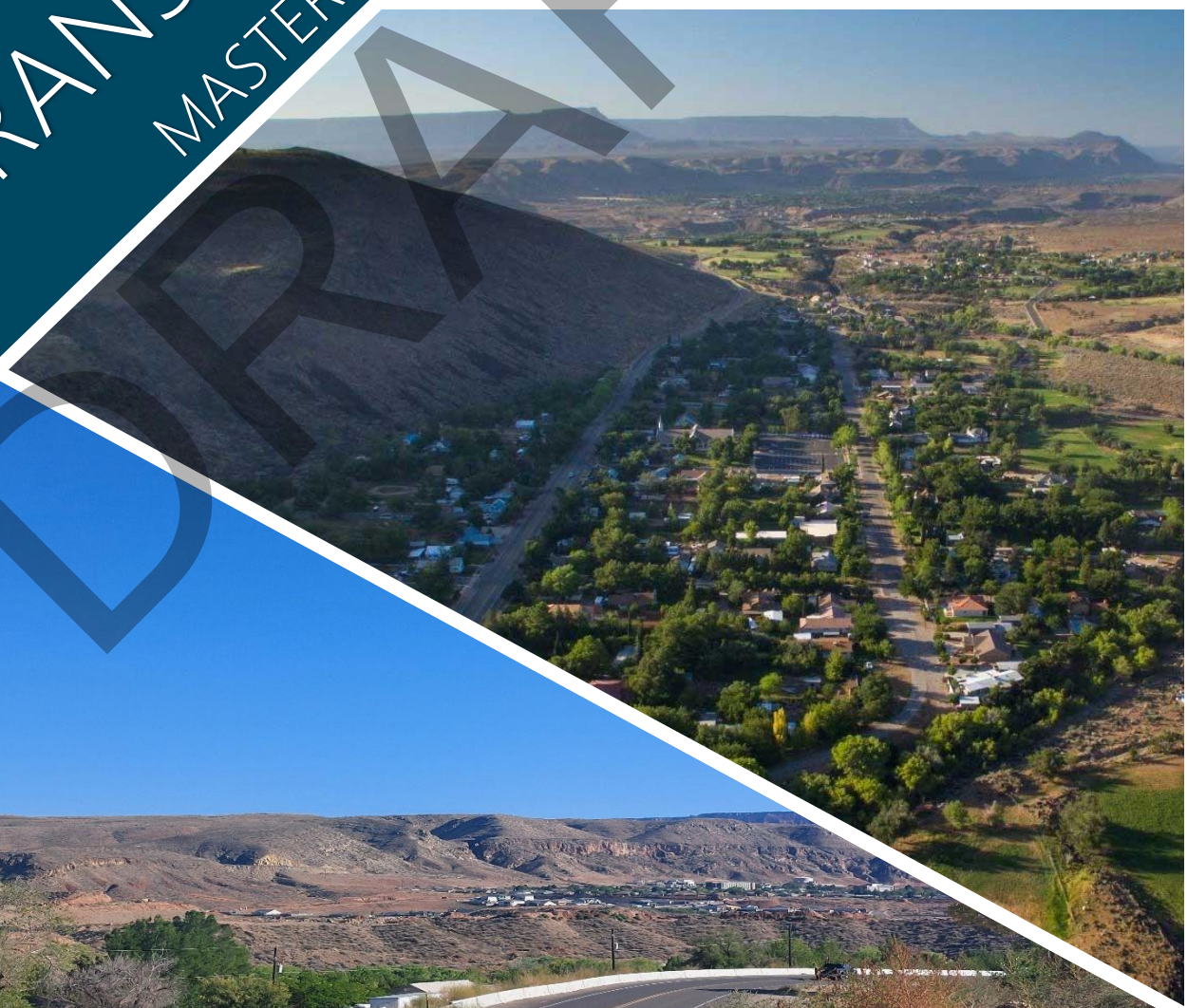
TRANSPORTATION
MASTER PLAN 2026

TOQUERVILLE CITY
EST. 1858



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Sunrise Engineering Completed this Transportation Master Plan in Collaboration with the following stakeholders:

Toquerville City

Utah Department of Transportation (UDOT)

This study reflects input and coordination of these partners throughout data collection, travel demand modeling, future land use planning, and capital improvement project planning

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EXECUTIVE SUMMARY

To be included in Final Draft

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GLOSSARY OF TERMS

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ACS	American Community Survey
ADT	Average Daily Traffic
AOG	Association of Governments
CIB	Utah Permanent Community Impact Fund Board (Community Impact Board)
CIP	Capital Improvement Program
CRP	County Road Program (Utah state transportation funding program)
DMPO	Dixie Metropolitan Planning Organization
FHWA	Federal Highway Administration
GIS	Geographic Information System
HCM	Highway Capacity Manual
HSIP	Highway Safety Improvement Program
IFFP	Impact Fee Facilities Plan
ISD	Intersection Sight Distance
ITE	Institute of Transportation Engineers
LOS	Level of Service
MP	Milepost
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
PDO	Property Damage Only (crash severity category)
RAISE	Rebuilding American Infrastructure with Sustainability and Equity (USDOT discretionary grant program)
RIRO	Right-In/Right-Out (access restriction)
ROW	Right-of-Way

RTDM	Regional Travel Demand Model
SRTS	Safe Routes to School
SS4A	Safe Streets and Roads for All (USDOT program)
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
TA/TAP	Transportation Alternatives / Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TDM	Travel Demand Model
TIP	Transportation Improvement Program (regional programming document)
TIP/STIP	References to the regional TIP and the statewide STIP together
TIS	Traffic Impact Study
TMP	Transportation Master Plan
TRB	Transportation Research Board
TUF	Transportation Utility Fee
UDOT	Utah Department of Transportation
USTDM	Utah Statewide Travel Demand Model

INTRODUCTION

Toquerville City, located in Washington County, Utah, is a historic residential community with a small-town character and a transportation system shaped by unique local constraints and regional travel demands. Toquerville's street network includes a traditional local grid in the historic core, with additional streets that follow terrain and drainage corridors. Local connectivity is influenced by topography and limited creek crossings, and Ash Creek in particular constrains east–west travel across the community. In addition to local circulation needs, Toquerville's proximity to Zion National Park and surrounding recreation destinations contributes to visitor traffic patterns that can be disproportionate to the city's size, creating both opportunities and challenges for maintaining mobility, safety, and neighborhood livability.

Toquerville's roadway system is also defined by UDOT facilities and jurisdictional coordination needs. Highway 17 (Toquerville Blvd) is under UDOT jurisdiction and serves as a principal corridor through the city, connecting residents and visitors to local destinations and regional routes. As growth continues within the community and the surrounding area, Toquerville seeks to preserve its character while planning for safe, reliable access for residents, emergency services, and visitors.

This Transportation Master Plan (TMP) is a strategic, implementable guide for Toquerville's transportation decisions and investments over the planning horizon. It documents existing conditions and constraints, identifies future needs, and provides a practical set of tools the City can use to

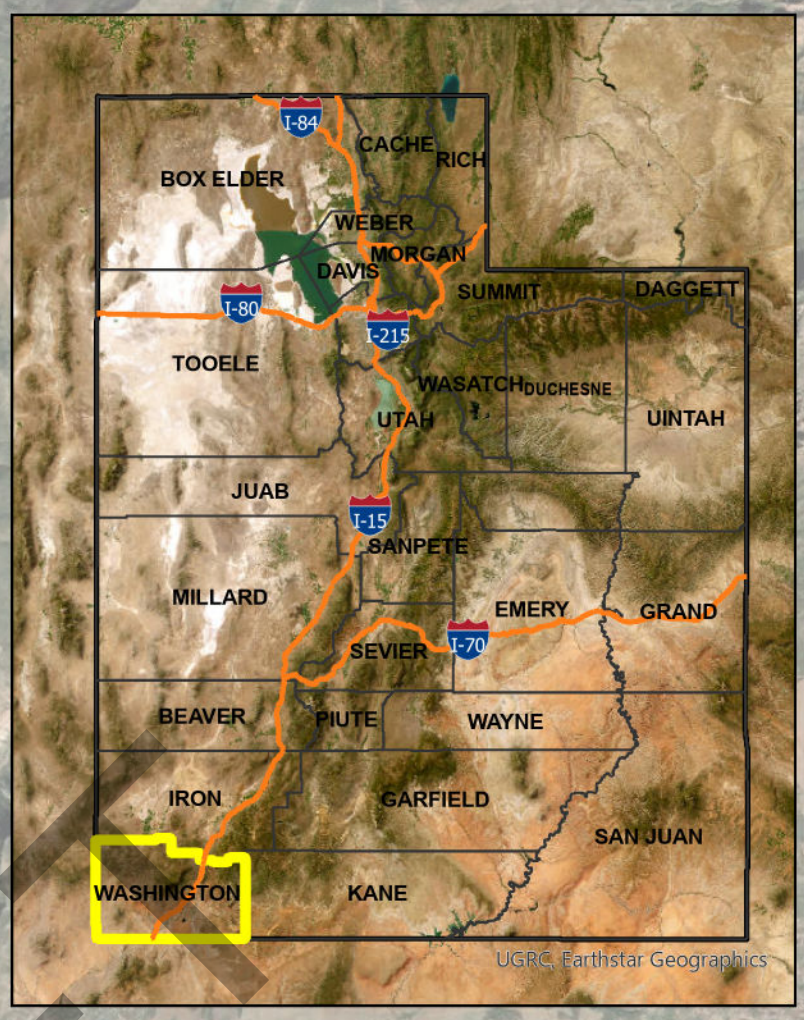
- Prioritize and budget for improvements,
- Coordinate effectively with UDOT and other partners, and
- Ensure new development contributes to a connected, safe, and maintainable transportation system.

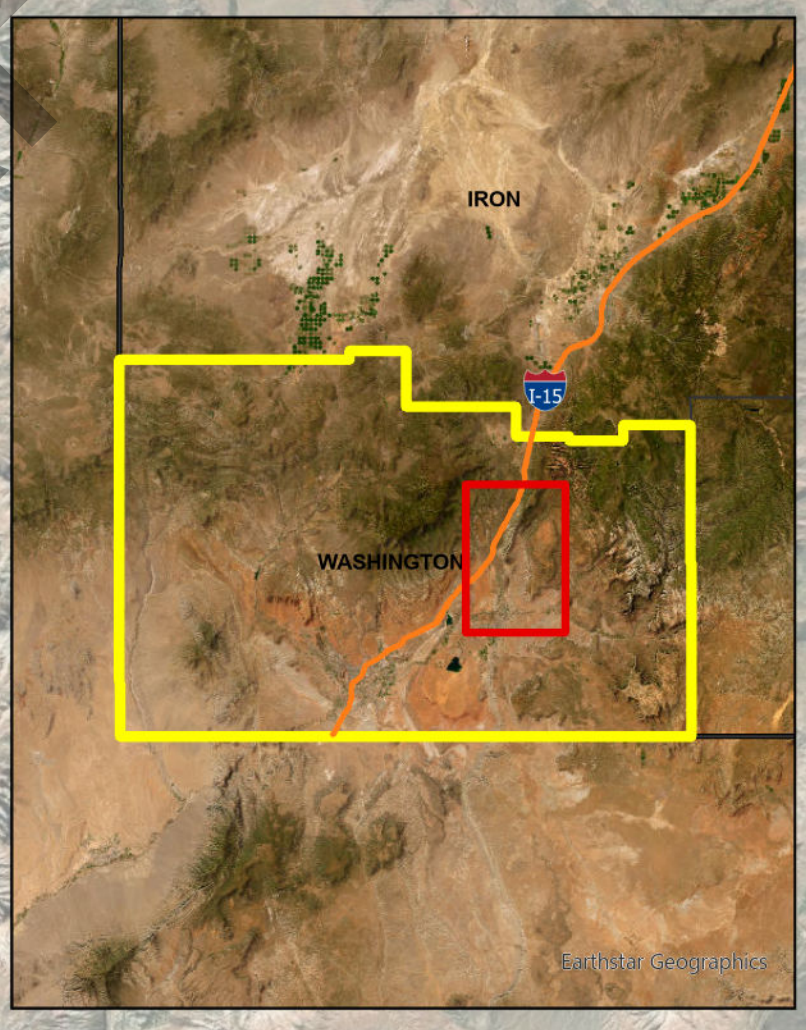
Consistent with Toquerville's adopted planning direction, the TMP is intended to help the city guide a path forward in addressing transportation challenges and continuing improvements to the transportation system.

The TMP is organized to support day-to-day decision-making as well as long-range planning. It includes a roadway network baseline (functional classification, controls, and key operating characteristics), a planning-level evaluation of safety and operations needs, and an implementation framework that aligns recommended capital projects and policies with realistic funding and phasing. The TMP also addresses active transportation connectivity and accessibility, recognizing the City's goals to link neighborhoods and community destinations through a connected network over time.

Figure 1 shows an overview map of Toquerville City.

TOQUERVILLE | OVERVIEW





LEGEND

- INTERSTATE
- ROADS
- MUNICIPAL BOUNDARY
- WASHINGTON COUNTY
- ANNEXATION BOUNDARY

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Previous Planning Efforts

The following planning studies, technical analyses, and regional initiatives have influenced transportation decisions in Toquerville and the surrounding area. Together, they provide policy direction, growth assumptions, and corridor-level context that help Toquerville align local priorities with state and regional partners while keeping improvements consistent with the City's vision.

Toquerville City General Plan (2023)

The General Plan establishes Toquerville's long-range vision for growth, land use, and community character, and it provides the policy foundation for transportation decisions. It guides how Toquerville evaluates street connectivity, neighborhood access, walkability, and context-sensitive design so that future roadway and active transportation improvements support the City's desired development pattern and quality of life. It also frames Toquerville's need to balance local mobility with the regional role of SR-17 through the community.

Washington County Transportation Master Plan (2022)

Washington County's transportation planning informs how regional growth and travel patterns will affect Toquerville, particularly along north–south routes and key connections between communities. County-level planning helps Toquerville coordinate on corridor preservation, future roadway connections at the city edge, and regional trail continuity so local projects fit into broader county priorities and do not create gaps or conflicts at jurisdictional boundaries.

SR-17 Corridor Study (UDOT Region 4, 2021)

The SR-17 corridor study evaluates safety, operations, and multimodal needs along Toquerville's primary state route. This work affects Toquerville by shaping expectations for access management, intersection and turning improvements, pedestrian crossing concepts, and long-term corridor function. It also supports coordinated implementation between the City and UDOT when development or traffic growth triggers the need for operational or safety upgrades.

Hurricane-La Verkin-Toquerville Active Transportation Plan (Five County AOG, 2021)

This regional active transportation plan affects Toquerville by identifying how local sidewalks, sidepaths, and trails can connect to neighboring communities and regional destinations. It helps Toquerville prioritize active transportation segments that close gaps, improve safe crossings of major roadways, and support a connected system that serves both local trips and regional recreation/tourism travel.

Firelight MPDO Transportation Plan (2023)

The Firelight MPDO transportation planning affects Toquerville by outlining a future local and collector street network, access strategy, and circulation concepts tied to a major growth area. It informs the

City's decisions about where future connections should occur, what roadway standards may be appropriate, and which off-site improvements may be needed over time to maintain safety and acceptable operations on Old Church Road, SR-17, and other connecting facilities.

Five County AOG Regional Mobility Study (2024)

Regional mobility planning affects Toquerville by identifying broader needs and strategies for serving residents and visitors through coordinated mobility options, including transit partnerships, shared services, and access to regional destinations. This work helps Toquerville understand where non-auto options may be feasible or beneficial over time and where local infrastructure (such as safe walking connections, stops, and crossings) can support future regional mobility improvements.

Zion Regional Transit Feasibility Study (2022)

Zion-area transit feasibility efforts affect Toquerville because SR-17 functions as part of the regional approach to Zion National Park and nearby recreation destinations. Transit and shuttle planning helps Toquerville consider how seasonal visitor travel may influence local congestion and safety, where park-and-ride or shuttle stops could be appropriate, and what pedestrian access improvements might be needed if regional service expands.

Utah Unified Transportation Plan (2023-2050)

The statewide Unified Transportation Plan affects Toquerville by establishing long-range priorities and investment strategies for Utah's transportation system, including state routes, multimodal networks, and funding programs. It provides a statewide framework that helps Toquerville coordinate corridor preservation, plan for future needs on state facilities, and position local projects to be competitive and consistent with statewide objectives.

Utah Moves Transportation Survey (2023)

Utah's household travel survey affects Toquerville indirectly by providing updated statewide travel behavior data used in regional and statewide forecasting. It improves the reliability of growth and travel assumptions that underpin long-range planning, which helps Toquerville evaluate future needs for roadway operations, safety, and multimodal infrastructure in a defensible way.

Key Components of the Survey:

- **Core Household Travel Survey:** This segment collected detailed information on daily travel patterns from over 9,799 households, encompassing more than 25,000 individuals. Participants recorded their travel activities for at least one weekday, providing insights into trip purposes, modes of transportation, and travel times.
- **University Student Travel Survey:** Targeting the travel behaviors of college and university students, this component involved over 1,300 participants from eight higher education

institutions statewide. The data helps understand the unique travel needs and patterns of the student population.

- **Supplemental and Long-Distance Travel Survey:** Following the core survey, an additional 3,250 respondents provided information on long-distance travel and attitudinal factors influencing their transportation choices. This aspect of the survey aimed to capture travel behaviors beyond daily commutes, including intercity and interstate trips.

Purpose and Utilization:

The collected data serves multiple purposes:

- **Transportation Modeling:** Enhances the accuracy of travel demand models used by state and regional planning agencies.
- **Policy Development:** Informs policymakers about current travel behaviors, aiding in the creation of effective transportation policies.
- **Infrastructure Planning:** Assists in identifying areas requiring infrastructure improvements or new developments to meet residents' needs.

By understanding the travel habits and preferences of Utah's residents, the survey supports the development of a transportation system that is efficient, sustainable, and responsive to the community's needs.

Utah Trail Network

The **Utah Trail Network** is a statewide initiative led by the Utah Department of Transportation (UDOT) to develop an interconnected system of paved trails, enhancing active transportation options for residents and visitors. In May 2024, UDOT announced nearly $95 million in inaugural funding to construct and plan approximately 60 miles of new paved trails across Utah.

Key Objectives of the Utah Trail Network:

- **Connectivity:** Link communities, destinations, and existing trail systems to provide seamless routes for non-motorized travel.
- **Accessibility:** Ensure trails are usable by individuals of all ages and abilities, promoting inclusiveness.
- **Safety:** Design trails to offer secure pathways for pedestrians and cyclists, separate from vehicular traffic.

UDOT aims to create a comprehensive network of paved trails that integrate with existing infrastructure, fostering sustainable transportation and recreational opportunities statewide. The initiative emphasizes collaboration with local communities and planning organizations to ensure the network meets diverse regional needs.

PLANNING INPUTS

Toquerville's transportation needs are closely tied to where growth occurs, the types of land uses that are planned or allowed, and how population and employment patterns change over time. This plan uses the best available local planning documents and socioeconomic information to establish a consistent baseline for evaluating future transportation needs. These inputs are intended to support planning-level decisions about corridors, connections, and system priorities. Because land use planning is dynamic, the assumptions reflected here should be refined as individual projects advance, particularly when evaluating site access, intersection operations, and localized roadway improvements.

ZONING AND LAND USE PLANNING

Zoning and land use planning help explain where trips begin and end, where future demand is likely to increase, and what types of transportation improvements are most appropriate in different parts of the city. For this plan, Toquerville's current zoning map in Figure 2, future zoning map in Figure 3, and current land use map in Figure 3 are used together to identify likely growth areas, understand existing and planned development patterns, and evaluate how the transportation network should evolve while preserving Toquerville's character.

The current zoning map in Figure 2 reflects Toquerville's rural setting and existing regulatory framework. Much of the city remains in larger-lot agricultural and residential districts, while smaller areas of business/commercial zoning and master planned development overlay areas are concentrated near the existing developed corridor and key growth areas. The future zoning map in Figure 3 helps show where the City anticipates additional residential growth, commercial activity, and planned development that may increase demand on specific corridors, intersections, and access points over time.

The current land use map in Figure 3 complements the zoning maps by showing how land is used today across the city. It illustrates the relationship between existing residential areas, commercial activity, planned development areas, and the large amount of open space/agricultural land that still defines much of Toquerville's setting. This existing pattern is important for transportation planning because it helps explain where travel is already concentrated, where connectivity gaps may exist, and where future growth is most likely to place added pressure on a limited number of corridors and intersections—particularly along SR-17 and the collector network.

Together, these maps help the City:

- Understand where growth and travel demand are most likely to increase,
- Identify where additional roadway connections may improve circulation, emergency response, and access management,

- Anticipate where turning movements, crossings, and active transportation demand are likely to increase, and
- Prioritize improvements that support growth while remaining consistent with Toquerville's desired character and development pattern.

As zoning, development proposals, and infrastructure plans evolve, the City can use these figures as a guide for system-level planning while confirming site-specific needs through project scoping, traffic studies, and coordination with UDOT and other partner agencies.

TOQUERVILLE | ZONING

LEGEND

MUNICIPAL BOUNDARY

ZONING DISTRICTS

DESCRIPTION

- AGRICULTURAL
- BUSINESS AND MANUFACTURING
- HIGHWAY COMMERCIAL
- NEIGHBORHOOD COMMERCIAL
- R-1-12 SINGLE-FAMILY RESIDENTIAL (12,000 SQ. FT. MINIMUM LOT SIZE)
- R-1-15 SINGLE-FAMILY RESIDENTIAL (15,000 SQ. FT. MINIMUM LOT SIZE)
- R-1-20 SINGLE-FAMILY RESIDENTIAL (20,000 SQ. FT. MINIMUM LOT SIZE)
- MULTIPLE USE
- MASTER PLANNED DEVELOPMENT OVERLAY
- EXTRACTION INDUSTRIES OVERLAY
- ANNEXATION BOUNDARY

0 0.5 1 Miles

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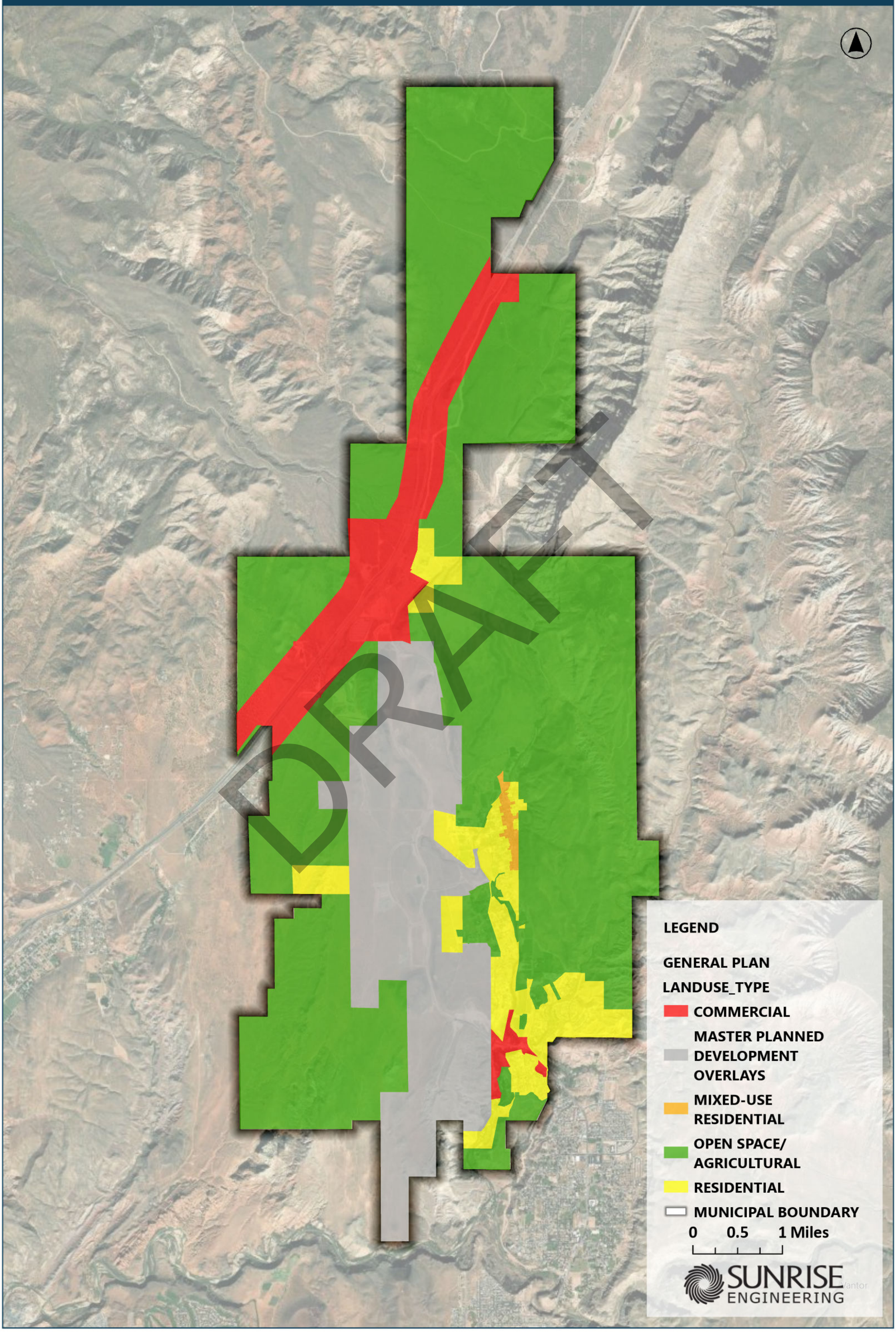
Figure x: Future Zoning Map

Finalizing Exhibit

TOQUERVILLE | LAND USE



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Socioeconomic Data

Socioeconomic data provides a baseline for understanding travel demand today and how it may change in the future. According to the 2023 American Community Survey (ACS) 5-Year Estimates, Toquerville had a population of approximately 2,120 residents, a median age of 37.5, and a median household income of approximately $91,818. Between 2022 and 2023, Toquerville's population increased from about 2,034 to 2,115 (approximately 3.98%), and median household income increased from about $87,344 to $91,818 (approximately 5.12%). These trends reflect steady growth over time and reinforce the need for a transportation network that can adapt as travel demand increases.

For this plan, socioeconomic inputs are used alongside the zoning and land use planning maps to support planning-level forecasting and to help the City prioritize improvements in a way that is proportional, implementable, and consistent with Toquerville's desired growth pattern. As growth occurs, Toquerville can use these baseline measures, together with updated development information and regional model outputs, to refine project timing, confirm corridor and intersection needs, and ensure that improvements preserve safety, mobility, and the community character residents value.

CONTEXT & NETWORK BASELINE

This section documents Toquerville's roadway network baseline and the key characteristics the city uses to guide planning and coordination. It summarizes the functional classification framework (including the City's roadway classifications and mapped existing and future designations), the overall roadway network structure, intersection control patterns, posted speed limits, and the typical cross-sections Toquerville applies for planning and design. Together, these elements establish how the network functions today and how it is intended to function as planned connections are implemented over time.

FUNCTIONAL CLASSIFICATION

In any transportation roadway network, there are two primary functions of roads: mobility and access. As described by the Federal Highway Administration (FHWA), the ideal roadway mobility function provides few opportunities for entry and exit to a roadway and therefore low travel friction from vehicle access/egress. The ideal roadway accessibility function provides many opportunities for entry and exit, which creates potentially higher friction from vehicle access/egress. Each roadway functional classification is intended to serve some level of accessibility and mobility. On the extreme end of mobility are arterial roadways, which restrict direct access to prioritize the efficient movement of vehicles. On the extreme end of accessibility are local roadways, which prioritize access and provide less efficient movement. In between arterials and locals are collectors, which balance access and mobility and provide circulation and connection between arterial and local roadways. Figure 4 represents the mobility and access relationship.

TOQUERVILLE ROADWAY CLASSIFICATIONS

Each roadway classification described below plays a unique role in Toquerville's overall transportation network. For the purposes of this TMP, classifications are determined based on roadway function, number of lanes, and total right-of-way (ROW). These classifications help guide the selection of appropriate cross-sections, support long-range capacity planning, and ensure consistency with the City's long-range planning direction. Figure 5 and Figure 6 illustrate the existing and future roadway functional classifications, which include Interstate (I-15), Minor Arterial, Major Collector, Minor Collector, and Local Streets.

Interstate (1-15)- I-15 is a UDOT-managed freeway and the primary regional mobility facility affecting travel to and from Toquerville. While outside City jurisdiction, it strongly influences regional access patterns, freight movement, and the location of higher-volume interchanges and routes that feed traffic toward SR-17 and the city.

Minor Arterial- Minor arterials serve longer trips and provide the primary citywide/regional connections. They carry higher volumes, require more careful access management, and often drive the need for

intersection upgrades and pedestrian crossing treatments as traffic grows. In Toquerville, the **Minor Arterials** are **SR-17 / Toquerville Boulevard (Hwy 17) and Toquerville Bypass.** These corridors function as the community's primary "through" routes—supporting regional traffic and visitor travel while also providing access to local destinations. Because they serve both roles, maintaining safety and managing access are ongoing priorities.

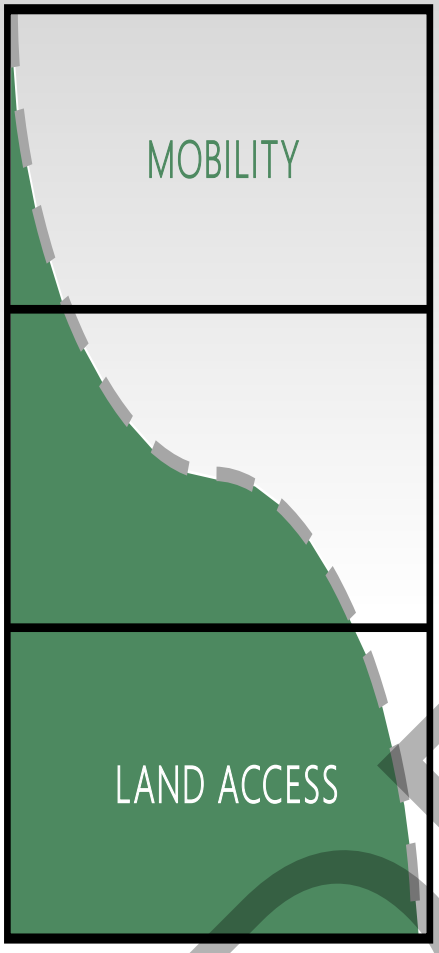


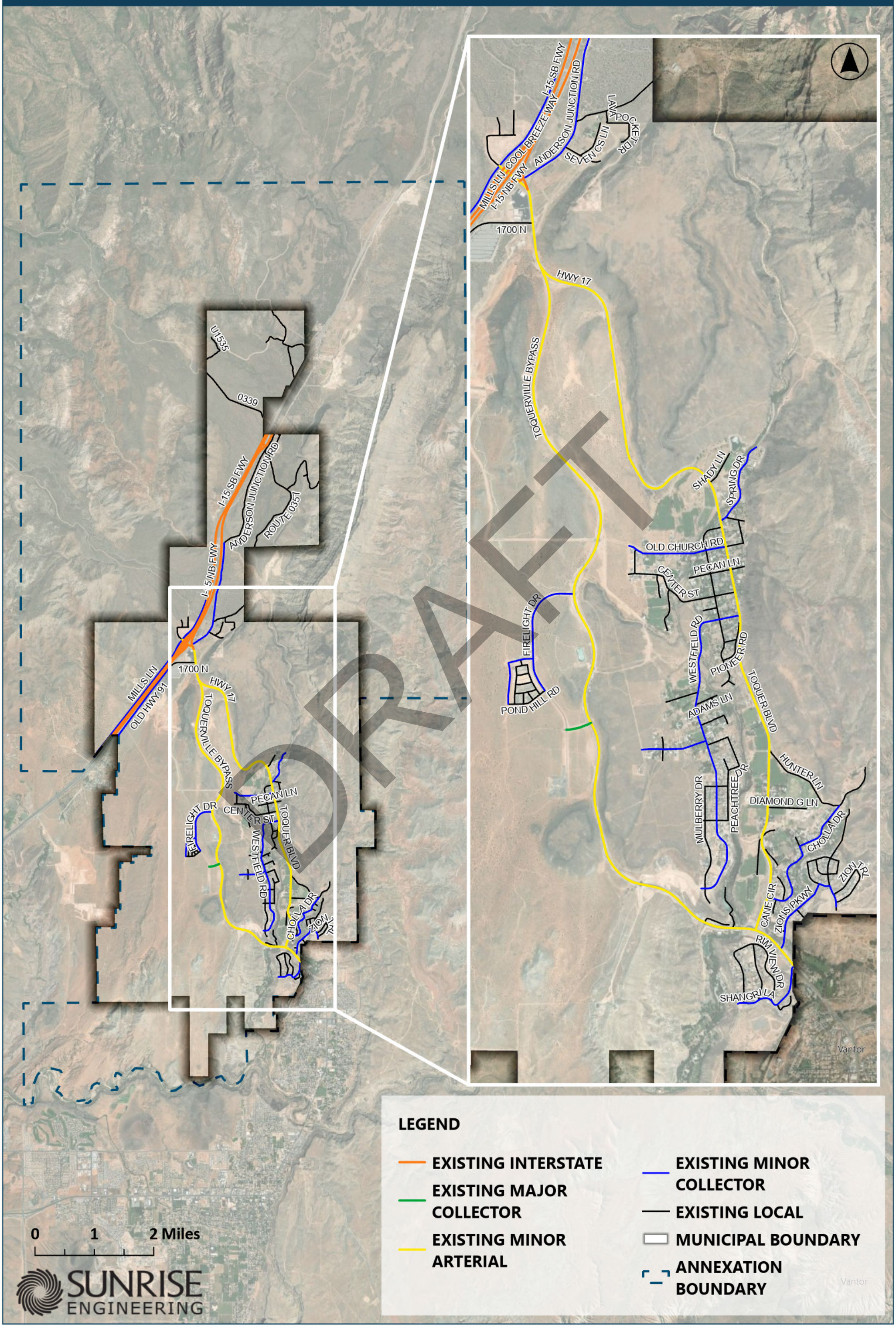
FIGURE 4: MOBILITY/ACCESS RELATIONSHIP

Major Collector- Major collectors distribute traffic across larger portions of the city and connect neighborhoods and activity areas to the arterial system. They are typically where the city expects more continuous multimodal accommodations over time (sidewalk/sidepath continuity, safer crossings, and intersection spacing that supports both access and corridor operations). The primary Major Collector is Old Church Rd (connection between the west-side neighborhood area and SR-17/Toquerville Blvd). In the future functional classification, additional future major collector corridors are identified (shown as future major collector alignments) to support growth areas and reduce reliance on a small number of access points to SR-17.

Minor Collector- Minor collectors connect local streets to major collectors and arterials and provide key internal circulation routes. They carry more through movement than local streets but still accommodate regular driveway and intersection access. In Toquerville, they are particularly important for linking neighborhoods to SR-17, distributing traffic away from single access routes, and supporting the City's future connectivity goals. As shown on the future functional classification map additional future minor collectors are planned in developing areas (shown as future minor collector alignments) to create a more connected system, improve emergency response routing, and reduce out-of-direction travel.

Local- Local streets make up most of Toquerville's network. They provide direct access to adjacent homes and properties, support low-speed neighborhood travel, and are not intended to carry high volumes of through traffic. Local streets are essential to Toquerville's community character and become most effective when they connect well enough to distribute short local trips without forcing everything onto the collectors and SR-17.

