

DRAFT Memorandum

To: Mary Beth Murphy, Manager, Village of Hastings-on-Hudson
From: Tabot Eneme, Senior Associate, Transportation
Date: July 10, 2023
Re: Hastings-On-Hudson – Speed Study
SSE Project No: 23-02-0830

SUMMARY

The Village of Hastings-on-Hudson (the Village) retained Sam Schwartz to perform a speed study and evaluate the feasibility of implementing a village-wide speed reduction program to adopt a 25-mph speed limit along roadways throughout the Village. In coordination with the Village, Sam Schwartz identified six (6) locations to conduct speed observations and collected vehicular speed data using Automated Traffic Recording (ATR) tubes. 24-hour speed data were collected for seven (7) consecutive days at each location between Friday, May 26th, 2023, and Friday, June 2nd, 2023. The selected locations were identified to represent a cross-section of typical roadway segments within the Village.

The speed data collected along the various roadway segments were analyzed and key metrics such as the mean speed, the 85th percentile speed, and the '10-mph pace' were estimated for each segment. The compliance rates of the existing posted speed along each segment were also estimated to determine to what degree motorists complied with the existing posted speed limit. Upon analyzing the speed data, it was found that the average speeds of motorists were generally higher than the posted speeds, and the 85th percentile speeds ranged between 33 mph and 40 mph. Low compliance rates were also observed between the operating speeds of motorists and posted speed limit along all segments except along Washington Avenue where high compliance with the posted speed was observed. Possible reasons for the high compliance with the posted speed limit of 25 mph along Washington Avenue could be attributed to the narrow travel lanes (approximately 10 feet) along the roadway segment and the presence of on-street parking observed along the segment during the speed data collection. Studies have shown that narrow travel lanes coupled with the presence of temporary or permanent elements such as parked vehicles, roadside curbs, or barriers adjacent to the travel lanes do have a significant impact on the operating speeds of motorists. Nonetheless, although the observed operating speeds were higher than the posted speed limits in most cases, findings from the speed observations showed that the posted speeds at all the locations studied were within the boundaries of the '10-mph pace' which represents the speed range that contains the largest percentage of vehicles operating along a roadway segment.

Although the Village has the power through legislation to implement a Village-wide speed reduction program in accordance with the New York State Assembly Bill 2021-A1007A, it should be aware that making arbitrary changes only to posted speed limits would not necessarily translate to a reduction in operating speeds by motorists. Motorists would tend to drive at a speed they are comfortable with based on the prevailing conditions of the surrounding environment. That said, implementing an effective village-wide speed limit reduction program and achieving high compliance with posted speed would require implementing a holistic approach that would involve elements of Engineering, Education, and Enforcement. More detailed findings from the speed study are presented in the following sections.

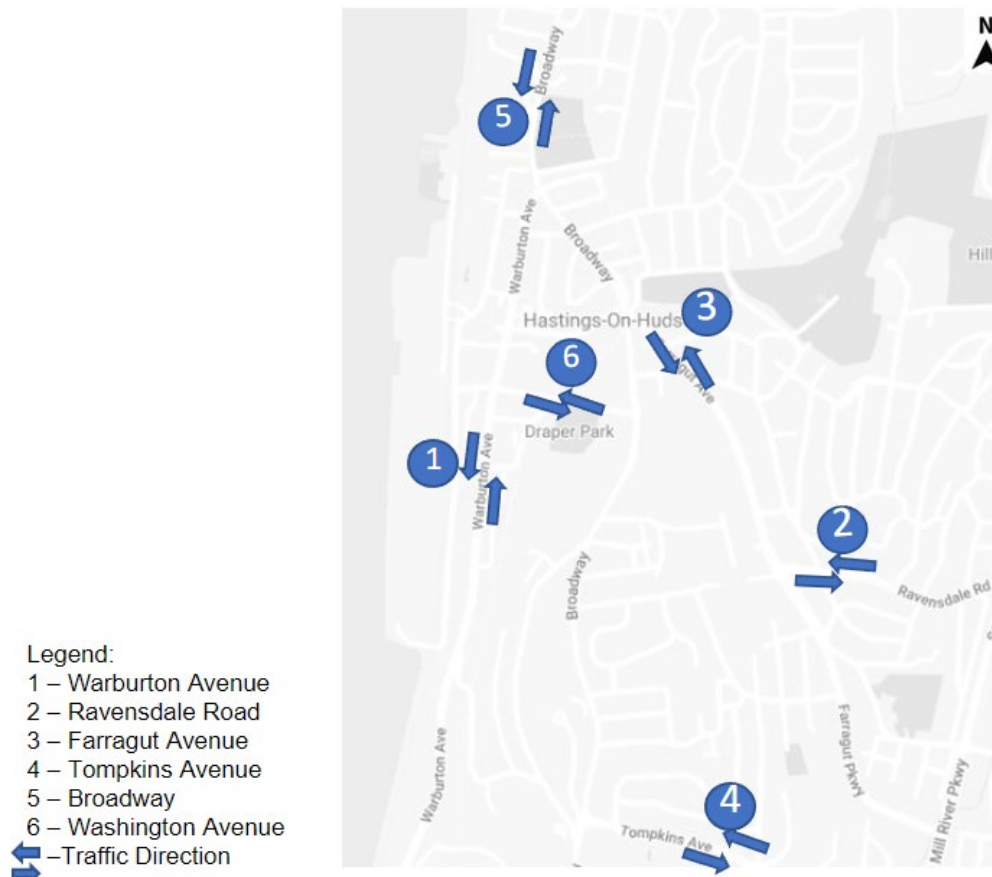
OVERVIEW

In lieu of the recent legislation passed by the New York State Assembly (Bill 2021-A1007A) granting authority to cities, villages, and towns to reduce the speed limit within their jurisdiction to twenty-five miles per hour (25 mph), the Village of Hastings-on-Hudson (the Village) adopted a resolution on April 20th, 2023 to retain Sam Schwartz to perform a speed study and evaluate the feasibility of implementing a village-wide speed reduction program and adopt a (25 mph) speed limit along roadways throughout the Village. This memorandum summarizes the approach used to perform the speed study as well as its findings.

DATA COLLECTION

In coordination with the Village, Sam Schwartz identified six (6) locations to conduct speed observations and collected vehicular speed data using Automated Traffic Recording (ATR) tubes. 24-hour speed data were collected for seven (7) consecutive days at each location between Friday, May 26th, 2023, and Friday, June 2nd, 2023. This period spanned over the Memorial Day weekend and sample speed data were collected during weekends (when traffic patterns are atypical) as well as on typical weekdays while school was still in session. The selected locations indicated in Figure 1 represent a cross-section of typical roadway segments within the Village. A brief description of the roadway characteristics selected for the speed studies is presented below:

Figure 1: Speed Study Area



Warburton Avenue is a two-lane two-way roadway with approximately 11-foot-wide travel lanes in both the northbound and southbound directions. The segment where the speed data was collected along the roadway had a posted speed limit of 30 mph, and an 8-foot-wide shoulder adjacent to the travel lanes in both directions. There was also no on-street parking observed during the period when the speed data was collected.

