

Bartlett Street at Thornton Street - TMC

Tue May 16, 2023

Full Length (6 AM-8 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1070963, Location: 43.073846, -70.775851

Provided by: City of Portsmouth

680 Peverly Hill Road,

Portsmouth, NH, 03801, US

| Leg Direction | Bartlett Street Southbound | | | | | | Thornton Street Westbound | | | | | | Bartlett Street Northbound | | | | | | Thornton Street Eastbound | | | | | | Int |
|-----------------------------|----------------------------|-------|------|----|-------|------|---------------------------|-------|-------|----|-------|-------|----------------------------|-------|-------|-------|-------|-------|---------------------------|-------|------|------|-------|-------|-------|
| | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | |
| 2023-05-16 6:00AM | 1 | 5 | 0 | 0 | 6 | 0 | 1 | 4 | 3 | 0 | 8 | 0 | 0 | 37 | 28 | 0 | 65 | 2 | 3 | 0 | 1 | 0 | 4 | 0 | 83 |
| 7:00AM | 1 | 22 | 0 | 0 | 23 | 1 | 0 | 19 | 4 | 0 | 23 | 1 | 3 | 96 | 64 | 0 | 163 | 3 | 19 | 3 | 0 | 0 | 22 | 5 | 231 |
| 8:00AM | 1 | 30 | 0 | 0 | 31 | 0 | 0 | 13 | 13 | 0 | 26 | 2 | 7 | 91 | 88 | 0 | 186 | 3 | 17 | 7 | 0 | 1 | 25 | 0 | 268 |
| 9:00AM | 1 | 23 | 0 | 0 | 24 | 0 | 1 | 11 | 7 | 0 | 19 | 6 | 7 | 128 | 71 | 1 | 207 | 3 | 14 | 10 | 2 | 0 | 26 | 1 | 276 |
| 10:00AM | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 9 | 4 | 0 | 13 | 3 | 8 | 123 | 68 | 1 | 200 | 2 | 18 | 4 | 1 | 0 | 23 | 1 | 259 |
| 11:00AM | 4 | 25 | 0 | 0 | 29 | 0 | 1 | 8 | 4 | 0 | 13 | 0 | 6 | 146 | 71 | 0 | 223 | 0 | 16 | 6 | 1 | 0 | 23 | 3 | 288 |
| 12:00PM | 1 | 16 | 0 | 0 | 17 | 5 | 1 | 9 | 3 | 0 | 13 | 5 | 8 | 150 | 85 | 0 | 243 | 0 | 24 | 12 | 0 | 0 | 36 | 0 | 309 |
| 1:00PM | 3 | 18 | 1 | 0 | 22 | 0 | 0 | 10 | 7 | 0 | 17 | 2 | 13 | 156 | 102 | 1 | 272 | 2 | 12 | 7 | 0 | 0 | 19 | 1 | 330 |
| 2:00PM | 2 | 23 | 1 | 0 | 26 | 0 | 1 | 15 | 7 | 0 | 23 | 1 | 8 | 120 | 98 | 0 | 226 | 0 | 22 | 5 | 0 | 0 | 27 | 2 | 302 |
| 3:00PM | 1 | 26 | 0 | 0 | 27 | 0 | 1 | 13 | 9 | 0 | 23 | 4 | 8 | 172 | 104 | 3 | 287 | 0 | 22 | 5 | 3 | 0 | 30 | 1 | 367 |
| 4:00PM | 3 | 29 | 0 | 0 | 32 | 0 | 0 | 11 | 12 | 0 | 23 | 6 | 9 | 171 | 141 | 3 | 324 | 1 | 20 | 4 | 2 | 0 | 26 | 0 | 405 |
| 5:00PM | 4 | 24 | 0 | 0 | 28 | 1 | 1 | 7 | 4 | 0 | 12 | 2 | 10 | 190 | 139 | 0 | 339 | 3 | 33 | 17 | 1 | 0 | 51 | 0 | 430 |
| 6:00PM | 3 | 14 | 0 | 0 | 17 | 1 | 0 | 8 | 6 | 0 | 14 | 11 | 6 | 138 | 106 | 1 | 251 | 6 | 15 | 3 | 1 | 0 | 19 | 0 | 301 |
| 7:00PM | 1 | 15 | 0 | 0 | 16 | 0 | 0 | 6 | 16 | 0 | 22 | 9 | 13 | 67 | 54 | 0 | 134 | 4 | 8 | 2 | 0 | 0 | 10 | 0 | 182 |
| Total | 26 | 293 | 2 | 0 | 321 | 8 | 7 | 143 | 99 | 0 | 249 | 52 | 106 | 1785 | 1219 | 10 | 3120 | 29 | 243 | 85 | 12 | 1 | 341 | 14 | 4031 |
