

VILLAGE OF HANOVER

ACTIVE TRANSPORTATION

A Planning Document For
Non-Motorized Mobility

THE VILLAGE OF
HANOVER

since 1849



ACKNOWLEDGMENTS

LICKING COUNTY AREA TRANSPORTATION STUDY

Wil Lloyd

Program Manager

Alex Griffith

Principal Transportation Planner

Griffin Roberts

College Intern

Mona Large

Mobility Manager

Alex Nouanesengsy

Asst. Transportation Manager / Special
Projects Planner & GIS Coordinator

Matt Hill

Technical Study Director

LICKING COUNTY PLANNING COMMISSION

Jay Fisher

Asst. Planning Manager / Special Projects
Planner

VILLAGE OF HANOVER STAKEHOLDER COMMITTEE

Nicole Gieseler

Fiscal Officer

Dave Molnar

Planning & Development President

Brandon Hale

Mayor

Pam Vogel

Village Council

Eric Mitchell

Village Zoning

Beth Adkins

Legacy Park President

Licking Valley Local School District Board of Directors and Staff

Neighborhood Strategies

Village Planning Consultant

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Existing conditions have not been field-verified at all locations. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.



TABLE OF CONTENTS

INTRODUCTION.....04

EXISTING CONDITIONS.....06

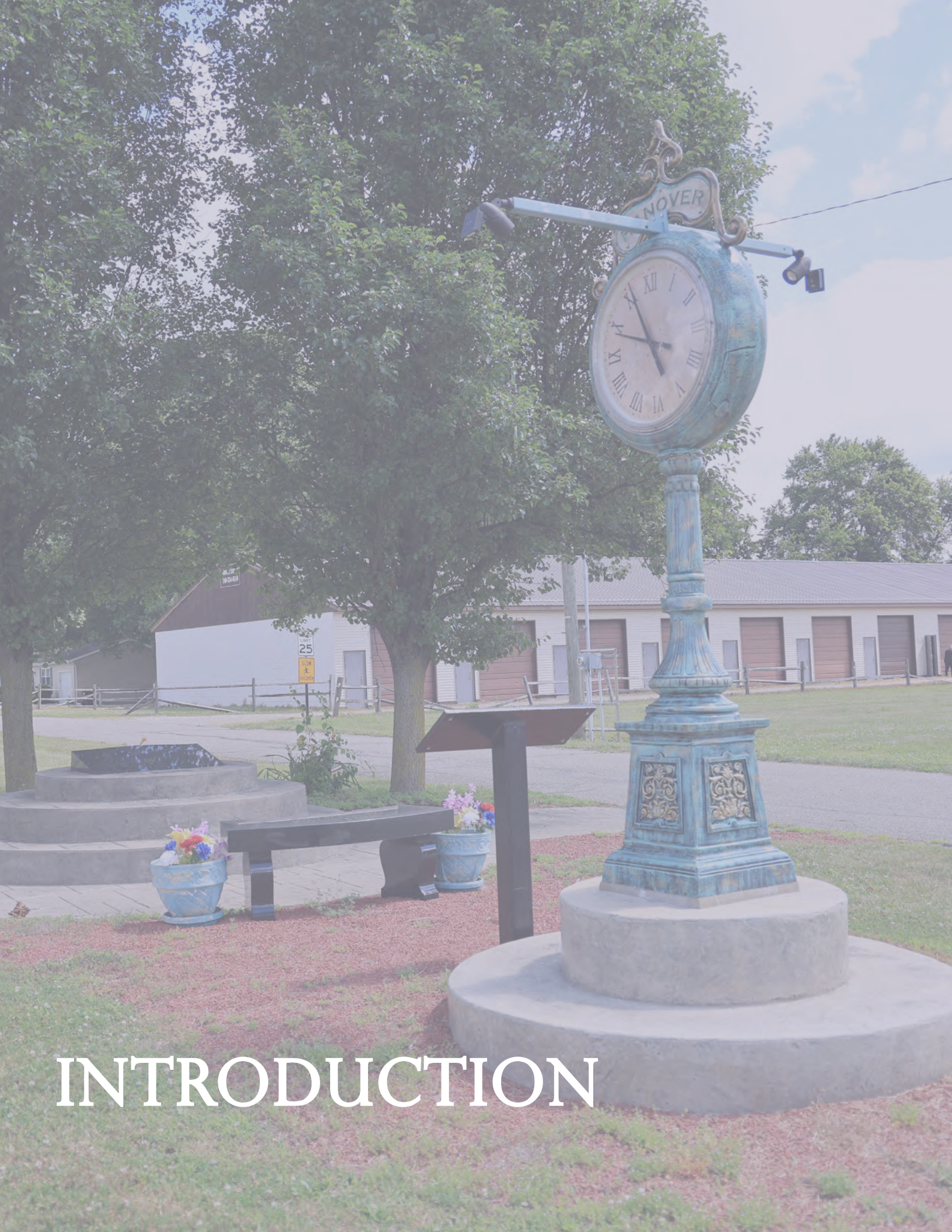
OPPORTUNITIES & CHALLENGES.....09

COMMUNITY ENGAGEMENT.....14

RECOMMENDATIONS.....17

IMPLEMENTATION.....26

APPENDICES.....30



INTRODUCTION

INTRODUCTION

“Active Transportation” is human-powered mobility; any method by which people travel without using motorized vehicles is active transportation. This includes walking, biking, skating, skateboarding, scootering, and wheelchairs. While these activities can also be seen as a form of recreation, active transportation planning recognizes their significance as forms of mobility. These modes of transportation are also simultaneously forms of physical activity. The intersection of health and mobility is a pronounced benefit of active transportation. Active transportation also has positive environmental, economic, and social impacts, in that it reduces automobile emissions, is cheaper for the individual user, unites users with public transit, and encourages communities to share public amenities.

Active transportation planning aims to provide safe connections for active users to reach community assets like parks and trails, and everyday destinations including jobs, schools, and shops. Active transportation plans achieve this by providing an outline to implement infrastructure and programming, such as spanning sidewalk gaps, multi-use path connections, bicycle rack installations, educating the public, and hosting cycling events, among many other such possible improvements. Active transportation planning, thereby, supports investing in a healthy community by making active living more accessible for residents.

VILLAGE OF HANOVER

Originally laid out in 1849 as the Village of Fleming, the Village of Hanover took its current name in 1852 when it gained a post office. Like many successful early Licking County settlements, Hanover was located proximal to canal and rail. These transportation lines would prove beneficial to bringing people into the area before they stagnated.

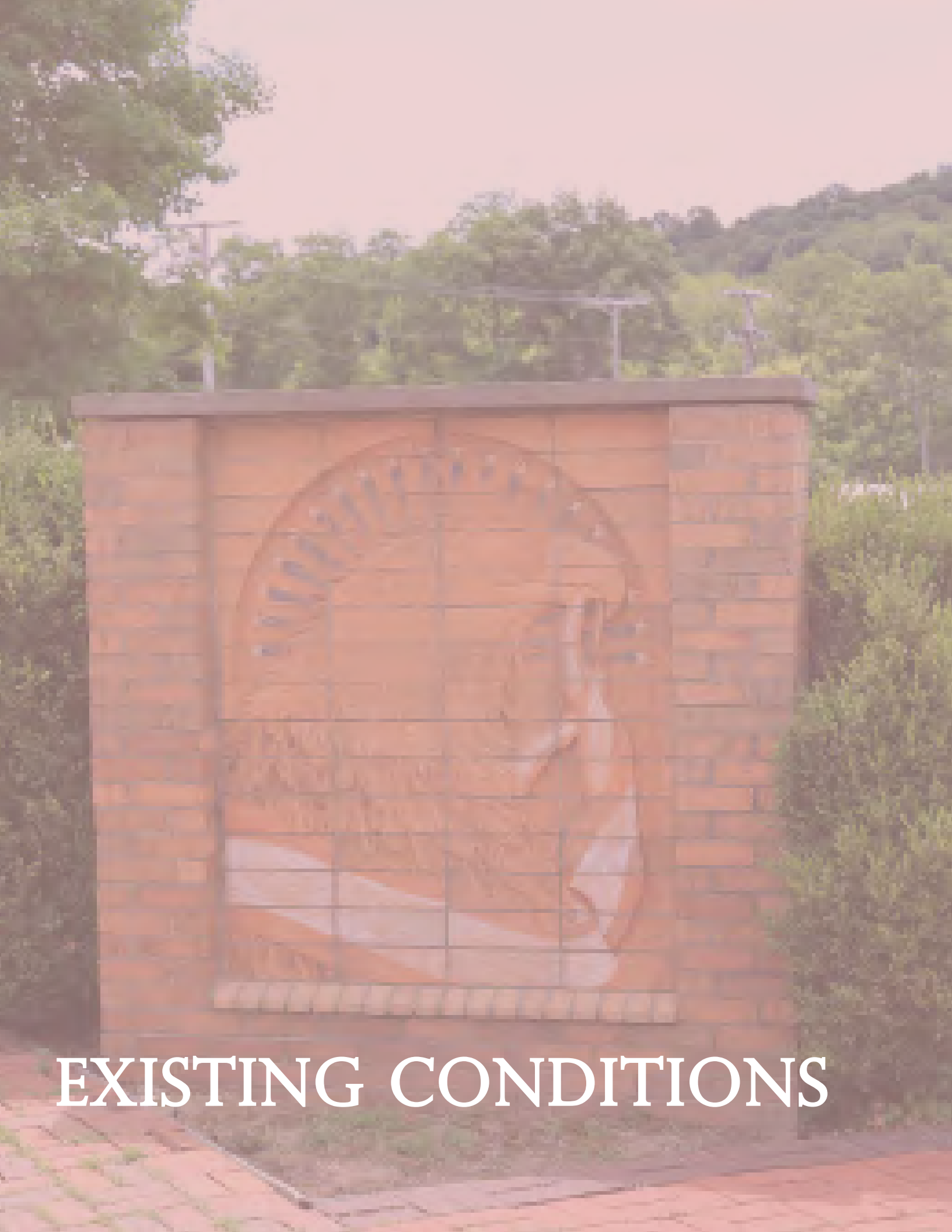
Currently, Hanover is located mostly within the northwestern portion of the township that shares the same name. The Village was located approximately a quarter mile south of its current site until 1959, when high levels of snow melt and over six inches of rain backed up the expanded flood hazard zone from the new Dillon Dam and caused the Licking River and Rocky Fork to inundate the Village with over seven feet of flood waters. The school, businesses and homes that comprised Hanover at this time were all ruined by this catastrophe. While this would have been the end for many villages, several Village members were resolute, resilient and tenacious. Many did migrate due to this disaster, but the Village endured by moving north and re-establishing a post office, businesses, and new households at its present location, just north of State Route 16.

Hanover has a long history as a strong-knit community in eastern Licking County, which has always been willing to face the challenges before it. As a growing village, Hanover has a population of over 1200 and anchors a well-respected school district. As the central Ohio region grows, the Village endeavors to equip and prepare itself to helm its future responsibly and thoughtfully.

GOALS

- 1 Build an active transportation network that is safe and easy to use for people of all ages and abilities.
- 2 Maintain and enhance the community appeal of open green space recreation through the completion of an active transportation network that allows people to live actively in and around Hanover.
- 3 Work with community stakeholders to promote the benefits of active transportation and encourage the continued use, maintenance and connectivity of the network as the area grows.





EXISTING CONDITIONS

EXISTING PLAN REVIEW

When implementing a new planning document, it is always beneficial to consider the existing plans that a community has adopted. Over the years, the Village of Hanover has taken steps to implement and ensure sustainable growth and development for future generations. These planning efforts include the Village of Hanover Comprehensive Plan 2022; 'Forward Together' and corresponding Future Land Use Map, both completed in 2022. As of 2024, the Village is also in the process of overhauling its zoning resolution to include form based code. In addition, the Hanover Village: West High Street Corridor (2023), the updated Transit Development Plan (2023), and Long-Range Transportation Plan, all contribute to planning the future growth of Eastern Licking County and the Village as a whole.

The prior planning efforts by both the Village and other local organizations help to establish a foundation in which an active transportation plan such as this one, can build from. Together these plans should be interwoven into the fabric of the community, by which the Village of Hanover can utilize as it looks to continue its efforts to maintain public infrastructure, development, and land use to effectively serve the public. If there is no cohesion between previous planning efforts and instead every new document tears down and restarts from the beginning, then these prior planning efforts may have been for nothing and hurt the community in the long run.



Historic Sidewalk in Old Hanover that has become overgrown.

LAND USE, STREET DESIGN & CONNECTIVITY

The Village of Hanover's Comprehensive Plan, future land use maps, and planning and zoning ordinances outline the regulations and guidelines to steer the development and connectivity of the village. These documents classify roads, establish several design baselines, require specific infrastructure for development, and provide a means to encourage desired practices while discouraging unwanted practices. All modes of transportation are taken into consideration, rather than simply focusing on automobile use.

Some of the key infrastructure regulations and guidelines focus on block lengths and sidewalk requirements for new development, which are based on the Licking County Subdivision Regulations. Greenways, landscaping, lighting and benches are allowed through residential neighborhoods, emphasizing the connection of residents to neighborhoods and the local community at large.

Despite a current lack of a complete streets policy, the Village has recently begun prioritizing the High Street Corridor to accommodate multimodal transportation for vehicular and pedestrian traffic in future development. This includes future plans to provide crosswalks, extending the current sidewalk network, and improving circulation of traffic. All of these future plans will improve community access to local schools, businesses and park, while providing a solid framework for future development and expansion.



CYCLIST & PEDESTRIAN INFRASTRUCTURE

As a member of the LCATS Policy Committee, Hanover supports the Metropolitan Planning Organization's (MPO's) backing of the Ohio Department of Transportation (ODOT) in its "Safe Streets for All" safety grant, which aims to reduce pedestrian, cyclist, and motorist fatalities and generally improve safety for all users. As well as supporting state and regional goals, LCATS had worked with Hanover before with the High Street Transportation study in 2022-23. This document aims to improve conditions for walkers by adopting Complete Streets principles for any roadway project, improving and adding crosswalks, and maintaining open green spaces in developments.

The Village of Hanover has 12,459 feet, or 2.3 miles, of usable sidewalk available for public use, and 6,523 feet, or 1.2 miles, of sidewalks connected to the schools usable by students and staff. The vast majority of the sidewalk runs along High Street, stretching over towards Hainsview Drive. Nineteen crosswalks exist in the village, scattered along the major roadways of High Street and Hainsview Drive. The Panhandle Trail is a multi-use path that stretches for over 10 miles, and 2.3 miles comes into contact with Hanover's southern limits. This trail acts a connector for pedestrians and cyclists to west sectors of Hanover, other neighboring residential zones, as well as the City of Newark and the rest of the Licking County trail network.



Marne Rd currently is not accessible for pedestrians and the only option for Cyclist is to ride on the road with traffic.



Connection to Old Hanover through the Tunnel is currently a barrier for Pedestrians, and not ideal for Cyclists.

PUBLIC TRANSPORTATION

Currently, the Village of Hanover is served by Licking County Transit (LCT) services. LCT provides a Demand Response service for individuals who schedule in advance traveling within Licking County. Ridership is available to the general public for \$4 a trip, with subsidized fare for children, the elderly, and the disabled. LCT operates between 5AM and 8PM Monday through Friday and 6AM and 6PM on Saturday, except for specific holidays. They provide a door-to-door service for their patrons.

Due to the nature of limited service for a county-wide area, recent planning efforts were undertaken in 2020 to develop a Transit Development Plan and a Coordinated Plan to better serve the growing communities within Licking County. In 2023 LCT launched the first two pilot deviated fixed routes, the #1 Main St and #2 21st Street Corridor. The fixed route services operate between 6AM and 6PM Monday through Friday and currently is no fare thanks to community partners. Additional routes for the deviated fixed route service will continue to expand over the next few years. Several of the fixed routes aim to better connect users to medical, occupational, and educational destinations. LCATS has also added a mobility manager to their staff. This role helps to bridge the gaps between the transit provider and various transit user groups and coordinate more efficient ridership and scheduling.





OPPORTUNITIES & CHALLENGES

EXISTING INFRASTRUCTURE AND SAFETY CONDITIONS

OPPORTUNITIES & CHALLENGES

Opportunities

- Extending sidewalks near commercial and residential zones
- Village growth
- Bike racks at parks and school zones
- Recently updated the Village's Comprehensive Plan
- Road sign replacements
- Safe Streets for All (SS4A) Grant Recipient
- Updating Zoning Resolution to include Form Based Code

Challenges

- Flood zones
- Pavement quality during recent maintenance
- Right of Way limitations
- Hilly topography
- Limited Funding/resources

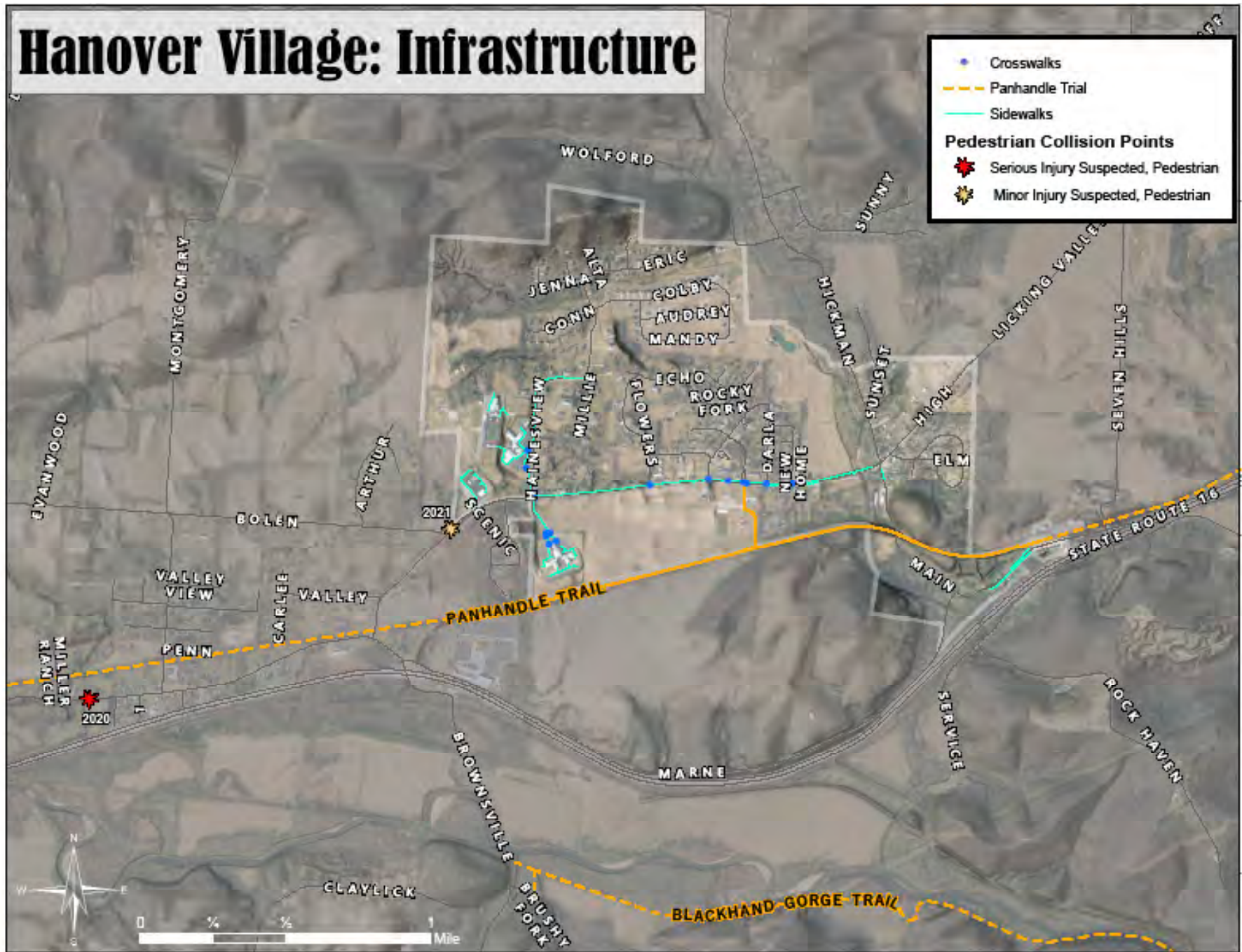
PLANNED & UPCOMING PROJECTS

- The Village of Hanover has an upcoming intersection study/upgrade at High Street and Main Street. This project should be kicking off prior off to the end of 2024. This will include efforts to improve the safety and flow at an intersection that is currently signalized without meeting warrants.
- The Village will be completing a feasibility study to lay out plans for future growth of the High Street corridor, currently slated for 2026.

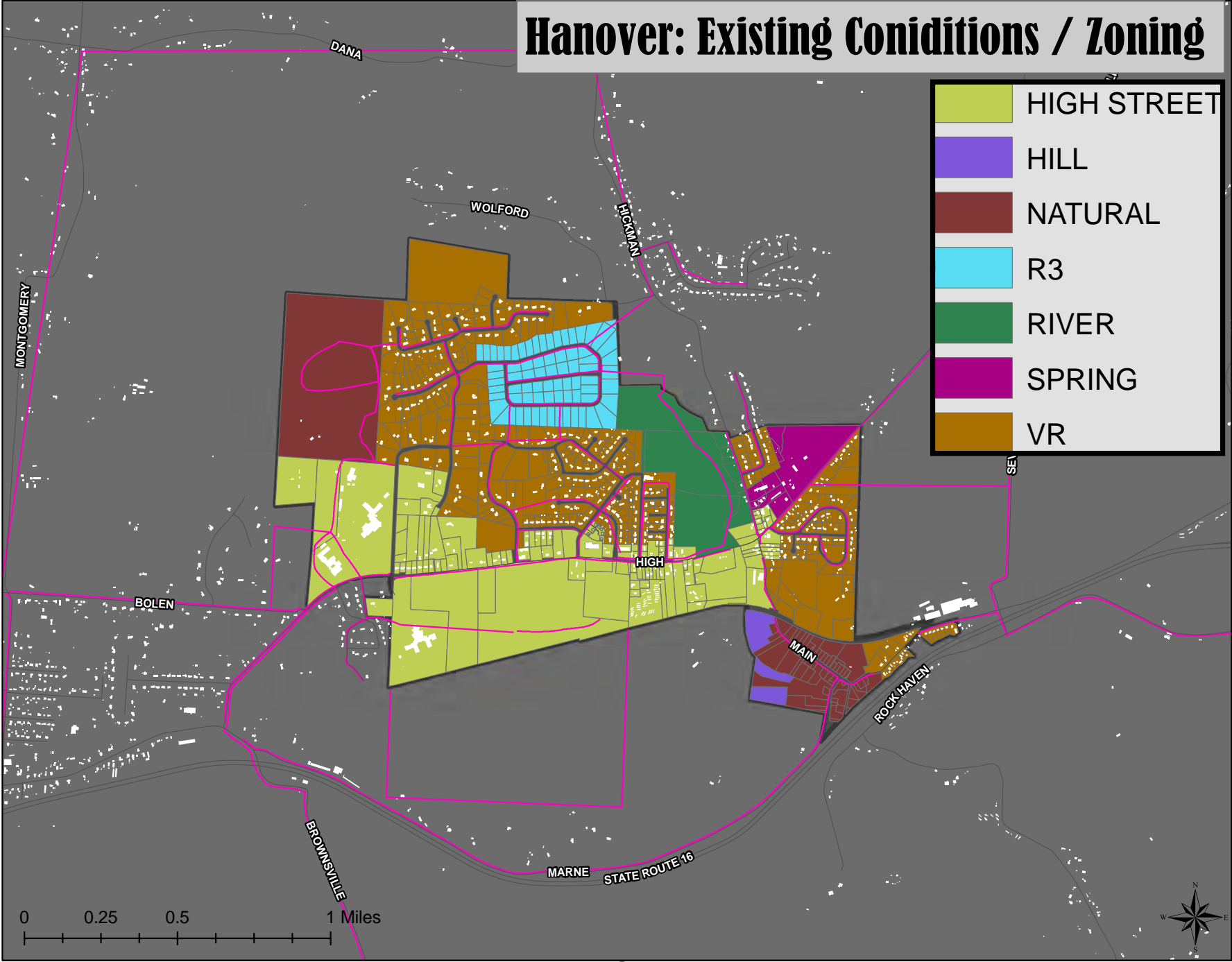
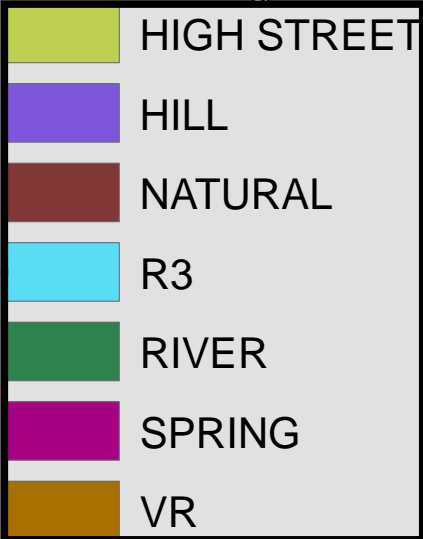


Existing challenges with infrastructure in the village that present opportunities to improve in the future.

