

6.

Appendices



Appendix

A

Community Profile



Village of Northport Comprehensive Plan

2026 Community Profile



APPENDIX A — COMMUNITY PROFILE

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1. DEMOGRAPHICS

In order to properly plan for the future of the Village of Northport, it is necessary to understand the demographic and socioeconomic trends within the Village. The Village of Northport is a historic maritime Village located on the north shore of Long Island in Suffolk County, New York. The Village, and particularly the downtown area, is an epicenter of activity within the Town of Huntington. Northport’s Main Street offers residents and visitors a glimpse into the Village’s rich history and scenic harbor. This section analyzes the socioeconomic trends of the Village in order to better inform future land use and policy decisions. GIS Figures are provided throughout this analysis and full sized versions of the Figures are provided as **Attachment A** to this Appendix.

The demographic review relies primarily on data available from the 2000, 2010, and 2020 U.S. Decennial Census. This data is also supplemented by recent American Community Survey (ACS) 5-Year Estimate data which is gathered and updated annually. Both data sets are gathered by the US Census Bureau.

ESRI Business Analyst, a demographic software application, has been utilized for additional demographic and economic data analysis. It is important to note that as a study area becomes smaller, the data margins of error typically increase. Because the Village has a land area of just 2.3 square miles, there is potential for a slightly larger margin

of error compared to a larger municipality. However, the data does provide a glimpse into existing conditions and general trends.

1.1. POPULATION

The Village of Northport is one of the four villages in the Town of Huntington and one of thirty-two Villages in Suffolk County. According to the 2020 Census, the Village is home to 7,347 residents, which represents a 2.97 percent decrease in the 30-year period between 1990 and 2020. While the population has slightly decreased in the Village in this time period, the population of the Town, County and State have all increased as seen in **Table 1**.

| TABLE 1 – STATE, COUNTY, TOWN AND VILLAGE POPULATION CHANGE: 1990-2020 | | | | | |
|---|------------|------------|------------|------------|------------------------------------|
| Jurisdiction | 1990 | 2000 | 2010 | 2020 | Percent Change 1990- 2020 |
| New York State | 17,990,455 | 18,976,457 | 19,378,102 | 20,201,249 | 12.29% |
| Suffolk County | 1,321,864 | 1,419,369 | 1,493,350 | 1,525,920 | 15.44% |
| Town of Huntington | 191,474 | 195,289 | 203,264 | 204,127 | 6.61% |
| Village of Northport | 7,572 | 7,606 | 7,401 | 7,347 | -2.97% |
| Source: 1990, 2010, and 2020 Decennial Census | | | | | |

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Table 2 displays persons per square mile in 2020 for Suffolk County, the Town of Huntington, and the Village of Northport. The Village has a land area of approximately 2.3 square miles with nearly 3,194 persons per square mile. Compared to Town and County, the Village of Northport has a significantly higher population density. The Town of Huntington has 2,169 persons per square mile, and Suffolk County has 1,673 persons per square mile. Much of the Village, Town, and County is relatively built-up as the density reflects.

| TABLE 2 – PERSONS PER SQUARE MILE | | | |
|-----------------------------------|----------------|------------|---------------------|
| Jurisdiction | Land Area (sm) | Population | Persons/square mile |
| Suffolk County | 912.1 | 1,525,920 | 1,673 |
| Town of Huntington | 94.1 | 204,127 | 2,169 |
| Village of Northport | 2.3 | 7,347 | 3,194 |
| Source: 2020 Decennial Censuses | | | |

1.2. ETHNICITY

In addition to the overall population of the Village remaining relatively stable between the years 2010 and 2020, the ethnic makeup of the Village has also remained the same. In the year 2010, the Village's population that identified as "white" was 96.1% of the total population. This number has decreased slightly to 91% of the

population identifying as "white" in 2020. There has been a slight increase in both the "Two or more races" and "Hispanic origin" categories between those same years. **Table 3** displays the race and ethnicity of the Village and Suffolk County in 2010 and 2020.

| TABLE 3 – POPULATION BY RACE/ETHNICITY | | | | | | |
|---|----------------------|------------------|-------|------------------|----------------|------------------|
| | Village of Northport | | | | Suffolk County | |
| | 2010 | | 2020 | | 2020 | |
| | Count | Percent of Total | Count | Percent of Total | Count | Percent of Total |
| Total Persons | 7,401 | - | 7,347 | - | 1,525,920 | - |
| White | 7,110 | 96.1% | 6,664 | 91% | 1,022,846 | 67% |
| Black or African American | 43 | 0.6% | 54 | 1% | 114,294 | 7% |
| American Indian and Alaska Native | 3 | 0.0% | 13 | <1% | 9188 | <1% |
| Asian | 124 | 1.7% | 150 | 2% | 65,779 | 4% |
| Pacific Islander | 3 | 0.0% | 0 | - | 427 | <1% |
| Some Other Race | 50 | 0.7% | 80 | <1% | 166,174 | 11% |
| Two or More Races | 68 | 0.9% | 386 | 5% | 147,212 | 10% |
| Hispanic Origin | 267 | 3.6% | 401 | 5% | 332,959 | 22% |
| Source: 2010 and 2020 Decennial Census | | | | | | |
| Note: Numbers may add up to more than 100% due to rounding. | | | | | | |

1.3. AGE

In 2020, the largest single age group was the 55–64-year-old category (nearly 19% of the total population), followed by the 45-54 year old category (nearly 15% of the population). Between the years 2010 and 2020 the age group that experienced the greatest growth was 20-24 years old with a 65.64 percent increase. The 65-74 age category experienced a similar 60.53 percent increase between 2010 and 2020. The age group that experienced the greatest loss in population was 5-9 years old with a decrease of 36.40%.

Overall, 57% of the population in the Village is 45 years old or greater. Between the years 2010 and 2020 the median age of the Village’s population has increased from 45.7 to 50.9 years old. Between 2010 and 2020, population growth was observed in late teenage/early twenties demographic and in all age brackets over 55 years old. Population decline was observed in youth populations (0-14 years old) and many of the working age group categories (25-54 years old). The Villages median age is significantly higher than both New York States median age of 39.9 and Suffolk County’s median age of 42.0 in 2020. **Table 4** presents the population by age group according to the 2010 and 2020 census.

TABLE 4 – POPULATION BY AGE SEGMENT

| TABLE 4 – POPULATION BY AGE SEGMENT | | | | | | | |
|---|----------------------|------------------|-------|------------------|-----------------------------|----------------|------------------|
| | Village of Northport | | | | | Suffolk County | |
| | 2010 | | 2020 | | Percent Change 2010-2020 | 2020 | |
| | Count | Percent of Total | Count | Percent of Total | | Count | Percent of Total |
| Total Persons | 7,401 | - | 7,347 | - | - | 1,525,920 | - |
| 0-4 | 353 | 4.77% | 236 | 3.21% | -32.65% | 72,499 | 4.75% |
| 5 - 9 | 510 | 6.89% | 322 | 4.38% | -36.40% | 81,726 | 5.36% |
| 10 - 14 | 518 | 7.00% | 415 | 5.65% | -19.30% | 94,680 | 6.20% |
| 15-19 | 483 | 6.53% | 488 | 6.64% | 1.78% | 103,983 | 6.81% |
| 20-24 | 253 | 3.42% | 416 | 5.66% | 65.64% | 99,831 | 6.54% |
| 25-34 | 543 | 7.34% | 361 | 4.91% | -33.03% | 182401 | 11.95% |
| 35-44 | 940 | 12.70% | 637 | 8.67% | -31.74% | 180652 | 11.84% |
| 45-54 | 1,467 | 19.82% | 1,068 | 14.54% | -26.66% | 210792 | 13.81% |
| 55-64 | 1,196 | 16.16% | 1,387 | 18.88% | 16.82% | 228614 | 14.98% |
| 65-74 | 652 | 8.81% | 1,039 | 14.14% | 60.53% | 153,205 | 10.04% |
| 75-84 | 350 | 4.73% | 508 | 6.91% | 46.21% | 82184 | 5.39% |
| 85+ | 136 | 1.84% | 178 | 2.42% | 31.84% | 35,353 | 2.32% |
| Median Age | 45.7 | | 50.9 | | - | 42 | |
| Source: 2010 and 2020 Decennial Census | | | | | | | |
| Note: Numbers may add up to more than 100% due to rounding. | | | | | | | |

1.4. HOUSEHOLD POPULATION

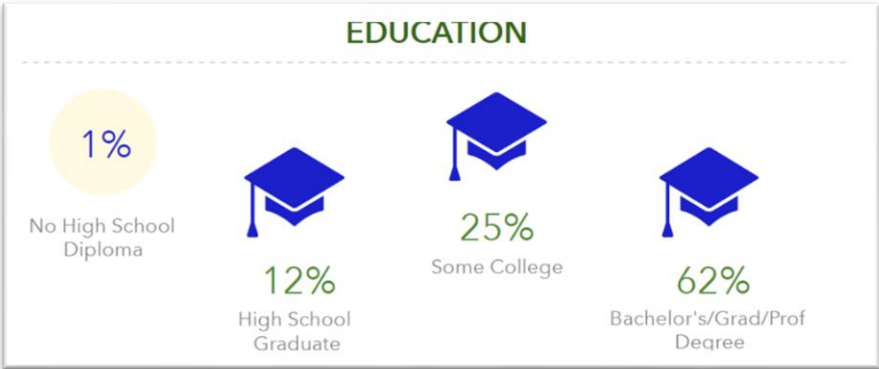
Northport’s 2023 average household size was 2.88, which is significantly less than the County’s average family size of 3.42. The majority of the Village’s households consist of family households (65.97 percent), with 77.83 percent of those family households consisting of married couples, and 24.6 percent of households having children under the age of 18. Of the non-family households (34.03 percent), the vast majority (83.62 percent) live alone. **Table 5** displays the household size of family and non-family households. Approximately 80 percent of all households contain three (3) people or less.

| TABLE 5 – VILLAGE OF NORTHPORT OCCUPANCY CHARACTERISTICS | | |
|--|----------------------|------------|
| Number of Occupied Households | 3,050 | |
| Household Size | Number of Households | Percentage |
| 1-person Household | 868 | 28.46% |
| 2-person Household | 1,199 | 39.31% |
| 3-person Household | 371 | 12.16% |
| 4- or more-person Household | 612 | 20.07% |
| Average Household Size | 2.38 | - |
| Household Type | Number of Households | Percentage |
| Family Household | 2,012 | 65.97% |
| - Married Couple Family | 1,566 | 77.83% |
| Nonfamily Households | 1,038 | 34.03% |
| - Householder Living Alone | 868 | 83.62% |
| Average Family Size | 2.88 | - |
| Source: 2023 ACS 5-Year Estimates | | |

1.5. EDUCATION

The Village of Northport is a well-educated community, with significantly higher educational attainment levels than Suffolk County. The graphic below shows the Village’s educational attainment levels. Approximately 87 percent of the Village’s population has obtained some college or higher education level. Approximately 12 percent of the population received a high school diploma only, with only 1 percent of the population never graduating high school. In comparison, 66 percent of Suffolk County residents obtained some college or higher education levels, with 25 percent receiving a high school diploma only, and 8 percent never graduating high school.

EDUCATIONAL ATTAINMENT LEVELS IN NORTHPORT VILLAGE



Source: ESRI Business Analyst, 2023

1.6. INCOME

In the last decade, the median and mean household and family incomes have all increased in Northport. The median income increased from \$107,962 in 2010 to \$115,463 in 2020. It is noted that incomes tend to rise as inflation and cost of living increases. The 2010 estimates also would reflect trends in income levels due to the “Great Recession.”

According to the 2023 American Community Survey, Five-Year Estimates, the median income for the Village of Northport was \$137,056, which is slightly higher than Suffolk County’s median income of \$122,488.

INCOME SUMMARY OF NORTHPORT VILLAGE



Source: ESRI Business Analyst, 2023

Since 2010 there has been an increase in residents making more than \$150,000. Approximately 30% of households made more than

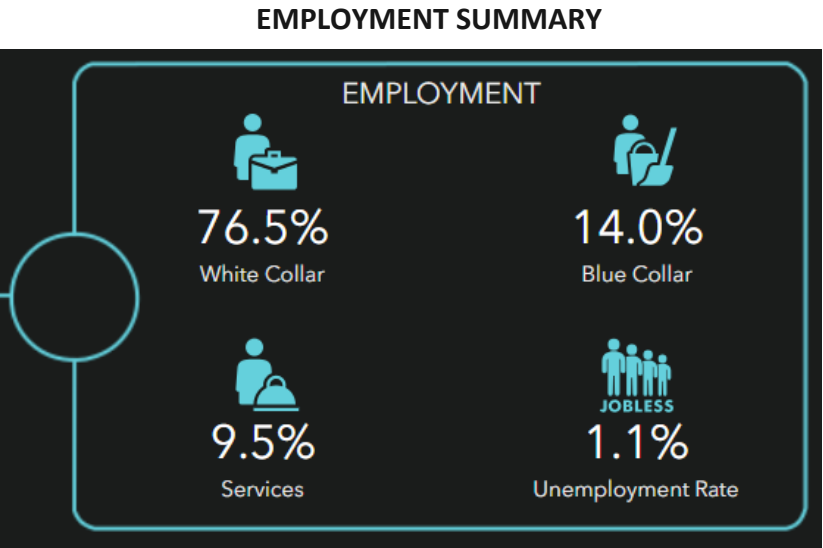
\$150,000 in 2010, whereas 40% of residents made this amount in 2020. There was a notable decrease in the number of residents making between \$100,000 to \$149,999. It should be noted that the COVID-19 pandemic may have impacted income levels post-2020.

TABLE 6 – VILLAGE OF NORTHPORT INCOME

| | 2010 | 2020 |
|--|------------------|------------------|
| | Percent of total | Percent of total |
| Total Households | 2,793 | 2,906 |
| <\$10,000 | 1.90% | 3.6% |
| \$10,000 - \$15,000 | 0.90% | 0.00% |
| \$15,000 - \$24,999 | 3.90% | 7.8% |
| \$25,000 - \$34,999 | 3.80% | 4.70% |
| \$35,000 - \$49,999 | 9.30% | 7.40% |
| \$50,000 - \$74,999 | 12.40% | 10.00% |
| \$75,000 - \$99,999 | 13.10% | 12.00% |
| \$100,000 - \$149,999 | 24.30% | 14.70% |
| \$150,000 - \$199,999 | 11.10% | 16.40% |
| \$200,000+ | 19.20% | 23.40% |
| Median household income | \$107,962 | \$115,463 |
| Mean household income | \$136,769 | \$155,964 |
| Median family income | \$132,045 | \$138,348 |
| Mean family income | \$165,829 | \$190,902 |
| Source: 2010 and 2020 ACS 5-Year Estimates Note: Numbers may add up to more than 100% due to rounding | | |

1.7. EMPLOYMENT

As shown in the **Employment Summary** graphic below, the large majority of the Village’s residents (75.5%) have white collar jobs. Fourteen percent of employed Village residents work blue collar jobs and 9.5% are employed in the service industry. In addition, the unemployment rate in the Village is lower than in the surrounding area. Suffolk County’s unemployment rate for 2023 was 3.4%, while the Town of Huntington has a 3.1% unemployment rate. In contrast, the Village had a significantly lower 1.1% unemployment rate in 2023.



Source: ESRI Business Analyst, 2023.

Table 7 examines employment by industry in the Village of Northport. Approximately 4,235 residents 16 years and over in Northport were employed in 2023. Since 2010, most industries have remained relatively constant with respect to the percentage of residents employed within each industry. In 2023, the industries with the largest employment were the “Educational services, and health care and social assistance” industry with 33% of employees and the “Finance and insurance, and real estate and rental and leasing” industry with 12%. The largest fluctuation in employment were observed within the “Professional, scientific, and management, and administrative and waste management services” industry with a decline of 7% between the years 2010 and 2020. In addition, the “Educational services, and health care and social assistance” industry saw a 6 percent increase between those same years.

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| TABLE 7 – NORTHPORT BY EMPLOYMENT INDUSTRY | | | | | | |
|--|-------|------------------|-------|------------------|-------|------------------|
| Industry Grouping | 2010 | | 2020 | | 2023 | |
| | Count | Percent of Total | Count | Percent of Total | Count | Percent of Total |
| Civilian employed population 16 years and over | 3,777 | - | 3,930 | - | 4,235 | - |
| Agriculture, forestry, fishing and hunting, and mining: | 60 | 2% | 0 | 0% | 0 | 0% |
| Construction | 182 | 5% | 247 | 6% | 118 | 3% |
| Manufacturing | 183 | 5% | 120 | 3% | 155 | 4% |
| Wholesale trade | 200 | 5% | 111 | 3% | 93 | 2% |
| Retail trade | 328 | 9% | 457 | 12% | 290 | 7% |
| Transportation and warehousing, and utilities | 176 | 5% | 76 | 2% | 100 | 2% |
| Information | 246 | 7% | 150 | 4% | 228 | 5% |
| Finance and insurance, and real estate and rental and leasing | 364 | 10% | 344 | 9% | 513 | 12% |
| Professional, scientific, and management, and administrative and waste management services | 552 | 15% | 309 | 8% | 371 | 9% |
| Educational services, and health care and social assistance | 953 | 25% | 1227 | 31% | 1382 | 33% |
| Arts, entertainment, and recreation, and accommodation and food services | 206 | 5% | 315 | 8% | 345 | 8% |
| Other services, except public administration | 211 | 6% | 380 | 10% | 364 | 9% |
| Public administration | 116 | 3% | 194 | 5% | 276 | 7% |
| Source: 2010, 2020, 2023 ACS 5-Year Estimates | | | | | | |
| Note: Numbers may add up to more than 100% due to rounding. | | | | | | |

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Table 8 displays employment by occupational category in the Village of Northport. As of 2023 approximately 55 percent of Village residents are employed in the “Management, business, science, and arts” occupations. Between 2010 and 2020, this industry has seen a slight decline along with the “natural resources, construction, and maintenance occupation” and the “production, transportation, and material moving occupations.” Occupations that have seen an increase between those same years include “service occupations,” and “sales and office occupations.”

| TABLE 8 – NORTHPORT EMPLOYMENT BY OCCUPATIONAL CATEGORY | | | | | | |
|--|-------|------------------|-------|------------------|-------|------------------|
| Industry Grouping | 2010 | | 2020 | | 2023 | |
| | Count | Percent of Total | Count | Percent of Total | Count | Percent of Total |
| Civilian employed population 16 years and over | 3,777 | - | 3,930 | - | 4,235 | - |
| Management, business, science, and arts occupations | 2,167 | 57% | 1,945 | 49% | 2,386 | 55% |
| Service occupations | 279 | 7% | 384 | 10% | 497 | 12% |
| Sales and office occupations | 765 | 20% | 1164 | 30% | 824 | 19% |
| Natural resources, construction, and maintenance occupations | 300 | 8% | 289 | 7% | 453 | 11% |
| Production, transportation, and material moving occupations | 266 | 7% | 148 | 4% | 75 | 2% |
| Source: 2010, 2020, 2023 ACS 5-Year Estimates | | | | | | |
| Note: Numbers may add up to more than 100% due to rounding. | | | | | | |

1.8. TAPESTRY SEGMENTS

ESRI (Environmental Systems Research Institute) Business Analyst provides the Tapestry Segment demographic service, which classifies populations within communities into 67 unique segments based on population and socioeconomic characteristics. Tapestry Segments

provide information on lifestyle choices, educational attainment, neighborhood characteristics, and consumer and leisure preferences. The residents of Northport Village were classified into three tapestry segments: Urban Chic (58.8% of households), Exurbanites (33.3% of households), Top Tier (7.9% of households). **Table 9** describes these Tapestry Segments in greater detail.

| TABLE 9 – TAPESTRY SEGMENTS | | | |
|---|--|---|---|
| Tapestry Segment | Description | Neighborhood | Socioeconomic |
| Urban Chic (58.8% of Village Households) | Busy, well-connected, and well-educated residents who are financially stable, with a median age of 43 years. The majority of families own single family homes and have higher incomes, home values, and higher net worths than the US median. Residents spend their spare time enjoying recreational activities and traveling. | <ul style="list-style-type: none"> • Suburban periphery of large metropolitan areas. • Majority of households are owner occupied and homes range from prewar to recent construction • Most households have two vehicles available and commuting times are slightly longer. | <ul style="list-style-type: none"> • Majority of residents hold a bachelor's degree or higher. • High labor force participation rate. • Primarily white collar occupations – in managerial, technical and legal positions. |
| Exurbanites (33.3% of Village Households) | Residents that are approaching retirement (average age of 51) but are active in their communities and are seasoned travelers. Many are empty nesters or married couples with no children. These residents take advantage of their proximity to large metropolitan centers but prefer residing in less crowded neighborhoods. | <ul style="list-style-type: none"> • Established neighborhoods (most built between 1970 and 1990) in the suburban periphery of large metropolitan markets. • Majority of households are owner occupied. • Primarily single-family homes with a high median value. | <ul style="list-style-type: none"> • Majority of residents hold a bachelor's degree or higher. • Residents prefer self-employment or working from home. • Consumers are interested in quality in addition to cost. |
| Top Tier (7.9% of Households) | Residents in the wealthiest Tapestry market and earn more than three times the US household income. They are socially responsible consumers who aim for a balanced lifestyle. These residents are often married couples with no children or older children. Recreational activities include traveling, visiting upscale salons, spas, and fitness centers, live entertainment, and shopping. | <ul style="list-style-type: none"> • Neighborhoods are older and located in the suburban periphery of the largest metropolitan areas. • Housing units are primarily owner occupied with the highest home values. | <ul style="list-style-type: none"> • Majority of residents hold a bachelor's degree or higher. • Annually, they earn more than three times the US median household income, primarily from wages and salary but also self-employment income and investments. |
| Source: ESRI Business Analyst Online, 2023 | | | |

2. LAND USE AND ZONING

In New York State, municipalities regulate land use through zoning regulations, enabled by New York State Village Law §7-700. The intent of zoning is to protect the “health, safety and welfare” of the community by encouraging or discouraging how land is used in the various areas of a community. Land use impacts the health and safety of residential areas, business locations within the Village, and the protection of natural resources. The Village of Northport regulates land use and development primarily through Chapter 306, Zoning, of the Village of Northport Code. The Zoning Code establishes the permitted uses and the dimensional requirements.

In New York, one method of classifying land uses is through a property type classification code which is a statewide uniform classification system for assessment administration established by the New York State Office of Real Property. The tax assessment roll identifies a parcel’s land use using the property classification codes. The general property classification categories include agriculture, residential, vacant, commercial, recreation and entertainment, community services, industrial, public services and wild, forested and conservation lands/public parks. This analysis groups land uses into categories that are specific to the Village of Northport.

Uses that are allowed throughout the Village are regulated by Zoning District, which are shown spatially on the Village of Northport Official

Zoning Map and further regulated by Chapter 306. The map shows where zoning districts are located in the Village, and therefore where certain land uses are permitted or prohibited. The Official Zoning Map depicts eleven zoning districts: **Residence A District, Residence B District, Residence C District, Residence D District, Central Business A District, Central Business B District, Central Business C District, Highway Business District, Neighborhood Business District, Marine Business District, Municipal Park District.**

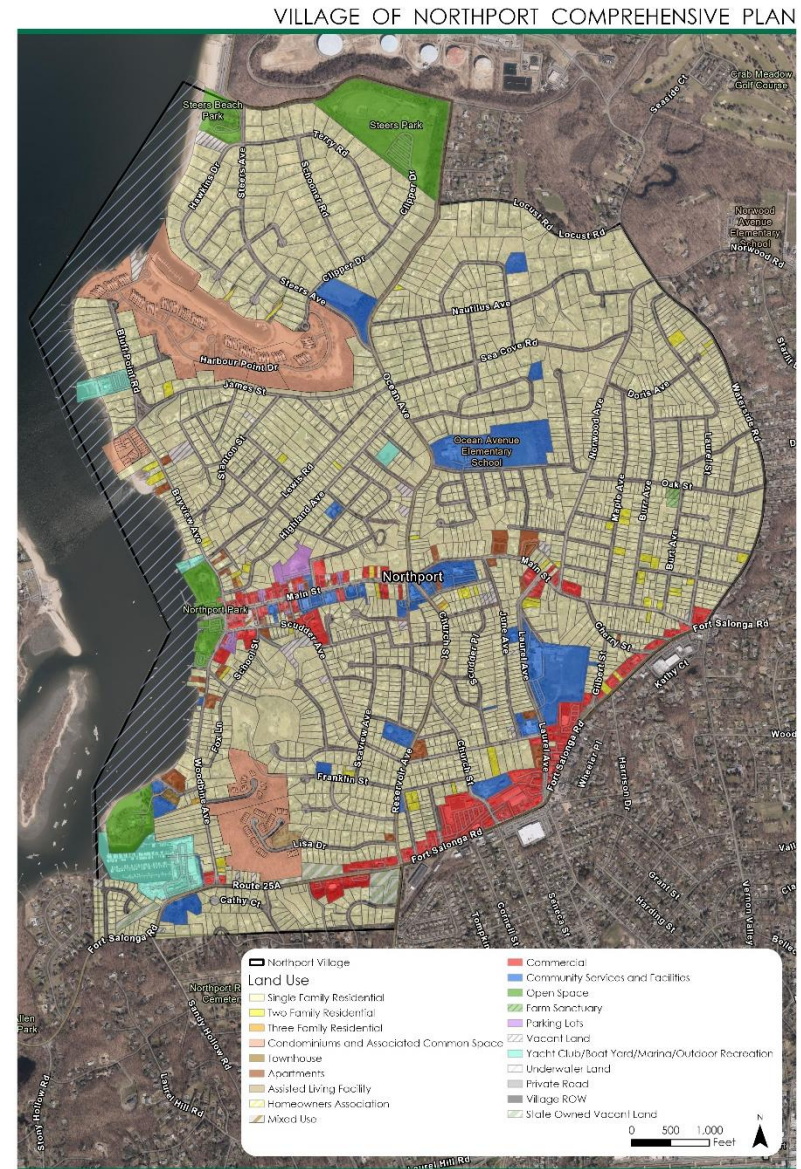
These zoning districts regulate land uses listed in the zoning code, which are summarized in **Section 2.2** of this Community Profile. Uses in the Village are either allowed by right, or by special use permit in the Village. The Planning Board is authorized by Village Law of the State of New York to review and approve or disapprove site development plans. Site plan approval from the Planning Board is required for all new non-residential property construction or reconstruction and construction of a residential property with more than three families. The Board of Zoning Appeals (ZBA) reviews all applications requiring variances or a special use permit.

The Comprehensive Plan looks at the distribution of land uses within the Village, and how those land uses correspond with the adopted zoning regulations. This analysis can show whether land uses and the zoning district within which they are located are consistent, as well as what may need to be changed, in order to best facilitate the Comprehensive Plan Vision.

2.1. EXISTING LAND USE

For the purposes of this section, parcel mapping data with property level data was provided by the Town of Huntington. Land uses are first determined based on NYS property type classification codes, assigned by the Tax assessor. These classifications were further refined through a combination of mapping, review and field work.

The Village of Northport is approximately 1,604 acres, of which 1,271 acres are within parcels, and the remaining 333 acres are within roads and rights-of-way. The Village is predominantly residential in character with commercial uses generally concentrated in the downtown, along major roadways, and in certain areas along the waterfront. **Table 10** provides a more detailed analysis of each of the land uses present within the Village, including acres, percentage of acres, number of parcels, and the percentage of parcels. See **Attachment A** for a full sized land use map along with full-sized versions of all maps contained in this section.



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TABLE 10 – VILLAGE OF NORTHPORT EXISTING LAND USE

| Land Use | Acres | Percent of Acres in Village | Number of Tax Parcels | Percent of Parcels in Village |
|---|----------------|-----------------------------|-----------------------|-------------------------------|
| Single Family Residential | 915.4 | 65.1% | 2,381 | 81.3% |
| Two Family Residential | 13.6 | 1.0% | 53 | 1.8% |
| Three Family Residential | 0.6 | 0.0% | 3 | 0.1% |
| Condominiums and Associated Common Space | 102.7 | 7.3% | 161 | 5.5% |
| Townhouse | 0.6 | 0.0% | 5 | 0.2% |
| Apartments | 11.9 | 0.8% | 28 | 1.0% |
| Assisted Living Facility | 1.6 | 0.1% | 1 | 0.0% |
| Homeowners Association | 1.0 | 0.1% | 3 | 0.1% |
| Mixed Use | 1.0 | 0.1% | 5 | 0.2% |
| Commercial | 50.5 | 3.6% | 149 | 5.1% |
| Community Services and Facilities | 64.7 | 4.6% | 49 | 1.7% |
| Open Space | 56.1 | 4.0% | 10 | 0.3% |
| Farm Sanctuary | 1.0 | 0.1% | 4 | 0.1% |
| Parking Lots | 5.1 | 0.4% | 12 | 0.4% |
| Yacht Club, Boat Yard, Marina, Outdoor Recreation | 23.7 | 1.7% | 7 | 0.2% |
| Underwater Land | 135.1 | 9.6% | 2 | 0.1% |
| Private Road | 1.3 | 0.1% | 5 | 0.2% |
| Village ROW | 0.6 | 0.0% | 9 | 0.3% |
| Vacant Land | 10.8 | 0.8% | 36 | 1.2% |
| State Owned Vacant Land | 7.9 | 0.6% | 5 | 0.2% |
| Total | 1,405.5 | 100.0% | 2,928 | 100.0% |

Source: Town of Huntington GIS Parcel Data with verification and mapping by NPV.

Residential Areas

The Village of Northport is overwhelmingly residential in land use and character. Residential land uses represent approximately 74% of the land area and nearly 90% of the tax parcels. Single family dwellings represent the largest land use category in the Village with 65% of land area (915 acres) and 81% of the Village tax parcels (2,381 parcels) while two-family, three-family, condominiums, townhouses, and apartment land use categories represent 9% of the Village land area and about 9% of all Village tax parcels.

In addition to single family residences, the Village contains a number of two and three family residences. Two family dwellings account for roughly 1.8% of residential tax parcels (53 parcels) and 1.0% of land area within the Village (14 acres). There are only 3 examples of three-family dwellings within the Village which account for 0.6 acres of land. Often, two and three family dwellings are converted from large single-family dwellings into homes with two or three dwelling units. Most two and three family dwelling units have a similar appearance and character to single family dwellings.

The Village has a number of condominium, townhouse, and apartment developments. The three condominium communities include Green Tree Estates, Harbor Point, as well as Harbor Villas. These three communities as well as the associated common space comprise 7% of land area (103 acres) and 6% of parcels in the Village (161 parcels). The condominium land use accounts for a large number of acres as it includes common open space controlled by condominium homeowners' associations. Townhouses account for 5 tax parcels and 0.6 acres with a small townhouse development located on Beach

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Avenue. Apartments represent 0.8% of land area (12 acres) and 1.0% of parcels (28 parcels). These apartments are scattered throughout the Village. Prominent apartment complexes include Fairfield Northport Village and Northport Homes on Main Street which have a collective account for 70 units. Other apartment buildings are located on Woodbine Avenue, Laurel Avenue, Soper Avenue, Scudder Avenue, Reservoir Avenue, Beach Avenue, 5th Avenue, Prospect Avenue, Main Street, Bayview Avenue, Highland Avenue, Ward Avenue, and Thomas Lane. Many of these apartment buildings appear as single family homes and have likely been converted from single family homes in the past. Collectively these 28 apartment parcels account for approximately 230 apartment units.

The Village also hosts a small number of mixed-use residential parcels, which contain one or more commercial use on the bottom floor with apartment units above. There are 5 mixed use parcels that account for 1 acre of land within the Village’s downtown.

Commercial Land Uses

Commercial land uses in Northport encompass a wide range of businesses including cafés, bakeries, boutiques, hair salons, restaurants, offices, retail stores, auto repair shops, brewery, laundromat, tailor shop, pet shop, gallery, banks, drug store, dentists, hotel, flower shop, physical therapy studio, massage therapy studio, CVS, and more. Commercial uses represent 4 percent of land area (51 acres) and 5 percent of parcels (149 parcels).

In general, the commercial land uses in the Village of Northport are located on Main Street in the downtown core of the Village or along Route 25A near the southern border of the Village. The commercial uses on Main Street are generally characterized by small “mom and pop” shops, mixed-use buildings, and a walkable design while Route 25A features more retail strip malls, chains and service providers, and car-oriented uses.

Community Uses

Community services and facility uses encompass governmental and non-profit land uses including libraries, educational facilities (public and private), religious institutions, government offices and facilities, utilities, and public services. These land uses represent 5% of the land area (65 acres), and 2% of parcels (49 parcels).

Educational Facilities

In the Village of Northport, 32 acres are owned by the Northport – East Northport Union Free School District which includes Ocean Avenue Middle School and the William J. Brosnan building which is currently not in use as a school. The Brosnan building also serves as the central administrative offices for the District.

The Village is also home to private educational facilities which include the Weekday Nursery School located on Church Street and Island Kids Early Childhood Center located within the William J. Brosnan building on Laurel Avenue.

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Government Facilities

Government facilities include Village government buildings or facilities, and emergency services. Northport Village Hall is located at 224 Main Street in the center of the Village, and includes the Building Department, Code Compliance, Justice Court, Planning, Zoning, Architectural Review, Ethics Boards, Clerk's Office, Mayor's Offices, Elected Officials, Village Administrator, Highway Department, and Public Safety. The Village has additional administrative offices located at 20 Beach Avenue. Directly west of Village Hall is the Northport Fire Department and directly east is the Northport Post Office. In addition, there are 11 Village of Northport Municipal parking lots located within the downtown area which together encompass 5 acres of land and 12 parcels. The Highway Department utilized the parking area on the west side of Woodside Avenue, north of Main Street for truck storage.

Religious and Social Organizations

There are numerous churches located within the Village of Northport including: Trinity Episcopal Church – 130 Main Street, St Paul's United Methodist Church – 270 Main Street, First Presbyterian Church – 330 Main Street, St Philip Neri Church – 344 Main Street and St Philip Neri Parish Center – 15 Prospect Avenue, and First Church-Christ Scientist – 55 Laurel Avenue. Social organizations in the Village include but are not limited to the American Legion located at 7 Woodside Avenue as well as the Northport Historical Society located at 215 Main Street.

Library

The Village of Northport has one Library, the Northport Public Library, which is located on the corner of Scudder Avenue and Laurel Avenue.

Public Utilities

The Village's wastewater treatment plant is located at the terminus of Ketchum Place and is adjacent to Scudder Park. There are also four Suffolk County water authority well sites and facilities within the Village.

Parks, Recreation, Open Space

In the Village of Northport, open space accounts for 4% of land area (56 acres) or 0.3% of parcels (10 parcels). Open Space in the Village includes six Village of Northport Parks: Steers Park, Steers Beach Park, Northport Park, Cow Harbor Park, Scudder Park and Soper Avenue Park. These parks provide residents and visitors with opportunities for outdoor recreation, social gatherings, relaxation, and scenic enjoyment. In addition, these open spaces provide important environmental benefits for the Village. The following amenities are located within each park:

- ❖ **Steers Beach Park:** Steers Beach Park features a sandy beach, bathrooms, and parking.
- ❖ **Steers Park:** improved with multiple soccer fields, baseball fields, playground, bathrooms, a path that runs around the perimeter of the park, concession stand, a gazebo, and parking lot.

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- ❖ **Northport Park:** The park is improved with a bandstand, a playground, and a grass area. Public parking for the park is available on the street and in an adjacent parking lot.
- ❖ **Scudder Park:** improved with a sandy beach, playground, basketball court, dock, and gazebo.

Vacant Land

Vacant land encompasses only 1.4% of land area (19 acres) and 1.4% of parcels (41 parcels). Of the 19 acres of vacant land, 8 acres are owned by New York State. The majority of the remaining vacant sites are smaller parcels located in residential neighborhoods.

Other Land Uses

Other land uses that are unique to the Village of Northport include the Lewis Oliver Farm Sanctuary which encompasses 1 acre and 4 parcels. The Village also has a significant number of yacht clubs, boat yards, marinas, and outdoor recreation. These uses encompass 2% of land area (24 acres) and 0.2% of parcels (7 parcels). This land use category includes Britannia Yachting Center, Seymour's Boatyard, Northport Yacht Club, and Northport Tennis Club. Another land use particular to the Village is underwater lands. The Village owns 135 acres of land in Northport Harbor which extends approximately 650 feet into Northport Harbor from the shore. The Village is also home to an assisted living community, Dawn Hill Adult Home, which is located at 65 Lisa Drive, offers a variety of care and medical services for its residents. This assisted living facility is located on a 1.6 acre parcel of land.

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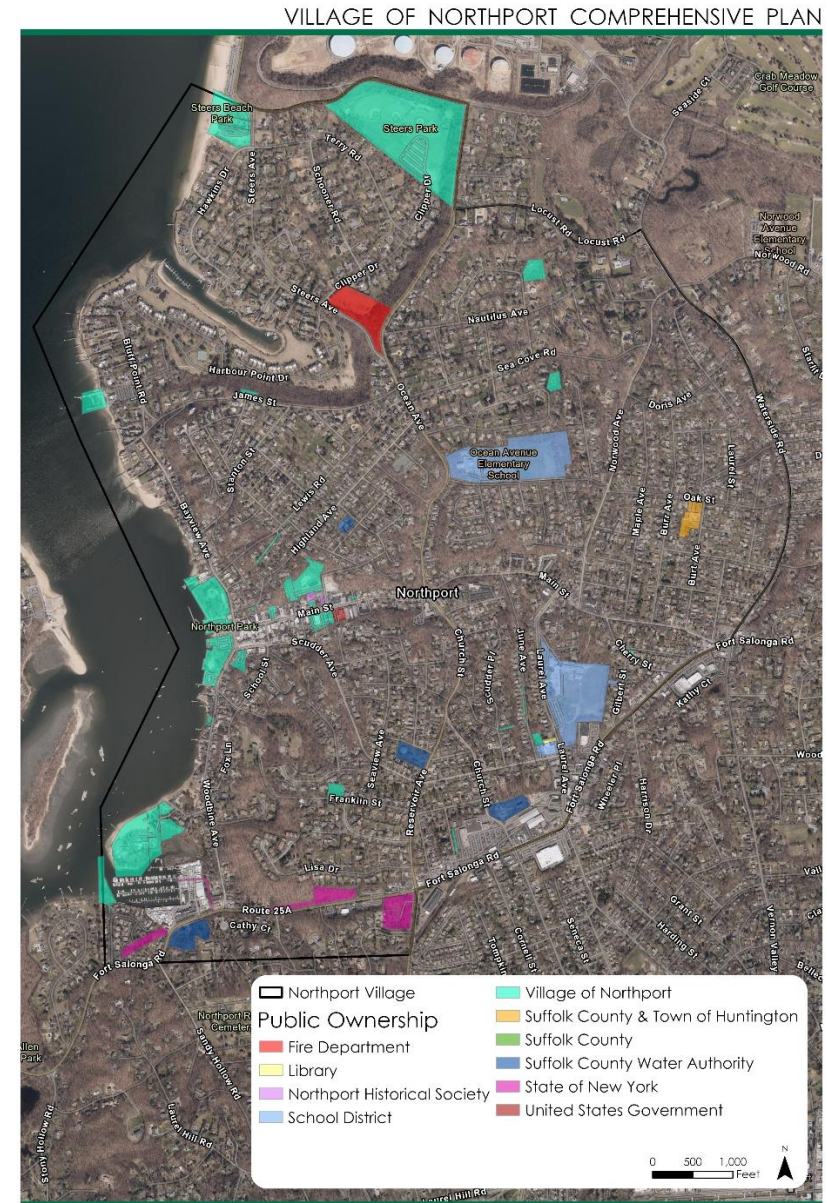
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Public Ownership

Public ownership in the Village of Northport covers a total of 80 parcels, totaling approximately 131.5 acres. The Village of Northport is the most prevalent public owner, with a total of 50 parcels totaling approximately 73 acres, followed by the School District with approximately 32.7 acres across 4 parcels. Parcels owned by the Village of Northport generally include Village parks, administrative offices, and parking lots. Other notable owners include the Suffolk County Water Authority (7.9 acres), the State of New York (8.4 acres), and the Fire Department (6.3 acres). Suffolk County and the Town of Huntington have shared ownership of 5 parcels totaling 2.0 acres, which is developed with the Lewis Oliver Farm Sanctuary. Smaller holdings are distributed among libraries, historical societies, and other government entities, each owning less than an acre.

TABLE 11 – PUBLIC OWNERSHIP

| Owner | # of Parcels | Acres |
|-------------------------------------|-----------------|--------------|
| Fire Department | 1 | 6.3 |
| Library | 1 | 0.2 |
| Northport Historical Society | 3 | 0.4 |
| School District | 4 | 32.7 |
| Village of Northport | 50 | 73.0 |
| Suffolk County & Town of Huntington | 5 | 2.0 |
| Suffolk County | 2 | 0.04 |
| Suffolk County Water Authority | 5 | 7.9 |
| State of New York | 7 | 8.4 |
| United States Government | 2 | 0.6 |
| Total Area | 80 | 131.5 |
| Source: Town of Huntington GIS 2023 | | |



2.2. ZONING REGULATIONS

Permitted uses in the Village are regulated by Zoning Districts, which are shown spatially on the Village of Northport Official Zoning Map and further regulated through Chapter 306. The map shows where zoning districts are located in the Village, and therefore where certain land uses are permitted or prohibited, as well as dimensional and other land development requirements. The Official Zoning Map depicts eleven zoning districts, listed in **Table 12** and shown on the map to the right and within **Attachment A**.

TABLE 12 – EXISTING ZONING DISTRICTS

| | Acres | % of Village |
|-------------------------------------|-----------------|--------------|
| Residence A | 353.56 | 24.16 |
| Residence B | 83.96 | 5.74 |
| Residence C | 268.23 | 18.33 |
| Residence D | 592.01 | 40.45 |
| Central Business A | 17.47 | 1.19 |
| Central Business B | 8.19 | 0.56 |
| Central Business C | 0.45 | 0.03 |
| Highway Business | 49.35 | 3.37 |
| Marine Business | 17.97 | 1.23 |
| Neighborhood Business | 5.62 | 0.38 |
| Municipal Park | 66.81 | 4.56 |
| Total Area | 1,463.62 | 100% |
| Source: Town of Huntington GIS 2023 | | |

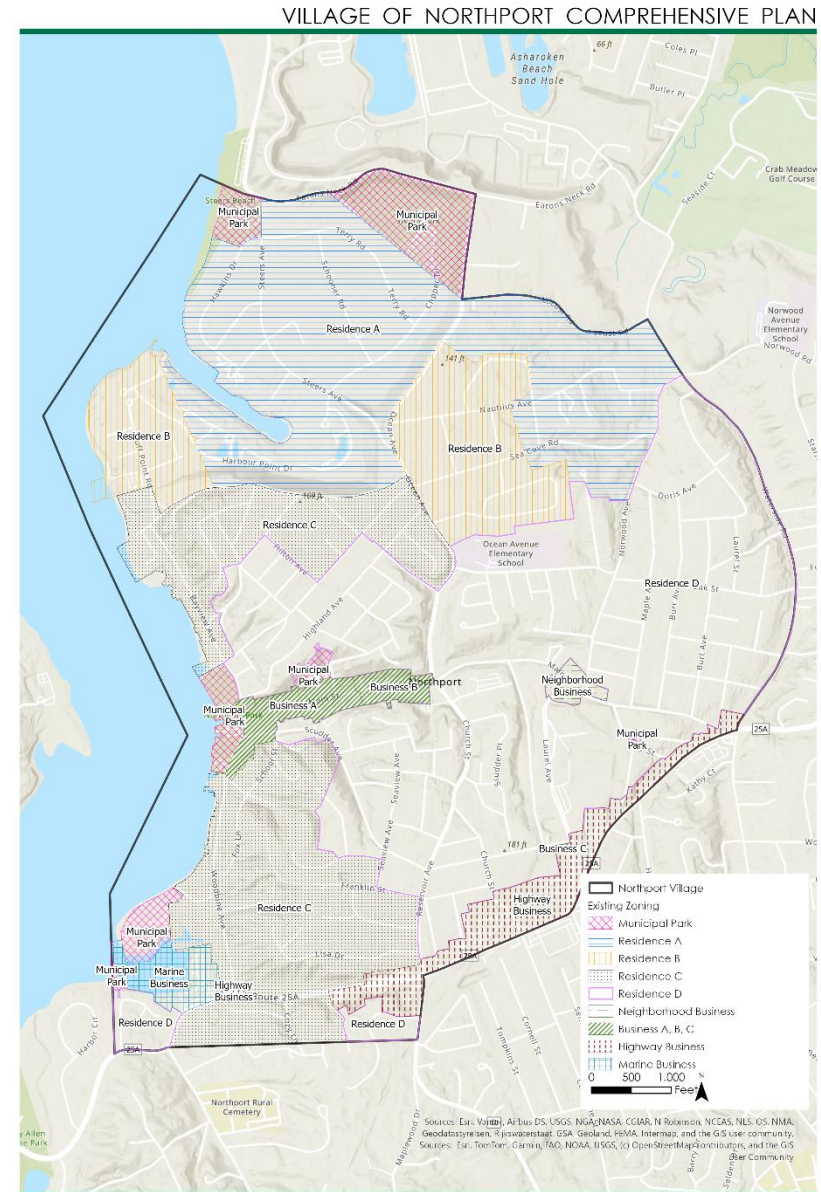


FIGURE 3: EXISTING ZONING

Sources: Town of Huntington GIS, Suffolk County GIS 2016, NYS GIS 2022, ESRI Basemap



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Village of Northport Code Chapter 306 Article IV includes use regulations for the eleven zoning districts, while Article V includes lot area and bulk requirements. For additional detail about bulk requirements, see **Tables 13** and **14**.

Most uses in the Village require Site Plan Approval from the Village of Northport Planning Board, these are called “permitted uses” and the procedure for approving these uses are described in Village Zoning Code Chapter 247.

Certain uses must adhere to additional requirements to be approved, these are called “special uses” which require a special use permit by the Board of Zoning Appeals and a public hearing as part of the approval process. These requirements are outlined in Chapter 306 Article X. Additional regulations and procedures are included in the zoning chapter as well.

Residential Zoning Districts

There are four residential zones in Northport Village. Residence A, B, C, and D Zoning Districts. The four residential zoning districts combined make up the majority of the land in the Village of Northport with 1,298 acres or 89% of land area. The Dimensional Requirements for these residential districts are detailed in **Table 13** below.

The maximum height of buildings in all residential zoning districts is 30 feet and 2 stories. Minimum lot area requirements range from 8,500 sf in Residence D to one-acre (43,560 sf) in Residence A. Yard setback requirements, minimum lot widths, and lot depths are also regulated by the zoning code with the largest setbacks observed in the Residence A district.

The maximum percentage of lot coverage permitted in residential districts ranges from 22 percent in Residence D to 12 percent in Residence A. However, for lots in all districts that are under 8,500 square feet, there is a maximum lot coverage of 25 percent which is not to exceed a footprint of 1,870 sf.

| Table 13 – Dimensional Requirements, Residential | | | | |
|--|------------------|------------------|------------------|------------------|
| | Res. A | Res. B | Res. C | Res. D |
| Maximum Height* | 30 ft./2 stories | 30 ft./2 stories | 30 ft./2 stories | 30 ft./2 stories |
| Minimum Lot Area | 1 acre | 1/2 acre | 1/3 acre | 8,500 SF |
| Minimum Lot Width | 175 ft. | 125 ft. | 100 ft. | 85 ft. |
| Minimum Front Yard Depth | 65 ft. | 50 ft. | 35 ft. | 25 ft. |
| Minimum Rear Yard Depth | 60 ft. | 50 ft. | 40 ft. | 35 ft. |
| Minimum Side Yard Width, any side | 35 ft. | 30 ft. | 18 ft. | 12 ft. |
| Minimum total side yard width | 75 ft. | 60 ft. | 40 ft. | 24 ft. |
| Minimum Street Frontage | 140 ft. | 100 ft. | 80 ft. | 70 ft. |
| Minimum Lot Depth | 200 ft. | 175 ft. | 125 ft. | 100 ft. |
| Lot Coverage** | 12% | 15% | 20% | 22% |
| *Houses with flat roofs may not exceed 22 ft. | | | | |
| **Lots under 8,500 SF are restricted to 25%, but not to exceed 1,870 SF. | | | | |
| Source: Northport Village Code, Chapter 306 | | | | |

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Residence A Zoning District

The Residence A Zoning District encompasses 24 percent of the Village or approximately 354 acres. The Residence A District is generally located in the northern section of the Village. Within this District, the following land uses are permitted:

- ❖ **Residence for one family.**
- ❖ **Accessory use.**
- ❖ **Municipal park, playground or recreation area.**

Special uses are further regulated by Article X and include:

- ❖ **Fairground or carnival**

Residence B Zoning District

The Residence B Zoning District encompasses approximately 84 acres or nearly 6 percent of the Village of Northport and is located along Malcolms Landing, Duffy Court, and a section of Harbor Point Drive. Another area of Residence B Zoning is located between Ocean Avenue, Nautilus Avenue and Sea Cove Road. Within this district, the following land uses are permitted:

- ❖ **Residence for one family.**
- ❖ **Accessory use.**
- ❖ **Municipal park, playground or recreation area.**

Residence C Zoning District

The Residence C Zoning District encompasses 18 percent or 268 acres of the Village. The Residence C district is located along much of the waterfront properties south of Bluff Point Road and extends east into the Village. Within this district, the following land uses are permitted:

- ❖ **Residence for one family.**
- ❖ **Accessory use.**
- ❖ **Municipal park, playground or recreation area.**

Residence D Zoning District

The Residence D Zoning District is the largest zoning district in the Village at 592 acres or about 40 percent. Residence D Zoning makes up the majority of residential parcels in the Village and is centrally located. Within this district, the following land uses are permitted:

- ❖ **Residence for one family.**
- ❖ **Accessory use.**
- ❖ **Municipal park, playground or recreation area.**
- ❖ **Governmental function of the Village of Northport.**

Commercial and Mixed-Use Zoning Districts

There are six business Zoning Districts in the Village of Northport: Business A, B, C, Neighborhood Business, Highway Business, and Marine Business. These districts combined encompass approximately 99 acres or 7 percent of the Village. The Dimensional Requirements for these business districts are detailed in **Table 14** below.

The maximum allowed height for any building in the Village is 3 stories or 45 feet for Hotels or Inns. All other commercial districts allow for a maximum of two or two and a half stories. Minimum lot area ranges from 4,000 square feet in the Business A District to 12,000 square feet in the Business C District. Minimum front yard requirements range from 10 feet in the Highway Business District to 50 feet in the Marine

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Business District. For minimum rear yard requirements all business districts are 15 percent of the average lot depth except for Business A District which is 20 feet. Minimum side yard for all districts is 10 feet for one side only (aside from Hotel/Inn which is 5 feet). Street frontage

requirement is 30 feet for Business A District, 75 feet for Business C District and 50 feet for all other

business districts and maximum lot coverage requirements range from 30-50 percent. In order to determine how many uses are allowed per principal building or structure, divide gross floor area by 400 square feet in the Business A, B, and Neighborhood Business Districts, and by 700 square feet in the Highway Business and Marine Districts.

Table 14 – Dimensional Requirements, Commercial

| | Highway Business District | Neighborhood Business District | Marine Business District | Central Business A District | Central Business B District | Central Business C District | Hotel/Inn |
|--|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------|-----------------------|
| Maximum Height | 30 ft./2 stories | 30 ft./2 stories | 30 ft./2 stories | 35 ft./2.5 stories | 30 ft./2 stories | 25 ft./1.5 stories | 45 ft./3 stories |
| Minimum Lot Area Per Use | 7,500 SF | 7,500 SF | 7,500 SF | 4,000 SF | 7,500 SF | 12,000 SF | 10,000 SF |
| Minimum Front Yard | 10 ft. | 30 ft. | 50 ft. | 20 ft. | 20 ft. | - | - |
| Minimum Rear Yard | 15% of avg. lot depth* | 15% of avg. lot depth* | 15% of avg. lot depth* | 20 ft. | 15% of avg. lot depth* | - | - |
| Minimum Side Yard | 10 ft. (one side only) | 10 ft. (one side only) | 10 ft. (both sides) | 10 ft. (one side only) | 10 ft. (one side only) | - | 5 ft. (one side only) |
| Street Frontage | 50 ft. | 50 ft. | 50 ft. | 30 ft. | 50 ft. | 75 ft. | - |
| Lot Coverage | 30% | 30% | 30% | 40% | 40% | 50% | - |
| Uses per principal building or structure | Divide gross floor area by 700 SF | Divide gross floor area by 400 SF | Divide gross floor area by 700 SF | Divide gross floor area by 400 SF | Divide gross floor area by 400 SF | - | - |

Source: Northport Village Code, Chapter 306

Central Business A Zoning District

The Business A Zoning District contains approximately 17 acres or 1 percent of land in the Village. The Business A District can be found along the section of Woodbine Ave abutting Main Street and along Main Street from Northport Park to Woodside Avenue. Within this District, the following land uses are permitted:

- ❖ Place of worship
- ❖ Public library
- ❖ Fire station, municipal office or any governmental building of similar character
- ❖ Municipal park
- ❖ Nonprofit, philanthropic, fraternal, social or educational institutional office or meeting room

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- ❖ Tavern or bar
- ❖ Restaurant
- ❖ Hotel/Inn
- ❖ Theater
- ❖ Select retail sales
- ❖ Bank or financial institution
- ❖ Offices

See **Attachment B** for a comprehensive list of allowable uses in the Business A Zoning District.

Central Business B Zoning District

The Business B District is comprised of approximately 8 acres or 0.5 percent of the Village. This District is located along the section of Main Street that runs from Woodbine Avenue to Ocean Avenue. Within this District, the following land uses are permitted:

- ❖ Place of worship
- ❖ Public library
- ❖ Municipal park
- ❖ Nonprofit, philanthropic, fraternal, social or educational institutional office or meeting room
- ❖ Tavern or bar
- ❖ Hotel/Inn
- ❖ Theater
- ❖ Select retail sales
- ❖ Bank or financial institution
- ❖ Offices
- ❖ Travel agency
- ❖ Photography studio

See **Attachment B** for a comprehensive list of allowable uses in the Business B Zoning District.

Central Business C Zoning District

The Business C District is comprised of approximately 0.45 acres of land or 0.03 percent of land in the Village. Within this District, the following land uses are permitted through Planning Board Site Plan Approval:

- ❖ Single family residences provided that said residence is housed in a building used principally for office use such as for engineers, land surveyors, physicians, dentists, attorneys, architects and other professionals duly licensed by the State of New York.

Marine Business Zoning District

The Marine Business District encompasses approximately 18 acres or 1 percent of land area and is found solely at the Britannia Yachting Center along Fort Salonga Road (25A). Within this district, the following land uses are permitted:

- ❖ Municipal park
- ❖ Nonprofit beach club
- ❖ Nonprofit yacht club and marina
- ❖ Select retail sales
- ❖ Bank or financial institution
- ❖ Gym, spa, and fitness studios
- ❖ Offices

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- ❖ Boatyard
- ❖ Nonprofit yacht club
- ❖ Marina for private profit
- ❖ Insurance sales
- ❖ Food provisions
- ❖ Personal service shops

Special uses are further regulated by Article X and include:

- ❖ Restaurant which serves alcoholic beverages

See **Attachment B** for a comprehensive list of allowable uses in the Marine Business Zoning District.

Neighborhood Business Zoning District

The Neighborhood Business Zoning District encompasses approximately 6 acres or 0.4 percent of the Village. This District can be found along Main Street between Norwood Avenue and Laurel Avenue. Within this District, the following land uses are permitted:

- ❖ Majority of uses permitted in the central Business A District
- ❖ Any use permitted in the Residence D District

Special uses are further regulated by Article X and include:

- ❖ Fire station, municipal office or any governmental building of similar character
- ❖ Tavern or Bar
- ❖ Restaurant

See **Attachment B** for more detail regarding permitted uses in the Neighborhood Business Zoning District.

Open Space and Recreation Zoning Districts

Municipal Park Zoning District

The Municipal Park Zoning District comprises almost 67 acres or 4.5 percent of land in the Village. Allowable uses within the Municipal Park District include municipal parks, playgrounds, recreational areas or municipal service facilities operated by the Incorporated Village of Northport. The Municipal Park Zoning District includes Steers Beach Park, Steers Park, Northport Park, Scudder Park, and other lands owned by the Village.

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Land Use and Zoning Consistency

Within the Village of Northport, existing land uses are generally consistent with the Village’s zoning requirements. Commercial uses are typically located in the downtown core in the Business Zones or along Route 25A in the Highway Business Zone. The Maritime Business Zone is developed with water dependent and other waterfront compatible uses, as intended by the Zoning Code. The numerous parks and recreation areas are appropriately zoned as Municipal Park. The vast majority of the Village is zoned for one of the residential districts, which is consistent with current development patterns since much of the Village is developed with single-family housing. These residential districts also include examples of community facilities and services such as school properties, which is permitted by zoning.

Many of the nonconforming uses in the Village were in existence prior to the development of the Northport Zoning Code, resulting in these uses being classified as pre-existing, nonconforming uses. Many of these pre-existing nonconforming uses are allowed to remain operational, but have restrictions on expansions of the uses. Pre-existing nonconforming apartments are a typical example of these uses within the Village.



FIGURE 4: LAND USE & ZONING

Sources: Huntington GIS, NYS GIS 2022, NYS Orthimagery 2023, ESRI Streets



3. HOUSING

Analyzing housing conditions within the Village of Northport can be helpful in revealing trends that inform present and future planning efforts. The number of total housing units within the Village of Northport has slightly increased between the years 2000 and 2020 from 3,052 housing units to 3,128 housing units, representing a 2 percent increase.

3.1. GENERAL HOUSING CHARACTERISTICS

While the total number of housing units increased between 2000 and 2020 by 2 percent, the percent of occupied housing units decreased by 1.41 percent and vacant housing units increased by 1.64 percent or by 45 housing units. Within the category of occupied housing units, owner occupied units decreased by 1.67 percent in this time period and renter occupied units increased by 1.67 percent from 700 housing units in 2000 to 757 housing units in 2020. **Table 15** shows the housing units by occupancy and type for the Village of Northport for the years 2000, 2010, and 2020.

| TABLE 15 – VILLAGE OF NORTHPORT HOUSING UNITS AND OCCUPANCY | | | | | | | |
|---|-------|------------------|-------|------------------|-------|------------------|-------------------------|
| | 2000 | | 2010 | | 2020 | | % Change (2000-2020) |
| | Units | Percent of Total | Units | Percent of Total | Units | Percent of Total | |
| Total Housing Units | 3,052 | - | 3,066 | - | 3,128 | - | 2% |
| Vacant | 100 | 3% | 145 | 5% | 145 | 4.64% | 1.64% |
| Occupied Housing Units | 2,952 | 97% | 2,921 | 95.27% | 2,983 | 95.36% | 1.64% |
| Owner Occupied | 2,252 | 76.29% | 2,217 | 75.90% | 2,226 | 74.62% | 1.67% |
| Renter Occupied | 700 | 23.71% | 704 | 24.10% | 757 | 25.38% | 1.67% |
| Source: 2000, 2010, 2020 Decennial Census | | | | | | | |

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Within Suffolk County, there has also been an 11 percent increase in the number of total housing units between 2000 to 2020. In this same time period, the number of vacant housing units increased by 1 percent and the number of occupied units decreased by 0.85 percent. While owner occupied units decreased by 1.41 percent, renter occupied units increased by 1.70 percent as shown in **Table 16**. Compared to the Village of Northport, Suffolk County's housing characteristics have a similar overall change between 2000 and 2020 aside from the greater increase in vacant housing units in the Village.

Table 17 provides an estimate of the total number of housing units by units in a structure. From 2010 to 2020, Census estimates show a total increase in the number of dwelling units, from 2,935 to 3,090 units or an increase by 155 units. Between those years, the largest increase was observed in single family detached units and the largest decrease was in 2-unit structures.

| TABLE 16 – SUFFOLK COUNTY HOUSING CHARACTERISTICS | | | | | | | |
|---|---------|------------------|---------|------------------|---------|------------------|-------------------------|
| | 2000 | | 2010 | | 2020 | | % Change (2000-2020) |
| | Units | Percent of Total | Units | Percent of Total | Units | Percent of Total | |
| Total Housing Units | 522,382 | - | 570,091 | - | 578,940 | - | 11% |
| Vacant | 53,035 | 10% | 70,066 | 12% | 62,068 | 11% | 1% |
| Occupied Housing Units | 469,357 | 89.85% | 500,026 | 87.71% | 516,872 | 89% | 0.85% |
| Owner Occupied | 374,406 | 79.77% | 393,594 | 78.71% | 405,016 | 78.36% | 1.41% |
| Renter Occupied | 94,951 | 20.23% | 106,432 | 21.29% | 111,856 | 22% | 1.70% |
| Source: 2000, 2010, 2020 Decennial Census | | | | | | | |

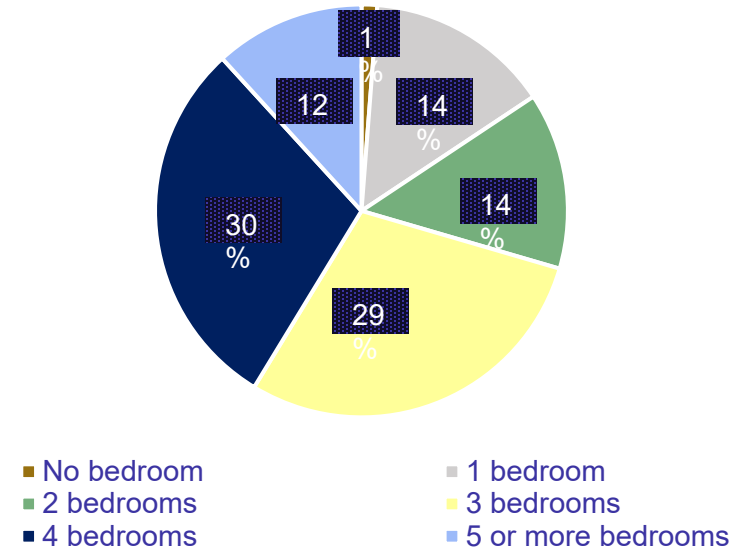
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TABLE 17 – VILLAGE OF NORTHPORT UNITS IN STRUCTURE

| | 2010 | 2020 |
|--|------------------|------------------|
| | Percent of Total | Percent of Total |
| Total Housing Units | 3066 | 3,128 |
| 1-unit, detached | 73.05% | 76.47% |
| 1-unit, attached | 5.04% | 5.53% |
| 2 units | 6.58% | 3.33% |
| 3 or 4 units | 5.59% | 6.41% |
| 5 to 9 units | 5.79% | 3.53% |
| 10 to 19 units | 3.51% | 2.46% |
| 20 to 49 | 0.44% | 1.00% |
| Mobile home | 0.00% | 1.26% |
| Boat, RV, van, Etc. | 0.00% | 0.00% |
| Source: American Community Survey 2010, 2020 5-Year Estimates. | | |

TOTAL NUMBER OF BEDROOMS IN A DWELLING



TOTAL NUMBER OF BEDROOMS IN A DWELLING

Source: American Community Survey 2020 5-Year Estimates

Analyzing the total number of bedrooms within a dwelling unit provides insight into the type of variety that exists in the housing stock and the type of households the existing inventory may serve. About 28 percent of dwellings unit have 1 or 2 bedrooms, with 1 percent of the units having no bedrooms, such as a studio apartment. 59 percent of dwelling units have 3-4 bedrooms, and 12 percent have 5 or more bedrooms.

Given that approximately a quarter of the households were 1-person households, as discussed in the Demographics Chapter, this percentage of smaller units supports the demand established by

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smaller households. The large percentage of households with three or more bedrooms supports the 66 percent of family household in the Village.

| TABLE 18 – VILLAGE OF NORTHPORT HOUSING UNITS BY YEAR BUILT | | |
|---|-------|------------------|
| | 2022 | Percent of Total |
| Total Housing Units | 3,180 | - |
| Year Built | | |
| 2010 or later | 25 | 0.79% |
| 2000 to 2009 | 78 | 2.45% |
| 1990 to 1999 | 40 | 1.26% |
| 1980 to 1989 | 433 | 13.62% |
| 1970 to 1979 | 213 | 6.70% |
| 1960 to 1969 | 465 | 14.62% |
| 1950 to 1959 | 778 | 24.47% |
| 1940 to 1949 | 389 | 12.23% |
| 1939 or earlier | 759 | 23.87% |
| Source: American Community Survey 2022 5-Year Estimates *2022 ACS data is used here as the percentages appear more accurate than 2020 data | | |

The majority of dwelling units (75.19 percent) within the Village of Northport were constructed prior to 1960, with 23.8 percent built prior to 1939 as seen in **Table 18**. Only 3.24 percent of the housing stock has been built in the past 25 years. **Table 19** shows the owner-occupied housing values within the Village in 2023. The median value

for a housing units in the Village was \$683,537, and a majority (58.8 percent) of owner-occupied housing units are valued between \$500,000-\$749,000. The second most prevalent value range is \$750,000-\$999,000 with 22 percent of housing units. **Table 20** shows the median monthly owner-occupied housing costs for a household with and without a mortgage are \$3,267 and \$1,291 respectively. **Table 21** shows the median monthly rent at \$1,882 for renter occupied units.

| TABLE 19 – OWNER-OCCUPIED HOUSING UNITS BY VALUE | | |
|--|-----------|------------------|
| | 2023 | Percent of Total |
| Total Units (owner-occupied) | 2,441 | - |
| <\$299,999 | 0 | 0.0% |
| \$300,000-\$399,000 | 25 | 1.0% |
| \$400,000-\$499,000 | 142 | 5.8% |
| \$500,000-\$749,000 | 1,435 | 58.8% |
| \$750,000-\$999,000 | 532 | 21.8% |
| \$1,000,000-\$1,499,999 | 215 | 8.8% |
| \$1,500,000-\$1,999,000 | 75 | 3.1% |
| \$2,000,000+ | 17 | 0.7% |
| Median Value | \$683,537 | |
| Average Value | \$767,421 | - |
| Source: ESRI Business Analyst, 2023 | | |

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TABLE 20 – OWNER-OCCUPIED HOUSING UNITS BY MONTHLY COSTS

| | 2020 | Percent of Total |
|---|----------------|------------------|
| Housing units with a mortgage | 1,603 | - |
| Less than \$999 | 0 | 0.00% |
| \$1,000 to \$1,499 | 78 | 4.87% |
| \$1,500 to \$1,999 | 75 | 4.68% |
| \$2,000 to \$2,499 | 178 | 11.10% |
| \$2,500 to \$2,999 | 257 | 16.03% |
| \$3,000 or more | 1,015 | 63.32% |
| Median (dollars) | \$3,267 | - |
| Housing units without a mortgage | 772 | - |
| Less than \$399 | 0 | 0.00% |
| \$400 to \$599 | 28 | 3.63% |
| \$600 to \$799 | 66 | 8.55% |
| \$800 to \$999 | 59 | 7.64% |
| \$1,000 or more | 619 | 80.18% |
| Median (dollars) | \$1,291 | - |

Source: American Community Survey 2020 5-Year Estimates

TABLE 21 – RENTER-OCCUPIED HOUSING UNITS BY RENT PAID

| | 2020 | Percent of Total |
|-----------------------------------|----------------|------------------|
| Occupied units paying rent | 481 | - |
| Less than \$999 | 0 | 0.00% |
| \$1,000 to \$1,499 | 138 | 28.69% |
| \$1,500 to \$1,999 | 134 | 27.86% |
| \$2,000 to \$2,499 | 189 | 39.29% |
| \$2,500 to \$2,999 | 0 | 0.00% |
| \$3,000 or more | 20 | 4.16% |
| Median (dollars) | \$1,882 | - |

Source: American Community Survey 2020 5-Year Estimates.

3.2. AFFORDABILITY

The US Department of Housing and Urban Development (HUD) defines households as cost burdened if their monthly housing costs (rent or ownership costs - including utilities) exceed 30% of their monthly income. A household is considered severely cost burdened if they pay more than 50% of their income towards rent or ownership costs.

A review of gross rent as a percentage of household income, as shown in **Table 22** suggests that almost half of renters, 48.86 percent, allocate 30 percent or more of their income toward rent, which under HUD’s definition would qualify as cost burdened. In terms of homeowners (**Table 23**), 36.19 percent of households with a mortgage and 36.79 percent of households without a mortgage allocate over 30 percent of their income towards household costs. According to HUD Comprehensive Housing Affordability Strategy data¹ available from 2016-2020, 14 percent of renters and 18 percent of homeowners within the Village of Northport are severely cost burdened.

| TABLE 22 – GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME | | |
|---|------------|------------------|
| | Households | Percent of Total |
| Occupied Units Paying Rent | 481 | - |
| Less than 15.0 percent | 14 | 2.91% |
| 15.0 to 19.9 percent | 144 | 29.94% |
| 20.0 to 24.9 percent | 20 | 4.16% |
| 25.0 to 29.9 percent | 68 | 14.14% |
| 30.0 to 34.9 percent | 15 | 3.12% |
| 35.0 percent or more | 220 | 45.74% |
| Not computed | 50 | 10.40% |
| Source: American Community Survey 2020 5-Year Estimates. | | |

¹ Consolidated Planning/CHAS Data | HUD USER.

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TABLE 23 – GROSS HOUSING COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME

| | Households | Percent of Total |
|---|------------|------------------|
| Housing units with a mortgage | 1,589 | - |
| Less than 20.0 percent | 506 | 31.84% |
| 20.0 to 24.9 percent | 249 | 15.67% |
| 25.0 to 29.9 percent | 259 | 16.30% |
| 30.0 to 34.9 percent | 142 | 8.94% |
| 35.0 percent or more | 433 | 27.25% |
| Not computed | 14 | 0.88% |
| Housing unit without a mortgage | 772 | - |
| Less than 10.0 percent | 165 | 21.37% |
| 10.0 to 14.9 percent | 136 | 17.62% |
| 15.0 to 19.9 percent | 74 | 9.59% |
| 20.0 to 24.9 percent | 87 | 11.27% |
| 25.0 to 29.9 percent | 26 | 3.37% |
| 30.0 to 34.9 percent | 26 | 3.37% |
| 35.0 percent or more | 258 | 33.42% |
| Source: American Community Survey 2020 5-Year Estimates. *excluding units where selected monthly owner costs as a percentage of household income could not be computed | | |

A homeownership affordability gap analysis is presented in **Table 24**, which considers the median home value of the community and the income that would be required to purchase and reside in that home, when factoring in the expenses related to property taxes and insurance costs, and standard debt to income ratios.

As reported in **Section 3.1**, the median home price in the Village of Northport according to 2023 Census data was \$683,537. In order to determine the affordable sales gap within a community, certain assumptions must be made on the type of mortgage and its underwriting criteria. For the purposes of this analysis, it is based on a standard mortgage with the current interest rate for a 30-year, fixed rate mortgage of 6.2 percent. The underwriting also assumes a 5% down payment, \$1,500 per year in insurance, and a housing debt to income ratio of 36 percent, which is the maximum allowed under a standard Fannie Mae mortgage². Estimated annual property taxes of \$10,000 were calculated using comparable listings and tax data for homes around the median value of \$683,537.

