

2012 Traffic Surveys and Travel Time Studies

183A Area Roadways



CENTRAL TEXAS
Regional Mobility Authority

January 2013

Introduction

The 183A Toll Road is an 11-mile freeway consisting primarily of tolled mainlanes with non-tolled frontage roads at the north end. Initially constructed by the Central Texas Regional Mobility Authority (hereafter referred to as the Mobility Authority) in 2007, its purpose is to improve regional mobility and safety, and to promote regional economic development. The limits of the roadway are from the junction of US-183 and the 45 Toll Road in northwest Austin to the south and the junction of US-183 and CR 276 in Leander to the north. This annual report serves to monitor traffic conditions and trends along 183A Toll Road and the surrounding area roadways.

The 183A Northern Extension, which extended the tolled mainlanes north an additional five miles from RM 1431 to Hero Way, was opened to traffic in April 2012. This resulted in significant shifting of traffic to the new tolled mainlanes from the non-tolled frontage roads. Another potential cause for additional traffic on the mainlanes was a change in the speed limit from 70 mph to 75 mph that occurred in August of 2012. To effectively monitor new traffic patterns, 48-hour counts were conducted at approximately 75 locations along the 183A Toll Road and along several surrounding roadways. In addition to the 48-hour counts, turning movement counts were conducted at major intersections along the 183A Toll Road during the morning and afternoon peak periods to determine peak hour volumes.

A number of roadway projects within the study area have been completed within the past year. Many of these projects are likely to have an impact on current and future traffic and development patterns within the region. The most notable projects completed in the past year include:

- RM 1431 widening, east of 183A (completed September 2011)
- US 183 widening to a 4-lane divided highway, north of 183A to SH 29 (completed April 2012)
- Brushy Creek Road widening, from 183A to a point just east of Parmer Lane/FM 734 (completed Spring 2012)
- San Gabriel Parkway, from 183A east to CR 270 (completed October 2011)

In addition to these completed roadway projects, there are two other notable projects within the area that are nearing completion. Hero Way, a new east-west arterial that intersects the 183A Toll Road just north of RM 2243, is scheduled to open to traffic in early 2013. Upon completion, this road will stretch from US-183 to Ronald Reagan Boulevard. Additionally, a new section of San Gabriel Parkway that stretches from US-183 to 183A is anticipated to open in early 2013. Each of these roadways will provide access to a large area zoned for transit-oriented development (TOD).

The 183A Shared Use Path is a concrete path that parallels the 183A Toll Road and was developed for bicycle, pedestrian, and other non-motorized transportation uses within the corridor. The first phase of the 183A Shared Use Path runs from South Brushy Creek to RM 1431 (2.3 miles). This phase was completed and opened for public use in September 2011. A bridge over South Brushy Creek connecting the 183A Shared Use Path with the existing Brushy Creek Regional Trail, was completed and opened in September 2012. The next phase of the path stretches from RM 1431 to Hero Way (5.1 miles), and was opened for public use in January 2013.

Traffic Survey Observations

At numerous locations in the study area, large increases and decreases in traffic volumes were observed relative to the 2011 recorded traffic volumes. The frontage roads of 183A Toll Road have experienced a vast decrease in traffic volumes, as much of the traffic has shifted to the newly-opened tolled mainlanes. Other roadway projects within the region appear to have impacted traffic on many of the surrounding roadways as well. The following observations are based on some of the more notable results of the 2012 traffic volumes and observed travel times.

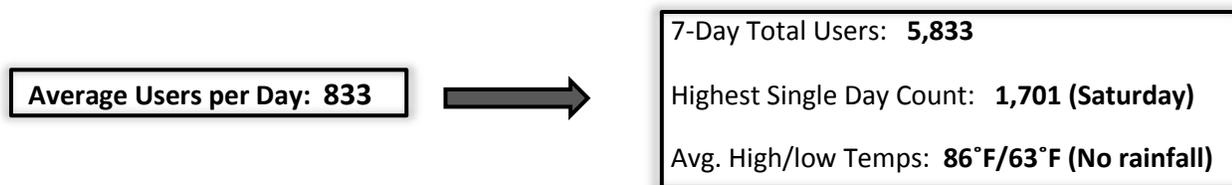
- ❑ Within the limits of the 183A Northern Extension, 2012 traffic volumes on the new tolled mainlanes account for approximately 50% to 70% of the total combined frontage road and mainlane volumes at each location. It can be reasonably concluded that the vast majority of vehicles using the new tolled mainlanes have shifted from the frontage roads.
- ❑ Most sections of 183A Toll Road had year-over-year traffic volume increases when considering the combined frontage road and tolled mainlane volumes. The tolled mainlanes south of RM 1431 witnessed the largest overall increase in traffic on the roadway. Average annual traffic has increased 13.5% at the Park Street gantry and 8.4% at the Lakeline Boulevard gantries, following the opening of the 183A Northern Extension, based on daily counts from April 2012 (the Northern Extension opened on April 4, 2012) to October 2012. This may be indicative of more motorists using the 183A Toll Road over US 183, since volumes on some adjacent sections of US 183 have declined. It may also suggest that the opening of new tolled mainlanes north of RM 1431 have resulted some increased traffic on the existing tolled mainlanes south of RM 1431.
- ❑ The percentage of through-movement (i.e. non-turning) vehicles at each intersection within the 183A Northern Extension limits has declined significantly during morning and afternoon peak hours. This is likely attributed to many of the previous through-movement vehicles now utilizing the new tolled mainlanes.
- ❑ Considering peak-hour volumes, all of the tolled mainlane segments of 183A continue to operate at Level of Service B or better, indicating a reasonable level of free-flow and an ability to easily maneuver through the traffic stream. Outside of morning and afternoon peak periods, the tolled mainlanes typically operate at Level of Service A, indicating a complete free-flow of travel and an almost completely unimpeded traffic stream.
- ❑ With one very minor exception, all measured sections of Parmer Lane and Ronald Reagan Boulevard had year-over-year traffic volume increases, ranging from 3.8% to 18.0%. The lone exception was the section of Ronald Reagan Boulevard between RM 2243 and Crystal Falls Parkway which experienced a 0.1% decrease in traffic.
- ❑ Observed 2012 traffic volumes on Scottsdale Drive have more than doubled 2011 volumes. The Scottsdale Drive Bridge over the 183A Toll Road was closed during 2011 traffic counts, likely resulting in many motorists utilizing an alternate route during the 2011 data collection period.

- ❑ Observed 2012 traffic volumes on each measured segment of US 183 between Avery Ranch Boulevard and Crystal Falls Parkway have declined from the observed 2011 volumes. This may be the result of more motorists opting to use the 183A Toll Road in lieu of US 183.
- ❑ Average peak period travel times on the frontage roads of 183A Toll Road have been shortened by one to two minutes in 2012. This is primarily the result of the reduction in congestion on the frontage roads as the majority of vehicles have shifted to using the new tolled mainlanes.
- ❑ Average travel times using the mainlanes of 183A Toll Road (from the junction of US 183 and 45 Toll Road on the south end to US 183/183A intersection on the north end) are consistently just under nine minutes, regardless of the time of day. During morning and evening peak periods, this is approximately 9.5 minutes less than an average comparable trip on US 183.

183A Shared Use Path Bike and Pedestrian Traffic

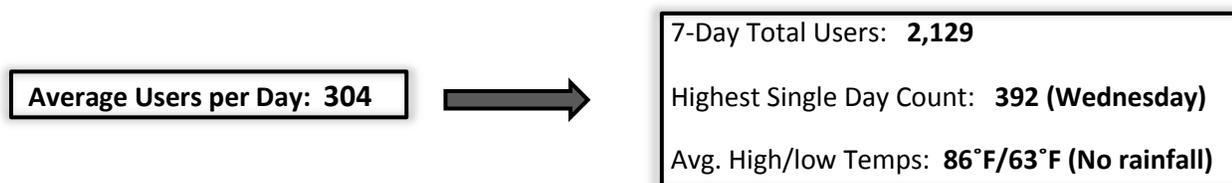
Bicycle and pedestrian counts were conducted at five separate locations in October/early November 2012, along the completed section of path to monitor its usage over time. Counts were taken at each location for a 7-day period using equipment loaned by CAMPO. The 7-day results from these counters are summarized below by their respective locations. The summarized data is based on data extracted by CAMPO. The accuracy of the bicycle and pedestrian counts is not known.

Brushy Creek Regional Trail

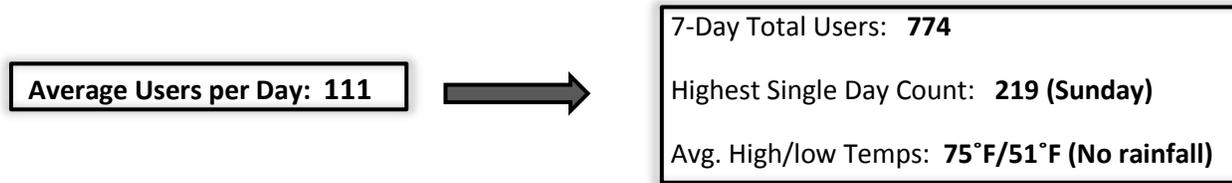


Note: Average total users per day INCREASED by a factor of approximately **3.5** from 2011 count numbers.

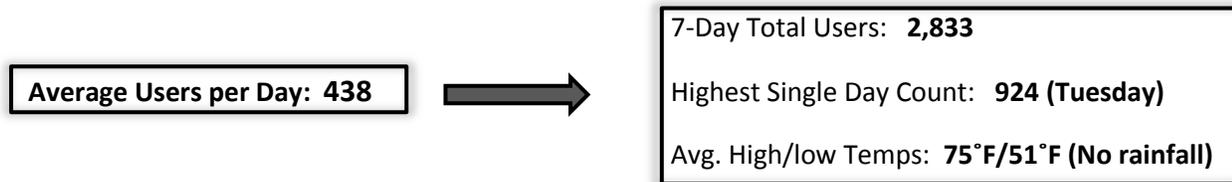
Brushy Creek Pedestrian Bridge



Capital Metro Rail Crossing

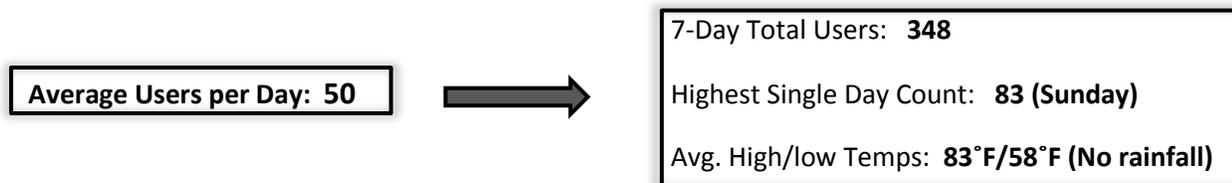


South of Park Street



Note: Average total users per day INCREASED by a factor of approximately **4.6** from 2011 count numbers. Runners from a local school are believed to be using this section of the path regularly, which accounts for the high use at this location.

RM 1431



Note: Average total users per day INCREASED by a factor of approximately **3.9** from 2011 count numbers.

Refer to Exhibit L for the exact locations counts were taken.

Trends and Observations

- ❑ The traffic counts for the Brushy Creek Regional Trail, Capital Metro Rail Crossing, and RM 1431 locations all followed similar trends regarding the recorded high and low usage. Traffic at these three locations was highest on Saturday and Sunday, and was at a lowest on Friday and Tuesday (with the one exception being the RM 1431 location, which experienced lows on Friday and Thursday).
- ❑ The remaining locations showed no particular trend regarding traffic patterns. The Brushy Creek Pedestrian Bridge location experienced highest traffic on Wednesday and Friday, and lowest traffic on Monday and Tuesday. The counter located south of Park Street experienced maximum traffic on Sunday and Tuesday, and minimum traffic on Thursday and Friday.

- ❑ The percentage of cyclist traffic ranged from 8% just south of Park Street, to 72% at the RM 1431 location. The 8% is unusually low due to a high number of runners, presumed to be from a local school, utilizing the path for running at this location.
- ❑ The increases in cyclist traffic from the 2011 counts ranged from approximately 500% (i.e. a factor of 5) at the Brushy Creek Regional Trail location, to 1,100% (i.e. a factor of 11) at the Park Street location. The large increases in traffic can be primarily be attributed to drier and warmer weather conditions during the weeks of the 2012 counts and the addition of the Brushy Creek Pedestrian Bridge connecting the 183A Shared Use Path to the highly used Brushy Creek Regional Trail.

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- C-1-3 Appendix C – 2012 Shared Use Path User Count Summaries

Note: Additional raw traffic data (tables and/or figures) available upon request.