Hanover Village: Infrastructure



Hanover: Existing Conditions / Zoning



FIELD AUDIT DATA

As it stands today, the village of Hanover can be broken down into five sectors that make up the infrastructure of their community: Residential, school, recreational, commercial, and open development. The growth of the school and residential sectors continues to accommodate for a progressing population. The commercial sector of Hanover makes up over 16.8 acres of land use while the open development zones make up 52 acres for the northern sector and 57 acres for the southern sector near the primary school. Legacy Park encompasses over 21 acres of recreational land that connects the Panhandle Trail to the village center. The Panhandle Trail is a multi-use path that stretches for over 10 miles, and 2.3 miles comes into contact with Hanover's southern limits.

Many neighborhoods in the village are without a proper sidewalk. Larger residential zones, like connectors to Hainsview Dr and Valley Blvd, and smaller suburban areas, like seen on Clearview and Sunset Drive, have desire for sidewalks or trails that they currently lack. There is not a connecting pathway or easily accessible sidewalk to the Licking Valley Middle school.

Areas of sidewalk have shown results of premature degradation, sloping irregularities, and vegetation overgrowth. Sidewalk on the bridge near Hanover Storage Units and Licking Valley Little League baseball field needs updated to proper modern standard. The same bridge over Rocky Fork creek has a 7-inch gap between railing and sidewalk that can cause a wheel trap for wheelchair users. Sidewalk appears to be missing in all major residential zones and connectors to the schools, forcing students and other residents to use improvised pathways.

After closer examinations of the eastern and southern halves of Hanover LCATS has discovered preexisting sidewalk in areas where it's already anticipated. Our scouting of the area has reported that beyond the South Main Street tunnel already exists two paths of sidewalk that have been overtaken by vegetation and erosion. After meeting with Hanover leadership, it was disclosed that this territory was part of an older footprint of the village prior. Field audits along Marne Rd could provide promise for trail expansions in this area. Wide embankments and right of way have been witnessed on public and private areas of land. Future discussions will need to be had with land owners to determine if this is still a desirable endeavor.

COUNT DATA

Traffic Counts

The vast majority of the traffic data we have used for this study has been collected in more recent studies of the village area. Traffic counts have been collected on Hainsview Drive, W High Street, S Main Street, Hickman Road, and E High Street. On average of 24 hours, W High Street near Hainsview drive saw 6236 vehicles, and Hainsview Drive has 1048 vehicles on average. In the eastern half of the village LCATS had collected the data of an important intersection. From the east on W High St, we saw 4664 vehicles within 24 hours, to the south on S Main St has 961 vehicles, to the north Hickman Rd has 1763 vehicles, and to the east on E High St has 2199 vehicles.

Pedestrian Counts

LCATS had implemented pedestrian counters in several locations to collect the volume of those who use the trail systems surrounding Hanover. From April 17th to 30th, these counters were left in specific locations for two weeks before retrieval. One counter was placed near the entry of the TJ Evans Panhandle Trail from Legacy Park, and managed to collect 993 people using this pathway. This rounded to a daily average of 71 people and a peak of 208 on April 18th.

A second pedestrian counter was placed near the entry of TJ Evans Panhandle Trail from Licking Valley Road. From April 17th to 30th, this counter collected 1,157 participants using the trail with an average of 83 people per day. From the data collected, the peak day recorded was April 22nd with 249 users.



Pedestrian Counter placed along the TJ Evans Trail on the West side of Hanover.



COMMUNITY ENGAGEMENT

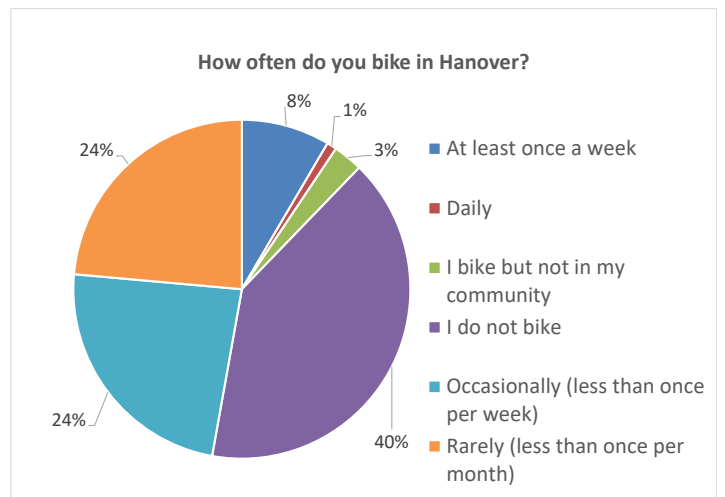
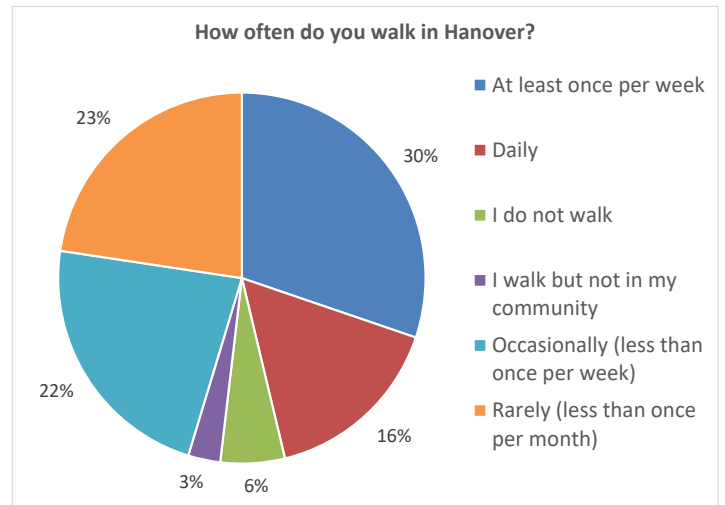
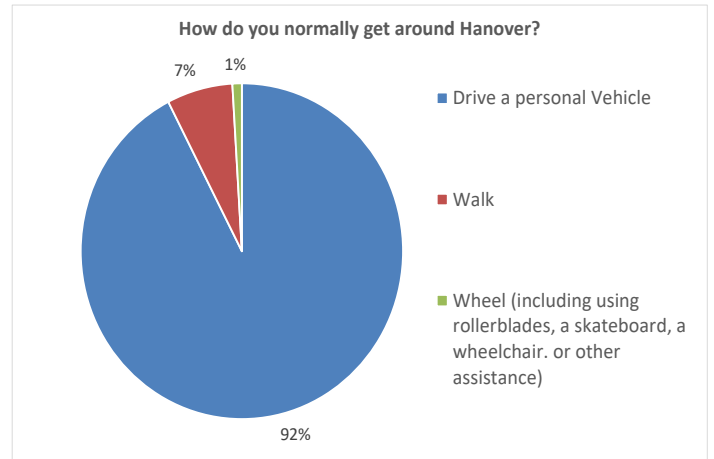
IMPORTANCE OF COMMUNITY ENGAGEMENT

Reaching out and working with the community in a variety of ways is a critical step in the planning process. Since a plan such as this one is created for the people of Hanover, collecting feedback on residents' wants and needs helps to determine project prioritization. When paired with statistics and data, community engagement can help distinguish perceived issues from real risks or challenges for locals. Working directly with the community allows first-hand experience to shine through on an active transportation plan.

ENGAGEMENT STRATEGIES

For community feedback, LCATS created an interactive map and survey, using WikiMap to collect the data for both. LCATS supplemented the map and survey with a website dedicated to Active Transportation in Licking County, specifically designed to give more information to Hanover community members interested in this Active Transportation Plan. As the primary source of community engagement, over 100 respondents utilized the map and survey. To advertise these online engagement methods, LCATS strategically placed yard signs throughout the community on a rotation with the URL and a QR code directing locals to the dedicated Active Transportation homepage and encouraging participation. Announcements were sent out via Village utility bills to engage the public on the survey, map and in-person community events. The Licking Valley School District also circulated the map and survey among their community by including the links in newsletters and direct outreach to families with children in the district.

During the public input period for this plan, Hanover Village Stakeholders and LCATS staff members attended two community engagement events, hosted at Licking Valley High School, to engage, discuss, and capture local feedback for active transportation planning efforts. These events were advertised through a mailer enclosed with Village utility bills and through the Licking Valley School District network. LCATS provided computers to assist any locals with the survey and map feedback as well as some informational boards to discuss the overview of active transportation and some examples of specific project outcomes.

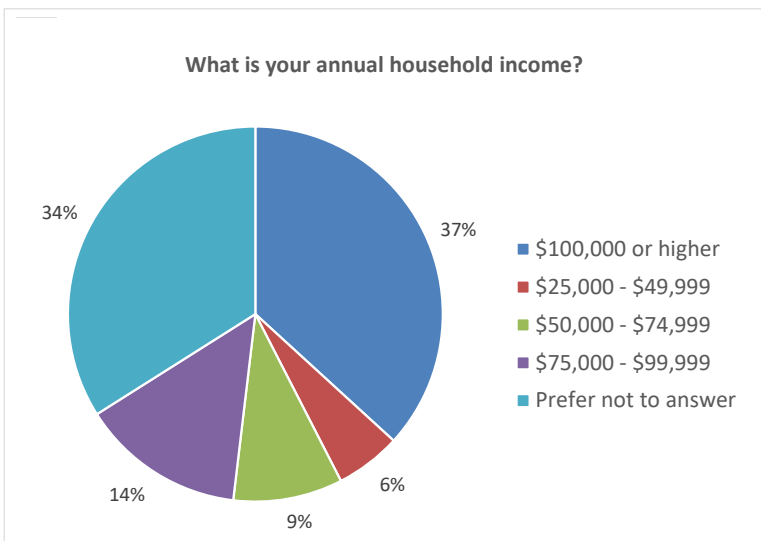
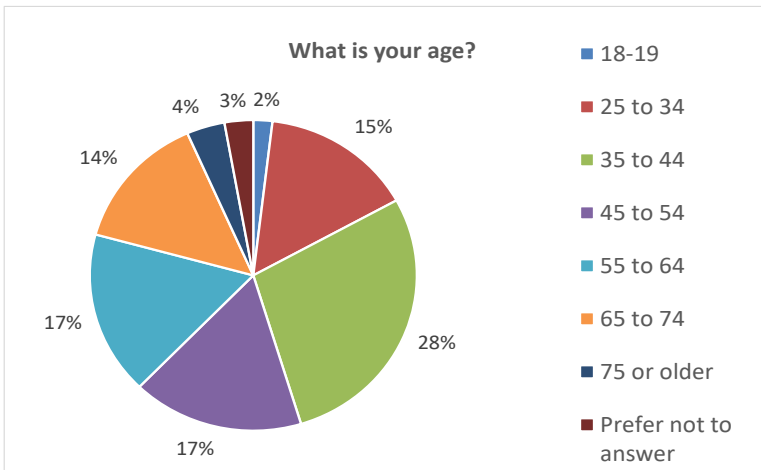
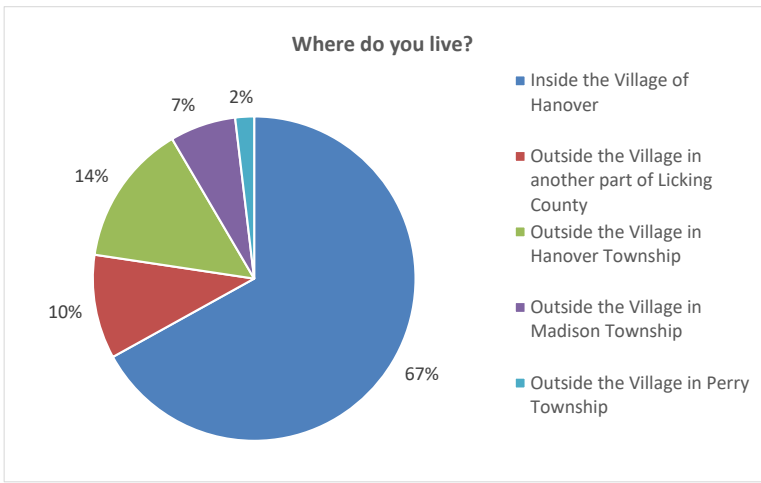


ROUTE RECOMMENDATIONS & BARRIERS

Of 106 participants, 25 provided unique input in the form of adding a route recommendation to the online map or adding a point as a barrier. The most common barriers that people recognized came from sections where multi-use trails met with the roadways. The public placed one barrier towards the western end of Licking Valley Road, at the railroad crossing and TJ Evans trail entry. Another barrier that was recognized by the public was a crosswalk meeting at the intersection of Hickman Road and West High Street that has no existing sidewalk.

Publicly drawn trails were a large portion of user feedback during the public engagement period. The public drew trails from as far out as Montgomery Road, north east of the village, as well as the central residential area, connecting trails within their neighborhoods, on Flowers Drive and Meadow Drive. Many of the trails the public had suggested would connect, or parallel, already planned sidewalks and multi-use trails that LCATS had spoke previously with Hanover to establish. The many comments and contributions proved helpful in understanding the people of Hanover's priorities.

Respondents were fairly united in their desire for more sidewalks and multi-use paths in the community, but noted that it is important for this growth to come in a responsible and managed pace. It is important to the community that new paths and sidewalks do not come at the cost of private property, and that use of eminent domain for the construction of new facilities would not be a good option for the Village. Safety is also a reoccurring concern for members of the community, prompting many discussions about increased lighting along exiting route as well as creating more separated routes from the roadways that are accessible and secure.





RECOMMENDATIONS

PROJECT RECOMMENDATIONS

This Plan recommends several types of infrastructure projects including sidewalks, paved multi-use path, unpaved trails, crosswalks, and bike racks. In total, 4.9 miles of paved multi-use path, 41.1 miles of sidewalk, and 5.24 miles of initially unpaved trail. Many of these projects are large in scope and may require outside sources of funding to achieve. Larger projects, such as sidewalk expansions in existing neighborhoods, can be broke up into smaller projects completed over multiple years when funding is available.

Sidewalk expansion projects were assumed to be 5 feet in width to match existing Village sidewalks and meet federal standards when calculating estimated prices. Multi-use path is assumed to be 10 feet wide. Many of the Multi-use path projects could also be initially completed as natural or gravel trail projects for a significant reduction in project costs, then updated in the future to incorporate accessibility features.

A pedestrian connection to connect to the south side of the village was highly requested by residents. Since the Old Train Tunnel is current operated as a single lane bi-directional underpass due to width restrictions with no formal yield procedures, one potential option would be to add separated pedestrian walk ways. Should this project be explored, it would likely need to be converted from the current “honk first” approach to a full signal for added safety with the inclusion of pedestrians. The vehicle travel lane would need to remain centered in the tunnel, due to the curvature of the tunnel roof. The addition of overhead lighting would also be recommending to increase visibility for pedestrians in the tunnel as an added safety measure.

Bike Racks are a relatively low-cost project that can quickly provide increased benefit to community members. The Village should consider adding bike racks to high traffic areas, such as parks and schools, to encourage more ridership to and from those locations. The inclusion of bike tool stations is another relatively low cost way to increase the usability for bicyclists.

Wayfinding will be important as the village continues to grow and add active transportation connections. Signage or thermoplastic ground decals would guide people to their destinations in a direct and clean manner. These could also be stylized to reflect the character of the community.



Proposed sidewalk.



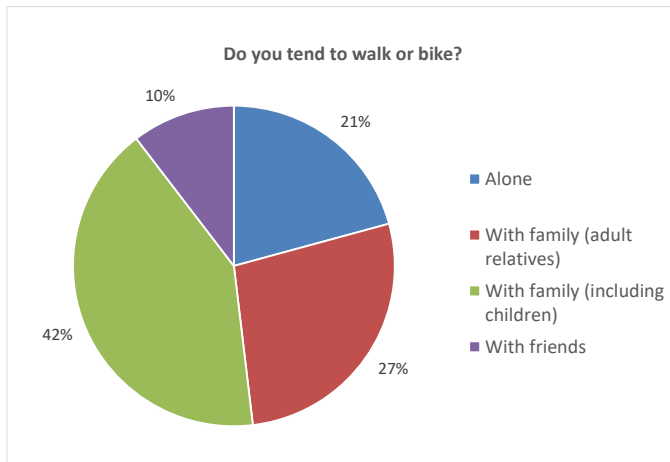
Bike rack at legacy park.



Potential pedestrian path in Old Hanover tunnel.

PROJECT PHASING

Many of the project recommendations in this plan are large scale projects that come with an equally large cost to complete, which can be a limitation for implementation. In order to make projects of this size manageable, the Village should consider breaking large projects into smaller phases to take place over multiple years. This will give the Village the opportunity to find additional funding sources as well, projects that have already been designed and phased are often prioritized for different grants. As the Village grows, portions of projects should also be incorporated into initial construction of new development, in an effort to keep costs to the village at a minimum.



LIGHTING

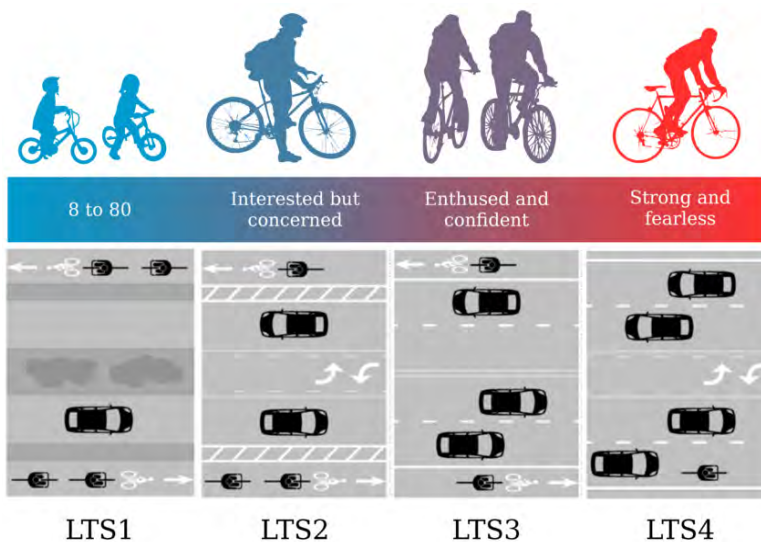
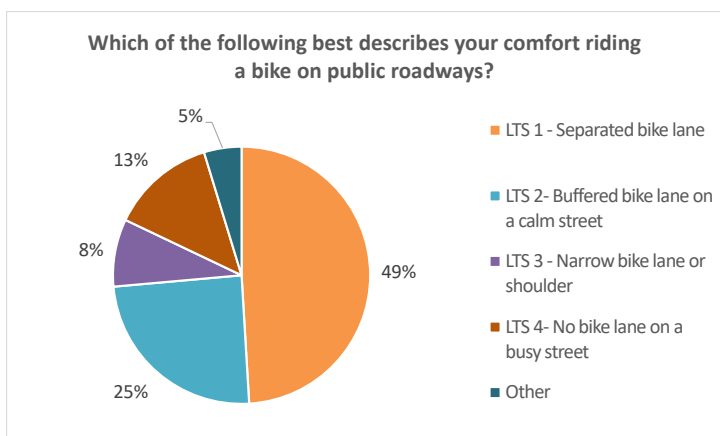
Pedestrian safety, particularly along the TJ Evans Trail, was a reoccurring topic in discussions with community members. Many residents stated hesitancy to walk or bike alone due to the safety concerns across the Active Transportation network. The Village may want to consider additional overhead lighting in these areas to increase visibility and deter loitering. The instillation of Emergency Blue Light Beacon stations may also provide a good solution in more isolated areas, which can cost around \$5,000 each before instillation and connection.



Proposed emergency blue light beacon and bike tool rack.

BICYCLE FACILITIES

When planning for bicycle facilities, it is important to take into consideration the comfort and safety of riders in the community. A vast majority of respondents say they would not be comfortable riding in the roadway with other road traffic. The village may want to consider the incorporation of protected bike lanes in future development plans.



APPROPRIATE TRAIL TYPE

Selecting the proper trail type is an important part of every project, and is often the largest factor for costs in any project. While the end goal for a project might be a fully paved multi-use path, a low-cost medium term option might be to start with a dirt nature trail. This also give the added benefit of being able to fine tune the final trail before paving as community members get a chance to use the temporary dirt trail. While Multi-use Path and Nature trail may be great options in certain locations, projects along side of existing roadways are great locations for sidewalk projects, creating a safe path for pedestrians to travel.

For the purposes of this document, “Facility type” is a general term and not necessarily prescribing final design characteristics. “Sidewalk” refers to any paved project running parallel to the road way, “Shared use path” is any paved project in another location, “Unpaved Trail” is any project likely to remain unpaved.

ACCESSIBILITY FEATURES

When choosing an appropriate trail type, it is important to keep in mind the Federal Regulations in place for accessibility for all users. All project plans should be done in consultation with legal representation to insure compliance with all relevant regulations. A good resource to review is the U.S. Access Board :

<https://www.access-board.gov/aba/guides/>



Example of a good sidewalk project location along Marne Rd. S-27 on project list.



An unpaved nature trail is a great way to initiate a path, with the end goal of paving it later, a project to consider this on would be P-01.



Multi-use Path, such as the TJ Evans Trail through Hanover, may be the final goal for a project but can be costly.



