



PUBLIC HEARING NOTICE

TO: Residents of the 5000 block of Muskogee Street

FROM: Janeen S. Miller, City Clerk

DATE: June 13, 2019

RE: Public Hearing on the Petition Request for Traffic Calming in the 5000 block of Muskogee Street

A petition request to install traffic calming devices on the block referenced above was received by the City on May 6, 2019. Following receipt and validation of this petition request, the City Engineer conducted a traffic study on the block. The results of the traffic study are available on the City's website at www.collegeparkmd.gov. Click on "Public Hearing Notice." The report is also available from the City Clerk's office.

The Mayor and Council of the City of College Park will hold a Public Hearing on **Tuesday, July 9, 2019 at 7:30 p.m.** to take public comment on this request. The Public Hearing will be held in the 2nd floor Council Chambers at City Hall, 4500 Knox Road, College Park. All interested parties shall have an opportunity to be heard. After the Public Hearing, the Mayor and Council will consider action on the request.

Parking is free in the City Hall parking lot after 5:00 p.m. during the summer. In accordance with the Americans With Disabilities Act, if you need special assistance for the Public Hearing, please contact the City Clerk's Office at 240-487-3501 and describe the assistance that is necessary.

If you are unable to appear in person, you may submit written comment prior to the Public Hearing. In order to be received by the Council as part of the record, the comment must include the specific topic to which it relates and the full name and address of the person submitting the comment. Written comment should be submitted no later than 5:00 p.m. on the day of the hearing to cpmc@collegeparkmd.gov.

If you have any questions, please feel free to contact our office at 240-487-3501 and we will be happy to assist you.

cc: College Park Mayor and Council
President, North College Park Community Association
Steven Halpern, City Engineer



CITY OF COLLEGE PARK, MARYLAND
REGULAR MEETING AGENDA ITEM

AGENDA ITEM _____

Prepared By: Steven Halpern, City Engineer

Meeting Date: July 9, 2019

Presented By: Steven Halpern, City Engineer

Proposed Consent: No

Originating Department: Engineering

Issue Before Council: Traffic Calming Petition – 5000 Block Muskogee Street between Rhode Island Ave and Narragansett Parkway

Strategic Plan Goal: Strategic Plan Goal 4: Quality Infrastructure

Background/Justification:

Location

The 5000 block of Muskogee Street is located north of Hollywood Road and east of Rhode Island Avenue in the Hollywood Subdivision of the City. It is classified as a local residential street. Location map attached.

Traffic Concern

A traffic calming petition was initiated by the residents along the 5000 block of Muskogee Street. Petition attached. Fourteen of the fifteen property owners signed the petition.

Traffic Investigation Summary

A traffic counter was placed at 5011 Muskogee Street from May 9, 2019 to May 17, 2019. A 48-hour traffic analysis was conducted using the data collected on May 15th and 16th because it represented the worst traffic conditions. Our investigation revealed that the Average Daily Traffic Volume was 376 and 15.9% of all vehicles were traveling in excess of 30 mph; the speeding threshold is 15%. Speeding was identified as being a problem.

1	Vehicles were recorded traveling between 45 and <50 mph
8	Vehicles were recorded traveling between 40 and <45 mph
23	Vehicles were recorded traveling between 35 and <40 mph
87	Vehicles were recorded traveling between 30 and <35 mph
215	Vehicles were recorded traveling between 25 and <30 mph

City Warrants for Speed Hump Installations per City Code Chapter 184 Article IV	Data obtained during Study	Warrant
Average traffic volume greater than 500	376	Not Met
15% of total volume exceeding speed limit by 5 mph	15.9%	Met

Fiscal Impact:

Speed Humps cost approximately \$3,000 each to install.

Council Options:

1. Approve the installation of speed humps and direct the City Engineer to site and install them at his discretion.
2. Do not approve the installation of speed humps
3. Defer action and request additional information

Staff Recommendation:

Staff found that the speed warrant was met, and the traffic volume warrant was not met. We also determined that there were no geometric conditions that would preclude a speed hump from being installed on Muskogee Street

Recommended Motion:

N/A; this is a Council decision.

