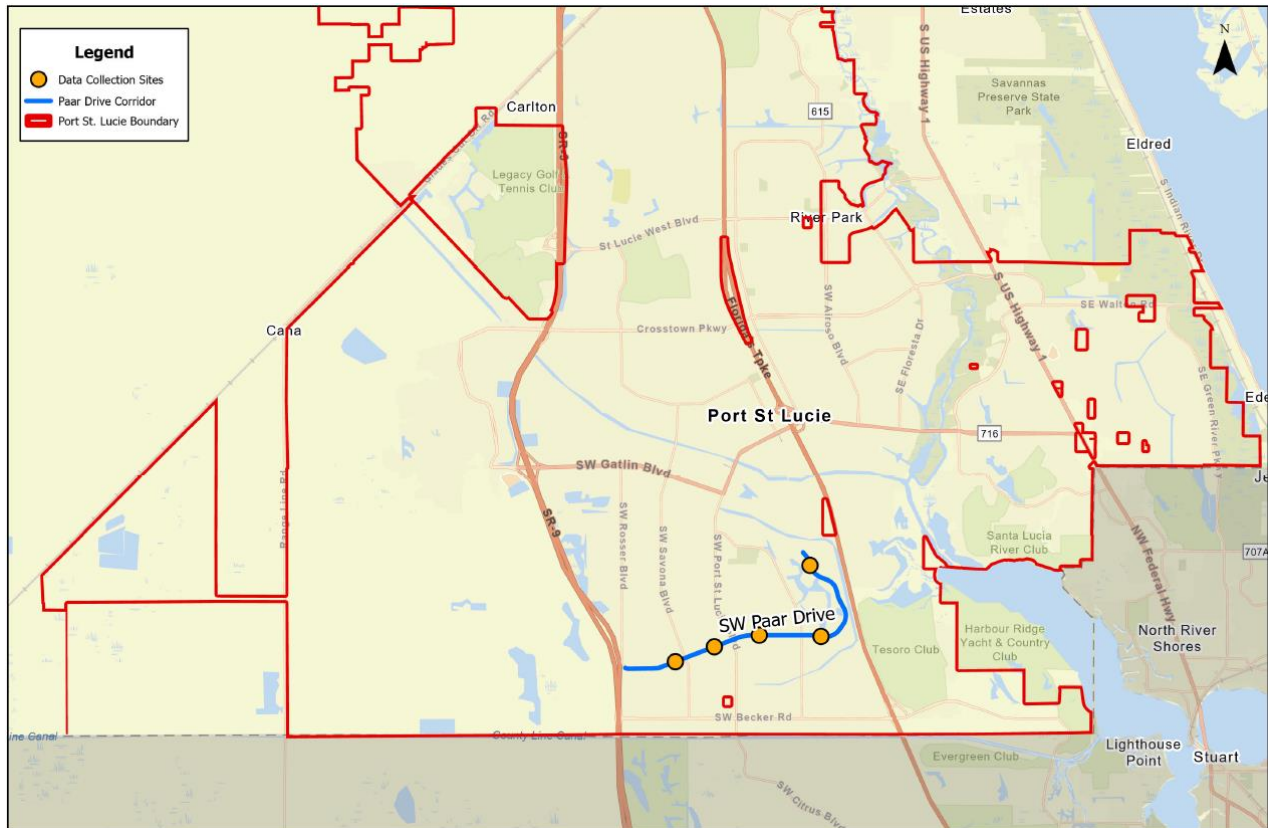




Paar Drive Corridor Speed Study

City of Port St. Lucie, Florida



Kimley»»Horn

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June 2023
143219004

*Paar Drive Corridor Speed Study
for Submittal to
The City of Port St. Lucie*

Paar Drive Corridor Speed Study

Prepared for:
City of Port St. Lucie, Florida



Prepared by:
Kimley-Horn and Associates, Inc.

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Executive Summary

Kimley-Horn was retained by the City of Port St. Lucie (the City) to conduct a collector roadway speed limit analysis to evaluate speed limits and travel speeds on Paar Drive between Rosser Boulevard and Tulip Boulevard, within the City of Port St. Lucie (the City).

The analysis follows the speed zoning policy contained within Florida Statutes (F.S.) 316.189. Municipalities may set speed limits, both as to maximum and minimum, after investigation determines such a change is reasonable and in conformity to criteria promulgated by the Florida Department of Transportation (FDOT) consistent with Section 316.189, F.S, published in the FDOT *Speed Zoning for Highways, Roads, and Streets* manual (August 2018).

The FDOT manual also includes information on Target Speed. Target speed is the highest speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multi-modal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a safe environment for pedestrians, bicyclists, and public transit users. If measured speeds are significantly exceeding the Target Speed of a roadway, physical changes to the roadway may be necessary to bring actual travel speeds more in line with the Target Speed.

Continuous 24-hour weekday (Tuesday, Wednesday, or Thursday) roadway volumes, speed classifications, and 10-MPH pace data were collected on the corridor at five (5) locations. The data analysis results indicate one (1) location meets the conditions necessary for a speed limit modification and two (2) additional locations met the conditions necessary for a supplemental investigation of roadway characteristics and surrounding land use context to confirm whether the speed limit modification is warranted. Following the supplemental investigation of roadway characteristics, connectivity, and multi-modal considerations, all additional locations were found to meet the conditions necessary for a speed limit modification.

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Introduction

A speed limit analysis was completed to evaluate speed limits and travel speeds on Paar Drive within the City of Port St. Lucie (the City). Collector roads provide both access and traffic movement between the local streets and arterial roads. A collector road provides moderate volume, speeds, trip lengths, and volume of through-traffic.

The study corridor is comprised of Paar Drive from Rosser Boulevard to Tulip Boulevard, as shown in Figure 1. The speed limit on this corridor is 40 miles per hour (MPH) west of SW Darwin Boulevard, and 25 miles per hour (MPH) east of SW Darwin Boulevard. Five (5) locations on the collector roadway within the City were selected to gather speed and volume counts. Data collection locations can be seen in Figures 1 and 2, with written descriptions available in Table 1 under the “Location” column.

The study methodology is based on criteria promulgated by FDOT consistent with Section 316.189, F.S. This analysis follows the process established in the FDOT *Speed Zoning for Highways, Roads, and Streets* manual (August 2018) and is consistent with comparable efforts recently performed in other municipalities.

The City of Port St. Lucie adopted a *Neighborhood Traffic Calming Policy* on May 18, 2020. The policy applies to City-owned local streets and collector streets. An excessive speed and volume criteria is provided in the policy that determines if streets are eligible to proceed into the conceptual traffic calming plan phase. The excessive speed and volume criteria states that roadways that exhibit traffic volumes greater than 800 annual average daily traffic (AADT) and (1) the measured 85th percentile speed is 9 miles per hour (MPH) or greater than the posted speed limit or (2) the peak hour volume is greater than 12 percent of the AADT, are eligible to continue to the conceptual traffic calming phase. Local or collector streets that do not meet the excessive speed and volume criteria but the traffic count and speed data are both within 20 percent of the minimum criteria (2 MPH and 160 vehicles per day) may be eligible for traffic calming if extenuating circumstances apply including large number or frequency of crashes, numerous bus stops, numerous residential driveways, roadway geometry issues, or lack of sidewalks. Minor excessive speed and volume issues (AADT between 300 and 800, and 85th

percentile speed between 5 and 8 MPH above the posted speed limit) will be addressed through enforcement and education. The policy also states that traffic calming measures are only occasionally used on collector streets and are more commonly used on local streets. This information is important due to the potential need for supplemental considerations to be paired with a speed limit reduction depending on the data analysis results.

