

Agenda

OLD BUSINESS

1. Request for review of the Center Street corridor as it relates to traffic flow, speed, barriers for safety as well as sound, and pedestrian crossings.

11/15/2021

Director Martin stated that a group of residents of the Center Street corridor requested a review of the corridor as it relates to traffic flow, speed, barriers for safety as well as sound, and pedestrian crossings.

Kalb stated that he has traffic counts from Ohio Department of Transportation (ODOT) for Center Street from railroad tracks to Main Street and Tiffin Avenue from Blanchard Street to the split. Currently getting counts for Center Street. Director Martin stated the plan is to get traffic counts and analyze the data. Then discuss what next steps are. Are there things we can do or do we hire an outside source to do a traffic study? Kalb stated that looking at traffic counts from ODOT, on Tiffin Avenue east of Blanchard Street was 18,000 cars per day, on Center Street between the railroad tracks and Main Street was 8,000 cars per day. Kalb is working on ideas, but waiting for traffic counts to come in first. Director Martin stated that the recommendation is to table the request until we are able to get the traffic counts in and analyze the data.

Motion to table request, by Councilman Slough, second by Kalb. Motion passed 5-0.

12/20/2021

Motion to lift item from table, by Councilman Slough, second by Kalb. Motion passed 4-0.

Kalb stated that traffic counts on Center Street from Tiffin Ave. to Blanchard Street westbound was 300 vehicles and eastbound was 800 vehicles. Looking at the safety of those travelling eastbound from S. Main St. and speeding over the railroad tracks to go straight to this area of Center St. Kalb drew up a sketch of what it would look like if a 90° turn was put in to enter onto Center Street at Tiffin Avenue rather than being able to drive straight through. There are no barriers available to slow people down in the area of the railroad tracks. The only thing to really do is to have a safety study done that will cost about \$100,000. Chief Ring suggested we try something more simple with signage that there is a curve ahead especially westbound. Kalb stated that traffic counts at Blanchard and Tiffin Avenue has 18,000 vehicles, and the railroad tracks to Main Street has 8000 vehicles. Director Martin asked if we should look at some signage before we make any significant changes. Kalb stated that in order to get any funding from the State to make changes, a safety study would have to be conducted.

Chief Ring stated that changing Center Street to a 90° turn will slow eastbound traffic, but will do nothing for westbound traffic where most of the issues occur with vehicles running into houses. Rayle asked if raising the pavement on the other side of the railroad tracks to make less of an incline over the tracks would help. Kalb stated that there is a lot of coordination with the railroad company that would need to be done. Kalb further stated that if that comes up in the safety study there is the potential to secure safety funds to pay for it. Director Martin stated that it all comes back around to a safety study. Kalb stated that it is a lot of money, but we collect a lot of data and are then eligible for safety funds.

Signage suggestions: dangerous curve sign with 25 MPH speed designation, chevrons on guardrails or reflectors.

Motion to install dangerous curve signs with railroad and a 25 MPH designation for both directions on either side of the railroad tracks on Center Street and to install chevrons on guardrails on Center Street near railroad tracks, by Chief Ring, second by Kalb. Motion passed 4-0.

Motion to table Center Street corridor discussion, by Chief Ring, second by Kalb. Motion passed 4-0.

2/22/2022

No action taken

3/21/2022

Kalb stated that a safety study is budgeted this year. The study is scheduled to be performed this fall.

4/18/2022

No action taken.

2. Request of Dustin Rice, 1310 Amelia Avenue, to make the intersection of Amelia Avenue and Fourth Street a three-way stop due to excessive speeding in the area.

5/16/2022

Rayle stated that traffic counts/speed detection were done in this area previously, however, the data was lost due to technical issues. From what he recalls, there was no excessive speeding except for a couple outliers. Director Martin stated that the purpose of stop signs is not for regulating speed. Chief Ring stated that the Police Department has done extra patrols in the area, but there was nothing to enforce. Director Martin stated that we should get current traffic count/speed data. Public Works will place the equipment out for one week in stealth mode and one week in regular mode to gather speed and traffic count data and then will bring a report back to Traffic Commission.

Motion to table request until current speed and traffic count data are gathered, by Councilman Slough, second by Director Martin. Motion passed 3-0.

3. Request of Jack and Jeanne Wasbro, 1979 Old Mill Road, to make the remainder of Cherry Street from Factory Street to Main Street one way eastbound due to excessive traffic and excessive speeding.

Jack Wasbro requested solutions to discourage through traffic from traveling down Cherry Street from Tiffin Avenue to N. Main St. Larry Cramer stated that most motorists on Cherry Street are using it as a short cut. Director Martin stated that making Cherry Street a one way is not the answer. Stoffel stated that he can place the speed/traffic count equipment out for one week in stealth mode and one week in regular mode to gather speed and traffic count data and then will bring a report back to Traffic Commission.

Motion to table request until current speed and traffic count data are gathered, by Councilman Slough, second by Chief Ring. Motion passed 3-0.

NEW BUSINESS

1. Request of Diane Boguski, 1920 Palmer Drive, Findlay, Ohio, to replace the traffic signal at the intersection of Western Avenue and Lake Cascades Parkway.

Kathy Launder

From: msdianeeller@aol.com
Sent: Thursday, June 16, 2022 9:18 AM
To: Kathy Launder
Subject: [EXTERNAL]Dangerous Intersection

[Security Checkpoint: External Email!](#) Do not click on links or open attachments unless you trust the source and know the content is safe.

Ms. Launder,

Jason Rayle provided your contact information regarding a dangerous intersection that is traveled daily by hundreds of people including myself. That intersection is located at Lake Cascades Parkway and Western Avenue. The traffic light was removed from the intersection a few years ago with traffic only to be stopped by the westbound Lake Cascades traffic. Making a left turn onto western avenue towards all the medical facilities is next to impossible. A brick wall, elevation of the land and curve make safe visibility very dangerous. The continuous flow of north and south bound traffic on western avenue also hinders a safe left turn south bound on Western Ave. I have witnessed near missed accidents on a daily basis with today being the catalyst to spur this communication. I have reached out in the past to the traffic signal department regarding this issue with NO RESPONSE from them apart to Jason's response today. Apparently the safety of motorist is of no concern to them or the mayors office. It is my concern that a fatality will occur, then will you respond and investigate this intersection with a solution and NOT mere words. Safety is of the utmost importance.

Thank you,

Diane Boguski
1920 Palmer Drive
Findlay, OH
419.348.1196

Kathy Launder

From: Jason Rayle
Sent: Tuesday, July 12, 2022 9:32 AM
To: Kathy Launder
Subject: Traffic Commission
Attachments: L. Cascades sign.jpg

Good Morning Kathy,

I'd like to see about getting something added to the traffic commissions agenda. I've received multiple complaints about the intersection of Western Ave. and Lake Cascades Pkwy. People are stating that while sitting at the stop sign WB on Lake Cascades that the view of NB traffic is blocked by the hill and the Lake Cascades sign. We removed that traffic signal a couple years ago because the traffic counts did not warrant a signalized intersection and the current signal was in poor condition but I'm not sure if visibility issues were factored into that decision. I'm not sure if stop signs on Western Ave. are the answer or not, I'd like to get the traffic commissions input. I attached a photo of the sign and hill that are the issue out there.

Thank you.

Jason Rayle
City of Findlay
Traffic Signal Department
419-424-7185



TRAFFIC COMMISSION

City of Findlay
February 19, 2019

MINUTES

ATTENDANCE:

MEMBERS PRESENT: Service Director/Acting City Engineer Brian Thomas, Fire Chief Josh Eberle, Police Chief John Dunbar, Councilman Jim Slough.

STAFF PRESENT: Matt Stoffel, Public Works Superintendent; Tom DeMuth Traffic Signal Supervisor; Kathy Launder, City Clerk.

GUESTS PRESENT: Treece
Councilman Grant Russel, Councilwoman Holly Frische.

OLD BUSINESS

1. Request of Michael Chiarelli, Kan Du Group located at 17728 County Road 99, Findlay, for a traffic signal facing north at Speedway Drive to allow motorists to safely be able to turn left (east) from their facility as well as Flashover Sports.

4/16/2018

Chiarelli stated that the Kan Du Group is the former Blanchard Valley Industries and moved to a County Road 99 location. It serves adults with disabilities. There will be 45-50 adults on location at a time. There is a concern of the safety of turning left out of the drive onto CR 99. A traffic signal would allow a safer turn. The entrance to the facility will be moved to line up with the existing traffic signal.

Schmelzer stated that usually the organization requesting an additional traffic signal would be responsible for the cost to purchase and install the signal. There may be grants or government funds available to cover the cost. Having a traffic signal there may spark additional development. Cost to install a new signal would be approximately \$15,000 if have to purchase all equipment. Schmelzer stated that if the owner moves the drive the City would pay for the signal. Chiarelli stated that the owner is aware that they would have to move the entrance.

Motion to table request pending further discussion regarding combining the driveways, by Director Schmelzer, second by Councilman Slough. Motion passed 5-0.

8/20/2018

Schmelzer met with property owner. Doubt we will do anything there very soon. Keep on the agenda.

11/19/2018

No new information

2/19/2019

Motion to lift item from table, by Director Thomas, second by Councilman Slough. Motion passed 4-0.

Flashover Sports has closed so the traffic flow is considerably less. The back building is being used by Kan Du Group. Director Thomas recommends that in the interest of cleaning up the agenda that we deny the request, and Kan Du Group can bring the request back to the Traffic Commission in the future if needed.

Motion to deny request for a traffic signal facing north at Speedway Drive, by Director Thomas, second by Councilman Slough. Motion passed 4-0.

2. Request to consider removing traffic signal at Lake Cascades and Western Avenue.

9/17/2018

This item has been briefly discussed before. The traffic signal at the intersection of Western Avenue and Lake Cascades Parkway is failing. The cabinet and controller is also failing. Thomas stated that traffic counts did not meet warrant for traffic signal to remain. Engineering Department recommends to remove traffic signal and install stop signs on Lake Cascades Parkway. Western Avenue traffic will not stop. There are currently no sight issues. This may change if the southwest corner is developed. Chief Dunbar stated some concerns with the curve from Lake Cascades Parkway onto Western Avenue remaining a Yield. He proposes to eliminate the curve. Another suggestion was to replace the Yield with a Stop Sign. It is proposed to have Western Avenue as a thru street, have traffic on Lake Cascades Parkway stop at Western Avenue, keep yield sign at curve. Flash for two weeks on yellow for Western Avenue, red for Lake Cascades Parkway, then bag the traffic signals. If there are no concerns after this period, then come back for official determination of removing traffic signals. Motion to table and bring back to the Traffic Commission after review of the traffic pattern of the yield sign at the curve, by Chief Eberle, second by Councilman Slough. Motion passed 4-0.

10/15/2018

The traffic count in this area showed that there is not much traffic. Need to look at traffic that uses the right turn curve with the yield sign.

11/19/2018

No new information

2/19/2019

Motion to lift from table by Director Thomas, second by Chief Eberle. Motion passed 4-0.

Make more sense to leave the continuous turn with a yield. Chief Eberle looked same as merging on highway. Traffic count does not warrant a traffic signal.

Motion to remove traffic signal at Western Avenue and Lake Cascades Parkway, install stop sign on Lake Cascades Parkway at Western Avenue; Western Avenue would be a through street, keep yield sign at the continuous curve from Lake Cascades onto Western Avenue, by Chief Eberle, second by Councilman Slough. Motion passed 4-0.

3. Request of Councilwoman Holly Frische to look at the need for a traffic signal at the intersection of Deer Ridge Drive and East Melrose Avenue.

9/17/2018

Thomas stated that the last traffic count done was in 2015. The average daily total did not meet the warrant for a traffic signal. With the new apartments going in on the north side of Melrose Avenue, there will be an increase in traffic. Deer Ridge is a private drive. A new signal will cost approximately \$150,000. Recommend get current traffic counts after the apartments are built and occupied. Motion to table until traffic counts are obtained, by Chief Eberle, second by Councilman Slough. Motion passed 4-0.

11/19/2018

Traffic counters have not been placed yet.

2/19/2019

Motion to lift from table, by Director Thomas, second by Councilman Slough. Motion passed 4-0.

Director Thomas stated that we can't put stakes down for the traffic counters in the winter season and he wasn't able to get the traffic count done before winter. The drive into Deer Ridge and into the new housing development across Melrose will not line up.

Motion to have Engineering Department look at traffic counts when available and bring back to Traffic Commission for consideration, by Director Thomas, second by Councilman Slough. Motion passed 4-0.

NEW BUSINESS

1. Request of Holly Rucker, 1610 Autumn Drive, for a "No Outlet" sign on Autumn Drive at Cranberry East.

Autumn Drive is a dead end street. There should have been a temporary turn around built when the area was developed, which would have eliminated people turning around in Ms. Rucker's driveway.

Motion to approve request for a "No Outlet" sign on Autumn Drive at Cranberry East, by Chief Eberle, second by Councilman Slough. Motion passed 4-0.

2. Request of David Adams, AME Mason Church, to change the parking on the west side of Liberty Street from Lima Avenue to W. Lima Street to allow for parking on Saturday mornings.

AME Mason Church have made a request for several years through the event permit process to request parking be allowed on the west side of Liberty Street on Saturday mornings for their Saturday morning activities.

There is currently parking permitted on Sundays and holidays on the west side of Liberty Street.

Motion to change parking restriction on the west side of Liberty Street from Lima Avenue to W. Lima Street to allow parking on Saturdays as well as the current allowance of Sundays and holidays, by Councilman Slough, second by Director Thomas. Motion passed 4-0.

3. Request to revert East Crawford Street back to two-way traffic from Main Street to East Street.

Mast arms for traffic signals have been removed. It would cost approximately \$125,000 for whole intersection. Received letters from business owners on East Crawford Street opposed to reverting East Crawford Street back to two-way traffic. Councilman Russel stated that Downtown Findlay Improvement District (DFID) is very much opposed to reverting it back as well.

Motion to deny request to revert East Crawford Street back to two-way traffic from Main Street to East Street, by Chief Eberle, second by Councilman Slough. Motion passed 4-0.

4. Referral from City Council: Letter from Jack Winans, We Serve. Coffee, regarding a the 15 minute parking spaces on East Sandusky Street asking that they be evaluated in the future to determine their effectiveness.

Councilman Russel posted to Facebook about the new 15 minute parking spaces and mentioned We Serve. Coffee, not knowing that We Serve. Coffee was not in favor of the 15 minute spaces. There were some disparaging comments resulting from the post and Mr. Winans did not want to be associated with these disparaging comments which prompted his letter to City Council. Councilman Russel has since had conversations with Mr. Winans. He does not wish to revert the 15 minute parking spaces back to 2 hour parking spaces. He sees the benefit to some of the businesses, not necessarily his business. He is willing to give the spaces a try if it will assist in downtown parking. The point of his letter was not to request a change back. Councilman Russel requests that the Traffic Commission take no action on the letter, except to say that it was sent, received, and discussed. The business owners of Jack B's and Buggy Whip Bakery have been very positive and favorable. The residential tenants of the area are less satisfied. Everyone Councilman Russel speaks with requests enforcement of parking whether it is the 15 minute parking spaces or the 2 hour parking spaces.

Motion to take no action, by Director Thomas, second by Councilman Slough. Motion passed 4-0.

With no further business to discuss, the meeting adjourned. The next meeting of the City of Findlay Traffic Commission will be held on March 18, 2019, at 2:30 p.m. in the third floor conference room of the Municipal Building.

Respectfully submitted,

Kathy K. Launder
City Clerk

For Project: Amelia N. Bound 2022

Project Notes:

Location/Name: Incoming

Report Generated: 6/6/2022 11:32

Speed Intervals 5 MPH

Time Intervals Instant

Traffic Report From 5/10/2022 06:00:00

85th Percentile Speed 22.9 MPH

85th Percentile Vehicles 444

Max Speed 30 MPH

Total Vehicles 522

AADT: 37

Volumes -

Weekly counts

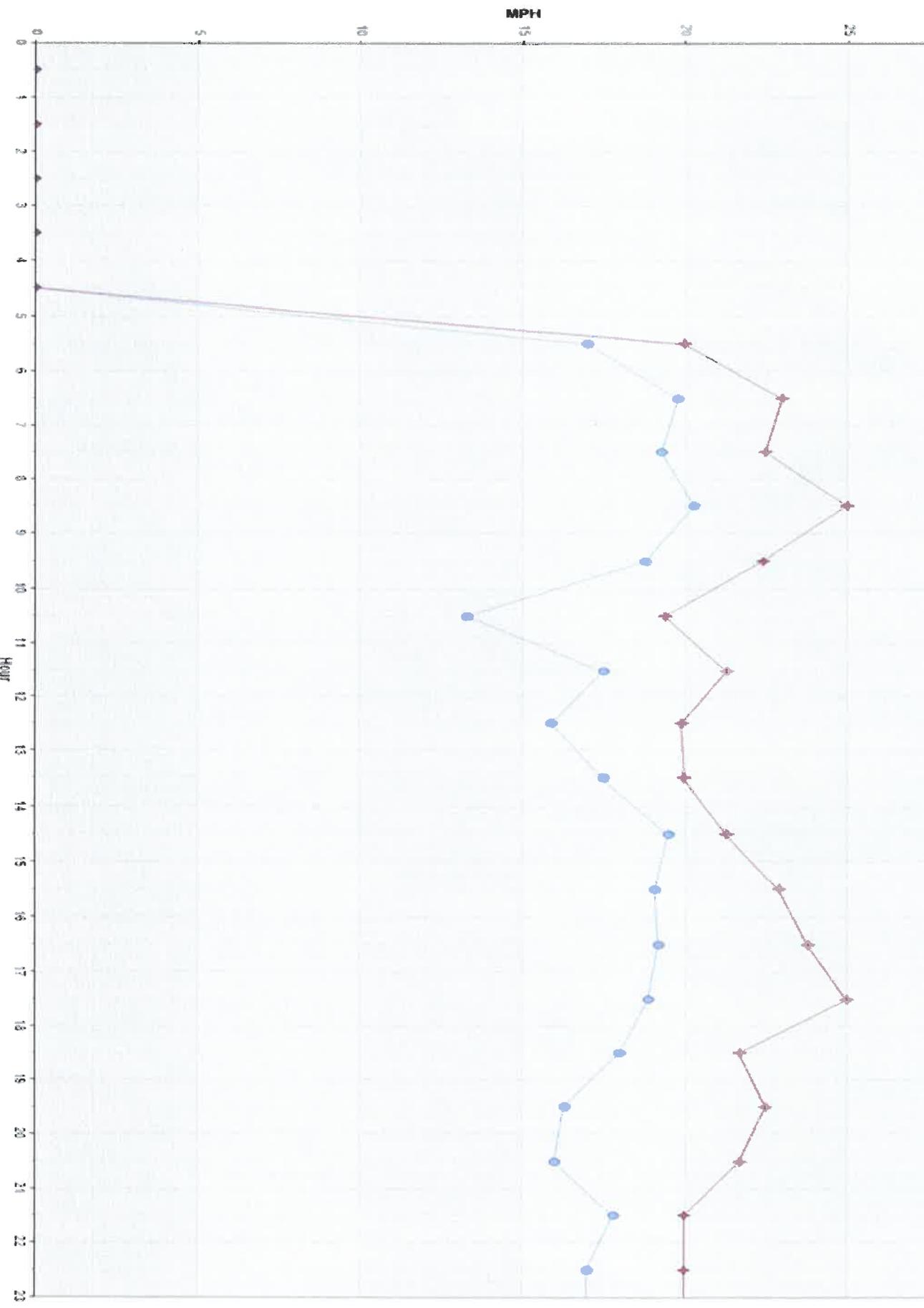
Time	5 Day	7 Day							
Average Daily	35	35							
AM Peak	2	2							
PM Peak	3	4							
Speed									
Speed Limit:	25								
85th Percentile Speed:	22.9								
Average Speed:	17.93								
Count over limit	4	0	0	0	0	0	0	1	0
% over limit	4.6	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0
AVG Speeder	27.5	0.0	0.0	0.0	0.0	0.0	0.0	27.5	0.0



Amelia M. Bond 2022

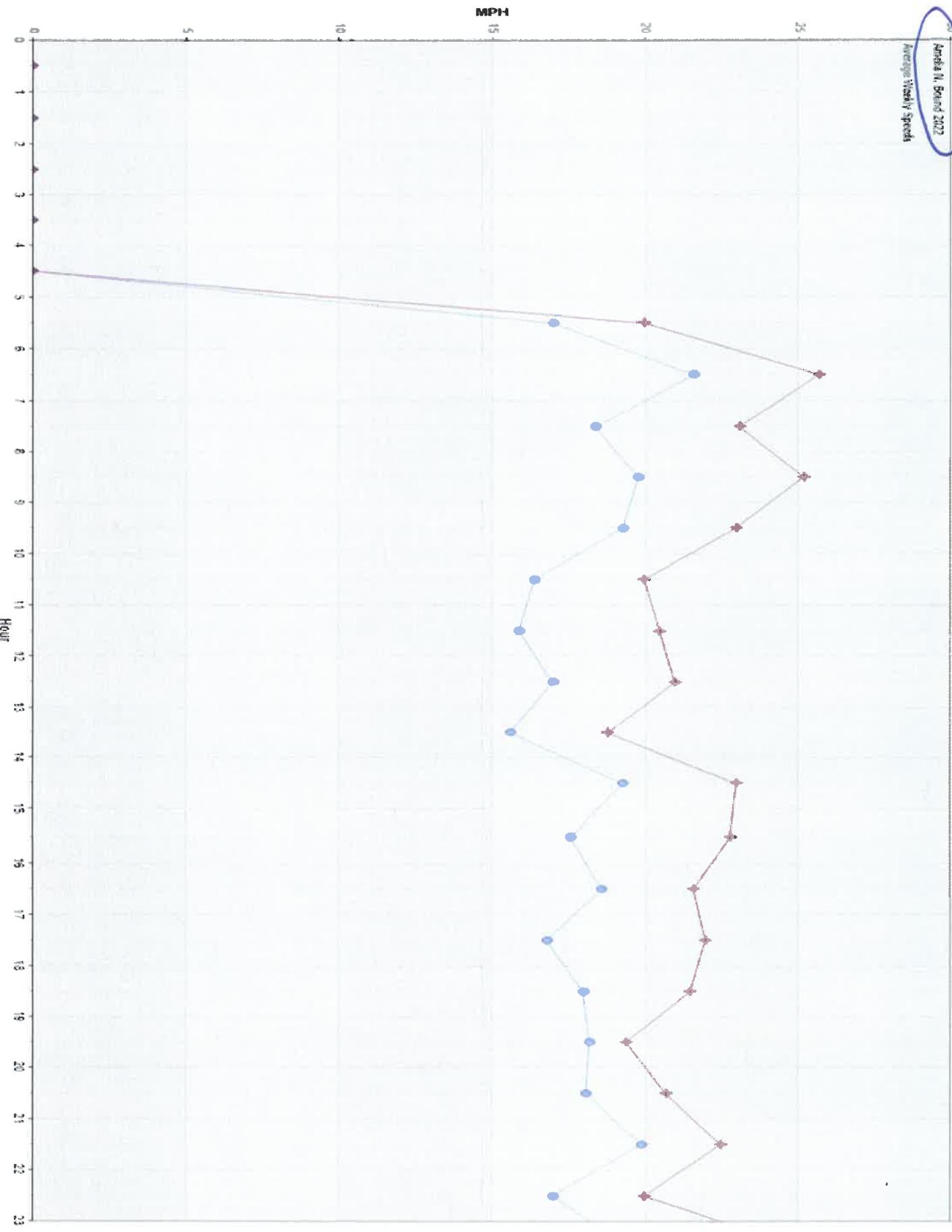
Average Weekly Speeds

Incoming Average Hourly WEEKDAY Speeds for Week of 5/9/2022
Average Hourly WEEKDAY Speeds By Hour (5/9/2022) - Average Hourly WEEKDAY Speeds By Hour (5/9/2022) 85th Percentile Speed By Hour (5/9/2022) - 85th Percentile Speed By Hour (5/9/2022)