Using the underwriting criteria listed above, the monthly mortgage payments, including taxes and insurance is estimated to be \$5,768. A

² Fannie Mae Eligibility Matrix, 2023.

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homebuyer would need an annual income of approximately \$130,767 to purchase a home at the median value of \$683,537.

A household earning the Village of Northport median income of \$137,056 would have a gap of \$55,222 in annual income, indicating that households earning the median income are unable to comfortably afford homes with the median value in the Village. It is noted that this calculation does not consider closing costs or private mortgage insurance. This is further exacerbated by the low supply of homes available for sale in the Village in general, and especially at price points below the median. An analysis on OneKey MLS in December 2025 reveals that out of the 19 homes listed for sale in the Village, only 4 of these homes were below the median price and 15 homes were listed above the median price.

| TABLE 24 – HOMEOWNERSHIP AFFORDABILITY GAP | | |
|--|-------------|-------------------|
| | Input Value | Amount |
| Northport Median Home Value | | \$683,537 |
| Mortgage Rate – 30-year Fixed | 6.2% | |
| Down Payment | 5% | \$34,177 |
| Amount Mortgaged | | \$649,360 |
| Monthly Mortgage Payments | | \$4,935 |
| Total Yearly Taxes | | \$10,000 |
| Monthly Tax Payments | | \$833 |
| Total Monthly Housing Payments (Mortgage and Taxes) | | \$5,768 |
| Housing Debt to Income | 0.36 | \$16,023 |
| Annual Income Require | | \$192,278 |
| | | Yearly Income Gap |
| Village of Northport Median Income | \$137,056 | -\$55,222 |
| Source: American Community Survey 2023 5-Year Estimates. | | |

4. ENVIRONMENTAL RESOURCES

The Village of Northport is located on the North Shore and is characterized by the low, steep hills formed by Long Island’s northern terminal moraine. To the west, the Village borders Northport Harbor, a highly suburbanized area, while to the north lies the Long Island Sound. Residential neighborhoods, along with areas of woodland and marshland, are situated to the east, just outside the Village boundary. The Village has direct access to the Long Island Sound via Northport Harbor, Northport Bay, and Huntington Bay. Historically, the Village’s proximity to open waterways and fertile soils supported agriculture, fishing, and settlement. Over time, most of the farmland and cattle pastures that developed along the shore during European settlement have been replaced by residential and suburban land uses.

4.1. GEOLOGY

Bedrock geology is the solid rock that lies beneath soil and often serves as the parent material for regolith (unconsolidated/broken rock material) and soil. Understanding the geologic makeup in the Village of Northport is important to understanding the potential impacts and feasibility of development.

In Northport, as well as the greater extent of Long Island, two types of bedrock are present: a deep metamorphic “basement” and overlying

unconsolidated sedimentary deposits. Long Island’s “basement” bedrock consists of ancient metamorphic rocks (primarily gneiss and schist) of Precambrian age. Overlying this basement are thick sedimentary deposits, primarily from the Cretaceous period (about 145-66 million years ago), consisting of sand, gravels, and clays. Above these, unconsolidated sediments of glacial origin (Pleistocene, about 2.5 million to 12,000 years ago) form the uppermost geologic layers, deposited by glaciers and glacial meltwater. In total, the bedrock of Northport is as follows:

- Metamorphic basement bedrock – formed when rocks are subject to high heat, high pressure, hot mineral-rich fluids or, more commonly, a combination of all three.
- Secondary Sedimentary bedrock – consists mostly of gravels, sand, and clay formed by glacial deposits.

Sedimentary rocks are formed from deposits of pre-existing rocks or pieces of once-living organisms that accumulate on the Earth’s surface. If sediment is buried deeply, it becomes compacted and cemented, forming sedimentary rock. Metamorphic rocks started out as a different type of rock but have been substantially changed from their original igneous, sedimentary, or earlier metamorphic form. Metamorphic rocks form when rocks are subjected to high heat, high pressure, hot mineral-rich fluids or, more commonly, some combination of these factors. Metamorphic rock is a harder, less porous material, than sedimentary rock. Sedimentary rock is much easier to excavate without blasting. Rainwater, especially in combination with atmospheric gases, often result in acid rain can

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cause the dissolution of the limestone, culminating in higher levels of salt movement within the stone. Temperature can affect rates of deterioration and (in larger stones) movement of the pieces and the porous nature of limestone can result in pollutants traveling more easily into underground aquifers.

4.2. SOILS

Soil is a substance composed of bedrock and other broken-down minerals from the surrounding area combined with broken down organic matter. Soils regulate and filter water flow, decompose vegetative matter and other wastes, provide nutrients for agriculture and other plant life, sequester carbon, and support human infrastructure development.

Table 25 lists the major soil types found in the Village of Northport. Per the United States Department of Agriculture (USDA) Web Soil Survey, the most prevalent soils are Riverhead and Haven soils, 0 to 8 percent slopes (RhB, 31.5%), which are located throughout most of the Village in the outwash plains except for the most northern extent. Carver and Plymouth soils, 15 to 35 percent slopes (CpE), represent 18.2% of the Village, and are in most areas of the community except for the shoreline near the harbor. Cut and fill land, gently sloping (CuB), constitute 17% of soils in the Village and are found primarily in areas that are more urbanized. Haven loam, 0 to 2 percent slopes (HaA) are also present (6.2%) and are focused primarily in the outwash plains on the eastern extent of the Village as well as in the outwash

plains. See **Figure 5 Soils** below to see the more specific location of each soil type listed.

| Table 25 – SOILS FOUND IN THE VILLAGE OF NORTHPORT | | |
|--|-------|--------------|
| Soil Type | Acres | % of Village |
| Bs | 12.9 | 0.9% |
| CpE | 270.7 | 18.2% |
| CuB | 253.0 | 17.0% |
| CuC | 18.9 | 1.3% |
| CuE | 67.4 | 4.5% |
| HaA | 91.9 | 6.2% |
| HaB | 61.1 | 4.1% |
| HaC | 23.0 | 1.5% |
| Ma | 29.6 | 1.5% |
| MkB | 29.6 | 0.4% |
| MkC | 3.4 | 0.2% |
| RdB | 63.2 | 4.3% |
| RdC | 23.2 | 1.6% |
| RhB | 468.2 | 31.5% |

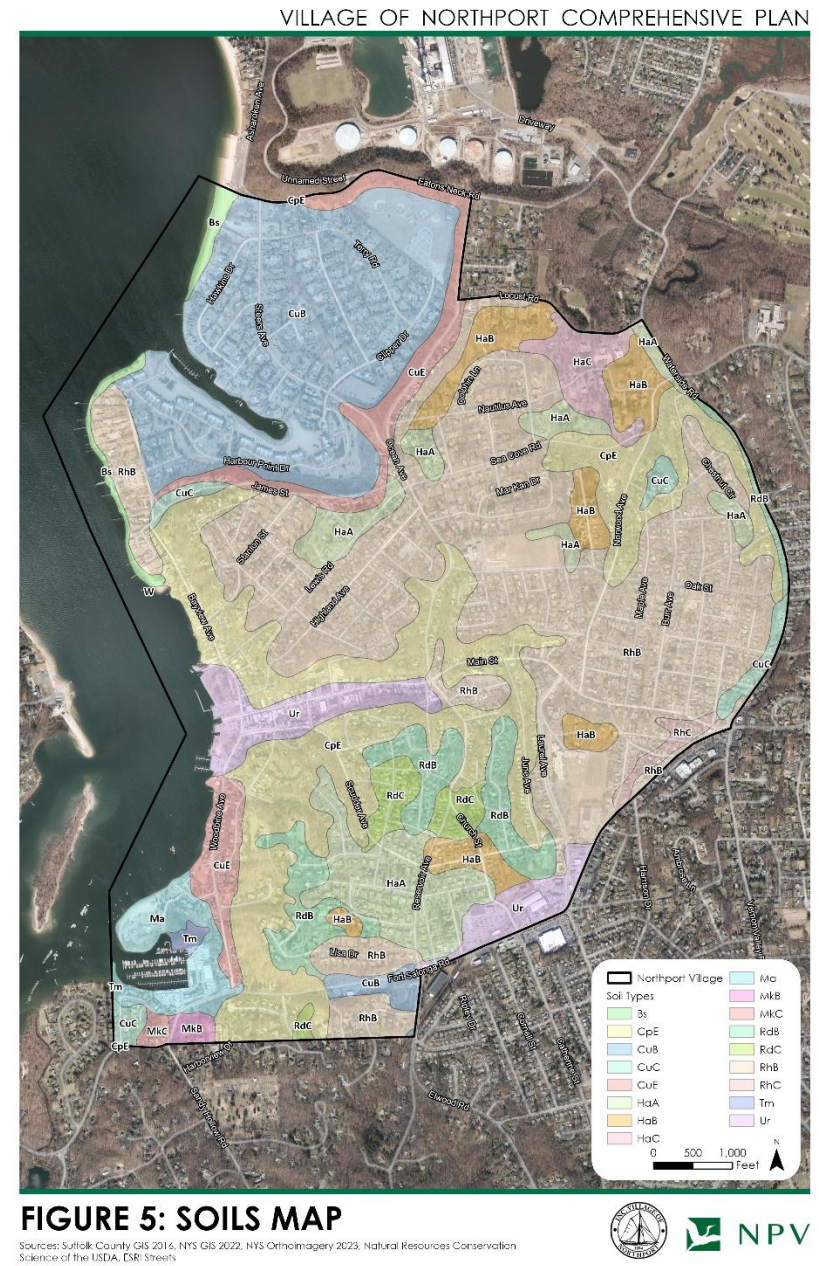
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Table 25 – SOILS FOUND IN THE VILLAGE OF NORTHPORT

| Soil Type | Acres | % of Village |
|---|----------------|--------------|
| RhC | 7.8 | 0.5% |
| Tm | 2.7 | 0.2% |
| Ur | 55.3 | 3.7% |
| W | 30.1 | 2.0% |
| Total | 1,487.8 | 100% |
| Source: NRCS Web Soil Survey, Northport, NY, 2024. https://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/survey/ | | |

Long Island, and in effect, Northport Village, is the result of the opposed actions of deposition and erosion. Marine currents, ice, and glacial streams have each played a part in both the building up and the tearing down of the island. The Village of Northport is situated on top of a glacial moraine and thus the presence of hydric soils is not noted. Hydric soils are those that are permanently or seasonally saturated by water, and typically, hydric soil indicates the potential for wetlands to be present. Within the Village, the only hydric soils present are Mollic Andosols (Tm) that cover .2% of marine wetland.



4.3. TOPOGRAPHY

Long Island’s low-lying topography indicates that since the Cretaceous period, erosion has played the predominant role in land formation over deposition. The Village is situated on what is known as the North Shore Scarp featuring the Long Island Sound. The scarp is characterized by fresh bluffs and a few cliffs attributed to its erosional origin creating a flat landscape. Ground surface elevation varies across the county, with the Village of Northport lying lower than other areas. The deposits that have shaped the existing formation of the Village sit 150 feet above mean sea level and are small in comparison to the deposits and slopes that once existed in the region. Its lowest areas of elevation are located at the western edges of the Village along Northport Harbor where elevation drops to 60-70 feet as well as the coast near Asharoken Beach that drops to 40 feet, as seen in the **Figure 6: Topography**. The highest elevation is located just north of Main Street and south of Northwest Drive, in the center of the Village where elevation reaches 160 feet above sea level.



FIGURE 6: TOPOGRAPHY

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, USGS 2022



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Table 26 Elevations lists notable elevations for the area:

| TABLE 26 – ELEVATION | |
|--|--------------------------------------|
| Location | Elevation above Mean Sea Level (ft.) |
| Garfield Street to Northwest Drive | 160 feet |
| Turnip Hill | 160 feet |
| Harbor Point Drive | 100 feet |
| Asharoken Beach | 40 feet |
| Source: United State Geological Survey (USGS), 2024. | |

Northport, like other harbors on the North Shore that were formed as the result of erosional activities, is characterized by valleys that are free from conspicuous branching and sloping. Small lateral slopes are persistent throughout the Village, most notably with a 100-foot slope that cuts across the mid-section of the Village running from the north to the southwest as well as along the border to the east. Most slopes that occur in the Village typically do not exceed 100 feet.

To protect and safeguard scenic landscapes and the vegetative features of steeply sloped lands throughout the Village of Northport, the Village Code designates Article V to Construction on Steep Slopes. The Village recognizes that the development in hillside areas can potentially disrupt the aesthetics and scenic qualities of these sites and disturb the surrounding natural vegetation and wildlife habitat by increasing the risk of stormwater runoff, flooding, and surface erosion. The Village has implemented regulations regarding slope protection and permit guidelines for construction in Sections 219-26.3.27 of the Village Code.

Additionally, the Village has implemented limited regulations related to subdivision of land within hillside areas. Per Section 219-26.2 of Village Code, regulations for the design of lots are outlined and highlight the need for preservation of land:

A. The number of lots for that portion of a subdivision which is not in a hillside area shall be determined by the Planning Board in accordance with current zoning requirements and subdivision regulations for the zoning district in which the property is located.

(1) ...the Planning board shall have the discretion to determine whether to yield up or down based upon a balancing of the following standards:

(a) The degree and severity of erosion, drainage and related water runoff impacts;

(b) The degree of disturbance of the sloped areas;

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- (c) The size, number and length of retaining walls;*
- (d) Whether the slope disturbance can be effectively mitigated;*
- (e) The impact on nearby properties;*
- (f) Whether a reduction in the allowable lot coverage for a specific lot or lots as determined by the Planning Board would alleviate the impact to the hillside area; and*
- (g) Any other factors related to the environmental or physical impacts to the subject property or area properties or public streets or facilities.*

The Village of Northport requires a permit for any activities that create any degree of disturbance on a steep slope as defined in 219-27:

A. It shall be unlawful to create any disturbance, other than an exempt activity as set forth in this article, on any steep slope located within any existing or proposed lot or lots in the Village, unless and until a steep slope permit is granted by the Planning Board pursuant to the requirements of this article.

B. Exempt activities. The following activities on steep slopes do not require the issuance of a steep slope permit:

- (1) Any planting of landscape materials which does not require disturbance of existing terrain.*

- (2) Emergency situations, as determined by the Village Engineer, where the disturbance of steep slopes is required to protect persons, wildlife, or property from imminent danger.*

4.4. SURFACE WATERS

The surface waters in the Village of Northport are primarily comprised of the Bay with marine wetlands and estuary habitats along the shoreline. The entire western perimeter of the Village borders Northport Harbor which empties into the larger Northport Bay. There are several marine wetlands designated by the National Wetlands Inventory. Two of these wetland areas have public access points through Scudder Park located on the southernmost extent of the shoreline. The Bay as well as the marine wetlands offer many opportunities for aquatic recreation and scenic vantage points of the Village's beautiful aquatic habitats.

Northport Bay (the "Bay") is a significant coastal water body that comprises approximately 2,370 acres and is located between Eaton's Neck and the Village of Northport. Existing habitat within the Bay includes open water, intertidal flats, and vegetated tidal wetland habitats, which extend from West Beach on the west to Northport Harbor on the east. The Bay's depth ranges from approximately 6 to 30 feet below mean water level, with maximum depths just over 50 feet and a tidal range of about 7 feet. Historically,, the Bay was bordered by extensive salt marshes. Today, moderate to dense residential development, recreational boating facilities, and marinas

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line much of the perimeter with relatively few areas of vegetated salt marsh remaining.

The Bay is one of several major embayment's on Long Island's North Shore that provides habitat for fish and wildlife throughout the year. From November to March, the Bay is one of 5 major waterfowl wintering areas that support species such as: American Black Duck, Canvasbacks, Red-breasted Merganser, Canada Goose, Common Goldeneye, Long-tailed Duck, and American Wigeon. During the winter, when most of the Bay is covered by ice cover, waterfowl sightings are more infrequent with the largest volume returning during the warmer months⁶. In addition to avian species, the Bay may offer important resting and feeding habitat for juvenile Atlantic Ridley sea turtles and other rare threatened or endangered species. According to the Environmental Resource Mapper (accessed December 15, 2025), the Bay lies within the range of several federally protected species, including Loggerhead [threatened], Leatherback [endangered], Kemp's or Atlantic Ridley [endangered], and Green Turtle [threatened]. Recent observations have documented cold-stunned juvenile sea turtles in Northport Harbor during late fall and winter, with multiple rescues reported in December 2024.

The Bay serves as a nursery and feeding ground from April to November for marine finfish and shellfish species. The bay also sustains a recreational fishery targeting species such as striped bass, fluke, bluefish, scup, and blackfish.

Northport Bay is recognized as a commercial shellfish harvesting area, which means it is certified for commercial and recreational shellfish

collection according to the New York State Department of Environmental Conservation (NYSDEC) Shellfish Mapper. However, specific areas within Northport Bay, Northport Harbor, and Steers Canal are subject to regulatory closures due to sanitary conditions with year-round closures are in effect for all shellfish lands lying southerly of a line extending from the green domed cupola at 24 Mariners Court in Centerport to the northwesternmost corner of the beach pavilion at Steers Beach in Northport. Steers Canal, a tributary of Northport Bay, is included in these closures. Northport Bay supports populations of hard clams and other mollusks, such as oysters, which are found in deeper waters but are subject to further harvesting limitations. The **Figure 7: Shellfish Closures** illustrates the boundaries of certified harvest zones, year-round and seasonal closures, and water sampling stations used for ongoing monitoring of shellfish safety.

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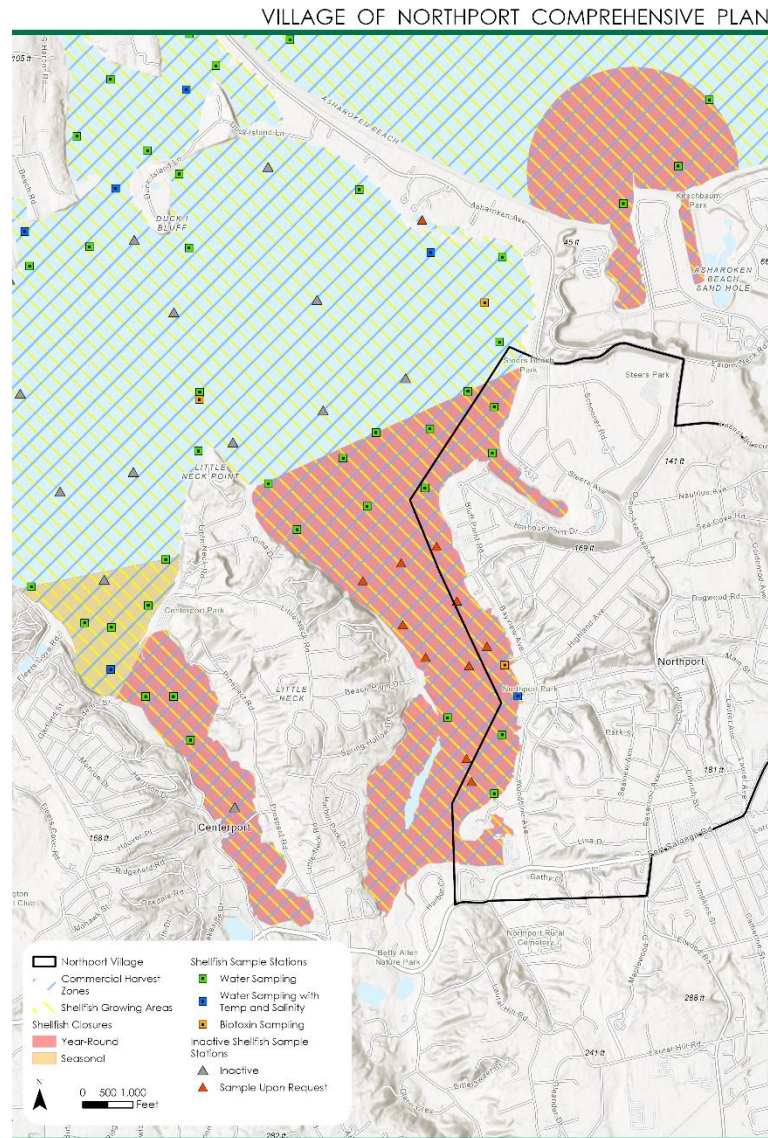


FIGURE 7: SHELLFISH CLOSURES



Surface Water Management

Marine and coastal surface waters are protected explicitly in the Village via regulations outlined in the Village Code, Chapter 124: Marine Conservation and Regulation of Marine Structures. These regulations are intended to protect coastal water quality from runoff and other environmental impacts. The purpose of this regulation established by the Village is to ensure the protection, preservation, and proper maintenance of watercourses, coastal wetlands, and tidal marshes. It also aims to minimize disturbances and adverse water quality impacts, to properly protect beneficial marine organisms, aquatic wildlife & vegetation, and to prevent the destruction of natural habitat. The protection of these coastal marine ecosystems is essential to the health, safety, and economic welfare of the Village. Sections 124-4,5 outline environmental protection standards for new residential and recreational marine structures as well as commercial marine structures. Section 124-7 outlines general requirements for permits for marine conservation and marine structures.

The Village Code also provides protection and regulation of surface waters via regulations outlined in Chapter 225, Stormwater Management. Chapter 225 provide guidelines to protect the health, safety, and welfare of citizens through regulation of stormwater discharges. Section 255-8 provides guidelines on the prevention, control, and reduction of stormwater pollutants.

The Village is also a Municipal Separate Storm Sewer System (MS4) community, with State Pollutant Discharge Elimination System (SPDES) Identification of ID NYR20A303. This means polluted stormwater runoff is commonly transported through MS4s and is then

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often discharged, untreated, into local water bodies. The program tracks the Village's strategies for public education, outreach, involvement, illicit discharge detection and elimination, construction site and post-construction stormwater runoff controls, and stormwater management for municipal operations. The last report available is from 2023.

Plans include mapping all outfalls which discharge to Northport Harbor and routine inspections to identify discharge volumes not consistent with rainfall events, increased storm water pollution prevention tactics such as maintenance of public gardens, public education for contractors and homeowners on the adverse effects of construction silt, and routine staff training on low impact development and green infrastructure.

4.5. GROUNDWATER

The Village of Northport utilizes a sole source aquifer, which is comprised of three major aquifers underlying Long Island. The aquifer formations beneath Long Island were deposited at various times throughout the island's geologic history and are summarized as follows:

- A. **The Upper Glacial Aquifer** is the youngest aquifer formation formed during the last Ice Age 10-15 million years ago and is the closest aquifer to the surface. It contains sands, pebbles, rocks, and some boulders carried to Long Island from receding

glaciers. Long Island's water table is found in the Upper Glacial aquifer.

- B. **The Magothy Aquifer** is the largest of Long Island's aquifers consisting of sand deposits alternating with clay which attains a maximum thickness of approximately 1,100 feet. The sand and gravel of the Magothy was deposited during the upper Cretaceous Period, about 50-80 million years ago. This aquifer supplies more than 90% of the water used in Nassau County and about 50% of the water used in Suffolk County.
- C. **The Lloyd Aquifer** is the oldest and deepest of Long Island's aquifers, lying 1,800 feet below the surface at its deepest point and containing water that is approximately 6,000 years old. This aquifer is underlain by a bed of igneous and metamorphic bedrock dating from the Precambrian Era with sand and gravel deposits laid down during the Cretaceous Period.

Groundwater in the Village of Northport is serviced by the Suffolk County Water (SCWA) which maintains twenty-seven distribution areas across the county. The Village is located within SCWA distribution areas 8, 9, and 10 which contains a total of twenty-seven active wells providing water to the community. The wells are anywhere from 100 to 750 feet deep and utilize electrically driven pumps that draw water from the aquifers which is then pumped into large main pipes to be delivered directly to Village residents.

4.6. FLOODPLAINS AND WETLANDS

Most inland areas in the Village of Northport are at a low to moderate risk of flood damage during severe weather events due to local topography and the absence of standing surface waters like rivers, lakes, or freshwater wetlands. There are marine/tidal wetland areas identified along the shoreline of Northport that have a considerable risk of flood damage, see **Figure 8: Wetlands Map**. The Village is subject to rising water levels and coastal flooding due to its location along the Atlantic Ocean/Long Island Sound Watershed. Regional trends associated with climate change increase risk along the Northport Bay shoreline. These include the increase in frequency of heavy precipitation events, the projected increase in sea level rise that is 50% higher than the global average, and the increase in seasonal water temperatures.

The Federal Emergency Management Agency (FEMA) develops floodplain maps across the country which guide the National Flood Insurance Program (NFIP) and local flood damage prevention regulations. The following definitions apply when reviewing a flood map:

Zone AE, VE: Areas subject to inundation by the 1-percent-annual-chance flood event (the “100-year” flood). Mandatory flood insurance purchase requirements and floodplain management standards apply in these areas. These zones are part of the Special Flood Hazard Area (SFHA)

Zone X: Areas of moderate flood hazard, also known as the .2 percent annual chance, or 500-year flood area. Property owners in this area are not required to purchase floor insurance.

FEMA consistently updates SFHA’s through the National Flood Hazard Layer (NFHL) for both the 100-year floodplain (1% annual chance of flood) and the 500-year floodplain (0.2% annual chance of flood), which are both present in Northport, as shown on **Figure 9: FEMA Flood Zones**.

Marine/Tidal wetlands are prominent along Northport Bay with a considerable amount located at the southern edge near Scudder Park. There are five freshwater ponds located north of Harbor Point Drive that are the only standing freshwater wetlands within the Village, see **Figure 10: Water Resources Map**. In the Village of Northport, wetlands are regulated at the federal and state levels. Knowledge of such water bodies is important given Northport’s connection to the Long Island Sound Watershed and the role of other federal and state regulated wetlands that contribute to the water quality of that watershed.

The National Wetlands Inventory (NWI) is a source used to identify the potential presence of wetlands. Specific wetland boundaries should be determined by conducting an on-site wetland delineation in the field. There are multiple classifications of wetlands present in the Village of Northport per the National Wetlands inventory. **Table 27** outlines the types of classified wetlands that exist within the Village of Northport:

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TABLE 27 – WETLANDS CLASSIFICATION

| Wetland Classification | Description |
|--|--------------------------------|
| E2EM1/5P | Estuarine and Marine Wetland |
| E2US2P | Estuarine and Marine Wetland |
| E2US2N | Estuarine and Marine Wetland |
| E2EM1N | Estuarine and Marine Wetland |
| E1ABL | Estuarine and Marine Deepwater |
| E1UBLx | Estuarine and Marine Deepwater |
| PUBHx | Freshwater Pond |
| Source: National Wetland Mapper, U.S. Fish and Wildlife Service, 2024. | |

The NYSDEC regulates freshwater and tidal wetlands and their adjacent areas under the Environmental Conservation Law and 6 NYCRR Parts 663, 664 (freshwater) and 661 (tidal). As of January 1, 2025, NYSDEC’s freshwater jurisdiction is no longer limited to mapped wetlands; “Previously Mapped Freshwater Wetlands” remain protected, and NYSDEC now issues parcel-specific jurisdictional determinations (JDs) to identify regulated wetlands even where none appear on the maps. A freshwater wetland is jurisdictional if it is ≥ 12.4 acres (5 ha) with the default threshold scheduled to decrease to 7.4 acres (3 ha) on January 1, 2028. Regardless of size, any wetland exhibiting any of the 11 characteristics that define a “Wetland of



FIGURE 8: WETLANDS

Sources: Suffolk County GIS 2016, NYS GIS 2022, National Wetland Inventory, NYS Department of Environmental Conservation



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Unusual importance” meeting the definition of “Wetland of Unusual importance” (e.g., urban area proximity, FEMA floodways, flood-prone watersheds, rare species habitat, Class I wetlands, productive vernal pools, importance to water quality) may also be found to be under the jurisdiction of the State. In addition to the freshwater wetland itself, NYSDEC regulates a 100-foot adjacent area around freshwater wetlands and may extend this buffer for certain sensitive wetland types. Accordingly, even if no “Previously Mapped” state freshwater wetlands occur within the Village, site-specific Parcel JDs may be required to confirm whether currently regulated freshwater wetlands or adjacent areas are present before any land-disturbing activity proceeds. Tidal wetlands remain regulated under Article 25 and 6 NYCRR Part 661. Regulated tidal wetland categories include intertidal marsh (IM), high marsh/salt meadow (HM), coastal shoals/bars/mudflats (SM), littoral zone (LZ), coastal fresh marsh (FM), and formerly connected tidal wetlands (FC). In addition to the mapped wetland itself, NYSDEC regulates the tidal “adjacent area,” defined as the land immediately landward of the wetland boundary to the closest of: 300 feet (or 150 feet within NYC), the seaward edge of a substantial fabricated structure (e.g., bulkhead, roadway) aligned parallel to the wetland, or the 10-foot elevation contour/crest (per 6 NYCRR 661.4). No new regulated activity may occur in tidal wetlands or their adjacent areas without a Part 661 permit; use guidelines and development restrictions (e.g., setbacks, impervious cover limits) are specified in §§ 661.5–661.6.

The Village of Northport has various regulations regarding the protection of marine wetlands from new developments and prevent

any adverse environmental impacts. Per Chapter 124 Marine Conservation and Regulation of Marine Structures Section 124-3, any applicant seeking to propose any structures that interfere with marine lands is subject to providing drawings and engineering documents prepared by a professional engineer licensed by the State of New York and comply with several regulations. In Sections 124-4 and 5 environmental protection standards for residential and commercial marine structures are identified. Additionally, Chapter 302 Waterways identifies rules and regulations intended to govern the use of waterways within the village and protect the sanctity of marine areas.

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FIGURE 9: FEMA FLOOD ZONES

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, FEMA, ESRI Streets



FIGURE 10: WATER RESOURCES

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, GIS NYS Clearinghouse 2023
This map was prepared with funding provided by the New York State Department of State Environmental Protection and



4.7. WATER QUALITY

The Village of Northport is located along the Northport Bay Complex, encompassing both Northport Harbor and Northport Bay, with its drainage basin forming part of the Long Island Watershed. This watershed provides interconnectedness throughout the entire extent of Long Island. Maintaining water quality in this watershed is important for Village residents and the larger Long Island population who rely on the watershed. Northport Harbor and the broader Huntington-Northport Bay Complex are monitored monthly by the Suffolk County Department of Health Services Office of Ecology, tracking dissolved oxygen, chlorophyll a, nutrients, clarity, and harmful algal blooms across North Shore embayments. Complementing this, Save the Sound's Unified Water Study, implemented locally by Cornell Cooperative Extension, operates 25 stations in the complex and collects discrete and continuous data on dissolved oxygen, chlorophyll a, nutrients (ammonia, nitrite, nitrate, total dissolved nitrogen), orthophosphate, salinity, water clarity, and macrophytes/eelgrass. The NYSDEC Marine Shellfish Program conducts year-round fecal coliform sampling and manages regulatory, temporary, and conditional shellfish harvest closures via the Public Shellfish Mapper.

Water quality measurements indicate Northport has experienced challenges to water quality within its Bay Complex due to elevated levels of pathogenic bacteria and nitrogen. Pathogen impairment from elevated levels of coliform bacteria and E. Coli results in the closure of

swimming beaches and shellfish harvesting beds. Nitrogen impairment promotes uncontrolled algae blooms that cloud the waterways and cause a plethora of secondary environmental issues. The elevated pathogen and nutrient levels that run into the watershed may also threaten swimming, fishing, and other recreational opportunities that the watershed provides.

To combat these issues, the Northport Harbor Water Quality Protection Committee (NHWQPC) was established in 2010 to develop an action plan to restore water quality in the tidal areas of Northport Harbor and Bay. The NHWQPC has prepared an Action Matrix that identifies and actively promotes several goals and project initiatives designed to improve the water quality of the bay. The Action Matrix includes:

- A. An upgrade of the Northport Sewage Treatment Plant and sewer line.
- B. Natural filtration of algae through aquaculture and stocking shellfish beds
- C. Reduction in stormwater runoff entering the NBC
- D. Promoting dredging activity to increase tidal flushing action
- E. Identifying and shuttering illicit discharges
- F. Examining the impact of cesspools
- G. Promoting the adoption of an Inter-municipal agreement with neighboring Villages
- H. Engaging a professional at SUNY Stony Brook to test, monitor, and make recommendations
- I. Educate the public to build awareness and political consensus for action.

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The NHWQPC has identified one known source of nitrogen pollution from the Northport Village Sewage Treatment Plant (STP). The Village of Northport has invested \$9-million into sanitary sewer system upgrades to reach mandated nitrogen reductions as set by the Environmental Protection Agency's (EPA) Long Island Sound Total Maximum Daily Load (TMDL).

Maintaining proper water quality is a major concern, as the Village relies on the sole source aquifer that supplies water to all Long Island. Elevated pathogen and nutrient levels within the Bay Complex could pose a risk to the drinking water within the aquifers if these elevated loads sink into the groundwater.

5. TRANSPORTATION

The Village of Northport's location is highly desirable, as it offers reasonable access to major transportation routes and rail service. The Village of Northport is located on the North Shore of Long Island, approximately 35 miles east of New York City. Commuter rail service is available via the Northport Train Station and Greenlawn Train Station, both of which are located on the Port Jefferson Branch. Additional transportation options are available via Town of Huntington HART bus line as well as Suffolk County Transit buses. Airports located within close proximity to Northport include MacArthur Airport which is approximately 35 minutes by car, and John F Kennedy International Airport and LaGuardia Airport which are both approximately 55 minutes away. The Village's unique location on Northport Harbor also supports the Suffolk County Blueway Trail, promoting recreational water-based travel, such as kayaking, paddleboarding, and canoeing.

The Village of Northport's historic charm and compact village center are defining features that draw residents and visitors alike. However, the growing popularity of the Village increases demand for parking, pedestrian safety, and evolving mobility needs, particularly in and around Main Street, Woodbine Avenue and Bayview Avenue

This section provides details regarding transportation resources within and near the Village of Northport in addition to traffic data counts collected and analyzed by KAG Engineering.

5.1. TRANSPORTATION PLANNING

Suffolk County Connect Long Island

Connect Long Island, a component of Suffolk County Comprehensive Master Plan 2035, is Suffolk County's regional transportation and development plan to promote long-term economic progress in Suffolk County. One of Suffolk County's greatest economic challenges derives from an outdated development model centered around the use of the automobile. Connect Long Island aims to create an innovation economy and drive sustainable growth by supporting transit-oriented development and building a modern transportation system. Connect Long Island seeks to connect development with our region's major research and educational institutions, as well as innovation zones for emerging high-tech companies. The five components of Connect Long Island are Transit Oriented Development (TOD), expand mass transit through Long Island Rail Roads double track, third track, and electrification projects, develop a north-south transit connection via Bus Rapid Transit routes, creation of the I-Zone which will connect educational and research institutions, and connect new and existing recreational assets and downtown hubs.

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Suffolk County Hike Bike Trail

Suffolk County adopted the comprehensive *Suffolk County Hike + Bike Plan* in 2022 to facilitate the development of a safe, integrated, and well-designed network of pedestrian and bicycle facilities throughout the County. The goal of this integrated Hike + Bike network is to improve the quality of life for County residents, reduce the reliance on automobiles, promote public health and boost economic activity. The Plan is intended to guide County and Town leaders and staff on how to develop and enhance the environment for walking and cycling in order to create a safe and connected active transportation network throughout Suffolk County linking popular destinations, employment hubs, schools, transit stops and residential areas.

Suffolk County has a below average proportion of residents who walk or bike to work compared to the national average. A robust walking and biking network will encourage people to limit the number of short automobile trips as well as support healthy living and recreation opportunities. The Plan includes provisions for signed bike routes, bike boulevards, sidewalks, buffered bike lanes, shared-use paths, and signed bike lanes with a total of about 1,200 miles of proposed walk, hike and bike facilities throughout Suffolk County.

There is currently limited existing pedestrian + bike infrastructure in the Village of Northport. The Plan considers new bike paths through the Village on Main Street, Ocean Avenue, and Church Street. Northport's scenic shoreline and quaint downtown provide a perfect setting for bike paths to allow residents and visitors to enjoy the Village to its fullest potential. In addition, these paths will allow bikers

to access nearby downtowns and scenic areas without having to use an automobile.

Transportation Strategies for a New Age: New York's Transportation Plan for 2030

In 2006, the New York State Department of Transportation (NYSDOT) released its statewide transportation vision, *Transportation Strategies for a New Age: New York's Transportation Plan for 2030*. The plan envisions a seamless, integrated system where travelers can easily transition between transportation modes and providers to meet personal and commercial needs. Because the Village experiences higher traffic volumes in the summer—especially during events at the marina and from increased boating activity—it's important to look for practical ways to ease congestion. This includes finding ways to reduce unnecessary car trips and improving how the roads operate during busy times. In simple terms, this means encouraging people to travel more efficiently (such as walking, biking, or carpooling when possible) and making small changes to traffic flow, signals, or signage so the roads work better when demand is high. It prioritizes the maintenance and improvement of key transportation corridors, such as the Long Island Expressway (I-495), which support multiple modes of travel including cars, buses, and connections to rail, and encourages coordination between transportation and local land use planning. While no capital projects are currently planned by NYSDOT within the Village, the agency's long-term vision prioritizes seamless multimodal integration and supports context-sensitive solutions and initiatives that foster transit-oriented development.

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Relevant regional efforts include streetscape improvements planned in Kings Park on Route 25A, which will include bulb-outs, high-visibility crosswalks, and pedestrian amenities. These upgrades serve as models for potential future projects in Northport.

Complete Streets

It has been some 14 years since the New York State “Complete Streets” became law, amending the New York State Highway Law to add Section 331. The Complete Streets amendment was intended to achieve a cleaner, greener transportation system and to consider the needs of all users including pedestrian, bicyclists, motorists, users of public transportation, and citizens of all ages and disabilities. This law requires that all state, county, and local transportation projects that are undertaken by the State Department of Transportation, and projects that receive federal and state funding utilize complete street design features in planning, design, construction, reconstruction, and rehabilitation of streets. The legislation is intended to provide health benefits from increasing active forms of transportation while decreasing congestion and air pollution.

Complete Streets are designed and operated to enable safe access for all users of roads rather than heavily focusing on motorists. These designs emphasize the concepts of “traffic calming” to slow vehicular traffic and encourage safe multi-modal interactions. There are many different techniques that can be utilized to create complete streets including the addition of sidewalks, separate bike lanes or wide paved shoulders for them, dedicated bus lanes, accessible public transportation stops, frequent and safe crosswalks, median islands,

curb extensions, and roundabouts. Complete Street design is a sustainable practice that can improve safety, encourage walking and bicycling, lower transportation costs by providing more cost-effective options, and create strong and livable communities. Any projects which receive state funding must consider these design objectives.

5.2. COMMUTING PATTERNS

The U.S. Census Bureau collects data on commuting or “journey to work” characteristics, including “means of transportation to work.” **Table 28** shows commuting data from the 2022 American Community Survey 5-Year Estimate for the Village. While the journey to work data does not encompass all trips made within the Village, characterizing commuting patterns allows for a broad understanding of transportation preferences within the Village. Seventy-eight percent of individuals who work outside of their home use private means of transportation to get to work, a figure that has remained steady over the last decade. Out of that 78 percent of individuals who drive to work, 96 percent drove alone, while 4 percent carpooled. Only 6 percent of commuters took public transportation to work, 3 percent walked, and 1 percent took a taxicab or a motorcycle.

Thirteen percent of workers work from home and therefore do not use any means of transportation. The number of individuals who work from home has increased as people transitioned to work from home during the Covid-19 pandemic with many continuing to work from home following the pandemic.

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TABLE 28 MEANS OF TRANSPORTATION TO WORK

| | Persons | Percent |
|---|---------|---------|
| Workers 16 years and over | 4,051 | 100% |
| Car, truck, or van: | 3,146 | 78% |
| Drove alone | 3,010 | (96%) |
| Carpooled: | 136 | (4%) |
| Public transportation (excluding taxicab): | 229 | 6% |
| Bus | 0 | - |
| Subway or elevated rail | 32 | - |
| Long-distance train or commuter rail | 197 | - |
| Bicycle | 0 | 0% |
| Walked | 110 | 3% |
| Taxicab, motorcycle, or other means | 40 | 1% |
| Worked from home | 526 | 13% |
| Source: 2022 American Community Survey 5-Year | | |

The American Community Survey also collects data regarding resident travel time to work. The mean travel time to work was 28.5 minutes for workers 16 years and older living in Northport, indicating many people are traveling to employment centers outside the Village but close to home for work. The commute time with the highest percentage (22 percent) was less than ten minutes, followed by over 60 minutes (15 percent), 10-14 minutes (13 percent), 20-24 minutes (13 percent), and 30-34 minutes (11 percent). Commuting time is a

direct reflection of employment locations. Approximately 30 percent of workers have a commute exceeding 35 minutes.

TABLE 29 TRAVEL TIME TO WORK

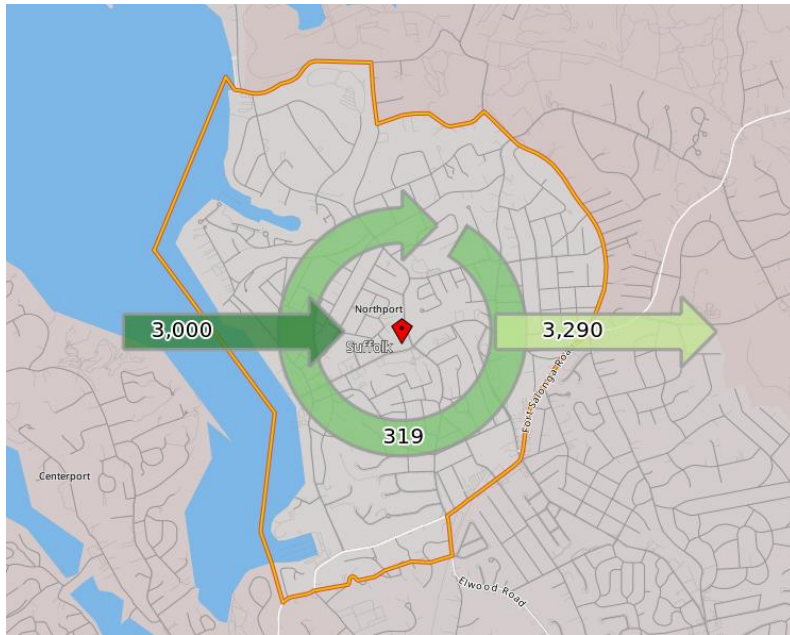
| Travel Time | Percent |
|---|---------|
| Less than 10 minutes | 21.2% |
| 10 – 14 minutes | 13.1% |
| 15 – 19 minutes | 8.8% |
| 20 - 24 minutes | 12.9% |
| 25 – 29 minutes | 3.3% |
| 30 – 34 minutes | 11.0% |
| 35 – 44 minutes | 10.8% |
| 45 – 59 minutes | 4.0% |
| Over 60 minutes | 15.0% |
| Average travel time (minutes) | 28.5 |
| Source: 2022 American Community Survey 5-Year | |

The majority of households within the Village own multiple cars according to ACS data. Of all households in the Village, 46 percent, own two vehicles, while 30 percent own one vehicle, and 21 percent own three or more. Only 3 percent of all households did not own a vehicle.

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An inflow/outflow analysis of workers shows that more employees travel outside the Village than those that travel into the Village to work. Approximately 3,000 employees travel into the Village for employment, 319 employees live and work in the Village, and 3,290 employees leave the Village for employment.



INFLOW/OUTFLOW ANALYSIS FOR THE VILLAGE OF NORTHPORT

Source: U.S. Census Bureau On the Map

U.S. Census Bureau On the Map data shows the top 10 locations where persons who live in Northport worked in 2021. The table below breaks down employment center by counties where Village of Northport residents travel to for work. Forty six percent of Northport residents work in Suffolk County, followed by Nassau County at 21 percent, and New York County at 16 percent.

Job Counts by Counties Where Workers are Employed - All Jobs

| | 2021 | |
|------------------------|-------|-------|
| | Count | Share |
| Suffolk County, NY | 1,673 | 46.4% |
| Nassau County, NY | 766 | 21.2% |
| New York County, NY | 567 | 15.7% |
| Queens County, NY | 152 | 4.2% |
| Kings County, NY | 90 | 2.5% |
| Westchester County, NY | 70 | 1.9% |
| Bronx County, NY | 42 | 1.2% |
| Fairfield County, CT | 37 | 1.0% |
| Albany County, NY | 26 | 0.7% |
| Richmond County, NY | 16 | 0.4% |
| All Other Locations | 170 | 4.7% |

TOP 10 JOB LOCATIONS (BY COUNTY)

Source: U.S. Census Bureau On the Map

The results below further break down where workers travel to by county subdivision. Twenty six percent work within the Town of Huntington, followed by 6 percent of workers that work in the borough of Manhattan. Other locations that workers travel to include the Town of Oyster Bay, Town of Islip, Town of Hempstead, Town of North Hempstead, Town of Smithtown, Borough of Queens, Town of Babylon, and Town of Brookhaven.

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Job Counts by County Subdivisions Where Workers are Employed - All Jobs

| | 2021 | |
|-----------------------------------|-------|-------|
| | Count | Share |
| Huntington town (Suffolk, NY) | 939 | 26.0% |
| Manhattan borough (New York, NY) | 567 | 15.7% |
| Oyster Bay town (Nassau, NY) | 293 | 8.1% |
| Islip town (Suffolk, NY) | 262 | 7.3% |
| Hempstead town (Nassau, NY) | 227 | 6.3% |
| North Hempstead town (Nassau, NY) | 222 | 6.2% |
| Smithtown town (Suffolk, NY) | 185 | 5.1% |
| Queens borough (Queens, NY) | 152 | 4.2% |
| Babylon town (Suffolk, NY) | 136 | 3.8% |
| Brookhaven town (Suffolk, NY) | 133 | 3.7% |
| All Other Locations | 493 | 13.7% |

TOP 10 JOB LOCATIONS (BY COUNTY SUBDIVISION)

Source: U.S. Census Bureau On the Map

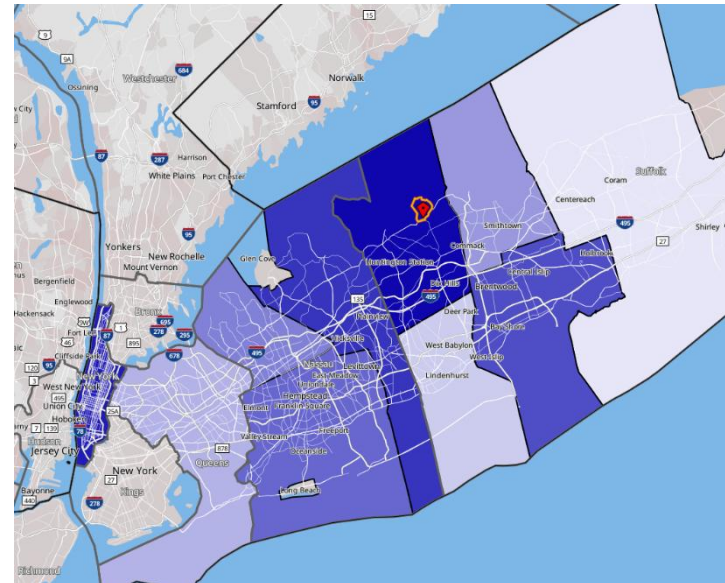
The results below break down job counts further by cities, and census designated places (CDPs). The most common commuting cities were New York City at 24 percent, followed by the Village of Northport at 9 percent. Other places where many Village of Northport residents travel to for work include Huntington CDP, Melville CDP, and East Northport CDP.

Job Counts by Places (Cities, CDPs, etc.) Where Workers are Employed - All Jobs

| | 2021 | |
|------------------------|-------|-------|
| | Count | Share |
| New York city, NY | 867 | 24.0% |
| Northport village, NY | 319 | 8.8% |
| Huntington CDP, NY | 131 | 3.6% |
| Melville CDP, NY | 111 | 3.1% |
| East Northport CDP, NY | 72 | 2.0% |
| Brentwood CDP, NY | 59 | 1.6% |
| Commack CDP, NY | 56 | 1.6% |
| Hauppauge CDP, NY | 56 | 1.6% |
| Manhasset CDP, NY | 56 | 1.6% |
| Smithtown CDP, NY | 55 | 1.5% |
| All Other Locations | 1,827 | 50.6% |

TOP 10 JOB LOCATIONS (BY PLACES – CITIES, CDPS, ETC.)

Source: U.S. Census Bureau On the Map



A MAP SHOWING WHERE NORTHPORT RESIDENTS COMMUTE TO WORK (BY COUNTY SUBDIVISION)

Source: 2020 U.S. Census, OnTheMap To

5.3. ROADS

NYSDOT Functional Classification

There are approximately 34 miles of roads within the Village of Northport. In New York, roads are grouped into “functional classes” by the New York State Department of Transportation (NYSDOT) according to the level and character of service they provide. A roadway’s classification defines its importance within the overall network and is used to determine which roads are eligible for federal funding under the Federal Highway Administration Surface Transportation Program. The NYSDOT prepares Functional Class Maps for the entire state roadway system. All roadway classifications are Federal Aid eligible, except for local roads. **Figure 11 NYSDOT Functional Classification** to the right indicates the hierarchical classification and location of roads within the Village.

Within the system, there are six classifications of roads: Principal Arterial Interstate, Principal Arterial Expressway, Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local. Within the Village of Northport there are Local, Urban Minor Arterial, Urban Major Collector, and Urban Principal Arterial Roads. Fort Salonga otherwise known as 25A runs along the border of the Village and is classified as an “Urban Principal Arterial” road. As per the NYSDOT classifications, these roads serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, and carry a high proportion of the total urban area travel on a minimum mileage. The principal arterial system should carry the major portion of trips



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entering and leaving the urban area, as well as the majority of through movements to bypass a community center. Roads such as Main Street, Church Street, Ocean Avenue, James Street, Bayview Avenue and Woodbine Avenue are classified as “Urban Major Collectors” which provide both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. A collector may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. The collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. Most other roads within the Village are local roads; however, they are not all classified by the NYSDOT. Local streets primarily serve to provide access to adjacent land and facilitate short distance travel.

The Village’s Street network evolved from a rural system and lacks a formalized grid, resulting in limited east-west and north-south connections. Traffic congestion is common along major corridors, especially during peak travel periods and in commercial areas.

Most of the roads in the Village are owned and maintained by the Village, with NYSDOT responsible for Fort Salonga Road. The Town of Huntington maintains the roads outside of the Village as shown on **Figure 12 Road Jurisdiction**. In addition, there are two private roads which are maintained by the respective homeowners.



FIGURE 12: ROAD JURISDICTION

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Outdoors Agency 2023, NYS Department of Transportation



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AADT

Figure 13 provides the **Annual Average Daily Traffic Volumes (AADT)** for roads within the Village where NYSDOT trip data is collected. The most heavily trafficked road within the Village is Fort Salonga Road (25A) with approximately 14,714 trips per day. Fort Salonga Road serves as an access road into and out of the Village and has many commercial and retail stores that draw traffic to the area. Main Street is the second most heavily trafficked road in the Village as it serves as the downtown core of the Village. Between the terminus of Main Street and the intersection of Main Street and Church Street the annual average daily traffic volume is approximately 9,979 daily trips. East of this intersection, between Church Street and Fort Salonga Road the traffic volume is a bit lower with an AADT of 6,483 cars. Between the intersection of Main Street and Ocean Avenue north to the intersection at Eatons Neck Road, the AADT is 7,091 cars. Church Street is also heavily trafficked with an AADT of between 6,661 and 9,041 cars. Other moderately trafficked roads within the Village with between 500 and 4,000 annual average daily trips include Woodbine Avenue, Bayview Avenue, and James Street.

As part of KAG's traffic analysis, traffic counts of vehicles traveling through road segments along Main Street, Scudder, Bayview, Woodbines, Ocean, and Church were collected. This data includes information regarding speed of travel as well as vehicle type. The complete data set can be found at **Village Hall** located at 224 Main Street, Northport and a summary of the data and analysis is included in **Section 5.7 Transportation Study**.



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In terms of truck traffic, **Figure 14 AADT – Trucks Map** indicates that the highest percentage of truck traffic is seen on Fort Salonga Road with between 210 and 622 daily trucks. Main Street has the second highest percentage of truck traffic, due to the high number of retail and commercial uses, with 352 AADT between the terminus of Main Street and Church Street. Church Street and Ocean Avenue, likely used as access points to businesses on Main Street, sees between 219 and 235 AADT.



FIGURE 14: AADT - TRUCKS

Sources: Suffolk County CIS 2016, NYS C S 2022, O'Hanrahan 2020, CIS NYS Clearinghouse 2023



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Vehicle Accident Data

The Northport Police Department provided details regarding the location and date of motor vehicle accidents within the Village in 2024 and through mid-December 2025. The data was compiled to determine which intersections had the higher number of accidents. **Figure 15 Accident Data** shows the frequency of accidents at the various intersections. Intersections with more frequent accidents tend to be within the commercial areas or downtown core. **Table 30** displays the intersections with 5 or more accidents.

TABLE 30 – ACCIDENT INFORMATION 2024 & 2025

| Intersection | # of Accidents |
|--|----------------|
| FORT SALONGA ROAD & LAUREL AVENUE | 16 |
| MAIN STREET & CHURCH STREET/OCEAN AVENUE | 15 |
| FORT SALONGA ROAD & RESERVOIR AVENUE/ELWOOD ROAD | 14 |
| MAIN STREET & BAYVIEW AVENUE/WOODBINE AVENUE | 14 |
| MAIN STREET & WOODSIDE AVENUE | 14 |
| SCUDDER AVENUE & WOODBINE AVENUE | 11 |
| MAIN STREET & LAUREL AVENUE | 11 |
| WOODBINE AVENUE & FIFTH AVENUE | 11 |
| OCEAN AVENUE & LEWIS ROAD/SEA COVE | 10 |
| FORT SALONGA ROAD & CHURCH STREET | 9 |
| SCUDDER AVENUE & SCHOOL STREET | 8 |
| FORT SALONGA ROAD & WOODBINE AVENUE | 7 |
| SCUDDER AVENUE & UNION PLACE | 7 |
| FORT SALONGA ROAD & JEFFERSON AVENUE | 6 |
| FORT SALONGA & SANDY HOLLOW ROAD | 6 |
| MAIN STREET & UNION PLACE | 6 |
| FORT SALONGA ROAD & LINCOLN AVENUE | 5 |
| FORT SALONGA ROAD & LOGAN HILL ROAD | 5 |
| RESERVOIR AVENUE & CHURCH STREET | 5 |

Source: Village Police Department



5.4. PUBLIC TRANSPORTATION

Regional rail and bus transit services are available to residents of the Village of Northport. In terms of rail service, the Village is located in close proximity to three stops on the Long Island Railroad Port Jefferson branch. The Village is approximately 1.7 miles away from the Northport Train Station, 2.5 miles away from Greenlawn Train Station, and 5 miles from Huntington Train Station. The Long Island Railroad Port Jefferson line runs east to Port Jefferson and west to Grand Central Terminal and Pennsylvania Station where transfers are available. Travel time to New York City is approximately 80 minutes and travel time to Port Jefferson is 38 minutes.

The Northport Station has two large Town of Huntington Resident/Non-Resident Permit parking lots, a free off-peak parking lot, and another unrestricted parking lot. The station also has bus connections to the HART bus and Suffolk County Transit. The Greenlawn Station has two Town of Huntington Resident/Non-Resident Permit parking lots, one unrestricted parking lot, and HART bus service connections. The Huntington Station offers frequent train service, connections to the HART and SC transit buses, resident parking, and metered parking, making the station desirable particularly for commuters or visitors to NYC.

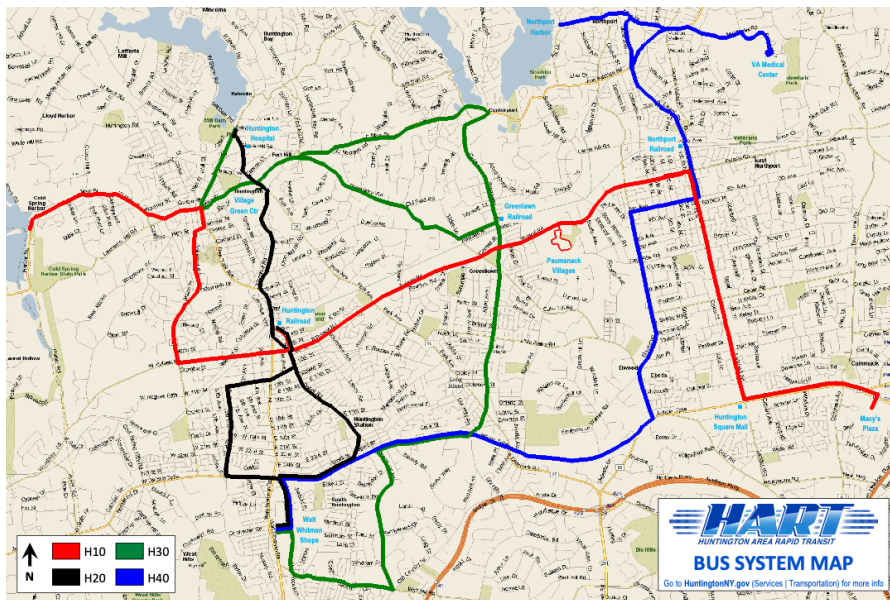
Additional transportation options are available via Town of Huntington HART bus line as well as Suffolk County Transit buses. Bus service is available via the Town of Huntington HART bus line. The H40 line is the only service line that has stops within the Village of Northport. Bus stops within the Village include Main Street at Woodbine Avenue, Main Street at Ocean Avenue, Main Street at



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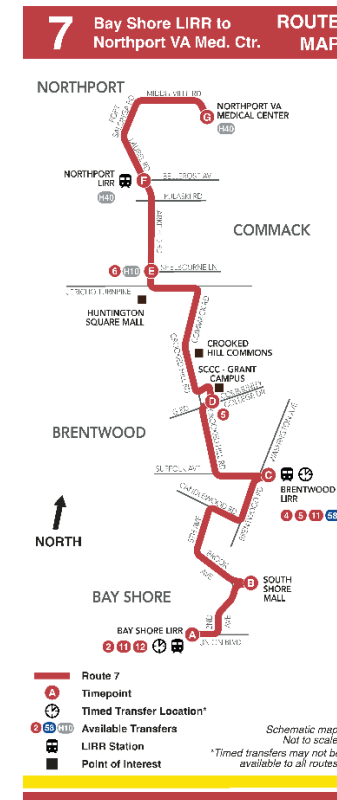
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Church Street, Main Street at Laurel Avenue, Laurel Avenue at Scudder Avenue, and Fort Salonga Road/Waterside Road (right outside the Village). The H40 bus line runs from the VA medical Center to the Walt Whitman Shops, and transfers are available to alternative bus lines.



Suffolk County Transit Route 7 also provides transportation options for residents of the Village. Route 7 runs from Bayshore to Northport Veterans Affairs Medical Center. Notable locations along route 7 include the Brentwood Long Island Railroad station, Suffolk County Community College – Michael J. Grant Campus, Northport Long Island Railroad station, as well as 4 stops along Fort Salonga Road which

includes Fort Salonga Rd/Waterside Road, Fort Salonga Road/Harrison Drive, and Fort Salonga Road/Vernon Valley Road.



5.5. PEDESTRIAN SYSTEMS

Safe and accessible sidewalks and bicycle routes are essential elements of a well-balanced, multimodal transportation system. Expanding opportunities for walking and biking is one of the most effective strategies for encouraging travel by modes other than private vehicles. The transportation assessment was conducted using the principles of complete streets, consistent with New York State's Complete Streets Act. A complete streets approach seeks to design, operate and maintain streets that safely accommodate all users – pedestrians, bicyclists, motorists, transit riders, and individuals of all ages and abilities.

The Village of Northport is well served by sidewalks that link residents to key destinations throughout the Village, including schools, parks, and downtown areas. Most residential neighborhoods do not have the benefit of sidewalks; however, the majority of roads that see heavy foot traffic do have sidewalks.

Main Street has sidewalks on both sides of the street from the Harbor up until Church Street. Main Street which sees heavy foot traffic generally has wide and well-maintained sidewalks. The segment of Main Street between Church Street and Fort Salanga Road, which is more residential, has sidewalks but exclusively on one side of the road.

Aside from Main Street, Fort Salonga Road is another major road within the Village that has many commercial and retail uses. While there are areas along Fort Salonga Road that have sidewalks, they are not consistent, and they do not run along the entirety of the roadway. Some areas along the roadway have sidewalks that alternate between the north and south side of the roadway, which is not conducive to safe pedestrian access. Generally, pedestrians do not walk along this road due to the uncomfortable nature of the roadway.

Woodbine and Bayview Avenue, running along the Harbor are relatively walkable with sidewalks on one or both sides of the street from Fort Salonga Road (25A) up to Bluffpoint Road. However, the sidewalks on Bayview Avenue are narrow and conflicts occur with parked vehicles. The majority of Reservoir Avenue and Church Street have sidewalks on at least one side of the street, while Ocean Avenue has sporadic sidewalks. Laurel Avenue, which houses the library and the Brosnan school building, has consistent well maintained sidewalks on both sides of the streets. Scudder Avenue, another main access roadway for pedestrians, has sidewalks that run the entirety of the roadway. Many of the local side streets within the Village do not have sidewalks and the overall wooded and hilly nature along with windy roads make the Village difficult to maneuver on foot.

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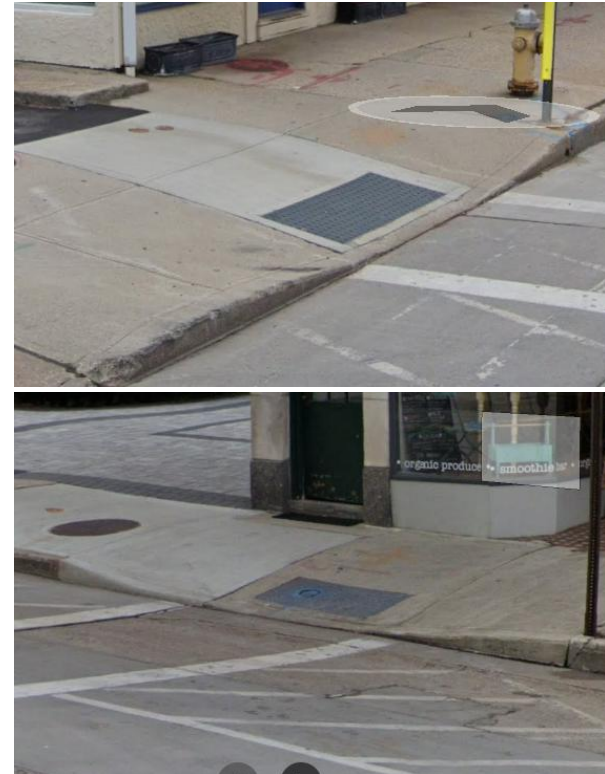
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Crosswalks downtown are present along Main Street including the intersection of Main Street and Woodbine/Bayview as well as Main Street and Church Street. In addition, there is a midblock crossing on main Street located approximately 130 feet east of School Street. However, these crosswalks lack high-visibility striping, and the midblock crosswalk on Main Street lacks advanced warning signage.

Main Street – Midblock Crosswalk (low visibility to motorists)



Ramps on north and south side of Main Street at the midblock crosswalk are steep and do not meet ADA standards:



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Bayview Avenue (Narrow sidewalk & non-compliant curb ramps)



Bayview Avenue (Various materials & non-compliant curb ramps)



In addition, the area's hilly topography and limited bicycle infrastructure have constrained active transportation options. Currently, there are no designated bike routes within the Village, although two segments of the Suffolk County Hike Bike Network are proposed (see **Figure 16: Public Transportation** above). These planned connections present an opportunity to integrate the Village into a broader multimodal system and should be considered in future capital improvement and planning efforts.

To support safer and more efficient multimodal travel, Complete Streets principles encourage a combination of pedestrian, bicycle and vehicular design strategies tailored to local conditions. In addition to pedestrian and bicycle accommodations, traffic calming measures can be applied throughout the Village to reduce vehicle speeds, mitigate cut-through traffic and create safer neighborhood environments particularly for pedestrians and cyclists. Traffic calming refers to physical or operational interventions intended to reduce vehicular speeds or volumes, particularly on local streets where through-traffic is undesirable. Examples of traffic calming techniques include:

- Four-way stop signs,
- Signs alerting motorists as to their speed vs. the posted speed limit
- Traffic circles, or roundabouts
- Raised crosswalks
- Textured pavement
- On-street parking
- Street narrowing or curb extensions, also known as “neckdowns”, “bulb-outs” or “chokers”.

5.6. PARKING

Due to the Village of Northport’s predominantly low-density suburban development pattern, parking is generally sufficient in most areas.

However, downtown Main Street experiences significant shortfalls, especially in the summer and during community events when both residents and visitors compete for limited space. In the Northport Village, parking is available on-street and in public parking lots. Boaters also increase demand near the marina, downtown area and Bayview and Woodbine Avenues. An in-depth parking analysis is presented in **Chapter 6** of this Profile.

5.7. TRANSPORTATION STUDY

KAG Engineering was retained to conduct a transportation study including traffic counts at key intersections. This analysis was conducted in order to gain a better understanding of traffic circulation in the Village and determine if any traffic mitigation measures are needed. The complete data set can be found at **Village Hall** located at 224 Main Street, Northport and a summary of the data and analysis is included in this Section.

Methodology

Site Visits were conducted by KAG Engineering on the following dates:

- April 18, 2025: Initial walk-through of downtown core, Bayview Avenue, Woodbine Avenue and Main Street to document sidewalk conditions, on-street parking usage and roadway geometry.
- May 8, 2025: Identification of cycle and pedestrian access extending from Village Center to Fort Salonga Road.
- May 15-17, 2025: Traffic observations conducted concurrently with ATR and turning-movement data collection.
- June 3, 2025: Walk-through and understand summer traffic patterns.

Traffic Data Collection included the following:

- Automated Traffic Recorders: Traffic counts were collected using automated traffic recorders at nine (9) locations over a three-day period from May 15, 2025 through May 17, 2025. These ATR counts captured traffic volume, vehicle classification and operating speeds.
- Turning Movement Counts: Video-based turning movement counts were collected at three key intersections on May 15 (Thursday) and May 17 (Saturday) between 5:00 a.m. and 9:00 p.m. Turning movement count data studies the number of vehicles that turn left, turn right, go straight, or makes a U-turn at specific intersections. These types of analyses are useful for determining if intersections operate efficiently and if they are at or near capacity. This data also assists in determining if additional turning lanes, configuration improvement to travel

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lanes, and/or changes to signal timing and phasing are needed. The data collected not only counted cars and trucks but also pedestrian and bike traffic in order to assess Northport's multimodal transportation system.

Intersections

The three intersections analyzed include:

- **Intersection 1:** Main Street & Bayview/Woodbine Avenue
- **Intersection 2:** Woodbine Avenue & Scudder Avenue
- **Intersection 3:** Main Street & Ocean Avenue/Church Street & Seaview Terrace

These intersections were chosen as they represent the main access points to Main Street and are the highest trafficked intersections within the Village.

Intersection 1



Intersection 3



Intersection 2

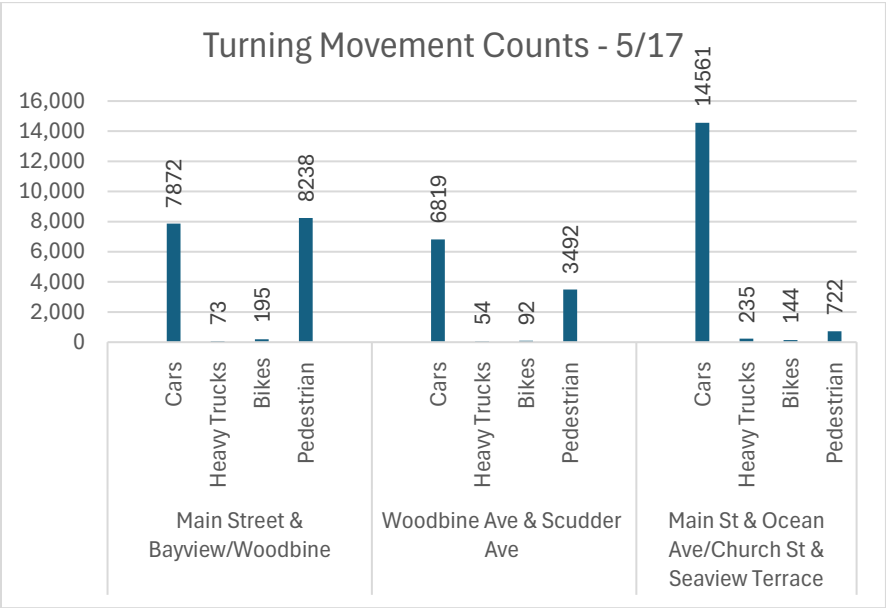
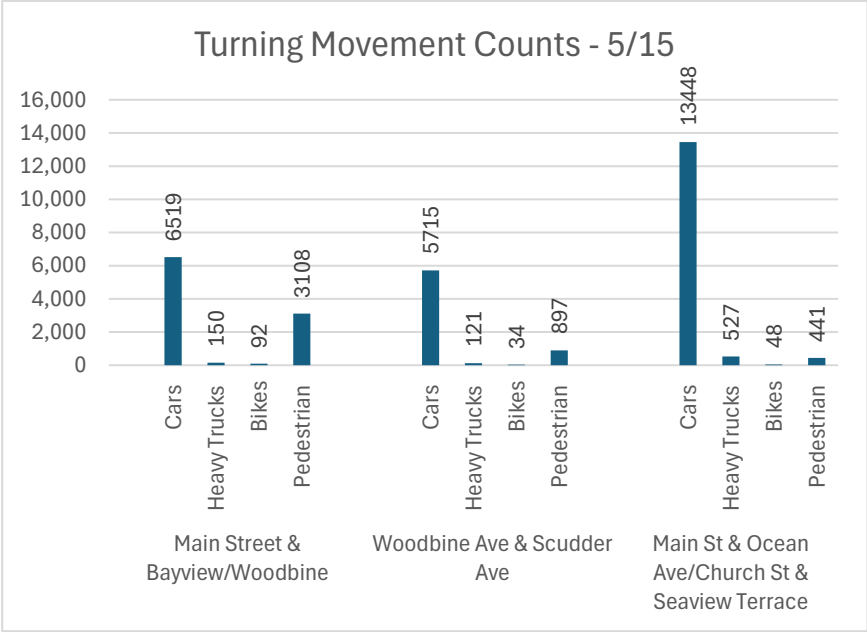


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Turning Movement Count Data

KAG Engineering collected turning movement counts at three different intersections on May 15th and May 17th between the hours of 5:00 am and 9:00 pm. The following two charts summarize turning movements for cars, heavy trucks, bikes and pedestrians at the three studied intersections. See **Appendix C** for the full turning movement data set.