PROJECT LIST

ID	Project Name	Facility Type	Cost	Priority	Potential Funding Sources				
					LCATS	SS4A	Safe Routes to Schools	TAP ODOT	TRAC ODOT
P-01	Legacy Park Boardwalk	Shared Use Path	\$\$\$\$\$\$	Mid	x				
P-02	Scenic/LV Primary connector	Shared Use Path	\$\$\$\$\$	High	x				
P-03	Elms Connector	Shared Use Path	\$\$\$\$\$\$	Low	x				
P-04	Nashport Path	Shared Use Path	\$\$\$\$\$\$	Low	x	x			
P-05	Rocky Fork Connector	Shared Use Path	\$\$\$\$\$	Low	x				
P-06	Seven Hills Path	Shared Use Path	\$\$\$\$\$\$	Low	x				
P-07	Flowers Dr Connector	Shared Use Path	\$\$\$\$\$	Low	x				
P-08	Flowers/Conn Connector	Shared Use Path	\$\$\$\$\$	Low	x				
P-09	Resonant Connector	Shared Use Path	\$\$\$\$\$	Low	x				
S-01	Rock Haven Rd Expansion	Sidewalk	\$\$\$\$\$\$	Mid	x	x			
S-02	LV Rd Twndship Expansion	Sidewalk	\$\$\$\$\$\$	Mid	x	x			
S-03	Toboso rd connection	Sidewalk	\$\$\$\$\$\$	Low	x	x			
S-04	Panther Dr sidewalk Expansion	Sidewalk	\$\$\$\$\$	Mid	x	x			
S-05	Brownsville/Blackhand Connector	Sidewalk	\$\$\$\$\$\$	High	x	x			
S-06	High St S sidewalk Expansion	Sidewalk	\$\$\$\$\$\$	Mid	x	x	x	x	x
S-07	7 Hills sidewalk Expansion	Sidewalk	\$\$\$\$\$\$	Mid	x	x			
S-08	Eric Dr Trail	Sidewalk	\$\$\$\$\$\$	Mid	x	x			
S-09	Conn Dr Trail	Sidewalk	\$\$\$\$\$\$	Mid	x	x			
S-10	Darla Path	Sidewalk	\$\$\$\$\$	Mid	x	x			
S-11	Meadow Connector	Sidewalk	\$\$\$\$\$	Mid	x	x			
S-12	Echo Path	Sidewalk	\$\$\$\$\$	Mid	x	x			
S-13	Valley Connector	Sidewalk	\$\$\$\$\$\$	Low	x	x			
S-14	Jenna Dr sidewalk Expansion	Sidewalk	\$\$\$\$\$	Mid	x	x			
S-15	Conn Dr sidewalk Expansion	Sidewalk	\$\$\$\$\$\$	Mid	x	x			
S-16	Hainsview Dr N Sidewalk Exp	Sidewalk	\$\$\$\$\$	Mid	x	x			
S-17	Flowers Dr sidewalk Expansion	Sidewalk	\$\$\$\$\$	Mid	x	x			
S-18	Marne/7 Hills sidewalk Connector	Sidewalk	\$\$\$\$\$	Mid	x	x			
S-19	Clearview Dr Expansion	Sidewalk	\$\$\$\$\$\$	Mid	x	x			
S-20	East high sidewalk Expansion	Sidewalk	\$\$\$\$\$	Mid	x	x			
S-21	Sunset Dr Sidewalk Expansion	Sidewalk	\$\$\$\$\$	Mid	x	x			

Cost Estimation Key	
\$	<\$10,000
\$\$	<\$50,000
\$\$\$	<100,000
\$\$\$\$	<500,000
\$\$\$\$\$	<1,000,000
\$\$\$\$\$\$	>\$1,000,000

Project ID Key
Proj Type - Project number
Ex:T-01 , S-03
T= unpaved Trail
S= Sidewalk
P=Paved shared use Path



PROJECT LIST

ID	Project Name	Facility Type	Cost	Priority	Potential Funding Sources				
					LCATS	SS4A	Safe Routes to Schools	TAP ODOT	TRAC ODOT
S-22	Hickman sidewalk Expansion	Sidewalk	\$\$\$\$\$	Mid	x	x			
S-23	Marne rd sidewalk Expansion	Sidewalk	\$\$\$\$\$\$	Mid	x	x			
S-24	W High st path	Sidewalk	\$\$\$\$	Mid	x	x	x	x	x
S-25	Hilltop Dr sidewalk Expansion	Sidewalk	\$\$\$\$\$	Mid	x	x			
S-26	Nashport Sidewalk Expansion	Sidewalk	\$\$\$\$\$	Mid	x	x			
S-27	Cavemen Run	Sidewalk	\$\$\$\$	Mid	x	x			
S-28	Caveman Run	Sidewalk	\$\$\$\$	Mid	x	x			
S-29	Licking Valley Path	Sidewalk	\$\$\$\$\$\$	High	x	x	x	x	x
S-30	Hoostons Passage	Sidewalk	\$\$\$\$\$\$	Mid					
S-31	Audrey Loop	Sidewalk	\$\$\$\$\$	Mid	x				
S-32	Audrey Loop	Sidewalk	\$\$\$\$\$	Mid	x				
S-33	Montgomery Track	Sidewalk	\$\$\$\$\$\$	Low	x	x			
T-01	LV Middle School Trail	Trail	\$\$	High					
T-02	Panther Trail	Trail	\$\$	High					
T-03	LV High/Middle School Trail	Trail	\$\$	Mid					
T-04	Mears Towpath Trail	Trail	\$\$\$	Low					
T-05	Rocky Fork River Trail	Trail	\$\$	Low					
T-06	Licking Valley West Expansion	Trail	\$\$	Mid					
BR-01	Legacy Park Bike Rack	Bike Rack	\$	Mid					
BR-02	TJ Evans Trail Bike Rack at Legacy Park	Bike Rack	\$	Mid					
BR-03	Flowers Drive Bike Rack	Bike Rack	\$	Low					
CW-01	Legacy Park Crosswalk	Cross Walk	\$	Mid	x	x			
CW-02	Flowers Drive Crosswalk	Cross Walk	\$	Mid	x	x	x		

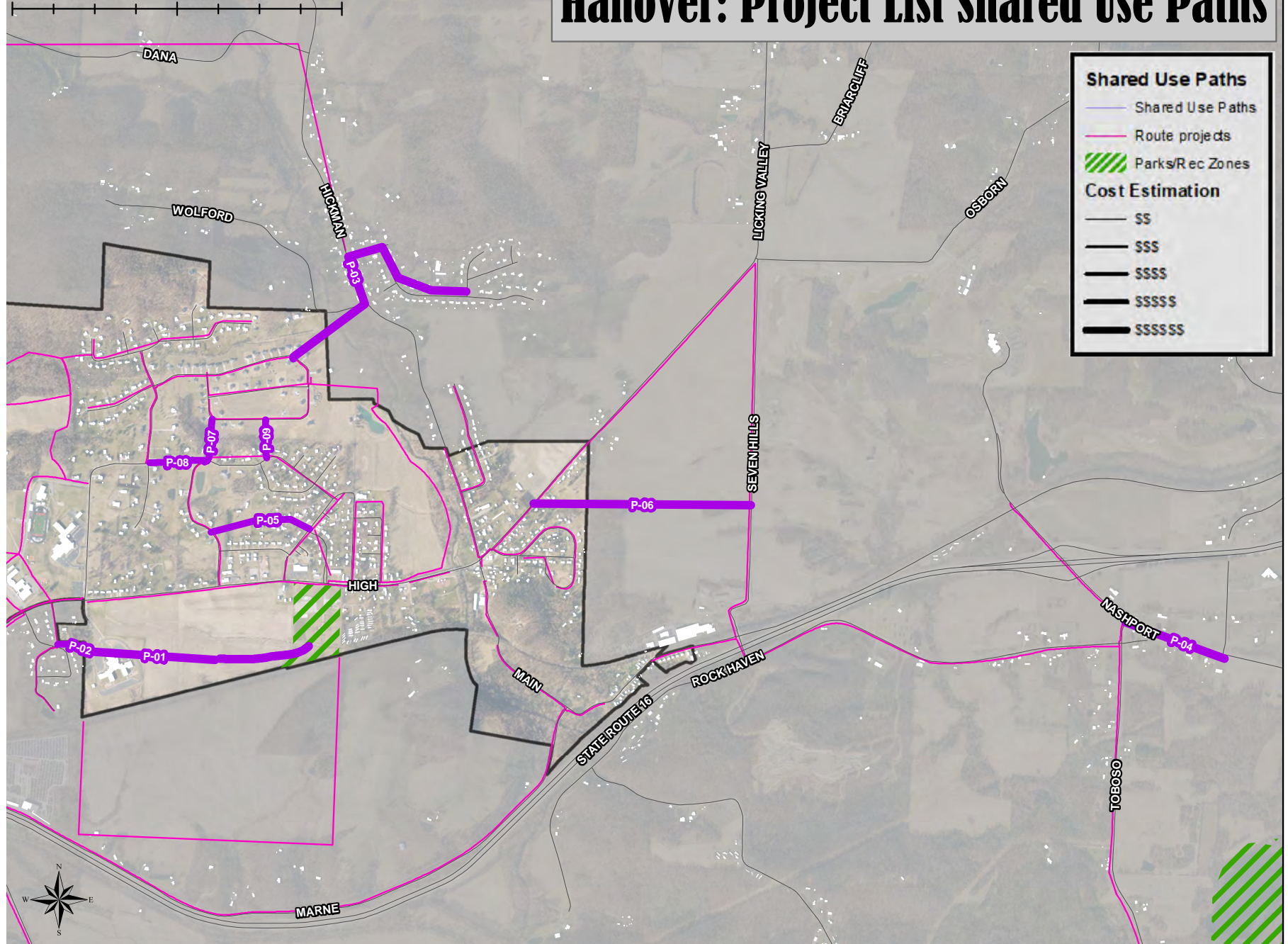
Cost Estimation Key	
\$	<\$10,000
\$\$	<\$50,000
\$\$\$	<100,000
\$\$\$\$	<500,000
\$\$\$\$\$	<1,000,000
\$\$\$\$\$\$	>\$1,000,000

Project ID Key
Proj Type - Project number
Ex:T-01 , S-03
T= unpaved Trail
S= Sidewalk
P=Paved shared use Path

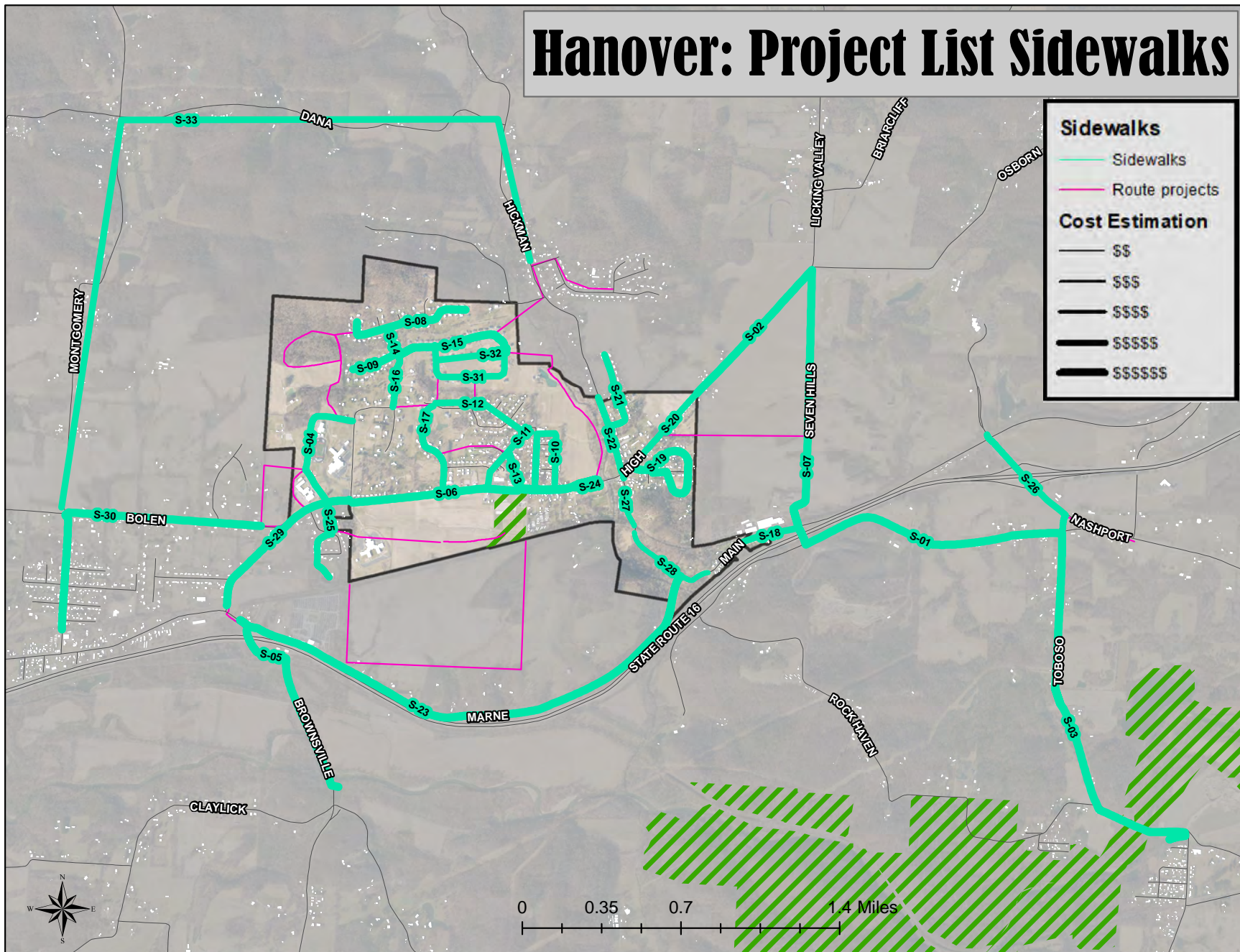


Hanover: Project List Shared Use Paths

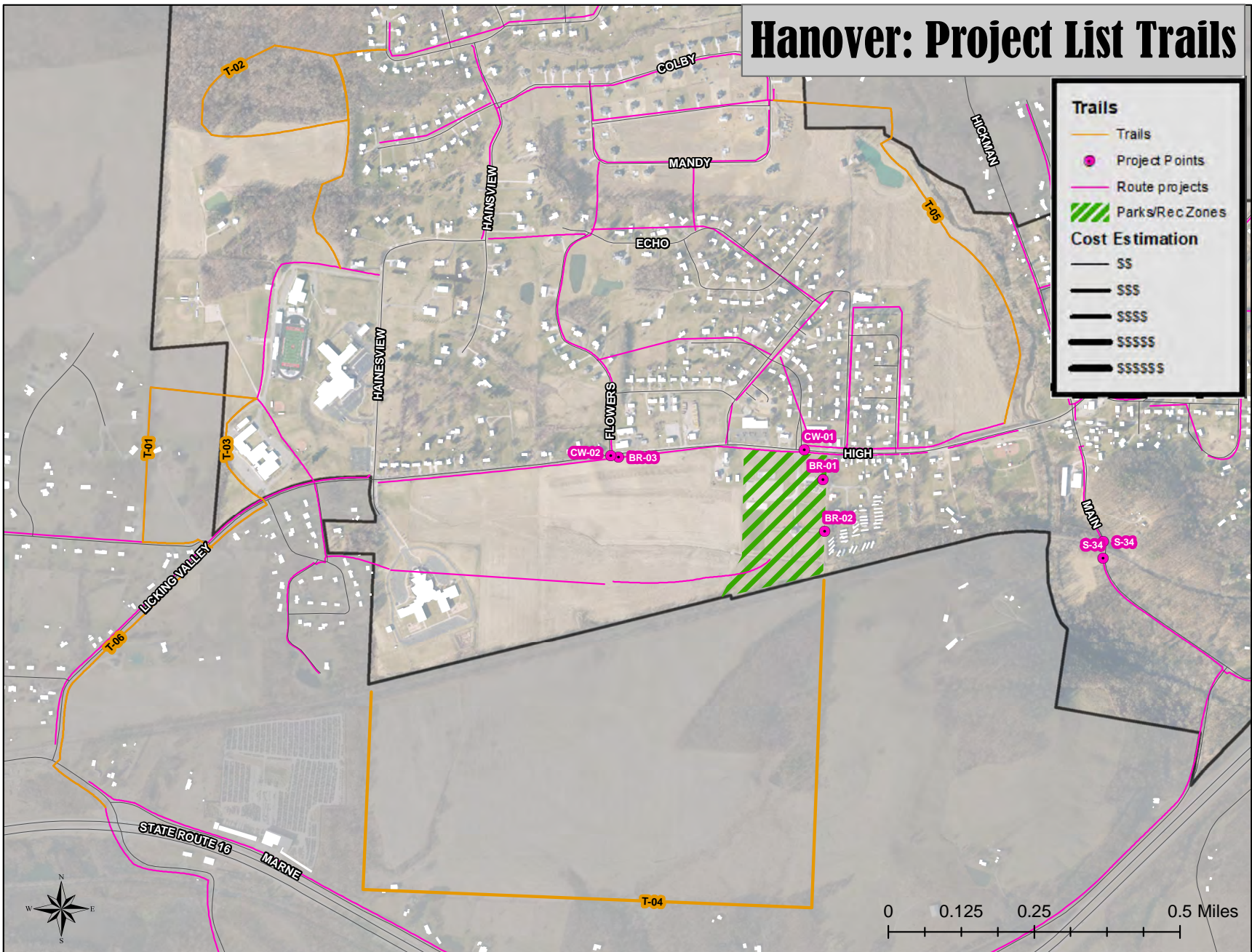
0 0.25 0.5 1 Miles



Hanover: Project List Sidewalks



Hanover: Project List Trails





IMPLEMENTATION

PROJECT PRIORITIZATION

Prioritizing projects for this plan accounts for feasibility, aligns with public input and community goals, and considers cost and safety. Funding, land use, property rights, terrain, and other project specific factors may make certain recommendations less reasonable than others. Through this planning process, stakeholder and public input were considered to help create project recommendations and sort them by importance, collected through Wikimapping online to give village residents a direct way to provide feedback. While public input should be sought for all future projects, the chart below is a good barometer of the types of projects residents feel would best improve active transportation in Hanover and could be prioritized. Cost estimates were utilized to assess the means and significance of recommendations.

The proposed trails, sidewalks, crosswalks, and bicycle rack placements contained in this plan are conceptual, and are meant to show the potential of a comprehensive active transportation system. They do not take into consideration right-of-way in the village, and proposed project routes in the plan are not meant to suggest eminent domain.

Throughout the planning process the village and its residents were clear there are no plans to acquire private land through eminent domain for any of the suggested projects in this plan. These recommendations are planning level in scope and are not necessarily constrained by existing challenges. Additional analysis can be conducted to re-prioritize projects as new opportunities become available or conditions change. Plan priorities should be reviewed and reconfirmed on a regular basis.

FUNDING STRATEGIES

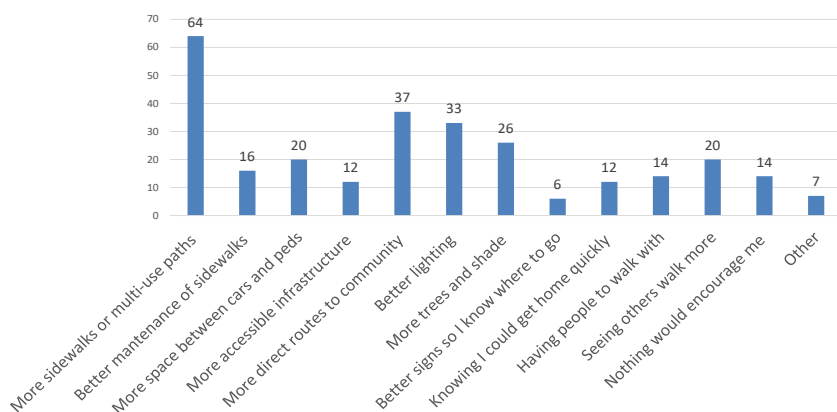
Active transportation projects are a fraction of all transportation construction and maintenance projects, but active transportation infrastructure is beneficial to local economies and livelihoods by improving and promoting public health. Between healthier living and the reduction to the financial and environmental costs of motorized mobility, active transportation infrastructure tends to have a positive return on investment for communities. Additionally, there are multiple funding sources which can be utilized for such projects, and reduce the burden on local taxpayer funds. These funds are mainly available at the state level for local governments. LCATS, as the area MPO, is actively engaged in providing assistance in pursuit and application of appropriate funds for municipalities in its region.

The Village of Hanover should also consider currently available Federal funding sources like the Safe Streets and Roads for All grant program, and the Safe Routes to Schools grant Program. Both of these Federal programs have funding available for Planning projects, as well as project implementation once the necessary plans are completed.

ODOT has funding available through its Transportation Review Advisory Council (TRAC) and Transportation Alternatives (TAP) programs, which may apply for some of the projects in this plan. These programs are typically suited for projects that have a more complete plan in place and like to see detailed plans to receive funding.

Other potential partners for active transportation project funding and planning are the Licking Park District and the Licking County Health Department's Creating Healthy Communities Grant Program.

What would Improve walking and biking in Hanover?



ADDITIONAL FEATURES TO CONSIDER

The best time to consider additional features to your project, such as benches, trees and shrubs, or lighting, is during the initial design phase. Even if funding limitations prevents the inclusion of these features during phase one of construction, accounting for these features in the initial design insures that any considerations that will be needed for later addition are incorporated. Additional features that may be considered are:

- Street furniture such as benches
- Parklets for use as rest areas along routes
- Street Trees
- Street Lights
- Water Fountains
- Restrooms
- Bike Racks or Bike repair stations
- Emergency Blue Light Beacons



Example of a parklet incorporated into on street parking plans.



Example of a large resting area including seating, shade trees and artwork.

COST ESTIMATION

Cost estimates are simply a way to help the Village get an idea of the cost of some of the recommended infrastructure projects. They are not precise numbers, but take into consideration similar local projects in recent years. They do account for installation costs, but not full design and engineering costs, or land acquisition where those will be necessary. The assumption made with bicycle racks and repair stations is that the Village's maintenance team would handle the installation. In an attempt to account for growing costs and inflation, all projects were estimated to be built in 2030 using the LCATS Launch LCA cost estimation tool.

MAINTENANCE

Maintaining infrastructure is crucial for the safety of facility users. It is also beneficial to extending the life of a facility and reducing costs overall. Maintenance of recommended projects will mainly be a continuation of the Village's operating standards. Sidewalk maintenance will continue to be the responsibility of the property owner, although this might be in consideration for change in the future. Trail maintenance responsibility for the TJ Evans falls to the Licking Park District. They share the cost and workload to repave and correct any other issues on the trail requiring correction. Bicycle racks are facilities that are easily replaced if damaged. Crosswalks will require restriping as the markings fade over time and signage for the crosswalks will need replaced if they are damaged or near the end of their reflectivity standards life.

DEMONSTRATION PROJECTS

Infrastructure projects can take a long time from conception to construction due to many factors. Sometimes funding can cause a project to stall before it can be complete. Demonstration projects are a cheaper way to improve operation of a network before final construction occurs. They are also a way to involve the community and ensure that projects still have public support and will function as needed to enhance active transportation. As well as serving as a project test, demonstration projects can help to refine project ideas and hone recommendations while engaging local users. Data can be collected from these temporary projects before funding is spent on expensive, permanent projects. Within the scope of the project list, demonstration crosswalks would be projects to consider.

PERFORMANCE MEASURES

Measuring performance is important for the continuing success of any transportation infrastructure projects. Two major metrics for performance in this field are safety and usage. LCATS will continue to execute its pedestrian and cyclist counts on regional trail, including current and future trail in the Village of Hanover. This count program will also be utilized to count sidewalk and crosswalk users as projects are implemented. Measuring safety will be accomplished by extraction of crash data from ODOT's Transportation Information Mapping System (TIMS) at regular intervals. Local knowledge is also important to the process of ensuring safety. LCATS uses drones to film and photograph various roadway infrastructure to document safety conditions.

SAFE ROUTES TO SCHOOLS

The Safe Routes to School program provides resources, technical assistance and project funding to encourage and enable students in grades K-12 to walk or ride their bike to school. A comprehensive approach to SRTS includes both infrastructure and non-infrastructure countermeasures and programs. Partnership with the Licking Valley School District and completion of a School Travel Plan are key parts to receiving SRTS funding. <https://www.transportation.ohio.gov/programs/safe-routes-srts/safe-routes-to-school-srts>

OTHER RESOURCES & GUIDANCE

ODOT TRAC: TRAC funding is defined as projects with an overall cost greater than \$12 million, that increase capacity or reduce congestion, and that are critical to the mobility, economic development, and quality of life for the citizens of Ohio. While most of the Active Transportation project on their own do not qualify, they may be able to be rolled into larger projects. <https://www.transportation.ohio.gov/programs/trac/trac>

ODOT TAP: The Transportation Alternatives Program (TAP) provides funding for projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and safe routes to school projects. <https://www.transportation.ohio.gov/working/publications/transportation-alternatives-program>

LCATS TIP: LCATS manages a few different federal funding streams, which should be considered for many of the ATP projects. https://lickingcounty.gov/depts/planning/lcats/transportation_improvement_plan.htm

Safe Streets for All: The Village is currently in the process of completing a SS4A Action plan, upon completion Implementation grants should be perused for any ATP projects that overlap with that plan. <https://www.transportation.gov/grants/SS4A>

U.S. Access Board: This comprehensive resource covers all regulation involving equal access and other ADA requirements. All project planning should be done in consultation with legal representation to insure compliance with all relevant regulations. <https://www.access-board.gov/aba/guides/>





APPENDICES

NOTICE
BY THE BOARD OF
SUPERVISORS
OF THE COUNTY OF
SANTA CLARA
CALIFORNIA

Appendix A:

Survey Data

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
379282	Drive a personal Vehicle	Daily	Rarely (less than once per month)	To visit family or friends, for exercise/recreation, It is environmentally friendly, It is environmentally friendly
379297	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	for exercise/recreation
379311	Drive a personal Vehicle	At least once per week	I do not bike	for exercise/recreation
379369	Drive a personal Vehicle	Rarely (less than once per month)	Occasionally (less than once per week)	for exercise/recreation
381642	Drive a personal Vehicle	At least once per week	At least once a week	for exercise/recreation
381683	Drive a personal Vehicle	Rarely (less than once per month)	Occasionally (less than once per week)	To shop or run errands
379276	Drive a personal Vehicle	Occasionally (less than once per week)	Occasionally (less than once per week)	for exercise/recreation
379316	Drive a personal Vehicle	Occasionally (less than once per week)	Occasionally (less than once per week)	for exercise/recreation

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
379282	For exercise/recreation	More sidewalks or multi-use paths in the community, More accessible infrastructure (curb ramps, wheelchair access, wider sidewalks, etc.), Better lighting of sidewalks, multi-use paths, and streets, More trees and shade along sidewalks and multi-use paths, Knowing could get home quickly if there was an emergency, Having people to walk with, Seeing my friends/family/neighbors walk more
379297	I don't bike in Hanover	Nothing would encourage me to walk/bike more
379311	I don't bike in Hanover	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), Having people to walk with, Seeing my friends/family/neighbors walk more
379369	For exercise/recreation	More sidewalks or multi-use paths in the community, More accessible infrastructure (curb ramps, wheelchair access, wider sidewalks, etc.)
381642	For exercise/recreation	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), Having people to walk with
381683	It is environmentally friendly, to visit family or friends, For exercise/recreation, It is environmentally friendly	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), Better lighting of sidewalks, multi-use paths, and streets, Seeing my friends/family/neighbors walk more
379276	For exercise/recreation	More sidewalks or multi-use paths in the community, More trees and shade along sidewalks and multi-use paths
379316	For exercise/recreation	More sidewalks or multi-use paths in the community, More spacing between cars and trucks , and pedestrians, More accessible infrastructure (curb ramps, wheelchair access, wider sidewalks, etc.)

