

**AMATS: Seward Highway to Glenn Highway Connection  
Planning & Environmental Linkage Study  
State Project No.: CFHWY00550  
Federal Project No.: 0001653**

# Origin-Destination Study Report

June 30, 2022

*This planning document may be adopted in a subsequent environmental review process in accordance with 23 USC 168 Integration of Planning and Environmental Review.*

*The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.*

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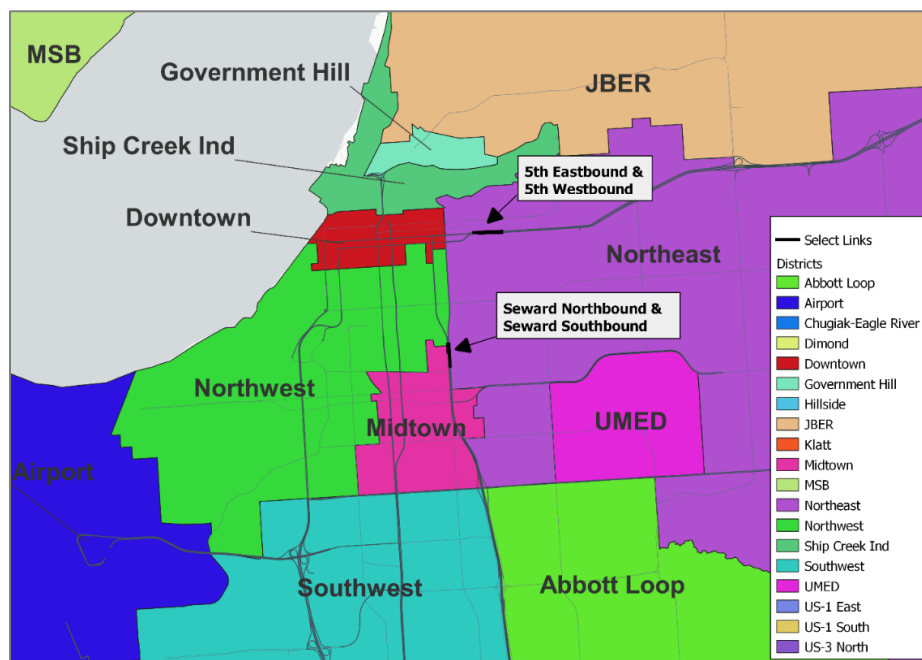
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# Executive Summary

The Seward Highway to Glenn Highway Connection Planning & Environmental Linkage Study (SG PEL) seeks to identify options for improving travel and connectivity between the Seward Highway, near 20th Avenue and the Glenn Highway, east of Airport Heights. This Origin-Destination Study (ODS) supports the overall effort by quantifying the amount and nature of observed travel in and through the project area in a representative time period (fall 2019).

The ODS is based on passively collected location-based services (LBS) data that provides a rich sample of all travel that occurred within a broader region encompassing the project area, the greater Anchorage Bowl, Joint Base Elmendorf-Richardson (JBER), Chugiak-Eagle River (CER), and the Matanuska-Susitna Borough (MSB). The study also quantifies travel using the roads in the project area (5<sup>th</sup> Avenue, the Ingra-Gambell couplet, and the Seward and Glenn highways) originating from or destined to places outside this broad area via the Parks, Glenn, and Seward connections to more distant parts of Alaska.

RSG conducted the ODS by using Census and other demographic data plus traffic counts from across the study geography to expand the LBS data sample to represent all vehicles traveling on a typical autumn weekday in 2019. RSG summarized the trip ends and flows (origin-to-destination movements) of the expanded data to districts (geographic sub-areas consistent with the region’s land use and economic development plans<sup>1</sup>) as shown in the figure below, which zooms in to the project area.



RSG filtered the overall travel data to only those trips that traversed two “selected links” of the Glenn and Seward highways within the project area to understanding which travelers (in terms

<sup>1</sup> based on the 2040 Land Use Plan Map

of their origins and destinations) use these key roadways. The filtering was done for each of the possible travel directions at each selected link for different time periods during the day: the morning (AM) peak (7:00 a.m. to 9:00 a.m.), the midday (MD) period (9:00 a.m. to 3:00 p.m.), the afternoon (PM) peak (3:00 p.m. to 6:00 p.m.), and the off-peak (OP) period (9 a.m. to 3 p.m. plus 6:00 p.m. to 7:00 a.m.). The ODS findings can inform the development of the planning alternatives during the SG PEL study. Key observations from the ODS include:

- **The Northeast district generates or attracts a large proportion of the flows traversing the 5<sup>th</sup> Avenue select link.** Half or more than half of the vehicle flows traversing the 5<sup>th</sup> Avenue location eastbound are destined to the Northeast district across all time periods; similarly half or more than half of the westbound flows through the 5<sup>th</sup> Avenue location originate in the Northeast district.
- **CER, MSB, and JBER are, after Northeast district, key destinations of the eastbound and key origins of the westbound flows through the 5<sup>th</sup> Avenue select link.** These three locations account for four percent to 20% of all trip destinations across all times of day for eastbound flows through the 5<sup>th</sup> Avenue select link and four percent to 25% of origins for all westbound flows through that location.
- **The Downtown, Northwest, Southwest are the largest originating districts of eastbound travel and, with Midtown added, are the largest destination districts of westbound flows through the 5<sup>th</sup> Avenue location.** Nine percent to 25% of daily trip origins eastbound on 5<sup>th</sup> come from Downtown, Northwest, and Southwest whereas 12% to 22% of westbound flows terminate in Downtown, Northwest, Midtown, or Southwest.
- **The Northeast district has the greatest share of destinations of northbound flows through the Seward Highway select link and also the greatest share of southbound origins.** 28% to 38% of northbound vehicles terminate in the Northeast district across the day while 27% to 29% of southbound trips through that link originate in Northeast.
- **Several districts—Abbott Loop, Southwest, Midtown, Dimond, and Hillside—contribute large shares of trip origins for northbound flows through the Seward select link.** Those districts origin shares range from six percent to 27%; other areas including Dimond, Northwest, UMED, and Klatt range in the four percent to 10% northbound origin share range.
- **Midtown, Abbott Loop, Dimond, and Southwest attract large shares of trip destinations for southbound flows through the Seward select link.** These range from 8% to 33% of all flows across the day. Hillside, Klatt, UMED, and Northwest districts attract noticeable southbound flow destinations ranging from 3% to 13% of all flow across the day.
- **The Minnesota Drive/L Street/I Street and A Street/C Street/15<sup>th</sup> Avenue corridors are key parts of the greater Seward-Glenn system.** The study shows strong travel demand to and from the Southwest district (plus flows to/from the Airport district) from and to districts accessible via the Glenn to the northeast, specifically MSB and CER. The Minnesota-L/I route and the parallel A/C couplet route are demonstrably important north-south corridors serving this demand. The A/C route is, in particular, a viable alternative to the Seward-Glenn itself for travelers to and from the Southwest district.
- **The Seward Highway connection to areas to the southeast (Girdwood, the Kenai Peninsula) carries the only significant 'external' flows through the Seward select link.** Areas outside the greater Anchorage region along the Seward Highway contribute three to six percent of northbound origins traversing the Seward select link and about three percent of southbound destinations across the day.

# 1. Introduction

## 1.1 Project Description

The Seward Highway to Glenn Highway Connection Planning & Environmental Linkage Study (SG PEL) will identify and evaluate options to improve transportation mobility, safety, access, and connectivity between the Seward Highway, near 20th Avenue and the Glenn Highway, east of Airport Heights. The study will also identify ways to improve access to and from the Port of Alaska (POA) and the highway network. Alaska Department of Transportation and Public Facilities (ADOT&PF) engaged a consultant team including HDR and RSG to conduct the study.

The study area is shown in Figure 1. The time period in which this Origin Destination Study (ODS) illustrates vehicle travel patterns is the autumn of 2019. RSG performed the ODS using passively collected location data (“big data”), which is a valuable resource for understanding travel patterns. In addition to providing a general understanding of vehicle flows, these data are particularly useful in supporting travel modeling and forecasting. This value is attributable to large data sample sizes, high spatial precision, relatively low cost, and the ability to understand travel across multiple weeks and months. This report transparently documents RSG’s big data processing methods and describes the resulting travel pattern insights. The ODS informed the SG PEL planning process and provided calibration targets for a customized version of the Anchorage Metropolitan Area Transportation Solutions (AMATS) Travel Demand Model developed by the project team for application to the SG PEL study.<sup>2</sup> This “SG PEL model” was especially validated for use in the project area that lies just to the east of downtown Anchorage. A map showing this area appears in Figure 1. Since travel flowing through the project area often originates from or is destined to locations across a much wider geography, the ODS data itself covers a broad region encompassing the Matanuska-Susitna Borough (MSB), Chugiak-Eagle River (CER) as shown in Figure 13. The ODS data also accounts for trips that originated in or went to areas outside this wide geography.

## 1.2 How to Read This Report

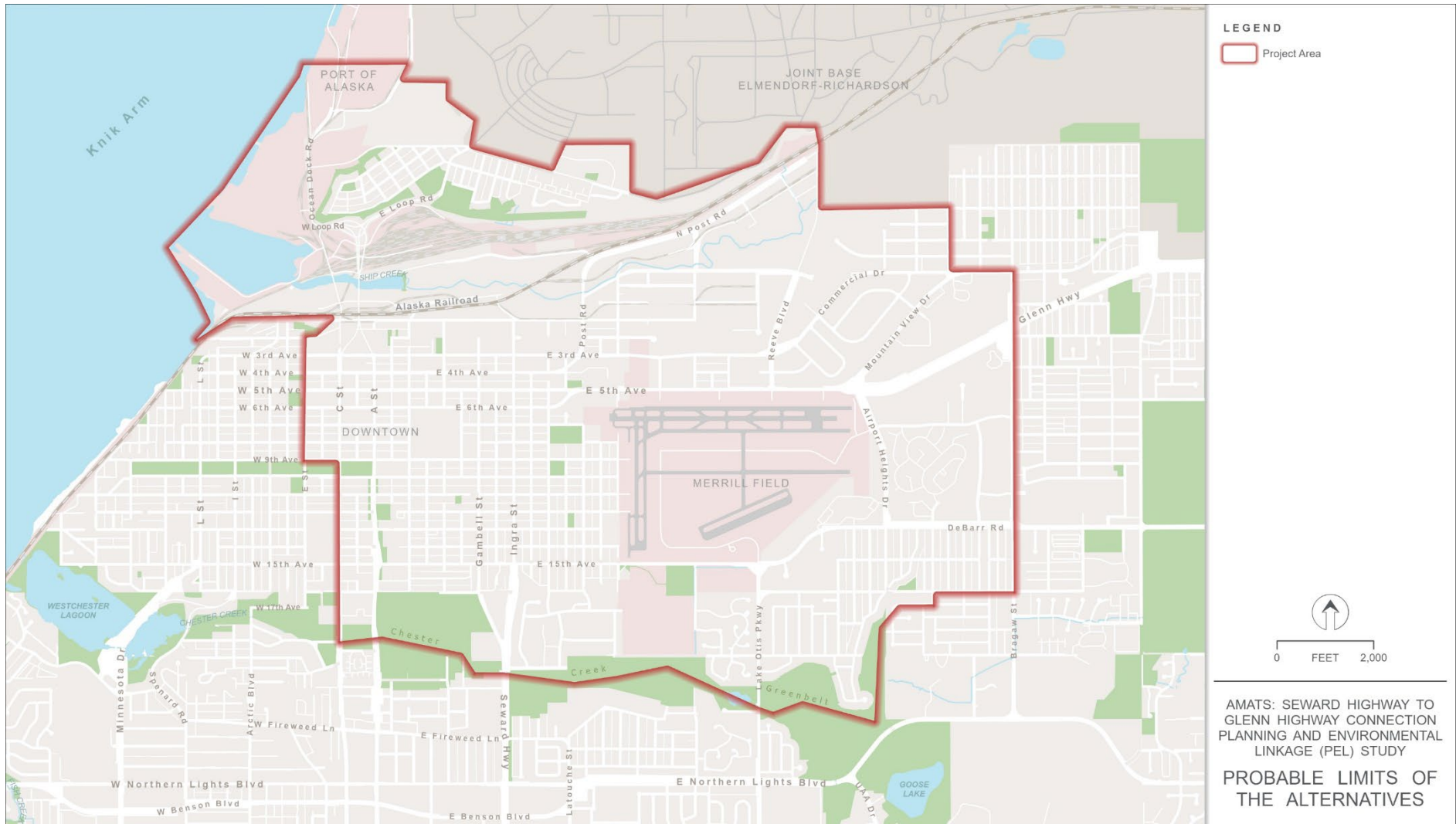
Chapter 2 provides a brief overview of the data and methods. The data processing methods that inform this report’s findings are complex. Those details appear in Chapters 3 and 4 in enough technical detail to allow an expert panel to understand what RSG did. Readers interested primarily in the actual findings should please proceed directly to Chapter 5.

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<sup>2</sup> See the companion *Travel Demand Model Memo* describing the SG PEL forecasting process.



**Figure 1. Study Area**



## 2. RSG's Passively Collected Big Data

RSG developed its own passively collected location data platform, rMerge™, to transform location data into useful travel behavior insights. The rMerge platform is a software and data system engineered to convert raw mobile device location records (referred to as “sightings”) into travel behavior datasets and insights. The tool has been in development for over three years and supports dozens of planning and infrastructure projects across the United States (US).

The rMerge platform derives travel behavior from location-based services (LBS) data, which often comes from smartphone apps. Specifically, LBS data are generated by location-aware applications installed on mobile devices. These data provide high-precision location information at a relatively consistent frequency for a large sample of the US population. LBS programs serve location data to apps based on the requirements of the app and the various sources of location information available to the device at any given time, primarily GPS and Wi-Fi beacons (but also in small amounts Bluetooth beacons and cell tower signaling).

RSG typically receives 2-3 billion location records each day from Veraset, a third-party aggregator of mobile device application location data, representing 10-15% of the US population daily and nearly 40% of the population monthly.

For transparency's sake the following chapters describe the data processing in technical detail. In summary for readers who wish to proceed directly to the study findings in Chapter 5, RSG made use of the LBS data for this study by:

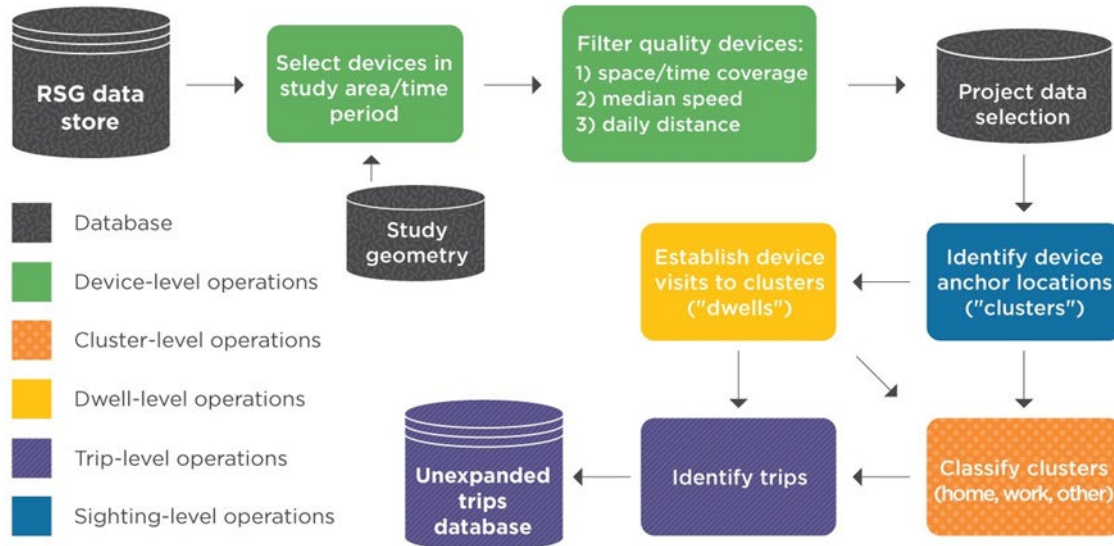
- Filtering the data to throw out bad or unusable information
- Applying statistical techniques that determine the starts and ends of trips made by the mobile devices remaining in the good data
- Using Census data to statistically ‘enlarge’ the cleaned, filtered data points to represent the entire traveling population
- Using observed traffic volumes to statistically ‘map’ the cleaned, filtered, and ‘enlarged’ trips data to the road system as vehicle trips.

## 3. Methods Used for Processing Passively Collected Data

The current ubiquity of connected devices and the LBS data they generate means that origin-destination (OD) travel patterns can be observed for a significant portion of the population. These observations can be aggregated into OD travel matrices. However, raw LBS data records contain limited information—typically only a unique identifier, a timestamp, and a location, but in vast quantities. As a result of this limitation, all information on travel behavior and attributes of the device owner (home and work locations) must be imputed. Furthermore, the raw device sightings observed in the LBS data stream need to be filtered and processed into trips, assigned

to specific travel routes, and aggregated into OD travel matrices. Figure 2 summarizes the workflow for generating observed trip tables using raw LBS data.

**Figure 2: Observed OD Table Workflow**



Source: RSG

### 3.1 Data Filtering

In its raw form, LBS data comprises individual sighting records, each with latitude/longitude coordinates, a unique device ID, and a timestamp. National LBS datasets include device sightings for well over 100 million devices. However, not all devices are relevant to a given study. Within rMerge, if a device has at least one sighting within a study geography during the defined study time period, then all of that device’s sightings for the duration of the study period are selected from the RSG data store, including sightings for that device both inside and outside of the study area geography.

Additionally, many devices included in raw national LBS datasets are observed only sporadically or exhibit anomalous behavior. These factors make them unsuitable for deriving useful travel insights. This is because inferring trip patterns from sporadic or low-quality data can lead to false inferences and generally poor-quality OD matrices. Therefore, RSG only uses a subset of the total LBS data. This provides the highest consistent quality data stream to reduce the chance of false trip inferences while ensuring the highest possible quality OD matrices.

In creating study area OD matrices, RSG first filters out low-quality devices. Based on extensive exploratory analysis used to understand noise in the data, RSG retains devices that meet established quality criteria for how often the device is sighted, how much of the study time frame the device is present, geographic coverage of a device’s sightings, and reasonableness of device speed.

RSG discarded devices not meeting the following criteria from all subsequent analysis:

- Median speed less than 100 km/hr (62.1 mph). This removes devices that appear to be traveling at physically impossible speeds.
- Average daily distance traveled less than 4,800 km (about 2,980 miles). This removes physically impossible trips that are clearly anomalous.
- Observed in at least 5% of all possible 30-minute time bins. This removes devices that would fail to supply enough data to identify trip ends for various reasons. The threshold is set low (5%) to ensure that devices that may simply fall in and out of cell service areas are still present in the final data to cut down on any potential sample bias (further discussed in Chapter 4 below).
- Observed in at least 10 unique 7-digit geohashes.<sup>3</sup> Geohashes are unique, fine-grained location identifiers attached during processing to each location “ping.” This filter ensures that all retained devices are actually moving sufficiently within the study area to create useful trip ends.

## 3.2 Data Processing

After filtering, analysts classified each device’s sightings as “stopped” or “in motion” based on sighting-to-sighting speed smoothed over a rolling time window. This smoothing algorithm helps identify true stopped sightings while not falsely classifying short stops (e.g., stops at traffic lights or stops due to congestion) as “stopped.” Next, a spatial clustering algorithm<sup>4</sup> is applied on all stopped sightings for each device. The resulting groups of stopped sightings represent anchor locations for the device; these are referred to as “clusters.” These clusters are tagged to the study region’s underlying geometry. For the SG PEL study, the clusters were tagged to the SG PEL model-zone polygons (Traffic Analysis Zones or TAZs).

Once clusters are established for the device, a “dwell” (or visit) is formed each time a device is seen staying in the same cluster. A “trip” is formed each time a device is seen moving from one cluster to another. A device’s home location is inferred using observed overnighting at anchor locations. A device’s work/habitual location is inferred by assessing the importance of each location using methods from graph theory.<sup>5</sup> For privacy reasons, cluster locations and trip ends are aggregated to an underlying geography (model TAZs for this study) to obfuscate locations. In practice, this replaces precise locations with the centroid location of the nearest model zone.

After device trips are identified, these are routed on an OpenStreetMap transportation network. Long-distance trips and intermediate stops (e.g., a quick stop at a service station on a longer trip) are identified as part of this process. Finally, trip attributes are calculated, including trip purpose (e.g., home-based habitual trip), time of day (e.g., AM period), and routed trip distance.

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<sup>3</sup> Geohashing is a method to encode geographic coordinates. A seven-digit geohash represents approximately a 153-meter by 153-meter square.

<sup>4</sup> Specifically, density-based spatial clustering algorithm with noise (DBSCAN).

<sup>5</sup> PageRank is calculated for a directed graph representing all the devices’ dwells.

### 3.3 SG PEL Pre-Expansion Data Validation

RSG LBS data was processed for the greater Anchorage area, including the Matanuska-Susitna Borough (MSB) to generate observed trip lists using high-quality devices. This look at the wider regional geography is important given the noticeable presence of trips from MSB that use the highways and other facilities in the study area. The data included trips made after Labor Day and before Thanksgiving in 2019. Within the study window, a total of 358,029 total devices were seen in the study area. Of these, 16,040 devices (approximately 4.1% of the overall regional population including Anchorage and MSB) were identified to have a home location within the study boundary and 14,417 were identified to have a home location outside, but were observed making trips within, the study boundary. The remaining devices (approximately 325,000) seen in the study area were dropped from analysis based on quality filters. Table 1 presents LBS data for the SG PEL study area by device type and number of sightings, clusters, and trips. The sample rate is within the range RSG typically experiences (roughly 4% to over 10%) for similar studies, a range that generally produces viable results. For comparison, a 4% sample penetration is four to ten times the penetration of a typical household travel survey.

**Table 1: SG PEL 2019 LBS Data Summary**

<b>Items</b>	<b>Number</b>
Resident Devices	16,040
Visitor Devices	14,417
Dropped Devices	327,572
Sightings	217,359,726
Clusters	639,124
Trips	1,890,813
Regional Population	390,372
LBS sample % of Regional Population	4.11%

A series of summary reports and reasonability checks ensure the quality of the processed OD data output. Summary tables are generated to review both the underlying data and the identified trips and inferred attributes.

Input data is reviewed to ensure sufficient high-quality devices are consistently seen throughout the study month and that inferred trip making is consistent across the study month. Postprocessed data is examined to ensure the magnitude of inferred cluster types are reasonable, and that temporal patterns in trip making are reasonable for all trip type combinations (i.e., home-to-work/habitual trips vs. work/habitual-to-home trips). Processed results are also mapped to ensure trip-end densities align spatially with known land-use densities.

Figure 3 summarizes observed trips over the course of the study time period, illustrating periodic peaks and troughs corresponding with weekday and weekend traffic. Also visible is a reduction in trips in October. This reduction in observed trips is due to a change in the app feeds in the Veraset data stream rather than a change in trip-making behavior by study area residents and is accounted for in downstream data expansion steps.

Figure 3: Trips per Day

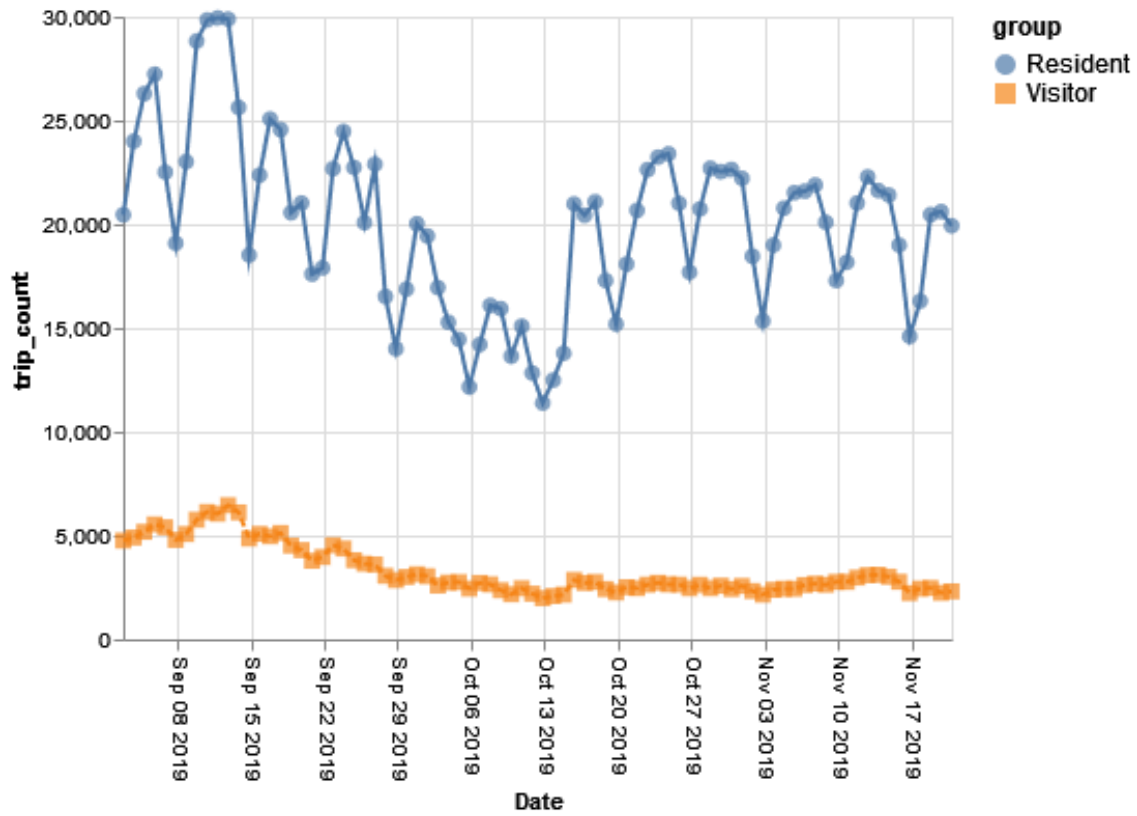
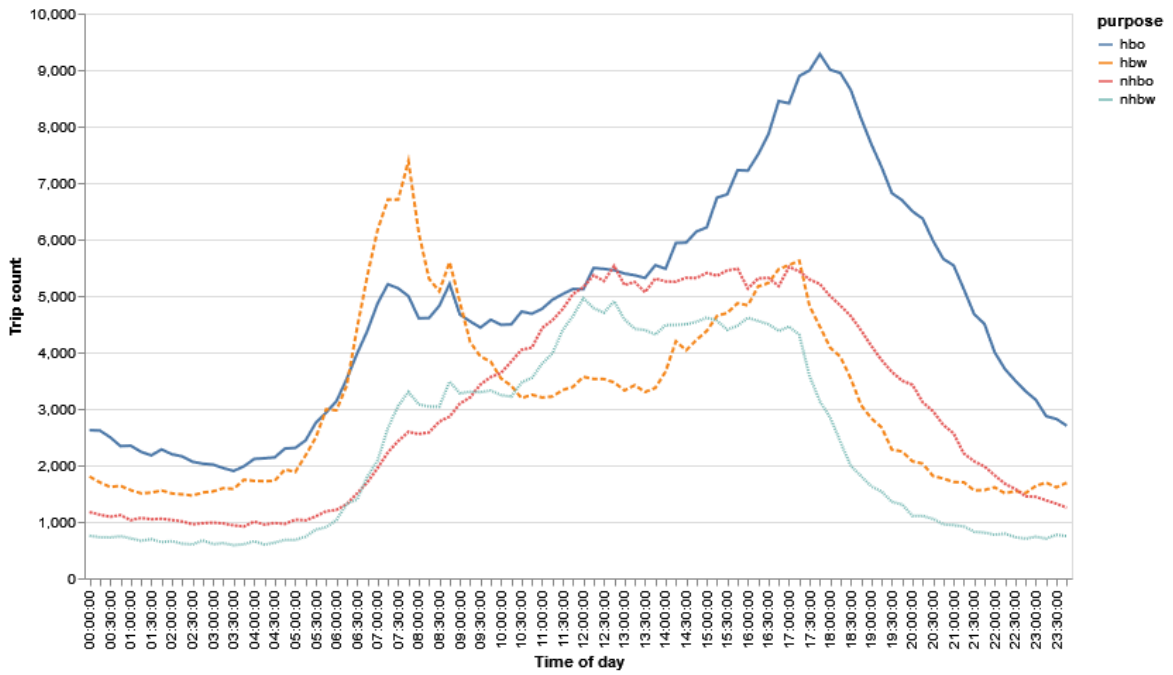


Figure 4 and Figure 5 present the average weekday trip counts by time of day for these same trip types for residents of the greater region and nonresidents, respectively.

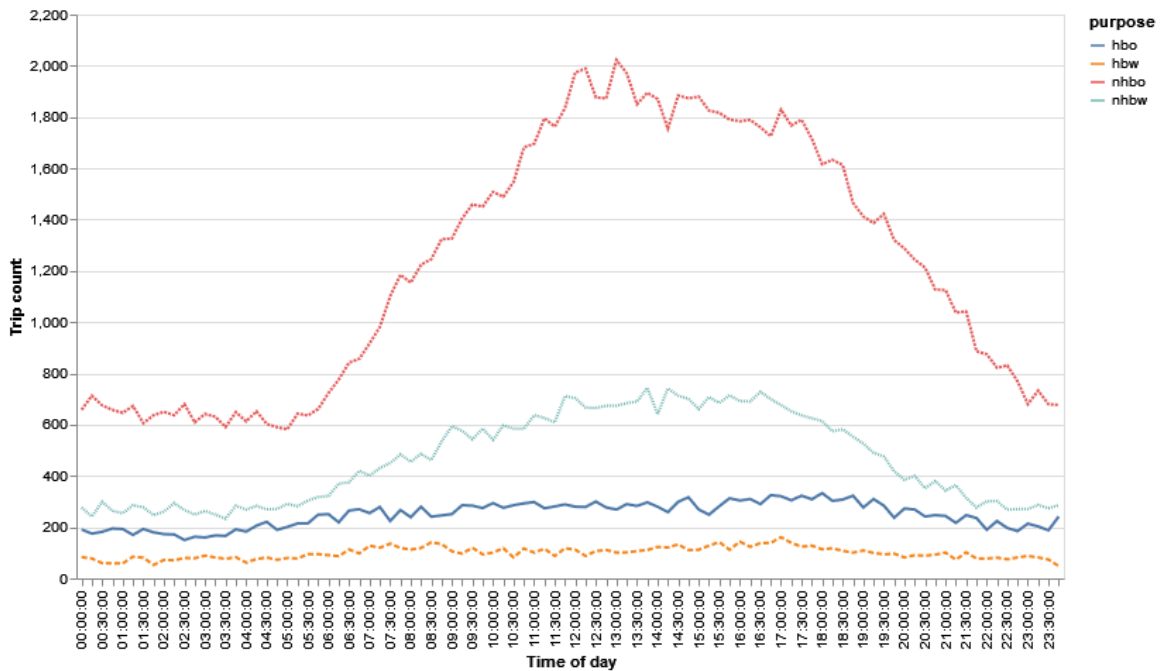
Source: RSG

**Figure 4: Average Weekday Hourly Trip Distribution—Residents**



Source: RSG

**Figure 5: Average Weekday Hourly Trip Distributions—Nonresidents**



Source: RSG

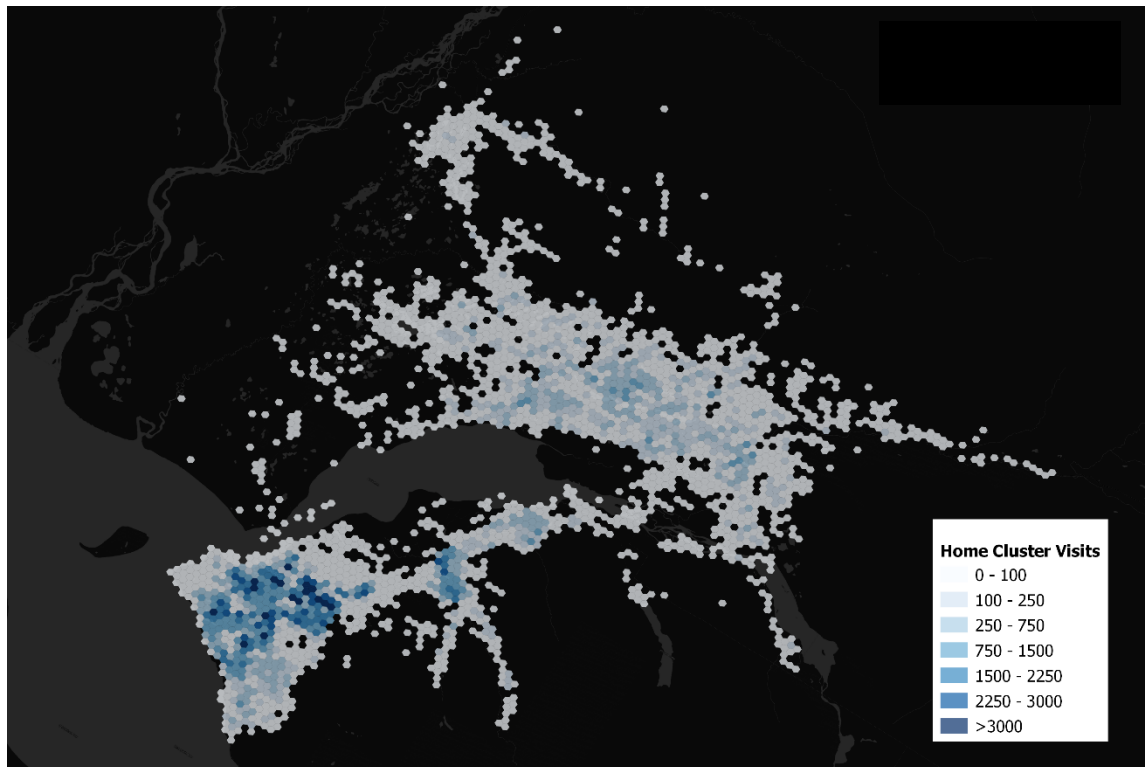


Figure 6 through Figure 8 present densities of identified home, work/habitual, and other cluster visits by hexagonal bins in the SG PEL study area. Visits to clusters representing a device's inferred home location are shown in blue and include the inferred home locations for any devices in the study area during the fall 2019 study window. Habitual location clusters are shown in green and represent clusters where devices are habitually observed spending time during the typical workday. These are largely work locations for employed individuals and represent the other most habitually visited location for others. Visits to all other clusters observed by study devices are shown in orange.

Trip purposes referenced in the LBS data findings are defined in mutually exclusive categories as follows:

- Home-based work (HBW): a trip from home to work or work to home.
- Home-based other (HBO): a trip from home to a nonwork destination.
- Non-home-based work (NHBW): a trip with either end at work and the other trip end not at home.
- Non-home-based other (NHBO): a trip with both ends not at home and both ends not at work.

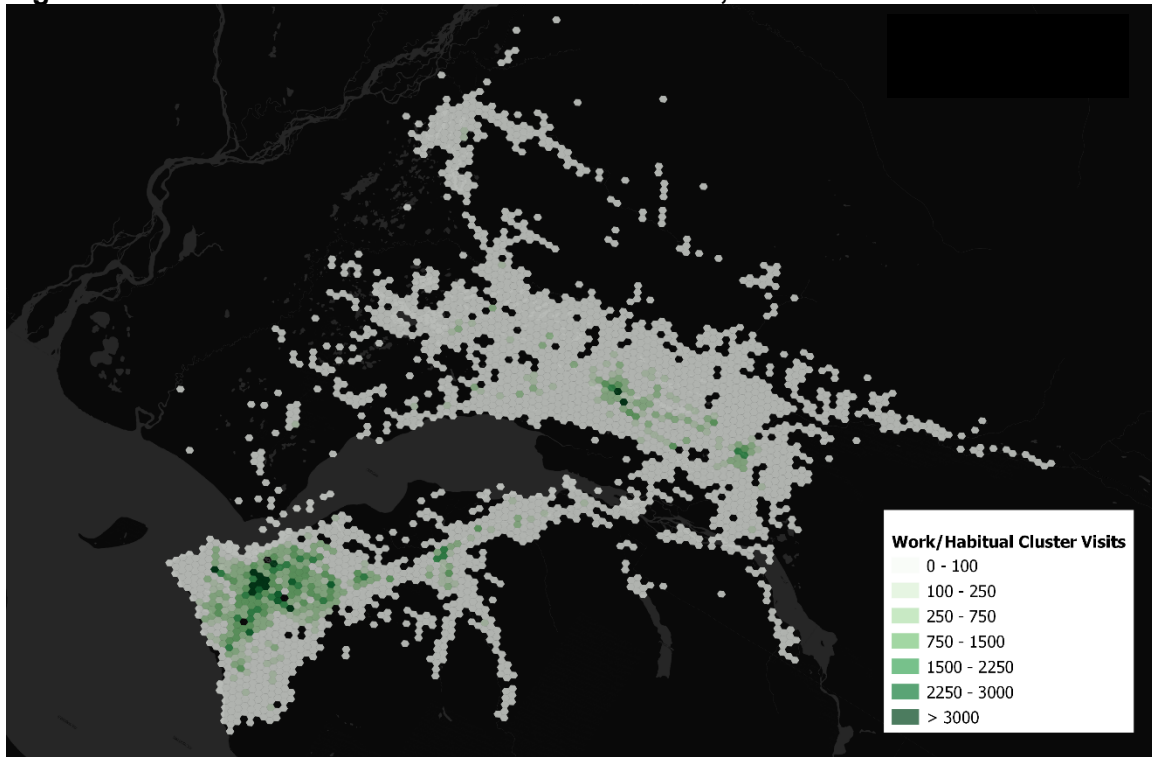
**Figure 6: SG PEL Area Home Cluster Visits, Fall 2019**



Source: RSG

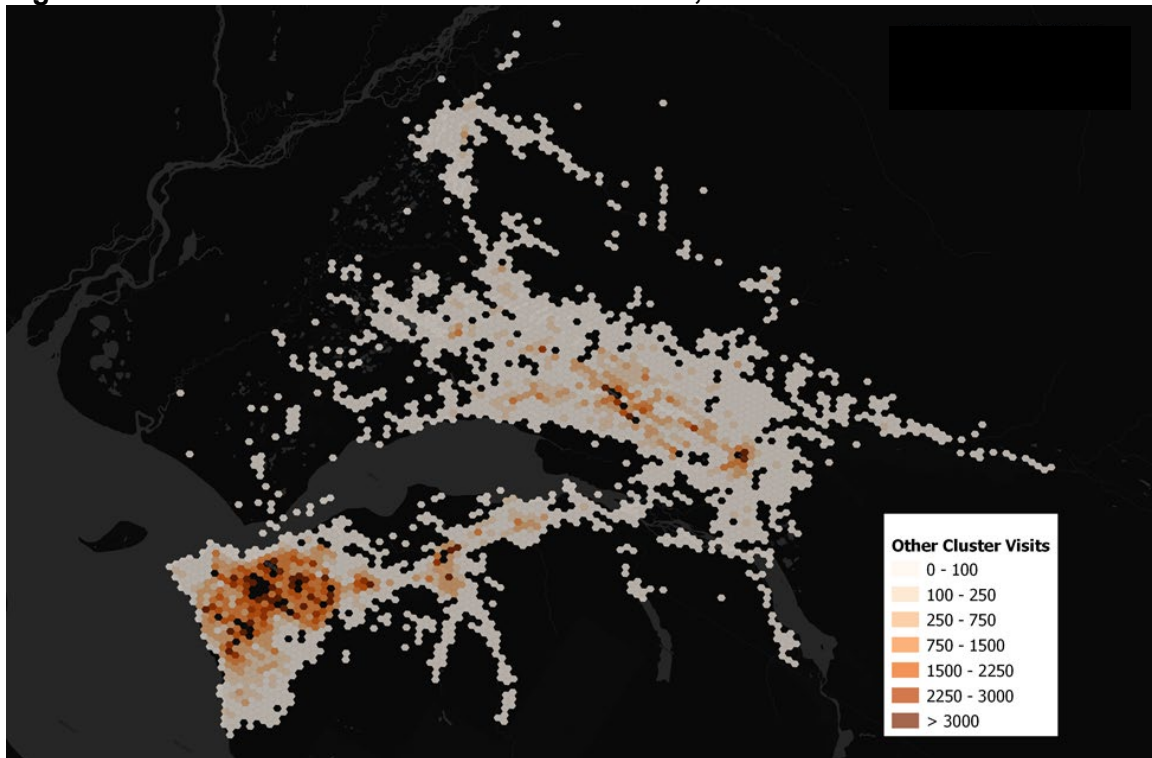


**Figure 7: SG PEL Area Work/Habitual Cluster Visits, Fall 2019**



Source: RSG

**Figure 8: SG PEL Model Area Other Cluster Visits, Fall 2019**



Source: RSG

## 4. Passively Collected Data Expansion

The filtered LBS trip lists for a region are only a sample. RSG's process next expands the sample to represent all travel in the region. As previously mentioned, LBS data is not a controlled random sample. RSG uses the process described in the next section to correct for the resulting biases and ensure that the final expanded trip list reasonably represents all travel in the study area.

### 4.1 Correcting for Different Types of Bias

Three main known types of bias exist in LBS data. Each of these has its own challenges that require specific methods to address.

**Demographic Bias.** Given smartphone ownership and device usage trends, LBS data tends to underrepresent older adults and low-income populations and overrepresent young adults and affluent populations. These biases are decreasing and there are now more older adults and low-income travelers in the data. Members of such groups present in the data were weighted more heavily to achieve representation in the final products consistent with their observed share of the study area population.

**Duration Bias.** Short-distance trips or short-duration activities are often underrepresented due to technological issues, user settings preferences, or cellular coverage limitations. Shorter trips more easily "slip through the cracks" in LBS data. RSG has found that the degree to which short-distance trips are under-sampled with LBS data varies by region and over time, and that network-based expansion methods generally correct for this bias without additional expansion steps required. For SG PEL, RSG found the network-based expansion to be sufficient and did not apply further duration adjustments.

**Geographic Bias.** Travel in locations with poor cellular coverage can go undetected or under detected. Such instances might appear as "holes" in a trip "trace," where a vehicle seems to disappear in one location only to reappear in a different location some distance away. Such data as is available in locations with spotty data can be expanded at proportionally higher weights to ensure reasonable overall geographic coverage; in other cases, knowledge of the transport network may be used to infer trip paths through cell coverage gaps.

Given a reasonably robust sample size of 4.1% of regional population (see Table 1), the relatively large zone sizes in the outlying areas of the SG PEL travel model geography, and the success of network expansion (see section 5.4), RSG did not see a need for extra measures to correct for geographic bias in this study.

### 4.2 Control Data Used for Expansion

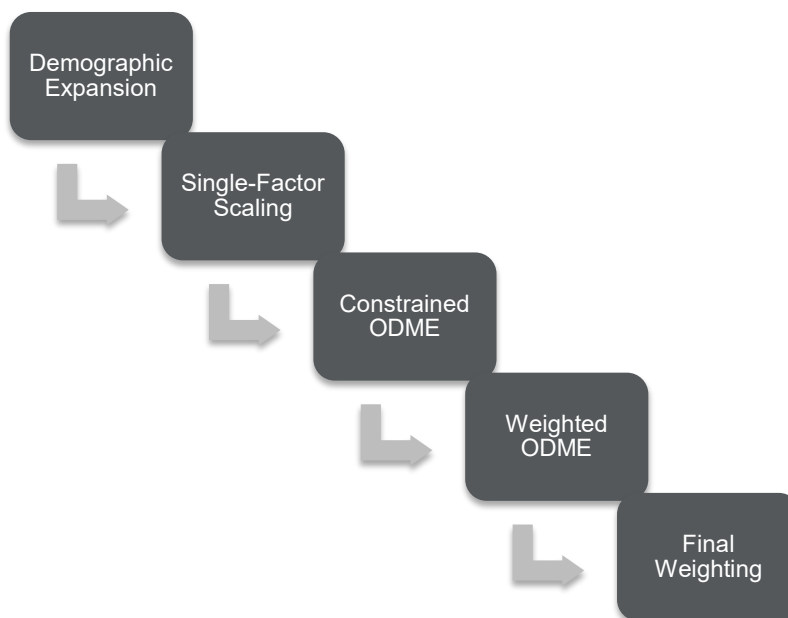
RSG expanded the observed trip data using several control datasets with two types of control data obtained from sources other than the purchased LBS data:

1. **Demographic and employment data** from federal, state, and local sources.<sup>6</sup>
2. **Traffic counts**, primarily roadway vehicle counts and observed transit ridership.<sup>7</sup>

Expansion is a two-step process mirroring these two data inputs. First, RSG expands the sample trip list to represent the entire traveling population (“demographic expansion”). Second, RSG expands the full population trip list to actual trips on the transportation network using the traffic counts (“network expansion”). The demographic and traffic count data provide control totals for the LBS data expansion; they are inputs to, rather than outputs of, the LBS data processing.