Exhibit A - 2012 183A Average Daily Traffic (ADT) Counts

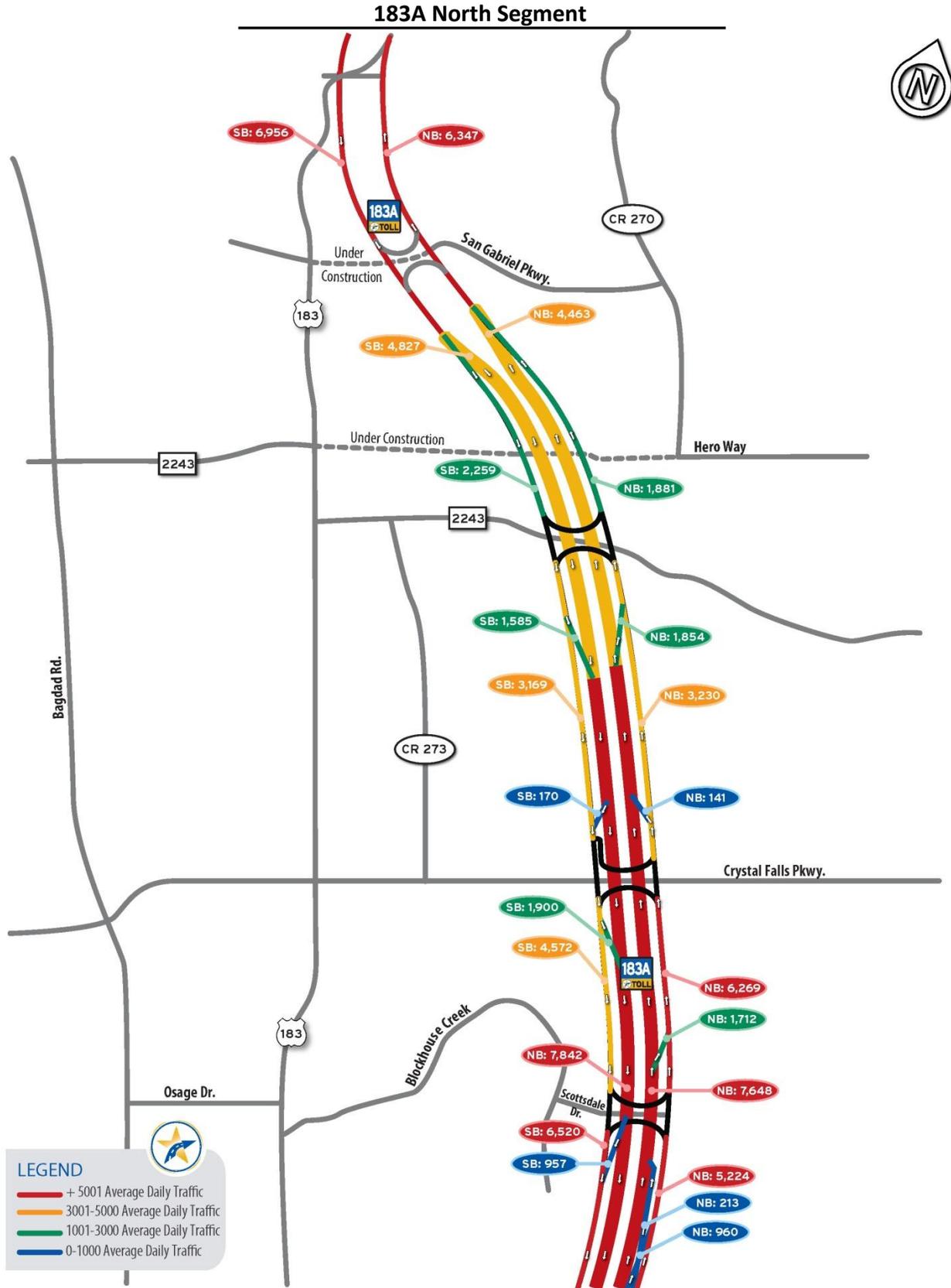


Exhibit A - 2012 183A Average Daily Traffic (ADT) Counts (continued)

183A South Segment

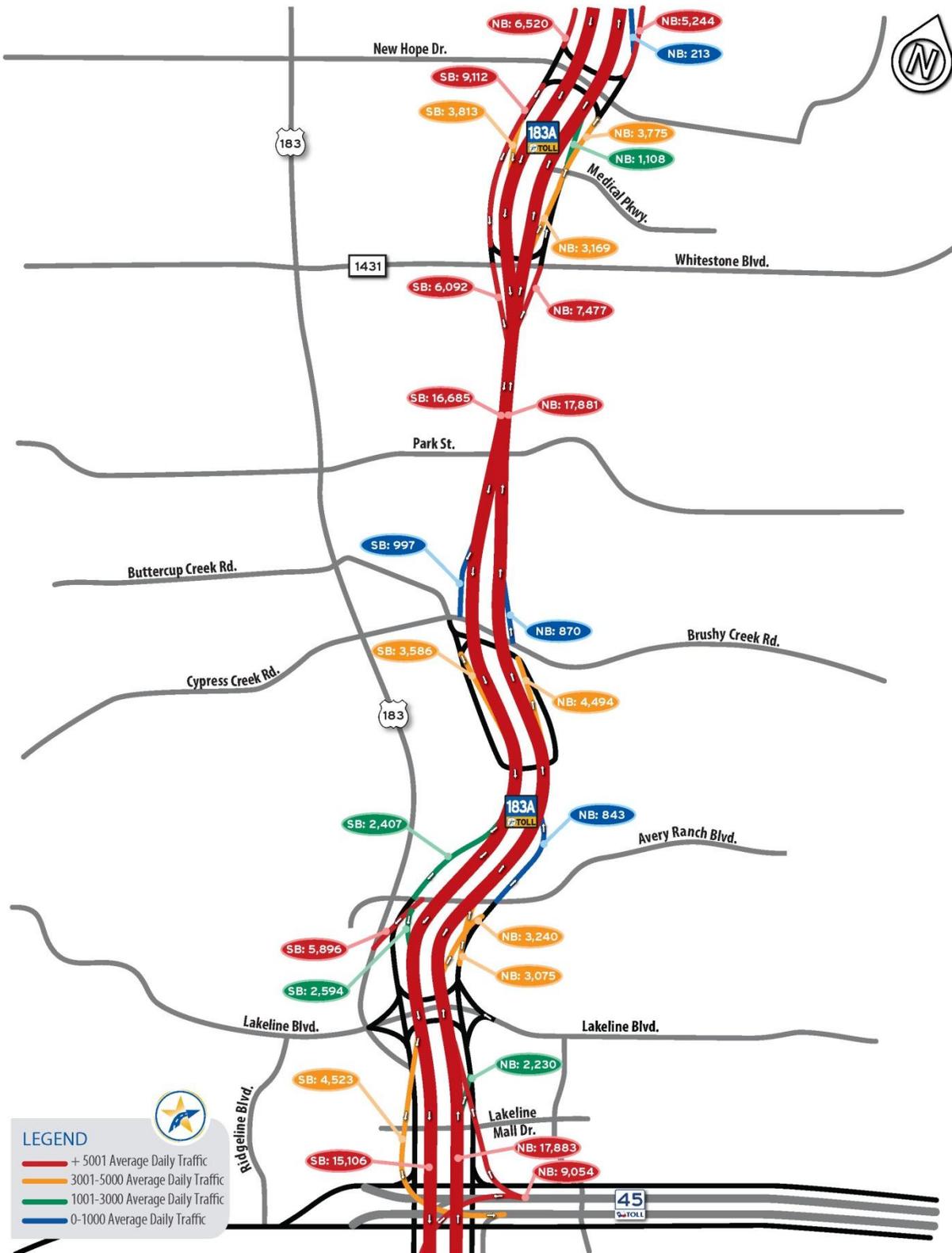


Exhibit C - 2011-2012 Year-Over-Year Percent Change in ADT

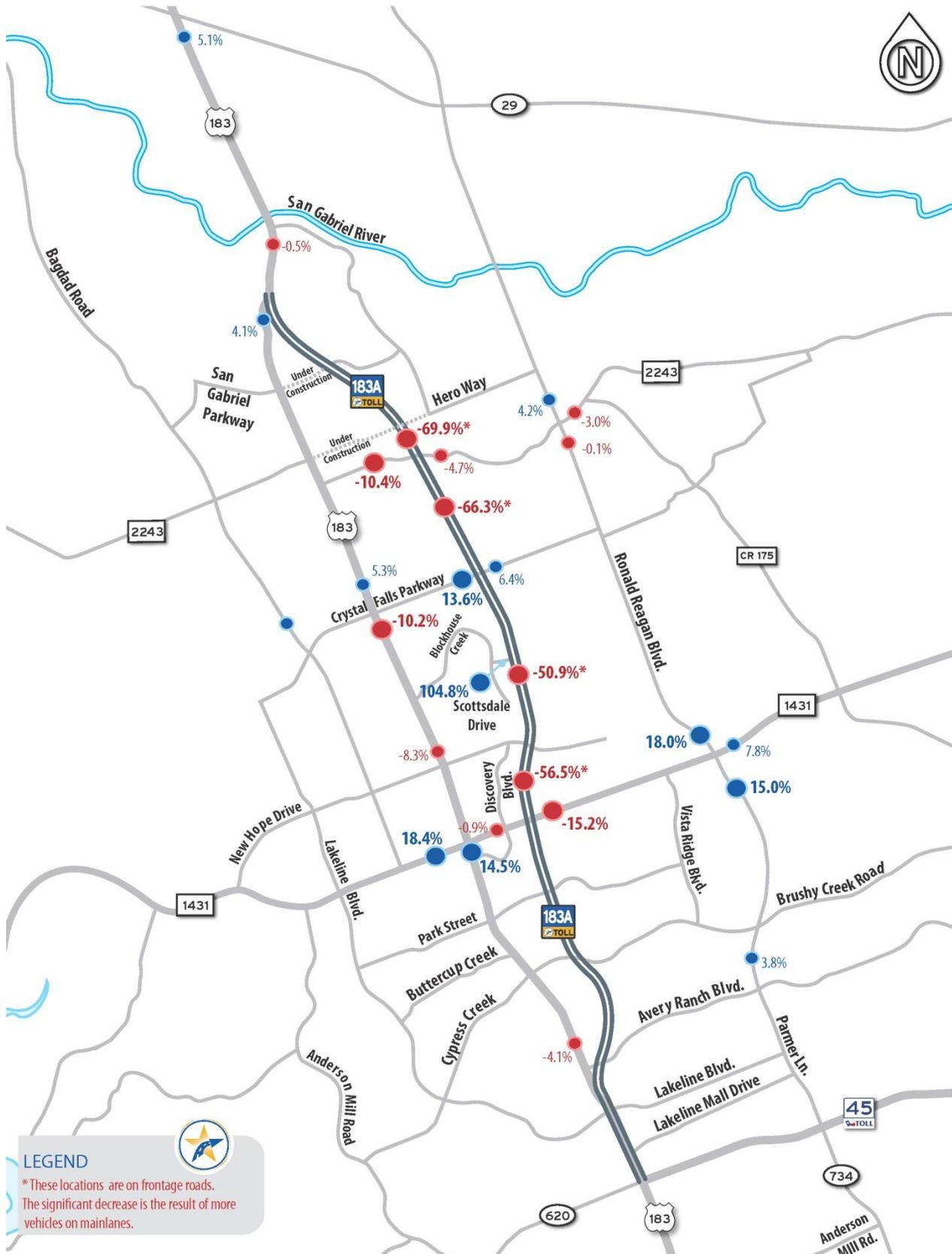


Exhibit D - 183A Mainlane Toll Gantries ADT by Day

The figures below show the Average Daily Traffic (ADT) at the three 183A mainlane toll gantries (Lakeline, Park Street, and Crystal Falls) following the opening of the 183A Northern Extension in 2012, excluding federal holidays. The stacked bar chart shows the 2012 totals for the three gantries as well as their summation at the top. The line chart shows similar data but is presented in a form that depicts the weekday trend similarities between the three gantry ADT values.