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
379282	LTS 2- Buffered bike lane on a calm street	With family (including children)	Inside the Village of Hanover	25 to 34	White or Caucasian	\$100,000 or higher
379297	Other, I do not ride bikes	Alone	Inside the Village of Hanover	25 to 34	White or Caucasian	\$100,000 or higher
379311	LTS 1 - Separated bike lane	With family (including children)	Inside the Village of Hanover	25 to 34	White or Caucasian	\$100,000 or higher
379369	LTS 2- Buffered bike lane on a calm street	With family (including children)	Inside the Village of Hanover	25 to 34	White or Caucasian	\$100,000 or higher
381642	LTS 2- Buffered bike lane on a calm street	With family (including children)	Inside the Village of Hanover	25 to 34	White or Caucasian, Hispanic or Latino	\$100,000 or higher
381683	LTS 3 - Narrow bike lane or shoulder	With family (including children)	Outside the Village in Hanover Township	25 to 34	White or Caucasian	\$100,000 or higher
379276	LTS 4- No bike lane on a busy street	With family (including children)	Outside the Village in another part of Licking County	35 to 44	White or Caucasian	\$100,000 or higher
379316	LTS 2- Buffered bike lane on a calm street	With family (adult relatives)	Outside the Village in Madison Township	35 to 44	White or Caucasian	\$100,000 or higher

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
379282				Online
379297			I do not support the expansion of bike paths/walking paths, especially if it were to impede on private property.	On my water bill
379311				Other
379369				On my water bill
381642				On my water bill
381683			Safety especially for children and families biking or walking! Flashing lights at crossings would be great to alert drivers. A sign at the entrance of Hanover, before the train tracks to make drivers aware of people walking and biking in this area.	Display Sign in Hanover
379276				Online
379316				Online

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
379342	Drive a personal Vehicle	Occasionally (less than once per week)	Rarely (less than once per month)	for exercise/recreation
380098	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	for exercise/recreation
381352	Drive a personal Vehicle	At least once per week	I bike but not in my community	for exercise/recreation
381389	Drive a personal Vehicle	At least once per week	At least once a week	for exercise/recreation
381590	Drive a personal Vehicle	I walk but not in my community	I do not bike	I don't walk in Hanover
381604	Drive a personal Vehicle	Occasionally (less than once per week)	Occasionally (less than once per week)	for exercise/recreation
381617	Drive a personal Vehicle	Occasionally (less than once per week)	Rarely (less than once per month)	for exercise/recreation, Other, Other, Other, Other, Other, For exercise while kids in activities
381693	Drive a personal Vehicle	At least once per week	Rarely (less than once per month)	for exercise/recreation

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
379342	For exercise/recreation	More sidewalks or multi-use paths in the community, Better maintenance of sidewalks and multi-use paths, More spacing between cars and trucks , and pedestrians
380098	I don't bike in Hanover	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), Better lighting of sidewalks, multi-use paths, and streets
381352	For exercise/recreation	More sidewalks or multi-use paths in the community, Better maintenance of sidewalks and multi-use paths, More direct routes to community resources (parks, schools, grocery stores)
381389	For exercise/recreation	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), More trees and shade along sidewalks and multi-use paths, Knowing could get home quickly if there was an emergency, Having people to walk with, Seeing my friends/family/neighbors walk more
381590	I don't bike in Hanover	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), More trees and shade along sidewalks and multi-use paths
381604	For exercise/recreation	Knowing could get home quickly if there was an emergency, Having people to walk with, Seeing my friends/family/neighbors walk more
381617	For exercise/recreation	Better lighting of sidewalks, multi-use paths, and streets, Having people to walk with, Seeing my friends/family/neighbors walk more
381693	For exercise/recreation	Other:, Having a loop so I can return home rather than walking back the same way.

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
379342	LTS 1 - Separated bike lane	With family (including children)	Inside the Village of Hanover	35 to 44	White or Caucasian	\$100,000 or higher
380098	LTS 1 - Separated bike lane	Alone	Inside the Village of Hanover	35 to 44	White or Caucasian	\$100,000 or higher
381352	LTS 1 - Separated bike lane	Alone	Inside the Village of Hanover	35 to 44	White or Caucasian	\$100,000 or higher
381389	LTS 2- Buffered bike lane on a calm street	With family (including children)	Inside the Village of Hanover	35 to 44	White or Caucasian	\$100,000 or higher
381590	LTS 1 - Separated bike lane	With family (including children)	Outside the Village in Madison Township	35 to 44	White or Caucasian	\$100,000 or higher
381604	LTS 1 - Separated bike lane	With family (including children)	Inside the Village of Hanover	35 to 44	White or Caucasian	\$100,000 or higher
381617	Other	With family (including children)	Outside the Village in another part of Licking County	35 to 44	White or Caucasian	\$100,000 or higher
381693	LTS 1 - Separated bike lane	With family (including children)	Inside the Village of Hanover	35 to 44	American Indian or Alaskan Native	\$100,000 or higher

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
379342				On my water bill
380098				On my water bill
381352				On my water bill
381389			I like walking my dog. We also need shaded places to sit and rest and enjoy the day. Would like a dog drinking fountain.	On my water bill
381590				Online
381604				On my water bill
381617			I love the idea of a bike trail in Hanover but I don't feel safe alone using it. With the easy access points all over the trail, I'm limited on how far and who I go with. I would rather walk around the school parking lot or football fields rather than trail.	Other, Facebook
381693			Could we have trash cans every now and again for trash or animal disposal?	Display Sign in Hanover

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
381697	Drive a personal Vehicle	Daily	Occasionally (less than once per week)	for exercise/recreation
381698	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	for exercise/recreation
382934	Drive a personal Vehicle	At least once per week	Rarely (less than once per month)	for exercise/recreation
383112	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	Other, Other, Other, Other, Other, 4th of july/ special events
383145	Drive a personal Vehicle	I walk but not in my community	I bike but not in my community	I don't walk in Hanover
379264	Drive a personal Vehicle	Daily	At least once a week	for exercise/recreation
379307	Drive a personal Vehicle	Occasionally (less than once per week)	Rarely (less than once per month)	for exercise/recreation
379312	Drive a personal Vehicle	At least once per week	Occasionally (less than once per week)	for exercise/recreation

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
381697	For exercise/recreation	More sidewalks or multi-use paths in the community, More spacing between cars and trucks , and pedestrians, More direct routes to community resources (parks, schools, grocery stores), Better lighting of sidewalks, multi-use paths, and streets, More trees and shade along sidewalks and multi-use paths, Seeing my friends/family/neighbors walk more
381698	I don't bike in Hanover	More sidewalks or multi-use paths in the community, Better lighting of sidewalks, multi-use paths, and streets
382934	For exercise/recreation	Nothing would encourage me to walk/bike more
383112	I don't bike in Hanover	More spacing between cars and trucks , and pedestrians
383145	I don't bike in Hanover	More sidewalks or multi-use paths in the community
379264	For exercise/recreation	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), Better lighting of sidewalks, multi-use paths, and streets, More trees and shade along sidewalks and multi-use paths
379307	For exercise/recreation	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), Seeing my friends/family/neighbors walk more
379312	For exercise/recreation	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), Knowing could get home quickly if there was an emergency

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
381697	LTS 1 - Separated bike lane	With family (adult relatives)	Inside the Village of Hanover	35 to 44	White or Caucasian	\$100,000 or higher
381698	LTS 1 - Separated bike lane	With friends	Inside the Village of Hanover	35 to 44	White or Caucasian	\$100,000 or higher
382934	LTS 1 - Separated bike lane	With family (including children)	Inside the Village of Hanover	35 to 44	White or Caucasian	\$100,000 or higher
383112	LTS 1 - Separated bike lane	With family (including children)	Outside the Village in Madison Township	35 to 44	White or Caucasian	\$100,000 or higher
383145	LTS 3 - Narrow bike lane or shoulder	With family (including children)	Outside the Village in Madison Township	35 to 44	White or Caucasian	\$100,000 or higher
379264	LTS 3 - Narrow bike lane or shoulder	With family (adult relatives)	Inside the Village of Hanover	45 to 54	White or Caucasian	\$100,000 or higher
379307	LTS 2- Buffered bike lane on a calm street	With friends	Outside the Village in Madison Township	45 to 54	White or Caucasian	\$100,000 or higher
379312	LTS 2- Buffered bike lane on a calm street	Alone	Inside the Village of Hanover	45 to 54	White or Caucasian	\$100,000 or higher

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
381697				Online
381698				Licking Valley School District
382934				On my water bill
383112				Online
383145				Online
379264			We live in Haines view estate and love the fact that they have added a sidewalk down Licking Valley Road Towards Hanover. We would be very excited if they would extend the sidewalk to the actual bike path. We would definitely use that walkway frequently. Right now the only way to get there is to load the bikes in our truck and drive them down.	On my water bill
379307				Online
379312				Other, ATP Village Meeting

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
379315	Walk	At least once per week	Rarely (less than once per month)	for exercise/recreation
381386	Drive a personal Vehicle	At least once per week	I do not bike	for exercise/recreation
381611	Drive a personal Vehicle	I do not walk	I do not bike	I don't walk in Hanover
381685	Drive a personal Vehicle	At least once per week	Rarely (less than once per month)	for exercise/recreation

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
379315	For exercise/recreation	More sidewalks or multi-use paths in the community, Better maintenance of sidewalks and multi-use paths, More spacing between cars and trucks , and pedestrians, More accessible infrastructure (curb ramps, wheelchair access, wider sidewalks, etc.), More direct routes to community resources (parks, schools, grocery stores), Better lighting of sidewalks, multi-use paths, and streets, More trees and shade along sidewalks and multi-use paths, Seeing my friends/family/neighbors walk more
381386	I don't bike in Hanover	More direct routes to community resources (parks, schools, grocery stores)
381611	I don't bike in Hanover	More trees and shade along sidewalks and multi-use paths
381685	For exercise/recreation	More sidewalks or multi-use paths in the community, More spacing between cars and trucks , and pedestrians, More direct routes to community resources (parks, schools, grocery stores), Knowing could get home quickly if there was an emergency

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
379315	LTS 2- Buffered bike lane on a calm street	With family (including children)	Inside the Village of Hanover	45 to 54	White or Caucasian	\$100,000 or higher
381386	LTS 2- Buffered bike lane on a calm street	With family (adult relatives)	Inside the Village of Hanover	45 to 54	White or Caucasian	\$100,000 or higher
381611	LTS 4- No bike lane on a busy street	Alone	Outside the Village in Hanover Township	45 to 54	White or Caucasian	\$100,000 or higher
381685	LTS 2- Buffered bike lane on a calm street	With family (adult relatives)	Inside the Village of Hanover	45 to 54	White or Caucasian	\$100,000 or higher

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
379315			<p>We need sidewalks with safe setback throughout the village. The traffic from construction, busing, delivery trucks, and teenagers driving over 25mph through the neighborhoods makes walking on the roads unsafe. Especially in Hainsview, where there is a single artery into the neighborhood - phase 1 and 2 may have been fine to not have a second entry, but with the addition of over 60 homes in the past few years, it's way too busy for kids to even just walk to school in the morning or back from school in the afternoon. Roads are too busy for kids to hop on their bikes and go to family dollar or to visit friends in the village. We desperately need safer walking and biking paths as part of the village development. They also need to connect safely to the Evans bike path for broader recreation and connectivity.</p>	On my water bill
381386				On my water bill
381611				Licking Valley School District
381685				On my water bill

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
381692	Drive a personal Vehicle	Rarely (less than once per month)	Rarely (less than once per month)	for exercise/recreation
379258	Drive a personal Vehicle	Daily	At least once a week	for exercise/recreation
379308	Drive a personal Vehicle	I walk but not in my community	Rarely (less than once per month)	To shop or run errands, for exercise/recreation, I don't walk in Hanover
379436	Drive a personal Vehicle	Occasionally (less than once per week)	Occasionally (less than once per week)	for exercise/recreation

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
381692	For exercise/recreation	More sidewalks or multi-use paths in the community, More spacing between cars and trucks , and pedestrians, More direct routes to community resources (parks, schools, grocery stores), Better lighting of sidewalks, multi-use paths, and streets, More trees and shade along sidewalks and multi-use paths, Better signs on sidewalks and multi-use paths so I know where to go, Knowing could get home quickly if there was an emergency, Having people to walk with, Seeing my friends/family/neighbors walk more
379258	For exercise/recreation	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), More trees and shade along sidewalks and multi-use paths
379308	For exercise/recreation	More sidewalks or multi-use paths in the community, Better maintenance of sidewalks and multi-use paths, More spacing between cars and trucks , and pedestrians
379436	For exercise/recreation	More sidewalks or multi-use paths in the community

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
381692	LTS 2- Buffered bike lane on a calm street	With family (including children)	Outside the Village in Hanover Township	45 to 54	Prefer not to answer	\$100,000 or higher
379258	LTS 1 - Separated bike lane	With family (adult relatives)	Inside the Village of Hanover	55 to 64	White or Caucasian	\$100,000 or higher
379308	LTS 4- No bike lane on a busy street	With family (including children)	Outside the Village in Hanover Township	55 to 64	White or Caucasian	\$100,000 or higher
379436	LTS 4- No bike lane on a busy street	Alone	Inside the Village of Hanover	55 to 64	White or Caucasian	\$100,000 or higher

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
381692			I am excited to have more paths connecting the village to our fun resources!	On my water bill, Display Sign in Hanover, Licking Valley School District
379258			Would love to see more green Spaces and parks for walking and hiking	Other, Mail
379308			<p>Trail in and around Hanover a very nice but not accessible in a safe way. Can't get children to them because of the danger on the roads.</p> <p>Also whatever is added needs to simple and easy to maintain. Example curbs in Hanover on the park side of the road all thru Hanover were never backfilled well and look awful because they can't be mowed easily. Just don't bother if you don't plan for maintenance.</p>	Other, Letter
379436			There should be sidewalks throughout Hainsview Estates. There are many kids/students that walk on the streets and the traffic does not travel @ 25 mph.	On my water bill

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
379503	Walk	At least once per week	Rarely (less than once per month)	for exercise/recreation
380066	Drive a personal Vehicle	At least once per week	I do not bike	for exercise/recreation
380081	Drive a personal Vehicle	Occasionally (less than once per week)	I do not bike	for exercise/recreation
381385	Drive a personal Vehicle	Daily	Occasionally (less than once per week)	for exercise/recreation, It is environmentally friendly, It is environmentally friendly
381790	Drive a personal Vehicle	Daily	Occasionally (less than once per week)	for exercise/recreation
381374	Drive a personal Vehicle	Daily	I do not bike	for exercise/recreation
381392	Drive a personal Vehicle	Occasionally (less than once per week)	At least once a week	for exercise/recreation

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
379503	It is environmentally friendly, to shop or run errands, For exercercise/recreation, It is environmentally friendly	More sidewalks or multi-use paths in the community, More accessible infrastructure (curb ramps, wheelchair access, wider sidewalks, etc.), More direct routes to community resources (parks, schools, grocery stores), Better lighting of sidewalks, multi-use paths, and streets, More trees and shade along sidewalks and multi-use paths
380066	I don't bike in Hanover	More sidewalks or multi-use paths in the community, More trees and shade along sidewalks and multi-use paths, Knowing could get home quickly if there was an emergency
380081	I don't bike in Hanover	More sidewalks or multi-use paths in the community, Better lighting of sidewalks, multi-use paths, and streets, Better signs on sidewalks and multi-use paths so I know where to go
381385	It is environmentally friendly, to visit family or friends, to shop or run errands, For exercercise/recreation, It is environmentally friendly	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), More trees and shade along sidewalks and multi-use paths
381790	For exercercise/recreation	More sidewalks or multi-use paths in the community
381374	I don't bike in Hanover	More sidewalks or multi-use paths in the community, More spacing between cars and trucks , and pedestrians, Nothing would encourage me to walk/bike more
381392	For exercercise/recreation	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores)

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
379503	LTS 2- Buffered bike lane on a calm street	Alone	Outside the Village in Hanover Township	55 to 64	White or Caucasian	\$100,000 or higher
380066	LTS 4- No bike lane on a busy street	With family (including children)	Outside the Village in Hanover Township	55 to 64	White or Caucasian	\$100,000 or higher
380081	LTS 4- No bike lane on a busy street	With family (adult relatives)	Outside the Village in Madison Township	55 to 64	White or Caucasian	\$100,000 or higher
381385	LTS 3 - Narrow bike lane or shoulder	With family (including children)	Inside the Village of Hanover	55 to 64	White or Caucasian	\$100,000 or higher
381790	LTS 1 - Separated bike lane	With family (adult relatives)	Outside the Village in Hanover Township	55 to 64	White or Caucasian	\$100,000 or higher
381374	LTS 4- No bike lane on a busy street	Alone	Inside the Village of Hanover	65 to 74	White or Caucasian	\$100,000 or higher
381392	LTS 3 - Narrow bike lane or shoulder	With family (adult relatives)	Inside the Village of Hanover	65 to 74	White or Caucasian	\$100,000 or higher

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
379503				On my water bill
380066			Sidewalks in the subdivisions would increase safety. Children, families and pets who walk in our neighborhood have to walk along the road and cars have to slowly move around them. Safety is a priority for having sidewalks.	On my water bill
380081				On my water bill
381385			Would love to see more green areas and parks for walking	On my water bill
381790				On my water bill
381374			Not only improve health and safety but strengthen social connections and be drawn to nature.	Other, Me
381392				Online

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
379423	Drive a personal Vehicle	Occasionally (less than once per week)	I do not bike	To shop or run errands
381601	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	for exercise/recreation
379424	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	for exercise/recreation
381700	Drive a personal Vehicle	At least once per week	I do not bike	To visit family or friends, for exercise/recreation, It is environmentally friendly, It is environmentally friendly
379346	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	for exercise/recreation, It is environmentally friendly, I don't walk in Hanover, It is environmentally friendly
380512	Walk	At least once per week	I do not bike	for exercise/recreation
381713	Drive a personal Vehicle	At least once per week	I do not bike	for exercise/recreation

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
379423	I don't bike in Hanover	Other:, Get rid of bike path.
381601	I don't bike in Hanover	Nothing would encourage me to walk/bike more
379424	I don't bike in Hanover	Seeing my friends/family/neighbors walk more
381700	Other, Other, Other, Other, Other, Don't currently have a bike in good condition but would like to bike in the future.	More sidewalks or multi-use paths in the community, More spacing between cars and trucks , and pedestrians, Knowing could get home quickly if there was an emergency
379346	I don't bike in Hanover	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), Better lighting of sidewalks, multi-use paths, and streets
380512	I don't bike in Hanover	Better lighting of sidewalks, multi-use paths, and streets, Paving Flowers Dr and some of roads in the village.
381713	I don't bike in Hanover	Having people to walk with

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
379423	LTS 1 - Separated bike lane	Alone	Outside the Village in Hanover Township	35 to 44	Prefer not to answer	\$25,000 - \$49,999
381601	LTS 1 - Separated bike lane	With friends	Outside the Village in another part of Licking County	35 to 44	Prefer not to answer	\$25,000 - \$49,999
379424	Other	With friends	Inside the Village of Hanover	65 to 74	White or Caucasian	\$25,000 - \$49,999
381700	LTS 2- Buffered bike lane on a calm street	Alone	Inside the Village of Hanover	65 to 74	White or Caucasian	\$25,000 - \$49,999
379346	LTS 1 - Separated bike lane	With family (including children)	Outside the Village in Hanover Township	75 or older	White or Caucasian	\$25,000 - \$49,999
380512	LTS 2- Buffered bike lane on a calm street	Alone	Inside the Village of Hanover	75 or older	White or Caucasian	\$25,000 - \$49,999
381713	LTS 1 - Separated bike lane	Alone	Outside the Village in another part of Licking County	18-19	White or Caucasian	\$50,000 - \$74,999

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
379423			The bike path is giving the east end of Newark homeless people a direct path to our community, causing theft and property damage! This need to stop! A police officer in the village sure would help! That's where the money should be spent first!!! Protect your citizens first!	Other, Facebook
381601				Online
379424	Hard of hearing/deafness	Hard of hearing/deafness		On my water bill
381700				On my water bill
379346				Online
380512	No	No		On my water bill
381713				Online

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
379294	Drive a personal Vehicle	At least once per week	I do not bike	To shop or run errands, for exercise/recreation
380930	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	for exercise/recreation
381629	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	for exercise/recreation
379367	Drive a personal Vehicle	At least once per week	Occasionally (less than once per week)	for exercise/recreation
381594	Drive a personal Vehicle	Daily	Daily	To shop or run errands, for exercise/recreation, It is environmentally friendly, It is environmentally friendly
379345	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	for exercise/recreation

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
379294	For exercise/recreation	More sidewalks or multi-use paths in the community, Better lighting of sidewalks, multi-use paths, and streets
380930	Other, Other, Other, Other, Other, Kids like to ride their bikes	More sidewalks or multi-use paths in the community, Better maintenance of sidewalks and multi-use paths
381629	I don't bike in Hanover	More sidewalks or multi-use paths in the community, More trees and shade along sidewalks and multi-use paths
379367	For exercise/recreation	More sidewalks or multi-use paths in the community, Better lighting of sidewalks, multi-use paths, and streets, More trees and shade along sidewalks and multi-use paths, Better signs on sidewalks and multi-use paths so I know where to go
381594	It is environmentally friendly, For exercise/recreation, It is environmentally friendly	More sidewalks or multi-use paths in the community, More spacing between cars and trucks , and pedestrians, More accessible infrastructure (curb ramps, wheelchair access, wider sidewalks, etc.), More direct routes to community resources (parks, schools, grocery stores), Better lighting of sidewalks, multi-use paths, and streets, More trees and shade along sidewalks and multi-use paths, Better signs on sidewalks and multi-use paths so I know where to go, Having people to walk with
379345	I don't bike in Hanover	More accessible infrastructure (curb ramps, wheelchair access, wider sidewalks, etc.), Better lighting of sidewalks, multi-use paths, and streets

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
379294	LTS 2- Buffered bike lane on a calm street	With family (including children)	Inside the Village of Hanover	25 to 34	White or Caucasian	\$50,000 - \$74,999
380930	LTS 1 - Separated bike lane	With family (including children)	Outside the Village in another part of Licking County	25 to 34	White or Caucasian	\$50,000 - \$74,999
381629	Other, No comfort biking on road due to distracted drivers	Alone	Outside the Village in another part of Licking County	35 to 44	White or Caucasian	\$50,000 - \$74,999
379367	LTS 2- Buffered bike lane on a calm street	With family (including children)	Inside the Village of Hanover	45 to 54	White or Caucasian	\$50,000 - \$74,999
381594	LTS 1 - Separated bike lane	With family (including children)	Other, Perry township	45 to 54	White or Caucasian	\$50,000 - \$74,999
379345	LTS 1 - Separated bike lane	With family (adult relatives)	Inside the Village of Hanover	55 to 64	White or Caucasian	\$50,000 - \$74,999

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
379294				Online
380930				Other, Church
381629				Online
379367	Other, Hard of hearing/deafness, Low vision/blindness, Some physical	Other, Hard of hearing/deafness, Low vision/blindness, Some physical difficulties		On my water bill
381594	Low vision/blindness, Use a wheelchair or walker	Low vision/blindness, Use a wheelchair or walker		Online
379345				On my water bill

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
379843	Drive a personal Vehicle	At least once per week	At least once a week	for exercise/recreation
379914	Drive a personal Vehicle	At least once per week	Occasionally (less than once per week)	To travel to work or school, for exercise/recreation, It is environmentally friendly, To travel to work or school, It is environmentally friendly
381368	Walk	At least once per week	Occasionally (less than once per week)	for exercise/recreation

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
379843	For exercise/recreation	More sidewalks or multi-use paths in the community
379914	To travel to work or school, It is environmentally friendly, To travel to work or school, For exercise/recreation, It is environmentally friendly	More sidewalks or multi-use paths in the community, Better maintenance of sidewalks and multi-use paths, Better lighting of sidewalks, multi-use paths, and streets
381368	For exercise/recreation	More sidewalks or multi-use paths in the community

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
379843	LTS 1 - Separated bike lane	With family (including children)	Inside the Village of Hanover	55 to 64	White or Caucasian	\$50,000 - \$74,999
379914	LTS 1 - Separated bike lane	With family (adult relatives)	Inside the Village of Hanover	55 to 64	White or Caucasian	\$50,000 - \$74,999
381368	LTS 2- Buffered bike lane on a calm street	With family (including children)	Inside the Village of Hanover	75 or older	White or Caucasian	\$50,000 - \$74,999