Consistent with general practice across the industry, the RSG team uses residence-based sample penetration to correct for demographic biases. This is done using Census demographic data as the control. Whenever counts are available, the RSG team uses them to address geographic and duration biases when local smartphone survey data is unavailable, as was the case for the SG PEL study area. Figure 9 shows the steps in the passively collected data expansion process. Each step is described in more detail below.

**Figure 9: Data Expansion Steps**



Source: RSG

### 4.3 Demographic Expansion

Demographic data from the Census Bureau or from travel demand model land-use inputs can be used to measure sample rates and calculate expansion factors by residence zone. The number of observed devices residing in a zone or Census block group can be compared with

<sup>6</sup> The companion *Travel Demand Model Memo* describes the socioeconomic data acquisition process.

<sup>7</sup> The companion *Travel Demand Model Memo* describes the count data acquisition process.

the Census Bureau's or travel demand model's estimate of the number of people residing in that same unit of geography. An expansion factor is simply the ratio of these two numbers. For this project, SG PEL model population data at the model-zone level was used to calculate the demographic expansion factors by zone.

## **4.4 Network-Based Expansion**

The remaining expansion steps are part of a network-based expansion process. This process assigns the demographically expanded travel matrices to the underlying roadway network. The process then performs various levels of comparison and adjustment using the assigned roadway flows and target traffic counts.

### **4.4.1 Single-Factor Scaling**

Single factor scaling uses a single expansion factor derived from a comparison of passively collected data to traffic counts at one or more locations. Traffic counts can be compared to LBS data by assigning LBS trips to roadway facilities using a network assignment model. While detailed scaling can be done through iterative examination of many individual count locations, single-factor scaling provides a single, initial high-level adjustment—in this case, one based on the overall network-wide loading error (examining all counts together).

The simplicity of this method makes it both easy to apply and easy to explain to nontechnical audiences. However, since only a single factor is used, it cannot correct for many issues, including coverage variation within a region or trip-length bias. Given both its simplicity and limitations, it is commonly used in combination with other methods and as an initial network-based expansion step. For this project, a single-factor scaling adjustment based on overall network loading error (ratio of the sum of all counts and the sum of all corresponding LBS routed flows) was applied following demographic expansion and prior to more detailed count-based expansions.

### **4.4.2 Constrained Origin-Destination Matrix Estimation**

After the single-factor scaling procedure, origin-destination-matrix-estimation (ODME) techniques were applied to further improve the expansion. Careful consideration was given to setting appropriate bounds on the ODME adjustments. On the one hand, the most limited ODME adjustments capable of producing good agreement with counts are desirable. At the same time, it is important to acknowledge and allow the ODME to factor trips to account for varying degrees of cell coverage, GPS line-of-sight, and other issues that can cause asymmetries in data collection.

RSG typically uses constrained ODME algorithms. These minimize the root of the mean squared error of assigned volumes versus counts, subject to constraints, and ensure that the final expanded flow volumes do not vary from the originals by more than a given ratio. A minimum ODME factor of 0.5 and a maximum factor of 2.5 were allowed for any given OD pair in the SG PEL LBS matrix expansion.

### 4.4.3 Weighted Origin-Destination Matrix Estimation

While the constrained ODME process resulted in reasonable overall loading network-wide, additional refinement was desired for the Glenn Highway. This was due to the specific project needs of the Seward Highway to Glenn Highway Connection Planning & Environmental Linkage Study project.

To provide improved loading accuracy on Glenn Highway, an additional weighted ODME procedure was conducted with target traffic counts on that facility upweighted by a factor of 10 relative to all other network counts in the ODME procedure. Similar lower and upper bounds to individual OD pair adjustments were applied for this weighted ODME as were applied in the constrained ODME.

### 4.4.4 Final Weighting

While the ODME steps improved the assignment validation statistics, especially the root-mean-square error (RMSE) statistic, there was no guarantee the final percent loading error would be 0%. A final round of weighting (similar to the initial single factor scaling), therefore, was applied to drive the percent error toward 0%.

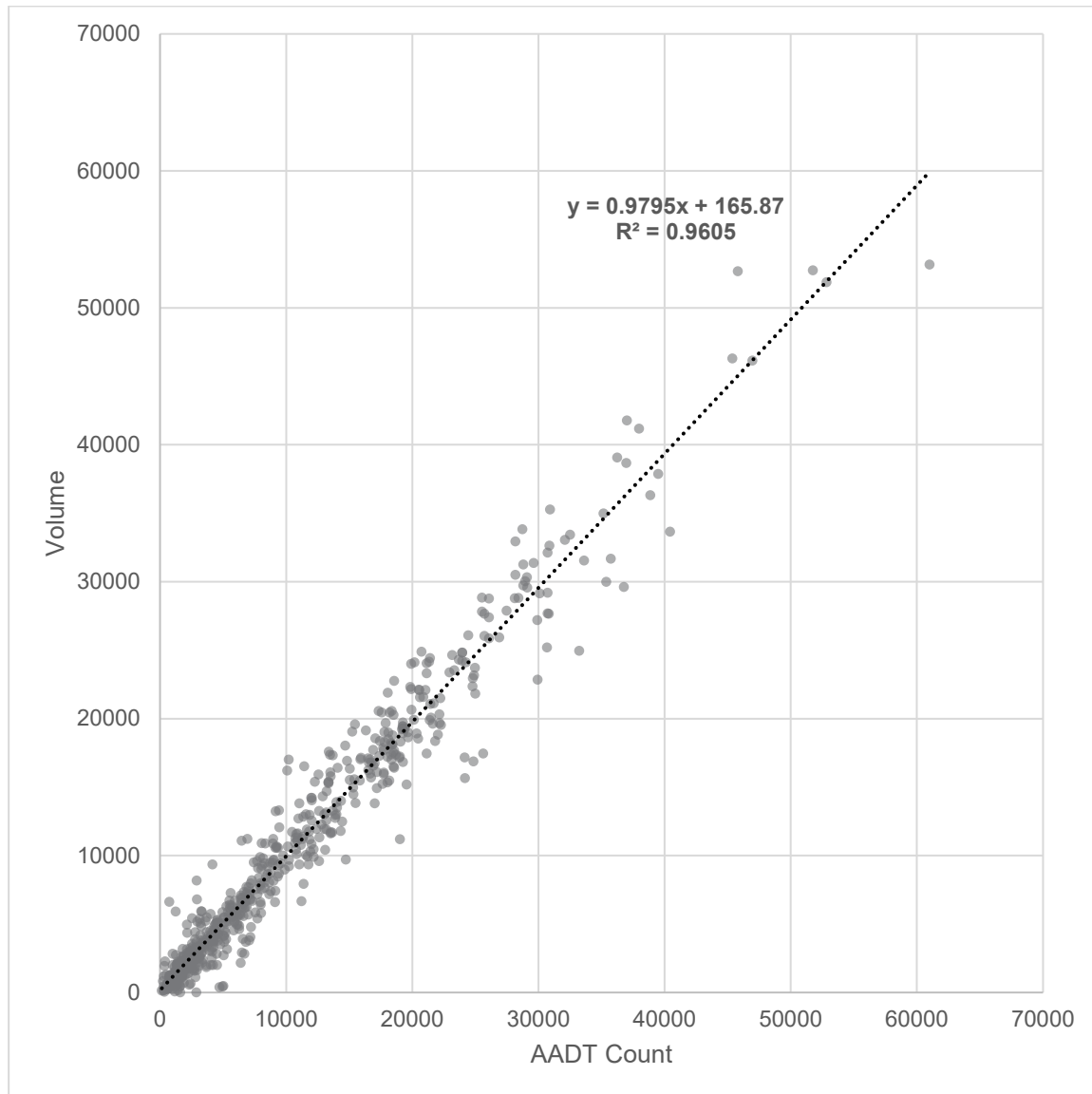
Table 2 shows the assignment statistics after the final four steps of the expansion process. The ODME steps yielded a substantial improvement in the %RMSE, and the final weighting step brought the percent error back to 0% for all vehicles.

**Table 2: Validation Statistics, by Expansion Step**

<b>Step</b>	<b>% ERROR</b>	<b>% RMSE</b>
Single-Factor Scaling	-0.31%	38.69%
Constrained ODME	0.71%	22.47%
Weighted ODME	-1.59%	18.91%
Final Weighting	0.00%	19.01%

Figure 10 presents a graphical plot comparing the assigned expanded OD flows and target counts, with an excellent goodness of fit shown by the R-squared of 0.96 (zero is worst R-squared and 1.0 the best).

**Figure 10: Expanded Flows vs. Counts**

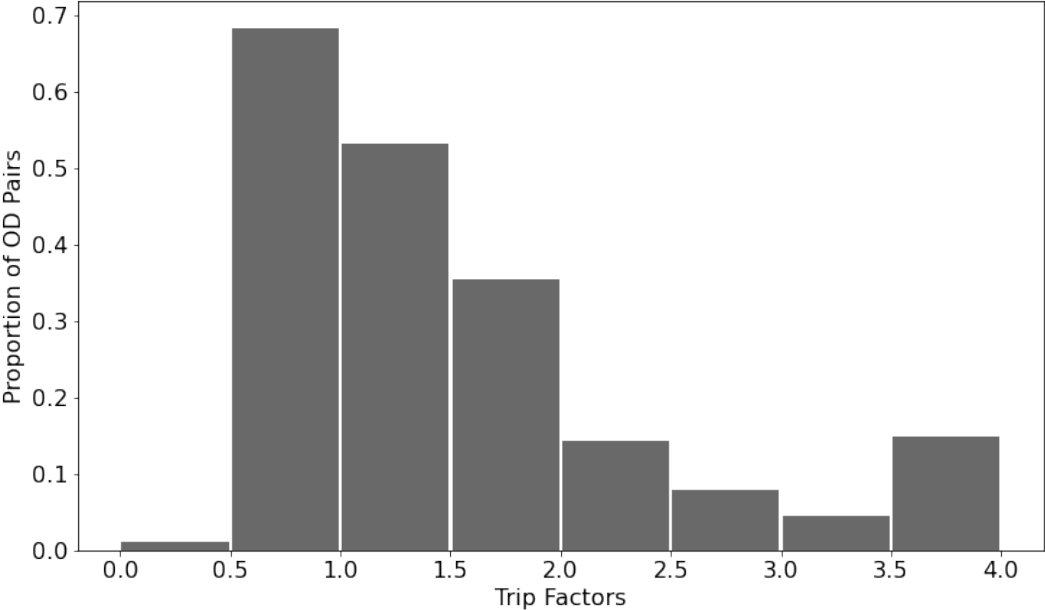


## 4.5 Post expansion Validation

Validation checks and expansion revisions occur throughout the expansion process. However, it remains important to review the final results and factors applied at the completion of this process. RSG reviewed the expanded LBS data and the initial pre-expansion data along two dimensions: an aggregate zonal comparison and a cell-level matrix comparison.

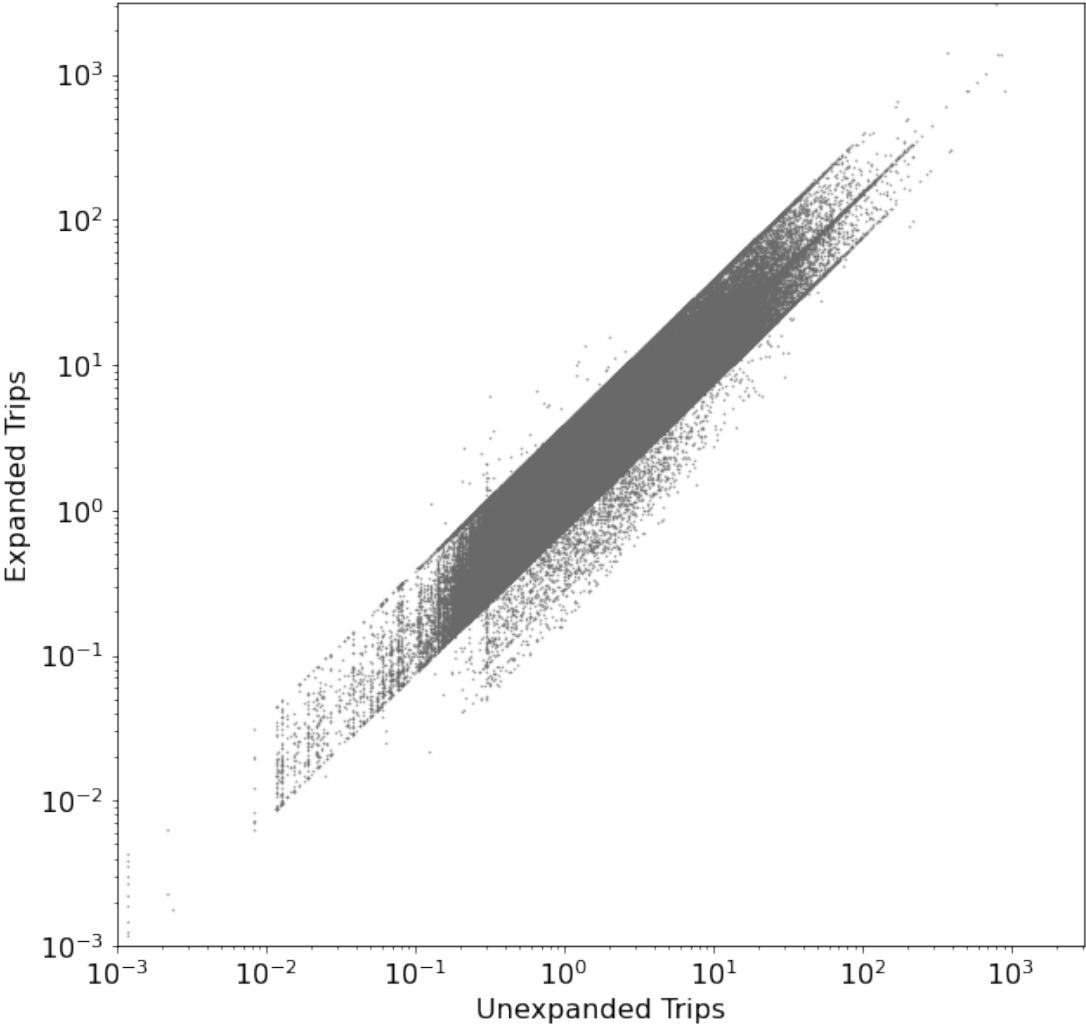
At the zonal level, the goal is for most applied expansion factors to be small since the factor is an indicator of how many trips in the full population the observed trips in a given zone represent. Figure 11 shows a histogram of the zone-level expansion factors and illustrates a reasonable distribution, with most factors less than 2.0 and an overall average expansion factor of 1.5. The presence of some factors in the 4.0 range is to be expected as compensation for sample bias.

**Figure 11: Zonal Expansion Factor Histogram**



Examination of cell-level expansion factors for individual OD pairs confirmed the expansion resulted in reasonable changes. The correlation coefficient from this comparison was 0.88, which demonstrated that the expansion process did not distort valuable information from the LBS data (Figure 12).

**Figure 12: Expanded vs. Unexpanded Cell-Level Comparison**



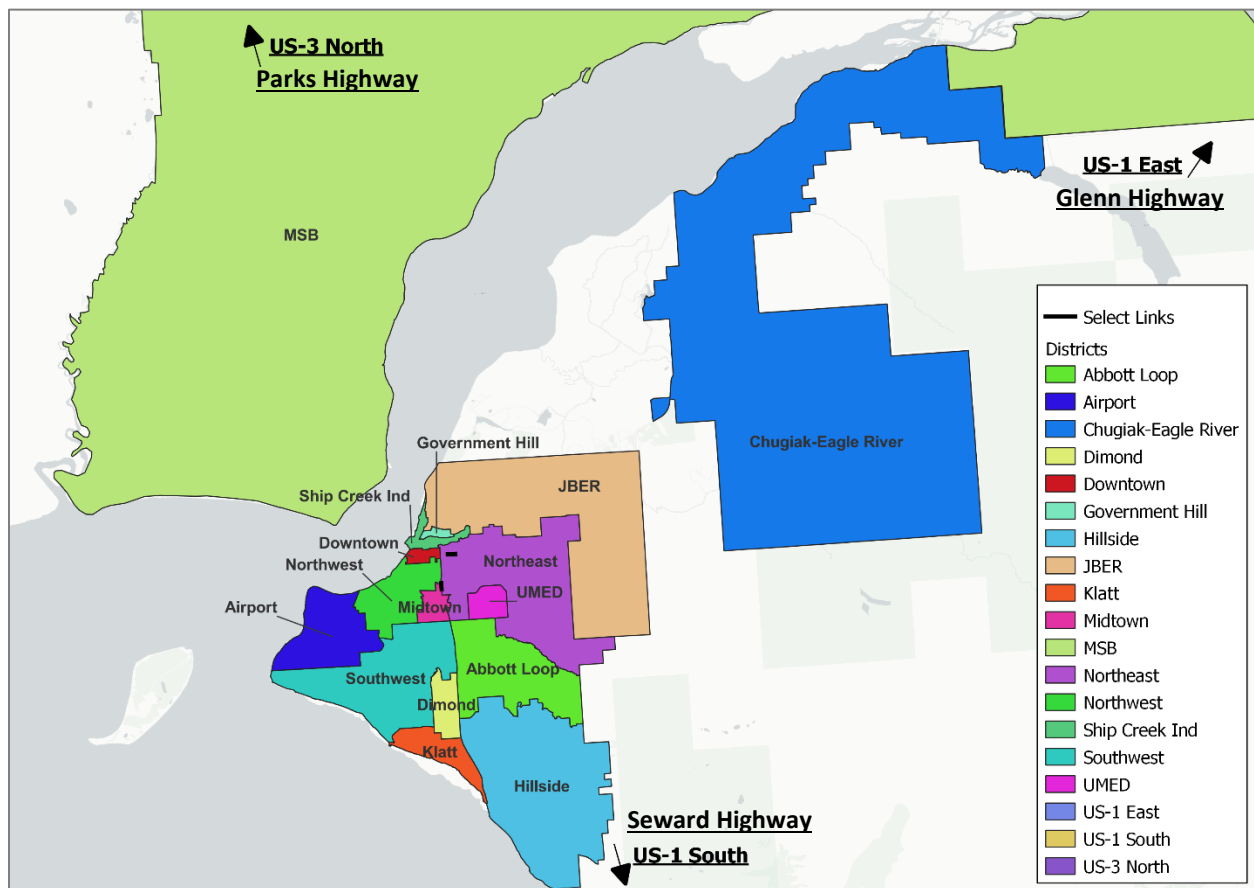


## 5. Seward to Glenn Highway OD Analysis

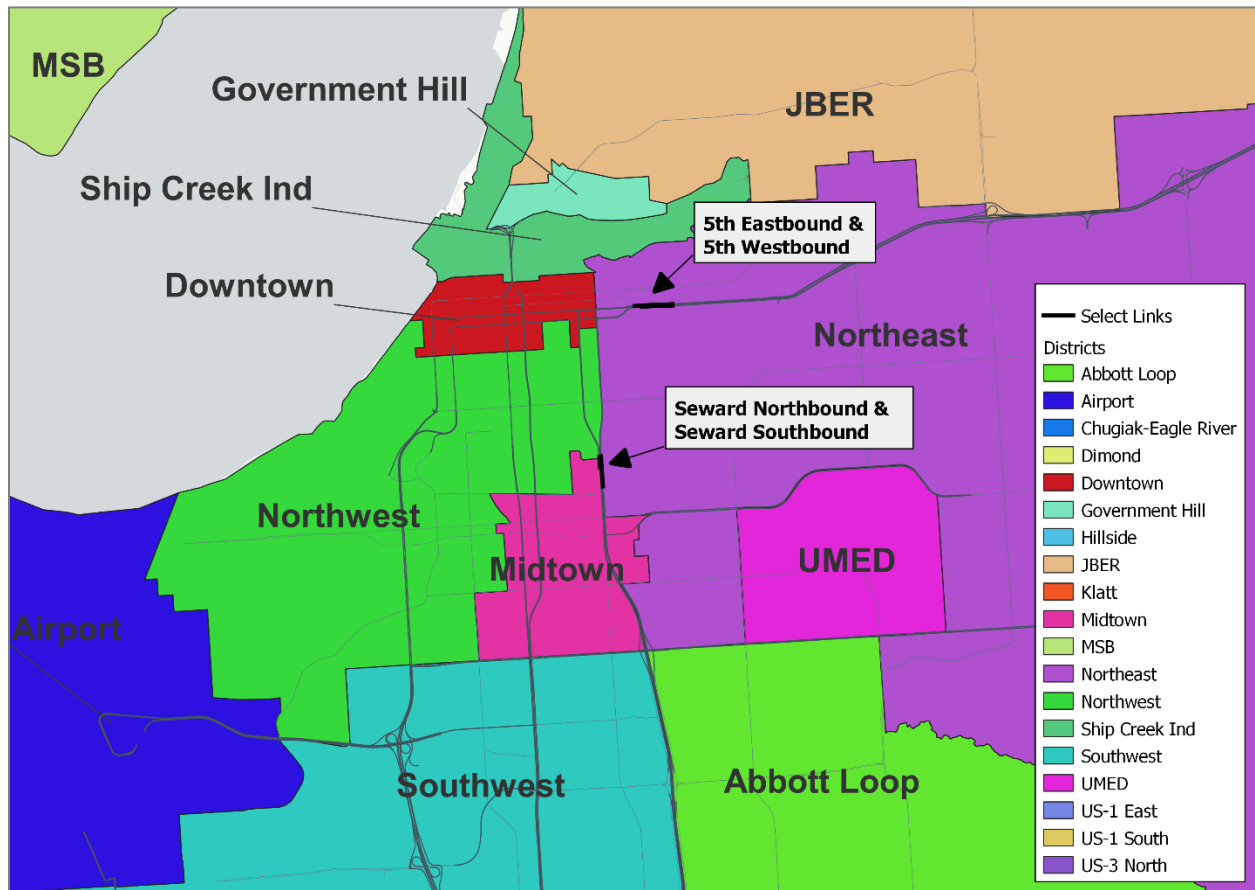
The LBS data queried, interpreted, and expanded for this study provide the ability to conduct detailed project-level analysis within the SG PEL study area. While the expanded OD matrices contain trips aggregated to OD zone pairs, the underlying LBS data includes additional information for the individual trips observed traveling between zone pairs, including detailed sightings and observed travel routes.

Using trip routes observed in the LBS data, a select link analysis was performed to better understand the nature of travel along key segments of Seward Highway and Glenn Highway. Figure 13 and Figure 14 show the location of the two select link locations (with each flow direction at each location analyzed separately) investigated in this analysis, along with district areas used to summarize select link trip origins and destinations across the wide geography used to support the ODS analysis. Travel beyond even this wider area is accounted for in the data tables under the labels of *Parks Highway* (covering travel to the far northwest), *Glenn Highway* (covering travel to the far northeast), and *Seward Highway* (covering travel to the far south). Since the wider geography corresponds to the geography used by the SG PEL travel forecast model, flows beyond that boundary are often referred to as “external” flows.

**Figure 13: Select Links and Analysis Districts—Regional Zoom**



**Figure 14: Select Links and Analysis Districts—Study Area Zoom**



In the select link analysis, all individual trips observed on the study select links are extracted from the LBS data, and the trip origins and destinations from these are then aggregated and summarized by district.

The following sections present summary tables and maps illustrating the distributions of trip origins and destinations, and relative link flows upstream and downstream of the study links, for each of the study select link segments.

In these findings, the time periods and vehicle types referenced are as follows:

- Daily: all vehicles.
- Morning (AM) period (7:00 a.m. to 9:00 a.m.): all vehicles.
- Midday (MD) period (9:00 a.m. to 3:00 p.m.): all vehicles.
- Afternoon (PM) period (3:00 p.m. to 6:00 p.m.): all vehicles.
- Off-peak (OP) period (6:00 p.m. to 7:00 a.m.): all vehicles.

## 5.1 5th Avenue Select Link

The 5th Avenue Eastbound and Westbound select link segments are located east of the Ingra-Gambell one-way couplet, north of the Merrill Field Airport. 5<sup>th</sup> Avenue select link OD data are tabulated in condensed format in Table 3 and Table 4, in full origin-destination format in Appendix A, and mapped in Appendix B in Figure 18 through Figure 37. Examining these sources leads to the following findings.

Across all time periods, the largest contributor to 5th Avenue flows is trips to/from the Northeast district—with approximately 50% or more of eastbound flows destined for this district and approximately 50% or more of westbound flows originating in this district.

Remaining eastbound flows are primarily composed of trips destined for MSB, Chugiak-Eagle River (CER), and Joint Base Elmendorf-Richardson (JBER), with the JBER contribution being highest during the AM period from traffic heading toward JBER in the morning. Of note, eastbound trips headed to the MSB and CER comprise roughly the same share of total eastbound trips (14% to 20%) in all time periods, whereas eastbound trips to JBER are a considerably higher percentage of the total flow (12% vs. 4% to 7%) only in the AM period.

Westbound flows on 5th Avenue other than the majority originating in the Northeast district are, like the eastbound flows, mostly composed of trips originating in CER and MSB across the entire day. Westbound contribution from JBER is highest during the PM period in a classic “counterflow” to its destination peak eastbound in the AM period. Of note, the westbound flows from CER are highest in the AM while flows to the CER as an eastbound destination are spread fairly evenly across the time periods. This suggests a strong morning inbound commute to Downtown and other areas west of the select link from CER, followed by a dispersed return across the rest of the day. Westbound primary destination districts include Downtown, Northwest, Midtown, Southwest, and Dimond. Downtown attracts 22% of the westbound destinations in the AM and only 15% to 17% the rest of the day, while demand going to the other key destination districts is more evenly spread across all time periods.

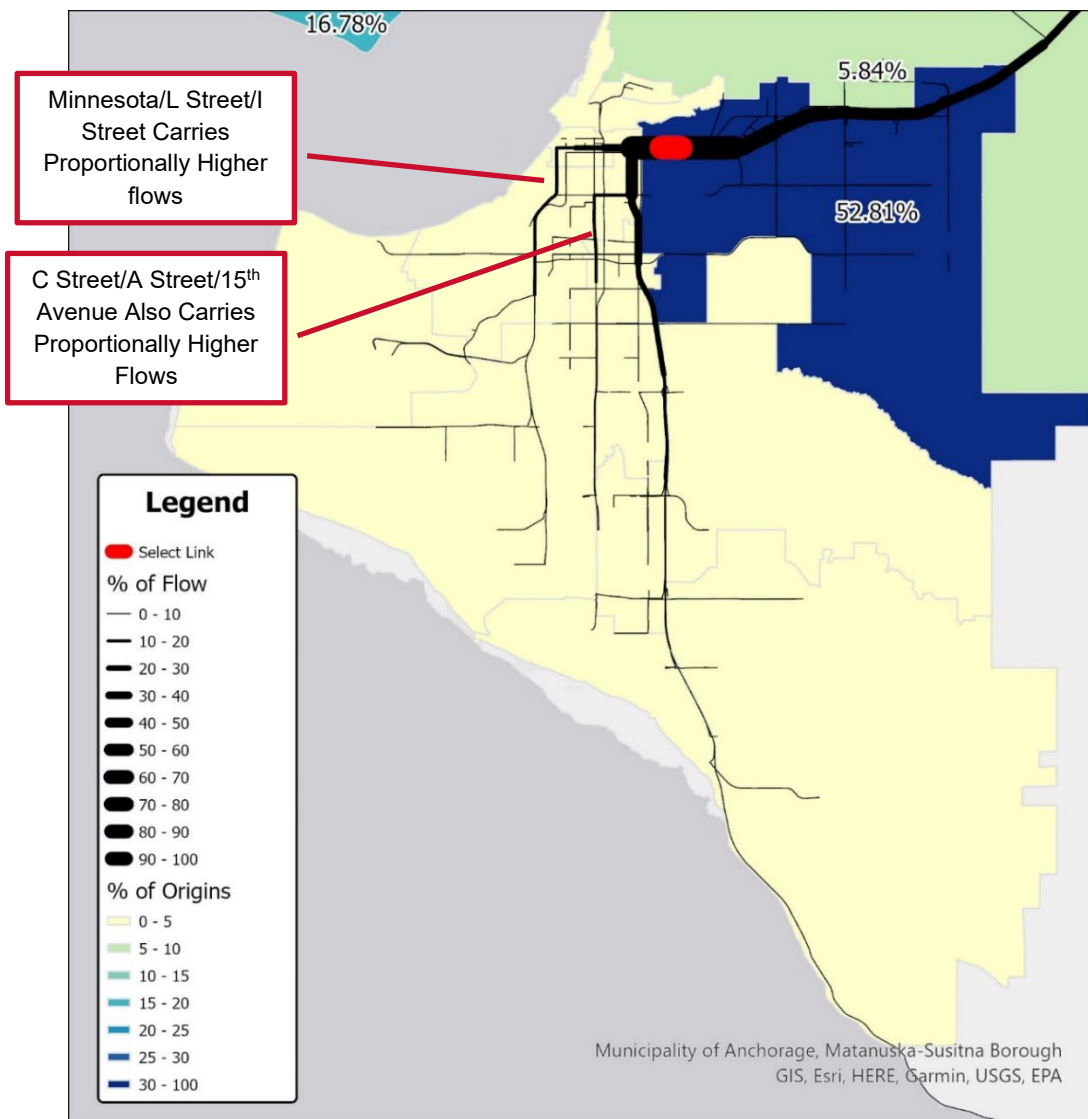
Little flow passes through the selected 5th Avenue link in either direction to or from any of the external stations.

The maps of flow proportions on road segments, for example the 5<sup>th</sup> Avenue eastbound flow daily totals in Figure 26 and Figure 27, illustrate additional findings. The Minnesota/L Street/I Street and A Street/C Street north-south corridors (with the A/C flows taking 15<sup>th</sup> Avenue to or from the Ingra-Gambell couplet) both carry proportionally more select link flow than the rest of the surface street grid west of the Seward-Glenn corridor itself. This pattern repeats for 5<sup>th</sup> Avenue westbound flow as shown in Figure 36 and Figure 37. Given the relatively large contributions of origins and destinations from the Northwest and Southwest districts, taken together these data suggest that travelers in those neighborhoods find the L Street/I Street and A Street/C Street corridors to be useful routes through downtown on their way to or from places out the Glenn highway to the northeast. In particular, it seems likely that travelers from the Southwest neighborhood find the A/C corridor to be as effective for getting to or from places northeast of Anchorage as heading east to the south end of the Ingra/Gambell couplet; and that

travelers to and from the Airport and the southwest part of the Northwest area found the L/I corridor to be an effective route rather than heading due east along Northern Lights Boulevard to the Seward. Put another way, the Spenard/L/I and A/C Street facilities could be thought of as key parts of the overall Seward-Glenn system. The figure below (an annotated version of Figure 36) shows this.

The road segment flows in the Northeast district (the highest source of origins for flows traversing the 5<sup>th</sup> Avenue select link westbound) suggest a tendency for Northeast district travelers to head north to get on 5<sup>th</sup> Avenue and then go west, rather than working their way west along Debart/15<sup>th</sup> Avenue south of Merrill Field. *Figure 37: 5<sup>th</sup> Westbound Daily Trip Destinations* illustrates this pattern and it is also visible in the Figure below.

**Figure 15: Daily 5<sup>th</sup> Avenue Select Link Westbound Origins Showing Parallel Facilities**



**Table 3: 5<sup>th</sup> Eastbound Select Link** (*italics indicate trip ends external to the model geography*)

	AM		Midday		PM		Off-Peak		Daily	
	Origins	Destinations	Origins	Destinations	Origins	Destinations	Origins	Destinations	Origins	Destinations
<i>Parks Highway</i>	0%	2%	0%	2%	0%	1%	0%	2%	0%	2%
MSB	1%	15%	1%	17%	1%	19%	1%	14%	1%	16%
<i>Glenn Highway</i>	0%	1%	0%	0%	0%	0%	0%	1%	0%	1%
Chugiak-Eagle River	2%	15%	1%	16%	1%	20%	1%	13%	1%	16%
JBER	2%	12%	3%	6%	2%	4%	2%	7%	2%	6%
Northeast	8%	48%	8%	53%	7%	52%	7%	59%	8%	54%
Government Hill	2%	0%	1%	0%	1%	0%	1%	0%	1%	0%
Ship Creek Ind	1%	1%	2%	0%	2%	0%	1%	0%	2%	0%
Downtown	13%	1%	20%	1%	25%	0%	19%	1%	20%	1%
Northwest	19%	1%	16%	1%	14%	1%	19%	1%	17%	1%
UMED	1%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Midtown	6%	0%	11%	1%	15%	0%	9%	0%	11%	1%
Abbott Loop	4%	0%	4%	1%	4%	0%	5%	0%	4%	0%
Southwest	18%	1%	14%	1%	12%	1%	16%	1%	15%	1%
Airport	4%	0%	5%	0%	6%	0%	6%	0%	6%	0%
Dimond	4%	0%	5%	0%	5%	0%	5%	0%	5%	0%
Hillside	7%	1%	3%	0%	2%	0%	2%	0%	3%	0%
Klatt	2%	0%	2%	0%	2%	0%	2%	0%	2%	0%
<i>Seward Highway</i>	4%	1%	3%	0%	1%	0%	2%	0%	2%	0%

**Table 4: 5<sup>th</sup> Westbound Select Link** (*italics* indicate trip ends external to the model geography)

	AM		Midday		PM		Off-Peak		Daily	
	Origins	Destinations	Origins	Destinations	Origins	Destinations	Origins	Destinations	Origins	Destinations
<i>Parks Highway</i>	1%	0%	2%	0%	1%	0%	2%	0%	2%	0%
MSB	15%	1%	14%	1%	13%	1%	20%	1%	17%	1%
<i>Glenn Highway</i>	1%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Chugiak-Eagle River	25%	1%	16%	1%	13%	1%	18%	1%	18%	1%
JBER	4%	1%	7%	1%	10%	1%	4%	1%	6%	1%
Northeast	51%	6%	54%	6%	57%	7%	51%	6%	53%	6%
Government Hill	0%	1%	0%	1%	0%	2%	0%	2%	0%	2%
Ship Creek Ind	0%	2%	1%	1%	1%	1%	0%	2%	1%	2%
Downtown	0%	22%	1%	16%	1%	15%	0%	16%	0%	17%
Northwest	0%	15%	1%	16%	1%	17%	1%	17%	1%	16%
UMED	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Midtown	0%	17%	1%	16%	1%	16%	0%	14%	0%	15%
Abbott Loop	0%	3%	0%	3%	0%	4%	0%	4%	0%	4%
Southwest	1%	12%	1%	14%	1%	14%	1%	15%	1%	14%
Airport	0%	5%	0%	5%	0%	3%	0%	6%	0%	5%
Dimond	0%	10%	0%	9%	0%	7%	0%	8%	0%	9%
Hillside	1%	2%	0%	3%	0%	4%	0%	2%	0%	3%
Klatt	0%	1%	0%	3%	0%	4%	0%	3%	0%	3%
<i>Seward Highway</i>	0%	2%	0%	3%	0%	2%	0%	2%	0%	2%

## 5.2 Seward Highway Select Link

The Seward Highway select link is located just south of the Ingra-Gambell couplet where the couplet rejoins to become one roadway. Seward Highway northbound and southbound select link OD data are tabulated in condensed format in Table 5 and Table 6, in full origin-destination format in Appendix A, and mapped in Appendix B in Figure 39 through Figure 57. Examining these sources leads to the following findings.

Across all time periods, the Northeast district is the largest destination for northbound traffic and the largest origin for southbound traffic on Seward Highway (28% to 42% of northbound flows across the time periods and about 28% of southbound flows across the time periods). The Downtown and Northwest districts generally are the next-largest destinations for northbound traffic and origins for southbound traffic across all time periods. The AM period is the exception, during which CER accounts for 17% of the overall southbound flow on this section of Seward Highway.

The Abbott Loop and Hillside districts contribute the largest share of origins for northbound traffic on this section of Seward Highway during the AM period. However, these districts have smaller contributions during all other periods, when origins from Midtown have a significant share of the flows. The relatively strong shares for Abbott Loop and Hillside of southbound PM period flows combined with their shares of origins in the AM peak suggest that these districts are experiencing marked commuting flows in the morning and evening peak periods.

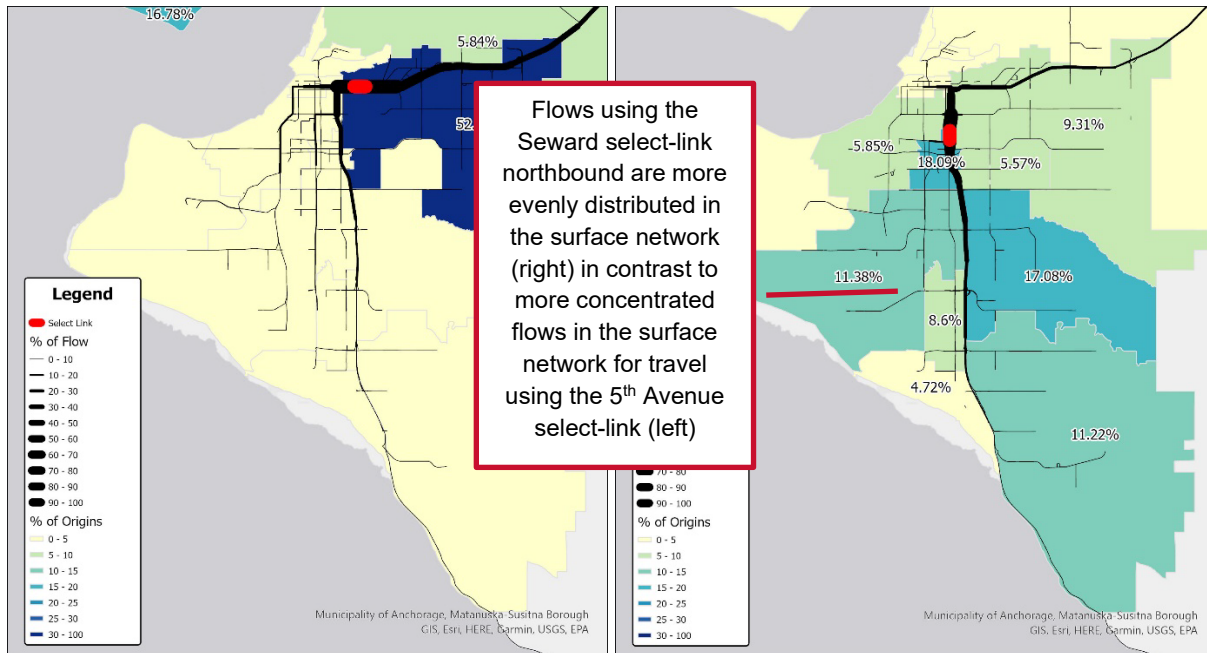
The Midtown district is the largest destination for southbound traffic on this section of Seward Highway, across all time periods. Abbott Loop, Southwest, and Dimond districts all account for approximately 10% or more of these southbound destinations as well. The Hillside district destinations contribute their largest share to this southbound flow during the PM period (13%), and their smallest share to this southbound flow during the AM period (6%). The relatively high shares of trips in the Dimond and Hillside districts in the southbound direction during the AM period are noteworthy relative to the Southwest district's lower share of destinations in that period.

As with the 5<sup>th</sup> Avenue select link, the two northern external stations have minimal shares of the flows passing through the Seward Highway select link. However, the southern external station, Seward Highway (US-1 south of Anchorage), contributes 5% to 6% of the flow in the northbound direction through the Seward select link across all time periods and attracts about 3% of the southbound flows.

Origins and destinations of vehicles traversing the Seward Highway select link are dispersed much more evenly across the districts on both the east and west sides of the highway corridor than those traversing the 5<sup>th</sup> Avenue link as shown by the daily maps for the Seward Highway link in both directions compared to the daily maps for the 5<sup>th</sup> Avenue link in both directions. Districts in Anchorage west of the corridor contribute roughly 48% of flows while those east of the corridor contribute roughly 42% of flows using the Seward link, in contrast to the 5<sup>th</sup> Avenue link which sees much more utilization from vehicles coming from or bound to Northwest, Downtown, and Southwest. While this would be expected given the placement of the select links

relative to these neighborhoods, it is noteworthy that the travelers using the Seward Highway select link make even use of the surface street network outside of the Ingra-Gambell couplet and the two highways themselves, in contrast to the higher concentration of flows that traverse the 5<sup>th</sup> Avenue link using the A Street/C Street and Minnesota/L Street/I Street north-south axes west of the main Seward-Glenn corridor. Contrast *Figure 46: Seward Northbound Daily Trip Origins* with *Figure 26: 5<sup>th</sup> Eastbound Daily Trip Origins* as excerpted in the side-by-side comparison below.

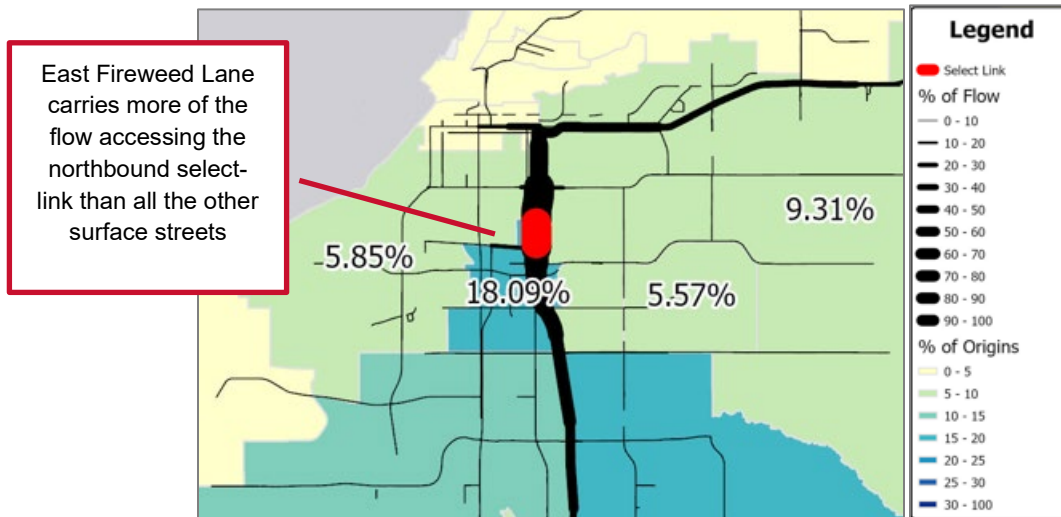
**Figure 16: Daily 5<sup>th</sup> Avenue Westbound Origins Compared to Daily Seward Northbound Origins**



A slight exception to this even flow dispersion is that East Fireweed Lane (see enlarged version of Figure 46 below) carries roughly twice the flows of the rest of the surface street grid across the day for travelers traversing the northbound Seward Highway select link. This suggests that Fireweed is a feeder for current travelers in the northbound direction.