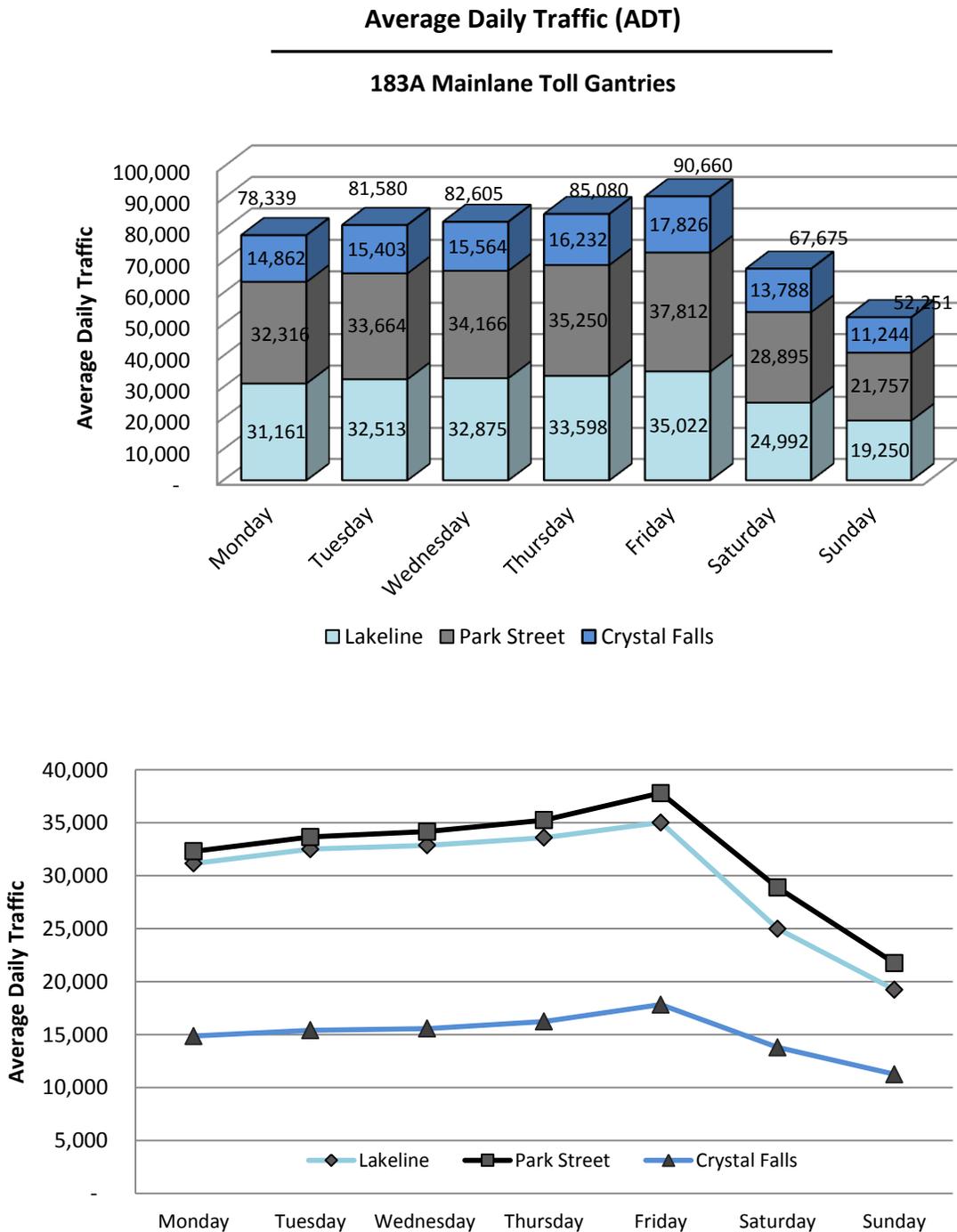
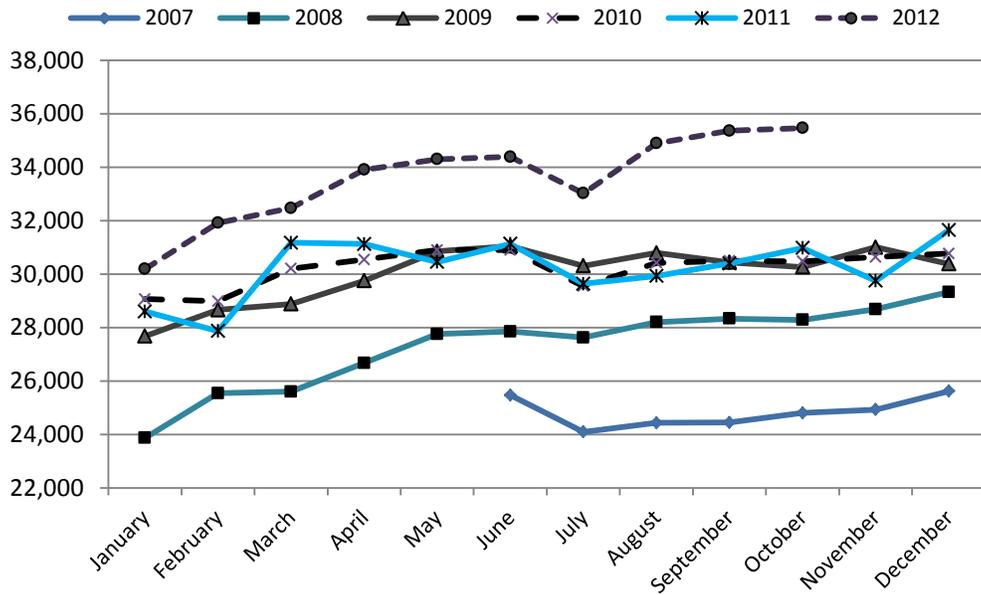


Exhibit E - 183A Mainlane Average Weekday Traffic by Month

The figures below show the 183A mainlane average weekday traffic (by month) for a given year, excluding federal holidays. Average weekday vehicle counts were collected at the Park Street and Lakeline Plaza toll gantries. Year-to-year comparison data is unavailable for the Crystal Falls Parkway gantry because the facility was not open until 2012.

Average Weekday Traffic by Month

Park Street Mainlane Toll Gantry



Lakeline Plaza Mainlane Toll Gantry

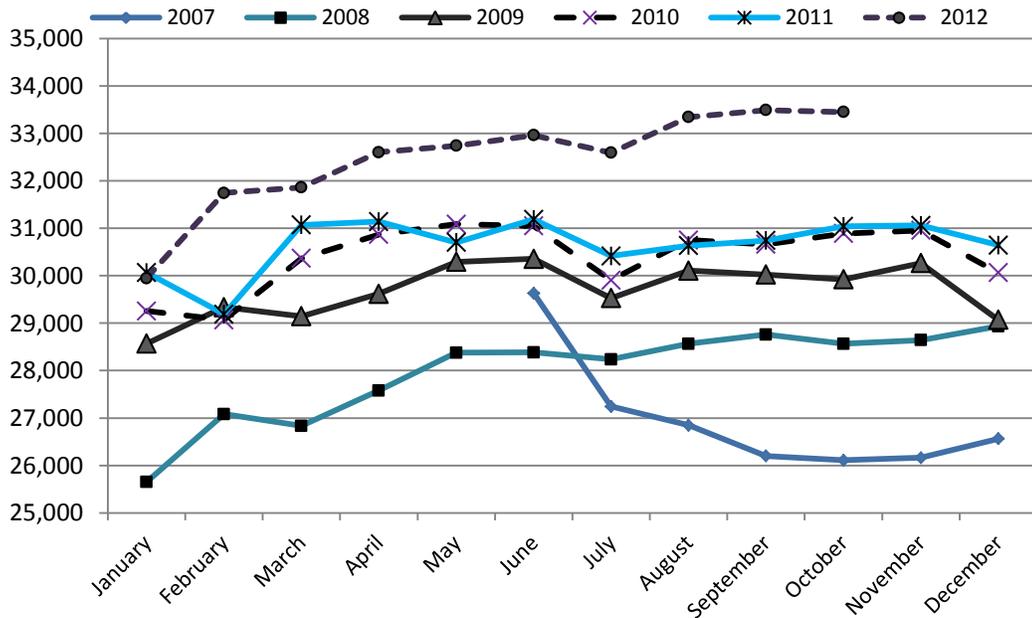


Exhibit F – Brushy Creek Ramps Average Weekday Traffic by Month

The bar chart below illustrates the average weekday traffic (by month) for a given year, excluding federal holidays, at the Brushy Creek Ramp toll gantries. Average weekday counts were collected at the northbound exit ramp and southbound entrance ramps for the Brushy Creek Road location.

Average Weekday Traffic by Month

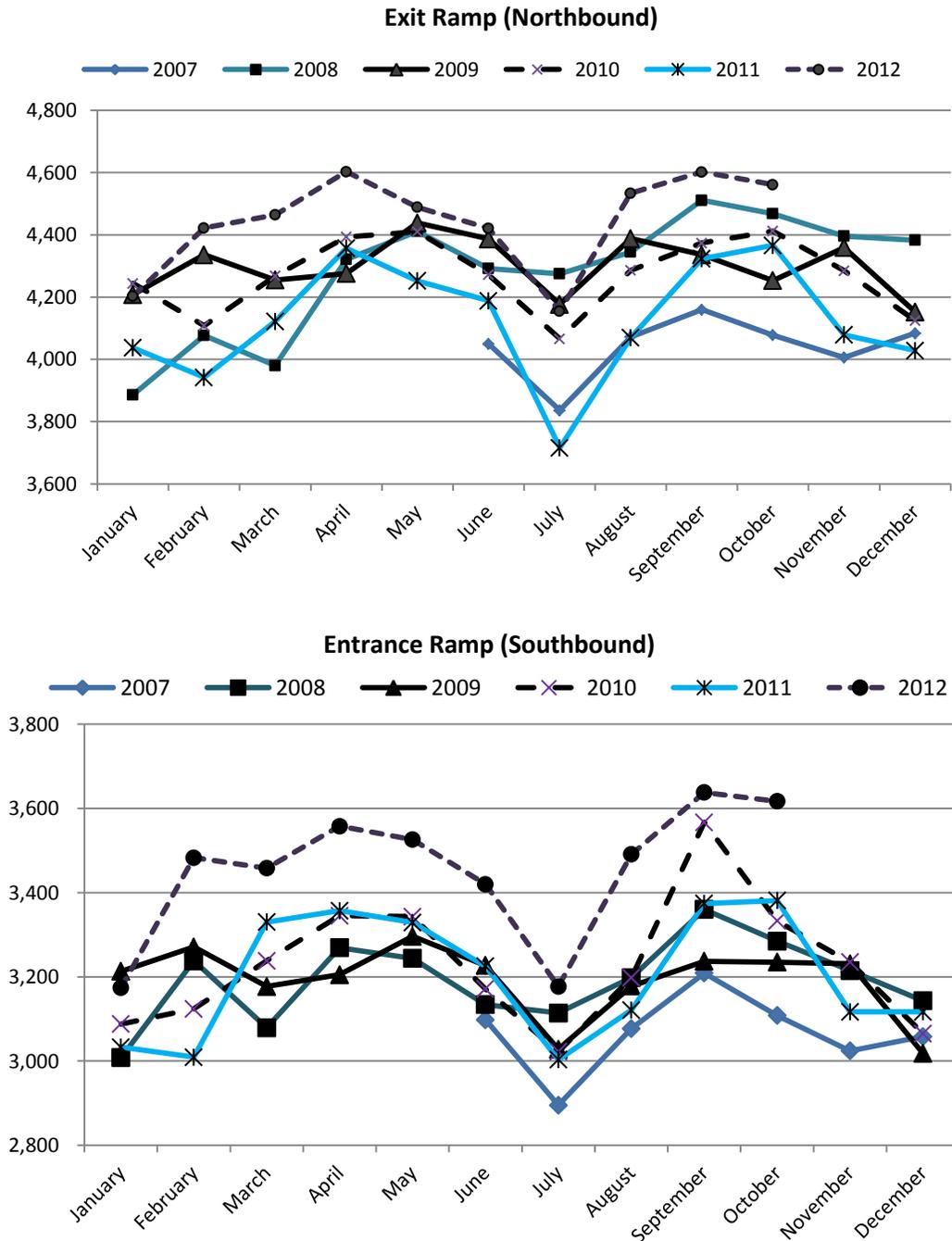
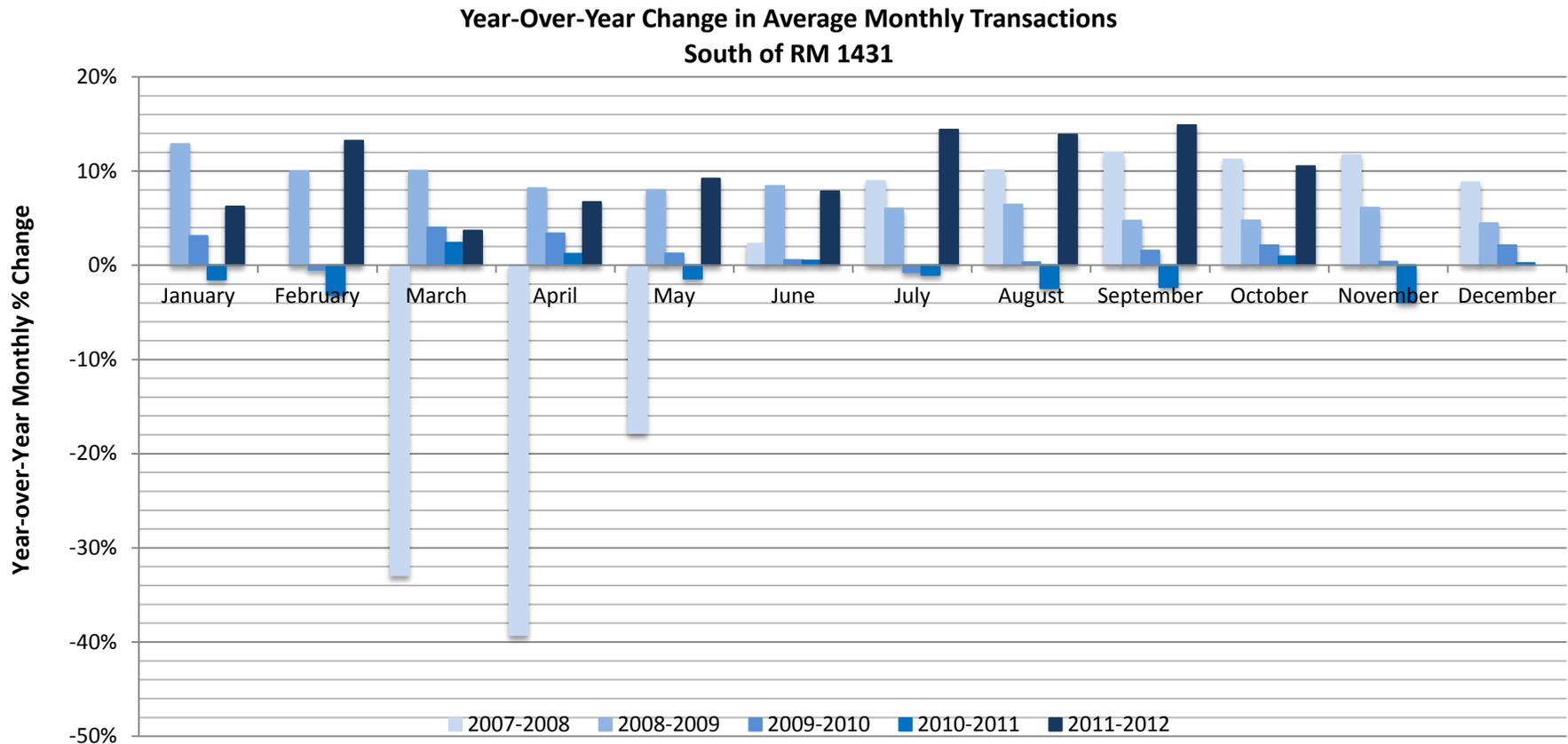