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
379843			<p>The sidewalk going across the bridge across from Cottage Cafe needs sidewalk and guardrail improvements. Large gap between sidewalk and guardrail that drops down to water and rocks below. I ride my bike and walk this route all the time but when my grandkids are with me it makes me nervous. Otherwise I enjoy walking and biking in Hanover.</p> <p>Thank you for listening</p>	On my water bill
379914			<p>I live in Hainsview Estates and having a sidewalk down the main part of Hainsview makes it safe to walk. However, the rest of the neighborhood doesn't so it makes it challenging and unsafe. It also is disappointing that when there is snow on the ground, the high school doesn't shovel the sidewalk, but makes it worse by pushing the snow onto the sidewalk. The people that have the sidewalk going through their property, do a good job of clearing the snow. I like walking for exercise and it would be nice if the entire village had a sidewalk on at least one side of the road.</p>	On my water bill
381368	Hard of hearing/deafness, Use a wheelchair or walker	Hard of hearing/deafness, Use a wheelchair or walker		On my water bill

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
380135	Drive a personal Vehicle	Occasionally (less than once per week)	I do not bike	it is more affordable than driving, for exercise/recreation, It is environmentally friendly, It is environmentally friendly
379388	Drive a personal Vehicle	Occasionally (less than once per week)	Occasionally (less than once per week)	To shop or run errands, for exercise/recreation, It is environmentally friendly, I don't have a car, It is environmentally friendly, I don't have a car
381277	Drive a personal Vehicle	Rarely (less than once per month)	Rarely (less than once per month)	for exercise/recreation
381589	Drive a personal Vehicle	I do not walk	I do not bike	I don't walk in Hanover
381652	Drive a personal Vehicle	Occasionally (less than once per week)	I do not bike	for exercise/recreation
379302	Drive a personal Vehicle	Occasionally (less than once per week)	I do not bike	for exercise/recreation
379304	Drive a personal Vehicle	I do not walk	I do not bike	I don't walk in Hanover
379340	Drive a personal Vehicle	Daily	Rarely (less than once per month)	To shop or run errands, for exercise/recreation

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
380135	I don't bike in Hanover	More sidewalks or multi-use paths in the community, More spacing between cars and trucks , and pedestrians, More accessible infrastructure (curb ramps, wheelchair access, wider sidewalks, etc.)
379388	It is environmentally friendly, For exercise/recreation, It is environmentally friendly	More spacing between cars and trucks , and pedestrians
381277	For exercise/recreation	Nothing would encourage me to walk/bike more
381589	To travel to work or school, To travel to work or school	More direct routes to community resources (parks, schools, grocery stores), Knowing could get home quickly if there was an emergency, Nothing would encourage me to walk/bike more
381652	I don't bike in Hanover	Nothing would encourage me to walk/bike more
379302	I don't bike in Hanover	More sidewalks or multi-use paths in the community, Better maintenance of sidewalks and multi-use paths, More direct routes to community resources (parks, schools, grocery stores)
379304	I don't bike in Hanover	Nothing would encourage me to walk/bike more
379340	For exercise/recreation	Better lighting of sidewalks, multi-use paths, and streets, More trees and shade along sidewalks and multi-use paths

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
380135	Other, I don't bike	Alone	Inside the Village of Hanover	18-19	White or Caucasian	\$75,000 - \$99,999
379388	LTS 1 - Separated bike lane	With family (including children)	Inside the Village of Hanover	25 to 34	White or Caucasian	\$75,000 - \$99,999
381277	LTS 2- Buffered bike lane on a calm street	With family (including children)	Outside the Village in Perry Township	25 to 34	White or Caucasian	\$75,000 - \$99,999
381589	LTS 4- No bike lane on a busy street	With family (including children)	Outside the Village in Hanover Township	25 to 34	White or Caucasian	\$75,000 - \$99,999
381652	LTS 1 - Separated bike lane	With family (including children)	Inside the Village of Hanover	25 to 34	White or Caucasian	\$75,000 - \$99,999
379302	LTS 4- No bike lane on a busy street	With friends	Inside the Village of Hanover	35 to 44	White or Caucasian	\$75,000 - \$99,999
379304	LTS 1 - Separated bike lane	Alone	Inside the Village of Hanover	35 to 44	Prefer not to answer	\$75,000 - \$99,999
379340	LTS 1 - Separated bike lane	With friends	Outside the Village in Hanover Township	35 to 44	White or Caucasian	\$75,000 - \$99,999

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
380135				On my water bill
379388				Licking Valley School District
381277				Other, Church bulletin
381589				Online
381652			No	On my water bill, Online
379302				Online
379304				On my water bill
379340				Online

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
379380	Drive a personal Vehicle	At least once per week	Occasionally (less than once per week)	To travel to work or school, To visit family or friends, To shop or run errands, for exercise/recreation, To travel to work or school
379408	Walk	Occasionally (less than once per week)	Rarely (less than once per month)	for exercise/recreation
379869	Walk	Daily	Rarely (less than once per month)	To travel to work or school, To visit family or friends, for exercise/recreation, It is environmentally friendly, To travel to work or school, It is environmentally friendly
380403	Drive a personal Vehicle	Rarely (less than once per month)	Rarely (less than once per month)	To travel to work or school, To shop or run errands, for exercise/recreation, It is environmentally friendly, To travel to work or school, It is environmentally friendly

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
379380	It is environmentally friendly, to shop or run errands, For exercise/recreation, It is environmentally friendly	More sidewalks or multi-use paths in the community, More spacing between cars and trucks , and pedestrians, More accessible infrastructure (curb ramps, wheelchair access, wider sidewalks, etc.)
379408	For exercise/recreation	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), Having people to walk with, Seeing my friends/family/neighbors walk more
379869	For exercise/recreation	More sidewalks or multi-use paths in the community, More spacing between cars and trucks , and pedestrians
380403	It is environmentally friendly, For exercise/recreation, It is environmentally friendly	Better maintenance of sidewalks and multi-use paths, More accessible infrastructure (curb ramps, wheelchair access, wider sidewalks, etc.), Better lighting of sidewalks, multi-use paths, and streets

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
379380	LTS 1 - Separated bike lane	With family (including children)	Inside the Village of Hanover	35 to 44	White or Caucasian	\$75,000 - \$99,999
379408	LTS 1 - Separated bike lane	With family (including children)	Outside the Village in another part of Licking County	35 to 44	White or Caucasian	\$75,000 - \$99,999
379869	LTS 2- Buffered bike lane on a calm street	With family (including children)	Inside the Village of Hanover	35 to 44	White or Caucasian	\$75,000 - \$99,999
380403	LTS 1 - Separated bike lane	Alone	Inside the Village of Hanover	45 to 54	White or Caucasian	\$75,000 - \$99,999

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
379380			<p>We love biking/walking within the community! Below are a few suggestions to consider (aka my infinite \$ wishlist ;)</p> <ul style="list-style-type: none"> -Bike racks at Legacy Park, Subway -Wider sidewalk through village for biking -Sidewalks throughout the village side streets -flashing light crosswalk at Legacy Park -Safer crosswalk at Hainsview for the Elementary students such as a tunnel. 	On my water bill
379408				Online
379869				On my water bill
380403				On my water bill

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
379531	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	for exercise/recreation
379387	Drive a personal Vehicle	At least once per week	Occasionally (less than once per week)	for exercise/recreation
381691	Drive a personal Vehicle	Daily	Rarely (less than once per month)	To shop or run errands, it is more affordable than driving, for exercise/recreation
379275	Drive a personal Vehicle	At least once per week	At least once a week	for exercise/recreation, It is environmentally friendly, It is environmentally friendly
379280	Drive a personal Vehicle	Daily	I do not bike	Other, Walk dogs
379295	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	for exercise/recreation
379831	Drive a personal Vehicle	Daily	I do not bike	for exercise/recreation, It is environmentally friendly, It is environmentally friendly

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
379531	I don't bike in Hanover	More sidewalks or multi-use paths in the community, Better lighting of sidewalks, multi-use paths, and streets
379387	For exercise/recreation	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), Better lighting of sidewalks, multi-use paths, and streets
381691	For exercise/recreation	Better maintenance of sidewalks and multi-use paths, Seeing my friends/family/neighbors walk more
379275	It is environmentally friendly, For exercise/recreation, It is environmentally friendly	More sidewalks or multi-use paths in the community, Better maintenance of sidewalks and multi-use paths, More direct routes to community resources (parks, schools, grocery stores), More trees and shade along sidewalks and multi-use paths, Better signs on sidewalks and multi-use paths so I know where to go, Knowing could get home quickly if there was an emergency, Having people to walk with, Seeing my friends/family/neighbors walk more
379280	I don't bike in Hanover	Other:, Better maintenance of village roads
379295	I don't bike in Hanover	More direct routes to community resources (parks, schools, grocery stores)
379831	I don't bike in Hanover	Nothing would encourage me to walk/bike more

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
379531	LTS 1 - Separated bike lane	With friends	Inside the Village of Hanover	55 to 64	White or Caucasian	\$75,000 - \$99,999
379387	LTS 1 - Separated bike lane	Alone	Inside the Village of Hanover	65 to 74	White or Caucasian	\$75,000 - \$99,999
381691	LTS 1 - Separated bike lane	With family (adult relatives)	Inside the Village of Hanover	65 to 74	White or Caucasian, Prefer not to answer	\$75,000 - \$99,999
379275	LTS 1 - Separated bike lane	With family (adult relatives)	Inside the Village of Hanover	25 to 34	White or Caucasian	Prefer not to answer
379280	LTS 4- No bike lane on a busy street	Alone	Inside the Village of Hanover	25 to 34	White or Caucasian	Prefer not to answer
379295	LTS 1 - Separated bike lane	With family (including children)	Outside the Village in another part of Licking County	25 to 34	White or Caucasian	Prefer not to answer
379831	LTS 1 - Separated bike lane	With family (including children)	Inside the Village of Hanover	25 to 34	White or Caucasian	Prefer not to answer

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
379531				On my water bill
379387	Hard of hearing/deafness	Hard of hearing/deafness		On my water bill
381691	Low vision/blindness, Use a wheelchair or walker	Low vision/blindness, Use a wheelchair or walker		On my water bill, Display Sign in Hanover
379275	Other, Other, Other, Other, Other, Both of my parents walk with me weekly and are deaf in one ear.	Other, Both of my parents walk with me weekly and are deaf in one ear.		Licking Valley School District
379280			Sidewalks in the village would be great. If not feasible then better maintenance of the roadways would be best.	Online
379295				Online
379831			Sidewalks throughout the village would be nice but I don't think we should install a bike lane on main road ways. I think it would be completely unnecessary. We have a bike trail behind legacy park that people already use and have used for years.	On my water bill

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
379296	Drive a personal Vehicle	At least once per week	Occasionally (less than once per week)	To travel to work or school, To shop or run errands, for exercise/recreation, To travel to work or school
379413	Drive a personal Vehicle	Occasionally (less than once per week)	I do not bike	for exercise/recreation
379444	Drive a personal Vehicle	Rarely (less than once per month)	I bike but not in my community	for exercise/recreation
381610	Drive a personal Vehicle	At least once per week	I do not bike	for exercise/recreation
381704	Drive a personal Vehicle	Occasionally (less than once per week)	Rarely (less than once per month)	for exercise/recreation

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
379296	For exercise/recreation	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), Better signs on sidewalks and multi-use paths so I know where to go
379413	I don't bike in Hanover	More spacing between cars and trucks , and pedestrians, Better lighting of sidewalks, multi-use paths, and streets, More trees and shade along sidewalks and multi-use paths
379444	For exercise/recreation	Nothing would encourage me to walk/bike more
381610	I don't bike in Hanover	More sidewalks or multi-use paths in the community, Better maintenance of sidewalks and multi-use paths, Better lighting of sidewalks, multi-use paths, and streets
381704	For exercise/recreation	Better maintenance of sidewalks and multi-use paths, Having people to walk with, Seeing my friends/family/neighbors walk more

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
379296	LTS 2- Buffered bike lane on a calm street	With family (including children)	Inside the Village of Hanover	35 to 44	White or Caucasian	Prefer not to answer
379413	LTS 1 - Separated bike lane	With family (including children)	Outside the Village in another part of Licking County	35 to 44	White or Caucasian	Prefer not to answer
379444	LTS 1 - Separated bike lane	With family (including children)	Outside the Village in Madison Township	35 to 44	White or Caucasian	Prefer not to answer
381610	LTS 1 - Separated bike lane	Alone	Inside the Village of Hanover	35 to 44	White or Caucasian, Prefer not to answer	Prefer not to answer
381704	LTS 4- No bike lane on a busy street	With family (adult relatives)	Inside the Village of Hanover	35 to 44	Prefer not to answer	Prefer not to answer

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
379296				Other, Mail
379413				Licking Valley School District
379444				Online
381610				Online
381704				On my water bill, Display Sign in Hanover, Online

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
381762	Drive a personal Vehicle	Occasionally (less than once per week)	Rarely (less than once per month)	for exercise/recreation
379284	Drive a personal Vehicle	At least once per week	I do not bike	for exercise/recreation
379577	Drive a personal Vehicle	Rarely (less than once per month)	Rarely (less than once per month)	for exercise/recreation
379871	Drive a personal Vehicle	At least once per week	Rarely (less than once per month)	To visit family or friends, for exercise/recreation, It is environmentally friendly, It is environmentally friendly

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
381762	For exercise/recreation	More direct routes to community resources (parks, schools, grocery stores), Better lighting of sidewalks, multi-use paths, and streets, More trees and shade along sidewalks and multi-use paths
379284	I don't bike in Hanover	More sidewalks or multi-use paths in the community, More accessible infrastructure (curb ramps, wheelchair access, wider sidewalks, etc.), More direct routes to community resources (parks, schools, grocery stores)
379577	For exercise/recreation	More sidewalks or multi-use paths in the community, More trees and shade along sidewalks and multi-use paths
379871	It is environmentally friendly, to visit family or friends, For exercise/recreation, It is environmentally friendly	More sidewalks or multi-use paths in the community, Better lighting of sidewalks, multi-use paths, and streets, Seeing my friends/family/neighbors walk more

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
381762	LTS 2- Buffered bike lane on a calm street	With family (including children)	Inside the Village of Hanover	35 to 44	Prefer not to answer	Prefer not to answer
379284	LTS 1 - Separated bike lane	With family (including children)	Inside the Village of Hanover	45 to 54	White or Caucasian	Prefer not to answer
379577	LTS 1 - Separated bike lane	With family (including children)	Outside the Village in Hanover Township	45 to 54	White or Caucasian	Prefer not to answer
379871	LTS 1 - Separated bike lane	With family (adult relatives)	Inside the Village of Hanover	45 to 54	White or Caucasian	Prefer not to answer

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
381762			<p>Will the "multi-use" paths allow golfcarts? I foresee another rise in these vehicles use and misuse.</p> <p>***This issue needs to be addressed.***</p> <ul style="list-style-type: none"> -If permitted, they should be registered and identifiable by a number or tag just like a car, boat, or registered atv/utv. -You should be of a certain age to be permitted to operate the vehicle. -Operators should be made to obey traffic laws. -Number of seats should equal the maximum number of occupants. -They should not be permitted on our current sidewalk. -These vehicles should be outfitted with some form of approved safety lighting especially when operating after dusk. 	On my water bill
379284				Online
379577				Other, coworker
379871				On my water bill

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
379873	Drive a personal Vehicle	At least once per week	Occasionally (less than once per week)	for exercise/recreation
381334	Drive a personal Vehicle	I do not walk	I do not bike	I don't walk in Hanover
381348	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	for exercise/recreation
381381	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	for exercise/recreation
379320	Drive a personal Vehicle	At least once per week	Rarely (less than once per month)	for exercise/recreation
379392	Drive a personal Vehicle	I do not walk	Occasionally (less than once per week)	I don't walk in Hanover
379920	Drive a personal Vehicle	Occasionally (less than once per week)	Occasionally (less than once per week)	for exercise/recreation
381359	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	for exercise/recreation
381688	Drive a personal Vehicle	Rarely (less than once per month)	Occasionally (less than once per week)	for exercise/recreation

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
379873	For exercise/recreation	More sidewalks or multi-use paths in the community, Better lighting of sidewalks, multi-use paths, and streets, Seeing my friends/family/neighbors walk more
381334	I don't bike in Hanover	Nothing would encourage me to walk/bike more
381348	I don't bike in Hanover	Better maintenance of sidewalks and multi-use paths, More spacing between cars and trucks , and pedestrians, More direct routes to community resources (parks, schools, grocery stores), Better lighting of sidewalks, multi-use paths, and streets
381381	I don't bike in Hanover	More sidewalks or multi-use paths in the community, Better maintenance of sidewalks and multi-use paths, More direct routes to community resources (parks, schools, grocery stores), Better lighting of sidewalks, multi-use paths, and streets
379320	For exercise/recreation	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), Take the sidewalk all the way to the middle school entrance
379392	For exercise/recreation	More sidewalks or multi-use paths in the community, Better maintenance of sidewalks and multi-use paths, More direct routes to community resources (parks, schools, grocery stores)
379920	For exercise/recreation	More sidewalks or multi-use paths in the community, Better maintenance of sidewalks and multi-use paths, More spacing between cars and trucks , and pedestrians
381359	I don't bike in Hanover	Better lighting of sidewalks, multi-use paths, and streets, More trees and shade along sidewalks and multi-use paths, Better signs on sidewalks and multi-use paths so I know where to go
381688	For exercise/recreation	More sidewalks or multi-use paths in the community, More spacing between cars and trucks , and pedestrians, More accessible infrastructure (curb ramps, wheelchair access, wider sidewalks, etc.)

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
379873	LTS 1 - Separated bike lane	With family (adult relatives)	Inside the Village of Hanover	45 to 54	White or Caucasian	Prefer not to answer
381334	LTS 4- No bike lane on a busy street	With family (adult relatives)	Outside the Village in Hanover Township	45 to 54	White or Caucasian	Prefer not to answer
381348	LTS 1 - Separated bike lane	With family (adult relatives)	Inside the Village of Hanover	45 to 54	White or Caucasian	Prefer not to answer
381381	LTS 3 - Narrow bike lane or shoulder	With family (adult relatives)	Inside the Village of Hanover	45 to 54	Prefer not to answer	Prefer not to answer
379320	LTS 1 - Separated bike lane	With friends	Outside the Village in another part of Licking County	55 to 64	White or Caucasian	Prefer not to answer
379392	Other, I do not bike on public roadways. I do bike / walk on the rails to trails path that is currently accessible via Legacy Park	With family (adult relatives)	Outside the Village in Hanover Township	55 to 64	White or Caucasian	Prefer not to answer
379920	LTS 2- Buffered bike lane on a calm street	With family (adult relatives)	Inside the Village of Hanover	55 to 64	White or Caucasian	Prefer not to answer
381359	LTS 1 - Separated bike lane	With family (adult relatives)	Outside the Village in Hanover Township	55 to 64	White or Caucasian, Hispanic or Latino, Hispanic is an ethnicity.	Prefer not to answer
381688	LTS 1 - Separated bike lane	With family (adult relatives)	Outside the Village in another part of Licking County	55 to 64	White or Caucasian	Prefer not to answer

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
379873			Existing lighting needs fixed/converted to LED around Flowers Drive, Echo and Meadow Drive	On my water bill
381334	none	none	No more money for walking and biking, spend the money to fix the roads.	Other, Licking Valley Ledger
381348				On my water bill
381381				On my water bill
379320				Licking Valley School District, Letter with my sewer bill
379392	Hard of hearing/deafness	Hard of hearing/deafness	No	Display Sign in Hanover
379920			Having a wider shoulder on Hickman Rd in order to get to sidewalk then bike trail would be helpful.	On my water bill
381359				On my water bill
381688				Online

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
382272	Drive a personal Vehicle	At least once per week	Rarely (less than once per month)	To visit family or friends, it is more affordable than driving, for exercise/recreation, It is environmentally friendly, It is environmentally friendly
379286	Drive a personal Vehicle	Daily	Rarely (less than once per month)	for exercise/recreation
379336	Drive a personal Vehicle	Occasionally (less than once per week)	At least once a week	for exercise/recreation
379357	Drive a personal Vehicle	At least once per week	Occasionally (less than once per week)	for exercise/recreation
379389	Drive a personal Vehicle	Occasionally (less than once per week)	Occasionally (less than once per week)	it is more affordable than driving
379452	Drive a personal Vehicle	Occasionally (less than once per week)	I do not bike	for exercise/recreation
381361	Walk	Daily	I do not bike	To shop or run errands, for exercise/recreation
381377	Drive a personal Vehicle	Occasionally (less than once per week)	Occasionally (less than once per week)	for exercise/recreation
381694	Drive a personal Vehicle	At least once per week	I do not bike	To shop or run errands

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
382272	For exercise/recreation	Seeing my friends/family/neighbors walk more
379286	For exercise/recreation	Nothing would encourage me to walk/bike more
379336	For exercise/recreation	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), Better lighting of sidewalks, multi-use paths, and streets, More trees and shade along sidewalks and multi-use paths, Knowing could get home quickly if there was an emergency
379357	For exercise/recreation	More trees and shade along sidewalks and multi-use paths
379389	For exercise/recreation	Better lighting of sidewalks, multi-use paths, and streets
379452	I don't bike in Hanover	Nothing would encourage me to walk/bike more, Better signage at the crossing to get to legacy park from the other side of the street. Someone is going to get hurt because vehicles don't stop for people trying to cross.
381361	I don't bike in Hanover	More trees and shade along sidewalks and multi-use paths, Having people to walk with
381377	For exercise/recreation	Better lighting of sidewalks, multi-use paths, and streets
381694	I don't bike in Hanover	Nothing would encourage me to walk/bike more

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
382272	LTS 1 - Separated bike lane	With family (including children)	Inside the Village of Hanover	55 to 64	White or Caucasian	Prefer not to answer
379286	LTS 3 - Narrow bike lane or shoulder	With friends	Inside the Village of Hanover	65 to 74	White or Caucasian	Prefer not to answer
379336	LTS 1 - Separated bike lane	With family (adult relatives)	Inside the Village of Hanover	65 to 74	White or Caucasian	Prefer not to answer
379357	LTS 2- Buffered bike lane on a calm street	With family (adult relatives)	Inside the Village of Hanover	65 to 74	Prefer not to answer	Prefer not to answer
379389	LTS 1 - Separated bike lane	With friends	Inside the Village of Hanover	65 to 74	White or Caucasian	Prefer not to answer
379452	LTS 4- No bike lane on a busy street	Alone	Inside the Village of Hanover	65 to 74	White or Caucasian	Prefer not to answer
381361	LTS 2- Buffered bike lane on a calm street	Alone	Inside the Village of Hanover	65 to 74	White or Caucasian	Prefer not to answer
381377	LTS 4- No bike lane on a busy street	With friends	Inside the Village of Hanover	65 to 74	White or Caucasian	Prefer not to answer
381694	LTS 3 - Narrow bike lane or shoulder	With family (adult relatives)	Inside the Village of Hanover	65 to 74	White or Caucasian	Prefer not to answer

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
382272	Other, Other, Other, Other, Other, Walk slowly	Other, Walk slowly		On my water bill
379286	Hard of hearing/deafness	Hard of hearing/deafness		On my water bill
379336				Online, Licking Valley School District
379357	Other, Other, Other, Other, Other, No	Other, No		Other, Sewer bill
379389				Online
379452			Like I said before, the signs to cross high Street to get to the park are not clear to drivers. Some one is going to get hurt.	On my water bill
381361	Hard of hearing/deafness	Hard of hearing/deafness		On my water bill, Licking Valley School District
381377				On my water bill
381694				Other

Inputter ID	How do you normally get around Hanover?	How often do you walk in Hanover?	How often do you bike in Hanover?	Why do you walk? (combined)
381741	Wheel (including using rollerblades, a skateboard, a wheelchair. or other assistance)	Occasionally (less than once per week)	Occasionally (less than once per week)	To visit family or friends, To shop or run errands, for exercise/recreation
379366	Drive a personal Vehicle	I do not walk	I do not bike	I don't walk in Hanover
379273	Drive a personal Vehicle	Daily	At least once a week	To visit family or friends, To shop or run errands, for exercise/recreation
379305	Drive a personal Vehicle	Daily	Rarely (less than once per month)	for exercise/recreation
383299	Drive a personal Vehicle	Rarely (less than once per month)	I do not bike	for exercise/recreation

Inputter ID	Why do you bike? (combined)	What would improve walking and biking in Hanover? (combined)
381741	to visit family or friends, to shop or run errands, For exercise/recreation	More sidewalks or multi-use paths in the community
379366	I don't bike in Hanover	More sidewalks or multi-use paths in the community, More trees and shade along sidewalks and multi-use paths
379273	to visit family or friends, to shop or run errands, For exercise/recreation	More sidewalks or multi-use paths in the community, More spacing between cars and trucks , and pedestrians, More direct routes to community resources (parks, schools, grocery stores), Seeing my friends/family/neighbors walk more
379305	For exercise/recreation	More sidewalks or multi-use paths in the community, More direct routes to community resources (parks, schools, grocery stores), Better lighting of sidewalks, multi-use paths, and streets, More trees and shade along sidewalks and multi-use paths, Knowing could get home quickly if there was an emergency, Having people to walk with, Seeing my friends/family/neighbors walk more
383299	I don't bike in Hanover	Other:, LEAVE THINGS ALONR.

