

City of Southlake



2000
Traffic Count Report

June 23, 2000

Prepared Jointly by:

**Planning
Public Works**

City of Southlake
2000 Traffic Count Report

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Introduction

The City of Southlake is a rapidly growing community. As such, a great emphasis lies in the collection of data that can be accumulated to monitor trends related to growth. Annual traffic counts have proven to be a useful tool for both municipal and private development planning purposes. This report will present the basic traffic volume data recently collected in Southlake. To maintain accurate counts throughout the City, updated traffic count data will be added to the report as it is received by the City via Traffic Impact Analysis (TIA) submittals for developments.

Purpose of the Report

The main focus of this report is to serve as a “snapshot” of the traffic volume conditions in a fixed point in time. Traffic data from different time periods can be used to analyze trends and assist in correcting problem areas. Traffic data is the foundation of many specialized studies, such as warrant studies, and is used in part when updating the city’s Master Thoroughfare Plan (MTP), which is the basis for acquiring the appropriate amounts of right-of-way necessary to accommodate the ultimate roadways needed in the city.

This report also serves as a valuable economic development tool for real estate brokers, lenders, developers, and others with similar interests. Traffic volume is a critical factor associated with many of the decision points made by these companies when looking to locate businesses in a particular region. This traffic report will also provide current traffic data for any area of interest in the city to residents, property owners, and other interested parties.

Included in the report for the year 2000 are historical data accumulated for every major traffic count data collection since 1995. A trend chart, which can be found on page 4, shows the breakdown of traffic volumes for four time periods for State Highway 114 and F.M. 1709.

Methodology

In May 2000, the City of Southlake contracted with Quality Counts, a traffic counting firm located in Dallas, Texas, to place the traffic counters in Southlake. The data was downloaded to a raw data file, and a printed copy of this data was provided to the City. Between May 8 and May 18, 2000, traffic counters were placed at 64 locations throughout the City, with counts taken from both directions of traffic flow. Total traffic volumes were compiled in 15-minute intervals over a 24-hour period. Figures for the 24-hour total and a.m. / p.m. peak hour totals are compiled in Table 1. A map depicting the locations of these counts is attached as Figure 1.

The raw data sheets, with 15-minute intervals and peak hours defined for each segment, can be obtained for the cost of reproduction. For further information or copies of the raw data sheets, please contact the City of Southlake Comprehensive Planning division at (817) 481-5581, Ext. 866.

Definitions

Ref. # - The number associated with a one-directional traffic count location.

Segment – A particular area of roadway, with a beginning point (“*From*”) and an end point (“*To*”) location.

Direction – The direction of traffic flow for each location. Each location has two directions, each listed in a separate row in Table 1, for both northbound and southbound (*NB, SB*) or westbound and eastbound (*WB, EB*).

24-Hour Totals – The total traffic volume (each direction) counted during the 24-hour period from 12 a.m. (midnight) to 12 a.m. (midnight) the following day.

A.M. Peak Hour – The one-hour time period between 12 a.m. (midnight) and 12 p.m. (noon) during which the highest one-hour traffic volume occurs, and the associated count.

P.M. Peak Hour – The one-hour time period between 12 p.m. (noon) and 12 a.m. (midnight) during which the highest one-hour traffic volume occurs, and the associated count.