TOQUERVILLE | EXISTING FUNCTIONAL CLASSIFICATION



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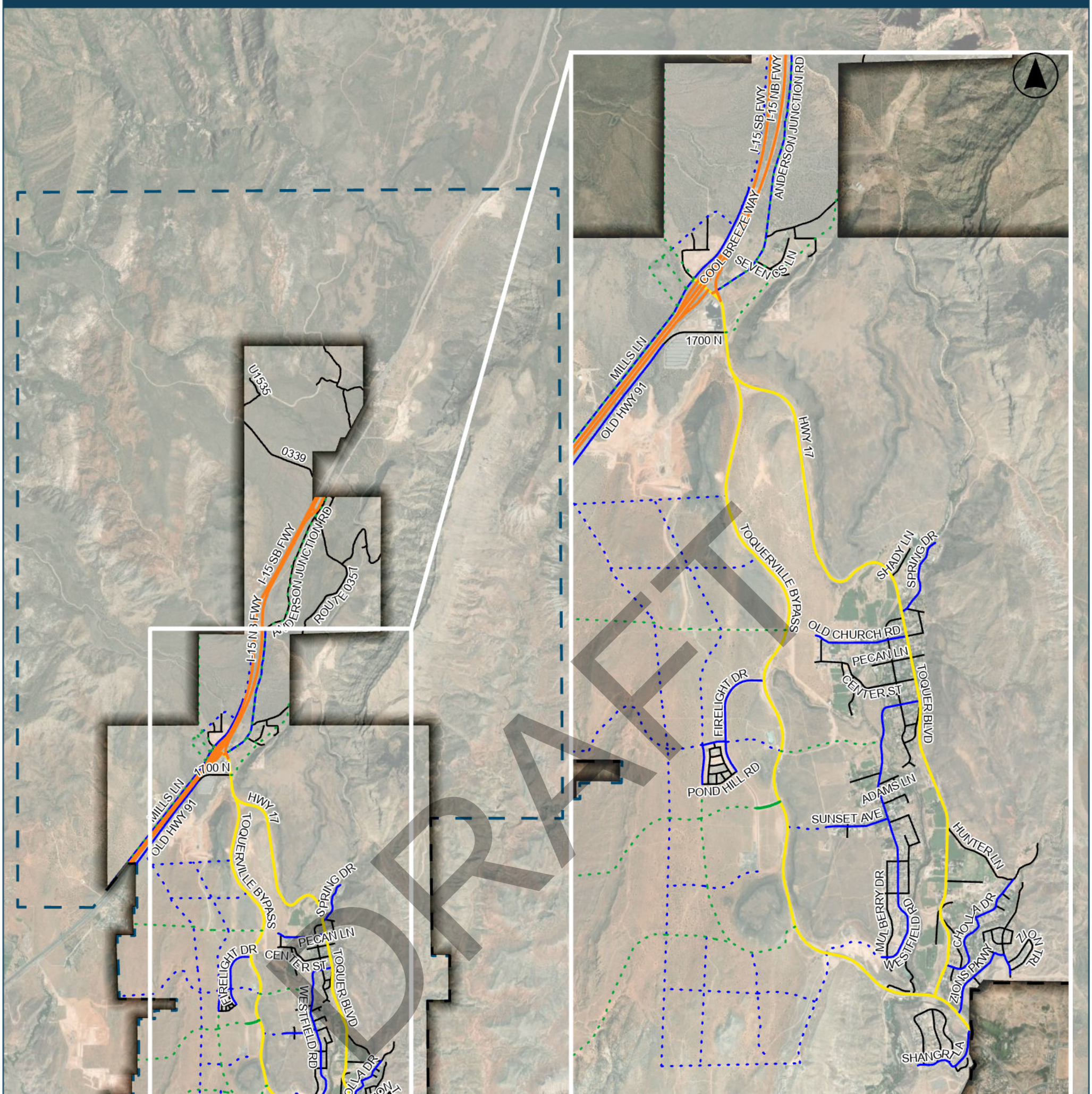
TOQUERVILLE | FUTURE FUNCTIONAL CLASSIFICATION



DRAFT

LEGEND

- MUNICIPAL BOUNDARY
- ANNEXATION BOUNDARY

ROADS

- EXISTING INTERSTATE
- MAJOR COLLECTOR, EXISTING ROAD
- MAJOR COLLECTOR, FUTURE ROAD
- MINOR ARTERIAL, EXISTING ROAD
- MINOR COLLECTOR, EXISTING ROAD
- MINOR COLLECTOR, FUTURE
- LOCAL, EXISTING ROAD

0 1 2 Miles

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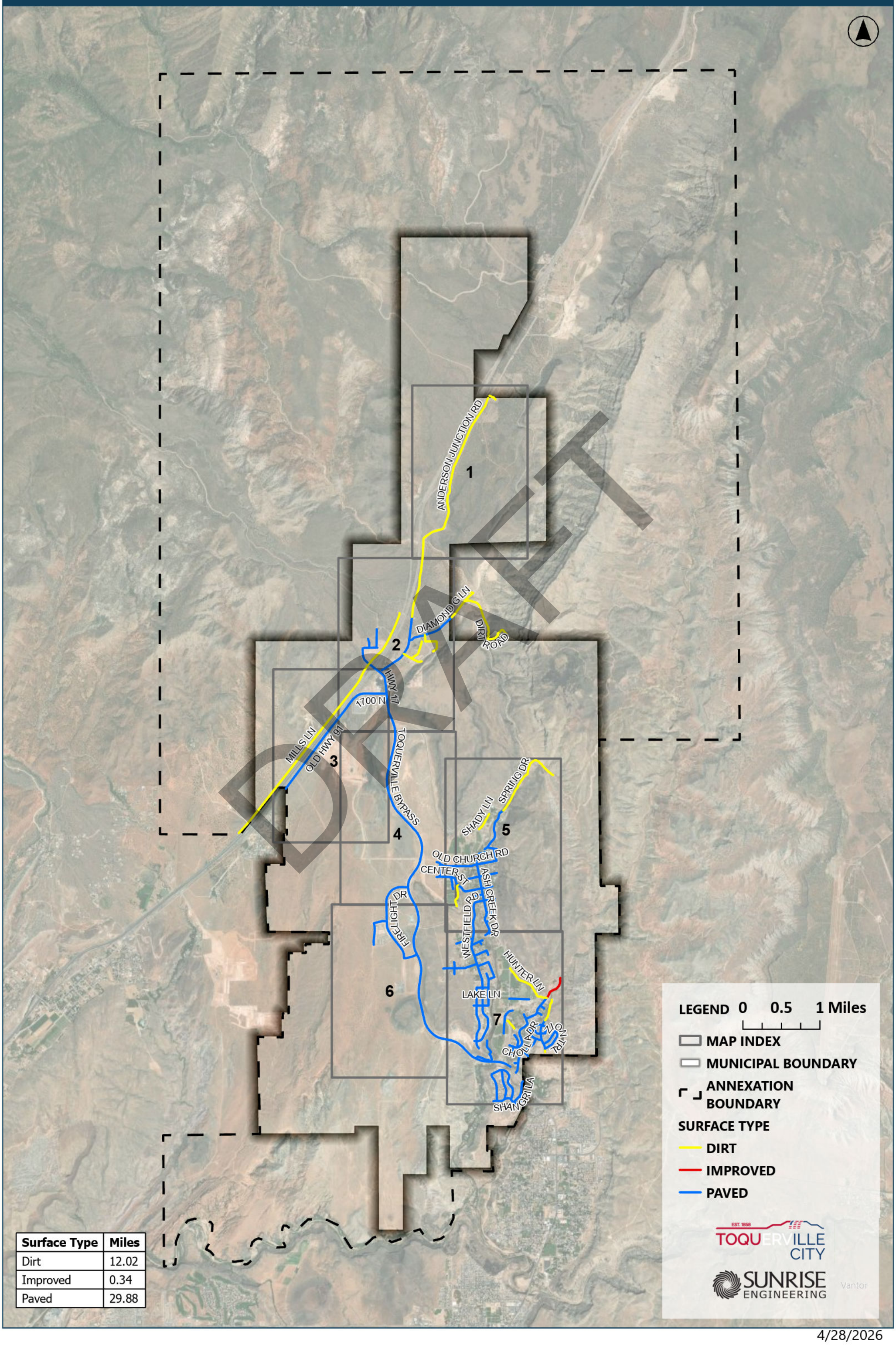
Roadway Ownership, Maintenance Responsibility, and Class C System Baseline

Toquerville's roadway network includes City-maintained streets and UDOT facilities (most notably SR-17 and I-15). Because roadway responsibilities differ by jurisdiction, the TMP documents a maintained-system baseline to support consistent planning, budgeting, and coordination as development occurs and as roadways are improved over time. This baseline helps City staff and decision-makers understand which roadways are typically maintained by the City versus those that require coordination with UDOT or other partner agencies.

To support that baseline, Toquerville's Class C map series documents the City roadway system inventory and roadway surface type (paved versus unpaved) where applicable. The Class C map index is provided in Figure 7 to help users locate the appropriate map sheet for a given area. The full Class C map sheet series is included in Appendix A for detailed segment lookup and reference. These exhibits are intended for planning and coordination purposes and provide a consistent reference for future TMP updates. They do not replace project-level field verification during design, construction, or permitting.

TOQUERVILLE CITY | CLASS C MAP OVERVIEW GRID



Surface Type	Miles
Dirt	12.02
Improved	0.34
Paved	29.88

4/28/2026

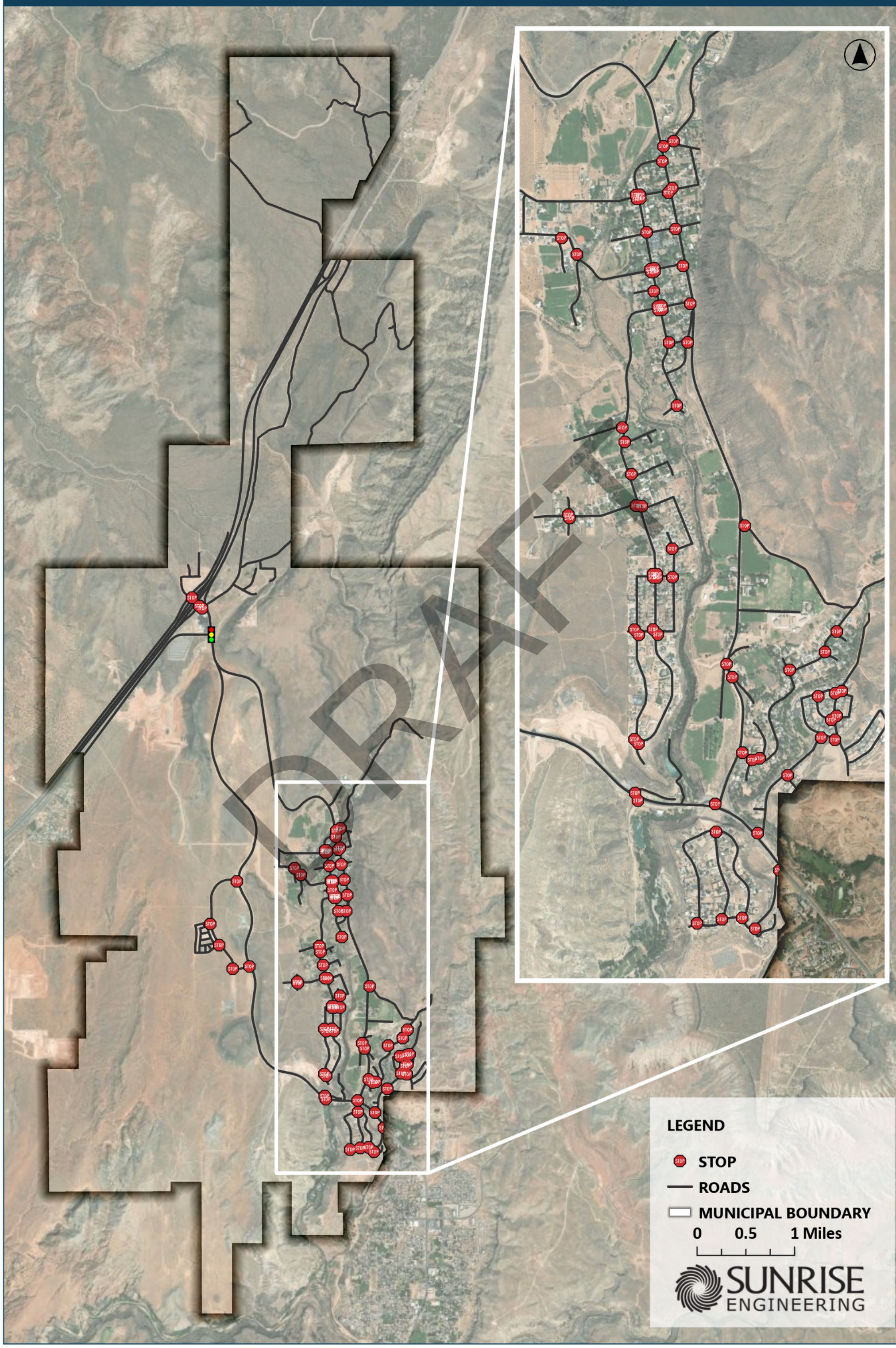
Intersection Control Overview

Toquerville's intersection control patterns reflect a community network that is largely stop-controlled at local street junctions and at side-street approaches to higher-order roads. Figure 8 summarizes existing intersection control and signing conditions across the City, including where stop and yield control are present and where key traffic control decisions influence operations and safety. This baseline helps Toquerville identify locations where additional evaluation may be warranted as traffic patterns change, development adds new access, or future roadway connections shift turning movements.

This figure is included to support several TMP implementation needs by:

- Helping Toquerville confirm where local street operations rely on stop/yield control at connections to SR-17/Toquerville Boulevard and other higher-order streets, locations where delay, queuing, and conflict potential can emerge as volumes grow and new development adds turning movements.
- Providing a coordination tool to clarify where changes to signing, pavement markings, or intersection geometry would require involvement from UDOT (and other partner agencies where applicable) based on roadway jurisdiction and control.
- Helping the City screen where low-cost operational and safety improvements (e.g., signing/marking upgrades, sight distance maintenance, access channelization, turn restrictions, or minor geometric refinements) may be appropriate in the near term without assuming major reconstruction.

TOQUERVILLE | INTERSECTION CONTROL TYPE



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Speed Limit Overview

Posted speed limits provide a practical snapshot of how Toquerville's streets are intended to operate and what users should expect by roadway type and setting. The speed limit map is shown in Figure 9. In general, neighborhood streets operate at lower posted speeds consistent with access and livability, while SR-17/Toquerville Boulevard and other higher-order corridors include higher posted speeds consistent with their mobility role. This context supports safety evaluation and helps Toquerville focus speed management and crossing improvements where roadway context and activity levels create higher risk.

TOQUERVILLE | SPEED LIMITS

Anderson Junction

Toquervil

S Toquerville Blvd

15

17

17

LEGEND

SPEED LIMIT MPH

- 25
- 35
- 40
- 50
- 60
- 80

MUNICIPAL BOUNDARY

ANNEXATION BOUNDARY

0 0.5 1 Miles

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3/30/2026

Typical Cross-Section Review

Toquerville has adopted typical cross-sections which are used throughout the city. The detailed cross-sections can be viewed in **Appendix B**. The typical cross-section number of lanes and ROW are included in Table 1 .

TABLE 1: TYPICAL CROSS-SECTIONS

Functional Classification	Number of Lanes	Right of Way Width (ft.)
Res. Local	2	43
Local	2	57
Minor Collector	2-3	72
Major Collector	2-4	78
Minor Arterial	3-5	96

These typical sections are a planning tool to keep roadway designs consistent with function and context and to provide clear expectations for future projects and development-related improvements. Proper access management standards should be applied based on functional class to help achieve intended safety and capacity outcomes. As Toquerville grows, the city will continue to revisit cross-sections during project scoping to confirm they remain appropriate for corridor context, right-of-way constraints, drainage/topography, and multimodal needs. Refer to Figure 5 and Figure 6 for the mapped existing and future functional class roadway network.

ROADWAY NETWORK ANALYSIS

Regional transportation planning in Utah is a collaborative effort between state, county, and local agencies. To support consistent forecasting across jurisdictions, regional travel demand models are maintained and updated using the best available data. This Roadway Network Analysis section documents Toquerville's approach to evaluating existing and future roadway and intersection operations, including the use of travel demand modeling, functional classification context, and capacity screening through Level of Service (LOS). The intent is to provide a clear, planning-level basis for identifying where operational sensitivity may emerge over time so Toquerville can prioritize practical, implementable improvements and coordinate effectively with partner agencies.

TRAFFIC DEMAND MODELING

Toquerville's forecasting relies on the Dixie Metropolitan Planning Organization (DMPO) Regional Travel Demand Model (RTDM), developed using CUBE Voyager. The RTDM was utilized as the base model to establish traffic volumes representing existing conditions and to project future conditions for horizon years 2030, 2035, and 2045 (approximately 5-year, 10-year, and 20-year planning horizons). All model values and projections reflect the most current data available at the time of this TMP.

Because regional models represent systemwide patterns and do not always capture localized conditions without refinement, the RTDM was adjusted and validated to better reflect Toquerville-specific conditions. The primary local adjustments included:

- Socioeconomic updates to TAZs (to align with Toquerville's current planning inputs and growth assumptions), and
- Local traffic data validation (to confirm modeled daily volumes and corridor patterns reasonably reflect observed conditions).

MODEL STRUCTURE

The DMPO RTDM operates using a traditional four-step model framework (Trip Generation, Trip Distribution, Mode Choice, and Trip Assignment) to simulate traffic flow across the network:

1. Trip Generation: Estimates trips produced and attracted within Toquerville based on land use, population, and employment data. Updated socioeconomic data, including anticipated growth trends within Toquerville and the surrounding region, were used to refine the model's trip-making assumptions.

2. Trip Distribution: Determines how trips are distributed across different locations by linking origins and destinations, representing regional travel patterns.

3. **Mode Choice:** Estimates the share of trips made by different modes (auto, walking, bicycling, transit) at a planning level.

4. **Trip Assignment:** Assigns trips to the roadway network to produce volume estimates for each roadway segment. It accounts for relative travel times and congestion effects to represent how traffic is likely to route through the system.

Model Validation Approach

The base model was validated for Toquerville using:

- **Traffic counts** collected at key locations across the city (including intersections and segments along SR-17 and the Toquerville Bypass, as well as other primary routes), and
- **Socioeconomic data** reflecting local projections and anticipated development patterns.

Because the RTDM is applied here as a planning-level tool, validation is supported through practical reasonableness checks, confirming that modeled volumes align with observed counts where available, that traffic concentrates logically on arterial and collector routes, and that forecast growth produces plausible changes given Toquerville's network and planning inputs.

Traffic Data Collection

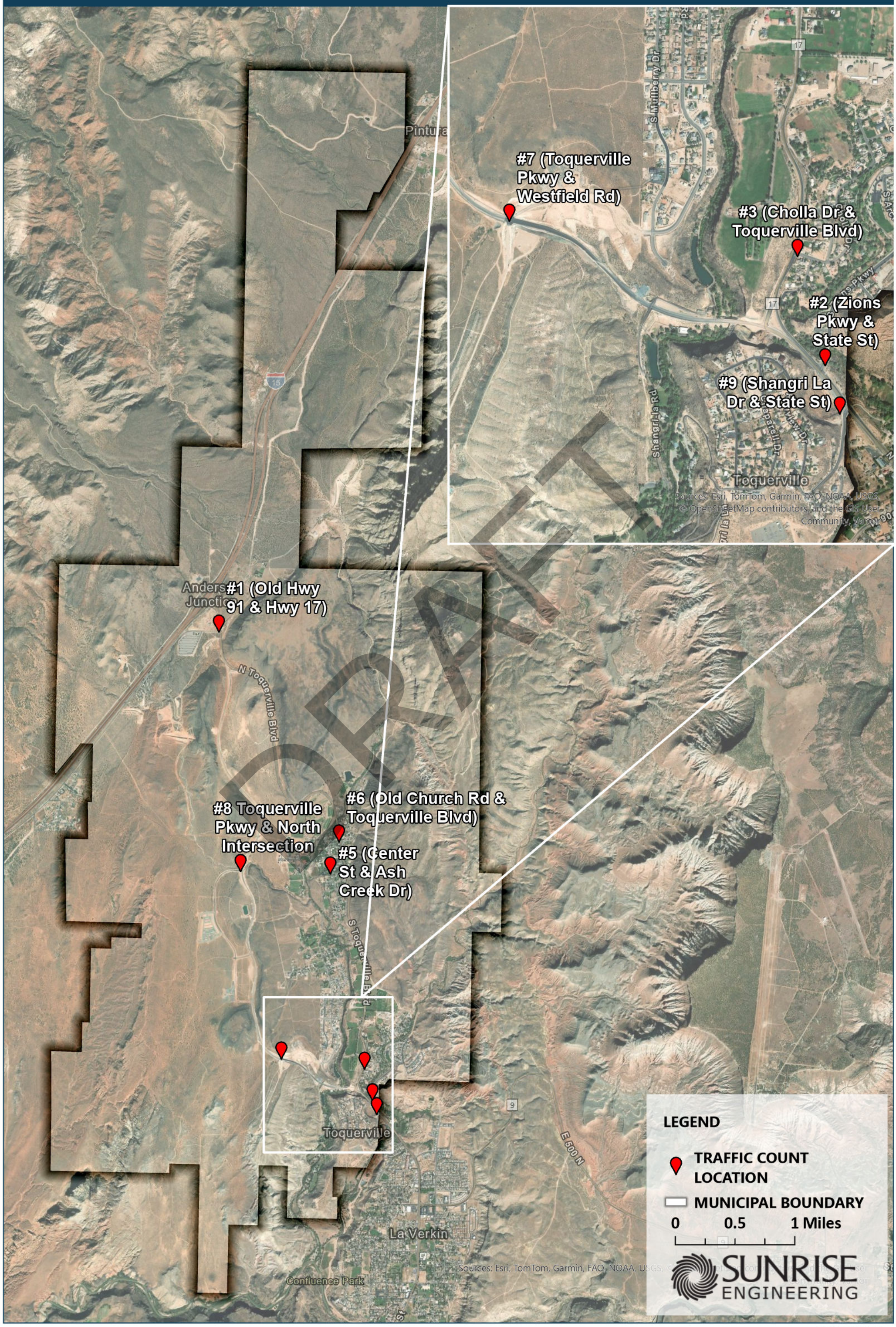
Traffic counts were compiled and collected at key locations throughout Toquerville to establish an observed baseline and to validate the RTDM's representation of existing conditions. Where available, annual average daily traffic (AADT) volumes were gathered from UDOT traffic count resources, and additional peak-hour and/or 24-hour counts were collected at select locations to better reflect conditions at the City's key corridors and junctions (including along SR-17/Toquerville Boulevard, the Toquerville Bypass, and the primary collector connections).

The traffic count locations used to support the roadway network analysis and model validation are shown in Figure 10. Detailed traffic count data, including raw count summaries and supporting worksheets for collected locations, are provided in **Appendix C**. These counts establish the baseline for:

- Existing corridor volumes and distribution patterns (where traffic concentrates and how it moves through town),
- Existing turning movement patterns at key junctions (including the relationship between dominant corridor through movements and critical side-street movements), and
- Planning-level operational and safety screening (including where delay, queuing, or conflict potential may increase as volumes grow).

Raw count summaries and supporting worksheets for collected locations are provided in the TMP appendices as applicable.

TOQUERVILLE | TRAFFIC COUNT LOCATIONS



2/10/2026

PERFORMANCE MEASURES

LEVEL OF SERVICE

Level of Service (LOS) is used to describe how well roadway segments and intersections operate. The Highway Capacity Manual (HCM) defines LOS as "a quantitative stratification of a performance measure or measures that represent quality of service." LOS ranges from A to F, with LOS A representing the best operations and LOS F representing the poorest operations. LOS should be understood as a planning and operations indicator, not a simple "pass/fail" grade.

For Toquerville, LOS D is the acceptable planning threshold. This means that LOS A through LOS D are considered acceptable for planning purposes, while LOS E and LOS F identify locations that may need closer review, monitoring, or improvement.

In general, the LOS scale is interpreted as follows:

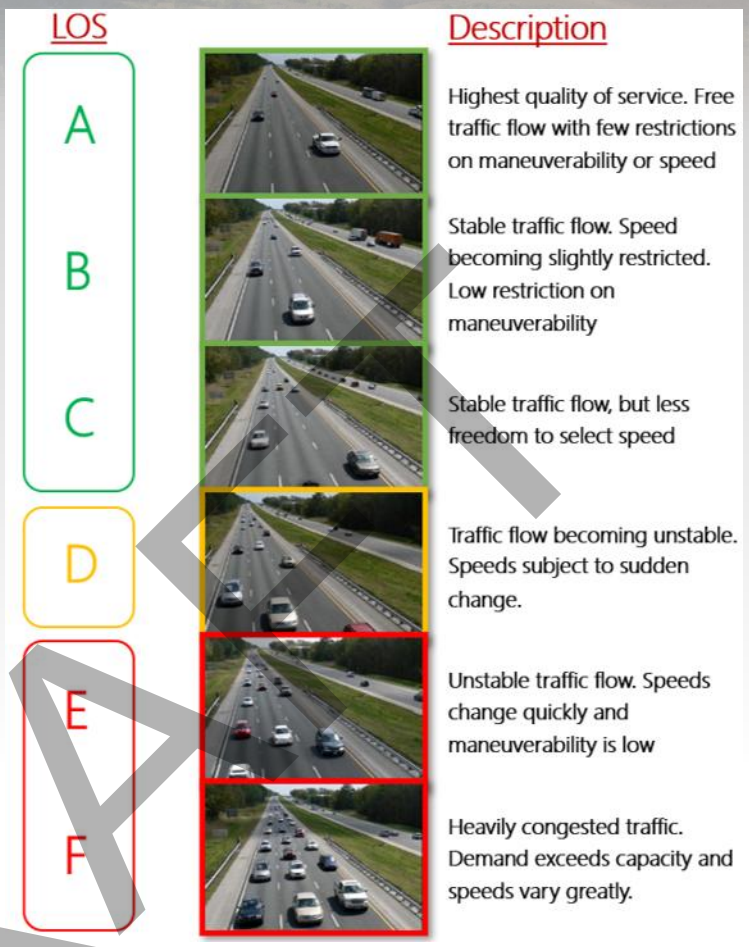


FIGURE 11: LOS REPRESENTATION

- LOS A–B: Low delay and efficient operations.
- LOS C: Stable operations with moderate delay.
- LOS D: Higher peak-period delay, but still acceptable for Toquerville.
- LOS E: Operations approaching capacity, with substantial delay and longer queues.
- LOS F: Demand exceeds capacity during the analysis period.

Using LOS D as the acceptable threshold provides a practical balance between mobility, safety, cost, community character, and constructability. This is appropriate for Toquerville's small-town and rural highway context, where traffic is concentrated on a limited number of key corridors such as SR-17/Toquerville Boulevard and the Toquerville Bypass. It also recognizes that widening or major geometric improvements may not always be feasible or desirable due to existing development, terrain, drainage, right-of-way, or community impacts.

LOS does not directly measure safety. A roadway or intersection with acceptable LOS may still need improvements where issues such as speeding, sight distance, pedestrian exposure, driveway conflicts, truck turning activity, or crash history are present.

For Toquerville, roadway segment LOS is provided as a planning-level baseline using estimated two-way ADT volumes and volume-based thresholds by functional class. This creates a consistent benchmark that can be updated as new counts are collected and as development occurs.

Color scale note Figure 11: The LOS color coding shown in this figure is grouped for quick interpretation. LOS A–B is shown as green, LOS C is shown as yellow, LOS D is shown as orange, and LOS E–F is shown as red. LOS D represents Toquerville's acceptable planning threshold. LOS E–F represents conditions approaching or exceeding capacity where monitoring or improvements may be considered.

Roadway Segment Level of Service

Roadway segment Level of Service (LOS) is used to evaluate how daily traffic volumes compare to the planning-level capacity of a roadway segment. In this TMP, segment LOS is used as a screening tool to compare corridors, identify locations that may need future monitoring, and support project prioritization.

For Toquerville, LOS D is the acceptable planning threshold. This means that roadway segments operating at LOS A through LOS D are considered acceptable for planning purposes. LOS E and LOS F indicate conditions that are approaching or exceeding capacity and may warrant additional review.

Table 2 summarizes the daily traffic volume thresholds used in this TMP. These thresholds are planning-level values based on HCM concepts, regional experience, and the intended function of each roadway classification.

TABLE 2: LEVEL OF SERVICE CAPACITY CRITERIA (VEH/DAY)

Facility Type	Lanes	LOS A-C	LOS D	LOS E	LOS F
Residential Local	2	0 – 175	176 – 250	251 – 300	>300
Local	2	0 – 1,050	1,051 – 1,500	1,501 – 1,750	>1,750
Minor Collector	2-3	0 – 4,200	4,201 – 6,000	6,000 – 6,900	>6,900
Major Collector	2-4	0 – 8,400	8,401 – 12,000	12,001 – 13,800	>13,800
Minor Arterial	3-5	0 – 17,500	17,501 – 25,000	25,001 – 28,800	28,800

Note: The upper end of each planning volume range assumes that the roadway is built with the lane configuration, access spacing, intersection control, and multimodal features appropriate for that classification. If a roadway approaches the upper threshold with a

lower-lane configuration, constrained right-of-way, frequent access, or poor intersection operations, the City may evaluate a higher classification, additional turn lanes, access management, parallel connectivity, or widening before the threshold is exceeded.

Desirable and Acceptable LOS in Toquerville

The City uses LOS D as the acceptable planning threshold, but LOS C remains desirable where it can be achieved without disproportionate cost, right-of-way impacts, or community character impacts. The following planning targets help guide how LOS is interpreted by roadway type:

- Minor Arterials — SR-17/Toquerville Boulevard and the Toquerville Bypass: LOS C is desirable and LOS D is acceptable. These corridors carry the highest share of regional and local traffic. Because SR-17 also functions as a main corridor with access, turning activity, and crossings, intersection operations may become constrained before the roadway segment reaches its daily volume threshold.
- Major Collectors — such as C Inter Street: LOS C is desirable and LOS D is acceptable. These roadways distribute traffic between neighborhoods, growth areas, and the arterial system while still supporting local access and multimodal travel.
- Minor Collectors — including Old Church Road, Westfield Road, Sunset Avenue, Mulberry Drive, Anderson Junction Road, Old Highway 91, Spring Drive, Zion Parkway, Ash Creek Drive, Chararell Drive, and Rim View Drive: LOS C is desirable and LOS D is acceptable. These roadways help connect local streets to higher-order routes and reduce reliance on SR-17 for shorter local trips.
- Local Streets: LOS B–C is desirable, with LOS D used as the upper acceptable planning threshold. If a local street approaches LOS D, the City may review whether the street is carrying unintended through traffic due to missing connections, limited parallel routes, or nearby access issues.
- I-15 and Interchange Areas: I-15 mainline LOS is not a primary local mitigation driver in this TMP. Toquerville's focus is on the city streets, approach routes, and key intersections that connect local traffic to the regional highway system.

These targets are intended to support consistent planning decisions and future TMP updates. Roadway segment LOS should not be used by itself to define project need. In Toquerville, intersections, crossings, access points, safety concerns, and multimodal needs may become the limiting factors before a roadway segment reaches its daily capacity threshold.

Intersection Level of Service

Where roadway segment LOS provides a planning-level view based on daily volume, intersection LOS evaluates how individual turning movements operate at specific junctions, typically during the AM and PM peak hours. Evaluating operations during peak hours provides a worst-case snapshot of how the

system performs when traffic demand is highest. Intersections, including major accesses, are also where delay, queuing, and conflicts typically appear first within a roadway network. Tracking intersection delay over time gives Toquerville a practical tool for identifying locations that may benefit from low-cost operational improvements or more detailed project-level evaluation.

The Highway Capacity Manual (HCM) outlines accepted methodology for defining intersection LOS at both signalized and unsignalized intersections. Table 3 summarizes the LOS delay thresholds used in this TMP. For Toquerville, LOS D is used as the standard screening threshold for peak-hour intersection operations. LOS D corresponds to an average control delay of 35–55 seconds per vehicle for a signalized intersection and 25–35 seconds per vehicle for an unsignalized (stop-controlled) intersection.

Intersection operations analysis in this TMP was performed only at intersections where traffic count data were collected Figure 10. The intersection operations results were developed using PTV Vistro, with detailed AM and PM peak-hour analysis reports provided in Appendix D. Locations without count data were evaluated at a planning/screening level using connectivity, access, safety, and qualitative operational considerations, and can be analyzed in more detail as new data become available or as specific projects are advanced.

TABLE 3: INTERSECTION LEVEL OF SERVICE DELAY CRITERIA

LOS	Signalized Intersection (sec)	Stop-Controlled/ Roundabout (sec)
A	<10	<10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Refer to HCM 7th Edition

At a signalized intersection operating at LOS D, the average vehicle is typically stopped for less than 55 seconds during peak hours. As a practical screening interpretation, this generally indicates most vehicles clear the intersection without excessive multiple-cycle waits (traffic signal cycle lengths are commonly kept below about 90 seconds where feasible). While LOS D is often used as a planning threshold, Toquerville may determine, on a case-by-case basis, what level of peak-period delay is acceptable based on context (for example, proximity to pedestrian generators, documented crash patterns, constrained geometry, or corridor coordination needs).

Unsignalized intersections are generally stop-controlled. These intersections allow major streets to flow freely while minor intersecting streets stop prior to entering the intersection. Where volumes are more evenly distributed or where sight distance constraints exist, all-way stop control may be used. LOS for

an unsignalized intersection is assigned based on the worst stop-controlled approach at the intersection. An unsignalized intersection operating at LOS D means the average vehicle on the stop-controlled approach typically waits no more than 35 seconds before proceeding. This delay is often driven by high volumes on the major street (reducing available gaps), turning conflicts, or queued vehicles on the minor approach. Roundabout LOS is also evaluated using the stop-controlled delay thresholds shown in Table 3.

RESULTS

EXISTING TRANSPORTATION NETWORK CONDITIONS

EXISTING LEVEL OF SERVICE

Existing LOS was evaluated for both roadway segments and intersections using the methodology described in the LOS section. Existing conditions reflect the best available observed traffic data and the base-year conditions represented in the **DMPO Regional Travel Demand Model (RTDM)** after local validation.

- **Roadway Segment LOS:** Roadway segment LOS was estimated using two-way ADT-based screening thresholds by functional class (Minor Arterial, Major Collector, Minor Collector, and Local). This provides a planning-level snapshot of how each roadway segment operates relative to its intended role and establishes a consistent benchmark for future TMP updates. **Figure 15** shows the existing roadway segment LOS results.
- **Intersection LOS:** Intersection LOS was evaluated for the AM and PM peak hours at the studied intersections where turning movement count data were collected Figure 10. This provides a "worst-case" operational snapshot and helps identify whether delay and queuing concerns are present at key junctions—particularly where City streets and collector routes connect to SR-17/Toquerville Boulevard and the Toquerville Bypass, and where side-street movements depend on acceptable gaps in higher-volume corridor traffic. Figure 12 shows the existing AM and PM peak-hour intersection LOS results.

Overall, Toquerville's roadway network currently operates well within roadway segment capacity screening thresholds, and the locations most likely to experience operational sensitivity as volumes increase are typically at key corridor intersections, access points, and crossings—especially along SR-17 and at collector connections—where higher through volumes and turning conflicts can increase side-street delay even when midblock segment volumes remain below capacity thresholds.

Figure: Existing Roadway Segment Level of Service

TOQUERVILLE | EXISTING LEVEL OF SERVICE INTERSECTIONS

AM

PM

N Toquerville Blvd

S Toquerville Blvd

E 500 N

N St

Toquerville

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Vantor

LEGEND

CURRENT LEVEL OF SERVICE

- A
- B
- C
- D
- E
- F

ROADS

MUNICIPAL BOUNDARY

ANNEXATION BOUNDARY

0 1 Miles

SUNRISE ENGINEERING

1/22/2026

Future Transportation Network Conditions

After calibrating to existing conditions in Toquerville City, the DMPO Regional Travel Demand Model (RTDM) was used to forecast future traffic volumes for the **2030 (5-year)**, **2035 (10-year)**, and **2045 (20-year)** planning horizons based on anticipated population growth and future land use patterns.

Future Trip Generation

Future trips generated within Toquerville are based on the RTDM's socioeconomic projections for households, population, and employment within the model's Traffic Analysis Zones (TAZs). City staff input was also used to confirm the general locations, type, and timing of expected growth areas and to ensure that model assumptions reasonably reflect Toquerville's planning direction. These inputs influence both trip generation and the distribution of trips across key corridors, including routes serving the City's primary activity areas and the connections to SR-17/Toquerville Boulevard and the Toquerville Bypass.

No-Build Level of Service

The purpose of a No-Build scenario is to identify future roadway deficiencies assuming that no capacity- or operational-improving capital projects are constructed beyond routine maintenance. No-Build scenarios were developed for the **5-year**, **10-year**, and **20-year** horizons by applying forecasted growth and travel demand to the existing roadway network.

Figure 17, **Figure 18**, and **Figure 19** show roadway segment LOS values for the **2030**, **2035**, and **2045** No-Build scenarios, respectively. Under the No-Build conditions evaluated, roadway segments in Toquerville generally continue to operate at acceptable planning-level LOS during all future scenarios. As growth occurs, the TMP anticipates that operational sensitivity will most often be expressed first at key intersections and access points—particularly along SR-17 and at primary collector connections—and these locations should be monitored and re-evaluated as updated counts become available and as development occurs.

