Agenda Item # R-1

VILLAGE OF ROYAL PALM BEACH

Agenda Item Summary

AGENDA ITEM:

Crestwood and Royal Palm Beach Boulevards Speed Study: Findings and Village Council Direction on Mitigation Strategies

Background:

The speed study was the number four ranked policy action in goal four of the 2025 strategic planning session.

This study aims to examine traffic conditions on both Crestwood Boulevard and Royal Palm Beach Boulevard. Initially, the Council requested that speed data be collected and analyzed on Crestwood Boulevard due to ongoing speeding concerns. However, the study was expanded to include Royal Palm Beach Boulevard because similar speeding complaints were received for that area as well. The following locations were included in the study:

1. Royal Palm Beach Blvd 1 – Sunflower Cir to 40th St
2. Royal Palm Beach Blvd 2 – Sunshine Blvd to Indian Trail Dr
3. Crestwood Blvd N1 – Ridgewood Dr to Westmont Dr
4. Crestwood Blvd N2 – Grand Oaks Blvd to Reston Cir
5. Crestwood Blvd S1 – Van Gogh Way to Sparrow Dr
6. Crestwood Blvd S2 – Crestwood Cir to Sycamore Dr

Speed and volume data was collected at all six locations over two 72-hour periods and analyzed by Erdman Anthony. The results of the analysis include hourly traffic counts by speed, average and 85th percentile speeds, and heat maps, which work in tandem to showcase the most representative operating speeds and the time slots the speed data was collected.

Initiator:	Village Manager Approval:	Agenda Date:	Village Council Action:
Village Engineer		08/21/25	

Agenda Item #_____

ISSUE:

The data analysis revealed that, despite a posted speed limit of 35 or 40 mph, a vast majority of vehicles were moving at speeds of 38-48 mph. Average speeds ranged from 39 to 46 mph, while 85th percentile speed ranged from 43 to 50 mph. Additionally, speeds trend higher in segments with straight alignments and are somewhat slower in curvilinear segments.

It was also revealed via 7 years of Palm Beach County police reports that a vast majority of crashes that occur within the study area are not caused by drivers going over the posted speed limit. For Royal Palm Beach Blvd, roughly 12% of crashes over the past 7 years involved vehicles travelling faster than the posted speed limit, while for Crestwood Blvd, this speeding crash rate was roughly 3%.

According to the FLHSMV, the historical statewide average for speeding related crashes is 4.1%. According to this study, it is apparent that speeding is a prevalent issue at the observed locations, with most vehicles choosing to drive well above the posted speed limit. This observed trend poses a safety risk for crossing pedestrians or vehicles turning onto or crossing the roadway.

Physical traffic calming measures such as the implementation of stop signs, traffic lights or roundabouts are not recommended, due to either high costs or limited effectiveness based on the speed and volume conditions of the study area, as outlined in the Village's Traffic Calming Policy (attached to this report as Exhibit H). Several options for mitigating speeding are recommended, and include implementing radar feedback signs throughout the Village, introducing more law enforcement officers to crack down on speeding violations in the area, and/or increasing the 35 mph speed limits in the Village to 40 mph, to better reflect the observed operating speeds in the area and make the roadway more predictable.

RECOMMENDED ACTION:

Staff recommends a motion to amend the traffic calming policy to allow for the installation of radar feedback signs on collector roadways with posted speeds of 35 mph or greater. Additionally, staff recommends a pilot study on Crestwood and Royal Palm Beach Boulevards. Radar feedback signs with real-time data monitoring capabilities will be installed to allow Palm Beach County Sheriff's officers to target drivers who consistently

travel above the 95th percentile speed.

Royal Palm Beach Speed Study

Royal Palm Beach Blvd.
Crestwood Blvd.
Royal Palm Beach, Florida

August 11, 2025

Prepared for:

Village of
Royal Palm Beach

Project No. 60355.09

Prepared by:

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ERDMAN ANTHONY

The Community That Builds Communities

Executive Summary

This study aims to examine traffic conditions on both Crestwood Boulevard and Royal Palm Beach Boulevard. Initially, the Council requested that speed data be collected and analyzed on Crestwood Boulevard due to ongoing speeding concerns. However, the study was expanded to include Royal Palm Beach Boulevard because similar speeding complaints were received for that area as well. The following locations were included in the study:

1. Royal Palm Beach Blvd 1 – Sunflower Cir to 40th St
2. Royal Palm Beach Blvd 2 – Sunshine Blvd to Indian Trail Dr
3. Crestwood Blvd N1 – Ridgewood Dr to Westmont Dr
4. Crestwood Blvd N2 – Grand Oaks Blvd to Reston Cir
5. Crestwood Blvd S1 – Van Gogh Way to Sparrow Dr
6. Crestwood Blvd S2 – Crestwood Cir to Sycamore Dr

Speed and volume data was collected at all six locations over two 72-hour periods and analyzed by Erdman Anthony. The results of the analysis include hourly traffic counts by speed, average and 85th percentile speeds, and heatmaps, which work in tandem to showcase the most representative operating speeds and the time slots the speed data was collected.

The data analysis revealed that, despite a posted speed limit of 35 or 40 mph, a vast majority of vehicles were moving at speeds of 38-48 mph. Average speeds ranged from 39 to 46 mph, while 85th percentile speed ranged from 43 to 50 mph. Additionally, speeds trend higher in segments with straight alignments and are somewhat slower in curvilinear segments.

It was also revealed via 7 years of Palm Beach County police reports that a vast majority of crashes that occur within the study area are not caused by drivers going over the posted speed limit. For Royal Palm Beach Blvd, roughly 12% of crashes over the past 7 years involved vehicles travelling faster than the posted speed limit, while for Crestwood Blvd, this speeding crash rate was roughly 3%. According to the FLHSMV, the historical statewide average for speeding related crashes is 4.1%.

According to this study, it is apparent that speeding is a prevalent issue at the observed locations, with most vehicles choosing to drive well above the posted speed limit. This observed trend poses a safety risk for crossing pedestrians or vehicles turning onto or crossing the roadway.

Physical traffic calming measures such as the implementation of stop signs, traffic lights or roundabouts are not recommended, due to either high costs or limited effectiveness based on the speed and volume conditions of the study area, as outlined in the Village's Traffic Calming Policy (attached to this report as Exhibit H). Several options for mitigating speeding are recommended, and include: implementing radar feedback signs throughout the Village, introducing more law enforcement officers to crack down on speeding violations in the area, and/or increasing the 35 mph speed limits in the Village to 40 mph, to better reflect the observed operating speeds in the area and make the roadway more predictable.

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Project Overview

The purpose of this study is to gain a better understanding of the traffic conditions within the Village of Royal Palm Beach at the following locations:

Figure 1 – Map of Study Area

The Village requested that an analysis of the speeds travelled on the 4 lane Village roadways be performed with a focus on the following six locations in the Village:

1. Royal Palm Beach Blvd 1 – Sunflower Cir to 40th St
2. Royal Palm Beach Blvd 2 – Sunshine Blvd to Indian Trail Dr
3. Crestwood Blvd N1 – Ridgewood Dr to Westmont Dr
4. Crestwood Blvd N2 – Grand Oaks Blvd to Reston Cir
5. Crestwood Blvd S1 – Van Gogh Way to Sparrow Dr
6. Crestwood Blvd S2 – Crestwood Cir to Sycamore Dr

Process

Definitions

- *Study Area* – The defined area which has been determined to be impacted by proposed traffic calming measures. For this study, the study area is the pair of corridors— Crestwood Boulevard and Royal Palm Beach Boulevard— where data was collected.
- *Traffic Calming Measure* – An element of a traffic calming plan selected from among those measures approved for use within the Village. Examples of commonly used traffic calming measures include medians, raised crosswalks, signage, speed bumps and speed cameras.
- *10 mph Pace Speed* – A traffic term used to describe the 10 mph range in which the majority of traffic travels. Generally, the higher percentage of motorists that travel within the 10 mph pace, the more predictable and safer the roadway is. For this study, an average 10 mph pace speed of 38-48 mph was determined based on recorded data.
- *85th Percentile Speed* – The speed that 85% of drivers will not exceed on a given road. This metric is often used as a benchmark when determining where a speed limit should be set because 15% of drivers cause the majority of roadway accidents. When speed limits are set at or near the 85th percentile speed, the risk of crashes is minimized. For this study, an 85th percentile speed of 47 mph was observed.
- *Modal Speed* – The speed that is most likely to occur during free flow conditions, or, the speed at which the greatest number of vehicles are travelling. Due to the nature of the received data, a definitive modal speed could not be determined for the study area. However, the data suggests that this modal speed should fall somewhere between 41-45 mph.

Data Collection – Traffic Counts

Traffic Survey Specialists conducted traffic counts and collected speed data for the vehicles travelling in the study area using automated tube counters over two 72-hour periods: Tuesday, Wednesday and Thursday, May 6-8, 2025 for locations 1, 4 and 6; and Tuesday, Wednesday and Thursday, May 13-15, 2025 for locations 2, 3 and 5. This data was then provided to Erdman Anthony for analysis. The data collected is summarized below and the full results are attached as *Exhibit A – Raw Traffic Data*.

Table 1 - Summary of Traffic Data Collected						
Description	1. RPB 1	2. RPB 2	3. Crestwood N1	4. Crestwood N2	5. Crestwood S1	6. Crestwood S2
Posted Speed Limit (mph)	35	35	35	35	40	40
Average Daily Traffic (ADT)	15,369	16,509	12,023	13,672	20,971	22,334
10-mph Pace Speed (mph)	41-50	36-45	36-45	36-45	41-50	41-50
Mean Speed (mph)	43	39.5	42	42.5	45.5	45.5
85th Percentile Speed (mph)	48	43.5	46	46.5	49.5	49.5
95th Percentile Speed (mph)	52	47.5	49	49	53.5	53.5
Recommended Speed Limit (mph)	40	40	40	40	45	45

Data Collection – Crash Counts

Between May 15, 2018 and December 31, 2024, there were a total of 378 crash reports generated by local law enforcement on Royal Palm Beach Blvd between Okeechobee Blvd and La Mancha Ave. Of these 378 crashes, 46 involved vehicles travelling faster than the posted speed limit. Within the same time period, there were a total of 497 crash reports generated on Crestwood Blvd between Okeechobee Blvd and Royal Palm Beach Blvd. Of these 497 crashes, 17 involved vehicles travelling faster than the posted speed limit.

The crash data is summarized in Table 2 below:

Table 2 – Summary of Vehicle Crash Data									
Year	Royal Palm Beach Blvd			Crestwood Blvd N			Crestwood Blvd S		
	Total Crashes	Speeding Crashes	Speeding Crashes (%)	Total Crashes	Speeding Crashes	Speeding Crashes (%)	Total Crashes	Speeding Crashes	Speeding Crashes (%)
2018*	37	3	8.1%	7	0	0%	35	2	5.7%
2019	56	5	8.9%	14	0	0%	73	2	2.7%
2020	57	8	14.0%	12	1	8.3%	79	0	0%
2021	45	3	6.7%	11	2	18.2%	41	1	2.4%
2022	63	9	14.3%	20	4	20.0%	43	0	0%
2023	54	8	14.8%	16	0	0%	49	0	0%
2024	66	10	15.2%	16	0	0%	81	5	6.2%
Total	**378**	**46**	**12.2%**	**96**	**7**	**7.3%**	**401**	**10**	**2.5%**

** Incomplete year of data provided*

These data points suggest that roughly 12% of reported crashes in Royal Palm Beach Blvd within the study area involved drivers going over the speed limit, while roughly 3% of reported crashes in Crestwood Blvd within the study area involved drivers going over the speed limit. When split between north and south of Okeechobee Blvd, it is revealed that most of Crestwood Blvd crashes in the study area occurred in the southern segment, Crestwood S (between Okeechobee Blvd and Southern Blvd) which has a posted speed limit of 40 mph. However, Crestwood N (between RPB Blvd and Okeechobee Blvd) with its speed limit of 35 mph, has a higher rate of speeding related crashes, at roughly 7% compared to Crestwood S's 2.5%.

The Florida Highway Safety and Motor Vehicles (FLHSMV) Traffic Crash Statistics Summary is an annual report which summarizes all the known crashes in the state of Florida. According to their statistics for 2021 through 2023, the statewide rate for crashes caused by speeders is 4.1% (see Exhibit F).

Historical Traffic Counts (2018-2023)

As part of this study, historical traffic counts were also analyzed and compared to the field recorded volume data. It is important to note that the historical traffic counts used for this comparison were not recorded at the same locations as this study's traffic counts, nor were they taken at the same time of year. Also, the counts for 2023 were not annual averages, but one-day counts.

Table 3 - Summary of Historical Traffic Counts

Location	# of Lanes	2018	2019	2020	2021	2022	2023 (Daily)	2023 ADT Recorded
Crestwood Blvd, *Okeechobee Blvd to Sparrow Rd*	4	20,546	20,479	20,337	18,961	20,236	22,846	2/21/23
Crestwood Blvd, *Folsom Rd to Southern Blvd*	6	28,712	27,625	27,858	26,089	–	30,532	4/5/23
Royal Palm Beach Blvd, *Orange Blvd to M Canal*	2	18,810	–	–	19,179	19,798	20,884	2/15/23
Royal Palm Beach Blvd, *60th St to Persimmon Blvd*	5	–	9,824	–	8,912	9,560	9,444	2/15/23

See six years of peak season volume data in *Exhibit D – Palm Beach County Historical Peak Season Traffic Counts (2018-2023)*.

Observations

Design Speed

Corridor segments 1-4 (RPB & Crestwood N) have a posted speed limit of 35 mph, while segments 5 and 6 (Crestwood S) have a speed limit of 40 mph. However, the roads are PBC thoroughfare roadways, and most vehicles travelling through these corridor segments have been recorded going faster than either of these speed limits.

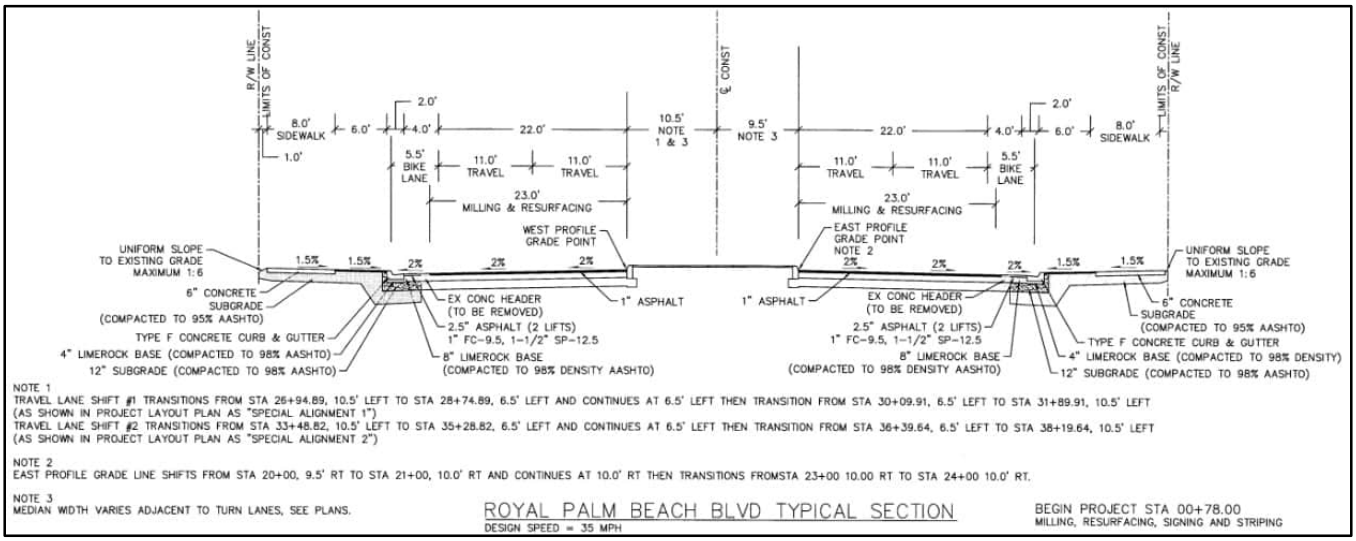


Figure 2A – Royal Palm Beach Blvd Typical Section

As seen in Figure 2A, plans for Royal Palm Beach Blvd account for a design speed of 35 mph. As seen in Figures 2B and 2C, plans for Crestwood Blvd north of Okeechobee Blvd account for a design speed of 35 mph, and Crestwood Blvd south of Okeechobee Blvd with a design speed of 45 mph. See Exhibit B to view the full plan sheets with design speeds included.

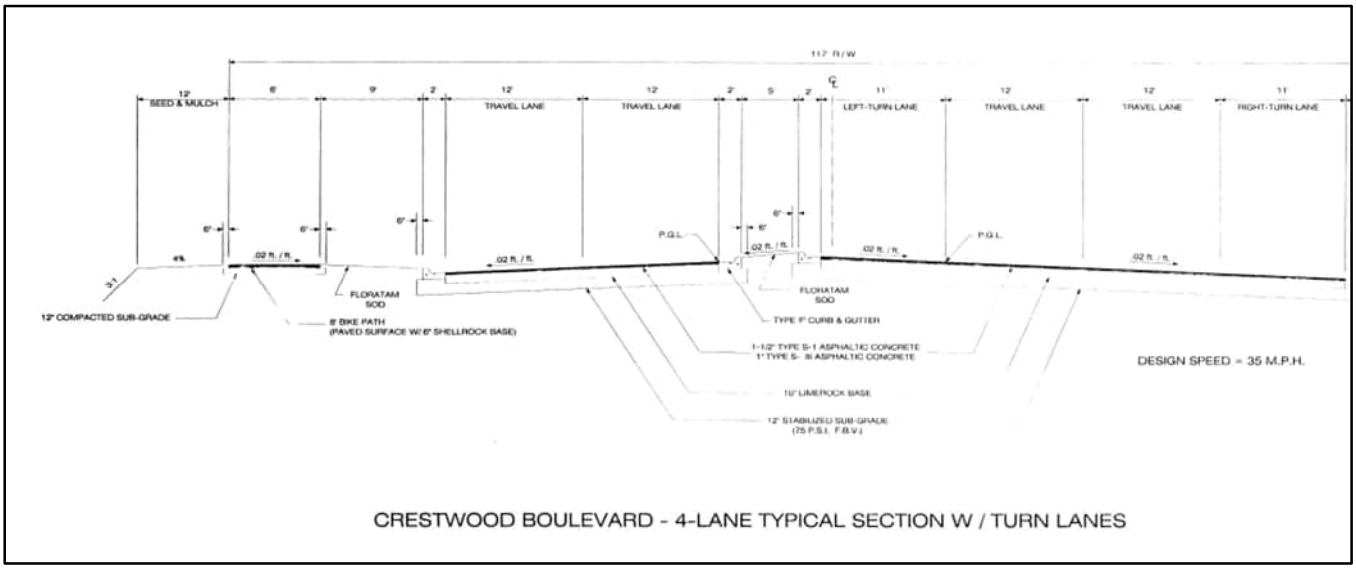


Figure 2B – Crestwood Blvd N Typical Section

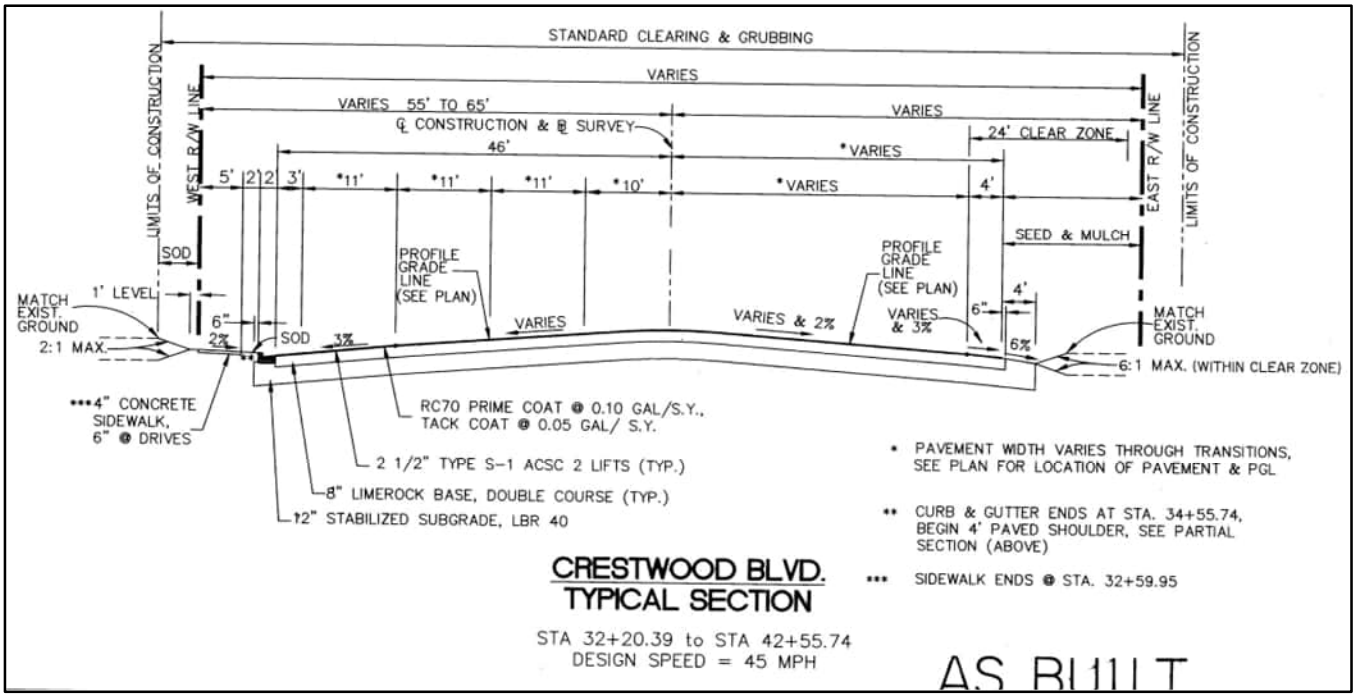


Figure 2C – Crestwood Blvd S Typical Section

Traffic Calming Elements

There are several traffic calming elements which presently exist within the study area:

- *Medians* – All six corridor segments have medians to help mitigate head on collisions. They can also help managing vehicular traffic and left-turn movements. Medians offer pedestrian refuge to avoid oncoming traffic while crossing the street. Additionally, the presence of vegetated medians also enhance the street's aesthetic appeal.
- *Signage* – Signage displaying the 35/40 mph posted speed limit can be found in several spots around the study area. These are important to keep the drivers informed as to what the speed limit is. None of the corridor segments studied have traffic lights at their respective intersections, though the use of stop signs at these locations should serve to sufficiently mitigate potential T-bone collisions.
- *Curved roadways* – Curvilinear corridor segments tend to have lower free flow speeds than straightaways. This observation applies to the corridor segments scrutinized for this study. As discussed in the following section, corridor segments with some kind of curved element to them have lower recorded average and 85th percentile speeds than those that do not.

Speed & Volume Data Analysis

Segment 1: Royal Palm Beach Blvd 1 — Sunflower Cir to 40th St

Figure 3A — Segment 1 Overhead Map

Peak Period Volume by Speed

Peak periods were determined based on typical morning and evening commute hours and the afternoon lunch rush. Across all three peak periods, a modal speed between 41-45 mph was observed, with very few vehicles driving at or below the posted speed limit of 35 mph.

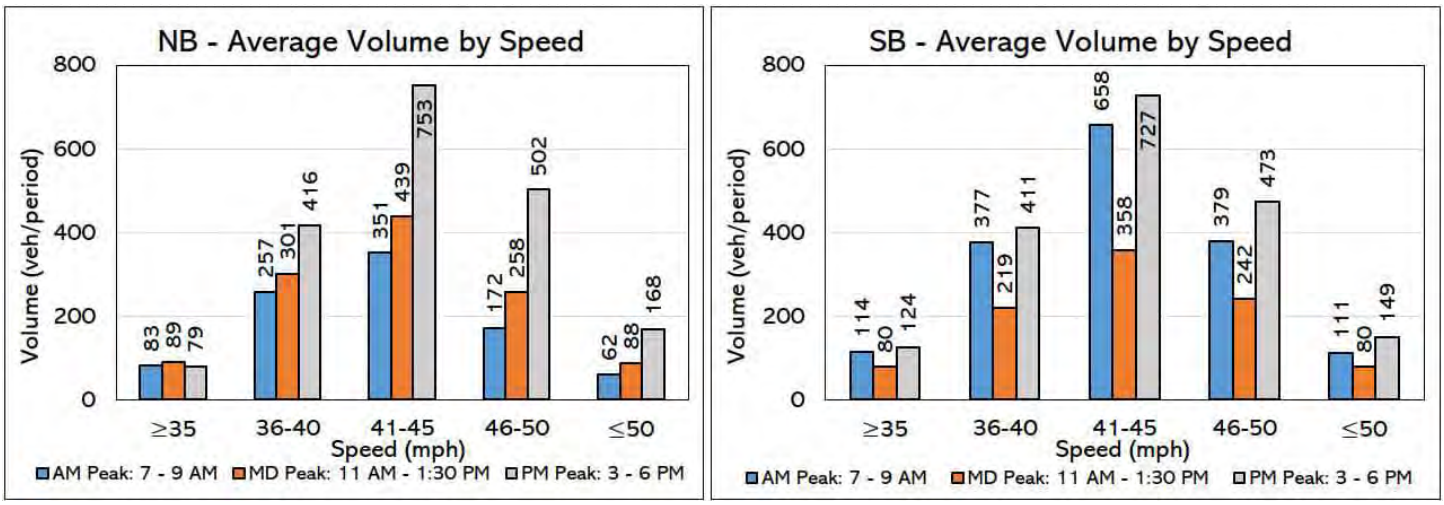


Figure 3B – Segment 1 Peak Period Volumes by Speed

24-Hour Traffic Volumes

Data was collected over a 72 hour period. This 24-hour graph shows the average value from each hour of the three day period, and is representative of a typical weekday in the Village. Each 5-mph speed band is represented by a different shade of blue, with the total hourly volume labelled above it. As shown in Figure 3C, a vast majority of vehicles travel between the hours of 7am and 7pm, at speeds between 36-50 mph. Northbound traffic steadily rises throughout the day before dropping off after PM peak hours, whereas southbound traffic has two large spikes of activity at 7am and 5pm, with a valley of considerably lower volumes in between.

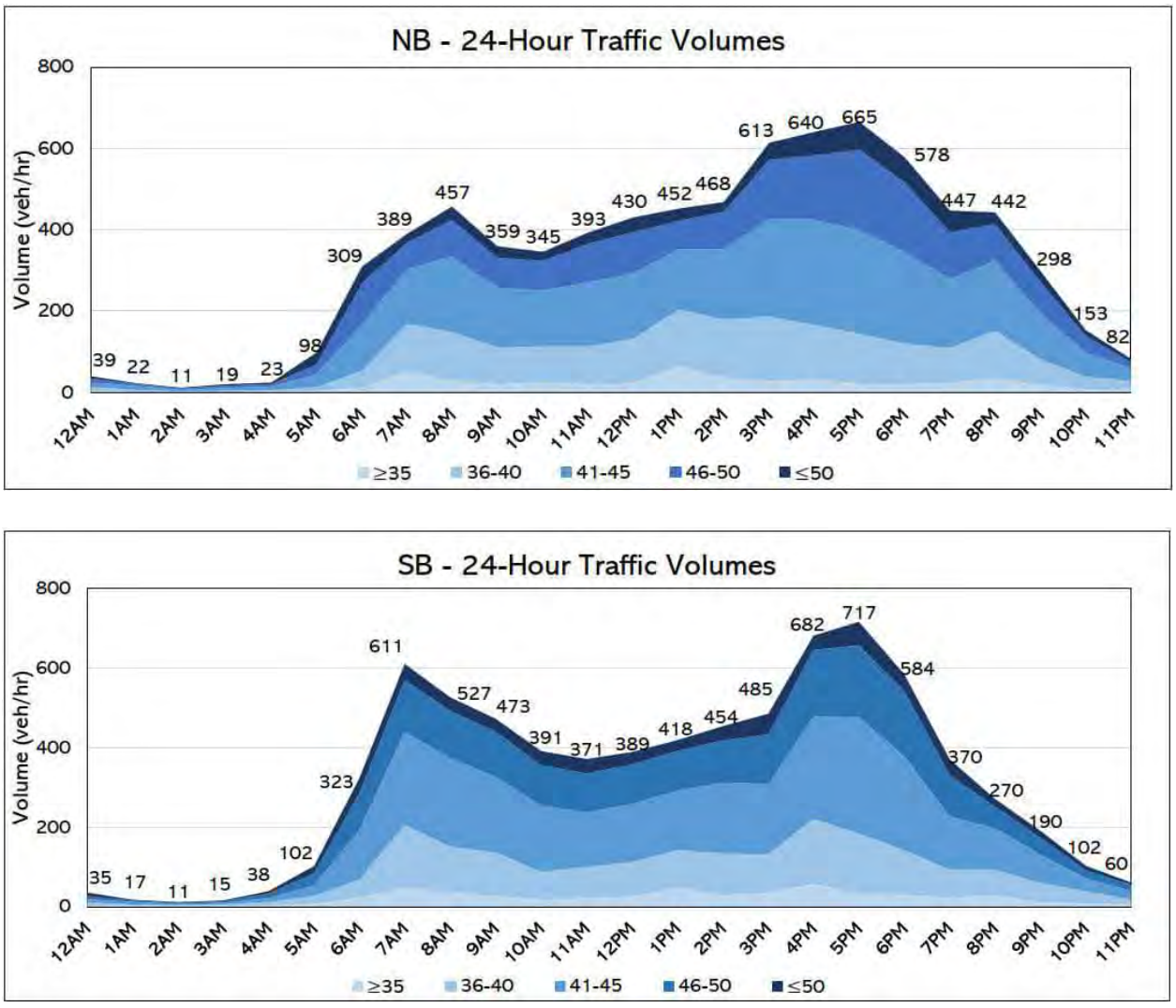


Figure 3C – Segment 1 Average 24-Hour Volumes by Speed

The same 24-hour volume data was also displayed in the following heatmap for a more granular look at each hour and speed band. As seen in Figure 3D, the cells of this table transition from green to red as volume increases. In both directions, the 5pm traffic spike is when the greatest number of vehicles were recorded travelling faster than 50 mph, which could potentially serve as a safety hazard for those travelling at free flow speeds during the PM peak.

Northbound																							
mph	12AM	1AM	2AM	3AM	4AM	5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM
≥35	3	0	0	0	2	3	10	52	27	19	25	19	23	64	36	27	32	20	20	22	34	18	6	6
36-40	9	6	2	4	3	9	42	115	121	91	88	94	108	140	143	159	133	124	100	86	117	63	32	22
41-45	11	9	4	6	9	32	113	135	186	147	138	157	161	147	172	240	258	255	225	169	173	112	60	29
46-50	10	5	3	5	6	24	101	66	89	74	73	95	102	71	93	146	159	198	171	115	90	78	40	16
≤50	6	2	2	4	4	29	41	22	33	29	22	28	36	30	25	42	58	69	62	54	29	28	14	9
Southbound																								
≥35	2	1	1	2	2	7	23	50	35	26	19	22	25	48	30	35	57	33	29	23	27	12	7	6
36-40	8	4	3	4	9	20	46	156	115	110	68	77	86	94	104	96	163	151	113	70	65	48	31	12
41-45	8	6	3	3	10	25	123	234	224	190	167	137	146	149	178	177	258	292	234	133	104	70	32	21
46-50	7	4	3	4	12	31	94	130	119	114	102	97	100	99	106	125	168	180	165	104	54	43	20	15
≤50	10	2	1	3	6	19	38	41	34	32	35	37	31	27	36	52	36	60	43	39	19	17	11	6

Figure 3D – Segment 1 Average 24-Hour Volume Heatmap

Average & 85th Percentile Speeds

As seen in Figure 3E, for both northbound and southbound traffic, an average speed of 43 mph and an 85th percentile speed of 48 mph were observed. These values both fall cleanly within the observed 10-mph pace speed range of 38-48 mph, which is indicative of free flow conditions. Though all of these values are considerably higher than the posted speed limit of 35 mph.

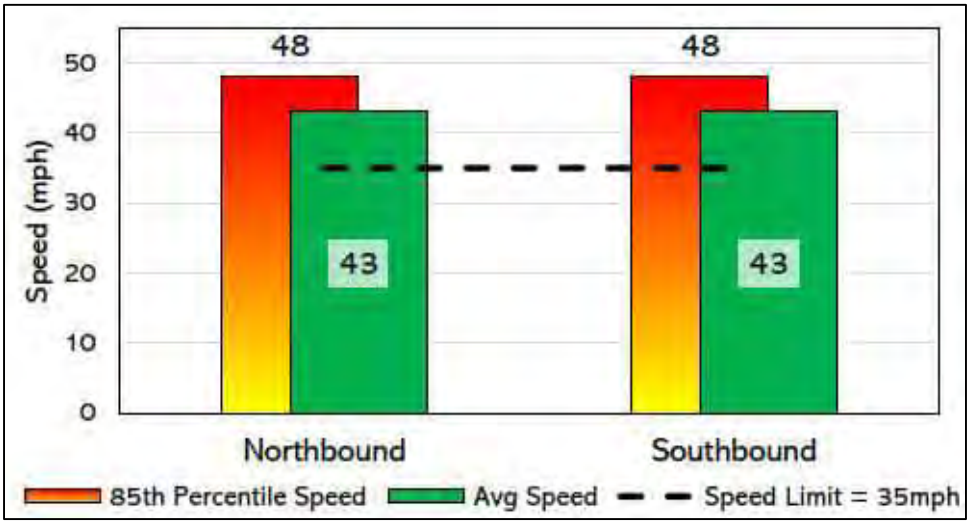


Figure 3E – Segment 1 Average & 85th Percentile Speeds

Segment 2: Royal Palm Beach Blvd 2 — Sunshine Blvd to Indian Trail Dr

Figure 4A — Segment 2 Overhead Map

Peak Period Volume by Speed

Across all three peak periods, a modal speed between 36-40 mph was observed in both directions, with very few vehicles driving at 46 mph or above.

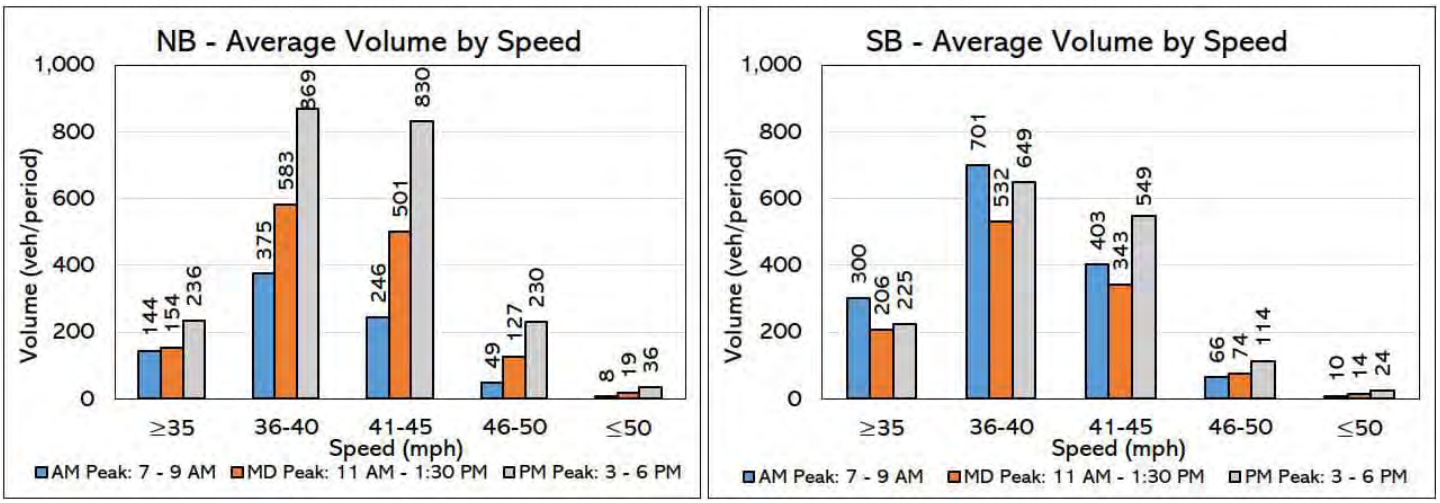


Figure 4B – Segment 2 Peak Period Volumes by Speed

24-Hour Traffic Volumes

As shown in Figure 4C, a vast majority of northbound vehicles travel between the hours of 7am and 9pm, at speeds between 36-50 mph. For southbound vehicles, the majority travel between 7am and 7pm at speeds between 36-50 mph. Northbound traffic steadily rises throughout the day before dropping off after PM peak hours, whereas southbound traffic has three spikes of activity at 7am, 2pm and 5pm, with valleys of lower volumes in between.