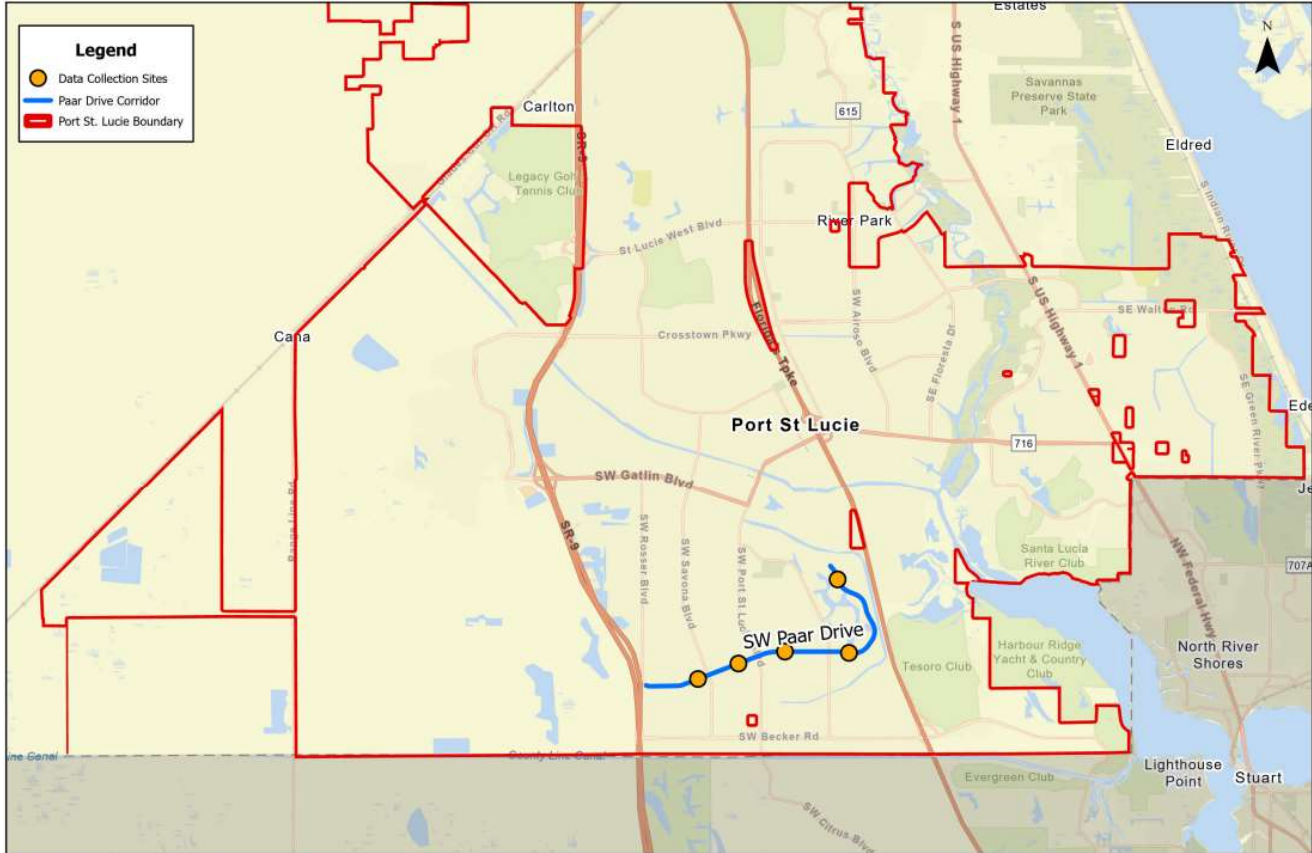


Figure 1: Corridor Study
(See also Appendix A)

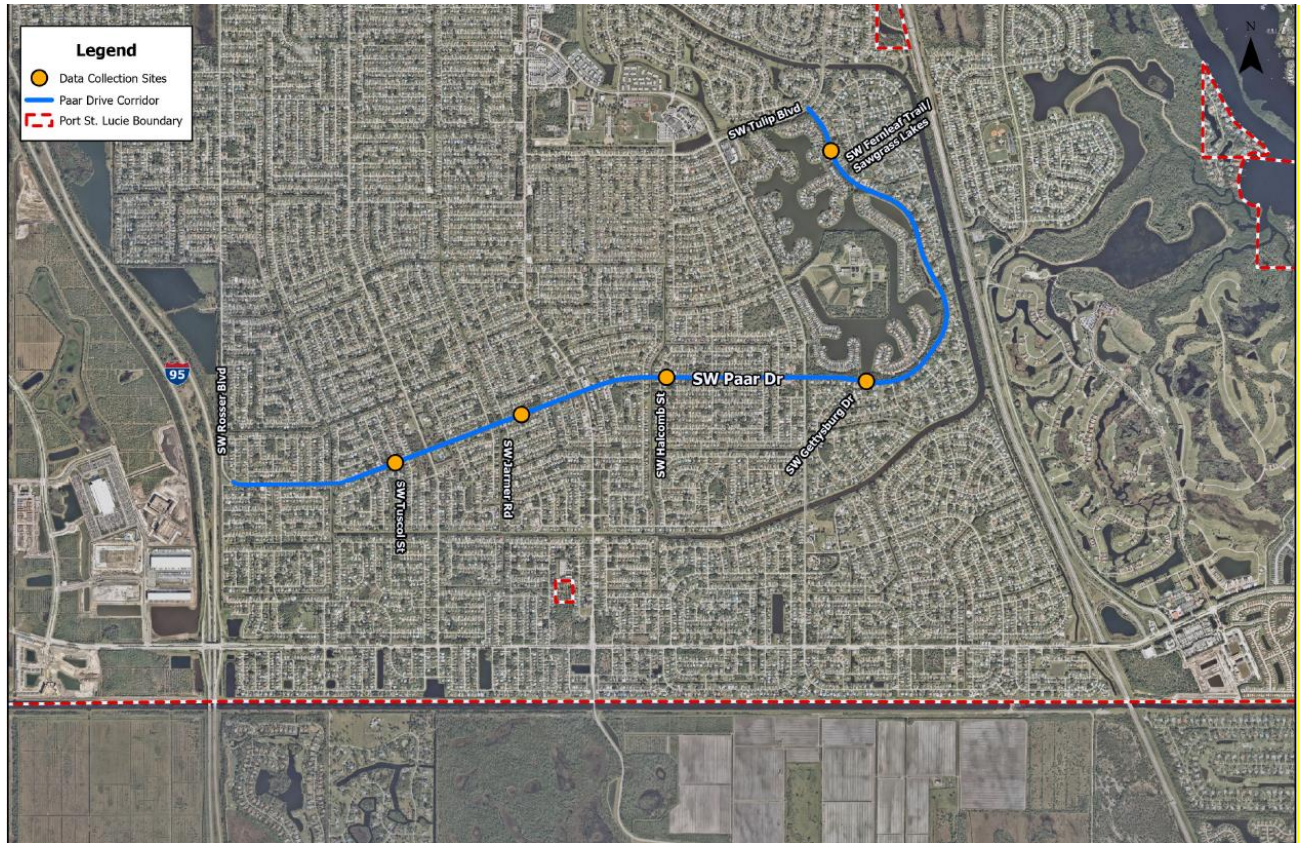


Figure 2: Data Collection Sites
(See also Appendix A)

Data Collection

Traffic data were collected for the collector road within the City of Port St Lucie. The data collection included continuous 24-hour weekday (Tuesday, Wednesday, or Thursday) roadway volumes, speed classifications, and 10-MPH pace data at five (5) locations. Data collection locations were selected along the corridor. Map figures illustrating the road included in the analysis and the data collection locations are included in Appendix A. Detailed traffic data are included in Appendix B. The existing speed limits on the corridor were used as a guide for modifying speed limits.

Data Analysis

The collected traffic data were evaluated in accordance with the guidance provided in the FDOT *Speed Zoning for Highways, Roads, and Streets* manual (2018). The following provides definitions for the traffic engineering values used in the analysis.

85th Percentile Speed

The 85th percentile speed is the speed at which 85 percent of vehicles travel at or below. The 85th percentile speed was included for all locations. Average neighborhood-specific and overall city-wide 85th percentile speed values were calculated. A summary of the calculated 85th percentile speeds is presented in Table 1.