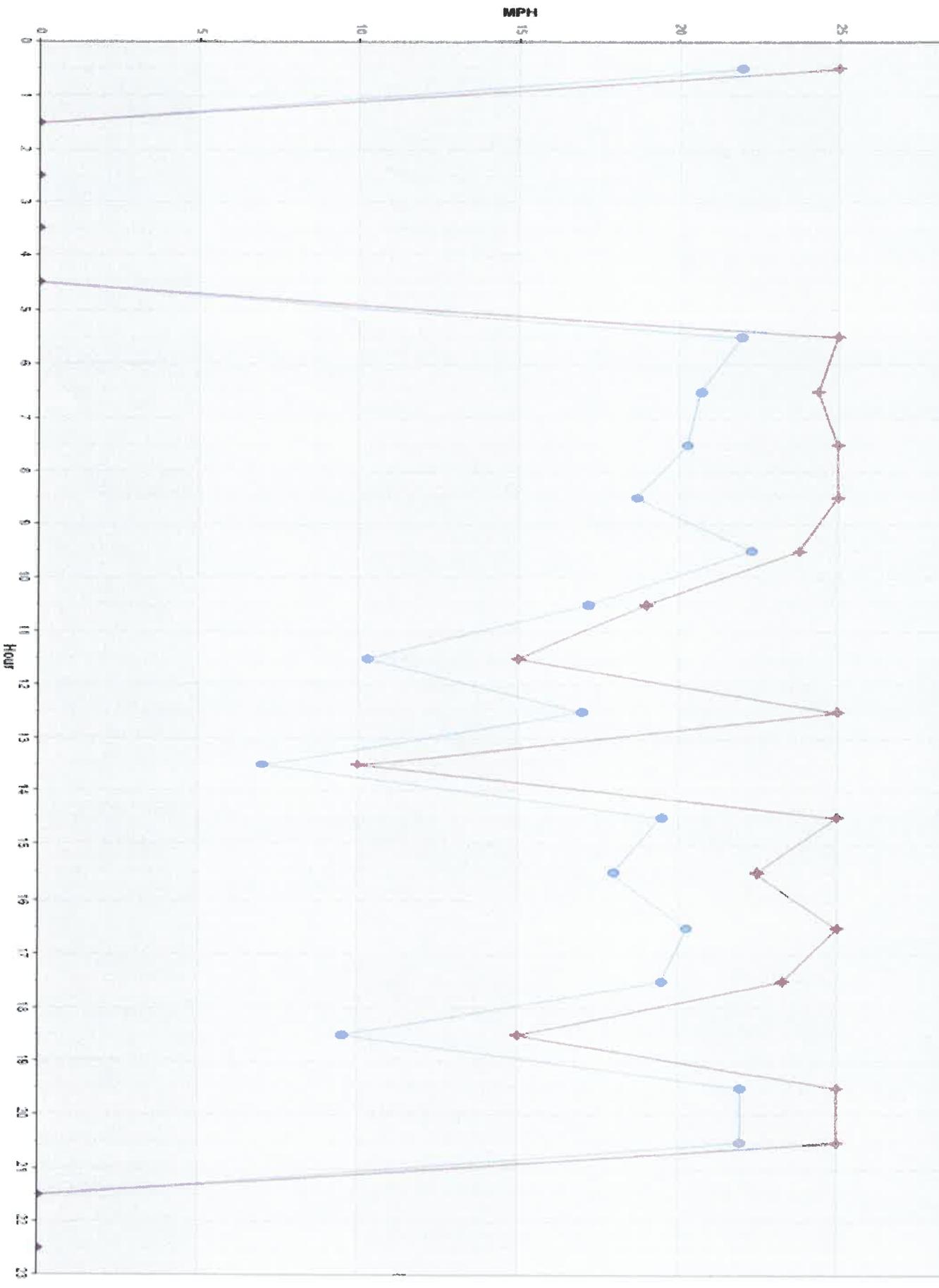
April 11, 2022

LearningAverage Hourly WEEKDAY Speeds for Week of 5/16/2022



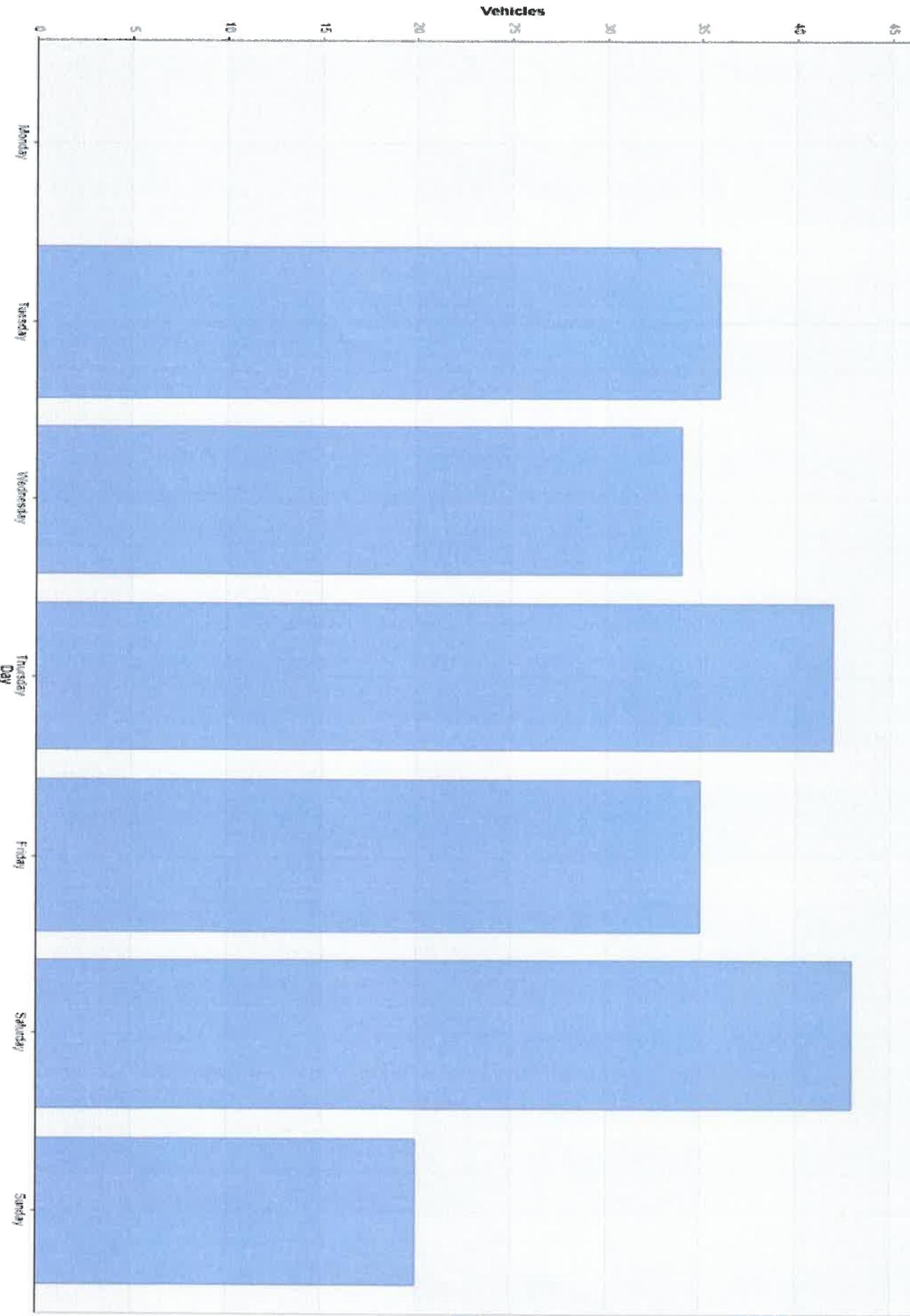
Incoming Average Hourly WEEKDAY Speeds for Week of 5/23/2022
 Average Hourly WEEKDAY Speeds By Hour (5/23/2022) - Average Hourly WEEKDAY Speeds By Hour (5/23/2022) - 85th Percentile Speed By Hour (5/23/2022) - 85th Percentile Speed By Hour (5/23/2022)