Figure: No-Build

Finalizing Exhibit

Figure No-Build

Finalizing Exhibit

Figure No-Build

Finalizing Exhibit

SAFETY

TRAFFIC CRASH DATA

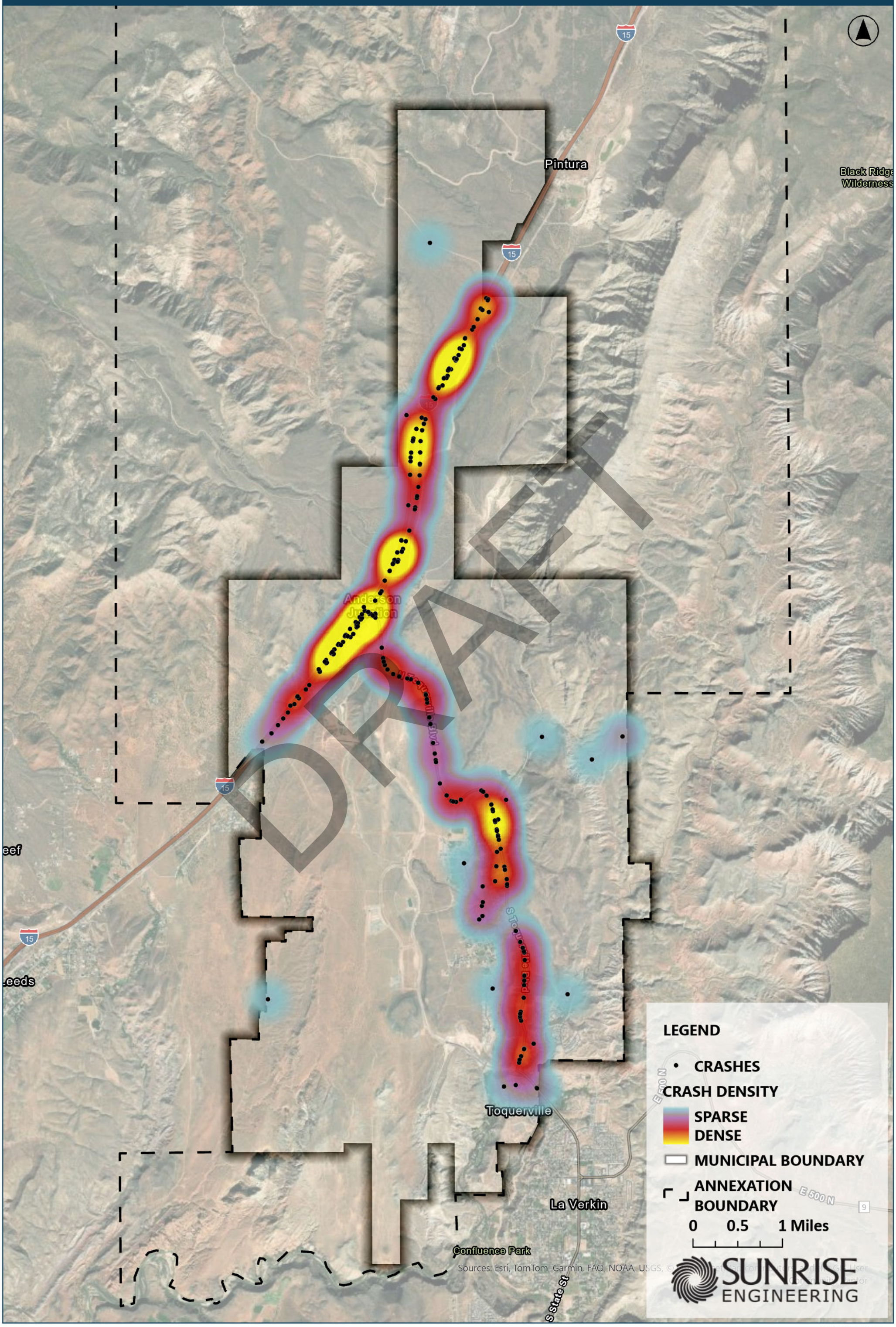
The Utah Department of Transportation (UDOT) maintains statewide crash records and provides tools and reporting that support safety screening and project development. Crash data includes information on crash severity, crash type, contributing circumstances, and roadway/environmental conditions. For this TMP, crash data occurring within Toquerville city limits was summarized for the most recent five-year period available (2020–2024) and is presented in Table 4. This information provides a baseline for future TMP updates and helps identify whether crash patterns emerge that may warrant targeted countermeasures. Figure 13 contains a heat map of crash locations from 2020 to 2024.

TABLE 4: CRASH DATA

Year	Total Crashes	Property Damage Only (PDO) Crashes	Injury Crashes	Fatal Crashes
2020	52	41	10	1
2021	52	36	14	2
2022	52	43	9	0
2023	51	31	20	0
2024	43	29	13	1
Data includes all state, county, and municipal roadways within Toquerville limits				

Based on these summary totals, crash frequency in Toquerville is moderate for a small community, with four fatal crashes reported across the five-year period (2020–2024) and a mix of property-damage-only and injury crashes each year. Because overall crash totals are relatively small compared to larger cities, year-to-year variation can appear significant even when driven by a limited number of incidents. As part of implementation, the City should continue to track crashes over time and focus on low-cost, high-benefit safety strategies—particularly along SR-17/Toquerville Boulevard, the Toquerville Bypass, and at key collector intersections and crossings—so that any emerging patterns can be addressed as conditions change.

TOQUERVILLE | 5 YEAR CRASH REPORT (2020-2024)



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Additional Safety Concerns

In a community like Toquerville, crash totals alone may not fully capture day-to-day safety concerns observed by residents and City staff. For this TMP, additional safety topics were identified using crash trend indicators, staff input, and field observations. These items are intended to supplement the crash summary by documenting issues that may not yet appear as clear location-based crash patterns.

Key safety topics identified include:

- **SR-17 and Toquerville Bypass intersection and access safety.** SR-17 functions as a regional corridor while also serving local access within Toquerville. Locations where local streets and driveways connect to or cross SR-17 (and where the Bypass ties into the local network) are sensitive to turning conflicts, gap acceptance, sight distance, and pedestrian crossing exposure—particularly as development adds turning demand.
- **Severe crash emphasis areas.** Even when crashes are geographically dispersed, the presence of fatal and injury crashes during the five-year period supports continued emphasis on speed compliance, intersection visibility, turn-lane/channelization needs, and crossing safety where pedestrian activity exists or is expected to increase.
- **Wildlife/animal-related incidents.** The dataset includes a meaningful number of wildlife/animal-related crashes during 2020–2024. This supports targeted strategies such as improved delineation/reflectivity, shoulder condition maintenance, and context-appropriate signing in segments where animal activity is recurring—especially in transition areas at the edges of town.
- **Nighttime and low-light visibility.** A notable portion of crashes occurred during dark or low-light conditions (dark/unlighted, dusk, and dawn). This reinforces the value of visibility-focused improvements such as enhanced pavement markings, upgraded signing, intersection lighting where warranted, and maintaining retroreflectivity.
- **Weather and surface condition considerations.** Crashes occurring during wet/icy/snow conditions, while not the majority, reinforce the importance of maintaining drainage function, pavement friction, and winter operations readiness. Where roadway preservation or reconstruction is pursued, drainage improvements should be evaluated and included where feasible to protect the roadway investment and reduce seasonal hazards.

These items help focus near-term safety actions on practical, implementable measures—particularly along SR-17 and at key intersections and access points—while providing a baseline for future TMP updates as additional data is collected.

MITIGATION STRATEGIES

This section describes the types of strategies Toquerville can use to address operational and safety concerns identified through the TMP analysis, field observations, and coordination with partner agencies. Mitigation strategies are included to help the City understand the range of tools available, many of which can be implemented incrementally, and to support practical project scoping as growth occurs. In Toquerville's small-town context, the most effective solutions are often those that improve safety and operations while preserving community character, limiting unnecessary right-of-way impacts, and maintaining flexibility as development timing becomes clearer.

ROADWAY MITIGATION RECOMMENDATIONS

Toquerville's roadway network is intended to move people and goods efficiently while also supporting safe local access, neighborhood connectivity, and community livability. Traditional roadway capacity mitigations can include:

- Adding travel lanes
- Installing two-way left turn lanes
- Geometry improvements
- Adopting and enforcing access management principles
- Improving/Expanding on Multi-modal transportation options

While adding travel lanes can increase roadway capacity, it is not always the best or most feasible option in Toquerville. Widening often requires additional right-of-way, which can impact adjacent properties and reduce space available for pedestrian and bicycle accommodations. In addition, widening can encourage additional driving over time (often referred to as "induced demand"), which may reduce the long-term effectiveness of added capacity. Because Toquerville values small-town character and context-sensitive design, roadway widening should be approached carefully and typically reserved for corridors where operational and safety needs cannot be addressed through lower-impact strategies.

In many cases, Toquerville can improve operations and safety through strategies that are less disruptive and more cost-effective, such as:

- Connectivity improvements that provide alternative routes and reduce the need for short local trips to use SR-17 for neighborhood circulation
- Targeted turn-lane and storage improvements at key junctions rather than continuous widening
- Access management measures that reduce conflict points and preserve corridor function (especially on higher-function corridors such as SR-17)
- Speed management and visibility improvements (markings, signing, lighting where warranted) in locations where safety concerns are tied to speed, sight distance, or transitions

The transportation network should also be considered as a system that includes multimodal options. Improving walking and bicycling connectivity can reduce short vehicle trips, improve safety and comfort for all users, and support Toquerville's quality-of-life goals. Toquerville's active transportation planning efforts and this TMP's multimodal recommendations are intended to complement roadway improvements by expanding safe, connected facilities where demand exists or is expected to increase.

Intersection Mitigation Recommendations

Intersections are often the first locations where delay, queuing, and conflicts become noticeable as traffic increases. Mitigation measures depend on the existing intersection type, control, and geometry. Potential intersection strategies include:

- Adding or extending **turn lanes** (left-turn pockets, right-turn pockets) and adjusting storage lengths
- Refining **lane assignments** and channelization to separate conflicting movements
- Improving **signing, markings, and sight distance** (including vegetation control and delineation)
- Updating **intersection geometry** (corner radii, approach alignment, skew correction where feasible)
- Installing or evaluating **roundabouts** or **signals** where warranted
- For signalized intersections, reviewing **signal timing** and coordination periodically to ensure delay is not being driven by outdated timing plans

At unsignalized intersections, delay is often driven by limited gaps in the major-street traffic stream. In these situations, an intersection may show a lower LOS during peak periods without necessarily warranting immediate conversion to an all-way stop, roundabout, or signal. For Toquerville, these locations should be evaluated case-by-case to determine whether near-term, lower-cost improvements (such as added turn storage, improved channelization, better sight distance, or access consolidation) can address operational and safety concerns until more substantial improvements become warranted.

As Toquerville advances individual projects, the City will refine intersection mitigation decisions using updated traffic counts, current field conditions, safety history, and coordination requirements with UDOT where applicable—particularly for intersections and access points along SR-17 and other higher-function corridors.

ALTERNATIVE MODES OF TRANSPORTATION

FREIGHT

Freight movement in Toquerville primarily relies on the regional highway system, with I-15 providing north–south connectivity and SR-17 serving as the key link between the interstate, local destinations, and the Hurricane/La Verkin/Zion area. While Toquerville is a small community, construction activity, local service deliveries, and regional through-truck travel all contribute to periodic truck activity within city limits. Because SR-17 also functions as a community corridor with local access, intersections, and crossing activity, the TMP emphasizes balancing freight mobility with safe access and predictable operations, especially where trucks interact with local traffic at major junctions.

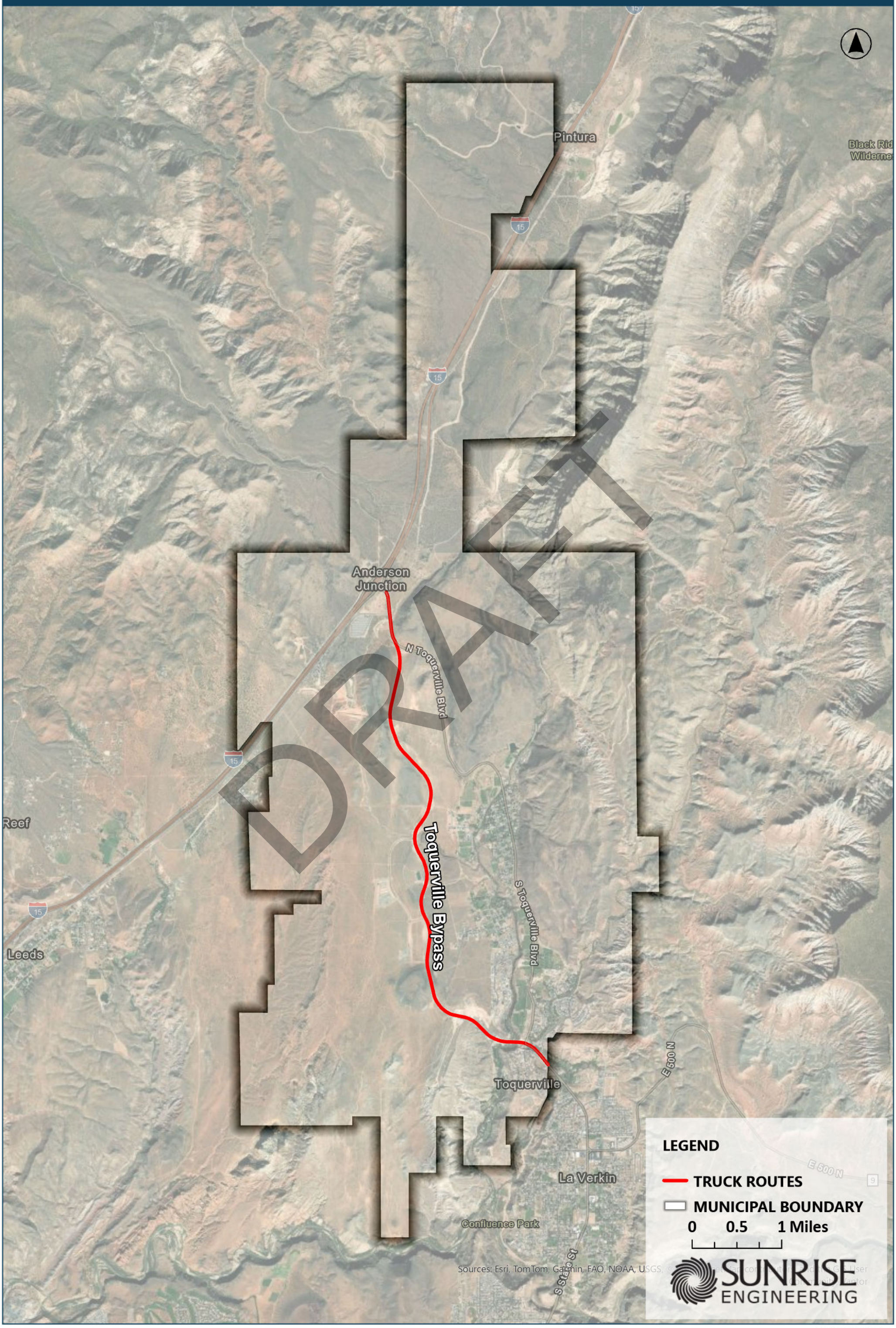
Within Toquerville, the City's designated truck routing concept is shown on the Truck Routes Map, Figure 14. The map identifies the Toquerville Bypass as the primary local truck route through the community, providing a more direct connection between the Anderson Junction / I-15 area and the southern portion of the city while reducing reliance on lower-function neighborhood streets. This routing approach helps concentrate heavier vehicles on corridors that are more appropriate for freight movement, supports more consistent travel times for deliveries and service vehicles, and can reduce truck cut-through in residential areas.

To support freight movement while maintaining community character and safety, the TMP recommends the following freight-supportive principles as Toquerville maintains and improves its roadway system:

- **Maintain a clear, consistent truck routing concept** by prioritizing signing and wayfinding that reinforces the Bypass as the preferred truck route and discourages truck cut-through on local residential streets.
- **Preserve roadway functionality on the truck route** through pavement preservation strategies and corridor maintenance that accounts for heavier vehicle loads.
- **Ensure intersections can accommodate truck turning movements** (turning radii, lane width/offset, and shoulder conditions) at key junctions and access points, particularly near the Bypass connections and major collector intersections.
- **Coordinate with UDOT** where freight movement intersects SR-17 operations, access management, and intersection improvements, since state route function and safety needs influence how trucks move through the corridor.

Figure 14 shows the existing designated truck route within Toquerville and provides a baseline for future updates as development occurs and as roadway connections are refined.

TOQUERVILLE | TRUCK ROUTES



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TRANSIT

Toquerville does not currently have a local fixed-route transit system, but the City is included in the region's long-range transit vision and is positioned to benefit from expanding regional services as travel demand grows. The Dixie MPO 2023–2050 Regional Transportation Plan includes a transit service map that identifies the Springdale Line and shows transit service planning in the Hurricane–La Verkin–Toquerville area as part of the broader regional network.

In addition to long-range planning, the Greater Zion area has seen increasing focus on visitor-related transit and corridor management. Springdale and Zion National Park operate shuttle services that manage peak visitor travel in and near the park, and regional transit discussions continue to emphasize connecting communities to those systems through park-and-ride, regional shuttles, and coordinated service concepts. A recently implemented regional service is the SunTran "Zion Route," which connects St. George to Zion National Park with stops in Washington, Hurricane, La Verkin, Virgin, and Springdale, reinforcing the broader corridor's transit role even when Toquerville is not the primary destination.

For Toquerville, the near-term transit focus is less about building local bus routes and more about preserving options and supporting regional service efficiency. As development occurs, Toquerville can strengthen future transit viability by maintaining a connected street network that supports circulators or shuttles, preserving right-of-way where appropriate on key corridors, and identifying potential locations that could function as future park-and-ride or transfer points if regional service expands. Ongoing coordination with Dixie MPO, UDOT, and regional transit providers will help ensure Toquerville's roadway projects (especially along SR-17 and major collector connections) remain compatible with future transit needs and visitor-management strategies.

ACTIVE TRANSPORTATION

Walking and bicycling are important elements of Toquerville's transportation system and help maintain the City's quality of life as growth occurs. Residents use sidewalks, trails, and low-speed streets for daily trips, recreation, and community access, and Toquerville also experiences visitor-related walking and biking activity given the area's outdoor destinations. People are more likely to walk or bike when routes are direct, comfortable, and feel safe—particularly where traffic speeds are higher or where corridors include frequent driveways and turning movements, such as along SR-17/Toquerville Boulevard.

Toquerville's existing pedestrian and bicycle infrastructure (sidewalks, crosswalks, and other key facilities) is summarized in Figure 15. This existing active transportation network establishes a baseline for future TMP updates and helps identify where missing links, crossings, or corridor improvements could provide the greatest benefit.

At the regional and statewide level, Toquerville's active transportation planning is supported by initiatives that prioritize connected trail systems and safer walking/biking environments, including the

UDOT Utah Trail Network program and regional coordination through the Dixie MPO. These efforts help position Toquerville to pursue regionally connected multi-use paths and trails as opportunities and funding become available.

Network Priorities In Toquerville

Toquerville's active transportation strategy focuses on creating a connected network that supports short local trips and reduces reliance on SR-17 for neighborhood circulation. Priority needs generally fall into three categories. First, **safe parallel routes and crossings along SR-17** are important because SR-17 functions as both a regional corridor and a local access street. Second, **neighborhood connections** (including east–west links) help residents reach parks, trailheads, and community destinations without needing to drive for short trips. Third, **regional trail connectivity** should be preserved and advanced where feasible to connect Toquerville to the broader Hurricane/La Verkin area network and recreational destinations.

Toquerville will continue using context-sensitive facility types based on roadway function, speed, right-of-way constraints, and the desired user experience. Common facility applications include:

- **Shared Roadways and Bike Boulevards.** Best suited for low-speed, low-volume neighborhood streets where Toquerville wants to strengthen north–south and east–west bicycle connectivity without placing bicyclists adjacent to higher-speed traffic. Bike boulevards may include traffic calming and wayfinding while maintaining local vehicle access.
- **Bike Lanes.** Appropriate on collector corridors where bicycle route continuity is needed and roadway context supports dedicated space for bicyclists.
- **Buffered or Protected Bike Lanes.** Considered where speeds/volumes are higher or where heavy vehicle activity reduces comfort. Additional separation can improve safety and user confidence, but feasibility depends on available pavement width and right-of-way.
- **Sidepaths and Shared-Use Trails.** Particularly valuable in Toquerville for providing comfortable separation from higher-speed traffic and for creating safe connections between neighborhoods, parks/trailheads, and regional destinations. Sidepaths along higher-function corridors can also reduce the need for short vehicle trips on SR-17.

Crosswalk Enhancements

Crossing improvements should be selected based on context, user demand, and roadway conditions. In a small community like Toquerville, many locations may not meet warrants for higher-order devices today; however, low-cost enhancements can still meaningfully improve pedestrian safety and comfort—particularly where crossings occur near higher-speed traffic on SR-17/Toquerville Boulevard and at key collector connections.

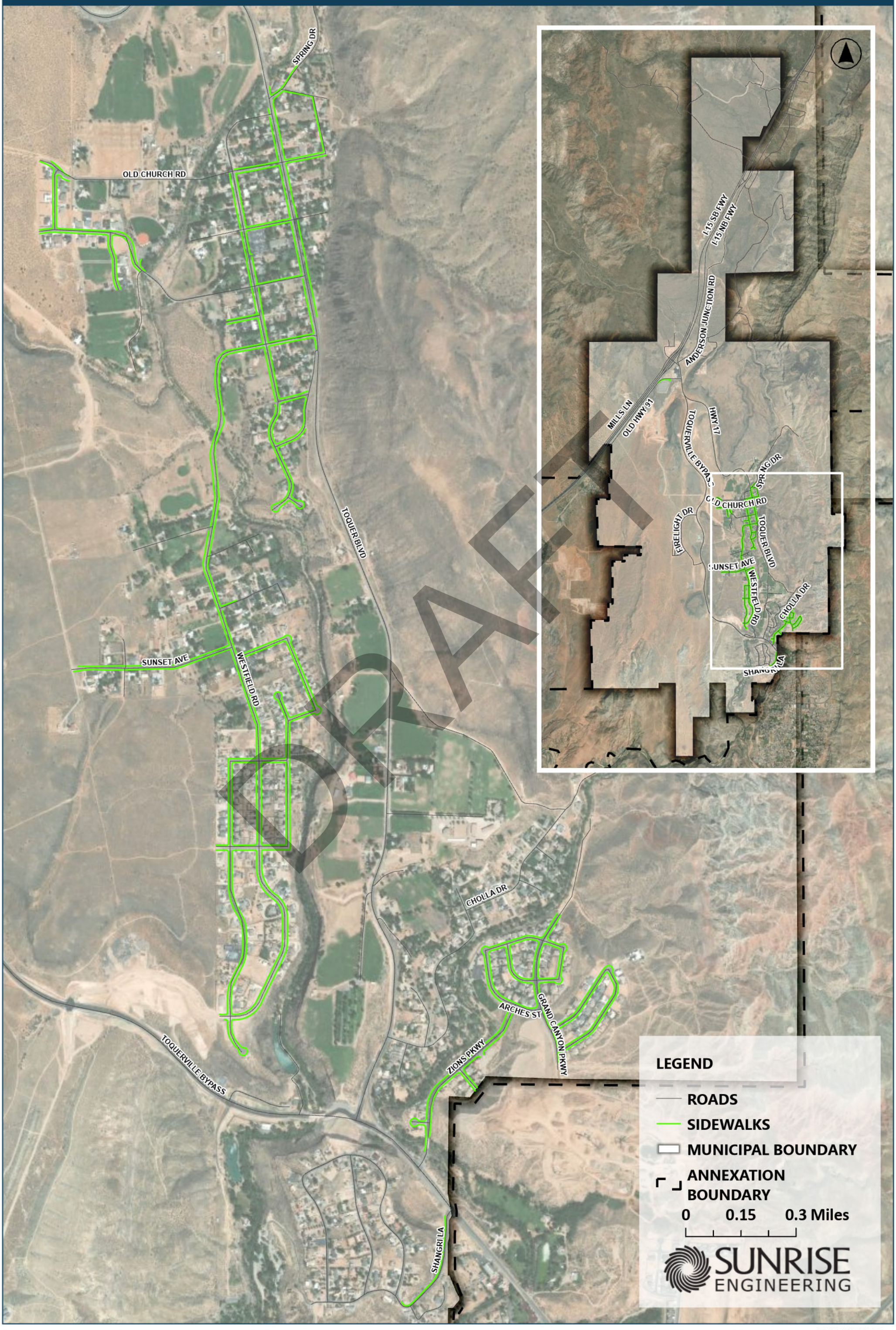
Potential measures include upgraded crosswalk markings and advance warning signs, improved lighting where low-light visibility is a concern, RRFBs at priority crossings where conditions justify enhanced yielding behavior, and median refuge where geometry allows to reduce exposure and support two-stage crossings. The MUTCD provides guidance on when pedestrian signal warrants or devices such as pedestrian hybrid beacons may be met. As Toquerville grows over the TMP horizon, the City should periodically reassess priority crossing locations, particularly along SR-17, at Toquerville Bypass crossings/connections, and at major collector crossings—to determine whether enhanced devices are warranted.

Coordination with the UDOT Traffic Engineer is required for crossings on state facilities, including SR-17. Crossing concepts should also be reviewed alongside access management and corridor safety needs to ensure crossing placement supports predictable operations and minimizes conflict risk.

Proposed Active Transportation Improvements

Potential active transportation improvements identified through this TMP are summarized in Figure 16. These future active transportation projects focus on closing key network gaps, improving crossings and connections along higher-function corridors, and strengthening local route options so short trips can be made safely without adding vehicle demand to SR-17. As projects move into design, Toquerville will continue coordinating with UDOT and regional partners to ensure improvements are consistent with corridor standards, crossing needs, and regional trail connectivity priorities.

TOQUERVILLE | EXISTING ACTIVE TRANSPORTATION



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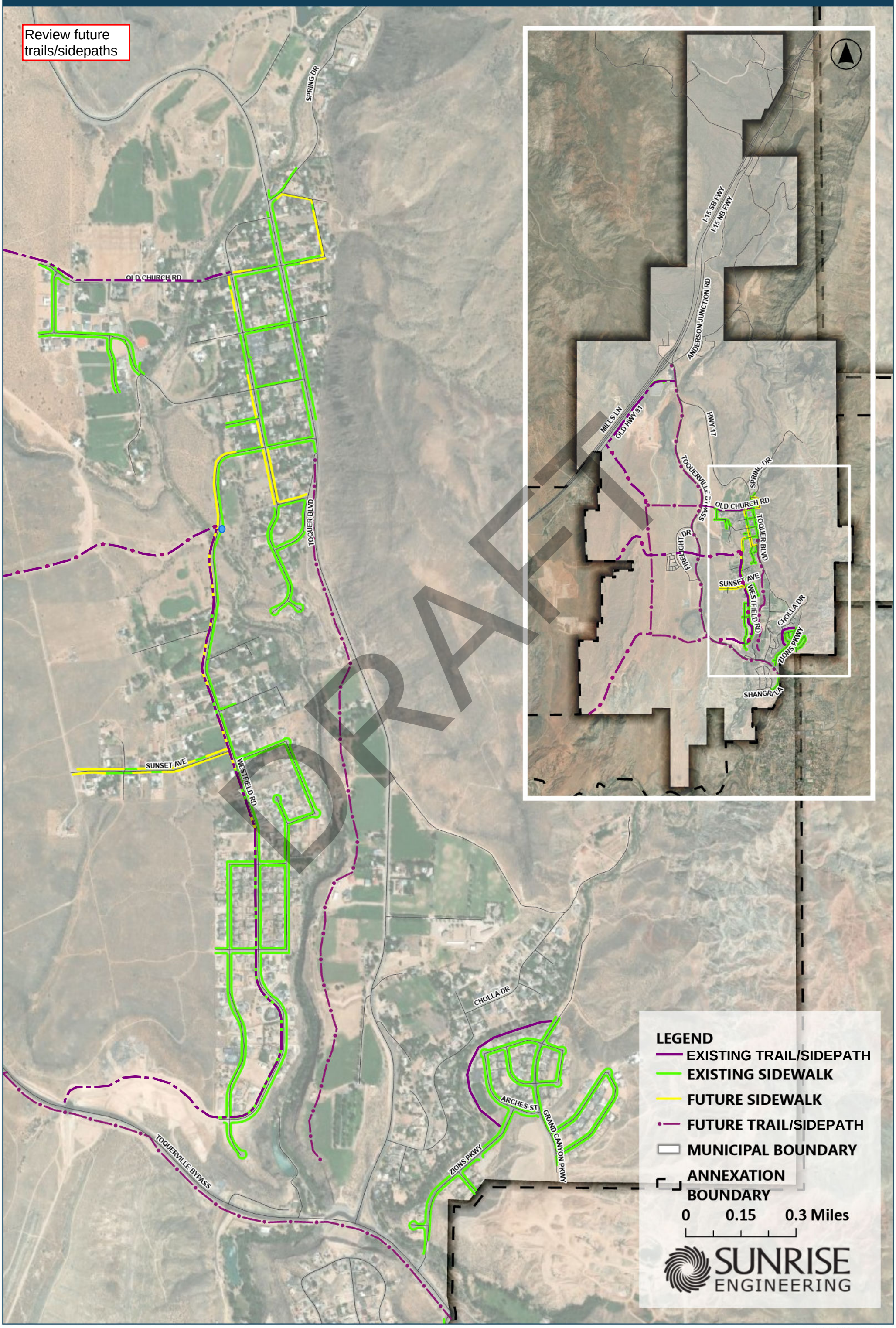
TOQUERVILLE | FUTURE ACTIVE TRANSPORTATION

Review future trails/sidepaths



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CAPITAL IMPROVEMENT PROJECT LIST

Toquerville's Capital Improvement Project (CIP) List compiles the transportation projects identified through the TMP's planning process to address existing needs, prepare for anticipated growth, and support the City's long-range transportation vision. Projects are informed by the roadway network analysis (including operational screening and level of service), the functional classification and cross-section framework, mapped planning inputs, field review, and stakeholder coordination. In addition to items identified through formal analysis, the CIP also reflects coordination with UDOT, Washington County, and adjacent jurisdictions to capture corridor and intersection needs that may be driven by jurisdictional responsibilities, planned development timing, safety concerns, or regional connectivity objectives.

Table 5 summarizes the recommended projects, including general project descriptions and an estimated proportionate cost to Toquerville City based on the assumption that applicable state and county funding programs may participate and that Toquerville would provide a local match (planning assumption of at least 8% where such programs apply). Cost responsibilities will vary by project depending on roadway ownership, eligibility, partnership participation, and the final scope defined during project development.

To support implementation, projects are also shown spatially and phased to align with expected growth and City priorities. Figure 17 provides an overview map of proposed project locations and their general phasing. As development occurs and additional data become available, Toquerville will refine project timing, limits, and cost estimates during scoping and budgeting, while using this CIP list as the City's baseline program for near-, mid-, and long-term transportation improvements.

TABLE 5: CAPITAL IMPROVEMENT PROJECT LIST

Project #	Description	Street	From	To	Total Project Cost	Funding Sources	Estimated Funding Proportion	City Proportion	Estimated City Cost
0-5-Year Roadway Projects									
1	Road Reconstruction with Sidewalks	Ash Creek Drive	Old Church Rd	Berry Ln	$2,070,000	City	100.00%	0.00%	$2,070,000
2	New Minor Collector	Westfield Rd Extention	South End	Toquerville Parkway	$1,786,000	City/Developer	88.00%	12.00%	$268,000-
3	Pedestrian Bridge	Westfield Rd	Across Ash Creek		$346,000	Developer	100.00%	0.00%	$0-

4	Intersection Realignment	7 Cs Rd	Lava Pocket Dr	SR-17	$779,000	City/UDOT	20.00%	80.00%	$623,000-
5	New Minor Collector	Sunset Drive	West End	Toquerville Parkway	$1,026,000	City/Developer	88.00%	12.00%	$123,000
6	Road Reconstruction	Cholla Dr	SR-17	Road End	$1,520,000	City	100.00%	0.00%	$1,520,000
7	Road Reconstruction	Cane Cir	Cholla Dr	Cul-de-sac	$166,000	City	100.00%	0.00%	$166,000
8	Road Reconstruction	Staghorn St	Cholla Dr	Cul-de-sac	$300,000	City	100.00%	0.00%	$300,000
9	Road Reconstruction	Cholla Cir	Cholla Dr	Cul-de-sac	$130,000	City	100.00%	0.00%	$130,000
10	Road Reconstruction	Ocotillo Cir	Cholla Dr	Cul-de-sac	$130,000	City	100.00%	0.00%	$130,000
11	Road Reconstruction	Ramose Cir	Cholla Dr	Cul-de-sac	$130,000	City	100.00%	0.00%	$130,000
12	Storm Drain		Staghorn St	Cholla Dr	$390,000	City	100.00%	0.00%	$390,000
13	Road Reconstruction/ Widening	Old Church Rd	Ash Creek Dr	West End	$890,000	City	100.00%	0.00%	$890,000
14	Structural Upgrade	Old Church Rd Bridge			$432,000	City	100.00%	0.00%	$432,000
UDOT 1	I-15 Widening	I-15	SB MP 28.1	SB MP 38	$36,704,000	UDOT	100%	0%	$0
MPO 1	Leeds Connector Road		Toquerville	Leeds	$49,200,000	UDOT	100%	0%	$0
Subtotals									
6-10-Year Roadway Projects									
15	Road Reconstruction	Pecan Ln	Toquerville Blvd	Road End	$72,000	City	100.00%	0.00%	$72,000
16	Road Reconstruction	Mountain Charm Rd	Westfield Rd	Cul-de-sac	$380,000	City	100.00%	0.00%	$380,000
MPO 2	Widening	I-15	NB Exit 16 & SB Exit 20	NB Exit 27 & SB Exit 27	$156,800,000	UDOT	100%	0%	$0
Subtotals									
10+ Year Roadway Projects									
Subtotals									

TABLE 6: ACTIVE TRANSPORTATION CAPITAL IMPROVEMENT PROJECT LIST

Active Transportation/SRTS Projects									
Project #	Description (side of road)	Street	From	To	Total Project Cost	Funding Sources	Estimated Funding Proportion	City Proportion	Estimated City Cost
2.1	W Sidewalk	Westfield Rd	S Ash Creek Dr	Lake Ln	$213,909	City/TAP	80.00%	20.00%	$42,782
2.2	E/W Sidewalk	S Ash Creek Dr	Center St	Berry Ln	$137,513	City/TAP	80.00%	20.00%	$22,919
2.3	N Sidewalk	Old Church Rd	N Ash Creek Dr	Sidewalk End on W Old Church Rd	$42,018	City/TAP	80.00%	20.00%	$6,112
2.4	S Sidewalk	N Hillside Dr	Spring Dr	Sidewalk End on E Old Church Rd	$84,036	City/TAP	80.00%	20.00%	$16,807
2.5	N/S Sidewalk	Sunset Ave (Fill in gaps)	Sunset Ave West End	Westfield Rd	$190,991	City/TAP	80.00%	20.00%	$38,198
2.6	E Multi-Use Path	East City Path	Pioneer Rd	Cemetery	$1,081,332	City/TAP	80.00%	20.00%	$216,266
2.7	S Multi-Use Path	South City Path	Old Church Rd	Toquerville Blvd	$2,393,348	City/TAP	80.00%	20.00%	$478,670
D-AT-132	Multi-Use Path	Toquerville Blvd	Anderson Jct Rd	Shangri La Rd	$15,000,000	Dixie MPO	100.00%	0.00%	-
Totals					$19,108,769				$821,754

FIGURE 17: CAPITAL IMPROVEMENT PROJECT MAP

Finalizing Exhibit

FUNDING

Implementing Toquerville's transportation recommendations will require a layered funding strategy that fits the City's context and the multi-jurisdictional nature of the network. SR-17 is a UDOT facility, and many of Toquerville's highest-impact safety and operations needs occur where local streets, collector routes, and development access connect to SR-17. As a result, Toquerville's capital program is most effective when it pairs reliable local funding (for match and City-owned streets) with coordinated partnerships and applications involving UDOT, Washington County, Dixie MPO, and eligible federal-aid and state programs. Collaboration is especially important because corridor improvements (turn lanes, access management, crossings, and intersection upgrades) often provide benefits beyond City limits and are more competitive when they align with broader safety, preservation, freight, and regional mobility priorities.

The sections below summarize the most relevant transportation funding sources for Toquerville to support implementation of the TMP recommendations.

FEDERAL

Toquerville can pursue federal-aid transportation funding administered in Utah primarily through UDOT and programmed, where applicable, through the Dixie MPO Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). Eligibility varies by program and typically depends on facility type, project purpose, and program requirements. Key federal programs that commonly apply include:

- Surface Transportation Block Grant (STBG). A primary source for roadway preservation, rehabilitation, and operational improvements on eligible routes. In Washington County, STBG funding is often accessed through MPO programming and/or UDOT processes depending on eligibility and project location.
- Transportation Alternatives (TA/TAP). Commonly used for sidewalks, shared-use paths, trail connections, crossings, and other pedestrian/bicycle improvements. This aligns well with Toquerville's emphasis on filling network gaps and improving crossings—particularly on and near SR-17.
- Highway Safety Improvement Program (HSIP). Supports safety projects with documented crash patterns or systemic risk factors (e.g., intersection conflict mitigation, signing/striping/lighting upgrades, pedestrian safety countermeasures). This is a strong match for safety-driven improvements on/near SR-17 and at key junctions.
- Carbon Reduction Program (CRP) and other federal set-asides (as programmed). Where applicable, these can support projects that improve system efficiency and reduce emissions, including certain operational and multimodal improvements.

- **Discretionary federal grants (as available).** Programs such as RAISE or SS4A (when pursued through an eligible applicant or partnership) can be viable for bundled safety or multimodal initiatives, particularly if Toquerville partners with Washington County or neighboring jurisdictions around a corridor or systemic safety need.

Federal-aid awards are typically followed by TIP/STIP programming for delivery, with local match requirements and defined scope and schedule.

DIXIE MPO PROGRAMMING

Because Toquerville is within the regional planning area, coordinating early with Dixie MPO is an important implementation step. MPO programming can be especially relevant for projects that have regional value (SR-17 corridor operations/safety, truck route connectivity, regional trail links, and connections that serve travel between communities). The City's Capital Improvement Program (CIP) and project phasing map help position priorities for MPO programming cycles.

