



**CITY OF NEW SMYRNA BEACH
PARKING SYSTEMS TASK FORCE MEETING
THURSDAY, JANUARY 17, 2013 – 5:30 P.M.
BRANNON CENTER, 105 SOUTH RIVERSIDE DRIVE
NEW SMYRNA BEACH, FLORIDA**

- A. CALL TO ORDER
- B. ROLL CALL
- C. APPROVAL OF THE MINUTES NOVEMBER 15, 2012
- D. ALAN BURCOPE, AIA, ARCHITECT FOR FINFROCK- PRESENTATION ON PARKING GARAGES
- E. RICHARD MATARANGELO, P.E., CONSULTING ENGINEER FOR IPS GROUP, INC- PRESENTATION ON METER MANAGEMENT SYSTEMS
- F. RE-GROUP AND REVIEW OF INFORMATION, PRESENTATIONS, AND FACTS PRESENTED PREVIOUSLY
- G. OLD BUSINESS- TRAFFIC STUDY ON FLORIDA AVENUE
- H. NEW BUSINESS
- I. PUBLIC PARTICIPATION
- J. ADJOURNMENT

In accordance with the Americans With Disabilities Act, persons needing assistance to participate in any of these proceedings should contact the City Clerk's Office in person or by mail at 210 Sams Avenue, New Smyrna Beach, Florida 32168, (386) 424-2112, prior to the meeting.

1 PARKING SYSTEMS TASK FORCE
2 MINUTES
3 NOVEMBER 15, 2012
4

5 The Parking Systems Task Force held a regular meeting on Thursday, November 15, 2012 at the Brannon
6 Center, 105 South Riverside Drive, New Smyrna Beach, Florida. Chairman Vazquez called the meeting to
7 order at 5:30p.m.
8

9 The following members answered to roll call:

10
11 John Vazquez
12 Adele Aletti
13 Wade Mahood
14 Nejma Peter
15 Travous Dever
16 Paul Mayer
17

18 Ernest Yarborough arrived after roll call. Also present were City Manager Pam Brangaccio; Assistant City
19 Manager Khalid Resheidat; Planning Manager Gail Henrikson and Recording Secretary Barbara Bobelak and
20 members of the public.
21

22 APPROVAL OF MINUTES
23

24 **Adele Aletti made a motion to approve the minutes of the regular meeting held September 18, 2012,**
25 **seconded by Wade Mahood. Motion passed unanimously, 4-0.**
26

27 PRESENTATION BY PAUL WETZEL, SUPPORT SERVICES DIRECTOR FOR THE CITY OF DAYTONA
28 BEACH
29

30 Chairman Vazquez introduced Paul Wetzel to the Board.
31

32 Paul Wetzel discussed his areas of responsibility with the City of Daytona Beach with the parking. He stated that
33 the area around the Seabreeze bridge the residents petitioned the city to establish three parking areas in that
34 neighborhood. He stated that we enforce for those three areas the parking regulations for the City of Daytona
35 Beach. He stated that the city is making money off this parking enforcement area. He stated that we enforce it
36 from 9:00am to 7:00pm unless there is a special event. He stated that most of the residents in that area don't have
37 garages that they have to park in front of their home on the street. He stated that there are restricted parking
38 permits for residents and their guests.
39

40 Ms. Peter asked how the parking restrictions are enforced.
41

42 Mr. Wetzel stated that they drive the whole area.
43

44 Ms. Peter asked if there were hourly parking restrictions.
45

46 Mr. Wetzel stated that they do on Main Street.
47

48 Ms. Peter asked about unloading in these areas where the parking restrictions are.
49

50 Mr. Wetzel stated that there is a picture taken on every offense. He stated that we try to be somewhat fair in
51 instances like that. He stated that if someone complains about the fine and they have a legitimate complaint then

PARKING SYSTEMS TASK FORCE
NOVEMBER 15, 2012
MINUTES

1 the fine is revoked. He stated that if they are unloading and taking only 10 minutes or so then they won't get a
2 ticket.

3
4 Chairman Vazquez asked how much money the City of Daytona Beach is making off the money being made.

5
6 Mr. Wetzel stated that they are making fifty percent of the revenue coming in and the other fifty percent pays for
7 operations. He stated that the first year the city made about \$87,000 net. He stated that fifty percent of the
8 revenue is from the meters and the other fifty percent is from the parking tickets.

9
10 Chairman Vazquez asked how many parking spaces are there that the city is making money off of.

11
12 Mr. Wetzel stated that the city has about 800 spaces.

13
14 Chairman Vazquez asked if the employees that work for the businesses in the area get to park for free off the main
15 drag.

16
17 Mr. Wetzel stated that most of the businesses have their own parking lots or parking behind their business.

18
19 Mr. Dever asked if the city purchased the meters or are they leasing them and if a maintenance program came with
20 it.

21
22 Mr. Wetzel stated that they did purchase the meters and the maintenance program also.

23
24 The Board thanked him for coming to talk to them.

25
26 DISCUSSION BY GAIL HENRIKSON, PLANNING MANAGER, ON LAND DEVELOPMENT
27 REGULATIONS RELATING TO PARKING

28
29 Gail Henrikson stated that she was here to discuss the parking regulations for the city. She stated that we do
30 have parking regulations with a minimum requirement. She stated that some cities have started going to a
31 maximum requirement so you don't get these big parking areas that sit vacant for most of the year. She stated
32 that Volusia County just updated their parking requirements and they slashed their parking requirements. She
33 stated that compared to the national average for parking requirements our city is pretty balanced. She stated
34 that our city in the Community Redevelopment Agency (CRA) area we allow 9' x 18' parking spaces, off-site
35 parking and valet parking. She stated that's where we are running in to problems with the 50% parking
36 reductions. She stated that she had given the Board the city's parking requirements, the county's revised
37 parking requirements and a copy of the city staff's 2008 proposed changes to the parking requirements. She
38 stated that she was here for any questions the Board had for her regarding parking requirements.

39
40 Ms. Aletti asked about the parking for the older projects on Flagler the Cloisters and the Colony. She stated that
41 there isn't enough parking and how did that happen.

42
43 Ms. Henrikson stated that they got the 50% parking reduction and they are leasing parking spots from the CRA
44 but she wasn't here for that project it's just what she heard.

45
46 Ms. Aletti stated that we need to know how many businesses are really leasing parking spots from the CRA.

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1 Ms. Henrikson stated that there are quite a few and Tony Otte is always rearranging the parking assignments.

2
3 Ms. Aletti stated that she would like to know what the CRA is obligated to as far as leased parking spaces.

4
5 Ms. Henrikson stated that there are probably 50 spaces leased out through the CRA. She stated that a lot of
6 urban areas don't have parking requirements because then the question is what can be torn down to
7 accommodate the parking. She asked the Board to go through the County's new parking requirements and look
8 where we are with the national averages and see if we want to have the maximum parking requirement or are
9 they too high because we do need to update our parking requirements.

10
11 Mr. Resheidat stated that staff will provide the Board with an updated map of all the CRA leased parking spaces
12 at the next meeting. He stated that staff was provided maps for this meeting one showing the vacant properties
13 in the LOOP and another map showing proposed one way streets done by Mr. Yarborough.

14
15 Ms. Peter stated that she understands that the present CRA sunsets in 2015 what happens to the regulations.

16
17 Ms. Brangaccio stated that the CRA ends in 2015 but all the current properties that were bought by the CRA
18 and the leases come directly to the city. She stated that the city will establish by resolution what the parking
19 rates will be.

20
21 OLD BUSINESS

22
23 Mr. Resheidat stated that staff met with Mr. Yarborough regarding the one way map he provided. He stated that
24 Mr. Yarborough suggested making Pine Street and Cooper one way one east and one west and also Esther
25 Street one way east and Jessamine Street one way west. He stated that it was discussed with Engineering,
26 Police Department and himself with Mr. Yarborough. He stated that staff agreed based on traffic flow with
27 making Esther Street one way east. He stated that right now we are building the Esther Street Park and if we
28 made it one way west the people using the park would be using Esther Street and it would affect the residents.
29 He stated that Jessamine isn't as wide as the normal typical right of way that we have in the city so making it
30 one way west would be effective. Mr. Yarborough suggested parking on Jessamine but he wasn't sure that
31 would be a good idea because there is quite a bit of residential on the south side of Jessamine. He stated that
32 staff didn't feel that the suggestion for Pine and Cooper Street would work. He stated that staff thinks that
33 making Buenos Aires one way south will help ease the traffic in the parking lot at Flagler coming in and out of
34 there.