20
 Average Weekly Speeds
 Average Weekly Speeds



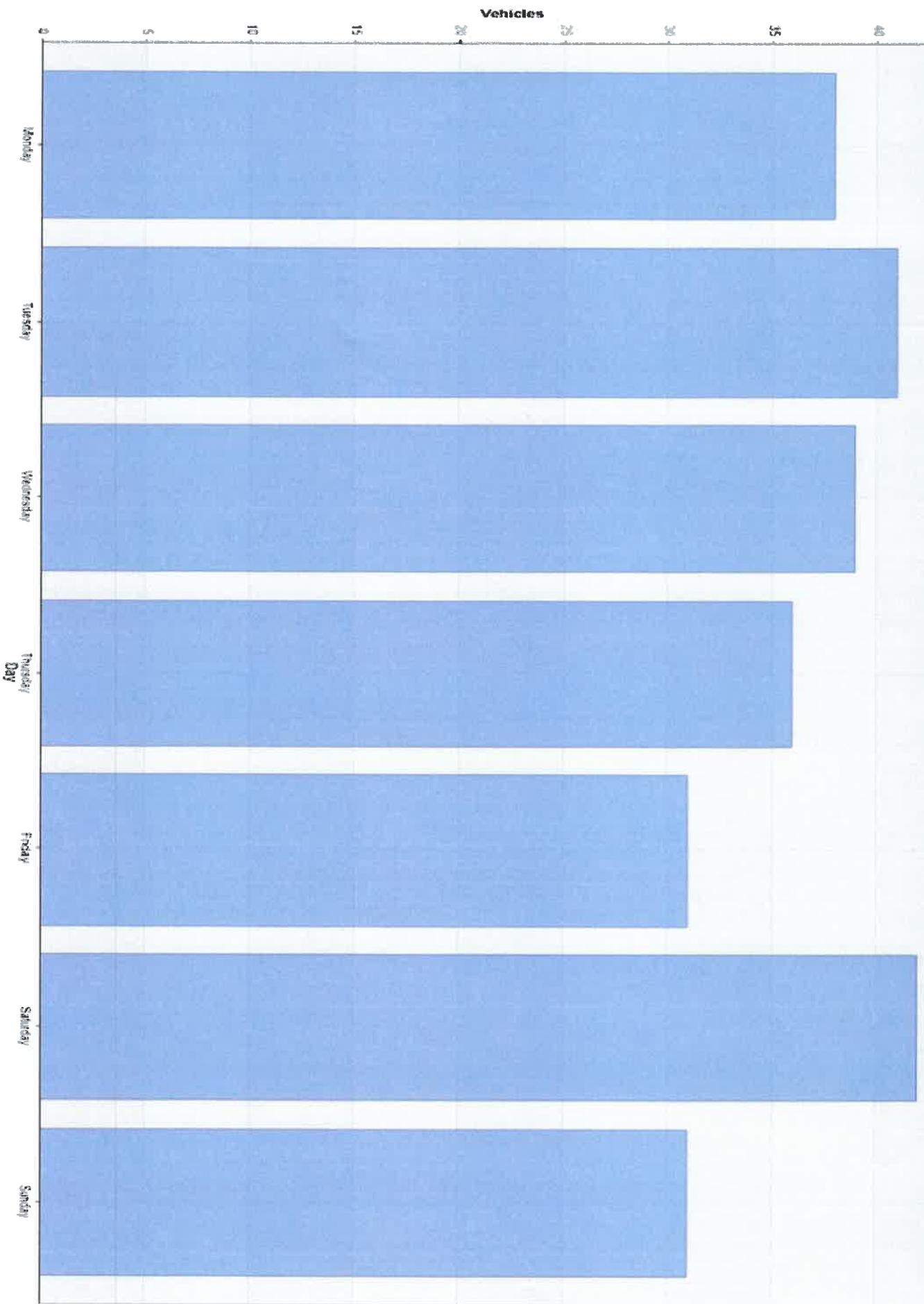
Jessica M. Board 2022

Daily Volumes

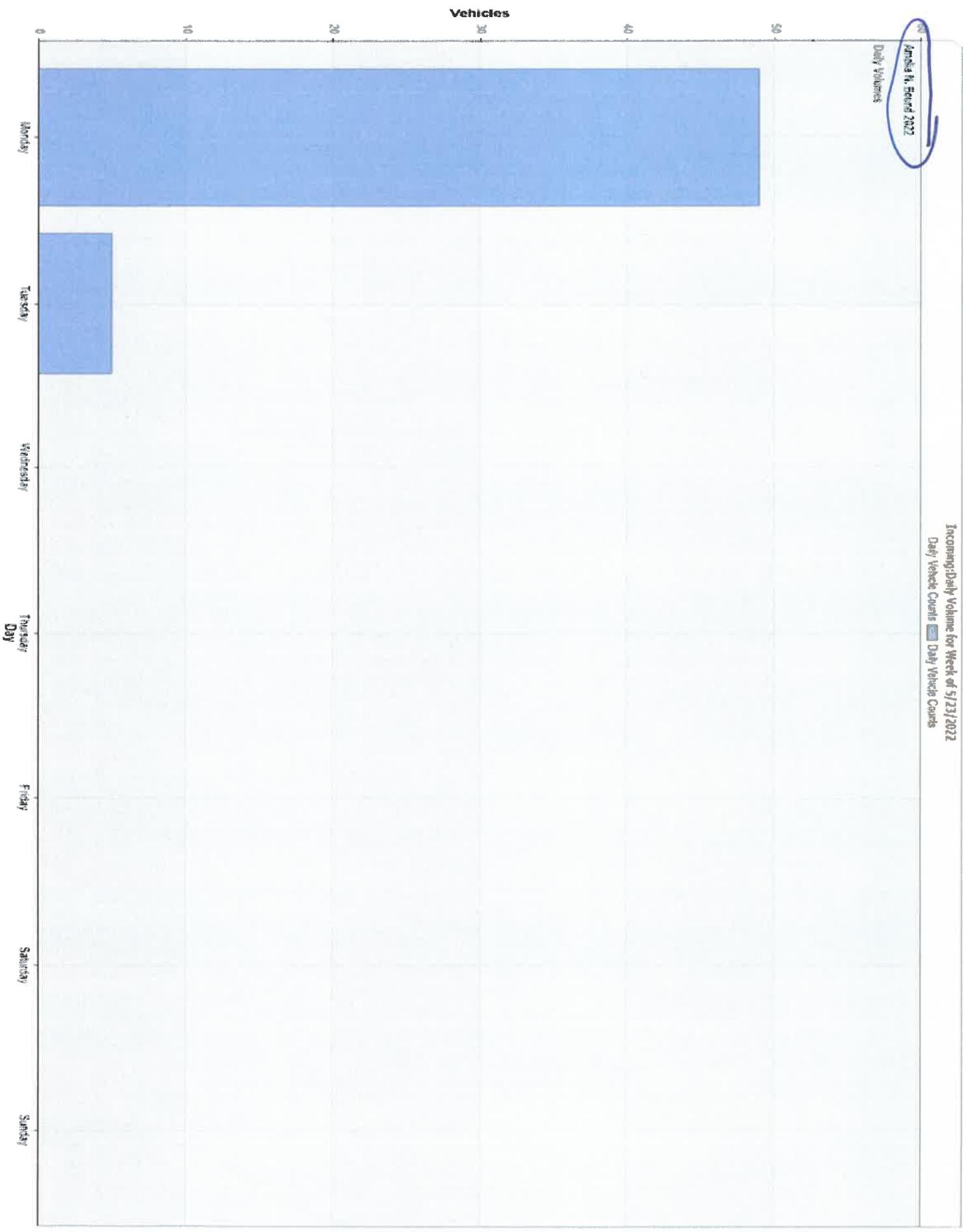


Incoming Daily Volume for Week of 5/9/2022
Daily Vehicle Counts

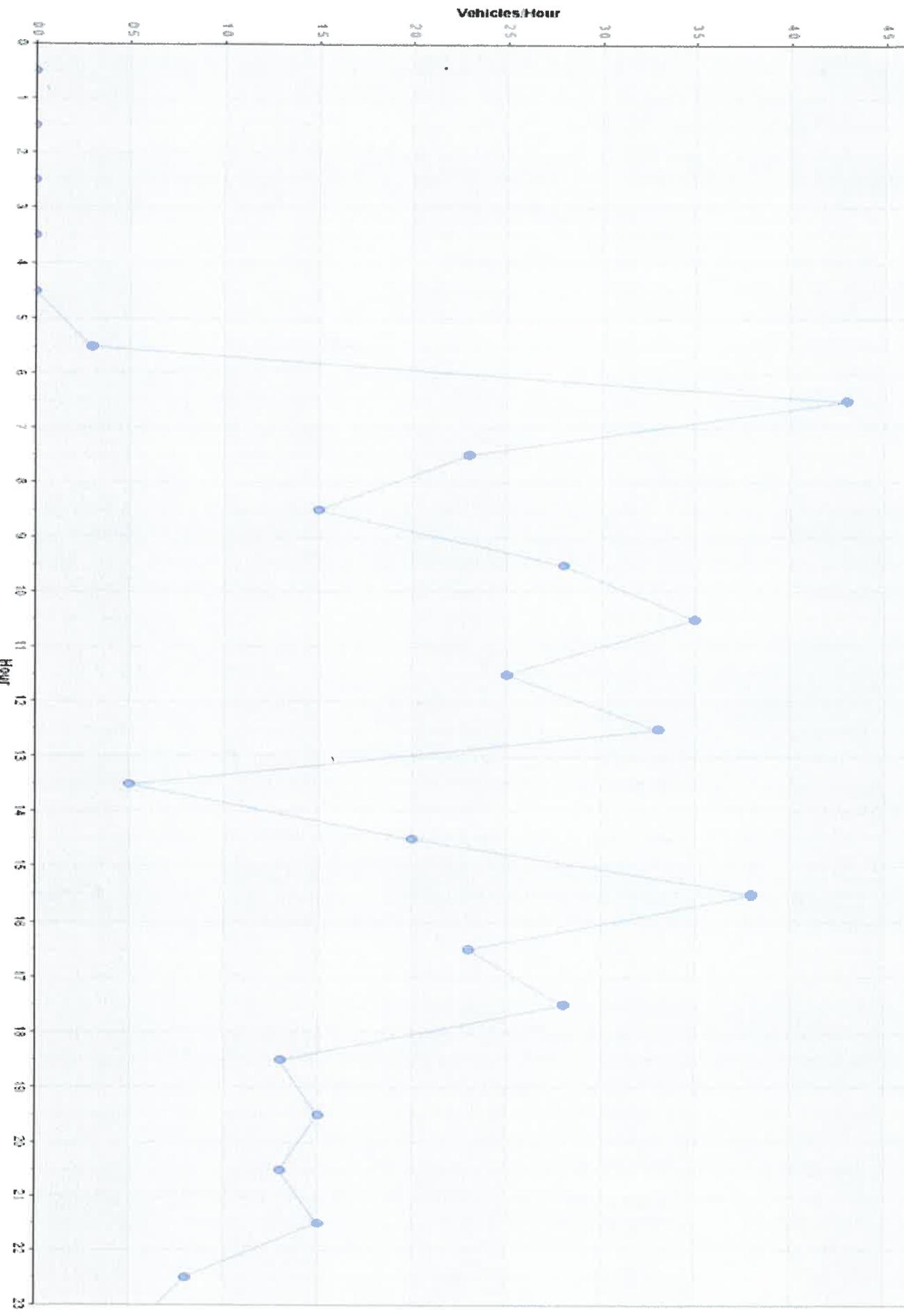
APR 18, 2022
Daily Vehicles



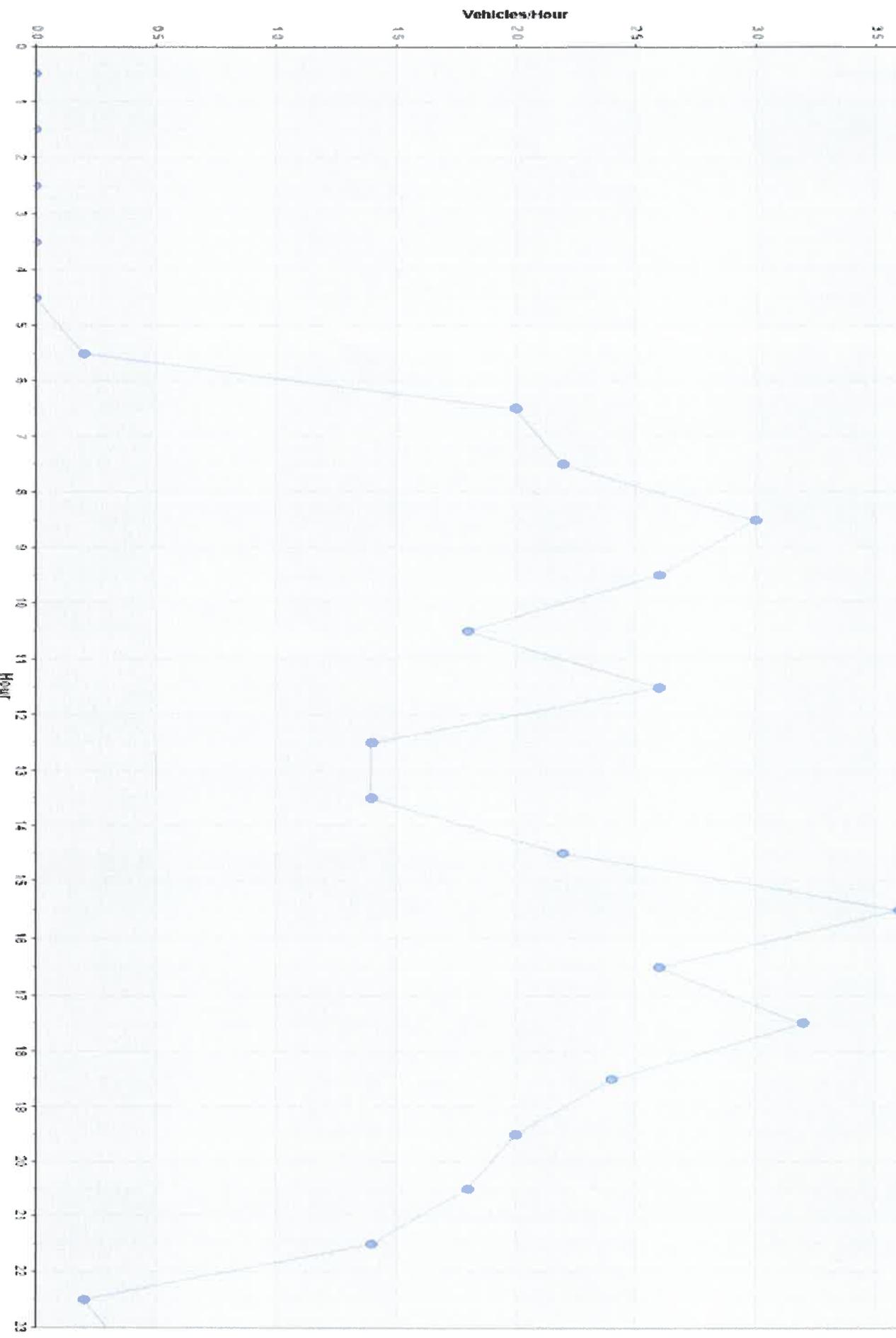
Amelia B. Beard 2022
Daily Volume



Archie N. Boyd 2022
Average Weekly Volumes



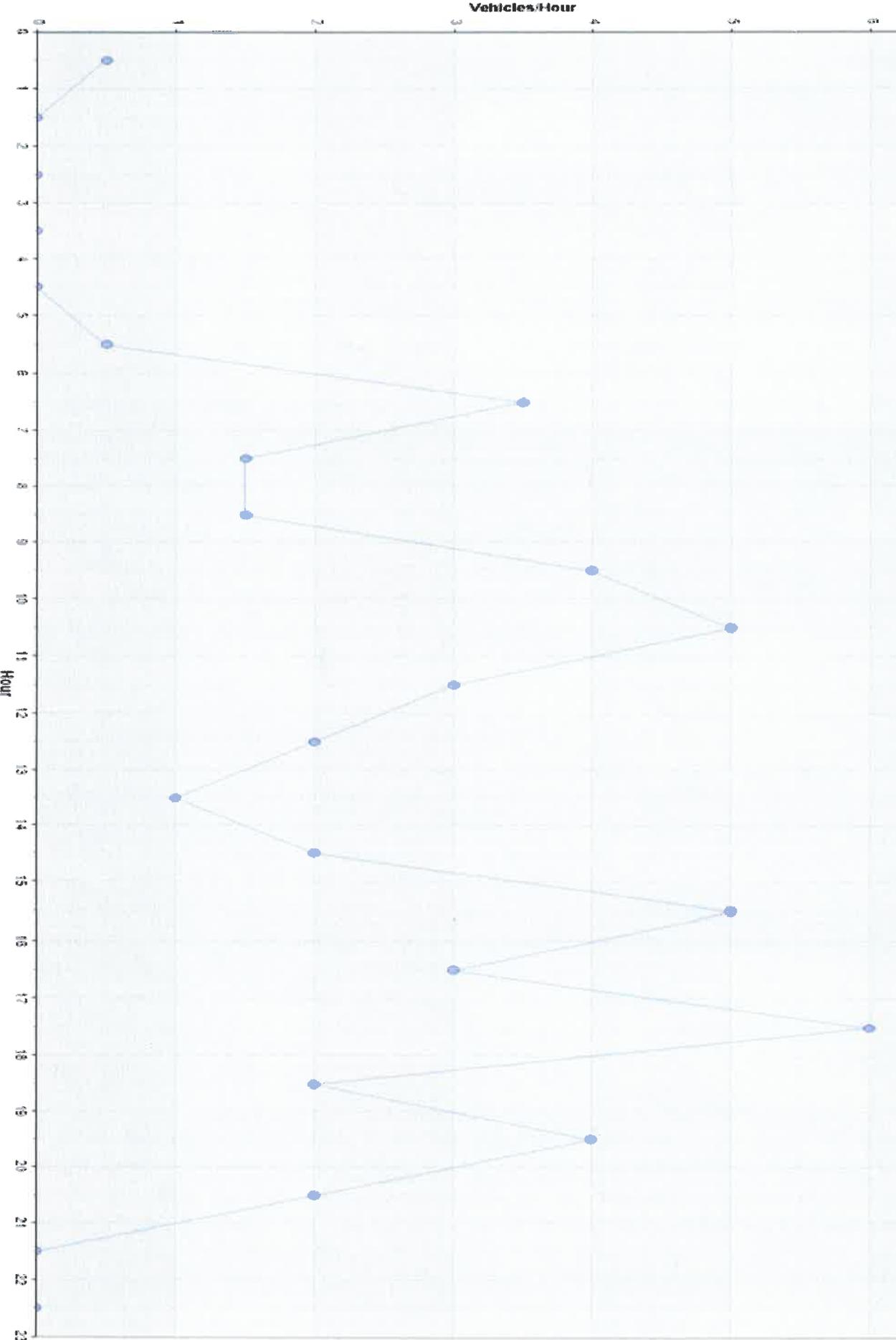
Average Hourly Volume
Arden H. Bond 2022



Incoming: Average Hourly Volume for Week of 5/16/2022
Average Counts By Hour (5/16/2022) ● Average Counts By Hour (5/16/2022)

Amelia M. Boudard 2022

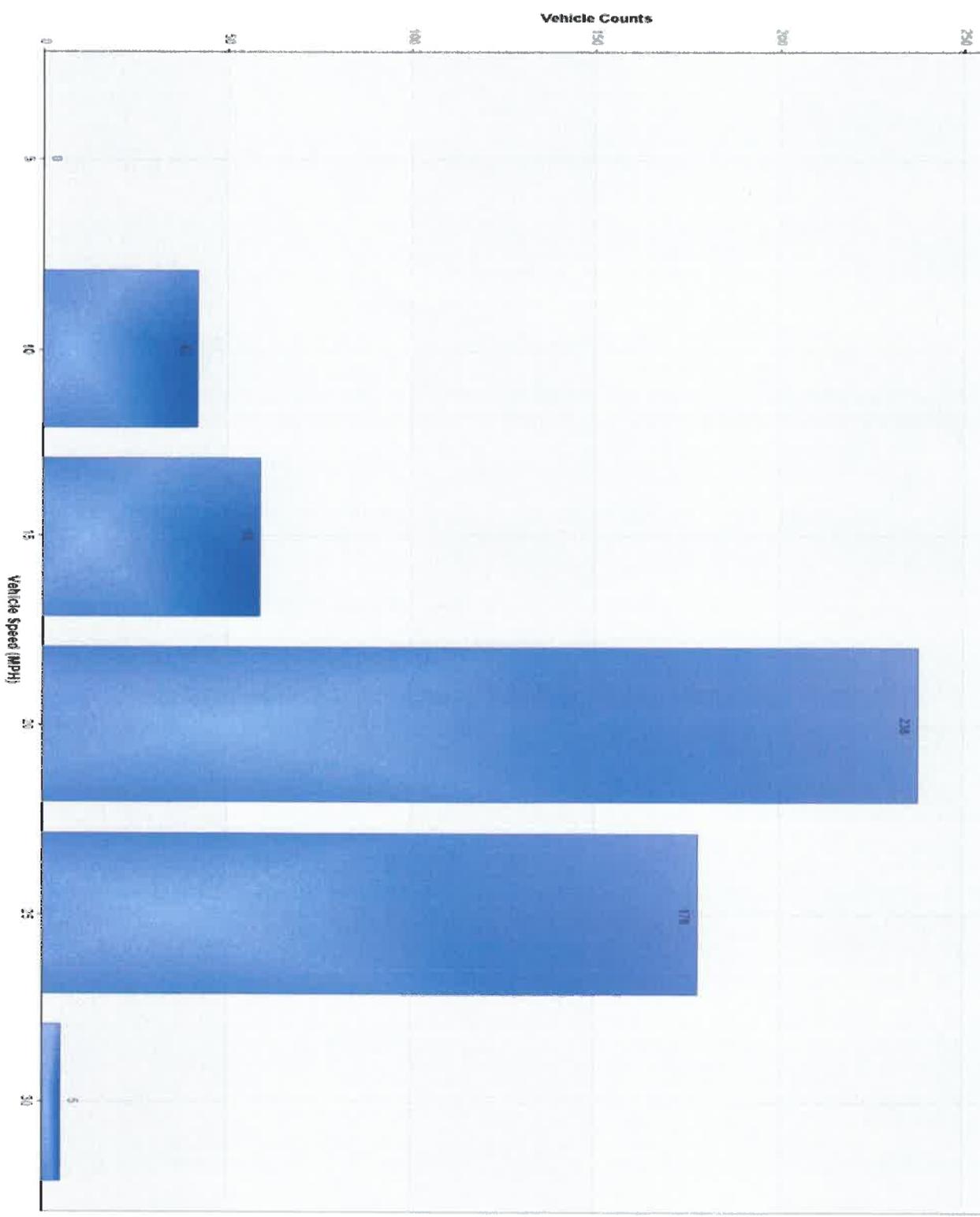
Average Weekly Volumes



Incoming/Average Hourly Volume for Week of 5/23/2022
Average Counts By Hour (5/23/2022) - Average Counts By Hour (5/23/2022)

Armeda N. Bound 2022

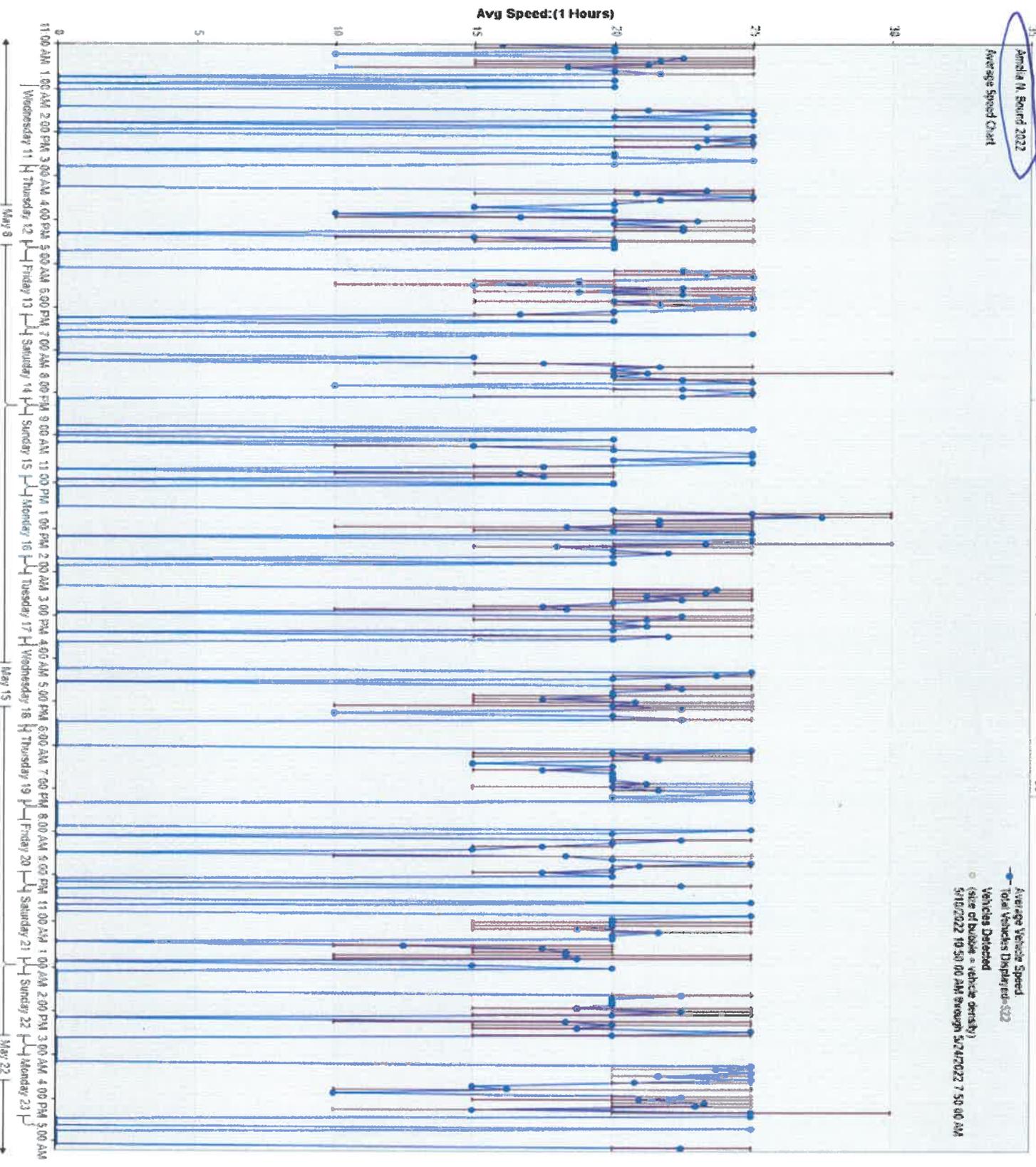
Vehicle By Speed Histogram



Amelia N. Bound 2022

Average Speed Chart

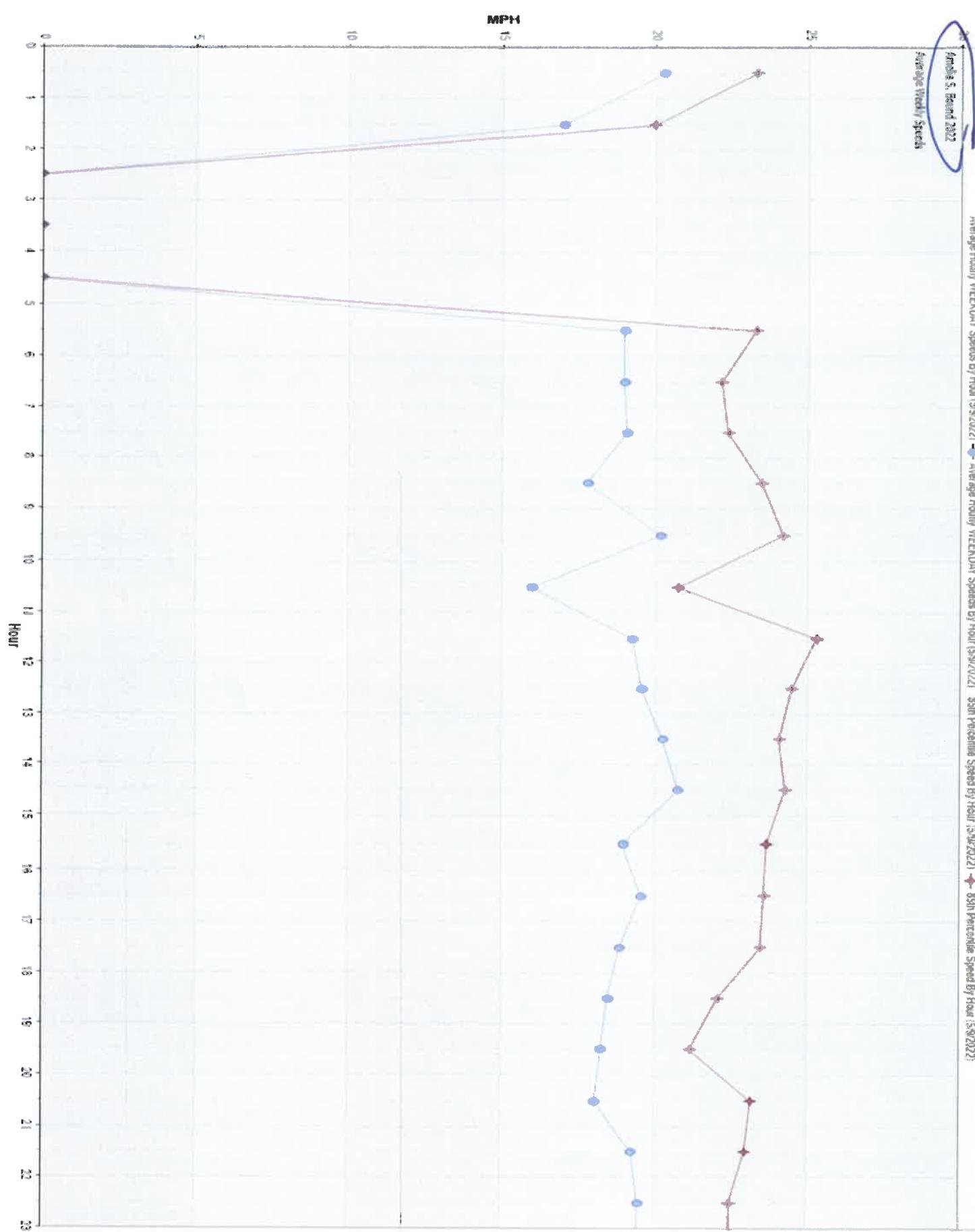
Average Vehicle Speed (mph) vs. Time [Amelia N. Bound 2022:1:conting]



Incoming Average Hourly WEEKDAY Speeds for Week of 5/19/2022

Average Hourly WEEKDAY Speeds By Hour (5/19/2022) Average Hourly WEEKDAY Speeds By Hour (5/19/2022) 85th Percentile Speed By Hour (5/19/2022) 85th Percentile Speed By Hour (5/19/2022)

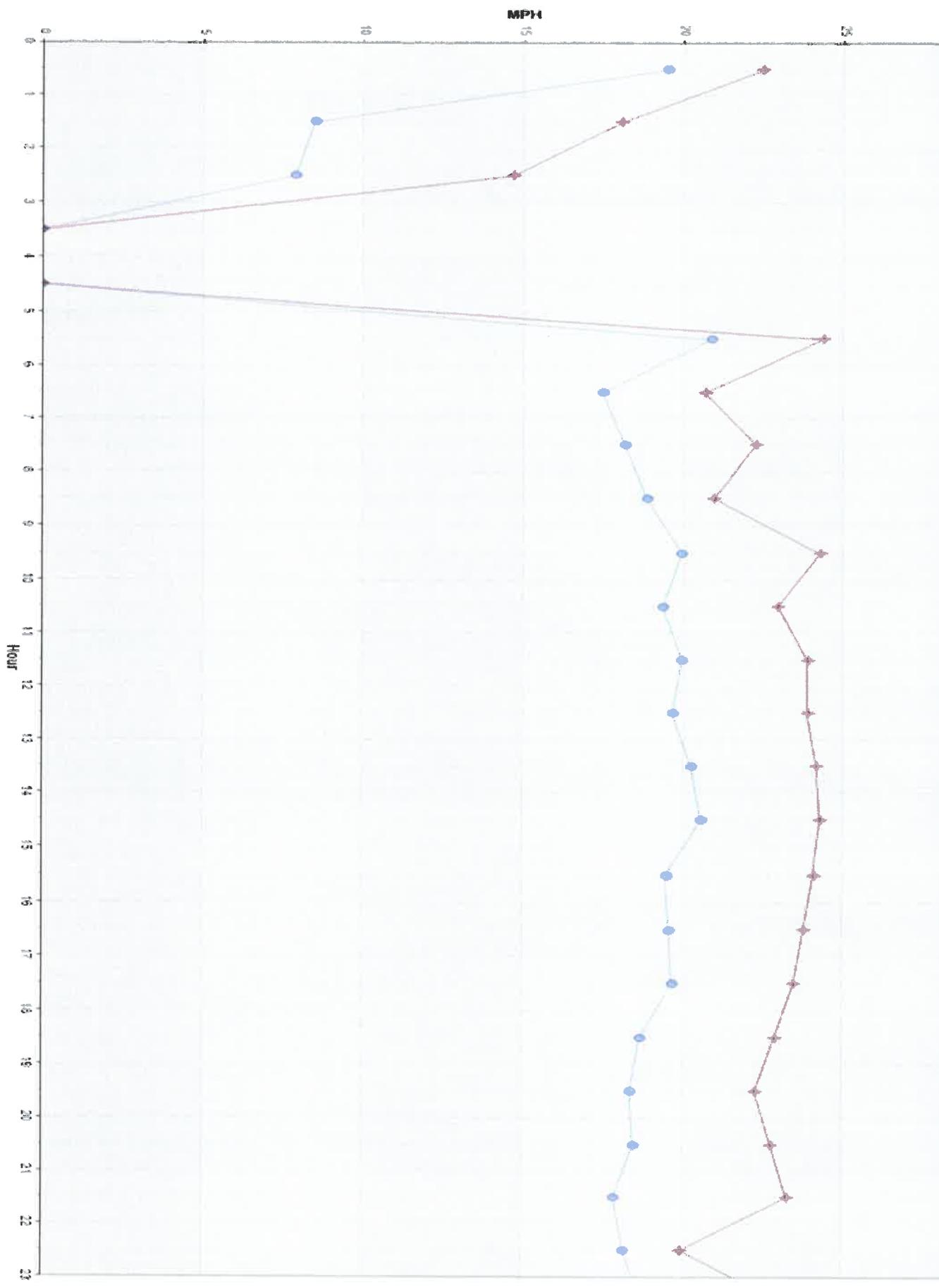
Amelia S. Beard 2022
Average Weekly Speeds



Incoming-Average Hourly WEEKDAY Speeds for Week of 5/16/2022

Average Hourly WEEKDAY Speeds By Hour (5/16/2022) ● Average Hourly WEEKDAY Speeds By Hour (5/16/2022) ◆ 85th Percentile Speed By Hour (5/16/2022)

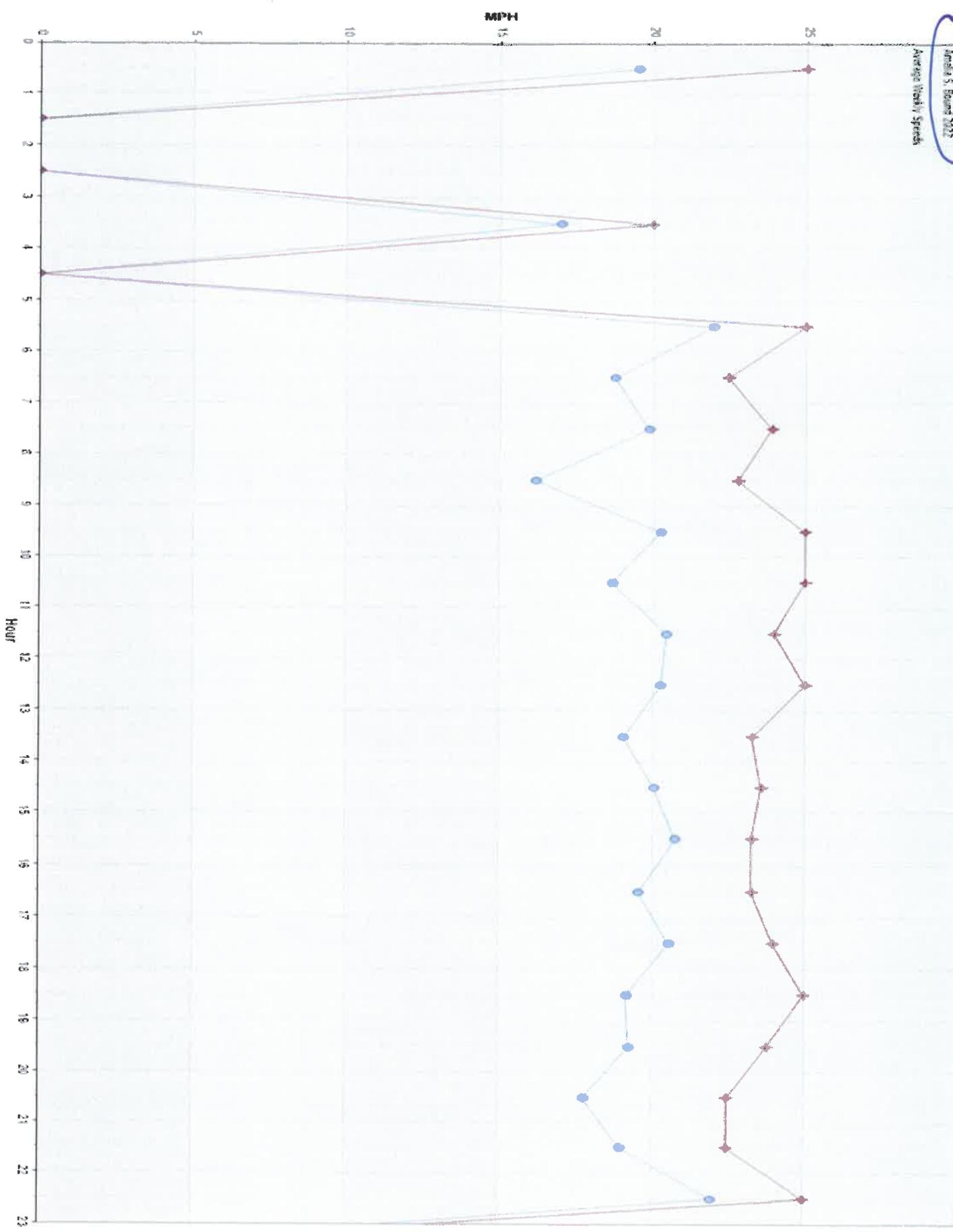
Arctic 5 Bound 2022
Average Weekly Speeds