Attachments:

Technical Report
Location Map
Petition
Traffic data

TECHNICAL REPORT

DATE: June 7, 2019

SUBJECT: Summary Report for Proposed Traffic Calming Devices on Muskogee Street between Rhode Island Avenue and Narragansett Parkway

Prepared by Steven E. Halpern, P.E.

The following report was prepared according to Chapter 184, Article VI of the Code of the City of College Park, Maryland for the consideration of Traffic Calming Devices on the 5000 block of Muskogee Street between Rhode Island Avenue and Narragansett Parkway to control vehicular speeding.

ROAD DESCRIPTION

The 5000 block of Muskogee Street is located north of Hollywood Road and just east of Rhode Island Avenue in the Hollywood Subdivision of the City. It is oriented east and west, the horizontal alignment is straight, the vertical alignment is flat, and the street is classified as a local residential street.

There is a 4-ft wide concrete sidewalk along the south side of the street that connects sidewalks on Rhode Island Avenue and Narragansett Parkway. The Muskogee Street Playground is located at the intersection of Muskogee Street and Narragansett Parkway. Street lighting was observed to be adequate.

The road segment is 840 feet long, 20 feet wide, and fronts fifteen (15) homes. Muskogee Street provides for two-way traffic. Parking is prohibited along the northside of the street. A Stop sign is located on Muskogee Street at the intersection with Rhode Island Avenue Service Road. There are striped crosswalks at both ends of the street.

DATA COLLECTION

Traffic data was collected from Thursday May 9, 2019 until Friday May 17, 2019. A 48-hour traffic analysis was conducted using the data collected on May 15th and 16th. Data was collected using an electro-mechanical traffic counter. The counter was connected to roadway tubes spaced 3 feet apart allowing for the collection of bi-directional speed and volume data to be collected.

CRITERIA FOR MAYOR AND COUNCIL CONSIDERATION

The following criteria are intended to guide the Mayor and Council in determining whether a request for a Traffic Calming Device installation is reasonable and justified. These shall not be considered exclusive criteria:

1. The street proposed for a Traffic Calming Device has an identified speeding problem that cannot be alleviated in any other way than by a traffic Calming Device. Such a problem can be identified through a combination of resident complaints, police radar surveillance and ticketing practices, accident statistics and the history of previous efforts to control speeding on the street. Traffic Calming Devices will only be installed to address documented safety or traffic concerns supported by traffic engineering studies. Devices can be implemented individually or in conjunction with other Traffic Calming measures depending upon area conditions and characteristics.

- A. Resident complaints - Yes, residents submitted a petition.
- B. Police radar surveillance - No.
- C. Accident statistic - SHA District 3 (Prince George's County) online Crash Listings were reviewed for the last 10 years. There were no police reported accidents recorded during the past 10 years.
- D. History of previous efforts to control speeding - None

2. The street carries a higher volume of nonresidential traffic than would normally be expected. Streets considered for traffic calming must be primarily residential with a majority of residential homes and driveways fronting on the street.

The traffic volume (376 ADT - Average daily traffic) is a higher volume than is expected for this local residential street.

3. The installation of traffic calming devices shall be assessed for their potential impact on public transportation and fire and rescue operations.

This street is not a part of a public transportation route. This street is not considered as a primary fire and rescue route into the neighborhood.

4. The potential impact of traffic Calming devices on adjacent neighborhoods shall be assessed.

Based on our knowledge of the area roads and local traffic it is our opinion that there could be an impact on the 5000 block of Laguna Road to the adjacent neighborhood streets.

5. If a problem is determined during the engineering study, the Department of Public Works will consult with the residents of the street and develop a plan for the type and location of traffic calming devices. A technical study provided by the Public Works Director commenting on any hill, curve or street conditions of concern in the placement of traffic calming devices will be assessed.

REPORT

Based on recommended guidelines for the design and application of Traffic Calming Devices as adopted and implemented in numerous locations successfully throughout the United States, as reported on by the Institute of Transportation Engineers (ITE), and Public Works Department concerns we offer the following technical report:

Data Collected: A 48-Hour Speed and Traffic Volume study was performed at 5011 Muskogee Street. The study shows the following:

5011 Muskogee Street -

- (a) 85% percentile data (that speed which should approximate the speed limit) - **30.4 mph**
- (b) 15.9% of all vehicles, were recorded in excess of 30 mph (119 out of 751 vehicles exceeded the speed limit by 5 miles per hour)
- (c) Speed: Max **46.3** mph, Min 6.3 mph, Mean 24.1 mph
- (d) Average Daily Traffic - **376**
- (e) AM Peak Hour volume - 7:00 **am May 15th** - **37 vehicles**
- (f) PM Peak Hour volume - 4:00 **pm May 15th** - **32 vehicles**

Summary of findings from the data above.

