

# SPEED ZONE ENGINEERING AND TRAFFIC SURVEY

Piedmont, California  
November 2014

Prepared for:

**Coastland Civil Engineering, Inc.  
City of Piedmont**

Prepared by:

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**KITTELSON & ASSOCIATES, INC.**  
TRANSPORTATION ENGINEERING/PLANNING

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## CERTIFICATION BY ENGINEER

I, Jorge Andres Barrios, do hereby certify that the November 2014 Engineering and Traffic Survey for the City of Piedmont was performed under my supervision. I certify that I am both experienced in performing surveys of this type and am duly registered in the State of California as a Professional Civil Engineer. The survey has been conducted in strict compliance with the guidelines contained in the California Vehicle Code. Data contained in this report represents a true and accurate description of traffic conditions on the surveyed segments of City of Piedmont roadways.

A handwritten signature in black ink, appearing to read "Jorge A. Barrios", written over a horizontal line.

Jorge A. Barrios, PE  
CA-Civil #82329



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## FINAL TECHNICAL MEMORANDUM

### City of Piedmont: Speed Zone Engineering and Traffic Survey

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Date: December 1, 2014 Project #: 17517  
To: John Wanger  
Coastland Civil Engineering, Inc.  
From: Jorge A. Barrios, PE; Mark Bowman, PE  
cc: Neal Bowman, Jennifer Rose (Quality Counts)

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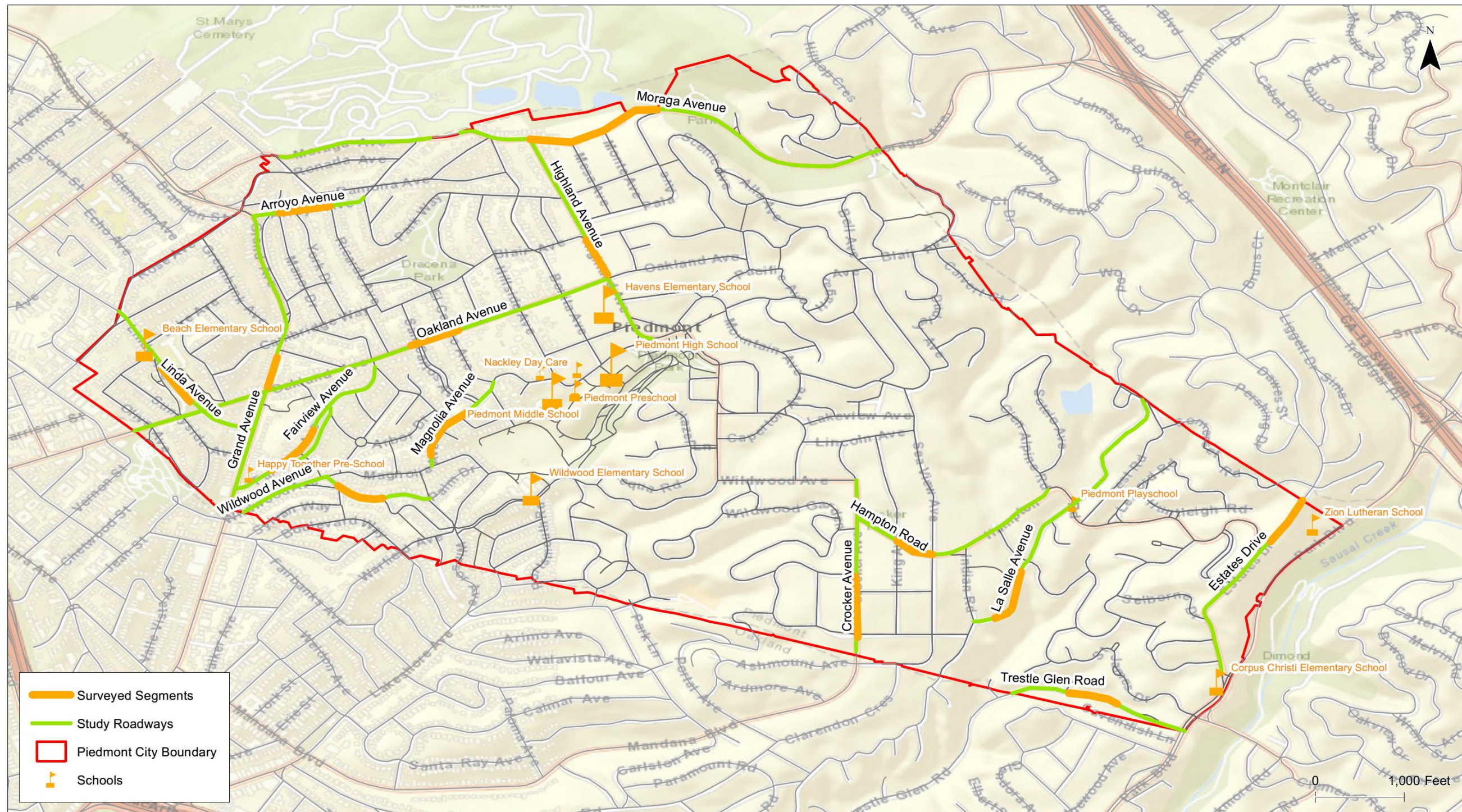
This memorandum presents the findings of a speed survey study of 14 roadway segments in the City of Piedmont, as listed below. The cross-streets indicate the approximate location where speed data were collected. Figure 1 maps the location of these segments and Table 1 presents a summary of the existing and recommended speed limits. The analyses and findings behind these recommendations follow Table 1.

- Grand Ave. near Lower Grand Ave.
- Oakland Ave. near San Carlos Ave.
- Moraga Ave. near Highland Ave.
- Highland Ave. near Oakland Ave.
- Wildwood Ave. near Magnolia Ave.
- Hampton Rd. near Sea View Ave.
- Crocker Ave. near La Salle Ave.
- Magnolia Ave. near Jerome Ave.
- Fairview Ave. near Grand Ave.
- Trestle Glen Rd. near Cavanaugh Ct.
- La Salle Ave. near St. James Dr.
- Estates Drive near Hampton Rd.
- Arroyo Ave. near Lower Grand Ave.
- Linda Ave. near Kingston Ave.

The speed data were collected on off-peak (i.e., free-flow) hours of September 2-4, 2014 using a calibrated radar gun mounted on an inconspicuous vehicle as to not affect drivers' behavior. A minimum of 100 vehicles in each direction were surveyed in a manner compliant with California Vehicle Code (CVC) Sections 22354.5 and 40802 for the use of radar speed surveillance. CVC Section 40802 establishes that an engineering and traffic survey is valid for five years and can be extended to seven years upon the satisfaction of specific qualification criterion by the arresting officer, and up to 10 years if in addition a review determines that no significant changes in roadway or traffic conditions have occurred.

Pursuant to CVC Section 627, a speed zone survey must take into account "highway, traffic, and roadside conditions not readily apparent to the driver". A field visit performed by Kittelson & Associates, Inc. staff during the data collection week evaluated these conditions. The following section presents findings from the field visit.

Figure 1: Speed Survey Location Map




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### Speed Survey Location Map Piedmont, California

Coordinate System: GCS WGS 1984  
Data Source: 2013 TIGER Line

**Table 1: Summary of Speed Recommendations**

Street	Existing Speed Limit	85 <sup>th</sup> Percentile Speed	10 mph Pace (% in Pace)	Recommended Speed Limit	Basis for Recommendation
Grand Avenue	25	32.0	23-32 (81.5%)	25	5 mph reduction from rounded 85 <sup>th</sup> percentile speed justified on the basis of high number of collisions and the adjacent bicycle lane.
Oakland Avenue	25	37.2	29-38 (79.5%)	30	5 mph reduction from rounded 85 <sup>th</sup> percentile speed justified on the basis of proximity to Havens Elementary School and popular school routes.
Moraga Avenue	25	30.0	22-31 (89.5%)	25	5 mph reduction from rounded 85 <sup>th</sup> percentile justified on the basis of winding roadway geometry and residential access points.
Highland Avenue	25	32.0	23-32 (79.5%)	25	5 mph reduction from rounded 85 <sup>th</sup> percentile speed justified on the basis of proximity to Havens Elementary School and its uncontrolled crosswalks.
Wildwood Avenue	Prima Facie	26.0	18-27 (89%)	25	Rounded 85 <sup>th</sup> percentile speed.
Hampton Road	Prima Facie	32.0	23-32 (84.5%)	25	5 mph reduction from rounded 85 <sup>th</sup> percentile speed justified due to the combination of street grade and sight distance from cross-streets.
Crocker Avenue	25	31.0	20-29 (74%)	25	5 mph reduction from rounded 85 <sup>th</sup> percentile speed justified on the basis of steep grade and limited sight distance from cross-streets.
Magnolia Avenue	Prima Facie	25.0	18-27 (87%)	25	Rounded 85 <sup>th</sup> percentile speed.
Fairview Avenue	25	28.0	20-29 (75.5%)	25	Rounding down from 85 <sup>th</sup> percentile speed.
Trestle Glen Road	25	31.0	22-31 (78.5%)	25	5 mph reduction from rounded 85 <sup>th</sup> percentile speed justified due to the combination of steep grade and numerous residential driveways.
La Salle Avenue	Prima Facie	29.0	20-29 (78%)	25	Rounding down from 85 <sup>th</sup> percentile speed.
Estates Drive	Prima Facie	31.0	22-31 (72%)	25	5 mph reduction from rounded 85 <sup>th</sup> percentile speed justified due to the combination of steep grade and numerous residential driveways.
Arroyo Avenue	Prima Facie	31.0	21-30 (71%)	25	5 mph reduction from rounded 85 <sup>th</sup> percentile speed justified due to steep grade and closely-spaced intersections with crosswalks.
Linda Avenue	25	29.0	19-28 (77.5%)	25	Rounding down from 85 <sup>th</sup> percentile speed.

 = indicates a change from the existing speed limit.



## FIELD REVIEW

This section summarizes the field notes at each of the study segments. Field notes and images were collected on Wednesday, September 3, 2014. The field review did not reveal any extraordinary conditions not readily apparent to drivers. The presence of pedestrians, bicyclists, adverse weather conditions, and periodic high volumes is assumed to be readily apparent to motorists<sup>1</sup>.

### ***Grand Avenue – near Lower Grand Avenue***

Grand Avenue near Lower Grand Avenue is a two-lane undivided roadway with a bike lane and sidewalk in the southbound direction. The posted speed limit along Grand Avenue is 25 mph in both directions. Grand Avenue has a slight down grade in the southbound direction and allows on-street parking on the west side of the street, as seen in Figure 2.



**Figure 2. Grand Avenue - Near Lower Grand Avenue**

### ***Oakland Avenue – near San Carlos Avenue***

Oakland Avenue is an undivided two-lane roadway with a slight upgrade in the eastbound direction. The posted speed limit along the length of the study segment is 25 mph. On-street parking is provided in both directions along the roadway. There is an uncontrolled crosswalk on the west side of the Oakland Avenue/Jerome Avenue intersection. Oakland Avenue is a popular walking route for schools in the neighborhood, especially Havens Elementary School on Highland Avenue.

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<sup>1</sup> CVC §22350 Basic Speed Law states: *No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and surface and width of the highway, and in no event at a speed which endangers the safety of persons or property.*

### ***Moraga Avenue – between Pala Avenue and Highland Avenue***

Moraga Avenue has two lanes, one in the westbound direction and one in the eastbound direction, and parking on both sides of the street. In the vicinity of the surveyed segment, Moraga Avenue is a winding road with several residential driveways. Figure 3 shows the intersection of Moraga Avenue and Monticello Avenue, which is located about 1,000 feet west of the surveyed segment.



**Figure 3. Moraga Avenue and Monticello Avenue Intersection**

### ***Highland Avenue – near Oakland Avenue***

Highland Avenue is a four-lane undivided roadway in the north-south direction. The posted speed limit is 25 miles per hour. The grade is relatively flat along the entire length of the study segment. On-street parking is available on both sides of the street. There two uncontrolled school crossings adjacent to Havens Elementary School.

### ***Wildwood Avenue – near Magnolia Avenue***

Wildwood Avenue is a two-lane east-west undivided local street. There are sidewalks and on-street parking provided on both sides of the street. Wildwood Avenue has a slight downhill grade in the westbound direction approaching Grand Avenue.

### ***Hampton Road – near Sea View Avenue***

Hampton Road is a two-lane undivided local street running in the east-west direction. There is no on-street parking on either side of the street. Hampton Road has a horizontal curve at the midpoint of the study segment, at the Sea View Avenue intersection, affecting sight distance for vehicles crossing or turning onto Hampton Road. No posted speed limit signs were observed on this roadway segment. Transit lines run along Hampton Road and sidewalks are provided on both sides of the street.

### ***Crocker Avenue – near La Salle Avenue***

Crocker Avenue is a two-lane undivided roadway in the north-south direction. Crocker Avenue consists of up and down grades in both directions due to the hills in the area. Sight distance at the cross-streets with Crocker Avenue are acceptable but not ideal. On-street parking is provided in both directions and the speed limit is posted at 25 miles per hour along the length of the study segment.

### ***Magnolia Avenue – near Jerome Avenue***

Magnolia Avenue is a local two-lane roadway providing access to residential neighborhoods. No posted speed limit signs were observed on this roadway segment. There is a steep grade in the eastbound direction along the length of the study segment.

### ***Fairview Avenue – near Grand Avenue***

Fairview Avenue is a two-lane local road in the north-south direction. The grade of Fairview Avenue slopes down towards Grand Avenue in the southbound direction. No posted speed limit signs were observed on this roadway segment and parallel parking is available to residents only on both sides of the street.

### ***Trestle Glen Road – near Cavanaugh Court***

Trestle Glen Road is a two-lane undivided local street. There is a considerably steep grade to and from Park Avenue, as seen in Figure 4. Posted speed limit along the study segment is 25 mph. Sidewalks are provided on both sides of the street with on-street parking only available on the south side of the street.



Figure 4. Trestle Glen Road - Westbound from Park Avenue

### ***La Salle Avenue – near St. James Street***

La Salle Avenue is a two-lane roadway in the east-west direction. On-street parking is provided on both sides of the street and it is noted that the roadway narrows considerably when vehicles are parked on both sides of the street. There are also narrow sidewalks with no buffers on each side of the street. No posted speed limit signs were observed on this roadway segment.

### ***Estates Drive – near Hampton Road***

Estates Drive is a two-lane local street in the north-south direction. There is a downgrade in the westbound direction, with on-street parking only available on the west side of the street. No posted speed limit signs were observed along the length of the surveyed segment.



### ***Arroyo Avenue – near Lower Grand Avenue***

Arroyo Avenue has three closely spaced intersections with uncontrolled ladder crosswalks between intersections, as seen in Figure 5. This stretch of roadway includes a steep upgrade between Lower Grand Avenue and Grand Avenue. There are buffered sidewalks in each direction, with parallel parking only available on the north side of the street. No posted speed limit signs were observed.



**Figure 5. Arroyo Avenue - Near Lower Grand Avenue**

### ***Linda Avenue – near Kingston Avenue***

Linda Avenue is a two-lane local street in the north-south direction. The posted speed limit is 25 mph with sidewalks and on-street parking in both directions. The intersection of Linda Avenue, Kingston Avenue and Echo Avenue is worth noting because of the triangular shaped configuration of the intersection. The intersection has some visibility concerns for vehicles traveling southbound entering the intersection, as well as vehicles crossing or turning onto Linda Avenue from Kingston Avenue or Echo Avenue. Figure 6 shows the eastbound approach at the intersection and the visibility looking southbound from Kingston onto Linda Avenue. Linda Avenue is adjacent to the Beach Elementary School and has uncontrolled school crosswalks near the surveyed section.



Figure 6. Linda Avenue at Kingston Avenue/Echo Road Intersection

## CRASH HISTORY

CVC Section 627 states that accident records shall be considered in an Engineering and Traffic Survey. To that end, the collision history at the study roadways was obtained from the Statewide Integrated Traffic Records System (SWITRS) for the years 2008 through 2012. The collision history presented in this report covers all collisions on the study roadways, regardless of whether they occurred on the surveyed segments. It is assumed that characteristics of the collision history apply to the surveyed segments. Table 2, Figure 7, and Figure 8 summarize the SWITRS crash data.