| % Approach | 8.1% | 91.3% | 0.6% | 0% | - | - | 2.8% | 57.4% | 39.8% | 0% | - | - | 3.4% | 57.2% | 39.1% | 0.3% | - | - | 71.3% | 24.9% | 3.5% | 0.3% | - | - | - |
| % Total | 0.6% | 7.3% | 0% | 0% | 8.0% | - | 0.2% | 3.5% | 2.5% | 0% | 6.2% | - | 2.6% | 44.3% | 30.2% | 0.2% | 77.4% | - | 6.0% | 2.1% | 0.3% | 0% | 8.5% | - | - |
| Motorcycles | 0 | 5 | 0 | 0 | 5 | - | 0 | 0 | 2 | 0 | 2 | - | 1 | 9 | 9 | 2 | 21 | - | 2 | 0 | 0 | 0 | 2 | - | 30 |
| % Motorcycles | 0% | 1.7% | 0% | 0% | 1.6% | - | 0% | 0% | 2.0% | 0% | 0.8% | - | 0.9% | 0.5% | 0.7% | 20.0% | 0.7% | - | 0.8% | 0% | 0% | 0% | 0.6% | - | 0.7% |
| Lights | 24 | 269 | 0 | 0 | 293 | - | 4 | 139 | 95 | 0 | 238 | - | 104 | 1731 | 1192 | 8 | 3035 | - | 237 | 82 | 12 | 1 | 332 | - | 3898 |
| % Lights | 92.3% | 91.8% | 0% | 0% | 91.3% | - | 57.1% | 97.2% | 96.0% | 0% | 95.6% | - | 98.1% | 97.0% | 97.8% | 80.0% | 97.3% | - | 97.5% | 96.5% | 100% | 100% | 97.4% | - | 96.7% |
| Single-Unit Trucks | 1 | 9 | 2 | 0 | 12 | - | 2 | 1 | 1 | 0 | 4 | - | 1 | 19 | 7 | 0 | 27 | - | 1 | 0 | 0 | 0 | 1 | - | 44 |
| % Single-Unit Trucks | 3.8% | 3.1% | 100% | 0% | 3.7% | - | 28.6% | 0.7% | 1.0% | 0% | 1.6% | - | 0.9% | 1.1% | 0.6% | 0% | 0.9% | - | 0.4% | 0% | 0% | 0% | 0.3% | - | 1.1% |
| Articulated Trucks | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 3 | 0 | 4 | - | 0 | 0 | 0 | 0 | 0 | - | 5 |
| % Articulated Trucks | 0% | 0.3% | 0% | 0% | 0.3% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.1% | 0.2% | 0% | 0.1% | - | 0% | 0% | 0% | 0% | 0% | - | 0.1% |
| Buses | 0 | 5 | 0 | 0 | 5 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 17 | 1 | 0 | 18 | - | 0 | 0 | 0 | 0 | 0 | - | 23 |
| % Buses | 0% | 1.7% | 0% | 0% | 1.6% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 1.0% | 0.1% | 0% | 0.6% | - | 0% | 0% | 0% | 0% | 0% | - | 0.6% |
| Bicycles on Road | 1 | 4 | 0 | 0 | 5 | - | 1 | 3 | 1 | 0 | 5 | - | 0 | 8 | 7 | 0 | 15 | - | 3 | 3 | 0 | 0 | 6 | - | 31 |
| % Bicycles on Road | 3.8% | 1.4% | 0% | 0% | 1.6% | - | 14.3% | 2.1% | 1.0% | 0% | 2.0% | - | 0% | 0.4% | 0.6% | 0% | 0.5% | - | 1.2% | 3.5% | 0% | 0% | 1.8% | - | 0.8% |
| Pedestrians | - | - | - | - | - | 8 | - | - | - | - | - | 49 | - | - | - | - | - | 28 | - | - | - | - | - | 13 | |
| % Pedestrians | - | - | - | - | - | 100% | - | - | - | - | - | 94.2% | - | - | - | - | - | 96.6% | - | - | - | - | - | 92.9% | |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 3 | - | - | - | - | - | 1 | - | - | - | - | - | 1 | |
| % Bicycles on Crosswalk | - | - | - | - | - | 0% | - | - | - | - | - | 5.8% | - | - | - | - | - | 3.4% | - | - | - | - | - | 7.1% | |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Bartlett Street at Thornton Street - TMC