Incoming Average Hourly WEEKDAY Speeds for Week of 5/23/2022

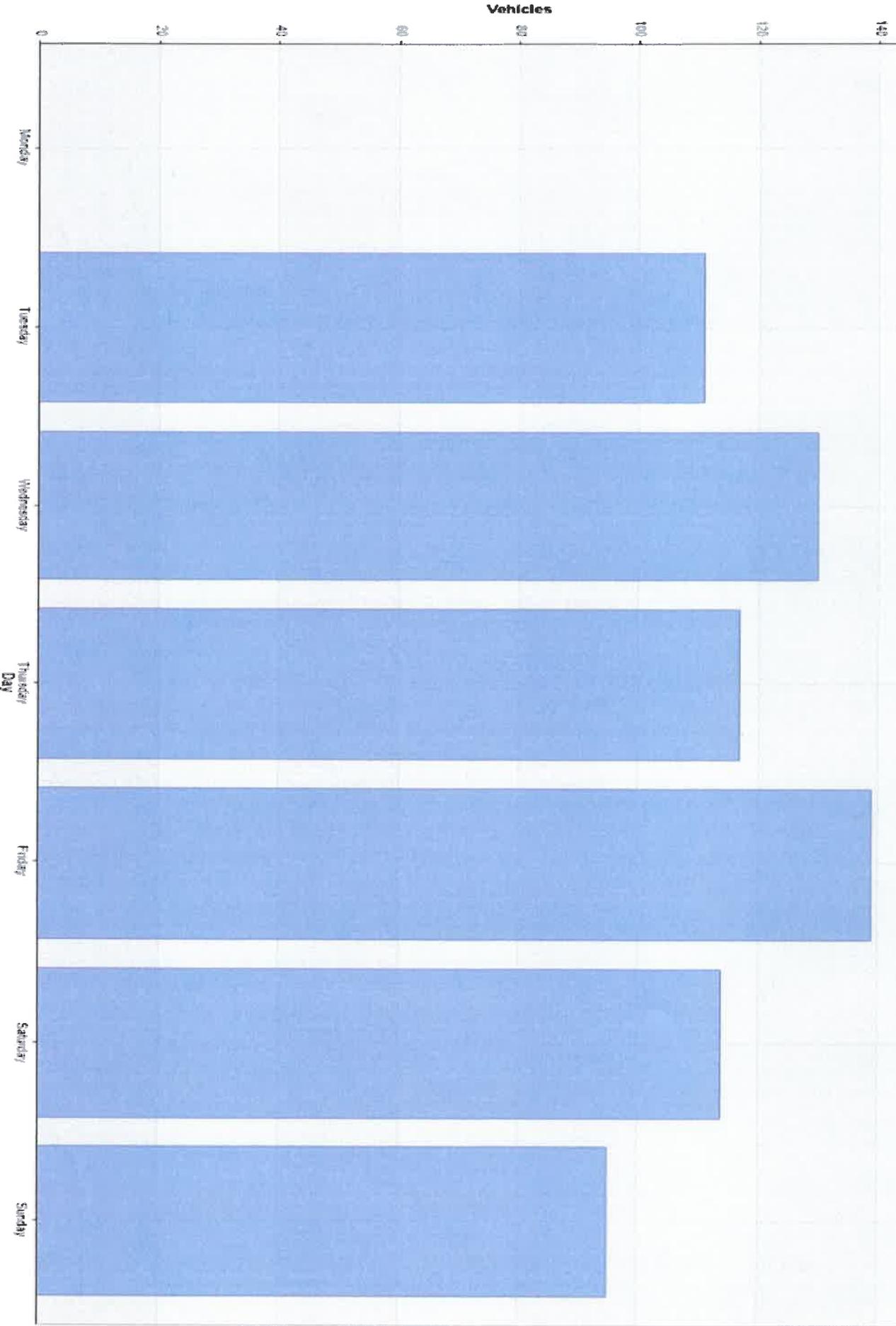
Average Hourly WEEKDAY Speeds By Hour (5/23/2022) - Average Hourly WEEKDAY Speeds By Hour (5/23/2022) 85th Percentile Speed By Hour (5/23/2022) - 85th Percentile Speed By Hour (5/23/2022)

April 5, Round 2022
Average Weekly Speeds



Amelia S. Bound 2022

Daily Volume

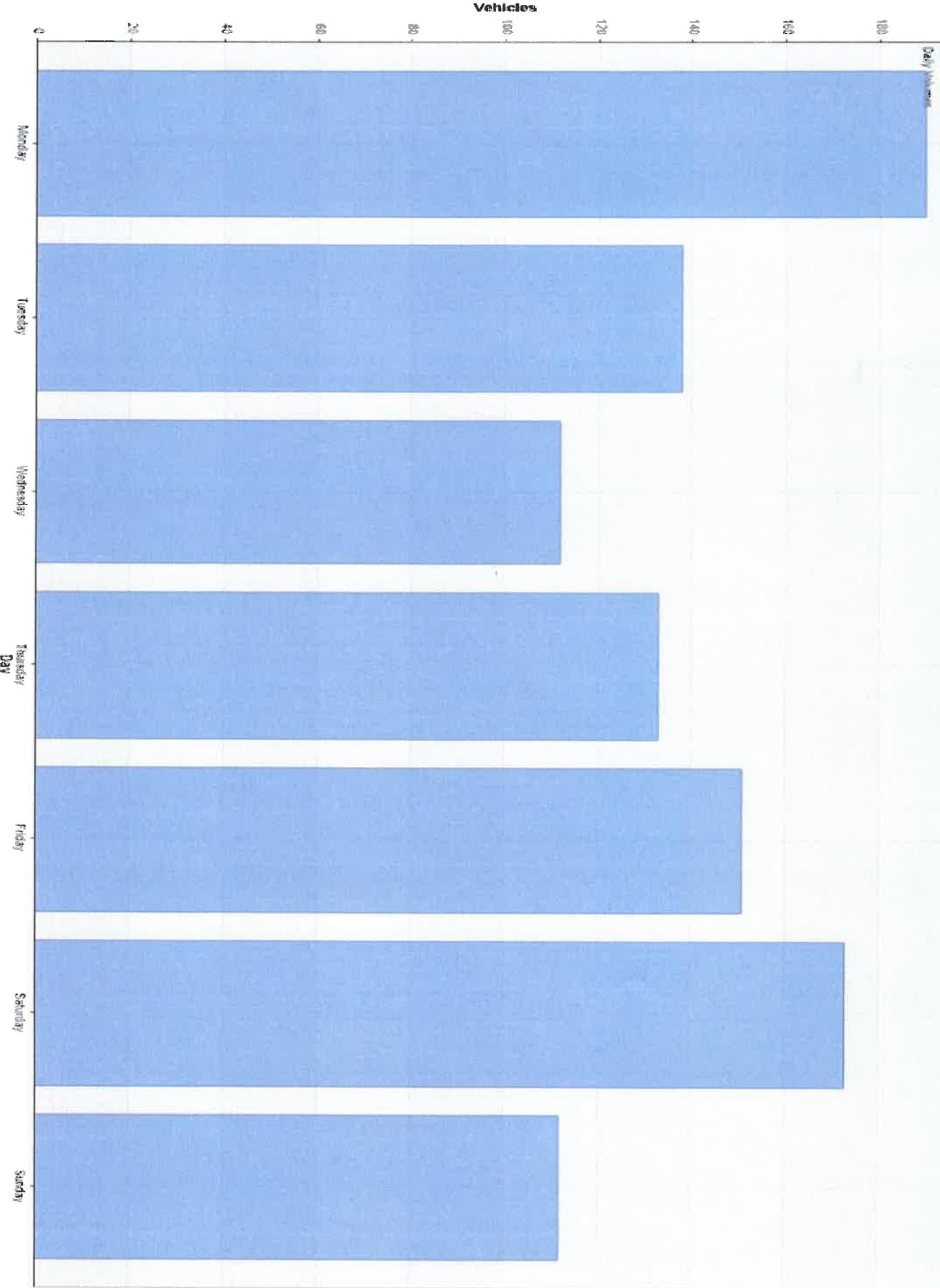


Incoming Daily Volume for Week of 5/9/2022
Daily Vehicle Counts

Daily Vehicle Counts

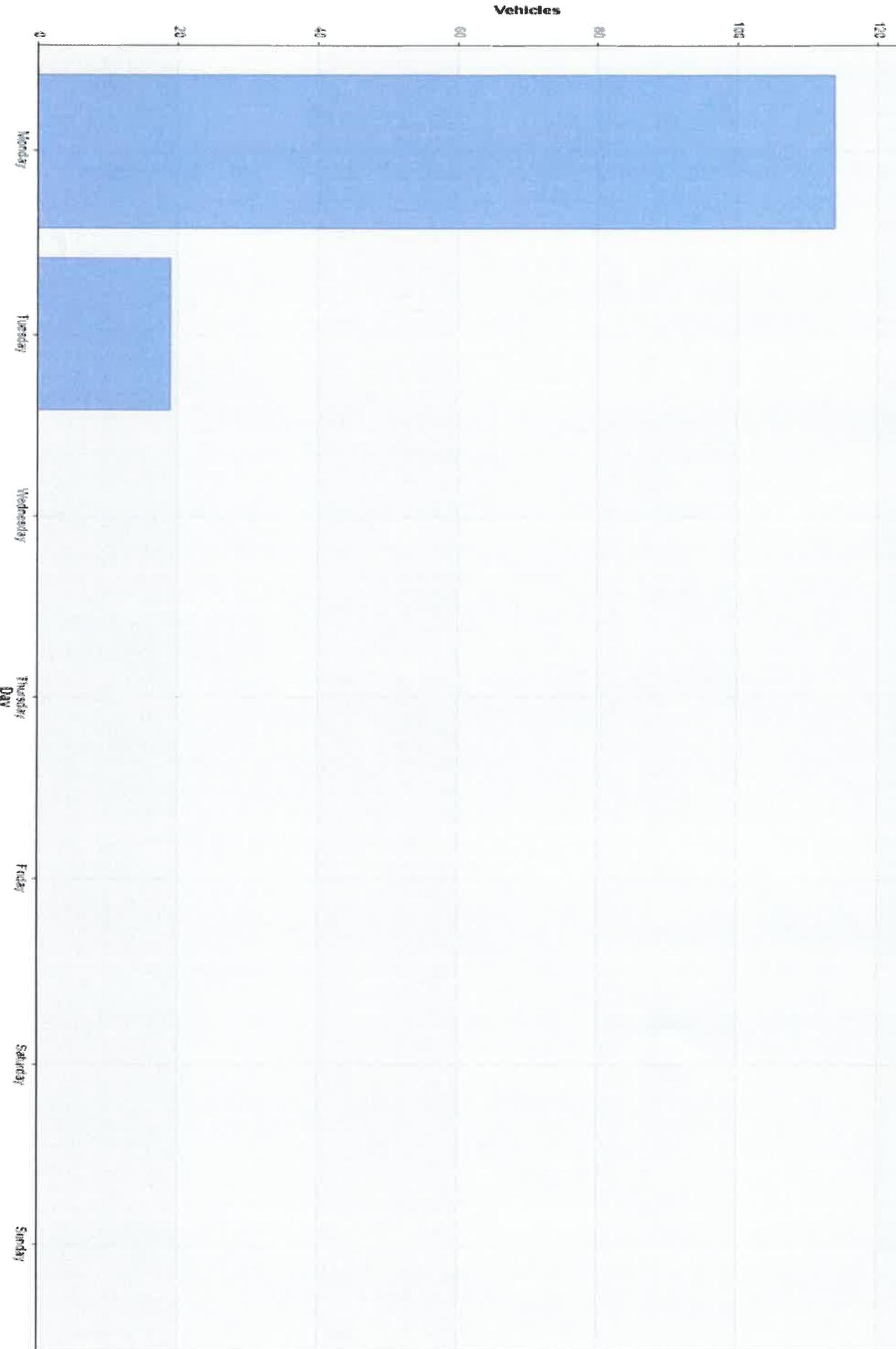
Daily Vehicle Counts

Amelia S. Bound 2022

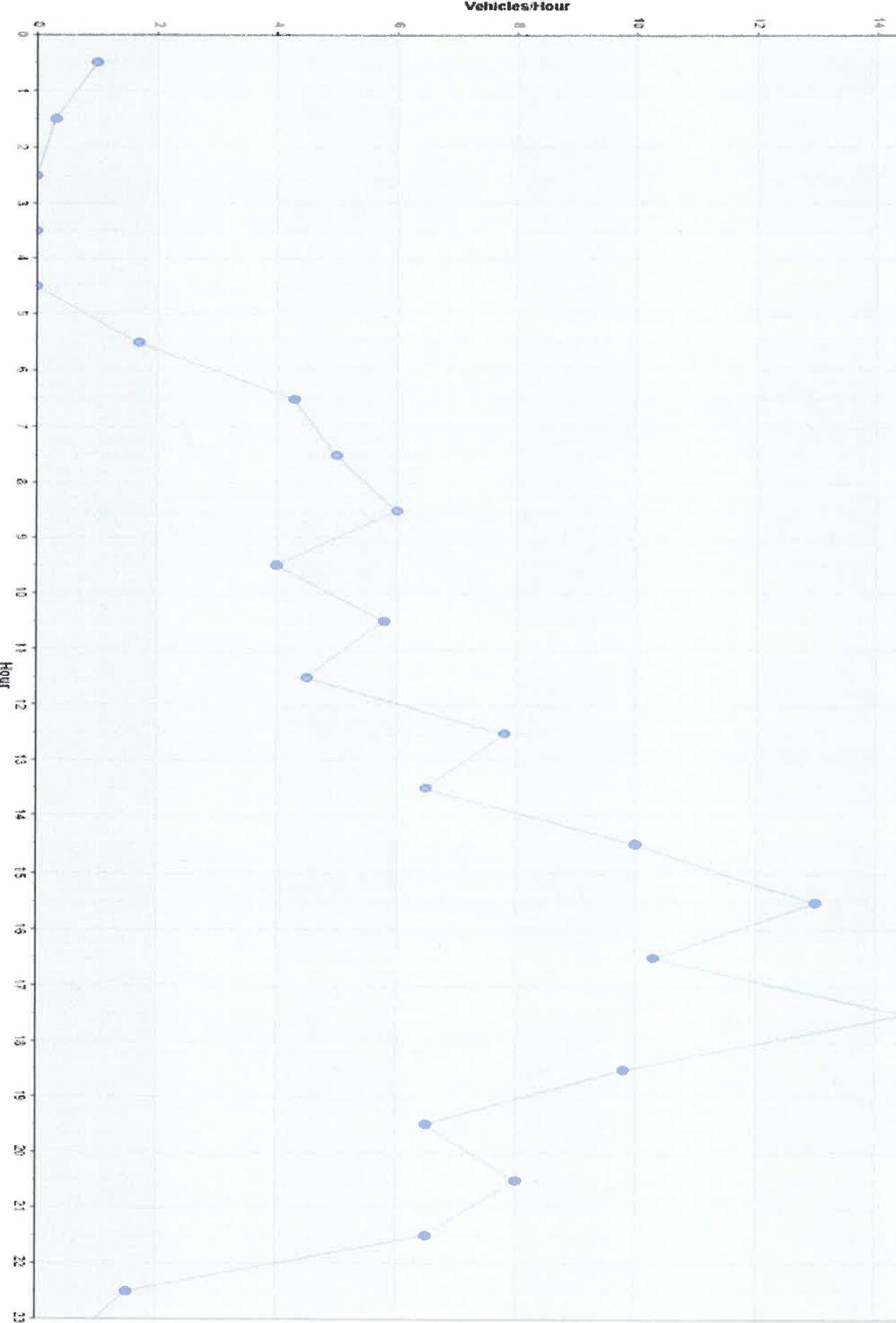


Amelia S. Bound 2022

Daily Volume



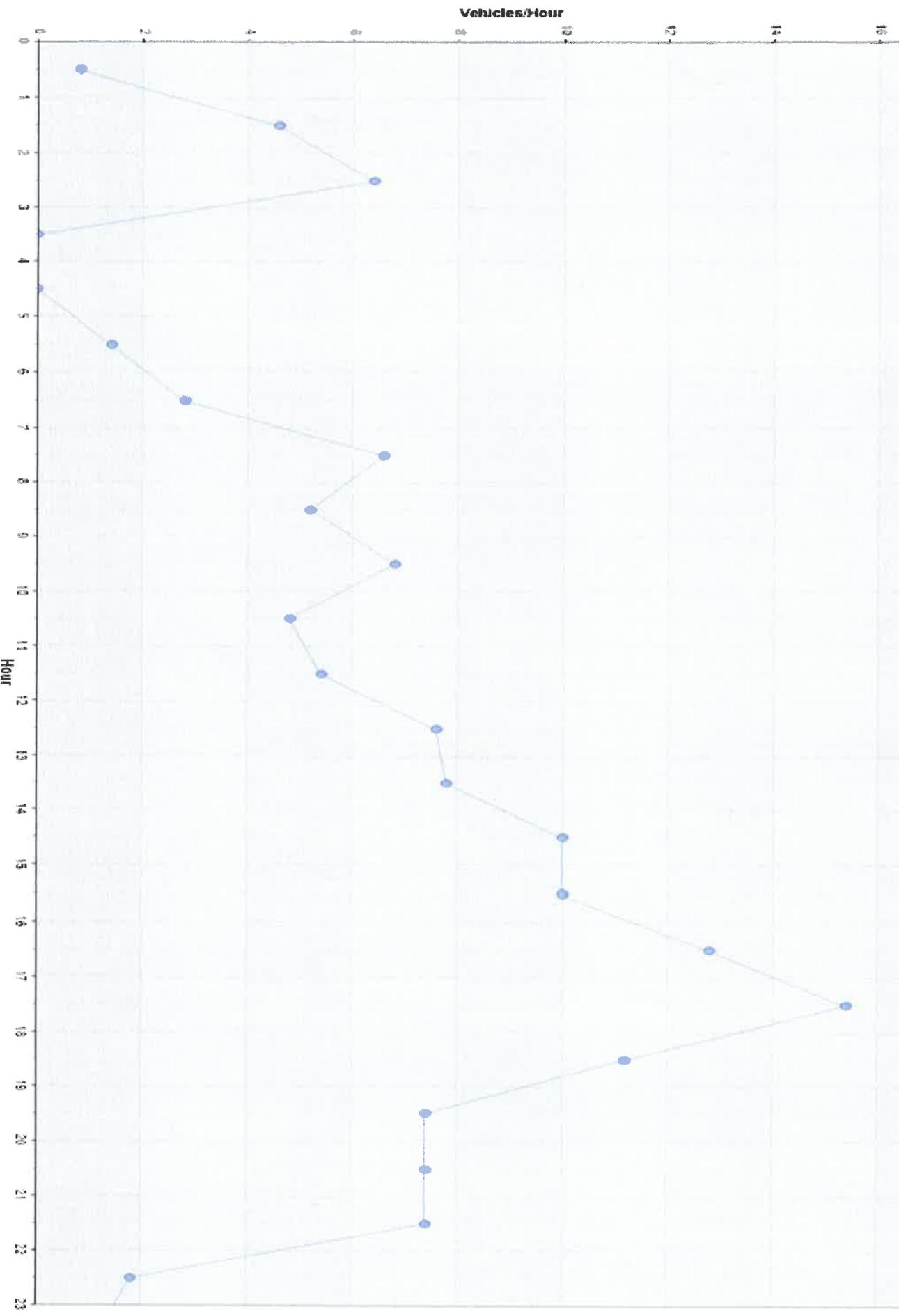
15
Average Weekly Volumes



Amelia S. Bound 2022

Average Weekly Volumes

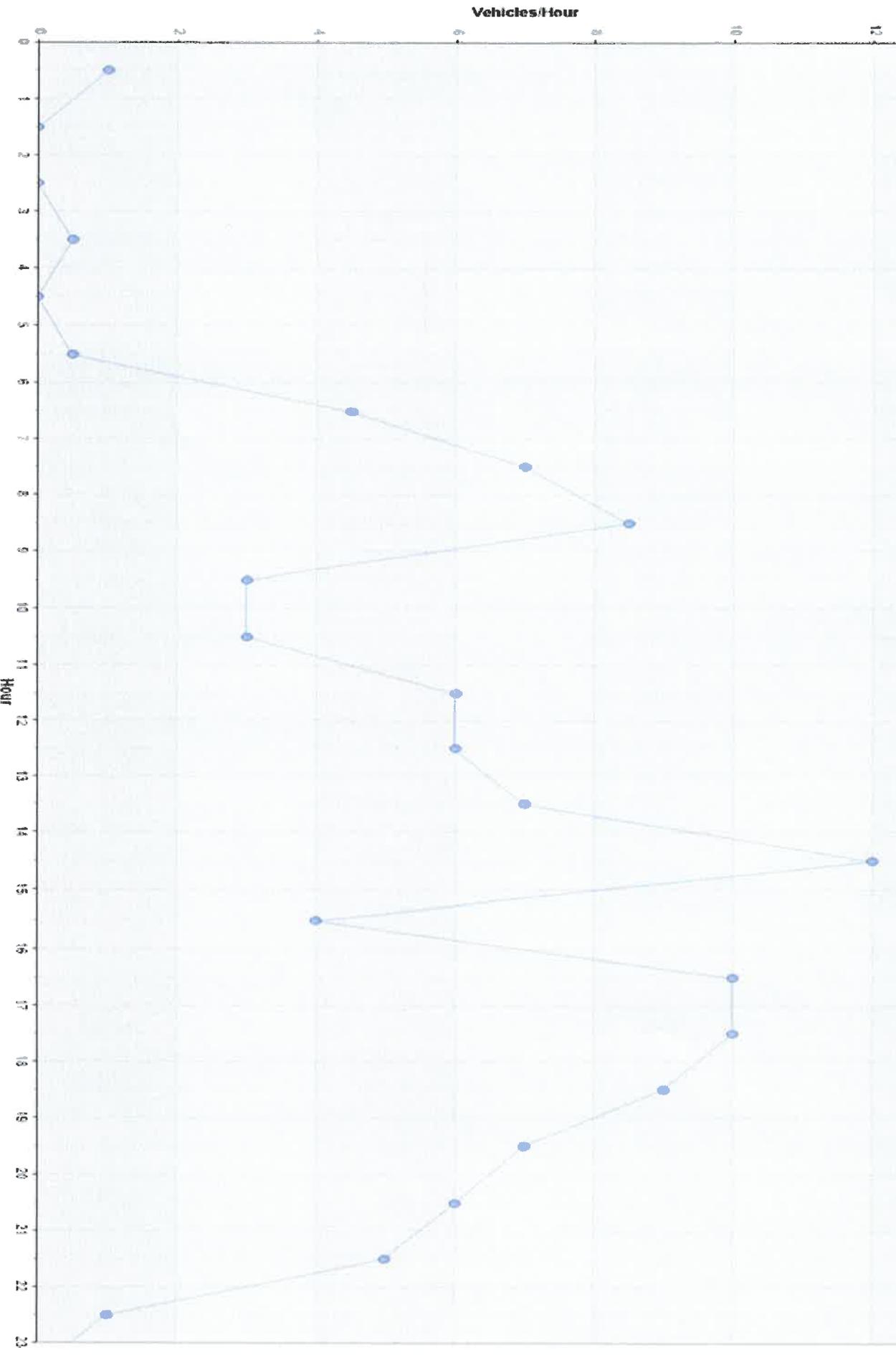
Incoming Average Hourly Volume for Week of 5/16/2022
Average Counts By Hour (5/16/2022) - Average Counts By Hour (5/15/2022)