Table 1: Traffic Count Trends for S.H. 114 and F.M. 1709

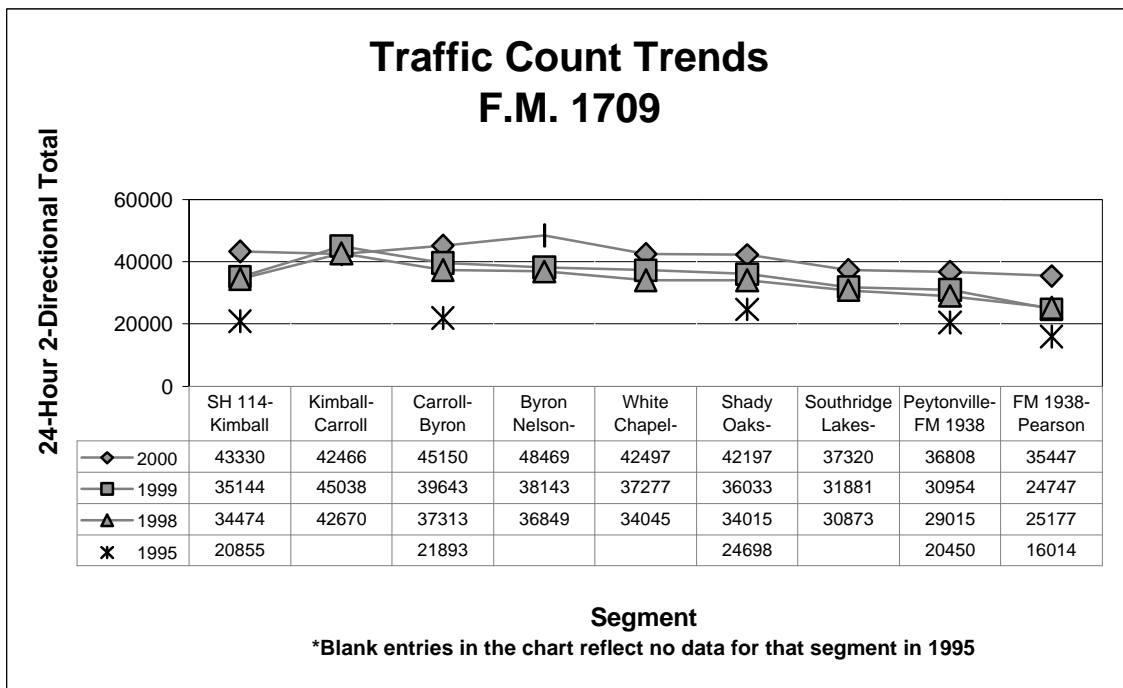
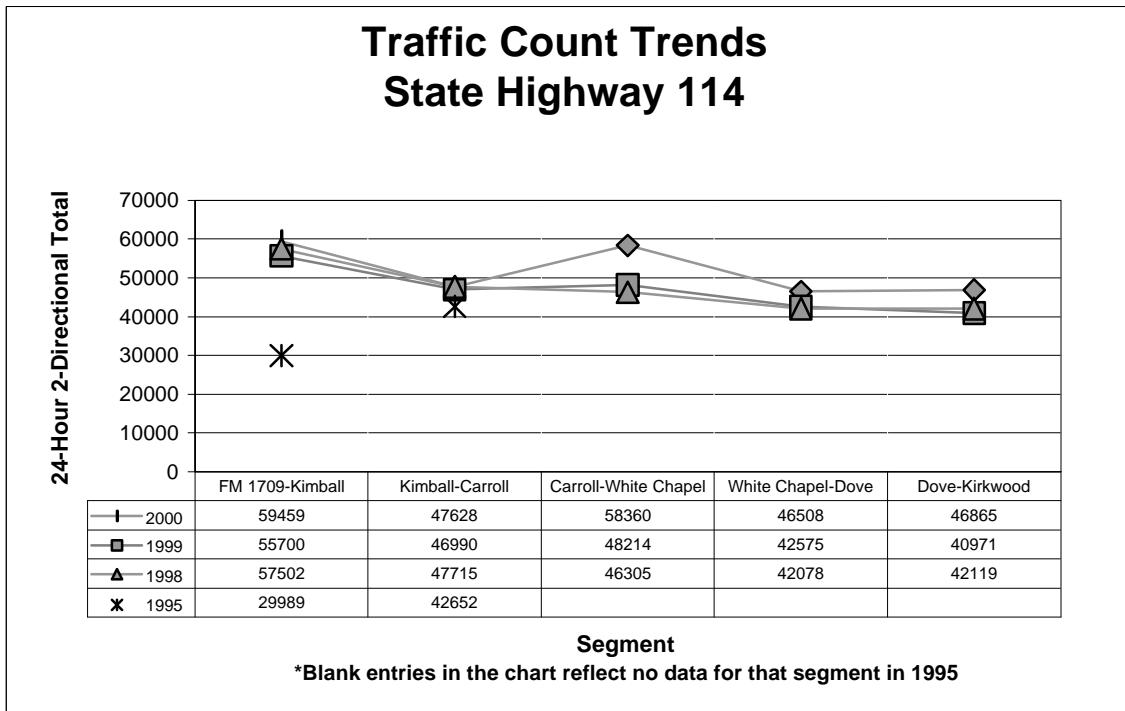