10-MPH Pace

The 10-MPH pace is the 10-MPH band of travel speeds containing the largest number of vehicles collected in the study. The 10-MPH pace data was included for all locations. Average neighborhood-specific and city-wide upper limit 10-MPH pace speeds were calculated. A summary of the calculated 10-MPH pace speeds is presented in Table 1.

The FDOT *Speed Zoning for Highways, Roads, and Streets* manual (2018) guidance indicates the following conditions consistent with Section 316.189, F.S.:

Condition 1

The posted speed limit should not differ from the 85th percentile speed or the upper limit of the 10-MPH pace (whichever is less) by more than three (3) MPH.

Condition 2

A posted speed limit of more than eight (8) MPH below the 85th percentile speed is not authorized. Furthermore, a speed limit of four (4) to eight (8) MPH less than the 85th percentile speed shall be authorized if supported by a supplemental investigation which identifies the following:

- There are road or roadside features not readily obvious to the typical driver such as length of section, alignment, roadway width, surface condition, sight distance, traffic volume, crash experience, maximum comfortable speed in curves, side friction (roadside development), or signal progression.
- Other standard sign and markings have been tried but found ineffective; or
- To support a context classification target speed as defined in the FDOT Design Manual.

A range of speeds at each data collection location was used as the target for a speed limit modification. For example, at the data collection location of SW Paar Dr E/O SW Jarmer Rd the current posted speed limit is 40 MPH, making the range of speeds evaluated 35-40 MPH. The 85th percentile speed and 10-MPH pace were then evaluated against Conditions 1 and 2 to determine if reducing the speed limit to 35 MPH was authorized at that location.

Table 1 provides a summary of the 85th percentile and 10-MPH pace average speeds for the five (5) data collection locations. One (1) location met Condition 1 for increasing the posted speed limit by ten (10) MPH. Two (2) locations met Condition 2 because the range of speeds evaluated was not more than eight (8) MPH below the 85th percentile speed. A supplemental investigation assessing traffic volumes, speeds, surrounding land use characteristics, and roadway characteristics was conducted for the two (2) locations to support a speed limit reduction between four (4) to eight (8) MPH below the 85th percentile speed.

Table 1: Average Speed and 10-MPH Pace

| Location | Posted Speed Limit (MPH) | Context Classification (Future Refined Smoothed) | Federal Functional Classification | Average 85 th Percentile Speed (MPH) | Average 10-MPH Pace | Meets Conditions for Speed Limit Modification ⁽¹⁾ | Range of Speeds Evaluated (MPH) |
|---|--------------------------|--|-----------------------------------|---|---------------------|--|---------------------------------|
| SW Paar Dr W/O SW Tuscol St | 40 | C3R – Suburban Residential | Urban Minor Collector | 46 | 35-44 | No | 35-40 |
| SW Paar Dr E/O SW Jarmer Rd | 40 | C3R – Suburban Residential | Urban Minor Collector | 45 | 34-43 | No | 35-40 |
| SW Paar Dr E/O SW Halcomb St | 40 | C3R – Suburban Residential | Urban Minor Collector | 43 | 34-43 | Yes (Condition 2) | 35-40 |
| SW Paar Dr E/O SW Gettysburg Dr | 25 | C3R – Suburban Residential | Urban Local | 41 | 32-41 | Yes (Condition 2) | 25-40 |
| SW Paar Dr N/O SW Fernleaf Trail/Sawgrass Lakes | 25 | C3R – Suburban Residential | Urban Local | 40 | 29-38 | Yes (Condition 1) | 25-40 |
| 5 Total Locations | | | | | | | |

Notes: ⁽¹⁾ “Yes (Condition 1)” indicates locations where the lesser of the 85th percentile speed or upper limit of the 10-MPH pace is within three (3) MPH of the desired speed limit (5 MPH below the current posted speed limit); “Yes (Condition 2)” indicates locations where targeted speed limit was not more than 8 MPH below the 85th percentile speed.

⁽²⁾ A supplemental investigation to justify a speed limit modification of 4 to 8 MPH less than the 85th percentile speed was conducted for the two (2) locations only meeting Condition 2.

Findings

A speed limit analysis was completed to evaluate speed limits and travel speeds on Paar Drive within the City of Port St. Lucie (the City).

The data collection included continuous 24-hour weekday (Tuesday, Wednesday, or Thursday) roadway volumes, speed classifications, and 10-MPH pace data at five (5) locations. In total, three sites along SW Paar Drive were identified for speed limit modifications. Table 2 provides a summary of the 85th percentile, 10-MPH pace average speeds, current posted speed limits, and recommended speed limits for the three (3) data sites meeting the criteria for speed limit modifications.

Table 2: Locations Eligible for Speed Limit Reductions

| Location | Average 85 th Percentile Speed (MPH) | Average Upper Limit of 10-MPH Pace | Current Speed Limit (MPH) | Recommended Posted Speed Limit (MPH) | Needs Supplemental Consideration? |
|---|---|------------------------------------|---------------------------|--------------------------------------|-----------------------------------|
| SW Paar Dr E/O SW Halcomb St | 43 | 34-43 | 40 | 35 | Yes |
| SW Paar Dr E/O SW Gettysburg Dr | 41 | 32-41 | 25 | 35 | Yes |
| SW Paar Dr N/O SW Fernleaf Trail/Sawgrass Lakes | 40 | 29-38 | 25 | 35 | No |
| 3 Total Locations | | | | | |

The results of the speed data analysis indicate that one (1) site meets the conditions necessary for a speed limit reduction, with no supplemental investigation required, due to the upper limit of the 10-MPH pace being within 3 MPH of the potential speed limit reduction target speed.

- SW Paar Drive north of SW Fernleaf Trail/Sawgrass Lakes

Two (2) additional sites meet the criteria for a speed limit reduction of four (4) to eight (8) MPH from the 85th percentile speed or upper limit of the 10-MPH pace, following a supplemental investigation of roadway characteristics and surrounding land use context:

- SW Paar Drive east of SW Halcomb Street
- SW Paar Drive east of SW Gettysburg Drive

Results and findings from the supplemental investigation are provided below for the two (2) collector roads listed above.

SW Paar Drive east of SW Halcomb Street

Current Posted Speed Limit: 40 MPH

Potential Posted Speed Limit: 35 MPH

Supplemental Analysis and Recommendation:

- Uses are primarily residential with frequent driveways that have direct access to the roadway.
- There is one-lane in each direction throughout this segment.

- There is a school bus stop present east of SW Halcomb Street leading to dangerous conditions for pedestrians.

SW Paar Drive east of SW Gettysburg Drive

Current Posted Speed Limit: 25 MPH

Potential Posted Speed Limit: 35 MPH

Supplemental Analysis and Recommendation:

- Residential driveways are present on the south side of the corridor near SW Gettysburg Drive.
- The roadway curves east of SW Gettysburg Drive.
- This roadway is classified as an urban local street, with an average 85th percentile speed and average 10 MPH pace greatly exceeding the current speed limit.
- Recommend increasing the speed limit to 35 MPH.

Conclusion

The results of the Collector Roads Speed Limit Analysis show that potential speed limit modifications on Paar Drive are supported by data and supplemental considerations should the City choose to pursue them. Table 3 provides a brief summary of the findings.