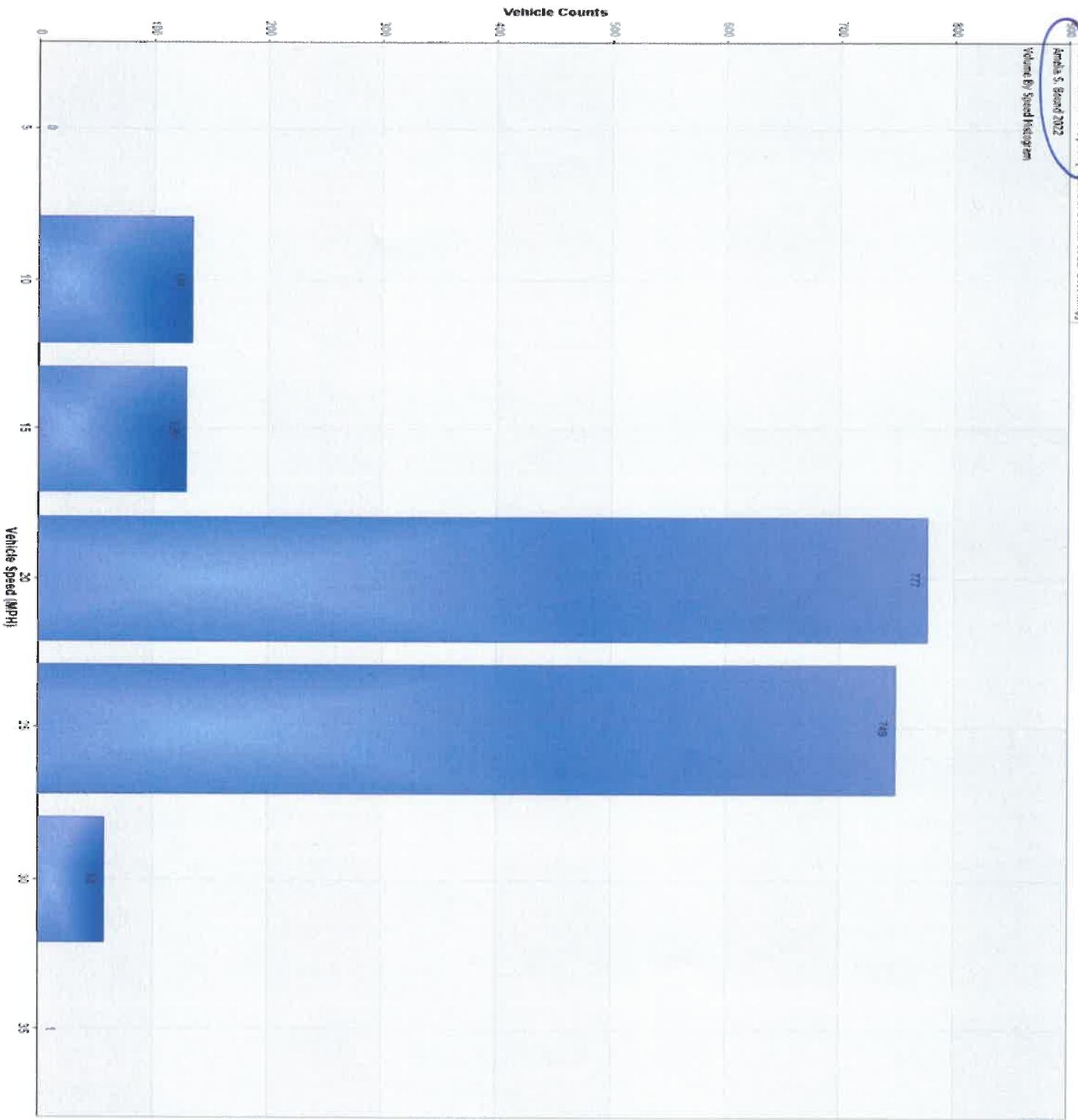
June 1, 2022

Average Weekly Volumes

Incoming Average Hourly Volume for Week of 5/23/2022
Average Counts By Hour (5/23/2022) - Average Counts By Hour (5/21/2022)



Volume By Speed Histogram



Charts Report

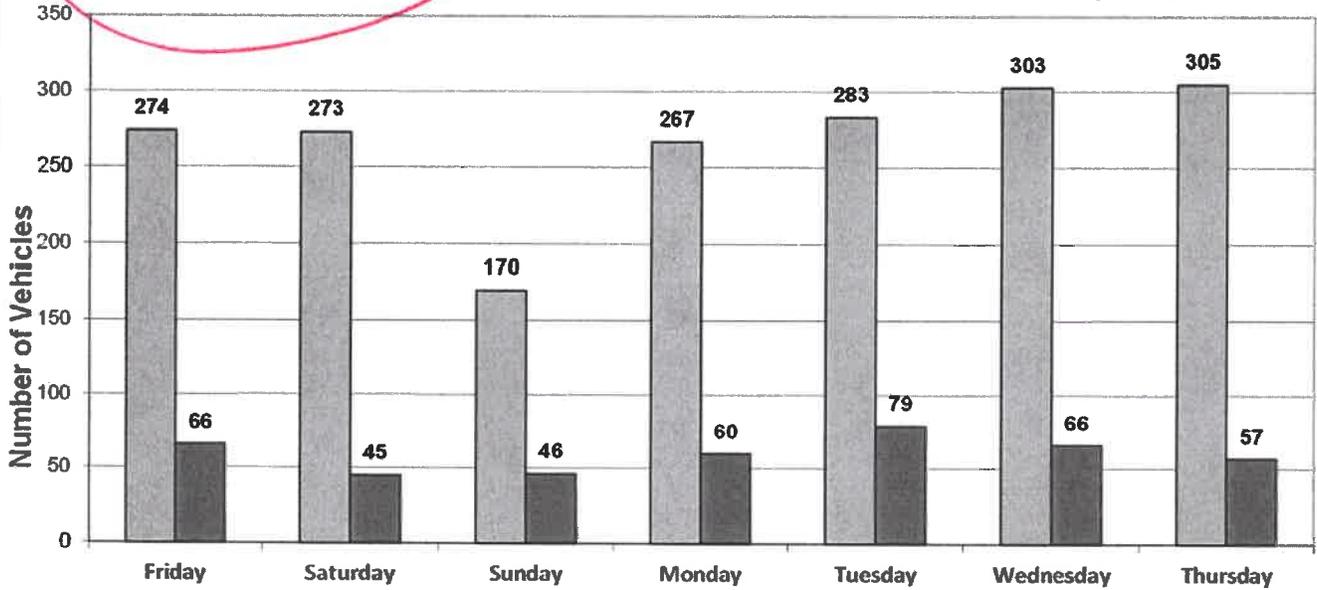
Vehicle and Speed Violator Counts

Tot. Vehicles
 # Violators



Cherry Street EB Display OFF

Speed Limit = 25 MPH



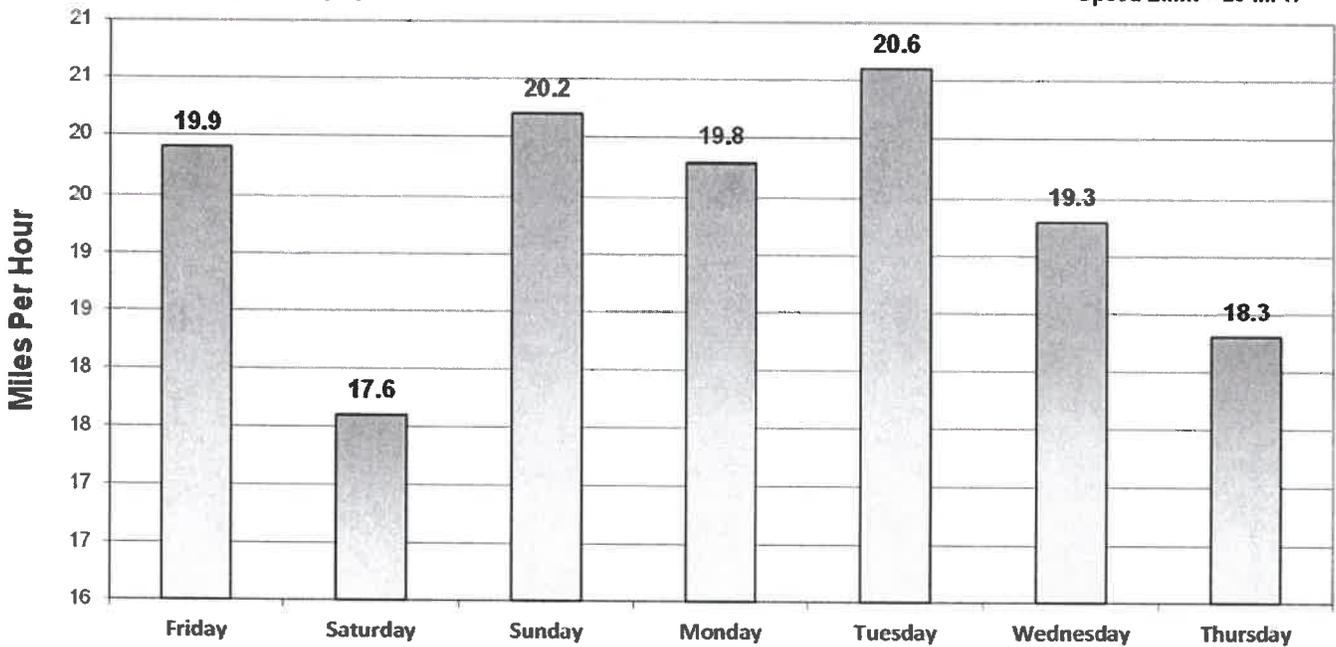
Week (7 days): 5/20/2022 - 5/26/2022

Daily Average Speeds



Cherry Street EB Display OFF

Speed Limit = 25 MPH



Week (7 days): 5/20/2022 - 5/26/2022

Charts Report

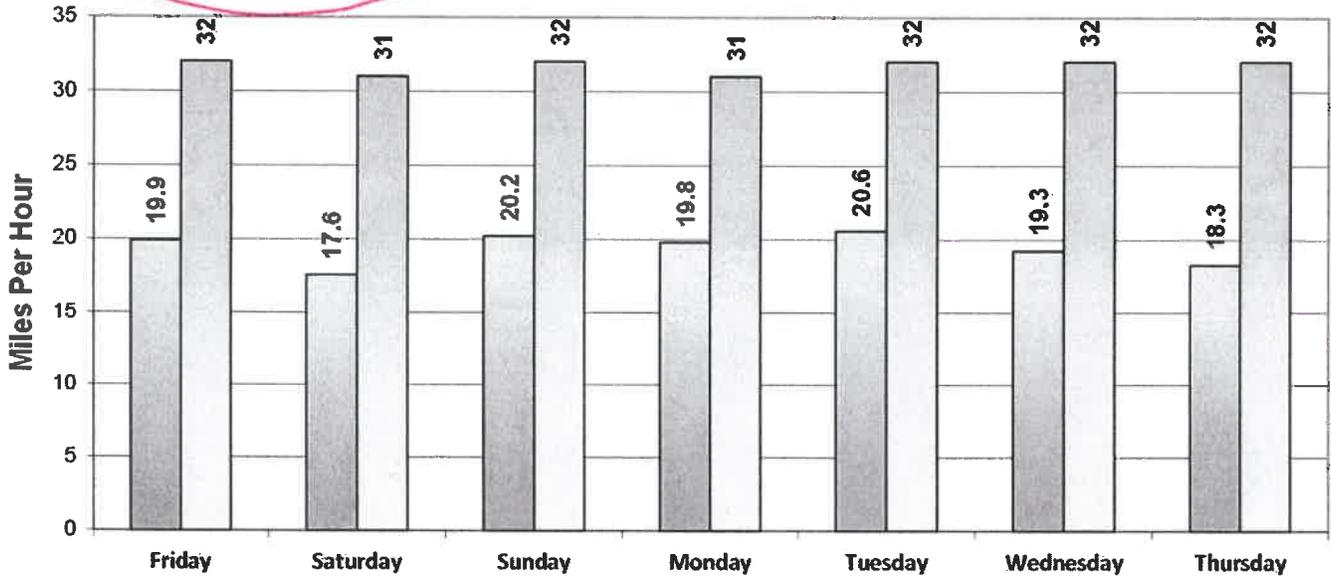
Daily Average Speeds vs. 85th Percentile Speeds