Peaks hours refer to the specific one-hour period during the day when volumes are at their highest. The following table provides a summary of peak hours for each of the three sections on 5/15 and 5/17.

| Peak Hours | | | |
|-----------------------|------|---------------------|---------------------|
| | | 15-May | 17-May |
| Main Street & Bayview | AM | 9:00 am - 10:00 am | 9:00 am - 10:00 am |
| | Noon | 11:45 am - 12:45 pm | 1:00 opm - 2:00 pm |
| | PM | 5:00 pm - 6:00 pm | 6:30 pm - 7:30 pm |
| Woodbine/Scudder | AM | 9:00 am - 10:00 am | 9:00 am - 10:00 am |
| | Noon | 11:45 am - 12:45 pm | 1:00 pm - 2:00 pm |
| | PM | 4:30 pm - 5:30 pm | 6:00 pm - 7:00 pm |
| Ocean/Church/Seaview | AM | 8:00 am - 9:00 am | 9:00 am - 10:00 am |
| | Noon | 11:30 am - 12:30 pm | 11:45 am - 12:45 pm |
| | PM | 4:45 pm - 5:45 pm | 4:15 pm - 5:15 pm |

Turning Movement Count Analysis

Analysis of the recorded data indicates that these intersections are operating near capacity during peak periods on 5/17 which was a Saturday, as shown in **Table 31**:

| TABLE 31 – KEY INTERSECTION TRAFFIC COUNTS | | | | |
|--|----------------|----------------------------|--------------------------|-------------------------------|
| Intersection | PM Peak Volume | Estimated Vehicle Capacity | Volume to Capacity Ratio | Operational Status |
| Main Street & Bayview/Woodbine Avenue | 801 | 900 | 0.89 | Near Capacity |
| Woodbine Avenue & Scudder Avenue | 692 | 800 | 0.87 | Approaching Capacity |
| Main Street & Ocean Avenue/Church Street/Seaview Terrace | 1,225 | 1,300 | 0.94 | Unstable/Approaching Capacity |

- **PM Peak Volume:** The total number of vehicles observed during the PM peak hour, representing the highest traffic demand period in the afternoon/evening. This value reflects the volume of vehicles entering the intersection from all approaches.
- **Estimated Vehicle Capacity:** The maximum number of vehicles the intersection can reasonably accommodate during the peak hour based on its geometry, control type, lane configuration, and traffic operating characteristics. Capacities are estimated

using industry-standard methodologies such as the Highway Capacity Manual.

- **Volume to Capacity Ratio:** A measure of how efficiently the intersection is operating, calculated by dividing the PM peak volume by the estimated capacity. A v/c ratio approaching or exceeding 1.0 indicates the intersection is nearing or exceeding its capacity.
- **Operational Status:** A qualitative description of how the intersection is performing during the PM peak, based on the calculated v/c ratio. Common classifications include *Moderately Loaded* (stable flow with some delay), *Approaching Capacity* (increasing delay and reduced maneuverability), and *Near Capacity/Approaching Capacity/Unstable* (significant congestion with limited ability to accommodate additional traffic).

Turning Movement Count Conclusions

The intersection capacity assessment indicates that several key locations within the Village roadway network are experiencing operational stress during the PM peak period:

1. **Main Street & Bayview/Woodbine Avenue**
With a PM peak volume of 801 vehicles and a v/c ratio of 0.89, this intersection is operating **near capacity**. This suggests limited remaining reserve capacity and indicates that even small increases in traffic demand—whether seasonal, event-related, or development-driven—may result in noticeable congestion and delay.

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2. **Woodbine Avenue & Scudder Avenue**

This location shows a v/c ratio of 0.87 and is classified as **approaching capacity**. Traffic flow remains stable, but delays are likely during peak travel times, and the intersection is vulnerable to operational issues when unexpected surges occur.

3. **Main Street & Ocean Avenue/Church Street/Seaview Terrace**

This intersection has the highest PM peak volume (1,225 vehicles) and it also has a higher estimated capacity, resulting in a v/c ratio of 0.94. This indicates an **unstable/approaching capacity** condition, meaning the intersection does experience congestion with delays during peak travel times. Continued monitoring is recommended, particularly given its role as a gateway to multiple Village destinations.

Overall Network Conclusion

The evaluation reveals that portions of the Village’s roadway system—particularly along Main Street and the Bayview/Woodbine corridor—are functioning near or at capacity during the PM peak. These conditions highlight the need for:

- Targeted operational improvements (signal timings, lane utilization, turn restrictions).
- Consideration of access management strategies near high-demand driveways.
- Coordination with seasonal and event traffic management plans.

- Long-term planning for multimodal enhancements to reduce vehicular demand where feasible.

In summary, while the network remains operational, congestion is emerging at several critical locations, warranting proactive planning to preserve mobility and safety.

Key Issues

- **Parking Shortages in the Downtown Core:** While most of Northport offers adequate parking, the Main Street area experiences consistent parking shortages, particularly during weekends, summer months, and community events. Increased demand from visitors and boaters near the marina further exacerbates this issue.
- **Limited Multimodal Infrastructure:** The Village of Northport currently lacks dedicated bicycle facilities, and pedestrian infrastructure is inconsistent, particularly outside of the traditional village center. These gaps in multimodal connectivity limit safe and accessible transportation options for residents and visitors. The Village’s naturally hilly terrain further discourages walking and bicycling, particularly for those with mobility challenges. Despite these limitations, the waterfront area, particularly along Woodside Avenue and Bayview Avenue, experiences significant pedestrian activity, with daily volumes exceeding 2,000 pedestrians. This high volume contributes to congestion and conflicts at key intersections, underscoring the need for improved

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infrastructure to safely accommodate all users and maintain efficient traffic flow.

- **Traffic Congestion and Roadway Constraints:** The Village of Northport's historic and curvilinear street network, while contributing to its charm, does not follow a traditional grid pattern and presents challenges in accommodating modern traffic volumes. This is especially evident along Route 25A and within commercial districts, where frequent turning movements contribute to congestion and delays.
- **Key Intersections**
 - Bayview Avenue, north of Main Street, exemplifies these challenges. Although it operates as a two-way roadway, it is approximately 22 feet wide and functions with two travel lanes and on-street parking on both sides. With peak traffic volumes around 150 vehicles in both directions, the narrow cross-section often requires vehicles traveling in one direction to yield to oncoming traffic. This informal alteration of flow creates inefficiencies and potential safety concerns, particularly during peak waterfront activity.
 - Woodbine Avenue & Scudder Avenue is controlled by a two-way stop for the eastbound and westbound approaches. Woodbine Avenue, a local connector street, serves as the uncontrolled (free-flow) north-south movement. The intersection is in a transitional zone between the waterfront and residential neighborhoods, serving both local circulation and parking access for harbor-related activity. Given their close proximity of 250 feet,

these intersections should operate in a coordinated manner to optimize traffic flow.

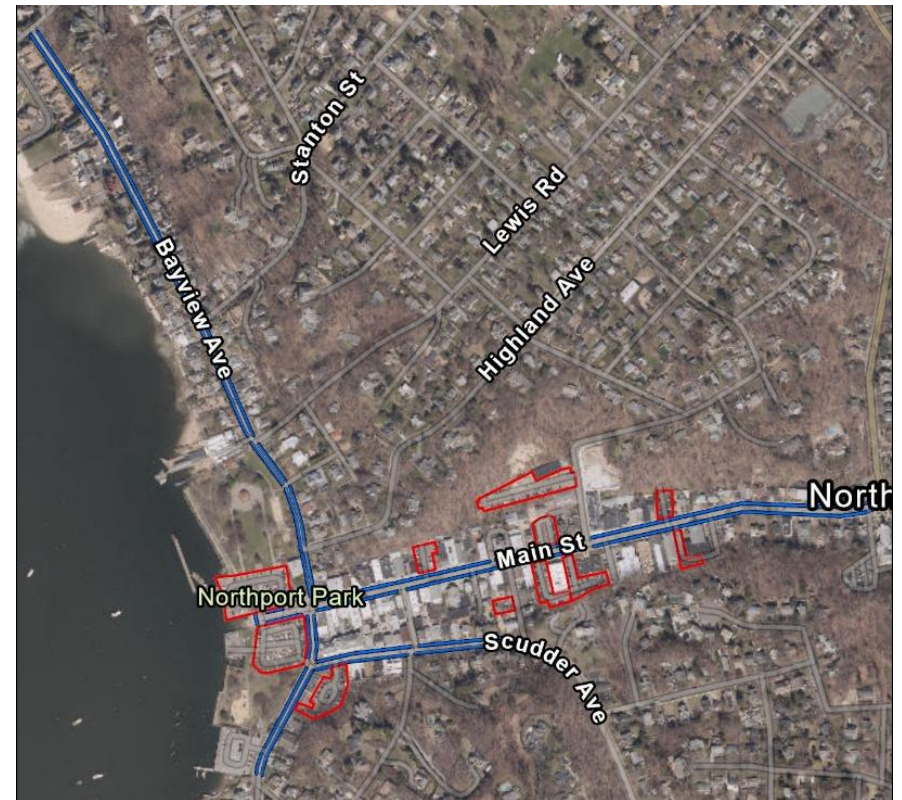
- Main Street and Ocean Avenue/Church Street/Seaview Terrace are a signalized, 5-leg intersection. The intersection is a key downtown node near commercial, civic and waterfront destinations. The irregular geometry has been mitigated by making Seaview Terrace a one-way street allowing for better flow.
- **Minimal Public Transportation Coverage:** Public transit is limited to one SCT bus route and a single HART line, with infrequent service and no Sunday operation, limiting options for non-driving residents and visitors.
- **Disconnect Between Land Use and Transportation Planning:** Existing development patterns were not designed to accommodate current transportation needs. There is a need to better integrate land use policy with transportation planning, as encouraged by the New York State DOT's long-range vision.

6. PARKING UTILIZATION

The Village of Northport features a traditional “Main Street” downtown core which attracts numerous residents and visitors year-round, with a notable rise during the summer months. To accommodate these residents and visitors, the Village provides several municipal parking lots as well as on-street parking throughout the Main Street corridor.

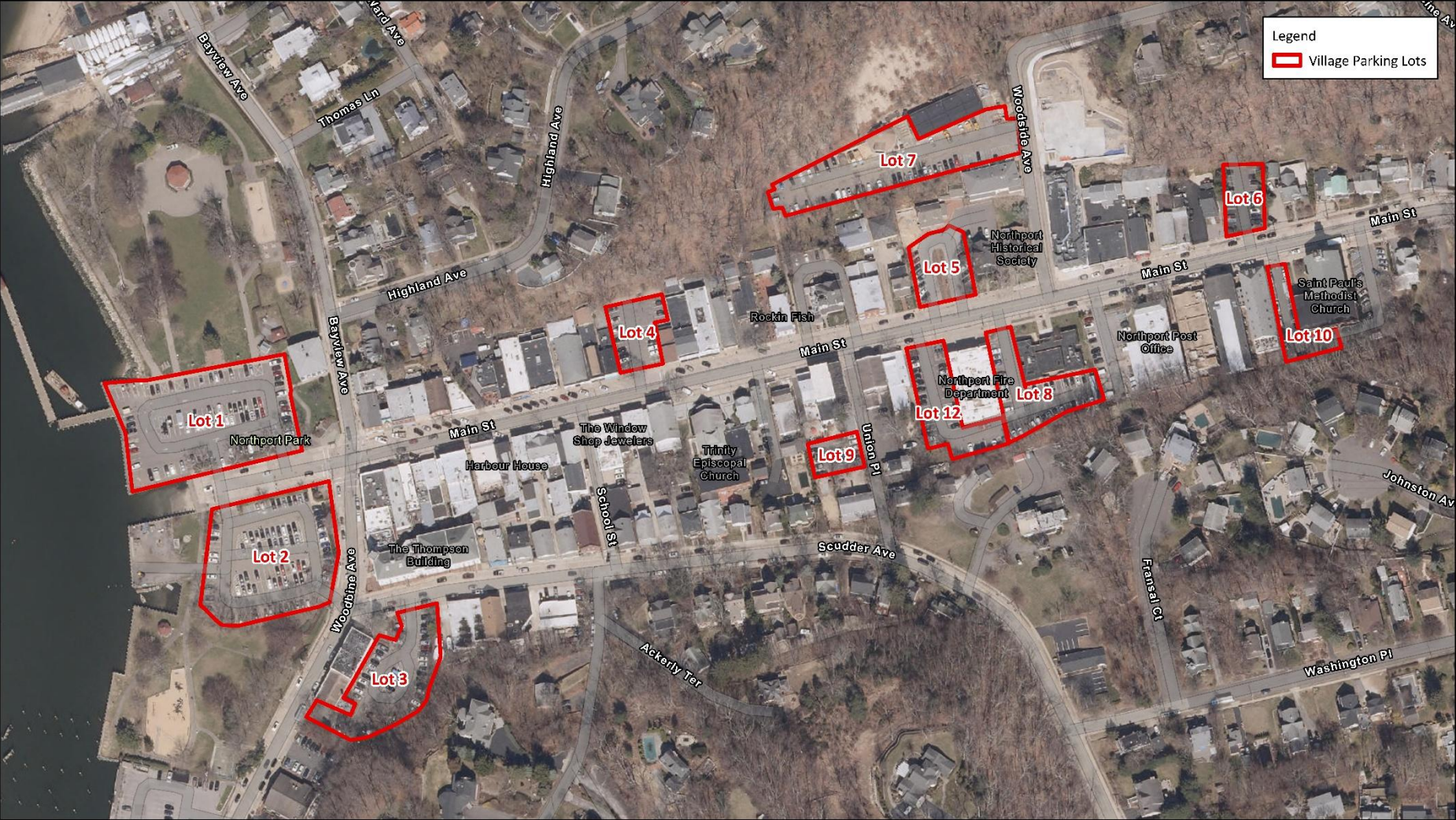
There is a total of 829 public parking stalls within the Village of Northport’s downtown area which includes 11 municipal Village lots as well as on-street diagonal and parallel parking stalls. The image to the right represents the parking lots (red) and on-street parking stalls (blue) that were included in this Parking Utilization Study.

This Parking Utilization Study offers an in-depth evaluation of parking stall usage in the downtown area of the Village. Parking counts were collected by Traffic Databank, a New York State-certified minority-owned business. Parking counts were conducted at 11 municipal village lots located along Main Street, Scudder Avenue, Union Place, and Woodside Avenue. On-street parking evaluations included stalls along Main Street, Scudder Avenue, Woodbine Avenue, and Bayview Avenue. **Figure 17: Village Parking Lots**, and **Figure 18: Village On-Street Parking** provide detailed maps of all evaluated parking stalls including on-street and within municipal lots.



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| | | |
|---|--|---|
|  | <p align="center">FIGURE 17 VILLAGE PARKING LOTS MAP</p> <p>Sources: ESRI Streets Hybrid Layer 2025, NYS Orthoimagery 2023, Suffolk County GIS, Village of Northport</p> | <p align="center">Village of Northport Comprehensive Plan</p> <p align="center">Parking Utilization</p> |
|---|--|---|

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FIGURE 18
ON-STREET PARKING MAP

Sources: ESRI Streets Hybrid Layer 2025, NYS Orthoimagery 2023, Suffolk County GIS, Village of Northport



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Comprehensive Plan
Parking Utilization

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Parking counts were conducted on Thursday, November 14, 2024, and Saturday, November 16, 2024, between the hours of 8:00 am and 8:00 pm. Data was collection on both a weekday and a weekend day spanning 12 consecutive hours in order to capture fluctuations in parking demand related to dining, employment, shopping, and theater activity, as well as to allow for an accurate depiction of differences in parking demand during the week and on the weekend. The weather on Thursday, November 14th was sunny, with temperatures ranging from a high of 46 to a low of 37 degrees Fahrenheit. The weather on Sunday November 16th was also, with temperatures ranging from a high of 63 to a low of 46 degrees Fahrenheit. Notably, the Northport John W. Engeman Theater, a 754 seat theater, held performances at 7:00 p.m. on Thursday and at 2:00 p.m. and 8:00 p.m. on Saturday. Between the hours of 8:00 am through 8:00 pm each municipal Village lot and on-street parking segment was observed and the number of parked vehicles was recorded for each hour. These parking counts provide an accurate representation of how parking stalls are utilized within the downtown area, through identification of patterns in occupancy, peak usage hours, and turnover rates. Peak usage hours refer to the specific time period during which parking demand reaches its highest level within the study period and shows at what time specific parking stalls are most utilized. It is acknowledged that the parking demand in the Village fluctuates seasonally, with higher peak parking demands in the summer months. Evaluation of November data collection and subsequent recommendations take this seasonal variation into account.

6.1. PUBLIC PARKING LOTS

Parking counts were conducted at 11 municipal village lots located along Main Street, Scudder Avenue, Union Place, and Woodside, as seen in **Figure 17**. Collectively, these 11 municipal lots contain 498 parking stalls with the largest being Lot 1 with 110 stalls and the smallest being Lot 6 and Lot 7 with 20 stalls each (see **Table 32**). Of the 11 municipal lots located within the downtown area, 5 have posted time limitations while the remaining 6 are not time restricted. Lots 2 and 3 have a 72-hour time restriction, while Lots 4, 5, and 6 have a 2-hour time limit. Longer-term parking is available in Village Lots 1, 2, 3, 7 and 9. Lot 4 is the only municipal lot that includes meters.

Vehicle counts were recorded on 11/14 and 11/16 once per hour between 8:00 am - 8:00 pm with note as to the number of cars that remained in the lot from the previous hour. While the Village of Northport has twelve municipal lots, observations were restricted to lots within the downtown area. This Study therefore excludes Municipal Lot 11 which is located at the northern boundary of the Village in Steer’s Park.

| TABLE 32 LOTS & PARKING SPACES | |
|-----------------------------------|-----------------------------|
| Village Parking Lot | Number of Parking Spaces |
| Lot 1 | 110 |
| Lot 2 | 103 |
| Lot 3 | 44 |
| Lot 4 | 24 |
| Lot 5 | 30 |
| Lot 6 | 20 |
| Lot 7 | 54 |
| Lot 8 | 33 |
| Lot 9 | 20 |
| Lot 10 | 26 |
| Lot 12 | 34 |
| TOTAL: | 498 |

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Tables 33 and 34 show the number of parked cars in each lot as well as the percentage of the lot that was occupied by parking for each municipal lot. The numbers in bold represent the highest occupancy hour for each lot. See **Attachment D** for the complete set of Parking Lot Utilization Maps.

| TABLE 33 Hourly Vehicle Counts Municipal Village Parking Lots (Thursday - 11/14/24) | | | | | | | | | | | |
|--|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| Time | Lot 1 | Lot 2 | Lot 3 | Lot 4 | Lot 5 | Lot 6 | Lot 7 | Lot 8 | Lot 9 | Lot 10 | Lot 12 |
| 8:00 AM | 27 (25%) | 22 (21%) | 25 (57%) | 11 (46%) | 8 (27%) | 5 (25%) | 26 (48%) | 22 (67%) | 10 (50%) | 11 (42%) | 24 (71%) |
| 9:00 AM | 44 (40%) | 48 (47%) | 32 (73%) | 10 (42%) | 9 (30%) | 10 (50%) | 25 (46%) | 19 (58%) | 12 (60%) | 17 (65%) | 26 (76%) |
| 10:00 AM | 56 (51%) | 61 (59%) | 36 (82%) | 13 (54%) | 18 (60%) | 13 (65%) | 32 (59%) | 22 (67%) | 10 (50%) | 18 (69%) | 25 (74%) |
| 11:00 AM | 59 (54%) | 77 (75%) | 40 (91%) | 15 (63%) | 21 (70%) | 10 (50%) | 34 (63%) | 29 (88%) | 13 (65%) | 16 (62%) | 21 (62%) |
| 12:00 PM | 76 (69%) | 71 (69%) | 43 (98%) | 16 (67%) | 22 (73%) | 16 (80%) | 41 (76%) | 24 (73%) | 17 (85%) | 23 (88%) | 24 (71%) |
| 1:00 PM | 67 (61%) | 84 (82%) | 41 (93%) | 15 (63%) | 26 (87%) | 16 (80%) | 37 (69%) | 21 (64%) | 14 (70%) | 21 (81%) | 20 (59%) |
| 2:00 PM | 62 (56%) | 80 (78%) | 38 (86%) | 17 (71%) | 22 (73%) | 13 (65%) | 38 (70%) | 17 (52%) | 12 (60%) | 22 (85%) | 19 (56%) |
| 3:00 PM | 60 (55%) | 78 (76%) | 34 (77%) | 18 (75%) | 21 (70%) | 11 (55%) | 35 (65%) | 23 (70%) | 10 (50%) | 14 (54%) | 20 (59%) |
| 4:00 PM | 54 (49%) | 73 (71%) | 36 (82%) | 16 (67%) | 22 (73%) | 13 (65%) | 27 (50%) | 20 (61%) | 14 (70%) | 19 (73%) | 19 (56%) |
| 5:00 PM | 61 (55%) | 65 (63%) | 34 (77%) | 16 (67%) | 21 (70%) | 12 (60%) | 24 (44%) | 16 (48%) | 16 (80%) | 16 (62%) | 22 (65%) |
| 6:00 PM | 47 (43%) | 58 (56%) | 29 (66%) | 23 (96%) | 20 (67%) | 12 (60%) | 52 (96%) | 19 (58%) | 15 (75%) | 19 (73%) | 17 (50%) |
| 7:00 PM | 69 (63%) | 56 (54%) | 26 (59%) | 23 (96%) | 25 (83%) | 10 (50%) | 52 (96%) | 17 (52%) | 14 (70%) | 20 (77%) | 23 (68%) |
| 8:00 PM | 42 (38%) | 56 (54%) | 26 (59%) | 22 (92%) | 21 (70%) | 9 (45%) | 43 (80%) | 15 (45%) | 12 (60%) | 21 (81%) | 18 (53%) |
| Lot Capacity | 110 | 103 | 44 | 24 | 30 | 20 | 54 | 33 | 20 | 26 | 34 |
| Average Occupancy | 56 (51%) | 64 (62%) | 34 (77%) | 17 (71%) | 20 (67%) | 12 (60%) | 36 (67%) | 20 (61%) | 13 (65%) | 18 (69%) | 21 (62%) |

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| TABLE 34 Hourly Vehicle Counts – Municipal Village Parking Lots (Saturday - 11/16/24) | | | | | | | | | | | |
|--|----------------------------|-----------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|---------------------------|
| Time | Lot 1 | Lot 2 | Lot 3 | Lot 4 | Lot 5 | Lot 6 | Lot 7 | Lot 8 | Lot 9 | Lot 10 | Lot 12 |
| 8:00 AM | 39 (35%) | 57 (55%) | 24 (55%) | 15 (63%) | 8 (27%) | 7 (35%) | 17 (31%) | 11 (33%) | 13 (65%) | 13 (50%) | 19 (56%) |
| 9:00 AM | 62 (56%) | 60 (58%) | 37 (84%) | 15 (63%) | 10 (33%) | 7 (35%) | 28 (52%) | 14 (42%) | 11 (55%) | 14 (54%) | 21 (62%) |
| 10:00 AM | 71 (65%) | 66 (64%) | 36 (82%) | 11 (46%) | 12 (40%) | 5 (25%) | 31 (57%) | 15 (45%) | 12 (60%) | 16 (62%) | 23 (68%) |
| 11:00 AM | 82 (75%) | 74 (72%) | 43 (98%) | 16 (67%) | 18 (60%) | 8 (40%) | 52 (96%) | 14 (42%) | 11 (55%) | 15 (58%) | 24 (71%) |
| 12:00 PM | 88 (80%) | 91 (88%) | 40 (91%) | 22 (92%) | 23 (77%) | 10 (50%) | 54 (100%) | 16 (48%) | 10 (50%) | 17 (65%) | 20 (59%) |
| 1:00 PM | 105 (95%) | 105 (102%) | 44 (100%) | 23 (96%) | 24 (80%) | 11 (55%) | 57 (106%) | 15 (45%) | 12 (60%) | 20 (77%) | 19 (56%) |
| 2:00 PM | 103 (94%) | 105 (102%) | 34 (77%) | 22 (92%) | 25 (83%) | 12 (60%) | 60 (111%) | 16 (48%) | 11 (55%) | 22 (85%) | 18 (53%) |
| 3:00 PM | 102 (93%) | 104 (101%) | 37 (84%) | 23 (96%) | 20 (67%) | 11 (55%) | 58 (107%) | 14 (42%) | 10 (50%) | 21 (81%) | 18 (53%) |
| 4:00 PM | 103 (94%) | 100 (97%) | 39 (89%) | 21 (88%) | 21 (70%) | 10 (50%) | 51 (94%) | 15 (45%) | 10 (50%) | 20 (77%) | 16 (47%) |
| 5:00 PM | 92 (84%) | 66 (64%) | 43 (98%) | 19 (79%) | 20 (67%) | 8 (40%) | 53 (98%) | 12 (36%) | 9 (45%) | 16 (62%) | 14 (41%) |
| 6:00 PM | 85 (77%) | 68 (66%) | 40 (91%) | 19 (79%) | 22 (73%) | 9 (45%) | 52 (96%) | 12 (36%) | 10 (50%) | 17 (65%) | 20 (59%) |
| 7:00 PM | 78 (71%) | 73 (71%) | 39 (89%) | 20 (83%) | 24 (80%) | 8 (40%) | 55 (102%) | 16 (48%) | 9 (45%) | 18 (69%) | 21 (62%) |
| 8:00 PM | 80 (73%) | 77 (75%) | 36 (82%) | 19 (79%) | 22 (73%) | 10 (50%) | 51 (94%) | 15 (45%) | 9 (45%) | 16 (62%) | 16 (47%) |
| Lot Capacity | 110 | 103 | 44 | 24 | 30 | 20 | 54 | 33 | 20 | 26 | 34 |
| Average Occupancy | 84 (76%) | 80 (78%) | 38 (86%) | 19 (79%) | 19 (63%) | 9 (45%) | 48 (89%) | 14 (42%) | 11 (55%) | 17 (65%) | 19 (56%) |

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Lot 1

Lot 1 is one of two Village lots situated along the waterfront and is bordered by Northport Village Park to the north and Northport Harbor to the west. This parking lot, along with Lot 2, primarily serve Northport Village Park, the docks, and downtown restaurants, shops, and entertainment. The Lot can be accessed via the terminus of Main Street. Lot 1 is the largest parking lot in the Village with a total capacity of 110 vehicles. At no hour during the study period did the lot reach full capacity, however, at peak occupancy fewer than 10 spaces were available.

Lot 2

Lot 2 is located directly south of Lot 1, on the corner of Main Street and Woodbine Avenue. Lot 2 shares a western border with Northport Harbor, and a southern border with Cow Harbor Park. There are two access points via Woodbine Avenue and Main Street. The lot has a total capacity of 103 cars which is the second largest lot in the Village. Notably, on Saturday, Lot 2 was over capacity from 1-3 pm, with 1-2 extra vehicles parked outside of designated parking stalls.

| | |
|-------------------------------|-------------------|
| Weekday Average Occupancy | 51% |
| Weekday Peak Hours | 12 -1 pm and 7 pm |
| Weekday Peak Occupancy Rates | 61-69% |
| Saturday Average Occupancy | 76% |
| Saturday Peak Hours | 1 – 4 pm |
| Saturday Peak Occupancy Rates | 93-95% |



| | |
|-------------------------------|----------|
| Weekday Average Occupancy | 62% |
| Weekday Peak Hours | 1 -3 pm |
| Weekday Peak Occupancy Rates | 76-82% |
| Saturday Average Occupancy | 78% |
| Saturday Peak Hours | 1 – 4 pm |
| Saturday Peak Occupancy Rates | 97-100% |



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Lot 3

Lot 3 lies southeast of Lot 2 and is located off of Woodbine Avenue and Scudder Avenue. Lot 3 is tucked behind the LILCO Building which includes a row of commercial uses. Lot 3 can be accessed via Scudder Avenue and Woodbine Avenue. This lot is in close proximity to the waterfront as well as shops and restaurants in the downtown. The total lot capacity is 44 vehicles. Lot 3 reached full capacity on Saturday at 1 pm.



| | |
|-------------------------------|----------------------|
| Weekday Average Occupancy | 77% |
| Weekday Peak Hours | 11 -1 pm |
| Weekday Peak Occupancy Rates | 91-98% |
| Saturday Average Occupancy | 86% |
| Saturday Peak Hours | 11 – 1 pm & 5 – 6 pm |
| Saturday Peak Occupancy Rates | 91-100% |

Lot 4

Lot 4 is located on the north side of Main Street, between Northport Copy and Shipping and Sweet Arts. The total lot capacity is 24 vehicles. Lot 4 did not reach full capacity during the days of observation.



| | |
|-------------------------------|-----------------|
| Weekday Average Occupancy | 71% |
| Weekday Peak Hours | 3 pm & 6 – 8 pm |
| Weekday Peak Occupancy Rates | 71 -96% |
| Saturday Average Occupancy | 79% |
| Saturday Peak Hours | 12-4 pm |
| Saturday Peak Occupancy Rates | 88-96% |

Lot 5

Lot 5 is located on the north side of Main Street, approximately 150 feet west of the intersection of Main Street and Woodside Avenue. Lot 5 is located in close proximity to the Northport Historical Society Museum, and directly across the street from the Northport Fire Department, Police Department, and Village Hall. Lot 5 has a total vehicle capacity of 30 vehicles. At no point on either day did the lot reach full capacity.



| | |
|-------------------------------|---------------------|
| Weekday Average Occupancy | 67% |
| Weekday Peak Hours | 12-2 pm, 4 pm, 7 pm |
| Weekday Peak Occupancy Rates | 73 -87% |
| Saturday Average Occupancy | 63% |
| Saturday Peak Hours | 12-3 pm, 7pm |
| Saturday Peak Occupancy Rates | 77-83% |

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Lot 6

Lot 6 is one of two easternmost municipal Village lots located on Main Street. The lot is located on the north side of Main Street, in close proximity to shops, cafes, the John W. Engeman Theater, and St. Paul's United Methodist Church. Lot 6 has a vehicle capacity of 20 vehicles. Saturday peak-occupancy hours coincide with John W. Engeman Theater performance times at 2 pm and 8 pm. At no point on either day did the lot reach full capacity.



| | |
|-------------------------------|------------------------|
| Weekday Average Occupancy | 60% |
| Weekday Peak Hours | 10 am, 12-2 pm, 4-6 pm |
| Weekday Peak Occupancy Rates | 60-80% |
| Saturday Average Occupancy | 45% |
| Saturday Peak Hours | 12-4 pm, 8 pm |
| Saturday Peak Occupancy Rates | 50-60% |

Lot 7

Lot 7 is located behind Main Street, off of Woodside Avenue. Lot 7 is the location of the Northport Highway Department and is adjacent to the Northport American Legion Building. The total capacity of the lot is 54 vehicles. Peak hours in lot 7 exceeded the total capacity of the lot which means individuals were parking in undesignated stalls.



| | |
|-------------------------------|---------------|
| Weekday Average Occupancy | 67% |
| Weekday Peak Hours | 6-8 pm |
| Weekday Peak Occupancy Rates | 80-96% |
| Saturday Average Occupancy | 88% |
| Saturday Peak Hours | 12-3 pm, 7 pm |
| Saturday Peak Occupancy Rates | 100-107% |

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Lot 8

Lot 8 is an L-shaped lot that wraps around the Village Hall building and is accessed via Main Street. Northport Fire Department building is located on the western border of the lot. This lot is primarily used by police and fire personnel, for personal and municipal vehicles. The total lot capacity is 33 vehicles. At no point on either day did the lot reach full capacity.



| | |
|-------------------------------|-----------------------|
| Weekday Average Occupancy | 61% |
| Weekday Peak Hours | 11 am -12 pm, 3 pm |
| Weekday Peak Occupancy Rates | 70-88% |
| Saturday Average Occupancy | 42% |
| Saturday Peak Hours | 9 am – 4 pm, 7 – 8 pm |
| Saturday Peak Occupancy Rates | 42-48% |

Lot 9

Lot 9 is located on Union Place approximately 150 feet south of the intersection of Main Street and Union Place. Because Lot 9 is located in close proximity to Trinity Episcopal Church, 2 of the 3 rows of parking are reserved for church parking on Sundays between the hours of 5 am – 1 pm. The total lot capacity is 20 vehicles.



| | |
|-------------------------------|-------------------|
| Weekday Average Occupancy | 65% |
| Weekday Peak Hours | 12 pm, 5 - 6 pm |
| Weekday Peak Occupancy Rates | 70-80% |
| Saturday Average Occupancy | 55% |
| Saturday Peak Hours | 8 – 11 pm, 1-2 pm |
| Saturday Peak Occupancy Rates | 55-65% |

Lot 10

Lot 10 is one of the two easternmost municipal Village lots located on Main Street. Lot 10 is located on the south side of Main Street directly across from Lot 6. The L-shaped lot shares its eastern border with St. Paul's Methodist Church and connects to the church owned lot. The total lot capacity is 26 vehicles. At no point on either day did the lot reach full capacity.



| | |
|-------------------------------|---------------------|
| Weekday Average Occupancy | 67% |
| Weekday Peak Hours | 12-2 pm, 4 pm, 7 pm |
| Weekday Peak Occupancy Rates | 73 -87% |
| Saturday Average Occupancy | 63% |
| Saturday Peak Hours | 12-3 pm, 7 pm |
| Saturday Peak Occupancy Rates | 77-83% |

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Lot 12

Lot 12 is an L-shaped lot, located on the south side of Main Street and shares its eastern border with the Northport Fire Department. Lot 12 connects to Lot 8 behind the Northport Fire Department building. Similar to Lot 8, Lot 12 is used primarily for fire personnel. Lot 12 has a total capacity of 34 vehicles. At no point on either day did the lot reach full capacity.



| | |
|-------------------------------|------------------------|
| Weekday Average Occupancy | 62% |
| Weekday Peak Hours | 8 - 10 am, 12 pm, 7 pm |
| Weekday Peak Occupancy Rates | 68-76% |
| Saturday Average Occupancy | 56% |
| Saturday Peak Hours | 9-11 am, 7 pm |
| Saturday Peak Occupancy Rates | 63-71% |

Parking Lot Utilization Summary

On the weekday, Thursday, November 14th, 2024, three municipal village lots were near capacity (between 95 - 99 percent occupancy) between 8 am and 8 pm. Lot 3 was near capacity for 1 hour, Lot 4 for 2 hours, and Lot 7 for 2 hours.

During the weekend, on Saturday, November 16th, 2024, lots observed near capacity included Lot 1 for one hour, Lot 4 for 2 hours and Lot 7 for three hours. Lots observed at capacity (at 100 percent occupancy) on Saturday were Lot 2 and Lot 7 for 1 hour each. Capacity was exceeded (over 100 percent occupancy) in Lot 2 for 3 hours, and Lot 7 for 4 hours. On Saturday, Lot 7 was near, at, or over capacity for a total of 8 hours. Municipal Village lots were near, at, or over capacity most commonly between the hours of 1 -2 pm on Saturday.

6.2. ON STREET PARKING

Parking counts were conducted across 29 on-street parking sections within the Village of Northport downtown area, labeled Sections A through DD, as seen in **Figure 18**. Vehicle counts were recorded on 11/14 and 11/16 once per hour between 8:00 am and 8:00 pm for each on street parking segment. **Table 35** provides the maximum parking capacity of each street segment studied.

The majority of on-street parking stalls which were included as part of this parking study are metered, including all on-street parking stalls on Main Street and Woodbine within the Study Area as well as a portion of Scudder Avenue. All meters in the Village of Northport were updated from coin-operated to electric meters in the Fall of 2024, as part of the Village of Northport’s 2023 “Main Street Revitalization” project. The electronic meters now accept coins and credit cards, as well as electronic payment via an app. All metered parking stalls have a two-hour parking limit, with an hourly rate of 1 dollar an hour. This two-hour limit is in effect seven days a week between the hours of 8 am and 6 pm. While meters are not in operation on Sunday or holidays, two-hour parking regulations remain in effect. Main Street has a limited number of 10- and 20-minute, non-metered parking spaces.

| TABLE 35 ON-STREET PARKING SECTIONS CAPACITY | | | |
|---|--------------------------------|---------------|--------------------------------|
| Section | Number of Parking Spaces | Section | Number of Parking Spaces |
| Section A | 18 | Section O | 10 |
| Section B | 18 | Section P | 0 |
| Section C | 17 | Section R | 16 |
| Section D | 19 | Section S | 0 |
| Section E | 6 | Section T | 35 |
| Section F | 6 | Section U | 0 |
| Section G | 25 | Section V | 9 |
| Section G (10 min) | 10 | Section W | 11 |
| Section H | 32 | Section X | 12 |
| Section H (10 min) | 10 | Section Y | 14 |
| Section I | 14 | Section Z | 3 |
| Section J | 10 | Section AA | 6 |
| Section K | 3 | Section BB | 6 |
| Section L | 0 | Section CC | 7 |
| Section M | 8 | Section DD | 6 |
| Section N | 0 | TOTAL: | 331 |

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The following tables show the number of parked cars in each on-street parking section as well as the percentage of the street that is occupied with parking for each section between the hours of 8:00 am and 8:00 pm. Bolded numbers represent the highest occupancy hour for each roadway section. See **Attachment D** for a complete set of On-Street Parking Utilization Maps.

TABLE 36
HOURLY VEHICLE COUNTS – ON-STREET PARKING (THURSDAY - 11/14/24)

| Time | Section A | Section B | Section C | Section D | Section E | Section F | Section G | Section G (10 min) | Section H | Section H (10 min) | Section I | Section J | Section K | Section L | Section M | Section N |
|-------------------|----------------------------|----------------------------|----------------------------|---------------------------|--------------------------|---------------------------|----------------------------|----------------------------|---------------------------|----------------------------|---------------------------|--------------------------|---------------------------|-----------|--------------------------|-----------|
| 8:00 AM | 5 (28%) | 1 (6%) | 1 (6%) | 2 (11%) | 1 (17%) | 0 (0%) | 4 (16%) | 0 (0%) | 5 (16%) | 3 (30%) | 3 (21%) | 1 (10%) | 0 (0%) | 0 | 4 (50%) | 0 |
| 9:00 AM | 9 (50%) | 8 (44%) | 1 (6%) | 5 (26%) | 3 (50%) | 1 (17%) | 13 (52%) | 5 (50%) | 14 (44%) | 3 (30%) | 6 (43%) | 5 (50%) | 0 (0%) | 0 | 4 (50%) | 0 |
| 10:00 AM | 8 (44%) | 7 (39%) | 2 (12%) | 6 (32%) | 1 (17%) | 0 (0%) | 15 (60%) | 7 (70%) | 17 (53%) | 4 (40%) | 7 (50%) | 8 (80%) | 1 (33%) | 0 | 3 (38%) | 0 |
| 11:00 AM | 11 (61%) | 11 (61%) | 11 (65%) | 10 (53%) | 3 (50%) | 2 (33%) | 25 (100%) | 6 (60%) | 22 (69%) | 8 (80%) | 7 (50%) | 5 (50%) | 1 (33%) | 0 | 3 (38%) | 0 |
| 12:00 PM | 16 (89%) | 16 (89%) | 8 (47%) | 9 (47%) | 4 (67%) | 5 (83%) | 25 (100%) | 7 (70%) | 30 (94%) | 8 (80%) | 8 (57%) | 6 (60%) | 1 (33%) | 0 | 3 (38%) | 0 |
| 1:00 PM | 18 (100%) | 17 (94%) | 12 (71%) | 10 (53%) | 4 (67%) | 5 (83%) | 25 (100%) | 5 (50%) | 30 (94%) | 7 (70%) | 10 (71%) | 8 (80%) | 1 (33%) | 0 | 3 (38%) | 0 |
| 2:00 PM | 18 (100%) | 14 (78%) | 10 (59%) | 8 (42%) | 3 (50%) | 2 (33%) | 22 (88%) | 10 (100%) | 28 (88%) | 6 (60%) | 10 (71%) | 7 (70%) | 1 (33%) | 0 | 3 (38%) | 0 |
| 3:00 PM | 18 (100%) | 16 (89%) | 12 (71%) | 14 (74%) | 4 (67%) | 3 (50%) | 21 (84%) | 10 (10%) | 30 (94%) | 8 (80%) | 5 (36%) | 6 (60%) | 1 (33%) | 0 | 4 (50%) | 0 |
| 4:00 PM | 14 (78%) | 12 (67%) | 12 (71%) | 10 (53%) | 3 (50%) | 5 (83%) | 18 (72%) | 7 (70%) | 27 (84%) | 8 (80%) | 8 (57%) | 6 (60%) | 1 (33%) | 0 | 3 (38%) | 0 |
| 5:00 PM | 14 (78%) | 14 (78%) | 8 (47%) | 9 (47%) | 4 (67%) | 6 (100%) | 18 (72%) | 10 (100%) | 22 (69%) | 10 (100%) | 6 (43%) | 4 (40%) | 2 (67%) | 0 | 3 (38%) | 0 |
| 6:00 PM | 8 (44%) | 18 (100%) | 15 (88%) | 15 (79%) | 5 (83%) | 5 (83%) | 22 (88%) | 10 (100%) | 23 (72%) | 10 (100%) | 3 (21%) | 6 (60%) | 3 (100%) | 0 | 3 (38%) | 0 |
| 7:00 PM | 18 (100%) | 18 (100%) | 14 (82%) | 16 (84%) | 5 (83%) | 5 (83%) | 25 (100%) | 10 (100%) | 22 (69%) | 8 (80%) | 3 (21%) | 3 (30%) | 0 (0%) | 3 | 0 (0%) | 0 |
| 8:00 PM | 18 (100%) | 18 (100%) | 17 (100%) | 18 (95%) | 3 (50%) | 4 (67%) | 25 (100%) | 9 (90%) | 28 (88%) | 4 (40%) | 3 (21%) | 5 (50%) | 1 (33%) | 0 | 2 (25%) | 0 |
| Section Capacity | 18 | 18 | 17 | 19 | 6 | 6 | 25 | 10 | 32 | 10 | 14 | 10 | 3 | 0 | 8 | 0 |
| Average Occupancy | 13 (72%) | 13 (72%) | 9 (53%) | 10 (53%) | 3 (50%) | 3 (50%) | 20 (80%) | 7 (70%) | 23 (72%) | 7 (70%) | 6 (43%) | 5 (50%) | 1 (33%) | 0 (0%) | 3 (38%) | 0 (0%) |

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TABLE 36 – CONTINUED
HOURLY VEHICLE COUNTS – ON-STREET PARKING (THURSDAY - 11/14/24)

| Time | Section O | Section P | Section R | Section S | Section T | Section U | Section V | Section W | Section X | Section Y | Section Z | Section AA | Section BB | Section CC | Section DD |
|--------------------------|-------------------|------------------|--------------------|------------------|--------------------|------------------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|-------------------|-------------------|--------------------|
| 8:00 AM | 1 (10%) | 1 | 10 (63%) | 0 | 14 (40%) | 0 | 1 (11%) | 4 (36%) | 8 (67%) | 2 (14%) | 0 (0%) | 1 (17%) | 0 (0%) | 0 (0%) | 0 (0%) |
| 9:00 AM | 1 (10%) | 0 | 11 (69%) | 0 | 14 (40%) | 0 | 1 (11%) | 3 (27%) | 9 (75%) | 4 (29%) | 0 (0%) | 1 (17%) | 0 (0%) | 0 (0%) | 0 (0%) |
| 10:00 AM | 0 (0%) | 0 | 10 (63%) | 0 | 13 (37%) | 1 | 4 (44%) | 4 (36%) | 6 (50%) | 6 (43%) | 2 (67%) | 0 (0%) | 0 (0%) | 0 (0%) | 0 (0%) |
| 11:00 AM | 0 (0%) | 0 | 11 (69%) | 0 | 10 (29%) | 0 | 2 (22%) | 3 (27%) | 7 (58%) | 9 (64%) | 0 (0%) | 1 (17%) | 0 (0%) | 0 (0%) | 1 (17%) |
| 12:00 PM | 1 (10%) | 0 | 7 (44%) | 0 | 16 (46%) | 0 | 2 (22%) | 2 (18%) | 6 (50%) | 10 (71%) | 0 (0%) | 1 (17%) | 0 (0%) | 2 (29%) | 1 (17%) |
| 1:00 PM | 1 (0%) | 0 | 7 (44%) | 0 | 14 (40%) | 0 | 1 (11%) | 3 (27%) | 8 (67%) | 10 (71%) | 0 (0%) | 1 (17%) | 2 (33%) | 1 (14%) | 1 (17%) |
| 2:00 PM | 1 (10%) | 0 | 7 (44%) | 0 | 14 (40%) | 0 | 2 (22%) | 4 (36%) | 8 (67%) | 10 (71%) | 2 (67%) | 1 (17%) | 0 (0%) | 1 (14%) | 1 (17%) |
| 3:00 PM | 0 (0%) | 0 | 10 (63%) | 0 | 16 (46%) | 0 | 6 (67%) | 8 (73%) | 8 (67%) | 11 (79%) | 0 (0%) | 1 (17%) | 1 (17%) | 0 (0%) | 4 (66%) |
| 4:00 PM | 0 (0%) | 0 | 8 (50%) | 0 | 15 (43%) | 0 | 5 (56%) | 5 (45%) | 8 (67%) | 10 (71%) | 0 (0%) | 1 (17%) | 1 (17%) | 1 (14%) | 1 (17%) |
| 5:00 PM | 0 (0%) | 0 | 7 (44%) | 0 | 24 (69%) | 0 | 3 (33%) | 5 (45%) | 7 (58%) | 8 (57%) | 0 (0%) | 2 (67%) | 1 (17%) | 2 (29%) | 4 (67%) |
| 6:00 PM | 0 (0%) | 0 | 3 (19%) | 0 | 24 (69%) | 0 | 3 (33%) | 4 (36%) | 6 (50%) | 6 (43%) | 0 (0%) | 4 (67%) | 2 (33%) | 2 (29%) | 4 (67%) |
| 7:00 PM | 0 (0%) | 2 | 6 (38%) | 0 | 25 (71%) | 0 | 3 (33%) | 4 (36%) | 6 (50%) | 5 (36%) | 2 (67%) | 6 (100%) | 2 (33%) | 5 (71%) | 6 (100%) |
| 8:00 PM | 0 (0%) | 2 | 8 (50%) | 0 | 25 (71%) | 0 | 6 (67%) | 9 (82%) | 7 (58%) | 7 (50%) | 4 (133%) | 4 (67%) | 1 (17%) | 4 (57%) | 4 (67%) |
| Section Capacity | 10 | 0 | 16 | 0 | 35 | 0 | 9 | 11 | 12 | 14 | 3 | 6 | 6 | 7 | 6 |
| Average Occupancy | 0 (5%) | 0 (0%) | 8 (50%) | 0 (0%) | 17 (49%) | 0 (0%) | 3 (33%) | 4 (36%) | 7 (58%) | 8 (57%) | 1 (33%) | 1 (17%) | 2 (33%) | 1 (14%) | 2 (33%) |

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TABLE 37
HOURLY VEHICLE COUNTS – ON-STREET PARKING (SATURDAY - 11/16/24)

| Time | Section A | Section B | Section C | Section D | Section E | Section F | Section G | Section G (10 min) | Section H | Section H (10 min) | Section I | Section J | Section K | Section L | Section M | Section N |
|-------------------|--------------|--------------|--------------|--------------|-------------|-------------|--------------|--------------------|--------------|--------------------|--------------|--------------|-------------|-----------|--------------|-----------|
| 8:00 AM | 7 (39%) | 8 (44%) | 1 (6%) | 3 (16%) | 0 (0%) | 0 (0%) | 6 (24%) | 0 (0%) | 5 (16%) | 0 (0%) | 2 (14%) | 2 (20%) | 1 (33%) | 0 | 3 (38%) | 0 |
| 9:00 AM | 7 (38%) | 8 (44%) | 2 (12%) | 3 (16%) | 0 (0%) | 1 (17%) | 6 (24%) | 0 (0%) | 10 (31%) | 0 (0%) | 3 (21%) | 4 (40%) | 0 (0%) | 0 | 4 (50%) | 0 |
| 10:00 AM | 18 (100%) | 11 (62%) | 8 (47%) | 7 (37%) | 1 (17%) | 2 (33%) | 8 (32%) | 4 (40%) | 14 (44%) | 3 (30%) | 6 (43%) | 10 (100%) | 1 (33%) | 0 | 3 (38%) | 0 |
| 11:00 AM | 18 (100%) | 18 (100%) | 17 (100%) | 18 (95%) | 6 (100%) | 6 (100%) | 14 (56%) | 8 (80%) | 16 (50%) | 4 (40%) | 14 (100%) | 10 (100%) | 1 (33%) | 0 | 2 (25%) | 0 |
| 12:00 PM | 18 (100%) | 18 (100%) | 17 (100%) | 18 (95%) | 6 (100%) | 6 (100%) | 18 (72%) | 6 (60%) | 20 (63%) | 3 (30%) | 14 (100%) | 10 (100%) | 1 (33%) | 0 | 4 (50%) | 0 |
| 1:00 PM | 18 (100%) | 18 (100%) | 17 (100%) | 18 (95%) | 5 (83%) | 5 (83%) | 22 (88%) | 8 (80%) | 20 (63%) | 6 (60%) | 14 (100%) | 10 (100%) | 1 (33%) | 0 | 4 (50%) | 0 |
| 2:00 PM | 16 (89%) | 14 (78%) | 15 (88%) | 18 (95%) | 5 (83%) | 6 (100%) | 25 (100%) | 10 (100%) | 25 (78%) | 6 (60%) | 14 (100%) | 10 (100%) | 1 (33%) | 0 | 6 (75%) | 0 |
| 3:00 PM | 18 (100%) | 17 (94%) | 17 (100%) | 17 (89%) | 6 (100%) | 6 (100%) | 25 (100%) | 6 (60%) | 22 (69%) | 8 (80%) | 14 (100%) | 10 (100%) | 3 (100%) | 0 | 10 (125%) | 0 |
| 4:00 PM | 17 (94%) | 16 (89%) | 15 (88%) | 17 (89%) | 4 (67%) | 6 (100%) | 23 (92%) | 6 (60%) | 25 (78%) | 4 (40%) | 12 (86%) | 10 (100%) | 3 (100%) | 0 | 10 (125%) | 0 |
| 5:00 PM | 18 (100%) | 16 (89%) | 10 (59%) | 6 (32%) | 6 (100%) | 6 (100%) | 25 (100%) | 10 (100%) | 25 (8%) | 4 (40%) | 9 (64%) | 9 (90%) | 3 (100%) | 0 | 10 (125%) | 0 |
| 6:00 PM | 15 (83%) | 14 (78%) | 10 (59%) | 5 (26%) | 4 (67%) | 6 (100%) | 25 (100%) | 10 (100%) | 27 (84%) | 5 (50%) | 9 (64%) | 9 (90%) | 2 (67%) | 0 | 7 (88%) | 0 |
| 7:00 PM | 15 (83%) | 18 (100%) | 12 (71%) | 5 (26%) | 5 (83%) | 6 (100%) | 25 (100%) | 10 (100%) | 31 (97%) | 8 (80%) | 7 (50%) | 4 (40%) | 3 (100%) | 3 | 9 (113%) | 0 |
| 8:00 PM | 18 (100%) | 18 (100%) | 17 (100%) | 19 (100%) | 6 (100%) | 6 (100%) | 25 (100%) | 10 (100%) | 32 (100%) | 7 (70%) | 6 (43%) | 6 (60%) | 0 (0%) | 0 | 9 (113%) | 0 |
| Section Capacity | 18 | 18 | 17 | 19 | 6 | 6 | 25 | 10 | 32 | 10 | 14 | 10 | 3 | 0 | 8 | 0 |
| Average Occupancy | 16 (89%) | 15 (83%) | 12 (71%) | 12 (63%) | 4 (67%) | 5 (83%) | 19 (76%) | 7 (70%) | 21 (66%) | 4 (40%) | 10 (71%) | 8 (80%) | 2 (67%) | 0 (0%) | 6 (75%) | 0 (0%) |

TABLE 37 – CONTINUED
HOURLY VEHICLE COUNTS – ON-STREET PARKING (SATURDAY - 11/16/24)

| Time | Section O | Section P | Section R | Section S | Section T | Section U | Section V | Section W | Section X | Section Y | Section Z | Section AA | Section BB | Section CC | Section DD |
|--------------------------|-------------------|-------------------|---------------------|-------------------|---------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| 8:00 AM | 0 (0%) | 0 | 15 (94%) | 0 | 22 (63%) | 0 | 4 (44%) | 5 (45%) | 10 (83%) | 3 (21%) | 2 (67%) | 0 (0%) | 1 (17%) | 1 (14%) | 3 (50%) |
| 9:00 AM | 0 (0%) | 0 | 15 (94%) | 0 | 22 (63%) | 0 | 4 (44%) | 4 (36%) | 10 (83%) | 5 (36%) | 0 (0%) | 0 (0%) | 0 (0%) | 1 (14%) | 3 (50%) |
| 10:00 AM | 1 (10%) | 0 | 14 (88%) | 0 | 24 (69%) | 1 | 3 (33%) | 6 (55%) | 9 (75%) | 9 (64%) | 2 (67%) | 0 (0%) | 1 (17%) | 1 (14%) | 4 (67%) |
| 11:00 AM | 0 (0%) | 0 | 12 (75%) | 0 | 22 (63%) | 0 | 3 (33%) | 6 (55%) | 9 (75%) | 9 (64%) | 2 (67%) | 0 (0%) | 0 (0%) | 1 (14%) | 4 (67%) |
| 12:00 PM | 0 (0%) | 0 | 12 (75%) | 0 | 22 (63%) | 0 | 4 (44%) | 6 (55%) | 9 (75%) | 9 (64%) | 0 (0%) | 0 (0%) | 0 (0%) | 1 (14%) | 4 (67%) |
| 1:00 PM | 0 (0%) | 0 | 12 (75%) | 0 | 25 (71%) | 0 | 4 (44%) | 6 (55%) | 10 (83%) | 9 (64%) | 0 (0%) | 1 (17%) | 0 (0%) | 2 (29%) | 4 (67%) |
| 2:00 PM | 0 (0%) | 0 | 12 (75%) | 0 | 25 (71%) | 0 | 3 (33%) | 7 (64%) | 10 (83%) | 10 (71%) | 0 (0%) | 0 (0%) | 1 (17%) | 4 (57%) | 5 (83%) |
| 3:00 PM | 0 (0%) | 0 | 12 (75%) | 0 | 25 (71%) | 0 | 8 (89%) | 9 (82%) | 10 (83%) | 10 (71%) | 0 (0%) | 1 (17%) | 1 (17%) | 4 (57%) | 5 (83%) |
| 4:00 PM | 0 (10%) | 0 | 12 (75%) | 0 | 24 (69%) | 0 | 9 (100%) | 9 (82%) | 10 (83%) | 10 (71%) | 2 (67%) | 0 (0%) | 3 (50%) | 6 (86%) | 3 (50%) |
| 5:00 PM | 1 (10%) | 0 | 12 (75%) | 0 | 22 (63%) | 0 | 5 (56%) | 6 (55%) | 5 (42%) | 5 (36%) | 2 (67%) | 5 (83%) | 2 (33%) | 5 (71%) | 5 (83%) |
| 6:00 PM | 0 (0%) | 0 | 10 (63%) | 0 | 27 (77%) | 0 | 5 (56%) | 6 (55%) | 5 (42%) | 5 (36%) | 2 (67%) | 5 (83%) | 1 (17%) | 5 (71%) | 7 (117%) |
| 7:00 PM | 0 (0%) | 0 | 8 (50%) | 0 | 27 (77%) | 0 | 5 (56%) | 9 (82%) | 4 (33%) | 4 (29%) | 0 (0%) | 5 (83%) | 3 (50%) | 6 (86%) | 7 (117%) |
| 8:00 PM | 0 (0%) | 0 | 8 (50%) | 0 | 29 (83%) | 0 | 5 (56%) | 9 (82%) | 6 (50%) | 6 (43%) | 3 (100%) | 5 (83%) | 3 (50%) | 5 (71%) | 6 (100%) |
| Section Capacity | 10 | 0 | 16 | 0 | 35 | 0 | 9 | 11 | 12 | 14 | 3 | 6 | 6 | 7 | 6 |
| Average Occupancy | 0 (0%) | 0 (0%) | 12 (75%) | 0 (0%) | 24 (69%) | 0 (0%) | 5 (56%) | 7 (64%) | 8 (67%) | 7 (50%) | 1 (33%) | 1 (17%) | 2 (33%) | 3 (43%) | 5 (83%) |

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Street Parking A & B – Main Street (Woodbine Ave - School St)

Street Parking Sections A and B are located along the western end of Main Street, between Woodbine Avenue to the west, and School Street to the east. Section A is located on the northern side of the street, while section B is located on the southern side. Sections A and B each have a total capacity of 18 vehicles, with one stall in each section designated as handicap accessible. Of the 36 on-street parking spaces, 34 are metered. Two parking stalls in Section A are maximum 20-minute parking between the hours of 8 am to 6 pm. On both days in Section A, full capacity was reached during peak hours. On both days in Section B, full capacity was reached throughout the majority of peak hours.

Street Parking C & D – Main Street (School St – Union Pl)

Street Parking Sections C and D are located east of A and B along Main Street, between School Street and Union Place. Section C is located on the north side of Main Street, while Section D is located on the south side. C has a total capacity of 17 vehicles, while Section D has a total capacity of 19 vehicles. Section D has two parking stalls designated as handicap accessible. All stalls within Section C and D are metered. On both days, Section C and D reached full capacity during peak hours.

| Section A | |
|-------------------------------|----------------------------|
| Weekday Average Occupancy | 72% |
| Weekday Peak Hours | 12 - 2 pm, 7 – 8 pm |
| Weekday Peak Occupancy Rates | 89-100% |
| Saturday Average Occupancy | 88% |
| Saturday Peak Hours | 10 am – 1 pm, 3-5 pm, 8 pm |
| Saturday Peak Occupancy Rates | 94-100% |
| Section B | |
| Weekday Average Occupancy | 72% |
| Weekday Peak Hours | 1 pm, 6-8 pm |
| Weekday Peak Occupancy Rates | 94-100% |
| Saturday Average Occupancy | 83% |
| Saturday Peak Hours | 11am-1 pm, 3 pm, 7-8 pm |
| Saturday Peak Occupancy Rates | 94-100% |
| Section C | |
| Weekday Average Occupancy | 53% |
| Weekday Peak Hours | 6-8 pm |
| Weekday Peak Occupancy Rates | 88-100% |
| Saturday Average Occupancy | 71% |
| Saturday Peak Hours | 11 am – 4 pm, 8 pm |
| Saturday Peak Occupancy Rates | 88-100% |
| Section D | |
| Weekday Average Occupancy | 53% |
| Weekday PPeak Hours | 7-8 pm |
| Weekday Peak Occupancy Rates | 84-95% |
| Saturday Average Occupancy | 63% |
| Saturday Peak Hours | 11 am – 3 pm, 8 pm |
| Saturday Peak Occupancy Rates | 95-100% |

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Street Parking E & F – Main Street (Union Pl – Woodside Ave)

Street Parking Sections E and F are located east of C and D along Main Street, between Union Place and Woodside Avenue. Section E is located on the north side of Main Street, while Section F is located on the south side. Sections E and F each have a total capacity of 6 vehicles. Two stalls in Section F located in front of The Northport Police Department and Village Hall Building are designated as 10-minute parking, with the remaining four stalls are designated as 2-hour metered parking. On Saturday, Section E reached full capacity throughout the majority of peak hours. On both days, Section F reached full capacity during peak hours. On Saturday, Section F remained at full capacity for the majority of the day.

Street Parking G – Main Street (Woodside Ave – Ocean Ave)

Street Parking Section G is located east of Section E on the north side of Main Street, between Woodside Avenue and Ocean Avenue. This Street Parking Section includes two distinct parking zones: 10 ten-minute parking stalls located in front of storefronts at the section's western end, and 28 two-hour stalls located along the residential portion of Section G. On both days, Section G (2 Hour and 10 Minute) reached full capacity throughout the majority of peak hours.

| Section E | |
|-------------------------------|------------------------------|
| Weekday Average Occupancy | 50% |
| Weekday Peak Hours | 12 -1 pm, 3 pm, 5-7 pm |
| Weekday Peak Occupancy Rates | 67-83% |
| Saturday Average Occupancy | 67% |
| Saturday Peak Hours | 11 am – 3 pm, 5 pm, 7 – 8 pm |
| Saturday Peak Occupancy Rates | 83-100% |
| Section F | |
| Weekday Average Occupancy | 50% |
| Weekday Peak Hours | 12 – 1 pm, 4 – 7 pm |
| Weekday Peak Occupancy Rates | 83 - 100% |
| Saturday Average Occupancy | 63% |
| Saturday Peak Hours | 11 am – 3 pm, 8 pm |
| Saturday Peak Occupancy Rates | 95-100% |

| Section G (Two Hour) | |
|-------------------------------|---------------------------|
| Weekday Average Occupancy | 80% |
| Weekday Peak Hours | 11 am – 2 pm, 6 – 8 pm |
| Weekday Peak Occupancy Rates | 88 – 100% |
| Saturday Average Occupancy | 76% |
| Saturday Peak Hours | 2 – 8 pm |
| Saturday Peak Occupancy Rates | 92-100% |
| Section G (Ten Minute) | |
| Weekday Average Occupancy | 70% |
| Weekday Peak Hours | 2 – 3 pm, 5 – 8 pm |
| Weekday Peak Occupancy Rates | 90 - 100% |
| Saturday Average Occupancy | 70% |
| Saturday Peak Hours | 11 am, 1 – 2 pm, 5 – 8 pm |
| Saturday Peak Occupancy Rates | 80-100% |

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Street Parking H – Main Street (Woodside Ave – Ocean Ave)

Street Parking Section H is located east of Section F on the south side of Main Street, between Woodside Avenue and Ocean Avenue. This section includes 10 ten-minute parking stalls in front of the Northport Police Department, Post Office, and John W. Engeman Theater, and 32 two-hour metered parking stalls. On Saturday, Section H (2 Hours) reached full capacity at 8 pm. On the Weekday, Section H (10 Minutes) reached full capacity from 5 – 6 pm.

Street Parking I & J – Woodbine (Scudder Ave – 5th St)

Street Parking Sections I and J are located along Woodbine Avenue, between 5th Avenue and Scudder Avenue. Section I is located along the west side of Woodbine Avenue, and Section J along the east. Section I has a total capacity of 14 vehicles, while Section J has a total capacity of 10 vehicles. All stalls are 2-hour metered parking within Section I and J. On Saturday, Section I and J reached full capacity during peak hours.

| Section H (Two Hour) | |
|-------------------------------|-------------------------|
| Weekday Average Occupancy | 72% |
| Weekday Peak Hours | 12 – 3 pm, 8 pm |
| Weekday Peak Occupancy Rates | 88-94% |
| Saturday Average Occupancy | 66% |
| Saturday Peak Hours | 7 – 8 pm |
| Saturday Peak Occupancy Rates | 97-100% |
| Section H (Ten Minute) | |
| Weekday Average Occupancy | 70% |
| Weekday Peak Hours | 11 am – 12 pm, 3 – 7 pm |
| Weekday Peak Occupancy Rates | 80 - 100% |
| Saturday Average Occupancy | 40% |
| Saturday Peak Hours | 3 pm, 7 – 8 pm |
| Saturday Peak Occupancy Rates | 70-80% |
| Weekday Peak Hours | 12 – 2 pm, 4 pm |
| Weekday Peak Occupancy Rates | 57 -71% |
| Saturday Average Occupancy | 71% |
| Saturday Peak Hours | 11 am – 4 pm |
| Saturday Peak Occupancy Rates | 86-100% |
| Section J | |
| Weekday Average Occupancy | 50% |
| Weekday Peak Hours | 10 am, 1 – 2 pm |
| Weekday Peak Occupancy Rates | 70 - 80% |
| Saturday Average Occupancy | 80% |
| Saturday Peak Hours | 10 am – 6 pm |
| Saturday Peak Occupancy Rates | 90-100% |

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Street Parking K & L – Bayview Avenue (Main St – Highland Ave)

Street Parking Sections K and L are located on Bayview Avenue, between Main Street and Highland Avenue. Section K is located along the west side of Bayview Avenue, Section L along the east. Section K has a total capacity of 3 vehicles which are all metered. Section L contains no designated parking stalls. Despite the lack of legal on-street parking in Section L, three parked vehicles were observed at 7:00 p.m. On both days, Section K reached full capacity during peak hours.

Street Parking M & N – Bayview Avenue (Highland Ave – Thomas Ln)

Street Parking Sections M and N are located on Bayview Avenue, north of Sections K and L, between Highland Avenue and Thomas Lane. Section M is located along the west side of Bayview Avenue and borders Northport Park. Section N is located along the east side of Bayview Avenue. Section M has a total capacity of 8 vehicles, and stalls are not metered. Section N contains no designated parking stalls. While occupancy in Section M was low on the weekday, occupancy went over capacity on Saturday peak hours with cars parked in unmarked stalls. Due to the lack of legal on-street parking in Section N, no parked vehicles were observed on either day.

| Section K | |
|-------------------------------|----------|
| Weekday Average Occupancy | 33% |
| Weekday Peak Hours | 5 – 6 pm |
| Weekday Peak Occupancy Rates | 67-100% |
| Saturday Average Occupancy | 67% |
| Saturday Peak Hours | 3 – 7 pm |
| Saturday Peak Occupancy Rates | 67-100% |

| Section M | |
|-------------------------------|--------------------|
| Weekday Average Occupancy | 34% |
| Weekday Peak Hours | 8 – 6 pm |
| Weekday Peak Occupancy Rates | 38 -50% |
| Saturday Average Occupancy | 75% |
| Saturday Peak Hours | 3 – 5 pm, 7 – 9 pm |
| Saturday Peak Occupancy Rates | 113-125% |

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Street Parking O & P – Bayview Avenue (Thomas Ln – Fenton St)

Street Parking Sections O and P are located along Bayview Avenue, north of Sections M and N, between Thomas Lane and Fenton Street. Section O is located along the west side of Bayview Avenue and borders Northport Park. Section P is located along the east side Bayview Avenue and borders residential properties. Section O has a total capacity of 10 vehicles, and stalls are not metered. Section N contains no designated parking stalls. Despite the lack of legal on-street parking in Section P, one parked vehicle was observed at 8 am and two parked vehicles were observed between 7 – 8 pm.

Street Parking R & S – Bayview Avenue (Fenton St – Stanton St)

Street Parking Sections R and S are located on Bayview Avenue, north of Sections O and P, between Fenton Street and Stanton Street. Section R is located along the west side of Bayview Avenue and Section S is located along the east side. Both sections border residential properties. Section R has a total capacity of 16 vehicles, and stalls are not metered. Section S contains no designated parking stalls. At no point on either day did Section R reach full capacity. Due to a lack of legal on-street parking in Section S, no parked vehicles were observed on either day.

| Section O | |
|-------------------------------|--------------------|
| Weekday Average Occupancy | 0% |
| Weekday peak Hours | 8 – 9 pm, 1 – 2 pm |
| Weekday Peak Occupancy Rates | 10% |
| Saturday Average Occupancy | 0% |
| Saturday Peak Hours | 10 am, 5 pm |
| Saturday Peak Occupancy Rates | 10% |

| Section R | |
|-------------------------------|-----------------|
| Weekday Average Occupancy | 50% |
| Weekday peak Hours | 8 – 11 am, 3 pm |
| Weekday Peak Occupancy Rates | 63-68% |
| Saturday Average Occupancy | 75% |
| Saturday Peak Hours | 8 – 10 am |
| Saturday Peak Occupancy Rates | 88-94% |

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Street Parking T & U – Bayview Avenue (Stanton St – James St)

Street Parking Sections T and U are located along Bayview Avenue, north of Sections R and S, between Stanton Street and James Street. Section T is located along the west side of Bayview Avenue and Section U along the east. Both sections border residential properties. Section T has a total capacity of 35 vehicles, and stalls are not metered. Section U contains no designated parking stalls. At no point on either day did Section T reach full capacity. Due to a lack of legal on-street parking in Section U, no parked vehicles were observed on either day.

| Section T | |
|-------------------------------|----------|
| Weekday Average Occupancy | 49% |
| Weekday Peak Hours | 5 - 8 pm |
| Weekday Peak Occupancy Rates | 69-71% |
| Saturday Average Occupancy | 69% |
| Saturday Peak Hours | 6 – 8 pm |
| Saturday Peak Occupancy Rates | 77-83% |

Street Parking V & W – Scudder Avenue (Woodbine Ave – School St)

Street Parking Sections V and W are located along Scudder Avenue, between Woodbine Avenue and School Street. Section V is located along the south side of Scudder Avenue, with Section W located along the north side. Section V has a total capacity of 9 vehicles, while Section W has a total capacity of 11 vehicles. All stalls are metered within Section V and W. On Saturday, Section V reached full capacity at 4 pm. At no point on either day did Section W reach full capacity.

| Section V | |
|-------------------------------|--------------------|
| Weekday Average Occupancy | 33% |
| Weekday Peak Hours | 3-4 pm, 8 pm |
| Weekday Peak Occupancy Rates | 56-67% |
| Saturday Average Occupancy | 56% |
| Saturday Peak Hours | 3 – 8 am |
| Saturday Peak Occupancy Rates | 89-100% |
| Section W | |
| Weekday Average Occupancy | 36% |
| Weekday Peak Hours | 3 – 8 pm |
| Weekday Peak Occupancy Rates | 73 - 82% |
| Saturday Average Occupancy | 64% |
| Saturday Peak Hours | 2 – 3 pm, 7 – 8 pm |
| Saturday Peak Occupancy Rates | 64-82% |

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Street Parking X & Y – Woodbine Avenue (School St – Union Pl)

Street Parking Sections X and Y are located along Scudder Avenue, between School Street and Union Place. Section X is located along the north side of Scudder Avenue, and Section Y is located along the South side. Section X has a total capacity of 12 vehicles, while Section Y has a total capacity of 14 vehicles. While these stalls are legal parking, they are not striped. Parking is not permitted in Section Y on Tuesday, Thursday, and Saturday from 4 am – 7 am. Parking is not permitted in Section X on Monday, Wednesday, and Friday from 4 am – 7 am. At no point on either day did Section X or Section Y reach full capacity.

| Section X | |
|-------------------------------|--------------------|
| Weekday Average Occupancy | 58% |
| Weekday Peak Hours | 8 – 9 am, 1 – 4 pm |
| Weekday Peak Occupancy Rates | 67-75% |
| Saturday Average Occupancy | 67% |
| Saturday Peak Hours | 8 am – 4 pm |
| Saturday Peak Occupancy Rates | 75-83% |
| Section Y | |
| Weekday Average Occupancy | 57% |
| Weekday Peak Hours | 12 – 4 pm |
| Weekday Peak Occupancy Rates | 64 - 71% |
| Saturday Average Occupancy | 50% |
| Saturday Peak Hours | 10 – 4 pm |
| Saturday Peak Occupancy Rates | 64-71% |

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Street Parking Z, AA, & BB – Terminus of Main Street

Street Parking Sections Z, AA and BB are located at the terminus of Main Street. Section Z has a total capacity of 3 vehicles, Section AA has a total capacity of 6 vehicles, and Section BB has a total capacity of 6 vehicles. Parking stalls within these Sections are metered. On each day, Section Z met or exceeded capacity which indicates that cars were parked illegally. On the weekday, Section AA reached full capacity at 7 pm. At no point on either day did Section BB reach full capacity.

| Section Z | |
|-------------------------------|-------------------------------|
| Weekday Average Occupancy | 33% |
| Weekday Peak Hours | 10 am, 2 pm, 7– 8 pm, |
| Weekday Peak Occupancy Rates | 67-133% |
| Saturday Average Occupancy | 33% |
| Saturday Peak Hours | 8 am, 10–11 am, 4- 6 pm, 8 pm |
| Saturday Peak Occupancy Rates | 67-100% |
| Section AA | |
| Weekday Average Occupancy | 33% |
| Weekday Peak Hours | 6 – 8 pm |
| Weekday Peak Occupancy Rates | 67-100% |
| Saturday Average Occupancy | 33% |
| Saturday Peak Hours | 1 pm, 3 pm, 5 – 8 pm |
| Saturday Peak Occupancy Rates | 17 - 83% |
| Section BB | |
| Weekday Average Occupancy | 17% |
| Weekday Peak Hours | 1 pm, 3 – 8 pm |
| Weekday Peak Occupancy Rates | 17-33% |
| Saturday Average Occupancy | 17% |
| Saturday Peak Hours | 4 – 5 pm, 7 – 8 pm |
| Saturday Peak Occupancy Rates | 33-50% |

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Street Parking CC & DD – Woodbine Avenue (Scudder Ave – Main St)

Street Parking Sections CC and DD are located on Woodbine Avenue, between Scudder Avenue and Main Street. Section CC is located along the west side of Woodbine Avenue, and Section DD is located along the east side. Section CC has a total capacity of 7 vehicles, while Section DD has a total capacity of 16 vehicles. All stalls are metered within these Sections. At no point on either day did Section CC reach full capacity. Each day, Section DD met or exceeded capacity.