Ravensdale Road is a two-lane two-way roadway with approximately 12.5-foot-wide travel lanes in both the northbound and southbound directions. The segment where the speed data was collected along the roadway had posted speed of 25 mph, with no shoulders adjacent to the travel lanes in both directions. There was also no on-street parking observed during the period when the speed data was collected.

Farragut Avenue is a two-lane two-way roadway with approximately 19-foot-wide travel lanes in both the eastbound and westbound directions. The segment where the speed data was collected along the roadway had a posted speed of 30 mph. Nonetheless, adjacent to this location was a school zone with a reduced speed limit of 15 mph between the hours of 7 am to 6 pm (Mondays to Fridays). There were no dedicated shoulders adjacent to the travel lanes in both directions. However, on-street parking was observed along the roadway during the period when the speed data was collected.

Tompkins Avenue is a two-lane two-way roadway with approximately a 12.5-foot-wide and an 18-foot-wide travel lane in both the eastbound and westbound directions respectively. The segment where the speed data was collected along the roadway had posted speed of 25 mph, with no shoulders adjacent to the travel lanes in both directions. There was also no on-street parking observed during the period when the speed data was collected.

Broadway is a two-lane two-way roadway with approximately 12-foot-wide travel lanes in both the northbound and southbound directions. The segment where the speed data was collected along the roadway had a posted speed limit of 30 mph, and an 8-foot-wide shoulder adjacent to the travel lanes in both directions. There was also no on-street parking observed during the period when the speed data was collected.

Washington Avenue is a two-lane two-way roadway with approximately 10-foot-wide travel lanes in both the eastbound and westbound directions. The segment where the speed data was collected along the roadway had posted speed of 25 mph, with no shoulders adjacent to the travel lanes in both directions. However, on-street parking was observed along the roadway during the period when the speed data was collected.

FINDINGS

The speed data collected along the various roadway segments were analyzed and key metrics such as the mean speed, the 85th percentile speed, and the 10-mph pace were estimated for each segment.

- The **mean speed** is synonymous to the average speed, and it represents the speed at or below which 50 percent of the drivers would operate their vehicle along a roadway.
- The **85th percentile speed** represents the speed at or below which 85 percent of the drivers would operate their vehicle along a roadway depending on conditions such as weather, vehicle performance, individual ability, and level of traffic congestion. The assumption underlying the 85th percentile speed is that most drivers will operate their vehicles at speeds they perceive to be comfortable with. The 85th percentile speed is also used as the reference speed for planning and engineering assessment.
- The **10-mph pace** represents the speed range that contains the largest percentage of vehicles operating along a roadway segment.

The compliance rates of the existing posted speed along each segment were also estimated to determine to what degree motorists complied with the existing posted speed limit. The key findings based on existing prevailing conditions along the various segments are presented in Table 1.

Table 1: Speed Study Summary

Roadway Segment (Coordinates)	Description	Posted Speed (mph)	Posted Speed Compliance Rate	Mean Speed (mph)	85 th Percentile speed	10-mph Pace (mph)	Sample Size (# of Vehicles)
Warburton Road (40.985242, -73.884443)	Warburton Ave 300 feet south of Pinecrest	30	21%	34	40	29 - 39	3,498
Ravensdale Road (40.987860, -73.871422)	Ravensdale Rd btwn Southgate and Rosedale	25	22%	28	33	24 - 34	6,401
Farragut Avenue (40.991830, -73.874919)	Farragut Ave btwn Merrill and Traffic Island West	30*	56%	29	35	25 - 35	10,417
Tompkins Avenue (40.980536, -73.875280)	Tompkins Ave btwn James and Jordan	25	8%	32	38	27 - 37	2,122
Broadway (41.000547, -73.881379)	Broadway btwn Riverview and Wagner	30	24%	33	38	28 - 38	8,534
Washington Avenue (40.992388, -73.880384)	Washington Ave btwn Broadway and Old Croton	25	89%	19	25	14 - 24	5,085

* The segment where speed data was collected was adjacent to Farragut Middle School which has a posted speed limit of 15 mph between 7 am and 6 pm (Mon - Fri)

Findings from the speed study showed that the average speeds of motorists were generally higher than the posted speeds and the 85th percentile speeds ranged between 33 mph and 40 mph at all locations except along Washington Avenue. The high compliance in the posted speed along Washington Avenue with a posted speed limit of 25 mph could be attributed to the narrow travel lanes (approximately 10 feet) along the roadway segment and the presence of on-street parking observed along the segment during the speed data collection. Studies have shown that narrow travel lanes coupled with the presence of temporary or permanent elements such as parked vehicles, roadside curbs, or barriers adjacent to the travel lanes do have significant impact on the operating speeds of motorists.

On the contrary, although the roadway segments along Ravensdale Road and Tompkins Avenue had the same posted speed as Washington Avenue (i.e., 25 mph), there was a lower compliance in posted speed observed along these roadways. A review of these roadway segments showed that these segments have wider travel lanes (greater than 12 feet) with no temporary or permanent elements present such as on-street parking, curbs, or barriers to influence the speed of motorists. Hence, motorists on these roadways operated their vehicles at speeds they were comfortable with which tend to be higher than the posted speed limit.

Likewise, a posted speed compliance rate of 21% and 24% were also observed along Warburton Road and Broadway respectively with a posted speed limit of 30 mph and an 8-foot-wide shoulder adjacent to the travel lanes in both directions. However, a slightly higher posted speed compliance (56%) was observed along Farragut Avenue which also has a posted speed limit of 30 mph with on-street parking present along the roadway. The presence of on-street parking observed along Farragut Avenue during the period when the speed data was collected is likely the reason for the slightly higher compliance in speed limit compared to Warburton Road and Broadway. The presence of on-street parking or other temporary or permanent feature adjacent to travel lanes typically makes it less comfortable for motorists to drive at their desired speeds, thereby increasing the chance of speed compliance. Nonetheless, Farragut Avenue has 19-foot travel lanes (>12 feet) comparable to Washington Avenue, a possible reason why the speed compliance was not as high as that along Washington Avenue.

Lastly, findings from the speed observations showed that the posted speeds at all the locations studied were within the boundaries of the '10-mph pace' which represents the speed range that contains the largest percentage of vehicles operating along a roadway segment.

CONCLUSION

A key takeaway from our observation was that there was generally low compliance in the posted speed limit at all locations studied with Washington Avenue being the only exception. It was determined that the presence of temporary or permanent elements such as parked vehicles, roadside curbs, or barriers adjacent to the travel lanes helped motorists operate at lower speeds thereby complying with the posted speed limit as seen in the case along Washington Avenue.

Speed limits establish a reasonable and safe operating speed for specific sections of a roadway. That said, although the Village has the power through legislation to implement a village-wide speed reduction program, it should be aware that making arbitrary changes to posted speed limits would not necessarily translate to a reduction in operating speeds by motorists along the roadway. Motorists would tend to operate their vehicles at speeds they are comfortable with based on prevailing conditions of the surrounding environment.

