

**Special Committee to Study and Make
Recommendations Regarding Truck Traffic &
Freight Movements
Along SR 41, SR 48 & SR 7**

TRAFFIC DATA FOLLOW-UP

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Differences in Reported Data



Why are Previously Reported Numbers Different?

- Only Difference was with “Daily” Traffic

- Different Definitions for “Daily”:

- Tues., Wed., Thurs. **Latest Study**
- Mon. through Fri. **Prior Study**
- 7 days



- Human Error - **Prior Study**

- 15,309 → 15,039
- Mislabeled Northbound and Southbound counts at one location in October 2016

Quality Control/Quality Assurance

- RK&K analyzed June 2017 data AND all previously collected data
- 3 traffic engineers provided QC/QA
 - Identified differences between **Latest Study** and **Prior Study**
 - Determined reason for any differences
 - Determined correct values – presented at July 10, 2017 meeting

Bottom Line: In the **Latest Study and **Prior Study**, the trends remain the same!**

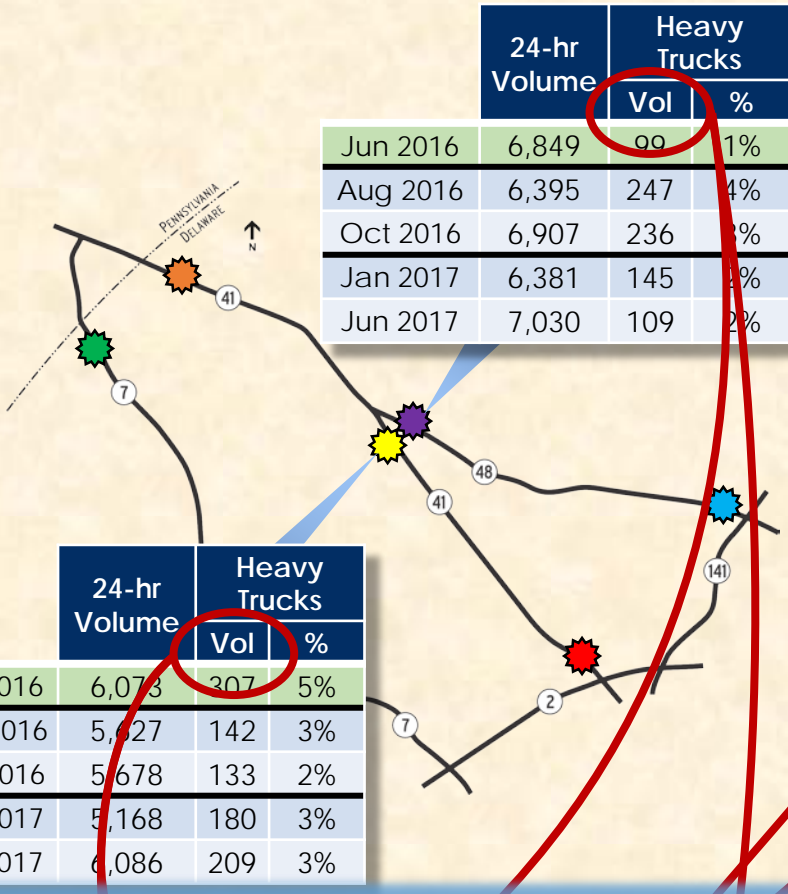
- Near State Line: From June 2016 to June 2017, a modest reduction in heavy trucks on SR 41 and almost no change on SR 7
- Since the signs were removed, heavy trucks decreased on SR 48, but increased on SR 41

Truck volume on SR 41 was generally lower than the

Truck "Split" Shifts Over Time on SR 41 and SR 48



Daily (24-hour) Traffic Southbound



	24-hr Volume	Heavy Trucks	
		Vol	%
Jun 2016	6,849	99	1%
Aug 2016	6,395	247	4%
Oct 2016	6,907	236	3%
Jan 2017	6,381	145	2%
Jun 2017	7,030	109	2%

	24-hr Volume	Heavy Trucks	
		Vol	%
Jun 2016	6,073	307	5%
Aug 2016	5,627	142	3%
Oct 2016	5,678	133	2%
Jan 2017	5,168	180	3%
Jun 2017	6,086	209	3%

	Total Trucks	% of Total Trucks on SR 41 SB	% of Total Trucks on SR 48 SB
Jun 2016	406	76%	24%
Aug 2016	389	37%	63%
Oct 2016	369	36%	64%

	Total Volume	% of Total Volume on SR 41 SB	% of Total Volume on SR 48 SB
Jun 2016	12,922	47%	53%
Aug 2016	12,022	47%	53%
Oct 2016	12,585	45%	55%
Jan 2017	11,544	45%	55%

The percentage of total southbound vehicles on each route remained constant.

Although truck volumes on both routes remain lower now than they were a year ago, the total both

Summary

- Why were there data differences?
 - Different time periods
 - Human Error - **Prior Study**
- Did trucks shift between SR 41 and SR 48 due to signs?
 - Yes:
 - When Signs installed → Trucks shifted from SR 41 to SR 48
 - 76% / 24% (SR 41 / SR 48) before
 - 36% / 64% during
 - When signs removed → Most trucks shifted back to SR 41
 - 66% / 34% after
 - Fewer total trucks than a year ago on either road