On-Street Parking Summary

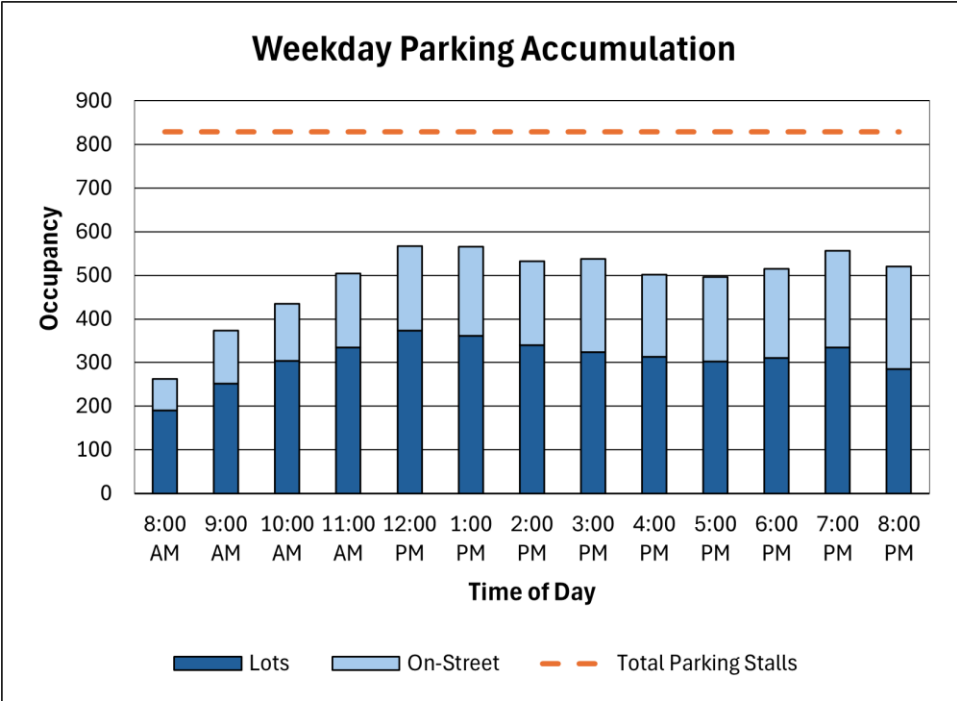
On the weekday, Thursday, November 14th, 2024, On-Street Parking Section D was near capacity (between 95 - 99 percent occupancy) between the hours of 8 am and 8 pm. Ten on-street parking sections were observed at capacity (100 percent occupancy) – Sections A, B, C, F, G, G (10 min), H (10 min), K, AA and DD. Parking Section Z was the only section to reach over capacity (over 100 percent occupancy) during the observation window on the weekday.

During the weekend, on Saturday, November 16th, 2024, fifteen on-street parking sections were observed at capacity (100 percent occupancy) – Sections A, B, C, D, E, F, G, G (10 min), H, I, J, K, V, Z, and DD. Sections M and DD exceeded capacity (over 100 percent occupancy) between 8 am and 8 pm on Saturday.

| Section CC | |
|-------------------------------|----------|
| Weekday Average Occupancy | 14% |
| Weekday Peak Hours | 7 – 8 pm |
| Weekday Peak Occupancy Rates | 57- 71% |
| Saturday Average Occupancy | 43% |
| Saturday Peak Hours | 4 – 8 pm |
| Saturday Peak Occupancy Rates | 71-86% |
| Section DD | |
| Weekday Average Occupancy | 33% |
| Weekday Peak Hours | 5 – 8 pm |
| Weekday Peak Occupancy Rates | 67-100% |
| Saturday Average Occupancy | 83% |
| Saturday Peak Hours | 6 – 8 pm |
| Saturday Peak Occupancy Rates | 100-117% |

6.3. PARKING ACCUMULATION DATA

Parking accumulation data analyzes the overall number of parked cars within municipal lots as well as on-street parking stalls throughout the day, as shown in **Table 38**. There are a total of 829 parking stalls within the Study Area which includes 11 municipal parking lots within the downtown areas as well as on-street parking stalls located on Main Street, Scudder Avenue, Woodbine Avenue, and Bayview Avenue.



occupancy rates between 80 to 81 percent.

Weekday peak hours were observed between 12 - 1 pm as well as at 7 pm with occupancy rates of 67 and 68 percent. Peak hours correspond to typical lunch and dinner rush hours.

| TABLE 38 – WEEKDAY PARKING ACCUMULATION | | | | |
|---|-------------------------|-----------------------|-------------------|---------|
| Time | Parked Cars within Lots | Parked Cars On-Street | Total Parked Cars | % Total |
| 8:00 AM | 191 | 72 | 263 | 32% |
| 9:00 AM | 252 | 121 | 373 | 45% |
| 10:00 AM | 304 | 131 | 435 | 52% |
| 11:00 AM | 335 | 169 | 504 | 61% |
| 12:00 PM | 373 | 194 | 567 | 68% |
| 1:00 PM | 362 | 204 | 566 | 68% |
| 2:00 PM | 340 | 193 | 533 | 64% |
| 3:00 PM | 324 | 214 | 538 | 65% |
| 4:00 PM | 313 | 189 | 502 | 61% |
| 5:00 PM | 303 | 193 | 496 | 60% |
| 6:00 PM | 311 | 204 | 515 | 62% |
| 7:00 PM | 335 | 222 | 557 | 67% |
| 8:00 PM | 285 | 236 | 521 | 63% |
| Total: | | | 829 | |

Weekend peak hours were observed between 1 and 4 pm with

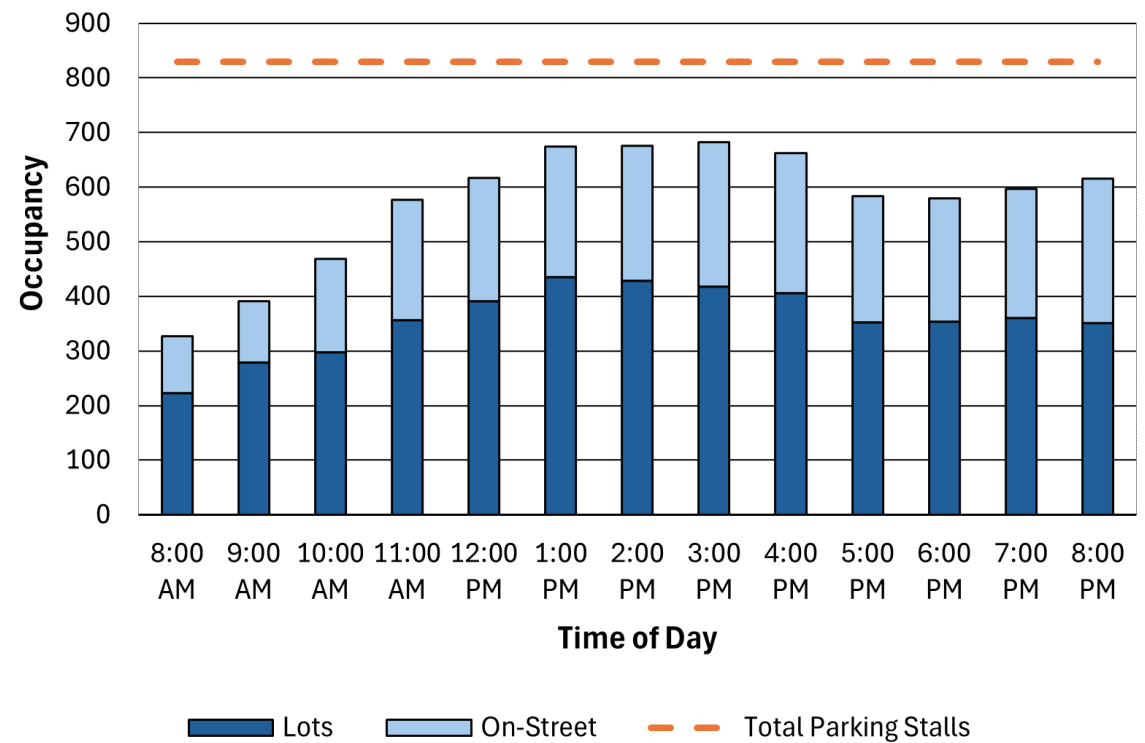
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TABLE 39 – WEEKEND PARKING ACCUMULATION

| Time | Parked Cars within Lots | Parked Cars On-Street | Total Parked Cars | % Total |
|---------------|-------------------------|-----------------------|-------------------|---------|
| 8:00 AM | 223 | 104 | 327 | 39% |
| 9:00 AM | 279 | 112 | 391 | 47% |
| 10:00 AM | 298 | 171 | 469 | 57% |
| 11:00 AM | 357 | 220 | 577 | 70% |
| 12:00 PM | 391 | 226 | 617 | 74% |
| 1:00 PM | 435 | 239 | 674 | 81% |
| 2:00 PM | 428 | 248 | 676 | 82% |
| 3:00 PM | 418 | 264 | 682 | 82% |
| 4:00 PM | 406 | 256 | 662 | 80% |
| 5:00 PM | 352 | 232 | 584 | 70% |
| 6:00 PM | 354 | 226 | 580 | 70% |
| 7:00 PM | 361 | 236 | 597 | 72% |
| 8:00 PM | 351 | 264 | 615 | 74% |
| Total: | | | 829 | |

Weekend Parking Accumulation



7. COMMUNITY FACILITIES AND SERVICES

The Village of Northport's residents, landowners, and businesses are well served by the comprehensive system of facilities and services provided by governmental and community agencies, employees, and volunteers which collectively add to the quality of life within the Village of Northport. Besides Village government, services are administered by various districts, including school, fire, and ambulance, as well as utilities. The Village strives to ensure that all residents are served adequately by programs and facilities which considered to be basic necessities and essential services.

7.1. VILLAGE GOVERNMENT

The Village of Northport manages multiple departments which provide community services and facilities to residents through the allocation of local tax dollars. Services the Village provides include:

- Village Board of Trustees
- The Planning Board
- The Board of Zoning Appeals
- The Board of Architectural and Historic Review
- Highway Department
- Village Court
- Building Department
- Police Department
- Fire Department

- Village Clerk
- Treasurer Department
- Parks Department
- Sewage Treatment Plant

Northport Village Hall is located at 224 Main Street and is open from 8:30 a.m. to 4:30 p.m. Monday to Friday. Departments and offices located within Village Hall include Elected Officials, Village Administrator, Building Department, Code Compliance, Fire Marshal, Clerk's Office, Public Safety, and Village Court.



7.2. POLICE



The Village of Northport Police Department, located at 224 Main Street, serves approximately 7,347 residents within the 2.3 square mile boundary of the Village. The department has a total of 9 police vehicles includes 5 marked vehicles and 4 unmarked vehicles. The Police department employees 18 full-time police officers and 4 part-time police officers. The average number of calls received per year is 5,798 with an average response time of 3 minutes. If Suffolk County Police or Ashroken Village police need assistance, Northport Village police officers will sometimes respond to calls outside of the Village boundary. In addition, Suffolk County police will provide the Village with support when needed or provide specialized units the Village does not possess.

7.3. FIRE DEPARTMENT



The Village of Northport Fire Department headquarters is located at 204 Main Street, just west of Village Hall. Station 1 is located at 22 Waterside Road. Equipment includes 4 engines, 1 tower ladder, 1 Heavy Rescue Truck, 1 High Water Rescue Truck, 2 Utility Trucks, 3 ALS Ambulances, 3 First Responder SUVs, 1 7-passenger Van, 1 Fireboat/ALS Water Ambulance, 1 Rigid Hull Inflatable dive rescue boat, and 1 All-terrain UTV. The department has a total of 98 volunteers, 5 full-time employees, and 8 part-time employees. The department's geographic response region includes the incorporated Village of Northport, the incorporated Village of Asharoken, Town of Huntington – Fire Protection District #1 (For Salonga & Crab Meadow). In addition, when requested, emergency assistance is provided to mutual aid departments located on Long Island. Neighboring mutual aid departments will also respond to Northport

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Fire Department’s protection regions if necessary. The department responds to approximately 1,300 alarms each year.

The Fire Department has indicated that the headquarters building, located at 204 Main Street, is in need of 7 new rooftop HVAC units as well as a new emergency dispatch/communications console. The department currently has a RFP out to replace a 30-year-old rigid hull inflatable dive rescue boat. Station 1, located at 22 Waterside Road, will require steep slope runoff/drainage repair to the north side of the building. In addition, a new parking space with a charger for the first responder SUV would be beneficial.

7.4. AMBULANCE

Ambulance services in the Village are provided through the Fire Department, not a separate stand-alone ambulance company. The Fire Department maintains 3 ALS ambulances and 3 first responder SUVs. The department has 29 volunteer EMTs, 3 full time paid EMTs, 6 volunteer paramedics, 21 part time per diem paramedics, and 17 part time per diem EMTs.

7.5. HIGHWAY DEPARTMENT

The Village Highway Department has 3 buildings and 3 salt sheds. In addition, the department has 22 vehicles in its fleet. All snow removal activities are managed by the Highway Department. However, garbage and recycling collection and disposal is contracted out. All

solid waste and recycling is disposed of at the Town of Huntington’s Coventa Plant.

7.6. EDUCATION

The Village of Northport is entirely served by the Northport – East Northport Union Free School District. In addition to the Village of Northport, the Northport – East Northport UFSD serves the hamlets of Ashroken, Eatons Neck, part of Fort Salonga, and East Northport. The District has four Elementary schools, two Middle schools, and one High School. The District serves a total of 4,528 K-12 students with approximately 350 students per grade. The District has a near perfect graduation rate at 96 percent.

The schools within the District are as follows:

- ❖ **Fifth Avenue Elementary School**
- ❖ **Norwood Avenue Elementary School**
- ❖ **Ocean Avenue Elementary School***
- ❖ **Pulaski Road Elementary School**
- ❖ **East Northport Middle School**
- ❖ **Northport Middle School**
- ❖ **Northport High School**

Only Ocean Avenue Elementary School is located within the Village of Northport; the six other District buildings are located within East Northport CPD. The District’s administrative offices are located within the William J. Brosnan Building, otherwise known as the Laurel Avenue school building.

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Since 2012, school enrollment has declined by 25.23 percent. Between the years 2012 and 2023, school enrollment has decreased year over year (**Table 40**).

Pre-K programs that are within the Village of Northport include Island Kids Early Childhood which is located within the Laurel Avenue school building, and Weekday Nursery School located on Church Street.

| TABLE 40 ENROLLMENT OF NORTHPORT - EAST NORTHPORT UFSD (K-12) | | |
|---|--------------------|-----------------------------|
| School Year | Number of Students | % Change from Previous Year |
| 2012-2013 | 6,056 | - |
| 2013-2014 | 5,891 | 2.72% |
| 2014-2015 | 5,675 | 3.67% |
| 2015-2016 | 5,581 | 1.66% |
| 2016-2017 | 5,473 | 1.94% |
| 2017-2018 | 5,327 | 2.67% |
| 2018-2019 | 5,205 | 2.29% |
| 2019-2020 | 5,053 | 2.92% |
| 2020-2021 | 4,792 | 5.17% |
| 2021-2022 | 4,690 | 2.13% |
| 2022-2023 | 4,528 | 3.45% |
| Overall % change from 2012 to 2023 | | 25.23% |
| Source: NYSED Data Website, 2023. | | |

7.7. LIBRARY

Northport – East Northport Public Library operates two libraries, one in East Northport and one within the Village, located at 151 Laurel Avenue. In 1915, Northport Public Library celebrated its formal opening. Architect Harry Donnell had designed the Carnegie building at 215 Main Street; however, in 1963 members of the community voted to purchase land for a new library as they had outgrown the original building. The new library building, which is located at 151 Laurel Avenue, opened in 1966 and enabled the library to respond to the interests of the still growing community.

In addition to the Northport Public Library, East Northport residents formed the Library Association of East Northport to establish a public library for East Northport’s growing community. The East Northport Public Library opened as a branch of the Northport Public Library in June 1940.

Both libraries provide a vast database of both physical and virtual resources as well as providing a children’s library and events, research and learning resources, public computers, printers, and career resources. The library also hosts activities, workshops, shows, and events for the public.

7.8. PARKS AND RECREATION

Parks and recreational resources in the Village of Northport are administered by the Village. There are a total of five parks located in the Village of Northport and one pocket park as follows:

Northport Village Park

Northport Village Park is located to the north of the terminus of Main Street. The park is improved with an information booth, a playground, restrooms, an elevated gazebo often used for concerts and gatherings, benches, and walking paths. The park is also adjacent to a fixed public dock, floats, a boat mooring field, paddle boat racks, and a public parking lot. Throughout the summer there are free live concerts at the park every Friday in addition to a host of other events throughout the year.



Cow Harbor Park

Cow Harbor Park is located just to the south of Northport Village Park and is improved with a playground, benches, walking path, a gazebo, and a basketball court which has been recently updated and expanded. Another public parking lot is located adjacent to the park. The local farmers market which runs from June to November is located in this parking lot.



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Scudder Park

Scudder Park is located at the end of Ketchum Place, just north of the Britannia Yachting Center. Scudder Park is improved with a pavilion, kayak racks, and restrooms. Trailer parking is also available by permit. Scudder Park is more recreationally oriented with the beach and kayak racks serving as the main focus.



Steers Park

Steers Park is located at the end of Clipper Drive and has recently undergone upgrades including the installation of walking path made out of recycled asphalt products that runs around the perimeter of the park, intended to be used by both pedestrians and bicyclists. A brand new playground has been installed which includes a web climber, two slides and instrument panels. The park is also improved with bathrooms, a concession stand (currently not functioning), a gazebo and several sports fields. These include three baseball fields,

and approximately 10 soccer fields. The Northport Youth Center utilizes these fields for their recreational sporting events.



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Steers Beach

Steers Beach is located off of Eaton's Neck Road/Asharoken Avenue and is open to Village residents only with the purchase of a beach sticker. The beach is on Northport Bay and residents can enjoy fishing, kayaking, canoeing, and picnicking. Amenities include restrooms, showers, kayak racks, a beach pavilion that can be used for private events, a first aid station, charcoal grills, and picnic tables.



Pocket Park at the end of James Street

This small pocket at the terminus of James Street features kayak racks and a kayak launch site. The Village recently installed a rain garden in this location in order to manage stormwater runoff and reduce pollutant loading of the harbor.



Soper Park

Soper park is a mini park located on Soper Avenue & Cherry Street. This pocket park features two swings, a small slide, climbing bars, a merry go round and a few benches.



7.9. UTILITIES

Water Resources

The Village of Northport and Long Island as a whole, obtains 100% of all potable drinking water from aquifers. The three major aquifers underlying Long Island include the Upper Glacial, the Magothy, and the Lloyd aquifer; the Lloyd aquifer is the oldest and deepest of the three. These aquifers constitute a Sole Source Aquifer (SSA) which is defined by the EPA as an aquifer that supplies at least 50% of the drinking water for its service area, with no reasonable available alternative drinking water sources available should the aquifer becomes contaminated.

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The Village of Northport is serviced by the Suffolk County Water Authority (SCWA) and falls within SCWA Distribution Area 8 and 9. SCWA has a total of 281 wells drawing water from the Upper Glacial Aquifer, 349 wells drawing water from the Magothy Aquifer, 3 wells in the Raritan Clay (a clay layer that separates the Magothy and Lloyd Aquifers), and 3 wells drawing water from the Lloyd Aquifer. Northport specifically draws water from SCWA sites on McKinney Avenue, Church Street, Fort Salanga Road and Reservoir Avenue.

Wastewater Treatment

The Village has its own wastewater treatment plant and sewer district which encompasses the majority of homes along the water front as well as the entirety of Main Street. The sewer district runs the length of Main Street from the waterfront until Laurel Avenue and extends south down Laurel Avenue to Fort Salonga/25A. The district also extends north from Main Street up Ocean Avenue and encompasses Ocean Avenue School and south of Main Street on Church Street. Both the Ocean Avenue School and the Laurel Avenue school building are included in the sewer district. In addition, the condominiums and townhouses along Harbor Point Drive and Lisa Drive as well as Britannia Yachting Club are part of the District. The Villages sewage treatment plant is located at the end of Ketchum Place, adjacent to Scudder Park. The Village is in the process of extending the sewer district with the completion date aimed at Spring 2026. Recent upgrades to the sewage treatment plant include the expansion of the denitrification filtering system. This is a type of wastewater treatment technology designed to remove nitrogen, especially nitrate, from treated sewage before it is discharged.

7.10.ONGOING INITIATIVES

The Village of Northport has a successful track record of planning, seeking funding, and implementing projects. These projects are aimed at improving the quality of life for residents and visitors of the Village. Ongoing initiatives within the Village include:

- Main Street Revitalization
 - Northport Village Board of Trustees passed a resolution to create a capital project titled “Main Street Revitalization” with an appropriation of \$2.5 million to be funded with issuance bonds and Bond Anticipation Notes. This undertaking includes new meters, new light fixtures and electric work, new sidewalks and concrete curbs, as well as new street trees.
- Stormwater Improvements
 - The Village is in the process of designing and implementing rain gardens in various locations throughout the Village. Rain gardens that have already been installed include the James Street triangle and pocket park. Conceptual plans have been designed for Valley Avenue, Church Street and Main Street, as well as in front of the Brosnan School building. A conceptual plan for a rain garden in Northport Park is also underway.

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- The Village is also seeking grant funding from the Federal Highway Administration for the installation of additional drainage capacity. The project seeks to install new catch basins, leaching pools, and leaching basins along Main Street, Ocean Avenue, Church Street, and Woodside Avenue. These drainage structures would primarily connect to existing piping with the exception of a small area on Main Street where new piping is proposed. The intent of this project is to increase the capacity of the Village's stormwater system to catch runoff upland of Main Street and reduce the volume of stormwater contributing to the existing Northport Harbor outfall.
- Dredging of Northport Harbor
 - The Town of Huntington prepared a Dredging Assessment Report for Lower Northport Harbor Channel in 2022. This project entails maintenance dredging which is necessary in order to maintain navigable waters for vessels in Lower Northport Harbor. The project is currently in the research, development and design stage with the permitting process intended to commence in early 2026.
- Local Waterfront Revitalization Plan (LWRP)
 - The Village received a \$112,500 grant from the NYS Department of Environmental Protection Fund to prepare a LWRP. The LWRP serves as a comprehensive plan for coastal areas. It aims to address waterway issues, improve water quality and natural areas, guide development to areas with adequate infrastructure and services away from sensitive resources, promote public waterfront access, and provide for the development of underutilized waterfront areas. The Village has hired H2M architects + engineers to prepare the LWRP which has an expected completion date of September 2029 .
- Harbor Walk Study
 - The Village has received a federal grant of almost \$70,000 to prepare a Harbor Walk Study. The Study will examine environmental causes of flooding downtown and determine whether creating a harbor walk would be the right way to go about hardening of the shoreline. The study will look at future sea level rise and determine the required elevation of the harbor walk in order to protect from future storm events. The study will be conducted by Florida-based engineering firm NV5.
- Climate Smart Communities
 - The Village of Northport Board of Trustees unanimously passed a resolution in February 2024 to join the New York State Climate Smart Communities program. This means the Village is a registered CSC community and has pledged to take actions that reduce greenhouse gas emissions and improve climate resilience. A Climate Smart Communities Task Force

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has been created which is responsible for overseeing implementation of CSC pledge actions and pursuing grant opportunities for climate-related projects. The Village must complete a combination of actions that total 120 points, which is the minimum requirement to become a Bronze certified community.

- Main Dock Renovations
 - Replace aging structural components, improve safety and extend the docks lifespan, and enhance amenities for non-motorized boating. Two phases have already been completed, with one phase (landward section of the dock) still to be completed.

8. HISTORIC & SCENIC RESOURCES

8.1. HISTORIC RESOURCES

The original inhabitants of the area now known as the Village of Northport were the Matinecock Indians, one of the 13 Native American tribes on Long Island. The Matinecocks called the land “Opcathontyche” which means “wading place creek.” In 1656, Chief Asharoken, head of the Matinecocks, sold the land to three Englishmen. Early European settlers grazed cattle on the pastures around the harbor. Because of this, the area got the name Great Cow Harbor, with Centerport known as Little Cow Harbor.

Up until the early 19th century, Great Cow Harbor remained a rural farming community with only eight dwellings present in the 1830s. Shipbuilding brought rapid change and growth to the community, becoming the community’s primary industry. By 1837, the area began to be referred to as Northport. By 1860 the population of Northport reached 1,016 and by 1874 the Village was one of the most prosperous Village’s on the north shore. Three shipyards, five sets of marine railroads, two hotels, and at least six general stores drew people to the area. The shipbuilding boom that put Northport on the map lasted for fifty years until steel-hulled ships began replacing the wooden ships built in Northport.

In 1868, the addition of a Long Island Railroad station brought new opportunity to the Village. The station which was located within the Village, was an essential transportation link for the growing commuter population. However, just a few years after the station opened, the LIRR moved the station to a new location in Larkfield to facilitate an extension to Port Jefferson. The new station on Larkfield Road was opened in 1873 and retained the station name of Northport. The station began to be referred to by conductors as “East of Northport” to avoid confusion. Despite the fact that Larkfield was primarily south of Northport, the area became known as East Northport as it was located east of the Northport railway junction which directed trains north to the Village station.

After the old bypassed station closed in 1899, Northport decided to build a 2.5 mile trolley line to take commuters between Main Street and the new Northport station. The commuter trolley opened in 1902 but would eventually become obsolete



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with the invention of the automobile in 1924. Although the area was known as Northport since 1837, the Village was not formally incorporated until 1894 when it became the first incorporated village in Huntington Township. Northport annexed other established communities such as Vernon Valley in the mid-20th century, as well as Crab Meadow and parts of the Freshpond community.



By the mid 1920's the waterfront had fallen into decay after nearly a century of heavy commercial use. In 1932, the Village purchased the land along the harbor and created Northport Memorial Park in 1932, a defining feature of the Village today. The Long Island Lighting Company (LILCO) opened the Northport Power Station in 1967, the largest oil-fired electric generating station on the east coast. The four 600 foot stacks have become a defining feature of the Village, visible as far away as Connecticut. The 1970s and 1980s saw the revival of The Northport Trolley, which transported weekend tourists along Main Street. However, this trolley was horse driven and ran on rubber automobile tires rather than the original rails which are still visible on Main Street today. The Village pays homage to its history every September with the celebration of Cow Harbor Day, which follows the annual Great Cow Harbor 10K Run.

Given the historic nature of the Village, many buildings within the Village are of historic significance and add to the overall character of the Village. Historic resources are not only a source of identity for the community but can provide enhanced economic opportunities and strengthen the community's social fabric. The National Register of Historic Places is a federally sponsored inventory of sites and districts of historic significance in the United States. Similarly, the New York State Historic Preservation Office (NYSHPO) inventories sites significant to the State as well, with many sites often overlapping with those listed on the National Register. Sites and districts may be eligible for listing on the State and/or National Register of Historic Places if they meet one of four criteria. These criteria are: Associated with events that have made a significant contribution to the broad patterns in history; Associated with the lives of persons significant in the past; Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction; Have yielded or may be likely to yield information important in prehistory or history.

Under Federal law, owners of private property listed on the National Register are free to maintain, manage, or dispose of their property as they choose, provided that there is no Federal involvement. Owners have no obligation to open their properties to the public, to restore them or even to maintain them, if they choose not to do so. However, recognition on the Register does provide benefits. Owners of properties listed on the National Register may be eligible for a 20% investment tax credit for the certified rehabilitation of income-

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producing certified historic structures such as commercial, industrial, or rental residential buildings. Grant money is widely available to not-for-profit organizations and municipalities for historic preservation purposes. Note that federal or state listing does not protect a property from actions at the local law, e.g., a property owner may demolish a historic structure absent any local historic law.

National Register of Historic Places

Five sites are listed in the State and National Registers of Historic Places within the Village of Northport. Additionally, 3 other sites have been granted eligibility for listing on the Register. **Table 41**, National Register of Historic Places provides all listed and eligible sites within the Village’s boundaries. **Figure 19 Historic Resources** shows the locations of all of the NRHP sites that are listed, eligible, undetermined in the Village of Northport. The NHRP identified 458 sites of undetermined eligibility, which have the possibility to be eligible for listing. There are also 11 sites within the Village that have been investigated and deemed not eligible. The majority of the Village is located within an archaeological buffer zone. The archaeological buffer area represents buffer areas around recorded archaeological resources; therefore, the area is considered potentially archaeologically sensitive due to the proximity of recorded resources.

| TABLE 41 NATIONAL REGISTER OF HISTORIC PLACES | |
|---|---|
| LISTED SITES | |
| 1. | Northport Historical Society Museum |
| 2. | St. Paul’s Methodist Episcopal Church |
| 3. | US Post Office- Northport |
| 4. | Lowndes, Stanley H., House |
| 5. | Skidmore House |
| ELIGIBLE SITES | |
| 1. | Thompson Company Building |
| 2. | Co. Plate Vault Building |
| 3. | William J. Brosnan School & Administration Building |
| Source: Cultural Resource Inventory System, 2023. | |

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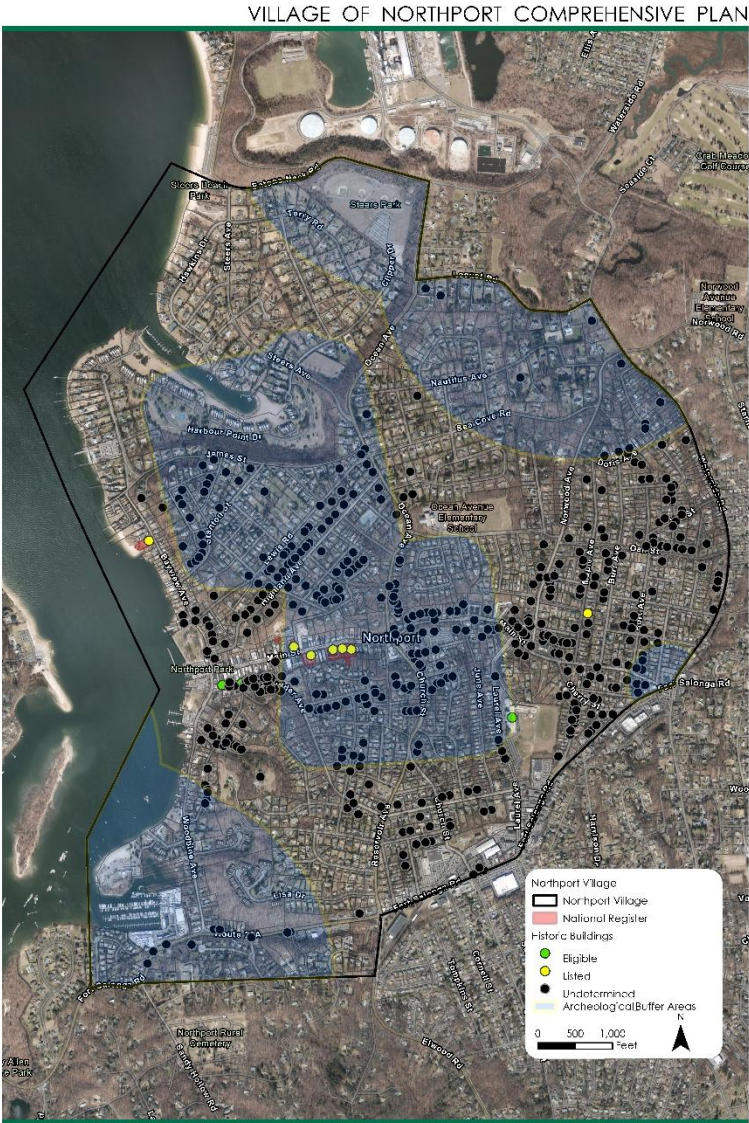


FIGURE 19: HISTORIC RESOURCES

Source: Suffolk County GIS 2016, NYS GIS 2022, NYS Ortho imagery 2020, ESRI 5 miles
This map was prepared with funding provided on the view from the Department of State's Division of Historic Preservation.



1. Northport Historical Society Museum (formerly Northport's Public Library)

- Location: 215 Main Street



Northport Public Library ~ 1950

Source: Northport-East Northport Public Library website



Northport Historical Society Museum ~ 2024, NPV

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2. St. Paul's Methodist Episcopal Church

- Location: 270 Main Street



St. Paul's Methodist Church ~ 2023, NPV

3. U.S Post Office Northport

- Location: 240 Main Street



U.S Post Office Northport ~ 2024, NPV

4. Lowndes, Stanley H., House

- Location: 155 Bayview Avenue



Lowndes, Stanley H, House ~ 2024, NPV

5. Skidmore House

- Location: 529 Main Street



Skidmore House ~ 2024, NPV

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Historic Aerials - A review of historic maps of the Village provide insight into the manner in which the Village evolved.



1947 Aerial of Northport Village – Suffolk County GIS Viewer



1962 Aerial of Northport Village – Suffolk County GIS Viewer

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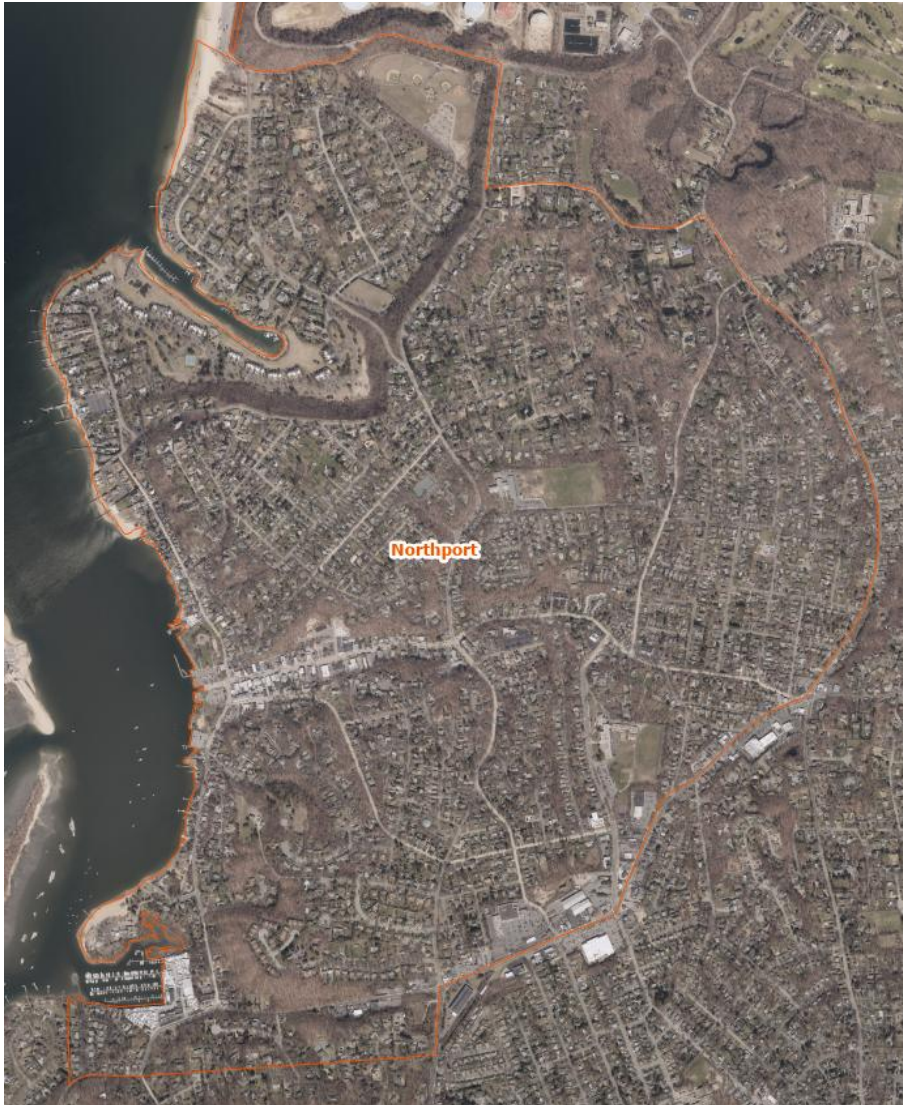
1984 Aerial of Northport Village – Suffolk County GIS Viewer



2004 Aerial of Northport Village – Suffolk County GIS Viewer

Village of Northport

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2023 Aerial of Northport Village – Suffolk County GIS Viewer

Scenic Resources

There are several prominent scenic resources which form the visual image of the Village of Northport. The Village is a coastal community with prominent views of Northport Harbor. Multiple parks including Scudder Park, Cow Harbor Park, Northport Park, and Steers Beach provide residents and visitors with direct access and visual benefit of the waterfront.

In addition, the overall hilly and wooded nature of the Village provides a sense of remoteness and adds to the overall visual character of the Village. Due to the dramatic elevation gain in areas of the Village, roads such as James Street have excellent views of Northport Bay, Ashroken and the Northport stacks. The historic nature of the Village also significantly contributes to the overall character of the Village.

8.3 HISTORIC REGULATIONS

Northport Village Code includes numerous provisions for historic buildings and districts in the Village. Chapter 13 of the Village Code created the Architectural and Historic Review Board for the purpose of protection, enhancement, perpetuation and use of places, districts, sites, buildings, structures, works of art, and other objects having a special character or special historical or aesthetic interest or value. This chapter (§13-1) sets forth procedures to:

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- A. Encourage quality exterior building design and design that preserves, supports and enhances the character and aesthetic values of the area in which it is located.
- B. Prevent sign clutter and ensure sign legibility.
- C. Limit and mitigate the visual impacts of commercial, industrial, and institutional development on surrounding residential uses.
- D. Maintain a diverse mixture of architectural styles, and permit originality and resourcefulness in building design, that are regionally and contextually appropriate.
- E. Regulate the use of formulaic and standardized architectural elements that erode local character and community identity.
- F. Identify, preserve and enhance landmark places, districts, sites, buildings, structures, works of art, and other objects that represent distinctive elements of Northport's historic, maritime, architectural and cultural heritage.
- G. Prevent such design and appearances as are incompatible with the historic or architectural characteristics of a landmark building, structure or site, or historic district.
- H. Preserve the integrity of areas and structures which have been determined to merit special protection by prior designation of the Village.

Chapter 14 – Historic Review, seeks to preserve the Village's heritage and character by establishing policy that protects, enhances and perpetuates historic sites, structures, and buildings in the Central Business A and Central Business B Zoning District (these zoning districts are located along Main Street between Woodbine Avenue and Church Street). This chapter includes policy related to restrictions on demolition, erection and alteration of structures, criteria for determining if historic review is required, permit requirements, maintenance and repair requirements, relief based on hardship, application procedure, tax exemption, penalties for offenses, etc. Chapter 15 – Historic Review in All Zoning Districts Except Central Business A and Central Business B Districts, provides policy and historical review criteria for all zoning districts except for the Central Business A and Central Business B Districts. This chapter provides similar policy to that in the Central A and B Districts related to demolition, construction, and alterations of buildings with historic signification and the permit and review requirements. The Board of Architectural and Historic review shall determine if a building in the Central Business A or B District or a building outside the district that is more is more than 100 years old is required to be subject to historic review based on the criteria set forth in this subsection:

- A. Possesses special character or historic or aesthetic interest or value as part of the cultural, political, economic, or social history of the Village, region, state, or nation; or
- B. Is identified with historic personages or is the site of an historic event in the Village, region, state or nation; or

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- C. Embodies the distinguishing characteristics of a type, period, style, or method of architecture or engineering; or
- D. Is the work of an important builder, designer, artist or architect whose work has significantly influenced an age; or
- E. Because of its unique location or singular physical characteristics, represents an established and familiar visual or aesthetic feature of the neighborhood; or
- F. Is significant for containing elements of design, details, materials or craftsmanship which represent a significant innovation; or
- G. Has special historical significance to the Village of Northport, Town of Huntington, County of Suffolk, State of New York, or the United States of America, by reason of famous events or the antiquity or uniqueness of architectural construction or design; or
- H. Will promote the public health, safety and/or general welfare if determined to be subject to historic plan review under this chapter; or
- I. Will preserve or enhance Village property and/or neighborhood property values, heritage, character, or quality, if determined to be subject to historic plan review; or
- J. Is listed on either the National or the New York State Register of Historic Places or the equivalent registers, if any, maintained by the County of Suffolk and/or the Town of Huntington; or (just Ch. 15)
- K. Possesses an historic style of architecture (just Ch.15).

Chapter 16 – Historic Districts, provides policy to permit property owners in a section or area of the Village to petition to have a defined geographical area designated as a historic district, requiring all buildings in that district, regardless of age, for which a building permit or demolition permit has been applied, to undergo the same review procedures as required under § 15-6 of the Code. The Board of Trustees may designate any area containing buildings as an historic district if the area:

- A. Contains one or more properties with one or more buildings that have previously been determined by the Board of Architectural and Historic Review to be historic buildings and said area contains one or more additional properties with one or more contributing buildings; and
- B. By reason of possessing such qualities, it constitutes a distinct section of the Village; and
- C. The Board of Architectural and Historic Review has recommended such designation after holding a public hearing on notice to all affected properties.

ATTACHMENTS

ATTACHMENT A

COMMUNITY PROFILE FIGURES (FULL-SIZE)

VILLAGE OF NORTHPORT COMPREHENSIVE PLAN

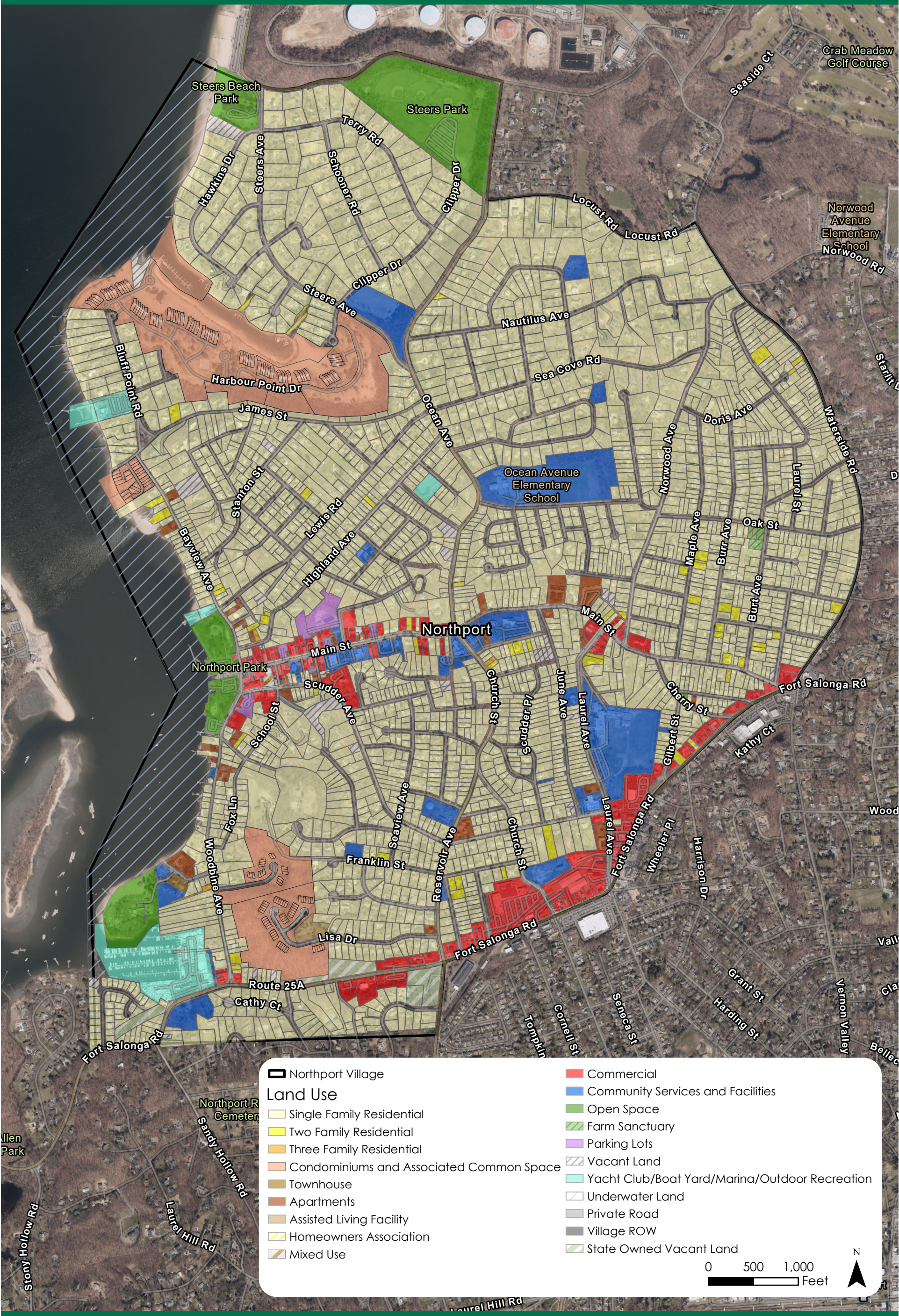


FIGURE 1: EXISTING LAND USE

Sources: Huntington GIS, NYS GIS 2022, NYS Orthoimagery 2023, ESRI Streets



NPV

VILLAGE OF NORTHPORT COMPREHENSIVE PLAN

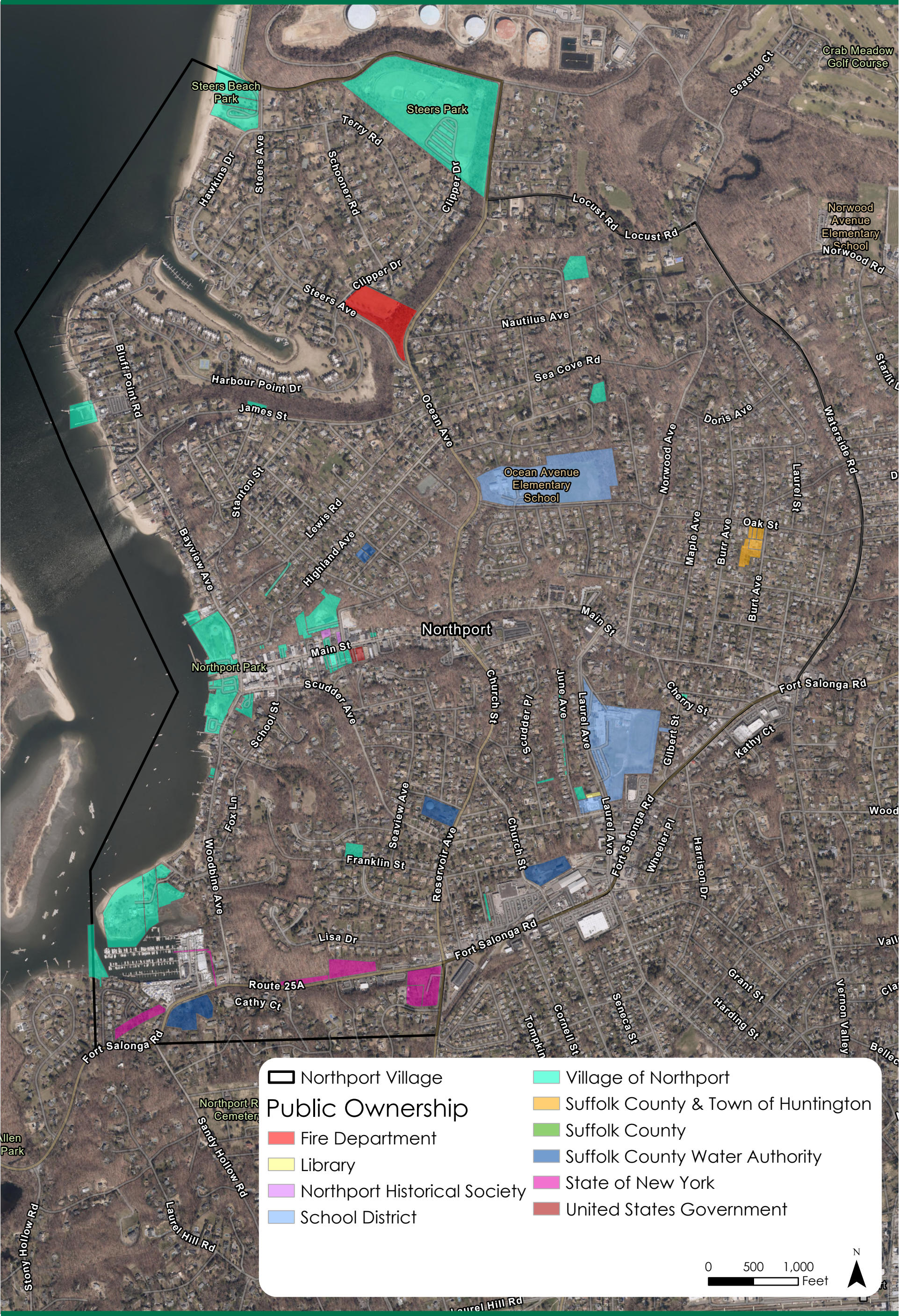


FIGURE 2: PUBLIC OWNERSHIP

Sources: Huntington GIS, NYS GIS 2022, NYS Orthoimagery 2023, ESRI Streets



NPV

VILLAGE OF NORTHPORT COMPREHENSIVE PLAN

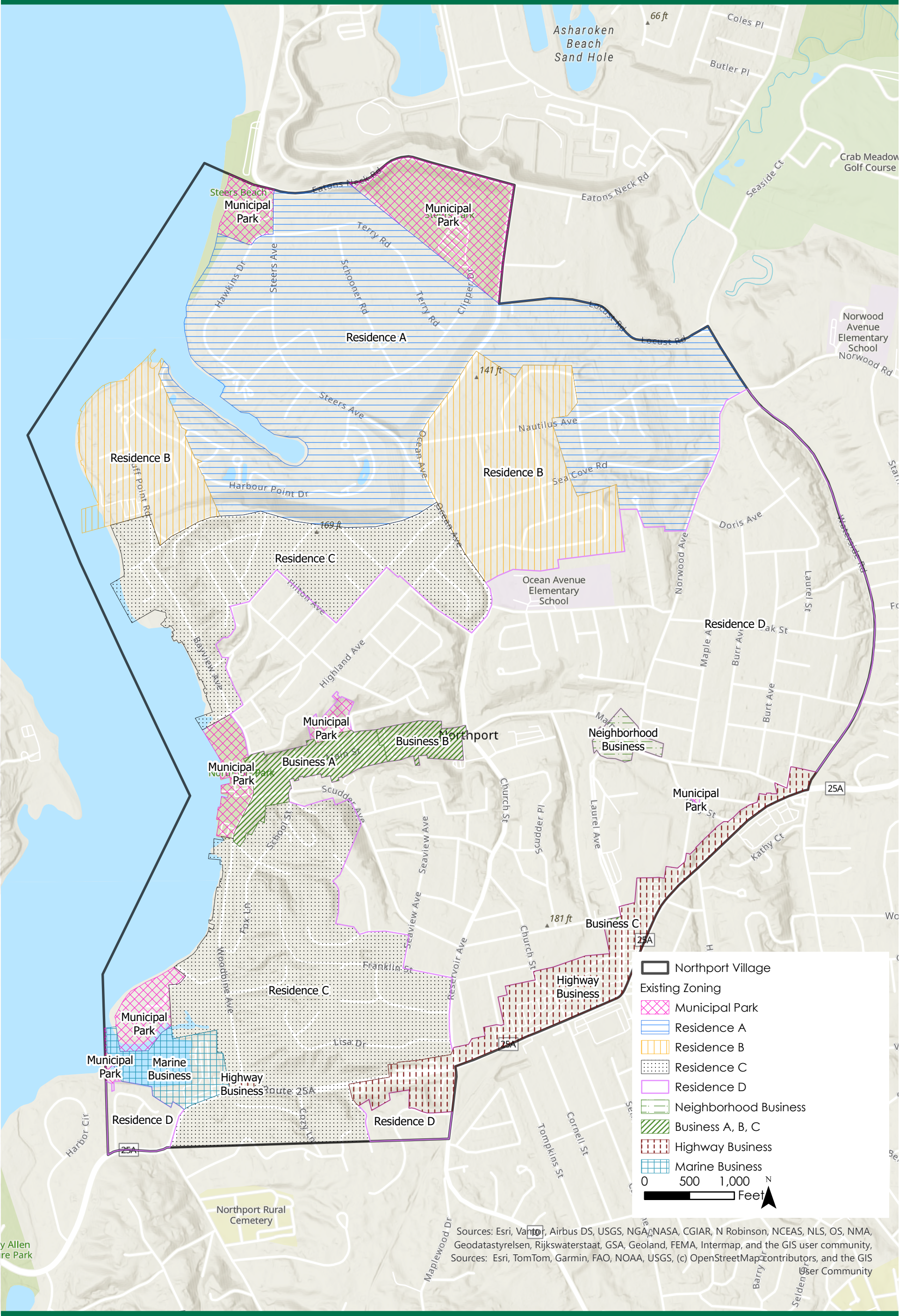


FIGURE 3: EXISTING ZONING

Sources: Town of Huntington GIS, Suffolk County GIS 2016, NYS GIS 2022, ESRI Basemap



NPV

VILLAGE OF NORTHPORT COMPREHENSIVE PLAN

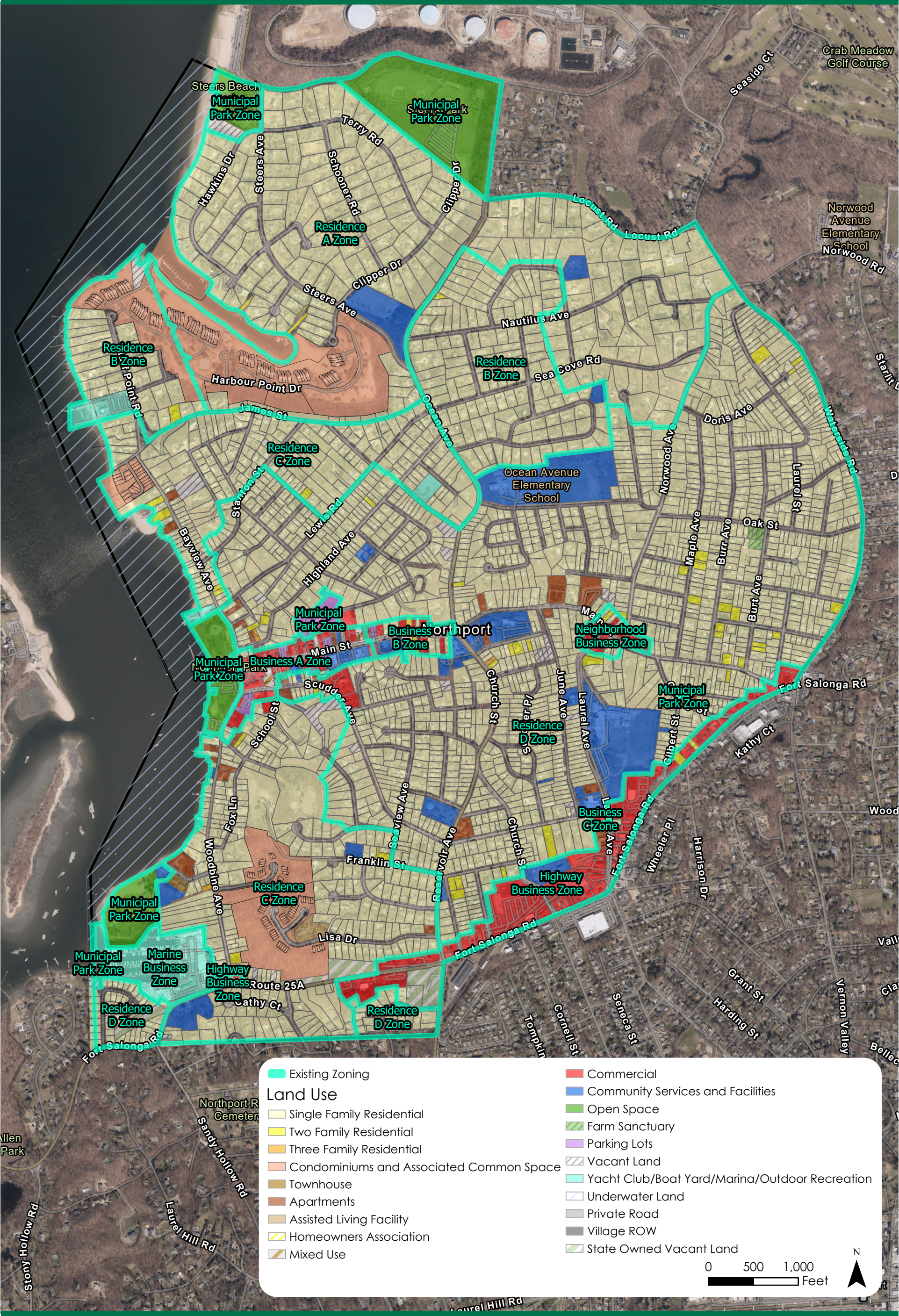


FIGURE 4: LAND USE & ZONING

Sources: Huntington GIS, NYS GIS 2022, NYS Orthoimagery 2023, ESRI Streets



NPV

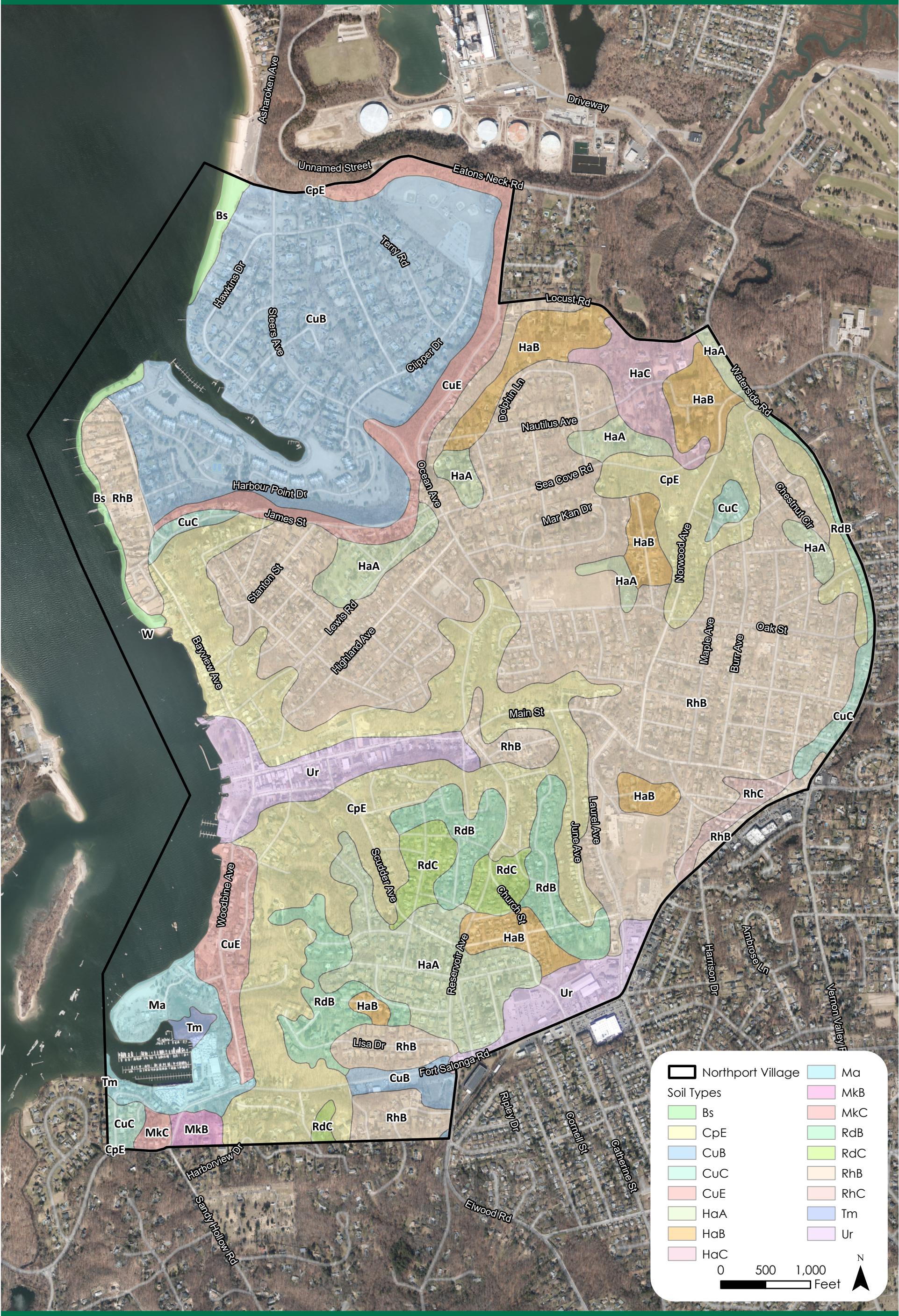


FIGURE 5: SOILS MAP

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, Natural Resources Conservation Science of the USDA, ESRI Streets



VILLAGE OF NORTHPORT COMPREHENSIVE PLAN



FIGURE 6: TOPOGRAPHY

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, USGS 2022



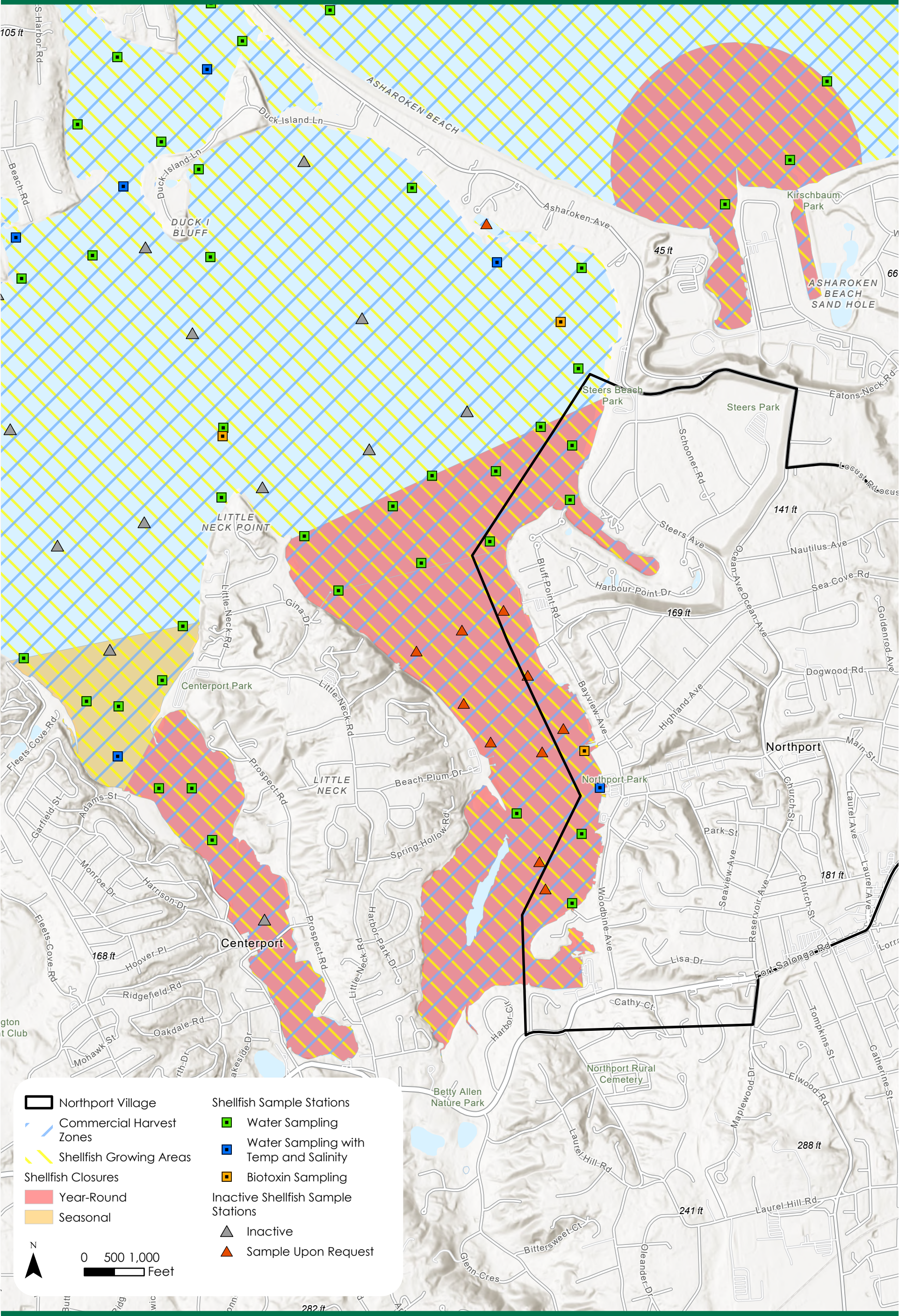


FIGURE 7: SHELLFISH CLOSURES

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS DEC Bureau of Marine Resources, 2025





FIGURE 8: WETLANDS

Sources: Suffolk County GIS 2016, NYS GIS 2022, National Wetland Inventory, NYS Department of Environmental Conservation



VILLAGE OF NORTHPORT COMPREHENSIVE PLAN



FIGURE 9: FEMA FLOOD ZONES

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, FEMA, ESRI Streets





FIGURE 10: WATER RESOURCES

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, GIS NYS Clearinghouse 2023
This map was prepared with funding provided by the New York State Department of State Environmental Protection Fund





FIGURE 11: FUNCTIONAL CLASSIFICATION

Sources: Suffolk County GIS 2016, NYS GIS 2022, Orthoimagery 2020, NYS Department of Transportation





FIGURE 12: ROAD JURISDICTION

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2023, NYS Department of Transportation





FIGURE 13: AVERAGE ANNUAL DAILY TRAFFIC

Sources: Suffolk County GIS 2016, NYS GIS 2022, Orthoimagery 2020, GIS NYS Clearinghouse 2023
This map was prepared with funding provided by the New York State Department of State Environmental Protection Fund





FIGURE 14: AADT - TRUCKS

Sources: Suffolk County GIS 2016, NYS GIS 2022, Orthoimagery 2020, GIS NYS Clearinghouse 2023



Northport Village

Number of Accidents

- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 9
- 10 - 11
- 12 - 14
- 15 - 16

0 500 1,000 Feet

Sources: Esri, TomTom

Sources: Huntington GIS, NYS GIS 2022, NYS Orthoimagery 2023, ESRI Streets, Northport Police Department



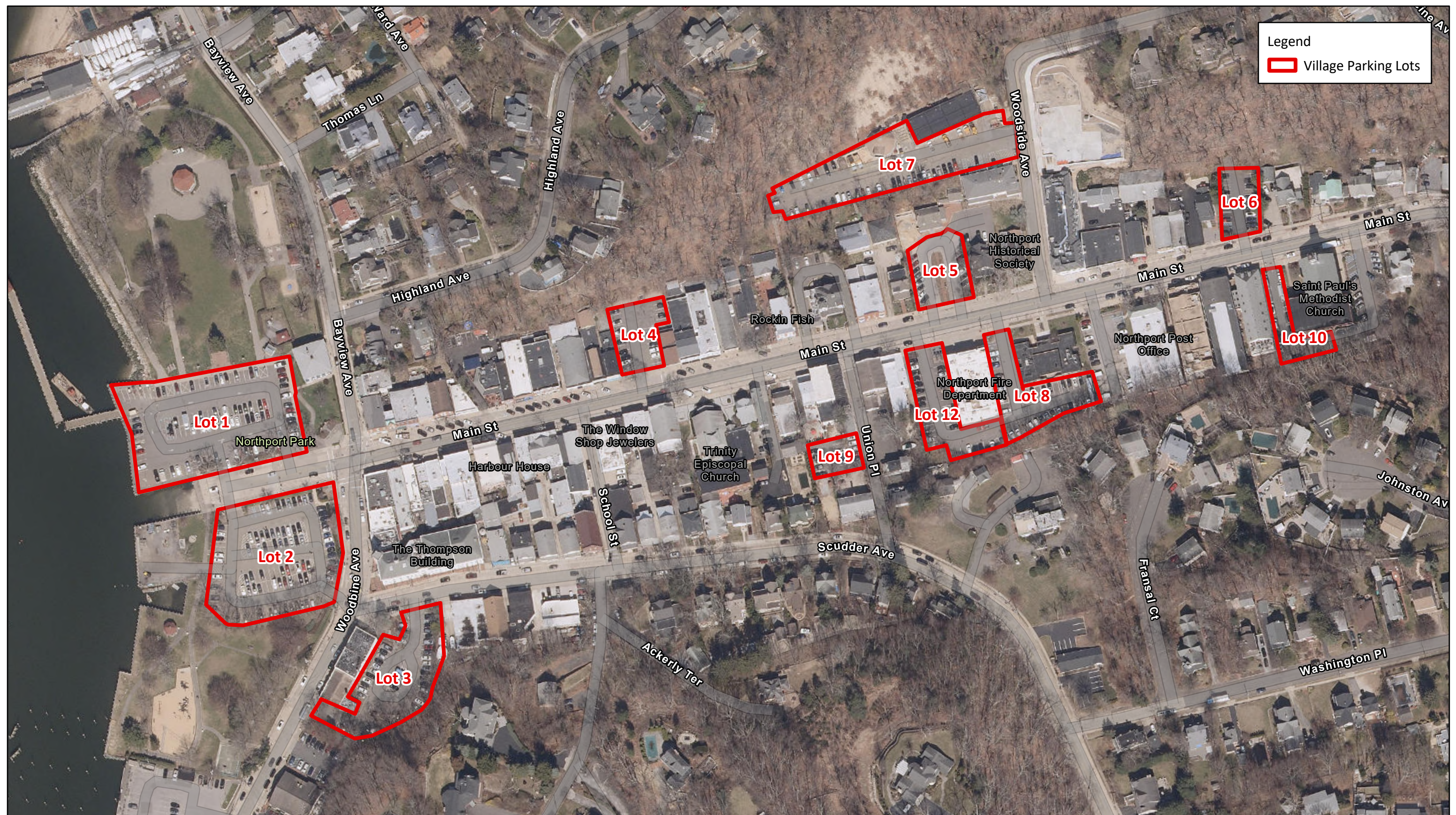
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FIGURE 16: PUBLIC TRANSPORTATION

Sources: Suffolk County GIS 2016, NYS GIS 2022, Orthoimagery 2020, Town of Huntington





Sources: ESRI Streets Hybrid Layer 2025, NYS Orthoimagery 2023, Suffolk County GIS, Village of Northport

FIGURE 17
VILLAGE PARKING LOTS MAP

Village of Northport
Comprehensive Plan
Parking Utilization



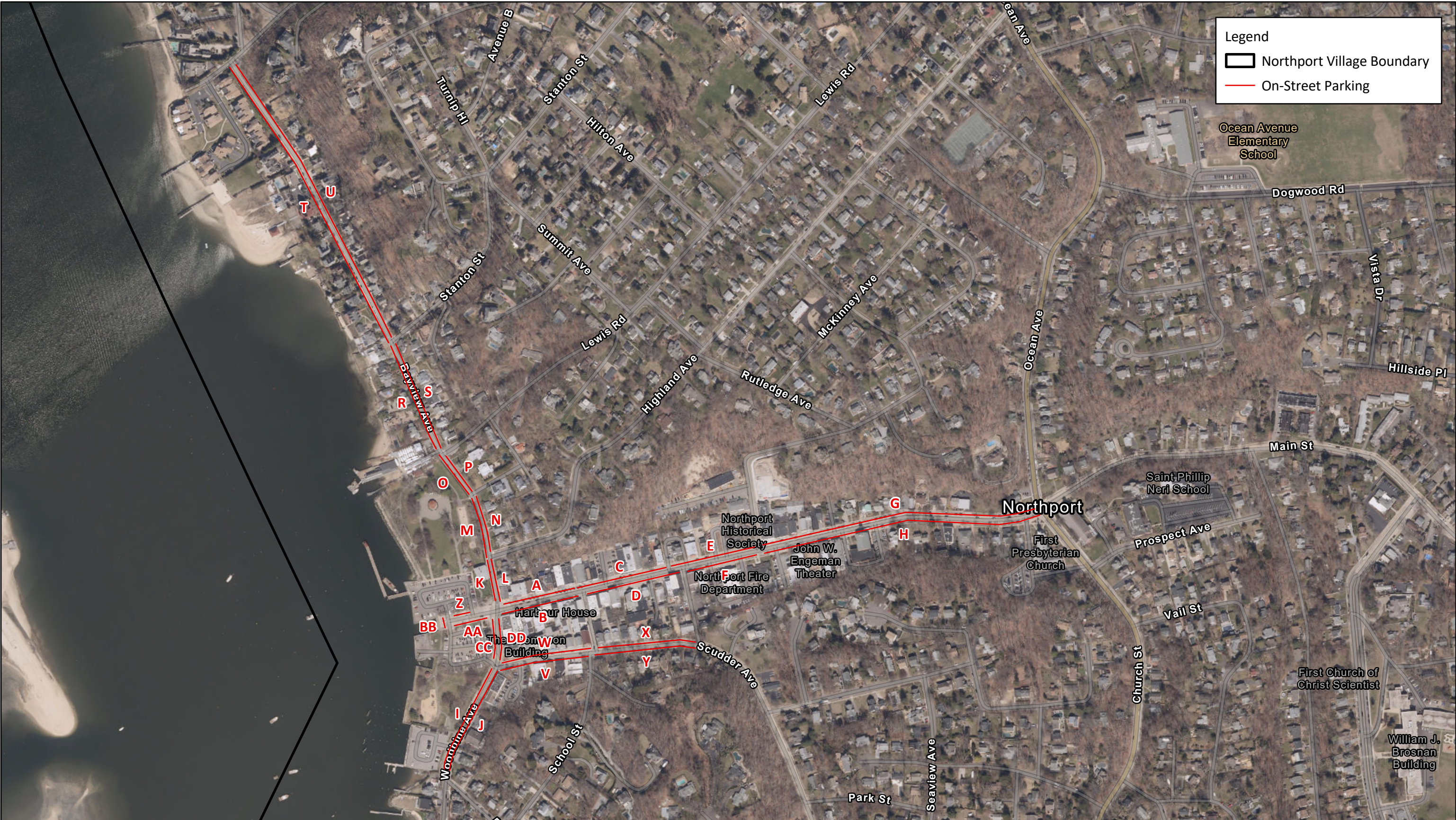


FIGURE 18
ON-STREET PARKING MAP

Sources: ESRI Streets Hybrid Layer 2025, NYS Orthoimagery 2023, Suffolk County GIS, Village of Northport



Village of Northport
Comprehensive Plan
Parking Utilization

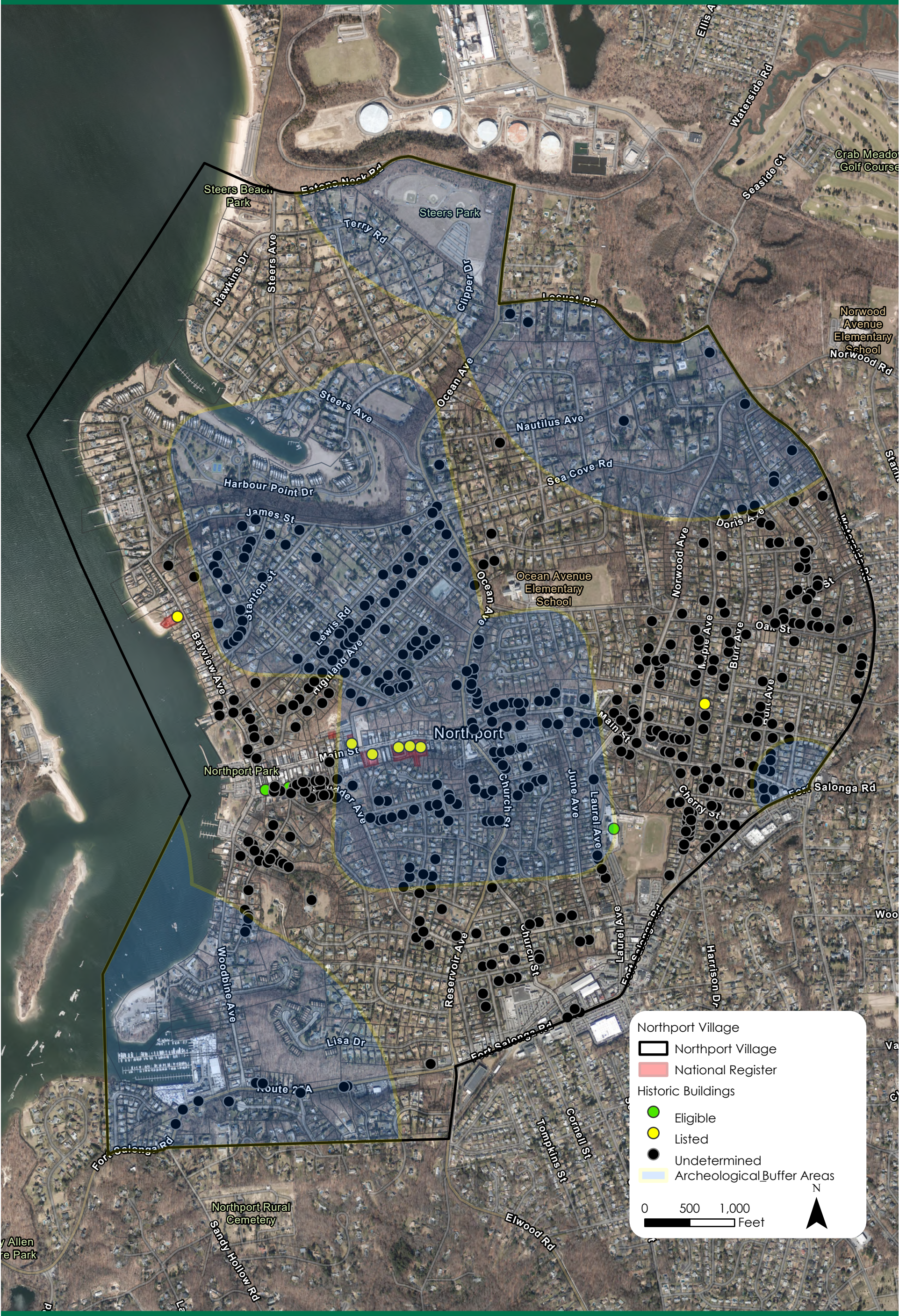


FIGURE 19: HISTORIC RESOURCES

Sources: Suffolk County GIS 2016, NYS GIS 2022, NYS Orthoimagery 2020, ESRI Streets
This map was prepared with funding provided by the New York State Department of State Environmental Protection Fund.



