



Lincoln Avenue Traffic Calming Study

Glens Falls, NY

Prepared for:
Adirondack/Glens Falls
Transportation Council

Final Report

28 October 2011

DATA ■ ANALYSIS ■ SOLUTIONS



Prepared by:



55 Railroad Row, White River Junction, Vermont 05001
TEL 802.295.4999 ■ FAX 802.295.1006 ■ www.rsginc.com

Prepared for:

The Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801
(518) 223-0086
www.agftc.org



28 October 2011

Final Report

TABLE OF CONTENTS

1. INTRODUCTION	1
1.1 Study Area Overview.....	1
2. TRAFFIC CALMING OPTIONS	3
2.1 Traffic Calming Overview	3
2.2 Lincoln Avenue Traffic Calming Plan Options	6
3. SPEED PERCEPTION SURVEY	6
4. DEMONSTRATION PROJECT IMPLEMENTATION AND RESULTS	9
4.1 Traffic Speeds.....	10
4.2 Traffic Counts	12
4.3 Residents' Questionnaire.....	13
5. CONCLUSIONS	16

APPENDICES

- Appendix A: Traffic Calming Concept Plans
- Appendix B: Speed Perception Survey
- Appendix C: Traffic Count and Speed Data
- Appendix D: Residents' Questionnaire

LIST OF FIGURES

Figure 1: Study Area.....	3
Figure 2: Traffic Calming Education Strategy Examples.....	4
Figure 3: Traffic Calming Engineering Strategy Examples.....	5
Figure 4: Speed Perception Survey on Lincoln Avenue - June 8, 2011	7
Figure 5: Regression Analysis of Speed Perception Survey Results	8
Figure 6: Temporary Striping Delineates Parking and Travel Lane Edge	9
Figure 7: Temporary Striping Plan: Stop Bars and Parking at the Crandall Street Intersection	10
Figure 8: Portable Radar Speed Feedback Sign Installed on Lincoln Avenue	10
Figure 9: Speed Data on Lincoln Avenue	11

LIST OF TABLES

Table 1: Effectiveness of Traffic Calming Measures	4
Table 2: Summary of Speed Perception Survey Results	8

Table 3: Lincoln Avenue Observed Speeds versus Posted Speed	11
Table 4: Lincoln Avenue Speed Data Statistics	12
Table 5: Change in Average Weekday Traffic Volumes	13
Table 6: Change in Average Weekend Traffic Volumes	13
Table 7: Response to Question 1	14
Table 8: Responses to Question 2	14
Table 9: Responses to Question 3	15
Table 10: Responses to Question 4	15



1. INTRODUCTION

The purpose of this study is to identify and evaluate the effectiveness of selected traffic calming measures to address concerns about vehicle speed and related safety issues on residential streets in Glens Falls, New York. Lincoln Avenue, a residential street located northwest of downtown Glens Falls, was selected as a case study to test the effect of striping and a speed feedback sign on vehicle speeds. Lincoln Avenue was selected because residents had voiced concerns about speeding. The goal is to identify low-cost traffic calming options which might be effective along other residential streets in the city. The study includes the following major components:

- A speed perception survey was conducted to determine a speed that would be acceptable to residents.
- Two traffic calming plans were developed and reviewed with Glens Falls city officials as possible alternatives. The alternatives included a line striping plan and a roadway design plan that recommended physical changes to the street. The city agreed to a demonstration project to test the effectiveness of the line striping plan in the field.
- The line striping plan was implemented using temporary pavement markings. During a second phase of the demonstration project, a speed feedback sign was installed. Traffic count and speed data were collected on Lincoln Avenue and parallel streets during both phases of the demonstration project. The report summarizes and evaluates the data and compares the results to the target speed determined from the speed perception survey.
- A questionnaire was distributed to all households along Lincoln Avenue during the demonstration project to gather residents' opinions about speeding, traffic, and the effectiveness of the striping plan.

This report provides additional detail on each of these steps and includes findings and recommendations.

The study is funded by the Adirondack/Glens Falls Transportation Council (AGFTC) and has been prepared by Resource Systems Group, a traffic engineering and transportation planning consulting firm.

1.1 Study Area Overview

Lincoln Avenue extends for approximately 0.30 miles between its intersection with Glen Street (US 9) in the east and Kensington Road in the west. Davis Street and Crandall Street also intersect Lincoln Avenue at mid-block locations. The intersections are configured and controlled as follows:

- Lincoln Avenue-Glen Street: Three-legged "T" configuration with stop sign on the Lincoln Avenue eastbound approach.
- Lincoln Avenue-Davis Street: Three-legged "T" configuration with stop sign on the Davis Street northbound approach.
- Lincoln Avenue-Crandall Street: Four-legs with stop signs on all approaches (all-way stop).



- Lincoln Avenue-Kensington Street: Three-legged “T” configuration with stop signs on all approaches (all-way stop).the Lincoln Avenue westbound approach.

Lincoln Avenue attracts cut-through traffic by providing an alternate route between Glen Street and Aviation Road in Queensbury via Kensington Avenue and Dixon Road; and between downtown Glens Falls and Queensbury via Crandall Street. Lincoln Avenue is also used to access Kensington Road Elementary School (Figure 1).

Lincoln Avenue is on a straight alignment (no curves) and its pavement width is 40 feet between curbs. On-street parking is allowed on each side of the street. There are no pavement markings delineating on-street parking or the travel lanes. Each side of the street also has a five-foot wide green strip and five-foot wide sidewalks. The posted speed limit is 30 mph, which is typical for residential streets in Glens Falls.

During site visits the consultants observed only a few parked along the street¹. As a result, Lincoln Avenue is perceived as a wide, straight street which may encourage faster travel speeds.

The land use along Lincoln Avenue is almost entirely residential with the exception of an office building near the Glen Street intersection (former orthodontist office) and a church at the intersection with Davis Street. Houses on the south side of the street have driveways with direct access to Lincoln Avenue. Some houses Most of the houses on the north side have driveways that connect to an alley that runs between Lincoln Avenue and Coolidge Avenue.

The study area also includes Coolidge Avenue and Horicon Avenue, which are located one and two blocks north of Lincoln Avenue respectively. These two streets have a similar east-west orientation, similar roadway characteristics, and also attract the same cut-through traffic patterns as Lincoln Avenue. An unintended and undesirable consequence of reducing speeds on Lincoln Avenue could be a shift in traffic to these two other streets.

¹ On-street parking used to be concentrated during working hours on the eastern end of Lincoln Avenue near an orthodontist office. The orthodontist moved during the course of the study, and on-street parking has reduced.

Figure 1: Study Area

2. TRAFFIC CALMING OPTIONS

Traffic calming has been evolving for many years and there are numerous resources and design guides that can be referenced for additional information. This section of the report defines traffic calming and provides a brief overview of the typical strategies and their effectiveness. The traffic calming options that were developed for Lincoln Avenue are also described.

2.1 Traffic Calming Overview

Traffic calming includes enforcement, education and engineering (roadway design) strategies that alter motorist behavior to reduce vehicle speeds and/or cut-through traffic, in the interest of street safety, livability, and other public purposes. Enforcement includes police presence to issue warnings or speeding violation tickets. Examples of educational strategies include: a dynamic speed feedback sign, gateway signs, and a pace car program where local drivers make a commitment to drive at the posted speed (Figure 2).



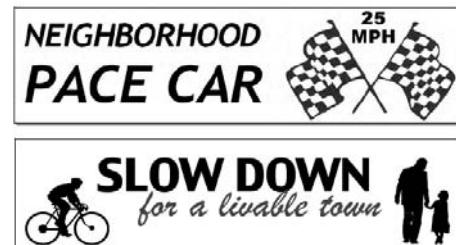
Figure 2: Traffic Calming Education Strategy Examples



Speed Feedback Sign



Gateway Sign



Pace Car Program Bumper Stickers

Engineering strategies include physical changes to the roadway that encourage slower speeds. Examples include changes to the horizontal alignment to eliminate the perception of a long, straight street; options to reduce the vehicle travel lane width; and gateway and intersection treatments (Figure 3). While physical changes have been shown to be effective (Table 1), they have to be considered carefully relative to drainage, emergency vehicle access, snow plowing, additional maintenance, and the potential to divert traffic from “calmed” streets to other roadways.

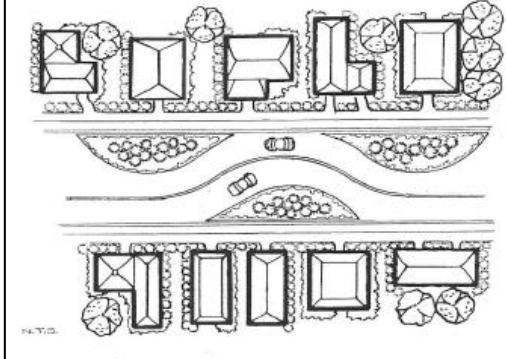
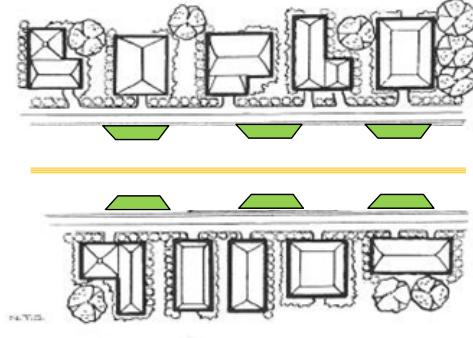
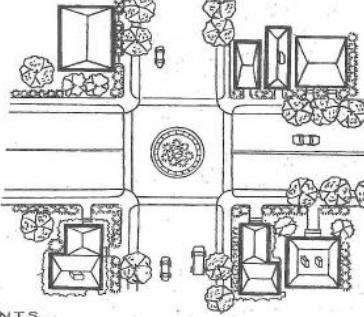
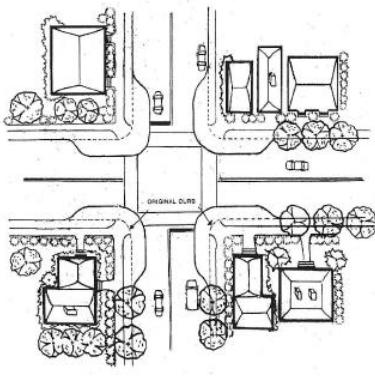
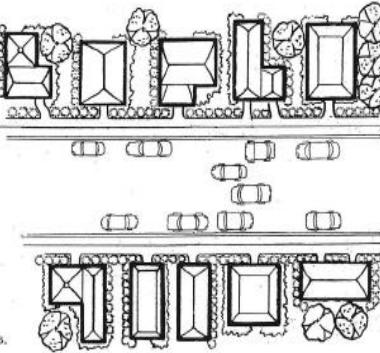
Table 1: Effectiveness of Traffic Calming Measures

Traffic Calming Measure	Speed Reduction	Volume Reduction	Crash Reduction
Speed Radar Signs	6-25%	N.A.	N.A.
Speed Humps	9-23%	N.A.	11-45%
Raised Intersection	1%	N.A.	N.A.
Traffic Circle	11%	N.A.	29-73%
Center Island Narrowing	7%	N.A.	N.A.
Choker	14%	20%	N.A.

N.A. = Not Available

Source: <http://www.trafficcalming.org/effectiveness.html>

Figure 3: Traffic Calming Engineering Strategy Examples²

	
<p>Chicanes are used to alter the horizontal alignment of a street.</p>	<p>Chokers reduce width of vehicle travel lanes, provide pockets of on-street parking and allow for access to driveways.</p>
	
<p>Mid-block speed tables require vehicles to travel at slower speeds to avoid jarring and to maintain a smooth ride. (TrafficCalming.org)</p>	<p>Traffic circles at internal intersections require slower speeds to negotiate and help reduce cut-through traffic.</p>
	
<p>Bulbouts at intersections reduce crossing distances for pedestrians and require slower turning speeds for vehicles.</p>	<p>On-street parking helps reduce speeds by narrowing a travel lane and creating side friction.</p>

² Unless otherwise noted, source for images: Pennsylvania's Traffic Calming Handbook, PA DOT, 2001



2.2 Lincoln Avenue Traffic Calming Plan Options

The following two traffic calming plan alternatives were prepared for Lincoln Avenue:

- **Alternative 1 - Line Striping.** This plan delineates an on-street parking lane, defines the edge of the travel lane, adds stop bars to emphasize stop signs, and adds a cross-walk at Davis and Crandall Streets. The longitudinal parking/edge line is intended to create the appearance of a more narrow street, which is particularly important during times when there are fewer cars parked on-street. The stop-bars at Crandall Street are proposed to help address a lack of compliance with the stop signs.
- **Alternative 2 – Physical Changes.** This plan proposes physical changes to the roadway design. Major features include bulbouts at the Glen Street, Davis Street and Kensington Street intersections, a traffic circle and cross-walks at the Crandall Street intersection and neck-downs at mid-block locations. Pockets of on-street parking would remain throughout most of the street.

Concept plans for each alternative are contained in Appendix A.

Both plans were presented to city officials including the Mayor, Police Chief, Fire Department Chief and the Director of Public Works. The A/GFTC staff met with the Glens Falls Board of Public Safety to present the two traffic calming plan alternatives. After considering input from the city, and the project goal of finding low cost and easy to implement strategies to reduce speeds, the A/GFTC and consultants decided to limit the field test to the line-striping alternative and add a second phase of analysis that added a portable speed feedback sign.

3. SPEED PERCEPTION SURVEY

Before implementing the demonstration project, a target design speed was determined by conducting a speed perception survey. This section of the report describes the purpose of the speed perception survey, the methodology, and results.

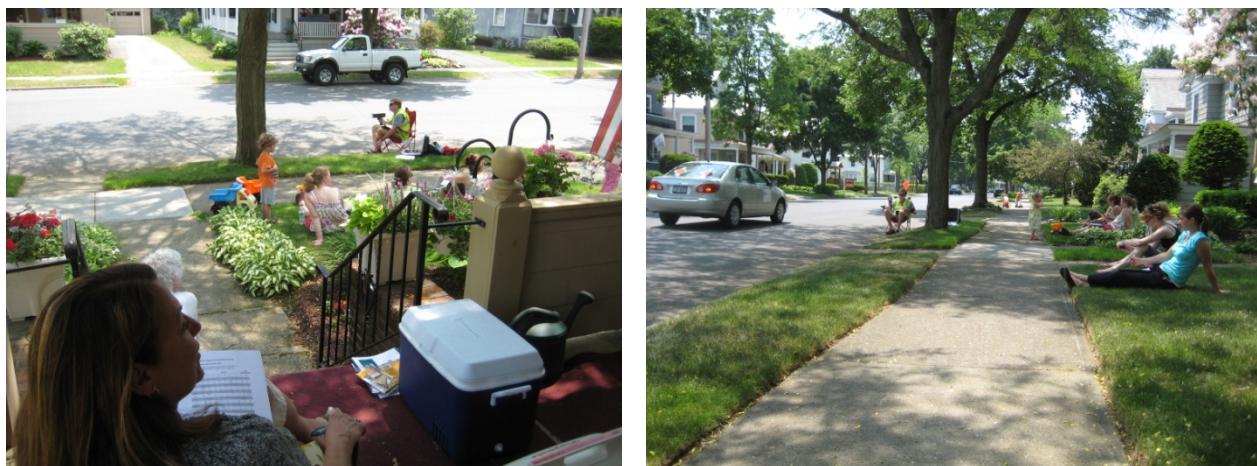
Posted speed limits are typically based on an engineering study that considers roadway characteristics such as vehicle travel lane width, number and spacing of driveways, sight distance and the observed speeds of cars travelling on the roadway. The methodology relies heavily on the 85th percentile speed of vehicles travelling along the roadway. The 85th percentile speed is considered the travel speed motorists generally perceive as reasonable for given roadway conditions. A weakness of this approach is that it does not account for the perceptions of other road users such as pedestrians or residents that live along a street.

To address this deficiency, a speed perception survey was conducted to gather information on how pedestrians and other persons along sidewalks and areas near vehicle travel lanes perceive the speed of cars. The survey responses were analyzed to develop a target speed used to assess the striping plan and feedback sign. This target speed may be higher or lower than the posted speed limit.

The speed perception survey was conducted on Wednesday, June 8, 2011 between 12:45 pm and 2:30 pm. Survey participants included residents from Lincoln Avenue, Glens Fall Hospital staff and a few other volunteers. Test cars made runs on Lincoln Avenue at approximately one minute

intervals over the course of an hour (two test cars were used). Each test run was made at a specific, but randomly selected speed ranging between approximately 15-40 mph. Actual test car speeds were recorded using a radar gun. There were 100 runs completed over the course of the hour. Survey participants recorded their perception of the speed of each test run using a scale that ranged from +4 for very acceptable to -4 for very unacceptable (Figure 4).

Figure 4: Speed Perception Survey on Lincoln Avenue - June 8, 2011



Approximately 725 observations were recorded by the volunteers. The survey form is contained in Appendix B. The results are grouped within Table 2 into the following general categories: acceptable (scores from -1 to -4), neutral (scores of zero) and unacceptable (scores from +1 to +4). The results in Table 2 suggest that:

- Survey participants are nearly unanimous that driving speeds of less than 25 mph on Lincoln Avenue are acceptable.
- A small majority (60%) of survey participants consider driving speeds of 25-30 mph on Lincoln Avenue to be acceptable.
- More than two-thirds (69%) of survey participants consider driving speeds of 30 mph or greater to be unacceptable.
- Survey participants are nearly unanimous that driving speeds of 35 mph or greater on Lincoln Avenue are unacceptable.

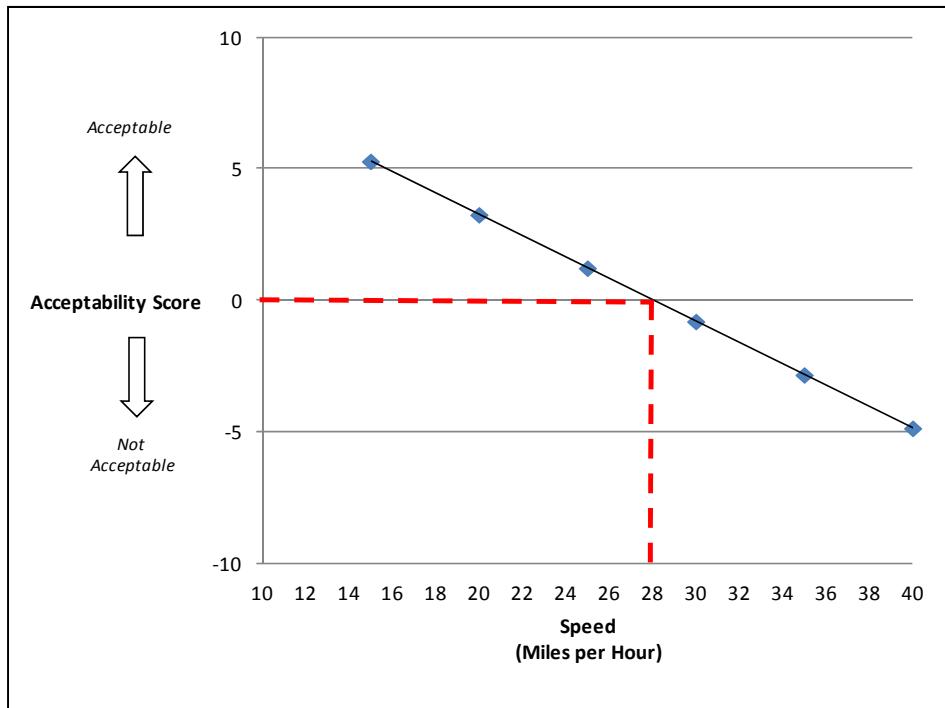
Figure 5 shows the results of a statistical analysis of the survey participants' acceptability ratings. The sloped line reflects the combined average rating of all of the survey participants for different speeds. It indicates that 28 mph (which corresponds with the point at which the sloped line crosses the neutral acceptability/zero line) is the maximum speed that would be acceptable, on average, for pedestrians and residents along Lincoln Avenue. Speeds of greater than 28 mph are considered unacceptable, on average, by pedestrians and residents along Lincoln Avenue. Given that speeds are posted in 5 mph increments, 25 mph would be the recommended posted speed limit to satisfy the perceptions of non-auto roadway users.



Table 2: Summary of Speed Perception Survey Results

Speed Category	Data Description	Not Acceptable	Neutral	Acceptable	Totals
15-19	Count	12	5	84	101
	Percent within Category	12%	5%	83%	100%
20-24	Count	7	3	130	140
	Percent within Category	5%	2%	93%	100%
25-29	Count	34	35	102	171
	Percent within Category	20%	20%	60%	100%
30-34	Count	123	24	30	177
	Percent within Category	69%	14%	17%	100%
35-34	Count	113	2	4	119
	Percent within Category	95%	2%	3%	100%
35-40	Count	15	0	1	16
	Percent within Category	94%	0%	6%	100%
Totals		304	69	351	724
		Percent within Category	42%	10%	48%
					100%

Figure 5: Regression Analysis of Speed Perception Survey Results



4. DEMONSTRATION PROJECT IMPLEMENTATION AND RESULTS

The purpose of the demonstration project was to determine if the low cost and relatively easy to implement traffic calming strategies represented by the striping plan could help reduce existing speeds to the residents' target of 28 miles per hour. Traffic count and speed data were collected under existing conditions and during deployment of the striping and speed feedback sign.

The demonstration project had the following phases:

- **Phase I-Existing Conditions Pre-Test** (July 11-July 21, 2011). Traffic count and speed data were collected during this period to establish a baseline for comparison purposes. Typical roadway conditions existed during this period.
- **Phase II - Striping Only** (July 28-August 3, 2011): Temporary striping was installed on Lincoln Avenue to delineate on-street parking, define the edge of the travel lane, stop bars to emphasize stop signs, and cross-walks (Figure 6, Figure 7). The striping plans are contained in Appendix A. The striping was installed on Wednesday, July 27, 2011. The test period during which data are summarized started the following day.
- **Phase III - Striping plus Speed Feedback Sign** (August 4-August 10, 2011): A portable speed feedback sign was installed on Wednesday, August 3, 2011 (Figure 8). The test period during which data are summarized started the following day.

Traffic count and speed data were collected during these three phases and are contained in Appendix C. In addition, a questionnaire was distributed to residents to gather their opinions on the effectiveness and other aspects of the demonstration test. Results are summarized below.

Figure 6: Temporary Striping Delineates Parking and Travel Lane Edge

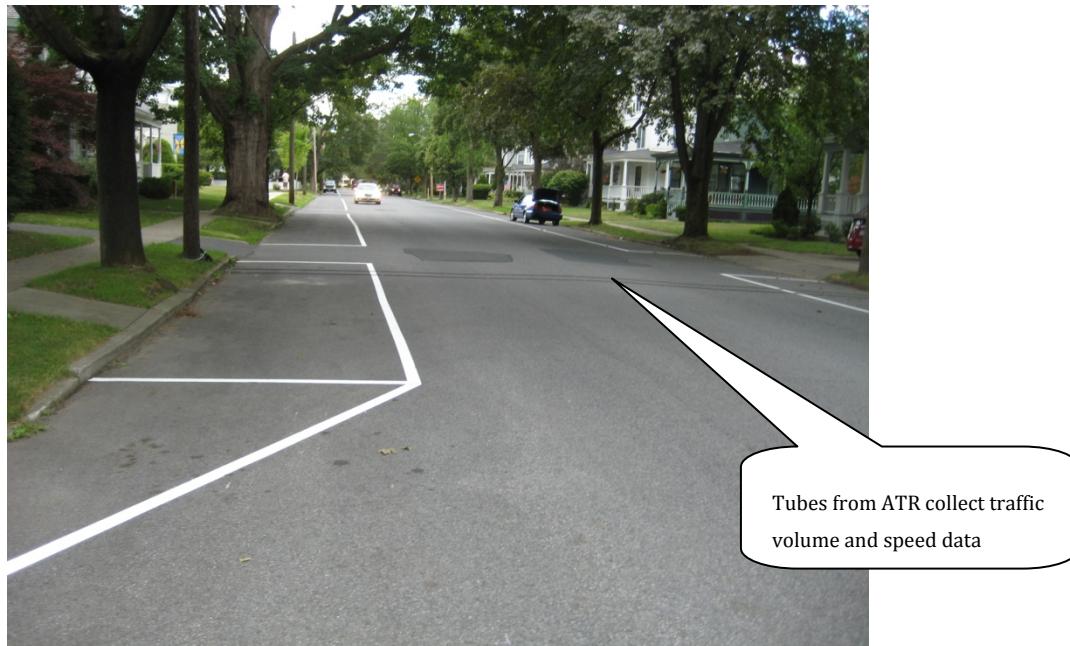


Figure 7: Temporary Striping Plan: Stop Bars and Parking at the Crandall Street Intersection



Figure 8: Portable Radar Speed Feedback Sign Installed on Lincoln Avenue



4.1 Traffic Speeds

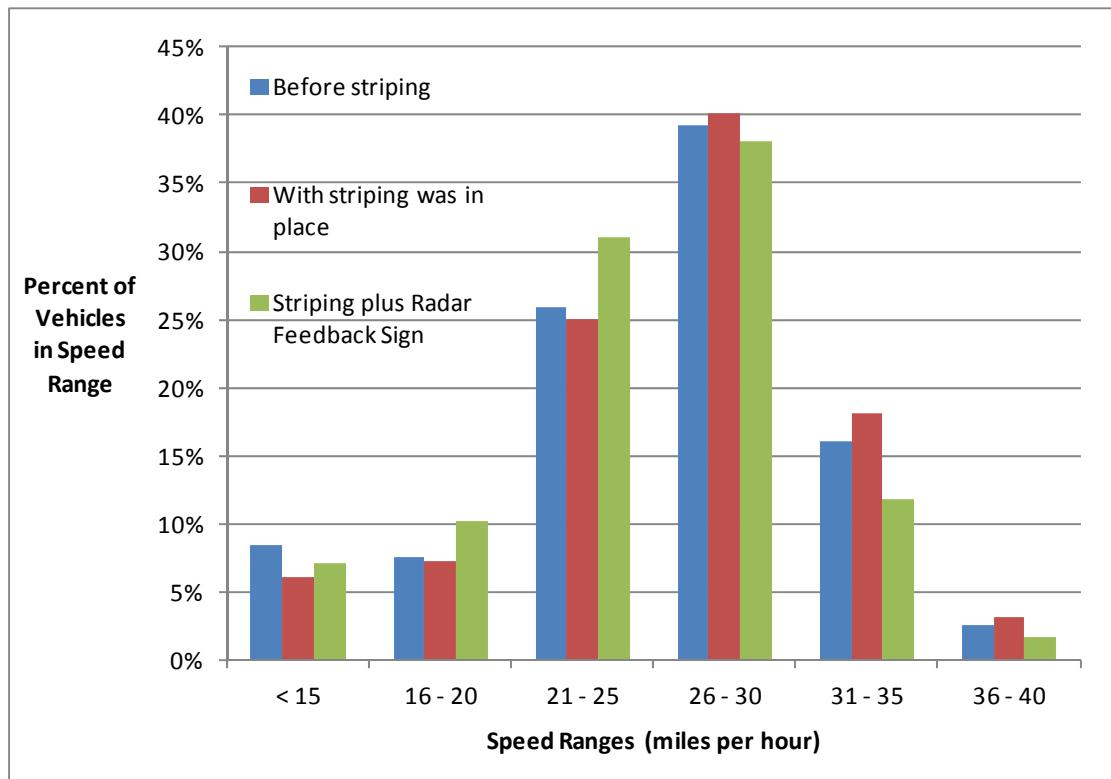
Automatic traffic recorders (ATR) were used to collect traffic count and speed data for the three analysis periods. ATRs collect data continuously while they are in place and provide a reliable measure of traffic counts and speeds by hour and day. The percentage of vehicles travelling over 30

miles per hour increased slightly on Lincoln Avenue while the striping was in place and then decreased when the speed feedback sign was installed (Table 3). In general, the striping appears to be associated with a shift from lower to higher speed categories. In contrast, the speed feedback sign was effective at reducing speeds (Figure 9). It should be noted that the speed feedback sign was not deployed without the striping; its effectiveness in lowering speeds beyond the existing condition was not studied as a part of this plan.

Table 3: Lincoln Avenue Observed Speeds versus Posted Speed

Scenario	Percentage of vehicles traveling:	
	Under 30 mph	Over 30 mph
Before striping	81%	19%
With striping in place	79%	21%
Striping plus Radar Feedback Sign	86%	14%

Figure 9: Speed Data on Lincoln Avenue



As previously noted, the 85th percentile speed is the typical indicator used by engineers when determining a safe and reasonable posted speed limit. Under existing conditions, the 85th percentile speed of vehicles travelling on Lincoln Avenue of 31 mph, which is close to the 30 mph posted



speed limit (Table 4). Thus, from a driver's perspective, 30 mph is a reasonable speed limit for Lincoln Avenue under existing conditions.

Traffic calming is used to modify roadway conditions in a manner that encourages slower speeds. However, the striping appears to be correlated with a slight increase in the 85th percentile speed, and did not lower speeds. The combination of the speed feedback sign and the striping was effective at encouraging drivers to travel closer to the posted speed. Although the impact of the speed feedback sign alone was not studied, given that the striping was associated with a slight increase in speed, it is likely that the deployment of a speed feedback sign without the striping would result in some decrease in speed as well.

Regardless of the alternative, about half of the cars travelling on Lincoln Avenue are moving faster than the residents' preferred speed of 28 miles per hour. This observation suggests that the striping (which appears to have increased speeds) and the combination of striping with the speed feedback sign (which reduced speeds somewhat) are not effective at achieving the 28 mph target.

Table 4: Lincoln Avenue Speed Data Statistics

Street	Pre-Test	With Striping	With Striping and Radar Feedback Sign
85 th Percentile	31	32	30
50 th Percentile	26	27	26

<-- Typically used to determine posted speed

4.2 Traffic Counts

During weekdays, traffic volumes decreased relative to the existing conditions pre-test period on Lincoln Avenue by 8% after the striping was installed and 6% after the feedback sign was added (Table 5). During the weekends, traffic on Lincoln Avenue decreased by 10% while the striping was in place and 1% after the feedback sign was added (Table 6).

If the striping and speed feedback sign on Lincoln Avenue caused traffic to divert to Horicon Avenue or Coolidge Avenue, there would have been a consistent increase in volumes on each street during the demonstration project for all time periods and demonstration project phases. However, during the demonstration project, traffic volumes both increased and decreased on these streets depending on whether the count was taken on a weekday or weekend. Therefore, the traffic volume changes on the parallel streets are probably the result of normal variations in traffic flows from week to week and cannot be conclusively attributed to traffic diverted from Lincoln Avenue.

Table 5: Change in Average Weekday Traffic Volumes

Street	Vehicles per Day Before Test ¹	With Striping ²		With Striping & Speed Feedback Sign ³	
		Vehicles per Day	Percent Change	Vehicles per Day	Percent Change
Lincoln Avenue	1,089	1,005	-8%	1,026	-6%
Horicon Avenue	1,857	1,855	0%	1,737	-6%
Coolidge Avenue	1,047	1,120	7%	1,058	1%

1. July 14 through July 21, 2011, data collected with ATRs installed by the Warren County DPW

2. July 28 through August 3, 2011, data collected with ATRs installed by RSG

3. August 5 through August 11, 2011, data collected with ATRs installed by RSG

Table 6: Change in Average Weekend Traffic Volumes

Street	Vehicles per Day Before Test ¹	With Striping ²		With Striping & Speed Feedback Sign ³	
		Vehicles per Day	Percent Change	Vehicles per Day	Percent Change
Lincoln Avenue	829	750	-10%	821	-1%
Horicon Avenue	1,197	1,331	11%	1,230	3%
Coolidge Avenue	848	749	-12%	889	5%

1. July 14 through July 21, 2011, data collected with ATRs installed by the Warren County DPW

2. July 28 through August 3, 2011, data collected with ATRs installed by RSG

3. August 5 through August 11, 2011, data collected with ATRs installed by RSG

4.3 Residents' Questionnaire

Questionnaires were distributed to all households along Lincoln Avenue to gather residents' opinions about speeding, traffic, and the effectiveness of the striping. Of the 51 questionnaires distributed, 29 were returned, which represents a 57% response rate. While the response rate was large, the questionnaire was not designed as a scientific survey that reflects the opinions of all households. Of the 29 surveys returned, 27 believe that speeding is either a significant or minor problem (Table 7), suggesting that the responders have a particular interest in this issue.



Table 7: Response to Question 1

Question: Do you feel speeding is a problem on Lincoln Avenue?

Response Choices	Totals by Response
Speeding is a significant problem	16
Speeding is a minor problem	11
Speeding is not a problem	2
Total Responses	29

Consistent with the ATR traffic count and speed data, most of the respondents did not perceive a change in the vehicle speeds on Lincoln Avenue while the striping was in place (Table 8). None of the respondents noticed an increase in speeds.

Table 8: Responses to Question 2

Question: Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Response Choices	Totals by Response
Speeds decreased significantly	2
Speeds decreased somewhat	6
Speeds were about the same	13
Speeds increased somewhat	0
Speeds increased significantly	0
Don't know	8
Total Responses	29

Although ATR data suggest traffic volumes decreased on Lincoln Avenue during the test, respondents did not notice a change (Table 9). Unless a person counts cars over an extended period of time, it is difficult to identify small changes in traffic volumes. The fact that the respondents did not perceive a change in traffic, even though traffic did decrease by 8-10%, suggests that these differences are within normal weekly and daily variations.

Table 9: Responses to Question 3

Question: Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Response Choices	Totals by Response
The number of cars decreased significantly	0
The number of cars decreased somewhat	0
The number of cars was about the same	23
The number of cars increased somewhat	0
The number of cars increased significantly	0
Don't know	6
Totals	29

Respondents considered the striping to have a positive or neutral effect on parking and access to driveways. Pedestrian safety was ranked mostly positive. Written comments suggest that the crosswalks were the primary reason for the positive rating, rather than reduced speeds. Respondents believed that the impact on driver safety was mostly neutral. The impact on aesthetics received the most negative reaction from respondents (Table 10).

Table 10: Responses to Question 4

Question: While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

Issue	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know / No Response	Totals	Overall Observations
On-street parking	4	8	13	0	0	4	29	No effect to positive, no
Ability to enter and exit driveways	3	6	14	1	0	5	29	No effect to positive
Safety for pedestrians crossing	9	7	9	1	0	3	29	Mostly positive
Safety for motorists	3	3	15	0	0	8	29	Mostly no effect
General aesthetics of the street	3	3	5	6	7	5	29	Widest range of responses, but more

In addition to the numerical ratings of these issues, the questionnaire invited participants to provide open-ended comments. Themes that emerge from a review of the comments include:

- Support for the crosswalks.
- Concern about vehicles ignoring stop signs and support for the stop bars which reinforce the need and requirement to stop.
- The striping made the street feel more commercial rather residential.



- Striping helped to manage the parking at the Glen Street end of Lincoln Avenue (which has been a point of contention in the neighborhood), but was not that effective or useful along the rest of Lincoln Avenue.

Complete comments are provided in Appendix D.

5. CONCLUSIONS

The purpose of this study is to identify and evaluate the effectiveness of low cost traffic calming measures to address concerns about vehicle speed and related safety issues on residential streets in Glens Falls, New York. Lincoln Avenue was used as a case study. Input from residents and city officials has been combined with an analysis of traffic data collected during a demonstration project of two low cost traffic calming alternatives to reach the following conclusions.

- The line striping alternative was not effective at reducing speeds, and even appears to have encouraged faster speeds. The longitudinal striping was tested as a low cost approach to create the perception of a narrower street. Street narrowing options such as center island narrowing and chokers have been found to reduce speeds between 7% and 14% (Table 1). Striping, however, lacks vertical elements like curbing and varying road edge conditions, which are effective at slowing traffic. These results support the findings of a dated but relevant study that evaluated the use of road markings on speeds in residential areas. That study concluded that longitudinal pavement markings combined with raised pavement markings to create the impression of a narrower street have no effect on the mean speeds or distribution of drivers on residential streets³.
- While the longitudinal striping was not effective at reducing speeds, the stop bars and crosswalks incorporated into the plan have other benefits. The stop bars reinforce the stop signs and could help increase stopping compliance, which is a particular concern of Lincoln Avenue residents at the Crandall Street intersection. Residents also felt that the crosswalk at Davis Street improved conditions for pedestrians.
- The speed feedback sign reduced speeds slightly. The speed feedback sign includes a static sign that shows the posted speed of 30 mph. Thus, motorists were only encouraged to keep their speed at 30 mph.

To address residents' concern about speeding, additional measures will be necessary to achieve the maximum acceptable target of 28 mph. Under existing conditions, the 85th percentile speed was measured at 31 mph, which is approximately 11% faster than residents' preferred maximum speed. One potential solution is to implement the roadway design changes proposed in the Alternative 2. This includes a choker concept and traffic circle which have the potential to decrease speeds between 11-14%. However, the roadway changes proposed in Alternative 2 would cost approximately \$120,000 to construct. If used throughout the city to address speeding concerns, roadway design changes would have a substantial total cost. Other issues related to emergency vehicle access, snow plowing and maintenance would also need to be addressed on a city-wide basis before proceeding. Given the potential cost, a field test should be conducted to determine if the Alternative 2 plan would reduce speeds enough to achieve the desired target of 28 mph.

³ "The Use of Road Markings to Narrow Lanes for Controlling Speed in Residential Areas", Harry S. Lum; ITE Journal, June 1984.

Studies have found portable speed feedback signs are effective while deployed, but their effectiveness fades quickly once removed, particularly on streets that serve through traffic⁴. Although speed feedback signs are only effective while active, permanently-mounted signs could represent an effective, low cost option available to the city. These signs cost approximately \$2,500 per installation.

The speed perception survey indicates that 28 mph is the maximum acceptable speed for residents and pedestrians along Lincoln Avenue. The survey participants were nearly unanimous that a 25 mph speed is acceptable. If the perception of non-auto users is factored into the decision about a safe and reasonable posted speed on a residential street, then 25 mph is justified. If the city is faced with continued dissatisfaction with speeding traffic, it could consider reducing the official posted speed from 30 mph to 25 mph on residential streets. In some cases, where roadway conditions encourage faster speeds, simply posting a 25 mph speed limit sign will not result in slower speeds. For these situations, traffic calming measures, including permanently-mounted speed feedback signs, or physical changes to a roadway's design, may be necessary to achieve slower speeds.

⁴ San Jose has found radar speed trailers effective only while displayed. The residual effect is negligible. Kirkland, WA, reports that radar speed trailers, while displayed, reduce speed by 25 percent. In the longer term (30 days after a series of applications), speeds are reduced by 6 percent on streets with traffic volumes below 600 vehicles per day; on such streets, most traffic is local, and radar speed trailers raise residents' consciousness. On higher volume streets serving through traffic, the long term effect of radar speed trailers has been found to be negligible. <http://www.ite.org/traffic/tcsop/Chapter5c.pdf>

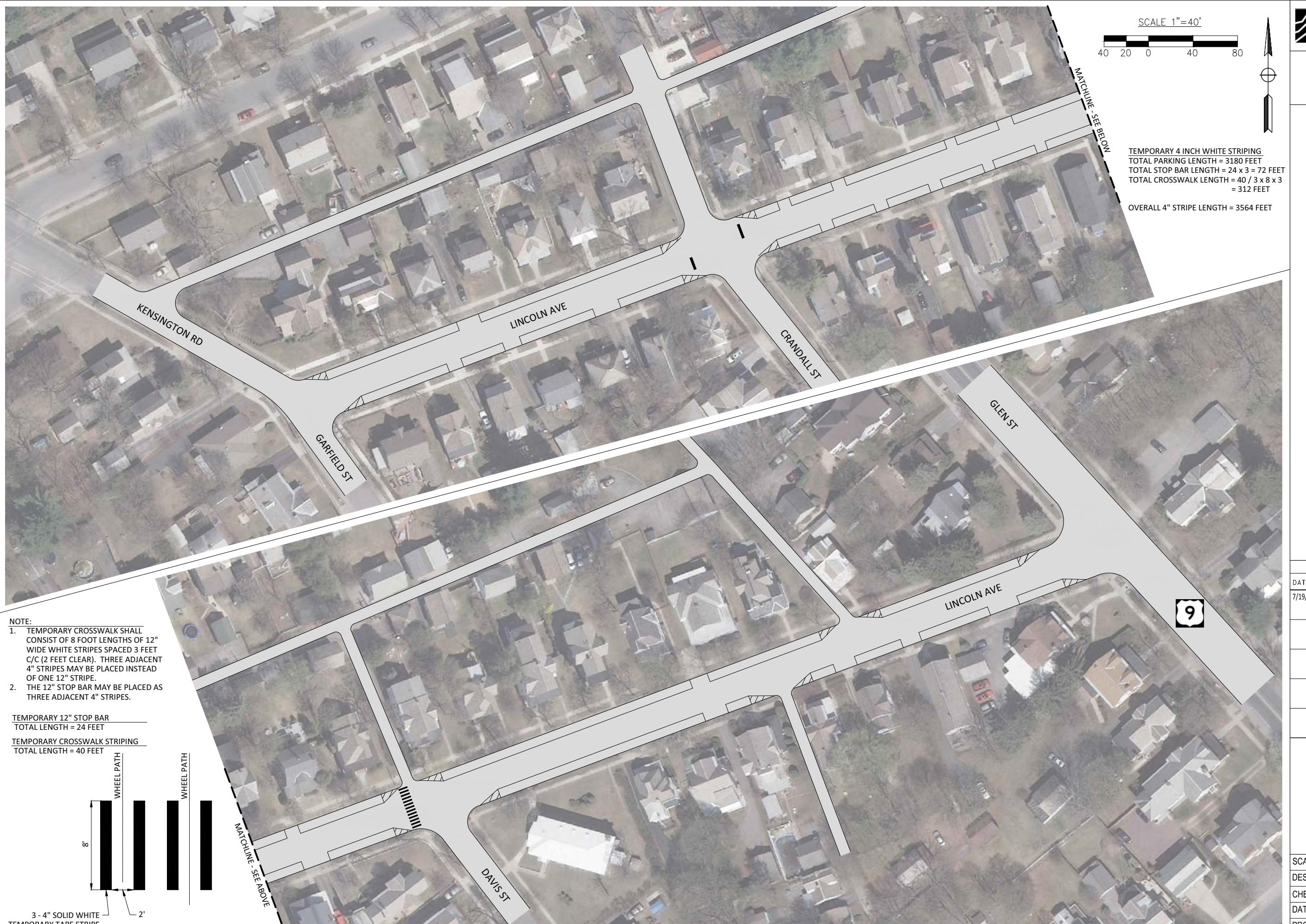


APPENDIX A

Traffic Calming Concept Plans



Lincoln Avenue Traffic Calming Study
October 2011



Resource Systems Group, Inc
60 Lake Street, Suite 1E
Burlington, VT 05401
p: (802) 383-0118 f: (802) 383-0122
www.rsginc.com



Adirondack/
Glens
Falls
Transportation
Council

LINCOLN AVE TRAFFIC CALMING
GLENS FALLS, NY

AVE | TRAFFIC
GLENS FALLS, NY

REVISIONS		
E	DESCRIPTION	BY
/11	ADDED X-WALKS AND S-BAR, OVERALL LENGTH OF 4" WHITE STRIP = 3572 FEET	CDM

E: 1"=40"
GNED BY: CM
CKED BY: JS
: 07/06/11
.NO: 10243



LINCOLN AVE TRAFFIC CALMING GLENS FALLS, NY

ALTERNATIVE 2 - HARDSCAPE IMPROVEMENTS

SCALE: 1"=40'	SHEET 2
DESIGNED BY CDM	
CHECKED BY: J_S	
DATE: 06/07/11	OF 2

PROJNO: 10243

Resource Systems Group, Inc.
80 Lake Street Suite 1E
Burlington, VT 05401
p: (802) 863-5410 f: (802) 863-0122
www.rsginc.com



Adirondack/
Glens
Falls
Transportation
Council

APPENDIX B

Speed Perception Survey



Lincoln Avenue Traffic Calming Study
October 2011

VU OBSERVE

Radar Gun Observed Speeds Form (15-35 mph range)

Lincoln Avenue Residents' Speed Perception Survey

June 8, 2011

Run #	Target Speed	Observed Speed
0	-	-
1	35	33.0
2	25	24.5
3	35	37.1
4	25	25.6
5	30	31.0
6	20	18.9
7	15	14.7
8	30	27.7
9	35	33.3
10	15	15.1
11	20	17.8
12	30	28.4
13	35	30.4
14	25	24.4
15	30	30.6
16	20	20.3
17	25	27.0
18	30	28.7
19	30	31.1
20	25	24.7
21	25	25.9
22	15	16.2
23	30	29.8
24	15	15.8
25	35	36.8
26	20	20.8
27	30	31.4
28	30	28.6
29	20	21.5
30	30	30.2
31	35	34.3
32	30	28.8
33	15	18.7
34	30	28.8
35	20	21.4
36	15	17.6
37	20	21.4
38	25	20.8
39	15	13.5
40	15	15.3
41	30	29.8
42	15	17.1
43	15	18.3
44	15	16.7
45	35	35.3
46	30	30.4
47	15	17.6
48	20	20.2
49	20	20.3

Run #	Target Speed	Observed Speed
50	20	20.4
51	25	26.8
52	20	18.7
53	30	29.9
54	25	23.8
55	15	17.5
56	15	15.7
57	35	38.3
58	25	24.7
59	35	35.8
60	25	23.5
61	20	23.6
62	20	20.9
63	15	16.0
64	35	35.2
65	25	25.8
66	25	26.1
67	20	22.1
68	35	36.0
69	30	30.0
70	35	35.2
71	30	33.5
72	25	25.4
73	15	18.1
74	25	26.7
75	35	37.3
76	20	21.8
77	30	30.5
78	15	16.6
79	20	25.3
80	15	17.1
81	30	31.3
82	25	23.4
83	15	17.4
84	20	21.1
85	20	23.7
86	25	23.4
87	35	30.1
88	35	36.0
89	35	36.1
90	35	37.9
91	25	-
92	15	16.9
93	35	37.0
94	35	34.4
95	30	31.1
96	25	24.0
97	15	21.0
98	30	29.6
99	30	35.2

Run #	Target Speed	Observed Speed
100	15	13.3
101	30	33.0
102	25	-
103	25	-
104	30	-
105	35	-
106	30	-
107	20	-
108	15	-
109	25	-
110	30	-
111	20	-
112	25	-
113	35	-
114	15	-
115	20	-
116	25	-
117	20	-
118	25	-
119	30	-
120	15	-
121	30	-
122	15	-
123	30	-
124	20	-
125	20	-
126	20	-
127	35	-
128	20	-
129	15	-
130	20	-
131	30	-
132	20	-
133	20	-
134	35	-
135	30	-
136	25	-
137	15	-
138	25	-
139	20	-
140	35	-
141	30	-
142	20	-
143	35	-
144	20	-
145	35	-
146	20	-
147	25	-
148	25	-
149	25	-

Run #	Target Speed	Observed Speed
150	15	-
151	25	-
152	35	-
153	15	-
154	25	-
155	35	-
156	15	-
157	35	-
158	15	-
159	20	-
160	35	-

91 missed

Glens Falls Residents' Speed Acceptability Survey

Participant Information

Respondent Number: 01

Name (optional): Tim O'HARA

Address (street name is sufficient): 16 Lincoln Ave.