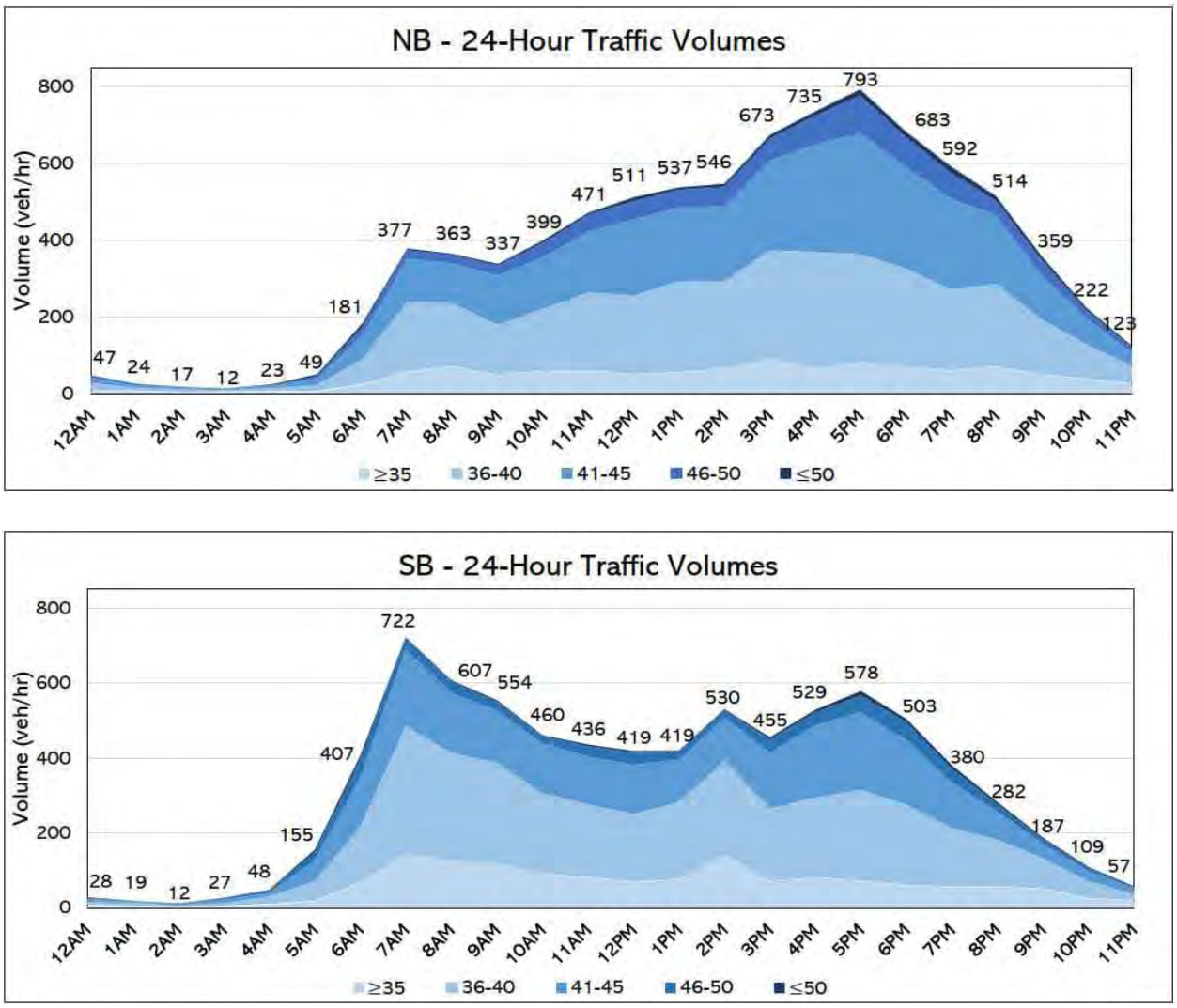


Figure 4C – Segment 2 Average 24-Hour Volumes by Speed

As seen in Figure 4D, in both directions, not many vehicles were recorded travelling faster than 50 mph at any hour of the day. Most vehicles can be seen within the 10-mph pace speed of 36-45 mph all throughout the day, with few outliers going faster or slower than this range.

Northbound																							
mph	12AM	1AM	2AM	3AM	4AM	5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM
≥35	8	7	4	5	6	6	24	58	70	49	59	61	50	55	65	91	63	81	69	60	70	49	37	26
36-40	18	8	6	4	7	15	66	180	166	129	162	203	205	237	226	281	306	282	258	211	215	143	90	45
41-45	14	5	4	2	5	15	62	113	103	130	134	159	199	192	195	236	279	316	265	236	178	117	68	34
46-50	6	4	2	2	2	8	20	22	21	25	38	44	48	46	52	57	76	98	78	68	38	39	20	13
≤50	1	0	1	0	2	5	9	4	4	4	6	5	9	6	8	9	11	16	14	16	12	10	7	4
Southbound																								
≥35	8	6	5	6	11	20	67	144	126	119	91	82	69	77	142	72	81	73	61	56	57	52	26	20
36-40	8	8	2	7	20	52	150	342	287	270	215	195	181	206	252	194	213	242	213	157	124	80	45	16
41-45	7	3	4	9	9	55	133	202	160	138	132	127	131	113	114	149	193	207	173	121	74	38	26	15
46-50	2	1	1	3	6	21	45	29	31	22	20	27	32	20	19	34	35	45	47	36	19	12	9	2
≤50	2	0	0	1	2	7	11	5	4	5	2	5	5	4	3	6	7	11	9	9	7	4	3	3

Figure 4D – Segment 2 Average 24-Hour Volume Heatmap

Average & 85th Percentile Speeds

As seen in Figure 4E, average and 85th percentile speeds of 40 mph and 44 mph respectively were recorded for northbound traffic, and average and 85th percentile speeds of 39 mph and 43 mph respectively were recorded for southbound traffic. These values both fall cleanly within the observed 10-mph pace speed range of 36-45 mph, which is indicative of free flow conditions. Though all of these values are somewhat higher than the posted speed limit of 35 mph.

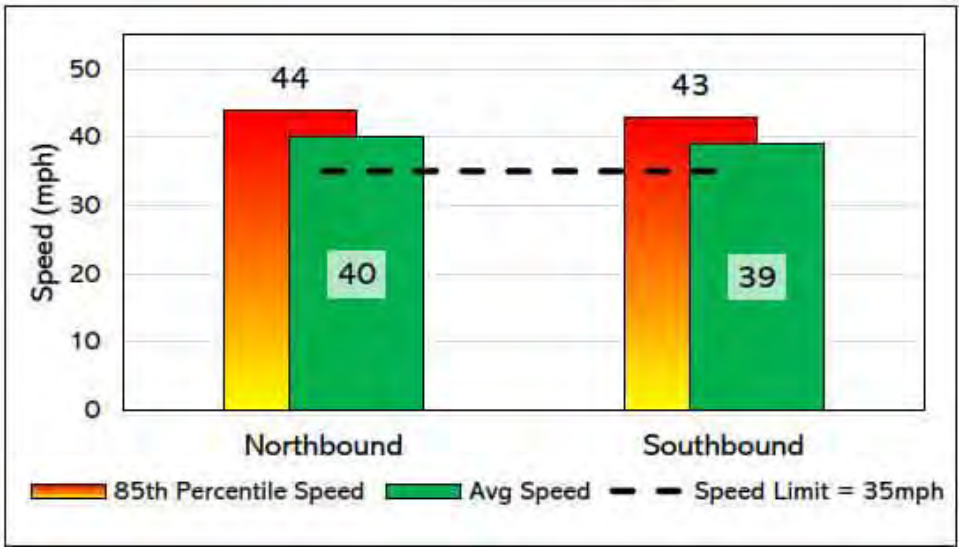


Figure 4E – Segment 2 Average & 85th Percentile Speeds

Segment 3: Crestwood Blvd N1 — Ridgewood Dr to Westmont Dr

Figure 5A — Segment 3 Overhead Map

Peak Period Volume by Speed

Across all three peak periods, a modal speed between 41-45 mph was observed in both directions, with very few vehicles driving at or below the posted speed limit of 35 mph, or above 50 mph.

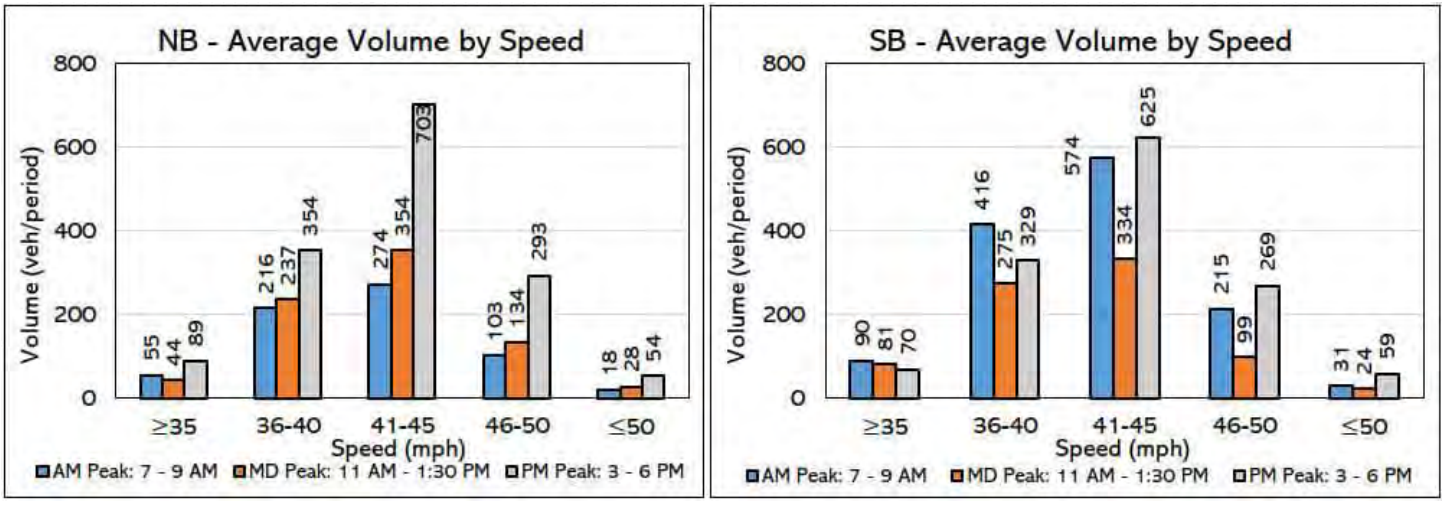


Figure 5B – Segment 3 Peak Period Volumes by Speed

24-Hour Traffic Volumes

As shown in Figure 5C, a vast majority of northbound vehicles travel between the hours of 7am and 8pm, at speeds between 36-50 mph. For southbound vehicles, the majority of vehicles travel between 7am and 6pm at speeds between 36-50 mph. Northbound traffic steadily rises throughout the day before dropping off after PM peak hours, whereas southbound traffic has two spikes of activity at 7am and 5pm, with valleys of lower volumes in between.

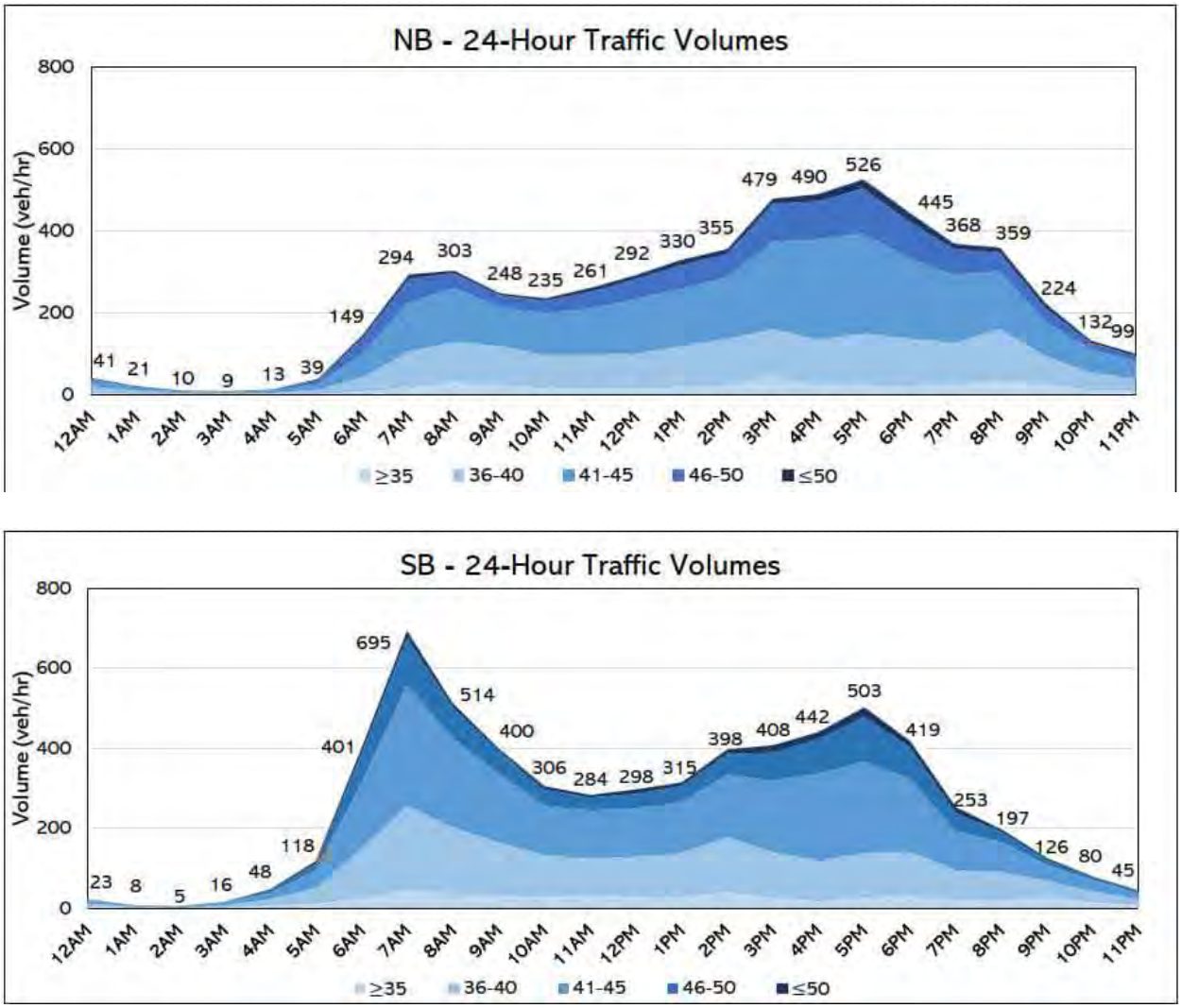


Figure 5C – Segment 3 Average 24-Hour Volumes by Speed

As seen in Figure 5D, in both directions, not many vehicles were recorded travelling faster than 50 mph at any hour of the day. Most vehicles can be seen within the 10-mph pace speed of 36-45 mph all throughout the day, with few outliers going slower than this range.

Northbound																							
mph	12AM	1AM	2AM	3AM	4AM	5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM
≥35	5	1	1	1	2	2	8	16	30	23	16	15	15	18	23	43	24	23	21	26	36	27	11	9
36-40	14	8	3	3	3	11	37	89	98	96	81	82	85	101	113	118	110	126	116	101	124	67	43	29
41-45	16	6	3	3	5	13	61	119	131	95	102	113	133	139	151	213	246	244	197	164	142	85	56	43
46-50	3	3	2	1	3	9	36	58	37	28	31	41	49	58	57	92	92	109	89	63	44	34	18	12
≤50	2	2	1	1	0	4	7	11	6	5	6	9	10	13	12	12	18	23	22	13	13	11	5	6
Southbound																								
≥35	4	1	0	1	6	11	25	45	35	30	28	31	29	27	40	25	17	27	30	21	19	26	14	7
36-40	8	4	1	7	16	40	124	212	167	135	105	95	101	111	137	115	103	111	112	73	72	44	28	16
41-45	9	2	3	7	15	44	166	303	223	172	124	119	121	127	157	180	217	229	183	97	74	39	29	14
46-50	2	1	2	1	7	17	73	117	78	57	40	33	37	41	53	69	87	113	77	46	25	13	7	6
≤50	1	1	0	0	3	6	13	19	10	6	10	6	11	9	11	19	17	23	16	16	6	5	2	2

Figure 5D – Segment 3 Average 24-Hour Volume Heatmap

Average & 85th Percentile Speeds

As seen in Figure 5E, for both northbound and southbound traffic, an average speed of 42 mph and an 85th percentile speed of 46 mph were observed. These values roughly align with the observed 10-mph pace speed range of 36-45 mph, which is indicative of free flow conditions. Though all of these values are considerably higher than the posted speed limit of 35 mph.

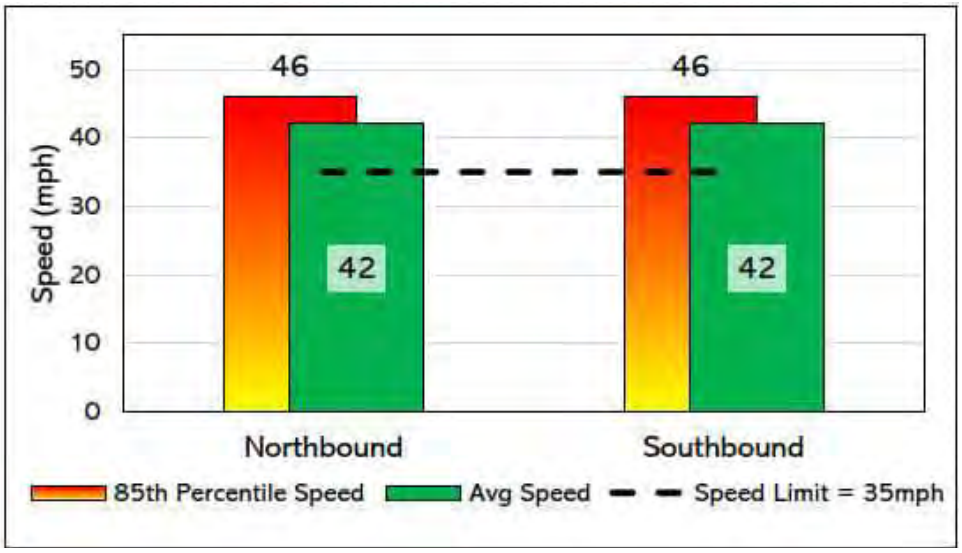


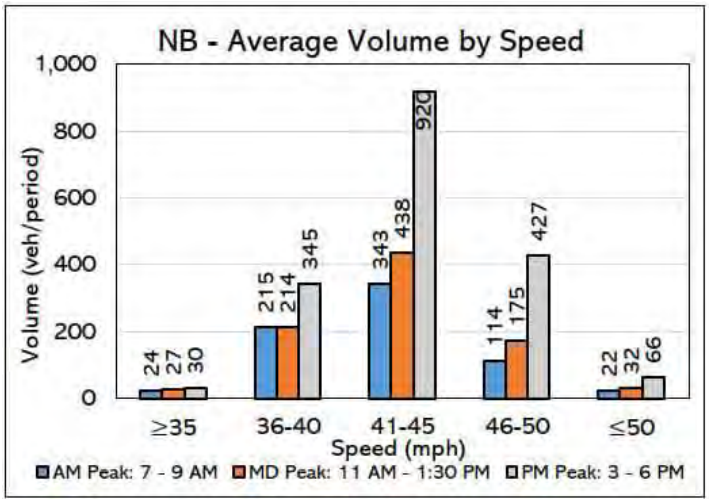
Figure 5E – Segment 3 Average & 85th Percentile Speeds

Segment 4: Crestwood Blvd N2 — Grand Oaks Blvd to Reston Cir

Figure 6A — Segment 4 Overhead Map

Peak Period Volume by Speed

Across all three peak periods, a modal speed between 41-45 mph was observed, with very few vehicles driving at 35 mph and below, or 50 mph and above.



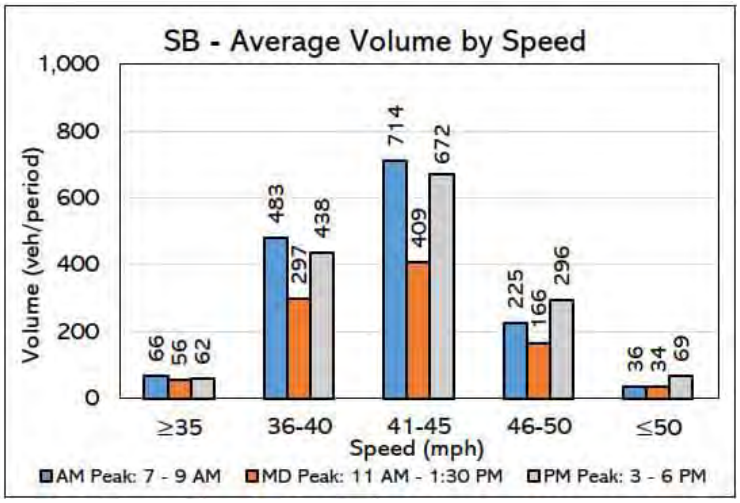


Figure 6B – Segment 4 Peak Period Volumes by Speed

24-Hour Traffic Volumes

As shown in Figure 6C, a vast majority of northbound vehicles travel between the hours of 7am and 8pm, at speeds between 36-50 mph. For southbound vehicles, the majority of vehicles travel between 7am and 6pm at speeds between 36-50 mph. Northbound traffic steadily rises throughout the day before dropping off after PM peak hours, whereas southbound traffic has three spikes of activity at 7am, 2pm and 5pm, with valleys of lower volumes in between.

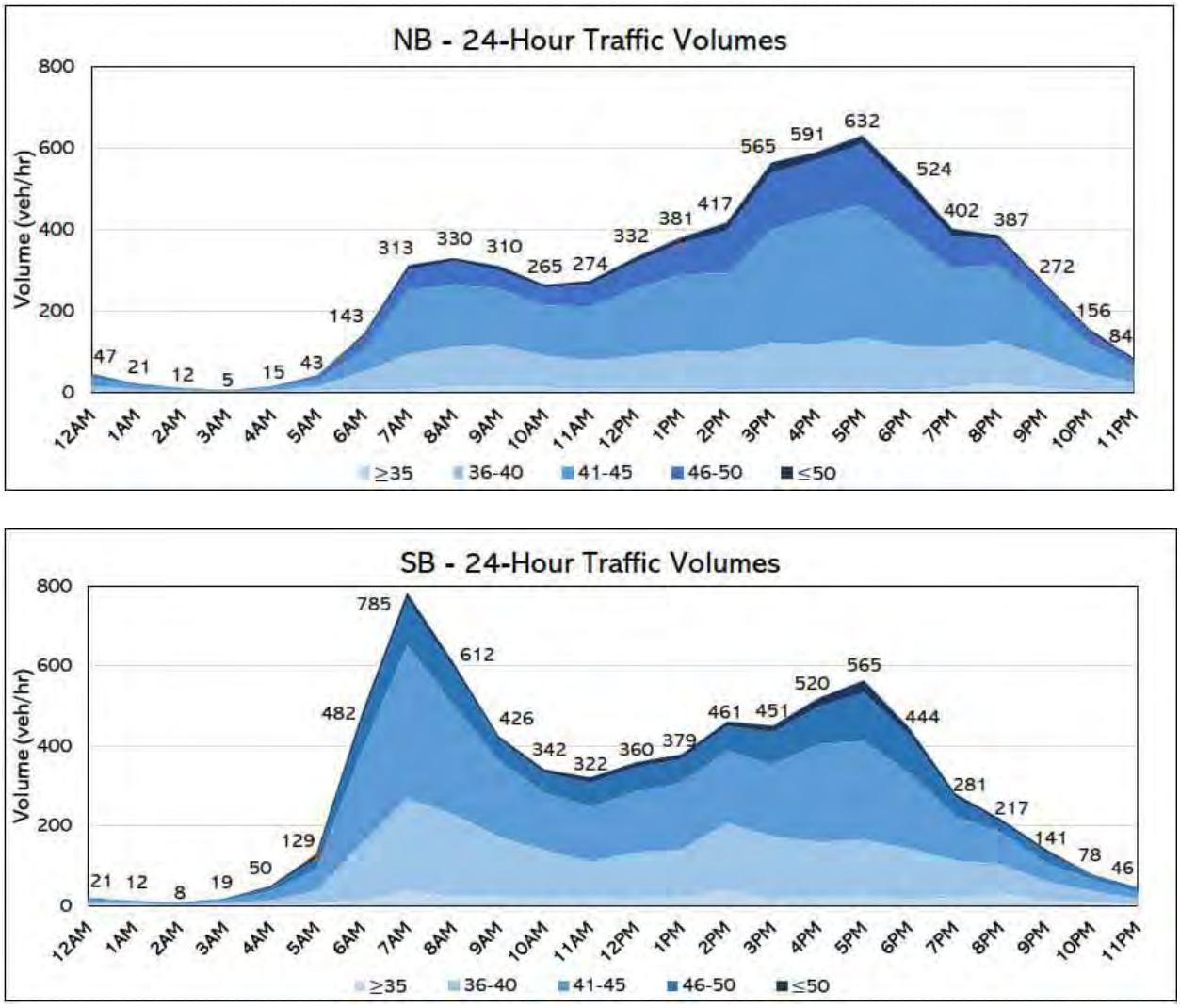


Figure 6C – Segment 4 Average 24-Hour Volumes by Speed

As seen in Figure 6D, in both directions, not many vehicles were recorded travelling faster than 50 mph at any hour of the day, and even fewer were travelling slower than 35 mph. Most northbound vehicles can be seen within the 10-mph pace speed of 36-45 mph throughout most of the day, though from the hours of 2pm-6pm, a 10-mph pace speed of 41-50 mph is observed instead. For southbound vehicles, however, a 10-mph pace speed of 36-45 mph is observed for the entire day.

Northbound																							
mph	12AM	1AM	2AM	3AM	4AM	5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM
≥35	3	1	0	0	1	5	8	8	14	14	12	9	10	11	8	9	9	11	6	12	21	11	5	4
36-40	13	7	6	2	4	11	43	85	101	103	78	70	80	91	93	113	110	122	109	101	105	78	41	23
41-45	21	8	5	2	6	15	52	158	149	137	123	131	165	188	192	278	315	326	272	191	188	129	76	37
46-50	9	4	0	1	2	9	32	49	58	45	44	54	65	76	105	139	137	151	114	80	62	46	27	13
≤50	2	1	0	0	1	2	7	13	8	11	7	10	12	15	19	25	19	21	23	18	11	7	7	7
Southbound																								
≥35	2	3	0	3	2	5	13	36	23	24	19	19	18	22	39	18	21	23	17	21	30	12	8	4
36-40	6	4	3	4	13	32	141	234	208	149	121	93	116	119	169	156	139	143	126	93	74	49	30	15
41-45	7	4	2	6	21	53	233	381	273	191	143	136	151	168	180	180	245	247	189	110	80	46	28	15
46-50	5	1	2	3	9	27	76	116	94	52	50	60	61	58	62	81	94	121	94	47	25	27	10	8
≤50	1	1	0	2	5	11	19	19	14	10	9	14	13	12	12	16	22	31	18	10	8	7	2	3

Figure 6D – Segment 4 Average 24-Hour Volume Heatmap

Average & 85th Percentile Speeds

As seen in Figure 6E, average and 85th percentile speeds of 43 mph and 47 mph respectively were recorded for northbound traffic, and average and 85th percentile speeds of 42 mph and 46 mph respectively were recorded for southbound traffic. These values roughly align with the observed 10-mph pace speed range of 36-45 mph, which is indicative of free flow conditions. Though all of these values are considerably higher than the posted speed limit of 35 mph.

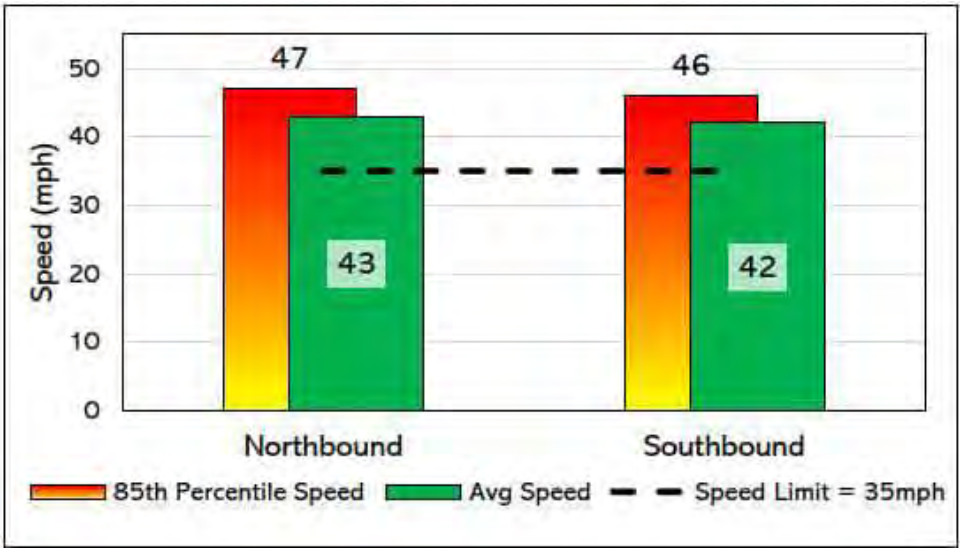


Figure 6E – Segment 4 Average & 85th Percentile Speeds

Segment 5: Crestwood Blvd S1 — Van Gogh Way to Sparrow Dr

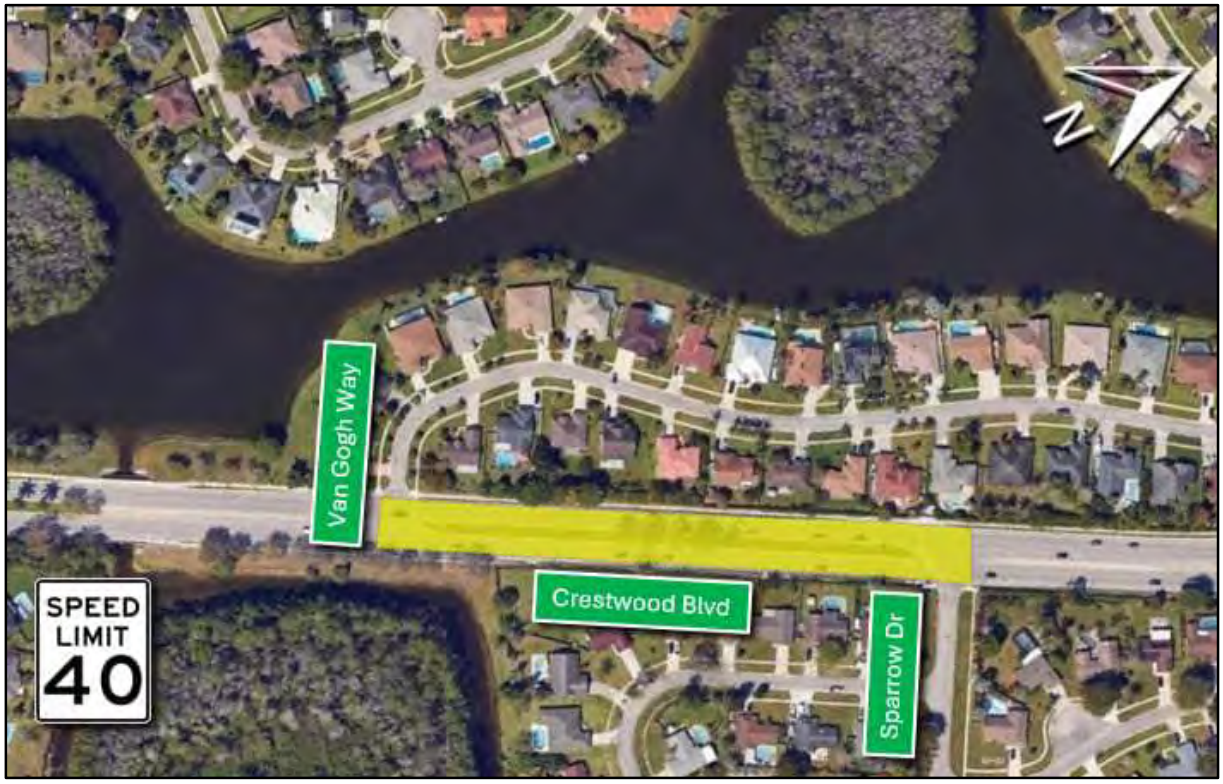


Figure 7A — Segment 5 Overhead Map

Peak Period Volume by Speed

For northbound traffic, a modal speed between 41-45 mph was observed for all three peak periods. For southbound traffic, however, a modal speed between 41-45 mph was only observed for the AM peak period, with midday and PM peak hours experiencing a modal speed range of 46-50 mph.

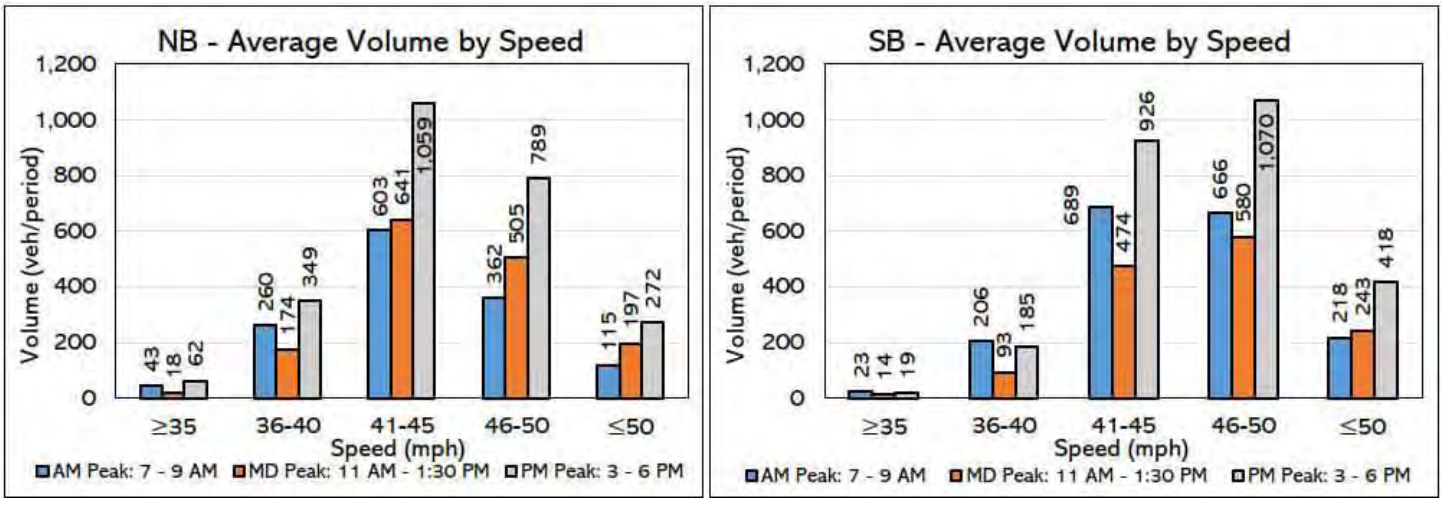
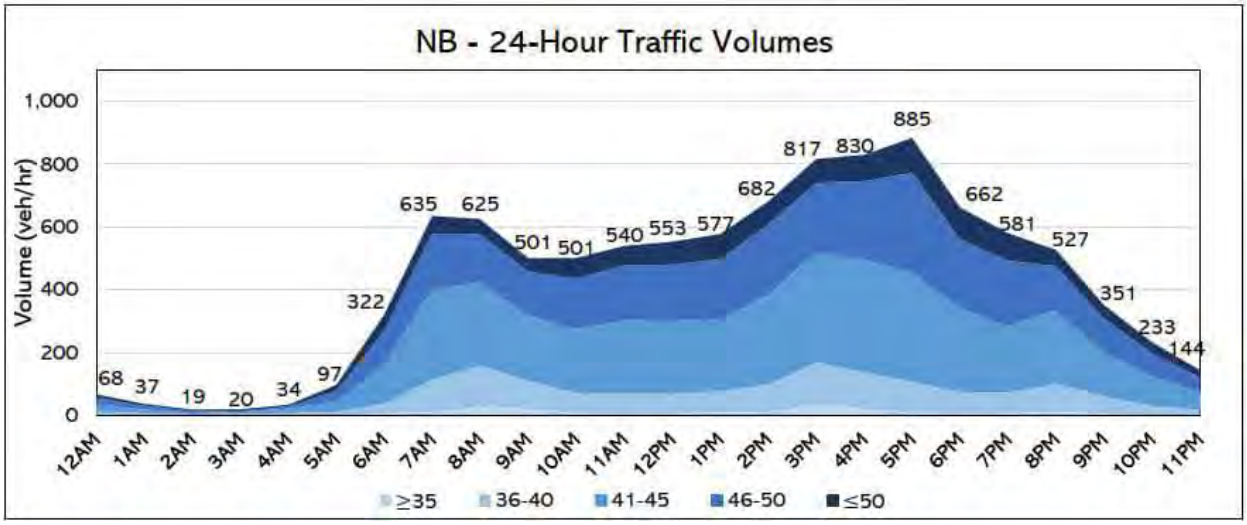


Figure 7B – Segment 5 Peak Period Volumes by Speed

24-Hour Traffic Volumes

As shown in Figure 7C, a vast majority of vehicles travel between the hours of 7am and 7pm, at speeds between 36-50 mph. Northbound traffic steadily rises throughout the day before dropping off after PM peak hours, whereas southbound traffic has two large spikes of activity at 7am and 5pm, with a valley of considerably lower volumes in between.



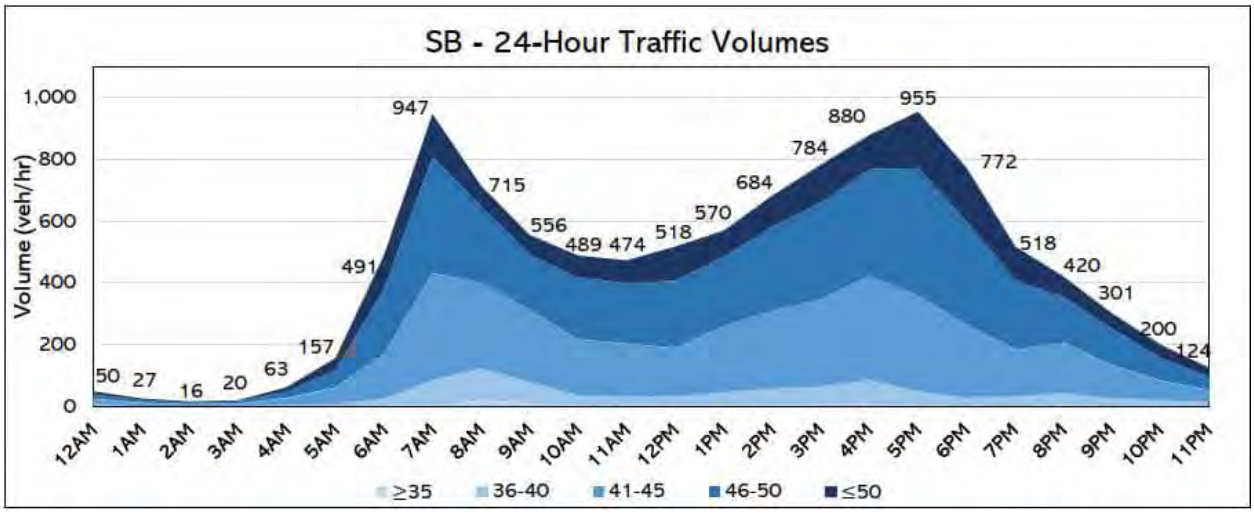


Figure 7C – Segment 5 Average 24-Hour Volumes by Speed

As seen in Figure 7D, in both directions, the observed 10-mph pace speed is shown to be 41-50 mph. In this corridor segment specifically, there is a considerable number of vehicles which were recorded travelling faster than 50 mph at all hours of the day, and considerably fewer vehicles travelling at the posted speed limit or lower. This trend could potentially serve as a safety hazard for those travelling this part of the corridor at free flow speeds or below.

