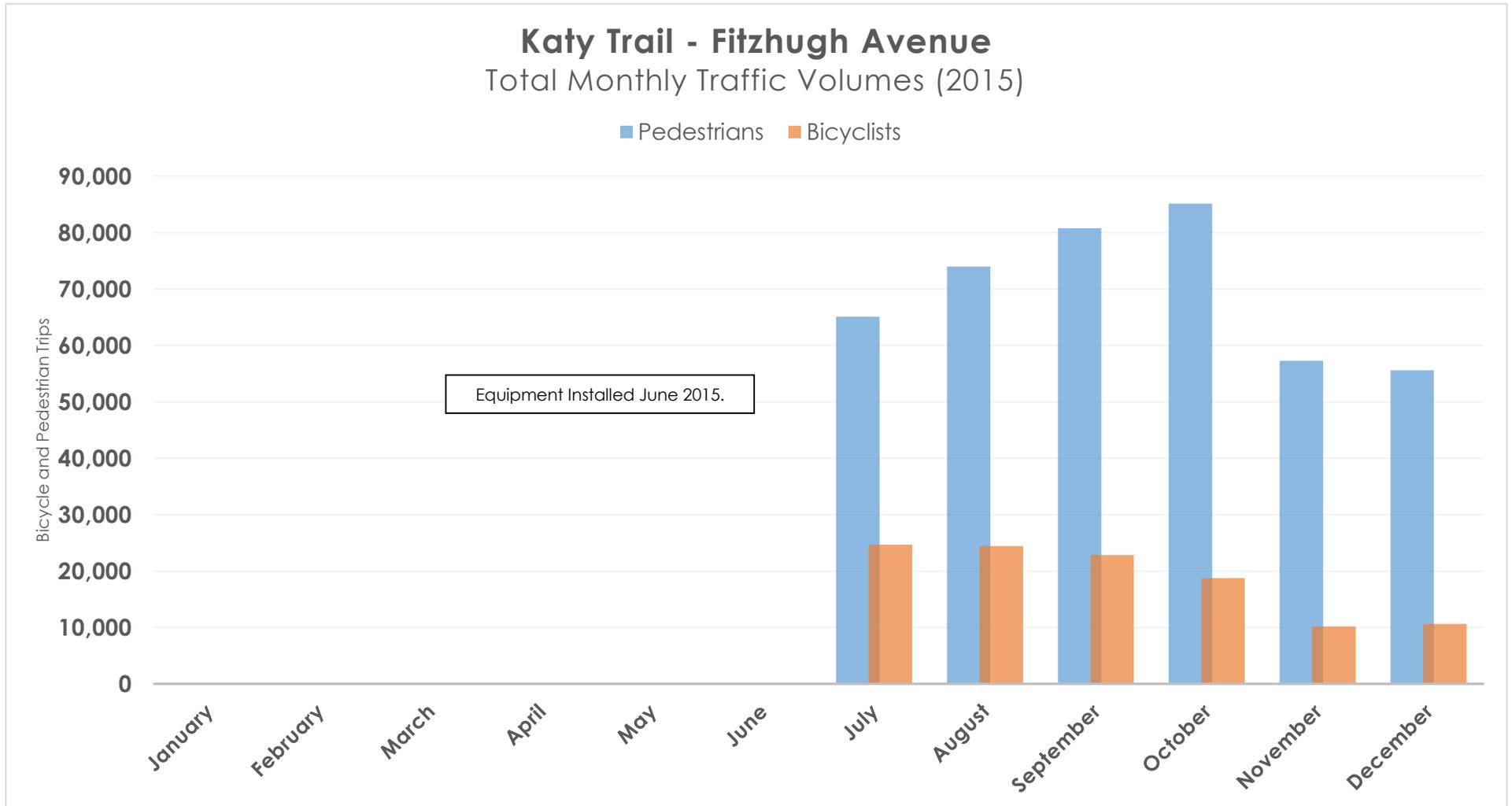


Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|------------------------------------|----------------|
| Pedestrians | 495,477 |
| Bicyclists | 102,983 |
| Total Traffic | 598,460 |

Dallas

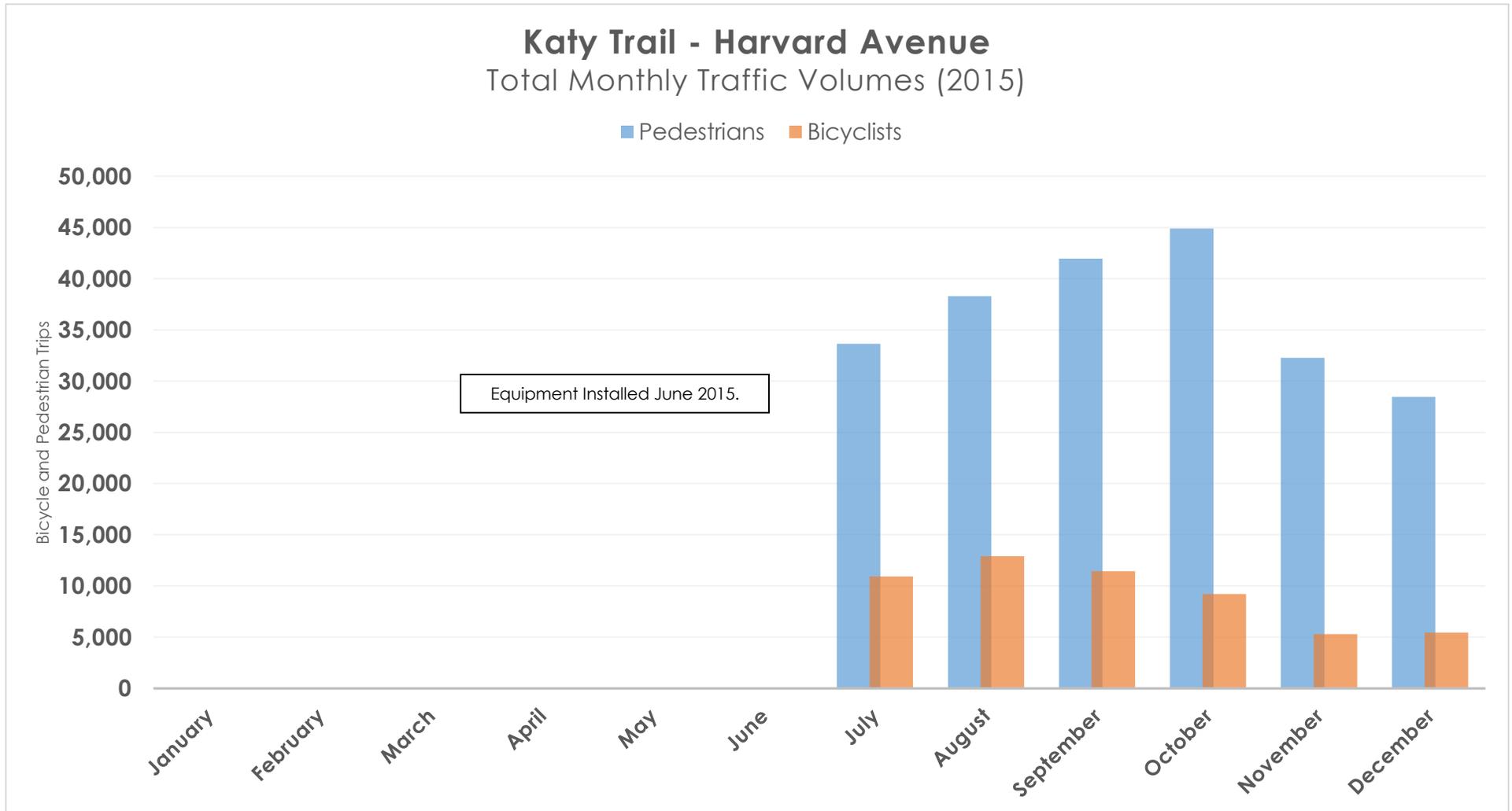
Exhibit 26:



Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|------------------------------------|----------------|
| Pedestrians | 417,890 |
| Bicyclists | 111,497 |
| Total Traffic | 529,387 |

Exhibit 27:

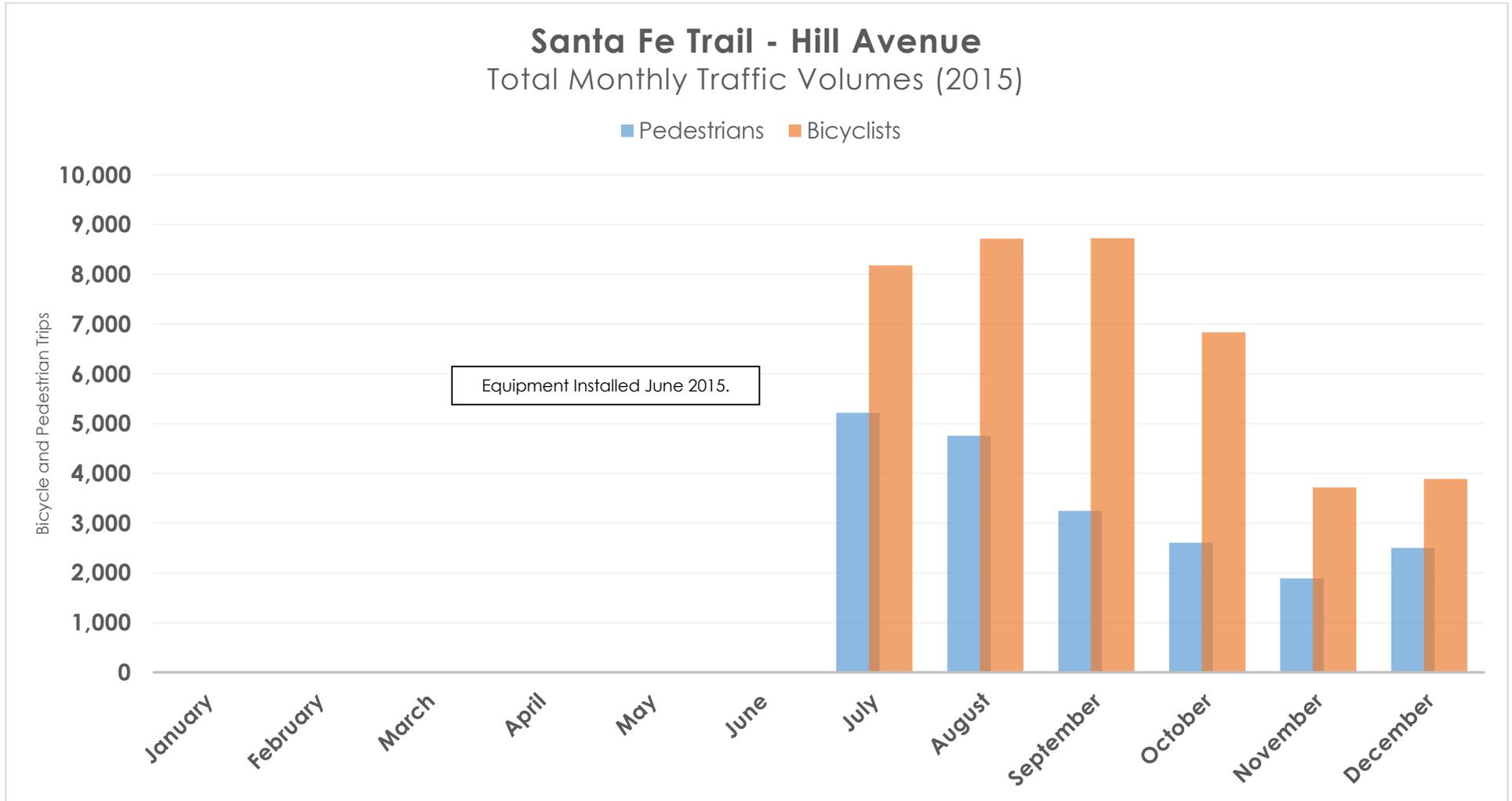


Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|------------------------------------|----------------|
| Pedestrians | 219,553 |
| Bicyclists | 55,239 |
| Total Traffic | 274,792 |