Table 2: Crash History Summary

Street	Fatal/Injury Crashes	PDO <sup>1</sup> Crashes	Total Crashes	Crash Rate (Total Crashes per MVM <sup>2</sup> )
Grand Avenue	11	47	58	5.0
Oakland Avenue	5	23	28	3.3
Moraga Avenue	4	25	29	1.3
Highland Avenue	11	26	37	4.6
Wildwood Avenue	4	19	23	N/A <sup>3</sup>
Hampton Road	0	10	10	3.7
Crocker Avenue	5	8	13	5.3
Magnolia Avenue	1	8	9	11.9
Fairview Avenue	0	1	1	N/A
Trestle Glen Road	0	2	2	2.7
La Salle Avenue	1	9	10	4.2
Estates Drive	1	5	6	2.9
Arroyo Avenue	0	2	2	N/A
Linda Avenue	1	5	6	2.7

<sup>1</sup>PDO = Property Damage Only | <sup>2</sup>MVM = Million Vehicle Miles | <sup>3</sup>N/A = Not available due to lack of traffic volume data

Figure 7: Total Crashes (2008-2012) by Year

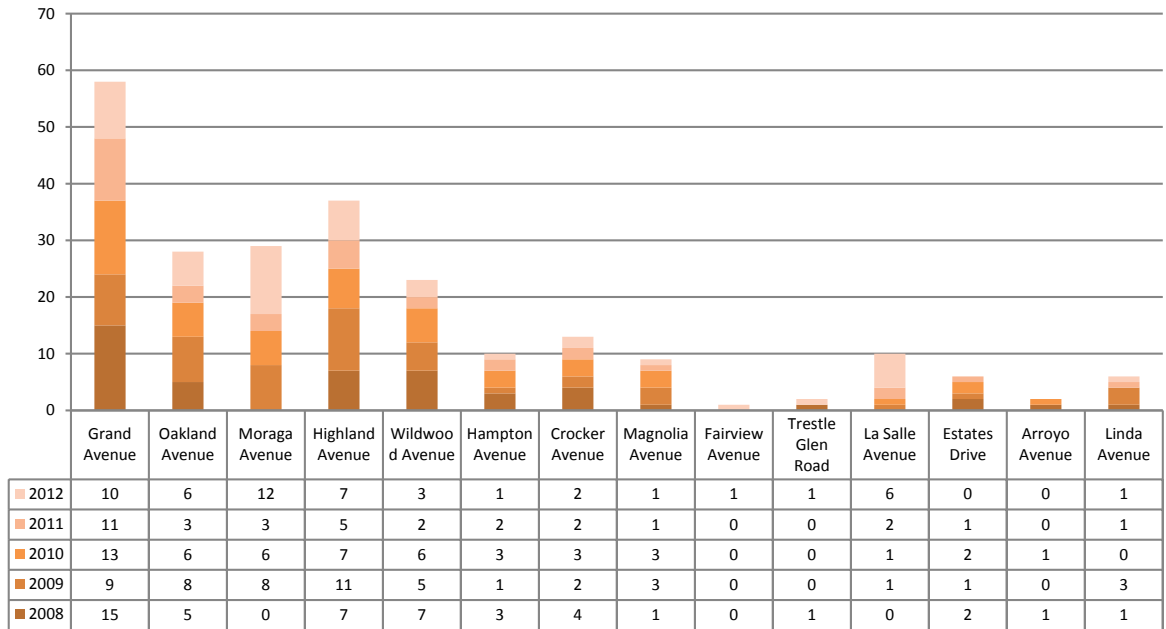
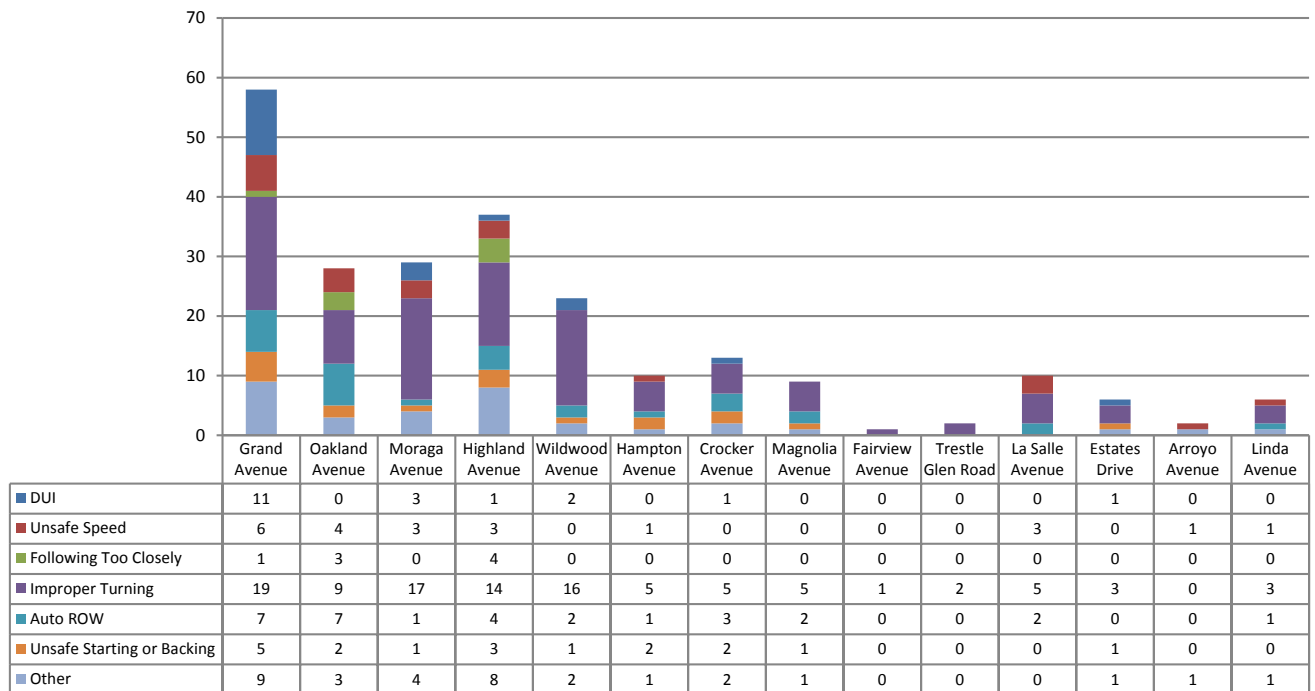


Figure 8: Total Crashes (2008-2012) by Type



## RECOMMENDATIONS

### Basis for Recommendations

An engineering and traffic survey of speed limits is based on the idea that the majority of drivers behave in a safe and reasonable manner, and therefore, the careful and competent actions of a reasonable driver should be considered legal. Speed limits established on this principle conform to the consensus that motorists themselves determine what speed is reasonable and safe, not one or a few individuals. Studies have indicated that drivers will not significantly alter what they consider to be a safe operating speed, regardless of the posted speed limit, unless there is constant heavy enforcement and/or traffic calming elements are implemented.

At the same time, transportation agencies are encouraged by the U.S. Department of Transportation to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems<sup>2</sup>. Walking and bicycling provide numerous individual and community benefits—including health, safety, environmental, transportation, and quality of life. National research and local studies conducted by Kittelson & Associates, Inc.—as well as by other transportation experts—have linked high automobile speeds to decreased non-motorized level of service and higher severity of auto-pedestrian/bicycle collisions.

Finally, speed limit changes are ideally implemented with physical changes in roadway conditions or roadside developments. Unusually short zones of less than one-half mile in length should be avoided to reduce driver confusion.

### Speed Sampling

The 85<sup>th</sup> percentile speed is the key consideration for a speed survey. The 85<sup>th</sup> percentile speed is the speed at or below which 85 percent of motorists travel. This threshold is historically considered to be a safe and reasonable speed for most drivers based on typical roadway conditions. Therefore, a speed limit is established at the nearest 5-mile per hour (mph) increment to the 85<sup>th</sup> percentile speed, except when the following two adjustments are employed.

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85<sup>th</sup> percentile speed, in compliance with CVC Section 627 and 22358.5.
2. An explanation for the 5 mph reduction needs to be part of the engineering and traffic study.

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<sup>2</sup> Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, United States Department of Transportation (Signed on March 11, 2010 and announced March 15, 2010)

2. For instances in which the nearest 5 mph increment of the 85<sup>th</sup> percentile speed would require rounding **up**, then the speed limit may be rounded **down** to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed, but no further reduction shall be used. Refer to CVC Section 21400(b).

Another important consideration is the 10 mile per hour (mph) pace speed, or the 10 mph interval that contains the highest percentage of vehicles. It is a measure of the distribution of speeds across the range of the vehicles surveyed. It is desirable to keep the speed limit within the 10 mph pace while considering the 85<sup>th</sup> percentile speed and other factors not readily apparent to the drivers

In cases where the speed limit is outside or close to one end of the 10 mph pace—as is the case with the recommended speed limit for Oakland Avenue—additional feedback to drivers or enforcement may be needed. For example, a speed feedback sign can be used to inform drivers when their speeds are significantly above the speed limit.

Street:	<b>Grand Avenue</b>	Field Observer:	Quality Counts (CSA)
Cross-Street	Lower Grand Ave.	Date:	9/4/2014

**Prevailing Speed Data**

Metric	NB	SB	Both Directions
Posted Speed Limit	25	25	25
85 <sup>th</sup> Percentile Speed	34	31	32
10 mph Pace	25-34	23-32	23-32
Percent in Pace	85.0%	87.0%	81.5%

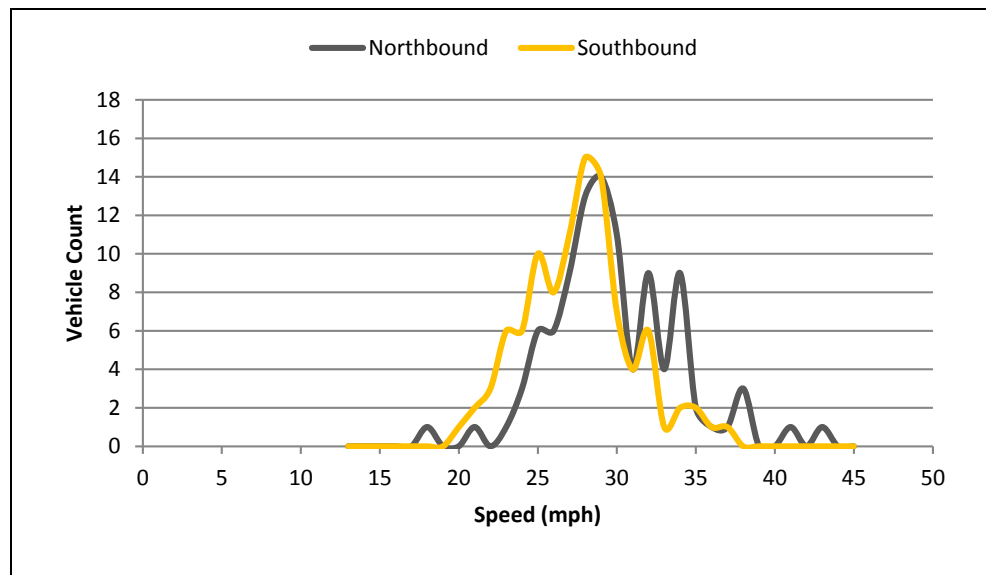
**Traffic Factors**

**Collision History**

Metric		Metric	
Approximate ADT	11,000-15,000	Total Collisions	58
Length (feet)	3,700	Fatal/Injury Collisions	11
Lane Configuration	1/1	PDO Collisions	47
Street Classification	Arterial	Data Date Range	2007-2012

Approximate ADT obtained by Quality Counts from City of Piedmont online publications.

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>



Refer to previous sections for segment-by-segment field observations.

Street:	<b>Oakland Avenue</b>	Field Observer:	Quality Counts (CSA)
Cross-Street	San Carlos Ave.	Date:	9/3/2014

### Prevailing Speed Data

Metric	EB	WB	Both Directions
Posted Speed Limit	25	25	25
85 <sup>th</sup> Percentile Speed	37	38	37.2
10 mph Pace	27-36	29-38	29-38
Percent in Pace	77.0%	84.0%	79.5%

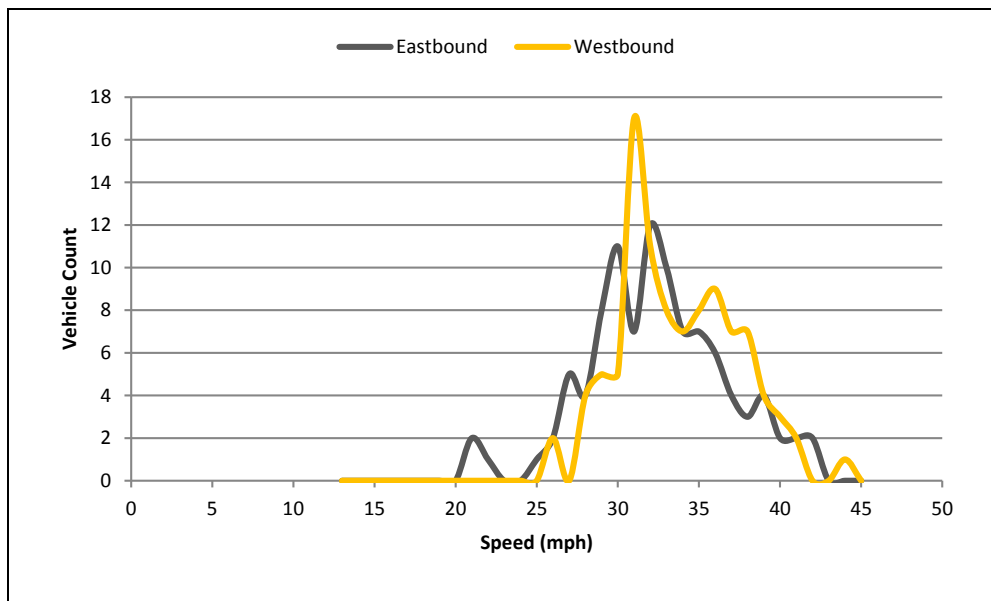
### Traffic Factors

### Collision History

Metric		Metric	
Approximate ADT	7,500	Total Collisions	28
Length (feet)	3,300	Fatal/Injury Collisions	5
Lane Configuration	1/1	PDO Collisions	23
Street Classification	Arterial	Data Date Range	2007-2012

Approximate ADT obtained by Quality Counts from City of Piedmont online publications.

<b>Recommended for Speed Limit Change?</b>
<b>Yes</b>
<b>Recommended Speed Limit</b>
<b>30 mph</b>



Refer to previous sections for segment-by-segment field observations.

Street:	<b>Moraga Avenue</b>	Field Observer:	Quality Counts (CSA)
Cross-Street	Pala Avenue	Date:	9/3/2014

### Prevailing Speed Data

Metric	EB	WB	Both Directions
Posted Speed Limit	25	25	25
85 <sup>th</sup> Percentile Speed	29	30	30
10 mph Pace	21-30	22-31	22-31
Percent in Pace	89.0%	91.0%	89.5%

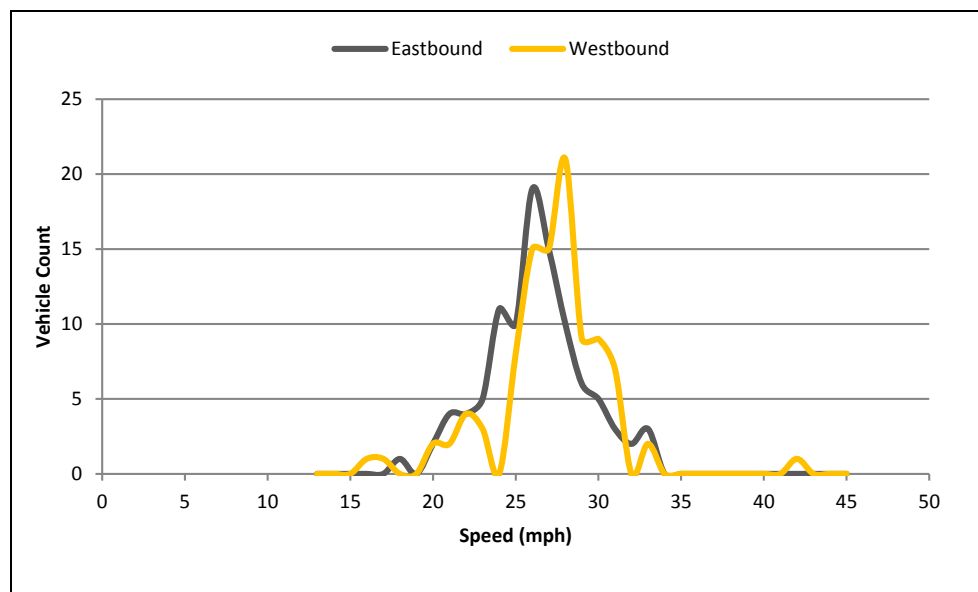
### Traffic Factors

### Collision History

Metric		Metric	
Approximate ADT	9,000-12,500	Total Collisions	29
Length (feet)	5,850	Fatal/Injury Collisions	4
Lane Configuration	1/2	PDO Collisions	25
Street Classification	Arterial	Data Date Range	2007-2012

Approximate ADT obtained by Quality Counts from City of Piedmont online publications.

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>



Refer to previous sections for segment-by-segment field observations.