Age (check one)

Less than 18 years old	
18 to 25	
26-40	
41-60	
Greater than 60	<input checked="" type="checkbox"/>

Male	<input checked="" type="checkbox"/>
Female	

Please indicate the number of people in your household and their ages:

2 - 68
- 64

somewhat

To what extent do you agree or disagree that cars travel too fast in this neighborhood (check one)

Strongly Agree	
Agree	<input checked="" type="checkbox"/>
Neither Agree or Disagree	
Disagree	
Strongly Disagree	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 01

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable				Neutral				Very Unacceptable		
1	+4	+3	+2	+1	0	-1	-2	-3	-4		
2	+4	+3	+2	+1	0	-1	-2	-3	-4		
3	+4	+3	+2	+1	0	-1	-2	-3	-4		
4	+4	+3	+2	+1	0	-1	-2	-3	-4		
5	+4	+3	+2	+1	0	-1	-2	-3	-4		
6	+4	+3	+2	+1	0	-1	-2	-3	-4		
7	+4	+3	+2	+1	0	-1	-2	-3	-4		
8	+4	+3	+2	+1	0	-1	-2	-3	-4		
9	+4	+3	+2	+1	0	-1	-2	-3	-4		
10	+4	+3	+2	+1	0	-1	-2	-3	-4		
11	+4	+3	+2	+1	0	-1	-2	-3	-4		
12	+4	+3	+2	+1	0	-1	-2	-3	-4		
13	+4	+3	+2	+1	0	-1	-2	-3	-4		
14	+4	+3	+2	+1	0	-1	-2	-3	-4		
15	+4	+3	+2	+1	0	-1	-2	-3	-4		
16	+4	+3	+2	+1	0	-1	-2	-3	-4		
17	+4	+3	+2	+1	0	-1	-2	-3	-4		
18	+4	+3	+2	+1	0	-1	-2	-3	-4		
19	+4	+3	+2	+1	0	-1	-2	-3	-4		

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 01

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable			Neutral				Very Unacceptable		
20	+4	+3	+2	+1	0	-1	-2	-3	-4	
21	+4	+3	+2	+1	0	-1	-2	-3	-4	
22	+4	+3	+2	+1	0	-1	-2	-3	-4	
23	+4	+3	+2	+1	0	-1	-2	-3	-4	
24	+4	+3	+2	+1	0	-1	-2	-3	-4	
25	+4	+3	+2	+1	0	-1	-2	-3	-4	
26	+4	+3	+2	+1	0	-1	-2	-3	-4	
27	+4	+3	+2	+1	0	-1	-2	-3	-4	
28	+4	+3	+2	+1	0	-1	-2	-3	-4	
29	+4	+3	+2	+1	0	-1	-2	-3	-4	
30	+4	+3	+2	+1	0	-1	-2	-3	-4	
31	+4	+3	+2	+1	0	-1	-2	-3	-4	
32	+4	+3	+2	+1	0	-1	-2	-3	-4	
33	+4	+3	+2	+1	0	-1	-2	-3	-4	
34	+4	+3	+2	+1	0	-1	-2	-3	-4	
35	+4	+3	+2	+1	0	-1	-2	-3	-4	
36	+4	+3	+2	+1	0	-1	-2	-3	-4	
37	+4	+3	+2	+1	0	-1	-2	-3	-4	
38	+4	+3	+2	+1	0	-1	-2	-3	-4	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 01

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable		
39	+4	+3	+2	+1	0	-1	-2	-3	-4
40	+4	+3	+2	+1	0	-1	-2	-3	-4
41	+4	+3	+2	+1	0	-1	-2	-3	-4
42	+4	+3	+2	+1	0	-1	-2	-3	-4
43	+4	+3	+2	+1	0	-1	-2	-3	-4
44	+4	+3	+2	+1	0	-1	-2	-3	-4
45	+4	+3	+2	+1	0	-1	-2	-3	-4
46	+4	+3	+2	+1	0	-1	-2	-3	-4
47	+4	+3	+2	+1	0	-1	-2	-3	-4
48	+4	+3	+2	+1	0	-1	-2	-3	-4
49	+4	+3	+2	+1	0	-1	-2	-3	-4
50	+4	+3	+2	+1	0	-1	-2	-3	-4
51	+4	+3	+2	+1	0	-1	-2	-3	-4
52	+4	+3	+2	+1	0	-1	-2	-3	-4
53	+4	+3	+2	+1	0	-1	-2	-3	-4
54	+4	+3	+2	+1	0	-1	-2	-3	-4
55	+4	+3	+2	+1	0	-1	-2	-3	-4
56	+4	+3	+2	+1	0	-1	-2	-3	-4
57	+4	+3	+2	+1	0	-1	-2	-3	-4

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 01

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable				Neutral				Very Unacceptable		
58	+4	+3	+2	+1	0	-1	-2	-3	-4		
59	+4	+3	+2	+1	0	-1	-2	-3	-4		
60	+4	+3	+2	+1	0	-1	-2	-3	-4		
61	+4	(+3)	+2	+1	0	-1	-2	-3	-4		
62	+4	(+3)	+2	+1	0	-1	-2	-3	-4		
63	(+4)	+3	+2	+1	0	-1	-2	-3	-4		
64	+4	+3	+2	+1	0	-1	-2	-3	-4		
65	+4	+3	+2	(+1)	0	-1	-2	-3	-4		
66	+4	+3	+2	(+1)	0	-1	-2	-3	-4		
67	+4	(+3)	+2	+1	0	-1	-2	-3	-4		
68	+4	+3	+2	+1	0	-1	-2	-3	(-4)		
69	+4	+3	+2	+1	0	(-1)	-2	-3	-4		
70	+4	+3	+2	+1	0	-1	-2	(-3)	-4		
71	+4	+3	+2	+1	0	-1	-2	(-3)	-4		
72	+4	(+3)	+2	+1	0	-1	-2	-3	-4		
73	(+4)	+3	+2	+1	0	-1	-2	-3	-4		
74	+4	(+3)	+2	+1	0	-1	-2	-3	-4		
75	+4	+3	+2	+1	0	-1	-2	(-3)	-4		
76	+4	(+3)	+2	+1	0	-1	-2	-3	-4		

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 01

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable			Neutral				Very Unacceptable		
77	+4	+3	+2	+1	0	-1	-2	-3	-4	
78	+4	+3	+2	+1	0	-1	-2	-3	-4	
79	+4	+3	+2	+1	0	-1	-2	-3	-4	
80	+4	+3	+2	+1	0	-1	-2	-3	-4	
81	+4	+3	+2	+1	0	-1	-2	-3	-4	
82	+4	+3	+2	+1	0	-1	-2	-3	-4	
83	+4	+3	+2	+1	0	-1	-2	-3	-4	
84	+4	+3	+2	+1	0	-1	-2	-3	-4	
85	+4	+3	+2	+1	0	-1	-2	-3	-4	
86	+4	+3	+2	+1	0	-1	-2	-3	-4	
87	+4	+3	+2	+1	0	-1	-2	-3	-4	
88	+4	+3	+2	+1	0	-1	-2	-3	-4	
89	+4	+3	+2	+1	0	-1	-2	-3	-4	
90	+4	+3	+2	+1	0	-1	-2	-3	-4	
91	+4	+3	+2	+1	0	-1	-2	-3	-4	
92	+4	+3	+2	+1	0	-1	-2	-3	-4	
93	+4	+3	+2	+1	0	-1	-2	-3	-4	
94	+4	+3	+2	+1	0	-1	-2	-3	-4	
95	+4	+3	+2	+1	0	-1	-2	-3	-4	
96										
97										
98										

Glens Falls Residents' Speed Acceptability Survey

Participant Information

Respondent Number: 02

Name (optional): Martha Shepard

Address (street name is sufficient): _____

Age (check one)

Less than 18 years old	<input type="checkbox"/>
18 to 25	<input type="checkbox"/>
26-40	<input type="checkbox"/>
41-60	<input checked="" type="checkbox"/>
Greater than 60	<input type="checkbox"/>

Male	<input type="checkbox"/>
Female	<input checked="" type="checkbox"/>

Please indicate the number of people in your household and their ages:

(2) 52 + 53

To what extent do you agree or disagree that cars travel too fast in this neighborhood (check one)

Strongly Agree	<input checked="" type="checkbox"/>
Agree	<input type="checkbox"/>
Neither Agree or Disagree	<input type="checkbox"/>
Disagree	<input type="checkbox"/>
Strongly Disagree	<input type="checkbox"/>

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 02

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable		
1	+4	+3	+2	+1	0	-1	-2	-3	-4
2	+4	+3	+2	+1	0	-1	-2	-3	-4
3	+4	+3	+2	+1	0	-1	-2	-3	-4
4	+4	+3	+2	+1	0	-1	-2	-3	-4
5	+4	+3	+2	+1	0	-1	-2	-3	-4
6	+4	+3	+2	+1	0	-1	-2	-3	-4
7	+4	+3	+2	+1	0	-1	-2	-3	-4
8	+4	+3	+2	+1	0	-1	-2	-3	-4
9	+4	+3	+2	+1	0	-1	-2	-3	-4
10	+4	+3	+2	+1	0	-1	-2	-3	-4
11	+4	+3	+2	+1	0	-1	-2	-3	-4
12	+4	+3	+2	+1	0	-1	-2	-3	-4
13	+4	+3	+2	+1	0	-1	-2	-3	-4
14	+4	+3	+2	+1	0	-1	-2	-3	-4
15	+4	+3	+2	+1	0	-1	-2	-3	-4
16	+4	+3	+2	+1	0	-1	-2	-3	-4
17	+4	+3	+2	+1	0	-1	-2	-3	-4
18	+4	+3	+2	+1	0	-1	-2	-3	-4
19	+4	+3	+2	+1	0	-1	-2	-3	-4

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 02

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable			
20	+4	+3	+2	+1	0	-1	-2	-3	-4	
21	+4	+3	+2	+1	0	-1	-2	-3	-4	
22	+4	+3	+2	+1	0	-1	-2	-3	-4	
23	+4	+3	+2	+1	0	-1	-2	-3	-4	
24	+4	+3	+2	+1	0	-1	-2	-3	-4	
25	+4	+3	+2	+1	0	-1	-2	-3	-4	
26	+4	+3	+2	+1	0	-1	-2	-3	-4	
27	+4	+3	+2	+1	0	-1	-2	-3	-4	
28	+4	+3	+2	+1	0	-1	-2	-3	-4	
29	+4	+3	+2	+1	0	-1	-2	-3	-4	
30	+4	+3	+2	+1	0	-1	-2	-3	-4	
31	+4	+3	+2	+1	0	-1	-2	-3	-4	
32	+4	+3	+2	+1	0	-1	-2	-3	-4	
33	+4	+3	+2	+1	0	-1	-2	-3	-4	
34	+4	+3	+2	+1	0	-1	-2	-3	-4	
35	+4	+3	+2	+1	0	-1	-2	-3	-4	
36	+4	+3	+2	+1	0	-1	-2	-3	-4	
37	+4	+3	+2	+1	0	-1	-2	-3	-4	
38	+4	+3	+2	+1	0	-1	-2	-3	-4	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 02

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable		
39	+4	+3	+2	+1	0	-1	-2	-3	-4
40	+4	+3	+2	+1	0	-1	-2	-3	-4
41	+4	+3	+2	+1	0	-1	(-2)	-3	-4
42	+4	+3	+2	+1	0	-1	-2	-3	-4
43	+4	+3	+2	+1	0	-1	-2	-3	-4
44	+4	+3	+2	+1	0	-1	-2	-3	-4
45	+4	+3	+2	+1	0	-1	-2	-3	(-4)
46	+4	+3	+2	+1	0	-1	-2	-3	(-4)
47	+4	+3	+2	+1	0	-1	-2	-3	-4
48	+4	+3	+2	+1	0	-1	-2	-3	-4
49	+4	+3	+2	+1	0	-1	-2	-3	-4
50	+4	+3	+2	+1	0	-1	-2	-3	-4
51	+4	+3	+2	+1	0	-1	-2	-3	-4
52	+4	+3	+2	+1	0	-1	-2	-3	-4
53	+4	+3	+2	+1	0	-1	-2	-3	-4
54	+4	+3	+2	+1	0	-1	-2	-3	-4
55	+4	+3	+2	+1	0	-1	-2	-3	-4
56	+4	+3	+2	+1	0	-1	-2	-3	-4
57	+4	+3	+2	+1	0	-1	-2	-3	(-4)

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 02

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable		
58	+4	+3	+2	+1	0	-1	-2	-3	-4
59	+4	+3	+2	+1	0	-1	-2	-3	-4
60	+4	+3	+2	+1	0	-1	-2	-3	-4
61	+4	+3	+2	+1	0	-1	-2	-3	-4
62	+4	+3	+2	+1	0	-1	-2	-3	-4
63	+4	+3	+2	+1	0	-1	-2	-3	-4
64	+4	+3	+2	+1	0	-1	-2	-3	-4
65	+4	+3	+2	+1	0	-1	-2	-3	-4
66	+4	+3	+2	+1	0	-1	-2	-3	-4
67	+4	+3	+2	+1	0	-1	-2	-3	-4
68	+4	+3	+2	+1	0	-1	-2	-3	-4
69	+4	+3	+2	+1	0	-1	-2	-3	-4
70	+4	+3	+2	+1	0	-1	-2	-3	-4
71	+4	+3	+2	+1	0	-1	-2	-3	-4
72	+4	+3	+2	+1	0	-1	-2	-3	-4
73	+4	+3	+2	+1	0	-1	-2	-3	-4
74	+4	+3	+2	+1	0	-1	-2	-3	-4
75	+4	+3	+2	+1	0	-1	-2	-3	-4
76	+4	+3	+2	+1	0	-1	-2	-3	-4

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 02

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable			
77	+4	+3	+2	+1	0	-1	-2	-3	-4	
78	+4	+3	+2	+1	0	-1	-2	-3	-4	
79	+4	+3	+2	+1	0	-1	-2	-3	-4	
80	+4	+3	+2	+1	0	-1	-2	-3	-4	
81	+4	+3	+2	+1	0	-1	-2	-3	-4	
82	+4	+3	+2	+1	0	-1	-2	-3	-4	
83	+4	+3	+2	+1	0	-1	-2	-3	-4	
84	+4	+3	+2	+1	0	-1	-2	-3	-4	
85	+4	+3	+2	+1	0	-1	-2	-3	-4	
86	+4	+3	+2	+1	0	-1	-2	-3	-4	
87	+4	+3	+2	+1	0	-1	-2	-3	-4	
88	+4	+3	+2	+1	0	-1	-2	-3	-4	
89	+4	+3	+2	+1	0	-1	-2	-3	-4	
90	+4	+3	+2	+1	0	-1	-2	-3	-4	
91	+4	+3	+2	+1	0	-1	-2	-3	-4	
92	+4	+3	+2	+1	0	-1	-2	-3	-4	
93	+4	+3	+2	+1	0	-1	-2	-3	-4	
94	+4	+3	+2	+1	0	-1	-2	-3	-4	
95	+4	+3	+2	+1	0	-1	-2	-3	-4	
96	—	+4								
97	—	+4								

Glens Falls Residents' Speed Acceptability Survey

Participant Information

Respondent Number: 03

Name (optional): Kate Austin-Avon

Address (street name is sufficient): Morgan Avenue

Age (check one)

Less than 18 years old	
18 to 25	
26-40	✓
41-60	
Greater than 60	

Male	
Female	✓

Please indicate the number of people in your household and their ages:

(2)

28 + 30

To what extent do you agree or disagree that cars travel too fast in this neighborhood (check one)

Strongly Agree	
Agree	
Neither Agree or Disagree	✓
Disagree	
Strongly Disagree	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 03

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable				Neutral				Very Unacceptable	
1	+4	+3	+2	+1	0	-1	-2	<u>-3</u>	-4	
2	+4	+3	+2	+1	0	<u>-1</u>	-2	-3	-4	
3	+4	+3	+2	+1	0	-1	-2	-3	<u>-4</u>	
4	+4	+3	+2	+1	0	-1	<u>-2</u>	-3	-4	
5	+4	+3	+2	+1	0	<u>-1</u>	-2	-3	-4	
6	+4	<u>+3</u>	+2	+1	0	-1	-2	-3	-4	
7	<u>+4</u>	+3	+2	+1	0	-1	-2	-3	-4	
8	+4	+3	+2	+1	0	<u>-1</u>	-2	-3	-4	
9	+4	+3	+2	+1	0	-1	-2	<u>-3</u>	-4	
10	<u>+4</u>	+3	+2	+1	0	-1	-2	-3	-4	
11	+4	<u>+3</u>	+2	+1	0	-1	-2	-3	<u>-4</u>	
12	+4	+3	+2	+1	0	<u>-1</u>	-2	-3	-4	
13	+4	+3	+2	+1	0	-1	<u>-2</u>	-3	-4	
14	+4	+3	+2	+1	<u>0</u>	-1	-2	-3	-4	
15	+4	+3	+2	+1	0	-1	<u>-2</u>	-3	-4	
16	+4	<u>+3</u>	+2	+1	0	-1	-2	-3	-4	
17	+4	+3	+2	+1	0	<u>-1</u>	-2	-3	-4	
18	+4	+3	+2	+1	0	<u>-1</u>	-2	-3	-4	
19	+4	+3	+2	+1	0	<u>-1</u>	-2	-3	-4	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 03

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	+4	+3	+2	+1	Neutral	0	-1	-2	-3	-4	Very Unacceptable
20 09							0					
21 00							0					
22 00							0					
23 00							0					
24 03							0					
25 09							0					
26 05							0					
27 00							0					
28 00							0					
29 00							0					
30 09							0					
31 00							0					
32 01							0					
33 02							0					
34 03							0					
35 04							0					
36 03							0					
37 00							0					
38							0					

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 03

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable		
39	+4	+3	+2	+1	0	-1	-2	-3	-4
40	+4	+3	+2	+1	0	-1	-2	-3	-4
41	+4	+3	+2	+1	0	-1	-2	-3	-4
42	+4	+3	+2	+1	0	-1	-2	-3	-4
43	+4	+3	+2	+1	0	-1	-2	-3	-4
44	+4	+3	+2	+1	0	-1	-2	-3	-4
45	+4	+3	+2	+1	0	-1	-2	-3	-4
46	+4	+3	+2	+1	0	-1	-2	-3	-4
47	+4	+3	+2	+1	0	-1	-2	-3	-4
48	+4	+3	+2	+1	0	-1	-2	-3	-4
49	+4	+3	+2	+1	0	-1	-2	-3	-4
50	+4	+3	+2	+1	0	-1	-2	-3	-4
51	+4	+3	+2	+1	0	-1	-2	-3	-4
52	+4	+3	+2	+1	0	-1	-2	-3	-4
53	+4	+3	+2	+1	0	-1	-2	-3	-4
54	+4	+3	+2	+1	0	-1	-2	-3	-4
55	+4	+3	+2	+1	0	-1	-2	-3	-4
56	+4	+3	+2	+1	0	-1	-2	-3	-4
57	+4	+3	+2	+1	0	-1	-2	-3	-4

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 03

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable				Neutral				Very Unacceptable
59	+4	+3	+2	+1	0	-1	-2	-3	-4
69	+4	+3	+2	+1	0	-1	-2	-3	-4
60	+4	+3	+2	+1	0	-1	-2	-3	-4
61	+4	+3	+2	+1	0	-1	-2	-3	-4
62	+4	+3	+2	+1	0	-1	-2	-3	-4
63	+4	+3	+2	+1	0	-1	-2	-3	-4
64	+4	+3	+2	+1	0	-1	-2	-3	-4
65	+4	+3	+2	+1	0	-1	-2	-3	-4
66	+4	+3	+2	+1	0	-1	-2	-3	-4
67	+4	+3	+2	+1	0	-1	-2	-3	-4
68	+4	+3	+2	+1	0	-1	-2	-3	-4
69	+4	+3	+2	+1	0	-1	-2	-3	-4
70	+4	+3	+2	+1	0	-1	-2	-3	-4
71	+4	+3	+2	+1	0	-1	-2	-3	-4
72	+4	+3	+2	+1	0	-1	-2	-3	-4
73	+4	+3	+2	+1	0	-1	-2	-3	-4
74	+4	+3	+2	+1	0	-1	-2	-3	-4
75	+4	+3	+2	+1	0	-1	-2	-3	-4
76	+4	+3	+2	+1	0	-1	-2	-3	-4

missed 62
Sorry

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 03

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	+4	+3	+2	+1	0	Neutral	-1	-2	-3	Very Unacceptable
77		+4	+3	+2	+1	0		-1	-2	-3	-4
78		+4	+3	+2	+1	0		-1	-2	-3	-4
79		+4	+3	+2	+1	0		-1	-2	-3	-4
80		+4	+3	+2	+1	0		-1	-2	-3	-4
81		+4	+3	+2	+1	0		-1	-2	-3	-4
82		+4	+3	+2	+1	0		-1	-2	-3	-4
83		+4	+3	+2	+1	0		-1	-2	-3	-4
84		+4	+3	+2	+1	0		-1	-2	-3	-4
85		+4	+3	+2	+1	0		-1	-2	-3	-4
86		+4	+3	+2	+1	0		-1	-2	-3	-4
87		+4	+3	+2	+1	0		-1	-2	-3	-4
88		+4	+3	+2	+1	0		-1	-2	-3	-4
89		+4	+3	+2	+1	0		-1	-2	-3	-4
90		+4	+3	+2	+1	0		-1	-2	-3	-4
91		+4	+3	+2	+1	0		-1	-2	-3	-4
92		+4	+3	+2	+1	0		-1	-2	-3	-4
93		+4	+3	+2	+1	0		-1	-2	-3	-4
94		+4	+3	+2	+1	0		-1	-2	-3	-4
95		+4	+3	+2	+1	0		-1	-2	-3	-4

Glens Falls Residents' Speed Acceptability Survey

Participant Information

Respondent Number: 04

Name (optional): KJ

Address (street name is sufficient): Warriner

Age (check one)

Less than 18 years old	<input type="checkbox"/>
18 to 25	<input type="checkbox"/>
26-40	<input type="checkbox"/>
41-60	<input checked="" type="checkbox"/> X
Greater than 60	<input type="checkbox"/>

Male	<input type="checkbox"/>
Female	<input checked="" type="checkbox"/> Y

Please indicate the number of people in your household and their ages:

2 - 750

To what extent do you agree or disagree that cars travel too fast in this neighborhood (check one)

Strongly Agree	<input type="checkbox"/>
Agree	<input type="checkbox"/>
Neither Agree or Disagree	<input type="checkbox"/>
Disagree	<input type="checkbox"/>
Strongly Disagree	<input type="checkbox"/>

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 04

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable				Neutral			Very Unacceptable		
1	+4	+3	+2	+1	0	-1	<u>-1</u>	-3	-4	
2	+4	+3	+2	+1	0	-1	<u>-2</u>	-3	-4	
3	+4	+3	+2	+1	0	-1	<u>-2</u>	-3	-4	
4	+4	+3	+2	+1	0	<u>-1</u>	-2	-3	-4	
5	+4	+3	+2	+1	0	<u>-1</u>	-2	-3	-4	
6	+4	+3	+2	<u>+1</u>	0	-1	-2	-3	-4	
7	<u>+4</u>	+3	+2	+1	0	-1	-2	-3	-4	
8	+4	+3	+2	+1	0	-1	<u>-2</u>	-3	-4	
9	+4	+3	+2	+1	0	-1	<u>-2</u>	-3	-4	
10	<u>+4</u>	+3	+2	+1	0	-1	-2	-3	-4	
11	<u>+4</u>	+3	+2	+1	0	-1	-2	-3	-4	
12	+4	+3	+2	+1	0	-1	<u>-2</u>	-3	-4	
13	+4	+3	+2	+1	0	-1	-2	<u>-3</u>	-4	
14	+4	+3	+2	+1	<u>0</u>	-1	-2	-3	-4	
15	+4	+3	+2	+1	0	<u>-1</u>	-2	-3	-4	
16	+4	<u>+3</u>	+2	+1	0	-1	-2	-3	-4	
17	+4	+3	+2	+1	0	-1	<u>-2</u>	-3	-4	
18	+4	+3	+2	+1	0	<u>-1</u>	-2	-3	-4	
19	+4	+3	+2	+1	0	-1	-2	<u>-3</u>	-4	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 04

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	+4	+3	+2	+1	0	Neutral	-1	-2	-3	-4	Very Unacceptable
20		+4	+3	+2	+1	0	-1					
21		+4	+3	+2	+1	0	-1					
22		+4	+3	+2	+1	0	-1					
23		+4	+3	+2	+1	0	-1	-2				
24		+4	+3	+2	+1	0	-1	-2				
25		+4	+3	+2	+1	0	-1	-2	-3	-4		
26		+4	+3	+2	+1	0	-1	-2	-3	-4		
27		+4	+3	+2	+1	0	-1	-2	-3	-4		
28		+4	+3	+2	+1	0	-1	-2	-3	-4		
29		+4	+3	+2	+1	0	-1	-2	-3	-4		
30		+4	+3	+2	+1	0	-1	-2	-3	-4		
31		+4	+3	+2	+1	0	-1	-2	-3	-4		
32		+4	+3	+2	+1	0	-1	-2	-3	-4		
33		+4	+3	+2	+1	0	-1	-2	-3	-4		
34		+4	+3	+2	+1	0	-1	-2	-3	-4		
35		+4	+3	+2	+1	0	-1	-2	-3	-4		
36		+4	+3	+2	+1	0	-1	-2	-3	-4		
37		+4	+3	+2	+1	0	-1	-2	-3	-4		
38		+4	+3	+2	+1	0	-1	-2	-3	-4		

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 04

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable		
39	(+4)	+3	+2	+1	0	-1	-2	-3	-4
40	(+4)	+3	+2	+1	0	-1	-2	-3	-4
41	+4	+3	+2	+1	0	(-1)	-2	-3	-4
42	(+4)	+3	+2	+1	0	-1	-2	-3	-4
43	(+4)	+3	+2	+1	0	-1	-2	-3	-4
44	+4	(+3)	+2	+1	0	-1	-2	-3	-4
45	+4	+3	+2	+1	0	-1	-2	-3	(-4)
46	+4	+3	+2	+1	0	-1	-2	(-3)	-4
47	(+4)	+3	+2	+1	0	-1	-2	-3	-4
48	+4	(+3)	+2	+1	0	-1	-2	-3	-4
49	(+4)	+3	+2	+1	0	-1	-2	-3	-4
50	(+4)	+3	+2	+1	0	-1	-2	-3	-4
51	+4	+3	+2	+1	(0)	-1	-2	-3	-4
52	(+4)	+3	+2	+1	0	-1	-2	-3	-4
53	+4	+3	+2	+1	(0)	-1	-2	-3	-4
54	+4	+3	+2	+1	0	(-1)	-2	-3	-4
55	(+4)	+3	+2	+1	0	-1	-2	-3	-4
56	(+4)	+3	+2	+1	0	-1	-2	-3	(-4)
57	+4	+3	+2	+1	0	-1	-2	-3	(-4)

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 04

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable		
58	+4	+3	+2	+1	0	-1	-2	-3	-4
59	+4	+3	+2	+1	0	-1	-2	-3	-4
60	+4	+3	+2	+1	0	-1	-2	-3	-4
61	+4	+3	+2	+1	0	-1	-2	-3	-4
62	+4	+3	+2	+1	0	-1	-2	-3	-4
63	+4	+3	+2	+1	0	-1	-2	-3	-4
64	+4	+3	+2	+1	0	-1	-2	-3	-4
65	+4	+3	+2	+1	0	-1	-2	-3	-4
66	+4	+3	+2	+1	0	-1	-2	-3	-4
67	+4	+3	+2	+1	0	-1	-2	-3	-4
68	+4	+3	+2	+1	0	-1	-2	-3	-4
69	+4	+3	+2	+1	0	-1	-2	-3	-4
70	+4	+3	+2	+1	0	-1	-2	-3	-4
71	+4	+3	+2	+1	0	-1	-2	-3	-4
72	+4	+3	+2	+1	0	-1	-2	-3	-4
73	+4	+3	+2	+1	0	-1	-2	-3	-4
74	+4	+3	+2	+1	0	-1	-2	-3	-4
75	+4	+3	+2	+1	0	-1	-2	-3	-4
76	+4	+3	+2	+1	0	-1	-2	-3	-4

101

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 04

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	+4	+3	+2	+1	Neutral	0	-1	-2	-3	-4	Very Unacceptable
77		+4	+3	+2	+1	0		-1	-2	-3	-4	
78		+4	+3	+2	+1	0		-1	-2	-3	-4	
79		+4	+3	+2	+1	0		-1	-2	-3	-4	
80		+4	+3	+2	+1	0		-1	-2	-3	-4	
81		+4	+3	+2	+1	0		-1	-2	-3	-4	
82		+4	+3	+2	+1	0		-1	-2	-3	-4	
83		+4	+3	+2	+1	0		-1	-2	-3	-4	
84		+4	+3	+2	+1	0		-1	-2	-3	-4	
85		+4	+3	+2	+1	0		-1	-2	-3	-4	
86		+4	+3	+2	+1	0		-1	-2	-3	-4	
87		+4	+3	+2	+1	0		-1	-2	-3	-4	
88		+4	+3	+2	+1	0		-1	-2	-3	-4	
89		+4	+3	+2	+1	0		-1	-2	-3	-4	
90		+4	+3	+2	+1	0		-1	-2	-3	-4	
91		+4	+3	+2	+1	0		-1	-2	-3	-4	
92		+4	+3	+2	+1	0		-1	-2	-3	-4	
93		+4	+3	+2	+1	0		-1	-2	-3	-4	
94		+4	+3	+2	+1	0		-1	-2	-3	-4	
95		+4	+3	+2	+1	0		-1	-2	-3	-4	
96							+2					
97												
98												
99												
100												

Glens Falls Residents' Speed Acceptability Survey

Participant Information

Respondent Number: 05

Name (optional): Lloyd Mott

Address (street name is sufficient): 96 County Club Rd, Glens Falls

Age (check one)

Less than 18 years old	
18 to 25	
26-40	
41-60	
Greater than 60	X

Male	X
Female	

Please indicate the number of people in your household and their ages:

(2) 68, 67

(Daughter lives on Lincoln / grand daughter)

To what extent do you agree or disagree that cars travel too fast in this neighborhood (check one)

Strongly Agree	
Agree	
Neither Agree or Disagree	
Disagree	
Strongly Disagree	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 05

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable					Neutral				Very Unacceptable	
1.	+4	+3	+2	+1	0	-1	-2	-3	-4		
2.	+4	+3	+2	+1	0	-1	-2	-3	-4		
3.	+4	+3	+2	+1	0	-1	-2	-3	-4		
4.	+4	+3	+2	+1	0	-1	-2	-3	-4		
5.	+4	+3	+2	+1	0	-1	-2	-3	-4		
6.	+4	+3	+2	+1	0	-1	-2	-3	-4		
7.	+4	+3	+2	+1	0	-1	-2	-3	-4		
8.	+4	+3	+2	+1	0	-1	-2	-3	-4		
9.	+4	+3	+2	+1	0	-1	-2	-3	-4		
10.	+4	+3	+2	+1	0	-1	-2	-3	-4		
11.	+4	+3	+2	+1	0	-1	-2	-3	-4		
12.	+4	+3	+2	+1	0	-1	-2	-3	-4		
13.	+4	+3	+2	+1	0	-1	-2	-3	-4		
14.	+4	+3	+2	+1	0	-1	-2	-3	-4		
15.	+4	+3	+2	+1	0	-1	-2	-3	-4		
16.	+4	+3	+2	+1	0	-1	-2	-3	-4		
17.	+4	+3	+2	+1	0	-1	-2	-3	-4		
18.	+4	+3	+2	+1	0	-1	-2	-3	-4		
19.	+4	+3	+2	+1	0	-1	-2	-3	-4		

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 05

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable				Neutral			Very Unacceptable		
20,	+4	+3	+2	+1	0	-1	-2	-3	-4	
21,	+4	+3	+2	+1	0	-1	-2	-3	-4	
22,	+4	+3	+2	+1	0	-1	-2	-3	-4	
23,	+4	+3	+2	+1	0	-1	-2	-3	-4	
24,	+4	+3	+2	+1	0	-1	-2	-3	-4	
25,	+4	+3	+2	+1	0	-1	-2	-3	-4	
26,	+4	+3	+2	+1	0	-1	-2	-3	-4	
27,	+4	+3	+2	+1	0	-1	-2	-3	-4	
28,	+4	+3	+2	+1	0	-1	-2	-3	-4	
29,	+4	+3	+2	+1	0	-1	-2	-3	-4	
30,	+4	+3	+2	+1	0	-1	-2	-3	-4	
31,	+4	+3	+2	+1	0	-1	-2	-3	-4	
32,	+4	+3	+2	+1	0	-1	-2	-3	-4	
33,	+4	+3	+2	+1	0	-1	-2	-3	-4	
34,	+4	+3	+2	+1	0	-1	-2	-3	-4	
35,	+4	+3	+2	+1	0	-1	-2	-3	-4	
36,	+4	+3	+2	+1	0	-1	-2	-3	-4	
37,	+4	+3	+2	+1	0	-1	-2	-3	-4	
38,	+4	+3	+2	+1	0	-1	-2	-3	-4	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 05

Please rate how acceptable you find the speed of each test car run
 (Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable			
39,	+4	+3	+2	+1	0	-1	-2	-3	-4	
40,	+4	+3	+2	+1	0	-1	-2	-3	-4	
41,	+4	+3	+2	+1	0	-1	-2	-3	-4	
42,	+4	+3	+2	+1	0	-1	-2	-3	-4	
43,	+4	+3	+2	+1	0	-1	-2	-3	-4	
44,	+4	+3	+2	+1	0	-1	-2	-3	-4	
45,	+4	+3	+2	+1	0	-1	-2	-3	-4	(-4)
46,	+4	+3	+2	+1	0	-1	-2	-3	-4	
47,	+4	+3	+2	+1	0	-1	-2	-3	-4	
48,	+4	+3	+2	+1	0	-1	-2	-3	-4	
49,	+4	+3	+2	+1	0	-1	-2	-3	-4	
50,	+4	+3	+2	+1	0	-1	-2	-3	-4	
51,	+4	+3	+2	+1	0	-1	-2	-3	-4	
52,	+4	+3	+2	+1	0	-1	-2	-3	-4	
53,	+4	+3	+2	+1	0	-1	-2	-3	-4	
54,	+4	+3	+2	+1	0	-1	-2	-3	-4	
55,	+4	+3	+2	+1	0	-1	-2	-3	-4	
56,	+4	+3	+2	+1	0	-1	-2	-3	-4	
57,	+4	+3	+2	+1	0	-1	-2	-3	-4	(-4)

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 05

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 05

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Glens Falls Residents' Speed Acceptability Survey

Participant Information

Respondent Number: 06

Name (optional): Tucker Beaman

Address (street name is sufficient): 25 N Bold

Age (check one)

Less than 18 years old	
18 to 25	
26-40	
41-60	
Greater than 60	<input checked="" type="checkbox"/>

Male	<input checked="" type="checkbox"/>
Female	<input checked="" type="checkbox"/>

Please indicate the number of people in your household and their ages:

1 87 years old

To what extent do you agree or disagree that cars travel too fast in this neighborhood (check one)

Strongly Agree	<input checked="" type="checkbox"/>
Agree	
Neither Agree or Disagree	
Disagree	
Strongly Disagree	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 06

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable				Neutral				Very Unacceptable		
1	+4	+3	+2	+1	0	-1	-2	-3	-4		
2	+4	+3	+2	+1	0	-1	-2	-3	-4		
3	+4	+3	+2	+1	0	-1	-2	-3	-4		
4	+4	+3	+2	+1	0	-1	-2	-3	-4		
5	+4	+3	+2	+1	0	-1	-2	-3	-4		
6	+4	+3	+2	+1	0	-1	-2	-3	-4		
7	+4	+3	+2	+1	0	-1	-2	-3	-4		
8	+4	+3	+2	+1	0	-1	-2	-3	-4		
9	+4	+3	+2	+1	0	-1	-2	-3	-4		
10	+4	+3	+2	+1	0	-1	-2	-3	-4		
11	+4	+3	+2	+1	0	-1	-2	-3	-4		
12	+4	+3	+2	+1	0	-1	-2	-3	-4		
13	+4	+3	+2	+1	0	-1	-2	-3	-4		
14	+4	+3	+2	+1	0	-1	-2	-3	-4		
15	+4	+3	+2	+1	0	-1	-2	-3	-4		
16	+4	+3	+2	+1	0	-1	-2	-3	-4		
17	+4	+3	+2	+1	0	-1	-2	-3	-4		
18	+4	+3	+2	+1	0	-1	-2	-3	-4		
19	+4	+3	+2	+1	0	-1	-2	-3	-4		

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 06

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable		
20	+4	+3	+2	+1	0	-1	-2	-3	-4
21	+4	+3	+2	+1	0	-1	-2	-3	-4
22	+4	+3	+2	+1	0	-1	-2	-3	-4
23	+4	+3	+2	+1	0	-1	-2	-3	-4
24	+4	+3	+2	+1	0	-1	-2	-3	-4
25	+4	+3	+2	+1	0	-1	-2	-3	-4
26	+4	+3	+2	+1	0	-1	-2	-3	-4
27	+4	+3	+2	+1	0	-1	-2	-3	-4
28	+4	+3	+2	+1	0	-1	-2	-3	-4
29	+4	+3	+2	+1	0	-1	-2	-3	-4
30	+4	+3	+2	+1	0	-1	-2	-3	-4
31	+4	+3	+2	+1	0	-1	-2	-3	-4
32	+4	+3	+2	+1	0	-1	-2	-3	-4
33	+4	+3	+2	+1	0	-1	-2	-3	-4
34	+4	+3	+2	+1	0	-1	-2	-3	-4
35	+4	+3	+2	+1	0	-1	-2	-3	-4
36	+4	+3	+2	+1	0	-1	-2	-3	-4
37	+4	+3	+2	+1	0	-1	-2	-3	-4
38	+4	+3	+2	+1	0	-1	-2	-3	-4
39	0								
40	0								
41									

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 06

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable			Neutral				Very Unacceptable		
42	+4	+3	(+2)	+1	0	-1	-2	-3	-4	
43	+4	+3	(+2)	+1	0	-1	-2	-3	-4	
44	+4	+3	(+2)	+1	0	-1	-2	-3	-4	
45	+4	+3	+2	+1	0	-1	-2	-3	-4	
46	+4	+3	+2	+1	(0)	-1	-2	(-3)	-4	
47	+4	+3	+2	+1	(0)	-1	-2	-3	-4	
48	+4	(+3)	+2	+1	0	-1	-2	-3	-4	
49	+4	(+3)	+2	+1	0	-1	-2	-3	-4	
50	+4	+3	(+2)	+1	0	-1	-2	-3	-4	
51	+4	(+3)	+2	+1	0	-1	-2	-3	-4	
52	+4	(+3)	+2	+1	0	-1	-2	-3	-4	
53	+4	+3	+2	+1	0	-1	-2	-3	-4	
54	+4	+3	(+2)	+1	0	-1	-2	-3	-4	
55	+4	+3	(+2)	+1	0	-1	-2	-3	-4	
56	+4	+3	(+2)	+1	0	-1	-2	-3	-4	
57	+4	+3	+2	+1	0	-1	-2	-3	(-4)	
58	+4	+3	+2	+1	(0)	-1	-2	-3	-4	
59	+4	+3	+2	+1	0	-1	-2	-3	(-4)	
60	+4	+3	(+2)	+1	0	-1	-2	-3	-4	

61

P

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 06

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable				Neutral				Very Unacceptable		
62	+4	+3	+2	+1	0	-1	-2	-3	-4		
63	+4	+3	+2	+1	0	-1	-2	-3	-4		
64	+4	+3	+2	+1	0	-1	-2	-3	-4		
65	+4	+3	+2	+1	0	-1	-2	-3	-4		
66	+4	+3	+2	+1	0	-1	-2	-3	-4		
67	+4	+3	+2	+1	0	-1	-2	-3	-4		
68	+4	+3	+2	+1	0	-1	-2	-3	-4		
69	+4	+3	+2	+1	0	-1	-2	-3	-4		
70	+4	+3	+2	+1	0	-1	-2	-3	-4		
71	+4	+3	+2	+1	0	-1	-2	-3	-4		
72	+4	+3	+2	+1	0	-1	-2	-3	-4		
73	+4	+3	+2	+1	0	-1	-2	-3	-4		
74	+4	+3	+2	+1	0	-1	-2	-3	-4		
75	+4	+3	+2	+1	0	-1	-2	-3	-4		
76	+4	+3	+2	+1	0	-1	-2	-3	-4		
77	+4	+3	+2	+1	0	-1	-2	-3	-4		
	+4	+3	+2	+1	0	-1	-2	-3	-4		
79	+4	+3	+2	+1	0	-1	-2	-3	-4		
80	+4	+3	+2	+1	0	-1	-2	-3	-4		

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 06

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable			Neutral			Very Unacceptable		
81	+4	+3	+2	+1	0	-1	-2	-3	-4
82	+4	+3	+2	+1	0	-1	-2	-3	-4
83	+4	+3	+2	+1	0	-1	-2	-3	-4
84	+4	+3	+2	+1	0	-1	-2	-3	-4
85	+4	+3	+2	+1	0	-1	-2	-3	-4
86	+4	+3	+2	+1	0	-1	-2	-3	-4
87	+4	+3	+2	+1	0	-1	-2	-3	-4
88	+4	+3	+2	+1	0	-1	-2	-3	-4
89	+4	+3	+2	+1	0	-1	-2	-3	-4
90	+4	+3	+2	+1	0	-1	-2	-3	-4
91	+4	+3	+2	+1	0	-1	-2	-3	-4
92	+4	+3	+2	+1	0	-1	-2	-3	-4
93	+4	+3	+2	+1	0	-1	-2	-3	-4
94	+4	+3	+2	+1	0	-1	-2	-3	-4
95	+4	+3	+2	+1	0	-1	-2	-3	-4
96	+4	+3	+2	+1	0	-1	-2	-3	-4
97	+4	+3	+2	+1	0	-1	-2	-3	-4
98	+4	+3	+2	+1	0	-1	-2	-3	-4
99	+4	+3	+2	+1	0	-1	-2	-3	-4
100)									

Glens Falls Residents' Speed Acceptability Survey

Participant Information

Respondent Number: 07

Name (optional): Angie St. Andrews

Address (street name is sufficient): 6 Lincoln Ave.

Age (check one)

Less than 18 years old	<input type="checkbox"/>
18 to 25	<input type="checkbox"/>
26-40	<input type="checkbox"/>
41-60	<input checked="" type="checkbox"/>
Greater than 60	<input type="checkbox"/>

Male	<input type="checkbox"/>
Female	<input checked="" type="checkbox"/>

Please indicate the number of people in your household and their ages:

3 10 yrs, 36 yrs, 42 yrs.