**Figure 17: Fireweed as a Feeder to Northbound Flows at the Seward Highway Select Link**



East Fireweed Lane carries more of the flow accessing the northbound select-link than all the other surface streets

**Table 5: Seward Highway Northbound Select Link** (*italics* indicate trip ends external to the model geography)

	AM		Midday		PM		Off-Peak		Daily	
	Origins	Destinations	Origins	Destinations	Origins	Destinations	Origins	Destinations	Origins	Destinations
<i>Parks Highway</i>	0%	1%	0%	1%	0%	0%	0%	1%	0%	1%
MSB	1%	4%	0%	7%	0%	10%	1%	6%	0%	7%
<i>Glenn Highway</i>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Chugiak-Eagle River	1%	4%	1%	7%	0%	9%	0%	5%	1%	6%
JBER	0%	7%	0%	4%	0%	3%	0%	5%	0%	4%
Northeast	10%	28%	10%	38%	9%	42%	9%	38%	9%	38%
Government Hill	0%	2%	0%	3%	0%	3%	0%	3%	0%	3%
Ship Creek Ind	0%	4%	0%	2%	0%	1%	0%	3%	0%	3%
Downtown	0%	24%	1%	16%	1%	12%	0%	18%	0%	17%
Northwest	5%	18%	6%	16%	7%	14%	5%	16%	6%	16%
UMED	3%	0%	7%	0%	7%	0%	4%	0%	6%	0%
Midtown	9%	2%	19%	2%	27%	1%	16%	2%	18%	2%
Abbott Loop	24%	0%	16%	1%	13%	1%	18%	1%	17%	1%
Southwest	12%	1%	10%	1%	12%	2%	12%	1%	11%	1%
Airport	0%	0%	1%	0%	1%	0%	2%	0%	1%	0%
Dimond	6%	1%	9%	1%	10%	0%	8%	0%	9%	0%
Hillside	19%	1%	9%	0%	6%	1%	13%	0%	11%	0%
Klatt	5%	0%	4%	0%	4%	0%	5%	0%	5%	0%
<i>Seward Highway</i>	5%	1%	5%	0%	3%	0%	6%	0%	5%	0%

**Table 6: Seward Highway Southbound Select Link** (*italics indicate trip ends external to the model geography*)

	AM		Midday		PM		Off-Peak		Daily	
	Origins	Destinations	Origins	Destinations	Origins	Destinations	Origins	Destinations	Origins	Destinations
<i>Parks Highway</i>	1%	0%	1%	0%	1%	0%	1%	0%	1%	0%
MSB	9%	0%	7%	0%	6%	0%	11%	0%	8%	0%
<i>Glenn Highway</i>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Chugiak-Eagle River	17%	0%	9%	1%	5%	0%	12%	0%	10%	0%
JBER	5%	0%	8%	0%	10%	0%	5%	0%	7%	0%
Northeast	29%	7%	29%	8%	27%	9%	27%	8%	28%	8%
Government Hill	3%	0%	1%	0%	1%	0%	3%	0%	2%	0%
Ship Creek Ind	2%	0%	3%	0%	3%	0%	1%	0%	2%	0%
Downtown	12%	0%	20%	0%	24%	0%	18%	0%	19%	0%
Northwest	17%	4%	17%	4%	18%	3%	17%	2%	17%	3%
UMED	0%	7%	0%	4%	0%	2%	0%	4%	0%	4%
Midtown	1%	32%	1%	25%	1%	22%	1%	23%	1%	25%
Abbott Loop	1%	10%	1%	15%	1%	19%	1%	16%	1%	16%
Southwest	1%	8%	1%	9%	1%	9%	1%	12%	1%	10%
Airport	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Dimond	0%	18%	0%	14%	1%	11%	0%	14%	0%	14%
Hillside	1%	6%	1%	9%	0%	13%	0%	9%	1%	10%
Klatt	0%	3%	0%	6%	0%	6%	0%	7%	0%	6%
<i>Seward Highway</i>	0%	3%	0%	3%	0%	3%	1%	3%	1%	3%

# Appendix A: 2019 OD Study Data Table Results in Origin-Destination Format

This Appendix expands the compact origin-destination data tables in Figures 3, 4, 5, and 6 to an origin-destination format with origin districts as rows and destination districts as columns. Each cell represents the number of vehicle trips made from an origin district to a destination district in one time period for all vehicles that traversed one select link in one direction. The percent of total flow that the vehicle number represents appears in parentheses.

# 5<sup>th</sup> Avenue Select Link Location Flow Tables

**Table 7: Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the 5<sup>th</sup> Avenue Select Link Eastbound in the AM Time Period**

		To (Destination)																			
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	Total
From (Origin)	<b>Abbott Loop</b>	2 (0.1%)	(0.0%)	9 (0.5%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	14 (0.8%)	(0.0%)	13 (0.7%)	1 (0.0%)	42 (2.3%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>80</b>
	<b>Airport</b>	(0.0%)	(0.0%)	11 (0.6%)	(0.0%)	(0.0%)	(0.0%)	5 (0.3%)	3 (0.1%)	(0.0%)	17 (0.9%)	(0.0%)	29 (1.6%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.1%)	(0.0%)	9 (0.5%)	<b>75</b>
	<b>Chugiak-Eagle River</b>	(0.0%)	(0.0%)	24 (1.4%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.1%)	(0.0%)	2 (0.1%)	(0.0%)	9 (0.5%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>38</b>
	<b>Dimond</b>	1 (0.0%)	(0.0%)	14 (0.8%)	1 (0.1%)	(0.0%)	(0.0%)	3 (0.1%)	3 (0.1%)	1 (0.1%)	9 (0.5%)	(0.0%)	39 (2.2%)	1 (0.0%)	3 (0.1%)	1 (0.1%)	(0.0%)	(0.0%)	(0.0%)	2 (0.1%)	<b>76</b>
	<b>Downtown</b>	(0.0%)	(0.0%)	34 (1.9%)	(0.0%)	1 (0.1%)	(0.0%)	(0.0%)	11 (0.6%)	(0.0%)	29 (1.6%)	(0.0%)	142 (8.0%)	2 (0.1%)	2 (0.1%)	(0.0%)	(0.0%)	1 (0.1%)	(0.0%)	7 (0.4%)	<b>230</b>
	<b>Government Hill</b>	(0.0%)	1 (0.0%)	4 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.2%)	(0.0%)	2 (0.1%)	(0.0%)	25 (1.4%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.1%)	<b>36</b>
	<b>Hillside</b>	(0.0%)	(0.0%)	12 (0.7%)	4 (0.2%)	1 (0.0%)	(0.0%)	13 (0.7%)	49 (2.7%)	(0.0%)	7 (0.4%)	(0.0%)	35 (1.9%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>121</b>
	<b>JBER</b>	(0.0%)	(0.0%)	12 (0.7%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	12 (0.6%)	(0.0%)	1 (0.1%)	(0.0%)	13 (0.7%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>38</b>
	<b>Klatt</b>	(0.0%)	(0.0%)	7 (0.4%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	4 (0.2%)	(0.0%)	4 (0.2%)	(0.0%)	26 (1.4%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.1%)	(0.0%)	1 (0.0%)	<b>42</b>
	<b>MSB</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	22 (1.3%)	(0.0%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>25</b>
	<b>Midtown</b>	1 (0.0%)	(0.0%)	21 (1.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	14 (0.8%)	(0.0%)	28 (1.6%)	3 (0.2%)	44 (2.5%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.1%)	<b>115</b>
	<b>Northeast</b>	1 (0.1%)	(0.0%)	17 (0.9%)	(0.0%)	5 (0.3%)	(0.0%)	(0.0%)	9 (0.5%)	(0.0%)	10 (0.6%)	(0.0%)	105 (5.9%)	2 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>151</b>
	<b>Northwest</b>	(0.0%)	2 (0.1%)	40 (2.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	21 (1.2%)	(0.0%)	42 (2.4%)	(0.0%)	208 (11.7%)	7 (0.4%)	1 (0.1%)	1 (0.0%)	(0.0%)	6 (0.3%)	(0.0%)	4 (0.2%)	<b>332</b>
	<b>Ship Creek Industria</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.2%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	5 (0.3%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	<b>11</b>
	<b>Southwest</b>	1 (0.1%)	(0.0%)	44 (2.5%)	(0.0%)	5 (0.3%)	(0.0%)	1 (0.0%)	71 (4.0%)	(0.0%)	54 (3.0%)	1 (0.0%)	119 (6.6%)	1 (0.0%)	6 (0.4%)	16 (0.9%)	(0.0%)	6 (0.3%)	(0.0%)	3 (0.2%)	<b>327</b>
	<b>UMED</b>	(0.0%)	(0.0%)	1 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.1%)	(0.0%)	1 (0.1%)	(0.0%)	5 (0.3%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>10</b>
	<b>US-1 East</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>1</b>
	<b>US-1 South</b>	(0.0%)	(0.0%)	13 (0.7%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	4 (0.2%)	2 (0.1%)	24 (1.4%)	(0.0%)	7 (0.4%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.1%)	6 (0.3%)	11 (0.6%)	<b>69</b>
	<b>US-3 North</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.2%)	(0.0%)	<b>6</b>
	<b>Total</b>	<b>6</b>	<b>3</b>	<b>264</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>26</b>	<b>219</b>	<b>3</b>	<b>269</b>	<b>4</b>	<b>857</b>	<b>13</b>	<b>13</b>	<b>21</b>	<b>1</b>	<b>19</b>	<b>9</b>	<b>42</b>	<b>1,786</b>

**Table 8: Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the 5<sup>th</sup> Avenue Select Link Westbound in the AM Time Period**

		To (Destination)																			Total	
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North		
From (Origin)	<b>Abbott Loop</b>	1 (0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>5</b>	
	<b>Airport</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	5 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>6</b>	
	<b>Chugiak-Eagle River</b>	24 (0.8%)	27 (0.9%)	24 (0.8%)	84 (2.8%)	118 (3.9%)	7 (0.2%)	18 (0.6%)	2 (0.1%)	5 (0.2%)	2 (0.1%)	198 (6.5%)	34 (1.1%)	89 (2.9%)	3 (0.1%)	108 (3.6%)	2 (0.1%)	(0.0%)	9 (0.3%)	(0.0%)	<b>755</b>	
	<b>Dimond</b>	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>6</b>
	<b>Downtown</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.1%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>6</b>
	<b>Government Hill</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>0</b>
	<b>Hillside</b>	(0.0%)	(0.0%)	(0.0%)	4 (0.1%)	1 (0.0%)	(0.0%)	13 (0.4%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>17</b>
	<b>JBER</b>	10 (0.3%)	(0.0%)	(0.0%)	10 (0.3%)	8 (0.3%)	(0.0%)	6 (0.2%)	6 (0.2%)	2 (0.1%)	(0.0%)	16 (0.5%)	6 (0.2%)	14 (0.5%)	1 (0.0%)	22 (0.7%)	(0.0%)	(0.0%)	7 (0.2%)	(0.0%)	(0.0%)	<b>108</b>
	<b>Klatt</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>0</b>
	<b>MSB</b>	8 (0.3%)	46 (1.5%)	(0.0%)	49 (1.6%)	49 (1.6%)	1 (0.0%)	10 (0.3%)	1 (0.0%)	14 (0.5%)	23 (0.8%)	89 (2.9%)	9 (0.3%)	53 (1.8%)	9 (0.3%)	87 (2.9%)	2 (0.1%)	(0.0%)	14 (0.5%)	1 (0.0%)	(0.0%)	<b>464</b>
	<b>Midtown</b>	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	7 (0.2%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>9</b>
	<b>Northeast</b>	39 (1.3%)	56 (1.8%)	1 (0.0%)	149 (4.9%)	461 (15.2%)	23 (0.8%)	11 (0.3%)	7 (0.2%)	18 (0.6%)	2 (0.1%)	190 (6.3%)	135 (4.5%)	268 (8.8%)	56 (1.8%)	107 (3.5%)	11 (0.4%)	(0.0%)	5 (0.2%)	(0.0%)	(0.0%)	<b>1,538</b>
	<b>Northwest</b>	(0.0%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	7 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>9</b>
	<b>Ship Creek Industria</b>	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	4 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>7</b>
	<b>Southwest</b>	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	8 (0.2%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	23 (0.7%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>34</b>
	<b>UMED</b>	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>3</b>
	<b>US-1 East</b>	1 (0.0%)	2 (0.1%)	(0.0%)	(0.0%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	2 (0.0%)	1 (0.0%)	4 (0.1%)	(0.0%)	3 (0.1%)	(0.0%)	(0.0%)	3 (0.1%)	(0.0%)	(0.0%)	<b>19</b>
	<b>US-1 South</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	6 (0.2%)	(0.0%)	(0.0%)	<b>9</b>
	<b>US-3 North</b>	1 (0.0%)	7 (0.2%)	(0.0%)	2 (0.1%)	6 (0.2%)	1 (0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	2 (0.1%)	2 (0.1%)	1 (0.0%)	3 (0.1%)	1 (0.0%)	3 (0.1%)	(0.0%)	(0.0%)	6 (0.2%)	(0.0%)	(0.0%)	<b>38</b>
	<b>Total</b>	<b>85</b>	<b>141</b>	<b>25</b>	<b>302</b>	<b>655</b>	<b>32</b>	<b>65</b>	<b>16</b>	<b>45</b>	<b>29</b>	<b>505</b>	<b>189</b>	<b>442</b>	<b>72</b>	<b>359</b>	<b>15</b>	<b>1</b>	<b>50</b>	<b>1</b>	<b>3,032</b>	

**Table 9: Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the 5<sup>th</sup> Avenue Select Link Eastbound in the MD Time Period**

		To (Destination)																			
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	Total
From (Origin)	<b>Abbott Loop</b>	13 (0.2%)	(0.0%)	52 (0.7%)	3 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	24 (0.3%)	(0.0%)	61 (0.8%)	5 (0.1%)	145 (2.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	1 (0.0%)	3 (0.0%)	<b>310</b>
	<b>Airport</b>	(0.0%)	4 (0.1%)	33 (0.5%)	(0.0%)	2 (0.0%)	(0.0%)	1 (0.0%)	11 (0.1%)	(0.0%)	98 (1.3%)	(0.0%)	162 (2.2%)	5 (0.1%)	(0.0%)	1 (0.0%)	1 (0.0%)	5 (0.1%)	7 (0.1%)	26 (0.4%)	<b>356</b>
	<b>Chugiak-Eagle River</b>	(0.0%)	(0.0%)	60 (0.8%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	6 (0.1%)	(0.0%)	12 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>81</b>
	<b>Dimond</b>	3 (0.0%)	(0.0%)	57 (0.8%)	9 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	26 (0.4%)	2 (0.0%)	67 (0.9%)	2 (0.0%)	218 (3.0%)	(0.0%)	2 (0.0%)	1 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	3 (0.0%)	<b>392</b>
	<b>Downtown</b>	(0.0%)	2 (0.0%)	209 (2.9%)	(0.0%)	11 (0.2%)	1 (0.0%)	(0.0%)	47 (0.6%)	(0.0%)	154 (2.1%)	(0.0%)	1,010 (13.8%)	12 (0.2%)	5 (0.1%)	10 (0.1%)	2 (0.0%)	3 (0.0%)	(0.0%)	17 (0.2%)	<b>1,484</b>
	<b>Government Hill</b>	(0.0%)	(0.0%)	13 (0.2%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	3 (0.0%)	(0.0%)	11 (0.2%)	(0.0%)	68 (0.9%)	1 (0.0%)	(0.0%)	1 (0.0%)	4 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	<b>103</b>
	<b>Hillside</b>	10 (0.1%)	(0.0%)	27 (0.4%)	(0.0%)	(0.0%)	(0.0%)	5 (0.1%)	21 (0.3%)	2 (0.0%)	26 (0.4%)	1 (0.0%)	95 (1.3%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.0%)	<b>190</b>
	<b>JBER</b>	2 (0.0%)	(0.0%)	42 (0.6%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	63 (0.9%)	(0.0%)	27 (0.4%)	(0.0%)	79 (1.1%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	<b>215</b>
	<b>Klatt</b>	(0.0%)	(0.0%)	32 (0.4%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	14 (0.2%)	2 (0.0%)	19 (0.3%)	1 (0.0%)	53 (0.7%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>129</b>
	<b>MSB</b>	(0.0%)	(0.0%)	6 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	47 (0.6%)	(0.0%)	11 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	<b>67</b>
	<b>Midtown</b>	2 (0.0%)	4 (0.1%)	164 (2.2%)	1 (0.0%)	1 (0.0%)	1 (0.0%)	1 (0.0%)	39 (0.5%)	1 (0.0%)	177 (2.4%)	31 (0.4%)	362 (4.9%)	(0.0%)	(0.0%)	5 (0.1%)	(0.0%)	3 (0.0%)	1 (0.0%)	6 (0.1%)	<b>801</b>
	<b>Northeast</b>	2 (0.0%)	(0.0%)	71 (1.0%)	(0.0%)	2 (0.0%)	2 (0.0%)	8 (0.1%)	41 (0.6%)	(0.0%)	51 (0.7%)	28 (0.4%)	358 (4.9%)	9 (0.1%)	2 (0.0%)	5 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	<b>583</b>
	<b>Northwest</b>	2 (0.0%)	7 (0.1%)	211 (2.9%)	(0.0%)	25 (0.3%)	2 (0.0%)	(0.0%)	63 (0.9%)	(0.0%)	196 (2.7%)	(0.0%)	623 (8.5%)	33 (0.5%)	1 (0.0%)	7 (0.1%)	(0.0%)	11 (0.1%)	(0.0%)	11 (0.2%)	<b>1,191</b>
	<b>Ship Creek Industria</b>	(0.0%)	(0.0%)	15 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	15 (0.2%)	(0.0%)	124 (1.7%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>157</b>
	<b>Southwest</b>	10 (0.1%)	(0.0%)	159 (2.2%)	4 (0.1%)	7 (0.1%)	1 (0.0%)	(0.0%)	63 (0.9%)	(0.0%)	232 (3.2%)	2 (0.0%)	473 (6.5%)	(0.0%)	3 (0.0%)	27 (0.4%)	3 (0.0%)	4 (0.1%)	(0.0%)	12 (0.2%)	<b>1,001</b>
	<b>UMED</b>	(0.0%)	(0.0%)	8 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	8 (0.1%)	(0.0%)	30 (0.4%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>51</b>
	<b>US-1 East</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	<b>3</b>
	<b>US-1 South</b>	(0.0%)	(0.0%)	33 (0.4%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	18 (0.2%)	(0.0%)	77 (1.0%)	2 (0.0%)	25 (0.3%)	8 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	3 (0.0%)	3 (0.0%)	18 (0.2%)	<b>188</b>
	<b>US-3 North</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	10 (0.1%)	9 (0.1%)	<b>22</b>
	<b>Total</b>		<b>44</b>	<b>17</b>	<b>1193</b>	<b>23</b>	<b>50</b>	<b>8</b>	<b>16</b>	<b>441</b>	<b>8</b>	<b>1273</b>	<b>71</b>	<b>3850</b>	<b>70</b>	<b>12</b>	<b>63</b>	<b>12</b>	<b>36</b>	<b>24</b>	<b>113</b>

**Table 10: Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the 5<sup>th</sup> Avenue Select Link Westbound in the MD Time Period**

		To (Destination)																			
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	Total
From (Origin)	<b>Abbott Loop</b>	2 (0.0%)	(0.0%)	(0.0%)	4 (0.1%)	4 (0.1%)	(0.0%)	2 (0.0%)	2 (0.0%)	(0.0%)	(0.0%)	5 (0.1%)	3 (0.0%)	(0.0%)	(0.0%)	5 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	<b>28</b>
	<b>Airport</b>	(0.0%)	4 (0.1%)	(0.0%)	(0.0%)	9 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	5 (0.1%)	1 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	7 (0.1%)	(0.0%)	<b>29</b>
	<b>Chugiak-Eagle River</b>	43 (0.6%)	31 (0.4%)	64 (0.9%)	111 (1.5%)	130 (1.8%)	7 (0.1%)	37 (0.5%)	6 (0.1%)	39 (0.5%)	5 (0.1%)	254 (3.5%)	52 (0.7%)	160 (2.2%)	9 (0.1%)	181 (2.5%)	6 (0.1%)	1 (0.0%)	29 (0.4%)	(0.0%)	<b>1,165</b>
	<b>Dimond</b>	1 (0.0%)	(0.0%)	(0.0%)	14 (0.2%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>21</b>
	<b>Downtown</b>	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	9 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	3 (0.0%)	12 (0.2%)	4 (0.1%)	5 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>38</b>
	<b>Government Hill</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>2</b>
	<b>Hillside</b>	6 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	4 (0.0%)	1 (0.0%)	3 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>21</b>
	<b>JBER</b>	12 (0.2%)	8 (0.1%)	3 (0.0%)	61 (0.8%)	42 (0.6%)	1 (0.0%)	39 (0.5%)	33 (0.5%)	22 (0.3%)	6 (0.1%)	88 (1.2%)	24 (0.3%)	84 (1.2%)	1 (0.0%)	85 (1.2%)	2 (0.0%)	(0.0%)	22 (0.3%)	(0.0%)	<b>532</b>
	<b>Klatt</b>	(0.0%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	(0.0%)	4 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>12</b>
	<b>MSB</b>	38 (0.5%)	93 (1.3%)	5 (0.1%)	92 (1.3%)	84 (1.2%)	6 (0.1%)	47 (0.7%)	5 (0.1%)	48 (0.7%)	50 (0.7%)	123 (1.7%)	40 (0.5%)	168 (2.3%)	16 (0.2%)	167 (2.3%)	4 (0.1%)	1 (0.0%)	53 (0.7%)	(0.0%)	<b>1,042</b>
	<b>Midtown</b>	(0.0%)	4 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	26 (0.4%)	2 (0.0%)	(0.0%)	(0.0%)	6 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	<b>44</b>
	<b>Northeast</b>	126 (1.7%)	166 (2.3%)	12 (0.2%)	353 (4.9%)	800 (11.1%)	79 (1.1%)	97 (1.3%)	21 (0.3%)	80 (1.1%)	13 (0.2%)	603 (8.4%)	301 (4.2%)	651 (9.0%)	77 (1.1%)	449 (6.2%)	18 (0.2%)	(0.0%)	25 (0.3%)	(0.0%)	<b>3,872</b>
	<b>Northwest</b>	(0.0%)	7 (0.1%)	(0.0%)	(0.0%)	27 (0.4%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	31 (0.4%)	(0.0%)	7 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>73</b>
	<b>Ship Creek Industria</b>	2 (0.0%)	(0.0%)	(0.0%)	32 (0.4%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	4 (0.0%)	2 (0.0%)	10 (0.1%)	(0.0%)	14 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>64</b>
	<b>Southwest</b>	7 (0.1%)	(0.0%)	(0.0%)	5 (0.1%)	10 (0.1%)	1 (0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	4 (0.1%)	4 (0.1%)	(0.0%)	(0.0%)	36 (0.5%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>70</b>
	<b>UMED</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	5 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	4 (0.1%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>14</b>
	<b>US-1 East</b>	2 (0.0%)	5 (0.1%)	(0.0%)	1 (0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	9 (0.1%)	(0.0%)	4 (0.1%)	(0.0%)	1 (0.0%)	6 (0.1%)	3 (0.0%)	<b>37</b>
	<b>US-1 South</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	8 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	3 (0.0%)	1 (0.0%)	<b>17</b>
	<b>US-3 North</b>	2 (0.0%)	25 (0.3%)	(0.0%)	6 (0.1%)	14 (0.2%)	1 (0.0%)	3 (0.0%)	(0.0%)	6 (0.1%)	1 (0.0%)	8 (0.1%)	2 (0.0%)	11 (0.2%)	(0.0%)	12 (0.2%)	(0.0%)	(0.0%)	40 (0.6%)	9 (0.1%)	<b>141</b>
	<b>Total</b>	<b>241</b>	<b>344</b>	<b>84</b>	<b>682</b>	<b>1133</b>	<b>108</b>	<b>235</b>	<b>68</b>	<b>201</b>	<b>78</b>	<b>1126</b>	<b>444</b>	<b>1153</b>	<b>108</b>	<b>980</b>	<b>30</b>	<b>4</b>	<b>189</b>	<b>14</b>	<b>7,223</b>



**Table 11: Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the 5<sup>th</sup> Avenue Select Link Eastbound in the PM Time Period**

		To (Destination)																			
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	Total
From (Origin)	<b>Abbott Loop</b>	8 (0.1%)	(0.0%)	26 (0.5%)	(0.0%)	1 (0.0%)	(0.0%)	4 (0.1%)	25 (0.5%)	(0.0%)	46 (0.9%)	(0.0%)	75 (1.4%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	2 (0.0%)	<b>188</b>	
	<b>Airport</b>	(0.0%)	4 (0.1%)	41 (0.8%)	(0.0%)	1 (0.0%)	2 (0.0%)	(0.0%)	5 (0.1%)	(0.0%)	96 (1.8%)	3 (0.1%)	133 (2.5%)	2 (0.0%)	(0.0%)	3 (0.1%)	(0.0%)	3 (0.1%)	(0.0%)	16 (0.3%)	<b>308</b>
	<b>Chugiak-Eagle River</b>	(0.0%)	(0.0%)	36 (0.7%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	6 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>44</b>
	<b>Dimond</b>	1 (0.0%)	(0.0%)	45 (0.8%)	3 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	8 (0.2%)	(0.0%)	69 (1.3%)	(0.0%)	141 (2.6%)	(0.0%)	1 (0.0%)	3 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	<b>275</b>
	<b>Downtown</b>	3 (0.1%)	1 (0.0%)	245 (4.6%)	(0.0%)	13 (0.2%)	1 (0.0%)	(0.0%)	23 (0.4%)	(0.0%)	164 (3.1%)	3 (0.0%)	855 (16.0%)	18 (0.3%)	1 (0.0%)	9 (0.2%)	1 (0.0%)	1 (0.0%)	1 (0.0%)	4 (0.1%)	<b>1,343</b>
	<b>Government Hill</b>	(0.0%)	(0.0%)	10 (0.2%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	(0.0%)	10 (0.2%)	(0.0%)	38 (0.7%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>63</b>
	<b>Hillside</b>	(0.0%)	(0.0%)	24 (0.4%)	(0.0%)	(0.0%)	(0.0%)	3 (0.1%)	8 (0.2%)	1 (0.0%)	21 (0.4%)	(0.0%)	35 (0.7%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>93</b>
	<b>JBER</b>	1 (0.0%)	(0.0%)	30 (0.6%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	22 (0.4%)	(0.0%)	23 (0.4%)	(0.0%)	38 (0.7%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>115</b>
	<b>Klatt</b>	2 (0.0%)	(0.0%)	11 (0.2%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	4 (0.1%)	5 (0.1%)	20 (0.4%)	(0.0%)	36 (0.7%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>81</b>
	<b>MSB</b>	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	23 (0.4%)	(0.0%)	5 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>32</b>
	<b>Midtown</b>	(0.0%)	(0.0%)	236 (4.4%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	37 (0.7%)	(0.0%)	185 (3.5%)	6 (0.1%)	311 (5.8%)	(0.0%)	1 (0.0%)	11 (0.2%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	<b>788</b>
	<b>Northeast</b>	1 (0.0%)	(0.0%)	72 (1.3%)	(0.0%)	(0.0%)	(0.0%)	5 (0.1%)	15 (0.3%)	(0.0%)	31 (0.6%)	3 (0.1%)	260 (4.9%)	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	<b>389</b>
	<b>Northwest</b>	2 (0.0%)	2 (0.0%)	129 (2.4%)	(0.0%)	(0.0%)	7 (0.1%)	(0.0%)	22 (0.4%)	(0.0%)	122 (2.3%)	(0.0%)	452 (8.4%)	15 (0.3%)	1 (0.0%)	1 (0.0%)	(0.0%)	4 (0.1%)	1 (0.0%)	3 (0.1%)	<b>760</b>
	<b>Ship Creek Industria</b>	(0.0%)	(0.0%)	16 (0.3%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	18 (0.3%)	(0.0%)	69 (1.3%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>107</b>
	<b>Southwest</b>	1 (0.0%)	(0.0%)	107 (2.0%)	(0.0%)	2 (0.0%)	1 (0.0%)	(0.0%)	37 (0.7%)	(0.0%)	159 (3.0%)	4 (0.1%)	316 (5.9%)	1 (0.0%)	2 (0.0%)	10 (0.2%)	1 (0.0%)	1 (0.0%)	(0.0%)	6 (0.1%)	<b>646</b>
	<b>UMED</b>	(0.0%)	(0.0%)	5 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	5 (0.1%)	(0.0%)	26 (0.5%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>38</b>
	<b>US-1 East</b>	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	<b>3</b>
	<b>US-1 South</b>	3 (0.1%)	(0.0%)	10 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.1%)	(0.0%)	28 (0.5%)	(0.0%)	8 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	5 (0.1%)	(0.0%)	4 (0.1%)	<b>63</b>
	<b>US-3 North</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	4 (0.1%)	3 (0.1%)	<b>8</b>
	<b>Total</b>	<b>22</b>	<b>7</b>	<b>1045</b>	<b>3</b>	<b>17</b>	<b>12</b>	<b>15</b>	<b>215</b>	<b>6</b>	<b>1023</b>	<b>19</b>	<b>2804</b>	<b>37</b>	<b>5</b>	<b>44</b>	<b>3</b>	<b>17</b>	<b>6</b>	<b>42</b>	<b>5,345</b>

### Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the 5<sup>th</sup> Avenue Select Link Westbound in the PM Time Period

		To (Destination)																				
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	Total	
From (Origin)	<b>Abbott Loop</b>	9 (0.2%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>14</b>	
	<b>Airport</b>	(0.0%)	3 (0.1%)	(0.0%)	(0.0%)	3 (0.1%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>11</b>	
	<b>Chugiak-Eagle River</b>	11 (0.3%)	13 (0.3%)	36 (0.9%)	50 (1.3%)	51 (1.3%)	4 (0.1%)	18 (0.4%)	1 (0.0%)	26 (0.7%)	(0.0%)	84 (2.1%)	32 (0.8%)	82 (2.1%)	6 (0.1%)	88 (2.2%)	(0.0%)	(0.0%)	(0.0%)	15 (0.4%)	(0.0%)	<b>518</b>
	<b>Dimond</b>	2 (0.0%)	(0.0%)	(0.0%)	4 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>10</b>
	<b>Downtown</b>	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	15 (0.4%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.1%)	(0.0%)	17 (0.4%)	(0.0%)	5 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>43</b>
	<b>Government Hill</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>2</b>
	<b>Hillside</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.1%)	(0.0%)	3 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>6</b>
	<b>JBER</b>	12 (0.3%)	4 (0.1%)	2 (0.0%)	42 (1.1%)	25 (0.6%)	1 (0.0%)	33 (0.8%)	11 (0.3%)	25 (0.6%)	4 (0.1%)	88 (2.2%)	14 (0.4%)	41 (1.0%)	1 (0.0%)	78 (2.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.1%)	(0.0%)	<b>385</b>
	<b>Klatt</b>	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	5 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>9</b>
	<b>MSB</b>	26 (0.6%)	36 (0.9%)	2 (0.1%)	43 (1.1%)	41 (1.0%)	(0.0%)	39 (1.0%)	2 (0.0%)	22 (0.5%)	22 (0.6%)	65 (1.6%)	16 (0.4%)	89 (2.2%)	2 (0.1%)	73 (1.8%)	4 (0.1%)	(0.0%)	31 (0.8%)	(0.0%)	(0.0%)	<b>512</b>
	<b>Midtown</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	5 (0.1%)	4 (0.1%)	(0.0%)	(0.0%)	10 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>20</b>
	<b>Northeast</b>	106 (2.7%)	49 (1.2%)	8 (0.2%)	124 (3.1%)	433 (10.9%)	54 (1.4%)	56 (1.4%)	9 (0.2%)	70 (1.8%)	7 (0.2%)	372 (9.4%)	222 (5.6%)	420 (10.6%)	26 (0.6%)	279 (7.0%)	10 (0.3%)	(0.0%)	12 (0.3%)	(0.0%)	(0.0%)	<b>2,257</b>
	<b>Northwest</b>	2 (0.1%)	2 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	7 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	16 (0.4%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>30</b>
	<b>Ship Creek Industria</b>	(0.0%)	(0.0%)	(0.0%)	21 (0.5%)	2 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	9 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>34</b>
	<b>Southwest</b>	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	4 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	4 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	16 (0.4%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>27</b>
	<b>UMED</b>	(0.0%)	2 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>9</b>
	<b>US-1 East</b>	1 (0.0%)	4 (0.1%)	(0.0%)	1 (0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	3 (0.1%)	(0.0%)	1 (0.0%)	6 (0.1%)	(0.0%)	(0.0%)	<b>23</b>
	<b>US-1 South</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(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 (0.2%)	(0.0%)	<b>11</b>
	<b>US-3 North</b>	1 (0.0%)	13 (0.3%)	(0.0%)	2 (0.0%)	6 (0.1%)	1 (0.0%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	2 (0.0%)	(0.0%)	6 (0.2%)	(0.0%)	(0.0%)	20 (0.5%)	2 (0.1%)	(0.0%)	<b>59</b>
	<b>Total</b>	<b>172</b>	<b>128</b>	<b>49</b>	<b>290</b>	<b>583</b>	<b>73</b>	<b>157</b>	<b>23</b>	<b>149</b>	<b>35</b>	<b>627</b>	<b>294</b>	<b>674</b>	<b>35</b>	<b>577</b>	<b>17</b>	<b>1</b>	<b>87</b>	<b>12</b>	<b>3,981</b>	

**Table 12: Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the 5<sup>th</sup> Avenue Select Link Eastbound in the OP Time Period**

		To (Destination)																				
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	Total	
From (Origin)	<b>Abbott Loop</b>	7 (0.1%)	(0.0%)	36 (0.4%)	2 (0.0%)	2 (0.0%)	(0.0%)	2 (0.0%)	68 (0.8%)	(0.0%)	46 (0.5%)	1 (0.0%)	228 (2.6%)	(0.0%)	(0.0%)	5 (0.1%)	(0.0%)	1 (0.0%)	1 (0.0%)	5 (0.1%)	<b>404</b>	
	<b>Airport</b>	(0.0%)	5 (0.1%)	74 (0.8%)	(0.0%)	1 (0.0%)	(0.0%)	2 (0.0%)	12 (0.1%)	(0.0%)	149 (1.7%)	2 (0.0%)	259 (3.0%)	4 (0.1%)	(0.0%)	4 (0.0%)	1 (0.0%)	7 (0.1%)	1 (0.0%)	25 (0.3%)	<b>547</b>	
	<b>Chugiak-Eagle River</b>	(0.0%)	(0.0%)	55 (0.6%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	5 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	17 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>79</b>
	<b>Dimond</b>	3 (0.0%)	(0.0%)	55 (0.6%)	12 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	27 (0.3%)	1 (0.0%)	71 (0.8%)	1 (0.0%)	236 (2.7%)	1 (0.0%)	8 (0.1%)	6 (0.1%)	1 (0.0%)	1 (0.0%)	(0.0%)	4 (0.1%)	<b>430</b>	
	<b>Downtown</b>	3 (0.0%)	2 (0.0%)	187 (2.1%)	(0.0%)	14 (0.2%)	(0.0%)	(0.0%)	38 (0.4%)	(0.0%)	134 (1.5%)	(0.0%)	1,229 (14.0%)	11 (0.1%)	2 (0.0%)	9 (0.1%)	6 (0.1%)	1 (0.0%)	1 (0.0%)	21 (0.2%)	<b>1,658</b>	
	<b>Government Hill</b>	(0.0%)	(0.0%)	7 (0.1%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	9 (0.1%)	(0.0%)	4 (0.1%)	(0.0%)	102 (1.2%)	2 (0.0%)	(0.0%)	2 (0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	2 (0.0%)	<b>131</b>	
	<b>Hillside</b>	(0.0%)	2 (0.0%)	35 (0.4%)	2 (0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	39 (0.4%)	(0.0%)	45 (0.5%)	1 (0.0%)	73 (0.8%)	(0.0%)	(0.0%)	3 (0.0%)	2 (0.0%)	1 (0.0%)	(0.0%)	5 (0.1%)	<b>209</b>	
	<b>JBER</b>	(0.0%)	(0.0%)	42 (0.5%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	35 (0.4%)	(0.0%)	10 (0.1%)	(0.0%)	61 (0.7%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>150</b>	
	<b>Klatt</b>	1 (0.0%)	5 (0.1%)	34 (0.4%)	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	21 (0.2%)	(0.0%)	29 (0.3%)	15 (0.2%)	90 (1.0%)	(0.0%)	(0.0%)	7 (0.1%)	(0.0%)	2 (0.0%)	(0.0%)	4 (0.0%)	<b>208</b>	
	<b>MSB</b>	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	4 (0.1%)	(0.0%)	65 (0.7%)	1 (0.0%)	11 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	3 (0.0%)	<b>89</b>	
	<b>Midtown</b>	1 (0.0%)	1 (0.0%)	183 (2.1%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	52 (0.6%)	(0.0%)	110 (1.3%)	8 (0.1%)	430 (4.9%)	(0.0%)	(0.0%)	12 (0.1%)	(0.0%)	3 (0.0%)	(0.0%)	4 (0.0%)	<b>807</b>	
	<b>Northeast</b>	3 (0.0%)	(0.0%)	67 (0.8%)	1 (0.0%)	2 (0.0%)	(0.0%)	(0.0%)	33 (0.4%)	(0.0%)	57 (0.6%)	4 (0.0%)	452 (5.1%)	3 (0.0%)	(0.0%)	3 (0.0%)	(0.0%)	3 (0.0%)	1 (0.0%)	3 (0.0%)	<b>632</b>	
	<b>Northwest</b>	(0.0%)	3 (0.0%)	194 (2.2%)	(0.0%)	22 (0.2%)	(0.0%)	(0.0%)	99 (1.1%)	(0.0%)	197 (2.2%)	(0.0%)	1,095 (12.5%)	49 (0.6%)	(0.0%)	4 (0.0%)	(0.0%)	10 (0.1%)	1 (0.0%)	18 (0.2%)	<b>1,691</b>	
	<b>Ship Creek Industria</b>	(0.0%)	(0.0%)	12 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	9 (0.1%)	(0.0%)	15 (0.2%)	(0.0%)	90 (1.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	2 (0.0%)	<b>130</b>	
	<b>Southwest</b>	4 (0.0%)	10 (0.1%)	157 (1.8%)	3 (0.0%)	7 (0.1%)	(0.0%)	(0.0%)	151 (1.7%)	(0.0%)	236 (2.7%)	5 (0.1%)	739 (8.4%)	1 (0.0%)	15 (0.2%)	45 (0.5%)	1 (0.0%)	5 (0.1%)	(0.0%)	24 (0.3%)	<b>1,405</b>	
	<b>UMED</b>	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	3 (0.0%)	(0.0%)	10 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>16</b>	
	<b>US-1 East</b>	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	<b>4</b>	
	<b>US-1 South</b>	(0.0%)	1 (0.0%)	30 (0.3%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	10 (0.1%)	(0.0%)	65 (0.7%)	(0.0%)	20 (0.2%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	11 (0.1%)	2 (0.0%)	34 (0.4%)	<b>175</b>	
	<b>US-3 North</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	2 (0.0%)	15 (0.2%)	<b>20</b>	
	<b>Total</b>	<b>23</b>	<b>30</b>	<b>1173</b>	<b>23</b>	<b>48</b>	<b>4</b>	<b>7</b>	<b>613</b>	<b>2</b>	<b>1237</b>	<b>38</b>	<b>5143</b>	<b>72</b>	<b>27</b>	<b>102</b>	<b>11</b>	<b>48</b>	<b>11</b>	<b>173</b>	<b>8,784</b>	

**Table 13: Table 12: Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the 5<sup>th</sup> Avenue Select Link Westbound in the OP Time Period**

		To (Destination)																			
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	Total
From (Origin)	<b>Abbott Loop</b>	19 (0.2%)	(0.0%)	(0.0%)	3 (0.0%)	4 (0.0%)	1 (0.0%)	5 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	3 (0.0%)	2 (0.0%)	(0.0%)	(0.0%)	18 (0.2%)	(0.0%)	(0.0%)	4 (0.0%)	(0.0%)	<b>62</b>
	<b>Airport</b>	(0.0%)	5 (0.1%)	(0.0%)	(0.0%)	6 (0.1%)	1 (0.0%)	5 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	8 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	<b>29</b>
	<b>Chugiak-Eagle River</b>	149 (1.5%)	219 (2.2%)	119 (1.2%)	346 (3.4%)	486 (4.8%)	30 (0.3%)	114 (1.1%)	17 (0.2%)	144 (1.4%)	1 (0.0%)	788 (7.8%)	156 (1.5%)	491 (4.8%)	38 (0.4%)	593 (5.8%)	10 (0.1%)	1 (0.0%)	49 (0.5%)	2 (0.0%)	<b>3,752</b>
	<b>Dimond</b>	5 (0.1%)	(0.0%)	(0.0%)	24 (0.2%)	1 (0.0%)	(0.0%)	4 (0.0%)	2 (0.0%)	2 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	3 (0.0%)	(0.0%)	16 (0.2%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>61</b>
	<b>Downtown</b>	2 (0.0%)	2 (0.0%)	(0.0%)	1 (0.0%)	28 (0.3%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	14 (0.1%)	3 (0.0%)	16 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>67</b>
	<b>Government Hill</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>6</b>
	<b>Hillside</b>	(0.0%)	5 (0.0%)	(0.0%)	6 (0.1%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	10 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>25</b>
	<b>JBER</b>	44 (0.4%)	32 (0.3%)	1 (0.0%)	81 (0.8%)	55 (0.5%)	4 (0.0%)	56 (0.6%)	42 (0.4%)	33 (0.3%)	2 (0.0%)	137 (1.4%)	39 (0.4%)	102 (1.0%)	8 (0.1%)	135 (1.3%)	1 (0.0%)	1 (0.0%)	24 (0.2%)	1 (0.0%)	<b>796</b>
	<b>Klatt</b>	(0.0%)	9 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	30 (0.3%)	(0.0%)	(0.0%)	(0.0%)	13 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>57</b>
	<b>MSB</b>	197 (1.9%)	438 (4.3%)	6 (0.1%)	438 (4.3%)	412 (4.1%)	30 (0.3%)	85 (0.8%)	14 (0.1%)	71 (0.7%)	124 (1.2%)	712 (7.0%)	94 (0.9%)	510 (5.0%)	59 (0.6%)	830 (8.2%)	11 (0.1%)	2 (0.0%)	110 (1.1%)	4 (0.0%)	<b>4,147</b>
	<b>Midtown</b>	1 (0.0%)	1 (0.0%)	(0.0%)	3 (0.0%)	(0.0%)	5 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	7 (0.1%)	6 (0.1%)	(0.0%)	(0.0%)	27 (0.3%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>52</b>
	<b>Northeast</b>	312 (3.1%)	478 (4.7%)	22 (0.2%)	785 (7.7%)	2,211 (21.8%)	327 (3.2%)	203 (2.0%)	27 (0.3%)	298 (2.9%)	25 (0.2%)	193 (1.8%)	854 (8.4%)	194 (21.6%)	283 (2.8%)	144 (11.3%)	22 (0.2%)	3 (0.0%)	38 (0.4%)	1 (0.0%)	<b>10,419</b>
	<b>Northwest</b>	(0.0%)	6 (0.1%)	(0.0%)	(0.0%)	53 (0.5%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	92 (0.9%)	(0.0%)	6 (0.1%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	<b>162</b>
	<b>Ship Creek Industria</b>	3 (0.0%)	(0.0%)	(0.0%)	15 (0.1%)	4 (0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	9 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>35</b>
	<b>Southwest</b>	1 (0.0%)	21 (0.2%)	(0.0%)	8 (0.1%)	19 (0.2%)	2 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	10 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	77 (0.8%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>139</b>
	<b>UMED</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>3</b>
	<b>US-1 East</b>	2 (0.0%)	9 (0.1%)	(0.0%)	5 (0.1%)	4 (0.0%)	(0.0%)	4 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	8 (0.1%)	4 (0.0%)	19 (0.2%)	1 (0.0%)	8 (0.1%)	(0.0%)	3 (0.0%)	18 (0.2%)	(0.0%)	<b>85</b>
	<b>US-1 South</b>	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	2 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	7 (0.1%)	4 (0.0%)	7 (0.1%)	<b>26</b>
	<b>US-3 North</b>	6 (0.1%)	49 (0.5%)	1 (0.0%)	10 (0.1%)	32 (0.3%)	2 (0.0%)	13 (0.1%)	(0.0%)	14 (0.1%)	2 (0.0%)	13 (0.1%)	3 (0.0%)	31 (0.3%)	3 (0.0%)	40 (0.4%)	(0.0%)	2 (0.0%)	120 (1.2%)	29 (0.3%)	<b>369</b>
	<b>Total</b>	<b>740</b>	<b>1276</b>	<b>148</b>	<b>1724</b>	<b>3316</b>	<b>408</b>	<b>496</b>	<b>104</b>	<b>564</b>	<b>155</b>	<b>2907</b>	<b>1167</b>	<b>3467</b>	<b>396</b>	<b>2943</b>	<b>44</b>	<b>19</b>	<b>371</b>	<b>45</b>	<b>20,292</b>