Table 2: Traffic Count Locator Key and Associated Volumes

Ref #	Segment	Begin	End	Direction	24-Hour Total	AM Peak Hour Total	PM Peak Hour Total
1	SH 114	FM 1709 (Southlake Blvd)	Kimball	WB	30062	1729 8-9	3011 5-6
2	SH 114	FM 1709 (Southlake Blvd)	Kimball	EB	29397	2651 7-8	1956 5-6
3	SH 114	Kimball	Carroll	WB	23632	1582 8-9	1924 5-6
4	SH 114	Kimball	Carroll	EB	23996	1811 6-7	1782 5-6
5	SH 114	Carroll	White Chapel	WB	23890	1722 8-9	2021 5-6
6	SH 114	Carroll	White Chapel	EB	34470	2716 7-8	2790 5-6
7	SH 114	White Chapel	Dove	WB	22151	1639 8-9	1948 5-6
8	SH 114	White Chapel	Dove	EB	24357	2152 7-8	2104 5-6
9	SH 114	Dove	Kirkwood	WB	22212	1642 8-9	1951 5-6
10	SH 114	Dove	Kirkwood	EB	24653	2152 7-8	2136 5-6
11	FM 1709	SH 114	Kimball	WB	22288	1313 11-12	2280 5-6
12	FM 1709	SH 114	Kimball	EB	21042	1930 7-8	1315 5-6
13	FM 1709	Kimball	Carroll	WB	22723	1306 11-12	2238 5-6
14	FM 1709	Kimball	Carroll	EB	19743	1848 7-8	1129 3-4
15	FM 1709	Carroll	Byron Nelson	WB	24001	1215 11-12	2325 5-6
16	FM 1709	Carroll	Byron Nelson	EB	21149	2026 6-7	1295 3-4
17	FM 1709	Byron Nelson	White Chapel	WB	25786	1214 7-8	2636 5-6
18	FM 1709	Byron Nelson	White Chapel	EB	22683	2337 7-8	1282 4-5
19	FM 1709	White Chapel	Shady Oaks	WB	22009	1091 11-12	2160 5-6
20	FM 1709	White Chapel	Shady Oaks	EB	20488	1914 7-8	1232 3-4
21	FM 1709	Shady Oaks	Southridge Lakes	WB	21748	983 11-12	2195 5-6
22	FM 1709	Shady Oaks	Southridge Lakes	EB	20449	2086 6-7	1220 4-5

Ref #	Segment	Begin	End	Direction	24-Hour Total	AM Peak Hour Total	PM Peak Hour Total
23	FM 1709	Southridge Lakes	Peytonville	WB	19668	1011 11-12	2009 5-6
24	FM 1709	Southridge Lakes	Peytonville	EB	17652	1739 7-8	1150 3-4
25	FM 1709	Peytonville	FM 1938 (Davis Blvd)	WB	19679	1124 11-12	2083 5-6
26	FM 1709	Peytonville	FM 1938 (Davis Blvd)	EB	17129	1638 6-7	961 5-6
27	FM 1709	FM 1938	Pearson	WB	18556	1180 11-12	1943 4-5
28	FM 1709	FM 1938	Pearson	EB	16891	2031 7-8	1101 5-6
29	Crooked Lane	FM 1709	Kimball	SB	1297	84 8-9	158 6-7
30	Crooked Lane	FM 1709	Kimball	NB	1515	200 8-9	124 5-6
31	Crooked Lane	Kimball	Continental	SB	2226	94 10-11	369 5-6
32	Crooked Lane	Kimball	Continental	NB	2715	344 7-8	206 5-6
33	Continental	Crooked Lane	Carroll	WB	1978	97 11-12	346 5-6
34	Continental	Crooked Lane	Carroll	EB	2162	339 7-8	177 5-6
35	Continental	Carroll	Byron Nelson	WB	3858	209 8-9	500 5-6
36	Continental	Carroll	Byron Nelson	EB	3945	555 7-8	296 5-6
37	Continental	Byron Nelson	White Chapel	WB	4490	281 7-8	593 5-6
38	Continental	Byron Nelson	White Chapel	EB	4235	613 7-8	302 5-6
39	Continental	White Chapel	Peytonville	WB	3745	249 8-9	440 6-7
40	Continental	White Chapel	Peytonville	EB	3196	410 8-9	249 3-4
41	Continental	Peytonville	FM 1938	WB	1413	155 8-9	152 3-4
42	Continental	Peytonville	FM 1938	EB	1255	148 8-9	146 3-4
43	Union Church	FM 1938	Pearson	WB	553	39 7-8	68 4-5
44	Union Church	FM 1938	Pearson	EB	580	44 10-11	61 5-6
45	Highland	Kimball	Carroll	WB	1101	185 7-8	96 3-4
46	Highland	Kimball	Carroll	EB	1041	152 8-9	108 3-4

