

Street	Start Date	S Rogers St to S Jackson St		Jackson, 3rd to 3rd		Jackson St to S. Fairview		Fairview St to S Maple		S Maple St to S Euclid Ave		S Euclid Ave to S Buckner St		S Buckner St to S Davison St	
		85th %	ADT	85th %	ADT	85th %	ADT	85th %	ADT	85th %	ADT	85th %	ADT	85th %	ADT
W. 3rd St.	10/15/2001														
	7/11/2001														
	11/15/2004														
	7/6/2009														
		No configuration change		No changes		Shift Parking		Shift Parking		Shift Parking		Shift Parking		Chicanes	
	Fall 2009					26 mph	1242								
	3/2/2010	25 mph	1384												
	7/7/2010	24 mph	1403												
	2/18/2011	25 mph	1340	19 mph	1396	23 mph	1226							25 mph	1217
	2/28/2011	No configuration change		Bump-out		Cushion mid-block		Cushion mid-block		Cushion mid-block		Cushion mid-block		No configuration change	
	4/5/2011	28 mph	1490	18 mph	1392	19 mph	1203							25 mph	1206
	4/27/2011	No configuration change		remove bump-out		Cushion moved East		Cushion moved East		Cushion moved West		Cushion moved West		No configuration change	
6/13/2011	25 mph	1328	18 mph	1364	20 mph	1091							Low Battery		
10/3/2011	24 mph	1202		No Data	18 mph	938							19 mph	950	
Change from 2/18/2011 to 6/13/2011		0 mph	-12	1 mph	-32	3 mph	-135	7 mph	-141	3 mph	-138	No Data	No Data	No Data	No Data
Percent change			-0.9%	5.3%	-2.3%	13.0%	-11.0%	25.9%	-11.2%	11.1%	-11.1%	No Data	No Data	No Data	No Data

STOP SIGN

Street	Start Date	S Rogers to S Jackson		S Jackson to S Fairview		S Fairview to S Maple		S Maple to S Waldron		
		85th %	ADT	85th %	ADT	85th %	ADT	85th%	ADT	
W. 4th St.	7/29/1996							765		
	3/2/2010	28 mph	838							
	7/7/2010	27 mph	950							
	1/12/2011							448	318	
	2/18/2011			29 mph	562					
	2/28/2012	Installation of traffic control on 3rd Street								
	4/5/2011			29 mph	655					
	4/27/2012	Reconfiguration of traffic control on 3rd Street								
	6/13/2011			28 mph	710					
	10/3/2011			27 mph	638					
10/10/2011	24 mph	823								
Change from 2/18/2011 to 6/13/2011		No Data	No Data	1 mph	148	No Data	No Data			
Percent change		No Data	No Data	5.3%	26.3%	No Data	No Data			

Street	Start Date	S. Fairview St. to S. Rogers St.	
		85th %	ADT
W Howe St	3/2/2010	26 mph	466
	7/7/2010	29 mph	514
	2/18/2011	30 mph	412
	Installation of traffic control on 3rd Street		
	4/5/2011	29 mph	651
	Reconfiguration of traffic control on 3rd Street		
	6/13/2011	28 mph	540
10/3/2011	27 mph	474	

Change from 2/18/2011 to 6/13/2011		1 mph	128
Percent change		No Data	31.1%

		S. Fairview St. t N Jackson St	
W Kirkwood Ave	Start Date	85th %	ADT
	3/2/2010	34 mph	10900
	2/16/2011	34 mph	9967
	Installation of traffic control on 3rd Street		
	4/5/2011	34 mph	11338
	Reconfiguration of traffic control on 3rd Street		
	6/13/2011	32 mph	10688
10/3/2011	32 mph	11803	
Change from 2/18/2011 to 6/13/2011		2 mph	721
Percent change		5.9%	7.2%

Plus

		S. Maple St to S. Rogers St	
W 2nd St	Start Date	85th %	ADT
	3/2/2010	36 mph	16421
	2/16/2011	38 mph	14742
	Installation of traffic control on 3rd Street		
	4/5/2011	35 mph	16605
	Reconfiguration of traffic control on 3rd Street		
	6/13/2011	36 mph	16206
10/3/2011	34 mph	14438	
Change from 2/18/2011 to 6/13/2011		2 mph	1464
Percent change		5.3%	9.9%

Equals

Total ADT Parallel Arterials	
	27321
	24709
	27943
	26894
	26241
	2185
	8.8%

Street	Percent of Vehicles by speed													
	Before and After installation of cushions													
	1 - 15 mph		16 - 20 mph		21 - 25 mph		26 - 30 mph		31 - 35 mph		36 - 40 mph		> 41 mph	
	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After
S Buckner St to S Davison St	4.8%	26.2%	31.3%	61.3%	50.9%	11.0%	11.5%	1.2%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%
Change	21.4%		30.0%		-39.9%		-10.3%		-1.1%		-0.1%		0.0%	
S Maple St to S Euclid Ave	4.8%	8.5%	20.8%	35.9%	55.0%	46.9%	17.8%	7.9%	1.5%	0.8%	0.1%	0.0%	0.0%	0.0%
Change	3.7%		15.1%		-8.1%		-9.9%		-0.7%		-0.1%		0.0%	
S Fairview St to S Maple St	6.6%	42.6%	27.6%	49.1%	46.9%	7.3%	16.5%	0.8%	2.1%	0.1%	0.1%	0.0%	0.0%	0.0%
Change	36.0%		21.5%		-39.6%		-15.7%		-2.0%		-0.1%		0.0%	
S. Jackson St to S. Fairview St	10.2%	38.1%	63.7%	52.0%	25.1%	9.4%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Change	27.9%		-11.7%		-15.7%		-0.7%		0.0%		0.0%		0.0%	
Average	6.6%	28.9%	35.9%	49.6%	44.5%	18.7%	11.7%	2.6%	1.2%	0.3%	0.1%	0.0%	0.0%	0.0%
	22.3%		13.7%		-25.8%		-9.2%		-1.0%		-0.1%		0.0%	

Note: On average, 98.7% of drivers were below 30 MPH prior to installation of speed cushions. After the installation of speed cushions, that number has dropped to 99.7%. The effective range of the speed cushions is 20 MPH, with a major impact being seen by vehicles traveling between 21 and 30 mph.