**Table 14: Daily Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the 5<sup>th</sup> Avenue Select Link Eastbound**

		To (Destination)																			
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	Total
From (Origin)	<b>Abbott Loop</b>	30 (0.1%)	(0.0%)	123 (0.5%)	6 (0.0%)	3 (0.0%)	(0.0%)	6 (0.0%)	131 (0.6%)	(0.0%)	166 (0.7%)	7 (0.0%)	490 (2.1%)	(0.0%)	(0.0%)	5 (0.0%)	1 (0.0%)	3 (0.0%)	2 (0.0%)	10 (0.0%)	<b>982</b>
	<b>Airport</b>	(0.0%)	13 (0.1%)	159 (0.7%)	(0.0%)	3 (0.0%)	2 (0.0%)	9 (0.0%)	30 (0.1%)	(0.0%)	361 (1.6%)	5 (0.0%)	583 (2.5%)	12 (0.1%)	(0.0%)	9 (0.0%)	2 (0.0%)	16 (0.1%)	8 (0.0%)	75 (0.3%)	<b>1,286</b>
	<b>Chugiak-Eagle River</b>	(0.0%)	(0.0%)	176 (0.8%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	10 (0.0%)	(0.0%)	9 (0.0%)	(0.0%)	44 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	<b>241</b>
	<b>Dimond</b>	7 (0.0%)	(0.0%)	172 (0.7%)	25 (0.1%)	(0.0%)	(0.0%)	5 (0.0%)	64 (0.3%)	5 (0.0%)	217 (0.9%)	3 (0.0%)	635 (2.7%)	2 (0.0%)	13 (0.1%)	10 (0.0%)	1 (0.0%)	4 (0.0%)	(0.0%)	10 (0.0%)	<b>1,173</b>
	<b>Downtown</b>	6 (0.0%)	5 (0.0%)	674 (2.9%)	1 (0.0%)	40 (0.2%)	3 (0.0%)	1 (0.0%)	119 (0.5%)	(0.0%)	480 (2.1%)	3 (0.0%)	3,237 (13.9%)	43 (0.2%)	10 (0.0%)	28 (0.1%)	10 (0.0%)	5 (0.0%)	2 (0.0%)	49 (0.2%)	<b>4,715</b>
	<b>Government Hill</b>	(0.0%)	1 (0.0%)	34 (0.1%)	(0.0%)	(0.0%)	3 (0.0%)	1 (0.0%)	16 (0.1%)	(0.0%)	28 (0.1%)	(0.0%)	233 (1.0%)	4 (0.0%)	(0.0%)	5 (0.0%)	5 (0.0%)	(0.0%)	1 (0.0%)	5 (0.0%)	<b>334</b>
	<b>Hillside</b>	10 (0.0%)	2 (0.0%)	98 (0.4%)	6 (0.0%)	1 (0.0%)	(0.0%)	22 (0.1%)	117 (0.5%)	3 (0.0%)	99 (0.4%)	2 (0.0%)	238 (1.0%)	1 (0.0%)	(0.0%)	4 (0.0%)	2 (0.0%)	1 (0.0%)	(0.0%)	9 (0.0%)	<b>614</b>
	<b>JBER</b>	3 (0.0%)	(0.0%)	126 (0.5%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	131 (0.6%)	(0.0%)	60 (0.3%)	(0.0%)	190 (0.8%)	(0.0%)	(0.0%)	5 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	3 (0.0%)	<b>519</b>
	<b>Klatt</b>	3 (0.0%)	5 (0.0%)	84 (0.4%)	3 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	42 (0.2%)	7 (0.0%)	72 (0.3%)	16 (0.1%)	204 (0.9%)	(0.0%)	(0.0%)	11 (0.0%)	(0.0%)	3 (0.0%)	(0.0%)	6 (0.0%)	<b>460</b>
	<b>MSB</b>	(0.0%)	(0.0%)	11 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	9 (0.0%)	(0.0%)	157 (0.7%)	1 (0.0%)	29 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	4 (0.0%)	<b>213</b>
	<b>Midtown</b>	3 (0.0%)	5 (0.0%)	604 (2.6%)	3 (0.0%)	2 (0.0%)	2 (0.0%)	1 (0.0%)	142 (0.6%)	1 (0.0%)	501 (2.2%)	49 (0.2%)	1,147 (4.9%)	(0.0%)	1 (0.0%)	30 (0.1%)	(0.0%)	7 (0.0%)	1 (0.0%)	12 (0.1%)	<b>2,511</b>
	<b>Northeast</b>	7 (0.0%)	(0.0%)	227 (1.0%)	1 (0.0%)	9 (0.0%)	3 (0.0%)	13 (0.1%)	98 (0.4%)	(0.0%)	149 (0.6%)	34 (0.1%)	1,176 (5.1%)	14 (0.1%)	3 (0.0%)	9 (0.0%)	2 (0.0%)	3 (0.0%)	1 (0.0%)	7 (0.0%)	<b>1,756</b>
	<b>Northwest</b>	4 (0.0%)	13 (0.1%)	575 (2.5%)	(0.0%)	47 (0.2%)	9 (0.0%)	(0.0%)	204 (0.9%)	(0.0%)	557 (2.4%)	(0.0%)	2,378 (10.2%)	104 (0.4%)	3 (0.0%)	13 (0.1%)	(0.0%)	30 (0.1%)	2 (0.0%)	36 (0.2%)	<b>3,975</b>
	<b>Ship Creek Industria</b>	(0.0%)	(0.0%)	43 (0.2%)	(0.0%)	(0.0%)	2 (0.0%)	3 (0.0%)	12 (0.1%)	(0.0%)	50 (0.2%)	(0.0%)	288 (1.2%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	3 (0.0%)	<b>405</b>
	<b>Southwest</b>	17 (0.1%)	10 (0.0%)	467 (2.0%)	8 (0.0%)	21 (0.1%)	1 (0.0%)	1 (0.0%)	322 (1.4%)	(0.0%)	681 (2.9%)	12 (0.1%)	1,647 (7.1%)	3 (0.0%)	27 (0.1%)	97 (0.4%)	5 (0.0%)	16 (0.1%)	(0.0%)	45 (0.2%)	<b>3,380</b>
	<b>UMED</b>	(0.0%)	(0.0%)	16 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	6 (0.0%)	(0.0%)	18 (0.1%)	(0.0%)	71 (0.3%)	(0.0%)	(0.0%)	2 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>115</b>
	<b>US-1 East</b>	1 (0.0%)	1 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	4 (0.0%)	(0.0%)	(0.0%)	<b>10</b>
	<b>US-1 South</b>	3 (0.0%)	1 (0.0%)	86 (0.4%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	35 (0.2%)	2 (0.0%)	195 (0.8%)	2 (0.0%)	60 (0.3%)	8 (0.0%)	(0.0%)	3 (0.0%)	(0.0%)	21 (0.1%)	11 (0.0%)	67 (0.3%)	<b>495</b>
	<b>US-3 North</b>	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	5 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	20 (0.1%)	27 (0.1%)	<b>56</b>
	<b>Total</b>	<b>95</b>	<b>56</b>	<b>3674</b>	<b>54</b>	<b>126</b>	<b>24</b>	<b>64</b>	<b>1488</b>	<b>19</b>	<b>3802</b>	<b>133</b>	<b>12654</b>	<b>192</b>	<b>57</b>	<b>230</b>	<b>29</b>	<b>120</b>	<b>50</b>	<b>370</b>	<b>23,238</b>

**Table 15: Daily Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the 5<sup>th</sup> Avenue Select Link Westbound in the PM Time Period**

		To (Destination)																			Total
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	
From (Origin)	<b>Abbott Loop</b>	21 (0.1%)	1 (0.0%)	(0.0%)	7 (0.0%)	7 (0.0%)	1 (0.0%)	5 (0.0%)	3 (0.0%)	(0.0%)	(0.0%)	8 (0.0%)	6 (0.0%)	(0.0%)	(0.0%)	16 (0.1%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	<b>78</b>
	<b>Airport</b>	(0.0%)	10 (0.0%)	(0.0%)	(0.0%)	15 (0.1%)	2 (0.0%)	8 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	2 (0.0%)	11 (0.0%)	1 (0.0%)	2 (0.0%)	(0.0%)	(0.0%)	8 (0.0%)	(0.0%)	<b>60</b>
	<b>Chugiak-Eagle River</b>	152 (0.6%)	180 (0.7%)	182 (0.7%)	419 (1.7%)	541 (2.2%)	34 (0.1%)	131 (0.5%)	18 (0.1%)	143 (0.6%)	8 (0.0%)	929 (3.8%)	196 (0.8%)	576 (2.4%)	37 (0.2%)	673 (2.8%)	13 (0.1%)	1 (0.0%)	78 (0.3%)	1 (0.0%)	<b>4,314</b>
	<b>Dimond</b>	6 (0.0%)	(0.0%)	(0.0%)	30 (0.1%)	1 (0.0%)	(0.0%)	4 (0.0%)	1 (0.0%)	2 (0.0%)	(0.0%)	4 (0.0%)	2 (0.0%)	2 (0.0%)	(0.0%)	13 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>67</b>
	<b>Downtown</b>	1 (0.0%)	4 (0.0%)	(0.0%)	1 (0.0%)	40 (0.2%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	3 (0.0%)	4 (0.0%)	39 (0.2%)	7 (0.0%)	19 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>120</b>
	<b>Government Hill</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>7</b>
	<b>Hillside</b>	6 (0.0%)	2 (0.0%)	(0.0%)	7 (0.0%)	3 (0.0%)	(0.0%)	19 (0.1%)	(0.0%)	2 (0.0%)	(0.0%)	4 (0.0%)	2 (0.0%)	4 (0.0%)	(0.0%)	7 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>57</b>
	<b>JBER</b>	56 (0.2%)	28 (0.1%)	5 (0.0%)	153 (0.6%)	103 (0.4%)	4 (0.0%)	106 (0.4%)	71 (0.3%)	66 (0.3%)	12 (0.0%)	261 (1.1%)	63 (0.3%)	191 (0.8%)	7 (0.0%)	252 (1.0%)	3 (0.0%)	1 (0.0%)	44 (0.2%)	1 (0.0%)	<b>1,424</b>
	<b>Klatt</b>	(0.0%)	5 (0.0%)	(0.0%)	4 (0.0%)	(0.0%)	(0.0%)	6 (0.0%)	(0.0%)	7 (0.0%)	(0.0%)	16 (0.1%)	(0.0%)	(0.0%)	(0.0%)	11 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>50</b>
	<b>MSB</b>	170 (0.7%)	395 (1.6%)	10 (0.0%)	403 (1.7%)	380 (1.6%)	22 (0.1%)	138 (0.6%)	15 (0.1%)	120 (0.5%)	158 (0.6%)	632 (2.6%)	112 (0.5%)	565 (2.3%)	56 (0.2%)	740 (3.0%)	15 (0.1%)	2 (0.0%)	153 (0.6%)	3 (0.0%)	<b>4,092</b>
	<b>Midtown</b>	1 (0.0%)	5 (0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	6 (0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	41 (0.2%)	10 (0.0%)	(0.0%)	(0.0%)	30 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	<b>99</b>
	<b>Northeast</b>	427 (1.8%)	510 (2.1%)	32 (0.1%)	1,018 (4.2%)	2,799 (11.5%)	319 (1.3%)	265 (1.1%)	50 (0.2%)	318 (1.3%)	35 (0.1%)	1,762 (7.2%)	1,086 (4.5%)	436 (10.0%)	300 (1.2%)	406 (5.8%)	50 (0.2%)	2 (0.0%)	61 (0.2%)	1 (0.0%)	<b>12,876</b>
	<b>Northwest</b>	2 (0.0%)	13 (0.1%)	(0.0%)	(0.0%)	54 (0.2%)	8 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	2 (0.0%)	100 (0.4%)	(0.0%)	10 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	<b>192</b>
	<b>Ship Creek Industria</b>	3 (0.0%)	(0.0%)	(0.0%)	62 (0.3%)	4 (0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	4 (0.0%)	4 (0.0%)	10 (0.0%)	1 (0.0%)	32 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>123</b>
	<b>Southwest</b>	9 (0.0%)	10 (0.0%)	(0.0%)	10 (0.0%)	31 (0.1%)	3 (0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	14 (0.1%)	4 (0.0%)	3 (0.0%)	(0.0%)	113 (0.5%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>201</b>
	<b>UMED</b>	1 (0.0%)	3 (0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	5 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	6 (0.0%)	(0.0%)	(0.0%)	5 (0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>28</b>
	<b>US-1 East</b>	5 (0.0%)	15 (0.1%)	1 (0.0%)	4 (0.0%)	7 (0.0%)	(0.0%)	3 (0.0%)	(0.0%)	4 (0.0%)	(0.0%)	10 (0.0%)	4 (0.0%)	23 (0.1%)	1 (0.0%)	14 (0.1%)	(0.0%)	4 (0.0%)	24 (0.1%)	3 (0.0%)	<b>122</b>
	<b>US-1 South</b>	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	1 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	2 (0.0%)	1 (0.0%)	9 (0.0%)	(0.0%)	3 (0.0%)	(0.0%)	5 (0.0%)	11 (0.0%)	14 (0.1%)	<b>50</b>
	<b>US-3 North</b>	7 (0.0%)	69 (0.3%)	1 (0.0%)	15 (0.1%)	42 (0.2%)	3 (0.0%)	13 (0.1%)	(0.0%)	14 (0.1%)	5 (0.0%)	18 (0.1%)	6 (0.0%)	32 (0.1%)	3 (0.0%)	42 (0.2%)	(0.0%)	1 (0.0%)	126 (0.5%)	27 (0.1%)	<b>422</b>
	<b>Total</b>	<b>868</b>	<b>1251</b>	<b>232</b>	<b>2136</b>	<b>4029</b>	<b>418</b>	<b>705</b>	<b>159</b>	<b>678</b>	<b>220</b>	<b>3711</b>	<b>1510</b>	<b>4003</b>	<b>413</b>	<b>3388</b>	<b>84</b>	<b>15</b>	<b>512</b>	<b>50</b>	<b>24,381</b>

# Seward Highway Select Link Location Flow Tables

**Table 16: Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the Seward Highway Select Link Northbound in the AM Time Period**

		To (Destination)																			
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	Total
From (Origin)	<b>Abbott Loop</b>	2 (0.1%)	2 (0.1%)	7 (0.3%)	4 (0.2%)	165 (7.4%)	21 (0.9%)	(0.0%)	48 (2.1%)	(0.0%)	12 (0.5%)	9 (0.4%)	134 (6.0%)	97 (4.3%)	23 (1.0%)	(0.0%)	1 (0.0%)	(0.0%)	2 (0.1%)	(0.0%)	<b>527</b>
	<b>Airport</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	7 (0.3%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>9</b>
	<b>Chugiak-Eagle River</b>	(0.0%)	(0.0%)	12 (0.6%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	6 (0.3%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>19</b>
	<b>Dimond</b>	1 (0.0%)	(0.0%)	10 (0.5%)	2 (0.1%)	39 (1.7%)	13 (0.6%)	2 (0.1%)	3 (0.2%)	(0.0%)	7 (0.3%)	(0.0%)	44 (2.0%)	9 (0.4%)	6 (0.3%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>137</b>
	<b>Downtown</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.1%)	1 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>4</b>
	<b>Government Hill</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>0</b>
	<b>Hillside</b>	(0.0%)	1 (0.0%)	12 (0.5%)	4 (0.2%)	154 (6.9%)	2 (0.1%)	20 (0.9%)	68 (3.0%)	3 (0.1%)	7 (0.3%)	9 (0.4%)	73 (3.3%)	48 (2.2%)	14 (0.6%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>416</b>
	<b>JBER</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	5 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>6</b>
	<b>Klatt</b>	(0.0%)	(0.0%)	7 (0.3%)	(0.0%)	13 (0.6%)	(0.0%)	(0.0%)	4 (0.2%)	1 (0.0%)	3 (0.1%)	(0.0%)	35 (1.6%)	43 (1.9%)	5 (0.2%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	<b>113</b>
	<b>MSB</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	8 (0.3%)	(0.0%)	3 (0.1%)	1 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>12</b>
	<b>Midtown</b>	2 (0.1%)	(0.0%)	9 (0.4%)	(0.0%)	32 (1.4%)	3 (0.1%)	(0.0%)	11 (0.5%)	(0.0%)	14 (0.6%)	6 (0.3%)	74 (3.3%)	28 (1.3%)	6 (0.3%)	6 (0.3%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>192</b>
	<b>Northeast</b>	(0.0%)	(0.0%)	5 (0.2%)	(0.0%)	83 (3.7%)	2 (0.1%)	(0.0%)	2 (0.1%)	(0.0%)	5 (0.2%)	3 (0.1%)	47 (2.1%)	58 (2.6%)	19 (0.9%)	1 (0.1%)	3 (0.1%)	(0.0%)	(0.0%)	(0.0%)	<b>229</b>
	<b>Northwest</b>	(0.0%)	(0.0%)	1 (0.1%)	(0.0%)	3 (0.1%)	1 (0.1%)	(0.0%)	3 (0.1%)	(0.0%)	2 (0.1%)	(0.0%)	69 (3.1%)	37 (1.6%)	1 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>118</b>
	<b>Ship Creek Industria</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>0</b>
	<b>Southwest</b>	2 (0.1%)	2 (0.1%)	20 (0.9%)	(0.0%)	13 (0.6%)	(0.0%)	1 (0.0%)	11 (0.5%)	(0.0%)	15 (0.7%)	8 (0.3%)	111 (5.0%)	49 (2.2%)	16 (0.7%)	7 (0.3%)	(0.0%)	4 (0.2%)	(0.0%)	(0.0%)	<b>258</b>
	<b>UMED</b>	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	22 (1.0%)	10 (0.4%)	(0.0%)	2 (0.1%)	(0.0%)	1 (0.0%)	1 (0.0%)	15 (0.7%)	20 (0.9%)	2 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>76</b>
	<b>US-1 East</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>0</b>
	<b>US-1 South</b>	(0.0%)	(0.0%)	13 (0.6%)	1 (0.1%)	17 (0.8%)	1 (0.0%)	(0.0%)	6 (0.3%)	2 (0.1%)	23 (1.0%)	1 (0.0%)	10 (0.4%)	11 (0.5%)	2 (0.1%)	(0.0%)	(0.0%)	2 (0.1%)	6 (0.3%)	11 (0.5%)	<b>105</b>
	<b>US-3 North</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.2%)	(0.0%)	<b>4</b>
	<b>Total</b>	<b>7</b>	<b>4</b>	<b>99</b>	<b>12</b>	<b>541</b>	<b>54</b>	<b>23</b>	<b>164</b>	<b>6</b>	<b>98</b>	<b>37</b>	<b>631</b>	<b>402</b>	<b>94</b>	<b>16</b>	<b>4</b>	<b>7</b>	<b>12</b>	<b>15</b>	<b>2,225</b>

**Table 17: Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the Seward Highway Select Link Southbound in the AM Time Period**

		To (Destination)																			
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	Total
From (Origin)	<b>Abbott Loop</b>	3 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	9 (0.4%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.1%)	(0.0%)	2 (0.1%)	(0.0%)	<b>18</b>	
	<b>Airport</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	6 (0.3%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>8</b>	
	<b>Chugiak-Eagle River</b>	24 (1.0%)	(0.0%)	10 (0.4%)	75 (3.3%)	(0.0%)	(0.0%)	18 (0.8%)	1 (0.0%)	5 (0.2%)	(0.0%)	158 (6.9%)	10 (0.5%)	5 (0.2%)	(0.0%)	62 (2.7%)	1 (0.1%)	(0.0%)	9 (0.4%)	(0.0%)	<b>380</b>
	<b>Dimond</b>	1 (0.0%)	(0.0%)	(0.0%)	5 (0.2%)	(0.0%)	(0.0%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>7</b>
	<b>Downtown</b>	45 (2.0%)	(0.0%)	(0.0%)	34 (1.5%)	(0.0%)	(0.0%)	27 (1.2%)	(0.0%)	3 (0.1%)	(0.0%)	48 (2.1%)	37 (1.6%)	9 (0.4%)	(0.0%)	10 (0.4%)	54 (2.3%)	(0.0%)	12 (0.5%)	(0.0%)	<b>278</b>
	<b>Government Hill</b>	13 (0.6%)	(0.0%)	(0.0%)	15 (0.7%)	(0.0%)	(0.0%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	4 (0.2%)	8 (0.4%)	(0.0%)	(0.0%)	8 (0.4%)	14 (0.6%)	(0.0%)	(0.0%)	(0.0%)	<b>66</b>
	<b>Hillside</b>	(0.0%)	(0.0%)	(0.0%)	8 (0.3%)	(0.0%)	(0.0%)	18 (0.8%)	(0.0%)	3 (0.1%)	(0.0%)	3 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>32</b>
	<b>JBER</b>	37 (1.6%)	(0.0%)	(0.0%)	8 (0.3%)	(0.0%)	(0.0%)	23 (1.0%)	6 (0.3%)	5 (0.2%)	(0.0%)	12 (0.5%)	10 (0.4%)	(0.0%)	(0.0%)	3 (0.1%)	5 (0.2%)	(0.0%)	13 (0.6%)	(0.0%)	<b>122</b>
	<b>Klatt</b>	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>3</b>
	<b>MSB</b>	8 (0.3%)	1 (0.0%)	(0.0%)	47 (2.1%)	(0.0%)	(0.0%)	9 (0.4%)	1 (0.0%)	13 (0.6%)	9 (0.4%)	63 (2.7%)	7 (0.3%)	6 (0.2%)	(0.0%)	22 (1.0%)	2 (0.1%)	(0.0%)	12 (0.5%)	(0.0%)	<b>199</b>
	<b>Midtown</b>	3 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	9 (0.4%)	5 (0.2%)	(0.0%)	(0.0%)	3 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>20</b>
	<b>Northeast</b>	54 (2.4%)	2 (0.1%)	1 (0.1%)	169 (7.4%)	(0.0%)	(0.0%)	13 (0.6%)	(0.0%)	30 (1.3%)	(0.0%)	248 (10.9%)	28 (1.2%)	40 (1.8%)	(0.0%)	55 (2.4%)	23 (1.0%)	(0.0%)	7 (0.3%)	(0.0%)	<b>672</b>
	<b>Northwest</b>	33 (1.4%)	(0.0%)	(0.0%)	39 (1.7%)	(0.0%)	(0.0%)	9 (0.4%)	(0.0%)	12 (0.5%)	(0.0%)	152 (6.7%)	42 (1.8%)	20 (0.9%)	(0.0%)	16 (0.7%)	60 (2.6%)	(0.0%)	4 (0.2%)	(0.0%)	<b>386</b>
	<b>Ship Creek Industria</b>	4 (0.2%)	1 (0.0%)	(0.0%)	12 (0.5%)	(0.0%)	(0.0%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	3 (0.1%)	2 (0.1%)	7 (0.3%)	(0.0%)	4 (0.2%)	1 (0.1%)	(0.0%)	2 (0.1%)	(0.0%)	<b>37</b>
	<b>Southwest</b>	4 (0.2%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	9 (0.4%)	3 (0.1%)	(0.0%)	(0.0%)	5 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>24</b>
	<b>UMED</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>2</b>
	<b>US-1 East</b>	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.1%)	(0.0%)	1 (0.1%)	(0.0%)	(0.0%)	(0.0%)	1 (0.1%)	(0.0%)	(0.0%)	3 (0.1%)	(0.0%)	<b>8</b>
	<b>US-1 South</b>	(0.0%)	(0.0%)	(0.0%)	1 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	7 (0.3%)	(0.0%)	<b>11</b>
	<b>US-3 North</b>	1 (0.0%)	(0.0%)	(0.0%)	2 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	5 (0.2%)	(0.0%)	<b>14</b>
	<b>Total</b>	<b>232</b>	<b>4</b>	<b>11</b>	<b>416</b>	<b>1</b>	<b>0</b>	<b>132</b>	<b>8</b>	<b>76</b>	<b>10</b>	<b>725</b>	<b>155</b>	<b>87</b>	<b>0</b>	<b>190</b>	<b>162</b>	<b>1</b>	<b>76</b>	<b>0</b>	<b>2,287</b>



**Table 18: Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the Seward Highway Select Link Northbound in the MD Time Period**

		To (Destination)																			
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	Total
From (Origin)	<b>Abbott Loop</b>	26 (0.4%)	(0.0%)	48 (0.8%)	9 (0.1%)	266 (4.2%)	29 (0.5%)	3 (0.0%)	47 (0.7%)	1 (0.0%)	59 (0.9%)	17 (0.3%)	311 (4.9%)	130 (2.0%)	53 (0.8%)	18 (0.3%)	2 (0.0%)	1 (0.0%)	1 (0.0%)	3 (0.0%)	<b>1,022</b>
	<b>Airport</b>	1 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	5 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	6 (0.1%)	1 (0.0%)	41 (0.6%)	5 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	<b>64</b>
	<b>Chugiak-Eagle River</b>	(0.0%)	(0.0%)	34 (0.5%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	8 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>47</b>
	<b>Dimond</b>	3 (0.1%)	2 (0.0%)	45 (0.7%)	11 (0.2%)	64 (1.0%)	51 (0.8%)	1 (0.0%)	24 (0.4%)	3 (0.0%)	58 (0.9%)	8 (0.1%)	251 (3.9%)	58 (0.9%)	10 (0.2%)	3 (0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	2 (0.0%)	<b>596</b>
	<b>Downtown</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	16 (0.3%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	12 (0.2%)	6 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>37</b>
	<b>Government Hill</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>2</b>
	<b>Hillside</b>	9 (0.1%)	(0.0%)	26 (0.4%)	2 (0.0%)	139 (2.2%)	23 (0.4%)	14 (0.2%)	42 (0.7%)	2 (0.0%)	25 (0.4%)	9 (0.1%)	185 (2.9%)	100 (1.6%)	(0.0%)	12 (0.2%)	2 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	<b>589</b>
	<b>JBER</b>	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	20 (0.3%)	(0.0%)	2 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>27</b>
	<b>Klatt</b>	1 (0.0%)	1 (0.0%)	32 (0.5%)	3 (0.0%)	49 (0.8%)	3 (0.1%)	(0.0%)	19 (0.3%)	4 (0.1%)	18 (0.3%)	5 (0.1%)	78 (1.2%)	60 (0.9%)	(0.0%)	4 (0.1%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>279</b>
	<b>MSB</b>	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	17 (0.3%)	(0.0%)	4 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>26</b>
	<b>Midtown</b>	8 (0.1%)	7 (0.1%)	98 (1.5%)	3 (0.0%)	111 (1.7%)	9 (0.1%)	(0.0%)	30 (0.5%)	(0.0%)	77 (1.2%)	36 (0.6%)	612 (9.6%)	157 (2.5%)	15 (0.2%)	19 (0.3%)	1 (0.0%)	2 (0.0%)	1 (0.0%)	4 (0.1%)	<b>1,190</b>
	<b>Northeast</b>	1 (0.0%)	(0.0%)	21 (0.3%)	2 (0.0%)	110 (1.7%)	13 (0.2%)	(0.0%)	17 (0.3%)	(0.0%)	13 (0.2%)	8 (0.1%)	209 (3.3%)	191 (3.0%)	42 (0.7%)	5 (0.1%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>633</b>
	<b>Northwest</b>	(0.0%)	(0.0%)	24 (0.4%)	2 (0.0%)	12 (0.2%)	4 (0.1%)	1 (0.0%)	6 (0.1%)	(0.0%)	34 (0.5%)	12 (0.2%)	249 (3.9%)	57 (0.9%)	3 (0.0%)	6 (0.1%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>410</b>
	<b>Ship Creek Industria</b>	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>2</b>
	<b>Southwest</b>	4 (0.1%)	3 (0.0%)	70 (1.1%)	6 (0.1%)	55 (0.9%)	7 (0.1%)	3 (0.0%)	14 (0.2%)	5 (0.1%)	71 (1.1%)	6 (0.1%)	320 (5.0%)	63 (1.0%)	5 (0.1%)	16 (0.3%)	1 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	<b>651</b>
	<b>UMED</b>	3 (0.0%)	4 (0.1%)	7 (0.1%)	(0.0%)	121 (1.9%)	55 (0.9%)	1 (0.0%)	5 (0.1%)	(0.0%)	6 (0.1%)	6 (0.1%)	101 (1.6%)	136 (2.1%)	11 (0.2%)	4 (0.1%)	4 (0.1%)	(0.0%)	(0.0%)	(0.0%)	<b>465</b>
	<b>US-1 East</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	<b>2</b>
	<b>US-1 South</b>	7 (0.1%)	(0.0%)	31 (0.5%)	1 (0.0%)	46 (0.7%)	3 (0.0%)	1 (0.0%)	19 (0.3%)	1 (0.0%)	74 (1.2%)	4 (0.1%)	38 (0.6%)	50 (0.8%)	8 (0.1%)	3 (0.0%)	(0.0%)	3 (0.1%)	5 (0.1%)	14 (0.2%)	<b>308</b>
	<b>US-3 North</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(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 (0.2%)	3 (0.1%)	<b>14</b>
	<b>Total</b>	<b>64</b>	<b>17</b>	<b>443</b>	<b>38</b>	<b>995</b>	<b>199</b>	<b>23</b>	<b>243</b>	<b>17</b>	<b>463</b>	<b>112</b>	<b>2423</b>	<b>1015</b>	<b>149</b>	<b>91</b>	<b>11</b>	<b>9</b>	<b>18</b>	<b>34</b>	<b>6,365</b>

**Table 19: Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the Seward Highway Select Link Southbound in the MD Time Period**

		To (Destination)																			Total
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	
From (Origin)	<b>Abbott Loop</b>	16 (0.2%)	(0.0%)	(0.0%)	10 (0.1%)	(0.0%)	(0.0%)	4 (0.1%)	(0.0%)	2 (0.0%)	(0.0%)	13 (0.2%)	1 (0.0%)	1 (0.0%)	(0.0%)	8 (0.1%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	56
	<b>Airport</b>	5 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	3 (0.0%)	(0.0%)	4 (0.1%)	1 (0.0%)	1 (0.0%)	(0.0%)	4 (0.1%)	1 (0.0%)	(0.0%)	7 (0.1%)	(0.0%)	29
	<b>Chugiak-Eagle River</b>	43 (0.6%)	1 (0.0%)	35 (0.5%)	105 (1.5%)	(0.0%)	(0.0%)	37 (0.5%)	1 (0.0%)	38 (0.5%)	2 (0.0%)	199 (2.8%)	16 (0.2%)	11 (0.2%)	1 (0.0%)	110 (1.5%)	5 (0.1%)	1 (0.0%)	29 (0.4%)	(0.0%)	633
	<b>Dimond</b>	2 (0.0%)	1 (0.0%)	(0.0%)	12 (0.2%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	9 (0.1%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	31
	<b>Downtown</b>	419 (5.8%)	7 (0.1%)	(0.0%)	130 (1.8%)	20 (0.3%)	(0.0%)	214 (3.0%)	1 (0.0%)	58 (0.8%)	2 (0.0%)	194 (2.7%)	151 (2.1%)	33 (0.5%)	(0.0%)	89 (1.2%)	109 (1.5%)	(0.0%)	38 (0.5%)	(0.0%)	1,464
	<b>Government Hill</b>	11 (0.2%)	(0.0%)	(0.0%)	35 (0.5%)	(0.0%)	(0.0%)	10 (0.1%)	(0.0%)	2 (0.0%)	(0.0%)	7 (0.1%)	8 (0.1%)	1 (0.0%)	(0.0%)	2 (0.0%)	24 (0.3%)	(0.0%)	2 (0.0%)	(0.0%)	101
	<b>Hillside</b>	7 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	14 (0.2%)	(0.0%)	2 (0.0%)	(0.0%)	11 (0.2%)	1 (0.0%)	1 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	38
	<b>JBER</b>	151 (2.1%)	(0.0%)	2 (0.0%)	63 (0.9%)	2 (0.0%)	(0.0%)	82 (1.1%)	17 (0.2%)	60 (0.8%)	3 (0.0%)	92 (1.3%)	27 (0.4%)	5 (0.1%)	(0.0%)	37 (0.5%)	10 (0.1%)	(0.0%)	26 (0.4%)	(0.0%)	578
	<b>Klatt</b>	2 (0.0%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	(0.0%)	4 (0.1%)	(0.0%)	4 (0.1%)	(0.0%)	4 (0.1%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	19
	<b>MSB</b>	35 (0.5%)	(0.0%)	1 (0.0%)	86 (1.2%)	3 (0.0%)	(0.0%)	46 (0.6%)	2 (0.0%)	44 (0.6%)	18 (0.3%)	90 (1.3%)	12 (0.2%)	11 (0.2%)	(0.0%)	67 (0.9%)	3 (0.0%)	(0.0%)	52 (0.7%)	(0.0%)	472
	<b>Midtown</b>	12 (0.2%)	2 (0.0%)	(0.0%)	3 (0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	38 (0.5%)	(0.0%)	4 (0.1%)	(0.0%)	10 (0.1%)	11 (0.2%)	(0.0%)	2 (0.0%)	(0.0%)	84
	<b>Northeast</b>	207 (2.9%)	5 (0.1%)	5 (0.1%)	403 (5.6%)	2 (0.0%)	(0.0%)	118 (1.6%)	4 (0.0%)	97 (1.3%)	4 (0.1%)	747 (10.4%)	121 (1.7%)	91 (1.3%)	(0.0%)	198 (2.8%)	42 (0.6%)	(0.0%)	28 (0.4%)	(0.0%)	2,070
	<b>Northwest</b>	126 (1.8%)	3 (0.0%)	(0.0%)	87 (1.2%)	5 (0.1%)	2 (0.0%)	86 (1.2%)	(0.0%)	94 (1.3%)	5 (0.1%)	369 (5.1%)	188 (2.6%)	74 (1.0%)	(0.0%)	95 (1.3%)	73 (1.0%)	(0.0%)	13 (0.2%)	(0.0%)	1,220
	<b>Ship Creek Industria</b>	33 (0.5%)	(0.0%)	1 (0.0%)	53 (0.7%)	(0.0%)	(0.0%)	14 (0.2%)	(0.0%)	17 (0.2%)	1 (0.0%)	20 (0.3%)	15 (0.2%)	16 (0.2%)	1 (0.0%)	14 (0.2%)	8 (0.1%)	(0.0%)	8 (0.1%)	(0.0%)	200
	<b>Southwest</b>	18 (0.2%)	(0.0%)	(0.0%)	7 (0.1%)	1 (0.0%)	(0.0%)	5 (0.1%)	(0.0%)	5 (0.1%)	(0.0%)	18 (0.3%)	1 (0.0%)	2 (0.0%)	(0.0%)	10 (0.1%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	68
	<b>UMED</b>	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.0%)	7 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	4 (0.1%)	(0.0%)	(0.0%)	(0.0%)	19
	<b>US-1 East</b>	2 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	6 (0.1%)	3 (0.0%)	18
	<b>US-1 South</b>	6 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	4 (0.0%)	3 (0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	4 (0.1%)	1 (0.0%)	23
	<b>US-3 North</b>	1 (0.0%)	(0.0%)	(0.0%)	5 (0.1%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	5 (0.1%)	(0.0%)	7 (0.1%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	30 (0.4%)	2 (0.0%)	57
	<b>Total</b>	1099	19	44	1005	34	3	644	24	434	35	1829	552	254	2	654	291	2	247	7	7,180

**Table 20: Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the Seward Highway Select Link Northbound in the PM Time Period**

		To (Destination)																			
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	Total
From (Origin)	<b>Abbott Loop</b>	18 (0.5%)	5 (0.1%)	24 (0.6%)	3 (0.1%)	100 (2.6%)	19 (0.5%)	5 (0.1%)	34 (0.9%)	1 (0.0%)	46 (1.2%)	6 (0.1%)	177 (4.5%)	61 (1.5%)	8 (0.2%)	3 (0.1%)	3 (0.1%)	1 (0.0%)	(0.0%)	1 (0.0%)	<b>515</b>
	<b>Airport</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	10 (0.2%)	2 (0.0%)	29 (0.7%)	2 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>46</b>
	<b>Chugiak-Eagle River</b>	(0.0%)	(0.0%)	14 (0.3%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	4 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>18</b>
	<b>Dimond</b>	6 (0.1%)	2 (0.0%)	40 (1.0%)	6 (0.1%)	28 (0.7%)	20 (0.5%)	4 (0.1%)	9 (0.2%)	(0.0%)	64 (1.6%)	7 (0.2%)	135 (3.4%)	48 (1.2%)	6 (0.2%)	4 (0.1%)	1 (0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	<b>381</b>
	<b>Downtown</b>	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	7 (0.2%)	6 (0.2%)	(0.0%)	(0.0%)	(0.0%)	5 (0.1%)	(0.0%)	7 (0.2%)	4 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>30</b>
	<b>Government Hill</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>1</b>
	<b>Hillside</b>	(0.0%)	(0.0%)	24 (0.6%)	2 (0.0%)	67 (1.7%)	4 (0.1%)	9 (0.2%)	9 (0.2%)	3 (0.1%)	21 (0.5%)	1 (0.0%)	59 (1.5%)	39 (1.0%)	5 (0.1%)	3 (0.1%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	<b>247</b>
	<b>JBER</b>	(0.0%)	(0.0%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	9 (0.2%)	(0.0%)	2 (0.0%)	(0.0%)	3 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>16</b>
	<b>Klatt</b>	2 (0.1%)	(0.0%)	11 (0.3%)	(0.0%)	14 (0.4%)	1 (0.0%)	2 (0.0%)	4 (0.1%)	8 (0.2%)	17 (0.4%)	(0.0%)	48 (1.2%)	32 (0.8%)	1 (0.0%)	3 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>143</b>
	<b>MSB</b>	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	11 (0.3%)	(0.0%)	3 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>16</b>
	<b>Midtown</b>	6 (0.2%)	(0.0%)	144 (3.7%)	2 (0.1%)	49 (1.2%)	11 (0.3%)	1 (0.0%)	19 (0.5%)	(0.0%)	117 (3.0%)	13 (0.3%)	526 (13.4%)	121 (3.1%)	4 (0.1%)	36 (0.9%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>1,048</b>
	<b>Northeast</b>	3 (0.1%)	(0.0%)	13 (0.3%)	2 (0.0%)	103 (2.6%)	4 (0.1%)	(0.0%)	4 (0.1%)	(0.0%)	9 (0.2%)	6 (0.2%)	127 (3.2%)	82 (2.1%)	2 (0.0%)	2 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>357</b>
	<b>Northwest</b>	(0.0%)	(0.0%)	13 (0.3%)	(0.0%)	4 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	9 (0.2%)	(0.0%)	177 (4.5%)	50 (1.3%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>257</b>
	<b>Ship Creek Industria</b>	(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 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>3</b>
	<b>Southwest</b>	2 (0.0%)	(0.0%)	45 (1.2%)	2 (0.1%)	24 (0.6%)	3 (0.1%)	(0.0%)	5 (0.1%)	1 (0.0%)	60 (1.5%)	9 (0.2%)	255 (6.5%)	29 (0.7%)	3 (0.1%)	29 (0.7%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>469</b>
	<b>UMED</b>	3 (0.1%)	(0.0%)	4 (0.1%)	2 (0.1%)	76 (1.9%)	35 (0.9%)	(0.0%)	2 (0.1%)	(0.0%)	4 (0.1%)	2 (0.0%)	65 (1.7%)	66 (1.7%)	(0.0%)	3 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>264</b>
	<b>US-1 East</b>	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	<b>3</b>
	<b>US-1 South</b>	3 (0.1%)	6 (0.1%)	10 (0.3%)	(0.0%)	16 (0.4%)	(0.0%)	(0.0%)	4 (0.1%)	1 (0.0%)	29 (0.7%)	(0.0%)	21 (0.5%)	13 (0.3%)	6 (0.1%)	1 (0.0%)	(0.0%)	2 (0.1%)	2 (0.0%)	2 (0.1%)	<b>116</b>
	<b>US-3 North</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>1</b>
	<b>Total</b>	<b>45</b>	<b>13</b>	<b>347</b>	<b>19</b>	<b>488</b>	<b>104</b>	<b>20</b>	<b>101</b>	<b>13</b>	<b>405</b>	<b>46</b>	<b>1637</b>	<b>548</b>	<b>35</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>3,929</b>

**Table 21: Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the Seward Highway Select Link Southbound in the PM Time Period**

		To (Destination)																				
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	Total	
From (Origin)	<b>Abbott Loop</b>	17 (0.4%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	5 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>30</b>	
	<b>Airport</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.1%)	(0.0%)	(0.0%)	(0.0%)	4 (0.1%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	<b>8</b>
	<b>Chugiak-Eagle River</b>	11 (0.3%)	1 (0.0%)	14 (0.3%)	48 (1.1%)	(0.0%)	(0.0%)	17 (0.4%)	1 (0.0%)	26 (0.6%)	(0.0%)	48 (1.1%)	8 (0.2%)	2 (0.0%)	(0.0%)	36 (0.8%)	(0.0%)	(0.0%)	(0.0%)	15 (0.4%)	(0.0%)	<b>228</b>
	<b>Dimond</b>	8 (0.2%)	(0.0%)	(0.0%)	6 (0.1%)	(0.0%)	(0.0%)	4 (0.1%)	(0.0%)	(0.0%)	(0.0%)	4 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>23</b>
	<b>Downtown</b>	298 (6.8%)	1 (0.0%)	(0.0%)	110 (2.5%)	9 (0.2%)	(0.0%)	218 (5.0%)	(0.0%)	55 (1.3%)	3 (0.1%)	125 (2.9%)	137 (3.1%)	10 (0.2%)	(0.0%)	54 (1.2%)	26 (0.6%)	(0.0%)	(0.0%)	21 (0.5%)	(0.0%)	<b>1,069</b>
	<b>Government Hill</b>	5 (0.1%)	(0.0%)	(0.0%)	3 (0.1%)	(0.0%)	(0.0%)	11 (0.3%)	(0.0%)	1 (0.0%)	(0.0%)	4 (0.1%)	3 (0.1%)	(0.0%)	(0.0%)	4 (0.1%)	10 (0.2%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>43</b>
	<b>Hillside</b>	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	4 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>8</b>
	<b>JBER</b>	101 (2.3%)	(0.0%)	1 (0.0%)	59 (1.4%)	1 (0.0%)	(0.0%)	79 (1.8%)	6 (0.1%)	43 (1.0%)	2 (0.0%)	81 (1.9%)	20 (0.5%)	2 (0.0%)	(0.0%)	28 (0.7%)	4 (0.1%)	(0.0%)	(0.0%)	3 (0.1%)	(0.0%)	<b>430</b>
	<b>Klatt</b>	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	6 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>9</b>
	<b>MSB</b>	25 (0.6%)	2 (0.0%)	1 (0.0%)	33 (0.8%)	(0.0%)	(0.0%)	38 (0.9%)	(0.0%)	21 (0.5%)	7 (0.2%)	43 (1.0%)	6 (0.1%)	7 (0.2%)	(0.0%)	29 (0.7%)	4 (0.1%)	(0.0%)	(0.0%)	31 (0.7%)	(0.0%)	<b>246</b>
	<b>Midtown</b>	7 (0.2%)	(0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	8 (0.2%)	4 (0.1%)	(0.0%)	(0.0%)	17 (0.4%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>41</b>
	<b>Northeast</b>	160 (3.7%)	3 (0.1%)	3 (0.1%)	143 (3.3%)	1 (0.0%)	(0.0%)	109 (2.5%)	2 (0.1%)	81 (1.9%)	1 (0.0%)	144 (10.2%)	80 (1.8%)	32 (0.7%)	(0.0%)	111 (2.5%)	17 (0.4%)	(0.0%)	(0.0%)	13 (0.3%)	(0.0%)	<b>1,201</b>
	<b>Northwest</b>	134 (3.1%)	1 (0.0%)	(0.0%)	58 (1.3%)	2 (0.0%)	(0.0%)	78 (1.8%)	(0.0%)	32 (0.7%)	(0.0%)	194 (4.4%)	117 (2.7%)	74 (1.7%)	(0.0%)	58 (1.3%)	25 (0.6%)	(0.0%)	(0.0%)	9 (0.2%)	(0.0%)	<b>781</b>
	<b>Ship Creek Industria</b>	64 (1.5%)	(0.0%)	(0.0%)	28 (0.7%)	(0.0%)	(0.0%)	15 (0.3%)	(0.0%)	7 (0.2%)	(0.0%)	7 (0.2%)	7 (0.2%)	4 (0.1%)	(0.0%)	5 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	3 (0.1%)	(0.0%)	<b>142</b>
	<b>Southwest</b>	7 (0.2%)	(0.0%)	(0.0%)	4 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	14 (0.3%)	(0.0%)	1 (0.0%)	(0.0%)	21 (0.5%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>51</b>
	<b>UMED</b>	2 (0.0%)	(0.0%)	(0.0%)	3 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>12</b>
	<b>US-1 East</b>	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	4 (0.1%)	(0.0%)	<b>10</b>
	<b>US-1 South</b>	(0.0%)	5 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	9 (0.2%)	<b>17</b>
	<b>US-3 North</b>	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	2 (0.1%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	15 (0.3%)	(0.0%)	<b>23</b>
	<b>Total</b>	<b>842</b>	<b>12</b>	<b>19</b>	<b>502</b>	<b>13</b>	<b>0</b>	<b>584</b>	<b>9</b>	<b>278</b>	<b>14</b>	<b>982</b>	<b>387</b>	<b>132</b>	<b>0</b>	<b>375</b>	<b>93</b>	<b>1</b>	<b>118</b>	<b>9</b>	<b>4,371</b>	