35
36 Mr. Yarborough stated that he was looking at one-way streets with angled parking on Pine and Cooper and one-
37 way parking on Jessamine and that came up with 85 to 90 additional parking spaces. He stated that the idea on
38 Pine and Cooper didn't work for traffic flow with the Police Department. He stated that there were some issues
39 with public / private in order to be able to angle park. He stated that the thought with making Esther Street one
40 way was how narrow the road was and all the cars that will be coming out of the new park onto Esther Street.
41 He stated that the thought process on Jessamine was that if there is residential parking then we can give them
42 the parking on the south side and if parallel parking is allowed on the south side you could probably pick up
43 another 36 parking spots.

44
45 Ms. Aletti stated that on Jessamine most of those businesses having parking behind their business off of Flagler.

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1 Mr. Yarborough stated that he was thinking Jessamine could be used for the employee parking.

2
3 Mr. Resheidat stated that if the idea is to put parking on Jessamine he wouldn't recommend angled parking.

4
5 Mr. Dever asked why Florida Avenue wasn't looked at for a one-way street. He stated why not make Florida
6 one-way the opposite of Esther Street.

7
8 Mr. Yarborough stated that there seemed like there would be some issues with making Florida Avenue one-way
9 and it wouldn't provide a lot of additional parking either.

10
11 Mr. Dever stated that with the hotel on Florida and if the street ran south and forced them not to use your street
12 wouldn't the residents of Florida Avenue like that.

13
14 Mr. Yarborough stated that he thought with a hotel being there the street can't be one-way.

15
16 Chairman Vazquez left the meeting for a prior engagement.

17
18 Mr. Resheidat stated that staff will do a traffic study on the road and see what comes of that.

19
20 Mr. Yarborough stated that we also received the LOOP map. He stated that we need to take a look at how
21 Flagler Avenue ties in to the LOOP.

22
23 Mr. Resheidat stated that the map shows any vacant properties on the LOOP which includes 3rd Avenue and
24 Canal Street. He stated that he included with the agenda some pictures of a parking garage in Williamsburg
25 Virginia. He stated that it was in the middle of the downtown and didn't look like a parking garage he thought it
26 was a fire station. He stated that each corner of this structure they made it look like a two story house. He
27 stated that the city is looking at a site and we will bring that before the Board at their January meeting. He
28 stated that it needs to be a public / private partnership to do a project of this magnitude.

29
30 NEW BUSINESS

31
32 PUBLIC PARTICIPATION

33
34 Barbara Madison stated that the Board is trying to address the everyday flow of traffic on Flagler Avenue so it
35 seems you will have to address the 10,000 people that come for the festivals because that's a different issue.

36
37 Mr. Dever stated that events are going to continue to be an issue until we resolve the issue with a big lot or a
38 new parking garage.

39
40 Ms. Aletti stated that this is a city problem not just a Flagler Avenue issue.

41
42 Mr. Yarborough stated that we need to coordinate the LOOP on how people can get to each area within the
43 LOOP without driving it.

44
45 ADJOURNMENT

46 With there being no further business, the meeting was adjourned at 7:05p.m.

Mena, Tammy

From: Resheidat, Khalid
Sent: Tuesday, September 25, 2012 11:52 AM
To: Mena, Tammy
Subject: FW: IPS coin & credit card parking meters
Attachments: IPS Data Management System.pdf; IPS Meters.pdf

Tammy,

Please print for the Parking Task Force file including the attachments. Thanks.

Khalid

From: Brangaccio, Pam
Sent: Tuesday, September 25, 2012 11:46 AM
To: Resheidat, Khalid
Subject: FW: IPS coin & credit card parking meters

Here is the attachment.

From: Sherry Fountain [<mailto:sherry.fountain@ipsgroupinc.com>]
Sent: Monday, September 24, 2012 3:44 PM
To: Brangaccio, Pam
Subject: IPS coin & credit card parking meters

Ms. Brangaccio:

My name is Sherry Fountain and I work for IPS Group Inc. We manufacture a parking meter that takes coins and credit cards as methods of payment. In the past few months, I've had several people in your area suggest that I get in touch with the City to discuss our meters with the city.

Whether you have meters now or are considering adding meters, the answer is the same. IPS is the most reliable, advanced, and trusted credit card meter on the market. Please give me a call if you would be interested in seeing a demo of our meter and our web management system or even a possible free 90 day trial.

Thank you,

Sherry Fountain | Regional Sales Manager | IPS Group Inc
M: 479.418.9239 | D: 858.568.7768 | www.ipsgroupinc.com

5601 Oberlin Dr. Suite 100 | San Diego, CA 92121

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Thank you.

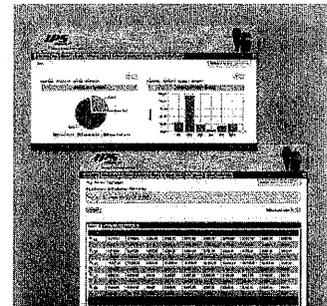
Data Management System

Powerful, User-Friendly Data Management Tools at Your Fingertips, 24/7

The IPS Meter Management System is a secure, web-based application that allows you to manage an entire parking meter network with ease, at the click of a mouse. A comprehensive set of financial, technical, and administrative reporting features and remote meter configuration make this system both intuitive and powerful, allowing you to seamlessly integrate meters, vehicle sensors, and pay-by-cell applications.

Web-Based Management System

- No need for local software or new hardware installation
- Comprehensive set of financial and technical reports, and administrative management tools
- Always uses the latest in encryption and internet security
- Enhances customer service
- Helps ensure equipment functionality
- Offers financial accountability from collectors to the financial institution
- Validates parking enforcement issuance
- Real-time data available 24/7/365



With the IPS Meter Management System, you can transfer, collect, track, and analyze data as a secure, real-time, profitable, and comprehensive solution for your entire equipment network, such as ExpressPay, for easy management.

The IPS Solution. More than a parking meter.

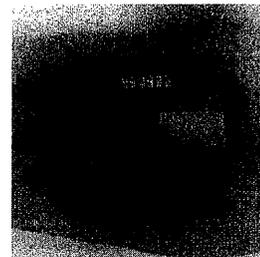
Next Generation Reliable and Cost Effective Wireless Vehicle Detection System

The IPS Vehicle Detection System uses multiple sensing technologies, resulting in the most accurate vehicle detection product on the market today.

Vehicle detection sensors are embedded in the street surface and communicate wirelessly to the corresponding IPS parking meter and management system. With IPS sensors there is no need to install additional networking hardware on street poles and traffic light poles. The result is a 25%-50% increase in City revenues and improvements in operating efficiencies. Plus, IPS can provide vehicle detection technology at a fraction of the ongoing costs vs alternatives (up to 50% less expensive).

Vehicle Detection System Application

- Sensors enable customers to track true parking demand over time
- Calculate paid vs. actual occupancy trends to improve enforcement efficiency
- Provide real time directed enforcement to in-field handhelds
- Option to reset meter when vehicle departs (generally results in increased revenues of 20-40%)
- Push parking availability to the public via online maps allows for increased customer convenience



IPS Ground Sensor

Remote Payment Applications that are Enforcement Friendly

IPS combines the convenience of initial credit card payment with the flexibility of making a remote payment when needed – and remains enforcement friendly.