Inputter ID	Which of the following best describes your comfort riding a bike on public roadways?	Do you tend to walk or bike:	Where do you live?	What is your age?	What is your race? (Combined)	What is your annual household income?
381741	LTS 1 - Separated bike lane	With family (adult relatives)	Inside the Village of Hanover	65 to 74	White or Caucasian	Prefer not to answer
379366	LTS 1 - Separated bike lane	With family (adult relatives)	Inside the Village of Hanover	75 or older	White or Caucasian	Prefer not to answer
379273	LTS 2- Buffered bike lane on a calm street	With family (including children)	Inside the Village of Hanover	Prefer not to answer	Other, Other, White or Caucasian, Black or African American, Hispanic or Latino, American Indian or Alaskan Native, Asian, Hawaiian and Other Pacific Islander, Middle Eastern or Arab, Prefer not to answer, Other, Other, Other	Prefer not to answer
379305	LTS 2- Buffered bike lane on a calm street	With family (adult relatives)	Inside the Village of Hanover	Prefer not to answer	Prefer not to answer	Prefer not to answer
383299	LTS 3 - Narrow bike lane or shoulder	Alone	Inside the Village of Hanover	Prefer not to answer	Black or African American	Prefer not to answer

Inputter ID	Do any of the following apply to you? (combined)	Do any of the following apply to you? (combined)	Is there anything else you would like to tell us about walking or biking in Hanover?	How did you hear about the survey? (Combined)
381741				On my water bill
379366	Hard of hearing/deafness	Hard of hearing/deafness		On my water bill
379273				On my water bill
379305			We love Hanover and appreciate all the improvements being made! Thank you for your efforts!	On my water bill, Online
383299			Leave Hanover alone. Moved out to Hanover 53 years ago to avoid the city. Wanted life in the layer back country.	On my water bill

Appendix B:

Count Data

E High Street
East of Hickman Road

LCATS Volume

Globals

Report Id	CustomList-354
Descriptor	LCATS Volume
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-03-15T19:37:49
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -240 min
Create Version	5.0.8.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	E High St
Site Attribute	E of Hickman Rd
File Name	L:\LCATS\TrafficCounts\2024\RawE High St E of Hickman Rd 0 2024-03-15 1440.EC2
File Type	Plus
Algorithm	Factory default axle
Description	E High St East of Hickman Rd
Lane	2
Direction	8
Direction Text	8 - East bound AJB, West bound BJA.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-03-13T09:29:24
Start Time	2024-03-14T00:00:00
Finish Time	2024-03-15T14:40:24
Operator	AG
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2024-03-14T00:00:00
Filter End	2024-03-15T00:00:00
Class Scheme	Scheme F3
	F Cls(1-13) Dir(NESW) Sp(6,99) Headway(J0) Span(0 - 328.084) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	35
Speed Limits	35 35 35 35 35 35 35 35 35 35

Separation 0.000
Separation Type Headway
Direction North East South West
Encoded Direction 15

Column
Time [--] 24-hour time (0000 - 2359)
Dir Direction code
Drop --00 528
Drop --15 533
Drop --30 569
Drop --45 539
Total 2169

Thursday, March 14, 2024

Time [--]	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total	Time [--]	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total
0000	Eastbour	6	4	2	0	12	0000	Westbou	0	0	0	0	0
0100	Eastbour	1	1	0	0	2	0100	Westbou	0	0	0	0	0
0200	Eastbour	4	3	0	0	7	0200	Westbou	0	2	0	0	2
0300	Eastbour	1	0	1	0	2	0300	Westbou	2	0	4	3	9
0400	Eastbour	1	0	0	1	2	0400	Westbou	3	7	4	1	15
0500	Eastbour	2	2	3	4	11	0500	Westbou	4	9	10	13	36
0600	Eastbour	6	5	3	6	20	0600	Westbou	20	21	30	30	101
0700	Eastbour	5	16	8	10	39	0700	Westbou	47	33	23	26	129
0800	Eastbour	5	8	14	20	47	0800	Westbou	24	25	31	9	89
0900	Eastbour	3	6	8	12	29	0900	Westbou	16	15	13	6	50
1000	Eastbour	10	12	10	13	45	1000	Westbou	16	13	10	14	53
1100	Eastbour	8	4	9	11	32	1100	Westbou	14	11	9	7	41
1200	Eastbour	11	10	13	14	48	1200	Westbou	7	12	12	17	48
1300	Eastbour	8	18	18	17	61	1300	Westbou	16	14	7	12	49
1400	Eastbour	15	17	35	21	88	1400	Westbou	11	15	15	18	59
1500	Eastbour	20	20	52	40	132	1500	Westbou	21	14	17	17	69
1600	Eastbour	37	38	44	34	153	1600	Westbou	18	18	18	19	73
1700	Eastbour	20	25	19	28	92	1700	Westbou	10	19	14	12	55
1800	Eastbour	14	25	14	15	68	1800	Westbou	22	21	19	18	80
1900	Eastbour	15	21	21	21	78	1900	Westbou	14	9	16	9	48
2000	Eastbour	31	19	18	21	89	2000	Westbou	11	7	11	3	32
2100	Eastbour	7	5	7	7	26	2100	Westbou	9	4	1	0	14
2200	Eastbour	5	1	3	6	15	2200	Westbou	2	1	1	1	5
2300	Eastbour	5	3	2	1	11	2300	Westbou	1	0	0	2	3
00-23	Eastbou	235	260	302	301	1098	00-23	Westbou	287	270	265	235	1057

Vehicles = 2169
 Posted speed limit = 35 mph, Exceeding = 337 (15.54%), Mean Exceeding = 37.80 mph
 Maximum = 54.7 mph, Minimum = 8.3 mph, Mean = 28.1 mph
 85% Speed = 35.12 mph, 95% Speed = 38.14 mph, Median = 29.42 mph
 10 mph Pace = 26 - 36, Number in Pace = 1279 (58.97%)
 Variance = 54.10, Standard Deviation = 7.36 mph

Hainsview Drive

North of Licking Valley Road

LCATS Speed

Globals

Report Id CustomList-126
 Descriptor LCATS Speed
 Created by MetroCount Traffic Executive
 Creation Time (UTC) 2022-09-29T16:08:48
 Local Copyright (c)1997 - 2019 MetroCount
 Graphic
 Language English
 Country United States
 Time UTC + 240 min
 Create Version 5.0.7.0
 Metric Non metric
 Speed Unit mph
 Length Unit ft
 Mass Unit ton
Dataset
 Site Name Hainsview Dr
 Site Attribute N of Licking valley Rd
 File Name L:\LCATS\Traffic\Counts\2022\Raw\Hainsview Dr N of Licking Valley Rd 0 2022-09-14 1242.EC2
 File Type Plus
 Algorithm Factory default axle
 Description Hainsview Dr N of Licking Valley Rd
 Lane 2
 Direction 7
 Direction Text 7 - North bound A/B, South bound B/A.
 Layout Text Axle sensors - Paired (Class=Speed/Count)
 Setup Time 2022-09-08T07:57:25
 Start Time 2022-09-09T00:00:00
 Finish Time 2022-09-14T12:42:25
 Operator AG
 Configuration 80 00 0f a8 a8 00 00 00 00 00

Profile

Name Default Profile
 Title Licking County Area Transportation Study
 Graphic Logo
 Header
 Footer
 Percentile 1 85
 Percentile 2 95
 Pace 10
 Filter Start 2022-09-09T00:00:00
 Filter End 2022-09-14T00:00:00
 Class Scheme F3
 F Class(1-13) Dir(NESW) Sol(6.99) Headwav(10) Soar(0 - 328.084) LaneID(16)
 Low Speed 6
 High Speed 99
 Posted Limit 35
 Speed Limits 35 35 35 35 35 35 35 35 35
 Separation 0.000
 Separation Type Headway
 Direction North East South West
 Encoded Direction 15

Column

Time [-] 24-hour time (0000 - 2359)
 Dir Direction code
 Vbin 6 12
 Vbin 12 19
 Vbin 19 25
 Vbin 25 31
 Vbin 31 37
 Vbin 37 43
 Vbin 43 50
 Vbin 50 56
 Vbin 56 62
 Vbin 62 68
 Vbin 68 75
 Vbin 75 81
 Vbin 81 87
 Vbin 87 93
 Vbin 93 99

Friday, September 9, 2022

Time [-]	Dir	Vbin 6	Vbin 12	Vbin 19	Vbin 25	Vbin 31	Vbin 37	Vbin 43	Vbin 50	Vbin 56	Vbin 62	Vbin 68	Vbin 75	Vbin 81	Vbin 87	Vbin 93	Vbin 99	Mean	Vpp 85	Time [-]	Dir	Vbin 6	Vbin 12	Vbin 19	Vbin 25	Vbin 31	Vbin 37	Vbin 43	Vbin 50	Vbin 56	Vbin 62	Vbin 68	Vbin 75	Vbin 81	Vbin 87	Vbin 93	Vbin 99	Mean	Vpp 85				
0000	Northbb	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	0000	Southbb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	Northbb	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	0100	Southbb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	Northbb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0200	Southbb	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	
0300	Northbb	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	0300	Southbb	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.4	
0400	Northbb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0400	Southbb	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3
0500	Northbb	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	0500	Southbb	8	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2
0600	Northbb	0	43	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	0600	Southbb	0	45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7
0700	Northbb	7	137	35	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	0700	Southbb	42	141	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2
0800	Northbb	0	19	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	0800	Southbb	3	31	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9
0900	Northbb	0	13	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	0900	Southbb	6	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7
1000	Northbb	1	18	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	1000	Southbb	5	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9
1100	Northbb	2	22	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1100	Southbb	9	34	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5
1200	Northbb	5	29	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	1200	Southbb	21	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8
1300	Northbb	4	25	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1300	Southbb	18	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5
1400	Northbb	8	66	38	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	1400	Southbb	72	104	34	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4
1500	Northbb	3	66	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	1500	Southbb	12	61	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5
1600	Northbb	5	76	41	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	1600	Southbb	37	62	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3
1700	Northbb	1	17	43	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	1700	Southbb	9	36	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4
1800	Northbb	1	17	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1800	Southbb	14	38	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.9
1900	Northbb	0	19	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	1900	Southbb	7	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5
2000	Northbb	4	23	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	2000	Southbb	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1
2100	Northbb	0	7	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	2100	Southbb	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9
2200	Northbb	4	44	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	2200	Southbb	6	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7
2300	Northbb	0	10	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	2300	Southbb	12	45	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1
00-23	Northbb	46	647	395	15	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	00-23	Southbb	293	724	126	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6

Vehicles = 2335
 Posted speed limit = 35 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
 Maximum = 28.5 mph, Minimum = 6.3 mph, Mean = 16.1 mph
 85% Speed = 19.57 mph, 90% Speed = 21.47 mph, Median = 16.22 mph
 10 mph Pace = 11 - 21, Number in Pace = 1996 (85.48%)
 Variance = 12.12, Standard Deviation = 3.48 mph

Hainsview Drive

North of Licking Valley Road

LCATS Volume

Globals

Report Id	CustomList-125
Descriptor	LCATS Volume
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2022-09-29T16:08:04
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -240 min
Create Version	5.0.7.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	Hainsview Dr
Site Attribute	N of Licking valley Rd
File Name	L:\LCATS\TrafficCounts\2022\Raw\Hainsview Dr N of Licking Valley Rd 0 2022-09-14 1242.EC2
File Type	Plus
Algorithm	Factory default axle
Description	Hainsview Dr N of Licking Valley Rd
Lane	2
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2022-09-08T07:57:25
Start Time	2022-09-09T00:00:00
Finish Time	2022-09-14T12:42:25
Operator	AG
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	Default Profile
Title	Licking County Area Transportation Study
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2022-09-09T00:00:00
Filter End	2022-09-14T00:00:00
Class Scheme	Scheme F3
	F Cls(1-13) Dir(NESW) Sp(6,99) Headway(J0) Span(0 - 328.084) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	35
Speed Limits	35 35 35 35 35 35 35 35 35
Separation	0.000
Separation Type	Headway
Direction	North East South West
Encoded Direction	15

Column

Time [--	24-hour time (0000 - 2359)
Dir	Direction code
Drop --00	683
Drop --15	605
Drop --30	549
Drop --45	498
Total	2335

Friday, September 9, 2022

Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total	Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total
0000	Northbou	0	1	1	0	2	0000	Southbou	0	0	0	0	0
0100	Northbou	0	1	1	1	3	0100	Southbou	0	0	0	0	0
0200	Northbou	0	0	0	0	0	0200	Southbou	0	0	1	0	1
0300	Northbou	0	0	0	1	1	0300	Southbou	1	0	2	1	4
0400	Northbou	0	0	0	0	0	0400	Southbou	2	1	0	1	4
0500	Northbou	0	2	0	5	7	0500	Southbou	0	3	9	7	19
0600	Northbou	3	6	16	43	68	0600	Southbou	3	5	11	28	47
0700	Northbou	98	61	9	12	180	0700	Southbou	78	110	16	14	218
0800	Northbou	4	10	12	10	36	0800	Southbou	13	16	13	9	51
0900	Northbou	7	5	8	4	24	0900	Southbou	11	9	9	8	37
1000	Northbou	15	6	4	9	34	1000	Southbou	13	7	7	9	36
1100	Northbou	10	7	11	13	41	1100	Southbou	21	11	7	9	48
1200	Northbou	13	13	10	15	51	1200	Southbou	18	12	7	9	46
1300	Northbou	10	13	14	13	50	1300	Southbou	8	9	18	9	44
1400	Northbou	33	35	31	15	114	1400	Southbou	19	37	124	32	212
1500	Northbou	18	23	27	33	101	1500	Southbou	16	23	22	19	80
1600	Northbou	40	37	19	27	123	1600	Southbou	27	24	38	18	107
1700	Northbou	23	16	13	11	63	1700	Southbou	19	11	12	11	53
1800	Northbou	12	16	9	4	41	1800	Southbou	15	19	12	9	55
1900	Northbou	16	7	5	10	38	1900	Southbou	10	4	6	4	24
2000	Northbou	14	6	6	9	35	2000	Southbou	7	6	2	2	17
2100	Northbou	5	1	4	7	17	2100	Southbou	2	3	3	0	8
2200	Northbou	14	14	25	21	74	2200	Southbou	2	1	2	30	35
2300	Northbou	11	4	3	4	22	2300	Southbou	52	10	0	2	64
00-23	Northbo	335	280	225	263	1103	00-23	Southbc	285	311	321	229	1146

Vehicles = 2335
 Posted speed limit = 35 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph
 Maximum = 28.5 mph, Minimum = 6.3 mph, Mean = 16.1 mph
 85% Speed = 19.57 mph, 95% Speed = 21.47 mph, Median = 16.22 mph
 10 mph Pace = 11 - 21, Number in Pace = 1996 (85.48%)
 Variance = 12.12, Standard Deviation = 3.48 mph

Hainsview Drive

South of Panther Drive

LCATS Speed

Globals

Report Id CustomList-131
Descriptor LCATS Speed
Created by MetroCount Traffic Executive
Creation Time (UTC) 2022-09-29T16:26:33
Legal Copyright (c)1997 - 2019 MetroCount
Graphic Language English
Country United States
Time UTC + -240 min
Create Version 5.0.7.0
Metric Non metric
Speed Unit mph
Length Unit ft
Mass Unit ton

Dataset

Site Name Hainsview Dr
Site Attribute S of Panther Dr.
File Name L:\LCATS\TrafficCounts\2022\Raw\Hainsview Dr S of Panther Dr. 0 2022-09-14 1247.EC2
File Type Plus
Algorithm Factory default axle
Description Hainsview Dr S of Panther Dr.
Lane 2
Direction 7
Direction Text 7 - North bound A|B, South bound B|A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2022-09-07T14:22:21
Start Time 2022-09-09T00:00:00
Finish Time 2022-09-14T12:47:21
Operator AG
Configuration 80 00 0f a8 a8 00 00 00 00 00

Profile

Name Default Profile
Title Licking County Area Transportation Study
Graphic Logo
Header
Footer
Percentile 1 85
Percentile 2 95
Pace 10
Filter Start 2022-09-09T00:00:00
Filter End 2022-09-14T00:00:00
Class Scheme F
F Cis(1-13) Dir(NESW) Sp(6,99) Headway(10) Span(0 - 328.084) Lane(0-16)
Low Speed 6
High Speed 99
Posted Limit 0
Speed Limits 0 0 0 0 0 0 0 0
Separation 0,000
Separation Type Headway
Direction North East South West
Encoded Direction 15

Column

Time [-] 24-hour time (0000 - 2359)
Dir Direction code
Vbin 6 12 4
Vbin 12 19 79
Vbin 19 25 327
Vbin 25 31 503
Vbin 31 37 484
Vbin 37 43 122
Vbin 43 50 9
Vbin 50 56 1
Vbin 56 62 0
Vbin 62 68 0
Vbin 68 75 0
Vbin 75 81 0
Vbin 81 87 0
Vbin 87 93 0
Vbin 93 99 0

Friday, September 9, 2022

Time [-]	Dir	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	Time [-]	Dir	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	Northbo	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	33.1	-	0000	Southbo	0	0	0	0	1	1	0	0	0	0	0	0	0	0	31.3	-	
0100	Northbo	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	33.5	-	0100	Southbo	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.7	-	

Hainsview Drive

South of Panther Drive

LCATS Volume

Globals

Report Id CustomList-130
Descriptor LCATS Volume
Created by MetroCount Traffic Executive
Creation Time (UTC) 2022-09-29T16:26:04
Legal Copyright (c)1997 - 2019 MetroCount
Graphic
Language English
Country United States
Time UTC + -240 min
Create Version 5.0.7.0
Metric Non metric
Speed Unit mph
Length Unit ft
Mass Unit ton

Dataset

Site Name Hainsview Dr
Site Attribute S of Panther Dr.
File Name L:\LCATS\TrafficCounts\2022\Raw\Hainsview Dr S of Panther Dr. 0 2022-09-14 1247.EC2
File Type Plus
Algorithm Factory default axle
Description Hainsview Dr S of Panther Dr.
Lane 2
Direction 7
Direction Text 7 - North bound A]B, South bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2022-09-07T14:22:21
Start Time 2022-09-09T00:00:00
Finish Time 2022-09-14T12:47:21
Operator AG
Configuration 80 00 0f a8 a8 00 00 00 00 00

Profile

Name Default Profile
Title Licking County Area Transportation Study
Graphic Logo
Header
Footer
Percentile 1 85
Percentile 2 95
Pace 10
Filter Start 2022-09-09T00:00:00
Filter End 2022-09-14T00:00:00
Class Scheme Scheme F3
 F Cls(1-13) Dir(NESW) Sp(6,99) Headway(J0) Span(0 - 328.084) Lane(0-16)
Low Speed 6
High Speed 99
Posted Limit 0
Speed Limits 0 0 0 0 0 0 0 0 0
Separation 0.000
Separation Type Headway
Direction North East South West
Encoded Direction 15

Column

Time [--] 24-hour time (0000 - 2359)
Dir Direction code
Drop --00 442
Drop --15 444
Drop --30 369
Drop --45 330
Total 1585

Friday, September 9, 2022

Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total		Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total
0000	Northbou	0	1	1	0	2		0000	Southbou	0	0	2	0	2
0100	Northbou	0	1	1	1	3		0100	Southbou	0	0	0	1	1
0200	Northbou	0	0	0	0	0		0200	Southbou	0	0	1	0	1
0300	Northbou	0	0	0	1	1		0300	Southbou	1	0	2	1	4
0400	Northbou	0	0	0	0	0		0400	Southbou	2	1	0	1	4
0500	Northbou	0	1	0	0	1		0500	Southbou	1	3	8	8	20
0600	Northbou	1	2	2	3	8		0600	Southbou	3	4	12	38	57
0700	Northbou	4	7	3	10	24		0700	Southbou	84	74	11	6	175
0800	Northbou	1	8	8	8	25		0800	Southbou	14	16	12	8	50
0900	Northbou	4	8	5	3	20		0900	Southbou	7	7	8	7	29
1000	Northbou	10	7	4	3	24		1000	Southbou	7	9	5	8	29
1100	Northbou	5	8	7	7	27		1100	Southbou	13	7	4	7	31
1200	Northbou	7	5	10	15	37		1200	Southbou	11	6	5	10	32
1300	Northbou	9	10	5	8	32		1300	Southbou	6	8	8	4	26
1400	Northbou	11	19	47	10	87		1400	Southbou	12	50	29	8	99
1500	Northbou	16	20	23	25	84		1500	Southbou	8	18	10	16	52
1600	Northbou	32	28	18	18	96		1600	Southbou	14	18	34	18	84
1700	Northbou	15	12	15	8	50		1700	Southbou	16	10	11	11	48
1800	Northbou	15	15	9	4	43		1800	Southbou	13	11	12	9	45
1900	Northbou	15	9	6	10	40		1900	Southbou	10	5	4	5	24
2000	Northbou	13	8	6	8	35		2000	Southbou	11	2	3	2	18
2100	Northbou	4	2	5	5	16		2100	Southbou	2	3	3	0	8
2200	Northbou	11	5	6	8	30		2200	Southbou	2	1	1	1	5
2300	Northbou	9	5	3	4	21		2300	Southbou	23	10	0	2	35
00-23	Northbo	173	176	181	155	685		00-23	Southbc	237	253	185	169	844

Vehicles = 1585

Posted speed limit = 0 mph, Exceeding = 1585 (100.0%), Mean Exceeding = 29.07 mph

Maximum = 51.9 mph, Minimum = 11.0 mph, Mean = 29.1 mph

85% Speed = 35.57 mph, 95% Speed = 38.78 mph, Median = 29.42 mph

10 mph Pace = 26 - 36, Number in Pace = 875 (55.21%)

Variance = 39.53, Standard Deviation = 6.29 mph

Hainsview Drive

West of Millie Lane

LCATS Volume

Globals

Report Id	CustomList-397
Descriptor	LCATS Volume
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-04-30T12:29:20
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -240 min
Create Version	5.0.8.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	Hainsview Dr
Site Attribute	W of Millie Ln
File Name	L:\LCATS\TrafficCounts\2024\Raw\Hainsview Dr W of Millie Ln 0 2024-04-26 1155.EC2
File Type	Plus
Algorithm	Factory default axle
Description	Hainsview Dr West of Millie Ln
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-04-24T12:29:06
Start Time	2024-04-25T00:00:00
Finish Time	2024-04-26T11:55:06
Operator	AG
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2024-04-25T00:00:00
Filter End	2024-04-26T00:00:00
Class Scheme	Scheme F3
	F Cls(1-13) Dir(NESW) Sp(6,99) Headway(J0) Span(0 - 328.084) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	35
Speed Limits	35 35 35 35 35 35 35 35 35 35
Separation	0.000
Separation Type	Headway
Direction	North East South West
Encoded Direction	15

Column

Time [--	24-hour time (0000 - 2359)
Dir	Direction code
Drop --00	284
Drop --15	261
Drop --30	271
Drop --45	232
Total	1048

Thursday, April 25, 2024

Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total	Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total
0000	Eastbour	0	0	0	0	0	0000	Westbou	1	0	1	0	2
0100	Eastbour	0	0	0	0	0	0100	Westbou	1	0	0	0	1
0200	Eastbour	0	0	0	0	0	0200	Westbou	0	0	0	1	1
0300	Eastbour	0	0	0	0	0	0300	Westbou	0	0	1	0	1
0400	Eastbour	1	0	0	0	1	0400	Westbou	1	1	2	6	10
0500	Eastbour	0	0	1	0	1	0500	Westbou	0	4	4	12	20
0600	Eastbour	0	0	1	2	3	0600	Westbou	8	8	4	19	39
0700	Eastbour	1	11	3	7	22	0700	Westbou	28	15	17	9	69
0800	Eastbour	10	5	2	0	17	0800	Westbou	7	7	14	13	41
0900	Eastbour	4	5	3	2	14	0900	Westbou	9	9	11	4	33
1000	Eastbour	2	6	5	7	20	1000	Westbou	5	3	4	4	16
1100	Eastbour	6	5	6	9	26	1100	Westbou	8	8	3	5	24
1200	Eastbour	5	6	3	2	16	1200	Westbou	8	6	6	6	26
1300	Eastbour	5	10	7	6	28	1300	Westbou	9	6	4	3	22
1400	Eastbour	9	15	15	8	47	1400	Westbou	7	2	24	7	40
1500	Eastbour	17	11	15	14	57	1500	Westbou	10	19	12	5	46
1600	Eastbour	12	8	10	7	37	1600	Westbou	16	6	15	8	45
1700	Eastbour	20	12	12	14	58	1700	Westbou	11	16	6	12	45
1800	Eastbour	10	11	10	11	42	1800	Westbou	6	10	8	4	28
1900	Eastbour	16	10	16	7	49	1900	Westbou	5	7	3	4	19
2000	Eastbour	8	4	8	5	25	2000	Westbou	4	4	1	1	10
2100	Eastbour	4	5	5	2	16	2100	Westbou	3	1	5	2	11
2200	Eastbour	5	3	1	0	9	2200	Westbou	1	2	2	3	8
2300	Eastbour	0	0	1	0	1	2300	Westbou	1	0	0	1	2
00-23	Eastbour	135	127	123	103	488	00-23	Westbou	148	134	147	128	557