Tue May 16, 2023

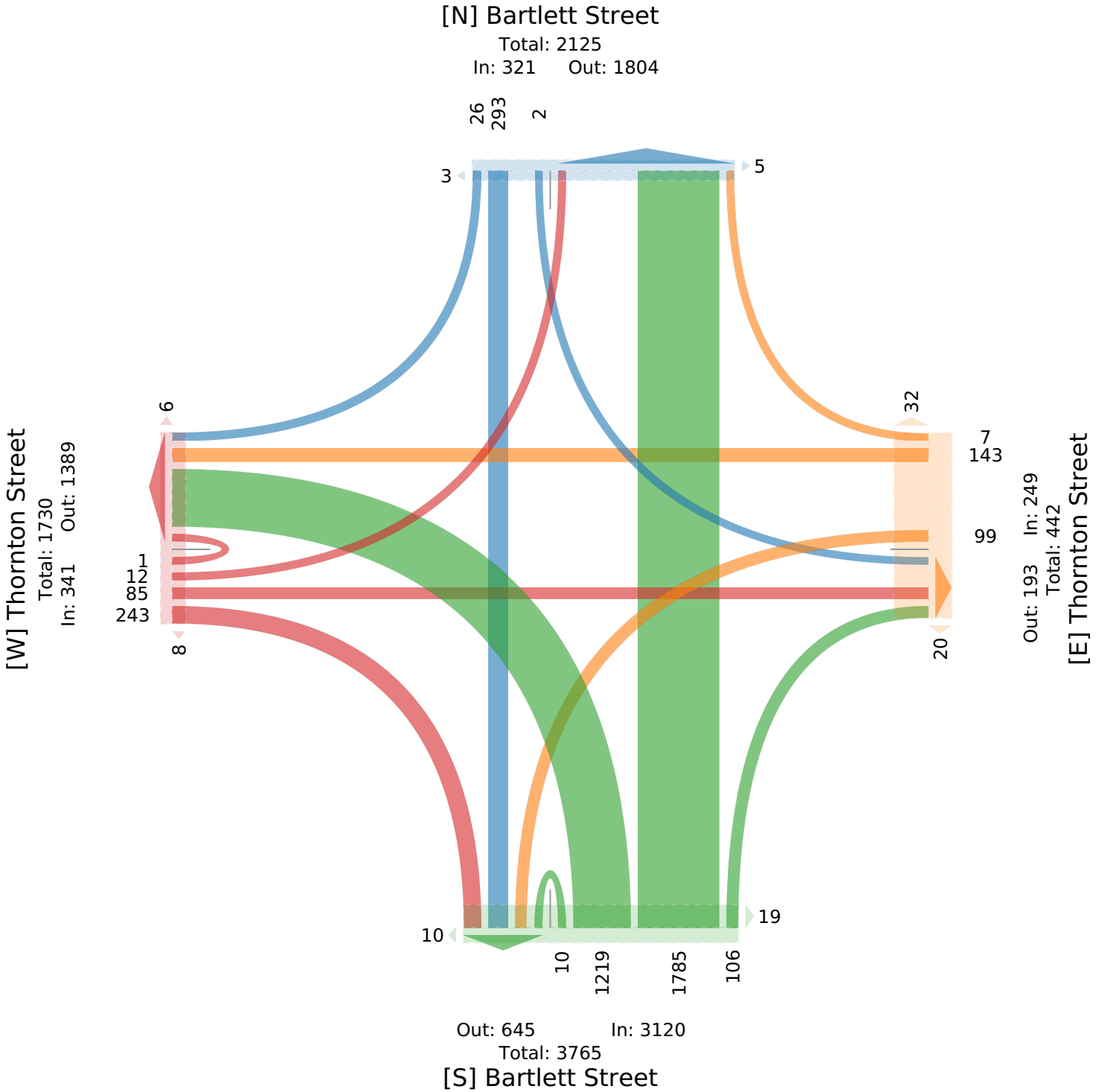
Full Length (6 AM-8 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1070963, Location: 43.073846, -70.775851