Ref #	Segment	Begin	End	Direction	24-Hour Total	AM Peak Hour Total	PM Peak Hour Total
47	Highland	Carroll	SH 114	WB	1320	182 7-8	126 3-4
48	Highland	Carroll	SH 114	EB	1341	243 8-9	102 6-7
49	Highland	SH 114	White Chapel	WB	2317	193 7-8	239 6-7
50	Highland	SH 114	White Chapel	EB	2099	256 8-9	204 3-4
51	Highland	White Chapel	Shady Oaks	WB	1994	204 7-8	211 5-6
52	Highland	White Chapel	Shady Oaks	EB	1991	264 8-9	259 3-4
53	Turnberry	Shady Oaks	Peytonville	WB	1665	156 8-9	173 3-4
54	Turnberry	Shady Oaks	Peytonville	EB	1406	199 7-8	143 3-4
55	Dove	Kimball	Carroll	WB	2314	176 7-8	307 5-6
56	Dove	Kimball	Carroll	EB	2290	290 7-8	215 5-6
57	Dove	Carroll	White Chapel	WB	1415	166 7-8	160 5-6
58	Dove	Carroll	White Chapel	EB	1269	131 8-9	136 5-6
59	Dove	White Chapel	SH 114	WB	460	40 8-9	46 12-1
60	Dove	White Chapel	SH 114	EB	455	29 8-9	50 3-4
61	Dove	Shady Oaks	Peytonville	WB	166	17 11-12	14 1-2
62	Dove	Shady Oaks	Peytonville	EB	322	40 11-12	41 2-3
63	Dove	Peytonville	Randol Mill	WB	1025	59 11-12	171 5-6
64	Dove	Peytonville	Randol Mill	EB	1151	191 8-9	79 5-6
65	Kirkwood	SH 114	Precinct Line	WB	975	60 11-12	230 5-6
66	Kirkwood	SH 114	Precinct Line	EB	1105	245 8-9	72 12-1
67	Bob Jones	White Chapel	TW King	WB	16	2 9-10	2 2-3
68	Bob Jones	White Chapel	TW King	EB	30	6 8-9	6 3-4
69	TW King	Kirkwood	Bob Jones	NB	2630	316 7-8	231 5-6
70	TW King	Kirkwood	Bob Jones	SB	2351	135 9-10	254 6-7

Ref #	Segment	Begin	End	Direction	24-Hour Total	AM Peak Hour Total	PM Peak Hour Total
71	Pearson	Union Church	FM 1709	NB	897	69 7-8	107 5-6
72	Pearson	Union Church	FM 1709	SB	903	63 9-10	104 5-6
73	Pearson	FM 1709	Florence	NB	3181	279 8-9	270 5-6
74	Pearson	FM 1709	Florence	SB	3036	260 8-9	286 5-6
75	FM 1938	Continental	FM 1709	NB	11900	1125 7-8	851 5-6
76	FM 1938	Continental	FM 1709	SB	10781	728 8-9	1076 5-6
77	Randol Mill	FM 1709	Florence	NB	4358	404 8-9	406 5-6
78	Randol Mill	FM 1709	Florence	SB	4035	325 8-9	385 5-6
79	Peytonville	Continental	FM 1709	NB	1726	315 7-8	178 5-6
80	Peytonville	Continental	FM 1709	SB	1309	146 7-8	139 3-4
81	Peytonville	FM 1709	Southridge Lakes	NB	2151	153 8-9	189 5-6
82	Peytonville	FM 1709	Southridge Lakes	SB	2466	319 7-8	272 5-6
83	Peytonville	Southridge Lakes	Dove	NB	1237	173 8-9	93 5-6
84	Peytonville	Southridge Lakes	Dove	SB	1229	88 7-8	193 5-6
85	Shady Oaks	FM 1709	Highland	NB	1602	245 8-9	167 3-4
86	Shady Oaks	FM 1709	Highland	SB	1773	350 8-9	175 6-7
87	Shady Oaks	Highland	Dove	NB	493	40 8-9	49 6-7
88	Shady Oaks	Highland	Dove	SB	522	65 7-8	47 3-4
89	White Chapel	City Limits	Continental	NB	3564	353 8-9	291 3-4
90	White Chapel	City Limits	Continental	SB	3418	225 8-9	335 5-6
91	White Chapel	Continental	FM 1709	NB	3758	256 6-7	323 3-4
92	White Chapel	Continental	FM 1709	SB	4290	351 6-7	339 2-3
93	White Chapel	FM 1709	Highland	NB	3479	358 8-9	258 6-7
94	White Chapel	FM 1709	Highland	SB	3569	346 7-8	324 5-6