ATTACHMENT B

ZONING SUMMARY TABLES

| VILLAGE OF NORTHPORT USE REGULATIONS - USES SIMPLIFIED BY NPV | | | | | | | | | | | |
|--|----------------------|----------------------|----------------------|----------------------|-----------------------------|-----------------------------|-----------------------------|---------------------------------|----------------------------|--------------------------|-------------------------|
| | ZONING DISTRICTS | | | | | | | | | | |
| LAND USE DESCRIPTIONS | Residence A District | Residence B District | Residence C District | Residence D District | Central Business A District | Central Business B District | Central Business C District | Neighborhood Business Districts | Highway Business Districts | Marine Business District | Municipal Park District |
| Residence for one family | P | P | P | P | | P ¹ | P ² | P ¹⁰ | | | |
| A dwelling lawfully existing prior to the adoption of this chapter | | | | | P | | | P | P | | |
| Fairground or carnival | ZBA PERMIT | | | | | | | | | | |
| Accessory Use | P | P | P | P | P ³ | P ³ | | P ³ | P ³ | P ³ | |
| Municipal park, playground or recreation area | P | P | P | P | P ⁶ | P ⁴ | | P ¹⁰ | P ⁷ | P ⁶ | P ⁵ |
| Nonprofit beach club ⁸ | | | | | | | | | | P | |
| Governmental function of the Village of Northport | | | | P | | | | P ¹⁰ | | | |
| Church or similar place of worship or religious instruction, parish house, rectory and convent | | | | | P | P | | P | P | | |
| Public library; public or private nonprofit museum | | | | | P | P | | P | P | | |
| Fire station, municipal office or any governmental building of similar character | | | | | P | | | ZBA PERMIT ⁹ | P | | |
| Nonprofit, philanthropic, fraternal, social or educational institutional office or meeting room | | | | | P | P | | P | P | | |
| Sale at retail of merchandise for individual, home or business consumption, use or enjoyment, such as foodstuffs, beverages, wearing apparel, household supplies, antiques, furnishings and appliances, hardware, drugs, tobacco, books and other publications, bric-a-brac, toys, jewelry and flowers, provided that the foregoing uses are conducted entirely within the principal building. | | | | | P | | | P | P | P ¹¹ | |
| Sale at retail of wearing apparel, antiques, tobacco, books and other publication, gifts, jewelry and flowers, provided that the foregoing uses are conducted entirely within the principal building | | | | | | P | | | | | |
| Bank or Financial institution | | | | | P | | | P | P | P ¹² | |
| Personal service shop, such as barbershop, beauty parlor, dry-cleaning or laundry service, shoe repair, tailor, photographer (including professional studio), mortician or travel agency, but not including massage parlors | | | | | P | | | P | P | | |
| Gyms, spas and fitness studios | | | | | | | | | | P | |
| Office for business; utility and professional offices for engineers, land surveyors, physicians, dentists, attorneys, architects and other professions duly licensed by the State of New York. | | | | | P | P | | P | P | | |

| | Residence A District | Residence B District | Residence C District | Residence D District | Central Business A District | Central Business B District | Central Business C District | Neighborhood Business Districts | Highway Business Districts | Marine Business District | Municipal Park District |
|---|----------------------|----------------------|----------------------|----------------------|-----------------------------|-----------------------------|-----------------------------|---------------------------------|-------------------------------------|--------------------------|-------------------------|
| LAND USE DESCRIPTIONS | | | | | | | | | | | |
| Offices for business and professional offices for doctors, dentists, attorneys, physical therapists, engineers and other New York State duly licensed professionals. | | | | | | | | | | P | |
| Travel agency | | | | | | P | | | | | |
| Photographer (including professional studio) | | | | | | P | | | | | |
| Tavern or bar, not including a nightclub or other such entertainment establishment, provided that no such use shall be established on or after May 7, 1980, if the proposed use is located within a radius of 300 feet from all property lines of another tavern or bar or within said radius of 300 feet from all property lines of any use permitted by Subsection A(12). | | | | | P | | | ZBA PERMIT ⁹ | P | | |
| Restaurants for on-premises food consumption, not including drive-in, open-front or curb service, other than any use permitted by § 306-39(B)(2)(g), provided that no such use shall be established on or after May 7, 1980, if the proposed use is located within a radius of 300 feet from all property lines of another restaurant or within a radius of 300 feet from all property lines of any use permitted by § 306-11A(11). | | | | | P | | | ZBA PERMIT ⁹ | P | | |
| Drive thru facilities , which may include a restaurant | | | | | | | | | Planning Board Review ¹³ | | |
| Place of business of upholsterer and decorator. | | | | | P | P | | P | P | | |
| Movie theater, not including a drive-in movie theater. | | | | | P | | | P | P | | |
| Place of entertainment, such as an indoor motion-picture theater, bowling alley, roller- or ice-skating rink, but NOT INCLUDING nightclubs or dance halls | | | | | | | | | ZBA PERMIT | | |
| Theater for live productions, provided that there is seating for a minimum of 300 persons. | | | | | P | | | P | P | | |
| Hotel/Inn | | | | | P | | | P | P | | |
| Place of business of a tradesman, such as a builder, cabinetmaker, carpenter, contractor, painter, electrician, mason, plumber, plasterer, printer, roofer or tinsmith. | | | | | | | | | P | | |
| Motor vehicle salesroom | | | | | | | | | P | | |
| Business or public garage, automobile service or filling station, automobile repair shop or automobile body shop | | | | | | | | | ZBA PERMIT | | |
| Storage or warehousing of materials | | | | | | | | | ZBA PERMIT | | |

| | Residence A District | Residence B District | Residence C District | Residence D District | Central Business A District | Central Business B District | Central Business C District | Neighborhood Business Districts | Highway Business Districts | Marine Business District | Municipal Park District |
|---|----------------------|----------------------|----------------------|----------------------|-----------------------------|-----------------------------|-----------------------------|---------------------------------|----------------------------|--------------------------|-------------------------|
| LAND USE DESCRIPTIONS | | | | | | | | | | | |
| Light industry of a type and nature | | | | | | | | | ZBA PERMIT | | |
| Boat sales, marine sales, boat rental and boat repairs | | | | | | | | | ZBA PERMIT | | |
| Boatyard, including new and used boat sales and brokerage and marine sales, rental, repair and storage. | | | | | | | | | | P | |
| Nonprofit yacht club and marina, the facilities of which may not be utilized for purposes other than club activities | | | | | | | | | | P | |
| Marina for private profit | | | | | | | | | | P | |
| Insurance sales, provided boat insurance is available; sale of marine parts and accessories, such as inflatable rafts, rowboats, outboard motors, boat and fishing equipment, water sports equipment, marine electronics and communication equipment, boat covers, marine hardware and boating accessories; boaters' clothing, footwear and swimwear; boat and marine engine repair and maintenance; seafood sales, wholesale and retail; food provisions store. | | | | | | | | | | P | |
| Uses permitted in the Marine Buisness District by special use permit by the Board of Zoning Appeals under § 306-39B(2)(g) of this chapter: | | | | | | | | | | | |
| Restaurant which serves alcoholic beverages but which does not feature outdoor music, including outdoor live or amplified music, and which has a maximum indoor square footage of 1,000 square feet of dining area per restaurant, with the maximum square footage devoted to all restaurants on the entire marina property not to exceed 12% of the total square footage of space within buildings devoted to retail uses, excluding space devoted to boat repair, maintenance or storage; a maximum of 200 seats (indoor and outdoor combined) permitted for all restaurant uses for the entire marina property. (Note: There also are other restrictions on the number of seats permitted for outdoor dining set forth hereinafter in Subsection B(2)(g)[4][g].) | | | | | | | | | | ZBA | |
| Outdoor live and amplified music for no more than four special events, each such event to be held on a single day between the hours of 12:00 noon and 8:00 p.m., in any calendar year, for which a special use permit is obtained from the Board of Zoning Appeals. | | | | | | | | | | ZBA | |

| | Residence A District | Residence B District | Residence C District | Residence D District | Central Business A District | Central Business B District | Central Business C District | Neighborhood Business Districts | Highway Business Districts | Marine Business District | Municipal Park District |
|--|----------------------|----------------------|----------------------|----------------------|-----------------------------|-----------------------------|-----------------------------|---------------------------------|----------------------------|--------------------------|-------------------------|
| LAND USE DESCRIPTIONS | | | | | | | | | | | |
| Such other uses which the Board of Zoning Appeals finds are harmonious with existing uses and not harmful to adjacent properties. | | | | | | | | | | ZBA | |
| <i>Outdoor sidewalk dining shall be permitted subject to compliance with the following *See Section 306-18.1 (2) for application for permit rules:</i> | | | | | Village Clerk Permit | Village Clerk Permit | | Village Clerk Permit | Village Clerk Permit | | |
| <i>Permitted only for the restaurants and deli-style businesses in the Central Business A and B, Highway Business and Neighborhood Business Districts (hereinafter referred to as "applicants"). Permits shall be applied for annually on or before April 1.</i> | | | | | | | | | | | |
| <i>This section of the Northport Village Code only permits outdoor dining on the sidewalk and courtyard area. Nothing in this section shall be construed to permit outdoor dining and service of beverages including alcohol in any other area including rooftops and roofs.</i> | | | | | | | | | | | |
| Outdoor dining on private property, meaning that such dining is not located on a sidewalk or other public property or right-of-way *See Section 306-18.1B , C & D for rules | | | | | Board of Trustees | Board of Trustees | | | Board of Trustees | Board of Trustees | |
| Convenience retail that is subsidiary to the primary use of the premises, | | | | | ZBA | ZBA | | ZBA | ZBA | ZBA | |
| Stripping, Excavating or removing topsoil or earth in al districts * See Section 306-19 for further detail | ZBA PERMIT | ZBA PERMIT | ZBA PERMIT | ZBA PERMIT | ZBA PERMIT | ZBA PERMIT | ZBA PERMIT | ZBA PERMIT | ZBA PERMIT | ZBA PERMIT | ZBA PERMIT |

- 1. § 306-15 Central Business B District** - Permitted Uses. (1) Single-family residence (the area requirements for a Residence D District shall be applied to this use)
- 2. § 306-16 Central Business C District** - Permitted Uses. (1) Single-family residence, provided that said residence is housed in a building used principally for one or more of the purposes set forth within the following Subsection [A\(2\)](#). (2) Office for business; professional offices for engineers, land surveyors, physicians, dentists, attorneys, architects and other professionals duly licensed by the State of New York.
- 3. § 306-18 Accessory Business Uses** - accessory uses shall be limited as follows: A. Accessory buildings, including private garages, shall not be placed within a front yard or within a required side yard. B. An access driveway may be located within a required yard. C. Required accessory off-street parking area or truck loading space shall not be encroached upon by buildings, open storage or any other use. D. Accessory off-street parking areas may be located in required front, side or rear yards in the Central Business A District, Neighborhood Business District and Highway Business District, provided that they are set back at least 10 feet from all property lines. Accessory off-street parking areas may be located in the required side and rear yards in the Marine Business District, provided that they are set back at least 10 feet from all property lines, and in the front yard of said district, provided that they are set back at least 25 feet from all property lines. Accessory off-street parking areas may be located in the required side and rear yards, only, in the Central Business B District, provided that they are set back at least 10 feet from all property lines. E. Convenience retail that is subsidiary to the primary use of the premises, and has been granted a special use permit by the Zoning Board of Appeals under § 206-39B(2)(j).
- 4. § 306-15 Central Business B District** - A(5) Municipal park, playground or recreational area when operated by the Incorporated Village of Northport.
- 5. § 306-157 Municipal Park District** - Permitted uses. In the Municipal Park District, lands shall be used and buildings shall be erected, altered or used only for the following purposes: municipal park, playground, recreational area or municipal services facility, when operated by the Incorporated Village of Northport.
- 6. § 306-11 Central Business A District** - Municipal park, playground or recreational area when operated the Incorporated Village of Northport or approved pursuant to Chapter 228, Recreational Facilities, Article I, Planning of Construction, of the Code of the Incorporated Village of Northport.
- 7. § 306-13 Highway Business District** - Permitted uses. (1) Any use permitted in the Central Buisness A District, § 306-11.
- 8. § 306-14 Marine Business District** - Permitted uses. (2) Nonprofit beach club, the facilities of which may not be utilized for purposes other than club activities.
- 9. § 306-12 Neighborhood Business District** - Permitted Uses. (1) Any use permitted in the Central Business A District, except those uses listed as permitted uses in § 306-11A(4), (11) and (12); provided, however, that a conditional use permit for limited on-premises consumption of food and beverages in the Neighborhood Business District may be granted by the Board of Zoning Appeals, as follows: (a) The underlying use is engaged in the sale at retail of foodstuffs and beverages since March 1, 1995. (b) The eating establishment shall not be more than 2,000 square feet. (c) The on-premises consumption of food and beverages shall be limited to service at up to 12 seats. (d) Once granted, the applicant must commence the use within 120 days of the date of issuance of the permit. The permit shall expire and be of no further force and effect in the event that the underlying sale at retail of the foodstuffs and beverages ceases to exist. (e) Any permit granted hereunder shall expire on the date two years next following issuance unless renewed by the Board of Zoning Appeals prior to the date of expiration. (f) In granting any permit hereunder, the Board of Zoning Appeals shall expressly determine whether sufficient municipal, off-street and/or on-street parking exists to accommodate the conditional use. (g) Any permit granted hereunder shall provide that the consumption of alcoholic beverages on the premises shall be prohibited.
- 10. § 306-12 Neighborhood Business District** - Permitted Uses. (2) Any use permitted in a Residence D District, provided that any permits required for such use in said Residence D District are first obtained.
- 11. § 306-14 Marine Business District** - Permitted Uses. (7) Food shops, retail stores offering merchandise for sale for individual, home or business use or enjoyment, such as wearing apparel, household supplies, antiques, furnishings or appliances, and as otherwise set forth in § 306-11A(7), Central Business A District.
- 12. § 306-14 Marine Business District** - Permitted Uses. (8) Personal service shops, such as barbers, beauty parlors, photographers and as otherwise set forth in § 306-11A(9), Central Business A District.
- 13. § 306-13 Highway Business District** - Permitted uses. (10) Applications for the establishment of drive-through facilities shall require a special use permit to be issued pursuant to conditions set forth in § 306-39 of the Village Code and shall be referred to the Planning Board for review. Drive-through facilities, which may include a restaurant, shall be permitted only in the Highway Business District where the property is fronting on a state roadway on a parcel of land of at least 1/2 acre in size and which is not adjoining to a residentially zoned or used property, upon a finding by the Planning Board that the general standards for the issuance of a special use permit as set forth in Village Code § 306-39B(1)(b) have been met.

ATTACHMENT C

TRANSPORTATION STUDY TABLES

**National Data & Surveying Services
Intersection Turning Movement Count**

Woodbine Ave/Scudder Ave

Cars & Trucks - 5/15/2025

| NS/EW Streets: | | Woodbine Ave | | | | Woodbine Ave | | | | Scudder Ave | | | | Scudder Ave | | | | |
|------------------|---------|---------------------|-----------|-----------|---------|--------------|-----------|---------|---------|-------------|----------|----------|---------|-------------|----------|----------|---------|---------------|
| AM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| | 5:00 AM | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 9 |
| | 5:15 AM | 1 | 3 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 17 |
| | 5:30 AM | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 11 |
| | 5:45 AM | 1 | 3 | 0 | 0 | 1 | 13 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 25 |
| | 6:00 AM | 0 | 6 | 0 | 0 | 2 | 18 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 32 |
| | 6:15 AM | 1 | 4 | 4 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0 | 26 |
| | 6:30 AM | 0 | 8 | 6 | 0 | 1 | 20 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 44 |
| | 6:45 AM | 1 | 9 | 1 | 0 | 2 | 20 | 0 | 0 | 2 | 0 | 1 | 0 | 8 | 1 | 2 | 0 | 47 |
| | 7:00 AM | 1 | 11 | 5 | 0 | 1 | 40 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 3 | 0 | 68 |
| | 7:15 AM | 1 | 14 | 4 | 0 | 1 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 57 |
| | 7:30 AM | 0 | 16 | 9 | 0 | 3 | 50 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 86 |
| | 7:45 AM | 1 | 25 | 5 | 0 | 5 | 46 | 0 | 0 | 1 | 1 | 0 | 0 | 8 | 1 | 4 | 0 | 97 |
| | 8:00 AM | 2 | 20 | 5 | 0 | 3 | 35 | 0 | 0 | 0 | 2 | 0 | 0 | 11 | 2 | 1 | 0 | 81 |
| | 8:15 AM | 2 | 26 | 13 | 1 | 7 | 26 | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 2 | 4 | 0 | 91 |
| | 8:30 AM | 3 | 24 | 7 | 0 | 6 | 30 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 1 | 3 | 0 | 82 |
| | 8:45 AM | 6 | 22 | 6 | 0 | 6 | 29 | 0 | 0 | 1 | 1 | 4 | 0 | 7 | 1 | 5 | 0 | 88 |
| | 9:00 AM | 0 | 21 | 11 | 0 | 2 | 27 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 4 | 4 | 0 | 77 |
| | 9:15 AM | 1 | 27 | 9 | 1 | 2 | 32 | 0 | 0 | 0 | 2 | 3 | 0 | 10 | 4 | 3 | 0 | 94 |
| | 9:30 AM | 3 | 27 | 12 | 0 | 11 | 33 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 5 | 5 | 0 | 105 |
| | 9:45 AM | 5 | 24 | 14 | 0 | 11 | 28 | 2 | 0 | 0 | 5 | 1 | 0 | 7 | 7 | 8 | 0 | 112 |
| TOTAL VOLUMES : | | NL 29 | NT 294 | NR 113 | NU 2 | SL 65 | ST 503 | SR 5 | SU 0 | EL 7 | ET 19 | ER 19 | EU 0 | WL 110 | WT 33 | WR 50 | WU 0 | TOTAL 1249 |
| APPROACH %'s : | | 6.62% | 67.12% | 25.80% | 0.46% | 11.34% | 87.78% | 0.87% | 0.00% | 15.56% | 42.22% | 42.22% | 0.00% | 56.99% | 17.10% | 25.91% | 0.00% | |
| PEAK HR : | | 09:00 AM - 10:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 9 | 99 | 46 | 1 | 26 | 120 | 2 | 0 | 2 | 7 | 6 | 0 | 30 | 20 | 20 | 0 | 388 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| NOON | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|------------------|----------|---------------------|-----------|-----------|---------|------------|-----------|----------|---------|-----------|----------|----------|---------|-----------|----------|----------|---------|---------------|
| | | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| | 10:00 AM | 3 | 23 | 14 | 0 | 5 | 31 | 0 | 0 | 0 | 2 | 2 | 0 | 7 | 7 | 3 | 0 | 97 |
| | 10:15 AM | 3 | 25 | 12 | 0 | 8 | 27 | 1 | 0 | 0 | 4 | 3 | 0 | 6 | 3 | 3 | 0 | 95 |
| | 10:30 AM | 2 | 27 | 4 | 1 | 4 | 24 | 2 | 1 | 0 | 2 | 3 | 0 | 9 | 3 | 6 | 0 | 88 |
| | 10:45 AM | 2 | 23 | 19 | 0 | 3 | 34 | 1 | 0 | 2 | 6 | 4 | 0 | 8 | 3 | 8 | 0 | 113 |
| | 11:00 AM | 3 | 27 | 4 | 0 | 3 | 27 | 0 | 0 | 1 | 1 | 1 | 0 | 10 | 5 | 8 | 0 | 90 |
| | 11:15 AM | 3 | 26 | 10 | 0 | 10 | 34 | 0 | 0 | 0 | 4 | 5 | 0 | 5 | 1 | 5 | 0 | 103 |
| | 11:30 AM | 7 | 39 | 9 | 0 | 7 | 26 | 2 | 0 | 1 | 2 | 1 | 0 | 7 | 2 | 6 | 0 | 109 |
| | 11:45 AM | 4 | 33 | 7 | 0 | 9 | 41 | 2 | 0 | 1 | 0 | 6 | 0 | 9 | 1 | 7 | 0 | 120 |
| | 12:00 PM | 5 | 36 | 11 | 0 | 7 | 32 | 0 | 0 | 0 | 0 | 6 | 0 | 4 | 2 | 7 | 0 | 110 |
| | 12:15 PM | 7 | 42 | 13 | 0 | 3 | 27 | 1 | 0 | 0 | 6 | 10 | 0 | 13 | 3 | 11 | 0 | 136 |
| | 12:30 PM | 4 | 36 | 13 | 0 | 5 | 36 | 1 | 0 | 2 | 4 | 5 | 0 | 18 | 3 | 7 | 0 | 134 |
| | 12:45 PM | 5 | 29 | 15 | 0 | 7 | 28 | 0 | 0 | 4 | 2 | 3 | 0 | 6 | 3 | 3 | 0 | 105 |
| | 1:00 PM | 2 | 32 | 10 | 0 | 4 | 18 | 1 | 1 | 0 | 4 | 0 | 0 | 4 | 2 | 7 | 0 | 85 |
| | 1:15 PM | 6 | 34 | 10 | 0 | 3 | 33 | 0 | 0 | 1 | 1 | 2 | 0 | 6 | 4 | 3 | 0 | 103 |
| | 1:30 PM | 0 | 25 | 12 | 0 | 3 | 22 | 0 | 0 | 0 | 4 | 2 | 0 | 3 | 0 | 8 | 0 | 79 |
| | 1:45 PM | 0 | 25 | 12 | 0 | 7 | 33 | 0 | 0 | 1 | 4 | 1 | 0 | 5 | 2 | 4 | 1 | 95 |
| TOTAL VOLUMES : | | NL 56 | NT 482 | NR 175 | NU 1 | SL 88 | ST 473 | SR 11 | SU 2 | EL 13 | ET 46 | ER 54 | EU 0 | WL 120 | WT 44 | WR 96 | WU 1 | TOTAL 1662 |
| APPROACH %'s : | | 7.84% | 67.51% | 24.51% | 0.14% | 15.33% | 82.40% | 1.92% | 0.35% | 11.50% | 40.71% | 47.79% | 0.00% | 45.98% | 16.86% | 36.78% | 0.38% | |
| PEAK HR : | | 11:45 AM - 12:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 20 | 147 | 44 | 0 | 24 | 136 | 4 | 0 | 3 | 10 | 27 | 0 | 44 | 9 | 32 | 0 | 500 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave

Cars & Trucks - 5/15/2025

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------------------|---------------------|-----------|-----------|---------|------------|-----------|----------|---------|-----------|----------|-----------|---------|-----------|----------|-----------|---------|----------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| 2:00 PM | 2 | 33 | 6 | 0 | 8 | 28 | 0 | 0 | 0 | 4 | 2 | 0 | 5 | 2 | 6 | 0 | 96 |
| 2:15 PM | 2 | 32 | 8 | 0 | 8 | 37 | 1 | 0 | 1 | 1 | 6 | 0 | 7 | 4 | 8 | 0 | 115 |
| 2:30 PM | 3 | 30 | 7 | 0 | 9 | 22 | 0 | 0 | 3 | 8 | 5 | 0 | 12 | 0 | 9 | 0 | 108 |
| 2:45 PM | 5 | 40 | 10 | 0 | 9 | 29 | 4 | 0 | 3 | 3 | 4 | 0 | 14 | 1 | 5 | 0 | 127 |
| 3:00 PM | 2 | 35 | 15 | 0 | 8 | 29 | 2 | 0 | 0 | 3 | 5 | 0 | 7 | 4 | 8 | 0 | 118 |
| 3:15 PM | 1 | 36 | 13 | 0 | 5 | 22 | 1 | 0 | 0 | 3 | 2 | 0 | 10 | 4 | 5 | 0 | 102 |
| 3:30 PM | 1 | 42 | 10 | 0 | 5 | 34 | 1 | 0 | 3 | 4 | 4 | 0 | 9 | 2 | 3 | 0 | 118 |
| 3:45 PM | 1 | 41 | 17 | 0 | 9 | 26 | 3 | 0 | 1 | 0 | 0 | 0 | 8 | 1 | 14 | 0 | 121 |
| 4:00 PM | 4 | 49 | 12 | 0 | 5 | 34 | 3 | 0 | 1 | 3 | 2 | 0 | 6 | 6 | 9 | 0 | 134 |
| 4:15 PM | 4 | 36 | 15 | 0 | 14 | 19 | 0 | 0 | 2 | 3 | 4 | 0 | 5 | 3 | 4 | 0 | 109 |
| 4:30 PM | 5 | 50 | 13 | 0 | 5 | 27 | 0 | 0 | 2 | 3 | 3 | 0 | 5 | 3 | 2 | 0 | 118 |
| 4:45 PM | 6 | 37 | 6 | 1 | 8 | 21 | 1 | 0 | 3 | 4 | 2 | 0 | 7 | 4 | 12 | 0 | 112 |
| 5:00 PM | 5 | 42 | 6 | 0 | 8 | 31 | 3 | 0 | 0 | 6 | 7 | 0 | 8 | 3 | 16 | 0 | 135 |
| 5:15 PM | 5 | 55 | 9 | 0 | 6 | 21 | 3 | 0 | 2 | 5 | 7 | 0 | 4 | 1 | 9 | 0 | 127 |
| 5:30 PM | 5 | 45 | 14 | 0 | 7 | 22 | 3 | 0 | 0 | 1 | 3 | 0 | 3 | 1 | 11 | 0 | 115 |
| 5:45 PM | 3 | 43 | 10 | 0 | 7 | 26 | 0 | 0 | 2 | 2 | 4 | 0 | 2 | 3 | 11 | 0 | 113 |
| 6:00 PM | 3 | 38 | 11 | 0 | 10 | 25 | 1 | 1 | 2 | 3 | 2 | 0 | 6 | 2 | 7 | 0 | 111 |
| 6:15 PM | 4 | 34 | 10 | 0 | 6 | 26 | 1 | 0 | 0 | 4 | 4 | 0 | 7 | 5 | 6 | 0 | 107 |
| 6:30 PM | 6 | 38 | 8 | 0 | 5 | 23 | 0 | 0 | 4 | 5 | 5 | 0 | 13 | 1 | 7 | 0 | 115 |
| 6:45 PM | 6 | 33 | 7 | 0 | 9 | 23 | 1 | 0 | 1 | 5 | 1 | 0 | 3 | 2 | 9 | 0 | 100 |
| 7:00 PM | 2 | 34 | 7 | 1 | 7 | 26 | 3 | 0 | 2 | 4 | 7 | 0 | 5 | 3 | 13 | 0 | 114 |
| 7:15 PM | 1 | 28 | 2 | 0 | 3 | 12 | 1 | 1 | 1 | 3 | 4 | 0 | 4 | 1 | 3 | 0 | 64 |
| 7:30 PM | 3 | 33 | 6 | 0 | 6 | 21 | 0 | 1 | 0 | 2 | 4 | 0 | 2 | 1 | 2 | 0 | 81 |
| 7:45 PM | 0 | 29 | 4 | 0 | 11 | 19 | 0 | 0 | 2 | 5 | 4 | 0 | 4 | 3 | 6 | 0 | 87 |
| 8:00 PM | 1 | 17 | 4 | 0 | 7 | 17 | 0 | 0 | 0 | 3 | 3 | 0 | 4 | 0 | 7 | 0 | 63 |
| 8:15 PM | 2 | 18 | 6 | 0 | 3 | 23 | 1 | 0 | 3 | 3 | 5 | 0 | 1 | 2 | 5 | 0 | 72 |
| 8:30 PM | 1 | 24 | 4 | 0 | 5 | 15 | 1 | 0 | 3 | 1 | 2 | 0 | 2 | 0 | 3 | 0 | 61 |
| 8:45 PM | 0 | 26 | 6 | 0 | 3 | 22 | 0 | 0 | 2 | 6 | 3 | 0 | 4 | 2 | 8 | 0 | 82 |
| TOTAL VOLUMES : | NL 83 | NT 998 | NR 246 | NU 2 | SL 196 | ST 680 | SR 34 | SU 3 | EL 43 | ET 97 | ER 104 | EU 0 | WL 167 | WT 64 | WR 208 | WU 0 | TOTAL 2925 |
| APPROACH %'s : | 6.25% | 75.09% | 18.51% | 0.15% | 21.47% | 74.48% | 3.72% | 0.33% | 17.62% | 39.75% | 42.62% | 0.00% | 38.04% | 14.58% | 47.38% | 0.00% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 21 | 184 | 34 | 1 | 27 | 100 | 7 | 0 | 7 | 18 | 19 | 0 | 24 | 11 | 39 | 0 | 492 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

**National Data & Surveying Services
Intersection Turning Movement Count**

Woodbine Ave/Scudder Ave

Bikes - 5/15/2025

| NS/EW Streets: | | Woodbine Ave | | | | Woodbine Ave | | | | Scudder Ave | | | | Scudder Ave | | | | |
|------------------|---------|---------------------|---------|---------|---------|--------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|------------|
| AM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| | 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | | NL 0 | NT 1 | NR 0 | NU 0 | SL 0 | ST 1 | SR 0 | SU 0 | EL 0 | ET 0 | ER 0 | EU 0 | WL 0 | WT 0 | WR 0 | WU 0 | TOTAL 2 |
| APPROACH %'s : | | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | | 09:00 AM - 10:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 |

| NOON | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|------------------|----------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|------------|
| | | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | | NL 0 | NT 1 | NR 0 | NU 0 | SL 1 | ST 0 | SR 0 | SU 0 | EL 0 | ET 0 | ER 0 | EU 0 | WL 0 | WT 0 | WR 2 | WU 0 | TOTAL 4 |
| APPROACH %'s : | | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| PEAK HR : | | 11:45 AM - 12:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave

Bikes - 5/15/2025

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|--|---------------------|--------------------|-------------------|------------------|-------------------|-------------------|-------------------|------------------|------------------|-------------------|-------------------|------------------|------------------|-------------------|-------------------|------------------|-------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| 2:00 PM 2:15 PM 2:30 PM 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 PM 3:15 PM 3:30 PM 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM 4:15 PM 4:30 PM 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM 5:15 PM 5:30 PM 5:45 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:00 PM 6:15 PM 6:30 PM 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 PM 7:15 PM 7:30 PM 7:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 |
| | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 PM 8:15 PM 8:30 PM 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : APPROACH %'s : | NL 1 7.69% | NT 10 76.92% | NR 2 15.38% | NU 0 0.00% | SL 4 40.00% | ST 5 50.00% | SR 1 10.00% | SU 0 0.00% | EL 0 0.00% | ET 1 50.00% | ER 1 50.00% | EU 0 0.00% | WL 0 0.00% | WT 2 66.67% | WR 1 33.33% | WU 0 0.00% | TOTAL 28 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : PEAK HR FACTOR : | 1 0.000 | 5 0.000 | 1 0.000 | 0 0.000 | 0 0.000 | 2 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 0 0.000 | 9 |

**National Data & Surveying Services
Intersection Turning Movement Count**

Woodbine Ave/Scudder Ave Pedestrian (Crosswalks) - 5/15/2025

| NS/EW Streets: | | Woodbine Ave | | Woodbine Ave | | Scudder Ave | | Scudder Ave | | |
|------------------|-----------|---------------------|-----------|--------------|----------|-------------|----------|-------------|----------|--------------|
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL | |
| | EB | WB | EB | WB | NB | SB | NB | SB | | |
| 5:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 5:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | |
| 5:45 AM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 6:30 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | |
| 6:45 AM | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | |
| 7:00 AM | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 3 | 8 | |
| 7:15 AM | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 2 | 8 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 3 | 9 | |
| 7:45 AM | 0 | 0 | 1 | 0 | 4 | 1 | 1 | 2 | 9 | |
| 8:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 3 | 9 | |
| 8:15 AM | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 2 | 9 | |
| 8:30 AM | 0 | 2 | 0 | 1 | 3 | 1 | 0 | 2 | 9 | |
| 8:45 AM | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 5 | 12 | |
| 9:00 AM | 2 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 7 | |
| 9:15 AM | 0 | 0 | 3 | 2 | 0 | 1 | 3 | 2 | 11 | |
| 9:30 AM | 1 | 3 | 2 | 0 | 0 | 2 | 0 | 5 | 13 | |
| 9:45 AM | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 1 | 7 | |
| TOTAL VOLUMES : | | EB 8 | WB 14 | EB 14 | WB 5 | NB 27 | SB 15 | NB 13 | SB 36 | TOTAL 132 |
| APPROACH %'s : | | 36.36% | 63.64% | 73.68% | 26.32% | 64.29% | 35.71% | 26.53% | 73.47% | |
| PEAK HR : | | 09:00 AM - 10:00 AM | | | | | | | | |
| PEAK HR VOL : | | 4 | 3 | 6 | 3 | 4 | 4 | 6 | 8 | TOTAL 38 |
| PEAK HR FACTOR : | | | | | | | | | | |

| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|-------------------------|---------------------|----------|-----------|----------|----------|----------|----------|----------|---------------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| | | | | | | | | | |
| 10:00 AM | 2 | 0 | 2 | 3 | 3 | 3 | 3 | 0 | 16 |
| 10:15 AM | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 2 | 8 |
| 10:30 AM | 0 | 3 | 1 | 0 | 5 | 1 | 1 | 4 | 15 |
| 10:45 AM | 0 | 2 | 1 | 2 | 2 | 0 | 0 | 1 | 8 |
| 11:00 AM | 0 | 4 | 0 | 0 | 2 | 1 | 1 | 2 | 10 |
| 11:15 AM | 0 | 0 | 2 | 2 | 1 | 5 | 0 | 0 | 10 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 8 |
| 11:45 AM | 3 | 0 | 1 | 1 | 0 | 1 | 4 | 6 | 16 |
| 12:00 PM | 0 | 4 | 0 | 0 | 4 | 6 | 1 | 1 | 16 |
| 12:15 PM | 3 | 1 | 1 | 3 | 3 | 1 | 3 | 0 | 15 |
| 12:30 PM | 2 | 1 | 4 | 0 | 8 | 3 | 1 | 5 | 24 |
| 12:45 PM | 2 | 1 | 0 | 0 | 3 | 4 | 0 | 1 | 11 |
| 1:00 PM | 4 | 1 | 4 | 4 | 2 | 1 | 2 | 4 | 22 |
| 1:15 PM | 2 | 2 | 5 | 2 | 1 | 5 | 0 | 2 | 19 |
| 1:30 PM | 0 | 2 | 0 | 4 | 4 | 7 | 0 | 0 | 17 |
| 1:45 PM | 4 | 1 | 0 | 1 | 5 | 6 | 2 | 6 | 25 |
| TOTAL VOLUMES : | EB 22 | WB 23 | EB 23 | WB 23 | NB 44 | SB 48 | NB 19 | SB 38 | TOTAL 240 |
| APPROACH %'s : | 48.89% | 51.11% | 50.00% | 50.00% | 47.83% | 52.17% | 33.33% | 66.67% | |
| PEAK HR : | 11:45 AM - 12:45 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 8 | 6 | 6 | 4 | 15 | 11 | 9 | 12 | 71 |
| PEAK HR FACTOR : | | | | | | | | | |

Woodbine Ave/Scudder Ave

Pedestrian (Crosswalks) - 5/15/2025

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|-------------------------|---------------------|----------|-----------|----------|----------|-----------|----------|----------|---------------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 2:00 PM | 4 | 2 | 3 | 2 | 5 | 1 | 3 | 0 | 20 |
| 2:15 PM | 3 | 4 | 0 | 2 | 5 | 5 | 3 | 1 | 23 |
| 2:30 PM | 0 | 2 | 1 | 3 | 2 | 2 | 1 | 2 | 13 |
| 2:45 PM | 0 | 3 | 5 | 0 | 1 | 5 | 2 | 2 | 18 |
| 3:00 PM | 0 | 0 | 0 | 3 | 4 | 3 | 5 | 0 | 15 |
| 3:15 PM | 0 | 4 | 2 | 0 | 2 | 0 | 0 | 6 | 14 |
| 3:30 PM | 2 | 1 | 3 | 0 | 3 | 1 | 2 | 1 | 13 |
| 3:45 PM | 5 | 0 | 0 | 0 | 4 | 3 | 2 | 0 | 14 |
| 4:00 PM | 3 | 2 | 0 | 1 | 3 | 4 | 1 | 1 | 15 |
| 4:15 PM | 1 | 0 | 0 | 2 | 4 | 2 | 2 | 2 | 13 |
| 4:30 PM | 4 | 1 | 1 | 3 | 3 | 2 | 2 | 4 | 20 |
| 4:45 PM | 0 | 3 | 2 | 2 | 5 | 5 | 5 | 6 | 28 |
| 5:00 PM | 1 | 4 | 5 | 1 | 0 | 5 | 2 | 0 | 18 |
| 5:15 PM | 1 | 0 | 0 | 6 | 2 | 15 | 6 | 2 | 32 |
| 5:30 PM | 1 | 0 | 2 | 5 | 4 | 4 | 3 | 7 | 26 |
| 5:45 PM | 2 | 4 | 1 | 2 | 2 | 4 | 6 | 1 | 22 |
| 6:00 PM | 1 | 3 | 1 | 0 | 4 | 6 | 6 | 3 | 24 |
| 6:15 PM | 1 | 0 | 2 | 0 | 2 | 5 | 3 | 1 | 14 |
| 6:30 PM | 1 | 2 | 1 | 3 | 4 | 4 | 1 | 2 | 18 |
| 6:45 PM | 0 | 2 | 0 | 0 | 2 | 8 | 0 | 7 | 19 |
| 7:00 PM | 4 | 4 | 2 | 2 | 6 | 4 | 4 | 5 | 31 |
| 7:15 PM | 2 | 0 | 1 | 0 | 2 | 3 | 7 | 6 | 21 |
| 7:30 PM | 1 | 2 | 1 | 0 | 4 | 3 | 2 | 2 | 15 |
| 7:45 PM | 1 | 1 | 0 | 2 | 4 | 7 | 2 | 3 | 20 |
| 8:00 PM | 0 | 1 | 2 | 2 | 5 | 2 | 0 | 6 | 18 |
| 8:15 PM | 3 | 0 | 2 | 0 | 4 | 3 | 2 | 3 | 17 |
| 8:30 PM | 0 | 6 | 0 | 0 | 0 | 1 | 1 | 2 | 10 |
| 8:45 PM | 2 | 2 | 1 | 0 | 5 | 2 | 0 | 2 | 14 |
| TOTAL VOLUMES : | EB 43 | WB 53 | EB 38 | WB 41 | NB 91 | SB 109 | NB 73 | SB 77 | TOTAL 525 |
| APPROACH %'s : | 44.79% | 55.21% | 48.10% | 51.90% | 45.50% | 54.50% | 48.67% | 51.33% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 6 | 8 | 8 | 8 | 12 | 14 | 11 | 12 | 79 |
| PEAK HR FACTOR : | | | | | | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave

Cars & Trucks - 5/17/2025

| NS/EW Streets: | | Woodbine Ave | | | | Woodbine Ave | | | | Scudder Ave | | | | Scudder Ave | | | | |
|------------------|---------|---------------------|---------|---------|---------|--------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------|
| AM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| | 5:00 AM | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 8 |
| | 5:15 AM | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 10 |
| | 5:30 AM | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 5:45 AM | 0 | 4 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 16 |
| | 6:00 AM | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 9 |
| | 6:15 AM | 0 | 5 | 2 | 0 | 0 | 10 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 24 |
| | 6:30 AM | 2 | 5 | 6 | 0 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 33 |
| | 6:45 AM | 3 | 13 | 4 | 0 | 3 | 10 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 2 | 1 | 0 | 42 |
| | 7:00 AM | 1 | 3 | 6 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 20 |
| | 7:15 AM | 0 | 11 | 5 | 0 | 3 | 13 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 2 | 0 | 40 |
| | 7:30 AM | 1 | 13 | 4 | 0 | 1 | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 3 | 5 | 0 | 48 |
| | 7:45 AM | 0 | 17 | 2 | 0 | 2 | 18 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 4 | 3 | 0 | 53 |
| | 8:00 AM | 4 | 19 | 6 | 0 | 4 | 14 | 1 | 0 | 1 | 0 | 0 | 0 | 7 | 3 | 3 | 0 | 62 |
| | 8:15 AM | 3 | 17 | 5 | 0 | 4 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 5 | 0 | 60 |
| | 8:30 AM | 2 | 24 | 4 | 0 | 8 | 23 | 1 | 0 | 0 | 0 | 3 | 0 | 6 | 2 | 3 | 0 | 76 |
| | 8:45 AM | 2 | 21 | 9 | 0 | 1 | 28 | 2 | 0 | 0 | 0 | 1 | 0 | 6 | 2 | 2 | 0 | 74 |
| | 9:00 AM | 0 | 18 | 8 | 0 | 1 | 13 | 1 | 0 | 0 | 1 | 4 | 0 | 5 | 4 | 2 | 0 | 57 |
| | 9:15 AM | 1 | 14 | 3 | 0 | 8 | 24 | 1 | 0 | 0 | 4 | 1 | 0 | 9 | 2 | 4 | 0 | 71 |
| | 9:30 AM | 2 | 24 | 4 | 0 | 7 | 26 | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 1 | 1 | 0 | 72 |
| | 9:45 AM | 2 | 34 | 10 | 0 | 3 | 20 | 0 | 0 | 1 | 1 | 5 | 0 | 14 | 0 | 6 | 0 | 96 |
| TOTAL VOLUMES : | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | | 6.53% | 70.17% | 23.30% | 0.00% | 15.08% | 82.77% | 2.15% | 0.00% | 11.36% | 43.18% | 45.45% | 0.00% | 54.14% | 19.11% | 26.75% | 0.00% | 878 |
| PEAK HR : | | 09:00 AM - 10:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 5 | 90 | 25 | 0 | 19 | 83 | 2 | 0 | 2 | 7 | 10 | 0 | 33 | 7 | 13 | 0 | 296 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| NOON | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|------------------|----------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
| | | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| | 10:00 AM | 2 | 23 | 9 | 0 | 10 | 31 | 2 | 0 | 2 | 4 | 2 | 0 | 8 | 7 | 4 | 0 | 104 |
| | 10:15 AM | 5 | 30 | 10 | 0 | 10 | 31 | 1 | 0 | 0 | 3 | 1 | 0 | 5 | 2 | 6 | 0 | 104 |
| | 10:30 AM | 9 | 34 | 12 | 1 | 11 | 28 | 0 | 0 | 1 | 3 | 3 | 0 | 11 | 6 | 11 | 0 | 130 |
| | 10:45 AM | 1 | 39 | 11 | 0 | 7 | 34 | 4 | 0 | 0 | 1 | 5 | 0 | 3 | 6 | 8 | 0 | 119 |
| | 11:00 AM | 4 | 29 | 7 | 0 | 4 | 30 | 0 | 0 | 0 | 2 | 6 | 0 | 13 | 4 | 7 | 0 | 106 |
| | 11:15 AM | 7 | 26 | 14 | 0 | 8 | 27 | 0 | 0 | 1 | 0 | 7 | 0 | 3 | 2 | 12 | 0 | 107 |
| | 11:30 AM | 1 | 24 | 10 | 0 | 14 | 30 | 0 | 0 | 4 | 1 | 3 | 0 | 9 | 0 | 5 | 0 | 101 |
| | 11:45 AM | 5 | 51 | 16 | 0 | 10 | 43 | 1 | 0 | 1 | 1 | 5 | 0 | 9 | 3 | 15 | 0 | 160 |
| | 12:00 PM | 6 | 27 | 8 | 0 | 11 | 22 | 0 | 0 | 0 | 5 | 3 | 0 | 7 | 2 | 10 | 0 | 101 |
| | 12:15 PM | 2 | 47 | 13 | 0 | 14 | 16 | 3 | 0 | 1 | 1 | 1 | 0 | 10 | 6 | 8 | 0 | 122 |
| | 12:30 PM | 2 | 36 | 15 | 0 | 11 | 33 | 0 | 0 | 2 | 6 | 2 | 0 | 7 | 4 | 6 | 0 | 124 |
| | 12:45 PM | 3 | 28 | 6 | 0 | 11 | 27 | 2 | 0 | 5 | 3 | 6 | 0 | 7 | 4 | 7 | 0 | 109 |
| | 1:00 PM | 6 | 42 | 8 | 0 | 12 | 30 | 1 | 0 | 2 | 6 | 6 | 0 | 6 | 6 | 11 | 0 | 136 |
| | 1:15 PM | 4 | 28 | 14 | 0 | 10 | 40 | 1 | 0 | 4 | 4 | 8 | 0 | 4 | 3 | 11 | 0 | 131 |
| | 1:30 PM | 7 | 37 | 18 | 0 | 14 | 40 | 1 | 0 | 4 | 3 | 8 | 0 | 7 | 3 | 7 | 0 | 149 |
| | 1:45 PM | 9 | 37 | 13 | 1 | 16 | 38 | 5 | 0 | 4 | 13 | 14 | 0 | 8 | 5 | 8 | 0 | 171 |
| TOTAL VOLUMES : | | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | | 9.16% | 67.50% | 23.09% | 0.25% | 24.93% | 72.05% | 3.03% | 0.00% | 18.56% | 33.53% | 47.90% | 0.00% | 37.03% | 19.94% | 43.04% | 0.00% | 1974 |
| PEAK HR : | | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 26 | 144 | 53 | 1 | 52 | 148 | 8 | 0 | 14 | 26 | 36 | 0 | 25 | 17 | 37 | 0 | 587 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave

Cars & Trucks - 5/17/2025

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|---|---------------------|---------------------|---------------------|------------------|---------------------|---------------------|-------------------|------------------|---------------------|---------------------|---------------------|------------------|---------------------|---------------------|---------------------|------------------|---------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| 2:00 PM | 7 | 31 | 17 | 0 | 14 | 28 | 2 | 0 | 4 | 8 | 15 | 0 | 11 | 6 | 14 | 0 | 157 |
| 2:15 PM | 2 | 46 | 7 | 1 | 4 | 22 | 1 | 0 | 4 | 6 | 14 | 0 | 8 | 6 | 6 | 0 | 127 |
| 2:30 PM | 4 | 44 | 8 | 0 | 11 | 25 | 0 | 0 | 1 | 5 | 12 | 0 | 4 | 2 | 7 | 0 | 123 |
| 2:45 PM | 3 | 31 | 13 | 0 | 12 | 32 | 3 | 0 | 2 | 3 | 19 | 0 | 8 | 3 | 14 | 0 | 143 |
| 3:00 PM | 5 | 40 | 13 | 0 | 6 | 43 | 2 | 1 | 3 | 7 | 14 | 0 | 7 | 7 | 9 | 0 | 157 |
| 3:15 PM | 2 | 31 | 4 | 0 | 9 | 39 | 2 | 0 | 0 | 9 | 5 | 0 | 6 | 2 | 14 | 0 | 123 |
| 3:30 PM | 6 | 28 | 11 | 0 | 10 | 23 | 1 | 1 | 4 | 7 | 13 | 0 | 9 | 8 | 6 | 0 | 127 |
| 3:45 PM | 6 | 29 | 13 | 0 | 13 | 33 | 3 | 0 | 4 | 12 | 12 | 0 | 5 | 4 | 12 | 0 | 146 |
| 4:00 PM | 5 | 38 | 12 | 0 | 14 | 43 | 2 | 0 | 5 | 7 | 5 | 0 | 2 | 5 | 11 | 0 | 149 |
| 4:15 PM | 8 | 31 | 6 | 0 | 12 | 34 | 1 | 0 | 5 | 5 | 7 | 0 | 7 | 1 | 9 | 0 | 126 |
| 4:30 PM | 6 | 40 | 9 | 0 | 8 | 20 | 0 | 0 | 7 | 1 | 4 | 0 | 6 | 5 | 9 | 0 | 115 |
| 4:45 PM | 8 | 38 | 10 | 0 | 11 | 48 | 0 | 0 | 5 | 7 | 13 | 0 | 10 | 9 | 8 | 0 | 167 |
| 5:00 PM | 6 | 42 | 11 | 1 | 8 | 41 | 1 | 0 | 4 | 6 | 7 | 0 | 5 | 4 | 9 | 0 | 145 |
| 5:15 PM | 1 | 25 | 10 | 0 | 7 | 39 | 3 | 0 | 1 | 6 | 7 | 0 | 5 | 3 | 7 | 0 | 114 |
| 5:30 PM | 3 | 25 | 6 | 0 | 12 | 38 | 2 | 0 | 3 | 3 | 7 | 0 | 9 | 7 | 10 | 0 | 125 |
| 5:45 PM | 6 | 37 | 9 | 0 | 16 | 27 | 3 | 0 | 5 | 12 | 8 | 0 | 12 | 7 | 10 | 0 | 152 |
| 6:00 PM | 9 | 44 | 13 | 0 | 13 | 34 | 2 | 0 | 3 | 16 | 16 | 0 | 9 | 7 | 9 | 0 | 175 |
| 6:15 PM | 10 | 45 | 21 | 0 | 9 | 37 | 2 | 0 | 1 | 6 | 11 | 0 | 13 | 7 | 10 | 0 | 172 |
| 6:30 PM | 11 | 40 | 19 | 0 | 12 | 35 | 4 | 0 | 6 | 15 | 14 | 0 | 9 | 5 | 12 | 0 | 182 |
| 6:45 PM | 5 | 43 | 8 | 0 | 10 | 38 | 2 | 0 | 3 | 11 | 19 | 0 | 5 | 6 | 13 | 0 | 163 |
| 7:00 PM | 6 | 42 | 13 | 0 | 10 | 39 | 1 | 1 | 4 | 12 | 15 | 0 | 8 | 5 | 13 | 0 | 169 |
| 7:15 PM | 10 | 26 | 11 | 0 | 15 | 30 | 3 | 0 | 4 | 10 | 19 | 0 | 5 | 6 | 15 | 0 | 154 |
| 7:30 PM | 14 | 28 | 14 | 0 | 17 | 27 | 3 | 0 | 6 | 18 | 16 | 0 | 10 | 8 | 10 | 0 | 171 |
| 7:45 PM | 7 | 33 | 9 | 0 | 9 | 31 | 1 | 0 | 5 | 8 | 20 | 0 | 6 | 3 | 15 | 0 | 147 |
| 8:00 PM | 11 | 37 | 7 | 0 | 8 | 32 | 3 | 0 | 3 | 10 | 16 | 0 | 7 | 5 | 9 | 0 | 148 |
| 8:15 PM | 4 | 24 | 7 | 0 | 9 | 30 | 0 | 0 | 3 | 7 | 7 | 0 | 7 | 2 | 8 | 0 | 108 |
| 8:30 PM | 3 | 34 | 10 | 0 | 10 | 28 | 1 | 0 | 4 | 8 | 12 | 0 | 10 | 2 | 8 | 0 | 130 |
| 8:45 PM | 1 | 26 | 7 | 0 | 12 | 28 | 1 | 0 | 3 | 7 | 12 | 0 | 7 | 1 | 1 | 0 | 106 |
| TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL : PEAK HR FACTOR : | NL 169 11.68% | NT 978 67.59% | NR 298 20.59% | NU 2 0.14% | SL 301 23.57% | ST 924 72.36% | SR 49 3.84% | SU 3 0.23% | EL 102 15.16% | ET 232 34.47% | ER 339 50.37% | EU 0 0.00% | WL 210 33.65% | WT 136 21.79% | WR 278 44.55% | WU 0 0.00% | TOTAL 4021 |
| | 06:00 PM - 07:00 PM | | | | | | | | | | | | | | | | TOTAL 692 |
| | 35 0.000 | 172 0.000 | 61 0.000 | 0 0.000 | 44 0.000 | 144 0.000 | 10 0.000 | 0 0.000 | 13 0.000 | 48 0.000 | 60 0.000 | 0 0.000 | 36 0.000 | 25 0.000 | 44 0.000 | 0 0.000 | |

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave

Bikes - 5/17/2025

| NS/EW Streets: | | Woodbine Ave | | | | Woodbine Ave | | | | Scudder Ave | | | | Scudder Ave | | | | |
|------------------|---------|---------------------|---------|---------|---------|--------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------|
| AM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| | 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| | 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 9:15 AM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | | 0 | 3 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 11 |
| APPROACH %'s : | | 0.00% | 100.00% | 0.00% | 0.00% | 20.00% | 80.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 66.67% | 0.00% | 33.33% | 0.00% | |
| PEAK HR : | | 09:00 AM - 10:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| NOON | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|------------------|----------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
| | | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| | 10:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 11:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 1:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 1:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| | 1:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 1:45 PM | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTAL VOLUMES : | | 0 | 6 | 1 | 0 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 18 |
| APPROACH %'s : | | 0.00% | 85.71% | 14.29% | 0.00% | 14.29% | 85.71% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| PEAK HR : | | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

National Data & Surveying Services
Intersection Turning Movement Count

Woodbine Ave/Scudder Ave

Bikes - 5/17/2025

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------------------|---------------------|----------|---------|---------|------------|----------|---------|---------|-----------|---------|----------|---------|-----------|---------|---------|---------|--------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| 2:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 4:30 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 5:45 PM | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | NL 10 | NT 19 | NR 1 | NU 0 | SL 4 | ST 17 | SR 1 | SU 0 | EL 0 | ET 0 | ER 10 | EU 0 | WL 1 | WT 0 | WR 0 | WU 0 | TOTAL 63 |
| APPROACH %'s : | 33.33% | 63.33% | 3.33% | 0.00% | 18.18% | 77.27% | 4.55% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | |
| PEAK HR : | 06:00 PM - 07:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

**National Data & Surveying Services
Intersection Turning Movement Count**

Woodbine Ave/Scudder Ave Pedestrians (Crosswalks) - 5/17/2025

| NS/EW Streets: | Woodbine Ave | | Woodbine Ave | | Scudder Ave | | Scudder Ave | | |
|-------------------------|---------------------|----------|--------------|----------|-------------|----------|-------------|----------|---------------------|
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 5:00 AM | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 5:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 6:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| 6:45 AM | 1 | 0 | 0 | 1 | 4 | 2 | 2 | 0 | 10 |
| 7:00 AM | 4 | 0 | 1 | 0 | 2 | 1 | 1 | 3 | 12 |
| 7:15 AM | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 3 | 7 |
| 7:30 AM | 0 | 7 | 0 | 0 | 0 | 1 | 1 | 1 | 10 |
| 7:45 AM | 7 | 1 | 2 | 0 | 3 | 1 | 2 | 0 | 16 |
| 8:00 AM | 1 | 0 | 1 | 3 | 5 | 8 | 0 | 2 | 20 |
| 8:15 AM | 0 | 2 | 4 | 0 | 2 | 2 | 0 | 3 | 13 |
| 8:30 AM | 2 | 0 | 0 | 1 | 2 | 6 | 6 | 3 | 20 |
| 8:45 AM | 1 | 1 | 0 | 1 | 3 | 3 | 3 | 3 | 15 |
| 9:00 AM | 1 | 0 | 0 | 0 | 4 | 8 | 0 | 0 | 13 |
| 9:15 AM | 0 | 4 | 3 | 1 | 5 | 8 | 1 | 4 | 26 |
| 9:30 AM | 2 | 0 | 4 | 2 | 6 | 5 | 6 | 9 | 34 |
| 9:45 AM | 1 | 0 | 2 | 1 | 4 | 5 | 5 | 3 | 21 |
| TOTAL VOLUMES : | EB 21 | WB 17 | EB 21 | WB 10 | NB 41 | SB 51 | NB 28 | SB 36 | TOTAL 225 |
| APPROACH %'s : | 55.26% | 44.74% | 67.74% | 32.26% | 44.57% | 55.43% | 43.75% | 56.25% | |
| PEAK HR : | 09:00 AM - 10:00 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 4 | 4 | 9 | 4 | 19 | 26 | 12 | 16 | 94 |
| PEAK HR FACTOR : | | | | | | | | | |

| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|-------------------------|---------------------|----------|-----------|----------|-----------|-----------|-----------|-----------|---------------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 10:00 AM | 0 | 0 | 2 | 1 | 2 | 3 | 4 | 6 | 18 |
| 10:15 AM | 3 | 1 | 1 | 1 | 6 | 9 | 6 | 4 | 31 |
| 10:30 AM | 0 | 0 | 1 | 1 | 5 | 11 | 1 | 2 | 21 |
| 10:45 AM | 1 | 0 | 0 | 2 | 3 | 7 | 3 | 1 | 17 |
| 11:00 AM | 2 | 2 | 2 | 1 | 11 | 6 | 4 | 14 | 42 |
| 11:15 AM | 2 | 0 | 4 | 0 | 23 | 8 | 4 | 5 | 46 |
| 11:30 AM | 4 | 0 | 0 | 0 | 4 | 11 | 2 | 1 | 22 |
| 11:45 AM | 8 | 0 | 6 | 4 | 10 | 19 | 9 | 9 | 65 |
| 12:00 PM | 3 | 1 | 0 | 0 | 5 | 10 | 10 | 9 | 38 |
| 12:15 PM | 1 | 9 | 5 | 3 | 11 | 13 | 9 | 11 | 62 |
| 12:30 PM | 1 | 5 | 2 | 11 | 35 | 21 | 6 | 7 | 88 |
| 12:45 PM | 1 | 0 | 2 | 0 | 8 | 13 | 14 | 1 | 39 |
| 1:00 PM | 7 | 2 | 5 | 5 | 14 | 12 | 24 | 9 | 78 |
| 1:15 PM | 3 | 5 | 5 | 4 | 12 | 9 | 11 | 11 | 60 |
| 1:30 PM | 0 | 5 | 3 | 3 | 13 | 13 | 18 | 10 | 65 |
| 1:45 PM | 4 | 3 | 10 | 4 | 12 | 10 | 10 | 10 | 63 |
| TOTAL VOLUMES : | EB 40 | WB 33 | EB 48 | WB 40 | NB 174 | SB 175 | NB 135 | SB 110 | TOTAL 755 |
| APPROACH %'s : | 54.79% | 45.21% | 54.55% | 45.45% | 49.86% | 50.14% | 55.10% | 44.90% | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 14 | 15 | 23 | 16 | 51 | 44 | 63 | 40 | 266 |
| PEAK HR FACTOR : | | | | | | | | | |

Woodbine Ave/Scudder Ave

Pedestrians (Crosswalks) - 5/17/2025

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|-------------------------|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 2:00 PM | 4 | 4 | 2 | 10 | 38 | 29 | 12 | 5 | 104 |
| 2:15 PM | 4 | 5 | 1 | 1 | 12 | 13 | 12 | 15 | 63 |
| 2:30 PM | 5 | 8 | 5 | 10 | 31 | 23 | 22 | 12 | 116 |
| 2:45 PM | 3 | 3 | 2 | 0 | 13 | 23 | 19 | 23 | 86 |
| 3:00 PM | 2 | 8 | 8 | 5 | 6 | 15 | 10 | 17 | 71 |
| 3:15 PM | 0 | 2 | 5 | 4 | 17 | 25 | 16 | 18 | 87 |
| 3:30 PM | 0 | 8 | 11 | 3 | 22 | 19 | 13 | 21 | 97 |
| 3:45 PM | 4 | 2 | 3 | 7 | 8 | 11 | 20 | 18 | 73 |
| 4:00 PM | 4 | 2 | 3 | 11 | 7 | 20 | 12 | 9 | 68 |
| 4:15 PM | 2 | 4 | 3 | 2 | 13 | 12 | 16 | 16 | 68 |
| 4:30 PM | 0 | 3 | 7 | 3 | 19 | 11 | 4 | 16 | 63 |
| 4:45 PM | 6 | 5 | 2 | 3 | 27 | 22 | 20 | 7 | 92 |
| 5:00 PM | 6 | 1 | 10 | 4 | 20 | 24 | 30 | 11 | 106 |
| 5:15 PM | 8 | 1 | 7 | 5 | 23 | 14 | 16 | 13 | 87 |
| 5:30 PM | 5 | 2 | 5 | 5 | 28 | 21 | 17 | 23 | 106 |
| 5:45 PM | 7 | 5 | 8 | 8 | 18 | 8 | 25 | 11 | 90 |
| 6:00 PM | 1 | 3 | 3 | 9 | 16 | 25 | 12 | 18 | 87 |
| 6:15 PM | 5 | 7 | 3 | 9 | 14 | 13 | 23 | 15 | 89 |
| 6:30 PM | 2 | 11 | 11 | 8 | 16 | 23 | 17 | 10 | 98 |
| 6:45 PM | 9 | 8 | 4 | 6 | 32 | 26 | 12 | 17 | 114 |
| 7:00 PM | 8 | 1 | 16 | 13 | 26 | 16 | 34 | 7 | 121 |
| 7:15 PM | 8 | 4 | 17 | 3 | 30 | 14 | 10 | 25 | 111 |
| 7:30 PM | 16 | 3 | 8 | 4 | 13 | 10 | 26 | 26 | 106 |
| 7:45 PM | 4 | 11 | 7 | 9 | 17 | 11 | 19 | 18 | 96 |
| 8:00 PM | 9 | 3 | 2 | 4 | 8 | 12 | 35 | 7 | 80 |
| 8:15 PM | 0 | 5 | 7 | 0 | 6 | 18 | 29 | 25 | 90 |
| 8:30 PM | 7 | 11 | 0 | 6 | 10 | 11 | 19 | 14 | 78 |
| 8:45 PM | 5 | 2 | 4 | 1 | 14 | 17 | 3 | 19 | 65 |
| TOTAL VOLUMES : | EB 134 | WB 132 | EB 164 | WB 153 | NB 504 | SB 486 | NB 503 | SB 436 | TOTAL 2512 |
| APPROACH %'s : | 50.38% | 49.62% | 51.74% | 48.26% | 50.91% | 49.09% | 53.57% | 46.43% | |
| PEAK HR : | 06:00 PM - 07:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 24 | 27 | 34 | 36 | 88 | 78 | 86 | 49 | 422 |
| PEAK HR FACTOR : | | | | | | | | | |