Exhibit G – Year-Over-Year Change in Average Toll Transactions by Month

The figure below shows the year-to-year change in average monthly traffic from the two mainline toll gantries (Park Street and Lakeline) south of RM 1431. The year-to-year comparison encompasses the time period from March 2007 to October 2012. The change in recorded toll transactions is shown for a given month in Year ‘A’ to the recorded transactions in that same month in Year ‘B’ (e.g. the change in transactions for January, from the year 2010 to 2011).



*2007 – 2008 percentages from March through May show significant deficits because the toll rates were free or reduced for the first three months that 183A Toll Road was open.

Exhibit H - 183A Corridor Observed Travel Times

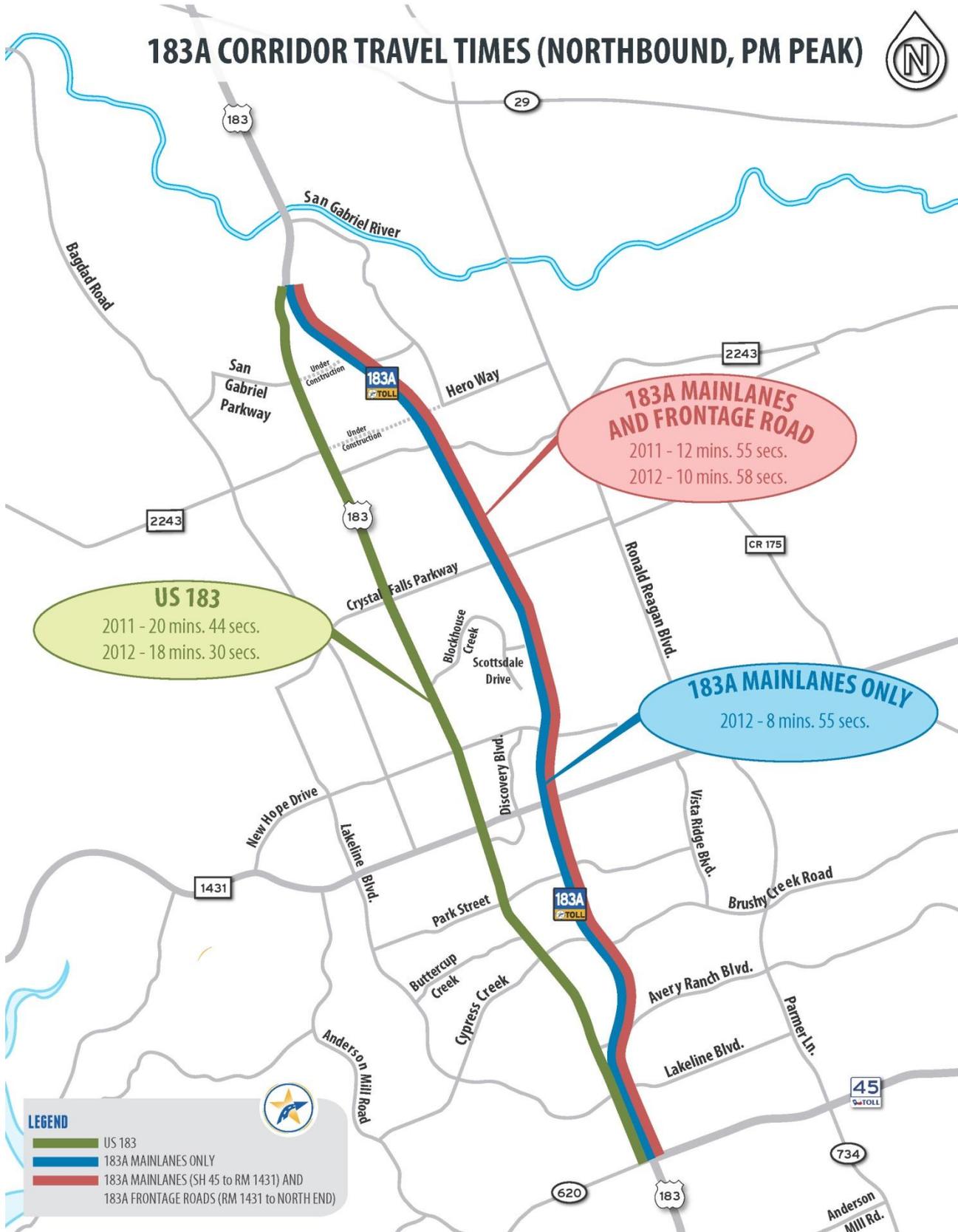


Exhibit H - 183A Corridor Observed Travel Times (Continued)

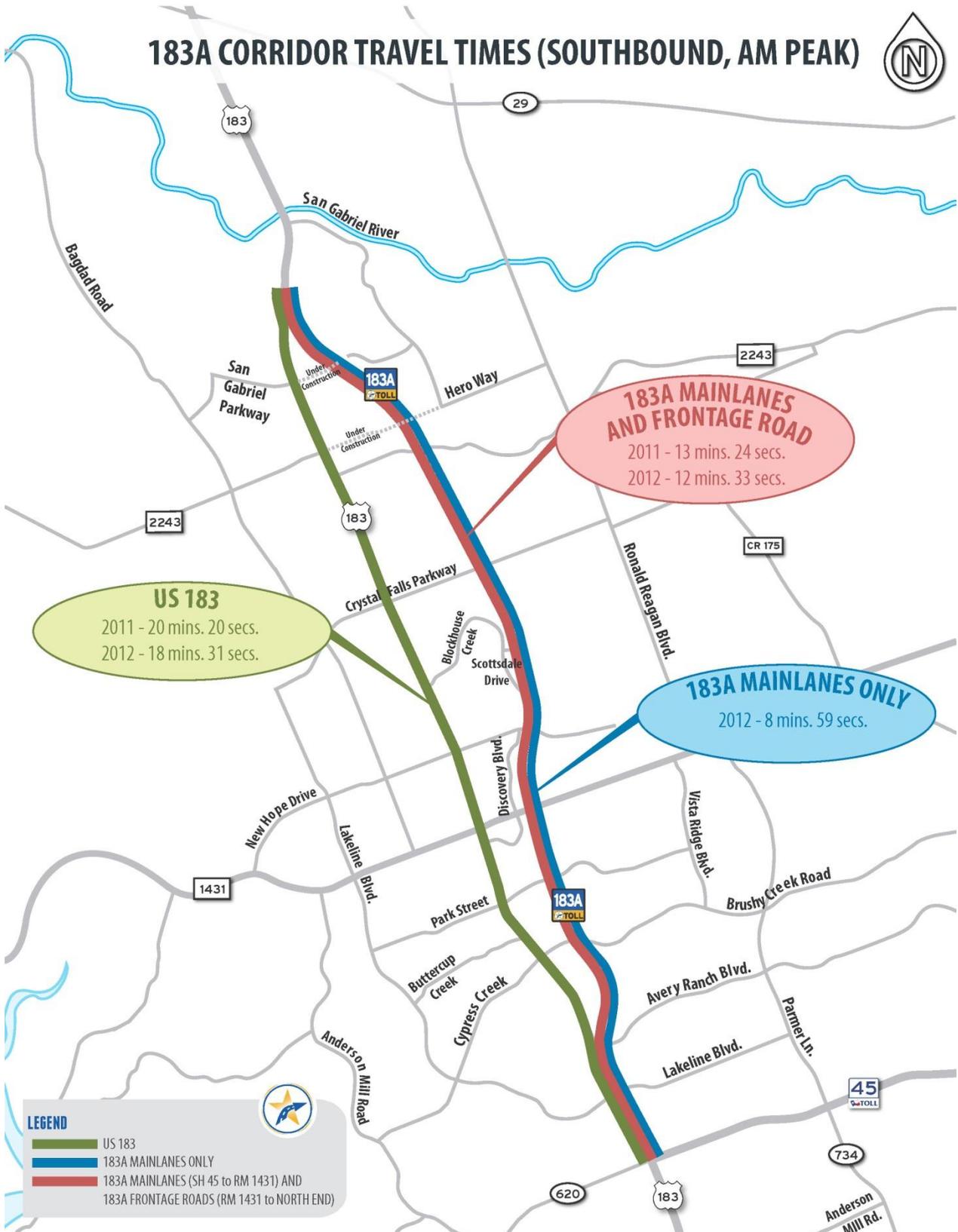
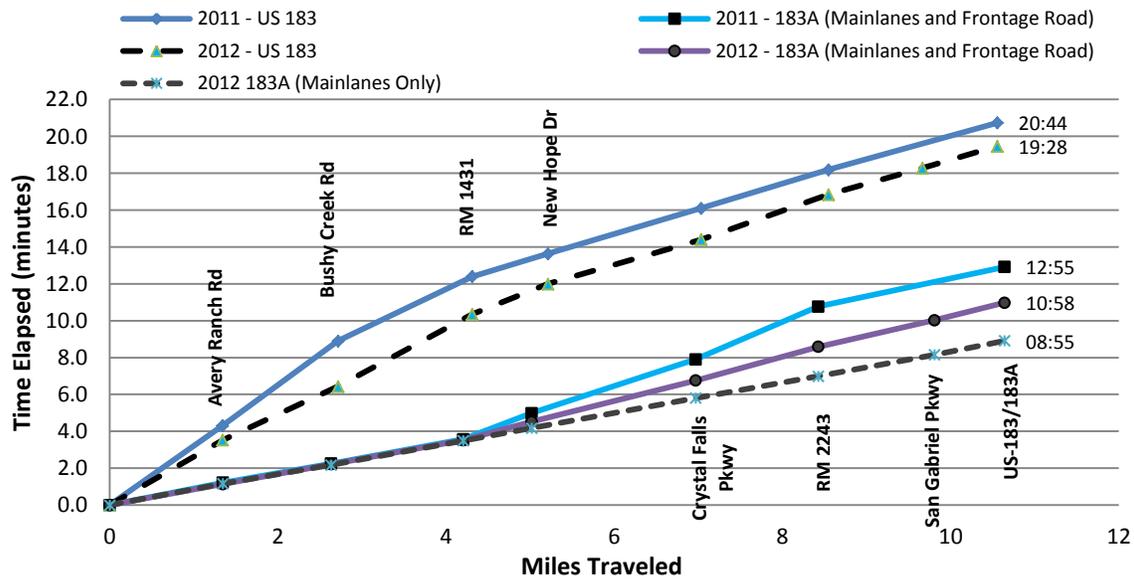


Exhibit I - 183A Peak Travel Times

The line graphs below show the peak PM and AM travel times for both sections of 183A and US-183. The elapsed time traveling northbound (PM peak observation) and southbound (AM peak observation) is shown as a function of distance traveled (in miles). The travel routes are illustrated on the Exhibit H maps.