STATE/COUNTY

UDOT partnership funding (SR-17). Because SR-17 is a state route, improvements that affect its operations, access, or safety require UDOT coordination and, in many cases, UDOT sponsorship or joint funding. Toquerville should coordinate early with UDOT on intersection safety and operations improvements (turn lanes, channelization, access modifications, potential control upgrades), corridor signing/striping/lighting and targeted safety countermeasures, and preservation work that aligns with UDOT pavement programs or planned corridor projects.

Local road funds (Class B & Class C). Utah's Class B and Class C programs are core, ongoing revenue sources for transportation. For Toquerville, Class C funds are typically the baseline that allows the City to deliver annual roadway preservation and spot rehabilitation, provide local match for grants, and fund early implementation steps (planning, design, and right-of-way) that position larger projects for external funding.

Washington County coordination. Several corridors and connections have county interfaces or shared interests (emergency response, deliveries, access to regional destinations). Coordinating with Washington County can improve competitiveness and delivery efficiency by bundling projects where appropriate and aligning priorities at jurisdictional boundaries.

SAFETY-SPECIFIC FUNDING (LOCAL AND STATE)

In addition to standard federal-aid programming, Toquerville should consider safety-focused opportunities that are commonly used for local and corridor safety implementation, such as:

- **Local safety and systemic safety programs (as available through UDOT).** These can be well-suited for lower-cost, high-benefit treatments (enhanced signing/markings, lighting where warranted, intersection visibility, pedestrian crossing enhancements, and targeted intersection countermeasures), especially when a location does not yet warrant major reconstruction but exhibits risk factors.

These sources can complement HSIP and provide a practical pathway to implement near-term safety improvements identified in the TMP.

Community Impact Board

The Utah Permanent Community Impact Fund Board (CIB) provides grants and low-interest loans to eligible communities. Where Toquerville qualifies, CIB can be a practical funding option for reconstruction/rehabilitation of locally owned roadways, safety improvements and select operational projects, and larger preservation activities when packaged as capital improvements rather than routine maintenance. CIB applications typically require the project to appear on the City's adopted capital improvement list and be supported by clear scope, cost estimates, and governing-body approval.

City

Toquerville's most reliable transportation funding typically comes from local recurring revenue sources that can be programmed annually and used as match for competitive funds. The City's funding toolkit may include general fund allocations and transportation-related budgeting, Class C funds as the foundational annual roadway allocation, bonding (general obligation or revenue, as appropriate) for larger time-sensitive projects when repayment capacity allows, special assessment areas / special improvement districts where a project benefits a defined set of properties, and development agreements and subdivision requirements (construct local streets, dedicate right-of-way, frontage improvements, and proportionate-share contributions for collector/arterial connections). Local funds are often most effective when used to maintain and improve City-owned streets and to provide match that leverages UDOT and federal resources for SR-17 corridor and intersection improvements.

Impact Fees

Impact fees are a primary tool for ensuring that new growth contributes its proportionate share toward the cost of growth-related transportation improvements. For Toquerville, impact fees are particularly valuable for preserving right-of-way and improving collector connections needed to serve new development, funding growth-driven intersection and corridor improvements (often as local match to state/federal participation), and helping build a connected street network that reduces reliance on SR-17 for short internal trips. Under Utah law, impact fees must be supported by an Impact Fee Facilities Plan (IFFP) and adoption process consistent with statutory requirements. Impact fee revenues are restricted to growth-related capital facilities and cannot be used for routine maintenance. The TMP's

CIP provides a defensible project pipeline to support IFFP updates and strengthen the City's position in grant applications and interagency coordination.

Transportation Utility Fee

A Transportation Utility Fee (TUF) is an optional local funding tool that can provide Toquerville with a stable, dedicated revenue stream for ongoing roadway needs. A TUF can help the city keep pace with preservation (chip seals, overlays, spot rehabilitation) while also implementing smaller safety and operational improvements that are often difficult to deliver through one-time grants alone. A predictable local revenue source can also strengthen Toquerville's ability to participate in multi-jurisdictional projects by contributing match or funding complementary local elements (local street connections, signing/striping, pedestrian crossings, access consolidation/shared access improvements, and minor intersection upgrades) that support SR-17 operations and safety.

Private Development

Private development is a key implementation mechanism for Toquerville because many transportation improvements are most efficiently delivered as development occurs. Through subdivision and site plan review, Toquerville can require new development to provide (or fund) improvements necessary to mitigate traffic and safety impacts, consistent with adopted City standards (including access management) and the TMP roadway network.

For projects that generate measurable traffic impacts, Toquerville may require a Traffic Impact Study (TIS) (or Traffic Statement, as applicable) consistent with the City's adopted thresholds and requirements. Improvements may include access modifications (consolidation/shared access/cross-access), turn lanes and channelization, intersection control/geometry upgrades, signing/striping, sight-distance corrections, pedestrian crossings, sidewalk/trail connections, and signal-related components where warranted. Developers are typically responsible for designing, funding, and constructing improvements attributable to their impacts, including required right-of-way dedication and coordination/permitting where UDOT facilities (SR-17) or county roads are involved. Where the TMP identifies a wider master-planned corridor than a single development's proportional impacts would require, Toquerville may address the incremental master plan portion through development agreements and/or reimbursement/credit mechanisms consistent with City policy and applicable law.

TRAFFIC IMPACT STUDY (TIS) REQUIREMENTS

One of the most important steps in coordinating development impacts on the transportation network across jurisdictions is establishing consistent Traffic Impact Study (TIS) requirements. In Toquerville, this is especially important because SR-17 is a UDOT facility and many of the City's most consequential operational and safety considerations occur where local streets, collectors, and development access connect to or cross SR-17. For consistency, many of Toquerville's requirements mirror the framework used by UDOT for projects that affect state facilities. UDOT's current traffic analysis/TIS requirements should be referenced whenever a development affects a state route, an interchange, or state route access; these requirements are available through UDOT.

The need for a traffic study should be considered with every development or redevelopment application submitted to Toquerville. The purpose of the traffic study is to identify system and immediate-area impacts associated with a proposed development so the City and any affected jurisdictions can assess existing and future safety, performance, maintenance, and capacity needs. An early application meeting should be held to confirm whether a Traffic Statement or TIS is required, define the study area, confirm horizon years, and identify stakeholders for review (e.g., Toquerville City, UDOT, Washington County, Dixie MPO as applicable, and other affected agencies).

UDOT JURISDICTION & COORDINATION

Where a proposed development affects a UDOT facility (state route, interchange, or access to a state route), the applicant must comply with UDOT's current traffic analysis/TIS requirements in addition to Toquerville requirements. UDOT review and/or access permitting may be required prior to final City approval. When both agencies have review authority, the applicant is responsible for coordinating study scope early to avoid conflicting assumptions and to ensure the analysis satisfies both Toquerville and UDOT. This coordination is particularly important for proposals that affect:

- Access spacing, driveway location, and corner clearance on SR-17
- Turn lane needs and storage on SR-17 approaches
- Corridor crossing locations, pedestrian crossings, and multimodal treatments on SR-17
- Any changes to intersection control, striping, or geometry that influence SR-17 operations

STUDY AREA

Determination of the traffic study area is at the discretion of Toquerville staff (City Engineer and/or Planning & Zoning). Depending on the size and intensity of the proposed development, surrounding development, and network sensitivity, the study area may be defined by parcel boundary, area of immediate influence, key route/corridor influence, or a reasonable travel-time boundary. At a minimum, the study area should include site access points and the nearest affected intersections, and it may be

expanded where operational, safety, access management, or multimodal concerns warrant—especially along SR-17 and at collector connections that serve as primary development access routes.

Applicant Qualifications & Responsibility

The applicant is responsible for performance and delivery of an acceptable Traffic Statement or TIS. A TIS should be performed by an individual or entity demonstrating capability to analyze and report traffic engineering and operational impacts. A TIS shall be prepared directly, or under direct supervision, and stamped by a Professional Engineer licensed in the State of Utah.

Purpose of the TIS

A Traffic Impact Study is intended to:

- Document whether the development request can meet applicable Toquerville requirements and other regulations.
- Analyze appropriate location, spacing, and design of access connection(s) needed to mitigate traffic impacts.
- Analyze operational impacts on the surrounding network in accordance with applicable requirements and standards.
- Identify improvements needed to maintain satisfactory operations and safety and to protect roadway function while providing necessary access to the proposed development.
- Confirm that internal site circulation provides safe and efficient access to and from adjacent streets.
- Identify feasible measures that reduce external transportation costs and support alternative modes where appropriate.

Traffic Statement

A Traffic Statement may be submitted to request a waiver/variance or justify why a full TIS is not warranted. At a minimum, the Traffic Statement should summarize the proposal, estimate trip generation (daily and peak hour), identify access locations and adjacent roadway classifications, describe existing conditions context (including nearby intersections and any known constraints), and provide a written justification explaining why existing facilities can accommodate the project. If the project affects a UDOT facility, the Traffic Statement should document coordination and any UDOT scoping direction. A Toquerville Traffic Statement Form is provided in Appendix E for applicant use.

In addition to the thresholds below, for projects that affect only City-maintained streets (no UDOT facility or access permit involvement), Toquerville may still require a Traffic Statement or focused analysis when the project is expected to generate approximately 25 or more peak-hour trips (two-way) or when site context suggests potential operational or safety impacts (e.g., near parks/trails, constrained geometry, known visibility issues, or observed safety concerns).

NEED FOR TIS & CATEGORY THRESHOLDS

When a TIS is required, prepare the study according to these City requirements and any applicable UDOT requirements. Toquerville will determine the required level during application review and may adjust the category based on site context (proximity to intersections, crash history, constrained geometry, multimodal sensitivity, access management constraints, or UDOT involvement). All existing and proposed access points, driveways, and streets shall be identified within the study area.

TABLE 7: TIS REQUIREMENT & CATEGORY

TIS Category	Threshold (site traffic and/or scope triggers)	Typical Land-Use Intensity Thresholds (ITE Trip Generation – general guidance)	Study Required
Traffic Statement	Used to request a waiver or justify why a full TIS is not warranted (typically small projects with minimal operational/safety impacts).	Varies	As determined by City Engineer / P&Z
I	Projected site traffic < 100 ADT AND no proposed modifications to signals or roadway elements/geometry.	**SF**: <10 units; **MF**: <15 units; **Lodging**: <11 rooms; **Office**: <9,000 sf; **Retail**: <2,500 sf	Yes (screening-level, with conditions as needed)
IIA	Projected site traffic 100–500 ADT OR projected peak hour traffic < 100 (two-way), and only minor modifications to signals/roadway elements/geometry (if any).	Smaller subset of Category II intensities (project-specific; confirm with trip generation)	Yes
IIB	Projected site traffic 500–3,000 ADT OR projected peak hour traffic 100–500 (two-way), and only minor modifications to signals/roadway elements/geometry.	**SF**: 10–315 units; **MF**: 15–450 units; **Lodging**: 11–330 rooms; **Office**: 9,000–270,000 sf; **Retail**: 2,500–70,000 sf; **Gas**: 1–18 fueling positions; **Fast Food**: 1,000–6,000 sf; **Sit-Down**: 1,000–26,000 sf	Yes
III	Projected site traffic 3,000–10,000 ADT OR projected peak hour traffic 500–1,200 (two-way) OR installation/modification of signals or roadway elements/geometry (regardless of trip generation).	**SF**: 315–1,000 units; **MF**: 450–1,500 units; **Lodging**: 330–1,100 rooms; **Office**: 270,000–900,000 sf; **Retail**: 70,000–230,000 sf; **Fast Food**: 6,000–20,000 sf	Yes
IV	Projected site traffic > 10,000 ADT OR peak hour traffic > 1,200 (two-way) OR installation/modification of two or more signals, addition of travel lanes to a state highway, or modification of a freeway interchange (regardless of trip generation).	**SF**: >1,000 units; **MF**: >1,500 units; **Lodging**: >1,100 rooms; **Office**: >900,000 sf; **Retail**: >230,000 sf	Yes

Notes: ADT refers to site-generated average daily vehicle trips. Peak hour traffic refers to the higher of the AM or PM peak hour, reported as two-way site-generated trips. Land-use intensity thresholds are screening guidance only; final category assignment is based on the trip estimate, location, and scope triggers (including UDOT involvement).

CATEGORY-SPECIFIC MINIMUM REQUIREMENTS

The following requirements describe the minimum study elements expected for each category. Toquerville may require additional elements based on site context, constraints, crash history, multimodal sensitivity (trails, crossings, parks, visitor activity), access management considerations, or UDOT involvement.

TRAFFIC STATEMENT – WAIVER REQUEST / JUSTIFICATION MEMORANDUM

A Traffic Statement is used to request a waiver or to justify why a full TIS is not warranted based on minimal expected operational and safety impacts. The City Engineer and/or Planning & Zoning determines whether a Traffic Statement is acceptable in lieu of a full TIS and may impose conditions.

TABLE 8: TRAFFIC STATEMENT THRESHOLDS & SCREENING GUIDANCE

TIS Category	Traffic Statement
Threshold (site traffic and/or scope triggers)	Used to request a waiver or justify why a full TIS is not warranted (typically small projects with minimal operational/safety impacts).
Typical Land-Use Intensity Thresholds (ITE – general guidance)	Varies
Study Required	As determined by City Engineer / P&Z

MINIMUM STUDY ELEMENTS

1. Purpose and Category Justification
    a. Summarize the proposal and explain why a full TIS is not warranted based on site traffic, access, and context.
    b. Identify any scope triggers that are not present (e.g., no signal changes, no geometry changes, no state-route access impacts).
2. Trip Estimate and Assumptions
    a. Provide screening-level trip generation (ADT and peak hour) with ITE land use code(s) and assumptions.
    b. State whether any pass-by, internal capture, or multimodal reductions were assumed (if applicable), with brief justification.
3. Site Access and Context Map
    a. Provide an access/location map showing proposed driveway/street connections and the nearest intersections; identify any UDOT/state-route connections.
    b. Note sensitive land uses and constraints (schools, parks, downtown activity, railroad crossings, limited ROW).

4. Qualitative Safety and Operations Review
    a. Screen sight distance, driveway spacing/corner clearance context, pedestrian activity, and any known queueing constraints.
    b. Identify any low-cost/localized mitigation items if needed (signing/striping, driveway throat length, sight distance corrections).
5. Request and Conclusions
    a. Clearly state the waiver/request outcome being sought and any proposed conditions of approval.

CATEGORY I – SCREENING MEMORANDUM

Category I is intended for low-impact proposals where a brief screening memorandum can confirm that traffic impacts are minimal and no roadway geometry, intersection control, or signal modifications are proposed.

TABLE 9: CATEGORY I THRESHOLDS & SCREENING GUIDANCE

TIS Category I	
Threshold (site traffic and/or scope triggers)	Projected site traffic < 100 ADT AND no proposed modifications to signals or roadway elements/geometry.
Typical Land-Use Intensity Thresholds (ITE – general guidance)	SF: <10 units; MF: <15 units; Lodging: <11 rooms; Office: <9,000 sf; Retail: <2,500 sf
Study Required	Yes (screening-level, with conditions as needed)

MINIMUM STUDY ELEMENTS

1. Study Area
    a. Defined by Toquerville. Typically limited to the site frontage, proposed access connection(s), and the nearest key intersections.
    b. Provide a site access map showing proposed driveway/street connections and the nearest intersections; identify any UDOT/state-route connections.
2. Design Year
    a. Opening year of the project (or first year of occupancy).
3. Analysis Conditions and Period
    a. Trip generation summary (ADT and peak hour) with ITE land use code(s) and key assumptions.
    b. Qualitative operations and safety screening (sight distance, turning movement context, pedestrian/bicycle activity and sensitivity such as schools or downtown).
4. Data and Existing Conditions Documentation
    a. Describe existing access conditions, posted speeds, and any notable constraints (railroad crossings, drainage, restricted ROW, limited access lines, etc.).
    b. Confirm that no signal/intersection/roadway geometry modifications are proposed; if changes are proposed, re-evaluate the study category.
5. Conceptual Mitigation (if needed)
    a. Identify any low-cost/localized mitigation items if issues are found (e.g., driveway throat length, signing/striping, sight distance corrections, parking/circulation adjustments).

CATEGORY IIA – FOCUSED ANALYSIS (LOW TO MODERATE IMPACT)

Category IIA applies to low-to-moderate impact projects where focused peak-hour analysis is needed at the site access and nearby intersections, but the overall area of influence is limited.

TABLE 10: CATEGORY IIA THRESHOLDS & SCREENING GUIDANCE

TIS Category IIA	
Threshold (site traffic and/or scope triggers)	Projected site traffic 100–500 ADT OR projected peak hour traffic < 100 (two-way), and only minor modifications to signals/roadway elements/geometry (if any).
Typical Land-Use Intensity Thresholds (ITE – general guidance)	Smaller subset of Category II intensities (project-specific; confirm with trip generation)
Study Required	Yes

MINIMUM STUDY ELEMENTS

1. Study Area
    a. Defined by Toquerville; typically includes site access intersections and nearby key intersections where impacts may occur.
    b. Include any intersections on state routes or with known operational sensitivity (queues, crash history, school/downtown pedestrian activity) as directed.
2. Design Year
    a. Opening year of the project (or first year of occupancy).
3. Analysis Period
    a. Weekday AM and PM peak hours (or other periods as directed by Toquerville based on site/adjacent-roadway peaking).
4. Data Collection and Existing Conditions
    a. Collect counts and document existing geometry and control at study intersections as needed to support analysis.
    b. Document adjacent street traffic characteristics (lane use, speeds, heavy vehicles, pedestrian crossings where relevant).
5. Trip Generation, Distribution, and Assignment
    a. Trip generation (ADT and peak hour) using ITE Trip Generation (latest edition) and documented assumptions.
    b. Document distribution/assignment method and assumptions (local network knowledge, regional context, pass-by/internal capture where applicable).
6. Operations / Queue Screening
    a. Peak-hour operations review at site access and immediately affected intersections (including queueing and turn-lane needs if applicable).

7. Access Review
    a. Access review (spacing, corner clearance, functional area considerations) as applicable; confirm UDOT standards if located on a state route.
8. Mitigation and Phasing
    a. Identify mitigation recommendations and any phasing triggers (if needed) tied to project occupancy or phased buildout.

CATEGORY IIB – STANDARD LOCAL TIS (MODERATE IMPACT)

Category IIB applies to moderate-impact projects requiring a standard local TIS. It includes future no-build vs. build operations, queue/turn-lane evaluation, and documentation of background growth and committed development.

TABLE 11: CATEGORY IIB THRESHOLDS & SCREENING GUIDANCE

TIS Category IIB	
Threshold (site traffic and/or scope triggers)	Projected site traffic 500–3,000 ADT OR projected peak hour traffic 100–500 (two-way), and only minor modifications to signals/roadway elements/geometry.
Typical Land-Use Intensity Thresholds (ITE – general guidance)	**SF**: 10–315 units; **MF**: 15–450 units; **Lodging**: 11–330 rooms; **Office**: 9,000–270,000 sf; **Retail**: 2,500–70,000 sf; **Gas**: 1–18 fueling positions; **Fast Food**: 1,000–6,000 sf; **Sit-Down**: 1,000–26,000 sf
Study Required	Yes

MINIMUM STUDY ELEMENTS

1. Study Area
    a. Defined by Toquerville; generally includes site access intersections and other intersections within the area of influence.
    b. Study area should reflect where project traffic is expected to materially affect operations, queues, or safety.
2. Design Year(s)
    a. Opening year of the project (or first year of occupancy) and additional horizon year if directed by Toquerville based on context.
    b. Document phased development and outparcels where applicable.
3. Analysis Period
    a. Weekday AM and PM peak hours; include Saturday peak hour or special-event peak as directed by Toquerville based on land use and nearby network peaking.
4. Data Collection
    a. Turning movement counts (and daily counts where appropriate).
    b. Intersection geometry/control documentation and relevant crash context as available.
    c. Document multimodal context (sidewalks/crossings, school routes, downtown activity) where relevant to safety/operations.
5. Trip Generation
    a. Trip generation using ITE Trip Generation (latest edition) with clear documentation.
    b. Document any pass-by, internal capture, or multimodal reductions used, with justification.
6. Trip Distribution and Assignment

   a. Document distribution and assignment approach for existing, background, and project traffic.
   b. Document background growth assumptions and committed development/projects included.
7. Operations Analysis
   a. Evaluate existing conditions, future no-build, and future build scenarios for the required design years.
   b. Report LOS/delay and queue results at study intersections; identify movements/approaches driving deficiencies.
8. Queueing / Turn-Lane / Signal Screening
   a. Queueing and turn-lane evaluations (storage needs and taper feasibility).
   b. Access design review and signal impact screening where relevant (including warrant screening if directed).
9. Mitigation, Phasing, and Responsibilities
   a. Identify mitigation measures, conceptual design needs, and phasing.
   b. Document fair-share responsibilities where applicable, including any needed coordination with UDOT or other agencies.

CATEGORY III – EXPANDED TIS (HIGH IMPACT / SIGNALS / MAJOR OPERATIONAL EFFECTS)

Category III applies to high-impact proposals, projects involving signals, or developments expected to create major operational effects. It typically requires a broader study area, multiple analysis years, comprehensive data collection, and a safety-focused mitigation plan.

TABLE 12: CATEGORY III THRESHOLDS & SCREENING GUIDANCE

TIS Category III	
Threshold (site traffic and/or scope triggers)	Projected site traffic 3,000–10,000 ADT OR projected peak hour traffic 500–1,200 (two-way) OR installation/modification of signals or roadway elements/geometry (regardless of trip generation).
Typical Land-Use Intensity Thresholds (ITE – general guidance)	**SF**: 315–1,000 units; **MF**: 450–1,500 units; **Lodging**: 330–1,100 rooms; **Office**: 270,000–900,000 sf; **Retail**: 70,000–230,000 sf; **Fast Food**: 6,000–20,000 sf
Study Required	Yes

MINIMUM STUDY ELEMENTS

1. Study Area
    a. Typically expanded (often travel-time boundary or corridor influence), including key intersections and affected segments as directed by Toquerville.
    b. Include state-route intersections, corridor segments with operational sensitivity, and any locations with crash history or multimodal conflicts.
2. Design Year(s)
    a. Opening year plus additional design years as directed by Toquerville (commonly 5-year horizon and a longer-term horizon where appropriate).
    b. Include phased buildout and outparcels.
3. Analysis Period
    a. Weekday AM and PM peak hours; include Saturday and/or special-event peak periods when warranted by land use or corridor peaking.
4. Comprehensive Data Collection
    a. Turning movements and daily counts at study intersections and corridors (as needed to support analysis).
    b. Document geometry and control (including signal timing/phasing where relevant).
    c. Crash history review and constraints (ROW limitations, railroad operations, drainage, school/downtown sensitivity).
5. Trip Generation, Distribution, and Assignment
    a. Detailed trip generation (ITE-based) and documentation of all assumptions.

   b. Document distribution/assignment, background growth, and committed projects; provide clear exhibits showing load points and turning movements.
6. Operations and Corridor Considerations
   a. Full intersection operations (LOS, delay, 95th-percentile queues where applicable) for required scenarios/years.
   b. Include corridor considerations as needed (progression, access/functional area issues, segment bottlenecks).
7. Signal Evaluation (if applicable)
   a. Evaluate signal needs/changes (warrant screening where applicable) and document signal impacts on adjacent intersections.
   b. Provide queue and storage evaluation for signalized movements and critical approaches.
8. Safety and Mitigation Plan
   a. Safety analysis and mitigation plan integrating operations, access management, multimodal needs, and geometric improvements.
   b. Document conceptual mitigation, phasing triggers, and coordination/permitting steps (Toquerville + UDOT + others as applicable).

CATEGORY IV – MAJOR REGIONAL/INTERCHANGE/STATE ROUTE MODIFICATION STUDY

Category IV applies to major regional-scale proposals and projects involving interchange elements, significant state-route modifications, or multiple signals/major capacity changes. It requires close coordination with Toquerville and UDOT and a study approach appropriate to project complexity.

TABLE 13: CATEGORY IV THRESHOLDS & SCREENING GUIDANCE

TIS Category IV	
Threshold (site traffic and/or scope triggers)	Projected site traffic > 10,000 ADT OR peak hour traffic > 1,200 (two-way) OR installation/modification of two or more signals, addition of travel lanes to a state highway, or modification of a freeway interchange (regardless of trip generation).
Typical Land-Use Intensity Thresholds (ITE – general guidance)	SF: >1,000 units; MF: >1,500 units; Lodging: >1,100 rooms; Office: >900,000 sf; Retail: >230,000 sf
Study Required	Yes

MINIMUM STUDY ELEMENTS

1. Study Area
    a. Includes all materially affected intersections/corridors and any impacted interchange elements; coordinate the boundary with Toquerville and UDOT.
    b. Include any intersection or interchange element where project traffic materially affects operations, queues, weaving, or safety.
2. Design Year(s) and Phasing
    a. Multiple design years and phased buildout assessment (including outparcels).
    b. Include sensitivity testing if warranted (e.g., alternate access, alternate phasing, or higher-growth scenario).
3. Analysis Period
    a. Weekday AM and PM peak hours; include Saturday and/or special-event peaks as warranted.
    b. Consider critical seasonal or event-driven conditions if the site context suggests meaningful variation.
4. Comprehensive Data and Modeling
    a. Comprehensive counts, control/geometry, crash history, and constraints documentation.
    b. Use detailed operational modeling appropriate to complexity (e.g., Synchro/HCM methods, simulation where warranted for interchange/weaving/corridor progression).

5. Signal System / Corridor / Interchange Evaluation
    a. Full evaluation of signal systems, corridor progression/coordination, and interchange/weaving impacts where applicable.
    b. Evaluate turn-lane/storage needs, ramp terminal operations, and downstream/upstream interactions.
6. Mitigation Package and Agency Coordination
    a. Mitigation package with phasing, preliminary design concepts, and agency coordination/permitting steps.
    b. Document fair-share responsibilities and any required agreements with Toquerville City UDOT, Millard County, or other affected jurisdictions.

Submittal and Review

All submittals shall clearly document assumptions, methods, and findings, and shall provide implementable mitigation recommendations. Toquerville will review the Traffic Statement/TIS for completeness and may request revisions. Where UDOT jurisdiction applies (including SR-17), the applicant must demonstrate coordination and satisfy UDOT review/permitting requirements as part of the development approval process.

ACCESS MANAGEMENT

Access management is the coordinated planning and design of how streets and driveways connect to the roadway network. It helps Toquerville balance two competing needs: mobility (moving traffic safely and efficiently) and access (allowing properties to connect to the street). Because Toquerville's growth and redevelopment will continue to add driveways, intersections, and turning movements, especially along SR-17 (Toquerville Boulevard), access management provides a consistent framework for deciding where access should occur, what type is appropriate, and how it should be designed.

In Toquerville, access management is most critical on corridors that carry through traffic and have higher speeds or heavier turning activity, including SR-17 and key collector connections serving growth areas. On local streets, access is typically more frequent and lower speed, so the emphasis shifts toward neighborhood circulation and safe driveway design.

IMPORTANCE OF ACCESS MANAGEMENT

Well-applied access management improves safety, preserves roadway capacity, and reduces the need for costly widening. When driveways are too frequent or too close to intersections, conflicts increase and traffic flow becomes less predictable—creating conditions that can lead to crashes, congestion, and pressure to add lanes.

- Common outcomes of unmanaged access include:
- Higher risk of vehicle-vehicle, vehicle-pedestrian, and vehicle-bicycle conflicts
- Reduced corridor capacity and increased delay due to frequent turning friction
- Spillover of traffic onto local neighborhood streets as drivers bypass congestion
- Increased costs and property impacts if widening becomes necessary to "fix" operations later

ACCESS MANAGEMENT GENERAL PRINCIPLES

Implementing the principles below (TRB Access Management Committee) helps Toquerville limit and consolidate access on key corridors so each roadway can operate as intended and remain safer as the City grows.

1. Provide a specialized roadway system – Design and manage roadways according to the functions they are expected to serve.
2. Limit direct access to major roadways – Higher-volume roadways require more access control to preserve traffic-carrying function.
3. Promote an intersection hierarchy – Provide logical transitions between road types and appropriate spacing of major intersections.

4. **Locate signals to favor continuous movement –** Uniform spacing improves progression and reduces stop-and-go conditions.
5. **Preserve the functional area of intersections –** Avoid driveways too close to intersections where vehicles decelerate, queue, and turn.
6. **Limit the number of conflict points –** Fewer conflict points reduce driver workload and crash risk.
7. **Separate conflict areas –** Provide adequate spacing between merges/diverges/crossings to simplify decisions.
8. **Remove turning vehicles from through lanes –** Use turn lanes and storage where warranted to reduce delay and rear-end risk.
9. **Use non-traversable medians/turn restrictions where appropriate –** Manage left turns to reduce conflicts and improve clarity.
10. **Provide a supporting roadway and circulation system –** Connected local/collector streets reduce reliance on SR-17 for short internal trips and support walking and bicycling

Access Management Design Principles

Access management is implemented through practical site and corridor design choices, including:

- **Access spacing and corner clearance** (keeping driveways away from intersections and from each other)
- **Shared access and cross-access** (one access serving multiple parcels, plus internal connections between sites)
- **Appropriate access type** (full movement vs. right-in/right-out where warranted)
- **Turn lanes and channelization** where turning volumes and speeds create operational/safety issues
- **Preserving sight distance** (clear visibility for drivers entering/crossing the roadway)

Illustrations of common access management concepts and design elements are provided in **Appendix F**.

Existing UDOT Route Access Spacing Evaluation

Because SR-17 is under UDOT jurisdiction, any new access, modified access, change in use, change in access intensity, or local street connection to SR-17 shall be coordinated with UDOT through the applicable access and encroachment permitting process. The City's review of access along SR-17 is intended to support UDOT coordination, preserve local circulation, and ensure that development proposals are consistent with the City's long-term transportation network.

Toquerville reviewed existing public street connections and private access points along SR-17 to document current conditions and to understand how existing access patterns align with UDOT access category spacing guidance. This evaluation provides an existing-conditions baseline to support City review and UDOT coordination as development occurs.

SR-17 Access Spacing Inventory Figure 18 summarizes the evaluation by identifying street connections and driveways along SR-17 and showing how spacing compares to the applicable UDOT guidance (spacing measured from edge-to-edge). Because access category requirements may vary by corridor segment, the figure should be interpreted by segment rather than as a single corridor-wide outcome.

Key Takeaways From the Access Spacing Inventory

- Established corridors often include access patterns that predate modern spacing guidance; this is common and reinforces the need to manage access through redevelopment and consolidation, rather than expecting corridor-wide retrofits.
- SR-17 serves both regional and local functions in Toquerville, so maintaining predictable access and preserving intersection functional areas is critical as traffic volumes increase.
- Figure 18 is intended to be used as a screening tool and baseline during development review and coordination with UDOT, not as a stand-alone basis for requiring immediate retrofit compliance along the entire corridor.

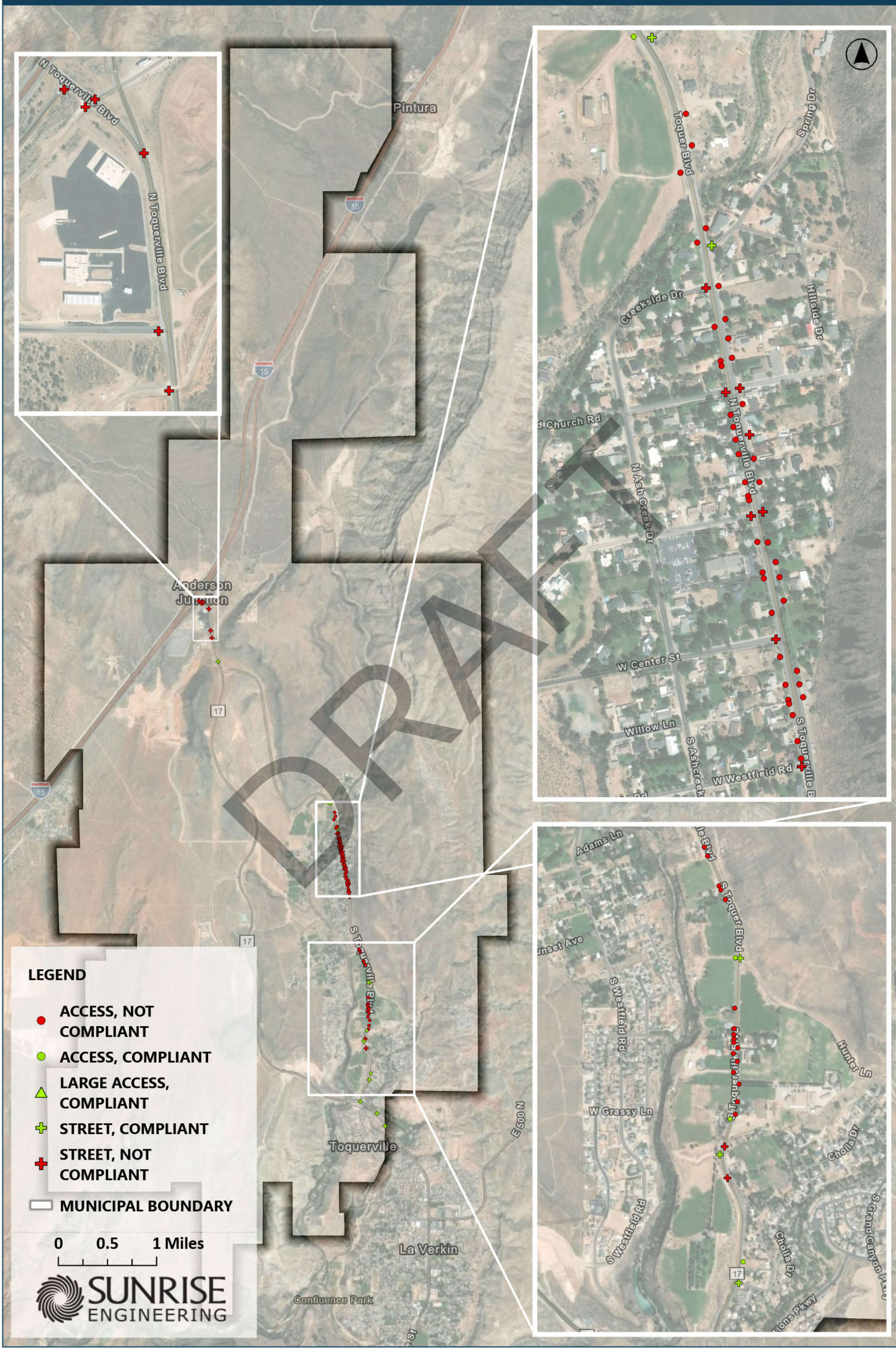
How This Applies to the TMP

The TMP treats access management along SR-17 as an incremental, redevelopment-driven strategy coordinated with UDOT. Recommended implementation direction includes:

- Avoid making conditions worse
  - Closely review new or modified access requests on SR-17 to prevent adding conflict points or reducing corridor function.
- Consolidate access over time
  - Prioritize shared access/cross-access and driveway consolidation as parcels redevelop or change use.
- Protect intersection operations and safety
  - Preserve corner clearance and intersection functional areas by limiting driveways near intersections and maintaining space for turning movements and storage.
- Strengthen local circulation
  - Support connected local/collector street networks so new development can function with fewer direct driveways to SR-17.
- Targeted corridor treatments where justified

- Consider selective improvements (defined access points, channelization, turn-lane accommodations, or turn restrictions where appropriate) that improve safety/operations without assuming full retrofit compliance.

TOQUERVILLE | ACCESS SPACING INVENTORY



3/26/2026

TOQUERVILLE ACCESS MANAGEMENT STANDARDS

The following access management standards provide Toquerville's planning-level guidance for managing street and driveway connections as development and redevelopment occur. These standards are intended to support consistent review of access spacing, access type, shared access, corner clearance, and corridor safety; however, implementation will occur through the City's adopted design standards, development review process, development agreements, and applicable UDOT access permitting requirements where state routes are involved. Where more than one standard or permitting authority applies, the most restrictive applicable requirement shall govern unless an exception is approved by the authority having jurisdiction.

ALLOWABLE ACCESS STANDARDS

Limiting the number and type of accesses on a roadway helps preserve the roadway's intended function. Roadways that prioritize mobility (arterials and major collectors) typically allow fewer and more controlled access points, while local streets prioritize property access. Table 14 identifies the types of access allowed by functional class.

TABLE 14: ALLOWABLE ACCESS

Functional Class	Commercial Access	Multi-Family Access	Single-Family Access
Minor Arterial (SR-17)	Yes[1]	No[2]	No[2]
Major Collector	Yes	Yes	No / Limited[3]
Minor Collector	Yes	Yes	Yes
Local	No[4]	Yes	Yes

1. Prefer shared access, cross-access, or public street access; if direct access is permitted, it should be minimized and designed to reduce conflicts (e.g., RIRO where appropriate) and coordinated with UDOT on SR-17.
2. Multi-family and single-family development should generally access SR-17 via a collector or local street, not directly.
3. Single-family driveway access on collectors should be discouraged where subdivision design can provide local street frontage.
4. A variance may be considered for limited, low-impact neighborhood-scale uses on Local streets where appropriate.

ACCESS SPACING STANDARDS

Access spacing standards reduce conflicts and help preserve corridor operations by limiting driveways and street connections that are too closely spaced. Appropriate spacing supports safer turning movements, reduces the likelihood of vehicles slowing or stopping in travel lanes, and helps maintain the intended function of the roadway. Table 15 shows the recommended access spacing requirements.