Implementing an effective village-wide speed limit reduction program and achieving high compliance in posted speed would require implementing a holistic approach that would involve elements of Engineering, Education and Enforcement:

- Engineering would involve using design standards and guidelines based on best engineering practices to design measures that would translate to a reduction in operating speeds and increase motorists' compliance in posted speed. The goal would involve developing efforts that may be implemented through cautionary and pre-emptive measures on the roads and innovations that provide driver guidance and prevent speeding. There are a whole range of options for considerations when it comes to engineering design and each measure would need to be considered based on a case-by-case basis. Nonetheless, an engineering speed study would typically consider the following: prevailing speeds (or 85th percentile speeds), collision history, and traffic and highway conditions not readily apparent to motorists.
- Education would typically involve developing programs to educate the public and motorists about road safety and the adverse impact of speeding.

- Enforcement would typically involve initiatives that agencies, officers in cooperation with the courts, may adopt to address local traffic safety concerns related to speeding. The New York State Assembly Bill 2021-A1007A grants authority to cities, villages, and towns to reduce the speed limit within their jurisdiction to twenty-five miles per hour (25 mph). Although the Village has the authority to implement this legislation, it would need to be enforced for it to be effective.

Each of the above measures could help achieve mild reduction in speeding and increase compliance of the speed limit if implemented as standalone items. However, when implemented concurrently, the benefits would be quite significant and highly effective at increasing compliance in posted speed and improve the safety of motorists.

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APPENDIX – RAW SPEED DATA

Roadway Name Broadway
Travel Direction Northbound direction

Date	# Veh	Posted (mph)	Exceeding	% Exceeding	Mean Exceeding Speed (mph)	Max. Speed (mph)	Min. Speed (mph)	Mean Speed (mph)	85th %-speed (mph)	95th %-speed	Median speed (mph)	Pace (mph)		# of Veh in Pace	Speed Variance (mph)	Speed Std Dev (mph)
												Lower Limit	Upper Limit			
5/26/2023	3887	30	3205	82%	34.92	56.5	11.7	33.6	37.69	40.49	33.55	28	38	3082	18.88	4.35
5/27/2023	4331	30	3666	85%	35.3	55	8	33.9	38.48	41.61	33.78	29	39	3375	23.02	4.8
5/28/2023	4083	30	3469	85%	35.22	56.8	10.4	34	38.25	41.38	33.89	29	39	3173	20.68	4.55
5/29/2023	3753	30	3151	84%	35.34	81.1	10	34	38.36	41.61	33.89	29	39	2896	22.32	4.72
5/30/2023	5156	30	3429	67%	34.64	62	9.1	31.9	36.8	40.15	31.99	27	37	3630	26.83	5.18
5/31/2023	5472	30	4273	78%	34.8	59.4	10.6	33.1	37.47	40.49	33.11	28	38	4206	20.92	4.57
6/1/2023	5446	30	4319	79%	34.86	56.9	7.8	33.2	37.58	40.82	33.11	28	38	4159	22.69	4.76
6/2/2023	2151	30	1810	84%	35.32	54.1	10.5	34	38.36	41.27	33.89	30	40	1671	22.34	4.73

Roadway Name Broadway
Travel Direction Southbound direction

Date	# Veh	Posted (mph)	Exceeding	% Exceeding	Mean Exceeding Speed	Max. Speed (mph)	Min. Speed (mph)	Mean Speed (mph)	85th %-speed (mph)	95th %-speed	Median speed (mph)	Pace (mph)		# of Veh in Pace	Speed Variance (mph)	Speed Std Dev (mph)
												Lower Limit	Upper Limit			
5/26/2023	3865	30	2728	71%	34.34	58	8.2	32.2	36.57	39.48	32.21	27	37	2954	20.15	4.49
5/27/2023	4382	30	3240	74%	34.79	93.8	9.2	32.9	37.24	40.6	32.66	28	38	3344	22.61	4.76
5/28/2023	3976	30	2932	74%	34.84	59.1	9.2	32.8	37.47	40.51	32.66	28	38	2957	24.61	4.96
5/29/2023	3570	30	2838	79%	34.95	67.2	9.7	33.3	37.8	41.16	33.33	28	38	2742	22.6	4.75
5/30/2023	5092	30	3108	61%	34.38	65.1	7.7	31.4	36.35	39.71	31.21	26	36	3637	24.6	4.96
5/31/2023	5415	30	3678	68%	34.41	54.1	9.1	32.1	36.57	39.84	31.99	27	37	4062	21.83	4.67
6/1/2023	5423	30	3871	71%	34.43	58.7	7.3	32.3	36.8	39.82	32.21	28	38	4106	21.55	4.64
6/2/2023	2271	30	1660	73%	34.81	58.4	10.5	32.8	37.47	40.94	32.55	28	38	1673	23	4.8

Roadway Name Farragut Avenue
Travel Direction Eastbound

Date	# Veh	Posted (mph)	Exceeding	% Exceeding	Mean Exceeding Speed (mph)	Max. Speed (mph)	Min. Speed (mph)	Mean Speed (mph)	85th %-speed (mph)	95th %-speed	Median speed (mph)	Pace (mph)		# of Veh in Pace	Speed Variance (mph)	Speed Std Dev (mph)
												Lower Limit	Upper Limit			
5/26/2023	5517	15	5489	99%	30.42	49.1	5.7	30.3	34.67	37.36	30.42	26	36	4240	20.65	4.54
5/27/2023	5776	15	5747	99%	31.04	72.2	8.2	30.9	32.12	37.82	31.09	26	36	4478	20.98	4.58
5/28/2023	5136	15	5120	100%	31.52	59.5	9.3	31.5	35.57	38.25	31.43	27	37	4069	19.28	4.39
5/29/2023	4598	15	4586	100%	31.6	64.8	8.5	31.6	35.57	38.48	31.54	27	37	3641	19.83	4.45
5/30/2023	6441	15	6421	100%	30.89	52.5	8.7	30.8	35.01	37.9	30.87	26	36	5023	19.53	4.42
5/31/2023	6876	15	6843	100%	29.98	63.9	6.5	29.9	34.23	37.02	29.97	25	35	5314	20.99	4.58
6/1/2023	6988	15	6953	99%	30.13	54.9	5.7	30	34.23	37.13	30.09	25	35	5426	20.15	4.49
6/2/2023	2606	15	2594	100%	30.04	52.5	9.5	30	34.56	37.36	29.92	26	36	1987	21.14	4.6