National Data Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street

5/15/2025 - Cars & Trucks

| NS/EW Streets: | Bayview Ave/Woodbine Ave | | | | Bayview Ave/Woodbine Ave | | | | Main St | | | | Main St | | | | |
|------------------|--------------------------|-----------|-----------|---------|--------------------------|-----------|----------|---------|-----------|-----------|----------|---------|-----------|-----------|----------|---------|---------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| 5:00 AM | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 7 |
| 5:15 AM | 0 | 0 | 3 | 0 | 1 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 17 |
| 5:30 AM | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 10 |
| 5:45 AM | 0 | 1 | 4 | 0 | 1 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 22 |
| 6:00 AM | 1 | 2 | 3 | 0 | 2 | 10 | 0 | 0 | 0 | 1 | 1 | 0 | 10 | 1 | 1 | 0 | 32 |
| 6:15 AM | 1 | 2 | 2 | 0 | 1 | 7 | 1 | 0 | 0 | 2 | 0 | 0 | 4 | 2 | 0 | 0 | 22 |
| 6:30 AM | 2 | 1 | 3 | 0 | 2 | 7 | 1 | 0 | 1 | 0 | 1 | 0 | 11 | 5 | 0 | 0 | 34 |
| 6:45 AM | 2 | 4 | 7 | 0 | 0 | 15 | 2 | 0 | 1 | 3 | 0 | 0 | 7 | 5 | 2 | 0 | 48 |
| 7:00 AM | 3 | 5 | 7 | 0 | 0 | 18 | 0 | 0 | 1 | 3 | 3 | 0 | 21 | 8 | 1 | 0 | 70 |
| 7:15 AM | 1 | 5 | 10 | 0 | 1 | 18 | 0 | 0 | 1 | 4 | 0 | 0 | 13 | 6 | 2 | 0 | 61 |
| 7:30 AM | 4 | 6 | 8 | 0 | 1 | 30 | 0 | 0 | 1 | 8 | 3 | 0 | 20 | 7 | 3 | 0 | 91 |
| 7:45 AM | 3 | 12 | 14 | 0 | 2 | 28 | 0 | 0 | 1 | 9 | 4 | 1 | 20 | 16 | 5 | 0 | 115 |
| 8:00 AM | 2 | 9 | 12 | 0 | 3 | 20 | 1 | 0 | 1 | 9 | 1 | 0 | 16 | 13 | 4 | 0 | 91 |
| 8:15 AM | 2 | 8 | 20 | 0 | 1 | 8 | 0 | 0 | 0 | 2 | 6 | 0 | 20 | 8 | 2 | 0 | 77 |
| 8:30 AM | 4 | 10 | 12 | 0 | 3 | 17 | 4 | 0 | 1 | 8 | 3 | 0 | 16 | 10 | 3 | 0 | 91 |
| 8:45 AM | 10 | 7 | 14 | 0 | 3 | 11 | 0 | 0 | 0 | 16 | 2 | 0 | 24 | 15 | 2 | 0 | 104 |
| 9:00 AM | 4 | 10 | 10 | 0 | 4 | 9 | 2 | 0 | 2 | 11 | 2 | 0 | 18 | 10 | 1 | 0 | 83 |
| 9:15 AM | 3 | 7 | 22 | 0 | 2 | 14 | 0 | 0 | 3 | 7 | 3 | 0 | 17 | 14 | 2 | 0 | 94 |
| 9:30 AM | 3 | 13 | 16 | 0 | 2 | 22 | 0 | 0 | 0 | 15 | 2 | 0 | 23 | 17 | 3 | 0 | 116 |
| 9:45 AM | 7 | 3 | 22 | 0 | 4 | 12 | 2 | 0 | 0 | 6 | 7 | 0 | 20 | 14 | 7 | 0 | 104 |
| TOTAL VOLUMES : | NL 53 | NT 105 | NR 192 | NU 0 | SL 35 | ST 267 | SR 13 | SU 0 | EL 13 | ET 107 | ER 38 | EU 1 | WL 269 | WT 157 | WR 39 | WU 0 | TOTAL 1289 |
| APPROACH %'s : | 15.14% | 30.00% | 54.86% | 0.00% | 11.11% | 84.76% | 4.13% | 0.00% | 8.18% | 67.30% | 23.90% | 0.63% | 57.85% | 33.76% | 8.39% | 0.00% | |
| PEAK HR : | 09:00 AM - 10:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 17 | 33 | 70 | 0 | 12 | 57 | 4 | 0 | 5 | 39 | 14 | 0 | 78 | 55 | 13 | 0 | 397 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|------------------|---------------------|-----------|-----------|---------|------------|-----------|----------|---------|-----------|-----------|----------|---------|-----------|-----------|----------|---------|---------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| 10:00 AM | 4 | 7 | 15 | 0 | 3 | 13 | 2 | 0 | 1 | 10 | 3 | 0 | 21 | 14 | 3 | 0 | 96 |
| 10:15 AM | 2 | 8 | 21 | 0 | 6 | 10 | 1 | 0 | 0 | 12 | 2 | 0 | 26 | 12 | 4 | 0 | 104 |
| 10:30 AM | 7 | 9 | 17 | 0 | 6 | 10 | 2 | 0 | 3 | 13 | 2 | 0 | 16 | 16 | 5 | 0 | 106 |
| 10:45 AM | 2 | 12 | 19 | 0 | 2 | 12 | 2 | 0 | 0 | 10 | 4 | 0 | 24 | 21 | 2 | 0 | 110 |
| 11:00 AM | 4 | 9 | 23 | 0 | 6 | 6 | 2 | 0 | 2 | 11 | 2 | 1 | 21 | 10 | 3 | 2 | 102 |
| 11:15 AM | 5 | 8 | 17 | 0 | 1 | 16 | 1 | 0 | 0 | 11 | 2 | 0 | 26 | 10 | 2 | 0 | 99 |
| 11:30 AM | 7 | 17 | 23 | 0 | 2 | 8 | 1 | 0 | 1 | 8 | 4 | 0 | 23 | 13 | 1 | 0 | 108 |
| 11:45 AM | 8 | 9 | 23 | 0 | 3 | 15 | 1 | 0 | 0 | 18 | 10 | 0 | 29 | 21 | 4 | 0 | 141 |
| 12:00 PM | 6 | 7 | 30 | 0 | 7 | 13 | 1 | 0 | 2 | 10 | 5 | 0 | 19 | 18 | 4 | 0 | 122 |
| 12:15 PM | 7 | 17 | 29 | 0 | 5 | 10 | 1 | 0 | 0 | 24 | 3 | 0 | 20 | 28 | 8 | 0 | 152 |
| 12:30 PM | 7 | 9 | 29 | 0 | 2 | 14 | 1 | 0 | 3 | 20 | 7 | 0 | 20 | 22 | 5 | 0 | 139 |
| 12:45 PM | 4 | 5 | 27 | 1 | 3 | 7 | 0 | 0 | 0 | 23 | 2 | 0 | 24 | 31 | 3 | 0 | 130 |
| 1:00 PM | 6 | 11 | 22 | 0 | 7 | 12 | 1 | 0 | 0 | 15 | 1 | 0 | 11 | 14 | 7 | 0 | 107 |
| 1:15 PM | 7 | 5 | 23 | 0 | 4 | 9 | 0 | 0 | 2 | 22 | 7 | 0 | 23 | 14 | 7 | 0 | 123 |
| 1:30 PM | 2 | 7 | 25 | 0 | 2 | 6 | 2 | 0 | 2 | 16 | 0 | 0 | 17 | 14 | 6 | 0 | 99 |
| 1:45 PM | 0 | 10 | 21 | 0 | 2 | 14 | 0 | 0 | 2 | 8 | 4 | 0 | 21 | 12 | 5 | 0 | 99 |
| TOTAL VOLUMES : | NL 78 | NT 150 | NR 364 | NU 1 | SL 61 | ST 175 | SR 18 | SU 0 | EL 18 | ET 231 | ER 58 | EU 1 | WL 341 | WT 270 | WR 69 | WU 2 | TOTAL 1837 |
| APPROACH %'s : | 13.15% | 25.30% | 61.38% | 0.17% | 24.02% | 68.90% | 7.09% | 0.00% | 5.84% | 75.00% | 18.83% | 0.32% | 50.00% | 39.59% | 10.12% | 0.29% | |
| PEAK HR : | 11:45 AM - 12:45 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 28 | 42 | 111 | 0 | 17 | 52 | 4 | 0 | 5 | 72 | 25 | 0 | 88 | 89 | 21 | 0 | 554 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

National Data Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street

5/15/2025 - Cars & Trucks

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| 2:00 PM | 3 | 13 | 22 | 0 | 6 | 12 | 1 | 0 | 2 | 10 | 8 | 0 | 18 | 18 | 1 | 0 | 114 |
| 2:15 PM | 5 | 14 | 21 | 0 | 4 | 8 | 2 | 0 | 1 | 14 | 9 | 0 | 28 | 16 | 3 | 0 | 125 |
| 2:30 PM | 3 | 9 | 28 | 0 | 7 | 11 | 1 | 0 | 2 | 12 | 3 | 0 | 21 | 19 | 7 | 1 | 124 |
| 2:45 PM | 7 | 16 | 28 | 0 | 5 | 15 | 2 | 0 | 1 | 20 | 6 | 0 | 17 | 17 | 3 | 0 | 137 |
| 3:00 PM | 5 | 19 | 17 | 0 | 3 | 6 | 0 | 0 | 0 | 15 | 8 | 0 | 23 | 12 | 7 | 0 | 115 |
| 3:15 PM | 4 | 11 | 26 | 0 | 3 | 10 | 0 | 0 | 1 | 14 | 5 | 0 | 15 | 18 | 5 | 1 | 113 |
| 3:30 PM | 0 | 19 | 31 | 0 | 4 | 13 | 0 | 0 | 1 | 11 | 4 | 0 | 23 | 19 | 7 | 0 | 132 |
| 3:45 PM | 8 | 20 | 28 | 0 | 5 | 11 | 1 | 0 | 0 | 13 | 3 | 0 | 24 | 20 | 3 | 0 | 136 |
| 4:00 PM | 7 | 20 | 24 | 0 | 6 | 13 | 1 | 0 | 2 | 19 | 4 | 0 | 24 | 19 | 7 | 0 | 146 |
| 4:15 PM | 3 | 21 | 22 | 0 | 5 | 12 | 0 | 0 | 1 | 14 | 3 | 0 | 18 | 17 | 9 | 0 | 125 |
| 4:30 PM | 6 | 18 | 31 | 0 | 1 | 8 | 4 | 0 | 3 | 20 | 3 | 0 | 21 | 23 | 8 | 0 | 146 |
| 4:45 PM | 5 | 18 | 27 | 0 | 4 | 5 | 2 | 0 | 1 | 18 | 4 | 0 | 22 | 24 | 5 | 0 | 135 |
| 5:00 PM | 8 | 19 | 35 | 0 | 2 | 11 | 2 | 0 | 3 | 20 | 9 | 0 | 20 | 20 | 4 | 0 | 153 |
| 5:15 PM | 7 | 14 | 41 | 0 | 3 | 7 | 3 | 0 | 1 | 18 | 6 | 0 | 18 | 19 | 7 | 0 | 144 |
| 5:30 PM | 6 | 19 | 31 | 0 | 1 | 7 | 3 | 0 | 2 | 20 | 4 | 0 | 23 | 30 | 4 | 0 | 150 |
| 5:45 PM | 6 | 15 | 32 | 0 | 2 | 10 | 3 | 0 | 4 | 21 | 9 | 0 | 13 | 22 | 8 | 1 | 146 |
| 6:00 PM | 7 | 22 | 20 | 0 | 3 | 10 | 0 | 0 | 4 | 17 | 8 | 0 | 23 | 22 | 6 | 0 | 142 |
| 6:15 PM | 3 | 15 | 20 | 0 | 3 | 11 | 2 | 0 | 0 | 23 | 5 | 0 | 14 | 34 | 5 | 0 | 135 |
| 6:30 PM | 7 | 11 | 29 | 0 | 1 | 6 | 3 | 0 | 3 | 23 | 7 | 0 | 15 | 33 | 3 | 1 | 142 |
| 6:45 PM | 6 | 17 | 23 | 0 | 3 | 12 | 1 | 0 | 4 | 14 | 6 | 0 | 15 | 24 | 3 | 0 | 128 |
| 7:00 PM | 17 | 9 | 25 | 0 | 6 | 16 | 0 | 0 | 3 | 24 | 10 | 0 | 9 | 22 | 4 | 0 | 145 |
| 7:15 PM | 5 | 9 | 16 | 0 | 2 | 3 | 1 | 0 | 2 | 18 | 4 | 0 | 9 | 19 | 6 | 0 | 94 |
| 7:30 PM | 3 | 16 | 18 | 0 | 1 | 5 | 1 | 0 | 4 | 24 | 4 | 0 | 18 | 19 | 4 | 0 | 117 |
| 7:45 PM | 4 | 13 | 19 | 0 | 3 | 12 | 1 | 0 | 1 | 14 | 7 | 0 | 13 | 17 | 1 | 0 | 105 |
| 8:00 PM | 6 | 7 | 12 | 0 | 2 | 7 | 1 | 0 | 4 | 17 | 10 | 0 | 8 | 13 | 6 | 0 | 93 |
| 8:15 PM | 1 | 8 | 17 | 0 | 3 | 6 | 2 | 0 | 6 | 23 | 11 | 0 | 9 | 15 | 4 | 0 | 105 |
| 8:30 PM | 5 | 7 | 16 | 0 | 1 | 5 | 3 | 0 | 3 | 22 | 4 | 0 | 9 | 12 | 6 | 0 | 93 |
| 8:45 PM | 4 | 13 | 17 | 1 | 0 | 5 | 3 | 0 | 2 | 23 | 5 | 0 | 15 | 13 | 2 | 0 | 103 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 151 | 412 | 676 | 1 | 89 | 257 | 43 | 0 | 61 | 501 | 169 | 0 | 485 | 556 | 138 | 4 | 3543 |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 27 | 67 | 139 | 0 | 8 | 35 | 11 | 0 | 10 | 79 | 28 | 0 | 74 | 91 | 23 | 1 | 593 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

**National Data Surveying Services
Intersection Turning Movement Count**

Bayview Ave, Woodbine Ave & Main Street

5/15/2025 - Bikes

| NS/EW Streets: | | Bayview Ave/Woodbine Ave | | | | Bayview Ave/Woodbine Ave | | | | Main St | | | | Main St | | | | |
|-----------------|---------|--------------------------|---------|---------|---------|--------------------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
| AM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| | 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| | 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: | | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| APPROACH %'s: | | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | |
| PEAK HR: | | 09:00 AM - 10:00 AM | | | | | | | | | | | | | | | | |
| PEAK HR VOL: | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR: | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| NOON | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-----------------|----------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
| | | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| | 10:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| | 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| TOTAL VOLUMES: | | 0 | 2 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 13 |
| APPROACH %'s: | | 0.00% | 100.00% | 0.00% | 0.00% | 83.33% | 16.67% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 33.33% | 66.67% | 0.00% | |
| PEAK HR: | | 11:45 AM - 12:45 PM | | | | | | | | | | | | | | | | |
| PEAK HR VOL: | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| PEAK HR FACTOR: | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

National Data Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street

5/15/2025 - Bikes

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|----------|---------|---------|-----------|----------|---------|---------|--------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| 2:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 |
| 4:30 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 2 | 0 | 9 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 11 |
| 5:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 5:45 PM | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 7:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 5 |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 3 | 0 | 0 | 8 |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | NL 1 | NT 5 | NR 5 | NU 0 | SL 3 | ST 1 | SR 4 | SU 0 | EL 1 | ET 22 | ER 3 | EU 0 | WL 7 | WT 19 | WR 3 | WU 1 | TOTAL 75 |
| APPROACH %'s : | 9.09% | 45.45% | 45.45% | 0.00% | 37.50% | 12.50% | 50.00% | 0.00% | 3.85% | 84.62% | 11.54% | 0.00% | 23.33% | 63.33% | 10.00% | 3.33% | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 4 | 0 | 3 | 0 | 3 | 0 | 0 | 10 | 0 | 0 | 1 | 7 | 0 | 1 | 29 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

**National Data Surveying Services
Intersection Turning Movement Count**

**Bayview Ave, Woodbine Ave & Main Street
5/15/2025 - Pedestrians (Crosswalks)**

| NS/EW Streets: | | Bayview Ave/Woodbine Ave | | Bayview Ave/Woodbine Ave | | Main St | | Main St | | |
|------------------|---------|--------------------------|----------|--------------------------|----------|----------|----------|----------|----------|--------------|
| AM | | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | | EB | WB | EB | WB | NB | SB | NB | SB | |
| | 5:00 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| | 5:15 AM | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 7 |
| | 5:30 AM | 3 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 7 |
| | 5:45 AM | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 |
| | 6:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| | 6:15 AM | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 6:30 AM | 4 | 2 | 1 | 0 | 0 | 0 | 2 | 2 | 11 |
| | 6:45 AM | 3 | 2 | 2 | 3 | 1 | 0 | 0 | 4 | 15 |
| | 7:00 AM | 1 | 0 | 0 | 2 | 0 | 2 | 1 | 2 | 8 |
| | 7:15 AM | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 4 | 9 |
| | 7:30 AM | 0 | 4 | 2 | 0 | 2 | 0 | 0 | 2 | 10 |
| | 7:45 AM | 4 | 5 | 3 | 2 | 4 | 2 | 0 | 2 | 22 |
| | 8:00 AM | 9 | 3 | 7 | 2 | 1 | 0 | 0 | 0 | 22 |
| | 8:15 AM | 7 | 5 | 9 | 1 | 3 | 0 | 0 | 3 | 28 |
| | 8:30 AM | 2 | 2 | 2 | 6 | 1 | 2 | 0 | 0 | 15 |
| | 8:45 AM | 6 | 3 | 3 | 7 | 0 | 1 | 3 | 6 | 29 |
| | 9:00 AM | 2 | 1 | 2 | 5 | 0 | 0 | 1 | 1 | 12 |
| | 9:15 AM | 8 | 2 | 2 | 2 | 0 | 3 | 5 | 1 | 23 |
| | 9:30 AM | 9 | 2 | 4 | 5 | 1 | 2 | 1 | 1 | 25 |
| | 9:45 AM | 5 | 4 | 11 | 3 | 2 | 1 | 0 | 5 | 31 |
| TOTAL VOLUMES : | | EB 68 | WB 41 | EB 53 | WB 43 | NB 16 | SB 18 | NB 13 | SB 33 | TOTAL 285 |
| APPROACH %'s : | | 62.39% | 37.61% | 55.21% | 44.79% | 47.06% | 52.94% | 28.26% | 71.74% | |
| PEAK HR : | | 09:00 AM - 10:00 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | | 24 | 9 | 19 | 15 | 3 | 6 | 7 | 8 | 91 |
| PEAK HR FACTOR : | | | | | | | | | | |

| NOON | | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|----------|---------------------|----------|-----------|-----------|----------|----------|----------|----------|--------------|
| | | EB | WB | EB | WB | NB | SB | NB | SB | |
| | 10:00 AM | 10 | 5 | 11 | 0 | 2 | 0 | 3 | 3 | 34 |
| | 10:15 AM | 15 | 7 | 4 | 2 | 1 | 1 | 3 | 1 | 34 |
| | 10:30 AM | 6 | 5 | 1 | 4 | 2 | 5 | 4 | 2 | 29 |
| | 10:45 AM | 9 | 4 | 5 | 8 | 3 | 2 | 0 | 2 | 33 |
| | 11:00 AM | 7 | 1 | 4 | 3 | 2 | 2 | 1 | 3 | 23 |
| | 11:15 AM | 5 | 6 | 4 | 6 | 0 | 3 | 1 | 0 | 25 |
| | 11:30 AM | 8 | 4 | 3 | 8 | 0 | 5 | 2 | 2 | 32 |
| | 11:45 AM | 11 | 3 | 10 | 7 | 1 | 4 | 1 | 6 | 43 |
| | 12:00 PM | 10 | 4 | 4 | 11 | 6 | 5 | 2 | 2 | 44 |
| | 12:15 PM | 14 | 15 | 11 | 14 | 0 | 2 | 4 | 3 | 63 |
| | 12:30 PM | 12 | 13 | 10 | 11 | 6 | 2 | 4 | 9 | 67 |
| | 12:45 PM | 12 | 3 | 7 | 13 | 6 | 1 | 10 | 0 | 52 |
| | 1:00 PM | 9 | 4 | 5 | 3 | 1 | 4 | 3 | 5 | 34 |
| | 1:15 PM | 16 | 6 | 4 | 13 | 2 | 7 | 3 | 3 | 54 |
| | 1:30 PM | 0 | 4 | 3 | 10 | 1 | 2 | 1 | 3 | 24 |
| | 1:45 PM | 9 | 8 | 7 | 5 | 3 | 10 | 1 | 8 | 51 |
| TOTAL VOLUMES : | | EB 153 | WB 92 | EB 93 | WB 118 | NB 36 | SB 55 | NB 43 | SB 52 | TOTAL 642 |
| APPROACH %'s : | | 62.45% | 37.55% | 44.08% | 55.92% | 39.56% | 60.44% | 45.26% | 54.74% | |
| PEAK HR : | | 11:45 AM - 12:45 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | | 47 | 35 | 35 | 43 | 13 | 13 | 11 | 20 | 217 |
| PEAK HR FACTOR : | | | | | | | | | | |

National Data Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street 5/15/2025 - Pedestrians (Crosswalks)

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|-------------------------|---------------------|-----------|-----------|-----------|----------|-----------|-----------|-----------|---------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 2:00 PM | 8 | 14 | 8 | 10 | 5 | 3 | 5 | 4 | 57 |
| 2:15 PM | 8 | 4 | 6 | 4 | 5 | 5 | 1 | 3 | 36 |
| 2:30 PM | 9 | 3 | 3 | 13 | 5 | 8 | 3 | 3 | 47 |
| 2:45 PM | 10 | 5 | 2 | 10 | 1 | 3 | 1 | 2 | 34 |
| 3:00 PM | 13 | 13 | 9 | 13 | 3 | 8 | 2 | 4 | 65 |
| 3:15 PM | 8 | 10 | 10 | 16 | 0 | 4 | 4 | 6 | 58 |
| 3:30 PM | 6 | 5 | 2 | 5 | 4 | 2 | 0 | 0 | 24 |
| 3:45 PM | 14 | 3 | 7 | 9 | 4 | 1 | 2 | 1 | 41 |
| 4:00 PM | 13 | 14 | 14 | 13 | 3 | 7 | 3 | 2 | 69 |
| 4:15 PM | 11 | 16 | 4 | 11 | 2 | 1 | 2 | 3 | 50 |
| 4:30 PM | 26 | 14 | 8 | 13 | 0 | 0 | 5 | 6 | 72 |
| 4:45 PM | 28 | 8 | 14 | 20 | 2 | 11 | 4 | 4 | 91 |
| 5:00 PM | 10 | 8 | 14 | 16 | 3 | 9 | 4 | 2 | 66 |
| 5:15 PM | 16 | 16 | 8 | 11 | 4 | 2 | 11 | 7 | 75 |
| 5:30 PM | 10 | 11 | 12 | 9 | 8 | 4 | 4 | 3 | 61 |
| 5:45 PM | 33 | 28 | 16 | 9 | 4 | 14 | 4 | 12 | 120 |
| 6:00 PM | 16 | 19 | 27 | 12 | 4 | 4 | 18 | 13 | 113 |
| 6:15 PM | 30 | 11 | 15 | 21 | 3 | 10 | 9 | 5 | 104 |
| 6:30 PM | 30 | 18 | 18 | 13 | 8 | 18 | 5 | 7 | 117 |
| 6:45 PM | 23 | 29 | 19 | 17 | 1 | 5 | 0 | 5 | 99 |
| 7:00 PM | 35 | 7 | 26 | 34 | 3 | 7 | 6 | 5 | 123 |
| 7:15 PM | 19 | 27 | 14 | 29 | 2 | 4 | 7 | 11 | 113 |
| 7:30 PM | 23 | 22 | 21 | 15 | 4 | 4 | 8 | 7 | 104 |
| 7:45 PM | 24 | 20 | 9 | 36 | 3 | 2 | 3 | 2 | 99 |
| 8:00 PM | 15 | 30 | 14 | 29 | 4 | 6 | 2 | 11 | 111 |
| 8:15 PM | 24 | 19 | 3 | 37 | 0 | 11 | 10 | 6 | 110 |
| 8:30 PM | 13 | 11 | 6 | 26 | 4 | 2 | 7 | 5 | 74 |
| 8:45 PM | 13 | 9 | 3 | 16 | 0 | 5 | 0 | 2 | 48 |
| TOTAL VOLUMES : | EB 488 | WB 394 | EB 312 | WB 467 | NB 89 | SB 160 | NB 130 | SB 141 | TOTAL 2181 |
| APPROACH %'s : | 55.33% | 44.67% | 40.05% | 59.95% | 35.74% | 64.26% | 47.97% | 52.03% | |
| PEAK HR : | 05:00 PM - 06:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 89 | 69 | 70 | 51 | 19 | 32 | 35 | 33 | 398 |
| PEAK HR FACTOR : | | | | | | | | | |

**National Data & Surveying Services
Intersection Turning Movement Count**

Bayview Ave, Woodbine Ave & Main Street

Cars & Trucks - 5/17/2025

| NS/EW Streets: | | Bayview Ave/Woodbine Ave | | | | Bayview Ave/Woodbine Ave | | | | Main St | | | | Main St | | | | |
|------------------|---------|--------------------------|----------|-----------|---------|--------------------------|-----------|---------|---------|-----------|-----------|----------|---------|-----------|-----------|----------|---------|---------------|
| AM | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| | 5:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 |
| | 5:15 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 4 | 0 | 0 | 11 |
| | 5:30 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 5 |
| | 5:45 AM | 3 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 3 | 0 | 0 | 19 |
| | 6:00 AM | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 11 |
| | 6:15 AM | 0 | 1 | 4 | 0 | 0 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | 7 | 2 | 2 | 0 | 23 |
| | 6:30 AM | 1 | 0 | 4 | 0 | 0 | 6 | 1 | 0 | 2 | 2 | 1 | 0 | 9 | 6 | 0 | 0 | 32 |
| | 6:45 AM | 3 | 2 | 9 | 0 | 1 | 5 | 0 | 0 | 0 | 2 | 1 | 0 | 8 | 7 | 0 | 0 | 38 |
| | 7:00 AM | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 5 | 0 | 0 | 15 |
| | 7:15 AM | 4 | 4 | 6 | 0 | 3 | 6 | 0 | 0 | 1 | 5 | 1 | 0 | 11 | 7 | 0 | 0 | 48 |
| | 7:30 AM | 5 | 6 | 7 | 0 | 3 | 8 | 0 | 0 | 0 | 11 | 2 | 0 | 7 | 9 | 1 | 0 | 59 |
| | 7:45 AM | 2 | 3 | 15 | 0 | 1 | 5 | 1 | 0 | 0 | 6 | 2 | 0 | 13 | 10 | 1 | 1 | 60 |
| | 8:00 AM | 3 | 7 | 12 | 0 | 3 | 3 | 0 | 0 | 0 | 5 | 1 | 0 | 16 | 10 | 3 | 0 | 63 |
| | 8:15 AM | 3 | 7 | 10 | 1 | 3 | 3 | 0 | 0 | 2 | 10 | 2 | 0 | 20 | 16 | 2 | 1 | 80 |
| | 8:30 AM | 6 | 8 | 13 | 0 | 6 | 13 | 0 | 0 | 2 | 6 | 3 | 0 | 17 | 16 | 0 | 1 | 91 |
| | 8:45 AM | 6 | 6 | 12 | 0 | 2 | 11 | 1 | 0 | 1 | 14 | 3 | 0 | 15 | 16 | 10 | 0 | 97 |
| | 9:00 AM | 6 | 8 | 7 | 0 | 4 | 6 | 1 | 0 | 1 | 12 | 0 | 0 | 9 | 15 | 3 | 0 | 72 |
| | 9:15 AM | 2 | 3 | 13 | 0 | 1 | 13 | 1 | 0 | 1 | 16 | 0 | 0 | 21 | 16 | 3 | 0 | 90 |
| | 9:30 AM | 4 | 12 | 12 | 0 | 2 | 10 | 2 | 0 | 1 | 9 | 7 | 0 | 16 | 15 | 3 | 0 | 93 |
| | 9:45 AM | 4 | 11 | 25 | 0 | 3 | 6 | 1 | 0 | 0 | 11 | 4 | 0 | 13 | 25 | 3 | 0 | 106 |
| TOTAL VOLUMES : | | NL 54 | NT 79 | NR 158 | NU 1 | SL 33 | ST 105 | SR 9 | SU 0 | EL 13 | ET 121 | ER 30 | EU 0 | WL 193 | WT 187 | WR 31 | WU 3 | TOTAL 1017 |
| APPROACH %'s : | | 18.49% | 27.05% | 54.11% | 0.34% | 22.45% | 71.43% | 6.12% | 0.00% | 7.93% | 73.78% | 18.29% | 0.00% | 46.62% | 45.17% | 7.49% | 0.72% | |
| PEAK HR : | | 09:00 AM - 10:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 16 | 34 | 57 | 0 | 10 | 35 | 5 | 0 | 3 | 48 | 11 | 0 | 59 | 71 | 12 | 0 | 361 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| NOON | | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|------------------|----------|---------------------|-----------|-----------|---------|------------|-----------|----------|---------|-----------|-----------|-----------|---------|-----------|-----------|----------|---------|---------------|
| | | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| | 10:00 AM | 3 | 6 | 19 | 0 | 2 | 19 | 1 | 0 | 1 | 16 | 3 | 0 | 21 | 27 | 3 | 0 | 121 |
| | 10:15 AM | 4 | 15 | 16 | 0 | 7 | 12 | 3 | 0 | 3 | 23 | 7 | 0 | 20 | 22 | 2 | 0 | 134 |
| | 10:30 AM | 4 | 14 | 22 | 0 | 6 | 7 | 5 | 0 | 1 | 17 | 8 | 0 | 23 | 20 | 9 | 0 | 136 |
| | 10:45 AM | 10 | 13 | 27 | 0 | 1 | 11 | 3 | 0 | 1 | 16 | 6 | 1 | 28 | 20 | 5 | 0 | 142 |
| | 11:00 AM | 7 | 6 | 22 | 0 | 5 | 11 | 0 | 0 | 0 | 16 | 7 | 0 | 16 | 25 | 3 | 0 | 118 |
| | 11:15 AM | 4 | 8 | 26 | 0 | 0 | 4 | 0 | 0 | 2 | 14 | 6 | 0 | 27 | 20 | 3 | 0 | 114 |
| | 11:30 AM | 6 | 9 | 17 | 0 | 6 | 5 | 4 | 0 | 0 | 19 | 5 | 0 | 32 | 22 | 3 | 1 | 129 |
| | 11:45 AM | 7 | 15 | 42 | 0 | 4 | 14 | 3 | 0 | 0 | 19 | 10 | 0 | 28 | 26 | 7 | 0 | 175 |
| | 12:00 PM | 5 | 12 | 20 | 0 | 1 | 12 | 0 | 0 | 2 | 20 | 6 | 0 | 15 | 44 | 4 | 0 | 141 |
| | 12:15 PM | 6 | 13 | 35 | 1 | 6 | 6 | 0 | 0 | 0 | 23 | 8 | 0 | 20 | 36 | 3 | 0 | 157 |
| | 12:30 PM | 8 | 10 | 23 | 0 | 6 | 10 | 1 | 0 | 2 | 24 | 11 | 0 | 25 | 38 | 8 | 0 | 166 |
| | 12:45 PM | 2 | 7 | 30 | 0 | 1 | 11 | 1 | 0 | 0 | 15 | 11 | 0 | 19 | 30 | 3 | 0 | 130 |
| | 1:00 PM | 9 | 12 | 33 | 0 | 3 | 8 | 1 | 0 | 2 | 22 | 11 | 0 | 22 | 25 | 3 | 0 | 151 |
| | 1:15 PM | 5 | 8 | 30 | 0 | 2 | 12 | 3 | 0 | 4 | 20 | 13 | 1 | 27 | 33 | 7 | 0 | 165 |
| | 1:30 PM | 8 | 14 | 28 | 0 | 5 | 18 | 2 | 0 | 2 | 22 | 11 | 0 | 27 | 43 | 5 | 0 | 185 |
| | 1:45 PM | 6 | 15 | 28 | 0 | 4 | 16 | 3 | 0 | 2 | 26 | 18 | 0 | 24 | 43 | 7 | 0 | 192 |
| TOTAL VOLUMES : | | NL 94 | NT 177 | NR 418 | NU 1 | SL 59 | ST 176 | SR 30 | SU 0 | EL 22 | ET 312 | ER 141 | EU 2 | WL 374 | WT 474 | WR 75 | WU 1 | TOTAL 2356 |
| APPROACH %'s : | | 13.62% | 25.65% | 60.58% | 0.14% | 22.26% | 66.42% | 11.32% | 0.00% | 4.61% | 65.41% | 29.56% | 0.42% | 40.48% | 51.30% | 8.12% | 0.11% | |
| PEAK HR : | | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | | 28 | 49 | 119 | 0 | 14 | 54 | 9 | 0 | 10 | 90 | 53 | 1 | 100 | 144 | 22 | 0 | 693 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

**National Data & Surveying Services
Intersection Turning Movement Count**

Bayview Ave, Woodbine Ave & Main Street

Cars & Trucks - 5/17/2025

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------------------|----------------------------|-----------|-----------|---------|------------|-----------|----------|---------|-----------|-----------|-----------|---------|-----------|-----------|-----------|---------|----------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| 2:00 PM | 13 | 13 | 23 | 0 | 5 | 5 | 5 | 0 | 1 | 26 | 11 | 0 | 28 | 37 | 2 | 0 | 169 |
| 2:15 PM | 9 | 13 | 31 | 0 | 0 | 11 | 0 | 0 | 2 | 19 | 7 | 0 | 9 | 27 | 8 | 0 | 136 |
| 2:30 PM | 13 | 12 | 27 | 0 | 3 | 8 | 5 | 0 | 4 | 16 | 10 | 0 | 19 | 31 | 5 | 0 | 153 |
| 2:45 PM | 11 | 15 | 19 | 0 | 5 | 4 | 1 | 0 | 0 | 20 | 18 | 0 | 22 | 39 | 11 | 0 | 165 |
| 3:00 PM | 11 | 14 | 27 | 0 | 3 | 10 | 2 | 0 | 0 | 13 | 19 | 0 | 26 | 25 | 6 | 0 | 156 |
| 3:15 PM | 10 | 9 | 25 | 0 | 2 | 10 | 1 | 0 | 1 | 16 | 11 | 0 | 28 | 25 | 4 | 0 | 142 |
| 3:30 PM | 7 | 10 | 24 | 0 | 1 | 5 | 5 | 0 | 2 | 22 | 10 | 0 | 19 | 30 | 2 | 1 | 138 |
| 3:45 PM | 8 | 11 | 23 | 0 | 3 | 10 | 2 | 0 | 2 | 20 | 8 | 0 | 33 | 37 | 0 | 0 | 157 |
| 4:00 PM | 7 | 20 | 26 | 0 | 3 | 17 | 3 | 0 | 3 | 20 | 13 | 0 | 28 | 28 | 6 | 0 | 174 |
| 4:15 PM | 9 | 12 | 21 | 0 | 3 | 12 | 1 | 0 | 2 | 21 | 12 | 0 | 23 | 25 | 3 | 0 | 144 |
| 4:30 PM | 7 | 20 | 33 | 0 | 5 | 5 | 3 | 0 | 2 | 18 | 8 | 0 | 12 | 26 | 3 | 0 | 142 |
| 4:45 PM | 7 | 7 | 34 | 1 | 6 | 6 | 1 | 0 | 1 | 20 | 16 | 0 | 38 | 36 | 6 | 0 | 179 |
| 5:00 PM | 6 | 18 | 23 | 0 | 4 | 7 | 1 | 0 | 2 | 17 | 13 | 0 | 30 | 26 | 4 | 0 | 151 |
| 5:15 PM | 6 | 6 | 22 | 0 | 6 | 8 | 2 | 0 | 1 | 23 | 7 | 0 | 31 | 33 | 5 | 0 | 150 |
| 5:30 PM | 6 | 8 | 24 | 0 | 1 | 9 | 3 | 0 | 1 | 17 | 12 | 0 | 30 | 33 | 5 | 0 | 149 |
| 5:45 PM | 9 | 13 | 26 | 0 | 3 | 8 | 1 | 0 | 5 | 22 | 16 | 0 | 23 | 35 | 9 | 0 | 170 |
| 6:00 PM | 12 | 12 | 29 | 1 | 3 | 5 | 3 | 0 | 5 | 18 | 12 | 0 | 27 | 37 | 5 | 0 | 169 |
| 6:15 PM | 7 | 11 | 28 | 0 | 4 | 12 | 0 | 0 | 4 | 27 | 9 | 0 | 28 | 28 | 8 | 0 | 166 |
| 6:30 PM | 18 | 8 | 35 | 0 | 0 | 10 | 5 | 0 | 2 | 27 | 17 | 0 | 22 | 53 | 6 | 1 | 204 |
| 6:45 PM | 8 | 14 | 37 | 0 | 4 | 8 | 1 | 0 | 3 | 23 | 12 | 0 | 30 | 46 | 5 | 0 | 191 |
| 7:00 PM | 11 | 10 | 33 | 0 | 5 | 15 | 3 | 0 | 1 | 37 | 12 | 0 | 23 | 56 | 8 | 0 | 214 |
| 7:15 PM | 12 | 6 | 30 | 0 | 4 | 7 | 0 | 0 | 6 | 29 | 17 | 0 | 21 | 53 | 7 | 0 | 192 |
| 7:30 PM | 13 | 7 | 26 | 0 | 4 | 9 | 2 | 0 | 3 | 28 | 16 | 0 | 22 | 51 | 8 | 0 | 189 |
| 7:45 PM | 17 | 11 | 25 | 0 | 5 | 9 | 6 | 0 | 2 | 26 | 13 | 0 | 20 | 30 | 6 | 0 | 170 |
| 8:00 PM | 8 | 6 | 31 | 0 | 3 | 12 | 3 | 0 | 2 | 22 | 8 | 0 | 24 | 34 | 6 | 1 | 160 |
| 8:15 PM | 9 | 6 | 23 | 0 | 2 | 7 | 5 | 0 | 2 | 32 | 13 | 0 | 18 | 40 | 8 | 0 | 165 |
| 8:30 PM | 7 | 4 | 36 | 0 | 4 | 5 | 3 | 0 | 0 | 20 | 10 | 0 | 24 | 26 | 6 | 0 | 145 |
| 8:45 PM | 5 | 7 | 20 | 0 | 4 | 6 | 0 | 0 | 1 | 21 | 13 | 0 | 19 | 31 | 5 | 0 | 132 |
| TOTAL VOLUMES : | NL 266 | NT 303 | NR 761 | NU 2 | SL 95 | ST 240 | SR 67 | SU 0 | EL 60 | ET 620 | ER 343 | EU 0 | WL 677 | WT 978 | WR 157 | WU 3 | TOTAL 4572 |
| APPROACH %'s : | 19.97% | 22.75% | 57.13% | 0.15% | 23.63% | 59.70% | 16.67% | 0.00% | 5.87% | 60.61% | 33.53% | 0.00% | 37.30% | 53.88% | 8.65% | 0.17% | |
| PEAK HR : | 06:30 PM - 07:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 49 | 38 | 135 | 0 | 13 | 40 | 9 | 0 | 12 | 116 | 58 | 0 | 96 | 208 | 26 | 1 | 801 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

**National Data & Surveying Services
Intersection Turning Movement Count**

Bayview Ave, Woodbine Ave & Main Street

Bikes - 5/17/2025

| NS/EW Streets: | Bayview Ave/Woodbine Ave | | | | Bayview Ave/Woodbine Ave | | | | Main St | | | | Main St | | | | |
|------------------|--------------------------|---------|---------|---------|--------------------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 5 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | NL 0 | NT 1 | NR 2 | NU 0 | SL 0 | ST 2 | SR 1 | SU 0 | EL 1 | ET 0 | ER 2 | EU 0 | WL 1 | WT 2 | WR 0 | WU 0 | TOTAL 12 |
| APPROACH %'s : | 0.00% | 33.33% | 66.67% | 0.00% | 0.00% | 66.67% | 33.33% | 0.00% | 33.33% | 0.00% | 66.67% | 0.00% | 33.33% | 66.67% | 0.00% | 0.00% | |
| PEAK HR : | 09:00 AM - 10:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 10 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| NOON | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|----------|---------|---------|-------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| 10:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 4 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 3 | 0 | 0 | 9 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 4 | 0 | 0 | 8 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 6 |
| TOTAL VOLUMES : | NL 0 | NT 1 | NR 5 | NU 0 | SL 1 | ST 2 | SR 2 | SU 0 | EL 0 | ET 4 | ER 6 | EU 1 | WL 5 | WT 10 | WR 0 | WU 0 | TOTAL 37 |
| APPROACH %'s : | 0.00% | 16.67% | 83.33% | 0.00% | 20.00% | 40.00% | 40.00% | 0.00% | 0.00% | 36.36% | 54.55% | 9.09% | 33.33% | 66.67% | 0.00% | 0.00% | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 4 | 1 | 3 | 8 | 0 | 0 | 25 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

National Data & Surveying Services
Intersection Turning Movement Count

Bayview Ave, Woodbine Ave & Main Street

Bikes - 5/17/2025

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------------------|---------------------|----------|---------|---------|------------|----------|----------|---------|-----------|----------|---------|---------|-----------|----------|----------|---------|---------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | |
| 2:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:30 PM | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:00 PM | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 5 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 0 | 21 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 9 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 3 | 0 | 23 |
| 4:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 5 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 0 | 0 | 9 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 7 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 12 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| TOTAL VOLUMES : | NL 3 | NT 10 | NR 5 | NU 0 | SL 9 | ST 11 | SR 11 | SU 0 | EL 4 | ET 37 | ER 3 | EU 2 | WL 3 | WT 35 | WR 12 | WU 1 | TOTAL 146 |
| APPROACH %'s : | 16.67% | 55.56% | 27.78% | 0.00% | 29.03% | 35.48% | 35.48% | 0.00% | 8.70% | 80.43% | 6.52% | 4.35% | 5.88% | 68.63% | 23.53% | 1.96% | |
| PEAK HR : | 06:30 PM - 07:30 PM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | TOTAL 10 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

**National Data & Surveying Services
Intersection Turning Movement Count**

Bayview Ave, Woodbine Ave & Main Street Pedestrians (Crosswalks) - 5/17/2025

| NS/EW Streets: | Bayview Ave/Woodbine Ave | | Bayview Ave/Woodbine Ave | | Main St | | Main St | | |
|------------------|--------------------------|--------|--------------------------|--------|----------|--------|----------|--------|-----------|
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 5:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 6:00 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:15 AM | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 4 |
| 6:30 AM | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 6:45 AM | 1 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 6 |
| 7:00 AM | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 4 |
| 7:15 AM | 3 | 3 | 2 | 0 | 1 | 0 | 1 | 3 | 13 |
| 7:30 AM | 4 | 4 | 2 | 4 | 0 | 0 | 5 | 2 | 21 |
| 7:45 AM | 5 | 4 | 4 | 4 | 2 | 4 | 2 | 3 | 28 |
| 8:00 AM | 7 | 4 | 6 | 0 | 0 | 3 | 0 | 3 | 23 |
| 8:15 AM | 7 | 5 | 11 | 0 | 1 | 2 | 2 | 8 | 36 |
| 8:30 AM | 9 | 5 | 9 | 10 | 2 | 6 | 6 | 3 | 50 |
| 8:45 AM | 10 | 8 | 13 | 8 | 0 | 4 | 4 | 8 | 55 |
| 9:00 AM | 7 | 6 | 8 | 5 | 6 | 4 | 3 | 0 | 39 |
| 9:15 AM | 5 | 6 | 13 | 10 | 7 | 0 | 1 | 7 | 49 |
| 9:30 AM | 17 | 7 | 18 | 6 | 2 | 5 | 3 | 11 | 69 |
| 9:45 AM | 20 | 16 | 8 | 19 | 6 | 1 | 9 | 1 | 80 |
| TOTAL VOLUMES : | EB 99 | WB 77 | EB 98 | WB 74 | NB 28 | SB 31 | NB 37 | SB 50 | TOTAL 494 |
| APPROACH %'s : | 56.25% | 43.75% | 56.98% | 43.02% | 47.46% | 52.54% | 42.53% | 57.47% | |
| PEAK HR : | 09:00 AM - 10:00 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 49 | 35 | 47 | 40 | 21 | 10 | 16 | 19 | 237 |
| PEAK HR FACTOR : | | | | | | | | | |

| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|------------------|---------------------|--------|-----------|--------|----------|--------|----------|--------|------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 10:00 AM | 16 | 11 | 22 | 11 | 5 | 6 | 9 | 6 | 86 |
| 10:15 AM | 13 | 12 | 10 | 12 | 3 | 7 | 7 | 4 | 68 |
| 10:30 AM | 20 | 9 | 7 | 16 | 6 | 7 | 7 | 1 | 73 |
| 10:45 AM | 23 | 19 | 19 | 13 | 6 | 5 | 4 | 2 | 91 |
| 11:00 AM | 32 | 16 | 3 | 27 | 1 | 12 | 6 | 5 | 102 |
| 11:15 AM | 30 | 6 | 13 | 14 | 6 | 8 | 0 | 8 | 85 |
| 11:30 AM | 27 | 29 | 14 | 27 | 4 | 23 | 4 | 6 | 134 |
| 11:45 AM | 21 | 17 | 36 | 34 | 11 | 8 | 6 | 21 | 154 |
| 12:00 PM | 49 | 20 | 32 | 18 | 13 | 16 | 10 | 9 | 167 |
| 12:15 PM | 35 | 11 | 26 | 16 | 8 | 13 | 8 | 4 | 121 |
| 12:30 PM | 39 | 19 | 27 | 14 | 8 | 15 | 5 | 10 | 137 |
| 12:45 PM | 35 | 33 | 15 | 17 | 5 | 15 | 11 | 7 | 138 |
| 1:00 PM | 35 | 35 | 26 | 23 | 3 | 25 | 4 | 8 | 159 |
| 1:15 PM | 34 | 24 | 36 | 44 | 9 | 24 | 9 | 16 | 196 |
| 1:30 PM | 36 | 38 | 22 | 37 | 7 | 15 | 9 | 8 | 172 |
| 1:45 PM | 52 | 20 | 24 | 37 | 7 | 17 | 10 | 21 | 188 |
| TOTAL VOLUMES : | EB 497 | WB 319 | EB 332 | WB 360 | NB 102 | SB 216 | NB 109 | SB 136 | TOTAL 2071 |
| APPROACH %'s : | 60.91% | 39.09% | 47.98% | 52.02% | 32.08% | 67.92% | 44.49% | 55.51% | |
| PEAK HR : | 01:00 PM - 02:00 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 157 | 117 | 108 | 141 | 26 | 81 | 32 | 53 | 715 |
| PEAK HR FACTOR : | | | | | | | | | |

Bayview Ave, Woodbine Ave & Main Street

Pedestrians (Crosswalks) - 5/17/2025

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|-------------------------|----------------------------|------------|------------|------------|-----------|-----------|-----------|-----------|---------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 2:00 PM | 56 | 35 | 35 | 35 | 15 | 21 | 13 | 11 | 221 |
| 2:15 PM | 37 | 30 | 27 | 44 | 8 | 20 | 26 | 20 | 212 |
| 2:30 PM | 26 | 19 | 35 | 50 | 10 | 15 | 16 | 6 | 177 |
| 2:45 PM | 48 | 60 | 18 | 68 | 8 | 32 | 28 | 11 | 273 |
| 3:00 PM | 51 | 30 | 30 | 36 | 4 | 15 | 27 | 13 | 206 |
| 3:15 PM | 50 | 45 | 39 | 37 | 17 | 14 | 13 | 23 | 238 |
| 3:30 PM | 36 | 31 | 35 | 59 | 15 | 6 | 21 | 11 | 214 |
| 3:45 PM | 51 | 39 | 32 | 46 | 4 | 19 | 12 | 18 | 221 |
| 4:00 PM | 39 | 42 | 53 | 50 | 17 | 21 | 21 | 19 | 262 |
| 4:15 PM | 51 | 60 | 45 | 51 | 16 | 13 | 14 | 24 | 274 |
| 4:30 PM | 30 | 41 | 35 | 53 | 8 | 19 | 15 | 32 | 233 |
| 4:45 PM | 73 | 46 | 43 | 50 | 17 | 31 | 23 | 12 | 295 |
| 5:00 PM | 55 | 58 | 63 | 47 | 35 | 14 | 34 | 23 | 329 |
| 5:15 PM | 74 | 49 | 32 | 40 | 6 | 21 | 6 | 26 | 254 |
| 5:30 PM | 51 | 49 | 42 | 34 | 9 | 18 | 14 | 19 | 236 |
| 5:45 PM | 47 | 55 | 34 | 34 | 22 | 20 | 10 | 21 | 243 |
| 6:00 PM | 65 | 52 | 50 | 43 | 21 | 30 | 10 | 24 | 295 |
| 6:15 PM | 44 | 57 | 68 | 58 | 12 | 20 | 23 | 25 | 307 |
| 6:30 PM | 79 | 58 | 45 | 53 | 18 | 45 | 15 | 23 | 336 |
| 6:45 PM | 70 | 52 | 45 | 70 | 26 | 36 | 25 | 16 | 340 |
| 7:00 PM | 60 | 76 | 38 | 61 | 7 | 45 | 26 | 8 | 321 |
| 7:15 PM | 46 | 49 | 43 | 97 | 22 | 20 | 36 | 26 | 339 |
| 7:30 PM | 78 | 61 | 64 | 66 | 13 | 22 | 18 | 26 | 348 |
| 7:45 PM | 65 | 47 | 57 | 53 | 17 | 30 | 13 | 19 | 301 |
| 8:00 PM | 45 | 56 | 89 | 54 | 25 | 35 | 11 | 29 | 344 |
| 8:15 PM | 65 | 62 | 60 | 49 | 10 | 34 | 8 | 30 | 318 |
| 8:30 PM | 54 | 47 | 35 | 61 | 24 | 42 | 24 | 19 | 306 |
| 8:45 PM | 53 | 49 | 42 | 62 | 9 | 31 | 37 | 18 | 301 |
| TOTAL VOLUMES : | EB 1499 | WB 1355 | EB 1234 | WB 1461 | NB 415 | SB 689 | NB 539 | SB 552 | TOTAL 7744 |
| APPROACH %'s : | 52.52% | 47.48% | 45.79% | 54.21% | 37.59% | 62.41% | 49.40% | 50.60% | |
| PEAK HR : | 06:30 PM - 07:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 254 | 238 | 190 | 294 | 68 | 123 | 105 | 76 | 1348 |
| PEAK HR FACTOR : | | | | | | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Ocean Ave, Church St, Seaview Terrace & Main Street

Cars & Trucks - 5/17/2025

| NS/EW Streets: | Ocean Ave/Church St/Seaview Terrace | | | | | Ocean Ave/Church St/Seaview Terrace | | | | | Main St | | | | | Main St | | | | | | | | | |
|-----------------|-------------------------------------|-----------|----------|---------|----------|-------------------------------------|-----------|-----------|---------|----------|-----------|-----------|-----------|---------|----------|-----------|-----------|-----------|---------|----------|-------------|-----------|-----------|-----------|---------------|
| AM | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | NORTHBOUND2 | | | | |
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 NU2 | 0 SL | 1 ST | 0 SR | 0 SU | 0 ST2 | 0 EL | 1 ET | 0 ER | 0 EU | 0 ER2 | 0 WL | 1 WT | 0 WR | 0 WU | 0 WL2 | 0 N2L2 | 0 N2T2 | 0 N2R2 | 0 N2U2 | TOTAL |
| 5:00 AM | 2 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 5:15 AM | 2 | 6 | 2 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 5:30 AM | 1 | 5 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5:45 AM | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 6:00 AM | 1 | 6 | 1 | 0 | 0 | 1 | 13 | 1 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 6:15 AM | 1 | 2 | 0 | 0 | 0 | 3 | 11 | 4 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 1 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 6:30 AM | 7 | 5 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 1 | 5 | 2 | 0 | 1 | 2 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 6:45 AM | 2 | 7 | 0 | 0 | 0 | 3 | 13 | 3 | 0 | 0 | 1 | 9 | 4 | 0 | 0 | 3 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 7:00 AM | 2 | 9 | 2 | 1 | 0 | 4 | 19 | 2 | 0 | 0 | 2 | 6 | 2 | 0 | 0 | 2 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 7:15 AM | 3 | 9 | 1 | 0 | 0 | 6 | 18 | 3 | 0 | 0 | 0 | 17 | 4 | 0 | 0 | 1 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 7:30 AM | 1 | 10 | 2 | 0 | 0 | 9 | 22 | 4 | 0 | 0 | 0 | 15 | 5 | 0 | 0 | 4 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 89 |
| 7:45 AM | 8 | 30 | 5 | 0 | 0 | 8 | 30 | 10 | 0 | 0 | 1 | 15 | 7 | 0 | 0 | 3 | 19 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 8:00 AM | 8 | 31 | 1 | 0 | 0 | 8 | 17 | 8 | 0 | 0 | 5 | 14 | 7 | 0 | 0 | 3 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 8:15 AM | 4 | 37 | 6 | 0 | 0 | 8 | 40 | 12 | 0 | 0 | 2 | 15 | 8 | 0 | 0 | 5 | 23 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 8:30 AM | 7 | 40 | 3 | 0 | 0 | 10 | 47 | 9 | 0 | 3 | 5 | 12 | 7 | 0 | 0 | 3 | 25 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 8:45 AM | 9 | 34 | 4 | 0 | 0 | 15 | 60 | 9 | 0 | 0 | 6 | 20 | 7 | 0 | 0 | 7 | 37 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 219 |
| 9:00 AM | 9 | 40 | 2 | 0 | 0 | 7 | 46 | 10 | 0 | 0 | 8 | 23 | 6 | 0 | 0 | 1 | 35 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 217 |
| 9:15 AM | 8 | 37 | 6 | 0 | 0 | 9 | 37 | 11 | 0 | 0 | 6 | 18 | 10 | 0 | 2 | 6 | 34 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 202 |
| 9:30 AM | 12 | 28 | 3 | 0 | 1 | 6 | 59 | 9 | 0 | 0 | 9 | 19 | 12 | 0 | 0 | 10 | 38 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 219 |
| 9:45 AM | 10 | 49 | 8 | 0 | 1 | 14 | 51 | 7 | 0 | 0 | 9 | 23 | 15 | 0 | 0 | 14 | 33 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 246 |
| TOTAL VOLUMES: | NL 97 | NT 390 | NR 46 | NU 1 | NU2 2 | SL 113 | ST 509 | SR 107 | SU 0 | ST2 3 | EL 56 | ET 235 | ER 104 | EU 0 | ER2 3 | WL 69 | WT 371 | WR 139 | WU 0 | WL2 2 | N2L2 0 | N2T2 0 | N2R2 0 | N2U2 1 | TOTAL 2248 |
| APPROACH %'s: | 18.10% | 72.76% | 8.58% | 0.19% | 0.37% | 15.44% | 69.54% | 14.62% | 0.00% | 0.41% | 14.07% | 59.05% | 26.13% | 0.00% | 0.75% | 11.88% | 63.86% | 23.92% | 0.00% | 0.34% | 0.00% | 0.00% | 0.00% | 100.00% | |
| PEAK HR: | 09:00 AM - 10:00 AM | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL: | 39 | 154 | 19 | 0 | 2 | 36 | 193 | 37 | 0 | 0 | 32 | 83 | 43 | 0 | 2 | 31 | 140 | 71 | 0 | 1 | 0 | 0 | 0 | 1 | 884 |
| PEAK HR FACTOR: | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| NOON | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | NORTHBOUND2 | | | | |
|-----------------|---------------------|-----------|----------|---------|-----------|------------|------------|-----------|---------|----------|-----------|-----------|-----------|---------|-----------|-----------|-----------|-----------|---------|----------|-------------|-----------|-----------|-----------|---------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 NU2 | 0 SL | 1 ST | 0 SR | 0 SU | 0 ST2 | 0 EL | 1 ET | 0 ER | 0 EU | 0 ER2 | 0 WL | 1 WT | 0 WR | 0 WU | 0 WL2 | 0 N2L2 | 0 N2T2 | 0 N2R2 | 0 N2U2 | TOTAL |
| 10:00 AM | 6 | 31 | 6 | 0 | 0 | 22 | 70 | 15 | 0 | 0 | 6 | 26 | 11 | 0 | 1 | 8 | 41 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 258 |
| 10:15 AM | 13 | 40 | 3 | 0 | 0 | 30 | 88 | 11 | 0 | 0 | 2 | 38 | 20 | 0 | 0 | 11 | 41 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 316 |
| 10:30 AM | 12 | 50 | 5 | 0 | 0 | 21 | 66 | 15 | 0 | 0 | 11 | 40 | 14 | 0 | 1 | 10 | 34 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 299 |
| 10:45 AM | 7 | 43 | 5 | 0 | 0 | 20 | 60 | 7 | 0 | 0 | 3 | 41 | 17 | 0 | 0 | 4 | 54 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 279 |
| 11:00 AM | 16 | 36 | 8 | 0 | 0 | 11 | 70 | 9 | 0 | 0 | 8 | 26 | 13 | 0 | 0 | 6 | 48 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 269 |
| 11:15 AM | 19 | 59 | 6 | 0 | 0 | 13 | 53 | 11 | 0 | 0 | 5 | 19 | 14 | 0 | 0 | 9 | 53 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 286 |
| 11:30 AM | 17 | 52 | 3 | 0 | 2 | 20 | 78 | 10 | 0 | 0 | 12 | 33 | 18 | 0 | 1 | 10 | 50 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 330 |
| 11:45 AM | 22 | 72 | 9 | 0 | 4 | 16 | 64 | 15 | 0 | 1 | 12 | 30 | 15 | 0 | 2 | 7 | 53 | 21 | 0 | 5 | 0 | 0 | 0 | 0 | 348 |
| 12:00 PM | 23 | 50 | 4 | 0 | 1 | 11 | 52 | 7 | 0 | 0 | 9 | 37 | 20 | 0 | 2 | 10 | 76 | 24 | 0 | 2 | 0 | 0 | 0 | 0 | 328 |
| 12:15 PM | 19 | 54 | 5 | 0 | 0 | 10 | 58 | 13 | 0 | 0 | 9 | 46 | 17 | 0 | 3 | 7 | 55 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 314 |
| 12:30 PM | 25 | 59 | 4 | 0 | 0 | 5 | 65 | 14 | 0 | 0 | 8 | 34 | 26 | 0 | 4 | 3 | 63 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 335 |
| 12:45 PM | 21 | 53 | 5 | 0 | 0 | 14 | 69 | 11 | 0 | 0 | 11 | 41 | 16 | 0 | 6 | 5 | 51 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 325 |
| 1:00 PM | 13 | 55 | 5 | 0 | 0 | 21 | 73 | 11 | 0 | 0 | 15 | 30 | 24 | 0 | 5 | 8 | 60 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 334 |
| 1:15 PM | 35 | 43 | 7 | 0 | 0 | 10 | 46 | 7 | 0 | 0 | 12 | 38 | 26 | 0 | 15 | 2 | 63 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 321 |
| 1:30 PM | 24 | 69 | 3 | 0 | 2 | 20 | 29 | 11 | 0 | 0 | 6 | 29 | 16 | 0 | 24 | 7 | 68 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 330 |
| 1:45 PM | 26 | 62 | 4 | 0 | 3 | 7 | 63 | 13 | 0 | 0 | 8 | 24 | 18 | 0 | 21 | 8 | 48 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 332 |
| TOTAL VOLUMES: | NL 298 | NT 828 | NR 82 | NU 0 | NU2 13 | SL 251 | ST 1004 | SR 180 | SU 0 | ST2 1 | EL 137 | ET 532 | ER 285 | EU 0 | ER2 85 | WL 115 | WT 858 | WR 326 | WU 0 | WL2 9 | N2L2 0 | N2T2 0 | N2R2 0 | N2U2 0 | TOTAL 5004 |
| APPROACH %'s: | 24.41% | 67.81% | 6.72% | 0.00% | 1.06% | 17.48% | 69.92% | 12.53% | 0.00% | 0.07% | 13.19% | 51.20% | 27.43% | 0.00% | 8.18% | 8.79% | 65.60% | 24.92% | 0.00% | 0.69% | | | | | |
| PEAK HR: | 11:45 AM - 12:45 PM | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL: | 89 | 235 | 22 | 0 | 5 | 42 | 239 | 49 | 0 | 1 | 38 | 147 | 78 | 0 | 11 | 27 | 247 | 88 | 0 | 7 | 0 | 0 | 0 | 0 | 1325 |
| PEAK HR FACTOR: | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

**National Data & Surveying Services
Intersection Turning Movement Count**

Ocean Ave, Church St, Seaview Terrace & Main Street Cars & Trucks - 5/17/2025

| PM | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | NORTHBOUND2 | | | | TOTAL |
|-------------------------|---------------------|------------|-----------|---------|----------|------------|------------|-----------|---------|----------|-----------|-----------|-----------|---------|-----------|-----------|------------|-----------|---------|----------|-------------|-----------|-----------|-----------|---------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 NU2 | 0 SL | 1 ST | 0 SR | 0 SU | 0 ST2 | 0 EL | 1 ET | 0 ER | 0 EU | 0 ER2 | 0 WL | 1 WT | 0 WR | 0 WU | 0 WL2 | 0 N2L2 | 0 N2T2 | 0 N2R2 | 0 N2U2 | |
| 2:00 PM | 18 | 58 | 2 | 0 | 0 | 10 | 52 | 10 | 0 | 0 | 7 | 42 | 23 | 0 | 6 | 6 | 44 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 291 |
| 2:15 PM | 23 | 60 | 7 | 0 | 0 | 14 | 50 | 6 | 0 | 0 | 10 | 28 | 23 | 0 | 1 | 8 | 39 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 283 |
| 2:30 PM | 10 | 56 | 5 | 0 | 0 | 8 | 49 | 10 | 0 | 0 | 11 | 26 | 11 | 1 | 0 | 5 | 51 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 265 |
| 2:45 PM | 13 | 33 | 4 | 0 | 0 | 12 | 35 | 14 | 0 | 0 | 7 | 35 | 13 | 0 | 0 | 5 | 57 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 245 |
| 3:00 PM | 11 | 48 | 3 | 0 | 0 | 13 | 50 | 5 | 0 | 0 | 5 | 29 | 19 | 0 | 0 | 6 | 34 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 240 |
| 3:15 PM | 13 | 42 | 5 | 0 | 0 | 6 | 46 | 15 | 0 | 0 | 10 | 31 | 17 | 0 | 0 | 3 | 47 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 248 |
| 3:30 PM | 11 | 30 | 2 | 0 | 0 | 10 | 68 | 6 | 0 | 0 | 13 | 31 | 15 | 0 | 0 | 6 | 45 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 257 |
| 3:45 PM | 18 | 54 | 3 | 0 | 0 | 24 | 72 | 16 | 0 | 0 | 6 | 35 | 18 | 0 | 0 | 6 | 53 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 324 |
| 4:00 PM | 13 | 54 | 10 | 0 | 0 | 7 | 61 | 11 | 0 | 0 | 6 | 42 | 23 | 0 | 2 | 4 | 49 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 305 |
| 4:15 PM | 18 | 52 | 4 | 0 | 0 | 8 | 61 | 7 | 0 | 0 | 6 | 36 | 24 | 0 | 4 | 8 | 50 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 301 |
| 4:30 PM | 25 | 49 | 4 | 0 | 0 | 7 | 56 | 10 | 0 | 1 | 6 | 33 | 20 | 0 | 1 | 10 | 52 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 291 |
| 4:45 PM | 36 | 42 | 5 | 0 | 2 | 10 | 53 | 16 | 0 | 2 | 5 | 47 | 27 | 0 | 4 | 9 | 62 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 339 |
| 5:00 PM | 43 | 60 | 6 | 0 | 0 | 6 | 45 | 7 | 0 | 0 | 6 | 46 | 25 | 1 | 3 | 6 | 38 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 305 |
| 5:15 PM | 30 | 46 | 4 | 0 | 0 | 4 | 47 | 10 | 0 | 0 | 11 | 51 | 19 | 1 | 3 | 1 | 58 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 298 |
| 5:30 PM | 16 | 47 | 5 | 0 | 0 | 5 | 49 | 18 | 0 | 0 | 8 | 37 | 17 | 0 | 0 | 5 | 51 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 279 |
| 5:45 PM | 24 | 54 | 8 | 0 | 0 | 11 | 44 | 15 | 0 | 0 | 6 | 28 | 11 | 0 | 4 | 12 | 59 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 295 |
| 6:00 PM | 19 | 58 | 3 | 0 | 0 | 9 | 33 | 6 | 0 | 0 | 12 | 53 | 26 | 0 | 5 | 2 | 52 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 292 |
| 6:15 PM | 13 | 48 | 3 | 0 | 0 | 15 | 38 | 19 | 0 | 0 | 9 | 43 | 16 | 0 | 0 | 5 | 61 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 285 |
| 6:30 PM | 18 | 37 | 4 | 0 | 0 | 6 | 55 | 6 | 0 | 0 | 6 | 33 | 18 | 1 | 2 | 5 | 50 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 250 |
| 6:45 PM | 24 | 47 | 1 | 0 | 0 | 7 | 36 | 10 | 0 | 0 | 5 | 28 | 20 | 0 | 3 | 7 | 64 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| 7:00 PM | 24 | 46 | 4 | 0 | 0 | 4 | 36 | 9 | 0 | 0 | 13 | 30 | 29 | 0 | 11 | 6 | 62 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 292 |
| 7:15 PM | 27 | 34 | 1 | 0 | 0 | 8 | 29 | 9 | 0 | 0 | 17 | 30 | 29 | 0 | 9 | 4 | 54 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 270 |
| 7:30 PM | 25 | 46 | 3 | 0 | 0 | 3 | 30 | 14 | 0 | 0 | 12 | 32 | 20 | 0 | 13 | 3 | 58 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| 7:45 PM | 24 | 26 | 1 | 0 | 0 | 13 | 39 | 6 | 0 | 0 | 12 | 35 | 15 | 0 | 6 | 4 | 34 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 228 |
| 8:00 PM | 14 | 24 | 4 | 0 | 0 | 10 | 35 | 9 | 0 | 0 | 9 | 29 | 24 | 1 | 3 | 1 | 39 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 219 |
| 8:15 PM | 9 | 41 | 1 | 0 | 0 | 8 | 34 | 10 | 0 | 0 | 5 | 29 | 20 | 0 | 0 | 3 | 36 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 8:30 PM | 7 | 24 | 3 | 0 | 0 | 12 | 35 | 10 | 0 | 0 | 6 | 30 | 21 | 0 | 0 | 1 | 34 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| 8:45 PM | 10 | 26 | 1 | 0 | 0 | 5 | 26 | 6 | 0 | 0 | 6 | 45 | 17 | 0 | 0 | 3 | 32 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 193 |
| TOTAL VOLUMES : | NL 536 | NT 1242 | NR 106 | NU 0 | NU2 2 | SL 255 | ST 1264 | SR 290 | SU 0 | ST2 3 | EL 235 | ET 994 | ER 560 | EU 5 | ER2 80 | WL 144 | WT 1365 | WR 460 | WU 0 | WL2 3 | N2L2 0 | N2T2 0 | N2R2 0 | N2U2 0 | TOTAL 7544 |
| APPROACH %'s : | 28.42% | 65.85% | 5.62% | 0.00% | 0.11% | 14.07% | 69.76% | 16.00% | 0.00% | 0.17% | 12.54% | 53.04% | 29.88% | 0.27% | 4.27% | 7.30% | 69.22% | 23.33% | 0.00% | 0.15% | | | | | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 122 | 203 | 19 | 0 | 2 | 31 | 215 | 40 | 0 | 3 | 23 | 162 | 96 | 1 | 12 | 33 | 202 | 70 | 0 | 2 | 0 | 0 | 0 | 0 | 1236 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

National Data & Surveying Services
Intersection Turning Movement Count

Ocean Ave, Church St, Seaview Terrace & Main Street

Bikes - 5/17/2025

| NS/EW Streets: | Ocean Ave/Church St/Seaview Terrace | | | | | Ocean Ave/Church St/Seaview Terrace | | | | | Main St | | | | | Main St | | | | | | | | | |
|------------------|-------------------------------------|---------|---------|---------|----------|-------------------------------------|---------|---------|---------|----------|-----------|---------|---------|---------|----------|-----------|---------|---------|---------|----------|-------------|-----------|-----------|-----------|------------|
| AM | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | NORTHBOUND2 | | | | TOTAL |
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 NU2 | 0 SL | 1 ST | 0 SR | 0 SU | 0 ST2 | 0 EL | 1 ET | 0 ER | 0 EU | 0 ER2 | 0 WL | 1 WT | 0 WR | 0 WU | 0 WL2 | 0 N2L2 | 0 N2T2 | 0 N2R2 | 0 N2U2 | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | NL 0 | NT 2 | NR 0 | NU 0 | NU2 0 | SL 0 | ST 2 | SR 0 | SU 0 | ST2 0 | EL 0 | ET 3 | ER 0 | EU 0 | ER2 0 | WL 0 | WT 2 | WR 0 | WU 0 | WL2 0 | N2L2 0 | N2T2 0 | N2R2 0 | N2U2 0 | TOTAL 9 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| PEAK HR : | 09:00 AM - 10:00 AM | | | | | | | | | | | | | | | | | | | | | | | | TOTAL 4 |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

| NOON | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | NORTHBOUND2 | | | | TOTAL |
|------------------|---------------------|---------|---------|---------|----------|------------|---------|---------|---------|----------|-----------|---------|---------|---------|----------|-----------|---------|---------|---------|----------|-------------|-----------|-----------|-----------|-------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 NU2 | 0 SL | 1 ST | 0 SR | 0 SU | 0 ST2 | 0 EL | 1 ET | 0 ER | 0 EU | 0 ER2 | 0 WL | 1 WT | 0 WR | 0 WU | 0 WL2 | 0 N2L2 | 0 N2T2 | 0 N2R2 | 0 N2U2 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10:45 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 PM | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | NL 6 | NT 4 | NR 0 | NU 0 | NU2 0 | SL 3 | ST 6 | SR 6 | SU 0 | ST2 0 | EL 5 | ET 1 | ER 1 | EU 0 | ER2 0 | WL 0 | WT 8 | WR 2 | WU 0 | WL2 0 | N2L2 0 | N2T2 0 | N2R2 0 | N2U2 0 | TOTAL 42 |
| APPROACH %'s : | 60.00% | 40.00% | 0.00% | 0.00% | 0.00% | 20.00% | 40.00% | 40.00% | 0.00% | 0.00% | 71.43% | 14.29% | 14.29% | 0.00% | 0.00% | 0.00% | 80.00% | 20.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| PEAK HR : | 11:45 AM - 12:45 PM | | | | | | | | | | | | | | | | | | | | | | | | TOTAL 5 |
| PEAK HR VOL : | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

**National Data & Surveying Services
Intersection Turning Movement Count**

Ocean Ave, Church St, Seaview Terrace & Main Street Bikes - 5/17/2025

| PM | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | NORTHBOUND2 | | | | TOTAL |
|-------------------------|---------------------|---------|---------|---------|----------|------------|---------|---------|---------|----------|-----------|----------|---------|---------|----------|-----------|----------|---------|---------|----------|-------------|-----------|-----------|-----------|--------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 NU2 | 0 SL | 1 ST | 0 SR | 0 SU | 0 ST2 | 0 EL | 1 ET | 0 ER | 0 EU | 0 ER2 | 0 WL | 1 WT | 0 WR | 0 WU | 0 WL2 | 0 N2L2 | 0 N2T2 | 0 N2R2 | 0 N2U2 | |
| 2:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | NL 3 | NT 1 | NR 4 | NU 0 | NU2 0 | SL 3 | ST 1 | SR 2 | SU 0 | ST2 2 | EL 5 | ET 21 | ER 7 | EU 0 | ER2 6 | WL 0 | WT 36 | WR 2 | WU 0 | WL2 0 | N2L2 0 | N2T2 0 | N2R2 0 | N2U2 0 | TOTAL 93 |
| APPROACH %'s : | 37.50% | 12.50% | 50.00% | 0.00% | 0.00% | 37.50% | 12.50% | 25.00% | 0.00% | 25.00% | 12.82% | 53.85% | 17.95% | 0.00% | 15.38% | 0.00% | 94.74% | 5.26% | 0.00% | 0.00% | | | | | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