Street:	<b>Highland Avenue</b>	Field Observer:	Quality Counts (CSA)
Cross-Street	Oakland Ave.	Date:	9/3/2014

### Prevailing Speed Data

Metric	NB	SB	Both Directions
Posted Speed Limit	25	25	25
85 <sup>th</sup> Percentile Speed	34	31	32
10 mph Pace	25-34	23-32	23-32
Percent in Pace	76.0%	85.0%	79.5%

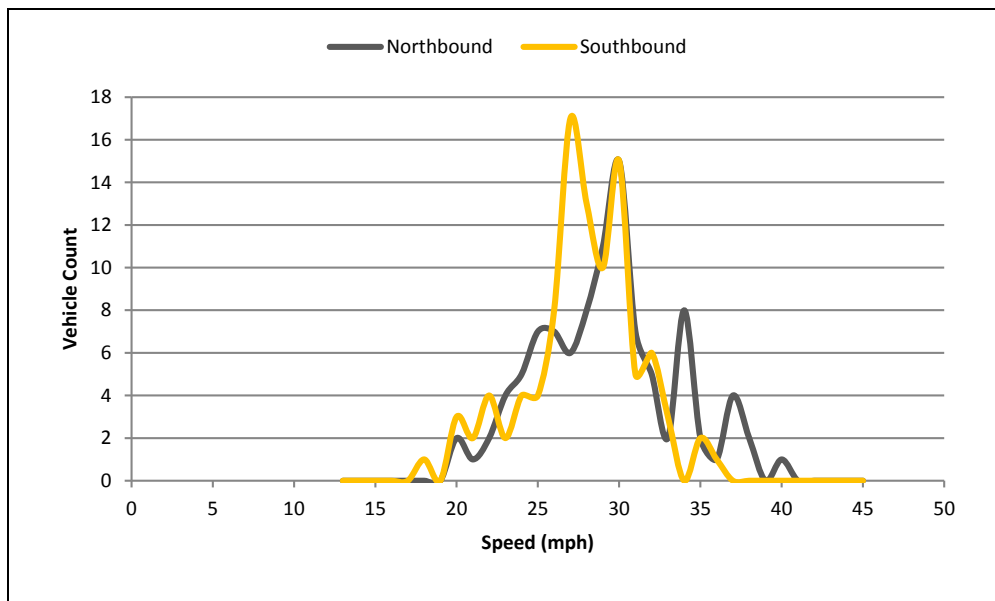
### Traffic Factors

### Collision History

Metric		Metric	
Approximate ADT	9,000	Total Collisions	37
Length (feet)	2,600	Fatal/Injury Collisions	11
Lane Configuration	2/2	PDO Collisions	26
Street Classification	Arterial	Data Date Range	2007-2012

Approximate ADT obtained by Quality Counts from City of Piedmont online publications.

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>



Refer to previous sections for segment-by-segment field observations.

Street:	<b>Wildwood Avenue</b>	Field Observer:	Quality Counts (CSA)
Cross-Street	Magnolia Ave.	Date:	9/4/2014

### Prevailing Speed Data

Metric	EB	WB	Both Directions
Posted Speed Limit	Prima Facie	Prima Facie	Prima Facie
85 <sup>th</sup> Percentile Speed	26	26	26
10 mph Pace	17-26	18-27	18-27
Percent in Pace	91.0%	88.0%	89.0%

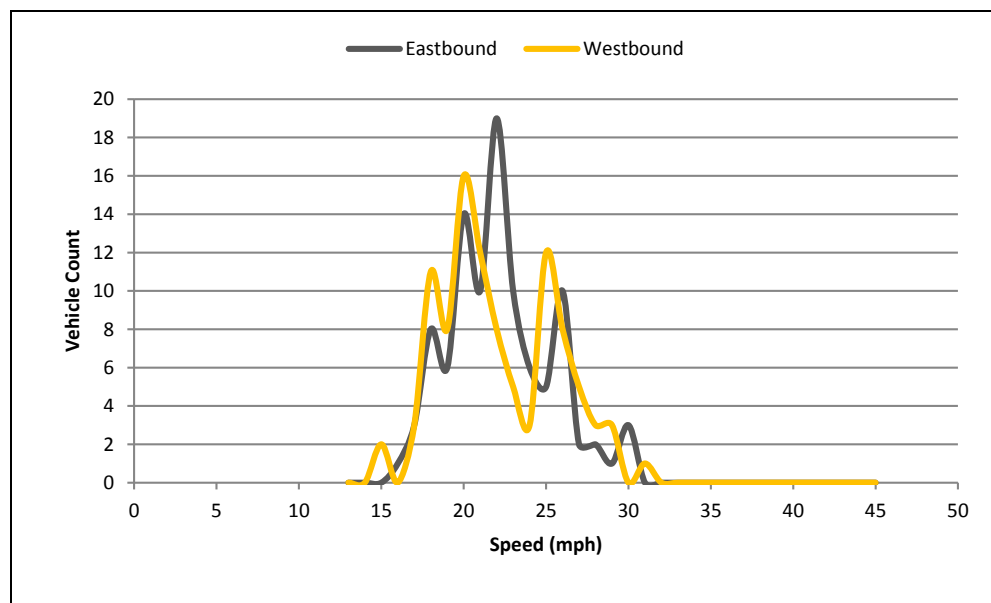
### Traffic Factors

### Collision History

Metric		Metric	
Approximate ADT	N/A	Total Collisions	23
Length (feet)	2,000	Fatal/Injury Collisions	4
Lane Configuration	1/1	PDO Collisions	19
Street Classification	Minor Collector	Data Date Range	2007-2012

Approximate ADT obtained by Quality Counts from City of Piedmont online publications.

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>



Refer to previous sections for segment-by-segment field observations.

Street:	<b>Hampton Road</b>	Field Observer:	Quality Counts (OS)
Cross-Street	Sea View Ave.	Date:	9/3/2014

### Prevailing Speed Data

Metric	EB	WB	Both Directions
Posted Speed Limit	Prima Facie	Prima Facie	Prima Facie
85 <sup>th</sup> Percentile Speed	31.0	32.0	32.0
10 mph Pace	24-33	23-32	23-32
Percent in Pace	89.0%	83.0%	84.5%

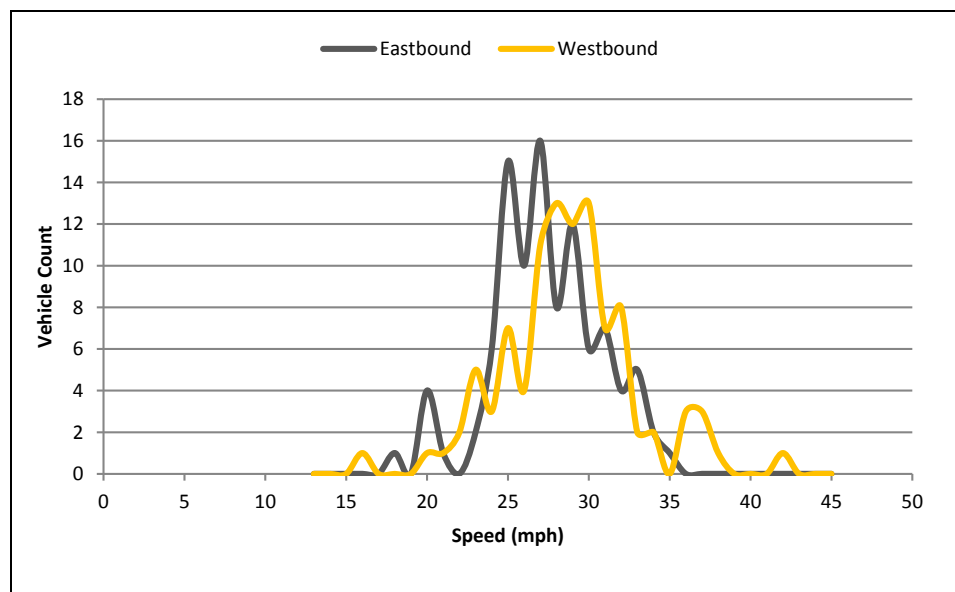
### Traffic Factors

### Collision History

Metric		Metric	
Approximate ADT	3,700	Total Collisions	10
Length (feet)	2,100	Fatal/Injury Collisions	0
Lane Configuration	1/1	PDO Collisions	10
Street Classification	Major Collector	Data Date Range	2007-2012

Approximate ADT obtained by Quality Counts from City of Piedmont online publications.

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>



Refer to previous sections for segment-by-segment field observations.

Street:	<b>Crocker Avenue</b>	Field Observer:	Quality Counts (OS)
Cross-Street	La Salle Ave.	Date:	9/3/2014

### Prevailing Speed Data

Metric	NB	SB	Both Directions
Posted Speed Limit	25	25	25
85 <sup>th</sup> Percentile Speed	29	32	31
10 mph Pace	20-29	20-29	20-29
Percent in Pace	78.0%	78.0%	74.0%

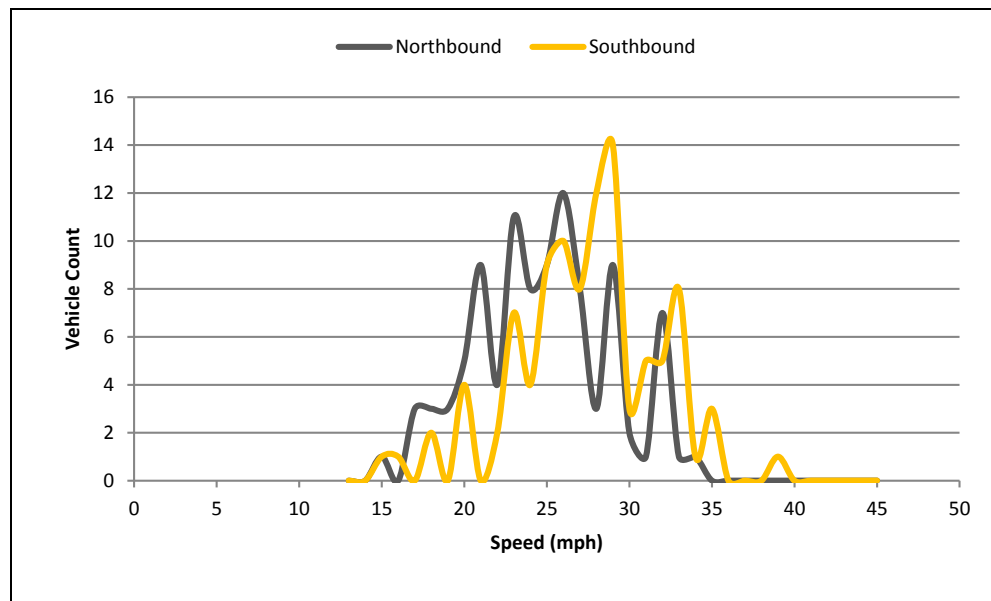
### Traffic Factors

### Collision History

Metric		Metric	
Approximate ADT	2,600-4,100	Total Collisions	13
Length (feet)	2,100	Fatal/Injury Collisions	5
Lane Configuration	1/1	PDO Collisions	8
Street Classification	Major Collector	Data Date Range	2007-2012

Approximate ADT obtained by Quality Counts from City of Piedmont online publications.

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>



Refer to previous sections for segment-by-segment field observations.

Street:	<b>Magnolia Avenue</b>	Field Observer:	Quality Counts (CSA)
Cross-Street	Jerome Ave.	Date:	9/3/2014

### Prevailing Speed Data

Metric	EB	WB	Both Directions
Posted Speed Limit	Prima Facie	Prima Facie	Prima Facie
85 <sup>th</sup> Percentile Speed	25	25.1	25
10 mph Pace	18-27	18-27	18-27
Percent in Pace	86.0%	88.0%	87.0%

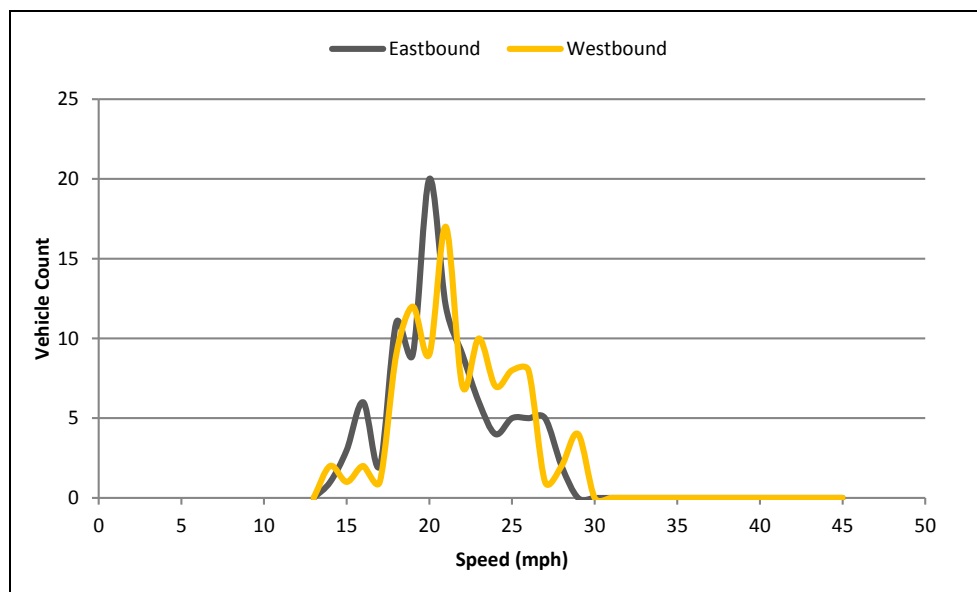
### Traffic Factors

### Collision History

Metric		Metric	
Approximate ADT	1,800	Total Collisions	9
Length (feet)	1,200	Fatal/Injury Collisions	1
Lane Configuration	1/1	PDO Collisions	8
Street Classification	Minor Collector	Data Date Range	2007-2012

Approximate ADT obtained by Quality Counts from City of Piedmont online publications.

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>



Refer to previous sections for segment-by-segment field observations.

Street:	<b>Fairview Avenue</b>	Field Observer:	Quality Counts (OS)
Cross-Street	Grand Ave.	Date:	9/4/2014-9/5/2014

**Prevailing Speed Data**

Metric	NB	SB	Both Directions
Posted Speed Limit	25	25	25
85 <sup>th</sup> Percentile Speed	29	26.1	28
10 mph Pace	20-29	20-29	20-29
Percent in Pace	75.0%	78.0%	75.5%

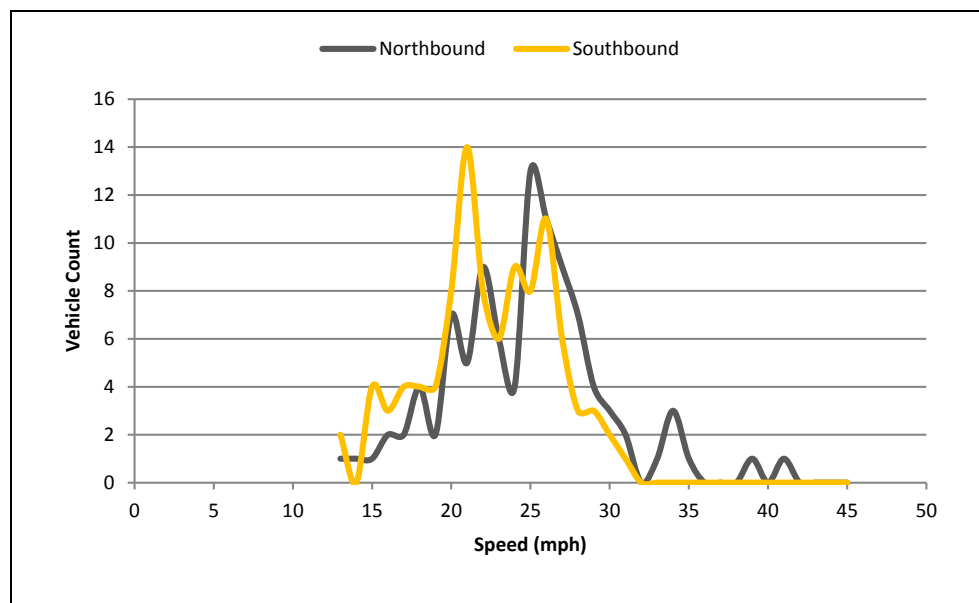
**Traffic Factors**

**Collision History**

Metric		Metric	
Approximate ADT	N/A	Total Collisions	1
Length (feet)	2,000	Fatal/Injury Collisions	0
Lane Configuration	1/1	PDO Collisions	1
Street Classification	Local Street	Data Date Range	2007-2012

Approximate ADT obtained by Quality Counts from City of Piedmont online publications.

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>



Refer to previous sections for segment-by-segment field observations.

Street:	<b>Trestle Glen Road</b>	Field Observer:	Quality Counts (OS)
Cross-Street	Cavanaugh Ct.	Date:	9/3/2014

**Prevailing Speed Data**

Metric	EB	WB	Both Directions
Posted Speed Limit	25	25	25
85 <sup>th</sup> Percentile Speed	31	29	31
10 mph Pace	22-31	22-31	22-31
Percent in Pace	72.0%	85.0%	78.5%

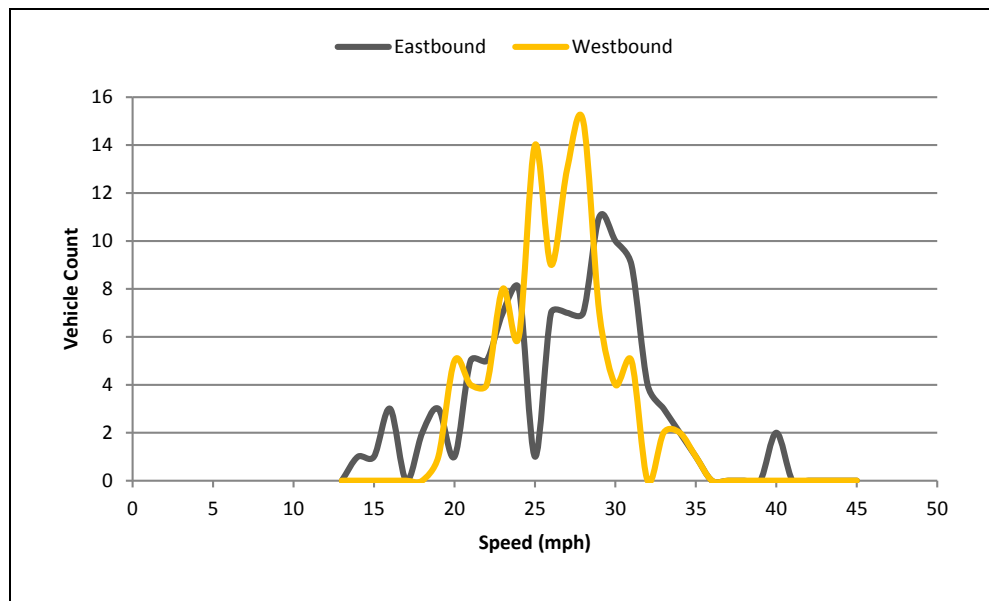
**Traffic Factors**

**Collision History**

Metric		Metric	
Approximate ADT	1,200	Total Collisions	2
Length (feet)	1,800	Fatal/Injury Collisions	0
Lane Configuration	1/1	PDO Collisions	2
Street Classification	Local Street	Data Date Range	2007-2012

Approximate ADT obtained by Quality Counts from City of Piedmont online publications.