Roadway Name Farragut Avenue
Travel Direction Westbound

Date	# Veh	Posted (mph)	Exceeding	% Exceeding	Mean Exceeding Speed (mph)	Max. Speed (mph)	Min. Speed (mph)	Mean Speed (mph)	85th %-speed (mph)	95th %-speed	Median speed (mph)	Pace (mph)		# of Veh in Pace	Speed Variance (mph)	Speed Std Dev (mph)
												Lower Limit	Upper Limit			
5/26/2023	4909	15	4874	99%	27.72	53.1	10.1	27.6	32.44	35.12	27.85	23	33	3513	23.13	4.81
5/27/2023	5232	15	5202	99%	28.71	70.2	8.9	28.6	33.22	36.13	28.74	24	34	3832	22.95	4.79
5/28/2023	4670	15	4652	100%	29.41	50.1	10.2	29.3	33.89	36.57	29.42	24	34	3479	21.82	4.67
5/29/2023	4344	15	4329	100%	29.79	47.8	12.4	29.7	34.23	37.24	29.75	25	35	3260	21.32	4.62
5/30/2023	5862	15	5799	99%	27.42	50.7	8.6	27.3	32.55	35.68	27.51	23	33	3900	28.05	5.3
5/31/2023	5920	15	5759	97%	26.88	64.3	5.1	26.5	31.99	35.34	26.62	22	32	3870	32.46	5.7
6/1/2023	6157	15	5983	97%	26.76	53.5	5.1	26.3	31.88	35.12	26.62	22	32	3984	31.89	5.65
6/2/2023	2307	15	2205	96%	25.73	48.3	5	25.1	31.09	35.19	25.39	21	31	1387	37.22	6.1

1315	75	27.6	33.1	0	0	0	9	12	30	19	4	1	0	0	0	0	0	0	0	0	0	0
1330	92	26.7	31.8	0	0	1	13	16	35	25	1	1	0	0	0	0	0	0	0	0	0	0
1345	90	27.1	33.4	0	0	0	7	21	34	21	7	0	0	0	0	0	0	0	0	0	0	0
1400	95	26.1	31.9	0	0	4	7	31	29	21	2	0	1	0	0	0	0	0	0	0	0	0
1415	103	26	31.4	0	0	1	9	34	36	18	5	0	0	0	0	0	0	0	0	0	0	0
1430	88	26.9	31.2	0	0	0	7	15	47	17	2	0	0	0	0	0	0	0	0	0	0	0
1445	77	24.7	29.7	0	0	2	7	32	27	7	2	0	0	0	0	0	0	0	0	0	0	0
1500	97	25.6	29.4	0	0	0	8	33	43	13	0	0	0	0	0	0	0	0	0	0	0	0
1515	90	23.9	29.6	0	0	6	19	23	32	6	4	0	0	0	0	0	0	0	0	0	0	0
1530	98	25.6	30.7	0	1	2	7	27	42	17	2	0	0	0	0	0	0	0	0	0	0	0
1545	123	25.2	30.1	0	1	2	14	41	44	19	2	0	0	0	0	0	0	0	0	0	0	0
1600	104	25.1	29.5	0	1	6	7	39	38	8	4	1	0	0	0	0	0	0	0	0	0	0
1615	104	25.4	30	0	0	2	13	33	40	13	3	0	0	0	0	0	0	0	0	0	0	0
1630	128	26.6	31.3	0	0	0	9	37	54	24	4	0	0	0	0	0	0	0	0	0	0	0
1645	131	26.3	29.7	0	0	0	1	47	65	17	1	0	0	0	0	0	0	0	0	0	0	0
1700	103	26.1	30.7	0	0	3	6	28	49	11	6	0	0	0	0	0	0	0	0	0	0	0
1715	115	26.5	30.8	0	0	3	8	27	52	21	4	0	0	0	0	0	0	0	0	0	0	0
1730	133	24.8	30.5	0	0	7	23	28	54	20	1	0	0	0	0	0	0	0	0	0	0	0
1745	160	23.9	27.8	0	0	5	28	56	62	8	1	0	0	0	0	0	0	0	0	0	0	0
1800	140	22.1	28.2	0	3	10	35	50	33	9	0	0	0	0	0	0	0	0	0	0	0	0
1815	113	25.7	30.5	0	0	3	13	31	46	14	6	0	0	0	0	0	0	0	0	0	0	0
1830	123	26	30.7	0	0	1	11	41	45	23	2	0	0	0	0	0	0	0	0	0	0	0
1845	103	27.1	31.3	0	0	0	6	25	44	26	2	0	0	0	0	0	0	0	0	0	0	0
1900	89	27.2	30.8	0	0	4	1	13	49	20	2	0	0	0	0	0	0	0	0	0	0	0
1915	107	28.2	31.5	0	0	0	3	17	53	33	1	0	0	0	0	0	0	0	0	0	0	0
1930	90	29.3	33.8	0	0	0	1	14	36	35	3	1	0	0	0	0	0	0	0	0	0	0
1945	93	29.6	33.7	0	0	1	1	8	44	32	4	3	0	0	0	0	0	0	0	0	0	0
2000	72	29.5	32.8	0	0	0	0	8	30	30	3	1	0	0	0	0	0	0	0	0	0	0
2015	78	27.7	31.4	0	0	0	6	13	35	24	0	0	0	0	0	0	0	0	0	0	0	0
2030	60	29.3	34.4	0	0	0	0	9	27	16	8	0	0	0	0	0	0	0	0	0	0	0
2045	50	30.9	35.7	0	0	0	0	4	13	25	8	0	0	0	0	0	0	0	0	0	0	0
2100	49	30.3	34.8	0	0	0	0	7	15	20	7	0	0	0	0	0	0	0	0	0	0	0
2115	32	31	37.4	0	0	0	1	3	8	12	8	0	0	0	0	0	0	0	0	0	0	0
2130	40	30.3	34.2	0	0	0	0	1	18	16	5	0	0	0	0	0	0	0	0	0	0	0
2145	31	30.4	35.6	0	0	0	1	5	6	13	6	0	0	0	0	0	0	0	0	0	0	0
2200	51	30.2	33.5	0	0	0	0	6	19	20	5	1	0	0	0	0	0	0	0	0	0	0
2215	31	32.1	37.5	0	0	0	0	1	10	13	5	2	0	0	0	0	0	0	0	0	0	0
2230	30	32.8	38.2	0	0	0	0	0	8	13	8	1	0	0	0	0	0	0	0	0	0	0
2245	37	31.1	34.4	0	0	0	0	1	13	20	2	1	0	0	0	0	0	0	0	0	0	0
2300	28	32.5	37.2	0	0	0	1	2	5	10	8	2	0	0	0	0	0	0	0	0	0	0
2315	22	32.5	39.2	0	0	0	0	2	6	10	2	2	0	0	0	0	0	0	0	0	0	0
2330	16	32.7	37	0	0	0	0	1	1	10	3	1	0	0	0	0	0	0	0	0	0	0
2345	14	36.8	43.5	0	0	0	0	1	1	5	4	2	0	0	0	1	0	0	0	0	0	0