Northbound																							
mph	12AM	1AM	2AM	3AM	4AM	5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM
≥35	1	1	0	1	2	1	6	10	27	20	7	6	6	10	10	32	22	8	6	7	11	5	2	2
36-40	11	6	3	3	6	11	32	103	132	91	64	62	64	67	89	136	115	98	69	66	89	54	29	15
41-45	23	11	6	7	14	31	128	288	264	207	204	233	230	229	284	349	361	349	269	209	235	144	95	60
46-50	21	12	6	3	7	35	105	178	154	140	160	177	180	192	224	223	249	317	218	211	140	105	73	45
≤50	11	7	4	6	5	19	52	57	47	42	65	61	73	79	75	76	83	113	101	88	52	42	35	23
Southbound																								
≥35	1	0	1	1	0	0	4	4	16	11	3	4	5	5	4	7	8	4	3	2	4	3	3	2
36-40	9	3	3	3	7	10	23	83	108	70	35	30	30	43	57	59	80	46	28	32	41	26	20	14
41-45	15	9	5	5	21	52	144	345	277	232	179	171	154	212	250	280	338	308	235	150	162	105	62	37
46-50	14	9	4	7	20	57	212	375	246	180	200	195	218	225	272	313	343	413	333	224	146	118	72	43
≤50	10	6	4	4	15	38	109	140	68	62	72	74	111	85	101	123	111	184	173	110	67	49	43	28

Figure 7D – Segment 5 Average 24-Hour Volume Heatmap

Average & 85th Percentile Speeds

As seen in Figure 7E, average and 85th percentile speeds of 45 mph and 49 mph respectively were recorded for northbound traffic, and average and 85th percentile speeds of 46 mph and 50 mph respectively were recorded for southbound traffic. These values fall cleanly within the observed 10-mph pace speed range of 41-50 mph, which is indicative of free flow conditions. Though all of these values are considerably higher than the posted speed limit of 40 mph.

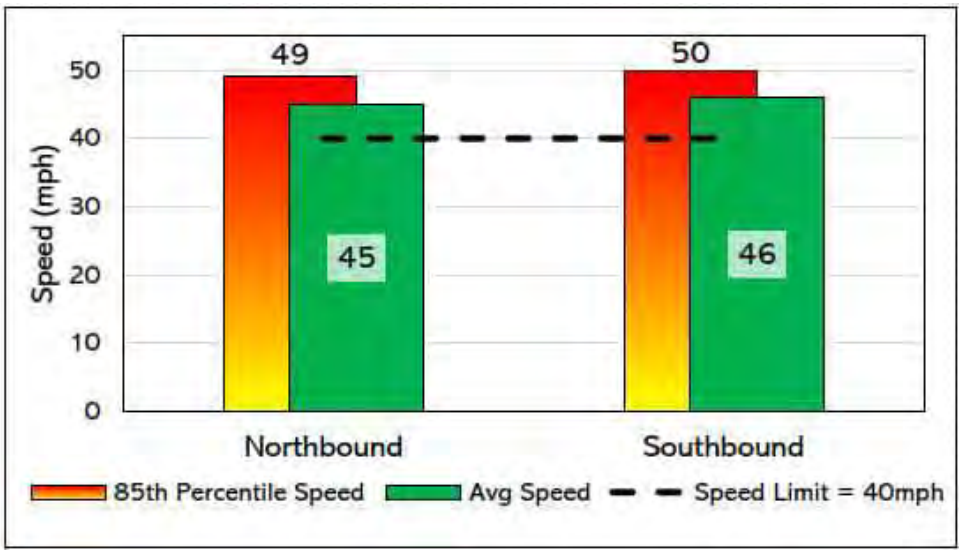


Figure 7E – Segment 5 Average & 85th Percentile Speeds

Segment 6: Crestwood Blvd S2 — Crestwood Cir to Sycamore Dr

Figure 8A — Segment 6 Overhead Map

Peak Period Volume by Speed

For northbound traffic, a modal speed between 41-45 mph was observed for all three peak periods. For southbound traffic, however, a modal speed between 41-45 mph was only observed for the AM peak period, with midday and PM peak hours experiencing a modal speed range of 46-50 mph. A small percentage of vehicles were recorded travelling at the posted speed limit or slower in both directions.

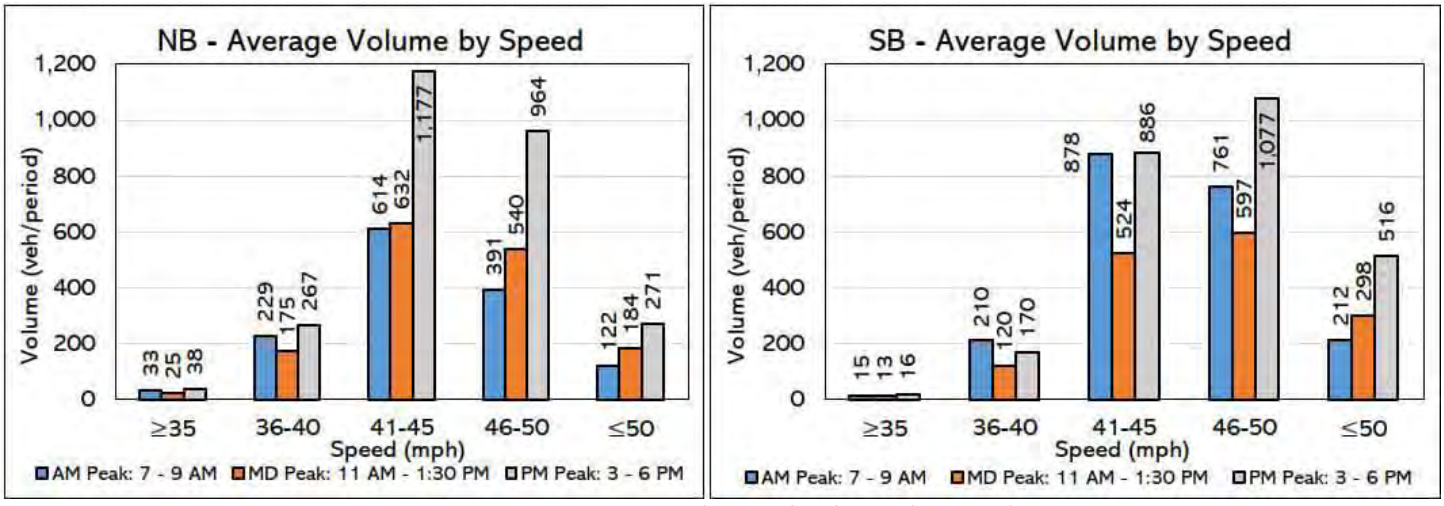
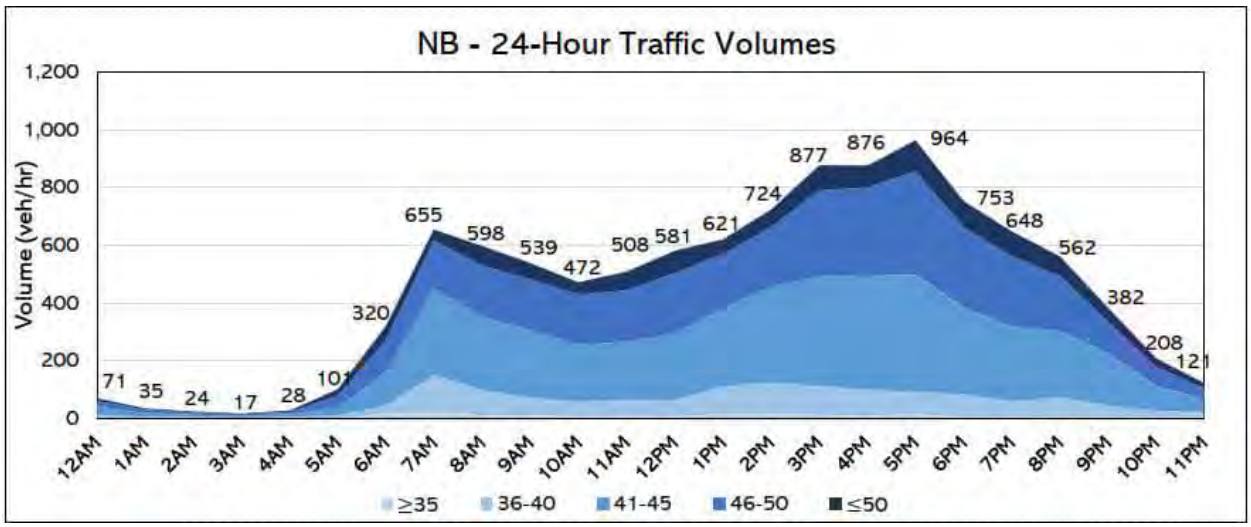


Figure 8B – Segment 6 Peak Period Volumes by Speed

24-Hour Traffic Volumes

As shown in Figure 8C, a vast majority of vehicles travel between the hours of 7am and 7pm, at speeds between 36-50 mph. Northbound traffic steadily rises throughout the day before dropping off after PM peak hours, whereas southbound traffic has three large spikes of activity at 7am, 2pm and 5pm, with a valley of lower volumes in between.



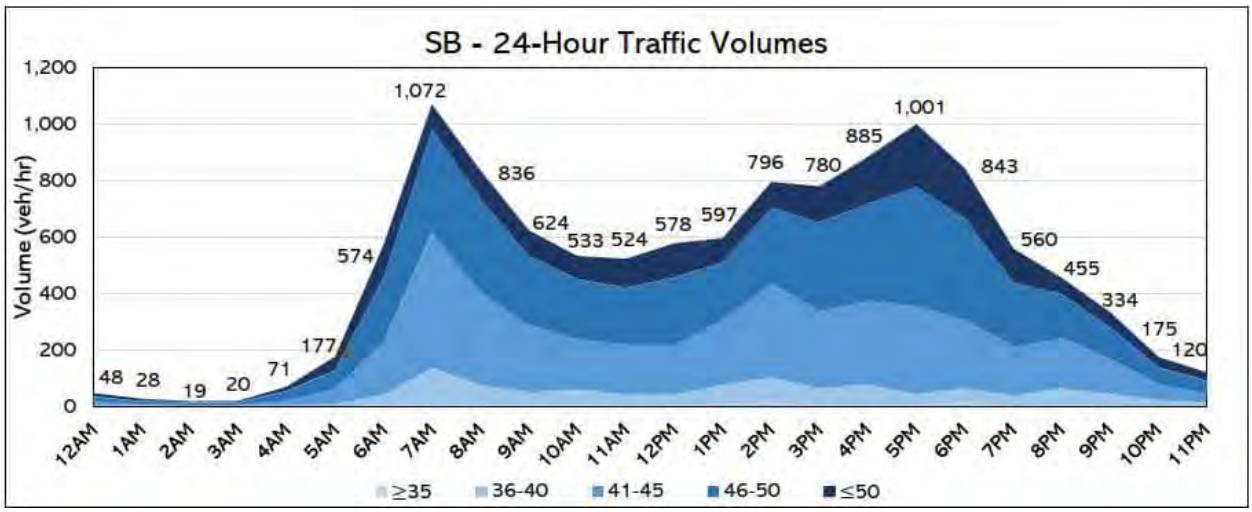


Figure 8C – Segment 6 Average 24-Hour Volumes by Speed

As seen in Figure 8D, in both directions, the 5pm traffic spike is when the greatest number of vehicles were recorded travelling faster than 50 mph, which could potentially serve as a safety hazard for those travelling at free flow speeds during the PM peak.

Northbound																							
mph	12AM	1AM	2AM	3AM	4AM	5AM	6AM	7AM	8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM
≥35	2	1	1	1	0	1	14	21	11	12	8	9	8	16	17	13	11	15	7	7	6	7	4	4
36-40	12	5	5	2	6	9	31	129	88	61	50	55	55	97	108	100	89	78	77	52	68	38	23	19
41-45	28	14	8	6	9	25	115	300	253	233	198	202	231	270	333	378	394	405	300	257	229	178	84	45
46-50	18	11	8	6	7	44	111	167	179	177	174	179	211	185	206	299	306	360	278	247	191	112	67	36
≤50	11	5	2	2	6	22	50	39	67	56	42	64	76	53	61	87	76	107	90	85	68	47	30	17
Southbound																								
≥35	1	1	1	0	1	0	8	7	7	5	6	4	4	9	14	6	5	5	15	3	6	4	2	3
36-40	6	5	2	3	5	9	34	130	70	46	55	39	38	67	90	59	72	39	48	36	57	41	21	10
41-45	14	5	6	5	18	55	187	480	332	240	180	179	178	233	333	274	299	313	244	173	181	124	57	34
46-50	14	8	8	6	31	65	229	362	328	244	211	199	237	201	267	314	343	421	357	226	153	111	57	43
≤50	12	9	3	5	16	48	115	93	100	90	82	103	121	86	92	127	166	223	179	121	57	55	37	29

Figure 8D – Segment 6 Average 24-Hour Volume Heatmap

Average and 85th Percentile Speeds

As seen in Figure 8E, average and 85th percentile speeds of 45 mph and 49 mph respectively were recorded for northbound traffic, and average and 85th percentile speeds of 46 mph and 50 mph respectively were recorded for southbound traffic. These values fall cleanly within the observed 10-mph pace speed range of 41-50 mph, which is indicative of free flow conditions. Though all of these values are considerably higher than the posted speed limit of 40 mph.

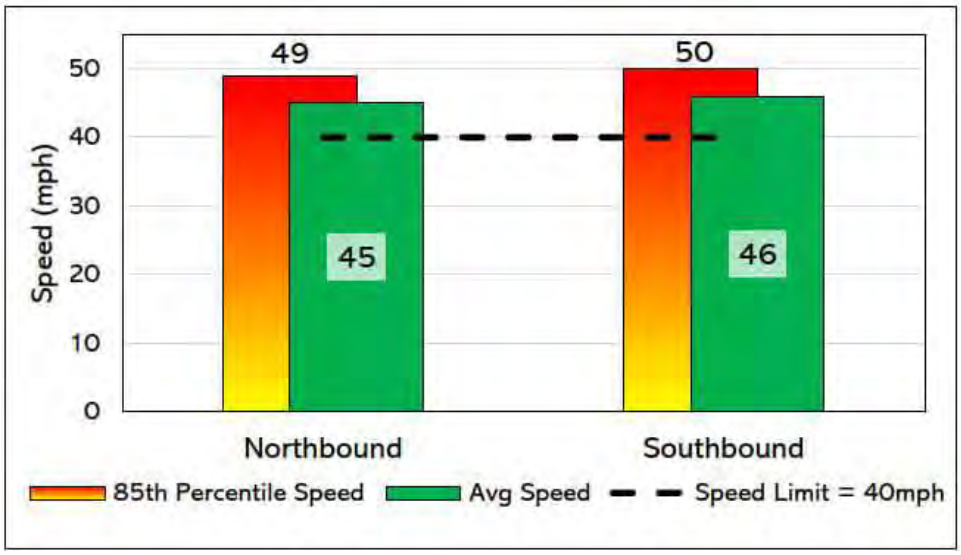


Figure 8E – Segment 6 Average & 85th Percentile Speeds

Conclusion

After conducting this study, it was determined that, despite posted speed limits of 35 or 40 mph, a majority of vehicles travelling through the Village were moving at speeds of 38-48 mph. Average speeds ranged from 39 to 46 mph, while 85th percentile speeds ranged from 43 to 50 mph. Additionally, speeds trended higher in segments with straight alignments and were somewhat slower in curvilinear segments.

It was also revealed via 7 years of Palm Beach County police reports that roughly 12% of crashes in Royal Palm Beach Blvd within the study area involved vehicles travelling faster than the posted speed limit and roughly 3% of reported crashes in Crestwood Blvd within the study area involved drivers going over the speed limit, compared to the historical statewide average of 4.1%.

Based on these findings, the installation of physical traffic calming measures such as speed humps, additional stop signs, traffic signals and roundabouts within the study area is not recommended. Both Royal Palm Beach Blvd and Crestwood Blvd are considered as collector roads, which serve to move traffic from local streets to arterial roads. As such, the speed and volume of vehicles travelling through these corridors are both far too high for speed humps to be a viable option for speed control. Generally, speed humps are better suited for local or residential streets with 85th percentile speeds between 25-35 mph.

According to the *Manual on Uniform Traffic Control Devices 11th Edition (MUTCD)*, Section 2B.11, when an intersection is between two roads with different functional classifications, stop signs are normally placed only on the minor road. All-way stop controls at intersections with substantially differing approach volumes can reduce the effectiveness of these devices for all roadway users. Additionally, MUTCD Section 2B.06 plainly states that “Yield or stop signs shall not be used for speed control.”

Chapter 4C of the MUTCD outlines the nine warrants engineers should take into consideration when determining whether a traffic signal would improve traffic conditions at a given intersection. Some of the criteria scrutinized include speed and volume comparisons between the intersecting roads, whether minor street traffic experiences undue delay due to major street traffic, crash counts at the intersection, and the presence of railroad tracks or a school zone in the area. Upon a cursory glance of the warrants in question, it is highly unlikely that the intersections within the study area would see an improvement in traffic conditions following the introduction of traffic control signals. A traffic signal study of this nature is outside the scope of this speed study and would require a separate investigation to make a concrete determination. However, it is generally recommended that traffic control signals are used sparingly. When signals are implemented without being warranted, the total number of crashes and injuries tend to increase after they are installed.

The implementation of roundabouts within the study area would be a time consuming, costly, and highly inconvenient endeavor that would make only a marginal impact on speeds in the Village. In order for roundabouts to be effective in lowering speed, they must be implemented in sequence,

meaning that one must be constructed on each intersection of the corridor. This type of construction project would require many months, if not years to complete. During this time, drivers traversing through the Village would be forced to take detour routes, potentially congesting adjacent corridors not designed to operate over capacity and increasing the risk of crashes. The need to acquire additional Right of Way for these roundabouts would be another hurdle to this plan of action.

There are several strategies the Village can employ to increase driver safety throughout the study area. These could be implemented either separately or in tandem to maximize their effectiveness:

1. More strictly enforce speeding. Using the graphs discussed in the previous section, law enforcement can be strategically deployed at each of the study areas at times when speeders are most likely to appear. It is recommended to prioritize corridor segments 5 and 6 during PM peak hours, as these were where and when the most 50+ mph drivers were observed during this study.

2. Raise the posted speed limit from 35 mph to 40 mph. The study attached as Exhibit E suggests that overall driver safety is at its most optimized when the posted speed limit approaches the observed 85th percentile speed. Therefore, increasing the speed limit should encourage more drivers to travel within the 10-mph pace speed and increase overall driver safety.

3. Implement traffic calming measures throughout the Village. Physical measures such as all-way stop signs and signals are not recommended as these roadways do not meet the warrants established in the MUTCD for those traffic control devices. Roundabouts are not recommended due to the volume of traffic on these roadways, the right of way requirements, and the cost.

   Other calming measures exist that can be implemented at a relatively lower cost which can effectively slow down speeders in the Village. One such measure recommended by this study is the implementation of electronic speed feedback signs, which display a driver's speed back at them as they pass by. The National Highway Traffic Safety Administration (NHTSA) study, a summary of which is attached as Exhibit G, suggests that radar feedback signs can slow speeds and reduce the total number of crashes where such signs are used. Additionally, one study cited in the NHTSA report claims that radar signs in combination with police presence in the area reduced the number of speeders going 10 mph above the limit to essentially zero. Though the effectiveness of this measure is limited to the immediate area surrounding the posted sign. Therefore, it is recommended that such signs should be posted in strategic areas such as curvilinear segments where the risk of speed related crashes are at their highest.

Exhibit A – Raw Traffic Data

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
ROYAL PALM BEACH BLVD
40th STREET to SUNFLOWER CIRCLE

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/06/25	0	0	0	0	0	10	7	12	3	0	0	0	0	0	32	41-50	19
01:00	0	0	0	0	0	6	8	4	3	1	0	0	0	0	22	36-45	14
02:00	0	0	0	0	0	0	1	4	2	1	0	0	0	0	8	46-55	6
03:00	0	0	0	0	1	4	4	8	3	1	0	**1**	0	0	22	41-50	12
04:00	0	0	0	0	3	2	7	3	5	0	0	0	0	0	20	39-48	10
05:00	0	0	1	0	4	8	34	27	22	6	**3**	1	0	0	106	41-50	61
06:00	0	0	0	1	17	47	116	**103**	**31**	**7**	2	0	0	0	324	41-50	219
07:00	0	0	0	**7**	**36**	128	129	64	15	2	1	0	0	0	382	36-45	257
08:00	0	0	**2**	3	27	**137**	**194**	81	25	6	1	0	0	0	**476**	36-45	331
09:00	0	0	0	0	11	91	155	66	21	5	0	0	0	0	349	36-45	246
10:00	0	0	0	3	27	83	135	72	16	1	1	0	0	0	338	36-45	218
11:00	0	**1**	0	1	15	104	133	103	21	1	1	0	0	0	380	36-45	237
12 PM	0	0	0	5	26	99	177	86	29	9	1	0	0	**1**	433	36-45	276
13:00	0	0	1	6	33	135	167	80	37	9	0	0	**1**	0	469	36-45	302
14:00	0	0	0	3	**37**	140	155	91	26	3	1	0	0	0	456	36-45	295
15:00	0	0	0	0	19	145	257	142	46	4	1	0	0	0	614	36-45	402
16:00	0	0	0	**9**	23	118	**282**	167	38	11	**2**	0	0	0	650	41-50	449
17:00	0	0	0	2	20	**158**	233	**205**	44	**12**	2	0	0	0	**676**	41-50	438
18:00	0	0	1	1	15	109	229	161	**50**	10	0	**1**	0	0	577	41-50	390
19:00	0	0	1	3	22	95	179	102	37	5	1	1	0	0	446	41-50	281
20:00	0	0	**2**	5	17	125	174	84	19	10	1	0	1	0	438	36-45	299
21:00	0	0	0	2	12	63	110	81	11	5	2	0	0	0	286	41-50	191
22:00	0	0	0	0	1	40	50	34	7	4	1	0	0	0	137	36-45	90
23:00	0	0	0	0	4	21	27	15	7	1	0	0	0	0	75	36-45	48
Total	0	1	8	51	370	1868	2963	1795	518	114	21	4	2	1	7716		
Percent	0.0%	0.0%	0.1%	0.7%	4.8%	24.2%	38.4%	23.3%	6.7%	1.5%	0.3%	0.1%	0.0%	0.0%			
AM Peak		11:00	08:00	07:00	07:00	08:00	08:00	06:00	06:00	06:00	05:00	03:00			08:00		
Vol.		1	2	7	36	137	194	103	31	7	3	1			476		
PM Peak			20:00	16:00	14:00	17:00	16:00	17:00	18:00	17:00	16:00	18:00	13:00	12:00	17:00		
Vol.			2	9	37	158	282	205	50	12	2	1	1	1	676		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
ROYAL PALM BEACH BLVD
40th STREET to SUNFLOWER CIRCLE

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/07/25	**2**	0	0	0	4	8	12	7	2	0	0	0	0	0	35	36-45	20
01:00	0	0	0	0	0	5	10	6	1	0	0	0	0	0	22	39-48	16
02:00	0	0	0	0	0	2	5	4	0	0	0	0	0	0	11	40-49	9
03:00	0	0	0	0	0	2	9	4	1	0	1	0	0	0	17	40-49	13
04:00	0	0	0	0	1	5	11	6	4	0	0	0	0	0	27	39-48	17
05:00	0	0	0	1	1	10	31	28	18	6	1	**2**	0	0	98	41-50	59
06:00	0	0	0	2	5	38	116	**107**	**29**	**11**	2	0	0	0	310	41-50	223
07:00	0	0	**3**	**18**	**57**	106	134	65	16	2	0	1	0	0	402	36-45	240
08:00	0	0	0	3	24	**125**	**193**	77	27	4	**4**	0	0	0	**457**	36-45	318
09:00	0	0	0	3	12	84	136	81	29	7	0	1	0	0	353	36-45	220
10:00	0	0	0	1	21	85	128	79	24	3	1	0	0	0	342	36-45	213
11:00	0	0	0	1	19	91	167	80	29	5	0	0	0	0	392	36-45	258
12 PM	0	0	0	0	21	117	163	97	32	6	0	0	0	0	436	36-45	280
13:00	0	0	**4**	**19**	**93**	154	114	48	8	2	0	0	0	0	442	36-45	268
14:00	0	0	0	2	25	131	182	77	22	1	0	0	0	0	440	36-45	313
15:00	0	0	0	2	28	**165**	224	160	29	7	2	**1**	0	0	618	36-45	389
16:00	0	0	1	1	26	142	245	152	48	9	1	1	0	0	626	41-50	397
17:00	0	0	0	0	17	103	**284**	**197**	**56**	**10**	0	1	0	0	**668**	41-50	481
18:00	0	0	1	4	17	107	196	170	53	10	1	0	0	0	559	41-50	366
19:00	0	0	0	1	15	83	163	127	51	9	**3**	0	**1**	0	453	41-50	290
20:00	0	0	1	5	34	121	167	92	17	3	1	0	0	0	441	36-45	288
21:00	0	0	2	1	23	63	103	71	20	2	2	0	0	0	287	41-50	174
22:00	0	0	0	0	5	22	68	52	8	2	0	0	0	0	157	41-50	120
23:00	0	0	0	2	7	18	32	18	5	0	0	0	0	0	82	36-45	50
Total	2	0	12	66	455	1787	2893	1805	529	99	19	7	1	0	7675		
Percent	0.0%	0.0%	0.2%	0.9%	5.9%	23.3%	37.7%	23.5%	6.9%	1.3%	0.2%	0.1%	0.0%	0.0%			
AM Peak	00:00		07:00	07:00	07:00	08:00	08:00	06:00	06:00	06:00	08:00	05:00			08:00		
Vol.	2		3	18	57	125	193	107	29	11	4	2			457		
PM Peak			13:00	13:00	13:00	15:00	17:00	17:00	17:00	17:00	19:00	15:00	19:00		17:00		
Vol.			4	19	93	165	284	197	56	10	3	1	1		668		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
ROYAL PALM BEACH BLVD
40th STREET to SUNFLOWER CIRCLE

NB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/08/25	0	0	0	0	3	10	15	10	7	1	**4**	**1**	0	0	51	36-45	25
01:00	0	0	0	0	1	6	8	6	0	2	0	0	0	0	23	36-45	14
02:00	0	0	0	0	1	3	6	2	1	0	1	0	0	0	14	36-45	9
03:00	0	0	0	0	0	5	6	4	4	0	0	0	0	0	19	36-45	11
04:00	0	0	0	0	1	3	8	9	1	1	0	0	0	0	23	41-50	17
05:00	0	0	0	1	2	9	30	18	19	**8**	1	1	0	0	89	41-50	48
06:00	0	0	0	0	6	42	108	94	**37**	4	1	0	0	0	292	41-50	202
07:00	0	0	0	**7**	29	**111**	141	68	21	5	1	1	0	0	384	36-45	252
08:00	**1**	**1**	**2**	4	15	100	**172**	**110**	29	3	0	0	**1**	0	**438**	41-50	282
09:00	0	0	0	0	**31**	97	150	74	18	4	2	0	0	0	376	36-45	247
10:00	0	0	1	3	18	96	150	68	17	2	0	1	0	0	356	36-45	246
11:00	0	0	0	1	18	87	172	101	23	4	0	0	0	0	406	41-50	273
12 PM	0	0	0	3	13	108	144	122	25	4	1	0	0	0	420	41-50	266
13:00	0	0	0	7	30	130	160	84	27	5	1	0	0	0	444	36-45	290
14:00	0	0	0	0	**40**	158	179	110	18	2	1	0	0	0	508	36-45	337
15:00	0	0	0	0	32	**167**	239	135	24	7	3	1	0	0	608	36-45	406
16:00	**4**	**2**	**3**	5	23	140	247	157	47	15	1	0	0	0	644	41-50	404
17:00	0	0	0	2	18	111	249	**191**	**57**	**19**	4	1	0	0	**652**	41-50	440
18:00	0	0	0	1	19	85	**250**	183	45	12	2	1	0	0	598	41-50	433
19:00	0	0	0	4	20	81	166	117	38	8	**5**	**2**	0	0	441	41-50	283
20:00	0	0	0	**8**	30	106	177	93	29	4	1	0	0	0	448	36-45	283
21:00	0	0	1	3	11	62	122	81	28	9	2	1	**1**	0	321	41-50	203
22:00	0	0	0	0	11	34	63	35	20	1	0	0	0	0	164	41-50	98
23:00	0	0	0	1	4	28	29	14	9	2	2	0	0	0	89	36-45	57
Total	5	3	7	50	376	1779	2991	1886	544	122	33	10	2	0	7808		
Percent	0.1%	0.0%	0.1%	0.6%	4.8%	22.8%	38.3%	24.2%	7.0%	1.6%	0.4%	0.1%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	07:00	09:00	07:00	08:00	08:00	06:00	05:00	00:00	00:00	08:00		08:00		
Vol.	1	1	2	7	31	111	172	110	37	8	4	1	1		438		
PM Peak	16:00	16:00	16:00	20:00	14:00	15:00	18:00	17:00	17:00	17:00	19:00	19:00	21:00		17:00		
Vol.	4	2	3	8	40	167	250	191	57	19	5	2	1		652		
Total	7	4	27	167	1201	5434	8847	5486	1591	335	73	21	5	1	23199		
Percent	0.0%	0.0%	0.1%	0.7%	5.2%	23.4%	38.1%	23.6%	6.9%	1.4%	0.3%	0.1%	0.0%	0.0%			

	15th Percentile :	36 MPH
	50th Percentile :	42 MPH
	85th Percentile :	48 MPH
	95th Percentile :	52 MPH

Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	14333
	Percent in Pace :	61.8%
	Number of Vehicles > 35 MPH :	21793
	Percent of Vehicles > 35 MPH :	93.9%
	Mean Speed(Average) :	43 MPH

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
ROYAL PALM BEACH BLVD
40th STREET to SUNFLOWER CIRCLE

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/06/25	0	0	0	0	0	7	8	10	5	2	0	**1**	0	0	33	41-50	18
01:00	0	0	0	0	1	5	8	4	1	1	0	0	0	0	20	36-45	13
02:00	0	0	0	0	1	4	4	4	0	0	0	0	0	0	13	36-45	8
03:00	0	0	0	0	3	2	2	4	3	0	0	0	0	0	14	44-53	7
04:00	0	0	0	0	1	5	10	14	5	2	0	0	0	0	37	41-50	24
05:00	0	0	0	3	8	19	22	33	14	3	0	1	0	0	103	41-50	55
06:00	0	**1**	0	3	17	48	121	86	28	4	**3**	1	0	0	312	41-50	207
07:00	0	0	0	5	**40**	**173**	**232**	**149**	37	8	0	0	0	0	**644**	36-45	405
08:00	0	1	0	5	29	127	211	120	**41**	4	0	0	0	0	538	36-45	338
09:00	0	1	0	**6**	23	118	187	123	26	5	0	0	0	0	489	41-50	310
10:00	0	0	0	3	19	55	165	94	33	6	1	0	0	0	376	41-50	259
11:00	0	0	0	4	19	88	132	87	31	**10**	1	1	0	0	373	36-45	220
12 PM	0	0	1	2	26	86	151	95	17	7	0	0	0	0	385	41-50	246
13:00	0	0	0	4	18	87	170	119	31	5	0	0	0	0	434	41-50	289
14:00	0	0	3	8	**39**	125	165	106	25	7	2	**1**	0	0	481	36-45	290
15:00	0	0	3	7	27	93	179	122	41	9	2	0	0	0	483	41-50	301
16:00	0	**3**	**10**	**17**	34	146	262	165	28	6	0	0	0	0	671	41-50	427
17:00	0	0	3	7	30	**154**	**278**	**169**	**48**	6	**5**	0	0	0	**700**	41-50	447
18:00	0	0	2	5	21	81	250	161	46	8	1	0	0	0	575	41-50	411
19:00	0	0	0	6	11	78	127	93	30	**11**	2	0	0	0	358	41-50	220
20:00	0	0	1	0	14	64	98	65	19	1	1	1	0	0	264	39-48	163
21:00	0	0	0	0	13	42	67	41	13	1	0	0	0	0	177	36-45	109
22:00	0	0	2	0	5	31	32	20	7	2	1	0	0	0	100	36-45	63
23:00	0	0	1	2	5	16	18	15	4	1	0	0	0	0	62	36-45	34
Total	0	6	26	87	404	1654	2899	1899	533	109	19	6	0	0	7642		
Percent	0.0%	0.1%	0.3%	1.1%	5.3%	21.6%	37.9%	24.8%	7.0%	1.4%	0.2%	0.1%	0.0%	0.0%			
AM Peak		06:00		09:00	07:00	07:00	07:00	07:00	08:00	11:00	06:00	00:00			07:00		
Vol.		1		6	40	173	232	149	41	10	3	1			644		
PM Peak		16:00	16:00	16:00	14:00	17:00	17:00	17:00	17:00	19:00	17:00	14:00			17:00		
Vol.		3	10	17	39	154	278	169	48	11	5	1			700		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
ROYAL PALM BEACH BLVD
40th STREET to SUNFLOWER CIRCLE

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/07/25	0	0	0	0	3	9	6	5	7	2	0	0	0	0	32	36-45	15
01:00	0	0	0	0	0	4	4	5	1	0	0	**1**	0	0	15	41-50	9
02:00	0	0	0	0	1	3	1	1	0	0	0	0	0	0	6	36-45	4
03:00	0	0	0	0	1	5	3	7	3	0	0	0	0	0	19	46-55	10
04:00	0	0	0	0	2	11	10	13	4	1	0	0	0	0	41	41-50	23
05:00	0	0	1	1	2	19	27	34	10	7	0	0	0	0	101	41-50	61
06:00	0	0	1	5	15	46	126	102	24	**15**	**1**	0	0	0	335	41-50	228
07:00	0	1	0	7	**56**	**155**	223	111	**37**	4	0	0	0	0	**594**	36-45	378
08:00	0	**2**	**6**	**10**	32	120	**225**	**116**	23	6	0	0	0	0	540	36-45	345
09:00	0	0	0	10	16	99	177	113	32	4	0	0	0	0	451	41-50	290
10:00	0	0	0	2	7	65	158	101	22	3	0	0	0	0	358	41-50	259
11:00	0	0	0	4	15	74	140	114	29	5	0	0	0	0	381	41-50	254
12 PM	0	0	0	4	19	99	142	97	18	9	1	0	0	0	389	36-45	241
13:00	0	0	3	12	**92**	117	114	61	11	6	0	0	**1**	0	417	36-45	231
14:00	0	0	2	4	15	95	200	102	26	6	**2**	**1**	0	0	453	41-50	302
15:00	0	**1**	3	4	22	90	152	131	42	6	1	0	0	0	452	41-50	283
16:00	0	0	**7**	**15**	34	**177**	254	165	31	6	1	1	0	0	691	36-45	431
17:00	0	0	0	4	33	141	**279**	**193**	**66**	**10**	0	1	0	0	**727**	41-50	472
18:00	0	0	3	11	23	114	226	161	26	4	1	0	0	0	569	41-50	387
19:00	0	0	0	8	21	58	144	114	27	3	0	0	0	0	375	41-50	258
20:00	0	0	2	1	21	56	119	53	8	5	0	0	0	0	265	36-45	175
21:00	0	0	1	1	9	48	71	44	11	3	0	0	0	0	188	36-45	119
22:00	0	0	0	1	11	36	33	20	11	1	0	0	0	0	113	36-45	69
23:00	0	0	1	0	4	12	24	16	7	1	0	0	0	0	65	41-50	40
Total	0	4	30	104	454	1653	2858	1879	476	107	7	4	1	0	7577		
Percent	0.0%	0.1%	0.4%	1.4%	6.0%	21.8%	37.7%	24.8%	6.3%	1.4%	0.1%	0.1%	0.0%	0.0%			
AM Peak		08:00	08:00	08:00	07:00	07:00	08:00	08:00	07:00	06:00	06:00	01:00			07:00		
Vol.		2	6	10	56	155	225	116	37	15	1	1			594		
PM Peak		15:00	16:00	16:00	13:00	16:00	17:00	17:00	17:00	17:00	14:00	14:00	13:00		17:00		
Vol.		1	7	15	92	177	279	193	66	10	2	1	1		727		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 1
Station ID: 1
ROYAL PALM BEACH BLVD
40th STREET to SUNFLOWER CIRCLE