Remote Payment Application

- IPS supports web-based smartphone payment applications and 3rd party integration
- IPS can push time purchased via smartphone in real-time directly to an IPS meter, so enforcement practices are not impacted
- The IPS system is unique in that it also allows for initial payment with a credit card and then sends a receipt/SMS to the motorist's cell phone
- Prior to meter expiration, the motorist will receive a reminder notification, and can then add time to the meter via their cell phone before the meter expires (if City policy allows)





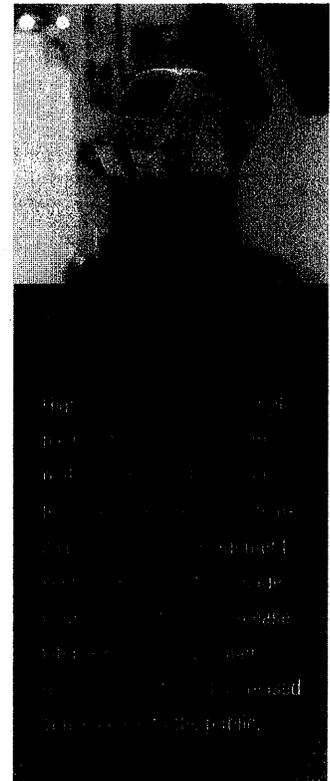
**Credit Card
Meters**

The World's Most Advanced Single-Space Parking Meter System

IPS Group, Inc. provides customers and their patrons with a simple and consistent parking user experience – which is more effective, customer friendly, and more reliable than alternatives. The patented IPS solution uniquely provides a credit card enabled single-space meter mechanism which retrofits into your current on-street parking meter housing.

Credit Card Meter

- The most convenient and preferred parking solution for the public
- 40-50% cheaper per space to install and lower ongoing fees vs. multi-space
- Patented meter mechanism accepts payment by coin, credit/debit and smart card
- Retrofits into existing on-street meter housings/poles, and maintains all current meter enforcement and collection processes
- Wirelessly networked to the IPS web-based management system
- Solar powered with rechargeable battery pack, guaranteed to maximize battery life
- PA-DSS and Level 1 PCI-DSS certified



increase revenue

solar powered

accept credit cards

easy to upgrade

user-friendly

Parking can move your city forward.

The Next Revolution in Parking™

With its green technology, ease of management, and customer convenience, the IPS credit card enabled single-space parking meter is the answer you have been looking for!

Primary Benefits

- Most cost effective solution
- User-friendly IPS meters allows the public to pay where they park
- Easy to upgrade meter retrofits into existing on-street housing
- Solar power technology extends battery life to help reduce waste
- IPS meters help increase revenue on average 20-30% (and up to 50%)!



Let us prove it to you with a NO RISK 90 day field trial

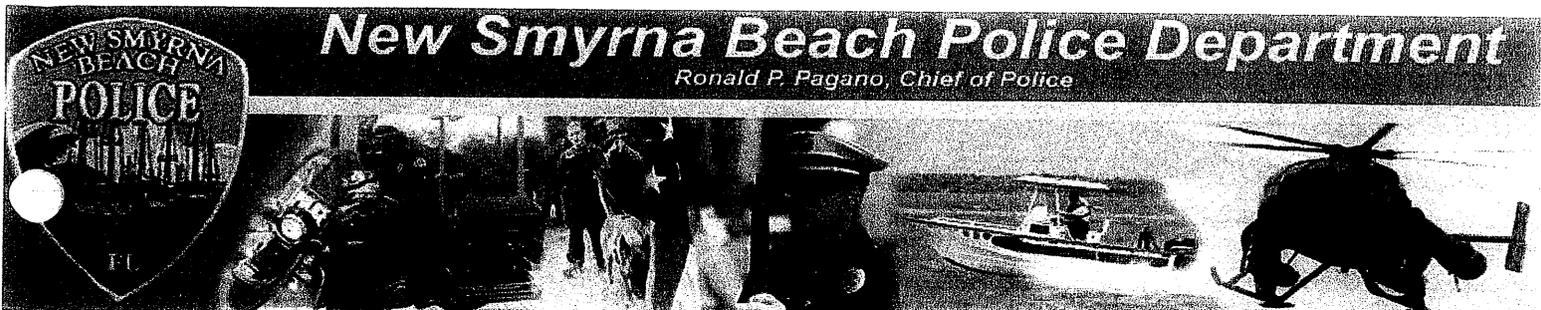
Meeting Your Needs Today and Tomorrow

IPS keeps our customers' current and future needs in mind. We continuously evaluate trends in technology, and incorporate the very best of new ideas into our meter. So you can trust that as technology changes, IPS will be with you every step of the way.

Additional Features

- **Management System:** meters wirelessly communicate to an online data management system, allowing users to manage operations remotely. Additional financial auditing, real-time maintenance notification, and reporting features help parking operations run more efficiently
- **Vehicle Detection:** wireless sensor detects vehicle presence to provide paid vs. actual occupancy statistics, and can also be used to reset meter to "0"
- **Remote Payment:** pay-by-cell and remote payment technologies are incorporated into the IPS system to provide customer convenience and enable efficient parking enforcement





New Smyrna Beach Police Department

Ronald P. Pagano, Chief of Police

To: Lt. Brouillette
Sgt. Roos

From: M/O Holloway

Date: 11/28/2012

Re: Vehicle Survey on Florida Avenue

On November 19th, 2012 I was tasked with conducting a traffic survey in the 200-Block and 300-Block of Florida Avenue. The survey was to get information in reference to amount of traffic, direction of travel, and class of vehicles. On November 20th I placed a Metro Count unit at both locations. On November 28th the Metro Count units were retrieved and information was downloaded.

Florida Avenue is a narrow two (2) lane roadway that travels east and west. Florida Avenue is controlled by a posted 20 mile per hour (mph) speed limit sign and has stop signs posted at every intersection.

200-Block of Florida Avenue

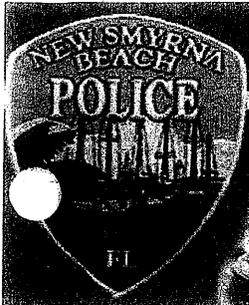
In the 200-Block of Florida Avenue a total of 3,458 vehicles were counted in total. Of the 3,458 vehicles, 1,696 were traveling east and 1,762 were traveling west. The largest class of vehicle indicated by the survey was a four or less axle single trailer, which was counted a total of 9 times.

The survey indicated that out of the 3,458 vehicles counted, 899 were traveling in excess of the 20mph posted speed limit sign. But only 188 were traveling in excess of 5mph over the speed limit. The 85% speed was 21.9, which indicates majority of the vehicles are traveling within the posted speed limit.

300-Block of Florida Avenue

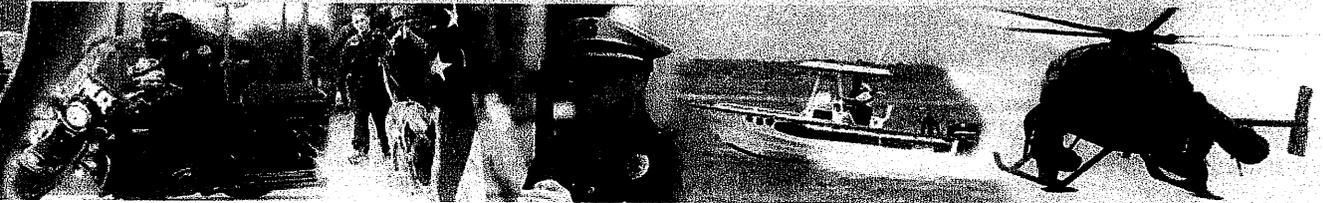
In the 300-Block of Florida Avenue a total of 4,331 vehicles were counted in total. Of the 4,331 vehicles, 1,941 were traveling east and 2,390 were traveling west. The largest class of vehicle indicated by the survey was a five axle single trailer, which was counted a total of 3 times.