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>



Refer to previous sections for segment-by-segment field observations.

Street:	<b>La Salle Avenue</b>	Field Observer:	Quality Counts (OS)
Cross-Street	St. James Dr.	Date:	9/4/2014

### Prevailing Speed Data

Metric	EB	WB	Both Directions
Posted Speed Limit	Prima Facie	Prima Facie	Prima Facie
85 <sup>th</sup> Percentile Speed	28.8	29	29
10 mph Pace	19-28	20-29	20-29
Percent in Pace	79.0%	81.0%	78.0%

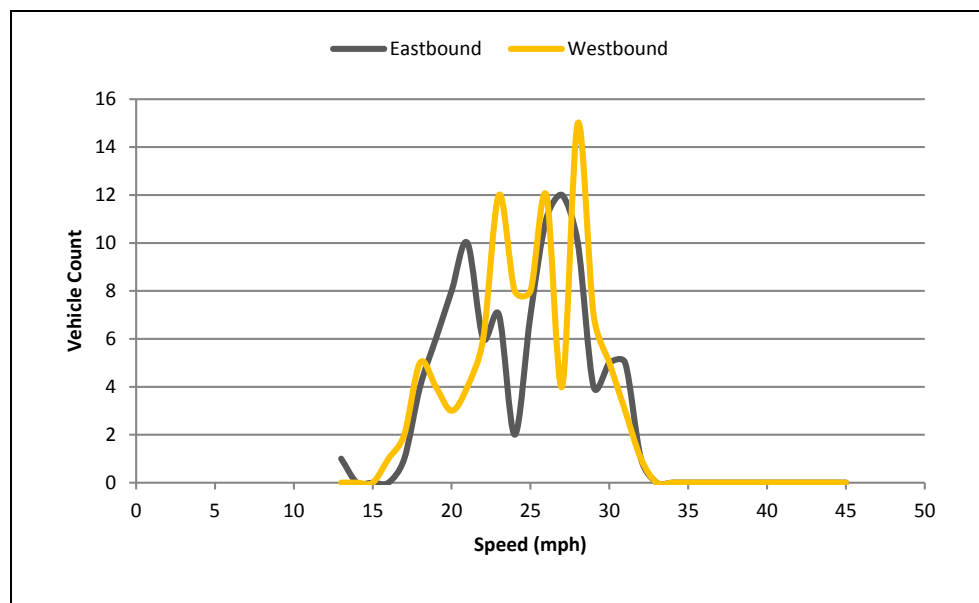
### Traffic Factors

### Collision History

Metric		Metric	
Approximate ADT	2,200	Total Collisions	10
Length (feet)	3,150	Fatal/Injury Collisions	1
Lane Configuration	1/1	PDO Collisions	9
Street Classification	Major Collector	Data Date Range	2007-2012

Approximate ADT obtained by Quality Counts from City of Piedmont online publications.

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>



Refer to previous sections for segment-by-segment field observations.



Street:	<b>Estates Drive</b>	Field Observer:	Quality Counts (OS)
Cross-Street	Hampton Rd.	Date:	9/4/2014

### Prevailing Speed Data

Metric	NB	SB	Both Directions
Posted Speed Limit	Prima Facie	Prima Facie	Prima Facie
85 <sup>th</sup> Percentile Speed	31	31	31
10 mph Pace	22-31	22-31	22-31
Percent in Pace	69.0%	75.0%	72.0%

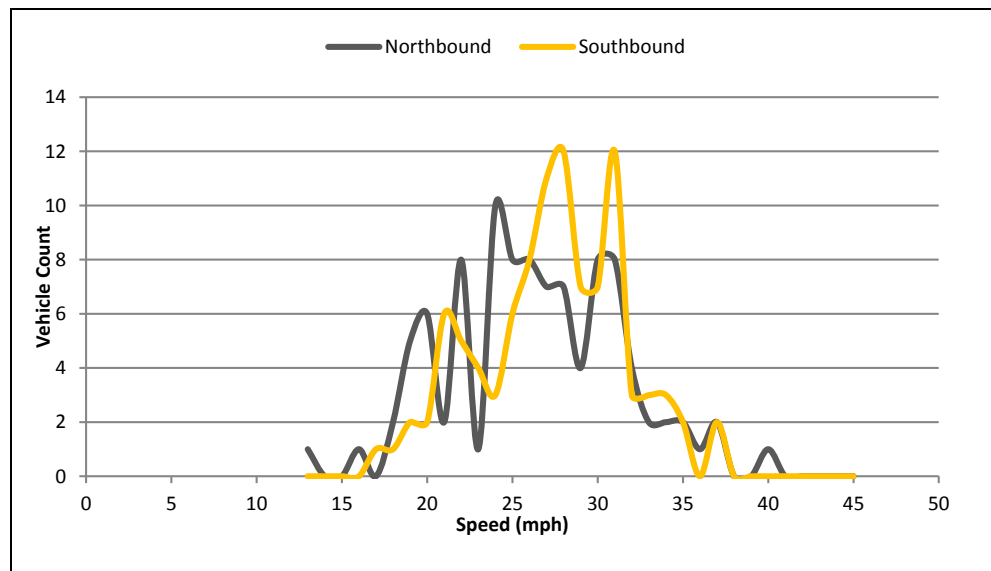
### Traffic Factors

### Collision History

Metric		Metric	
Approximate ADT	2,700	Total Collisions	6
Length (feet)	2,200	Fatal/Injury Collisions	1
Lane Configuration	1/1	PDO Collisions	5
Street Classification	Minor Collector	Data Date Range	2007-2012

Approximate ADT obtained by Quality Counts from City of Piedmont online publications.

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>



Refer to previous sections for segment-by-segment field observations.

Street:	<b>Arroyo Avenue</b>	Field Observer:	Quality Counts (CSA)
Cross-Street	Lower Grand Ave.	Date:	9/4/2014

### Prevailing Speed Data

Metric	EB	WB	Both Directions
Posted Speed Limit	Prima Facie	Prima Facie	Prima Facie
85 <sup>th</sup> Percentile Speed	30	31.1	31
10 mph Pace	19-28	21-30	21-30
Percent in Pace	73.0%	74.0%	71.0%

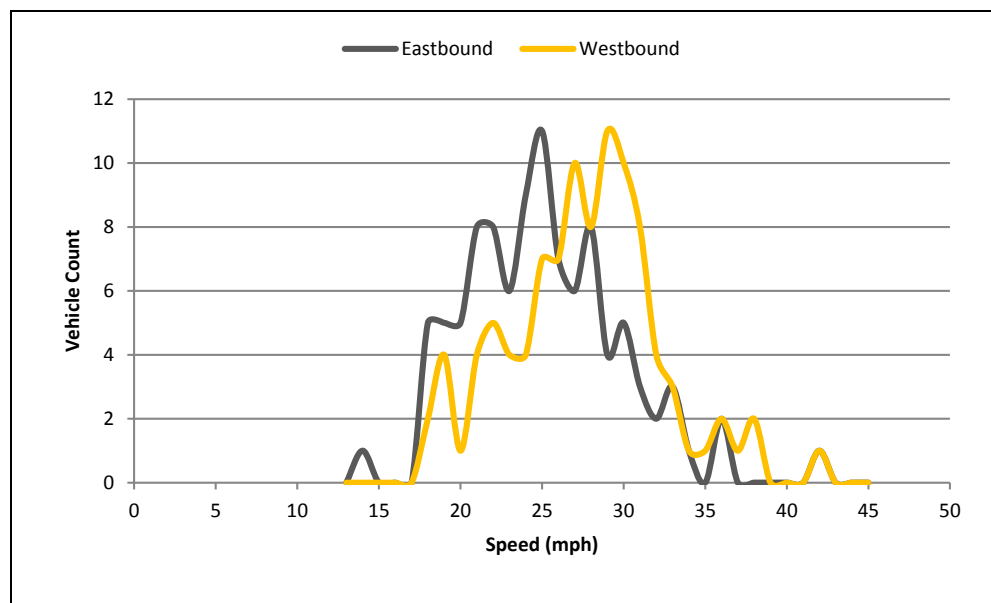
### Traffic Factors

### Collision History

Metric		Metric	
Approximate ADT	N/A	Total Collisions	2
Length (feet)	1,000	Fatal/Injury Collisions	0
Lane Configuration	1/1	PDO Collisions	2
Street Classification	Local Street	Data Date Range	2007-2012

Approximate ADT obtained by Quality Counts from City of Piedmont online publications.

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>



Refer to previous sections for segment-by-segment field observations.

Street:	<b>Linda Avenue</b>	Field Observer:	Quality Counts (CSA)
Cross-Street	Kingston Ave.	Date:	9/4/2014

### Prevailing Speed Data

Metric	NB	SB	Both Directions
Posted Speed Limit	25	25	25
85 <sup>th</sup> Percentile Speed	28	29	29
10 mph Pace	19-28	19-28	19-28
Percent in Pace	78.0%	77.0%	77.5%

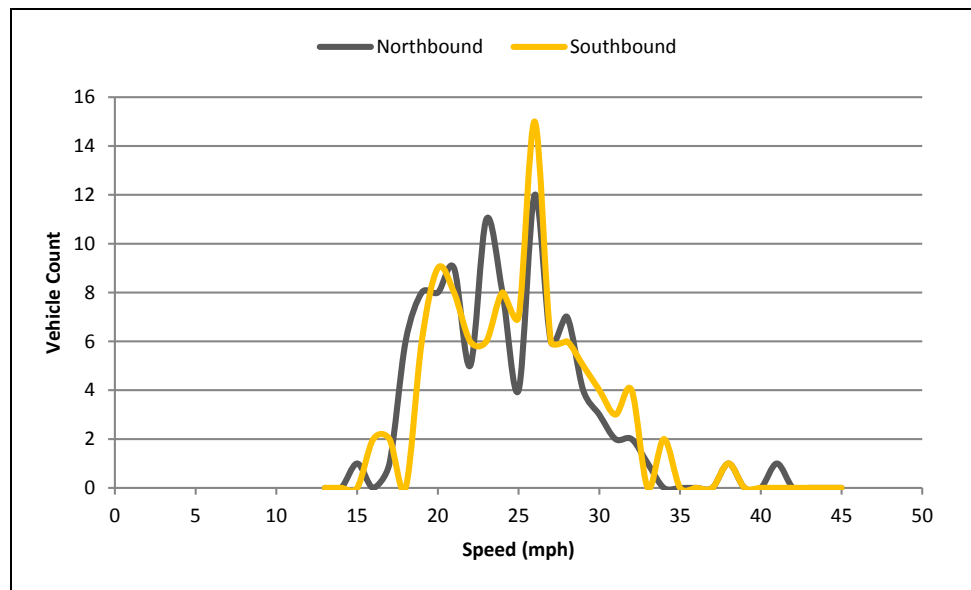
### Traffic Factors

### Collision History

Metric		Metric	
Approximate ADT	3,500	Total Collisions	6
Length (feet)	1,850	Fatal/Injury Collisions	1
Lane Configuration	1/1	PDO Collisions	5
Street Classification	Major Collector	Data Date Range	2007-2012

Approximate ADT obtained by Quality Counts from City of Piedmont online publications.

<b>Recommended for Speed Limit Change?</b>
<b>No</b>
<b>Recommended Speed Limit</b>
<b>25 mph</b>



Refer to previous sections for segment-by-segment field observation

## APPENDIX A: SPEED SURVEY FIELD DATA

Location: Grand btwn Oakland & Cambridge  
 Date: 9/4/2014  
 Surveyor: CSA

NB			SB	
Time	Speed	Vehicle Count	Time	Speed
12:00 PM	30	1	12:00 PM	23
12:01 PM	29	2	12:00 PM	25
12:01 PM	32	3	12:00 PM	23
12:02 PM	33	4	12:01 PM	27
12:03 PM	29	5	12:01 PM	28
12:03 PM	32	6	12:01 PM	35
12:03 PM	28	7	12:02 PM	25
12:03 PM	30	8	12:02 PM	27
12:04 PM	35	9	12:03 PM	22
12:04 PM	29	10	12:03 PM	30
12:04 PM	21	11	12:04 PM	24
12:05 PM	34	12	12:04 PM	24
12:06 PM	33	13	12:05 PM	29
12:06 PM	34	14	12:05 PM	29
12:07 PM	27	15	12:06 PM	27
12:07 PM	30	16	12:06 PM	29
12:07 PM	23	17	12:06 PM	26
12:07 PM	25	18	12:07 PM	27
12:08 PM	34	19	12:07 PM	28
12:09 PM	43	20	12:08 PM	25
12:09 PM	27	21	12:08 PM	23
12:09 PM	25	22	12:09 PM	32
12:10 PM	26	23	12:09 PM	28
12:10 PM	31	24	12:10 PM	28
12:11 PM	28	25	12:10 PM	29
12:12 PM	31	26	12:10 PM	25
12:12 PM	29	27	12:11 PM	34
12:12 PM	41	28	12:11 PM	24
12:13 PM	27	29	12:12 PM	23
12:13 PM	38	30	12:12 PM	27
12:13 PM	28	31	12:13 PM	28
12:13 PM	34	32	12:13 PM	30
12:13 PM	28	33	12:13 PM	25
12:14 PM	28	34	12:14 PM	27
12:14 PM	37	35	12:14 PM	29
12:15 PM	32	36	12:15 PM	27
12:15 PM	25	37	12:15 PM	33
12:15 PM	27	38	12:15 PM	28
12:16 PM	34	39	12:16 PM	31
12:16 PM	30	40	12:16 PM	26
12:16 PM	27	41	12:17 PM	29
12:17 PM	33	42	12:18 PM	32
12:17 PM	30	43	12:18 PM	28
12:17 PM	18	44	12:19 PM	30
12:18 PM	28	45	12:19 PM	25
12:18 PM	29	46	12:19 PM	27
12:18 PM	32	47	12:19 PM	28
12:18 PM	36	48	12:20 PM	24
12:19 PM	30	49	12:20 PM	26
12:19 PM	30	50	12:20 PM	30
12:21 PM	27	51	12:21 PM	26
12:21 PM	32	52	12:22 PM	29
12:22 PM	29	53	12:22 PM	23
12:22 PM	27	54	12:22 PM	30
12:23 PM	30	55	12:23 PM	21

Location: Grand btwn Oakland & Cambridge  
 Date: 9/4/2014  
 Surveyor: CSA

NB			SB	
Time	Speed	Vehicle Count	Time	Speed
12:23 PM	29	56	12:23 PM	28
12:24 PM	29	57	12:24 PM	22
12:24 PM	31	58	12:25 PM	25
12:24 PM	28	59	12:25 PM	27
12:25 PM	28	60	12:26 PM	29
12:25 PM	25	61	12:26 PM	28
12:25 PM	28	62	12:27 PM	32
12:26 PM	30	63	12:27 PM	36
12:26 PM	25	64	12:27 PM	21
12:26 PM	26	65	12:28 PM	29
12:27 PM	28	66	12:28 PM	26
12:27 PM	29	67	12:28 PM	28
12:27 PM	26	68	12:29 PM	25
12:28 PM	27	69	12:29 PM	23
12:28 PM	30	70	12:30 PM	32
12:28 PM	32	71	12:31 PM	24
12:29 PM	29	72	12:31 PM	29
12:29 PM	29	73	12:31 PM	31
12:29 PM	24	74	12:32 PM	26
12:30 PM	38	75	12:32 PM	28
12:30 PM	24	76	12:33 PM	27
12:31 PM	27	77	12:34 PM	28
12:31 PM	32	78	12:34 PM	37
12:32 PM	25	79	12:34 PM	32
12:32 PM	32	80	12:35 PM	26
12:32 PM	26	81	12:35 PM	22
12:33 PM	34	82	12:35 PM	29
12:33 PM	26	83	12:36 PM	25
12:33 PM	29	84	12:37 PM	29
12:34 PM	31	85	12:38 PM	28
12:34 PM	34	86	12:38 PM	34
12:35 PM	24	87	12:38 PM	31
12:36 PM	33	88	12:39 PM	20
12:36 PM	28	89	12:39 PM	30
12:37 PM	29	90	12:39 PM	29
12:37 PM	34	91	12:40 PM	26
12:38 PM	30	92	12:41 PM	25
12:38 PM	28	93	12:41 PM	30
12:38 PM	29	94	12:41 PM	29
12:39 PM	35	95	12:42 PM	35
12:39 PM	26	96	12:42 PM	28
12:40 PM	28	97	12:42 PM	31
12:40 PM	38	98	12:43 PM	32
12:41 PM	34	99	12:43 PM	24
12:41 PM	32	100	12:43 PM	27