Provided by: City of Portsmouth
680 Peverly Hill Road,
Portsmouth, NH, 03801, US



Bartlett Street at Thornton Street - TMC

Tue May 16, 2023

AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1070963, Location: 43.073846, -70.775851

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680 Peverly Hill Road,
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| Leg Direction | Bartlett Street Southbound | | | | | | Thornton Street Westbound | | | | | | Bartlett Street Northbound | | | | | | Thornton Street Eastbound | | | | | | Int |
|--------------------------------|----------------------------|-------|----|----|-------|------|---------------------------|-------|-------|----|-------|------|----------------------------|-------|-------|----|-------|-------|---------------------------|-------|----|----|-------|------|-------|
| | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | |
| 2023-05-16 7:30AM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 6 | 1 | 0 | 34 | 21 | 0 | 55 | 1 | 5 | 0 | 0 | 0 | 5 | 0 | 71 |
| 7:45AM | 1 | 9 | 0 | 0 | 10 | 1 | 0 | 6 | 3 | 0 | 9 | 0 | 0 | 38 | 17 | 0 | 55 | 0 | 9 | 2 | 0 | 0 | 11 | 3 | 85 |
| 8:00AM | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 3 | 17 | 22 | 0 | 42 | 1 | 3 | 1 | 0 | 0 | 4 | 0 | 59 |
| 8:15AM | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 3 | 3 | 0 | 6 | 0 | 1 | 27 | 30 | 0 | 58 | 1 | 8 | 2 | 0 | 0 | 10 | 0 | 84 |
| Total | 2 | 31 | 0 | 0 | 33 | 1 | 0 | 17 | 9 | 0 | 26 | 1 | 4 | 116 | 90 | 0 | 210 | 3 | 25 | 5 | 0 | 0 | 30 | 3 | 299 |
| % Approach | 6.1% | 93.9% | 0% | 0% | - | - | 0% | 65.4% | 34.6% | 0% | - | - | 1.9% | 55.2% | 42.9% | 0% | - | - | 83.3% | 16.7% | 0% | 0% | - | - | - |
| % Total | 0.7% | 10.4% | 0% | 0% | 11.0% | - | 0% | 5.7% | 3.0% | 0% | 8.7% | - | 1.3% | 38.8% | 30.1% | 0% | 70.2% | - | 8.4% | 1.7% | 0% | 0% | 10.0% | - | - |
| PHF | 0.500 | 0.775 | - | - | 0.825 | - | - | 0.708 | 0.750 | - | 0.722 | - | 0.333 | 0.777 | 0.742 | - | 0.897 | - | 0.694 | 0.625 | - | - | 0.682 | - | 0.884 |
| Motorcycles | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 1 | - | 1 | 0 | 0 | 0 | 1 | - | 2 |
| % Motorcycles | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 1.1% | 0% | 0.5% | - | 4.0% | 0% | 0% | 0% | 3.3% | - | 0.7% |
| Lights | 2 | 29 | 0 | 0 | 31 | - | 0 | 17 | 9 | 0 | 26 | - | 4 | 112 | 87 | 0 | 203 | - | 24 | 5 | 0 | 0 | 29 | - | 289 |
| % Lights | 100% | 93.5% | 0% | 0% | 93.9% | - | 0% | 100% | 100% | 0% | 100% | - | 100% | 96.6% | 96.7% | 0% | 96.7% | - | 96.0% | 100% | 0% | 0% | 96.7% | - | 96.7% |
| Single-Unit Trucks | 0 | 2 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 1 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 4 |
| % Single-Unit Trucks | 0% | 6.5% | 0% | 0% | 6.1% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.9% | 1.1% | 0% | 1.0% | - | 0% | 0% | 0% | 0% | 0% | - | 1.3% |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% |
| Buses | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 2 |
| % Buses | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 1.7% | 0% | 0% | 1.0% | - | 0% | 0% | 0% | 0% | 0% | - | 0.7% |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 1 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 2 |
| % Bicycles on Road | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.9% | 1.1% | 0% | 1.0% | - | 0% | 0% | 0% | 0% | 0% | - | 0.7% |
| Pedestrians | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 3 | |
| % Pedestrians | - | - | - | - | - | 100% | - | - | - | - | - | 0% | - | - | - | - | - | 66.7% | - | - | - | - | - | 100% | - |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | 0% | - | - | - | - | - | 100% | - | - | - | - | - | 33.3% | - | - | - | - | - | 0% | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Bartlett Street at Thornton Street - TMC