**Table 22: Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the Seward Highway Select Link Northbound in OP Time Period**

		To (Destination)																			
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	Total
From (Origin)	<b>Abbott Loop</b>	21 (0.3%)	1 (0.0%)	34 (0.4%)	5 (0.1%)	395 (5.0%)	33 (0.4%)	5 (0.1%)	138 (1.7%)	(0.0%)	45 (0.6%)	17 (0.2%)	457 (5.8%)	162 (2.0%)	100 (1.3%)	12 (0.1%)	1 (0.0%)	1 (0.0%)	1 (0.0%)	4 (0.1%)	<b>1,431</b>
	<b>Airport</b>	(0.0%)	(0.0%)	5 (0.1%)	(0.0%)	25 (0.3%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	12 (0.2%)	(0.0%)	77 (1.0%)	3 (0.0%)	1 (0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>127</b>
	<b>Chugiak-Eagle River</b>	(0.0%)	(0.0%)	28 (0.4%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	7 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>37</b>
	<b>Dimond</b>	7 (0.1%)	(0.0%)	47 (0.6%)	5 (0.1%)	79 (1.0%)	60 (0.8%)	2 (0.0%)	23 (0.3%)	1 (0.0%)	58 (0.7%)	9 (0.1%)	255 (3.2%)	73 (0.9%)	13 (0.2%)	7 (0.1%)	1 (0.0%)	1 (0.0%)	(0.0%)	4 (0.1%)	<b>646</b>
	<b>Downtown</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	14 (0.2%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	6 (0.1%)	(0.0%)	2 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>25</b>
	<b>Government Hill</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>1</b>
	<b>Hillside</b>	3 (0.0%)	7 (0.1%)	32 (0.4%)	4 (0.1%)	343 (4.3%)	27 (0.3%)	10 (0.1%)	88 (1.1%)	(0.0%)	44 (0.6%)	15 (0.2%)	193 (2.4%)	204 (2.6%)	58 (0.7%)	5 (0.1%)	3 (0.0%)	1 (0.0%)	(0.0%)	5 (0.1%)	<b>1,043</b>
	<b>JBER</b>	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	8 (0.1%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>9</b>
	<b>Klatt</b>	1 (0.0%)	1 (0.0%)	33 (0.4%)	(0.0%)	44 (0.5%)	12 (0.2%)	1 (0.0%)	28 (0.4%)	13 (0.2%)	28 (0.4%)	19 (0.2%)	129 (1.6%)	103 (1.3%)	8 (0.1%)	7 (0.1%)	(0.0%)	2 (0.0%)	(0.0%)	3 (0.0%)	<b>431</b>
	<b>MSB</b>	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	3 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	28 (0.4%)	(0.0%)	5 (0.1%)	5 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>47</b>
	<b>Midtown</b>	16 (0.2%)	4 (0.1%)	107 (1.3%)	3 (0.0%)	82 (1.0%)	12 (0.2%)	(0.0%)	34 (0.4%)	(0.0%)	64 (0.8%)	10 (0.1%)	738 (9.3%)	160 (2.0%)	11 (0.1%)	23 (0.3%)	1 (0.0%)	1 (0.0%)	(0.0%)	2 (0.0%)	<b>1,270</b>
	<b>Northeast</b>	1 (0.0%)	(0.0%)	11 (0.1%)	(0.0%)	194 (2.4%)	11 (0.1%)	1 (0.0%)	17 (0.2%)	(0.0%)	17 (0.2%)	1 (0.0%)	207 (2.6%)	199 (2.5%)	23 (0.3%)	2 (0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	<b>686</b>
	<b>Northwest</b>	(0.0%)	2 (0.0%)	15 (0.2%)	(0.0%)	11 (0.1%)	1 (0.0%)	(0.0%)	6 (0.1%)	(0.0%)	10 (0.1%)	5 (0.1%)	282 (3.5%)	76 (1.0%)	(0.0%)	4 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>412</b>
	<b>Ship Creek Industria</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>1</b>
	<b>Southwest</b>	2 (0.0%)	8 (0.1%)	66 (0.8%)	4 (0.0%)	54 (0.7%)	2 (0.0%)	(0.0%)	23 (0.3%)	2 (0.0%)	76 (1.0%)	8 (0.1%)	508 (6.4%)	151 (1.9%)	9 (0.1%)	31 (0.4%)	3 (0.0%)	1 (0.0%)	(0.0%)	4 (0.0%)	<b>951</b>
	<b>UMED</b>	7 (0.1%)	(0.0%)	1 (0.0%)	1 (0.0%)	90 (1.1%)	44 (0.6%)	1 (0.0%)	2 (0.0%)	(0.0%)	2 (0.0%)	10 (0.1%)	77 (1.0%)	85 (1.1%)	12 (0.2%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>335</b>
	<b>US-1 East</b>	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	<b>3</b>
	<b>US-1 South</b>	1 (0.0%)	1 (0.0%)	30 (0.4%)	1 (0.0%)	123 (1.5%)	9 (0.1%)	2 (0.0%)	10 (0.1%)	(0.0%)	63 (0.8%)	59 (0.7%)	87 (1.1%)	35 (0.4%)	6 (0.1%)	3 (0.0%)	(0.0%)	10 (0.1%)	4 (0.1%)	32 (0.4%)	<b>477</b>
	<b>US-3 North</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	2 (0.0%)	3 (0.0%)	<b>8</b>
	<b>Total</b>	<b>58</b>	<b>25</b>	<b>413</b>	<b>24</b>	<b>1457</b>	<b>211</b>	<b>21</b>	<b>383</b>	<b>17</b>	<b>454</b>	<b>152</b>	<b>3024</b>	<b>1258</b>	<b>243</b>	<b>98</b>	<b>11</b>	<b>18</b>	<b>10</b>	<b>62</b>	<b>7,938</b>

**Table 23: Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the Seward Highway Select Link Southbound in OP Time Period**

		To (Destination)																			Total
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	
From (Origin)	Abbott Loop	22 (0.3%)	(0.0%)	(0.0%)	4 (0.0%)	(0.0%)	(0.0%)	9 (0.1%)	(0.0%)	(0.0%)	(0.0%)	15 (0.2%)	(0.0%)	(0.0%)	(0.0%)	6 (0.1%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	<b>59</b>
	Airport	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	4 (0.1%)	(0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	4 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	<b>16</b>
	Chugiak-Eagle River	73 (0.9%)	9 (0.1%)	23 (0.3%)	167 (2.2%)	(0.0%)	(0.0%)	57 (0.7%)	2 (0.0%)	70 (0.9%)	(0.0%)	283 (3.7%)	14 (0.2%)	8 (0.1%)	(0.0%)	155 (2.0%)	5 (0.1%)	(0.0%)	26 (0.3%)	(0.0%)	<b>892</b>
	Dimond	5 (0.1%)	(0.0%)	(0.0%)	12 (0.2%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	9 (0.1%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>33</b>
	Downtown	415 (5.4%)	2 (0.0%)	(0.0%)	100 (1.3%)	15 (0.2%)	(0.0%)	207 (2.7%)	(0.0%)	90 (1.2%)	2 (0.0%)	137 (1.8%)	193 (2.5%)	20 (0.3%)	(0.0%)	85 (1.1%)	87 (1.1%)	(0.0%)	42 (0.5%)	(0.0%)	<b>1,395</b>
	Government Hill	31 (0.4%)	1 (0.0%)	(0.0%)	90 (1.2%)	(0.0%)	(0.0%)	8 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	4 (0.0%)	11 (0.1%)	1 (0.0%)	(0.0%)	3 (0.0%)	47 (0.6%)	(0.0%)	3 (0.0%)	(0.0%)	<b>199</b>
	Hillside	3 (0.0%)	(0.0%)	(0.0%)	7 (0.1%)	(0.0%)	(0.0%)	8 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	14 (0.2%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>36</b>
	JBER	94 (1.2%)	1 (0.0%)	1 (0.0%)	36 (0.5%)	(0.0%)	(0.0%)	79 (1.0%)	8 (0.1%)	34 (0.4%)	(0.0%)	46 (0.6%)	29 (0.4%)	4 (0.1%)	(0.0%)	44 (0.6%)	1 (0.0%)	1 (0.0%)	14 (0.2%)	(0.0%)	<b>393</b>
	Klatt	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	10 (0.1%)	(0.0%)	11 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	4 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>28</b>
	MSB	95 (1.2%)	3 (0.0%)	2 (0.0%)	205 (2.6%)	3 (0.0%)	(0.0%)	41 (0.5%)	1 (0.0%)	35 (0.4%)	27 (0.4%)	193 (2.5%)	17 (0.2%)	14 (0.2%)	(0.0%)	166 (2.1%)	3 (0.0%)	(0.0%)	54 (0.7%)	(0.0%)	<b>859</b>
	Midtown	11 (0.1%)	1 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	9 (0.1%)	2 (0.0%)	(0.0%)	(0.0%)	12 (0.2%)	7 (0.1%)	(0.0%)	(0.0%)	(0.0%)	<b>45</b>
	Northeast	253 (3.3%)	7 (0.1%)	5 (0.1%)	407 (5.2%)	(0.0%)	(0.0%)	133 (1.7%)	(0.0%)	170 (2.2%)	1 (0.0%)	601 (7.8%)	100 (1.3%)	68 (0.9%)	(0.0%)	283 (3.7%)	40 (0.5%)	(0.0%)	43 (0.6%)	(0.0%)	<b>2,111</b>
	Northwest	217 (2.8%)	2 (0.0%)	2 (0.0%)	53 (0.7%)	3 (0.0%)	(0.0%)	127 (1.6%)	(0.0%)	91 (1.2%)	1 (0.0%)	350 (4.5%)	206 (2.7%)	67 (0.9%)	(0.0%)	104 (1.3%)	112 (1.4%)	(0.0%)	13 (0.2%)	(0.0%)	<b>1,350</b>
	Ship Creek Industria	16 (0.2%)	(0.0%)	(0.0%)	19 (0.2%)	(0.0%)	(0.0%)	5 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	8 (0.1%)	4 (0.1%)	2 (0.0%)	(0.0%)	6 (0.1%)	7 (0.1%)	(0.0%)	3 (0.0%)	(0.0%)	<b>73</b>
	Southwest	5 (0.1%)	(0.0%)	(0.0%)	7 (0.1%)	(0.0%)	(0.0%)	8 (0.1%)	1 (0.0%)	3 (0.0%)	(0.0%)	24 (0.3%)	1 (0.0%)	1 (0.0%)	(0.0%)	25 (0.3%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>76</b>
	UMED	4 (0.1%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	5 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>16</b>
	US-1 East	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	2 (0.0%)	1 (0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	<b>12</b>
	US-1 South	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	59 (0.8%)	1 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	4 (0.0%)	8 (0.1%)	2 (0.0%)	<b>78</b>
	US-3 North	2 (0.0%)	(0.0%)	(0.0%)	4 (0.1%)	(0.0%)	(0.0%)	6 (0.1%)	(0.0%)	7 (0.1%)	1 (0.0%)	3 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	1 (0.0%)	43 (0.6%)	3 (0.0%)	<b>75</b>
	<b>Total</b>	<b>1251</b>	<b>26</b>	<b>32</b>	<b>1117</b>	<b>26</b>	<b>1</b>	<b>705</b>	<b>13</b>	<b>513</b>	<b>33</b>	<b>1774</b>	<b>582</b>	<b>187</b>	<b>1</b>	<b>906</b>	<b>314</b>	<b>7</b>	<b>253</b>	<b>7</b>	<b>7,746</b>

**Table 24: Daily Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the Seward Highway Select Link Northbound**

		To (Destination)																			Total
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	
From (Origin)	<b>Abbott Loop</b>	66 (0.3%)	7 (0.0%)	113 (0.6%)	21 (0.1%)	927 (4.5%)	101 (0.5%)	12 (0.1%)	267 (1.3%)	2 (0.0%)	162 (0.8%)	49 (0.2%)	1,078 (5.3%)	449 (2.2%)	183 (0.9%)	33 (0.2%)	6 (0.0%)	2 (0.0%)	4 (0.0%)	9 (0.0%)	<b>3,494</b>
	<b>Airport</b>	1 (0.0%)	(0.0%)	7 (0.0%)	(0.0%)	33 (0.2%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	28 (0.1%)	3 (0.0%)	154 (0.8%)	11 (0.1%)	1 (0.0%)	4 (0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	<b>246</b>
	<b>Chugiak-Eagle River</b>	(0.0%)	(0.0%)	88 (0.4%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	4 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	25 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>121</b>
	<b>Dimond</b>	18 (0.1%)	4 (0.0%)	142 (0.7%)	24 (0.1%)	209 (1.0%)	145 (0.7%)	9 (0.0%)	59 (0.3%)	4 (0.0%)	187 (0.9%)	24 (0.1%)	684 (3.3%)	188 (0.9%)	36 (0.2%)	13 (0.1%)	2 (0.0%)	3 (0.0%)	1 (0.0%)	8 (0.0%)	<b>1,760</b>
	<b>Downtown</b>	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	37 (0.2%)	6 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	13 (0.1%)	(0.0%)	24 (0.1%)	12 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	<b>96</b>
	<b>Government Hill</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>5</b>
	<b>Hillside</b>	13 (0.1%)	8 (0.0%)	94 (0.5%)	12 (0.1%)	702 (3.4%)	56 (0.3%)	52 (0.3%)	206 (1.0%)	7 (0.0%)	96 (0.5%)	33 (0.2%)	509 (2.5%)	391 (1.9%)	77 (0.4%)	20 (0.1%)	7 (0.0%)	1 (0.0%)	(0.0%)	9 (0.0%)	<b>2,294</b>
	<b>JBER</b>	(0.0%)	(0.0%)	6 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	41 (0.2%)	(0.0%)	3 (0.0%)	(0.0%)	6 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>58</b>
	<b>Klatt</b>	4 (0.0%)	2 (0.0%)	82 (0.4%)	3 (0.0%)	119 (0.6%)	17 (0.1%)	2 (0.0%)	55 (0.3%)	26 (0.1%)	67 (0.3%)	24 (0.1%)	290 (1.4%)	237 (1.2%)	15 (0.1%)	15 (0.1%)	(0.0%)	3 (0.0%)	(0.0%)	5 (0.0%)	<b>966</b>
	<b>MSB</b>	(0.0%)	(0.0%)	6 (0.0%)	(0.0%)	4 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	64 (0.3%)	(0.0%)	16 (0.1%)	7 (0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>101</b>
	<b>Midtown</b>	33 (0.2%)	11 (0.1%)	358 (1.7%)	8 (0.0%)	274 (1.3%)	35 (0.2%)	2 (0.0%)	94 (0.5%)	1 (0.0%)	273 (1.3%)	65 (0.3%)	1,949 (9.5%)	466 (2.3%)	36 (0.2%)	83 (0.4%)	2 (0.0%)	4 (0.0%)	1 (0.0%)	8 (0.0%)	<b>3,700</b>
	<b>Northeast</b>	5 (0.0%)	(0.0%)	50 (0.2%)	3 (0.0%)	490 (2.4%)	31 (0.1%)	1 (0.0%)	40 (0.2%)	(0.0%)	45 (0.2%)	18 (0.1%)	590 (2.9%)	530 (2.6%)	86 (0.4%)	10 (0.0%)	5 (0.0%)	(0.0%)	1 (0.0%)	2 (0.0%)	<b>1,905</b>
	<b>Northwest</b>	(0.0%)	2 (0.0%)	53 (0.3%)	2 (0.0%)	29 (0.1%)	7 (0.0%)	1 (0.0%)	16 (0.1%)	(0.0%)	55 (0.3%)	17 (0.1%)	777 (3.8%)	219 (1.1%)	5 (0.0%)	10 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	2 (0.0%)	<b>1,196</b>
	<b>Ship Creek Industria</b>	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	2 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>6</b>
	<b>Southwest</b>	10 (0.0%)	12 (0.1%)	202 (1.0%)	12 (0.1%)	146 (0.7%)	11 (0.1%)	4 (0.0%)	54 (0.3%)	7 (0.0%)	222 (1.1%)	31 (0.1%)	1,194 (5.8%)	292 (1.4%)	33 (0.2%)	83 (0.4%)	4 (0.0%)	5 (0.0%)	(0.0%)	6 (0.0%)	<b>2,328</b>
	<b>UMED</b>	12 (0.1%)	4 (0.0%)	13 (0.1%)	4 (0.0%)	309 (1.5%)	145 (0.7%)	2 (0.0%)	12 (0.1%)	(0.0%)	13 (0.1%)	19 (0.1%)	258 (1.3%)	308 (1.5%)	26 (0.1%)	9 (0.0%)	6 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>1,140</b>
	<b>US-1 East</b>	1 (0.0%)	1 (0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	1 (0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	(0.0%)	<b>9</b>
	<b>US-1 South</b>	11 (0.1%)	7 (0.0%)	85 (0.4%)	3 (0.0%)	202 (1.0%)	13 (0.1%)	3 (0.0%)	39 (0.2%)	4 (0.0%)	189 (0.9%)	64 (0.3%)	155 (0.8%)	110 (0.5%)	22 (0.1%)	7 (0.0%)	(0.0%)	18 (0.1%)	17 (0.1%)	60 (0.3%)	<b>1,006</b>
	<b>US-3 North</b>	(0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	(0.0%)	1 (0.0%)	(0.0%)	(0.0%)	1 (0.0%)	16 (0.1%)	7 (0.0%)	<b>27</b>
	<b>Total</b>	<b>173</b>	<b>59</b>	<b>1302</b>	<b>92</b>	<b>3481</b>	<b>569</b>	<b>87</b>	<b>891</b>	<b>53</b>	<b>1421</b>	<b>346</b>	<b>7715</b>	<b>3223</b>	<b>520</b>	<b>290</b>	<b>35</b>	<b>40</b>	<b>42</b>	<b>117</b>	<b>20,458</b>

**Table 25: Daily Observed Origin-to-Destination Vehicle Flows for all Vehicles Traversing the Seward Highway Select Link Southbound**

		To (Destination)																			
		Abbott Loop	Airport	Chugiak-Eagle River	Dimond	Downtown	Government Hill	Hillside	JBER	Klatt	MSB	Midtown	Northeast	Northwest	Ship Creek Industria	Southwest	UMED	US-1 East	US-1 South	US-3 North	Total
From (Origin)	<b>Abbott Loop</b>	58 (0.3%)	(0.0%)	(0.0%)	16 (0.1%)	(0.0%)	(0.0%)	15 (0.1%)	(0.0%)	3 (0.0%)	(0.0%)	42 (0.2%)	3 (0.0%)	1 (0.0%)	(0.0%)	16 (0.1%)	2 (0.0%)	(0.0%)	5 (0.0%)	(0.0%)	<b>162</b>
	<b>Airport</b>	7 (0.0%)	1 (0.0%)	(0.0%)	2 (0.0%)	4 (0.0%)	(0.0%)	10 (0.0%)	(0.0%)	3 (0.0%)	(0.0%)	8 (0.0%)	1 (0.0%)	1 (0.0%)	(0.0%)	12 (0.1%)	2 (0.0%)	(0.0%)	9 (0.0%)	(0.0%)	<b>61</b>
	<b>Chugiak-Eagle River</b>	152 (0.7%)	11 (0.1%)	82 (0.4%)	394 (1.8%)	(0.0%)	(0.0%)	129 (0.6%)	5 (0.0%)	139 (0.6%)	2 (0.0%)	688 (3.2%)	48 (0.2%)	26 (0.1%)	1 (0.0%)	363 (1.7%)	12 (0.1%)	1 (0.0%)	79 (0.4%)	(0.0%)	<b>2,132</b>
	<b>Dimond</b>	16 (0.1%)	1 (0.0%)	(0.0%)	36 (0.2%)	(0.0%)	(0.0%)	11 (0.1%)	(0.0%)	1 (0.0%)	(0.0%)	23 (0.1%)	1 (0.0%)	(0.0%)	(0.0%)	3 (0.0%)	2 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	<b>94</b>
	<b>Downtown</b>	1,176 (5.5%)	10 (0.0%)	(0.0%)	374 (1.7%)	45 (0.2%)	(0.0%)	666 (3.1%)	1 (0.0%)	206 (1.0%)	8 (0.0%)	503 (2.3%)	518 (2.4%)	72 (0.3%)	(0.0%)	237 (1.1%)	275 (1.3%)	(0.0%)	112 (0.5%)	(0.0%)	<b>4,206</b>
	<b>Government Hill</b>	60 (0.3%)	1 (0.0%)	(0.0%)	143 (0.7%)	(0.0%)	1 (0.0%)	32 (0.1%)	1 (0.0%)	4 (0.0%)	(0.0%)	19 (0.1%)	30 (0.1%)	2 (0.0%)	(0.0%)	16 (0.1%)	95 (0.4%)	(0.0%)	5 (0.0%)	(0.0%)	<b>409</b>
	<b>Hillside</b>	11 (0.1%)	(0.0%)	(0.0%)	16 (0.1%)	(0.0%)	(0.0%)	44 (0.2%)	(0.0%)	6 (0.0%)	(0.0%)	28 (0.1%)	1 (0.0%)	1 (0.0%)	(0.0%)	4 (0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>114</b>
	<b>JBER</b>	383 (1.8%)	1 (0.0%)	4 (0.0%)	166 (0.8%)	3 (0.0%)	(0.0%)	264 (1.2%)	36 (0.2%)	144 (0.7%)	6 (0.0%)	231 (1.1%)	85 (0.4%)	11 (0.1%)	(0.0%)	112 (0.5%)	20 (0.1%)	1 (0.0%)	56 (0.3%)	(0.0%)	<b>1,523</b>
	<b>Klatt</b>	5 (0.0%)	(0.0%)	(0.0%)	4 (0.0%)	(0.0%)	(0.0%)	6 (0.0%)	(0.0%)	21 (0.1%)	(0.0%)	14 (0.1%)	2 (0.0%)	(0.0%)	(0.0%)	6 (0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>59</b>
	<b>MSB</b>	163 (0.8%)	6 (0.0%)	4 (0.0%)	371 (1.7%)	6 (0.0%)	(0.0%)	135 (0.6%)	3 (0.0%)	112 (0.5%)	61 (0.3%)	388 (1.8%)	42 (0.2%)	37 (0.2%)	1 (0.0%)	285 (1.3%)	11 (0.0%)	(0.0%)	149 (0.7%)	(0.0%)	<b>1,776</b>
	<b>Midtown</b>	33 (0.2%)	3 (0.0%)	(0.0%)	6 (0.0%)	2 (0.0%)	(0.0%)	5 (0.0%)	(0.0%)	(0.0%)	(0.0%)	64 (0.3%)	12 (0.1%)	4 (0.0%)	(0.0%)	42 (0.2%)	18 (0.1%)	(0.0%)	2 (0.0%)	(0.0%)	<b>191</b>
	<b>Northeast</b>	674 (3.1%)	16 (0.1%)	13 (0.1%)	1,122 (5.2%)	3 (0.0%)	1 (0.0%)	374 (1.7%)	6 (0.0%)	377 (1.7%)	6 (0.0%)	1,040 (4.9%)	329 (1.5%)	232 (1.1%)	(0.0%)	648 (3.0%)	121 (0.6%)	1 (0.0%)	92 (0.4%)	(0.0%)	<b>6,054</b>
	<b>Northwest</b>	510 (2.4%)	6 (0.0%)	2 (0.0%)	238 (1.1%)	9 (0.0%)	2 (0.0%)	299 (1.4%)	1 (0.0%)	229 (1.1%)	6 (0.0%)	1,066 (4.9%)	554 (2.6%)	234 (1.1%)	(0.0%)	272 (1.3%)	270 (1.3%)	(0.0%)	39 (0.2%)	(0.0%)	<b>3,736</b>
	<b>Ship Creek Industria</b>	118 (0.5%)	1 (0.0%)	1 (0.0%)	113 (0.5%)	(0.0%)	(0.0%)	36 (0.2%)	(0.0%)	25 (0.1%)	1 (0.0%)	38 (0.2%)	28 (0.1%)	28 (0.1%)	1 (0.0%)	29 (0.1%)	18 (0.1%)	(0.0%)	16 (0.1%)	(0.0%)	<b>452</b>
	<b>Southwest</b>	34 (0.2%)	(0.0%)	(0.0%)	18 (0.1%)	2 (0.0%)	(0.0%)	14 (0.1%)	1 (0.0%)	9 (0.0%)	(0.0%)	65 (0.3%)	5 (0.0%)	4 (0.0%)	(0.0%)	61 (0.3%)	4 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	<b>218</b>
	<b>UMED</b>	9 (0.0%)	(0.0%)	(0.0%)	5 (0.0%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	1 (0.0%)	(0.0%)	11 (0.0%)	8 (0.0%)	(0.0%)	(0.0%)	5 (0.0%)	6 (0.0%)	(0.0%)	(0.0%)	(0.0%)	<b>49</b>
	<b>US-1 East</b>	5 (0.0%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	(0.0%)	3 (0.0%)	(0.0%)	4 (0.0%)	(0.0%)	7 (0.0%)	2 (0.0%)	2 (0.0%)	(0.0%)	4 (0.0%)	(0.0%)	3 (0.0%)	13 (0.1%)	3 (0.0%)	<b>48</b>
	<b>US-1 South</b>	7 (0.0%)	5 (0.0%)	(0.0%)	2 (0.0%)	(0.0%)	(0.0%)	4 (0.0%)	(0.0%)	4 (0.0%)	(0.0%)	63 (0.3%)	4 (0.0%)	3 (0.0%)	(0.0%)	(0.0%)	(0.0%)	5 (0.0%)	19 (0.1%)	13 (0.1%)	<b>130</b>
	<b>US-3 North</b>	5 (0.0%)	(0.0%)	(0.0%)	13 (0.1%)	(0.0%)	(0.0%)	12 (0.1%)	(0.0%)	13 (0.1%)	2 (0.0%)	13 (0.1%)	2 (0.0%)	1 (0.0%)	(0.0%)	7 (0.0%)	(0.0%)	1 (0.0%)	93 (0.4%)	6 (0.0%)	<b>169</b>
	<b>Total</b>	<b>3425</b>	<b>61</b>	<b>107</b>	<b>3041</b>	<b>74</b>	<b>4</b>	<b>2064</b>	<b>54</b>	<b>1300</b>	<b>92</b>	<b>5309</b>	<b>1676</b>	<b>660</b>	<b>3</b>	<b>2125</b>	<b>860</b>	<b>11</b>	<b>693</b>	<b>23</b>	<b>21,584</b>



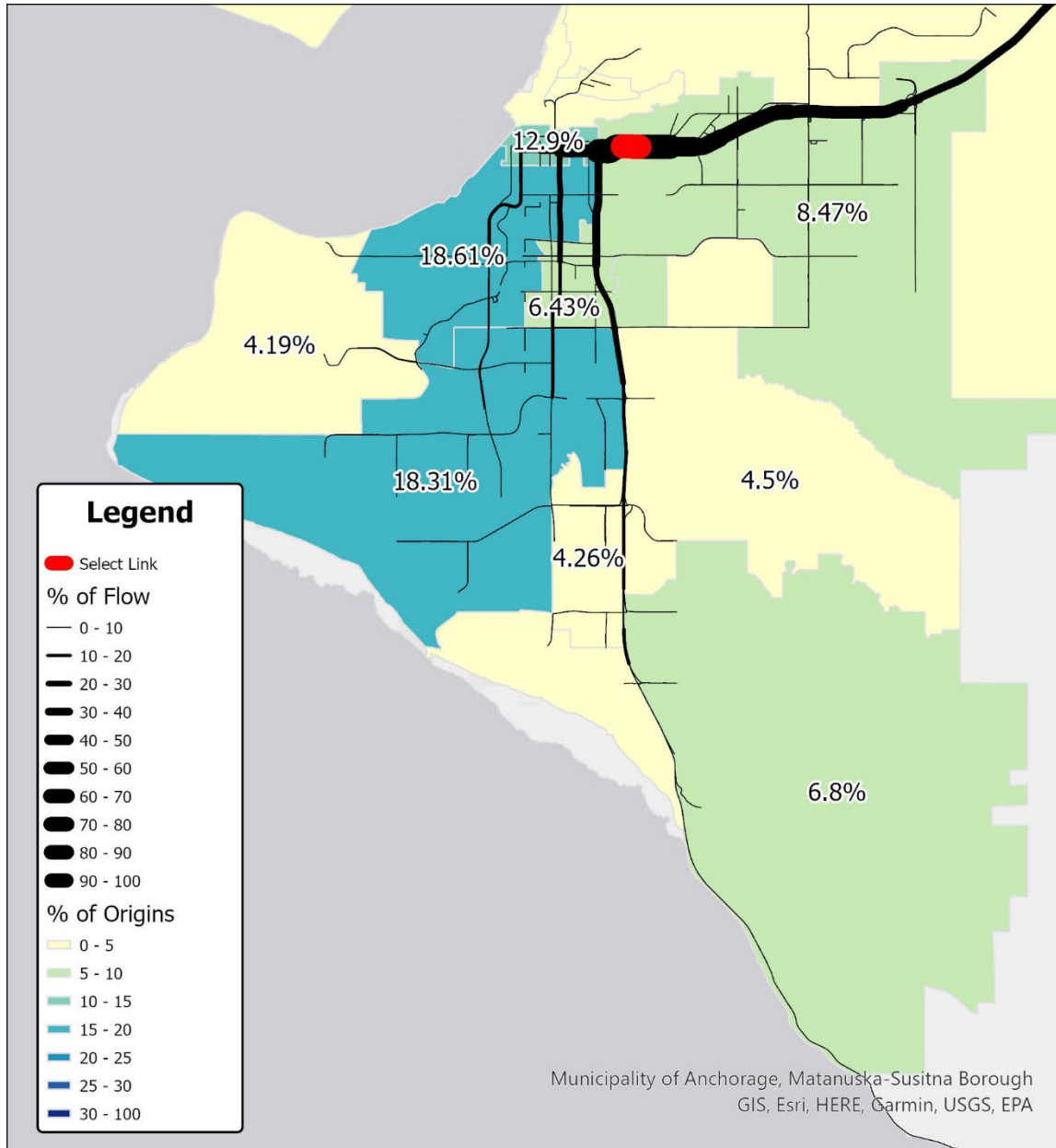
## Appendix B: 2019 OD Study Results in Map Format

The maps in this Appendix visualize the origin-destination flow data tabulated in Tables 3 through 6 and Appendix A by color-coding the district areas by the proportion of total select link trips that originated in or were destined for each district. The maps also symbolize the rest of the road network by the proportion of the total select link flows that used the various road segments. The selected link appears in red and the direction of select link flows analyzed appears in the caption.

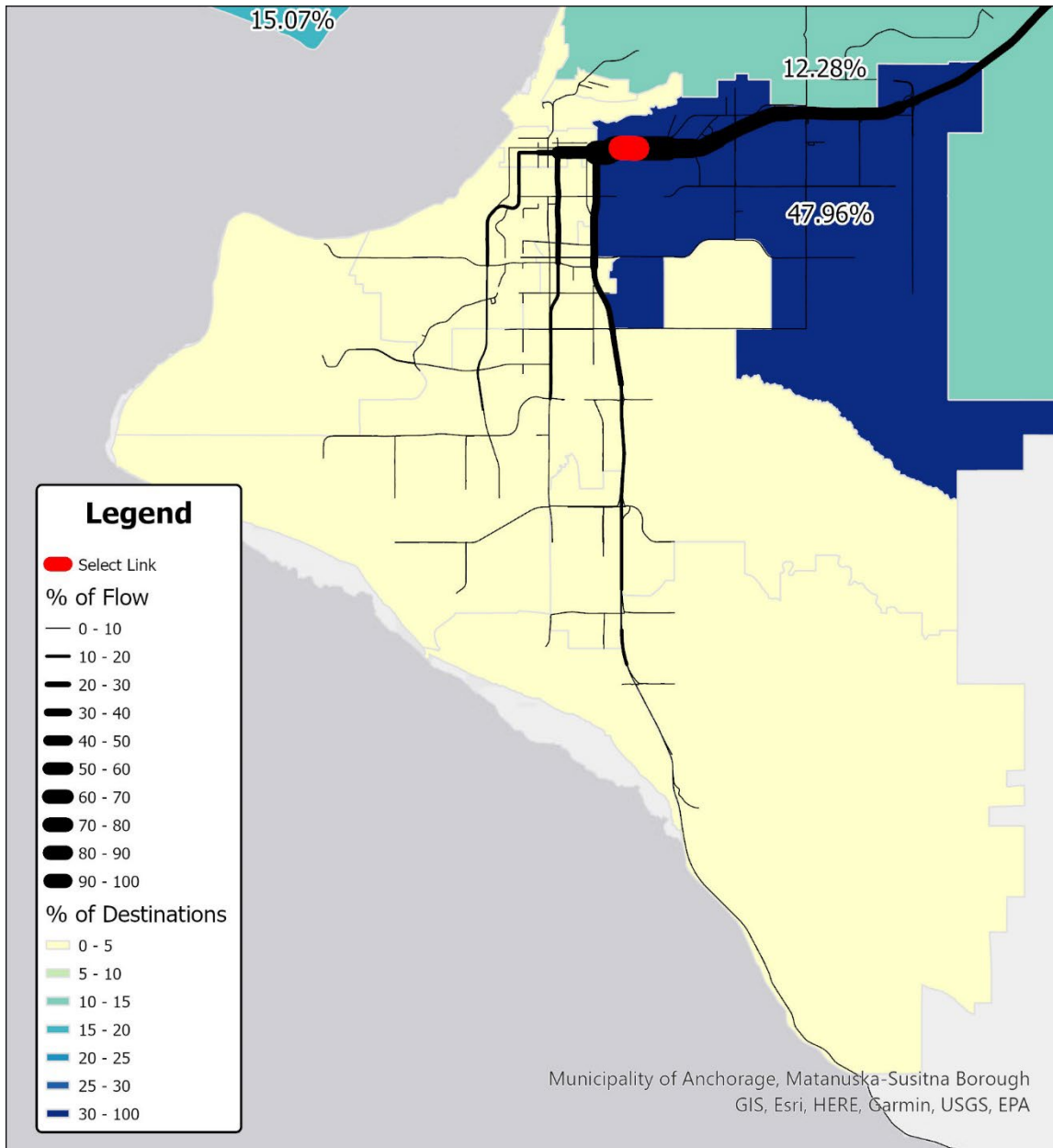
All maps are zoomed to an extent that highlights the project area; refer to Tables 3, 4, 5, and 5 or the tables in Appendix A for full details of all districts.

# 5th Avenue Select Link Location—Eastbound Direction

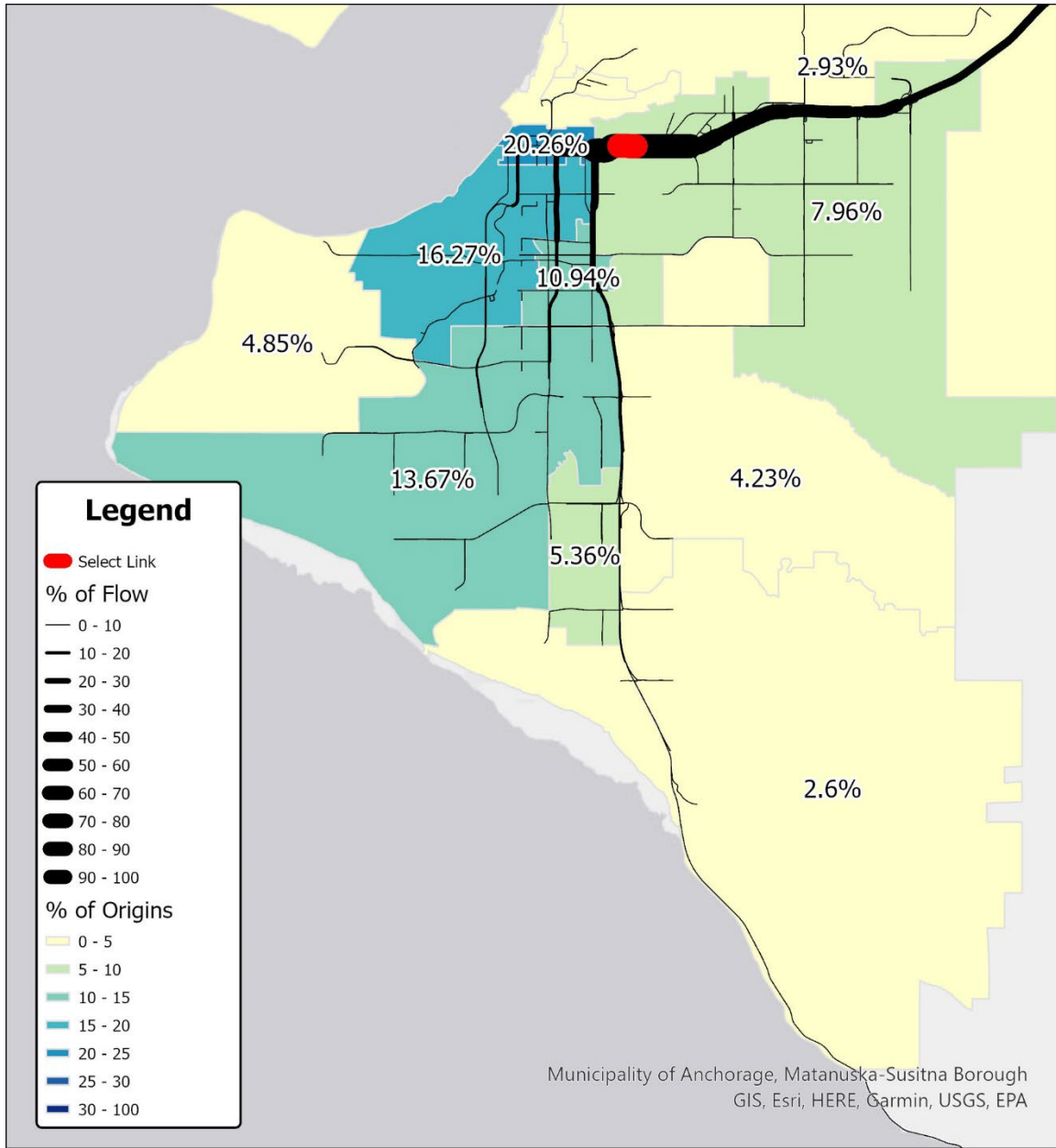
Figure 18: 5th Eastbound AM Origins



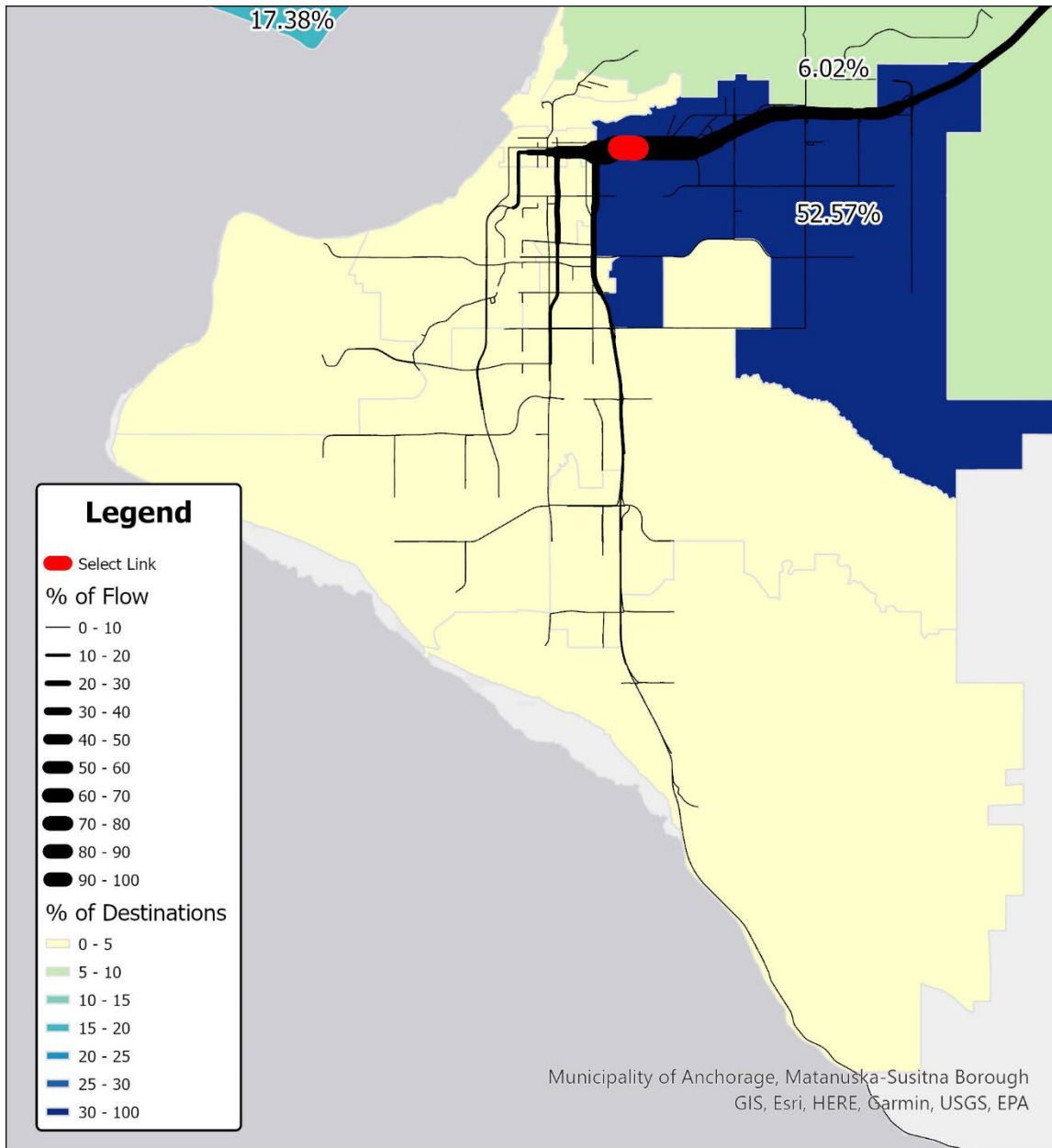
**Figure 19: 5th Eastbound AM Destinations**