**National Data & Surveying Services
Intersection Turning Movement Count**

Ocean Ave, Church St, Seaview Terrace & Main Street Pedestrians (Crosswalks) - 5/17/2025

| NS/ EW Streets: | Ocean Ave/Church St/Seaview Terrace | | Ocean Ave/Church St/Seaview Terrace | | Main St | | Main St | | | | |
|-----------------------------------|-------------------------------------|----------|-------------------------------------|---------|----------|---------|----------|---------|-------------|---------|--------------|
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | SOUTH LEG 2 | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | EB | WB | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 6:30 AM | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 5 |
| 6:45 AM | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 11 |
| 7:00 AM | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 7:15 AM | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 7:30 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 5 |
| 7:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 8:30 AM | 1 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 8 |
| 8:45 AM | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 11 |
| 9:00 AM | 0 | 6 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 9 |
| 9:15 AM | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 |
| 9:30 AM | 2 | 11 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 19 |
| 9:45 AM | 1 | 10 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 15 |
| TOTAL VOLUMES : APPROACH %'s : | EB 21 | WB 47 | EB 1 | WB 0 | NB 4 | SB 4 | NB 7 | SB 5 | EB 12 | WB 9 | TOTAL 110 |
| | 30.88% | 69.12% | 100.00% | 0.00% | 50.00% | 50.00% | 58.33% | 41.67% | 57.14% | 42.86% | |
| PEAK HR : | 09:00 AM - 10:00 AM | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 3 | 34 | 0 | 0 | 0 | 3 | 4 | 4 | 3 | 1 | 52 |
| PEAK HR FACTOR : | | | | | | | | | | | |

| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | SOUTH LEG 2 | | TOTAL |
|-----------------------------------|---------------------|----------|-----------|----------|----------|---------|----------|---------|-------------|----------|--------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | EB | WB | |
| 10:00 AM | 7 | 8 | 4 | 0 | 1 | 0 | 3 | 2 | 4 | 0 | 29 |
| 10:15 AM | 4 | 5 | 4 | 0 | 2 | 2 | 0 | 0 | 4 | 2 | 23 |
| 10:30 AM | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 10 |
| 10:45 AM | 8 | 7 | 1 | 0 | 1 | 1 | 3 | 2 | 5 | 3 | 31 |
| 11:00 AM | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 8 |
| 11:15 AM | 3 | 7 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 14 |
| 11:30 AM | 4 | 3 | 0 | 9 | 0 | 1 | 1 | 0 | 2 | 2 | 22 |
| 11:45 AM | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 12:00 PM | 5 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 4 | 0 | 14 |
| 12:15 PM | 2 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 2 | 10 |
| 12:30 PM | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:45 PM | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 10 |
| 1:00 PM | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 |
| 1:15 PM | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 7 |
| 1:30 PM | 2 | 7 | 1 | 5 | 1 | 0 | 0 | 0 | 1 | 7 | 24 |
| 1:45 PM | 0 | 4 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 2 | 11 |
| TOTAL VOLUMES : APPROACH %'s : | EB 46 | WB 67 | EB 15 | WB 20 | NB 10 | SB 8 | NB 12 | SB 7 | EB 27 | WB 23 | TOTAL 235 |
| | 40.71% | 59.29% | 42.86% | 57.14% | 55.56% | 44.44% | 63.16% | 36.84% | 54.00% | 46.00% | |
| PEAK HR : | 11:45 AM - 12:45 PM | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 11 | 5 | 2 | 2 | 1 | 3 | 3 | 0 | 6 | 3 | 36 |
| PEAK HR FACTOR : | | | | | | | | | | | |

Ocean Ave, Church St, Seaview Terrace & Main Street

Pedestrians (Crosswalks) - 5/17/2025

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | SOUTH LEG 2 | | TOTAL |
|-------------------------|---------------------|----------|-----------|----------|----------|----------|----------|----------|-------------|----------|--------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | EB | WB | |
| 2:00 PM | 1 | 2 | 0 | 1 | 0 | 2 | 1 | 1 | 1 | 1 | 10 |
| 2:15 PM | 4 | 3 | 6 | 2 | 0 | 1 | 2 | 4 | 3 | 2 | 27 |
| 2:30 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 2:45 PM | 3 | 2 | 4 | 0 | 0 | 1 | 0 | 4 | 0 | 2 | 16 |
| 3:00 PM | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 2 | 1 | 10 |
| 3:15 PM | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| 3:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| 3:45 PM | 3 | 2 | 2 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 15 |
| 4:00 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 4:15 PM | 1 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 9 |
| 4:30 PM | 3 | 12 | 1 | 0 | 1 | 3 | 0 | 0 | 5 | 1 | 26 |
| 4:45 PM | 17 | 1 | 5 | 0 | 0 | 22 | 5 | 0 | 6 | 0 | 56 |
| 5:00 PM | 3 | 1 | 1 | 0 | 1 | 6 | 0 | 0 | 3 | 0 | 15 |
| 5:15 PM | 5 | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 15 |
| 5:30 PM | 0 | 3 | 1 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 10 |
| 5:45 PM | 1 | 4 | 2 | 10 | 15 | 0 | 2 | 2 | 0 | 2 | 38 |
| 6:00 PM | 3 | 7 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| 6:15 PM | 9 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 17 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 6:45 PM | 0 | 5 | 1 | 0 | 0 | 0 | 4 | 0 | 5 | 2 | 17 |
| 7:00 PM | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | 0 | 10 |
| 7:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 |
| 7:30 PM | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 3 | 9 |
| 7:45 PM | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 7 |
| 8:00 PM | 1 | 8 | 0 | 2 | 0 | 2 | 1 | 2 | 3 | 0 | 19 |
| 8:15 PM | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 PM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| TOTAL VOLUMES : | EB 70 | WB 76 | EB 25 | WB 18 | NB 29 | SB 41 | NB 28 | SB 20 | EB 45 | WB 25 | TOTAL 377 |
| APPROACH %'s : | 47.95% | 52.05% | 58.14% | 41.86% | 41.43% | 58.57% | 58.33% | 41.67% | 64.29% | 35.71% | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 24 | 18 | 7 | 0 | 2 | 33 | 5 | 0 | 14 | 3 | 106 |
| PEAK HR FACTOR : | | | | | | | | | | | |

National Data & Surveying Services
Intersection Turning Movement Count

Ocean Ave, Chuch Street, Seaview Terrace & Main Street

Cars & Trucks - 5/15/2025

| NS/EW Streets: | | Ocean Ave/Church St/Seaview Terrace | | | | | Ocean Ave/Church St/Seaview Terrace | | | | | Main St | | | | | Main St | | | | | | | | | | |
|-----------------|---------|-------------------------------------|---------|---------|---------|----------|-------------------------------------|---------|---------|---------|----------|-----------|---------|---------|---------|----------|-----------|---------|---------|---------|----------|-------------|-----------|-----------|-----------|-------|----|
| AM | | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | NORTHBOUND2 | | | | TOTAL | |
| | | 0 NL | 1 NT | 0 NR | 0 NU | 0 NU2 | 0 SL | 1 ST | 0 SR | 0 SU | 0 ST2 | 0 EL | 1 ET | 0 ER | 0 EU | 0 ER2 | 0 WL | 1 WT | 0 WR | 0 WU | 0 WL2 | 0 N2L2 | 0 N2T2 | 0 N2R2 | 0 N2U2 | | |
| | 5:00 AM | 2 | 3 | 1 | 0 | 0 | 1 | 14 | 1 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| | 5:15 AM | 2 | 2 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 5 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 24 | |
| | 5:30 AM | 1 | 3 | 0 | 0 | 0 | 1 | 14 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | |
| | 5:45 AM | 2 | 3 | 1 | 0 | 0 | 2 | 14 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 2 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 41 | |
| | 6:00 AM | 2 | 8 | 0 | 0 | 0 | 6 | 23 | 4 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | |
| | 6:15 AM | 2 | 7 | 4 | 0 | 0 | 2 | 16 | 1 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 2 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | |
| | 6:30 AM | 2 | 7 | 2 | 0 | 0 | 9 | 38 | 6 | 0 | 0 | 2 | 7 | 2 | 0 | 0 | 1 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | |
| | 6:45 AM | 3 | 13 | 1 | 0 | 0 | 6 | 41 | 6 | 0 | 0 | 4 | 7 | 4 | 0 | 0 | 1 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | |
| | 7:00 AM | 4 | 14 | 1 | 0 | 0 | 8 | 67 | 7 | 0 | 0 | 0 | 13 | 7 | 0 | 1 | 5 | 22 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 152 | |
| | 7:15 AM | 2 | 26 | 4 | 0 | 0 | 13 | 65 | 6 | 0 | 0 | 2 | 15 | 2 | 0 | 0 | 2 | 25 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 169 | |
| | 7:30 AM | 2 | 27 | 5 | 0 | 0 | 17 | 81 | 8 | 0 | 0 | 8 | 13 | 5 | 0 | 0 | 8 | 20 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 206 | |
| | 7:45 AM | 4 | 55 | 4 | 0 | 0 | 18 | 93 | 9 | 0 | 0 | 6 | 14 | 2 | 0 | 0 | 13 | 27 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 255 | |
| | 8:00 AM | 9 | 38 | 2 | 0 | 1 | 22 | 67 | 10 | 0 | 0 | 4 | 28 | 8 | 0 | 0 | 6 | 29 | 16 | 0 | 4 | 0 | 0 | 0 | 0 | 244 | |
| | 8:15 AM | 9 | 25 | 2 | 0 | 2 | 10 | 60 | 10 | 0 | 2 | 3 | 11 | 8 | 0 | 4 | 12 | 24 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 199 | |
| | 8:30 AM | 6 | 41 | 5 | 0 | 13 | 15 | 71 | 7 | 0 | 4 | 3 | 21 | 7 | 0 | 2 | 15 | 28 | 10 | 0 | 18 | 0 | 0 | 0 | 0 | 266 | |
| | 8:45 AM | 11 | 42 | 9 | 0 | 7 | 12 | 47 | 13 | 0 | 9 | 8 | 18 | 14 | 0 | 1 | 12 | 32 | 15 | 1 | 15 | 0 | 0 | 0 | 0 | 266 | |
| | 9:00 AM | 10 | 33 | 11 | 0 | 2 | 10 | 47 | 11 | 0 | 4 | 4 | 18 | 11 | 0 | 0 | 5 | 30 | 16 | 0 | 8 | 0 | 0 | 0 | 0 | 220 | |
| | 9:15 AM | 12 | 33 | 3 | 0 | 1 | 10 | 40 | 9 | 0 | 3 | 8 | 22 | 5 | 0 | 0 | 5 | 32 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 201 | |
| | 9:30 AM | 11 | 36 | 8 | 0 | 1 | 12 | 52 | 10 | 0 | 2 | 7 | 19 | 13 | 0 | 0 | 6 | 38 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | |
| | 9:45 AM | 10 | 25 | 2 | 0 | 2 | 7 | 48 | 11 | 0 | 0 | 6 | 25 | 13 | 0 | 0 | 3 | 39 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 211 | |
| TOTAL VOLUMES: | | NL | NT | NR | NU | NU2 | SL | ST | SR | SU | ST2 | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2T2 | N2R2 | N2U2 | TOTAL | |
| APPROACH %'s: | | 106 | 441 | 65 | 0 | 29 | 181 | 907 | 130 | 0 | 24 | 71 | 259 | 114 | 1 | 10 | 100 | 415 | 162 | 1 | 53 | 2 | 0 | 0 | 0 | 3071 | |
| PEAK HR: | | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | | | | | TOTAL | | | | | |
| PEAK HR VOL: | | 35 | 146 | 18 | 0 | 23 | 59 | 245 | 40 | 0 | 15 | 18 | 78 | 37 | 0 | 7 | 45 | 113 | 56 | 1 | 39 | 0 | 0 | 0 | 0 | 975 | |
| PEAK HR FACTOR: | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | | |

| NOON | | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | NORTHBOUND2 | | | | TOTAL | |
|-----------------|----------|---------------------|---------|---------|---------|----------|------------|---------|---------|---------|----------|-----------|---------|---------|---------|----------|-----------|---------|---------|---------|----------|-------------|-----------|-----------|-----------|-------|------|
| | | 0 NL | 1 NT | 0 NR | 0 NU | 0 NU2 | 0 SL | 1 ST | 0 SR | 0 SU | 0 ST2 | 0 EL | 1 ET | 0 ER | 0 EU | 0 ER2 | 0 WL | 1 WT | 0 WR | 0 WU | 0 WL2 | 0 N2L2 | 0 N2T2 | 0 N2R2 | 0 N2U2 | | |
| | 10:00 AM | 13 | 24 | 0 | 0 | 1 | 8 | 41 | 12 | 0 | 1 | 8 | 20 | 7 | 0 | 1 | 3 | 37 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 190 | |
| | 10:15 AM | 12 | 31 | 6 | 0 | 3 | 12 | 54 | 5 | 0 | 0 | 6 | 19 | 18 | 0 | 2 | 8 | 31 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 217 | |
| | 10:30 AM | 12 | 28 | 5 | 0 | 1 | 8 | 45 | 11 | 0 | 0 | 5 | 31 | 19 | 0 | 1 | 3 | 42 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 224 | |
| | 10:45 AM | 18 | 31 | 1 | 0 | 1 | 14 | 38 | 12 | 0 | 0 | 7 | 20 | 20 | 0 | 0 | 5 | 48 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 229 | |
| | 11:00 AM | 11 | 26 | 4 | 0 | 3 | 10 | 26 | 12 | 0 | 2 | 7 | 31 | 22 | 0 | 1 | 3 | 39 | 17 | 0 | 4 | 0 | 0 | 0 | 0 | 218 | |
| | 11:15 AM | 20 | 40 | 3 | 0 | 8 | 18 | 44 | 8 | 0 | 1 | 8 | 27 | 17 | 0 | 1 | 5 | 47 | 11 | 0 | 6 | 0 | 0 | 0 | 0 | 264 | |
| | 11:30 AM | 22 | 41 | 6 | 0 | 4 | 7 | 60 | 11 | 0 | 2 | 8 | 24 | 12 | 0 | 0 | 10 | 49 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 275 | |
| | 11:45 AM | 16 | 39 | 3 | 0 | 3 | 8 | 67 | 10 | 0 | 2 | 6 | 32 | 21 | 0 | 1 | 10 | 43 | 17 | 0 | 4 | 0 | 0 | 0 | 0 | 282 | |
| | 12:00 PM | 21 | 37 | 10 | 0 | 0 | 9 | 47 | 11 | 0 | 0 | 3 | 24 | 26 | 0 | 1 | 5 | 49 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 255 | |
| | 12:15 PM | 18 | 39 | 3 | 0 | 1 | 11 | 46 | 6 | 0 | 0 | 10 | 37 | 20 | 0 | 2 | 7 | 51 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 267 | |
| | 12:30 PM | 14 | 45 | 3 | 0 | 0 | 13 | 42 | 10 | 0 | 1 | 13 | 37 | 23 | 0 | 0 | 2 | 35 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 253 | |
| | 12:45 PM | 16 | 46 | 9 | 0 | 2 | 10 | 42 | 12 | 0 | 0 | 19 | 37 | 23 | 0 | 0 | 7 | 46 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 287 | |
| | 1:00 PM | 17 | 38 | 6 | 0 | 0 | 8 | 42 | 6 | 0 | 0 | 10 | 36 | 25 | 0 | 0 | 11 | 35 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 249 | |
| | 1:15 PM | 12 | 30 | 5 | 0 | 1 | 7 | 35 | 11 | 0 | 0 | 10 | 35 | 22 | 0 | 1 | 8 | 44 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 232 | |
| | 1:30 PM | 16 | 33 | 3 | 0 | 6 | 6 | 42 | 13 | 0 | 1 | 9 | 36 | 21 | 0 | 3 | 2 | 39 | 11 | 0 | 6 | 0 | 0 | 0 | 0 | 247 | |
| | 1:45 PM | 9 | 39 | 8 | 0 | 2 | 7 | 37 | 10 | 0 | 1 | 5 | 22 | 17 | 0 | 0 | 4 | 44 | 20 | 0 | 10 | 0 | 0 | 1 | 0 | 236 | |
| TOTAL VOLUMES: | | NL | NT | NR | NU | NU2 | SL | ST | SR | SU | ST2 | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2T2 | N2R2 | N2U2 | TOTAL | |
| APPROACH %'s: | | 247 | 567 | 75 | 0 | 36 | 156 | 708 | 160 | 0 | 11 | 134 | 468 | 313 | 0 | 14 | 93 | 679 | 214 | 0 | 49 | 0 | 0 | 0 | 1 | 0 | 3925 |
| PEAK HR: | | 11:30 AM - 12:30 PM | | | | | | | | | | | | | | | | | | | | TOTAL | | | | | |
| PEAK HR VOL: | | 77 | 156 | 22 | 0 | 8 | 35 | 220 | 38 | 0 | 4 | 27 | 117 | 79 | 0 | 4 | 32 | 192 | 59 | 0 | 9 | 0 | 0 | 0 | 0 | 1079 | |
| PEAK HR FACTOR: | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | | |

**National Data & Surveying Services
Intersection Turning Movement Count**

Ocean Ave, Chuch Street, Seaview Terrace & Main Street Cars & Trucks - 5/15/2025

| PM | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | NORTHBOUND2 | | | | TOTAL |
|-------------------------|---------------------|------------|-----------|---------|----------|------------|------------|-----------|---------|-----------|-----------|-----------|-----------|---------|-----------|-----------|------------|-----------|---------|-----------|-------------|-----------|-----------|-----------|----------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 NU2 | 0 SL | 1 ST | 0 SR | 0 SU | 0 ST2 | 0 EL | 1 ET | 0 ER | 0 EU | 0 ER2 | 0 WL | 1 WT | 0 WR | 0 WU | 0 WL2 | 0 N2L2 | 0 N2T2 | 0 N2R2 | 0 N2U2 | |
| 2:00 PM | 10 | 67 | 4 | 0 | 1 | 12 | 43 | 8 | 0 | 1 | 10 | 35 | 17 | 0 | 2 | 4 | 28 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 264 |
| 2:15 PM | 9 | 53 | 4 | 0 | 0 | 12 | 64 | 17 | 0 | 1 | 8 | 24 | 13 | 0 | 0 | 9 | 37 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 265 |
| 2:30 PM | 14 | 43 | 3 | 0 | 0 | 15 | 46 | 18 | 0 | 6 | 8 | 27 | 14 | 0 | 0 | 7 | 36 | 10 | 0 | 7 | 0 | 0 | 0 | 0 | 254 |
| 2:45 PM | 13 | 60 | 11 | 0 | 1 | 13 | 51 | 13 | 0 | 0 | 11 | 30 | 21 | 0 | 0 | 4 | 36 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 287 |
| 3:00 PM | 13 | 73 | 9 | 0 | 0 | 6 | 48 | 8 | 0 | 1 | 5 | 35 | 26 | 0 | 0 | 7 | 20 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 262 |
| 3:15 PM | 16 | 46 | 5 | 0 | 0 | 12 | 44 | 10 | 0 | 0 | 9 | 35 | 16 | 0 | 2 | 2 | 31 | 25 | 0 | 1 | 1 | 0 | 0 | 0 | 255 |
| 3:30 PM | 7 | 68 | 7 | 0 | 0 | 18 | 43 | 6 | 0 | 0 | 10 | 43 | 18 | 0 | 0 | 9 | 47 | 31 | 0 | 2 | 0 | 0 | 0 | 0 | 309 |
| 3:45 PM | 19 | 47 | 5 | 0 | 1 | 12 | 56 | 9 | 0 | 1 | 9 | 23 | 16 | 0 | 0 | 8 | 32 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 258 |
| 4:00 PM | 23 | 53 | 5 | 0 | 0 | 12 | 63 | 5 | 0 | 0 | 9 | 32 | 15 | 0 | 2 | 6 | 41 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 286 |
| 4:15 PM | 15 | 56 | 7 | 0 | 0 | 11 | 45 | 11 | 0 | 0 | 5 | 41 | 25 | 0 | 0 | 8 | 38 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 280 |
| 4:30 PM | 10 | 63 | 3 | 0 | 0 | 12 | 49 | 12 | 0 | 1 | 15 | 25 | 20 | 0 | 0 | 7 | 53 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 287 |
| 4:45 PM | 20 | 54 | 9 | 0 | 0 | 16 | 43 | 12 | 0 | 1 | 12 | 32 | 20 | 0 | 2 | 7 | 53 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 299 |
| 5:00 PM | 14 | 57 | 3 | 0 | 0 | 10 | 48 | 11 | 0 | 0 | 9 | 40 | 24 | 0 | 0 | 13 | 40 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 289 |
| 5:15 PM | 17 | 68 | 7 | 0 | 0 | 11 | 42 | 8 | 0 | 0 | 16 | 36 | 13 | 0 | 0 | 5 | 32 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 270 |
| 5:30 PM | 9 | 57 | 6 | 0 | 0 | 13 | 56 | 11 | 0 | 0 | 7 | 34 | 21 | 0 | 0 | 6 | 53 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 298 |
| 5:45 PM | 15 | 42 | 5 | 0 | 0 | 11 | 50 | 7 | 0 | 0 | 11 | 40 | 19 | 0 | 0 | 10 | 41 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 271 |
| 6:00 PM | 13 | 66 | 3 | 0 | 0 | 5 | 43 | 3 | 0 | 0 | 10 | 35 | 25 | 0 | 2 | 8 | 48 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 285 |
| 6:15 PM | 9 | 60 | 9 | 0 | 0 | 13 | 49 | 10 | 0 | 0 | 12 | 31 | 16 | 0 | 0 | 8 | 52 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 281 |
| 6:30 PM | 12 | 41 | 6 | 0 | 1 | 10 | 37 | 12 | 0 | 0 | 9 | 33 | 19 | 0 | 1 | 9 | 47 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 257 |
| 6:45 PM | 6 | 58 | 3 | 0 | 2 | 13 | 38 | 7 | 0 | 1 | 5 | 25 | 17 | 0 | 2 | 12 | 29 | 17 | 0 | 4 | 0 | 0 | 0 | 0 | 239 |
| 7:00 PM | 14 | 56 | 2 | 0 | 1 | 8 | 19 | 7 | 0 | 0 | 15 | 33 | 10 | 0 | 3 | 8 | 33 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 233 |
| 7:15 PM | 6 | 52 | 5 | 0 | 0 | 8 | 17 | 6 | 0 | 0 | 9 | 31 | 15 | 0 | 4 | 2 | 22 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| 7:30 PM | 17 | 62 | 4 | 0 | 0 | 4 | 28 | 9 | 0 | 0 | 8 | 29 | 5 | 0 | 8 | 2 | 32 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 221 |
| 7:45 PM | 7 | 36 | 1 | 0 | 0 | 6 | 12 | 6 | 0 | 0 | 6 | 29 | 13 | 0 | 3 | 7 | 28 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 164 |
| 8:00 PM | 15 | 30 | 6 | 0 | 0 | 3 | 17 | 0 | 0 | 0 | 7 | 17 | 15 | 0 | 2 | 4 | 22 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| 8:15 PM | 8 | 46 | 4 | 0 | 0 | 6 | 24 | 4 | 0 | 0 | 6 | 30 | 16 | 0 | 0 | 5 | 26 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| 8:30 PM | 10 | 31 | 7 | 0 | 0 | 6 | 30 | 4 | 0 | 0 | 5 | 25 | 9 | 0 | 0 | 2 | 26 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 8:45 PM | 7 | 25 | 0 | 0 | 0 | 6 | 22 | 6 | 0 | 0 | 5 | 36 | 13 | 0 | 0 | 2 | 23 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| TOTAL VOLUMES : | NL 348 | NT 1470 | NR 143 | NU 0 | NU2 7 | SL 284 | ST 1127 | SR 240 | SU 0 | ST2 13 | EL 251 | ET 886 | ER 471 | EU 0 | ER2 33 | WL 181 | WT 1006 | WR 499 | WU 0 | WL2 19 | N2L2 1 | N2T2 0 | N2R2 0 | N2U2 0 | TOTAL 6979 |
| APPROACH %'s : | 17.68% | 74.70% | 7.27% | 0.00% | 0.36% | 17.07% | 67.73% | 14.42% | 0.00% | 0.78% | 15.30% | 53.99% | 28.70% | 0.00% | 2.01% | 10.62% | 59.00% | 29.27% | 0.00% | 1.11% | 100.00% | 0.00% | 0.00% | 0.00% | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | | | | | | | | | TOTAL 1156 |
| PEAK HR VOL : | 60 | 236 | 25 | 0 | 0 | 50 | 189 | 42 | 0 | 1 | 44 | 142 | 78 | 0 | 2 | 31 | 178 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

**National Data & Surveying Services
Intersection Turning Movement Count**

Ocean Ave, Chuch Street, Seaview Terrace & Main Street Bikes - 5/15/2025

| NS/EW Streets: | | Ocean Ave/Church St/Seaview Terrace | | | | | Ocean Ave/Church St/Seaview Terrace | | | | | Main St | | | | | Main St | | | | | | | | | |
|------------------|---------|-------------------------------------|-------|-------|-------|-------|-------------------------------------|-------|-------|-------|-------|-----------|-------|-------|-------|-------|-----------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|
| AM | | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | NORTHBOUND2 | | | | |
| | | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | NL | NT | NR | NU | NU2 | SL | ST | SR | SU | ST2 | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2T2 | N2R2 | N2U2 | TOTAL |
| | 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | | NL | NT | NR | NU | NU2 | SL | ST | SR | SU | ST2 | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2T2 | N2R2 | N2U2 | TOTAL |
| APPROACH %'s : | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| PEAK HR : | | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 |

| NOON | | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | NORTHBOUND2 | | | | |
|------------------|----------|---------------------|-------|-------|-------|-------|------------|-------|-------|-------|-------|-----------|-------|-------|-------|-------|-----------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|
| | | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | TOTAL |
| | | NL | NT | NR | NU | NU2 | SL | ST | SR | SU | ST2 | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2T2 | N2R2 | N2U2 | TOTAL |
| | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | | NL | NT | NR | NU | NU2 | SL | ST | SR | SU | ST2 | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2T2 | N2R2 | N2U2 | TOTAL |
| APPROACH %'s : | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| PEAK HR : | | 11:30 AM - 12:30 PM | | | | | | | | | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 |

**National Data & Surveying Services
Intersection Turning Movement Count**

Ocean Ave, Chuch Street, Seaview Terrace & Main Street Bikes - 5/15/2025

| PM | NORTHBOUND | | | | | SOUTHBOUND | | | | | EASTBOUND | | | | | WESTBOUND | | | | | NORTHBOUND2 | | | | TOTAL |
|-------------------------|---------------------|---------|---------|---------|----------|------------|---------|---------|---------|----------|-----------|----------|---------|---------|----------|-----------|----------|---------|---------|----------|-------------|-----------|-----------|-----------|--------------------|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 NU2 | 0 SL | 1 ST | 0 SR | 0 SU | 0 ST2 | 0 EL | 1 ET | 0 ER | 0 EU | 0 ER2 | 0 WL | 1 WT | 0 WR | 0 WU | 0 WL2 | 0 N2L2 | 0 N2T2 | 0 N2R2 | 0 N2U2 | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | NL 1 | NT 1 | NR 0 | NU 0 | NU2 0 | SL 0 | ST 0 | SR 0 | SU 0 | ST2 2 | EL 1 | ET 16 | ER 0 | EU 0 | ER2 0 | WL 0 | WT 15 | WR 0 | WU 0 | WL2 0 | N2L2 0 | N2T2 0 | N2R2 0 | N2U2 0 | TOTAL 36 |
| APPROACH %'s : | 50.00% | 50.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 5.88% | 94.12% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | | | | | | | | | TOTAL 15 |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 10 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | |

**National Data & Surveying Services
Intersection Turning Movement Count**

Ocean Ave, Chuch Street, Seaview Terrace & Main Street Pedestrians (Crosswalks) - 5/15/2025

| NS/ EW Streets: | Ocean Ave/Church St/Seaview Terrace | | Ocean Ave/Church St/Seaview Terrace | | Main St | | Main St | | | | |
|-----------------------------------|-------------------------------------|--------------------|-------------------------------------|-------------------|-------------------|-------------------|--------------------|-------------------|--------------------|--------------------|--------------|
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | SOUTH LEG 2 | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | EB | WB | |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 4 |
| 5:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 6:30 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6:45 AM | 4 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 10 |
| 7:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 6 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 7:45 AM | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 0 | 1 | 1 | 11 |
| 8:00 AM | 6 | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 5 | 0 | 19 |
| 8:15 AM | 5 | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 15 |
| 8:30 AM | 2 | 6 | 2 | 0 | 0 | 1 | 0 | 4 | 2 | 1 | 18 |
| 8:45 AM | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 9 |
| 9:00 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 9:15 AM | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 9:30 AM | 0 | 4 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 3 | 12 |
| 9:45 AM | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 |
| TOTAL VOLUMES : APPROACH %'s : | EB 26 48.15% | WB 28 51.85% | EB 8 57.14% | WB 6 42.86% | NB 7 58.33% | SB 5 41.67% | NB 10 58.82% | SB 7 41.18% | EB 21 65.63% | WB 11 34.38% | TOTAL 129 |
| | PEAK HR : 08:00 AM - 09:00 AM | | | | | | | | | | TOTAL |
| PEAK HR VOL : PEAK HR FACTOR : | | 13 9 | 7 1 | 1 2 | 7 6 | 12 3 | 61 | | | | |

| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | SOUTH LEG 2 | | TOTAL |
|-----------------------------------|----------------------------------|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | EB | WB | |
| 10:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 6 |
| 10:15 AM | 2 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 7 |
| 10:30 AM | 1 | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 8 |
| 10:45 AM | 5 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 11 |
| 11:00 AM | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 6 |
| 11:15 AM | 4 | 0 | 1 | 3 | 0 | 0 | 2 | 0 | 1 | 2 | 13 |
| 11:30 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 |
| 11:45 AM | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 5 |
| 12:00 PM | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 |
| 12:15 PM | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 7 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 12:45 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| 1:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 3 |
| 1:15 PM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 5 |
| 1:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 6 |
| 1:45 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 7 |
| TOTAL VOLUMES : APPROACH %'s : | EB 20 54.05% | WB 17 45.95% | EB 4 44.44% | WB 5 55.56% | NB 3 42.86% | SB 4 57.14% | NB 6 75.00% | SB 2 25.00% | EB 14 34.15% | WB 27 65.85% | TOTAL 102 |
| | PEAK HR : 11:30 AM - 12:30 PM | | | | | | | | | | TOTAL |
| PEAK HR VOL : PEAK HR FACTOR : | | 5 6 | 1 1 | 1 0 | 0 0 | 0 0 | 1 9 | | | | 24 |

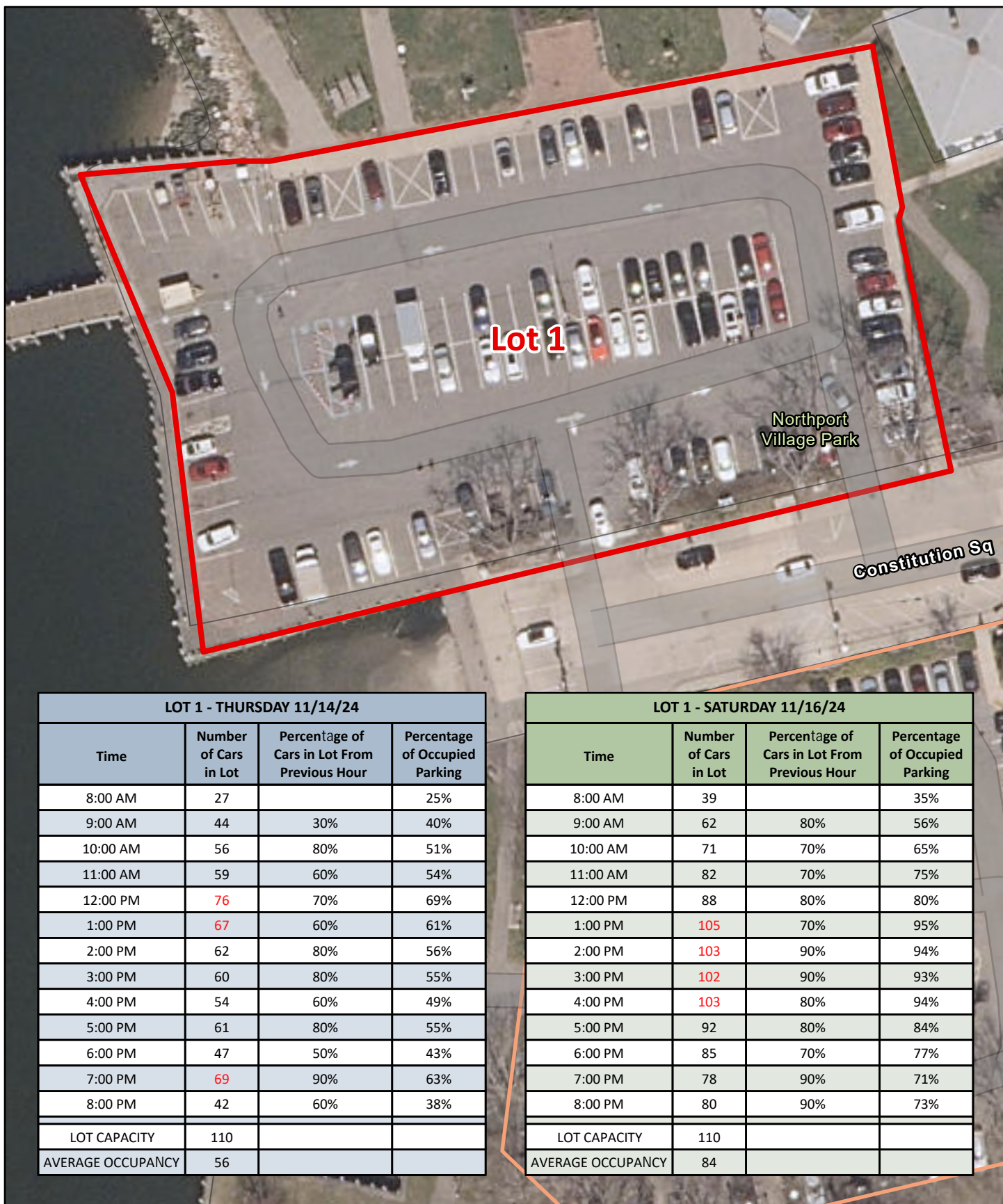
Ocean Ave, Chuch Street, Seaview Terrace & Main Street

Pedestrians (Crosswalks) - 5/15/2025

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | SOUTH LEG 2 | | TOTAL |
|-------------------------|---------------------|----------|-----------|----------|----------|----------|----------|---------|-------------|----------|--------------|
| | EB | WB | EB | WB | NB | SB | NB | SB | EB | WB | |
| 2:00 PM | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 8 |
| 2:15 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 PM | 1 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2:45 PM | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 5 |
| 3:00 PM | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 3:15 PM | 0 | 1 | 0 | 4 | 1 | 0 | 2 | 1 | 1 | 2 | 12 |
| 3:30 PM | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 10 |
| 3:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| 4:00 PM | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 1 | 9 |
| 4:15 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 7 |
| 4:30 PM | 0 | 7 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 2 | 14 |
| 4:45 PM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 8 | 2 | 0 | 0 | 0 | 1 | 5 | 2 | 4 | 0 | 22 |
| 5:15 PM | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 5 |
| 5:30 PM | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 |
| 5:45 PM | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 6:00 PM | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 6 |
| 6:15 PM | 3 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 12 |
| 6:30 PM | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 6:45 PM | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 11 |
| 7:00 PM | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| 7:15 PM | 5 | 3 | 1 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 14 |
| 7:30 PM | 1 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 9 |
| 7:45 PM | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 11 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 PM | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 |
| 8:30 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 8:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | EB 43 | WB 55 | EB 15 | WB 13 | NB 9 | SB 10 | NB 12 | SB 9 | EB 26 | WB 18 | TOTAL 210 |
| APPROACH %'s : | 43.88% | 56.12% | 53.57% | 46.43% | 47.37% | 52.63% | 57.14% | 42.86% | 59.09% | 40.91% | |
| PEAK HR : | 04:45 PM - 05:45 PM | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 13 | 6 | 0 | 0 | 1 | 3 | 6 | 2 | 5 | 0 | 36 |
| PEAK HR FACTOR : | | | | | | | | | | | |

ATTACHMENT D

PARKING UTILIZATION DATA



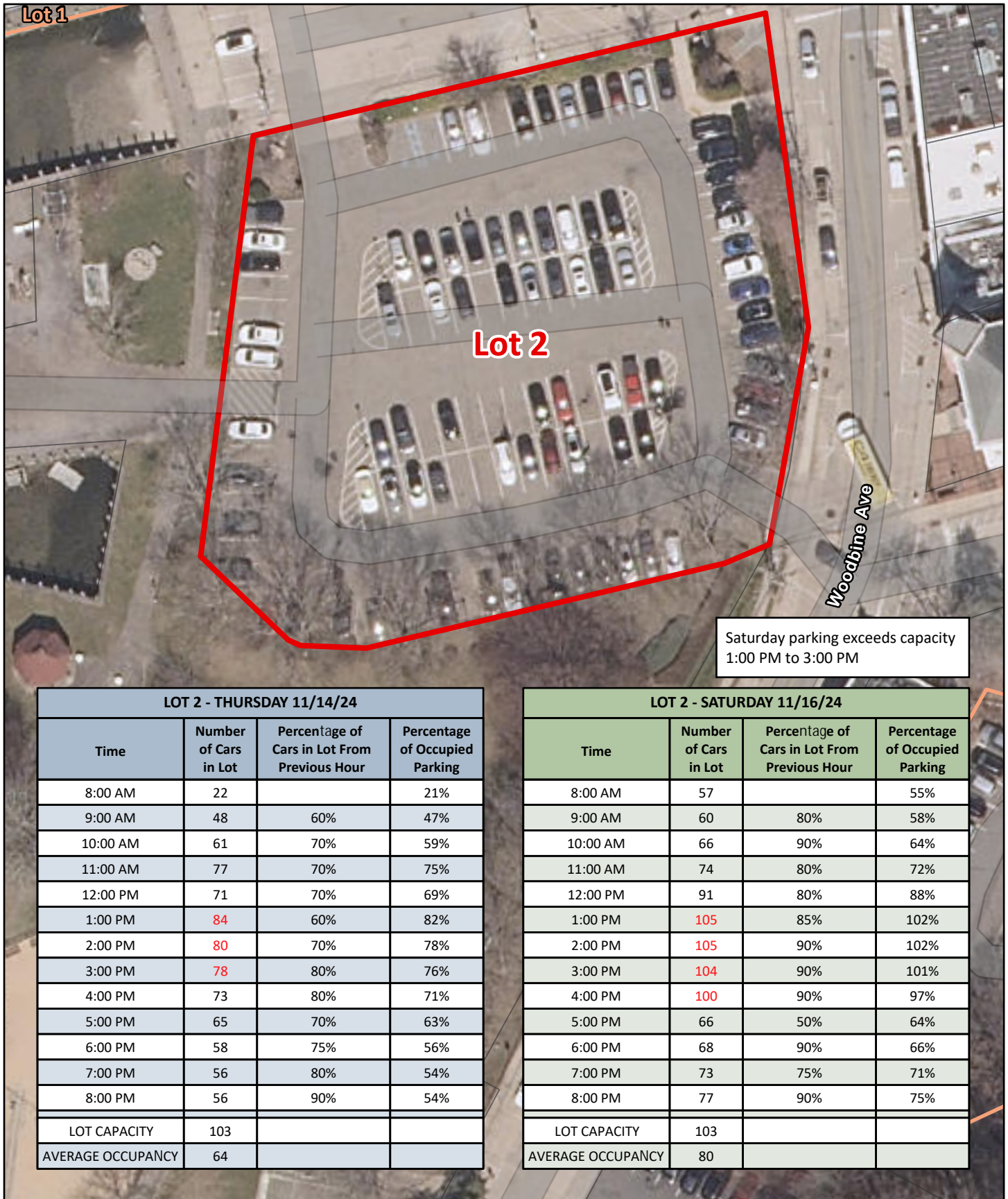
NPV

NORTHPORT PARKING OBSERVATION LOT 1

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet



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Parking



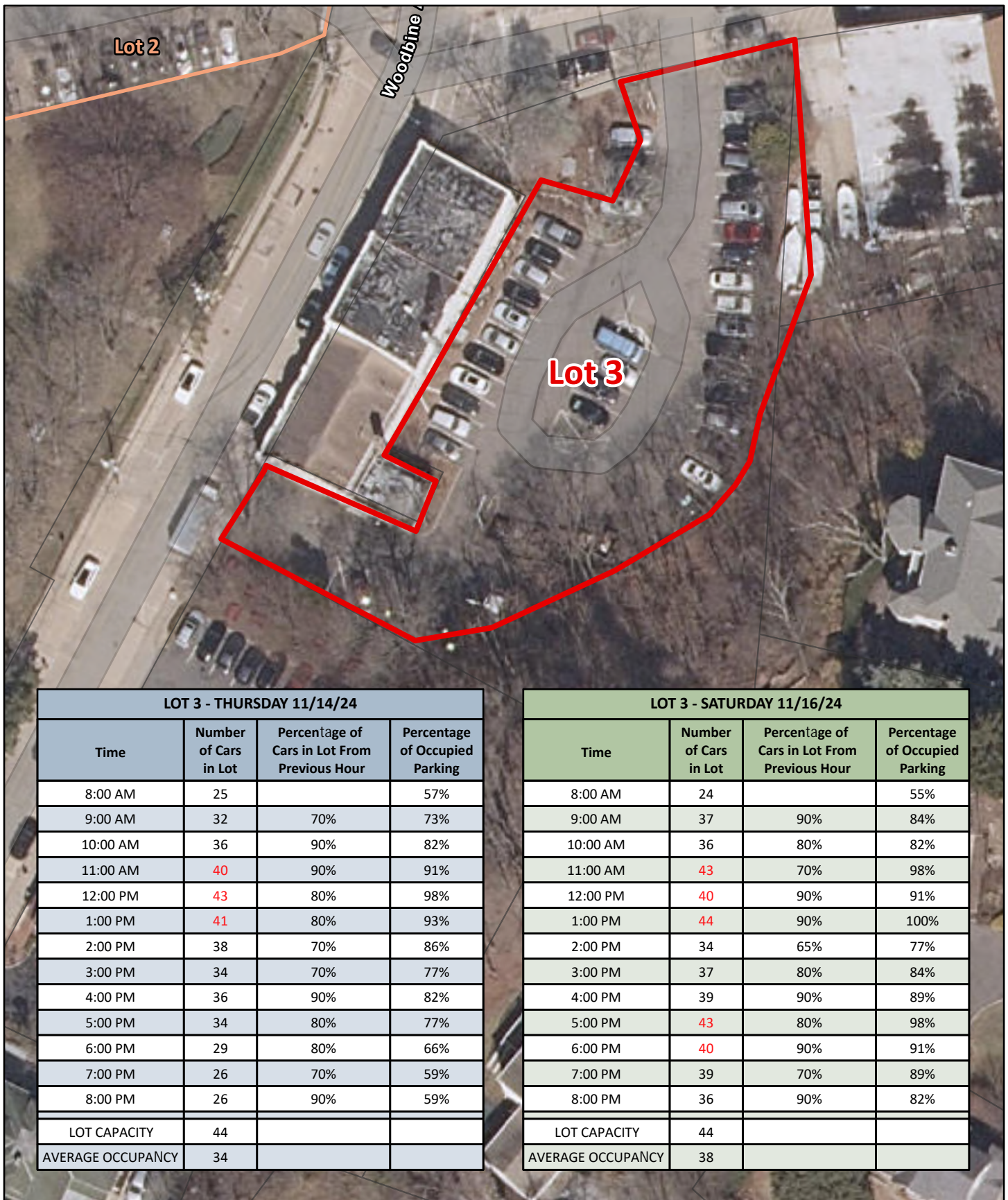
NPV

NORTHPORT PARKING OBSERVATION LOT 2

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet



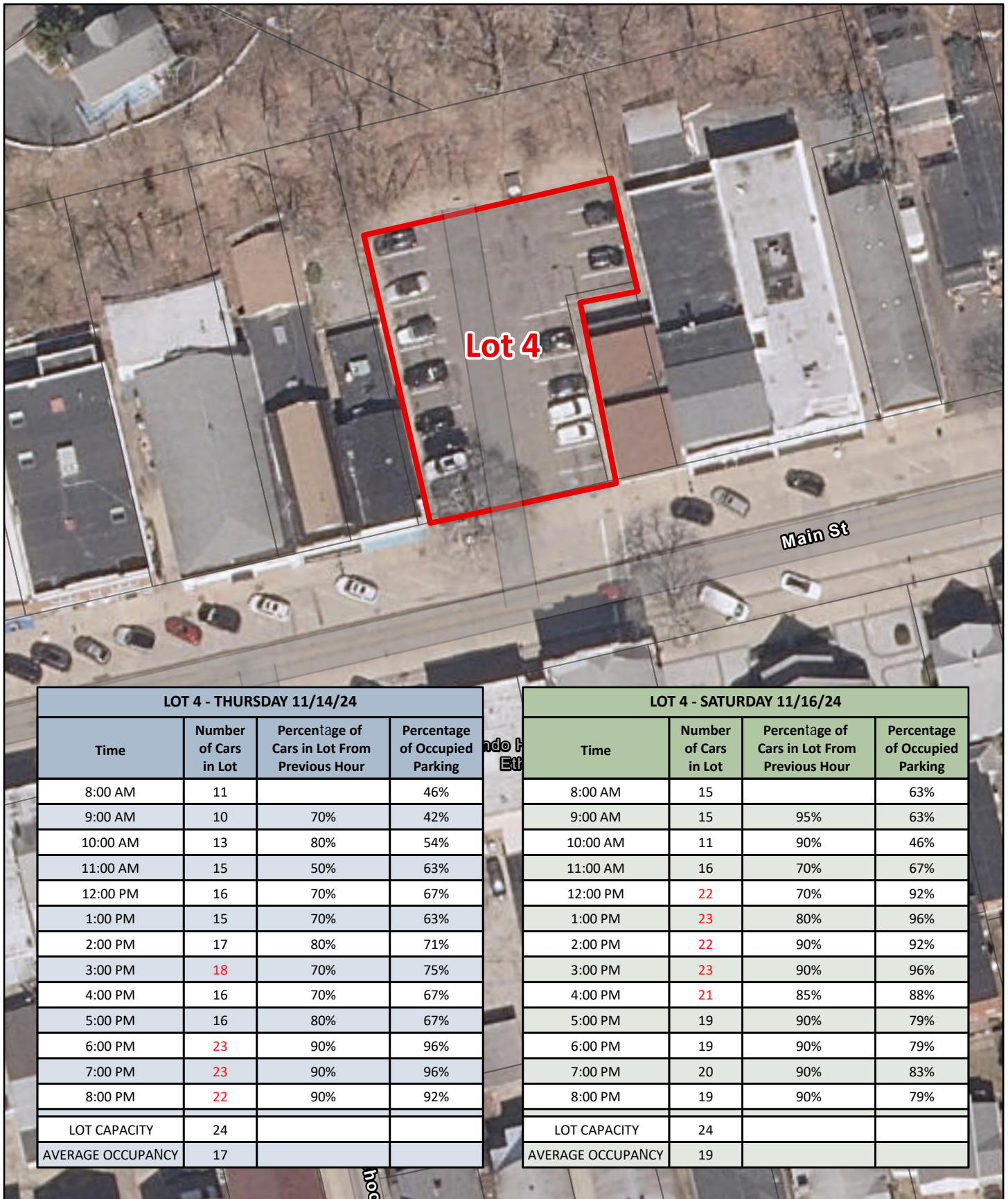
Northport
Comprehensive Plan
Parking



| LOT 3 - THURSDAY 11/14/24 | | | |
|---------------------------|-----------------------|--|--------------------------------|
| Time | Number of Cars in Lot | Percentage of Cars in Lot From Previous Hour | Percentage of Occupied Parking |
| 8:00 AM | 25 | | 57% |
| 9:00 AM | 32 | 70% | 73% |
| 10:00 AM | 36 | 90% | 82% |
| 11:00 AM | 40 | 90% | 91% |
| 12:00 PM | 43 | 80% | 98% |
| 1:00 PM | 41 | 80% | 93% |
| 2:00 PM | 38 | 70% | 86% |
| 3:00 PM | 34 | 70% | 77% |
| 4:00 PM | 36 | 90% | 82% |
| 5:00 PM | 34 | 80% | 77% |
| 6:00 PM | 29 | 80% | 66% |
| 7:00 PM | 26 | 70% | 59% |
| 8:00 PM | 26 | 90% | 59% |
| LOT CAPACITY | 44 | | |
| AVERAGE OCCUPANCY | 34 | | |

| LOT 3 - SATURDAY 11/16/24 | | | |
|---------------------------|-----------------------|--|--------------------------------|
| Time | Number of Cars in Lot | Percentage of Cars in Lot From Previous Hour | Percentage of Occupied Parking |
| 8:00 AM | 24 | | 55% |
| 9:00 AM | 37 | 90% | 84% |
| 10:00 AM | 36 | 80% | 82% |
| 11:00 AM | 43 | 70% | 98% |
| 12:00 PM | 40 | 90% | 91% |
| 1:00 PM | 44 | 90% | 100% |
| 2:00 PM | 34 | 65% | 77% |
| 3:00 PM | 37 | 80% | 84% |
| 4:00 PM | 39 | 90% | 89% |
| 5:00 PM | 43 | 80% | 98% |
| 6:00 PM | 40 | 90% | 91% |
| 7:00 PM | 39 | 70% | 89% |
| 8:00 PM | 36 | 90% | 82% |
| LOT CAPACITY | 44 | | |
| AVERAGE OCCUPANCY | 38 | | |



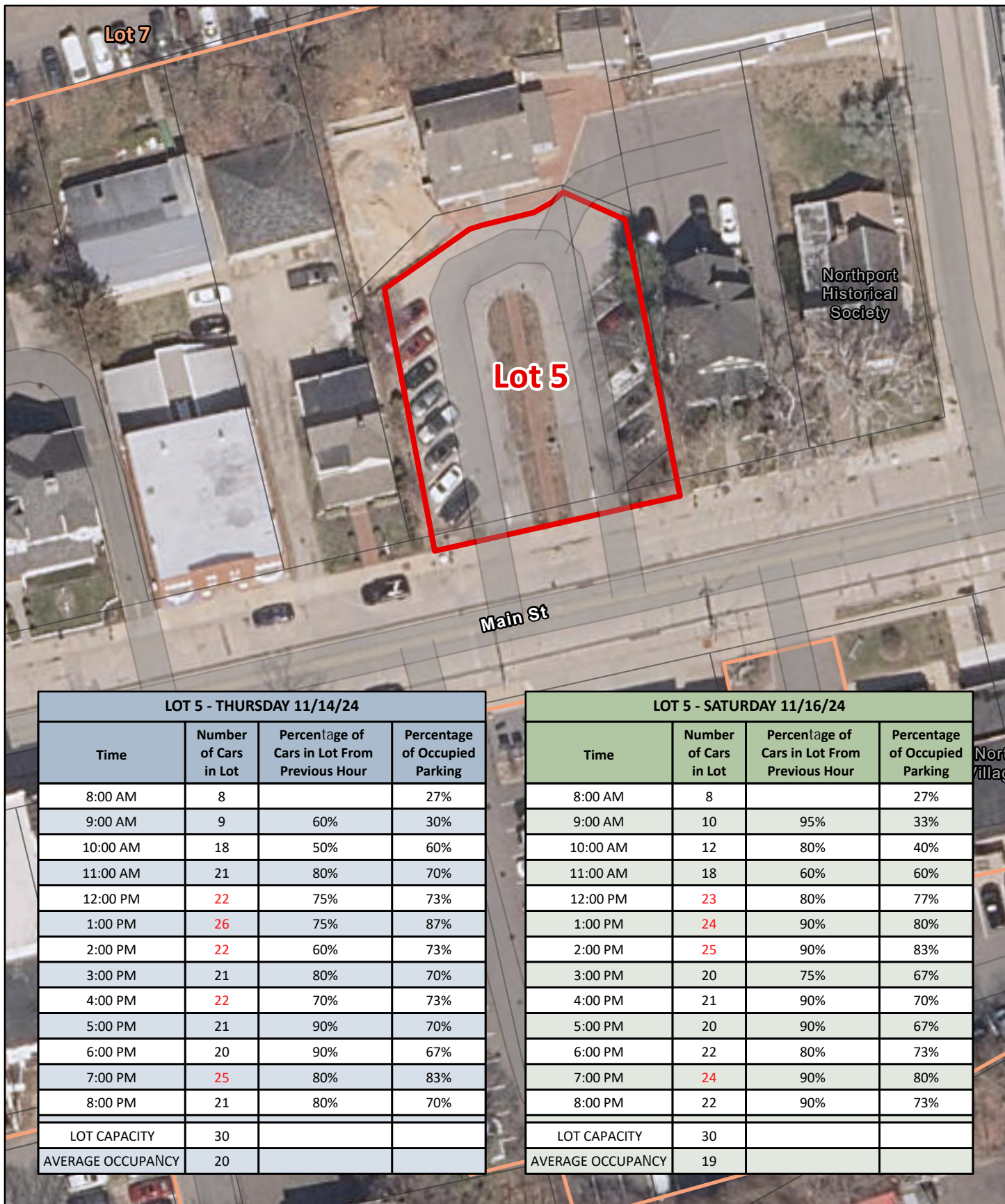


NORTHPORT PARKING OBSERVATION LOT 4

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet



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Parking



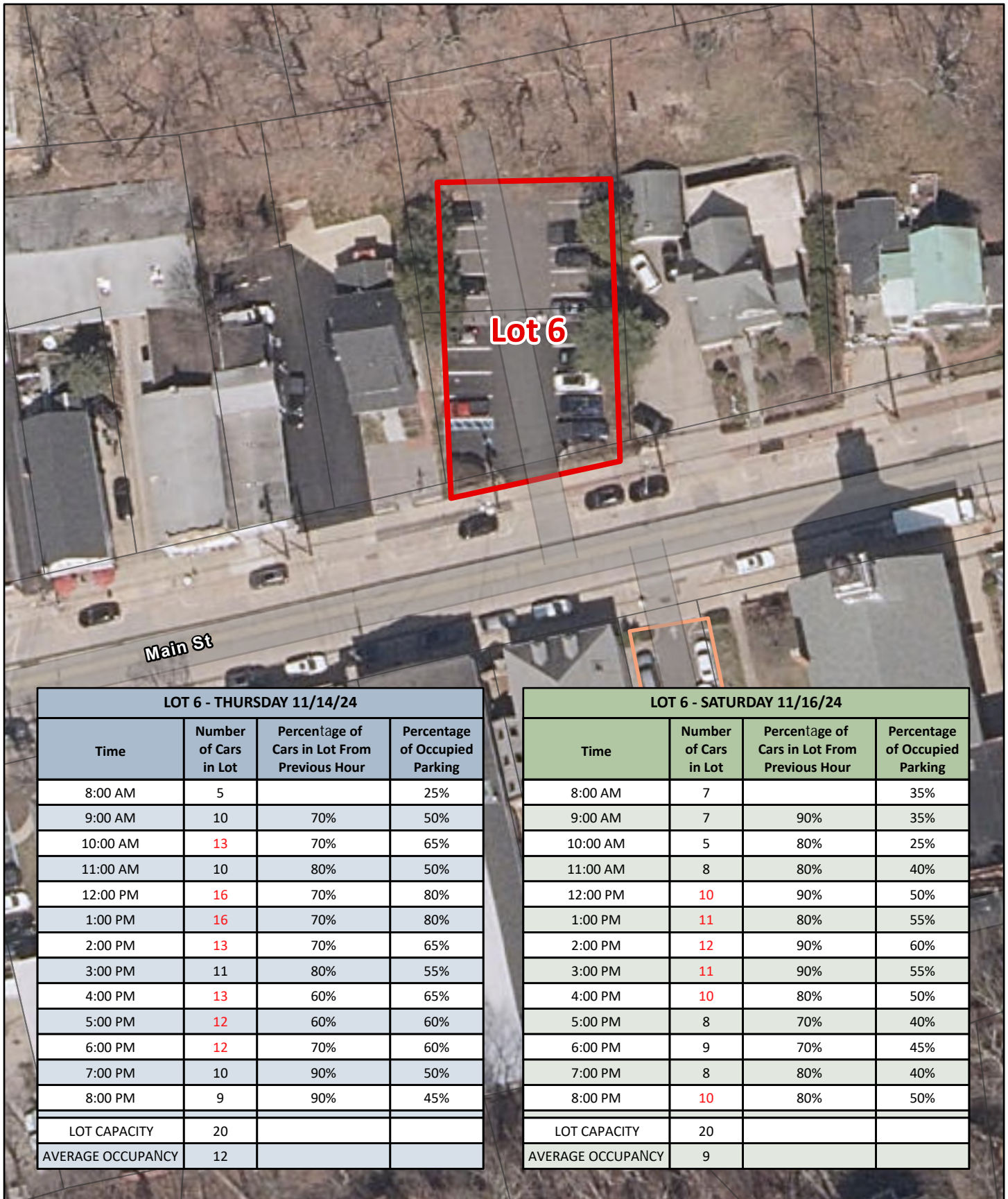
NPV

NORTHPORT PARKING OBSERVATION LOT 5

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet

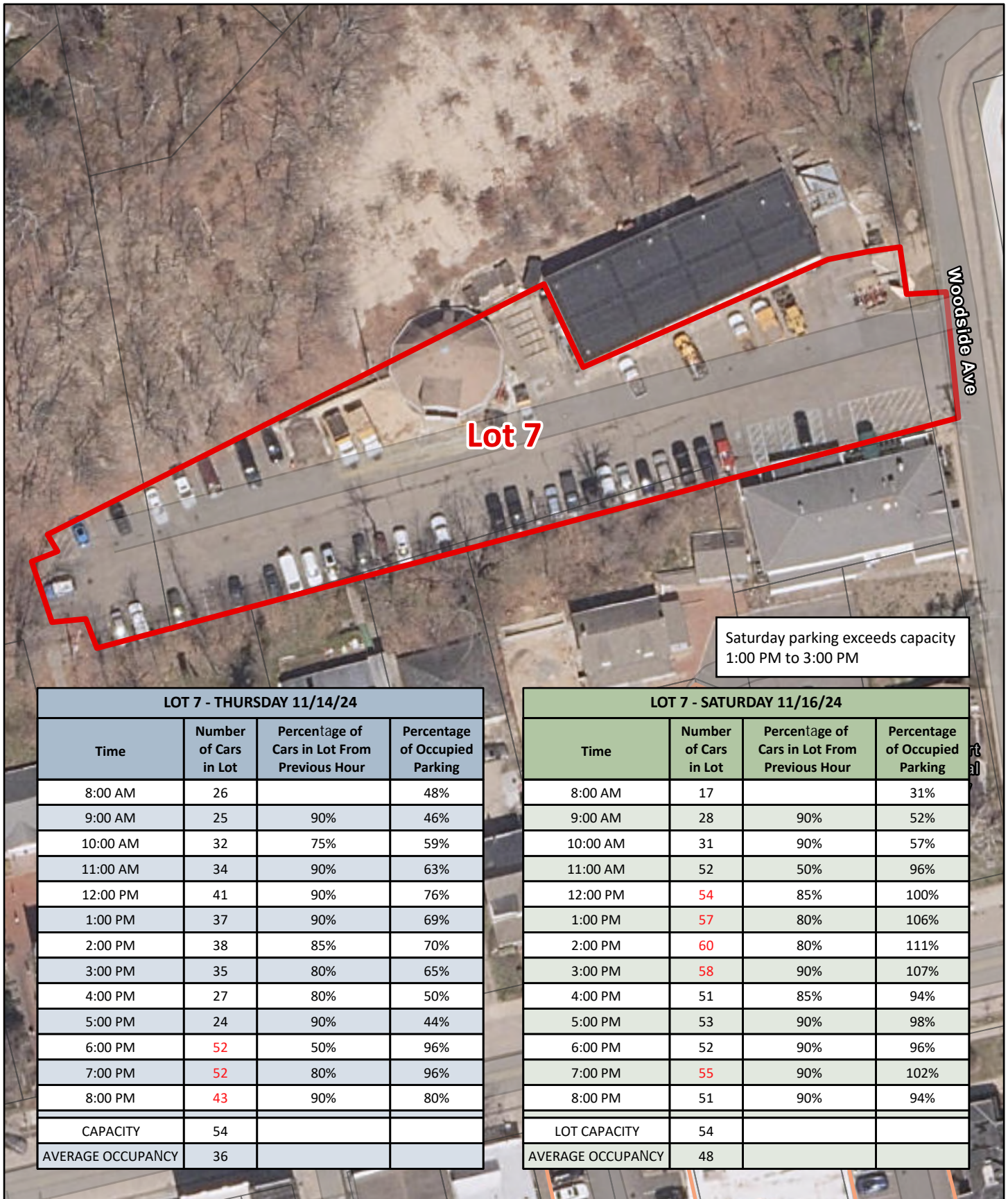


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Comprehensive Plan
Parking



| LOT 6 - THURSDAY 11/14/24 | | | |
|---------------------------|-----------------------|--|--------------------------------|
| Time | Number of Cars in Lot | Percentage of Cars in Lot From Previous Hour | Percentage of Occupied Parking |
| 8:00 AM | 5 | | 25% |
| 9:00 AM | 10 | 70% | 50% |
| 10:00 AM | 13 | 70% | 65% |
| 11:00 AM | 10 | 80% | 50% |
| 12:00 PM | 16 | 70% | 80% |
| 1:00 PM | 16 | 70% | 80% |
| 2:00 PM | 13 | 70% | 65% |
| 3:00 PM | 11 | 80% | 55% |
| 4:00 PM | 13 | 60% | 65% |
| 5:00 PM | 12 | 60% | 60% |
| 6:00 PM | 12 | 70% | 60% |
| 7:00 PM | 10 | 90% | 50% |
| 8:00 PM | 9 | 90% | 45% |
| LOT CAPACITY | 20 | | |
| AVERAGE OCCUPANCY | 12 | | |

| LOT 6 - SATURDAY 11/16/24 | | | |
|---------------------------|-----------------------|--|--------------------------------|
| Time | Number of Cars in Lot | Percentage of Cars in Lot From Previous Hour | Percentage of Occupied Parking |
| 8:00 AM | 7 | | 35% |
| 9:00 AM | 7 | 90% | 35% |
| 10:00 AM | 5 | 80% | 25% |
| 11:00 AM | 8 | 80% | 40% |
| 12:00 PM | 10 | 90% | 50% |
| 1:00 PM | 11 | 80% | 55% |
| 2:00 PM | 12 | 90% | 60% |
| 3:00 PM | 11 | 90% | 55% |
| 4:00 PM | 10 | 80% | 50% |
| 5:00 PM | 8 | 70% | 40% |
| 6:00 PM | 9 | 70% | 45% |
| 7:00 PM | 8 | 80% | 40% |
| 8:00 PM | 10 | 80% | 50% |
| LOT CAPACITY | 20 | | |
| AVERAGE OCCUPANCY | 9 | | |



| LOT 7 - THURSDAY 11/14/24 | | | |
|---------------------------|-----------------------|--|--------------------------------|
| Time | Number of Cars in Lot | Percentage of Cars in Lot From Previous Hour | Percentage of Occupied Parking |
| 8:00 AM | 26 | | 48% |
| 9:00 AM | 25 | 90% | 46% |
| 10:00 AM | 32 | 75% | 59% |
| 11:00 AM | 34 | 90% | 63% |
| 12:00 PM | 41 | 90% | 76% |
| 1:00 PM | 37 | 90% | 69% |
| 2:00 PM | 38 | 85% | 70% |
| 3:00 PM | 35 | 80% | 65% |
| 4:00 PM | 27 | 80% | 50% |
| 5:00 PM | 24 | 90% | 44% |
| 6:00 PM | 52 | 50% | 96% |
| 7:00 PM | 52 | 80% | 96% |
| 8:00 PM | 43 | 90% | 80% |
| CAPACITY | 54 | | |
| AVERAGE OCCUPANCY | 36 | | |

| LOT 7 - SATURDAY 11/16/24 | | | |
|---------------------------|-----------------------|--|--------------------------------|
| Time | Number of Cars in Lot | Percentage of Cars in Lot From Previous Hour | Percentage of Occupied Parking |
| 8:00 AM | 17 | | 31% |
| 9:00 AM | 28 | 90% | 52% |
| 10:00 AM | 31 | 90% | 57% |
| 11:00 AM | 52 | 50% | 96% |
| 12:00 PM | 54 | 85% | 100% |
| 1:00 PM | 57 | 80% | 106% |
| 2:00 PM | 60 | 80% | 111% |
| 3:00 PM | 58 | 90% | 107% |
| 4:00 PM | 51 | 85% | 94% |
| 5:00 PM | 53 | 90% | 98% |
| 6:00 PM | 52 | 90% | 96% |
| 7:00 PM | 55 | 90% | 102% |
| 8:00 PM | 51 | 90% | 94% |
| LOT CAPACITY | 54 | | |
| AVERAGE OCCUPANCY | 48 | | |



NORTHPORT PARKING OBSERVATION LOT 7

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 60 feet



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Comprehensive Plan
Parking



| LOT 8 - THURSDAY 11/14/24 | | | |
|---------------------------|-----------------------|--|--------------------------------|
| Time | Number of Cars in Lot | Percentage of Cars in Lot From Previous Hour | Percentage of Occupied Parking |
| 8:00 AM | 22 | | 67% |
| 9:00 AM | 19 | 70% | 58% |
| 10:00 AM | 22 | 70% | 67% |
| 11:00 AM | 29 | 70% | 88% |
| 12:00 PM | 24 | 70% | 73% |
| 1:00 PM | 21 | 80% | 64% |
| 2:00 PM | 17 | 80% | 52% |
| 3:00 PM | 23 | 60% | 70% |
| 4:00 PM | 20 | 60% | 61% |
| 5:00 PM | 16 | 70% | 48% |
| 6:00 PM | 19 | 80% | 58% |
| 7:00 PM | 17 | 80% | 52% |
| 8:00 PM | 15 | 80% | 45% |
| LOT CAPACITY | 33 | | |
| AVERAGE OCCUPANCY | 20 | | |

| LOT 8 - SATURDAY 11/16/24 | | | |
|---------------------------|-----------------------|--|--------------------------------|
| Time | Number of Cars in Lot | Percentage of Cars in Lot From Previous Hour | Percentage of Occupied Parking |
| 8:00 AM | 11 | | 33% |
| 9:00 AM | 14 | 80% | 42% |
| 10:00 AM | 15 | 80% | 45% |
| 11:00 AM | 14 | 90% | 42% |
| 12:00 PM | 16 | 80% | 48% |
| 1:00 PM | 15 | 80% | 45% |
| 2:00 PM | 16 | 80% | 48% |
| 3:00 PM | 14 | 90% | 42% |
| 4:00 PM | 15 | 80% | 45% |
| 5:00 PM | 12 | 70% | 36% |
| 6:00 PM | 12 | 90% | 36% |
| 7:00 PM | 16 | 70% | 48% |
| 8:00 PM | 15 | 70% | 45% |
| LOT CAPACITY | 33 | | |
| AVERAGE OCCUPANCY | 14 | | |