A speeding problem was indicated. At least 15% of the total traffic volume must exceed 30 mph. Our Study found 15.9% exceeded 30 mph.

A **YES** response means the guideline meets the criteria for installation and a **NO** response means that the guideline does not meet the installation criteria.

Street Classification: Local Residential collector YES

Traffic calming devices should only be installed on those roadway facilities functionally classified as local streets, as defined in "A Policy on Geometric Design of Highways and Streets" by AASHTO. Further, these local streets should be generally residential in nature.

Street Width: 26 +/- no more than two travel lanes YES
Typically, the streets width should be sufficient to allow for the proper installation of suitable traffic calming devices.

Street Grade: flat (8% or less (NEW 2007)) YES
The street grade will not limit the type of traffic calming device installations.

Horizontal and Vertical Alignment: YES
Traffic calming devices should not be placed within severe horizontal or vertical curves that may result in substantial lateral or vertical forces on a vehicle traversing it.

Sight Distance: Adequate YES
Only those traffic-calming devices that comply with the minimum safe stopping sight distance, as defined in A Policy on Geometric Design of Highways and Streets by AASHTO, can be provided.

Traffic Speeds: YES
5011 Muskogee Street: 15.9% of the total traffic volume exceeded 30mph

The Traffic Calming Device should only be installed on streets where the prevailing speed limit is 30 mph or less. Speed studies should be performed to confirm the existence of a speeding problem or other traffic problem to ensure that the installation of such device will appreciably address that problem. A speeding problem exists when 15% of the total volume exceeds the posted speed limit by more than 5 mph.

Traffic Volume: NO
5000 Block Muskogee Street: 376 vehicles per day

The Traffic Calming Devices are typically installed on streets with an average daily traffic volume between 500 and 2,000 vehicles.

Accident History: YES
If/When installed to address an accident problem, the traffic calming devices should eliminate or reduce the causal effects of those accidents.

Pedestrian Activity: YES
When installed to address pedestrian safety issues, significant pedestrian activity should be present. There is a sidewalk along the southside of the street and a Playground located at the intersection with Narragansett Parkway.

Vehicle Mix: less than 5% YES

Speed humps should not be installed on streets that carry significant volumes (greater than 5%) of long wheelbase vehicles unless there is a reasonable alternative route for those vehicles.

Emergency Vehicle Access: Not a primary Emergency route YES

Speed humps should generally not be installed on streets that are used as primary or routine emergency vehicle access routes.

Transit Route: Not a transit route YES

Speed humps should generally not be installed along streets with established transit routes. However, if humps are installed on transit routes, their design should consider the special operational characteristics of these vehicles.

Citizen Support: Citizen petition YES

Speed humps should generally not be installed on a public street unless a documented majority of the residents along the affected portion of that street support their installation.

Diversion: Possibly divert traffic to Laguna Rd NO

Since speed humps may divert traffic to other street facilities, an estimate of the amount and location of that diversion should be made so that the potential impacts of the proposed humps can be fully considered.

Street Lighting: Adequate YES

To improve nighttime visibility especially where sight distance is less than desirable, coordinating hump locations with existing or planned street lighting should be considered.

Totals:

YES 13
NO 2

Paving History According to PMP:

5011 Muskogee Street Last Year Pave 2009

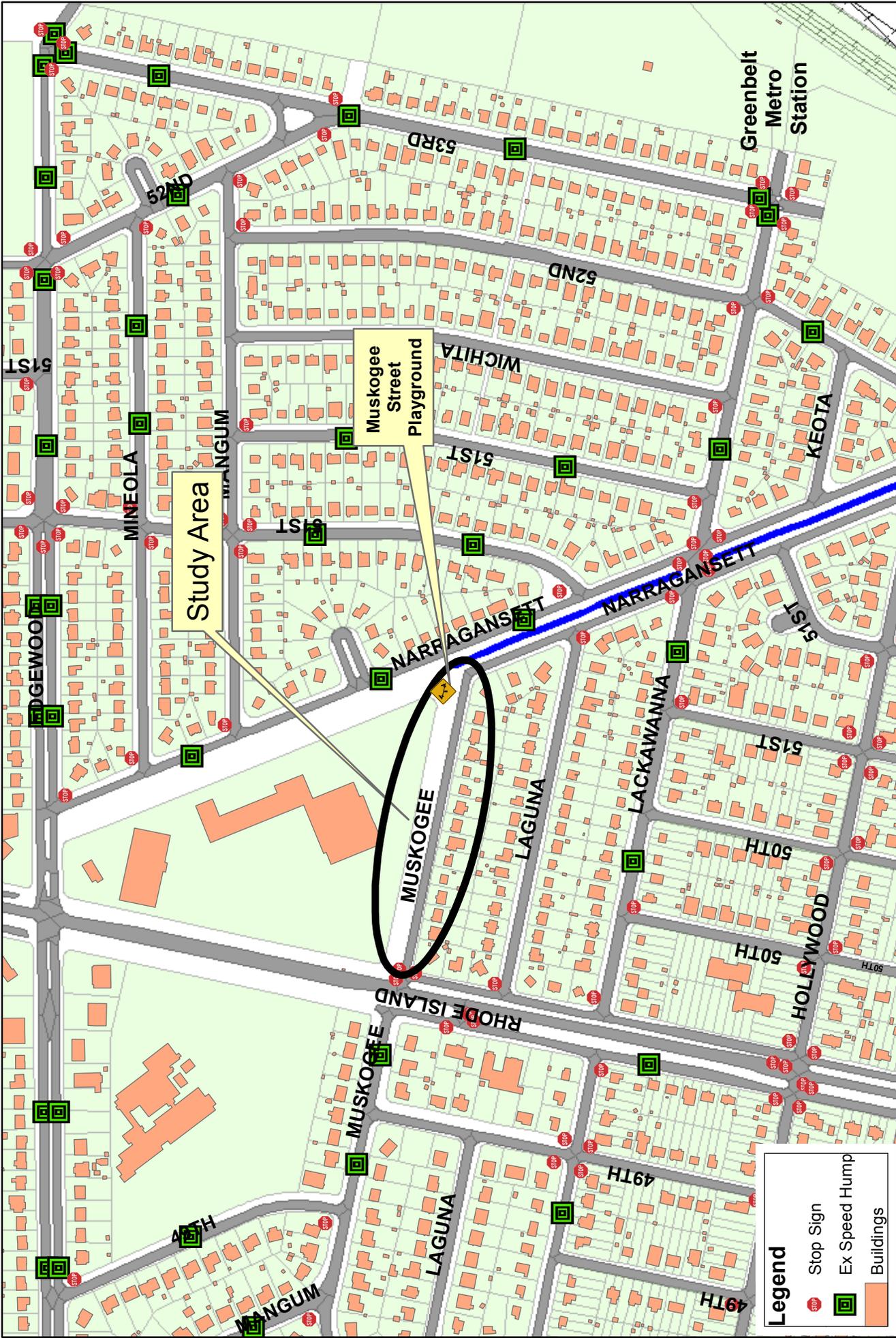
Current Rating 1.5

CONCLUSION

Speeding WAS identified as being a problem. The 7-day traffic volume, 2,934 vehicles, indicates that cut through traffic is also a problem.

Based on the established traffic warrants and criteria recommended by The Institute of Transportation Engineers (ITE) for the placement of speed humps to control vehicular speeding on residential roadways and Public Works Department concerns, traffic calming measures are warranted on the 5000 Block of Muskogee Street.