Vehicles = 1048

Posted speed limit = 35 mph, Exceeding = 0 (0.000%), Mean Exceeding = 0.00 mph

Maximum = 17.7 mph, Minimum = 6.2 mph, Mean = 7.9 mph

85% Speed = 9.06 mph, 95% Speed = 10.29 mph, Median = 7.61 mph

10 mph Pace = 5 - 15, Number in Pace = 1047 (99.90%)

Variance = 1.66, Standard Deviation = 1.29 mph

Hickman Road

North of W High Street

LCATS Volume

Globals

Report Id CustomList-355
Descriptor LCATS Volume
Created by MetroCount Traffic Executive
Creation Time (UTC) 2024-03-15T19:38:21
Legal Copyright (c)1997 - 2019 MetroCount
Graphic
Language English
Country United States
Time UTC + -240 min
Create Version 5.0.8.0
Metric Non metric
Speed Unit mph
Length Unit ft
Mass Unit ton

Dataset

Site Name Hickman Rd
Site Attribute N of W High St
File Name L:\LCATS\TrafficCounts\2024\RawHickman Rd N of W High St 0 2024-03-15 1444.EC2
File Type Plus
Algorithm Factory default axle
Description Hickman Rd North of W High St
Lane 2
Direction 7
Direction Text 7 - North bound A]B, South bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2024-03-13T09:26:19
Start Time 2024-03-14T00:00:00
Finish Time 2024-03-15T14:44:19
Operator AG
Configuration 80 00 0f a8 a8 00 00 00 00 00

Profile

Name Default Profile
Title MetroCount Traffic Executive
Graphic Logo
Header
Footer
Percentile 1 85
Percentile 2 95
Pace 10
Filter Start 2024-03-14T00:00:00
Filter End 2024-03-15T00:00:00
Class Scheme Scheme F3
F Cls(1-13) Dir(NESW) Sp(6,99) Headway(0) Span(0 - 328.084) Lane(0-16)
Low Speed 6
High Speed 99
Posted Limit 35
Speed Limits 35 35 35 35 35 35 35 35 35

Separation 0.000
Separation Type Headway
Direction North East South West
Encoded Direction 15

Column

Time [--] 24-hour time (0000 - 2359)
Dir Direction code
Drop --00 410
Drop --15 468
Drop --30 459
Drop --45 422
Total 1759

Thursday, March 14, 2024

Time [--]	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total	Time [--]	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total
0000	Northbot	0	0	2	0	2	0000	Southbo	0	0	0	0	0
0100	Northbot	0	2	0	0	2	0100	Southbo	0	0	0	1	1
0200	Northbot	0	0	0	0	0	0200	Southbo	0	0	0	0	0
0300	Northbot	1	0	0	0	1	0300	Southbo	2	2	0	4	8
0400	Northbot	0	2	1	0	3	0400	Southbo	1	5	4	9	19
0500	Northbot	0	0	0	3	3	0500	Southbo	2	4	7	10	23
0600	Northbot	5	4	5	5	19	0600	Southbo	16	10	21	39	86
0700	Northbot	11	13	15	3	42	0700	Southbo	34	33	16	15	98
0800	Northbot	5	2	13	10	30	0800	Southbo	18	29	24	13	84
0900	Northbot	0	5	4	4	13	0900	Southbo	8	10	7	11	36
1000	Northbot	3	5	8	3	19	1000	Southbo	8	8	11	8	35
1100	Northbot	5	9	11	5	30	1100	Southbo	14	8	7	6	35
1200	Northbot	16	7	8	7	38	1200	Southbo	12	14	9	8	43
1300	Northbot	3	13	13	11	40	1300	Southbo	7	14	14	8	43
1400	Northbot	11	11	32	22	76	1400	Southbo	9	19	7	14	49
1500	Northbot	17	19	24	27	87	1500	Southbo	18	16	22	8	64
1600	Northbot	29	29	19	23	100	1600	Southbo	10	18	16	15	59
1700	Northbot	20	32	18	21	91	1700	Southbo	15	10	17	10	52
1800	Northbot	12	29	18	29	88	1800	Southbo	11	16	16	17	60
1900	Northbot	14	9	20	23	66	1900	Southbo	11	6	11	4	32
2000	Northbot	15	8	11	11	45	2000	Southbo	20	21	7	3	51
2100	Northbot	8	12	8	5	33	2100	Southbo	4	3	2	2	11
2200	Northbot	4	2	7	3	16	2200	Southbo	6	6	0	2	14
2300	Northbot	4	1	4	0	9	2300	Southbo	1	2	0	0	3
00-23	Northbo	179	213	237	215	844	00-23	Southbc	226	252	218	207	903

Vehicles = 1759
 Posted speed limit = 35 mph, Exceeding = 1326 (75.38%), Mean Exceeding = 41.25 mph
 Maximum = 66.7 mph, Minimum = 10.2 mph, Mean = 38.2 mph
 85% Speed = 44.52 mph, 95% Speed = 48.77 mph, Median = 38.92 mph
 10 mph Pace = 34 - 44, Number in Pace = 1109 (63.05%)
 Variance = 51.20, Standard Deviation = 7.16 mph

Licking Valley Road

West of Hainsview Drive

LCATS Speed

Globals

Report Id CustomList-124
Descriptor LCATS Speed
Created by MetroCount Traffic Executive
Creation Time (UTC) 2022-09-29T16:02:13
Legal Copyright (c)1997 - 2019 MetroCount
Graphic Language English
Country United States
Time UTC + -240 min
Create Version 5.0.7.0
Metric Non metric
Speed Unit mph
Length Unit ft
Mass Unit ton

Dataset

Site Name Licking Valley Rd
Site Attribute W of Hainsview Dr
File Name L:\LCATS\TrafficCounts\2022\Raw\Licking Valley Rd W of Hainview Dr 0 2022-09-14 1237.EC2
File Type Plus
Algorithm Factory default axle
Description Licking Valley Rd W of Hainsview Dr
Lane 2
Direction 8
Direction Text 8 - East bound A/B, West bound B/A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2022-09-08T07:53:19
Start Time 2022-09-09T00:00:00
Finish Time 2022-09-14T12:37:19
Operator AG
Configuration 80 00 0f a8 a8 00 00 00 00 00

Profile

Name Default Profile
Title Licking County Area Transportation Study
Graphic Logo
Header
Footer
Percentile 1 85
Percentile 2 95
Pace 10
Filter Start 2022-09-09T00:00:00
Filter End 2022-09-14T00:00:00
Class Scheme F
F Cis(1-13) Dir(NESW) Sp(6,99) Headway(10) Span(0 - 328.084) Lane(0-16)
Low Speed 6
High Speed 99
Posted Limit 35
Speed Limits 35 35 35 35 35 35 35 35 35 35
Separation 0,000
Separation Type Headway
Direction North East South West
Encoded Direction 15

Column

Time [-] 24-hour time (0000 - 2359)
Dir Direction code
Vbin 6 12 15
Vbin 12 19 221
Vbin 19 25 1231
Vbin 25 31 2161
Vbin 31 37 1831
Vbin 37 43 888
Vbin 43 50 124
Vbin 50 56 17
Vbin 56 62 0
Vbin 62 68 0
Vbin 68 75 3
Vbin 75 81 0
Vbin 81 87 0
Vbin 87 93 2
Vbin 93 99 0

Friday, September 9, 2022

Time [-]	Dir	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	Time [-]	Dir	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	Eastbou	0	0	0	3	9	3	1	0	0	0	0	0	0	0	0	35	39.4	0000	Westbou	0	0	1	3	2	0	1	0	0	0	0	0	0	31.4	-		
0100	Eastbou	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	35.6	-	0100	Westbou	0	0	1	1	1	0	1	0	0	0	0	0	0	32.2	-		

0200	Eastbou	0	0	0	1	0	2	1	0	0	0	0	0	0	0	37.2	-	0200	Westbou	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-				
0300	Eastbou	0	0	0	0	5	6	0	1	0	0	0	0	0	0	38.1	43.2	0300	Westbou	0	0	0	6	7	9	3	0	0	0	0	0	0	0	0	0	0	0	0	36.3	41.5				
0400	Eastbou	0	0	0	0	1	2	1	1	0	0	0	0	0	0	43.6	-	0400	Westbou	0	0	1	2	14	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	37.8	44.5			
0500	Eastbou	0	0	0	3	9	4	2	0	0	0	0	0	0	0	35.8	43.1	0500	Westbou	0	0	12	23	24	27	9	1	0	0	0	0	0	0	0	0	0	0	0	0	34.3	41.6			
0600	Eastbou	0	1	20	37	27	1	0	1	0	0	0	0	0	0	29	34.7	0600	Westbou	0	0	19	70	60	44	8	3	1	0	0	0	0	0	0	0	0	0	0	0	33	40.2			
0700	Eastbou	5	11	69	89	16	7	1	0	0	0	1	0	0	0	25.7	30.6	0700	Westbou	0	53	176	143	41	6	2	0	0	0	2	0	0	0	0	0	0	0	0	0	24.9	30.1			
0800	Eastbou	1	9	91	90	21	5	1	0	0	0	0	0	0	0	25.8	30.3	0800	Westbou	0	10	104	134	48	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	32		
0900	Eastbou	0	1	6	39	45	17	1	0	0	0	0	0	0	0	32.2	37.8	0900	Westbou	0	0	18	53	64	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	37.9		
1000	Eastbou	0	0	11	31	29	23	2	0	0	0	0	0	0	0	32.5	39.4	1000	Westbou	0	0	8	45	55	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	38.5		
1100	Eastbou	1	3	17	35	53	28	2	1	0	0	0	0	0	0	32.2	39.2	1100	Westbou	0	2	10	45	56	29	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	38.6	
1200	Eastbou	0	6	14	37	54	32	1	0	0	0	0	0	0	0	32.2	39.4	1200	Westbou	0	5	18	39	43	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	38.5	
1300	Eastbou	0	0	10	51	58	29	4	0	0	0	0	0	0	0	32.9	38.9	1300	Westbou	0	1	19	40	52	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	38.2	
1400	Eastbou	1	11	82	125	39	4	0	0	0	0	0	0	1	0	26.7	31.4	1400	Westbou	1	15	107	120	49	10	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	26.6	31.9		
1500	Eastbou	4	37	121	98	40	11	2	0	0	0	0	0	0	0	25.2	31.8	1500	Westbou	0	12	88	135	44	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	31.7	
1600	Eastbou	1	24	61	100	98	45	4	0	0	0	0	0	0	0	29.7	37.2	1600	Westbou	0	0	22	101	82	37	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	37.7
1700	Eastbou	1	8	26	66	114	59	5	0	0	0	0	0	0	0	32.5	38.9	1700	Westbou	0	1	16	83	73	47	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	39.4
1800	Eastbou	0	2	19	52	80	36	6	0	0	0	0	0	0	0	32.8	38.5	1800	Westbou	0	0	14	43	65	38	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	39.5
1900	Eastbou	0	7	7	46	68	28	3	0	0	0	0	0	0	0	32.4	38	1900	Westbou	0	0	11	27	45	32	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	40.9
2000	Eastbou	0	0	5	29	60	39	0	1	0	0	0	0	0	0	34.5	39.8	2000	Westbou	0	0	5	24	46	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	39.9
2100	Eastbou	0	0	0	14	41	24	5	2	0	0	0	0	0	0	36.2	41.5	2100	Westbou	0	0	2	7	16	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	41.1
2200	Eastbou	0	2	13	46	52	28	3	0	0	0	0	0	0	0	32	38.6	2200	Westbou	0	0	7	22	17	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	38.6
2300	Eastbou	0	0	5	22	24	13	3	0	0	0	0	0	0	0	33	38.8	2300	Westbou	0	0	11	27	17	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	38.2
00-23	Eastbou	14	122	572	994	923	437	45	7	0	0	1	0	0	1	0	30.2	37.5	00-23	Westbo	1	99	659	1167	908	451	79	10	1	0	2	0	0	0	0	1	0	30.2	37.7					

Vehicles = 6627

Posted speed limit = 35 mph, Exceeding = 1705 (25.73%), Mean Exceeding = 38.99 mph

Maximum = 91.6 mph, Minimum = 9.1 mph, Mean = 30.3 mph

85% Speed = 37.58 mph, 95% Speed = 41.23 mph, Median = 29.97 mph

10 mph Pace = 24 - 34, Number in Pace = 3400 (51.31%)

Variance = 47.29, Standard Deviation = 6.88 mph

Licking Valley Road

West of Hainsview Drive

LCATS Volume

Globals

Report Id	CustomList-123
Descriptor	LCATS Volume
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2022-09-29T16:01:40
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -240 min
Create Version	5.0.7.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	Licking Valley Rd
Site Attribute	W of Hainsview Dr
File Name	L:\LCATS\TrafficCounts\2022\Raw\Licking Valley Rd W of Hainview Dr 0 2022-09-14 1237.EC2
File Type	Plus
Algorithm	Factory default axle
Description	Licking Valley Rd W of Hainsview Dr
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2022-09-08T07:53:19
Start Time	2022-09-09T00:00:00
Finish Time	2022-09-14T12:37:19
Operator	AG
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	Default Profile
Title	Licking County Area Transportation Study
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2022-09-09T00:00:00
Filter End	2022-09-14T00:00:00
Class Scheme	Scheme F3
	F Cls(1-13) Dir(NESW) Sp(6,99) Headway(J0) Span(0 - 328.084) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	35
Speed Limits	35 35 35 35 35 35 35 35 35
Separation	0.000
Separation Type	Headway
Direction	North East South West
Encoded Direction	15

Column

Time [--	24-hour time (0000 - 2359)
Dir	Direction code
Drop --00	1747
Drop --15	1610
Drop --30	1704
Drop --45	1566
Total	6627

Friday, September 9, 2022

Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total	Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total
0000	Eastbour	6	5	3	2	16	0000	Westbou	5	0	2	0	7
0100	Eastbour	4	1	2	3	10	0100	Westbou	0	1	0	3	4
0200	Eastbour	1	2	1	0	4	0200	Westbou	1	2	3	2	8
0300	Eastbour	3	4	1	4	12	0300	Westbou	4	6	10	5	25
0400	Eastbour	0	2	1	2	5	0400	Westbou	6	7	9	15	37
0500	Eastbour	3	2	5	8	18	0500	Westbou	18	13	27	38	96
0600	Eastbour	6	19	27	35	87	0600	Westbou	31	38	58	78	205
0700	Eastbour	84	54	28	33	199	0700	Westbou	161	134	70	58	423
0800	Eastbour	54	63	69	32	218	0800	Westbou	53	60	134	59	306
0900	Eastbour	25	22	34	28	109	0900	Westbou	47	38	40	40	165
1000	Eastbour	40	17	17	22	96	1000	Westbou	40	34	38	30	142
1100	Eastbour	35	34	32	39	140	1100	Westbou	45	40	30	31	146
1200	Eastbour	34	43	27	40	144	1200	Westbou	45	33	28	25	131
1300	Eastbour	42	38	40	32	152	1300	Westbou	26	33	43	35	137
1400	Eastbour	53	67	71	72	263	1400	Westbou	70	62	115	57	304
1500	Eastbour	74	84	81	74	313	1500	Westbou	37	59	98	93	287
1600	Eastbour	89	83	77	84	333	1600	Westbou	62	57	63	65	247
1700	Eastbour	82	72	56	69	279	1700	Westbou	57	59	53	57	226
1800	Eastbour	53	52	52	38	195	1800	Westbou	55	42	36	35	168
1900	Eastbour	51	35	37	36	159	1900	Westbou	39	29	26	28	122
2000	Eastbour	41	32	23	38	134	2000	Westbou	28	36	17	13	94
2100	Eastbour	19	20	25	22	86	2100	Westbou	11	12	10	7	40
2200	Eastbour	36	26	49	33	144	2200	Westbou	7	11	11	29	58
2300	Eastbour	22	16	20	9	67	2300	Westbou	42	11	5	8	66
00-23	Eastbour	835	777	758	746	3116	00-23	Westbou	848	806	921	803	3378

Vehicles = 6627

Posted speed limit = 35 mph, Exceeding = 1705 (25.73%), Mean Exceeding = 38.99 mph

Maximum = 91.6 mph, Minimum = 9.1 mph, Mean = 30.3 mph

85% Speed = 37.58 mph, 95% Speed = 41.23 mph, Median = 29.97 mph

10 mph Pace = 24 - 34, Number in Pace = 3400 (51.31%)

Variance = 47.29, Standard Deviation = 6.88 mph

Licking Valley Road

West of Scenic Drive

LCATS Speed

Globals
Report Id CustomList-122
Descriptor LCATS Speed
Created by MetroCount Traffic Executive
Creation Time (UTC) 2022-09-29T15:39:48
Legal Copyright (c)1997 - 2019 MetroCount
Graphic
Language English
Country United States
Time UTC+ -240 min
Create Version 5.0.7.0
Metric Non metric
Speed Unit mph
Length Unit ft
Mass Unit ton

Dataset
Site Name Licking Valley Rd
Site Attribute W of Scenic Dr
File Name L:\LCATS\TrafficCounts\2022\Raw\Licking Valley Rd W of Scenic Dr. 0 2022-09-20 1032.EC2
File Type Plus
Algorithm Factory default axle
Description Licking Valley Rd W of Scenic Dr
Lane 2
Direction 8
Direction Text 8 - East bound A|B, West bound B|A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2022-09-14T09:04:01
Start Time 2022-09-15T00:00:00
Finish Time 2022-09-20T10:32:36
Operator AG
Configuration 80 00 0f a8 a8 00 00 00 00 00

Profile
Name Default Profile
Title Licking County Area Transportation Study
Graphic Logo
Header
Footer
Percentile 1 85
Percentile 2 95
Pace 10
Filter Start 2022-09-15T00:00:00
Filter End 2022-09-20T00:00:00
Class Scheme Scheme F3
 F C|s(1-13) Dir(NESW) Sp(6,99) Headway(0) Span(0 - 328.084) Lane(0-16)
Low Speed 6
High Speed 99
Posted Limit 35
Speed Limits 35 35 35 35 35 35 35 35 35 35
Separation 0.000
Separation Type Headway
Direction North East South West
Encoded Direction 15

Column

Time [-	24-hour time (0000 - 2359)
Dir	Direction code
Vbin 6 12	17
Vbin 12 19	163
Vbin 19 25	730
Vbin 25 31	925
Vbin 31 37	1384
Vbin 37 43	568
Vbin 43 50	48
Vbin 50 56	2
Vbin 56 62	0
Vbin 62 68	0
Vbin 68 75	0
Vbin 75 81	0
Vbin 81 87	0
Vbin 87 93	0
Vbin 93 99	0

Thursday, September 15, 2022

Time [-	Dir	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	Time [-	Dir	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85		
0000	Eastbou	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	34.4	-	0000	Westbou	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	Eastbou	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	34.5	-	0100	Westbou	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	Eastbou	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	30.5	-	0200	Westbou	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0300	Eastbou	0	0	1	2	1	0	0	0	0	0	0	0	0	29.6	-	0300	Westbou	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	Eastbou	0	0	2	5	3	0	0	0	0	0	0	0	0	28.4	-	0400	Westbou	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-
0500	Eastbou	0	2	1	7	8	2	0	0	0	0	0	0	0	30.6	36.9	0500	Westbou	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	
0600	Eastbou	0	12	29	26	32	11	2	0	0	0	0	0	0	28.2	35.3	0600	Westbou	0	1	6	8	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	37.1	
0700	Eastbou	12	47	79	61	23	-3	0	0	0	0	0	0	0	23	30.2	0700	Westbou	1	12	41	103	24	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	31.4		
0800	Eastbou	1	13	71	59	50	16	2	0	0	0	0	0	0	27.7	35	0800	Westbou	0	7	51	64	39	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	33.7	
0900	Eastbou	0	1	12	25	41	24	4	0	0	0	0	0	0	32.9	39.9	0900	Westbou	0	0	3	7	26	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	39.3	
1000	Eastbou	0	0	3	19	55	20	0	0	0	0	0	0	0	33.8	37.6	1000	Westbou	0	0	1	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-	
1100	Eastbou	0	0	17	26	64	16	2	0	0	0	0	0	0	32	37.2	1100	Westbou	0	0	3	1	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	40.6		
1200	Eastbou	0	2	12	39	53	18	1	0	0	0	0	0	0	31.7	37.4	1200	Westbou	0	0	3	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	40.9		
1300	Eastbou	0	3	13	27	72	26	1	0	0	0	0	0	0	32.7	38.6	1300	Westbou	0	1	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-		
1400	Eastbou	0	7	77	73	53	8	0	0	0	0	0	0	0	27.3	33.8	1400	Westbou	0	1	12	18	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	33.4		
1500	Eastbou	1	8	70	75	56	22	1	0	0	0	0	0	0	28.2	35.2	1500	Westbou	0	1	12	7	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	37.5	
1600	Eastbou	2	10	66	72	130	42	3	0	0	0	0	0	0	30.4	37.2	1600	Westbou	0	4	13	10	19	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	36.1	
1700	Eastbou	0	18	56	75	230	88	2	0	0	0	0	0	0	32.3	38	1700	Westbou	0	2	22	23	24	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	38	
1800	Eastbou	0	3	11	22	92	57	7	0	0	0	0	0	0	34.7	40	1800	Westbou	0	2	7	1	7	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	43.9		
1900	Eastbou	0	2	12	21	105	46	5	0	0	0	0	0	0	34.5	39.5	1900	Westbou	0	2	10	3	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	39.8		
2000	Eastbou	0	0	4	13	52	37	2	0	0	0	0	0	0	35.3	40	2000	Westbou	0	1	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-		
2100	Eastbou	0	1	1	21	37	30	1	0	0	0	0	0	0	34.6	40.2	2100	Westbou	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-		
2200	Eastbou	0	0	1	2	19	16	3	0	0	0	0	0	0	36.9	41.8	2200	Westbou	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
2300	Eastbou	0	1	1	4	10	6	1	0	0	0	0	0	0	33.9	39.3	2300	Westbou	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
00-23	Eastbou	16	129	538	677	1188	484	36	0	0	0	0	0	0	30.8	37.7	00-23	Westbou	1	34	192	248	196	84	12	2	0	0	0	0	0	0	0	0	0	0	0	0	29.1	36.6			

Vehicles = 3860

Posted speed limit = 35 mph, Exceeding = 1117 (28.94%), Mean Exceeding = 38.23 mph

Maximum = 50.4 mph, Minimum = 6.3 mph, Mean = 30.5 mph

85% Speed = 37.58 mph, 95% Speed = 40.49 mph, Median = 31.54 mph

10 mph Pace = 29 - 39, Number in Pace = 2042 (52.90%)

Variance = 47.76, Standard Deviation = 6.91 mph

Licking Valley Road

West of Scenic Drive

LCATS Volume

Globals

Report Id CustomList-121
Descriptor LCATS Volume
Created by MetroCount Traffic Executive
Creation Time (UTC) 2022-09-29T15:38:57
Legal Copyright (c)1997 - 2019 MetroCount
Graphic
Language English
Country United States
Time UTC + -240 min
Create Version 5.0.7.0
Metric Non metric
Speed Unit mph
Length Unit ft
Mass Unit ton

Dataset

Site Name Licking Valley Rd
Site Attribute W of Scenic Dr
File Name L:\LCATS\TrafficCounts\2022\Raw\Licking Valley Rd W of Scenic Dr. 0 2022-09-20 1032.EC2
File Type Plus
Algorithm Factory default axle
Description Licking Valley Rd W of Scenic Dr
Lane 2
Direction 8
Direction Text 8 - East bound A]B, West bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2022-09-14T09:04:01
Start Time 2022-09-15T00:00:00
Finish Time 2022-09-20T10:32:36
Operator AG
Configuration 80 00 0f a8 a8 00 00 00 00 00

Profile

Name Default Profile
Title Licking County Area Transportation Study
Graphic Logo
Header
Footer
Percentile 1 85
Percentile 2 95
Pace 10
Filter Start 2022-09-15T00:00:00
Filter End 2022-09-20T00:00:00
Class Scheme Scheme F3
F Cls(1-13) Dir(NESW) Sp(6,99) Headway(J0) Span(0 - 328.084) Lane(0-16)
Low Speed 6
High Speed 99
Posted Limit 35
Speed Limits 35 35 35 35 35 35 35 35 35
Separation 0.000
Separation Type Headway
Direction North East South West
Encoded Direction 15