Peak Travel Times

PM - Northbound



AM - Southbound

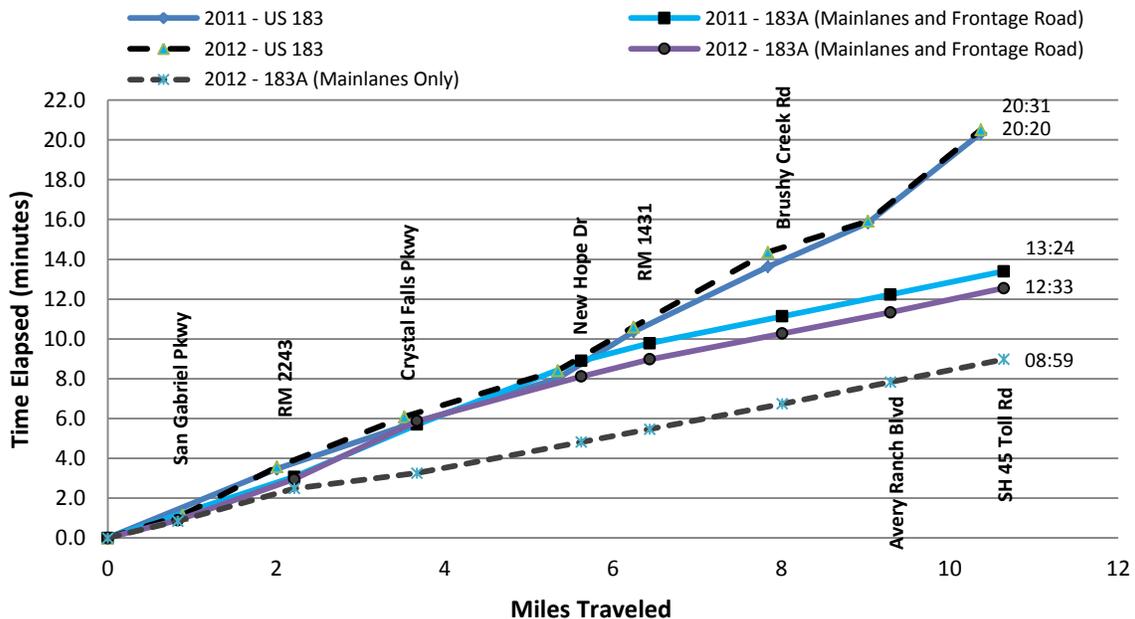


Exhibit J – 183A Intersection Approach Traffic Volumes

The following diagrams show traffic movement directions at various intersections along US 183 and 183A Toll Road. Two diagrams were created for each location to show both the AM and PM peak hour volumes per movement. The volumes are followed by the respective percentage of turning and through traffic per each approach.

SH 29 @ US 183

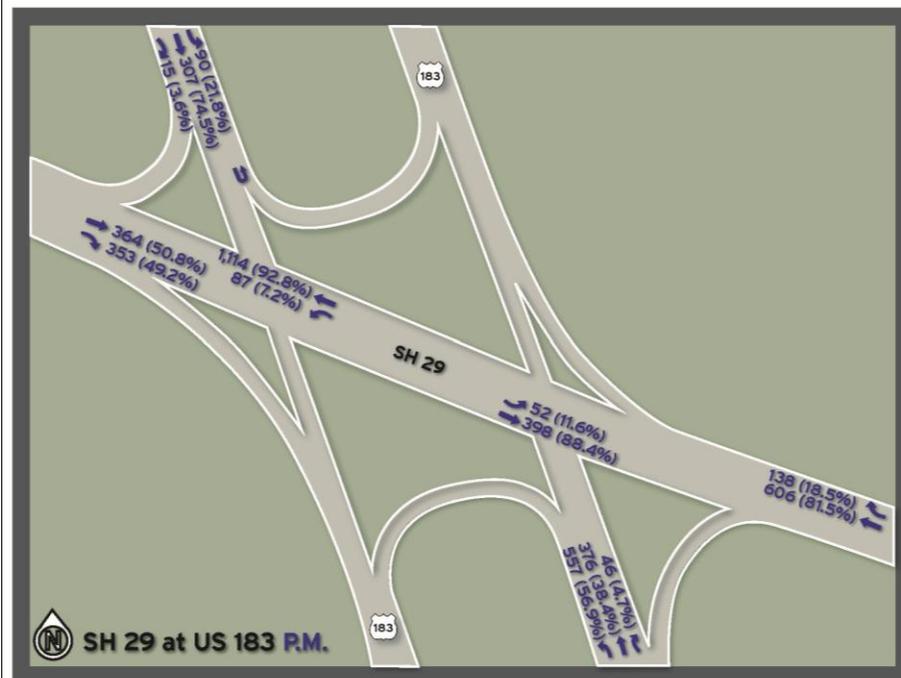
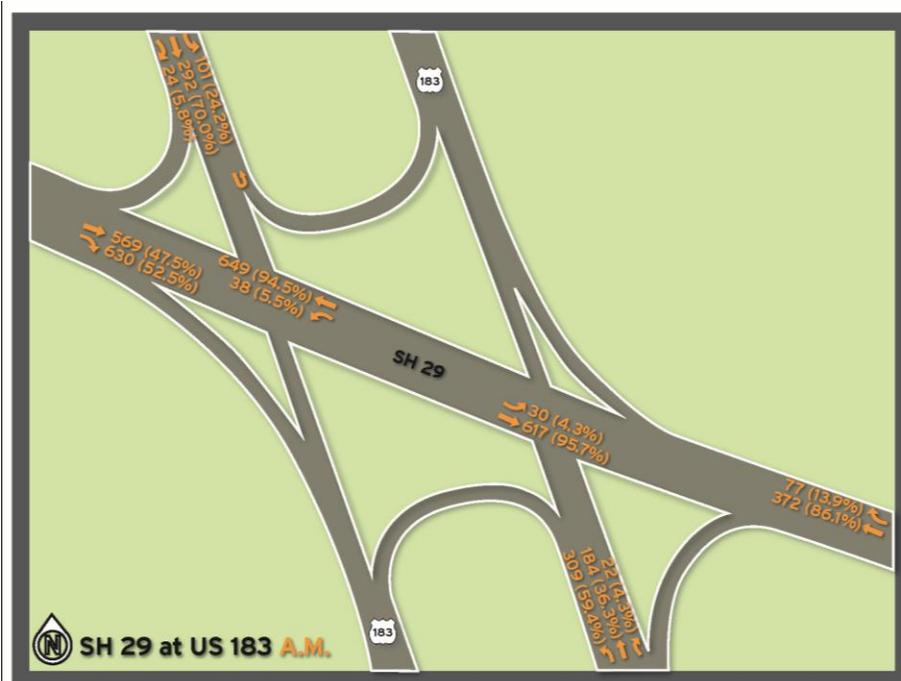


Exhibit J - 183A Intersection Approach Traffic Volumes (continued)

San Gabriel Pkwy @ 183A

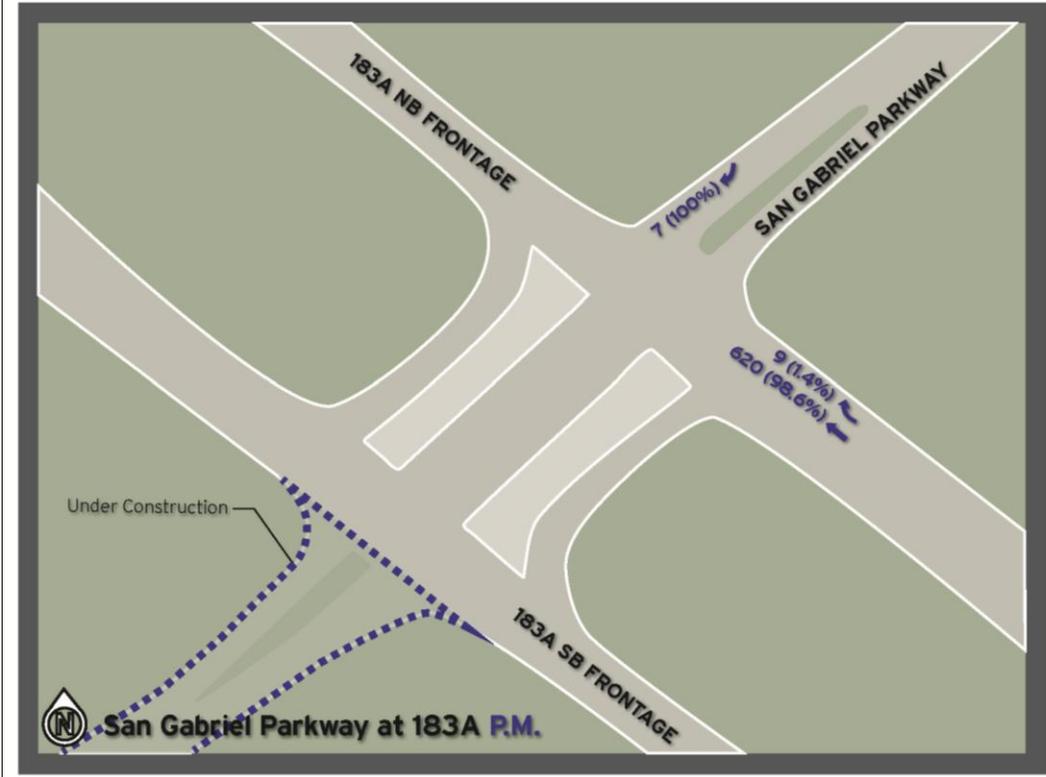
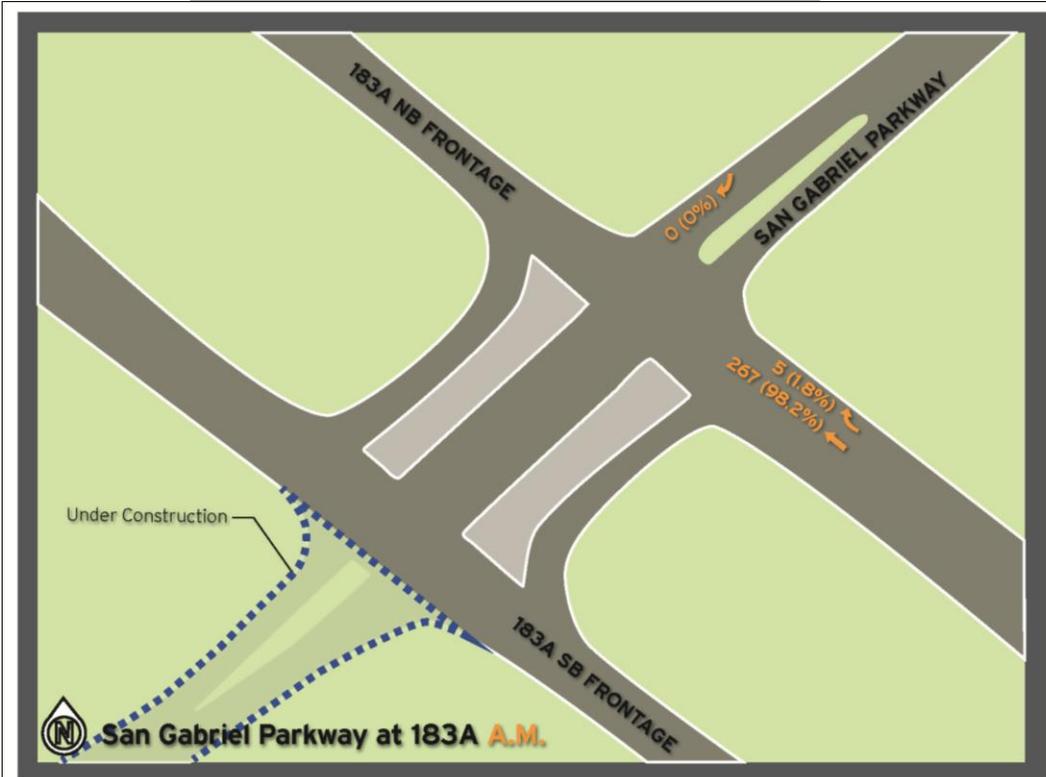