To what extent do you agree or disagree that cars travel too fast in this neighborhood (check one)

Strongly Agree	<input checked="" type="checkbox"/>
Agree	<input type="checkbox"/>
Neither Agree or Disagree	<input type="checkbox"/>
Disagree	<input type="checkbox"/>
Strongly Disagree	<input type="checkbox"/>

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 07

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable				Neutral				Very Unacceptable	
1	+4	+3	+2	+1	0	-1	-2	(-3)	-4	
2	+4	+3	+2	+1	0	-1	-2	-3	-4	
3	+4	+3	+2	+1	0	-1	-2	-3	(-4)	
4	+4	+3	+2	+1	0	-1	-2	-3	-4	
5	+4	+3	+2	+1	0	-1	-2	-3	-4	
6 best	+4	+3	+2	+1	0	-1	-2	-3	-4	
7	+4	+3	+2	+1	0	-1	-2	(-3)	-4	
8	+4	+3	+2	+1	0	-1	(-2)	-3	-4	
9	+4	+3	+2	+1	0	-1	-2	-3	-4	
10	+4	+3	+2	+1	0	-1	-2	-3	(-4)	
11 really good	+4	+3	+2	+1	0	-1	-2	-3	-4	
12	+4	+3	+2	+1	0	-1	-2	(-3)	-4	
13	+4	+3	(+2)	+1	0	-1	-2	-3	-4	
14	+4	+3	+2	+1	0	-1	(-2)	-3	-4	
15	+4	+3	+2	+1	0	-1	(-2)	-3	-4	
16	+4	+3	+2	(+1)	0	-1	-2	-3	-4	
17	+4	+3	+2	+1	0	-1	-2	-3	-4	
18	+4	+3	+2	+1	0	-1	(-2)	-3	-4	
19	+4	+3	(+2)	+1	0	-1	-2	-3	-4	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 07

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable			Neutral				Very Unacceptable		
20	+4	+3	(+2)	+1	0	-1	-2	-3	-4	
21	+4	(+3)	+2	+1	0	-1	-2	-3	-4	
22	+4	+3	+2	+1	0	-1	-2	-3	(-4)	May hold up traffic?
23	+4	+3	+2	+1	0	-1	-2	-3	-4	
24	+4	+3	+2	+1	0	-1	-2	-3	(-4)	
25	That was crazy	(+3)	+2	+1	0	-1	-2	-3	(-4)	
26	+4	+3	+2	+1	0	-1	(-2)	-3	-4	
27	+4	+3	(+2)	+1	0	-1	-2	-3	-4	
28	+4	+3	(+2)	+1	0	-1	-2	-3	-4	
29	(+4)	+3	+2	+1	0	-1	-2	-3	-4	
30	+4	+3	(+2)	+1	0	-1	-2	-3	-4	
31	+4	+3	+2	+1	0	-1	-2	(-3)	-4	
32	+4	+3	+2	+1	0	(-1)	-2	-3	-4	
33	+4	+3	+2	+1	0	-1	-2	-3	(-4)	
34	+4	+3	+2	+1	0	-1	(-2)	-3	-4	
35	(+4)	+3	+2	+1	0	-1	-2	-3	-4	
36	+4	+3	+2	+1	0	-1	-2	-3	(-4)	
37	just right	(+4)	+3	+2	+1	0	-1	-2	-3	-4
38	+4	+3	+2	(+1)	0	-1	-2	-3	-4	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 07

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable		
39	+4	+3	+2	+1	0	-1	-2	-3	-4
40	+4	+3	+2	+1	0	-1	-2	-3	-4
41	+4	+3	+2	+1	0	-1	-2	-3	-4
42	+4	+3	+2	+1	0	-1	-2	-3	-4
43	+4	+3	+2	+1	0	-1	-2	-3	-4
44	+4	+3	+2	+1	0	-1	-2	-3	-4
45	+4	+3	+2	+1	0	-1	-2	-3	-4
46	+4	+3	+2	+1	0	-1	-2	-3	-4
47	+4	+3	+2	+1	0	-1	-2	-3	-4
48	+4	+3	+2	+1	0	-1	-2	-3	-4
49	+4	+3	+2	+1	0	-1	-2	-3	-4
50	+4	+3	+2	+1	0	-1	-2	-3	-4
51 Perfect	+4	+3	+2	+1	0	-1	-2	-3	-4
52 slow	+4	+3	+2	+1	0	-1	-2	-3	-4
53 good also	+4	+3	+2	+1	0	-1	-2	-3	-4
54	+4	+3	+2	+1	0	-1	-2	-3	-4
55	+4	+3	+2	+1	0	-1	-2	-3	-4
56	+4	+3	+2	+1	0	-1	-2	-3	-4
57	+4	+3	+2	+1	0	-1	-2	-3	-4

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 07

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable			
58	+4	+3	+2	+1	0	-1	-2	-3	-4	Still too fast
59	+4	+3	+2	+1	0	-1	-2	-3	-4	
60	+4	+3	+2	+1	0	-1	-2	-3	-4	
61	+4	+3	+2	+1	0	-1	-2	-3	-4	
62	+4	+3	+2	+1	0	-1	-2	-3	-4	
63	+4	+3	+2	+1	0	-1	-2	-3	-4	
64	+4	+3	+2	+1	0	-1	-2	-3	-4	
65	+4	+3	+2	+1	0	-1	-2	-3	-4	
66	+4	+3	+2	+1	0	-1	-2	-3	-4	
67	+4	+3	+2	+1	0	-1	-2	-3	-4	
68	+4	+3	+2	+1	0	-1	-2	-3	-4	
69	+4	+3	+2	+1	0	-1	-2	-3	-4	
70	+4	+3	+2	+1	0	-1	-2	-3	-4	
71	+4	+3	+2	+1	0	-1	-2	-3	-4	
72	+4	+3	+2	+1	0	-1	-2	-3	-4	
73	+4	+3	+2	+1	0	-1	-2	-3	-4	
74	+4	+3	+2	+1	0	-1	-2	-3	-4	
75	+4	+3	+2	+1	0	-1	-2	-3	-4	
76	+4	+3	+2	+1	0	-1	-2	-3	-4	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 07

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable				Neutral				Very Unacceptable		
77	+4	+3	+2	+1	0	-1	-2	-3	-4		
78	+4	+3	+2	+1	0	-1	-2	-3	-4		
79	+4	+3	+2	+1	0	-1	-2	-3	-4		
80	+4	+3	+2	+1	0	-1	-2	-3	-4		
81	+4	+3	+2	+1	0	-1	-2	-3	-4		
82	+4	+3	+2	+1	0	-1	-2	-3	-4		
83	+4	+3	+2	+1	0	-1	-2	-3	-4		
84	+4	+3	+2	+1	0	-1	-2	-3	-4		
85	+4	+3	+2	+1	0	-1	-2	-3	-4		
86	+4	+3	+2	+1	0	-1	-2	-3	-4		
87	+4	+3	+2	+1	0	-1	-2	-3	-4		
88	+4	+3	+2	+1	0	-1	-2	-3	-4		
89	+4	+3	+2	+1	0	-1	-2	-3	-4		
90	+4	+3	+2	+1	0	-1	-2	-3	-4		
91	+4	+3	+2	+1	0	-1	-2	-3	-4		
92	+4	+3	+2	+1	0	-1	-2	-3	-4		
93	+4	+3	+2	+1	0	-1	-2	-3	-4		
94	+4	+3	+2	+1	0	-1	-2	-3	-4		
95	+4	+3	+2	+1	0	-1	-2	-3	-4		
96			+2								
97	+4										
98			-1								

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 08

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable				Neutral			Very Unacceptable		
1	+4	+3	+2	+1	0	-1	-2	-3	-4	
2	+4	+3	+2	+1	0	-1	-2	-3	-4	
3	+4	+3	+2	+1	0	-1	-2	-3	-4	
4	+4	+3	+2	+1	0	-1	-2	-3	-4	
5	+4	+3	+2	+1	0	-1	-2	-3	-4	
6	+4	+3	+2	+1	0	-1	-2	-3	-4	
7	+4	+3	+2	+1	0	-1	-2	-3	-4	
8	+4	+3	+2	+1	0	-1	-2	-3	-4	
9	+4	+3	+2	+1	0	-1	-2	-3	-4	
10	+4	+3	+2	+1	0	-1	-2	-3	-4	
11	+4	+3	+2	+1	0	-1	-2	-3	-4	
12	+4	+3	+2	+1	0	-1	-2	-3	-4	
13	+4	+3	+2	+1	0	-1	-2	-3	-4	
14	+4	+3	+2	+1	0	-1	-2	-3	-4	
15	+4	+3	+2	+1	0	-1	-2	-3	-4	
16	+4	+3	+2	+1	0	-1	-2	-3	-4	
17	+4	+3	+2	+1	0	-1	-2	-3	-4	
18	+4	+3	+2	+1	0	-1	-2	-3	-4	
19	+4	+3	+2	+1	0	-1	-2	-3	-4	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 08

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable					Neutral			Very Unacceptable		
20	+4	+3	+2	+1	0	-1	-2	-3	-4		
21	+4	+3	+2	+1	0	-1	-2	-3	-4		
22	+4	+3	+2	+1	0	-1	-2	-3	-4		
23	+4	+3	+2	+1	0	-1	-2	-3	-4		
24	+4	+3	+2	+1	0	-1	-2	-3	-4		
25	+4	+3	+2	+1	0	-1	-2	-3	-4		
26	+4	+3	+2	+1	0	-1	-2	-3	-4		
27	+4	+3	+2	+1	0	-1	-2	-3	-4		
28	+4	+3	+2	+1	0	-1	-2	-3	-4		
29	+4	+3	+2	+1	0	-1	-2	-3	-4		
30	+4	+3	+2	+1	0	-1	-2	-3	-4		
31	+4	+3	+2	+1	0	-1	-2	-3	-4		
32	+4	+3	+2	+1	0	-1	-2	-3	-4		
33	+4	+3	+2	+1	0	-1	-2	-3	-4		
34	+4	+3	+2	+1	0	-1	-2	-3	-4		
35	+4	+3	+2	+1	0	-1	-2	-3	-4		
36	+4	+3	+2	+1	0	-1	-2	-3	-4		
37	+4	+3	+2	+1	0	-1	-2	-3	-4		
38	+4	+3	+2	+1	0	-1	-2	-3	-4		

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 08

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral	Very Unacceptable
39	+4 +3 +2 +1 0	-1 -2 -3 -4	
40	+4 +3 +2 +1 0	-1 -2 -3 -4	
41	+4 +3 +2 +1 0 -1	-2 -3 -4	
42	+4 +3 +2 +1 0 -1	-2 -3 -4	
43	+4 +3 +2 +1 0 -1	-2 -3 -4	
45	+4 +3 +2 +1 0 -1 -2	-3 -4	
46	+4 +3 +2 +1 0 -1 -2	-3 -4	
47	+4 +3 +2 +1 0 -1 -2	-3 -4	
48	+4 +3 +2 +1 0 -1 -2	-3 -4	
49	+4 +3 +2 +1 0 -1 -2	-3 -4	
50	+4 +3 +2 +1 0 -1 -2	-3 -4	
51	+4 +3 +2 +1 0 -1 -2	-3 -4	
52	+4 +3 +2 +1 0 -1 -2	-3 -4	
53	+4 +3 +2 +1 0 -1 -2	-3 -4	
	+4 +3 +2 +1 0 -1 -2	-3 -4	
	+4 +3 +2 +1 0 -1 -2	-3 -4	
	+4 +3 +2 +1 0 -1 -2	-3 -4	
	+4 +3 +2 +1 0 -1 -2	-3 -4	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 08

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 08

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Glens Falls Residents' Speed Acceptability Survey

Participant Information

Respondent Number: 13

Name (optional): Melissa

Address (street name is sufficient): Bay Rd, Queensbury

Age (check one)

Less than 18 years old	
18 to 25	✓ 25
26-40	
41-60	
Greater than 60	

Male	
Female	✓

Please indicate the number of people in your household and their ages:

2 - both 25

To what extent do you agree or disagree that cars travel too fast in this neighborhood (check one)

Strongly Agree	
Agree	✗
Neither Agree or Disagree	
Disagree	
Strongly Disagree	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 13

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable				Neutral			Very Unacceptable		
1	+4	+3	+2	+1	0	-1	<u>-2</u>	-3	-4	
2	+4	+3	+2	<u>+1</u>	0	-1	-2	-3	-4	
3	+4	+3	+2	+1	0	-1	<u>-2</u>	-3	-4	
4	+4	<u>+3</u>	+2	+1	0	-1	-2	-3	-4	
5	+4	+3	+2	<u>+1</u>	0	-1	-2	-3	-4	
6	<u>+4</u>	+3	+2	+1	0	-1	-2	-3	-4	
7	<u>+4</u>	+3	+2	+1	0	-1	-2	-3	-4	
8	+4	+3	+2	+1	<u>0</u>	-1	-2	-3	-4	
9	+4	+3	+2	+1	0	-1	<u>-2</u>	-3	-4	
10	<u>+4</u>	+3	+2	+1	0	-1	-2	-3	-4	
11	+4	<u>+3</u>	+2	+1	0	-1	-2	-3	-4	
12	+4	+3	+2	+1	<u>0</u>	<u>-1</u>	-2	-3	-4	
13	+4	+3	+2	+1	<u>0</u>	-1	-2	-3	-4	
14	+4	+3	+2	+1	<u>0</u>	-1	-2	-3	-4	
15	+4	+3	+2	+1	<u>0</u>	-1	-2	-3	-4	
16	+4	<u>+3</u>	+2	+1	<u>0</u>	-1	-2	-3	-4	
17	+4	+3	+2	+1	<u>0</u>	-1	-2	-3	-4	
18	+4	+3	+2	+1	<u>0</u>	-1	-2	-3	-4	
19	+4	+3	+2	+1	<u>0</u>	-1	-2	-3	-4	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 13

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable		
20	+4 +3 +2 +1 0 -1 -2 -3 -4								
21	+4 +3 +2 +1 0 -1 -2 -3 -4								
22	+4 +3 +2 +1 0 -1 -2 -3 -4								
23	+4 +3 +2 +1 0 -1 -2 -3 -4								
24	+4 +3 +2 +1 0 -1 -2 -3 -4								
25	+4 +3 +2 +1 0 -1 -2 -3 -4								
26	+4 +3 +2 +1 0 -1 -2 -3 -4								
27	+4 +3 +2 +1 0 -1 -2 -3 -4								
28	+4 +3 +2 +1 0 -1 -2 -3 -4								
29	+4 +3 +2 +1 0 -1 -2 -3 -4								
30	+4 +3 +2 +1 0 -1 -2 -3 -4								
31	+4 +3 +2 +1 0 -1 -2 -3 -4								
32	+4 +3 +2 +1 0 -1 -2 -3 -4								
33	+4 +3 +2 +1 0 -1 -2 -3 -4								
34	+4 +3 +2 +1 0 -1 -2 -3 -4								
35	+4 +3 +2 +1 0 -1 -2 -3 -4								
36	+4 +3 +2 +1 0 -1 -2 -3 -4								
37	+4 +3 +2 +1 0 -1 -2 -3 -4								
38	+4 +3 +2 +1 0 -1 -2 -3 -4								

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 13

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable		
39	+4	+3	+2	+1	0	-1	-2	-3	-4
40	+4	+3	+2	+1	0	-1	-2	-3	-4
41	+4	+3	+2	+1	0	-1	-2	-3	-4
42	+4	+3	+2	+1	0	-1	-2	-3	-4
43	+4	+3	+2	+1	0	-1	-2	-3	-4
44	+4	+3	+2	+1	0	-1	-2	-3	-4
45	+4	+3	+2	+1	0	-1	-2	-3	-4
46	+4	+3	+2	+1	0	-1	-2	-3	-4
47	+4	+3	+2	+1	0	-1	-2	-3	-4
48	+4	+3	+2	+1	0	-1	-2	-3	-4
49	+4	+3	+2	+1	0	-1	-2	-3	-4
50	+4	+3	+2	+1	0	-1	-2	-3	-4
51	+4	+3	+2	+1	0	-1	-2	-3	-4
52	+4	+3	+2	+1	0	-1	-2	-3	-4
53	+4	+3	+2	+1	0	-1	-2	-3	-4
54	+4	+3	+2	+1	0	-1	-2	-3	-4
55	+4	+3	+2	+1	0	-1	-2	-3	-4
56	+4	+3	+2	+1	0	-1	-2	-3	-4
57	+4	+3	+2	+1	0	-1	-2	-3	-4

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 13

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral	Very Unacceptable
58	+4 +3 <u>+2</u> +1 0 -1 -2 -3 -4		
59	+4 +3 +2 +1 0 -1 -2 <u>-3</u> -4		
60	+4 +3 +2 <u>+1</u> 0 -1 -2 -3 -4		
61	+4 +3 +2 +1 <u>0</u> -1 -2 -3 -4		
62	+4 +3 +2 <u>+1</u> 0 -1 -2 -3 -4		
63	<u>+4</u> +3 +2 +1 0 -1 -2 -3 -4		
64	+4 +3 +2 +1 0 -1 -2 <u>-3</u> -4		
65	+4 +3 +2 +1 0 <u>-1</u> -2 -3 -4		
66	+4 +3 +2 +1 0 <u>-1</u> -2 -3 -4		
67	+4 +3 +2 +1 <u>0</u> -1 -2 -3 -4		
68	+4 +3 +2 +1 0 -1 -2 <u>-3</u> -4		
69	+4 +3 +2 +1 0 <u>-1</u> -2 -3 -4		
70	+4 +3 +2 +1 0 -1 -2 -3 <u>-4</u>		
71	+4 +3 +2 +1 0 -1 -2 <u>-3</u> -4		
72	+4 +3 +2 +1 0 <u>-1</u> -2 -3 -4		
73	+4 +3 <u>+2</u> +1 0 -1 -2 -3 -4		
74	+4 +3 +2 +1 0 <u>-1</u> -2 -3 -4		
75	+4 +3 +2 +1 0 -1 -2 -3 <u>-4</u>		
76	+4 +3 +2 +1 <u>0</u> -1 -2 -3 -4		

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 13

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable				Neutral				Very Unacceptable
70	+4	+3	+2	+1	0	-1	-2	-3	-4
78	4	+3	+2	+1	0	-1	-2	-3	-4
79	+4	+3	+2	+1	0	-1	-2	-3	-4
80	+4	+3	+2	+1	0	-1	-2	-3	-4
81	+4	+3	+2	+1	0	-1	-2	-3	-4
82	+4	+3	+2	+1	0	-1	-2	-3	-4
83	+4	+3	+2	+1	0	-1	-2	-3	-4
84	+4	+3	+2	+1	0	-1	-2	-3	-4
85	+4	+3	+2	+1	0	-1	-2	-3	-4
86	+4	+3	+2	+1	0	-1	-2	-3	-4
87	+4	+3	+2	+1	0	-1	-2	-3	-4
88	+4	+3	+2	+1	0	-1	-2	-3	-4
89	+4	+3	+2	+1	0	-1	-2	-3	-4
90	+4	+3	+2	+1	0	-1	-2	-3	-4
91	+4	+3	+2	+1	0	-1	-2	-3	-4
92	+4	+3	+2	+1	0	-1	-2	-3	-4
93	+4	+3	+2	+1	0	-1	-2	-3	-4
94	+4	+3	+2	+1	0	-1	-2	-3	-4
95	+4	+3	+2	+1	0	-1	-2	-3	-4

Glens Falls Residents' Speed Acceptability Survey

Participant Information

Respondent Number: 16

Name (optional): Sara F.

Address (street name is sufficient): Lincoln

Age (check one)

Less than 18 years old	
18 to 25	
26-40	X
41-60	
Greater than 60	

Male	
Female	X

Please indicate the number of people in your household and their ages:

Aaron - 40
Sara - 38

Joe - 4
Ana - 2

To what extent do you agree or disagree that cars travel too fast in this neighborhood (check one)

Strongly Agree	
Agree	
Neither Agree or Disagree	
Disagree	
Strongly Disagree	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 16

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral	Very Unacceptable
+	+4 +3 +2 +1 0 -1 -2 -3 -4		
3	+4 +3 +2 +1 0 -1 -2 -3 -4		
3 2	+4 +3 +2 +1 0 -1 -2 -3 -4		
3	+4 +3 +2 +1 0 -1 -2 -3 -4		
4	+4 +3 +2 +1 0 -1 -2 -3 -4		
5	+4 +3 +2 +1 0 -1 -2 -3 -4		
6	+4 +3 +2 +1 0 -1 -2 -3 -4		
7	+4 +3 +2 +1 0 -1 -2 -3 -4		
8	+4 +3 +2 +1 0 -1 -2 -3 -4		
9	+4 +3 +2 +1 0 -1 -2 -3 -4		
10	+4 +3 +2 +1 0 -1 -2 -3 -4		
11	+4 +3 +2 +1 0 -1 -2 -3 -4		
12	+4 +3 +2 +1 0 -1 -2 -3 -4		
13	+4 +3 +2 +1 0 -1 -2 -3 -4		
14	+4 +3 +2 +1 0 -1 -2 -3 -4		
15	+4 +3 +2 +1 0 -1 -2 -3 -4		
16	+4 +3 +2 +1 0 -1 -2 -3 -4		
17	+4 +3 +2 +1 0 -1 -2 -3 -4		
18	+4 +3 +2 +1 0 -1 -2 -3 -4		

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 16

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral	Very Unacceptable
19	+4 +3 +2 +1 0 -1 -2 -3 -4	-3	
20	+4 +3 +2 +1 0 -1 -2 -3 -4	0	
21	+4 +3 +2 +1 0 -1 -2 -3 -4		
22	+4 +3 +2 +1 0 -1 -2 -3 -4		
23	+4 +3 +2 +1 0 -1 -2 -3 -4		
24	+4 +3 +2 +1 0 -1 -2 -3 -4		
25	+4 +3 +2 +1 0 -1 -2 -3 -4		
26	+4 +3 +2 +1 0 -1 -2 -3 -4	+3	
27	+4 +3 +2 +1 0 -1 -2 -3 -4		-3
28	+4 +3 +2 +1 0 -1 -2 -3 -4	0	
29	+4 +3 +2 +1 0 -1 -2 -3 -4	+3	
30	+4 +3 +2 +1 0 -1 -2 -3 -4	+3	
31	+4 +3 +2 +1 0 -1 -2 -3 -4		-3
32	+4 +3 +2 +1 0 -1 -2 -3 -4	-1	
33	+4 +3 +2 +1 0 -1 -2 -3 -4	0	
34	+4 +3 +2 +1 0 -1 -2 -3 -4	-1	
35	+4 +3 +2 +1 0 -1 -2 -3 -4	+2	
36	+4 +3 +2 +1 0 -1 -2 -3 -4	-2	
37	+4 +3 +2 +1 0 -1 -2 -3 -4	0	

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 16

Please rate how acceptable you find the speed of each test car run
 (Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable	Neutral					Very Unacceptable		
	+4	+3	+2	+1	0	-1	-2	-3	-4
38	+4	+3	+2	+1	0	-1	-2	-3	-4
39	+4	+3	+2	+1	0	-1	-2	-3	-4
40	+4	+3	+2	+1	0	-1	-2	-3	-4
41	+4	+3	+2	+1	0	-1	-2	-3	-4
42	+4	+3	+2	+1	0	-1	-2	-3	-4
43	+4	+3	+2	+1	0	-1	-2	-3	-4
44	+4	+3	+2	+1	0	-1	-2	-3	-4
45	+4	+3	+2	+1	0	-1	-2	-3	-4
46	+4	+3	+2	+1	0	-1	-2	-3	-4
47	+4	+3	+2	+1	0	-1	-2	-3	-4
48	+4	+3	+2	+1	0	-1	-2	-3	-4
49	+4	+3	+2	+1	0	-1	-2	-3	-4
50	+4	+3	+2	+1	0	-1	-2	-3	-4
51	+4	+3	+2	+1	0	-1	-2	-3	-4
52	+4	+3	+2	+1	0	-1	-2	-3	-4
53	+4	+3	+2	+1	0	-1	-2	-3	-4
54	+4	+3	+2	+1	0	-1	-2	-3	-4
55	+4	+3	+2	+1	0	-1	-2	-3	-4
56	+4	+3	+2	+1	0	-1	-2	-3	-4

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 16

Please rate how acceptable you find the speed of each test car run
 (Enter Run # and Circle one number for each car you observe.)

Enter Run #	Very Acceptable					Neutral				Very Unacceptable	
57	+4	+3	+2	+1	0	-1	-2	-3	-4		
58	+4	+3	+2	+1	0	-1	-2	-3	-4		
59	+4	+3	+2	+1	0	-1	-2	-3	-4		
60	+4	+3	+2	+1	0	-1	-2	-3	-4		
61	+4	+3	+2	+1	0	-1	-2	-3	-4		
62	+4	+3	+2	+1	0	-1	-2	-3	-4		
63	+4	+3	+2	+1	0	-1	-2	-3	-4		
64	+4	+3	+2	+1	0	-1	-2	-3	-4		
65	+4	+3	+2	+1	0	-1	-2	-3	-4		
66	+4	+3	+2	+1	0	-1	-2	-3	-4		
67	+4	+3	+2	+1	0	-1	-2	-3	-4		
68	+4	+3	+2	+1	0	-1	-2	-3	-4		
69	+4	+3	+2	+1	0	-1	-2	-3	-4		
70	+4	+3	+2	+1	0	-1	-2	-3	-4		
71	+4	+3	+2	+1	0	-1	-2	-3	-4		
72	+4	+3	+2	+1	0	-1	-2	-3	-4		
73	+4	+3	+2	+1	0	-1	-2	-3	-4		
74	+4	+3	+2	+1	0	-1	-2	-3	-4		
75	+4	+3	+2	+1	0	-1	-2	-3	-4		

Glens Falls Residents' Speed Acceptability Survey

Date: June 8, 2011 Respondent Number: 16

Please rate how acceptable you find the speed of each test car run
(Enter Run # and Circle one number for each car you observe.)

APPENDIX C

TRAFFIC COUNT AND SPEED DATA



Lincoln Avenue Traffic Calming Study
October 2011

PRE-TEST

Road Name : Lincoln Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & count
 Direction: Direction 1 West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000003
 Start Date: 07/11/2011
 File I.D. : LINCOLN AVE 3

Begin Time	Total	A to B																		Page : 1
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999	*	*	*	*	
12:00 07/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	15	5	0	2	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4
04:00	51	6	4	13	17	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	42	5	12	14	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	63	62	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	36	29	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	30	2	4	7	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	14	0	1	2	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	7	0	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	7	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Totals	265	109	21	47	61	20	2	*	*	1	*	*	*	*	*	*	*	*	*	4
12:00 07/12	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	12	2	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	22	3	1	6	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	34	0	3	14	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	44	6	6	14	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	33	0	4	11	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 pm	46	2	4	18	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	37	2	2	8	13	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	42	2	3	11	16	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	53	5	6	14	21	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	46	3	2	14	19	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	50	2	2	8	27	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	34	3	1	9	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	28	1	0	10	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	22	1	1	7	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	18	0	0	8	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	8	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	7	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Totals	547	32	39	166	218	79	12	1	*	*	*	*	*	*	*	*	*	*	*	*

a

PRE-TEST

Road Name : Lincoln Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & count
 Direction: Direction 1 West

Warren County DFW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000003
 Start Date: 07/11/2011
 File I.D. : LINCOLN AVE 3
 Page : 2

Begin Time	Total	A to B															
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999		
12:00 07/13	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	7	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0
07:00	19	5	1	4	8	0	0	0	0	0	0	0	0	0	0	0	1
08:00	29	1	6	11	7	4	0	0	0	0	0	0	0	0	0	0	0
09:00	25	1	4	7	10	3	0	0	0	0	0	0	0	0	0	0	0
10:00	28	4	3	10	8	2	0	0	0	0	0	0	0	0	0	0	1
11:00	38	4	6	7	15	3	2	1	0	0	0	0	0	0	0	0	0
12:00 pm	39	1	3	17	9	7	2	0	0	0	0	0	0	0	0	0	0
01:00	28	2	1	6	15	2	2	0	0	0	0	0	0	0	0	0	0
02:00	37	4	2	11	14	4	2	0	0	0	0	0	0	0	0	0	0
03:00	37	6	5	10	12	4	0	0	0	0	0	0	0	0	0	0	0
04:00	57	8	8	17	21	3	0	0	0	0	0	0	0	0	0	0	0
05:00	37	3	3	12	14	5	0	0	0	0	0	0	0	0	0	0	0
06:00	26	2	3	10	7	3	1	0	0	0	0	0	0	0	0	0	0
07:00	24	0	5	7	8	4	0	0	0	0	0	0	0	0	0	0	0
08:00	20	0	4	7	6	3	0	0	0	0	0	0	0	0	0	0	0
09:00	17	1	0	8	6	2	0	0	0	0	0	0	0	0	0	0	0
10:00	10	1	1	1	3	4	0	0	0	0	0	0	0	0	0	0	0
11:00	8	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0
Day Totals	494	44	55	153	167	61	11	1	*	*	*	*	*	*	*	*	2
12:00 07/14	3	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	8	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0
07:00	14	4	1	2	6	1	0	0	0	0	0	0	0	0	0	0	0
08:00	27	2	2	9	12	2	0	0	0	0	0	0	0	0	0	0	0
09:00	31	1	1	9	14	5	1	0	0	0	0	0	0	0	0	0	0
10:00	32	1	0	5	20	5	1	0	0	0	0	0	0	0	0	0	0
11:00	30	2	3	7	15	3	0	0	0	0	0	0	0	0	0	0	0
12:00 pm	65	7	5	14	26	9	2	0	0	0	0	0	1	0	0	1	0
01:00	20	0	2	2	8	7	1	0	0	0	0	0	0	0	0	0	0
02:00	33	2	3	10	13	5	0	0	0	0	0	0	0	0	0	0	0
03:00	40	1	6	5	19	8	1	0	0	0	0	0	0	0	0	0	0
04:00	45	4	7	12	18	4	0	0	0	0	0	0	0	0	0	0	0
05:00	50	5	2	11	18	12	1	0	0	0	0	0	0	0	0	0	1
06:00	36	2	1	12	14	5	2	0	0	0	0	0	0	0	0	0	0
07:00	34	1	3	9	17	4	0	0	0	0	0	0	0	0	0	0	0
08:00	29	2	2	10	12	3	0	0	0	0	0	0	0	0	0	0	0
09:00	23	1	0	9	10	3	0	0	0	0	0	0	0	0	0	0	0
10:00	11	0	2	3	3	3	0	0	0	0	0	0	0	0	0	0	0
11:00	8	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0
Day Totals	547	35	42	139	235	64	9	*	*	*	*	*	1	*	*	2	*

PBE-TEST

Road Name : Lincoln Ave. Glens Falls
Location: West of Rt. 9
Study Typ: Speed & count
Direction: Direction 1 West

Warren County DPW
4028 Main Street
Warrensburg, NY 12885

Site Code : 000000000003
Start Date: 07/11/2011
File I.D. : LINCOIN AVE 3
Page : 3

PRE-TEST

Road Name : Lincoln Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & count
 Direction: Direction 1 West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000003
 Start Date: 07/11/2011
 File I.D. : LINCOLN AVE 3
 Page : 4

Begin Time	Total	A to B																	
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999	*	*	*	*
12:00 07/17	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	6	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	17	0	0	6	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	15	1	1	3	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	20	3	6	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	23	3	5	6	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 pm	27	4	1	6	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	24	1	2	5	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	25	2	3	7	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	29	3	0	4	12	9	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	29	2	4	8	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00	25	0	2	7	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	26	1	0	10	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	19	2	2	7	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	26	3	1	11	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0
09:00	17	2	0	3	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00	9	1	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00	6	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Totals	356	31	30	96	126	63	10	*	*	*	*	*	*	*	*	*	*	*	*
12:00 07/18	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	6	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	11	1	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	20	1	2	7	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	25	0	3	7	9	5	0	0	0	1	0	0	0	0	0	0	0	0	0
10:00	22	2	1	7	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	26	0	2	8	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 pm	44	3	7	11	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	31	5	1	7	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	39	2	5	13	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	40	3	1	9	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	55	5	4	16	23	7	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	36	1	5	8	14	5	1	0	0	0	0	0	0	0	0	0	1	1	0
06:00	23	2	0	3	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	30	5	3	9	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	28	1	1	11	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0
09:00	11	0	0	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	12	1	2	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	7	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Totals	480	32	41	137	198	64	5	*	1	*	*	*	*	*	*	*	1	*	*

PRE-TEST

Road Name : Lincoln Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & count
 Direction: Direction 1 West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000003
 Start Date: 07/11/2011
 File I.D. : LINCOIN AVE 3
 Page : 5

Begin Time	Total	A to B																71-	76-
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	75	999				
12:00 07/19	3	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	4	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	18	0	2	6	6	4	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	29	7	4	6	7	5	0	0	0	0	0	0	0	0	0	0	0	0	
09:00	41	0	4	8	24	5	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	38	1	6	10	15	6	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	36	5	3	8	16	3	0	0	0	0	0	0	0	0	0	0	0	1	
12:00 pm	65	1	5	18	33	7	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	37	2	3	5	16	8	2	0	0	0	0	0	0	0	0	0	0	1	
02:00	32	2	3	9	12	5	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	27	3	1	3	15	5	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	54	4	7	15	21	7	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	50	1	3	12	29	5	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	31	2	3	9	15	2	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	22	2	5	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	24	1	0	3	16	4	0	0	0	0	0	0	0	0	0	0	0	0	
09:00	18	1	2	5	7	3	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	12	0	0	4	4	3	0	0	0	0	0	0	0	0	0	0	0	1	
11:00	7	0	2	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
Day Totals	555	33	55	133	248	79	4	*	*	*	*	*	*	*	*	*	*	*	

Grand Total 4165 398 367 1106 1594 598 79 4 1 1 0 2 0 1 14

Speed Statistics.

15th Percentile Speed : 17 MPH
 Median Speed (50th percentile) : 26 MPH
 Average Speed - All Vehicles : 25 MPH
 85th Percentile Speed : 31 MPH
 95th Percentile Speed : 33 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number of Vehicles in Pace : 2700
 Percent of Vehicles in Pace : 65.22%
 Number of Vehicles > 30 MPH : 700
 Percent of Vehicles > 30 MPH: 16.91%

PRE-TEST

Road Name : Lincoln Ave, Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & count
 Direction: Direction 1 West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000003
 Start Date: 07/11/2011
 File I.D. : LINCOIN AVE 3
 Page 1 of 6

Begin Time	Total	B to A																	
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999				
12:00 07/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	17	2	1	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	33	3	2	15	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	35	7	6	10	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	14	1	0	4	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	20	3	1	6	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	9	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	6	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00	12	0	1	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Totals	147	17	11	50	52	16	*	1	*	*	*	*	*	*	*	*	*	*	*
12:00 07/12	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	10	1	0	2	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	14	0	0	2	2	8	2	0	0	0	0	0	0	0	0	0	0	0	0
07:00	50	3	3	8	26	8	2	0	0	0	0	0	0	0	0	0	0	0	0
08:00	40	1	4	10	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	33	2	3	8	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0
10:00	53	6	8	13	15	11	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	36	2	2	10	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 pm	57	3	5	22	22	1	3	1	0	0	0	0	0	0	0	0	0	0	0
01:00	43	1	3	5	22	8	2	2	0	0	0	0	0	0	0	0	0	0	0
02:00	30	4	3	8	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	43	1	3	18	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	41	4	2	11	15	8	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	53	7	1	16	15	10	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	37	1	2	8	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00	32	1	2	11	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	24	0	2	10	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0
09:00	13	1	0	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	7	1	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Totals	631	41	43	168	243	111	19	4	*	*	*	*	*	*	*	*	*	*	2

*

PRE-TEST

Road Name : Lincoln Ave. Glens Falls
Location: West of Rt. 9
Study Typ: Speed & count
Direction: Direction 1 West

Warren County DPW
4028 Main Street
Warrensburg, NY 12885

Site Code : 000000000003
Start Date: 07/11/2011
File I.D. : LINCOIN AVE 3
Page : 8

PRE-TEST

Road Name : Lincoln Ave, Glens Falls
Location: West of Rt. 9
Study Typ: Speed & count
Direction: Direction 1 West

Warren County DPW
4028 Main Street
Warrensburg, NY 12885

Site Code : 000000000003
Start Date: 07/11/2011
File I.D. : LINCOIN AVE 3

Begin Time	Total	B to A														Page	
		0- 15	16- 20	21- 25	26- 30	31- 35	36- 40	41- 45	46- 50	51- 55	56- 60	61- 65	66- 70	71- 75	76- 999	Page : 9	
12:00 07/17	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
01:00	5	1	0	2	1	0	1	0	0	0	0	0	0	0	0	0	
02:00	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	6	1	0	2	1	1	1	0	0	0	0	0	0	0	0	0	
06:00	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	
07:00	10	0	0	1	6	3	0	0	0	0	0	0	0	0	0	0	
08:00	29	0	3	1	13	9	2	1	0	0	0	0	0	0	0	0	
09:00	22	1	0	3	13	5	0	0	0	0	0	0	0	0	0	0	
10:00	31	5	0	10	11	5	0	0	0	0	0	0	0	0	0	0	
11:00	31	3	1	7	10	8	2	0	0	0	0	0	0	0	0	0	
12:00 pm	42	5	1	7	18	10	1	0	0	0	0	0	0	0	0	0	
01:00	29	1	2	6	12	4	4	0	0	0	0	0	0	0	0	0	
02:00	21	2	2	4	8	4	0	1	0	0	0	0	0	0	0	0	
03:00	33	5	1	3	12	9	2	0	0	0	1	0	0	0	0	0	
04:00	20	0	2	6	7	4	1	0	0	0	0	0	0	0	0	0	
05:00	32	2	1	6	14	7	0	1	0	0	0	0	0	0	0	0	
06:00	26	1	3	8	11	2	1	0	0	0	0	0	0	0	0	1	
07:00	22	2	0	1	1	1	2	0	0	0	0	0	0	0	0	0	
08:00	31	2	2	14	9	3	0	0	0	0	0	0	0	0	0	0	
09:00	18	3	2	4	5	3	1	0	0	0	0	0	0	0	0	1	
10:00	9	1	1	2	4	1	0	0	0	0	0	0	0	0	0	0	
11:00	7	0	1	0	4	1	1	0	0	0	0	0	0	0	0	0	
Day Totals	436	36	22	95	173	84	20	3	*	1	*	*	*	*	*	2	
12:00 07/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	8	0	1	1	2	1	2	0	0	0	0	0	0	0	0	0	
06:00	15	0	1	2	5	6	1	0	0	0	0	0	0	0	0	0	
07:00	42	0	1	9	18	14	0	0	0	0	0	0	0	0	0	0	
08:00	29	2	4	7	10	2	4	0	0	0	0	0	0	0	0	0	
09:00	26	2	3	4	12	3	2	0	0	0	0	0	0	0	0	0	
10:00	46	2	4	14	20	6	0	0	0	0	0	0	0	0	0	0	
11:00	36	1	2	13	14	5	0	0	0	0	0	0	0	0	0	1	
12:00 pm	53	8	6	17	18	3	0	0	0	0	0	0	0	0	0	1	
01:00	35	2	1	6	17	6	1	0	0	0	0	0	0	0	0	0	
02:00	29	1	0	10	13	5	0	0	0	0	0	0	0	0	0	0	
03:00	33	1	4	9	11	8	0	0	0	0	0	0	0	0	0	0	
04:00	35	4	0	9	10	12	0	0	0	0	0	0	0	0	0	0	
05:00	36	1	0	11	12	9	1	0	0	0	0	1	0	0	0	0	
06:00	29	1	4	4	15	5	0	0	0	0	0	0	0	0	0	1	
07:00	29	3	2	6	18	0	0	0	0	0	0	0	0	0	0	0	
08:00	32	7	0	6	15	2	2	0	0	0	0	0	0	0	0	0	
09:00	12	1	1	3	3	0	4	0	0	0	0	0	0	0	0	0	
10:00	8	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	
11:00	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	
Day Totals	542	40	34	136	222	89	17	*	*	*	1	*	*	*	*	3	

PBE - TEST

Road Name : Lincoln Ave, Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & count
 Direction: Direction 1 West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000003
 Start Date: 07/11/2011
 File I.D. : LINCOIN AVE 3
 Page : 12

Begin Time	Total	A to B, B to A														Page
		0-	16-	21-	26-	31-	36-	41-	46-	51-	56-	61-	66-	71-	76-	
		15	20	25	30	35	40	45	50	55	60	65	70	75	999	
12:00 07/13	6	0	1	2	2	1	0	0	0	0	0	0	0	0	0	
01:00	6	0	1	0	2	2	1	0	0	0	0	0	0	0	0	
02:00	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
03:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
04:00	3	0	0	1	1	0	1	0	0	0	0	0	0	0	0	
05:00	8	2	1	1	2	2	0	0	0	0	0	0	0	0	0	
06:00	23	0	0	5	8	7	3	0	0	0	0	0	0	0	0	
07:00	63	8	3	16	25	9	1	0	0	0	0	0	0	0	0	
08:00	65	4	8	20	22	11	0	0	0	0	0	0	0	0	1	
09:00	62	4	7	14	25	11	0	0	0	0	0	0	0	0	0	
10:00	71	8	6	23	21	9	1	0	0	0	0	0	0	0	1	
11:00	75	10	8	12	28	12	3	1	1	0	0	0	0	0	3	
12:00 pm	68	3	5	23	24	10	2	0	0	0	0	0	0	0	0	
01:00	68	4	1	19	33	8	3	0	0	0	0	0	0	0	1	
02:00	81	12	3	25	29	10	2	0	0	0	0	0	0	0	0	
03:00	81	11	8	25	26	10	1	0	0	0	0	0	0	0	0	
04:00	93	12	9	30	34	8	0	0	0	0	0	0	0	0	0	
05:00	72	5	7	21	25	11	3	0	0	0	0	0	0	0	0	
06:00	68	5	4	20	25	10	4	0	0	0	0	0	0	0	0	
07:00	54	1	11	19	18	5	0	0	0	0	0	0	0	0	0	
08:00	39	1	4	11	19	4	0	0	0	0	0	0	0	0	0	
09:00	32	1	2	10	16	3	0	0	0	0	0	0	0	0	0	
10:00	21	6	2	3	4	6	0	0	0	0	0	0	0	0	0	
11:00	16	0	1	5	5	5	0	0	0	0	0	0	0	0	0	
Day Totals	1079	98	92	305	395	155	25	2	1	*	*	*	*	*	*	6
12:00 07/14	6	0	2	0	3	1	0	0	0	0	0	0	0	0	0	
01:00	5	0	0	2	1	1	0	1	0	0	0	0	0	0	0	
02:00	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	
03:00	5	0	0	1	2	2	0	0	0	0	0	0	0	0	0	
04:00	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	
05:00	7	0	2	2	2	1	0	0	0	0	0	0	0	0	0	
06:00	21	0	1	4	10	4	1	1	0	0	0	0	0	0	0	
07:00	56	4	2	12	27	11	0	0	0	0	0	0	0	0	0	
08:00	68	4	6	16	30	10	2	0	0	0	0	0	0	0	0	
09:00	62	2	1	13	27	15	4	0	0	0	0	0	0	0	0	
10:00	58	1	0	9	30	17	1	0	0	0	0	0	0	0	0	
11:00	68	7	6	11	28	14	2	0	0	0	0	0	0	0	0	
12:00 pm	106	11	7	25	41	17	3	0	0	0	0	1	0	0	1	
01:00	49	0	3	9	25	11	1	0	0	0	0	0	0	0	0	
02:00	68	6	5	22	24	9	2	0	0	0	0	0	0	0	0	
03:00	75	2	8	14	31	19	1	0	0	0	0	0	0	0	0	
04:00	29	6	10	18	30	14	1	0	0	0	0	0	0	0	0	
05:00	89	8	5	18	40	15	1	0	0	0	0	0	0	0	0	
06:00	75	5	4	22	30	12	2	0	0	0	0	0	0	0	2	
07:00	64	1	3	19	34	7	0	0	0	0	0	0	0	0	0	
08:00	48	4	3	15	22	4	0	0	0	0	0	0	0	0	0	
09:00	35	1	2	13	13	5	1	0	0	0	0	0	0	0	0	
10:00	16	0	2	6	3	5	0	0	0	0	0	0	0	0	0	
11:00	13	1	1	4	5	2	0	0	0	0	0	0	0	0	0	
Day Totals	1079	64	73	256	460	198	22	2	*	*	*	1	*	*	3	*

Road Name : Lincoln Ave. Glens Falls
 Location: West of Rt. 9
 Study Type: Speed & count
 Direction: Direction 1 West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000003
 Start Date: 07/11/2011
 File I.D. : LINCOIN AVE 3
 Page : 14

Begin Time	Total	A to B, B to A														71-75	76-999
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75			
12:00 07/17	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
01:00	9	1	1	2	3	1	1	0	0	0	0	0	0	0	0	0	
02:00	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	
04:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	8	2	0	2	2	1	1	0	0	0	0	0	0	0	0	0	
06:00	11	0	2	5	1	2	1	0	0	0	0	0	0	0	0	0	
07:00	13	1	0	1	7	4	0	0	0	0	0	0	0	0	0	0	
08:00	46	0	3	7	21	12	2	1	0	0	0	0	0	0	0	0	
09:00	37	2	1	6	20	8	0	0	0	0	0	0	0	0	0	0	
10:00	51	8	6	14	16	7	0	0	0	0	0	0	0	0	0	0	
11:00	54	6	6	13	18	9	2	0	0	0	0	0	0	0	0	0	
12:00 pm	69	9	2	13	29	14	2	0	0	0	0	0	0	0	0	0	
01:00	53	2	4	11	24	7	5	0	0	0	0	0	0	0	0	0	
02:00	46	4	5	11	16	9	0	1	0	0	0	0	0	0	0	0	
03:00	62	8	1	7	24	18	3	0	0	1	0	0	0	0	0	0	
04:00	49	2	6	14	14	10	3	0	0	0	0	0	0	0	0	0	
05:00	57	2	3	13	24	12	1	1	0	0	0	0	0	0	0	1	
06:00	52	2	3	18	21	7	1	0	0	0	0	0	0	0	0	0	
07:00	41	4	2	13	14	6	2	0	0	0	0	0	0	0	0	0	
08:00	57	5	3	25	14	7	2	0	0	0	0	0	0	0	0	1	
09:00	35	5	2	7	12	7	2	0	0	0	0	0	0	0	0	0	
10:00	18	2	1	4	8	2	1	0	0	0	0	0	0	0	0	0	
11:00	13	0	1	1	9	1	1	0	0	0	0	0	0	0	0	0	
Day Totals	792	67	52	191	299	147	30	3	*	1	*	*	*	*	2	*	
12:00 07/18	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	
01:00	5	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	
02:00	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	
03:00	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	10	0	2	3	1	2	2	0	0	0	0	0	0	0	0	0	
06:00	21	0	2	4	8	6	1	0	0	0	0	0	0	0	0	0	
07:00	53	1	2	12	23	15	0	0	0	0	0	0	0	0	0	0	
08:00	49	3	6	14	19	3	4	0	0	0	0	0	0	0	0	0	
09:00	51	2	6	11	21	8	2	0	1	0	0	0	0	0	0	0	
10:00	68	4	5	21	28	10	0	0	0	0	0	0	0	0	0	0	
11:00	62	1	4	21	24	11	0	0	0	0	0	0	0	0	0	1	
12:00 pm	97	11	13	28	37	7	0	0	0	0	0	0	0	0	0	1	
01:00	66	7	2	15	32	9	1	0	0	0	0	0	0	0	0	0	
02:00	68	3	5	23	28	8	1	0	0	0	0	0	0	0	0	0	
03:00	23	4	5	18	34	11	1	0	0	0	0	0	0	0	0	0	
04:00	90	9	4	25	33	19	0	0	0	0	0	0	0	0	0	0	
05:00	72	2	5	19	26	14	2	0	0	0	0	1	0	0	1	2	
06:00	52	3	4	7	27	11	0	0	0	0	0	0	0	0	0	0	
07:00	59	8	5	15	30	1	0	0	0	0	0	0	0	0	0	0	
08:00	60	8	1	17	25	6	3	0	0	0	0	0	0	0	0	0	
09:00	23	1	1	7	7	3	4	0	0	0	0	0	0	0	0	0	
10:00	20	4	2	5	6	3	0	0	0	0	0	0	0	0	0	0	
11:00	10	0	0	2	5	3	0	0	0	0	0	0	0	0	0	0	
Day Totals	1022	72	75	273	420	153	22	*	1	*	1	*	1	*	1	4	

PRE-TEST

Road Name : Lincoln Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & count
 Direction: Direction 1 West

Warren County DEW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000003
 Start Date: 07/11/2011
 File I.D. : LINCOIN AVE 3
 Page : 15

Begin Time	Total	A to B, B to A														71-75	76-99
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75			
12:00 07/19	9	0	1	3	1	4	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	6	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
04:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	9	0	1	1	4	2	0	1	0	0	0	0	0	0	0	0	
06:00	18	0	0	6	7	4	1	0	0	0	0	0	0	0	0	0	
07:00	58	2	2	10	27	15	0	2	0	0	0	0	0	0	0	0	
08:00	66	10	8	13	23	11	1	0	0	0	0	0	0	0	0	0	
09:00	79	1	5	16	49	7	1	0	0	0	0	0	0	0	0	0	
10:00	87	5	9	27	31	13	1	0	0	0	0	0	0	0	0	1	
11:00	69	6	5	20	30	7	0	0	0	0	0	0	0	0	0	1	
12:00 pm	105	2	11	27	49	15	1	0	0	0	0	0	0	0	0	0	
01:00	77	3	5	16	30	17	5	0	0	0	0	0	0	0	0	1	
02:00	67	5	4	18	27	9	3	1	0	0	0	0	0	0	0	0	
03:00	61	6	3	11	32	8	1	0	0	0	0	0	0	0	0	0	
04:00	107	9	12	38	37	10	1	0	0	0	0	0	0	0	0	0	
05:00	80	2	6	15	46	10	1	0	0	0	0	0	0	0	0	0	
06:00	53	2	5	16	22	8	0	0	0	0	0	0	0	0	0	0	
07:00	42	4	6	13	12	7	0	0	0	0	0	0	0	0	0	0	
08:00	41	3	0	8	22	6	1	1	0	0	0	0	0	0	0	0	
09:00	32	1	3	9	12	5	2	0	0	0	0	0	0	0	0	0	
10:00	23	3	2	6	7	4	0	0	0	0	0	0	0	0	0	1	
11:00	10	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	
Day Totals	1104	66	91	279	471	168	19	6	*	*	*	*	*	*	*	4	

Grand Total 8603 716 646 2215 3368 1375 214 31 3 2 1 2 0 1 29

Speed Statistics.