Tue May 16, 2023

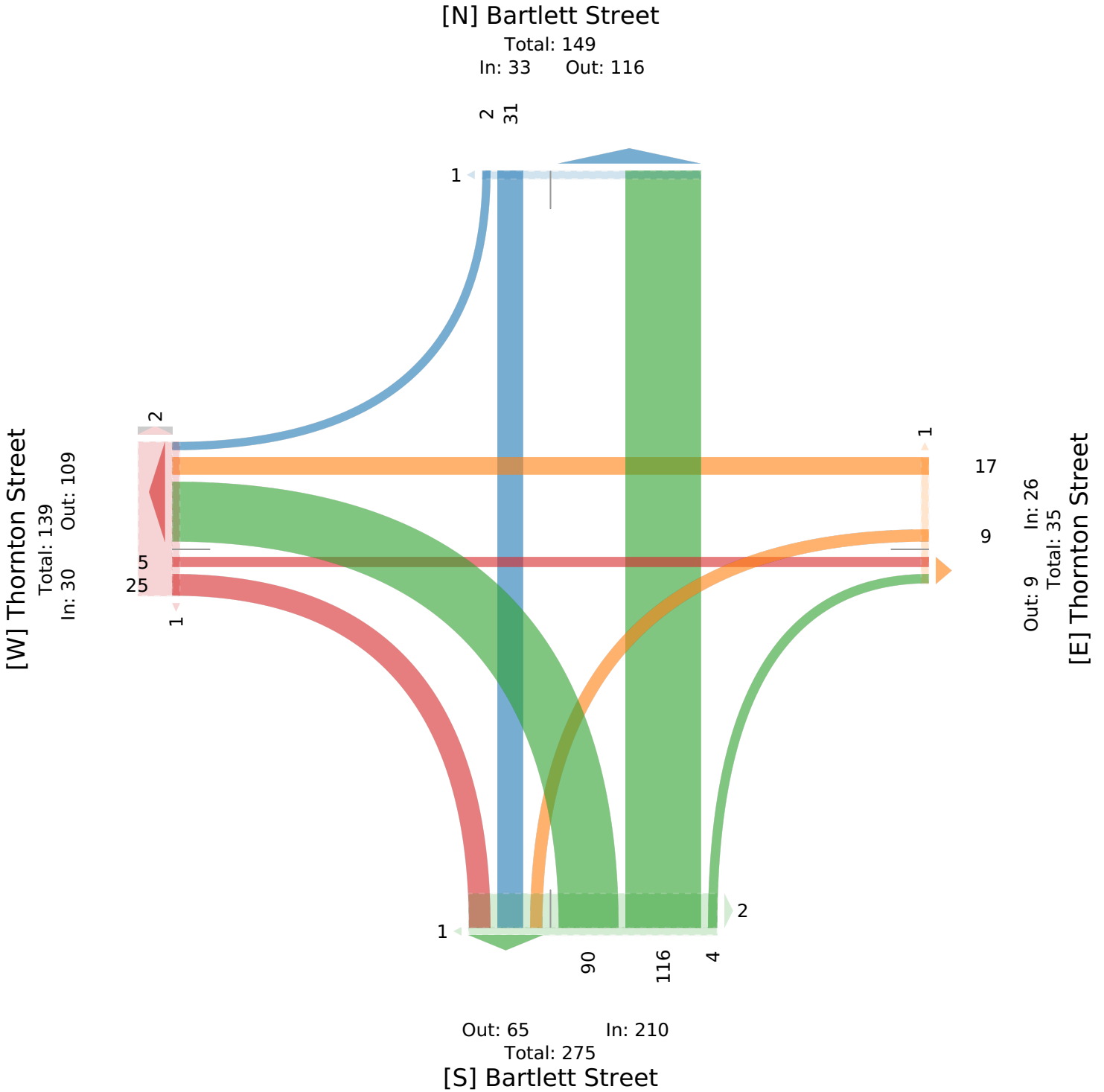
AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1070963, Location: 43.073846, -70.775851

Provided by: City of Portsmouth
680 Peverly Hill Road,
Portsmouth, NH, 03801, US



Bartlett Street at Thornton Street - TMC

Tue May 16, 2023

Midday Peak (1 PM - 2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1070963, Location: 43.073846, -70.775851