The survey indicated that out of the 4,331 vehicles counted, 1,739 were traveling in excess of the 20mph posted speed limit sign. But only 376 were traveling in excess of 5mph



New Smyrna Beach Police Department

Ronald P. Pagano, Chief of Police

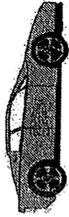
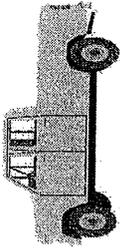
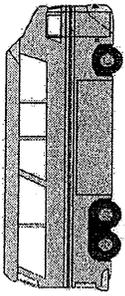
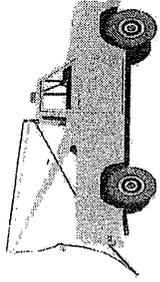
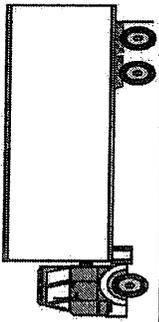
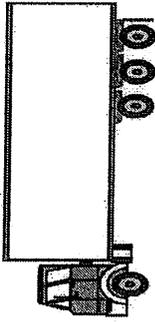
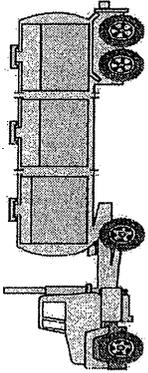
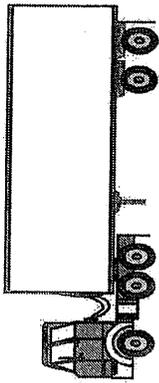
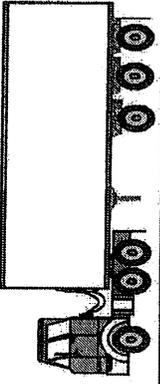
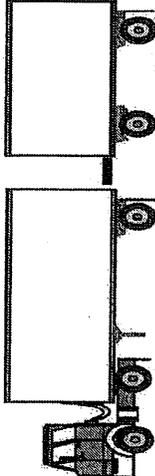
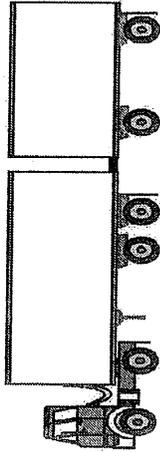
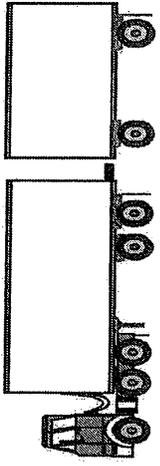


over the speed limit. The 85% speed was 23.5, which indicates majority of the vehicles are traveling within the posted speed limit.

***Note:** It should be noted that during the time period of the survey N Atlantic Avenue was closed at the intersection of Florida Avenue. The road closure caused vehicle to use Florida as a detour, which could slightly raise the vehicle count.

It should also be noted that during the time period of the survey in the 200-Block of Florida Avenue there is a large construction site, which might cause larger vehicles to use the roadway.

FHWA VEHICLE CLASSIFICATIONS

1	Motorcycles	2	Passenger Cars	3	Two Axle, 4 Tire Single Units	4	Buses
							
5	Two Axle, 6 Tire Single Units	6	Three Axle Single Units	7	Four or More Axle Single Units	8	Four or Less Axle Single Trailers
							
9	Five Axle Single Trailers	10	Six or More Axle Single Trailers	11	Five or Less Axle Multi-Trailers		
							
12	Six Axle Multi-Trailers	13	Seven or More Axle Multi-Trailers				
							

***Any vehicles not fitting into the listed classes will be automatically placed into Class Fourteen.*

***Our MTE software is not "Scheme dependent". Metro-Count Class Schemes are user editable and may be refined at any time based upon user needs.*

***Have a special Class need? Let us know and we'll make a scheme to fit.*

Metro-Count. The World Counts On Us.

Legend For Daily Classes by Direction

AB – Indicates Eastbound traffic

BA – Indicates Westbound traffic

1 2 3 4 5 6 7 8 9 10 11 12 13

1 – 13 (as shown above) at the top of the page indicates the different classes of Vehicles, which can be identified using the Vehicle Classification Sheet.

MetroCount Traffic Executive Daily Classes by Direction

.yClassSplit-55 -- English (ENU)

Datasets:

Site: [200] East/West Traffic
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 2
Survey Duration: 11:00 Tuesday, November 20, 2012 => 13:46 Wednesday, November 28, 2012
Zone:
File: 20028Nov2012.EC2 (Plus)
Identifier: E108RNFY MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default (v3.21 - 15315)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:00 Tuesday, November 20, 2012 => 13:46 Wednesday, November 28, 2012
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 3458 / 3490 (99.08%)

Daily Classes by Direction

DayClassSplit-55

Location: 200.2.0EW
 Description: East/West Traffic
 Filter time: 11:00 Tuesday, November 20, 2012 => 13:46 Wednesday, November 28, 2012
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(5,100) Headway(>0)

Monday, November 19, 2012														
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tue*	5	242	82	0	16	0	0	0	0	0	0	0	0	345
(%)	1.4	70.1	23.8	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	1	121	36	0	8	0	0	0	0	0	0	0	0	166
AB%	20.0	50.0	43.9	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.1
BA	4	121	46	0	8	0	0	0	0	0	0	0	0	179
BA%	80.0	50.0	56.1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.9
Wed	9	348	116	1	9	0	0	3	0	0	0	0	0	486
(%)	1.9	71.6	23.9	0.2	1.9	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
AB	4	166	48	1	5	0	0	1	0	0	0	0	0	225
AB%	44.4	47.7	41.4	100.0	55.6	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	46.3
BA	5	182	68	0	4	0	0	2	0	0	0	0	0	261
BA%	55.6	52.3	58.6	0.0	44.4	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	53.7
Thu	3	206	34	0	2	0	1	0	0	0	0	0	0	246
(%)	1.2	83.7	13.8	0.0	0.8	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	3	87	16	0	0	0	0	0	0	0	0	0	0	106
AB%	100.0	42.2	47.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.1
BA	0	119	18	0	2	0	1	0	0	0	0	0	0	140
BA%	0.0	57.8	52.9	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	56.9
Fri	10	344	96	0	10	2	0	0	0	0	0	0	0	462
(%)	2.2	74.5	20.8	0.0	2.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	6	188	43	0	2	0	0	0	0	0	0	0	0	239
AB%	60.0	54.7	44.8	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.7
BA	4	156	53	0	8	2	0	0	0	0	0	0	0	223
BA%	40.0	45.3	55.2	0.0	80.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.3
Sat	8	419	87	0	9	1	0	1	0	0	0	0	0	525
(%)	1.5	79.8	16.6	0.0	1.7	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
AB	3	217	37	0	5	0	0	0	0	0	0	0	0	262
AB%	37.5	51.8	42.5	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	49.9
BA	5	202	50	0	4	1	0	1	0	0	0	0	0	263
BA%	62.5	48.2	57.5	0.0	44.4	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	50.1
Sun	3	348	48	0	5	0	0	0	0	0	0	0	0	404
(%)	0.7	86.1	11.9	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	0	170	24	0	2	0	0	0	0	0	0	0	0	196
AB%	0.0	48.9	50.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.5
BA	3	178	24	0	3	0	0	0	0	0	0	0	0	208
BA%	100.0	51.1	50.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.5

Average daily volume

Entire week														
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
(%)	1.4	78.3	17.7	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	3	165	33	0	2	0	0	0	0	0	0	0	0	205
AB%	50.0	49.7	44.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.3
BA	3	167	42	0	4	0	0	0	0	0	0	0	0	219
BA%	50.0	50.3	56.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.7
Weekdays														
(%)	1.8	75.1	20.4	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	4	147	35	0	2	0	0	0	0	0	0	0	0	190
AB%	57.1	49.2	43.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.7
BA	3	152	46	0	4	0	0	0	0	0	0	0	0	208
BA%	42.9	50.8	56.8	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.3
Weekend														
(%)	1.1	82.5	14.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	1	193	30	0	3	0	0	0	0	0	0	0	0	229
AB%	20.0	50.4	44.8	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	49.4
BA	4	190	37	0	3	0	0	0	0	0	0	0	0	235
BA%	80.0	49.6	55.2	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.6