■ Avg. Speed □ 85th pct Speed

Cherry Street EB Display OFF

Speed Limit = 25 MPH



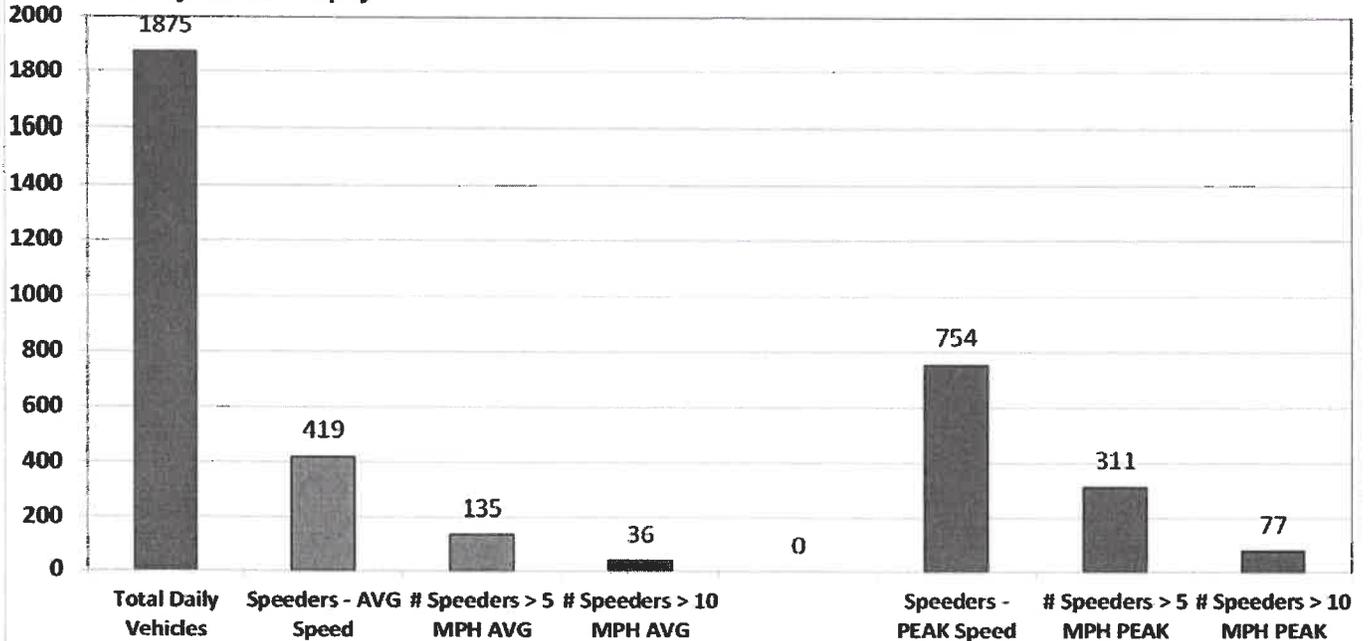
Week (7 days): 5/20/2022 - 5/26/2022

Weekly Speed Summary - Vehicle Counts



Cherry Street EB Display OFF

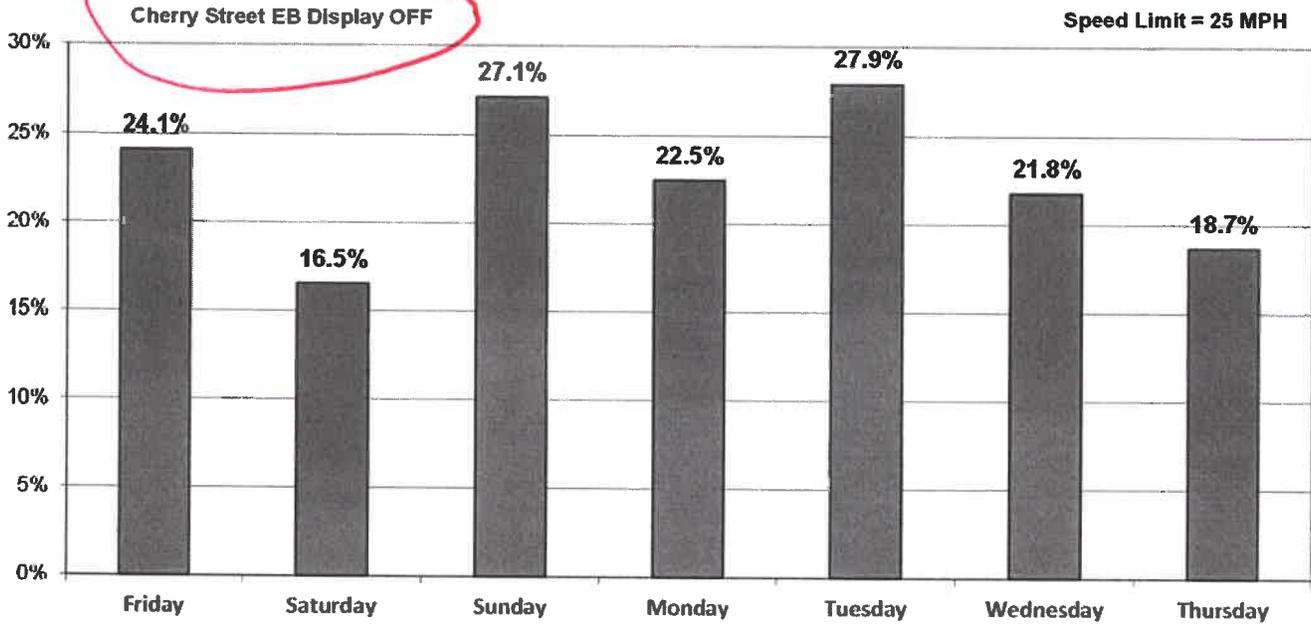
Speed Limit = 25 MPH



Week (7 days): 5/20/2022 - 5/26/2022

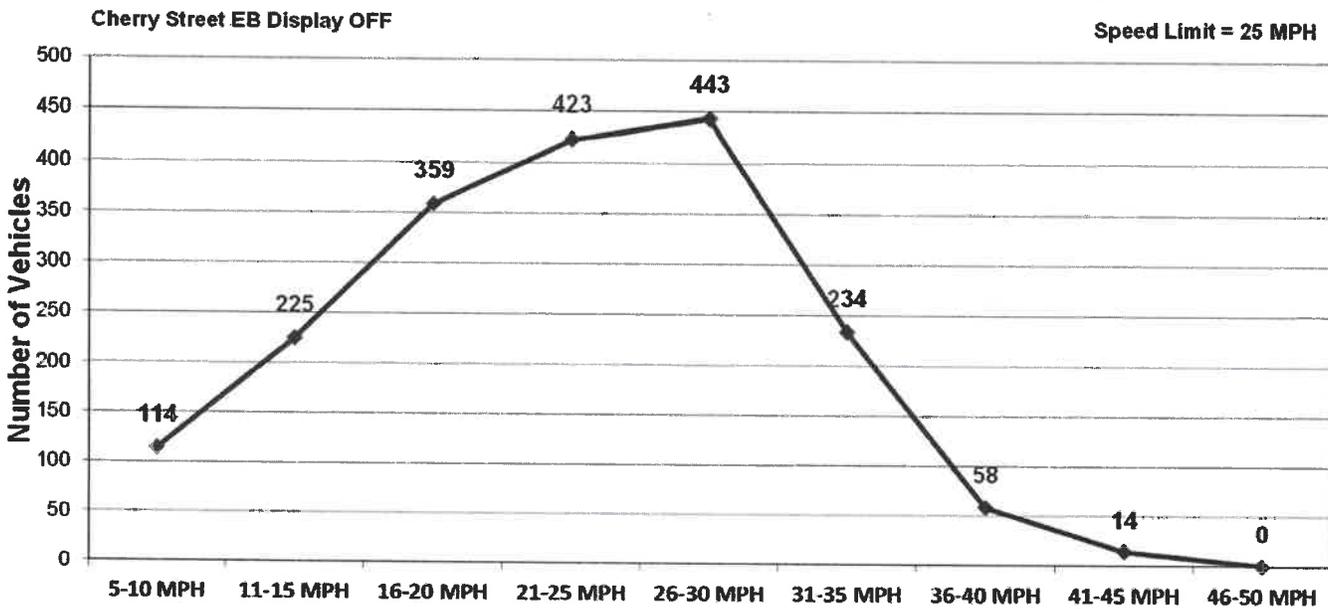
Charts Report

Percentage of Vehicles Speeding



Week (7 days): 5/20/2022 - 5/26/2022

Vehicle Count by Peak Speed Bins



Week (7 days): 5/20/2022 - 5/26/2022

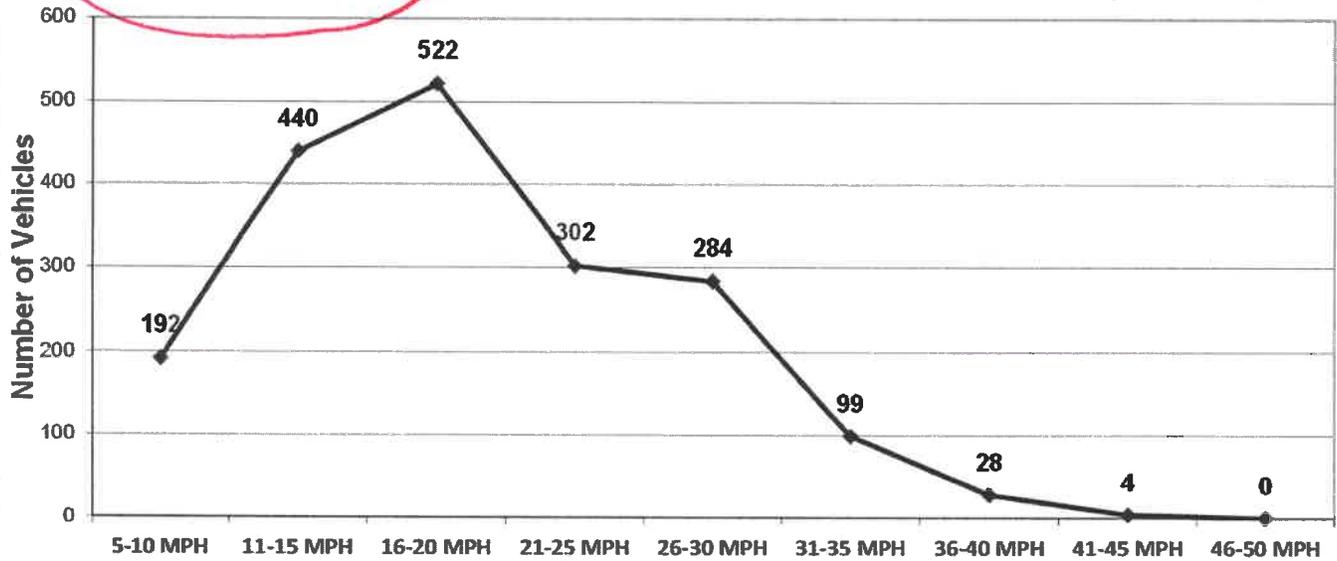
Charts Report

Vehicle Count by Avg. Speed Bins



Cherry Street EB Display OFF

Speed Limit = 25 MPH



Week (7 days): 5/20/2022 - 5/26/2022

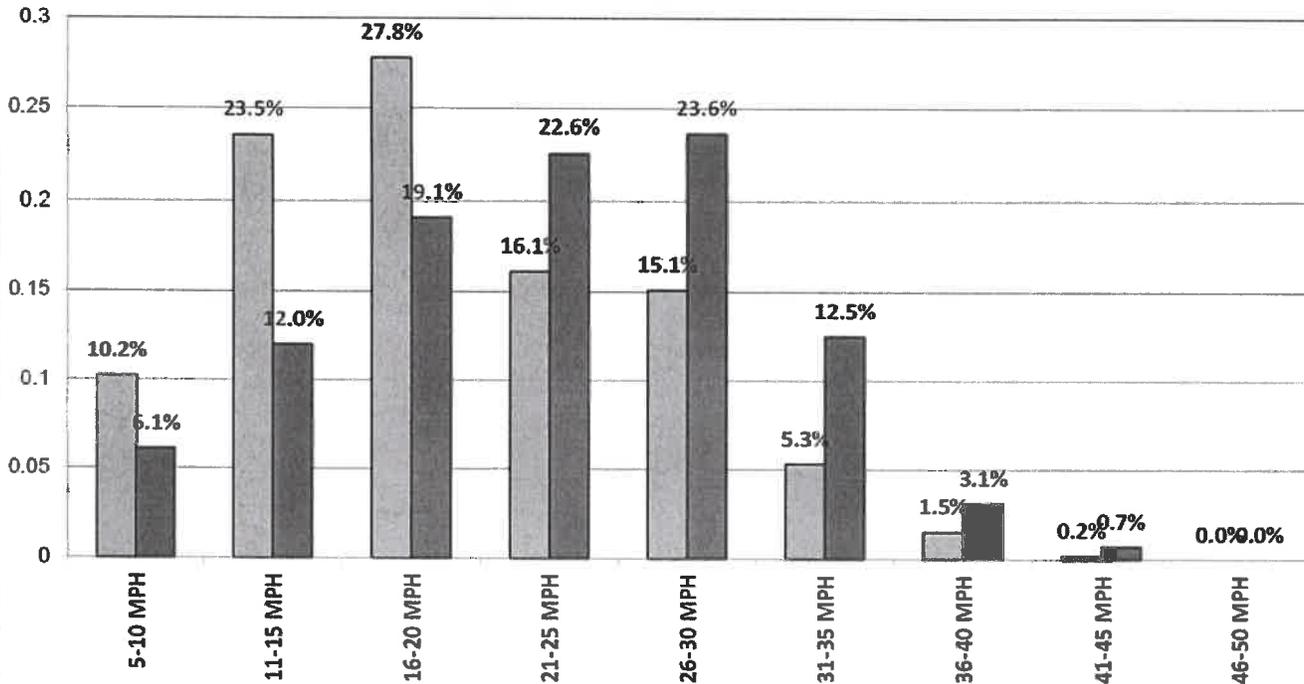
Avg. vs. Peak Speeds by Percentage

AVG PEAK



Cherry Street EB Display OFF

Speed Limit = 25 MPH



Week (7 days): 5/20/2022 - 5/26/2022

Charts Report

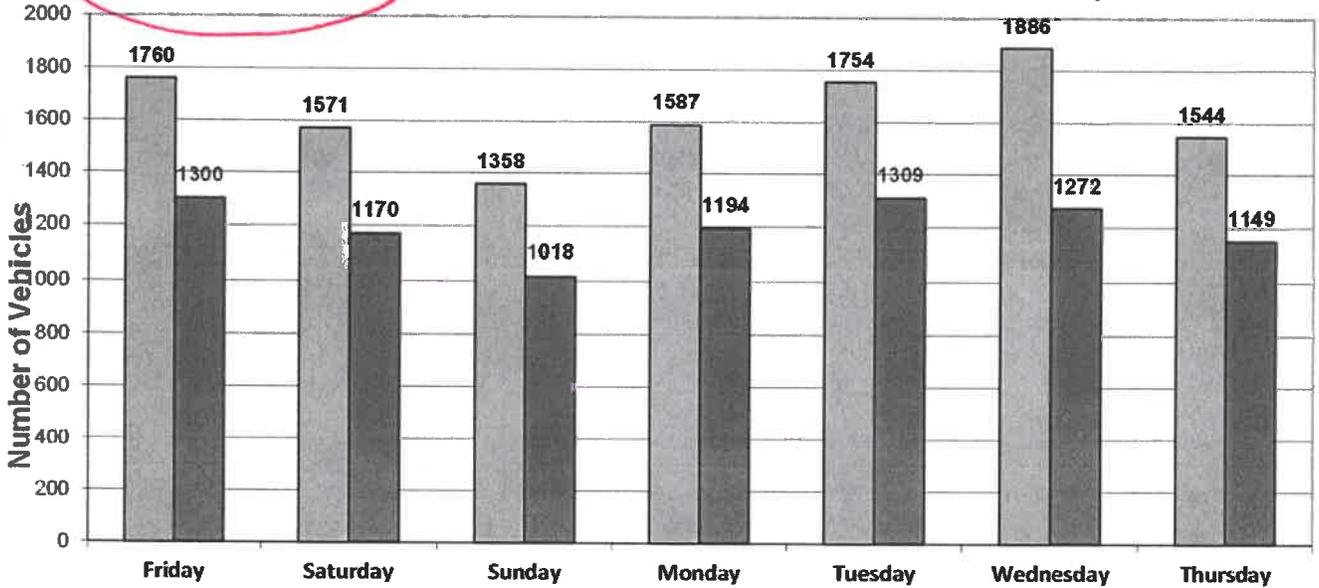
Vehicle and Speed Violator Counts

Tot. Vehicles
 # Violators



Cherry St WB Display OFF

Speed Limit = 25 MPH



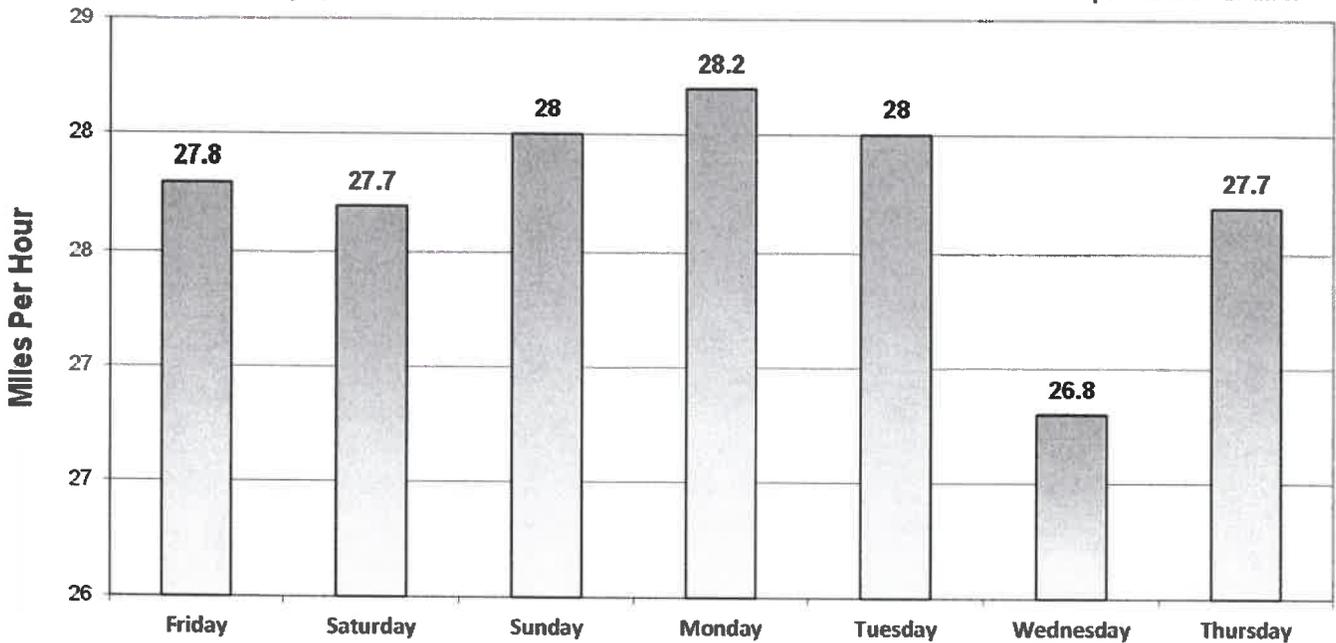
Week (7 days): 5/20/2022 - 5/26/2022

Daily Average Speeds



Cherry St WB Display OFF

Speed Limit = 25 MPH



Week (7 days): 5/20/2022 - 5/26/2022

Charts Report

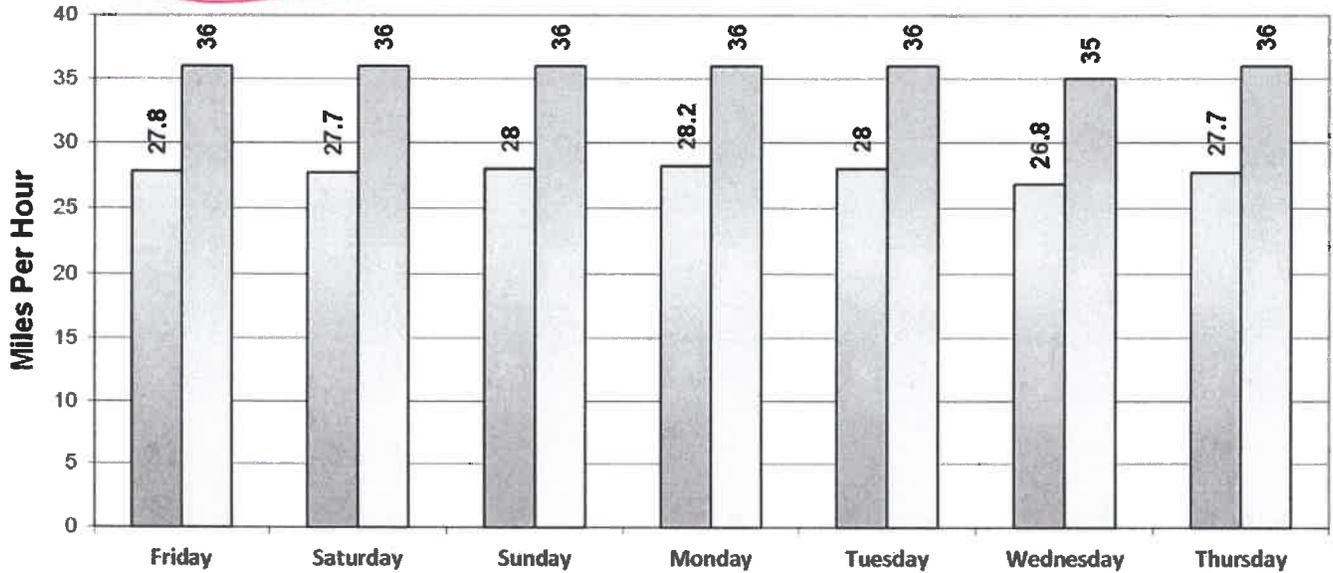
Daily Average Speeds vs. 85th Percentile Speeds