SB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/08/25	0	0	2	1	1	8	11	6	7	4	1	0	0	0	41	36-45	19
01:00	0	0	0	0	2	3	7	2	1	1	0	0	0	0	16	36-45	10
02:00	0	0	0	0	2	3	3	3	2	2	0	0	0	0	15	41-50	6
03:00	0	0	0	0	1	4	5	1	1	0	0	0	**1**	0	13	36-45	9
04:00	0	0	0	0	3	11	10	8	5	0	0	0	0	0	37	36-45	21
05:00	0	0	1	1	3	23	26	27	16	4	1	0	0	0	102	41-50	53
06:00	0	**1**	1	3	21	44	122	94	26	**7**	**4**	0	0	0	323	41-50	216
07:00	0	0	0	4	**37**	**140**	**246**	**131**	32	4	0	0	0	0	**594**	36-45	386
08:00	0	1	2	**9**	9	98	235	120	23	5	0	0	0	0	502	41-50	355
09:00	0	0	2	4	16	114	205	107	25	4	1	0	0	0	478	36-45	319
10:00	0	0	**5**	3	17	84	179	111	**35**	5	0	**1**	0	0	440	41-50	290
11:00	0	0	1	3	21	70	140	91	26	7	1	0	0	0	360	41-50	231
12 PM	0	0	1	6	16	74	146	108	31	8	2	0	0	0	392	41-50	254
13:00	0	0	1	3	11	79	164	118	22	5	0	**1**	0	0	404	41-50	282
14:00	0	0	0	3	15	92	170	110	27	7	**4**	0	0	0	428	41-50	280
15:00	0	0	4	6	28	106	199	121	**43**	**10**	2	0	0	0	519	41-50	320
16:00	0	**2**	**5**	**10**	**33**	**167**	257	173	30	6	0	0	0	0	683	41-50	430
17:00	0	0	1	4	16	159	**320**	**179**	33	9	3	0	0	0	**724**	41-50	499
18:00	0	0	0	5	18	144	226	173	39	2	0	1	0	0	608	41-50	399
19:00	0	1	5	3	13	74	129	106	39	4	2	0	0	0	376	41-50	235
20:00	0	1	4	10	28	76	96	43	19	4	0	0	0	0	281	36-45	172
21:00	0	0	1	2	8	54	73	45	19	4	0	0	0	0	206	36-45	127
22:00	0	0	0	1	2	27	31	21	12	0	0	0	0	0	94	36-45	58
23:00	0	0	2	1	1	9	20	15	4	1	0	0	0	0	53	41-50	35
Total	0	6	38	82	322	1663	3020	1913	517	103	21	3	1	0	7689		
Percent	0.0%	0.1%	0.5%	1.1%	4.2%	21.6%	39.3%	24.9%	6.7%	1.3%	0.3%	0.0%	0.0%	0.0%			
AM Peak		06:00	10:00	08:00	07:00	07:00	07:00	07:00	10:00	06:00	06:00	10:00	03:00		07:00		
Vol.		1	5	9	37	140	246	131	35	7	4	1	1		594		
PM Peak		16:00	16:00	16:00	16:00	16:00	17:00	17:00	15:00	15:00	14:00	13:00			17:00		
Vol.		2	5	10	33	167	320	179	43	10	4	1			724		
Total	0	16	94	273	1180	4970	8777	5691	1526	319	47	13	2	0	22908		
Percent	0.0%	0.1%	0.4%	1.2%	5.2%	21.7%	38.3%	24.8%	6.7%	1.4%	0.2%	0.1%	0.0%	0.0%			

	15th Percentile :	36 MPH
	50th Percentile :	42 MPH
	85th Percentile :	48 MPH
	95th Percentile :	52 MPH

Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	14468
	Percent in Pace :	63.2%
	Number of Vehicles > 35 MPH :	21345
	Percent of Vehicles > 35 MPH :	93.2%
	Mean Speed(Average) :	43 MPH

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
ROYAL PALM BEACH BLVD
INDIAN TRAIL DRIVE to SUNSHINE BLVD

NB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/13/25	0	0	0	3	1	14	11	6	1	0	0	0	0	0	36	36-45	25
01:00	0	0	0	0	4	5	7	2	0	0	0	0	0	0	18	36-45	12
02:00	0	0	0	2	1	6	5	2	0	0	0	0	0	0	16	36-45	11
03:00	0	0	4	0	2	3	0	1	1	0	0	0	0	0	11	31-40	5
04:00	0	**1**	0	2	3	7	5	3	1	1	0	0	0	0	23	35-44	12
05:00	0	1	0	1	5	16	15	8	4	1	0	0	0	0	51	36-45	31
06:00	0	1	7	2	10	66	63	21	4	**4**	0	0	0	0	178	36-45	129
07:00	0	0	**10**	3	45	180	111	22	4	1	0	0	0	0	376	36-45	291
08:00	0	0	5	**7**	**49**	176	109	16	4	1	0	0	0	0	367	36-45	285
09:00	**1**	0	1	4	42	105	141	26	1	1	0	0	0	0	322	36-45	246
10:00	0	0	1	1	44	163	139	**44**	4	2	0	0	0	0	398	36-45	302
11:00	0	0	1	4	45	**187**	**147**	44	**7**	1	0	0	0	0	**436**	36-45	334
12 PM	0	**3**	1	6	49	215	197	52	5	1	0	0	0	0	529	36-45	412
13:00	0	0	0	2	44	208	188	53	5	1	1	0	0	0	502	36-45	396
14:00	**1**	0	**9**	5	32	211	196	63	9	0	0	0	0	0	526	36-45	407
15:00	0	2	0	**17**	58	252	249	73	12	2	0	0	0	0	665	36-45	501
16:00	0	0	1	7	43	285	295	**84**	15	3	0	0	0	0	733	36-45	580
17:00	0	0	4	3	77	**297**	**299**	80	4	**4**	0	0	0	0	**768**	36-45	596
18:00	0	0	1	3	69	262	277	76	**16**	1	0	0	0	0	705	36-45	539
19:00	0	0	0	5	58	210	232	69	12	1	**2**	0	0	0	589	36-45	442
20:00	0	0	3	6	**81**	210	181	31	8	1	0	0	0	0	521	36-45	391
21:00	0	0	3	2	55	141	109	28	8	2	0	0	0	0	348	36-45	250
22:00	0	1	0	5	30	82	40	16	2	1	0	0	0	0	177	36-45	122
23:00	0	0	0	1	22	43	27	11	2	1	2	**1**	0	0	110	36-45	70
Total	2	9	51	91	869	3344	3043	831	129	30	5	1	0	0	8405		
Percent	0.0%	0.1%	0.6%	1.1%	10.3%	39.8%	36.2%	9.9%	1.5%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	09:00	04:00	07:00	08:00	08:00	11:00	11:00	10:00	11:00	06:00					11:00		
Vol.	1	1	10	7	49	187	147	44	7	4					436		
PM Peak	14:00	12:00	14:00	15:00	20:00	17:00	17:00	16:00	18:00	17:00	19:00	23:00			17:00		
Vol.	1	3	9	17	81	297	299	84	16	4	2	1			768		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
ROYAL PALM BEACH BLVD
INDIAN TRAIL DRIVE to SUNSHINE BLVD

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/14/25	0	0	0	1	7	22	11	5	1	0	**1**	0	0	0	48	36-45	33
01:00	0	0	0	2	4	7	4	5	0	0	0	0	0	0	22	36-45	11
02:00	0	0	0	0	3	9	5	1	1	0	0	0	0	0	19	35-44	14
03:00	0	1	1	0	2	3	2	4	0	0	0	0	0	0	13	41-50	6
04:00	**1**	1	0	1	2	9	6	3	0	2	0	0	0	0	25	36-45	15
05:00	0	0	0	1	4	18	13	7	3	1	1	**1**	0	0	49	36-45	31
06:00	0	0	6	1	16	68	72	17	**8**	**4**	0	0	0	0	192	36-45	140
07:00	0	1	**7**	2	41	169	126	23	2	1	0	0	0	0	372	36-45	295
08:00	0	**2**	5	**11**	**67**	160	81	15	4	1	0	0	0	0	346	36-45	241
09:00	0	1	5	1	53	155	111	24	3	2	0	0	0	0	355	36-45	266
10:00	1	0	2	6	55	166	143	42	7	1	0	0	0	0	423	36-45	309
11:00	0	1	3	11	56	**230**	**161**	**49**	3	0	0	0	0	0	**514**	36-45	391
12 PM	**1**	1	3	3	41	207	195	39	9	1	0	0	0	0	500	36-45	402
13:00	0	1	**5**	5	51	262	170	31	7	1	0	0	0	0	533	36-45	432
14:00	0	1	4	4	71	228	179	44	6	1	**1**	0	0	0	539	36-45	407
15:00	0	0	3	6	**81**	293	231	44	6	0	0	0	0	0	664	36-45	524
16:00	0	0	1	3	75	**349**	262	65	5	1	0	0	0	0	761	36-45	611
17:00	0	0	3	**12**	76	293	**301**	**99**	**18**	1	0	0	0	0	**803**	36-45	594
18:00	0	1	0	7	62	254	243	73	10	1	0	0	0	0	651	36-45	497
19:00	0	0	0	5	41	222	242	65	11	0	0	0	**1**	0	587	36-45	464
20:00	0	**2**	1	5	58	219	162	40	9	1	0	0	0	0	497	36-45	381
21:00	0	0	3	9	33	155	91	39	7	**2**	0	0	0	0	339	36-45	246
22:00	0	1	1	7	31	102	78	17	10	1	0	0	0	0	248	36-45	180
23:00	0	0	0	4	23	47	45	15	2	2	0	0	0	0	138	36-45	92
Total	3	14	53	107	953	3647	2934	766	132	24	3	1	1	0	8638		
Percent	0.0%	0.2%	0.6%	1.2%	11.0%	42.2%	34.0%	8.9%	1.5%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	04:00	08:00	07:00	08:00	08:00	11:00	11:00	11:00	06:00	06:00	00:00	05:00			11:00		
Vol.	1	2	7	11	67	230	161	49	8	4	1	1			514		
PM Peak	12:00	20:00	13:00	17:00	15:00	16:00	17:00	17:00	17:00	21:00	14:00		19:00		17:00		
Vol.	1	2	5	12	81	349	301	99	18	2	1		1		803		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
ROYAL PALM BEACH BLVD
INDIAN TRAIL DRIVE to SUNSHINE BLVD

NB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/15/25	0	0	1	2	8	19	21	7	0	0	0	0	0	0	58	36-45	40
01:00	0	0	1	4	6	11	4	5	1	0	0	0	0	0	32	31-40	17
02:00	0	0	0	1	4	4	3	2	0	0	0	0	**1**	0	15	31-40	8
03:00	0	0	1	0	3	5	4	0	0	0	0	0	0	0	13	34-43	9
04:00	0	1	0	3	2	6	5	1	2	0	**1**	0	0	0	21	36-45	11
05:00	0	**2**	1	0	3	12	18	9	3	0	0	0	0	0	48	36-45	30
06:00	**1**	0	4	3	21	63	52	23	**6**	1	0	0	0	0	174	36-45	115
07:00	0	0	**8**	8	48	**192**	102	21	2	**2**	0	0	0	0	383	36-45	294
08:00	0	2	5	**12**	46	161	118	32	0	0	1	0	0	0	377	36-45	279
09:00	0	1	1	5	31	127	137	26	4	1	0	0	0	0	333	36-45	264
10:00	0	0	1	3	**63**	158	119	28	4	0	0	0	0	0	376	36-45	277
11:00	0	1	1	2	57	191	**168**	**38**	5	0	0	0	0	0	**463**	36-45	359
12 PM	**1**	**1**	1	1	38	192	204	54	10	2	0	0	0	0	504	36-45	396
13:00	0	0	5	5	47	242	218	55	3	1	0	0	0	0	576	36-45	460
14:00	0	0	3	3	62	240	210	49	6	0	0	0	0	0	573	36-45	450
15:00	0	1	**6**	**10**	**90**	**298**	227	53	5	1	0	0	0	0	691	36-45	525
16:00	0	0	3	5	52	284	279	78	9	0	0	0	0	0	710	36-45	563
17:00	0	0	1	7	60	256	**348**	**114**	**17**	4	0	0	0	0	**807**	36-45	604
18:00	0	0	5	2	56	258	274	84	12	2	0	0	0	0	693	36-45	532
19:00	0	0	3	2	67	200	235	70	16	**6**	0	0	0	0	599	36-45	435
20:00	0	0	1	6	48	217	191	44	13	3	**1**	0	0	0	524	36-45	408
21:00	0	0	3	0	40	134	150	50	8	3	0	**1**	0	0	389	36-45	284
22:00	0	1	0	3	32	86	87	27	2	3	0	1	0	0	242	36-45	173
23:00	0	0	0	6	22	46	31	14	1	2	0	0	0	0	122	36-45	77
Total	2	10	55	93	906	3402	3205	884	129	31	3	2	1	0	8723		
Percent	0.0%	0.1%	0.6%	1.1%	10.4%	39.0%	36.7%	10.1%	1.5%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	05:00	07:00	08:00	10:00	07:00	11:00	11:00	06:00	07:00	04:00		02:00		11:00		
Vol.	1	2	8	12	63	192	168	38	6	2	1		1		463		
PM Peak	12:00	12:00	15:00	15:00	15:00	15:00	17:00	17:00	17:00	19:00	20:00	21:00			17:00		
Vol.	1	1	6	10	90	298	348	114	17	6	1	1			807		
Total	7	33	159	291	2728	10393	9182	2481	390	85	11	4	2	0	25766		
Percent	0.0%	0.1%	0.6%	1.1%	10.6%	40.3%	35.6%	9.6%	1.5%	0.3%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	35 MPH
	50th Percentile :	39 MPH
	85th Percentile :	44 MPH
	95th Percentile :	48 MPH

Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	19575
	Percent in Pace :	76.0%
	Number of Vehicles > 35 MPH :	22548
	Percent of Vehicles > 35 MPH :	87.5%
	Mean Speed(Average) :	40 MPH

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
ROYAL PALM BEACH BLVD
INDIAN TRAIL DRIVE to SUNSHINE BLVD

SB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/13/25	0	0	0	1	3	6	7	0	5	0	0	0	0	0	22	36-45	13
01:00	0	0	0	1	5	7	4	1	0	0	0	0	0	0	18	31-40	12
02:00	0	0	0	1	4	1	6	1	1	0	0	0	0	0	14	41-50	7
03:00	0	0	1	0	8	10	9	1	2	0	0	0	0	0	31	34-43	19
04:00	0	0	0	3	4	25	8	6	3	0	0	0	0	0	49	36-45	33
05:00	0	0	0	2	14	53	48	23	5	1	0	0	0	0	146	36-45	101
06:00	0	0	0	14	66	161	126	**41**	**9**	2	0	0	0	0	419	36-45	287
07:00	0	0	**5**	**17**	**116**	**338**	**204**	30	3	1	0	0	0	0	**714**	36-45	542
08:00	**2**	0	2	14	72	263	185	39	3	1	0	0	0	0	581	36-45	448
09:00	0	**1**	2	8	61	231	186	32	6	1	0	0	0	0	528	36-45	417
10:00	0	0	0	8	38	192	165	27	3	0	0	0	0	0	433	36-45	357
11:00	0	0	0	8	60	177	139	36	8	**3**	0	0	0	0	431	36-45	316
12 PM	1	1	1	7	42	159	137	45	5	1	0	0	0	0	399	36-45	296
13:00	0	0	0	7	66	192	128	22	5	0	0	0	0	0	420	36-45	320
14:00	1	0	**6**	**17**	**103**	**227**	120	18	4	1	0	0	0	0	497	36-45	347
15:00	1	**2**	3	14	55	172	147	38	5	0	0	0	0	0	437	36-45	319
16:00	0	0	0	9	46	202	200	42	4	1	0	**1**	0	0	505	36-45	402
17:00	0	0	4	10	48	206	**212**	39	**13**	0	0	0	**1**	0	**533**	36-45	418
18:00	**2**	0	0	8	49	202	189	**54**	10	1	**1**	0	0	0	516	36-45	391
19:00	0	0	2	6	50	143	121	39	5	2	1	1	0	0	370	36-45	264
20:00	0	0	1	6	55	110	72	15	4	0	0	0	0	0	263	36-45	182
21:00	0	0	0	6	35	77	42	14	4	**3**	1	0	0	0	182	36-45	119
22:00	0	0	1	4	21	45	23	9	0	0	0	0	0	0	103	35-44	68
23:00	0	0	1	3	15	16	13	3	4	1	0	0	0	0	56	31-40	31
Total	7	4	29	174	1036	3215	2491	575	111	19	3	2	1	0	7667		
Percent	0.1%	0.1%	0.4%	2.3%	13.5%	41.9%	32.5%	7.5%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	07:00	07:00	07:00	07:00	07:00	06:00	06:00	11:00					07:00		
Vol.	2	1	5	17	116	338	204	41	9	3					714		
PM Peak	18:00	15:00	14:00	14:00	14:00	14:00	17:00	18:00	17:00	21:00	18:00	16:00	17:00		17:00		
Vol.	2	2	6	17	103	227	212	54	13	3	1	1	1		533		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
ROYAL PALM BEACH BLVD
INDIAN TRAIL DRIVE to SUNSHINE BLVD

SB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/14/25	0	0	1	1	7	8	5	4	1	0	0	0	0	0	27	31-40	15
01:00	0	0	0	1	2	7	2	3	0	0	0	0	0	0	15	31-40	9
02:00	0	0	0	1	3	2	3	0	0	0	0	0	0	0	9	29-38	5
03:00	0	0	0	0	6	3	8	4	2	0	0	0	0	0	23	41-50	12
04:00	0	0	0	2	11	13	9	8	1	0	0	0	0	0	44	31-40	24
05:00	0	0	1	5	15	60	60	25	7	1	0	0	0	0	174	36-45	120
06:00	1	0	1	10	42	146	138	**48**	**9**	**2**	0	0	0	0	397	36-45	284
07:00	0	0	1	**20**	104	**354**	**216**	25	8	0	0	0	0	0	**728**	36-45	570
08:00	**2**	**1**	3	19	135	304	130	21	4	0	0	0	0	0	619	31-40	439
09:00	0	1	5	15	**148**	287	88	15	2	0	0	0	0	0	561	31-40	435
10:00	0	0	**6**	18	125	246	88	14	1	0	0	0	0	0	498	31-40	371
11:00	0	1	2	10	104	208	93	12	1	0	0	0	0	0	431	31-40	312
12 PM	0	0	3	10	72	194	121	21	**7**	0	0	0	0	0	428	36-45	315
13:00	0	**1**	2	17	66	217	97	12	3	0	0	0	0	0	415	36-45	314
14:00	0	0	**6**	**25**	**122**	250	120	26	3	**2**	0	0	0	0	554	31-40	372
15:00	0	0	1	13	65	200	140	35	4	1	0	0	0	0	459	36-45	340
16:00	0	0	2	18	85	231	171	35	6	0	0	0	0	0	548	36-45	402
17:00	0	1	1	10	65	**274**	**205**	**49**	3	1	0	0	0	0	**609**	36-45	479
18:00	0	1	3	8	50	215	169	36	5	0	0	0	0	0	487	36-45	384
19:00	0	0	0	9	38	175	125	35	4	2	0	0	**1**	0	389	36-45	300
20:00	0	0	2	11	41	119	71	20	6	2	**1**	0	0	0	273	36-45	190
21:00	0	0	2	11	60	76	29	8	1	1	0	0	0	0	188	31-40	136
22:00	0	0	0	0	20	40	30	10	6	0	1	0	0	0	107	36-45	70
23:00	0	0	2	2	15	20	16	2	1	1	0	0	0	0	59	34-43	36
Total	3	6	44	236	1401	3649	2134	468	85	13	2	0	1	0	8042		
Percent	0.0%	0.1%	0.5%	2.9%	17.4%	45.4%	26.5%	5.8%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	10:00	07:00	09:00	07:00	07:00	06:00	06:00	06:00					07:00		
Vol.	2	1	6	20	148	354	216	48	9	2					728		
PM Peak		13:00	14:00	14:00	14:00	17:00	17:00	17:00	12:00	14:00	20:00		19:00		17:00		
Vol.		1	6	25	122	274	205	49	7	2	1		1		609		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 2
Station ID: 2
ROYAL PALM BEACH BLVD
INDIAN TRAIL DRIVE to SUNSHINE BLVD

SB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/15/25	0	0	0	3	8	9	10	3	1	0	0	0	0	0	34	35-44	19
01:00	**1**	**1**	2	1	4	10	4	0	0	0	0	0	0	0	23	36-45	14
02:00	0	0	1	1	3	4	2	1	0	0	0	0	0	0	12	31-40	7
03:00	0	0	1	0	2	7	11	5	0	0	0	0	0	0	26	36-45	18
04:00	0	0	0	5	7	21	10	5	2	0	0	0	0	0	50	36-45	31
05:00	0	0	0	3	19	42	58	16	6	**1**	0	0	0	0	145	36-45	100
06:00	0	0	0	**20**	47	142	136	**47**	**11**	1	0	0	0	0	404	36-45	278
07:00	0	0	2	16	**151**	**333**	**187**	31	3	0	0	0	0	0	**723**	36-45	520
08:00	0	0	**3**	17	109	294	164	32	2	1	0	0	0	0	622	36-45	458
09:00	0	0	0	13	102	291	141	20	5	0	**1**	0	0	0	573	36-45	432
10:00	0	0	3	11	65	206	144	18	3	0	0	0	0	0	450	36-45	350
11:00	0	0	1	14	47	199	148	33	2	1	0	0	0	0	445	36-45	347
12 PM	0	0	0	13	58	191	135	30	1	0	1	0	0	0	429	36-45	326
13:00	0	0	1	12	58	208	113	26	3	**1**	1	0	0	0	423	36-45	321
14:00	0	0	2	**17**	**126**	**278**	102	14	0	0	0	0	0	0	539	31-40	404
15:00	0	0	2	11	48	209	160	30	8	1	0	0	0	0	469	36-45	369
16:00	0	0	0	12	71	206	**209**	27	8	0	0	0	0	0	533	36-45	415
17:00	0	0	0	13	66	247	204	46	**13**	1	0	**2**	0	0	**592**	36-45	451
18:00	0	0	**4**	9	50	223	161	**51**	9	0	0	0	0	0	507	36-45	384
19:00	0	0	0	14	50	152	118	35	9	1	0	0	0	**1**	380	36-45	270
20:00	0	0	0	10	46	144	80	22	4	0	**3**	0	0	0	309	36-45	224
21:00	0	**1**	0	11	31	87	44	14	1	1	0	0	0	0	190	36-45	131
22:00	0	0	2	10	19	50	25	8	1	1	1	0	0	0	117	36-45	75
23:00	0	0	2	4	17	13	17	2	1	0	0	0	0	0	56	31-40	30
Total	1	2	26	240	1204	3566	2383	516	93	10	7	2	0	1	8051		
Percent	0.0%	0.0%	0.3%	3.0%	15.0%	44.3%	29.6%	6.4%	1.2%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak	01:00	01:00	08:00	06:00	07:00	07:00	07:00	06:00	06:00	05:00	09:00				07:00		
Vol.	1	1	3	20	151	333	187	47	11	1	1				723		
PM Peak		21:00	18:00	14:00	14:00	14:00	16:00	18:00	17:00	13:00	20:00	17:00		19:00	17:00		
Vol.		1	4	17	126	278	209	51	13	1	3	2		1	592		
Total	11	12	99	650	3641	10430	7008	1559	289	42	12	4	2	1	23760		
Percent	0.0%	0.1%	0.4%	2.7%	15.3%	43.9%	29.5%	6.6%	1.2%	0.2%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 33 MPH
50th Percentile : 38 MPH
85th Percentile : 43 MPH
95th Percentile : 47 MPH

Stats

10 MPH Pace Speed : 36-45 MPH
Number in Pace : 17438
Percent in Pace : 73.4%
Number of Vehicles > 35 MPH : 19347
Percent of Vehicles > 35 MPH : 81.4%
Mean Speed(Average) : 39 MPH

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 3
Station ID: 3
CRESTWOOD BLVD N
WESTMOUNT DRIVE to RIDGEWOOD CIRCLE

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/13/25	0	0	0	0	5	12	9	0	0	1	0	0	0	0	27	36-45	21
01:00	0	0	0	0	0	6	4	3	2	0	0	0	0	0	15	36-45	10
02:00	0	0	0	0	3	2	4	0	0	0	0	0	0	0	9	34-43	6
03:00	0	0	0	0	3	2	2	0	1	0	0	0	0	0	8	31-40	5
04:00	0	0	**1**	2	1	1	2	3	0	0	0	0	0	0	10	40-49	5
05:00	0	0	0	0	1	6	15	7	5	1	0	0	0	0	35	39-48	22
06:00	0	0	0	1	10	36	61	38	**10**	**2**	0	0	0	0	158	41-50	99
07:00	0	0	0	1	19	78	114	**58**	9	1	0	0	0	0	280	36-45	192
08:00	0	1	0	**5**	**21**	**102**	**129**	35	7	0	0	0	0	0	**300**	36-45	231
09:00	0	1	0	2	18	92	104	35	5	1	0	0	0	0	258	36-45	196
10:00	0	0	0	2	11	78	101	31	6	0	0	0	0	0	229	36-45	179
11:00	**1**	**2**	1	0	14	77	107	46	7	0	0	0	0	0	255	36-45	184
12 PM	1	1	1	2	13	79	122	45	9	1	0	**1**	0	0	275	36-45	201
13:00	0	0	0	1	18	79	147	69	13	1	**2**	0	0	0	330	36-45	226
14:00	0	0	0	1	19	97	159	72	12	2	0	1	0	0	363	36-45	256
15:00	**4**	**11**	**5**	3	25	112	201	84	10	1	0	0	0	0	456	36-45	313
16:00	0	0	0	2	17	89	**266**	96	**26**	1	0	0	0	0	497	41-50	362
17:00	0	0	0	2	21	113	262	**107**	19	**3**	0	0	0	0	**527**	36-45	375
18:00	0	1	1	0	26	123	193	91	20	1	0	1	0	0	457	36-45	316
19:00	0	1	0	**4**	**39**	99	151	72	7	3	0	0	0	0	376	36-45	250
20:00	0	0	1	2	30	**126**	149	45	13	3	0	0	0	0	369	36-45	275
21:00	1	0	0	0	24	48	78	43	14	2	1	0	0	0	211	36-45	126
22:00	0	0	1	0	7	41	62	17	4	2	1	0	0	0	135	36-45	103
23:00	0	0	0	2	6	25	45	10	3	2	1	0	0	0	94	36-45	70
Total	7	18	11	32	351	1523	2487	1007	202	28	5	3	0	0	5674		
Percent	0.1%	0.3%	0.2%	0.6%	6.2%	26.8%	43.8%	17.7%	3.6%	0.5%	0.1%	0.1%	0.0%	0.0%			
AM Peak	11:00	11:00	04:00	08:00	08:00	08:00	08:00	07:00	06:00	06:00					08:00		
Vol.	1	2	1	5	21	102	129	58	10	2					300		
PM Peak	15:00	15:00	15:00	19:00	19:00	20:00	16:00	17:00	16:00	17:00	13:00	12:00			17:00		
Vol.	4	11	5	4	39	126	266	107	26	3	2	1			527		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 3
Station ID: 3
CRESTWOOD BLVD N
WESTMOUNT DRIVE to RIDGEWOOD CIRCLE

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/14/25	0	0	0	1	3	10	17	8	1	**1**	**1**	**1**	0	0	43	36-45	27
01:00	0	0	0	1	3	8	8	3	3	1	0	0	0	0	27	36-45	16
02:00	0	0	0	0	1	4	3	3	0	1	0	0	0	0	12	35-44	7
03:00	0	0	0	0	0	2	3	0	2	0	0	0	0	0	7	36-45	5
04:00	0	0	0	1	0	6	7	3	0	0	0	0	0	0	17	36-45	13
05:00	0	0	0	1	0	15	13	14	2	0	0	0	0	0	45	36-45	28
06:00	0	0	0	0	1	37	65	37	3	0	0	0	0	0	143	36-45	102
07:00	**1**	0	0	1	15	90	110	**70**	**13**	1	0	0	0	0	**301**	36-45	200
08:00	0	0	0	2	**28**	89	**124**	33	2	0	0	0	0	0	278	36-45	213
09:00	0	0	0	**4**	26	**104**	90	18	2	1	0	0	0	0	245	36-45	194
10:00	0	0	0	0	19	99	102	26	4	1	0	0	0	0	251	36-45	201
11:00	0	0	0	1	9	87	109	39	9	0	0	0	0	0	254	36-45	196
12 PM	0	**1**	0	1	12	89	124	49	11	1	0	0	0	0	288	36-45	213
13:00	0	0	0	1	20	114	125	53	4	1	0	**1**	0	0	319	36-45	239
14:00	0	0	0	3	22	109	161	48	9	2	**1**	0	0	0	355	36-45	270
15:00	**2**	1	**3**	3	23	125	248	71	9	**6**	0	0	0	0	491	36-45	373
16:00	0	0	0	0	22	127	**249**	87	12	1	0	0	0	0	498	36-45	376
17:00	1	0	0	4	20	**144**	215	**109**	**20**	2	0	0	0	0	**515**	36-45	359
18:00	0	0	0	3	22	119	198	89	19	3	0	0	0	0	453	36-45	317
19:00	0	0	0	0	17	82	186	69	15	2	0	0	0	0	371	36-45	268
20:00	0	1	0	**7**	**34**	123	149	47	11	2	0	0	0	0	374	36-45	272
21:00	0	0	1	4	24	74	103	34	5	2	1	0	0	0	248	36-45	177
22:00	0	0	0	1	8	38	41	18	4	0	0	0	**1**	0	111	36-45	79
23:00	0	0	0	0	7	36	49	11	4	3	0	0	0	0	110	36-45	85
Total	4	3	4	39	336	1731	2499	939	164	31	3	2	1	0	5756		
Percent	0.1%	0.1%	0.1%	0.7%	5.8%	30.1%	43.4%	16.3%	2.8%	0.5%	0.1%	0.0%	0.0%	0.0%			
AM Peak	07:00			09:00	08:00	09:00	08:00	07:00	07:00	00:00	00:00	00:00			07:00		
Vol.	1			4	28	104	124	70	13	1	1	1			301		
PM Peak	15:00	12:00	15:00	20:00	20:00	17:00	16:00	17:00	17:00	15:00	14:00	13:00	22:00		17:00		
Vol.	2	1	3	7	34	144	249	109	20	6	1	1	1		515		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 3
Station ID: 3
CRESTWOOD BLVD N
WESTMOUNT DRIVE to RIDGEWOOD CIRCLE

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/15/25	0	0	0	0	7	20	23	2	1	0	0	0	0	0	53	36-45	43
01:00	0	0	0	0	0	11	7	2	1	0	0	0	0	0	21	36-45	18
02:00	0	0	0	0	0	2	3	4	1	0	0	0	0	0	10	41-50	7
03:00	0	0	0	0	0	4	4	2	1	0	0	0	0	0	11	36-45	8
04:00	0	0	0	0	0	2	7	2	0	0	0	0	0	0	11	36-45	9
05:00	0	0	1	0	2	11	12	7	2	1	0	0	0	0	36	36-45	23
06:00	0	**3**	**2**	2	4	37	57	34	5	1	0	0	0	0	145	36-45	94
07:00	0	0	0	1	10	100	134	**47**	7	1	0	0	0	0	300	36-45	234
08:00	0	0	0	**7**	**27**	**104**	**141**	43	9	0	0	0	0	0	**331**	36-45	245
09:00	**1**	0	0	2	15	92	92	31	5	**2**	0	0	0	0	240	36-45	184
10:00	0	0	0	3	13	65	102	36	5	0	**2**	0	0	0	226	36-45	167
11:00	0	0	0	2	16	83	122	38	**11**	1	0	0	0	0	273	36-45	205
12 PM	0	0	0	1	12	87	154	53	5	2	0	0	0	0	314	36-45	241
13:00	0	0	0	1	13	111	146	53	16	0	0	0	0	0	340	36-45	257
14:00	0	0	0	1	23	**133**	132	50	5	3	0	0	0	0	347	36-45	265
15:00	**4**	**5**	**10**	**13**	17	116	191	**122**	10	1	0	0	0	0	489	41-50	313
16:00	0	0	1	3	26	115	222	93	13	1	0	0	0	0	474	36-45	337
17:00	0	0	1	0	19	122	**256**	111	**22**	3	**1**	0	0	0	**535**	36-45	378
18:00	0	0	0	0	9	106	201	88	17	**4**	0	0	0	0	425	36-45	307
19:00	0	2	0	2	13	123	156	49	10	2	0	0	0	0	357	36-45	279
20:00	0	0	1	5	**27**	123	129	40	8	1	0	0	0	0	334	36-45	252
21:00	0	0	0	3	23	78	75	24	8	1	0	0	0	0	212	36-45	153
22:00	0	0	0	2	14	50	64	18	3	0	0	0	0	0	151	36-45	114
23:00	2	0	0	2	9	27	34	15	4	1	0	0	0	0	94	36-45	61
Total	7	10	16	50	299	1722	2464	964	169	25	3	0	0	0	5729		
Percent	0.1%	0.2%	0.3%	0.9%	5.2%	30.1%	43.0%	16.8%	2.9%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak	09:00	06:00	06:00	08:00	08:00	08:00	08:00	07:00	11:00	09:00	10:00				08:00		
Vol.	1	3	2	7	27	104	141	47	11	2	2				331		
PM Peak	15:00	15:00	15:00	15:00	20:00	14:00	17:00	15:00	17:00	18:00	17:00				17:00		
Vol.	4	5	10	13	27	133	256	122	22	4	1				535		
Total	18	31	31	121	986	4976	7450	2910	535	84	11	5	1	0	17159		
Percent	0.1%	0.2%	0.2%	0.7%	5.7%	29.0%	43.4%	17.0%	3.1%	0.5%	0.1%	0.0%	0.0%	0.0%			

	15th Percentile :	36 MPH
	50th Percentile :	41 MPH
	85th Percentile :	46 MPH
	95th Percentile :	49 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	12426
	Percent in Pace :	72.4%
	Number of Vehicles > 35 MPH :	15972
	Percent of Vehicles > 35 MPH :	93.1%
	Mean Speed(Average) :	42 MPH

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 3
Station ID: 3
CRESTWOOD BLVD N
WESTMOUNT DRIVE to RIDGEWOOD CIRCLE

SB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/13/25	0	0	0	0	3	4	6	1	0	0	0	0	0	0	14	36-45	10
01:00	0	0	0	0	0	7	2	0	0	0	0	0	0	0	9	35-44	9
02:00	0	0	0	0	0	2	5	0	0	0	0	0	0	0	7	36-45	7
03:00	0	0	0	1	1	7	6	1	0	0	0	0	0	0	16	36-45	13
04:00	0	0	0	1	4	17	17	4	3	0	0	0	0	0	46	36-45	34
05:00	0	0	0	1	9	42	46	12	5	**2**	0	0	0	0	117	36-45	88
06:00	0	0	0	1	24	120	167	81	12	2	0	0	0	0	407	36-45	287
07:00	0	0	0	5	**47**	**218**	**318**	**116**	**18**	2	0	0	0	0	**724**	36-45	536
08:00	0	0	0	**6**	22	162	224	83	7	1	0	0	0	0	505	36-45	386
09:00	0	0	0	3	25	130	172	54	8	0	0	0	0	0	392	36-45	302
10:00	0	0	**2**	2	23	110	118	34	7	2	0	0	0	0	298	36-45	228
11:00	0	0	1	3	28	95	111	27	3	2	0	0	0	0	270	36-45	206
12 PM	0	**1**	**1**	**6**	32	97	132	37	5	1	0	**1**	0	0	313	36-45	229
13:00	0	0	0	2	14	108	141	50	8	2	**1**	0	0	0	326	36-45	249
14:00	0	0	0	2	**41**	**134**	153	56	9	2	0	0	0	0	397	36-45	287
15:00	0	0	1	3	27	105	192	77	17	**5**	0	0	0	0	427	36-45	297
16:00	0	0	0	0	12	88	**214**	100	15	2	0	0	0	0	431	41-50	314
17:00	0	1	0	6	27	106	212	**111**	**19**	2	1	0	0	0	**485**	41-50	323
18:00	0	0	0	4	32	134	184	65	17	2	0	0	0	0	438	36-45	318
19:00	0	0	0	2	16	77	92	46	11	5	1	0	0	**1**	251	36-45	169
20:00	0	0	0	3	15	75	75	26	8	1	0	0	0	0	203	36-45	150
21:00	0	0	0	6	20	52	38	14	7	1	0	0	**1**	0	139	36-45	90
22:00	0	0	0	1	7	25	27	7	1	0	0	1	0	0	69	36-45	52
23:00	0	0	0	4	5	16	23	6	0	1	0	0	0	0	55	36-45	39
Total	0	2	5	62	434	1931	2675	1008	180	35	3	2	1	1	6339		
Percent	0.0%	0.0%	0.1%	1.0%	6.8%	30.5%	42.2%	15.9%	2.8%	0.6%	0.0%	0.0%	0.0%	0.0%			
AM Peak			10:00	08:00	07:00	07:00	07:00	07:00	07:00	05:00					07:00		
Vol.			2	6	47	218	318	116	18	2					724		
PM Peak		12:00	12:00	12:00	14:00	14:00	16:00	17:00	17:00	15:00	13:00	12:00	21:00	19:00	17:00		
Vol.		1	1	6	41	134	214	111	19	5	1	1	1	1	485		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 3
Station ID: 3
CRESTWOOD BLVD N
WESTMOUNT DRIVE to RIDGEWOOD CIRCLE

SB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/14/25	0	0	0	1	2	7	12	2	0	0	0	0	0	0	24	36-45	19
01:00	0	0	0	0	1	2	1	2	1	0	0	0	0	0	7	46-55	3
02:00	0	0	0	0	1	0	1	4	0	0	0	0	0	0	6	41-50	5
03:00	0	0	0	0	1	9	6	2	0	0	0	0	0	0	18	36-45	15
04:00	0	0	0	1	6	23	13	7	3	1	0	0	0	0	54	36-45	36
05:00	0	0	**1**	0	11	40	49	22	5	1	**1**	0	0	0	130	36-45	89
06:00	0	0	0	1	26	122	160	67	10	**2**	0	0	0	0	388	36-45	282
07:00	0	0	0	**4**	**41**	**206**	**296**	**121**	**18**	0	0	0	0	0	**686**	36-45	502
08:00	0	0	0	4	28	176	238	80	14	1	0	0	0	0	541	36-45	414
09:00	0	0	1	4	25	136	164	61	8	0	0	0	0	0	399	36-45	300
10:00	0	0	1	2	29	114	112	46	11	0	0	0	0	0	315	36-45	226
11:00	0	0	0	0	39	87	130	40	5	0	0	0	0	0	301	36-45	217
12 PM	0	0	0	3	17	106	111	37	14	2	0	0	0	0	290	36-45	217
13:00	0	**3**	0	4	**33**	111	120	38	10	0	0	0	0	0	319	36-45	231
14:00	0	0	0	2	31	**130**	147	53	7	1	0	0	0	0	371	36-45	277
15:00	0	0	**2**	1	26	118	160	54	5	1	**1**	0	0	0	368	36-45	278
16:00	0	0	1	0	10	129	201	78	**18**	2	0	0	0	0	439	36-45	330
17:00	0	0	1	5	23	113	**229**	**116**	16	2	0	**1**	0	0	**506**	41-50	345
18:00	0	0	2	2	27	96	197	95	17	1	0	0	0	0	437	36-45	293
19:00	0	0	0	1	17	86	106	55	8	**5**	1	0	0	0	279	36-45	192
20:00	0	0	2	0	13	75	79	26	6	0	0	0	0	0	201	36-45	154
21:00	**1**	0	0	**8**	26	33	38	10	1	0	0	0	0	0	117	36-45	71
22:00	0	0	0	2	17	35	27	8	1	3	0	0	0	0	93	36-45	62
23:00	0	0	0	0	5	14	14	5	1	1	0	0	0	0	40	36-45	28
Total	1	3	11	45	455	1968	2611	1029	179	23	3	1	0	0	6329		
Percent	0.0%	0.0%	0.2%	0.7%	7.2%	31.1%	41.3%	16.3%	2.8%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak			05:00	07:00	07:00	07:00	07:00	07:00	07:00	06:00	05:00				07:00		
Vol.			1	4	41	206	296	121	18	2	1				686		
PM Peak	21:00	13:00	15:00	21:00	13:00	14:00	17:00	17:00	16:00	19:00	15:00	17:00			17:00		
Vol.	1	3	2	8	33	130	229	116	18	5	1	1			506		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 3
Station ID: 3
CRESTWOOD BLVD N
WESTMOUNT DRIVE to RIDGEWOOD CIRCLE