15th Percentile Speed : 19 MPH
 Median Speed (50th percentile) : 26 MPH
 Average Speed - All Vehicles : 26 MPH
 85th Percentile Speed : 31 MPH
 95th Percentile Speed : 34 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number of Vehicles in Pace : 5583
 Percent of Vehicles in Pace : 65.24%
 Number of Vehicles > 30 MPH : 1658
 Percent of Vehicles > 30 MPH: 19.38%

PBE - TEST

Road Name : Coolidge Ave. Glens Falls

Location: West of Rt 9

Study Typ: Speed & count

Direction: Direction 1 East

Warren County DPW

4028 Main Street

Warrensburg, NY 12885

Site Code : 000000000002

Start Date: 07/11/2011

File I.D. : COOLIDGE AV

Page : 1

Begin Time	Total	A to B														71-75	76-999
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999		
12:00 07/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	31	7	0	5	8	6	1	0	1	0	0	0	0	0	0	0	3
04:00	21	0	1	3	11	3	2	0	0	0	0	0	0	0	0	0	1
05:00	36	0	1	3	13	14	5	0	0	0	0	0	0	0	0	0	0
06:00	27	0	0	6	11	8	0	0	0	0	0	0	0	0	0	0	2
07:00	20	0	2	5	8	5	0	0	0	0	0	0	0	0	0	0	0
08:00	19	1	4	3	7	4	0	0	0	0	0	0	0	0	0	0	0
09:00	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0
10:00	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
11:00	4	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0
Day Totals	166	8	8	28	64	42	8	*	2	*	*	*	*	*	*	6	*
12:00 07/12	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	10	1	0	0	6	2	1	0	0	0	0	0	0	0	0	0	0
05:00	6	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0
06:00	16	0	1	3	5	6	1	0	0	0	0	0	0	0	0	0	0
07:00	32	1	1	6	11	9	4	0	0	0	0	0	0	0	0	0	0
08:00	39	4	1	9	13	9	2	0	0	0	0	1	0	0	0	0	0
09:00	33	4	3	7	14	4	1	0	0	0	0	0	0	0	0	0	0
10:00	28	2	0	8	12	5	1	0	0	0	0	0	0	0	0	0	0
11:00	19	0	0	4	8	6	1	0	0	0	0	0	0	0	0	0	0
12:00 pm	30	2	1	11	12	3	1	0	0	0	0	0	0	0	0	0	0
01:00	34	0	0	11	14	6	3	0	0	0	0	0	0	0	0	0	0
02:00	31	3	5	12	8	2	1	0	0	0	0	0	0	0	0	0	0
03:00	31	4	3	2	12	8	2	0	0	0	0	0	0	0	0	0	0
04:00	31	2	4	8	9	6	2	0	0	0	0	0	0	0	0	0	0
05:00	41	4	3	6	20	7	1	0	0	0	0	0	0	0	0	0	0
06:00	40	2	2	8	15	11	2	0	0	0	0	0	0	0	0	0	0
07:00	33	1	2	7	17	6	0	0	0	0	0	0	0	0	0	0	0
08:00	22	2	3	7	6	4	0	0	0	0	0	0	0	0	0	0	0
09:00	7	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0
10:00	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00	6	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0
Day Totals	499	33	30	114	197	99	24	1	*	*	*	*	1	*	*	*	*

PRE - TEST

Road Name : Coolidge Ave. Glens Falls
 Location: West of Rt 9
 Study Typ: Speed & count
 Direction: Direction 1 East

Warren County DEW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000002
 Start Date: 07/11/2011
 File I.D. : COOLIDGE AV
 Page : 2

Begin Time	Total	A to B														
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999	
12:00 07/13	3	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	10	0	0	0	1	4	4	0	1	0	0	0	0	0	0	0
05:00	10	0	0	3	3	0	4	0	0	0	0	0	0	0	0	0
06:00	14	1	1	1	5	3	2	0	0	0	0	0	0	0	1	0
07:00	32	0	2	10	14	5	1	0	0	0	0	0	0	0	0	0
08:00	42	2	2	8	16	12	2	0	0	0	0	0	0	0	0	0
09:00	20	1	3	3	10	2	1	0	0	0	0	0	0	0	0	0
10:00	40	6	2	12	12	3	0	1	0	0	0	1	0	0	0	3
11:00	31	4	2	0	9	10	5	1	0	0	0	0	0	0	0	0
12:00 pm	21	1	0	4	4	7	3	2	0	0	0	0	0	0	0	0
01:00	31	1	3	3	12	8	3	0	0	0	0	0	0	0	0	1
02:00	31	4	1	1	14	8	1	0	0	0	0	0	0	0	1	1
03:00	25	0	0	5	7	9	4	0	0	0	0	0	0	0	0	0
04:00	28	1	0	8	12	5	2	0	0	0	0	0	0	0	0	0
05:00	32	0	1	4	7	8	7	4	0	0	0	0	0	0	0	0
06:00	25	3	1	4	7	5	5	0	0	0	0	0	0	0	0	0
07:00	19	3	1	2	4	7	2	0	0	0	0	0	0	0	0	0
08:00	22	2	1	5	7	6	1	0	0	0	0	0	0	0	0	0
09:00	13	0	0	0	3	8	1	1	0	0	0	0	0	0	0	0
10:00	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
11:00	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0
Day Totals	457	29	21	74	153	116	44	11	*	1	1	*	*	*	2	5
12:00 07/14	4	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	9	0	0	0	2	3	3	0	1	0	0	0	0	0	0	0
05:00	8	0	0	0	3	3	1	1	0	0	0	0	0	0	0	0
06:00	16	2	0	1	5	5	3	0	0	0	0	0	0	0	0	0
07:00	36	1	0	0	12	13	7	2	1	0	0	0	0	0	0	0
08:00	47	2	1	4	12	19	6	3	0	0	0	0	0	0	0	0
09:00	29	1	0	3	8	13	4	0	0	0	0	0	0	0	0	0
10:00	33	6	1	2	10	9	4	0	0	0	0	0	0	0	0	1
11:00	36	3	4	7	6	13	3	0	0	0	0	0	0	0	0	0
12:00 pm	29	4	0	3	8	7	4	2	0	0	0	1	0	0	0	0
01:00	33	4	4	6	8	9	1	1	0	0	0	0	0	0	0	0
02:00	38	2	0	5	6	22	2	1	0	0	0	0	0	0	0	0
03:00	28	2	1	2	2	14	6	0	0	0	1	0	0	0	0	0
04:00	25	1	2	3	5	8	3	2	0	0	0	0	0	0	0	1
05:00	46	5	3	1	13	16	7	1	0	0	0	0	0	0	0	0
06:00	33	2	3	2	9	10	5	1	1	0	0	0	0	0	0	0
07:00	21	1	0	4	8	3	5	0	0	0	0	0	0	0	0	0
08:00	22	3	2	1	6	7	3	0	0	0	0	0	0	0	0	0
09:00	13	0	1	1	4	5	2	0	0	0	0	0	0	0	0	0
10:00	5	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0
11:00	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Day Totals	517	40	22	49	131	183	70	15	3	*	1	1	*	*	2	*

PRE-TEST

Road Name : Coolidge Ave, Glens Falls
 Location: West of Rt 9
 Study Typ: Speed & count
 Direction: Direction 1 East

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12085

Site Code : 000000000002
 Start Date: 07/11/2011
 File I.D. : COOLIDGE AV
 Page : 3

Begin Time	Total	A to B															71-75	76-999
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999			
12:00 07/15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	
04:00	10	0	0	0	0	3	4	2	1	0	0	0	0	0	0	0	0	
05:00	5	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	
06:00	13	1	0	0	0	4	4	4	4	0	0	0	0	0	0	0	0	
07:00	34	4	0	3	5	12	5	5	0	0	0	0	0	0	0	0	0	
08:00	45	5	2	2	17	10	7	2	0	0	0	0	0	0	0	0	0	
09:00	30	3	1	8	6	8	2	2	0	0	0	0	0	0	0	0	0	
10:00	25	1	0	6	8	7	3	0	0	0	0	0	0	0	0	0	0	
11:00	32	2	1	4	13	6	5	1	0	0	0	0	0	0	0	0	0	
12:00 pm	32	1	0	7	6	13	4	1	0	0	0	0	0	0	0	0	0	
01:00	16	3	1	0	5	3	3	1	0	0	0	0	0	0	0	0	0	
02:00	25	0	0	4	6	11	2	2	0	0	0	0	0	0	0	0	0	
03:00	25	1	1	1	4	10	7	1	0	0	0	0	0	0	0	0	0	
04:00	33	1	0	2	11	12	4	2	1	0	0	0	0	0	0	0	0	
05:00	33	2	1	4	9	11	3	3	0	0	0	0	0	0	0	0	0	
06:00	27	1	3	2	10	3	5	3	0	0	0	0	0	0	0	0	0	
07:00	30	2	2	5	8	8	5	0	0	0	0	0	0	0	0	0	0	
08:00	21	5	2	2	3	8	1	0	0	0	0	0	0	0	0	0	0	
09:00	13	0	1	3	4	1	4	0	0	0	0	0	0	0	0	0	0	
10:00	6	0	0	1	3	1	0	1	0	0	0	0	0	0	0	0	0	
11:00	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	
Day Totals	464	33	15	54	127	140	69	25	1	*	*	*	*	*	*	*	*	
12:00 07/16	5	0	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	
01:00	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	8	1	0	1	0	3	1	2	0	0	0	0	0	0	0	0	0	
07:00	14	1	0	0	4	6	2	1	0	0	0	0	0	0	0	0	0	
08:00	24	1	1	3	6	9	3	1	0	0	0	0	0	0	0	0	0	
09:00	42	1	1	4	11	17	2	3	0	0	0	0	1	0	0	0	0	
10:00	37	2	2	2	12	14	4	0	0	0	1	0	0	0	0	0	0	
11:00	47	3	3	3	11	18	6	2	1	0	0	0	0	0	0	0	0	
12:00 pm	35	0	0	3	14	9	6	2	1	0	0	0	0	0	0	0	0	
01:00	35	4	0	6	9	10	6	0	0	0	0	0	0	0	0	0	0	
02:00	37	2	2	4	11	8	8	2	0	0	0	0	0	0	0	0	0	
03:00	22	0	0	3	7	7	5	0	0	0	0	0	0	0	0	0	0	
04:00	17	0	0	4	6	3	3	1	0	0	0	0	0	0	0	0	0	
05:00	16	0	0	1	3	7	4	1	0	0	0	0	0	0	0	0	0	
06:00	28	2	2	5	5	6	7	0	1	0	0	0	0	0	0	0	0	
07:00	18	1	1	4	3	9	0	0	0	0	0	0	0	0	0	0	0	
08:00	12	1	0	1	5	4	1	0	0	0	0	0	0	0	0	0	0	
09:00	9	0	0	2	2	4	1	0	0	0	0	0	0	0	0	0	0	
10:00	10	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	
11:00	11	1	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	
Day Totals	435	21	12	49	125	143	61	17	5	*	1	*	1	*	*	*	*	

*

PRE-TEST

Road Name : Coolidge Ave, Glens Falls
 Location: West of Rt 9
 Study Typ: Speed & count
 Direction: Direction 1 East

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000002
 Start Date: 07/11/2011
 File I.D. : COOLIDGE AV
 Page : 4

Begin Time	Total	A to B														Page
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999	
12:00 07/17	4	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
04:00	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
06:00	9	4	0	2	1	1	1	0	0	0	0	0	0	0	0	0
07:00	14	0	0	0	7	5	1	1	0	0	0	0	0	0	0	0
08:00	19	2	2	2	3	6	4	0	0	0	0	0	0	0	0	0
09:00	14	1	0	3	5	2	3	0	0	0	0	0	0	0	0	0
10:00	24	1	0	4	5	6	6	2	0	0	0	0	0	0	0	0
11:00	32	1	0	3	12	12	1	3	0	0	0	0	0	0	0	0
12:00 pm	18	1	0	2	4	8	3	0	0	0	0	0	0	0	0	0
01:00	22	2	1	3	8	6	2	0	0	0	0	0	0	0	0	0
02:00	32	3	1	3	12	7	2	1	0	0	0	0	1	0	2	0
03:00	24	0	2	2	5	10	4	1	0	0	0	0	0	0	0	0
04:00	19	0	1	1	5	8	2	2	0	0	0	0	0	0	0	0
05:00	21	4	2	1	4	4	5	0	1	0	0	0	0	0	0	0
06:00	27	3	0	2	10	6	6	0	0	0	0	0	0	0	0	0
07:00	25	1	1	5	6	8	4	0	0	0	0	0	0	0	0	0
08:00	19	1	1	3	8	6	0	0	0	0	0	0	0	0	0	0
09:00	8	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0
10:00	7	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0
11:00	3	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0
Day Totals	348	25	11	38	105	106	48	11	1	*	*	*	1	*	2	*
12:00 07/18	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:00	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00	8	1	0	0	2	2	2	1	0	0	0	0	0	0	0	0
05:00	5	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0
06:00	13	2	0	0	2	4	3	2	0	0	0	0	0	0	0	0
07:00	31	4	0	2	5	15	4	1	0	0	0	0	0	0	0	0
08:00	29	1	1	7	9	10	1	0	0	0	0	0	0	0	0	0
09:00	18	0	0	0	6	9	2	1	0	0	0	0	0	0	0	0
10:00	19	1	2	5	9	2	0	0	0	0	0	0	0	0	0	0
11:00	32	2	3	4	10	9	3	1	0	0	0	0	0	0	0	0
12:00 pm	31	2	3	4	8	8	5	0	0	0	0	0	0	0	0	1
01:00	28	0	0	4	11	10	3	0	0	0	0	0	0	0	0	0
02:00	23	2	0	3	5	8	5	0	0	0	0	0	0	0	0	0
03:00	18	1	2	1	7	4	3	0	0	0	0	0	0	0	0	0
04:00	24	1	0	2	9	9	3	0	0	0	0	0	0	0	0	0
05:00	24	2	1	0	5	9	4	2	0	0	0	0	0	0	0	0
06:00	24	2	2	1	2	12	2	2	1	0	0	0	0	0	0	1
07:00	15	0	1	0	8	3	3	0	0	0	0	0	0	0	0	0
08:00	21	0	0	4	7	8	1	1	0	0	0	0	0	0	0	0
09:00	12	0	0	1	3	6	2	0	0	0	0	0	0	0	0	0
10:00	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0
11:00	7	1	0	0	2	3	1	0	0	0	0	0	0	0	0	0
Day Totals	394	22	16	40	117	135	50	11	1	*	*	*	*	*	*	2

*

PRE-TEST

Road Name : Coolidge Ave, Glens Falls
 Location: West of Rt 9
 Study Typ: Speed & count
 Direction: Direction 1 East

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12085

Site Code : 000000000002
 Start Date: 07/11/2011
 File I.D. : COOLIDGE AV
 Page : 6

Begin Time	Total	A to B														71-75	76-999
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75			
12:00 07/21	9	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	
04:00	10	0	0	1	0	7	1	1	0	0	0	0	0	0	0	0	
05:00	7	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	
06:00	16	1	0	1	4	4	5	1	0	0	0	0	0	0	0	0	
07:00	30	3	1	3	8	10	4	1	0	0	0	0	0	0	0	0	
08:00	29	3	1	0	8	11	4	2	0	0	0	0	0	0	0	0	
09:00	30	0	0	3	9	12	3	3	0	0	0	0	0	0	0	0	
10:00	23	3	0	5	3	9	2	1	0	0	0	0	0	0	0	0	
11:00	22	2	1	0	6	9	4	0	0	0	0	0	0	0	0	0	
12:00 pm	27	2	3	1	4	12	5	0	0	0	0	0	0	0	0	0	
01:00	37	3	0	3	10	13	5	2	0	0	0	0	0	0	0	1	
02:00	30	2	2	1	7	7	10	3	0	0	0	0	0	0	0	0	
03:00	28	2	0	3	8	10	4	1	0	0	0	0	0	0	0	0	
04:00	23	3	1	5	1	6	6	0	0	0	0	0	0	0	0	1	
05:00	40	2	1	2	4	20	7	4	0	0	0	0	0	0	0	0	
06:00	28	2	2	2	6	10	5	0	1	0	0	0	0	0	0	0	
07:00	22	1	1	3	6	6	4	1	0	0	0	0	0	0	0	0	
08:00	15	0	0	5	5	4	1	0	0	0	0	0	0	0	0	0	
09:00	13	1	0	3	5	2	1	1	0	0	0	0	0	0	0	0	
10:00	17	0	1	4	4	6	2	0	0	0	0	0	0	0	0	0	
11:00	7	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	
Day Totals	467	30	13	53	106	171	73	18	1	*	*	*	*	*	*	2	
12:00 07/22	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	
01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	
03:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	9	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	
05:00	8	0	0	0	3	2	3	0	0	0	0	0	0	0	0	0	
06:00	15	1	1	2	4	3	3	2	0	0	0	0	0	0	0	0	
07:00	33	7	0	2	5	9	8	0	0	0	0	0	0	0	0	2	
08:00	26	2	1	0	7	8	6	0	1	1	0	0	0	0	0	0	
09:00	39	0	2	4	7	12	12	2	0	0	0	0	0	0	0	0	
10:00	23	2	0	4	5	5	5	1	1	0	0	0	0	0	0	0	
11:00	24	4	3	2	2	6	5	1	0	0	0	0	0	0	0	1	
12:00 pm	22	1	0	3	4	9	5	0	0	0	0	0	0	0	0	0	
01:00	27	3	1	0	9	7	5	1	1	0	0	0	0	0	0	0	
02:00	22	1	0	4	3	8	4	2	0	0	0	0	0	0	0	0	
Grand Total	4869	317	189	609	1432	1496	618	145	21	2	3	2	2	2	31		

Speed Statistics.

15th Percentile Speed : 21 MPH
 Median Speed (50th percentile) : 29 MPH
 Average Speed - All Vehicles : 30 MPH
 85th Percentile Speed : 36 MPH
 95th Percentile Speed : 39 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 2928
 Percent of Vehicles in Pace : 60.40%
 Number of Vehicles > 30 MPH : 2322
 Percent of Vehicles > 30 MPH: 47.90%

PRE-TEST

Road Name : Coolidge Ave. Glens Falls
 Location: West of Rt 9
 Study Typ: Speed & count
 Direction: Direction 1 East

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000002
 Start Date: 07/11/2011
 File I.D. : COOLIDGE AV

Page : 7

Begin Time	Total	0-	16-	21-	26-	31-	36-	41-	46-	51-	56-	61-	66-	71-	76-	
		15	20	25	30	35	40	45	50	55	60	65	70	75	999	
12:00 07/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	43	3	2	12	15	9	1	0	0	0	0	0	0	0	0	*
04:00	53	0	3	11	26	10	1	1	0	0	0	0	0	0	0	1
05:00	59	1	1	14	29	13	1	0	0	0	0	0	0	0	0	0
06:00	22	0	0	7	10	5	0	0	0	0	0	0	0	0	0	0
07:00	36	0	5	13	15	3	0	0	0	0	0	0	0	0	0	0
08:00	30	2	4	9	14	1	0	0	0	0	0	0	0	0	0	0
09:00	21	0	1	4	10	4	2	0	0	0	0	0	0	0	0	0
10:00	12	1	1	3	6	1	0	0	0	0	0	0	0	0	0	0
11:00	11	0	3	2	3	3	0	0	0	0	0	0	0	0	0	0
Day Totals	287	7	20	75	128	49	5	1	*	*	*	*	*	*	*	2
12:00 07/12	7	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0
06:00	9	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0
07:00	25	0	3	2	9	10	1	0	0	0	0	0	0	0	0	0
08:00	33	1	3	4	22	3	0	0	0	0	0	0	0	0	0	0
09:00	29	3	1	7	14	3	0	0	0	1	0	0	0	0	0	0
10:00	41	0	2	18	14	6	1	0	0	0	0	0	0	0	0	0
11:00	29	1	1	11	12	4	0	0	0	0	0	0	0	0	0	0
12:00 pm	46	1	1	18	19	6	1	0	0	0	0	0	0	0	0	0
01:00	45	1	5	12	24	3	0	0	0	0	0	0	0	0	0	0
02:00	39	2	8	13	12	4	0	0	0	0	0	0	0	0	0	0
03:00	48	4	6	12	19	7	0	0	0	0	0	0	0	0	0	0
04:00	53	2	4	10	22	14	0	0	0	0	0	0	1	0	0	0
05:00	36	2	0	5	19	9	1	0	0	0	0	0	0	0	0	0
06:00	40	1	3	10	20	6	0	0	0	0	0	0	0	0	0	0
07:00	39	1	1	13	18	6	0	0	0	0	0	0	0	0	0	0
08:00	32	1	4	9	16	2	0	0	0	0	0	0	0	0	0	0
09:00	18	0	1	3	12	2	0	0	0	0	0	0	0	0	0	0
10:00	4	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0
11:00	6	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0
Day Totals	585	20	45	153	268	93	4	*	*	1	*	1	*	1	*	*

Road Name : Coolidge Ave. Glens Falls
Location: West of Rt 9
Study Typ: Speed & count
Direction: Direction 1 East

Warren County DPW
4028 Main Street
Warrensburg, NY 12885

Site Code : 000000000002
Start Date: 07/11/2011
File I.D. : COOLIDGE AV
Page : 8

PRE-TEST

Road Name : Coolidge Ave. Glens Falls
Location: West of Rt 9
Study Typ: Speed & count
Direction: Direction 1 East

Warren County DPW
4028 Main Street
Warrensburg, NY 12885

Site Code : 000000000002
Start Date: 07/11/2011
File I.D. : COOLIDGE AV
Page : 9

Begin Time	Total	B to A												Page	
		0- 15	16- 20	21- 25	26- 30	31- 35	36- 40	41- 45	46- 50	51- 55	56- 60	61- 65	66- 70	71- 75	76- 999
12:00 07/15	8	1	1	0	4	2	0	0	0	0	0	0	0	0	0
01:00	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0
06:00	6	1	0	0	0	2	1	2	0	0	0	0	0	0	0
07:00	32	1	0	3	9	11	7	1	0	0	0	0	0	0	0
08:00	46	1	0	7	18	11	8	1	0	0	0	0	0	0	0
09:00	62	3	4	11	20	18	5	1	0	0	0	0	0	0	0
10:00	45	1	5	7	12	12	6	2	0	0	0	0	0	0	0
11:00	47	3	0	10	13	18	3	0	0	0	0	0	0	0	0
12:00 pm	51	1	2	7	17	18	6	0	0	0	0	0	0	0	0
01:00	51	1	3	5	9	23	9	1	0	0	0	0	0	0	0
02:00	48	4	1	4	16	17	6	0	0	0	0	0	0	0	0
03:00	40	1	1	1	9	18	6	1	0	0	0	0	0	0	3
04:00	51	1	0	6	19	17	6	2	0	0	0	0	0	0	0
05:00	38	0	0	5	13	14	6	0	0	0	0	0	0	0	0
06:00	37	4	2	5	8	13	3	2	0	0	0	0	0	0	0
07:00	46	3	2	6	18	14	3	0	0	0	0	0	0	0	0
08:00	32	3	1	3	11	11	2	1	0	0	0	0	0	0	0
09:00	24	4	0	1	10	7	1	0	1	0	0	0	0	0	0
10:00	13	0	0	2	5	5	1	0	0	0	0	0	0	0	0
11:00	7	1	0	0	2	3	1	0	0	0	0	0	0	0	0
Day Totals	694	34	22	85	215	238	82	14	1	*	*	*	*	*	3
12:00 07/16	3	0	1	0	1	1	0	0	0	0	0	0	0	0	0
01:00	4	1	0	1	1	1	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0
06:00	7	1	1	2	0	1	2	0	0	0	0	0	0	0	0
07:00	12	0	0	0	5	4	2	0	1	0	0	0	0	0	0
08:00	33	1	6	4	12	6	3	1	0	0	0	0	0	0	0
09:00	61	4	4	16	14	18	3	2	0	0	0	0	0	0	0
10:00	52	0	2	10	16	18	5	1	0	0	0	0	0	0	0
11:00	46	3	2	8	14	12	5	2	0	0	0	0	0	0	0
12:00 pm	58	2	4	9	19	18	6	0	0	0	0	0	0	0	0
01:00	51	2	4	4	15	20	5	1	0	0	0	0	0	0	0
02:00	30	2	3	3	8	11	3	0	0	0	0	0	0	0	0
03:00	24	0	0	6	9	6	3	0	0	0	0	0	0	0	0
04:00	29	1	1	2	12	11	1	0	1	0	0	0	0	0	0
05:00	35	1	1	7	8	13	4	1	0	0	0	0	0	0	0
06:00	32	2	1	3	10	15	1	0	0	0	0	0	0	0	0
07:00	24	2	1	2	5	13	1	0	0	0	0	0	0	0	0
08:00	28	3	2	5	6	10	0	0	1	0	0	0	0	0	0
09:00	19	2	2	4	6	4	1	0	0	0	0	0	0	0	0
10:00	14	0	0	1	4	6	2	1	0	0	0	0	0	0	0
11:00	8	0	0	2	2	3	1	0	0	0	0	0	0	0	0
Day Totals	575	27	35	89	168	194	49	9	3	*	1	*	*	*	*

Road Name : Coolidge Ave. Glens Falls
 Location: West of Rt 9
 Study Typ: Speed & count
 Direction: Direction 1 East

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

PPE - TEST

Site Code : 0000000000002
 Start Date: 07/11/2011
 File I.D. : COOLIDGE AV
 Page : 10

Begin Time	Total	0-	16-	21-	26-	31-	36-	41-	46-	51-	56-	61-	66-	71-	76-	
		15	20	25	30	35	40	45	50	55	60	65	70	75	999	
12:00 07/17	7	1	0	0	3	1	2	0	0	0	0	0	0	0	0	0
01:00	6	0	1	1	1	1	1	0	1	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	5	1	0	1	1	2	0	0	0	0	0	0	0	0	0	0
08:00	12	0	0	3	3	5	1	0	0	0	0	0	0	0	0	0
09:00	27	2	0	1	14	9	1	0	0	0	0	0	0	0	0	0
10:00	31	0	1	7	7	12	3	1	0	0	0	0	0	0	0	0
11:00	19	1	2	3	6	6	1	0	0	0	0	0	0	0	0	0
12:00 pm	46	3	0	8	14	17	3	0	0	0	1	0	0	0	0	0
01:00	41	2	2	6	15	15	1	0	0	0	0	0	0	0	0	0
02:00	26	0	0	1	11	7	5	1	0	0	0	0	0	0	0	1
03:00	27	1	0	5	9	10	1	0	1	0	0	0	0	0	0	0
04:00	26	3	2	2	7	8	4	0	0	0	0	0	0	0	0	0
05:00	32	2	2	3	14	8	3	0	0	0	0	0	0	0	0	0
06:00	28	2	2	3	12	6	3	0	0	0	0	0	0	0	0	0
07:00	24	2	1	2	7	9	3	0	0	0	0	0	0	0	0	0
08:00	29	2	1	5	9	8	4	0	0	0	0	0	0	0	0	0
09:00	17	1	1	4	4	6	1	0	0	0	0	0	0	0	0	0
10:00	7	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0
11:00	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
Day Totals	425	24	16	58	144	137	40	2	2	*	1	*	*	*	*	*
12:00 07/18	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0
06:00	17	2	1	0	3	6	5	0	0	0	0	0	0	0	0	0
07:00	20	0	1	2	6	4	6	1	0	0	0	0	0	0	0	0
08:00	32	1	1	4	15	9	2	0	0	0	0	0	0	0	0	0
09:00	25	0	2	1	6	12	3	1	0	0	0	0	0	0	0	0
10:00	19	1	1	2	5	8	2	0	0	0	0	0	0	0	0	0
11:00	35	1	2	4	10	16	1	0	1	0	0	0	0	0	0	0
12:00 pm	49	2	4	5	15	18	5	0	0	0	0	0	0	0	0	0
01:00	32	0	2	2	15	12	3	0	0	0	0	0	0	0	0	0
02:00	35	2	1	4	15	13	0	0	0	0	0	0	0	0	0	0
03:00	42	1	0	1	11	20	8	1	0	0	0	0	0	0	0	0
04:00	56	1	1	7	12	26	8	1	0	0	0	0	0	0	0	0
05:00	44	3	0	2	12	20	6	0	0	0	0	0	0	0	0	1
06:00	25	3	1	0	7	8	4	2	0	0	0	0	0	0	0	0
07:00	32	1	1	4	16	7	3	0	0	0	0	0	0	0	0	0
08:00	24	0	0	2	10	11	1	0	0	0	0	0	0	0	0	0
09:00	17	0	0	0	10	7	0	0	0	0	0	0	0	0	0	0
10:00	8	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0
11:00	9	1	0	0	3	3	2	0	0	0	0	0	0	0	0	0
Day Totals	529	19	16	40	175	208	63	6	1	*	*	*	*	*	*	1

PRE-TEST

Road Name : Coolidge Ave. Glens Falls
 Location: West of Rt 9
 Study Typ: Speed & count
 Direction: Direction 1 East

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000000
 Start Date: 07/11/2011
 File I.D. : COOLIDGE AV
 Page : 11

Begin Time	Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999
12:00 07/19	7	0	0	0	3	4	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	4	1	0	0	0	2	1	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:00	6	1	0	0	0	1	2	2	0	0	0	0	0	0	0
06:00	16	0	0	1	3	8	3	0	1	0	0	0	0	0	0
07:00	19	0	0	1	7	8	2	1	0	0	0	0	0	0	0
08:00	27	1	1	3	5	14	3	0	0	0	0	0	0	0	0
09:00	13	0	2	3	7	0	1	0	0	0	0	0	0	0	0
10:00	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0
11:00	8	1	2	1	2	2	0	0	0	0	0	0	0	0	0
12:00 pm	7	1	2	1	2	1	0	0	0	0	0	0	0	0	0
01:00	19	1	2	3	6	6	0	1	0	0	0	0	0	0	0
02:00	46	5	2	5	16	14	3	0	1	0	0	0	0	0	0
03:00	49	2	2	4	16	19	4	2	0	0	0	0	0	0	0
04:00	54	5	1	7	17	15	7	2	0	0	0	0	0	0	0
05:00	35	1	0	3	5	24	2	0	0	0	0	0	0	0	0
06:00	38	1	1	4	8	22	2	0	0	0	0	0	0	0	0
07:00	33	3	3	1	12	13	1	0	0	0	0	0	0	0	0
08:00	28	0	0	2	12	8	5	1	0	0	0	0	0	0	0
09:00	22	1	0	5	4	8	2	2	0	0	0	0	0	0	0
10:00	14	0	0	0	9	3	2	0	0	0	0	0	0	0	0
11:00	4	1	0	1	0	1	1	0	0	0	0	0	0	0	0
Day Totals	455	25	20	47	139	173	40	9	2	*	*	*	*	*	*
12:00 07/20	7	0	0	1	2	2	1	1	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00	5	1	0	0	0	0	1	2	1	0	0	0	0	0	0
06:00	9	0	0	1	4	3	1	0	0	0	0	0	0	0	0
07:00	24	0	2	1	11	7	3	0	0	0	0	0	0	0	0
08:00	19	1	1	2	6	7	2	0	0	0	0	0	0	0	0
09:00	28	0	0	5	12	7	3	1	0	0	0	0	0	0	0
10:00	35	3	5	3	14	9	1	0	0	0	0	0	0	0	0
11:00	40	4	2	4	10	15	5	0	0	0	0	0	0	0	0
12:00 pm	42	1	1	5	18	12	4	1	0	0	0	0	0	0	0
01:00	38	4	0	3	15	12	3	0	0	0	0	0	0	0	1
02:00	41	2	1	3	12	20	1	2	0	0	0	0	0	0	0
03:00	56	3	0	6	19	20	6	2	0	0	0	0	0	0	0
04:00	60	6	1	4	17	25	6	1	0	0	0	0	0	0	0
05:00	42	3	1	5	13	13	4	3	0	0	0	0	0	0	0
06:00	28	5	1	4	8	5	5	0	0	0	0	0	0	0	0
07:00	32	4	0	3	15	8	2	0	0	0	0	0	0	0	0
08:00	45	3	0	8	14	15	4	1	0	0	0	0	0	0	0
09:00	21	1	0	2	9	7	2	0	0	0	0	0	0	0	0
10:00	7	0	0	1	2	2	1	0	0	0	1	0	0	0	0
11:00	11	1	0	0	0	7	2	0	1	0	0	0	0	0	0
Day Totals	593	42	15	61	202	198	59	13	1	*	1	*	*	*	1

PBC- TEST

Road Name : Coolidge Ave. Glens Falls
 Location: West of Rt 9
 Study Typ: Speed & count
 Direction: Direction 1 East

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000000
 Start Date: 07/11/2011
 File I.D. : COOLIDGE AV
 Page : 12

Begin Time	Total	B to A																	
		0-	16-	21-	26-	31-	36-	41-	46-	51-	56-	61-	66-	71-	76-				
15	20	25	30	35	40	45	50	55	60	65	70	75	999						
12:00 07/21	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0
06:00	12	0	0	0	3	6	2	1	0	0	0	0	0	0	0	0	0	0	0
07:00	22	1	0	3	5	8	3	2	0	0	0	0	0	0	0	0	0	0	0
08:00	25	1	1	1	8	11	3	0	0	0	0	0	0	0	0	0	0	0	0
09:00	32	0	3	8	8	9	4	0	0	0	0	0	0	0	0	0	0	0	0
10:00	32	0	1	1	8	16	5	1	0	0	0	0	0	0	0	0	0	0	0
11:00	26	1	0	0	7	12	4	2	0	0	0	0	0	0	0	0	0	0	0
12:00 pm	43	4	0	4	13	16	5	1	0	0	0	0	0	0	0	0	0	0	0
01:00	34	1	1	1	8	12	10	1	0	0	0	0	0	0	0	0	0	0	0
02:00	38	1	1	2	12	13	9	0	0	0	0	0	0	0	0	0	0	0	0
03:00	38	2	0	6	14	10	4	2	0	0	0	0	0	0	0	0	0	0	0
04:00	46	1	0	5	6	22	10	2	0	0	0	0	0	0	0	0	0	0	0
05:00	40	2	1	1	5	22	8	1	0	0	0	0	0	0	0	0	0	0	0
06:00	41	1	1	5	16	17	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00	32	3	0	3	17	7	2	0	0	0	0	0	0	0	0	0	0	0	0
08:00	35	2	1	5	13	7	7	0	0	0	0	0	0	0	0	0	0	0	0
09:00	13	1	0	0	6	2	2	1	1	0	0	0	0	0	0	0	0	0	0
10:00	14	2	1	1	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00	9	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Totals	548	25	12	49	162	201	83	15	1	*	*	*	*	*	*	*	*	*	*
12:00 07/22	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0
06:00	12	1	0	0	1	8	0	2	0	0	0	0	0	0	0	0	0	0	0
07:00	23	0	4	3	5	7	3	1	0	0	0	0	0	0	0	0	0	0	0
08:00	29	2	1	4	6	12	4	0	0	0	0	0	0	0	0	0	0	0	0
09:00	29	3	1	4	8	9	4	0	0	0	0	0	0	0	0	0	0	0	0
10:00	40	3	0	2	7	22	4	2	0	0	0	0	0	0	0	0	0	0	0
11:00	31	1	0	0	12	11	7	0	0	0	0	0	0	0	0	0	0	0	0
12:00 pm	40	1	1	2	8	20	6	2	0	0	0	0	0	0	0	0	0	0	0
01:00	38	0	2	3	15	13	5	0	0	0	0	0	0	0	0	0	0	0	0
02:00	40	1	0	4	13	13	9	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	6298	299	263	856	2153	1997	594	99	11	2	6	3	0	0	0	15			

Speed Statistics.

15th Percentile Speed : 22 MPH
 Median Speed (50th percentile) : 28 MPH
 Average Speed - All Vehicles : 29 MPH
 85th Percentile Speed : 34 MPH
 95th Percentile Speed : 38 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 4150
 Percent of Vehicles in Pace : 66.09%
 Number of Vehicles > 30 MPH : 2727
 Percent of Vehicles > 30 MPH: 43.43%

PDE - TEST

Road Name : Coolidge Ave, Glens Falls
 Location: West of Rt 9
 Study Typ: Speed & count
 Direction: Direction 1 East

Warren County DEW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000000
 Start Date: 07/11/2011
 File I.D. : COOLIDGE AV
 Page : 13

Begin Time	Total	A to B, B to A																	
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999				
12:00 07/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	74	10	2	17	23	15	2	0	1	0	0	0	0	0	0	0	0	0	4
04:00	74	0	4	14	37	13	3	1	0	0	0	0	0	0	0	0	0	0	2
05:00	95	1	2	17	42	27	6	0	0	0	0	0	0	0	0	0	0	0	0
06:00	49	0	0	13	21	13	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	56	0	7	18	23	8	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	49	3	8	12	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	25	0	1	5	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0
10:00	16	1	1	5	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	15	0	3	2	6	3	0	0	1	0	0	0	0	0	0	0	0	0	0
Day Totals	453	15	28	103	192	91	13	1	2	*	*	*	*	*	*	*	*	*	8
12:00 07/12	10	1	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	10	1	0	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	11	0	0	1	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	25	0	2	6	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00	57	1	4	8	20	19	5	0	0	0	0	0	0	0	0	0	0	0	0
08:00	72	5	4	13	35	12	2	0	0	0	0	0	0	0	1	0	0	0	0
09:00	62	7	4	14	28	7	1	0	0	0	1	0	0	0	0	0	0	0	0
10:00	69	2	2	26	26	11	2	0	0	0	0	0	0	0	0	0	0	0	0
11:00	48	1	1	15	20	10	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 pm	76	3	2	29	31	9	2	0	0	0	0	0	0	0	0	0	0	0	0
01:00	79	1	5	23	38	9	3	0	0	0	0	0	0	0	0	0	0	0	0
02:00	70	5	13	25	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	79	8	9	14	31	15	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00	84	4	8	18	31	20	2	0	0	0	0	0	0	1	0	0	0	0	0
05:00	77	6	3	11	39	16	2	0	0	0	0	0	0	0	0	0	0	0	0
06:00	80	3	5	18	35	17	2	0	0	0	0	0	0	0	0	0	0	0	0
07:00	72	2	3	20	35	12	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	54	3	7	16	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	25	0	2	3	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	7	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	12	0	0	3	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
Day Totals	1084	53	75	267	465	192	28	1	*	1	*	1	*	2	*	*	*	*	*

Road Name : Coolidge Ave. Glens Falls
 Location: West of Rt 9
 Study Typ: Speed & count
 Direction: Direction 1 East

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

PRE - TEST
 Site Code : 000000000002
 Start Date: 07/11/2011
 File I.D. : COOLIDGE AV
 Page : 14

Begin Time	Total	A to B, B to A																	
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999				
12:00 07/13	6	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	11	0	0	1	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	16	1	0	0	3	7	1	4	0	0	0	0	0	0	0	0	0	0	0
06:00	25	1	1	3	13	4	2	0	0	0	0	0	0	0	0	1	0	0	0
07:00	51	0	4	13	23	10	1	0	0	0	0	0	0	0	0	0	0	0	0
08:00	81	6	3	18	37	15	2	0	0	0	0	0	0	0	0	0	0	0	0
09:00	49	1	7	15	21	3	2	0	0	0	0	0	0	0	0	0	0	0	0
10:00	75	8	6	19	27	4	0	1	0	1	3	2	0	0	0	0	4	0	0
11:00	76	5	2	7	20	27	12	1	0	0	0	0	0	0	0	0	0	2	0
12:00 pm	70	3	2	11	26	21	5	2	0	0	0	0	0	0	0	0	0	0	0
01:00	73	4	4	10	24	24	6	0	0	0	0	0	0	0	0	0	0	1	0
02:00	74	5	1	5	25	29	6	1	0	0	0	0	0	0	0	1	1	0	0
03:00	80	2	6	12	36	18	5	1	0	0	0	0	0	0	0	0	0	0	0
04:00	81	5	1	19	25	24	6	1	0	0	0	0	0	0	0	0	0	0	0
05:00	93	2	3	13	34	23	12	4	0	1	1	0	0	0	0	0	0	0	0
06:00	61	5	3	7	19	17	9	1	0	0	0	0	0	0	0	0	0	0	0
07:00	56	5	1	7	20	15	6	2	0	0	0	0	0	0	0	0	0	0	0
08:00	57	6	2	9	20	16	4	0	0	0	0	0	0	0	0	0	0	0	0
09:00	36	0	1	0	14	17	3	1	0	0	0	0	0	0	0	0	0	0	0
10:00	15	0	2	3	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0
11:00	12	0	0	1	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0
Day Totals	1101	59	50	177	405	283	91	18	*	2	4	2	*	2	*	2	*	8	*
12:00 07/14	7	0	0	3	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	9	0	0	0	2	3	3	0	1	0	0	0	0	0	0	0	0	0	0
05:00	13	0	0	0	5	5	1	2	0	0	0	0	0	0	0	0	0	0	0
06:00	37	3	1	2	9	15	6	1	0	0	0	0	0	0	0	0	0	0	0
07:00	69	3	1	2	21	23	11	5	1	0	0	0	0	0	0	0	0	0	2
08:00	84	2	3	7	23	32	14	3	0	0	0	0	0	0	0	0	0	0	0
09:00	60	2	0	7	20	25	5	1	0	0	0	0	0	0	0	0	0	0	0
10:00	68	7	3	7	21	19	8	2	0	0	0	0	0	0	0	0	0	0	1
11:00	78	5	7	8	23	21	11	3	0	0	0	0	0	0	0	0	0	0	0
12:00 pm	76	6	2	8	25	23	9	2	0	0	0	0	1	0	0	0	0	0	*
01:00	72	7	5	13	22	19	4	1	0	0	0	0	0	0	0	0	0	1	*
02:00	74	3	0	12	14	39	5	1	0	0	0	0	0	0	0	0	0	0	*
03:00	81	8	3	5	22	29	11	2	0	0	0	1	0	0	0	0	0	0	*
04:00	87	3	7	9	26	27	11	2	0	0	0	0	0	0	0	0	0	0	2
05:00	110	10	7	8	33	38	12	2	0	0	0	0	0	0	0	0	0	0	*
06:00	69	4	4	5	24	24	6	1	1	0	0	0	0	0	0	0	0	0	*
07:00	48	2	0	8	18	13	7	0	0	0	0	0	0	0	0	0	0	0	*
08:00	60	5	2	8	21	17	7	0	0	0	0	0	0	0	0	0	0	0	*
09:00	42	1	1	6	13	16	5	0	0	0	0	0	0	0	0	0	0	0	*
10:00	15	0	0	3	3	4	5	0	0	0	0	0	0	0	0	0	0	0	*
11:00	16	0	0	1	4	7	3	1	0	0	0	0	0	0	0	0	0	0	*
Day Totals	1182	73	46	123	352	402	145	30	3	*	1	1	1	*	1	*	1	6	*

PRE-TEST

Road Name : Coolidge Ave. Glens Falls
 Location: West of Rt 9
 Study Typ: Speed & count
 Direction: Direction 1 East

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000000
 Start Date: 07/11/2011
 File I.D. : COOLIDGE AV
 Page : 15

Begin Time	Total	A to B, B to A																	
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999				
12:00 07/15	8	1	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	6	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	10	0	0	0	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0
05:00	9	1	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0
06:00	19	2	0	0	4	6	5	2	0	0	0	0	0	0	0	0	0	0	0
07:00	66	5	0	6	14	23	12	6	0	0	0	0	0	0	0	0	0	0	0
08:00	91	6	2	9	35	21	15	3	0	0	0	0	0	0	0	0	0	0	0
09:00	92	6	5	19	26	26	7	3	0	0	0	0	0	0	0	0	0	0	0
10:00	70	2	5	13	20	19	9	2	0	0	0	0	0	0	0	0	0	0	0
11:00	79	5	1	14	26	24	8	1	0	0	0	0	0	0	0	0	0	0	0
12:00 pm	83	2	2	14	23	31	10	1	0	0	0	0	0	0	0	0	0	0	0
01:00	67	4	4	5	14	26	12	2	0	0	0	0	0	0	0	0	0	0	0
02:00	73	4	1	8	22	28	8	2	0	0	0	0	0	0	0	0	0	0	0
03:00	65	2	2	2	13	28	13	2	0	0	0	0	0	0	0	0	0	0	3
04:00	84	2	0	8	30	29	10	4	1	0	0	0	0	0	0	0	0	0	0
05:00	71	2	1	9	22	25	9	3	0	0	0	0	0	0	0	0	0	0	0
06:00	64	5	5	7	18	16	8	5	0	0	0	0	0	0	0	0	0	0	0
07:00	76	5	4	11	26	22	8	0	0	0	0	0	0	0	0	0	0	0	0
08:00	53	8	3	5	14	19	3	1	0	0	0	0	0	0	0	0	0	0	0
09:00	37	4	1	4	14	8	5	0	1	0	0	0	0	0	0	0	0	0	0
10:00	19	0	0	3	8	6	1	1	0	0	0	0	0	0	0	0	0	0	0
11:00	11	1	0	0	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0
Day Totals	1158	67	37	139	342	378	151	39	2	*	*	*	*	*	*	*	3	*	*
12:00 07/16	8	0	1	1	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	6	2	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0
06:00	15	2	1	3	0	4	3	2	0	0	0	0	0	0	0	0	0	0	0
07:00	26	1	0	0	9	10	4	1	1	0	0	0	0	0	0	0	0	0	0
08:00	57	2	7	7	18	15	6	2	0	0	0	0	0	0	0	0	0	0	0
09:00	103	5	5	20	25	35	5	5	2	0	0	0	0	1	0	0	0	0	0
10:00	89	2	4	12	28	32	9	1	0	0	0	1	0	0	0	0	0	0	0
11:00	93	6	5	11	25	30	11	4	1	0	0	0	0	0	0	0	0	0	0
12:00 pm	93	2	4	12	33	27	12	2	1	0	0	0	0	0	0	0	0	0	0
01:00	86	6	4	10	24	30	11	1	0	0	0	0	0	0	0	0	0	0	0
02:00	67	4	5	7	19	19	11	2	0	0	0	0	0	0	0	0	0	0	0
03:00	46	0	0	9	16	13	8	0	0	0	0	0	0	0	0	0	0	0	0
04:00	46	1	1	6	18	14	4	1	1	0	0	0	0	0	0	0	0	0	0
05:00	51	1	1	8	11	20	8	2	0	0	0	0	0	0	0	0	0	0	0
06:00	60	4	3	8	15	21	8	0	1	0	0	0	0	0	0	0	0	0	0
07:00	42	3	2	6	8	22	1	0	0	0	0	0	0	0	0	0	0	0	0
08:00	40	4	2	6	11	14	1	0	1	0	1	0	0	0	0	0	0	0	0
09:00	28	2	2	6	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0
10:00	24	0	0	2	8	11	2	1	0	0	0	0	0	0	0	0	0	0	0
11:00	19	1	0	3	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0
Day Totals	1010	48	47	138	293	337	110	26	8	*	2	*	1	*	*	*	*	*	*

Road Name : Coolidge Ave. Glens Falls
 Location: West of Rt 9
 Study Typ: Speed & count
 Direction: Direction 1 East

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

PBE-TEST
 Site Code : 000000000002
 Start Date: 07/11/2011
 File I.D. : COOLIDGE AV
 Page : 16

Begin Time	Total	A to B, B to A													
		0-	16-	21-	26-	31-	36-	41-	46-	51-	56-	61-	66-	71-	76-
		15	20	25	30	35	40	45	50	55	60	65	70	75	999
12:00 07/17	11	1	0	0	4	3	2	1	0	0	0	0	0	0	0
01:00	7	1	1	1	1	1	1	0	1	0	0	0	0	0	0
02:00	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
03:00	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0
04:00	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:00	17	5	1	2	3	4	2	0	0	0	0	0	0	0	0
07:00	19	1	0	1	8	7	1	1	0	0	0	0	0	0	0
08:00	31	2	2	5	6	11	5	0	0	0	0	0	0	0	0
09:00	41	3	0	4	19	11	4	0	0	0	0	0	0	0	0
10:00	55	1	1	11	12	18	9	3	0	0	0	0	0	0	0
11:00	51	2	2	6	18	18	2	3	0	0	0	0	0	0	0
12:00 pm	64	4	0	10	18	25	6	0	0	0	1	0	0	0	0
01:00	63	4	3	9	23	21	3	0	0	0	0	0	0	0	0
02:00	58	3	1	4	23	14	7	2	0	0	0	0	1	0	3
03:00	51	1	2	7	14	20	5	1	1	0	0	0	0	0	0
04:00	45	3	3	3	12	16	6	2	0	0	0	0	0	0	0
05:00	53	6	4	4	18	12	8	0	1	0	0	0	0	0	0
06:00	55	5	2	5	22	12	9	0	0	0	0	0	0	0	0
07:00	49	3	2	7	13	17	7	0	0	0	0	0	0	0	0
08:00	48	3	2	8	17	14	4	0	0	0	0	0	0	0	0
09:00	25	1	1	4	7	11	1	0	0	0	0	0	0	0	0
10:00	14	0	0	4	4	4	2	0	0	0	0	0	0	0	0
11:00	6	0	0	1	3	1	1	0	0	0	0	0	0	0	0
Day Totals	773	49	27	96	249	243	88	13	3	*	1	*	1	*	3
12:00 07/18	6	0	1	1	2	2	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:00	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
04:00	8	1	0	0	2	2	2	1	0	0	0	0	0	0	0
05:00	10	0	0	0	2	4	4	0	0	0	0	0	0	0	0
06:00	30	4	1	0	5	10	8	2	0	0	0	0	0	0	0
07:00	51	4	1	4	11	19	10	2	0	0	0	0	0	0	0
08:00	61	2	2	11	24	19	3	0	0	0	0	0	0	0	0
09:00	43	0	2	1	12	21	5	2	0	0	0	0	0	0	0
10:00	38	2	3	7	14	10	2	0	0	0	0	0	0	0	0
11:00	67	3	5	8	20	25	4	1	1	0	0	0	0	0	0
12:00 pm	80	4	7	9	23	26	10	0	0	0	0	0	0	0	1
01:00	60	0	0	6	26	22	6	0	0	0	0	0	0	0	0
02:00	58	4	1	7	20	21	5	0	0	0	0	0	0	0	0
03:00	60	2	2	2	18	24	11	1	0	0	0	0	0	0	0
04:00	80	2	1	9	21	35	11	1	0	0	0	0	0	0	0
05:00	68	5	1	2	17	29	10	2	0	0	0	0	0	0	2
06:00	49	5	3	1	9	20	6	4	1	0	0	0	0	0	0
07:00	47	1	2	4	24	10	6	4	1	0	0	0	0	0	0
08:00	45	0	0	6	17	19	2	1	0	0	0	0	0	0	0
09:00	29	0	0	1	13	13	2	0	0	0	0	0	0	0	0
10:00	13	0	0	1	4	5	3	0	0	0	0	0	0	0	0
11:00	16	2	0	0	5	6	3	0	0	0	0	0	0	0	0
Day Totals	923	41	32	80	292	343	113	17	2	*	*	*	*	*	*