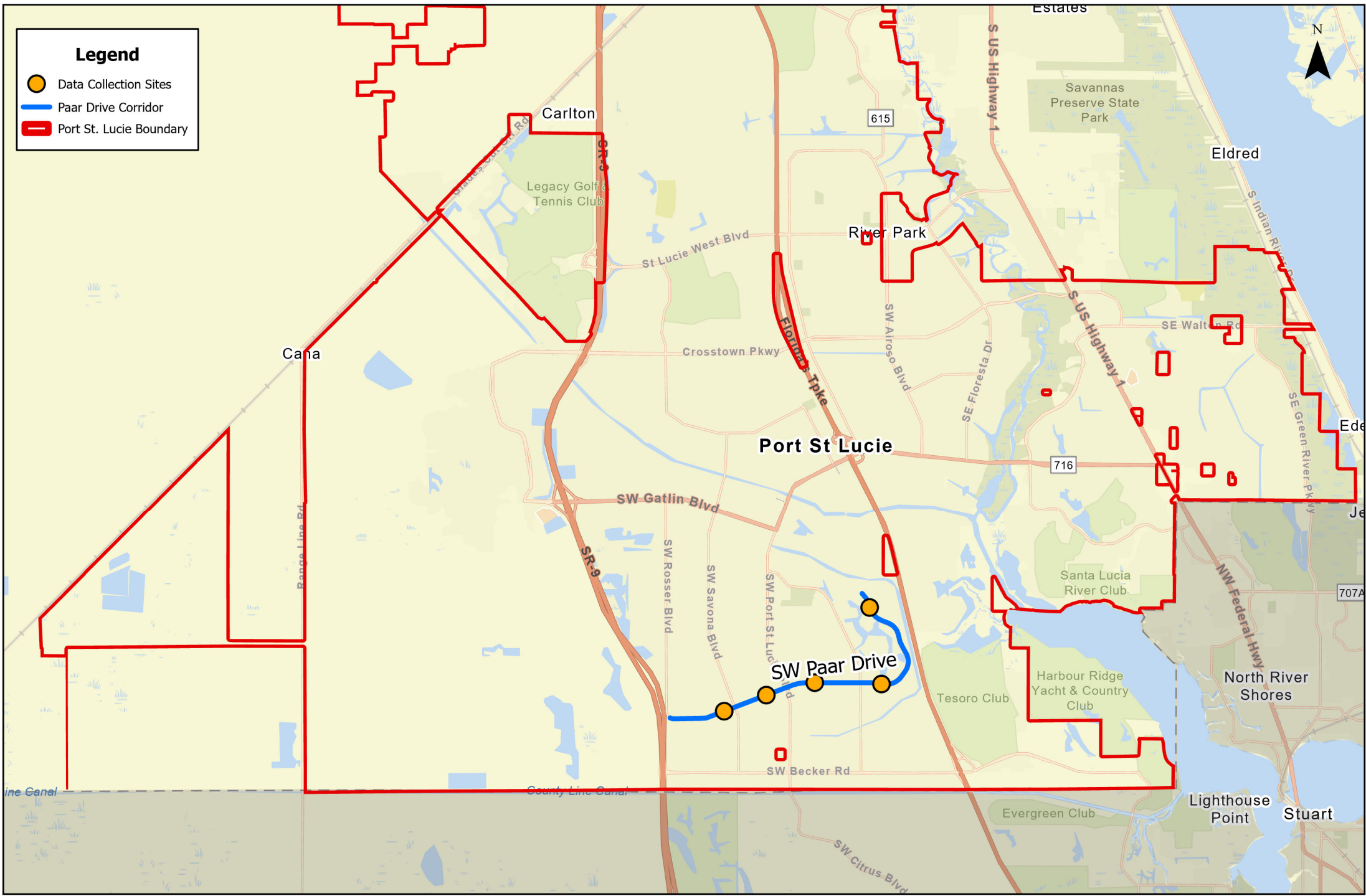
Table 3: Summary of Findings

| Location | Current Speed Limit (MPH) | Range of Speeds Evaluated (MPH) | Recommended Speed Limit (MPH) | Notes |
|---------------------------------|----------------------------------|--|--------------------------------------|--|
| SW Paar Dr E/O SW Halcomb St | 40 | 35-40 | 35 | Recommend lowering the speed limit to 35 MPH due to the residential proximity and frequency of driveways connecting to the corridor. |
| SW Paar Dr E/O SW Gettysburg Dr | 25 | 35-40 | 35 | Recommend increasing the speed limit to 35 MPH based on the high average 85 th percentile speed and a high average 10 MPH pace, indicating that SW Paar Drive east of SW Gettysburg Drive may not be serving a typical local street function. Consider changing the local street roadway designation to a collector roadway in future Comprehensive Plan updates. |

| | | | | |
|--|-----------|--------------|-----------|--|
| <p>SW Paar Dr N/O SW Fernleaf Trail/Sawgrass Lakes</p> | <p>25</p> | <p>35-40</p> | <p>35</p> | <p>Recommend increasing the speed limit to 35 MPH based on the high average 85th percentile speed and a high average 10 MPH pace, indicating that SW Paar Drive south of SW Fernleaf Trail/Sawgrass Lakes may not be serving a typical local street function. Consider changing the local street roadway designation to a collector roadway in future Comprehensive Plan updates.</p> |
|--|-----------|--------------|-----------|--|