* - Incomplete

Daily Classes by Direction

DayClassSplit-55

.e: 200.2.0EW
 Description: East/West Traffic
 Filter time: 11:00 Tuesday, November 20, 2012 => 13:46 Wednesday, November 28, 2012
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(5,100) Headway(>0)

Monday, November 26, 2012														
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon	4	296	94	2	15	2	0	3	0	0	0	0	0	416
(%)	1.0	71.2	22.6	0.5	3.6	0.5	0.0	0.7	0.0	0.0	0.0	0.0	0.0	
AB	2	150	48	2	7	0	0	2	0	0	0	0	0	211
AB%	50.0	50.7	51.1	100.0	46.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	50.7
BA	2	146	46	0	8	2	0	1	0	0	0	0	0	205
BA%	50.0	49.3	48.9	0.0	53.3	100.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	49.3
Tue	10	277	93	2	10	2	0	0	0	0	0	0	0	394
(%)	2.5	70.3	23.6	0.5	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	5	130	44	2	4	0	0	0	0	0	0	0	0	185
AB%	50.0	46.9	47.3	100.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.0
BA	5	147	49	0	6	2	0	0	0	0	0	0	0	209
BA%	50.0	53.1	52.7	0.0	60.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.0
Wed*	4	117	49	2	4	2	0	2	0	0	0	0	0	180
(%)	2.2	65.0	27.2	1.1	2.2	1.1	0.0	1.1	0.0	0.0	0.0	0.0	0.0	
AB	2	70	29	1	2	1	0	1	0	0	0	0	0	106
AB%	50.0	59.8	59.2	50.0	50.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	58.9
BA	2	47	20	1	2	1	0	1	0	0	0	0	0	74
BA%	50.0	40.2	40.8	50.0	50.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	41.1
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Average daily volume

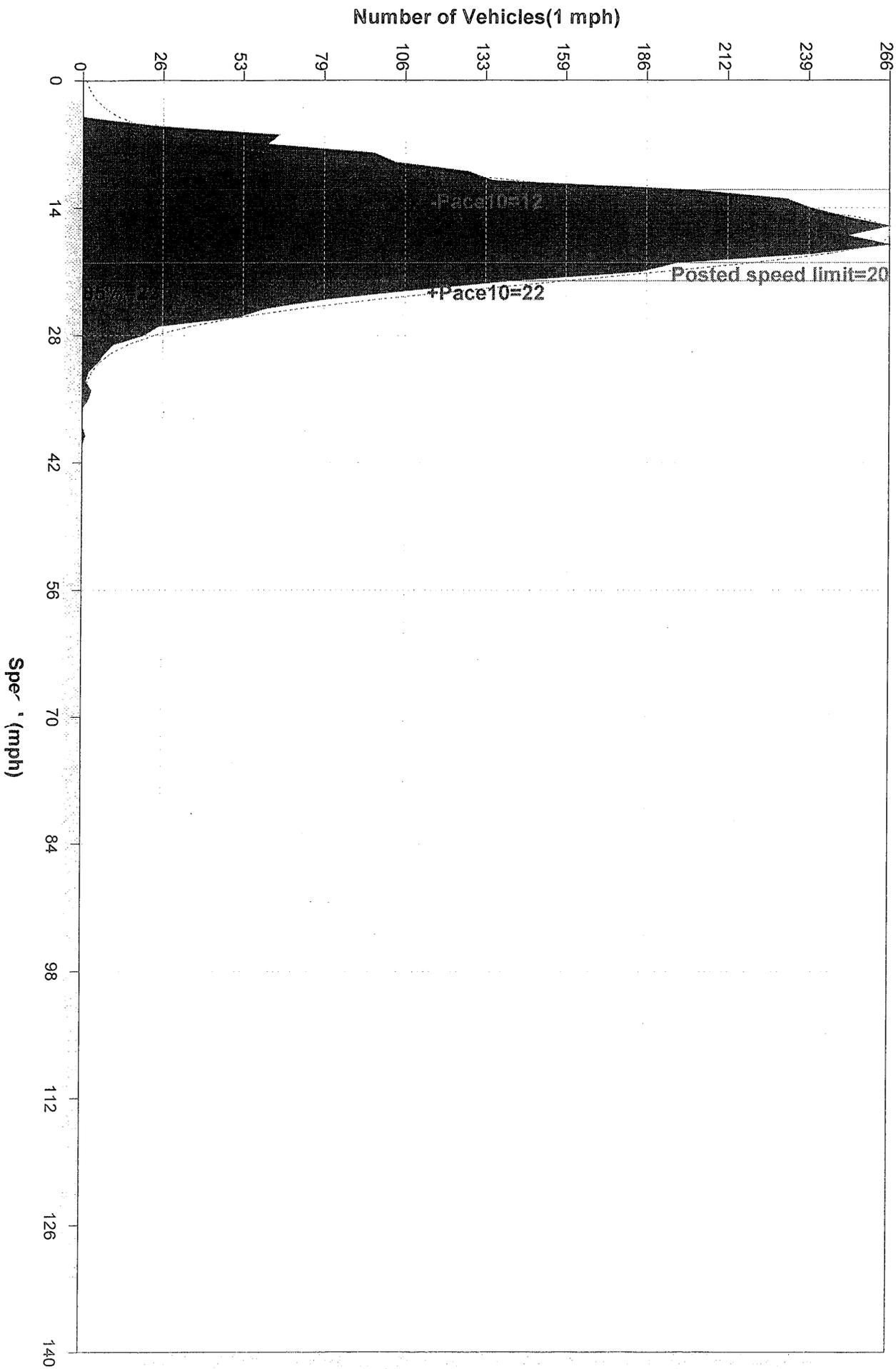
Entire week														
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
6	286	93	2	12	2	0	1	0	0	0	0	0	0	405
(%)	1.5	70.6	23.0	0.5	3.0	0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0	
AB	3	140	46	2	5	0	0	1	0	0	0	0	0	198
AB%	50.0	49.0	49.5	100.0	41.7	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	48.9
BA	3	146	47	0	7	2	0	0	0	0	0	0	0	207
BA%	50.0	51.0	50.5	0.0	58.3	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.1
Weekdays														
6	286	93	2	12	2	0	1	0	0	0	0	0	0	405
(%)	1.5	70.6	23.0	0.5	3.0	0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0	
AB	3	140	46	2	5	0	0	1	0	0	0	0	0	198
AB%	50.0	49.0	49.5	100.0	41.7	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	48.9
BA	3	146	47	0	7	2	0	0	0	0	0	0	0	207
BA%	50.0	51.0	50.5	0.0	58.3	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.1

Weekend No complete days.

* - Incomplete

Speed Histogram

SpeedHist-61 (Non metric) Site:200.2.OEW
Description: EastWest Traffic
Filter time: 11:00 Tuesday, November 20, 2012 => 13:46 Wednesday, November 28, 2012
Filter: CIs(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(5,100) Headway(>0)
Scheme: Vehicle classification (Scheme F2)



MetroCount Traffic Executive Speed Histogram

SpeedHist-61 -- English (ENU)

Datasets:

Site: [200] East/West Traffic
Direction: 8 - East bound A>B, West bound B>A. Lane: 2
Survey Duration: 11:00 Tuesday, November 20, 2012 => 13:46 Wednesday, November 28, 2012
Zone:
File: 20028Nov2012.EC2 (Plus)
Identifier: E108RNFY MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default (v3.21 - 15315)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