Dallas

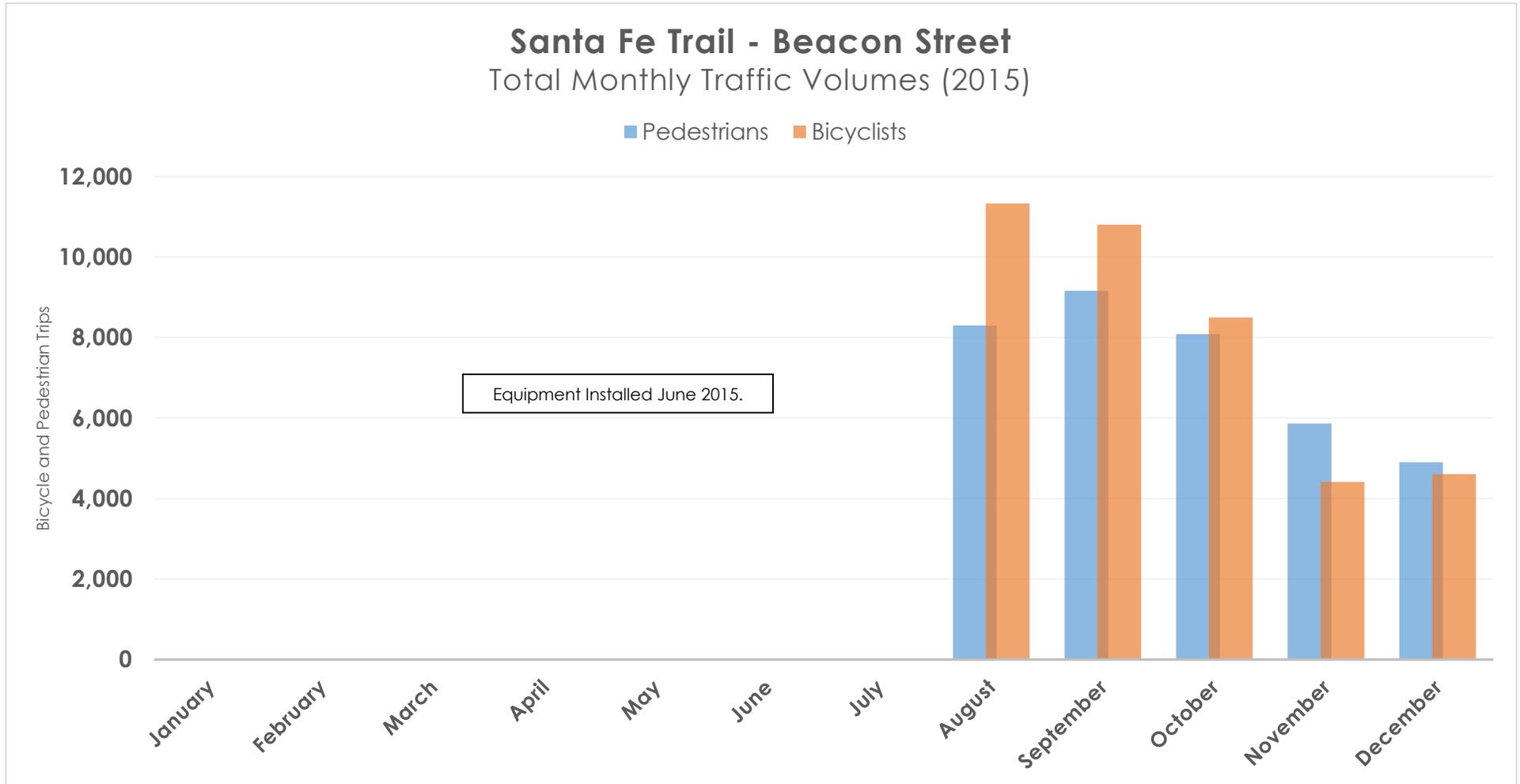
Exhibit 28:



Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|------------------------------------|---------------|
| Pedestrians | 20,215 |
| Bicyclists | 40,069 |
| Total Traffic | 60,284 |

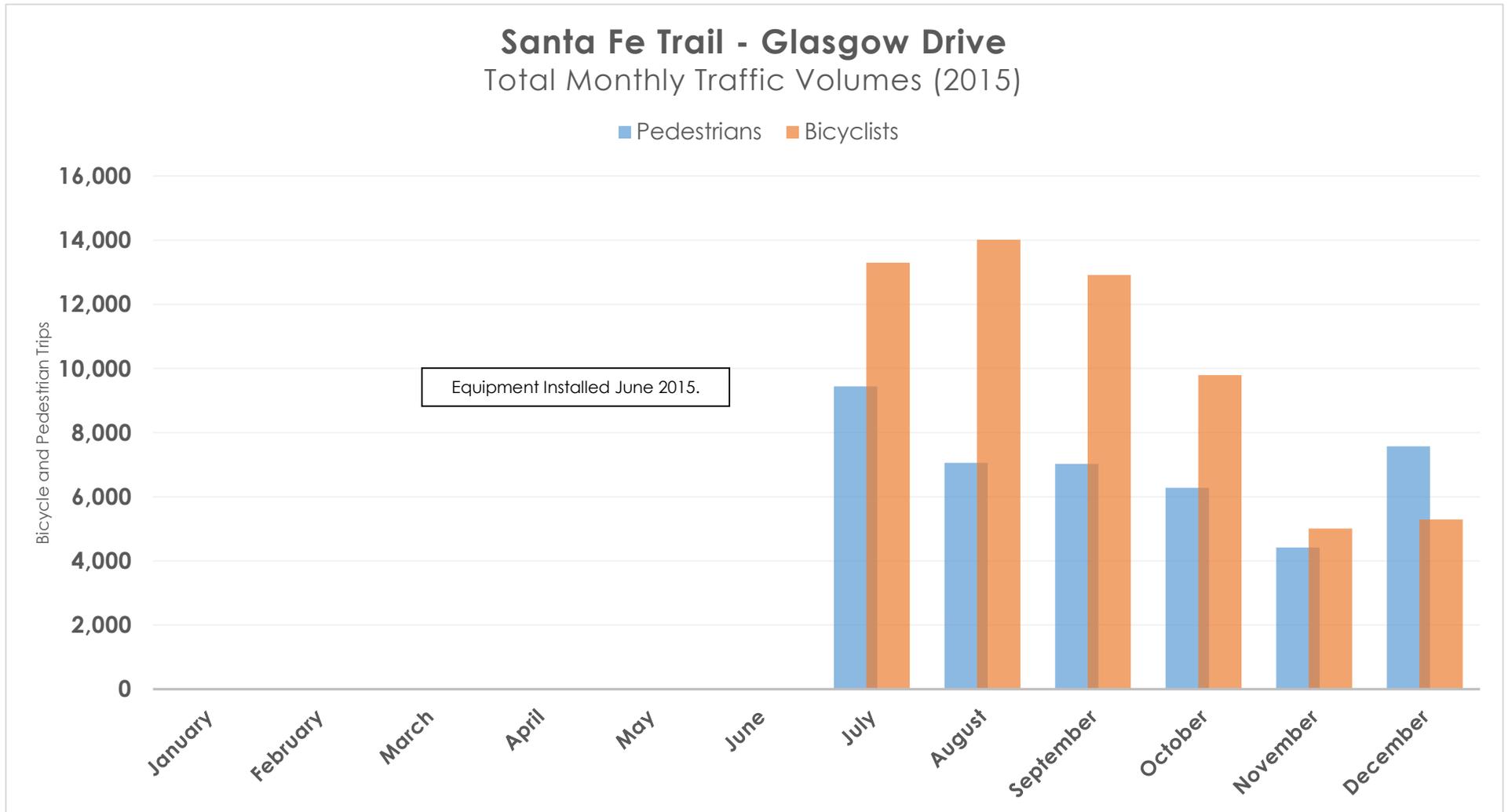
Exhibit 29:



Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|---|---------------|
| Pedestrians | 36,318 |
| Bicyclists | 39,654 |
| Total Traffic | 75,972 |

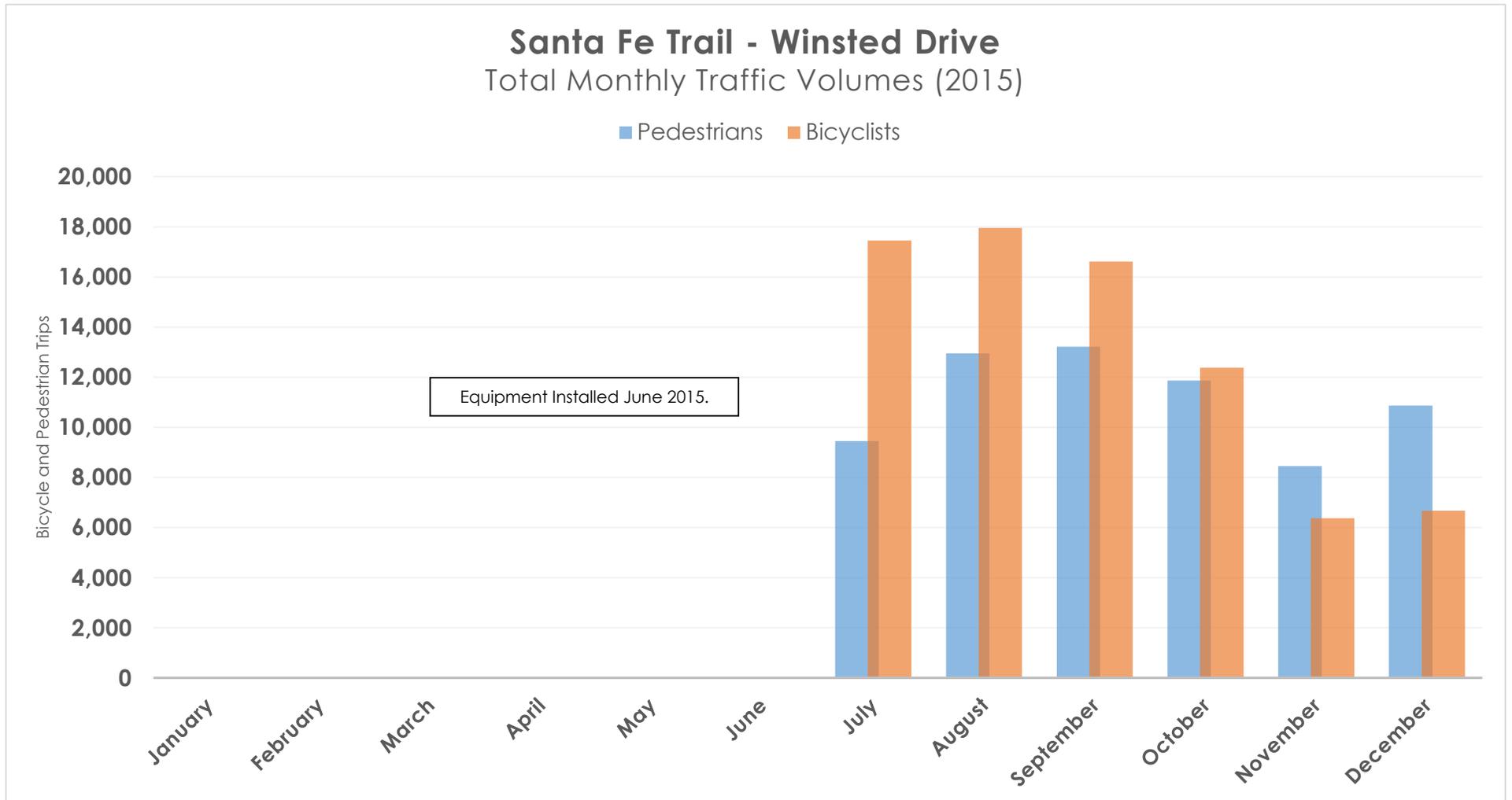
Exhibit 30:



Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|------------------------------------|----------------|
| Pedestrians | 41,800 |
| Bicyclists | 60,318 |
| Total Traffic | 102,118 |