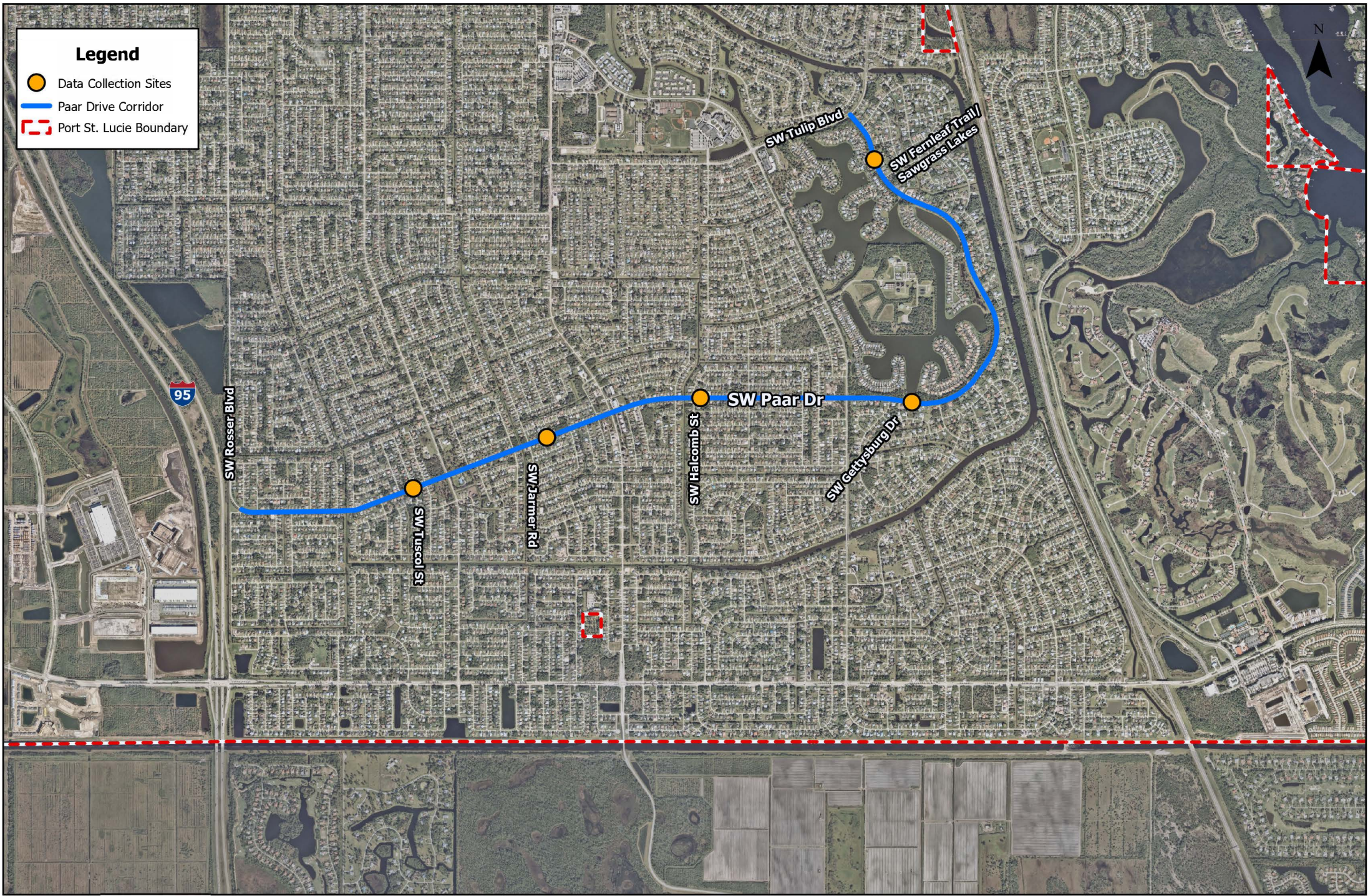
Appendix A

Location Maps



Legend

- Data Collection Sites
- Paar Drive Corridor
- Port St. Lucie Boundary

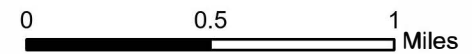


Legend

- Data Collection Sites
- Paar Drive Corridor
- - - Port St. Lucie Boundary

Paar Drive Corridor

June 2023



Appendix B

Traffic Data Collection

SPEED

SW Paar Dr W/O SW Tuscol St

Day: Wednesday

Date: 2/9/2022

City: Port St Lucie

Project #: FL22_140059_017

Summary

| Time | < 15 | 15 - 19 | 20 - 24 | 25 - 29 | 30 - 34 | 35 - 39 | 40 - 44 | 45 - 49 | 50 - 54 | 55 - 59 | 60 - 64 | 65 - 69 | 70 + | Total |
|--------------------|-----------|-----------|------------|------------|------------|-------------|-------------|------------|------------|-----------|-----------|---------|------|-------------|
| 00:00 AM | 0 | 0 | 1 | 2 | 1 | 9 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 30 |
| 01:00 | 0 | 0 | 0 | 1 | 1 | 5 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 16 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 03:00 | 1 | 1 | 1 | 0 | 1 | 4 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 17 |
| 04:00 | 0 | 0 | 1 | 1 | 4 | 6 | 14 | 7 | 2 | 2 | 0 | 0 | 0 | 37 |
| 05:00 | 1 | 2 | 4 | 0 | 5 | 20 | 25 | 19 | 7 | 2 | 0 | 0 | 0 | 85 |
| 06:00 | 1 | 4 | 23 | 11 | 28 | 43 | 76 | 43 | 7 | 1 | 1 | 0 | 0 | 238 |
| 07:00 | 0 | 2 | 14 | 31 | 72 | 144 | 98 | 53 | 7 | 1 | 1 | 0 | 0 | 423 |
| 08:00 | 4 | 7 | 17 | 23 | 54 | 110 | 114 | 32 | 12 | 0 | 1 | 0 | 0 | 374 |
| 09:00 | 0 | 5 | 10 | 15 | 53 | 104 | 74 | 39 | 7 | 2 | 0 | 0 | 0 | 309 |
| 10:00 | 0 | 2 | 3 | 15 | 68 | 97 | 87 | 30 | 6 | 0 | 0 | 0 | 0 | 308 |
| 11:00 | 1 | 0 | 16 | 6 | 40 | 106 | 100 | 28 | 10 | 1 | 0 | 0 | 0 | 308 |
| 12:00 PM | 0 | 1 | 25 | 28 | 43 | 92 | 96 | 26 | 6 | 0 | 0 | 0 | 0 | 317 |
| 13:00 | 0 | 3 | 10 | 24 | 60 | 92 | 119 | 32 | 11 | 1 | 0 | 0 | 0 | 352 |
| 14:00 | 3 | 6 | 10 | 18 | 47 | 126 | 116 | 47 | 5 | 0 | 1 | 0 | 0 | 379 |
| 15:00 | 0 | 3 | 18 | 22 | 50 | 123 | 146 | 52 | 14 | 1 | 1 | 0 | 0 | 430 |
| 16:00 | 3 | 11 | 16 | 8 | 51 | 137 | 137 | 59 | 17 | 1 | 0 | 0 | 0 | 440 |
| 17:00 | 0 | 2 | 11 | 19 | 56 | 160 | 166 | 71 | 16 | 0 | 1 | 0 | 0 | 502 |
| 18:00 | 0 | 1 | 13 | 14 | 43 | 158 | 145 | 57 | 9 | 1 | 1 | 0 | 0 | 442 |
| 19:00 | 0 | 1 | 3 | 8 | 25 | 98 | 107 | 51 | 11 | 0 | 0 | 0 | 0 | 304 |
| 20:00 | 1 | 1 | 6 | 7 | 25 | 60 | 87 | 44 | 6 | 3 | 0 | 0 | 0 | 240 |
| 21:00 | 0 | 2 | 5 | 7 | 15 | 49 | 57 | 20 | 7 | 4 | 0 | 0 | 0 | 166 |
| 22:00 | 0 | 0 | 6 | 4 | 12 | 23 | 24 | 26 | 3 | 0 | 0 | 0 | 0 | 98 |
| 23:00 | 0 | 0 | 2 | 0 | 5 | 13 | 22 | 16 | 3 | 0 | 0 | 0 | 0 | 61 |
| Totals | 15 | 54 | 215 | 264 | 760 | 1780 | 1829 | 768 | 169 | 21 | 7 | | | 5882 |
| % of Totals | 0% | 1% | 4% | 4% | 13% | 30% | 31% | 13% | 3% | 0% | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|--|---------------|-------|-------|-------|------------------|-------|-------|--------|---------------|-------|--------|---|-------------------------|-------|
| AM Volumes | 8 | 23 | 90 | 105 | 328 | 649 | 607 | 267 | 61 | 10 | 3 | 0 | 0 | 2151 |
| % AM | 0% | 0% | 2% | 2% | 6% | 11% | 10% | 5% | 1% | 0% | 0% | | | 37% |
| AM Peak Hour | 08:00 | 08:00 | 06:00 | 07:00 | 07:00 | 07:00 | 08:00 | 07:00 | 08:00 | 04:00 | 06:00 | | | 07:00 |
| Volume | 4 | 7 | 23 | 31 | 72 | 144 | 114 | 53 | 12 | 2 | 1 | | | 423 |
| PM Volumes | 7 | 31 | 125 | 159 | 432 | 1131 | 1222 | 501 | 108 | 11 | 4 | 0 | 0 | 3731 |
| % PM | 0% | 1% | 2% | 3% | 7% | 19% | 21% | 9% | 2% | 0% | 0% | | | 63% |
| PM Peak Hour | 14:00 | 16:00 | 12:00 | 12:00 | 13:00 | 17:00 | 17:00 | 17:00 | 16:00 | 21:00 | 14:00 | | | 17:00 |
| Volume | 3 | 11 | 25 | 28 | 60 | 160 | 166 | 71 | 17 | 4 | 1 | | | 502 |
| Directional Peak Periods All Speeds | AM 7-9 | | | | NOON 12-2 | | | | PM 4-6 | | | | Off Peak Volumes | |
| | Volume | | % | | Volume | | % | Volume | | % | Volume | | % | |
| | 797 | ↔ | 14% | | 669 | ↔ | 11% | 942 | ↔ | 16% | 3474 | ↔ | 59% | |

| Direction | Percentiles | | | | | |
|-----------|-------------|-----------|-----------|------------------------------|-------------------------|------|
| | 15th | 50th | Average | 85th | 95th | ADT |
| | 32 | 40 | 39 | 46 | 49 | 5882 |
| Summary | Pace | | | | | |
| | 10mph Pace | # in Pace | % in Pace | Number of Vehicles >= 25 MPH | % of Vehicles >= 25 MPH | |
| | 35 - 44 | 3609 | 61.36% | 5598 | 95.17% | |