NB Average	29.74
NB Mode	29

SB Average	27.61
SB Mode	28

Location: Oakland btwn San Carlos & El Cerrito  
 Date: 9/3/2014  
 Surveyor: CSA

EB			WB	
Time	Speed	Vehicle Count	Time	Speed
12:01 PM	37	1	11:25 AM	37
12:01 PM	32	2	11:25 AM	36
12:01 PM	34	3	11:25 AM	32
12:02 PM	30	4	11:26 AM	36
12:02 PM	40	5	11:26 AM	38
12:02 PM	32	6	11:26 AM	31
12:03 PM	27	7	11:27 AM	39
12:03 PM	35	8	11:27 AM	38
12:03 PM	30	9	11:28 AM	32
12:03 PM	36	10	11:28 AM	33
12:04 PM	29	11	11:28 AM	41
12:04 PM	33	12	11:29 AM	39
12:04 PM	32	13	11:29 AM	31
12:04 PM	33	14	11:30 AM	31
12:05 PM	36	15	11:30 AM	36
12:05 PM	31	16	11:31 AM	30
12:05 PM	32	17	11:31 AM	28
12:05 PM	26	18	11:31 AM	31
12:06 PM	38	19	11:31 AM	38
12:06 PM	41	20	11:31 AM	32
12:06 PM	31	21	11:32 AM	36
12:07 PM	30	22	11:32 AM	38
12:07 PM	38	23	11:32 AM	28
12:07 PM	35	24	11:32 AM	37
12:07 PM	29	25	11:33 AM	35
12:08 PM	22	26	11:33 AM	30
12:08 PM	35	27	11:34 AM	34
12:09 PM	29	28	11:35 AM	29
12:09 PM	30	29	11:35 AM	31
12:09 PM	29	30	11:35 AM	36
12:10 PM	33	31	11:36 AM	37
12:10 PM	27	32	11:36 AM	31
12:10 PM	31	33	11:37 AM	35
12:11 PM	29	34	11:37 AM	38
12:11 PM	39	35	11:38 AM	31
12:11 PM	25	36	11:38 AM	32
12:11 PM	34	37	11:38 AM	32
12:12 PM	32	38	11:39 AM	30
12:12 PM	27	39	11:39 AM	37
12:12 PM	30	40	11:40 AM	31
12:13 PM	33	41	11:40 AM	35
12:13 PM	27	42	11:40 AM	39
12:13 PM	42	43	11:40 AM	31
12:13 PM	31	44	11:40 AM	38
12:14 PM	35	45	11:41 AM	37
12:14 PM	30	46	11:41 AM	33
12:14 PM	28	47	11:41 AM	37
12:15 PM	33	48	11:41 AM	36
12:15 PM	21	49	11:42 AM	35
12:15 PM	29	50	11:42 AM	32
12:16 PM	26	51	11:43 AM	40
12:16 PM	28	52	11:44 AM	26
12:16 PM	32	53	11:44 AM	32
12:17 PM	27	54	11:44 AM	34
12:17 PM	31	55	11:44 AM	36

Location: Oakland btwn San Carlos & El Cerrito  
 Date: 9/3/2014  
 Surveyor: CSA

EB			WB	
Time	Speed	Vehicle Count	Time	Speed
12:17 PM	33	56	11:45 AM	32
12:18 PM	32	57	11:45 AM	29
12:18 PM	39	58	11:45 AM	32
12:18 PM	28	59	11:46 AM	31
12:18 PM	30	60	11:46 AM	29
12:18 PM	36	61	11:46 AM	31
12:19 PM	34	62	11:47 AM	29
12:19 PM	30	63	11:47 AM	44
12:19 PM	30	64	11:47 AM	28
12:19 PM	41	65	11:48 AM	30
12:19 PM	33	66	11:48 AM	33
12:20 PM	29	67	11:48 AM	31
12:20 PM	36	68	11:48 AM	37
12:20 PM	37	69	11:49 AM	36
12:21 PM	37	70	11:49 AM	34
12:22 PM	36	71	11:49 AM	31
12:22 PM	32	72	11:50 AM	35
12:22 PM	21	73	11:50 AM	34
12:23 PM	31	74	11:50 AM	33
12:23 PM	34	75	11:51 AM	35
12:23 PM	35	76	11:51 AM	31
12:24 PM	30	77	11:51 AM	33
12:24 PM	34	78	11:52 AM	32
12:24 PM	28	79	11:52 AM	31
12:24 PM	33	80	11:52 AM	33
12:25 PM	39	81	11:53 AM	34
12:25 PM	39	82	11:53 AM	40
12:25 PM	40	83	11:53 AM	34
12:26 PM	32	84	11:54 AM	32
12:26 PM	33	85	11:54 AM	28
12:26 PM	29	86	11:54 AM	33
12:27 PM	32	87	11:56 AM	31
12:27 PM	38	88	11:56 AM	33
12:27 PM	30	89	11:57 AM	35
12:27 PM	31	90	11:57 AM	29
12:28 PM	32	91	11:57 AM	26
12:28 PM	35	92	11:58 AM	38
12:28 PM	34	93	11:59 AM	41
12:28 PM	35	94	11:59 AM	36
12:29 PM	42	95	11:59 AM	35
12:29 PM	34	96	11:59 AM	40
12:29 PM	37	97	11:59 AM	31
12:29 PM	33	98	12:00 PM	39
12:30 PM	32	99	12:00 PM	34
12:30 PM	36	100	12:00 PM	30

EB Average	32.44
EB Mode	32

EB Average	33.71
EB Mode	31



**Location:** Moraga Avenue btwn Pala Ave and Highland Ave, Piedmont CA  
**Date:** 11/3/2014  
**Surveyor:** OS

EB			WB	
Time	Speed	Vehicle Count	Time	Speed
1:09 PM	28	1	1:09 PM	28
1:09 PM	33	2	1:09 PM	25
1:09 PM	27	3	1:09 PM	25
1:09 PM	30	4	1:10 PM	28
1:09 PM	24	5	1:10 PM	17
1:09 PM	18	6	1:10 PM	16
1:09 PM	24	7	1:11 PM	27
1:09 PM	26	8	1:11 PM	23
1:10 PM	24	9	1:11 PM	33
1:10 PM	25	10	1:11 PM	31
1:10 PM	29	11	1:12 PM	27
1:10 PM	25	12	1:12 PM	25
1:10 PM	24	13	1:12 PM	27
1:11 PM	29	14	1:12 PM	28
1:11 PM	26	15	1:12 PM	42
1:11 PM	25	16	1:12 PM	30
1:11 PM	28	17	1:13 PM	28
1:11 PM	28	18	1:13 PM	30
1:11 PM	33	19	1:13 PM	29
1:12 PM	27	20	1:13 PM	28
1:12 PM	26	21	1:14 PM	28
1:12 PM	30	22	1:14 PM	28
1:13 PM	33	23	1:14 PM	27
1:13 PM	27	24	1:14 PM	26
1:13 PM	23	25	1:15 PM	31
1:14 PM	26	26	1:15 PM	28
1:14 PM	29	27	1:15 PM	27
1:14 PM	31	28	1:15 PM	26
1:15 PM	29	29	1:16 PM	28
1:15 PM	26	30	1:16 PM	31
1:15 PM	28	31	1:16 PM	29
1:15 PM	28	32	1:17 PM	28
1:15 PM	27	33	1:17 PM	26
1:15 PM	28	34	1:17 PM	22
1:15 PM	29	35	1:18 PM	21
1:15 PM	28	36	1:19 PM	29
1:15 PM	27	37	1:19 PM	20
1:15 PM	26	38	1:19 PM	20
1:15 PM	29	39	1:19 PM	22
1:16 PM	32	40	1:19 PM	21
1:16 PM	24	41	1:19 PM	27
1:16 PM	26	42	1:19 PM	28
1:16 PM	26	43	1:20 PM	31
1:16 PM	25	44	1:20 PM	26
1:18 PM	24	45	1:21 PM	26
1:18 PM	30	46	1:21 PM	28
1:18 PM	31	47	1:21 PM	26
1:18 PM	22	48	1:21 PM	22
1:18 PM	24	49	1:21 PM	28
1:18 PM	25	50	1:21 PM	26
1:18 PM	27	51	1:21 PM	27
1:18 PM	22	52	1:21 PM	25
1:18 PM	21	53	1:22 PM	26
1:18 PM	23	54	1:22 PM	29
1:18 PM	26	55	1:23 PM	26

**Location:** Moraga Avenue btwn Pala Ave and Highland Ave, Piedmont CA  
**Date:** 11/3/2014  
**Surveyor:** OS

EB			WB	
Time	Speed	Vehicle Count	Time	Speed
1:18 PM	21	56	1:23 PM	27
1:19 PM	20	57	1:23 PM	22
1:19 PM	24	58	1:23 PM	26
1:19 PM	25	59	1:23 PM	23
1:19 PM	23	60	1:23 PM	27
1:19 PM	23	61	1:24 PM	31
1:20 PM	20	62	1:24 PM	31
1:20 PM	30	63	1:25 PM	30
1:21 PM	25	64	1:25 PM	27
1:21 PM	32	65	1:25 PM	28
1:21 PM	30	66	1:25 PM	30
1:21 PM	27	67	1:25 PM	33
1:21 PM	26	68	1:25 PM	30
1:21 PM	21	69	1:26 PM	28
1:22 PM	26	70	1:26 PM	30
1:22 PM	28	71	1:26 PM	26
1:22 PM	22	72	1:26 PM	25
1:22 PM	31	73	1:26 PM	25
1:22 PM	26	74	1:26 PM	27
1:22 PM	27	75	1:26 PM	27
1:22 PM	26	76	1:26 PM	26
1:22 PM	27	77	1:27 PM	23
1:23 PM	26	78	1:27 PM	27
1:23 PM	24	79	1:27 PM	27
1:23 PM	26	80	1:27 PM	26
1:23 PM	27	81	1:27 PM	26
1:23 PM	22	82	1:27 PM	25
1:23 PM	28	83	1:27 PM	29
1:24 PM	28	84	1:27 PM	30
1:24 PM	25	85	1:27 PM	28
1:24 PM	24	86	1:28 PM	30
1:24 PM	26	87	1:28 PM	27
1:25 PM	27	88	1:28 PM	30
1:26 PM	21	89	1:29 PM	26
1:26 PM	25	90	1:29 PM	29
1:26 PM	27	91	1:29 PM	25
1:26 PM	26	92	1:29 PM	28
1:26 PM	26	93	1:29 PM	28
1:26 PM	25	94	1:29 PM	29
1:26 PM	27	95	1:29 PM	28
1:26 PM	27	96	1:30 PM	29
1:28 PM	27	97	1:30 PM	28
1:29 PM	23	98	1:30 PM	28
1:29 PM	24	99	1:30 PM	29
1:29 PM	26	100	1:31 PM	31

EB Average	26.18
EB Mode	26

EB Average	27.11
EB Mode	28

Location: Highland btwn Oakland & Blair  
 Date: 9/3/2014  
 Surveyor: CSA

NB			SB	
Time	Speed	Vehicle Count	Time	Speed
2:26 PM	31	1	2:21 PM	27
2:27 PM	34	2	2:21 PM	28
2:27 PM	36	3	2:22 PM	28
2:28 PM	24	4	2:22 PM	28
2:29 PM	30	5	2:22 PM	35
2:29 PM	20	6	2:23 PM	31
2:29 PM	34	7	2:24 PM	26
2:29 PM	27	8	2:24 PM	27
2:29 PM	24	9	2:25 PM	31
2:30 PM	34	10	2:25 PM	28
2:30 PM	27	11	2:26 PM	31
2:31 PM	22	12	2:26 PM	26
2:31 PM	21	13	2:27 PM	30
2:31 PM	24	14	2:27 PM	27
2:32 PM	25	15	2:27 PM	28
2:33 PM	25	16	2:28 PM	26
2:33 PM	27	17	2:28 PM	21
2:34 PM	25	18	2:29 PM	30
2:34 PM	35	19	2:29 PM	30
2:35 PM	28	20	2:29 PM	22
2:35 PM	25	21	2:30 PM	24
2:36 PM	32	22	2:30 PM	20
2:36 PM	28	23	2:30 PM	23
2:36 PM	29	24	2:31 PM	21
2:36 PM	29	25	2:31 PM	29
2:36 PM	31	26	2:32 PM	27
2:36 PM	27	27	2:32 PM	28
2:37 PM	25	28	2:32 PM	30
2:37 PM	34	29	2:33 PM	22
2:37 PM	32	30	2:34 PM	20
2:38 PM	30	31	2:34 PM	22
2:38 PM	29	32	2:35 PM	32
2:38 PM	30	33	2:35 PM	28
2:38 PM	29	34	2:36 PM	30
2:39 PM	27	35	2:37 PM	25
2:39 PM	24	36	2:37 PM	28
2:39 PM	29	37	2:37 PM	36
2:39 PM	37	38	2:37 PM	22
2:40 PM	30	39	2:38 PM	18
2:40 PM	30	40	2:38 PM	30
2:41 PM	31	41	2:38 PM	27
2:41 PM	28	42	2:39 PM	32
2:41 PM	31	43	2:40 PM	30
2:42 PM	30	44	2:40 PM	29
2:42 PM	28	45	2:40 PM	29
2:43 PM	26	46	2:41 PM	29
2:43 PM	29	47	2:41 PM	30
2:43 PM	40	48	2:41 PM	32
2:43 PM	30	49	2:41 PM	28
2:43 PM	28	50	2:41 PM	23
2:44 PM	31	51	2:44 PM	33
2:44 PM	35	52	2:44 PM	32
2:44 PM	34	53	2:45 PM	27
2:44 PM	30	54	2:45 PM	29
2:44 PM	28	55	2:45 PM	26

Location: Highland btwn Oakland & Blair  
 Date: 9/3/2014  
 Surveyor: CSA

NB			SB	
Time	Speed	Vehicle Count	Time	Speed
2:45 PM	26	56	2:46 PM	33
2:45 PM	29	57	2:47 PM	31
2:46 PM	22	58	2:47 PM	30
2:46 PM	23	59	2:47 PM	30
2:46 PM	29	60	2:48 PM	28
2:46 PM	26	61	2:48 PM	28
2:46 PM	34	62	2:48 PM	27
2:46 PM	29	63	2:48 PM	29
2:46 PM	30	64	2:48 PM	26
2:47 PM	25	65	2:49 PM	29
2:47 PM	30	66	2:50 PM	32
2:47 PM	29	67	2:50 PM	27
2:48 PM	25	68	2:50 PM	30
2:48 PM	23	69	2:51 PM	25
2:49 PM	28	70	2:51 PM	30
2:49 PM	31	71	2:52 PM	26
2:50 PM	28	72	2:52 PM	30
2:50 PM	24	73	2:52 PM	30
2:50 PM	26	74	2:53 PM	35
2:51 PM	31	75	2:54 PM	24
2:52 PM	30	76	2:54 PM	27
2:52 PM	26	77	2:54 PM	30
2:52 PM	38	78	2:54 PM	27
2:53 PM	34	79	2:55 PM	25
2:54 PM	32	80	2:55 PM	24
2:54 PM	30	81	2:55 PM	20
2:54 PM	33	82	2:55 PM	27
2:55 PM	37	83	2:56 PM	27
2:55 PM	23	84	2:56 PM	27
2:56 PM	30	85	2:57 PM	33
2:56 PM	26	86	2:58 PM	29
2:57 PM	33	87	2:58 PM	27
2:57 PM	32	88	2:58 PM	26
2:57 PM	20	89	2:59 PM	28
2:58 PM	27	90	3:00 PM	27
2:59 PM	29	91	3:00 PM	29
2:59 PM	37	92	3:01 PM	27
3:00 PM	32	93	3:01 PM	25
3:00 PM	34	94	3:01 PM	32
3:00 PM	30	95	3:02 PM	29
3:00 PM	30	96	3:02 PM	24
3:01 PM	37	97	3:02 PM	28
3:01 PM	38	98	3:02 PM	26
3:01 PM	23	99	3:03 PM	27
3:02 PM	26	100	3:03 PM	31