Exhibit J - 183A Intersection Approach Traffic Volumes (continued)

RM 2243 @ 183A

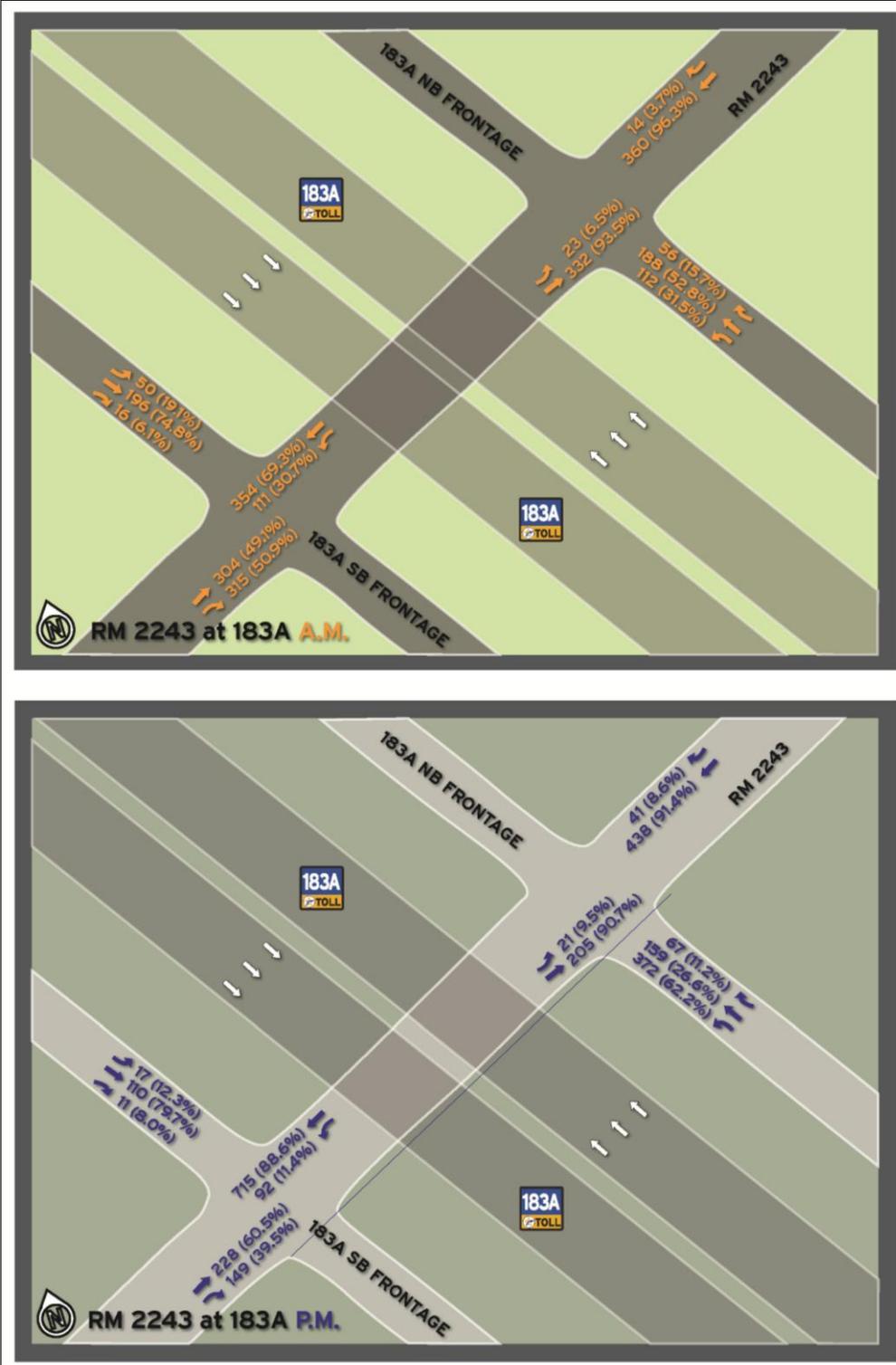


Exhibit J - 183A Intersection Approach Traffic Volumes (continued)

Crystal Falls Pkwy @ 183A

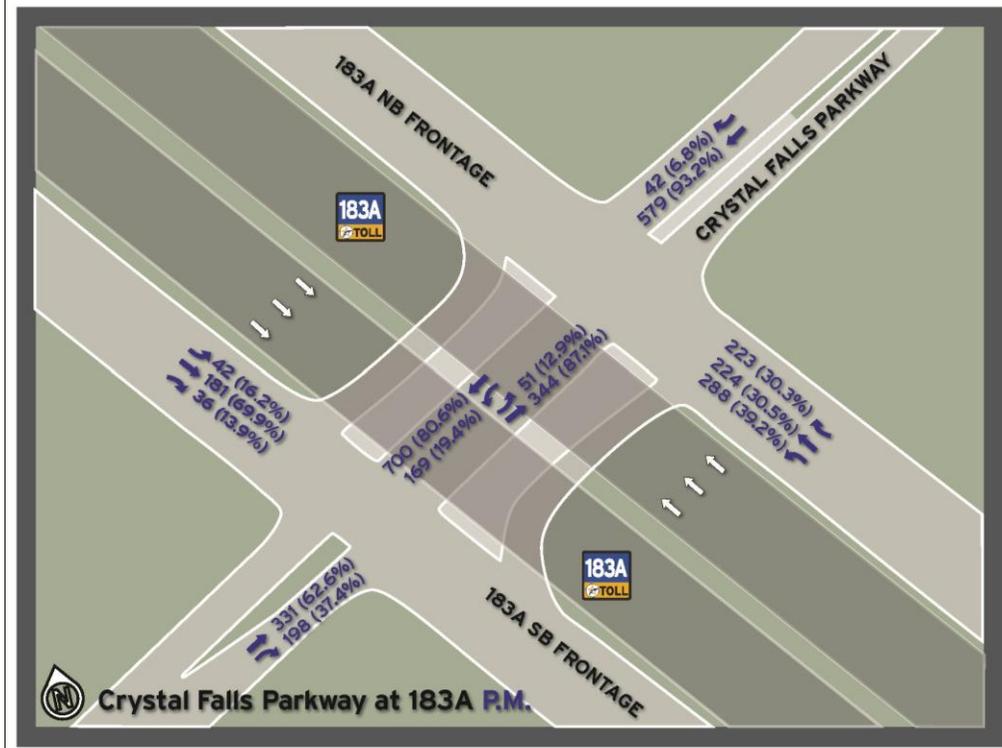


Exhibit J - 183A Intersection Approach Traffic Volumes (continued)

Scottsdale Dr @ 183A



Exhibit J - 183A Intersection Approach Traffic Volumes (continued)

New Hope Dr @ 183A



Exhibit J - 183A Intersection Approach Traffic Volumes (continued)

RM 1431 @ 183A



Exhibit L - Shared Use Path Daily Average Users

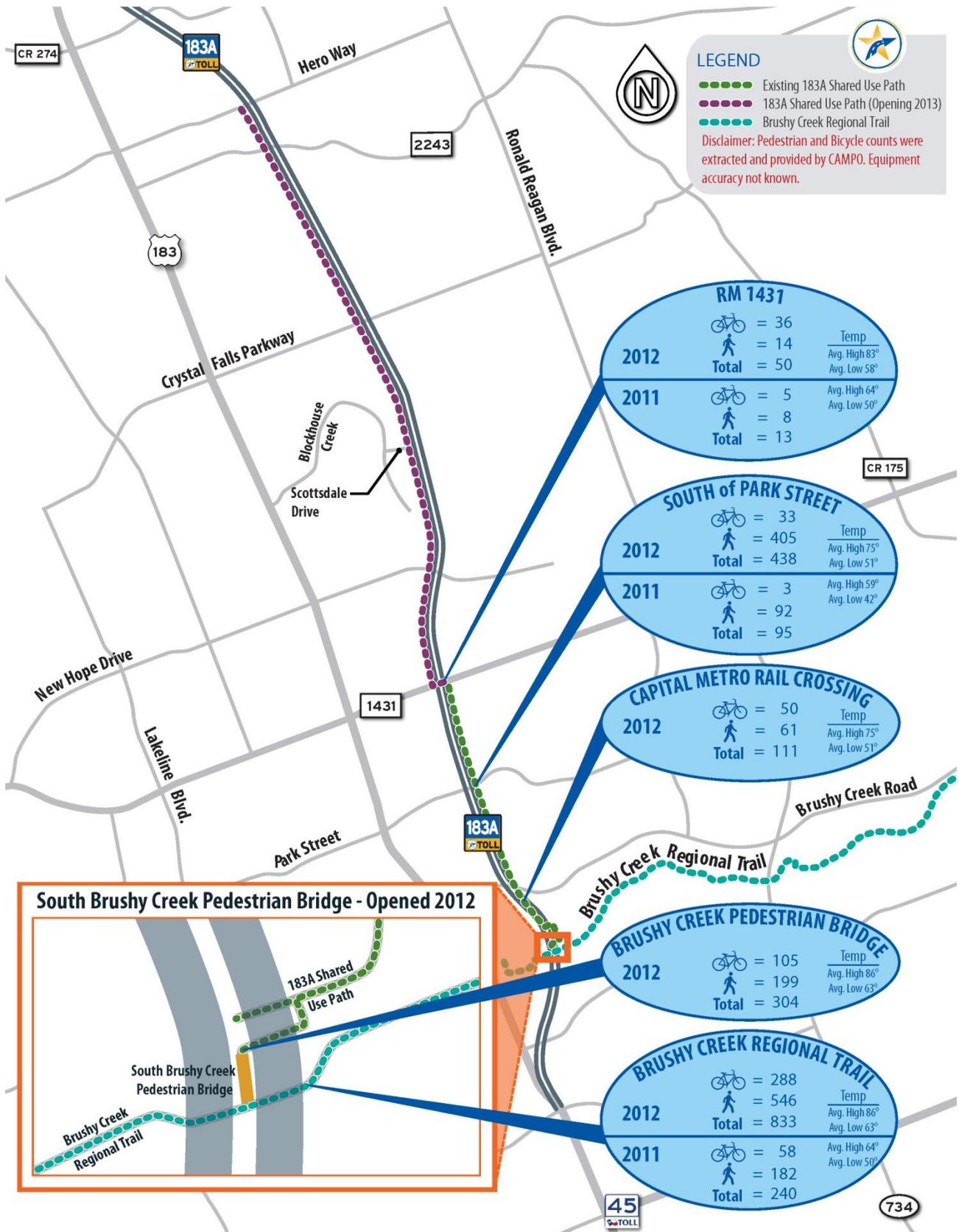
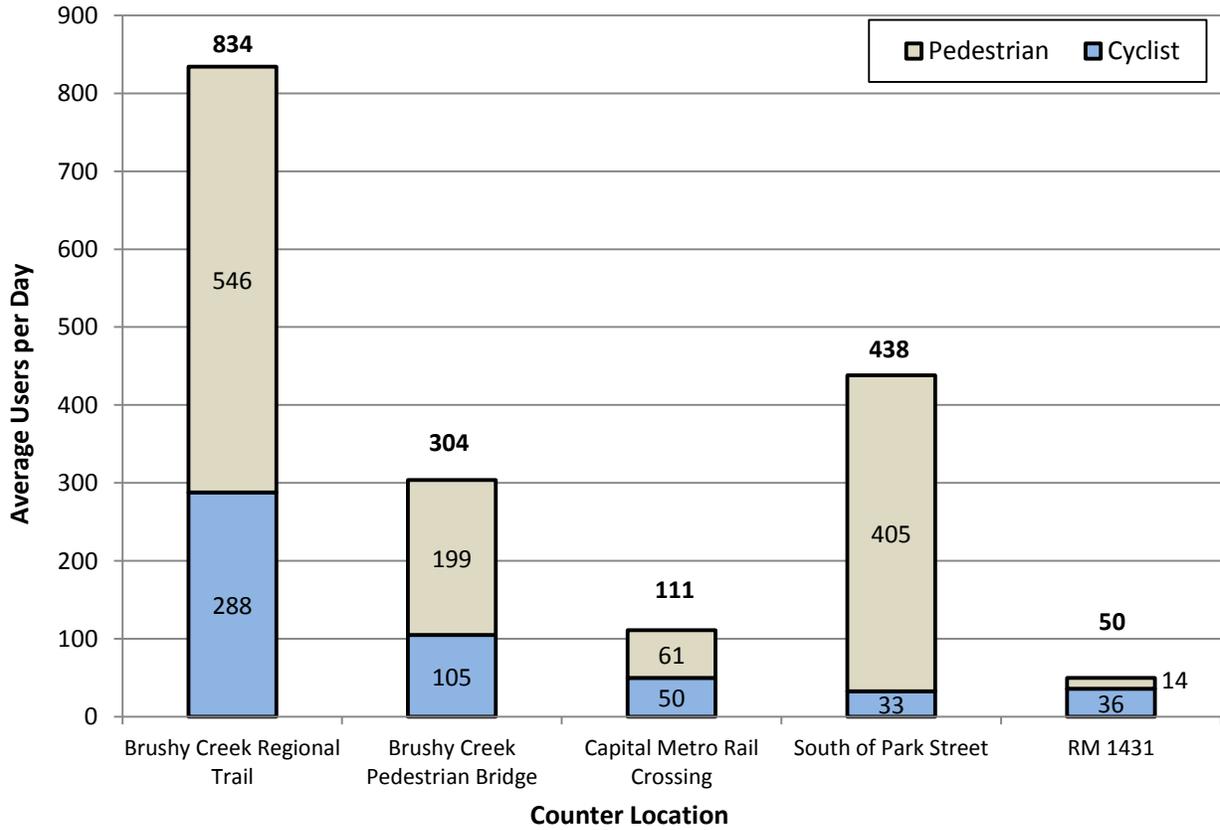


Exhibit M – 2012 Shared Use Path Daily Average User Breakdown

The figure below shows the 2012 average users per day breakdown of cyclists and pedestrians for each counter location.