□ Avg. Speed □ 85th pct Speed

Cherry St WB Display OFF

Speed Limit = 25 MPH



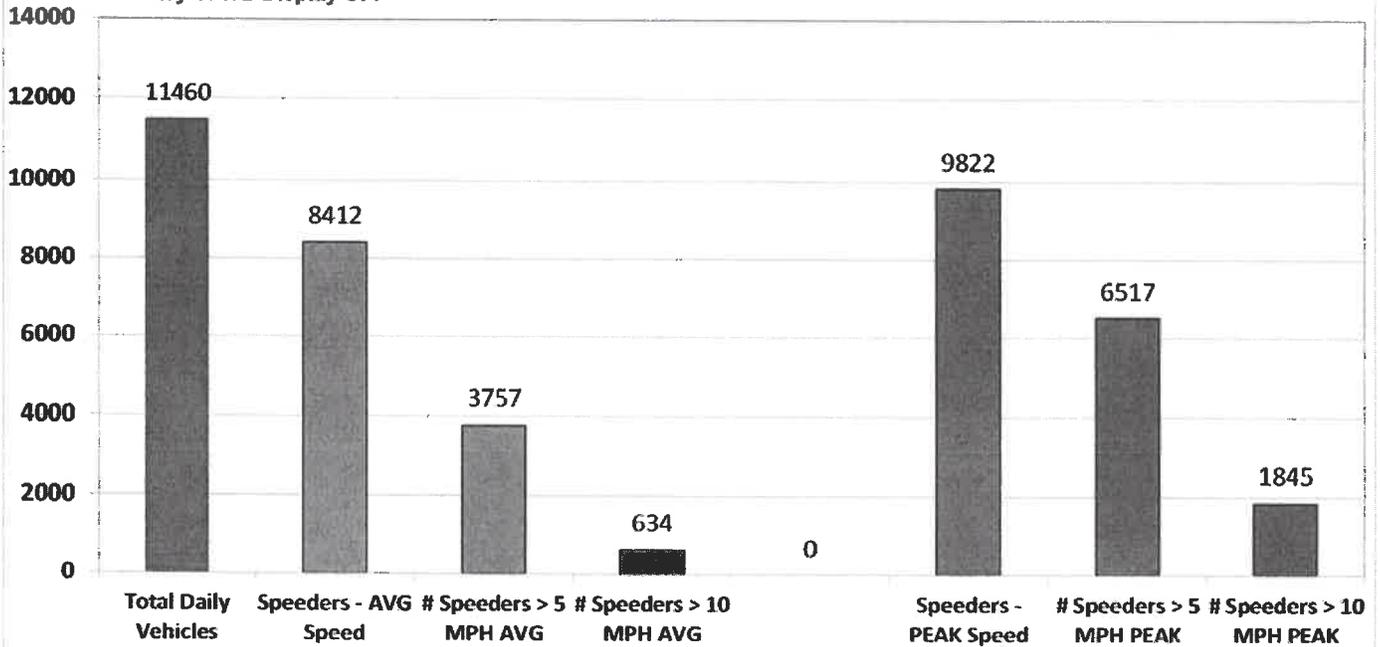
Week (7 days): 5/20/2022 - 5/26/2022

Weekly Speed Summary - Vehicle Counts



Cherry St WB Display OFF

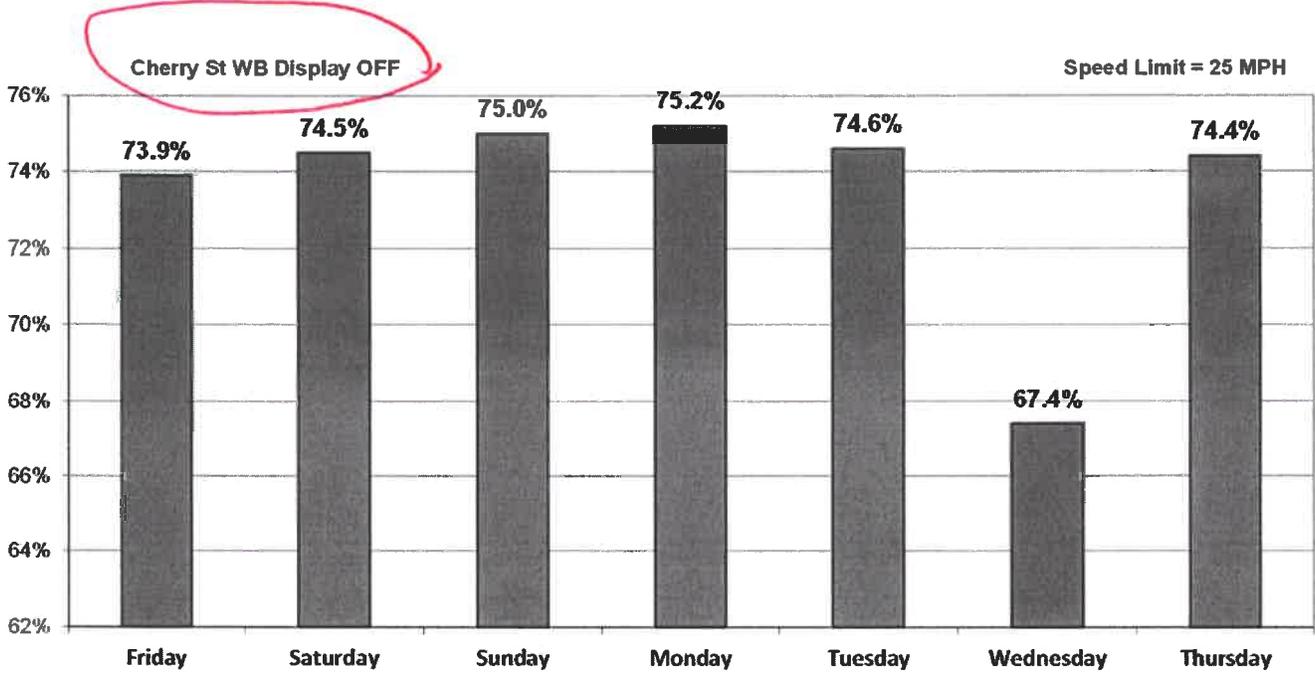
Speed Limit = 25 MPH



Week (7 days): 5/20/2022 - 5/26/2022

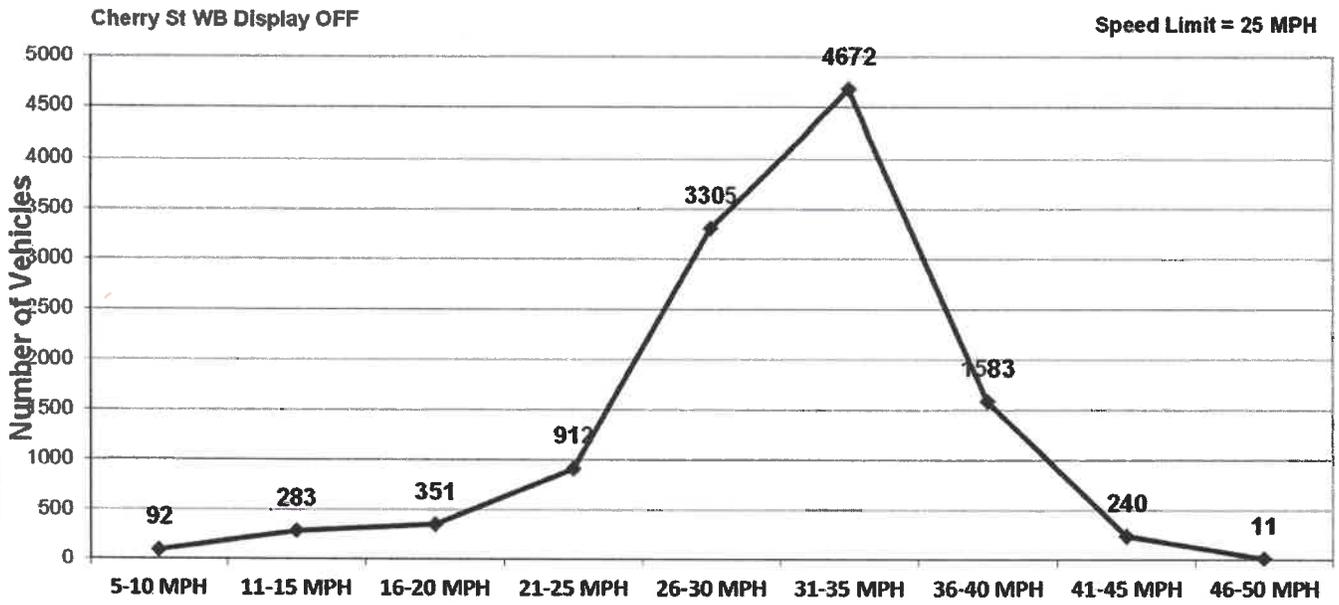
Charts Report

Percentage of Vehicles Speeding



Week (7 days): 5/20/2022 - 5/26/2022

Vehicle Count by Peak Speed Bins



Week (7 days): 5/20/2022 - 5/26/2022

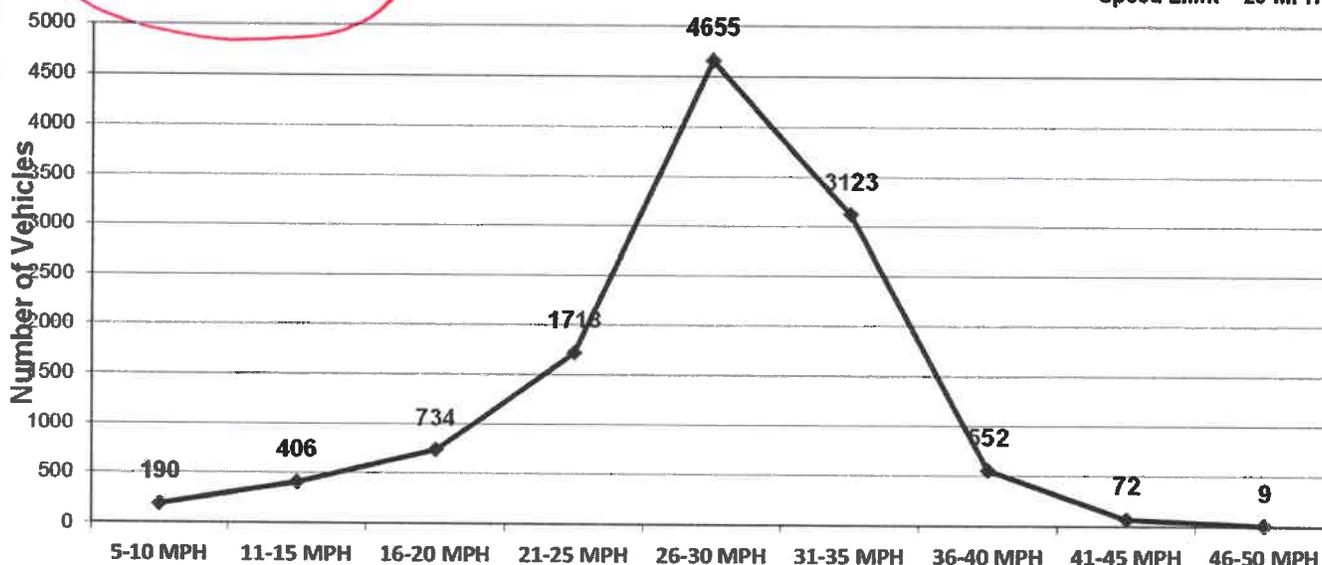
Charts Report

Vehicle Count by Avg. Speed Bins



Cherry St WB Display OFF

Speed Limit = 25 MPH



Week (7 days): 5/20/2022 - 5/26/2022

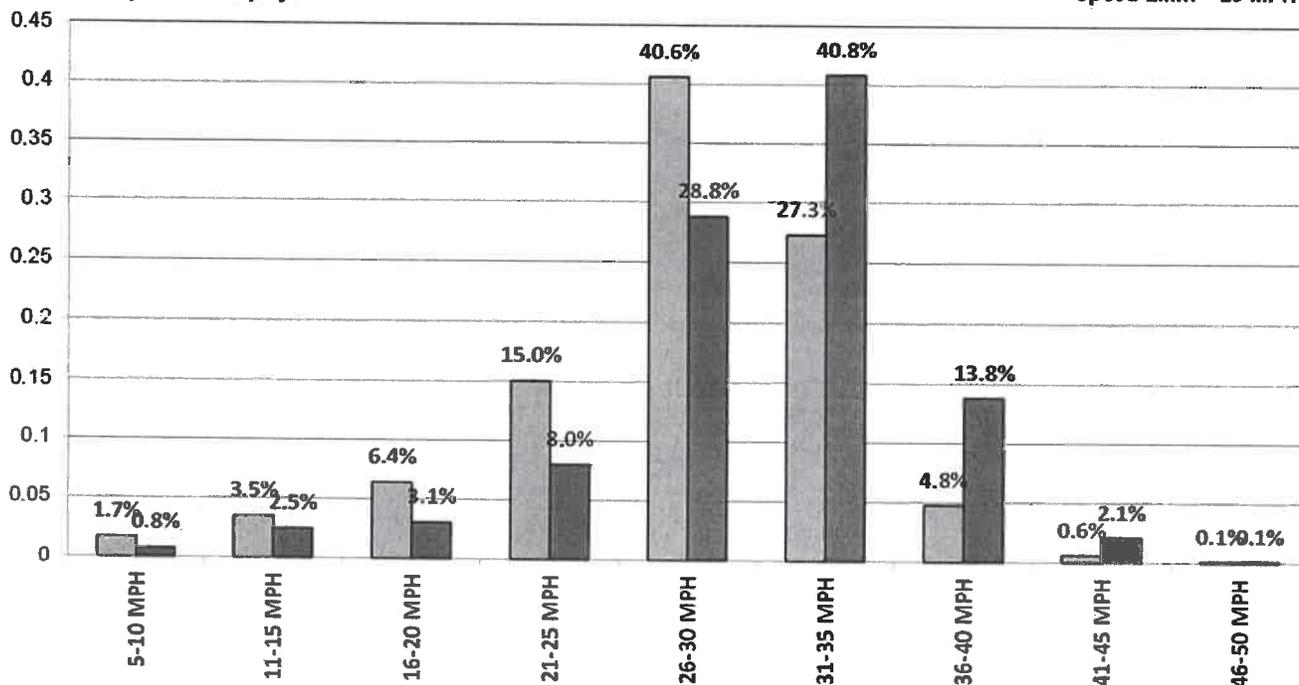
Avg. vs. Peak Speeds by Percentage

AVG PEAK



Cherry St WB Display OFF

Speed Limit = 25 MPH



Week (7 days): 5/20/2022 - 5/26/2022

Charts Report

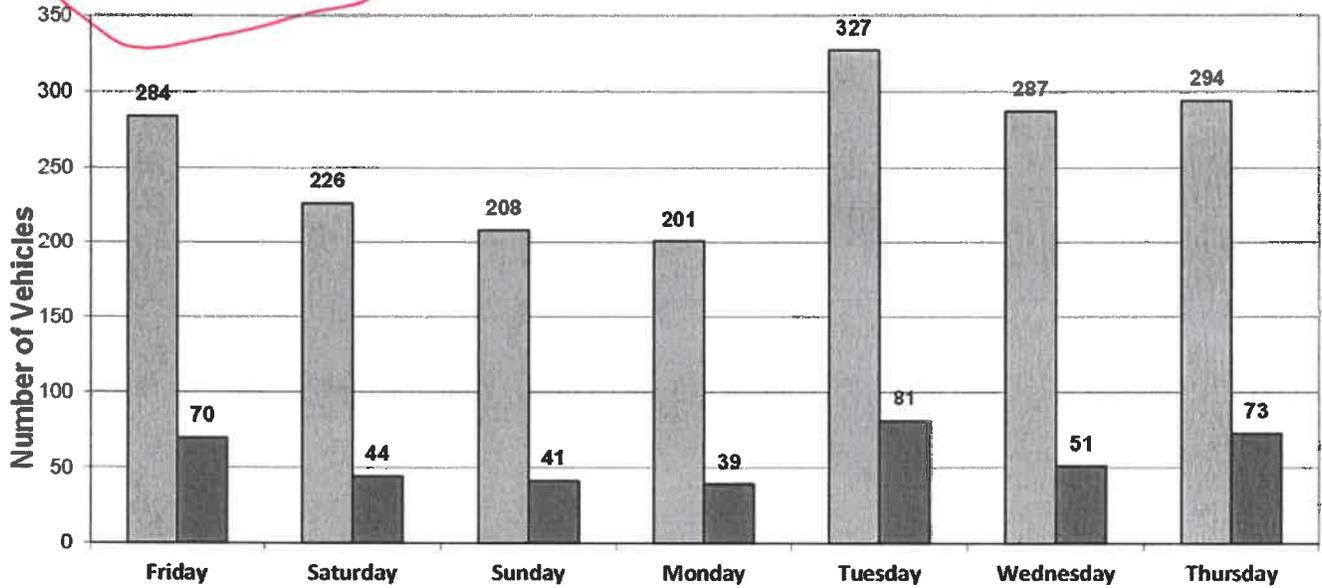
Vehicle and Speed Violator Counts



Tot. Vehicles
 # Violators

Cherry St EB Display ON

Speed Limit = 25 MPH



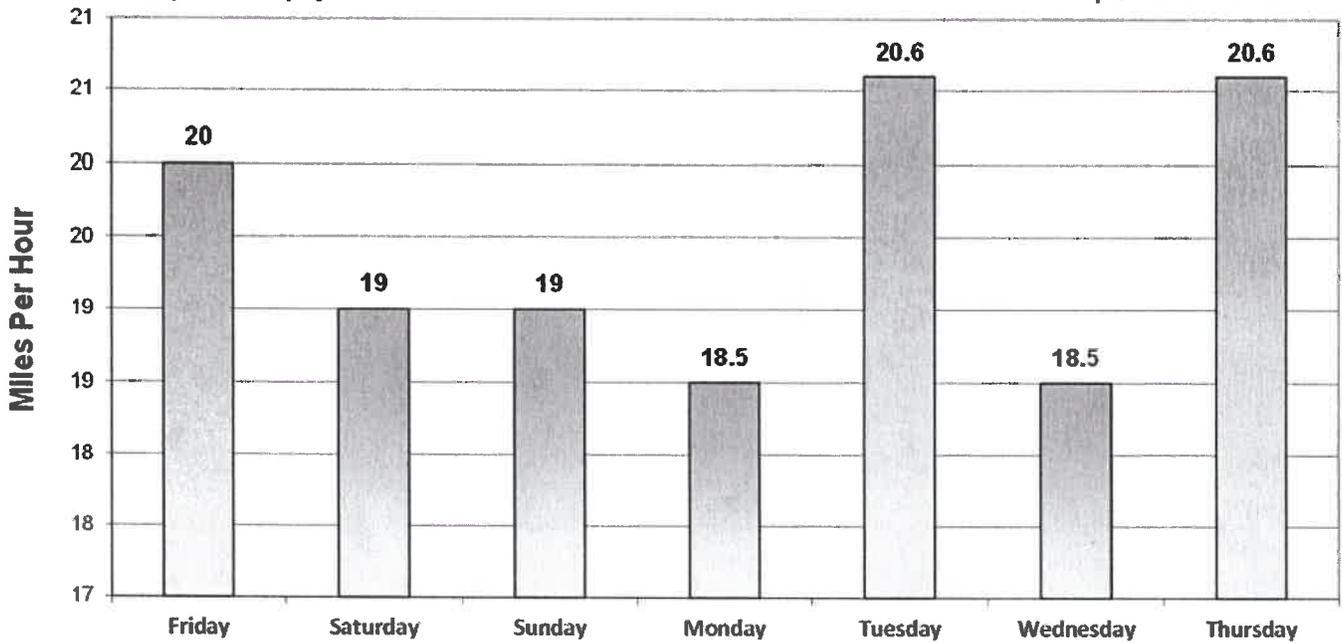
Week (7 days): 5/27/2022 - 6/2/2022

Daily Average Speeds



Cherry St EB Display ON

Speed Limit = 25 MPH



Week (7 days): 5/27/2022 - 6/2/2022

Charts Report

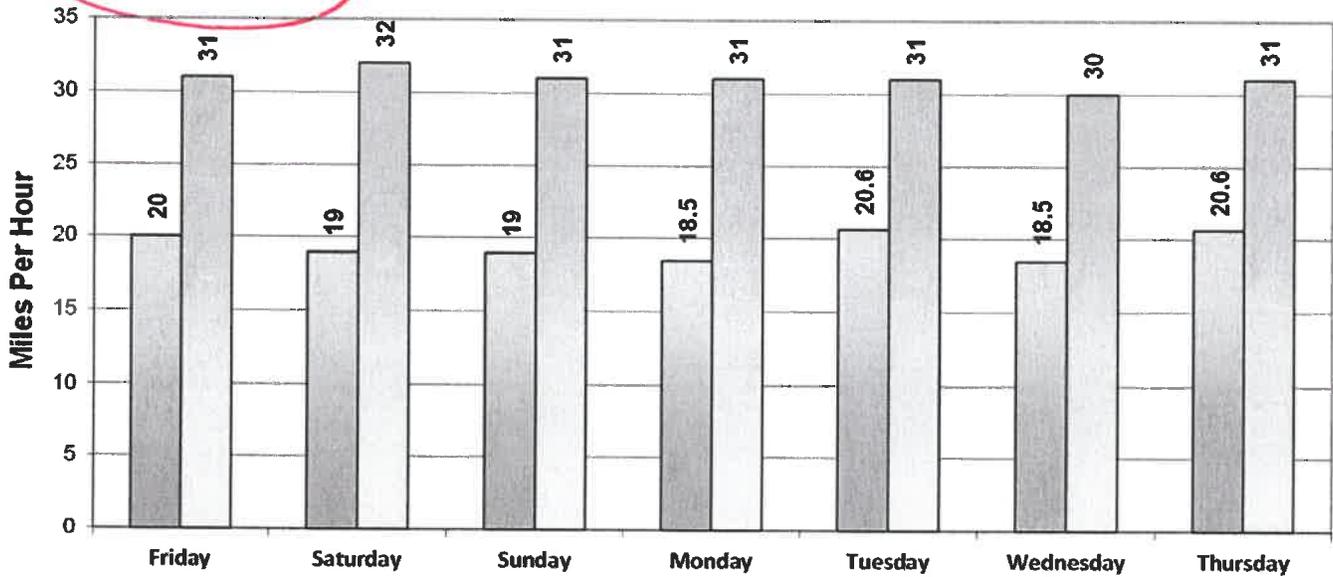
Daily Average Speeds vs. 85th Percentile Speeds