NPV

NORTHPORT PARKING OBSERVATION LOT 8

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet



Northport
Comprehensive Plan
Parking



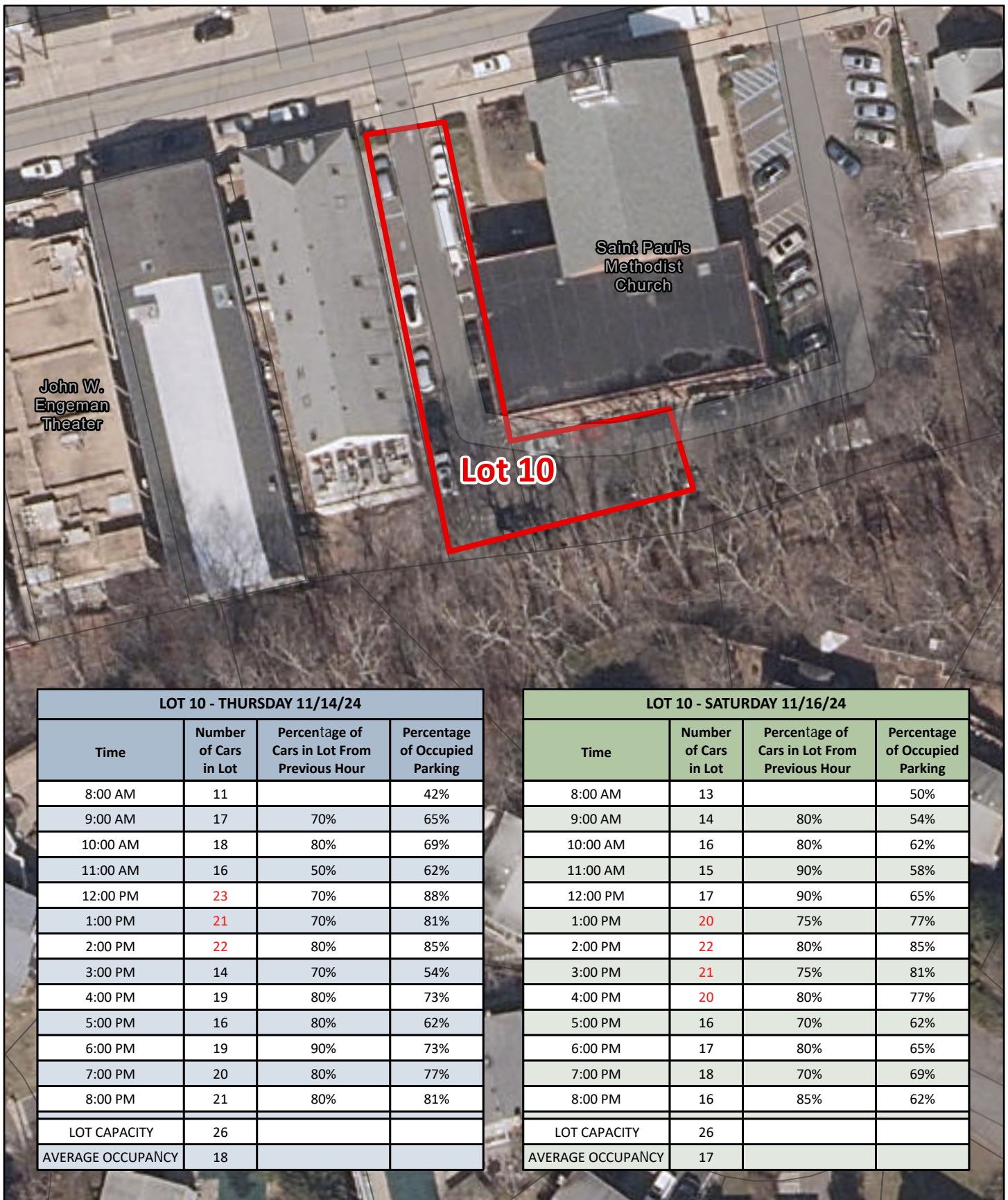
NPV

NORTHPORT PARKING OBSERVATION LOT 9

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet



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Comprehensive Plan
Parking



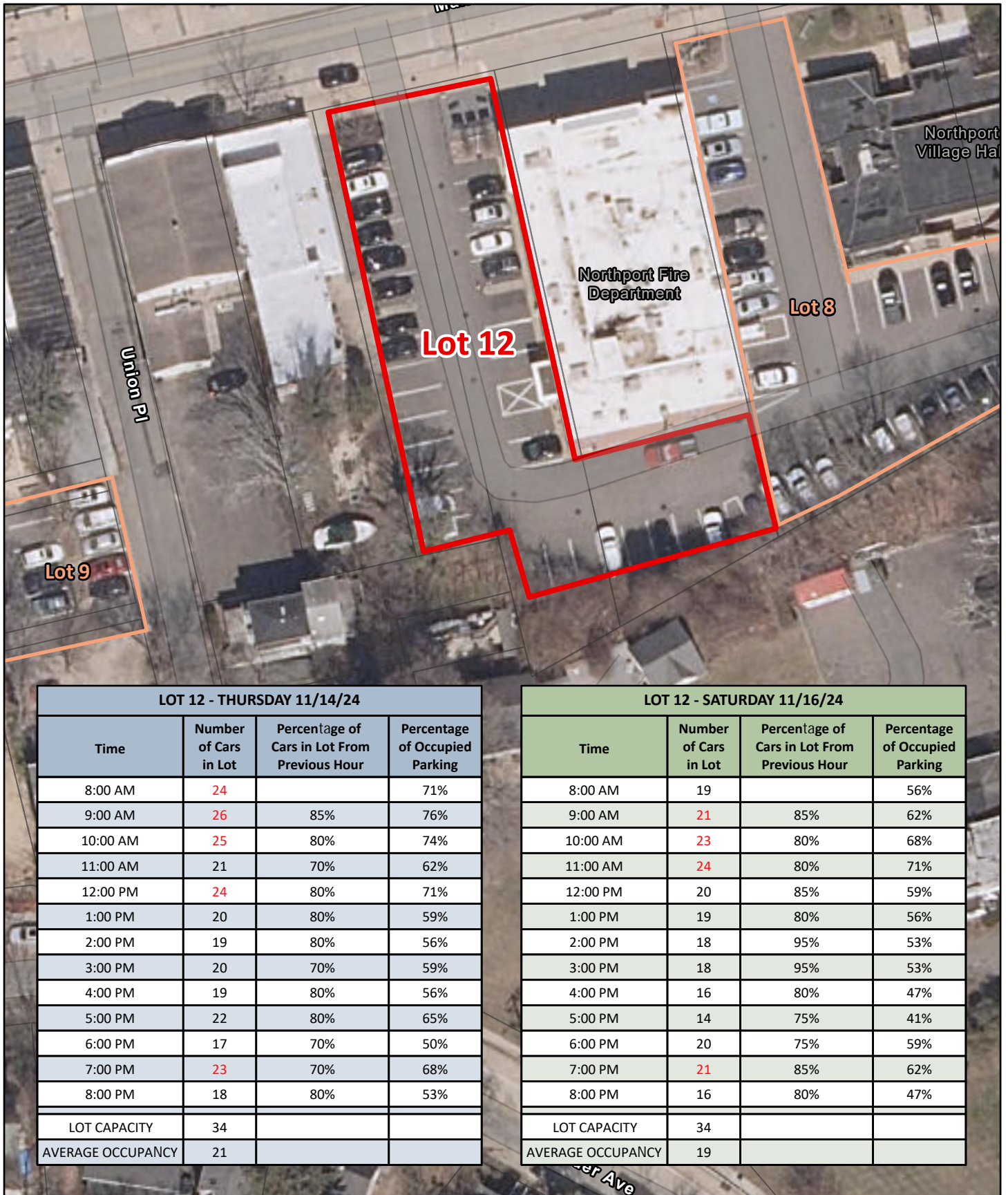
NPV

NORTHPORT PARKING OBSERVATION LOT 10

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet



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Comprehensive Plan
Parking



| LOT 12 - THURSDAY 11/14/24 | | | |
|----------------------------|-----------------------|--|--------------------------------|
| Time | Number of Cars in Lot | Percentage of Cars in Lot From Previous Hour | Percentage of Occupied Parking |
| 8:00 AM | 24 | | 71% |
| 9:00 AM | 26 | 85% | 76% |
| 10:00 AM | 25 | 80% | 74% |
| 11:00 AM | 21 | 70% | 62% |
| 12:00 PM | 24 | 80% | 71% |
| 1:00 PM | 20 | 80% | 59% |
| 2:00 PM | 19 | 80% | 56% |
| 3:00 PM | 20 | 70% | 59% |
| 4:00 PM | 19 | 80% | 56% |
| 5:00 PM | 22 | 80% | 65% |
| 6:00 PM | 17 | 70% | 50% |
| 7:00 PM | 23 | 70% | 68% |
| 8:00 PM | 18 | 80% | 53% |
| LOT CAPACITY | 34 | | |
| AVERAGE OCCUPANCY | 21 | | |

| LOT 12 - SATURDAY 11/16/24 | | | |
|----------------------------|-----------------------|--|--------------------------------|
| Time | Number of Cars in Lot | Percentage of Cars in Lot From Previous Hour | Percentage of Occupied Parking |
| 8:00 AM | 19 | | 56% |
| 9:00 AM | 21 | 85% | 62% |
| 10:00 AM | 23 | 80% | 68% |
| 11:00 AM | 24 | 80% | 71% |
| 12:00 PM | 20 | 85% | 59% |
| 1:00 PM | 19 | 80% | 56% |
| 2:00 PM | 18 | 95% | 53% |
| 3:00 PM | 18 | 95% | 53% |
| 4:00 PM | 16 | 80% | 47% |
| 5:00 PM | 14 | 75% | 41% |
| 6:00 PM | 20 | 75% | 59% |
| 7:00 PM | 21 | 85% | 62% |
| 8:00 PM | 16 | 80% | 47% |
| LOT CAPACITY | 34 | | |
| AVERAGE OCCUPANCY | 19 | | |



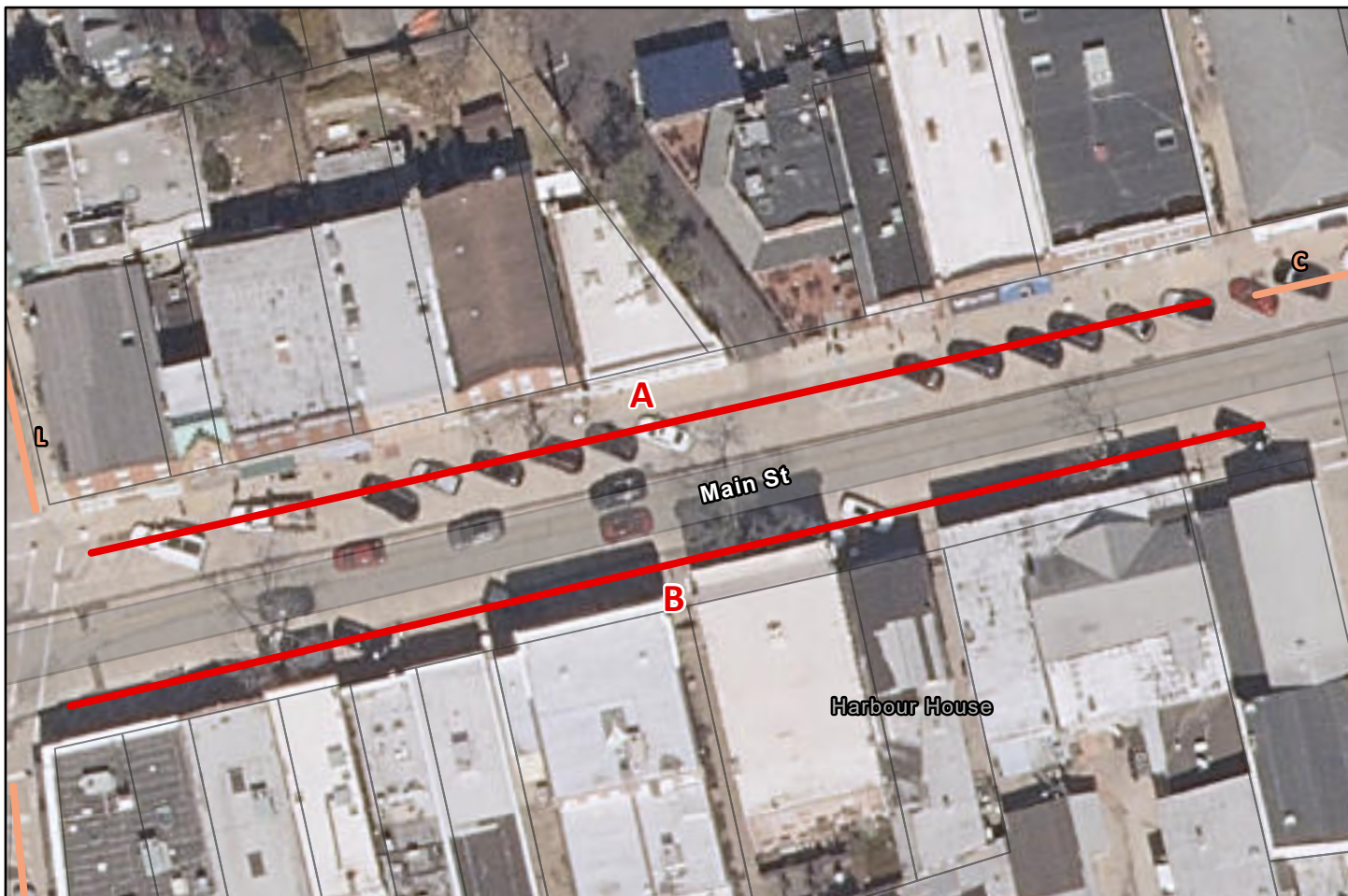
NPV

NORTHPORT PARKING OBSERVATION LOT 12

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet



Northport
Comprehensive Plan
Parking



| SECTION A | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|--|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 5 | 28% | 7 | 39% |
| 9:00 AM | 9 | 50% | 7 | 39% |
| 10:00 AM | 8 | 44% | 18 | 100% |
| 11:00 AM | 11 | 61% | 18 | 100% |
| 12:00 PM | 16 | 89% | 18 | 100% |
| 1:00 PM | 18 | 100% | 18 | 100% |
| 2:00 PM | 18 | 100% | 16 | 89% |
| 3:00 PM | 18 | 100% | 18 | 100% |
| 4:00 PM | 14 | 78% | 17 | 94% |
| 5:00 PM | 14 | 78% | 18 | 100% |
| 6:00 PM | 8 | 44% | 15 | 83% |
| 7:00 PM | 18 | 100% | 15 | 83% |
| 8:00 PM | 18 | 100% | 18 | 100% |
| LOT CAPACITY | 18 | | 18 | |
| AVERAGE OCCUPANCY | 13 | | 16 | |
| APPROXIMATELY 30% OF VEHICLES PARKED BETWEEN 2-3 HOURS | | | | |

| SECTION B | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|--|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 1 | 6% | 8 | 44% |
| 9:00 AM | 8 | 44% | 8 | 44% |
| 10:00 AM | 7 | 39% | 11 | 61% |
| 11:00 AM | 11 | 61% | 18 | 100% |
| 12:00 PM | 16 | 89% | 18 | 100% |
| 1:00 PM | 17 | 94% | 18 | 100% |
| 2:00 PM | 14 | 78% | 14 | 78% |
| 3:00 PM | 16 | 89% | 17 | 94% |
| 4:00 PM | 12 | 67% | 16 | 89% |
| 5:00 PM | 14 | 78% | 16 | 89% |
| 6:00 PM | 18 | 100% | 14 | 78% |
| 7:00 PM | 18 | 100% | 18 | 100% |
| 8:00 PM | 18 | 100% | 18 | 100% |
| LOT CAPACITY | 18 | | 18 | |
| AVERAGE OCCUPANCY | 13 | | 15 | |
| APPROXIMATELY 30% OF VEHICLES PARKED BETWEEN 2-3 HOURS | | | | |



NPV

NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS A & B

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet



Northport
Comprehensive Plan
Parking



| SECTION C | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|--|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 1 | 6% | 1 | 6% |
| 9:00 AM | 1 | 6% | 2 | 12% |
| 10:00 AM | 2 | 12% | 8 | 47% |
| 11:00 AM | 11 | 65% | 17 | 100% |
| 12:00 PM | 8 | 47% | 17 | 100% |
| 1:00 PM | 12 | 71% | 17 | 100% |
| 2:00 PM | 10 | 59% | 15 | 88% |
| 3:00 PM | 12 | 71% | 17 | 100% |
| 4:00 PM | 12 | 71% | 15 | 88% |
| 5:00 PM | 8 | 47% | 10 | 59% |
| 6:00 PM | 15 | 88% | 10 | 59% |
| 7:00 PM | 14 | 82% | 12 | 71% |
| 8:00 PM | 17 | 100% | 17 | 100% |
| LOT CAPACITY | 17 | | 17 | |
| AVERAGE OCCUPANCY | 9 | | 12 | |
| APPROXIMATELY 30% OF VEHICLES PARKED BETWEEN 2-3 HOURS | | | | |

| SECTION D | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|--|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 2 | 11% | 3 | 16% |
| 9:00 AM | 5 | 26% | 3 | 16% |
| 10:00 AM | 6 | 32% | 7 | 37% |
| 11:00 AM | 10 | 53% | 18 | 95% |
| 12:00 PM | 9 | 47% | 18 | 95% |
| 1:00 PM | 10 | 53% | 18 | 95% |
| 2:00 PM | 8 | 42% | 18 | 95% |
| 3:00 PM | 14 | 74% | 17 | 89% |
| 4:00 PM | 10 | 53% | 17 | 89% |
| 5:00 PM | 9 | 47% | 6 | 32% |
| 6:00 PM | 15 | 79% | 5 | 26% |
| 7:00 PM | 16 | 84% | 5 | 26% |
| 8:00 PM | 18 | 95% | 19 | 100% |
| LOT CAPACITY | 19 | | 19 | |
| AVERAGE OCCUPANCY | 10 | | 12 | |
| APPROXIMATELY 30% OF VEHICLES PARKED BETWEEN 2-3 HOURS | | | | |



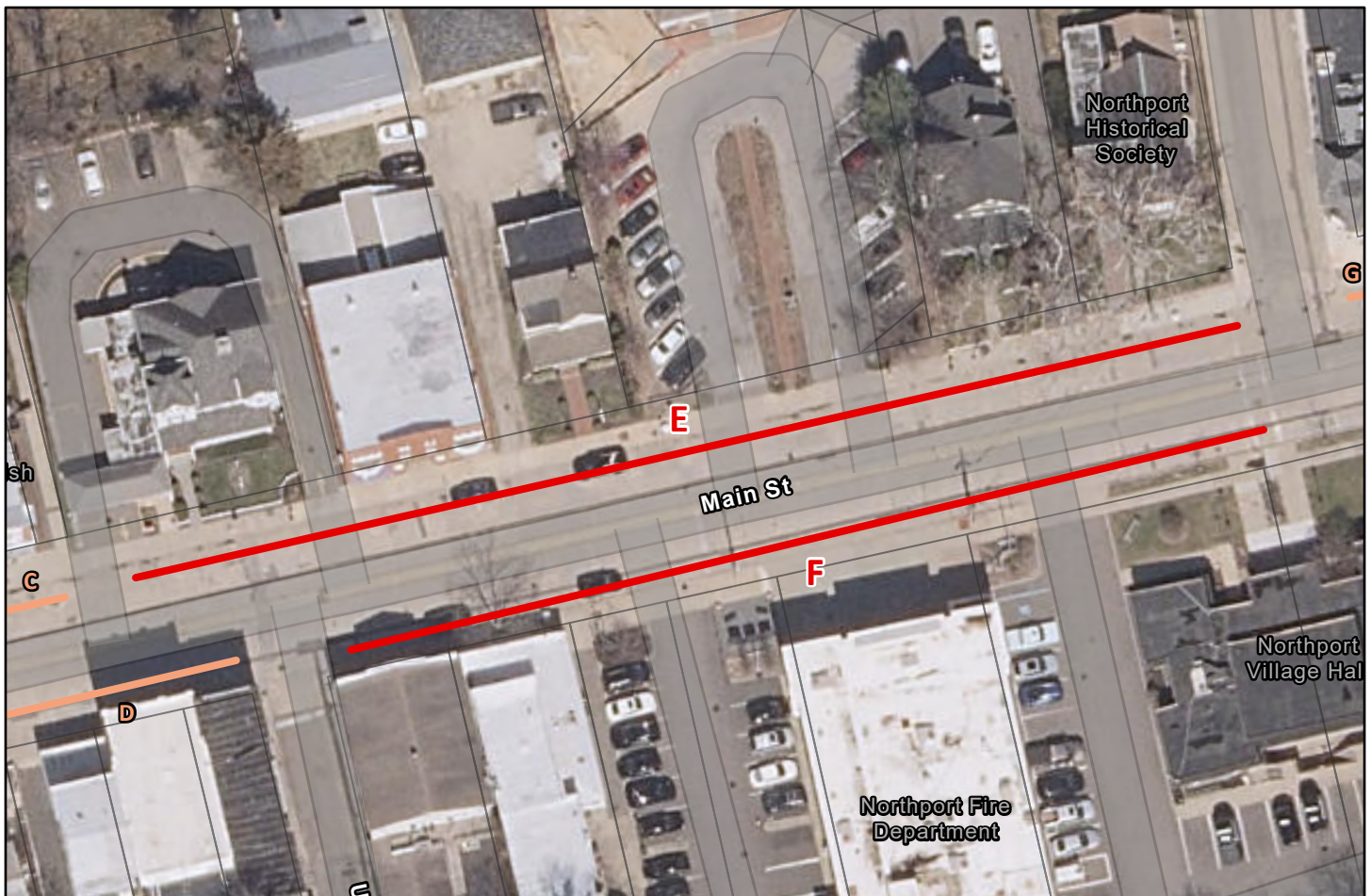
NPV

NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS C & D

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 70 feet



Northport
Comprehensive Plan
Parking



| SECTION E | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|---|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 1 | 17% | 0 | 0% |
| 9:00 AM | 3 | 50% | 0 | 0% |
| 10:00 AM | 1 | 17% | 1 | 17% |
| 11:00 AM | 3 | 50% | 6 | 100% |
| 12:00 PM | 4 | 67% | 6 | 100% |
| 1:00 PM | 4 | 67% | 5 | 83% |
| 2:00 PM | 3 | 50% | 5 | 83% |
| 3:00 PM | 4 | 67% | 6 | 100% |
| 4:00 PM | 3 | 50% | 4 | 67% |
| 5:00 PM | 4 | 67% | 6 | 100% |
| 6:00 PM | 5 | 83% | 4 | 67% |
| 7:00 PM | 5 | 83% | 5 | 83% |
| 8:00 PM | 3 | 50% | 6 | 100% |
| LOT CAPACITY | 6 | | 6 | |
| AVERAGE OCCUPANCY | 3 | | 4 | |
| TH: APPROXIMATELY 40% OF VEHICLES PARKED BETWEEN 2-3 HOURS SAT: APPROXIMATELY 40% OF VEHICLES PARKED BETWEEN 1PM-4PM | | | | |

| SECTION F | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|--|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 0 | 0% | 0 | 0% |
| 9:00 AM | 1 | 17% | 1 | 17% |
| 10:00 AM | 0 | 0% | 2 | 33% |
| 11:00 AM | 2 | 33% | 6 | 100% |
| 12:00 PM | 5 | 83% | 6 | 100% |
| 1:00 PM | 5 | 83% | 5 | 83% |
| 2:00 PM | 2 | 33% | 6 | 100% |
| 3:00 PM | 3 | 50% | 6 | 100% |
| 4:00 PM | 5 | 83% | 6 | 100% |
| 5:00 PM | 6 | 100% | 6 | 100% |
| 6:00 PM | 5 | 83% | 6 | 100% |
| 7:00 PM | 5 | 83% | 6 | 100% |
| 8:00 PM | 4 | 67% | 6 | 100% |
| LOT CAPACITY | 6 | | 6 | |
| AVERAGE OCCUPANCY | 3 | | 5 | |
| APPROXIMATELY 40% OF VEHICLES PARKED BETWEEN 2-3 HOURS | | | | |



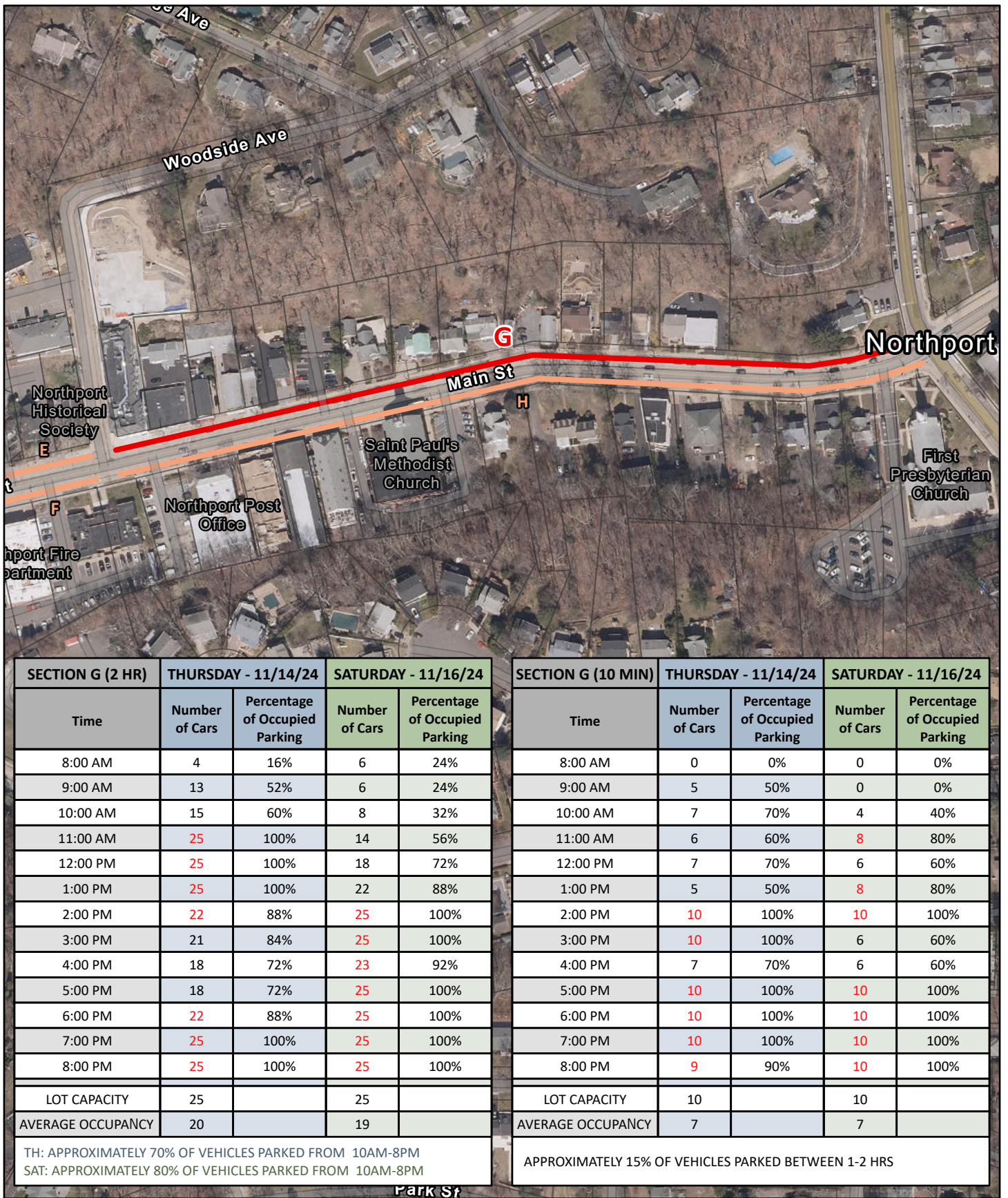
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NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS E & F

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 60 feet



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Parking

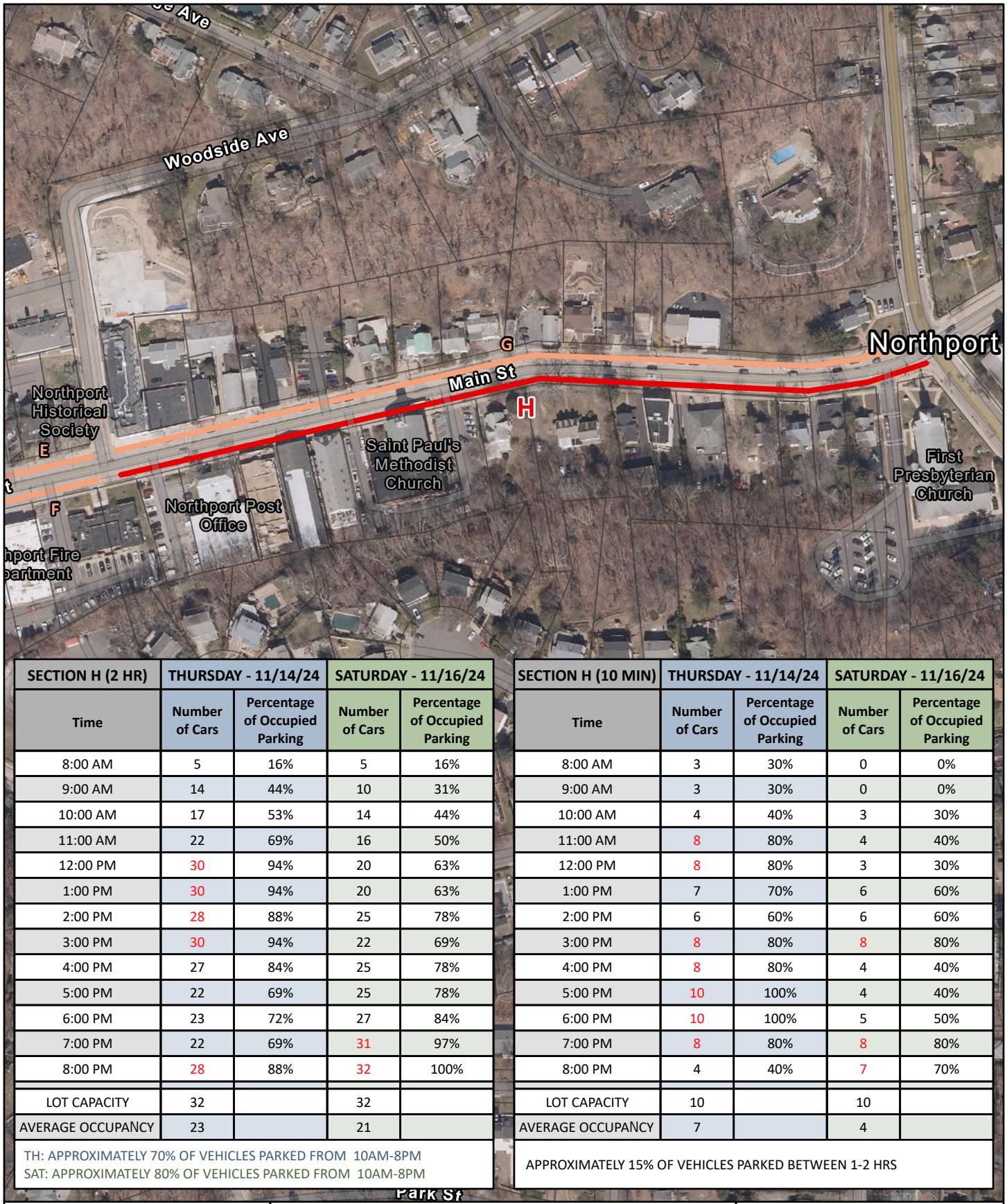


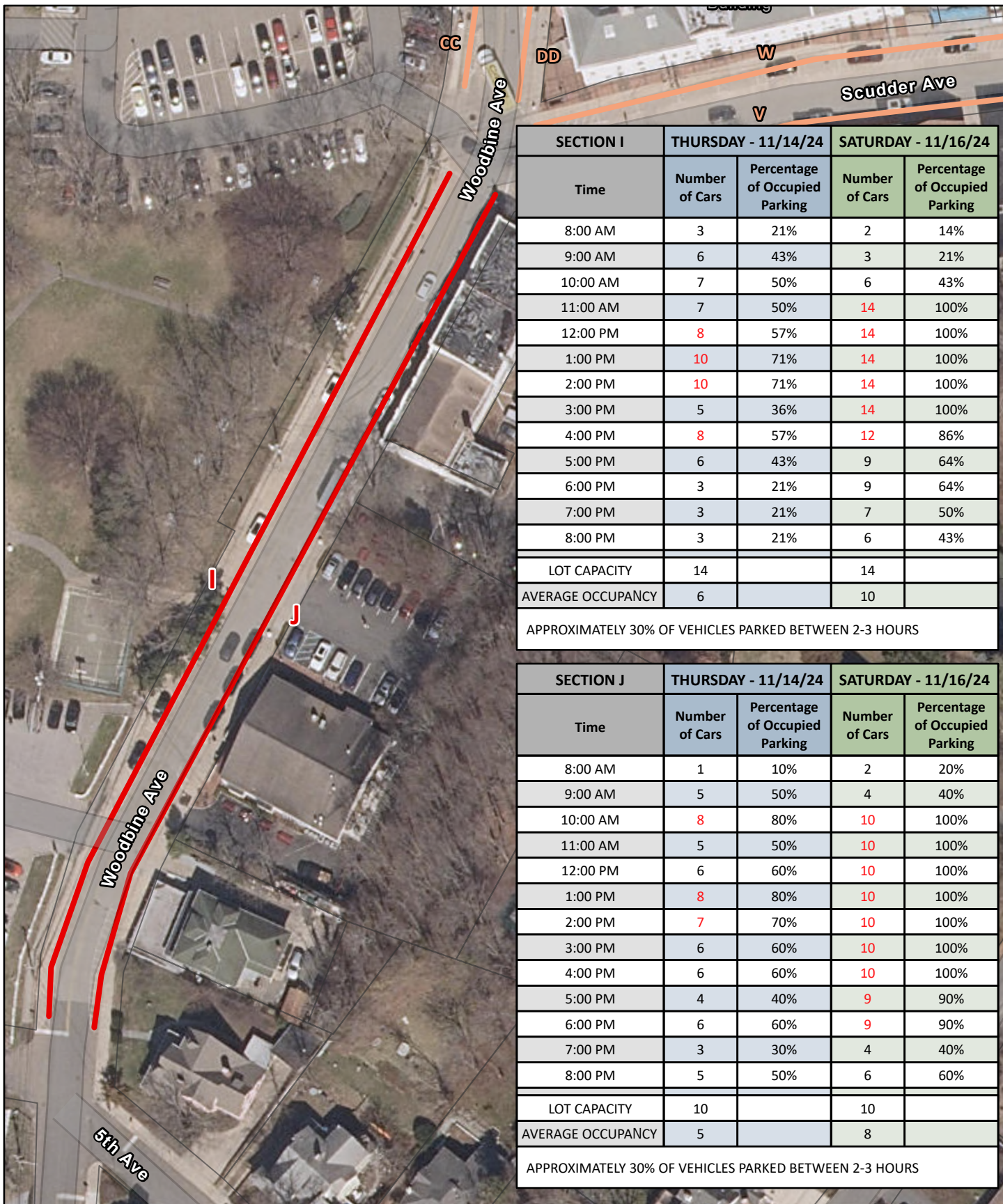
NORTHPORT PARKING OBSERVATION STREET PARKING - SECTION G

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 200 feet



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Parking





| SECTION I | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|-------------------|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 3 | 21% | 2 | 14% |
| 9:00 AM | 6 | 43% | 3 | 21% |
| 10:00 AM | 7 | 50% | 6 | 43% |
| 11:00 AM | 7 | 50% | 14 | 100% |
| 12:00 PM | 8 | 57% | 14 | 100% |
| 1:00 PM | 10 | 71% | 14 | 100% |
| 2:00 PM | 10 | 71% | 14 | 100% |
| 3:00 PM | 5 | 36% | 14 | 100% |
| 4:00 PM | 8 | 57% | 12 | 86% |
| 5:00 PM | 6 | 43% | 9 | 64% |
| 6:00 PM | 3 | 21% | 9 | 64% |
| 7:00 PM | 3 | 21% | 7 | 50% |
| 8:00 PM | 3 | 21% | 6 | 43% |
| LOT CAPACITY | 14 | | 14 | |
| AVERAGE OCCUPANCY | 6 | | 10 | |

APPROXIMATELY 30% OF VEHICLES PARKED BETWEEN 2-3 HOURS

| SECTION J | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|-------------------|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 1 | 10% | 2 | 20% |
| 9:00 AM | 5 | 50% | 4 | 40% |
| 10:00 AM | 8 | 80% | 10 | 100% |
| 11:00 AM | 5 | 50% | 10 | 100% |
| 12:00 PM | 6 | 60% | 10 | 100% |
| 1:00 PM | 8 | 80% | 10 | 100% |
| 2:00 PM | 7 | 70% | 10 | 100% |
| 3:00 PM | 6 | 60% | 10 | 100% |
| 4:00 PM | 6 | 60% | 10 | 100% |
| 5:00 PM | 4 | 40% | 9 | 90% |
| 6:00 PM | 6 | 60% | 9 | 90% |
| 7:00 PM | 3 | 30% | 4 | 40% |
| 8:00 PM | 5 | 50% | 6 | 60% |
| LOT CAPACITY | 10 | | 10 | |
| AVERAGE OCCUPANCY | 5 | | 8 | |

APPROXIMATELY 30% OF VEHICLES PARKED BETWEEN 2-3 HOURS



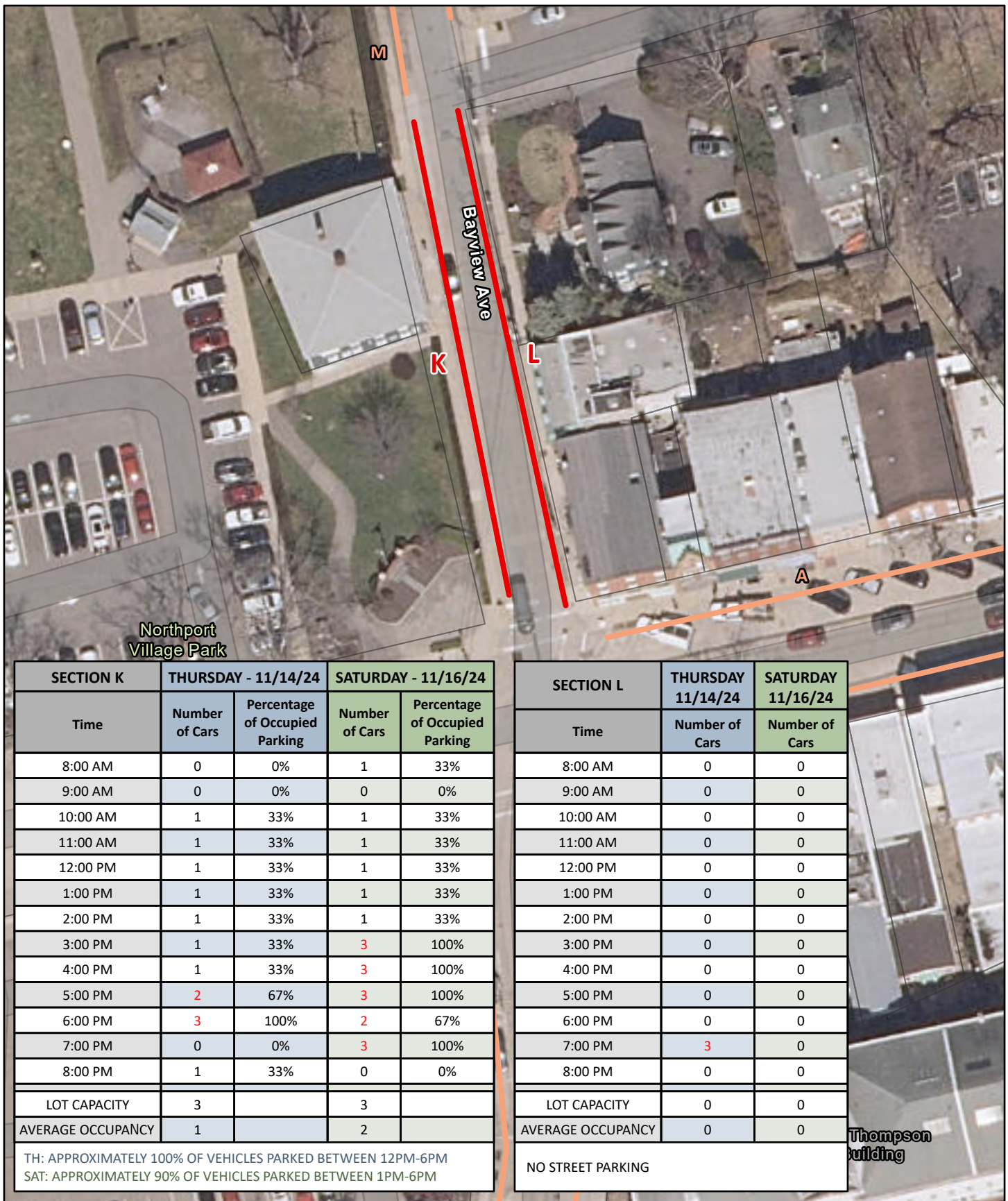
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NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS I & J

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 70 feet



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Parking



| SECTION K | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|---|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 0 | 0% | 1 | 33% |
| 9:00 AM | 0 | 0% | 0 | 0% |
| 10:00 AM | 1 | 33% | 1 | 33% |
| 11:00 AM | 1 | 33% | 1 | 33% |
| 12:00 PM | 1 | 33% | 1 | 33% |
| 1:00 PM | 1 | 33% | 1 | 33% |
| 2:00 PM | 1 | 33% | 1 | 33% |
| 3:00 PM | 1 | 33% | 3 | 100% |
| 4:00 PM | 1 | 33% | 3 | 100% |
| 5:00 PM | 2 | 67% | 3 | 100% |
| 6:00 PM | 3 | 100% | 2 | 67% |
| 7:00 PM | 0 | 0% | 3 | 100% |
| 8:00 PM | 1 | 33% | 0 | 0% |
| LOT CAPACITY | 3 | | 3 | |
| AVERAGE OCCUPANCY | 1 | | 2 | |
| TH: APPROXIMATELY 100% OF VEHICLES PARKED BETWEEN 12PM-6PM SAT: APPROXIMATELY 90% OF VEHICLES PARKED BETWEEN 1PM-6PM | | | | |

| SECTION L | THURSDAY 11/14/24 | SATURDAY 11/16/24 |
|-------------------|-------------------|-------------------|
| Time | Number of Cars | Number of Cars |
| 8:00 AM | 0 | 0 |
| 9:00 AM | 0 | 0 |
| 10:00 AM | 0 | 0 |
| 11:00 AM | 0 | 0 |
| 12:00 PM | 0 | 0 |
| 1:00 PM | 0 | 0 |
| 2:00 PM | 0 | 0 |
| 3:00 PM | 0 | 0 |
| 4:00 PM | 0 | 0 |
| 5:00 PM | 0 | 0 |
| 6:00 PM | 0 | 0 |
| 7:00 PM | 3 | 0 |
| 8:00 PM | 0 | 0 |
| LOT CAPACITY | 0 | 0 |
| AVERAGE OCCUPANCY | 0 | 0 |
| NO STREET PARKING | | |

Thompson Building



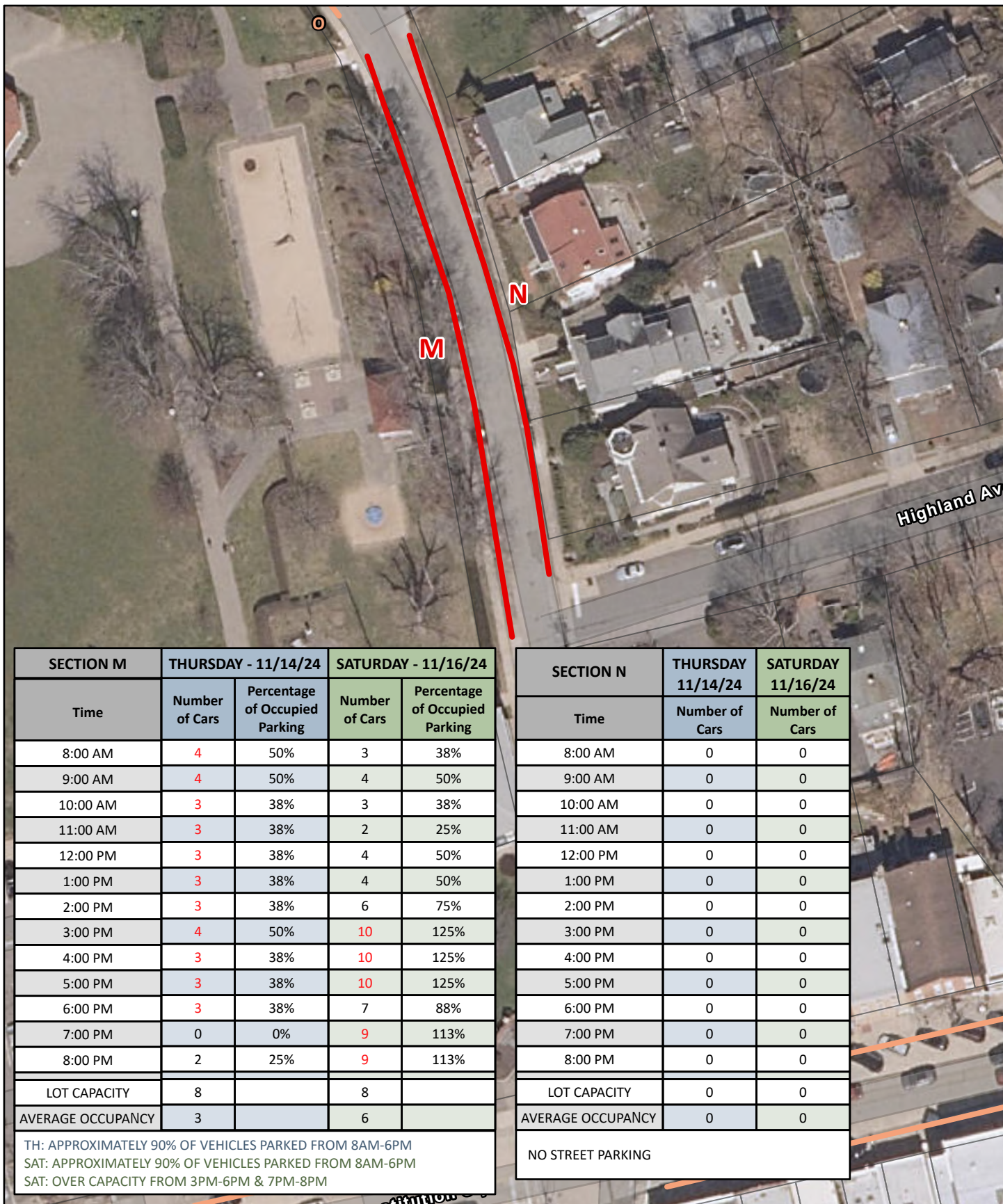
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NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS K & L

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet



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Parking



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NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS M & N

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
 Scale: 1 inch equals 60 feet



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Parking



| SECTION O | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|--|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 1 | 10% | 0 | 0% |
| 9:00 AM | 1 | 10% | 0 | 0% |
| 10:00 AM | 0 | 0% | 1 | 10% |
| 11:00 AM | 0 | 0% | 0 | 0% |
| 12:00 PM | 1 | 10% | 0 | 0% |
| 1:00 PM | 1 | 10% | 0 | 0% |
| 2:00 PM | 1 | 10% | 0 | 0% |
| 3:00 PM | 0 | 0% | 0 | 0% |
| 4:00 PM | 0 | 0% | 0 | 0% |
| 5:00 PM | 0 | 0% | 1 | 10% |
| 6:00 PM | 0 | 0% | 0 | 0% |
| 7:00 PM | 0 | 0% | 0 | 0% |
| 8:00 PM | 0 | 0% | 0 | 0% |
| LOT CAPACITY | 10 | | 10 | |
| AVERAGE OCCUPANCY | 0 | | 0 | |
| TH: APPROXIMATELY 100% OF VEHICLES PARKED BETWEEN 8AM-9AM & 12PM-2PM | | | | |

| SECTION P | THURSDAY 11/14/24 | SATURDAY 11/16/24 |
|--|-------------------|-------------------|
| Time | Number of Cars | Number of Cars |
| 8:00 AM | 1 | 0 |
| 9:00 AM | 0 | 0 |
| 10:00 AM | 0 | 0 |
| 11:00 AM | 0 | 0 |
| 12:00 PM | 0 | 0 |
| 1:00 PM | 0 | 0 |
| 2:00 PM | 0 | 0 |
| 3:00 PM | 0 | 0 |
| 4:00 PM | 0 | 0 |
| 5:00 PM | 0 | 0 |
| 6:00 PM | 0 | 0 |
| 7:00 PM | 2 | 0 |
| 8:00 PM | 2 | 0 |
| LOT CAPACITY | 0 | 0 |
| AVERAGE OCCUPANCY | 0 | 0 |
| NO STREET PARKING TH: 100% OF VEHICLES PARKED 2-3 HRS | | |



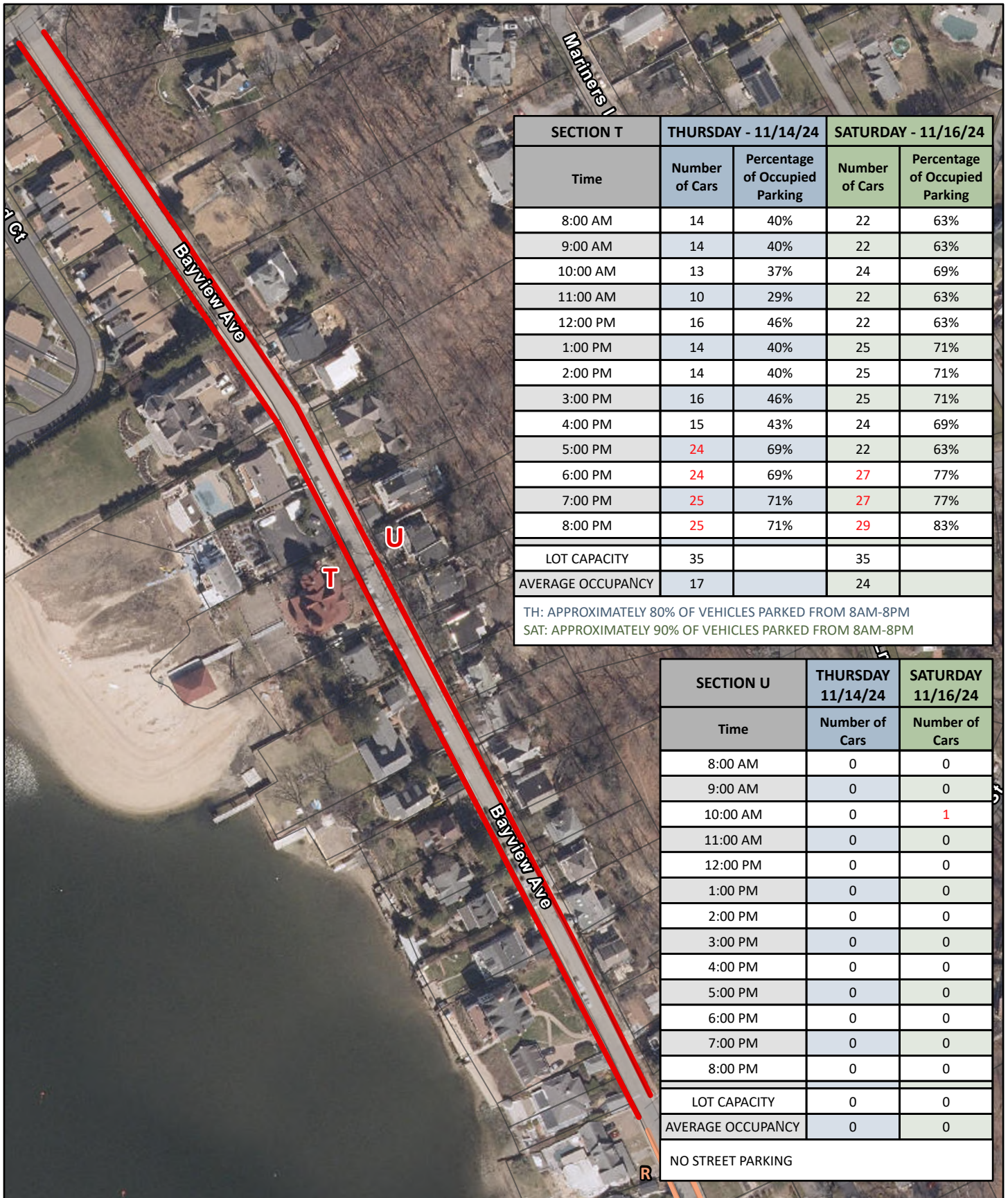
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NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS O & P

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet



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Parking



| SECTION T | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|--|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 14 | 40% | 22 | 63% |
| 9:00 AM | 14 | 40% | 22 | 63% |
| 10:00 AM | 13 | 37% | 24 | 69% |
| 11:00 AM | 10 | 29% | 22 | 63% |
| 12:00 PM | 16 | 46% | 22 | 63% |
| 1:00 PM | 14 | 40% | 25 | 71% |
| 2:00 PM | 14 | 40% | 25 | 71% |
| 3:00 PM | 16 | 46% | 25 | 71% |
| 4:00 PM | 15 | 43% | 24 | 69% |
| 5:00 PM | 24 | 69% | 22 | 63% |
| 6:00 PM | 24 | 69% | 27 | 77% |
| 7:00 PM | 25 | 71% | 27 | 77% |
| 8:00 PM | 25 | 71% | 29 | 83% |
| LOT CAPACITY | 35 | | 35 | |
| AVERAGE OCCUPANCY | 17 | | 24 | |
| TH: APPROXIMATELY 80% OF VEHICLES PARKED FROM 8AM-8PM | | | | |
| SAT: APPROXIMATELY 90% OF VEHICLES PARKED FROM 8AM-8PM | | | | |

| SECTION U | THURSDAY 11/14/24 | SATURDAY 11/16/24 |
|-------------------|-------------------|-------------------|
| Time | Number of Cars | Number of Cars |
| 8:00 AM | 0 | 0 |
| 9:00 AM | 0 | 0 |
| 10:00 AM | 0 | 1 |
| 11:00 AM | 0 | 0 |
| 12:00 PM | 0 | 0 |
| 1:00 PM | 0 | 0 |
| 2:00 PM | 0 | 0 |
| 3:00 PM | 0 | 0 |
| 4:00 PM | 0 | 0 |
| 5:00 PM | 0 | 0 |
| 6:00 PM | 0 | 0 |
| 7:00 PM | 0 | 0 |
| 8:00 PM | 0 | 0 |
| LOT CAPACITY | 0 | 0 |
| AVERAGE OCCUPANCY | 0 | 0 |
| NO STREET PARKING | | |



NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS T & U

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 150 feet



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Parking



| SECTION V | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|-------------------|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 1 | 11% | 4 | 44% |
| 9:00 AM | 1 | 11% | 4 | 44% |
| 10:00 AM | 4 | 44% | 3 | 33% |
| 11:00 AM | 2 | 22% | 3 | 33% |
| 12:00 PM | 2 | 22% | 4 | 44% |
| 1:00 PM | 1 | 11% | 4 | 44% |
| 2:00 PM | 2 | 22% | 3 | 33% |
| 3:00 PM | 6 | 67% | 8 | 89% |
| 4:00 PM | 5 | 56% | 9 | 100% |
| 5:00 PM | 3 | 33% | 5 | 56% |
| 6:00 PM | 3 | 33% | 5 | 56% |
| 7:00 PM | 3 | 33% | 5 | 56% |
| 8:00 PM | 6 | 67% | 5 | 56% |
| LOT CAPACITY | 9 | | 9 | |
| AVERAGE OCCUPANCY | 3 | | 5 | |

TH: APPROXIMATELY 90% OF VEHICLES PARKED BETWEEN 11AM-2PM
& 80% OF VEHICLES PARKED FROM 4PM-8PM
SAT: APPROXIMATELY 40% OF VEHICLES PARKED BETWEEN 11AM-8PM

| SECTION W | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|-------------------|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 4 | 36% | 5 | 45% |
| 9:00 AM | 3 | 27% | 4 | 36% |
| 10:00 AM | 4 | 36% | 6 | 55% |
| 11:00 AM | 3 | 27% | 6 | 55% |
| 12:00 PM | 2 | 18% | 6 | 55% |
| 1:00 PM | 3 | 27% | 6 | 55% |
| 2:00 PM | 4 | 36% | 7 | 64% |
| 3:00 PM | 8 | 73% | 9 | 82% |
| 4:00 PM | 5 | 45% | 9 | 82% |
| 5:00 PM | 5 | 45% | 6 | 55% |
| 6:00 PM | 4 | 36% | 6 | 55% |
| 7:00 PM | 4 | 36% | 9 | 82% |
| 8:00 PM | 9 | 82% | 9 | 82% |
| LOT CAPACITY | 11 | | 11 | |
| AVERAGE OCCUPANCY | 4 | | 7 | |

TH: APPROXIMATELY 70% OF VEHICLES PARKED BETWEEN FROM 9AM-1PM & BETWEEN 4PM-8PM
SAT: APPROXIMATELY 65% OF VEHICLES PARKED BETWEEN FROM 9AM-8PM & BETWEEN 4PM-8PM



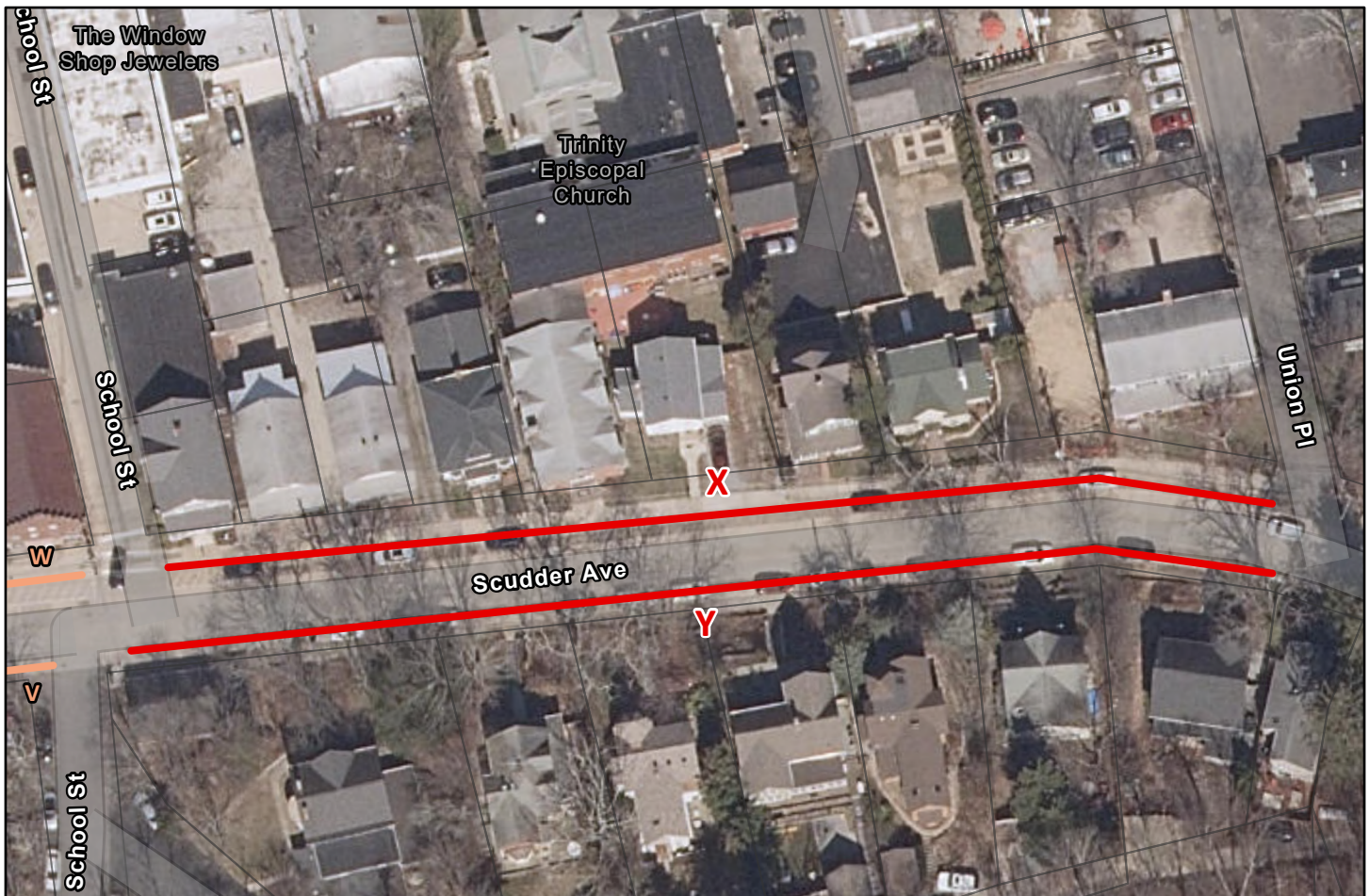
NPV

NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS V & W

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 60 feet



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Parking



| SECTION X | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|---|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 8 | 67% | 10 | 83% |
| 9:00 AM | 9 | 75% | 10 | 83% |
| 10:00 AM | 6 | 50% | 9 | 75% |
| 11:00 AM | 7 | 58% | 9 | 75% |
| 12:00 PM | 6 | 50% | 9 | 75% |
| 1:00 PM | 8 | 67% | 10 | 83% |
| 2:00 PM | 8 | 67% | 10 | 83% |
| 3:00 PM | 8 | 67% | 10 | 83% |
| 4:00 PM | 8 | 67% | 10 | 83% |
| 5:00 PM | 7 | 58% | 5 | 42% |
| 6:00 PM | 6 | 50% | 5 | 42% |
| 7:00 PM | 6 | 50% | 4 | 33% |
| 8:00 PM | 7 | 58% | 6 | 50% |
| LOT CAPACITY | 12 | | 12 | |
| AVERAGE OCCUPANCY | 7 | | 8 | |
| TH: APPROXIMATELY 60% OF VEHICLES PARKED FROM 9AM-8PM SAT: APPROXIMATELY 50% OF VEHICLES PARKED FROM 9AM-8PM | | | | |

| SECTION Y | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|--|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 2 | 14% | 3 | 21% |
| 9:00 AM | 4 | 29% | 5 | 36% |
| 10:00 AM | 6 | 43% | 9 | 64% |
| 11:00 AM | 9 | 64% | 9 | 64% |
| 12:00 PM | 10 | 71% | 9 | 64% |
| 1:00 PM | 10 | 71% | 9 | 64% |
| 2:00 PM | 10 | 71% | 10 | 71% |
| 3:00 PM | 11 | 79% | 10 | 71% |
| 4:00 PM | 10 | 71% | 10 | 71% |
| 5:00 PM | 8 | 57% | 5 | 36% |
| 6:00 PM | 6 | 43% | 5 | 36% |
| 7:00 PM | 5 | 36% | 4 | 29% |
| 8:00 PM | 7 | 50% | 6 | 43% |
| LOT CAPACITY | 14 | | 14 | |
| AVERAGE OCCUPANCY | 8 | | 7 | |
| TH: APPROXIMATELY 40% OF VEHICLES PARKED FROM 10AM-8PM SAT: APPROXIMATELY 40% OF VEHICLES PARKED FROM 8AM-8PM | | | | |



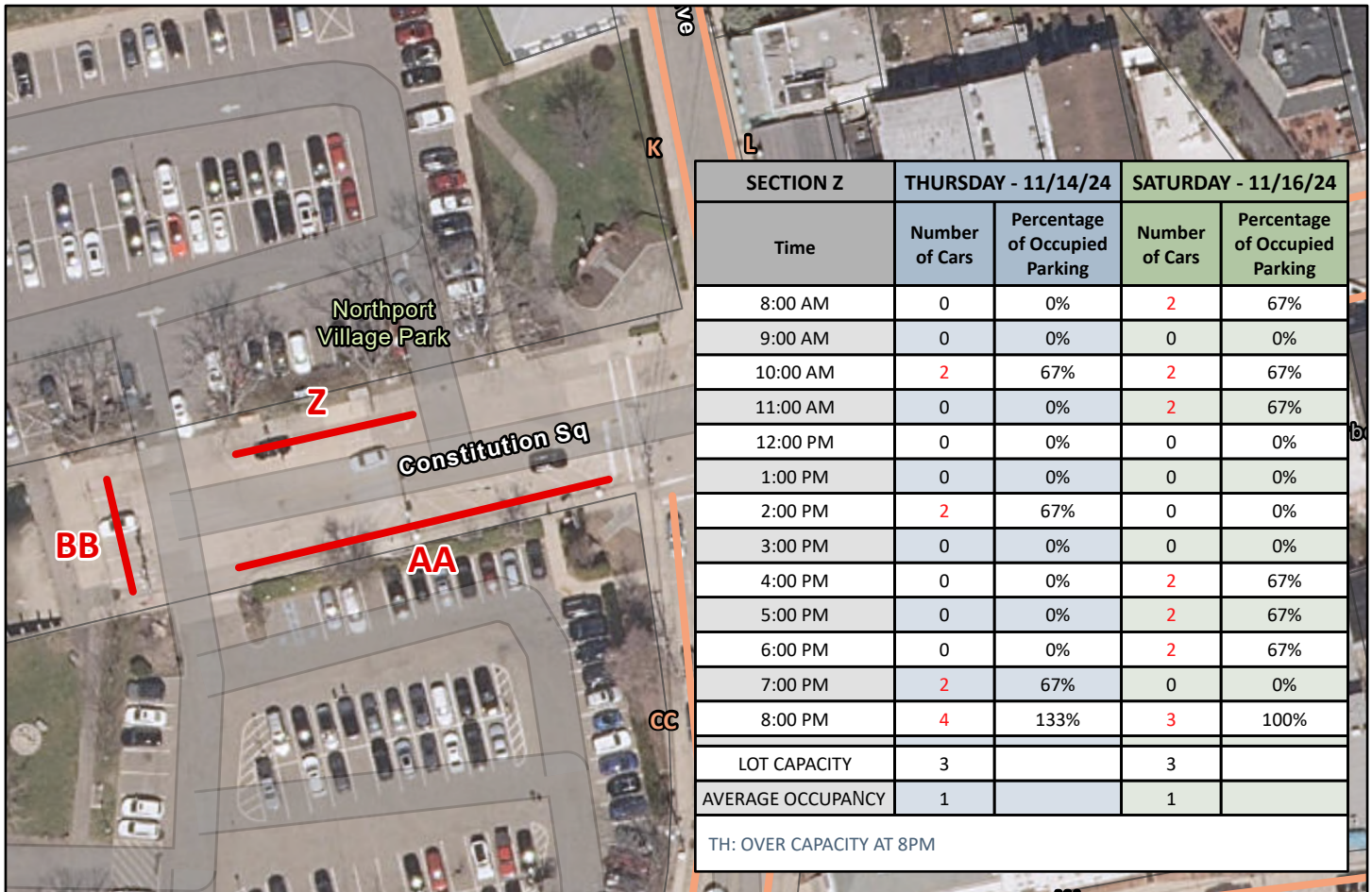
NPV

NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS X & Y

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 70 feet



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Parking



| SECTION Z | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|-------------------|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 0 | 0% | 2 | 67% |
| 9:00 AM | 0 | 0% | 0 | 0% |
| 10:00 AM | 2 | 67% | 2 | 67% |
| 11:00 AM | 0 | 0% | 2 | 67% |
| 12:00 PM | 0 | 0% | 0 | 0% |
| 1:00 PM | 0 | 0% | 0 | 0% |
| 2:00 PM | 2 | 67% | 0 | 0% |
| 3:00 PM | 0 | 0% | 0 | 0% |
| 4:00 PM | 0 | 0% | 2 | 67% |
| 5:00 PM | 0 | 0% | 2 | 67% |
| 6:00 PM | 0 | 0% | 2 | 67% |
| 7:00 PM | 2 | 67% | 0 | 0% |
| 8:00 PM | 4 | 133% | 3 | 100% |
| LOT CAPACITY | 3 | | 3 | |
| AVERAGE OCCUPANCY | 1 | | 1 | |

TH: OVER CAPACITY AT 8PM

| SECTION BB | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|-------------------|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 0 | 0% | 1 | 17% |
| 9:00 AM | 0 | 0% | 0 | 0% |
| 10:00 AM | 0 | 0% | 1 | 17% |
| 11:00 AM | 0 | 0% | 0 | 0% |
| 12:00 PM | 0 | 0% | 0 | 0% |
| 1:00 PM | 2 | 33% | 0 | 0% |
| 2:00 PM | 0 | 0% | 1 | 17% |
| 3:00 PM | 1 | 17% | 1 | 17% |
| 4:00 PM | 1 | 17% | 3 | 50% |
| 5:00 PM | 1 | 17% | 2 | 33% |
| 6:00 PM | 2 | 33% | 1 | 17% |
| 7:00 PM | 2 | 33% | 3 | 50% |
| 8:00 PM | 1 | 17% | 3 | 50% |
| LOT CAPACITY | 6 | | 6 | |
| AVERAGE OCCUPANCY | 1 | | 1 | |

TH: APPROXIMATELY 80% OF VEHICLES PARKED FROM 5PM-8PM
SAT: APPROXIMATELY 70% OF VEHICLES PARKED FROM 6PM-8PM

| SECTION AA | THURSDAY - 11/14/24 | | SATURDAY - 11/16/24 | |
|-------------------|---------------------|--------------------------------|---------------------|--------------------------------|
| Time | Number of Cars | Percentage of Occupied Parking | Number of Cars | Percentage of Occupied Parking |
| 8:00 AM | 1 | 17% | 0 | 0% |
| 9:00 AM | 1 | 17% | 0 | 0% |
| 10:00 AM | 0 | 0% | 0 | 0% |
| 11:00 AM | 1 | 17% | 0 | 0% |
| 12:00 PM | 1 | 17% | 0 | 0% |
| 1:00 PM | 1 | 17% | 1 | 17% |
| 2:00 PM | 1 | 17% | 0 | 0% |
| 3:00 PM | 1 | 17% | 1 | 17% |
| 4:00 PM | 1 | 17% | 0 | 0% |
| 5:00 PM | 2 | 33% | 5 | 83% |
| 6:00 PM | 4 | 67% | 5 | 83% |
| 7:00 PM | 6 | 100% | 5 | 83% |
| 8:00 PM | 4 | 67% | 5 | 83% |
| LOT CAPACITY | 6 | | 6 | |
| AVERAGE OCCUPANCY | 2 | | 2 | |

TH: APPROXIMATELY 90% OF VEHICLES PARKED FROM 6PM-8PM
SAT: APPROXIMATELY 90% OF VEHICLES PARKED FROM 5PM-8PM



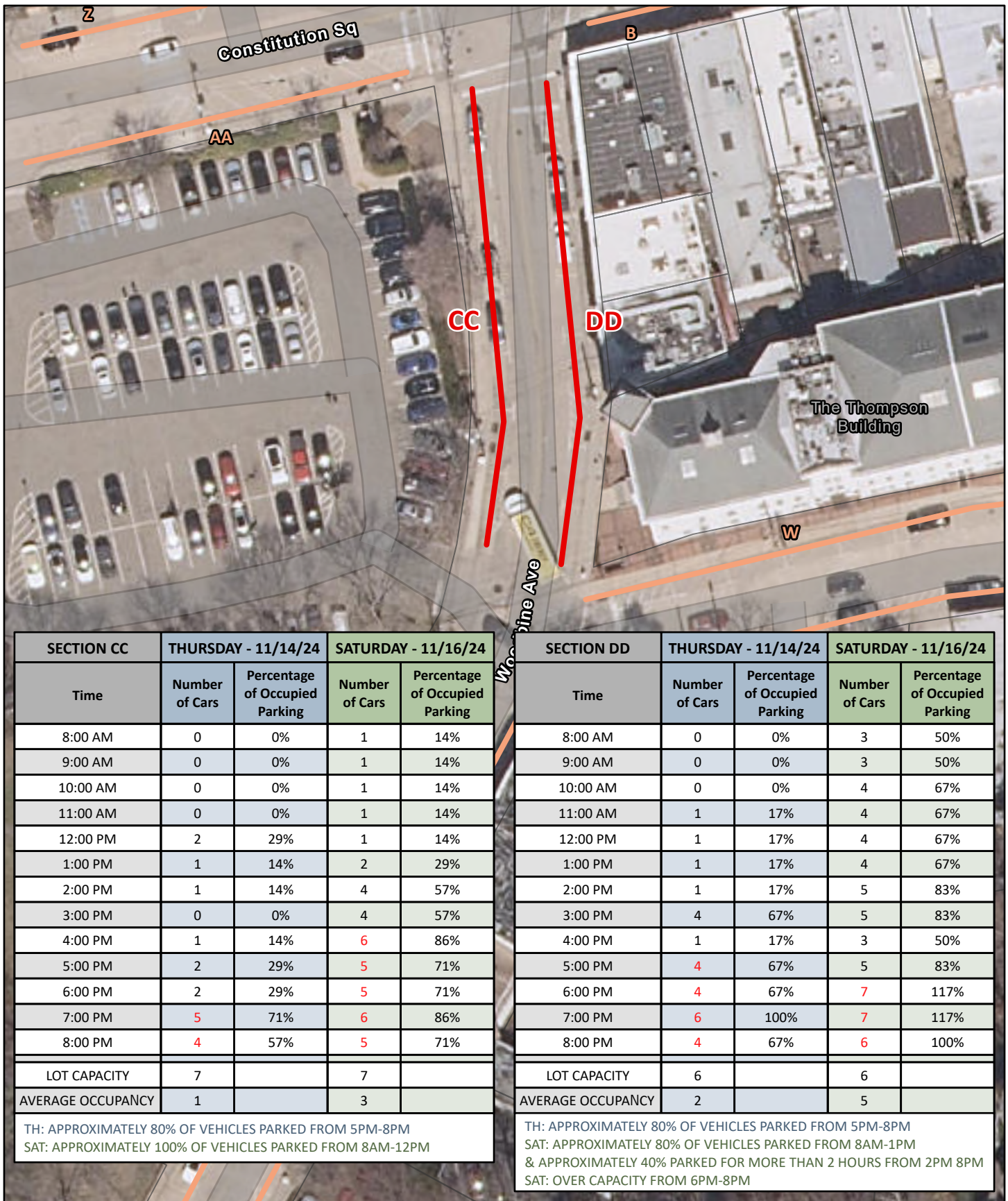
NPV

NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS Z, AA & BB

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 70 feet



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NORTHPORT PARKING OBSERVATION STREET PARKING - SECTIONS CC & DD

Sources: NYS Orthoimagery 2023, Suffolk County GIS 2025
Scale: 1 inch equals 50 feet



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Parking