PBE - TEST

Road Name : Coolidge Ave. Glens Falls
Location: West of Rt 9
Study Typ: Speed & count
Direction: Direction 1 East

Warren County DPW
4028 Main Street
Warrensburg, NY 12885

Site Code : 000000000002
Start Date: 07/11/2011
File F.D. : COOLIDGE AV
Page : 17

Begin Time	Total	A to B, B to A												Page	
		0- 15	16- 20	21- 25	26- 30	31- 35	36- 40	41- 45	46- 50	51- 55	56- 60	61- 65	66- 70	71- 75	76- 999
12:00 07/19	7	0	0	0	3	4	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	7	2	0	0	4	1	0	0	0	0	0	0	0	0	0
03:00	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0
04:00	8	0	0	0	3	3	2	0	0	0	0	0	0	0	0
05:00	16	2	0	1	3	5	5	0	0	0	0	0	0	0	0
06:00	28	0	0	2	6	14	4	1	1	0	0	0	0	0	0
07:00	53	1	0	2	12	26	9	3	0	0	0	0	0	0	0
08:00	68	3	3	9	23	20	9	1	0	0	0	0	0	0	0
09:00	28	0	2	7	13	4	2	0	0	0	0	0	0	0	0
10:00	13	0	3	5	4	0	1	0	0	0	0	0	0	0	0
11:00	23	3	7	2	6	4	1	0	0	0	0	0	0	0	0
12:00 pm	20	2	6	2	5	5	0	0	0	0	0	0	0	0	0
01:00	30	2	2	6	9	8	2	1	0	0	0	0	0	0	0
02:00	78	8	5	6	24	28	6	0	1	0	0	0	0	0	0
03:00	76	6	2	5	24	24	11	4	0	0	0	0	0	0	0
04:00	88	8	2	12	23	28	11	4	0	0	0	0	0	0	0
05:00	68	2	1	6	14	37	6	2	0	0	0	0	0	0	0
06:00	70	2	1	8	15	38	6	0	0	0	0	0	0	0	0
07:00	57	5	4	6	24	16	2	0	0	0	0	0	0	0	0
08:00	51	1	0	6	16	17	7	1	0	0	0	0	0	0	3
09:00	31	1	0	5	7	8	8	2	0	0	0	0	0	0	0
10:00	22	0	0	2	12	5	3	0	0	0	0	0	0	0	0
11:00	9	1	0	1	4	2	1	0	0	0	0	0	0	0	0
Day Totals	855	49	38	93	255	300	96	19	2	*	*	*	*	*	3
12:00 07/20	8	0	0	1	3	2	1	1	0	0	0	0	0	0	0
01:00	3	0	0	0	1	0	1	0	1	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0
04:00	11	1	0	1	2	3	4	0	0	0	0	0	0	0	0
05:00	11	1	0	0	0	3	1	1	0	0	0	0	0	0	0
06:00	18	0	0	1	7	5	3	1	0	0	0	0	0	0	1
07:00	57	1	3	3	20	21	9	0	0	0	0	0	0	0	0
08:00	53	7	3	4	19	12	5	3	0	0	0	0	0	0	0
09:00	58	2	2	5	21	20	6	2	0	0	0	0	0	0	0
10:00	66	6	7	11	19	21	1	0	1	0	0	0	0	0	0
11:00	68	5	4	6	20	21	11	1	0	0	0	0	0	0	0
12:00 pm	84	3	3	9	32	26	7	3	0	0	0	0	0	0	1
01:00	69	6	2	6	25	19	9	0	0	0	0	0	0	0	2
02:00	75	5	1	4	22	34	3	4	0	0	0	0	0	0	2
03:00	83	4	1	9	28	26	12	3	0	0	0	0	0	0	0
04:00	86	7	1	5	25	38	8	2	0	0	0	0	0	0	0
05:00	65	4	1	7	18	23	6	0	0	0	0	0	0	0	0
06:00	65	6	1	9	20	17	10	2	0	0	0	0	0	0	0
07:00	52	6	0	5	21	13	5	0	1	0	0	0	0	0	1
08:00	65	5	0	12	19	23	5	1	0	0	0	0	0	0	0
09:00	27	2	0	2	10	11	2	0	0	0	0	0	0	0	0
10:00	16	0	0	3	6	4	2	0	0	0	0	1	0	0	0
11:00	15	1	0	0	10	2	0	1	0	0	0	0	0	0	0
Day Totals	1059	72	30	103	339	355	117	30	5	*	1	*	*	*	7

Road Name : Coolidge Ave, Glens Falls
 Location: West of Rt 9
 Study Typ: Speed & count
 Direction: Direction 1 East

Warren County DPW
 4029 Main Street
 Warrensburg, NY 12885

Site Code : 000000000002
 Start Date: 07/11/2011
 File I.D. : COOLIDGE AV
 Page : 18

Begin Time	Total	A to B, B to A														71-75	76-999
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70				
12:00 07/21	11	0	1	2	3	4	1	0	0	0	0	0	0	0	0	0	0
01:00	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	6	1	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0
04:00	11	0	0	1	0	8	1	1	0	0	0	0	0	0	0	0	0
05:00	14	0	0	1	2	6	5	0	0	0	0	0	0	0	0	0	0
06:00	28	1	0	1	7	10	7	2	0	0	0	0	0	0	0	0	0
07:00	52	4	1	6	13	18	7	3	0	0	0	0	0	0	0	0	0
08:00	54	4	2	1	16	22	7	2	0	0	0	0	0	0	0	0	0
09:00	62	0	3	11	17	21	7	3	0	0	0	0	0	0	0	0	0
10:00	55	3	1	6	11	25	7	2	0	0	0	0	0	0	0	0	0
11:00	48	3	1	0	13	21	8	2	0	0	0	0	0	0	0	0	0
12:00 pm	70	6	3	5	17	28	10	1	0	0	0	0	0	0	0	0	0
01:00	71	4	1	4	18	25	15	3	0	0	0	0	0	0	0	1	0
02:00	68	3	2	9	19	23	12	0	0	0	0	0	0	0	0	0	0
03:00	66	4	0	9	22	20	8	3	0	0	0	0	0	0	0	0	0
04:00	69	4	1	10	7	28	16	2	0	0	0	0	0	0	0	1	0
05:00	80	4	2	3	9	42	15	5	0	0	0	0	0	0	0	0	0
06:00	69	3	3	7	22	27	6	0	1	0	0	0	0	0	0	0	0
07:00	54	4	1	6	23	13	6	1	0	0	0	0	0	0	0	0	0
08:00	50	2	1	10	18	11	8	0	0	0	0	0	0	0	0	0	0
09:00	26	2	0	3	11	4	3	2	1	0	0	0	0	0	0	0	0
10:00	31	2	2	5	11	8	3	0	0	0	0	0	0	0	0	0	0
11:00	16	0	0	2	4	8	2	0	0	0	0	0	0	0	0	0	0
Day Totals	1015	55	25	102	268	372	156	33	2	*	*	*	*	*	*	2	*
12:00 07/22	7	1	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0
01:00	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	5	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
04:00	10	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0
05:00	15	0	0	0	3	6	6	0	0	0	0	0	0	0	0	0	0
06:00	27	2	1	2	5	11	2	4	0	0	0	0	0	0	0	0	0
07:00	56	7	4	5	10	16	11	1	0	0	0	0	0	0	0	0	2
08:00	55	4	2	4	13	20	10	0	1	1	0	0	0	0	0	0	0
09:00	68	3	3	8	15	21	16	2	0	0	0	0	0	0	0	0	0
10:00	63	5	0	6	12	27	9	3	1	0	0	0	0	0	0	0	1
11:00	55	5	3	2	14	17	12	1	0	0	0	0	0	0	0	0	0
12:00 pm	62	2	1	5	12	29	11	2	0	0	0	0	0	0	0	0	0
01:00	65	3	3	3	24	20	10	1	1	0	0	0	0	0	0	0	0
02:00	62	2	0	8	16	21	13	2	0	0	0	0	0	0	0	0	0
Grand Total	11167	616	452	1465	3585	3493	1212	244	32	4	9	5	2	2	46		

Speed Statistics.

15th Percentile Speed : 22 MPH
 Median Speed (50th percentile) : 28 MPH
 Average Speed - All Vehicles : 29 MPH
 85th Percentile Speed : 34 MPH
 95th Percentile Speed : 38 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 7078
 Percent of Vehicles in Pace : 63.62%
 Number of Vehicles > 30 MPH : 5049
 Percent of Vehicles > 30 MPH: 45.38%

Pre-Test

Road Name : Horicon Ave, Glens Falls
 Location: West of RT. 9
 Study Typ: Speed & Count
 Direction: Direction 1 West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000001
 Start Date: 07/11/2011
 File I.D. : HORICON AVE 1
 Page : 1

Begin Time	Total	A to B															
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-99		
12:00 07/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	22	1	5	8	2	2	0	0	0	0	1	0	0	0	0	0	3
03:00	75	1	2	12	21	15	15	5	1	3	0	0	0	0	0	0	0
04:00	95	0	3	27	37	23	4	1	0	0	0	0	0	0	0	0	0
05:00	94	4	6	30	36	10	7	1	0	0	0	0	0	0	0	0	0
06:00	67	1	1	18	20	19	5	2	0	0	0	0	0	0	0	0	1
07:00	41	1	3	5	14	7	6	3	0	1	0	0	0	0	0	0	0
08:00	49	0	3	16	15	7	6	1	0	0	0	0	0	0	0	0	1
09:00	38	2	2	8	14	10	2	0	0	0	0	0	0	0	0	0	0
10:00	14	0	0	4	3	5	1	0	1	0	0	0	0	0	0	0	0
11:00	14	0	0	2	8	4	0	0	0	0	0	0	0	0	0	0	0
Day Totals	509	10	25	130	170	102	46	13	2	4	1	*	*	*	*	6	*
12:00 07/12	3	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0
01:00	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	6	0	1	1	0	3	1	0	0	0	0	0	0	0	0	0	0
06:00	15	0	0	2	7	5	1	0	0	0	0	0	0	0	0	0	0
07:00	29	1	1	4	12	7	4	0	0	0	0	0	0	0	0	0	0
08:00	47	3	3	7	23	10	1	0	0	0	0	0	0	0	0	0	0
09:00	43	2	2	6	12	18	2	0	1	0	0	0	0	0	0	0	0
10:00	51	0	4	12	15	11	5	3	1	0	0	0	0	0	0	0	0
11:00	62	0	1	10	19	19	10	3	0	0	0	0	0	0	0	0	0
12:00 pm	79	1	6	12	29	22	7	1	1	0	0	0	0	0	0	0	0
01:00	78	1	10	12	22	28	4	0	1	0	0	0	0	0	0	0	0
02:00	49	0	7	16	18	8	0	0	0	0	0	0	0	0	0	0	0
03:00	81	1	2	8	33	23	11	2	0	1	0	0	0	0	0	0	0
04:00	94	1	2	6	38	33	13	1	0	0	0	0	0	0	0	0	0
05:00	89	0	2	15	44	22	6	0	0	0	0	0	0	0	0	0	0
06:00	58	0	3	8	25	18	4	0	0	0	0	0	0	0	0	0	0
07:00	41	0	3	7	13	11	6	1	0	0	0	0	0	0	0	0	0
08:00	61	0	2	4	37	12	4	2	0	0	0	0	0	0	0	0	0
09:00	31	0	1	2	12	9	7	0	0	0	0	0	0	0	0	0	0
10:00	25	0	1	4	8	8	2	2	0	0	0	0	0	0	0	0	0
11:00	12	0	0	1	4	5	2	0	0	0	0	0	0	0	0	0	0
Day Totals	957	10	44	131	370	283	99	15	4	1	*	*	*	*	*	*	*

PRE-TEST

Road Name : Horicon Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & Count
 Direction: Direction 1 West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000001
 Start Date: 07/11/2011
 File I.D. : HORICON AVE 1
 Page : 2

Begin Time	Total	A to B																	
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999				
12:00 07/13	5	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	12	0	0	2	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00	31	0	0	4	13	7	6	1	0	0	0	0	0	0	0	0	0	0	0
08:00	49	0	0	3	17	17	7	2	1	2	0	0	0	0	0	0	0	0	0
09:00	46	0	2	6	15	15	4	0	2	0	0	0	0	1	0	0	0	0	1
10:00	50	0	2	2	19	13	6	4	3	1	0	0	0	0	0	0	0	0	0
11:00	70	4	4	12	31	12	3	1	0	0	0	0	0	0	0	0	0	0	3
12:00 pm	62	5	5	18	23	8	3	0	0	0	0	0	0	0	0	0	0	0	0
01:00	71	6	11	21	25	8	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	73	3	5	21	32	11	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	59	3	7	12	29	7	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	109	0	2	28	55	24	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	102	5	10	21	51	15	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	61	2	2	12	28	17	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	52	1	1	10	23	17	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	56	0	2	13	28	11	2	0	0	0	0	0	0	0	0	0	0	0	0
09:00	27	0	3	4	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	26	0	0	8	5	12	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00	14	0	2	0	4	6	2	0	0	0	0	0	0	0	0	0	0	0	0
Day Totals	982	29	58	198	427	209	37	8	6	3	*	1	*	*	*	6	*	*	*
12:00 07/14	6	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0
06:00	14	1	0	1	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0
07:00	25	2	2	7	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0
08:00	36	0	2	15	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	38	2	2	14	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	44	1	3	12	23	4	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	56	2	1	18	21	13	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 pm	79	2	6	14	33	20	2	0	0	0	0	0	0	1	0	0	0	0	1
01:00	65	0	0	14	28	14	8	0	0	0	0	0	0	0	0	0	0	0	0
02:00	57	1	0	6	17	18	13	1	1	0	0	0	0	0	0	0	0	0	0
03:00	61	0	0	9	18	25	8	1	0	0	0	0	0	0	0	0	0	0	0
04:00	93	3	3	10	24	39	12	1	0	0	0	0	0	0	0	0	0	0	0
05:00	96	0	0	7	23	46	19	1	0	0	0	0	0	0	0	0	0	0	1
06:00	69	0	4	3	16	25	17	4	0	0	0	0	0	0	0	0	0	0	0
07:00	47	2	1	3	12	15	10	3	1	0	0	0	0	0	0	0	0	0	0
08:00	53	1	2	6	20	17	6	0	1	0	0	0	0	0	0	0	0	0	0
Grand Total	3295	66	153	600	1251	853	283	47	15	8	2	1	1	0	15				

NOT FULL
DATA

PRE-TEST

Road Name : Horicon Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & Count
 Direction: Direction 1 West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000001
 Start Date: 07/11/2011
 File I.D. : HORICON AVE 1
 Page : 3

Begin Time	Total	A to B														71-75	76-999
		0-	16-	21-	26-	31-	36-	41-	46-	51-	56-	61-	66-				
		15	20	25	30	35	40	45	50	55	60	65	70				

Speed Statistics.

15th Percentile Speed : 22 MPH
 Median Speed (50th percentile) : 28 MPH
 Average Speed - All Vehicles : 29 MPH
 85th Percentile Speed : 33 MPH
 95th Percentile Speed : 38 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 2104
 Percent of Vehicles in Pace : 63.94%
 Number of Vehicles > 30 MPH : 1225
 Percent of Vehicles > 30 MPH: 37.23%

PBE-TEST

Road Name : Horicon Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & Count
 Direction: Direction 1 West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000001
 Start Date: 07/11/2011
 File I.D. : HORICON AVE 1
 Page : 4

Begin Time	Total	B to A																		71- 75	76- 999
		0- 15	16- 20	21- 25	26- 30	31- 35	36- 40	41- 45	46- 50	51- 55	56- 60	61- 65	66- 70	71- 75	71- 75	71- 75	71- 75	71- 75			
12:00 07/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
02:00	27	11	2	4	4	0	1	0	0	0	0	1	0	0	0	0	0	0	0	4	
03:00	38	0	9	20	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	51	0	2	17	20	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	55	2	3	14	13	16	6	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	43	0	0	4	13	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	39	0	3	2	4	18	10	2	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	33	0	0	1	10	13	7	1	0	0	0	0	0	0	0	0	0	0	0	1	
09:00	22	0	1	3	2	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	19	0	0	0	2	7	7	3	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	6	0	0	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
Day Totals	333	13	20	65	75	96	46	10	2	*	1	*	*	*	*	*	*	5	*	*	
12:00 07/12	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	17	0	0	0	0	0	6	7	3	1	0	0	0	0	0	0	0	0	0	0	
06:00	40	0	0	0	2	6	19	11	2	0	0	0	0	0	0	0	0	0	0	0	
07:00	91	1	0	1	6	21	36	18	6	0	1	0	0	0	0	0	0	0	0	1	
08:00	78	0	1	2	7	15	30	13	8	1	1	0	0	0	0	0	0	0	0	0	
09:00	52	0	1	2	6	10	14	12	5	1	1	0	0	0	0	0	0	0	0	0	
10:00	59	2	2	3	6	10	17	13	6	0	0	0	0	0	0	0	0	0	0	0	
11:00	55	1	0	2	6	13	16	9	3	5	0	0	0	0	0	0	0	0	0	0	
12:00 pm	67	0	1	2	7	9	14	19	10	3	2	0	0	0	0	0	0	0	0	0	
01:00	62	0	0	5	8	10	18	14	4	3	0	0	0	0	0	0	0	0	0	0	
02:00	57	0	1	5	2	8	21	12	6	1	1	0	0	0	0	0	0	0	0	0	
03:00	43	0	1	0	7	4	14	11	5	1	0	0	0	0	0	0	0	0	0	0	
04:00	61	0	1	0	2	12	18	18	8	1	0	0	0	0	0	0	0	0	0	1	
05:00	54	0	1	0	4	10	21	13	4	1	0	0	0	0	0	0	0	0	0	0	
06:00	49	0	1	1	3	10	15	13	6	0	0	0	0	0	0	0	0	0	0	0	
07:00	49	0	0	1	3	5	14	14	9	2	1	0	0	0	0	0	0	0	0	0	
08:00	23	0	0	0	1	4	8	9	1	0	0	0	0	0	0	0	0	0	0	0	
09:00	23	0	0	0	0	5	9	8	1	0	0	0	0	0	0	0	0	0	0	0	
10:00	13	0	0	0	1	1	3	7	1	0	0	0	0	0	0	0	0	0	0	0	
11:00	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
Day Totals	910	4	10	24	73	165	299	221	86	19	7	*	*	*	*	*	*	2	*	*	

PDR - TEST

Road Name : Horicon Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & Count
 Direction: Direction 1 West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000001
 Start Date: 07/11/2011
 File I.D. : HORICON AVE 1
 Page : 5

Begin Time	Total	B to A																71-75	76-999
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999				
12:00 07/13	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	
05:00	20	0	0	0	0	4	3	7	5	1	0	0	0	0	0	0	0	0	
06:00	32	0	0	0	0	0	0	8	12	8	4	0	0	0	0	0	0	0	
07:00	94	0	0	1	2	9	21	31	25	3	0	2	0	0	0	0	0	0	
08:00	76	0	0	3	2	4	24	17	17	7	2	0	0	0	0	0	0	0	
09:00	58	0	1	1	2	7	10	15	13	6	1	1	0	0	0	1	0	0	
10:00	57	0	0	1	0	4	15	15	13	7	2	0	0	0	0	0	0	0	
11:00	42	2	1	4	11	9	4	3	2	1	0	0	2	0	0	3	0	0	
12:00 pm	67	2	6	19	25	12	2	1	0	0	0	0	0	0	0	0	0	0	
01:00	60	2	2	13	31	9	2	1	0	0	0	0	0	0	0	0	0	0	
02:00	36	0	2	7	17	10	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	49	1	3	15	17	13	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	59	0	0	12	26	18	2	1	0	0	0	0	0	0	0	0	0	0	
05:00	57	1	4	17	20	6	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	58	0	1	11	25	17	3	1	0	0	0	0	0	0	0	0	0	0	
07:00	40	0	2	6	14	14	3	1	0	0	0	0	0	0	0	0	0	0	
08:00	18	1	0	3	7	2	4	1	0	0	0	0	0	0	0	0	0	0	
09:00	23	1	1	4	9	8	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	9	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	8	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	
Day Totals	868	10	24	121	222	149	107	107	84	29	6	3	2	*	4				
12:00 07/14	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	5	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	16	0	0	1	6	8	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	42	0	1	8	17	12	2	2	0	0	0	0	0	0	0	0	0	0	
07:00	97	0	7	19	36	29	4	2	0	0	0	0	0	0	0	0	0	0	
08:00	76	0	2	12	26	30	6	0	0	0	0	0	0	0	0	0	0	0	
09:00	40	0	4	6	18	11	1	0	0	0	0	0	0	0	0	0	0	0	
10:00	58	0	4	7	29	17	1	0	0	0	0	0	0	0	0	0	0	0	
11:00	64	3	3	14	25	9	8	0	0	0	0	0	0	0	0	0	0	2	
12:00 pm	50	1	1	7	23	16	2	0	0	0	0	0	0	0	0	0	0	0	
01:00	66	1	0	6	28	23	5	2	0	0	0	0	0	1	0	0	0	0	
02:00	46	2	1	6	9	18	7	2	0	0	0	0	0	0	0	0	0	1	
03:00	42	0	1	2	10	18	8	2	1	0	0	0	0	0	0	0	0	0	
04:00	53	1	3	5	14	20	9	1	0	0	0	0	0	0	0	0	0	0	
05:00	59	2	4	5	17	25	5	1	0	0	0	0	0	0	0	0	0	0	
06:00	31	0	2	3	7	9	10	0	0	0	0	0	0	0	0	0	0	0	
07:00	57	2	1	5	18	19	10	2	0	0	0	0	0	0	0	0	0	0	
08:00	39	1	1	5	16	14	1	1	0	0	0	0	0	0	0	0	0	0	
Grand Total	2962	40	89	324	671	698	532	353	173	48	14	3	3	0	14				

Road Name : Horicon Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & Count
 Direction: Direction 1 West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000001
 Start Date: 07/11/2011
 File I.D. : HORICON AVE 1
 Page : 6

Begin Time	Total	B to A													
		0-	16-	21-	26-	31-	36-	41-	46-	51-	56-	61-	66-	71-	76-
		15	20	25	30	35	40	45	50	55	60	65	70	75	999

Speed Statistics.

15th Percentile Speed : 24 MPH
 Median Speed (50th percentile) : 32 MPH
 Average Speed - All Vehicles : 34 MPH
 85th Percentile Speed : 42 MPH
 95th Percentile Speed : 47 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 1369
 Percent of Vehicles in Pace : 46.26%
 Number of Vehicles > 30 MPH : 1838
 Percent of Vehicles > 30 MPH: 62.11%

PRE-TEST

Road Name : Horicon Ave. Glens Falls
Location: West of Rt. 9
Study Typ: Speed & Count
Direction: Direction 1 West

Warren County DPW
4028 Main Street
Warrensburg, NY 12885

Site Code : 000000000001
Start Date: 07/11/2011
File I.D. : HORIZON AVE 1
Page : 7

PRE-TEST

Road Name : Horicon Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & Count
 Direction: Direction 1 West

Warren County DFW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000001
 Start Date: 07/11/2011
 File I.D. : HORICON AVE 1
 Page : 8

Begin Time	Total	A to B		B to A		51-	56-	61-	66-	71-	76-	77-	78-		
		0-	15	16-	20										
12:00 07/13	6	0	0	0	0	4	1	1	0	0	0	0	0	0	0
01:00	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0
04:00	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0
05:00	24	0	0	0	1	2	4	4	7	5	1	0	0	0	0
06:00	44	0	0	0	2	6	3	9	12	8	4	0	0	0	0
07:00	125	0	0	0	5	15	16	27	32	25	3	0	2	0	0
08:00	125	0	0	0	6	19	21	31	19	18	9	2	0	0	0
09:00	104	0	3	7	17	22	14	15	15	6	1	2	0	0	2
10:00	107	0	2	3	19	17	21	19	16	8	2	0	0	0	0
11:00	112	6	5	16	42	21	7	4	2	1	0	0	2	0	6
12:00 pm	129	7	11	37	48	20	5	1	0	0	0	0	0	0	0
01:00	131	8	13	34	56	17	2	1	0	0	0	0	0	0	0
02:00	109	3	7	28	49	21	0	0	0	0	0	0	0	0	1
03:00	108	4	10	27	46	20	0	0	0	0	0	0	0	0	1
04:00	168	0	2	40	81	42	2	1	0	0	0	0	0	0	0
05:00	159	6	14	38	79	21	1	0	0	0	0	0	0	0	0
06:00	119	2	3	23	53	34	3	1	0	0	0	0	0	0	0
07:00	92	1	3	16	37	31	3	1	0	0	0	0	0	0	0
08:00	74	1	2	16	35	13	6	1	0	0	0	0	0	0	0
09:00	50	1	4	8	25	12	0	0	0	0	0	0	0	0	0
10:00	35	0	1	9	8	12	5	0	0	0	0	0	0	0	0
11:00	22	0	2	2	7	9	2	0	0	0	0	0	0	0	0
Day Totals	1850	39	82	319	649	358	144	115	90	32	6	4	2	*	10
12:00 07/14	9	0	0	1	4	4	0	0	0	0	0	0	0	0	0
01:00	8	0	0	2	1	4	1	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:00	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0
04:00	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0
05:00	20	0	0	1	7	10	2	0	0	0	0	0	0	0	0
06:00	56	1	1	9	23	16	4	2	0	0	0	0	0	0	0
07:00	122	2	9	26	45	33	5	2	0	0	0	0	0	0	0
08:00	112	0	4	27	40	35	6	0	0	0	0	0	0	0	0
09:00	78	2	6	20	33	16	1	0	0	0	0	0	0	0	0
10:00	102	1	7	19	52	21	1	0	0	0	0	0	0	0	1
11:00	120	5	4	32	46	22	9	0	0	0	0	0	0	0	2
12:00 pm	129	3	7	21	56	36	4	0	0	0	0	0	1	0	1
01:00	131	1	0	20	56	37	13	2	0	0	1	0	1	0	0
02:00	103	3	1	12	26	36	20	3	1	0	0	0	0	0	1
03:00	103	0	1	11	28	43	16	3	1	0	0	0	0	0	0
04:00	146	4	6	15	38	59	21	2	0	0	0	0	0	0	0
05:00	155	2	4	12	40	71	24	2	0	0	0	0	0	0	0
06:00	100	0	6	6	23	34	27	4	0	0	0	0	0	0	0
07:00	104	4	2	8	30	34	20	5	1	0	0	0	0	0	0
08:00	92	2	3	11	36	31	7	1	1	0	0	0	0	0	0
Grand Total	6257	106	242	924	1922	1551	815	400	188	56	16	4	4	0	29

Road Name : Horicon Ave, Glens Falls
Location: West of Rt. 9
Study Typ: Speed & Count
Direction: Direction 1 West

Warren County DPW
4028 Main Street
Warrensburg, NY 12885

PPFE-TEST
Site Code : 000000000001
Start Date: 07/11/2011
File I.D. : HORICON AVE 1
Page : 9

Begin Time	Total	0-	16-	21-	26-	31-	36-	41-	46-	51-	56-	61-	66-	71-	76-
		15	20	25	30	35	40	45	50	55	60	65	70	75	999

Speed Statistics.

15th Percentile Speed : 23 MPH
Median Speed (50th percentile) : 29 MPH
Average Speed - All Vehicles : 31 MPH
85th Percentile Speed : 38 MPH
95th Percentile Speed : 44 MPH
10 MPH Pace Speed : 26-35 MPH
Number of Vehicles in Pace : 3473
Percent of Vehicles in Pace : 55.57%
Number of Vehicles > 30 MPH : 3063
Percent of Vehicles > 30 MPH: 49.01%

PRE-TEST

Road Name : Horicon Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & Count
 Direction: 1 is West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000001
 Start Date: 07/22/2011
 File I.D. : HORICON AVE G
 Page : 1

Begin Time	Total	A to B																	
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-99				
12:00 07/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	14	1	2	4	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	90	1	3	14	42	26	3	1	1	1	0	0	0	0	0	0	0	0	0
05:00	80	0	0	17	39	21	1	1	1	1	0	0	0	0	0	0	0	0	0
06:00	37	0	2	12	17	4	2	0	0	0	0	0	0	0	0	0	0	0	0
07:00	35	0	3	10	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	50	1	4	11	22	9	3	0	0	0	0	0	0	0	0	0	0	0	0
09:00	28	0	1	5	14	6	2	0	0	0	0	0	0	0	0	0	0	0	0
10:00	21	0	0	9	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0
11:00	15	0	1	4	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Day Totals	370	3	16	86	166	82	14	2	1	*	*	*	*	*	*	*	*	*	*
12:00 07/23	11	0	0	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	6	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	10	0	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	12	0	1	2	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	21	1	1	3	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0
09:00	39	0	1	9	18	11	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	46	0	2	12	12	18	2	0	0	0	0	0	0	0	0	0	0	0	0
11:00	46	3	3	6	25	5	3	0	0	0	0	0	0	0	0	0	0	0	1
12:00 pm	40	2	1	5	18	11	3	0	0	0	0	0	0	0	0	0	0	0	0
01:00	46	2	1	15	17	9	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	38	1	1	4	13	19	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	44	2	0	16	13	10	1	1	0	0	0	0	0	0	0	0	0	0	1
04:00	56	2	3	12	24	12	3	0	0	0	0	0	0	0	0	0	0	0	0
05:00	47	1	3	13	18	12	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	39	1	3	7	15	11	2	0	0	0	0	0	0	0	0	0	0	0	0
07:00	38	0	5	13	10	7	3	0	0	0	0	0	0	0	0	0	0	0	0
08:00	39	0	3	11	14	8	3	0	0	0	0	0	0	0	0	0	0	0	0
09:00	41	1	1	12	15	10	2	0	0	0	0	0	0	0	0	0	0	0	0
10:00	23	0	0	8	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	12	0	0	2	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0
Day Totals	659	16	30	156	262	165	26	1	*	*	*	*	*	*	*	*	*	*	*

3

Road Name : Horicon Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & Count
 Direction: 1 is West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000001
 Start Date: 07/22/2011
 File I.D. : HORIZON AVE G

Begin Time	Total	A to B																		Page : 2
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999					
12:00 07/24	14	0	0	2	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	*
01:00	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	*
02:00	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
04:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
06:00	5	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	*
07:00	6	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	*
08:00	19	1	1	5	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
09:00	31	1	1	9	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	*
10:00	28	2	0	7	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	*
11:00	42	1	2	9	21	9	0	0	0	0	0	0	0	0	0	0	0	0	0	*
12:00 pm	46	0	0	10	26	8	2	0	0	0	0	0	0	0	0	0	0	0	0	*
01:00	46	0	1	5	20	19	1	0	0	0	0	0	0	0	0	0	0	0	0	*
02:00	38	1	0	8	18	10	1	0	0	0	0	0	0	0	0	0	0	0	0	*
03:00	38	2	1	8	15	11	1	0	0	0	0	0	0	0	0	0	0	0	0	*
04:00	40	0	8	6	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	*
05:00	43	3	8	15	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	*
06:00	42	0	4	12	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	*
07:00	38	2	5	17	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
08:00	29	3	3	14	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
09:00	16	0	2	5	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	*
10:00	6	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	*
11:00	8	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	*
Day Totals	542	16	37	140	239	101	8	1	*	*	*	*	*	*	*	*	*	*	*	*
12:00 07/25	7	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	*
01:00	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
05:00	6	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	*
06:00	14	0	1	5	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	*
07:00	38	1	0	5	9	7	10	2	1	2	0	0	1	0	0	0	0	0	0	*
08:00	36	1	0	2	1	6	11	6	8	0	0	1	0	0	0	0	0	0	0	*
09:00	49	7	0	8	8	6	13	5	1	0	0	1	0	0	0	0	0	0	0	*
10:00	50	2	1	3	8	10	10	6	3	3	3	1	0	0	0	0	0	0	0	*
11:00	67	3	4	9	17	17	8	6	1	0	2	0	0	0	0	0	0	0	0	*
12:00 pm	65	8	8	21	14	8	3	2	0	0	1	0	0	0	0	0	0	0	0	*
01:00	109	3	4	4	5	17	11	11	7	6	1	4	3	1	32					*
02:00	87	3	3	3	4	1	5	6	5	5	4	8	1	2	37					*
03:00	65	3	0	6	13	17	3	0	3	2	2	2	0	2	12					*
04:00	110	3	1	26	45	27	5	2	1	0	0	0	0	0	0					*
05:00	86	1	3	13	34	25	8	0	1	0	0	0	0	0	0					*
06:00	50	0	5	5	14	13	5	4	2	2	0	0	0	0	0					*
07:00	52	0	5	14	17	11	4	1	0	0	0	0	0	0	0					*
08:00	30	1	2	5	8	10	2	2	0	0	0	0	0	0	0					*
09:00	30	0	1	4	9	6	5	2	3	0	0	0	0	0	0					*
10:00	18	1	1	4	6	2	2	1	1	0	0	0	0	0	0					*
11:00	8	0	0	0	2	4	2	0	0	0	0	0	0	0	0					*
Day Totals	982	37	39	145	227	192	107	56	37	20	14	17	4	5	82					*

Road Name : Horicon Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & Count
 Direction: 1 is West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000001
 Start Date: 07/22/2011
 File I.D. : HORICON AVE G
 Page : 3

Begin Time	Total	A to B													
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999
12:00 07/26	7	0	0	1	2	3	1	0	0	0	0	0	0	0	0
01:00	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	7	0	0	0	0	6	1	0	0	0	0	0	0	0	0
06:00	20	0	0	1	4	9	6	0	0	0	0	0	0	0	0
07:00	50	1	0	0	7	5	11	2	2	6	3	1	1	3	8
08:00	45	1	2	0	6	3	7	9	3	2	1	1	0	8	
09:00	40	0	0	0	1	2	0	5	6	8	6	2	3	1	6
10:00	50	0	0	0	4	11	16	6	2	4	0	2	1	1	3
11:00	61	0	3	7	10	17	13	4	5	2	0	0	0	0	0
12:00 pm	73	2	2	5	9	16	7	12	3	9	1	4	0	1	2
01:00	59	1	1	1	5	6	13	6	9	7	5	2	1	0	2
02:00	59	4	2	1	3	7	3	11	12	3	1	6	2	2	2
03:00	78	0	1	1	2	10	8	10	9	4	10	8	5	0	10
04:00	94	1	2	26	33	12	6	5	3	0	2	1	0	1	2
05:00	97	2	7	19	38	18	3	1	2	2	1	0	0	0	4
06:00	69	1	0	17	21	10	3	3	1	0	0	2	1	2	8
07:00	51	0	1	9	12	8	8	1	2	2	0	3	0	0	5
08:00	69	1	2	3	9	12	7	6	5	1	1	5	2	4	11
Grand Total	3487	86	145	619	1061	698	268	141	102	70	46	54	21	20	156

Speed Statistics.

15th Percentile Speed : 22 MPH
 Median Speed (50th percentile): 28 MPH
 Average Speed - All Vehicles : 36 MPH
 85th Percentile Speed : 42 MPH
 95th Percentile Speed : 70 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 1759
 Percent of Vehicles in Pace : 50.68%
 Number of Vehicles > 30 MPH : 1576
 Percent of Vehicles > 30 MPH: 45.40%

PBE-TEST

Road Name : Horicon Ave. Glens Falls
Location: West of Rt. 9
Study Typ: Speed & Count
Direction: 1 is West

Warren County DPW
4028 Main Street
Warrensburg, NY 12885

Site Code : 000000000001
Start Date: 07/22/2011
File I.D. : HORICON AVE G
Page : 1

Begin Time	Total	B to A												Page	
		0- 15	16- 20	21- 25	26- 30	31- 35	36- 40	41- 45	46- 50	51- 55	56- 60	61- 65	66- 70	71- 75	76- 999
12:00 07/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0
04:00	56	1	3	8	22	16	5	1	0	0	0	0	0	0	0
05:00	37	1	1	6	14	9	4	2	0	0	0	0	0	0	0
06:00	42	0	2	6	18	9	5	2	0	0	0	0	0	0	0
07:00	28	1	1	13	9	2	1	0	0	0	0	0	0	0	0
08:00	24	0	0	7	9	8	0	0	0	0	0	0	0	0	0
09:00	24	1	0	4	11	7	1	0	0	0	0	0	0	0	0
10:00	15	0	0	3	7	4	0	1	0	0	0	0	0	0	0
11:00	11	0	0	2	4	4	1	0	0	0	0	0	0	0	0
Day Totals	239	4	7	37	99	67	18	7	*	*	*	*	*	*	*
12:00 07/23	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0
01:00	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0
02:00	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0
03:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
04:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
05:00	6	0	1	1	2	2	0	0	0	0	0	0	0	0	0
06:00	13	0	0	2	2	5	4	0	0	0	0	0	0	0	0
07:00	24	0	2	2	9	10	1	0	0	0	0	0	0	0	0
08:00	37	1	0	7	15	11	3	0	0	0	0	0	0	0	0
09:00	34	1	1	5	14	10	2	1	0	0	0	0	0	0	0
10:00	58	0	0	12	21	20	3	2	0	0	0	0	0	0	0
11:00	60	1	3	9	19	23	5	0	0	0	0	0	0	0	0
12:00 pm	50	0	3	6	11	23	6	0	1	0	0	0	0	0	0
01:00	34	0	0	3	13	14	2	1	0	0	0	0	0	0	1
02:00	43	2	0	6	12	17	6	0	0	0	0	0	0	0	0
03:00	57	2	1	7	28	15	3	1	0	0	0	0	0	0	0
04:00	32	0	1	2	12	14	3	0	0	0	0	0	0	0	0
05:00	38	1	1	4	14	12	4	1	0	0	0	0	0	0	0
06:00	39	1	2	4	20	9	3	0	0	0	0	0	0	0	1
07:00	44	1	1	6	19	17	0	0	0	0	0	0	0	0	0
08:00	27	1	0	7	12	4	2	0	0	0	0	0	0	0	0
09:00	28	0	0	3	17	7	1	0	0	0	0	0	0	0	1
10:00	14	0	0	2	6	6	0	0	0	0	0	0	0	0	0
11:00	9	0	0	1	5	2	0	1	0	0	0	0	0	0	0
Day Totals	661	11	16	90	254	230	48	8	1	*	*	*	*	*	3

PRE-TEST

Road Name : Horicon Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & Count
 Direction: 1 is West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000001
 Start Date : 07/22/2011
 File I.D. : HORICON AVE G
 Page : 5

Begin Time	Total	0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999
12:00 07/24	9	0	0	2	6	0	0	0	0	1	0	0	0	0	0
01:00	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0
02:00	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	6	0	0	0	2	2	2	0	0	0	0	0	0	0	0
05:00	6	0	0	0	1	2	0	0	0	0	0	0	0	0	0
06:00	7	0	0	2	3	1	1	0	0	0	0	0	0	0	0
07:00	26	0	0	6	15	5	0	0	0	0	0	0	0	0	0
08:00	37	0	0	5	15	15	2	0	0	0	0	0	0	0	0
09:00	37	0	2	8	10	15	2	0	0	0	0	0	0	0	0
10:00	35	1	3	3	9	16	3	0	0	0	0	0	0	0	0
11:00	30	0	2	5	11	10	2	0	0	0	0	0	0	0	0
12:00 pm	34	0	1	2	20	11	0	0	0	0	0	0	0	0	0
01:00	37	0	0	6	13	14	4	0	0	0	0	0	0	0	0
02:00	45	2	0	6	18	16	2	1	0	0	0	0	0	0	0
03:00	22	0	0	1	8	9	4	0	0	0	0	0	0	0	0
04:00	34	0	0	5	9	13	6	0	1	0	0	0	0	0	0
05:00	31	1	1	0	8	8	9	4	0	0	0	0	0	0	0
06:00	26	0	0	2	4	14	3	3	0	0	0	0	0	0	0
07:00	34	0	1	1	9	12	5	3	3	0	0	0	0	0	0
08:00	30	1	0	0	5	3	11	8	2	0	0	0	0	0	0
09:00	26	0	0	0	3	7	10	6	0	0	0	0	0	0	0
10:00	6	0	0	0	1	0	2	1	2	0	0	0	0	0	0
11:00	6	0	0	0	0	3	2	1	0	0	0	0	0	0	0
Day Totals	531	5	10	54	172	182	72	27	8	1	*	*	*	*	*
12:00 07/25	4	0	0	0	0	0	3	0	1	0	0	0	0	0	0
01:00	5	0	0	0	0	0	0	2	2	1	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0
04:00	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0
05:00	14	0	0	0	0	1	3	3	6	0	0	1	0	0	0
06:00	34	0	1	0	1	4	6	12	7	3	0	0	0	0	0
07:00	107	1	0	1	1	16	23	32	22	7	4	0	0	0	0
08:00	74	2	0	0	3	1	12	18	20	12	4	0	1	0	1
09:00	54	2	2	10	7	12	4	4	5	5	1	1	1	0	0
10:00	50	0	0	1	6	2	8	9	8	6	3	1	1	0	5
11:00	36	2	3	6	8	9	2	3	1	1	0	0	0	0	1
12:00 pm	90	3	2	12	17	17	5	9	4	5	3	5	1	0	7
01:00	52	2	0	2	0	3	2	1	0	1	3	3	3	3	31
02:00	50	10	1	0	1	0	3	1	1	0	1	0	2	3	27
03:00	61	8	3	0	9	12	10	7	1	0	0	0	1	2	8
04:00	41	0	0	0	2	6	12	13	3	4	1	0	0	0	0
05:00	54	0	1	1	1	1	8	8	10	8	13	1	1	0	1
06:00	44	0	0	0	0	0	0	3	7	6	11	7	1	1	2
07:00	35	0	0	0	0	1	0	4	5	6	7	3	6	1	2
08:00	26	0	0	0	1	3	1	1	4	1	4	3	5	2	1
09:00	21	0	0	0	0	1	1	3	3	0	0	2	3	2	6
10:00	13	0	0	0	0	1	0	0	2	1	2	3	0	1	3
11:00	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Day Totals	872	30	13	33	59	93	108	142	106	66	57	29	26	15	95

Road Name : Horicon Ave, Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & Count
 Direction: 1 is West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000001
 Start Date: 07/22/2011
 File I.D. : HORICON AVE G
 Page : 6

Begin Time	Total	B to A															
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999		
12:00 07/26	6	0	0	0	0	0	2	1	0	0	1	0	1	0	1	0	1
01:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
04:00	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
05:00	13	0	0	0	0	0	0	1	0	1	2	1	0	1	1	1	3
06:00	48	0	1	0	2	0	0	0	0	0	4	4	2	3	3	32	
07:00	114	3	2	0	2	1	1	3	0	1	3	4	6	6	6	82	
08:00	88	5	1	1	0	2	1	3	7	9	6	7	6	1	39		
09:00	58	0	0	0	1	1	3	1	5	6	5	7	6	4	19		
10:00	44	1	0	0	1	1	5	10	4	4	3	1	2	0	12		
11:00	53	0	0	1	2	5	9	16	8	7	1	2	1	1	0		
12:00 pm	51	0	2	0	1	1	0	4	7	8	7	5	7	3	6		
01:00	53	1	0	0	0	4	3	4	8	5	5	1	7	6	9		
02:00	53	0	0	0	0	2	2	4	7	6	6	5	2	6	13		
03:00	58	1	0	0	0	0	2	4	5	5	7	5	2	2	22		
04:00	57	0	0	1	3	3	6	6	3	4	4	1	3	1	22		
05:00	75	5	0	0	1	2	1	0	11	5	3	5	7	3	32		
06:00	59	3	0	0	0	4	1	3	3	2	7	5	6	3	22		
07:00	37	4	1	0	0	1	2	2	1	1	1	2	2	1	19		
08:00	10	0	0	0	0	0	0	0	0	1	0	1	0	1	7		
Grand Total	3187	73	53	217	597	600	285	245	185	135	121	87	91	57	441		

Speed Statistics.