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/15/25	0	0	0	0	5	13	10	2	2	0	0	0	0	0	32	36-45	23
01:00	0	0	**1**	0	1	3	2	0	0	2	0	0	0	0	9	36-45	5
02:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	39-48	3
03:00	0	0	0	0	1	5	8	1	0	0	0	0	0	0	15	36-45	13
04:00	0	0	0	0	6	9	16	11	2	0	0	0	0	0	44	40-49	27
05:00	0	0	0	1	9	38	37	17	5	0	0	0	0	0	107	36-45	75
06:00	0	0	0	0	23	129	170	72	11	**3**	0	0	0	0	408	36-45	299
07:00	0	0	1	4	33	**211**	**294**	**113**	**16**	2	0	0	0	0	**674**	36-45	505
08:00	0	0	0	**8**	**38**	164	207	70	8	0	0	0	0	0	495	36-45	371
09:00	0	0	1	3	29	138	180	56	2	1	0	0	0	0	410	36-45	318
10:00	0	0	1	4	20	90	141	41	6	3	0	0	0	0	306	36-45	231
11:00	0	0	1	1	19	102	117	31	7	1	**1**	0	0	0	280	36-45	219
12 PM	0	0	**1**	2	23	99	119	36	9	1	0	0	0	0	290	36-45	218
13:00	0	0	0	0	26	113	120	35	5	2	0	0	0	0	301	36-45	233
14:00	0	0	0	2	**43**	**148**	170	49	12	1	0	0	0	0	425	36-45	318
15:00	0	0	0	3	13	122	187	77	20	**6**	**2**	0	0	0	430	36-45	309
16:00	0	0	0	**4**	25	92	236	83	14	1	0	0	0	0	455	36-45	328
17:00	0	0	0	3	15	115	**245**	**112**	**24**	2	2	0	0	0	**518**	36-45	360
18:00	0	0	0	4	20	106	168	72	10	1	0	0	0	0	381	36-45	274
19:00	**1**	0	1	1	25	57	92	38	14	1	0	0	0	0	230	36-45	149
20:00	0	0	1	1	23	66	69	24	3	0	1	0	0	0	188	36-45	135
21:00	0	0	0	0	16	46	40	14	4	0	1	0	0	0	121	36-45	86
22:00	0	0	0	4	12	23	33	5	0	0	0	0	0	0	77	36-45	56
23:00	0	0	0	1	5	19	5	7	2	1	1	0	0	0	41	31-40	24
Total	1	0	8	46	430	1908	2668	967	176	28	8	0	0	0	6240		
Percent	0.0%	0.0%	0.1%	0.7%	6.9%	30.6%	42.8%	15.5%	2.8%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak			01:00	08:00	08:00	07:00	07:00	07:00	07:00	06:00	11:00				07:00		
Vol.			1	8	38	211	294	113	16	3	1				674		
PM Peak	19:00		12:00	16:00	14:00	14:00	17:00	17:00	17:00	15:00	15:00				17:00		
Vol.	1		1	4	43	148	245	112	24	6	2				518		
Total	2	5	24	153	1319	5807	7954	3004	535	86	14	3	1	1	18908		
Percent	0.0%	0.0%	0.1%	0.8%	7.0%	30.7%	42.1%	15.9%	2.8%	0.5%	0.1%	0.0%	0.0%	0.0%			

	15th Percentile :	36 MPH
	50th Percentile :	41 MPH
	85th Percentile :	46 MPH
	95th Percentile :	49 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	13761
	Percent in Pace :	72.8%
	Number of Vehicles > 35 MPH :	17405
	Percent of Vehicles > 35 MPH :	92.1%
	Mean Speed(Average) :	42 MPH

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 4
Station ID: 4
CRESTWOOD BLVD N
RESTON CIRCLE to GRAND OAKS BLVD

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/06/25	0	0	0	0	3	7	22	9	3	0	0	0	0	0	44	41-50	31
01:00	0	0	**1**	0	0	10	6	3	0	0	0	0	0	0	20	36-45	16
02:00	0	0	0	0	0	4	7	0	1	0	0	0	0	0	12	36-45	11
03:00	0	0	0	0	1	2	3	2	0	0	0	0	0	0	8	41-50	5
04:00	0	0	0	0	4	3	3	4	0	0	0	0	0	0	14	31-40	7
05:00	0	0	0	0	6	10	13	10	3	0	0	0	0	0	42	41-50	23
06:00	0	0	0	0	10	36	66	36	8	0	0	0	0	0	156	36-45	102
07:00	0	0	0	0	9	83	**158**	46	**10**	1	0	0	0	0	307	36-45	241
08:00	0	0	0	**3**	11	**115**	122	42	6	1	0	0	0	0	300	36-45	237
09:00	0	0	0	1	**15**	105	142	35	10	**4**	0	0	0	0	**312**	36-45	247
10:00	0	0	0	0	10	84	137	34	6	0	0	0	0	0	271	36-45	221
11:00	0	0	0	0	7	76	132	**55**	10	1	0	0	0	0	281	36-45	208
12 PM	0	0	0	0	6	82	175	74	3	3	0	0	0	0	343	36-45	257
13:00	0	**1**	0	0	10	85	175	71	7	1	0	0	0	0	350	36-45	260
14:00	0	0	0	**2**	12	103	167	98	15	3	0	0	0	0	400	36-45	270
15:00	0	0	0	1	6	129	295	131	**22**	3	0	0	0	0	587	40-49	426
16:00	0	0	0	0	13	113	320	131	21	1	1	0	0	0	600	41-50	451
17:00	0	0	0	1	9	**150**	**340**	**148**	13	1	0	0	0	0	**662**	36-45	490
18:00	0	0	0	0	6	118	276	113	21	0	0	0	0	0	534	36-45	394
19:00	0	0	0	1	10	102	189	74	12	**4**	**2**	0	0	0	394	36-45	291
20:00	0	0	0	0	**14**	101	196	66	13	1	0	0	0	0	391	36-45	297
21:00	0	0	0	1	13	72	125	42	4	1	0	0	0	0	258	36-45	197
22:00	0	0	0	1	4	34	66	21	3	2	0	0	0	0	131	36-45	100
23:00	0	0	0	0	1	21	35	13	7	1	0	**1**	0	0	79	36-45	56
Total	0	1	1	11	180	1645	3170	1258	198	28	3	1	0	0	6496		
Percent	0.0%	0.0%	0.0%	0.2%	2.8%	25.3%	48.8%	19.4%	3.0%	0.4%	0.0%	0.0%	0.0%	0.0%			
AM Peak			01:00	08:00	09:00	08:00	07:00	11:00	07:00	09:00					09:00		
Vol.			1	3	15	115	158	55	10	4					312		
PM Peak		13:00		14:00	20:00	17:00	17:00	17:00	15:00	19:00	19:00	23:00			17:00		
Vol.		1		2	14	150	340	148	22	4	2	1			662		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 4
Station ID: 4
CRESTWOOD BLVD N
RESTON CIRCLE to GRAND OAKS BLVD

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/07/25	0	0	0	0	2	19	18	6	0	0	0	0	0	0	45	36-45	37
01:00	0	0	0	0	1	6	12	6	1	0	0	0	0	0	26	36-45	18
02:00	0	0	0	0	0	3	5	1	0	0	0	0	0	0	9	36-45	8
03:00	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4	34-43	2
04:00	0	0	0	0	0	7	5	2	2	0	0	0	0	0	16	36-45	12
05:00	0	0	0	0	3	14	11	8	2	0	0	0	0	0	38	36-45	25
06:00	0	0	0	0	**10**	51	43	26	4	0	0	0	0	0	134	36-45	94
07:00	0	0	0	0	8	87	162	55	**14**	0	0	0	0	0	326	36-45	249
08:00	0	0	0	2	9	**92**	**165**	**71**	3	0	0	0	0	0	**342**	36-45	257
09:00	0	0	0	**3**	9	89	136	60	7	0	0	**1**	0	0	305	36-45	225
10:00	**1**	0	0	2	10	79	113	54	4	**2**	0	0	0	0	265	36-45	192
11:00	0	0	0	1	7	65	132	54	6	0	0	0	0	0	265	36-45	197
12 PM	0	0	0	0	15	80	166	53	10	3	0	0	0	0	327	36-45	246
13:00	0	0	0	1	10	101	207	72	12	1	0	0	0	0	404	36-45	308
14:00	0	0	0	0	3	88	205	114	22	0	0	0	0	0	432	41-50	319
15:00	0	0	0	0	5	105	273	130	19	1	0	**1**	0	0	534	41-50	403
16:00	0	0	0	0	5	85	**330**	**151**	11	1	0	0	0	0	583	41-50	481
17:00	0	0	0	0	8	106	323	142	19	1	0	0	0	0	**599**	41-50	465
18:00	0	0	0	0	4	102	286	128	**26**	**5**	0	1	0	0	552	41-50	414
19:00	0	0	0	1	11	97	203	76	15	0	0	0	0	0	403	36-45	300
20:00	0	0	**6**	**2**	**21**	**109**	173	63	9	1	0	0	0	0	384	36-45	282
21:00	0	0	0	1	10	76	135	54	5	1	0	0	0	0	282	36-45	211
22:00	0	0	0	0	5	37	87	33	8	2	0	0	0	0	172	36-45	124
23:00	0	0	0	1	8	27	40	13	3	0	0	0	0	0	92	36-45	67
Total	1	0	6	14	164	1526	3231	1373	203	18	0	3	0	0	6539		
Percent	0.0%	0.0%	0.1%	0.2%	2.5%	23.3%	49.4%	21.0%	3.1%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00			09:00	06:00	08:00	08:00	08:00	07:00	10:00		09:00			08:00		
Vol.	1			3	10	92	165	71	14	2		1			342		
PM Peak			20:00	20:00	20:00	20:00	16:00	16:00	18:00	18:00		15:00			17:00		
Vol.			6	2	21	109	330	151	26	5		1			599		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 4
Station ID: 4
CRESTWOOD BLVD N
RESTON CIRCLE to GRAND OAKS BLVD

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/08/25	0	0	0	0	3	12	23	11	1	**3**	0	0	0	0	53	36-45	35
01:00	0	0	0	0	1	6	6	3	2	0	0	0	0	0	18	36-45	12
02:00	0	0	0	0	1	10	3	0	0	0	0	0	0	0	14	36-45	13
03:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4	35-44	4
04:00	0	0	0	0	0	3	11	0	1	1	0	0	0	0	16	36-45	14
05:00	0	0	0	**1**	5	10	22	10	1	0	0	0	0	0	49	36-45	32
06:00	0	0	0	1	2	43	48	35	8	2	0	0	0	0	139	36-45	91
07:00	0	0	0	0	8	86	155	45	10	2	1	0	0	0	307	36-45	241
08:00	0	0	0	1	**15**	96	**161**	**62**	**11**	2	0	0	0	0	**348**	36-45	257
09:00	0	0	0	0	15	**114**	134	40	10	1	0	0	0	0	314	36-45	248
10:00	0	0	0	1	12	71	120	45	9	1	0	0	0	0	259	36-45	191
11:00	0	**1**	0	0	11	70	129	54	9	1	**2**	0	0	0	277	36-45	199
12 PM	0	0	0	**2**	7	78	155	67	15	1	**2**	0	0	0	327	36-45	233
13:00	0	0	0	0	10	87	182	86	14	**9**	0	0	0	0	388	36-45	269
14:00	0	0	0	0	6	87	204	103	16	2	0	0	0	0	418	41-50	307
15:00	0	0	0	0	16	106	267	155	21	7	1	0	0	0	573	41-50	422
16:00	0	0	0	0	9	**132**	296	129	18	5	0	0	0	0	589	36-45	428
17:00	0	0	0	0	16	110	**315**	**163**	**28**	2	0	0	0	0	**634**	41-50	478
18:00	0	0	0	1	6	107	255	101	11	5	0	0	0	0	486	36-45	362
19:00	0	0	0	1	13	103	181	89	19	3	0	0	0	0	409	36-45	284
20:00	0	**1**	0	2	**18**	105	195	56	7	1	0	0	0	0	385	36-45	300
21:00	0	0	0	1	8	86	128	43	6	2	1	0	0	0	275	36-45	214
22:00	0	0	0	0	6	52	74	28	3	1	2	0	0	0	166	36-45	126
23:00	0	0	0	0	3	20	37	12	7	1	0	0	0	0	80	36-45	57
Total	0	2	0	11	191	1596	3103	1337	227	52	9	0	0	0	6528		
Percent	0.0%	0.0%	0.0%	0.2%	2.9%	24.4%	47.5%	20.5%	3.5%	0.8%	0.1%	0.0%	0.0%	0.0%			
AM Peak		11:00		05:00	08:00	09:00	08:00	08:00	08:00	00:00	11:00				08:00		
Vol.		1		1	15	114	161	62	11	3	2				348		
PM Peak		20:00		12:00	20:00	16:00	17:00	17:00	17:00	13:00	12:00				17:00		
Vol.		1		2	18	132	315	163	28	9	2				634		
Total	1	3	7	36	535	4767	9504	3968	628	98	12	4	0	0	19563		
Percent	0.0%	0.0%	0.0%	0.2%	2.7%	24.4%	48.6%	20.3%	3.2%	0.5%	0.1%	0.0%	0.0%	0.0%			

	15th Percentile :	37 MPH
	50th Percentile :	42 MPH
	85th Percentile :	47 MPH
	95th Percentile :	49 MPH
Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	14271
	Percent in Pace :	72.9%
	Number of Vehicles > 35 MPH :	18981
	Percent of Vehicles > 35 MPH :	97.0%
	Mean Speed(Average) :	43 MPH

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 4
Station ID: 4
CRESTWOOD BLVD N
RESTON CIRCLE to GRAND OAKS BLVD

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/06/25	0	0	0	0	1	3	6	6	1	0	0	0	0	0	17	41-50	12
01:00	0	0	0	0	2	3	3	3	0	0	0	0	0	0	11	34-43	6
02:00	0	0	0	0	1	5	2	4	0	0	0	0	0	0	12	34-43	7
03:00	0	0	0	2	2	3	8	2	2	1	0	0	0	0	20	36-45	11
04:00	0	0	0	0	2	13	19	4	4	0	0	0	0	0	42	36-45	32
05:00	0	0	0	1	5	27	61	24	9	**2**	0	0	0	0	129	36-45	88
06:00	0	0	0	1	9	151	228	81	19	1	**2**	0	0	0	492	36-45	379
07:00	0	0	0	**3**	**41**	**240**	**393**	**119**	13	1	0	0	0	0	**810**	36-45	633
08:00	0	0	0	0	19	205	258	97	**20**	1	0	0	0	0	600	36-45	463
09:00	0	0	0	2	19	143	220	58	7	1	0	0	0	0	450	36-45	363
10:00	0	0	0	0	15	123	136	52	8	2	0	0	0	0	336	36-45	259
11:00	0	0	0	2	18	92	151	56	14	0	0	0	0	0	333	36-45	243
12 PM	0	0	0	0	18	113	145	58	14	0	**1**	**1**	0	0	350	36-45	258
13:00	0	0	**1**	2	19	140	166	57	8	2	0	0	0	0	395	36-45	306
14:00	0	0	0	1	**34**	**173**	166	42	12	1	0	0	0	0	429	36-45	339
15:00	0	0	0	1	20	159	178	79	13	2	0	0	0	0	452	36-45	337
16:00	0	0	0	2	21	133	**269**	86	19	3	0	1	0	0	534	36-45	402
17:00	**1**	0	0	0	11	148	240	**121**	**25**	**9**	0	1	0	0	**556**	36-45	388
18:00	0	0	0	0	18	118	203	101	17	2	0	0	0	0	459	36-45	321
19:00	0	0	1	1	22	93	86	50	9	1	0	0	0	0	263	36-45	179
20:00	0	0	0	**4**	20	63	76	26	5	4	0	0	0	0	198	36-45	139
21:00	0	0	0	0	7	54	49	29	5	1	1	1	0	0	147	36-45	103
22:00	0	0	0	0	9	26	37	11	5	0	0	0	0	0	88	36-45	63
23:00	0	0	0	1	2	16	11	9	2	1	0	0	0	0	42	36-45	27
Total	1	0	2	23	335	2244	3111	1175	231	35	4	4	0	0	7165		
Percent	0.0%	0.0%	0.0%	0.3%	4.7%	31.3%	43.4%	16.4%	3.2%	0.5%	0.1%	0.1%	0.0%	0.0%			
AM Peak				07:00	07:00	07:00	07:00	07:00	08:00	05:00	06:00				07:00		
Vol.				3	41	240	393	119	20	2	2				810		
PM Peak	17:00		13:00	20:00	14:00	14:00	16:00	17:00	17:00	17:00	12:00	12:00			17:00		
Vol.	1		1	4	34	173	269	121	25	9	1	1			556		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 4
Station ID: 4
CRESTWOOD BLVD N
RESTON CIRCLE to GRAND OAKS BLVD

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/07/25	0	0	0	0	4	6	6	3	0	0	0	0	0	0	19	35-44	12
01:00	0	0	0	0	3	4	6	0	0	0	0	0	0	0	13	36-45	10
02:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	39-48	2
03:00	0	0	0	1	2	5	6	5	0	0	0	0	0	0	19	36-45	11
04:00	0	0	0	0	1	15	21	10	2	1	0	0	0	0	50	36-45	36
05:00	0	0	0	**2**	3	34	49	31	10	1	0	0	0	0	130	36-45	83
06:00	0	0	0	0	11	136	245	81	11	**3**	0	0	0	0	487	36-45	381
07:00	0	0	0	1	**33**	**241**	**383**	**109**	**18**	2	0	0	0	0	**787**	36-45	624
08:00	0	0	0	1	24	215	265	93	8	0	0	0	0	0	606	36-45	480
09:00	0	0	0	1	25	161	163	57	8	0	1	0	0	0	416	36-45	324
10:00	0	0	0	1	16	119	139	46	5	0	0	0	0	0	326	36-45	258
11:00	0	0	0	0	17	88	115	58	9	2	**2**	0	0	0	291	36-45	203
12 PM	0	0	0	0	11	117	149	54	7	3	0	0	0	0	341	36-45	266
13:00	0	0	0	**3**	19	104	181	72	12	1	**1**	0	0	0	393	36-45	285
14:00	**1**	0	0	2	**34**	**158**	208	67	14	1	0	0	0	0	485	36-45	366
15:00	0	0	0	1	10	140	194	88	10	2	0	0	0	0	445	36-45	334
16:00	0	0	0	1	25	128	223	97	11	**4**	1	0	0	0	490	36-45	351
17:00	0	0	0	3	22	133	**251**	**116**	**29**	4	0	0	0	0	**558**	36-45	384
18:00	0	0	0	0	17	110	202	97	12	4	0	0	**1**	0	443	36-45	312
19:00	0	0	**1**	1	19	92	124	43	4	0	0	0	0	0	284	36-45	216
20:00	0	0	1	1	16	73	77	26	4	2	1	0	0	0	201	36-45	150
21:00	0	0	0	1	17	42	45	26	6	0	0	0	0	0	137	36-45	87
22:00	0	0	0	3	3	30	18	6	0	0	0	0	0	0	60	36-45	48
23:00	0	0	0	0	3	16	14	10	2	1	0	0	0	0	46	36-45	30
Total	1	0	2	23	335	2167	3085	1196	183	31	6	0	1	0	7030		
Percent	0.0%	0.0%	0.0%	0.3%	4.8%	30.8%	43.9%	17.0%	2.6%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak				05:00	07:00	07:00	07:00	07:00	07:00	06:00	11:00				07:00		
Vol.				2	33	241	383	109	18	3	2				787		
PM Peak	14:00		19:00	13:00	14:00	14:00	17:00	17:00	17:00	16:00	13:00		18:00		17:00		
Vol.	1		1	3	34	158	251	116	29	4	1		1		558		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 4
Station ID: 4
CRESTWOOD BLVD N
RESTON CIRCLE to GRAND OAKS BLVD

SB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/08/25	0	0	0	0	2	8	10	5	0	1	0	0	0	0	26	36-45	18
01:00	0	0	0	0	3	4	2	1	2	1	0	0	0	0	13	31-40	7
02:00	0	0	0	0	0	5	3	2	0	0	0	0	0	0	10	36-45	8
03:00	0	0	0	0	3	5	5	2	2	0	0	0	0	0	17	36-45	10
04:00	0	0	0	0	3	10	24	13	6	0	**1**	0	0	0	57	41-50	37
05:00	0	0	0	1	4	35	50	26	10	2	0	0	0	0	128	36-45	85
06:00	0	0	0	1	17	135	227	65	**19**	3	0	0	0	0	467	36-45	362
07:00	0	0	**1**	2	**27**	**220**	**367**	**120**	16	**5**	1	0	0	0	**759**	36-45	587
08:00	0	**1**	0	2	22	203	297	91	13	0	1	0	0	0	630	36-45	500
09:00	0	0	0	**3**	21	144	191	40	12	1	0	0	0	0	412	36-45	335
10:00	0	0	0	1	23	122	154	52	10	2	0	0	0	0	364	36-45	276
11:00	0	0	0	2	18	99	142	65	14	0	0	**1**	0	0	341	36-45	241
12 PM	0	0	0	2	24	118	160	72	10	2	0	0	0	0	388	36-45	278
13:00	0	0	0	1	20	114	156	46	10	2	1	0	0	0	350	36-45	270
14:00	0	0	0	1	**43**	**177**	166	76	6	1	0	0	0	0	470	36-45	343
15:00	0	0	0	0	22	168	168	76	16	5	1	0	0	0	456	36-45	336
16:00	0	0	0	0	14	156	242	99	16	**8**	**2**	0	0	0	537	36-45	398
17:00	**1**	**1**	0	4	25	148	**250**	**127**	**22**	3	0	0	0	0	**581**	36-45	398
18:00	0	0	0	2	14	150	161	85	15	4	0	0	0	0	431	36-45	311
19:00	0	0	0	1	18	94	119	49	14	1	0	0	0	0	296	36-45	213
20:00	0	0	0	**6**	41	87	87	23	7	0	1	0	0	0	252	36-45	174
21:00	0	0	0	0	12	50	44	25	5	3	0	0	0	0	139	36-45	94
22:00	0	0	0	0	8	33	30	14	1	0	0	0	0	0	86	36-45	63
23:00	0	0	0	1	5	14	19	6	3	1	0	0	0	0	49	36-45	33
Total	1	2	1	30	389	2299	3074	1180	229	45	8	1	0	0	7259		
Percent	0.0%	0.0%	0.0%	0.4%	5.4%	31.7%	42.3%	16.3%	3.2%	0.6%	0.1%	0.0%	0.0%	0.0%			
AM Peak		08:00	07:00	09:00	07:00	07:00	07:00	07:00	06:00	07:00	04:00	11:00			07:00		
Vol.		1	1	3	27	220	367	120	19	5	1	1			759		
PM Peak	17:00	17:00		20:00	14:00	14:00	17:00	17:00	17:00	16:00	16:00				17:00		
Vol.	1	1		6	43	177	250	127	22	8	2				581		
Total	3	2	5	76	1059	6710	9270	3551	643	111	18	5	1	0	21454		
Percent	0.0%	0.0%	0.0%	0.4%	4.9%	31.3%	43.2%	16.6%	3.0%	0.5%	0.1%	0.0%	0.0%	0.0%			

	15th Percentile :	36 MPH
	50th Percentile :	41 MPH
	85th Percentile :	46 MPH
	95th Percentile :	49 MPH

Stats	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	15980
	Percent in Pace :	74.5%
	Number of Vehicles > 35 MPH :	20309
	Percent of Vehicles > 35 MPH :	94.7%
	Mean Speed(Average) :	42 MPH

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 5
Station ID: 5
CRESTWOOD BLVD S
SPARROW DRIVE to VAN GOGH

NB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/13/25	0	0	0	1	1	14	16	19	5	1	0	0	0	0	57	41-50	35
01:00	0	0	0	0	1	5	14	10	5	1	1	0	0	0	37	41-50	24
02:00	0	0	0	0	0	3	5	7	4	0	0	**1**	0	0	20	41-50	12
03:00	0	0	0	0	1	3	7	2	4	3	0	0	0	0	20	36-45	10
04:00	0	0	0	0	1	8	12	7	4	0	0	0	0	0	32	36-45	20
05:00	0	0	0	0	0	9	28	33	17	4	2	0	0	0	93	41-50	61
06:00	0	0	0	0	6	34	137	100	37	5	**3**	0	0	0	322	41-50	237
07:00	0	0	0	0	17	103	**320**	163	40	**9**	0	0	0	0	652	41-50	483
08:00	0	0	0	**2**	**27**	**141**	296	**167**	**45**	5	2	1	0	0	**686**	41-50	463
09:00	0	0	0	1	17	100	240	142	27	2	1	0	0	0	530	41-50	382
10:00	0	0	**1**	1	9	59	186	147	30	9	1	1	0	0	444	41-50	333
11:00	0	0	0	1	8	63	223	159	35	9	1	1	0	0	500	41-50	382
12 PM	0	0	0	0	3	74	247	155	57	13	0	**3**	0	**1**	553	41-50	402
13:00	0	0	0	0	7	68	214	188	61	8	2	2	0	0	550	41-50	402
14:00	0	0	0	0	8	100	331	206	59	12	2	0	0	0	718	41-50	537
15:00	**14**	**2**	**2**	**8**	**14**	**146**	354	192	59	**14**	0	1	0	0	806	41-50	546
16:00	0	0	0	2	11	123	**365**	229	69	8	1	0	0	0	808	41-50	594
17:00	0	0	0	3	11	121	353	**300**	**87**	10	2	0	0	0	**887**	41-50	653
18:00	0	1	0	0	4	96	290	183	54	9	3	0	0	0	640	41-50	473
19:00	0	0	0	2	6	68	228	179	65	11	**4**	2	**1**	0	566	41-50	407
20:00	0	0	0	1	14	121	275	136	32	7	1	1	0	0	588	41-50	411
21:00	0	0	0	0	8	48	127	96	18	6	3	2	1	0	309	41-50	223
22:00	0	0	0	0	1	18	92	75	26	8	1	2	0	0	223	41-50	167
23:00	0	0	0	0	1	9	60	33	11	3	1	0	0	0	118	41-50	93
Total	14	3	3	22	176	1534	4420	2928	851	157	31	17	2	1	10159		
Percent	0.1%	0.0%	0.0%	0.2%	1.7%	15.1%	43.5%	28.8%	8.4%	1.5%	0.3%	0.2%	0.0%	0.0%			
AM Peak			10:00	08:00	08:00	08:00	07:00	08:00	08:00	07:00	06:00	02:00			08:00		
Vol.			1	2	27	141	320	167	45	9	3	1			686		
PM Peak	15:00	15:00	15:00	15:00	15:00	15:00	16:00	17:00	17:00	15:00	19:00	12:00	19:00	12:00	17:00		
Vol.	14	2	2	8	14	146	365	300	87	14	4	3	1	1	887		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 5
Station ID: 5
CRESTWOOD BLVD S
SPARROW DRIVE to VAN GOGH

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/14/25	0	0	0	0	1	8	19	19	12	5	1	**2**	0	0	67	41-50	38
01:00	0	0	0	0	0	5	9	15	8	2	1	0	0	0	40	41-50	24
02:00	0	0	0	0	1	1	5	7	5	1	0	0	0	0	20	41-50	12
03:00	0	0	0	0	1	4	6	5	3	0	1	0	0	0	20	39-48	11
04:00	0	0	0	0	2	3	16	8	4	2	1	0	**1**	0	37	41-50	24
05:00	0	0	0	0	0	10	30	39	17	6	2	0	0	0	104	41-50	69
06:00	0	0	0	0	3	21	97	111	49	**17**	0	1	0	0	299	41-50	208
07:00	0	0	0	0	4	74	252	**205**	57	12	1	0	0	0	**605**	41-50	457
08:00	0	0	**1**	**3**	16	**105**	245	170	38	12	**4**	0	0	0	594	41-50	415
09:00	0	0	1	3	**20**	96	188	132	35	9	1	2	0	0	487	41-50	320
10:00	0	0	1	0	7	78	245	175	**63**	15	1	1	0	0	586	41-50	420
11:00	0	0	0	0	5	72	**285**	185	42	11	4	0	0	0	604	41-50	470
12 PM	0	0	0	0	10	52	231	178	44	17	3	**1**	0	0	536	41-50	409
13:00	0	0	0	**2**	11	64	233	178	62	13	3	1	0	0	567	41-50	411
14:00	0	0	0	0	**16**	99	263	234	57	8	1	1	0	0	679	41-50	497
15:00	0	0	0	1	15	**141**	335	227	60	17	1	0	0	0	797	41-50	562
16:00	**3**	**3**	**5**	2	16	113	**355**	248	64	12	2	0	0	0	823	41-50	603
17:00	0	0	0	0	6	95	346	**325**	**100**	17	1	1	0	0	**891**	41-50	671
18:00	0	0	0	0	7	55	264	232	84	18	**5**	0	0	0	665	41-50	496
19:00	0	0	0	1	3	63	196	221	88	**21**	3	0	**1**	0	597	41-50	417
20:00	0	0	0	0	8	63	221	143	45	9	1	0	1	0	491	41-50	364
21:00	0	0	0	0	5	44	146	119	48	7	2	1	1	0	373	41-50	265
22:00	0	0	0	0	1	28	99	62	35	6	2	1	1	0	235	41-50	161
23:00	0	0	0	0	1	17	73	65	11	8	3	1	0	0	179	41-50	138
Total	3	3	8	12	159	1311	4159	3303	1031	245	44	13	5	0	10296		
Percent	0.0%	0.0%	0.1%	0.1%	1.5%	12.7%	40.4%	32.1%	10.0%	2.4%	0.4%	0.1%	0.0%	0.0%			
AM Peak			08:00	08:00	09:00	08:00	11:00	07:00	10:00	06:00	08:00	00:00	04:00		07:00		
Vol.			1	3	20	105	285	205	63	17	4	2	1		605		
PM Peak	16:00	16:00	16:00	13:00	14:00	15:00	16:00	17:00	17:00	19:00	18:00	12:00	19:00		17:00		
Vol.	3	3	5	2	16	141	355	325	100	21	5	1	1		891		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 5
Station ID: 5
CRESTWOOD BLVD S
SPARROW DRIVE to VAN GOGH

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/15/25	0	0	0	0	1	11	35	24	6	2	0	0	0	0	79	41-50	59
01:00	0	0	0	0	3	9	9	10	2	1	0	0	0	0	34	39-48	19
02:00	0	0	0	0	0	4	7	3	2	0	0	0	0	0	16	36-45	11
03:00	0	0	0	0	1	3	7	2	6	0	0	0	0	0	19	36-45	10
04:00	0	0	0	0	2	8	13	7	2	0	0	0	0	0	32	36-45	21
05:00	0	0	0	0	2	14	35	34	8	2	0	0	0	0	95	41-50	69
06:00	0	0	0	0	8	41	149	103	37	5	2	0	0	0	345	41-50	252
07:00	0	0	0	0	10	131	**291**	165	46	5	0	**1**	0	0	**649**	41-50	456
08:00	0	0	0	3	**29**	**150**	252	126	32	2	1	0	0	0	595	36-45	402
09:00	**1**	0	**1**	**6**	11	76	194	146	40	7	3	0	0	0	485	41-50	340
10:00	0	0	0	1	1	56	180	159	57	**13**	**4**	0	**1**	0	472	41-50	339
11:00	0	0	0	1	4	52	192	**186**	**69**	11	1	0	0	0	516	41-50	378
12 PM	0	0	0	0	5	66	213	207	64	14	1	0	0	0	570	41-50	420
13:00	0	0	0	3	7	70	241	209	69	12	3	0	**1**	0	615	41-50	450
14:00	0	0	0	1	6	67	259	231	71	10	2	0	1	0	648	41-50	490
15:00	0	**3**	**3**	**8**	**27**	**121**	358	250	61	11	3	**1**	0	**1**	847	41-50	608
16:00	0	0	2	1	20	110	**362**	269	81	13	0	0	0	0	858	41-50	631
17:00	0	0	0	0	5	77	348	**326**	**107**	11	2	0	0	0	**876**	41-50	674
18:00	0	0	0	0	5	56	254	238	105	**20**	3	0	0	1	682	41-50	492
19:00	0	0	1	0	7	67	203	234	54	8	**5**	0	0	0	579	41-50	437
20:00	0	0	0	0	11	82	209	141	47	8	2	1	0	0	501	41-50	350
21:00	0	0	0	1	2	70	160	100	35	2	1	0	0	0	371	41-50	260
22:00	0	0	0	0	4	40	93	81	19	5	0	0	0	0	242	41-50	174
23:00	0	0	0	1	2	19	46	37	21	6	1	1	1	0	135	41-50	83
Total	1	3	7	26	173	1400	4110	3288	1041	168	34	4	4	2	10261		
Percent	0.0%	0.0%	0.1%	0.3%	1.7%	13.6%	40.1%	32.0%	10.1%	1.6%	0.3%	0.0%	0.0%	0.0%			
AM Peak	09:00		09:00	09:00	08:00	08:00	07:00	11:00	11:00	10:00	10:00	07:00	10:00		07:00		
Vol.	1		1	6	29	150	291	186	69	13	4	1	1		649		
PM Peak		15:00	15:00	15:00	15:00	15:00	16:00	17:00	17:00	18:00	19:00	15:00	13:00	15:00	17:00		
Vol.		3	3	8	27	121	362	326	107	20	5	1	1	1	876		
Total	18	9	18	60	508	4245	12689	9519	2923	570	109	34	11	3	30716		
Percent	0.1%	0.0%	0.1%	0.2%	1.7%	13.8%	41.3%	31.0%	9.5%	1.9%	0.4%	0.1%	0.0%	0.0%			

	15th Percentile :	39 MPH
	50th Percentile :	44 MPH
	85th Percentile :	49 MPH
	95th Percentile :	53 MPH

Stats		
	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	22208
	Percent in Pace :	72.3%
	Number of Vehicles > 40 MPH :	25858
	Percent of Vehicles > 40 MPH :	84.2%
	Mean Speed(Average) :	45 MPH

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 5
Station ID: 5
CRESTWOOD BLVD S
SPARROW DRIVE to VAN GOGH

SB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/13/25	0	0	0	0	0	11	7	10	8	2	1	0	0	0	39	36-45	18
01:00	0	0	0	0	0	0	7	9	2	3	0	0	0	0	21	41-50	16
02:00	0	0	0	0	0	5	4	5	6	1	0	0	0	0	21	45-54	11
03:00	0	0	0	0	1	7	3	7	4	2	0	0	0	0	24	46-55	11
04:00	0	0	0	0	0	8	14	23	13	7	1	**2**	**1**	0	69	41-50	37
05:00	0	0	0	0	0	9	49	60	29	14	0	0	1	0	162	41-50	109
06:00	0	0	0	1	3	22	147	223	103	16	**6**	1	0	0	522	41-50	370
07:00	0	0	0	1	4	**94**	**346**	**419**	**125**	13	3	0	0	0	**1005**	41-50	765
08:00	0	0	0	0	**12**	82	227	285	65	7	2	0	0	0	680	41-50	512
09:00	0	0	0	**2**	5	71	222	170	64	**19**	2	0	0	0	555	41-50	392
10:00	0	0	0	0	2	33	164	198	70	10	3	0	1	0	481	41-50	362
11:00	0	0	0	0	3	27	195	180	49	8	4	0	0	0	466	41-50	375
12 PM	0	0	0	**1**	3	38	148	206	90	22	4	0	0	0	512	41-50	354
13:00	0	0	0	0	4	35	229	232	70	13	2	0	0	0	585	41-50	461
14:00	0	0	0	0	2	62	240	287	82	14	1	0	0	0	688	41-50	527
15:00	0	0	0	0	7	50	289	308	102	16	7	0	0	0	779	41-50	597
16:00	0	0	**1**	0	**9**	**72**	285	356	113	19	4	0	0	0	859	41-50	641
17:00	0	0	0	0	2	56	**323**	**385**	**148**	31	4	0	0	**1**	**950**	41-50	708
18:00	0	0	1	0	3	29	239	336	113	**32**	6	1	0	0	760	41-50	575
19:00	0	0	0	0	4	39	156	192	90	19	**8**	0	0	1	509	41-50	348
20:00	0	**1**	0	0	5	42	155	123	55	14	2	1	**1**	0	399	41-50	278
21:00	0	0	0	1	0	25	116	123	39	8	1	1	1	0	315	41-50	239
22:00	0	0	0	0	4	22	49	66	29	6	1	1	0	0	178	41-50	115
23:00	0	0	0	0	3	15	39	41	16	7	2	**2**	0	0	125	41-50	80
Total	0	1	2	6	76	854	3653	4244	1485	303	64	9	5	2	10704		
Percent	0.0%	0.0%	0.0%	0.1%	0.7%	8.0%	34.1%	39.6%	13.9%	2.8%	0.6%	0.1%	0.0%	0.0%			
AM Peak				09:00	08:00	07:00	07:00	07:00	07:00	09:00	06:00	04:00	04:00		07:00		
Vol.				2	12	94	346	419	125	19	6	2	1		1005		
PM Peak		20:00	16:00	12:00	16:00	16:00	17:00	17:00	17:00	18:00	19:00	23:00	20:00	17:00	17:00		
Vol.		1	1	1	9	72	323	385	148	32	8	2	1	1	950		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 5
Station ID: 5
CRESTWOOD BLVD S
SPARROW DRIVE to VAN GOGH