NB Average	29.14
NB Mode	30

SB Average	27.73
SB Mode	27

Location: Wildwood btwn Palm & Nova  
 Date: 9/4/2014  
 Surveyor: CSA

EB			WB	
Time	Speed	Vehicle Count	Time	Speed
2:23 AM	25	1	2:24 AM	21
2:27 AM	19	2	2:26 AM	23
2:29 AM	22	3	2:26 AM	20
2:31 AM	22	4	2:27 AM	25
2:33 AM	18	5	2:29 AM	26
2:33 AM	18	6	2:30 AM	19
2:34 AM	22	7	2:31 AM	25
2:37 AM	23	8	2:33 AM	20
2:37 AM	29	9	2:33 AM	23
2:38 AM	20	10	2:37 AM	21
2:39 AM	21	11	2:37 AM	25
2:40 AM	28	12	2:38 AM	28
2:41 AM	24	13	2:39 AM	25
2:42 AM	25	14	2:39 AM	20
2:42 AM	22	15	2:40 AM	21
2:44 AM	30	16	2:43 AM	23
2:45 AM	26	17	2:44 AM	25
2:46 AM	20	18	2:45 AM	15
2:50 AM	22	19	2:45 AM	18
2:53 AM	22	20	2:46 AM	25
2:55 AM	21	21	2:50 AM	17
2:57 AM	22	22	2:50 AM	25
2:57 AM	23	23	2:51 AM	20
2:58 AM	20	24	2:52 AM	15
2:58 AM	17	25	2:53 AM	20
2:59 AM	20	26	2:56 AM	23
3:00 AM	26	27	2:59 AM	23
3:00 AM	24	28	3:00 AM	22
3:01 AM	22	29	3:01 AM	27
3:02 AM	22	30	3:01 AM	19
3:03 AM	21	31	3:01 AM	26
3:03 AM	26	32	3:02 AM	19
3:04 AM	22	33	3:03 AM	20
3:04 AM	23	34	3:03 AM	26
3:05 AM	23	35	3:04 AM	18
3:06 AM	20	36	3:06 AM	19
3:06 AM	24	37	3:07 AM	17
3:06 AM	20	38	3:08 AM	22
3:07 AM	24	39	3:08 AM	25
3:07 AM	20	40	3:09 AM	17
3:08 AM	21	41	3:11 AM	19
3:09 AM	28	42	3:12 AM	18
3:11 AM	21	43	3:14 AM	19
3:11 AM	23	44	3:14 AM	22
3:11 AM	30	45	3:15 AM	20
3:12 AM	19	46	3:15 AM	22
3:13 AM	25	47	3:16 AM	27
3:15 AM	22	48	3:16 AM	20
3:16 AM	20	49	3:17 AM	28
3:16 AM	18	50	3:17 AM	18
3:16 AM	21	51	3:18 AM	22
3:17 AM	21	52	3:19 AM	26
3:18 AM	18	53	3:19 AM	20
3:18 AM	26	54	3:20 AM	18
3:19 AM	18	55	3:21 AM	19

Location: Wildwood btwn Palm & Nova  
 Date: 9/4/2014  
 Surveyor: CSA

EB			WB	
Time	Speed	Vehicle Count	Time	Speed
3:19 AM	24	56	3:21 AM	18
3:20 AM	20	57	3:22 AM	21
3:20 AM	22	58	3:22 AM	20
3:21 AM	26	59	3:23 AM	18
3:22 AM	23	60	3:23 AM	26
3:22 AM	20	61	3:23 AM	20
3:23 AM	27	62	3:24 AM	22
3:23 AM	19	63	3:24 AM	19
3:24 AM	18	64	3:25 AM	25
3:24 AM	18	65	3:25 AM	21
3:24 AM	23	66	3:26 AM	31
3:25 AM	17	67	3:27 AM	26
3:25 AM	22	68	3:27 AM	21
3:25 AM	21	69	3:28 AM	29
3:26 AM	22	70	3:28 AM	24
3:27 AM	27	71	3:29 AM	21
3:28 AM	30	72	3:29 AM	27
3:28 AM	22	73	3:29 AM	24
3:29 AM	21	74	3:30 AM	20
3:30 AM	26	75	3:31 AM	21
3:32 AM	20	76	3:32 AM	29
3:34 AM	18	77	3:33 AM	26
3:35 AM	20	78	3:35 AM	21
3:35 AM	22	79	3:36 AM	27
3:36 AM	19	80	3:38 AM	20
3:38 AM	24	81	3:40 AM	22
3:40 AM	19	82	3:42 AM	18
3:42 AM	26	83	3:43 AM	26
3:48 AM	22	84	3:48 AM	20
3:50 AM	25	85	3:51 AM	25
3:54 AM	23	86	3:53 AM	18
3:55 AM	16	87	3:56 AM	21
3:57 AM	23	88	3:58 AM	25
3:58 AM	17	89	4:00 AM	21
3:59 AM	26	90	4:02 AM	29
4:01 AM	22	91	4:04 AM	18
4:03 AM	25	92	4:05 AM	20
4:03 AM	20	93	4:05 AM	27
4:06 AM	19	94	4:06 AM	22
4:06 AM	23	95	4:08 AM	25
4:07 AM	26	96	4:00 AM	24
4:07 AM	26	97	4:11 AM	18
4:07 AM	22	98	4:12 AM	28
4:08 AM	20	99	4:12 AM	20
4:10 AM	21	100	4:15 AM	21

EB Average	22.21
EB Mode	22

EB Average	22.11
EB Mode	20

Location: Hampton btwn Sea View Ave and King Ave  
 Date: 11/25/2014  
 Surveyor: JR

EB			WB	
Time	Speed	Vehicle Count	Time	Speed
10:05 AM	27	1	10:05 AM	26
10:07 AM	26	2	10:05 AM	27
10:08 AM	26	3	10:05 AM	25
10:09 AM	28	4	10:05 AM	29
10:09 AM	29	5	10:08 AM	32
10:13 AM	26	6	10:09 AM	24
10:14 AM	34	7	10:09 AM	28
10:14 AM	24	8	10:11 AM	29
10:15 AM	34	9	10:11 AM	24
10:15 AM	26	10	10:11 AM	28
10:15 AM	27	11	10:12 AM	29
10:17 AM	27	12	10:12 AM	27
10:17 AM	25	13	10:16 AM	25
10:17 AM	29	14	10:16 AM	29
10:18 AM	25	15	10:17 AM	29
10:18 AM	27	16	10:18 AM	27
10:19 AM	26	17	10:18 AM	30
10:22 AM	29	18	10:19 AM	28
10:22 AM	24	19	10:20 AM	42
10:23 AM	27	20	10:22 AM	22
10:26 AM	23	21	10:22 AM	28
10:26 AM	25	22	10:22 AM	23
10:27 AM	25	23	10:22 AM	23
10:28 AM	31	24	10:23 AM	30
10:28 AM	29	25	10:23 AM	32
10:33 AM	30	26	10:24 AM	23
10:34 AM	20	27	10:24 AM	25
10:37 AM	29	28	10:24 AM	27
10:37 AM	26	29	10:25 AM	27
10:37 AM	27	30	10:26 AM	31
10:38 AM	27	31	10:27 AM	31
10:39 AM	20	32	10:28 AM	28
10:40 AM	31	33	10:29 AM	27
10:40 AM	25	34	10:29 AM	30
10:41 AM	27	35	10:31 AM	16
10:41 AM	25	36	10:32 AM	36
10:42 AM	32	37	10:33 AM	32
10:43 AM	33	38	10:33 AM	37
10:45 AM	32	39	10:33 AM	37
10:45 AM	29	40	10:33 AM	29
10:48 AM	20	41	10:37 AM	28
10:48 AM	25	42	10:37 AM	31
10:48 AM	23	43	10:37 AM	36
10:49 AM	25	44	10:38 AM	31
10:49 AM	24	45	10:38 AM	26
10:49 AM	26	46	10:40 AM	34
10:51 AM	35	47	10:40 AM	28
10:52 AM	28	48	10:42 AM	26
10:52 AM	27	49	10:42 AM	27
10:54 AM	21	50	10:44 AM	30
10:57 AM	25	51	10:45 AM	28
10:58 AM	29	52	10:46 AM	25
11:00 AM	33	53	10:48 AM	20
11:03 AM	29	54	10:48 AM	33
11:04 AM	27	55	10:50 AM	32

Location: Hampton btwn Sea View Ave and King Ave  
 Date: 11/25/2014  
 Surveyor: JR

EB			WB	
Time	Speed	Vehicle Count	Time	Speed
11:05 AM	28	56	10:50 AM	27
11:05 AM	29	57	10:50 AM	30
11:06 AM	18	58	10:50 AM	30
11:06 AM	26	59	10:51 AM	29
11:07 AM	31	60	10:52 AM	28
11:08 AM	30	61	10:53 AM	30
11:09 AM	25	62	10:54 AM	25
11:09 AM	20	63	10:55 AM	27
11:10 AM	29	64	10:55 AM	30
11:11 AM	32	65	10:55 AM	29
11:12 AM	29	66	10:55 AM	38
11:12 AM	27	67	10:56 AM	28
11:12 AM	28	68	10:59 AM	27
11:13 AM	30	69	11:02 AM	33
11:14 AM	24	70	11:04 AM	34
11:14 AM	27	71	11:08 AM	27
11:15 AM	28	72	11:09 AM	25
11:15 AM	26	73	11:13 AM	30
11:15 AM	33	74	11:14 AM	24
11:16 AM	28	75	11:15 AM	23
11:16 AM	24	76	11:15 AM	22
11:18 AM	26	77	11:16 AM	23
11:21 AM	24	78	11:16 AM	32
11:21 AM	33	79	11:17 AM	29
11:24 AM	27	80	11:19 AM	31
11:24 AM	25	81	11:19 AM	32
11:26 AM	31	82	11:20 AM	30
11:27 AM	25	83	11:20 AM	25
11:27 AM	27	84	11:20 AM	28
11:28 AM	33	85	11:20 AM	21
11:28 AM	30	86	11:20 AM	28
11:28 AM	31	87	11:21 AM	28
11:29 AM	27	88	11:21 AM	31
11:29 AM	32	89	11:21 AM	37
11:31 AM	28	90	11:22 AM	30
11:32 AM	31	91	11:22 AM	31
11:33 AM	25	92	11:23 AM	29
11:35 AM	30	93	11:23 AM	29
11:36 AM	29	94	11:23 AM	32
11:37 AM	25	95	11:24 AM	36
11:37 AM	27	96	11:25 AM	29
11:38 AM	30	97	11:25 AM	30
11:38 AM	31	98	11:26 AM	26
11:39 AM	28	99	11:28 AM	30
11:39 AM	25	100	11:28 AM	32

EB Average	27.41
EB Mode	27

WB Average	28.72
WB Mode	28



Location: Crocker btwn La Salle & Farragut  
 Date: 9/3/2014  
 Surveyor: OS

NB			SB	
Time	Speed	Vehicle Count	Time	Speed
12:28 PM	24	1	12:26 PM	20
12:28 PM	28	2	12:26 PM	28
12:30 PM	23	3	12:27 PM	30
12:30 PM	27	4	12:31 PM	25
12:31 PM	29	5	12:31 PM	27
12:31 PM	26	6	12:32 PM	29
12:32 PM	24	7	12:32 PM	30
12:34 PM	32	8	12:33 PM	23
12:36 PM	33	9	12:34 PM	39
12:38 PM	26	10	12:34 PM	28
12:38 PM	21	11	12:36 PM	26
12:39 PM	25	12	12:37 PM	27
12:41 PM	27	13	12:37 PM	33
12:42 PM	26	14	12:37 PM	23
12:43 PM	32	15	12:37 PM	29
12:43 PM	21	16	12:39 PM	25
12:46 PM	29	17	12:42 PM	23
12:47 PM	25	18	12:45 PM	28
12:47 PM	25	19	12:45 PM	26
12:48 PM	26	20	12:46 PM	29
12:49 PM	24	21	12:46 PM	26
12:49 PM	29	22	12:49 PM	32
12:50 PM	21	23	12:50 PM	23
12:52 PM	20	24	12:55 PM	27
12:53 PM	22	25	12:55 PM	28
12:54 PM	23	26	12:59 PM	26
12:55 PM	22	27	1:03 PM	32
12:56 PM	18	28	1:03 PM	32
12:57 PM	26	29	1:04 PM	35
12:58 PM	25	30	1:06 PM	18
1:01 PM	24	31	1:07 PM	20
1:02 PM	21	32	1:07 PM	31
1:03 PM	23	33	1:09 PM	27
1:03 PM	21	34	1:12 PM	32
1:04 PM	27	35	1:12 PM	25
1:06 PM	23	36	1:16 PM	28
1:08 PM	17	37	1:17 PM	33
1:08 PM	23	38	1:17 PM	29
1:12 PM	18	39	1:18 PM	22
1:12 PM	19	40	1:20 PM	29
1:13 PM	22	41	1:20 PM	34
1:15 PM	26	42	1:20 PM	33
1:15 PM	23	43	1:22 PM	29
1:16 PM	19	44	1:23 PM	28
1:16 PM	26	45	1:25 PM	31
1:16 PM	29	46	1:27 PM	29
1:17 PM	29	47	1:30 PM	28
1:19 PM	30	48	1:35 PM	18
1:21 PM	32	49	1:37 PM	23
1:21 PM	20	50	1:37 PM	25
1:23 PM	27	51	1:37 PM	28
1:23 PM	24	52	1:40 PM	26
1:24 PM	25	53	1:44 PM	25
1:25 PM	15	54	1:44 PM	29
1:25 PM	20	55	1:47 PM	28

Location: Crocker btwn La Salle & Farragut  
 Date: 9/3/2014  
 Surveyor: OS

NB			SB	
Time	Speed	Vehicle Count	Time	Speed
1:26 PM	32	56	1:46 PM	26
1:26 PM	23	57	1:50 PM	33
1:28 PM	32	58	1:51 PM	28
1:30 PM	27	59	1:51 PM	35
1:31 PM	26	60	1:51 PM	31
1:36 PM	28	61	1:53 PM	15
1:36 PM	32	62	1:55 PM	16
1:37 PM	29	63	1:56 PM	24
1:40 PM	26	64	1:56 PM	25
1:40 PM	27	65	1:57 PM	27
1:42 PM	25	66	1:57 PM	28
1:45 PM	23	67	1:58 PM	26
1:45 PM	28	68	1:59 PM	27
1:45 PM	29	69	2:03 PM	32
1:46 PM	21	70	2:04 PM	33
1:46 PM	20	71	2:04 PM	24
1:46 PM	30	72	2:08 PM	25
1:47 PM	17	73	2:10 PM	26
1:48 PM	21	74	2:11 PM	27
1:48 PM	22	75	2:11 PM	27
1:49 PM	31	76	2:12 PM	26
1:50 PM	27	77	2:13 PM	31
1:52 PM	24	78	2:14 PM	33
1:53 PM	25	79	2:14 PM	30
1:54 PM	25	80	2:16 PM	29
1:55 PM	23	81	2:17 PM	26
1:56 PM	23	82	2:17 PM	25
1:57 PM	26	83	2:18 PM	29
1:59 PM	21	84	2:20 PM	29
2:00 PM	26	85	2:20 PM	24
2:01 PM	34	86	2:20 PM	29
2:02 PM	24	87	2:21 PM	29
2:03 PM	29	88	2:21 PM	20
2:05 PM	32	89	2:21 PM	22
2:07 PM	17	90	2:22 PM	28
2:08 PM	24	91	2:22 PM	23
2:09 PM	20	92	2:23 PM	35
2:09 PM	23	93	2:23 PM	31
2:12 PM	19	94	2:24 PM	23
2:13 PM	21	95	2:26 PM	25
2:13 PM	26	96	2:27 PM	20
2:20 PM	27	97	2:30 PM	33
2:20 PM	25	98	2:30 PM	33
2:22 PM	29	99	2:32 PM	24
2:25 PM	18	100	2:32 PM	29

NB Average	24.79
NB Mode	26

SB Average	27.38
SB Mode	29

Location: Magnolia btwn Jerome & Parkview  
 Date: 9/3/2014  
 Surveyor: CSA

EB			WB	
Time	Speed	Vehicle Count	Time	Speed
3:28 PM	24	1	3:26 PM	21
3:30 PM	23	2	3:26 PM	20
3:30 PM	20	3	3:26 PM	19
3:32 PM	21	4	3:27 PM	28
3:32 PM	22	5	3:28 PM	26
3:33 PM	25	6	3:28 PM	19
3:37 PM	25	7	3:29 PM	23
3:39 PM	23	8	3:30 PM	24
3:41 PM	23	9	3:32 PM	21
3:48 PM	18	10	3:32 PM	25
3:49 PM	19	11	3:34 PM	24
3:50 PM	20	12	3:39 PM	21
3:53 PM	20	13	3:41 PM	29
3:57 PM	28	14	3:41 PM	26
3:57 PM	22	15	3:42 PM	21
4:00 PM	25	16	3:43 PM	19
4:02 PM	21	17	3:43 PM	21
4:03 PM	16	18	3:45 PM	22
4:04 PM	22	19	3:45 PM	25
4:05 PM	20	20	3:46 PM	26
4:05 PM	15	21	3:46 PM	19
4:10 PM	19	22	3:47 PM	21
4:12 PM	23	23	3:47 PM	22
4:14 PM	20	24	3:48 PM	22
4:15 PM	25	25	3:49 PM	23
4:17 PM	24	26	3:50 PM	22
4:19 PM	20	27	3:51 PM	25
4:20 PM	18	28	3:51 PM	23
4:22 PM	21	29	3:54 PM	23
4:22 PM	19	30	3:57 PM	19
4:23 PM	20	31	3:58 PM	19
4:24 PM	19	32	3:59 PM	29
4:25 PM	21	33	4:02 PM	23
4:25 PM	22	34	4:02 PM	19
4:25 PM	27	35	4:04 PM	25
4:26 PM	18	36	4:05 PM	15
4:26 PM	24	37	4:08 PM	19
4:28 PM	27	38	4:09 PM	21
4:28 PM	26	39	4:10 PM	18
4:30 PM	19	40	4:11 PM	20
4:35 PM	23	41	4:11 PM	21
4:36 PM	18	42	4:12 PM	18
4:38 PM	26	43	4:13 PM	25
4:40 PM	22	44	4:13 PM	22
4:40 PM	21	45	4:14 PM	24
4:45 PM	27	46	4:14 PM	18
4:52 PM	22	47	4:19 PM	26
4:52 PM	18	48	4:22 PM	20
4:53 PM	20	49	4:22 PM	21
4:53 PM	16	50	4:23 PM	18
4:54 PM	22	51	4:24 PM	23
4:54 PM	20	52	4:25 PM	25
4:54 PM	16	53	4:25 PM	23
4:55 PM	27	54	4:27 PM	26
4:55 PM	20	55	4:27 PM	26