15th Percentile Speed : 26 MPH
 Median Speed (50th percentile) : 36 MPH
 Average Speed - All Vehicles : 51 MPH
 85th Percentile Speed : 71 MPH
 95th Percentile Speed : * MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 1197
 Percent of Vehicles in Pace : 37.99%
 Number of Vehicles > 30 MPH : 2247
 Percent of Vehicles > 30 MPH: 71.32%

PHE-TEST

Road Name : Horicon Ave. Glens Falls
Location: West of Rt. 9
Study Typ: Speed & Count
Direction: 1 is West

Warren County DPW
4028 Main Street
Warrensburg, NY 12885

Site Code : 000000000001
Start Date: 07/22/2011
File I.D. : HORICON AVE G
Page : 7

Begin Time	Total	A to B, B to A												Page : 7	
		0- 15	16- 20	21- 25	26- 30	31- 35	36- 40	41- 45	46- 50	51- 55	56- 60	61- 65	66- 70	71- 75	76- 999
12:00 07/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00 pm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	16	1	2	4	4	5	0	0	0	0	0	0	0	0	0
04:00	146	2	6	22	64	42	8	2	0	0	0	0	0	0	0
05:00	117	1	1	23	53	30	5	3	1	0	0	0	0	0	0
06:00	79	0	4	18	35	13	7	2	0	0	0	0	0	0	0
07:00	63	1	4	11	28	16	2	1	0	0	0	0	0	0	0
08:00	74	1	4	18	31	17	3	0	0	0	0	0	0	0	0
09:00	52	1	1	9	25	13	3	0	0	0	0	0	0	0	0
10:00	36	0	0	12	13	8	2	1	0	0	0	0	0	0	0
11:00	26	0	1	6	12	5	2	0	0	0	0	0	0	0	0
Day Totals	609	7	23	123	265	149	32	9	1	*	*	*	*	*	*
12:00 07/23	15	0	0	5	6	4	0	0	0	0	0	0	0	0	0
01:00	9	0	1	1	5	2	0	0	0	0	0	0	0	0	0
02:00	4	0	0	0	0	3	0	1	0	0	0	0	0	0	0
03:00	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0
04:00	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0
05:00	8	0	1	1	3	2	2	0	0	0	0	0	0	0	0
06:00	23	0	0	3	7	9	4	0	0	0	0	0	0	0	0
07:00	36	0	3	4	13	15	1	0	0	0	0	0	0	0	0
08:00	58	2	1	10	28	13	4	0	0	0	0	0	0	0	0
09:00	73	1	2	14	32	21	2	1	0	0	0	0	0	0	0
10:00	104	0	2	24	33	38	5	2	0	0	0	0	0	0	0
11:00	106	4	6	15	44	28	8	0	0	0	0	0	0	0	1
12:00 pm	90	2	4	11	29	34	9	0	1	0	0	0	0	0	0
01:00	80	2	1	18	30	23	3	1	0	0	0	0	0	0	0
02:00	81	3	1	10	25	36	6	0	0	0	0	0	0	0	2
03:00	101	4	1	23	41	25	4	2	0	0	0	0	0	0	1
04:00	88	2	4	14	36	26	6	0	0	0	0	0	0	0	0
05:00	85	2	4	17	32	24	4	1	0	0	0	0	0	0	1
06:00	78	2	5	11	35	20	5	0	0	0	0	0	0	0	0
07:00	82	1	6	19	29	24	3	0	0	0	0	0	0	0	0
08:00	66	1	3	18	26	12	5	0	0	0	0	0	0	0	0
09:00	69	1	1	15	32	17	3	0	0	0	0	0	0	0	1
10:00	37	0	0	10	19	8	0	0	0	0	0	0	0	0	0
11:00	21	0	0	3	10	6	1	1	0	0	0	0	0	0	0
Day Totals	1320	27	46	246	516	395	74	9	1	*	*	*	*	*	6

PRE-TEST

Road Name : Horicon Ave, Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & Count
 Direction: I is West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000001
 Start Date: 07/22/2011
 File I.D. : HORICON AVE G
 Page : 8

Begin Time	Total	A to B, B to A																	
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999				
12:00 07/24	23	0	0	4	14	4	0	0	0	1	0	0	0	0	0	0	0	0	0
01:00	7	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	6	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0
06:00	12	0	0	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00	32	0	1	7	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	56	1	1	10	27	15	2	0	0	0	0	0	0	0	0	0	0	0	0
09:00	68	1	3	17	24	21	2	0	0	0	0	0	0	0	0	0	0	0	0
10:00	63	3	3	10	24	20	3	0	0	0	0	0	0	0	0	0	0	0	0
11:00	72	1	4	14	32	19	2	0	0	0	0	0	0	0	0	0	0	0	0
12:00 pm	80	0	1	12	46	19	2	0	0	0	0	0	0	0	0	0	0	0	0
01:00	63	0	1	11	33	33	5	0	0	0	0	0	0	0	0	0	0	0	0
02:00	83	3	0	14	36	26	3	1	0	0	0	0	0	0	0	0	0	0	0
03:00	60	2	1	9	23	20	5	0	0	0	0	0	0	0	0	0	0	0	0
04:00	74	0	8	11	28	20	6	0	1	0	0	0	0	0	0	0	0	0	0
05:00	74	4	9	15	18	14	10	4	0	0	0	0	0	0	0	0	0	0	0
06:00	68	0	4	14	25	19	3	3	0	0	0	0	0	0	0	0	0	0	0
07:00	72	2	6	10	23	12	5	3	3	0	0	0	0	0	0	0	0	0	0
08:00	59	4	3	14	14	3	11	8	2	0	0	0	0	0	0	0	0	0	0
09:00	42	0	2	5	9	10	10	6	0	0	0	0	0	0	0	0	0	0	0
10:00	12	0	0	2	4	0	3	1	2	0	0	0	0	0	0	0	0	0	0
11:00	14	0	0	3	2	4	3	2	0	0	0	0	0	0	0	0	0	0	0
Day Totals	1073	21	47	194	411	283	80	28	8	1	*	*	*	*	*	*	*	*	*
12:00 07/25	11	0	0	4	2	1	3	0	1	0	0	0	0	0	0	0	0	0	0
01:00	8	0	0	2	1	0	2	2	1	0	0	0	0	0	0	0	0	0	0
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	20	0	0	1	5	4	3	6	0	0	1	0	0	0	0	0	0	0	0
06:00	48	0	2	5	7	6	6	12	7	3	0	0	0	0	0	0	0	0	0
07:00	145	2	0	6	10	23	33	34	23	9	4	1	0	0	0	0	0	0	0
08:00	110	3	0	2	4	7	23	24	26	12	4	1	1	0	1	0	0	0	0
09:00	103	9	2	18	15	18	17	9	6	5	2	1	1	0	0	0	0	0	0
10:00	100	2	1	4	14	12	18	15	11	9	6	2	1	0	0	5	0	0	0
11:00	103	5	7	15	25	26	10	9	2	1	2	0	0	0	0	1	0	0	0
12:00 pm	155	11	10	33	31	25	8	11	4	5	4	5	1	0	0	7	0	0	0
01:00	161	5	4	6	5	20	13	12	7	7	2	6	4	0	63	0	0	0	0
02:00	137	13	4	3	5	1	8	7	6	5	5	8	3	5	64	0	0	0	0
03:00	126	11	3	6	22	29	13	7	4	2	2	2	1	4	20	0	0	0	0
04:00	151	3	1	26	47	33	17	15	4	4	1	0	0	0	0	0	0	0	0
05:00	140	1	4	14	35	26	16	8	11	8	13	1	1	0	0	2	0	0	0
06:00	94	0	5	5	14	13	8	11	9	8	11	7	1	1	1	1	2	0	0
07:00	87	0	5	14	17	12	4	5	5	6	7	3	6	1	2	0	0	0	0
08:00	56	1	2	5	9	13	3	3	4	1	4	3	5	2	1	1	1	2	1
09:00	51	0	1	4	9	7	6	5	6	0	0	2	3	2	0	0	2	0	0
10:00	31	1	1	4	6	3	2	1	3	1	2	3	0	1	0	0	1	0	0
11:00	10	0	0	0	2	4	2	0	0	0	1	0	0	0	0	0	0	0	0
Day Totals	1854	67	52	178	286	285	215	198	143	86	71	46	30	20	177	*	*	*	*

PRE-TEST

Road Name : Horicon Ave. Glens Falls
 Location: West of Rt. 9
 Study Typ: Speed & Count
 Direction: 1 is West

Warren County DPW
 4028 Main Street
 Warrensburg, NY 12885

Site Code : 000000000000
 Start Date: 07/22/2011
 File I.D. : HORICON AVE G
 Page : 9

Begin Time	Total	A to B, B to A													
		0-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999
12:00 07/26	13	0	0	1	2	3	3	1	0	0	1	0	1	0	1
01:00	3	0	0	0	1	1	0	0	0	1	0	0	0	0	1
02:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:00	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0
04:00	4	0	0	1	0	0	0	0	0	0	1	0	0	0	2
05:00	20	0	0	0	0	0	6	2	0	1	2	1	3	1	1
06:00	68	0	1	1	6	9	6	0	0	0	4	4	2	3	3
07:00	164	4	2	0	9	6	12	5	2	7	6	5	7	9	32
08:00	133	6	3	1	6	5	8	12	10	11	8	8	7	1	47
09:00	98	0	0	0	2	3	3	6	11	14	11	9	9	5	25
10:00	94	1	0	0	5	12	21	16	6	8	3	3	3	1	15
11:00	114	0	3	8	12	22	22	20	13	9	1	2	1	1	0
12:00 pm	124	2	4	5	10	17	7	16	10	17	8	9	7	4	8
01:00	112	2	1	1	5	10	16	10	17	12	10	3	8	6	11
02:00	112	4	2	1	3	9	5	15	19	9	7	11	4	8	15
03:00	136	1	1	1	2	10	10	14	14	9	17	13	10	2	32
04:00	151	1	2	27	36	15	12	11	6	4	6	2	3	2	24
05:00	172	7	7	19	39	20	4	1	13	7	4	5	7	3	36
06:00	128	4	0	17	21	14	4	6	4	2	7	7	7	5	30
07:00	88	4	2	9	12	9	10	3	3	3	1	5	2	1	24
08:00	79	1	2	3	9	12	7	6	5	2	1	6	2	5	18
Grand Total	6674	159	198	836	1658	1298	553	386	287	205	167	141	112	77	597

Speed Statistics.

15th Percentile Speed : 23 MPH
 Median Speed (50th percentile): 31 MPH
 Average Speed - All Vehicles : 43 MPH
 85th Percentile Speed : 57 MPH
 95th Percentile Speed : * MPH
 10 MPH Pace Speed : 26-35 MPH
 Number of Vehicles in Pace : 2956
 Percent of Vehicles in Pace : 44.65%
 Number of Vehicles > 30 MPH : 3823
 Percent of Vehicles > 30 MPH: 57.74%

Lincoln Avenue During Test (Site 03)

RSG Count

Time	Direction 1	Direction 2	Total		Direction 1	Direction 2	Total
14:45	19	12	31		Thurs	7/28/2011	494
15:00	12	9	21		Fri	7/29/2011	467
15:15	11	18	29		Sat	7/30/2011	398
15:30	11	9	20		Sun	7/31/2011	343
15:45	6	11	17		Mon	8/1/2011	472
16:00	17	13	30		Tue	8/2/2011	463
16:15	8	15	23		Weds	8/3/2011	493
16:30	14	13	27		Thurs	8/4/2011	512
16:45	12	8	20		Fri	8/5/2011	629
17:00	18	10	28		Sat	8/6/2011	428
17:15	10	12	22		Sun	8/7/2011	326
17:30	8	12	20		Mon	8/8/2011	468
17:45	9	10	19		Tue	8/9/2011	496
18:00	10	5	15		Weds	8/10/2011	476
18:15	4	8	12		Thurs	8/11/2011	483
18:30	9	6	15				523
18:45	8	9	17				1006
19:00	5	4	9				
19:15	10	7	17				
19:30	11	6	17				
19:45	9	6	15				
20:00	7	9	16				
20:15	4	4	8				
20:30	7	3	10				
20:45	8	1	9				
21:00	6	6	12				
21:15	4	6	10				
21:30	5	1	6				
21:45	3	7	10				
22:00	2	3	5				
22:15	3	2	5				
22:30	2	0	2				
22:45	3	1	4				
23:00	1	3	4				
23:15	2	1	3				
23:30	2	1	3				
23:45	1	2	3				
7/28/2011	1	1	2	494	558	1052	
0:15	1	2	3				
0:30	0	0	0				
0:45	1	1	2				
1:00	1	0	1				
1:15	0	2	2				
1:30	0	1	1				
1:45	0	0	0				
2:00	1	0	1				
2:15	0	1	1				
2:30	0	0	0				
2:45	0	0	0				
3:00	0	0	0				
3:15	0	0	0				
3:30	0	0	0				
3:45	1	0	1				
4:00	0	0	0				
4:15	0	0	0				
4:30	0	1	1				
4:45	2	0	2				
5:00	0	0	0				
5:15	0	4	4				
5:30	2	0	2				
5:45	0	5	5				
6:00	0	1	1				
6:15	1	6	7				
6:30	2	5	7				
6:45	1	9	10				
7:00	2	2	4				
7:15	1	6	7				
7:30	5	8	13				
7:45	3	13	16				
8:00	4	12	16				
8:15	6	7	13				
8:30	2	11	13				
8:45	3	14	17				
9:00	4	7	11				
9:15	7	13	20				
9:30	7	9	16				
9:45	15	14	29				
10:00	5	12	17				
10:15	4	11	15				
10:30	3	6	9				
10:45	8	12	20				

All days With Striping Striping + Radar Sign

Average Weekday 1015 1005 1026

Average Weekend 786 750 821

Lincoln Avenue During Test (Site 03)

RSG Count

11:00	11	10	21
11:15	11	8	19
11:30	6	8	14
11:45	13	10	23
12:00	10	7	17
12:15	9	8	17
12:30	14	10	24
12:45	9	11	20
13:00	4	11	15
13:15	16	8	24
13:30	6	11	17
13:45	6	8	14
14:00	11	4	15
14:15	7	8	15
14:30	6	5	11
14:45	8	14	22
15:00	11	7	18
15:15	10	1	11
15:30	16	11	27
15:45	6	7	13
16:00	8	10	18
16:15	9	10	19
16:30	8	7	15
16:45	4	15	19
17:00	14	10	24
17:15	8	9	17
17:30	15	8	23
17:45	15	15	30
18:00	9	10	19
18:15	10	8	18
18:30	4	9	13
18:45	10	9	19
19:00	6	5	11
19:15	9	5	14
19:30	4	5	9
19:45	8	5	13
20:00	5	5	10
20:15	6	7	13
20:30	10	5	15
20:45	11	11	22
21:00	5	3	8
21:15	4	3	7
21:30	4	3	7
21:45	1	4	5
22:00	6	2	8
22:15	4	1	5
22:30	5	1	6
22:45	2	3	5
23:00	1	2	3
23:15	3	1	4
23:30	0	3	3
23:45	3	1	4
7/29/2011	3	2	5
		467	523
			990
0:15	1	1	2
0:30	0	1	1
0:45	0	1	1
1:00	0	2	2
1:15	0	0	0
1:30	2	1	3
1:45	1	1	2
2:00	0	1	1
2:15	0	0	0
2:30	0	2	2
2:45	0	0	0
3:00	0	1	1
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	1	0	1
4:15	0	0	0
4:30	0	0	0
4:45	0	1	1
5:00	0	0	0
5:15	1	4	5
5:30	2	2	4
5:45	0	3	3
6:00	0	3	3
6:15	1	5	6
6:30	1	1	2
6:45	1	8	9
7:00	2	6	8
7:15	0	7	7

Lincoln Avenue During Test (Site 03)

RSG Count

7:30	1	8	9
7:45	2	6	8
8:00	3	11	14
8:15	7	4	11
8:30	8	16	24
8:45	7	12	19
9:00	4	13	17
9:15	4	11	15
9:30	4	8	12
9:45	11	10	21
10:00	8	6	14
10:15	5	3	8
10:30	9	10	19
10:45	7	10	17
11:00	7	6	13
11:15	7	6	13
11:30	2	11	13
11:45	7	6	13
12:00	11	6	17
12:15	9	12	21
12:30	12	10	22
12:45	7	12	19
13:00	12	9	21
13:15	9	7	16
13:30	7	13	20
13:45	7	12	19
14:00	7	8	15
14:15	13	10	23
14:30	7	8	15
14:45	5	5	10
15:00	12	7	19
15:15	9	7	16
15:30	12	7	19
15:45	8	9	17
16:00	11	5	16
16:15	19	15	34
16:30	8	11	19
16:45	18	8	26
17:00	18	11	29
17:15	8	4	12
17:30	7	7	14
17:45	2	6	8
18:00	6	7	13
18:15	6	9	15
18:30	5	5	10
18:45	9	6	15
19:00	7	3	10
19:15	10	11	21
19:30	2	7	9
19:45	6	7	13
20:00	6	3	9
20:15	4	3	7
20:30	5	7	12
20:45	8	7	15
21:00	5	5	10
21:15	4	5	9
21:30	2	2	4
21:45	3	1	4
22:00	1	1	2
22:15	5	5	10
22:30	1	0	1
22:45	5	4	9
23:00	2	1	3
23:15	2	3	5
23:30	4	1	5
23:45	2	1	3
7/30/2011	3	1	4
		398	395
0:15	1	3	4
0:30	3	2	5
0:45	2	0	2
1:00	1	0	1
1:15	0	0	0
1:30	0	0	0
1:45	1	2	3
2:00	2	1	3
2:15	0	1	1
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	1	0	1
3:30	0	0	0
3:45	0	0	0

Lincoln Avenue During Test (Site 03)

RSG Count

4:00	0	1	1
4:15	1	0	1
4:30	0	0	0
4:45	1	1	2
5:00	1	1	2
5:15	0	0	0
5:30	1	0	1
5:45	0	0	0
6:00	0	1	1
6:15	0	1	1
6:30	2	2	4
6:45	1	2	3
7:00	5	4	9
7:15	1	1	2
7:30	1	5	6
7:45	0	6	6
8:00	0	7	7
8:15	3	7	10
8:30	8	4	12
8:45	1	8	9
9:00	2	6	8
9:15	5	8	13
9:30	5	6	11
9:45	2	10	12
10:00	3	5	8
10:15	5	7	12
10:30	6	8	14
10:45	10	7	17
11:00	10	8	18
11:15	8	5	13
11:30	8	10	18
11:45	8	3	11
12:00	7	6	13
12:15	6	6	12
12:30	6	9	15
12:45	8	9	17
13:00	5	9	14
13:15	10	6	16
13:30	10	9	19
13:45	10	4	14
14:00	10	9	19
14:15	3	2	5
14:30	13	6	19
14:45	7	6	13
15:00	8	6	14
15:15	8	6	14
15:30	11	6	17
15:45	3	8	11
16:00	3	6	9
16:15	10	6	16
16:30	5	6	11
16:45	10	6	16
17:00	6	9	15
17:15	5	7	12
17:30	8	6	14
17:45	10	5	15
18:00	12	5	17
18:15	5	6	11
18:30	6	8	14
18:45	5	7	12
19:00	4	5	9
19:15	8	7	15
19:30	4	5	9
19:45	0	6	6
20:00	8	5	13
20:15	5	1	6
20:30	4	2	6
20:45	3	9	12
21:00	3	1	4
21:15	4	4	8
21:30	8	4	12
21:45	7	4	11
22:00	6	4	10
22:15	1	1	2
22:30	2	1	3
22:45	0	1	1
23:00	3	4	7
23:15	4	1	5
23:30	1	1	2
23:45	1	1	2
7/31/2011	0	2	2
0:15	3	3	6

343 364 707

Lincoln Avenue During Test (Site 03)

RSG Count

0:30	3	2	5
0:45	2	0	2
1:00	1	0	1
1:15	2	0	2
1:30	1	0	1
1:45	0	0	0
2:00	1	0	1
2:15	0	0	0
2:30	0	0	0
2:45	0	1	1
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	1	0	1
4:30	0	0	0
4:45	0	0	0
5:00	0	1	1
5:15	0	1	1
5:30	1	0	1
5:45	0	1	1
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	1	1	2
7:00	0	3	3
7:15	2	1	3
7:30	2	7	9
7:45	2	4	6
8:00	0	0	0
8:15	0	1	1
8:30	3	6	9
8:45	4	8	12
9:00	4	4	8
9:15	0	6	6
9:30	1	7	8
9:45	11	9	20
10:00	7	7	14
10:15	6	7	13
10:30	9	6	15
10:45	3	8	11
11:00	6	3	9
11:15	8	10	18
11:30	5	4	9
11:45	7	11	18
12:00	6	11	17
12:15	8	8	16
12:30	5	7	12
12:45	6	7	13
13:00	7	7	14
13:15	6	9	15
13:30	6	6	12
13:45	4	8	12
14:00	6	4	10
14:15	6	3	9
14:30	6	6	12
14:45	4	4	8
15:00	6	7	13
15:15	5	3	8
15:30	4	7	11
15:45	10	7	17
16:00	9	7	16
16:15	5	7	12
16:30	4	3	7
16:45	9	7	16
17:00	8	6	14
17:15	8	4	12
17:30	5	5	10
17:45	2	5	7
18:00	6	6	12
18:15	7	2	9
18:30	5	4	9
18:45	7	7	14
19:00	3	9	12
19:15	3	6	9
19:30	9	3	12
19:45	4	7	11
20:00	7	5	12
20:15	7	7	14
20:30	8	1	9
20:45	5	3	8

Lincoln Avenue During Test (Site 03)

RSG Count

21:00	5	5	10
21:15	5	2	7
21:30	3	4	7
21:45	4	3	7
22:00	3	2	5
22:15	0	3	3
22:30	3	5	8
22:45	2	2	4
23:00	2	4	6
23:15	1	0	1
23:30	1	1	2
23:45	2	1	3
8/1/2011	1	1	2
			472
			508
			980
0:15	0	1	1
0:30	1	0	1
0:45	0	1	1
1:00	0	1	1
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	1	1
2:15	1	0	1
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	1	0	1
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	1	1
5:00	0	1	1
5:15	1	5	6
5:30	0	2	2
5:45	1	4	5
6:00	1	0	1
6:15	1	2	3
6:30	1	6	7
6:45	2	7	9
7:00	3	8	11
7:15	1	12	13
7:30	2	7	9
7:45	9	8	17
8:00	5	11	16
8:15	4	14	18
8:30	4	8	12
8:45	5	9	14
9:00	5	12	17
9:15	2	8	10
9:30	4	9	13
9:45	11	9	20
10:00	2	10	12
10:15	5	14	19
10:30	10	8	18
10:45	8	5	13
11:00	6	5	11
11:15	5	6	11
11:30	10	8	18
11:45	8	7	15
12:00	12	12	24
12:15	11	5	16
12:30	8	10	18
12:45	14	7	21
13:00	11	4	15
13:15	8	7	15
13:30	10	7	17
13:45	10	8	18
14:00	6	10	16
14:15	8	8	16
14:30	9	11	20
14:45	8	6	14
15:00	8	8	16
15:15	7	8	15
15:30	11	9	20
15:45	8	14	22
16:00	14	5	19
16:15	6	9	15
16:30	17	10	27
16:45	14	5	19
17:00	12	8	20
17:15	15	8	23

Lincoln Avenue During Test (Site 03)

RSG Count

17:30	8	11	19
17:45	10	5	15
18:00	13	4	17
18:15	8	5	13
18:30	9	2	11
18:45	5	7	12
19:00	6	13	19
19:15	2	7	9
19:30	9	5	14
19:45	5	12	17
20:00	11	5	16
20:15	5	4	9
20:30	2	10	12
20:45	8	2	10
21:00	3	5	8
21:15	6	3	9
21:30	2	2	4
21:45	1	1	2
22:00	3	2	5
22:15	2	4	6
22:30	0	1	1
22:45	1	1	2
23:00	3	3	6
23:15	2	4	6
23:30	1	0	1
23:45	0	0	0
8/2/2011	1	2	3
		463	507
0:15	1	0	1
0:30	1	1	2
0:45	0	1	1
1:00	0	2	2
1:15	0	0	0
1:30	0	1	1
1:45	0	0	0
2:00	0	0	0
2:15	1	2	3
2:30	0	0	0
2:45	0	0	0
3:00	0	2	2
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	1	1
5:15	1	3	4
5:30	0	3	3
5:45	1	1	2
6:00	0	3	3
6:15	1	5	6
6:30	1	7	8
6:45	1	9	10
7:00	2	5	7
7:15	7	14	21
7:30	5	17	22
7:45	5	14	19
8:00	4	9	13
8:15	2	10	12
8:30	5	6	11
8:45	0	11	11
9:00	12	11	23
9:15	9	3	12
9:30	8	7	15
9:45	5	6	11
10:00	6	12	18
10:15	7	3	10
10:30	1	4	5
10:45	7	10	17
11:00	8	5	13
11:15	4	4	8
11:30	7	7	14
11:45	5	11	16
12:00	17	11	28
12:15	6	12	18
12:30	12	3	15
12:45	8	9	17
13:00	7	7	14
13:15	12	10	22
13:30	7	11	18
13:45	8	6	14

Lincoln Avenue During Test (Site 03)

RSG Count

14:00	7	5	12
14:15	2	13	15
14:30	9	9	18
14:45	8	10	18
15:00	10	6	16
15:15	9	6	15
15:30	11	9	20
15:45	11	10	21
16:00	7	10	17
16:15	11	9	20
16:30	10	9	19
16:45	13	13	26
17:00	16	8	24
17:15	13	5	18
17:30	11	5	16
17:45	8	11	19
18:00	7	7	14
18:15	8	8	16
18:30	7	7	14
18:45	7	9	16
19:00	7	6	13
19:15	4	6	10
19:30	2	4	6
19:45	4	2	6
20:00	6	5	11
20:15	9	3	12
20:30	11	5	16
20:45	5	5	10
21:00	6	0	6
21:15	3	1	4
21:30	4	0	4
21:45	3	2	5
22:00	2	1	3
22:15	1	3	4
22:30	5	3	8
22:45	3	4	7
23:00	2	1	3
23:15	2	2	4
23:30	2	1	3
23:45	2	3	5
8/3/2011	2	3	5
		493	523
			1016
0:15	2	2	4
0:30	1	1	2
0:45	0	3	3
1:00	0	1	1
1:15	0	0	0
1:30	2	1	3
1:45	0	0	0
2:00	0	0	0
2:15	0	1	1
2:30	1	0	1
2:45	1	0	1
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	1	1
4:45	1	1	2
5:00	0	0	0
5:15	0	0	0
5:30	0	2	2
5:45	0	2	2
6:00	1	1	2
6:15	1	1	2
6:30	1	5	6
6:45	0	8	8
7:00	3	7	10
7:15	1	8	9
7:30	2	8	10
7:45	7	13	20
8:00	7	10	17
8:15	7	9	16
8:30	1	8	9
8:45	4	10	14
9:00	6	9	15
9:15	4	7	11
9:30	7	6	13
9:45	9	12	21
10:00	6	12	18
10:15	4	10	14

Lincoln Avenue During Test (Site 03)

RSG Count

10:30	3	10	13
10:45	7	8	15
11:00	8	6	14
11:15	3	4	7
11:30	9	11	20
11:45	9	10	19
12:00	9	8	17
12:15	5	11	16
12:30	11	15	26
12:45	8	10	18
13:00	12	5	17
13:15	8	3	11
13:30	7	10	17
13:45	6	9	15
14:00	8	11	19
14:15	7	16	23
14:30	10	7	17
14:45	11	10	21
15:00	12	7	19
15:15	18	7	25
15:30	7	8	15
15:45	7	8	15
16:00	9	12	21
16:15	14	14	28
16:30	18	6	24
16:45	17	11	28
17:00	18	6	24
17:15	6	7	13
17:30	17	10	27
17:45	3	8	11
18:00	11	5	16
18:15	7	6	13
18:30	11	7	18
18:45	11	6	17
19:00	8	5	13
19:15	9	9	18
19:30	10	8	18
19:45	5	5	10
20:00	8	2	10
20:15	4	2	6
20:30	4	8	12
20:45	5	1	6
21:00	6	3	9
21:15	3	6	9
21:30	3	3	6
21:45	5	3	8
22:00	0	1	1
22:15	2	2	4
22:30	3	2	5
22:45	1	1	2
23:00	1	1	2
23:15	2	3	5
23:30	3	1	4
23:45	3	3	6
8/4/2011	1	1	2
		512	511
			1023
0:15	1	0	1
0:30	0	3	3
0:45	1	0	1
1:00	2	0	2
1:15	0	0	0
1:30	2	2	4
1:45	0	2	2
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	1	1
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	1	1	2
5:00	0	1	1
5:15	0	1	1
5:30	0	3	3
5:45	0	2	2
6:00	2	0	2
6:15	3	2	5
6:30	1	3	4
6:45	1	6	7

Lincoln Avenue During Test (Site 03)

RSG Count

7:00	3	7	10
7:15	7	12	19
7:30	2	14	16
7:45	9	9	18
8:00	5	7	12
8:15	2	7	9
8:30	6	9	15
8:45	6	13	19
9:00	8	7	15
9:15	4	11	15
9:30	9	5	14
9:45	9	11	20
10:00	5	8	13
10:15	8	8	16
10:30	6	9	15
10:45	3	3	6
11:00	9	9	18
11:15	4	6	10
11:30	11	9	20
11:45	8	11	19
12:00	14	12	26
12:15	9	10	19
12:30	16	9	25
12:45	6	7	13
13:00	15	8	23
13:15	4	10	14
13:30	8	15	23
13:45	9	9	18
14:00	10	6	16
14:15	11	5	16
14:30	6	9	15
14:45	17	7	24
15:00	10	6	16
15:15	16	9	25
15:30	9	13	22
15:45	12	11	23
16:00	12	8	20
16:15	9	7	16
16:30	6	7	13
16:45	9	7	16
17:00	19	5	24
17:15	13	13	26
17:30	11	13	24
17:45	6	10	16
18:00	14	5	19
18:15	3	8	11
18:30	6	5	11
18:45	9	5	14
19:00	12	6	18
19:15	1	6	7
19:30	5	7	12
19:45	3	5	8
20:00	4	6	10
20:15	4	6	10
20:30	7	2	9
20:45	7	4	11
21:00	5	4	9
21:15	2	2	4
21:30	4	4	8
21:45	6	3	9
22:00	5	2	7
22:15	4	3	7
22:30	1	0	1
22:45	2	0	2
23:00	3	3	6
23:15	3	3	6
23:30	6	2	8
23:45	0	1	1
8/5/2011	1	1	2
		629	564
0:15	2	5	7
0:30	0	2	2
0:45	0	2	2
1:00	0	3	3
1:15	2	1	3
1:30	0	1	1
1:45	0	0	0
2:00	0	1	1
2:15	2	0	2
2:30	0	0	0
2:45	1	1	2
3:00	0	0	0
3:15	0	0	0
		1193	

Lincoln Avenue During Test (Site 03)

RSG Count

3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	1	1	2
4:45	1	0	1
5:00	0	1	1
5:15	0	0	0
5:30	0	3	3
5:45	0	2	2
6:00	1	1	2
6:15	1	3	4
6:30	2	6	8
6:45	6	7	13
7:00	4	5	9
7:15	2	3	5
7:30	2	13	15
7:45	7	13	20
8:00	10	12	22
8:15	18	13	31
8:30	8	10	18
8:45	13	12	25
9:00	12	10	22
9:15	15	11	26
9:30	11	4	15
9:45	10	11	21
10:00	10	12	22
10:15	11	12	23
10:30	9	9	18
10:45	13	11	24
11:00	9	14	23
11:15	11	12	23
11:30	18	10	28
11:45	11	9	20
12:00	16	15	31
12:15	10	7	17
12:30	10	7	17
12:45	11	13	24
13:00	17	12	29
13:15	12	8	20
13:30	14	7	21
13:45	11	8	19
14:00	9	5	14
14:15	13	7	20
14:30	5	9	14
14:45	8	8	16
15:00	15	13	28
15:15	13	9	22
15:30	10	9	19
15:45	12	8	20
16:00	15	13	28
16:15	15	10	25
16:30	9	9	18
16:45	14	15	29
17:00	12	9	21
17:15	8	8	16
17:30	16	8	24
17:45	13	10	23
18:00	7	5	12
18:15	5	8	13
18:30	12	8	20
18:45	10	11	21
19:00	8	4	12
19:15	8	2	10
19:30	7	5	12
19:45	3	4	7
20:00	5	8	13
20:15	4	11	15
20:30	4	3	7
20:45	8	2	10
21:00	6	1	7
21:15	6	3	9
21:30	3	2	5
21:45	1	0	1
22:00	2	0	2
22:15	5	4	9
22:30	4	3	7
22:45	0	1	1
23:00	5	2	7
23:15	0	1	1
23:30	3	1	4
23:45	1	1	2

Lincoln Avenue During Test (Site 03)

RSG Count

8/6/2011	1	1	2	428	491	919
0:15	1	2	3			
0:30	0	2	2			
0:45	0	0	0			
1:00	0	2	2			
1:15	0	1	1			
1:30	0	1	1			
1:45	0	0	0			
2:00	0	0	0			
2:15	0	0	0			
2:30	0	0	0			
2:45	2	0	2			
3:00	0	0	0			
3:15	0	0	0			
3:30	1	1	2			
3:45	1	0	1			
4:00	0	0	0			
4:15	0	1	1			
4:30	0	1	1			
4:45	0	1	1			
5:00	0	0	0			
5:15	0	0	0			
5:30	0	2	2			
5:45	0	1	1			
6:00	0	2	2			
6:15	0	1	1			
6:30	1	1	2			
6:45	1	4	5			
7:00	2	2	4			
7:15	0	3	3			
7:30	1	1	2			
7:45	7	7	14			
8:00	1	9	10			
8:15	6	15	21			
8:30	4	7	11			
8:45	3	6	9			
9:00	11	11	22			
9:15	5	11	16			
9:30	6	4	10			
9:45	5	8	13			
10:00	8	13	21			
10:15	17	12	29			
10:30	8	10	18			
10:45	9	17	26			
11:00	9	11	20			
11:15	7	7	14			
11:30	11	13	24			
11:45	11	10	21			
12:00	9	4	13			
12:15	11	14	25			
12:30	4	9	13			
12:45	3	9	12			
13:00	9	9	18			
13:15	6	11	17			
13:30	6	8	14			
13:45	5	4	9			
14:00	12	7	19			
14:15	6	8	14			
14:30	16	6	22			
14:45	8	12	20			
15:00	8	7	15			
15:15	16	13	29			
15:30	11	8	19			
15:45	9	10	19			
16:00	7	14	21			
16:15	8	3	11			
16:30	13	8	21			
16:45	7	11	18			
17:00	9	14	23			
17:15	7	6	13			
17:30	7	5	12			
17:45	5	4	9			
18:00	8	7	15			
18:15	7	5	12			
18:30	3	7	10			
18:45	3	3	6			
19:00	10	8	18			
19:15	2	1	3			
19:30	7	4	11			
19:45	4	6	10			
20:00	4	4	8			
20:15	2	5	7			

Lincoln Avenue During Test (Site 03)

RSG Count

20:30	5	2	7
20:45	2	2	4
21:00	1	2	3
21:15	3	5	8
21:30	2	1	3
21:45	2	4	6
22:00	4	6	10
22:15	4	3	7
22:30	1	0	1
22:45	0	2	2
23:00	2	2	4
23:15	3	2	5
23:30	5	3	8
23:45	3	2	5
8/7/2011	4	1	5
		326	397
0:15	0	0	0
0:30	1	1	2
0:45	1	1	2
1:00	2	1	3
1:15	0	0	0
1:30	1	2	3
1:45	0	0	0
2:00	3	1	4
2:15	0	2	2
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	1	0	1
3:30	0	0	0
3:45	0	1	1
4:00	0	0	0
4:15	0	0	0
4:30	0	1	1
4:45	1	1	2
5:00	0	0	0
5:15	0	1	1
5:30	0	2	2
5:45	1	2	3
6:00	1	0	1
6:15	0	0	0
6:30	0	2	2
6:45	1	6	7
7:00	1	3	4
7:15	1	4	5
7:30	2	2	4
7:45	1	0	1
8:00	0	5	5
8:15	2	4	6
8:30	1	4	5
8:45	5	7	12
9:00	3	4	7
9:15	1	3	4
9:30	1	9	10
9:45	1	6	7
10:00	5	4	9
10:15	8	7	15
10:30	16	10	26
10:45	4	4	8
11:00	3	6	9
11:15	2	4	6
11:30	7	9	16
11:45	4	5	9
12:00	3	6	9
12:15	4	7	11
12:30	10	10	20
12:45	6	6	12
13:00	8	6	14
13:15	7	13	20
13:30	9	11	20
13:45	6	10	16
14:00	11	9	20
14:15	4	9	13
14:30	5	8	13
14:45	10	9	19
15:00	8	10	18
15:15	4	4	8
15:30	6	9	15
15:45	4	6	10
16:00	4	6	10
16:15	9	9	18
16:30	11	9	20
16:45	8	3	11

Lincoln Avenue During Test (Site 03)

RSG Count

17:00	8	6	14
17:15	8	4	12
17:30	5	4	9
17:45	8	6	14
18:00	8	4	12
18:15	1	6	7
18:30	5	8	13
18:45	5	7	12
19:00	9	4	13
19:15	3	3	6
19:30	3	7	10
19:45	0	12	12
20:00	7	3	10
20:15	3	4	7
20:30	2	2	4
20:45	6	4	10
21:00	3	2	5
21:15	5	4	9
21:30	5	4	9
21:45	2	2	4
22:00	2	2	4
22:15	0	4	4
22:30	1	1	2
22:45	1	2	3
23:00	0	0	0
23:15	1	2	3
23:30	2	3	5
23:45	1	2	3
8/8/2011	2	1	3
		468	482
0:15	0	0	0
0:30	0	2	2
0:45	0	0	0
1:00	0	0	0
1:15	1	2	3
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	2	1	3
3:00	0	0	0
3:15	0	0	0
3:30	0	2	2
3:45	0	0	0
4:00	1	1	2
4:15	0	0	0
4:30	0	0	0
4:45	1	2	3
5:00	0	0	0
5:15	0	4	4
5:30	0	2	2
5:45	1	1	2
6:00	1	4	5
6:15	4	3	7
6:30	1	3	4
6:45	5	4	9
7:00	4	3	7
7:15	1	6	7
7:30	4	8	12
7:45	2	17	19
8:00	5	6	11
8:15	7	6	13
8:30	4	7	11
8:45	4	13	17
9:00	2	8	10
9:15	11	7	18
9:30	1	8	9
9:45	6	8	14
10:00	3	8	11
10:15	11	9	20
10:30	10	8	18
10:45	5	7	12
11:00	9	12	21
11:15	7	11	18
11:30	10	6	16
11:45	14	5	19
12:00	3	9	12
12:15	11	16	27
12:30	15	7	22
12:45	10	7	17
13:00	12	9	21
13:15	10	8	18

Lincoln Avenue During Test (Site 03)

RSG Count

13:30	8	8	16
13:45	6	9	15
14:00	4	4	8
14:15	14	10	24
14:30	8	9	17
14:45	4	10	14
15:00	11	11	22
15:15	9	7	16
15:30	8	4	12
15:45	3	7	10
16:00	11	12	23
16:15	14	12	26
16:30	12	11	23
16:45	9	9	18
17:00	13	7	20
17:15	14	8	22
17:30	19	10	29
17:45	6	3	9
18:00	11	4	15
18:15	6	8	14
18:30	3	10	13
18:45	4	3	7
19:00	10	4	14
19:15	3	8	11
19:30	4	8	12
19:45	11	5	16
20:00	2	4	6
20:15	3	7	10
20:30	6	2	8
20:45	4	1	5
21:00	8	2	10
21:15	4	5	9
21:30	1	1	2
21:45	2	0	2
22:00	1	0	1
22:15	5	1	6
22:30	0	2	2
22:45	1	0	1
23:00	3	0	3
23:15	1	2	3
23:30	2	3	5
23:45	0	0	0
8/9/2011	0	2	2
		496	508
			1004
0:15	1	1	2
0:30	0	3	3
0:45	0	2	2
1:00	0	1	1
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	1	1
2:30	1	0	1
2:45	1	0	1
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	1	0	1
4:15	0	1	1
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	5	5
5:30	0	1	1
5:45	2	1	3
6:00	1	2	3
6:15	1	2	3
6:30	3	1	4
6:45	2	8	10
7:00	1	4	5
7:15	1	8	9
7:30	3	13	16
7:45	9	15	24
8:00	8	7	15
8:15	7	12	19
8:30	6	10	16
8:45	8	12	20
9:00	6	15	21
9:15	7	9	16
9:30	6	9	15
9:45	5	7	12

Lincoln Avenue During Test (Site 03)

RSG Count

10:00	6	6	12
10:15	10	11	21
10:30	6	5	11
10:45	5	8	13
11:00	7	5	12
11:15	16	5	21
11:30	15	9	24
11:45	7	9	16
12:00	8	8	16
12:15	10	10	20
12:30	8	8	16
12:45	6	9	15
13:00	16	11	27
13:15	5	10	15
13:30	10	9	19
13:45	7	9	16
14:00	8	13	21
14:15	13	10	23
14:30	9	7	16
14:45	15	6	21
15:00	12	11	23
15:15	7	12	19
15:30	10	7	17
15:45	16	8	24
16:00	7	11	18
16:15	9	8	17
16:30	6	3	9
16:45	11	9	20
17:00	18	9	27
17:15	13	5	18
17:30	10	7	17
17:45	10	8	18
18:00	5	4	9
18:15	10	9	19
18:30	5	7	12
18:45	7	4	11
19:00	6	7	13
19:15	10	3	13
19:30	3	2	5
19:45	12	4	16
20:00	4	5	9
20:15	4	5	9
20:30	6	3	9
20:45	3	4	7
21:00	3	5	8
21:15	1	2	3
21:30	2	5	7
21:45	3	2	5
22:00	2	1	3
22:15	4	4	8
22:30	1	2	3
22:45	3	1	4
23:00	2	7	9
23:15	0	3	3
23:30	0	0	0
23:45	4	1	5
8/10/2011	0	1	1
		476	503
0:15	0	2	2
0:30	1	2	3
0:45	0	0	0
1:00	1	0	1
1:15	0	0	0
1:30	1	1	2
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	1	1
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	3	1	4
4:30	0	1	1
4:45	1	2	3
5:00	0	0	0
5:15	0	0	0
5:30	0	2	2
5:45	1	3	4
6:00	1	1	2
6:15	1	2	3

Lincoln Avenue During Test (Site 03)

RSG Count

6:30	0	3	3
6:45	0	5	5
7:00	5	7	12
7:15	0	12	12
7:30	4	13	17
7:45	6	15	21
8:00	3	7	10
8:15	5	13	18
8:30	7	9	16
8:45	7	7	14
9:00	7	7	14
9:15	5	9	14
9:30	4	8	12
9:45	8	4	12
10:00	9	10	19
10:15	10	10	20
10:30	7	6	13
10:45	8	14	22
11:00	2	7	9
11:15	4	6	10
11:30	5	5	10
11:45	8	10	18
12:00	16	13	29
12:15	10	10	20
12:30	6	6	12
12:45	11	9	20
13:00	11	8	19
13:15	7	5	12
13:30	5	8	13
13:45	13	10	23
14:00	4	8	12
14:15	9	14	23
14:30	8	8	16
14:45	10	7	17
15:00	12	11	23
15:15	9	9	18
15:30	11	5	16
15:45	7	5	12
16:00	8	9	17
16:15	15	7	22
16:30	9	10	19
16:45	14	7	21
17:00	19	8	27
17:15	7	5	12
17:30	11	6	17
17:45	14	9	23
18:00	3	8	11
18:15	8	7	15
18:30	4	11	15
18:45	7	3	10
19:00	13	5	18
19:15	6	5	11
19:30	6	6	12
19:45	8	6	14
20:00	8	10	18
20:15	3	7	10
20:30	3	3	6
20:45	1	3	4
21:00	5	4	9
21:15	4	2	6
21:30	6	0	6
21:45	5	2	7
22:00	3	2	5
22:15	4	7	11
22:30	0	1	1
22:45	4	2	6
23:00	1	3	4
23:15	1	2	3
23:30	1	0	1
23:45	2	1	3
8/11/2011	0	0	0
		483	523
0:15	1	4	5
0:30	1	3	4
0:45	0	1	1
1:00	2	1	3
1:15	1	1	2
1:30	1	1	2
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	1	0	1
		1006	

Lincoln Avenue During Test (Site 03)

RSG Count

3:00	0	0	0
3:15	0	1	1
3:30	1	1	2
3:45	0	0	0
4:00	1	2	3
4:15	0	0	0
4:30	0	0	0
4:45	0	1	1
5:00	0	1	1
5:15	0	5	5
5:30	0	1	1
5:45	1	2	3
6:00	2	1	3
6:15	1	3	4
6:30	1	1	2
6:45	2	5	7
7:00	1	6	7
7:15	2	13	15
7:30	7	7	14
7:45	3	8	11
8:00	3	10	13
8:15	6	8	14
8:30	3	10	13
8:45	3	12	15
9:00	5	6	11
9:15	10	9	19
9:30	6	7	13
9:45	5	4	9
10:00	5	6	11
10:15	5	12	17
10:30	6	6	12
10:45	4	11	15
11:00	7	7	14
11:15	9	8	17
11:30	6	6	12
11:45	10	12	22
12:00	4	5	9
12:15	6	11	17
12:30	9	9	18
12:45	5	13	18
13:00	11	11	22
13:15	7	7	14
13:30	9	7	16
13:45	7	7	14
14:00	12	5	17
14:15	6	10	16
14:30	10	5	15
14:45	6	7	13
15:00	6	7	13
15:15	10	3	13
15:30	10	7	17
15:45	11	12	23
16:00	11	14	25
16:15	12	6	18
16:30	7	5	12
16:45	11	10	21
17:00	14	7	21
17:15	7	8	15
17:30	12	12	24
17:45	12	11	23
18:00	16	8	24
18:15	15	7	22
18:30	6	6	12
18:45	9	15	24
19:00	6	6	12
19:15	9	6	15
19:30	13	11	24
19:45	8	6	14
20:00	4	7	11
20:15	8	1	9
20:30	7	6	13
20:45	6	0	6
21:00	5	5	10
21:15	8	2	10
21:30	3	4	7
21:45	3	2	5
22:00	3	4	7
22:15	5	5	10
22:30	3	1	4
22:45	2	5	7
23:00	3	4	7
23:15	0	4	4

Lincoln Avenue During Test (Site 03)

RSG Count

23:30	2	2	4
23:45	2	4	6
8/12/2011	0	1	1
		146	247
0:15	2	4	6
0:30	1	0	1
0:45	1	0	1
1:00	0	1	1
1:15	0	1	1
1:30	0	0	0
1:45	1	1	2
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	1	0	1
3:00	0	1	1
3:15	0	0	0
3:30	1	0	1
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	1	1	2
4:45	1	1	2
5:00	0	0	0
5:15	0	0	0
5:30	0	1	1
5:45	0	2	2
6:00	1	1	2
6:15	1	4	5
6:30	0	3	3
6:45	2	3	5
7:00	2	9	11
7:15	2	5	7
7:30	7	11	18
7:45	3	11	14
8:00	4	7	11
8:15	4	6	10
8:30	1	13	14
8:45	6	11	17
9:00	4	10	14
9:15	13	13	26
9:30	7	12	19
9:45	9	10	19
10:00	3	9	12
10:15	6	12	18
10:30	10	10	20
10:45	8	9	17
11:00	11	15	26
11:15	6	9	15
11:30	6	5	11
11:45	6	7	13
12:00	6	9	15
12:15	8	13	21
12:30	1	6	7

Lincoln Avenue During Test Eastbound Direction

RSG Count

Lincoln Avenue During Test Eastbound Direction

RSG Count

Lincoln Avenue During Test Eastbound Direction

RSG Count

Lincoln Avenue During Test Eastbound Direction

RSG Count

Lincoln Avenue During Test Eastbound Direction

RSG Count

Lincoln Avenue During Test Westbound Direction

RSG Count

Lincoln Avenue During Test Westbound Direction

RSG Count

Lincoln Avenue During Test Westbound Direction

RSG Count

Lincoln Avenue During Test Westbound Direction

RSG Count

Lincoln Avenue During Test Westbound Direction

RSG Count

Lincoln Avenue During Test Westbound Direction

RSG Count

Coolidge Ave During Test (Site 02)

RSG Count

Time	Direction 1	Direction 2	Total		Direction 1	Direction 2	Total
13:30	10	13	23		45 Thurs	7/28/2011	642
13:45	7	12	19		141 Fri	7/29/2011	622
14:00	11	11	22		237 Sat	7/30/2011	461
14:15	15	4	19		333 Sun	7/31/2011	361
14:30	12	10	22		429 Mon	8/1/2011	597
14:45	11	8	19		525 Tue	8/2/2011	671
15:00	10	10	20		621 Weds	8/3/2011	612
15:15	5	1	6		717 Thurs	8/4/2011	602
15:30	9	5	14		813 Fri	8/5/2011	636
15:45	15	6	21		909 Sat	8/6/2011	627
16:00	19	17	36		1005 Sun	8/7/2011	402
16:15	7	6	13		1101 Mon	8/8/2011	571
16:30	9	6	15		1197 Tue	8/9/2011	591
16:45	17	9	26		1293 Weds	8/10/2011	612
17:00	15	10	25		1389 Thurs	8/11/2011	604
17:15	11	9	20				1073
17:30	8	7	15				
17:45	8	3	11				
18:00	11	7	18				
18:15	10	10	20				
18:30	11	1	12				
18:45	6	5	11				
19:00	5	8	13				
19:15	8	2	10				
19:30	9	3	12				
19:45	10	11	21				
20:00	1	6	7				
20:15	9	5	14				
20:30	8	3	11				
20:45	11	5	16				
21:00	5	1	6				
21:15	5	4	9				
21:30	8	3	11				
21:45	4	4	8				
22:00	2	2	4				
22:15	6	2	8				
22:30	2	3	5				
22:45	2	0	2				
23:00	2	1	3				
23:15	2	0	2				
23:30	2	1	3				
23:45	1	0	1				
7/28/2011	0	0	0	642	495	1137	
0:15	2	3	5				
0:30	1	2	3				
0:45	0	0	0				
1:00	0	0	0				
1:15	0	0	0				
1:30	0	0	0				
1:45	0	0	0				
2:00	1	0	1				
2:15	0	1	1				
2:30	0	1	1				
2:45	0	0	0				
3:00	1	1	2				
3:15	0	0	0				
3:30	0	2	2				
3:45	0	0	0				
4:00	0	1	1				
4:15	0	2	2				
4:30	1	4	5				
4:45	0	1	1				
5:00	2	1	3				
5:15	1	1	2				
5:30	2	1	3				
5:45	1	2	3				
6:00	1	2	3				
6:15	1	2	3				
6:30	2	4	6				
6:45	7	7	14				
7:00	3	5	8				