Ref #	Segment	Begin	End	Direction	24-Hour Total	AM Peak Hour Total	PM Peak Hour Total
95	White Chapel	Highland	SH 114	NB	2974	298 8-9	305 5-6
96	White Chapel	Highland	SH 114	SB	2549	234 8-9	275 4-5
97	White Chapel	SH 114	Dove	NB	2342	181 8-9	243 5-6
98	White Chapel	SH 114	Dove	SB	2741	267 7-8	280 5-6
99	White Chapel	Dove	Bob Jones	NB	1192	82 6-7	136 5-6
100	White Chapel	Dove	Bob Jones	SB	1120	85 7-8	116 6-7
101	Byron Nelson	Continental	FM 1709	NB	2358	275 7-8	195 6-7
102	Byron Nelson	Continental	FM 1709	SB	2968	230 7-8	254 5-6
103	Carroll	Continental	FM 1709	NB	2047	140 8-9	198 3-4
104	Carroll	Continental	FM 1709	SB	1505	111 7-8	132 6-7
105	Carroll	FM 1709	SH 114	NB	2926	250 8-9	253 12-1
106	Carroll	FM 1709	SH 114	SB	2215	225 8-9	216 3-4
107	Carroll	Highland	Dove	NB	1841	157 8-9	153 4-5
108	Carroll	Highland	Dove	SB	1749	282 7-8	141 5-6
109	Carroll	Dove	Burney	NB	1550	108 11-12	144 5-6
110	Carroll	Dove	Burney	SB	1572	234 7-8	135 6-7
111	Lonesome Dove	Dove	Burney	NB	1179	64 11-12	130 5-6
112	Lonesome Dove	Dove	Burney	SB	1144	120 7-8	87 5-6
113	Brumlow	SH 26	Continental	NB	5721	364 7-8	550 5-6
114	Brumlow	SH 26	Continental	SB	5873	517 7-8	492 5-6
115	Kimball	Crooked Lane	FM 1709	NB	1426	147 8-9	104 4-5
116	Kimball	Crooked Lane	FM 1709	SB	1288	80 8-9	132 5-6
117	Kimball	FM 1709	SH 114	NB	4824	664 7-8	341 5-6
118	Kimball	FM 1709	SH 114	SB	3902	227 11-12	361 5-6

Ref #	Segment	Begin	End	Direction	24-Hour Total	AM Peak Hour Total	PM Peak Hour Total
119	Kimball	SH 114	Highland	NB	4015	197 11-12	357 5-6
120	Kimball	SH 114	Highland	SB	3644	349 7-8	245 4-5
121	Kimball	Highland	Dove	NB	3592	159 11-12	317 4-5
122	Kimball	Highland	Dove	SB	3351	392 7-8	231 6-7
123	Kimball	Dove	City Limits	NB	2236	87 11-12	255 5-6
124	Kimball	Dove	City Limits	SB	2167	288 7-8	168 6-7
125	Commerce	Industrial	FM 1709	NB	3402	268 11-12	303 4-5
126	Commerce	Industrial	FM 1709	SB	2314	197 8-9	217 1-2
127	Johnson	Randol Mill	Pearson	WB	768	40 8-9	86 5-6
128	Johnson	Randol Mill	Pearson	EB	872	125 8-9	77 3-4

Figure 1: Traffic Count Locator Map



No Scale