Location: Magnolia btwn Jerome & Parkview  
 Date: 9/3/2014  
 Surveyor: CSA

EB			WB	
Time	Speed	Vehicle Count	Time	Speed
4:55 PM	21	56	4:30 PM	19
4:56 PM	18	57	4:30 PM	18
4:56 PM	17	58	4:30 PM	20
4:57 PM	22	59	4:31 PM	28
4:57 PM	20	60	4:31 PM	18
4:57 PM	16	61	4:32 PM	23
4:57 PM	20	62	4:33 PM	21
4:58 PM	15	63	4:35 PM	24
4:58 PM	26	64	4:35 PM	20
4:58 PM	22	65	4:35 PM	16
4:59 PM	18	66	4:39 PM	22
4:59 PM	19	67	4:40 PM	23
4:59 PM	23	68	4:41 PM	25
4:59 PM	20	69	4:43 PM	19
5:00 PM	21	70	4:43 PM	22
5:00 PM	21	71	4:45 PM	19
5:01 PM	18	72	4:45 PM	21
5:01 PM	21	73	4:47 PM	24
5:01 PM	28	74	4:49 PM	21
5:02 PM	20	75	4:50 PM	24
5:02 PM	18	76	4:50 PM	21
5:02 PM	19	77	4:51 PM	18
5:02 PM	24	78	4:51 PM	24
5:02 PM	20	79	4:52 PM	20
5:03 PM	21	80	4:52 PM	20
5:04 PM	14	81	4:53 PM	26
5:04 PM	18	82	4:53 PM	17
5:04 PM	25	83	4:53 PM	14
5:05 PM	20	84	4:54 PM	29
5:05 PM	17	85	4:54 PM	23
5:05 PM	19	86	4:55 PM	21
5:05 PM	16	87	4:56 PM	18
5:06 PM	21	88	4:56 PM	26
5:06 PM	20	89	4:56 PM	25
5:06 PM	20	90	4:57 PM	21
5:07 PM	21	91	4:57 PM	20
5:07 PM	26	92	4:57 PM	21
5:07 PM	18	93	4:57 PM	16
5:07 PM	15	94	4:58 PM	27
5:07 PM	20	95	4:59 PM	20
5:08 PM	19	96	4:59 PM	14
5:08 PM	16	97	4:59 PM	18
5:09 PM	26	98	5:00 PM	21
5:09 PM	27	99	5:00 PM	19
5:09 PM	20	100	5:00 PM	29

EB Average	20.88
EB Mode	20

WB Average	21.78
WB Mode	21

Location: Fairview btwn Grand & Arbor  
 Date: 9/4/2014 9/5/2014 \*  
 Surveyor: OS

NB			SB	
Time	Speed	Vehicle Count	Time	Speed
4:24 PM	18	1	4:26 PM	20
4:26 PM	24	2	4:32 PM	13
4:27 PM	26	3	4:35 PM	24
4:27 PM	26	4	4:35 PM	25
4:32 PM	24	5	4:43 PM	26
4:41 PM	25	6	4:44 PM	21
4:43 PM	39	7	4:44 PM	15
4:46 PM	25	8	4:56 PM	18
4:47 PM	25	9	4:57 PM	22
4:48 PM	24	10	4:57 PM	18
4:49 PM	28	11	5:09 PM	22
4:56 PM	21	12	5:11 PM	21
4:58 PM	25	13	5:12 PM	21
4:58 PM	18	14	5:13 PM	21
4:59 PM	25	15	5:17 PM	21
5:01 PM	25	16	5:19 PM	27
5:03 PM	26	17	5:20 PM	30
5:03 PM	29	18	5:22 PM	27
5:05 PM	25	19	5:23 PM	28
5:07 PM	17	20	5:28 PM	22
5:11 PM	20	21	5:28 PM	26
5:11 PM	34	22	5:29 PM	20
5:13 PM	28	23	5:33 PM	16
5:14 PM	22	24	5:38 PM	21
5:14 PM	27	25	5:48 PM	24
5:17 PM	22	26	5:49 PM	25
5:22 PM	26	27	5:52 PM	27
5:23 PM	26	28	5:57 PM	21
5:23 PM	27	29	5:59 PM	17
5:28 PM	34	30	6:09 PM	30
5:28 PM	28	31	6:10 PM	23
5:28 PM	30	32	6:11 PM	17
5:29 PM	29	33	6:11 PM	29
5:32 PM	18	34	6:14 PM	25
5:32 PM	14	35	6:16 PM	21
5:34 PM	23	36	6:27 PM	16
5:36 PM	13	37	6:28 PM	29
5:36 PM	26	38	6:30 PM	26
5:38 PM	26	39	6:31 PM	28
5:42 PM	20	40	6:33 PM	21
5:42 PM	31	41	6:33 PM	22
5:46 PM	26	42	6:41 PM	17
5:46 PM	25	43	6:54 PM	24
5:46 PM	27	44	6:54 PM	22
5:47 PM	25	45	7:05 PM	15
5:51 PM	28	46	7:08 PM	20
5:55 PM	33	47	7:11 PM	31
5:59 PM	24	48	7:13 PM	13
5:59 PM	23	49	7:16 PM	17
6:00 PM	23	50	7:22 PM	25
6:01 PM	22	51	7:25 PM	23
6:03 PM	25	52	7:28 PM	29
6:08 PM	30	53	7:31 PM	21
6:10 PM	28	54	7:31 PM	26
6:12 PM	28	55	7:48 PM	15

Location: Fairview btwn Grand & Arbor  
 Date: 9/4/2014 9/5/2014 \*  
 Surveyor: OS

NB			SB	
Time	Speed	Vehicle Count	Time	Speed
6:14 PM	19	56	8:07 PM	22
6:16 PM	21	57	8:14 PM	26
6:16 PM	18	58	8:19 PM	25
6:16 PM	23	59	8:22 PM	24
6:17 PM	28	60	8:24 PM	24
6:18 PM	25	61	8:25 PM	20
6:19 PM	25	62	8:33 PM	26
6:21 PM	27	63	8:41 PM	25
6:28 PM	30	64	6:51 AM	22
6:38 PM	16	65	6:51 AM	24
6:40 PM	29	66	6:51 AM	23
6:45 PM	21	67	6:51 AM	18
6:50 PM	20	68	7:30 AM	27
6:55 PM	21	69	7:34 AM	25
6:55 PM	15	70	7:41 AM	26
6:58 PM	20	71	7:44 AM	19
6:58 PM	22	72	7:48 AM	18
6:59 PM	27	73	7:52 AM	27
7:01 PM	21	74	7:53 AM	21
7:06 PM	41	75	7:54 AM	20
7:06 PM	20	76	7:59 AM	20
7:10 PM	34	77	8:02 AM	20
7:13 PM	17	78	8:14 AM	21
7:17 PM	22	79	8:17 AM	27
7:19 PM	20	80	8:23 AM	22
7:20 PM	25	81	8:25 AM	15
7:28 PM	22	82	8:31 AM	23
7:28 PM	23	83	8:33 AM	16
7:30 PM	20	84	8:35 AM	24
7:31 PM	27	85	8:35 AM	24
7:32 PM	27	86	8:37 AM	28
7:32 PM	35	87	8:44 AM	23
7:38 PM	22	88	8:51 AM	21
7:38 PM	27	89	9:10 AM	24
7:45 PM	16	90	9:15 AM	26
7:46 PM	22	91	9:21 AM	20
7:47 PM	22	92	9:30 AM	21
7:51 PM	31	93	9:34 AM	19
8:07 PM	26	94	9:48 AM	23
8:09 PM	27	95	9:51 AM	19
8:11 PM	29	96	9:58 AM	26
8:12 PM	23	97	10:11 AM	26
8:14 PM	26	98	10:13 AM	25
8:14 PM	19	99	10:15 AM	19
8:21 PM	26	100	10:15 AM	26

NB Average	24.63
NB Mode	25

SB Average	22.44
SB Mode	21

Location: Trestle Glen btwn Park & Cavanaugh  
 Date: 9/3/2014  
 Surveyor: OS

EB			WB	
Time	Speed	Vehicle Count	Time	Speed
3:20 PM	22	1	3:22 PM	28
3:27 PM	23	2	3:26 PM	21
3:27 PM	26	3	3:28 PM	27
3:28 PM	18	4	3:29 PM	20
3:30 PM	26	5	3:29 PM	25
3:30 PM	28	6	3:29 PM	26
3:34 PM	27	7	3:30 PM	28
3:35 PM	28	8	3:31 PM	23
3:35 PM	26	9	3:33 PM	25
3:37 PM	24	10	3:34 PM	25
3:38 PM	21	11	3:35 PM	21
3:40 PM	22	12	3:35 PM	31
3:43 PM	24	13	3:38 PM	20
3:47 PM	26	14	3:39 PM	25
3:47 PM	14	15	3:39 PM	21
3:48 PM	28	16	3:40 PM	28
3:48 PM	23	17	3:41 PM	27
3:49 PM	28	18	3:41 PM	25
3:51 PM	16	19	3:42 PM	27
3:52 PM	22	20	3:42 PM	28
3:52 PM	40	21	3:43 PM	30
3:57 PM	31	22	3:43 PM	28
3:57 PM	23	23	3:44 PM	35
3:58 PM	22	24	3:47 PM	29
3:58 PM	32	25	3:48 PM	26
4:00 PM	30	26	3:49 PM	23
4:00 PM	29	27	3:49 PM	25
4:02 PM	29	28	3:50 PM	25
4:03 PM	29	29	3:50 PM	21
4:04 PM	26	30	3:51 PM	30
4:05 PM	23	31	3:52 PM	26
4:06 PM	24	32	3:53 PM	22
4:06 PM	30	33	3:54 PM	31
4:08 PM	22	34	3:55 PM	27
4:08 PM	27	35	3:55 PM	26
4:08 PM	15	36	3:56 PM	33
4:09 PM	16	37	3:58 PM	27
4:10 PM	26	38	4:00 PM	34
4:11 PM	31	39	4:02 PM	27
4:14 PM	21	40	4:02 PM	24
4:18 PM	32	41	4:04 PM	23
4:19 PM	30	42	4:04 PM	28
4:19 PM	31	43	4:04 PM	25
4:19 PM	23	44	4:05 PM	30
4:23 PM	29	45	4:06 PM	25
4:24 PM	19	46	4:06 PM	28
4:24 PM	29	47	4:07 PM	28
4:25 PM	30	48	4:07 PM	23
4:27 PM	34	49	4:08 PM	19
4:28 PM	29	50	4:09 PM	28
4:29 PM	23	51	4:11 PM	31
4:30 PM	24	52	4:11 PM	30
4:30 PM	34	53	4:12 PM	29
4:31 PM	19	54	4:14 PM	23
4:32 PM	29	55	4:16 PM	27

Location: Trestle Glen btwn Park & Cavanaugh  
 Date: 9/3/2014  
 Surveyor: OS

EB			WB	
Time	Speed	Vehicle Count	Time	Speed
4:33 PM	21	56	4:16 PM	28
4:33 PM	31	57	4:17 PM	24
4:33 PM	30	58	4:23 PM	29
4:34 PM	28	59	4:25 PM	34
4:34 PM	24	60	4:26 PM	31
4:35 PM	27	61	4:26 PM	27
4:36 PM	27	62	4:29 PM	25
4:37 PM	30	63	4:30 PM	22
4:38 PM	40	64	4:30 PM	27
4:38 PM	23	65	4:31 PM	28
4:39 PM	24	66	4:32 PM	29
4:40 PM	20	67	4:32 PM	29
4:40 PM	28	68	4:32 PM	28
4:40 PM	29	69	4:35 PM	27
4:41 PM	31	70	4:35 PM	25
4:42 PM	26	71	4:35 PM	23
4:43 PM	27	72	4:36 PM	28
4:45 PM	27	73	4:38 PM	20
4:45 PM	33	74	4:39 PM	24
4:45 PM	24	75	4:42 PM	33
4:45 PM	30	76	4:43 PM	27
4:47 PM	30	77	4:43 PM	24
4:47 PM	31	78	4:44 PM	24
4:52 PM	31	79	4:44 PM	20
4:55 PM	19	80	4:47 PM	24
4:56 PM	31	81	4:49 PM	27
4:57 PM	33	82	4:50 PM	26
4:57 PM	33	83	4:50 PM	27
4:58 PM	30	84	4:51 PM	23
4:59 PM	32	85	4:52 PM	26
5:00 PM	21	86	4:53 PM	26
5:03 PM	30	87	4:58 PM	26
5:04 PM	21	88	4:58 PM	28
5:05 PM	16	89	4:58 PM	22
5:06 PM	35	90	5:01 PM	29
5:06 PM	29	91	5:02 PM	22
5:08 PM	29	92	5:02 PM	23
5:08 PM	31	93	5:03 PM	25
5:11 PM	27	94	5:04 PM	25
5:11 PM	28	95	5:05 PM	25
5:13 PM	32	96	5:05 PM	20
5:14 PM	18	97	5:05 PM	29
5:14 PM	24	98	5:06 PM	28
5:14 PM	29	99	5:06 PM	31
5:15 PM	25	100	5:08 PM	26

EB Average	26.58
EB Mode	29

EB Average	26.21
EB Mode	28



Location: La Salle btwn Indian & St James  
 Date: 9/4/2014  
 Surveyor: OS

NB			SB	
Time	Speed	Vehicle Count	Time	Speed
1:20 PM	18	1	1:20 PM	23
1:20 PM	27	2	1:22 PM	29
1:27 PM	22	3	1:23 PM	18
1:28 PM	19	4	1:26 PM	23
1:28 PM	27	5	1:27 PM	21
1:31 PM	29	6	1:28 PM	20
1:32 PM	19	7	1:32 PM	28
1:32 PM	27	8	1:34 PM	32
1:36 PM	21	9	1:39 PM	24
1:37 PM	22	10	1:39 PM	28
1:38 PM	28	11	1:40 PM	28
1:41 PM	23	12	1:40 PM	25
1:43 PM	31	13	1:42 PM	27
1:45 PM	25	14	1:43 PM	29
1:48 PM	30	15	1:46 PM	18
1:48 PM	28	16	1:47 PM	28
1:51 PM	20	17	1:47 PM	31
1:51 PM	28	18	1:48 PM	29
1:56 PM	22	19	1:48 PM	23
1:57 PM	23	20	1:50 PM	30
1:58 PM	23	21	1:52 PM	31
1:59 PM	19	22	1:52 PM	26
2:01 PM	27	23	1:55 PM	18
2:03 PM	26	24	1:56 PM	24
2:05 PM	23	25	1:56 PM	17
2:05 PM	21	26	1:58 PM	28
2:07 PM	20	27	1:58 PM	23
2:07 PM	19	28	1:59 PM	26
2:08 PM	28	29	2:00 PM	22
2:10 PM	29	30	2:01 PM	26
2:11 PM	25	31	2:03 PM	26
2:12 PM	27	32	2:04 PM	27
2:12 PM	28	33	2:05 PM	25
2:14 PM	22	34	2:07 PM	24
2:21 PM	23	35	2:07 PM	16
2:24 PM	23	36	2:07 PM	22
2:24 PM	17	37	2:08 PM	24
2:25 PM	26	38	2:11 PM	28
2:27 PM	27	39	2:16 PM	26
2:28 PM	30	40	2:19 PM	27
2:30 PM	21	41	2:21 PM	26
2:30 PM	19	42	2:22 PM	18
2:30 PM	26	43	2:22 PM	25
2:35 PM	19	44	2:24 PM	22
2:36 PM	27	45	2:24 PM	23
2:38 PM	31	46	2:25 PM	23
2:39 PM	27	47	2:26 PM	28
2:39 PM	30	48	2:27 PM	25
2:39 PM	30	49	2:27 PM	22
2:40 PM	20	50	2:31 PM	26
2:41 PM	26	51	2:31 PM	28
2:41 PM	21	52	2:38 PM	30
2:43 PM	20	53	2:39 PM	30
2:45 PM	26	54	2:41 PM	21
2:48 PM	22	55	2:42 PM	20