TABLE 15: ACCESS SPACING REQUIREMENTS

Functional Class	Min. Signal Spacing (ft)	Min. Street Spacing No Signal (ft)	Min. Commercial Access Spacing No Signal (ft)	Min. Residential Access Spacing (ft)

Minor Arterial (SR-17)[1]	Varies	Varies	Varies	Varies
Major Collector	1,320	660	330	Not Allowed
Minor Collector	1,320	330	150	150
Local	N/A[2]	150	150[3]	50

1. Access spacing on SR-17 shall conform to **UDOT access category spacing requirements** for the applicable corridor segment.
2. "Signal spacing" is not a planning control for Local streets—use engineering judgment and warrants.
3. Commercial access is generally discouraged on Local streets; if considered by variance, it should be low-intensity and reviewed for safety/operations.

Corner Clearance Standards

Corner clearance is the minimum distance between an intersection and the nearest driveway. This preserves the intersection functional area, where drivers decelerate, queue, and turn. As shown in Table 15, the same spacing values used for access spacing serve as the baseline for corner clearance. Greater corner clearance may be required where turn lanes, channelization, sight distance constraints, or documented queuing are present. Where SR-17 is involved, final corner clearance expectations should be coordinated with UDOT.

Cross Access/Shared Access Standards

Shared access and cross-access reduce the number of driveways and conflict points by allowing adjacent properties to use a common driveway connection and to circulate internally between sites. This is especially important along SR-17 and along collectors where redevelopment can otherwise create new access points with long-term operational impacts.

- Where parcels are under common ownership, cross-access/shared access shall be implemented to meet spacing intent.
- For separate ownership, the City should encourage cross-access through subdivision/site plan conditions, easements, and (where appropriate) incentives.
- For new development and growth areas, cross-access easements and shared access should be required where feasible to preserve spacing compliance over the long term.

Intersection/Access Offset Standards

Aligning streets/driveways opposite each other reduces conflicting left turns and improves safety. Where direct alignment is not feasible, Table 16 establishes a minimum offset distance.

TABLE 16: INTERSECTION / ACCESS OFFSETS

Functional Class	Min. Offset (ft)
Minor Arterial (SR-17)[1]	Varies
Major Collector	180

Minor Collector	120
Local	N/A

1. Offset and alignment expectations on SR-17 shall conform to UDOT access category requirements and permitting guidance.

Intersection Sight Distance

Adequate sight distance at intersections and driveways is a foundational safety requirement and an important part of access management in Toquerville. Sight distance ensures that a driver stopped on a minor street or driveway has a clear view of approaching traffic on the major roadway and can enter, cross, or turn safely. Preserving clear sight lines reduces crash potential, supports better driver decision-making, and is particularly important in Toquerville where SR-17 serves both local access and regional through travel, speeds are higher in some segments, and roadway geometry, terrain, walls, landscaping, and other roadside features can limit visibility.

In Toquerville, sight distance should be evaluated whenever new development proposes a driveway or street connection, particularly for access to SR-17, at higher-speed approaches, near trail crossings and other locations with pedestrian activity, and where vertical or horizontal curvature may constrain a driver's line of sight. This is also important where future development may incrementally increase turning activity along corridors that are intended to continue serving through traffic efficiently. For connections to SR-17, final sight distance determination and any required mitigation should be coordinated through UDOT's access/encroachment permitting process and confirmed during project-level design. Depending on site conditions, mitigation may include relocating or consolidating access points, removing or modifying landscaping or walls, grading, restricting certain turning movements, or other design changes needed to preserve safe operations.

Figure 19 illustrates the general concept of an intersection sight triangle for a stop-controlled approach and is provided as a planning-level reference to show how clear sight lines are evaluated at driveways and intersections. The figure helps communicate the importance of maintaining visibility within the area needed for a driver to perceive approaching traffic and make a safe maneuver. Actual required sight distance dimensions vary based on roadway geometry, operating speed, and control type, and should be confirmed during final design and permitting.

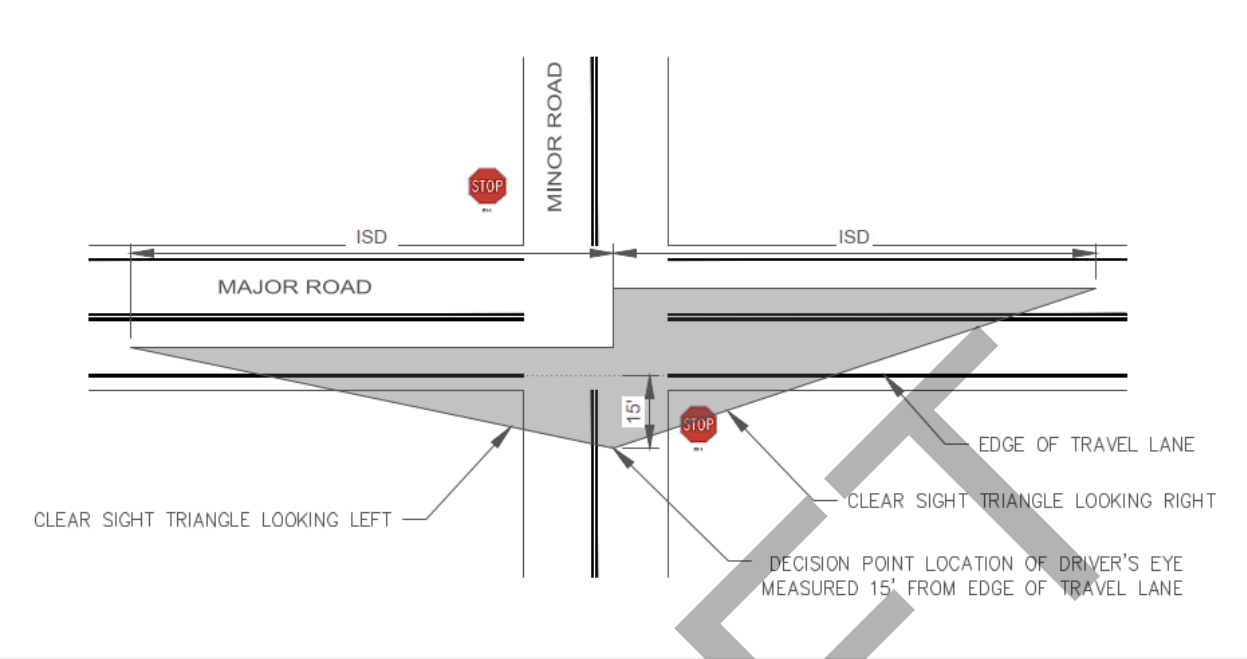


FIGURE 19: ISD LEFT TURN FROM STOPS

On Street Parking

On-street parking can improve the pedestrian environment by creating a buffer between sidewalks and moving vehicles, but it can also add friction that reduces corridor mobility. Whether on-street parking is appropriate depends on roadway function, adjacent land use, and available cross-section width. Table 17 summarizes the City's general on-street parking recommendations by functional classification.

TABLE 17: ON-STREET PARKING RECOMMENDATION

Functional Class	On-Street Parking Permitted[1]
Minor Arterial (SR-17)[2]	No
Major Collector	Yes
Minor Collector	Yes
Local	Yes

1. Land use, cross-section width, and operational context should be considered when permitting on-street parking.
2. Parking is generally discouraged on SR-17, but may be considered on short "main street" style segments where speeds are low and where UDOT coordination supports the context (e.g., to support walkability and access).

As Toquerville grows, these standards should be applied consistently during subdivision and site plan review to preserve corridor safety and operations, reduce future retrofit costs, and support a connected local street network that minimizes reliance on SR-17 for short internal trips.

APPENDIX

Appendix A – Class C Road System Maps

TOQUERVILLE CITY | CLASS C ROADS

4/28/2026

TOQUERVILLE CITY | CLASS C ROADS

16684 FT
ANDERSON JUNCTION RD
2638 FT
DIAMOND G LN
4793 FT
LAVA POCKET DR
2836 FT
SEVEN CS LN
2051 FT
4537 FT
4128 FT
COOL BREEZE WAY
BOULDER RIDGE
4131 FT
HWY 17
4100 FT
MILLS LN
14679 FT
1700 N
2518 FT
TOQUERVILLE BYPASS
29407 FT

LEGEND

MUNICIPAL BOUNDARY

SURFACE TYPE

DIRT

IMPROVED

PAVED

0 400 800 Feet

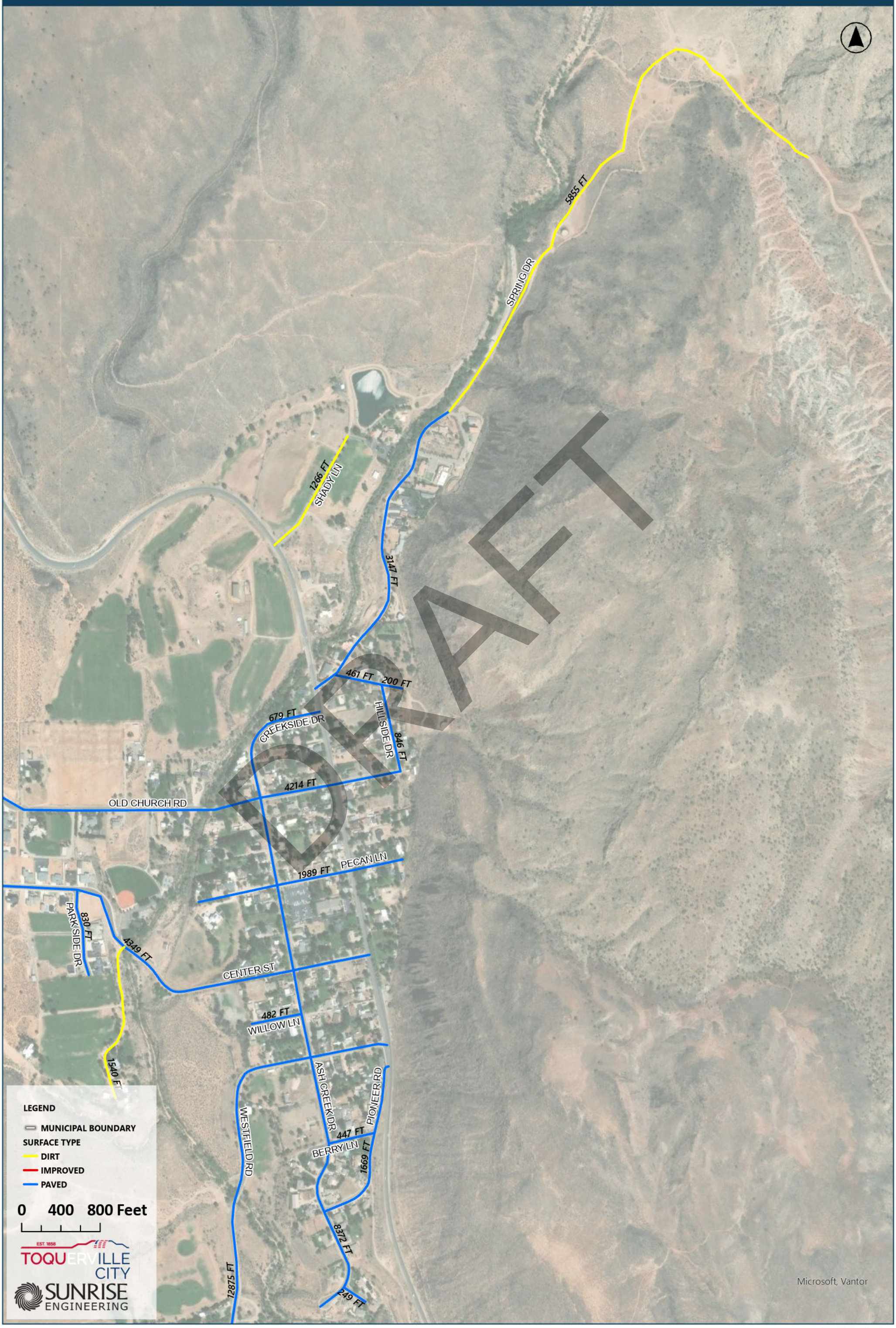
EST. 1858
TOQUERVILLE CITY

SUNRISE ENGINEERING

Vantor

4/28/2026

TOQUERVILLE CITY | CLASS C ROADS



4/28/2026

TOQUERVILLE CITY | CLASS C ROADS

4/28/2026

TOQUERVILLE CITY | CLASS C ROADS

249 FT
812 FT
208 FT
ADAMS LN
1223 FT
MOUNTAIN CHARM RD
PEACHTREE DR
4128 FT
SUNSET AVE
2353 FT
MESA VIEW DR
836 FT
WESTFIELD RD
422 FT
818 FT
LAKE LN
MULBERRY DR
12875 FT
1024 FT
GRASSY LN
HUNTER LN
3424 FT
1788 FT
HEARTLAND RANCH RD
4793 FT
DIAMOND G LN
CHOLLA DR
322 FT
RAMOSE CIR
339 FT
OCOTILLO CIR
1636 FT
GRAND CANYON PKWY
TREASURE VIEW LN
509 FT
342 FT
5134 FT
3734 FT
CEMETERY RD
1307 FT
SHADOW CREEK LN
761 FT
1178 FT
GLEN CANYON ST
1359 FT
RAINBOW BRIDGE ST
1727 FT
2198 FT
459 FT
ARCHES ST
2839 FT
ZION TRL
STAGHORN ST
934 FT
553 FT
ALMOND CIR
PATTIS POND RD
494 FT
CANE CIR
ZIONS PKWY
381 FT
TOQUERVILLE BYPASS
29407 FT
1626 FT
2855 FT
253 FT
KOLOB CIR
ASH CREEK DR
8372 FT
CHAPARELL DR
2062 FT
2471 FT
RIM VIEW DR
SHANGRI LA
979 FT
TERRACE CIR
4147 FT

LEGEND

MUNICIPAL BOUNDARY

SURFACE TYPE

DIRT

IMPROVED

PAVED

0 400 800 Feet

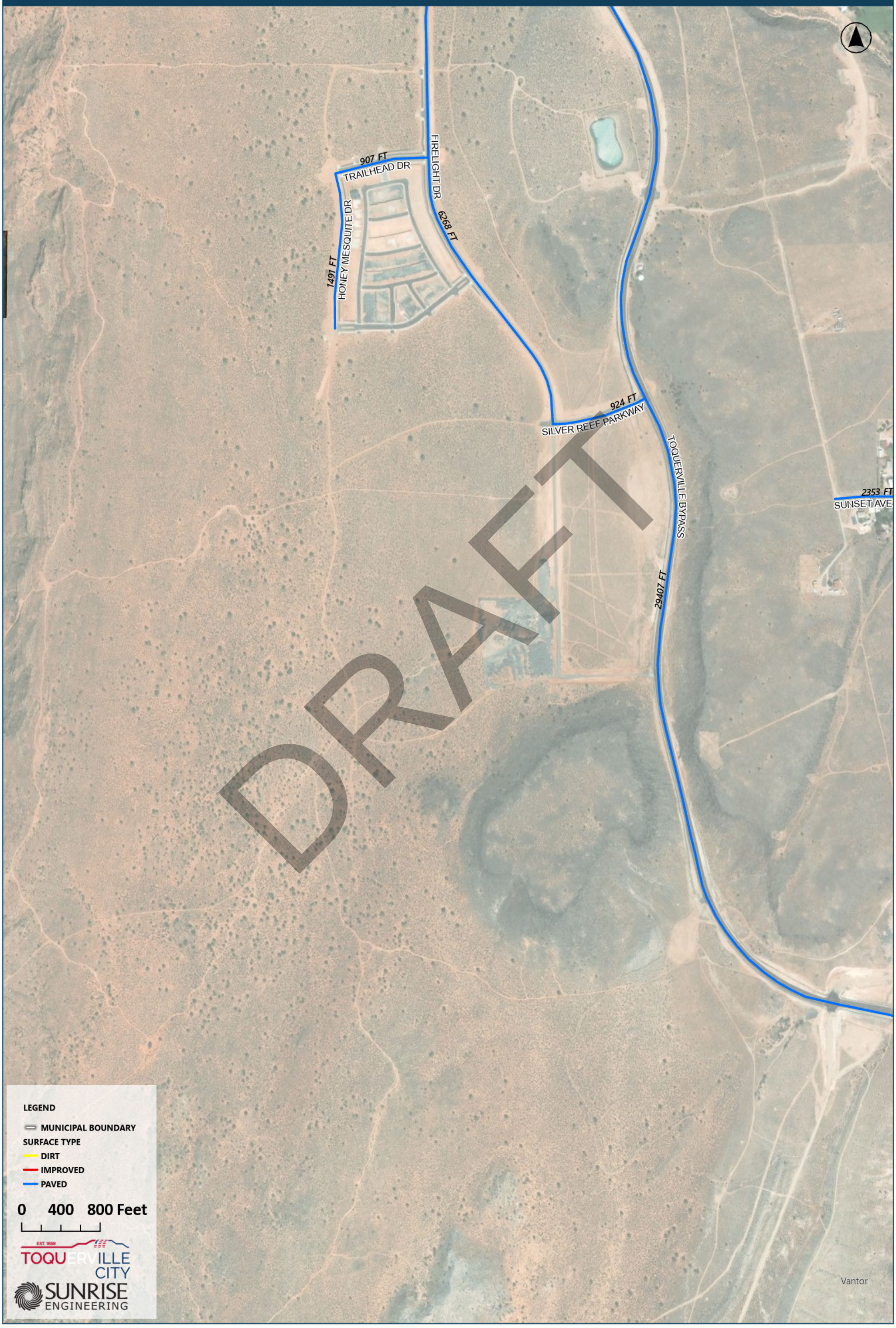
EST. 1858 TOQUERVILLE CITY

SUNRISE ENGINEERING

Vantor

4/28/2026

TOQUERVILLE CITY | CLASS C ROADS



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TOQUERVILLE CITY | CLASS C ROADS

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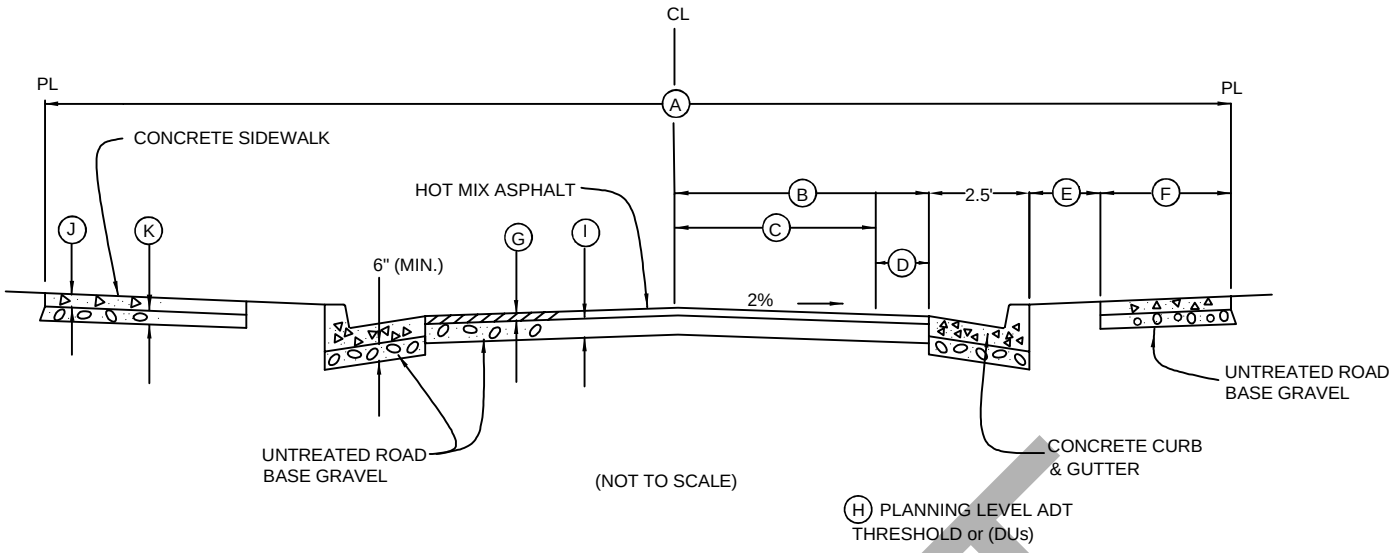
Appendix B – Roadway Typical Cross-Sections



DIMENSIONS						
MARK	**RES. LOCAL** 2 LANES 25 MPH	**LOCAL** 2 LANES 25 MPH	**MINOR COLLECTOR** 2 (3) LANES 30 MPH	**MAJOR COLLECTOR** 2 (3) (4) LANES 35-40 MPH	**MINOR ARTERIAL** 3 (4) (5) LANES 40-45 MPH	**MAJOR ARTERIAL** LANES VARY 45 MPH MIN
A	43'	57'	72'	78'	96'	> 96'
B	13'	16'	21.5'	24.5'	31.5'	> 31.5
C	10'	10'	11' (16.5')	11' (16.5') (22')	12' (18') (24')	12' TRAVEL LANES
D	3.5'	6'	10.5' (5')	13.5' (8') (2.5')	13.5' (7.5') (1.5')	VARIES
E	0'	4'	6'	6'	8'	VARIES
F	6'	6'	6'	6'	6'	6'+
G(MIN)	2.5"	2.5"	3"	3"	4"	4"
H	<250 (<15)	251-1,500 (16-150)	1,501-6,000 (151-600)	6,001-12,000 (601-1,200)	12,001-25,000	>25,000
I (MIN)	6"	6"	6"	6"	6"	6"
J	4" FOR SIDEWALK, 6" FOR DRIVEWAY APRONS. IF MODIFIED CURB IS USED 6" EVERYWHERE					
K	4" UNDER SIDEWALKS, 6" UNDER DRIVEWAYS					

NOTES:

1 - MAXIMUM ALLOWABLE DIFFERENCE IN CURB ELEVATION SHALL BE 12 INCHES AND MUST HAVE CITY ENGINEER APPROVAL PRIOR TO ITS USE.

2 - FOR ROADS IN OR SERVING INDUSTRIAL AREAS, ASPHALT AND BASE THICKNESS SHALL BE INCREASED ACCORDING TO PROVISIONS FOR HEAVY TRUCK TRAFFIC.

3 - MINIMUM THICKNESSES ARE SHOWN. THICKNESS SHALL BE BASED UPON ACTUAL GEOTECHNICAL REPORT, BUT IN NO CASE SHALL IT BE LESS THAN THE MINIMUM

4 - NON-STANDARD ROAD CROSS SECTIONS MAY BE ALLOWED UPON APPROVAL OF TOQUERVILLE CITY ENGINEER.

5 - SEE STANDARD ROAD CROSS SECTIONS IN TOQUERVILLE CITY STANDARDS AND SPECIFICATIONS

6 - ROADWAY CROSS-SECTIONS ADJACENT TO A MASTER PLANNED TRAIL/PATH SHALL BE COORDINATED WITH AND APPROVED BY THE CITY ENGINEER.

7 - LEGACY ROADWAYS: NEW ROADS SHALL MEET CURRENT CITY STANDARD CROSS-SECTIONS. WHERE SHORT GAPS OCCUR BETWEEN PREVIOUSLY ACCEPTED LEGACY IMPROVEMENTS, THE CITY ENGINEER MAY APPROVE MATCHING THE ABUTTING LEGACY CROSS-SECTION FOR CONTINUITY. CURRENT STANDARD RIGHT-OF-WAY SHALL BE DEDICATED OR PRESERVED UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.

TOQUERVILLE CITY

REVISIONS		
DATE	DESCRIPTION	BY

STANDARD ROAD CROSS SECTIONS

STANDARD DWG. NO.	
RD - 140	1 OF 1
APPROVED:	SCALE: NTS
DATE:	BY:

Appendix C – Traffic Count Data

24-Hour Raw Traffic Counts Appendix

One 24-hour raw count period per count location
15-minute turning movement count tables only

Peak-hour summaries, daily volume summaries, and additional count days excluded

24-HOUR RAW TRAFFIC COUNTS APPENDIX - CONTENTS

24-Hour Raw Traffic Counts

Old Hwy 91 & Hwy 17

Tuesday, October 28, 2025

15-minute raw turning movement count tables

Limited to one 24-hour count period; peak-hour summaries and additional count days excluded

Toquerville Ut - Old Hwy 91 & Hwy 17
Toquerville UT
Tuesday, October 28, 2025

Time	Southbound Hwy-17						Westbound 0						Northbound Hwy-17						Eastbound Hwy-91						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	3	5	0	0	*8*	0	1	0	0	0	*1*	**12**
12:15 AM	0	0	2	2	0	*4*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	2	0	*2*	**11**
12:30 AM	0	0	3	1	0	*4*	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	0	0	1	0	*1*	**7**
12:45 AM	0	0	5	2	0	*7*	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	0	0	0	0	*0*	**9**
Hourly Total	0	0	13	5	0	*18*	0	0	0	0	0	*0*	0	5	12	0	0	*17*	0	1	0	3	0	*4*	**39**
1:00 AM	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	**2**
1:15 AM	0	0	8	1	0	*9*	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	0	0	1	0	*1*	**12**
1:30 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	1	0	0	0	*1*	**9**
1:45 AM	0	0	1	1	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	1	0	0	0	*1*	**5**
Hourly Total	0	0	12	3	0	*15*	0	0	0	0	0	*0*	0	1	8	0	0	*9*	0	3	0	1	0	*4*	**28**
2:00 AM	0	0	1	2	0	*3*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	1	0	0	0	*1*	**5**
2:15 AM	0	0	2	1	0	*3*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	2	0	0	0	*2*	**5**
2:30 AM	0	0	5	3	0	*8*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**8**
2:45 AM	0	0	1	1	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	2	0	*2*	**5**
Hourly Total	0	0	9	7	0	*16*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	3	0	2	0	*5*	**23**
3:00 AM	0	0	2	4	0	*6*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	2	0	0	0	*2*	**12**
3:15 AM	0	0	2	3	0	*5*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	2	0	0	0	*2*	**9**
3:30 AM	0	0	2	4	0	*6*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	1	0	1	0	*2*	**11**
3:45 AM	0	0	1	1	0	*2*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	1	0	0	0	*1*	**7**
Hourly Total	0	0	7	12	0	*19*	0	0	0	0	0	*0*	0	0	13	0	0	*13*	0	6	0	1	0	*7*	**39**
4:00 AM	0	0	3	1	0	*4*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	1	0	0	0	*1*	**12**
4:15 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**4**
4:30 AM	0	0	0	3	0	*3*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	0	1	0	1	0	*2*	**15**
4:45 AM	0	0	9	2	0	*11*	0	0	0	0	0	*0*	0	1	4	0	0	*5*	0	3	0	1	0	*4*	**20**
Hourly Total	0	0	14	6	0	*20*	0	0	0	0	0	*0*	0	1	23	0	0	*24*	0	5	0	2	0	*7*	**51**
5:00 AM	0	0	2	3	0	*5*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	1	0	2	0	*3*	**15**
5:15 AM	0	0	9	6	0	*15*	0	0	0	0	0	*0*	0	0	19	0	0	*19*	0	2	0	1	0	*3*	**37**
5:30 AM	0	0	8	4	0	*12*	0	0	0	0	0	*0*	0	3	29	0	0	*32*	0	2	0	1	0	*3*	**47**
5:45 AM	0	0	14	1	0	*15*	0	0	0	0	0	*0*	0	5	17	0	0	*22*	0	4	0	1	0	*5*	**42**
Hourly Total	0	0	33	14	0	*47*	0	0	0	0	0	*0*	0	8	72	0	0	*80*	0	9	0	5	0	*14*	**141**
6:00 AM	0	0	24	2	0	*26*	0	0	0	0	0	*0*	0	3	32	0	0	*35*	0	7	0	0	0	*7*	**68**
6:15 AM	0	0	26	2	0	*28*	0	0	0	0	0	*0*	0	8	44	0	0	*52*	0	8	0	4	0	*12*	**92**
6:30 AM	0	0	28	7	0	*35*	0	0	0	0	0	*0*	0	4	55	0	0	*59*	0	10	0	2	0	*12*	**106**
6:45 AM	0	0	45	12	0	*57*	0	0	0	0	0	*0*	0	14	56	0	0	*70*	0	8	0	16	0	*24*	**151**
Hourly Total	0	0	123	23	0	*146*	0	0	0	0	0	*0*	0	29	187	0	0	*216*	0	33	0	22	0	*55*	**417**
7:00 AM	0	0	31	5	0	*36*	0	0	0	0	0	*0*	0	12	56	0	0	*68*	0	9	0	9	0	*18*	**122**
7:15 AM	0	0	27	7	0	*34*	0	0	0	0	0	*0*	0	5	73	0	0	*78*	0	8	0	6	0	*14*	**126**
7:30 AM	0	0	36	6	0	*42*	0	0	0	0	0	*0*	0	2	68	0	0	*70*	0	10	0	4	0	*14*	**126**
7:45 AM	0	0	51	10	0	*61*	0	0	0	0	0	*0*	0	4	57	0	0	*61*	0	5	0	6	0	*11*	**133**
Hourly Total	0	0	145	28	0	*173*	0	0	0	0	0	*0*	0	23	254	0	0	*277*	0	32	0	25	0	*57*	**507**

Toquerville Ut - Old Hwy 91 & Hwy 17
Toquerville UT
Tuesday, October 28, 2025

	Southbound Hwy-17						Westbound 0						Northbound Hwy-17						Eastbound Hwy-91						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
8:00 AM	0	0	39	11	0	*50*	0	0	0	0	0	*0*	0	7	66	0	0	*73*	0	10	0	11	0	*21*	**144**
8:15 AM	0	0	50	3	0	*53*	0	0	0	0	0	*0*	0	7	63	0	0	*70*	0	12	0	5	0	*17*	**140**
8:30 AM	0	0	47	10	0	*57*	0	0	0	0	0	*0*	0	17	50	0	0	*67*	0	6	0	7	0	*13*	**137**
8:45 AM	0	0	35	7	0	*42*	0	0	0	0	0	*0*	0	7	56	0	0	*63*	0	9	0	8	0	*17*	**122**
Hourly Total	0	0	171	31	0	*202*	0	0	0	0	0	*0*	0	38	235	0	0	*273*	0	37	0	31	0	*68*	**543**
9:00 AM	0	0	41	2	0	*43*	0	0	0	0	0	*0*	0	11	56	0	0	*67*	0	11	0	6	0	*17*	**127**
9:15 AM	0	0	39	15	0	*54*	0	0	0	0	0	*0*	0	10	60	0	0	*70*	0	8	0	13	0	*21*	**145**
9:30 AM	0	0	24	9	0	*33*	0	0	0	0	0	*0*	0	7	58	0	0	*65*	0	8	0	8	0	*16*	**114**
9:45 AM	0	0	28	9	0	*37*	0	0	0	0	0	*0*	0	7	53	0	0	*60*	0	13	0	8	0	*21*	**118**
Hourly Total	0	0	132	35	0	*167*	0	0	0	0	0	*0*	0	35	227	0	0	*262*	0	40	0	35	0	*75*	**504**
10:00 AM	0	0	33	13	0	*46*	0	0	0	0	0	*0*	0	4	52	0	0	*56*	0	5	0	7	0	*12*	**114**
10:15 AM	0	0	36	12	0	*48*	0	0	0	0	0	*0*	0	11	53	0	0	*64*	0	10	0	5	0	*15*	**127**
10:30 AM	0	0	41	9	0	*50*	0	0	0	0	0	*0*	0	5	50	0	0	*55*	0	11	0	2	0	*13*	**118**
10:45 AM	0	0	50	6	0	*56*	0	0	0	0	0	*0*	0	5	49	0	0	*54*	0	8	0	7	0	*15*	**125**
Hourly Total	0	0	160	40	0	*200*	0	0	0	0	0	*0*	0	25	204	0	0	*229*	0	34	0	21	0	*55*	**484**
11:00 AM	0	0	37	16	0	*53*	0	0	0	0	0	*0*	0	16	37	0	0	*53*	0	13	0	7	0	*20*	**126**
11:15 AM	0	0	35	11	0	*46*	0	0	0	0	0	*0*	0	9	63	0	0	*72*	0	19	0	7	0	*26*	**144**
11:30 AM	0	0	43	8	0	*51*	0	0	0	0	0	*0*	0	6	67	0	0	*73*	0	10	0	14	0	*24*	**148**
11:45 AM	0	0	52	11	0	*63*	0	0	0	0	0	*0*	0	8	46	0	0	*54*	0	8	0	6	0	*14*	**131**
Hourly Total	0	0	167	46	0	*213*	0	0	0	0	0	*0*	0	39	213	0	0	*252*	0	50	0	34	0	*84*	**549**
12:00 PM	0	0	46	11	0	*57*	0	0	0	0	0	*0*	0	8	59	0	0	*67*	0	10	0	8	0	*18*	**142**
12:15 PM	0	0	29	10	0	*39*	0	0	0	0	0	*0*	0	7	43	0	0	*50*	0	8	0	12	0	*20*	**109**
12:30 PM	0	0	40	7	0	*47*	0	0	0	0	0	*0*	0	6	37	0	0	*43*	0	5	0	11	0	*16*	**106**
12:45 PM	0	0	44	9	0	*53*	0	0	0	0	0	*0*	0	8	40	0	0	*48*	0	10	0	11	0	*21*	**122**
Hourly Total	0	0	159	37	0	*196*	0	0	0	0	0	*0*	0	29	179	0	0	*208*	0	33	0	42	0	*75*	**479**
1:00 PM	0	0	39	7	0	*46*	0	0	0	0	0	*0*	0	5	46	0	0	*51*	0	11	0	10	0	*21*	**118**
1:15 PM	0	0	53	10	0	*63*	0	0	0	0	0	*0*	0	10	51	0	0	*61*	0	8	0	13	0	*21*	**145**
1:30 PM	0	0	43	19	0	*62*	0	0	0	0	0	*0*	0	9	50	0	0	*59*	0	13	0	9	0	*22*	**143**
1:45 PM	0	0	44	10	0	*54*	0	0	0	0	0	*0*	0	10	40	0	0	*50*	0	10	0	16	0	*26*	**130**
Hourly Total	0	0	179	46	0	*225*	0	0	0	0	0	*0*	0	34	187	0	0	*221*	0	42	0	48	0	*90*	**536**
2:00 PM	0	0	49	7	0	*56*	0	0	0	0	0	*0*	0	8	36	0	0	*44*	0	12	0	18	0	*30*	**130**
2:15 PM	0	0	49	14	0	*63*	0	0	0	0	0	*0*	0	4	44	0	0	*48*	0	14	0	11	0	*25*	**136**
2:30 PM	0	0	57	17	0	*74*	0	0	0	0	0	*0*	0	9	74	0	0	*83*	0	12	0	11	0	*23*	**180**
2:45 PM	0	0	51	7	0	*58*	0	0	0	0	0	*0*	0	5	43	0	0	*48*	0	12	0	12	0	*24*	**130**
Hourly Total	0	0	206	45	0	*251*	0	0	0	0	0	*0*	0	26	197	0	0	*223*	0	50	0	52	0	*102*	**576**
3:00 PM	0	0	55	11	0	*66*	0	0	0	0	0	*0*	0	10	64	0	0	*74*	0	12	0	5	0	*17*	**157**
3:15 PM	0	0	67	18	0	*85*	0	0	0	0	0	*0*	0	7	41	0	0	*48*	0	10	0	14	0	*24*	**157**
3:30 PM	0	0	65	20	0	*85*	0	0	0	0	0	*0*	0	12	71	0	0	*83*	0	15	0	14	0	*29*	**197**
3:45 PM	0	0	66	15	0	*81*	0	0	0	0	0	*0*	0	9	61	0	0	*70*	0	17	0	13	0	*30*	**181**
Hourly Total	0	0	253	64	0	*317*	0	0	0	0	0	*0*	0	38	237	0	0	*275*	0	54	0	46	0	*100*	**692**