**Attachment
5000 Block Muskogee Street**



Legend	
	Stop Sign
	Ex Speed Hump
	Buildings

By: College Park Engineering
 Date: June 7, 2019
 Source: M-NCPPC GIS



RECEIVED

CITY OF COLLEGE PARK, MARYLAND
PETITION FOR TRAFFIC CALMING DEVICE
(MUST BE PRINTED LEGIBLY)

MAY - 6 2019

Date: 4-13-19

We, the residents of College Park request the installation of traffic calming
(Location)
devices for Muskogee Street between 5001 and
(Street Name) (Location)
5029.
(Location)

Contact Name: Keith Ayer Phone Number: 301-237-5174

NAME (PLEASE PRINT)	SIGNATURE	ADDRESS (PLEASE PRINT)	PHONE
1 Iddia Rodriguez	<i>Iddia Rodriguez</i>	5001 Muskogee St	240-464-3811
3 Rosario Marquez	<i>Rosario Marquez</i>	5003 Muskogee St	240-460-7985
5 Keith Ayer	<i>Keith Ayer</i>	5005 Muskogee St College Park MD 20740	301-237-5174
7 H. JOSEPH TANNER	<i>H. Joseph Tanner</i>	5007 Muskogee St College Park MD 20740	443-538-6187
9 Carol Fox	<i>Carol Fox</i>	5009 Muskogee St	301-441-8948
11 Mary Petrone	<i>Mary Petrone</i>	5011 Muskogee St College Park MD 20740	301-345-1948
13 WILLIAM HARRIS	<i>William Harris</i>	5013 Muskogee St	301-724-0113
15 Gurpreet Singh	<i>Gurpreet Singh</i>	5015 Muskogee St	732-910-3905
17 Lisa A. Williams	<i>Lisa A. Williams</i>	5017 Muskogee St	240-328-8712
19 Brian Koen	<i>Brian Koen</i>	5019 Muskogee St	443-629-9128
21 Eileen Banner	<i>Eileen Banner</i>	5021 Muskogee St	301-474-8545
23 Muhammad Saleem	<i>Muhammad Saleem</i>	5023 Muskogee St	301-345-1419
25 Tim Busiere	<i>Tim Busiere</i>	5025 Muskogee St	413-210-7464
27 Lakeisha Martin	<i>Lakeisha Martin</i>	5027 Muskogee St	301-220-0170
29			

All petitions must be signed by at least 60% of the households that are located within 500 feet of the requested installation site. If requested for an intersection, the petition must be circulated to the residents living on all intersecting streets within 500 feet of the requested installation site. For further information, see Article VI, Traffic Calming Devices, Section 184-36 of the City Code. Names and addresses must be printed legibly or typewritten. A separate petition shall be submitted for each specific location where a traffic calming device is requested. Send completed form(s) to the City Clerk's Office, 4500 Knox Road, College Park, MD 20740, 240-487-3501.