■ Avg. Speed □ 85th pct Speed

Cherry St EB Display ON

Speed Limit = 25 MPH



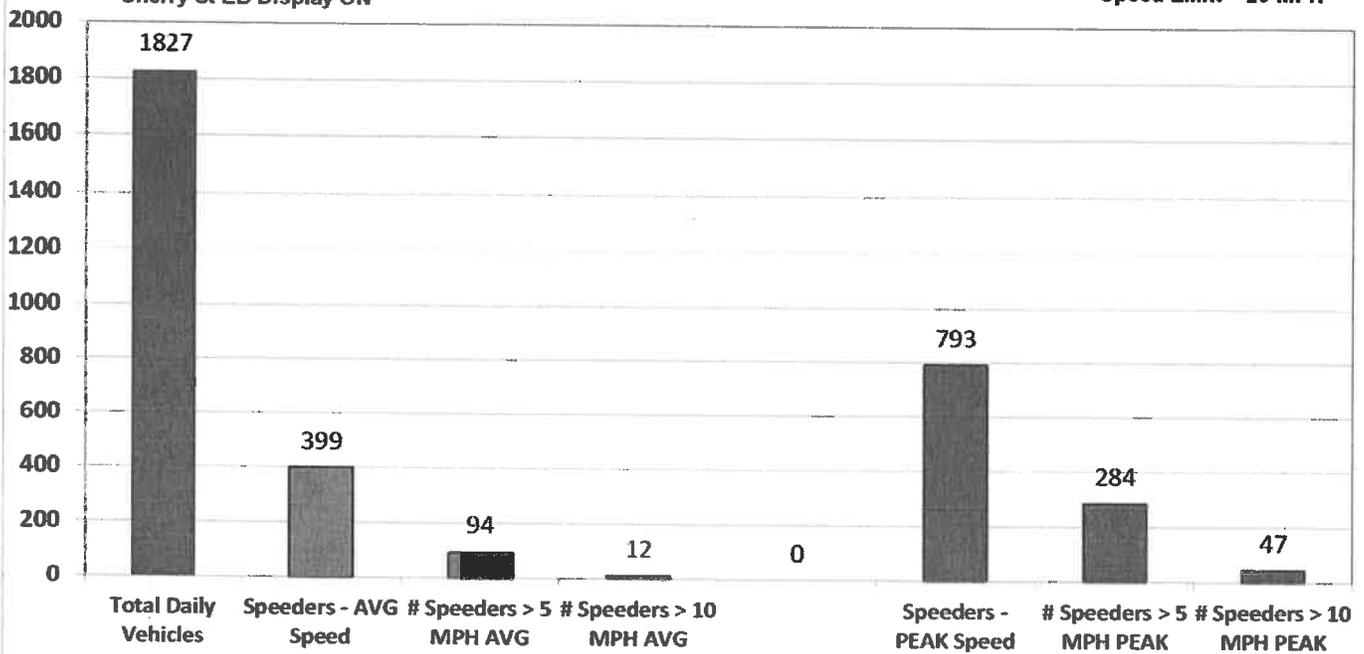
Week (7 days): 5/27/2022 - 6/2/2022

Weekly Speed Summary - Vehicle Counts



Cherry St EB Display ON

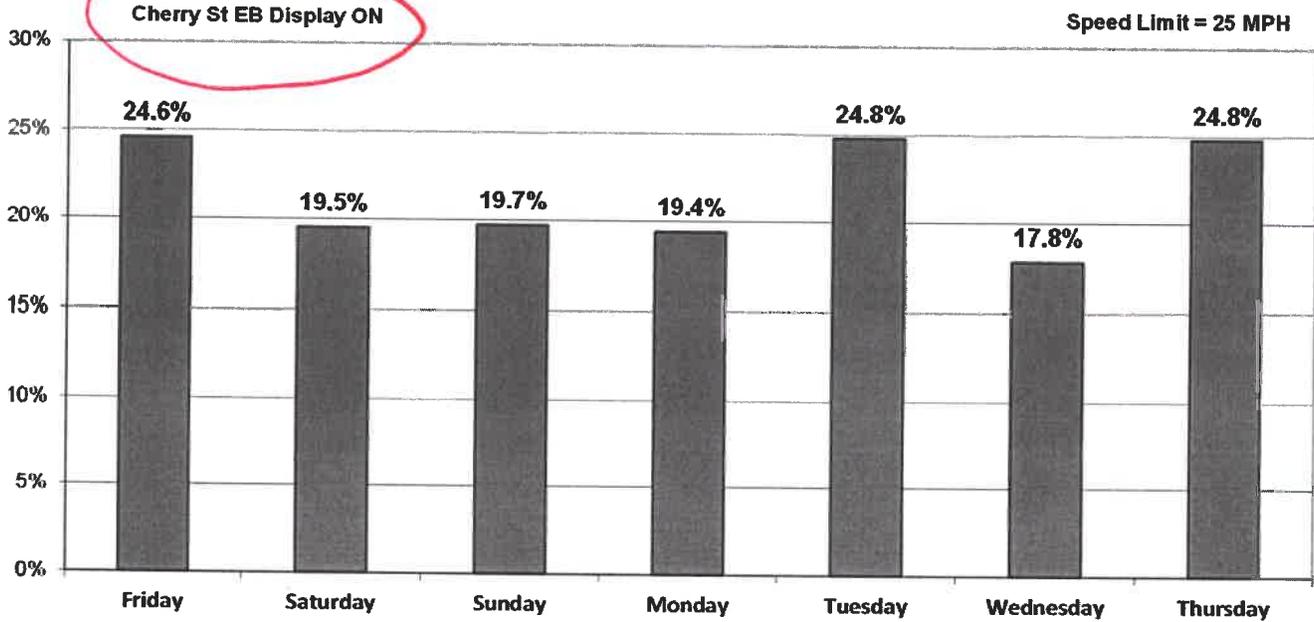
Speed Limit = 25 MPH



Week (7 days): 5/27/2022 - 6/2/2022

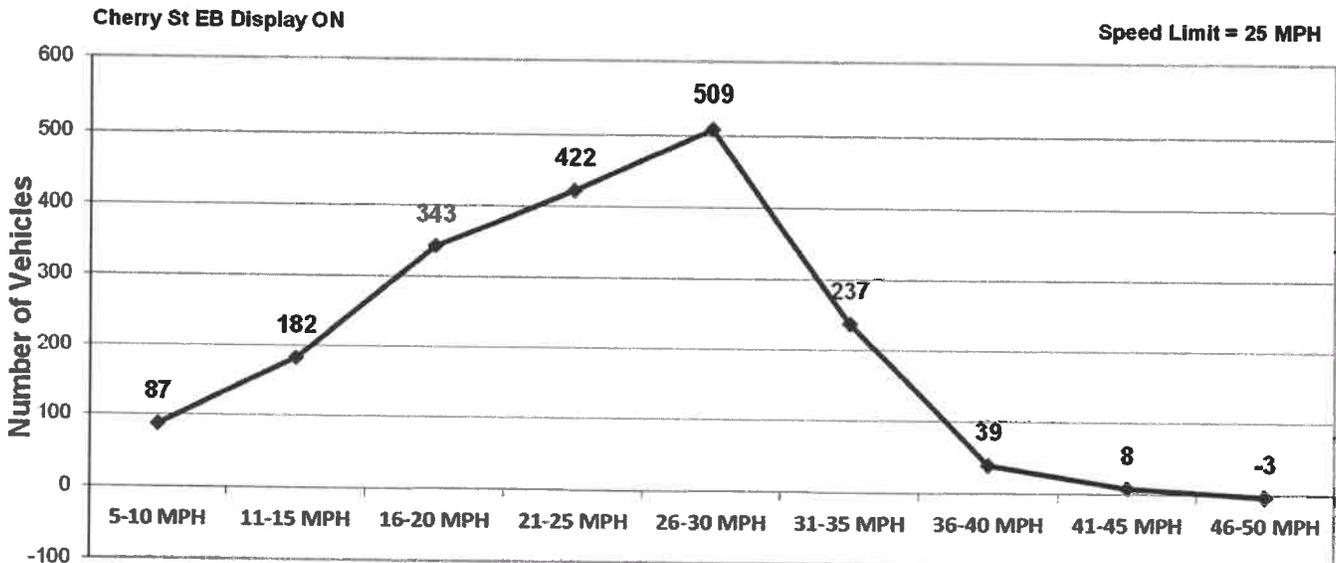
Charts Report

Percentage of Vehicles Speeding



Week (7 days): 5/27/2022 - 6/2/2022

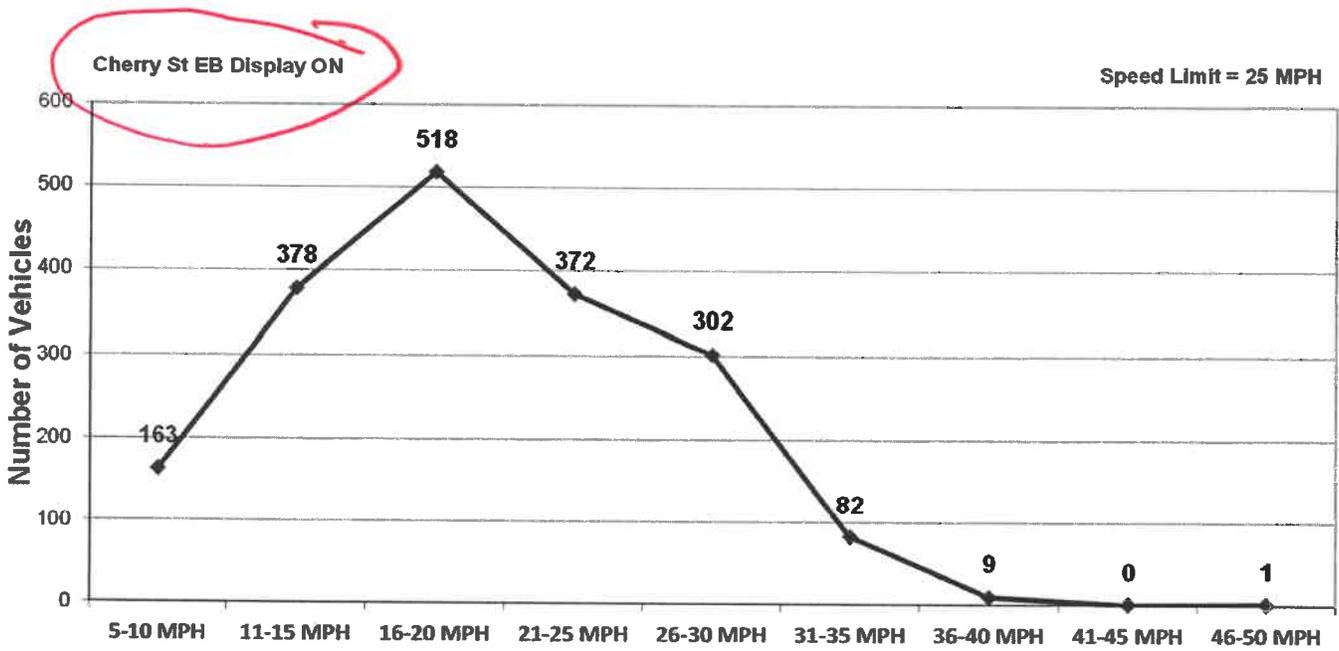
Vehicle Count by Peak Speed Bins



Week (7 days): 5/27/2022 - 6/2/2022

Charts Report

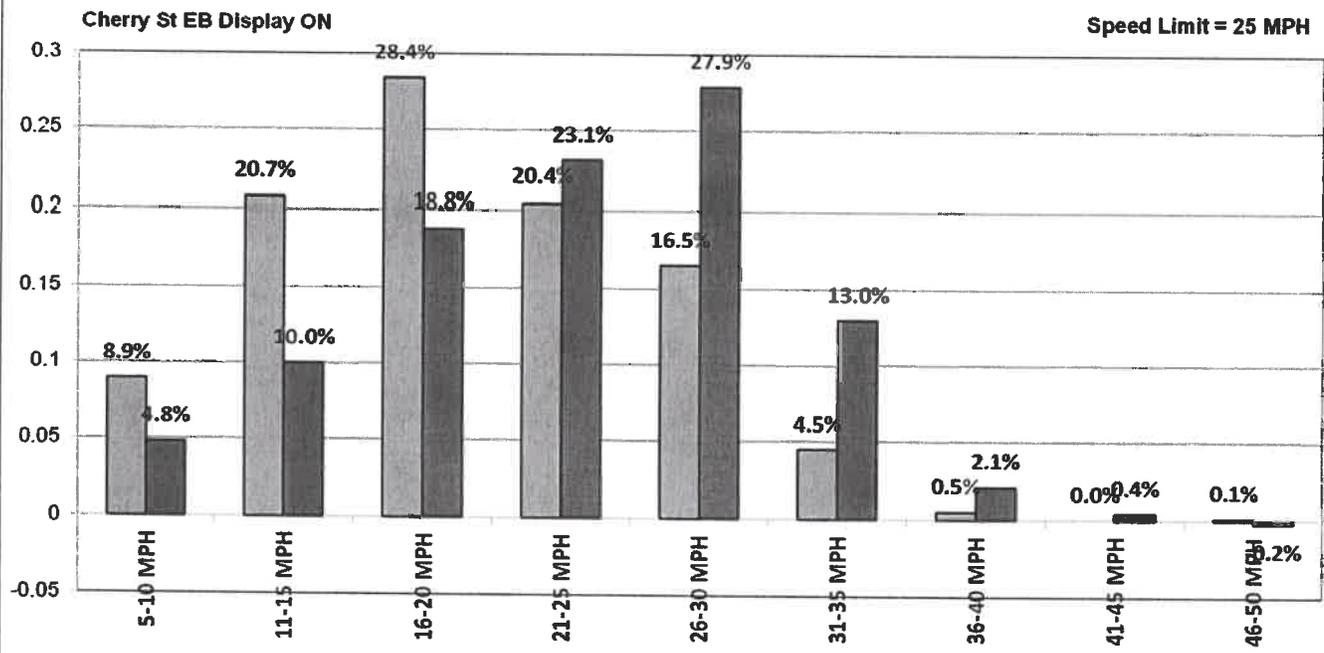
Vehicle Count by Avg. Speed Bins



Week (7 days): 5/27/2022 - 6/2/2022

Avg. vs. Peak Speeds by Percentage

AVG PEAK

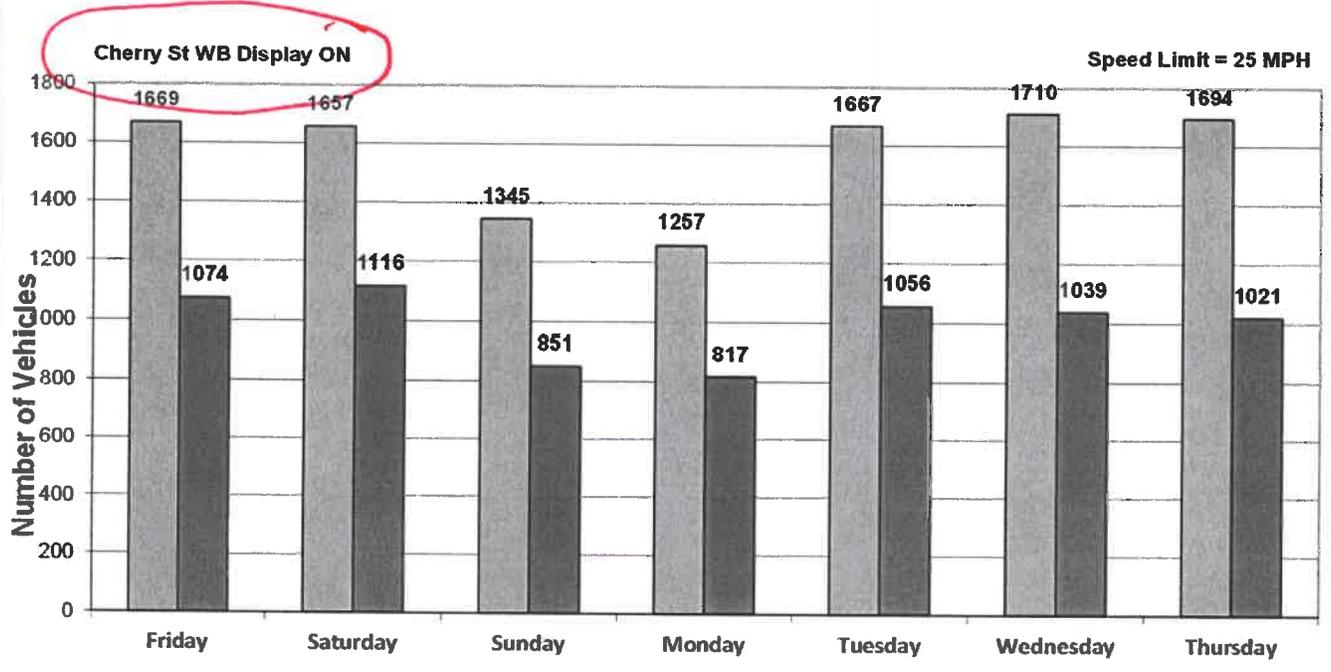


Week (7 days): 5/27/2022 - 6/2/2022

Charts Report

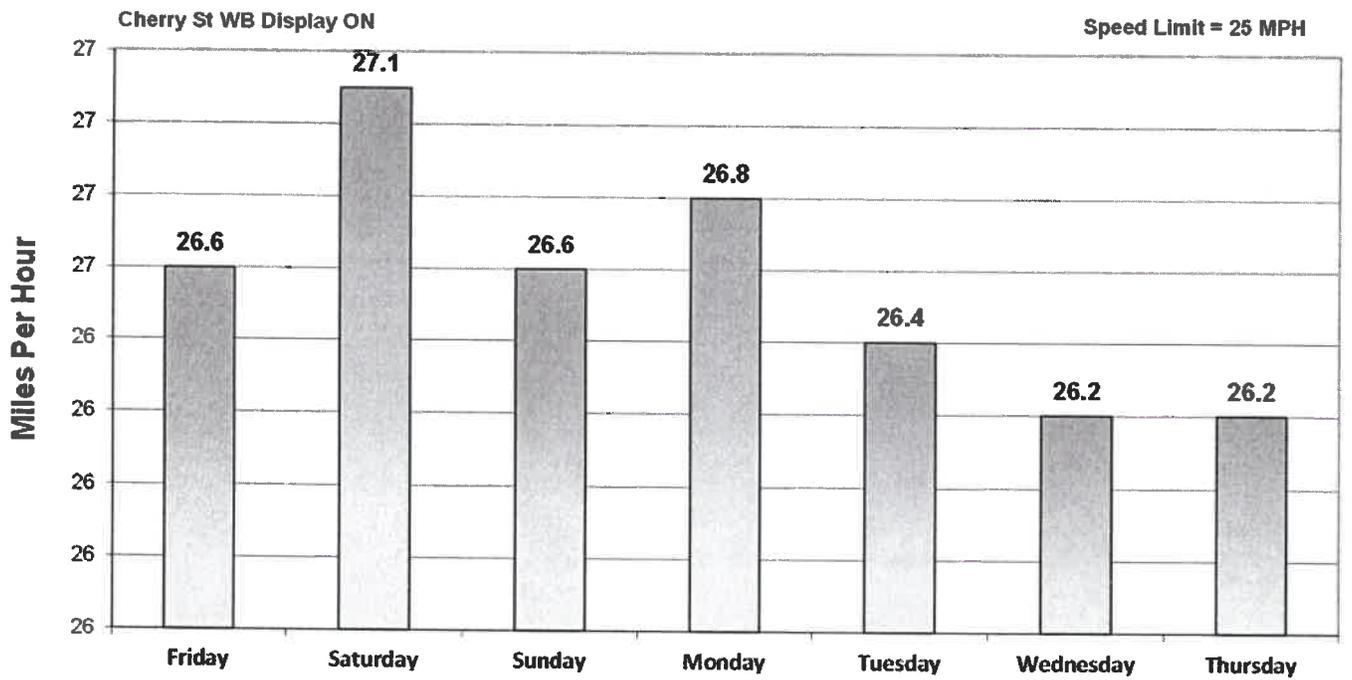
Vehicle and Speed Violator Counts

Tot. Vehicles
 # Violators



Week (7 days): 5/27/2022 - 6/2/2022

Daily Average Speeds



Week (7 days): 5/27/2022 - 6/2/2022

Charts Report

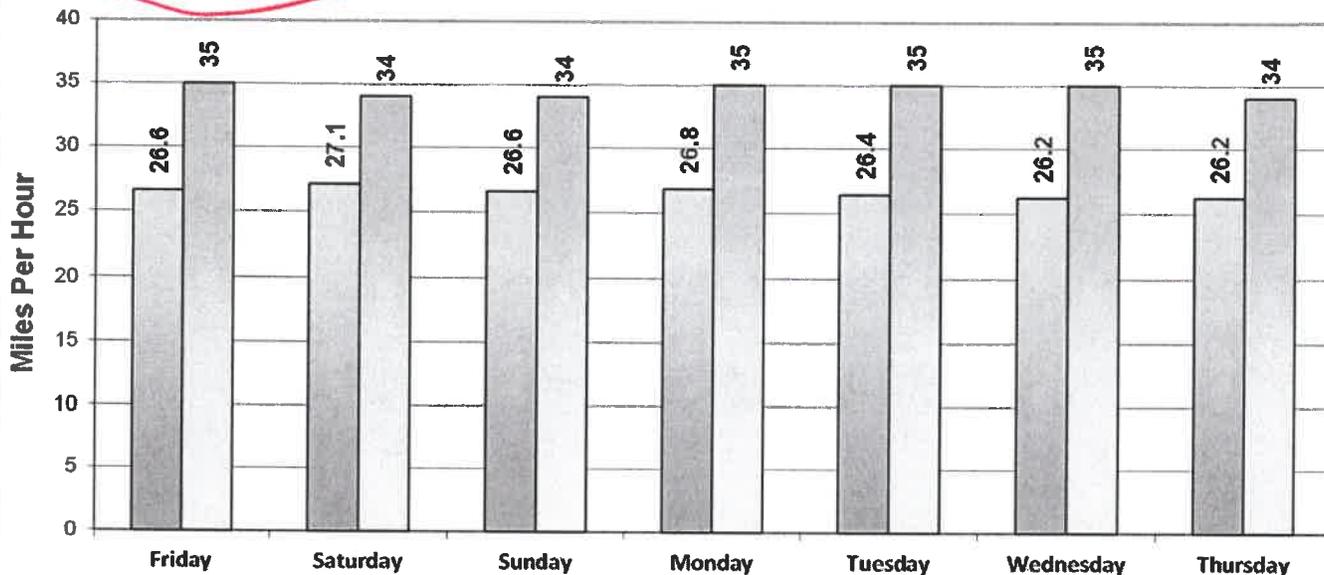
Daily Average Speeds vs. 85th Percentile Speeds



Avg. Speed
 85th pct Speed

Cherry St WB Display ON

Speed Limit = 25 MPH



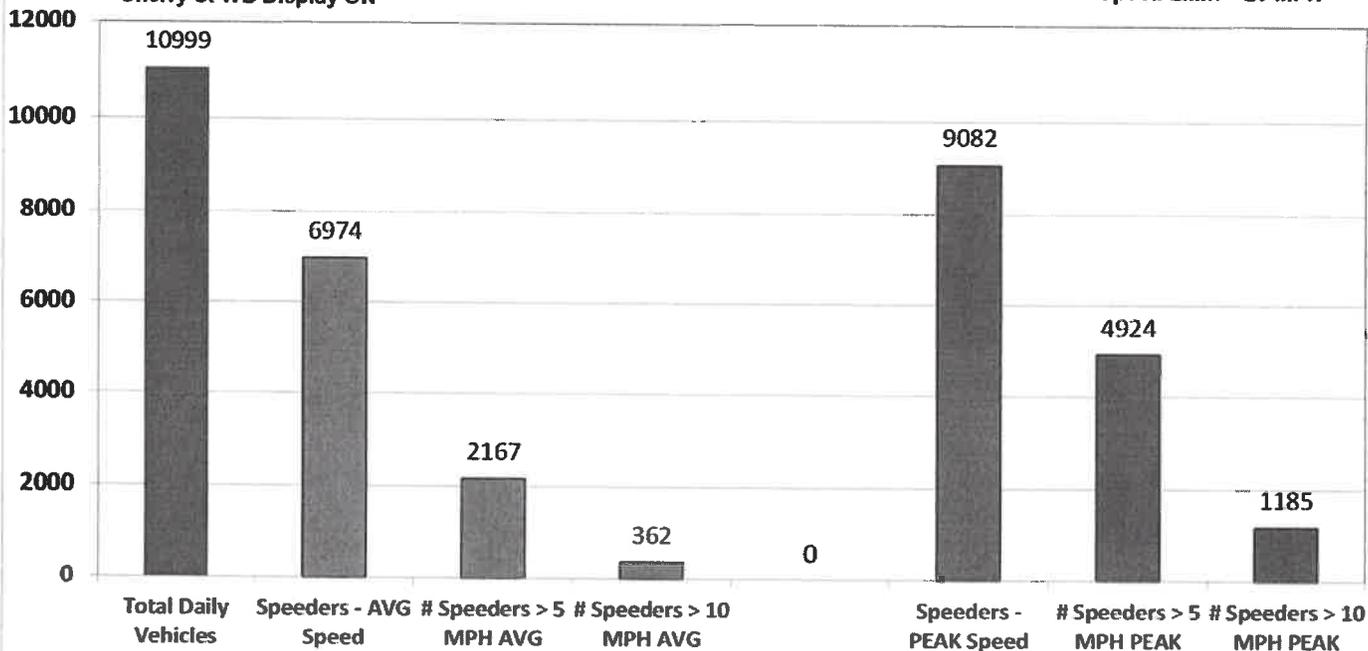
Week (7 days): 5/27/2022 - 6/2/2022

Weekly Speed Summary - Vehicle Counts



Cherry St WB Display ON

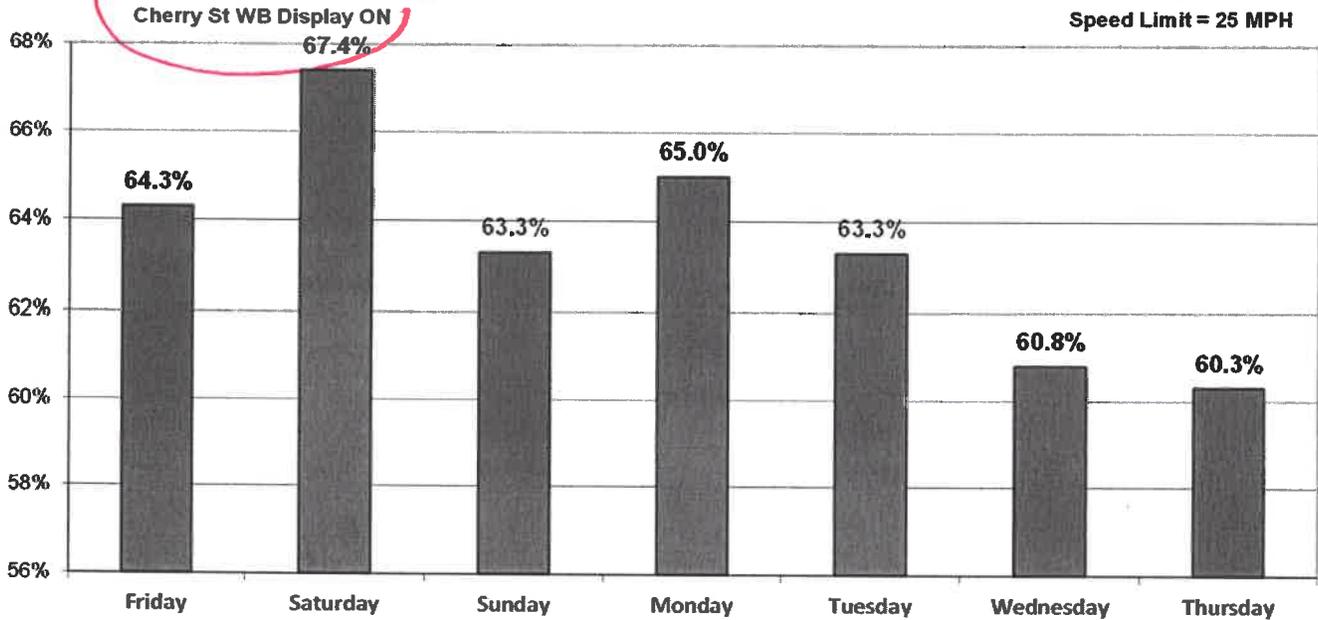
Speed Limit = 25 MPH



Week (7 days): 5/27/2022 - 6/2/2022

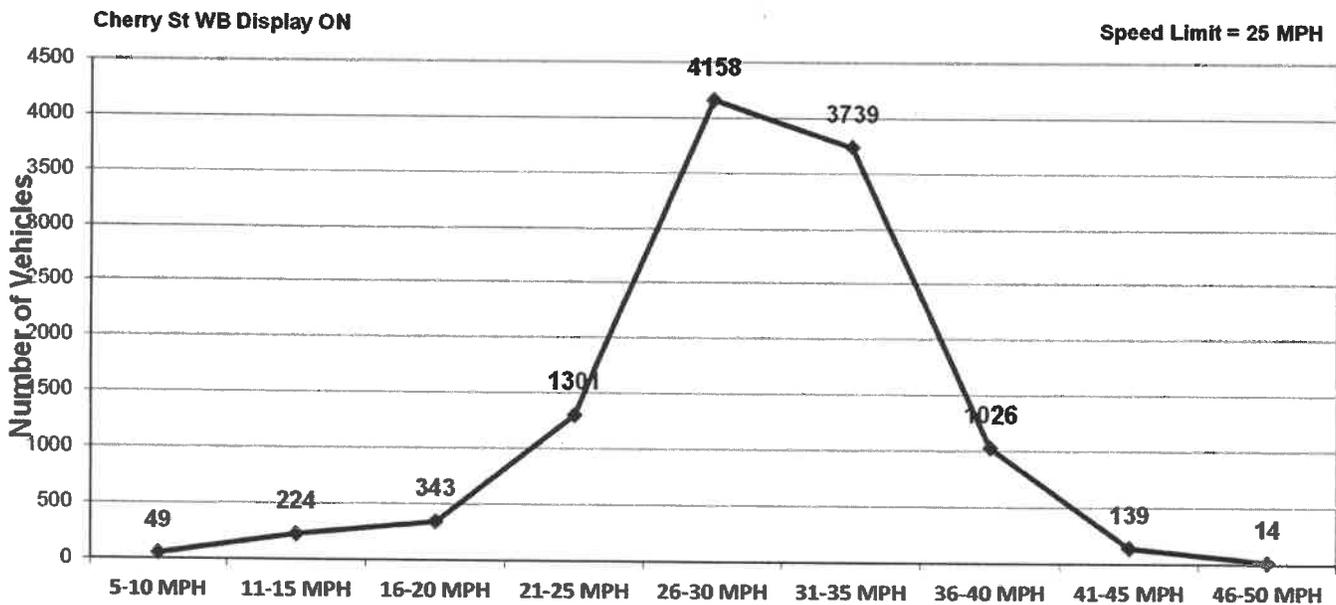
Charts Report

Percentage of Vehicles Speeding



Week (7 days): 5/27/2022 - 6/2/2022

Vehicle Count by Peak Speed Bins



Week (7 days): 5/27/2022 - 6/2/2022

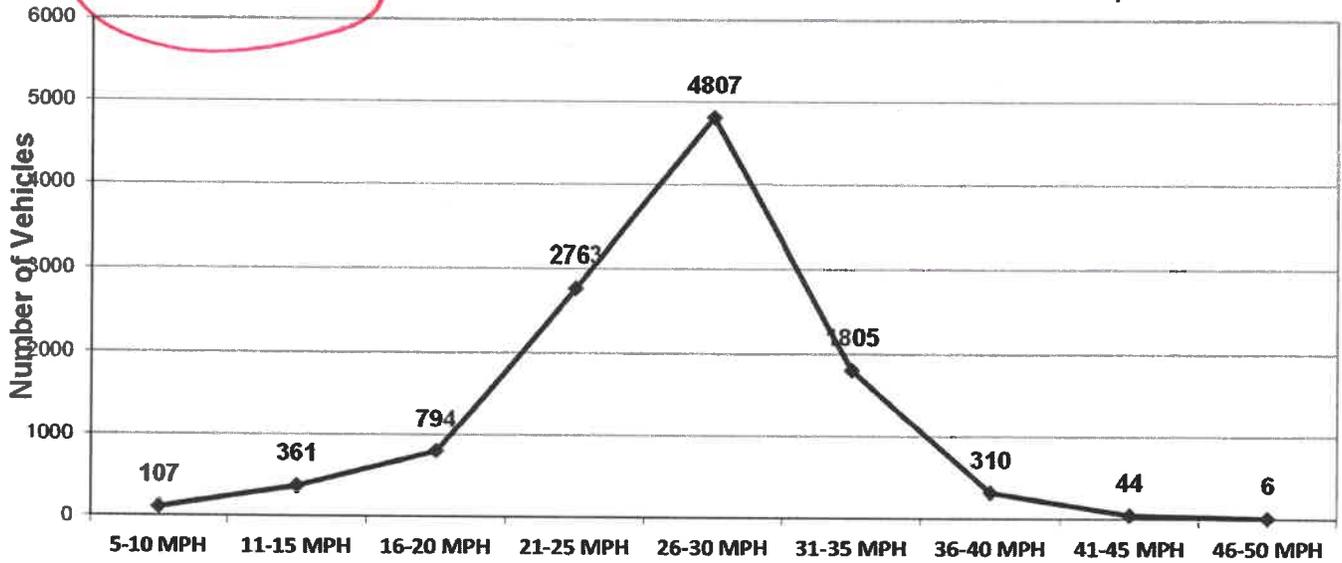
Charts Report

Vehicle Count by Avg. Speed Bins



Cherry St WB Display ON

Speed Limit = 25 MPH



Week (7 days): 5/27/2022 - 6/2/2022

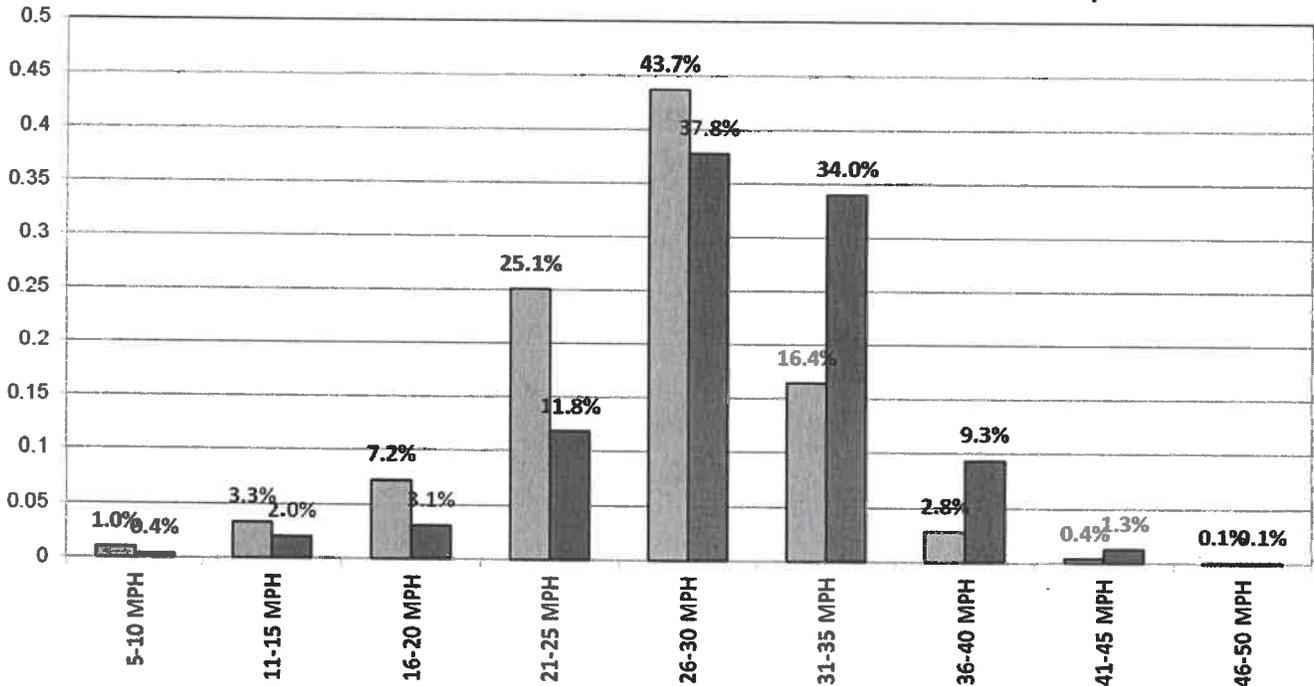
Avg. vs. Peak Speeds by Percentage

AVG PEAK



Cherry St WB Display ON

Speed Limit = 25 MPH



Week (7 days): 5/27/2022 - 6/2/2022