SPEED

SW Paar Dr E/O SW Jarmer Rd

Day: Thursday
Date: 5/11/2023

City: Port St. Lucie
Project #: FL23_140234_001

Summary

| Time | < 15 | 15 - 19 | 20 - 24 | 25 - 29 | 30 - 34 | 35 - 39 | 40 - 44 | 45 - 49 | 50 - 54 | 55 - 59 | 60 - 64 | 65 - 69 | 70 + | Total |
|---------------|-----------|-----------|-----------|------------|-------------|-------------|-------------|------------|------------|-----------|-----------|----------|----------|-------------|
| 0:00 AM | 0 | 1 | 0 | 0 | 3 | 6 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 16 |
| 1:00 | 0 | 0 | 0 | 1 | 1 | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| 2:00 | 0 | 0 | 1 | 2 | 0 | 3 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 17 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 1 | 1 | 0 | 0 | 1 | 12 |
| 4:00 | 0 | 0 | 0 | 0 | 2 | 5 | 9 | 9 | 3 | 2 | 0 | 0 | 0 | 30 |
| 5:00 | 0 | 0 | 0 | 3 | 10 | 11 | 10 | 11 | 5 | 4 | 0 | 0 | 0 | 54 |
| 6:00 | 1 | 1 | 2 | 9 | 16 | 52 | 69 | 27 | 6 | 4 | 0 | 0 | 0 | 187 |
| 7:00 | 0 | 1 | 7 | 15 | 80 | 144 | 117 | 52 | 18 | 2 | 1 | 0 | 0 | 437 |
| 8:00 | 6 | 12 | 30 | 46 | 78 | 108 | 67 | 15 | 2 | 0 | 0 | 0 | 0 | 364 |
| 9:00 | 0 | 1 | 2 | 9 | 47 | 103 | 98 | 34 | 8 | 7 | 1 | 0 | 0 | 310 |
| 10:00 | 0 | 1 | 5 | 21 | 40 | 117 | 101 | 52 | 6 | 1 | 2 | 0 | 0 | 346 |
| 11:00 | 1 | 0 | 8 | 14 | 54 | 90 | 102 | 41 | 13 | 3 | 1 | 2 | 1 | 330 |
| 12:00 PM | 0 | 3 | 1 | 9 | 66 | 124 | 103 | 41 | 12 | 3 | 1 | 0 | 0 | 363 |
| 13:00 | 1 | 3 | 2 | 8 | 58 | 125 | 129 | 48 | 7 | 3 | 0 | 1 | 0 | 385 |
| 14:00 | 4 | 3 | 4 | 23 | 68 | 116 | 113 | 53 | 12 | 2 | 0 | 0 | 0 | 398 |
| 15:00 | 3 | 4 | 5 | 18 | 61 | 143 | 143 | 42 | 11 | 0 | 2 | 0 | 0 | 432 |
| 16:00 | 0 | 1 | 8 | 19 | 96 | 185 | 149 | 55 | 9 | 3 | 0 | 0 | 0 | 525 |
| 17:00 | 1 | 0 | 5 | 19 | 74 | 191 | 167 | 60 | 12 | 1 | 0 | 0 | 0 | 530 |
| 18:00 | 0 | 0 | 2 | 14 | 71 | 158 | 157 | 52 | 18 | 3 | 0 | 0 | 0 | 475 |
| 19:00 | 0 | 0 | 8 | 22 | 74 | 157 | 145 | 41 | 10 | 4 | 1 | 0 | 0 | 462 |
| 20:00 | 0 | 1 | 1 | 16 | 94 | 149 | 77 | 26 | 11 | 3 | 1 | 0 | 0 | 379 |
| 21:00 | 0 | 1 | 3 | 2 | 40 | 74 | 58 | 25 | 8 | 1 | 0 | 1 | 0 | 213 |
| 22:00 | 1 | 0 | 1 | 4 | 16 | 40 | 33 | 21 | 8 | 2 | 2 | 1 | 0 | 129 |
| 23:00 | 0 | 0 | 0 | 3 | 4 | 15 | 22 | 9 | 1 | 1 | 0 | 0 | 0 | 55 |
| Totals | 18 | 33 | 95 | 277 | 1053 | 2120 | 1893 | 721 | 184 | 50 | 12 | 5 | 2 | 6463 |
| % of Totals | 0% | 1% | 1% | 4% | 16% | 33% | 29% | 11% | 3% | 1% | 0% | 0% | 0% | 100% |

| | | | | | | | | | | | | | | |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|
| AM Volumes | 8 | 17 | 55 | 120 | 331 | 643 | 597 | 248 | 65 | 24 | 5 | 2 | 2 | 2117 |
| % AM | 0% | 0% | 1% | 2% | 5% | 10% | 9% | 4% | 1% | 0% | 0% | 0% | 0% | 33% |
| AM Peak Hour | 8:00 | 8:00 | 8:00 | 8:00 | 7:00 | 7:00 | 7:00 | 7:00 | 7:00 | 9:00 | 10:00 | 11:00 | 3:00 | 7:00 |
| Volume | 6 | 12 | 30 | 46 | 80 | 144 | 117 | 52 | 18 | 7 | 2 | 2 | 1 | 437 |
| PM Volumes | 10 | 16 | 40 | 157 | 722 | 1477 | 1296 | 473 | 119 | 26 | 7 | 3 | 0 | 4346 |
| % PM | 0% | 0% | 1% | 2% | 11% | 23% | 20% | 7% | 2% | 0% | 0% | 0% | 0% | 67% |
| PM Peak Hour | 14:00 | 15:00 | 16:00 | 14:00 | 16:00 | 17:00 | 17:00 | 17:00 | 18:00 | 19:00 | 15:00 | 13:00 | | 17:00 |
| Volume | 4 | 4 | 8 | 23 | 96 | 191 | 167 | 60 | 18 | 4 | 2 | 1 | | 530 |

| Directional Peak Periods All Speeds | AM 7-9 | | NOON 12-2 | | PM 4-6 | | Off Peak Volumes | |
|--|--------|-------|-----------|-------|--------|-------|------------------|-------|
| | Volume | % | Volume | % | Volume | % | Volume | % |
| | 801 | ↔ 12% | 748 | ↔ 12% | 1055 | ↔ 16% | 3859 | ↔ 60% |

| Direction | Percentiles | | | | | |
|-----------|-------------|-----------|-----------|------------------------------|-------------------------|------|
| | 15th | 50th | Average | 85th | 95th | ADT |
| Summary | 32 | 39 | 39 | 45 | 48 | 6463 |
| | Pace | | | | | |
| | 10mph Pace | # in Pace | % in Pace | Number of Vehicles >= 55 MPH | % of Vehicles >= 55 MPH | |
| | 34 - 43 mph | 4239 | 65.59% | 69 | 383.33% | |