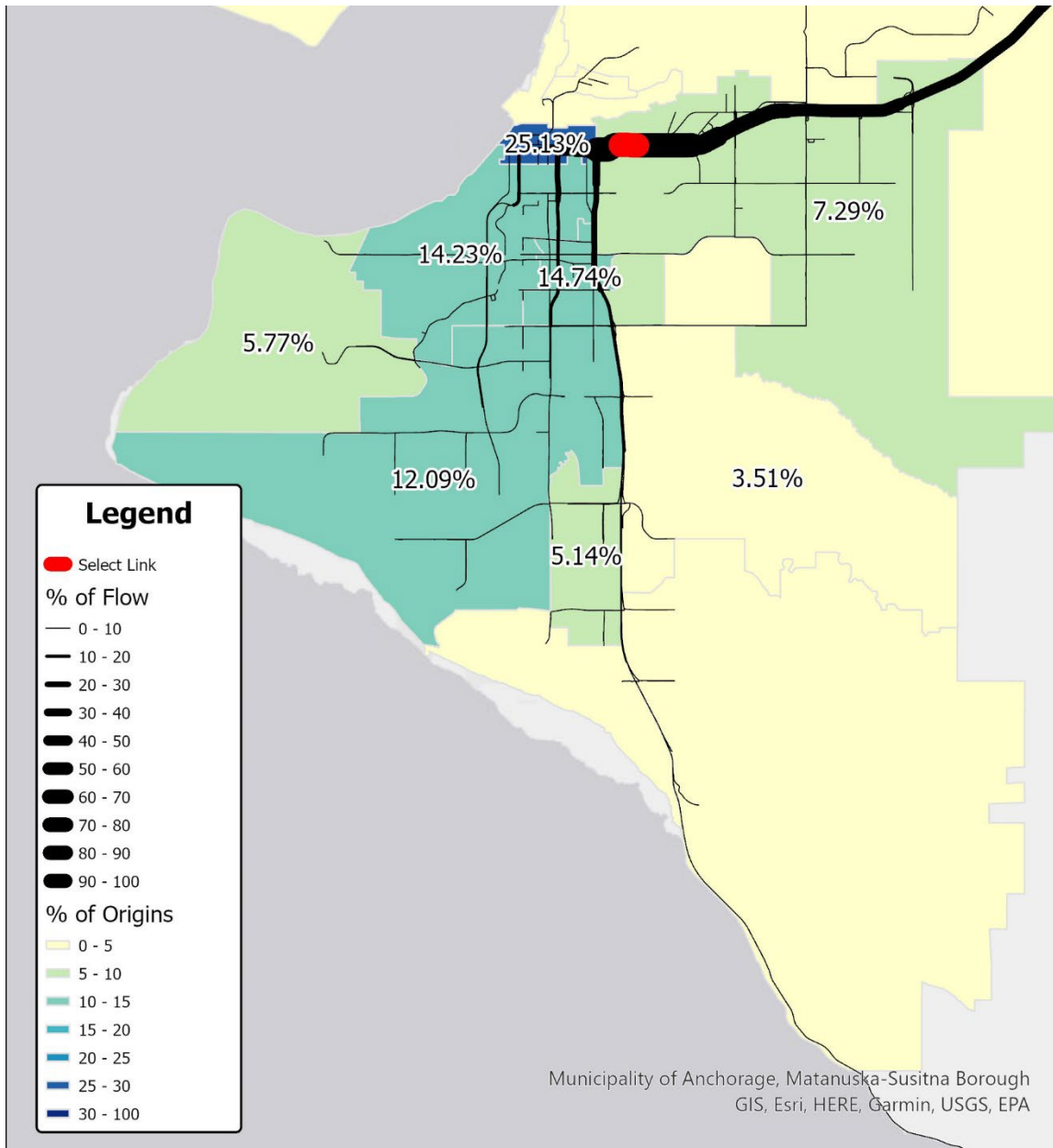
**Figure 20: 5th Eastbound Midday Origins**



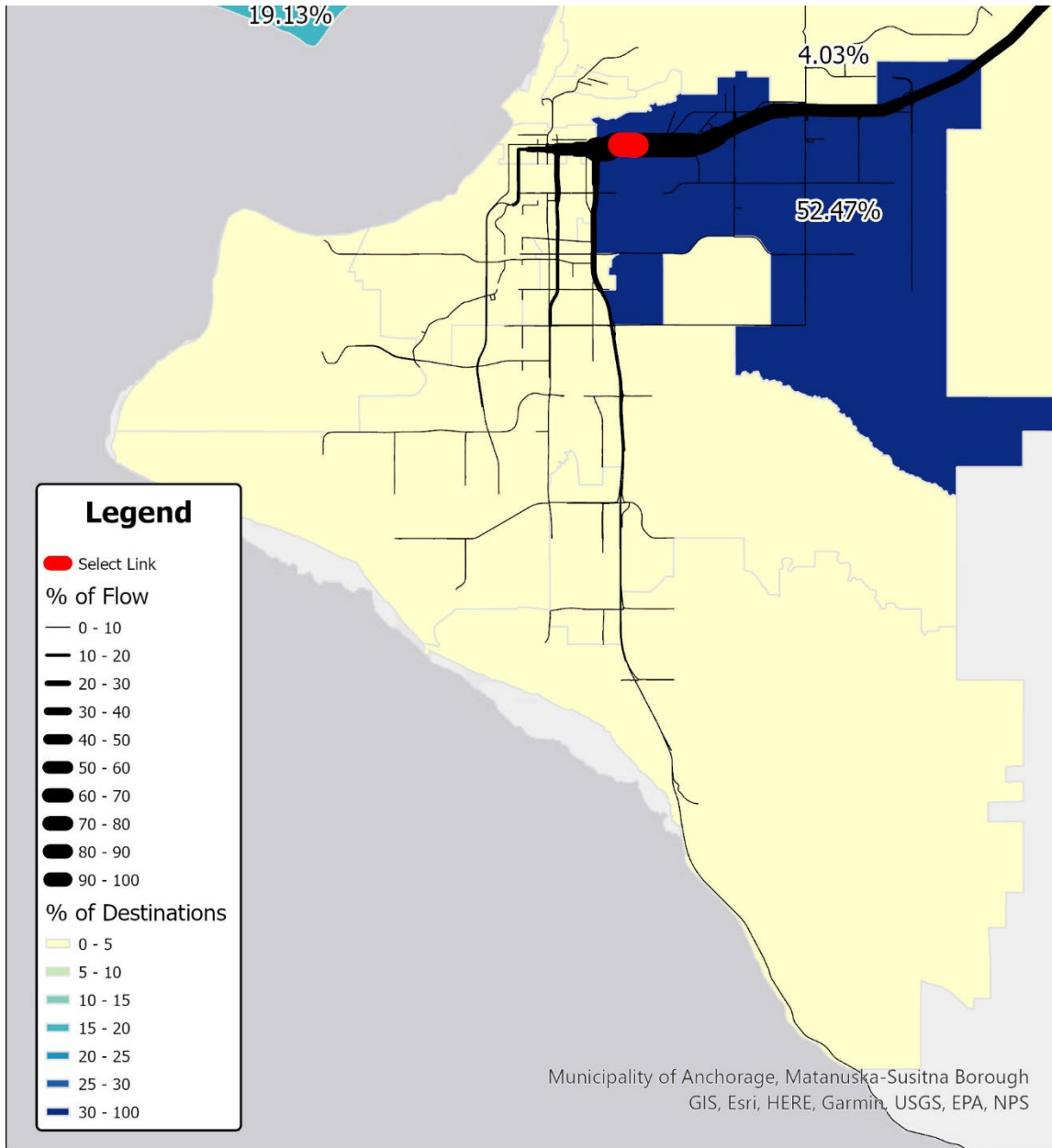
**Figure 21: 5th Eastbound Midday Destinations**



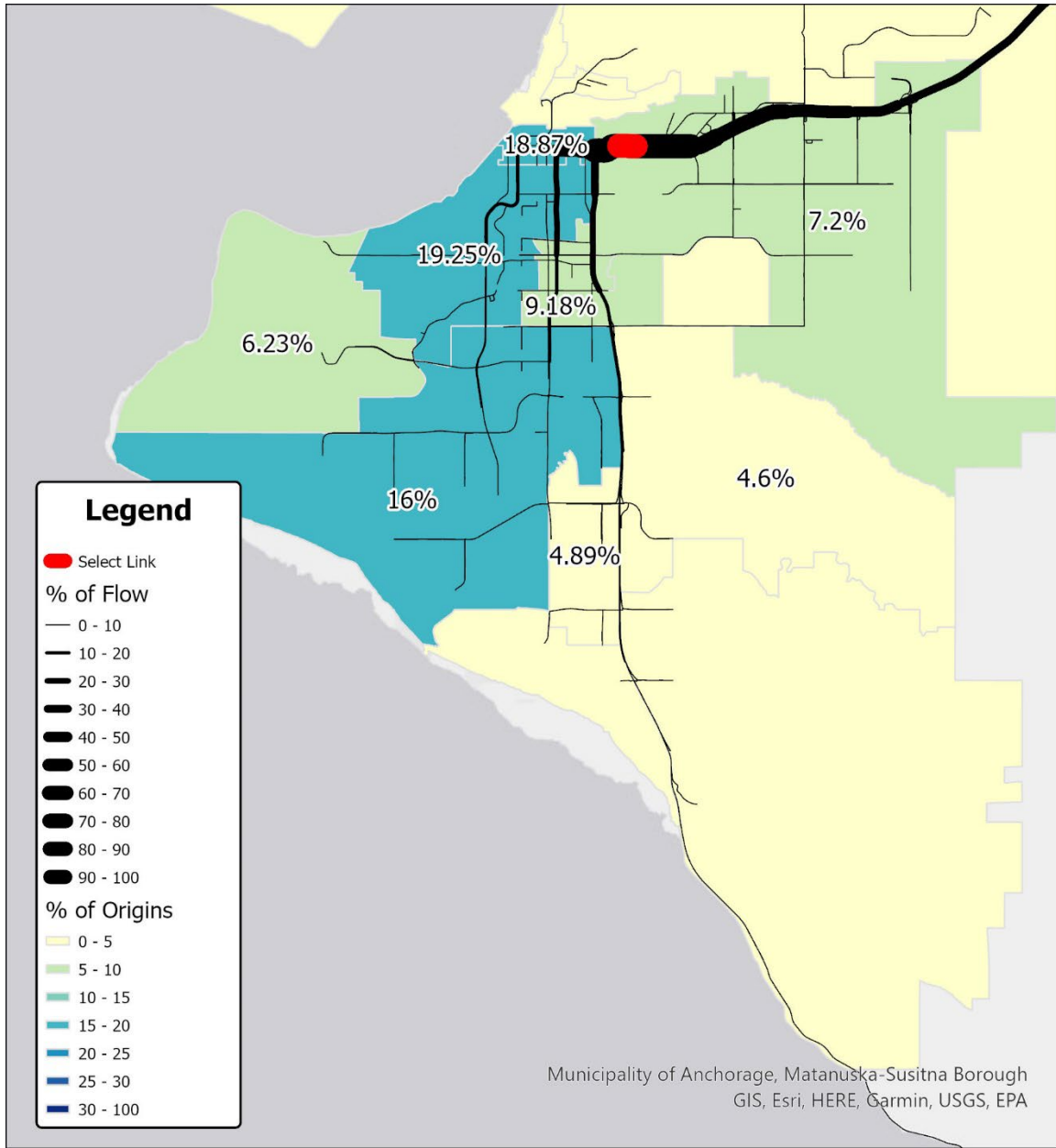
**Figure 22: 5th Eastbound PM Origins**



**Figure 23: 5th Eastbound PM Destinations**

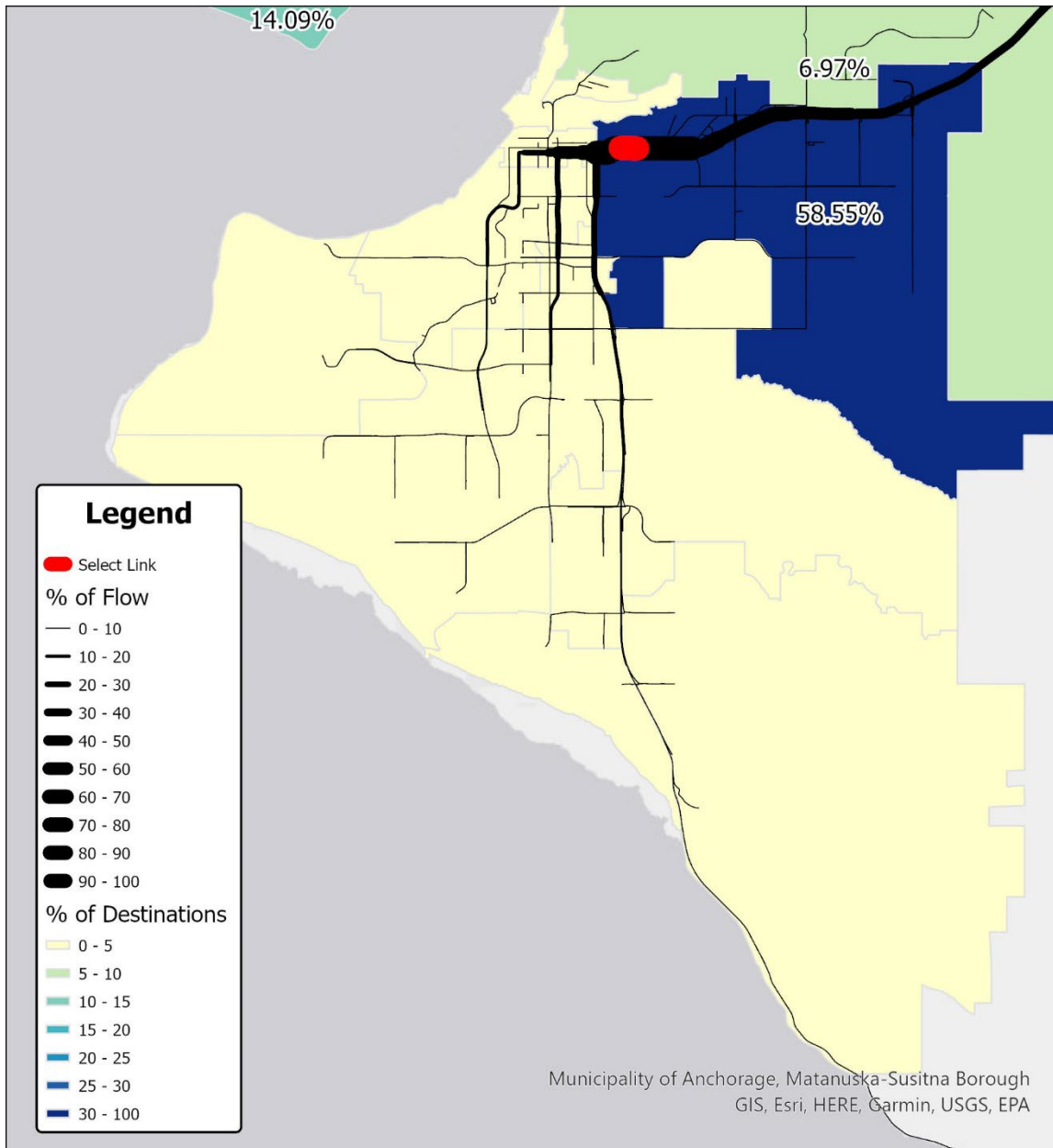


**Figure 24: 5th Eastbound OP Origins**

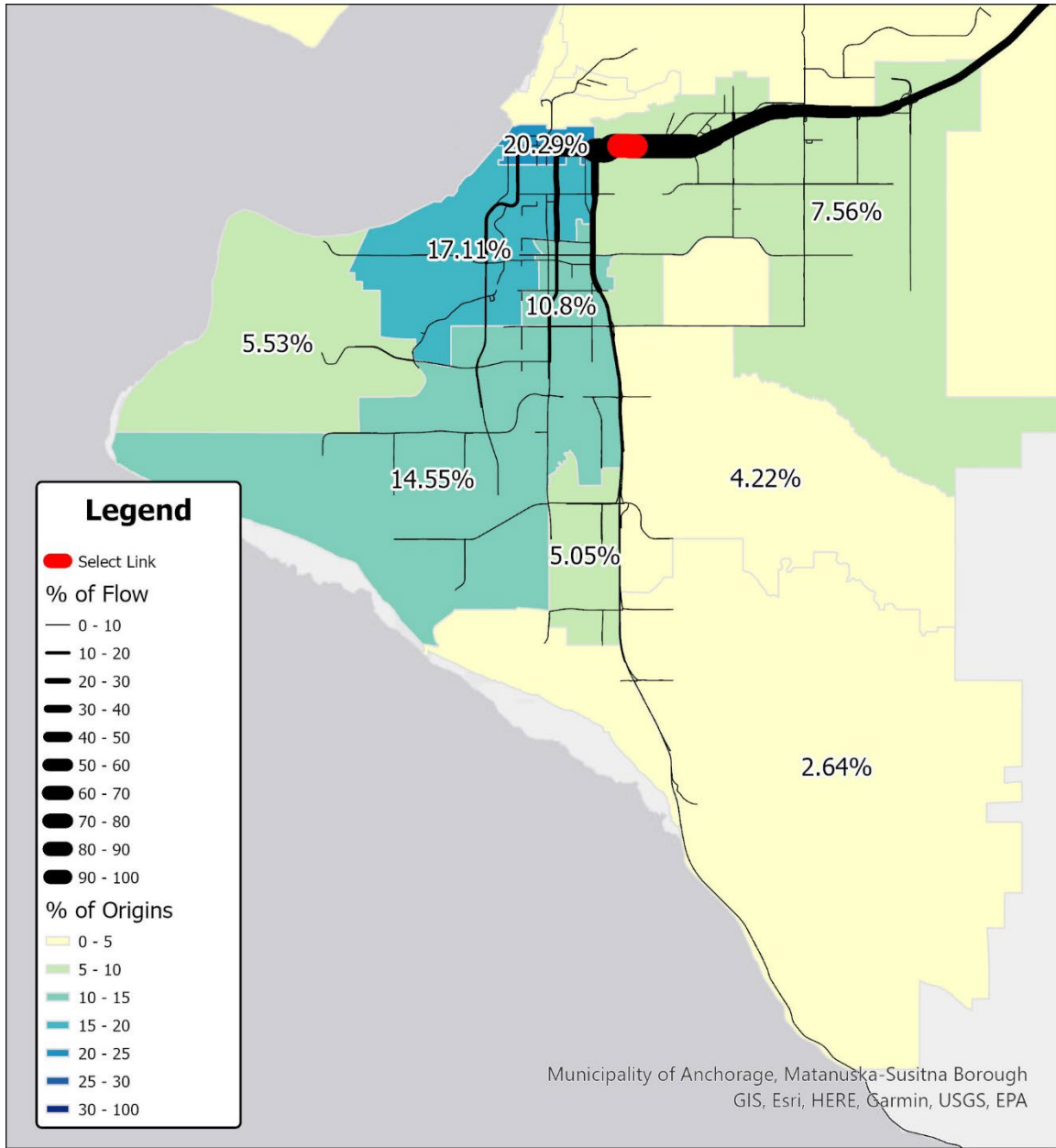




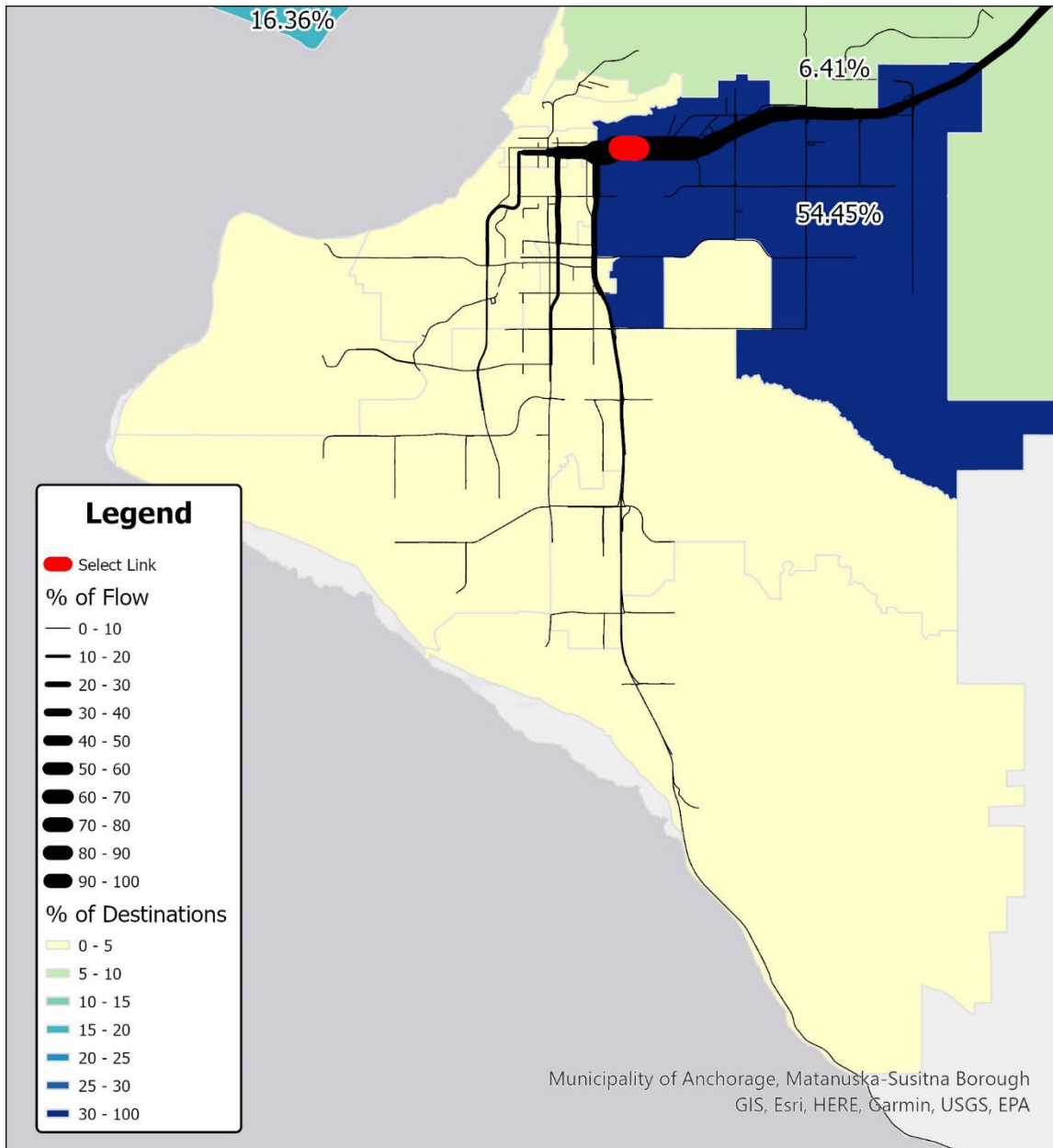
**Figure 25: 5th Eastbound OP Destinations**



**Figure 26: 5th Eastbound Daily Trip Origins**

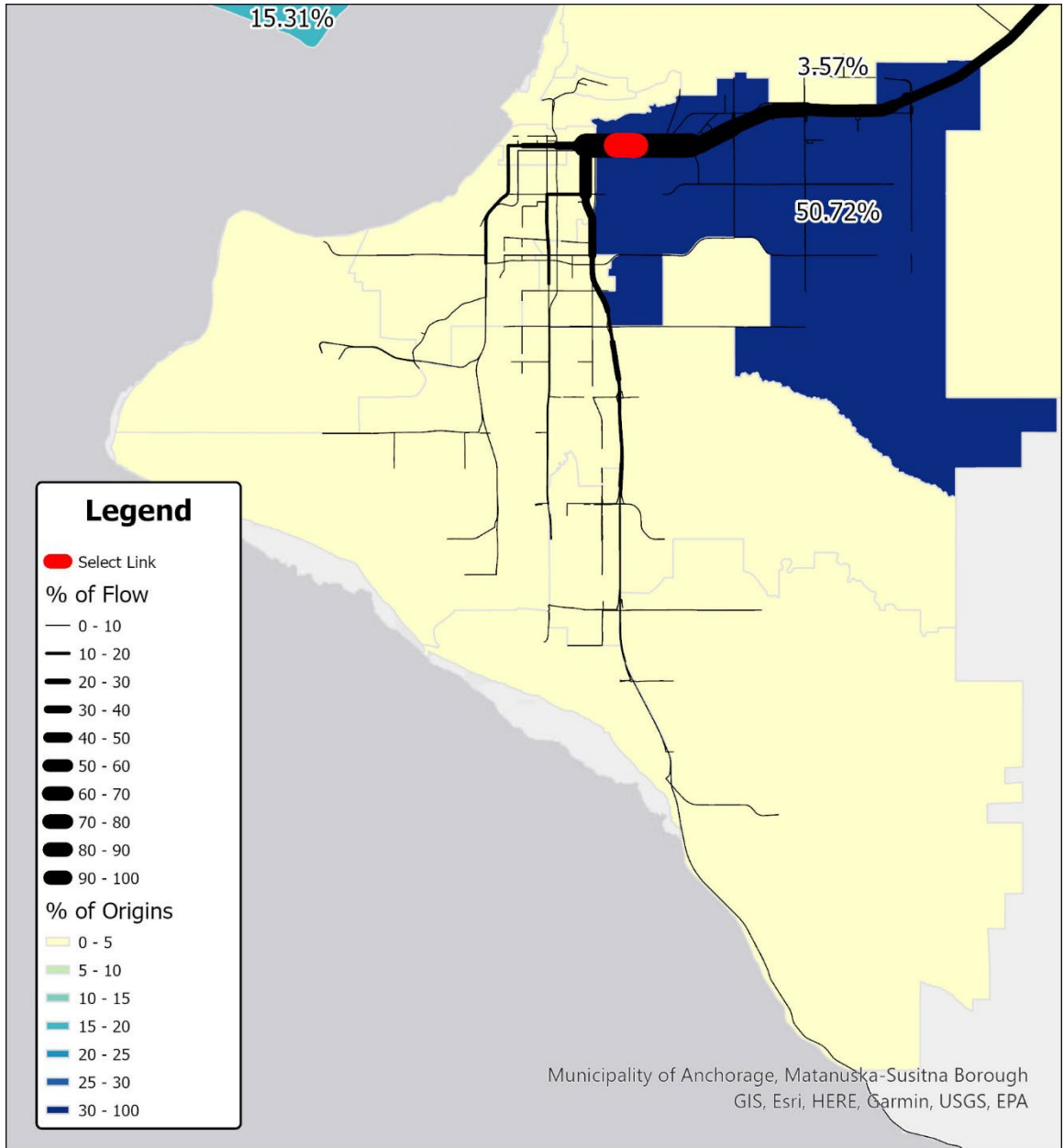


**Figure 27: 5th Eastbound Daily Trip Destinations**

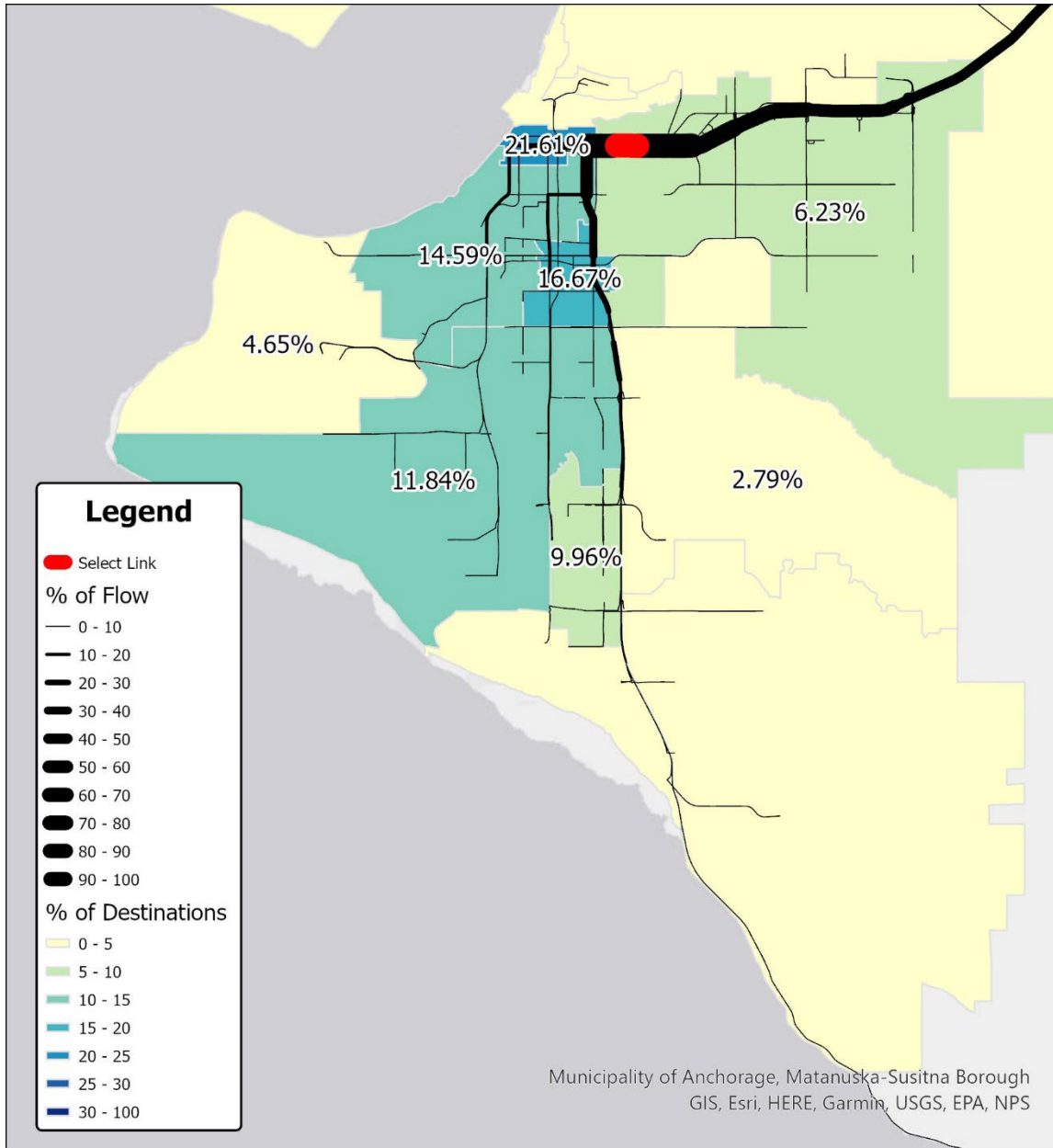


# 5<sup>th</sup> Avenue Select Link Location – Westbound Direction

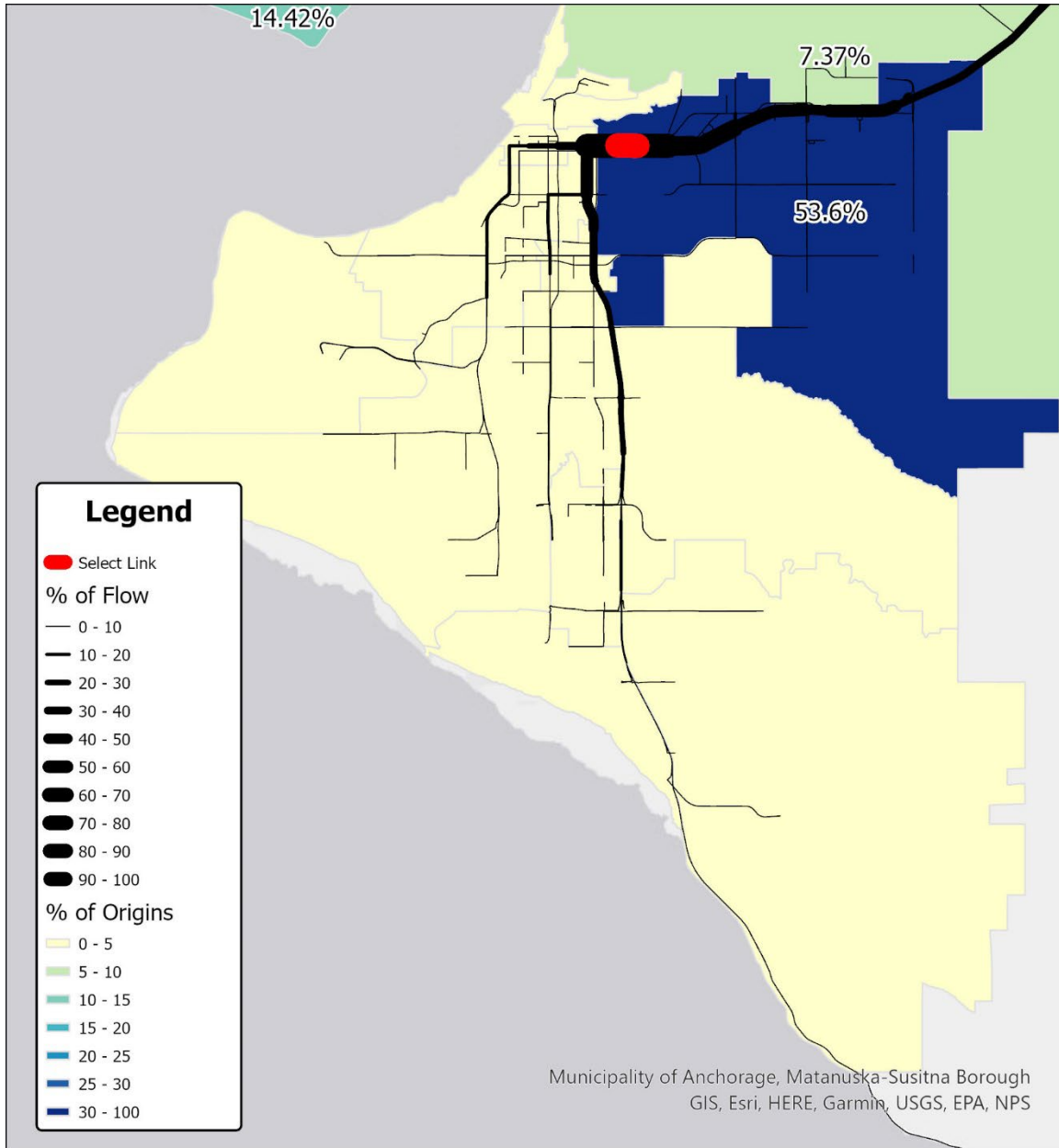
Figure 28: 5th Westbound AM Trip Origins



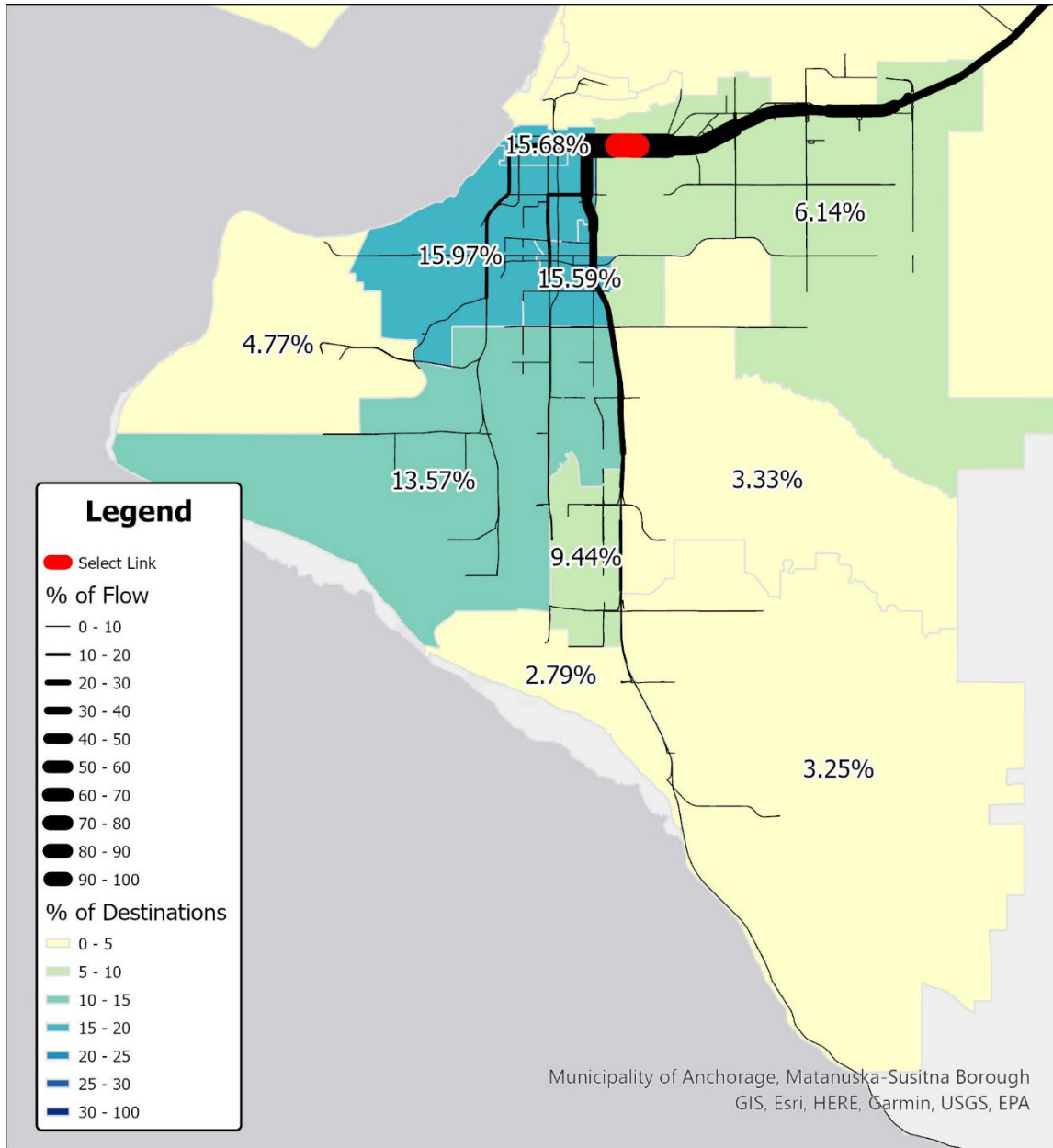
**Figure 29: 5th Westbound AM Trip Destinations**



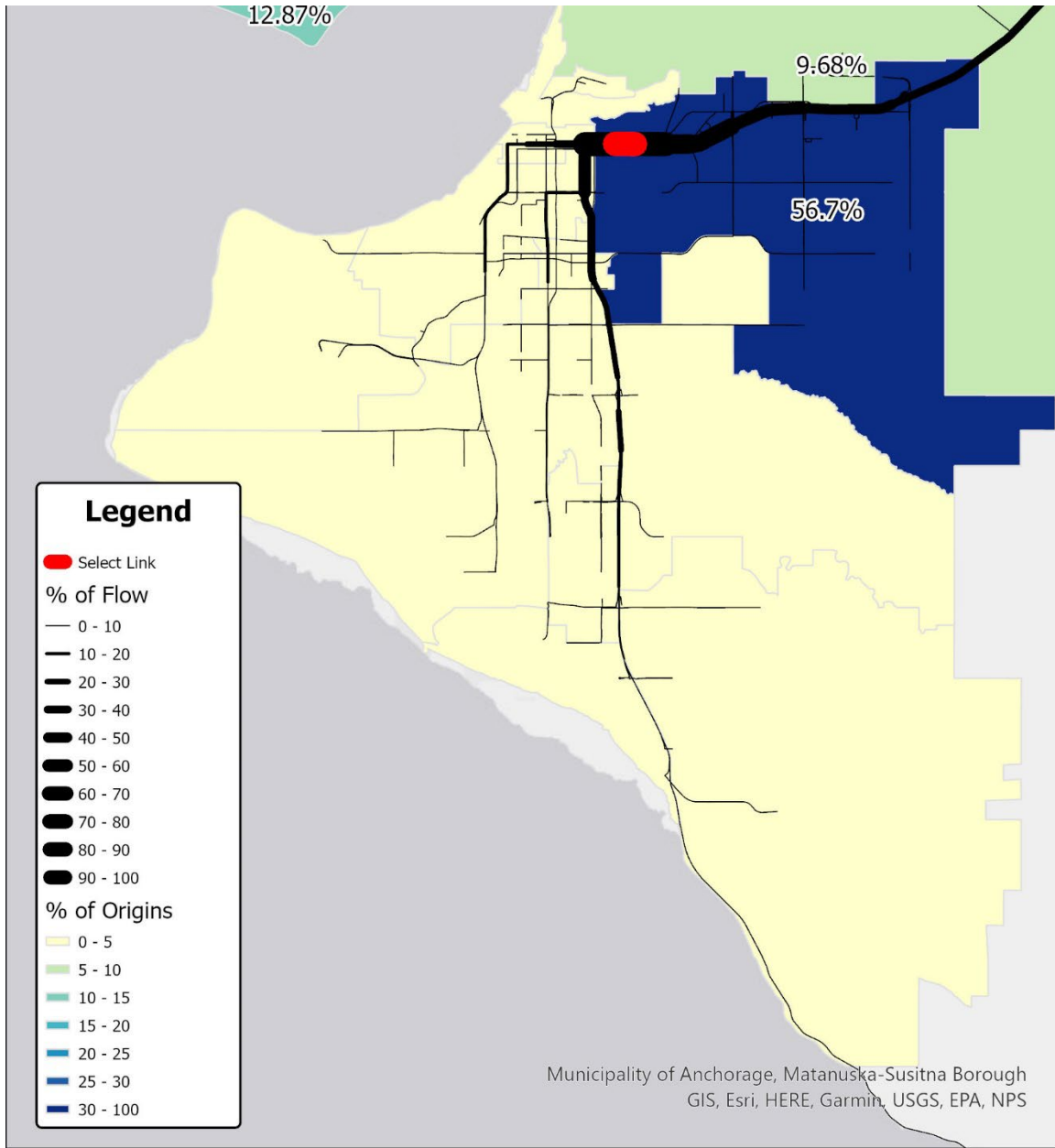
**Figure 30: 5th Westbound Midday Trip Origins**