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/14/25	0	0	0	0	0	8	16	18	8	2	0	0	0	0	52	41-50	34
01:00	0	0	0	0	0	2	8	5	5	3	1	0	0	0	24	41-50	13
02:00	0	0	**1**	0	1	1	3	5	2	1	0	0	0	0	14	41-50	8
03:00	0	0	0	0	1	1	9	5	4	0	0	0	0	0	20	41-50	14
04:00	0	0	0	0	0	6	28	24	3	3	1	0	0	**1**	66	41-50	52
05:00	0	0	0	0	0	9	50	63	30	9	2	0	0	0	163	41-50	113
06:00	0	0	0	0	3	17	152	183	78	22	**3**	**1**	0	0	459	41-50	335
07:00	0	0	0	0	2	59	**349**	**330**	**129**	**23**	3	0	1	0	**896**	41-50	679
08:00	0	0	0	0	9	**98**	312	255	65	9	1	0	0	0	749	41-50	567
09:00	0	0	0	**1**	**16**	69	234	188	38	9	2	0	0	0	557	41-50	422
10:00	0	0	0	0	5	37	207	178	47	8	2	1	0	0	485	41-50	385
11:00	0	0	0	0	5	22	174	206	62	12	0	1	**2**	0	484	41-50	380
12 PM	0	0	0	1	1	25	169	219	96	14	1	0	0	0	526	41-50	388
13:00	0	0	0	0	1	52	218	210	76	9	5	0	0	0	571	41-50	428
14:00	0	0	0	0	1	48	259	275	79	17	1	0	0	0	680	41-50	534
15:00	0	0	0	0	**8**	74	265	310	108	25	2	1	1	0	794	41-50	575
16:00	0	0	0	0	6	**92**	**374**	337	78	13	0	0	0	0	900	41-50	711
17:00	0	0	0	0	5	39	315	**414**	132	27	3	0	0	0	**935**	41-50	729
18:00	0	0	0	0	0	25	236	343	**156**	**42**	**6**	**2**	**2**	0	812	41-50	579
19:00	0	0	0	1	2	34	170	247	101	18	3	0	0	0	576	41-50	417
20:00	0	0	0	0	1	48	176	172	43	6	2	0	0	0	448	41-50	348
21:00	0	0	0	**2**	1	32	99	115	28	11	5	0	1	0	294	41-50	214
22:00	0	0	0	0	2	19	67	73	32	12	1	1	0	**1**	208	41-50	140
23:00	0	0	0	1	1	18	34	44	23	4	0	0	0	0	125	41-50	78
Total	0	0	1	6	71	835	3924	4219	1423	299	44	7	7	2	10838		
Percent	0.0%	0.0%	0.0%	0.1%	0.7%	7.7%	36.2%	38.9%	13.1%	2.8%	0.4%	0.1%	0.1%	0.0%			
AM Peak			02:00	09:00	09:00	08:00	07:00	07:00	07:00	07:00	06:00	06:00	11:00	04:00	07:00		
Vol.			1	1	16	98	349	330	129	23	3	1	2	1	896		
PM Peak				21:00	15:00	16:00	16:00	17:00	18:00	18:00	18:00	18:00	18:00	22:00	17:00		
Vol.				2	8	92	374	414	156	42	6	2	2	1	935		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 5
Station ID: 5
CRESTWOOD BLVD S
SPARROW DRIVE to VAN GOGH

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/15/25	0	0	0	0	4	7	22	15	7	2	0	1	0	0	58	41-50	37
01:00	0	0	0	0	1	6	12	12	4	0	0	0	0	0	35	41-50	24
02:00	0	0	0	0	0	2	7	2	3	0	0	0	0	0	14	36-45	9
03:00	0	0	0	0	1	2	4	8	1	1	0	0	0	0	17	41-50	12
04:00	0	0	0	0	0	6	21	14	8	2	**3**	1	0	0	55	41-50	35
05:00	0	0	0	0	0	11	57	48	22	4	0	**2**	0	**1**	145	41-50	105
06:00	0	0	0	1	4	30	133	229	81	15	0	0	0	0	493	41-50	362
07:00	0	0	0	0	6	95	**340**	**376**	**106**	**17**	0	1	0	0	**941**	41-50	716
08:00	0	0	0	**5**	**23**	**145**	292	198	47	4	2	1	0	0	717	41-50	490
09:00	0	0	0	0	10	70	241	181	45	3	3	1	**1**	0	555	41-50	422
10:00	0	0	0	0	1	36	167	223	60	13	0	0	0	0	500	41-50	390
11:00	0	0	0	1	3	40	144	200	74	7	2	0	0	0	471	41-50	344
12 PM	0	0	0	0	**10**	27	144	229	78	24	4	0	0	0	516	41-50	373
13:00	0	0	0	1	9	42	190	233	70	9	1	0	0	0	555	41-50	423
14:00	0	0	0	**2**	6	61	251	254	90	18	2	0	0	0	684	41-50	505
15:00	0	0	0	1	6	54	287	322	94	10	3	**1**	0	0	778	41-50	609
16:00	0	0	0	0	8	**75**	**355**	336	84	18	3	1	0	0	880	41-50	691
17:00	0	0	0	0	5	43	286	**441**	**161**	**38**	**6**	1	0	0	**981**	41-50	727
18:00	0	0	0	0	4	29	231	321	128	24	6	1	0	**1**	745	41-50	552
19:00	0	0	0	0	0	24	123	232	72	15	1	1	**2**	0	470	41-50	355
20:00	0	0	0	1	4	33	156	143	60	14	2	1	0	0	414	41-50	299
21:00	0	0	0	2	2	20	100	117	35	12	3	1	1	0	293	41-50	217
22:00	0	0	0	1	1	20	69	77	27	13	4	1	1	0	214	41-50	146
23:00	0	0	0	0	1	10	38	44	23	6	1	0	0	0	123	41-50	82
Total	0	0	0	15	109	888	3670	4255	1380	269	46	15	5	2	10654		
Percent	0.0%	0.0%	0.0%	0.1%	1.0%	8.3%	34.4%	39.9%	13.0%	2.5%	0.4%	0.1%	0.0%	0.0%			
AM Peak				08:00	08:00	08:00	07:00	07:00	07:00	07:00	04:00	05:00	09:00	05:00	07:00		
Vol.				5	23	145	340	376	106	17	3	2	1	1	941		
PM Peak				14:00	12:00	16:00	16:00	17:00	17:00	17:00	17:00	15:00	19:00	18:00	17:00		
Vol.				2	10	75	355	441	161	38	6	1	2	1	981		
Total	0	1	3	27	256	2577	11247	12718	4288	871	154	31	17	6	32196		
Percent	0.0%	0.0%	0.0%	0.1%	0.8%	8.0%	34.9%	39.5%	13.3%	2.7%	0.5%	0.1%	0.1%	0.0%			

	15th Percentile :	40 MPH
	50th Percentile :	45 MPH
	85th Percentile :	50 MPH
	95th Percentile :	54 MPH
Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	23965
	Percent in Pace :	74.4%
	Number of Vehicles > 40 MPH :	29332
	Percent of Vehicles > 40 MPH :	91.1%
	Mean Speed(Average) :	46 MPH

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 6
Station ID: 6
CRESTWOOD BLVD S
SYCAMORE DRIVE to CRESTWOOD CIRCLE

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/06/25	0	0	0	1	2	12	18	12	9	1	**2**	0	0	0	57	36-45	30
01:00	0	0	0	0	1	3	17	8	4	1	1	0	0	0	35	41-50	25
02:00	0	0	0	0	0	6	8	11	2	0	1	0	0	0	28	41-50	19
03:00	0	0	0	0	0	5	6	7	0	1	0	0	0	0	19	40-49	13
04:00	0	0	0	0	0	5	10	7	5	0	0	0	0	0	27	40-49	17
05:00	0	0	0	0	1	11	24	42	20	2	0	**1**	0	0	101	41-50	66
06:00	0	0	1	3	7	34	113	110	53	4	1	0	0	0	326	41-50	223
07:00	0	0	**2**	**10**	**17**	**133**	**316**	140	26	4	1	1	0	0	**650**	41-50	456
08:00	0	0	0	0	12	92	250	**183**	**54**	6	0	0	0	0	597	41-50	433
09:00	0	0	0	2	10	63	239	177	34	**7**	0	0	**1**	0	533	41-50	416
10:00	0	0	0	1	6	55	191	173	38	6	0	0	0	0	470	41-50	364
11:00	0	0	1	3	8	65	204	168	40	6	0	0	0	0	495	41-50	372
12 PM	0	0	0	3	5	67	261	172	64	9	3	0	0	0	584	41-50	433
13:00	0	0	0	3	10	90	295	178	36	4	1	0	0	0	617	41-50	473
14:00	0	0	0	2	10	101	311	208	48	9	**4**	0	0	0	693	41-50	519
15:00	0	0	0	3	7	95	390	274	62	**10**	4	0	0	0	845	41-50	664
16:00	0	0	0	**4**	**11**	79	442	259	64	6	0	0	0	0	865	41-50	701
17:00	0	0	0	1	11	**118**	**488**	**290**	**80**	8	2	0	0	0	**998**	41-50	778
18:00	0	**1**	0	4	8	118	343	226	55	4	1	0	0	0	760	41-50	569
19:00	0	0	0	1	5	72	274	241	54	10	3	**1**	0	0	661	41-50	515
20:00	0	0	0	1	10	72	242	188	45	5	2	1	0	0	566	41-50	430
21:00	0	0	0	2	7	42	175	102	31	7	2	0	0	0	368	41-50	277
22:00	0	0	**1**	1	4	23	86	54	22	4	1	1	0	0	197	41-50	140
23:00	0	0	0	0	2	20	49	38	12	5	1	1	0	0	128	41-50	87
Total	0	1	5	45	154	1381	4752	3268	858	119	30	6	1	0	10620		
Percent	0.0%	0.0%	0.0%	0.4%	1.5%	13.0%	44.7%	30.8%	8.1%	1.1%	0.3%	0.1%	0.0%	0.0%			
AM Peak			07:00	07:00	07:00	07:00	07:00	08:00	08:00	09:00	00:00	05:00	09:00		07:00		
Vol.			2	10	17	133	316	183	54	7	2	1	1		650		
PM Peak		18:00	22:00	16:00	16:00	17:00	17:00	17:00	17:00	15:00	14:00	19:00			17:00		
Vol.		1	1	4	11	118	488	290	80	10	4	1			998		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 6
Station ID: 6
CRESTWOOD BLVD S
SYCAMORE DRIVE to CRESTWOOD CIRCLE

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/07/25	0	0	0	0	3	12	28	14	6	1	0	0	0	0	64	40-49	42
01:00	0	0	0	0	0	4	18	12	4	0	0	0	0	0	38	41-50	30
02:00	0	0	0	0	1	2	5	4	0	0	0	0	0	0	12	40-49	9
03:00	0	0	0	0	1	0	4	6	3	0	0	0	0	0	14	41-50	10
04:00	0	0	0	0	0	8	4	8	4	2	0	0	0	0	26	46-55	12
05:00	0	0	0	0	2	11	24	45	10	3	1	0	0	0	96	41-50	69
06:00	0	0	**3**	**8**	10	37	118	121	29	3	0	**1**	0	0	330	41-50	239
07:00	0	0	1	0	**14**	**137**	**318**	157	33	6	1	0	0	0	**667**	41-50	475
08:00	0	0	0	1	8	101	267	158	**45**	**9**	0	0	0	0	589	41-50	425
09:00	0	0	0	0	13	68	239	157	45	5	1	0	0	0	528	41-50	396
10:00	0	0	0	0	3	53	212	165	33	5	1	0	0	0	472	41-50	377
11:00	0	0	1	4	1	47	204	**179**	44	7	**2**	1	0	0	490	41-50	383
12 PM	0	0	**1**	2	6	46	212	203	54	9	2	0	0	0	535	41-50	415
13:00	0	0	1	5	**18**	93	289	169	30	2	1	**1**	0	0	609	41-50	458
14:00	0	0	0	3	11	**123**	329	159	49	8	1	0	0	0	683	41-50	488
15:00	0	0	1	**6**	4	109	**383**	280	75	12	0	0	0	0	870	41-50	663
16:00	0	0	0	4	6	97	361	322	57	7	0	0	0	0	854	41-50	683
17:00	0	0	0	4	8	57	344	**396**	**109**	16	2	0	**1**	0	**937**	41-50	740
18:00	0	0	0	1	4	64	287	336	75	**17**	1	0	0	0	785	41-50	623
19:00	0	0	0	2	3	46	253	252	66	17	2	0	0	0	641	41-50	505
20:00	0	0	0	0	2	61	211	210	61	4	**4**	0	0	0	553	41-50	421
21:00	0	0	0	0	5	34	173	122	40	14	3	1	0	0	392	41-50	295
22:00	0	0	0	1	2	24	75	75	22	1	3	1	0	0	204	41-50	150
23:00	0	0	1	2	3	14	44	35	13	3	1	0	1	0	117	41-50	79
Total	0	0	9	43	128	1248	4402	3585	907	151	26	5	2	0	10506		
Percent	0.0%	0.0%	0.1%	0.4%	1.2%	11.9%	41.9%	34.1%	8.6%	1.4%	0.2%	0.0%	0.0%	0.0%			
AM Peak			06:00	06:00	07:00	07:00	07:00	11:00	08:00	08:00	11:00	06:00			07:00		
Vol.			3	8	14	137	318	179	45	9	2	1			667		
PM Peak			12:00	15:00	13:00	14:00	15:00	17:00	17:00	18:00	20:00	13:00	17:00		17:00		
Vol.			1	6	18	123	383	396	109	17	4	1	1		937		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 6
Station ID: 6
CRESTWOOD BLVD S
SYCAMORE DRIVE to CRESTWOOD CIRCLE

NB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/08/25	0	0	0	1	0	11	38	29	9	3	1	0	0	0	92	41-50	67
01:00	0	0	0	0	1	8	7	12	3	1	0	0	0	0	32	41-50	19
02:00	0	0	0	0	1	6	11	10	2	1	1	0	0	0	32	41-50	21
03:00	0	0	0	0	2	2	7	6	2	0	0	0	0	0	19	41-50	13
04:00	0	0	0	0	0	4	14	6	5	0	1	0	0	0	30	40-49	20
05:00	0	0	0	0	1	6	27	44	17	8	**4**	0	0	0	107	41-50	71
06:00	0	0	**1**	1	9	21	113	102	46	12	0	0	0	0	305	41-50	215
07:00	0	0	0	**6**	**13**	**117**	**265**	**203**	40	4	0	0	0	0	**648**	41-50	468
08:00	0	**1**	0	1	10	70	241	197	**74**	12	1	0	0	0	607	41-50	438
09:00	0	0	0	2	8	53	221	196	61	12	2	0	0	0	555	41-50	417
10:00	0	0	0	2	12	41	191	184	31	9	2	**1**	0	0	473	41-50	375
11:00	0	0	0	2	6	54	197	190	71	**17**	2	1	0	0	540	41-50	387
12 PM	0	0	0	**3**	4	53	219	257	80	7	1	0	0	0	624	41-50	476
13:00	0	0	0	1	9	**107**	226	209	68	13	2	**1**	0	0	636	41-50	435
14:00	0	0	**1**	2	**21**	99	359	250	55	7	1	0	0	0	795	41-50	609
15:00	0	0	1	0	16	97	362	342	80	15	3	0	0	0	916	41-50	704
16:00	0	0	0	1	6	92	380	336	81	13	1	0	0	0	910	41-50	716
17:00	0	0	1	2	17	58	**382**	**393**	82	**20**	1	1	0	0	**957**	41-50	775
18:00	0	0	0	0	3	50	271	273	**103**	14	1	0	0	0	715	41-50	544
19:00	0	0	0	2	9	38	243	247	78	20	**4**	0	0	0	641	41-50	490
20:00	0	0	0	0	4	71	235	174	65	14	2	1	0	0	566	41-50	409
21:00	0	0	1	0	7	38	187	111	37	4	2	0	0	0	387	41-50	298
22:00	0	0	0	0	2	23	90	73	30	3	1	0	**1**	0	223	41-50	163
23:00	0	0	0	0	3	23	42	36	14	1	0	0	0	0	119	41-50	78
Total	0	1	5	26	164	1142	4328	3880	1134	210	33	5	1	0	10929		
Percent	0.0%	0.0%	0.0%	0.2%	1.5%	10.4%	39.6%	35.5%	10.4%	1.9%	0.3%	0.0%	0.0%	0.0%			
AM Peak		08:00	06:00	07:00	07:00	07:00	07:00	07:00	08:00	11:00	05:00	10:00			07:00		
Vol.		1	1	6	13	117	265	203	74	17	4	1			648		
PM Peak			14:00	12:00	14:00	13:00	17:00	17:00	18:00	17:00	19:00	13:00	22:00		17:00		
Vol.			1	3	21	107	382	393	103	20	4	1	1		957		
Total	0	2	19	114	446	3771	13482	10733	2899	480	89	16	4	0	32055		
Percent	0.0%	0.0%	0.1%	0.4%	1.4%	11.8%	42.1%	33.5%	9.0%	1.5%	0.3%	0.0%	0.0%	0.0%			

15th Percentile :	40 MPH
50th Percentile :	44 MPH
85th Percentile :	49 MPH
95th Percentile :	53 MPH

Stats

10 MPH Pace Speed :	41-50 MPH
Number in Pace :	24215
Percent in Pace :	75.5%
Number of Vehicles > 40 MPH :	27703
Percent of Vehicles > 40 MPH :	86.4%
Mean Speed(Average) :	45 MPH

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

Site Code: 6
Station ID: 6
CRESTWOOD BLVD S
SYCAMORE DRIVE to CRESTWOOD CIRCLE

SB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/06/25	0	0	0	0	0	6	13	13	3	2	0	1	0	0	38	41-50	26
01:00	0	0	0	0	0	6	2	11	4	1	2	0	0	0	26	46-55	15
02:00	0	0	0	0	1	2	7	9	3	1	0	0	0	0	23	41-50	16
03:00	0	0	0	0	1	3	6	5	7	2	0	0	0	0	24	44-53	12
04:00	0	0	0	0	2	7	22	31	6	5	1	0	0	0	74	41-50	53
05:00	0	0	0	0	0	10	60	64	29	7	3	**2**	**1**	0	176	41-50	124
06:00	0	0	0	**2**	8	44	205	229	**73**	**20**	3	0	0	0	584	41-50	434
07:00	0	0	0	1	3	**160**	**519**	**317**	57	10	2	0	0	0	**1069**	41-50	836
08:00	0	0	0	0	5	97	385	264	49	8	2	0	0	0	810	41-50	649
09:00	0	0	0	0	**11**	56	260	235	48	16	**5**	1	1	0	633	41-50	495
10:00	0	0	0	0	6	71	186	210	47	10	5	0	1	0	536	41-50	396
11:00	0	0	0	0	4	49	202	189	66	19	4	0	0	0	533	41-50	391
12 PM	0	0	0	0	2	48	181	214	89	15	4	0	0	0	553	41-50	395
13:00	0	0	0	1	**10**	**87**	253	193	45	9	1	0	0	0	599	41-50	446
14:00	0	0	0	0	5	79	**350**	270	82	14	2	0	0	0	802	41-50	620
15:00	**1**	0	0	**2**	7	82	295	270	89	16	2	0	0	0	764	41-50	565
16:00	0	0	0	0	6	79	335	322	97	30	2	0	0	0	871	41-50	657
17:00	1	0	0	0	6	54	321	**414**	**167**	**34**	**8**	**3**	0	0	**1008**	41-50	735
18:00	0	0	0	0	4	67	260	373	122	22	2	1	**1**	0	852	41-50	633
19:00	0	0	0	0	2	51	177	225	82	25	5	0	0	0	567	41-50	402
20:00	0	0	0	1	6	50	180	115	33	10	3	2	0	0	400	41-50	295
21:00	0	0	0	0	3	31	129	115	44	5	2	0	0	0	329	41-50	244
22:00	0	**1**	0	2	0	19	44	52	18	7	3	0	0	0	146	41-50	96
23:00	0	0	0	0	7	10	30	37	16	5	0	0	1	0	106	41-50	67
Total	2	1	0	9	99	1168	4422	4177	1276	293	61	10	5	0	11523		
Percent	0.0%	0.0%	0.0%	0.1%	0.9%	10.1%	38.4%	36.2%	11.1%	2.5%	0.5%	0.1%	0.0%	0.0%			
AM Peak				06:00	09:00	07:00	07:00	07:00	06:00	06:00	09:00	05:00	05:00		07:00		
Vol.				2	11	160	519	317	73	20	5	2	1		1069		
PM Peak	15:00	22:00		15:00	13:00	13:00	14:00	17:00	17:00	17:00	17:00	17:00	18:00		17:00		
Vol.	1	1		2	10	87	350	414	167	34	8	3	1		1008		

All Traffic Data Services, Inc.

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Site Code: 6
Station ID: 6
CRESTWOOD BLVD S
SYCAMORE DRIVE to CRESTWOOD CIRCLE

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/07/25	0	0	0	0	1	6	10	13	10	2	0	0	0	0	42	41-50	23
01:00	0	0	0	0	2	4	5	5	5	2	2	0	**1**	**2**	28	39-48	10
02:00	0	0	0	0	0	2	5	4	1	2	0	0	0	0	14	41-50	9
03:00	0	0	0	0	0	4	4	6	1	1	0	0	0	0	16	41-50	10
04:00	0	0	0	0	0	3	12	33	11	2	1	1	1	1	65	41-50	45
05:00	0	0	0	0	1	5	55	65	43	13	2	1	0	0	185	41-50	120
06:00	0	0	0	**1**	7	30	170	231	**116**	**21**	6	1	0	0	583	41-50	401
07:00	**1**	0	0	0	5	**115**	**456**	**388**	92	18	2	0	0	0	**1077**	41-50	844
08:00	0	0	0	0	**8**	57	301	362	108	10	2	1	0	0	849	41-50	663
09:00	0	0	0	0	1	38	207	237	78	12	1	0	0	0	574	41-50	444
10:00	0	0	0	0	5	41	148	221	79	7	1	1	1	0	504	41-50	369
11:00	0	0	0	0	2	35	168	181	95	20	**8**	**2**	1	0	512	41-50	349
12 PM	0	0	**1**	0	2	34	153	237	107	10	2	0	**1**	0	547	41-50	390
13:00	0	0	0	1	5	67	204	193	79	17	4	1	1	0	572	41-50	397
14:00	**1**	0	0	**4**	**20**	**91**	**312**	295	56	21	1	0	0	0	801	41-50	607
15:00	0	0	0	0	4	53	256	337	102	27	**7**	0	0	0	786	41-50	593
16:00	0	0	0	1	7	64	283	331	140	**38**	2	1	0	0	867	41-50	614
17:00	0	0	0	1	1	24	294	**429**	**205**	38	4	**2**	1	0	**999**	41-50	723
18:00	0	0	0	0	4	23	222	339	165	29	4	1	0	0	787	41-50	561
19:00	0	0	0	0	2	34	181	216	101	24	7	0	0	0	565	41-50	397
20:00	0	0	0	0	10	51	186	164	46	11	2	0	0	0	470	41-50	350
21:00	0	0	0	0	3	37	128	91	46	13	3	0	0	0	321	41-50	219
22:00	0	0	0	0	2	21	67	48	30	8	5	2	0	0	183	41-50	115
23:00	0	0	0	0	0	7	35	43	25	8	3	0	0	0	121	41-50	78
Total	2	0	1	8	92	846	3862	4469	1741	354	69	14	7	3	11468		
Percent	0.0%	0.0%	0.0%	0.1%	0.8%	7.4%	33.7%	39.0%	15.2%	3.1%	0.6%	0.1%	0.1%	0.0%			
AM Peak	07:00			06:00	08:00	07:00	07:00	07:00	06:00	06:00	11:00	11:00	01:00	01:00	07:00		
Vol.	1			1	8	115	456	388	116	21	8	2	1	2	1077		
PM Peak	14:00		12:00	14:00	14:00	14:00	14:00	17:00	17:00	16:00	15:00	17:00	12:00		17:00		
Vol.	1		1	4	20	91	312	429	205	38	7	2	1		999		

All Traffic Data Services, Inc.

WWW.ALLTRAFFICDATA.NET

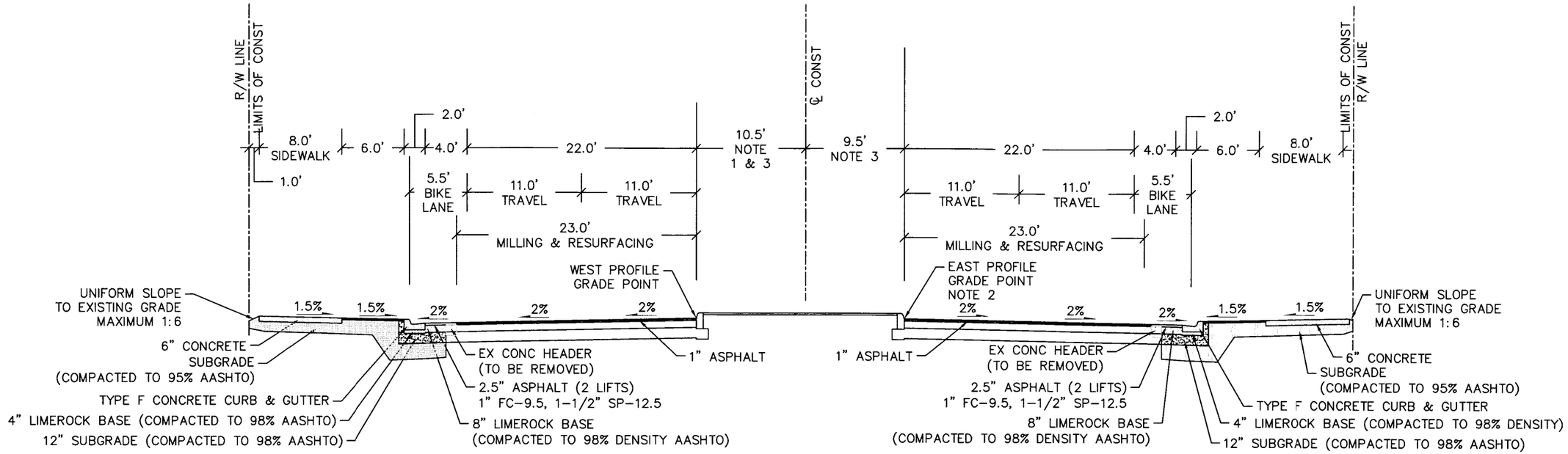
Site Code: 6
Station ID: 6
CRESTWOOD BLVD S
SYCAMORE DRIVE to CRESTWOOD CIRCLE

SB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/08/25	0	0	0	0	1	7	20	17	9	10	0	0	0	0	64	41-50	37
01:00	0	0	0	0	0	5	9	7	5	2	2	0	0	0	30	40-49	16
02:00	0	0	0	0	1	3	5	10	0	1	0	0	0	0	20	41-50	15
03:00	0	0	0	0	0	2	6	8	4	1	0	0	0	0	21	41-50	14
04:00	0	0	0	0	0	5	20	29	13	2	3	0	**1**	0	73	41-50	49
05:00	0	0	0	0	0	11	51	66	27	11	3	1	0	0	170	41-50	117
06:00	0	0	0	**2**	5	29	186	228	78	**20**	**7**	0	0	0	555	41-50	414
07:00	0	0	0	0	**11**	**115**	**464**	**382**	85	12	0	0	0	0	**1069**	41-50	846
08:00	0	**1**	0	1	6	55	309	357	**98**	17	5	0	0	**1**	850	41-50	666
09:00	0	0	0	0	2	43	252	259	89	18	2	0	0	0	665	41-50	511
10:00	0	0	0	0	6	53	206	202	73	17	3	0	0	0	560	41-50	408
11:00	0	0	0	1	4	32	168	228	75	13	3	**2**	0	0	526	41-50	396
12 PM	0	0	4	1	3	33	199	260	102	26	6	1	0	0	635	41-50	459
13:00	0	0	0	0	10	48	243	218	83	13	3	0	1	0	619	41-50	461
14:00	0	0	0	0	**12**	**100**	**336**	237	86	12	2	0	0	0	785	41-50	573
15:00	0	0	0	0	4	41	271	334	107	24	5	2	1	0	789	41-50	605
16:00	0	0	0	0	2	72	279	376	148	27	**9**	**3**	0	0	916	41-50	655
17:00	0	0	1	1	4	40	324	**419**	**168**	29	7	2	0	0	**995**	41-50	743
18:00	**4**	**10**	**10**	**8**	6	54	250	360	147	**39**	3	0	0	0	891	41-50	610
19:00	0	0	0	0	4	24	161	238	85	26	8	1	0	0	547	41-50	399
20:00	0	0	0	0	2	70	178	181	45	15	2	0	**2**	0	495	41-50	359
21:00	0	0	0	0	5	56	115	126	36	13	1	0	0	**1**	353	41-50	241
22:00	0	0	0	0	2	24	60	72	21	15	0	1	0	0	195	41-50	132
23:00	0	0	0	0	3	14	37	49	16	11	3	0	0	0	133	41-50	86
Total	4	11	15	14	93	936	4149	4663	1600	374	77	13	5	2	11956		
Percent	0.0%	0.1%	0.1%	0.1%	0.8%	7.8%	34.7%	39.0%	13.4%	3.1%	0.6%	0.1%	0.0%	0.0%			
AM Peak		08:00		06:00	07:00	07:00	07:00	07:00	08:00	06:00	06:00	11:00	04:00	08:00	07:00		
Vol.		1		2	11	115	464	382	98	20	7	2	1	1	1069		
PM Peak	18:00	18:00	18:00	18:00	14:00	14:00	14:00	17:00	17:00	18:00	16:00	16:00	20:00	21:00	17:00		
Vol.	4	10	10	8	12	100	336	419	168	39	9	3	2	1	995		
Total	8	12	16	31	284	2950	12433	13309	4617	1021	207	37	17	5	34947		
Percent	0.0%	0.0%	0.0%	0.1%	0.8%	8.4%	35.6%	38.1%	13.2%	2.9%	0.6%	0.1%	0.0%	0.0%			

	15th Percentile :	40 MPH
	50th Percentile :	45 MPH
	85th Percentile :	50 MPH
	95th Percentile :	54 MPH
Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	25742
	Percent in Pace :	73.7%
	Number of Vehicles > 40 MPH :	31646
	Percent of Vehicles > 40 MPH :	90.6%
	Mean Speed(Average) :	46 MPH

Exhibit B – Crestwood Blvd & Royal Palm Beach Blvd Roadway Typical Sections



NOTE 1
TRAVEL LANE SHIFT #1 TRANSITIONS FROM STA 26+94.89, 10.5' LEFT TO STA 28+74.89, 6.5' LEFT AND CONTINUES AT 6.5' LEFT THEN TRANSITION FROM STA 30+09.91, 6.5' LEFT TO STA 31+89.91, 10.5' LEFT (AS SHOWN IN PROJECT LAYOUT PLAN AS "SPECIAL ALIGNMENT 1")
TRAVEL LANE SHIFT #2 TRANSITIONS FROM STA 33+48.82, 10.5' LEFT TO STA 35+28.82, 6.5' LEFT AND CONTINUES AT 6.5' LEFT THEN TRANSITION FROM STA 36+39.64, 6.5' LEFT TO STA 38+19.64, 10.5' LEFT (AS SHOWN IN PROJECT LAYOUT PLAN AS "SPECIAL ALIGNMENT 2")

NOTE 2
EAST PROFILE GRADE LINE SHIFTS FROM STA 20+00, 9.5' RT TO STA 21+00, 10.0' RT AND CONTINUES AT 10.0' RT THEN TRANSITIONS FROMSTA 23+00 10.00 RT TO STA 24+00 10.0' RT.

NOTE 3
MEDIAN WIDTH VARIES ADJACENT TO TURN LANES, SEE PLANS.

ROYAL PALM BEACH BLVD TYPICAL SECTION

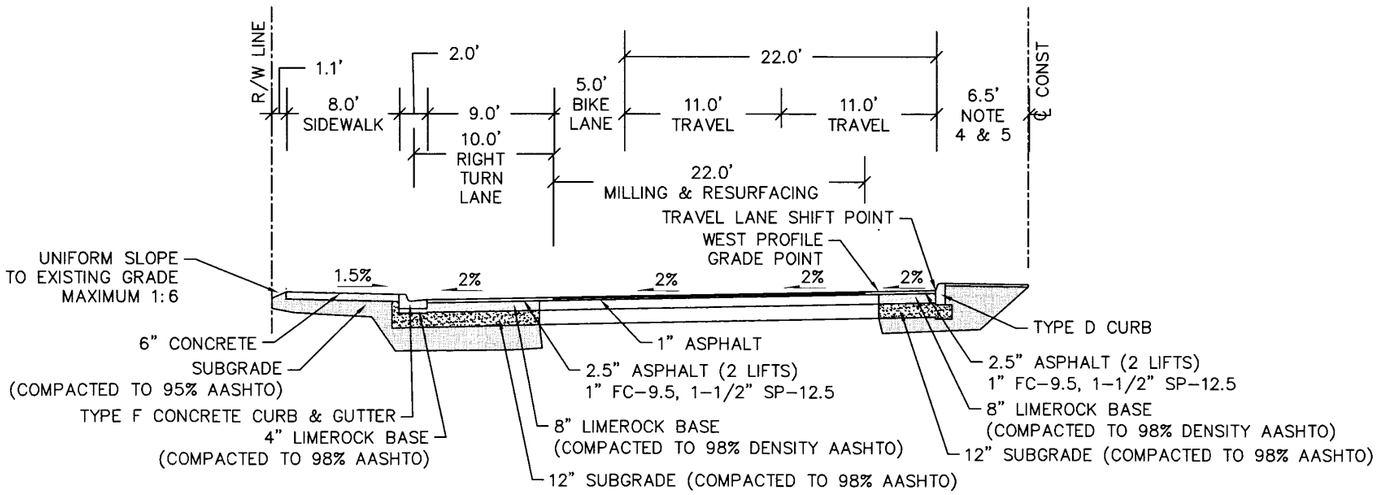
DESIGN SPEED = 35 MPH

BEGIN PROJECT STA 00+78.00
MILLING, RESURFACING, SIGNING AND STRIPING

BEGIN CONSTRUCTION STA 14+41.88
WIDENING, MILLING, RESURFACING, PAVING, GRADING, DRAINAGE, SIGNING AND STRIPING

END CONSTRUCTION AND END PROJECT STA 110+37.22

SEE BRIDGE PLANS FROM STA 15+00 TO 16+00 AND 92+47 TO 93+47

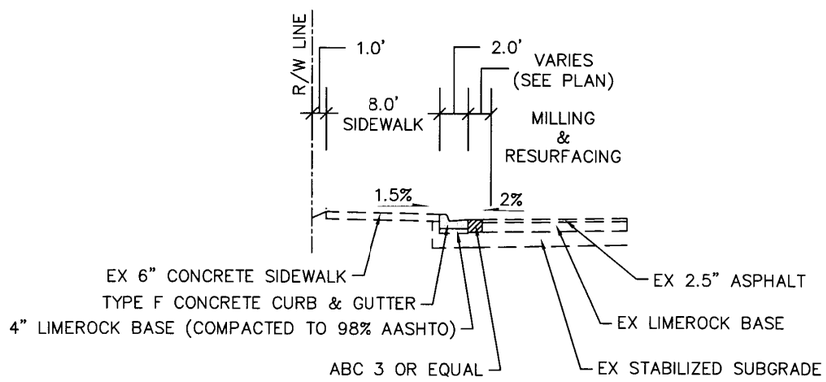


RIGHT TURN AND LANE SHIFT TRANSITION DETAIL

DESIGN SPEED = 35 MPH

NOTE 4
TRAVEL LANE SHIFT #1 TRANSITIONS FROM STA 26+94.89, 10.5' LEFT TO STA 28+74.89, 6.5' LEFT AND CONTINUES AT 6.5' LEFT THEN TRANSITIONS FROM STA 30+09.91, 6.5' LEFT TO STA 31+89.91, 10.5' LEFT (AS SHOWN IN PROJECT LAYOUT PLAN "AS SPECIAL ALIGNMENT 1").
TRAVEL LANE SHIFT #2 TRANSITIONS FROM STA 33+48.82, 10.5' LEFT TO STA 35+28.82, 6.5' LEFT AND CONTINUES AT 6.5' LEFT THEN TRANSITIONS FROM STA 36+39.64, 6.5' LEFT TO STA 38+19.64, 10.5' LEFT (AS SHOWN IN PROJECT LAYOUT PLAN "AS SPECIAL ALIGNMENT 2").

NOTE 5
MEDIAN WIDTH VARIES THROUGH TURN LANES, SEE PLANS.