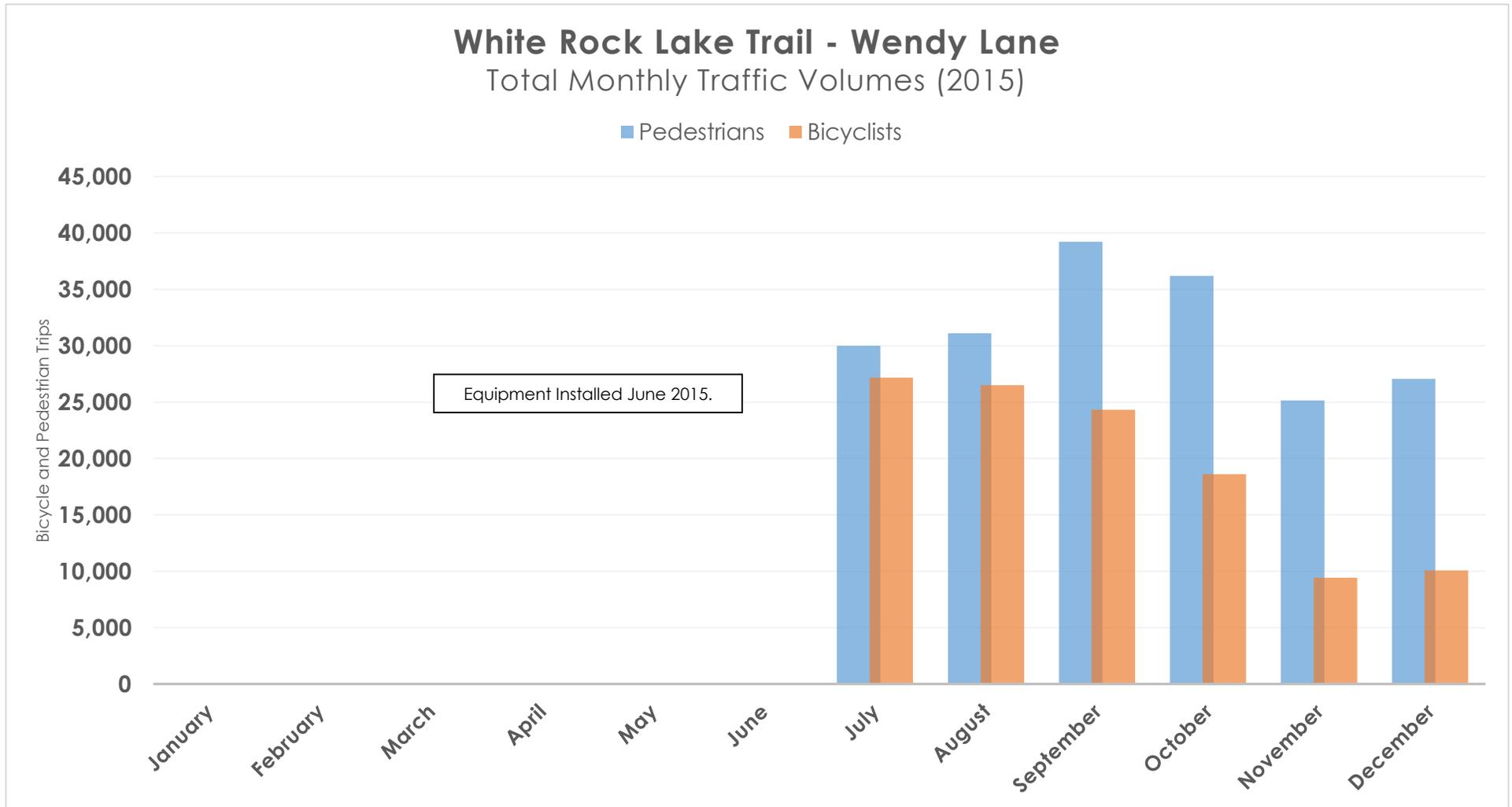
Exhibit 31:



Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|------------------------------------|----------------|
| Pedestrians | 66,799 |
| Bicyclists | 77,432 |
| Total Traffic | 144,231 |

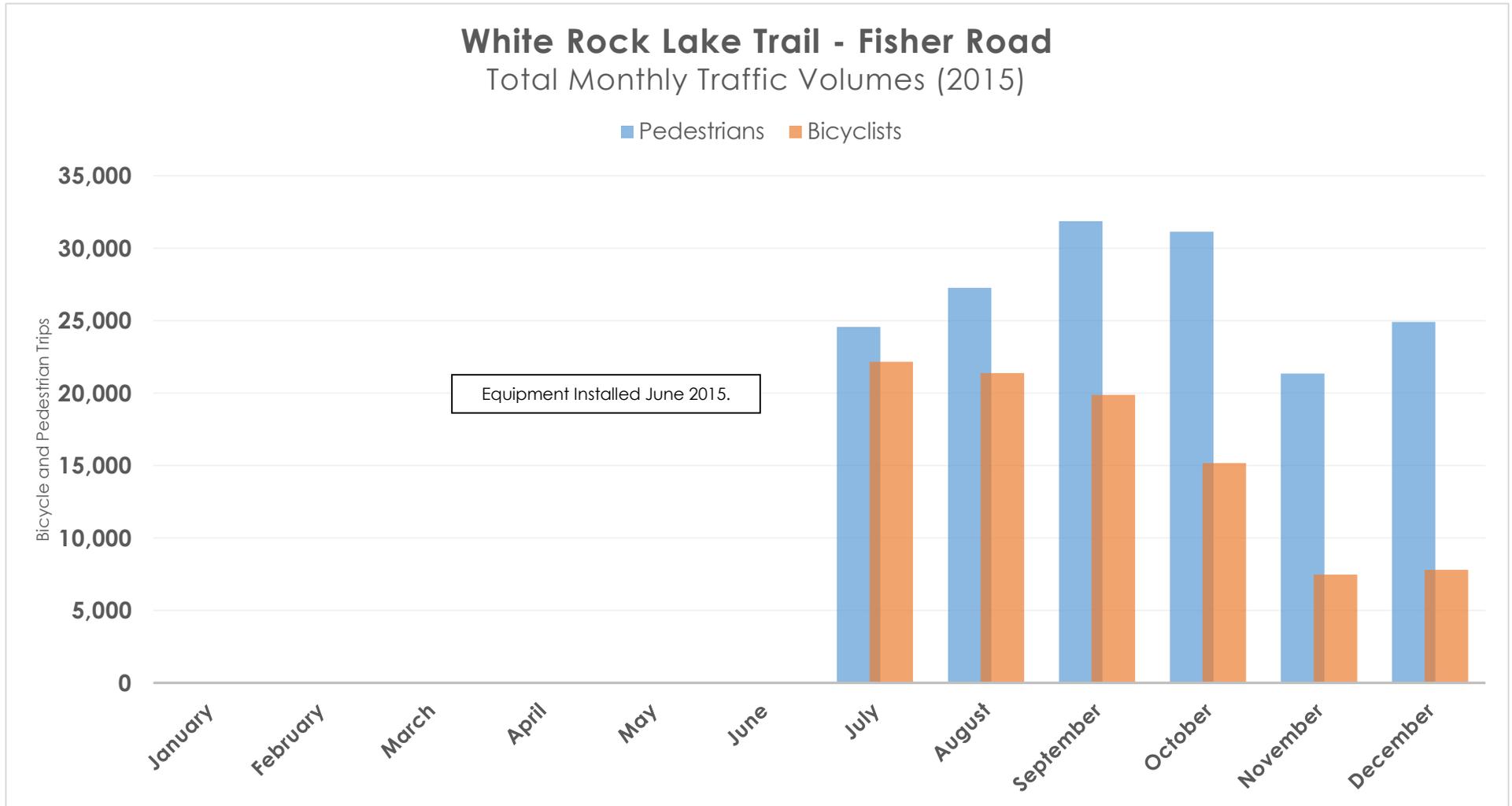
Exhibit 32:



Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|------------------------------------|----------------|
| Pedestrians | 188,745 |
| Bicyclists | 116,093 |
| Total Traffic | 304,838 |

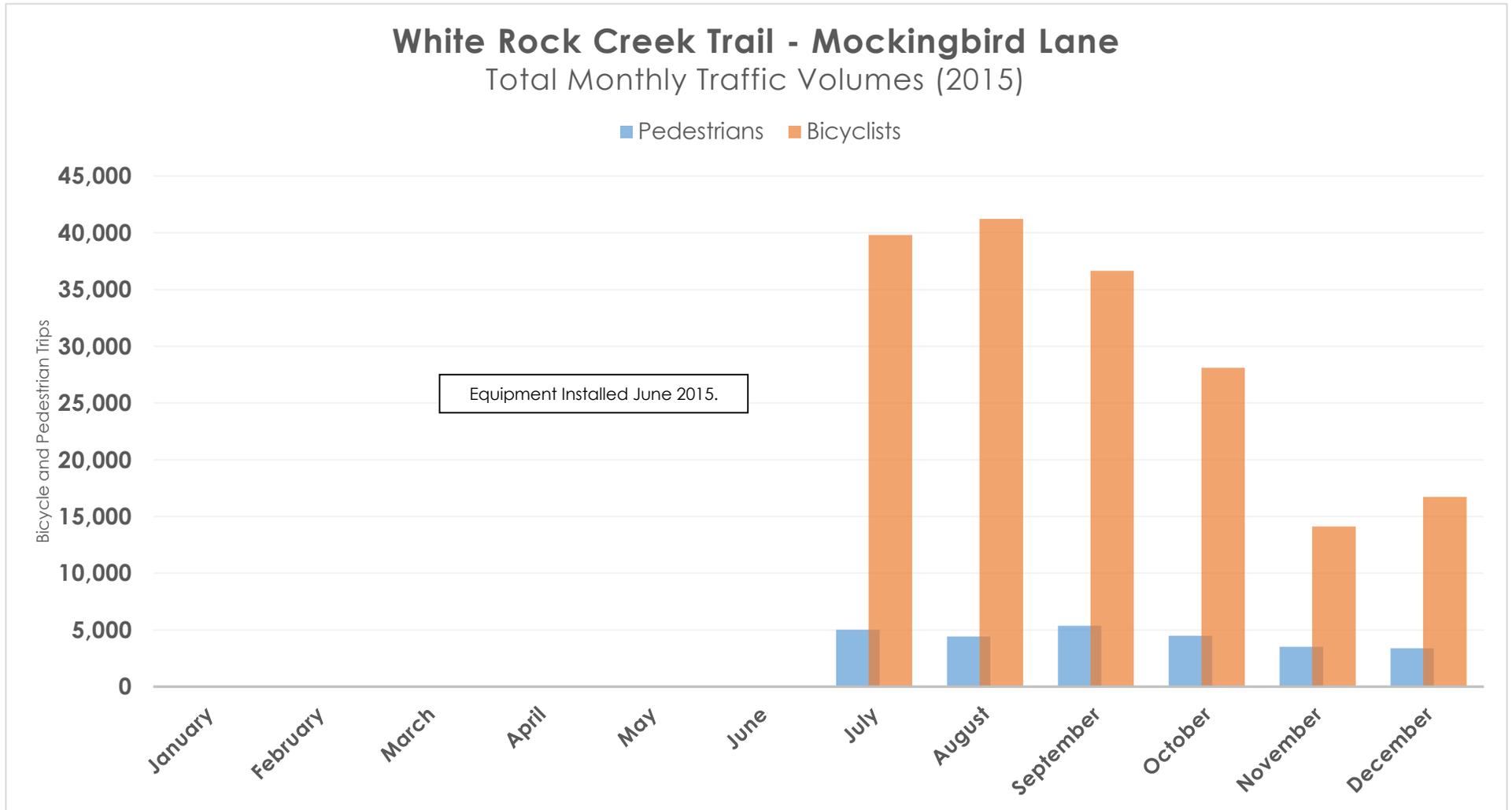
Exhibit 33:



Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|------------------------------------|----------------|
| Pedestrians | 161,127 |
| Bicyclists | 93,910 |
| Total Traffic | 255,037 |