With Striping + Radar Sign

Average Weekday	1092	1120	1058
Average Weekend	819	749	889

Coolidge Ave During Test (Site 02)

RSG Count

7:15	10	5	15
7:30	7	11	18
7:45	10	10	20
8:00	8	12	20
8:15	8	10	18
8:30	6	11	17
8:45	11	8	19
9:00	12	8	20
9:15	8	4	12
9:30	3	10	13
9:45	8	7	15
10:00	8	3	11
10:15	9	4	13
10:30	13	9	22
10:45	14	7	21
11:00	13	12	25
11:15	10	7	17
11:30	8	5	13
11:45	8	8	16
12:00	13	3	16
12:15	10	10	20
12:30	13	9	22
12:45	7	8	15
13:00	11	5	16
13:15	10	7	17
13:30	8	11	19
13:45	10	8	18
14:00	10	12	22
14:15	15	13	28
14:30	11	8	19
14:45	12	8	20
15:00	16	3	19
15:15	17	13	30
15:30	14	10	24
15:45	13	6	19
16:00	14	5	19
16:15	16	13	29
16:30	14	9	23
16:45	16	10	26
17:00	17	5	22
17:15	15	9	24
17:30	16	8	24
17:45	5	5	10
18:00	10	6	16
18:15	12	8	20
18:30	8	11	19
18:45	9	8	17
19:00	13	10	23
19:15	5	6	11
19:30	10	10	20
19:45	7	3	10
20:00	8	4	12
20:15	11	8	19
20:30	9	3	12
20:45	4	1	5
21:00	2	3	5
21:15	0	3	3
21:30	5	2	7
21:45	6	2	8
22:00	4	4	8
22:15	1	5	6
22:30	3	3	6
22:45	3	1	4
23:00	3	0	3
23:15	2	1	3
23:30	1	1	2
23:45	3	0	3
7/29/2011	0	0	0
			622
0:15	0	0	0
0:30	2	0	2
0:45	0	1	1
1:00	0	0	0

Coolidge Ave During Test (Site 02)

RSG Count

1:15	0	2	2
1:30	0	1	1
1:45	3	1	4
2:00	0	0	0
2:15	0	1	1
2:30	1	0	1
2:45	0	2	2
3:00	1	0	1
3:15	0	1	1
3:30	0	2	2
3:45	0	0	0
4:00	0	1	1
4:15	1	1	2
4:30	1	2	3
4:45	0	3	3
5:00	1	1	2
5:15	1	1	2
5:30	2	1	3
5:45	2	3	5
6:00	1	1	2
6:15	3	2	5
6:30	2	6	8
6:45	6	5	11
7:00	1	4	5
7:15	7	8	15
7:30	9	10	19
7:45	7	10	17
8:00	14	18	32
8:15	10	12	22
8:30	9	5	14
8:45	9	12	21
9:00	11	9	20
9:15	6	7	13
9:30	7	6	13
9:45	11	13	24
10:00	7	8	15
10:15	4	7	11
10:30	9	10	19
10:45	7	10	17
11:00	9	9	18
11:15	5	8	13
11:30	5	15	20
11:45	9	7	16
12:00	17	8	25
12:15	14	10	24
12:30	10	6	16
12:45	16	8	24
13:00	11	5	16
13:15	22	6	28
13:30	9	9	18
13:45	7	8	15
14:00	6	12	18
14:15	10	7	17
14:30	18	9	27
14:45	7	10	17
15:00	12	7	19
15:15	12	9	21
15:30	9	4	13
15:45	15	7	22
16:00	25	6	31
16:15	12	5	17
16:30	9	11	20
16:45	13	8	21
17:00	16	6	22
17:15	13	10	23
17:30	12	6	18
17:45	7	4	11
18:00	8	4	12
18:15	10	4	14
18:30	10	7	17
18:45	8	9	17
19:00	5	6	11

Coolidge Ave During Test (Site 02)

RSG Count

19:15	7	3	10
19:30	7	12	19
19:45	5	5	10
20:00	2	4	6
20:15	13	4	17
20:30	5	9	14
20:45	4	1	5
21:00	6	3	9
21:15	4	1	5
21:30	8	2	10
21:45	4	4	8
22:00	4	4	8
22:15	3	2	5
22:30	8	1	9
22:45	4	1	5
23:00	1	4	5
23:15	5	1	6
23:30	3	0	3
23:45	3	3	6
7/30/2011	4	3	7
0:15	2	0	2
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	1	0	1
1:45	1	1	2
2:00	0	2	2
2:15	1	0	1
2:30	0	0	0
2:45	0	0	0
3:00	1	0	1
3:15	1	2	3
3:30	0	0	0
3:45	0	1	1
4:00	0	0	0
4:15	0	1	1
4:30	0	0	0
4:45	1	0	1
5:00	0	0	0
5:15	1	0	1
5:30	1	0	1
5:45	1	1	2
6:00	1	1	2
6:15	0	0	0
6:30	1	2	3
6:45	0	0	0
7:00	5	3	8
7:15	2	2	4
7:30	3	3	6
7:45	3	6	9
8:00	4	5	9
8:15	6	4	10
8:30	2	8	10
8:45	5	8	13
9:00	5	2	7
9:15	5	7	12
9:30	8	4	12
9:45	12	8	20
10:00	7	17	24
10:15	9	6	15
10:30	10	5	15
10:45	9	7	16
11:00	8	3	11
11:15	14	10	24
11:30	10	8	18
11:45	12	6	18
12:00	4	4	8
12:15	5	7	12
12:30	9	7	16
12:45	9	7	16
13:00	8	9	17

Coolidge Ave During Test (Site 02)

RSG Count

13:15	9	6	15
13:30	10	8	18
13:45	10	0	10
14:00	8	7	15
14:15	11	2	13
14:30	11	8	19
14:45	7	3	10
15:00	7	9	16
15:15	5	9	14
15:30	6	5	11
15:45	4	7	11
16:00	10	3	13
16:15	8	6	14
16:30	6	6	12
16:45	8	3	11
17:00	8	4	12
17:15	6	5	11
17:30	11	7	18
17:45	5	8	13
18:00	8	6	14
18:15	8	1	9
18:30	8	3	11
18:45	4	7	11
19:00	5	3	8
19:15	6	4	10
19:30	3	3	6
19:45	8	1	9
20:00	3	4	7
20:15	4	4	8
20:30	8	5	13
20:45	6	2	8
21:00	7	5	12
21:15	6	3	9
21:30	5	6	11
21:45	4	8	12
22:00	1	4	5
22:15	5	6	11
22:30	2	2	4
22:45	7	1	8
23:00	4	0	4
23:15	4	2	6
23:30	2	1	3
23:45	2	2	4
7/31/2011	1	1	2
0:15	2	0	2
0:30	0	0	0
0:45	0	1	1
1:00	0	1	1
1:15	2	1	3
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	1	1
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	1	1
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	1	0	1
4:45	0	1	1
5:00	1	0	1
5:15	0	2	2
5:30	0	1	1
5:45	3	0	3
6:00	0	1	1
6:15	0	0	0
6:30	3	1	4
6:45	0	1	1
7:00	2	6	8
			361
			316
			677

Coolidge Ave During Test (Site 02)

RSG Count

7:15	1	3	4
7:30	1	4	5
7:45	1	4	5
8:00	3	4	7
8:15	2	2	4
8:30	2	8	10
8:45	2	5	7
9:00	6	3	9
9:15	2	4	6
9:30	2	3	5
9:45	9	4	13
10:00	6	7	13
10:15	8	3	11
10:30	5	7	12
10:45	6	10	16
11:00	6	7	13
11:15	14	9	23
11:30	7	8	15
11:45	7	3	10
12:00	9	3	12
12:15	11	7	18
12:30	3	7	10
12:45	7	4	11
13:00	6	6	12
13:15	5	7	12
13:30	8	6	14
13:45	9	3	12
14:00	3	4	7
14:15	5	4	9
14:30	2	6	8
14:45	6	5	11
15:00	6	5	11
15:15	5	7	12
15:30	9	5	14
15:45	3	7	10
16:00	3	4	7
16:15	4	6	10
16:30	7	3	10
16:45	11	11	22
17:00	7	3	10
17:15	5	4	9
17:30	7	4	11
17:45	8	5	13
18:00	7	2	9
18:15	5	4	9
18:30	6	7	13
18:45	4	6	10
19:00	2	3	5
19:15	7	6	13
19:30	4	2	6
19:45	6	5	11
20:00	6	3	9
20:15	11	6	17
20:30	4	3	7
20:45	9	1	10
21:00	5	5	10
21:15	4	3	7
21:30	7	3	10
21:45	5	2	7
22:00	4	2	6
22:15	0	0	0
22:30	2	2	4
22:45	3	3	6
23:00	0	2	2
23:15	3	2	5
23:30	2	1	3
23:45	1	0	1
8/1/2011	2	0	2
		597	498
0:15	1	0	1
0:30	2	0	2
0:45	0	0	0
1:00	0	0	0

Coolidge Ave During Test (Site 02)

RSG Count

1:15	1	0	1
1:30	0	1	1
1:45	0	0	0
2:00	1	0	1
2:15	0	0	0
2:30	1	0	1
2:45	0	0	0
3:00	0	1	1
3:15	0	0	0
3:30	0	1	1
3:45	0	0	0
4:00	0	1	1
4:15	0	2	2
4:30	0	1	1
4:45	0	3	3
5:00	1	1	2
5:15	3	2	5
5:30	4	1	5
5:45	0	3	3
6:00	0	1	1
6:15	2	1	3
6:30	3	7	10
6:45	1	5	6
7:00	5	5	10
7:15	8	4	12
7:30	9	11	20
7:45	6	13	19
8:00	12	13	25
8:15	6	10	16
8:30	8	6	14
8:45	4	14	18
9:00	8	6	14
9:15	5	8	13
9:30	5	6	11
9:45	11	7	18
10:00	9	4	13
10:15	6	6	12
10:30	6	10	16
10:45	5	4	9
11:00	10	11	21
11:15	8	7	15
11:30	11	10	21
11:45	10	3	13
12:00	12	13	25
12:15	17	6	23
12:30	8	4	12
12:45	9	13	22
13:00	7	12	19
13:15	15	6	21
13:30	9	11	20
13:45	10	10	20
14:00	13	13	26
14:15	12	13	25
14:30	11	5	16
14:45	11	9	20
15:00	15	10	25
15:15	13	7	20
15:30	11	7	18
15:45	13	7	20
16:00	15	9	24
16:15	15	7	22
16:30	17	8	25
16:45	14	12	26
17:00	18	11	29
17:15	19	8	27
17:30	12	8	20
17:45	8	4	12
18:00	9	3	12
18:15	5	6	11
18:30	12	9	21
18:45	7	8	15
19:00	9	5	14

Coolidge Ave During Test (Site 02)

RSG Count

19:15	5	7	12
19:30	3	6	9
19:45	5	4	9
20:00	11	7	18
20:15	9	7	16
20:30	6	2	8
20:45	6	3	9
21:00	2	4	6
21:15	3	6	9
21:30	6	1	7
21:45	6	4	10
22:00	2	2	4
22:15	4	2	6
22:30	1	1	2
22:45	2	3	5
23:00	2	4	6
23:15	1	1	2
23:30	0	1	1
23:45	3	0	3
8/2/2011	0	0	0
0:15	3	0	3
0:30	1	0	1
0:45	3	0	3
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	1	0	1
2:00	0	0	0
2:15	0	1	1
2:30	0	0	0
2:45	0	0	0
3:00	0	2	2
3:15	0	1	1
3:30	1	1	2
3:45	0	0	0
4:00	1	2	3
4:15	0	2	2
4:30	1	2	3
4:45	1	3	4
5:00	0	1	1
5:15	1	2	3
5:30	2	1	3
5:45	3	3	6
6:00	1	1	2
6:15	4	4	8
6:30	3	5	8
6:45	4	5	9
7:00	7	9	16
7:15	6	3	9
7:30	5	17	22
7:45	10	8	18
8:00	12	8	20
8:15	5	10	15
8:30	7	3	10
8:45	8	14	22
9:00	4	9	13
9:15	10	9	19
9:30	6	10	16
9:45	8	9	17
10:00	10	8	18
10:15	10	7	17
10:30	10	5	15
10:45	15	1	16
11:00	14	6	20
11:15	11	5	16
11:30	9	9	18
11:45	19	9	28
12:00	11	9	20
12:15	10	11	21
12:30	11	12	23
12:45	11	10	21
13:00	15	8	23

Coolidge Ave During Test (Site 02)

RSG Count

13:15	15	4	19			
13:30	11	8	19			
13:45	4	7	11			
14:00	13	7	20			
14:15	13	3	16			
14:30	9	15	24			
14:45	9	3	12			
15:00	18	13	31			
15:15	21	8	29			
15:30	13	12	25			
15:45	14	5	19			
16:00	11	13	24			
16:15	9	6	15			
16:30	16	9	25			
16:45	16	9	25			
17:00	21	10	31			
17:15	9	14	23			
17:30	14	8	22			
17:45	10	2	12			
18:00	11	9	20			
18:15	6	9	15			
18:30	5	7	12			
18:45	10	6	16			
19:00	15	5	20			
19:15	10	2	12			
19:30	9	4	13			
19:45	8	5	13			
20:00	9	6	15			
20:15	9	6	15			
20:30	9	3	12			
20:45	4	7	11			
21:00	8	3	11			
21:15	9	4	13			
21:30	7	5	12			
21:45	6	8	14			
22:00	4	2	6			
22:15	0	1	1			
22:30	3	0	3			
22:45	1	0	1			
23:00	4	0	4			
23:15	0	1	1			
23:30	4	3	7			
23:45	0	2	2			
8/3/2011	0	0	0	612	513	1125
0:15	0	0	0			
0:30	2	0	2			
0:45	0	0	0			
1:00	1	0	1			
1:15	0	1	1			
1:30	0	0	0			
1:45	2	0	2			
2:00	0	0	0			
2:15	0	0	0			
2:30	2	0	2			
2:45	0	0	0			
3:00	0	0	0			
3:15	0	1	1			
3:30	0	3	3			
3:45	0	1	1			
4:00	0	0	0			
4:15	1	2	3			
4:30	1	4	5			
4:45	1	1	2			
5:00	0	1	1			
5:15	2	4	6			
5:30	2	2	4			
5:45	1	2	3			
6:00	4	2	6			
6:15	2	4	6			
6:30	2	5	7			
6:45	6	1	7			
7:00	9	5	14			

Coolidge Ave During Test (Site 02)

RSG Count

7:15	7	5	12
7:30	13	17	30
7:45	10	18	28
8:00	10	10	20
8:15	11	14	25
8:30	7	11	18
8:45	10	10	20
9:00	9	10	19
9:15	6	10	16
9:30	5	11	16
9:45	7	6	13
10:00	8	7	15
10:15	6	7	13
10:30	6	7	13
10:45	8	6	14
11:00	6	8	14
11:15	7	10	17
11:30	11	3	14
11:45	9	6	15
12:00	12	5	17
12:15	15	7	22
12:30	15	7	22
12:45	11	8	19
13:00	16	5	21
13:15	16	11	27
13:30	10	7	17
13:45	10	6	16
14:00	8	4	12
14:15	14	6	20
14:30	7	10	17
14:45	10	12	22
15:00	13	17	30
15:15	17	17	34
15:30	10	14	24
15:45	11	5	16
16:00	15	8	23
16:15	10	9	19
16:30	10	13	23
16:45	10	6	16
17:00	23	7	30
17:15	7	13	20
17:30	20	11	31
17:45	8	8	16
18:00	6	4	10
18:15	6	5	11
18:30	8	6	14
18:45	6	7	13
19:00	7	3	10
19:15	11	7	18
19:30	10	10	20
19:45	11	5	16
20:00	7	4	11
20:15	6	1	7
20:30	8	3	11
20:45	1	3	4
21:00	5	5	10
21:15	1	4	5
21:30	8	1	9
21:45	4	3	7
22:00	3	2	5
22:15	2	1	3
22:30	2	2	4
22:45	3	0	3
23:00	2	0	2
23:15	1	2	3
23:30	0	2	2
23:45	2	2	4
8/4/2011	0	0	0
			602
0:15	2	1	3
0:30	1	1	2
0:45	2	0	2
1:00	1	0	1
			465
			1067

Coolidge Ave During Test (Site 02)

RSG Count

1:15	0	0	0
1:30	1	0	1
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	1	0	1
2:45	0	0	0
3:00	0	2	2
3:15	0	0	0
3:30	0	2	2
3:45	0	0	0
4:00	1	2	3
4:15	0	0	0
4:30	0	5	5
4:45	1	2	3
5:00	1	1	2
5:15	1	4	5
5:30	2	1	3
5:45	1	4	5
6:00	1	3	4
6:15	2	1	3
6:30	3	6	9
6:45	5	3	8
7:00	5	9	14
7:15	8	2	10
7:30	7	12	19
7:45	9	13	22
8:00	11	16	27
8:15	6	11	17
8:30	5	5	10
8:45	8	6	14
9:00	9	7	16
9:15	10	6	16
9:30	5	6	11
9:45	10	6	16
10:00	6	8	14
10:15	12	4	16
10:30	8	4	12
10:45	8	6	14
11:00	8	8	16
11:15	10	8	18
11:30	9	3	12
11:45	12	5	17
12:00	11	10	21
12:15	10	8	18
12:30	11	12	23
12:45	11	8	19
13:00	10	11	21
13:15	8	5	13
13:30	11	5	16
13:45	6	5	11
14:00	13	11	24
14:15	9	3	12
14:30	10	7	17
14:45	7	9	16
15:00	9	6	15
15:15	13	9	22
15:30	21	11	32
15:45	17	10	27
16:00	13	15	28
16:15	13	9	22
16:30	10	11	21
16:45	17	8	25
17:00	10	7	17
17:15	13	6	19
17:30	8	7	15
17:45	13	7	20
18:00	4	5	9
18:15	6	6	12
18:30	19	8	27
18:45	8	6	14
19:00	7	2	9

Coolidge Ave During Test (Site 02)

RSG Count

19:15	14	6	20
19:30	7	7	14
19:45	8	3	11
20:00	5	5	10
20:15	7	7	14
20:30	8	4	12
20:45	7	1	8
21:00	2	1	3
21:15	8	2	10
21:30	3	2	5
21:45	2	1	3
22:00	3	4	7
22:15	5	1	6
22:30	1	3	4
22:45	2	1	3
23:00	4	2	6
23:15	2	2	4
23:30	2	3	5
23:45	2	0	2
8/5/2011	0	2	2
0:15	2	0	2
0:30	3	1	4
0:45	0	1	1
1:00	1	0	1
1:15	1	0	1
1:30	0	0	0
1:45	0	1	1
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	1	1
3:15	0	0	0
3:30	0	1	1
3:45	1	0	1
4:00	1	0	1
4:15	1	2	3
4:30	2	2	4
4:45	0	3	3
5:00	0	1	1
5:15	1	2	3
5:30	1	1	2
5:45	1	2	3
6:00	3	1	4
6:15	3	1	4
6:30	5	3	8
6:45	3	4	7
7:00	2	9	11
7:15	4	5	9
7:30	8	12	20
7:45	8	11	19
8:00	15	8	23
8:15	9	11	20
8:30	9	9	18
8:45	5	13	18
9:00	7	14	21
9:15	9	7	16
9:30	9	12	21
9:45	7	5	12
10:00	9	5	14
10:15	8	9	17
10:30	7	11	18
10:45	15	10	25
11:00	10	9	19
11:15	6	7	13
11:30	15	9	24
11:45	11	4	15
12:00	17	8	25
12:15	18	13	31
12:30	19	7	26
12:45	13	10	23
13:00	15	15	30

Coolidge Ave During Test (Site 02)

RSG Count

13:15	9	10	19			
13:30	16	12	28			
13:45	16	9	25			
14:00	13	8	21			
14:15	15	8	23			
14:30	7	10	17			
14:45	9	9	18			
15:00	9	9	18			
15:15	11	9	20			
15:30	13	9	22			
15:45	11	7	18			
16:00	11	3	14			
16:15	11	7	18			
16:30	12	7	19			
16:45	22	6	28			
17:00	15	8	23			
17:15	14	7	21			
17:30	11	7	18			
17:45	7	4	11			
18:00	9	10	19			
18:15	7	2	9			
18:30	6	6	12			
18:45	7	8	15			
19:00	9	5	14			
19:15	4	3	7			
19:30	11	8	19			
19:45	6	7	13			
20:00	6	4	10			
20:15	3	3	6			
20:30	2	1	3			
20:45	7	4	11			
21:00	4	3	7			
21:15	5	3	8			
21:30	3	1	4			
21:45	9	1	10			
22:00	5	5	10			
22:15	0	3	3			
22:30	3	2	5			
22:45	5	4	9			
23:00	0	2	2			
23:15	3	2	5			
23:30	2	4	6			
23:45	4	0	4			
8/6/2011	2	2	4	627	440	1067
0:15	2	0	2			
0:30	2	0	2			
0:45	3	0	3			
1:00	0	0	0			
1:15	1	0	1			
1:30	1	1	2			
1:45	2	1	3			
2:00	0	1	1			
2:15	0	1	1			
2:30	2	0	2			
2:45	0	0	0			
3:00	1	2	3			
3:15	0	0	0			
3:30	0	1	1			
3:45	0	1	1			
4:00	0	0	0			
4:15	0	0	0			
4:30	0	1	1			
4:45	0	0	0			
5:00	0	0	0			
5:15	1	0	1			
5:30	0	0	0			
5:45	3	1	4			
6:00	3	0	3			
6:15	3	3	6			
6:30	1	0	1			
6:45	2	1	3			
7:00	3	3	6			

Coolidge Ave During Test (Site 02)

RSG Count

7:15	4	7	11
7:30	7	4	11
7:45	7	5	12
8:00	2	5	7
8:15	6	3	9
8:30	9	6	15
8:45	9	11	20
9:00	9	8	17
9:15	18	3	21
9:30	16	11	27
9:45	16	11	27
10:00	18	12	30
10:15	16	14	30
10:30	19	14	33
10:45	17	9	26
11:00	14	14	28
11:15	12	5	17
11:30	13	12	25
11:45	19	4	23
12:00	19	7	26
12:15	12	11	23
12:30	18	9	27
12:45	11	5	16
13:00	10	8	18
13:15	13	13	26
13:30	9	6	15
13:45	6	5	11
14:00	8	5	13
14:15	10	7	17
14:30	11	4	15
14:45	15	6	21
15:00	13	10	23
15:15	8	8	16
15:30	11	9	20
15:45	10	6	16
16:00	10	7	17
16:15	7	4	11
16:30	6	4	10
16:45	10	5	15
17:00	6	8	14
17:15	11	11	22
17:30	10	5	15
17:45	5	7	12
18:00	4	4	8
18:15	8	6	14
18:30	5	5	10
18:45	8	2	10
19:00	7	8	15
19:15	9	10	19
19:30	4	4	8
19:45	10	4	14
20:00	12	5	17
20:15	4	7	11
20:30	6	2	8
20:45	5	6	11
21:00	7	8	15
21:15	4	3	7
21:30	3	0	3
21:45	2	2	4
22:00	3	2	5
22:15	0	1	1
22:30	1	4	5
22:45	2	2	4
23:00	3	2	5
23:15	3	4	7
23:30	3	1	4
23:45	2	1	3
8/7/2011	4	0	4
			402
0:15	4	1	5
0:30	1	0	1
0:45	2	0	2
1:00	0	1	1
			308
			710

Coolidge Ave During Test (Site 02)

RSG Count

1:15	1	2	3
1:30	1	0	1
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	1	1
3:00	0	0	0
3:15	0	0	0
3:30	1	1	2
3:45	0	0	0
4:00	0	1	1
4:15	0	0	0
4:30	0	0	0
4:45	0	1	1
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	1	0	1
6:00	1	0	1
6:15	1	1	2
6:30	1	1	2
6:45	4	2	6
7:00	1	3	4
7:15	0	2	2
7:30	0	2	2
7:45	1	4	5
8:00	0	3	3
8:15	1	4	5
8:30	2	7	9
8:45	4	5	9
9:00	7	4	11
9:15	4	2	6
9:30	6	6	12
9:45	2	4	6
10:00	7	6	13
10:15	5	6	11
10:30	10	5	15
10:45	8	9	17
11:00	3	3	6
11:15	10	8	18
11:30	9	6	15
11:45	9	6	15
12:00	12	7	19
12:15	6	8	14
12:30	4	7	11
12:45	6	5	11
13:00	16	2	18
13:15	12	4	16
13:30	5	3	8
13:45	7	6	13
14:00	7	8	15
14:15	4	3	7
14:30	10	13	23
14:45	8	7	15
15:00	6	8	14
15:15	5	3	8
15:30	7	5	12
15:45	11	3	14
16:00	14	4	18
16:15	4	1	5
16:30	7	7	14
16:45	11	7	18
17:00	6	4	10
17:15	6	6	12
17:30	7	7	14
17:45	8	1	9
18:00	3	4	7
18:15	8	10	18
18:30	7	4	11
18:45	4	5	9
19:00	10	5	15

Coolidge Ave During Test (Site 02)

RSG Count

19:15	9	5	14
19:30	2	3	5
19:45	4	0	4
20:00	6	6	12
20:15	10	4	14
20:30	8	6	14
20:45	6	1	7
21:00	4	4	8
21:15	4	3	7
21:30	1	3	4
21:45	3	2	5
22:00	3	1	4
22:15	2	0	2
22:30	2	3	5
22:45	0	1	1
23:00	2	0	2
23:15	0	2	2
23:30	2	0	2
23:45	2	0	2
8/8/2011	3	2	5
0:15	1	1	2
0:30	2	1	3
0:45	0	0	0
1:00	0	0	0
1:15	1	0	1
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	2	0	2
2:45	0	1	1
3:00	0	0	0
3:15	0	1	1
3:30	0	1	1
3:45	0	1	1
4:00	0	0	0
4:15	0	2	2
4:30	0	1	1
4:45	0	3	3
5:00	3	2	5
5:15	0	1	1
5:30	1	1	2
5:45	2	1	3
6:00	1	0	1
6:15	2	1	3
6:30	6	4	10
6:45	3	4	7
7:00	4	4	8
7:15	7	2	9
7:30	6	11	17
7:45	7	16	23
8:00	12	10	22
8:15	8	8	16
8:30	13	4	17
8:45	4	6	10
9:00	4	5	9
9:15	11	6	17
9:30	3	6	9
9:45	4	5	9
10:00	4	4	8
10:15	9	8	17
10:30	6	5	11
10:45	13	5	18
11:00	10	6	16
11:15	8	8	16
11:30	6	6	12
11:45	15	7	22
12:00	12	8	20
12:15	8	6	14
12:30	10	8	18
12:45	5	10	15
13:00	11	7	18

Coolidge Ave During Test (Site 02)

RSG Count

13:15	7	7	14			
13:30	2	8	10			
13:45	6	4	10			
14:00	11	8	19			
14:15	5	5	10			
14:30	12	6	18			
14:45	10	10	20			
15:00	14	7	21			
15:15	13	5	18			
15:30	10	9	19			
15:45	11	4	15			
16:00	23	8	31			
16:15	14	8	22			
16:30	13	8	21			
16:45	10	7	17			
17:00	16	11	27			
17:15	13	10	23			
17:30	5	5	10			
17:45	11	7	18			
18:00	13	11	24			
18:15	9	10	19			
18:30	9	3	12			
18:45	4	8	12			
19:00	11	3	14			
19:15	11	9	20			
19:30	10	1	11			
19:45	4	5	9			
20:00	10	7	17			
20:15	6	3	9			
20:30	7	4	11			
20:45	7	1	8			
21:00	2	1	3			
21:15	5	3	8			
21:30	7	5	12			
21:45	5	1	6			
22:00	2	5	7			
22:15	6	3	9			
22:30	2	3	5			
22:45	4	3	7			
23:00	1	2	3			
23:15	0	1	1			
23:30	2	3	5			
23:45	1	1	2			
8/9/2011	3	0	3	591	450	1041
0:15	1	1	2			
0:30	1	1	2			
0:45	0	0	0			
1:00	1	1	2			
1:15	0	0	0			
1:30	0	1	1			
1:45	0	1	1			
2:00	0	0	0			
2:15	0	1	1			
2:30	1	0	1			
2:45	0	0	0			
3:00	0	1	1			
3:15	0	1	1			
3:30	0	0	0			
3:45	0	0	0			
4:00	0	1	1			
4:15	0	0	0			
4:30	0	3	3			
4:45	1	2	3			
5:00	0	1	1			
5:15	3	1	4			
5:30	3	1	4			
5:45	2	4	6			
6:00	3	3	6			
6:15	2	0	2			
6:30	3	4	7			
6:45	5	3	8			
7:00	3	5	8			

Coolidge Ave During Test (Site 02)

RSG Count

7:15	5	4	9
7:30	10	10	20
7:45	4	20	24
8:00	14	11	25
8:15	12	5	17
8:30	14	15	29
8:45	4	12	16
9:00	5	14	19
9:15	7	5	12
9:30	3	4	7
9:45	7	7	14
10:00	11	5	16
10:15	5	4	9
10:30	10	6	16
10:45	10	6	16
11:00	8	6	14
11:15	4	9	13
11:30	9	10	19
11:45	11	12	23
12:00	10	7	17
12:15	10	6	16
12:30	12	5	17
12:45	13	6	19
13:00	5	11	16
13:15	8	4	12
13:30	12	8	20
13:45	13	4	17
14:00	16	8	24
14:15	9	5	14
14:30	7	6	13
14:45	14	10	24
15:00	17	8	25
15:15	9	8	17
15:30	12	5	17
15:45	12	14	26
16:00	23	6	29
16:15	11	6	17
16:30	16	9	25
16:45	15	8	23
17:00	18	6	24
17:15	9	8	17
17:30	9	15	24
17:45	11	4	15
18:00	10	7	17
18:15	5	3	8
18:30	6	2	8
18:45	5	9	14
19:00	10	8	18
19:15	7	4	11
19:30	8	7	15
19:45	4	4	8
20:00	3	1	4
20:15	9	3	12
20:30	6	2	8
20:45	7	0	7
21:00	6	1	7
21:15	3	2	5
21:30	6	5	11
21:45	3	3	6
22:00	5	1	6
22:15	2	3	5
22:30	1	2	3
22:45	3	2	5
23:00	2	0	2
23:15	0	3	3
23:30	2	0	2
23:45	2	0	2
8/10/2011	0	0	0
			612
0:15	0	0	0
0:30	1	3	4
0:45	0	0	0
1:00	0	0	0

Coolidge Ave During Test (Site 02)

RSG Count

1:15	0	0	0
1:30	0	0	0
1:45	1	0	1
2:00	0	0	0
2:15	0	0	0
2:30	1	0	1
2:45	0	0	0
3:00	0	0	0
3:15	0	1	1
3:30	0	0	0
3:45	1	1	2
4:00	1	1	2
4:15	1	2	3
4:30	0	1	1
4:45	0	3	3
5:00	2	0	2
5:15	1	3	4
5:30	2	1	3
5:45	2	3	5
6:00	0	1	1
6:15	4	1	5
6:30	5	2	7
6:45	7	4	11
7:00	7	6	13
7:15	11	5	16
7:30	6	9	15
7:45	11	16	27
8:00	13	9	22
8:15	4	10	14
8:30	10	11	21
8:45	3	10	13
9:00	3	4	7
9:15	6	5	11
9:30	7	3	10
9:45	5	4	9
10:00	7	6	13
10:15	9	7	16
10:30	10	5	15
10:45	15	4	19
11:00	9	4	13
11:15	9	7	16
11:30	9	7	16
11:45	14	2	16
12:00	14	7	21
12:15	13	0	13
12:30	7	4	11
12:45	13	10	23
13:00	13	6	19
13:15	14	11	25
13:30	10	5	15
13:45	16	8	24
14:00	4	10	14
14:15	15	6	21
14:30	10	5	15
14:45	9	8	17
15:00	12	8	20
15:15	11	4	15
15:30	10	3	13
15:45	11	9	20
16:00	15	3	18
16:15	15	9	24
16:30	14	8	22
16:45	17	6	23
17:00	13	13	26
17:15	12	13	25
17:30	12	11	23
17:45	14	10	24
18:00	7	7	14
18:15	13	6	19
18:30	8	6	14
18:45	6	7	13
19:00	8	3	11

Coolidge Ave During Test (Site 02)

RSG Count

19:15	6	6	12
19:30	8	3	11
19:45	10	6	16
20:00	10	2	12
20:15	1	2	3
20:30	7	6	13
20:45	4	2	6
21:00	7	2	9
21:15	5	6	11
21:30	4	3	7
21:45	3	2	5
22:00	2	2	4
22:15	1	1	2
22:30	2	1	3
22:45	2	6	8
23:00	1	2	3
23:15	3	5	8
23:30	1	0	1
23:45	2	0	2
8/11/2011	0	1	1
0:15	2	0	2
0:30	0	0	0
0:45	0	0	0
1:00	1	1	2
1:15	3	0	3
1:30	1	0	1
1:45	0	0	0
2:00	0	1	1
2:15	1	0	1
2:30	0	1	1
2:45	2	1	3
3:00	1	0	1
3:15	0	1	1
3:30	0	0	0
3:45	0	2	2
4:00	0	1	1
4:15	0	0	0
4:30	1	4	5
4:45	0	2	2
5:00	1	1	2
5:15	2	5	7
5:30	3	1	4
5:45	3	3	6
6:00	1	0	1
6:15	3	2	5
6:30	5	7	12
6:45	5	7	12
7:00	3	7	10
7:15	4	2	6
7:30	10	7	17
7:45	10	6	16
8:00	8	8	16
8:15	6	11	17
8:30	4	9	13
8:45	8	14	22
9:00	8	7	15
9:15	8	9	17
9:30	3	6	9
9:45	8	9	17
10:00	2	5	7
10:15	7	5	12
10:30	12	5	17
10:45	11	12	23
11:00	7	6	13
11:15	10	5	15
11:30	10	8	18
11:45	12	9	21
12:00	12	4	16
12:15	8	7	15
12:30	10	6	16
12:45	13	7	20
13:00	11	12	23

604 469 1073

Coolidge Ave During Test (Site 02)

RSG Count

13:15	10	11	21
13:30	15	9	24
13:45	9	4	13
14:00	15	3	18
14:15	5	11	16
14:30	9	13	22
14:45	11	7	18
15:00	10	10	20
15:15	15	6	21
15:30	10	8	18
15:45	10	4	14
16:00	16	6	22
16:15	6	10	16
16:30	12	8	20
16:45	12	6	18
17:00	22	8	30
17:15	11	3	14
17:30	10	8	18
17:45	9	6	15
18:00	8	4	12
18:15	5	3	8
18:30	7	12	19
18:45	13	8	21
19:00	13	4	17
19:15	10	6	16
19:30	10	9	19
19:45	5	6	11
20:00	4	8	12
20:15	7	6	13
20:30	10	2	12
20:45	4	5	9
21:00	8	3	11
21:15	3	0	3
21:30	8	1	9
21:45	5	6	11
22:00	7	2	9
22:15	4	3	7
22:30	2	4	6
22:45	1	1	2
23:00	6	3	9
23:15	4	1	5
23:30	2	3	5
23:45	1	1	2
8/12/2011	4	0	4
0:15	4	0	4
0:30	1	1	2
0:45	0	1	1
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	1	1
2:00	0	1	1
2:15	0	0	0
2:30	0	0	0
2:45	1	1	2
3:00	0	1	1
3:15	0	1	1
3:30	0	0	0
3:45	0	1	1
4:00	0	0	0
4:15	1	0	1
4:30	1	4	5
4:45	0	4	4
5:00	0	2	2
5:15	2	3	5
5:30	4	1	5
5:45	2	1	3
6:00	3	2	5
6:15	3	1	4
6:30	5	6	11
6:45	5	2	7
7:00	7	4	11

Coolidge Ave During Test (Site 02)

RSG Count

7:15	7	6	13
7:30	5	4	9
7:45	11	13	24
8:00	7	14	21
8:15	12	6	18
8:30	8	5	13
8:45	6	10	16
9:00	7	6	13
9:15	9	15	24
9:30	10	5	15
9:45	10	7	17
10:00	15	2	17
10:15	12	6	18
10:30	10	12	22
10:45	6	8	14
11:00	16	9	25
11:15	14	9	23
11:30	13	7	20
11:45	14	7	21
12:00	14	12	26
12:15	2	5	7
12:30	0	0	0

Coolidge Avenue Direction 1 During Test RSG Count

Coolidge Avenue Direction 1 During Test RSG Count

Coolidge Avenue Direction 1 During Test RSG Count

Coolidge Avenue Direction 1 During Test RSG Count

Coolidge Avenue Direction 1 During Test RSG Count

Coolidge Avenue Direction 1 During Test

RSG Count

Coolidge Avenue Direction 2 During Test

RSG Count

Coolidge Avenue Direction 2 During Test

RSG Count

Coolidge Avenue Direction 2 During Test

RSG Count

Coolidge Avenue Direction 2 During Test

RSG Count

Coolidge Avenue Direction 2 During Test

RSG Count

Coolidge Avenue Direction 2 During Test

RSG Count

Horicon During Test (Site 01)

RSG Count

Time	Direction 1 Direction 2 Total			Direction 1 Direction 2 Total						
	12:30	13	14	27	50 Thurs	7/28/2011	955	884	1839	
12:45	22	9	31		146 Fri	7/29/2011	1092	967	2059	
13:00	21	18	39		242 Sat	7/30/2011	762	751	1513	
13:15	7	18	25		338 Sun	7/31/2011	579	569	1148	
13:30	18	11	29		434 Mon	8/1/2011	917	829	1746	
13:45	18	12	30		530 Tue	8/2/2011	1003	882	1885	
14:00	14	13	27		626 Weds	8/3/2011	944	850	1794	
14:15	13	10	23		722 Thurs	8/4/2011	929	876	1805 <-- Speed Feedback sign installed this day	
14:30	13	7	20		818 Fri	8/5/2011	923	826	1749	
14:45	13	9	22		914 Sat	8/6/2011	649	623	1272	
15:00	18	10	28		1010 Sun	8/7/2011	609	578	1187	
15:15	27	9	36		1106 Mon	8/8/2011	908	850	1758	
15:30	22	15	37		1202 Tue	8/9/2011	1049	702	1751	
15:45	21	9	30		1298 Weds	8/10/2011	906	821	1727	
16:00	27	15	42		1394 Thurs	8/11/2011	880	818	1698	
16:15	35	6	41				M-F	With Striping + Radar Sign		
16:30	27	15	42				Average Weekday	1801	1855	1737
16:45	33	18	51				Average Weekend	1280	1331	1230
17:00	25	18	43							
17:15	21	17	38							
17:30	16	11	27							
17:45	18	20	38							
18:00	21	13	34							
18:15	9	15	24							
18:30	14	11	25							
18:45	8	10	18							
19:00	16	11	27							
19:15	10	8	18							
19:30	17	9	26							
19:45	10	13	23							
20:00	12	12	24							
20:15	12	17	29							
20:30	13	12	25							
20:45	13	13	26							
21:00	8	12	20							
21:15	4	7	11							
21:30	4	7	11							
21:45	11	5	16							
22:00	7	12	19							
22:15	8	4	12							
22:30	6	3	9							
22:45	7	1	8							
23:00	3	3	6							
23:15	6	4	10							
23:30	5	2	7							
23:45	1	0	1							
7/28/2011	1	1	2	955	884	1839				
0:15	2	1	3							
0:30	1	1	2							
0:45	3	0	3							
1:00	1	0	1							
1:15	0	0	0							
1:30	2	0	2							
1:45	2	0	2							
2:00	2	0	2							
2:15	3	0	3							
2:30	0	0	0							
2:45	0	0	0							
3:00	0	2	2							
3:15	0	0	0							
3:30	0	1	1							
3:45	1	0	1							
4:00	0	1	1							
4:15	1	0	1							
4:30	0	1	1							
4:45	1	0	1							
5:00	1	2	3							
5:15	0	4	4							
5:30	0	4	4							
5:45	3	6	9							
6:00	3	5	8							
6:15	3	9	12							
6:30	1	9	10							
6:45	8	14	22							
7:00	3	10	13							
7:15	7	16	23							
7:30	11	21	32							
7:45	9	30	39							
8:00	7	26	33							
8:15	12	20	32							
8:30	10	13	23							
8:45	12	18	30							
9:00	5	16	21							
9:15	10	16	26							
9:30	10	10	20							
9:45	5	10	15							

Horicon During Test (Site 01)

RSG Count

10:00	13	7	20
10:15	10	10	20
10:30	15	12	27
10:45	12	18	30
11:00	7	12	19
11:15	5	11	16
11:30	10	10	20
11:45	14	14	28
12:00	17	13	30
12:15	23	10	33
12:30	19	17	36
12:45	14	16	30
13:00	29	18	47
13:15	15	10	25
13:30	17	10	27
13:45	19	21	40
14:00	17	11	28
14:15	14	9	23
14:30	14	7	21
14:45	15	20	35
15:00	20	14	34
15:15	15	17	32
15:30	17	13	30
15:45	20	13	33
16:00	13	11	24
16:15	18	18	36
16:30	22	12	34
16:45	26	13	39
17:00	28	16	44
17:15	24	15	39
17:30	28	15	43
17:45	21	12	33
18:00	21	18	39
18:15	15	9	24
18:30	23	18	41
18:45	14	11	25
19:00	22	6	28
19:15	20	16	36
19:30	9	8	17
19:45	12	14	26
20:00	14	15	29
20:15	9	7	16
20:30	10	9	19
20:45	11	8	19
21:00	10	6	16
21:15	16	5	21
21:30	6	7	13
21:45	11	6	17
22:00	9	9	18
22:15	15	5	20
22:30	7	5	12
22:45	1	3	4
23:00	1	3	4
23:15	2	3	5
23:30	2	0	2
23:45	4	1	5
7/29/2011	2	1	3
0:15	4	2	6
0:30	2	0	2
0:45	1	0	1
1:00	0	0	0
1:15	0	1	1
1:30	1	0	1
1:45	1	1	2
2:00	1	0	1
2:15	0	1	1
2:30	1	1	2
2:45	1	0	1
3:00	1	1	2
3:15	0	0	0
3:30	0	2	2
3:45	0	0	0
4:00	0	1	1
4:15	2	1	3
4:30	2	2	4
4:45	0	4	4
5:00	0	0	0
5:15	2	4	6
5:30	0	5	5
5:45	1	5	6
6:00	3	4	7
6:15	2	7	9
6:30	5	17	22
6:45	14	10	24
7:00	10	13	23
7:15	17	18	35
7:30	17	23	40
7:45	15	40	55

Horicon During Test (Site 01)

RSG Count

8:00	30	28	58
8:15	15	34	49
8:30	18	17	35
8:45	17	21	38
9:00	24	30	54
9:15	18	17	35
9:30	18	25	43
9:45	33	16	49
10:00	21	18	39
10:15	24	15	39
10:30	21	11	32
10:45	20	15	35
11:00	22	13	35
11:15	22	19	41
11:30	17	12	29
11:45	22	21	43
12:00	19	24	43
12:15	18	13	31
12:30	19	18	37
12:45	20	18	38
13:00	23	13	36
13:15	11	12	23
13:30	19	9	28
13:45	20	19	39
14:00	21	13	34
14:15	18	15	33
14:30	8	5	13
14:45	14	11	25
15:00	14	21	35
15:15	15	14	29
15:30	29	15	44
15:45	17	7	24
16:00	17	9	26
16:15	16	14	30
16:30	25	12	37
16:45	24	14	38
17:00	29	11	40
17:15	20	9	29
17:30	21	14	35
17:45	19	8	27
18:00	16	4	20
18:15	13	8	21
18:30	8	10	18
18:45	9	14	23
19:00	9	11	20
19:15	10	14	24
19:30	10	13	23
19:45	8	10	18
20:00	9	5	14
20:15	7	7	14
20:30	9	7	16
20:45	8	2	10
21:00	6	5	11
21:15	8	5	13
21:30	6	8	14
21:45	7	8	15
22:00	5	5	10
22:15	12	6	18
22:30	4	7	11
22:45	6	7	13
23:00	8	4	12
23:15	5	6	11
23:30	1	5	6
23:45	5	2	7
7/30/2011	1	3	4
		762	751
			1513
0:15	2	2	4
0:30	4	0	4
0:45	5	1	6
1:00	0	0	0
1:15	1	0	1
1:30	1	1	2
1:45	2	1	3
2:00	1	0	1
2:15	2	0	2
2:30	0	1	1
2:45	2	0	2
3:00	1	2	3
3:15	0	0	0
3:30	1	2	3
3:45	0	1	1
4:00	2	0	2
4:15	0	1	1
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	1	1	2
5:30	1	2	3
5:45	2	3	5

Horicon During Test (Site 01)

RSG Count

6:00	3	1	4
6:15	1	5	6
6:30	2	3	5
6:45	5	3	8
7:00	4	5	9
7:15	2	8	10
7:30	0	10	10
7:45	6	8	14
8:00	10	10	20
8:15	9	9	18
8:30	6	9	15
8:45	13	21	34
9:00	14	8	22
9:15	11	17	28
9:30	13	11	24
9:45	10	19	29
10:00	14	16	30
10:15	16	20	36
10:30	15	14	29
10:45	13	12	25
11:00	16	16	32
11:15	22	11	33
11:30	15	19	34
11:45	12	12	24
12:00	11	12	23
12:15	17	19	36
12:30	12	14	26
12:45	25	13	38
13:00	15	8	23
13:15	13	9	22
13:30	14	14	28
13:45	16	11	27
14:00	7	13	20
14:15	14	13	27
14:30	8	13	21
14:45	15	6	21
15:00	13	22	35
15:15	15	15	30
15:30	16	15	31
15:45	11	14	25
16:00	9	10	19
16:15	16	7	23
16:30	10	9	19
16:45	14	6	20
17:00	14	17	31
17:15	12	7	19
17:30	13	8	21
17:45	12	10	22
18:00	11	8	19
18:15	7	11	18
18:30	8	6	14
18:45	12	9	21
19:00	13	8	21
19:15	8	12	20
19:30	8	6	14
19:45	7	6	13
20:00	7	10	17
20:15	4	13	17
20:30	9	6	15
20:45	9	10	19
21:00	10	6	16
21:15	7	10	17
21:30	6	11	17
21:45	7	9	16
22:00	5	5	10
22:15	9	11	20
22:30	5	9	14
22:45	1	2	3
23:00	5	3	8
23:15	8	1	9
23:30	6	3	9
23:45	7	3	10
7/31/2011	4	4	8
	579	569	1148
0:15	0	4	4
0:30	0	1	1
0:45	3	2	5
1:00	1	0	1
1:15	5	2	7
1:30	1	0	1
1:45	2	2	4
2:00	3	2	5
2:15	1	1	2
2:30	0	0	0
2:45	1	1	2
3:00	0	1	1
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0

Horicon During Test (Site 01)