Location: La Salle btwn Indian & St James  
 Date: 9/4/2014  
 Surveyor: OS

NB			SB	
Time	Speed	Vehicle Count	Time	Speed
2:49 PM	23	56	2:44 PM	29
2:49 PM	21	57	2:46 PM	25
2:50 PM	25	58	2:47 PM	26
2:51 PM	22	59	2:47 PM	30
2:52 PM	18	60	2:47 PM	28
2:52 PM	21	61	2:48 PM	28
2:53 PM	21	62	2:48 PM	22
2:54 PM	28	63	2:49 PM	28
2:54 PM	27	64	2:50 PM	24
2:55 PM	20	65	2:50 PM	23
2:56 PM	13	66	2:51 PM	25
2:56 PM	20	67	2:52 PM	20
2:57 PM	31	68	2:52 PM	23
2:57 PM	26	69	2:52 PM	29
2:58 PM	29	70	2:56 PM	28
2:59 PM	25	71	2:57 PM	28
3:03 PM	26	72	2:58 PM	19
3:03 PM	28	73	2:58 PM	30
3:05 PM	21	74	3:00 PM	29
3:05 PM	28	75	3:02 PM	25
3:07 PM	26	76	3:02 PM	26
3:07 PM	24	77	3:03 PM	17
3:09 PM	21	78	3:06 PM	31
3:09 PM	31	79	3:06 PM	24
3:09 PM	27	80	3:06 PM	19
3:09 PM	25	81	3:07 PM	23
3:10 PM	21	82	3:11 PM	26
3:11 PM	26	83	3:12 PM	28
3:11 PM	32	84	3:12 PM	18
3:13 PM	29	85	3:15 PM	24
3:13 PM	26	86	3:15 PM	28
3:13 PM	26	87	3:16 PM	23
3:13 PM	25	88	3:18 PM	19
3:16 PM	27	89	3:20 PM	19
3:16 PM	28	90	3:22 PM	24
3:17 PM	20	91	3:24 PM	21
3:17 PM	31	92	3:25 PM	25
3:18 PM	28	93	3:27 PM	21
3:18 PM	27	94	3:27 PM	22
3:19 PM	20	95	3:27 PM	29
3:19 PM	24	96	3:29 PM	26
3:20 PM	30	97	3:29 PM	23
3:21 PM	18	98	3:30 PM	27
3:22 PM	18	99	3:32 PM	26
3:23 PM	25	100	3:33 PM	23

NB Average	24.45
NB Mode	27

SB Average	24.78
SB Mode	28

Location: Estates btwn Somerset & Hampton  
 Date: 9/4/2014  
 Surveyor: OS

NB			SB	
Time	Speed	Vehicle Count	Time	Speed
9:32 AM	34	1	9:32 AM	22
9:32 AM	18	2	9:33 AM	31
9:35 AM	30	3	9:34 AM	27
9:36 AM	21	4	9:36 AM	25
9:37 AM	25	5	9:39 AM	31
9:41 AM	22	6	9:39 AM	34
9:43 AM	28	7	9:40 AM	28
9:44 AM	27	8	9:44 AM	30
9:44 AM	26	9	9:46 AM	27
9:46 AM	31	10	9:47 AM	30
9:47 AM	26	11	9:48 AM	27
9:57 AM	29	12	9:50 AM	24
9:59 AM	24	13	9:51 AM	32
9:59 AM	29	14	9:52 AM	28
10:02 AM	31	15	9:52 AM	31
10:06 AM	31	16	9:54 AM	26
10:06 AM	30	17	9:55 AM	25
10:06 AM	24	18	9:55 AM	28
10:14 AM	27	19	9:56 AM	21
10:15 AM	29	20	9:57 AM	26
10:18 AM	30	21	9:57 AM	29
10:21 AM	24	22	9:58 AM	30
10:21 AM	20	23	10:03 AM	29
10:25 AM	30	24	10:05 AM	31
10:25 AM	30	25	10:06 AM	29
10:26 AM	25	26	10:08 AM	37
10:27 AM	28	27	10:10 AM	27
10:27 AM	25	28	10:13 AM	33
10:29 AM	35	29	10:15 AM	22
10:30 AM	26	30	10:16 AM	31
10:30 AM	19	31	10:18 AM	31
10:31 AM	27	32	10:18 AM	28
10:33 AM	30	33	10:22 AM	22
10:34 AM	20	34	10:22 AM	18
10:40 AM	22	35	10:24 AM	25
10:40 AM	25	36	10:24 AM	34
10:42 AM	24	37	10:26 AM	29
10:50 AM	19	38	10:27 AM	24
10:50 AM	35	39	10:29 AM	26
10:51 AM	31	40	10:31 AM	20
10:54 AM	25	41	10:32 AM	30
10:57 AM	33	42	10:34 AM	33
10:59 AM	13	43	10:38 AM	32
11:09 AM	32	44	10:40 AM	24
11:11 AM	19	45	10:40 AM	34
11:12 AM	20	46	10:40 AM	19
11:14 AM	28	47	10:42 AM	26
11:15 AM	26	48	10:42 AM	25
11:15 AM	20	49	10:43 AM	28
11:17 AM	26	50	10:45 AM	28
11:21 AM	26	51	10:46 AM	21
11:22 AM	22	52	10:47 AM	32
11:22 AM	22	53	10:47 AM	26
11:23 AM	22	54	10:55 AM	17
11:23 AM	31	55	10:59 AM	29

Location: Estates btwn Somerset & Hampton  
 Date: 9/4/2014  
 Surveyor: OS

NB			SB	
Time	Speed	Vehicle Count	Time	Speed
11:26 AM	28	56	10:59 AM	23
11:28 AM	16	57	11:03 AM	28
11:30 AM	34	58	11:08 AM	21
11:30 AM	24	59	11:08 AM	26
11:38 AM	33	60	11:11 AM	20
11:41 AM	22	61	11:17 AM	25
11:43 AM	22	62	11:17 AM	33
11:44 AM	24	63	11:21 AM	28
11:48 AM	24	64	11:22 AM	27
11:54 AM	27	65	11:23 AM	19
11:55 AM	26	66	11:29 AM	35
12:00 PM	32	67	11:32 AM	30
12:06 PM	40	68	11:32 AM	27
12:17 PM	28	69	11:33 AM	29
12:19 PM	24	70	11:41 AM	21
12:19 PM	27	71	11:43 AM	25
12:19 PM	23	72	11:43 AM	31
12:23 PM	32	73	11:44 AM	23
12:23 PM	19	74	11:48 AM	28
12:31 PM	21	75	11:48 AM	21
12:31 PM	32	76	11:50 AM	27
12:32 PM	20	77	11:54 AM	35
12:34 PM	31	78	11:54 AM	27
12:36 PM	20	79	11:54 AM	31
12:37 PM	24	80	11:55 AM	27
12:41 PM	22	81	11:59 AM	31
12:42 PM	37	82	12:00 PM	29
12:42 PM	25	83	12:01 PM	23
12:45 PM	28	84	12:01 PM	28
12:46 PM	19	85	12:03 PM	26
12:47 PM	37	86	12:03 PM	30
12:50 PM	27	87	12:03 PM	30
12:50 PM	36	88	12:04 PM	22
12:53 PM	26	89	12:05 PM	28
12:53 PM	18	90	12:05 PM	31
12:55 PM	28	91	12:07 PM	21
12:55 PM	29	92	12:12 PM	23
12:58 PM	25	93	12:12 PM	31
12:59 PM	24	94	12:15 PM	22
1:00 PM	27	95	12:16 PM	27
1:02 PM	30	96	12:19 PM	28
1:05 PM	31	97	12:19 PM	37
1:07 PM	30	98	12:21 PM	31
1:08 PM	25	99	12:22 PM	26
1:08 PM	31	100	12:24 PM	27

NB Average	26.4
NB Mode	24

SB Average	27.3
SB Mode	31

Location: Arroyo BTWN York & Ricardo  
 Date: 9/4/2014  
 Surveyor: CSA

EB			WB	
Time	Speed (MPH)	Vehicle Count	Time	Speed (MPH)
12:53 PM	29	1	12:53 PM	26
12:54 PM	25	2	12:54 PM	27
12:59 PM	27	3	12:59 PM	30
12:59 PM	28	4	12:59 PM	29
1:00 PM	33	5	1:00 PM	32
1:01 PM	22	6	1:02 PM	20
1:02 PM	26	7	1:02 PM	27
1:04 PM	20	8	1:03 PM	24
1:05 PM	21	9	1:03 PM	29
1:05 PM	24	10	1:05 PM	31
1:07 PM	19	11	1:05 PM	29
1:07 PM	26	12	1:07 PM	35
1:08 PM	28	13	1:07 PM	26
1:08 PM	30	14	1:09 PM	28
1:10 PM	22	15	1:10 PM	31
1:11 PM	26	16	1:10 PM	26
1:12 PM	18	17	1:12 PM	22
1:13 PM	23	18	1:14 PM	31
1:13 PM	21	19	1:14 PM	18
1:15 PM	33	20	1:15 PM	27
1:15 PM	19	21	1:17 PM	22
1:16 PM	27	22	1:17 PM	19
1:17 PM	23	23	1:18 PM	29
1:18 PM	25	24	1:18 PM	28
1:18 PM	21	25	1:19 PM	22
1:19 PM	27	26	1:20 PM	38
1:19 PM	33	27	1:20 PM	25
1:20 PM	22	28	1:22 PM	19
1:20 PM	25	29	1:22 PM	21
1:21 PM	23	30	1:23 PM	30
1:21 PM	20	31	1:24 PM	27
1:21 PM	31	32	1:25 PM	25
1:23 PM	42	33	1:25 PM	34
1:24 PM	26	34	1:25 PM	30
1:24 PM	22	35	1:26 PM	30
1:25 PM	21	36	1:27 PM	26
1:26 PM	29	37	1:28 PM	23
1:26 PM	24	38	1:28 PM	29
1:27 PM	31	39	1:28 PM	37
1:27 PM	18	40	1:29 PM	31
1:28 PM	22	41	1:29 PM	23
1:28 PM	20	42	1:30 PM	24
1:28 PM	29	43	1:31 PM	28
1:29 PM	20	44	1:31 PM	29
1:31 PM	26	45	1:32 PM	36
1:31 PM	18	46	1:32 PM	32
1:31 PM	34	47	1:32 PM	19
1:32 PM	30	48	1:33 PM	28
1:33 PM	21	49	1:33 PM	21
1:33 PM	24	50	1:34 PM	27
1:35 PM	36	51	1:35 PM	32
1:35 PM	24	52	1:35 PM	25
1:36 PM	27	53	1:36 PM	29
1:36 PM	19	54	1:36 PM	29
1:36 PM	25	55	1:36 PM	21

Location: Arroyo BTWN York & Ricardo  
 Date: 9/4/2014  
 Surveyor: CSA

EB			WB	
Time	Speed (MPH)	Vehicle Count	Time	Speed (MPH)
1:36 PM	22	56	1:38 PM	30
1:37 PM	28	57	1:38 PM	31
1:38 PM	26	58	1:39 PM	42
1:39 PM	28	59	1:39 PM	28
1:39 PM	21	60	1:39 PM	25
1:40 PM	18	61	1:40 PM	29
1:40 PM	23	62	1:41 PM	25
1:41 PM	23	63	1:41 PM	27
1:41 PM	32	64	1:41 PM	32
1:41 PM	30	65	1:42 PM	28
1:43 PM	19	66	1:42 PM	30
1:44 PM	31	67	1:43 PM	21
1:44 PM	28	68	1:43 PM	33
1:45 PM	24	69	1:44 PM	26
1:46 PM	23	70	1:44 PM	29
1:47 PM	28	71	1:45 PM	27
1:47 PM	24	72	1:46 PM	36
1:47 PM	25	73	1:46 PM	31
1:48 PM	27	74	1:46 PM	18
1:48 PM	22	75	1:46 PM	23
1:48 PM	24	76	1:47 PM	28
1:49 PM	18	77	1:47 PM	30
1:50 PM	25	78	1:48 PM	30
1:50 PM	14	79	1:49 PM	26
1:50 PM	24	80	1:49 PM	22
1:51 PM	36	81	1:49 PM	27
1:53 PM	25	82	1:49 PM	31
1:53 PM	29	83	1:50 PM	26
1:54 PM	20	84	1:51 PM	25
1:54 PM	25	85	1:51 PM	30
1:54 PM	24	86	1:52 PM	33
1:55 PM	30	87	1:52 PM	19
1:56 PM	28	88	1:53 PM	24
1:57 PM	21	89	1:54 PM	28
1:58 PM	22	90	1:54 PM	25
1:59 PM	25	91	1:54 PM	23
1:59 PM	27	92	1:55 PM	31
2:00 PM	25	93	1:56 PM	38
2:00 PM	19	94	1:57 PM	22
2:01 PM	28	95	1:57 PM	27
2:01 PM	26	96	1:58 PM	27
2:02 PM	25	97	1:58 PM	29
2:02 PM	32	98	1:58 PM	24
2:02 PM	30	99	1:59 PM	30
2:03 PM	21	100	2:00 PM	33

EB Average	25.1
EB Mode	25

WB Average	27.55
WB Mode	29

Location: Linda btwn Lake & Oakland  
 Date: 9/4/2014  
 Surveyor: CSA

NB			SB	
Time	Speed	Vehicle Count	Time	Speed
11:06 AM	18	1	11:06 AM	20
11:07 AM	22	2	11:06 AM	27
11:07 AM	25	3	11:07 AM	23
11:07 AM	32	4	11:07 AM	26
11:08 AM	29	5	11:07 AM	20
11:08 AM	26	6	11:08 AM	26
11:09 AM	24	7	11:08 AM	28
11:10 AM	25	8	11:09 AM	21
11:10 AM	21	9	11:10 AM	27
11:11 AM	29	10	11:10 AM	30
11:11 AM	26	11	11:11 AM	26
11:11 AM	23	12	11:11 AM	22
11:12 AM	28	13	11:12 AM	20
11:13 AM	28	14	11:12 AM	25
11:13 AM	33	15	11:12 AM	26
11:13 AM	26	16	11:13 AM	22
11:14 AM	22	17	11:13 AM	28
11:14 AM	20	18	11:13 AM	24
11:14 AM	27	19	11:14 AM	24
11:16 AM	24	20	11:15 AM	19
11:17 AM	20	21	11:16 AM	34
11:17 AM	23	22	11:16 AM	24
11:18 AM	38	23	11:16 AM	22
11:18 AM	24	24	11:17 AM	31
11:19 AM	26	25	11:17 AM	17
11:19 AM	21	26	11:18 AM	26
11:19 AM	19	27	11:18 AM	22
11:20 AM	28	28	11:20 AM	21
11:20 AM	22	29	11:21 AM	32
11:20 AM	21	30	11:21 AM	28
11:21 AM	21	31	11:21 AM	21
11:21 AM	30	32	11:22 AM	30
11:22 AM	22	33	11:22 AM	26
11:22 AM	21	34	11:22 AM	20
11:23 AM	26	35	11:23 AM	17
11:23 AM	19	36	11:23 AM	28
11:24 AM	24	37	11:23 AM	26
11:24 AM	30	38	11:24 AM	21
11:25 AM	18	39	11:24 AM	25
11:26 AM	23	40	11:25 AM	28
11:26 AM	28	41	11:25 AM	34
11:26 AM	27	42	11:25 AM	26
11:27 AM	25	43	11:26 AM	19
11:27 AM	18	44	11:26 AM	24
11:28 AM	31	45	11:27 AM	26
11:29 AM	41	46	11:27 AM	29
11:29 AM	24	47	11:27 AM	21
11:29 AM	23	48	11:28 AM	26
11:30 AM	20	49	11:29 AM	21
11:30 AM	27	50	11:29 AM	23
11:31 AM	23	51	11:30 AM	16
11:31 AM	27	52	11:30 AM	19
11:31 AM	20	53	11:31 AM	30
11:31 AM	26	54	11:31 AM	20
11:32 AM	24	55	11:32 AM	31

Location: Linda btwn Lake & Oakland  
 Date: 9/4/2014  
 Surveyor: CSA

NB			SB	
Time	Speed	Vehicle Count	Time	Speed
11:33 AM	23	56	11:32 AM	24
11:33 AM	19	57	11:32 AM	24
11:33 AM	15	58	11:33 AM	29
11:34 AM	23	59	11:33 AM	20
11:34 AM	21	60	11:34 AM	21
11:34 AM	23	61	11:34 AM	28
11:35 AM	26	62	11:35 AM	16
11:36 AM	18	63	11:35 AM	30
11:36 AM	32	64	11:36 AM	19
11:37 AM	19	65	11:36 AM	26
11:37 AM	20	66	11:36 AM	20
11:37 AM	24	67	11:36 AM	24
11:38 AM	18	68	11:37 AM	38
11:38 AM	31	69	11:38 AM	21
11:38 AM	26	70	11:39 AM	26
11:39 AM	28	71	11:39 AM	23
11:39 AM	30	72	11:39 AM	29
11:40 AM	26	73	11:40 AM	25
11:40 AM	27	74	11:41 AM	23
11:41 AM	19	75	11:41 AM	32
11:42 AM	18	76	11:42 AM	25
11:42 AM	20	77	11:43 AM	23
11:43 AM	29	78	11:43 AM	29
11:43 AM	26	79	11:43 AM	19
11:43 AM	20	80	11:44 AM	31
11:44 AM	28	81	11:44 AM	24
11:44 AM	22	82	11:44 AM	27
11:44 AM	19	83	11:45 AM	27
11:45 AM	26	84	11:45 AM	19
11:45 AM	21	85	11:46 AM	20
11:45 AM	26	86	11:46 AM	25
11:46 AM	21	87	11:47 AM	22
11:46 AM	23	88	11:48 AM	26
11:47 AM	23	89	11:48 AM	23
11:47 AM	28	90	11:48 AM	27
11:48 AM	17	91	11:49 AM	32
11:49 AM	21	92	11:50 AM	22
11:49 AM	27	93	11:50 AM	25
11:49 AM	20	94	11:51 AM	25
11:50 AM	19	95	11:51 AM	26
11:51 AM	29	96	11:52 AM	29
11:51 AM	23	97	11:52 AM	27
11:51 AM	19	98	11:52 AM	26
11:52 AM	24	99	11:53 AM	20
11:53 AM	25	100	11:53 AM	32

NB Average	24.1
NB Mode	26

NB Average	24.77
NB Mode	26