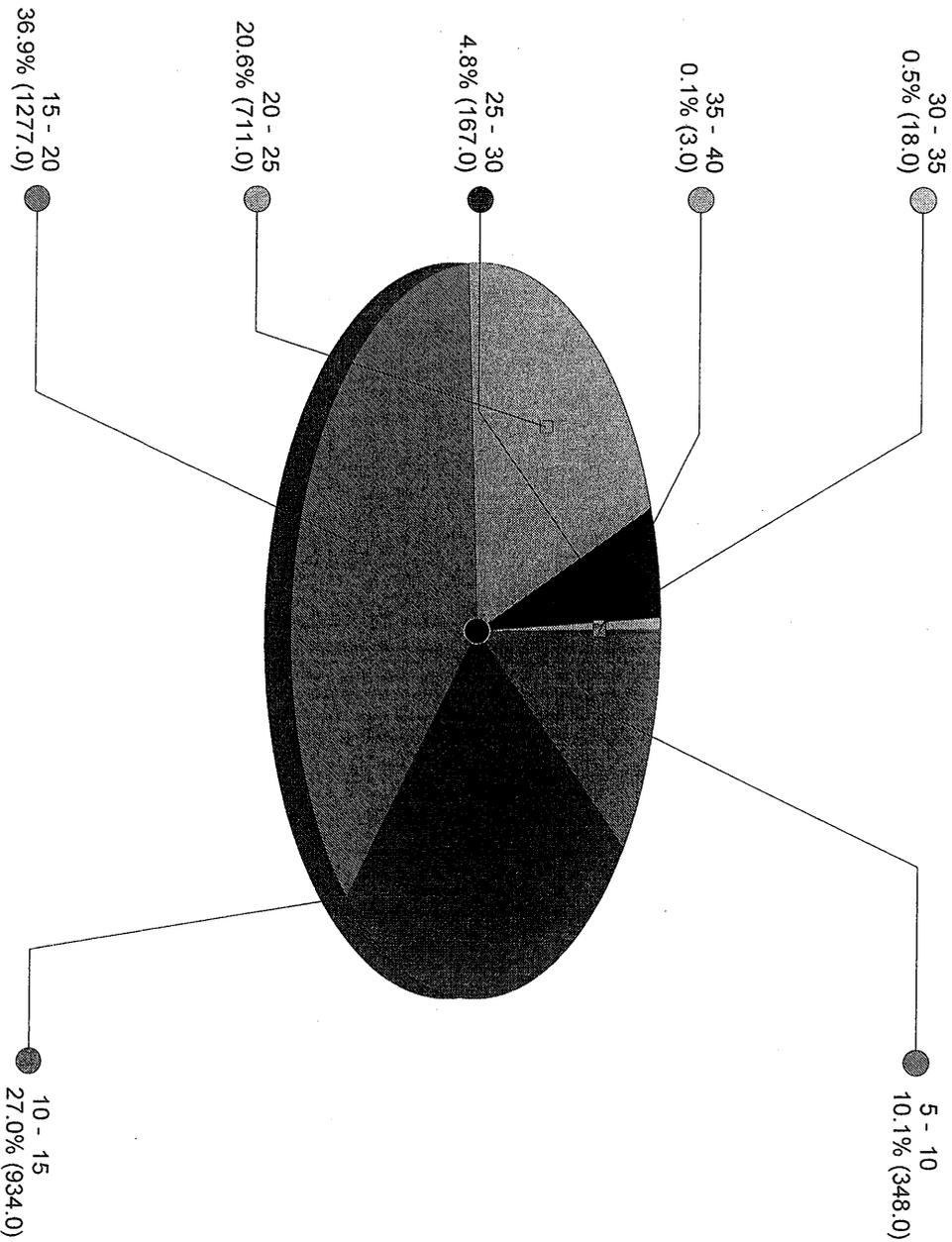
Filter time: 11:00 Tuesday, November 20, 2012 => 13:46 Wednesday, November 28, 2012
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 3458 / 3490 (99.08%)

Speed Statistics

Vehicles = 3458
 Posted speed limit = 20 mph, Exceeding = 899 (26.00%), Mean Exceeding = 23.15 mph
 Maximum = 39.7 mph, Minimum = 5.0 mph, Mean = 16.8 mph
 50% Speed = 21.9 mph, 95% Speed = 25.3 mph, Median = 16.6 mph
 10 mph Pace = 12 - 22, Number in Pace = 2347 (67.87%)
 Variance = 25.86, Standard Deviation = 5.09 mph

Speed Bin Chart

SpeedBin-60 (Non metric) Site:200 2.0EW
Description: East/West Traffic
Filter time: 1:00 Tuesday, November 20, 2012 => 13:46 Wednesday, November 28, 2012
Filter: CIs(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(5,100) Headway(>0)
Scheme: Vehicle classification (Scheme F2)
Total=3458



MetroCount Traffic Executive Speed Bin Chart

SpeedBin-60 -- English (ENU)

Datasets:

Site: [200] East/West Traffic
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 2
Survey Duration: 11:00 Tuesday, November 20, 2012 => 13:46 Wednesday, November 28, 2012
Zone:
File: 20028Nov2012.EC2 (Plus)
Identifier: E108RNFY MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default (v3.21 - 15315)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:00 Tuesday, November 20, 2012 => 13:46 Wednesday, November 28, 2012
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 3458 / 3490 (99.08%)

Speed Bins

Speed	Bin	vMult	n * vMult
0 - 5	- -	-	-
5 - 10	348 10.1%	0.00	0.00
10 - 15	934 27.0%	0.00	0.00
15 - 20	1277 36.9%	0.00	0.00
20 - 25	711 20.6%	0.00	0.00
25 - 30	167 4.8%	0.00	0.00
30 - 35	18 0.5%	0.00	0.00
35 - 40	3 0.1%	0.00	0.00
40 - 45	0 0.0%	0.00	0.00
45 - 50	0 0.0%	0.00	0.00
50 - 55	0 0.0%	0.00	0.00
55 - 60	0 0.0%	0.00	0.00
60 - 65	0 0.0%	0.00	0.00
65 - 70	0 0.0%	0.00	0.00
70 - 75	0 0.0%	0.00	0.00
75 - 80	0 0.0%	0.00	0.00
80 - 85	0 0.0%	0.00	0.00
85 - 90	0 0.0%	0.00	0.00
90 - 95	0 0.0%	0.00	0.00
95 - 100	- -	-	-

Total Speed Rating = 0.00

MetroCount Traffic Executive Daily Classes by Direction

ayClassSplit-53 -- English (ENU)

Datasets:

Site: [300] East/West traffic
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 11:00 Tuesday, November 20, 2012 => 12:47 Wednesday, November 28, 2012
Zone:
File: 30028Nov2012.EC0 (Plus)
Identifier: EA57G9X2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15315)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:00 Tuesday, November 20, 2012 => 12:47 Wednesday, November 28, 2012
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 4331 / 4352 (99.52%)

Daily Classes by Direction

DayClassSplit-53

te: 300.0.0EW
 Description: East/West traffic
 Filter time: 11:00 Tuesday, November 20, 2012 => 12:47 Wednesday, November 28, 2012
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(5,100) Headway(>0)

Monday, November 19, 2012

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tue*	11	315	98	1	14	0	0	1	0	0	0	0	0	440
(%)	2.5	71.6	22.3	0.2	3.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
AB	5	141	41	0	8	0	0	0	0	0	0	0	0	195
AB%	45.5	44.8	41.8	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.3
BA	6	174	57	1	6	0	0	1	0	0	0	0	0	245
BA%	54.5	55.2	58.2	100.0	42.9	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	55.7
Wed	16	447	138	2	23	0	0	4	0	0	0	0	0	630
(%)	2.5	71.0	21.9	0.3	3.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
AB	7	195	55	0	8	0	0	2	0	0	0	0	0	267
AB%	43.8	43.6	39.9	0.0	34.8	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	42.4
BA	9	252	83	2	15	0	0	2	0	0	0	0	0	363
BA%	56.3	56.4	60.1	100.0	65.2	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	57.6
Thu	11	288	68	0	7	0	0	0	0	0	0	0	0	374
(%)	2.9	77.0	18.2	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	5	116	33	0	1	0	0	0	0	0	0	0	0	155
AB%	45.5	40.3	48.5	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.4
BA	6	172	35	0	6	0	0	0	0	0	0	0	0	219
BA%	54.5	59.7	51.5	0.0	85.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	58.6
Fri	19	414	111	0	13	2	0	0	0	0	0	0	0	559
(%)	3.4	74.1	19.9	0.0	2.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	10	183	50	0	6	0	0	0	0	0	0	0	0	249
AB%	52.6	44.2	45.0	0.0	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.5
BA	9	231	61	0	7	2	0	0	0	0	0	0	0	310
BA%	47.4	55.8	55.0	0.0	53.8	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.5
Sat	13	494	129	0	6	2	0	1	1	0	0	0	0	646
(%)	2.0	76.5	20.0	0.0	0.9	0.3	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0
AB	8	214	52	0	4	0	0	0	0	0	0	0	0	278
AB%	61.5	43.3	40.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.0
BA	5	280	77	0	2	2	0	1	1	0	0	0	0	368
BA%	38.5	56.7	59.7	0.0	33.3	100.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	57.0
Sun	9	403	80	0	6	1	1	0	0	0	0	0	0	500
(%)	1.8	80.6	16.0	0.0	1.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	7	175	30	0	4	1	1	0	0	0	0	0	0	218
AB%	77.8	43.4	37.5	0.0	66.7	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43.6
BA	2	228	50	0	2	0	0	0	0	0	0	0	0	282
BA%	22.2	56.6	62.5	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	56.4