SPEED

SW Paar Dr E/O SW Halcomb St

Day: Thursday
Date: 5/11/2023

City: Port St. Lucie
Project #: FL23_140234_002

Summary

| Time | < 15 | 15 - 19 | 20 - 24 | 25 - 29 | 30 - 34 | 35 - 39 | 40 - 44 | 45 - 49 | 50 - 54 | 55 - 59 | 60 - 64 | 65 - 69 | 70 + | Total |
|---------------|----------|-----------|-----------|------------|------------|-------------|-------------|------------|-----------|-----------|----------|----------|------|-------------|
| 00:00 AM | 0 | 0 | 0 | 0 | 3 | 10 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 24 |
| 01:00 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| 02:00 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 8 |
| 03:00 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:00 | 0 | 0 | 1 | 1 | 1 | 8 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 23 |
| 05:00 | 0 | 0 | 2 | 3 | 4 | 14 | 16 | 9 | 0 | 0 | 0 | 0 | 0 | 48 |
| 06:00 | 0 | 0 | 4 | 6 | 28 | 53 | 46 | 15 | 4 | 1 | 0 | 0 | 0 | 157 |
| 07:00 | 0 | 3 | 8 | 16 | 55 | 150 | 114 | 43 | 5 | 2 | 0 | 0 | 0 | 396 |
| 08:00 | 0 | 0 | 9 | 17 | 42 | 103 | 83 | 33 | 4 | 1 | 0 | 0 | 0 | 292 |
| 09:00 | 2 | 5 | 2 | 15 | 33 | 70 | 49 | 13 | 0 | 3 | 0 | 1 | 0 | 193 |
| 10:00 | 2 | 0 | 2 | 19 | 32 | 63 | 57 | 19 | 1 | 0 | 1 | 0 | 0 | 196 |
| 11:00 | 0 | 0 | 1 | 9 | 27 | 75 | 57 | 26 | 7 | 2 | 0 | 0 | 0 | 204 |
| 12:00 PM | 2 | 1 | 6 | 5 | 47 | 66 | 81 | 16 | 7 | 4 | 0 | 0 | 0 | 235 |
| 13:00 | 1 | 1 | 1 | 7 | 33 | 85 | 77 | 27 | 4 | 1 | 2 | 0 | 0 | 239 |
| 14:00 | 1 | 1 | 4 | 10 | 39 | 102 | 81 | 21 | 11 | 2 | 2 | 0 | 0 | 274 |
| 15:00 | 1 | 2 | 5 | 27 | 50 | 92 | 89 | 22 | 6 | 2 | 1 | 0 | 0 | 297 |
| 16:00 | 0 | 1 | 5 | 18 | 56 | 150 | 106 | 26 | 11 | 0 | 0 | 0 | 0 | 373 |
| 17:00 | 0 | 0 | 4 | 15 | 70 | 154 | 148 | 37 | 3 | 0 | 0 | 0 | 0 | 431 |
| 18:00 | 0 | 1 | 3 | 13 | 52 | 106 | 104 | 35 | 8 | 0 | 0 | 0 | 0 | 322 |
| 19:00 | 0 | 0 | 3 | 6 | 30 | 99 | 77 | 23 | 7 | 1 | 0 | 0 | 0 | 246 |
| 20:00 | 0 | 0 | 3 | 20 | 66 | 93 | 47 | 14 | 4 | 1 | 0 | 0 | 0 | 248 |
| 21:00 | 0 | 3 | 1 | 3 | 26 | 67 | 39 | 17 | 3 | 2 | 0 | 0 | 0 | 161 |
| 22:00 | 0 | 0 | 0 | 8 | 11 | 28 | 17 | 15 | 4 | 1 | 0 | 0 | 0 | 84 |
| 23:00 | 0 | 0 | 0 | 1 | 5 | 12 | 17 | 7 | 0 | 0 | 1 | 0 | 0 | 43 |
| Totals | 9 | 18 | 64 | 220 | 715 | 1604 | 1328 | 426 | 94 | 24 | 7 | 1 | | 4510 |
| % of Totals | 0% | 0% | 1% | 5% | 16% | 36% | 29% | 9% | 2% | 1% | 0% | 0% | | 100% |

| | | | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|-------|
| AM Volumes | 4 | 8 | 29 | 87 | 230 | 550 | 445 | 166 | 26 | 10 | 1 | 1 | 0 | 1557 |
| % AM | 0% | 0% | 1% | 2% | 5% | 12% | 10% | 4% | 1% | 0% | 0% | 0% | 0 | 35% |
| AM Peak Hour | 09:00 | 09:00 | 08:00 | 10:00 | 07:00 | 07:00 | 07:00 | 07:00 | 11:00 | 09:00 | 10:00 | 09:00 | | 07:00 |
| Volume | 2 | 5 | 9 | 19 | 55 | 150 | 114 | 43 | 7 | 3 | 1 | 1 | | 396 |
| PM Volumes | 5 | 10 | 35 | 133 | 485 | 1054 | 883 | 260 | 68 | 14 | 6 | 0 | 0 | 2953 |
| % PM | 0% | 0% | 1% | 3% | 11% | 23% | 20% | 6% | 2% | 0% | 0% | | | 65% |
| PM Peak Hour | 12:00 | 21:00 | 12:00 | 15:00 | 17:00 | 17:00 | 17:00 | 17:00 | 14:00 | 12:00 | 13:00 | | | 17:00 |
| Volume | 2 | 3 | 6 | 27 | 70 | 154 | 148 | 37 | 11 | 4 | 2 | | | 431 |

| Directional Peak Periods All Speeds | AM 7-9 | NOON 12-2 | PM 4-6 | Off Peak Volumes |
|--|--------|-----------|--------|------------------|
| Volume | 688 | 474 | 804 | 2544 |
| % | 15% | 11% | 18% | 56% |

| Direction | Percentiles | | | | | |
|-----------|-------------|-----------|-----------|------------------------------|-------------------------|------|
| | 15th | 50th | Average | 85th | 95th | ADT |
| Summary | 33 | 39 | 38 | 43 | 48 | 4510 |
| Summary | Pace | | | | | |
| | 10mph Pace | # in Pace | % in Pace | Number of Vehicles >= 55 MPH | % of Vehicles >= 55 MPH | |
| | 34 - 43 mph | 3091 | 68.54% | 32 | 246.15% | |

SPEED

SW Paar Dr E/O SW Gettysburg Dr

Day: Thursday
Date: 5/11/2023City: Port St. Lucie
Project #: FL23_140234_003**Summary**

| Time | < 15 | 15 - 19 | 20 - 24 | 25 - 29 | 30 - 34 | 35 - 39 | 40 - 44 | 45 - 49 | 50 - 54 | 55 - 59 | 60 - 64 | 65 - 69 | 70 + | Total |
|---------------|----------|----------|-----------|------------|------------|------------|------------|-----------|-----------|----------|----------|---------|------|-------------|
| 0:00 AM | 0 | 0 | 0 | 2 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 4:00 | 0 | 0 | 0 | 1 | 2 | 1 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 11 |
| 5:00 | 0 | 0 | 0 | 0 | 1 | 16 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 27 |
| 6:00 | 0 | 0 | 2 | 6 | 25 | 33 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 90 |
| 7:00 | 0 | 1 | 3 | 11 | 49 | 72 | 34 | 8 | 0 | 0 | 0 | 0 | 0 | 178 |
| 8:00 | 0 | 1 | 0 | 4 | 32 | 46 | 17 | 4 | 0 | 0 | 0 | 0 | 0 | 104 |
| 9:00 | 1 | 0 | 1 | 10 | 30 | 39 | 13 | 6 | 1 | 0 | 0 | 0 | 0 | 101 |
| 10:00 | 0 | 0 | 1 | 13 | 27 | 37 | 15 | 6 | 0 | 1 | 0 | 0 | 0 | 100 |
| 11:00 | 2 | 0 | 3 | 16 | 41 | 36 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 109 |
| 12:00 PM | 0 | 0 | 1 | 13 | 27 | 36 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 13:00 | 0 | 0 | 5 | 16 | 46 | 31 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 116 |
| 14:00 | 0 | 1 | 0 | 12 | 22 | 51 | 18 | 7 | 2 | 0 | 0 | 0 | 0 | 113 |
| 15:00 | 1 | 0 | 2 | 10 | 32 | 41 | 21 | 5 | 1 | 0 | 1 | 0 | 0 | 114 |
| 16:00 | 0 | 0 | 3 | 16 | 34 | 66 | 41 | 7 | 1 | 0 | 0 | 0 | 0 | 168 |
| 17:00 | 0 | 0 | 3 | 12 | 37 | 59 | 45 | 11 | 1 | 0 | 0 | 0 | 0 | 168 |
| 18:00 | 1 | 0 | 0 | 8 | 27 | 50 | 30 | 8 | 2 | 0 | 0 | 0 | 0 | 126 |
| 19:00 | 0 | 1 | 1 | 7 | 17 | 34 | 18 | 5 | 0 | 1 | 0 | 0 | 0 | 84 |
| 20:00 | 1 | 0 | 0 | 5 | 28 | 20 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 66 |
| 21:00 | 1 | 0 | 1 | 4 | 13 | 14 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 47 |
| 22:00 | 0 | 0 | 0 | 1 | 5 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 23:00 | 0 | 0 | 1 | 2 | 3 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| Totals | 7 | 4 | 27 | 169 | 498 | 699 | 347 | 92 | 13 | 5 | 1 | | | 1862 |
| % of Totals | 0% | 0% | 1% | 9% | 27% | 38% | 19% | 5% | 1% | 0% | 0% | | | 100% |