CURB REHAB DETAIL

DESIGN SPEED = 35 MPH

NOTE:
REMOVE EX CURB & REPLACE WITH TYPE F CURB
FROM STA 6+50 LT TO STA 10+70 LT

SEAL

Village of Royal Palm Beach
Engineering Department
Christopher A. Marsh, P.E. #42580
1050 Royal Palm Beach Blvd
Royal Palm Beach, FL 33411
Phone (561) 790-5105 Fax (561) 791-7087

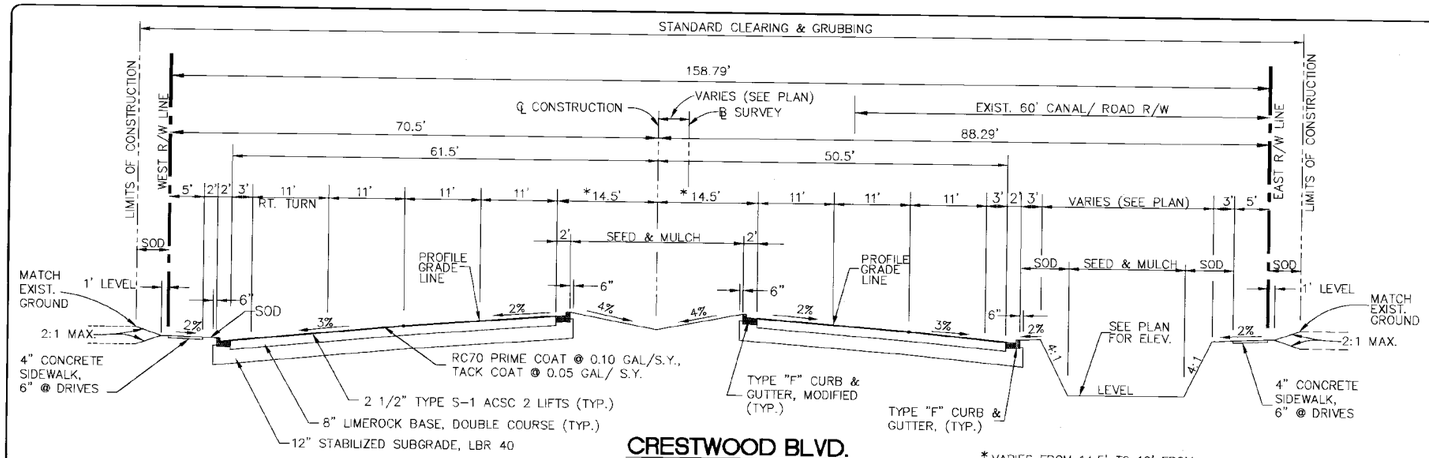
By	Date	Revision Description
BAJ	2/6/10	REVISED

DESIGNED BY:
DRAWN BY:
REVIEWED BY:

DATE: FEB 10
SCALE:
SHEET: 02 OF 199

ROYAL PALM BEACH BLVD NORTH – PED/BIKE IMPROVEMENTS
RPB: ENO303 / FMN: 426484-1-58-01 / FED AID: ARRA 026 B
TYPICAL SECTIONS

C:\CIVIL 3D PROJECTS\ENO303_RPB_BLVDNORTH\PEDESTRIAN-BIKE IMPROVEMENTS\PRODUCTION DWGS\COVER T00760.DWG 4/7/2010

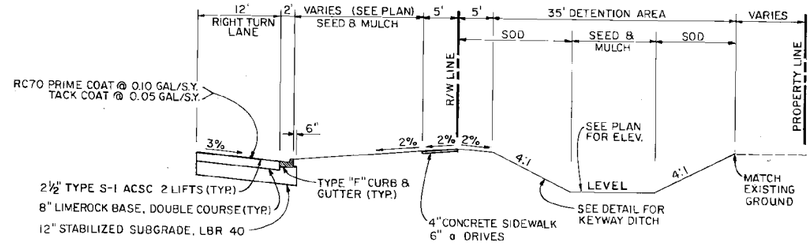


CRESTWOOD BLVD. TYPICAL SECTION

STA 11+11.00 to STA 19+51.56

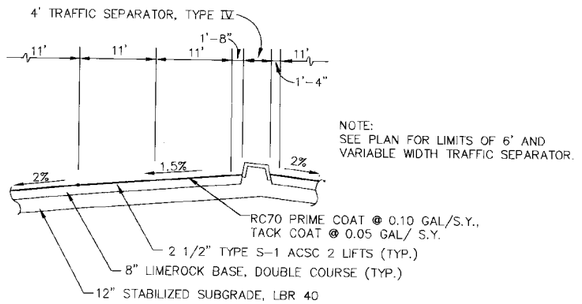
DESIGN SPEED = 45 MPH

* VARIES FROM 14.5' TO 10' FROM STA. 17+17.71 TO STA. 19+51.56

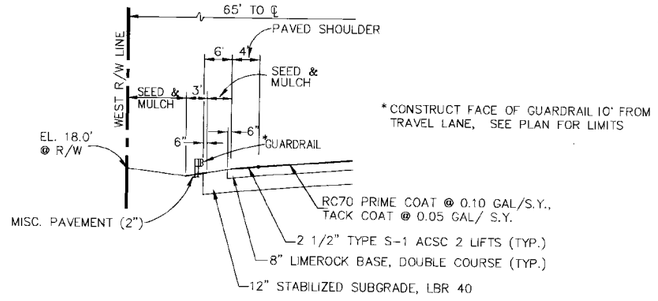


⚠1 PARTIAL SECTION

(RIGHT TURN LANE FOR CRESTWOOD SQUARE)

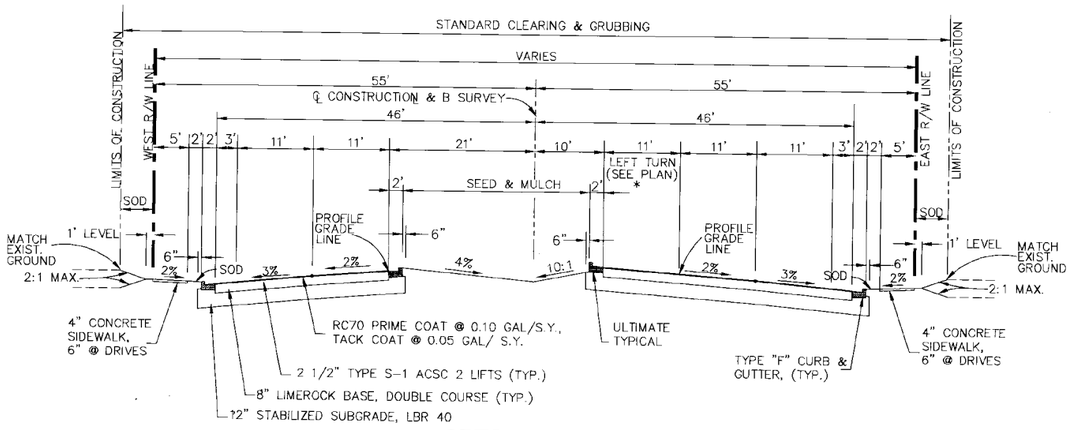


PARTIAL SECTION (DUAL LEFT TURN LANE)



* CONSTRUCT FACE OF GUARDRAIL 10' FROM TRAVEL LANE, SEE PLAN FOR LIMITS

PARTIAL SECTION

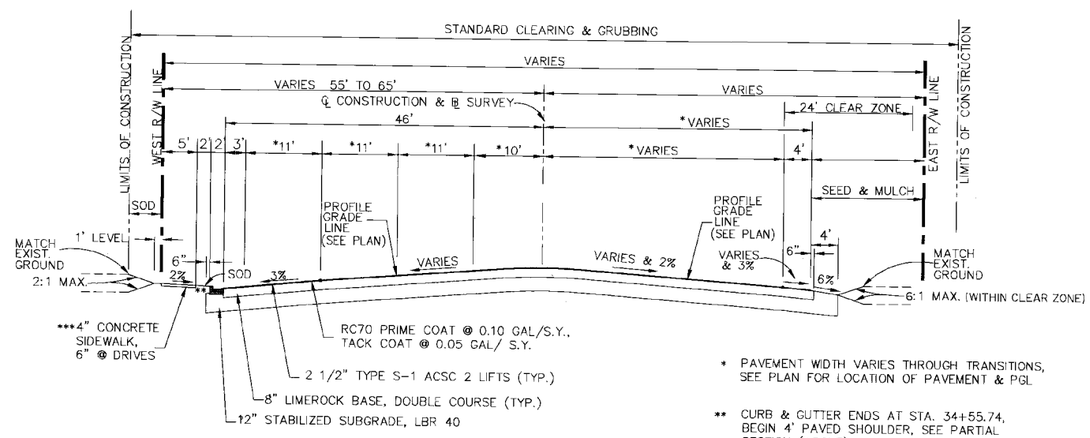


* LOCATION OF LEFT TURN LANE VARIES RIGHT OR LEFT OF CENTERLINE, SEE PLAN FOR TAPER & STORAGE LOCATION.

CRESTWOOD BLVD. TYPICAL SECTION

STA 19+51.56 to STA 32+20.39

DESIGN SPEED = 45 MPH



* PAVEMENT WIDTH VARIES THROUGH TRANSITIONS, SEE PLAN FOR LOCATION OF PAVEMENT & PGL

** CURB & GUTTER ENDS AT STA. 34+55.74, BEGIN 4' PAVED SHOULDER, SEE PARTIAL SECTION (ABOVE)

*** SIDEWALK ENDS @ STA. 32+59.95

CRESTWOOD BLVD. TYPICAL SECTION

STA 32+20.39 to STA 42+55.74

DESIGN SPEED = 45 MPH

AS BUILT

No:	Revision:	By:	Date:
⚠1	RIGHT TURN LANE/RETENTION FOR CRESTWOOD SQUARE.	KBJ	9/96

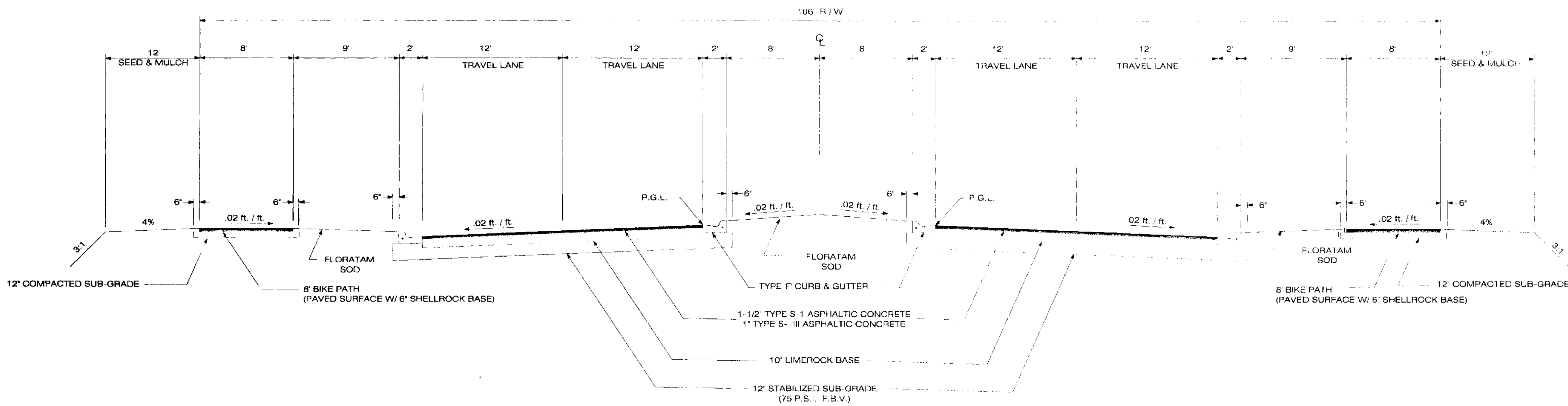
PALM BEACH COUNTY
ENGINEERING AND PUBLIC WORKS

P.O. BOX 2429, WEST PALM BEACH, FLORIDA

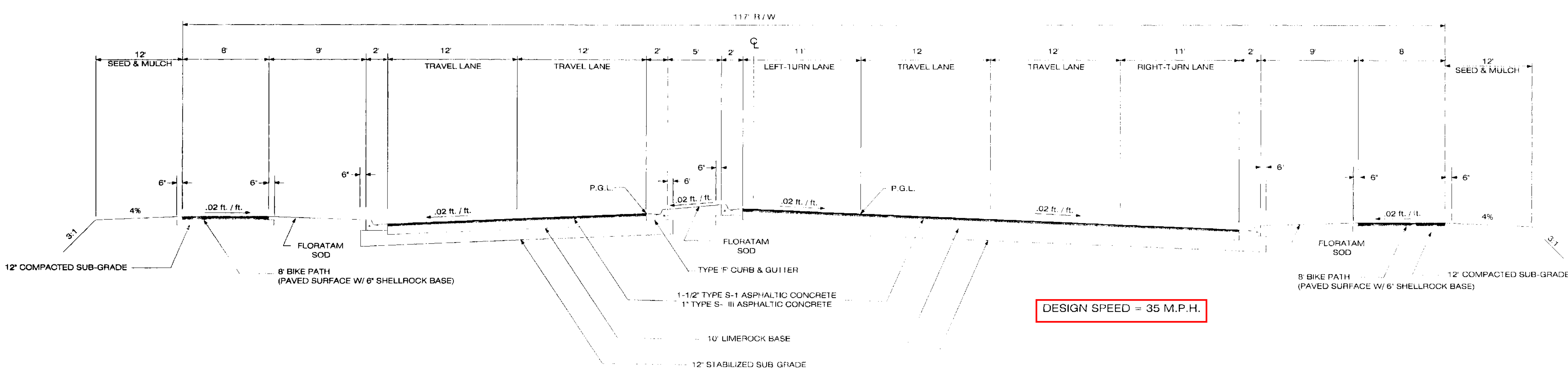
Scale: 1" = 10'
Approved: KBJ
Drawn: HW
Checked: KBJ
Date: FEB. 1994
Field Book No.:

Project:
CRESTWOOD BLVD & FOLSOM ROAD
S.R. #80 to OKEECHOBEE BLVD
TYPICAL SECTIONS

Sheet: 4
Of: 54
P.B.C. Drawing No. PBC 92500
P.B.C. Project No. PBC 92500



CRESTWOOD BOULEVARD - 4-LANE TYPICAL SECTION



CRESTWOOD BOULEVARD - 4-LANE TYPICAL SECTION W / TURN LANES

SPECIFICATIONS:
SURFACE: 1-1/2" TYPE S-1 ASPHALTIC CONCRETE & 1" TYPE S-III ASPHALTIC CONCRETE TOP COURSE

BASE: 10" LIMEROCK BASE (2 LIFTS) PRIMED, COMPACTED TO A MIN. 98% MAX. DRY DENSITY PER A.A.S.H.T.O. T-180

SUBGRADE: 12" STABILIZED (75 P.S.I. F.B.V.) COMPACTED TO A MIN. 98% MAX. DRY DENSITY PER A.A.S.H T.O. T-180

PRIME COAT: RC-70 @ 0.10 GAL. / S.Y. AND TACK COAT @ 0.05 GAL. / S.Y.

SOD NOTES:
1.) FLORATAM SOD IS TO BE USED WITHIN RIGHT-OF-WAY AND INSTALLATION IS TO BE COORDINATED WITH IRRIGATION AND LANDSCAPE INSTALLATION (BY OTHERS).

2.) AS A CONTINGENCY IF REQUIRED FOR TEMPORARY EROSION CONTROL ALTERNATE BAHIA SOD AND SEED & MULCH MAY BE USED WITH THE APPROVAL OF THE ENGINEER. A 1' STRIP OF SOD SHALL BE PLACED ALONG BACK OF CURB AND THE REMAINDER OF THE RIGHT-OF-WAY SEEDED AND MULCHED.

3.) CONTRACTOR TO BE RESPONSIBLE FOR EROSION CONTROL WITHIN THE RIGHT-OF-WAY DURING CONSTRUCTION.

RECORD DRAWING
PREPARED BY SFRN
Engineers • Surveyors • Mappers

INDIAN TRAIL IMPROVEMENT DISTRICT UNIT NO. 18

CRESTWOOD BLVD. TYPICAL SECTION	Engineers • Planners • Consultants 4623 Forest Hill Boulevard, Suite 112, West Palm Beach, Florida Telephone (561) 965 9144	GRAND OAKS VILLAGE OF ROYAL PALM BEACH
4-30-99 CHANGED ASPHALT COMPOSITION PER VILLAGE OF R.P.B., ADDED FLORATAM SOD	W.F.M. W.F.M. W.F.M. W.F.M. 4-30-99	98-103 / 602-09 / SHEET TS-1 OF TS-2

00-28

Exhibit C – Madison Green & Crestwood Blvd Speed Study, July 2022

ERDMAN ANTHONY

For Project:	madison green s/b				
Project Notes:					
Location/Name:	Incoming				
Report Generated:	7/7/2022	07:50			
Speed Intervals	5 MPH				
Time Intervals	Instant				
Traffic Report From	6/30/2022	00:00:00	through	7/6/2022	23:59:59
85th Percentile Speed	44.1 MPH				
85th Percentile Vehicles	24297				
Max Speed	65 MPH	on	6/30/2022	10:35:00	
Total Vehicles	28585				
AADT:	4083				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		4243	4083
AM Peak	08:00	342	304
PM Peak	05:00	308	286

Speed

Speed Limit:	35		
85th Percentile Speed:	44.1		
50th Percentile Speed:	14292		
10 MPH Pace Interval:	35.0 MPH	to	45.0 MPH
Average Speed:	38.6		

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	2888	3550	3730	3521	3782	3028	3035
% over limit	84.4	84.0	83.2	79.4	81.3	80.0	84.8
Avg Speeder	40.9	40.7	40.9	40.4	40.6	40.7	40.9

or Project:	madison green n/b				
Project Notes:					
Location/Name:	Incoming				
Report Generated:	7/7/2022	07:51			
Speed Intervals	5 MPH				
Time Intervals	Instant				
Traffic Report From	6/30/2022	00:00:00	through	7/6/2022	23:59:59
85th Percentile Speed	44.8 MPH				
85th Percentile Vehicles	25849				
Max Speed	70 MPH	on	7/4/2022	20:20:00	
Total Vehicles	30411				
AADT:	4344				

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	4498	4344
AM Peak	11:00	251	251
PM Peak	04:00	389	352

Speed

Speed Limit:	35		
85th Percentile Speed:	44.8		
50th Percentile Speed:	15206		
10 MPH Pace Interval:	35.0 MPH	to	45.0 MPH
Average Speed:	39.74		

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	3367	3845	3908	3786	4192	3409	3385
% over limit	87.0	85.0	85.9	81.8	85.3	83.6	88.2
Avg Speeder	41.7	41.3	41.5	41.0	41.3	41.3	41.7

Exhibit D – Palm Beach County

Historical Peak Season Traffic Counts (2018-2023)

Palm Beach County
Historic Peak Season Traffic Counts (2018-2023)

STN#	ROAD	FROM	TO	LANES	HISTORICAL DAILY TRAFFIC VOLUMES 2018	2019	2020	2021	2022	2023 DAILY VOL	DATE	DIR LOS STD	AM PEAK HOUR 2-WAY	NB/EB	SB/WB	PM PEAK HOUR 2-WAY	NB/EB	SB/WB
4307	6TH AVE S	I-95	SR 805 (Dixie Hwy)	4D	31912	34706	33033	31209		33390	2/15/2023	1770	2609	1035	1602	2559	1538	1167
4643	10TH AVE N	Jog Rd	Haverhill Rd	4D			16844	15928		16319	2/27/2023	1960	1256	508	748	1402	735	677
4601	10TH AVE N	Haverhill Rd	Military Tr	5		23463	23186	22900		22749	2/15/2023	1770	1793	943	850	1802	796	1012
4601	10TH AVE N	Haverhill Rd	Military Tr	5		23463	23186	22900		22749	2/15/2023	1770	1793	943	850	1802	796	1012
4603	10TH AVE N	Military Tr	Kirk Rd	5	27526	27686	27868	28974		33701	2/15/2023	1960	2387	1582	844	2432	1489	976
4653	10TH AVE N	Kirk Rd	Congress Ave	5	31629	32877	32836	28912		33070	2/15/2023	1960	2056	1344	743	2517	1165	1372
5603	23RD AVE SW	Congress Ave	I-95	2	15867	15051	15354	12932	14709	15383	1/10/2023	880	1341	676	682	1290	579	715
5305	23RD AVE SW	I-95	Seacrest Blvd	2			14109	12550	14100	15842	1/10/2023	880	1392	798	611	1359	612	761
5811	23RD AVE SW	Seacrest Blvd	US-1	2	9788	9272	9075	9504	8873	8768	1/9/2023	810	614	290	332	746	385	386
5621	23RD AVE SW (GOLF RD)	Military Tr	E Country Rd	2	13777	13033	13412	11667	12947	13605	1/10/2023	1140	1120	661	462	1162	534	665
5617	23RD AVE SW (GOLF RD)	E Country Rd	Congress Ave	2		15290	15522	16962	14645	15247	1/10/2023	1140	1214	685	535	1243	460	691
3607	45TH ST	Haverhill Rd	Military Tr	4D	31264	31033		31667	32267	31066	2/13/2023	1960	2237	1232	1040	2413	1280	1357
3665	45TH ST	Military Tr	Village Blvd	6D	46220	45923		44482	45789	42786	3/27/2023	2680	2972	1673	1397	3158	1489	1862
3843	45TH ST	Congress Ave	Australian Ave	6D	48274	49232		45545	43494	46827	2/13/2023	2680	3557	2074	1534	3395	1497	1888
3845	45TH ST	Greenwood Ave	Broadway (WPB)	3	16145	17253		15337	14995	15729	2/13/2023	810	1235	753	482	1155	618	567

Do not use 2021 counts in traffic analysis. However, Dec 2021 counts may be used as peak 2022 counts.

STN#	ROAD	FROM	TO	LANES	HISTORICAL DAILY TRAFFIC VOLUMES 2018	2019	2020	2021	2022	2023 DAILY VOL	DATE	DIR LOS STD	AM PEAK HOUR 2-WAY	NB/EB	SB/WB	PM PEAK HOUR 2-WAY	NB/EB	SB/WB
6601	CLINT MOORE RD	Military Tr	Congress Ave	6D						28549	2/27/2023	2680	2452	1451	1001	2656	1270	1401
2404	COCONUT BLVD	Northlake Blvd	Temple Blvd	2	13288	14920		13258		15838	2/14/2023	1140	1649	1397	302	1437	448	1029
2412	COCONUT BLVD	Temple Blvd	Orange Bl	2	12686	13248		12245		14193	2/14/2023	1140	1397	843	554	1148	548	640
3641	COMMUNITY DR	Haverhill Rd	Military Tr	5	14678	13895	13954	12651	15019	13730	2/13/2023	1770	998	562	436	1240	573	694
3641	COMMUNITY DR	Haverhill Rd	Military Tr	5	14678	13895	13954	12651	15019	13730	2/13/2023	1770	998	562	436	1240	573	694
3659	COMMUNITY DR	Military Tr	Village Blvd	4D	18412		16590	15624	18155	17064	2/13/2023	1129	1344	848	496	1517	835	682
2620	CONGRESS AVE	Northlake Blvd	Silverbeach Rd	4D	25463	26479	26780	22616	25021	24870	2/8/2023	1960	1507	758	771	2077	1019	1062
2622	CONGRESS AVE	Silverbeach Rd	Blue Heron Blvd	4D	25322	26096	23916	24065	23942	22814	1/23/2023	1770	1576	726	850	2021	1000	1021
3928	CONGRESS AVE	45th St	Presidential Way	5	20089	20330		19674	21740	21082	3/28/2023	1960	1624	948	705	2151	900	1251
3930	CONGRESS AVE	Presidential Way	Palm Beach Lakes Bl	5	19066	20149	23468	21612		23856	2/13/2023	1960	1813	965	886	2256	1003	1256
3305	CONGRESS AVE	Palm Beach Lakes Blvd	Okeechobee Blvd	4D	19422	19967	20938	18619		21971	4/3/2023	1770	1666	906	760	1901	852	1069
4600	CONGRESS AVE	Lantana Rd	Hypoluxo Rd	4D	28120	27513	27070	23006	26138	28347	3/13/2023	1960	2199	1087	1120	2321	1270	1088
4641	CRESTHAVEN BLVD	Jog Rd	Sherwood Forest Blv	2	9601	9461	9567	8728	9326	9881	2/27/2023	880	789	322	474	827	516	311
4633	CRESTHAVEN BLVD	Sherwood Forest Blvd	Haverhill Rd	2	8364	8538	8986	7583	8138	9147	2/27/2023	880	765	445	320	818	409	409
4635	CRESTHAVEN BLVD	Haverhill Rd	Military Tr	2	8063	8453		7405		10203	2/27/2023	880	947	668	294	938	401	538
3440	CRESTWOOD BLVD	Okeechobee Bl	Sparrow Rd	4D	20546	20479	20337	18961	20236	22846	2/21/2023	1960	1981	830	1184	2192	1081	1122
3428	CRESTWOOD BLVD	Folsom Rd	Southern Blvd	6D	28712	27625	27858	26089		30532	4/5/2023	2940	2252	967	1285	2603	1392	1282
3846	DIXIE HWY	Banyan Blvd	Okeechobee/Lakevie	2	6114	6290		7160		7424	3/13/2023	810	416		416	775		775

Do not use 2021 counts in traffic analysis. However, Dec 2021 counts may be used as peak 2022 counts.

STN#	ROAD	FROM	TO	LANES	HISTORICAL DAILY TRAFFIC VOLUMES 2018	2019	2020	2021	2022	2023 DAILY VOL	DATE	DIR LOS STD	AM PEAK HOUR 2-WAY	NB/EB	SB/WB	PM PEAK HOUR 2-WAY	NB/EB	SB/WB
4662	PINEHURST DR	10th Ave N	Lake Worth Rd	2	10694	10248		9108	10593	12224	3/13/2023	880	942	471	477	1090	600	502
2808	PRES BARAK OBAMA H	Blue Heron Blvd	Silverbeach Rd	4D	15508	15575			15760	16319	4/3/2023	1960	1130	546	589	1423	657	769
2810	PRES BARAK OBAMA H	MLK Blvd	Blue Heron Blvd	5	12445	13188	12922	11716	12440	14701	1/23/2023	1960	1298	539	767	1317	600	717
2302	PROSPERITY FARMS RD	Donald Ross Rd	Hood Rd	2	9915	9601	9946	8676	9875	9936	1/10/2023	1043	775	385	396	884	487	416
2802	PROSPERITY FARMS RD	Hood Rd	PGA Blvd	4D	21519	20599	20348	17169	19045	18823	2/6/2023	1960	1415	594	821	1763	967	793
2804	PROSPERITY FARMS RD	PGA Blvd	Burns Rd	5	28161	27495	27697	24873	25837	26332	2/6/2023	1770	2009	1053	97	2271	1166	1150
2836	PROSPERITY FARMS RD	Burns Rd	Lighthouse Dr	2	18663	17968	18111	16336	17245	17162	1/25/2023	1102	1365	671	694	1469	714	804
2806	PROSPERITY FARMS RD	Lighthouse Dr	Northlake Blvd	2	17020	17958		15339	16354	15008	1/25/2023	1102	1122	560	585	1208	650	571
4637	PURDY LN	Jog Rd	Haverhill Rd	2		7814	9053	8751	8769	9186	3/1/2023	880	695	208	502	829	440	403
4639	PURDY LN	Haverhill Rd	Military Tr	2		9810		9246		10873	3/1/2023	880	773	416	386	1012	349	666
4639	PURDY LN	Haverhill Rd	Military Tr	2		9810		9246		10873	3/1/2023	880	773	416	386	1012	349	666
2831	RCA BLVD	Alt A1A	Prosperity Farms Rd	2	10710	10186	10434	7267	8470	8401	2/6/2023	880	701	421	293	742	315	431
3107	ROEBUCK RD	Jog Rd	Haverhill Rd	4D	22137			21518	23144	28967	3/8/2023	1960	2508	1312	1239	3093	1136	1957
3681	ROEBUCK RD	Haverhill Rd	Military Trail	2	8966	9931	10231			11902	12/6/2022	810	1194	686	527	1259	551	719
2402	ROYAL PALM BEACH BL	Orange Blvd	M Canal	2	18810			19179	19798	20884	2/15/2023	880	1730	1011	741	1896	1089	834
3426	ROYAL PALM BEACH BL	60th St	Persimmon Bl	5		9824		8912	9560	9444	2/15/2023	1960	763	470	309	894	412	485
3454	SANSBURYS WAY	Okeechobee Bl	Belvedere Rd	2	7806	7990	7873	7933	8884	9596	3/1/2023	880	942	401	543	1024	551	485
3414	SANSBURYS WAY	Belvedere Rd	Southern Blvd	2				15965	14390	15814	3/1/2023	880	1345	500	861	1515	827	736

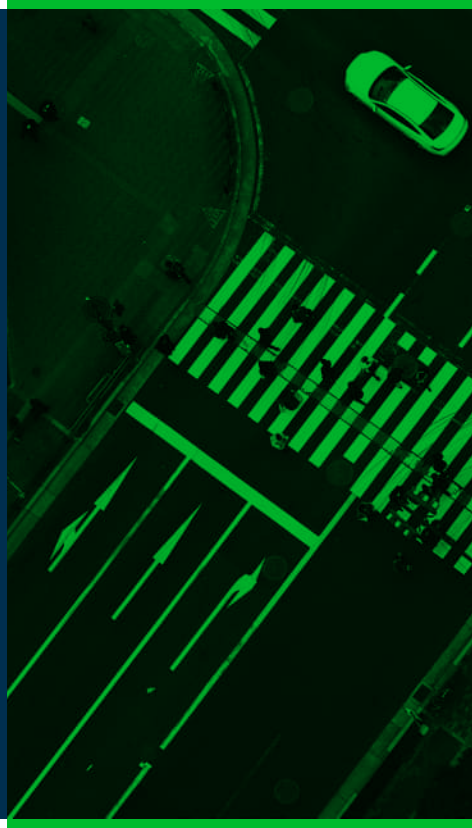
Do not use 2021 counts in traffic analysis. However, Dec 2021 counts may be used as peak 2022 counts.

Exhibit E – Incorporating Metrics into your Traffic Management Strategy: 85th Percentile and 10-MPH Pace (prepared by All Traffic Solutions)

INCORPORATING METRICS INTO YOUR TRAFFIC MANAGEMENT STRATEGY: 85TH PERCENTILE AND 10-MPH PACE

ALL TRAFFIC SOLUTIONS™

AllTrafficSolutions.com



CONTENTS

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Incorporating Metrics into Your Traffic Management Strategy: 85th Percentile and 10-mph Pace

According to the National Highway Traffic Safety Administration (NHTSA), fully 90% of all licensed drivers speed at some point in their driving careers, and 75% admit to committing this offense regularly. The extent to which you can accurately determine optimum speed limits on your roads—then monitor and enforce those limits—is crucial to maximizing the safety of travelers in your municipality.

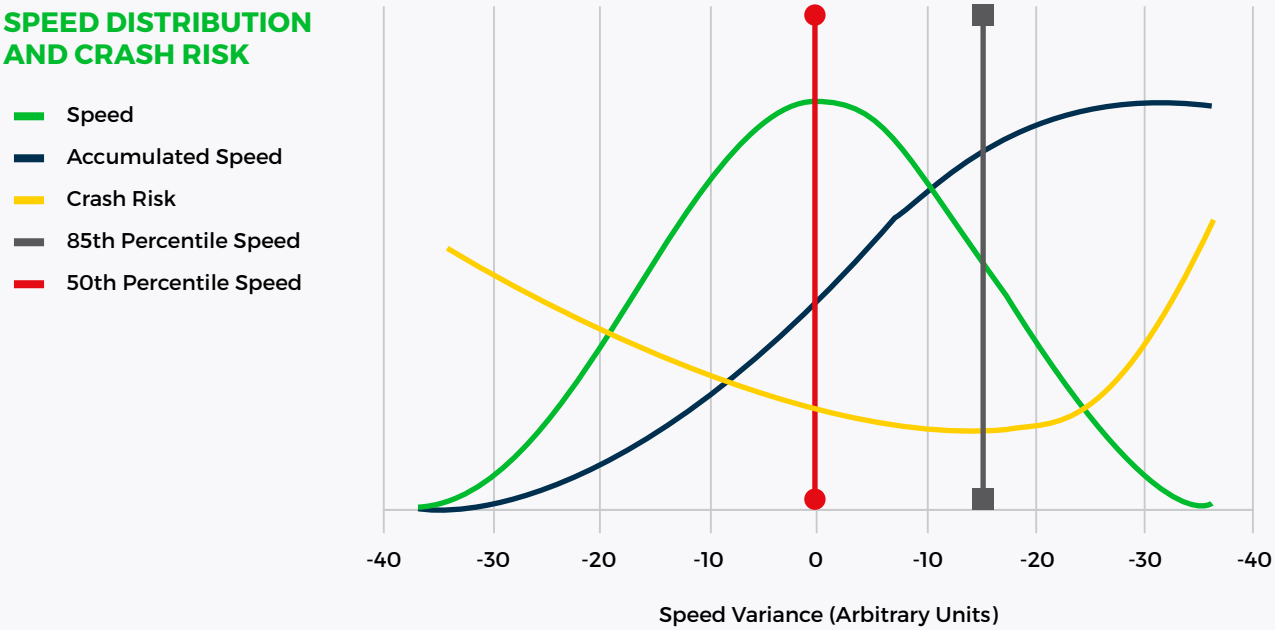
When it comes to effective traffic management, you need fast access to timely, report-ready traffic data before you set or revise speed limits. Two important metrics related to speed limits that you should actively monitor are the 85th percentile and the 10-mph pace.

This paper is a practical guide to how these metrics work, why they are significant and what you can do to improve your traffic outcomes by using them.

The 85th Percentile

FACT: 15% of drivers cause the majority of road accidents

As a refresher, the 85th percentile is the maximum speed that 85% of drivers will not exceed on a given road, even if there were no speed limits, stop signs or traffic signals. This driver-determined metric is considered by experts to be the safest speed on the roadway because 85% of the vehicles are already traveling at that speed or below it. Most drivers behave in a reasonable manner; in their self-interest to remain safe, they don't drive at excessive speeds and don't want to be involved in crashes.



> "...so it's well documented that setting the speed limits near the 85th percentile of actual travel speeds results in fewer, less severe collisions."

The concept of the 85th percentile was first published in a comprehensive study entitled *Accidents on Main Rural Highways Related to Speed, Driver, and Vehicle* conducted by David Solomon in the 50s and early 60s and released in 1964. Several subsequent studies have been conducted and reached very similar conclusions, so it's well documented that setting the speed limits near the 85th percentile of actual travel speeds results in fewer, less severe collisions.

Research shows that vehicles traveling between the 50th and 85th percentiles of speed have the lowest risk of speed-induced crashing and that drivers who exceed the 90th percentile have a significantly greater risk of crashing.

Applying the 85th Percentile Rule to Your Traffic Challenges

Knowing what the 85th percentile is on any given road in your municipality is important because it's the most telling benchmark you can use to correctly determine the speed limit for that road.

The 85th percentile is the starting point for traffic engineers in determining where the speed limit should be set. In conjunction with other factors such as road design, road construction and development, the presence of schools or heavy pedestrian areas, and the transition between rural and urban areas on major highways, the speed limit typically falls between the 85th percentile and 10 mph lower.

Not only is the 85th percentile central for determining accurate speed limits, but as traffic management continues to become increasingly data-driven, you'll find the 85th percentile to be extremely helpful for analyzing your traffic data. For example, imagine a new daycare center is built in your jurisdiction and, despite a posted speed limit of 25 mph, drivers are continually traveling past it much faster. One way to understand why this is happening is to analyze the 85th percentile for the area surrounding the daycare center.

> Data-enabled radar display signs make it easy to collect highly accurate, report-ready data from any Internet-connected device—without having to send someone to the sign location to perform a manual download.

Let's say your data indicates that the 85th percentile is 42 mph. Then you can demonstrate why cars are continually exceeding the 25-mph speed limit—because the road and the surrounding environment are designed for higher speeds. Now that you know what's causing the excessive speeding, you can resolve this potentially dangerous issue by putting measures in place to remind drivers to slow down.

If the prospect of performing ongoing data collection is giving you a headache, you should know that data-enabled radar display signs make it easy to collect highly accurate, report-ready data from any Internet-connected device—without having to send someone to the sign location to perform a manual download.

Data-enabled radar display signs not only collect the traffic data you need to produce reports, but they automatically upload data remotely and securely to the Cloud so you no longer have to drive to each sign to perform data collection. An added bonus is that you can download reports using a variety of metrics, making it easier to track the 85th percentile and many other key metrics with just a few clicks. When you employ web-enabled signs, you will significantly cut down on resource hours because you can program the signs remotely, freeing up personnel to attend to other matters.

A variety of preset reports can be easily run based on data gathered by web-enabled radar signs.

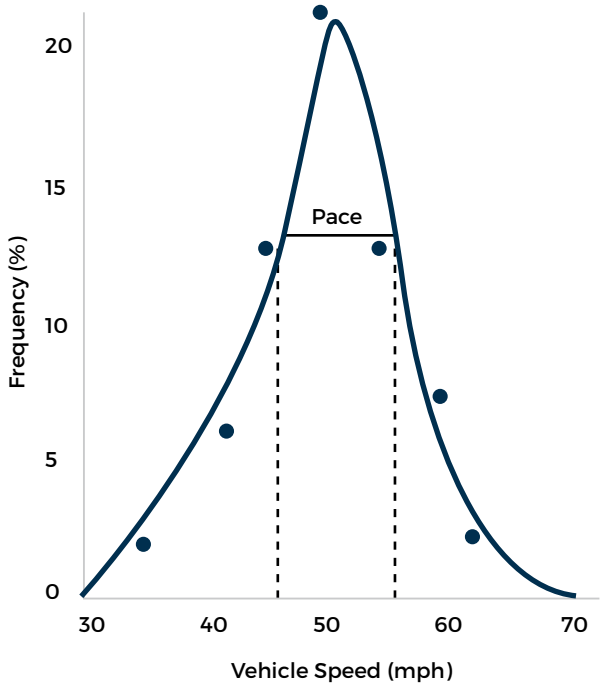
Let's look at another traffic metric you should be using to keep your roads safer and how the Cloud makes it easier to utilize it for improved traffic safety.

The 10-mph Pace

The 10-mph pace is the range of speed at which the majority of cars are traveling on a particular stretch of road. While the 85th percentile is the maximum speed that 85% of drivers will not exceed, the 10-mph pace is the range of speed at which those cars are actually moving.

So, if the 85th percentile on a certain road is 37 mph, the 10-mph pace will typically be around 25-35 mph. However, the 10-mph pace can change throughout the day depending on how busy the road becomes. The 85th percentile, on the other hand, will remain the same regardless of congestion because the maximum speed that 85% of the drivers will not exceed does not typically change except under extreme circumstances such as severe weather.

For example, let's say that there's heavy road congestion on a particular stretch of highway at 7 a.m. The 85th percentile stays the same, but the average vehicle speed on that the road—at that time—will drop due to the high volume of cars present. You can measure this by placing a sensor on the road and collecting the resulting data. If the 10-mph pace decreases at a specific time each day, it's very likely due to congestion.



An ideal scenario would look like this:

- **The 85th percentile is 37 mph**
- **The 10-mph pace is 23-33 mph**
- **The speed limit is 25 mph**

What this Means for Enforcing Speed Limits

By looking at the 10-mph pace, we can gauge whether a specific car is speeding or is safely traveling at the average speed. If the speed limit is at the higher end of the 10-mph pace, that means the majority of cars will go slower than the speed limit. If the pace is toward the lower end of the range, then more cars will be traveling above the limit.