Average daily volume

Entire week														
	13	408	105	0	10	0	0	0	0	0	0	0	0	541
(%)	2.4	75.4	19.4	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	7	176	44	0	4	0	0	0	0	0	0	0	0	233
AB%	53.8	43.1	41.9	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.1
BA	6	232	61	0	6	0	0	0	0	0	0	0	0	308
BA%	46.2	56.9	58.1	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	56.9
Weekdays														
	15	382	105	0	14	0	0	0	0	0	0	0	0	520
(%)	2.9	73.5	20.2	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	7	164	46	0	5	0	0	0	0	0	0	0	0	223
AB%	46.7	42.9	43.8	0.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9
BA	8	218	59	0	9	0	0	0	0	0	0	0	0	297
BA%	53.3	57.1	56.2	0.0	64.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.1
Weekend														
	10	448	104	0	6	1	0	0	0	0	0	0	0	573
(%)	1.7	78.2	18.2	0.0	1.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	7	194	41	0	4	0	0	0	0	0	0	0	0	248
AB%	70.0	43.3	39.4	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.3
BA	3	254	63	0	2	1	0	0	0	0	0	0	0	325
BA%	30.0	56.7	60.6	0.0	33.3	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	56.7

* - Incomplete

Daily Classes by Direction

DayClassSplit-53

Date: 300.0.0EW
 Description: East/West traffic
 Filter time: 11:00 Tuesday, November 20, 2012 => 12:47 Wednesday, November 28, 2012
 Scheme: Vehicle classification (Scheme F2)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(5,100) Headway(>0)

Monday, November 26, 2012														
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon	14	345	118	2	18	2	0	4	0	0	0	0	0	503
(%)	2.8	68.6	23.5	0.4	3.6	0.4	0.0	0.8	0.0	0.0	0.0	0.0	0.0	
AB	9	170	49	1	7	0	0	3	0	0	0	0	0	239
AB%	64.3	49.3	41.5	50.0	38.9	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	47.5
BA	5	175	69	1	11	2	0	1	0	0	0	0	0	264
BA%	35.7	50.7	58.5	50.0	61.1	100.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	52.5
Tue	19	363	101	0	13	2	0	0	0	0	0	0	0	498
(%)	3.8	72.9	20.3	0.0	2.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	10	179	50	0	5	1	0	0	0	0	0	0	0	245
AB%	52.6	49.3	49.5	0.0	38.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	49.2
BA	9	184	51	0	8	1	0	0	0	0	0	0	0	253
BA%	47.4	50.7	50.5	0.0	61.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.8
Wed*	5	121	46	1	3	3	0	0	2	0	0	0	0	181
(%)	2.8	66.9	25.4	0.6	1.7	1.7	0.0	0.0	1.1	0.0	0.0	0.0	0.0	
AB	1	65	24	0	1	2	0	0	2	0	0	0	0	95
AB%	20.0	53.7	52.2	0.0	33.3	66.7	0.0	0.0	100.0	0.0	0.0	0.0	0.0	52.5
BA	4	56	22	1	2	1	0	0	0	0	0	0	0	86
BA%	80.0	46.3	47.8	100.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.5
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Average daily volume

Entire week														
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Entire week	16	353	109	0	15	1	0	1	0	0	0	0	0	500
(%)	3.2	70.6	21.8	0.0	3.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	
AB	9	174	49	0	6	0	0	1	0	0	0	0	0	242
AB%	56.3	49.3	45.0	0.0	40.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	48.4
BA	7	179	60	0	9	1	0	0	0	0	0	0	0	258
BA%	43.8	50.7	55.0	0.0	60.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.6

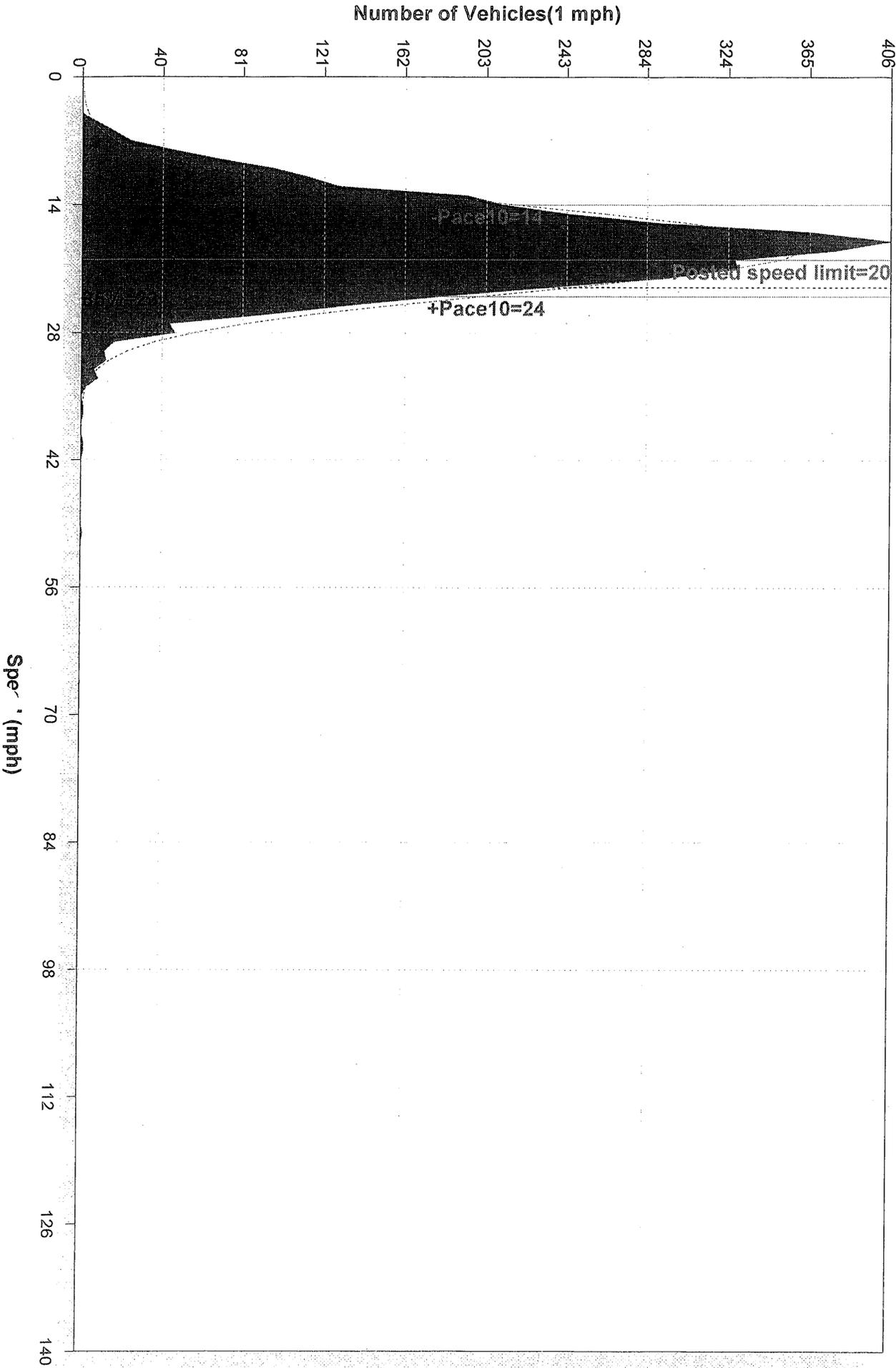
Weekdays														
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Weekdays	16	353	109	0	15	1	0	1	0	0	0	0	0	500
(%)	3.2	70.6	21.8	0.0	3.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	
AB	9	174	49	0	6	0	0	1	0	0	0	0	0	242
AB%	56.3	49.3	45.0	0.0	40.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	48.4
BA	7	179	60	0	9	1	0	0	0	0	0	0	0	258
BA%	43.8	50.7	55.0	0.0	60.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.6

Weekend No complete days.