Column

Time [--] 24-hour time (0000 - 2359)
Dir Direction code
Drop --00 958
Drop --15 1068
Drop --30 935
Drop --45 899
Total 3860

Thursday, September 15, 2022

Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total	Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total
0000	Eastbour	0	2	4	0	6	0000	Westbou	0	0	0	0	0
0100	Eastbour	1	3	1	3	8	0100	Westbou	0	0	0	0	0
0200	Eastbour	2	4	0	1	7	0200	Westbou	0	0	0	0	0
0300	Eastbour	1	0	2	1	4	0300	Westbou	0	0	0	0	0
0400	Eastbour	3	1	3	3	10	0400	Westbou	0	0	0	3	3
0500	Eastbour	3	1	10	6	20	0500	Westbou	0	0	0	1	1
0600	Eastbour	13	8	21	70	112	0600	Westbou	3	2	8	17	30
0700	Eastbour	99	74	19	33	225	0700	Westbou	58	78	28	25	189
0800	Eastbour	49	68	71	24	212	0800	Westbou	16	40	80	34	170
0900	Eastbour	26	31	30	20	107	0900	Westbou	23	18	3	7	51
1000	Eastbour	24	29	17	27	97	1000	Westbou	3	4	0	1	8
1100	Eastbour	24	28	30	43	125	1100	Westbou	3	5	1	4	13
1200	Eastbour	33	35	32	25	125	1200	Westbou	4	3	5	0	12
1300	Eastbour	27	33	43	39	142	1300	Westbou	2	0	4	2	8
1400	Eastbour	55	58	42	63	218	1400	Westbou	6	9	10	16	41
1500	Eastbour	69	56	59	49	233	1500	Westbou	7	6	8	8	29
1600	Eastbour	72	81	81	91	325	1600	Westbou	6	9	24	14	53
1700	Eastbour	113	124	123	109	469	1700	Westbou	30	27	13	14	84
1800	Eastbour	43	59	46	44	192	1800	Westbou	7	7	6	9	29
1900	Eastbour	58	67	33	33	191	1900	Westbou	1	9	15	12	37
2000	Eastbour	31	34	20	23	108	2000	Westbou	1	4	3	0	8
2100	Eastbour	24	27	22	18	91	2100	Westbou	1	2	0	0	3
2200	Eastbour	9	12	15	5	41	2200	Westbou	0	0	0	0	0
2300	Eastbour	8	10	3	2	23	2300	Westbou	0	0	0	0	0
00-23	Eastbour	779	835	724	730	3068	00-23	Westbou	171	223	208	167	769

Vehicles = 3860

Posted speed limit = 35 mph, Exceeding = 1117 (28.94%), Mean Exceeding = 38.23 mph

Maximum = 50.4 mph, Minimum = 6.3 mph, Mean = 30.5 mph

85% Speed = 37.58 mph, 95% Speed = 40.49 mph, Median = 31.54 mph

10 mph Pace = 29 - 39, Number in Pace = 2042 (52.90%)

Variance = 47.76, Standard Deviation = 6.91 mph

S Main Street
South of E High Street

LCATS Volume

Globals

Report Id	CustomList-356
Descriptor	LCATS Volume
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2024-03-15T19:39:38
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -240 min
Create Version	5.0.8.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	S Main St
Site Attribute	S of E High St
File Name	L:\LCATS\TrafficCounts\2024\Raw\S Main St S of E High St 0 2024-03-15 1446.EC2
File Type	Plus
Algorithm	Factory default axle
Description	S Main St South of E High St
Lane	2
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2024-03-13T09:20:06
Start Time	2024-03-14T00:00:00
Finish Time	2024-03-15T14:46:06
Operator	AG
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	

Percentile 1 85
Percentile 2 95
Pace 10
Filter Start 2024-03-14T00:00:00
Filter End 2024-03-15T00:00:00
Class Scheme Scheme F3
F Cls(1-13) Dir(NESW) Sp(6,99) Headway(J0) Span(0 - 328.084) Lane(0-16)
Low Speed 6
High Speed 99
Posted Limit 35
Speed Limits 35 35 35 35 35 35 35 35 35 35
Separation 0.000
Separation Type Headway
Direction North East South West
Encoded Direction 15

Column

Time [-- 24-hour time (0000 - 2359)
Dir Direction code
Drop --00 236
Drop --15 234
Drop --30 295
Drop --45 271
Total 1036

Thursday, March 14, 2024

Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total	Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total
0000	Northbol	0	0	1	0	1	0000	Southbol	0	0	0	0	0
0100	Northbol	0	0	0	0	0	0100	Southbol	0	0	0	0	0
0200	Northbol	0	0	0	2	2	0200	Southbol	1	2	0	0	3
0300	Northbol	0	0	0	0	0	0300	Southbol	0	1	0	1	2
0400	Northbol	0	1	0	0	1	0400	Southbol	0	1	0	3	4
0500	Northbol	1	1	4	4	10	0500	Southbol	1	1	1	1	4
0600	Northbol	3	2	8	11	24	0600	Southbol	5	1	6	13	25
0700	Northbol	19	19	9	11	58	0700	Southbol	10	10	14	8	42
0800	Northbol	10	10	8	3	31	0800	Southbol	3	6	9	10	28
0900	Northbol	0	2	4	4	10	0900	Southbol	6	8	6	6	26

1000	Northbo	1	5	6	6	18	1000	Southbo	8	6	4	7	25
1100	Northbo	4	1	8	3	16	1100	Southbo	10	7	4	4	25
1200	Northbo	5	5	8	3	21	1200	Southbo	5	6	6	5	22
1300	Northbo	4	4	7	9	24	1300	Southbo	1	6	4	5	16
1400	Northbo	11	10	15	7	43	1400	Southbo	5	10	25	10	50
1500	Northbo	16	12	22	19	69	1500	Southbo	5	9	30	12	56
1600	Northbo	13	10	15	11	49	1600	Southbo	5	11	5	12	33
1700	Northbo	14	8	10	14	46	1700	Southbo	11	7	13	10	41
1800	Northbo	7	14	9	10	40	1800	Southbo	5	8	8	11	32
1900	Northbo	5	6	8	8	27	1900	Southbo	6	2	5	13	26
2000	Northbo	5	4	6	6	21	2000	Southbo	20	7	1	3	31
2100	Northbo	3	3	2	1	9	2100	Southbo	3	4	2	0	9
2200	Northbo	2	2	0	2	6	2200	Southbo	3	0	1	2	6
2300	Northbo	0	2	1	0	3	2300	Southbo	0	0	0	1	1
00-23	Northbo	123	119	150	134	526	00-23	Southbc	113	113	144	136	506

Vehicles = 1036

Posted speed limit = 35 mph, Exceeding = 201 (19.40%), Mean Exceeding = 37.76 mph

Maximum = 55.2 mph, Minimum = 11.0 mph, Mean = 31.2 mph

85% Speed = 35.79 mph, 95% Speed = 38.36 mph, Median = 31.21 mph

10 mph Pace = 27 - 37, Number in Pace = 764 (73.75%)

Variance = 23.51, Standard Deviation = 4.85 mph

W High Street

West of S Main Street

LCATS Volume

Globals

Report Id CustomList-358
Descriptor LCATS Volume
Created by MetroCount Traffic Executive
Creation Time (UTC) 2024-03-15T19:40:41
Legal Copyright (c)1997 - 2019 MetroCount
Graphic
Language English
Country United States
Time UTC + -240 min
Create Version 5.0.8.0
Metric Non metric
Speed Unit mph
Length Unit ft
Mass Unit ton

Dataset

Site Name W High St
Site Attribute W of S Main St
File Name L:\LCATS\TrafficCounts\2024\Raw\W High St W of S main St 0 2024-03-15 1443.EC2
File Type Plus
Algorithm Factory default axle
Description W High St W of S Main St
Lane 2
Direction 8
Direction Text 8 - East bound A]B, West bound B]A.
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2024-03-13T09:08:00
Start Time 2024-03-14T00:00:00
Finish Time 2024-03-15T14:43:00
Operator AG
Configuration 80 00 0f a8 a8 00 00 00 00 00

Profile

Name Default Profile
Title MetroCount Traffic Executive
Graphic Logo
Header
Footer
Percentile 1 85
Percentile 2 95
Pace 10
Filter Start 2024-03-14T00:00:00
Filter End 2024-03-15T00:00:00
Class Scheme Scheme F3
 F Cls(1-13) Dir(NESW) Sp(6,99) Headway(10) Span(0 - 328.084) Lane(0-16)
Low Speed 6
High Speed 99
Posted Limit 35
Speed Limits 35 35 35 35 35 35 35 35 35
Separation 0.000
Separation Type Headway
Direction North East South West
Encoded Direction 15

Column

Time [--] 24-hour time (0000 - 2359)
Dir Direction code
Drop --00 994
Drop --15 1054
Drop --30 1109
Drop --45 995
Total 4152

Thursday, March 14, 2024

Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total	Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total
0000	Eastbou	7	4	3	0	14	0000	Westbou	1	0	0	1	2
0100	Eastbou	1	3	0	0	4	0100	Westbou	0	0	0	1	1
0200	Eastbou	5	5	0	0	10	0200	Westbou	0	2	0	2	4
0300	Eastbou	2	0	1	0	3	0300	Westbou	4	1	5	6	16
0400	Eastbou	1	2	2	2	7	0400	Westbou	5	12	10	8	35
0500	Eastbou	2	2	3	6	13	0500	Westbou	8	14	19	28	69
0600	Eastbou	10	6	9	16	41	0600	Westbou	33	33	56	71	193
0700	Eastbou	18	35	31	12	96	0700	Westbou	93	79	42	44	258
0800	Eastbou	14	13	36	30	93	0800	Westbou	52	58	64	19	193
0900	Eastbou	8	12	18	17	55	0900	Westbou	25	23	26	17	91
1000	Eastbou	19	15	17	17	68	1000	Westbou	24	15	23	26	88
1100	Eastbou	17	14	17	21	69	1100	Westbou	29	14	13	16	72
1200	Eastbou	26	21	20	22	89	1200	Westbou	15	25	21	23	84
1300	Eastbou	9	31	28	27	95	1300	Westbou	27	31	19	26	103
1400	Eastbou	23	34	86	45	188	1400	Westbou	23	42	30	37	132
1500	Eastbou	37	43	81	69	230	1500	Westbou	43	35	38	33	149
1600	Eastbou	65	69	64	56	254	1600	Westbou	32	41	36	27	136
1700	Eastbou	44	55	47	50	196	1700	Westbou	32	29	32	25	118
1800	Eastbou	26	53	28	35	142	1800	Westbou	40	45	36	28	149
1900	Eastbou	31	29	38	51	149	1900	Westbou	24	18	23	19	84
2000	Eastbou	50	24	33	28	135	2000	Westbou	26	22	19	10	77
2100	Eastbou	15	17	14	12	58	2100	Westbou	12	9	3	3	27
2200	Eastbou	6	2	10	6	24	2200	Westbou	3	11	3	1	18
2300	Eastbou	7	3	5	1	16	2300	Westbou	0	3	0	1	4
00-23	Eastbou	436	489	586	522	2033	00-23	Westbou	551	559	518	471	2099

Vehicles = 4152

Posted speed limit = 35 mph, Exceeding = 459 (11.05%), Mean Exceeding = 37.72 mph

Maximum = 53.5 mph, Minimum = 9.8 mph, Mean = 29.7 mph

85% Speed = 34.00 mph, 95% Speed = 37.13 mph, Median = 29.53 mph

10 mph Pace = 24 - 34, Number in Pace = 3210 (77.31%)

Variance = 19.54, Standard Deviation = 4.42 mph

W High Street
West of Hickman Road

LCATS Speed

Globals

Report Id CustomList-133
 Descriptor LCATS Speed
 Created by MetroCount Traffic Executive
 Creation Time (UTC) 2022-09-29T16:30:52
 Local Copyright (c)1997 - 2019 MetroCount
 Graphic
 Language English
 Country United States
 Time UTC + 240 min
 Create Version 5.0.7.0
 Metric Non metric
 Speed Unit mph
 Length Unit ft
 Mass Unit ton
 Dataset
 Site Name W High St
 Site Attribute W of Hickman Rd
 File Name L:\LCATS\Traffic\Counts\2022\Raw\W High St W of Hickman Rd 0 2022-09-14 1253.EC2
 File Type Plus
 Algorithm Factory default axle
 Description W High St W of Hickman Rd
 Lane 2
 Direction 8
 Direction Text 8 - East bound AIB, West bound BJA
 Layout Text Axle sensors - Paired (ClassSpeed/Count)
 Setup Time 2022-09-07T14:15:01
 Start Time 2022-09-09T00:00:00
 Finish Time 2022-09-14T12:52:01
 Operator AG
 Configuration 80 00 0f a8 a8 00 00 00 00 00

Profile

Name Default Profile
 Title Licking County Area Transportation Study
 Graphic Logo
 Header
 Footer
 Percentile 1 85
 Percentile 2 95
 Pace 10
 Filter Start 2022-09-09T00:00:00
 Filter End 2022-09-14T00:00:00
 Class Scheme F
 F Class(1-13) Dir(NESW) Sol6(99) Headwav(10) Soar(0 - 328.084) LaneID(16)
 Low Speed 6
 High Speed 99
 Posted Limit 35
 Speed Limits 35 35 35 35 35 35 35 35 35
 Separation 0.000
 Separation Type Halfway
 Direction North East South West
 Encoded Direction 15

Column

Time [-] 24-hour time (0000 - 2359)
 Dir Direction code
 Vbin 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96
 Vbin 12 19 25 31 37 43 50 56 62 68 75 81 87 93 99
 Vbin 19 25 31 37 43 50 56 62 68 75 81 87 93 99
 Vbin 25 31 37 43 50 56 62 68 75 81 87 93 99
 Vbin 31 37 43 50 56 62 68 75 81 87 93 99
 Vbin 37 43 50 56 62 68 75 81 87 93 99
 Vbin 43 50 56 62 68 75 81 87 93 99
 Vbin 50 56 62 68 75 81 87 93 99
 Vbin 56 62 68 75 81 87 93 99
 Vbin 62 68 75 81 87 93 99
 Vbin 68 75 81 87 93 99
 Vbin 75 81 87 93 99
 Vbin 81 87 93 99
 Vbin 87 93 99
 Vbin 93 99
 Vbin 99 99

Friday, September 9, 2022

Time [-]	Dir	Vbin 6	Vbin 12	Vbin 19	Vbin 25	Vbin 31	Vbin 37	Vbin 43	Vbin 50	Vbin 56	Vbin 62	Vbin 68	Vbin 75	Vbin 81	Vbin 87	Vbin 93	Vbin 99	Mean	Vpp 85	Time [-]	Dir	Vbin 6	Vbin 12	Vbin 19	Vbin 25	Vbin 31	Vbin 37	Vbin 43	Vbin 50	Vbin 56	Vbin 62	Vbin 68	Vbin 75	Vbin 81	Vbin 87	Vbin 93	Vbin 99	Mean	Vpp 85		
0000	Eastbou	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	41.2	0000	Westbo	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	30.8			
0100	Eastbou	0	1	0	1	0	2	3	1	0	0	0	0	0	0	0	0	0	40	0100	Westbo	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	32.9		
0200	Eastbou	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	43.2	0200	Westbo	0	1	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	38.7		
0300	Eastbou	0	0	0	0	0	3	1	4	0	1	0	0	0	0	0	0	0	49.4	0300	Westbo	0	0	0	0	0	3	2	0	5	2	0	1	0	0	0	0	55.9	66.8		
0400	Eastbou	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	51.4	0400	Westbo	0	0	0	0	0	0	0	0	0	3	3	7	10	4	2	81	80.8			
0500	Eastbou	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	49.6	0500	Westbo	0	0	0	0	0	0	0	1	5	15	16	29	5	5	2	74.4	81.2			
0600	Eastbou	0	0	0	1	6	9	8	10	9	1	4	0	4	1	0	0	0	52.5	0600	Westbo	0	0	0	0	0	0	0	0	5	40	58	36	32	9	2	74.8	85.5			
0700	Eastbou	0	1	1	6	14	32	29	21	9	4	2	1	0	0	0	0	0	45.5	0700	Westbo	0	0	0	0	0	0	1	7	28	48	93	57	27	14	3	72.1	81.1			
0800	Eastbou	0	0	1	4	12	34	22	9	4	2	0	2	0	0	0	0	0	43.6	0800	Westbo	0	0	3	3	5	7	6	17	33	49	53	11	5	1	68.8	76.4				
0900	Eastbou	0	1	0	9	16	26	14	6	3	5	1	1	0	0	0	0	0	42.6	0900	Westbo	2	0	1	4	26	24	14	11	14	11	6	4	2	0	0	48.2	65.4			
1000	Eastbou	1	0	2	7	28	20	14	1	1	0	0	0	0	0	0	0	0	37.4	1000	Westbo	0	0	11	14	46	23	10	2	0	0	0	0	0	0	0	0	34.7	40		
1100	Eastbou	1	4	4	12	30	27	16	3	1	0	0	0	0	0	0	0	0	36.2	1100	Westbo	2	3	10	26	40	10	2	1	0	0	0	0	0	0	0	0	0	31	36.9	
1200	Eastbou	1	4	3	17	33	36	13	2	0	0	0	0	0	0	0	0	0	36.2	1200	Westbo	5	2	27	31	18	2	0	0	0	0	0	0	0	0	0	0	0	31.8	39.2	
1300	Eastbou	1	3	2	6	26	37	11	6	0	0	0	0	0	0	0	0	0	37.9	1300	Westbo	2	0	0	16	53	24	1	3	1	0	0	0	0	0	0	0	0	34.8	39.8	
1400	Eastbou	3	11	8	27	95	48	14	1	1	0	0	0	0	0	0	0	0	34.2	1400	Westbo	1	2	8	47	70	15	3	0	2	0	0	1	0	0	0	0	0	32.5	36.5	
1500	Eastbou	2	6	6	29	102	54	11	9	1	0	0	0	0	0	0	0	0	35.2	1500	Westbo	1	1	8	58	52	15	3	1	0	0	0	2	2	0	0	0	0	33	37.6	
1600	Eastbou	0	2	13	51	108	75	17	5	1	2	0	0	0	0	0	0	0	35.3	1600	Westbo	3	0	4	53	109	29	4	1	1	0	0	0	0	0	0	0	0	33.1	37.3	
1700	Eastbou	2	3	5	27	84	65	29	3	0	0	0	0	0	0	0	0	0	36.2	1700	Westbo	3	1	7	48	82	23	5	1	0	0	1	0	0	0	0	0	0	0	32.8	37.8
1800	Eastbou	0	1	0	5	45	69	29	7	2	1	0	0	0	0	0	0	0	40.1	1800	Westbo	0	0	4	55	47	16	1	0	1	0	0	0	0	0	0	0	0	32.2	37.3	
1900	Eastbou	0	2	0	15	50	41	12	1	1	0	0	1	0	0	0	0	0	37.3	1900	Westbo	4	0	8	40	35	13	1	0	1	0	0	0	0	0	0	0	0	31	37.7	
2000	Eastbou	0	2	2	8	31	42	15	5	0	0	0	0	0	0	0	0	0	38.8	2000	Westbo	0	0	1	14	30	22	7	2	1	0	0	0	0	0	0	0	0	0	36.3	42.9
2100	Eastbou	0	1	0	2	20	30	11	4	0	1	0	0	0	0	0	0	0	39.9	2100	Westbo	0	0	0	14	14	6	3	0	0	0	0	0	0	0	0	0	0	0	33.9	39.3
2200	Eastbou	0	0	0	6	23	31	19	7	3	1	0	0	0	0	0	0	0	40.7	2200	Westbo	0	0	0	12	21	12	1	0	0	0	0	0	0	0	0	0	0	34.5	39.3	
2300	Eastbou	0	0	0	1	25	28	17	5	0	0	0	0	0	0	0	0	0	40.4	2300	Westbo	0	0	1	7	7	5	3	0	0	0	0	0	0	0	0	0	0	34.3	40.9	
00-23	Eastbou	11	42	47	233	725	686	295	113	36	19	7	5	4	1	1	38.3	45.7	00-23	Westbo	23	10	65	434	662	255	70	36	81	152	226	190	89	37	10	46.8	73.9				

Vehicles = 4664
 Posted speed limit = 35 mph, Exceeding = 2863 (61.39%), Mean Exceeding = 50.53 mph
 Maximum = 98.5 mph, Minimum = 6.5 mph, Mean = 42.5 mph
 85% Speed = 63.98 mph, 90% Speed = 77.37 mph, Median = 37.47 mph
 10 mph Pace = 30 - 40, Number in Pace = 2163 (46.38%)
 Variance = 261.57, Standard Deviation = 16.17 mph

W High Street
West of Hickman Road

LCATS Volume

Globals

Report Id	CustomList-132
Descriptor	LCATS Volume
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2022-09-29T16:30:19
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + -240 min
Create Version	5.0.7.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	W High St
Site Attribute	W of Hickman Rd
File Name	L:\LCATS\TrafficCounts\2022\Raw\W High St W of Hickman Rd 0 2022-09-14 1253.EC2
File Type	Plus
Algorithm	Factory default axle
Description	W High St W of Hickman Rd
Lane	2
Direction	8
Direction Text	8 - East bound A]B, West bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2022-09-07T14:15:01
Start Time	2022-09-09T00:00:00
Finish Time	2022-09-14T12:52:01
Operator	AG
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	Default Profile
Title	Licking County Area Transportation Study
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2022-09-09T00:00:00
Filter End	2022-09-14T00:00:00
Class Scheme	Scheme F3
	F Cls(1-13) Dir(NESW) Sp(6,99) Headway(J0) Span(0 - 328.084) Lane(0-16)
Low Speed	6
High Speed	99
Posted Limit	35
Speed Limits	35 35 35 35 35 35 35 35 35
Separation	0.000
Separation Type	Headway
Direction	North East South West
Encoded Direction	15

Column

Time [--	24-hour time (0000 - 2359)
Dir	Direction code
Drop --00	1147
Drop --15	1163
Drop --30	1162
Drop --45	1192
Total	4664

Friday, September 9, 2022

Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total		Time [--	Dir	Drop --00	Drop --15	Drop --30	Drop --45	Total
0000	Eastbour	4	3	1	2	10		0000	Westbou	2	0	0	0	2
0100	Eastbour	4	0	1	3	8		0100	Westbou	0	1	0	3	4
0200	Eastbour	0	1	0	0	1		0200	Westbou	1	3	0	2	6
0300	Eastbour	2	5	1	1	9		0300	Westbou	2	3	6	2	13
0400	Eastbour	1	1	1	2	5		0400	Westbou	4	6	7	12	29
0500	Eastbour	2	1	2	1	6		0500	Westbou	18	8	24	28	78
0600	Eastbour	13	12	11	17	53		0600	Westbou	21	34	40	87	182
0700	Eastbour	28	52	21	19	120		0700	Westbou	105	82	45	46	278
0800	Eastbour	17	15	27	31	90		0800	Westbou	45	59	58	31	193
0900	Eastbour	19	18	25	20	82		0900	Westbou	29	26	26	38	119
1000	Eastbour	27	16	16	15	74		1000	Westbou	26	31	20	29	106
1100	Eastbour	27	22	27	22	98		1100	Westbou	24	26	22	22	94
1200	Eastbour	26	33	22	28	109		1200	Westbou	26	23	22	16	87
1300	Eastbour	25	21	21	25	92		1300	Westbou	19	26	26	31	102
1400	Eastbour	22	41	101	45	209		1400	Westbou	33	44	37	35	149
1500	Eastbour	32	49	62	77	220		1500	Westbou	35	32	37	39	143
1600	Eastbour	69	55	81	69	274		1600	Westbou	44	49	45	60	198
1700	Eastbour	65	63	39	51	218		1700	Westbou	30	52	45	44	171
1800	Eastbour	49	34	42	34	159		1800	Westbou	37	31	23	33	124
1900	Eastbour	33	29	29	32	123		1900	Westbou	32	24	18	28	102
2000	Eastbour	29	23	26	28	106		2000	Westbou	22	26	15	14	77
2100	Eastbour	15	19	21	14	69		2100	Westbou	10	11	10	6	37
2200	Eastbour	22	17	23	28	90		2200	Westbou	8	11	14	13	46
2300	Eastbour	35	19	17	5	76		2300	Westbou	8	6	5	4	23
00-23	Eastbour	531	530	600	564	2225		00-23	Westbou	573	608	540	619	2340

Vehicles = 4664

Posted speed limit = 35 mph, Exceeding = 2863 (61.39%), Mean Exceeding = 50.53 mph

Maximum = 98.5 mph, Minimum = 6.5 mph, Mean = 42.5 mph

85% Speed = 63.98 mph, 95% Speed = 77.37 mph, Median = 37.47 mph

10 mph Pace = 30 - 40, Number in Pace = 2163 (46.38%)

Variance = 261.57, Standard Deviation = 16.17 mph