Toquerville Ut - Old Hwy 91 & Hwy 17
Toquerville UT
Tuesday, October 28, 2025

	Southbound Hwy-17						Westbound 0						Northbound Hwy-17						Eastbound Hwy-91						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
4:00 PM	0	0	65	15	0	*80*	0	0	0	0	0	*0*	0	12	59	0	0	*71*	0	16	0	7	0	*23*	**174**
4:15 PM	0	0	70	11	0	*81*	0	0	0	0	0	*0*	0	11	86	0	0	*97*	0	10	0	10	0	*20*	**198**
4:30 PM	0	0	79	19	0	*98*	0	0	0	0	0	*0*	0	15	75	0	0	*90*	0	12	0	8	0	*20*	**208**
4:45 PM	0	0	90	21	0	*111*	0	0	0	0	0	*0*	0	5	60	0	0	*65*	0	11	0	11	0	*22*	**198**
Hourly Total	0	0	304	66	0	*370*	0	0	0	0	0	*0*	0	43	280	0	0	*323*	0	49	0	36	0	*85*	**778**
5:00 PM	0	0	71	11	0	*82*	0	0	0	0	0	*0*	0	14	65	0	0	*79*	0	10	0	9	0	*19*	**180**
5:15 PM	0	0	84	7	0	*91*	0	0	0	0	0	*0*	0	6	72	0	0	*78*	0	6	0	7	0	*13*	**182**
5:30 PM	0	0	87	17	0	*104*	0	0	0	0	0	*0*	0	7	63	0	0	*70*	0	6	0	7	0	*13*	**187**
5:45 PM	0	0	64	5	0	*69*	0	0	0	0	0	*0*	0	10	55	0	0	*65*	0	11	0	9	0	*20*	**154**
Hourly Total	0	0	306	40	0	*346*	0	0	0	0	0	*0*	0	37	255	0	0	*292*	0	33	0	32	0	*65*	**703**
6:00 PM	0	0	64	17	0	*81*	0	0	0	0	0	*0*	0	7	66	0	0	*73*	0	6	0	12	0	*18*	**172**
6:15 PM	0	0	69	11	0	*80*	0	0	0	0	0	*0*	0	9	45	0	0	*54*	0	7	0	7	0	*14*	**148**
6:30 PM	0	0	68	9	0	*77*	0	0	0	0	0	*0*	0	8	39	0	0	*47*	0	13	0	6	0	*19*	**143**
6:45 PM	0	0	73	10	0	*83*	0	0	0	0	0	*0*	0	14	41	0	0	*55*	0	10	0	6	0	*16*	**154**
Hourly Total	0	0	274	47	0	*321*	0	0	0	0	0	*0*	0	38	191	0	0	*229*	0	36	0	31	0	*67*	**617**
7:00 PM	0	0	48	5	0	*53*	0	0	0	0	0	*0*	0	11	35	0	0	*46*	0	5	0	6	0	*11*	**110**
7:15 PM	0	0	43	4	0	*47*	0	0	0	0	0	*0*	0	6	34	0	0	*40*	0	5	0	10	0	*15*	**102**
7:30 PM	0	0	37	4	0	*41*	0	0	0	0	0	*0*	0	10	19	0	0	*29*	0	6	0	8	0	*14*	**84**
7:45 PM	0	0	25	4	0	*29*	0	0	0	0	0	*0*	0	2	34	0	0	*36*	0	6	0	6	0	*12*	**77**
Hourly Total	0	0	153	17	0	*170*	0	0	0	0	0	*0*	0	29	122	0	0	*151*	0	22	0	30	0	*52*	**373**
8:00 PM	0	0	38	6	0	*44*	0	0	0	0	0	*0*	0	3	24	0	0	*27*	0	3	0	2	0	*5*	**76**
8:15 PM	0	0	31	5	0	*36*	0	0	0	0	0	*0*	0	2	22	0	0	*24*	0	4	0	7	0	*11*	**71**
8:30 PM	0	0	19	10	0	*29*	0	0	0	0	0	*0*	0	1	15	0	0	*16*	0	3	0	1	0	*4*	**49**
8:45 PM	0	0	29	5	0	*34*	0	0	0	0	0	*0*	0	1	14	0	0	*15*	0	8	0	1	0	*9*	**58**
Hourly Total	0	0	117	26	0	*143*	0	0	0	0	0	*0*	0	7	75	0	0	*82*	0	18	0	11	0	*29*	**254**
9:00 PM	0	0	22	3	0	*25*	0	0	0	0	0	*0*	0	2	16	0	0	*18*	0	3	0	1	0	*4*	**47**
9:15 PM	0	0	27	5	0	*32*	0	0	0	0	0	*0*	0	1	8	0	0	*9*	0	1	0	1	0	*2*	**43**
9:30 PM	0	0	31	5	0	*36*	0	0	0	0	0	*0*	0	1	16	0	0	*17*	0	1	0	1	0	*2*	**55**
9:45 PM	0	0	9	4	0	*13*	0	0	0	0	0	*0*	0	2	13	0	0	*15*	0	4	0	2	0	*6*	**34**
Hourly Total	0	0	89	17	0	*106*	0	0	0	0	0	*0*	0	6	53	0	0	*59*	0	9	0	5	0	*14*	**179**
10:00 PM	0	0	15	8	0	*23*	0	0	0	0	0	*0*	0	1	12	0	0	*13*	0	4	0	2	0	*6*	**42**
10:15 PM	0	0	12	4	0	*16*	0	0	0	0	0	*0*	0	1	11	0	0	*12*	0	1	0	0	0	*1*	**29**
10:30 PM	0	0	11	7	0	*18*	0	0	0	0	0	*0*	0	1	10	0	0	*11*	0	1	0	2	0	*3*	**32**
10:45 PM	0	0	8	6	0	*14*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	1	0	1	0	*2*	**21**
Hourly Total	0	0	46	25	0	*71*	0	0	0	0	0	*0*	0	3	38	0	0	*41*	0	7	0	5	0	*12*	**124**
11:00 PM	0	0	7	8	0	*15*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	6	0	5	0	*11*	**29**
11:15 PM	0	0	11	2	0	*13*	0	0	0	0	0	*0*	0	2	7	0	0	*9*	0	2	0	0	0	*2*	**24**
11:30 PM	0	0	6	1	0	*7*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	1	0	2	0	*3*	**13**
11:45 PM	0	0	4	5	0	*9*	0	0	0	0	0	*0*	0	1	4	0	0	*5*	0	1	0	0	0	*1*	**15**
Hourly Total	0	0	28	16	0	*44*	0	0	0	0	0	*0*	0	3	17	0	0	*20*	0	10	0	7	0	*17*	**81**
DAILY TOTAL	**0**	**0**	**3100**	**696**	**0**	***3796***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**497**	**3281**	**0**	**0**	***3778***	**0**	**616**	**0**	**527**	**0**	***1143***	**8717**
Cars	0	0	2947	563	0	*3510*	0	0	0	0	0	*0*	0	473	3140	0	0	*3613*	0	492	0	500	0	*992*	**8115**
Heavy Vehicles	0	0	153	133	0	*286*	0	0	0	0	0	*0*	0	24	141	0	0	*165*	0	124	0	*27*	0	*151*	**602**
Heavy Vehicle %	0.00%	0.00%	4.94%	19.11%	0.00%	*7.53%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	4.83%	4.30%	0.00%	0.00%	*4.37%*	0.00%	20.13%	0.00%	5.12%	0.00%	*13.21%*	**6.91%**

24-Hour Raw Traffic Counts

Zions Pkwy & State St
Tuesday, October 28, 2025
15-minute raw turning movement count tables

Limited to one 24-hour count period; peak-hour summaries and additional count days excluded

Toquerville Ut - Zions Pkwy & State St
Toquerville UT
Tuesday, October 28, 2025

Time	Southbound State St						Westbound Zions Pkwy						Northbound State St						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**10**
12:15 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**7**
12:30 AM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**9**
12:45 AM	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**7**
Hourly Total	0	0	16	0	0	*16*	0	0	0	0	0	*0*	0	0	17	0	0	*17*	0	0	0	0	0	*0*	**33**
1:00 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**4**
1:15 AM	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**9**
1:30 AM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**10**
1:45 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**3**
Hourly Total	0	0	14	0	0	*14*	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	**26**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**1**
2:15 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
2:30 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**4**
2:45 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**6**
Hourly Total	0	0	9	0	0	*9*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**12**
3:00 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**4**
3:15 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**3**
3:30 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**7**
3:45 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**8**
Hourly Total	0	0	11	0	0	*11*	0	0	0	0	0	*0*	0	0	11	0	0	*11*	0	0	0	0	0	*0*	**22**
4:00 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	**4**
4:15 AM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**9**
4:30 AM	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**10**
4:45 AM	0	0	9	0	0	*9*	0	0	0	1	0	*1*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**11**
Hourly Total	0	0	21	0	0	*21*	0	0	0	1	0	*1*	0	0	11	1	0	*12*	0	0	0	0	0	*0*	**34**
5:00 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**12**
5:15 AM	0	0	10	0	0	*10*	0	0	0	2	0	*2*	0	0	15	0	0	*15*	0	0	0	0	0	*0*	**27**
5:30 AM	0	0	9	0	0	*9*	0	1	0	2	0	*3*	0	0	25	0	0	*25*	0	0	0	0	0	*0*	**37**
5:45 AM	0	0	18	0	0	*18*	0	1	0	1	0	*2*	0	0	21	0	0	*21*	0	0	0	0	0	*0*	**41**
Hourly Total	0	0	42	0	0	*42*	0	2	0	5	0	*7*	0	0	68	0	0	*68*	0	0	0	0	0	*0*	**117**
6:00 AM	0	0	21	0	0	*21*	0	0	0	0	0	*0*	0	0	31	0	0	*31*	0	0	0	0	0	*0*	**52**
6:15 AM	0	0	40	0	0	*40*	0	0	0	1	0	*1*	0	0	43	0	0	*43*	0	0	0	0	0	*0*	**84**
6:30 AM	0	0	38	0	0	*38*	0	2	0	1	0	*3*	0	0	65	2	0	*67*	0	0	0	0	0	*0*	**108**
6:45 AM	0	0	51	0	0	*51*	0	2	0	0	0	*2*	0	0	50	0	0	*50*	0	0	0	0	0	*0*	**103**
Hourly Total	0	0	150	0	0	*150*	0	4	0	2	0	*6*	0	0	189	2	0	*191*	0	0	0	0	0	*0*	**347**
7:00 AM	1	0	46	0	0	*47*	0	2	0	1	0	*3*	0	0	64	0	0	*64*	0	0	0	0	0	*0*	**114**
7:15 AM	0	1	47	0	2	*48*	0	2	0	2	0	*4*	0	0	62	3	0	*65*	0	0	0	0	0	*0*	**117**
7:30 AM	0	0	57	0	0	*57*	0	5	0	2	0	*7*	0	0	69	0	0	*69*	0	0	0	0	0	*0*	**133**
7:45 AM	0	0	82	0	0	*82*	0	4	0	0	6	*4*	0	0	70	1	0	*71*	0	0	0	0	0	*0*	**157**
Hourly Total	1	1	232	0	2	*234*	0	13	0	5	6	*18*	0	0	265	4	0	*269*	0	0	0	0	0	*0*	**521**

Toquerville Ut - Zions Pkwy & State St
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	Southbound State St						Westbound Zions Pkwy						Northbound State St						Eastbound 0						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
8:00 AM	0	1	68	0	2	*69*	1	3	0	4	4	*8*	0	0	63	6	1	*69*	0	0	0	0	0	*0*	**146**
8:15 AM	0	3	69	0	0	*72*	0	1	0	2	1	*3*	1	0	75	1	0	*77*	0	0	0	0	0	*0*	**152**
8:30 AM	0	2	68	0	0	*70*	0	3	0	5	0	*8*	0	0	58	0	0	*58*	0	0	0	0	0	*0*	**136**
8:45 AM	0	3	66	0	2	*69*	0	3	0	4	3	*7*	0	0	66	1	0	*67*	0	0	0	0	0	*0*	**143**
Hourly Total	0	9	271	0	4	*280*	1	10	0	15	8	*26*	1	0	262	8	1	*271*	0	0	0	0	0	*0*	**577**
9:00 AM	0	1	52	0	0	*53*	0	0	0	4	0	*4*	0	0	84	3	0	*87*	0	0	0	0	0	*0*	**144**
9:15 AM	0	0	63	0	0	*63*	0	2	0	3	1	*5*	0	0	70	0	0	*70*	0	0	0	0	0	*0*	**138**
9:30 AM	0	1	58	0	0	*59*	0	1	0	2	1	*3*	0	0	59	1	0	*60*	0	0	0	0	0	*0*	**122**
9:45 AM	0	0	46	0	0	*46*	0	5	0	1	0	*6*	0	0	68	1	0	*69*	0	0	0	0	0	*0*	**121**
Hourly Total	0	2	219	0	0	*221*	0	8	0	10	2	*18*	0	0	281	5	0	*286*	0	0	0	0	0	*0*	**525**
10:00 AM	0	0	53	0	0	*53*	0	2	0	1	0	*3*	0	0	66	3	0	*69*	0	0	0	0	0	*0*	**125**
10:15 AM	0	2	50	0	0	*52*	0	1	0	1	0	*2*	0	0	68	1	0	*69*	0	0	0	0	0	*0*	**123**
10:30 AM	0	0	51	0	0	*51*	0	0	0	2	0	*2*	0	0	57	0	0	*57*	0	0	0	0	0	*0*	**110**
10:45 AM	0	3	65	0	0	*68*	0	1	0	1	0	*2*	0	0	58	1	0	*59*	0	0	0	0	0	*0*	**129**
Hourly Total	0	5	219	0	0	*224*	0	4	0	5	0	*9*	0	0	249	5	0	*254*	0	0	0	0	0	*0*	**487**
11:00 AM	0	1	57	0	0	*58*	0	2	0	1	2	*3*	0	0	87	4	0	*91*	0	0	0	0	0	*0*	**152**
11:15 AM	0	3	52	0	0	*55*	0	1	0	1	1	*2*	0	0	86	2	0	*88*	0	0	0	0	0	*0*	**145**
11:30 AM	0	2	50	0	0	*52*	0	2	0	3	0	*5*	0	0	71	2	0	*73*	0	0	0	0	0	*0*	**130**
11:45 AM	0	3	67	0	0	*70*	0	4	0	6	0	*10*	0	0	71	1	0	*72*	0	0	0	0	0	*0*	**152**
Hourly Total	0	9	226	0	0	*235*	0	9	0	11	3	*20*	0	0	315	9	0	*324*	0	0	0	0	0	*0*	**579**
12:00 PM	0	1	63	0	0	*64*	0	5	0	1	0	*6*	0	0	53	1	0	*54*	0	0	0	0	0	*0*	**124**
12:15 PM	0	3	57	0	0	*60*	0	2	0	0	2	*2*	0	0	61	3	0	*64*	0	0	0	0	0	*0*	**126**
12:30 PM	0	1	51	0	0	*52*	0	6	0	2	0	*8*	0	0	56	3	0	*59*	0	0	0	0	0	*0*	**119**
12:45 PM	0	0	74	0	0	*74*	0	3	0	0	0	*3*	0	0	57	3	0	*60*	0	0	0	0	0	*0*	**137**
Hourly Total	0	5	245	0	0	*250*	0	16	0	3	2	*19*	0	0	227	10	0	*237*	0	0	0	0	0	*0*	**506**
1:00 PM	0	3	57	0	0	*60*	0	4	0	2	0	*6*	0	0	75	0	0	*75*	0	0	0	0	0	*0*	**141**
1:15 PM	0	1	65	0	0	*66*	0	4	0	1	0	*5*	0	0	70	2	0	*72*	0	0	0	0	0	*0*	**143**
1:30 PM	0	1	76	0	0	*77*	0	1	0	0	0	*1*	0	0	64	3	0	*67*	0	0	0	0	0	*0*	**145**
1:45 PM	0	0	68	0	0	*68*	0	0	0	1	0	*1*	0	0	56	1	0	*57*	0	0	0	0	0	*0*	**126**
Hourly Total	0	5	266	0	0	*271*	0	9	0	4	0	*13*	0	0	265	6	0	*271*	0	0	0	0	0	*0*	**555**
2:00 PM	0	2	84	0	0	*86*	0	1	0	0	0	*1*	0	0	56	1	0	*57*	0	0	0	0	0	*0*	**144**
2:15 PM	0	0	70	0	0	*70*	0	1	0	1	0	*2*	0	0	65	1	0	*66*	0	0	0	0	0	*0*	**138**
2:30 PM	0	1	69	0	0	*70*	0	2	0	0	0	*2*	0	0	97	6	0	*103*	0	0	0	0	0	*0*	**175**
2:45 PM	0	1	84	0	0	*85*	0	1	0	4	0	*5*	0	0	70	3	0	*73*	0	0	0	0	0	*0*	**163**
Hourly Total	0	4	307	0	0	*311*	0	5	0	5	0	*10*	0	0	288	11	0	*299*	0	0	0	0	0	*0*	**620**
3:00 PM	0	1	77	0	0	*78*	0	2	0	2	0	*4*	0	0	101	5	0	*106*	0	0	0	0	0	*0*	**188**
3:15 PM	0	1	87	0	0	*88*	0	1	0	0	0	*1*	0	0	82	1	0	*83*	0	0	0	0	0	*0*	**172**
3:30 PM	0	4	80	0	0	*84*	0	5	0	4	0	*9*	0	0	87	4	0	*91*	0	0	0	0	0	*0*	**184**
3:45 PM	0	2	85	0	0	*87*	0	3	0	2	0	*5*	0	0	86	3	0	*89*	0	0	0	0	0	*0*	**181**
Hourly Total	0	8	329	0	0	*337*	0	11	0	8	0	*19*	0	0	356	13	0	*369*	0	0	0	0	0	*0*	**725**

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Tuesday, October 28, 2025

	Southbound State St						Westbound Zions Pkwy						Northbound State St						Eastbound 0						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
4:00 PM	0	3	78	0	0	*81*	0	2	0	0	0	*2*	0	0	100	3	0	*103*	0	0	0	0	0	*0*	**186**
4:15 PM	0	0	103	0	0	*103*	0	2	0	3	0	*5*	0	0	95	3	0	*98*	0	0	0	0	0	*0*	**206**
4:30 PM	0	0	81	0	0	*81*	0	1	0	1	0	*2*	0	0	90	2	0	*92*	0	0	0	0	0	*0*	**175**
4:45 PM	0	1	118	0	0	*119*	0	2	0	1	0	*3*	0	0	92	3	0	*95*	0	0	0	0	0	*0*	**217**
Hourly Total	0	4	380	0	0	*384*	0	7	0	5	0	*12*	0	0	377	11	0	*388*	0	0	0	0	0	*0*	**784**
5:00 PM	0	2	87	0	0	*89*	0	0	0	0	0	*0*	0	0	105	4	0	*109*	0	0	0	0	0	*0*	**198**
5:15 PM	0	0	85	0	0	*85*	0	0	0	0	0	*0*	0	0	91	0	0	*91*	0	0	0	0	0	*0*	**176**
5:30 PM	0	1	97	0	0	*98*	0	0	0	0	0	*0*	0	0	83	3	0	*86*	0	0	0	0	0	*0*	**184**
5:45 PM	0	3	97	0	0	*100*	0	2	0	1	0	*3*	0	0	82	1	0	*83*	0	0	0	0	0	*0*	**186**
Hourly Total	0	6	366	0	0	*372*	0	2	0	1	0	*3*	0	0	361	8	0	*369*	0	0	0	0	0	*0*	**744**
6:00 PM	0	2	74	0	0	*76*	0	2	0	1	0	*3*	0	0	72	4	0	*76*	0	0	0	0	0	*0*	**155**
6:15 PM	0	0	81	0	0	*81*	0	2	0	0	0	*2*	0	0	64	2	0	*66*	0	0	0	0	0	*0*	**149**
6:30 PM	0	0	66	0	0	*66*	0	3	0	0	0	*3*	0	0	50	0	0	*50*	0	0	0	0	0	*0*	**119**
6:45 PM	0	0	78	0	0	*78*	0	1	0	1	0	*2*	0	0	56	2	0	*58*	0	0	0	0	0	*0*	**138**
Hourly Total	0	2	299	0	0	*301*	0	8	0	2	0	*10*	0	0	242	8	0	*250*	0	0	0	0	0	*0*	**561**
7:00 PM	0	1	51	0	0	*52*	0	1	0	0	0	*1*	0	0	57	5	0	*62*	0	0	0	0	0	*0*	**115**
7:15 PM	0	1	60	0	0	*61*	0	1	0	0	0	*1*	0	0	57	0	0	*57*	0	0	0	0	0	*0*	**119**
7:30 PM	0	0	35	0	0	*35*	0	1	0	0	0	*1*	0	0	46	3	0	*49*	0	0	0	0	0	*0*	**85**
7:45 PM	0	0	37	0	0	*37*	0	0	0	0	0	*0*	0	0	42	1	0	*43*	0	0	0	0	0	*0*	**80**
Hourly Total	0	2	183	0	0	*185*	0	3	0	0	0	*3*	0	0	202	9	0	*211*	0	0	0	0	0	*0*	**399**
8:00 PM	0	0	47	0	0	*47*	0	0	0	0	0	*0*	0	0	31	1	0	*32*	0	0	0	0	0	*0*	**79**
8:15 PM	0	0	36	0	0	*36*	0	0	0	0	0	*0*	0	0	24	1	0	*25*	0	0	0	0	0	*0*	**61**
8:30 PM	0	1	32	0	0	*33*	0	0	0	0	0	*0*	0	0	20	2	0	*22*	0	0	0	0	0	*0*	**55**
8:45 PM	0	0	26	0	0	*26*	0	1	0	0	0	*1*	0	0	26	0	0	*26*	0	0	0	0	0	*0*	**53**
Hourly Total	0	1	141	0	0	*142*	0	1	0	0	0	*1*	0	0	101	4	0	*105*	0	0	0	0	0	*0*	**248**
9:00 PM	0	1	21	0	0	*22*	0	0	0	0	0	*0*	0	0	18	0	0	*18*	0	0	0	0	0	*0*	**40**
9:15 PM	0	0	31	0	0	*31*	0	0	0	0	0	*0*	0	0	16	0	0	*16*	0	0	0	0	0	*0*	**47**
9:30 PM	0	1	30	0	0	*31*	0	0	0	0	0	*0*	0	0	25	0	0	*25*	0	0	0	0	0	*0*	**56**
9:45 PM	0	0	19	0	0	*19*	0	0	0	0	0	*0*	0	0	16	1	0	*17*	0	0	0	0	0	*0*	**36**
Hourly Total	0	2	101	0	0	*103*	0	0	0	0	0	*0*	0	0	75	1	0	*76*	0	0	0	0	0	*0*	**179**
10:00 PM	0	0	18	0	0	*18*	0	0	0	0	0	*0*	0	0	25	1	0	*26*	0	0	0	0	0	*0*	**44**
10:15 PM	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	18	0	0	*18*	0	0	0	0	0	*0*	**28**
10:30 PM	0	1	16	0	0	*17*	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	**29**
10:45 PM	0	1	14	0	0	*15*	0	2	0	0	0	*2*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**25**
Hourly Total	0	2	58	0	0	*60*	0	2	0	0	0	*2*	0	0	63	1	0	*64*	0	0	0	0	0	*0*	**126**
11:00 PM	0	0	10	0	0	*10*	0	1	0	0	0	*1*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**19**
11:15 PM	0	0	3	0	0	*3*	0	1	0	0	0	*1*	0	0	9	0	0	*9*	0	0	0	0	0	*0*	**13**
11:30 PM	0	0	13	0	0	*13*	0	0	0	0	0	*0*	0	0	7	1	0	*8*	0	0	0	0	0	*0*	**21**
11:45 PM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**11**
Hourly Total	0	0	29	0	0	*29*	0	2	0	0	0	*2*	0	0	32	1	0	*33*	0	0	0	0	0	*0*	**64**
DAILY TOTAL	**1**	**67**	**4134**	**0**	**6**	***4202***	**1**	**116**	**0**	**82**	**21**	***199***	**1**	**0**	**4272**	**117**	**1**	***4390***	**0**	**0**	**0**	**0**	**0**	***0***	**8791**
Cars	1	65	3900	0	6	*3966*	1	111	0	76	21	*188*	1	0	4038	109	1	*4148*	0	0	0	0	0	*0*	**8302**
Heavy Vehicles	0	2	234	0	0	*236*	0	5	0	6	0	*11*	0	0	234	8	0	*242*	0	0	0	0	0	*0*	**489**
Heavy Vehicle %	0.00%	2.99%	5.66%	0.00%	0.00%	*5.62%*	0.00%	4.31%	0.00%	7.32%	0.00%	*5.53%*	0.00%	0.00%	5.48%	6.84%	0.00%	*5.51%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	**5.56%**

24-Hour Raw Traffic Counts

Shangri La Dr & State St
Tuesday, October 28, 2025
15-minute raw turning movement count tables

Limited to one 24-hour count period; peak-hour summaries and additional count days excluded

Toquerville Ut - Shangri La Dr & State St
Toquerville Ut - Shangri La Dr & State St UT
Tuesday, October 28, 2025

Time	Southbound State St						Westbound 0						Northbound State St						Eastbound Shangri La Dr						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	1	7	0	0	*8*	0	0	0	0	0	*0*	**11**
12:15 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	1	4	0	0	*5*	0	0	0	2	0	*2*	**10**
12:30 AM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**9**
12:45 AM	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**7**
Hourly Total	0	0	16	0	0	*16*	0	0	0	0	0	*0*	0	2	17	0	0	*19*	0	0	0	2	0	*2*	**37**
1:00 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**4**
1:15 AM	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**9**
1:30 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**9**
1:45 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	1	0	*1*	**5**
Hourly Total	0	0	14	0	0	*14*	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	1	0	*1*	**27**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**1**
2:15 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
2:30 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**4**
2:45 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**6**
Hourly Total	0	0	9	0	0	*9*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**12**
3:00 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**4**
3:15 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
3:30 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**7**
3:45 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**8**
Hourly Total	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	11	0	0	*11*	0	0	0	0	0	*0*	**21**
4:00 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	1	0	*1*	**6**
4:15 AM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	1	0	1	0	*2*	**9**
4:30 AM	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	1	0	2	0	*3*	**12**
4:45 AM	0	0	9	0	0	*9*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**10**
Hourly Total	0	0	21	0	0	*21*	0	0	0	0	0	*0*	0	0	10	0	0	*10*	0	2	0	4	0	*6*	**37**
5:00 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	1	0	*1*	**13**
5:15 AM	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	15	0	0	*15*	0	0	0	3	0	*3*	**28**
5:30 AM	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	1	24	0	0	*25*	0	1	0	2	0	*3*	**38**
5:45 AM	0	0	19	0	0	*19*	0	0	0	0	0	*0*	0	1	22	0	0	*23*	0	2	0	3	0	*5*	**47**
Hourly Total	0	0	44	0	0	*44*	0	0	0	0	0	*0*	0	2	68	0	0	*70*	0	3	0	9	0	*12*	**126**
6:00 AM	0	0	20	0	0	*20*	0	0	0	0	0	*0*	0	1	27	0	0	*28*	0	0	0	0	0	*0*	**48**
6:15 AM	0	0	39	0	0	*39*	0	0	0	0	0	*0*	0	0	40	0	0	*40*	0	2	0	2	0	*4*	**83**
6:30 AM	0	0	38	0	0	*38*	0	0	0	0	0	*0*	0	1	64	0	0	*65*	0	2	0	3	0	*5*	**108**
6:45 AM	0	0	52	3	0	*55*	0	0	0	0	0	*0*	0	2	47	0	0	*49*	0	0	0	5	0	*5*	**109**
Hourly Total	0	0	149	3	0	*152*	0	0	0	0	0	*0*	0	4	178	0	0	*182*	0	4	0	10	0	*14*	**348**
7:00 AM	0	0	48	1	0	*49*	0	0	0	0	0	*0*	0	0	63	0	0	*63*	0	3	0	6	0	*9*	**121**
7:15 AM	0	0	45	3	0	*48*	0	0	0	0	0	*0*	0	3	66	0	0	*69*	0	2	0	9	0	*11*	**128**
7:30 AM	0	0	60	2	0	*62*	0	0	0	0	0	*0*	0	0	69	0	0	*69*	0	3	0	4	0	*7*	**138**
7:45 AM	0	0	86	0	0	*86*	0	0	0	0	0	*0*	0	4	67	0	0	*71*	0	0	0	11	0	*11*	**168**
Hourly Total	0	0	239	6	0	*245*	0	0	0	0	0	*0*	0	7	265	0	0	*272*	0	8	0	30	0	*38*	**555**

Toquerville Ut - Shangri La Dr & State St

Toquerville Ut - Shangri La Dr & State St UT

Tuesday, October 28, 2025

	Southbound State St						Westbound 0						Northbound State St						Eastbound Shangri La Dr						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
8:00 AM	1	0	67	2	0	*70*	0	0	0	0	0	*0*	0	3	68	0	0	*71*	0	1	0	3	0	*4*	**145**
8:15 AM	1	0	72	0	0	*73*	0	0	0	0	0	*0*	0	5	76	0	0	*81*	0	1	0	7	0	*8*	**162**
8:30 AM	0	0	67	3	0	*70*	0	0	0	0	0	*0*	0	0	56	0	0	*56*	0	1	0	5	0	*6*	**132**
8:45 AM	1	0	67	0	0	*68*	0	0	0	0	0	*0*	0	4	62	0	0	*66*	0	4	0	6	0	*10*	**144**
Hourly Total	3	0	273	5	0	*281*	0	0	0	0	0	*0*	0	12	262	0	0	*274*	0	7	0	21	0	*28*	**583**
9:00 AM	1	0	50	1	0	*52*	0	0	0	0	0	*0*	0	6	84	0	0	*90*	0	2	0	7	0	*9*	**151**
9:15 AM	0	0	65	0	0	*65*	0	0	0	0	0	*0*	0	4	69	0	0	*73*	0	1	0	6	0	*7*	**145**
9:30 AM	0	0	58	1	0	*59*	0	0	0	0	0	*0*	0	2	59	0	0	*61*	0	1	0	6	0	*7*	**127**
9:45 AM	0	0	48	2	0	*50*	0	0	0	0	0	*0*	0	7	69	0	0	*76*	0	0	0	3	0	*3*	**129**
Hourly Total	1	0	221	4	0	*226*	0	0	0	0	0	*0*	0	19	281	0	0	*300*	0	4	0	22	0	*26*	**552**
10:00 AM	2	0	52	1	0	*55*	0	0	0	0	0	*0*	0	4	67	0	0	*71*	0	1	0	7	0	*8*	**134**
10:15 AM	0	0	46	4	0	*50*	0	0	0	0	0	*0*	0	2	69	0	0	*71*	0	1	0	6	0	*7*	**128**
10:30 AM	0	0	48	1	0	*49*	0	0	0	0	0	*0*	0	3	57	0	0	*60*	0	2	0	4	0	*6*	**115**
10:45 AM	1	0	63	2	0	*66*	0	0	0	0	0	*0*	0	4	51	0	0	*55*	0	5	0	1	0	*6*	**127**
Hourly Total	3	0	209	8	0	*220*	0	0	0	0	0	*0*	0	13	244	0	0	*257*	0	9	0	18	0	*27*	**504**
11:00 AM	1	0	57	4	0	*62*	0	0	0	0	0	*0*	0	5	86	0	0	*91*	0	1	0	7	0	*11*	**164**
11:15 AM	0	0	54	0	0	*54*	0	0	0	0	0	*0*	0	3	83	0	0	*86*	0	4	0	1	0	*5*	**145**
11:30 AM	0	0	52	1	0	*53*	0	0	0	0	0	*0*	0	3	75	0	0	*78*	0	0	0	5	0	*5*	**136**
11:45 AM	0	0	72	1	0	*73*	0	0	0	0	0	*0*	0	4	72	0	0	*76*	0	1	0	3	0	*4*	**153**
Hourly Total	1	0	235	6	0	*242*	0	0	0	0	0	*0*	0	15	316	0	0	*331*	0	9	0	16	0	*25*	**598**
12:00 PM	0	0	67	1	0	*68*	0	0	0	0	0	*0*	0	4	54	0	0	*58*	0	1	0	7	0	*8*	**134**
12:15 PM	0	0	59	0	0	*59*	0	0	0	0	0	*0*	0	4	60	0	0	*64*	0	2	0	4	0	*6*	**129**
12:30 PM	1	0	54	2	0	*57*	0	0	0	0	0	*0*	0	7	58	0	0	*65*	1	1	0	1	0	*3*	**125**
12:45 PM	1	0	72	2	0	*75*	0	0	0	0	0	*0*	0	6	59	0	0	*65*	0	1	0	1	0	*2*	**142**
Hourly Total	2	0	252	5	0	*259*	0	0	0	0	0	*0*	0	21	231	0	0	*252*	1	5	0	13	0	*19*	**530**
1:00 PM	0	0	64	2	0	*66*	0	0	0	0	0	*0*	0	2	71	0	0	*73*	0	2	0	6	0	*8*	**147**
1:15 PM	0	0	61	8	0	*69*	0	0	0	0	0	*0*	0	1	69	0	0	*70*	0	2	0	9	0	*11*	**150**
1:30 PM	0	0	78	0	0	*78*	0	0	0	0	0	*0*	0	3	69	0	0	*72*	0	1	0	5	0	*6*	**156**
1:45 PM	0	0	71	0	0	*71*	0	0	0	0	0	*0*	0	3	56	0	0	*59*	0	1	0	5	0	*6*	**136**
Hourly Total	0	0	274	10	0	*284*	0	0	0	0	0	*0*	0	9	265	0	0	*274*	0	6	0	25	0	*31*	**589**
2:00 PM	0	0	84	0	0	*84*	0	0	0	0	0	*0*	0	1	57	0	0	*58*	0	2	0	3	0	*5*	**147**
2:15 PM	0	0	72	1	0	*73*	0	0	0	0	0	*0*	0	3	64	0	0	*67*	0	0	0	7	0	*7*	**147**
2:30 PM	0	0	69	1	0	*70*	0	0	0	0	0	*0*	0	10	103	0	0	*113*	0	0	0	4	0	*4*	**187**
2:45 PM	1	0	83	0	0	*84*	0	0	0	0	0	*0*	0	7	77	0	0	*84*	0	0	0	5	0	*5*	**173**
Hourly Total	1	0	308	2	0	*311*	0	0	0	0	0	*0*	0	21	301	0	0	*322*	0	2	0	19	0	*21*	**654**
3:00 PM	0	0	78	2	0	*80*	0	0	0	0	0	*0*	0	7	99	0	0	*106*	0	3	0	5	0	*8*	**194**
3:15 PM	1	0	89	0	0	*90*	0	0	0	0	0	*0*	0	6	81	0	0	*87*	0	1	0	4	0	*5*	**182**
3:30 PM	0	0	80	4	0	*84*	0	0	0	0	0	*0*	0	7	87	0	0	*94*	0	3	0	6	0	*9*	**187**
3:45 PM	0	0	87	1	0	*88*	0	0	0	0	0	*0*	0	5	86	0	0	*91*	0	1	0	8	0	*9*	**188**
Hourly Total	1	0	334	7	0	*342*	0	0	0	0	0	*0*	0	25	353	0	0	*378*	0	8	0	23	0	*31*	**751**

Toquerville Ut - Shangri La Dr & State St
Toquerville Ut - Shangri La Dr & State St UT
Tuesday, October 28, 2025