* Wednesday, May 15, 2019

Time	Total	Vbin	>PSL	>SL1	>SL2	>SL3	>SL4	Cd										
<--		5	10	15	20	25	30	35	40	45	50	50	25	30	35	40	45	
		10	15	20	25	30	35	40	45	50	99		SL1	SL2	SL3	SL4		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E
0000	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	W
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	E
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	W
0200	3	0	0	2	0	1	0	0	0	0	0	0	1	0	0	0	0	E
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	W
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	E
0300	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	W
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	E
0400	7	0	0	0	2	2	3	0	0	0	0	0	5	3	0	0	0	W
0500	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	E
0500	6	0	1	0	0	3	2	0	0	0	0	0	5	2	0	0	0	W
0600	3	0	1	1	0	1	0	0	0	0	0	0	1	0	0	0	0	E
0600	6	0	0	0	4	2	0	0	0	0	0	0	2	0	0	0	0	W
0700	12	0	1	4	6	1	0	0	0	0	0	0	1	0	0	0	0	E
0700	25	0	0	4	11	8	2	0	0	0	0	0	10	2	0	0	0	W
0800	7	0	0	4	1	1	1	0	0	0	0	0	2	1	0	0	0	E
0800	8	0	0	2	1	4	1	0	0	0	0	0	5	1	0	0	0	W
0900	4	0	0	1	0	3	0	0	0	0	0	0	3	0	0	0	0	E
0900	4	0	0	1	0	3	0	0	0	0	0	0	3	0	0	0	0	W
1000	11	0	0	1	5	5	0	0	0	0	0	0	5	0	0	0	0	E
1000	10	1	1	1	1	3	1	2	0	0	0	0	6	3	2	0	0	W
1100	8	0	1	3	3	1	0	0	0	0	0	0	1	0	0	0	0	E
1100	9	0	0	2	4	2	0	1	0	0	0	0	3	1	1	0	0	W
1200	9	0	1	1	2	2	2	1	0	0	0	0	5	3	1	0	0	E
1200	8	0	0	0	5	2	1	0	0	0	0	0	3	1	0	0	0	W
1300	7	1	0	0	1	3	1	1	0	0	0	0	5	2	1	0	0	E
1300	9	1	1	0	2	4	1	0	0	0	0	0	5	1	0	0	0	W
1400	10	0	0	4	2	3	1	0	0	0	0	0	4	1	0	0	0	E
1400	13	2	2	2	3	3	1	0	0	0	0	0	4	1	0	0	0	W
1500	11	1	1	0	3	2	3	0	1	0	0	0	6	4	1	1	0	E
1500	12	1	0	1	3	4	2	1	0	0	0	0	7	3	1	0	0	W
1600	12	0	3	3	1	5	0	0	0	0	0	0	5	0	0	0	0	E
1600	9	0	1	1	0	5	2	0	0	0	0	0	7	2	0	0	0	W
1700	18	0	0	5	6	5	0	2	0	0	0	0	7	2	2	0	0	E
1700	12	0	1	2	2	3	4	0	0	0	0	0	7	4	0	0	0	W
1800	23	0	1	7	6	3	4	1	1	0	0	0	9	6	2	1	0	E
1800	9	0	0	1	1	5	1	1	0	0	0	0	7	2	1	0	0	W
1900	16	0	2	4	4	4	2	0	0	0	0	0	6	2	0	0	0	E
1900	10	0	0	2	3	4	1	0	0	0	0	0	5	1	0	0	0	W
2000	12	1	0	2	7	2	0	0	0	0	0	0	2	0	0	0	0	E
2000	11	0	0	2	8	0	1	0	0	0	0	0	1	1	0	0	0	W
2100	18	0	3	3	7	3	2	0	0	0	0	0	5	2	0	0	0	E
2100	7	1	0	1	2	2	1	0	0	0	0	0	3	1	0	0	0	W
2200	9	0	0	3	4	1	1	0	0	0	0	0	2	1	0	0	0	E
2200	9	0	0	3	3	3	0	0	0	0	0	0	3	0	0	0	0	W
2300	7	0	0	3	1	1	1	0	1	0	0	0	3	2	1	1	0	E
2300	5	0	1	1	0	1	1	1	0	0	0	0	3	2	1	0	0	W
00-00	205	3	15	53	61	47	18	5	3	0	0	0	73	26	8	3	0	E
00-00	192	6	8	27	56	64	25	6	0	0	0	0	95	31	6	0	0	W

Peak step 7:00 (37) AM Peak step 7:00 (37) PM Peak step 18:00 (32)

Vehicles = 397

Posted speed limit = 25 mph, Exceeding = 168 (42.32%), Mean Exceeding = 29.43 mph

Limit 1 (SL1) (25 * 100%) + 5 = 30 mph, Exceeding = 57 (14.36%)

Limit 2 (SL2) (25 * 100%) + 10 = 35 mph, Exceeding = 14 (3.526%)

Limit 3 (SL3) (25 * 100%) + 15 = 40 mph, Exceeding = 3 (0.756%)

Limit 4 (SL4) (25 * 100%) + 20 = 45 mph, Exceeding = 0 (0.000%)

Maximum = 44.5 mph, Minimum = 6.9 mph, Mean = 23.6 mph

85% Speed = 29.90 mph, 95% Speed = 33.90 mph, Median = 23.71 mph

10 mph Pace = 19 - 29, Number in Pace = 231 (58.19%)