| | | | | | | | | | | | | | | | | | | |
|---------------------------------|--------|-------|---------------|-------|-------|-------|------------------|-------|-------|---------------|-------|-------------------------|--------|-------|---|--|-----|--|
| AM Volumes | 3 | 2 | 10 | 63 | 207 | 287 | 119 | 39 | 3 | 4 | 0 | 0 | 0 | 737 | | | | |
| % AM | 0% | 0% | 1% | 3% | 11% | 15% | 6% | 2% | 0% | 0% | | | | 40% | | | | |
| AM Peak Hour | 11:00 | 7:00 | 7:00 | 11:00 | 7:00 | 7:00 | 7:00 | 7:00 | 4:00 | 4:00 | | | | 7:00 | | | | |
| Volume | 2 | 1 | 3 | 16 | 49 | 72 | 34 | 8 | 1 | 2 | | | | 178 | | | | |
| PM Volumes | 4 | 2 | 17 | 106 | 291 | 412 | 228 | 53 | 10 | 1 | 1 | 0 | 0 | 1125 | | | | |
| % PM | 0% | 0% | 1% | 6% | 16% | 22% | 12% | 3% | 1% | 0% | 0% | | | 60% | | | | |
| PM Peak Hour | 15:00 | 14:00 | 13:00 | 13:00 | 13:00 | 16:00 | 17:00 | 17:00 | 14:00 | 19:00 | 15:00 | | | 16:00 | | | | |
| Volume | 1 | 1 | 5 | 16 | 46 | 66 | 45 | 11 | 2 | 1 | 1 | | | 168 | | | | |
| Directional Peak Periods | | | AM 7-9 | | | | NOON 12-2 | | | PM 4-6 | | Off Peak Volumes | | | | | | |
| All Speeds | Volume | | ↔ | | % | | Volume | | ↔ | | % | | Volume | | ↔ | | % | |
| | 282 | | | | 15% | | 202 | | | | 11% | | 336 | | | | 18% | |
| | | | | | | | | | | | | | 1042 | | | | 56% | |

| Direction | Percentiles | | | | | |
|-----------|-------------|-----------|-----------|------------------------------|-------------------------|------|
| | 15th | 50th | Average | 85th | 95th | ADT |
| Summary | 30 | 36 | 36 | 41 | 45 | 1862 |
| | Pace | | | | | |
| | 10mph Pace | # in Pace | % in Pace | Number of Vehicles >= 55 MPH | % of Vehicles >= 55 MPH | |
| | 32 - 41 mph | 1236 | 66.38% | 6 | 120.00% | |

SPEED

SW Paar Dr N/O SW Fernleaf Trail/Sawgrass Lakes

Day: Thursday
Date: 5/11/2023

City: Port St. Lucie
Project #: FL23_140234_004

Summary

| Time | < 15 | 15 - 19 | 20 - 24 | 25 - 29 | 30 - 34 | 35 - 39 | 40 - 44 | 45 - 49 | 50 - 54 | 55 - 59 | 60 - 64 | 65 - 69 | 70 + | Total |
|---------------|-----------|-----------|------------|------------|------------|------------|------------|-----------|-----------|----------|----------|---------|------|-------------|
| 0:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:00 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 | 0 | 0 | 0 | 4 | 15 | 3 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 34 |
| 6:00 | 0 | 0 | 1 | 18 | 17 | 18 | 13 | 9 | 2 | 0 | 0 | 0 | 0 | 78 |
| 7:00 | 0 | 0 | 2 | 20 | 51 | 60 | 33 | 5 | 6 | 0 | 0 | 0 | 0 | 177 |
| 8:00 | 3 | 1 | 4 | 18 | 48 | 40 | 21 | 6 | 2 | 0 | 0 | 0 | 0 | 143 |
| 9:00 | 2 | 2 | 6 | 37 | 46 | 46 | 9 | 0 | 4 | 0 | 0 | 0 | 0 | 152 |
| 10:00 | 1 | 5 | 10 | 24 | 37 | 34 | 16 | 1 | 1 | 1 | 0 | 0 | 0 | 130 |
| 11:00 | 1 | 7 | 6 | 27 | 44 | 38 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 141 |
| 12:00 PM | 2 | 2 | 7 | 41 | 41 | 40 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 152 |
| 13:00 | 2 | 2 | 5 | 31 | 45 | 33 | 12 | 3 | 3 | 0 | 0 | 0 | 0 | 136 |
| 14:00 | 1 | 1 | 11 | 34 | 50 | 50 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 169 |
| 15:00 | 0 | 4 | 9 | 39 | 56 | 42 | 22 | 6 | 2 | 0 | 0 | 0 | 0 | 180 |
| 16:00 | 0 | 1 | 10 | 47 | 59 | 64 | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 225 |
| 17:00 | 2 | 1 | 9 | 37 | 67 | 46 | 36 | 11 | 4 | 0 | 0 | 0 | 0 | 213 |
| 18:00 | 1 | 1 | 3 | 20 | 44 | 51 | 27 | 8 | 2 | 1 | 1 | 0 | 0 | 159 |
| 19:00 | 0 | 2 | 6 | 20 | 36 | 47 | 27 | 7 | 1 | 0 | 0 | 0 | 0 | 146 |
| 20:00 | 0 | 0 | 8 | 18 | 25 | 26 | 13 | 4 | 2 | 1 | 0 | 0 | 0 | 97 |
| 21:00 | 0 | 0 | 3 | 11 | 23 | 20 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 74 |
| 22:00 | 0 | 0 | 4 | 4 | 8 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 29 |
| 23:00 | 0 | 0 | 2 | 3 | 5 | 11 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 27 |
| Totals | 15 | 29 | 106 | 457 | 721 | 679 | 351 | 85 | 31 | 3 | 1 | | | 2478 |
| % of Totals | 1% | 1% | 4% | 18% | 29% | 27% | 14% | 3% | 1% | 0% | 0% | | | 100% |

| | | | | | | | | | | | | | | |
|--|---------------|-------|------------------|-------|---------------|-------|-------------------------|-------|--------|-------|--------|---|--------|-------|
| AM Volumes | 7 | 15 | 29 | 152 | 262 | 243 | 119 | 28 | 15 | 1 | 0 | 0 | 0 | 871 |
| % AM | 0% | 1% | 1% | 6% | 11% | 10% | 5% | 1% | 1% | 0% | | | | 35% |
| AM Peak Hour | 8:00 | 11:00 | 10:00 | 9:00 | 7:00 | 7:00 | 7:00 | 6:00 | 7:00 | 10:00 | | | | 7:00 |
| Volume | 3 | 7 | 10 | 37 | 51 | 60 | 33 | 9 | 6 | 1 | | | | 177 |
| PM Volumes | 8 | 14 | 77 | 305 | 459 | 436 | 232 | 57 | 16 | 2 | 1 | 0 | 0 | 1607 |
| % PM | 0% | 1% | 3% | 12% | 19% | 18% | 9% | 2% | 1% | 0% | 0% | | | 65% |
| PM Peak Hour | 12:00 | 15:00 | 14:00 | 16:00 | 17:00 | 16:00 | 16:00 | 17:00 | 17:00 | 18:00 | 18:00 | | | 16:00 |
| Volume | 2 | 4 | 11 | 47 | 67 | 64 | 38 | 11 | 4 | 1 | 1 | | | 225 |
| Directional Peak Periods All Speeds | AM 7-9 | | NOON 12-2 | | PM 4-6 | | Off Peak Volumes | | | | | | | |
| | Volume | % | Volume | % | Volume | % | Volume | % | Volume | % | Volume | % | Volume | % |
| | 320 | ↔ 13% | 288 | ↔ 12% | 438 | ↔ 18% | 1432 | ↔ 58% | | | | | | |

| Direction | Percentiles | | | | | |
|-----------|-------------|-----------|-----------|------------------------------|-------------------------|------|
| | 15th | 50th | Average | 85th | 95th | ADT |
| Summary | 28 | 34 | 34 | 40 | 44 | 2478 |
| Summary | Pace | | | | | |
| | 10mph Pace | # in Pace | % in Pace | Number of Vehicles >= 55 MPH | % of Vehicles >= 55 MPH | |
| | 29 - 38 mph | 1401 | 56.54% | 4 | 30.77% | |