**Figure 31: 5th Westbound Midday Trip Destinations**

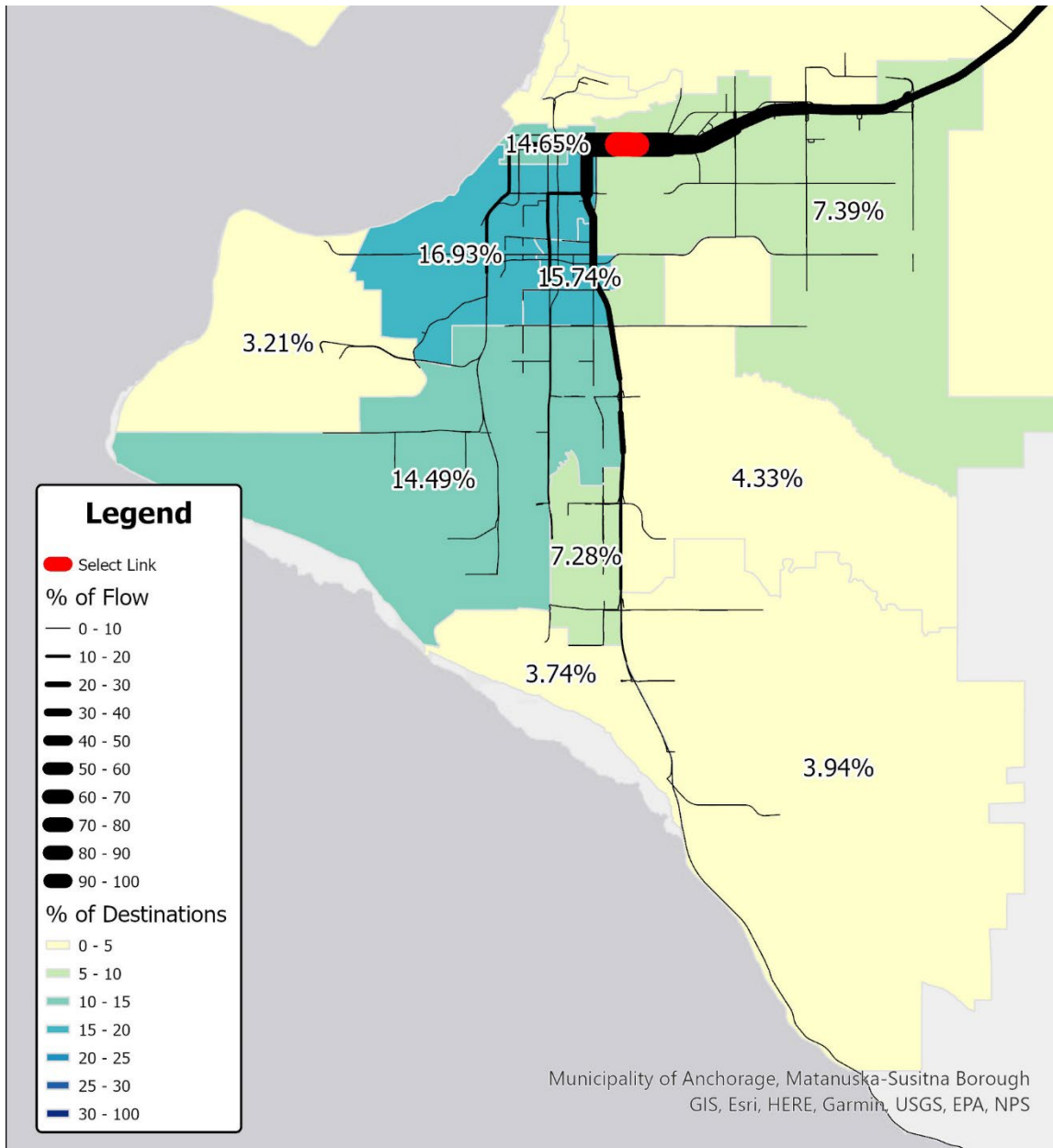


**Figure 32: 5th Westbound PM Trip Origins**

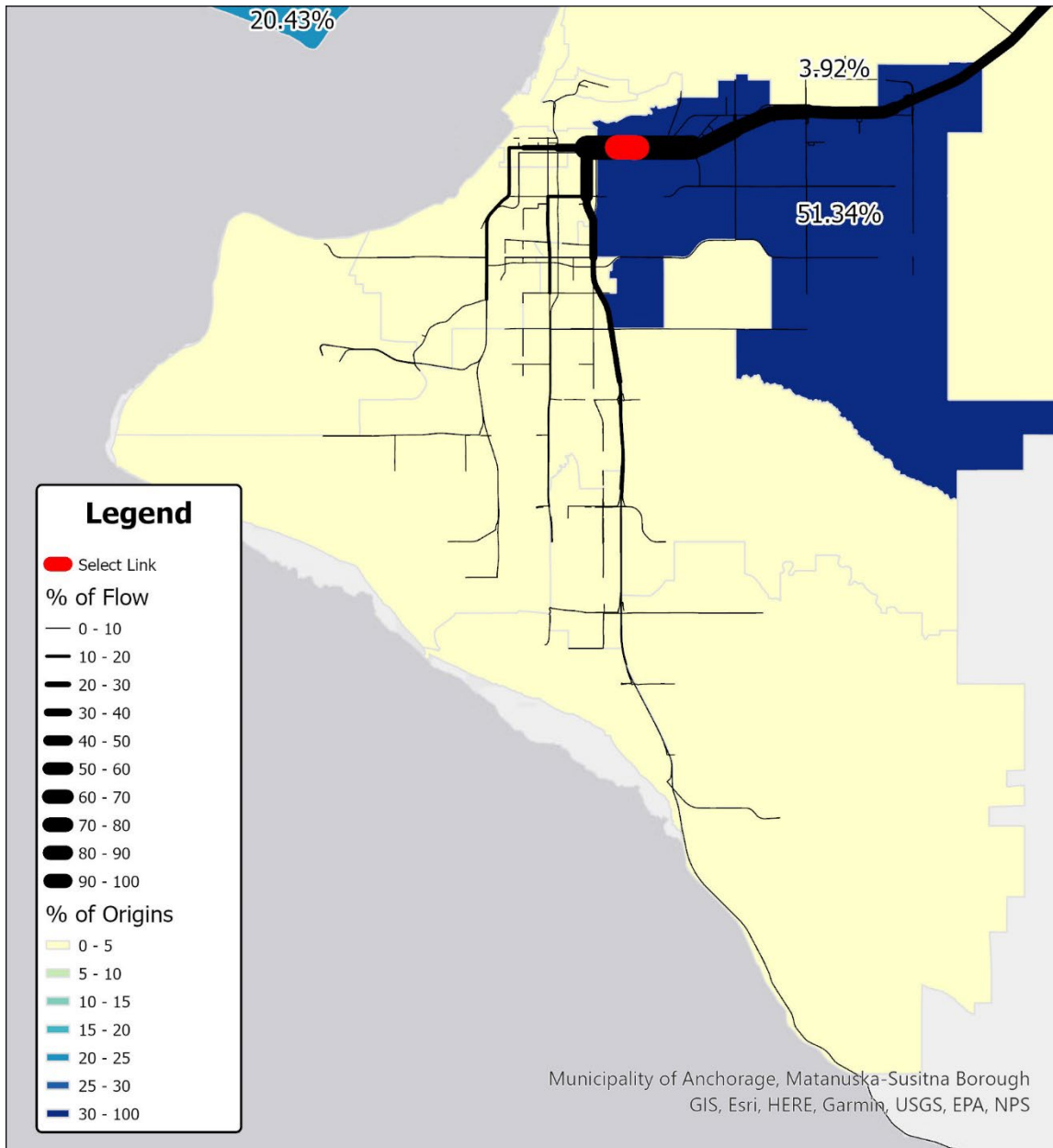




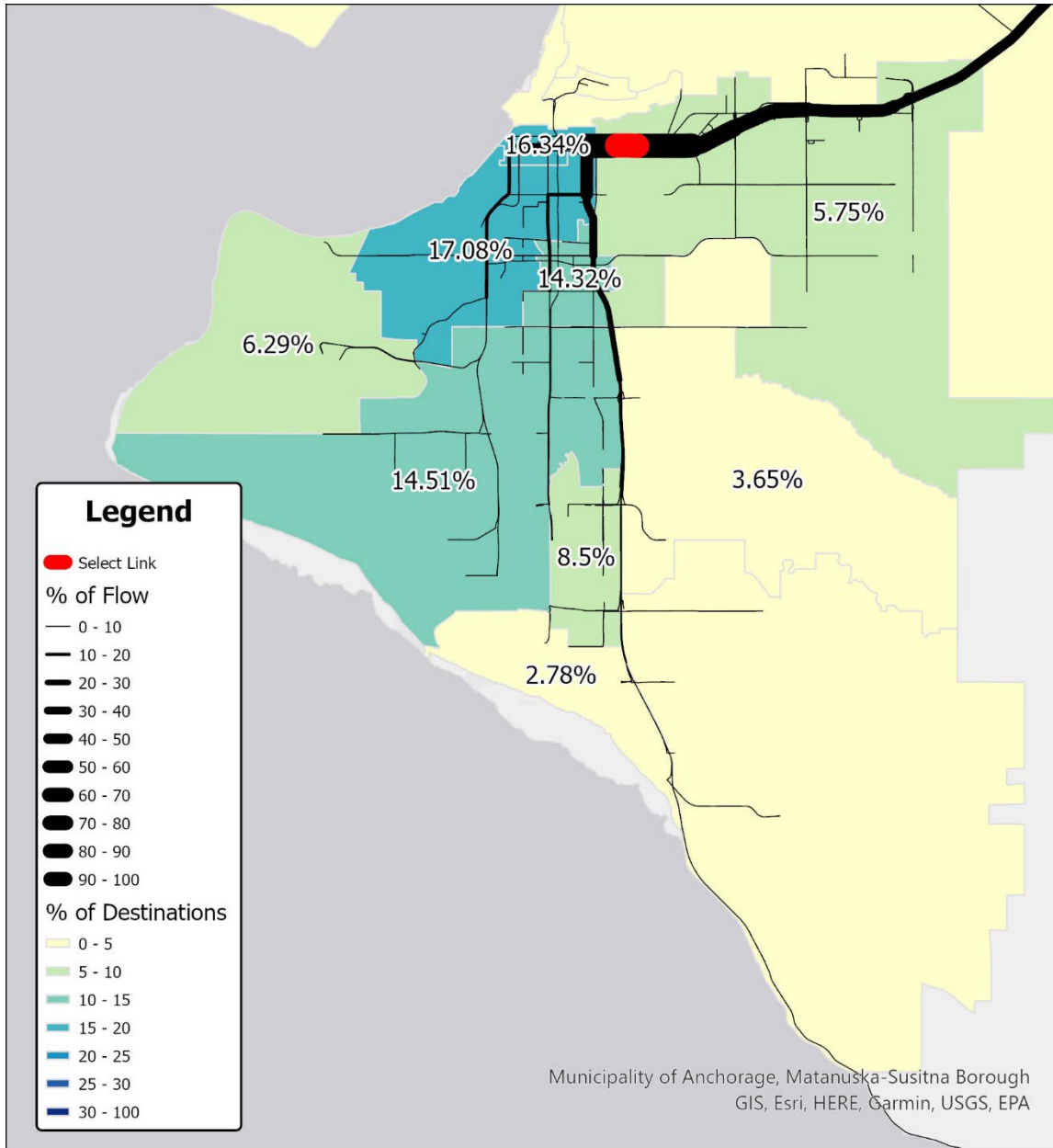
**Figure 33: 5th Westbound PM Trip Destinations**



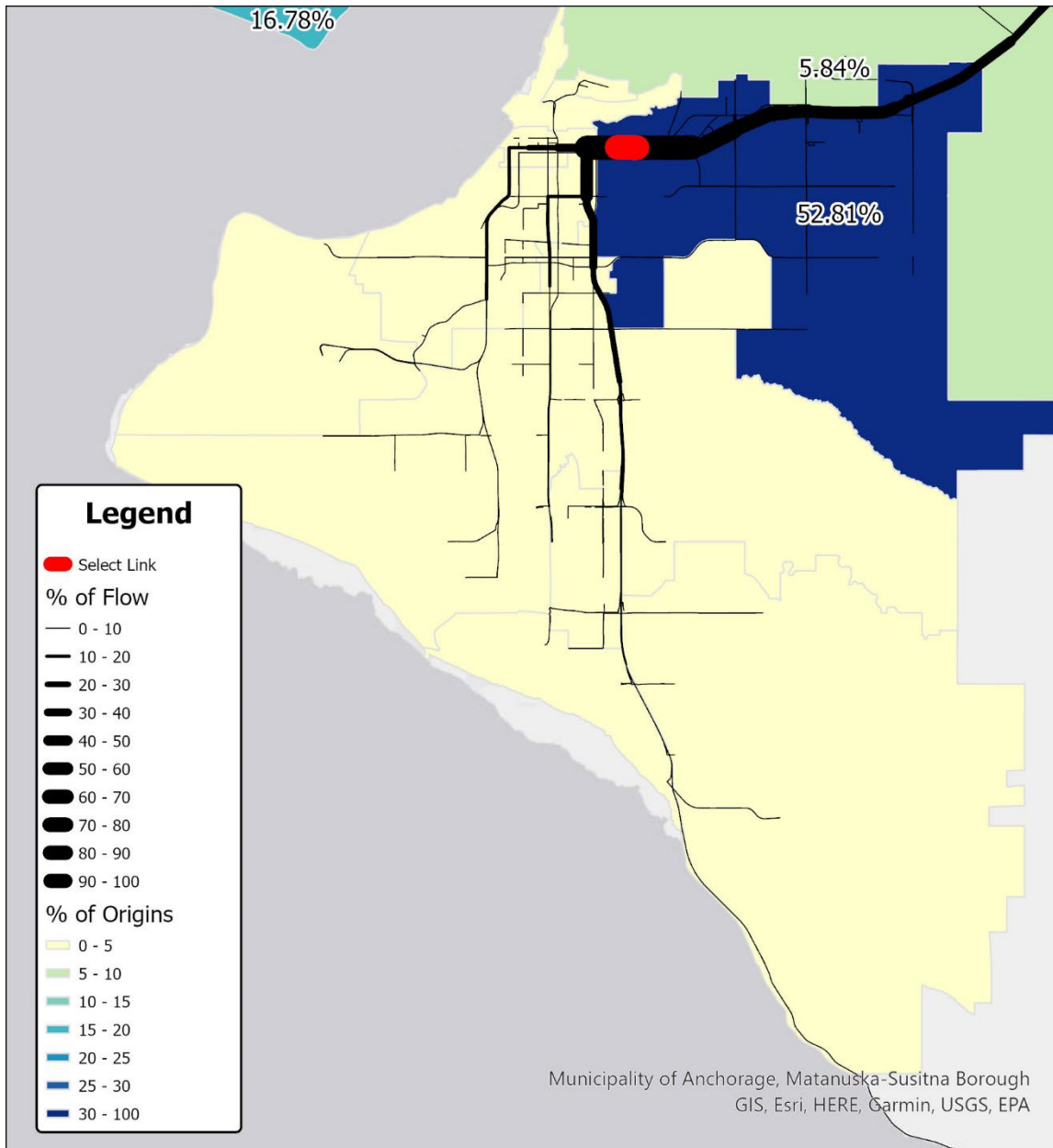
**Figure 34: 5th Westbound Off-Peak Trip Origins**



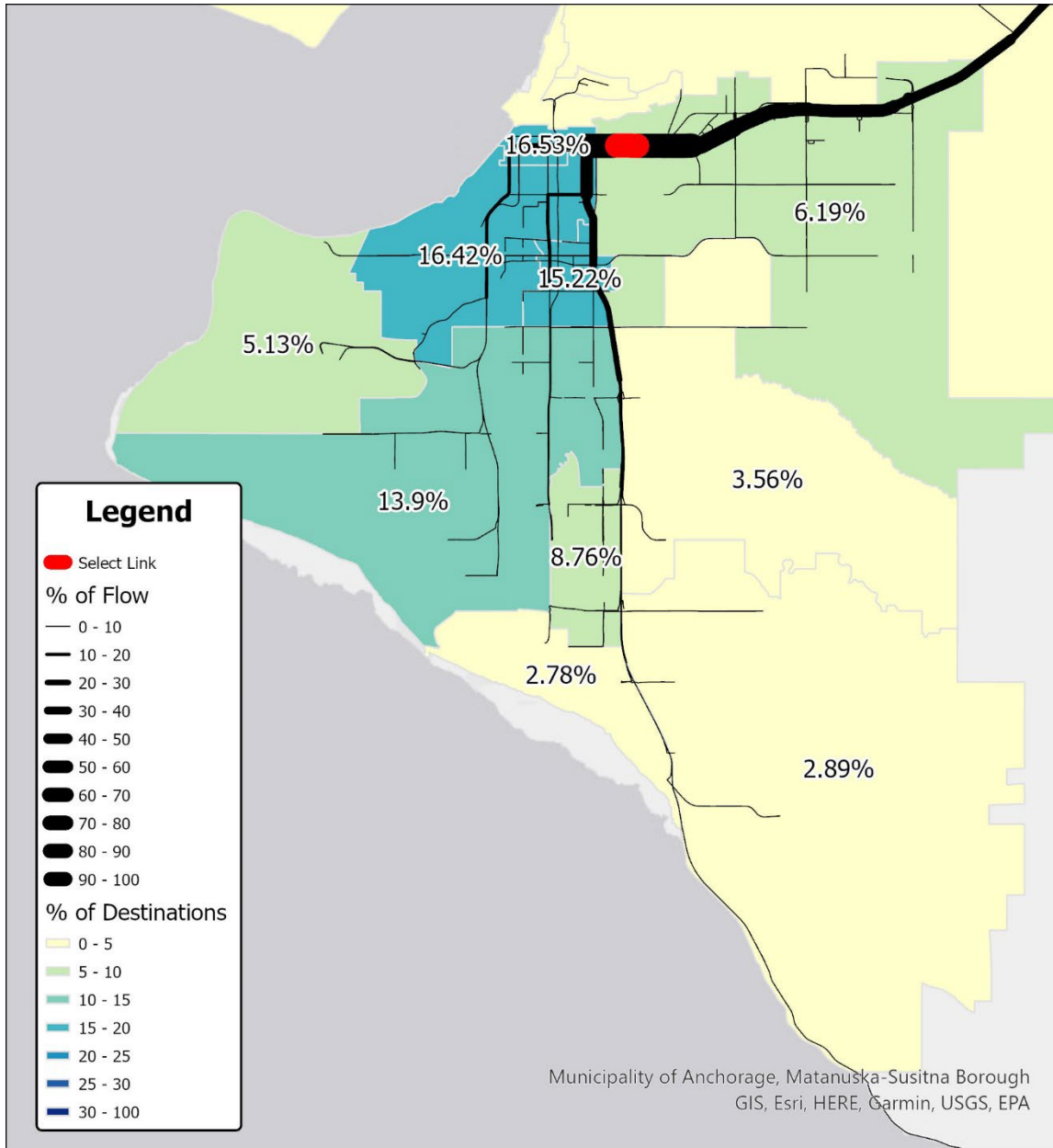
**Figure 35: 5th Westbound Off-Peak Trip Destinations**



**Figure 36: 5th Westbound Daily Trip Origins**

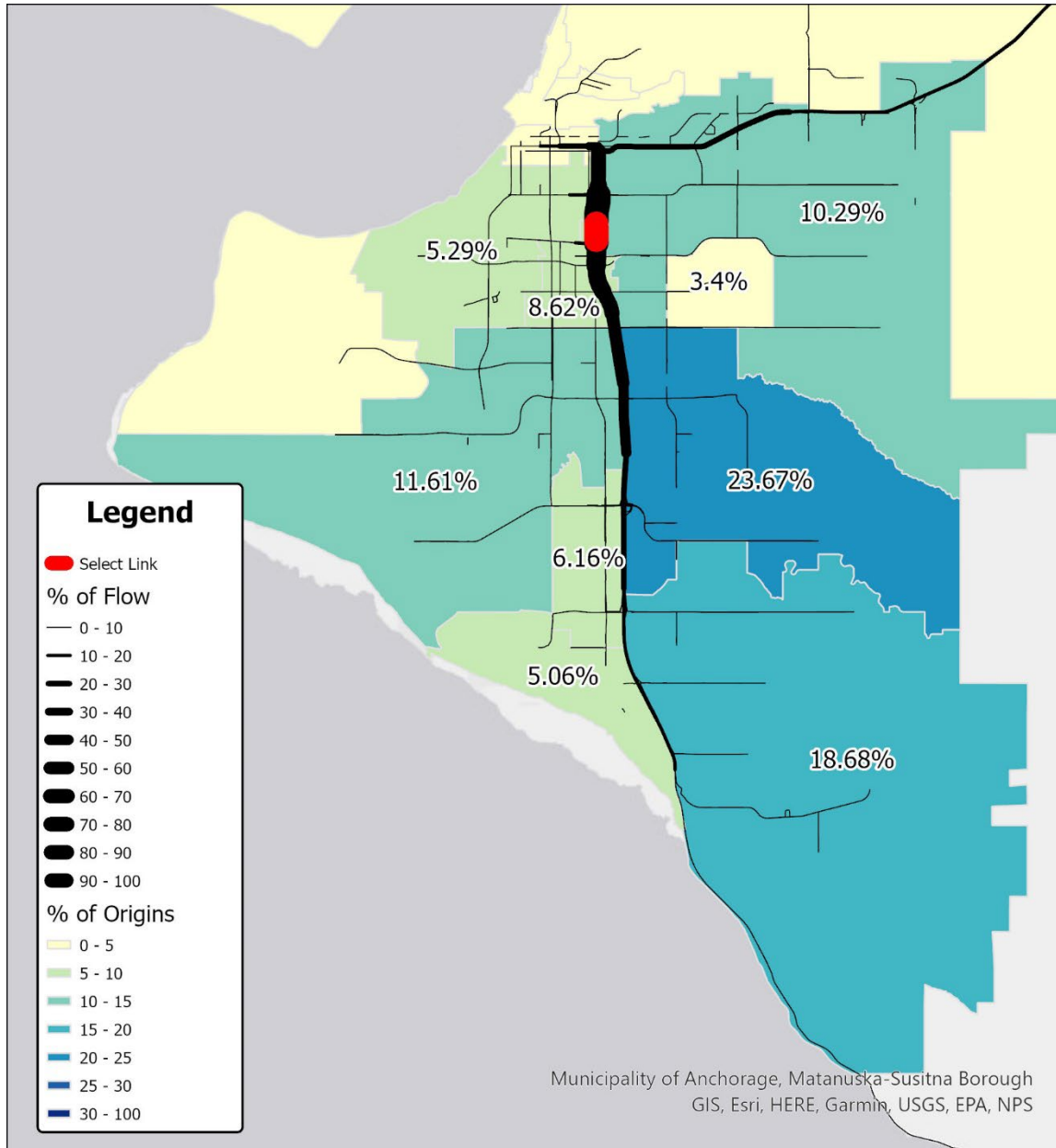


**Figure 37: 5th Westbound Daily Trip Destinations**

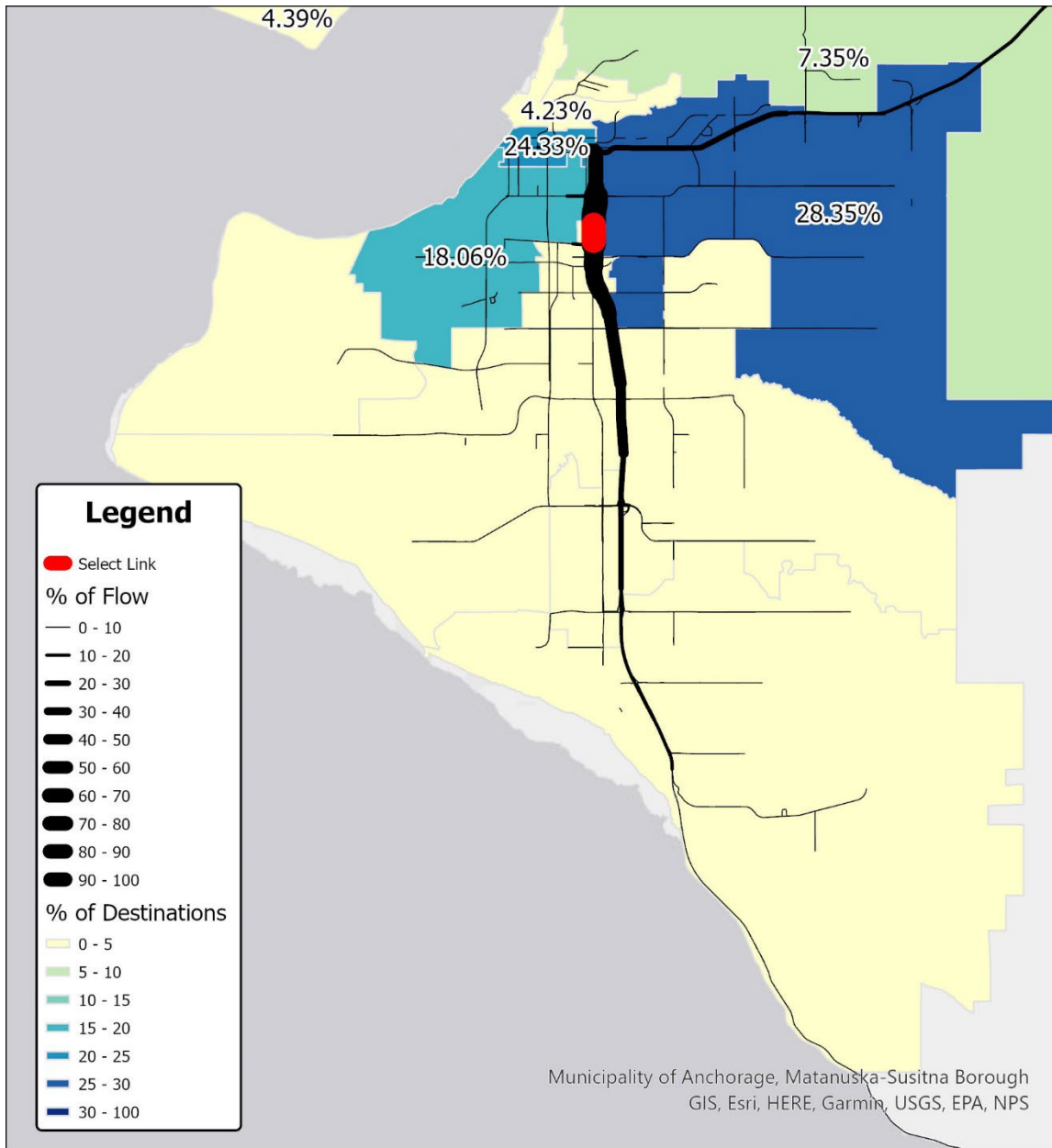


# Seward Highway Select Link Location—Northbound Direction

## Figure 38: Seward Northbound AM Trip Origins

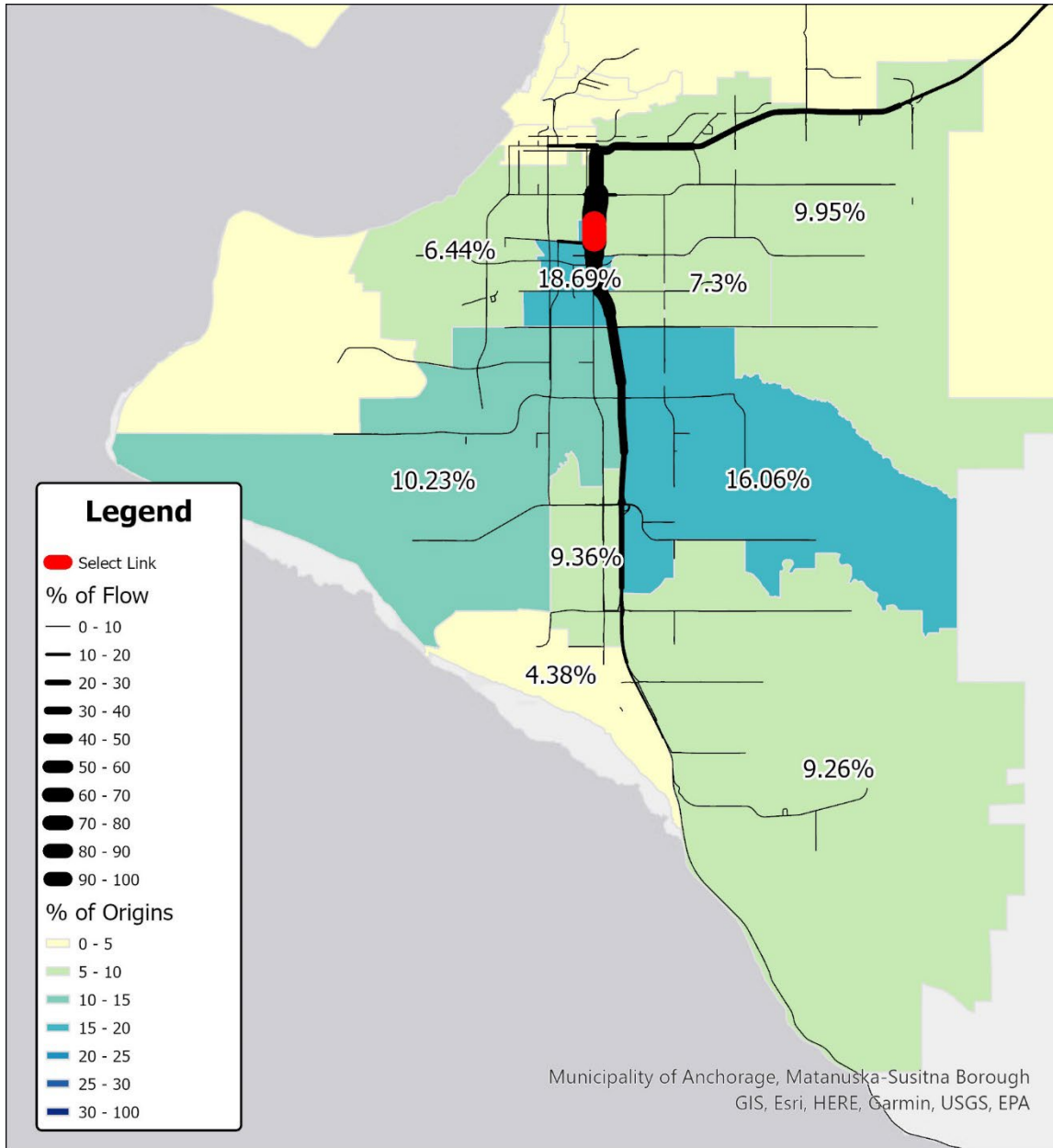


**Figure 39: Seward Northbound AM Trip Destinations**



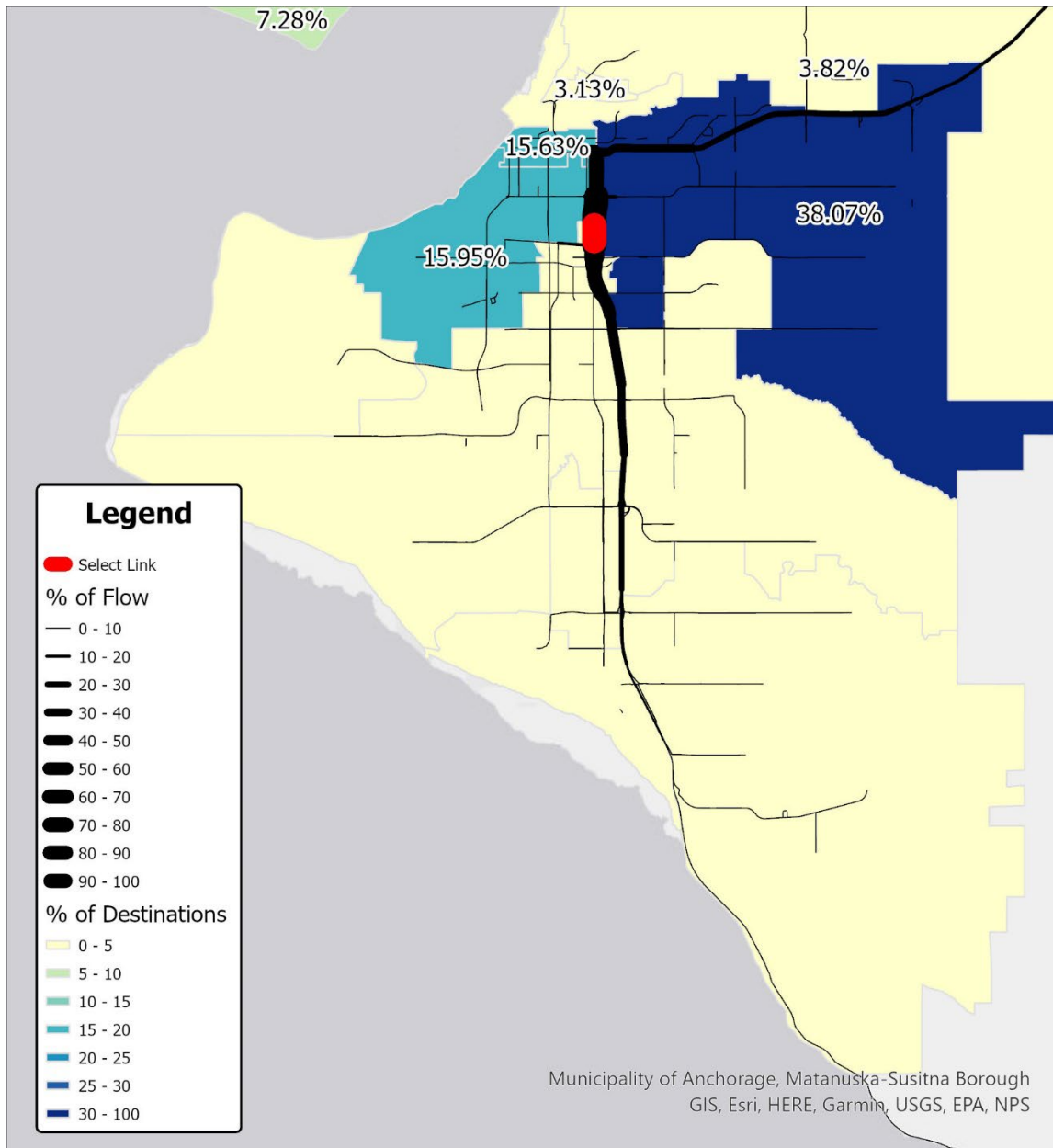


**Figure 40: Seward Northbound Midday Trip Origins**

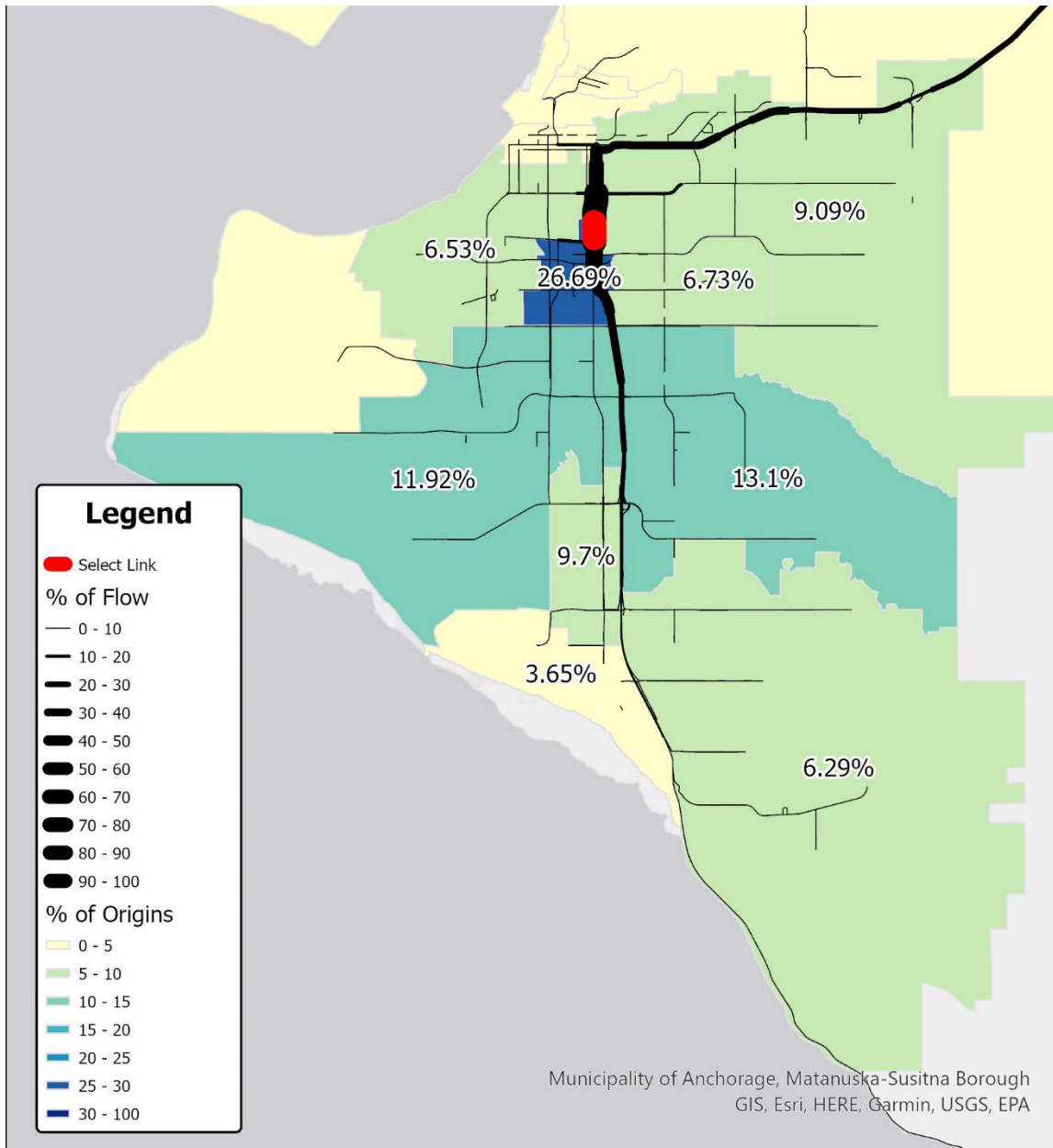




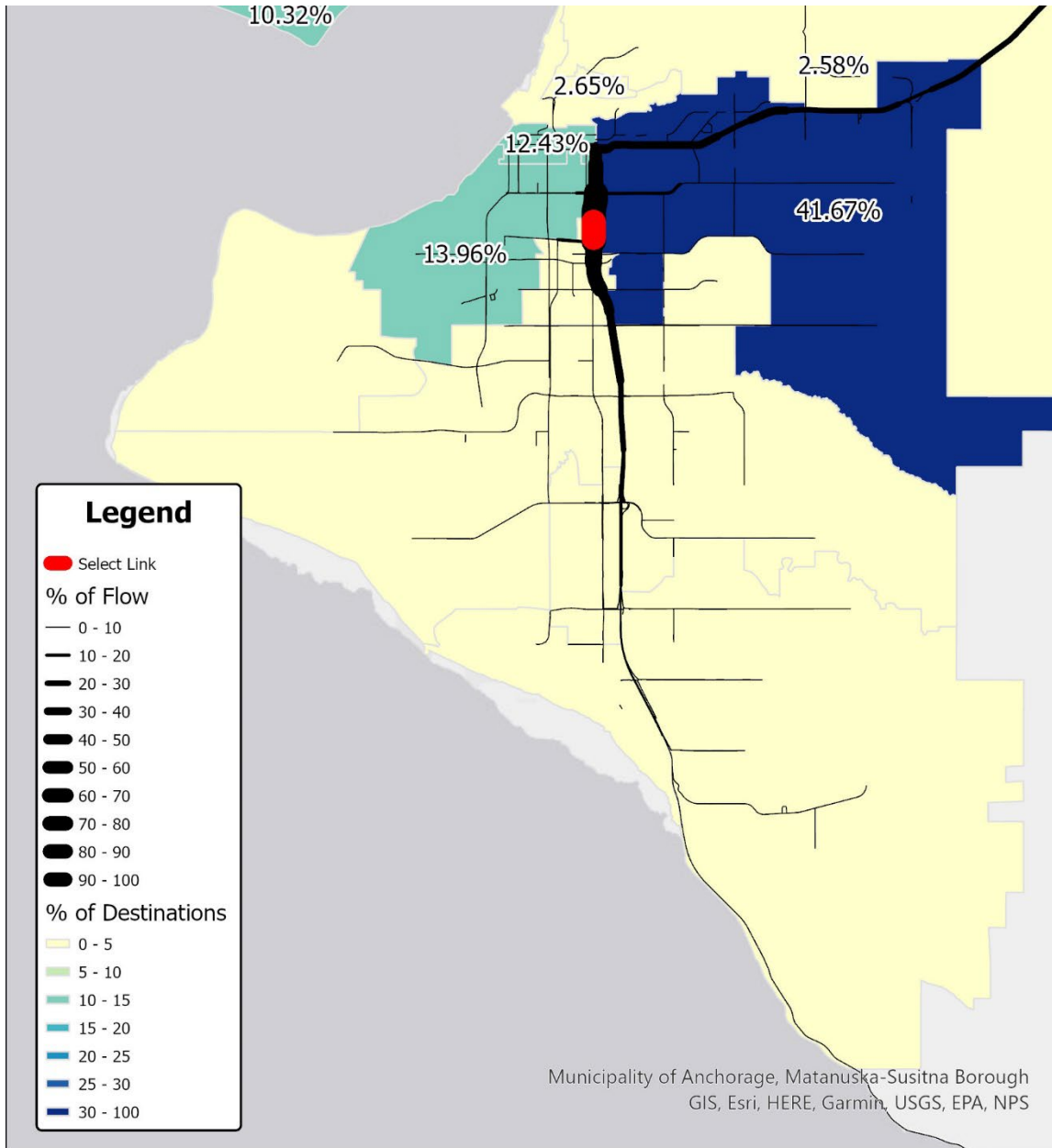
**Figure 41: Seward Northbound Midday Trip Destinations**



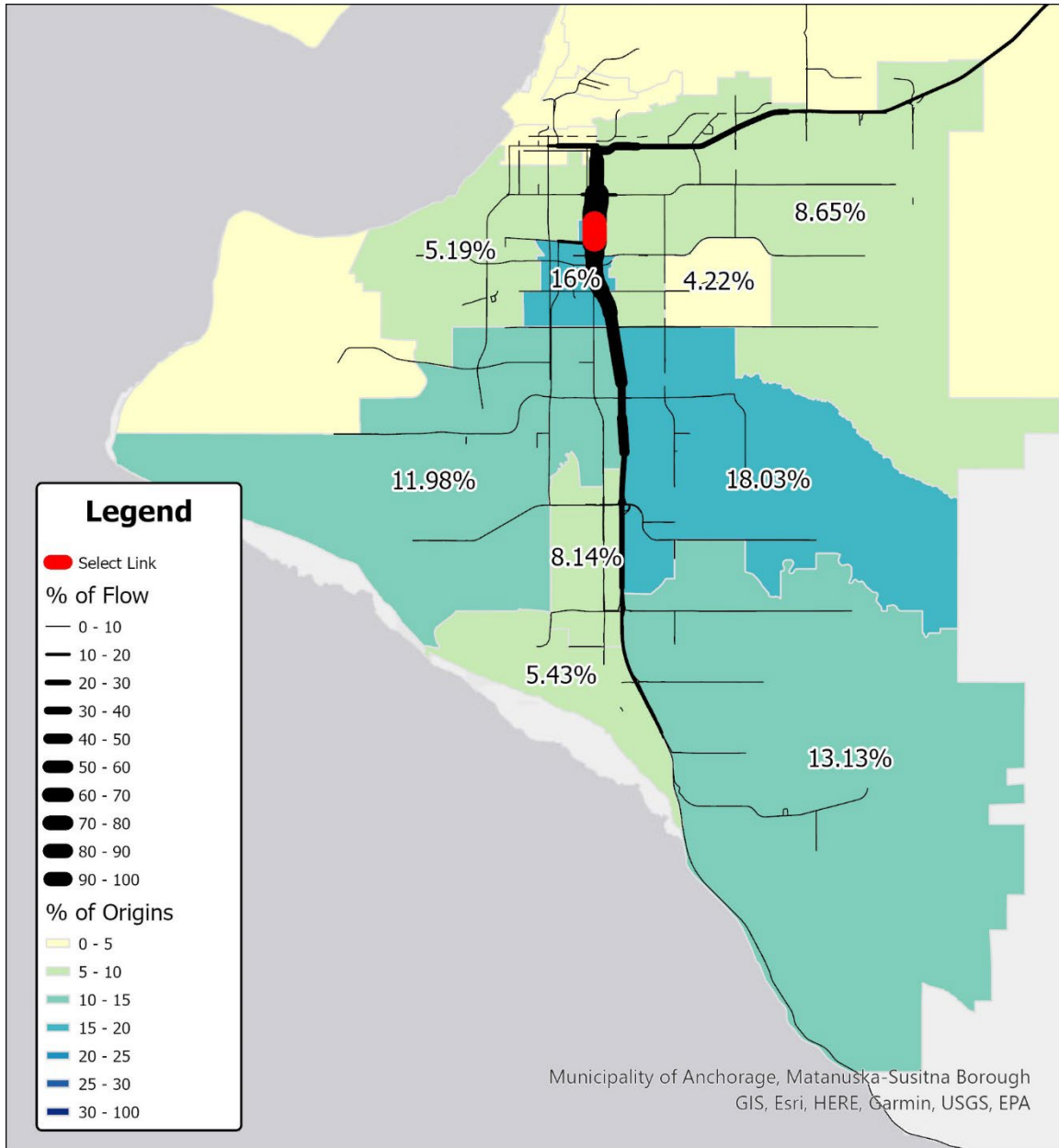
**Figure 42: Seward Northbound PM Trip Origins**