Variance = 40.18, Standard Deviation = 6.34 mph

* Thursday, May 16, 2019

Time	Total	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	>PSL 25	>SL1 30	>SL2 35	>SL3 40	>SL4 45	Cd
<--		10	15	20	25	30	35	40	45	50	55		SL1	SL2	SL3	SL4	
0000	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	E
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	W
0100	2	0	1	0	0	0	0	0	1	0	0	1	1	1	1	0	E
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	W
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	E
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	W
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	E
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	W
0400	1	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	E
0400	5	0	0	0	2	2	1	0	0	0	0	3	1	0	0	0	W
0500	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	E
0500	7	0	1	0	0	4	1	1	0	0	0	6	2	1	0	0	W
0600	3	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	E
0600	5	0	0	0	1	1	0	3	0	0	0	4	3	3	0	0	W
0700	5	0	1	0	3	1	0	0	0	0	0	1	0	0	0	0	E
0700	25	1	0	1	10	10	2	0	1	0	0	13	3	1	1	0	W
0800	6	0	0	1	3	1	1	0	0	0	0	2	1	0	0	0	E
0800	9	0	0	1	1	4	3	0	0	0	0	7	3	0	0	0	W
0900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	E
0900	3	0	0	0	1	0	2	0	0	0	0	2	2	0	0	0	W
1000	6	1	0	1	3	1	0	0	0	0	0	1	0	0	0	0	E
1000	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	W
1100	6	1	0	2	1	2	0	0	0	0	0	2	0	0	0	0	E
1100	6	0	0	0	3	2	1	0	0	0	0	3	1	0	0	0	W
1200	9	0	0	2	2	5	0	0	0	0	0	5	0	0	0	0	E
1200	5	0	0	1	0	2	0	2	0	0	0	4	2	2	0	0	W
1300	11	0	0	2	4	2	2	1	0	0	0	5	3	1	0	0	E
1300	9	2	0	1	3	1	1	1	0	0	0	3	2	1	0	0	W
1400	19	0	3	2	6	3	5	0	0	0	0	8	5	0	0	0	E
1400	13	0	1	2	4	5	1	0	0	0	0	6	1	0	0	0	W
1500	19	1	0	3	3	7	3	0	2	0	0	12	5	2	2	0	E
1500	9	0	0	1	1	3	4	0	0	0	0	7	4	0	0	0	W
1600	14	0	1	4	4	3	2	0	0	0	0	5	2	0	0	0	E
1600	4	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	W
1700	14	0	0	1	7	4	2	0	0	0	0	6	2	0	0	0	E
1700	5	0	0	1	2	2	0	0	0	0	0	2	0	0	0	0	W
1800	18	0	1	3	6	5	2	0	0	1	0	8	3	1	1	1	E
1800	11	0	0	1	6	2	2	0	0	0	0	4	2	0	0	0	W
1900	17	0	2	4	4	3	3	0	1	0	0	7	4	1	1	0	E
1900	11	1	0	2	3	3	1	1	0	0	0	5	2	1	0	0	W
2000	11	0	0	4	6	1	0	0	0	0	0	1	0	0	0	0	E
2000	8	0	1	0	2	5	0	0	0	0	0	5	0	0	0	0	W
2100	12	0	0	1	5	4	1	1	0	0	0	6	2	1	0	0	E
2100	3	0	0	0	1	2	0	0	0	0	0	2	0	0	0	0	W
2200	13	0	1	3	6	1	2	0	0	0	0	3	2	0	0	0	E
2200	7	0	0	0	3	3	0	1	0	0	0	4	1	1	0	0	W
2300	6	0	0	1	2	3	0	0	0	0	0	3	0	0	0	0	E
2300	4	0	0	1	0	2	0	1	0	0	0	3	1	1	0	0	W
00-00	201	3	13	38	69	46	25	2	4	1	0	78	32	7	5	1	E
00-00	153	4	4	13	44	58	19	10	1	0	0	88	30	11	1	0	W

Peak step 14:00 (32) AM Peak step 7:00 (30) PM Peak step 14:00 (32)

Vehicles = 354

Posted speed limit = 25 mph, Exceeding = 166 (46.89%), Mean Exceeding = 29.88 mph

Limit 1 (SL1) (25 * 100%) + 5 = 30 mph, Exceeding = 62 (17.51%)

Limit 2 (SL2) (25 * 100%) + 10 = 35 mph, Exceeding = 18 (5.085%)

Limit 3 (SL3) (25 * 100%) + 15 = 40 mph, Exceeding = 6 (1.695%)

Limit 4 (SL4) (25 * 100%) + 20 = 45 mph, Exceeding = 1 (0.282%)

Maximum = 46.3 mph, Minimum = 6.3 mph, Mean = 24.7 mph

85% Speed = 30.84 mph, 95% Speed = 35.18 mph, Median = 24.72 mph

10 mph Pace = 20 - 30, Number in Pace = 222 (62.71%)

Variance = 40.95, Standard Deviation = 6.40 mph