Appendix A: 2012 Average Traffic Count Volumes

	Location No.	Location Description	ADT (veh/day)	AM Peak Hr (veh/hr)	PM Peak Hr (veh/hr)	
US 183						
Southbound	1	US 183 – Between SH 29 and San Gabriel River	9,808	976	700	
	2	US 183 – Between San Gabriel River and US 183/183A Intersection	10,510	1,099	743	
	3	US 183 – Between US 183/183A Intersection and San Gabriel Pkwy	5,017	439	428	
	4	US 183 – Between RM 2243 and Crystal Falls Pkwy	10,340	783	748	
	5	US 183 – Between Crystal Falls Pkwy and Block House Dr	10,529	1,099	904	
	6	US 183 – Between Block House Dr and New Hope Dr	14,590	1,376	955	
	7	US 183 - Between Crystal Falls Pkwy and Scottsdale Dr	17,058	1,502	1,125	
	8	US 183 - Between RM 1431 and Park St	23,300	2,079	1,494	
	9	US 183 – Between Park St and Cypress Creek Rd	23,079	2,157	1,559	
	10	US 183 – Between Cypress Creek Rd and Avery Ranch Blvd	23,578	2,545	1,352	
	12	US 183 - On Ramp – Just North of Lakeline Mall Dr	28,104	3,148	1,590	
	13	US 183 - (Frontage Road to 183A) Between Lakeline Mall Dr and 45 Toll Road	9,463	602	798	
	Northbound	1	US 183 – Between SH 29 and San Gabriel River	9,804	603	1,053
2		US 183 – Between San Gabriel River and US 183/183A Intersection	10,051	607	1,092	
3		US 183 – Between US 183/183A Intersection and San Gabriel Pkwy	5,404	329	523	
4		US 183 – Between RM 2243 and Crystal Falls Pkwy	10,985	626	955	
5		US 183 – Between Crystal Falls Pkwy Block House Dr	12,135	639	387	
6		US 183 – Between Block House Dr and New Hope Dr	15,196	919	1,492	
7		US 183 – Between New Hope Dr and RM 1431	16,729	845	1,550	
8		US 183 – Between RM 1431 and Park St	21,597	1,055	1,993	
9		US 183 – Between Park St and Cypress Creek Rd	19,832	962	2,072	
10		US 183 – Between Cypress Creek Rd	21,098	987	2,352	
11		US 183 (Frontage Road to 183A) Between Avery Ranch Blvd and Lakeline Blvd	22,286	1,056	2,191	
14		US 183 (Frontage Road to 183A) Between Lakeline Mall Dr and 45 Toll Rd	7,743	526	682	
Ronald Reagan Boulevard/Parmer Lane/FM 734						
Southbound		15	Ronald Reagan Blvd – North of RM 2243	3,342	424	261
	16	Ronald Reagan Blvd – Between RM 2243 and Crystal Falls Pkwy	4,951	613	395	
	17	Ronald Reagan Blvd – Between Crystal Falls Pkwy and New Hope Dr	6,821	811	551	
	18	Ronald Reagan Blvd – Between New Hope Dr and RM 1431	8,115	895	584	
	19	Parmer Ln – Between RM 1431 and Brushy Creek Rd	16,474	1,943	1,151	
	20	Parmer Ln – Between Brushy Creek Rd and Avery Ranch Blvd	18,007	1,861	1,370	
Northbound	15	Ronald Reagan Blvd – North of RM 2243	3,725	278	444	
	16	Ronald Reagan Blvd – Between RM 2243 and Crystal Falls Pkwy	4,890	272	633	
	17	Ronald Reagan Blvd – Between Crystal Falls Pkwy and New Hope Dr	7,148	598	866	
	18	Ronald Reagan Blvd – Between New Hope Dr and RM 1431	8,078	607	934	
	19	Parmer Ln – Between RM 1431 and Brushy Creek Rd	14,973	896	1,793	
	20	Parmer Ln – Between Brushy Creek Rd and Avery Ranch Blvd	19,004	1,175	2,236	

Appendix A: 2012 Average Traffic Count Volumes

	Location No.	Location Description	ADT (veh/day)	AM Peak Hr (veh/hr)	PM Peak Hr (veh/hr)
RM 2243/Old RM 2243					
Eastbound	32	Old RM 2243 – Between US 183 and Bagdad Rd	5,219	463	337
	33	RM 2243 – Between US 183 and 183A	4,883	638	352
	34	RM 2243 – Between 183A and Ronald Reagan Blvd	3,467	423	268
	35	RM 2243 – East of Ronald Reagan Blvd	3,432	367	330
Westbound	32	Old RM 2243 – Between US 183 and Bagdad Rd	5,908	285	609
	33	RM 2243 – Between US 183 and 183A	5,952	364	735
	34	RM 2243 – Between 183A and Ronald Reagan Blvd	3,151	251	358
	35	RM 2243 – East of Ronald Reagan Blvd	2,157	171	268
Crystal Falls Pkwy					
Eastbound	30	Crystal Falls Pkwy – Between US 183 and 183A	6,205	853	514
	31	Crystal Falls Pkwy – Between 183A and Ronald Reagan Blvd	4,764	753	535
Westbound	30	Crystal Falls Pkwy – Between US 183 and 183A	6,209	388	707
	31	Crystal Falls Pkwy – Between 183A and Ronald Reagan Blvd	4,938	514	612
New Hope Dr					
Eastbound	27	New Hope Dr – Between US 183 and 183A	6,662	927	579
	28	New Hope Dr – Between 183A and Ronald Reagan Blvd	4,119	461	335
Westbound	27	New Hope Dr – Between US 183 and 183A	7,231	438	892
	28	New Hope Dr – Between 183A and Ronald Reagan Blvd	3,028	182	411
RM 1431					
Eastbound	23	RM 1431 – West of US 183	17,337	1,483	1,191
	24	RM 1431 – Between US 183 and 183A	17,067	1,493	1,235
	25	RM 1431 – Between 183A and Parmer Ln	14,993	1,249	1,134
	26	RM 1431 - East of Parmer Ln	19,934	1,416	1,940
Westbound	30	RM 1431 – West of US 183	17,752	950	1,607
	24	RM 1431 - Between US 183 and 183A	17,722	1,187	1,565
	25	RM 1431 – Between 183A and Parmer Ln	15,311	1,062	1,313
	26	RM 1431 – East of Parmer Ln	20,542	1,751	1,830
Brushy Creek Rd					
Eastbound	21	Brushy Creek Rd – Between US 183 and 183A	7,749	596	828
	22	Brushy Creek Rd – Between 183A and Parmer Ln	6,114	643	653
Westbound	27	Brushy Creek Rd – Between US 183 and 183A	8,938	758	1,011
	28	Brushy Creek Rd – Between 183A and Parmer Ln	5,410	472	590

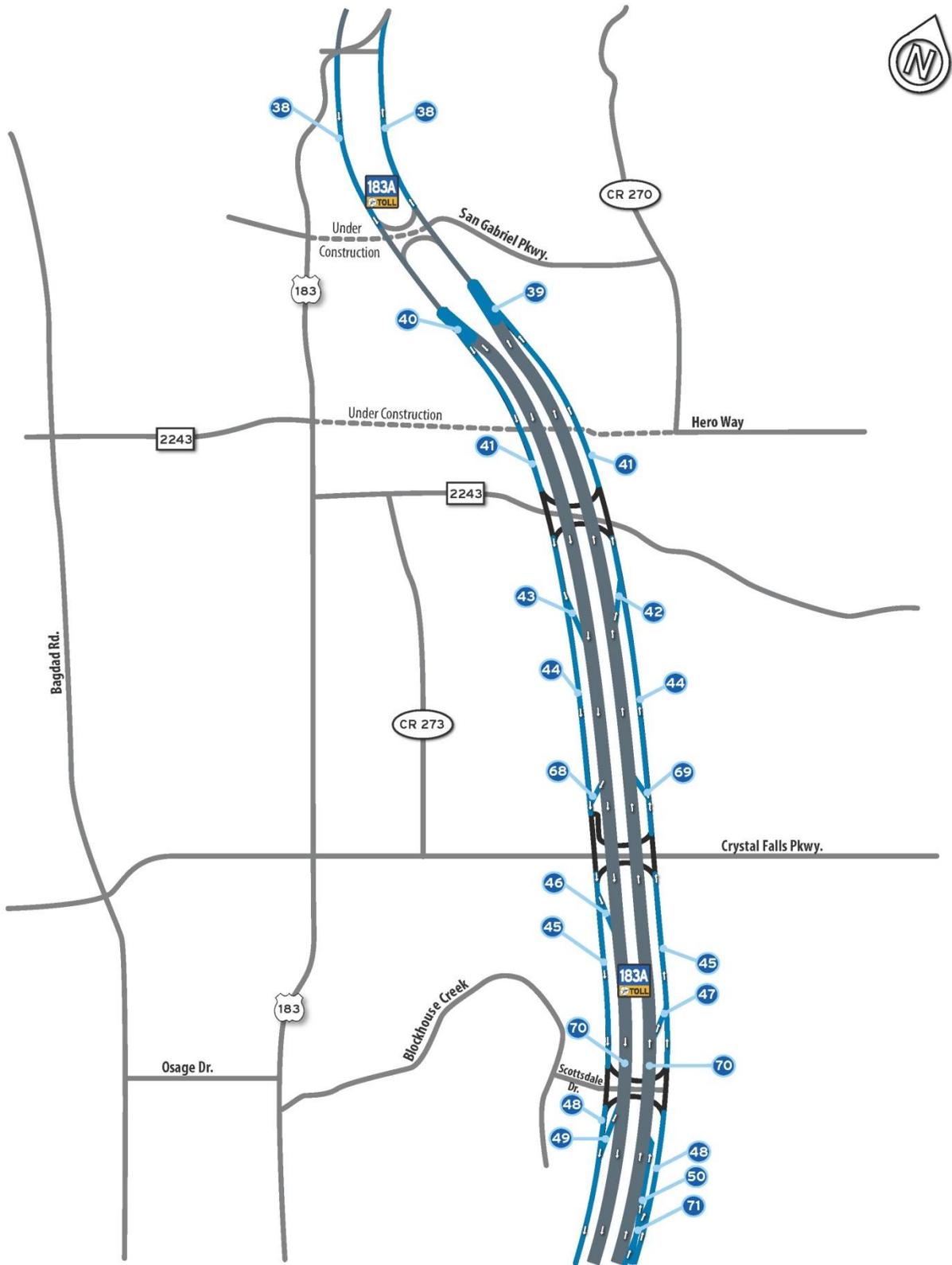
Appendix A: 2012 Average Traffic Count Volumes

	Location No.	Location Description	ADT (veh/day)	AM Peak Hr (veh/hr)	PM Peak Hr (veh/hr)
Scottsdale Dr					
Eastbound	32	Scottsdale Dr – West of 183A	3,118	505	246
Westbound	32	Scottsdale Dr – West of 183A	3,273	130	456
San Gabriel Pkwy					
Eastbound	30	San Gabriel Pkwy – East of 183A	121	9	19
Westbound	30	San Gabriel Pkwy – West of 183A	154	13	18