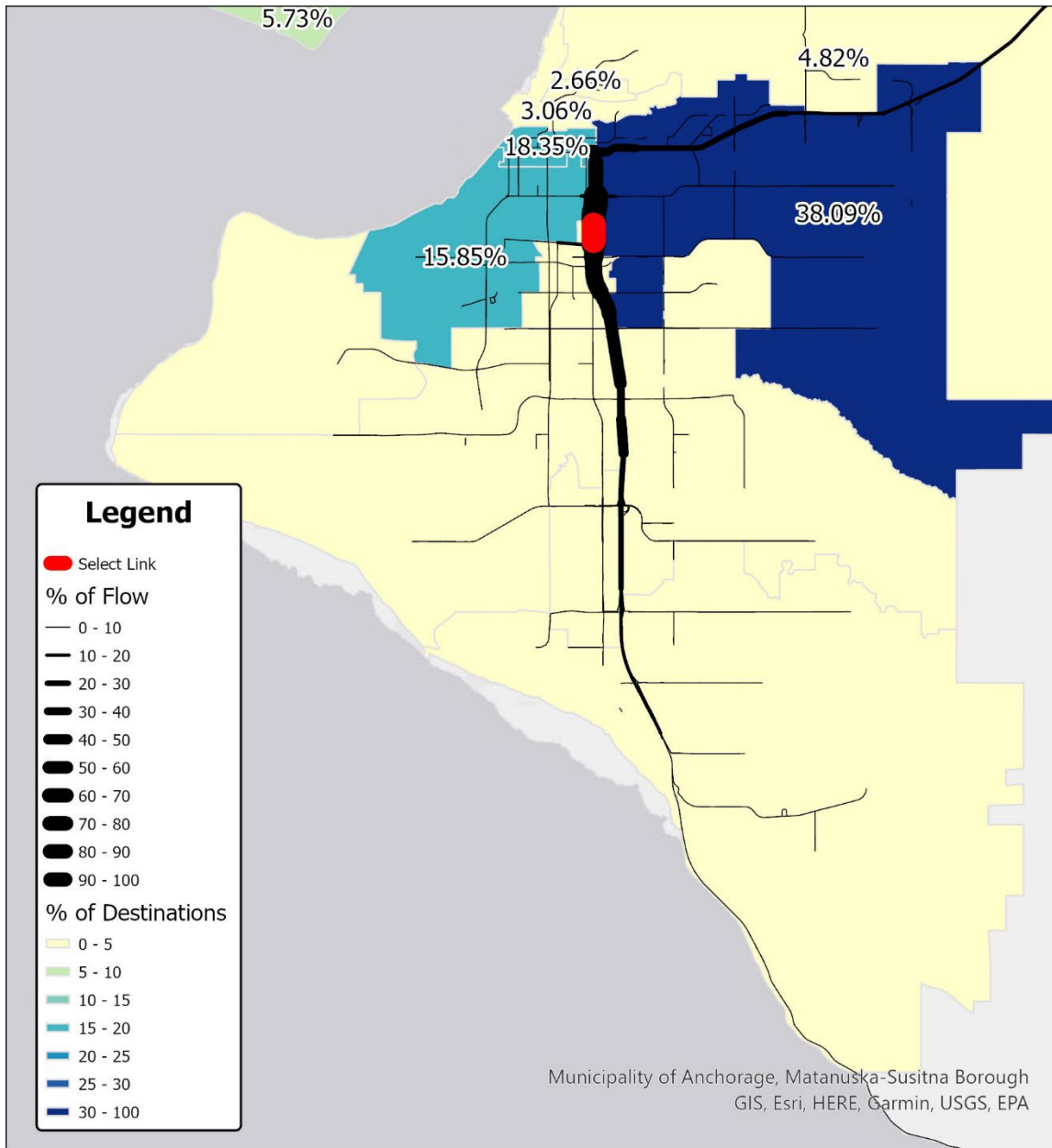
**Figure 43: Seward Northbound PM Trip Destinations**



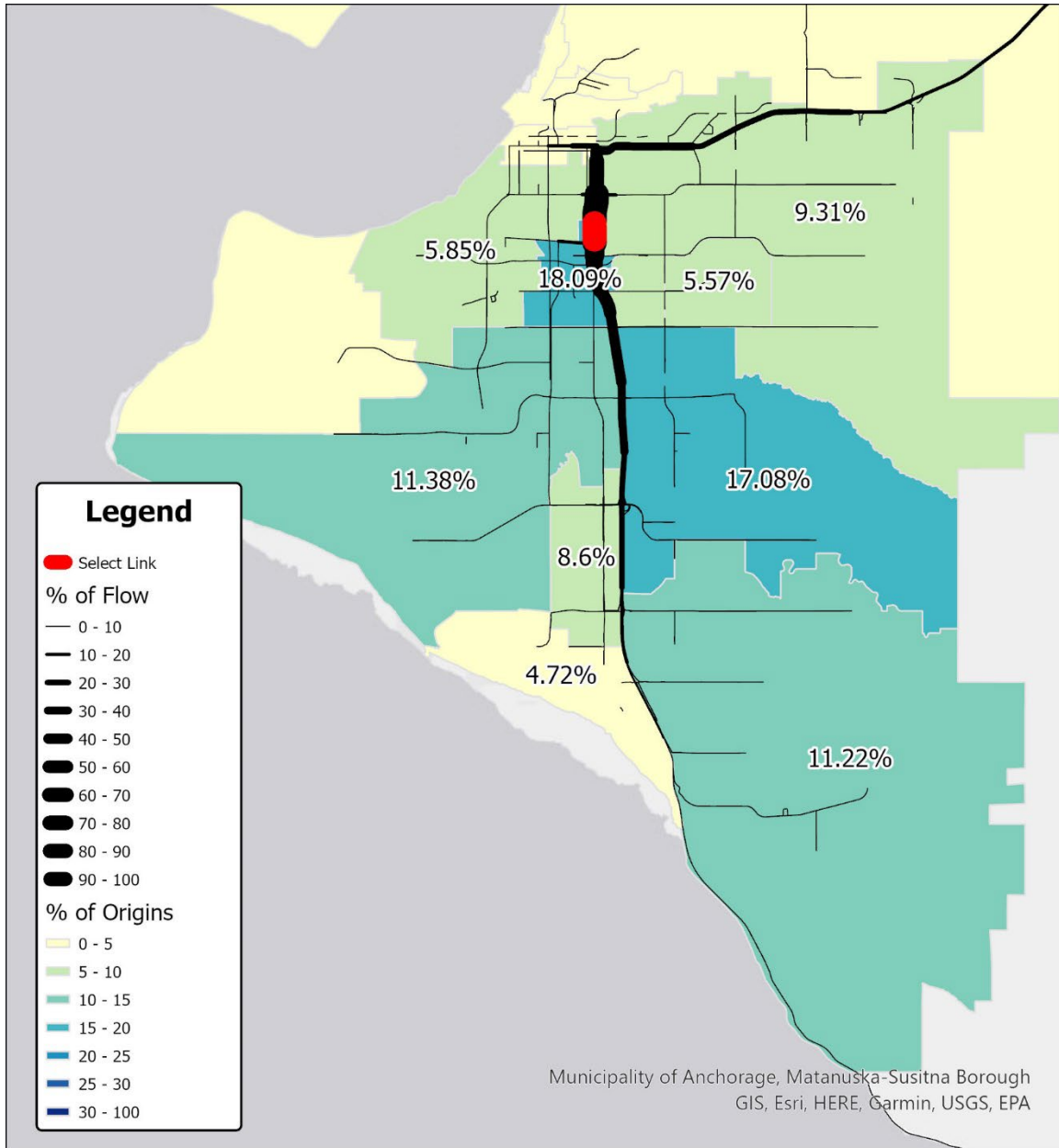
**Figure 44: Seward Northbound Off-Peak Origins**



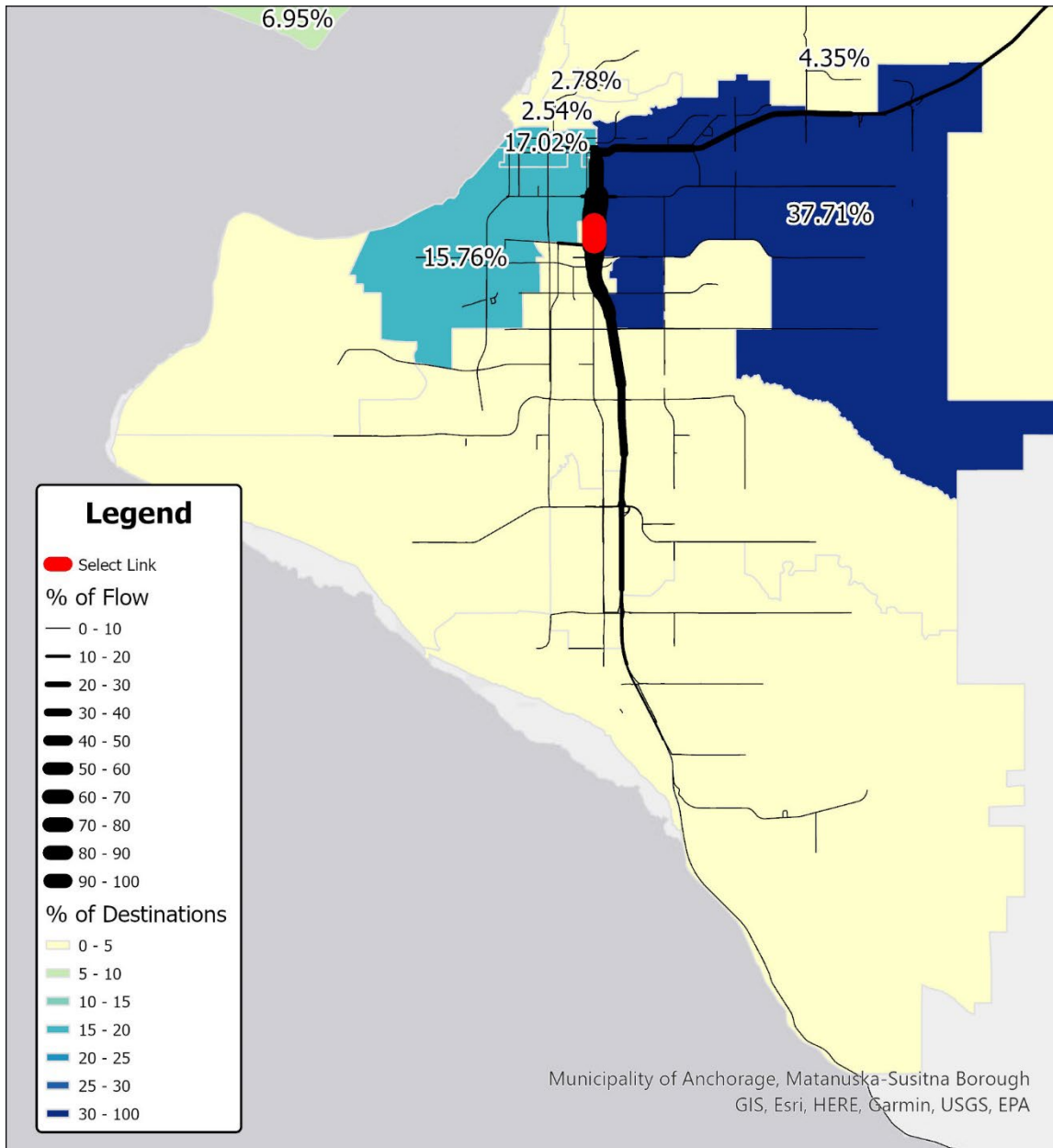
**Figure 45: Seward Northbound Off-Peak Trip Destinations**



**Figure 46: Seward Northbound Daily Trip Origins**



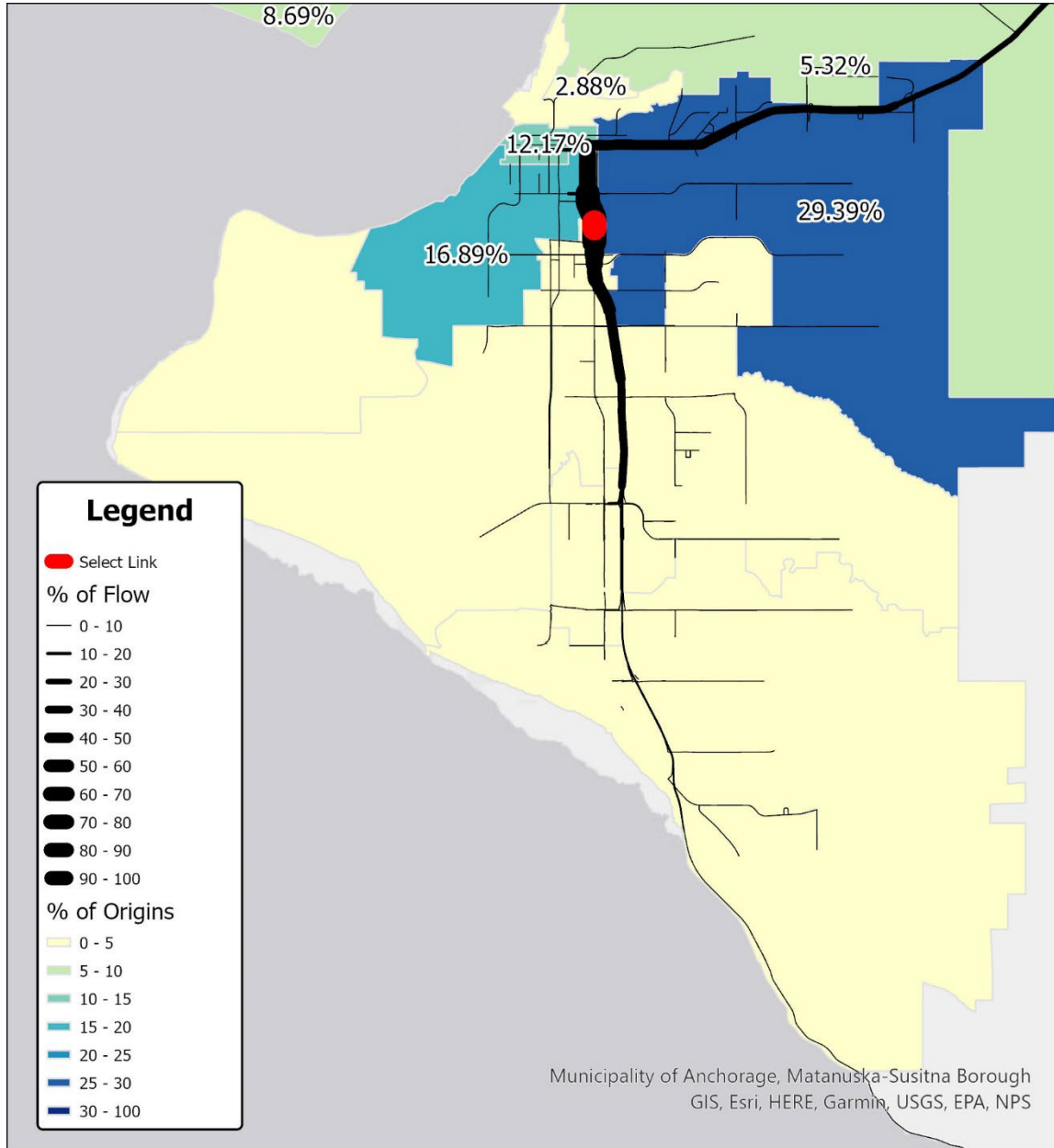
**Figure 47: Seward Northbound Daily Trip Destinations**





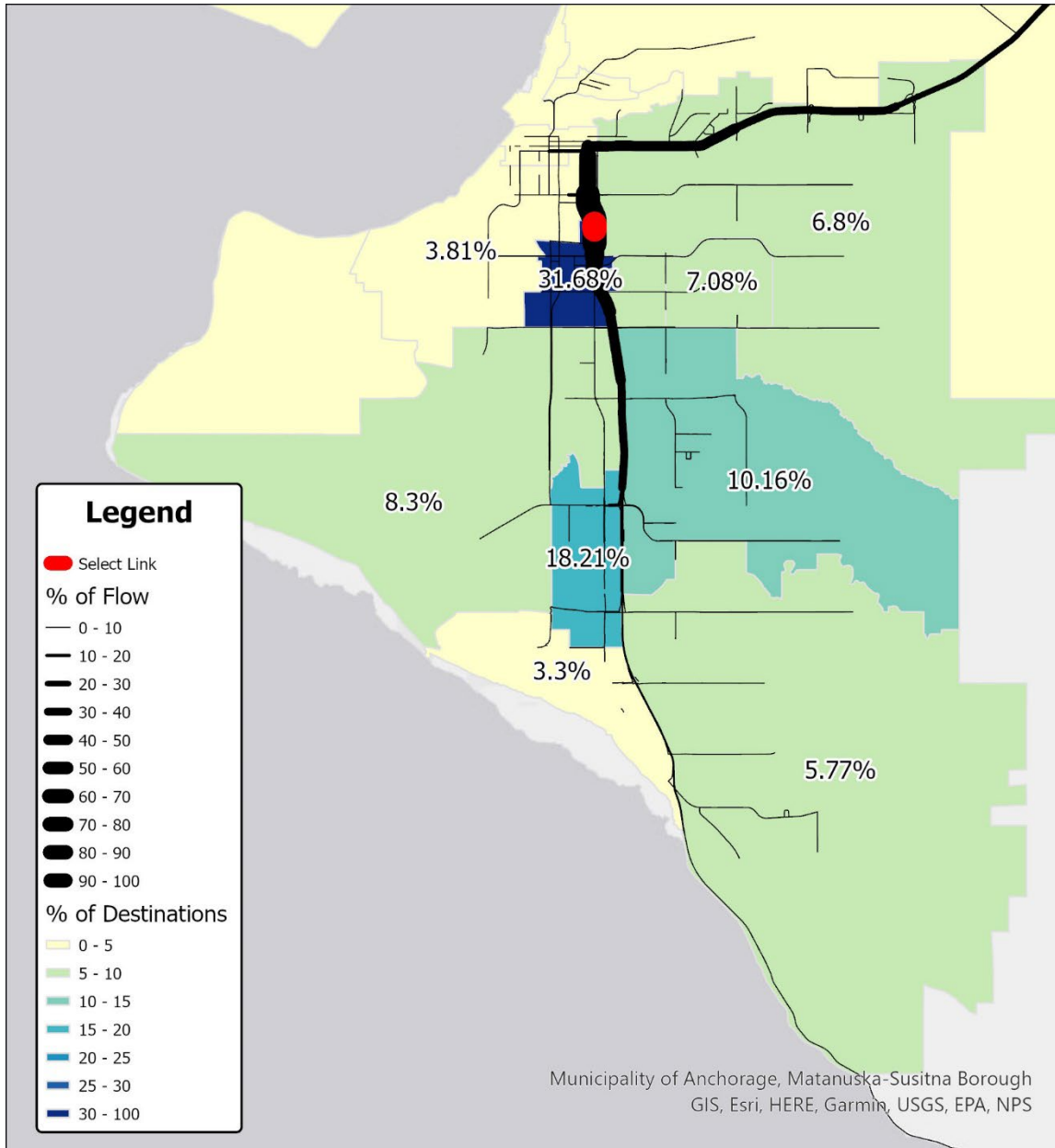
# Seward Highway Select Link Location—Southbound Direction

Figure 48: Seward Southbound AM Trip Origins

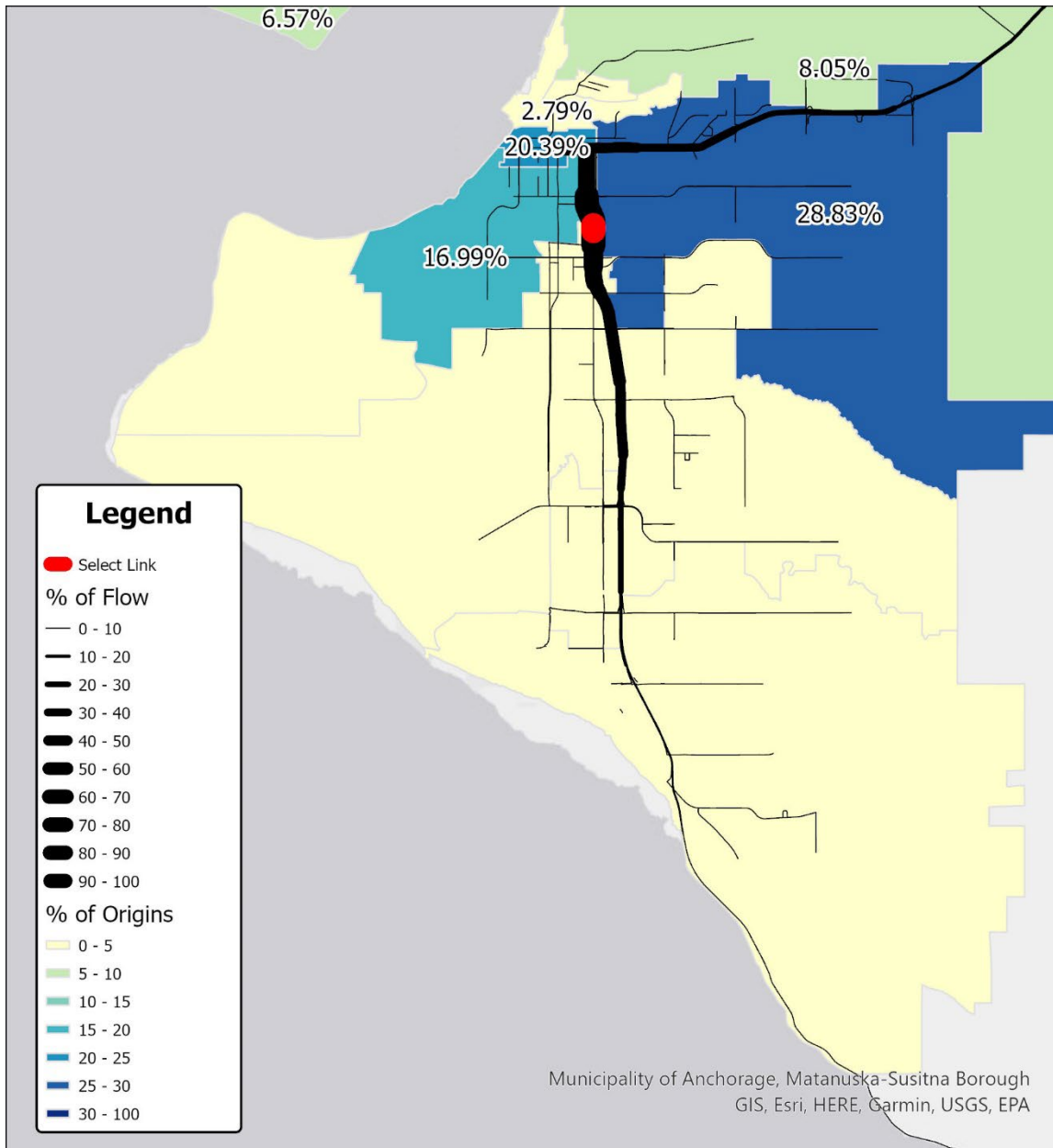




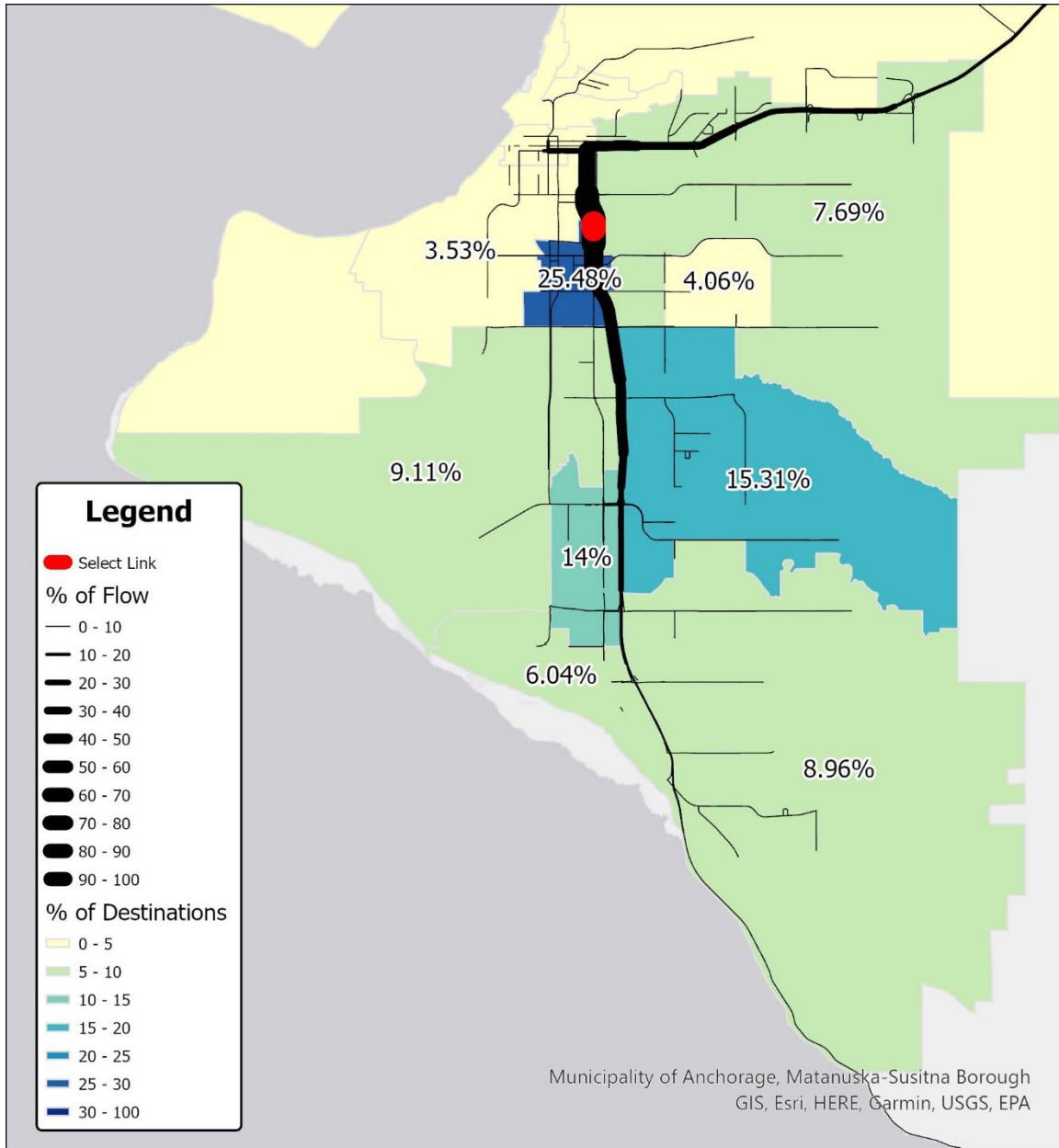
**Figure 49: Seward Southbound AM Trip Destinations**



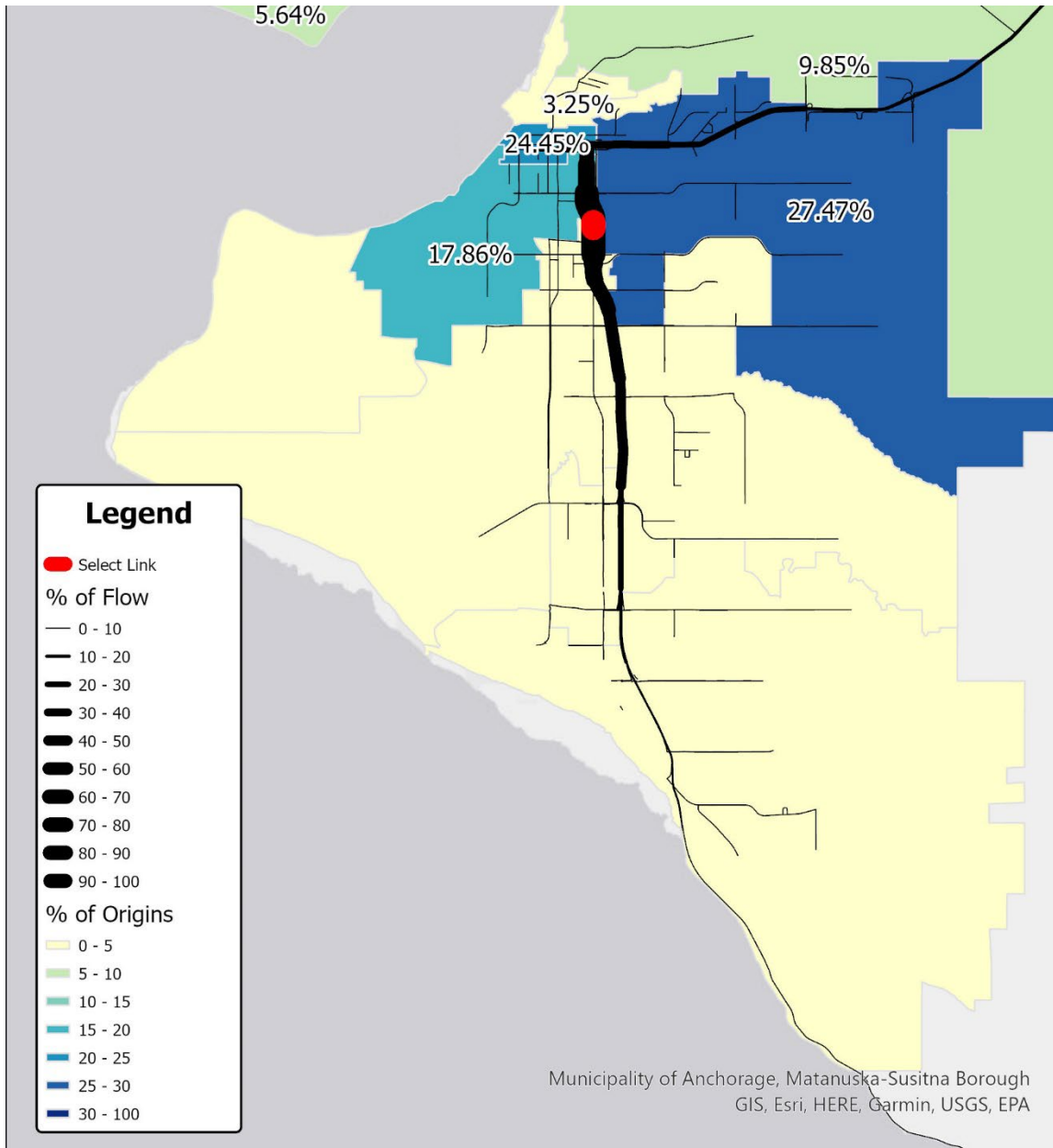
**Figure 50: Seward Southbound Midday Trip Origins**



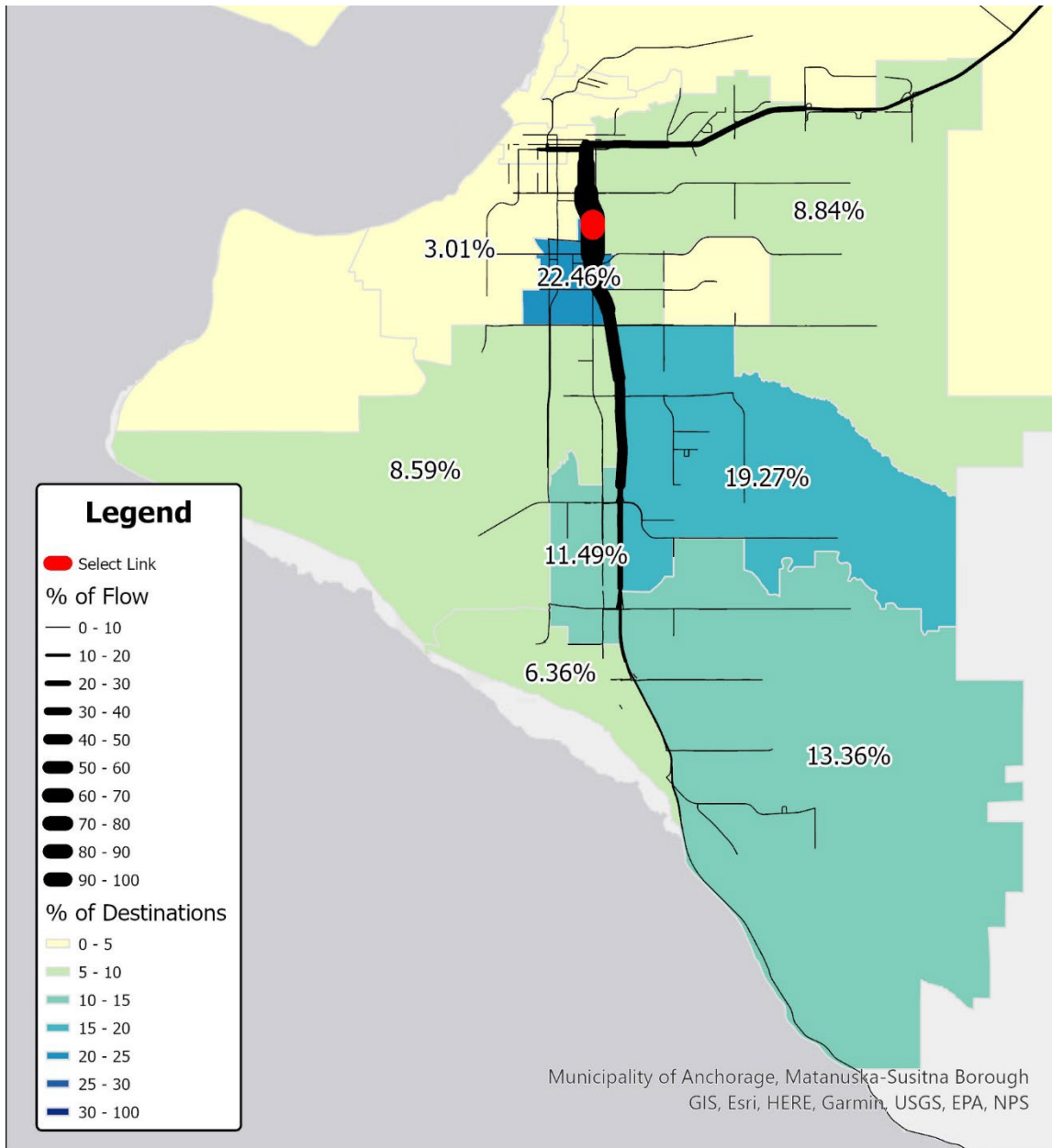
**Figure 51: Seward Southbound Midday Trip Destinations**



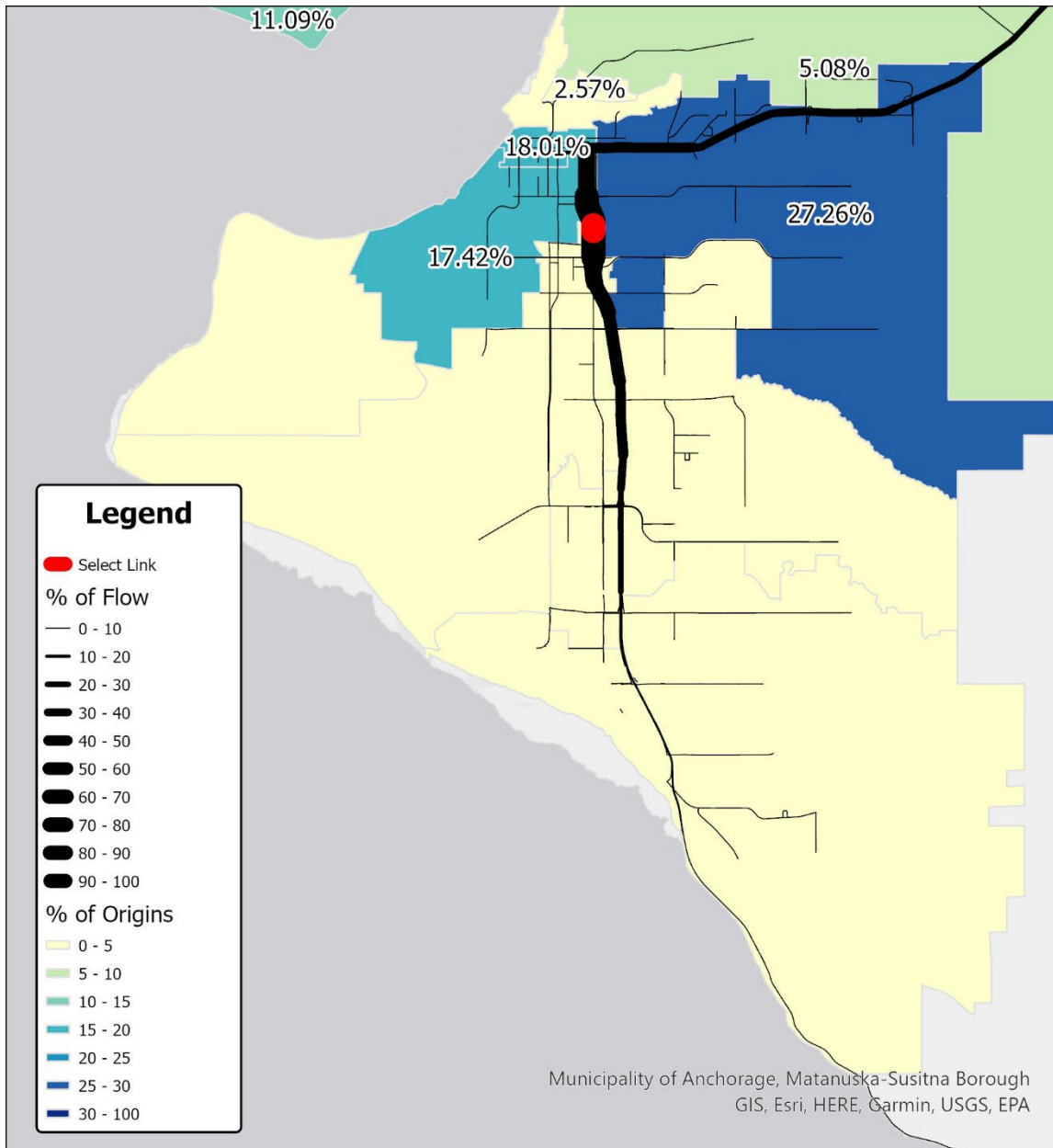
**Figure 52: Seward Southbound PM Trip Origins**



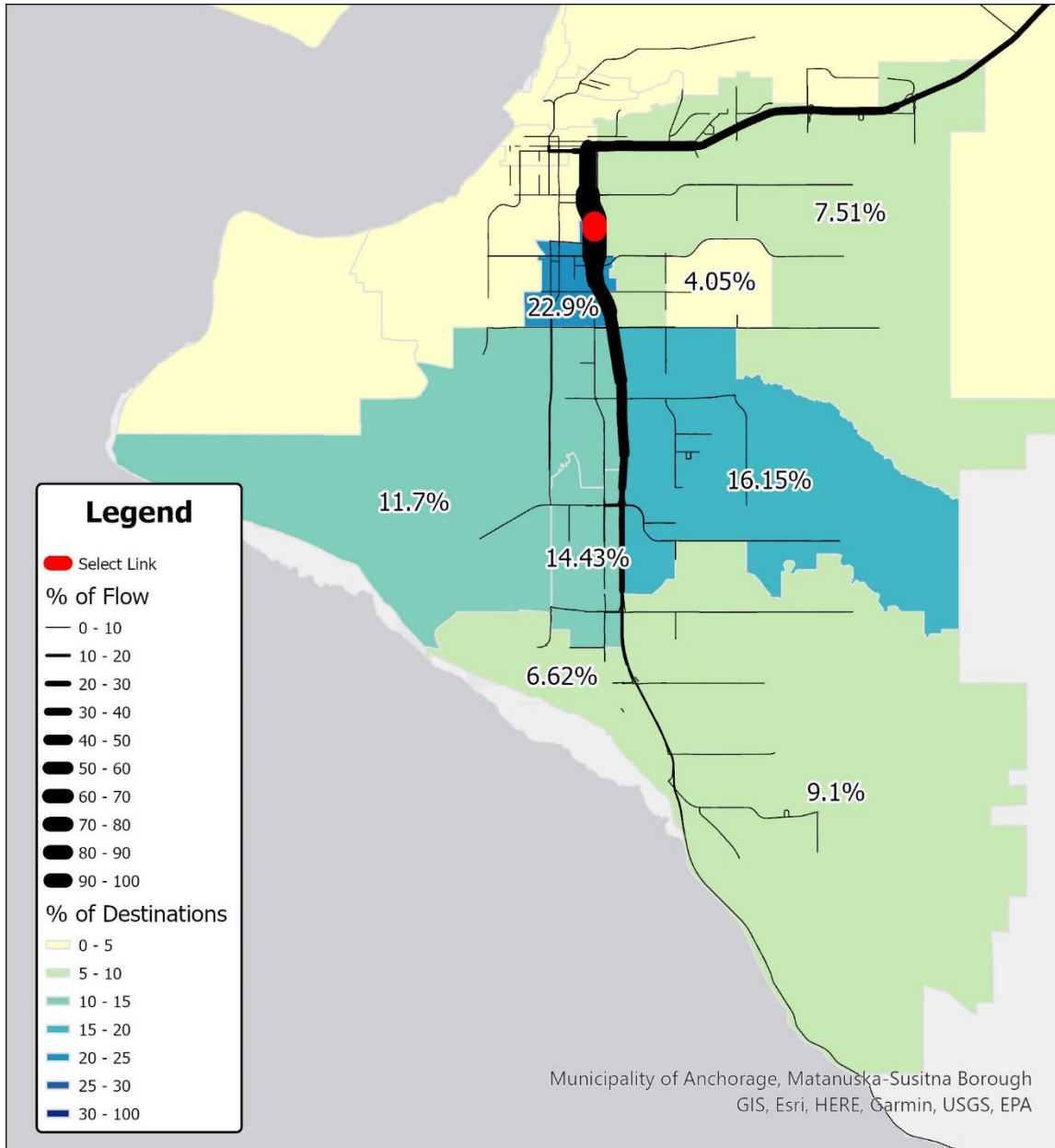
**Figure 53: Seward Southbound PM Trip Destinations**



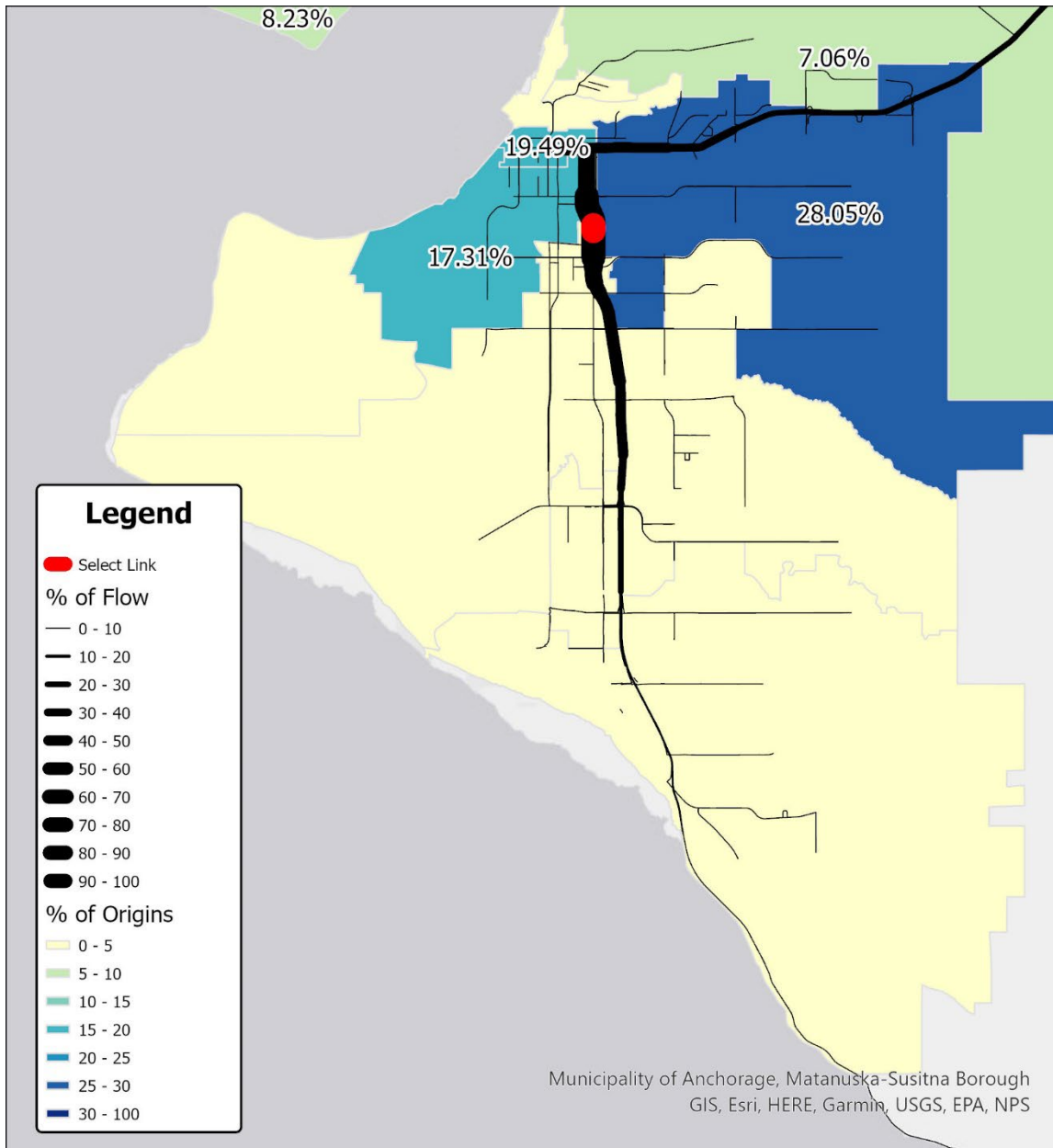
**Figure 54: Seward Southbound Off-Peak Trip Origins**



**Figure 55: Seward Southbound Off-Peak Trip Destinations**



**Figure 56: Seward Southbound Daily Trip Origins**





**Figure 57: Seward Southbound Daily Trip Destinations**