An ideal scenario would look like this:

- The 85th percentile is 37 mph
- The 10-mph pace is 23-33 mph
- The speed limit is 25 mph

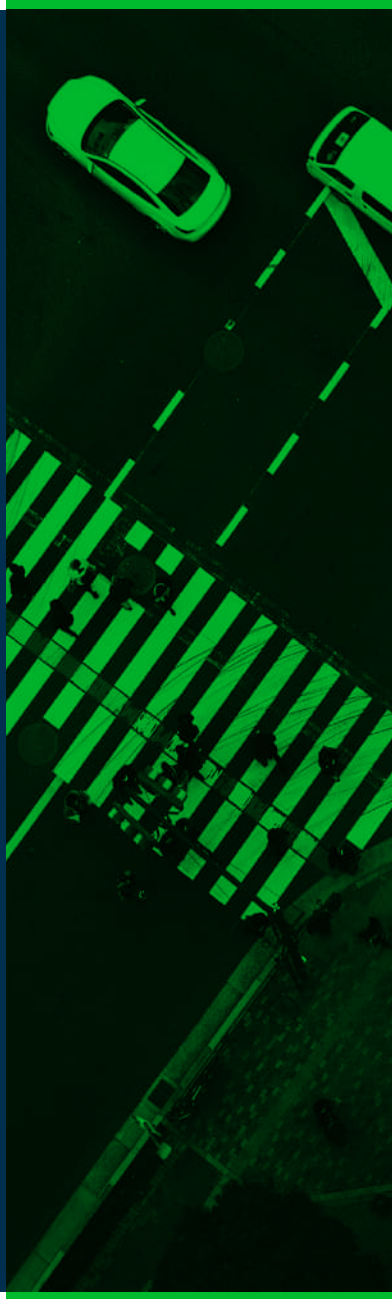
The example above shows that vehicles are trending right around the speed limit, confirming that the speed limit is set correctly.

These data points could also justify raising the speed limit. If the 85th percentile was 45 mph, the 10-mph pace was 33-43 mph and the speed limit was 25 mph, many cars would be exceeding the limit, potentially causing those driving at the posted speed limit to be unsafe.

Conclusion

Studying proven data-driven metrics like the 85th percentile and the 10-mph pace enables traffic engineers to regulate speed limits with a much higher degree of certainty. Until recently, data gathering was fraught with difficulty, from manual data collection at each checkpoint to the labor-intensive and often confusing task of making sense of hundreds of data points.

Cloud-based traffic data capture not only automates the once arduous process of manual data collection and analysis, saving time and freeing up resources, but it also contributes to increased road safety. By applying the intelligence gleaned from timely traffic data, municipalities can make highly informed, verifiable decisions that can have a positive impact on the safety of everyone.



Ask us for a personal demo of TraffiCloud™, our traffic management solution that lets you control your traffic devices and data from any Internet-ready device 24/7, providing a new level of awareness while reducing the amount of time needed to manage your equipment and information.

Call 866.366.6602 or email us at sales@alltrafficsolutions.com or visit online.

TraffiCloud leverages our patented technology (US Patents 8,417,442; 8,755,990; 9,070,287; 9,411,893) to deliver unique cloud-based management, features and functionality.

All Traffic Solutions delivers cloud-based traffic management solutions, including radar speed and variable message displays, imaging products and intelligent transportation systems for law enforcement, transportation and communities.

Our innovative TraffiCloud™ traffic management platform is changing the way communities solve their most complex traffic, transportation and parking challenges by allowing them to manage all their traffic equipment remotely, as well as leverage data to increase traffic safety, streamline their operations and achieve lasting results.

ALL TRAFFIC SOLUTIONS™

Exhibit F – Florida Highway Safety & Motor Vehicles Traffic Crash Statistics Summary, 2021-2023

August 11, 2025

ERDMAN ANTHONY

FLHSMV
FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES

Traffic Crash Statistics Summary

Category	Sub-Category	2023	2022	2021	% Change 2022 to 2023	3 Year Average
General Statistics	Total Codable Crashes	395,175	397,620	401,540	-0.61%	398,112
	Drivers Involved	679,482	678,783	683,869	0.10%	680,711
	Average Crashes per Day	1,083	1,089	1,100	-0.61%	1,091
	Mileage Death Rate (per 100 million VMT)	1.41	1.56	1.72	-9.55%	1.56
	Fatal Crashes	3,162	3,320	3,454	-4.76%	3,312
	Fatalities	3,375	3,553	3,741	-5.01%	3,556
	Incapacitating Injury Crashes	12,456	12,747	13,435	-2.28%	12,879
	Incapacitating Injuries	15,399	15,996	16,826	-3.73%	16,074
	Other Injury Crashes	151,957	150,375	150,521	1.05%	150,951
	Other Injuries	236,886	236,173	236,145	0.30%	236,401
	Property Damage Only	227,600	231,178	234,130	-1.55%	230,969
Drug and Alcohol Impairment	Alcohol Confirmed Crashes	5,132	5,262	5,111	-2.47%	5,168
	Alcohol Confirmed Fatal Crashes	330	388	369	-14.95%	362
	Alcohol Confirmed Fatalities	363	423	407	-14.18%	398
	Alcohol Confirmed Incapacitating Injury Crashes	263	239	268	10.04%	257
	Alcohol Confirmed Incapacitating Injuries	395	384	421	2.86%	400
	Alcohol Confirmed Other Injury Crashes	1,559	1,506	1,473	3.52%	1,513
	Alcohol Confirmed Other Injuries	2,709	2,700	2,575	0.33%	2,661
	Drug Confirmed Crashes	553	617	747	-10.37%	639
	Drug Confirmed Fatal Crashes	311	349	386	-10.89%	349
	Drug Confirmed Fatalities	325	367	420	-11.44%	371
	Drug Confirmed Incapacitating Injury Crashes	41	40	63	2.50%	48
	Drug Confirmed Incapacitating Injuries	107	129	169	-17.05%	135
	Drug Confirmed Other Injury Crashes	96	115	126	-16.52%	112
	Drug Confirmed Other Injuries	271	396	351	-31.57%	339
	Drug and Alcohol Confirmed Crashes	341	368	414	-7.34%	374
	Drug and Alcohol Confirmed Fatal Crashes	257	303	331	-15.18%	297
	Drug and Alcohol Confirmed Fatalities	281	332	383	-15.36%	332
	Drug and Alcohol Confirmed Incapacitating Injury Crashes	30	18	36	66.67%	28
	Drug and Alcohol Confirmed Incapacitating Injuries	98	106	146	-7.55%	117
	Drug and Alcohol Confirmed Other Injury Crashes	26	18	16	44.44%	20
	Drug and Alcohol Confirmed Other Injuries	160	165	157	-3.03%	161

FLHSMV
FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES

2023

Speeding and Aggressive Driving Crashes and Injury Levels

Note: There were a total of 16,092 speeding or aggressive driving events, in which more than one person may have been involved or impacted. The breakdown of persons involved and their injury levels is reported below.

Category	Person Type	Fatal	Incapacitating	Non-Incapacitating	Possible	No Injuries	Total
Speeding Only	Drivers	129	331	1,267	2,255	7,596	**11,578**
	Passengers	24	114	461	941	2,943	**4,483**
	Non-Motorists	16	16	28	28	87	**175**
	Total	**169**	**461**	**1,756**	**3,224**	**10,626**	**16,236**
Aggressive Only	Drivers	75	310	1,075	2,036	7,431	**10,927**
	Passengers	39	106	377	867	2,879	**4,268**
	Non-Motorists	11	31	82	61	93	**278**
	Total	**125**	**447**	**1,534**	**2,964**	**10,403**	**15,473**
Speeding and Aggressive	Drivers	110	223	668	1,048	2,922	**4,971**
	Passengers	24	88	257	434	1,319	**2,122**
	Non-Motorists	9	13	13	9	15	**59**
	Total	**143**	**324**	**938**	**1,491**	**4,256**	**7,152**
Grand Total		**437**	**1,232**	**4,228**	**7,679**	**25,285**	**38,861**

2022

FLHSMV
FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES

Speeding & Aggressive Driving Crashes and Injury Levels

Note: There were a total of 15,868 speeding or aggressive driving events, in which more than one person may have been involved or impacted. The breakdown of persons involved and their injury levels is reported below.

		Fatal	Incapacitating	Non-Incapacitating	Possible	No Injuries
Aggressive Only	Drivers	81	300	1,065	1,841	6,791
	Passengers	25	101	360	793	2,767
	Non-Motorists	15	29	76	41	111
	Total	**121**	**430**	**1,501**	**2,675**	**9,669**
Speeding & Aggressive	Drivers	127	248	611	1,039	2,837
	Passengers	40	111	244	433	1,265
	Non-Motorists	5	5	6	8	27
	Total	**172**	**364**	**861**	**1,480**	**4,129**
Speeding Only	Drivers	167	320	1,276	2,290	7,731
	Passengers	43	120	444	908	3,089
	Non-Motorists	14	16	38	29	79
	Total	**224**	**456**	**1,758**	**3,227**	**10,899**
Grand Total		**517**	**1,250**	**4,120**	**7,382**	**24,697**

2021

FLHSMV
FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES

Speeding and Aggressive Driving Crashes and Injury Levels

Note: There were a total of 16,570 speeding or aggressive driving events, in which more than one person may have been involved or impacted. The breakdown of persons involved and their injury levels is reported below.

		Fatal	Incapacitating	Non-Incapacitating	Possible	No Injuries
Aggressive Only	Drivers	88	274	981	1,834	7,053
	Passengers	31	102	372	774	2,587
	Non-Motorists	13	21	59	45	69
	Total	**132**	**397**	**1,412**	**2,653**	**9,709**
Speeding & Aggressive	Drivers	140	252	619	1,037	2,862
	Passengers	47	73	292	422	1,275
	Non-Motorists	10	13	15	8	22
	Total	**197**	**338**	**926**	**1,467**	**4,159**
Speeding Only	Drivers	149	361	1,415	2,440	8,415
	Passengers	50	136	455	927	3,305
	Non-Motorists	12	12	31	18	71
	Total	**211**	**509**	**1,901**	**3,385**	**11,791**
Grand Total		**540**	**1,244**	**4,239**	**7,505**	**25,659**

Exhibit G – Dynamic Speed Display Feedback Signs, NHTSA study

Dynamic Speed Display/Feedback Signs

Effectiveness: ★★★★★

Cost: **$**

Use: **High**

Time: **Short**

Unstaffed speed display devices, also known as speed feedback signs, which can be portable (on trailers) or permanently installed, can show drivers that they are speeding and may encourage some drivers to slow down. These feedback signs (with radar to detect speeds) may also suggest to drivers that speeds are being monitored or enforcement is nearby. Portable changeable message signs (PCMS) are a similar device that can be triggered by speeding but display a message such as “Slow Down Now.”

Automated speed display monitors also provide a method to collect location-specific travel speed data. A meta-analysis of dynamic speed feedback devices found that these devices are effective at reducing speed at installation locations for different vehicle types across a variety of roadway contexts (Fisher et al., 2021).

Use:

Use of permanent installations seems to be growing but the actual number of displays and signs in use is unknown. Use of the displays tend to occur in work zones, school zone, transitional zones, and curves.

Effectiveness:

Several studies have shown these signs can slow speeds while in use. A high-quality multi-site study for FHWA has also documented crash reductions. However, speeds seem to rebound quickly downstream and as soon as the devices are removed (Donnell & Cruzado, 2008; Hajbabaie et al.,

2011; Walter & Broughton, 2011), prompting recent efforts to evaluate permanent installations. Most studies have evaluated use of these devices in school zones, work zones, and other risky locations such as at curves.

Signs that provided either an implication that speeds were being monitored or a social norms message ("Average Speed" at the site; "Your Speed") were effective at reducing speeds in a 50 km/h (31 mph) zone (Wrapson et al., 2006). Several U.S. studies have found promising reductions of speeds in school zones in response to permanent installations of speed display or changeable message signs (Lee et al., 2006; O'Brien & Simpson, 2012; Rose & Ullman, 2003), and little sign of driver "habituation" to the signs during school hours (O'Brien & Simpson, 2012).

Other studies have shown that speed trailers or portable changeable message signs, which may include speed feedback plus other messages such as "Slow Down Now" when triggered by a threshold speed, can also be effective in reducing speeds in work zones (Brewer et al., 2006; Mattox et al., 2007). In work zones, a combination of a parked police vehicle and speed feedback trailer reduced average and 85th percentile traffic stream speeds and free flow speeds to a similar degree as automated camera enforcement, whereas the effect of speed trailers alone was the same as no treatment. The presence of parked police alone was also effective, but to a lesser extent than the combination of police + trailer or the camera system. The number of speeders above 10 mph over the limit was essentially reduced to zero by both the automated enforcement and police + trailer combination. However, the treatment effects on speeds in work zones disappeared within 40 – 50 minutes of removal (Hajbabaie et al., 2011).

Permanently installed dynamic speed display signs also decreased speeds and crashes at rural, two-lane curves (speed limits 50 to 60 mph). A high-quality evaluation of dynamic speed display or curve warning signs installed at 22 rural, two-lane sites in 7 States estimated that crashes were decreased by 5 to 7% (Hallmark et al., 2015). The evaluators tested speed feedback signs and dynamically activated curve warning signs with the message "Slow Down" when motorists exceeded the 50th percentile speed on sites selected for speeding and crash problems. The speed sign displayed the vehicle's actual speed, up to a certain threshold, which was selected to avoid the possibility that displaying actual speeds would encourage some motorists to test their speeds above this level. Once this maximum speed was displayed, the signs replaced the number or message with the actual speed limit or advisory limit. The evaluation found both sign types reduced the average mean speed and proportions of vehicles exceeding by 5, 10, 15, and 20 mph at 1 month, 12 months, and 24 months after installation at most locations. Although trends suggested the speed feedback signs were slightly more effective at reducing speeds at more sites compared to the "slow down" signs, statistical tests could not confirm this trend.

In summary, use of travel speed or other speed feedback messages displayed only when the motorist is exceeding a threshold speed can be effective at slowing speeds when used at locations where drivers can perceive the need to slow (school zones, curves, work zones). Use of visible law enforcement presence may enhance effectiveness. Some drivers may not reduce speed in response to these devices unless they perceive that law enforcement is nearby.

Cost:

Hallmark et al. (2015), identified reliable, durable (would last at least 2 years) systems that cost less than $10,000 per sign for installation, support, and maintenance for a curve-based permanent speed feedback sign evaluation, but some types of signs did experience technical issues.(Signs may be powered with solar panels.)

Time to Implement:

Once law enforcement agencies and engineering safety partners have determined locations where dynamic speed display may help to control speeds, implementation time should be fairly short.

Other considerations:

- *Work zones:* See NCHRP Report 746 (Ullman et al., 2013) for in-depth discussion of advantages, disadvantages, and deployment considerations for various methods of traffic enforcement in work zones. According to this report, there have been insufficient controlled trials to identify the optimal mix of enforcement types and other treatments for different highway types, geometries, and work zone situations. The report reiterates the importance of work zone speed limits that reflect the situation, including the presence of workers or alignment changes. A study of speed controlling strategies before freeway (repaving) work zones in Oregon recommended using a combination of reduced speed limit signs, portable changeable message signs, and speed feedback signs based on reductions in speed achieved with different combinations of these treatments (Gambatese & Zhang, 2014). There is more information about deployment in the report.

Prev: Other Strategies for Behavior Change | Next: Intelligent Speed Assistance

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Exhibit H – Village of Royal Palm Beach Traffic Calming Policy

VILLAGE OF ROYAL PALM BEACH
TRAFFIC CALMING POLICY

INTRODUCTION

The Village of Royal Palm Beach is committed to the overall safety and quality of life of its residents. The purpose of the Village of Royal Palm Beach Traffic Calming Policy is to provide a process for identifying and addressing issues related to excessive speeding, cut-through traffic, and safety concerns on neighborhood streets. Traffic calming may generally be described as the use of physical measures to reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming can have several positive impacts and has been shown to reduce vehicle speeding and cut-through traffic when installed appropriately. However, traffic calming can have negative impacts to the roadway network as well. Therefore, it is important that individual traffic studies are conducted to determine the applicability of traffic calming devices and the overall impact to the community. The procedures and policies identified in this study will serve as a template for how the studies are conducted and when traffic calming should be implemented. Engineering judgement should also be applied in each case.

Objectives

The objective of traffic calming is to address traffic concerns (primarily speeding and cut-through traffic) and improve safety on residential streets. Safety issues arise when vehicle speeds on a given roadway are inconsistent and vary widely. The "10 mph pace speed" is a traffic term used to describe the 10 mph range in which the majority of traffic travels. Generally, the higher percentage of motorists that travel within the 10 mph pace, the more predictable and safer the roadway is.

Definitions

- 85^{th} percentile speed – The speed at or below which 85% of free flow vehicles travel.
- Arterial Street – A street used primary for fast and heavy traffic traveling considerable distances within or through the area not served by expressways and providing access to adjoining property. (RPB Code)
- Collector Street – A street which in addition to giving access to abutting properties, carries traffic from minor streets to the major system of arterial streets and expressways, including the principal entrance street or streets of a residential development and streets for circulation within a development. (RPB Code)
- Minor Street – A street of limited continuity used primarily for access of abutting properties and not for through traffic. (RPB Code)
- Study area – The defined area which has been determined to be impacted by proposed traffic calming measures.
- Traffic calming measure – An element of a traffic calming plan selected from among those measures approved for use within the Village.

TRAFFIC CALMING FEATURES

The most commons type of traffic calming device is a speed hump. It is anticipated that speed humps will be the primary device implemented in the Village. It is important to note that a speed hump is much different from a speed bump even though the terms are often used interchangeably. Speed bumps are short vertical deflections usually found within commercial shopping centers that require vehicles to travel at very slow speeds. Speed bumps are not recommended on any residential roadways as part of this policy. Speed humps are 12 to 14 feet in length that allow for safe speeds of approximately 25 mph when crossing. Speed tables are also similar to speed humps. The main distinction is speed tables have a flat top, are longer than speed humps, and allow for a slightly greater travel speed. Some additional characteristics of speed humps and speed tables are shown below:

Speed hump

A speed hump has the following typical characteristics:

- 3-3.5 inch height
- 12-14 feet travel length
- Provide where 25 mph operating speed is desired
- 250 feet minimum from intersection or traffic signal, curve, or stop sign
- 260-500 feet evenly spaced; at least one hump per block

Speed table

A speed table has the following typical characteristics:

- 3-3.5 inch height
- 22 feet travel length
- Provide where 30 mph operating speed is desired
- 250 feet minimum from intersection or traffic signal, curve, or stop sign
- 300-500 feet evenly spaced; at least one table per block

Generally, speed humps and speed tables should be installed every 260 to 500 feet on a roadway segment to be most effective. If a singular speed hump or table is installed on a long stretch of roadway, the benefits of the traffic calming device will be limited to a small area immediately adjacent to the speed hump or table.

Speed humps and speed tables are not the only option for traffic calming. Other traffic calming features can be used to provide vertical deflection, horizontal shifts, roadway narrowing, and/or roadway closures. The following tables describe several traffic calming alternatives and includes a comparison of the advantages and disadvantages of each traffic calming device.

Vertical Deflection Traffic Calming Examples

Traffic Calming Device	Description	Pros	Cons	Cost
Speed Hump	Vertical deflection device that is 3 to 3.5 inches in height and 12 to 14 feet in length	Can reduce speeds by 7-8 mph, relatively inexpensive	Could slow down emergency response time, Need several humps in a series to be effective	Low
Speed Table	Vertical deflection device that is 3 to 3.5 inches in height and 22 feet in length	Can reduce speeds by 7-8 mph, relatively inexpensive	Could slow down emergency response time, Need several humps in a series to be effective	Low
Speed Cushions	Similar to speed humps but have gaps to allow for wheels of fire trucks to pass through without any vertical deflection	Same benefit as speed humps but less of an impact to emergency vehicles	Motorists may attempt to maneuver vehicles to take advantage of the speed cushion gaps	Low
Raised Intersection	Similar to a speed table except installed at an intersection	Improve safety for both pedestrians and motorists	Less effective at reducing speeds than speed humps or tables, can be expensive, impact on emergency vehicles	Medium to High
Raised Crosswalk	Similar to a speed table installed midblock but with pedestrian signing and marking included	Improve safety for both pedestrians and motorists	Could slow down emergency response time, would only provide speed reduction benefit in the immediate vicinity	Low

Horizontal Deflection Traffic Calming Examples

Traffic Calming Device	Description	Pros	Cons	Cost
Chicanes	A series of curb extensions that form S-shaped curves	Speed reduction	May require additional right-of-way acquisition	Medium
Roundabouts	Neighborhood traffic circles that can be used as a traffic calming device and a traffic control device	Can reduce vehicle speeds and reduce accidents	Expensive and may require additional right-of-way acquisition	High
Road Choker	Curb extensions that narrow the street to one lane for a short segment	Can reduce vehicle speeds and traffic volumes	May not be suitable on higher traffic volume streets, can be expensive if installed in a series	Medium
Road Narrowing	Reduce the width of roadway via either curb or by roadway striping, two-way traffic permitted	Can reduce vehicle speeds and traffic volumes, less impact to emergency vehicles than vertical deflections	Driveway access must be considered, can be expensive if installed in a series	Medium

Other Traffic Calming Examples

Traffic Calming Device	Description	Pros	Cons	Cost
Partial Road Closure	Limits directional access by a landscaped median	Reduces cut-through traffic and overall traffic volumes, improved aesthetics	Impacts to adjacent roadways must be considered, impacts neighborhood traffic patterns	Medium
Full Road Closure	Limits all access either midblock or at an intersection	Reduces cut-through traffic and overall traffic volumes, improved aesthetics	Impacts to adjacent roadways must be considered, impacts neighborhood traffic patterns	Medium
Complete Streets	Complete streets include mobility options for all users including bike lanes, on-street parking, landscape features, and sidewalks.	Improves mobility alternatives for all users, increased aesthetics, reduce vehicle speeds and volumes	Significant cost and right-of-way acquisition may be required	High
Radar Speed Sign	Radar signage that digitally posts the vehicle speeds next to the speed limit sign	No impact to emergency vehicles, less expensive than a series of vertical or horizontal deflection devices, reduction of vehicle speeds	Speed reduction may be limited to immediate vicinity, not as effective as speed humps or tables	Low

Maintenance

The maintenance responsibility of any implemented traffic calming device will be based on the right-of-way ownership. The Village of Royal Palm Beach will be responsible for maintenance of any traffic calming device installed within the Village right-of-way. It is anticipated that most devices will be installed within the Village right-of-way. For private residential communities, the homeowner's association will be responsible for maintenance on privately owned roadways.

Signage

All signing and pavement markings associated with any installed traffic calming devices shall be in accordance with the following:

- Manual on Uniform Traffic Control Devices (MUTCD); and
- AASHTO Policy on Geometric Design of Highways and Streets ("Greenbook"); and
- Florida Department of Transportation Design Standards and Specifications; and
- Palm Beach County Typicals for Pavement Markings, Signing & Geometrics; and
- Village of Royal Palm Beach Land Development Standards.

IMPLEMENTATION

Process

1. Petition for a traffic calming study
2. Preliminary assessment
3. Public input (Village streets only)
4. Data collection and traffic study
5. Minimum Criteria/Standards
6. Neighborhood outreach and Consent
7. Implementation
8. Evaluation

1. Petition for a traffic calming study

A petition for a traffic calming study can be made by either a homeowner on a public street or by a Homeowner's Association for a private street. Residents and HOA representatives shall contact the Village Engineer for petition area limits and affected property's list.

2. Preliminary assessment

After a petition is received, the Village will perform a preliminary assessment for the subject roadway section(s). The Village Engineer will identify the Study Area and posted speed limit and determine if the following preliminary assessment requirements are met:

Requirements

a. A petition for traffic calming was not processed within the last five years.
b. Roadway must have direct driveway access from abutting properties.
c. Average daily traffic volume between 1000 and 3000 trips.
d. Posted speed limit of 30 mph or less.
e. Roadway maintained by the Village or a Homeowner's Association.
f. Roadway segment must be at least 800 feet in length.

If the roadway is privately owned by a HOA and the HOA is requesting a traffic calming feature, the HOA must have a traffic calming study performed. The traffic study must be provided to the Village, meet the Village traffic calming standards, and the traffic calming feature implementation coordinated with the Village. For Sheriff enforcement within the HOA, the traffic calming measure, signage, and striping must be in accordance with MUTCD and Village of Royal Palm Beach standards.

3. Public Input (Village streets only)

Once a roadway is determined to have met the requirements of the preliminary assessment, the homeowner petitioning for the traffic calming device must obtain at least 33% support of the homeowners in the study area. The study area will only include residential homes that are adjacent to the roadway link receiving the traffic calming devices. The Village Engineering department will help provide the homeowner the appropriate documentation forms and petition template. This step is only required for traffic calming on Village roadways.

4. Data collection and traffic study

If the preliminary assessment requirements are met, the data collection and traffic study will be performed by the Village Engineer (for Village roadways) or by the HOA (for private HOA roadways) and shall include the following:

a. Traffic counts for a minimum of 24 hours to take place during standard traffic counting days of Tuesday through Thursday and exclusion of holidays
b. Speed study, including 85th percentile speed, 95th percentile speed, and 10 mph pace
c. Vehicle classification data
d. Cut-through traffic study, if applicable
e. Crash report history, if applicable
f. Review of general traffic patterns in the neighborhood

5. Minimum Criteria/Standards

The criteria for speed humps and traffic calming devices is detailed below:

Criteria:

a. 1000-3,000 vehicles per day
b. One of the following conditions must be met:
    i. 85th percentile speed is 35 mph or higher; or
    ii. 95th percentile speed is 45 mph or higher; or
    iii. Cut-through traffic is 33% or greater

Additional considerations should include:

- Proximity to intersections and pedestrian orientated facilities (such as parks and schools).
- Roadway geometry and drainage
- Impact to neighborhood traffic patterns
- Volume of pedestrian and bicycle traffic

If the criteria is met, the Engineer will place the request on a Technical Staff Review meeting agenda for approval. If the criteria is not met, the Village may provide alternative education tools to increase awareness of neighborhood traffic concerns and/or increase neighborhood enforcement by the Sheriff's Office.

6. Neighborhood Outreach and Consent

a. Schedule and advertise a special meeting for residents within the study area to review and vote on a traffic calming plan.
b. The Village will send ballots via certified mail to residents within the study area two weeks prior to the special meeting.
c. The Village Engineer will present the proposed traffic calming plan for the study area. Residents will be required to bring ballots to the meeting and vote on the implementation of the traffic calming plan.
d. One week after the said special meeting the Village will close the receipt of ballots.
e. 50% plus one of households in the study area must be in favor in order to implement the traffic calming plan.

7. Implementation

a. Identify costs and identify plan for Village Council approval of public funding for the next fiscal year
b. Develop construction schedule
c. Determine prioritization and implementation date
d. Construction

8. Evaluation

a. Monitor constructed traffic calming measures immediately after project completion. Recommend any modifications or adjustments for observed deficiencies (if any).
b. Perform study 6 months after project completion. The traffic study completed after the traffic calming implementation should include similar data collection as the before study including 24-hour counts, 85^{th} percentile speeds, 95^{th} percentile speeds, 10 mph pace, and cut-through traffic if applicable. Reduction in speeds, reduction in cut-through traffic, and a higher percentage of vehicles within the 10 mph pace are all positive measures of effectiveness.

VILLAGE OF ROYAL PALM BEACH
TRAFFIC CALMING POLICY

INTRODUCTION

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Objectives

The objective of traffic calming is to address traffic concerns (primarily speeding and cut-through traffic) and improve safety on residential streets. Safety issues arise when vehicle speeds on a given roadway are inconsistent and vary widely. The "10 mph pace speed" is a traffic term used to describe the 10 mph range in which the majority of traffic travels. Generally, the higher percentage of motorists that travel within the 10 mph pace, the more predictable and safer the roadway is.

Definitions

- 85^{th} percentile speed – The speed at or below which 85% of free flow vehicles travel.
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- Traffic calming measure – An element of a traffic calming plan selected from among those measures approved for use within the Village.

TRAFFIC CALMING FEATURES

The most commons type of traffic calming device is a speed hump. It is anticipated that speed humps will be the primary device implemented in the Village. It is important to note that a speed hump is much different from a speed bump even though the terms are often used interchangeably. Speed bumps are short vertical deflections usually found within commercial shopping centers that require vehicles to travel at very slow speeds. Speed bumps are not recommended on any residential roadways as part of this policy. Speed humps are 12 to 14 feet in length that allow for safe speeds of approximately 25 mph when crossing. Speed tables are also similar to speed humps. The main distinction is speed tables have a flat top, are longer than speed humps, and allow for a slightly greater travel speed. Some additional characteristics of speed humps and speed tables are shown below:

Speed hump

A speed hump has the following typical characteristics:

- 3-3.5 inch height
- 12-14 feet travel length
- Provide where 25 mph operating speed is desired
- 250 feet minimum from intersection or traffic signal, curve, or stop sign
- 260-500 feet evenly spaced; at least one hump per block

Speed table

A speed table has the following typical characteristics:

- 3-3.5 inch height
- 22 feet travel length
- Provide where 30 mph operating speed is desired
- 250 feet minimum from intersection or traffic signal, curve, or stop sign
- 300-500 feet evenly spaced; at least one table per block

Generally, speed humps and speed tables should be installed every 260 to 500 feet on a roadway segment to be most effective. If a singular speed hump or table is installed on a long stretch of roadway, the benefits of the traffic calming device will be limited to a small area immediately adjacent to the speed hump or table.

Speed humps and speed tables are not the only option for traffic calming. Other traffic calming features can be used to provide vertical deflection, horizontal shifts, roadway narrowing, and/or roadway closures. The following tables describe several traffic calming alternatives and includes a comparison of the advantages and disadvantages of each traffic calming device.

Vertical Deflection Traffic Calming Examples

Traffic Calming Device	Description	Pros	Cons	Cost
Speed Hump	Vertical deflection device that is 3 to 3.5 inches in height and 12 to 14 feet in length	Can reduce speeds by 7-8 mph, relatively inexpensive	Could slow down emergency response time, Need several humps in a series to be effective	Low
Speed Table	Vertical deflection device that is 3 to 3.5 inches in height and 22 feet in length	Can reduce speeds by 7-8 mph, relatively inexpensive	Could slow down emergency response time, Need several humps in a series to be effective	Low
Speed Cushions	Similar to speed humps but have gaps to allow for wheels of fire trucks to pass through without any vertical deflection	Same benefit as speed humps but less of an impact to emergency vehicles	Motorists may attempt to maneuver vehicles to take advantage of the speed cushion gaps	Low
Raised Intersection	Similar to a speed table except installed at an intersection	Improve safety for both pedestrians and motorists	Less effective at reducing speeds than speed humps or tables, can be expensive, impact on emergency vehicles	Medium to High
Raised Crosswalk	Similar to a speed table installed midblock but with pedestrian signing and marking included	Improve safety for both pedestrians and motorists	Could slow down emergency response time, would only provide speed reduction benefit in the immediate vicinity	Low

Horizontal Deflection Traffic Calming Examples

Traffic Calming Device	Description	Pros	Cons	Cost
Chicanes	A series of curb extensions that form S-shaped curves	Speed reduction	May require additional right-of-way acquisition	Medium
Roundabouts	Neighborhood traffic circles that can be used as a traffic calming device and a traffic control device	Can reduce vehicle speeds and reduce accidents	Expensive and may require additional right-of-way acquisition	High
Road Choker	Curb extensions that narrow the street to one lane for a short segment	Can reduce vehicle speeds and traffic volumes	May not be suitable on higher traffic volume streets, can be expensive if installed in a series	Medium
Road Narrowing	Reduce the width of roadway via either curb or by roadway striping, two-way traffic permitted	Can reduce vehicle speeds and traffic volumes, less impact to emergency vehicles than vertical deflections	Driveway access must be considered, can be expensive if installed in a series	Medium

Other Traffic Calming Examples

Traffic Calming Device	Description	Pros	Cons	Cost
Partial Road Closure	Limits directional access by a landscaped median	Reduces cut-through traffic and overall traffic volumes, improved aesthetics	Impacts to adjacent roadways must be considered, impacts neighborhood traffic patterns	Medium
Full Road Closure	Limits all access either midblock or at an intersection	Reduces cut-through traffic and overall traffic volumes, improved aesthetics	Impacts to adjacent roadways must be considered, impacts neighborhood traffic patterns	Medium
Complete Streets	Complete streets include mobility options for all users including bike lanes, on-street parking, landscape features, and sidewalks.	Improves mobility alternatives for all users, increased aesthetics, reduce vehicle speeds and volumes	Significant cost and right-of-way acquisition may be required	High
Radar Speed Sign	Radar signage that digitally posts the vehicle speeds next to the speed limit sign	No impact to emergency vehicles, less expensive than a series of vertical or horizontal deflection devices, reduction of vehicle speeds	Speed reduction may be limited to immediate vicinity, not as effective as speed humps or tables	Low

Maintenance

The maintenance responsibility of any implemented traffic calming device will be based on the right-of-way ownership. The Village of Royal Palm Beach will be responsible for maintenance of any traffic calming device installed within the Village right-of-way. It is anticipated that most devices will be installed within the Village right-of-way. For private residential communities, the homeowner's association will be responsible for maintenance on privately owned roadways.

Signage

All signing and pavement markings associated with any installed traffic calming devices shall be in accordance with the following:

- Manual on Uniform Traffic Control Devices (MUTCD); and
- AASHTO Policy on Geometric Design of Highways and Streets ("Greenbook"); and
- Florida Department of Transportation Design Standards and Specifications; and
- Palm Beach County Typicals for Pavement Markings, Signing & Geometrics; and
- Village of Royal Palm Beach Land Development Standards.

IMPLEMENTATION

Process

1. Petition for a traffic calming study
2. Preliminary assessment
3. Public input (Village streets only)
4. Data collection and traffic study
5. Minimum Criteria/Standards
6. Neighborhood outreach and Consent
7. Implementation
8. Evaluation

1. Petition for a traffic calming study

A petition for a traffic calming study can be made by either a homeowner on a public street or by a Homeowner's Association for a private street. Residents and HOA representatives shall contact the Village Engineer for petition area limits and affected property's list.

2. Preliminary assessment

After a petition is received, the Village will perform a preliminary assessment for the subject roadway section(s). The Village Engineer will identify the Study Area and posted speed limit and determine if the following preliminary assessment requirements are met:

Requirements

a. A petition for traffic calming was not processed within the last five years.
b. Roadway must have direct driveway access from abutting properties.
c. Average daily traffic volume between 1000 and 3000 trips.
d. Posted speed limit of 30 mph or less.
e. Roadway maintained by the Village or a Homeowner's Association.
f. Roadway segment must be at least 800 feet in length.

If the roadway is privately owned by a HOA and the HOA is requesting a traffic calming feature, the HOA must have a traffic calming study performed. The traffic study must be provided to the Village, meet the Village traffic calming standards, and the traffic calming feature implementation coordinated with the Village. For Sheriff enforcement within the HOA, the traffic calming measure, signage, and striping must be in accordance with MUTCD and Village of Royal Palm Beach standards.

3. Public Input (Village streets only)

Once a roadway is determined to have met the requirements of the preliminary assessment, the homeowner petitioning for the traffic calming device must obtain at least 33% support of the homeowners in the study area. The study area will only include residential homes that are adjacent to the roadway link receiving the traffic calming devices. The Village Engineering department will help provide the homeowner the appropriate documentation forms and petition template. This step is only required for traffic calming on Village roadways.

4. Data collection and traffic study

If the preliminary assessment requirements are met, the data collection and traffic study will be performed by the Village Engineer (for Village roadways) or by the HOA (for private HOA roadways) and shall include the following:

a. Traffic counts for a minimum of 24 hours to take place during standard traffic counting days of Tuesday through Thursday and exclusion of holidays
b. Speed study, including 85th percentile speed, 95th percentile speed, and 10 mph pace
c. Vehicle classification data
d. Cut-through traffic study, if applicable
e. Crash report history, if applicable
f. Review of general traffic patterns in the neighborhood

5. Minimum Criteria/Standards

The criteria for speed humps and traffic calming devices is detailed below[1]:

Criteria:

a. 1000-3,000 vehicles per day
b. One of the following conditions must be met:
    i. 85th percentile speed is 35 mph or higher; or
    ii. 95th percentile speed is 45 mph or higher; or
    iii. Cut-through traffic is 33% or greater

Additional considerations should include:

- Proximity to intersections and pedestrian orientated facilities (such as parks and schools).
- Roadway geometry and drainage
- Impact to neighborhood traffic patterns
- Volume of pedestrian and bicycle traffic

If the criteria is met, the Engineer will place the request on a Technical Staff Review meeting agenda for approval. If the criteria is not met, the Village may provide alternative education tools to increase awareness of neighborhood traffic concerns and/or increase neighborhood enforcement by the Sheriff's Office.

[1] Radar speed signs are exempt from the minimum criteria requirements on collector roadways with posted speeds of 35mph or greater

6. Neighborhood Outreach and Consent

a. Schedule and advertise a special meeting for residents within the study area to review and vote on a traffic calming plan.
b. The Village will send ballots via certified mail to residents within the study area two weeks prior to the special meeting.
c. The Village Engineer will present the proposed traffic calming plan for the study area. Residents will be required to bring ballots to the meeting and vote on the implementation of the traffic calming plan.
d. One week after the said special meeting the Village will close the receipt of ballots.
e. 50% plus one of households in the study area must be in favor in order to implement the traffic calming plan.

7. Implementation

a. Identify costs and identify plan for Village Council approval of public funding for the next fiscal year
b. Develop construction schedule
c. Determine prioritization and implementation date
d. Construction

8. Evaluation

a. Monitor constructed traffic calming measures immediately after project completion. Recommend any modifications or adjustments for observed deficiencies (if any).
b. Perform study 6 months after project completion. The traffic study completed after the traffic calming implementation should include similar data collection as the before study including 24-hour counts, 85th percentile speeds, 95th percentile speeds, 10 mph pace, and cut-through traffic if applicable. Reduction in speeds, reduction in cut-through traffic, and a higher percentage of vehicles within the 10 mph pace are all positive measures of effectiveness.