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680 Peverly Hill Road,

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| Leg Direction | Bartlett Street Southbound | | | | | | Thornton Street Westbound | | | | | | Bartlett Street Northbound | | | | | | Thornton Street Eastbound | | | | | | |
|--------------------------------|----------------------------|-------|-------|----|-------|------|---------------------------|-------|-------|----|-------|------|----------------------------|-------|-------|-------|-------|------|---------------------------|-------|----|----|-------|------|-------|
| Time | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | Int |
| 2023-05-16 1:00PM | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 1 | 3 | 0 | 4 | 1 | 3 | 52 | 31 | 1 | 87 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 99 |
| 1:15PM | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 3 | 32 | 25 | 0 | 60 | 1 | 2 | 3 | 0 | 0 | 5 | 1 | 77 |
| 1:30PM | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 2 | 3 | 0 | 5 | 1 | 4 | 35 | 18 | 0 | 57 | 1 | 3 | 2 | 0 | 0 | 5 | 0 | 70 |
| 1:45PM | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 37 | 28 | 0 | 68 | 0 | 5 | 2 | 0 | 0 | 7 | 0 | 84 |
| Total | 3 | 18 | 1 | 0 | 22 | 0 | 0 | 10 | 7 | 0 | 17 | 2 | 13 | 156 | 102 | 1 | 272 | 2 | 12 | 7 | 0 | 0 | 19 | 1 | 330 |
| % Approach | 13.6% | 81.8% | 4.5% | 0% | - | - | 0% | 58.8% | 41.2% | 0% | - | - | 4.8% | 57.4% | 37.5% | 0.4% | - | - | 63.2% | 36.8% | 0% | 0% | - | - | - |
| % Total | 0.9% | 5.5% | 0.3% | 0% | 6.7% | - | 0% | 3.0% | 2.1% | 0% | 5.2% | - | 3.9% | 47.3% | 30.9% | 0.3% | 82.4% | - | 3.6% | 2.1% | 0% | 0% | 5.8% | - | - |
| PHF | 0.750 | 0.643 | 0.250 | - | 0.688 | - | - | 0.750 | 0.583 | - | 0.800 | - | 0.813 | 0.750 | 0.815 | 0.250 | 0.779 | - | 0.600 | 0.583 | - | - | 0.679 | - | 0.828 |
| Motorcycles | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 1 |
| % Motorcycles | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 14.3% | 0% | 5.9% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0.3% |
| Lights | 3 | 17 | 0 | 0 | 20 | - | 0 | 9 | 6 | 0 | 15 | - | 13 | 152 | 99 | 1 | 265 | - | 12 | 7 | 0 | 0 | 19 | - | 319 |
| % Lights | 100% | 94.4% | 0% | 0% | 90.9% | - | 0% | 90.0% | 85.7% | 0% | 88.2% | - | 100% | 97.4% | 97.1% | 100% | 97.4% | - | 100% | 100% | 0% | 0% | 100% | - | 96.7% |
| Single-Unit Trucks | 0 | 0 | 1 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 3 |
| % Single-Unit Trucks | 0% | 0% | 100% | 0% | 4.5% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 1.3% | 0% | 0% | 0.7% | - | 0% | 0% | 0% | 0% | 0% | - | 0.9% |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 2 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 2 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 2.0% | 0% | 0.7% | - | 0% | 0% | 0% | 0% | 0% | - | 0.6% |
| Buses | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 3 |
| % Buses | 0% | 5.6% | 0% | 0% | 4.5% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 1.3% | 0% | 0% | 0.7% | - | 0% | 0% | 0% | 0% | 0% | - | 0.9% |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 1 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 2 |
| % Bicycles on Road | 0% | 0% | 0% | 0% | 0% | - | 0% | 10.0% | 0% | 0% | 5.9% | - | 0% | 0% | 1.0% | 0% | 0.4% | - | 0% | 0% | 0% | 0% | 0% | - | 0.6% |
| Pedestrians | - | - | - | - | - | 0 | - | - | - | - | - | 2 | - | - | - | - | - | 2 | - | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - | 0% | - |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | 0% | - | - | - | - | - | 0% | - | - | - | - | - | 100% | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Bartlett Street at Thornton Street - TMC