Roadway Name Ravensdale Road
Travel Direction Northbound

Date	# Veh	Posted (mph)	Exceeding	% Exceeding	Mean Exceeding Speed (mph)	Max. Speed (mph)	Min. Speed (mph)	Mean Speed (mph)	85th %-speed (mph)	95th %-speed	Median speed (mph)	Pace (mph)		# of Veh in Pace	Speed Variance (mph)	Speed Std Dev (mph)
												Lower Limit	Upper Limit			
5/26/2023	4244	25	3284	77%	29.76	48.6	7.9	28	32.21	34.76	28.3	24	34	3297	19.7	4.44
5/27/2023	3751	25	3094	82%	30.3	55.9	8.9	28.9	33.33	36.01	28.97	24	34	2859	19.43	4.41
5/28/2023	3220	25	2722	85%	30.33	54.1	7.7	29	33.44	36.01	29.08	24	34	2489	20.33	4.51
5/29/2023	3169	25	2631	83%	30.41	50.3	8.5	29.1	33.33	36.41	29.19	24	34	2448	19.48	4.41
5/30/2023	4697	25	3728	79%	30.02	45.2	8	28.5	32.88	35.57	28.41	24	34	3595	19.52	4.42
5/31/2023	4299	25	3354	78%	29.99	47.9	5.7	28.3	32.77	35.34	28.3	23	33	3281	20.07	4.48
6/1/2023	3142	25	2507	80%	29.91	46.2	6.6	28.3	32.66	35.68	28.41	23	33	2418	20.41	4.52
6/2/2023	848	25	659	78%	30.24	43	5.6	28.4	33.29	36.01	28.47	23	33	626	23.05	4.8

Roadway Name Ravensdale Road
Travel Direction Southbound

Date	# Veh	Posted (mph)	Exceeding	% Exceeding	Mean Exceeding Speed (mph)	Max. Speed (mph)	Min. Speed (mph)	Mean Speed (mph)	85th %-speed (mph)	95th %-speed	Median speed (mph)	Pace (mph)		# of Veh in Pace	Speed Variance (mph)	Speed Std Dev (mph)
												Lower Limit	Upper Limit			
5/26/2023	3288	25	2369	72%	29.86	48.1	5.3	27.7	32.21	35.46	27.74	23	33	2393	22.44	4.74
5/27/2023	2820	25	2144	76%	30.4	46.5	11.3	28.4	33.33	36.13	28.52	24	34	1980	23.84	4.88
5/28/2023	2377	25	1851	78%	30.48	55.8	10.6	28.6	33.44	36.35	28.74	24	34	1666	24.36	4.94
5/29/2023	2298	25	1820	79%	30.55	53.8	12.1	28.8	33.55	36.8	28.97	24	34	1635	24.01	4.9
5/30/2023	3715	25	2847	77%	30.12	47.3	10	28.3	32.88	35.68	28.19	23	33	2703	21.79	4.67
5/31/2023	3997	25	3047	76%	30.14	53.4	12.5	28.2	32.77	35.79	28.3	23	33	2913	22.16	4.71
6/1/2023	3915	25	2992	76%	30.15	54	10.8	28.3	32.88	35.57	28.3	24	34	2869	21.66	4.65
6/2/2023	1430	25	1053	74%	30.17	56.2	10.9	28	32.66	35.95	28.19	23	33	1037	23.42	4.84

Roadway Name Tompkins Avenue
 Travel Direction Eastbound

Date	# Veh	Posted (mph)	Exceeding	% Exceeding	Mean Exceeding Speed (mph)	Max. Speed (mph)	Min. Speed (mph)	Mean Speed (mph)	85th %-speed (mph)	95th %-speed	Median speed (mph)	Pace (mph)		# of Veh in Pace	Speed Variance (mph)	Speed Std Dev (mph)
												Lower Limit	Upper Limit			
5/26/2023	1000	25	941	94%	33.36	60.2	7.5	32.7	37.58	41.61	32.66	28	38	713	25.87	5.09
5/27/2023	957	25	879	92%	32.98	53.7	6.7	32	37.13	40.72	32.21	27	37	670	29.88	5.47
5/28/2023	774	25	731	94%	33.21	56.2	10.6	32.6	37.69	41.3	32.21	28	38	542	28.1	5.3
5/29/2023	809	25	762	94%	33.76	60.5	8.8	33.1	38.2	42.05	32.99	29	39	564	28.27	5.32
5/30/2023	1474	25	1397	95%	33.59	59	12.2	33	37.8	41.08	33.11	28	38	1053	24.99	5
5/31/2023	1790	25	1700	95%	33.52	55.2	12.6	32.9	37.58	41.05	32.88	28	38	1335	24.38	4.94
6/1/2023	1480	25	1425	96%	33.64	53.4	14	33.2	37.8	40.82	33.33	29	39	1082	21.99	4.69
6/2/2023	601	25	546	91%	33.22	51.4	7.2	32.2	37.32	40.82	32.32	27	37	402	29.55	5.44

Roadway Name Tompkins Avenue
 Travel Direction Westbound

Date	# Veh	Posted (mph)	Exceeding	% Exceeding	Mean Exceeding Speed (mph)	Max. Speed (mph)	Min. Speed (mph)	Mean Speed (mph)	85th %-speed (mph)	95th %-speed	Median speed (mph)	Pace (mph)		# of Veh in Pace	Speed Variance (mph)	Speed Std Dev (mph)
												Lower Limit	Upper Limit			
5/26/2023	855	25	774	91%	32.2	56.1	8.1	31.2	36.01	39.17	31.43	27	37	617	25.95	5.09
5/27/2023	774	25	665	86%	31.86	54.9	8.9	30.4	35.46	38.22	30.65	26	36	542	28.65	5.35
5/28/2023	781	25	693	89%	32.17	53	10.5	31	36.13	39.15	31.09	27	37	546	28.24	5.31
5/29/2023	797	25	707	89%	32.25	51	8.8	31.1	36.13	40.26	31.21	27	37	545	29.53	5.43
5/30/2023	1422	25	1308	92%	32.79	57	5.9	31.9	36.91	40.04	32.1	26	36	1004	27.26	5.22
5/31/2023	1477	25	1326	90%	32.31	55.2	7.2	31.3	36.13	39.71	31.32	26	36	1042	26.56	5.15
6/1/2023	1425	25	1325	93%	32.79	52	8.4	32	36.57	40.23	32.21	27	37	1030	26.95	5.19
6/2/2023	560	25	524	94%	32.98	50.7	7.2	32.3	37.13	40.48	32.44	29	39	403	25.58	5.06