RSG Count

4:00	1	0	1
4:15	1	1	2
4:30	0	0	0
4:45	0	1	1
5:00	0	0	0
5:15	0	0	0
5:30	0	2	2
5:45	1	1	2
6:00	0	2	2
6:15	1	6	7
6:30	4	2	6
6:45	1	4	5
7:00	3	2	5
7:15	2	8	10
7:30	4	11	15
7:45	1	7	8
8:00	0	7	7
8:15	4	2	6
8:30	6	10	16
8:45	6	17	23
9:00	4	8	12
9:15	3	6	9
9:30	10	10	20
9:45	9	8	17
10:00	5	17	22
10:15	10	7	17
10:30	7	6	13
10:45	10	13	23
11:00	16	14	30
11:15	10	8	18
11:30	15	9	24
11:45	13	8	21
12:00	12	11	23
12:15	14	8	22
12:30	6	7	13
12:45	7	12	19
13:00	12	10	22
13:15	8	11	19
13:30	8	9	17
13:45	12	9	21
14:00	7	14	21
14:15	5	4	9
14:30	10	9	19
14:45	15	10	25
15:00	13	4	17
15:15	15	4	19
15:30	4	9	13
15:45	7	8	15
16:00	13	6	19
16:15	10	9	19
16:30	9	11	20
16:45	20	9	29
17:00	10	9	19
17:15	16	4	20
17:30	7	8	15
17:45	15	7	22
18:00	7	9	16
18:15	12	8	20
18:30	11	11	22
18:45	8	7	15
19:00	9	10	19
19:15	9	7	16
19:30	8	16	24
19:45	10	8	18
20:00	13	5	18
20:15	8	8	16
20:30	10	8	18
20:45	7	7	14
21:00	4	10	14
21:15	4	1	5
21:30	4	7	11
21:45	6	3	9
22:00	0	8	8
22:15	2	2	4
22:30	4	2	6
22:45	4	4	8
23:00	3	3	6
23:15	6	3	9
23:30	5	2	7
23:45	2	1	3
8/1/2011	5	1	6
0:15	1	1	2
0:30	1	0	1
0:45	1	1	2
1:00	0	1	1
1:15	1	1	2
1:30	0	0	0
1:45	0	0	0

917 829 1746

Horicon During Test (Site 01)

RSG Count

2:00	2	1	3
2:15	2	1	3
2:30	0	0	0
2:45	1	0	1
3:00	0	1	1
3:15	0	1	1
3:30	0	0	0
3:45	0	1	1
4:00	0	1	1
4:15	0	0	0
4:30	1	0	1
4:45	0	0	0
5:00	1	4	5
5:15	1	2	3
5:30	1	3	4
5:45	4	3	7
6:00	3	5	8
6:15	2	11	13
6:30	3	11	14
6:45	10	19	29
7:00	9	7	16
7:15	8	23	31
7:30	10	24	34
7:45	9	29	38
8:00	6	16	22
8:15	9	16	25
8:30	4	15	19
8:45	10	9	19
9:00	6	10	16
9:15	9	15	24
9:30	4	18	22
9:45	5	14	19
10:00	20	11	31
10:15	15	8	23
10:30	18	14	32
10:45	12	15	27
11:00	12	15	27
11:15	14	15	29
11:30	4	5	9
11:45	18	14	32
12:00	24	12	36
12:15	18	14	32
12:30	14	12	26
12:45	19	16	35
13:00	22	18	40
13:15	12	11	23
13:30	15	13	28
13:45	15	17	32
14:00	11	14	25
14:15	13	9	22
14:30	15	11	26
14:45	15	12	27
15:00	22	16	38
15:15	8	11	19
15:30	23	9	32
15:45	14	15	29
16:00	15	2	17
16:15	18	20	38
16:30	29	7	36
16:45	20	15	35
17:00	38	11	49
17:15	22	20	42
17:30	24	11	35
17:45	24	11	35
18:00	20	9	29
18:15	12	12	24
18:30	14	9	23
18:45	13	15	28
19:00	14	9	23
19:15	15	15	30
19:30	13	6	19
19:45	13	6	19
20:00	10	10	20
20:15	12	8	20
20:30	13	7	20
20:45	6	7	13
21:00	14	6	20
21:15	7	3	10
21:30	8	11	19
21:45	11	3	14
22:00	10	7	17
22:15	5	1	6
22:30	2	1	3
22:45	2	7	9
23:00	6	4	10
23:15	1	2	3
23:30	3	2	5
23:45	1	0	1

Horicon During Test (Site 01)

RSG Count

8/2/2011	5	1	6	1003	882	1885
0:15	3	1	4			
0:30	0	0	0			
0:45	0	2	2			
1:00	5	2	7			
1:15	0	0	0			
1:30	3	0	3			
1:45	0	0	0			
2:00	2	1	3			
2:15	0	0	0			
2:30	1	1	2			
2:45	0	0	0			
3:00	0	2	2			
3:15	0	0	0			
3:30	0	1	1			
3:45	0	0	0			
4:00	0	0	0			
4:15	2	1	3			
4:30	0	1	1			
4:45	0	1	1			
5:00	0	2	2			
5:15	0	3	3			
5:30	0	4	4			
5:45	3	3	6			
6:00	1	5	6			
6:15	0	11	11			
6:30	4	14	18			
6:45	13	8	21			
7:00	5	12	17			
7:15	12	15	27			
7:30	9	25	34			
7:45	15	33	48			
8:00	10	23	33			
8:15	7	18	25			
8:30	11	15	26			
8:45	8	18	26			
9:00	6	12	18			
9:15	15	11	26			
9:30	15	12	27			
9:45	13	11	24			
10:00	11	21	32			
10:15	15	16	31			
10:30	19	17	36			
10:45	13	14	27			
11:00	13	16	29			
11:15	14	8	22			
11:30	21	13	34			
11:45	11	12	23			
12:00	14	19	33			
12:15	17	23	40			
12:30	14	8	22			
12:45	11	9	20			
13:00	21	14	35			
13:15	10	14	24			
13:30	20	18	38			
13:45	14	14	28			
14:00	18	19	37			
14:15	13	7	20			
14:30	20	14	34			
14:45	15	14	29			
15:00	27	14	41			
15:15	25	12	37			
15:30	22	13	35			
15:45	18	15	33			
16:00	15	14	29			
16:15	15	11	26			
16:30	33	9	42			
16:45	30	21	51			
17:00	29	19	48			
17:15	25	20	45			
17:30	19	14	33			
17:45	26	13	39			
18:00	22	10	32			
18:15	16	10	26			
18:30	13	10	23			
18:45	19	14	33			
19:00	12	8	20			
19:15	9	7	16			
19:30	12	9	21			
19:45	12	8	20			
20:00	17	9	26			
20:15	17	7	24			
20:30	9	3	12			
20:45	11	12	23			
21:00	15	3	18			
21:15	16	3	19			
21:30	3	10	13			
21:45	8	3	11			

Horicon During Test (Site 01)

RSG Count

22:00	3	11	14
22:15	8	4	12
22:30	1	2	3
22:45	5	3	8
23:00	3	1	4
23:15	10	0	10
23:30	3	0	3
23:45	3	1	4
8/3/2011	3	2	5
	944	850	1794
0:15	0	1	1
0:30	2	1	3
0:45	3	0	3
1:00	2	0	2
1:15	0	0	0
1:30	2	1	3
1:45	1	0	1
2:00	3	3	6
2:15	2	0	2
2:30	0	0	0
2:45	0	0	0
3:00	1	0	1
3:15	0	1	1
3:30	0	1	1
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	1	1	2
4:45	1	0	1
5:00	1	1	2
5:15	0	3	3
5:30	0	3	3
5:45	3	6	9
6:00	3	4	7
6:15	1	17	18
6:30	0	13	13
6:45	10	10	20
7:00	7	13	20
7:15	7	14	21
7:30	10	27	37
7:45	6	18	24
8:00	10	21	31
8:15	8	22	30
8:30	10	9	19
8:45	11	22	33
9:00	9	14	23
9:15	6	11	17
9:30	9	20	29
9:45	12	13	25
10:00	12	10	22
10:15	10	9	19
10:30	9	12	21
10:45	16	6	22
11:00	16	12	28
11:15	13	6	19
11:30	17	16	33
11:45	14	13	27
12:00	21	13	34
12:15	13	15	28
12:30	9	8	17
12:45	19	12	31
13:00	31	12	43
13:15	14	11	25
13:30	20	10	30
13:45	19	13	32
14:00	13	21	34
14:15	7	8	15
14:30	12	14	26
14:45	13	11	24
15:00	17	14	31
15:15	23	10	33
15:30	26	16	42
15:45	14	11	25
16:00	27	12	39
16:15	16	14	30
16:30	32	16	48
16:45	25	21	46
17:00	34	14	48
17:15	26	10	36
17:30	26	16	42
17:45	21	17	38
18:00	14	14	28
18:15	12	17	29
18:30	16	7	23
18:45	15	11	26
19:00	13	14	27
19:15	13	11	24
19:30	13	14	27
19:45	14	14	28

Horicon During Test (Site 01)

RSG Count

20:00	7	12	19
20:15	12	5	17
20:30	13	4	17
20:45	10	8	18
21:00	3	6	9
21:15	6	5	11
21:30	10	7	17
21:45	7	7	14
22:00	7	7	14
22:15	5	5	10
22:30	8	0	8
22:45	4	2	6
23:00	8	0	8
23:15	2	1	3
23:30	0	2	2
23:45	3	2	5
8/4/2011	2	3	5
	929	876	1805
0:15	2	2	4
0:30	2	0	2
0:45	2	1	3
1:00	0	5	5
1:15	2	2	4
1:30	0	0	0
1:45	0	1	1
2:00	1	1	2
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	2	0	2
3:15	0	1	1
3:30	0	0	0
3:45	0	0	0
4:00	0	1	1
4:15	0	0	0
4:30	0	1	1
4:45	2	3	5
5:00	0	2	2
5:15	0	7	7
5:30	0	2	2
5:45	3	7	10
6:00	4	3	7
6:15	2	11	13
6:30	5	11	16
6:45	8	11	19
7:00	3	14	17
7:15	6	17	23
7:30	14	22	36
7:45	12	26	38
8:00	11	24	35
8:15	12	26	38
8:30	7	10	17
8:45	14	14	28
9:00	12	17	29
9:15	8	11	19
9:30	11	4	15
9:45	7	20	27
10:00	11	9	20
10:15	8	9	17
10:30	10	5	15
10:45	10	16	26
11:00	17	9	26
11:15	12	11	23
11:30	16	12	28
11:45	10	10	20
12:00	14	15	29
12:15	19	14	33
12:30	13	16	29
12:45	16	10	26
13:00	22	13	35
13:15	9	18	27
13:30	24	14	38
13:45	19	21	40
14:00	16	14	30
14:15	13	16	29
14:30	11	13	24
14:45	13	14	27
15:00	14	17	31
15:15	15	15	30
15:30	24	9	33
15:45	20	19	39
16:00	12	21	33
16:15	24	18	42
16:30	29	18	47
16:45	32	9	41
17:00	29	13	42
17:15	27	12	39
17:30	17	11	28
17:45	29	9	38

Horicon During Test (Site 01)

RSG Count

18:00	14	11	25
18:15	21	12	33
18:30	10	12	22
18:45	13	12	25
19:00	14	13	27
19:15	22	10	32
19:30	9	8	17
19:45	12	11	23
20:00	10	9	19
20:15	7	7	14
20:30	10	6	16
20:45	10	7	17
21:00	11	10	21
21:15	9	4	13
21:30	10	6	16
21:45	3	3	6
22:00	7	10	17
22:15	6	4	10
22:30	1	3	4
22:45	4	4	8
23:00	4	1	5
23:15	6	2	8
23:30	2	1	3
23:45	5	0	5
8/5/2011	3	0	3
	923	826	1749
0:15	6	1	7
0:30	1	1	2
0:45	2	1	3
1:00	1	2	3
1:15	4	1	5
1:30	0	1	1
1:45	0	1	1
2:00	0	0	0
2:15	1	1	2
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	1	1
3:30	0	1	1
3:45	0	0	0
4:00	1	2	3
4:15	0	0	0
4:30	1	1	2
4:45	0	0	0
5:00	0	2	2
5:15	0	3	3
5:30	1	3	4
5:45	0	7	7
6:00	2	3	5
6:15	3	8	11
6:30	1	13	14
6:45	12	9	21
7:00	5	13	18
7:15	3	13	16
7:30	7	25	32
7:45	18	24	42
8:00	12	24	36
8:15	6	12	18
8:30	9	11	20
8:45	11	17	28
9:00	10	8	18
9:15	11	8	19
9:30	10	25	35
9:45	13	11	24
10:00	18	9	27
10:15	11	15	26
10:30	9	18	27
10:45	14	14	28
11:00	16	19	35
11:15	14	17	31
11:30	16	19	35
11:45	10	11	21
12:00	21	16	37
12:15	20	19	39
12:30	20	13	33
12:45	13	13	26
13:00	20	19	39
13:15	13	9	22
13:30	15	9	24
13:45	15	17	32
14:00	9	13	22
14:15	9	10	19
14:30	20	13	33
14:45	15	11	26
15:00	24	11	35
15:15	16	12	28
15:30	15	14	29
15:45	22	8	30

Horicon During Test (Site 01)

RSG Count

16:00	18	5	23
16:15	15	10	25
16:30	29	14	43
16:45	25	13	38
17:00	25	10	35
17:15	27	2	29
17:30	18	12	30
17:45	12	14	26
18:00	13	12	25
18:15	16	9	25
18:30	14	7	21
18:45	16	12	28
19:00	9	7	16
19:15	8	9	17
19:30	13	14	27
19:45	12	11	23
20:00	11	4	15
20:15	15	8	23
20:30	5	4	9
20:45	12	8	20
21:00	14	2	16
21:15	7	6	13
21:30	9	7	16
21:45	8	7	15
22:00	5	9	14
22:15	6	8	14
22:30	5	2	7
22:45	7	3	10
23:00	8	6	14
23:15	7	4	11
23:30	3	3	6
23:45	2	2	4
8/6/2011	2	1	3
	649	623	1272
0:15	0	2	2
0:30	2	2	4
0:45	3	2	5
1:00	0	0	0
1:15	1	0	1
1:30	0	0	0
1:45	1	2	3
2:00	3	0	3
2:15	2	1	3
2:30	1	2	3
2:45	0	0	0
3:00	0	0	0
3:15	0	1	1
3:30	0	0	0
3:45	0	0	0
4:00	1	0	1
4:15	0	0	0
4:30	0	1	1
4:45	0	0	0
5:00	1	1	2
5:15	0	3	3
5:30	1	0	1
5:45	2	3	5
6:00	0	1	1
6:15	2	5	7
6:30	2	2	4
6:45	4	4	8
7:00	1	9	10
7:15	2	5	7
7:30	5	3	8
7:45	4	6	10
8:00	1	8	9
8:15	3	8	11
8:30	5	11	16
8:45	6	10	16
9:00	9	8	17
9:15	5	7	12
9:30	4	8	12
9:45	11	6	17
10:00	9	5	14
10:15	15	11	26
10:30	10	13	23
10:45	11	17	28
11:00	19	8	27
11:15	10	12	22
11:30	10	19	29
11:45	13	22	35
12:00	11	11	22
12:15	17	14	31
12:30	11	4	15
12:45	11	10	21
13:00	15	11	26
13:15	9	17	26
13:30	13	7	20
13:45	11	8	19

Horicon During Test (Site 01)

RSG Count

14:00	15	14	29
14:15	8	7	15
14:30	12	7	19
14:45	12	15	27
15:00	14	10	24
15:15	16	15	31
15:30	9	18	27
15:45	9	13	22
16:00	10	8	18
16:15	12	10	22
16:30	12	7	19
16:45	9	5	14
17:00	23	5	28
17:15	13	10	23
17:30	15	7	22
17:45	9	13	22
18:00	9	12	21
18:15	9	10	19
18:30	12	8	20
18:45	7	4	11
19:00	12	9	21
19:15	7	7	14
19:30	6	9	15
19:45	8	8	16
20:00	5	13	18
20:15	8	7	15
20:30	11	5	16
20:45	5	8	13
21:00	12	5	17
21:15	6	11	17
21:30	6	6	12
21:45	8	2	10
22:00	7	4	11
22:15	9	6	15
22:30	6	1	7
22:45	8	2	10
23:00	4	5	9
23:15	4	2	6
23:30	2	1	3
23:45	1	3	4
8/7/2011	6	2	8
0:15	7	4	11
0:30	2	2	4
0:45	2	0	2
1:00	0	0	0
1:15	1	1	2
1:30	1	1	2
1:45	1	1	2
2:00	0	0	0
2:15	0	1	1
2:30	2	1	3
2:45	0	0	0
3:00	2	2	4
3:15	0	0	0
3:30	1	0	1
3:45	0	0	0
4:00	0	2	2
4:15	0	2	2
4:30	1	2	3
4:45	1	0	1
5:00	0	1	1
5:15	1	1	2
5:30	0	2	2
5:45	1	4	5
6:00	1	2	3
6:15	0	0	0
6:30	2	5	7
6:45	4	6	10
7:00	1	7	8
7:15	0	5	5
7:30	2	10	12
7:45	0	6	6
8:00	1	1	2
8:15	5	1	6
8:30	3	8	11
8:45	5	9	14
9:00	6	9	15
9:15	3	6	9
9:30	7	11	18
9:45	6	13	19
10:00	4	7	11
10:15	12	7	19
10:30	7	4	11
10:45	14	8	22
11:00	10	17	27
11:15	8	20	28
11:30	8	12	20
11:45	9	8	17

Horicon During Test (Site 01)

RSG Count

12:00	15	15	30
12:15	18	11	29
12:30	9	15	24
12:45	18	7	25
13:00	10	7	17
13:15	7	8	15
13:30	12	6	18
13:45	13	9	22
14:00	15	14	29
14:15	8	14	22
14:30	11	11	22
14:45	12	10	22
15:00	14	13	27
15:15	15	17	32
15:30	5	10	15
15:45	10	8	18
16:00	16	9	25
16:15	18	10	28
16:30	11	5	16
16:45	16	10	26
17:00	11	9	20
17:15	10	7	17
17:30	13	8	21
17:45	5	8	13
18:00	9	8	17
18:15	3	11	14
18:30	8	5	13
18:45	14	10	24
19:00	14	6	20
19:15	16	6	22
19:30	9	13	22
19:45	10	6	16
20:00	8	8	16
20:15	9	3	12
20:30	8	6	14
20:45	10	3	13
21:00	8	5	13
21:15	6	6	12
21:30	5	6	11
21:45	8	2	10
22:00	7	5	12
22:15	1	6	7
22:30	6	0	6
22:45	5	3	8
23:00	3	1	4
23:15	2	3	5
23:30	1	3	4
23:45	0	1	1
8/8/2011	7	2	9
		908	850
			1758
0:15	1	3	4
0:30	0	0	0
0:45	0	2	2
1:00	1	1	2
1:15	2	0	2
1:30	0	1	1
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	1	1	2
2:45	1	1	2
3:00	0	0	0
3:15	0	0	0
3:30	0	1	1
3:45	1	0	1
4:00	0	2	2
4:15	0	0	0
4:30	0	1	1
4:45	0	1	1
5:00	0	1	1
5:15	0	4	4
5:30	0	3	3
5:45	3	5	8
6:00	4	4	8
6:15	4	9	13
6:30	4	12	16
6:45	9	9	18
7:00	8	12	20
7:15	3	18	21
7:30	10	28	38
7:45	14	26	40
8:00	6	21	27
8:15	7	22	29
8:30	8	14	22
8:45	8	12	20
9:00	13	14	27
9:15	6	8	14
9:30	4	14	18
9:45	11	12	23

Horicon During Test (Site 01)

RSG Count

10:00	12	14	26
10:15	3	11	14
10:30	11	13	24
10:45	13	13	26
11:00	12	7	19
11:15	12	13	25
11:30	9	13	22
11:45	17	23	40
12:00	21	17	38
12:15	9	15	24
12:30	17	9	26
12:45	15	6	21
13:00	14	17	31
13:15	10	11	21
13:30	15	9	24
13:45	20	12	32
14:00	17	15	32
14:15	12	13	25
14:30	12	13	25
14:45	15	11	26
15:00	19	17	36
15:15	14	17	31
15:30	17	10	27
15:45	11	13	24
16:00	27	11	38
16:15	24	18	42
16:30	22	14	36
16:45	25	16	41
17:00	33	18	51
17:15	35	15	50
17:30	26	13	39
17:45	28	10	38
18:00	21	5	26
18:15	12	8	20
18:30	15	7	22
18:45	11	17	28
19:00	14	13	27
19:15	11	5	16
19:30	13	13	26
19:45	19	9	28
20:00	11	9	20
20:15	10	8	18
20:30	13	6	19
20:45	11	11	22
21:00	5	2	7
21:15	9	3	12
21:30	4	8	12
21:45	14	6	20
22:00	5	9	14
22:15	3	4	7
22:30	5	3	8
22:45	5	2	7
23:00	3	4	7
23:15	6	3	9
23:30	5	2	7
23:45	0	2	2
8/9/2011	3	3	6
0:15	2	1	3
0:30	2	0	2
0:45	0	1	1
1:00	0	0	0
1:15	0	0	0
1:30	2	2	4
1:45	0	1	1
2:00	1	0	1
2:15	0	0	0
2:30	0	0	0
2:45	1	0	1
3:00	0	2	2
3:15	0	0	0
3:30	0	1	1
3:45	0	1	1
4:00	0	1	1
4:15	1	0	1
4:30	0	0	0
4:45	0	3	3
5:00	0	1	1
5:15	1	3	4
5:30	0	2	2
5:45	4	3	7
6:00	4	5	9
6:15	7	12	19
6:30	1	15	16
6:45	6	15	21
7:00	8	17	25
7:15	7	15	22
7:30	10	26	36
7:45	11	27	38

Horicon During Test (Site 01)

RSG Count

8:00	6	31	37
8:15	7	19	26
8:30	8	11	19
8:45	9	10	19
9:00	9	11	20
9:15	8	12	20
9:30	8	7	15
9:45	12	14	26
10:00	8	19	27
10:15	8	9	17
10:30	13	13	26
10:45	7	13	20
11:00	14	15	29
11:15	14	14	28
11:30	8	12	20
11:45	15	12	27
12:00	18	14	32
12:15	15	17	32
12:30	14	13	27
12:45	18	20	38
13:00	14	14	28
13:15	21	14	35
13:30	19	13	32
13:45	24	13	37
14:00	13	15	28
14:15	12	11	23
14:30	11	11	22
14:45	16	16	32
15:00	21	1	22
15:15	31	0	31
15:30	35	0	35
15:45	22	0	22
16:00	34	0	34
16:15	35	0	35
16:30	54	0	54
16:45	50	0	50
17:00	35	0	35
17:15	52	0	52
17:30	30	7	37
17:45	22	11	33
18:00	21	9	30
18:15	18	8	26
18:30	10	13	23
18:45	15	13	28
19:00	21	4	25
19:15	13	10	23
19:30	13	8	21
19:45	13	10	23
20:00	8	8	16
20:15	10	5	15
20:30	9	5	14
20:45	10	3	13
21:00	5	8	13
21:15	6	4	10
21:30	5	3	8
21:45	3	6	9
22:00	8	7	15
22:15	2	3	5
22:30	3	1	4
22:45	4	0	4
23:00	3	1	4
23:15	4	1	5
23:30	0	2	2
23:45	4	1	5
8/10/2011	1	0	1
		906	821
			1727
0:15	2	2	4
0:30	3	2	5
0:45	0	0	0
1:00	2	1	3
1:15	1	0	1
1:30	0	1	1
1:45	0	1	1
2:00	0	2	2
2:15	1	0	1
2:30	0	0	0
2:45	0	0	0
3:00	0	1	1
3:15	0	0	0
3:30	0	3	3
3:45	0	0	0
4:00	1	1	2
4:15	0	0	0
4:30	0	0	0
4:45	1	1	2
5:00	0	1	1
5:15	0	2	2
5:30	0	4	4
5:45	2	4	6

Horicon During Test (Site 01)

RSG Count

6:00	3	5	8
6:15	3	11	14
6:30	5	11	16
6:45	4	8	12
7:00	2	10	12
7:15	13	18	31
7:30	14	27	41
7:45	11	23	34
8:00	7	25	32
8:15	8	19	27
8:30	13	14	27
8:45	10	21	31
9:00	7	14	21
9:15	6	8	14
9:30	13	9	22
9:45	9	13	22
10:00	12	16	28
10:15	10	15	25
10:30	11	8	19
10:45	12	14	26
11:00	16	9	25
11:15	25	9	34
11:30	10	8	18
11:45	12	16	28
12:00	17	12	29
12:15	7	12	19
12:30	13	12	25
12:45	20	20	40
13:00	20	18	38
13:15	12	11	23
13:30	20	11	31
13:45	20	11	31
14:00	13	14	27
14:15	8	14	22
14:30	13	8	21
14:45	13	7	20
15:00	13	11	24
15:15	18	14	32
15:30	18	6	24
15:45	19	15	34
16:00	24	14	38
16:15	28	16	44
16:30	28	13	41
16:45	21	15	36
17:00	33	12	45
17:15	28	12	40
17:30	25	21	46
17:45	17	14	31
18:00	18	14	32
18:15	10	11	21
18:30	14	13	27
18:45	12	9	21
19:00	12	7	19
19:15	11	7	18
19:30	12	7	19
19:45	13	10	23
20:00	13	10	23
20:15	12	6	18
20:30	14	8	22
20:45	10	7	17
21:00	5	5	10
21:15	6	5	11
21:30	10	5	15
21:45	3	4	7
22:00	5	4	9
22:15	5	5	10
22:30	6	3	9
22:45	5	3	8
23:00	4	4	8
23:15	3	0	3
23:30	3	1	4
23:45	2	3	5
8/11/2011	1	2	3
		880	818
0:15	4	3	7
0:30	0	1	1
0:45	0	1	1
1:00	0	2	2
1:15	0	1	1
1:30	0	2	2
1:45	0	0	0
2:00	0	0	0
2:15	2	0	2
2:30	1	1	2
2:45	0	0	0
3:00	1	0	1
3:15	1	0	1
3:30	0	1	1
3:45	0	0	0

Horicon During Test (Site 01)

RSG Count

4:00	0	1	1
4:15	1	0	1
4:30	0	1	1
4:45	1	3	4
5:00	0	1	1
5:15	0	4	4
5:30	1	5	6
5:45	4	5	9
6:00	3	4	7
6:15	4	6	10
6:30	6	13	19
6:45	5	8	13
7:00	5	11	16
7:15	8	15	23
7:30	7	13	20
7:45	7	31	38
8:00	10	25	35
8:15	6	15	21
8:30	13	8	21
8:45	6	16	22
9:00	9	8	17
9:15	5	9	14
9:30	10	12	22
9:45	12	11	23
10:00	14	10	24
10:15	11	10	21
10:30	15	17	32
10:45	12	15	27
11:00	9	14	23
11:15	13	15	28
11:30	13	11	24
11:45	7	13	20
12:00	16	9	25
12:15	16	14	30
12:30	15	14	29
12:45	18	8	26
13:00	12	17	29
13:15	13	11	24
13:30	23	13	36
13:45	13	16	29
14:00	9	11	20
14:15	17	7	24
14:30	15	9	24
14:45	6	8	14
15:00	21	7	28
15:15	18	14	32
15:30	23	10	33
15:45	18	10	28
16:00	19	9	28
16:15	24	9	33
16:30	21	12	33
16:45	25	16	41
17:00	37	11	48
17:15	17	12	29
17:30	16	11	27
17:45	15	17	32
18:00	19	15	34
18:15	16	17	33
18:30	16	8	24
18:45	12	17	29
19:00	13	14	27
19:15	13	11	24
19:30	14	14	28
19:45	15	12	27
20:00	8	13	21
20:15	15	6	21
20:30	9	5	14
20:45	11	6	17
21:00	10	7	17
21:15	6	3	9
21:30	7	9	16
21:45	14	6	20
22:00	6	8	14
22:15	6	7	13
22:30	6	4	10
22:45	0	2	2
23:00	2	2	4
23:15	0	4	4
23:30	3	2	5
23:45	5	7	12
8/12/2011	2	1	3
	266	418	684
0:15	1	1	2
0:30	8	2	10
0:45	2	3	5
1:00	0	2	2
1:15	0	0	0
1:30	1	4	5
1:45	0	0	0

Horicon During Test (Site 01)

RSG Count

2:00	2	0	2
2:15	1	1	2
2:30	0	1	1
2:45	0	0	0
3:00	2	3	5
3:15	1	1	2
3:30	0	1	1
3:45	2	1	3
4:00	0	1	1
4:15	1	1	2
4:30	0	0	0
4:45	0	3	3
5:00	1	1	2
5:15	3	4	7
5:30	2	5	7
5:45	0	4	4
6:00	3	4	7
6:15	1	8	9
6:30	0	16	16
6:45	6	7	13
7:00	7	17	24
7:15	4	10	14
7:30	11	18	29
7:45	9	23	32
8:00	13	18	31
8:15	9	30	39
8:30	8	9	17
8:45	9	15	24
9:00	13	12	25
9:15	15	24	39
9:30	6	17	23
9:45	7	12	19
10:00	7	14	21
10:15	18	10	28
10:30	13	21	34
10:45	14	17	31
11:00	10	23	33
11:15	12	20	32
11:30	14	13	27
11:45	19	14	33
12:00	9	6	15

Horicon During Test Direction 1

RSG Count

Horicon During Test Direction 1

RSG Count

Horicon During Test Direction 1

RSG Count

Horicon During Test Direction 1

RSG Count

Horicon During Test Direction 1

RSG Count

Horicon During Test Direction 1

RSG Count

Horicon During Test Direction 2

RSG Count

Horicon During Test Direction 2

RSG Count

Horicon During Test Direction 2

RSG Count

Horicon During Test Direction 2

RSG Count

Horicon During Test Direction 2

RSG Count

Horicon During Test Direction 2

RSG Count

APPENDIX D

RESIDENTS' QUESTIONNAIRE



Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

*Put under
Comments*

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

* 15 years ago, my children played in the street. Due to speeders, children now have to take precautions just to cross the street.

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Is speeding a problem on Lincoln Avenue?

Check one box

- Speeding is a significant problem
 Speeding is a minor problem
 Speeding is not a problem

Change in speed while striping was in place

Check one box

- Speeds decreased significantly
 Speeds decreased somewhat
 Speeds were about the same
 Speeds increased somewhat
 Speeds increased significantly
 Don't know

Change in number of cars travelling on Lincoln Avenue while striping was in place

Check one box

- The number of cars decreased significantly
 The number of cars decreased somewhat
 The number of cars was about the same
 The number of cars increased somewhat
 The number of cars increased significantly
 Don't know

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Need crosswalk at Crandall</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

I saw an immediate difference in the speeding cars the day it was put down. Thank You.

My main concern is people running the Lincoln and Crandall stop signs. It is a 4-way intersection in desperate need of traffic control and cross walks. My dog was killed by someone running the stop sign in front of 32 Lincoln. Since the stripes

Thank you for taking the time to complete this questionnaire.

were pulled up I have seen and heard more drivers running that stop sign. What will happen when small children ^{August 2011} attending Kensington School cross that intersection at 8 a.m.? That's prime time for the speeders.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input type="checkbox"/>
Speeding is a minor problem	<input checked="" type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input checked="" type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input checked="" type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

**Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801**

- 1. Do you feel that speeding is a problem on Lincoln Avenue?**

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input checked="" type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

- 2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input checked="" type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

- 3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

**Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801**

- 1. Do you feel that speeding is a problem on Lincoln Avenue?**

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input checked="" type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

- 2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input checked="" type="checkbox"/>
Speeds were about the same	<input type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

- 3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

1. There were not ^{very} many children about. Several families were away during the temporary striping.
2. The cross walk by the church was very positive. It should remain in place.
3. When school starts this Fall, most of the children will be walking West. Sanford Street school is closed. It would be helpful to add cross walks at the western end of Lincoln Avenue.

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test
Resident Feedback Questionnaire

ID : 105

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input type="checkbox"/>
Speeding is a minor problem	<input checked="" type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input checked="" type="checkbox"/>
Speeds were about the same	<input type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input checked="" type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input checked="" type="checkbox"/>
Speeds were about the same	<input type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

Cars parking at crosswalks may have decreased, but they have moved further down Lincoln West.

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

**Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801**

- 1. Do you feel that speeding is a problem on Lincoln Avenue?**

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input checked="" type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

- 2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input checked="" type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

- 3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

This Did not Change Any PARKING
From Businesses on the Street OR
Home of PRIVATE homes

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
Ability to enter and exit driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
Safety for pedestrians crossing the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
Safety for motorists	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
General aesthetics of the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>				

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

without the stripes it seems to be used as a quick cut through, while when the stripes were down most drivers seemed to slow down and pay attention

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input checked="" type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input checked="" type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

Speed Bumps → less expensive?

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

ID: 110

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input type="checkbox"/>
Speeding is a minor problem	<input checked="" type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input checked="" type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

We liked the crosswalk striping and the brighter stop line at Lincoln and Crandall. Only major arteries (Glen St, etc.) have the parking striping, and felt it detracted aesthetically from the street and made it seem more commercial. Not stopping fully at Crandall St. Stop sign appears to be bigger problem than speeding.

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input checked="" type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input checked="" type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input checked="" type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Safety for pedestrians crossing the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

I Like the Striping And Feel it was A Positive And hope it stays :'
 Any Lines on the road that make the Motorist Aware of the road and hopefully their Speed is a good thing!

Thank you for taking the time to complete this questionnaire.

ID : 112

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input type="checkbox"/>
Speeding is a minor problem	<input checked="" type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input checked="" type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

**Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801**

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input type="checkbox"/>
Speeding is a minor problem	<input checked="" type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input checked="" type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

Another BIG issue is people not stopping at stop sign at both intersections

- Crandall & Lincoln
and
- Kensington & Lincoln

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

**Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801**

- 1. Do you feel that speeding is a problem on Lincoln Avenue?**

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input type="checkbox"/>
Speeding is a minor problem	<input checked="" type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

- 2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input checked="" type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

- 3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Safety for pedestrians crossing the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
General aesthetics of the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>				

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

ID: 115

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input checked="" type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input checked="" type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>



4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

I think that
the crosswalk works well.
The speed gauge in front of
the church also helps.
I appreciate all the
work that is being done. I do myself
have made a conscious
decision to slow down - 30 mph is too fast
in a city with lots of kids.
Maybe alternating one way sheets
would manage running
traffic; speed limit

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test
Resident Feedback Questionnaire

ID: 112

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input checked="" type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input checked="" type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input checked="" type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

**Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801**

- 1. Do you feel that speeding is a problem on Lincoln Avenue?**

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input type="checkbox"/>
Speeding is a minor problem	<input checked="" type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

- 2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input checked="" type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

- 3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

I am outraged that we are spending tax dollars on "temporary striping" on our streets, these mailings and a company to study this "problem." We live in the city of Glens Falls. Cities have traffic. If you do not want moderate to heavy traffic on the street you reside - move to the suburbs preferably on a cul de sac. I have lived here for 13 years and have not ever taken issue with traffic, speeders or people parking in front of my home. As with any road or street, there are always a few unsafe drivers who speed. The stripes on the ~~avenue~~ avenue made our street appear more commercial than residential. This is counterproductive to your mission. IF I were driving down a commercial street I'd be less cautious than while driving through a residential area. One good speed bump would probably ^{have} solved the "problem" & cost less than all of this nonsense.

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

**Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801**

- 1. Do you feel that speeding is a problem on Lincoln Avenue?**

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input type="checkbox"/>
Speeding is a minor problem	<input checked="" type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

- 2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input checked="" type="checkbox"/>

- 3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input checked="" type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

Thank you for taking the time to complete this questionnaire.

ID: 119

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input checked="" type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input checked="" type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

Speed is still an issue. Cars travel very fast. Sometimes not even stopping for stop sign on the corner of crandall st. We have a hearing impaired daughter, its a good thing she doesn't go near the street. I believe that many vehicles speed is due to the length of the block.

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input checked="" type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input checked="" type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

No matter what, we have too many cars coming + going + parking in our residential area. As a homeowner it is very frustrating to see garbage strewn daily in my yard + curb + to have to watch people sit in their cars outside my home + chat loudly on the phone or wash their car windows etc. It is RARE that I can ever park in front of my own house during the hours of 8 - 5 which is also extremely frustrating if you have guests coming or just want to drop something off.

However if my car is left there overnight - of course a ticket is issued promptly. Our street is losing that "hometown" feeling.

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input checked="" type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input checked="" type="checkbox"/>
Speeds were about the same	<input type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input checked="" type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
Ability to enter and exit driveways	<input type="checkbox"/>					
Safety for pedestrians crossing the street	<input type="checkbox"/>					
Safety for motorists	<input type="checkbox"/>					
General aesthetics of the street	<input type="checkbox"/>					

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

**Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801**

- 1. Do you feel that speeding is a problem on Lincoln Avenue?**

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input checked="" type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

- 2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input checked="" type="checkbox"/>

- 3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

I reside at 39 Lincoln Ave. (between Grandell and Kensington) so I do not know if the temporary striping encouraged drivers to slow down but I do think the wide crosswalk striping on the corner of Davis is a good improvement. I feel the striping entering Lincoln from Glen is a huge improvement. I noticed that during in the parking spaces on the corner cut down greatly on the amount of drivers parking on the corner. In the time the parking spaces have been in place, I saw only one driver parking on the corner. This improvement makes it much safer to enter Glen St. and to enter Lincoln. Thank you to everyone involved in helping to make this a safer area!

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

**Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801**

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input type="checkbox"/>
Speeding is a minor problem	<input checked="" type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input checked="" type="checkbox"/>
Speeds were about the same	<input type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

I think the crosswalk is a definite positive - it is safer for the children and appears to slow speed somewhat. I did not hate the parking striping, but it does give the street a more urban/commercial feel. I did not think the striping was worth the ^(I'm guessing) very minor impact it may have had on speed. I do think the striping near the orthodontist was probably good for managing the parking issue.

I think the speed limit should be 25, not 30, and it should be posted (near the church).

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

**Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801**

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input checked="" type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input checked="" type="checkbox"/>
Speeds were about the same	<input type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

WE NEED SIGNS FOR CHILDREN AT PCAY, AND SPEED LIMIT SIGNS. CROSS WALK STRIPES WERE GREAT. Although the amount of cars being parked was unchanged they parked straighter and further back from Glen St.

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

**Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801**

- 1. Do you feel that speeding is a problem on Lincoln Avenue?**

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input type="checkbox"/>
Speeding is a minor problem	<input checked="" type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

- 2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input checked="" type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

The young kids speed and mess

- 3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

Notice d no difference

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

The strips and a sign, for no parking from here to corner at the beginning of Dixie where Doctor office is.

The corner is terrible during the winter months.

Thank you for taking the time to complete this questionnaire.

ID: 126

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input checked="" type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input checked="" type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

WASTE of our money for the TEMPORARY lines.
 PUT in A couple of speed bumps + limit
 PARKING to JUST one side of the STREET
 NEAR Dr. BARTLETT'S office would
 take care of 95% of the problems.
 You don't need to be TOO SMART TO
 figure it out!!

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input checked="" type="checkbox"/>

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input type="checkbox"/>
Speeds were about the same	<input checked="" type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

(#2) The visibility of cars coming | ID: 128 |

When trying to exit Lincoln from Glen

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

on Lincoln & Glen it makes the visibility very difficult when trying to pull out onto

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801

↑
SOLVING THIS
IS SUCH A THANK YOU
MESSAGE. THANK YOU
FOR YOUR TIME.

1. Do you feel that speeding is a problem on Lincoln Avenue?

Is speeding a problem on Lincoln Avenue?

Check one box

Speeding is a significant problem

Speeding is a minor problem

Speeding is not a problem

2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

?

Change in speed while striping was in place

Check one box

Speeds decreased significantly

Speeds decreased somewhat

Speeds were about the same

Speeds increased somewhat

Speeds increased significantly

Don't know

3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?

Change in number of cars travelling on Lincoln Avenue while striping was in place

Check one box

The number of cars decreased significantly

The number of cars decreased somewhat

The number of cars was about the same

The number of cars increased somewhat

The number of cars increased significantly

Don't know

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

My area of greatest concern is the traffic problems that exist at the corner of Lincoln Ave near Glen St. Cars park on the end of Lincoln which creates the following problems.

① When you come off Glen & turn on to Lincoln it can be a very narrow path due to cars on either side of the street. Compounding this problem are cars coming on to Glen as I am turning in.

Thank you for taking the time to complete this questionnaire. In the winter when you add snowbanks and people parking away from edge of street in order to exit their cars

It becomes one huge accident waiting to happen. Help ~~the~~ Maybe further set back #2 to happen. No parking to corner

I am
on the
Cover
of
Lincoln.

Lincoln Avenue Traffic Calming Pilot Test

Resident Feedback Questionnaire

Over the last several weeks, temporary striping was placed on Lincoln Avenue as a test to evaluate whether these pavement markings would reduce traffic speeds (techniques like this are referred to as "traffic calming" measures). The test was initiated in response to concerns raised by Lincoln Avenue residents. In addition to collecting traffic data, we are also interested in hearing directly from you and other residents on your assessment of the test. Please take a few minutes to fill out this questionnaire and return this form using the attached posted envelope to:

**Adirondack/Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, NY 12801**

- 1. Do you feel that speeding is a problem on Lincoln Avenue?**

Is speeding a problem on Lincoln Avenue?	Check one box
Speeding is a significant problem	<input checked="" type="checkbox"/>
Speeding is a minor problem	<input type="checkbox"/>
Speeding is not a problem	<input type="checkbox"/>

- 2. Did you notice a change in the speed of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in speed while striping was in place	Check one box
Speeds decreased significantly	<input type="checkbox"/>
Speeds decreased somewhat	<input checked="" type="checkbox"/>
Speeds were about the same	<input type="checkbox"/>
Speeds increased somewhat	<input type="checkbox"/>
Speeds increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

- 3. Did you notice a change in the number of vehicles travelling on Lincoln Avenue while the temporary striping was in place?**

Change in number of cars travelling on Lincoln Avenue while striping was in place	Check one box
The number of cars decreased significantly	<input type="checkbox"/>
The number of cars decreased somewhat	<input type="checkbox"/>
The number of cars was about the same	<input checked="" type="checkbox"/>
The number of cars increased somewhat	<input type="checkbox"/>
The number of cars increased significantly	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

4. While the primary purpose of the temporary striping was to encourage slower speeds, it may have also affected other aspects of the street. To what extent did the striping affect the following items?

	Very Positive	Somewhat Positive	No Effect	Somewhat Negative	Very Negative	Don't know
On-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to enter and exit driveways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Safety for pedestrians crossing the street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety for motorists	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General aesthetics of the street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Provide any additional comments you may have about the temporary striping test or other potential traffic calming measures here. If you need more room, please feel free to include additional pages.

Thank you for taking the time to complete this questionnaire.

Lincoln Avenue Traffic Calming Pilot Test
Resident feedback Questionnaire

ID: 101

I saw an immediate difference in the speeding cars the day it was put down. Thank you. My main concern is people running the west/east Lincoln and Crandall stop signs. It is a four-way intersection in desperate need of traffic control and cross walks. My dog was killed by someone running the stop signs in front of 32 Lincoln. Since the stripes were pulled up I have seen and heard more drivers running that stop sign. What will happen when small children attending Kensington School cross that intersection at 8 am? That's prime time for speeders. 15 years ago, my children played in the street. Due to speeders children now have to take precautions just to cross the street.

ID: 104

1. There were no very many children about; several families were away during the temporary striping.
2. The crosswalks by the church was very positive, it should remain in place.
3. When school starts this fall, most of the children will be walking west. Stanford Street School is closed. It would be helpful to add crosswalks at the western end of Lincoln Avenue.

ID: 106

Cars parking at crosswalks may have decreased, but they have moved further down Lincoln West.

ID: 107

This did not change any parking from businesses on the street in front of private homes

ID: 108

Without the stripes it seems to be used as a quick cut through, while the stripes were down most drivers seemed to slow down and pay attention.

ID: 109

Speed bumps – less expensive?

ID: 110

We liked the crosswalk striping and the brighter stop line at Lincoln and Crandall. Only major arteries (Glen St, etc) have the parking striping, and felt is detracted aesthetically from the street and made it seem more commercial. Not stopping fully at Crandall St. stop sign appears to be a bigger problem than speeding.

ID: 111

I like the striping and feel. It was a positive and hope it stays. Any lines on the road that make the motorist more aware of the road and hopefully their speed is a good thing.

Lincoln Avenue Traffic Calming Pilot Test
Resident feedback Questionnaire

ID: 113

Another big issue is people not stopping at stop signs at both intersections. Crandall & Lincoln and Kensington & Lincoln

ID: 115

I think that the crosswalk works well. The speed gauge in front of the church was helpful. I appreciate all the work that is done. I myself have made a conscious decision to slow down. 30 mph is too fast in a city with lots of kids. Maybe alternatively one way streets throughout the city would manage traffic speed.

ID: 117

I am outraged that we are spending money on “temporary striping” on our streets, these mailings and a company to study this “problem”. We live in the city of Glens Falls. Cities have traffic. If you do not want moderate to heavy traffic on the street you reside – move to the suburbs preferably on a cul-de-sac. I have lived here for 13 years and have not ever taken issue with traffic, speeders or people parking in front of my home. As with any road or street, there are always a few unsafe drivers who speed. The stripes on the avenue made our street appear more commercial than residential. This is counterproductive to your mission. If I were driving down a commercial street I’d be less cautious than while driving though a residential area. One good speed bump would probably have solved the “problem” and cost less than all of this nonsense.

ID: 119

Speed is still an issue. Cars travel very fast sometimes not even stopping for the stop sign on the corner of Crandall St. We have a hearing impaired daughter; it’s a good thing she doesn’t go near the street. I believe that many vehicles speed is due to the length of the block.

ID: 120

No matter what we have too many cars coming and going and parking in our residential area. As a homeowner it is very frustrating to see garbage strewn daily in my yard and curb and to have to watch people sit in their cars outside my home and chat loudly on the phone or wash their windows etc. It is RARE that I can ever park in front of my own house during the hours of 8 – 5 which is also extremely frustrating if you have guests coming or just want to drop something off. However if my car is left there overnight – of course a ticket is issued promptly. Our street is losing that “hometown” feeling.

ID: 122

I reside at 39 Lincoln Ave (between Crandall and Kensington) so I do not know if the temporary striping encouraged drivers to slow down but I do think the wide crosswalk on the crosswalk on the corner of Davis is a good improvement. I feel the striping entering Lincoln from Glen is a huge improvement. I noticed that **driving** in the parking spaces on the corner cut down greatly on the amount of drivers parking on the corner. In the time the parking spaces have been in place I saw only one driver parking on

Lincoln Avenue Traffic Calming Pilot Test

Resident feedback Questionnaire

the corner. This improvement makes it much safer to enter Glen St and Lincoln. Thank you to everyone involved in helping to make this a safer area!

ID: 123

I think the crosswalk is a definite positive; it is safer for the children and appears to slow speed somewhat. I did not have the parking striping, but it does give the street a more urban/commercial feel. I did not think the striping was worth the (I'm guessing) very minor impact it may have had on the speed. I do think the striping near the orthodontist was probably good for managing the parking issue. I think the speed limit should be 25, not 30, and it should be posted (near the church.)

ID: 124

We need signs for children at play and speed limit signs. Crosswalk stripes were great. Although the amount of cars being parked was unchanged they parked straighter and further back from Glen St.

ID: 125

The stripes and a sign, for no parking from here to corner at the beginning of Lincoln where doctor's office is. The corner is terrible during the winter months.

ID: 126

Waste of money for the temporary lines. Put in a couple of speed bumps and limiting parking to just one side of the street near Dr. Bartlett's office would take care of 95% of the problems. You don't need to be too smart to figure it out.

ID: 128

My areas of greatest concern are the traffic problems that exist at the corner of Lincoln Ave near Glen St. Cars park on the end of Lincoln which creates the following problems.

1) When you come off Glen and turn on to Lincoln it can be a very narrow space due to cars on either side of the street. Compounding this problem are the cars coming on to Glen as I am turning in. In the winter when you add snow banks and people parking away from the edge of street in order to exit their cars becomes one huge accident waiting to happen. (maybe further the set back from "no parking to corner").

2) When trying to exit Lincoln from Glen and cars are parked on Lincoln and Glen it makes the visibility very difficult when trying to pull out onto Glen.