Time	Southbound State St						Westbound 0						Northbound State St						Eastbound Shangri La Dr						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	78	1	0	*79*	0	0	0	0	0	*0*	0	9	102	0	0	*111*	0	0	0	5	0	*5*	**195**
4:15 PM	0	0	102	4	0	*106*	0	0	0	0	0	*0*	0	8	98	0	0	*106*	0	1	0	3	0	*4*	**216**
4:30 PM	0	0	81	2	0	*83*	0	0	0	0	0	*0*	0	7	88	0	0	*95*	0	2	0	4	0	*6*	**184**
4:45 PM	1	0	115	3	0	*119*	0	0	0	0	0	*0*	0	6	92	0	0	*98*	0	1	0	4	0	*5*	**222**
Hourly Total	1	0	376	10	0	*387*	0	0	0	0	0	*0*	0	30	380	0	0	*410*	0	4	0	16	0	*20*	**817**
5:00 PM	3	0	83	4	0	*90*	0	0	0	0	0	*0*	0	11	105	0	0	*116*	0	3	0	1	0	*4*	**210**
5:15 PM	0	0	84	1	0	*85*	0	0	0	0	0	*0*	1	6	92	0	0	*99*	0	0	0	3	0	*3*	**187**
5:30 PM	0	0	92	5	0	*97*	0	0	0	0	0	*0*	0	5	78	0	0	*83*	0	7	0	5	0	*12*	**192**
5:45 PM	0	0	96	3	0	*99*	0	0	0	0	0	*0*	0	5	80	0	0	*85*	0	2	0	2	0	*4*	**188**
Hourly Total	3	0	355	13	0	*371*	0	0	0	0	0	*0*	1	27	355	0	0	*383*	0	12	0	11	0	*23*	**777**
6:00 PM	0	0	74	1	0	*75*	0	0	0	0	0	*0*	0	5	76	0	0	*81*	0	2	0	6	0	*8*	**164**
6:15 PM	0	0	82	2	0	*84*	0	0	0	0	0	*0*	0	5	63	0	0	*68*	0	2	0	11	0	*13*	**165**
6:30 PM	0	0	65	3	0	*68*	0	0	0	0	0	*0*	0	5	48	0	0	*53*	0	1	0	2	0	*3*	**124**
6:45 PM	0	0	74	6	0	*80*	0	0	0	0	0	*0*	0	3	57	0	0	*60*	0	1	0	6	0	*7*	**147**
Hourly Total	0	0	295	12	0	*307*	0	0	0	0	0	*0*	0	18	244	0	0	*262*	0	6	0	25	0	*31*	**600**
7:00 PM	0	0	50	3	0	*53*	0	0	0	0	0	*0*	0	10	60	0	0	*70*	0	0	0	2	0	*2*	**125**
7:15 PM	0	0	55	5	0	*60*	0	0	0	0	0	*0*	0	8	53	0	0	*61*	0	2	0	5	0	*7*	**128**
7:30 PM	0	0	37	2	0	*39*	0	0	0	0	0	*0*	0	2	46	0	0	*48*	0	3	0	2	0	*5*	**92**
7:45 PM	0	0	36	2	0	*38*	0	0	0	0	0	*0*	0	4	43	0	0	*47*	0	0	0	1	0	*1*	**86**
Hourly Total	0	0	178	12	0	*190*	0	0	0	0	0	*0*	0	24	202	0	0	*226*	0	5	0	10	0	*15*	**431**
8:00 PM	0	0	42	5	0	*47*	0	0	0	0	0	*0*	0	2	32	0	0	*34*	0	1	0	0	0	*1*	**82**
8:15 PM	1	0	33	2	0	*36*	0	0	0	0	0	*0*	0	0	22	0	0	*22*	0	1	0	0	0	*1*	**59**
8:30 PM	0	0	30	2	0	*32*	0	0	0	0	0	*0*	0	2	22	0	0	*24*	0	0	0	1	0	*1*	**57**
8:45 PM	0	0	25	1	0	*26*	0	0	0	0	0	*0*	0	2	27	0	0	*29*	0	1	0	0	0	*1*	**56**
Hourly Total	1	0	130	10	0	*141*	0	0	0	0	0	*0*	0	6	103	0	0	*109*	0	3	0	1	0	*4*	**254**
9:00 PM	0	0	21	0	0	*21*	0	0	0	0	0	*0*	0	2	17	0	0	*19*	0	0	0	1	0	*1*	**41**
9:15 PM	1	0	29	1	0	*31*	0	0	0	0	0	*0*	0	2	14	0	0	*16*	0	1	0	1	0	*2*	**49**
9:30 PM	0	0	30	0	0	*30*	0	0	0	0	0	*0*	0	3	23	0	0	*26*	0	2	0	3	0	*5*	**61**
9:45 PM	0	0	20	0	0	*20*	0	0	0	0	0	*0*	0	1	17	0	0	*18*	0	0	0	0	0	*0*	**38**
Hourly Total	1	0	100	1	0	*102*	0	0	0	0	0	*0*	0	8	71	0	0	*79*	0	3	0	5	0	*8*	**189**
10:00 PM	0	0	18	0	0	*18*	0	0	0	0	0	*0*	0	1	26	0	0	*27*	0	0	0	1	0	*1*	**46**
10:15 PM	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	4	18	0	0	*22*	0	0	0	2	0	*2*	**34**
10:30 PM	0	0	16	0	0	*16*	0	0	0	0	0	*0*	0	3	12	0	0	*15*	0	0	0	1	0	*1*	**32**
10:45 PM	0	0	16	0	0	*16*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**24**
Hourly Total	0	0	60	0	0	*60*	0	0	0	0	0	*0*	0	8	64	0	0	*72*	0	0	0	4	0	*4*	**136**
11:00 PM	0	0	10	1	0	*11*	0	0	0	0	0	*0*	0	2	7	0	0	*9*	0	1	0	1	0	*2*	**22**
11:15 PM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	1	9	0	0	*10*	0	0	0	1	0	*1*	**14**
11:30 PM	0	0	13	0	0	*13*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	1	0	*1*	**21**
11:45 PM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	1	8	0	0	*9*	0	0	0	0	0	*0*	**12**
Hourly Total	0	0	29	1	0	*30*	0	0	0	0	0	*0*	0	4	31	0	0	*35*	0	1	0	3	0	*4*	**69**
DAILY TOTAL	**18**	**0**	**4131**	**115**	**0**	***4264***	**0**	**0**	**0**	**0**	**0**	***0***	**1**	**275**	**4267**	**0**	**0**	***4543***	**1**	**101**	**0**	**288**	**0**	***390***	**9197**
Cars	17	0	3906	106	0	*4029*	0	0	0	0	0	*0*	1	271	4028	0	0	*4300*	1	99	0	277	0	*377*	**8706**
Heavy Vehicles	1	0	225	9	0	*235*	0	0	0	0	0	*0*	0	4	239	0	0	*243*	0	2	0	11	0	*13*	**491**
Heavy Vehicle %	5.56%	0.00%	5.45%	7.83%	0.00%	*5.51%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	1.45%	5.60%	0.00%	0.00%	*5.35%*	0.00%	1.98%	0.00%	3.82%	0.00%	*3.33%*	**5.34%**

24-Hour Raw Traffic Counts

Center St & Ash Creek Dr
Tuesday, October 28, 2025
15-minute raw turning movement count tables

Limited to one 24-hour count period; peak-hour summaries and additional count days excluded

Toquerville Ut - Center St & Ash Creek Dr
Toquerville UT
Tuesday, October 28, 2025

Time	Southbound Ash Creek Dr						Westbound Center St						Northbound Ash Creek Dr						Eastbound Center St						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 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**
12:15 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**
12:30 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**
12:45 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**
Hourly Total	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**
1:00 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**
1:15 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**
1:30 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**
1:45 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
Hourly Total	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
2:00 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**
2:15 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**
2:30 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**
2:45 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**
Hourly Total	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 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**
3:15 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**
3:30 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**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
4:00 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**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	1	0	*1*	**1**
4:30 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**
4:45 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**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	1	0	*1*	**1**
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	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	**2**
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**
Hourly Total	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	**2**
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	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	**2**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	**1**
6:45 AM	0	0	2	1	0	*3*	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	1	0	0	*1*	**5**
Hourly Total	0	1	2	1	0	*4*	0	0	0	0	0	*0*	0	0	0	2	0	*2*	0	1	1	0	0	*2*	**8**
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	2	*0*	**0**
7:15 AM	0	0	1	0	0	*1*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	1	0	3	*1*	**5**
7:30 AM	0	2	1	0	2	*3*	0	0	0	0	5	*0*	0	0	0	5	0	*5*	0	0	2	1	3	*3*	**11**
7:45 AM	0	0	0	0	0	*0*	0	0	1	1	1	*2*	0	0	0	1	0	*1*	0	0	0	0	3	*0*	**3**
Hourly Total	0	2	2	0	2	*4*	0	0	4	1	6	*5*	0	0	0	6	0	*6*	0	0	3	1	11	*4*	**19**

Toquerville Ut - Center St & Ash Creek Dr
Toquerville UT
Tuesday, October 28, 2025

	Southbound Ash Creek Dr						Westbound Center St						Northbound Ash Creek Dr						Eastbound Center St						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
8:00 AM	0	0	0	0	0	*0*	0	0	1	0	7	*1*	0	0	0	1	0	*1*	0	0	1	0	1	*1*	**3**
8:15 AM	0	0	2	0	0	*2*	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	1	2	0	0	*3*	**6**
8:30 AM	0	0	1	0	0	*1*	0	0	1	0	0	*1*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	**4**
8:45 AM	0	1	0	1	0	*2*	0	1	0	0	0	*1*	0	0	0	1	0	*1*	0	0	2	0	0	*2*	**6**
Hourly Total	0	1	3	1	0	*5*	0	2	2	0	7	*4*	0	0	1	3	0	*4*	0	1	5	0	1	*6*	**19**
9:00 AM	0	0	1	0	0	*1*	0	0	2	1	1	*3*	0	1	1	1	0	*3*	0	0	0	0	1	*0*	**7**
9:15 AM	0	0	1	0	0	*1*	0	0	2	1	1	*3*	0	0	1	0	0	*1*	0	0	4	0	0	*4*	**9**
9:30 AM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	2	0	*2*	0	0	0	0	0	*0*	**4**
9:45 AM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	1	0	0	0	*1*	0	0	0	0	0	*0*	**4**
Hourly Total	0	0	2	0	0	*2*	0	0	9	2	2	*11*	0	2	2	3	0	*7*	0	0	4	0	1	*4*	**24**
10:00 AM	0	0	1	0	0	*1*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**3**
10:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	2	0	1	*2*	**3**
10:30 AM	0	0	0	0	0	*0*	0	1	0	1	0	*2*	0	1	0	1	0	*2*	0	0	0	0	0	*0*	**4**
10:45 AM	0	1	0	0	0	*1*	0	1	1	0	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**4**
Hourly Total	0	1	1	0	0	*2*	0	2	2	1	0	*5*	0	1	0	2	0	*3*	0	0	4	0	1	*4*	**14**
11:00 AM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	**4**
11:15 AM	0	0	1	0	0	*1*	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	1	*0*	**2**
11:30 AM	0	0	1	0	0	*1*	0	1	0	0	1	*1*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**3**
11:45 AM	0	0	1	0	0	*1*	0	0	1	0	0	*1*	0	0	2	0	1	*2*	0	0	0	0	0	*0*	**4**
Hourly Total	0	0	3	0	0	*3*	0	2	2	0	1	*4*	0	0	3	0	1	*3*	0	0	3	0	1	*3*	**13**
12:00 PM	0	2	2	0	0	*4*	0	0	4	0	0	*4*	0	0	1	1	0	*2*	0	0	2	0	0	*2*	**12**
12:15 PM	0	1	0	0	0	*1*	0	0	2	0	0	*2*	0	0	1	0	0	*1*	0	0	3	0	0	*3*	**7**
12:30 PM	0	1	0	1	0	*2*	0	1	1	1	0	*3*	0	0	1	0	0	*1*	0	0	0	1	0	*1*	**7**
12:45 PM	0	0	0	0	0	*0*	0	0	1	1	0	*2*	0	0	0	2	0	*2*	0	0	1	0	0	*1*	**5**
Hourly Total	0	4	2	1	0	*7*	0	1	8	2	0	*11*	0	0	3	3	0	*6*	0	0	6	1	0	*7*	**31**
1:00 PM	0	2	1	0	0	*3*	0	1	2	1	0	*4*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**8**
1:15 PM	0	0	2	1	0	*3*	0	1	0	1	0	*2*	0	0	1	0	0	*1*	0	0	2	0	0	*2*	**8**
1:30 PM	0	0	2	0	0	*2*	0	0	1	0	0	*1*	0	0	0	1	0	*1*	0	0	1	0	0	*1*	**5**
1:45 PM	0	0	0	0	0	*0*	0	1	3	0	0	*4*	0	1	0	0	0	*1*	0	0	0	0	0	*0*	**5**
Hourly Total	0	2	5	1	0	*8*	0	3	6	2	0	*11*	0	1	1	1	0	*3*	0	0	4	0	0	*4*	**26**
2:00 PM	0	0	0	0	0	*0*	0	0	1	1	0	*2*	0	0	1	0	0	*1*	0	0	1	1	0	*2*	**5**
2:15 PM	0	0	4	1	0	*5*	0	1	1	0	2	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**8**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	2	1	0	*3*	**4**
2:45 PM	0	1	0	0	0	*1*	0	0	2	1	0	*3*	0	0	0	0	0	*0*	0	0	5	0	1	*5*	**9**
Hourly Total	0	1	4	1	0	*6*	0	1	4	2	2	*7*	0	1	1	0	0	*2*	0	0	9	2	1	*11*	**26**
3:00 PM	0	0	3	0	0	*3*	0	5	4	0	1	*9*	0	0	1	0	0	*1*	0	1	5	0	0	*6*	**19**
3:15 PM	0	0	1	0	0	*1*	0	2	1	1	0	*4*	1	0	0	0	0	*1*	0	0	0	0	0	*0*	**6**
3:30 PM	0	1	0	0	0	*1*	0	1	3	1	0	*5*	0	0	0	1	0	*1*	0	0	1	1	0	*2*	**9**
3:45 PM	0	2	2	0	0	*4*	0	0	1	2	0	*3*	0	1	2	0	0	*3*	0	0	1	0	1	*1*	**11**
Hourly Total	0	3	6	0	0	*9*	0	8	9	4	1	*21*	1	1	3	1	0	*6*	0	1	7	1	1	*9*	**45**

Toquerville Ut - Center St & Ash Creek Dr
Toquerville UT
Tuesday, October 28, 2025

	Southbound Ash Creek Dr						Westbound Center St						Northbound Ash Creek Dr						Eastbound Center St						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
4:00 PM	0	0	1	1	0	*2*	0	0	3	0	0	*3*	0	0	1	1	0	*2*	0	0	2	0	0	*2*	**9**
4:15 PM	0	0	4	0	0	*4*	0	2	1	2	0	*5*	0	0	4	1	0	*5*	0	0	2	1	0	*3*	**17**
4:30 PM	0	0	0	0	0	*0*	0	1	1	1	0	*3*	0	0	6	0	0	*6*	0	0	3	0	0	*3*	**12**
4:45 PM	0	0	2	0	0	*2*	0	1	1	0	0	*2*	0	0	1	2	0	*3*	0	0	2	0	0	*2*	**9**
Hourly Total	0	0	7	1	0	*8*	0	4	6	3	0	*13*	0	0	12	4	0	*16*	0	0	9	1	0	*10*	**47**
5:00 PM	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	0	1	1	0	*2*	0	0	1	2	0	*3*	**7**
5:15 PM	0	0	1	0	0	*1*	0	1	1	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	2	*0*	**3**
5:30 PM	0	0	0	0	0	*0*	0	2	1	0	0	*3*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**5**
5:45 PM	0	0	2	0	0	*2*	0	0	1	0	0	*1*	0	2	1	0	0	*3*	0	0	0	1	0	*1*	**7**
Hourly Total	0	0	3	0	0	*3*	0	4	4	0	0	*8*	0	2	4	1	0	*7*	0	0	1	3	2	*4*	**22**
6:00 PM	0	1	1	0	0	*2*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**8**
6:15 PM	0	1	0	0	0	*1*	0	1	0	0	3	*1*	0	0	0	1	0	*1*	0	0	1	1	0	*2*	**5**
6:30 PM	0	0	2	1	0	*3*	0	2	0	1	0	*3*	0	0	1	0	0	*1*	0	1	0	0	0	*1*	**8**
6:45 PM	0	0	1	0	0	*1*	0	1	0	0	0	*1*	0	0	10	0	0	*10*	0	0	1	0	0	*1*	**13**
Hourly Total	0	2	4	1	0	*7*	0	4	4	1	3	*9*	0	0	11	1	0	*12*	0	1	4	1	0	*6*	**34**
7:00 PM	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	13	0	0	*13*	0	0	0	0	0	*0*	**23**
7:15 PM	0	1	2	0	0	*3*	0	0	2	1	0	*3*	0	0	1	0	0	*1*	0	0	1	0	0	*1*	**8**
7:30 PM	0	0	1	1	0	*2*	0	2	0	0	0	*2*	0	0	0	1	0	*1*	0	1	0	0	0	*1*	**6**
7:45 PM	0	1	1	0	0	*2*	0	1	0	0	0	*1*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**4**
Hourly Total	0	2	14	1	0	*17*	0	3	2	1	0	*6*	0	0	15	1	0	*16*	0	1	1	0	0	*2*	**41**
8:00 PM	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	**2**
8:15 PM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	**6**
8:30 PM	0	0	3	0	0	*3*	0	0	1	0	0	*1*	0	0	1	0	0	*1*	0	0	1	0	0	*1*	**6**
8:45 PM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	**6**
Hourly Total	0	0	12	1	0	*13*	0	0	1	0	0	*1*	0	0	2	2	0	*4*	0	1	1	0	0	*2*	**20**
9:00 PM	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**2**
9:15 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
9:30 PM	0	0	1	0	0	*1*	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
9:45 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**
Hourly Total	0	1	1	0	0	*2*	0	1	1	0	0	*2*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**5**
10:00 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**
10:15 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**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**1**
10:45 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**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**1**
11:00 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
11:15 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**
11:30 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**
11:45 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**
Hourly Total	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
DAILY TOTAL	**0**	**21**	**72**	**9**	**2**	***102***	**0**	**35**	**65**	**19**	**22**	***119***	**1**	**8**	**60**	**31**	**1**	***100***	**0**	**6**	**63**	**11**	**19**	***80***	**401**
Cars	0	21	65	9	2	*95*	0	35	63	19	21	*117*	1	8	59	30	1	*98*	0	6	62	10	18	*78*	**388**
Heavy Vehicles	0	0	7	0	0	*7*	0	0	2	0	1	*2*	0	0	1	1	0	*2*	0	0	1	1	1	*2*	**13**
Heavy Vehicle %	0.00%	0.00%	9.72%	0.00%	0.00%	*6.86%*	0.00%	0.00%	3.08%	0.00%	4.55%	*1.68%*	0.00%	0.00%	1.67%	3.23%	0.00%	*2.00%*	0.00%	0.00%	1.59%	9.09%	5.26%	*2.50%*	**3.24%**

24-Hour Raw Traffic Counts

Old Church St & Toquerville Blvd
Tuesday, October 28, 2025
15-minute raw turning movement count tables

Limited to one 24-hour count period; peak-hour summaries and additional count days excluded

Toquerville Ut - Old Church Rd & Toquerville Blvd
Toquerville UT
Tuesday, October 28, 2025

	Southbound Toquerville Blvd						Westbound Old Church Rd						Northbound Toquerville Blvd						Eastbound Old Church Rd					
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*
12:00 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*
12:15 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*
12:30 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*
12:45 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
Hourly Total	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
1:00 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*
1:15 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*
1:45 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*
Hourly Total	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*
2:00 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
2:15 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*
2:30 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*
2:45 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*
Hourly Total	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
3:00 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*
3:30 AM	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*
Hourly Total	0	1	1	0	0	*2*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*
4:15 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	1	0	*1*
4:45 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*
Hourly Total	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	0	1	0	*1*
5:00 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*
5:30 AM	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	6	0	0	*6*	0	1	0	0	0	*1*
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	1	0	*1*
Hourly Total	0	0	1	0	0	*1*	0	0	0	1	0	*1*	0	0	18	0	0	*18*	0	1	0	1	0	*2*
6:00 AM	0	1	4	0	0	*5*	0	1	0	0	0	*1*	0	1	13	0	0	*14*	0	0	0	0	0	*0*
6:15 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	6	3	0	*9*	0	0	0	1	0	*1*
6:30 AM	0	0	2	1	0	*3*	0	1	0	0	0	*1*	0	1	19	1	0	*21*	0	1	0	1	0	*2*
6:45 AM	0	1	4	0	0	*5*	0	0	0	1	0	*1*	0	0	14	0	0	*14*	0	2	0	1	0	*3*
Hourly Total	0	2	12	1	0	*15*	0	2	0	1	0	*3*	0	2	52	4	0	*58*	0	3	0	3	0	*6*
7:00 AM	0	1	2	0	0	*3*	0	1	0	0	0	*1*	0	0	14	0	0	*14*	0	4	0	1	0	*5*
7:15 AM	0	0	5	0	2	*5*	0	1	0	0	0	*1*	0	2	17	1	0	*20*	0	1	0	1	2	*2*
7:30 AM	0	0	4	1	1	*5*	0	0	0	0	0	*0*	0	0	19	0	0	*19*	0	1	0	4	0	*5*
7:45 AM	0	0	7	0	0	*7*	0	1	0	0	0	*1*	0	0	12	0	0	*12*	0	1	0	2	0	*3*
Hourly Total	0	1	18	1	3	*20*	0	3	0	0	0	*3*	0	2	62	1	0	*65*	0	7	0	8	2	*15*

Toquerville Ut - Old Church Rd & Toquerville Blvd
Toquerville UT
Tuesday, October 28, 2025

Time	Southbound Toquerville Blvd						Westbound Old Church Rd						Northbound Toquerville Blvd						Eastbound Old Church Rd					
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*
8:00 AM	0	0	8	1	1	*9*	0	1	0	0	0	*1*	0	0	16	0	0	*16*	0	0	0	0	2	*0*
8:15 AM	0	0	10	1	0	*11*	0	2	0	0	0	*2*	0	1	12	0	0	*13*	0	5	0	2	0	*7*
8:30 AM	0	3	9	0	0	*12*	0	2	0	0	0	*2*	0	1	18	1	0	*20*	0	0	0	3	1	*3*
8:45 AM	0	1	7	0	0	*8*	0	2	0	0	2	*2*	0	0	11	2	0	*13*	0	2	0	1	0	*3*
Hourly Total	0	4	34	2	1	*40*	0	7	0	0	2	*7*	0	2	57	3	0	*62*	0	7	0	6	3	*13*
9:00 AM	0	1	12	2	0	*15*	0	1	0	0	2	*1*	0	1	7	1	0	*9*	0	1	0	0	0	*1*
9:15 AM	0	0	3	0	0	*3*	0	2	0	0	0	*2*	0	2	12	2	0	*16*	0	6	0	0	0	*6*
9:30 AM	0	0	7	0	0	*7*	0	2	0	1	0	*3*	0	0	12	2	0	*14*	0	1	0	1	0	*2*
9:45 AM	0	0	3	0	0	*3*	0	3	0	1	0	*4*	0	0	10	1	0	*11*	0	0	0	1	0	*1*
Hourly Total	0	1	25	2	0	*28*	0	8	0	2	2	*10*	0	3	41	6	0	*50*	0	8	0	2	0	*10*
10:00 AM	0	1	13	1	0	*15*	0	0	2	0	0	*2*	0	0	18	1	0	*19*	0	2	0	0	0	*2*
10:15 AM	0	0	6	1	0	*7*	0	1	0	0	0	*1*	0	0	15	0	0	*15*	0	1	0	0	1	*1*
10:30 AM	0	1	6	0	0	*7*	0	0	0	0	1	*0*	0	0	7	2	0	*9*	0	1	0	0	0	*1*
10:45 AM	0	0	10	0	0	*10*	0	1	0	0	0	*1*	0	1	7	0	0	*8*	0	0	0	1	0	*1*
Hourly Total	0	2	35	2	0	*39*	0	2	2	0	1	*4*	0	1	47	3	0	*51*	0	4	0	1	1	*5*
11:00 AM	0	0	13	0	0	*13*	0	0	0	0	0	*0*	0	0	8	1	0	*9*	0	0	0	3	0	*3*
11:15 AM	0	1	9	1	0	*11*	0	0	0	2	0	*2*	0	0	12	1	0	*13*	0	1	0	0	0	*1*
11:30 AM	0	0	8	1	0	*9*	0	1	0	0	0	*1*	0	2	18	0	0	*20*	0	0	1	2	0	*3*
11:45 AM	0	0	4	0	0	*4*	0	2	0	0	0	*2*	0	1	11	0	0	*12*	0	1	0	1	0	*2*
Hourly Total	0	1	34	2	0	*37*	0	3	0	2	0	*5*	0	3	49	2	0	*54*	0	2	1	6	0	*9*
12:00 PM	0	0	10	3	0	*13*	0	0	0	0	0	*0*	0	2	11	2	0	*15*	0	4	0	1	0	*5*
12:15 PM	0	0	16	1	0	*17*	0	2	0	0	0	*2*	0	2	9	1	0	*12*	0	0	0	1	0	*1*
12:30 PM	0	0	11	0	0	*11*	0	1	0	1	0	*2*	0	2	12	2	0	*16*	0	0	0	1	2	*1*
12:45 PM	0	1	10	0	0	*11*	0	0	0	0	0	*0*	0	0	11	0	0	*11*	0	2	0	0	0	*2*
Hourly Total	0	1	47	4	0	*52*	0	3	0	1	0	*4*	0	6	43	5	0	*54*	0	6	0	3	2	*9*
1:00 PM	0	0	10	2	0	*12*	0	1	0	0	0	*1*	0	0	9	3	0	*12*	0	1	0	0	0	*1*
1:15 PM	0	2	9	1	0	*12*	0	0	1	0	0	*1*	0	0	14	3	0	*17*	0	1	0	0	0	*1*
1:30 PM	0	0	11	2	0	*13*	0	4	0	0	0	*4*	0	0	8	2	0	*10*	0	1	0	1	0	*2*
1:45 PM	0	0	6	0	0	*6*	0	3	0	0	0	*3*	0	0	3	1	0	*4*	0	0	0	0	0	*0*
Hourly Total	0	2	36	5	0	*43*	0	8	1	0	0	*9*	0	0	34	9	0	*43*	0	3	0	1	0	*4*
2:00 PM	0	0	4	2	0	*6*	0	0	0	0	0	*0*	0	2	11	1	0	*14*	0	0	0	2	0	*2*
2:15 PM	0	0	12	2	0	*14*	0	1	0	0	1	*1*	0	1	11	0	0	*12*	0	0	0	2	0	*2*
2:30 PM	0	0	12	0	0	*12*	0	0	0	0	0	*0*	0	1	8	1	0	*10*	0	1	0	0	0	*1*
2:45 PM	0	0	10	1	0	*11*	0	0	1	1	0	*2*	0	0	5	1	0	*6*	0	0	1	0	0	*1*
Hourly Total	0	0	38	5	0	*43*	0	1	1	1	1	*3*	0	4	35	3	0	*42*	0	1	1	4	0	*6*
3:00 PM	0	0	8	1	1	*9*	0	2	0	0	0	*2*	0	3	14	0	0	*17*	0	0	0	1	0	*1*
3:15 PM	0	0	23	0	0	*23*	0	3	0	0	0	*3*	0	3	14	0	0	*17*	0	1	0	1	0	*2*
3:30 PM	0	0	12	3	0	*15*	0	1	0	0	0	*1*	0	1	16	2	0	*19*	0	0	0	0	0	*0*
3:45 PM	0	3	17	1	0	*21*	0	3	0	0	0	*3*	0	3	5	3	0	*11*	0	0	1	5	0	*6*
Hourly Total	0	3	60	5	1	*68*	0	9	0	0	0	*9*	0	10	49	5	0	*64*	0	1	1	7	0	*9*

Toquerville Ut - Old Church Rd & Toquerville Blvd
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Tuesday, October 28, 2025

Time	Southbound Toquerville Blvd						Westbound Old Church Rd						Northbound Toquerville Blvd						Eastbound Old Church Rd					
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*
4:00 PM	0	0	13	1	0	*14*	0	4	0	1	0	*5*	0	3	13	2	0	*18*	0	1	0	1	0	*2*
4:15 PM	0	0	8	0	0	*8*	0	1	0	1	0	*2*	0	3	19	1	0	*23*	0	1	0	3	0	*4*
4:30 PM	0	0	16	0	0	*16*	0	1	0	0	2	*1*	0	1	15	2	0	*18*	0	3	1	0	0	*4*
4:45 PM	0	0	11	3	0	*14*	0	1	0	0	0	*1*	0	2	16	1	0	*19*	0	6	0	4	0	*10*
Hourly Total	0	0	48	4	0	*52*	0	7	0	2	2	*9*	0	9	63	6	0	*78*	0	11	1	8	0	*20*
5:00 PM	0	1	17	3	0	*21*	0	1	0	1	0	*2*	0	2	12	0	0	*14*	0	4	0	2	0	*6*
5:15 PM	0	0	23	2	2	*25*	0	1	0	0	0	*1*	0	0	8	0	0	*8*	0	0	0	2	0	*2*
5:30 PM	0	0	23	1	0	*24*	0	1	0	0	0	*1*	0	3	4	2	0	*9*	0	1	0	1	0	*2*
5:45 PM	0	0	7	2	0	*9*	0	1	2	0	0	*3*	0	5	7	1	0	*13*	0	3	1	1	0	*5*
Hourly Total	0	1	70	8	2	*79*	0	4	2	1	0	*7*	0	10	31	3	0	*44*	0	8	1	6	0	*15*
6:00 PM	0	0	17	4	0	*21*	0	0	0	1	1	*1*	0	0	9	2	0	*11*	0	4	0	0	2	*4*
6:15 PM	0	0	23	0	0	*23*	0	0	0	0	0	*0*	0	0	13	0	0	*13*	0	3	0	3	1	*6*
6:30 PM	0	1	19	2	0	*22*	0	0	0	0	0	*0*	0	4	6	0	0	*10*	0	0	0	0	0	*0*
6:45 PM	0	0	14	1	0	*15*	0	0	0	1	0	*1*	0	1	7	1	0	*9*	0	0	0	3	0	*3*
Hourly Total	0	1	73	7	0	*81*	0	0	0	2	1	*2*	0	5	35	3	0	*43*	0	7	0	6	3	*13*
7:00 PM	0	2	13	0	2	*15*	0	0	1	0	0	*1*	0	1	7	0	0	*8*	0	0	0	1	0	*1*
7:15 PM	0	0	13	4	0	*17*	0	0	0	1	0	*1*	0	1	9	2	0	*12*	0	0	1	0	1	*1*
7:30 PM	0	0	10	0	0	*10*	0	2	0	0	0	*2*	0	3	8	1	0	*12*	0	0	0	0	1	*0*
7:45 PM	0	1	6	1	0	*8*	0	2	0	0	0	*2*	0	1	2	1	0	*4*	0	0	0	1	0	*1*
Hourly Total	0	3	42	5	2	*50*	0	4	1	1	0	*6*	0	6	26	4	0	*36*	0	0	1	2	2	*3*
8:00 PM	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	1	2	0	0	*3*	0	0	0	0	0	*0*
8:15 PM	0	1	10	2	0	*13*	0	1	0	1	0	*2*	0	1	6	2	0	*9*	0	0	0	1	0	*1*
8:30 PM	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	0	3	1	0	*4*	0	0	0	0	0	*0*
8:45 PM	0	0	8	0	0	*8*	0	0	0	0	0	*0*	0	1	5	0	0	*6*	0	0	0	1	0	*1*
Hourly Total	0	1	34	2	0	*37*	0	1	0	1	0	*2*	0	3	16	3	0	*22*	0	0	0	2	0	*2*
9:00 PM	0	0	6	0	2	*6*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	1	0	0	0	*1*
9:15 PM	0	1	5	0	0	*6*	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	0	0	0	0	*0*
9:30 PM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	3	0	2	*3*	0	0	0	0	0	*0*
9:45 PM	0	0	2	1	0	*3*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*
Hourly Total	0	1	17	1	2	*19*	0	0	0	0	0	*0*	0	2	5	0	2	*7*	0	1	0	0	0	*1*
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*
10:15 PM	0	0	4	1	0	*5*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*
10:30 PM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*
10:45 PM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
Hourly Total	0	0	7	1	0	*8*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*
11:00 PM	0	0	1	1	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
11:15 PM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*
11:45 PM	0	1	0	1	0	*2*	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	0	0	0	*0*
Hourly Total	0	1	3	2	0	*6*	0	0	0	0	0	*0*	0	0	2	1	0	*3*	0	0	0	0	0	*0*
DAILY TOTAL	**0**	**26**	**640**	**59**	**11**	***725***	**0**	**62**	**7**	**15**	**9**	***84***	**0**	**68**	**687**	**61**	**2**	***816***	**0**	**70**	**6**	**67**	**13**	***143***
Cars	0	26	628	59	11	*713*	0	60	7	15	9	*82*	0	62	675	60	2	*797*	0	70	6	67	13	*143*
Heavy Vehicles	0	0	12	0	0	*12*	0	2	0	0	0	*2*	0	6	12	1	0	*19*	0	0	0	0	0	*0*
Heavy Vehicle %	0.00%	0.00%	1.88%	0.00%	0.00%	*1.66%*	0.00%	3.23%	0.00%	0.00%	0.00%	*2.38%*	0.00%	8.82%	1.75%	1.64%	0.00%	*2.33%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*

24-Hour Raw Traffic Counts

Cholla Dr & Toquerville Blvd
Tuesday, October 28, 2025
15-minute raw turning movement count tables

Limited to one 24-hour count period; peak-hour summaries and additional count days excluded

Toquerville Ut - Cholla Dr & Toquerville Blvd
Toquerville UT
Tuesday, October 28, 2025

	Southbound Toquerville Blvd						Westbound Cholla Dr						Northbound Toquerville Blvd						Eastbound 0						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**1**
12:15 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**2**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**2**
12:45 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
Hourly Total	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**6**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**1**
1:15 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**2**
1:30 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**3**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**1**
Hourly Total	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**7**
2:00 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**
2:15 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**
2:30 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**
2:45 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**
Hourly Total	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 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
3:15 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**
3:30 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
3:45 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**3**
Hourly Total	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**6**
4:00 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
4:15 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**3**
4:30 AM	0	0	1	0	0	*1*	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
4:45 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**3**
Hourly Total	0	0	8	0	0	*8*	0	1	0	0	0	*1*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**10**
5:00 AM	0	0	1	0	0	*1*	0	1	0	0	0	*1*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**4**
5:15 AM	0	0	3	0	0	*3*	0	1	0	1	0	*2*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**6**
5:30 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	**4**
5:45 AM	0	0	7	0	0	*7*	0	1	0	0	0	*1*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	**10**
Hourly Total	0	0	13	0	0	*13*	0	3	0	1	0	*4*	0	0	5	2	0	*7*	0	0	0	0	0	*0*	**24**
6:00 AM	0	0	4	0	0	*4*	0	2	0	1	0	*3*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**10**
6:15 AM	0	0	10	0	0	*10*	0	2	0	0	0	*2*	0	0	5	1	0	*6*	0	0	0	0	0	*0*	**18**
6:30 AM	0	1	10	0	0	*11*	0	3	0	2	0	*5*	0	0	5	1	0	*6*	0	0	0	0	0	*0*	**22**
6:45 AM	0	0	18	0	0	*18*	0	5	0	1	0	*6*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**29**
Hourly Total	0	1	42	0	0	*43*	0	12	0	4	0	*16*	0	0	18	2	0	*20*	0	0	0	0	0	*0*	**79**
7:00 AM	0	1	10	0	0	*11*	0	3	0	2	0	*5*	1	0	8	2	0	*11*	0	0	0	0	0	*0*	**27**
7:15 AM	0	0	17	0	0	*17*	0	4	0	0	0	*4*	1	0	8	0	0	*9*	0	0	0	0	0	*0*	**30**
7:30 AM	0	0	27	0	0	*27*	0	3	0	2	0	*5*	0	0	10	1	0	*11*	0	0	0	0	0	*0*	**43**
7:45 AM	0	0	33	0	0	*33*	0	8	0	0	0	*8*	0	0	14	2	0	*16*	0	0	0	0	0	*0*	**57**
Hourly Total	0	1	87	0	0	*88*	0	18	0	4	0	*22*	2	0	40	5	0	*47*	0	0	0	0	0	*0*	**157**

Toquerville Ut - Cholla Dr & Toquerville Blvd
Toquerville UT
Tuesday, October 28, 2025

	Southbound Toquerville Blvd						Westbound Cholla Dr						Northbound Toquerville Blvd						Eastbound 0						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
8:00 AM	0	2	22	0	0	*24*	0	6	0	0	0	*6*	0	0	14	1	0	*15*	0	0	0	0	0	*0*	**45**
8:15 AM	0	3	25	0	0	*28*	0	4	0	1	0	*5*	0	0	16	1	0	*17*	0	0	0	0	0	*0*	**50**
8:30 AM	0	0	27	0	0	*27*	0	5	0	2	0	*7*	0	0	21	0	0	*21*	0	0	0	0	0	*0*	**55**
8:45 AM	0	0	31	0	0	*31*	0	6	0	1	0	*7*	0	0	16	6	0	*22*	0	0	0	0	0	*0*	**60**
Hourly Total	0	5	105	0	0	*110*	0	21	0	4	0	*25*	0	0	67	8	0	*75*	0	0	0	0	0	*0*	**210**
9:00 AM	0	1	15	0	0	*16*	0	5	0	2	0	*7*	0	0	18	5	0	*23*	0	0	0	0	0	*0*	**46**
9:15 AM	1	0	22	0	0	*23*	0	1	0	1	0	*2*	0	0	18	2	0	*20*	0	0	0	0	0	*0*	**45**
9:30 AM	0	0	18	0	0	*18*	0	4	0	2	0	*6*	0	0	9	2	0	*11*	0	0	0	0	0	*0*	**35**
9:45 AM	0	0	19	0	0	*19*	0	2	0	1	0	*3*	0	0	18	3	0	*21*	0	0	0	0	0	*0*	**43**
Hourly Total	1	1	74	0	0	*76*	0	12	0	6	0	*18*	0	0	63	12	0	*75*	0	0	0	0	0	*0*	**169**
10:00 AM	0	0	18	0	0	*18*	0	3	0	0	0	*3*	0	0	17	3	0	*20*	0	0	0	0	0	*0*	**41**
10:15 AM	0	1	11	0	0	*12*	0	8	0	1	0	*9*	0	0	18	2	0	*20*	0	0	0	0	0	*0*	**41**
10:30 AM	0	0	9	0	0	*9*	0	7	0	0	0	*7*	0	0	14	3	0	*17*	0	0	0	0	0	*0*	**33**
10:45 AM	0	0	22	0	0	*22*	0	6	0	0	0	*6*	0	0	10	5	0	*15*	0	0	0	0	0	*0*	**43**
Hourly Total	0	1	60	0	0	*61*	0	24	0	1	0	*25*	0	0	59	13	0	*72*	0	0	0	0	0	*0*	**158**
11:00 AM	0	0	16	0	0	*16*	0	2	0	0	0	*2*	0	0	18	4	0	*22*	0	0	0	0	0	*0*	**40**
11:15 AM	0	1	14	0	0	*15*	0	4	0	0	0	*4*	0	0	15	2	0	*17*	0	0	0	0	0	*0*	**36**
11:30 AM	0	1	16	0	0	*17*	0	1	0	2	0	*3*	0	0	20	4	0	*24*	0	0	0	0	0	*0*	**44**
11:45 AM	0	0	16	0	0	*16*	0	2	0	1	0	*3*	0	0	21	6	0	*27*	0	0	0	0	0	*0*	**46**
Hourly Total	0	2	62	0	0	*64*	0	9	0	3	0	*12*	0	0	74	16	0	*90*	0	0	0	0	0	*0*	**166**
12:00 PM	0	2	19	0	0	*21*	0	3	0	1	0	*4*	0	0	18	1	0	*19*	0	0	0	0	0	*0*	**44**
12:15 PM	0	1	28	0	0	*29*	0	5	0	4	0	*9*	0	0	16	5	0	*21*	0	0	0	0	0	*0*	**59**
12:30 PM	0	0	13	0	0	*13*	0	3	0	0	0	*3*	0	0	19	7	0	*26*	0	0	0	0	0	*0*	**42**
12:45 PM	0	0	20	0	0	*20*	0	2	0	0	0	*2*	0	0	15	2	0	*17*	0	0	0	0	0	*0*	**39**
Hourly Total	0	3	80	0	0	*83*	0	13	0	5	0	*18*	0	0	68	15	0	*83*	0	0	0	0	0	*0*	**184**
1:00 PM	0	0	13	0	0	*13*	0	6	0	0	0	*6*	0	0	14	9	0	*23*	0	0	0	0	0	*0*	**42**
1:15 PM	0	2	17	0	0	*19*	0	6	0	3	0	*9*	0	0	22	4	0	*26*	0	0	0	0	0	*0*	**54**
1:30 PM	0	3	17	0	0	*20*	0	7	0	2	0	*9*	0	0	15	3	0	*18*	0	0	0	0	0	*0*	**47**
1:45 PM	0	1	20	0	0	*21*	0	0	0	2	0	*2*	0	0	20	1	0	*21*	0	0	0	0	0	*0*	**44**
Hourly Total	0	6	67	0	0	*73*	0	19	0	7	0	*26*	0	0	71	17	0	*88*	0	0	0	0	0	*0*	**187**
2:00 PM	0	3	18	0	0	*21*	0	7	0	0	0	*7*	0	0	17	1	0	*18*	0	0	0	0	0	*0*	**46**
2:15 PM	0	1	14	0	0	*15*	0	3	0	1	0	*4*	0	0	20	3	0	*23*	0	0	0	0	0	*0*	**42**
2:30 PM	0	1	19	0	0	*20*	0	5	0	1	0	*6*	0	0	23	11	0	*34*	0	0	0	0	0	*0*	**60**
2:45 PM	0	0	24	0	0	*24*	0	4	0	3	0	*7*	0	0	25	4	0	*29*	0	0	0	0	0	*0*	**60**
Hourly Total	0	5	75	0	0	*80*	0	19	0	5	0	*24*	0	0	85	19	0	*104*	0	0	0	0	0	*0*	**208**
3:00 PM	0	1	26	0	0	*27*	0	7	0	1	0	*8*	0	0	36	5	0	*41*	0	0	0	0	0	*0*	**76**
3:15 PM	0	4	21	0	0	*25*	0	1	0	3	0	*4*	2	0	28	6	0	*36*	0	0	0	0	0	*0*	**65**
3:30 PM	0	1	12	0	0	*13*	0	4	0	3	0	*7*	0	0	34	3	0	*37*	0	0	0	0	0	*0*	**57**
3:45 PM	0	1	32	0	0	*33*	0	0	0	3	0	*3*	0	0	30	6	0	*36*	0	0	0	0	0	*0*	**72**
Hourly Total	0	7	91	0	0	*98*	0	12	0	10	0	*22*	2	0	128	20	0	*150*	0	0	0	0	0	*0*	**270**