Roadway Name Warburton Avenue
 Travel Direction Northbound

Date	# Veh	Posted (mph)	Exceeding	% Exceeding	Mean Exceeding Speed (mph)	Max. Speed (mph)	Min. Speed (mph)	Mean Speed (mph)	85th %-speed (mph)	95th %-speed	Median speed (mph)	Pace (mph)		# of Veh in Pace	Speed Variance (mph)	Speed Std Dev (mph)
												Lower Limit	Upper Limit			
5/26/2023	1968	30	1417	72%	35.51	60.7	9.7	32.9	38.48	42.39	32.88	28	38	1296	34.07	5.84
5/27/2023	1742	30	1313	75%	35.85	68.1	5.4	33.5	39.15	43.36	33.33	28	38	1156	36.99	6.08
5/28/2023	1501	30	1194	80%	36.22	64.8	8.2	34.1	39.71	43.72	34.11	29	39	993	38.32	6.19
5/29/2023	1466	30	1107	76%	35.9	56.5	9.4	33.5	39.37	43.25	33.44	28	38	967	35.79	5.98
5/30/2023	2050	30	1457	71%	35.87	61.6	7.3	32.9	38.59	42.39	33.22	29	39	1292	37.9	6.16
5/31/2023	2153	30	1568	73%	35.78	60.4	9.8	33.1	38.81	42.95	33.22	28	38	1387	35.77	5.98
6/1/2023	2217	30	1584	71%	35.74	61.1	8.6	32.9	38.59	42.39	33.11	29	39	1415	35.63	5.97
6/2/2023	970	30	635	65%	35.52	53.1	12	32.1	38.25	41.72	32.32	27	37	593	37.91	6.16

Roadway Name Warburton Avenue
 Travel Direction Southbound

Date	# Veh	Posted (mph)	Exceeding	% Exceeding	Mean Exceeding Speed (mph)	Max. Speed (mph)	Min. Speed (mph)	Mean Speed (mph)	85th %-speed (mph)	95th %-speed	Median speed (mph)	Pace (mph)		# of Veh in Pace	Speed Variance (mph)	Speed Std Dev (mph)
												Lower Limit	Upper Limit			
5/26/2023	2048	30	1736	85%	35.97	65.2	14.4	34.6	39.26	42.28	34.5	30	40	1503	26.72	5.17
5/27/2023	1753	30	1440	82%	36.06	60.5	7.7	34.3	39.37	42.87	34.45	30	40	1228	30.01	5.48
5/28/2023	1561	30	1292	83%	36.28	82.2	11.7	34.6	39.71	43.28	34.56	29	39	1093	32.03	5.66
5/29/2023	1583	30	1373	87%	36.2	58.2	12.1	34.9	39.71	43.17	34.78	30	40	1160	28.32	5.32
5/30/2023	2035	30	1760	86%	36.4	62.1	11.3	35.1	40	44.07	34.9	30	40	1457	28.31	5.32
5/31/2023	2137	30	1886	88%	36.56	59	11.7	35.4	40.3	43.73	35.12	31	41	1533	26.73	5.17
6/1/2023	2147	30	1886	88%	36.63	66.7	10.8	35.4	40.26	43.51	35.34	31	41	1547	26.82	5.18
6/2/2023	652	30	553	85%	36.59	60.7	11.8	35.1	40.04	43.55	35.12	29	39	456	32.54	5.7

1315	32	33.1	39.4	0	1	0	0	2	5	11	9	4	0	0	0	0	0	0	0	0	0	0	0
1330	19	32.5	39	0	0	0	0	1	4	9	3	2	0	0	0	0	0	0	0	0	0	0	0
1345	39	32.7	36.9	0	0	0	0	0	10	20	5	3	1	0	0	0	0	0	0	0	0	0	0
1400	20	34.2	37.8	0	0	0	0	0	2	11	6	1	0	0	0	0	0	0	0	0	0	0	0
1415	34	35.4	40.3	0	0	0	0	0	7	12	10	3	0	1	1	0	0	0	0	0	0	0	0
1430	27	34.6	40.5	0	0	1	0	0	0	11	11	4	0	0	0	0	0	0	0	0	0	0	0
1445	35	35.8	44.1	0	0	0	0	1	2	16	7	8	1	0	0	0	0	0	0	0	0	0	0
1500	22	35.6	41.3	0	0	0	0	0	5	5	9	1	1	0	0	1	0	0	0	0	0	0	0
1515	30	37.2	43.4	0	0	0	0	0	2	7	12	9	0	0	0	0	0	0	0	0	0	0	0
1530	21	32.6	42.4	0	0	3	0	0	1	9	4	4	0	0	0	0	0	0	0	0	0	0	0
1545	30	33.9	37.5	0	0	0	0	1	4	13	9	2	1	0	0	0	0	0	0	0	0	0	0
1600	33	34.2	40.7	0	1	0	1	0	3	8	15	5	0	0	0	0	0	0	0	0	0	0	0
1615	25	36.3	39.9	0	0	0	0	0	3	8	11	2	1	0	0	0	0	0	0	0	0	0	0
1630	21	38.5	41.1	0	0	0	0	0	1	2	12	5	0	0	1	0	0	0	0	0	0	0	0
1645	22	36.5	43.1	0	0	0	0	0	4	4	8	5	1	0	0	0	0	0	0	0	0	0	0
1700	23	34.3	38.8	0	0	0	0	1	2	8	10	2	0	0	0	0	0	0	0	0	0	0	0
1715	24	34.9	40.6	0	0	1	0	0	3	10	4	5	1	0	0	0	0	0	0	0	0	0	0
1730	35	34.2	39.3	0	0	0	0	0	3	20	9	2	1	0	0	0	0	0	0	0	0	0	0
1745	22	36.1	44.1	0	0	0	0	2	2	3	10	2	3	0	0	0	0	0	0	0	0	0	0
1800	28	35.2	41.2	0	0	0	0	2	2	9	10	5	0	0	0	0	0	0	0	0	0	0	0
1815	23	35.5	41.2	0	0	0	0	0	2	11	5	5	0	0	0	0	0	0	0	0	0	0	0
1830	16	36.1	43.3	0	0	0	0	0	3	6	4	1	1	0	1	0	0	0	0	0	0	0	0
1845	21	29.5	38.8	0	0	1	5	1	0	8	5	1	0	0	0	0	0	0	0	0	0	0	0
1900	25	36.2	43.3	0	0	0	0	2	2	5	11	3	2	0	0	0	0	0	0	0	0	0	0
1915	21	33	36	0	0	0	0	0	5	12	3	1	0	0	0	0	0	0	0	0	0	0	0
1930	20	34.7	40.1	0	0	0	0	0	4	4	9	3	0	0	0	0	0	0	0	0	0	0	0
1945	23	35.9	43.2	0	0	0	0	2	2	5	7	5	2	0	0	0	0	0	0	0	0	0	0
2000	10	30.3 -		0	0	0	0	3	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0
2015	15	33.1	39.3	0	0	0	1	0	2	7	4	0	1	0	0	0	0	0	0	0	0	0	0
2030	19	31.8	40.3	0	0	1	1	1	3	5	5	3	0	0	0	0	0	0	0	0	0	0	0
2045	14	34.6	40.6	0	0	0	0	1	3	4	4	1	0	0	1	0	0	0	0	0	0	0	0
2100	13	37.9	47.1	0	0	0	0	0	1	6	2	2	1	0	1	0	0	0	0	0	0	0	0
2115	12	33.1	37.9	0	0	0	0	1	2	6	2	1	0	0	0	0	0	0	0	0	0	0	0
2130	4	28.9 -		0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	8	36.7 -		0	0	0	0	0	2	2	1	1	2	0	0	0	0	0	0	0	0	0	0
2200	8	32.2 -		0	0	1	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0
2215	11	36.7	43.2	0	0	0	0	0	1	4	2	3	1	0	0	0	0	0	0	0	0	0	0
2230	12	28.8	35.6	0	0	0	0	4	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0
2245	8	44.8 -		0	0	0	0	0	0	1	0	3	2	2	0	0	0	0	0	0	0	0	0
2300	4	35.2 -		0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
2315	9	29.1 -		0	0	0	1	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0
2330	4	35.6 -		0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0
2345	4	37.2 -		0	0	0	0	1	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0