Tue May 16, 2023

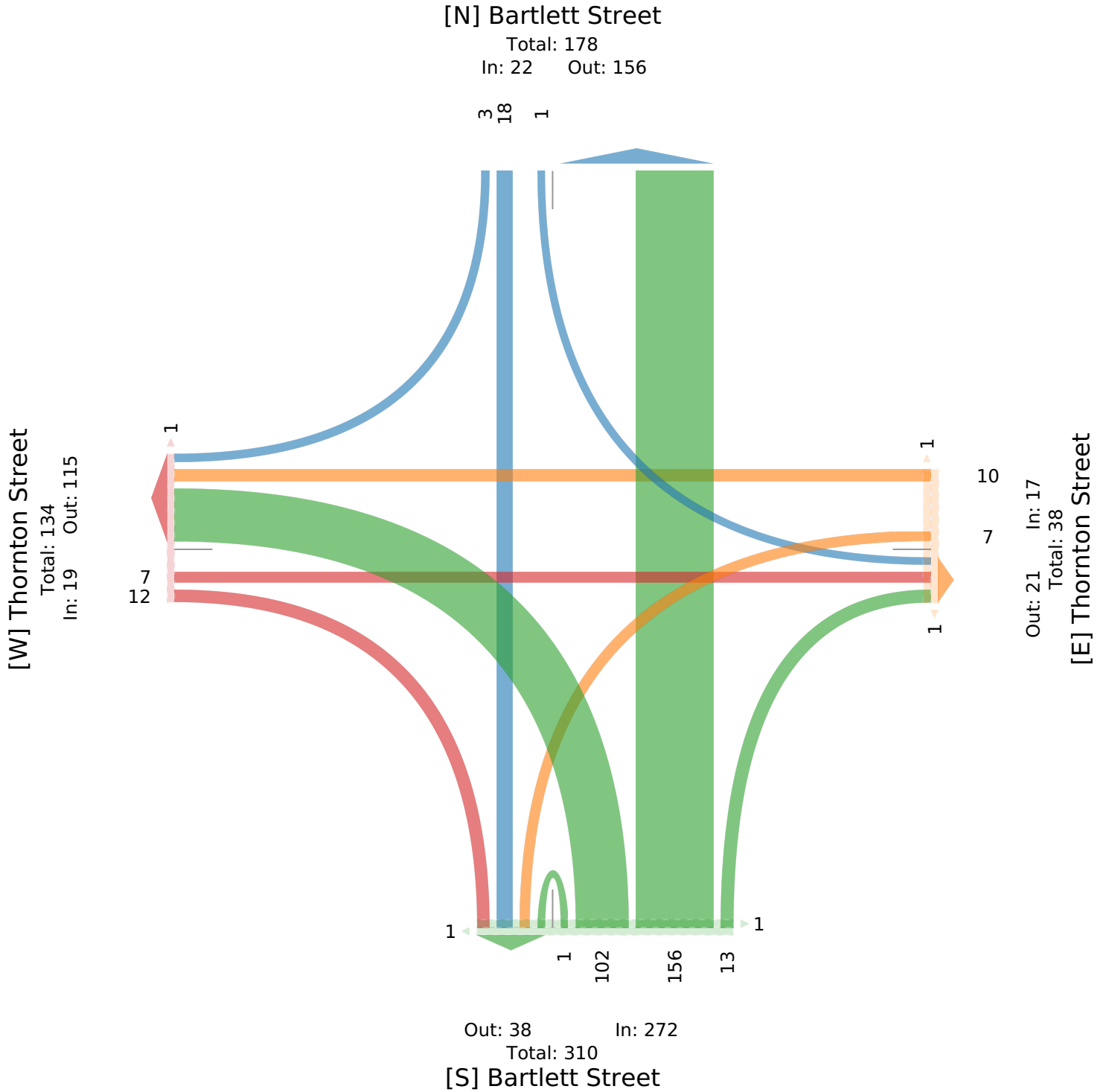
Midday Peak (1 PM - 2 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

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Bartlett Street at Thornton Street - TMC

Tue May 16, 2023

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1070963, Location: 43.073846, -70.775851