Toquerville Ut - Cholla Dr & Toquerville Blvd
Toquerville UT
Tuesday, October 28, 2025

	Southbound Toquerville Blvd						Westbound Cholla Dr						Northbound Toquerville Blvd						Eastbound 0						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
4:00 PM	0	2	20	0	0	*22*	0	3	0	2	0	*5*	1	0	15	6	0	*22*	0	0	0	0	0	*0*	**49**
4:15 PM	0	1	24	0	0	*25*	0	7	0	3	0	*10*	0	0	45	6	0	*51*	0	0	0	0	0	*0*	**86**
4:30 PM	0	0	19	0	0	*19*	0	2	0	1	0	*3*	0	0	16	3	0	*19*	0	0	0	0	0	*0*	**41**
4:45 PM	0	1	31	0	0	*32*	0	5	0	2	0	*7*	0	0	23	7	0	*30*	0	0	0	0	0	*0*	**69**
Hourly Total	0	4	94	0	0	*98*	0	17	0	8	0	*25*	1	0	99	22	0	*122*	0	0	0	0	0	*0*	**245**
5:00 PM	0	2	15	0	0	*17*	0	4	0	0	0	*4*	0	0	36	8	0	*44*	0	0	0	0	0	*0*	**65**
5:15 PM	0	2	9	0	0	*11*	0	2	0	1	0	*3*	0	0	29	8	0	*37*	0	0	0	0	0	*0*	**51**
5:30 PM	0	1	11	0	0	*12*	0	6	0	1	0	*7*	0	0	21	12	0	*33*	0	0	0	0	0	*0*	**52**
5:45 PM	0	2	22	0	0	*24*	0	5	0	3	0	*8*	0	0	23	7	0	*30*	0	0	0	0	0	*0*	**62**
Hourly Total	0	7	57	0	0	*64*	0	17	0	5	0	*22*	0	0	109	35	0	*144*	0	0	0	0	0	*0*	**230**
6:00 PM	0	2	13	0	0	*15*	0	7	0	1	0	*8*	0	0	17	5	0	*22*	0	0	0	0	0	*0*	**45**
6:15 PM	0	1	18	0	0	*19*	0	2	0	2	0	*4*	0	0	24	7	0	*31*	0	0	0	0	0	*0*	**54**
6:30 PM	0	1	14	0	0	*15*	0	4	0	0	0	*4*	0	0	15	3	0	*18*	0	0	0	0	0	*0*	**37**
6:45 PM	0	2	15	0	0	*17*	0	1	0	1	0	*2*	0	0	24	6	0	*30*	0	0	0	0	0	*0*	**49**
Hourly Total	0	6	60	0	0	*66*	0	14	0	4	0	*18*	0	0	80	21	0	*101*	0	0	0	0	0	*0*	**185**
7:00 PM	0	2	11	0	0	*13*	0	3	0	0	0	*3*	0	0	13	4	0	*17*	0	0	0	0	0	*0*	**33**
7:15 PM	0	1	9	0	0	*10*	0	5	0	1	0	*6*	0	0	25	5	0	*30*	0	0	0	0	0	*0*	**46**
7:30 PM	0	1	5	0	0	*6*	0	0	0	0	0	*0*	0	0	13	2	0	*15*	0	0	0	0	0	*0*	**21**
7:45 PM	0	2	14	0	0	*16*	0	3	0	0	0	*3*	0	0	12	5	0	*17*	0	0	0	0	0	*0*	**36**
Hourly Total	0	6	39	0	0	*45*	0	11	0	1	0	*12*	0	0	63	16	0	*79*	0	0	0	0	0	*0*	**136**
8:00 PM	0	1	9	0	0	*10*	0	0	0	0	0	*0*	0	0	9	1	0	*10*	0	0	0	0	0	*0*	**20**
8:15 PM	0	0	12	0	0	*12*	0	1	0	1	0	*2*	0	0	10	3	0	*13*	0	0	0	0	0	*0*	**27**
8:30 PM	0	0	9	0	0	*9*	0	1	0	0	0	*1*	0	0	7	2	0	*9*	0	0	0	0	0	*0*	**19**
8:45 PM	0	0	8	0	0	*8*	0	2	0	1	0	*3*	0	0	10	1	0	*11*	0	0	0	0	0	*0*	**22**
Hourly Total	0	1	38	0	0	*39*	0	4	0	2	0	*6*	0	0	36	7	0	*43*	0	0	0	0	0	*0*	**88**
9:00 PM	0	2	7	0	0	*9*	0	0	0	0	0	*0*	0	0	7	5	0	*12*	0	0	0	0	0	*0*	**21**
9:15 PM	0	3	5	0	0	*8*	0	2	0	2	0	*4*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**16**
9:30 PM	0	0	2	0	0	*2*	0	1	0	0	0	*1*	0	0	9	4	0	*13*	0	0	0	0	0	*0*	**16**
9:45 PM	0	1	4	0	0	*5*	0	3	0	0	0	*3*	0	0	3	3	0	*6*	0	0	0	0	0	*0*	**14**
Hourly Total	0	6	18	0	0	*24*	0	6	0	2	0	*8*	0	0	23	12	0	*35*	0	0	0	0	0	*0*	**67**
10:00 PM	0	4	2	0	0	*6*	0	1	0	2	0	*3*	0	0	4	4	0	*8*	0	0	0	0	0	*0*	**17**
10:15 PM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	8	3	0	*11*	0	0	0	0	0	*0*	**13**
10:30 PM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	3	1	0	*4*	0	0	0	0	0	*0*	**6**
10:45 PM	0	1	1	0	0	*2*	0	3	0	0	0	*3*	0	0	4	2	0	*6*	0	0	0	0	0	*0*	**11**
Hourly Total	0	5	7	0	0	*12*	0	4	0	2	0	*6*	0	0	19	10	0	*29*	0	0	0	0	0	*0*	**47**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	3	3	0	*6*	0	0	0	0	0	*0*	**6**
11:15 PM	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**2**
11:30 PM	0	0	1	0	0	*1*	0	2	0	0	0	*2*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	**5**
11:45 PM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**8**
Hourly Total	0	0	2	0	0	*2*	0	3	0	0	0	*3*	0	0	12	4	0	*16*	0	0	0	0	0	*0*	**21**
DAILY TOTAL	**1**	**67**	**1088**	**0**	**0**	***1156***	**0**	**239**	**0**	**74**	**0**	***313***	**5**	**0**	**1130**	**256**	**0**	***1391***	**0**	**0**	**0**	**0**	**0**	***0***	**2860**
Cars	1	67	1062	0	0	*1130*	0	237	0	72	0	*309*	3	0	1107	251	0	*1361*	0	0	0	0	0	*0*	**2800**
Heavy Vehicles	0	0	26	0	0	*26*	0	2	0	2	0	*4*	2	0	23	5	0	*30*	0	0	0	0	0	*0*	**60**
Heavy Vehicle %	0.00%	0.00%	2.39%	0.00%	0.00%	*2.25%*	0.00%	0.84%	0.00%	2.70%	0.00%	*1.28%*	40.00%	0.00%	2.04%	1.95%	0.00%	*2.16%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	**2.10%**

24-Hour Raw Traffic Counts

Toquerville Pkwy & Westfield Rd
Tuesday, November 4, 2025
15-minute raw turning movement count tables

Limited to one 24-hour count period; peak-hour summaries and additional count days excluded

Toquerville Pkwy & Westfield Rd
Toquerville UT
Tuesday, November 4, 2025

Time	Southbound 0						Westbound Toquerville Pkwy						Northbound Westfield Rd						Eastbound Toquerville Pkwy						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 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**
12:15 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**
12:30 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**
12:45 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**
Hourly Total	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**
1:00 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**
1:15 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**
1:30 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**
1:45 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**
Hourly Total	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**
2:00 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**
2:15 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**
2:30 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**
2:45 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**
Hourly Total	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 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**
3:15 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**
3:30 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**
3:45 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**
Hourly Total	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 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**
4:15 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**
4:30 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**
4:45 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**
Hourly Total	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**
5:00 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**
Hourly Total	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	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	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**
Hourly Total	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**

Toquerville Pkwy & Westfield Rd
Toquerville UT
Tuesday, November 4, 2025

Time	Southbound 0						Westbound Toquerville Pkwy						Northbound Westfield Rd						Eastbound Toquerville Pkwy						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
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**
Hourly Total	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	*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	*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**
Hourly Total	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**
10:00 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**
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**
Hourly Total	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	*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	*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	*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**
Hourly Total	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	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	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**
1:00 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*	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	*0*	0	0	0	0	0	*0*	**0**
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**
Hourly Total	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**
2:00 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**
Hourly Total	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**
Hourly Total	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**

Toquerville Pkwy & Westfield Rd
Toquerville UT
Tuesday, November 4, 2025

	Southbound 0						Westbound Toquerville Pkwy						Northbound Westfield Rd						Eastbound Toquerville Pkwy						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
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	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**
4:30 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	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	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**
5:00 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**
5:15 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**
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**
Hourly Total	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	*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**
Hourly Total	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	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	*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	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	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	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
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	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**
Hourly Total	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 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**
9:15 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**
9:30 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**
9:45 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**
Hourly Total	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**
10:00 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**
10:15 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**
10:30 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**
10:45 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**
Hourly Total	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 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**
11:15 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**
11:30 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**
11:45 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**
Hourly Total	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**
DAILY TOTAL	**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**
Cars	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**
Heavy Vehicles	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**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	**0.00%**

24-Hour Raw Traffic Counts

Toquerville Pkwy & Firelight Dr
Tuesday, November 4, 2025
15-minute raw turning movement count tables

Limited to one 24-hour count period; peak-hour summaries and additional count days excluded

Toquerville Pkwy & Firelight Dr
Toquerville UT
Tuesday, November 4, 2025

	Southbound Toquerville Pkwy						Westbound 0						Northbound Toquerville Pkwy						Eastbound Firelight Dr						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
12:00 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**
12:15 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**
12:30 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**
12:45 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**
Hourly Total	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**
1:00 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**
1:15 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**
1:30 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**
1:45 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**
Hourly Total	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**
2:00 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**
2:15 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**
2:30 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**
2:45 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**
Hourly Total	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 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**
3:15 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**
3:30 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**
3:45 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**
Hourly Total	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 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**
4:15 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**
4:30 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**
4:45 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**
Hourly Total	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**
5:00 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**
Hourly Total	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	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	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**
Hourly Total	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**

Toquerville Pkwy & Firelight Dr
Toquerville UT
Tuesday, November 4, 2025

	Southbound Toquerville Pkwy						Westbound 0						Northbound Toquerville Pkwy						Eastbound Firelight Dr						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
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**
Hourly Total	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	*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	*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**
Hourly Total	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**
10:00 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**
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**
Hourly Total	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	*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	*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	*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**
Hourly Total	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	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	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**
1:00 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*	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	*0*	0	0	0	0	0	*0*	**0**
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**
Hourly Total	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**
2:00 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**
Hourly Total	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**
Hourly Total	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**

Toquerville Pkwy & Firelight Dr
Toquerville UT
Tuesday, November 4, 2025

	Southbound Toquerville Pkwy						Westbound 0						Northbound Toquerville Pkwy						Eastbound Firelight Dr						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
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	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**
4:30 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	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	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**
5:00 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**
5:15 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**
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**
Hourly Total	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	*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**
Hourly Total	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	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	*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	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	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	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
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	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**
Hourly Total	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 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**
9:15 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**
9:30 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**
9:45 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**
Hourly Total	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**
10:00 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**
10:15 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**
10:30 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**
10:45 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**
Hourly Total	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 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**
11:15 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**
11:30 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**
11:45 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**
Hourly Total	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**
DAILY TOTAL	**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**
Cars	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**
Heavy Vehicles	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**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	**0.00%**

Appendix D – PTV Vistro Reports

Provided in Final

Appendix E – Traffic Statement Form

APPENDIX E — TOQUERVILLE CITY TRAFFIC STATEMENT FORM

Waiver / Screening Request (for City determination)

PURPOSE:

This Traffic Statement is used to (1) request a waiver from a full Traffic Impact Study (TIS), or (2) document why a full TIS is not warranted based on minimal expected operational and safety impacts. The Planning & Zoning Board (and/or City staff as delegated) determines whether a Traffic Statement is acceptable and may require additional information or a TIS.

WHEN TO USE:

Typically appropriate for small projects with minimal impacts or when the applicant seeks confirmation that a full TIS is not required. If the proposal meets Traffic Study Category I or higher thresholds (or includes geometry/signal changes), a TIS may be required.

1. PROJECT INFORMATION

Project Name: _____

Project Address / Parcel(s): _____

Applicant / Owner: _____

Authorized Representative (if different): _____

Phone: _____

Email: _____

Engineer/Preparer (Firm): _____

Phone: _____

Email: _____

Date Submitted (MM/DD/YYYY): _____

2. Request Type

Check one:

☐ Waiver Request: Requesting approval to waive a full TIS.

☐ Category Confirmation: Requesting confirmation of the required study category (Traffic Statement vs. TIS).

☐ Other (describe): _____

3. Development Description

Land Use Type(s): _____

Project Size / Intensity:

• Units (SF/MF): _____

• Gross Floor Area (sf): _____

• Rooms (lodging): _____

• Other (describe/quantify): _____

Phasing (if any):

☐ None

☐ Yes (describe phases and timing): _____

4. Proposed Access and Circulation

Number of Access Points: _____

Road(s) Accessed (check all that apply):

☐ City Street

☐ Highway 13

☐ Highway 83

☐ County Road

☐ Other: _____

Access Type(s) (check all that apply):

☐ Full movement

☐ Right-in/right-out

☐ Shared access

☐ Cross-access provided

☐ Other: _____

Are any roadway/intersection changes proposed?

☐ No

☐ Yes (describe—turn lanes, widening, new control, channelization, signing/striping changes, etc.):

_____

_____

Are any traffic signal modifications or new signals proposed?

☐ No

☐ Yes (describe): _____

5. Trip Generation Summary (ITE-Based Screening)

Provide site-generated trips using ITE Trip Generation (latest edition) or other City-accepted method.

ITE Land Use Code(s): _____

Trip Generation Method (check one):

☐ Rate

☐ Equation

☐ Local study (attach)

Key Assumptions (daily rate, peak hour factor, pass-by/internal capture if used): _____

_____

_____

Estimated Site-Generated Trips:

• Average Daily Trips (ADT): _____ (two-way)

• AM Peak Hour Trips: _____ (two-way)

• PM Peak Hour Trips: _____ (two-way)

Peak Hour Used for Threshold Comparison: ☐ AM ☐ PM

If reductions were applied, summarize and attach support:

_____

_____

6. Study Category Screening (Toquerville Thresholds)

Check the category you believe applies (City will confirm):

☐ Traffic Statement: Waiver/screening request (City discretion).

☐ Category I: Projected site traffic < 100 ADT and no signal/geometry modifications.

☐ Category IIa: Projected site traffic 100–500 ADT.

☐ Category IIb: Projected site traffic 500–3,000 ADT OR peak hour < 500 (two-way) OR any signal/geometry modifications.

☐ Category III: Projected site traffic 3,000–10,000 ADT OR peak hour 500–1,200 (two-way) OR installation/modification of signals/geometry (regardless of size).

☐ Category IV: Projected site traffic > 10,000 ADT OR peak hour > 1,200 (two-way) OR two+ signals / major lane additions / interchange modification.

Requested City Determination: _____

7. Existing Conditions and Context (Brief)

Provide a short narrative describing the surrounding transportation context (as applicable): adjacent roadway characteristics (lanes, speeds, truck activity, constraints such as railroad proximity), nearby intersections/access points that could be influenced, and pedestrian activity context (schools, parks, downtown, crossings).

_____

_____

_____

_____

8. Safety and Operations Screening (Qualitative)

Check items reviewed and summarize findings/mitigation if needed:

☐ Sight distance at proposed access point(s) reviewed.

☐ Driveway spacing/corner clearance context reviewed.

☐ Potential queueing/backing onto roadway reviewed.

☐ Pedestrian/bicycle conflict points reviewed (sidewalks, crossings, park access, etc.).

☐ Heavy vehicle/truck turning needs reviewed (if applicable).

☐ Crash history reviewed (if available / if requested by City).

Findings and any proposed minor mitigation (if needed):

_____

_____

_____

9. Required Attachments (Submit with Form)

☐ Site location map showing parcel and surrounding street network.

☐ Conceptual site plan showing circulation and access points.

☐ Access map showing nearest intersections and adjacent access points (upstream/downstream).

☐ Trip generation worksheet (ITE pages/outputs and assumptions).

☐ Photos of frontage and access area (recommended).

☐ Other: _____

10. Preparer Certification

I certify that this Traffic Statement was prepared under my direction (or by me) using reasonable traffic engineering practices and that the information presented is accurate to the best of my knowledge.

Prepared By (Name): _____

Title: _____

Firm: _____

Signature: _____

Date (MM/DD/YYYY): _____

11. City Review (Toquerville City Use)

Received By: _____

Date (MM/DD/YYYY): _____

City Determination (check one):

☐ Traffic Statement accepted.

☐ TIS required (Category: _____).

☐ Additional information required.

Notes / Conditions / Required Additions:

_____

_____

_____

Reviewed By: _____

Date (MM/DD/YYYY): _____

Appendix F – Access Management Illustrations

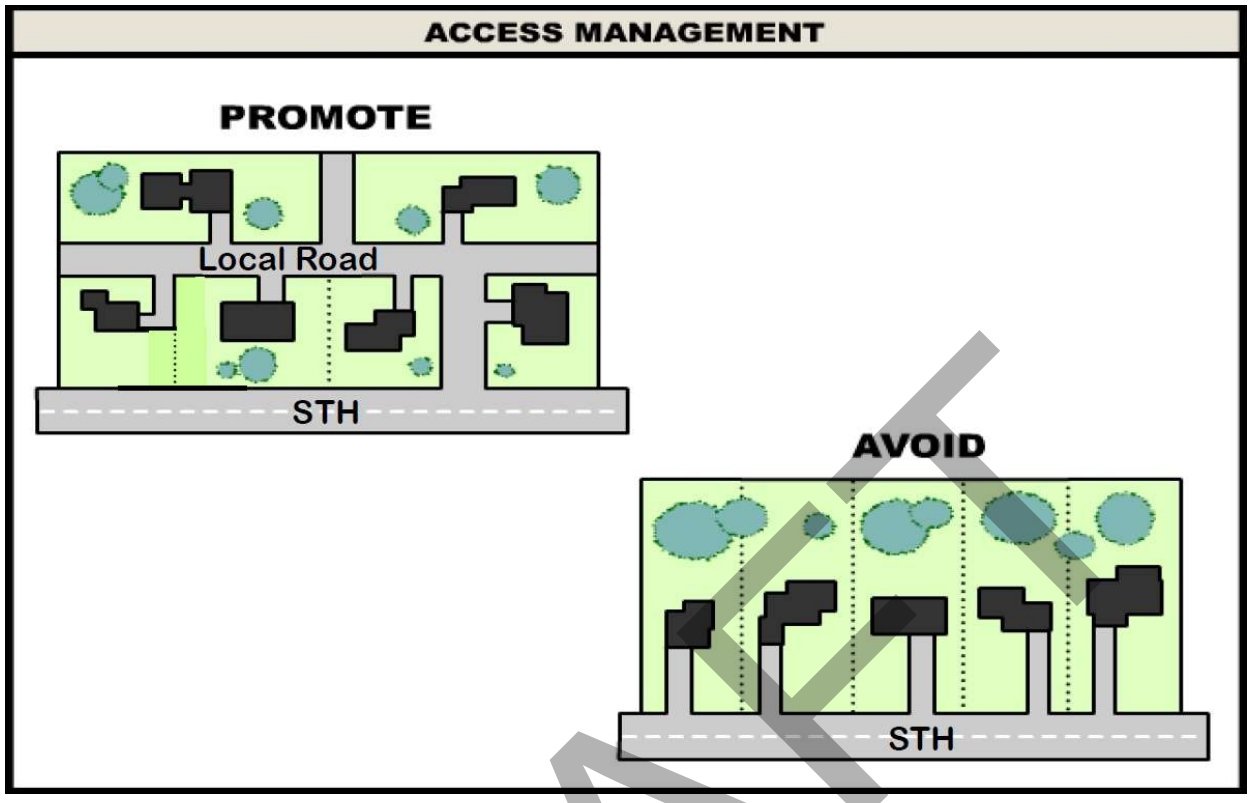

Figure 1: Limit Direct Access to Major Roadways

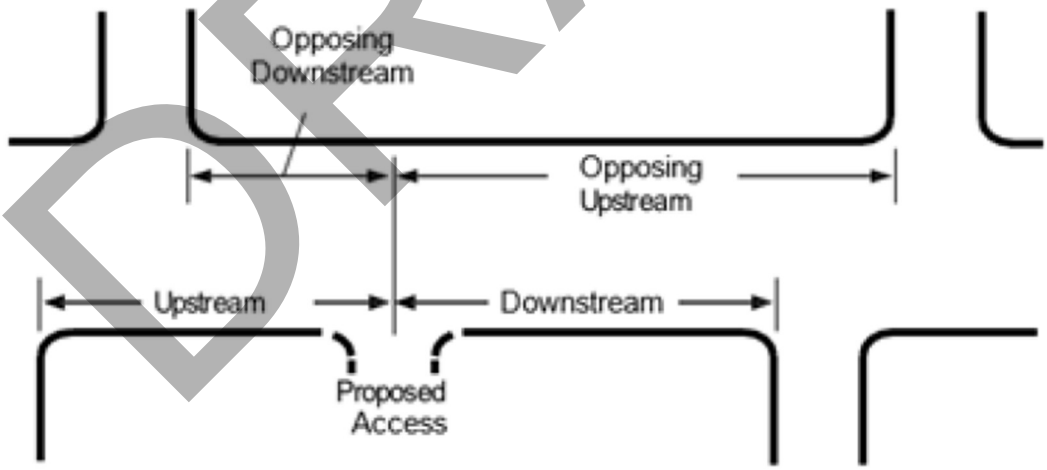

Figure 2: Access Spacing

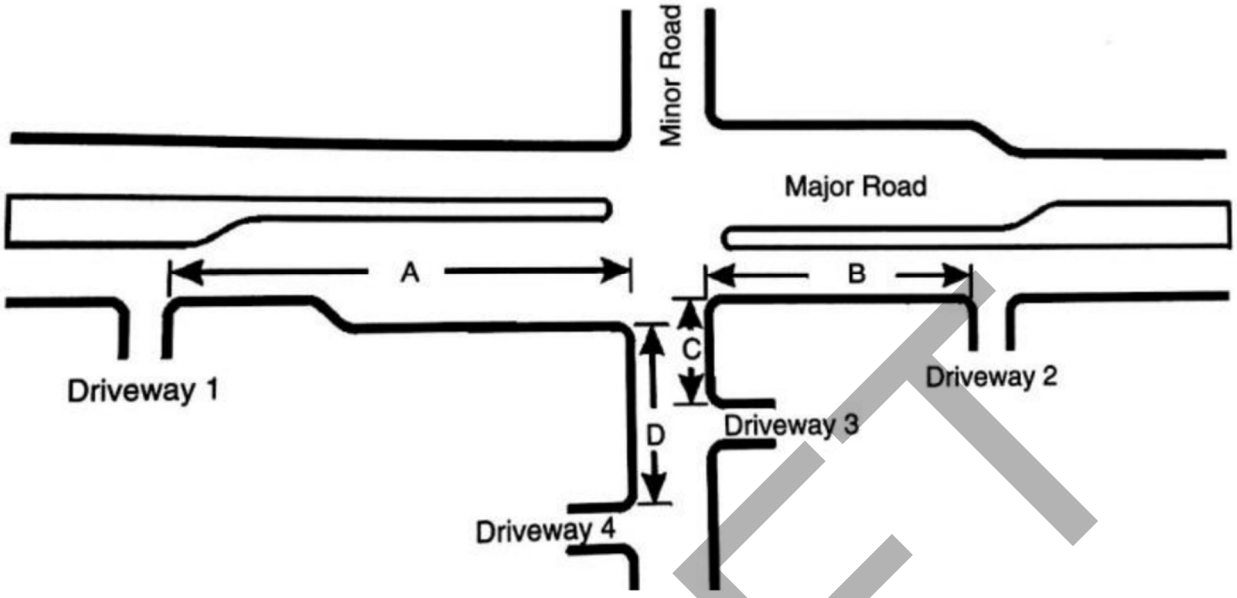

Figure 3: Corner Clearance

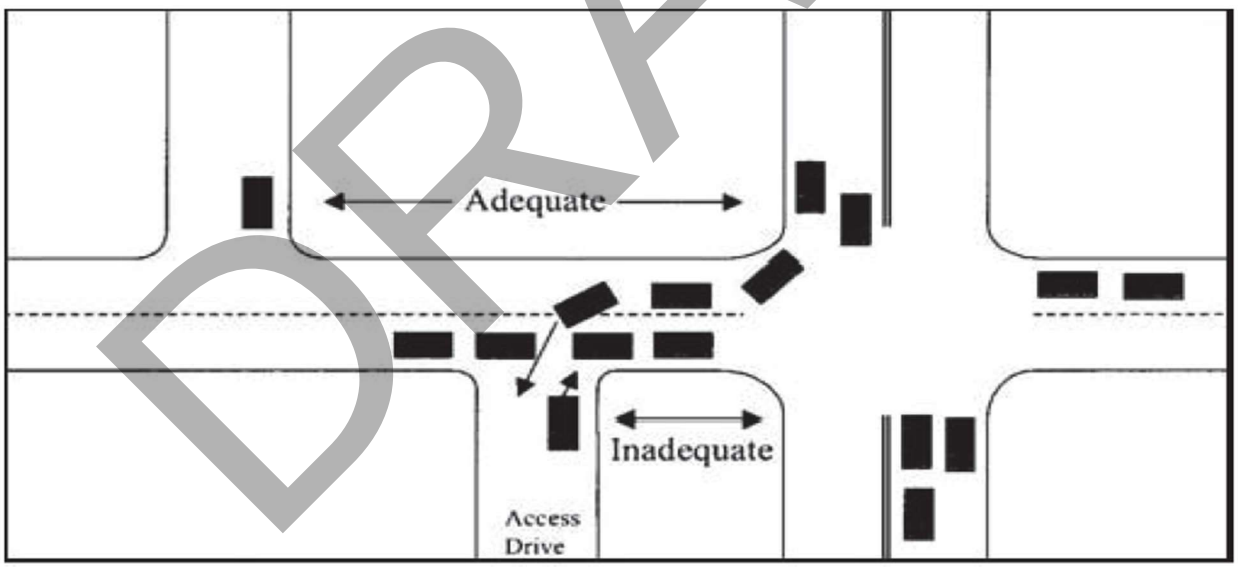

Figure 4: Effects of Inadequate Corner Clearance

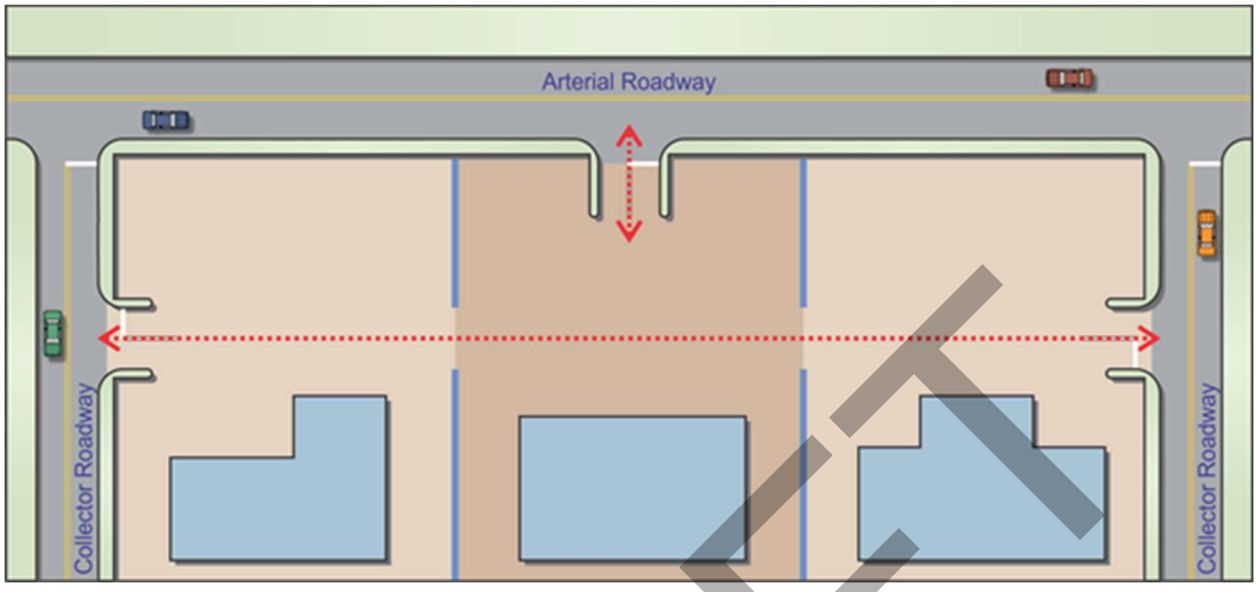

Figure 5: Cross Access/Shared Access

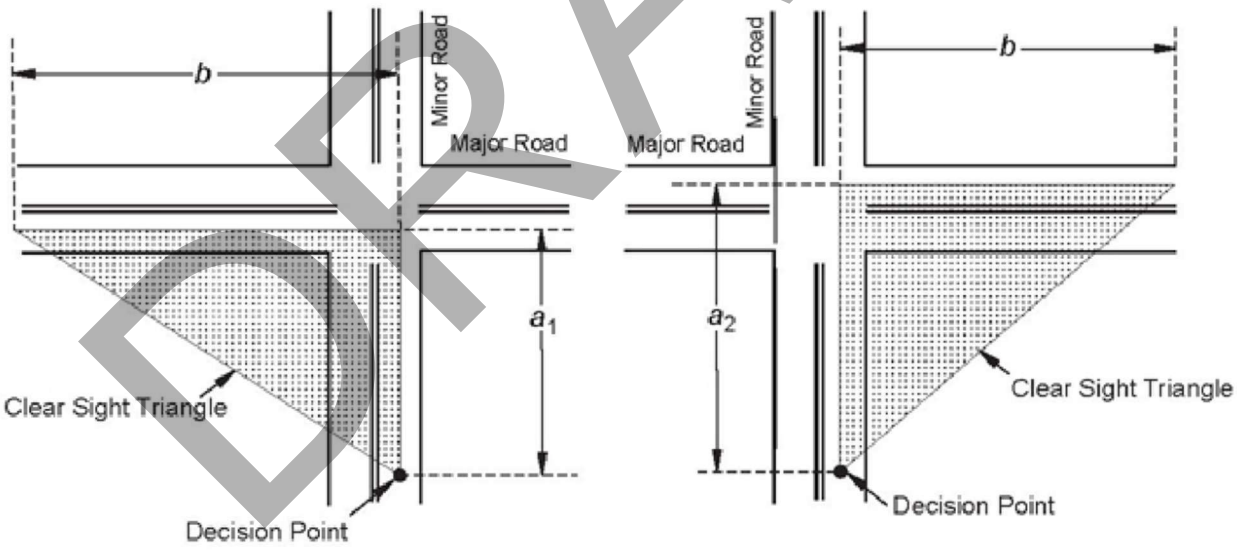

Figure 6: Intersection Sight Distance

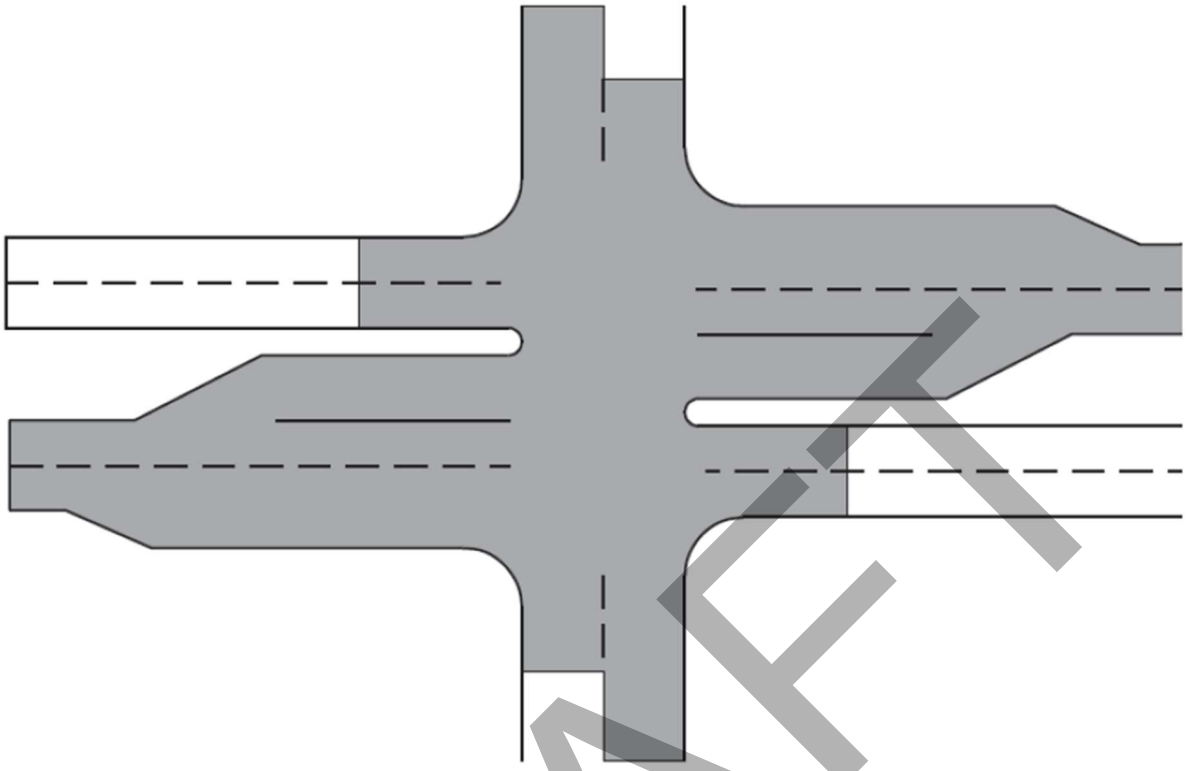

Figure 7: Functional Area of Intersection