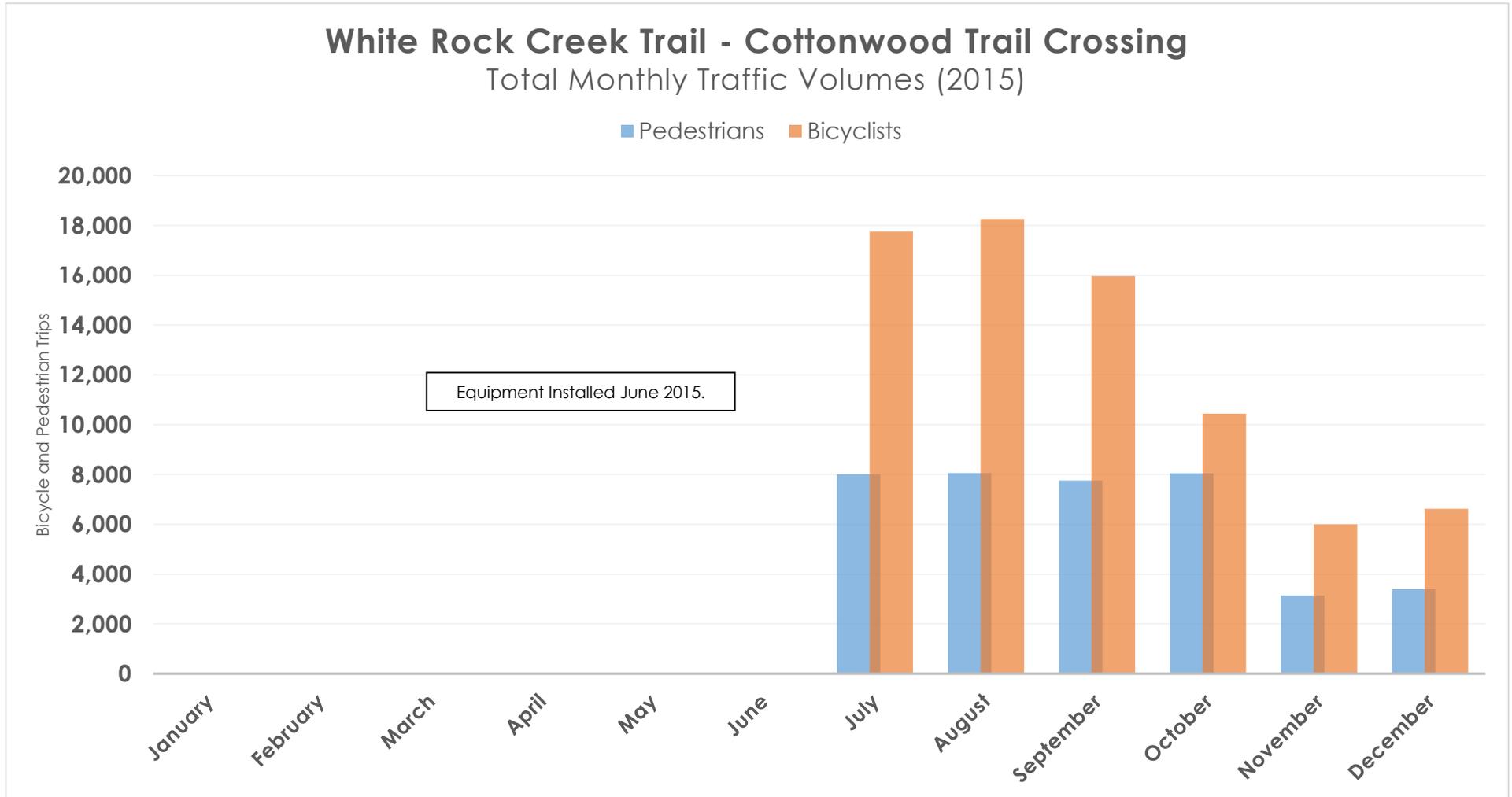
Exhibit 34:



Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|------------------------------------|----------------|
| Pedestrians | 26,163 |
| Bicyclists | 176,596 |
| Total Traffic | 202,759 |

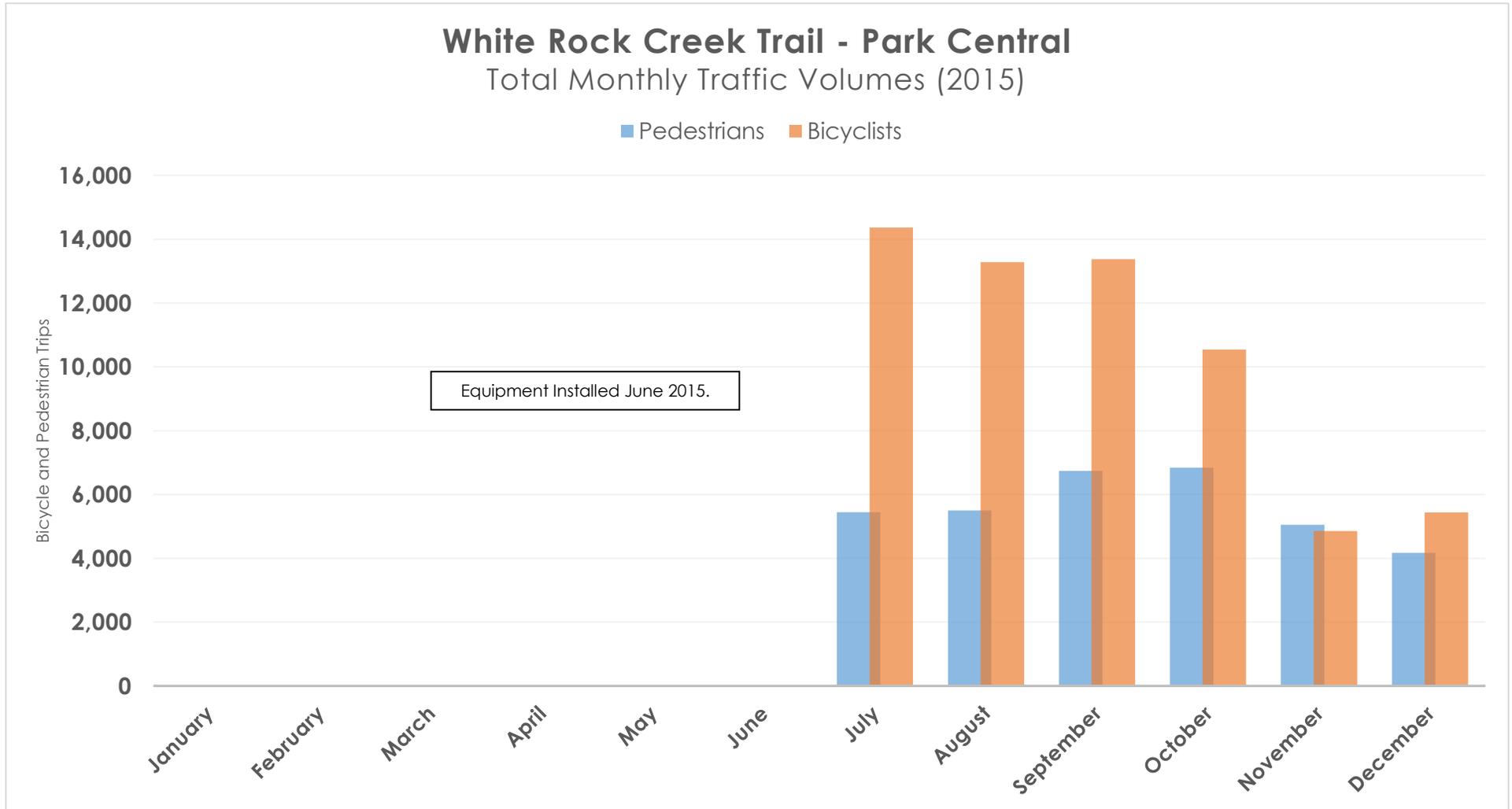
Exhibit 35:



Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|------------------------------------|----------------|
| Pedestrians | 38,433 |
| Bicyclists | 75,029 |
| Total Traffic | 113,462 |

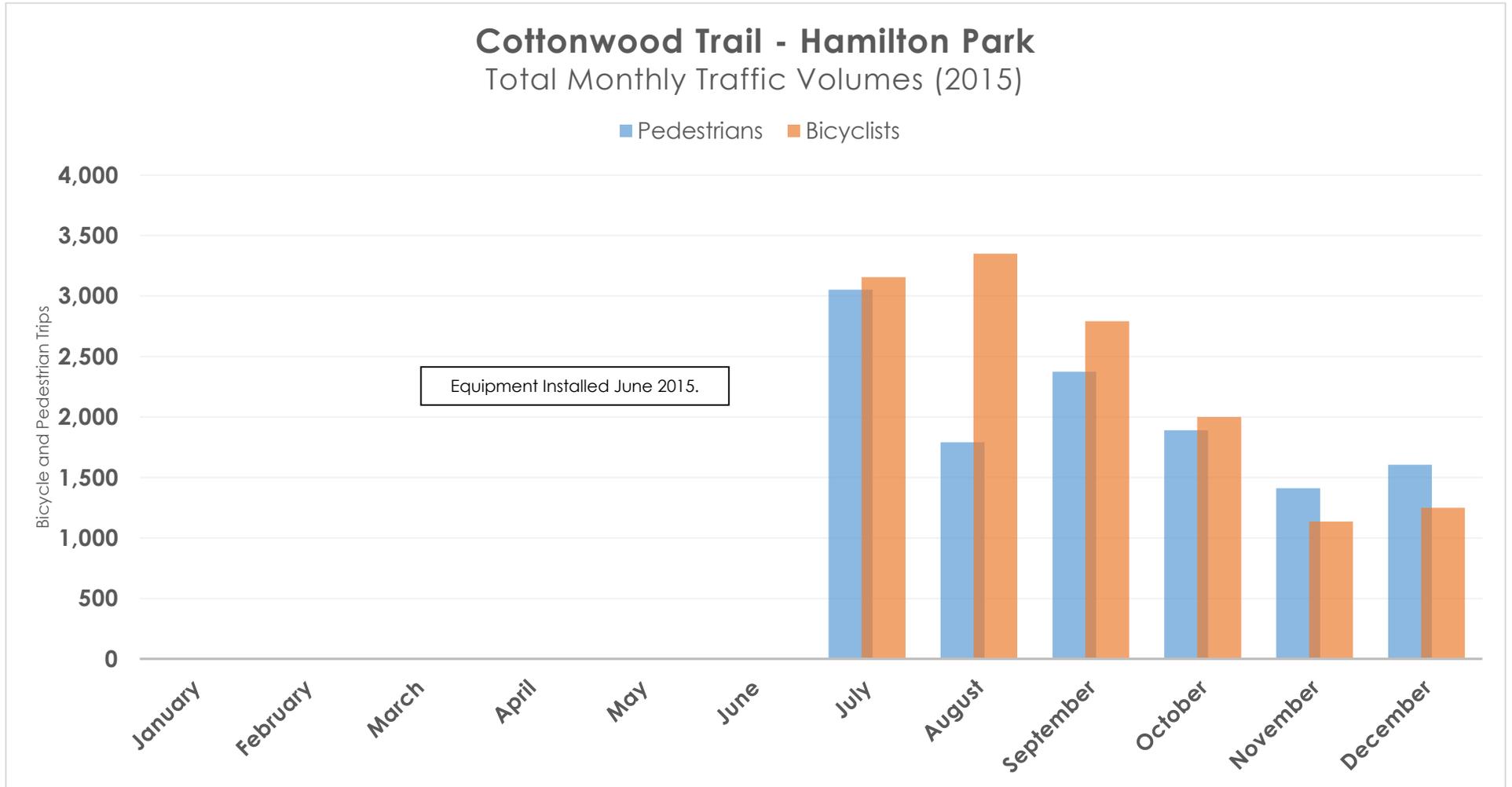
Exhibit 36:



Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|---|---------------|
| Pedestrians | 33,745 |
| Bicyclists | 61,861 |
| Total Traffic | 95,606 |

Exhibit 37:



Note: Data does not include a correction factor and is therefore not adjusted.

| 2015 Annual Traffic (partial year) | |
|------------------------------------|---------------|
| Pedestrians | 12,124 |
| Bicyclists | 13,681 |
| Total Traffic | 25,805 |