1315	29	34.1	39.5	0	0	0	0	1	5	10	9	3	1	0	0	0	0	0	0	0	0	0	0
1330	37	33.3	38.8	0	0	1	1	2	2	17	12	1	1	0	0	0	0	0	0	0	0	0	0
1345	38	31	36.5	0	0	1	1	3	9	15	7	2	0	0	0	0	0	0	0	0	0	0	0
1400	37	33.2	37.6	0	0	0	0	4	4	16	9	3	1	0	0	0	0	0	0	0	0	0	0
1415	20	36.6	43	0	0	0	0	0	3	3	8	5	1	0	0	0	0	0	0	0	0	0	0
1430	34	34.4	40.6	0	0	0	0	2	5	15	6	4	2	0	0	0	0	0	0	0	0	0	0
1445	55	32.8	40	0	1	1	0	3	10	19	13	8	0	0	0	0	0	0	0	0	0	0	0
1500	65	30	35.7	0	0	0	5	13	9	25	9	4	0	0	0	0	0	0	0	0	0	0	0
1515	53	34.7	39.4	0	0	0	0	0	11	16	21	4	1	0	0	0	0	0	0	0	0	0	0
1530	41	32	38	0	0	0	1	5	9	10	14	2	0	0	0	0	0	0	0	0	0	0	0
1545	38	34.2	40.6	0	0	0	0	3	7	12	10	5	1	0	0	0	0	0	0	0	0	0	0
1600	49	34	37.2	0	0	0	0	1	3	24	20	1	0	0	0	0	0	0	0	0	0	0	0
1615	33	30.8	36.6	0	0	2	0	0	13	10	6	2	0	0	0	0	0	0	0	0	0	0	0
1630	44	32.1	37.2	0	0	0	1	3	11	17	10	1	1	0	0	0	0	0	0	0	0	0	0
1645	41	33.3	39.7	0	0	0	0	2	8	18	7	6	0	0	0	0	0	0	0	0	0	0	0
1700	37	34	38	0	0	0	0	2	4	18	11	1	1	0	0	0	0	0	0	0	0	0	0
1715	42	32.9	37.7	0	0	1	0	0	9	19	11	1	1	0	0	0	0	0	0	0	0	0	0
1730	49	34.3	39.5	0	0	1	0	2	4	22	14	5	1	0	0	0	0	0	0	0	0	0	0
1745	35	34.4	37.7	0	0	0	0	0	5	13	15	2	0	0	0	0	0	0	0	0	0	0	0
1800	32	34.6	39.4	0	0	0	0	1	3	12	12	4	0	0	0	0	0	0	0	0	0	0	0
1815	32	33.5	39.3	0	0	0	0	1	6	14	7	3	1	0	0	0	0	0	0	0	0	0	0
1830	32	32.5	38.7	0	0	0	1	2	7	10	11	1	0	0	0	0	0	0	0	0	0	0	0
1845	30	33.4	39.1	0	0	0	0	4	1	14	9	2	0	0	0	0	0	0	0	0	0	0	0
1900	28	33.5	41.5	0	0	0	0	3	5	8	5	7	0	0	0	0	0	0	0	0	0	0	0
1915	31	34	41.1	0	0	0	0	2	3	14	6	6	0	0	0	0	0	0	0	0	0	0	0
1930	24	34.6	39.8	0	0	0	0	0	4	9	9	1	1	0	0	0	0	0	0	0	0	0	0
1945	17	34.6	38.8	0	0	0	0	0	4	4	7	1	1	0	0	0	0	0	0	0	0	0	0
2000	12	32.6	36.4	0	0	0	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0
2015	20	35	38.6	0	0	0	0	0	1	11	6	1	1	0	0	0	0	0	0	0	0	0	0
2030	15	35.8	42.9	0	0	0	0	0	1	9	1	3	1	0	0	0	0	0	0	0	0	0	0
2045	17	34.2	41.5	0	0	0	1	1	1	8	3	2	1	0	0	0	0	0	0	0	0	0	0
2100	4	32.3 -		0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2115	10	36 -		0	0	0	0	0	1	3	5	0	0	1	0	0	0	0	0	0	0	0	0
2130	12	34.1	43	0	0	0	0	1	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0
2145	9	37.3 -		0	0	0	0	0	0	2	6	0	1	0	0	0	0	0	0	0	0	0	0
2200	5	30.8 -		0	0	0	1	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0
2215	12	32.9	36	0	0	0	0	1	0	9	1	1	0	0	0	0	0	0	0	0	0	0	0
2230	10	36.6 -		0	0	0	0	0	0	6	2	1	1	0	0	0	0	0	0	0	0	0	0
2245	7	34.9 -		0	0	0	0	1	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0
2300	6	36.8 -		0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0
2315	3	29.2 -		0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2330	1	23.3 -		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	2	48.4 -		0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0