* - Incomplete

Speed Histogram

SpeedHist-62 (Non metric) Site:300.0.0EW
Description: East/West traffic
Filter time: 11:00 Tuesday, November 20, 2012 => 12:47 Wednesday, November 28, 2012
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(5,100) Headway(>0)
Scheme: Vehicle classification (Scheme F2)



MetroCount Traffic Executive Speed Histogram

eedHist-62 -- English (ENU)

Datasets:

Site: [300] East/West traffic
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 11:00 Tuesday, November 20, 2012 => 12:47 Wednesday, November 28, 2012
Zone:
File: 30028Nov2012.EC0 (Plus)
Identifier: EA57G9X2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15315)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

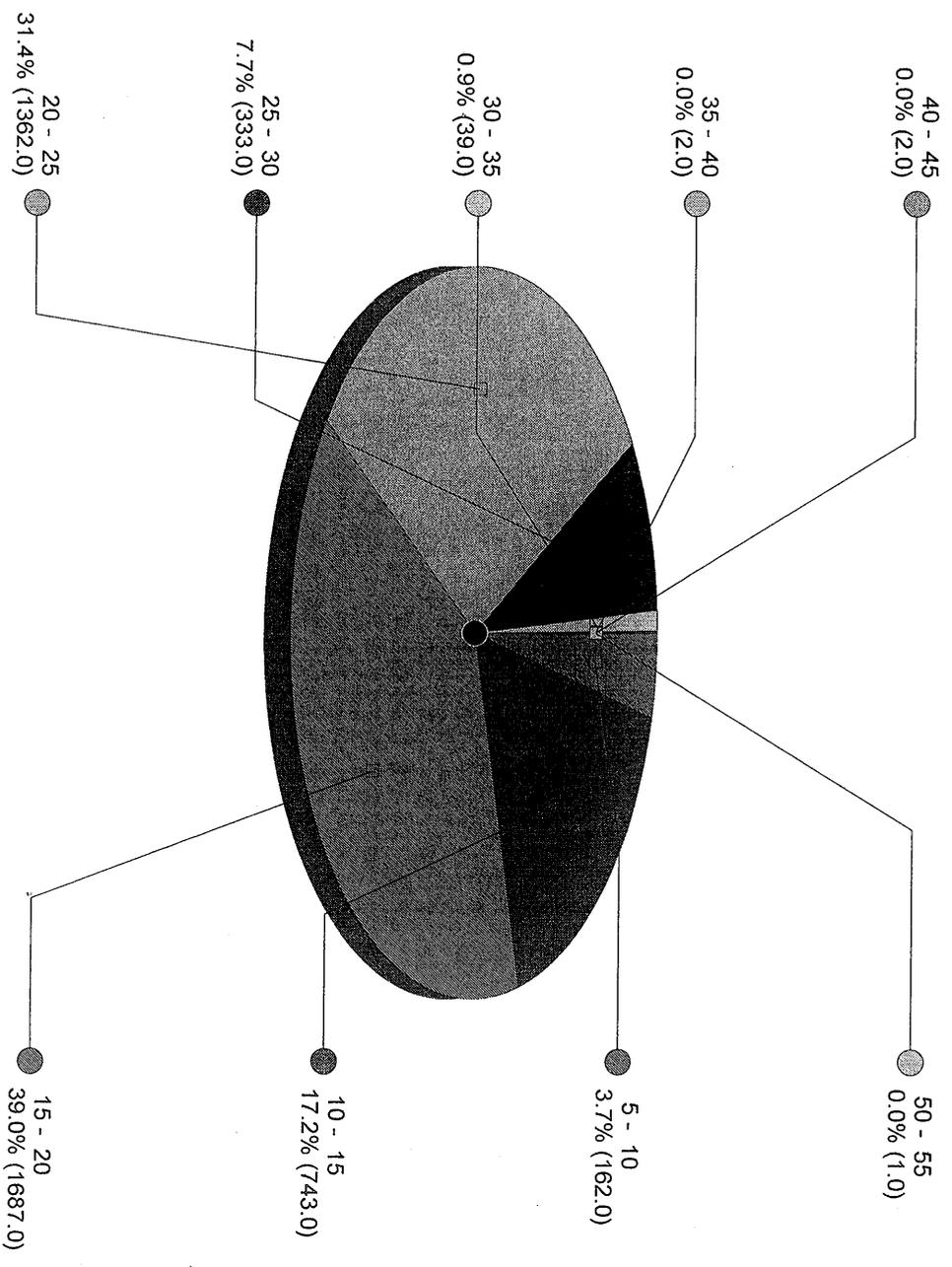
Filter time: 11:00 Tuesday, November 20, 2012 => 12:47 Wednesday, November 28, 2012
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 4331 / 4352 (99.52%)

Speed Statistics

Vehicles = 4331
 Posted speed limit = 20 mph, Exceeding = 1739 (40.15%), Mean Exceeding = 23.32 mph
 Maximum = 50.8 mph, Minimum = 5.3 mph, Mean = 18.8 mph
 50% Speed = 23.5 mph, 95% Speed = 26.2 mph, Median = 18.8 mph
 10 mph Pace = 14 - 24, Number in Pace = 3097 (71.51%)
 Variance = 22.70, Standard Deviation = 4.76 mph

Speed Bin Chart

SpeedBin-63 (Non metric) Site:300.0.0EW
Description: East/West traffic
Filter time: 11:00 Tuesday, November 20, 2012 => 12:47 Wednesday, November 28, 2012
Filter: CIs(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(NESW) Sp(5, 100) Headway(>0)
Scheme: Vehicle classification (Scheme F2)
Total=4331



MetroCount Traffic Executive Speed Bin Chart

eedBin-63 -- English (ENU)

Datasets:

Site: [300] East/West traffic
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 11:00 Tuesday, November 20, 2012 => 12:47 Wednesday, November 28, 2012
Zone:
File: 30028Nov2012.EC0 (Plus)
Identifier: EA57G9X2 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default (v3.21 - 15315)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:00 Tuesday, November 20, 2012 => 12:47 Wednesday, November 28, 2012
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 4331 / 4352 (99.52%)

Speed Bins

Speed	Bin	vMult	n * vMult
0 - 5	- -	-	-
5 - 10	162 3.7%	0.00	0.00
10 - 15	743 17.2%	0.00	0.00
15 - 20	1687 39.0%	0.00	0.00
20 - 25	1362 31.4%	0.00	0.00
25 - 30	333 7.7%	0.00	0.00
30 - 35	39 0.9%	0.00	0.00
35 - 40	2 0.0%	0.00	0.00
40 - 45	2 0.0%	0.00	0.00
45 - 50	0 0.0%	0.00	0.00
50 - 55	1 0.0%	0.00	0.00
55 - 60	0 0.0%	0.00	0.00
60 - 65	0 0.0%	0.00	0.00
65 - 70	0 0.0%	0.00	0.00
70 - 75	0 0.0%	0.00	0.00
75 - 80	0 0.0%	0.00	0.00
80 - 85	0 0.0%	0.00	0.00
85 - 90	0 0.0%	0.00	0.00
90 - 95	0 0.0%	0.00	0.00
95 - 100	- -	-	-

Total Speed Rating = 0.00