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680 Peverly Hill Road,

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| Leg Direction | Bartlett Street Southbound | | | | | | Thornton Street Westbound | | | | | | Bartlett Street Northbound | | | | | | Thornton Street Eastbound | | | | | | |
|--------------------------------|----------------------------|-------|----|----|-------|------|---------------------------|-------|-------|----|-------|------|----------------------------|-------|-------|----|-------|------|---------------------------|-------|-------|----|-------|------|-------|
| Time | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | Int |
| 2023-05-16 4:45PM | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 2 | 6 | 0 | 8 | 2 | 5 | 54 | 28 | 0 | 87 | 0 | 9 | 2 | 1 | 0 | 12 | 0 | 116 |
| 5:00PM | 2 | 10 | 0 | 0 | 12 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 5 | 55 | 43 | 0 | 103 | 0 | 7 | 4 | 0 | 0 | 11 | 0 | 128 |
| 5:15PM | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 3 | 1 | 0 | 4 | 1 | 2 | 60 | 39 | 0 | 101 | 2 | 5 | 5 | 1 | 0 | 11 | 0 | 123 |
| 5:30PM | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 46 | 29 | 0 | 76 | 1 | 13 | 5 | 0 | 0 | 18 | 0 | 102 |
| Total | 4 | 30 | 0 | 0 | 34 | 1 | 1 | 6 | 9 | 0 | 16 | 4 | 13 | 215 | 139 | 0 | 367 | 3 | 34 | 16 | 2 | 0 | 52 | 0 | 469 |
| % Approach | 11.8% | 88.2% | 0% | 0% | - | - | 6.3% | 37.5% | 56.3% | 0% | - | - | 3.5% | 58.6% | 37.9% | 0% | - | - | 65.4% | 30.8% | 3.8% | 0% | - | - | - |
| % Total | 0.9% | 6.4% | 0% | 0% | 7.2% | - | 0.2% | 1.3% | 1.9% | 0% | 3.4% | - | 2.8% | 45.8% | 29.6% | 0% | 78.3% | - | 7.2% | 3.4% | 0.4% | 0% | 11.1% | - | - |
| PHF | 0.500 | 0.750 | - | - | 0.708 | - | 0.250 | 0.500 | 0.375 | - | 0.500 | - | 0.650 | 0.896 | 0.808 | - | 0.891 | - | 0.654 | 0.800 | 0.500 | - | 0.722 | - | 0.916 |
| Motorcycles | 0 | 2 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 | 3 | 0 | 6 | - | 1 | 0 | 0 | 0 | 1 | - | 9 |
| % Motorcycles | 0% | 6.7% | 0% | 0% | 5.9% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 1.4% | 2.2% | 0% | 1.6% | - | 2.9% | 0% | 0% | 0% | 1.9% | - | 1.9% |
| Lights | 4 | 24 | 0 | 0 | 28 | - | 0 | 6 | 9 | 0 | 15 | - | 12 | 211 | 135 | 0 | 358 | - | 33 | 16 | 2 | 0 | 51 | - | 452 |
| % Lights | 100% | 80.0% | 0% | 0% | 82.4% | - | 0% | 100% | 100% | 0% | 93.8% | - | 92.3% | 98.1% | 97.1% | 0% | 97.5% | - | 97.1% | 100% | 100% | 0% | 98.1% | - | 96.4% |
| Single-Unit Trucks | 0 | 3 | 0 | 0 | 3 | - | 1 | 0 | 0 | 0 | 1 | - | 1 | 0 | 1 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 6 |
| % Single-Unit Trucks | 0% | 10.0% | 0% | 0% | 8.8% | - | 100% | 0% | 0% | 0% | 6.3% | - | 7.7% | 0% | 0.7% | 0% | 0.5% | - | 0% | 0% | 0% | 0% | 0% | - | 1.3% |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% |
| Buses | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 2 |
| % Buses | 0% | 3.3% | 0% | 0% | 2.9% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.5% | 0% | 0% | 0.3% | - | 0% | 0% | 0% | 0% | 0% | - | 0.4% |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 |
| % Bicycles on Road | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% |
| Pedestrians | - | - | - | - | - | 1 | - | - | - | - | - | 4 | - | - | - | - | - | 3 | - | - | - | - | - | 0 | - |
| % Pedestrians | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - |
| % Bicycles on Crosswalk | - | - | - | - | - | 0% | - | - | - | - | - | 0% | - | - | - | - | - | 0% | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Bartlett Street at Thornton Street - TMC

Tue May 16, 2023

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1070963, Location: 43.073846, -70.775851

Provided by: City of Portsmouth
680 Peverly Hill Road,
Portsmouth, NH, 03801, US