1315	22	32.5	39.4	0	0	0	1	1	7	3	8	2	0	0	0	0	0	0	0	0	0	0	0
1330	44	33	37.6	0	0	0	0	1	11	22	5	3	2	0	0	0	0	0	0	0	0	0	0
1345	32	32.4	37.4	0	0	0	0	0	9	15	6	2	0	0	0	0	0	0	0	0	0	0	0
1400	34	35.4	39.6	0	0	0	1	1	2	9	17	4	0	0	0	0	0	0	0	0	0	0	0
1415	32	34	38.8	0	0	0	0	0	3	17	9	3	0	0	0	0	0	0	0	0	0	0	0
1430	32	34.5	40.6	0	0	0	1	2	2	12	10	3	2	0	0	0	0	0	0	0	0	0	0
1445	41	35.8	39.9	0	0	0	0	0	3	17	16	2	3	0	0	0	0	0	0	0	0	0	0
1500	32	35	42.3	0	0	0	0	0	4	16	6	5	0	1	0	0	0	0	0	0	0	0	0
1515	30	35.8	39.6	0	0	0	0	0	2	13	12	2	1	0	0	0	0	0	0	0	0	0	0
1530	30	33.9	38.5	0	0	0	1	0	3	13	10	3	0	0	0	0	0	0	0	0	0	0	0
1545	47	36.8	41.5	0	0	0	0	0	3	14	18	12	0	0	0	0	0	0	0	0	0	0	0
1600	42	35.1	39.5	0	0	0	0	1	2	19	16	3	1	0	0	0	0	0	0	0	0	0	0
1615	48	33.9	38	0	0	0	0	2	9	13	21	2	1	0	0	0	0	0	0	0	0	0	0
1630	54	34.4	39.2	0	0	0	0	0	7	25	18	3	1	0	0	0	0	0	0	0	0	0	0
1645	47	34.9	40.4	0	0	0	1	2	4	14	17	9	0	0	0	0	0	0	0	0	0	0	0
1700	49	35.9	39.1	0	0	0	0	0	3	18	24	3	1	0	0	0	0	0	0	0	0	0	0
1715	52	34.9	38.1	0	0	0	0	0	5	24	19	1	2	1	0	0	0	0	0	0	0	0	0
1730	53	35.8	39.2	0	0	0	0	1	2	15	29	5	1	0	0	0	0	0	0	0	0	0	0
1745	43	35.9	41	0	0	0	1	1	4	10	16	10	1	0	0	0	0	0	0	0	0	0	0
1800	41	36.8	42.7	0	0	0	0	1	3	11	15	8	3	0	0	0	0	0	0	0	0	0	0
1815	44	36.5	40.4	0	0	0	0	0	1	16	20	6	1	0	0	0	0	0	0	0	0	0	0
1830	35	34.9	40.8	0	0	0	1	0	3	14	12	4	1	0	0	0	0	0	0	0	0	0	0
1845	40	33	36.1	0	0	0	0	0	9	22	8	0	1	0	0	0	0	0	0	0	0	0	0
1900	30	33.1	41.2	0	0	0	2	2	2	16	2	4	2	0	0	0	0	0	0	0	0	0	0
1915	40	34.9	41.4	0	0	0	0	0	6	17	9	7	1	0	0	0	0	0	0	0	0	0	0
1930	36	34.7	38.2	0	0	0	0	1	5	13	13	2	2	0	0	0	0	0	0	0	0	0	0
1945	34	35.9	39.5	0	0	0	0	1	0	12	18	3	0	0	0	0	0	0	0	0	0	0	0
2000	34	35	38.4	0	0	0	0	0	1	17	13	1	2	0	0	0	0	0	0	0	0	0	0
2015	23	35.2	38.2	0	0	0	0	0	1	10	10	1	1	0	0	0	0	0	0	0	0	0	0
2030	21	36	43.5	0	0	0	0	0	3	4	9	4	1	0	0	0	0	0	0	0	0	0	0
2045	29	35.8	41.1	0	0	0	0	0	6	10	8	3	1	0	0	1	0	0	0	0	0	0	0
2100	16	36.9	42.9	0	0	0	0	0	1	4	6	5	0	0	0	0	0	0	0	0	0	0	0
2115	16	36	38.1	0	0	0	0	0	1	5	9	0	0	1	0	0	0	0	0	0	0	0	0
2130	16	38.8	50.5	0	0	0	0	0	0	8	3	2	1	1	1	0	0	0	0	0	0	0	0
2145	14	36.9	42.1	0	0	0	0	1	1	2	4	6	0	0	0	0	0	0	0	0	0	0	0
2200	13	31.6	34.4	0	0	0	0	0	3	9	1	0	0	0	0	0	0	0	0	0	0	0	0
2215	14	34.8	44.3	0	0	0	0	0	3	6	2	1	2	0	0	0	0	0	0	0	0	0	0
2230	5	36.5 -		0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0
2245	7	35.2 -		0	0	0	0	1	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0
2300	15	36.3	45.3	0	0	0	0	0	4	2	5	2	2	0	0	0	0	0	0	0	0	0	0
2315	8	34 -		0	0	0	1	0	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0
2330	3	37.6 -		0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
2345	4	46.4 -		0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0

Roadway Name Washington Avenue
Travel Direction Eastbound

Date	# Veh	Posted (mph)	Exceeding	% Exceeding	Mean Exceeding Speed (mph)	Max. Speed (mph)	Min. Speed (mph)	Mean Speed (mph)	85th %-speed (mph)	95th %-speed	Median speed (mph)	Pace (mph)		# of Veh in Pace	Speed Variance (mph)	Speed Std Dev (mph)
												Lower Limit	Upper Limit			
5/26/2023	2513	25	220	9%	27.22	40.4	5.1	18.4	23.38	26.28	18.45	13	23	1767	22.87	4.78
5/27/2023	3175	25	257	8%	27.67	40.4	5	18.5	23.26	26.17	18.57	14	24	2220	23.58	4.86
5/28/2023	3252	25	257	8%	27.72	40.8	5	18.3	23.15	26.06	18.23	13	23	2307	22.76	4.77
5/29/2023	2451	25	257	10%	27.38	40.4	5.3	18.8	23.94	26.84	18.9	14	24	1662	24.3	4.93
5/30/2023	2645	25	378	14%	27.54	45.8	5.5	19.3	24.16	26.84	19.46	15	25	2524	23.72	4.87
5/31/2023	3708	25	396	11%	27.57	44	5	19.2	23.94	27.07	19.35	14	24	2603	23.52	4.85
6/1/2023	3679	25	337	9%	27.47	41.8	5.3	18.8	23.6	26.51	18.9	14	24	2594	22.98	4.79
6/2/2023	1176	25	155	13%	27.57	38.6	6.8	19.5	24.49	27.74	19.57	15	25	787	25.48	5.05

Roadway Name Washington Avenue
Travel Direction Westbound

Date	# Veh	Posted (mph)	Exceeding	% Exceeding	Mean Exceeding Speed (mph)	Max. Speed (mph)	Min. Speed (mph)	Mean Speed (mph)	85th %-speed (mph)	95th %-speed	Median speed (mph)	Pace (mph)		# of Veh in Pace	Speed Variance (mph)	Speed Std Dev (mph)
												Lower Limit	Upper Limit			
5/26/2023	2012	25	208	10%	27.22	39	5.1	19.2	23.82	26.55	19.13	14	24	1465	20.75	4.56
5/27/2023	2470	25	241	10%	27.6	38.9	5.1	19.2	23.71	26.62	19.35	14	24	1790	22.49	4.74
5/28/2023	2361	25	217	9%	27.72	37.1	5.4	18.9	23.49	26.61	18.79	14	24	1752	21.26	4.61
5/29/2023	2114	25	258	12%	27.31	38.6	5.4	19.6	24.27	27.07	19.57	14	24	1536	22.06	4.7
5/30/2023	2478	25	323	13%	27.52	39.6	5.4	20.2	24.62	27.63	20.36	16	26	1850	21.41	4.63
5/31/2023	2744	25	346	13%	27.6	43.1	5	20.1	24.52	27.51	20.13	15	25	2084	20.68	4.55
6/1/2023	2968	25	320	11%	27.41	41.1	5.1	19.6	24.05	26.9	19.69	15	25	2210	20.43	4.52
6/2/2023	935	25	134	14%	27.65	38.4	7.2	20.3	24.9	27.85	20.36	15	25	693	21.31	4.62