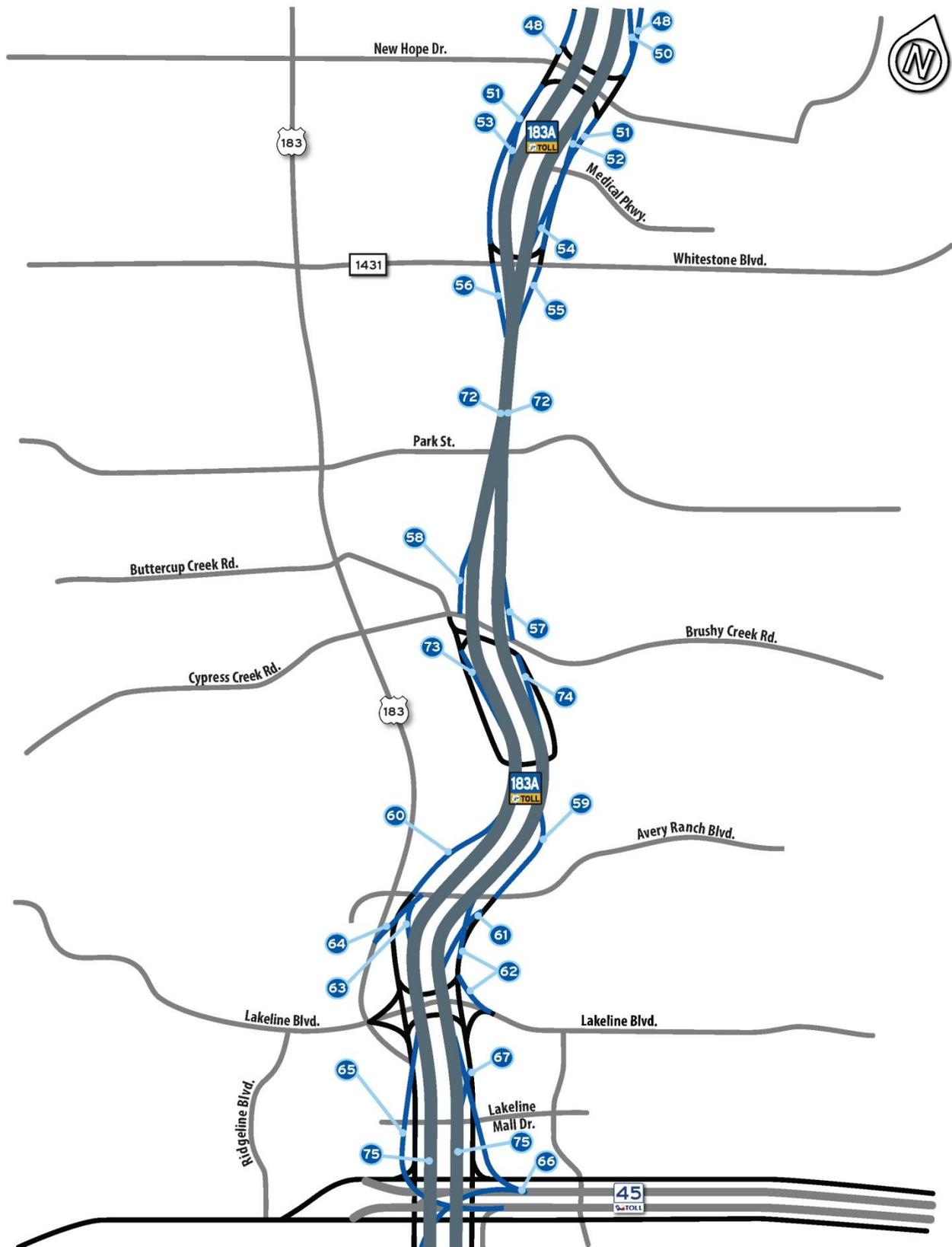
Appendix A: 2012 Average Traffic Count Volumes

	Location No.	Location Description	ADT (veh/day)	AM Peak Hr (veh/hr)	PM Peak Hr (veh/hr)
183A Frontage Roads and Ramps					
Southbound	38	183A - Between US 183/183A Intersection and San Gabriel Pkwy	6,956	900	454
	40	183A - On-Ramp South of San Gabriel Pkwy	4,827	630	299
	41	183A - Between San Gabriel Pkwy and RM 2243	2,259	288	153
	43	183A - On-Ramp South of RM 2243	1,585	246	109
	44	183A - Between RM 2243 and Crystal Falls Pkwy	3,169	434	254
	68	183A - Off-Ramp North of Crystal Falls Pkwy	170	25	18
	45	183A - Between Crystal Falls Pkwy and Scottsdale Dr	4,572	480	410
	46	183A - On-Ramp South of Crystal Falls Pkwy	1,900	280	131
	48	183A - Between Scottsdale Dr and New Hope Dr	6,520	790	471
	49	183A - Off-Ramp North of New Hope Dr	957	97	83
	51	183A - Between New Hope Dr and RM 1431	9,112	1,253	627
	53	183A - On-Ramp South of New Hope Dr	3,813	837	205
	56	183A - On-Ramp South of RM 1431	6,092	722	429
	58	183A - Off-Ramp to Brushy Creek Rd	997	108	101
	73	183A - On-Ramp from Brushy Creek Rd	3,586	818	201
	60	183A - Off-Ramp to Avery Ranch Blvd	2,407	264	189
	63	183A - On-Ramp from Avery Ranch Blvd	2,594	656	124
	64	183A - Ramp Connection to US 183 from Avery Ranch Blvd	5,896	556	440
65	183A - Ramp Connection to 45 Toll Road	4,523	978	308	
Northbound	38	183A - Between US 183/183A Intersection and San Gabriel Pkwy	6,347	319	776
	39	183A - Off-Ramp South of San Gabriel Pkwy	4,463	223	526
	41	183A - Between San Gabriel Pkwy and RM 2243	1,881	116	219
	42	183A - Off-Ramp South of RM 2243	1,854	95	249
	44	183A - Between RM 2243 and Crystal Falls Pkwy	3,230	261	387
	69	183A - On-Ramp North of Crystal Falls Pkwy	141	12	14
	45	183A - Between Crystal Falls Pkwy and Scottsdale Dr	6,269	488	727
	47	183A - Off-Ramp South of Crystal Falls Pkwy	1,712	117	206
	48	183A - Between Scottsdale Dr and New Hope Dr	5,224	253	637
	50	183A - On-Ramp North of New Hope Dr	213	18	24
	71	183A - Off-Ramp North of New Hope Dr	960	33	153
	51	183A - Between New Hope Dr and RM 1431	3,775	118	675
	52	183A - On-Ramp South of New Hope Dr	1,108	60	114
	54	183A - Off-Ramp South of New Hope Dr	3,169	117	632
	55	183A - Off-Ramp South of RM 1431	7,477	421	941
	57	183A - On-Ramp from Brushy Creek Rd	870	68	105
	74	183A - Off-Ramp to Brushy Creek Rd	4,494	187	878
	59	183A - On-Ramp from Avery Ranch Blvd	843	57	109
61	183A - Off-Ramp to Avery Ranch Blvd	3,240	143	541	
62	183A - On-Ramp North of Lakeline Blvd	3,075	141	398	
66	183A - Ramp Connection from 45 Toll Road	9,054	479	788	
67	183A - Off-Ramp North of Lakeline Mall Dr	2,230	105	354	
183A Tolled Mainlanes					
Southbound	70	183A Mainlanes - South of Crystal Falls Pkwy	7,842	1,108	482
	72	183A Mainlanes - Park St	16,685	2,554	1,005
	75	183A Mainlanes - Lakeline Blvd	15,106	2,726	733
Northbound	70	183A Mainlanes - South of Crystal Falls Pkwy	7,648	383	976
	72	183A Mainlanes - Park St	17,881	827	2,580
	75	183A Mainlanes - Lakeline Blvd	17,883	797	2,667

183A North Segment



183A South Segment



Regional Map



Appendix C: 2012 Shared Use Path User Count Summaries

Brushy Creek Pedestrian Bridge							
Day	Cyclists	% Cyclist	Pedestrians	Total Users	High Temp	Low Temp	Rain (in.)
Wednesday, October 17, 2012	95	24%	297	392	90	64	0
Thursday, October 18, 2012	117	35%	221	338	79	55	0
Friday, October 19, 2012	74	20%	304	378	83	50	0
Saturday, October 20, 2012	144	53%	129	273	87	55	0
Sunday, October 21, 2012	149	56%	116	265	91	74	0
Monday, October 22, 2012	78	30%	178	256	89	72	0
Tuesday, October 23, 2012	81	36%	146	227	85	71	0
Total	738	35%	1391	2,129			0
Average/Day	105	35%	199	304	86	63	0

Brushy Creek Regional Trail							
Day	Cyclists	% Cyclist	Pedestrians	Total Users	High Temp	Low Temp	Rain (in.)
Wednesday, October 17, 2012	244	38%	405	649	90	64	0
Thursday, October 18, 2012	286	41%	411	697	79	55	0
Friday, October 19, 2012	214	36%	376	590	83	50	0
Saturday, October 20, 2012	387	23%	1314	1701	87	55	0
Sunday, October 21, 2012	455	46%	524	979	91	74	0
Monday, October 22, 2012	198	30%	464	662	89	72	0
Tuesday, October 23, 2012	229	41%	326	555	85	71	0
Total	2,013	35%	3,820	5,833			0
Average /Day	288	35%	546	833	86	63	0

Appendix C: 2012 Shared Use Path User Count Summaries

Capital Metro Rail Crossing							
Day	Cyclists	% Cyclist	Pedestrians	Total Users	High Temp	Low Temp	Rain (in.)
*Wednesday, October 24, 2012	52	93%	4	56	87	67	0
Thursday, October 25, 2012	50	23%	33	83	88	63	0
Friday, October 26, 2012	19	37%	32	51	63	50	0
Saturday, October 27, 2012	47	28%	121	168	64	44	0
Sunday, October 28, 2012	82	37%	137	219	67	43	0
Monday, October 29, 2012	56	48%	60	116	70	40	0
Tuesday, October 30, 2012	34	50%	34	68	78	43	0
**Wednesday, October 31, 2012	7	54%	6	13	86	56	0
Total	347	41%	427	774			0
Average/Day	50	41%	61	111	75	51	0
Notes:							

*Counts were only taken from 4:30 PM - 11:59 PM

**Counts were only taken from 12:00 AM - 9:00 AM

The resulting counts from the above-mentioned partial days were combined to equal one complete day

South of Park Street							
Day	Cyclists	% Cyclist	Pedestrians	Total Users	High Temp	Low Temp	Rain (in.)
*Wednesday, October 24, 2012	25	32%	74	99	87	67	0
Thursday, October 25, 2012	40	29%	262	302	88	63	0
Friday, October 26, 2012	12	46%	14	26	63	50	0
Saturday, October 27, 2012	36	7%	460	496	64	44	0
Sunday, October 28, 2012	43	7%	613	656	67	43	0
Monday, October 29, 2012	48	9%	503	551	70	40	0
Tuesday, October 30, 2012	24	3%	900	924	78	43	0
**Wednesday, October 31, 2012	6	5%	7	13	86	56	0
Total	234	8%	2,833	3,067			0
Average /Day	33	8%	405	438	75	51	0
Notes:							

*Counts were only taken from 5:00 PM - 11:59 PM

**Counts were only taken from 12:00 AM - 9:00 AM

The resulting counts from the above-mentioned partial days were combined to equal one complete day

Appendix C: 2012 Shared Use Path User Count Summaries

RM 1431 @ 183A							
Day	Cyclists	% Cyclist	Pedestrians	Total Users	High Temp	Low Temp	Rain (in.)
*Wednesday, October 31, 2012	21	91%	2	23	86	56	0
Thursday, November 01, 2012	35	95%	2	37	88	57	0
Friday, November 02, 2012	17	49%	18	35	85	62	0
Saturday, November 03, 2012	45	71%	18	63	86	64	0
Sunday, November 04, 2012	58	70%	25	83	82	60	0
Monday, November 05, 2012	40	73%	15	55	85	59	0
Tuesday, November 06, 2012	26	67%	13	39	80	49	0
**Wednesday, November 07, 2012	7	54%	6	13	82	53	0
Total	249	72%	99	348			0
Average /Day	36	72%	14	50	83	58	0
Notes:							

**Counts were only taken from 10:00 AM - 11:59 PM*

***Counts were only taken from 12:00 AM - 11:00 AM*

The resulting counts from the above-mentioned partial days were combined to equal one complete day